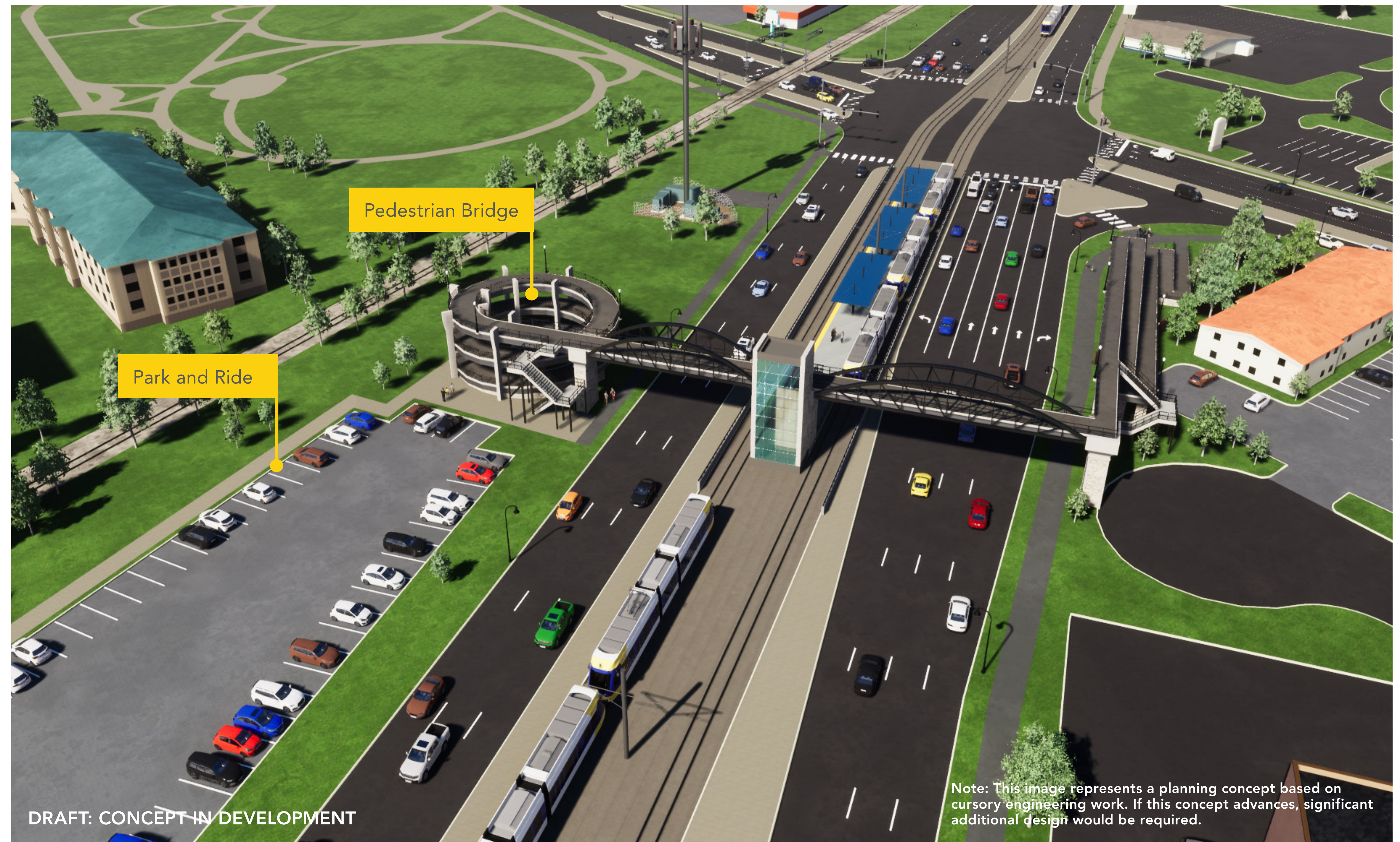


# BASS LAKE ROAD: AT-GRADE OPTION

## Design Features:

- Expands County Road 81 between Crystal Airport Road and Wilshire Boulevard, keeping six lanes of traffic (three in each direction) for that section, just over half a mile
- Light rail is at-grade in the center of the roadway
- Park and ride access via Lakeland Avenue North from the Wilshire Boulevard intersection
- Station platform is in the middle of a six-lane road with additional turning lanes at the intersection
- The pedestrian bridge provides a crossing over County Road 81 and a grade-separated access to the south end of the station to the platform from the park and ride and trails



*Aerial View of Station Area Looking North*



**METRO BLUE LINE EXTENSION**





# BASS LAKE ROAD: INTERCHANGE OPTION STATION AREA VIEWS



*Ground View of Station Area Looking South*



*Ground View of Station Area Looking East*



*Ground View of Station Area Looking East from Park and Ride*





# BASS LAKE ROAD: AT-GRADE OPTION STATION AREA VIEWS



*Aerial View of Station Area Looking East*



*Ground View of Station Area- Pedestrian Crossing*

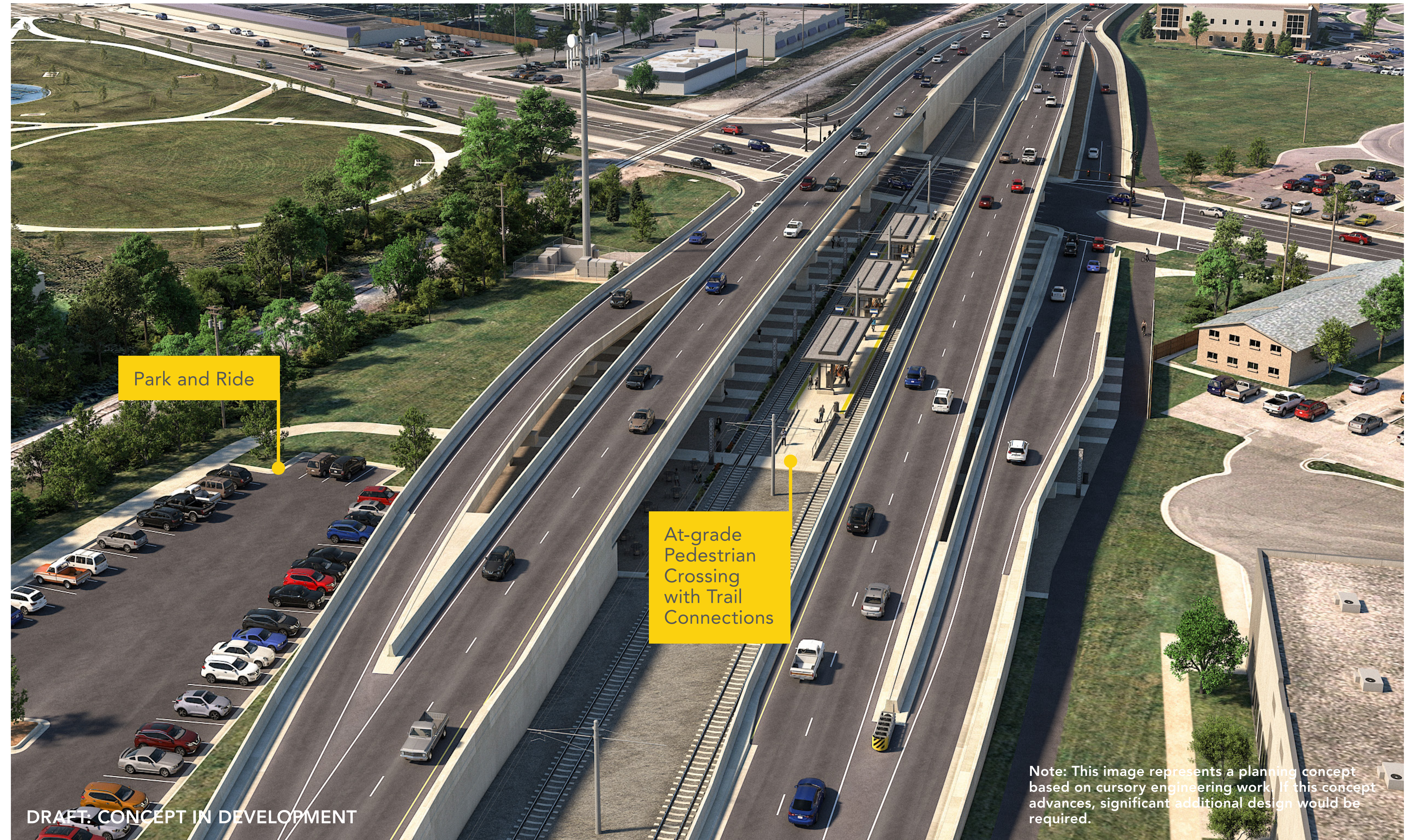




# BASS LAKE ROAD: INTERCHANGE OPTION

## Design Features:

- County Road 81 two lanes in each direction on a grade-separated overpass at Bass Lake Road with ramps for access from Bass Lake Road
- The intersection maintains full access for Bass Lake Road
- Light rail is at-grade centered between overpass bridges
- Park and ride access via Lakeland Avenue North from the Wilshire Boulevard intersection
- Station platform is at-grade framed by adjacent interchange bridges
- The south at-grade crossing provides grade-separation from County Road 81 and provides access to trails on either side of County Road 81 and to the park and ride



*Aerial View of Station Area Looking North*



**METRO BLUE LINE EXTENSION**



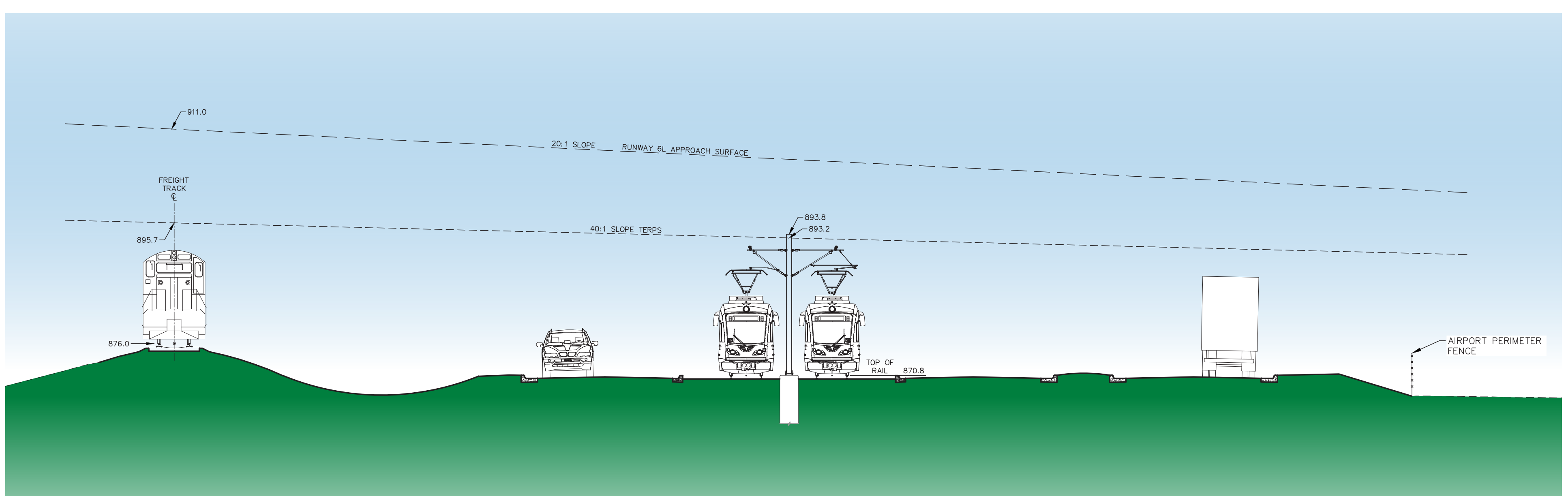


# PLANNING ALONGSIDE THE CRYSTAL AIRPORT

- The light rail route will pass near the Crystal Airport in the City of Crystal. Planning near airports takes thoughtful consideration and coordination with the Metropolitan Airport Commission (MAC), Minnesota Department of Transportation (MnDOT) and the Federal Aviation Administration (FAA).
- The project was previously determined to be compatible with current land uses and presents no safety issues for takeoffs and landing for the airport runways.
- Now that the proposed route has been shifted out of the rail corridor approximately 80 feet to the east within County Road 81, the project will continue coordination and re-approval of the plans from those agencies.



The graphic below shows the height needed for airplane clearance compared to that of vehicles and light rail. The light rail design will be modified if needed to meet FAA requirements.



METRO BLUE LINE EXTENSION





# BOTTINEAU BLVD (COUNTY ROAD 81) SOUTH OF BASS LAKE ROAD, CRYSTAL

## EXISTING

This is a visualization of a section of Bottineau Blvd (County Road 81) in Crystal as it exists today.



## CONCEPT

This visualization represents how light rail could fit in Crystal along Bottineau Blvd (County Road 81). This picture uses the typical width of the roadway at this location.

