



CURB CUT / DRIVEWAY ENTRANCE PERMIT APPLICATION

PERMIT FEE IS \$80.00

(REFERENCE CHAPTER 24, ARTICLE IV, DIVISION 2, SECTIONS 24-129 THRU 24-133 OF EDINA CITY CODE)

SITE ADDRESS: _____

OWNER'S NAME: _____

DESCRIPTION OF WORK TO BE DONE: _____

CONTRACTOR'S NAME: _____

CONTRACTOR'S ADDRESS: _____

PHONE NUMBER CONTRACTOR CAN BE REACHED AT: _____

CELLPHONE #: _____

**If the property is located in a neighborhood that has been reconstructed within the last five years, the contractor is responsible for replacing the bituminous street saw cut to saw cut curb to curb—See attached Map.*

Bituminous street patch needs to be completed within 6 months of the initial inspection. If after 6 months the bituminous street patch is not completed the City of Edina will make the necessary repairs and bill the property owner correctly.

ENGINEERING NOTES: _____

PERMIT NO. _____ PAID ON _____

CHECK NO. _____ CASH _____ CREDIT CARD _____

NOTE: THIS PERMIT EXPIRES ONE YEAR AFTER IT IS ISSUED REGARDLESS IF THE JOB IS COMPLETED.

**PLEASE CALL THE CITY OF EDINA, ENGINEERING DEPARTMENT,
952-826-0371, 24 HOURS IN ADVANCE TO SCHEDULE YOUR INITIAL
INSPECTION AND 24 HOURS PRIOR TO FILLING IN THE BITUMINOUS PATCH FOR YOUR FINAL INSPECTION!!!**

Revised 1/2014

ENGINEERING DEPARTMENT

7450 Metro Boulevard • Edina, Minnesota 55439
www.EdinaMN.gov • 952-826-0371 • Fax 952-826-0392



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Sketch below the street(s) and approximate location of the improvement in relation to the garage and or house.

PLANS / AND / OR SPECIFICATIONS ATTACHED: ____ YES ____ NO

ENGINEERING NOTES: _____

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952-826-0371, 24 HOURS IN ADVANCE TO SCHEDULE YOUR INITIAL
INSPECTION AND 24 HOURS PRIOR TO FILLING IN THE BITUMINOUS STREET PATCH FOR YOUR FINAL
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Fee for Bituminous Patch

If the property is located in a neighborhood that was recently reconstructed within the last five (5) years. See attached Map. Call the engineering Department for possibly not having to saw cut the street and using the existing street edge as a form. This will only be approved by the Engineer. The contractor or homeowner is responsible for removing and replacing the bituminous street saw cut to saw cut full width of the street.

The contractor must provide the City of Edina, Public Works with a copy of the Curb Cut Permit and give a minimum of 48 hours' notice prior to starting bituminous street patch work.

Bituminous street patch needs to be completed within 6 months of the initial inspection. If after 6 months the bituminous street patch is not completed the City of Edina will make the necessary repairs and bill the property owner correctly.

The Public Works Department will bill the contractor or homeowner directly for the cost of the Bituminous street patch and any prep work.

Please refer to CHAPTER 24, ARTICLE IV, DIVISION 2, SECTIONS 24-129 THRU 24-133 OF EDINA CITY CODE – for information regarding permit fees and construction guidelines.

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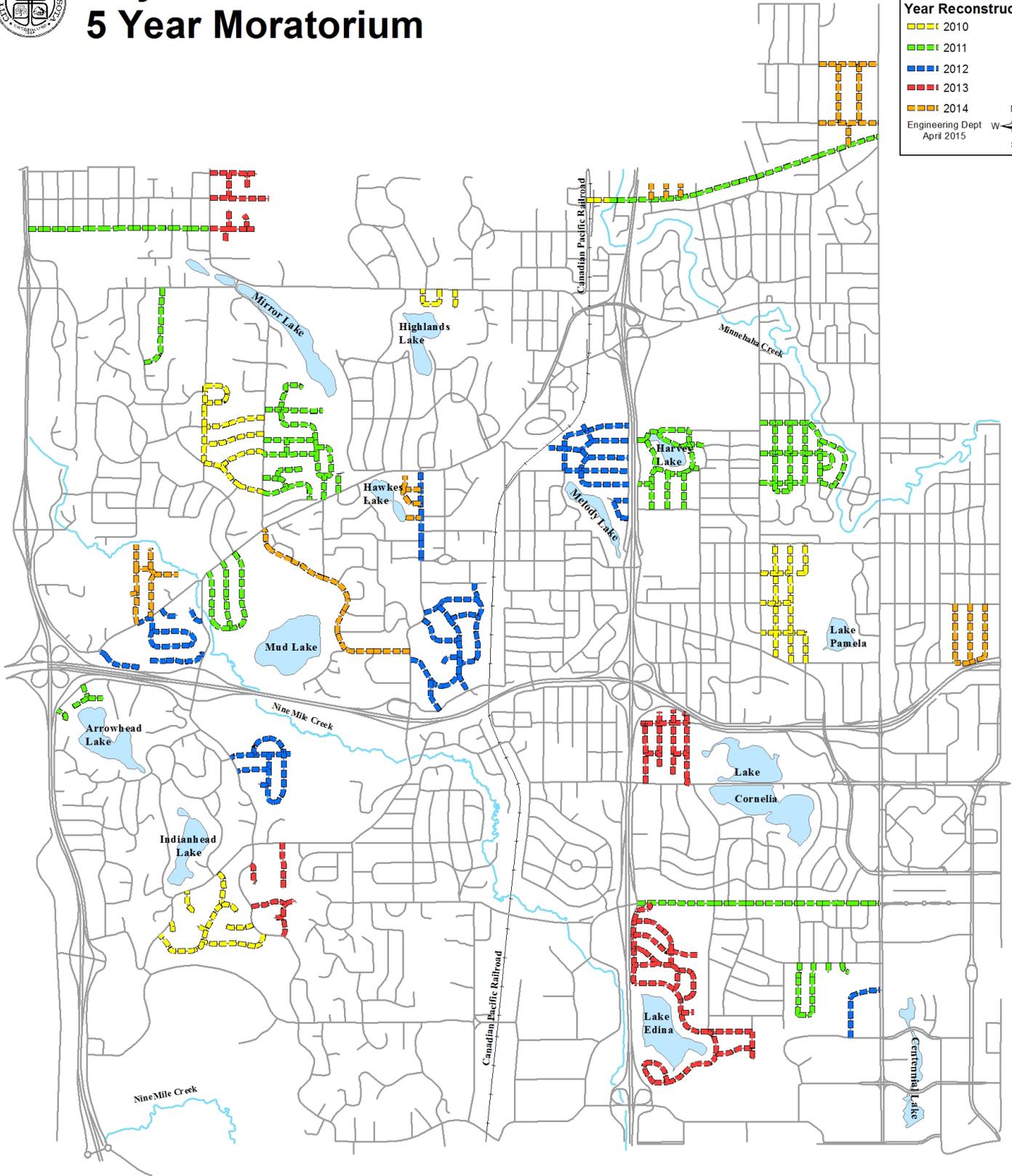


City of Edina 5 Year Moratorium

Year Reconstructed

- 2010
- 2011
- 2012
- 2013
- 2014

Engineering Dept
April 2015





Sec. 24-129. Permit required.

No person shall construct, reconstruct or extend a private driveway, private street or lane to intersect with a public street under the control of the city without first obtaining a permit therefor from the city. The application for a permit shall be submitted to the city engineer on forms provided by the engineer. The engineer may require that the application be accompanied by plans and specifications for the work. The application shall be accompanied by the fee as set forth in [section 2-724](#).

(Code 1992, § 1205.01)

Sec. 24-130. Standards and guidelines.

No permit shall be issued unless the proposed work complies with the following standards and guidelines:

(1)

Materials. That portion of the private driveway, private street or lane which traverses the public street right-of-way shall be constructed of materials as follows, if the private driveway, street or lane intersects:

a.

A concrete street or a concrete curb and gutter, then the apron and new gutter shall be concrete.

b.

A bituminous roadway without concrete curb and gutter, the intersecting area may be concrete, bituminous or other materials approved by the engineer.

(2)

Maximum width. The maximum driveway width at the curb line of the street shall be 30 feet exclusive of returns.

(3)

Minimum distance to street intersection. The minimum distance between the driveway and the nearest return of the intersection of two streets shall be 50 feet, as measured at the curb line of the street.

(4)

Minimum distance between driveways. Except in the R-1 and R-2 districts, as defined by [chapter 36](#), the minimum distance between adjoining driveways shall be 20 feet, as measured at the curb line of the street.

(5)

Minimum distance between driveway and lot line. Except in the R-1 and R-2 districts, as defined by [chapter 36](#), the minimum distance between a driveway and a side lot line shall be ten feet, as measured at the curb line of the street.

(6)

Maximum number. On lots less than 75 feet in width, no more than one driveway per lot shall intersect a street.

(7)

Curb cuts on collector streets. The number of driveways intersecting a street designated as a collector or arterial by the comprehensive plan shall be limited to those driveways essential for adequate access. When properties adjoin more than one street, driveways shall be restricted, if possible, to the street with a lower volume of traffic. The following additional restrictions apply to lots in the R-1 district and R-2 district:

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a. On interior lots, as defined in chapter 36, no more than one driveway per dwelling unit shall intersect a street designated by the comprehensive plan as a collector or arterial.

b. On corner lots or through lots, as defined in chapter 36, no driveway shall intersect with a street designated by the comprehensive plan as a collector or arterial.

If all streets adjoining the lot are designated as collector or arterial, driveways shall be limited to the street with the lowest volume of traffic.

(8)

Other standards. The engineer may adopt additional standards as to the design, materials and installation of driveways to be located on the right-of-way of streets.

(9)

Exceptions. The engineer may grant exceptions to the standards and guidelines of this section in order to allow reasonable access to property, provided that such exceptions do not result in conditions hazardous to vehicular and pedestrian traffic.

(Code 1992, § 1205.02)

Sec. 24-131. Issuance of permit.

The city engineer shall grant a permit upon finding the work will comply with the requirements of this chapter.

(Code 1992, § 1205.03)

Sec. 24-132. Diligence in performing work.

The provision of section 24-52 shall apply to the installation of driveways pursuant to this chapter.

(Code 1992, § 1205.04)

Sec. 24-133. Final inspection.

After all construction and clean-up has been completed, the permit holder shall notify the engineer and request final inspection and acceptance of the work.

(Code 1992, § 1205.05)

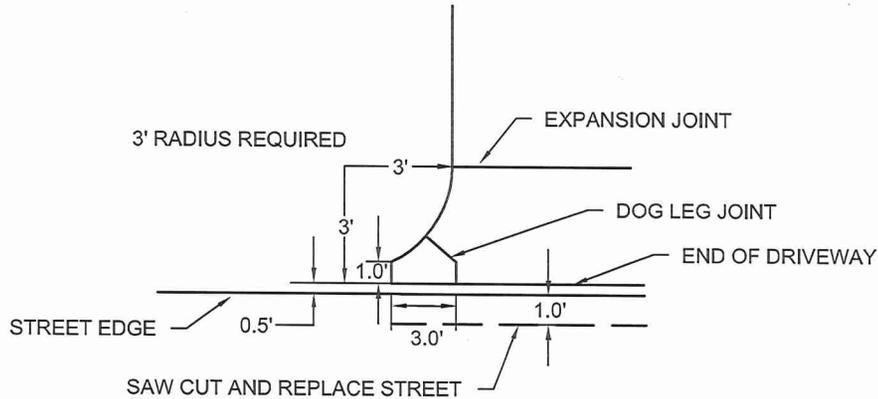
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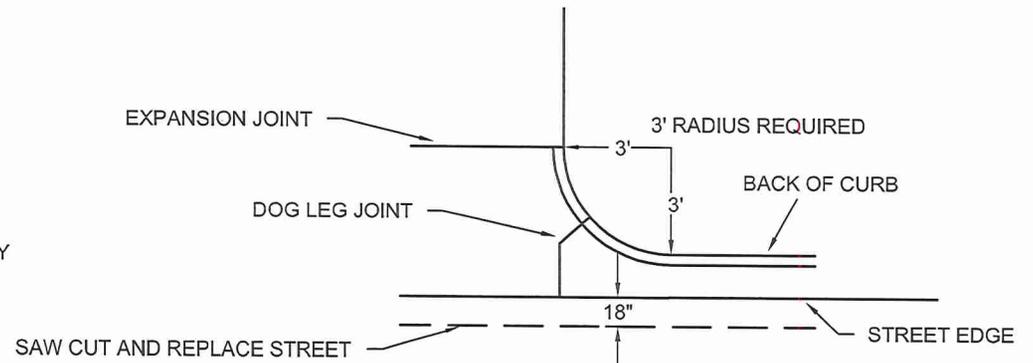
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SECTIONS 24-129 & 24-130 CURB CUTS
TYPICAL RESIDENTIAL
CONCRETE DRIVEWAY APRON
3' RADIUS

STREET WITHOUT CONCRETE CURB & GUTTER



STREET WITH CONCRETE CURB & GUTTER



*** IF THE PROPERTY IS LOCATED IN A NEIGHBORHOOD THAT WAS RECENTLY RECONSTRUCTED WITH IN THE LAST FIVE (5) YEARS. SEE ATTACHED MAP. CALL THE ENGINEER DEPARTMENT FOR POSSIBLY NOT HAVING TO SAW CUT THE STREET.**

1. CONTRACTOR MUST SAWCUT AND REPLACE MIN 18" STRIP OF STREET SECTION WITH SAME PAVEMENT TYPE TO MATCH EXISTING STREET SECTION
2. 6" MINIMUM CONCRETE THICKNESS REQUIRED IN APRON AREA
3. CONCRETE CURB MUST BE REMOVED TO THE NEAREST JOINT IF LESS THEN 4' REMAINS IN PLACE

A CURB CUT PERMIT IS REQUIRED FOR ANY DRIVEWAY WORK THAT INTERSECTS THE CITY STREET/ALLEY, EXCEPT WHEN INTERSECTING SURMOUNTABLE CURB & GUTTER

STREET WITH B618 CONCRETE CURB & GUTTER:

A 3' CONCRETE APRON IS REQUIRED WHEN INSTALLING/REPLACING A CONCRETE OR BITUMINOUS DRIVEWAY AT THE INTERSECTION OF THE STREET/ALLEY. AN 18" MINIMUM CONCRETE APRON IS REQUIRED WHEN INSTALLING/REPLACING A BRICK PAVER DRIVEWAY AT THE INTERSECTION OF THE STREET/ALLEY. A 5' CONCRETE APRON IS ALLOWED ON NARROWER STREETS (WIDTHS LESS THAN 22').

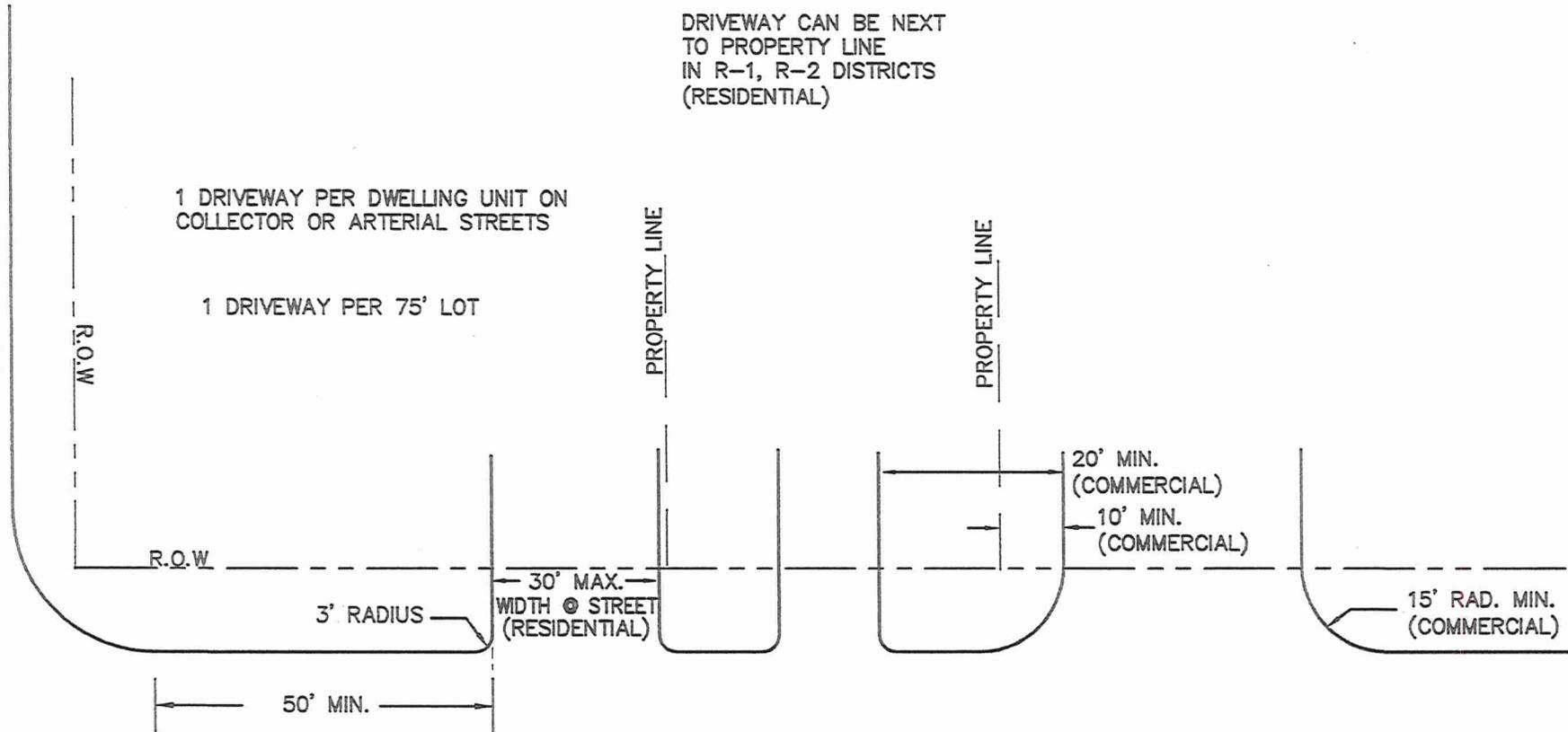
STREET WITHOUT CONCRETE CURB & GUTTER:

A 3' CONCRETE APRON IS REQUIRED WHEN INSTALLING/REPLACING A CONCRETE DRIVEWAY AT THE INTERSECTION OF THE STREET/ALLEY. AN 18" MINIMUM CONCRETE APRON IS REQUIRED WHEN INSTALLING/REPLACING A BRICK PAVER DRIVEWAY AT THE INTERSECTION OF THE STREET/ALLEY. NO CONCRETE APRON IS REQUIRED WHEN INSTALLING/REPLACING A BITUMINOUS DRIVEWAY AT THE INTERSECTION OF THE STREET/ALLEY. A 5' CONCRETE APRON IS ALLOWED ON STREETS (WIDTHS LESS THAN 22'). END OF DRIVEWAY SHALL BE HELD BACK 0.5 FEET FROM EDGE OF ROADWAY.

STREET WITH SURMOUNTABLE (DRIVE-OVER) CURB & GUTTER:

A CONCRETE BITUMINOUS OR BRICK PAVER DRIVEWAY MAY BE INSTALLED TO THE INTERSECTION OF THE BACK OF CURB. A PERMIT IS NOT REQUIRED IN THIS SITUATION.

MINIMUM DISTANCE TO PROPERTY LINES



- APRON MUST BE CONCRETE UNLESS STREET IS BITUMINOUS WITH NO CONCRETE CURB

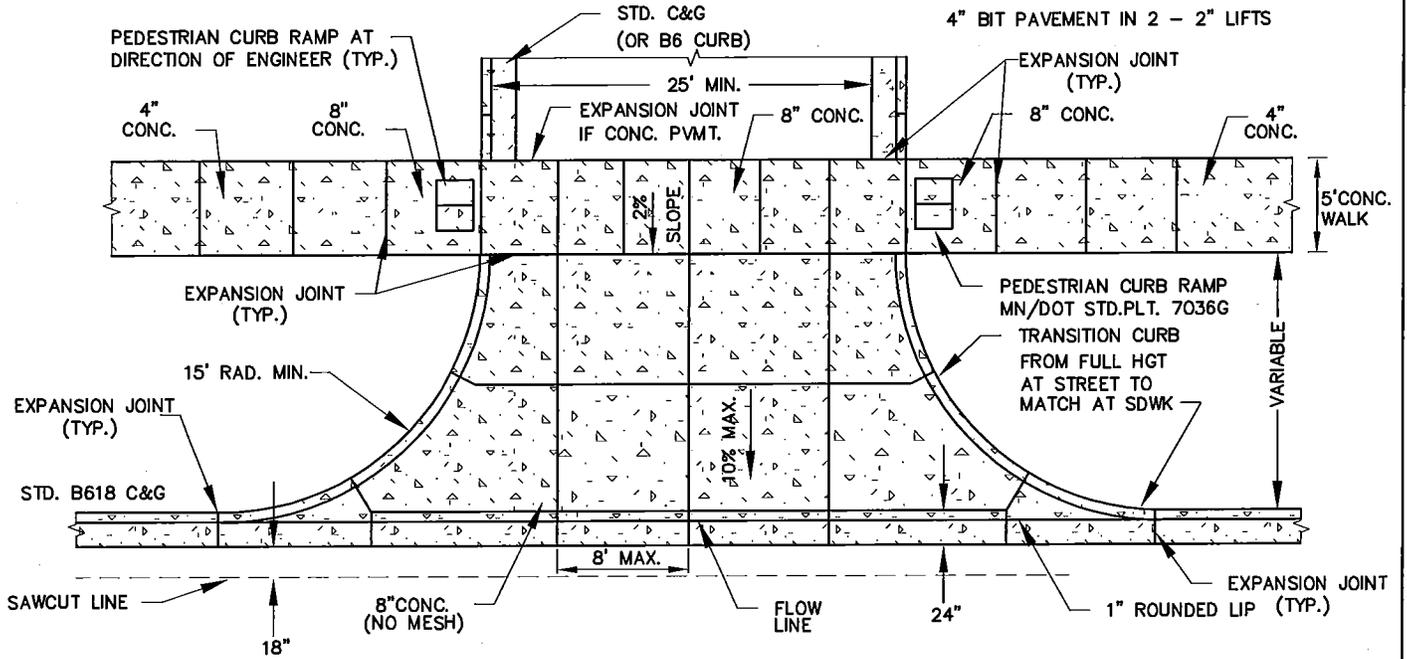
COMMERCIAL DRIVEWAY WITH BOULEVARD SIDEWALK

NOTES:

FORM CONTRACTION JOINT AS NEEDED TO PRODUCE APPROXIMATELY SQUARE PANELS (MAX. AREA OF 64 S.F.)

8" CLASS 5 BASE

4" BIT PAVEMENT IN 2 - 2" LIFTS



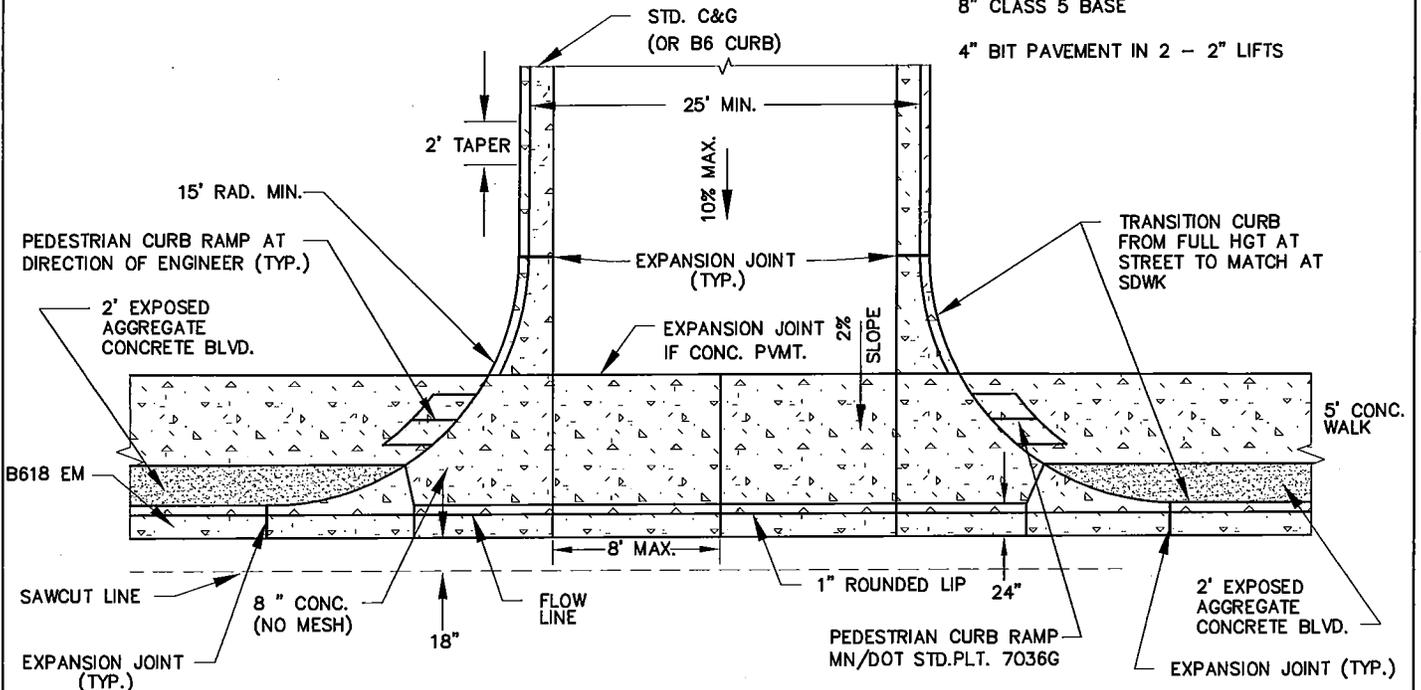
COMMERCIAL DRIVEWAY WITH SIDEWALK

NOTES:

FORM CONTRACTION JOINT AS NEEDED TO PRODUCE APPROXIMATELY SQUARE PANELS (MAX. AREA OF 64 S.F.)

8" CLASS 5 BASE

4" BIT PAVEMENT IN 2 - 2" LIFTS

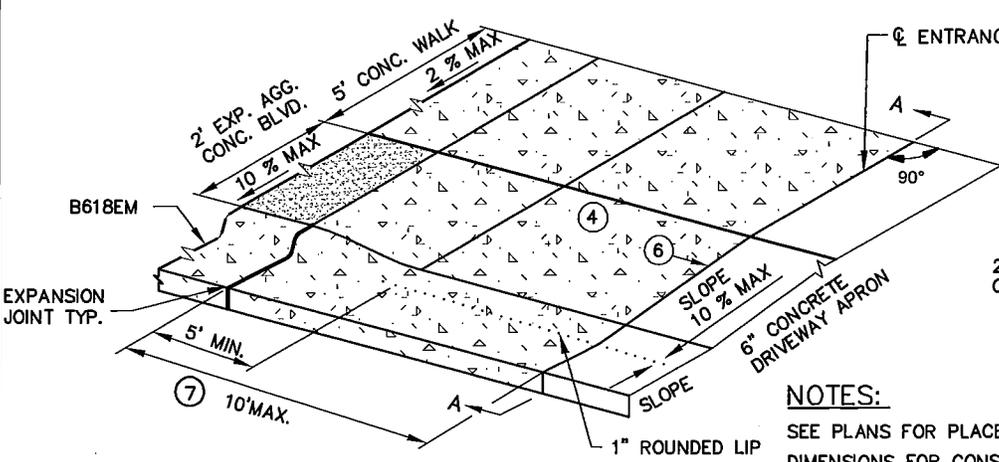
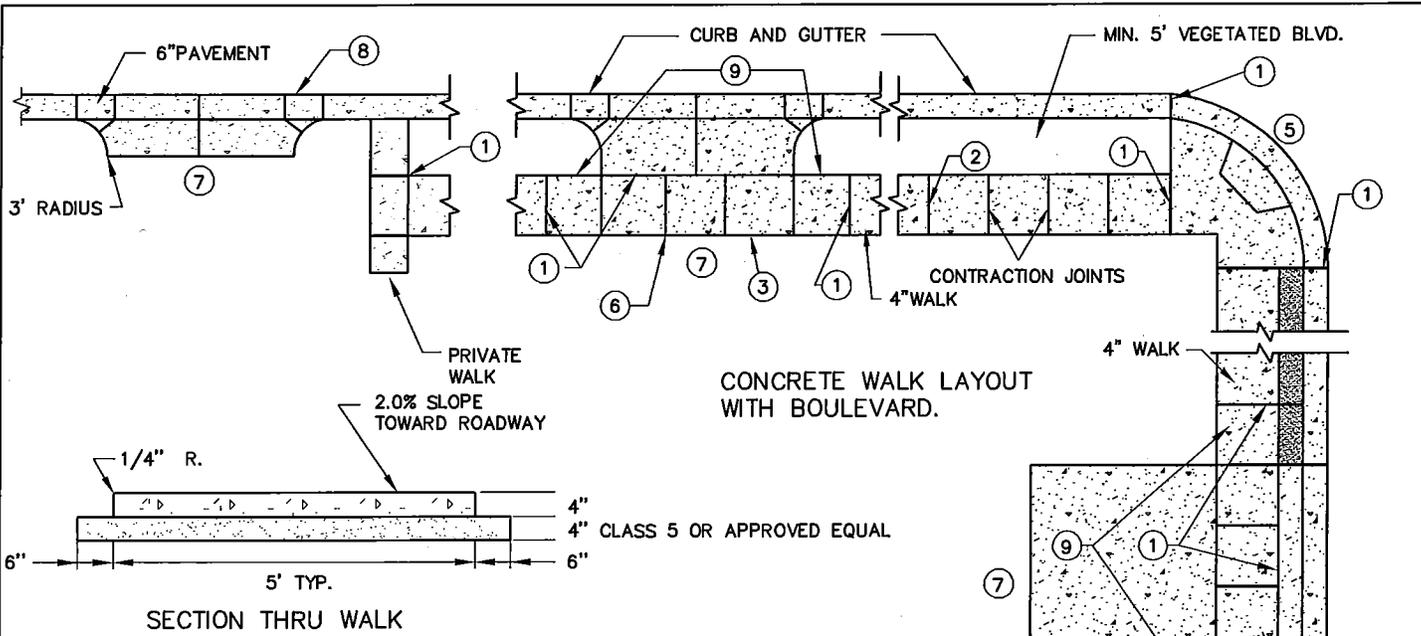


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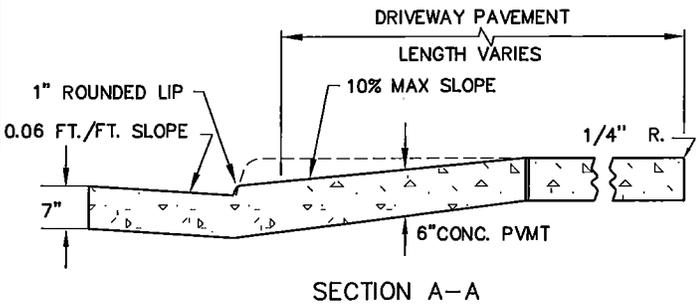
COMMERCIAL DRIVEWAY ENTRANCES

Chad A. Mikh
APPROVED: CITY ENGINEER

REVISED:
1-15
STANDARD
PLATE
400

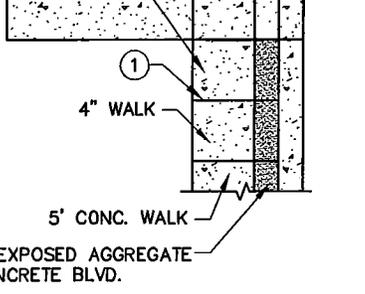


CURB RETURN, HALF PLAN PERSPECTIVE
(2' EXPOSED AGGREGATE CONCRETE
BLVD. WITH 5' WALK.)



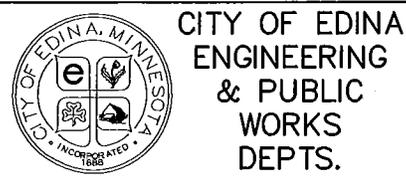
SECTION A-A

*APRON CONSTRUCTION JOINTS SHALL BE TROWELED AND MATCH EXISTING DRIVEWAY PATTERN. OTHER CONCRETE CONSTRUCTION JOINTS SHALL MATCH THE EXISTING DRIVEWAY JOINT PATTERN AND STYLE.



NOTES:

- SEE PLANS FOR PLACEMENT OF WALK AND DIMENSIONS FOR CONSTRUCTION OF DRIVEWAYS.
- ① 1/2" EXPANSION JOINT. 1/2" PREFORMED JOINT FILLER MATERIAL, AASHTO M 213 (REQUIRED WHEN 2 CONCRETE AREAS ARE POURED SEPARATELY).
- ② 1/2" EXPANSION JOINTS AT 150 FT. TYP. (APPROX.) MAXIMUM INTERVALS.
- ③ MATCH INPLACE DRIVEWAY THICKNESS (6" MIN. ON CONCRETE) (4" MIN. ON BIT. DRIVEWAYS).
- ④ WITH SIDEWALK, 6" CONCRETE PAVED TO THE BACK OF SIDEWALK IS PAID FOR AS 6" CONCRETE DRIVEWAY PAVEMENT.
- ⑤ SEE MNDOT STANDARD PLATE 7036G FOR PED RAMP DETAILS SEE PLANS FOR PLACEMENT
- ⑥ FORM CONTRACTION JOINT AS NEEDED TO PRODUCE APPROXIMATELY SQUARE PANELS (MAX. AREA OF 64 S.F.).
- ⑦ SEE STD. PLATE 400 FOR COMMERCIAL DRIVEWAYS AND STANDARD PLATE 411 FOR RESIDENTIAL DRIVEWAYS
- ⑧ FOR RETROFITTED APRON, STREET MUST BE SAWED 18" MIN. OUT FROM NEW APRON AND PATCHED WITH A PLANT MIXED BITUMINOUS MIXTURE
- ⑨ THE FIRST PANEL OF SIDEWALK ON EACH SIDE OF ANY DRIVEWAY SHALL BE 6" CONCRETE PAVEMENT.
- ⑩ BIT DRIVEWAYS SHALL HAVE 6" OF CLASS 5 BASE AND BE PLACED IN TWO 2" LIFTS.

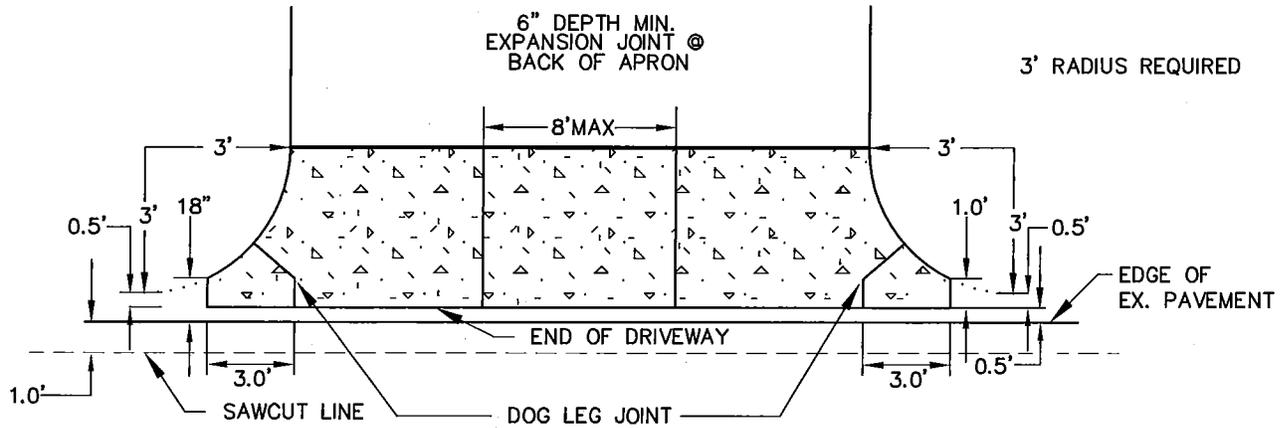


CONCRETE DRIVEWAY APRON
AND CONCRETE WALK

Chad A. Miller
APPROVED: CITY ENGINEER

REVISED:
1-15
STANDARD
PLATE
410

NO CURB & GUTTER



NOTE:

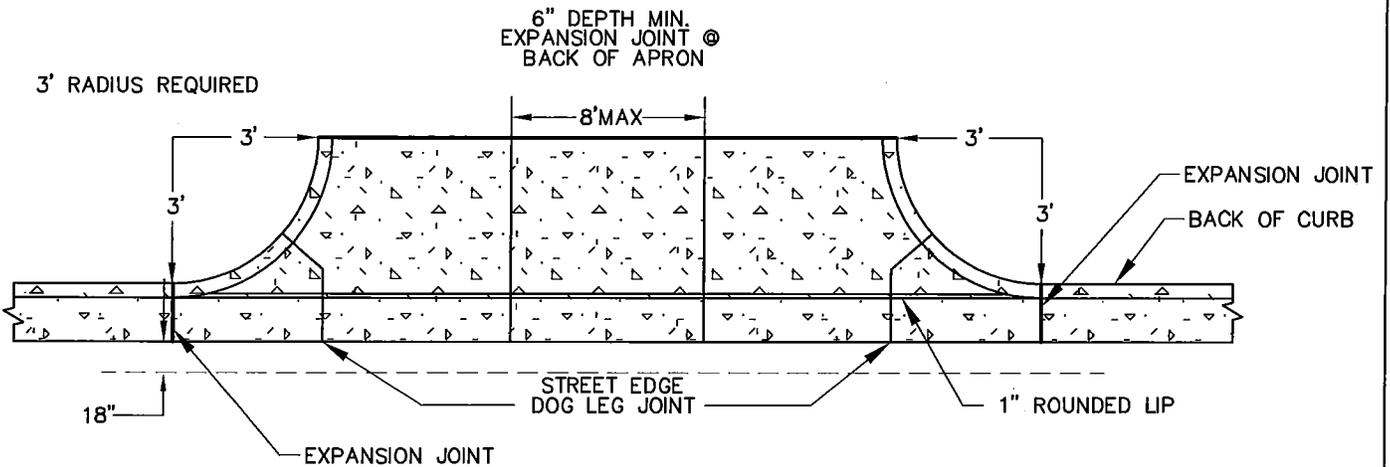
CONTRACTOR MUST SAWCUT AND REPLACE MIN 18" STRIP OF STREET SECTION WITH SAME PAVEMENT TYPE TO MATCH EXISTING STREET SECTION.

NEW CONCRETE DRIVEWAY SHALL BE OFFSET BACK 0.5' FROM EXISTING PAVEMENT.

WHEN EXISTING DRIVEWAY IS BITUMINOUS AND NEEDS TO BE RESTORED, THE CITY REQUIRES A MINIMUM OF 2 - 2" LIFTS.

6" OF CLASS 5 FOR BASE

CURB & GUTTER



NOTE:

CONTRACTOR MUST SAWCUT AND REPLACE MIN 18" STRIP OF STREET SECTION WITH SAME PAVEMENT TYPE TO MATCH EXISTING STREET SECTION.

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6" OF CLASS 5 FOR BASE



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**RESIDENTIAL DRIVEWAY
ENTRANCES**

Handwritten signature of Chad A. Miller

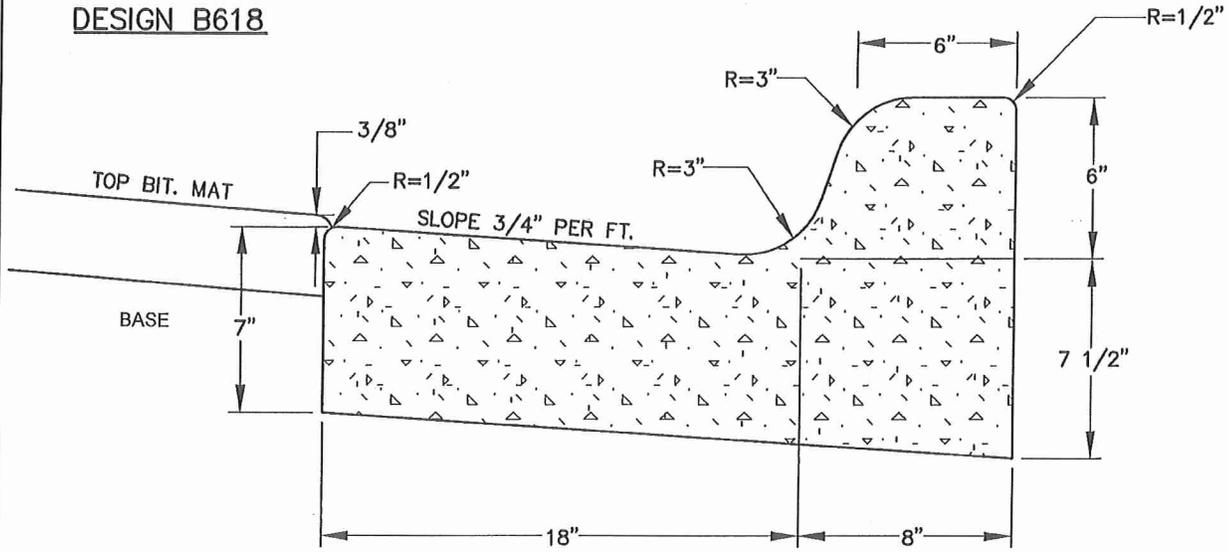
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REVISED:
1-15

STANDARD
PLATE

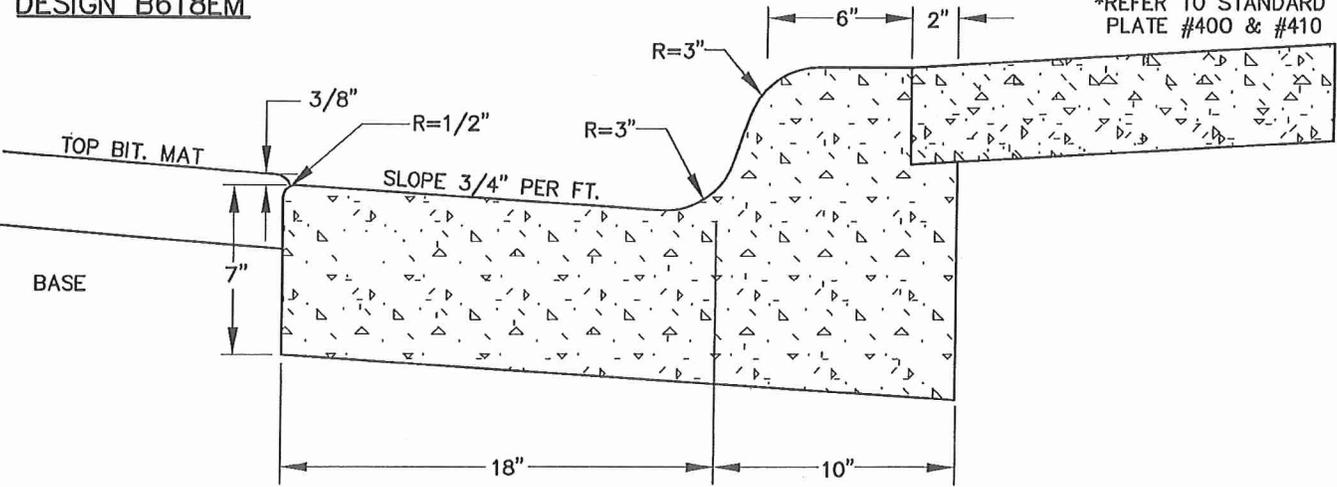
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DESIGN B618

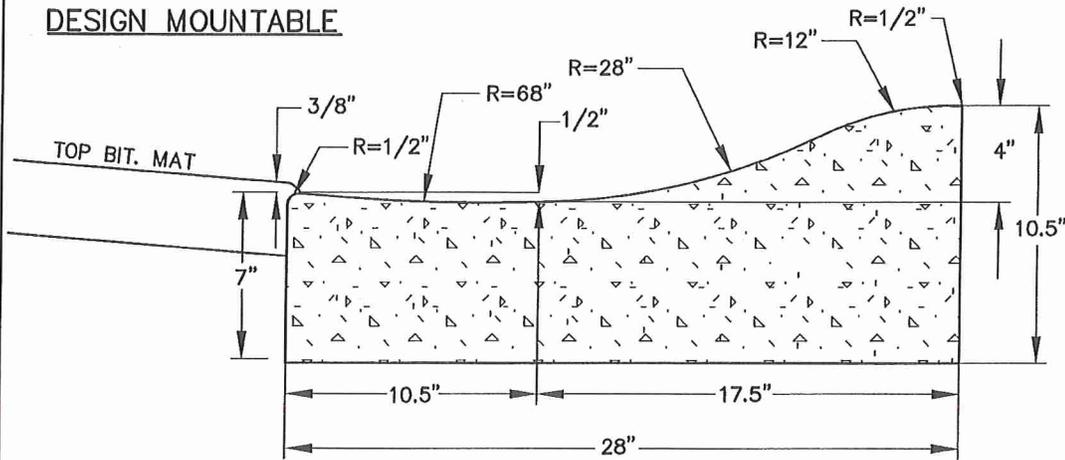


DESIGN B618EM

*REFER TO STANDARD PLATE #400 & #410



DESIGN MOUNTABLE



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ENGINEERING
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CONCRETE CURB & GUTTER

Wayne Haul
APPROVED: CITY ENGINEER

REVISED:
01-13

STANDARD
PLATE
500