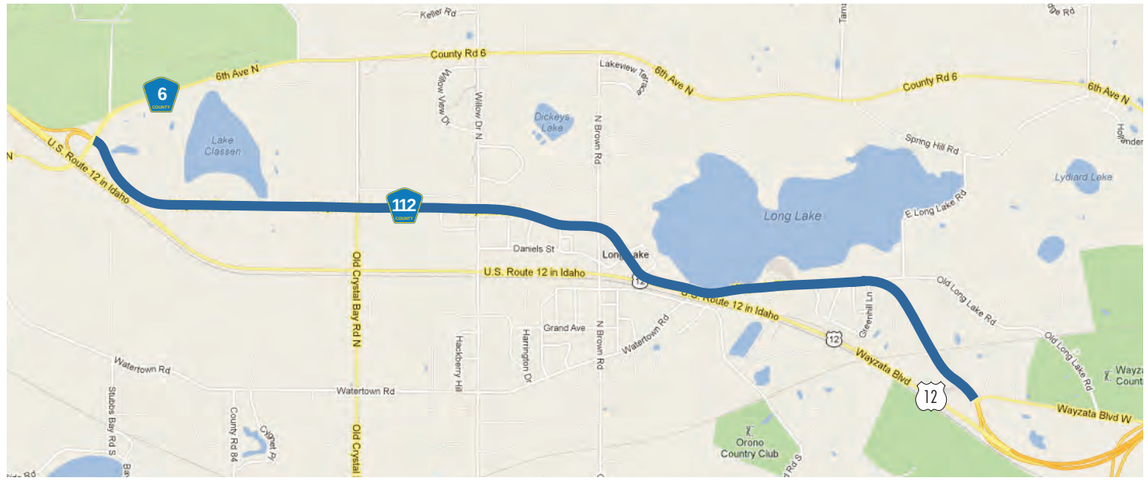
Project Area Map



Open House To Do List:

- Sign in
- Visit with Hennepin County staff and design team
- Learn about ongoing project process and schedule
- Review Concept Costs
- Visit project segment displays
  - Streetscape Concepts
  - Corridor Improvement Concepts
- Review Community Corridor Values identified at first Open House Meeting
- Complete and submit a comment form

For more information please visit:

www.CSAH112.com

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mturner@srfconsulting.com

Notes:

Preliminary Design of Wayzata Boulevard Improvements (CSAH 112)

Public Open House

Project Background

County State Aid Highway (CSAH) 112, formerly Old Trunk Highway (TH) 12, was originally constructed as part of the State's trunk highway system. In the mid to late 2000s, MnDOT built the TH 12 bypass, and in 2011 returned jurisdiction of old TH 12 (current CSAH 112/West Wayzata Boulevard) to Hennepin County. As part of the TH 12 project, the roadway was overlain with bituminous to temporarily correct poor pavement surfaces. Other significant improvements of the corridor were not performed as part of MnDOT's TH 12 construction project.

A former trunk highway, the roadway was primarily designed for efficient traffic movement through the corridor, and does not adequately address many local priorities (such as pedestrian mobility and safety, parking, bicycle trail connectivity, and access).

Project Status

Over the last ten months, Hennepin County, the City of Long Lake and the City of Orono have been working with stakeholders through a variety of methods to identify the community's corridor priorities and develop roadway corridor concepts that balance the efficient transportation of vehicles, pedestrians, and bicycles with safety, convenience and the costs of construction and ongoing maintenance.

An open house meeting, to introduce the project to the public and gather information about community values for the corridor, was held on August 9, 2012. The project team, working with city staffs, a Project Advisory Committee and using information gathered from the open house meeting has developed improvement concepts for consideration at this Open House meeting. Using input from this meeting, the team will refine the layout and develop a preliminary layout for consideration of the City Council's in late 2013 or early 2014.

Overall Schedule

Preliminary Design:	May 2012 - December 2013
Layout Approval:	December 2013 - March 2014
Final Design:	2015 - 2016
Construction:	2017 - 2021

Next Public Open House

- View Preliminary Layout (Tentative)

July 2013

Existing Conditions

Existing condition looking east along the north side of Wayzata Boulevard (CSAH 112) at Old Crystal Bay Road.

Base Construction Project

The base construction project includes the reconstruction of the roadway and pedestrian facilities within the project limits. (The bulk of the base construction cost will be paid with MnDOT funds.)

Additional Trails & Sidewalks

Additional trail and sidewalk construction can occur to fill gaps in the pedestrian network. (This is a discretionary spending item and the cost will be shared by the County and City based on policy.)

Additional Road & Trail Lighting

Additional lighting can occur within the corridor to change the character and image of the roadway while providing safety benefits. (This is a discretionary spending item and the cost will be shared by the County and City based on policy.)

Streetscape

Streetscape elements can be added to the project corridor at a variety of levels to improve aesthetics and create a sense of place. (This is a discretionary spending item and the cost will be shared by the County and City based on policy.)

Utility Burial

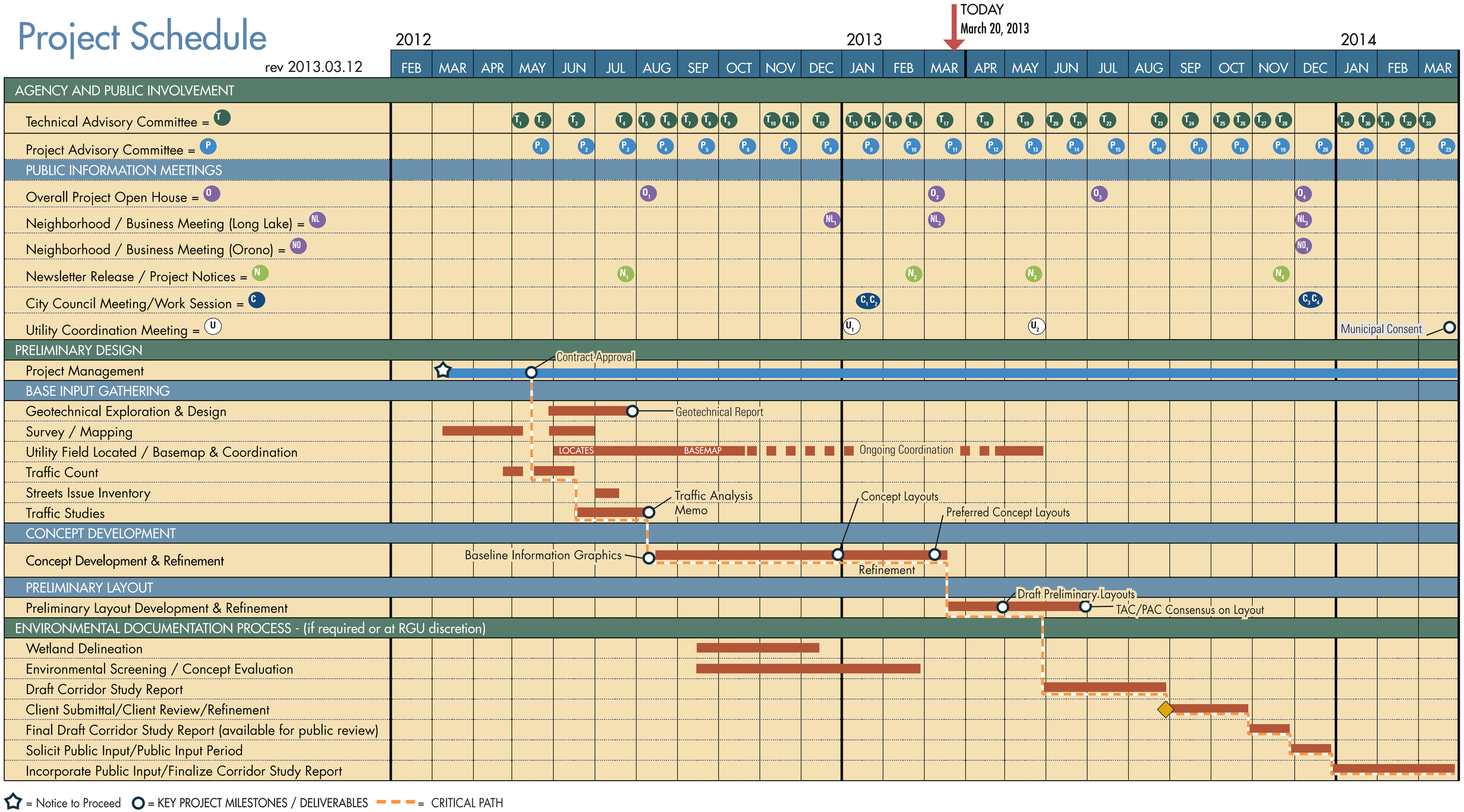
Overhead utilities running alongside and crossing the corridor can be buried removing unsightly poles and wires. (This is a discretionary spending item and the cost will be shared by the County and City based on policy.)

Overall Schedule

Preliminary Design: May 2012 - December 2013
Layout Approval: December 2013 - March 2014
Final Design: 2015 - 2016
Construction: 2017 - 2021

Project Schedule

rev 2013.03.12



= Notice to Proceed = KEY PROJECT MILESTONES / DELIVERABLES = CRITICAL PATH

Cost Estimate Summary

SEGMENT 1	
Base Construction Cost	$3,766,700.00
Additional Trail & Sidewalk	$1,515,400.00
Additional Lighting	$6,900.00
Streetscape	$64,200.00
Utility Burial	$587,500.00
Subtotal - Segment 1	$5,940,700.00

SEGMENT 2	
Base Construction Cost	$7,446,500.00
Additional Trail & Sidewalk	$1,309,800.00
Additional Lighting	$265,700.00
Streetscape	$355,700.00
Utility Burial	$625,000.00
Subtotal - Segment 2	$10,002,700.00

SEGMENT 3	
Base Construction Cost	$8,112,900.00
Additional Trail & Sidewalk	$423,400.00
Additional Lighting	$215,100.00
Streetscape	$446,500.00
Utility Burial	$162,500.00
Subtotal - Segment 3	$9,360,400.00

SEGMENT 4	
Base Construction Cost	$8,596,100.00
Additional Trail & Sidewalk	$984,700.00
Additional Lighting	$18,400.00
Streetscape	$182,300.00
Utility Burial	862500
Subtotal - Segment 4	$10,644,000.00

Total Base Project Cost	$27,922,200.00
Total Project Cost with all discretionary items	$35,947,800.00

Green Text indicates discretionary project elements. Discretionary spending item cost will be shared by the County and City based on policy.

Segment number ONE
CSAH 6 to Old Crystal Bay Road
Value
Traffic Mobility (Not Impeding Traffic)
Improve Pedestrian and Bicycle Accessibility and Safety across corridor (Including Pedestrian Signal Controls)
Improve Pedestrian and Bicycle Accessibility, Safety and amenities to schools
Improve Pedestrian and Bicycle Accessibility, and Safety along the corridor
Traffic Safety (Improve on road vehicular safety such as intersection geometry and signal deficiencies)
Roadway Lighting
Underground Utilities (Bury overhead utilities.)
Direct Access to TH 12
Transit accommodations
Provide linking / cohesive elements between corridor segments
Reduced or No On Street Parking
Limit impacts to adjacent properties (Mindful of roadway width versus right of way width and adjacent impacts)
Rustic / Rural Feel
Traffic Calming / Slower Speeds

Segment number TWO

Old Crystal Bay Road to Brown Road

Value
Improve Aesthetics (Visual elements, i.e.. Planters, plantings, special sidewalk pavers or pavements, benches, trash receptacles, etc.)
Improved Access to local businesses.
Attract Businesses to the Area
Improve Pedestrian and Bicycle Accessibility and Safety across corridor (Including Pedestrian Signal Controls)
Dark Skies
Improve Pedestrian and Bicycle Accessibility, and Safety along the corridor
* Direct Access to TH 12
Improve Pedestrian and Bicycle Accessibility, Safety and amenities to schools
Traffic Mobility (Not Impeding Traffic)
Maintain Adjacent Property Access
Maintain Full Access at Public Intersections
Underground Utilities (Bury overhead utilities.)
Transit Accommodations
Low Mantenance Aesthetic Elements
Reduced Storm Sewer Runnoff / Improved Water Treatment / Erosion Issues
Roadway Lighting
Traffic Calming / Slower Speeds
Provide linking / cohesive elements between corridor segments
Rustic / Rural Feel
* Off street parking
Traffic Safety (Improve on road vehicular safety such as intersection geometry and signal deficiencies)
Limit impacts to adjacent properties (Mindful of roadway width versus right of way width and adjacent impacts)
Urban / Suburban Feel
Pedestrian Lighting
Signal Pedestrian Countdown Timers

* Not part of CSAH 112 scope

Segment number THREE

Brown Road to Cemetery Road

Value

Reduced Storm Sewer Runnoff / Improved Water Treatment / Erosion Issues

Improve Aesthetics
(Visual elements, i.e.. Planters, plantings, special sidewalk pavers or pavements, benches, trash receptacles, etc.)

Attract Businesses to the Area

Improve Pedestrian and Bicycle Accessibility, and Safety along the corridor

Improved Access to local businesses.

Traffic Calming / Slower Speeds

Traffic Safety
(Improve on road vehicular safety such as intersection geometry and signal deficiencies)

Lakeview Improvements

Traffic Mobility (Not Impeding Traffic)

Improve Pedestrian and Bicycle Accessibility and Safety across corridor
(Including Pedestrian Signal Controls)

On Street Parking

Underground Utilities (Bury overhead utilities.)

Low Mantenance Aesthetic Elements

Provide linking / cohesive elements between corridor segments

Transit Accommodations

Improve Pedestrian and Bicycle Accessibility, Safety and amenities to schools

Maintain Adjacent Property Access

Off street parking

Signal Pedestrian Countdown Timers

Maintain Full Access at Public Intersections

Roadway Lighting

Limit impacts to adjacent properties
(Mindful of roadway width versus right of way width and adjacent impacts)

Urban / Suburban Feel

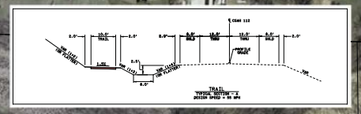
Pedestrian Lighting

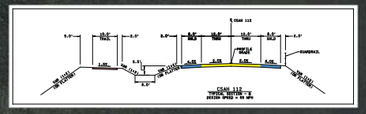
Segment number FOUR

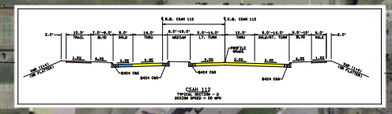
Cemetery Road to Wayzata Boulevard

Value
Traffic Safety (Improve on road vehicular safety such as intersection geometry and signal deficiencies, Turn Lanes)
Traffic Calming / Slower Speeds
Improve Aesthetics (Visual elements, i.e.. Planters, plantings, special sidewalk pavers or pavements, benches, trash receptacles, etc.)
Low Mantenance Aesthetic Elements
Roadway Lighting
Reduced Storm Sewer Runnoff / Improved Water Treatment / Erosion Issues
Improve Pedestrian and Bicycle Accessibility, and Safety along the corridor
Improve Pedestrian and Bicycle Accessibility and Safety across corridor (Including Pedestrian Signal Controls)
Traffic Mobility (Not Impeding Traffic)
Underground Utilities (Bury overhead utilities.)
Improve Pedestrian and Bicycle Accessibility, Safety and amenities to schools
Reduced or No On Street Parking
Urban / Suburban Feel
Pedestrian Lighting
Off street parking
Maintain Full Access at Public Intersections
Limit impacts to adjacent properties (Mindful of roadway width versus right of way width and adjacent impacts)
Maintain Adjacent Property Access
Transit accommodations

CONCEPT LAYOUT - SEGMENT 1







CSAH 6

TYPICAL SECTION A

TYPICAL SECTION A

CLASSON LAKE

TYPICAL SECTION B

TYPICAL SECTION B

CSAH 112

CLASSON CREEK

BNSF RAILWAY

US 12

SIGNAL (BY OTHERS)

TYPICAL SECTION C

TYPICAL SECTION C

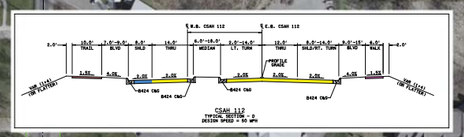
KELLEY PARKWAY

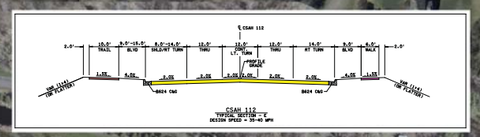
TYPICAL SECTION D

TYPICAL SECTION D

OLD CRYSTAL BAY ROAD

CONCEPT LAYOUT - SEGMENT 2





KELLEY PARKWAY

KELLEY PARKWAY

TYPICAL SECTION D

TYPICAL SECTION D

CSAH 112

CSAH 112

SPEED LIMIT 40

SPEED LIMIT 40

SPEED LIMIT 55

W. INDUSTRIAL BLVD.

OLD CRYSTAL BAY ROAD

WILLOW DR.

TAMARACK AVE.

BRIMHALL AVE.

SHAUGHNESSY AVE.

DANIELS ST.

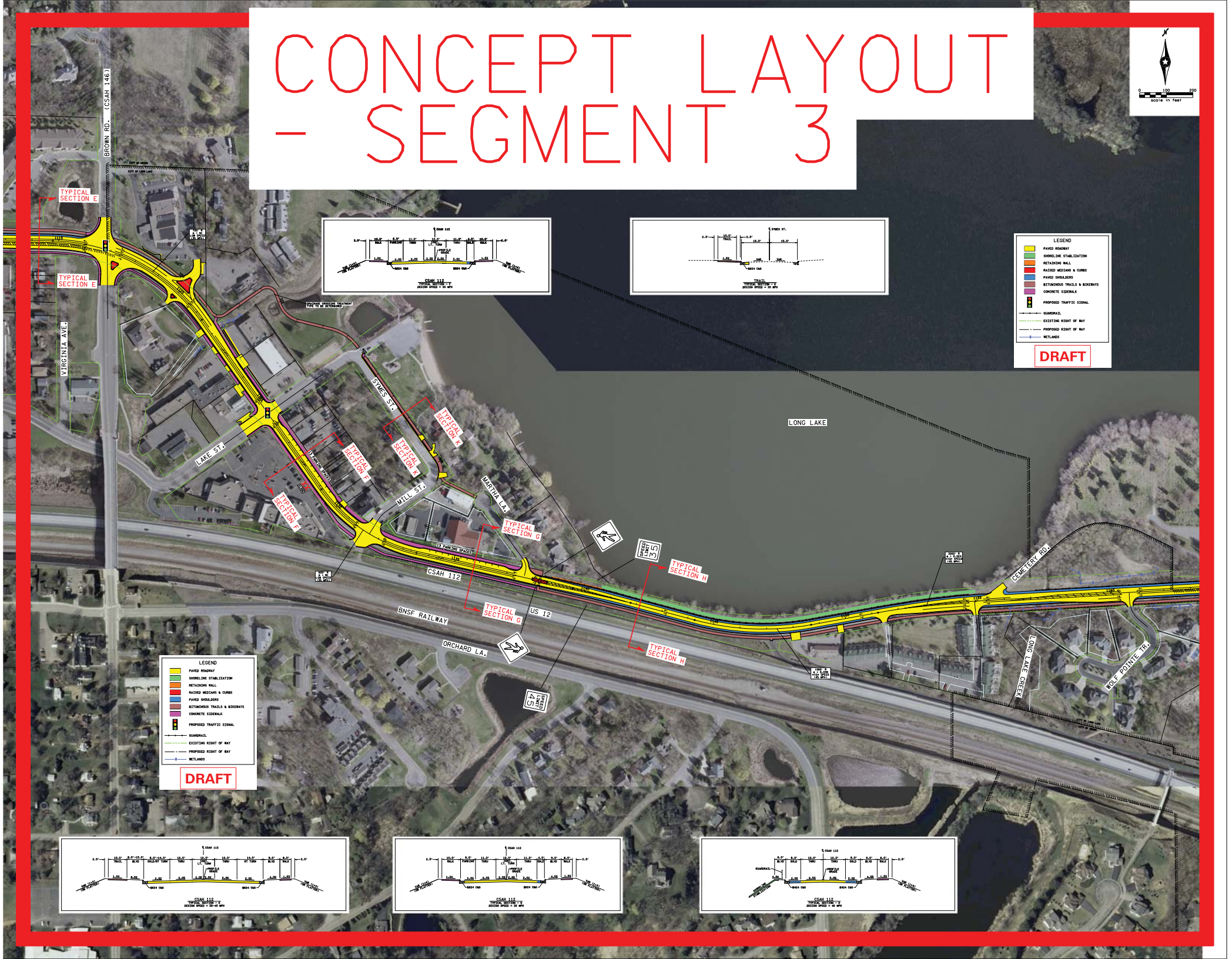
VIRGINIA AVE.

BROWN RD. (CSAH 146)

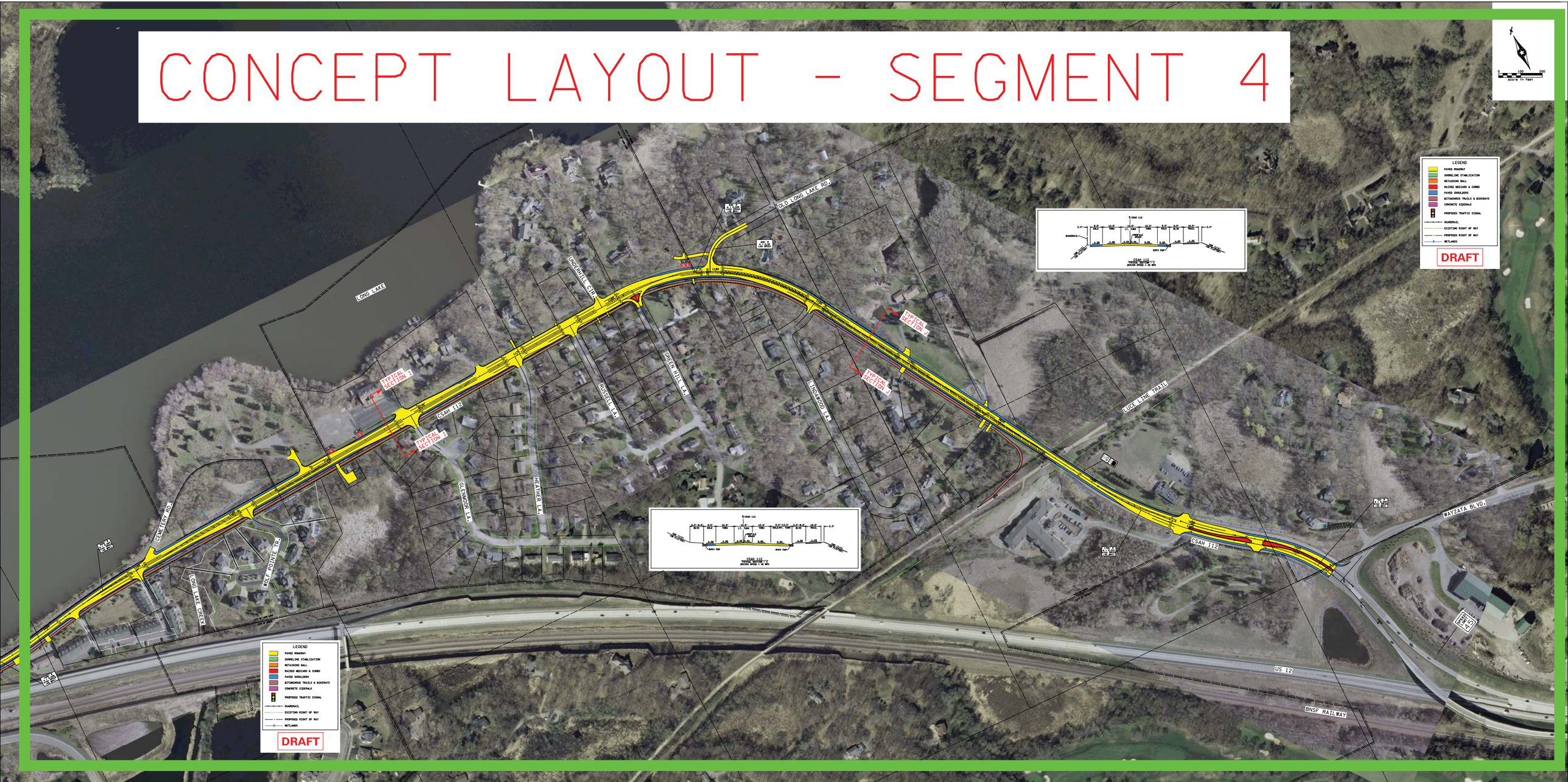
TYPICAL SECTION E

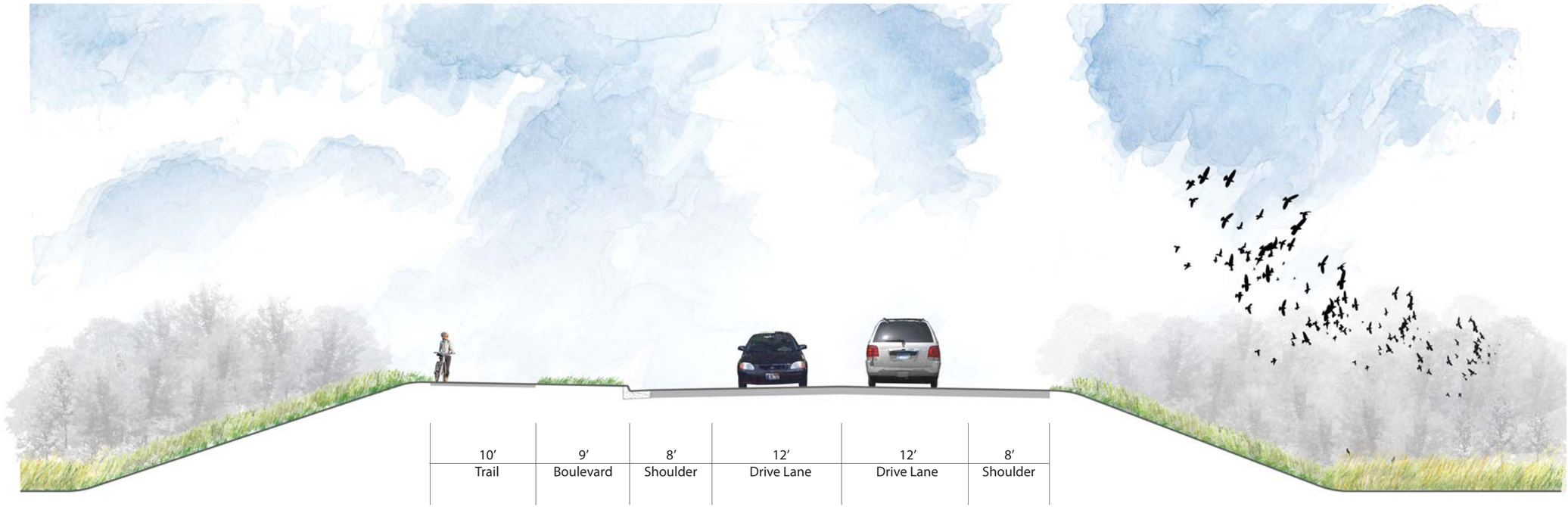
TYPICAL SECTION E

CONCEPT LAYOUT - SEGMENT 3



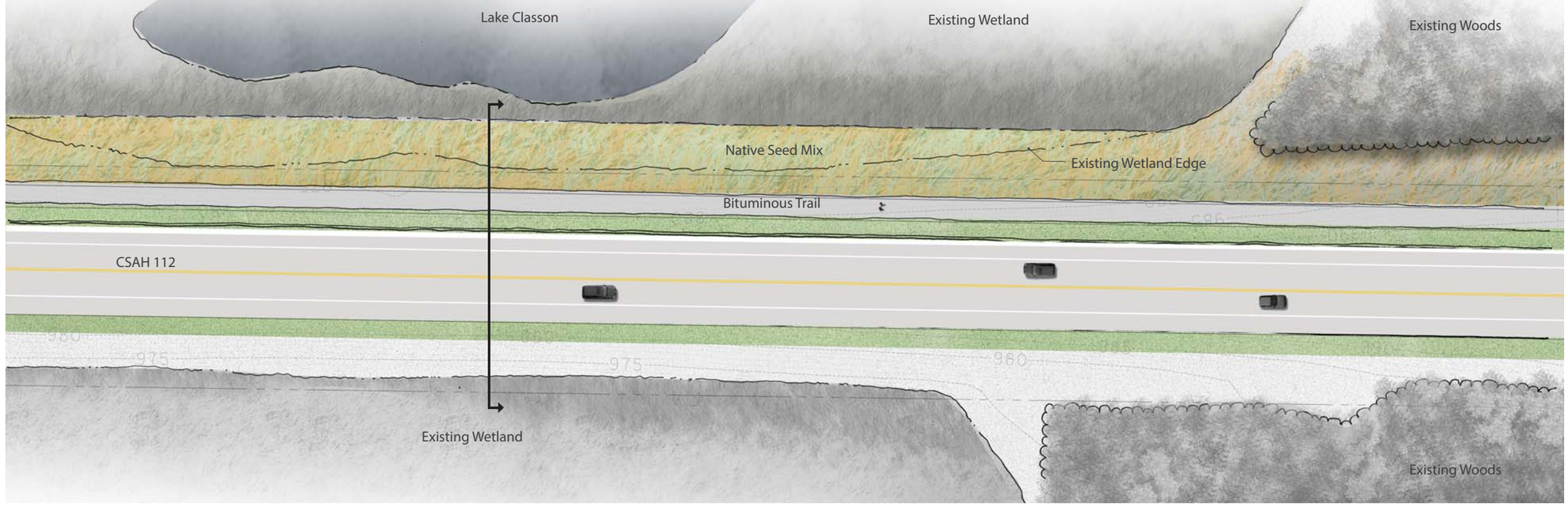
CONCEPT LAYOUT - SEGMENT 4





10′	9′	8′	12′	12′	8′
Trail	Boulevard	Shoulder	Drive Lane	Drive Lane	Shoulder

Section Area A 0 4

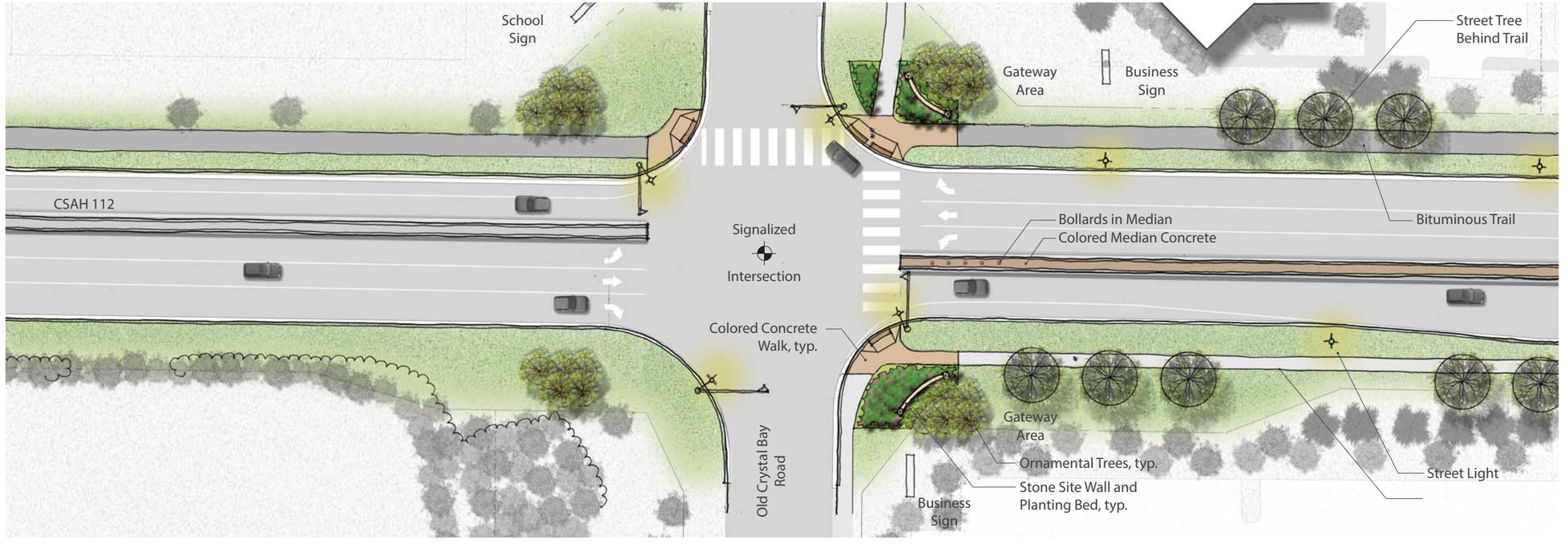


Plan Area A 0 10 20

Segment 1
Streetscape Study Area A

Before
View Looking East at Old Crystal Bay Road Intersection

After
View Looking East at Old Crystal Bay Road Intersection



Plan Area B 0 10 20

Actual sidewalk extents at intersections subject to change as design develops.

Segment 1
Streetscape Study Area B

10′	9′	14′	12′	12′	12′	14′	9′	6′
Trail	Boulevard	Right Turn Lane	Thru Lane	Shared Left Turn Lane	Thru Lane	Right Turn Lane	Boulevard	Walk

Section Area C (Looking East)

Plan Area C

Segment 2
Streetscape Study Area C

Before
View Looking East at Brown Road Intersection

After
View Looking East at Brown Road Intersection

Plan Area C2 0 10 20

Actual sidewalk extents at intersections subject to change as design develops.

Segment 2
Streetscape Study Area C2

	10′ min.	8′	11′	12′	11′	4′	10′ min.	
Storefront Business	Sidewalk	Parking	Thru Lane	Shared Left Turn Lane	Thru Lane	Shld	Sidewalk	Business Parking Lot

Section Area D2 0 4

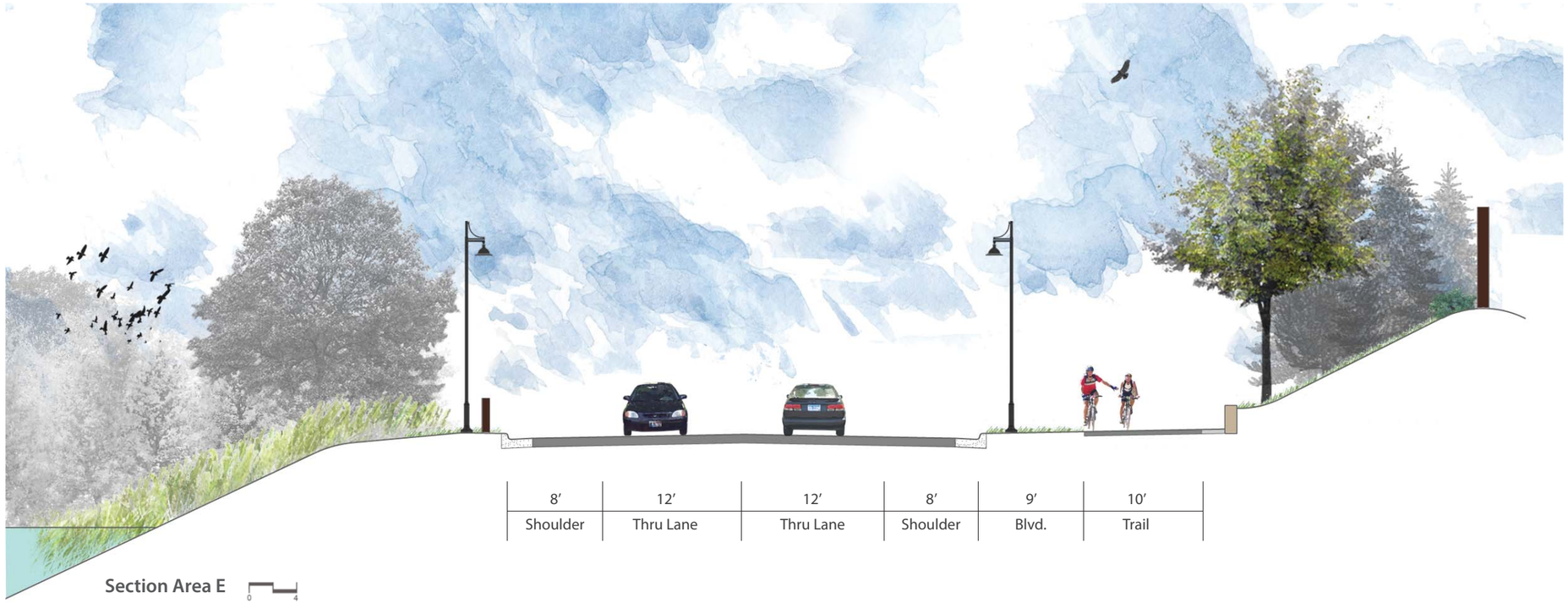
Plan Area D 0 10 20

Actual sidewalk extents at intersections subject to change as design develops.

Segment 3
Streetscape Study Area D

Before
View Looking East at Lake St. Intersection

After
View Looking East at Lake St. Intersection



Section Area E 0 4

Plan Area E 0 10 20

Segment 3
Streetscape Study Area E

Section Area F 0 4

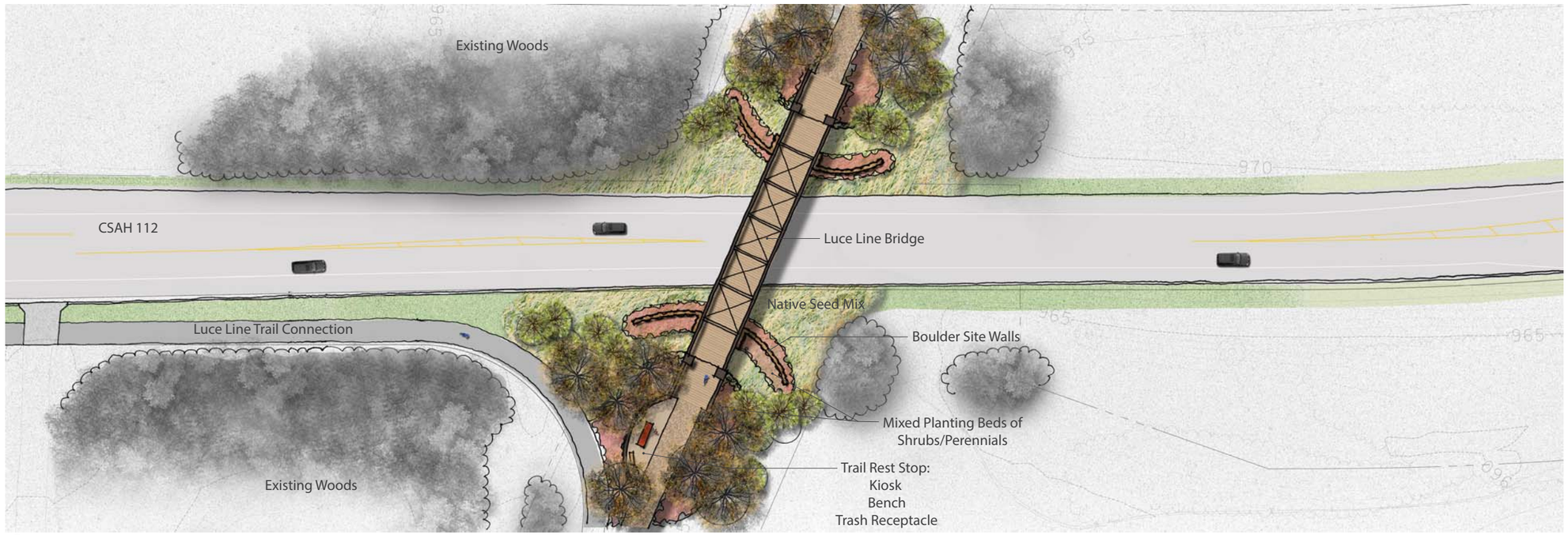
14′ Right Turn Lane	12′ Drive Lane	12′ Continuous Left Turn Lane	12′ Drive Lane	14′ Right Turn Lane	3′ Blvd	10′ Trail

Plan Area F 0 10 20

Segment 4
Streetscape Study Area F

Before
View Looking Northwest at the Luce Line Bridge Gateway

After
View Looking Northwest at the Luce Line Bridge Gateway



Plan Area G

Segment 4
Streetscape Study Area G