

OAKGREEN AVENUE

(County Road 65) Corridor Improvement Project

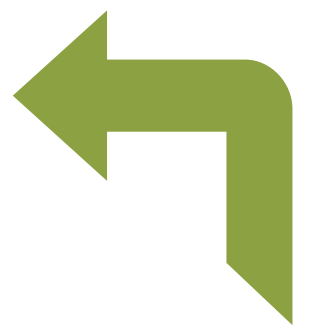


Project Overview

Washington County is leading a study to develop a preliminary design concept for Oakgreen Avenue (County Road 65) between 40th Street N and 10th Street N in Baytown Township and West Lakeland Township. The study will identify road improvements such as:



Oakgreen Avenue facing northbound



Turn lanes



Resurfacing



Stormwater management



Pedestrian and bicyclist considerations



Safety improvements

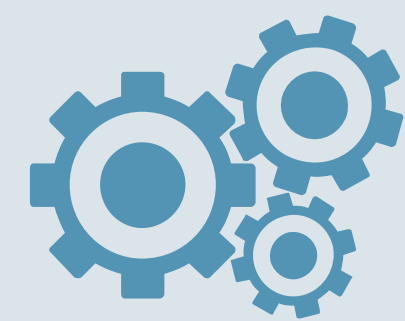
Project Goals



Improve the ride of Oakgreen Avenue



Maintain wide shoulders for pedestrians and bicyclists



Improve safety, capacity, and operations of the road



Improve stormwater drainage



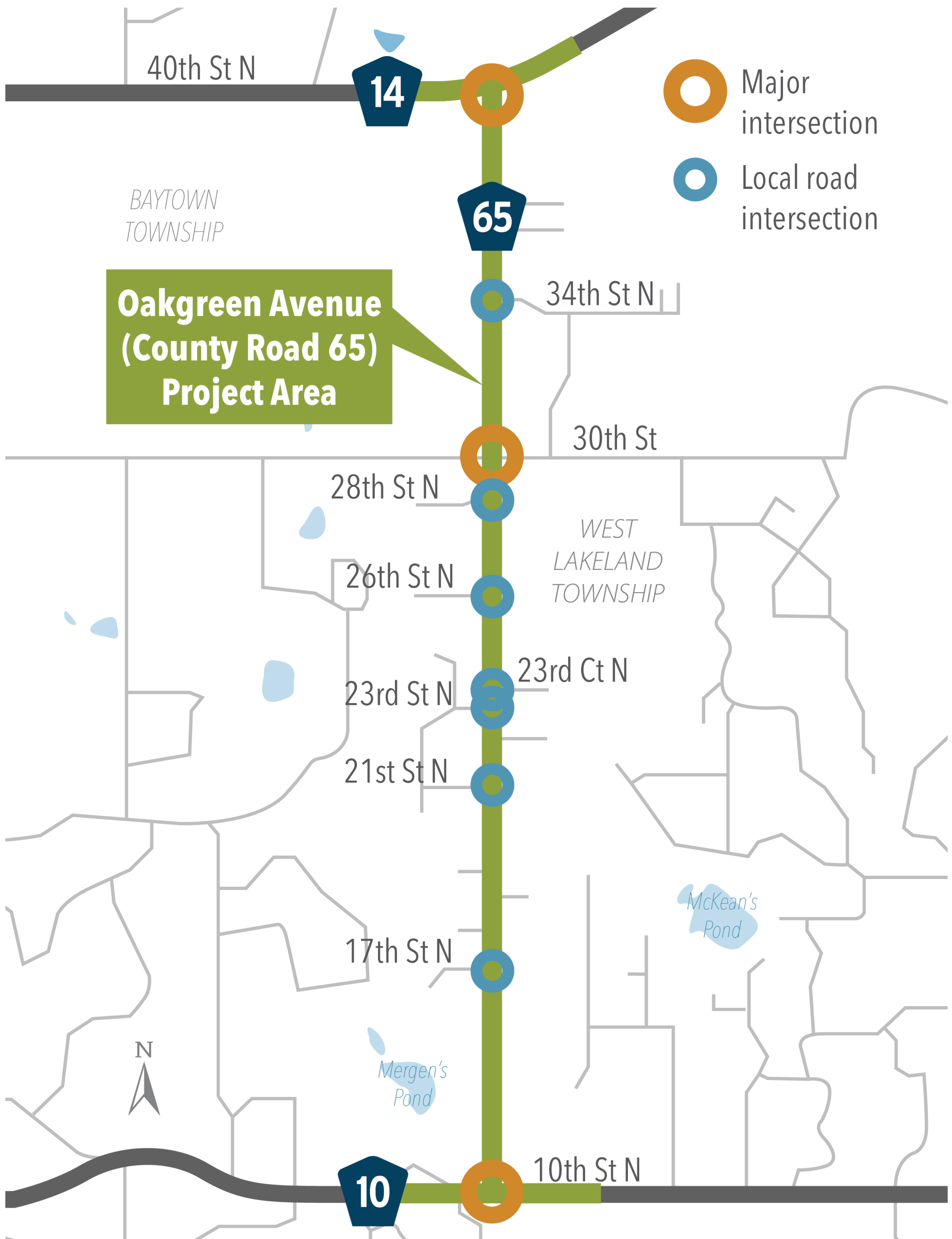
Maintain the long-term transportation goals of the county and local communities

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Study Area Map



OAKGREEN AVENUE

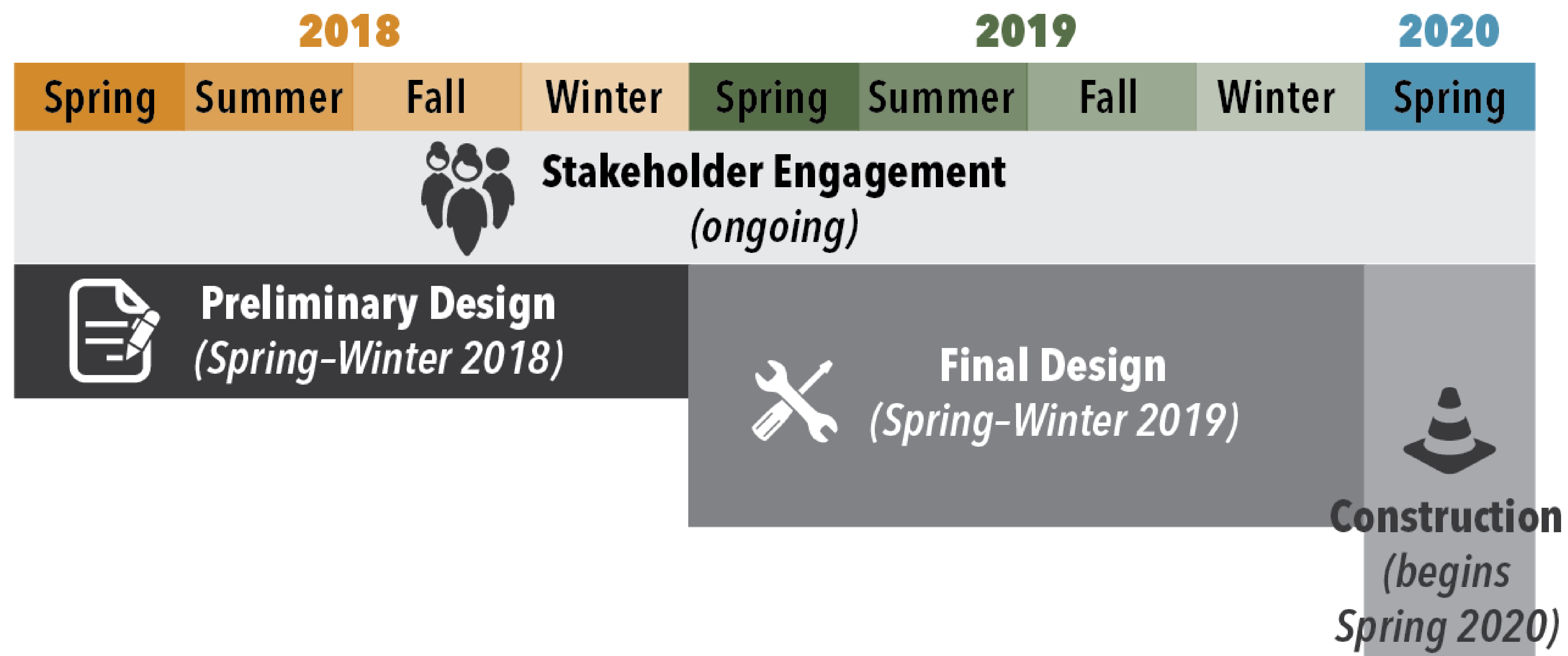
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Process and Schedule

The Oakgreen Avenue (County Road 65) Corridor Improvement Project preliminary design is expected to be completed in January 2019 and the final design completed in January 2020. Construction is anticipated to begin in the spring of 2020.

Project Timeline



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Frequently Asked Questions

VEHICLE USE

On average, how many vehicles use the road daily?

2,750

PREVIOUS WORK

Wasn't Oakgreen just repaved in 2016?

Yes, but it was a minor resurfacing project to maintain the road until a full reconstruction could be done.

LANES

How many existing lanes are there?

Two

Will the number of lanes increase?

No; however, turn lanes may be added at some intersections

RIGHT OF WAY

What is the width of the county road right of way?

Varies from 110 feet to less than 65 feet

WHY

Why does Oakgreen Ave need to be fully reconstructed?

- *The existing road was not made properly:* it was never constructed with a suitable base or subgrade and includes a number of layers of substandard materials that were placed over time.
- *There is poor drainage:* The clay content of the road's subgrade results in poor drainage and causes the road to heave and shift during the freeze-thaw cycle in the spring.
- *Safety could be improved* by providing turn lanes at key intersections

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Frequently Asked Questions

SPEED LIMIT

What is the existing speed limit?



Will the speed limit be increased or decreased?

Speed limits are determined by Minnesota state laws and the state Commissioner of Transportation, not by township or county officials.

- Drivers choose speeds based on their available sight lines and abilities to react to potential hazards.
- The road will still have generally the same alignment after the project, so it is not expected that the speed limit would change significantly.
- Posting a higher or lower speed limit has not been shown to significantly affect driving speeds in areas where it has been tested.
- Changes or improvements to infrastructure have been shown to have a greater impact on safety and will be studied for the corridor to improve conditions for pedestrians and bicyclists.

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

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Frequently Asked Questions

PRIVATE PROPERTY

Will Washington County need to acquire private property for additional road right of way?

- The county may need to acquire permanent or temporary easements as a part of this project.
- Specific impacts are not known at this time. All impacted property owners will be contacted by Mindy Leadholm, Washington County Property Acquisition Manager, as soon as project construction limits and needs have been determined.

PRESCRIPTIVE EASEMENT

What is a prescriptive easement?

- One of the ways that a road authority, such as Washington County, can acquire a highway easement is by documented long-term use, which is called a **prescriptive easement**.
 - Oakgreen Avenue (County Road 65) has been in use for over a century. When a road has been in use for six or more years, the law gives the road authority a road right of way and from that point on, the road authority has a prescriptive easement.
 - The prescriptive easement exists for the actual "width of use" of the road which includes the driving lanes, shoulders, slopes, drainage ditches, areas where utilities are located and snow is plowed, and other related areas.
 - The private property that is in the prescriptive easement is still owned by the property owner who can continue to use the land for purposes that do not interfere with the road easement.

ACQUISITION PROCESS

What is the process if the county needs to acquire private property?

- In cases where private property beyond the existing easement is required, the county will go through the process of **property acquisition**.
 - The county will contact impacted property owners to review existing property conditions.
 - An independent appraiser will be hired to determine the value of the property.
 - The county will make an offer to purchase the necessary private property for the amount determined in the appraisal.

