Level 1 LAYOUT APPROVAL

Programmed Letting Date September 25, 2015

Prepared By ____ District Preliminary Design Engineer 20__
Reviewed By ____ District Traffic Engineer 20__
Reviewed By ____ Principal Geometric Engineer 20__
Approved By ____ Transportation District/Division Engineer 20__
Approved By ____ State Design Engineer 20__

R Thomas Fidler

DATE 5/15/2015 REG. NO. 26124

I HEREBY CERTIFY THAT THIS LAYOUT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

LAYOUT No. 3 . COPY No. ___
T.H. 75 VICINITY OF T.H.94
FROM 35TH AVENUE S TO N. OF 24TH AVENUE S

Prepared FEBRUARY . 2015 Scale: Hor. 1 inch = 50 ft.
By STANTEC

The alignment and grades shown on this map are tentative and subject to change without notice.

Staff Approval
Date:

The traffic volumes shown are estimated for years 2015 and 2040
Source: Metro COG 2040 Transportation Plan
updated: June 2014

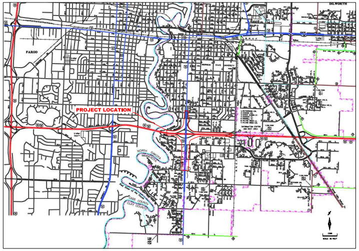
S.P. 1406-66 T.H. 75 A.J. I45319 PPMS Activity 1140
S.P. ___ T.H. ___ A.J. ___ PPMS Activity ___
S.P. ___ T.H. ___ A.J. ___ PPMS Activity ___
Copy To: ___ For: ___

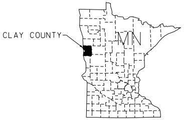
Stantec

MINNESOTA DEPARTMENT OF TRANSPORTATION

DESIGN FILE: c:\pw_stantec\dms00802\CD1406-66_lo1.dgn
DATE: 5/15/2015

LOCATION MAP


DILWORTH
FARGO
PROJECT LOCATION
NORTH DAKOTA
MINNESOTA
CLAY COUNTY


CLAY COUNTY
MN

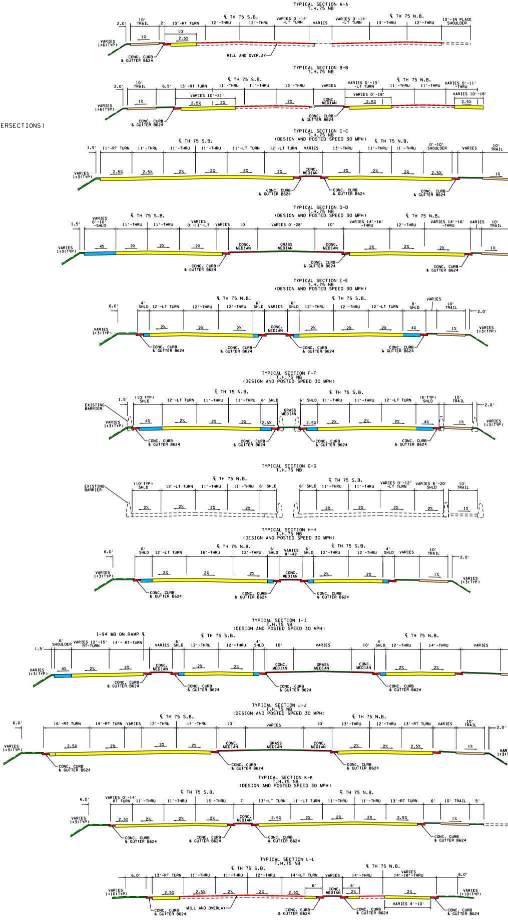
GENERAL NOTES

1. THE TRAFFIC VOLUMES SHOWN ARE ESTIMATED FOR YEARS 2015 AND 2040
SOURCE: METRO COG 2040 TRANSPORTATION PLAN
UPDATED: JUNE 2014

2. THE DESIGN SPEED AND POSTED SPEED LIMIT FOR TH 75 NORTH BOUND AND SOUTH BOUND LANES IS 40 MPH EXCEPT THROUGH THE INTERCHANGE (INCLUDING THE RAMP INTERSECTIONS) WHERE IT IS LOWERED TO 30 MPH.

COLOR KEY

🟧	BRIDGES
🟨	ROADWAYS (INCLUDING TURN LANES)
🟥	CURBS, PAVING & MEDIANS
🟦	STORM WATER PONDS
🟦	SHOULDERS
🟪	SIDEWALKS
🟥	CONCRETE BARRIER
🟧	MULTI-USE PATH OR TRAIL
🟩	BOULEVARD
⌃⌃⌃	RETAINING WALLS
─ · ─	EXISTING R/W
─ · · ─	RAILROAD R/W
─ ─ ─	PRELIMINARY CONSTRUCTION LIMITS
●	PROPOSED SIGNAL
⊗	INPLACE SIGNAL
─ ψ ─	INPLACE WETLAND
▨	MILL AND OVERLAY
⊗	TREE CLEAR AND GRUB


TYPICAL SECTION A-A
T.H. 75 NB
℄ TH 75 S.B.
℄ TH 75 N.B.
10' TRAIL
13'-RT TURN
12'-THRU
VARIES 0'-14' -LT TURN
10'-IN PLACE SHOULDER
MILL AND OVERLAY
CONC. CURB & GUTTER B624
TYPICAL SECTION B-B
T.H. 75 NB
TYPICAL SECTION C-C
T.H. 75 NB
(DESIGN AND POSTED SPEED 30 MPH)
CONC. MEDIAN
TYPICAL SECTION D-D
T.H. 75 NB
(DESIGN AND POSTED SPEED 30 MPH)
GRASS MEDIAN
TYPICAL SECTION E-E
T.H. 75 NB
(DESIGN AND POSTED SPEED 30 MPH)
TYPICAL SECTION F-F
T.H. 75 NB
(DESIGN AND POSTED SPEED 30 MPH)
EXISTING BARRIER
TYPICAL SECTION G-G
T.H. 75 NB
TYPICAL SECTION H-H
T.H. 75 NB
(DESIGN AND POSTED SPEED 30 MPH)
TYPICAL SECTION I-I
T.H. 75 NB
(DESIGN AND POSTED SPEED 30 MPH)
I-94 WB ON RAMP ℄
TYPICAL SECTION J-J
T.H. 75 NB
(DESIGN AND POSTED SPEED 30 MPH)
TYPICAL SECTION K-K
T.H. 75 NB
(DESIGN AND POSTED SPEED 30 MPH)
TYPICAL SECTION L-L
T.H. 75 NB
VARIES 1:3(TYP)
2.5%
2%
1%
4%

LAYOUT HISTORY

IN JUNE OF 2008 A REPORT TITLED TH 75 AND 20TH STREET - CORRIDOR STUDY REPORT WAS PREPARED FOR THE FARGO-MOORHEAD METROPOLITAN COUNCIL OF GOVERNMENTS. IMPROVEMENTS TO THE US (TH) 75 & I 94 INTERCHANGE WAS ONE OF THE PRIORITIZED RECOMMENDATIONS FROM THAT REPORT. THE REPORT IDENTIFIED A PARTIALLY FOLDED DIAMOND/CLOVERLEAF (PARCLO) INTERCHANGE AS A PREFERRED ALTERNATIVE. IN 2012 MNDOT DISTRICT 4 ISSUED A REQUEST FOR PROPOSALS TO DELIVER PRELIMINARY AND DETAILED DESIGN OF THE US 75 & I 94 INTERCHANGE PROJECT. AS PART OF THEIR PROPOSAL THE STANTEC/HDR TEAM RECOMMENDED CONSIDERATION OF A DIVERGING DIAMOND INTERCHANGE (DDI). IN JUNE 2012 THE STANTEC TEAM WAS HIRED TO PROVIDE PRELIMINARY AND DETAILED DESIGN OF A DDI.

IN LATE 2012, MNDOT COMPLETED A VALUE ENGINEERING STUDY (VE STUDY) OF THE PROJECT. THE VE STUDY CALLED FOR CONCEPTUAL LEVEL CONSIDERATION OF THE FOLLOWING OPTIONS IN ADDITION TO THE DDI: PARTIAL CLOVERLEAF INTERCHANGE WITH LOOPS IN THE NE & SW QUADRANTS, DDI INTERCHANGE WITH LOOPS IN THE NE & SW QUADRANTS, AND A FULL CLOVERLEAF INTERCHANGE. ADDITIONALLY, TWO OTHER ALTERNATIVES WERE ADDED FOR EVALUATION THROUGH PROJECT MANAGEMENT TEAM (PMT) DISCUSSIONS: A MODIFIED PARTIAL CLOVERLEAF WITH A LOOP IN THE NE QUADRANT ONLY AND A PARTIAL CLOVERLEAF/FOLDED DIAMOND INTERCHANGE WITH LOOPS IN THE NE AND SE QUADRANTS. IN ADDITION TO EACH INTERCHANGE OPTION, INDIRECT LEFT TURNS (FORMERLY KNOWN AS MICHIGAN LEFTS) WERE TO BE CONSIDERED AT 30TH AVENUE.

IN CONSIDERING THE ALTERNATIVES THE FOLLOWING QUESTIONS WERE ANSWERED: HOW DOES THE CONCEPT APPEAR TO FUNCTION IN VISSIM; WILL THE EXISTING BRIDGES OVER I 94 ACCOMMODATE THE CONCEPT; WHAT IMPACTS DOES THE CONCEPT HAVE ON EXISTING DRAINAGE DITCHES; WHAT RIGHT-OF-WAY NEEDS ARE PRESENTED; AND WHAT ARE THE ESTIMATED CONSTRUCTION COSTS.

IN EARLY 2014 THOSE ALTERNATIVES WARRANTING FURTHER CONSIDERATION WERE EVALUATED THROUGH AN INTERSECTION CONTROL EVALUATION STUDY (ICE). ALTERNATIVES EVALUATED INCLUDED: NO-BUILD, DIAMOND INTERCHANGE WITH ROUNDABOUTS, DIVERGING DIAMOND INTERCHANGE, DIVERGING DIAMOND INTERCHANGE WITH INDIRECT LEFT-TURNS AT 30TH AVENUE, NORTHEAST LOOP INTERCHANGE, NORTHEAST LOOP INTERCHANGE WITH INDIRECT LEFT-TURNS AT 30TH AVENUE, PARTIAL CLOVERLEAF INTERCHANGE, AND PARTIAL CLOVERLEAF INTERCHANGE WITH INDIRECT LEFT-TURNS AT 30TH AVENUE. PRELIMINARY FINDINGS OF THE ICE WERE PRESENTED AT A PUBLIC OPEN HOUSE HELD NEAR THE PROJECT SITE ON JANUARY 23RD, 2014. ADDITIONAL MEETINGS WERE HELD WITH MNDOT D4 AND CITY OF MOORHEAD STAFF TO DISCUSS PUBLIC INPUT, ICE RESULTS AND OTHER CONSIDERATIONS.

JUNE 2014 REVISIONS FROM LAYOUT 1 TO LAYOUT 1A.

- LAYOUT REVISED IN RESPONSE TO HDR PEER REVIEW AND MNDOT D4 REVIEW COMMENTS
- VERTICAL CURVES ON T.H. 75 - INCREASE LENGTH TO MIN 120' FOR HIGHER, 40 MPH, DESIGN SPEED
- SW RAMP MODIFIED TO HAVE 4' LT SHLD EXTENDED TO THE CURB AND GUTTER SECTION AND A 6' RT SHLD THAT WRAPS AROUND ONTO SB T.H. 75
- SE RAMP DESIGN CHANGED FROM RURAL TO URBAN
- INCREASED RADIUS OF FIRST/LAST CURVE ON THE NE AND SE RAMPS TO MEET CURRENT STANDARD
- MODIFIED NE RAMP TO SHOW 4' INSIDE SHLD, 6' OUTSIDE SHLD, AND RURAL SECTION (EXISTING IS A MIX OF URBAN AND RURAL)
- MODIFY NB TH 75 AND TURN LANE TO HOLIDAY DRIVE URBAN AND MODIFY LANE WIDTH TO READ 13'
- ELIMINATED 100' NB RURAL SECTION JUST NORTH OF 30TH. TH 75 IS BEING PROPOSED TO BE URBAN TO THE NORTH AND SOUTH AND 30TH IS URBAN.
- ADDED PEDESTRIAN CROSSINGS AT EACH LEG OF TH 75/37TH AVE S.
- ADDED PEDESTRIAN CURB RAMPS AT NW, SW, AND SE QUADRANTS AT TH75/35TH AVE S.
- ADDED PEDESTRIAN CROSSINGS OF ALL FOUR LEGS AT TH 75/30TH AVE S.
- ADDED RECONSTRUCTION OF TRAIL FROM 30TH AVE S. TO 40TH AVE S. INCREASED WIDTH FROM 7' TO 10'.
- ADDED PEDESTRIAN CROSSINGS OF ALL FOUR LEGS AT TH 75/24TH AVE S.
- ADDED PEDESTRIAN UNDERPASSES OF EASTERN RAMPS
- EXTENDED CURB AND GUTTER ALONG SOUTHBOUND TH 75 STATION 1457+00 TO 1454+00 TO GET WATER INTO CB.
- EXTENDED REPLACEMENT OF CENTER RAISED MEDIAN NORTH OF 24TH AVE S. TO INCLUDE ENTIRE MEDIAN.

JUNE 2014 REVISIONS FROM LAYOUT 1A TO LAYOUT 1B.
- TYPICAL SECTIONS REVISED PER HDR PEER REVIEW OF SCOPING DOCUMENT.

AUGUST 2014 REVISIONS FROM LAYOUT 1B TO LAYOUT 2.
MADE THE FOLLOWING CHANGES IN RESPONSE TO COMMENTS FROM THE GEOMETRIC DESIGN SUPPORT UNIT:

- REVISED GEOMETRY OF THE NORTHWEST RAMP INCLUDING MERGE GEOMETRY AND EXTENDING THE RAMP NOSE
- PROVIDED DEDICATED RIGHT TURN LANE FROM SOUTHBOUND T.H. 75 TO 24TH AVE. S.
- REDUCED TWO LANE WIDTHS ACROSS THE BRIDGE TO 11 FT TO PROVIDE ADDITIONAL SNOW STORAGE.
- REDUCED WIDTH OF NORTHBOUND TO EASTBOUND RIGHT TURN LANE TO SOUTHEAST RAMP.
- UPDATED DESIGN VEHICLE PATHS AND UPDATED INTERSECTION CORNERS AT 24TH AVE. AND 30TH AVE.

OCTOBER 2014 REVISIONS FROM LAYOUT 2 TO LAYOUT 2A.
MADE THE FOLLOWING CHANGES IN RESPONSE TO COMMENTS FROM AND IN COMMUNICATIONS WITH THE GEOMETRIC DESIGN SUPPORT UNIT:

- CHANGED THE YIELD CONTROL FOR THE TOP OF EB ON-RAMP. THE NB TRAFFIC WILL YIELD.
- REVISED GEOMETRY OF THE SB TO WB 1:30 TAPER IN THE NORTHWEST RAMP.
- UPDATED TYPICAL SECTIONS TO SHOW 2.5% CROSS SLOPE MAXIMUM.
- MODIFIED LEFT CURB OF SB APPROACH TO THE BRIDGE TO IMPROVE GUIDANCE TO THROUGH LANES.
- MODIFIED SHOULDER WIDTHS THROUGH THE CROSSOVERS TO PROVIDE 6'SHOULDERS ON THE DRIVERS' RIGHT.

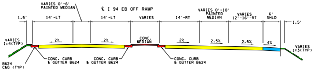
- LAYOUT 2A WAS SIGNED BY GDSU ON 10/23/2014

FEBRUARY 2015 REVISIONS FOR FROM LAYOUT 2A TO LAYOUT 3.

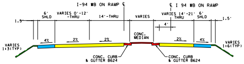
UPDATED GEOMETRY FOR NB T.H. 75 FROM 1486+00 TO 1507+00:
- REDUCED GEOMETRY TO TWO NB THROUGH LANES TO IMPROVE LANE CONTINUITY AT THE INTERSECTION WITH 24TH AVE. S.

MODIFIED PROJECT TERMIUS FROM 40TH AVE. S. TO 35TH AVE. S.
- ELIMINATED MILL AND OVERLAY S. OF 35TH AVE. S.
- ELIMINATED NEW SIGNAL AT 37TH AVE. S.

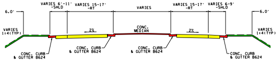
TYPICAL SECTION M-M
I 94 EB OFF RAMP

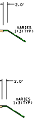

VARIES 0'-6' PAINTED MEDIAN
℄ I 94 EB OFF RAMP
VARIES 0'-10' PAINTED MEDIAN
1.5'
14'-LT
14'-LT
VARIES
14'-RT
VARIES 12'-16'-RT
6' SHLD
1.5'
VARIES 1:4(TYP)
2%
2%
CONC. MEDIAN
2%
2.5%
2.5%
4%
VARIES 1:3(TYP)
B624 C&G (TYP)
CONC. CURB & GUTTER B624
CONC. CURB & GUTTER B624
CONC. CURB & GUTTER B624

TYPICAL SECTION N-N
I 94 WB ON RAMP

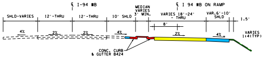

I-94 WB ON RAMP ℄
℄ I 94 WB ON RAMP
1.5'
6' SHLD
VARIES 0'-12' -THRU
14'-THRU
VARIES
VARIES 14'-21' THRU
6' SHLD
1.5'
4'
VARIES 1:3(TYP)
4%
2%
2%
CONC. MEDIAN
2%
4%
VARIES 1:6(TYP)
CONC. CURB & GUTTER B624
CONC. CURB & GUTTER B624

TYPICAL SECTION O-O
I 94 WB OFF RAMP

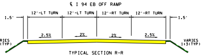

6.0'
VARIES 6'-11' -SHLD
VARIES 15-17' -RT
VARIES
VARIES 15-17' -RT
VARIES 6-9' -SHLD
6.0'
VARIES 1:4(TYP)
2%
CONC. MEDIAN
2%
VARIES 1:4(TYP)
CONC. CURB & GUTTER B624
CONC. CURB & GUTTER B624
CONC. CURB & GUTTER B624
CONC. CURB & GUTTER B624


2.0'
VARIES 1:3(TYP)
2.0'
VARIES 1:3(TYP)

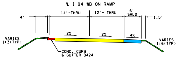
TYPICAL SECTION P-P
I 94 WB


℄ I-94 WB
℄ I 94 WB ON RAMP
SHLD-VARIES
12'-THRU
12'-THRU
10' SHLD
MEDIAN VARIES 3' MIN.
VARIES 18'-24' - THRU
VAR.6'-10' SHLD
1.5'
8'
4%
2%
2%
4%
2%
4%
VARIES 1:4(TYP)
CONC. CURB & GUTTER B424

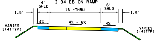
TYPICAL SECTION Q-Q
I 94 EB OFF RAMP


℄ I 94 EB OFF RAMP
1.5'
12'-LT TURN
12'-LT TURN
12'-RT TURN
12'-RT TURN
1.5'
2.5%
2%
2%
2.5%
VARIES 1:6(TYP)
VARIES 1:3(TYP)

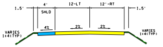
TYPICAL SECTION R-R
I 94 WB ON RAMP


℄ I 94 WB ON RAMP
4'
14'-THRU
12'- THRU
6' SHLD
1.5'
2%
2%
4%
VARIES 1:3(TYP)
VARIES 1:6(TYP)
CONC. CURB & GUTTER B424

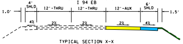
TYPICAL SECTION S-S
I 94 EB ON RAMP


4' SHLD
16'-THRU
6' SHLD
1.5'
1.5'
4%
4% - 6%
4%
VARIES 1:4(TYP)
VARIES 1:4(TYP)

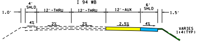
TYPICAL SECTION T-T
I 94 WB OFF RAMP

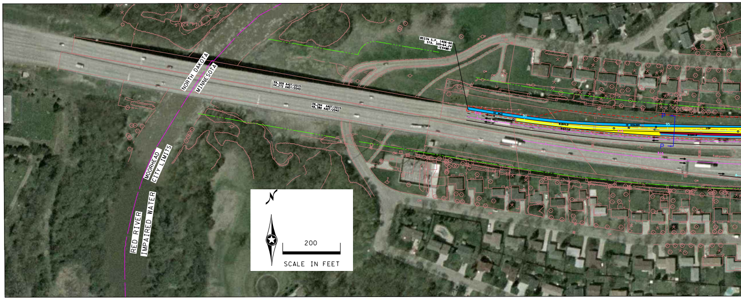

1.5'
4' SHLD
12-LT
12'-RT
1.5'
4%
2%
2%
VARIES 1:4(TYP)
VARIES 1:4(TYP)

TYPICAL SECTION U-U
I 94 EB

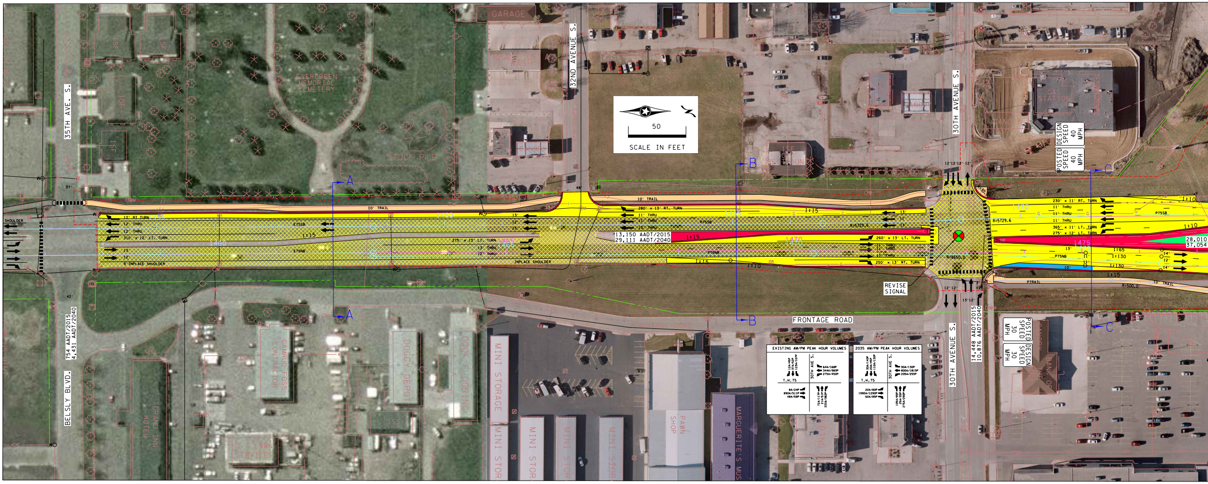

1.0'
4' SHLD
12'-THRU
12'-THRU
12'-AUX
6' SHLD
1.5'
4%
2%
2%
2%
4%

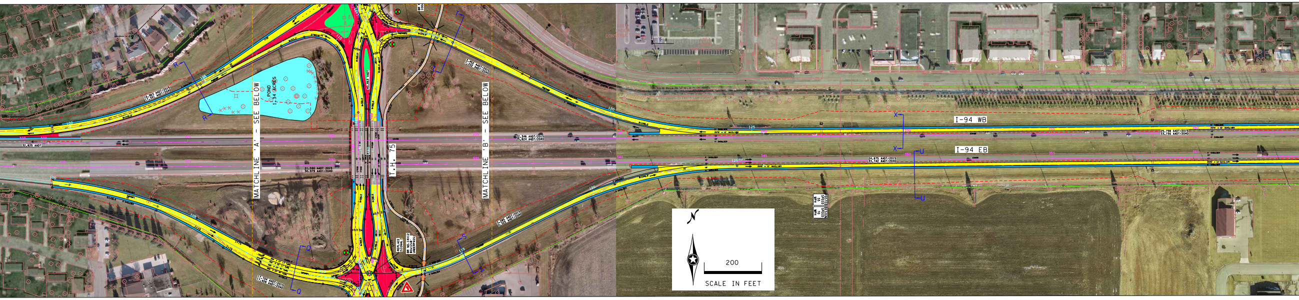
TYPICAL SECTION X-X
I 94 WB

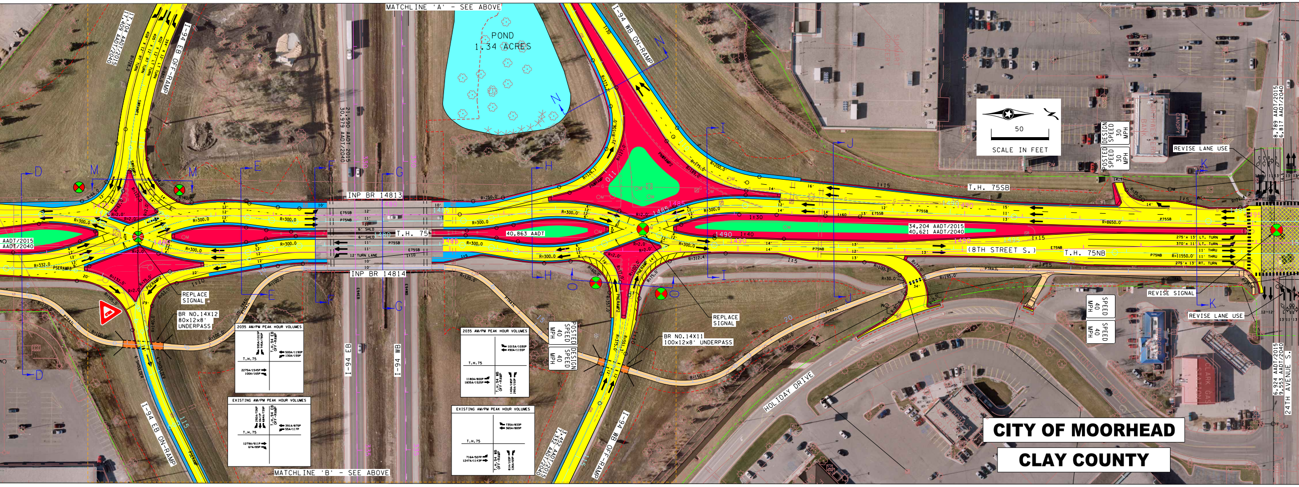

1.0'
4' SHLD
12'-THRU
12'-THRU
12'-AUX
6' SHLD
1.5'
4%
2%
2%
2.5%
4%
VARIES 1:4(TYP)


STOCK PILE
NORTH DAKOTA
MINNESOTA
BEGIN S.P. 1406-66 STA. 309+64.24 (E94WB)
39,309 AADT/2015 44,272 AADT/2040
39,294 AADT/2015 49,388 AADT/2040
MOORHEAD CITY LIMITS
RED RIVER IMPAIRED WATER
P
P
200
SCALE IN FEET

10' TRAIL
2.0'
1%
VARIES 1:3(TYP)

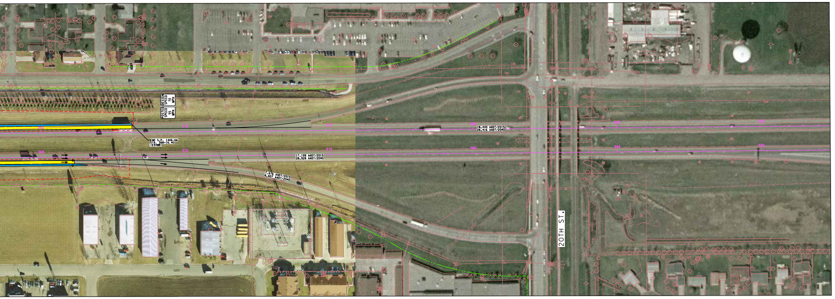

GARAGE
32ND AVENUE S.
35TH AVE. S.
EVERGREEN MEMORIAL CEMETERY
STOCK PILE
CANOPY
50
SCALE IN FEET
30TH AVENUE S.
DESIGN SPEED 40 MPH
POSTED SPEED 40 MPH
A
A
B
B
C
C
37'
48'
42'
SHOULDER
10' TRAIL
12' RT TURN
12' THRU
12' THRU
310' x 12' LT. TURN
13'
12'
9' INPLACE SHOULDER
E75SB
E75NB
1:15
1455
1460
1465
275' x 13' LT. TURN
13' THRU
12' THRU
INPLACE SHOULDER
280' x 13' RT. TURN
11' THRU
11' THRU
13' THRU
13,150 AADT/2015
29,111 AADT/2040
1:15
1:10
P75SB
P75NB
R=5729.6
1470
260' x 13' LT. TURN
11' THRU
11' THRU
11' THRU
250' x 13' RT. TURN
12'12'12' 12'
12'12'
13'12'
R=30.0'
R=8650.0
REVISE SIGNAL
230' x 11' RT. TURN
11' THRU
11' THRU
11' THRU
365' x 11' LT. TURN
275' x 12' LT. TURN
1475
1:65
1:130
1:130
1:10
1:10
14'
12'
14'
10'
1:15
PTRAIL
10' TRAIL
R=500.0'
28,010
37,054
754 AADT/2015
4,431 AADT/2040
14,448 AADT/2015
10,876 AADT/2040
BELSLY BLVD.
FRONTAGE ROAD
POSTED SPEED 30 MPH
DESIGN SPEED 30 MPH
MINI STORAGE
MINI STOR
PAWN SHOP
MARGUERITE'S MUS
DOGGY DEPOT
GRAND INN HOTEL
EXISTING AM/PM PEAK HOUR VOLUMES
T.H. 75
30TH AVE S.
12A/45P
37A/52P
123A/107P
64A/168P
344A/983P
275A/450P
8A/24P
890A/511P
48A/58P
72A/117P
21A/51P
333A/382P
2035 AM/PM PEAK HOUR VOLUMES
T.H. 75
30TH AVE S.
30A/140P
20A/45P
110A/130P
90A/130P
800A/1815P
205A/255P
20A/80P
1990A/1290P
60A/85P
105A/95P
25A/35P
275A/290P

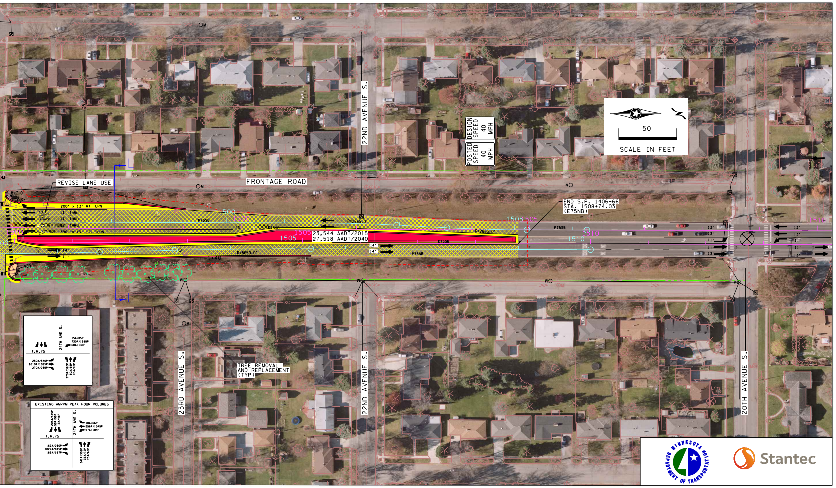

MATCHLINE 'A' - SEE BELOW
MATCHLINE 'B' - SEE BELOW
POND
1.34 ACRES
T.H. 75
I-94 WB
I-94 EB
200
SCALE IN FEET

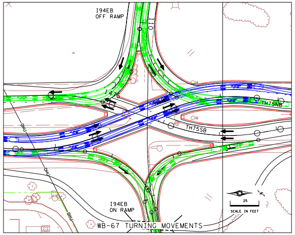

MATCHLINE 'A' - SEE ABOVE
POND
1.34 ACRES
I-94 EB OFF-RAMP
I-94 WB ON-RAMP
17,409 AADT/2015
AADT/2040
21,590 AADT/2015
30,979 AADT/2040
INP BR 14813
INP BR 14814
T.H. 75
40,863 AADT
T.H. 75SB
T.H. 75NB
(8TH STREET S.)
34,204 AADT/2015
40,621 AADT/2040
50
SCALE IN FEET
POSTED SPEED 30 MPH
DESIGN SPEED 30 MPH
REVISE LANE USE
REVISE SIGNAL
REVISE LANE USE
SPEED 40 MPH
SPEED 40 MPH
REPLACE SIGNAL
BR NO. 14X12
80x12x8' UNDERPASS
REPLACE SIGNAL
BR NO. 14X11
100x12x8' UNDERPASS
POSTED SPEED 40 MPH
DESIGN SPEED 40 MPH
2035 AM/PM PEAK HOUR VOLUMES
EXISTING AM/PM PEAK HOUR VOLUMES
HOLIDAY DRIVE
I-94 EB
I-94 WB
I-94 EB ON-RAMP
I-94 WB OFF-RAMP
MATCHLINE 'B' - SEE ABOVE
24TH AVENUE S.

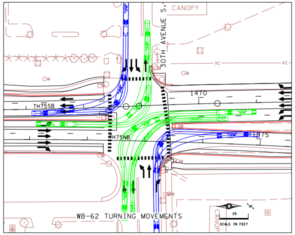
CITY OF MOORHEAD

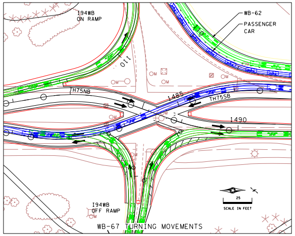
CLAY COUNTY

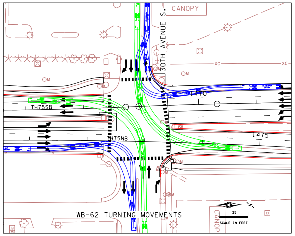

DESIGN SPEED 70 MPH
POSTED SPEED 55 MPH
END S.P. 1406-66
STA. 368+16.40
(E94BB)
370
375
380
18,440 AADT/2015
29,416 AADT/2040
17,199 AADT/2015
26,928 AADT/2040
7,676 AADT/2015
9,607 AADT/2040
20TH ST.

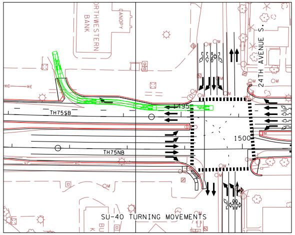

22ND AVENUE S.
DESIGN SPEED 40 MPH
POSTED SPEED 40 MPH
50
SCALE IN FEET
REVISE LANE USE
FRONTAGE ROAD
200' x 13' RT TURN
11' THRU
11' THRU
12' THRU
390' x 13' LT TURN
P75SB
E75SB
R=2865.0'
1500
1505
1510
23,544 AADT/2015
27,518 AADT/2040
R=8650.0'
14'
14'
P75NB
1:40
END S.P. 1406-66
STA. 1508+74.03
(E75NB)
24TH AVE S.
T.H. 75
15A/85P
730A/1385P
60A/130P
250A/340P
1610A/1095P
270A/235P
370A/310P
30A/65P
70A/65P
TREE REMOVAL AND REPLACEMENT (TYP)
EXISTING AM/PM PEAK HOUR VOLUMES
203A/375P
59A/99P
15A/48P
10A/66P
556A/1045P
57A/104P
162A/230P
1022A/815P
189A/167P
341A/302P
36A/72P
73A/66P
23RD AVENUE S.
20TH AVENUE S.
Stantec

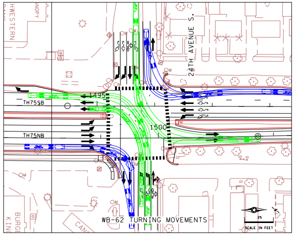

WB-67 TURNING MOVEMENTS
I94EB OFF RAMP
I94EB ON RAMP
TH75NB
TH75SB
25
SCALE IN FEET

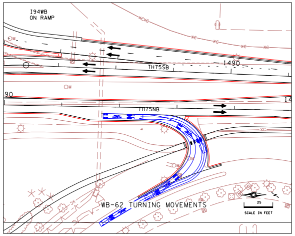

WB-62 TURNING MOVEMENTS
CANOPY
30TH AVENUE S.
TH75SB
TH75NB
1470
1475
25
SCALE IN FEET

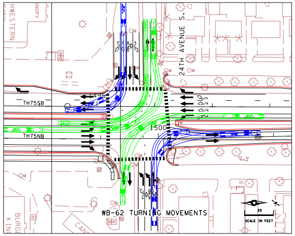

WB-67 TURNING MOVEMENTS
I94WB ON RAMP
WB-62
PASSENGER CAR
TH75NB
TH75SB
1485
1490
I94WB OFF RAMP
25
SCALE IN FEET


WB-62 TURNING MOVEMENTS
CANOPY
30TH AVENUE S.
TH75SB
TH75NB
1470
1475
25
SCALE IN FEET


SU-40 TURNING MOVEMENTS
NORTHWESTERN BANK
CANOPY
24TH AVENUE S.
TH75SB
TH75NB
1495
1500


WB-62 TURNING MOVEMENTS
24TH AVENUE S.
TH75SB
TH75NB
1495
1500
25
SCALE IN FEET


WB-62 TURNING MOVEMENTS
I94WB ON RAMP
TH75SB
TH75NB
1490
25
SCALE IN FEET


WB-62 TURNING MOVEMENTS
24TH AVENUE S.
TH75SB
TH75NB
1495
1500
25
SCALE IN FEET