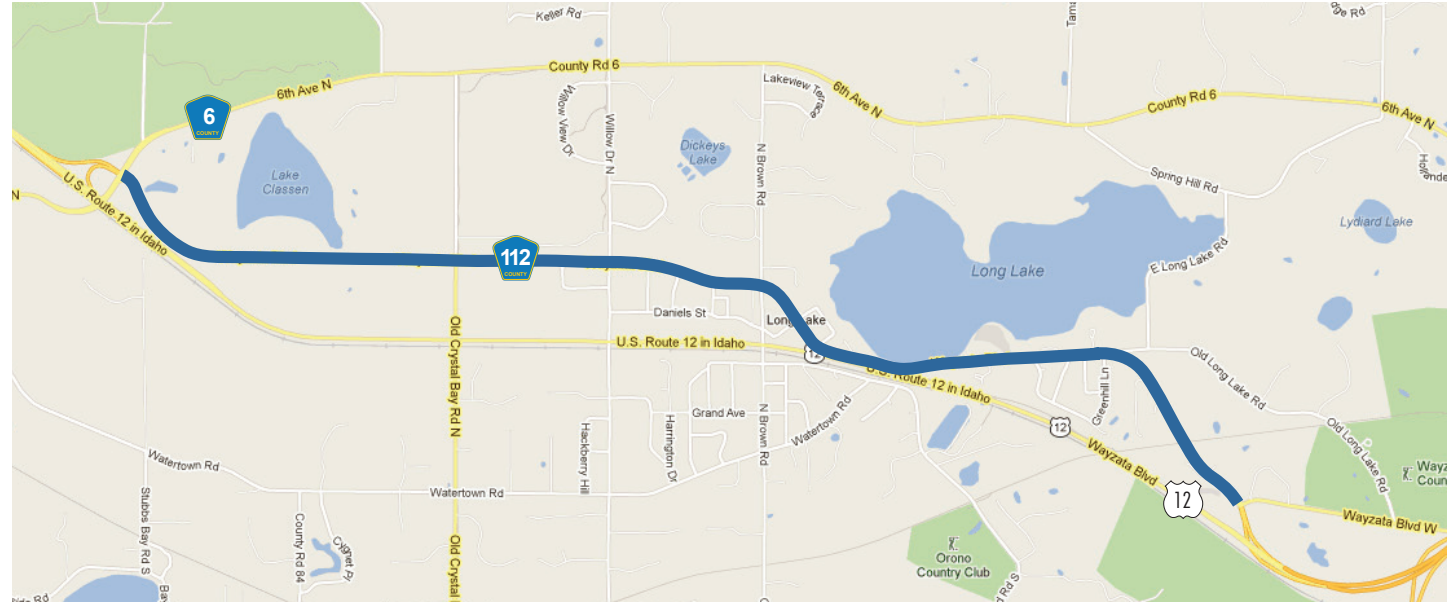


Project Area Map



Open House To Do List:

- Sign in
- Meet Hennepin County staff and design team
- Learn about project process and schedule
- Visit project segment displays
 - Review identified values
 - Add additional values
 - Rate the values' relative importance by using colored stickers provided at the sign-in area
- Complete and submit a comment form

For more information please visit:

www.CSAH112.com

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Notes:



PRELIMINARY DESIGN OF CSAH 112 FROM CSAH 6 TO TH 12



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). Hennepin County, the City of Long Lake, and the City of Orono will work with stakeholders through a variety of methods over the next two years to identify a preliminary roadway design that will set the footprint for future construction projects. Through a series of open house and small groups meetings, the project team will work directly with city staffs, a Project Advisory Committee, and the public to identify community priorities and incorporate design elements that balance the efficient transportation of vehicles, pedestrians, and bicycles with safety, convenience, and the costs of construction and ongoing maintenance.

Throughout the four-mile-long corridor, the character of the roadway changes significantly between primarily residential, business/commercial, industrial, and agricultural/rural adjacent land uses. Different approaches will be required to meet each area's unique priorities. The project team will work to identify distinct roadway segments and address each section's priorities.

Overall Schedule

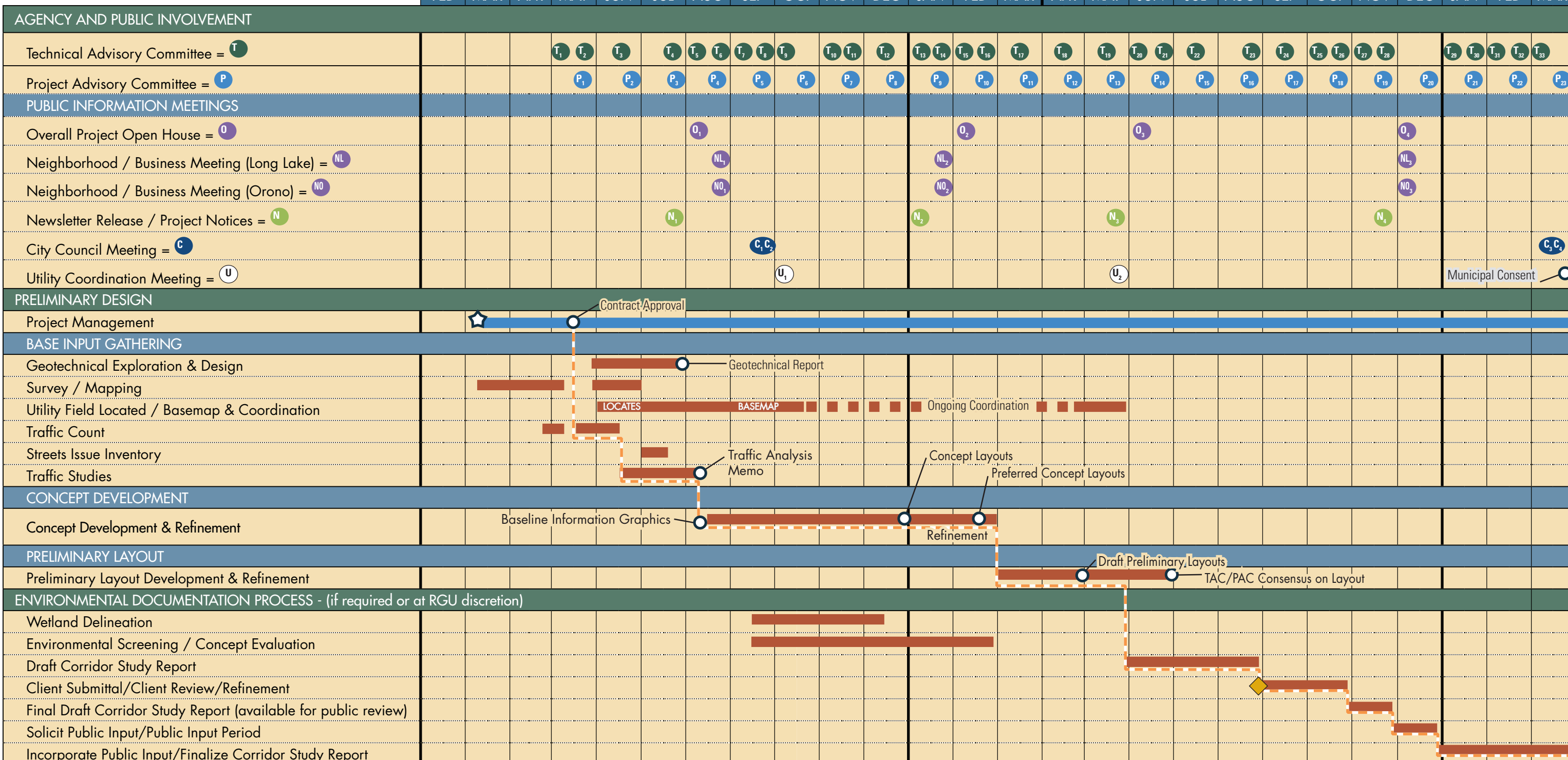
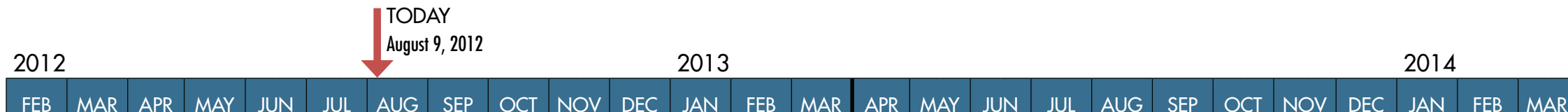
Preliminary Design: May 2012 - December 2013

Layout Approval: December 2013 - March 2014

Final Design: 2015 - 2016

Construction: 2017 - 2021

rev 2012.07.31



☆ = Notice to Proceed ○ = KEY PROJECT MILESTONES / DELIVERABLES - - - = CRITICAL PATH



SEGMENT I



CLASSON LAKE

CSAH 112

CLASSON CREEK

DAN PATRICK WAY

US 72

CSAH 6

KELLEY PARKWAY

OLD CRYSTAL BAY ROAD

1081

1081

Values

Relative Importance

Traffic Mobility (Not impeding traffic)

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)

Transit Accommodations

Reduced Storm Sewer Runoff / Improved Water Treatment / Erosion Issues

Traffic Calming / Slower Speeds

Rustic/Rural Feel

Values

Relative Importance

Provide Linking / Cohesive Elements Between Corridor Segments

Underground Utilities (Bury overhead utilities.)

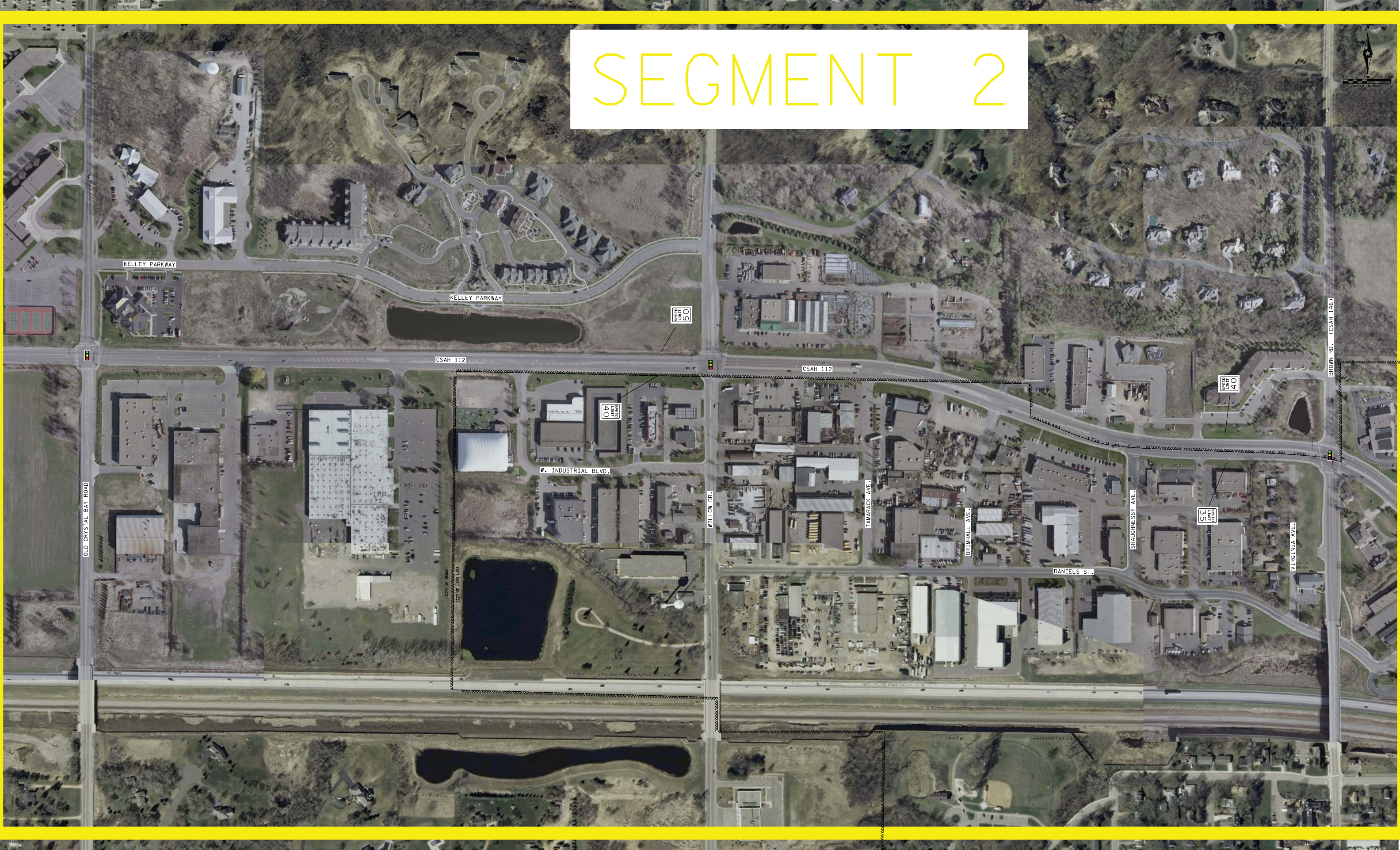
Improve Pedestrian and Bicycle Accessibility and Safety Across Corridor
(Including pedestrian signal controls)

Improve Pedestrian and Bicycle Accessibility, Safety and Amenities to Schools

Improve Pedestrian and Bicycle Accessibility, and Safety Along the Corridor

Reduced or No On Street Parking

SEGMENT 2



OLD CRYSTAL BAY ROAD

KELLEY PARKWAY

KELLEY PARKWAY

CSAH 112

CSAH 112

W. INDUSTRIAL BLVD.

CITY OF DENVER
CITY OF LOOP LAKE

WILLOW DR.

TAMARACK AVE.

BREMHAL AVE.

DANIEL'S ST.

SHAUGHNESSY AVE.

VIRGINIA AVE.

SPEED LIMIT 50

SPEED LIMIT 40

SPEED LIMIT 40

SPEED LIMIT 35

BROWN RD. (CSAH 146)

Values

Relative Importance

Traffic Mobility (Not impeding traffic)

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)

Maintain Full Access at Public Intersections

Maintain Adjacent Property Access

Improved Access to Local Businesses

Transit Accommodations

Reduced Storm Sewer Runoff / Improved Water Treatment / Erosion Issues

Traffic Calming / Slower Speeds

Rustic / Rural Feel

Urban / Suburban Feel

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

Values

Relative Importance

Provide Linking / Cohesive Elements Between Corridor Segments

Roadway Lighting

Pedestrian Lighting

Attract Businesses to the Area

Underground Utilities (Bury overhead utilities.)

Low Maintenance Aesthetic Elements

Improve Pedestrian and Bicycle Accessibility and Safety Across Corridor (Including pedestrian signal controls)

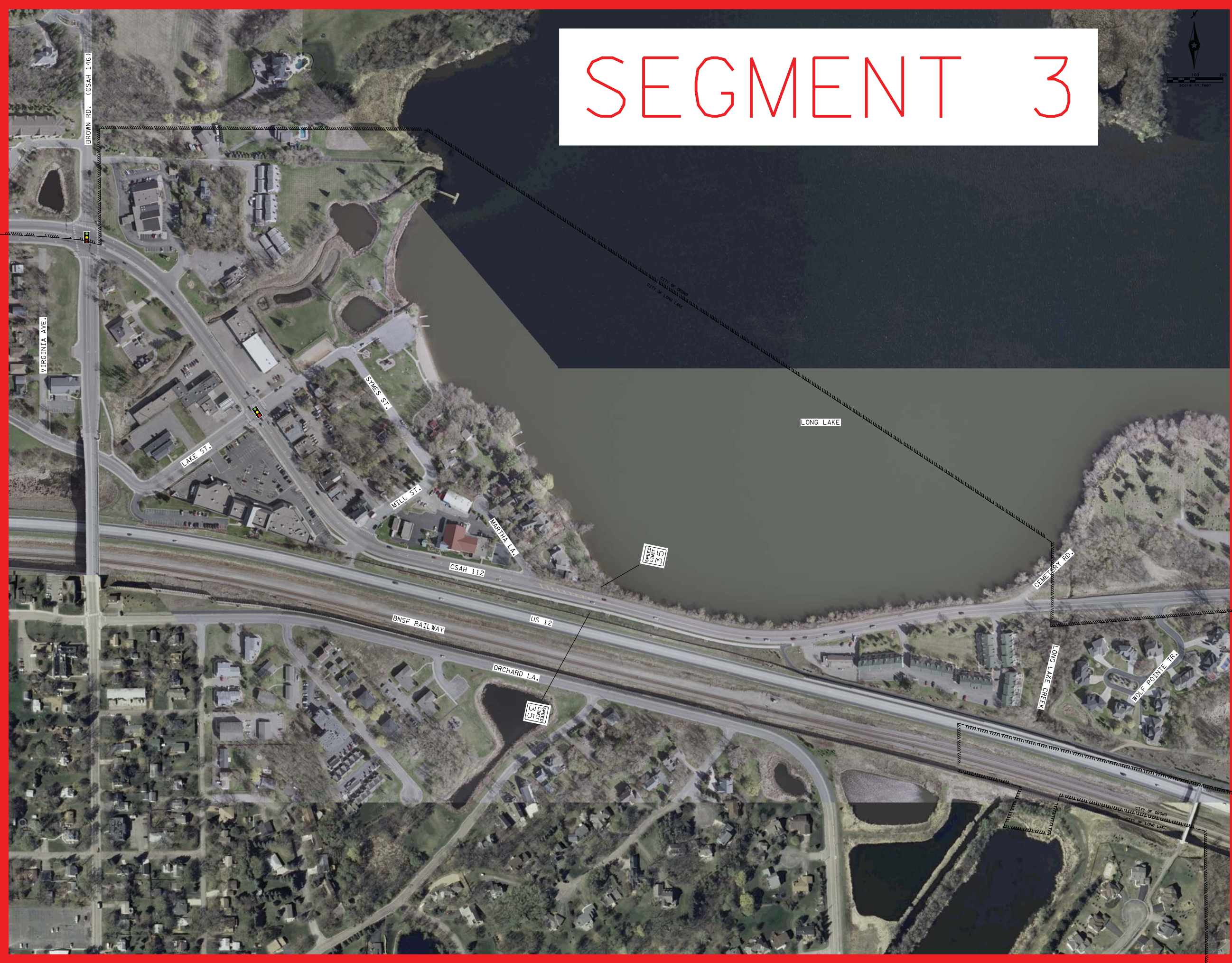
Improve Pedestrian and Bicycle Accessibility, Safety and Amenities to Schools

Improve Pedestrian and Bicycle Accessibility, and Safety Along the Corridor

Signal Pedestrian Countdown Timers

Off Street Parking

SEGMENT 3



BROWN RD. (CSAH 146)

VIRGINIA AVE.

LAKE ST.

SYLES ST.

MILL ST.

MARTHA L.A.

CSAH 112

BNSF RAILWAY

US 12

ORCHARD L.A.

LONG LAKE

CEMETERY RD.

LONG LAKE CREEK

WOLF POINTE TR.

CITY OF GROUP
CITY OF LONG LAKE

CITY OF GROUP
CITY OF LONG LAKE

CITY OF GROUP
CITY OF LONG LAKE

Values

Relative Importance

Traffic Mobility (Not impeding traffic)

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)

Maintain Full Access at Public Intersections

Maintain Adjacent Property Access

Improved Access to Local Businesses

Transit Accommodations

Reduced Storm Sewer Runoff / Improved Water Treatment / Erosion Issues

Traffic Calming / Slower Speeds

Urban / Suburban Feel

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

Provide Linking / Cohesive Elements Between Corridor Segments



Values

Relative Importance

Roadway Lighting

Pedestrian Lighting

Attract Businesses to the Area

Underground Utilities (Bury overhead utilities.)

Low Maintenance Aesthetic Elements

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

Signal Pedestrian Countdown Timers

Off Street Parking

On Street Parking

SEGMENT 4



Values

Relative Importance

Traffic Mobility (Not impeding traffic)

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)

Maintain Full Access at Public Intersections

Maintain Adjacent Property Access

Transit Accommodations

Reduced Storm Sewer Runoff / Improved Water Treatment / Erosion Issues

Traffic Calming / Slower Speeds

Urban / Suburban Feel

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

Provide Linking / Cohesive Elements Between Corridor Segments

Segment number FOUR

Values

Relative Importance

Roadway Lighting

Pedestrian Lighting

Underground Utilities (Bury overhead utilities.)

Low Maintenance Aesthetic Elements

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

Off Street Parking

Reduced or No On Street Parking