Level 1 LAYOUT APPROVAL

Programmed Letting Date 12/17/2021

Prepared By BRANDYN CHEZICK Brandyn Chezick 01/25/2021
ENGINEER, PE REG. NO. 57460
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.

Reviewed By Aaron Breyfogle Digitally signed by Aaron Breyfogle Date: 2021.01.25 11:35:31 -06'00' 20__
District Preliminary Design Engineer

Reviewed By Thomas Austin Digitally signed by Thomas Austin Date: 2021.01.25 08:42:31 -06'00' 20__
District Project Manager

Reviewed By Michael Schweyen Digitally signed by Michael Schweyen Date: 2021.01.27 11:08:18 -06'00' 20__
District Traffic Engineer

Reviewed By Digitally signed by Douglas Carter Date: 2021.02.02 08:06:31 -06'00' 20__
State Geometrics Engineer

Approved By Mark Schoenfelder Digitally signed by Mark Schoenfelder Date: 2021.01.27 11:27:51 -06'00' 20__
Transportation District Engineer

Approved By Tom Styrbicki Digitally signed by Tom Styrbicki Date: 2021.02.02 08:19:32 -06'00' 20__
State Design Engineer

LAYOUT No. 1A COPY No. 1

T.H. 65 VICINITY OF ALBERT LEA

FROM NEWTON AVE TO 0.21 MILES NORTH OF

SORENSEN RD.

Prepared MAY 2020 Scale: Hor. 1 Inch = 50 ft.
By WHKS & CO.

The alignment and grades shown on this map are tentative and subject to change without notice.	Staff Approval Date: 02/02/2021 🟥	The traffic volumes shown are estimated for year 2040 Prepared MAY 2020

S.P. 2405-32 T.H. 65 A.J. I6C414 PPMS Activity 1140

S.P. ____ T.H. ____ A.J. ____ PPMS Activity ____

S.P. ____ T.H. ____ A.J. ____ PPMS Activity ____

Copy To: ____ For: ____

DESIGN FILE: K:\9015 Albert Lea US 65\Drawings\c2405-32 Project Map.dgn
DATE: 2-FEB-2021

LAYOUT HISTORY

The purpose of this project is to restore the ROI, extend the pavement life, and modify roadway geometry to increase the safety of motorized and non-motorized users along the project limits.

May 2020 - Preliminary Layout has been created based on comments recieved from District 6 during PMT Meetings.

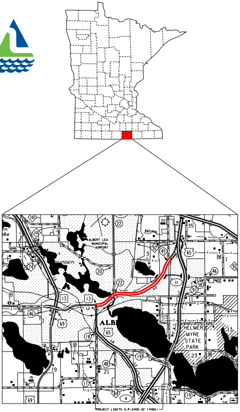
August 2020 - Preliminary Layout has been revised based on comments received from GDSU and ADA review. 3/4 access at Fenton Ave. was removed based on comments from GDSU. EB left turn lane added to frontage road west of Fenton Ave. 3/4 access at Prospect Ave. was removed based on traffic study.

December 2020 - Preliminary Layout has been revised based on comments received from GDSU. MUTs, RCUT, and 3/4 intersection were revised to accomodate a WB-62 design vehicle with no clearance. Alignment and Profile information was added for MUTs and RCUT intersections. Shared Use Path was extended to the edge of the City of Albert Lea Right of Way.

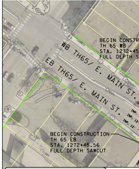
No design exceptions.
Truck usage : 5% (Newton Ave to CSAH 46).
Truck usage : 8% (CSAH 46 to I-35).
Pedestrian accomodations must meet ADA/PROWAG requirements.
OSOW or Superload Corridor: Yes
House moving route: No

DEPARTMENT OF TRANSPORTATION

The City of Albert Lea


ALBERT LEA MUNICIPAL AIRPORT
NATURAL
Fountain
ALB
HELMER MYRE STATE PARK
13
65
69
35
90
22
46

PROJECT LIMITS S.P.2405-32 (TH65)

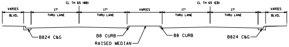

BEGIN CONSTR
TH 65 WB
STA. 1272+45
FULL DEPTH S
WB TH65/ E. MAIN ST.
EB TH65/ E. MAIN ST.
BEGIN CONSTRUCTION
TH 65 EB
STA. 1272+45.56
FULL DEPTH SAWCUT

LEGEND

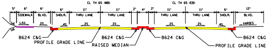
- 🟩 Roadway - Mill & Overlay
- 🟨 Roadway - Reconstruction
- 🟥 Curb and Gutter/Raised Median
- 🟥 Aggregate Shoulder
- 🟧 Paved Entrance
- 🟪 Sidewalk
- 🟫 Shared Use Path
- 🟦 Pond
- ▨ 100 Year Floodplain
- ▩ Pavement Removal
- — Existing Horizontal Alignment
- — Proposed Horizontal Alignment
- - - Limits of Construction
- - - Existing ROW
- — Existing Property Line
- — — Temporary Easement
- —·— Permanent Fee Acquisition
- Existing Retaining Wall
- ◕ Existing Traffic Signal
- ◕ Proposed Traffic Signal

50
SCALE IN FEET

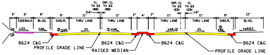
TH 65 INPLACE TYPICAL SECTION (URBAN)


CL TH 65 (WB)
CL TH 65 (EB)
VARIES
BLVD.
17'
THRU LANE
17'
THRU LANE
VARIES
17'
THRU LANE
17'
THRU LANE
VARIES
BLVD.
B824 C&G
B8 CURB
RAISED MEDIAN
B8 CURB
B824 C&G

TH 65 PROPOSED TYPICAL SECTION (URBAN RECONSTRUCT)


CL TH 65 (WB)
CL TH 65 (EB)
5'
6'
SIDEWALK
6'
BLVD.
6'
SHDLR.
11'
THRU LANE
11'
THRU LANE
2'
4'
2'
11'
THRU LANE
11'
THRU LANE
6'
SHDLR.
12'
BLVD.
1:6
1.5%
2%
4%
2%
2%
2%
2%
4%
VARIES
B624 C&G
PROFILE GRADE LINE
B624 C&G
RAISED MEDIAN
B624 C&G
PROFILE GRADE LINE
B624 C&G

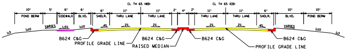
TH 65 PROPOSED TYPICAL SECTION
(STA. 1295+81 WB TO INP. APPROACH PAVEMENT)


CL TH 65 (WB)
INP. CL TH 65 (WB)
INP. CL TH 65 (EB)
CL TH 65 (EB)
0.6'
1.6'
5'
6'
SIDEWALK
6'
BLVD.
9'
SHDLR.
11'
THRU LANE
11'
THRU LANE
2'
4'
2'
11'
THRU LANE
11'
THRU LANE
9'
SHDLR.
12'
BLVD.
1:6
1.5%
VAR.
② VAR.
2%
① VAR.
VAR. ①
2%
② VAR.
VARIES
B624 C&G
PROFILE GRADE LINE
B624 C&G
RAISED MEDIAN
B624 C&G
PROFILE GRADE LINE
B624 C&G

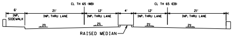
① TRANSITION CROSS SLOPE TO REMOVE CL CROWN AS SHOWN ON INP. BRIDGE TYPICAL.

② TRANSITION CROSS SLOPE FROM 4% TO 2% AS SHOWN ON INP. BRIDGE TYPICAL.

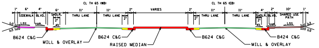
TH 65 PROPOSED TYPICAL SECTION (URBAN RECONSTRUCT ADJACENT TO POND)


CL TH 65 (WB)
CL TH 65 (EB)
10'
POND BERM
5'
6'
SIDEWALK
6'
BLVD.
6'
SHDLR.
11'
THRU LANE
11'
THRU LANE
2'
4'
2'
11'
THRU LANE
11'
THRU LANE
6'
SHDLR.
10'
BLVD.
10'
POND BERM
1:3
1:10
VARIES
1.5%
1:10
4%
2%
2%
2%
2%
4%
VARIES
1:10
1:3
B624 C&G
PROFILE GRADE LINE
B624 C&G
RAISED MEDIAN
B624 C&G
PROFILE GRADE LINE
B624 C&G

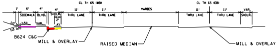
TH 65 INPLACE TYPICAL SECTION (BRIDGE 24006)


CL TH 65 (WB)
CL TH 65 (EB)
6'
INP. SIDEWALK
21'
INP. THRU LANE
12'
INP. THRU LANE
4'
12'
INP. THRU LANE
21'
INP. THRU LANE
2%
2%
2%
2%
RAISED MEDIAN

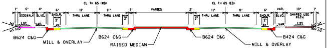
TH 65 PROPOSED TYPICAL SECTION
(URBAN MILL/OVERLAY GARFIELD AVE. TO COLUMBUS AVE.)


CL TH 65 (WB)
CL TH 65 (EB)
1'
6'
SIDEWALK
4'
BLVD.
6'
SHDLR.
2'
11'
THRU LANE
11'
THRU LANE
2'
2'
VARIES
2'
2'
11'
THRU LANE
11'
THRU LANE
4'
SHDLR.
2'
2'
BLVD.
10'
SHARED USE PATH
1'
1:3
1:10
1.5%
VAR.
4%
4%
VAR.
1.5%
1:10
1:3
B624 C&G
MILL & OVERLAY
B624 C&G
RAISED MEDIAN
B624 C&G
MILL & OVERLAY
B424 C&G

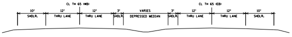
TH 65 PROPOSED TYPICAL SECTION
(URBAN MILL/OVERLAY WILSON ST. TO GARFIELD AVE.)


CL TH 65 (WB)
CL TH 65 (EB)
1'
6'
SIDEWALK
4'
BLVD.
4'
SHDLR.
2'
11'
THRU LANE
11'
THRU LANE
VARIES
11'
THRU LANE
11'
THRU LANE
VAR.
SHDLR.
1:3
1:10
1.5%
VAR.
4%
B624 C&G
MILL & OVERLAY
RAISED MEDIAN
MILL & OVERLAY

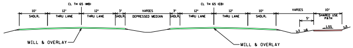
TH 65 PROPOSED TYPICAL SECTION
(URBAN MILL/OVERLAY COLUMBUS AVE. TO ULSTAD AVE.)


CL TH 65 (WB)
CL TH 65 (EB)
1'
6'
SIDEWALK
4'
BLVD.
6'
SHDLR.
2'
11'
THRU LANE
11'
THRU LANE
2'
2'
VARIES
2'
2'
11'
THRU LANE
11'
THRU LANE
6'
SHDLR.
2'
VAR.
BLVD.
10'
SHARED USE PATH
1'
1:3
1:10
1.5%
VAR.
4%
4%
VAR.
1.5%
1:10
1:3
B624 C&G
MILL & OVERLAY
B624 C&G
RAISED MEDIAN
B624 C&G
MILL & OVERLAY
B424 C&G

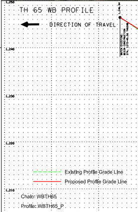
TH 65 INPLACE TYPICAL SECTION (RURAL)


CL TH 65 (WB)
CL TH 65 (EB)
10'
SHDLR.
12'
THRU LANE
12'
THRU LANE
3'
SHDLR.
VARIES
DEPRESSED MEDIAN
3'
SHDLR.
12'
THRU LANE
12'
THRU LANE
10'
SHDLR.

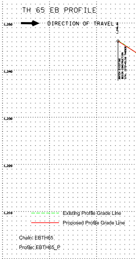
TH 65 PROPOSED TYPICAL SECTION (RURAL)

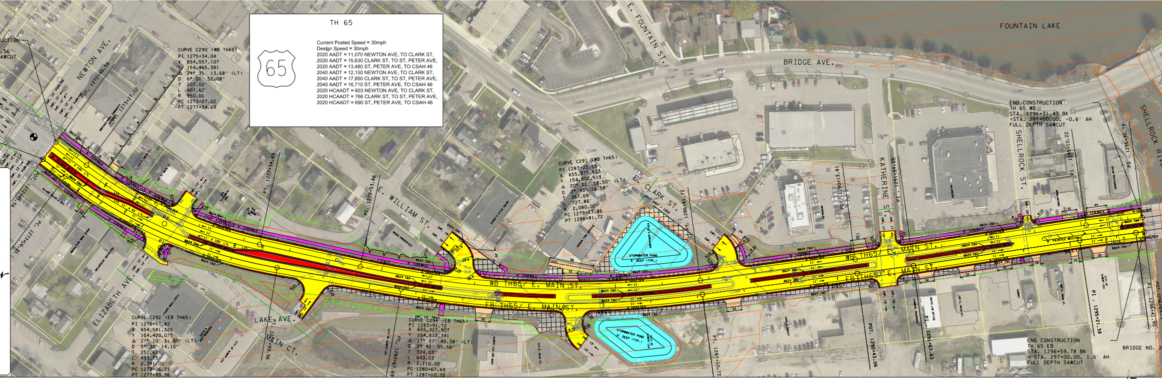

CL TH 65 (WB)
CL TH 65 (EB)
10'
SHDLR.
12'
THRU LANE
12'
THRU LANE
3'
SHDLR.
VARIES
DEPRESSED MEDIAN
3'
SHDLR.
12'
THRU LANE
12'
THRU LANE
10'
SHDLR.
VARIES
5'
10'
SHARED USE PATH
1:3
1:6
1.5%
1:3
MILL & OVERLAY
MILL & OVERLAY

TH 65 WB PROFILE



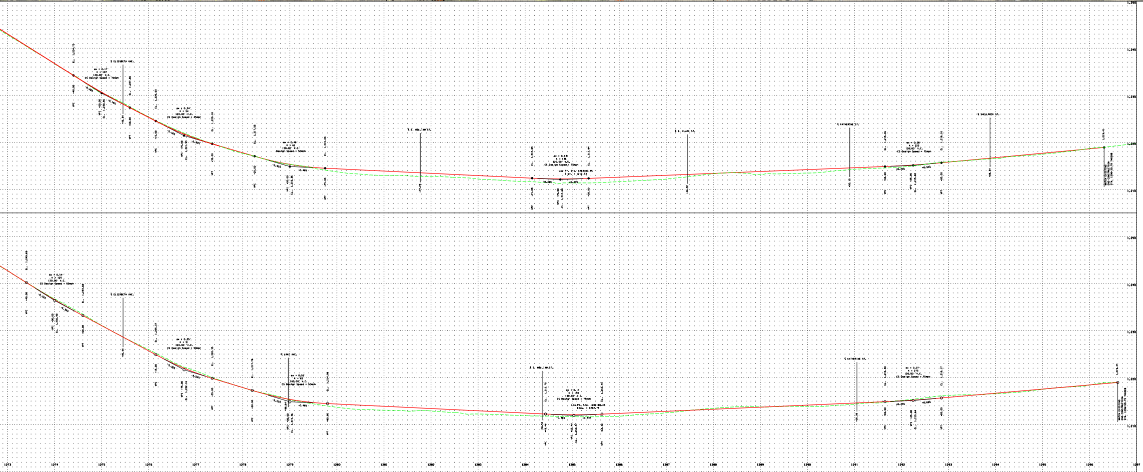
TH 65 EB PROFILE

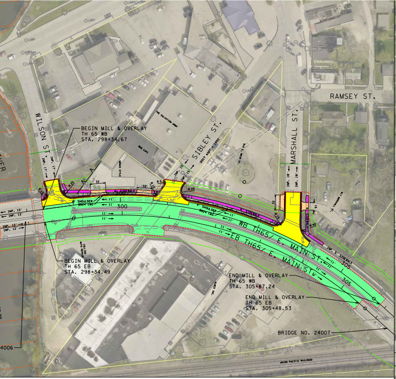


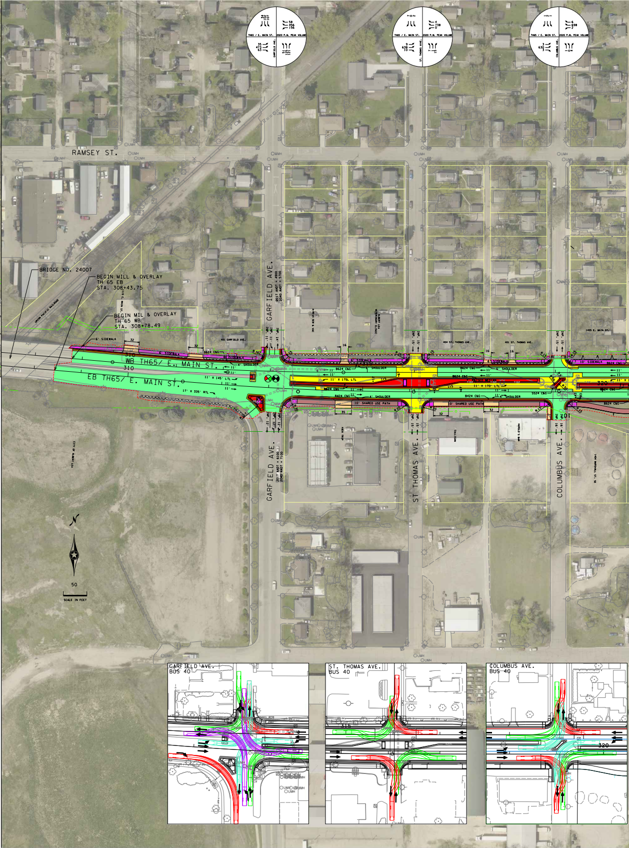


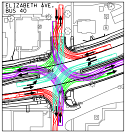
TH 65

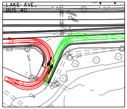
Current Posted Speed = 30mph
Design Speed = 30mph
2020 AADT = 11,070 NEWTON AVE, TO CLARK ST,
2020 AADT = 15,630 CLARK ST, TO ST, PETER AVE,
2020 AADT = 13,480 ST, PETER AVE, TO CSAH 46
2040 AADT = 12,150 NEWTON AVE, TO CLARK ST,
2040 AADT = 17,850 CLARK ST, TO ST, PETER AVE,
2040 AADT = 16,710 ST, PETER AVE, TO CSAH 46
2020 HCAADT = 603 NEWTON AVE, TO CLARK ST,
2020 HCAADT = 766 CLARK ST, TO ST, PETER AVE,
2020 HCAADT = 690 ST, PETER AVE, TO CSAH 46

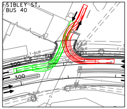


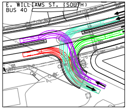

RAMSEY ST.
WILSON ST.
SIBLEY ST.
2017 AADT = 1450
MARSHALL ST.
BEGIN MILL & OVERLAY
TH 65 WB
STA. 298+34.67
BEGIN MILL & OVERLAY
TH 65 EB
STA. 298+34.49
END MILL & OVERLAY
TH 65 WB
STA. 305+87.24
END MILL & OVERLAY
TH 65 EB
STA. 305+48.53
BRIDGE NO. 24007
4006
WB TH65/ E. MAIN ST.
EB TH65/ E. MAIN ST.
300
305
SHOULDER
B624 C&G
6' SIDEWALK
INP. 5' SIDEWALK
INP. 12'
INP. 17'
INP. 15'
INP. 18'
11'
32
16
R 10
R 15
R 20
R 25
R 40
THE SALVATION ARMY
B&B CAFE
COLLINS AUTO REPAIR
UNION PACIFIC RAILROAD

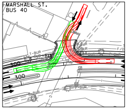

T465 / E. MAIN ST. 2020 P.M. PEAK VOLUME
GARFIELD AVE.
ST. THOMAS AVE.
COLUMBUS AVE.
RAMSEY ST.
BRIDGE NO. 24007
BEGIN MILL & OVERLAY
TH 65 EB
STA. 308+43.75
BEGIN MIL & OVERLAY
TH 65 WB
STA. 308+78.49
GARFIELD AVE.
2017 AADT = 4900
2040 AADT = 5700
2017 AADT = 6100
2040 AADT = 7100
ST THOMAS AVE.
COLUMBUS AVE.
WB TH65/ E. MAIN ST.
EB TH65/ E. MAIN ST.
310
320
6' SIDEWALK
10' SIDEWALK
4' SHOULDER
6' SHOULDER
B624 C&G
B424 C&G
S524 C&G
11' X 145' LTL
11' X 175L LTL
11' X 170' LTL
17' X 335' RTL
RAISED MEDIAN
10' SHARED USE PATH
INP. 11'
INP. 12'
INP. 14'
INP. 15'
INP. 16'
32
35
16
R 15
R 20
401 GARFIELD AVE.
404 ST. THOMAS AVE.
401 ST. THOMAS AVE.
1405 E. MAIN ST.
ALBERT LEA VETERINARY CLINIC
CITY OF ALBERT LEA
UNION PACIFIC RAILROAD
N
50
SCALE IN FEET
GARFIELD AVE.
BUS 40
ST. THOMAS AVE.
BUS 40
COLUMBUS AVE.
BUS 40
310
320

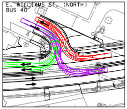

ELIZABETH AVE.
BUS 40

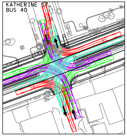

LAKE AVE.
BUS 40

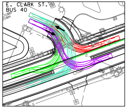

SIBLEY ST.
BUS 40
300

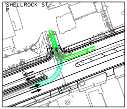

E. WILLIAMS ST. (SOUTH)
BUS 40

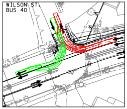

MARSHALL ST.
BUS 40
300

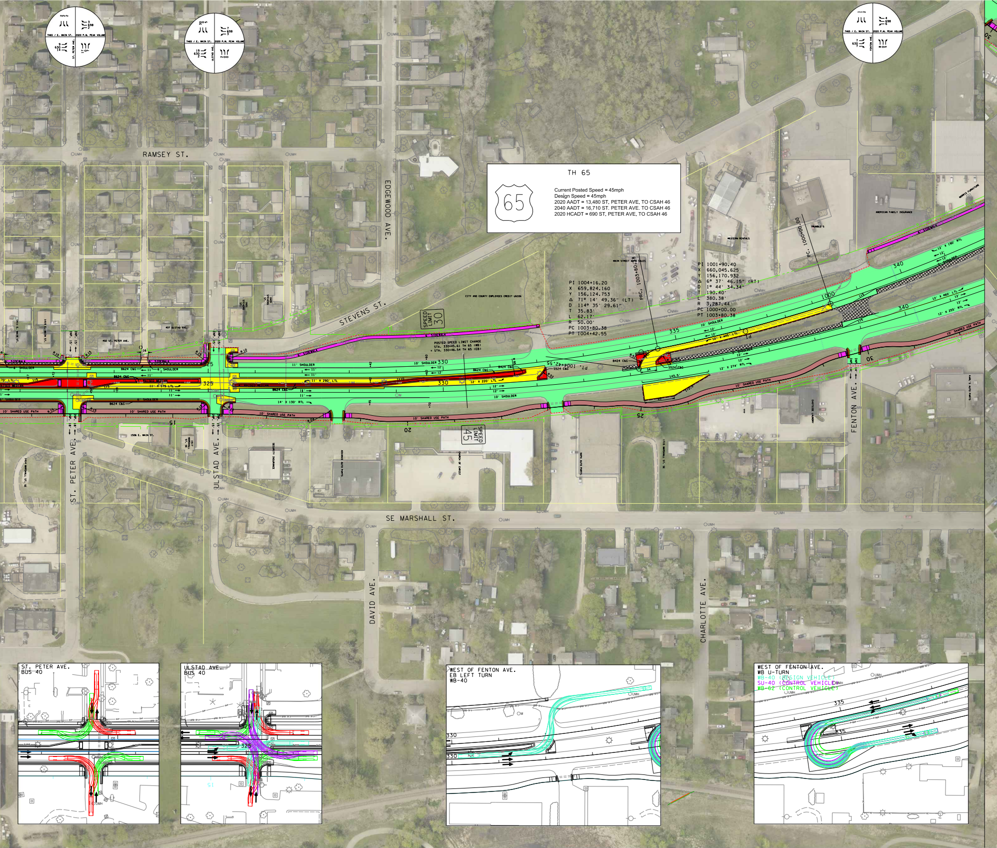

E. WILLIAMS ST. (NORTH)
BUS 40


KATHERINE ST.
BUS 40


E. CLARK ST.
BUS 40


SHELLROCK ST.


WILSON ST.
BUS 40


RAMSEY ST.
STEVENS ST.
EDGEWOOD AVE.
ST. PETER AVE.
ULSTAD AVE.
SE MARSHALL ST.
DAVID AVE.
CHARLOTTE AVE.
FENTON AVE.
SPEED LIMIT 30
SPEED LIMIT 45
POSTED SPEED LIMIT CHANGE
10' SHARED USE PATH
10' SHOULDER
6' SIDEWALK
B624 C&G
S524 C&G
B424 C&G
12' X 220' LTL
12' X 290' LTL
12' X 445' LTL
12' X 274' RTL
14' X 130' RTL
PRC. 1003+80.38
PT. 1004+42.55
PC. 1000+00.00
325
330
335
340
ST. PETER AVE.
BUS 40
ULSTAD AVE.
BUS 40
WEST OF FENTON AVE.
EB LEFT TURN
WB-40
WEST OF FENTON AVE.
WB U-TURN
WB-40 (DESIGN VEHICLE)
SU-40 (CONTROL VEHICLE)
WB-62 (CONTROL VEHICLE)
2020 P.M. PEAK VOLUME

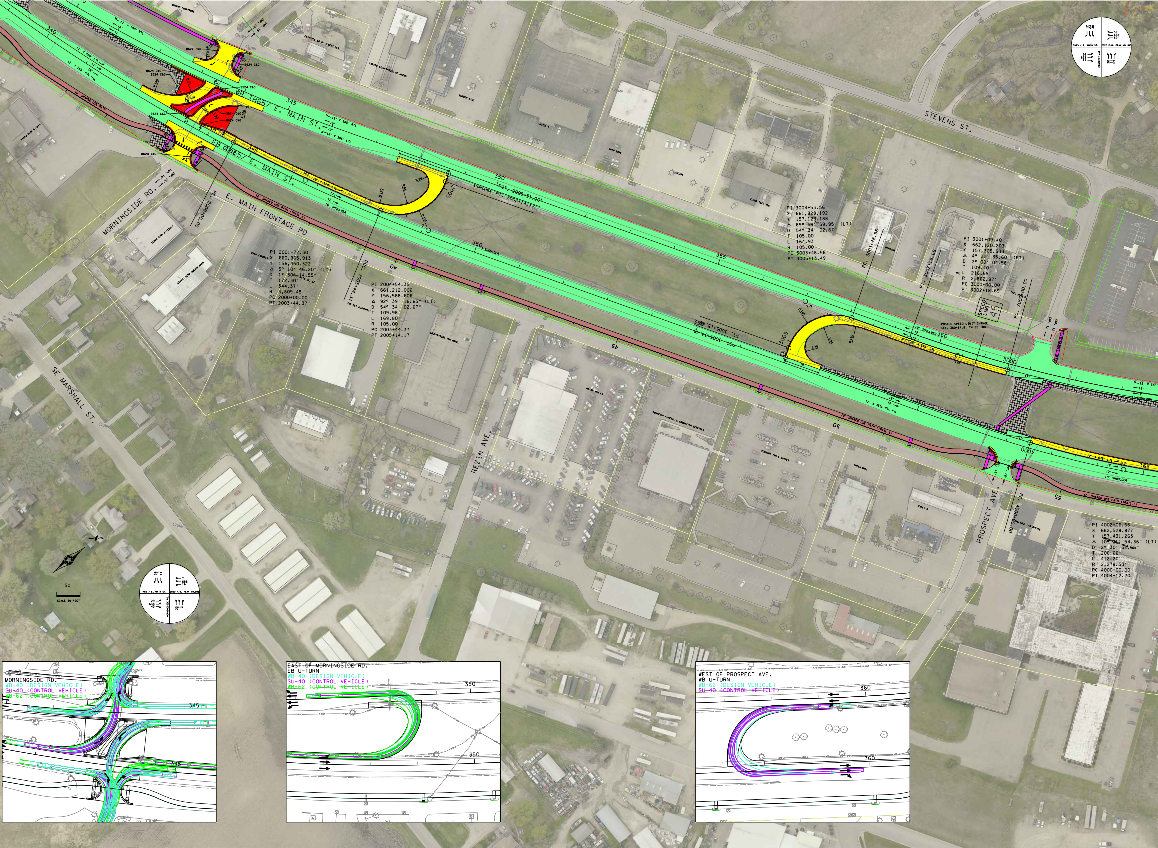
TH 65

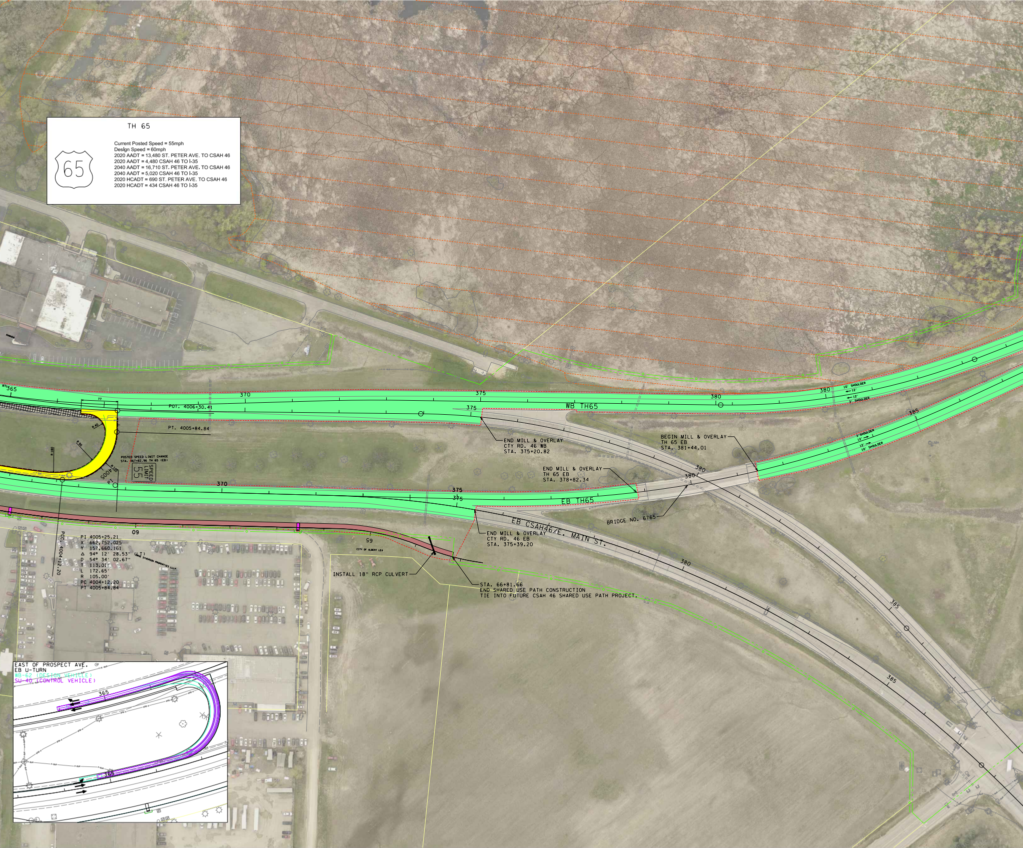
65

Current Posted Speed = 45mph
Design Speed = 45mph
2020 AADT = 13,480 ST, PETER AVE, TO CSAH 46
2040 AADT = 16,710 ST. PETER AVE. TO CSAH 46
2020 HCADT = 690 ST, PETER AVE, TO CSAH 46

PI 1004+16.20
X 659,824.160
Y 156,124.753
Δ 71° 14' 49.36" (LT)
D 114° 35' 29.61"
T 35.83'
L 62.17'
R 50.00'
PC 1003+80.38
PT 1004+42.55

PI 1001+90.40
X 660,045.625
Y 156,170.932
Δ 6° 37' 46.15" (RT)
D 1° 44' 34.34"
T 190.40'
L 380.38'
R 3,287.44'
PC 1000+00.00
PT 1003+80.38

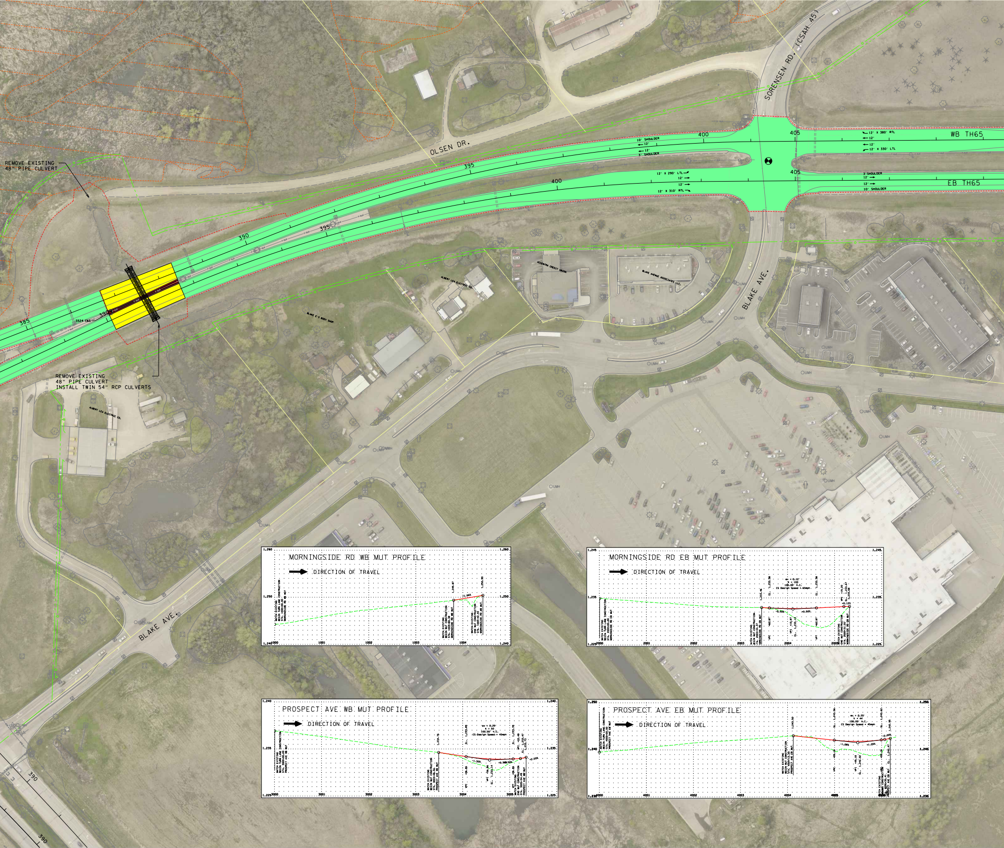

WB TH65 / E. MAIN ST.
EB TH65 / E. MAIN ST.
E. MAIN FRONTAGE RD
STEVENS ST.
MORNINGSIDE RD.
SE MARSHALL ST.
REZIN AVE.
PROSPECT AVE.
10' SHARED USE PATH (TRAIL.S)
10' SHOULDER
B624 C&G
S524 C&G
12' x 460' LTL
12' x 255' RTL
12' x 385' RTL
12' x 505' LTL
12' x 520' LTL
12' x 515' LTL
12' x 355' RTL
12' x 575' LTL
12' x 330'
PC. 2000+00.00
PCC. 2003+44.37
POT. 2005+31.20
PT. 2005+14.17
PT. 3005+13.49
POT. 3005+34.49
PC. 3003+48.56
PT. 3002+18.69
PC. 3000+00.00
PC. 4000+00.00
PI 2001+72.30
X 660,965.913
Y 156,450.322
Δ 5° 10' 46.20" (LT)
D 1° 30' 14.55"
T 172.30'
L 344.37'
R 3,809.45'
PC 2000+00.00
PT 2003+44.37
PI 2004+54.35
X 661,212.006
Y 156,588.606
Δ 92° 39' 16.65" (LT)
D 54° 34' 02.67"
T 109.98'
L 169.80'
R 105.00'
PC 2003+44.37
PT 2005+14.17
PI 3004+53.56
X 661,828.192
Y 157,123.188
Δ 89° 59' 59.95" (LT)
D 54° 34' 02.67"
T 105.00'
L 164.93'
R 105.00'
PC 3003+48.56
PT 3005+13.49
PI 3001+09.40
X 662,120.203
Y 157,305.533
Δ 4° 22' 35.60" (RT)
D 2° 00' 04.58"
T 109.40'
L 218.69'
R 2,862.97'
PC 3000+00.00
PT 3002+18.69
PI 4002+06.66
X 662,528.877
Y 157,431.263
Δ 10° 21' 54.36" (LT)
D 2° 30' 52.66"
T 206.66'
L 412.20'
R 2,278.53'
PC 4000+00.00
PT 4004+12.20
SPEED LIMIT 45
POSTED SPEED LIMIT CHANGE STA. 360+84.91 TH 65 (WB)
340
345
350
355
360
365
2005
3000
3005
40
45
50
55
R 105
TH65 / E. MAIN ST.
2020 P.M. PEAK VOLUME
MORNINGSIDE RD.
PROSPECT AVE.
50
SCALE IN FEET
MORNINGSIDE RD.
WB-40 (DESIGN VEHICLE)
SU-40 (CONTROL VEHICLE)
WB-62 (CONTROL VEHICLE)
EAST OF MORNINGSIDE RD.
EB U-TURN
WB-40 (DESIGN VEHICLE)
SU-40 (CONTROL VEHICLE)
WB-62 (CONTROL VEHICLE)
WEST OF PROSPECT AVE.
WB U-TURN
WB-62 (DESIGN VEHICLE)
SU-40 (CONTROL VEHICLE)
MORRIS FURNITURE
EASTSIDE 66 OF ALBERT LEA
YAMATO STEAKHOUSE OF JAPAN
BURGER KING
MOTEL 6
AUTO ZONE
LINCARE
FLOOR TECH INC.
PERKINS
KFC
TACO JOHN'S
CASA ZAMORAS
THE PET AUTHORITY
COUNTRYSIDE INN MOTEL
BONNERUP FUNERAL & CREMATION SERVICES
COUNTRY INN & SUITES
GREEN MILL
CASEY'S

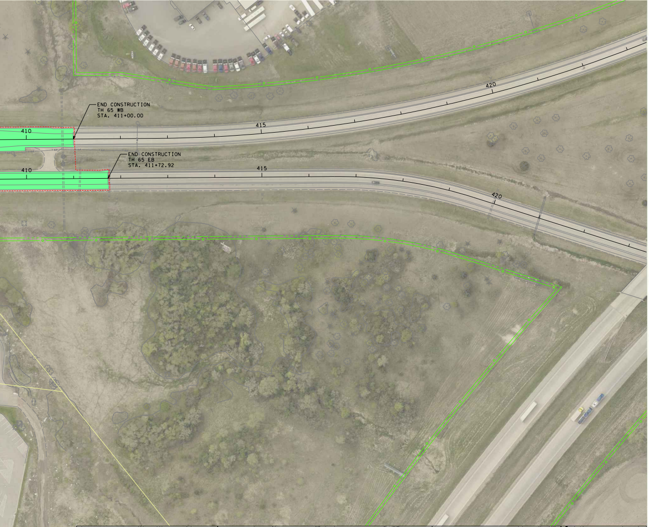


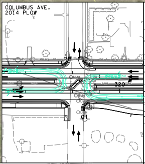
TH 65

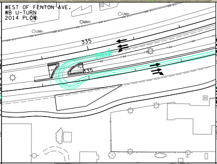
Current Posted Speed = 55mph
Design Speed = 60mph
2020 AADT = 13,480 ST. PETER AVE. TO CSAH 46
2020 AADT = 4,480 CSAH 46 TO I-35
2040 AADT = 16,710 ST. PETER AVE. TO CSAH 46
2040 AADT = 5,020 CSAH 46 TO I-35
2020 HCADT = 690 ST. PETER AVE. TO CSAH 46
2020 HCADT = 434 CSAH 46 TO I-35

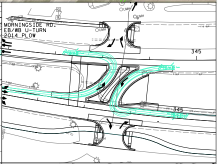
65
365
370
375
380
385
POT. 4006+30.41
PT. 4005+84.84
77
R 40
R 90
R 180
R 105
4005
PI
POSTED SPEED LIMIT CHANGE
STA. 367+82.96 TH 65 (EB)
SPEED LIMIT 55
WB TH65
EB TH65
10' SHOULDER
12'
12'
3' SHOULDER
END MILL & OVERLAY
CTY RD. 46 WB
STA. 375+20.82
BEGIN MILL & OVERLAY
TH 65 EB
STA. 381+44.01
END MILL & OVERLAY
TH 65 EB
STA. 378+82.34
BRIDGE NO. 6765
EB CSAH46/E. MAIN ST.
END MILL & OVERLAY
CTY RD. 46 EB
STA. 375+39.20
60
65
PCC 4004+12.20
PI 4005+25.21
X 662,752.025
Y 157,660.161
Δ 94° 12' 28.53" (LT)
D 54° 34' 02.67"
T 113.01'
L 172.65'
R 105.00'
PC 4004+12.20
PT 4005+84.84
LOWE SIVERSON PROPERTIES LLLP
CITY OF ALBERT LEA
INSTALL 18" RCP CULVERT
STA. 66+81.66
END SHARED USE PATH CONSTRUCTION
TIE INTO FUTURE CSAH 46 SHARED USE PATH PROJECT.
EAST OF PROSPECT AVE.
EB U-TURN
WB-62 (DESIGN VEHICLE)
SU-40 (CONTROL VEHICLE)

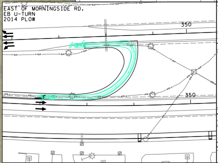

SORENSEN RD. (CSAH 45)
OLSEN DR.
BLAKE AVE.
WB TH65
EB TH65
385
390
395
400
405
10' SHOULDER
12'
3' SHOULDER
12' X 380' RTL
12' X 330' LTL
12' X 290' LTL
12' X 310' RTL
REMOVE EXISTING 48" PIPE CULVERT
REMOVE EXISTING 48" PIPE CULVERT INSTALL TWIN 54" RCP CULVERTS
ACCENTRA CREDIT UNION
ALBERT LEA ELECTRIC CO.
BLAKE AVENUE ASSOCIATES LLC
UMH
MORNINGSIDE RD WB MUT PROFILE
DIRECTION OF TRAVEL
MATCH EXISTING BEGIN TURN LANE CONSTRUCTION STA. 1000+00.00 MORNINGSIDE RD WB MUT
MATCH EXISTING BEGIN MUT CONSTRUCTION MORNINGSIDE RD WB MUT
MATCH EXISTING END MUT CONSTRUCTION STA. 1004+42.55 MORNINGSIDE RD WB MUT
1,249.67
1,250.90
1.68%
1,260
1,250
1,240
1000
1001
1002
1003
1004
MORNINGSIDE RD EB MUT PROFILE
DIRECTION OF TRAVEL
MATCH EXISTING BEGIN TURN LANE CONSTRUCTION STA. 2000+00.00 MORNINGSIDE RD EB MUT
MATCH EXISTING BEGIN MUT CONSTRUCTION STA. 2003+44.37 MORNINGSIDE RD EB MUT
MATCH EXISTING END MUT CONSTRUCTION MORNINGSIDE RD EB MUT
1,233.46
EL. 1,233.38
100.00' V.C.
CS Design Speed = 45mph
-0.50%
+0.50%
+0.12%
VPC
VPI
VPT
1,245
1,235
1,225
2000
2001
2002
2003
2004
2005
PROSPECT AVE WB MUT PROFILE
DIRECTION OF TRAVEL
MATCH EXISTING BEGIN TURN LANE CONSTRUCTION STA. 3000+00.00 PROSPECT AVE WB MUT
MATCH EXISTING BEGIN MUT CONSTRUCTION PROSPECT AVE WB MUT
MATCH EXISTING END MUT CONSTRUCTION STA. 3005+34.49 PROSPECT AVE WB MUT
1,234.76
EL. 1,233.69
EL. 1,233.14
EL. 1,233.59
1,233.47
1,233.73
ee = 0.25'
K = 50
100.00' V.C.
CS Design Speed = 45mph
-1.50%
+2.20%
VPC
VPI
VPT
1,240
1,235
1,225
3000
3001
3002
3003
3004
3005
PROSPECT AVE EB MUT PROFILE
DIRECTION OF TRAVEL
MATCH EXISTING BEGIN TURN LANE CONSTRUCTION STA. 4000+00.00 PROSPECT AVE EB MUT
MATCH EXISTING BEGIN MUT CONSTRUCTION STA. 4004+12.70 PROSPECT AVE EB MUT
MATCH EXISTING END MUT CONSTRUCTION STA. 4006+30.41 PROSPECT AVE EB MUT
1,243.50
EL. 1,242.56
EL. 1,242.02
EL. 1,242.62
EL. 1,242.47
1,242.95
ee = 0.29'
K = 44
100.00' V.C.
CS Design Speed = 45mph
-1.08%
+1.20%
+2.00%
VPC
VPI
VPT
1,250
1,240
1,230
4000
4001
4002
4003
4004
4005
4006

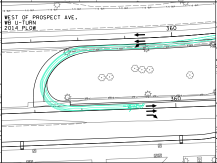

END CONSTRUCTION
TH 65 WB
STA. 411+00.00
END CONSTRUCTION
TH 65 EB
STA. 411+72.92
410
415
420
410
415
420

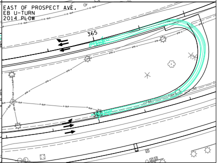

COLUMBUS AVE.
2014 PLOW
320


WEST OF FENTON AVE.
WB U-TURN
2014 PLOW
335
335


MORNINGSIDE RD.
EB/WB U-TURN
2014 PLOW
345
345


EAST OF MORNINGSIDE RD.
EB U-TURN
2014 PLOW
350
350


WEST OF PROSPECT AVE.
WB U-TURN
2014 PLOW
360
360


EAST OF PROSPECT AVE.
EB U-TURN
2014 PLOW
365
365