

County Highway 3/Norell Avenue North Improvement Project

Washington County

Phase 3 Engagement Summary

August 23, 2021



County Highway 3/Norell Avenue North Improvement Project

Washington County

Engagement Overview

Washington County began the third round of public engagement for the County Highway 3 improvements design project in Summer 2021. The project team hosted a public open house on Wednesday, August 4 from 4:00 to 6:00 p.m. at May Town Hall. Project stakeholders and community members had the opportunity to view the same information online. The online engagement was hosted on the project webpage from August 4-18.

In-Person Open House

Overview

Washington County and HDR staff interacted with area residents and other stakeholders to provide a project update and gather feedback on the preferred design concept before the project team brings the concept to the County Board for approval. In-person open house attendees had the opportunity to ask questions and talk one-on-one with the project team. Staff collected verbal and written comments from attendees.

Staffing

Name	Company
Bryнна Marusic	HDR
Kevin Peterson	Washington County
Dax Kuhfuss	HDR

Materials

The following materials were available and/or displayed at the in-person open house. For copies of these materials, see **Appendix A**.

Information Exhibits

- Project Overview
- Crash History
- Crash Analysis
- What We Heard (2 boards)
- Preferred Concept
- FAQ

Project Overview Handout

All attendees were given a project overview handout when they signed in at the Welcome table. The handout included a project overview, an area map graphic, anticipated project schedule, and frequently asked questions (and responses) received from community members during previous engagement phases.

County Highway 3/Norell Avenue North Improvement Project

Washington County

Comment Form

Attendees were encouraged to provide project input and additional comments during the open house with the project team using a comment form that could be turned in at the event. There were no comment forms collected during the open house.

Digital Project Layout

Attendees were encouraged to stop by the digital project layout. The project area was projected on a large screen and allowed attendees to choose a location to zoom in on and ask questions.

Tabletop Project Layout

An aerial of the project corridor was printed for tabletop viewing. Project team members were available at this station to engage with attendees, gather input, and answer questions. Attendees were encouraged to share their comment and/or inquiries verbally. There were no comments left on the project layout.

Attendance

Not including staff, approximately 17 people attended the public open house. Attendees were local residents, commuters, and May Township stakeholders. See sign-in sheets in **Appendix B**.

COVID-19: Best Practices

The following precautions and materials were put into place to keep staff and attendees safe during the open house.

Personal protective equipment (PPE)

- Staff wore masks throughout the duration of the open house.
- Masks were available for attendees upon request.
- Hand sanitizer was available at the sign-in table and throughout the venue.

Online Engagement

Overview

An online open house was held for the Washington County Highway 3 Improvements Project from August 4-18 and was located at this URL:

<https://storymaps.arcgis.com/stories/f6939937f38a423e9387e1fed00f2e7d>

Online attendees had the opportunity to learn more about the project, review the Preferred Concept including curb and sloughing renderings, place comments on an online comment map, and complete a short survey.

Visitors

There were approximately 224 visits to the online engagement (some attendees may have visited the site more than once).

County Highway 3/Norell Avenue North Improvement Project

Washington County

Open House Content

For screengrabs of each content section, see **Appendix C**.

Project Overview

- Highlighted the project area, project goals, and a project timeline.

Crash History

- Included crash data and crash rates in the project area.

Crash Analysis

- Paired points of interest with their crash histories.

What We Heard

- Included key themes from the previous phases of public engagement in August 2020 and May 2021.

Preferred Design Concept

- Information on the preferred design concept, including what's different from what's out there today.

Renderings

- Online viewers had the opportunity to see existing and proposed future photorealistic renderings at various locations along the corridor, including curb and sloughing areas.

Comment Map

- Online viewers had the opportunity to leave a comment/associated pin on the map with their feedback.

Survey

- Provided additional feedback opportunities.

Comment Summary

Feedback was collected through various means of communication including direct calls, emails and letters to Project Manager Kevin Peterson, online survey, and online comment map. Table 1 indicates the number of responses received through each channel. Table 2 identifies the responses by category. Several responses contain more than one comment category. A copy of the comment report has been included as an attachment to the engagement summary. Online survey open-ended responses and submitted formal comments are included in **Appendix D**.

Table 1: Number of Responses Received

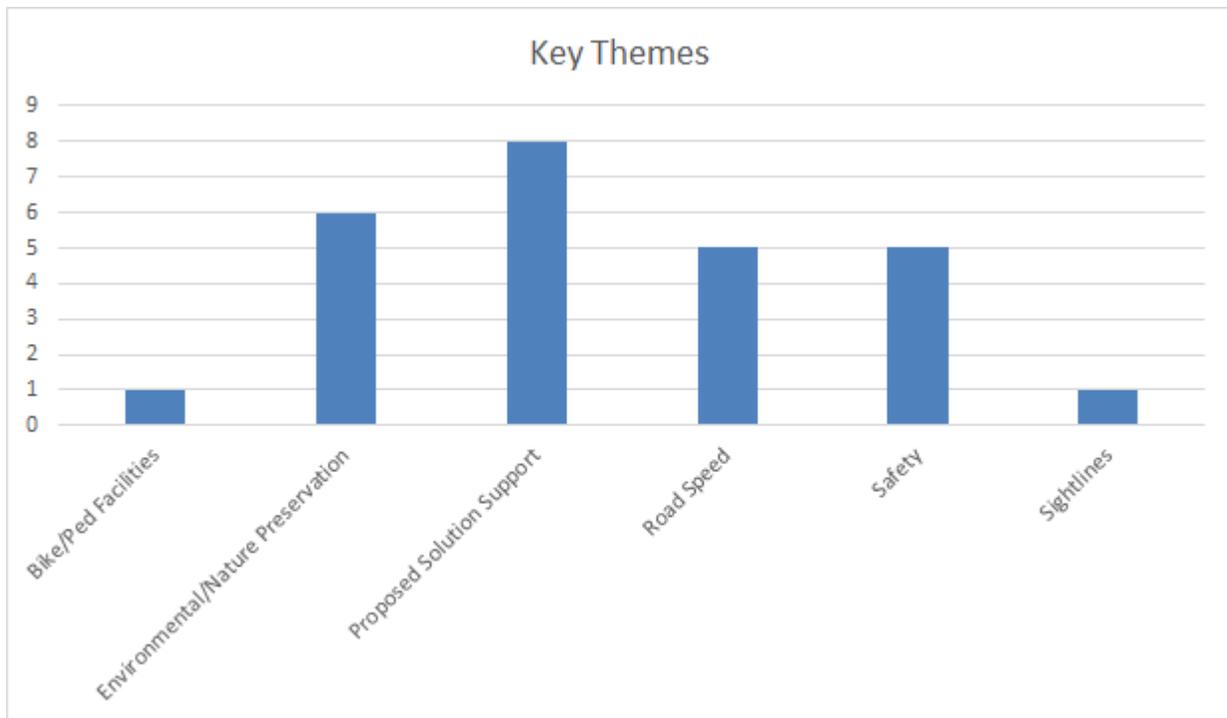
Method	Number of Responses Received to Date
Online Survey	10
Online Comment Map	1
Emails	3
Total	14

County Highway 3/Norell Avenue North Improvement Project

Washington County

Table 2: List of Comments by Category

Category	Comments
Bike/Ped Facilities	1
Environmental/Nature Preservation	6
Proposed Solution Support	8
Road Speed	5
Safety	5
Sightlines	1
Total	26



Promotions

Postcard Mailers

An invitation postcard was sent to approximately 348 local residents and businesses on July 19, 2021 promoting the in-person open house and online engagement. See **Appendix E** to view postcard.

County Highway 3/Norell Avenue North Improvement Project

Washington County

Facebook Posts

 **Washington County, MN Government** ✓
Yesterday at 10:00 AM · 🌐

There will be an in-person open house tonight, Wednesday, August 4, for County Highway 3 (Norell Ave N.) from 4-6 p.m. at the May Township Hall located at 13939 Norell Ave N. If you are unable to attend in-person, you can see all of the open house material and share feedback online:
<https://storymaps.arcgis.com/.../f6939937f38a423e9387e1fed00f...>



STORYMAPS.ARCGIS.COM
County Highway 3 (Norell Avenue North)
Online Engagement #3

👍 Like 💬 Comment ➦ Share

👍 Like 💬 Comment ➦ Share 👤

 **Laurie Allmann** ▶ Marine on St Croix, Fan, Supporter & Booster Group
1h · 🌐

Anyone who is interested is welcome to pop in today, August 4, from 4 to 6 p.m. to the May Town Hall, to view, comment, and ask questions about the current "preferred alternative" for the planned 2025 work in the Norell Corridor. You can also view materials and comment on line until August 18 here <https://storymaps.arcgis.com/.../f6939937f38a423e9387e1fe...>
Thanks for the consideration!



STORYMAPS.ARCGIS.COM
County Highway 3 (Norell Avenue North)
Online Engagement #3

👍 2 💬 1 Comment

👍 Like 💬 Comment ➦ Share

All Comments ▼

 **Abby Marquart-Brown**
Out of town...please keep us posted.
Like · Reply · Share · 40m

Write a public comment... 🗨️ 📷 📄 📄

 **Greater Stillwater Chamber of Commerce** ✓
36m · 🌐

Calling ALL LOCALS! This Thursday, August 5 is our monthly Living Local: Celebrating Locals in the St. Croix Valley! Check out the event page to see some fun specials...just for YOU! See you on Mainstreet Stillwater MN! #LivingLocal #BridgingBusinessandCommunity

Project Website

- The project website was updated on August 4 with the online open house link, information on the in-person open house, and the postcard mailer.

County Highway 3/Norell Avenue North Improvement Project

Washington County

Open House #3 (August 4, 2021)

This will be an IN-PERSON OPEN HOUSE.

[Open House #3 Invitation](#)

- Date: Wednesday, August 4
- Time: 4:00-6:00pm
- Location: May Township Hall (13939 Norell Ave N, Stillwater MN 55082)
- Click the Online Engagement button below for all Open House material and to share feedback on the preferred alternative.



Email Distributions

- Two emails were distributed on July 28 and August 4 that encouraged stakeholders to attend the in-person open house or online engagement.

County Highway 3/Norell Avenue North Improvement Project
Washington County

Appendix A

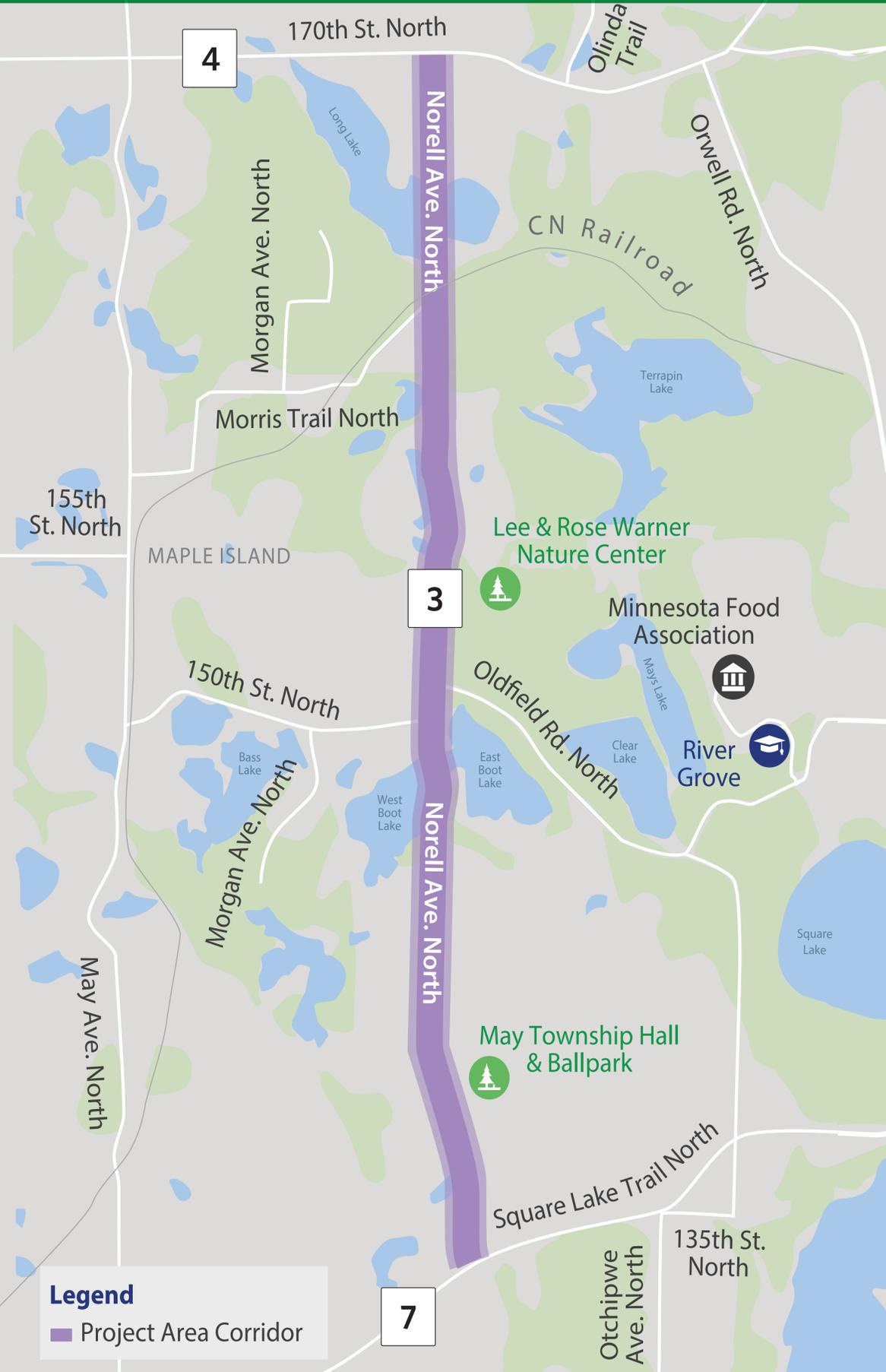
In-Person Open House Materials

**Information Exhibits
Project Overview Handout
Comment Form**



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



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

SUMMER 2020
Data gathering and community engagement

FALL 2020
Develop initial design concepts

SPRING 2021
Community engagement to share possible concepts

SUMMER 2021
Develop preferred concept

LATE SUMMER 2021
Community engagement to share preferred concept

WINTER 2024
Final design plans

SPRING 2025
Construction begins



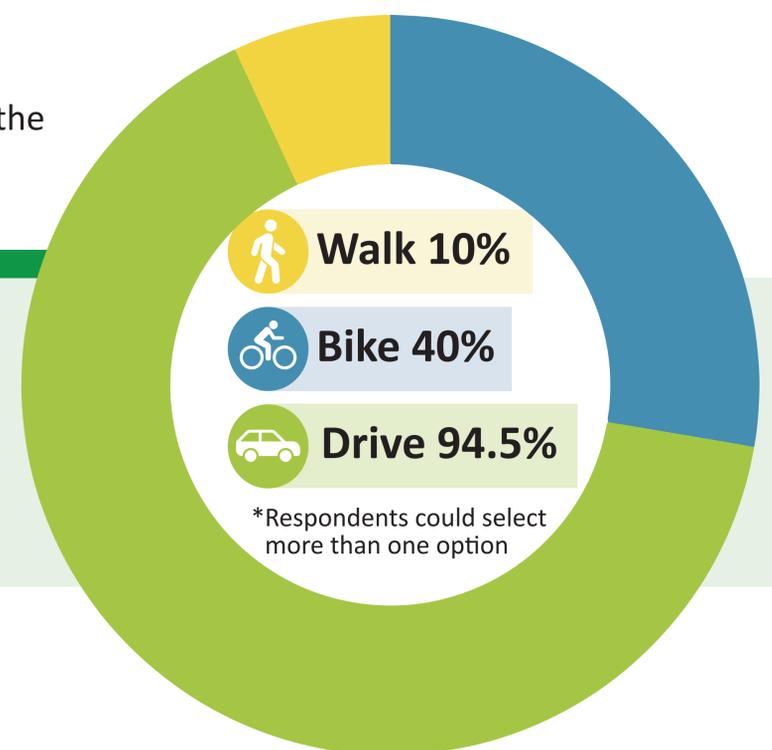
WHAT WE HEARD: AUGUST 2020

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.



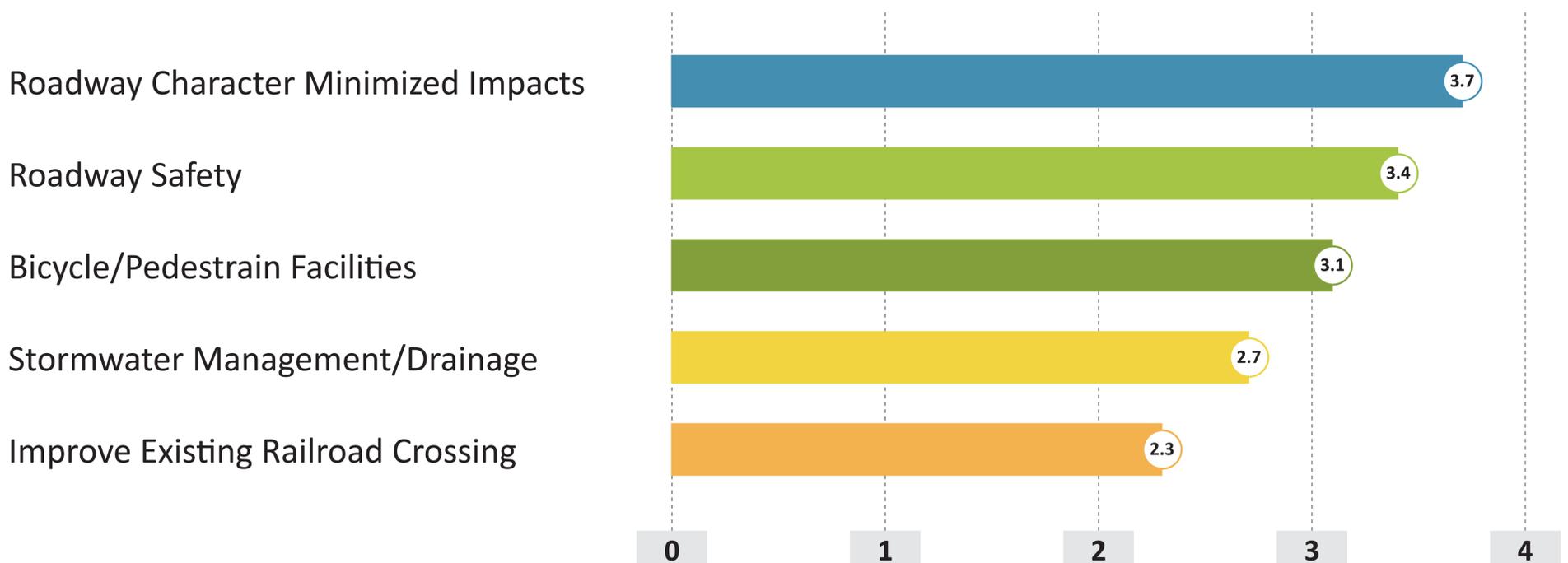
Top 5 mentions among general comments were related to:

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

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

CORRIDOR ISSUE RANKING

Average Rank





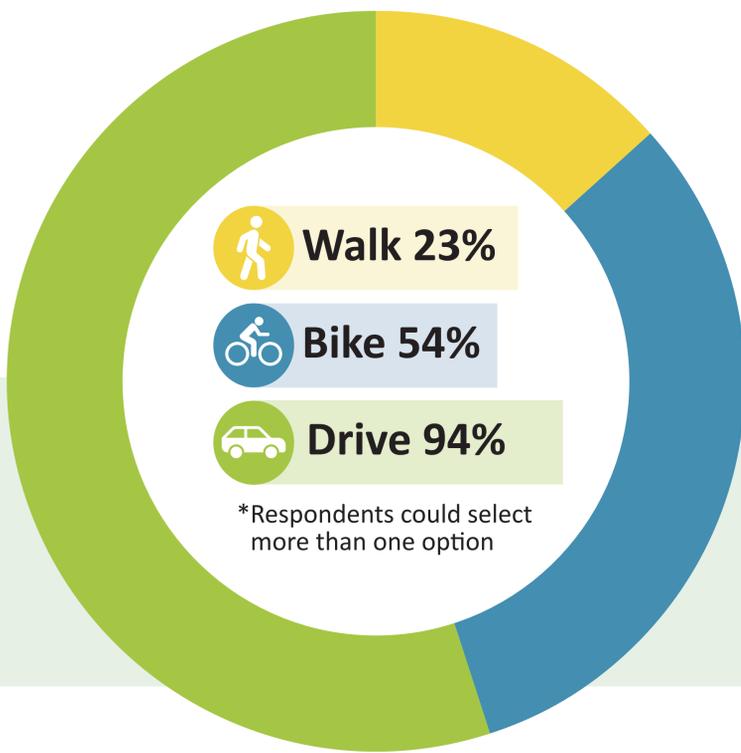
Overview

We hosted our second phase of public engagement in May 2021 to show our team’s early design concepts and gather community input on the designs. We asked for your participation via online engagement and comment map, detailed information packets (pick-up, download, or mailed upon request), and phone calls with the project manager. In total, we collected over 40 comments from the public.

County Highway 3 Usage

We heard similar responses from community members during our second round of engagement about their experiences using this stretch of County Highway 3.

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



Top 5 mentions among general comments were related to:

- | | |
|-----------------------------------|---------------------------------|
| 1 Environment/Nature Preservation | 4 Sloughing |
| 2 Keep current road width | 5 Bicycle/Pedestrian facilities |
| 3 Road Speed & Safety | |

We asked community members to tell us which alternative they preferred. Here’s some of what we heard:

Alternative 2

“This has the least impact on the existing roadway, which is keeps Norell in it’s natural state and places the least amount of environmental change to the flora and fauna.”

“This road is one of the most healthy and naturally beautiful roads I have had the pleasure of traversing multiple times a day. This road embraces all that is beautiful of this region.”

“Less impervious surface that would impact water quality. Less direct impact to adjacent wetlands and vegetation. Preservation of rural character and scenic beauty. Since traffic is not projected to increase between now and 2040, and this part of Norell is not a route suggested in the County’s Bike and Ped plan, it doesn’t make sense to degrade the truly outstanding natural features of the corridor and surrounding landscape (including habitat for rare, state-threatened wildlife), by over-developing this road. To the extent possible, we should try to retain the quality and continuity of habitat throughout the Carnelian Creek Corridor and enhance rather than degrade the conservation value of the Long Lake Conservation Area.”

“Because it maintains the road’s scenic character and narrow width, while making necessary improvements.”

“It does the least to change the existing character of the road. It adds the least impervious surface to the watershed. The road as is has a beautiful unique and rustic character and is one of my favorite places to bike and drive.”

“I prefer the least impactful option to preserve the area while making the improvements that are required.”

Hybrid

“Good balance between safety, durability and preservation of the environment and character of the area.”

“I think it is important to minimize the surface area so I do not think it is appropriate to just put in a 2 foot shoulder along the whole roadway. But, since I do bike on the roadway I like the idea of increasing the shoulder width where appropriate to give a little more room for bikes.”

“If there is evidence that increasing the shoulder by 1 ft will be safer for bicycles, then I support it.”

“Maintains character of road while increasing bicycle safety.”

“It has the least amount of impact, maintains the roadway character as it is today and opens up options for more space where it can be accomplished.”

“Increases bike safety while also minimizing environmental impact. Maintains character of the road.”

“I’d like to see us have as little impact to the natural environment along the road. I believe the 3rd plan will allow us to not only fix the areas that need attention, but place a shoulder where the natural area will allow for it.”

Alternative 1

“The widest shoulder possible will improve the safety of bikes and of the sportsmen that often fish in this area. It will also make it easier and safer to drive in inclement weather. The minor widening will have little impact on the environment.”

“Improves safety for both motorists and cyclists. The hilly terrain and minimal shoulder make it difficult to safely pass cyclists. It’s difficult to see oncoming traffic, which results in close passing cyclists. Often times large groups of cyclists riding shoulder to shoulder greatly increase risk of crash.”

“I believe this would be the option with the most consistently wide shoulders. As a cyclist, wider shoulders are always appreciated.”



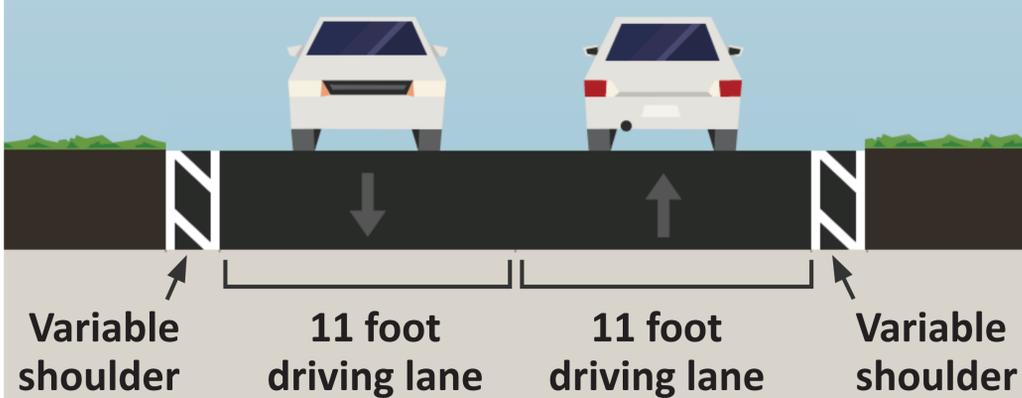
PREFERRED CONCEPT

You commented, we listened.

During our two rounds of engagement, we heard from community members that it was important to keep the character of the area and focus on minimizing impacts. With this feedback, we developed a preferred concept that we are excited to share and receive input on.

WHAT'S OUT THERE TODAY

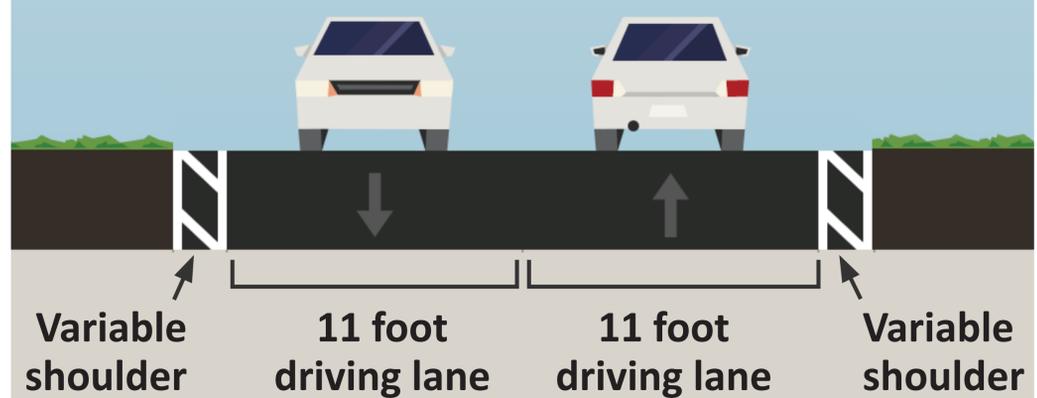
This is what you'll see if you drive, bike or walk the project area today.



- 11-foot wide drive lanes
- 1-foot minimum variable shoulder widths throughout the project area
- Older pavement that needs to be replaced and is sloughing near Warner Nature Pond
- Bituminous (asphalt) curb and gutter

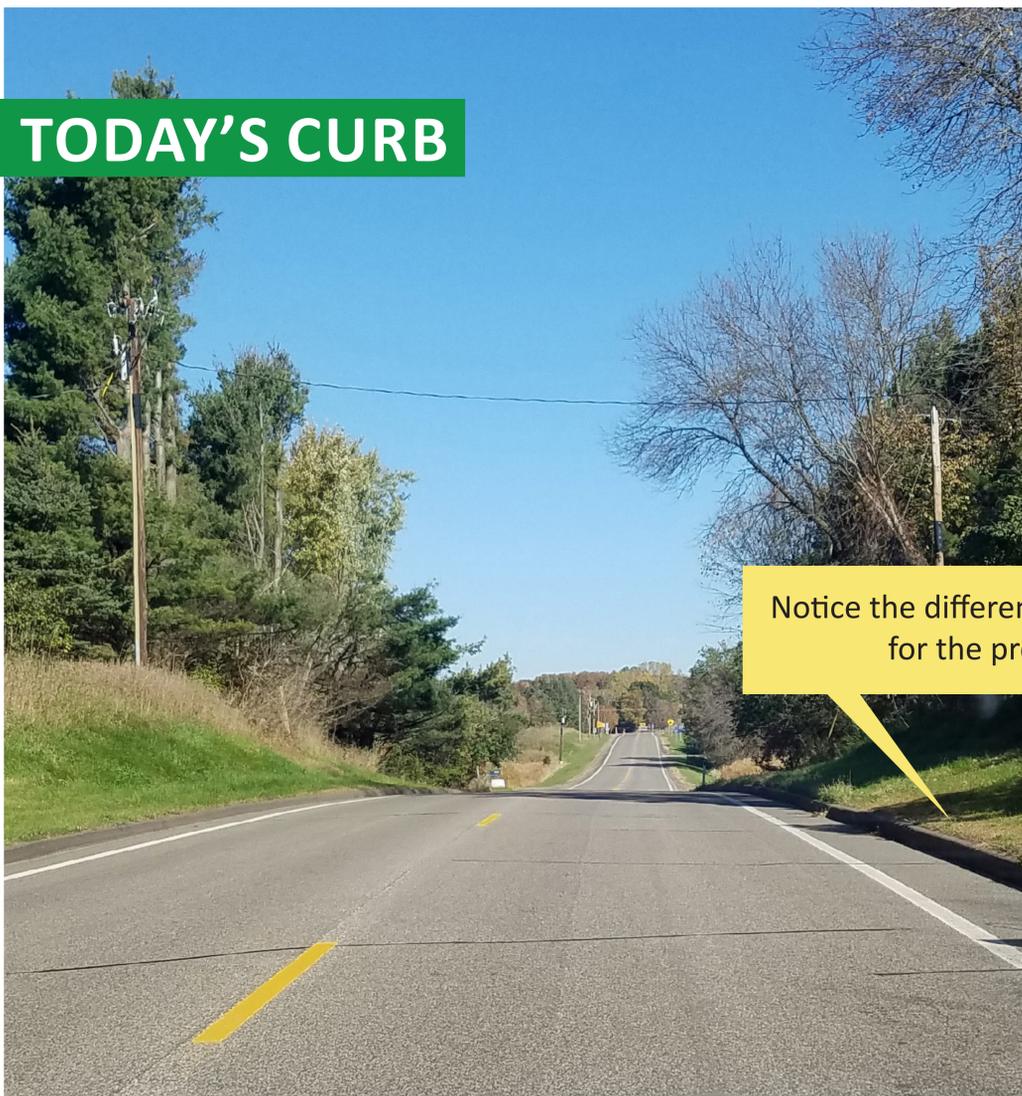
PREFERRED CONCEPT

ALTERNATIVE 2



- Maintains 11-foot wide drive lanes
- Variable shoulder widths leading to a road that is the same width that's currently out there today
- Includes new paved roadway surface, striping and long-term repairs to sloughing areas
- New concrete curb and gutter

TODAY'S CURB



Notice the different shape and material for the proposed curb.

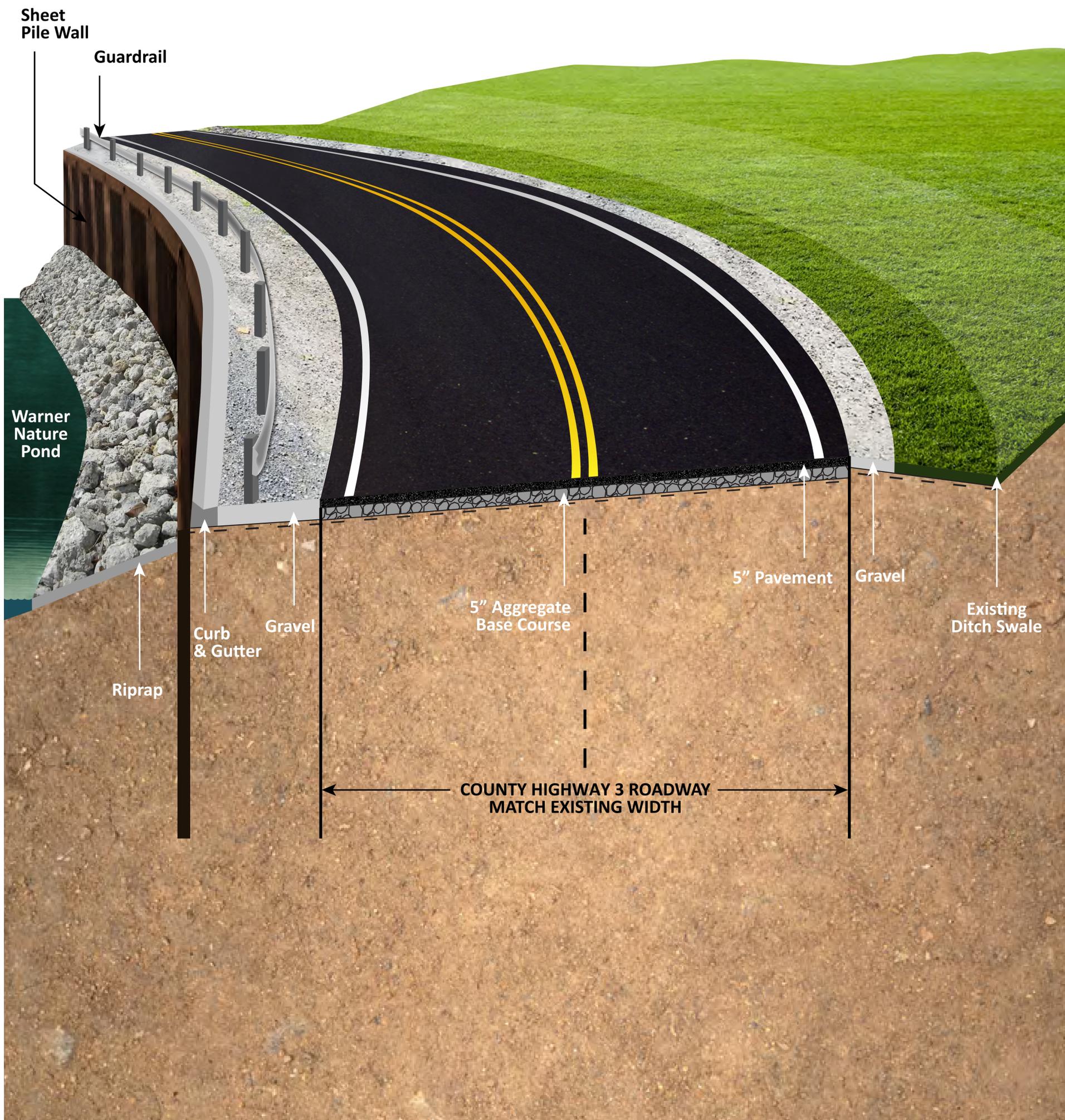
PROPOSED CURB





SLOUGHING RECOMMENDATION

Today the road pavement is sliding, or sloughing, into the Warner Nature Pond. The project team is recommending this option to secure the area and protect the pond environment.



? FREQUENTLY ASKED QUESTIONS

WITH CONSTRUCTION NOT EXPECTED UNTIL 2025, WHY IS THE PROJECT TEAM SEEKING INPUT NOW?

With the unique character of County Highway 3 and the unknowns around the sloughing area, the project team felt it was important to fully understand the desires of the community and wanted to be sure that appropriate time was provided for this process.

WILL I BE ABLE TO PROVIDE FEEDBACK TO THE PROJECT TEAM AGAIN?

Absolutely! The project work to date has centered around a community-based design process. Any comments on the corridor can be sent to Kevin Peterson at kevin.peterson@co.washington.mn.us or 651-430-4330.

PAVEMENT WAS REPLACED IN 2015, WHY ARE MORE IMPROVEMENTS PLANNED FOR 2025?

The pavement preservation project that was completed in 2015 was not meant as a long-term solution. Pavement quality is expected to deteriorate rapidly over the next several years.

WILL THE ROAD BE CLOSED DURING CONSTRUCTION?

To ensure the safety of both motorists and construction crews, a closure of County Highway 3 is expected. Driveway access, mail delivery, and garbage removal will be maintained for the bulk of the work.

ARE YOU CLOSING DRIVEWAYS OR ACCESSES?

Permanent driveway and access closures are not expected with this project. During construction access will be restricted. Details will be provided as the project design progresses.

WILL WASHINGTON COUNTY NEED TO ACQUIRE PRIVATE PROPERTY FOR ADDITIONAL ROAD RIGHT OF WAY?

Acquisition of significant permanent and temporary easements are not expected with this project. Any property owners with questions are encouraged to contact Kevin Peterson at kevin.peterson@co.washington.mn.us or 651-430-4330.

HOW IS THIS BEING PAID FOR?

Washington County has been planning for this project in its annual Capital Improvement Plan. Funding will be through County State Aid.

WILL THERE BE ANY ASSESSMENTS TO MY PROPERTY?

The County does not assess properties for roadway and trail improvement projects.

WILL THE SPEED LIMIT CHANGE?

Speed limits on all county roads are determined by Minnesota state laws and the state Commissioner of Transportation, not by city or county officials.

It is standard Washington County practice to request a speed study after any major project is complete to ensure that the posted speed limit is appropriate for the new conditions.

HOW WILL THIS PROJECT AFFECT WATER QUALITY IN THIS AREA?

Washington County is committed to meeting the requirements of the Carnelian-Marine St. Croix Watershed District and will work hard to minimize all negative environmental impacts of this project.

HOW WILL DISTURBED TURF IN MY YARD BE RE-ESTABLISHED?

Seed will be placed for turf establishment where necessary along the project limits. This seed is placed and then left to nature to establish. We recommended that you water these restored areas and minimize the mowing until the seed has completely established.

WILL THE PROJECT REMOVE ANY TREES?

Given the minimized nature of the recommended improvements project significant tree removals are not expected with this project.

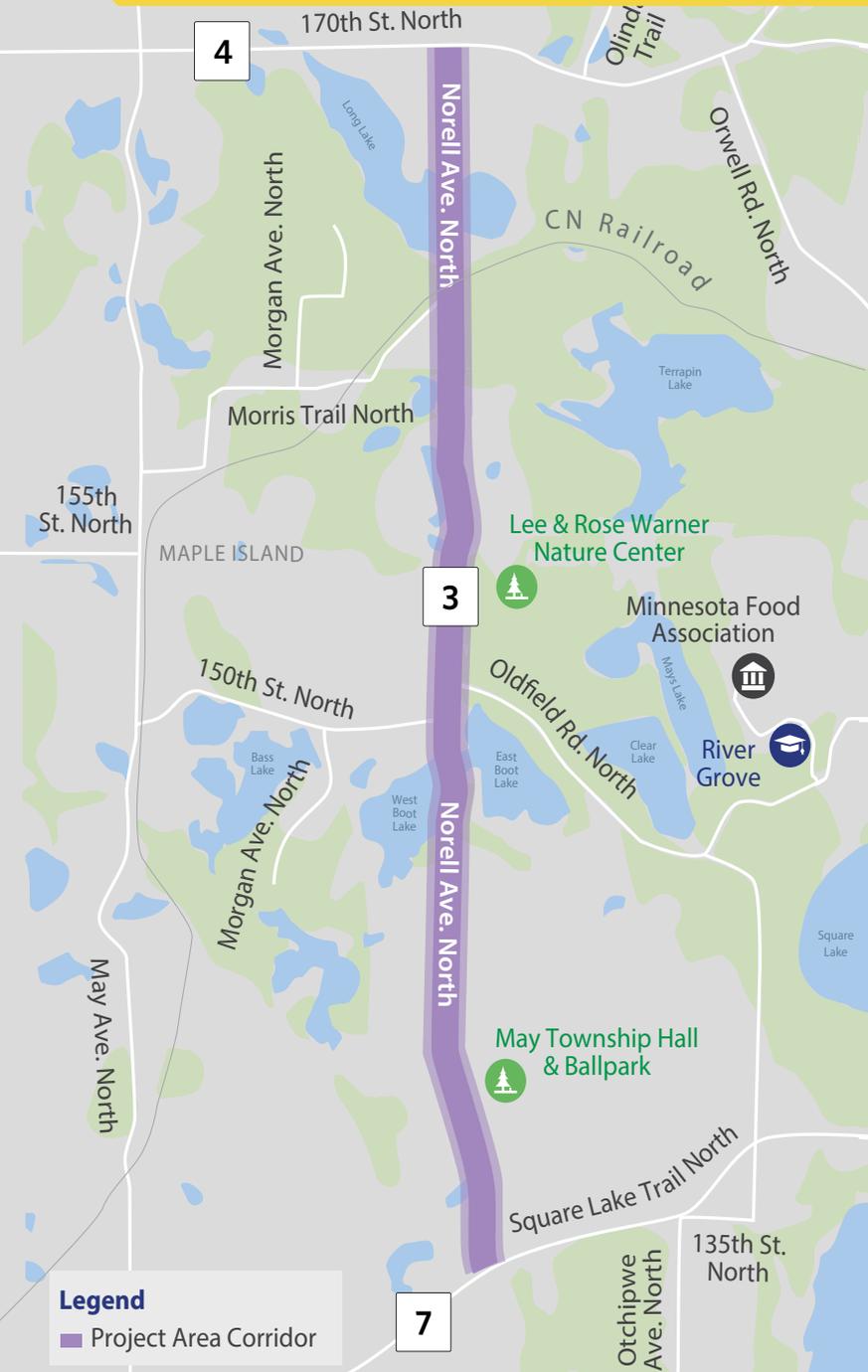
HOW CAN I STAY INFORMED ON PROJECT UPDATES?

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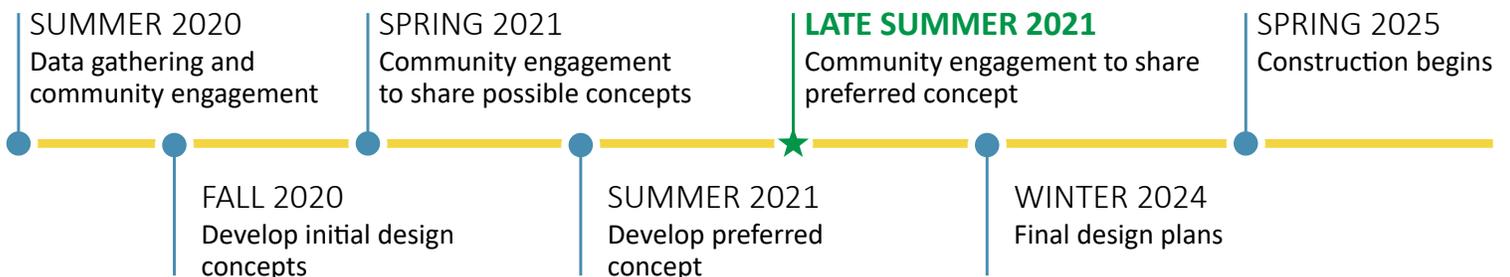
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Appendix B
In-Person Open House Sign-in Sheets

County Highway 3/Norell Avenue North Improvement Project
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Appendix C
Online Engagement

County Highway 3 (Norell Avenue North)

Online Engagement #3

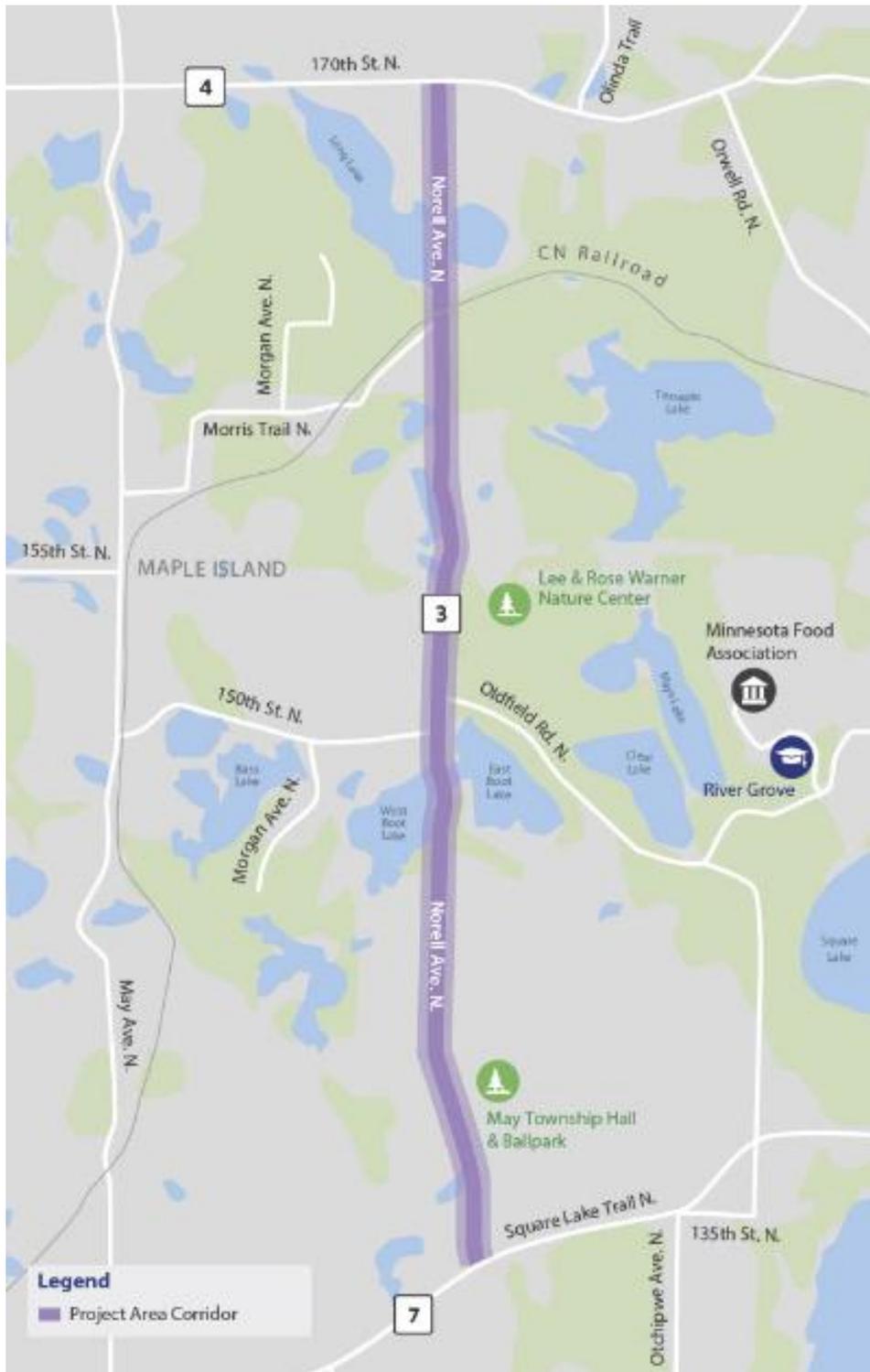
August 4, 2021 - August 18, 2021

Welcome to the County Highway 3 (Norell Avenue) Improvement Project Online Engagement #3

Thank you for your interest in the County Highway 3 (Norell Avenue North) Improvement Project. We appreciate you joining us online to learn more about this project. Public engagement remains a top priority for Washington County. Our goal is to help you understand the project and be informed of what's happening in your community. Please take this opportunity to scroll through this information to provide feedback on our initial designs.

Project Overview

Washington County and May Township are exploring improvements on County Highway 3 (Norell Avenue North) from 170th Street North (County Highway 4) to Square Lake Trail North (County Highway 7).



PROJECT GOALS



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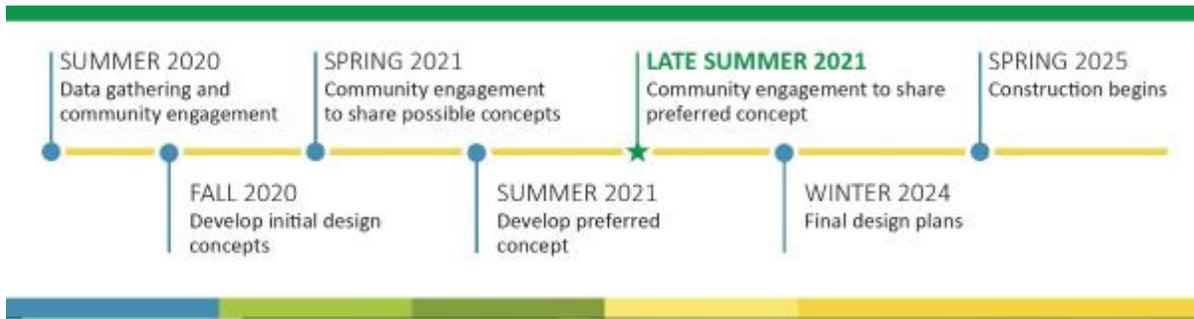


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Schedule

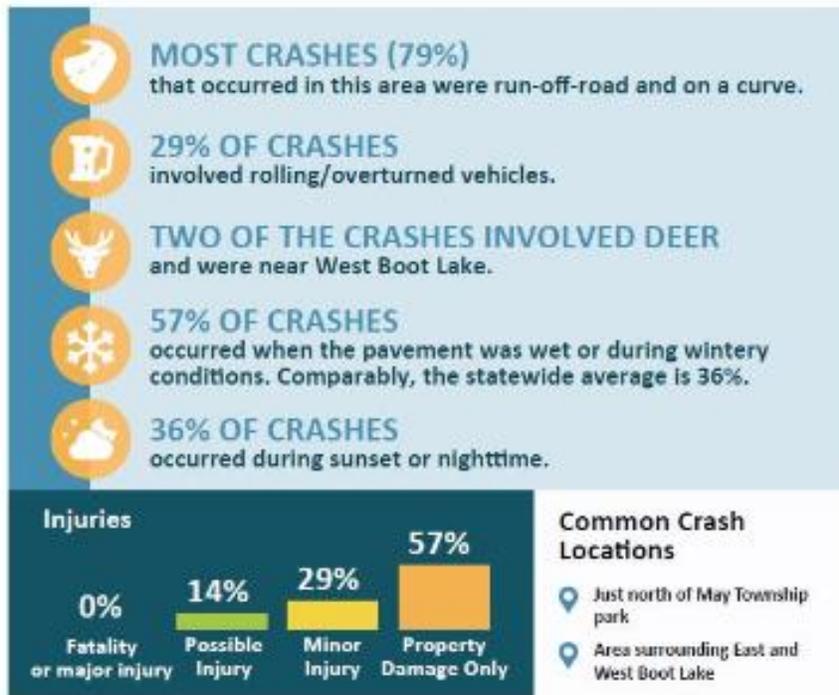


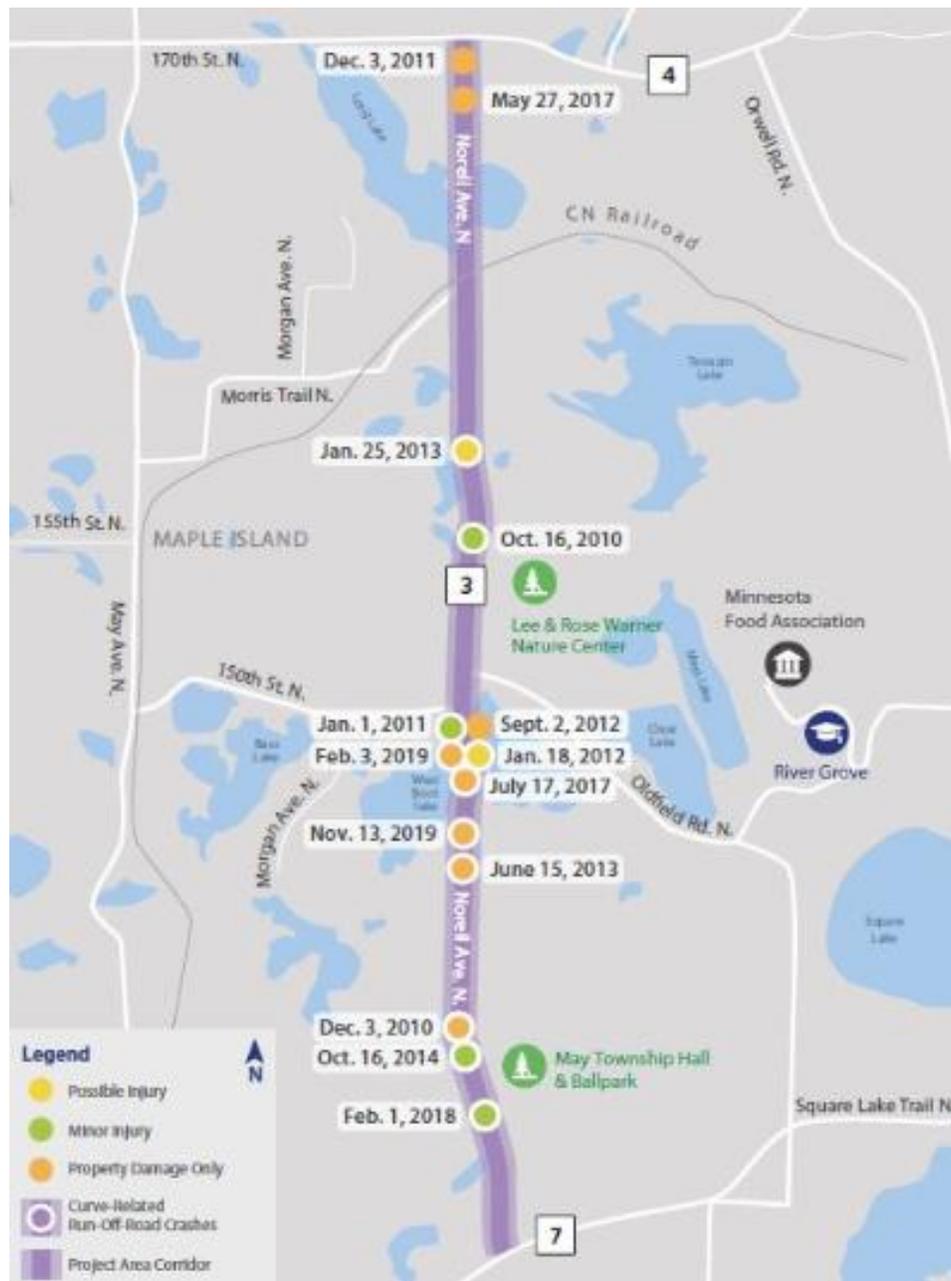
Crash History

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.





What We Heard

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Experiences using this stretch of County Highway 3

- Most people use County Highway 3 to travel somewhere else.
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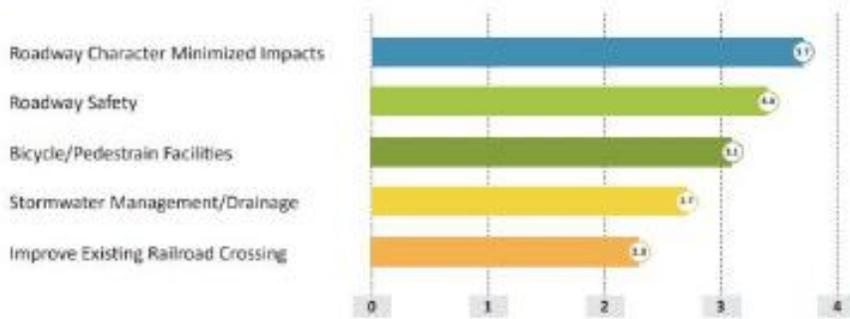
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CORRIDOR ISSUE RANKING

Average Rank



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| 2 Keep current road width | 5 Bicycle/Pedestrian facilities |
| 3 Road Speed & Safety | |

We asked community members to tell us which alternative they preferred. Here's some of what we heard:

Alternative 2	Hybrid	Alternative 1
<p>"This has the least impact on the existing roadway, which is keeps Norell in it's natural state and places the least amount of environmental change to the flow and future."</p> <p>"This road is one of the most healthy and naturally beautiful roads I have had the pleasure of traversing multiple times a day. This road is essential that is beautiful for the region."</p> <p>"Less impervious surface that would impact water quality. Less direct impact to adjacent wetlands and vegetation. Preservation of rural character and scenic beauty. Since traffic is not projected to increase between now and 2040, and this part of Norell is not a route suggested in the County's Bike and Ped plan, it doesn't make sense to degrade the truly outstanding natural features of the corridor and surrounding landscape (including habitat for rare, state-threatened wildlife), by over-developing this road to the extent possible, we should try to retain the quality and continuity of habitat throughout the Carnell as Creek Corridor and a riparian rather than degrade the conservation value of the Long Lake Conservancy Area."</p> <p>"Increase it enhances the road's scenic character and narrow width, while making necessary improvements."</p> <p>"It does the least to change the existing character of the road, it adds the least impervious surface to the watershed. The road as is has a beautiful unique and rustic shoulder and is one of my favorite places to bike and drive."</p> <p>"I prefer the local impactful option to preserve the area while making the improvements that are required."</p>	<p>"Good balance between safety, durability and preservation of the environment and character of the area."</p> <p>"I think it is important to maintain the surface area as I do not think it is appropriate to just put in a 2 foot shoulder along the whole roadway. But, since I do bike on the roadway I like the idea of increasing the shoulder width where appropriate to give a little more room for bikes."</p> <p>"If there is evidence that increasing the shoulder by 1 ft will be safer for bicycles, then I support it."</p> <p>"Maintains character of road while increasing bicycle safety."</p> <p>"It has the least amount of impact, maintains the roadway character as it is today and opens up options for more space where it can be accomplished."</p> <p>"Increases bike safety while also minimizing environmental impact. Maintains character of the road."</p> <p>"It's like to see a curve as little impact to the natural environment along the road. I believe the 2nd plan will allow us to not only fix the areas that need attention, but place a shoulder where the natural area will allow for it."</p>	<p>"The widest shoulder possible will improve the safety of bikes and of the sportsmen that often fish in this area. It will also make it easier and safer to drive in inclement weather. The minor widening will have little impact on the environment."</p> <p>"Improves safety for both motorists and cyclists. The heavy terrain and tight shoulder make it difficult to safely pass cyclists. It's difficult to see oncoming traffic, which results in close passing cyclists. Often times large groups of cyclists riding shoulder to shoulder greatly increase risk of crash."</p> <p>"I believe it is would be the option with the most consistently wide shoulders. As a cyclist, wider shoulders are always appreciated."</p>

Preferred Concept

During our two rounds of engagement, we heard from community members that it was important to keep the character of the area and focus on minimizing impacts. With this feedback, we developed a preferred concept that we are excited to share and receive input on.

WHAT'S OUT THERE TODAY	PREFERRED CONCEPT
<p>This is what you'll see if you drive, bike or walk the project area today.</p>	<p>ALTERNATIVE 2</p>
<ul style="list-style-type: none"> • 11-foot wide drive lanes • 1-foot minimum variable shoulder widths throughout the project area • Older pavement that needs to be replaced and is sloughing near Warner Nature Pond • Bituminous (asphalt) curb and gutter 	<ul style="list-style-type: none"> • Maintains 11-foot wide drive lanes • Variable shoulder widths leading to a road that is the same width that's currently out there today • Includes new paved roadway surface, striping and long term repairs to sloughing areas • New concrete curb and gutter

Renderings

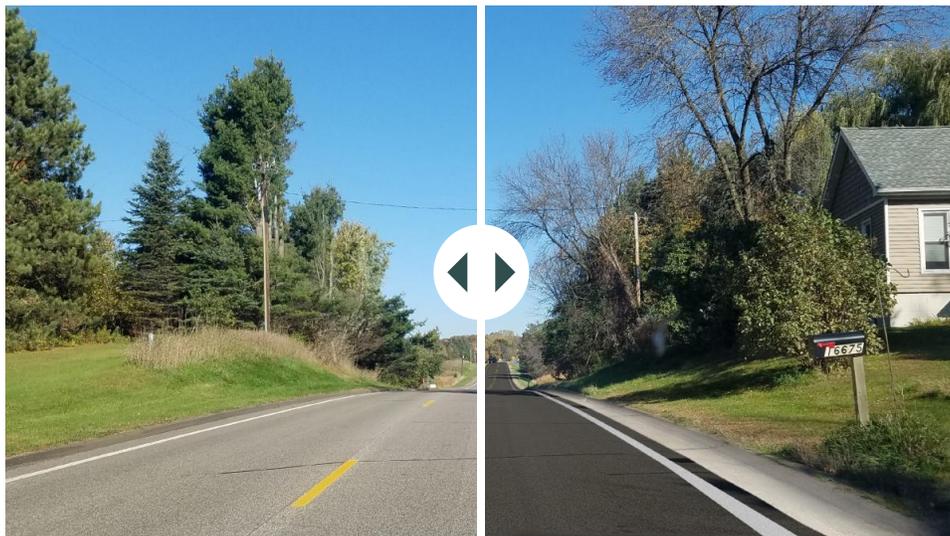
Use the slider bars below to show the before and after concepts at select areas along the project corridor.

Preferred Alternative - Match Existing Width



Preferred Alternative - Match Existing Width

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



Sloughing Renderings

Today the road pavement is sliding, or sloughing, into the Warner Nature Pond. The project team is recommending this option to secure the area and protect the pond environment.

Preferred Alternative - Sheet Pile Wall (for Sloughing Area Only)



Comment Map

CSAH 3 Comment Map #3

Tell us your Thoughts

Now that you've reviewed the information – what did we miss? What else do you need to tell us?

Please leave a comment, thanks!

Submit

CSAH 3 Story Map General Comments #3

Contact Us

Visit the project website and sign up for email alerts to be the first to know about project updates and other ways to be involved in the project.

[Project Website](#)

Project Manager: Kevin Peterson (651-430-4330)

[Email Kevin](#)

County Highway 3/Norell Avenue North Improvement Project
Washington County

Appendix D
Comment Summary

Comment	Theme 1	Theme 2	Theme 3
Please fix steep bank which impairs sightlines from my driveway	Sightlines	Safety	
I don't see how safety has been considered for bicyclists when the roadway stays the same width and maintains the tiny shoulder.	Safety	Bike/Ped Facilities	
Hello, I am happy with the proposal #2. I think the number of car crashes may be lowered by posting slower speed limits. Thank you,	Road Speed	Proposed Solution Support	
Put more speed signs up to have people slow down-especially if pavement is wet or slippery. Post deer, fowl, and turtle crossing signs. Reduce the speed limit over the whole route.	Road Speed	Safety	
I live 2/3 of a mile from Norell on Morris Trail and have started to bike it more frequently during the pandemic, which I enjoy immensely! I truly appreciate your thoughtful interaction with the community on the design and development changes for Norell. I feel you have found a nice balance between improvements and keeping the original character of this unique stretch of highway. This is a gem and I'm in favor of minimal changes to this road. Thank you!	Environmental/Nature Preservation		
In general, the plan looks great, in that the road is being preserved while being updated and improved. I don't have enough information about the new concrete curbs to know if they will adversely affect runoff or stretch farther onto the shoulder.	Proposed Solution Support		
I am in favor of the current preferred alternative (Alternative #2) which keeps the road at its current width and does not alter hills and curves with the exception of the work at the sloughing area. Please: 1) minimize clearing of vegetation in the right of way so that trees still shade the roadside wetlands, 2) control sedimentation/erosion during and after construction, using degradable materials to stabilize soils, 3) preserve rare species habitat rather than getting permits that allow mitigation for damages, 4) maintain or reduce speed limits, 5) design infrastructure for stormwater management that is effective with the least possible disturbance to the landscape and natural features. Thank you for your efforts.	Proposed Solution Support	Environmental/Nature Preservation	Road Speed
On the SW corner of 170th and Norell, add a turn lane. In the area of Boot Lakes and North to the curved part of the road by the big pond through the 'Limited Sight Distance' sign to the RR crossing; these areas would do well to have a Flashing Speed Limit sign. There is excessive speeding by many passing through. Keep road right of way as undisturbed as possible. It's beautiful here. That is why people come and why we live here.	Road Speed	Safety	
Very pleased to see this approach of improving the areas that are deteriorating and keeping the character of the existing road intact. Interesting to see that most users are using the road to "go somewhere else". I wonder what this means - start somewhere else and end somewhere else? Start locally and go somewhere else? Start somewhere else and arrive locally? Just a curiosity. If safety is an issue, consider reducing the speed limit and enforcing it (I know, this is not within the scope of this construction project.) Thank you for your work on this project!	Proposed Solution Support	Road Speed	
I have lived on Norell for 35 years and I like the preferred concept mentioned. I have one question and that has to do with the "S" curve. I like what you're showing for the fix with one question, I hope that you would also be straightening out that area. I can't tell you how many times over the years when I've entered that area that I've seen cars going the opposite way going over the yellow line into my lane. That curve is very dangerous. I'm very surprised that over the years there hasn't been cars and people ending up in that pond and possibly DEAD. PLEASE give this a great deal of thought! I'm sure that it would also benefit the owner whose driveway is there. I would also like to express that I think that no matter what you could do to this road, it is and will always be a dangerous road for bicyclist that seem to love riding it without any thought other than, it's beautiful place to ride. Thank you for the opportunity to express my thoughts.	Proposed Solution Support	Safety	
I'm happy to see the plan to keep the road the way it is. Any widening or straightening would lead to higher speeds, compromising safety, and more traffic, not what the residents want. This four mile stretch traverses a unique area of local geography, with a concentration of hills and ponds that contrasts with the flatter landscapes to the north, west, and south. It is wonderful that this will be respected and preserved. Borrowing from the language about preservation routes, the road "...follows the terrain, which may be hilly or curving around lakes and wetlands, and can be described as laying lightly on the land." Please accept my vote for option Two, though it is past the deadline.	Proposed Solution Support	Environmental/Nature Preservation	
I want the project to have as little impact as possible on the existing road. It is so beautiful and I am opposed to changing the tree line, wildlife habitat or curves in any way.	Environmental/Nature Preservation		
Because I won't be able to attend the presentation tonight would it be possible for you to give this to the County regarding my thoughts on the Norell project? I love this country road so much that I ask them to please do everything possible to keep the road at its current width. I also ask them to do everything possible to protect the trees and wildlife in the right-of-way. Just the other day I had to stop for the whole Swan Family crossing the road (mom, dad and 5 little ones). Anyone going faster would have hit them. I thank them for their consideration in keeping this still like a beautiful county road.	Environmental/Nature Preservation		

County Highway 3/Norell Avenue North Improvement Project
Washington County

Appendix E
Postcard Mailer



Washington County Public Works
Attn: Kevin Peterson
11660 Myeron Road North
Stillwater, MN 55082

County Highway 3 (Norell Ave North)
IMPROVEMENT PROJECT

**You're
invited!**

Join us for an in-person
and online open house to
view and comment on the
preferred design concept!

Wed Aug 4

 www.co.washington.mn.us/NorellAvenue

County Highway 3 (Norell Ave. North) Improvement Project

Thank you to everyone who participated and provided input during our two phases of engagement. After listening, reviewing and considering the input we received from landowners and community members, we have selected a preferred design concept.

Join us in-person or online to view the preferred design and tell us your thoughts before we bring this concept to the County Board for approval.

IN-PERSON OPEN HOUSE



Wed, Aug. 4, 2021
4:00 - 6:00 p.m.



May Township Hall
13939 Norell Ave. N
Stillwater, MN 55082

ONLINE ENGAGEMENT



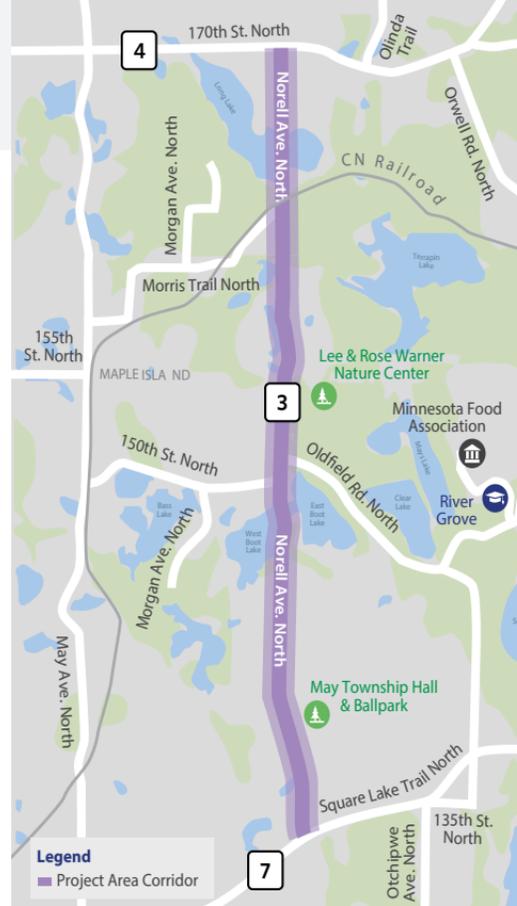
Aug. 4 - 18, 2021

Visit our online open house anytime on the project website.



Use your phone's camera to scan the QR code or visit: www.co.washington.mn.us/NorellAvenue

Washington County, in partnership with May Township, developed preliminary designs for highway improvements, pavement replacement, and long-term maintenance solutions for County Highway 3 (Norell Ave. N) from 170th St. N (County Highway 4) to Square Lake Trail North (County Highway 7). Construction is anticipated to occur in 2025.



Kevin Peterson | 651-430-4330
kevin.peterson@co.washington.mn.us



www.co.washington.mn.us/NorellAvenue



@WashingtonCountyMN