



PHASE 2 OF PUBLIC ENGAGEMENT: SPRING 2021

Thank you for your interest in the County Highway 3/Norell Avenue North Improvement Project.

The County, in partnership with May Township, is developing preliminary designs for highway improvements, pavement replacement, and long-term maintenance solutions from County Highway 7/ Square Lake Trail North to County Highway 4/170th Street North. Potential changes will impact drivers, passengers, pedestrians, and bicyclists in this area.

We appreciate you reviewing this packet of information to learn more about this project. Our goal is to help you understand the project and be informed of what's happening in your community. Now is the best time to provide feedback on our initial designs. Please take this opportunity to look through this information and reach out to me with questions and comments.

Public engagement remains a top priority for Washington County as we navigate and do our part to prevent the spread of COVID-19. Our team will continue to communicate additional engagement opportunities, pending the status of COVID-19.

Visit www.co.washington.mn.us/NorellAvenue and sign up for email alerts to be the first to know about ways to be involved in the project.

PACKET MATERIALS

This packet of information includes the following materials:

- Project overview
- Crash history and analysis
- A summary of what we heard from the community last summer
- Initial design concepts
- Renderings that show the potential improvements at locations within the project area
- Comment form

NEXT STEPS

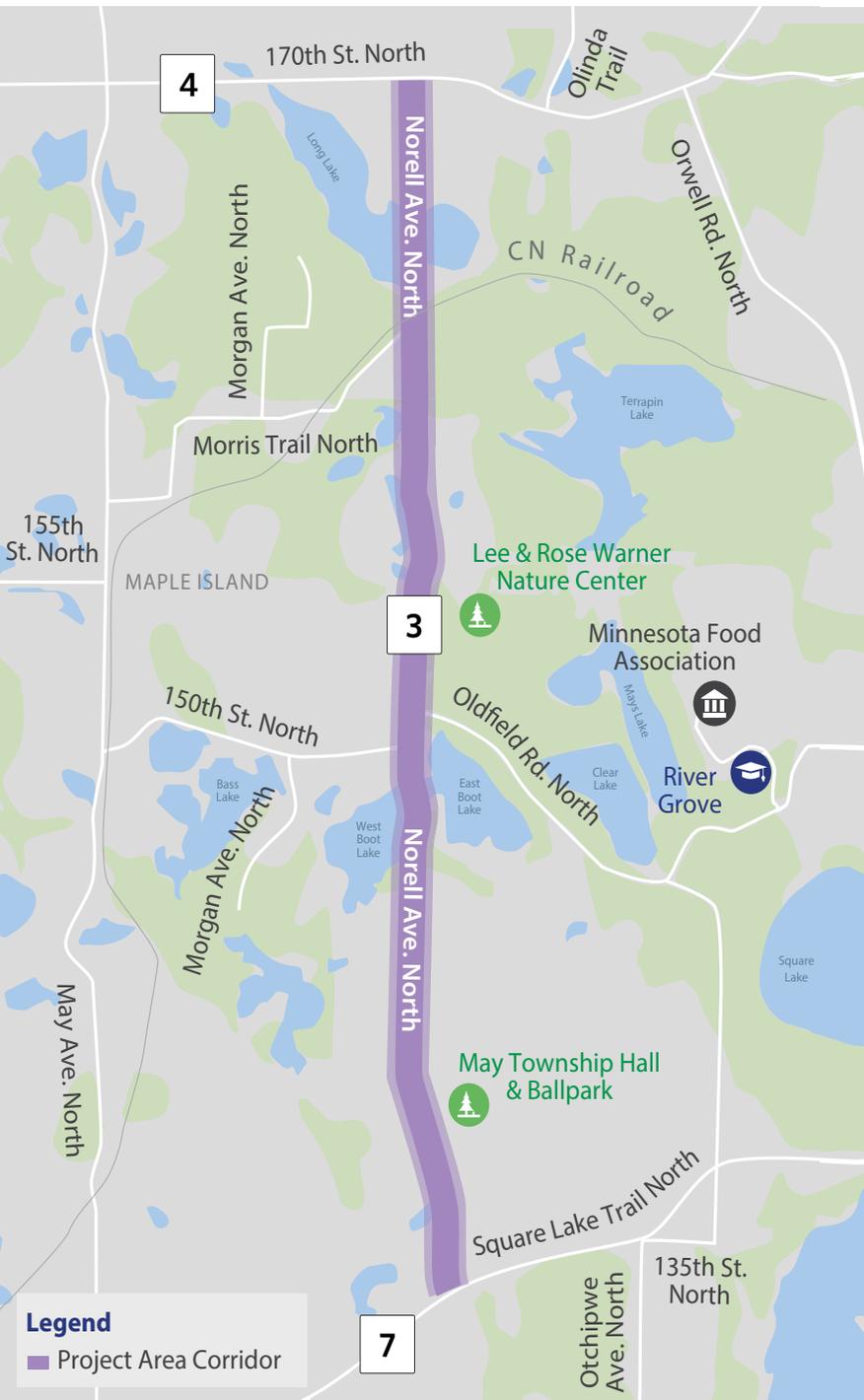
Please review these materials and share your comments on the initial designs using the comment form included in this packet. Your input will help us shape and prioritize these important improvements. There are a few ways to provide your feedback:

- **Mail the comment form back to our team**
- **Scan and email them to Kevin Peterson (see below for email address)**
- **Drop them off in person at Washington County located at 11660 Myeron Road North in Stillwater**



PROJECT OVERVIEW

Washington County and May Township are exploring improvements from County Highway 7/Square Lake Trail North to County Highway 4/170th Street North.



PROJECT GOALS



Fix sloughing area to prevent roadside slope from sliding into the pond



Consider future project concepts for the existing railroad crossing



Receive feedback on the corridor from the community



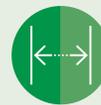
Review crash history within the project area



Maintain the current character of the roadway, including the existing curves and 11-foot travel lanes



Replace existing bituminous curb with concrete curb and gutter



Evaluate shoulder widths for minor widening, where feasible

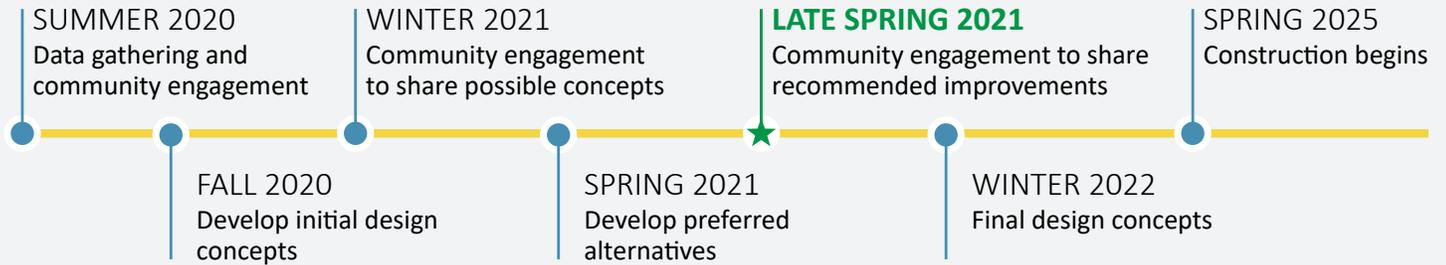


Consider areas for potential Stormwater treatment opportunities





PROJECT OVERVIEW



Washington County maintenance has spent a lot of time and resources repairing the poor pavement north of Boot Lake. While the project team evaluates the engineering and construction work needed to develop long-term solutions in this area, the county is also considering corridor-wide improvements that will benefit the community.

KEY ISSUES

Key issues requiring further investigation and community engagement include:

- **County Highway 3 from 150th Street to County Highway 7 has a crash rate above the state average**
- **Community interest in pedestrian and bicyclist improvements in this area**
- **Restricted sight lines for vehicles approaching the railroad crossing**

WE WANT TO HEAR FROM YOU!

Community engagement remains a top priority for Washington County as we navigate and do our part to prevent the spread of COVID-19. In place of an in-person open house, we are offering the following engagement opportunities:

Engagement Opportunities through May 26

-  Visit our website to access the online open house any time.
-  Schedule a one-on-one phone call with Project Manager Kevin Peterson to discuss the project and your property.
-  Leave a comment on the online comment map.
-  Receive a packet of detailed project information
 - Request a mailed or emailed information packet by contacting Kevin Peterson at 651-430-4330 or kevin.peterson@co.washington.mn.us.
 - Pick up an information packet at May Township on May 10 and May 12 between 11a.m. - 2p.m.
 - Packets are also available for pick up at Washington County located at 11660 Myeron Road North in Stillwater between 8a.m. - 5p.m.
 - Download a packet from the project website: co.washington.mn.us/NorellAvenue



Fill out the comment form included in this packet to provide your feedback!

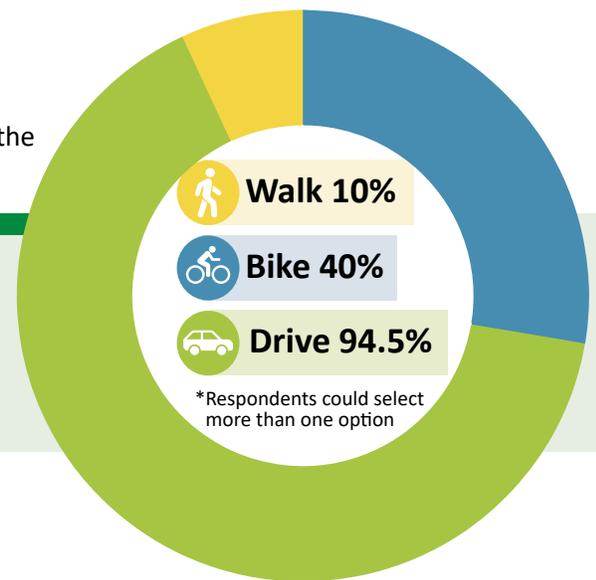
WHAT WE HEARD

Overview

We hosted our first phase of public engagement in August 2020 to provide information about the project and hear from community members about their experiences traveling through the area. We asked for your participation via online engagement and comment map, and in-person, appointment-only meetings with project team members. In total, we collected over 200 comments from the public.

Experiences using this stretch of County Highway 3

- Most people use County Highway 3 to travel somewhere else.
- Most people drive or bike in this area, while a small percentage walk.
- The highest ranked issues for evaluation were keeping the character of the area and minimizing impacts to the environment.



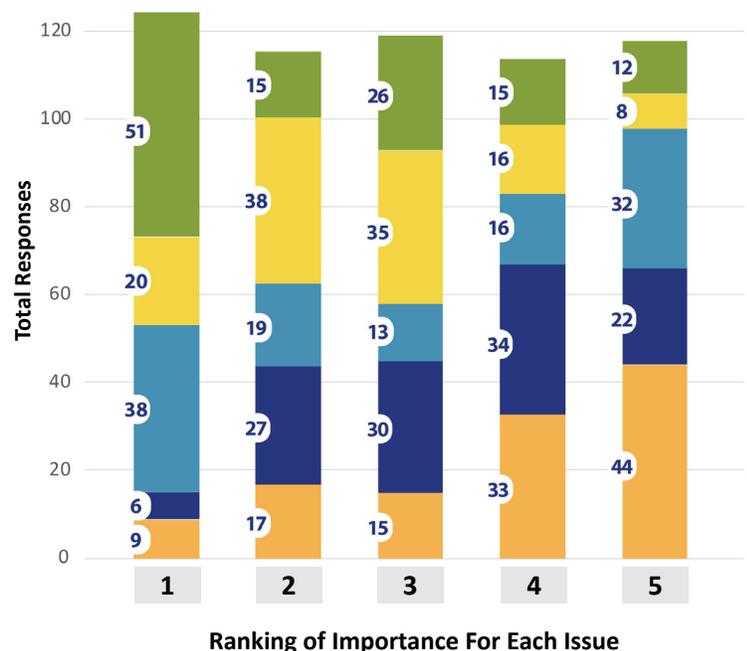
Top 5 mentions among general comments were related to:

- 1 Bike/Pedestrian Facilities
- 2 Natural Preservation Route
- 3 Speed
- 4 Safety
- 5 Environment

We asked community members to rank area issues on a scale of most important (1) to least important (5). Here's what they said:

125 Answered | 3 Skipped

- Roadway Character/Minimized Impacts**
119 Answered | Score 3.66
- Roadway Safety**
117 Answered | Score 3.39
- Bicycle/Pedestrian Facilities (wider shoulders or trail)**
118 Answered | Score 3.13
- Stormwater Management/Drainage**
119 Answered | Score 2.67
- Improve Existing Railroad Crossing**
118 Answered | Score 2.27



CRASH HISTORY

From 2010 to 2019, 14 crashes were documented on Norell Avenue North (County Highway 3) between Square Lake Trail North (County Highway 7) to 170th Street North (County Highway 4).

WHAT WE KNOW

County Highway 3 from 150th Street to County Highway 7 has a crash rate above the state average. Crashes here are unusually high compared to similar stretches of highway elsewhere in the state.



MOST CRASHES (79%)
that occurred in this area were run-off-road and on a curve.



29% OF CRASHES
involved rolling/overturned vehicles.



TWO OF THE CRASHES INVOLVED DEER
and were near West Boot Lake.

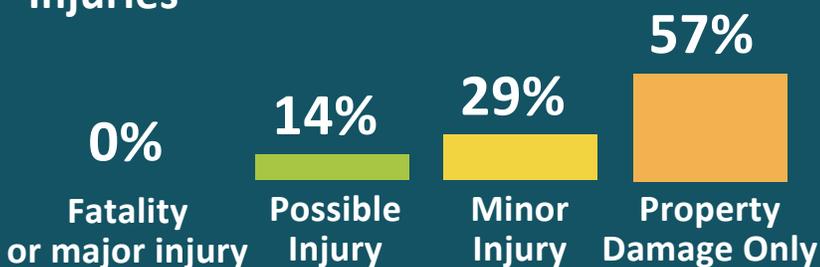


57% OF CRASHES
occurred when the pavement was wet or during wintery conditions. Comparably, the statewide average is 36%.



36% OF CRASHES
occurred during sunset or nighttime.

Injuries

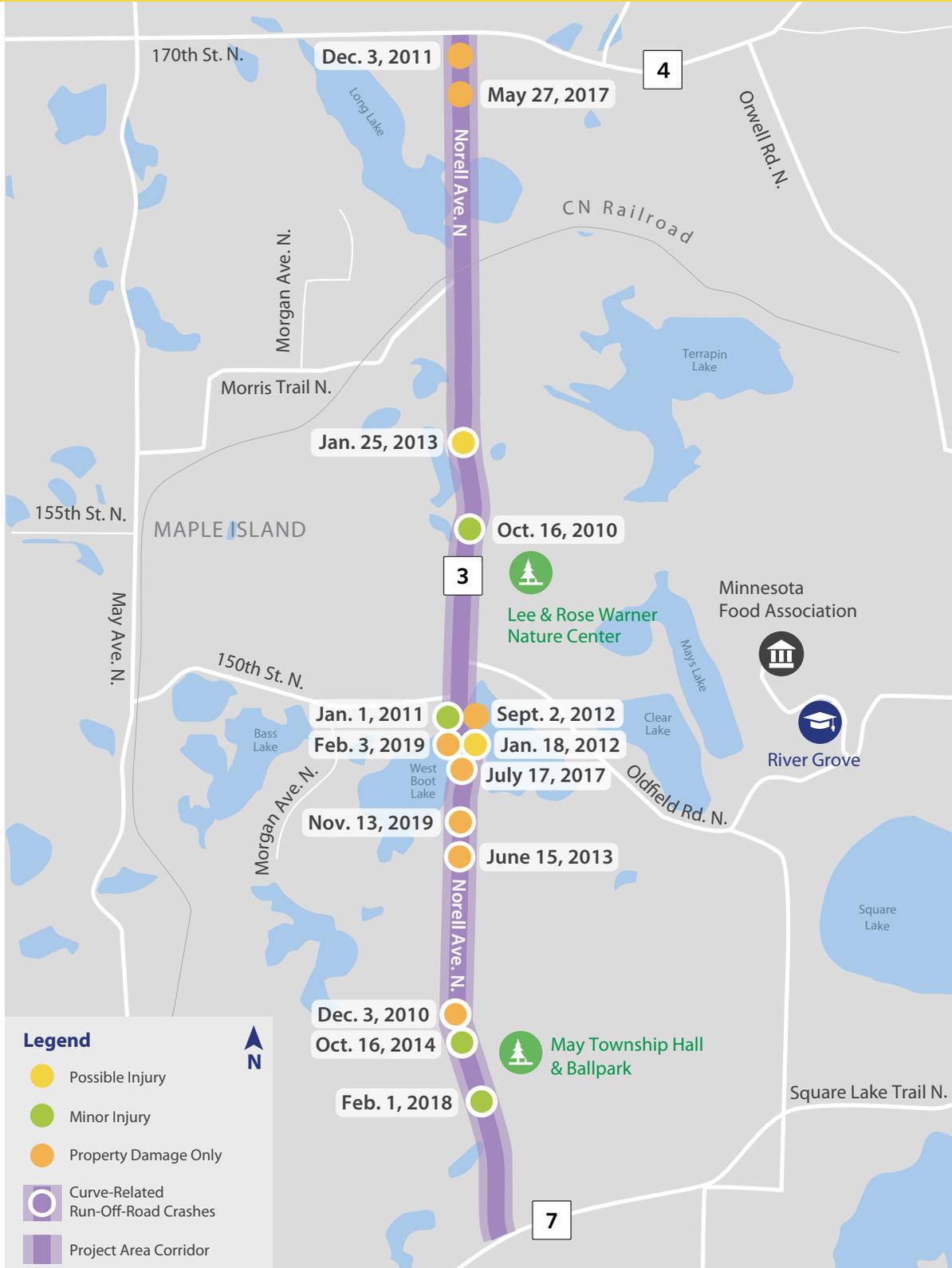


Common Crash Locations

-  Just north of May Township park
-  Area surrounding East and West Boot Lake



CRASH HISTORY

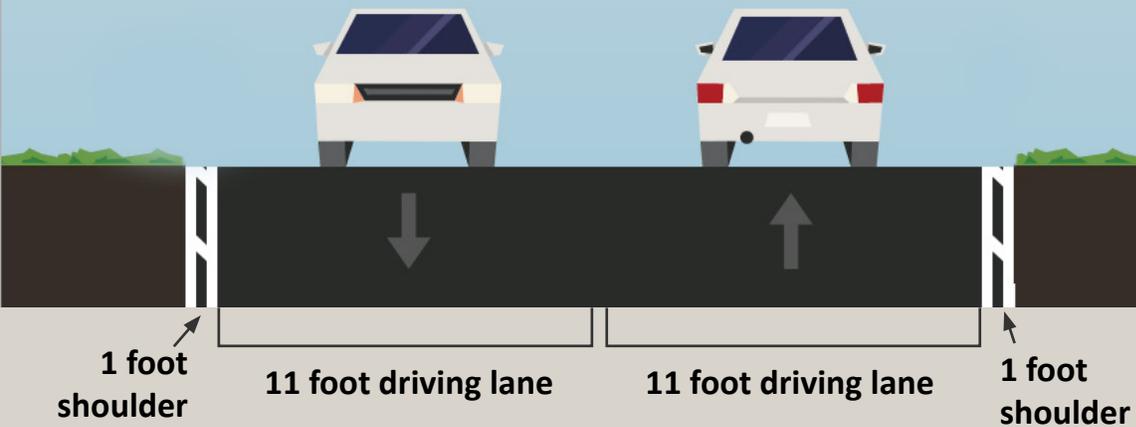




INITIAL DESIGN ALTERNATIVES

WHAT'S OUT THERE TODAY

This is what you'll see if you drive, bike or walk the project area today.



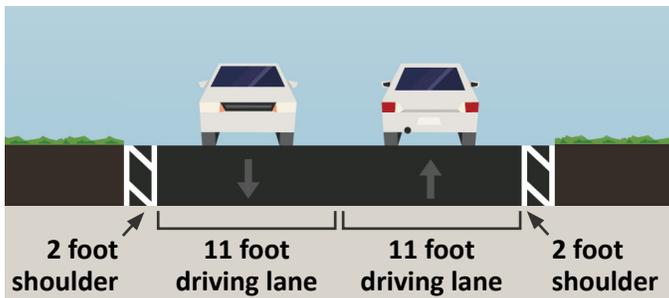
You commented:

During our last round of engagement, we heard from community members that it was important to keep the character of the area and focus on minimizing impacts, while making bicycle and pedestrian safety improvements where appropriate.

We listened:

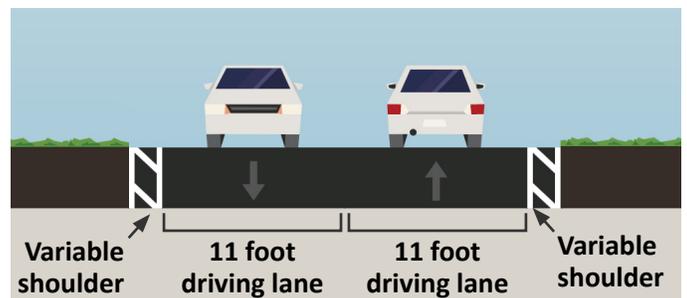
With this feedback, we developed three design alternatives that we are excited to share and receive input on.

ALTERNATIVE 1



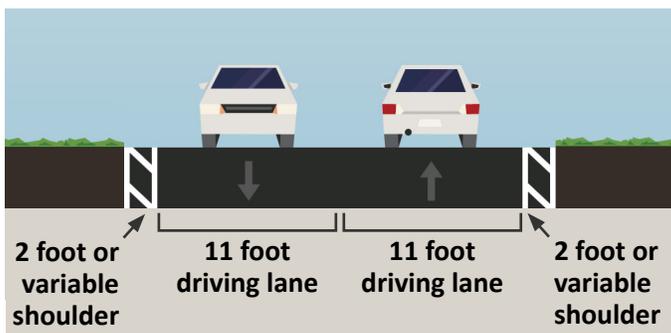
Alternative 1 maintains the 11-foot wide driving lanes and adds a 2-foot wide shoulder throughout the project area. The new road would follow where the current road is today. It also includes new paved roadway surface, striping and long-term repairs to the sloughing area.

ALTERNATIVE 2



Alternative 2 maintains the 11-foot wide driving lanes. The shoulder widths for this concept would vary leading to a road that is the same width as what's currently out there today. It also includes new paved roadway surface, striping and long-term repairs to the sloughing area.

ALTERNATIVE 3



What is different about Alternative 3?

Alternative 3 is a mix of Alternative 1 and Alternative 2. This alternative also proposes 11-foot driving lanes, but only widens the shoulder width where it can be responsibly done with minimal impacts. It also includes new paved roadway surface, striping and long-term repairs to the sloughing area.



What do you think of these design concepts? Fill out the comment form included in this packet and tell us your thoughts.



CURB RENDERING

Take a look at the curb that's out there today then see the proposed future curb at the bottom of the page. Notice the different shape and material for the proposed curb.

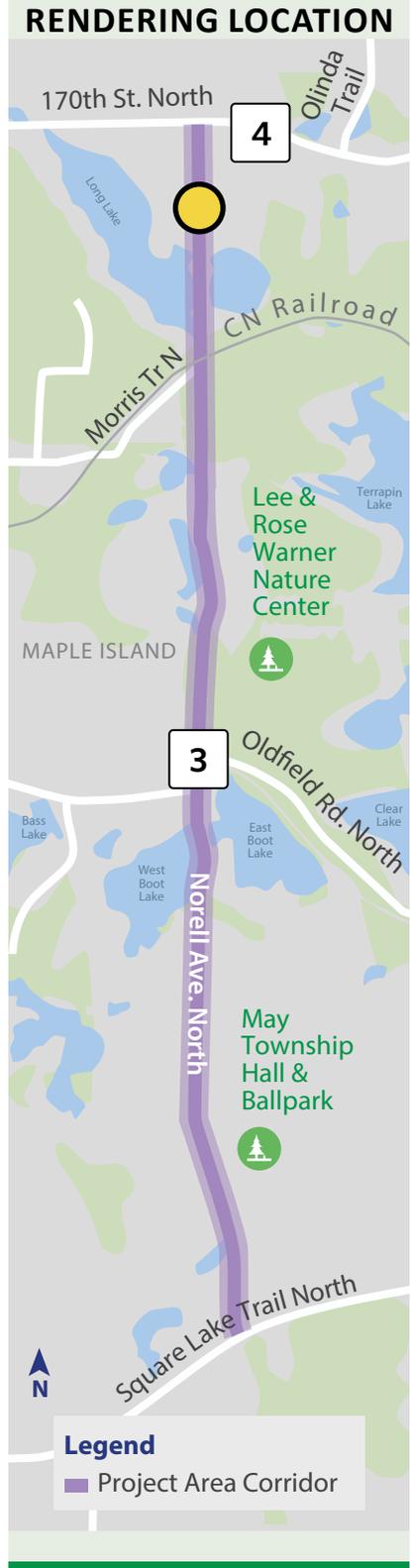
WHAT'S OUT THERE TODAY



PROPOSED CURB: ALTERNATIVE 1



PROPOSED CURB: ALTERNATIVE 2 & 3





POTENTIAL SLOUGHING SOLUTIONS

Today the road pavement is sliding, or sloughing, into the Warner Nature Pond. The project team is looking at securing the area and protecting the pond environment

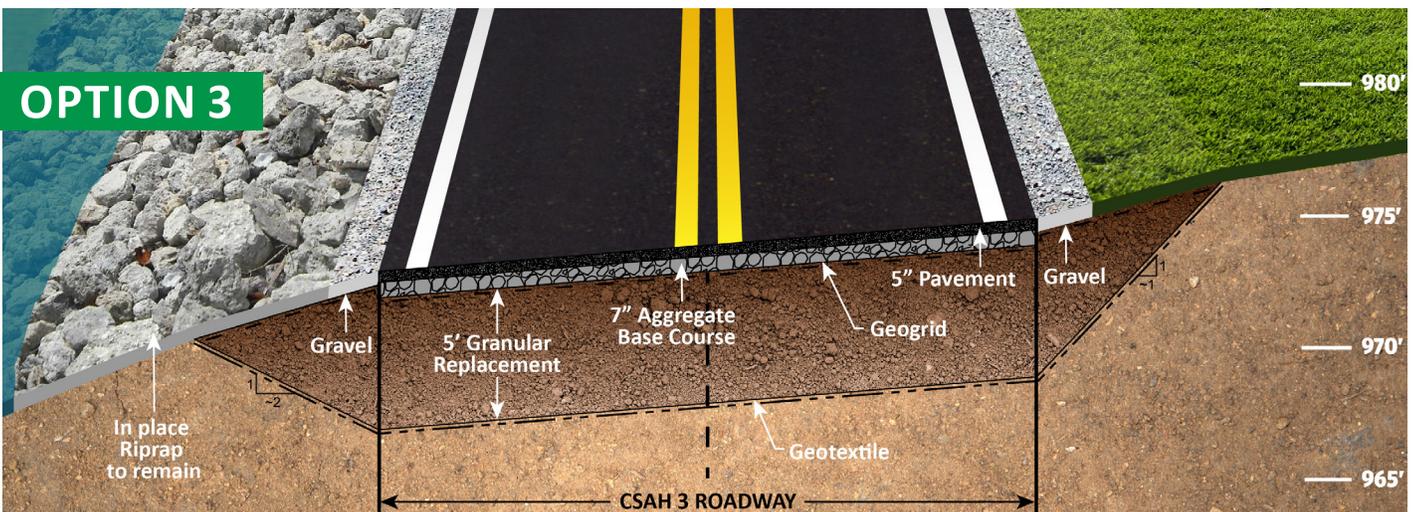
OPTION 1



OPTION 2



OPTION 3





WIDENING RENDERINGS

Today the road has 11-foot driving lanes and 1-foot shoulders. Take a look at some of the options for widening the road to increase the shoulder width.

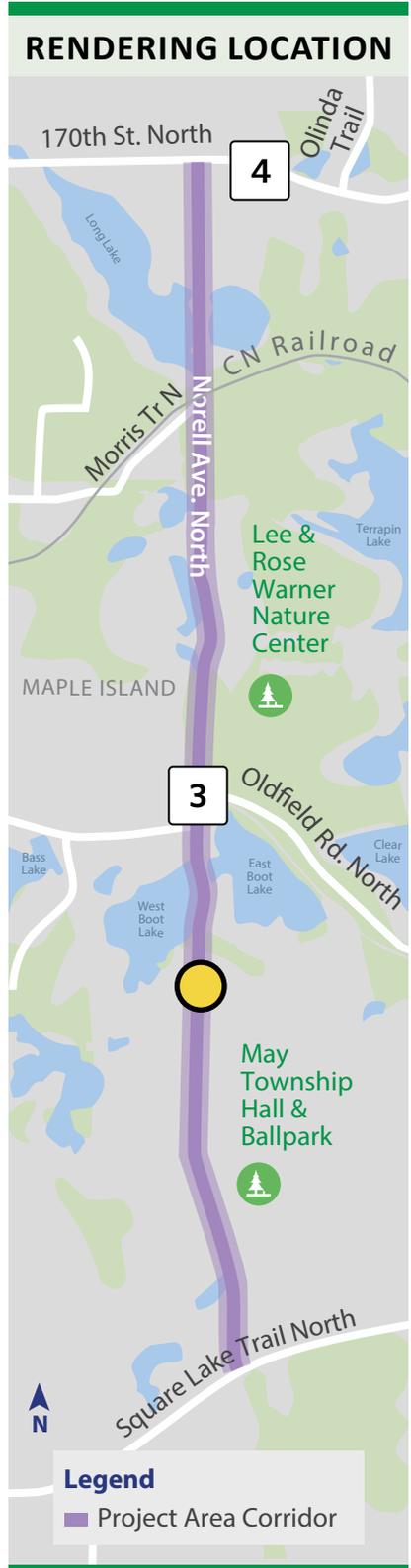
WHAT'S OUT THERE TODAY



PROPOSED WIDENING: ALTERNATIVE 1



PROPOSED WIDENING: ALTERNATIVES 2 & 3





TELL US YOUR THOUGHTS

Please mail this comment form back to us or scan and email to kevin.peterson@co.washington.mn.us by **May 26**.

WHAT ARE YOUR THOUGHTS ON ALTERNATIVE 1?

WHAT ARE YOUR THOUGHTS ON ALTERNATIVE 2?

WHAT ARE YOUR THOUGHTS ON ALTERNATIVE 3?

Do you have any other comments for the project team to consider?

Join the project email list:

Name: _____ Email: _____