PROJECT PURPOSE

CURRENT PAVEMENT CONDITION FOR THIS SECTION OF I-35 INDICATE REPAIRS ARE NEEDED. THEREFORE AN UNBONDED CONCRETE OVERLAY HAS BEEN PLANNED FOR IMPROVING THE PAVEMENT CONDITION. THE SOUTHERN TERMINI OF THE OVERLAY WILL BEGIN WHERE THE PREVIOUS CONCRETE OVERLAYS FOR BOTH I-35E & I-35W TERMINATED. THE NORTHERN TERMINUS OF THE OVERLAY IS THE WASHINGTON & CHISAGO COUNTY LINE. THREE BRIDGE REPLACEMENTS ARE ALSO PART OF THIS PROJECT. THE NB I-35W FLYOVER SB I-35E (BR. NO. 02804), TH 97 OVER I-35 (BR. NO. 02806), AND WB TH8 OVER I-35 (BR. NO. 82815A). THERE ARE CURRENTLY THREE LAYOUTS FOR THIS PROJECT, ONE AT EACH LOCATION OF THE REPLACEMENT BRIDGES.

DESIGN EXCEPTIONS

DESIGN EXCEPTIONS PERTINENT TO EACH LAYOUT ARE LISTED ON THEIR RESPECTIVE PARTS.

1) HORIZONTAL STOPPING SIGHT DISTANCE (SSD) OF 59MPH (545FT) ON NB 35W FLYOVER.

LAYOUT & PROFILE No. 1B PART No. 1 of 3
T.H. 35 VICINITY OF LINO LAKES, COLUMBUS,
FOREST LAKE FROM 35E/35W SPLIT TO
WASHINGTON CO. & CHISAGO CO. LINE.
Prepared DECEMBER 2016 Scale: Hor. 1 inch = 100 ft.
By R. CODDINGTON, J. LEE, K. YANG Ver. 1 inch = 10 ft.

The alignment and grades shown on this map are tentative and subject to change without notice.	Staff Approval Date: 11/16/16 🟥	The traffic volumes shown are estimated for year 2040 I-35W N. MANAGE LANE EA & PD (0148598) Prepared SRF 2015

S.P. 8280-47 T.H. 35 A.J. T9N761 PPMS Activity 1140
S.P. ____ T.H. ____ A.J. ____ PPMS Activity ____
S.P. ____ T.H. ____ A.J. ____ PPMS Activity ____
Copy To: ____ For: ____

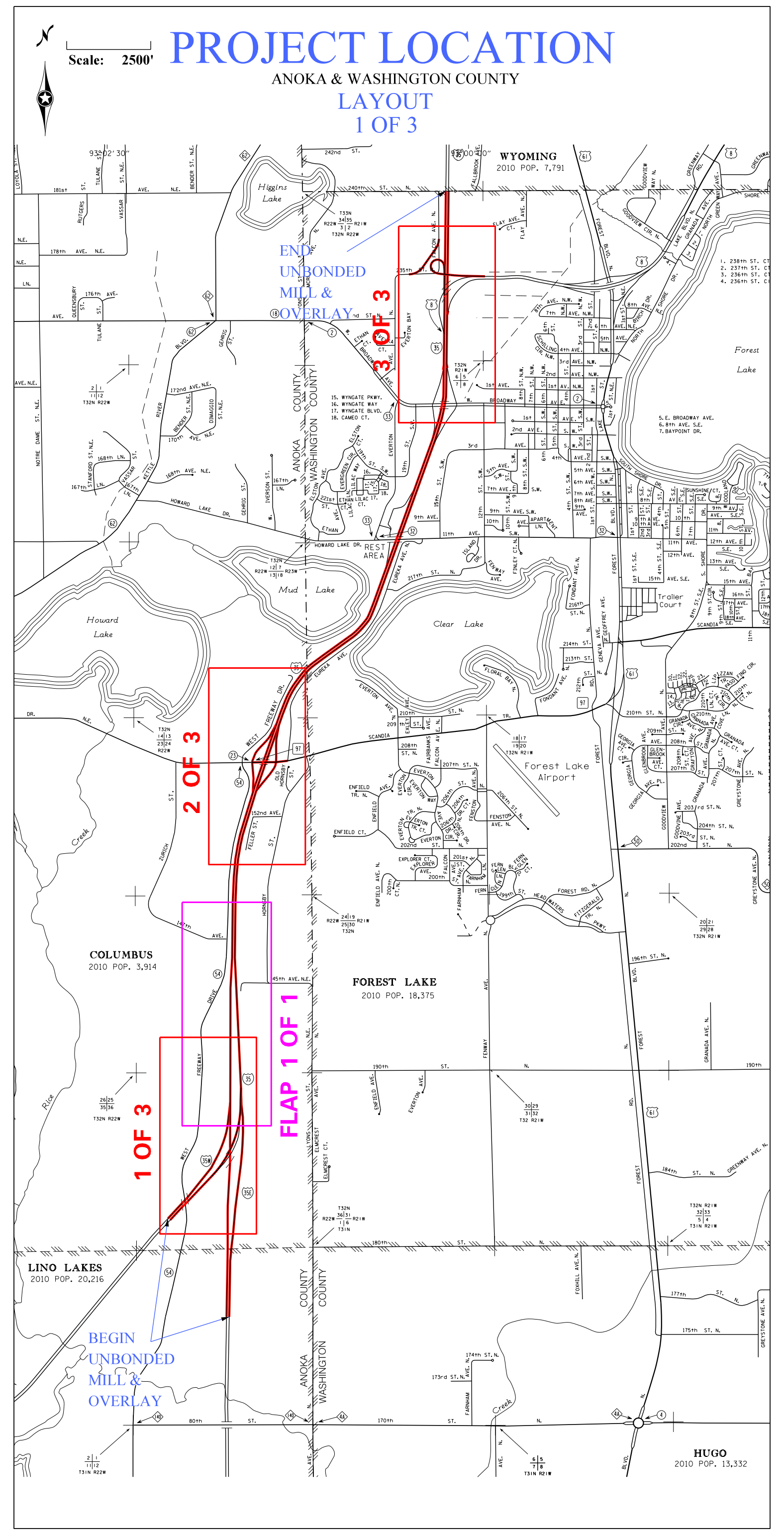
DESIGN FILE: \035\8280\047\Predesign\Layouts\p828047_cl5A.dgn
DATE: 12/16/2016

Level 1 LAYOUT APPROVAL

Programmed Letting Date April 28, 2017
Reviewed By Metro District Preliminary Design Engineer 9/6 2016
Reviewed By Metro District Maintenance Operations Engineer 9/7 2016
Reviewed By Metro District Traffic Engineer 9-6 2016
Reviewed By State Geometrics Engineer 11-16 2016
Approved By Metro District Engineer 9/7 2016
Approved By State Design Engineer 11/16 2016

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: ____ LIC. NO. 46590 DATE: 9/6 2016


PROJECT LOCATION
Scale: 2500'
ANOKA & WASHINGTON COUNTY
LAYOUT
1 OF 3
WYOMING
2010 POP. 7,791
END UNBONDED MILL & OVERLAY
3 OF 3
2 OF 3
FLAP 1 OF 1
1 OF 3
COLUMBUS
FOREST LAKE
LINO LAKES
BEGIN UNBONDED MILL & OVERLAY
HUGO

LAYOUT HISTORY

1) DECEMBER, 2015
- BEBO ALTERNATIVE REJECTED. ALTERNATIVE CURVED BRIDGED SELECTED. NB I-35W CURVED BRIDGE OVER SB I-35E.
- HORIZONTAL ALIGNMENT SELECTED FOR I-35W NB.

2) JANUARY, 2016
- PRELIMINARY BRIDGE GEOMETRICS SELECTED.

3) FEBRUARY, 2016
- RECEIVED COMMENTS FROM VE STUDY.
- LAYOUT 1 SUBMITTED TO LAC, FEB. 24, 2016.

4) MARCH, 2016
- LAYOUT 1A SUBMITTED TO LAC, MAR. 23, 2016.

5) APRIL, 2016
- OUTSIDE SHOULDER ON I35W NB FLYOVER BRIDGE REDUCED TO 10 FEET.
- I35W NB FLYOVER PROPOSED BRIDGE NUMBER UPDATED TO 02826.

6) NOVEMBER, 2016
- LAYOUT PARTS 1 AND 3 APPROVED 11/16/2016

LAYOUT NOTES

1) I-35/E/W THROUGH THIS PROJECT IS AN OVERSIZE / OVERWEIGHT (OSOW) CORRIDOR.

2) EXACT POND DESIGNS ARE PENDING.

3) LAYOUT PART 2 WILL BE SUBMITTED AT A LATER DATE WITH A SIGNATURE BLOCK FOR REVIEW AND APPROVAL

4) LAYOUT FLAP 1 WILL BE SUBMITTED AT A LATER DATE WITH A SIGNATURE BLOCK FOR REVIEW AND APPROVAL

S.P. 8280–47
(TH35)
ANOKA COUNTY
Columbus
TOWARDS LINO LAKES
W. FREEWAY DR
I-35W SB
I-35W NB
I-35E SB
I-35E NB
I-35 SB
I-35 NB
ENVIRONMENTALLY SENSITIVE AREA
TYPICAL SECTION A - A EXISTING & PROPOSED NB & SB I35W
TYPICAL SECTION B - B PROPOSED NB I35W
PROPOSED BRIDGE 02826 TYPICAL SECTION
PROPOSED TYPICAL SECTION UNDER BRIDGE 02826
TYPICAL SECTION C - C EXISTING NB I35W & NB I35
TYPICAL SECTION C - C PROPOSED NB I35W & NB I35
TYPICAL SECTION D - D EXISTING & PROPOSED NB & SB I35E
TYPICAL SECTION E - E EXISTING & PROPOSED NB & SB I35E

LEGEND

🟨	ROADWAY
🟦	PAVED SHOULDER
🟩	8" UNBONDED MILL AND OVERLAY
🟧	PROPOSED BRIDGE
🟪	CONCRETE BARRIER
🟦	PROPOSED PONDING
☐	PROPOSED BASIN
▩	REMOVE EXISTING ROADWAY
▨	REMOVE EXISTING BRIDGE
- · -	EXISTING RIGHT OF WAY
– – –	PRELIMINARY CONSTRUCTION LIMITS
—⫫—	ENVIRONMENTALLY SENSITIVE AREA

I35W SB
GPK: jobp47
Chain 35WSB
Profiles: 35WSB_G, 35WSB
TRAFFIC
EXISTING BRIDGE NO. 02801
BEGIN RECONSTRUCTION MATCH EXISTING
END PROPOSED RECONSTRUCTION PROFILE. MATCH UBOL PROFILE 5" ABOVE INPLACE GROUNDLINE.
INPLACE GROUNDLINE
I35W NB OVER SB I35E
GPK: jobp47
Chain 35WNB
Profiles: 35WNB_G, 35WNB
TRAFFIC
I35E SB UNDER I35W NB
GPK: jobp47
Profiles: 35SB_G_SPLIT
TRAFFIC

DESIGN EXCEPTIONS

THERE ARE NO DESIGN EXCEPTIONS ON THIS PART OF THE PROJECT.

LAYOUT HISTORY

THE INITIAL SCOPE OF THE PROJECT WAS A STANDALONE BRIDGE REPLACEMENT OF TH97 OVER I35, SP 0283-29. THE PROJECT HAS SINCE BEEN INCORPORATED INTO THE MILL AND UNBONDED CONCRETE OVERLAY PROJECT, SP 8280-47 FROM JUST SOUTH OF THE SPLIT OF 35E AND 35W TO THE WASHINGTON AND CHISAGO COUNTY LIMITS. THE REPLACEMENT BRIDGE WILL BE RAISED AND WILL BE DESIGNED TO ACCOMMODATE A POTENTIAL FUTURE DDI.

1) JULY - DECEMBER, 2015
   - SELECTED BRIDGE TYPICAL CHANGED WITH SIDEWALKS REMOVED. SIDEWALKS WILL BE FACILITATED ON THE POSSIBLE FUTURE DDI PROJECT.
   - TURNING MOVEMENT COUNTS FOR RAMP INTERSECTIONS ADDED.
   - TRUCK TURNING TEMPLATES ADDED.
   - CROSS SLOPE FOR BRIDGE CHANGED TO CONSTANT 2% TO THE NORTH. TYPICAL SECTIONS ADDED AND UPDATED TO MATCH BRIDGE CROSS SLOPE CHANGES. MINOR BRIDGE RAISE TO ACCOMMODATE CROSS SLOPE CHANGE.
   - ALL PROFILES ADDED THEN SEPARATED FROM LAYOUT.
   - POSSIBLE FUTURE DDI CONFIGURATION INSET ADDED.
   - CONSTRUCTION LIMITS ADDED AND UPDATED.
   - LAYOUT AND PROFILE SUBMITTED TO LAC ON 12/30/15.
2) JANUARY, 2016
   - COMMENTS RECEIVED FROM LAC.
3) FEBRUARY, 2016
   - RECEIVED PRELIMINARY DRAFT COMMENTS FROM VE STUDY.
4) MARCH, 2016
   - LAYOUT 1A SUBMITTED TO LAC, MAR. 23, 2016.
5) APRIL, 2016
   - ALIGNMENT TWEAKS FOR TH97 AND RAMPS.
   - PROFILE TWEAKS FOR TH97 AND RAMPS. RAISED 4" TO ACCOMMODATE BRIDGE DEPTH.
   - TYPICAL SECTIONS UPDATED TO REFLECT CORRECT TH97 ALIGNMENT SHIFT.
6) MAY, 2016
   - MINOR REALIGNMENT AND LENGTHENED TURN LANES FOR TH97 NW RAMP TO ACCOMMODATE WB-62 LEFT TURN MOVEMENT FROM OFF RAMP. TURNING TEMPLATES WERE ALSO UPDATED.
   - MINOR INCREASED IN STARTING TAPER OF OUTSIDE SHOULDER TO ACCOMMODATE WB-62 LEFT TURN MOVEMENT.
   - PROFILES UPDATED TO MATCH ALIGNMENT CHANGES.
   - TYPICAL SECTIONS UPDATED TO MATCH ALIGNMENT CHANGES.

LAYOUT & PROFILE No. 1C PART No. 2 of 3
T.H. 35 VICINITY OF LINO LAKES, COLUMBUS,
FOREST LAKE FROM 35E/35W SPLIT TO
WASHINGTON CO. & CHISAGO CO. LINE.
Prepared MAY 2016 Scale: Hor. 1 inch = 100 ft.
By R. CODDINGTON, J. LEE, K. YANG Ver. 1 inch = 10 ft.

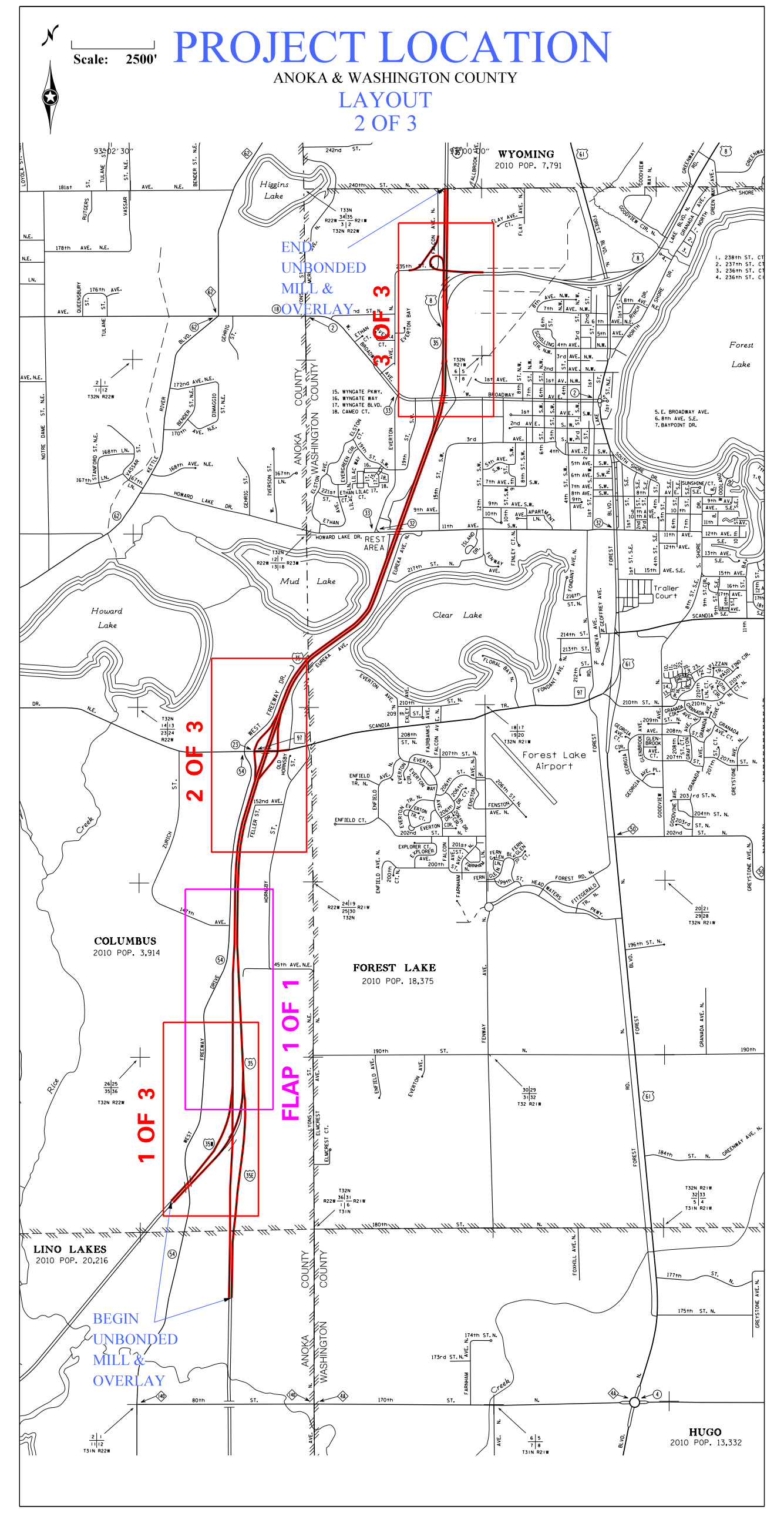
The alignment and grades shown on this map are tentative and subject to change without notice.	Staff Approval Date:	The traffic volumes shown are estimated for year 2030 CSAH23/TH97 AT I-35 STUDY (15033) Prepared SRF 2011

S.P. 8280-47 T.H. 35 A.J. T9N761 PPMS Activity 1140
S.P. ______ T.H. ___ A.J. ___ PPMS Activity ___
S.P. ______ T.H. ___ A.J. ___ PPMS Activity ___
Copy To: ______ For: ______

DESIGN FILE: \035\0283\029\Predesign\Layouts\p028329_cl7.dgn
DATE: 5/16/2016

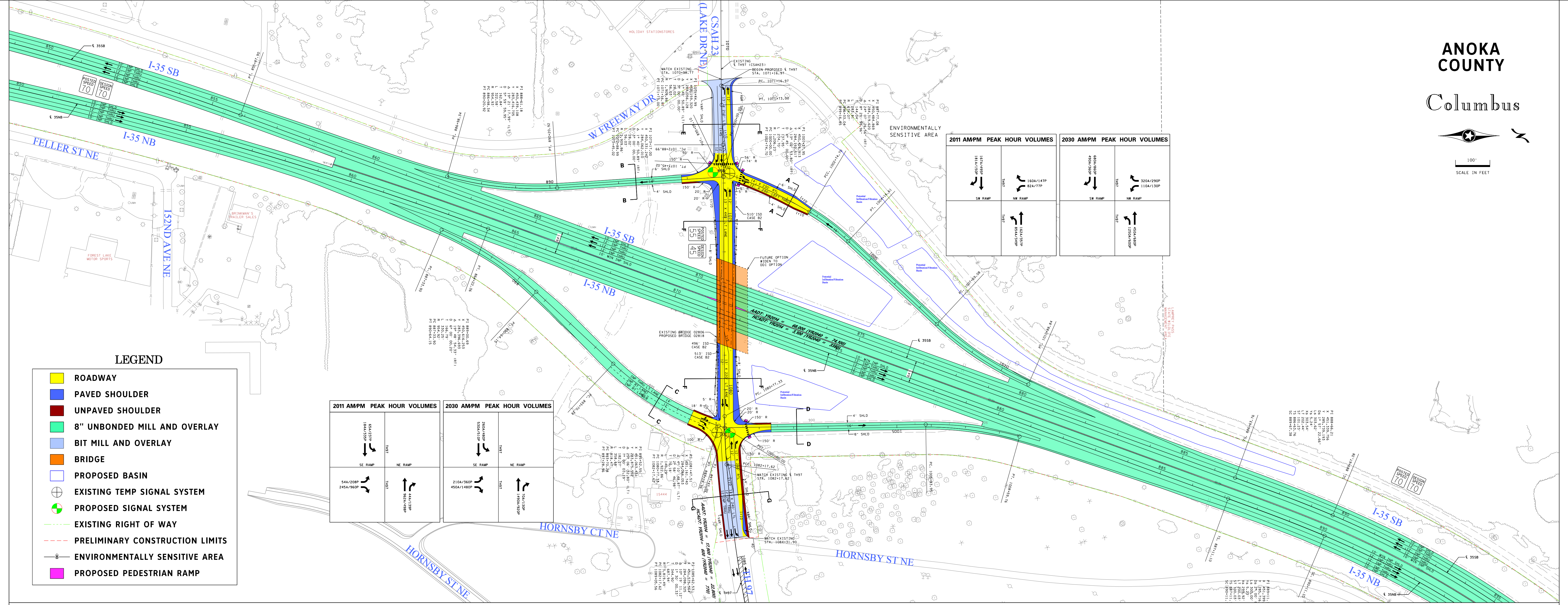
PROJECT LOCATION

ANOKA & WASHINGTON COUNTY
LAYOUT
2 OF 3


Scale: 2500'
Howard Lake
COLUMBUS 2010 POP. 3,914
LINO LAKES 2010 POP. 20,216
FOREST LAKE
HUGO 2010 POP. 13,332
BEGIN UNBONDED MILL & OVERLAY
1 OF 3
2 OF 3
3 OF 3
FLAP 1 OF 1

LAYOUT NOTES

1) SIGNATURE BLOCK IS ON LAYOUT PART 1 OF 3.
2) DESIGNS FOR PEDESTRIAN ACCOMMODATIONS ARE NOT YET FINALIZED BUT MUST MEET ADA/PROWAG REQUIREMENTS WHEN DETERMINED.
3) I-35/E/W THROUGH THIS PROJECT IS AN OVERSIZE / OVERWEIGHT (OSOW) CORRIDOR.
4) THE PROPOSED 3-LANE BRIDGE AS SHOWN IS DESIGNED TO ACCOMMODATE A POSSIBLE WIDEN TO A DDI.


I-35 SB
I-35 NB
FELLER ST NE
W FREEWAY DR
LAKE DR NE
CSAH 23
152ND AVE NE
HORNSBY CT NE
HORNSBY ST NE
ENVIRONMENTALLY SENSITIVE AREA
2011 AM/PM PEAK HOUR VOLUMES
2030 AM/PM PEAK HOUR VOLUMES

LEGEND

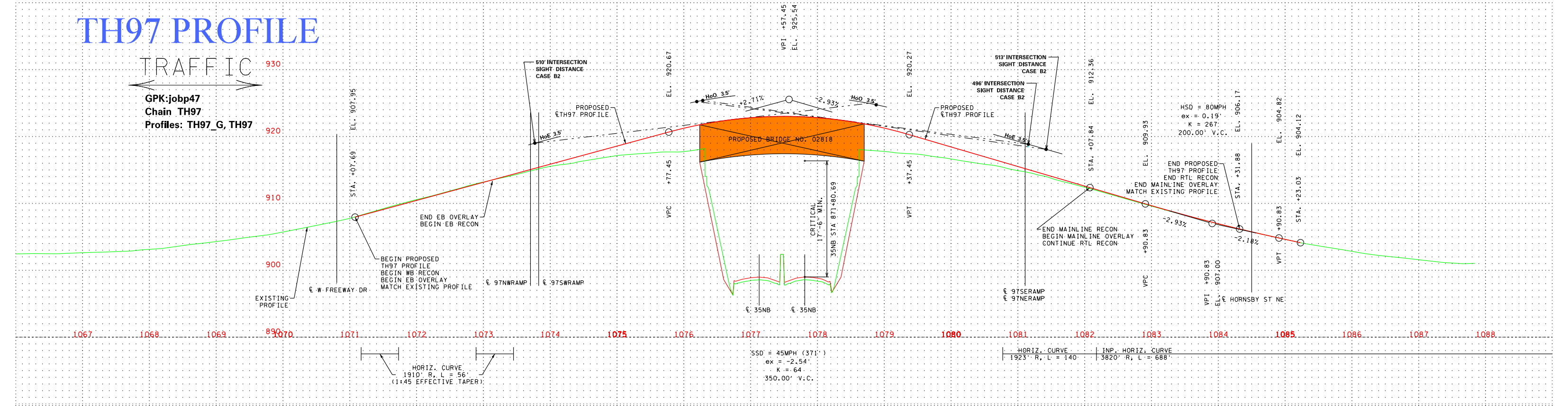
🟨	ROADWAY
🟦	PAVED SHOULDER
🟥	UNPAVED SHOULDER
🟩	8" UNBONDED MILL AND OVERLAY
🟦	BIT MILL AND OVERLAY
🟧	BRIDGE
☐	PROPOSED BASIN
⊕	EXISTING TEMP SIGNAL SYSTEM
⊕	PROPOSED SIGNAL SYSTEM
— - - —	EXISTING RIGHT OF WAY
— — —	PRELIMINARY CONSTRUCTION LIMITS
—⚘—	ENVIRONMENTALLY SENSITIVE AREA
🟪	PROPOSED PEDESTRIAN RAMP

ANOKA
COUNTY

Columbus

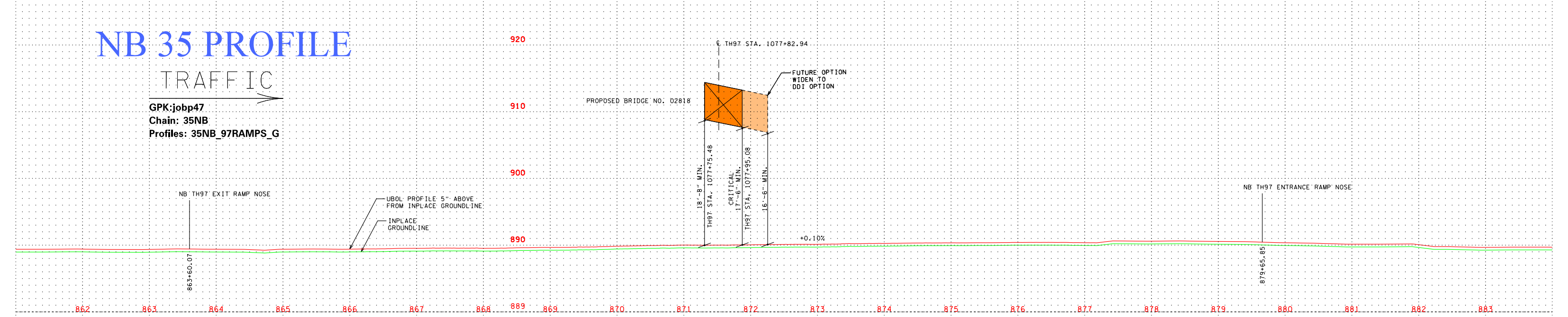
100'
SCALE IN FEET

TH97 PROFILE

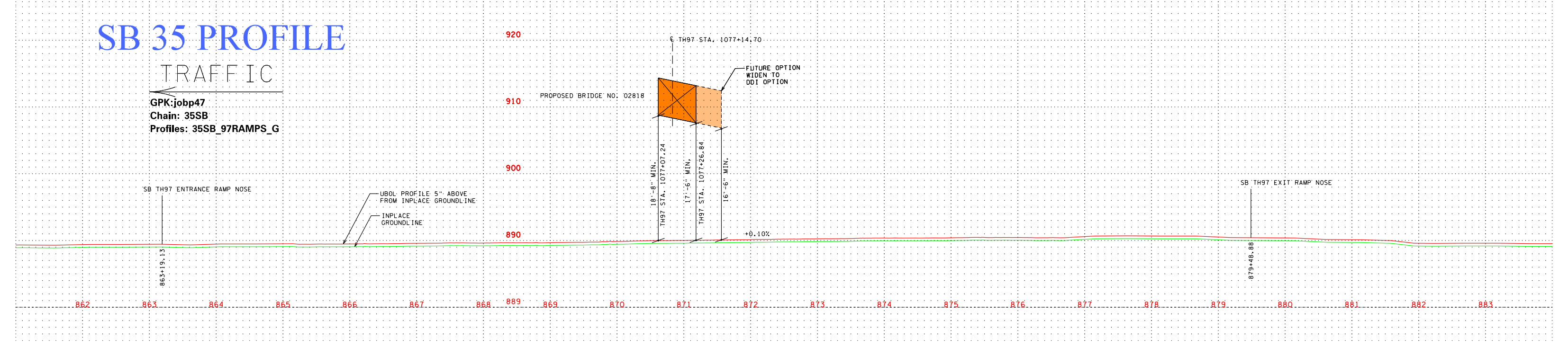

TRAFFIC
930
920
910
900
STA. +07.69 EL. 907.95
BEGIN PROPOSED TH97 PROFILE
END EB OVERLAY BEGIN EB RECON
510' INTERSECTION SIGHT DISTANCE CASE B2
HoE 3.5'

GPK:jobp47
Chain TH97
Profiles: TH97_G, TH97

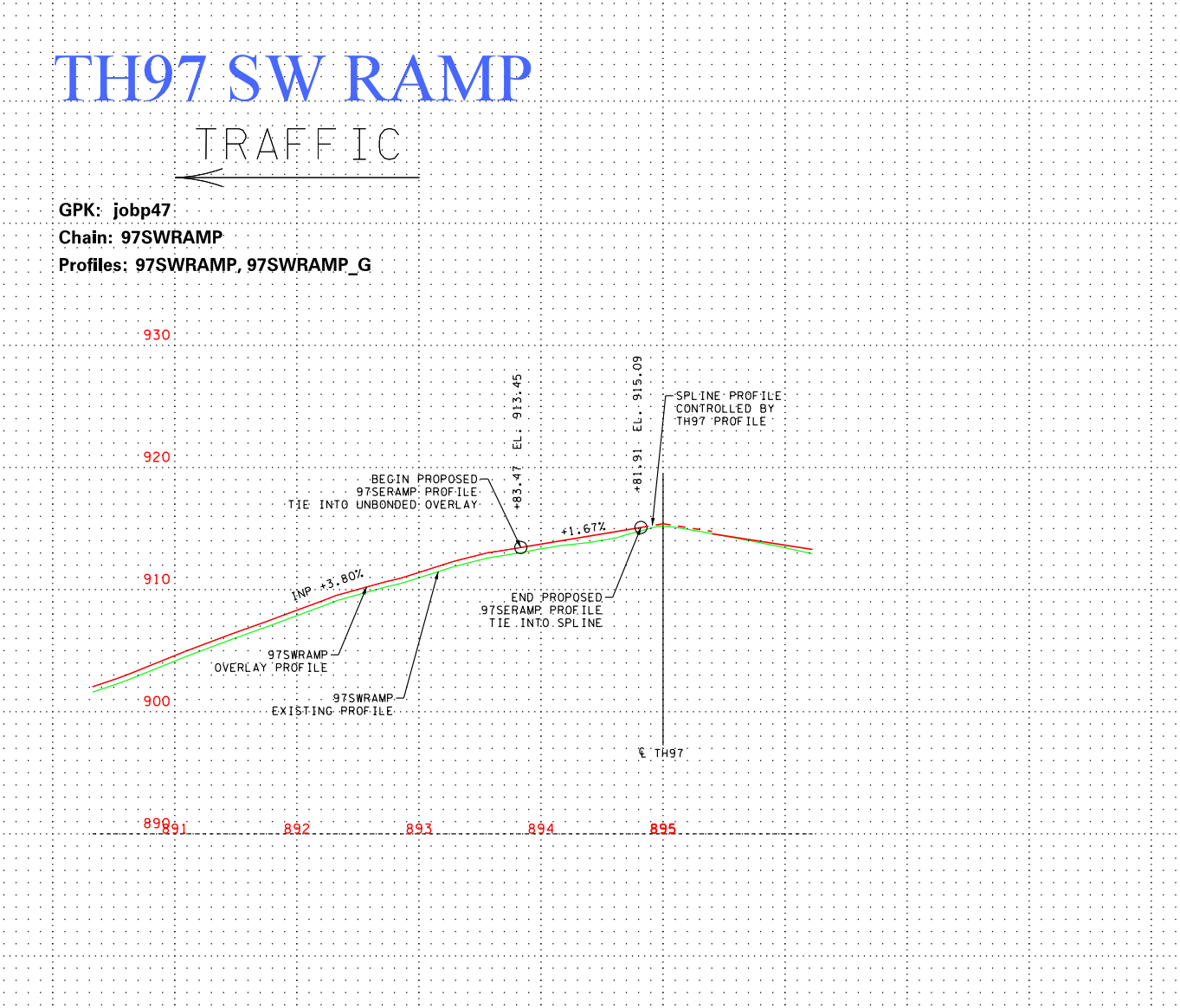
NB 35 PROFILE



SB 35 PROFILE

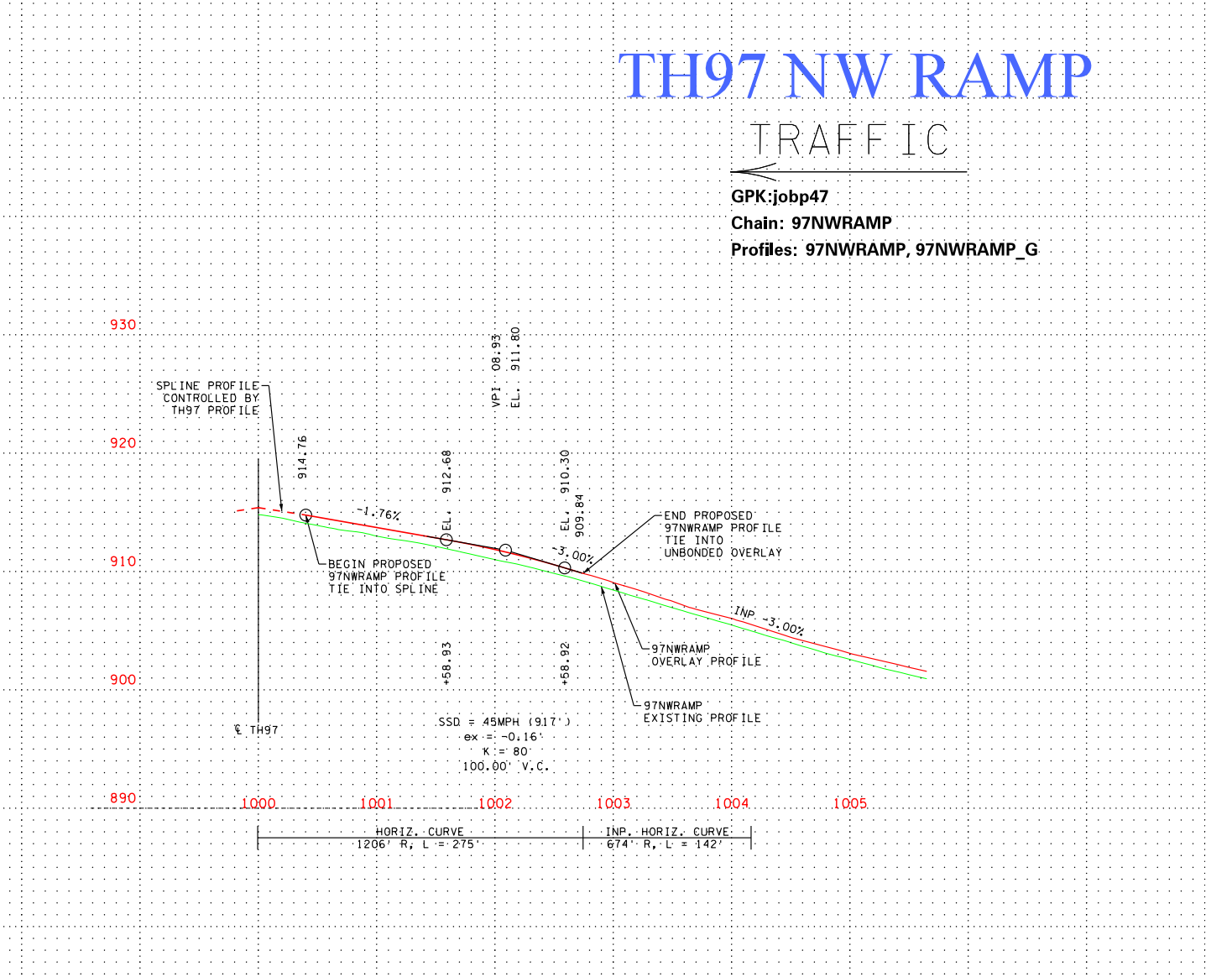


TH97 SW RAMP


TRAFFIC
930
920
SPLINE PROFILE CONTROLLED BY TH97 PROFILE
BEGIN PROPOSED 97SERAMP PROFILE TIE INTO UNBONDED OVERLAY

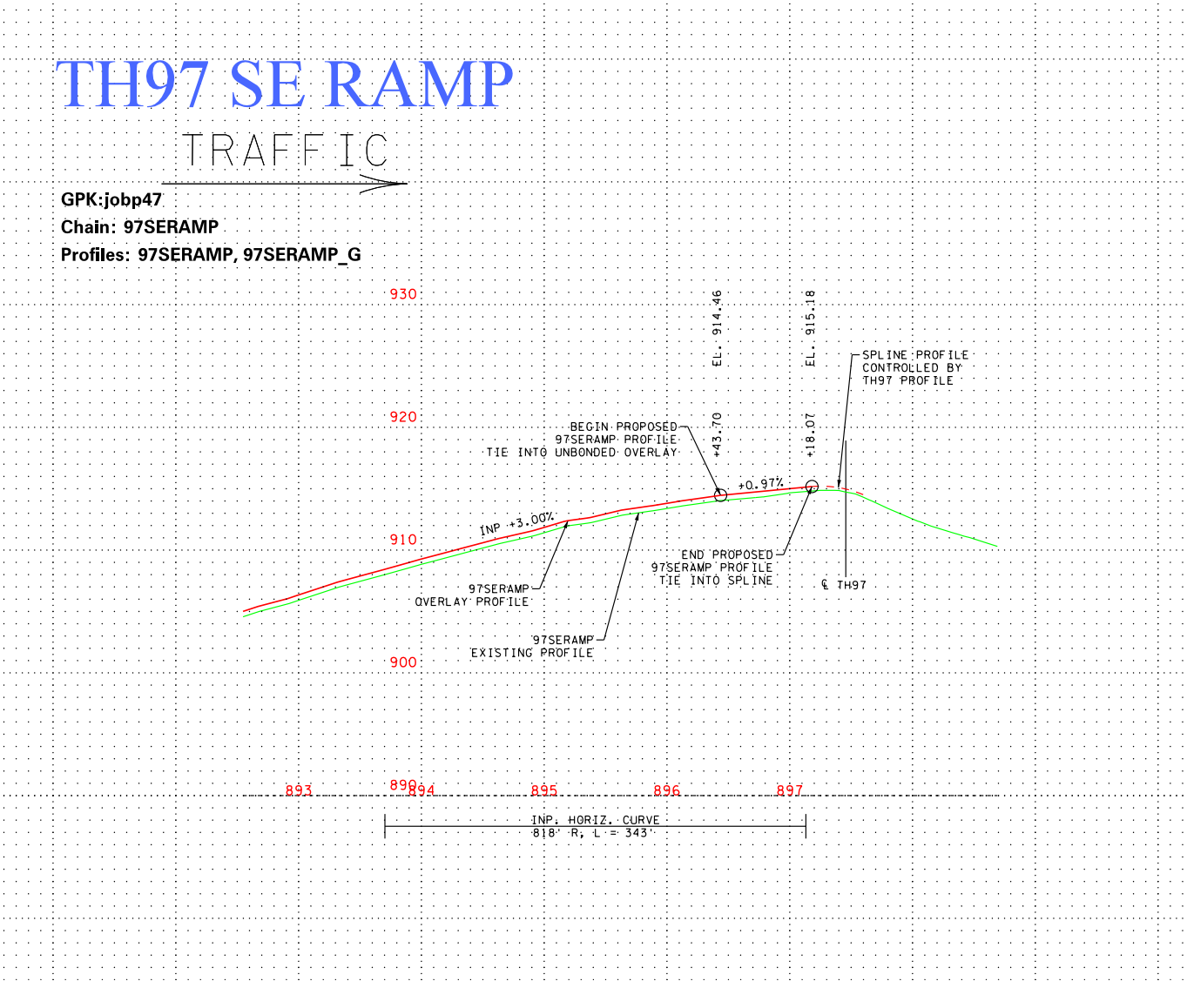
GPK: jobp47
Chain: 97SWRAMP
Profiles: 97SWRAMP, 97SWRAMP_G

TH97 NW RAMP

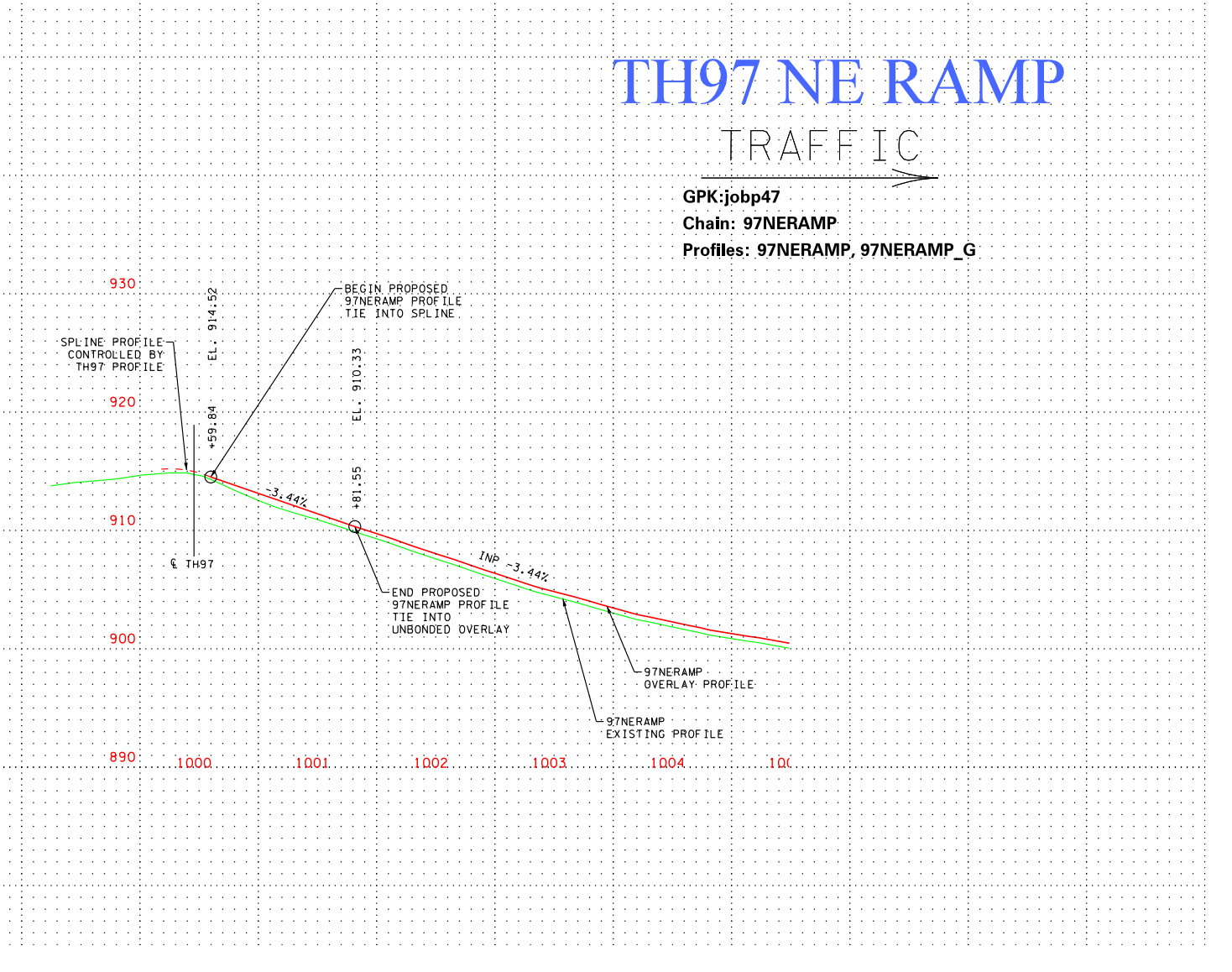

TRAFFIC
930
920
SPLINE PROFILE CONTROLLED BY TH97 PROFILE

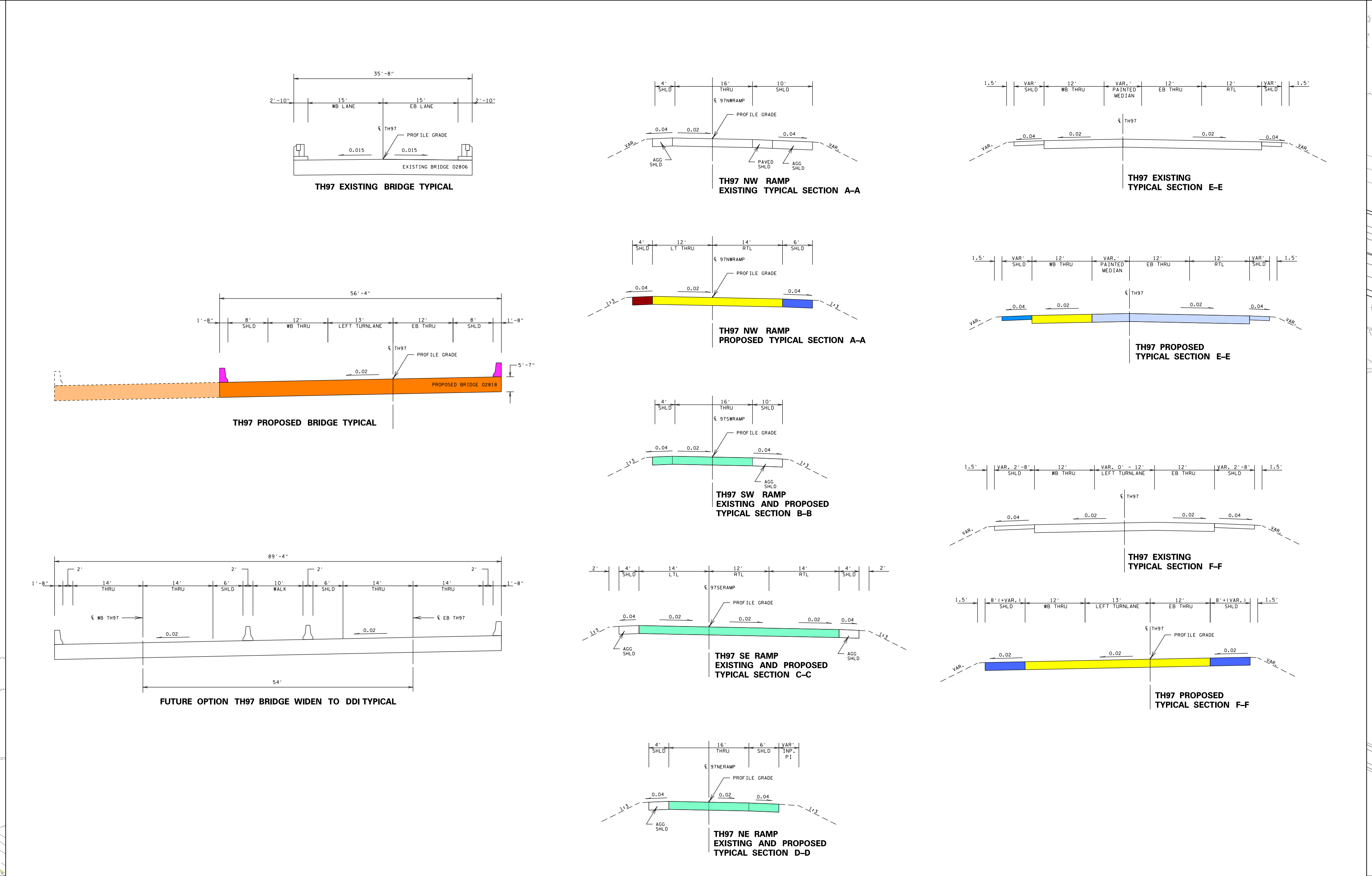
GPK:jobp47
Chain: 97NWRAMP
Profiles: 97NWRAMP, 97NWRAMP_G

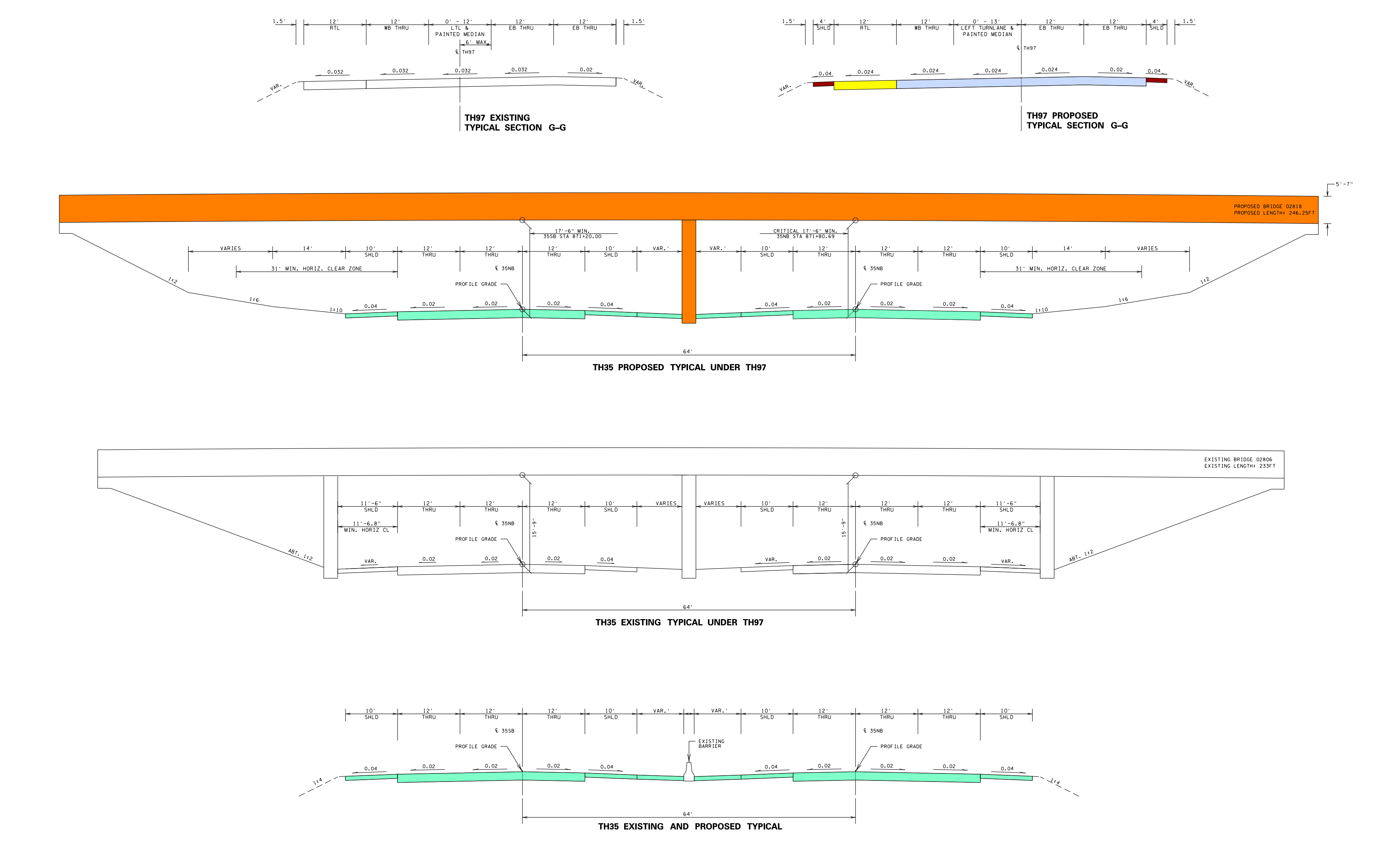
TH97 SE RAMP

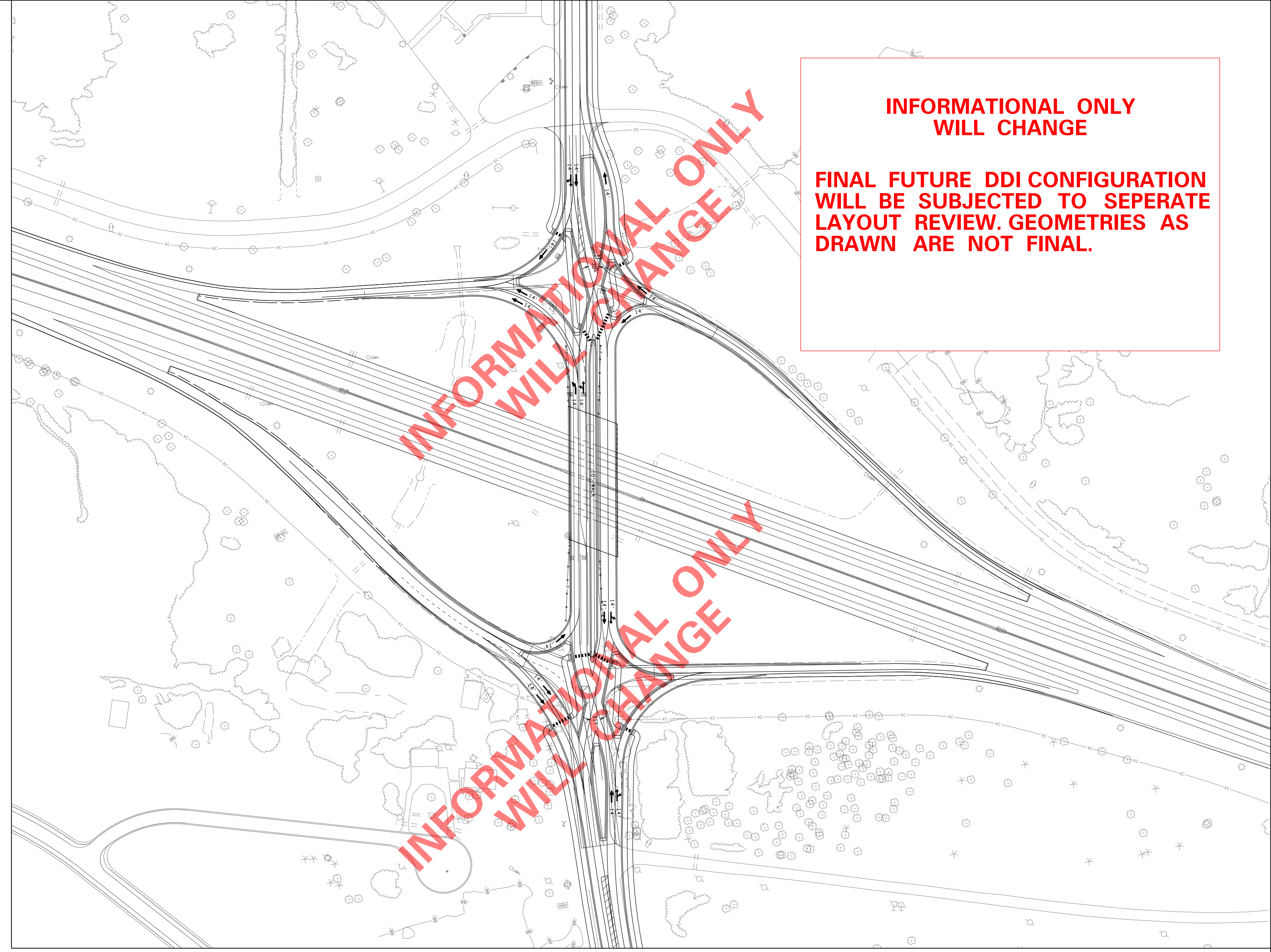


TH97 NE RAMP



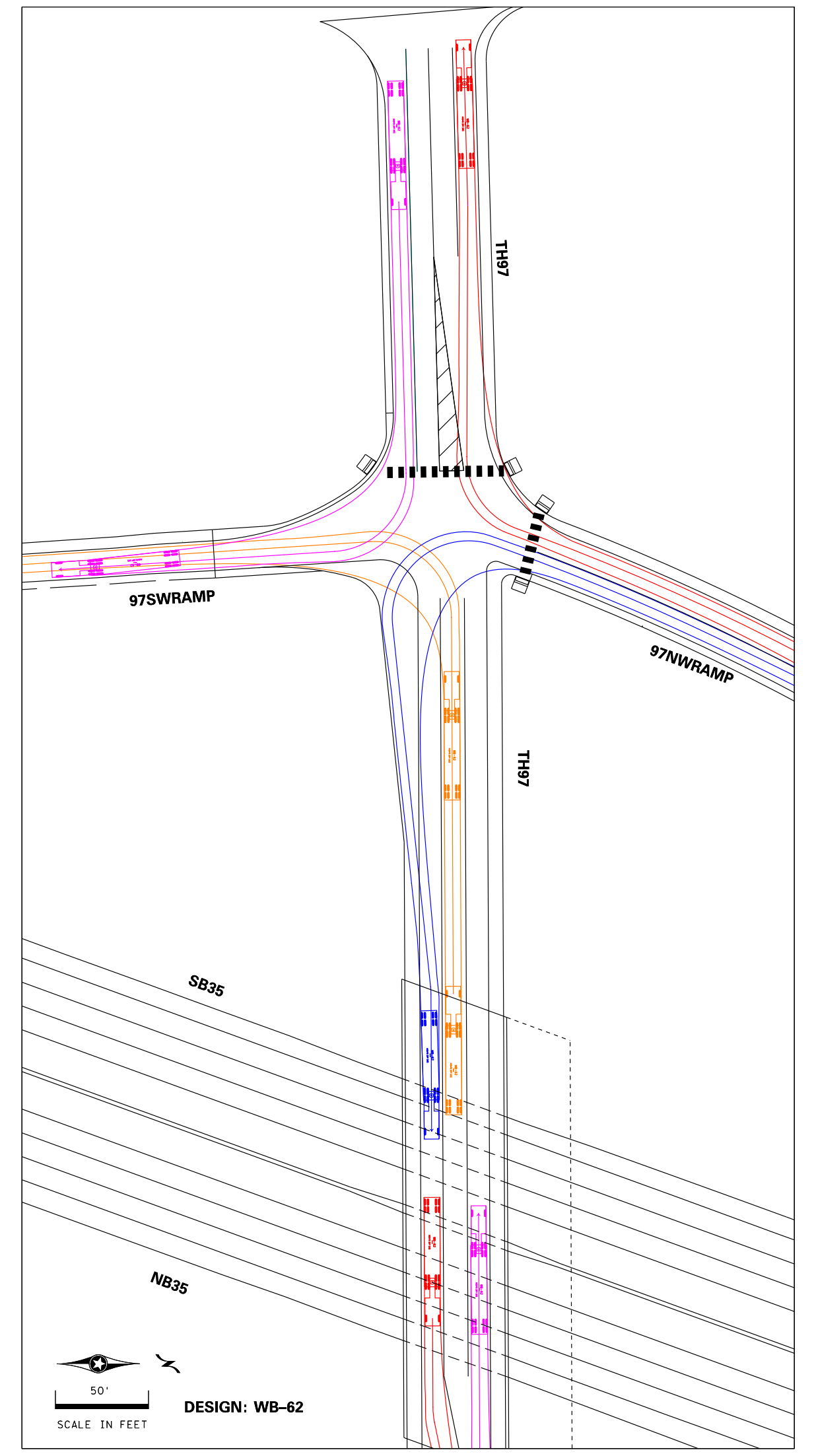

TH97 EXISTING BRIDGE TYPICAL
TH97 PROPOSED BRIDGE TYPICAL
FUTURE OPTION: TH97 BRIDGE WIDEN TO DDI TYPICAL
TH97 NW RAMP EXISTING TYPICAL SECTION A-A
TH97 NW RAMP PROPOSED TYPICAL SECTION A-A
TH97 SW RAMP EXISTING AND PROPOSED TYPICAL SECTION B-B
TH97 SE RAMP EXISTING AND PROPOSED TYPICAL SECTION C-C
TH97 NE RAMP EXISTING AND PROPOSED TYPICAL SECTION D-D
TH97 EXISTING TYPICAL SECTION E-E
TH97 PROPOSED TYPICAL SECTION E-E
TH97 EXISTING TYPICAL SECTION F-F
TH97 PROPOSED TYPICAL SECTION F-F

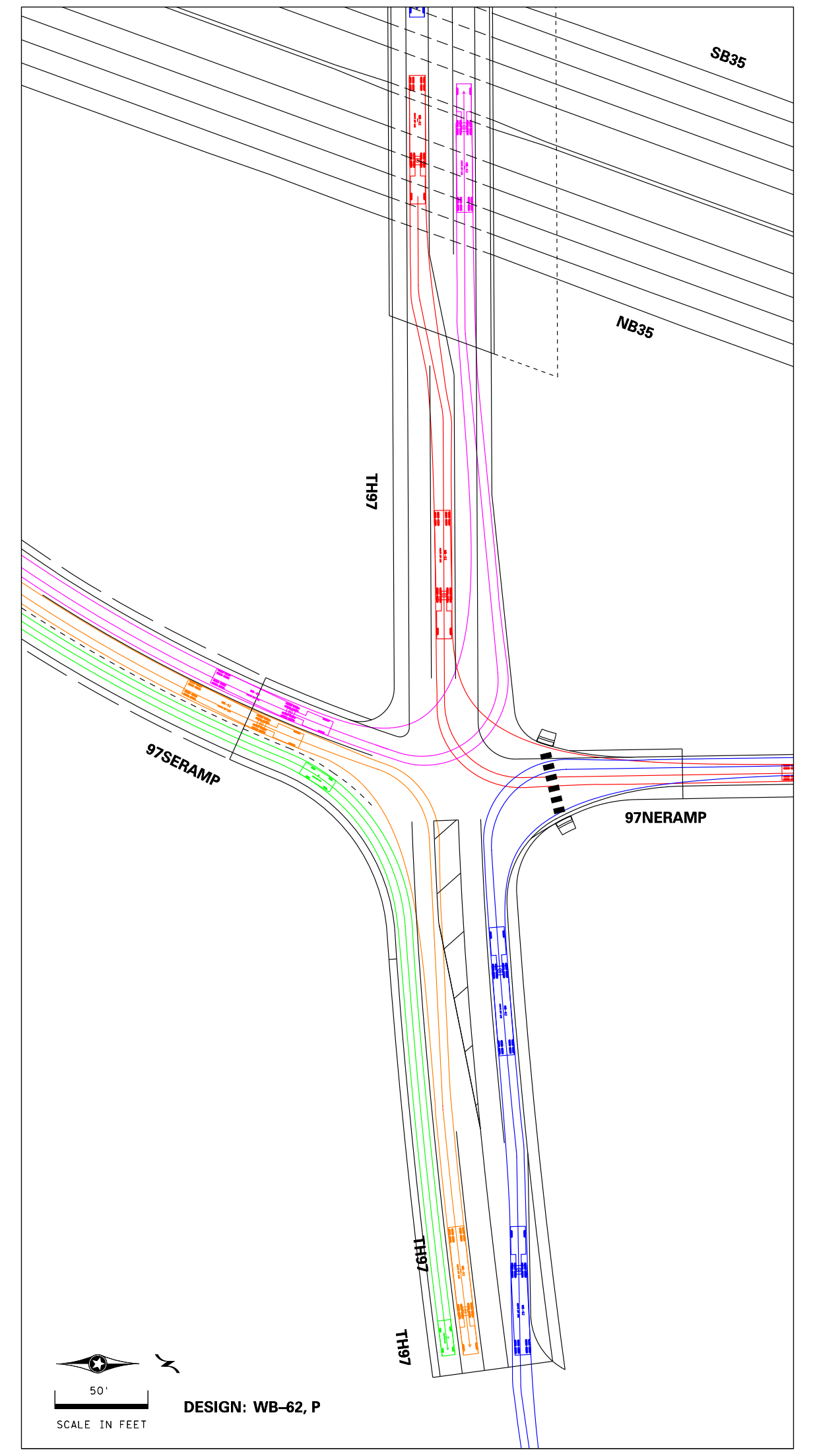

TH97 EXISTING TYPICAL SECTION G-G
TH97 PROPOSED TYPICAL SECTION G-G
TH35 PROPOSED TYPICAL UNDER TH97
TH35 EXISTING TYPICAL UNDER TH97
TH35 EXISTING AND PROPOSED TYPICAL


INFORMATIONAL ONLY WILL CHANGE
INFORMATIONAL ONLY WILL CHANGE

INFORMATIONAL ONLY
WILL CHANGE

FINAL FUTURE DDI CONFIGURATION WILL BE SUBJECTED TO SEPERATE LAYOUT REVIEW. GEOMETRIES AS DRAWN ARE NOT FINAL.


TH97
97SWRAMP
97NERAMP
SB35
NB35
DESIGN: WB-62


SB35
NB35
TH97
97SERAMP
97NWRAMP
DESIGN: WB-62_F

PROJECT PURPOSE

CURRENT PAVEMENT CONDITION FOR THIS SECTION OF I-35 INDICATE REPAIRS ARE NEEDED. THEREFORE AN UNBONDED CONCRETE OVERLAY HAS BEEN PLANNED FOR IMPROVING THE PAVEMENT CONDITION.

BASED ON ACCIDENT HISTORY, THE MOVEMENTS BETWEEN I-35, TH8 WB, AND THE EXIT RAMP TO CSAH2 HAS RAISED THE NEED FOR INTERCHANGE IMPROVEMENTS. THE SOLUTION IS TO INCREASE THE WEAVING DISTANCE BETWEEN THE TH8 WB ENTRANCE RAMP AND CSAH2 EXIT RAMP BY RELOCATING THE TH8 RAMP FURTHER NORTH VIA A LOOP CONNECTION.

INTERSTATE 35 IS PART OF THE NATIONAL TWIN TRAILER NETWORK AND IS AN OVERSIZE OVERWEIGHT SUPER LOAD ROUTE. HIGHWAY 8 IS PART OF MINNESOTA TWIN TRAILER NETWORK AND IS NOT AN OVERSIZE OVERWEIGHT SUPER LOAD ROUTE. BOTH INTERSTATE 35 AND THIS PORTION OF HIGHWAY 8 ARE RESTRICTED FOR HOUSE MOVING. BOTH ROUTES ARE NOT PART OF THE PRIMARY FREIGHT NETWORK.

LAYOUT NOTES

SIGNATURE BLOCK ON LAYOUT PART 1 OF 3. WATER RESOURCE DESIGN IS STILL IN PROGRESS.

DESIGN EXCEPTIONS

1) OUTSIDE SHOULDER CROSS SLOPE ON LOOP DOES NOT DRAIN AWAY FROM THROUGH LANE. SHOULDER WAS DESIGNED IN SUCH THAT DRAINAGE IMPACT WOULD BE MINIMAL WITHOUT USE OF CURB AND GUTTER. CURB AND GUTTER WAS AVOIDED TO PREVENT VAULTING HAZARD.

LAYOUT & PROFILE No. 1C PART No. 3 of 3
T.H. 35 VICINITY OF LINO LAKES, COLUMBUS,
FOREST LAKE FROM 35E/35W SPLIT TO
WASHINGTON CO. & CHISAGO CO. LINE.
Prepared APRIL 2016 Scale: Hor. 1 inch = 100 ft.
By R. CODDINGTON, J. LEE, K. YANG Vert. 1 inch = 10 ft.

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 year 2040 I-35W N. MANAGE LANE EA & PD (0148598) Prepared SRF 2015

S.P. 8280-47 T.H. 35 A.J. T9N761 PPMS Activity 1140
S.P. T.H. A.J. PPMS Activity
S.P. T.H. A.J. PPMS Activity
Copy To: For:

DESIGN FILE: \035\8280\047\Predesign\Layouts\p828047_cl2.dgn
DATE: 10/26/16

LAYOUT HISTORY:

1) 4/13/2014 ALTERNATE 1 CREATED. WB TH8 CROSSES I-35 CORRIDOR WITH BRIDGE AT TANGENT. INTERCHANGE WAS ACCOMPLISHED VIA CLOCKWISE LOOP ONTO SB I-35. LOOP GEOMETRY PROCEEDED IN THE ORDER OF TANGENT TO 285'R CURVE TO 190'R CURVE TO OFFSET TABLE AT MERGE. THIS DESIGN WAS REJECTED IN SEARCH OF A DESIGN WITH MORE DRIVER ALERTNESS TO LOOP AHEAD. DESIGN GROUP CONCLUDED THAT A TRUMPET INTERCHANGE GEOMETRY WOULD BE MORE ALERTING, THUS THE PRODUCTION OF ALTERNATE 2.

2) 6/19/2015 ALTERNATE 2 CREATED. WB TH8 CROSSES I-35 CORRIDOR WITH BRIDGE AT 5 DEGREE TAPER TO THE NORTH FROM TANGENT. INTERCHANGE WAS ACCOMPLISHED VIA CLOCKWISE LOOP ONTO SB I-35. LOOP GEOMETRY PROCEEDED IN THE ORDER OF TANGENT TO 5 DEGREE NORTHERN TAPER TO SPIRAL CURVE TO 190'R CURVE TO OFFSET TABLE AT MERGE. IT WAS CONCLUDED THAT THIS DESIGN WITH TAPER TO THE NORTH WOULD AID DRIVERS INTO THE UPCOMING LOOP. HOWEVER, WITH PRIVATE PARCELS TO THE NORTH, THIS DESIGN WAS MODIFIED WITH A SOUTHERN TAPER TO AVOID RIGHT OF WAY IMPACTS.

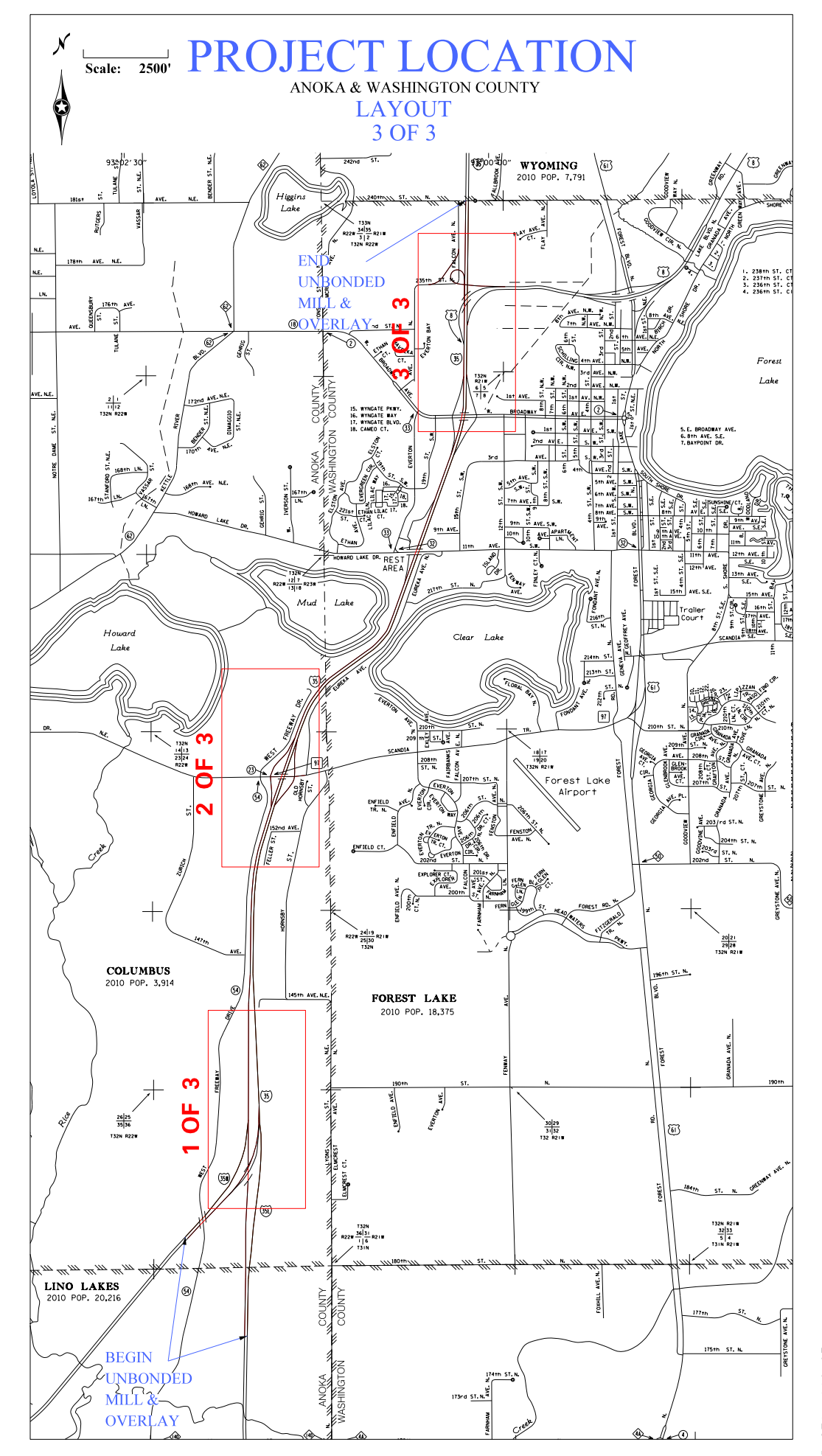
3) 6/29/2015 ALTERNATE 3 CREATED. WB TH8 CROSSES I-35 CORRIDOR WITH BRIDGE AT 5 DEGREE TAPER TO THE SOUTH FROM TANGENT. INTERCHANGE WAS ACCOMPLISHED VIA CLOCKWISE LOOP ONTO SB I-35. LOOP GEOMETRY PROCEEDED IN THE ORDER OF TANGENT TO 5 DEGREE SOUTHERN TAPER TO SPIRAL CURVE TO 190'R CURVE TO OFFSET TABLE AT MERGE. THE INITIAL BENEFIT OF THIS DESIGN WAS AVOIDING RIGHT OF WAY IMPACT TO PARCELS IN THE NORTH. HOWEVER, IT WAS DISCOVERED THAT THERE WERE LITTLE IMPROVEMENTS TO BE GAINED IN COMPARISON TO THE DESIGN OF ALTERNATE 2. THIS DESIGN WAS REPLACED WITH THE MORE FAVORABLE DESIGN OF THE NORTHERN TAPER IN ALTERNATE 2.

4) 7/29/2015 ALTERNATE 2 MOVE FORTH. IT WAS DECIDED THAT ALTERNATE 2 WOULD BE THE GOVERNING DESIGN GEOMETRY OF THE WB TH8 AND I-35 SB INTERCHANGE. DUE TO PROJECTED TRAFFIC VOLUME ON TH8, A NEED FOR A TWO LANE LOOP DESIGN WAS CREATED. THE TWO LANE LOOP DESIGN WILL BE CALLED THE "MASTER PLAN" AS SHOWN ON THIS LAYOUT. BECAUSE THERE IS NO CURRENT NEED OF A TWO LANE LOOP, ONLY ONE LANE WILL BE CONSTRUCTED WHILE STILL GRADED FOR TWO LANES. THE ONE LANE LOOP DESIGN AS SHOWN ON THIS LAYOUT IS NAMED "CONSTRUCTION".

5) LAYOUT APPROVAL COMMITTEE REVIEWED LAYOUT 1 ON 12/30/16. COMMENTS RECEIVED ON 1/12/16.

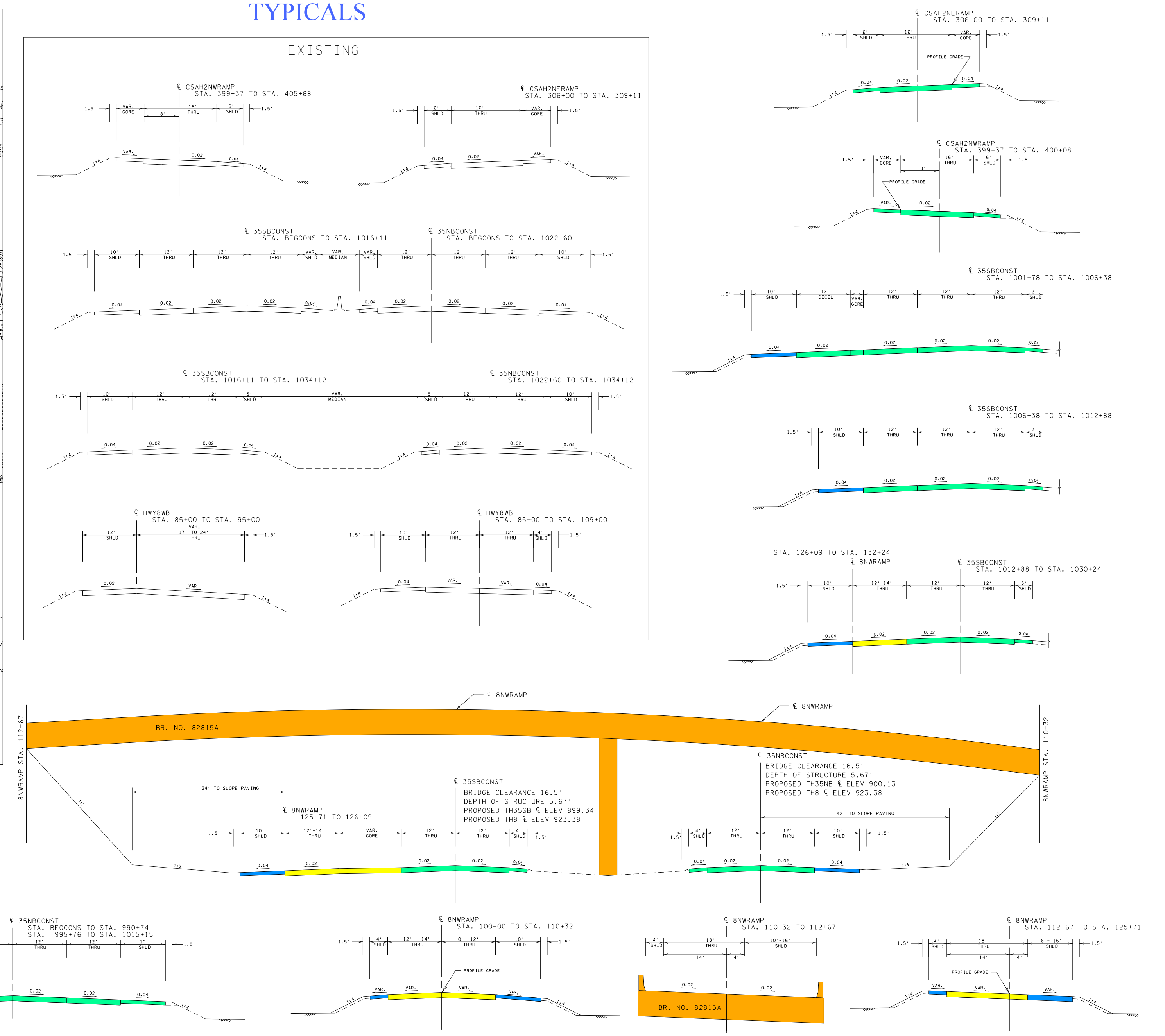
6) LAYOUT APPROVAL COMMITTEE REVIEWED LAYOUT 1A ON 3/23/16. COMMENTS RECEIVED ON 3/24/16.

PROJECT LOCATION



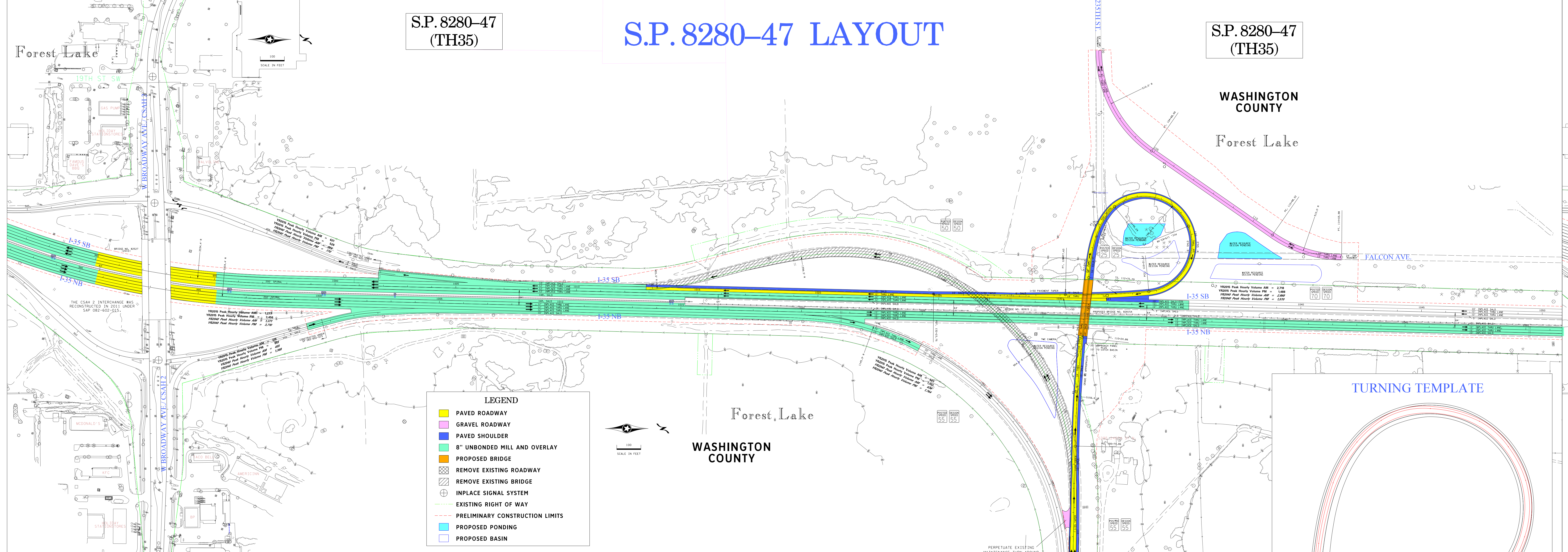
TYPICALS

EXISTING



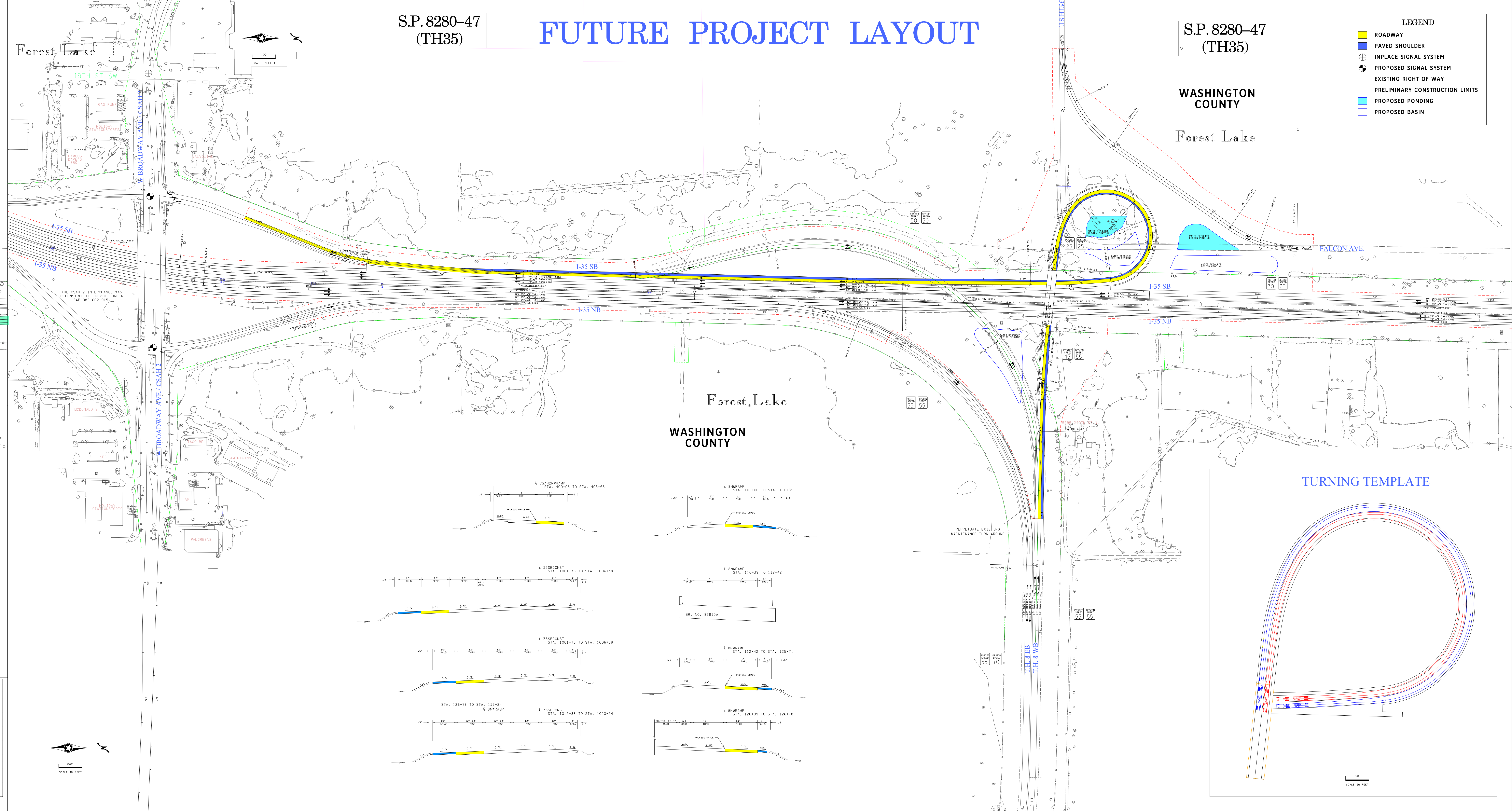
PROFILE - TH8 NW LOOP
PROFILE - FALCON AVE / 235TH ST.
PROFILE - T.H. 35 SB
TRAFFIC
TRAFFIC
TRAFFIC
Chain 8NWRAMP
Profiles: 8NWRAMP, 8NWRAMP_G
Geopak: jobp47.gpk

S.P. 8280–47 LAYOUT



LEGEND
🟨 PAVED ROADWAY
🟪 GRAVEL ROADWAY
🟦 PAVED SHOULDER
🟩 8" UNBONDED MILL AND OVERLAY
🟧 PROPOSED BRIDGE
▩ REMOVE EXISTING ROADWAY
▨ REMOVE EXISTING BRIDGE
⊕ INPLACE SIGNAL SYSTEM
— · — EXISTING RIGHT OF WAY
– – – PRELIMINARY CONSTRUCTION LIMITS
🟦 PROPOSED PONDING
☐ PROPOSED BASIN

FUTURE PROJECT LAYOUT



LEGEND
🟨 ROADWAY
🟦 PAVED SHOULDER
⊕ INPLACE SIGNAL SYSTEM
◕ PROPOSED SIGNAL SYSTEM
— · — EXISTING RIGHT OF WAY
– – – PRELIMINARY CONSTRUCTION LIMITS
🟦 PROPOSED PONDING
☐ PROPOSED BASIN

LAYOUT & PROFILE FLAP No. 1B PART No. 1 of 1
T.H. 35 VICINITY OF LINO LAKES, COLUMBUS,
FOREST LAKE FROM 35E/35W SPLIT TO
WASHINGTON CO. & CHISAGO CO. LINE.
Prepared OCTOBER 2016 Scale: Hor. 1 inch = 100 ft.
By R. CODDINGTON, J. LEE, K. YANG Ver. 1 inch = 10 ft.

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 year 2040 I-35W N. MANAGE LANE EA & PD (Q148598) Prepared SRF 2015

S.P. 8280-47 T.H. 35 A.J. T9N761 PPMS Activity 1140
S.P. ______ T.H. ______ A.J. ______ PPMS Activity ______
S.P. ______ T.H. ______ A.J. ______ PPMS Activity ______
Copy To: ______ For: ______

DESIGN FILE: \035\8280\047\Predesign\Layouts\p828047_cl6a.dgn
-gm6a.dgn
DATE: 10/26/2016

Level 1 LAYOUT FLAP APPROVAL

Programmed Letting Date April 28, 2017
Reviewed By ______ Metro District Preliminary Design Engineer 20__
Reviewed By ______ Metro District Maintenance Operations Engineer 20__
Reviewed By ______ Metro District Traffic Engineer 20__
Reviewed By ______ State Geometrics Engineer 20__
Approved By ______ Metro District Engineer 20__
Approved By ______ State Design Engineer 20__

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: ______ LIC. NO. ______ DATE: ______ 20__

PROJECT PURPOSE

CURRENT PAVEMENT CONDITION FOR THIS SECTION OF I-35 INDICATE REPAIRS ARE NEEDED. THEREFORE AN UNBONDED CONCRETE OVERLAY HAS BEEN PLANNED FOR IMPROVING THE PAVEMENT CONDITION. THE SOUTHERN TERMINI OF THE OVERLAY WILL BEGIN WHERE THE PREVIOUS CONCRETE OVERLAYS FOR BOTH I-35E & I-35W TERMINATED. THE NORTHERN TERMINUS OF THE OVERLAY IS THE WASHINGTON & CHISAGO COUNTY LINE. THREE BRIDGE REPLACEMENTS ARE ALSO PART OF THIS PROJECT. THE NB I-35W FLYOVER SB I-35E (BR. NO. 02804), TH 97 OVER I-35 (BR. NO. 02806), AND WB TH8 OVER I-35 (BR. NO. 82815A). THERE ARE CURRENTLY THREE LAYOUTS FOR THIS PROJECT, ONE AT EACH LOCATION OF THE REPLACEMENT BRIDGES. THIS LAYOUT FLAP IS IN ADDITION TO THE PREVIOUS THREE LAYOUT SUBMITTLED. THIS FLAP FOCUSES ON THE GEOMETRICS OF THE WEIGH STATION ON SB I35 JUST NORTH BEFORE THE SPLIT.

DESIGN EXCEPTIONS

DESIGN EXCEPTIONS PERTINENT TO EACH LAYOUT ARE LISTED ON THEIR RESPECTIVE PARTS.

THERE ARE CURRENTLY NO DESIGN EXCEPTIONS AT THIS LOCATION OF THE LAYOUT.

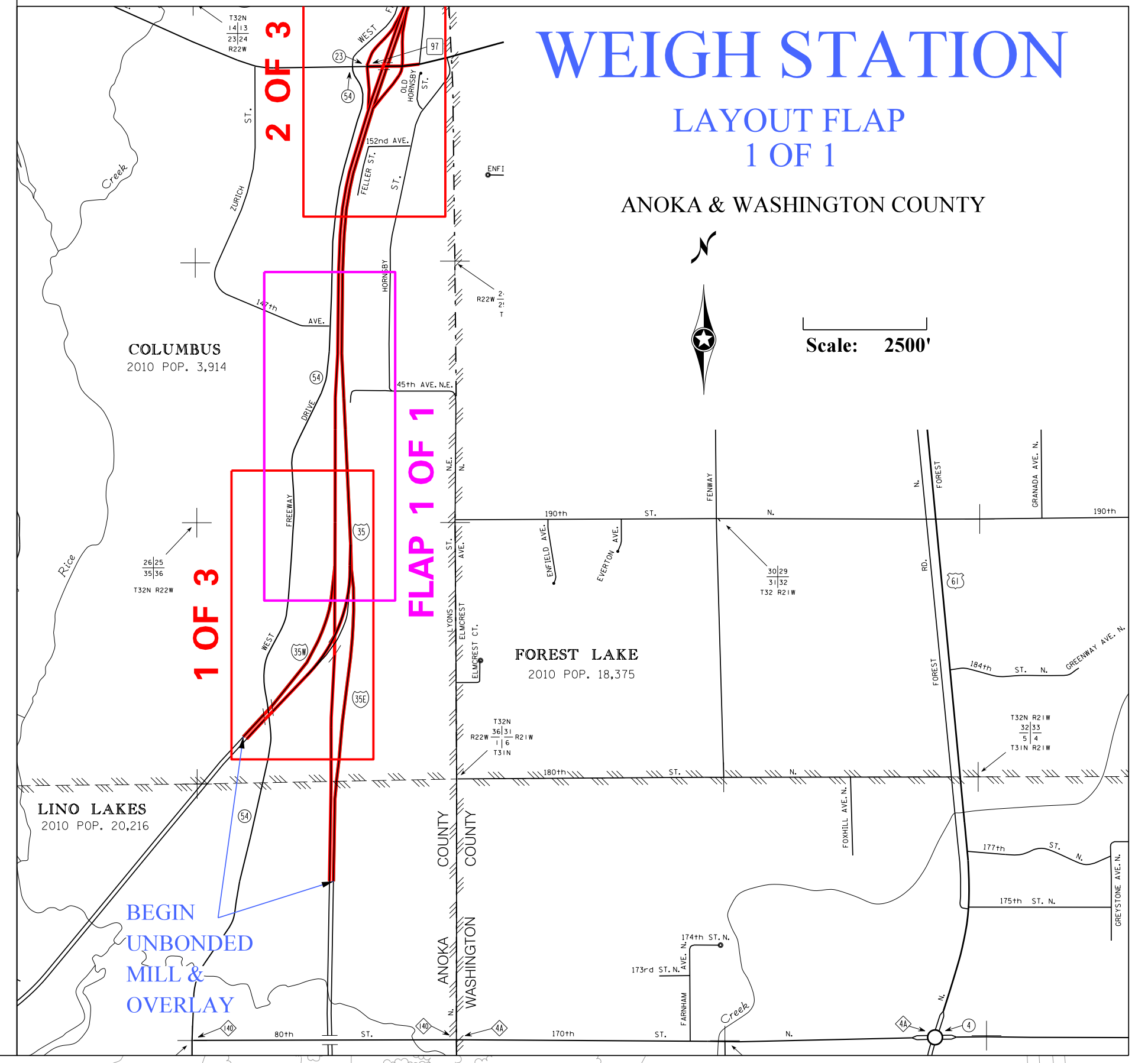
LAYOUT NOTES

LAYOUT FLAP HISTORY

1) JUNE 2016
   - FLAP SUBMITTED FOR LAC 6/29/2016

2) JULY 2016
   - ENTRANCE RAMP ALIGNMENT REVISION WITH A LONGER PARALLEL ACCELERATION LANE
   - MODIFIED LAYOUT PER LAC COMMENT LETTER - LABELS & NOTES
   - ADVANCED LAYOUT & PROFILE FLAP NUMBER TO 1A

3) OCTOBER 2016
   - NEW ALIGNMENTS AND PROFILES FOR WEIGH STATION.
   - FLATTEN THE ENTRANCE CURVES ON ENTRANCE RAMP
   - FLATTEN AND LENGTHEN ALIGNMENT CURVE LEADING INTO WEIGH STATION ON EXIT RAMP.
   - SHARPEN THE LAST ENTRANCE TAPER ON PARALLEL ACCELERATION LANE FROM 1:50 TO 1:25.
   - LENGTHEN PARALLEL ACCELERATION LANE TO 11320FT.
   - ADVANCED LAYOUT & PROFILE FLAP NUMBER TO 1B.


WEIGH STATION
LAYOUT FLAP
1 OF 1
ANOKA & WASHINGTON COUNTY
Scale: 2500'
COLUMBUS
FOREST LAKE
2010 POP. 18,375
LINO LAKES
FLAP 1 OF 1
2 OF 3
1 OF 3
BEGIN UNBONDED MILL OVERLAY
Creek
Rice

LEGEND

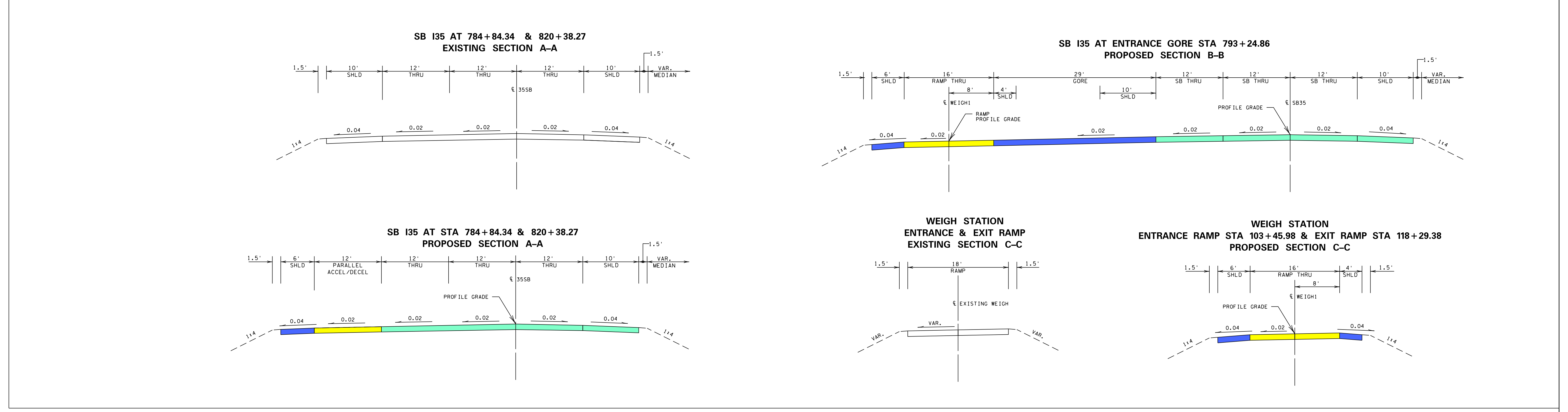
- 🟨 ROADWAY
- 🟦 PAVED SHOULDER
- 🟩 8" UNBONDED MILL AND OVERLAY
- ☐ PROPOSED BASIN
- — - - — EXISTING RIGHT OF WAY
- - - - - PRELIMINARY CONSTRUCTION LIMITS
- —⚲— ENVIRONMENTALLY SENSITIVE AREA

S.P. 8280–47
(TH35)

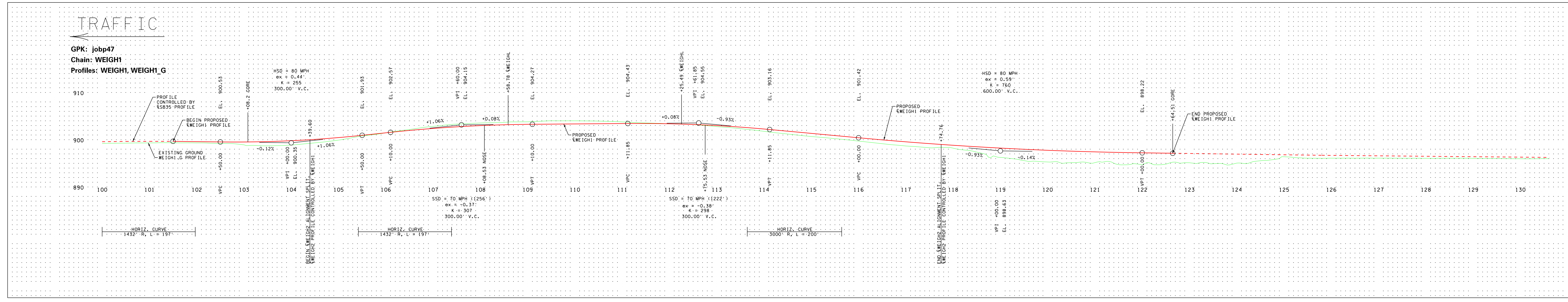
ANOKA
COUNTY

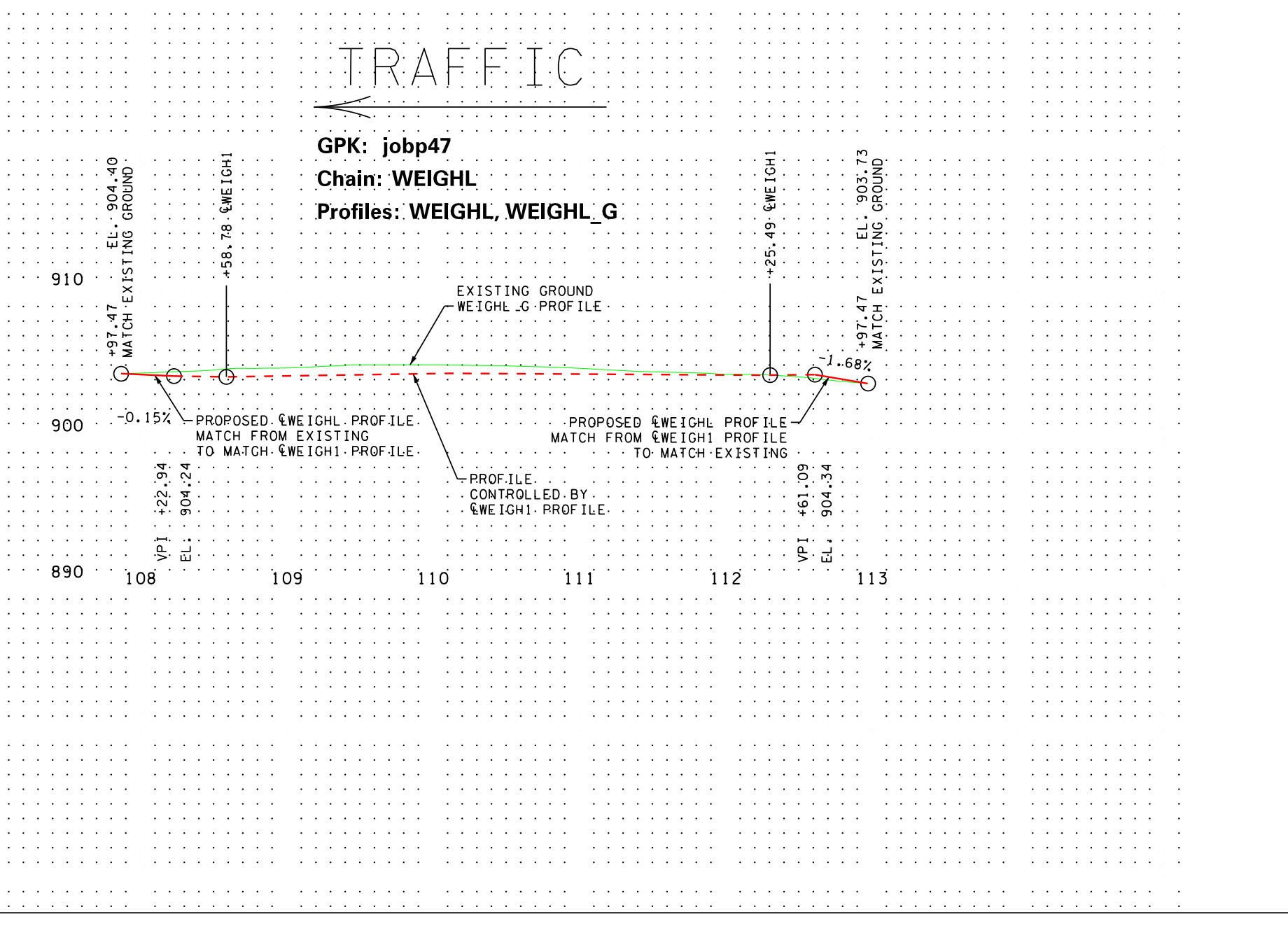
Columbus

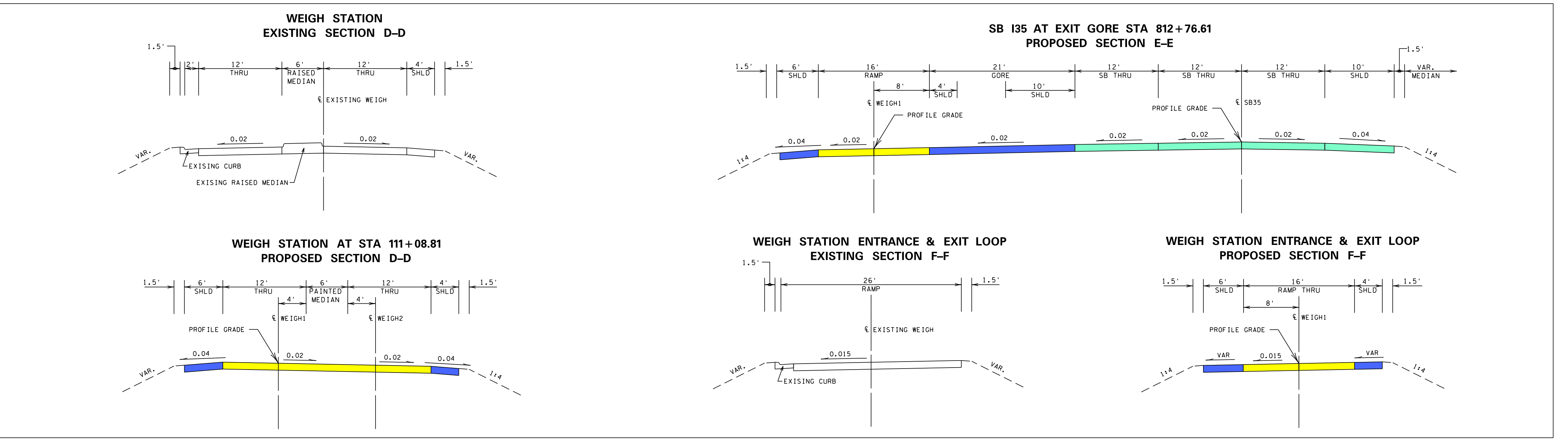
100'
SCALE IN FEET


SB I35 AT STA 784+84.34 & 820+38.27
EXISTING SECTION A-A
SB I35 AT ENTRANCE GORE STA 793+24.86
PROPOSED SECTION B-B
SB I35 AT STA 784+84.34 & 820+38.27
PROPOSED SECTION A-A
WEIGH STATION
ENTRANCE & EXIT RAMP
EXISTING SECTION C-C
WEIGH STATION
ENTRANCE RAMP STA 103+45.98 & EXIT RAMP STA 118+29.38
PROPOSED SECTION C-C

ENTRANCE TO OVERHEAD SIGN
1000'
I-35 SB
I-35 NB
SIGN STATION
ENVIRONMENTALLY SENSITIVE AREA
ENVIRONMENTALLY SENSITIVE AREA
ENVIRONMENTALLY SENSITIVE AREA
ENVIRONMENTALLY SENSITIVE AREA
W. FREEWAY DR.
GANDER DR.
145TH AVE NE
SEE LAYOUT 1 OF 3 FOR DETAILS






WEIGH STATION
EXISTING SECTION D-D
SB I35 AT EXIT GORE STA 814+76.61
PROPOSED SECTION E-E
WEIGH STATION AT STA 111+08.81
PROPOSED SECTION D-D
WEIGH STATION ENTRANCE & EXIT LOOP
EXISTING SECTION F-F
WEIGH STATION ENTRANCE & EXIT LOOP
PROPOSED SECTION F-F