Level 2 LAYOUT APPROVAL

Programmed Letting Date FY 2024

Reviewed By Daniel J Erickson Digitally signed by Daniel J Erickson Date: 2022.08.08 11:28:57 -05'00' 20
District Design Engineer

Reviewed By James Miles Digitally signed by James Miles Date: 2022.08.08 11:36:50 -05'00' 20
District Traffic Engineer

Approved By Andy Johnson Digitally signed by Andy Johnson Date: 2022.08.08 10:50:04 -05'00' 20
Transportation District Engineer

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.

NAME: Christopher Morris Digitally signed by Christopher Morris Date: 2022.08.04 08:33:37 -05'00' LIC. NO. 25818 DATE:

LAYOUT No. 1 COPY No. 1
T.H. 2 VICINITY OF Grand Rapids & La Prarie
FROM JCT. U.S. 169 TO 0.016 MI. E. OF GUNN RD.

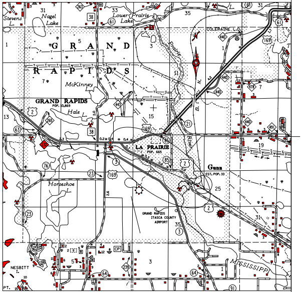
Prepared MAY 2022 Scale: Hor. 1 inch = 100 ft.
By DISTRICT 1

The alignment and grades shown on this map are tentative and subject to change without notice.	Staff Approval Date: 8/8/2022 🟥	The traffic volumes shown are estimated for year 2019

S.P. 3104-61 T.H. 2 A.J. T1F097 PPMS Activity 1140
S.P. T.H. A.J. PPMS Activity
S.P. T.H. A.J. PPMS Activity

Copy To: For:

DESIGN FILE: Projects\D1_DUL\002\3104\061\Design\ProjectManagement\Layout\p310461_gm4.dgn
DATE: 27-JUL-2022


GRAND RAPIDS
GRAND RAPIDS POP. 10,869
LA PRAIRIE POP. 665
Gunn EST. POP. 30
Nagel Lake
Lower Prairie Lake
Stevens L.
McKinney
Hale L.
Horseshoe L.
Prairie River
COLERAINE
GRAND RAPIDS ITASCA COUNTY AIRPORT
NESBITT I.
MISSISSIPPI
PROJECT LOCATION

ITASCA COUNTY

SCALE: 1 MILE

INDEX MAP

LAYOUT HISTORY

Purpose and Need

NEED STATEMENT FOR PROJECT: Pavement Rehabilitation - Deteriorating pavement resulting in rough ride, high maintenance costs, and reduced load carrying capacity.

PURPOSE STATEMENT OF PROJECT: Pavement Rehabilitation - To improve ride and extend the useful life of the highway.

There are no design exceptions.

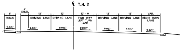
TH. 2 is a Super Load Corridor. T.H. 65 is not a Super Load Corridor, but there are OSOW vehicles that do use this route.

This is not a house moving route.

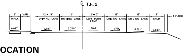
Layout Notes:

TYPICAL SECTIONS

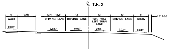
INPLACE & PROPOSED
APPLIES AT:
10+44 – 19+89 RT
11+16 – 18+69 LT


℄ T.H. 2
6' WALK 0.02'/'
4' SHLD.
12' DRIVING LANE 0.02'/'
12' DRIVING LANE 0.015'/'
12' – 0' TWO WAY LEFT TURN LANE 0.015'/'
12' DRIVING LANE 0.02'/'
12' DRIVING LANE 0.02'/'
VAR. RIGHT TURN LANE 0.02'/'

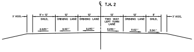
INPLACE & PROPOSED
APPLIES AT:
19+89 – 26+86 RT
19+89 – 26+86 LT


℄ T.H. 2
6' WALK 0.02'/'
VAR.
12' – 13' DRIVING LANE 0.02'/'
12' DRIVING LANE 0.015'/'
12' – 0' LEFT TURN LANE VAR.
12' DRIVING LANE VAR.
12' DRIVING LANE 0.02'/'
8' SHLD. 0.04'/'
1.5' AGG.

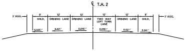
INPLACE & PROPOSED
APPLIES AT:
26+86 – 41+10 LT/RT


℄ T.H. 2
6' WALK 0.02'/'
VAR.
12.4' – 12.8' DRIVING LANE 0.02'/'
12' DRIVING LANE 0.02'/'
12' TWO WAY LEFT TURN LANE VAR.
12' DRIVING LANE 0.02'/'
8' SHLD. 0.04'/'
1.5' AGG.

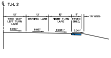
INPLACE
APPLIES AT:
41+10 – 97+00 LT/RT


℄ T.H. 2
3' AGG.
9' – 12' SHLD. 0.025'/'
12' DRIVING LANE 0.02'/'
12' DRIVING LANE 0.015'/'
12' TWO WAY LEFT TURN LANE 0.015'/'
12' DRIVING LANE 0.02'/'
8' SHLD. 0.04'/'
3' AGG.

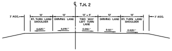
PROPOSED
APPLIES AT:
41+36 – 97+00 LT/RT


℄ T.H. 2
3' AGG.
8' SHLD. 0.025'/'
12' DRIVING LANE 0.02'/'
12' DRIVING LANE 0.015'/'
12' TWO WAY LEFT TURN LANE 0.015'/'
12' DRIVING LANE 0.02'/'
8' SHLD. 0.04'/'
3' AGG.

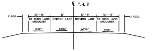
PROPOSED
APPLIES AT:
E.B. 80+45 – 85+08 RT
E.B. 92+04 – 96+45 RT


℄ T.H. 2
12' TWO WAY LEFT TURN LANE 0.015'/'
12' DRIVING LANE 0.02'/'
12' RIGHT TURN LANE 0.025'/'
5' PAVED SHLD. 0.04'/'
1.5' AGG.

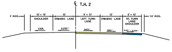
INPLACE & PROPOSED
APPLIES AT:
97+00 – 126+00 LT/RT


℄ T.H. 2
3' AGG.
12' RT. TURN LANE/ SHOULDER 0.025'/'
12' DRIVING LANE 0.015'/'
12' – 0' TWO WAY LEFT TURN LANE 0.015'/'
12' DRIVING LANE 0.02'/'
12' RT. TURN LANE/ SHOULDER 0.025'/'
3' AGG.

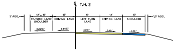
INPLACE
APPLIES AT:
126+00 – 161+57 LT/RT

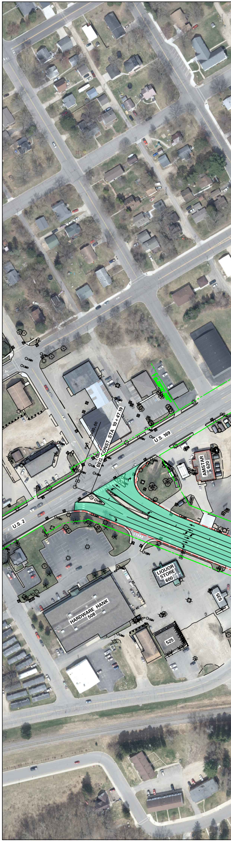

℄ T.H. 2
3' AGG.
12' – 10' RT. TURN LANE/ SHOULDER 0.04'/'
12' DRIVING LANE 0.015'/'
12' – 0' DRIVING LANE 0.015'/'
12' – 10' RT. TURN LANE/ SHOULDER 0.04'/'
3' AGG.

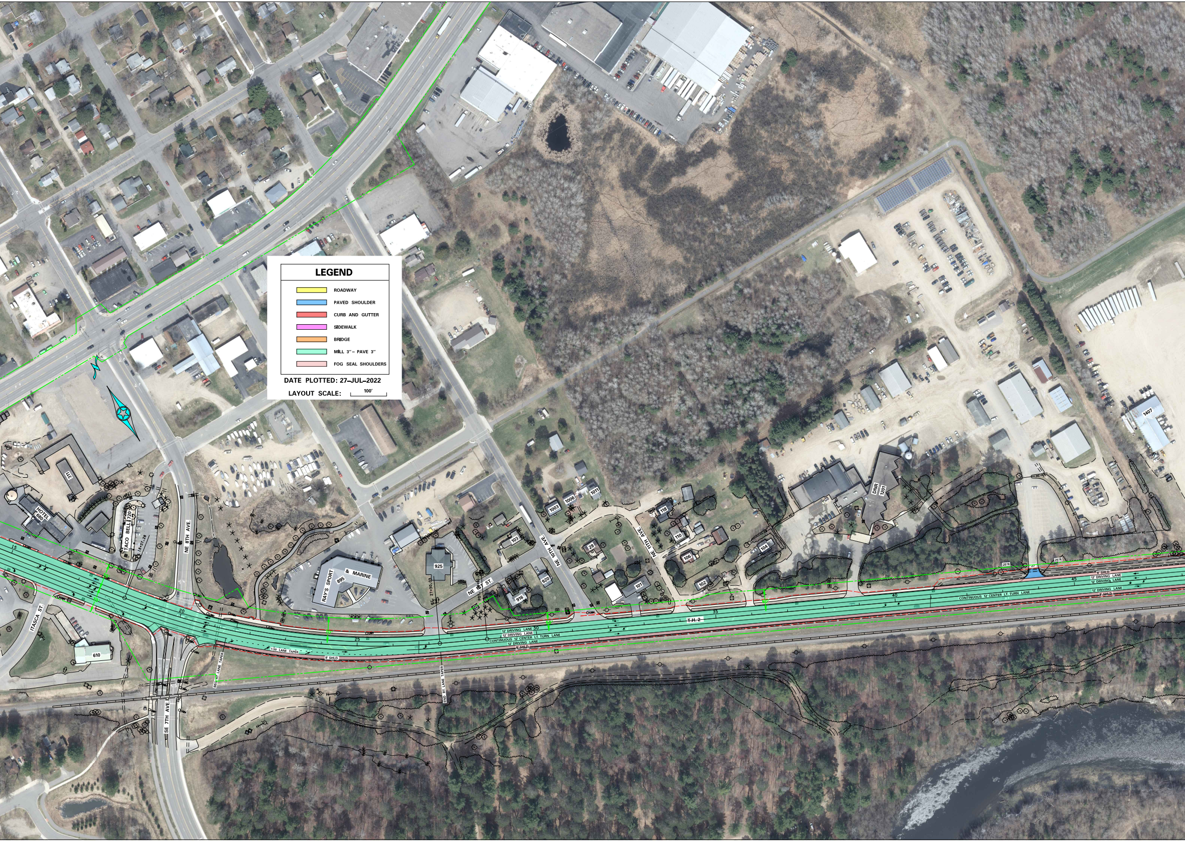
PROPOSED
APPLIES AT:
136+90 – 149+18 LT/RT


℄ T.H. 2
3' AGG.
12' – 10' SHOULDER VAR.
12' DRIVING LANE 0.015'/'
0' – 13' LEFT TURN LANE
12' DRIVING LANE
6' – 12' RT. TURN LANE/ SHOULDER
1.5' AGG.

PROPOSED
APPLIES AT:
149+18 – 161+57 LT/RT


℄ T.H. 2
3' AGG.
12' – 10' RT. TURN LANE/ SHOULDER 0.025'/'
12' DRIVING LANE 0.015'/'
13' LEFT TURN LANE
12' DRIVING LANE
10' SHOULDER
1.5' AGG.


U.S. 2
U.S. 169
BEG. CONST. STA. 10+47.19
AMSTAR 620
LIQUOR STORE 600
HARDWARE HANK 508
525
535


HOTEL 680
TACO BELL 720
NE 8TH AVE
ITASCA ST.
610
SE 7TH AVE
BEGIN RT LANE TAPER
END RT LANE TAPER
RAY'S SPORT & MARINE 895
925
NE 1ST ST.
103
916
920
NE 10TH AVE
1003
1006
1011
28
101
NE 11TH AVE
118
110
106
102
104
DNR 1201
1407
T.H. 2
12' DRIVING LANE
12' DRIVING LANE
CONTINUOUS 12' CENTER LT. TURN LANE
12' DRIVING LANE
8' SHLD
1:50 LANE TAPER
8' SHLD
CONTINUOUS 12' CENTER LT. TURN LANE
12' DRIVING LANE
12' DRIVING LANE
15
20
25
30
35
40
45

LEGEND

🟨 ROADWAY

🟦 PAVED SHOULDER

🟥 CURB AND GUTTER

🟪 SIDEWALK

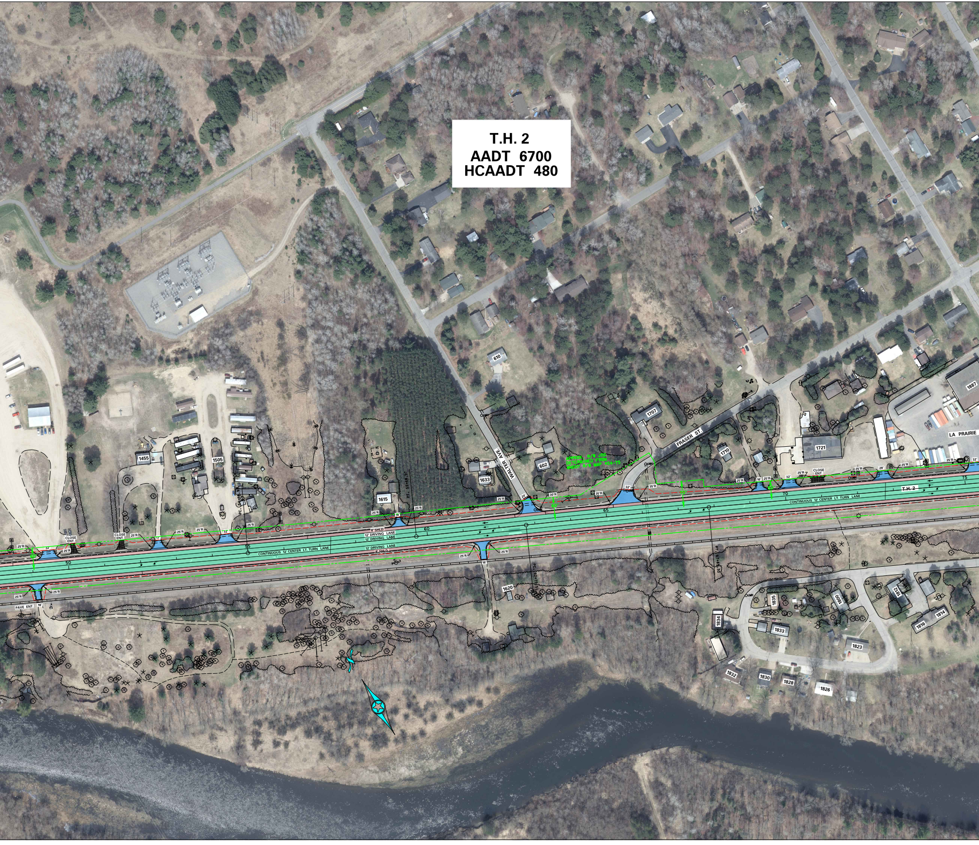
🟧 BRIDGE

🟩 MILL 3" – PAVE 3"

▨ FOG SEAL SHOULDERS

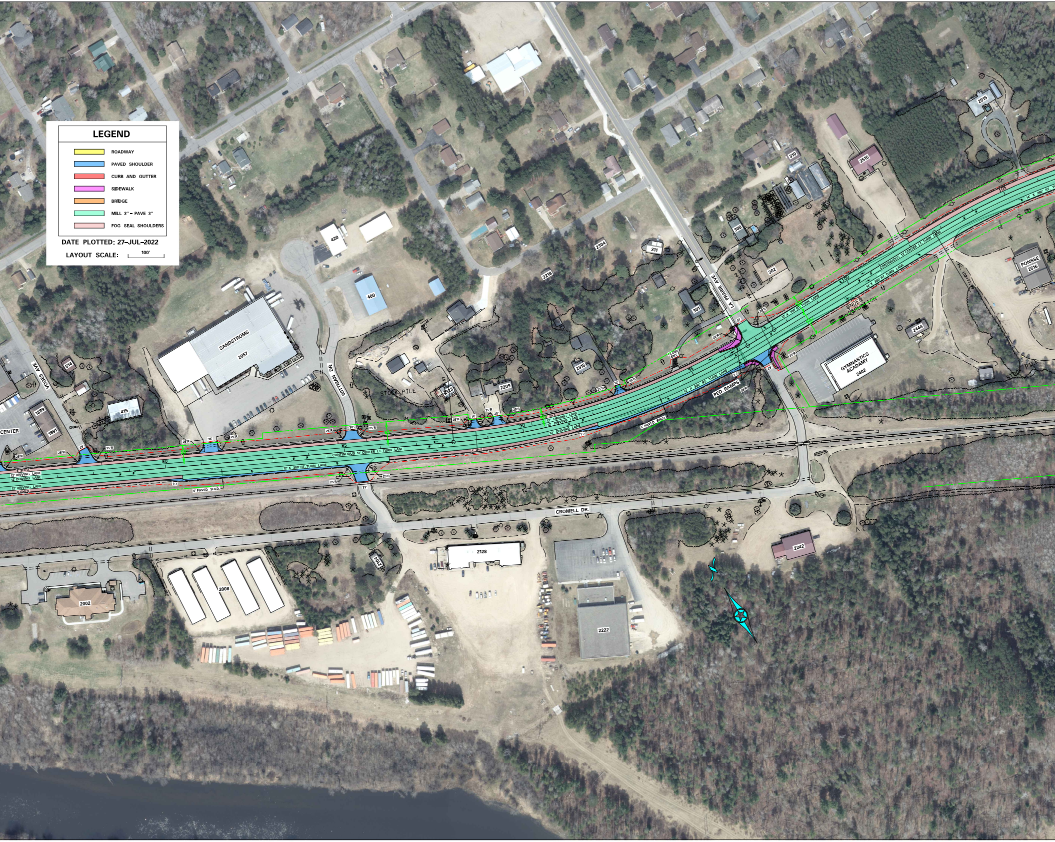
DATE PLOTTED: 27–JUL–2022

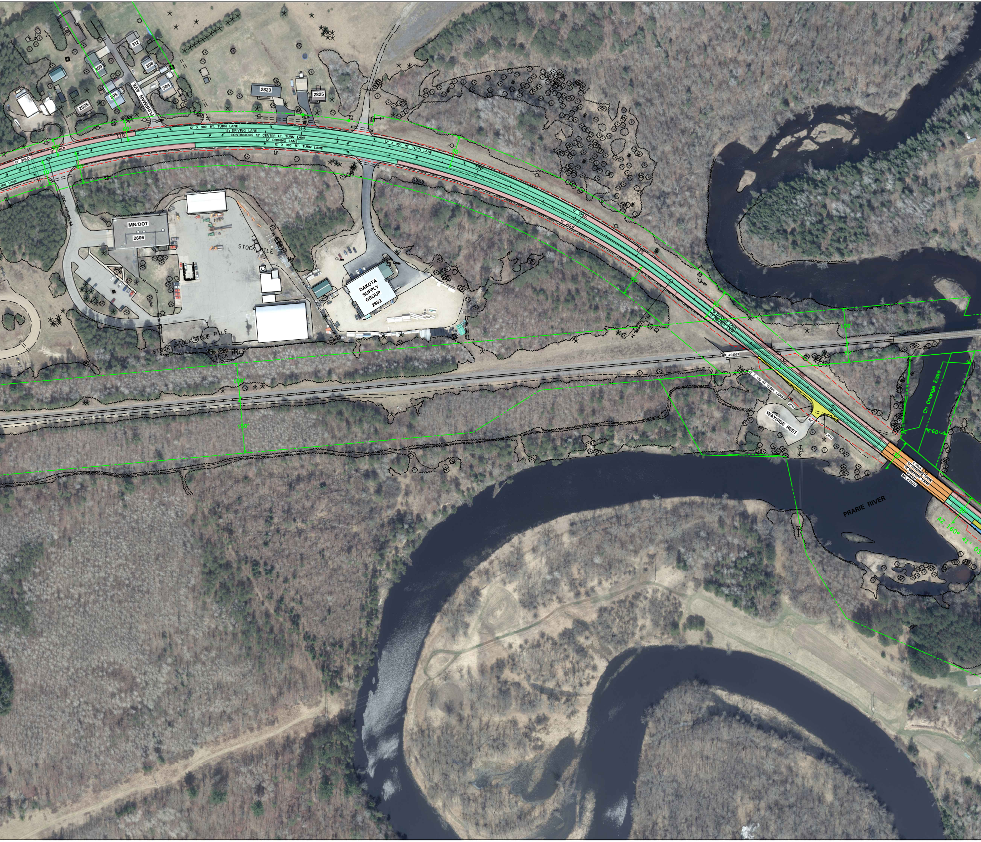
LAYOUT SCALE: 100'

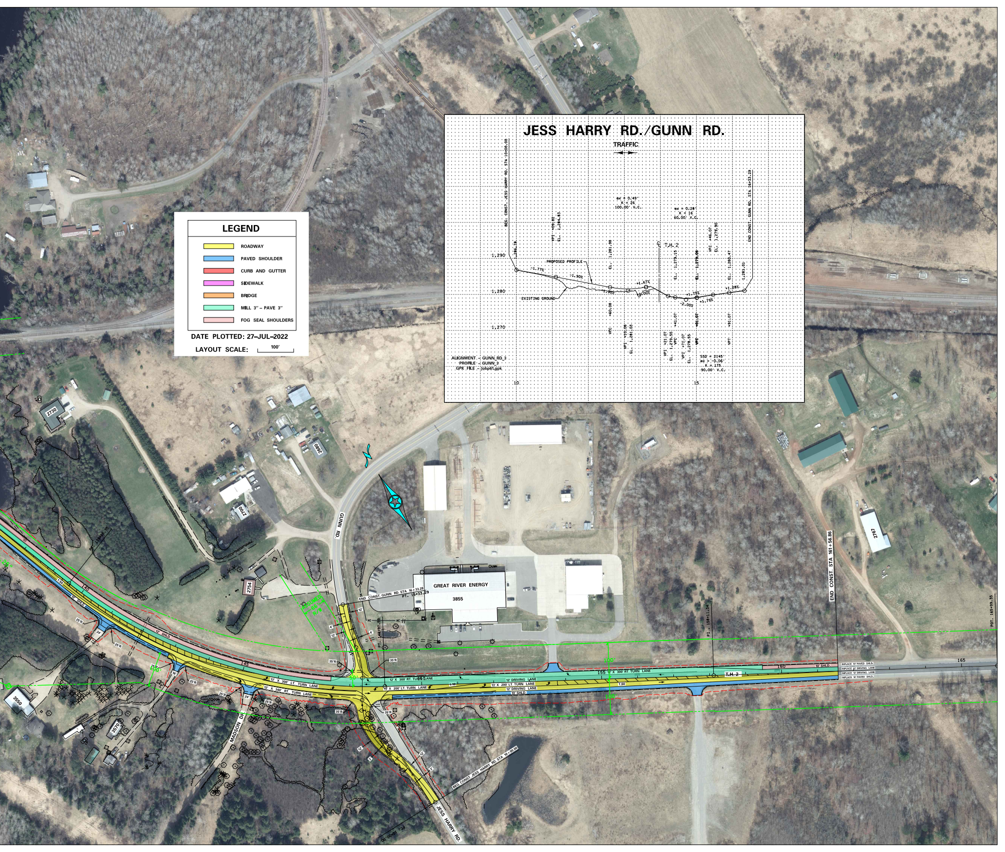


T.H. 2
AADT 6700
HCAADT 480

610
1887
1707
FRASER ST.
LA PRAIRIE
1710
1721
WALTER AVE.
602
1633
1615
1455
1505
APPROX. R/W JOG DETERMINED FROM WNDOT R/W MAP #34-75
PT. 59+68.97
PC. 62+75.51
PT. 67+85.30
25'R
30'R
35'R
32'
28'
24'
16'
17'
60'
70'
CLOSE ENT.
PAVE ENT.
8' SHLD.
12' DRIVING LANE
12' DRIVING LANE
12' DRIVING LANE
8' SHLD.
CONTINUOUS 12' CENTER LT. TURN LANE
T.H. 2
50
55
60
65
70
75
1620
1835
1800
1812
1834
1833
1816
1814
1823
1832
1830
1828
1826


LEGEND
ROADWAY
PAVED SHOULDER
CURB AND GUTTER
SIDEWALK
BRIDGE
MILL 3" - PAVE 3"
FOG SEAL SHOULDERS
DATE PLOTTED: 27-JUL-2022
LAYOUT SCALE: 100'
VOGES AVE.
WITTMAN DR.
LA PRAIRIE AVE.
CROMELL DR.
SANDSTROMS
2057
420
400
415
514
1889
1891
CENTER
STOCK PILE
2123
2209
2218
2304
311
2315
308
301
302
310
2515
PONSSE
2516
2444
GYMNASTICS
ACADAMY
2402
2128
2104
2008
2002
2222
2242
CONTINUOUS 12' CENTER LT. TURN LANE
12' X 300' RT. TURN LANE
14' X 300' RT. TURN LANE
12' DRIVING LANE
8' SHLD.
5' PAVED SHLD.
1:7
25'R
28'R
30'R
35'R
25'
30'
33'
38'
31'
14'
20'
12'
80
85
90
95
100
105
PED. RAMPS
CLOSE ENT.
AREA UNDER CONSTRUCTION
PDT. 91+55.00
PC. 102+77.95


312
309
308
304
305
2525
FUHRMAN AVE
2823
2825
12' X 300' RT. TURN LANE
12' DRIVING LANE
CONTINUOUS 12' CENTER LT. TURN LANE
12' DRIVING LANE
12' X 300' RT. TURN LANE
12' X 300' RT. TURN LANE
12' SHLD.
12' SHLD.
TURN LANE
110
115
120
125
130
135
60'
50'
70'
90'
90'
MN/DOT
2606
STOCK PILE
STOCK PILE
STOCK PILE
STOCK PILE
DAKOTA SUPPLY GROUP
2832
12' SHLD
12' SHLD
12' DRIVING LANE
12' DRIVING LANE
100'
150'
100'
50'
BR. #31031
12 X 125' RT. TURN LANE
25'R
24'
25'R
WAYSIDE REST
Ch Change Ease
60'
90'
8' SHLD
12' DRIVING LANE
12' DRIVING LANE
8' SHLD
BR. #31022
PRARIE RIVER
90'
AZ 160° 41' 03



JESS HARRY RD./GUNN RD.
TRAFFIC
BEG. CONST. JESS HARRY RD. STA 10+00.00
1,286.78
VPI +09.82
EL. 1,284.83
-1.77%
-1.90%
PROPOSED PROFILE
EXISTING GROUND
ex = 0.49'
K = 26
100.00' V.C.
EL. 1,281.98
VPC +60.08
VPI +10.08
EL. 1,281.03
+1.67%
-3.00%
T.H. 2
ex = 0.28'
K = 16
60.00' V.C.
VPI +21.07
EL. 1,279.55
EL. 1,279.15
VPC +41.07
VPI +71.07
EL. 1,278.55
-2.00%
+1.79%
EL. 1,279.09
VPC +01.07
VPI +46.07
EL. 1,279.90
EL. 1,280.47
VPT +91.07
+1.28%
1,281.01
END CONST. GUNN RD. STA 16+33.29
SSD = 2145'
ex = -0.06'
K = 175
90.00' V.C.
1,290
1,280
1,270
10
15
ALIGNMENT - GUNN_RD_3
PROFILE - GUNN_3
GPK FILE - jobp61.gpk
GUNN RD.
JESS HARRY RD.
MADSON DR.
GREAT RIVER ENERGY
3855
2730
2680
2700
2754
3650
3570
2767
END CONST. GUNN RD. STA 16+33.29
PT. 16+33.29
PT. 148+97.59
ASSUMED 66' R/W
50'
100'
100'
35'R
25'R
12'
4'
12' SHLD.
10' SHLD.
13' X 300' LT. TURN LANE
12' X 340' RT. TURN LANE
12' X 300' RT. TURN LANE
13' X 200' LT. TURN LANE
12' DRIVING LANE
1:10
1:60
T.H. 2
PI. 158+11.34
END CONST. STA 161+56.86
POT. 165+99.35
INPLACE 10' PAVED SHLD.
INPLACE 12' DRIVING LANE
INPLACE 12' DRIVING LANE
INPLACE 10' PAVED SHLD.
BEG. CONST. JESS HARRY RD. STA 10+00.00
140
145
150
155
160
165

LEGEND

- 🟨 ROADWAY
- 🟦 PAVED SHOULDER
- 🟥 CURB AND GUTTER
- 🟪 SIDEWALK
- 🟧 BRIDGE
- 🟩 MILL 3" – PAVE 3"
- ▨ FOG SEAL SHOULDERS

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