LAYOUT HISTORY

DATE	DESCRIPTION
	LAYOUT HISTORY NORWOOD YOUNG AMERICA TO COLOGNE PREVIOUS STUDIES: NORWOOD YOUNG AMERICA COMPREHENSIVE PLAN CONTEMPLATES FRONTAGE ROADS BETWEEN TACOMA AVENUE (CR 34) AND SALEM AVENUE, GRADE SEPARATION OF TACOMA AVENUE OVER TH 212 AND INTERCHANGE ON TH 212 AT SALEM AVENUE. CARVER COUNTY TRANSPORTATION PLAN CONTEMPLATES AN INTERMODAL FREIGHT FACILITY, POSSIBLY NEAR THE INTERSECTION OF THE RAILROAD WITH CR 51 OR CR 153. 2007: INITIAL ALIGNMENT DISCUSSIONS FAVORED A SOUTHERN WIDENING CONCEPT. A PRELIMINARY REVIEW REVEALED THAT A NORTHERN ALIGNMENT WOULD DIRECTLY IMPACT BUILDINGS ON AS MANY AS 10 RESIDENTIAL/FARMSTEAD PROPERTIES, AS COMPARED TO ONLY THREE PROPERTIES WITH BUILDINGS THAT WOULD BE AFFECTED BY A SOUTHERN ALIGNMENT. A NORTHERN ALIGNMENT WOULD ALSO RESULT IN ENVIRONMENTAL/SOCIAL IMPACTS TO BARNES LAKE, LOCATED NORTHEAST OF TH 212/SALEM AVENUE, AND ST. JOHN'S CHURCH AND CEMETERY, LOCATED IN THE NORTHWEST CORNER OF TH 212/CR 51. IN ADDITION, THE NORTHERN ALIGNMENT WOULD REQUIRE A SHIFT TO THE SOUTH TO CONNECT WITH THE WEST END OF THE COLOGNE BYPASS. FOR THESE REASONS, THIS ALTERNATIVE WAS ELIMINATED FROM FURTHER CONSIDERATION. JUNE 2007: SOUTHERN SHIFT AT EAST END TO CREATE FRONTAGE ROAD FOR THE CARVER COUNTY PUBLIC WORKS FACILITY AND THREE RESIDENTIAL PROPERTIES. FRONTAGE ROAD NOT CONNECTED TO CR 153 TO AVOID IMPACTS TO SECTION 106 ELIGIBLE PROPERTY IN NORTHEAST QUADRANT OF CR 153 / TH 212 INTERSECTION. OCTOBER 2007: A MEETING WITH BONGARD'S CREAMERIES WAS HELD ON SEPTEMBER 6, 2007 REGARDING TRUCK OPERATIONS AND TRUCK TRAFFIC. CENTERLINE SPACING WAS INCREASED FROM 84-FEET TO 125-FEET TO ACCOMMODATE TWO-STAGE TRUCK TURNING MOVEMENTS AT THE CR 51 INTERSECTION. THE CR 51 INTERSECTION MAY BE AFFECTED BY A POTENTIAL INTERMODAL FREIGHT FACILITY. OCTOBER 2007: INPUT FROM RESIDENT STA. 1755+00 LT. AND FARMER STA. 1749+00 LT. AT OPEN HOUSE EXPRESSED PREFERENCE TO ELIMINATE FRONTAGE ROAD STA. 1749+00 LT. FRONTAGE ROAD WOULD BE DIFFICULT TO FIT BETWEEN EXISTING RESIDENCES AND PROPOSED WESTBOUND TH 212 WITHOUT SHIFTING TH SOUTH. SHIFTING TH 212 SOUTH WOULD REQUIRE TAKING POTENTIALLY TWO ADDITIONAL RESIDENCES, UNLESS THE 125-FEET CENTERLINE SPACING REVERTS BACK TO 84-FEET. IN ADDITION, THE FARMER OBJECTED TO CUTTING OFF PART OF HIS FIELDS. BOTH THE FARMER AND RESIDENT PREFER DIRECT ACCESS TO TH 212 AND UNDERSTAND LEFT TURN MOVEMENTS WILL BE PROHIBITED WITH A DIVIDED HIGHWAY. WINTER - SPRING 2009: MN/DOT CULTURAL RESOURCE UNIT CONFIRMED SOUTHERN ALIGNMENT CREATES AN IMPACT TO THE STENDER FARM PROPERTIES AT STA. 1670+00 RT. AND STA. 1710+00 RT. AVOIDANCE AND MITIGATION OPTIONS ARE BEING DEVELOPED. PREFERRED ALIGNMENT SHIFTS THE SOUTHERN ALIGNMENT TO THE NORTH OF TH 212 EAST OF SALEM AVENUE FOR A LENGTH OF APPROXIMATELY ONE MILE SUCH THAT THE PROPOSED EASTBOUND TH 212 LANES ARE COINCIDENT WITH THE EXISTING TH 212 ROADWAY. CURB AND GUTTER IS PROPOSED ON THE SOUTH SIDE OF THE EASTBOUND LANES TO KEEP CONSTRUCTION LIMITS INSIDE THE EXISTING RIGHT OF WAY. THE SOUTHERN ALIGNMENT IS SHOWN IN A FLAP ON THE EXHIBIT FOR COMPARISON. SPRING 2009: WATER RESOURCES DESIGN IDENTIFIED THAT SUITABLE OUTFALLS FOR STORM WATER PONDS WERE NOT AVAILABLE AT ALL PREFERRED POND LOCATIONS AND THAT OFFSITE DRAINAGE WAS LEADING TO LARGER STORM WATER PONDS. MN/DOT WATER RESOURCES PROVIDED DIRECTION IN MEETING ON APRIL 8, 2009 THAT SUITABLE OUTFALLS FOR STORM WATER PONDS CONSIST EXISTING CHANNELS OR LARGE WETLANDS, NOT FARM FIELDS OR SMALL WETLANDS, AND FURTHER DIRECTED THAT OFFSITE WATER BE SEPARATED FROM ROADWAY RUNOFF TO HELP REDUCE RIGHT OF WAY TAKINGS FOR PONDS. THE PROFILE HAS BEEN REVISED AND SPECIAL DITCHES HAVE BEEN ADDED TO ACCOMPLISH THIS GOAL. A CONSEQUENCE HAS BEEN THE NEED FOR MORE THAN THE TYPICAL 284-FEET RIGHT OF WAY.

TH 212 PRELIMINARY DESIGN
From Carver CR 147 (CSAH 11) to Norwood Young America

S.P. 1013-77 ALT. 2
LAYOUT NO. 1 SECTION NO. 1 COPY NO. ____
T.H. 212 VICINITY OF x
FROM NORWOOD YOUNG AMERICA TO COLOGNE BYPASS
PREPARED JULY 02 2009 SCALE: HOR. 1 INCH 100 FT.
BY

THE ALIGNMENT AND GRADES SHOWN ON THIS MAP ARE TENTATIVE AND SUBJECT TO CHANGE WITHOUT NOTICE.

STAFF APPROVAL
DATE: ____

THE TRAFFIC VOLUMES SHOWN ARE ESTIMATED FOR YEAR 2030
PREPARED x 2032

S.P. 1013-77 T.H. 212 A.J. X PPMS ACTIVITY X
S.P. ____ T.H. ____ A.J. ____ PPMS ACTIVITY ____
COPY TO: ____ FOR: ____

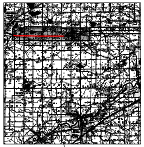
DESIGN FILE: CP101377_lon_dl2_flop8_100.dgn
DATE: 07/02/09 - DATE PLOTTED

PROGRAMMED LETTING DATE ____
PREPARED BY ____ 20__
REVIEWED BY ____ 20__
DISTRICT DESIGN OR PRELIMINARY DESIGN ENGINEER
REVIEWED BY ____ 20__
DISTRICT TRAFFIC ENGINEER
REVIEWED BY ____ 20__
STATE GEOMETRICS ENGINEER
APPROVED BY ____ 20__
TRANSPORTATION DISTRICT ENGINEER
APPROVED BY ____ 20__
STATE DESIGN ENGINEER

INTERSTATE ACCESS REVIEW
BASED ON MY REVIEW OF THE LAYOUT AND THE CORRESPONDING INTERSTATE ACCESS ANALYSIS (DATED ____) THE PROPOSED INTERSTATE ACCESS MODIFICATION DOES NOT HAVE A SIGNIFICANT ADVERSE IMPACT ON THE SAFETY AND OPERATION OF THE INTERSTATE FACILITY.
____ 20__
DISTRICT TRAFFIC ENGINEER

I HEREBY CERTIFY THAT THIS LAYOUT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
DATE: ____ LIC. NO.: ____ ENGR.: ____

LOCATION MAP

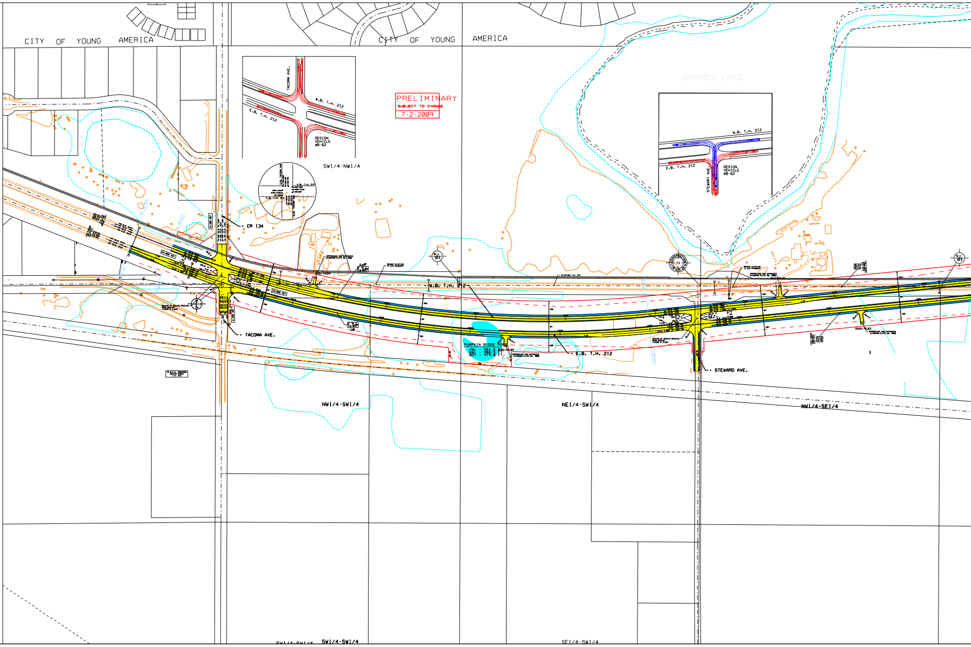


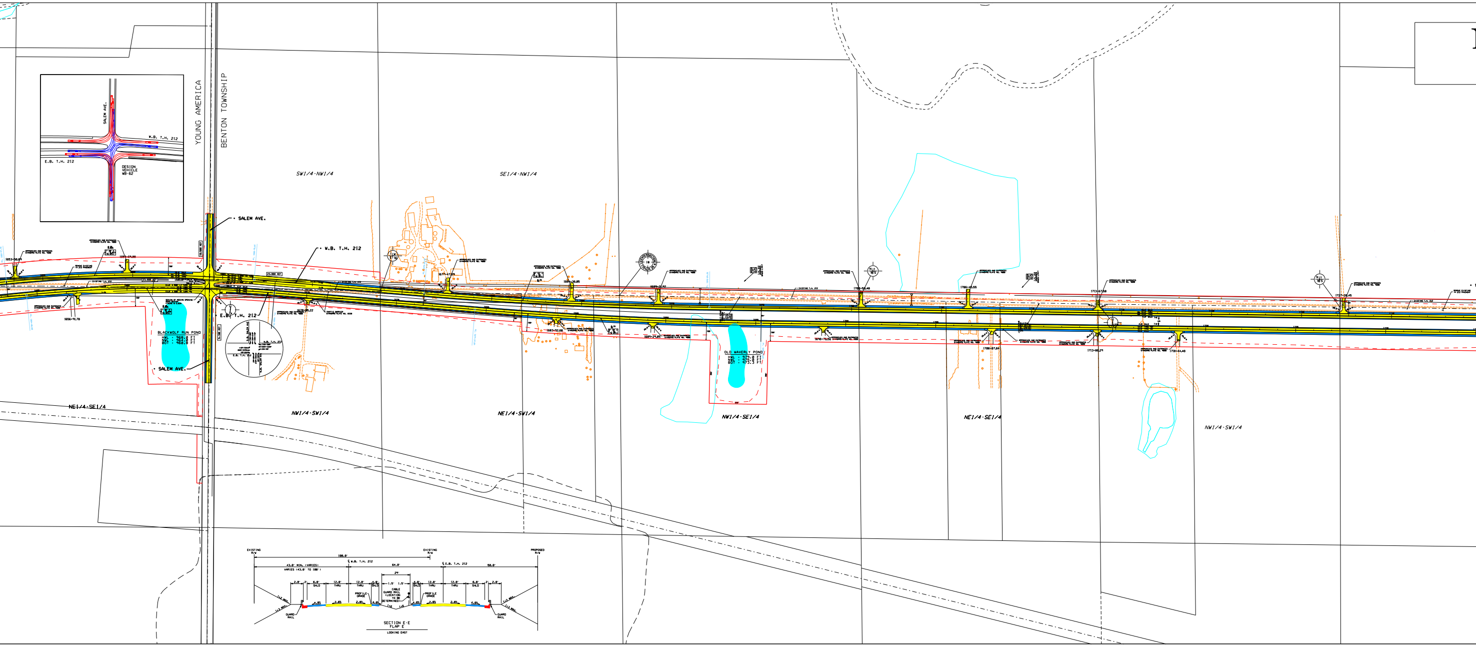
PROJECT LOCATION

LEGEND

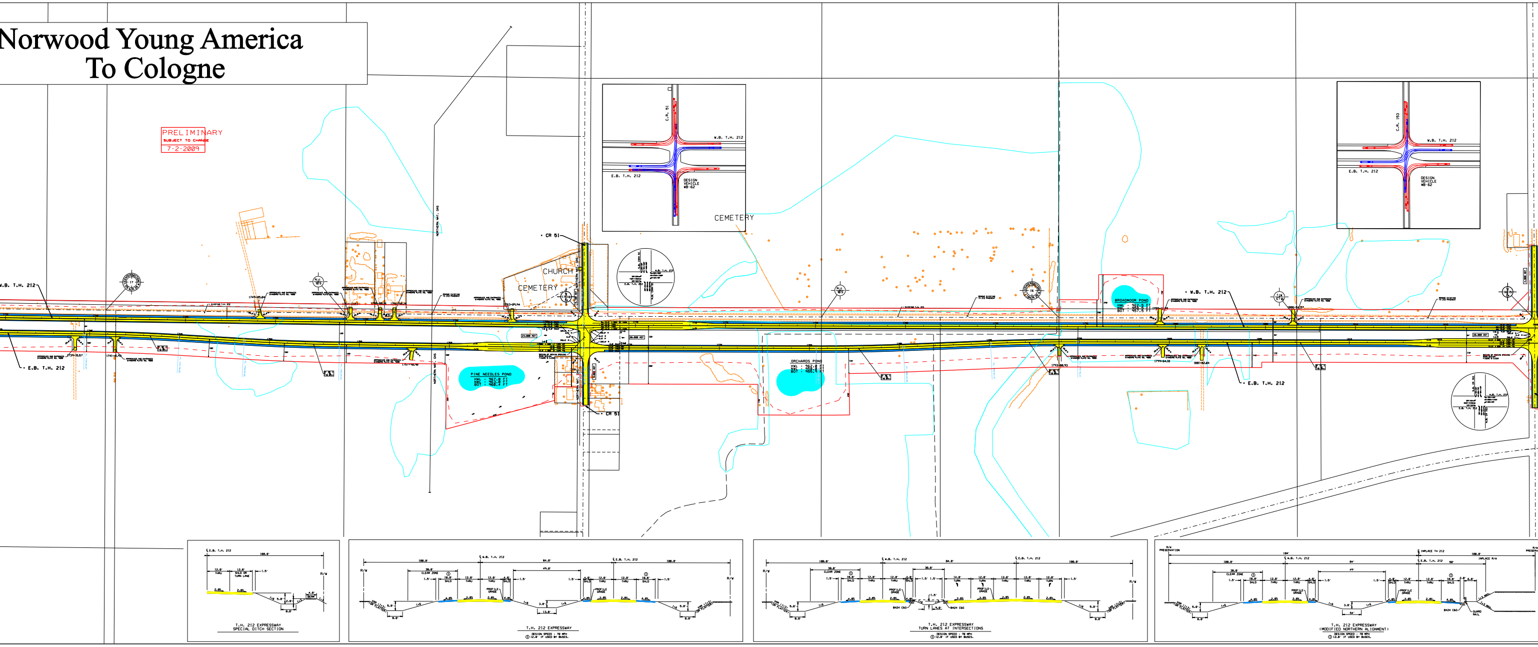
🟨	NEW & RECONSTRUCTED ROADWAYS
🟦	NEW & RECONSTRUCTED SHOULDER
🟥	RAISED MEDIANS AND CURBS
- - -	CONSTRUCTION LIMITS
—	EXISTING RIGHT OF WAY
—	PROPOSED RIGHT OF WAY
—	WETLAND BOUNDARY (MNDOT, SEPT. 10, 2007)
●	PROPOSED WET DETENTION BASINS
CLOSE	ACCESS CLOSED
→	TRAFFIC FLOW
→	SIDE SLOPES
→	DRAINAGE FLOW

N
0
100
200
SCALE IN FEET

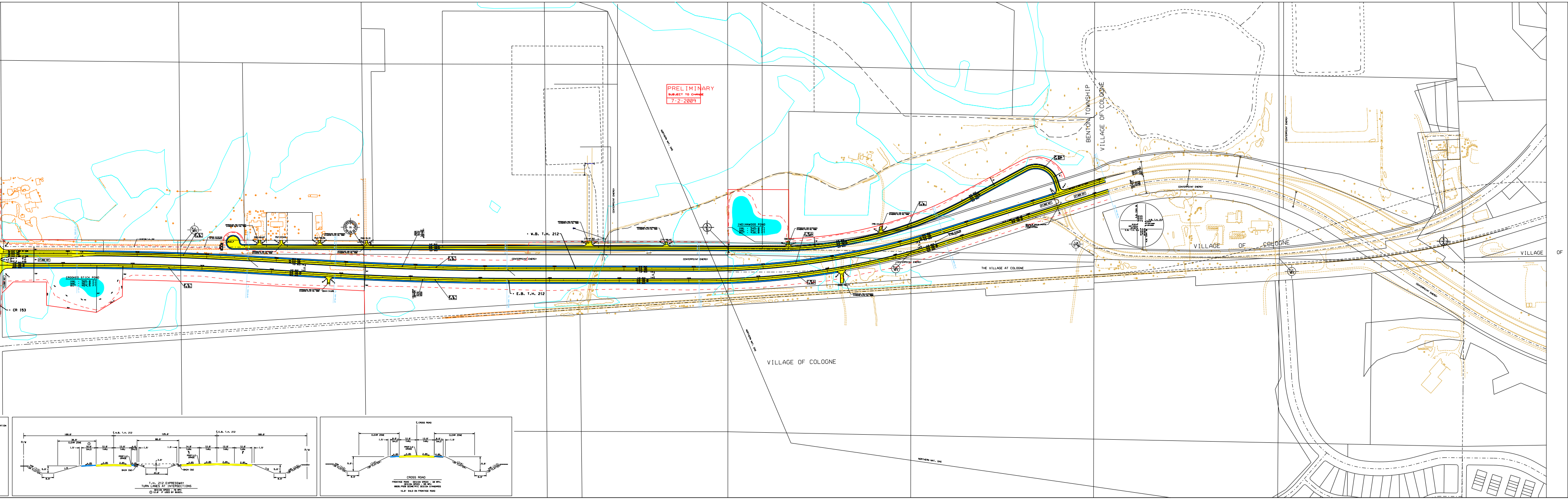

CITY OF YOUNG AMERICA
CITY OF YOUNG AMERICA
BARNES LAKE
PRELIMINARY
SUBJECT TO CHANGE
7-2-2009
TACOMA AVE.
W.B. T.H. 212
E.B. T.H. 212
DESIGN VEHICLE WB-62
SW1/4-NW1/4
W.B. T.H. 212
E.B. T.H. 212
STEWARD AVE.
DESIGN VEHICLE WB-62
CR 134
TACOMA AVE.
W.B. T.H. 212
E.B. T.H. 212
PUMPKIN RIDGE
STEWARD AVE.
NW1/4-SW1/4
NE1/4-SW1/4
NW1/4-SE1/4
SW1/4-SW1/4
SE1/4-SW1/4


YOUNG AMERICA
BENTON TOWNSHIP
SALEM AVE.
W.B. T.H. 212
E.B. T.H. 212
DESIGN VEHICLE WB-62
SW1/4-NW1/4
SE1/4-NW1/4
NE1/4-SE1/4
NW1/4-SW1/4
NE1/4-SW1/4
NW1/4-SE1/4
NE1/4-SE1/4
NW1/4-SW1/4
SALEM AVE.
W.B. T.H. 212
E.B. T.H. 212
SALEM AVE.
1653+50.89
1656+91.78
1678+95.22
BLACKWOLF RUN POND
HWL : 968.0 FT
NWL : 964.0 FT
BOT : 960.0 FT
OLD WAVERLY POND
HWL : 979.0 FT
NWL : 975.0 FT
BOT : 973.3 FT
EXISTING R/W
EXISTING R/W
PROPOSED R/W
100.0'
℄ W.B. T.H. 212
℄ E.B. T.H. 212
43.0' MIN. (VARIES)
VARIES (43.0' TO 100')
64.0'
58.0'
24'
2.0'
2'
6.0' SHLD
12.0' THRU
12.0' THRU
4.0' SHLD
1.5'
1.5'
4.0' SHLD
12.0' THRU
12.0' THRU
6.0' SHLD
2'
2.0'
PROFILE GRADE
CABLE GUARD RAIL (LOCATION TO BE DETERMINED)
PROFILE GRADE
4.0%
2.0%
2.0%
4.0%
1:6
1:6
4.0%
2.0%
2.0%
4.0%
1:2 MAX.
1:3 MAX.
GUARD RAIL
GUARD RAIL
1:2 MAX.
1:3 MAX.
SECTION E-E
FLAP E
LOOKING EAST

Norwood Young America
To Cologne


PRELIMINARY
SUBJECT TO CHANGE
7-2-2009
W.B. T.H. 212
E.B. T.H. 212
CR 51
C.R. 51
C.R. 153
CHURCH
CEMETERY
DESIGN VEHICLE WB-62
PINE NEEDLES POND
ORCHARDS POND
BROADMOOR POND
NORTHERN NAT. GAS
T.H. 212 EXPRESSWAY
SPECIAL DITCH SECTION
T.H. 212 EXPRESSWAY
DESIGN SPEED - 70 MPH
① 12.0' IF USED BY BUSES.
T.H. 212 EXPRESSWAY
TURN LANES AT INTERSECTIONS
DESIGN SPEED - 70 MPH
① 12.0' IF USED BY BUSES.
T.H. 212 EXPRESSWAY
(MODIFIED NORTHERN ALIGNMENT)
DESIGN SPEED - 70 MPH
① 12.0' IF USED BY BUSES.
R/W
CLEAR ZONE
SHLD
THRU
TURN
SHLD OR TURN LANE
PROFILE GRADE
BERM
B424 C&G
GUARD RAIL
R/W PRESERVATION
INPLACE TH 212
INPLACE R/W

PRELIMINARY
SUBJECT TO CHANGE
7-2-2009


W.B. T.H. 212
E.B. T.H. 212
CR 153
27,000 ADT
CROOKED STICK POND
HWL : 965.0 FT
NWL : 961.0 FT
BOT : 959.5 FT
INDIANWOOD POND
HWL : 945.0 FT
NWL : 941.0 FT
BOT : 936.8 FT
APPROACHES AND ENTRANCES STANDARD PLATE NO. 4000
NORTHERN NAT. GAS
CENTERPOINT ENERGY
BENTON TOWNSHIP
VILLAGE OF COLOGNE
THE VILLAGE AT COLOGNE
VILLAGE OF
R/W
CLEAR ZONE
SHLD
THRU
TURN
PROFILE GRADE
B424 C&G
VAR (1:3) (OR FLATTER)
(1:4) (OR FLATTER)
℄ W.B. T.H. 212
℄ E.B. T.H. 212
℄ CROSS ROAD
100.0'
125.0'
30.0'
10.0'
12.0'
14.0'
4.0'
8.0'
1.5'
3.0'
5.0'
44.0'
1:6
4.0%
2.0%

T.H. 212 EXPRESSWAY
TURN LANES AT INTERSECTIONS
DESIGN SPEED - 70 MPH
① 12.0' IF USED BY BUSES.

CROSS ROAD
FRONTAGE ROAD - DESIGN SPEED - 30 MPH.
DESIGN SPEED - 55 MPH
8820.9920 GEOMETRIC DESIGN STANDARDS
-6.0' SHLD ON FRONTAGE ROAD