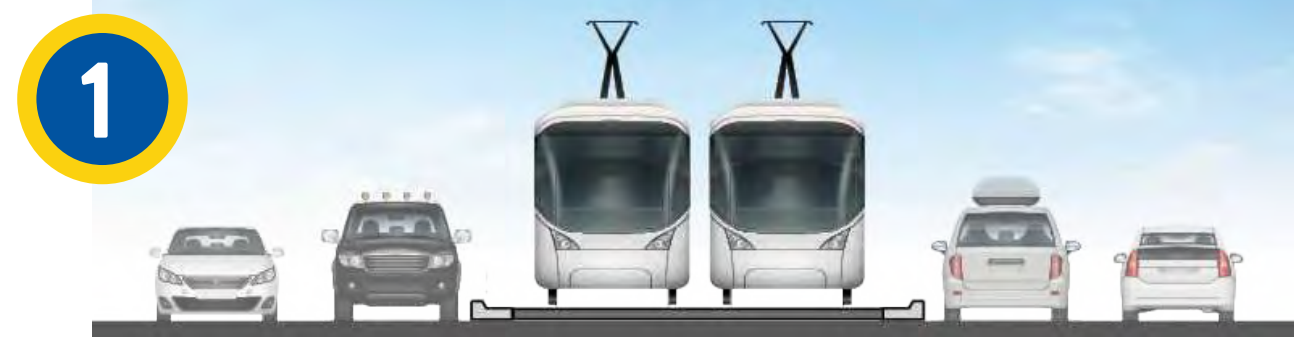


LANE OPTIONS RECOMMENDED TO ADVANCE

4/5 Lanes with Grade Separated Interchange with LRT

CROSS SECTION

Airport Rd to Corvallis Ave N

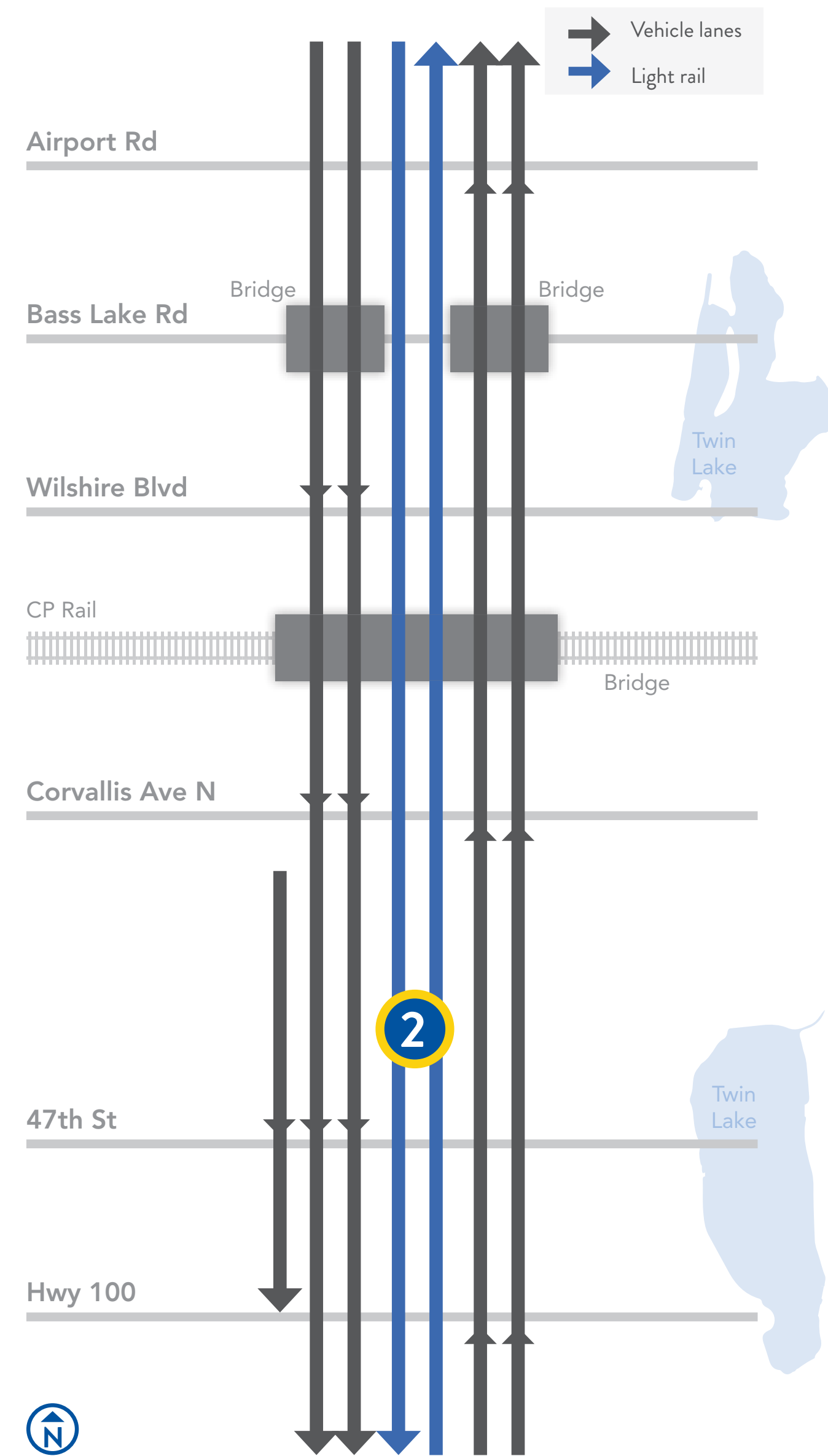


2 lanes of vehicular traffic in each direction, center running LRT in median grade separated interchange at Bass Lake Road

Corvallis Ave N to Hwy 100



3 lanes of vehicular traffic between Corvallis Ave and HWY 100 to accommodate HWY 100 traffic volume



4/6 Lanes at Grade with LRT

CROSS SECTION

Airport Rd to Wilshire Blvd



3 lanes of vehicular traffic in each direction, center running LRT in median

CP Rail to Corvallis Ave N

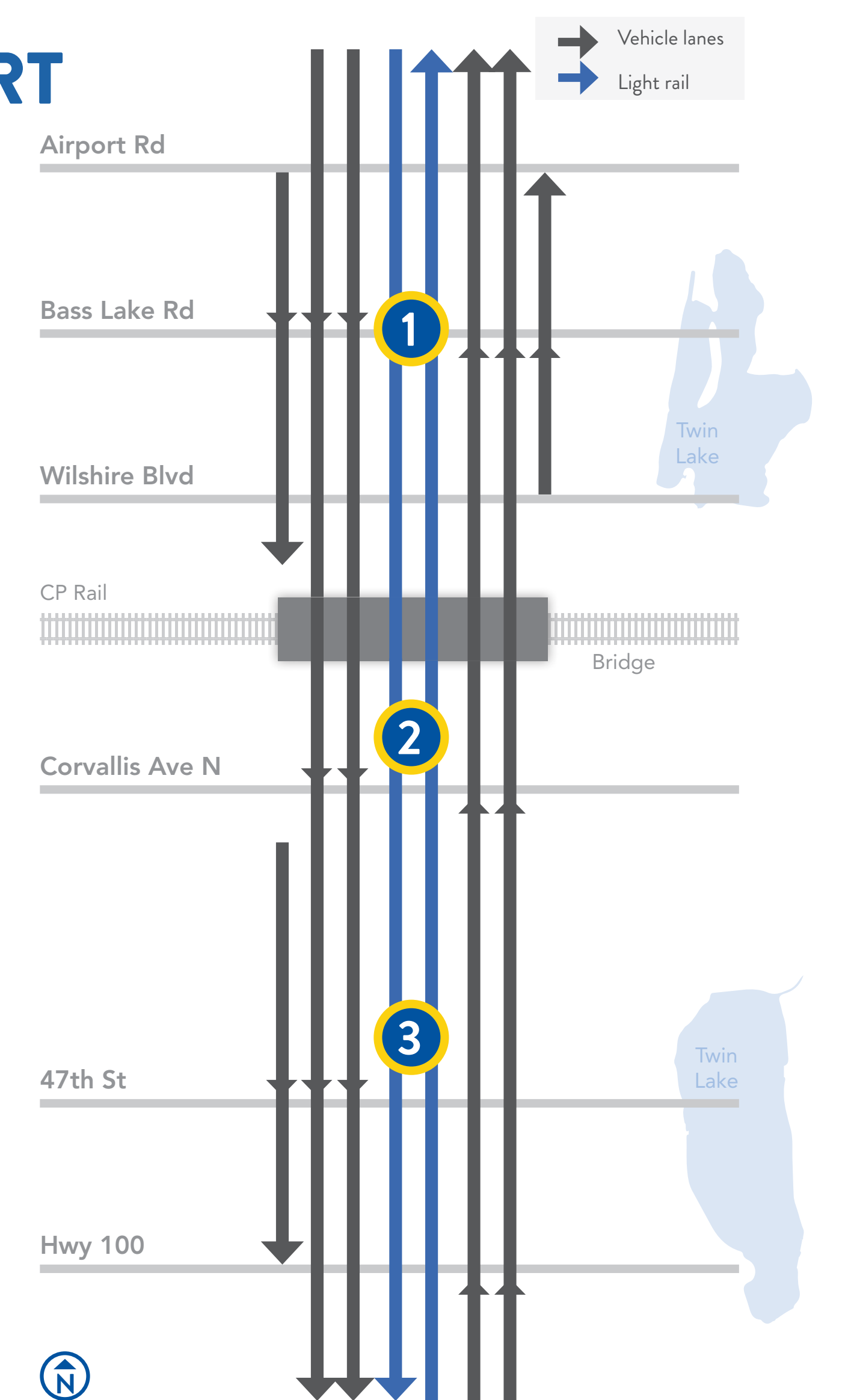


2 lanes of vehicular traffic in each direction, center running LRT in median

Corvallis Ave N to Hwy 100

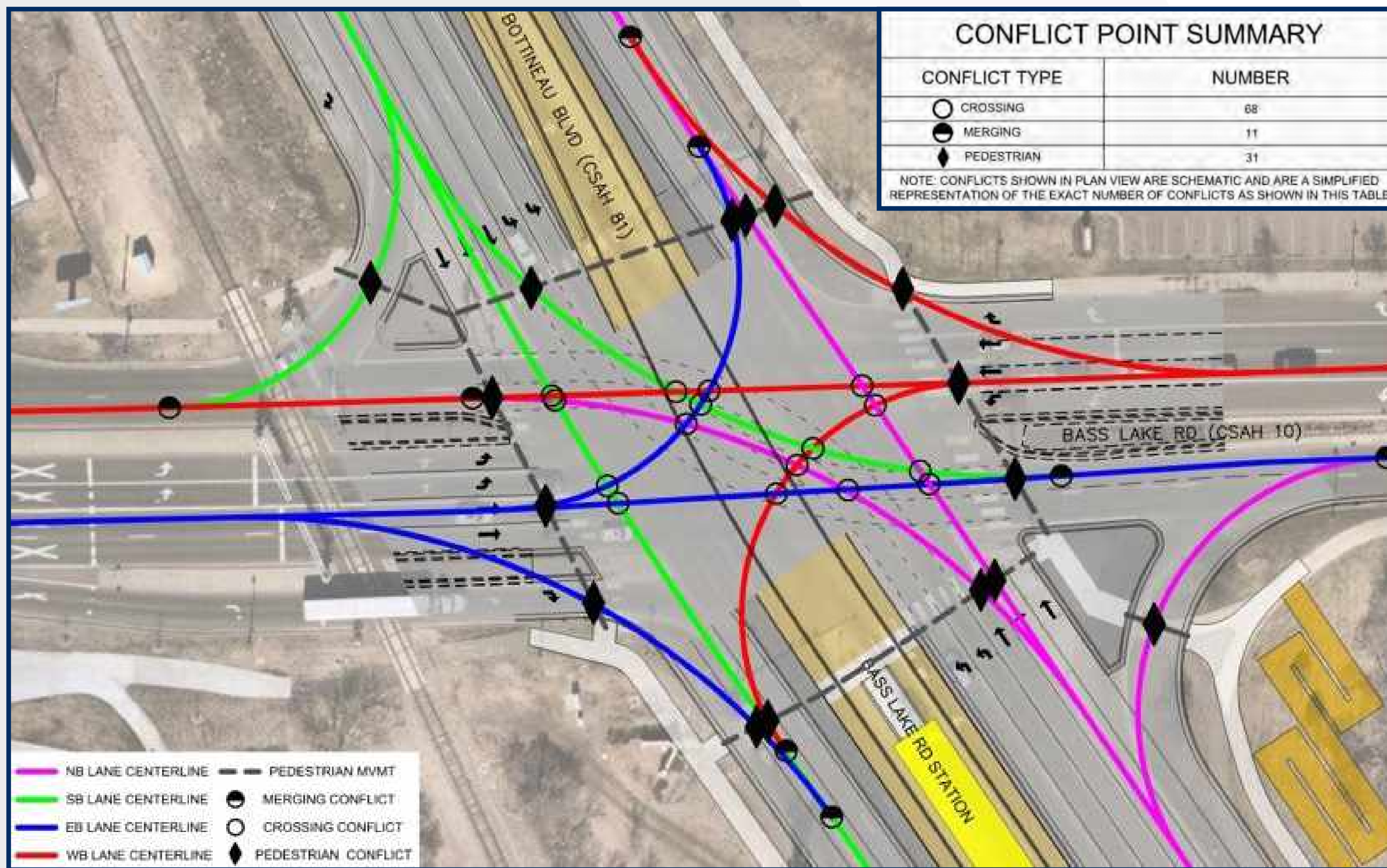


3 lanes of vehicular traffic between Corvallis Ave and HWY 100 to accommodate HWY 100 traffic volume

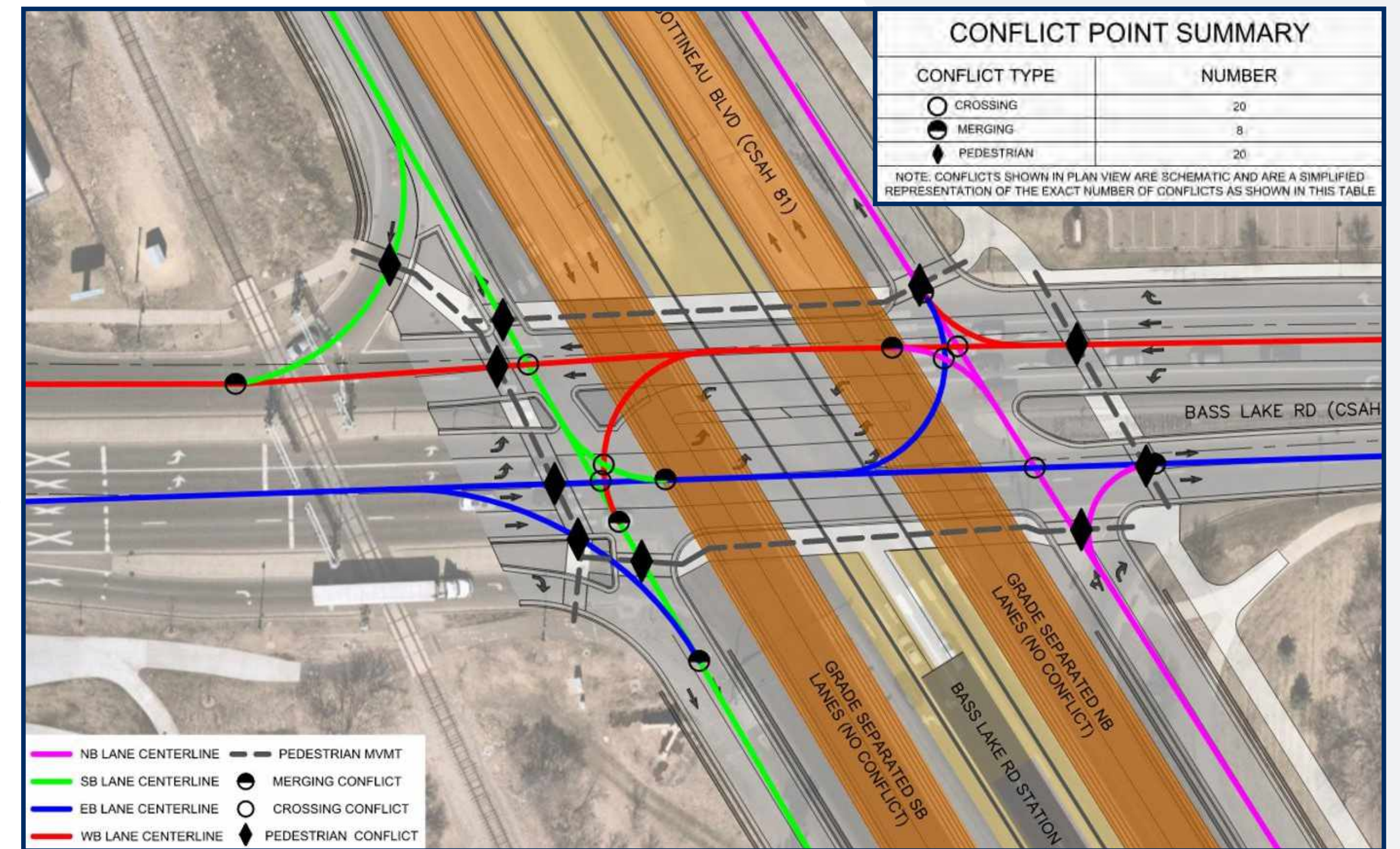


SAFETY CONSIDERATIONS

Intersection Conflict Points



At-Grade Intersection



Grade-Separated Interchange



COUNTY ROAD 81 TRAVEL TIME

Between Highway 100 and Crystal Airport Road

Legend	
0 to ±5sec	
+5.1 to +10 sec	-5.1 to -10 sec
+10.1 to +15 sec	-10.1 to -15 sec
>+15 sec	<-15 sec

	Travel Time (seconds) Highway 100 to Crystal Airport Road			
	AM Peak Hour		PM Peak Hour	
	Northbound	Southbound	Northbound	Southbound
No build	2 min 56 sec	3 min 19 sec	2 min 58 sec	3 min 50 sec
4 lanes, at grade	+15 sec	+48 sec	+167 sec	+79 sec
4/5 lanes, grade seperated interchange	-15 sec	-24 sec	-5 sec	-34 sec
4/6 lanes, at grade ("4-6-4 option")	+10 sec	+17 sec	+18 sec	-10 sec
6-lane Bass Lake Road at grade intersection	-1 sec	-1 sec	+7 sec	-1 sec
6-lane grade seperated interchange	-17 sec	-27 sec	-16 sec	-66 sec



CROSS STREET TRAVEL TIME

AM Peak Hour

Legend	
0 to ±5sec	
+5.1 to +10 sec	-5.1 to -10 sec
+10.1 to +15 sec	-10.1 to -15 sec
>+15 sec	<-15 sec

	Travel Time (seconds) during AM Peak Hour								
	CSAH 81 & Bass Lake Road		CSAH 81 & Willshire Blvd		CSAH 81 & Corvallis Ave N		CSAH 81 & 47th Ave N		CSAH 81 & TH 100 SB Ramp
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Westbound
No build	27 sec	37 sec	14 sec	30 sec	18 sec	26 sec	58 sec	42 sec	37 sec
4 lanes, at grade	+11 sec	+3 sec	+10 sec	+1 sec	+3 sec	-1 sec	0 sec	-2 sec	0 sec
4/5 lanes, grade seperated interchange	+10 sec	+2 sec	+9 sec	+1 sec	+3 sec	-1 sec	0 sec	0 sec	0 sec
4/6 lanes, at grade ("4-6-4 option")	+1 sec	-4 sec	+10 sec	0 sec	+4 sec	-1 sec	-2 sec	-2 sec	0 sec
6-lane Bass Lake Road at grade intersection	+6 sec	-4 sec	+5 sec	0 sec	-1 sec	0 sec	+4 sec	0 sec	0 sec
6-lane grade seperated interchange	+9 sec	+2 sec	+9 sec	+1 sec	-3 sec	-1 sec	0 sec	0 sec	0 sec
Build approach Volume (vehicles per hour)	712	341	33	221	190	80	79	65	186



CROSS STREET TRAVEL TIME

PM Peak Hour

Legend	
0 to ±5sec	
+5.1 to +10 sec	-5.1 to -10 sec
+10.1 to +15 sec	-10.1 to -15 sec
>+15 sec	<-15 sec

	Travel Time (seconds) during AM Peak Hour								
	CSAH 81 & Bass Lake Road		CSAH 81 & Willshire Blvd		CSAH 81 & Corvallis Ave N		CSAH 81 & 47th Ave N		CSAH 81 & TH 100 SB Ramp
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Westbound
No build	34 sec	42 sec	13 sec	18 sec	24 sec	30 sec	89 sec	55 sec	25 sec
4 lanes, at grade	-5 sec	+12 sec	+11 sec	+14 sec	+3 sec	+3 sec	-1 sec	+1 sec	-3 sec
4/5 lanes, grade seperated interchange	+11 sec	+25 sec	+5 sec	+6 sec	+5 sec	+4 sec	-1 sec	-4 sec	-3 sec
4/6 lanes, at grade ("4-6-4 option")	-6 sec	+13 sec	+6 sec	+1 sec	+1 sec	+2 sec	-1 sec	+1 sec	-3 sec
6-lane Bass Lake Road at grade intersection	+3 sec	+13 sec	+7 sec	+1 sec	+1 sec	+1 sec	-1 sec	+3 sec	+1 sec
6-lane grade seperated interchange	+11 sec	+24 sec	+5 sec	+4 sec	-1 sec	0 sec	-1 sec	+1 sec	0 sec
Build approach Volume (vehicles per hour)	1282	500	125	195	157	76	48	45	361



JOIN

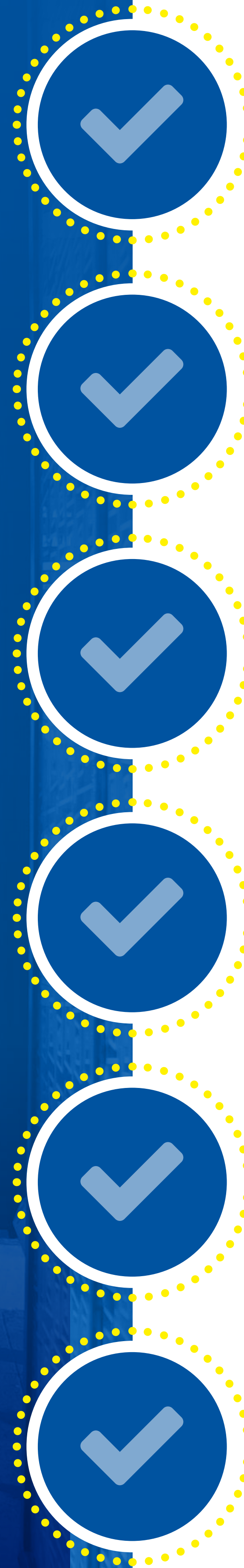
the Blue Line Extension Community Advisory Committee

Ask staff to connect you with your city representatives for nomination.

Contact Nkongo Cigolo, Public Involvement Manager:

Nkongo.cigolo@metrotransit.org

Visit bluelineext.org for more information



Represent your city on the Metro Blue Line Extension (BLRT) Community Advisory Committee (CAC)

Advise on communications and outreach strategies related to BLRT

Provide input on design and engineering options, including opportunities and impacts

Identify opportunities to improve community benefits from the BLRT project and to improve project planning and design to maximize positive community impacts

Identify potential issues and review strategies to mitigate the impacts of project development on residences and businesses

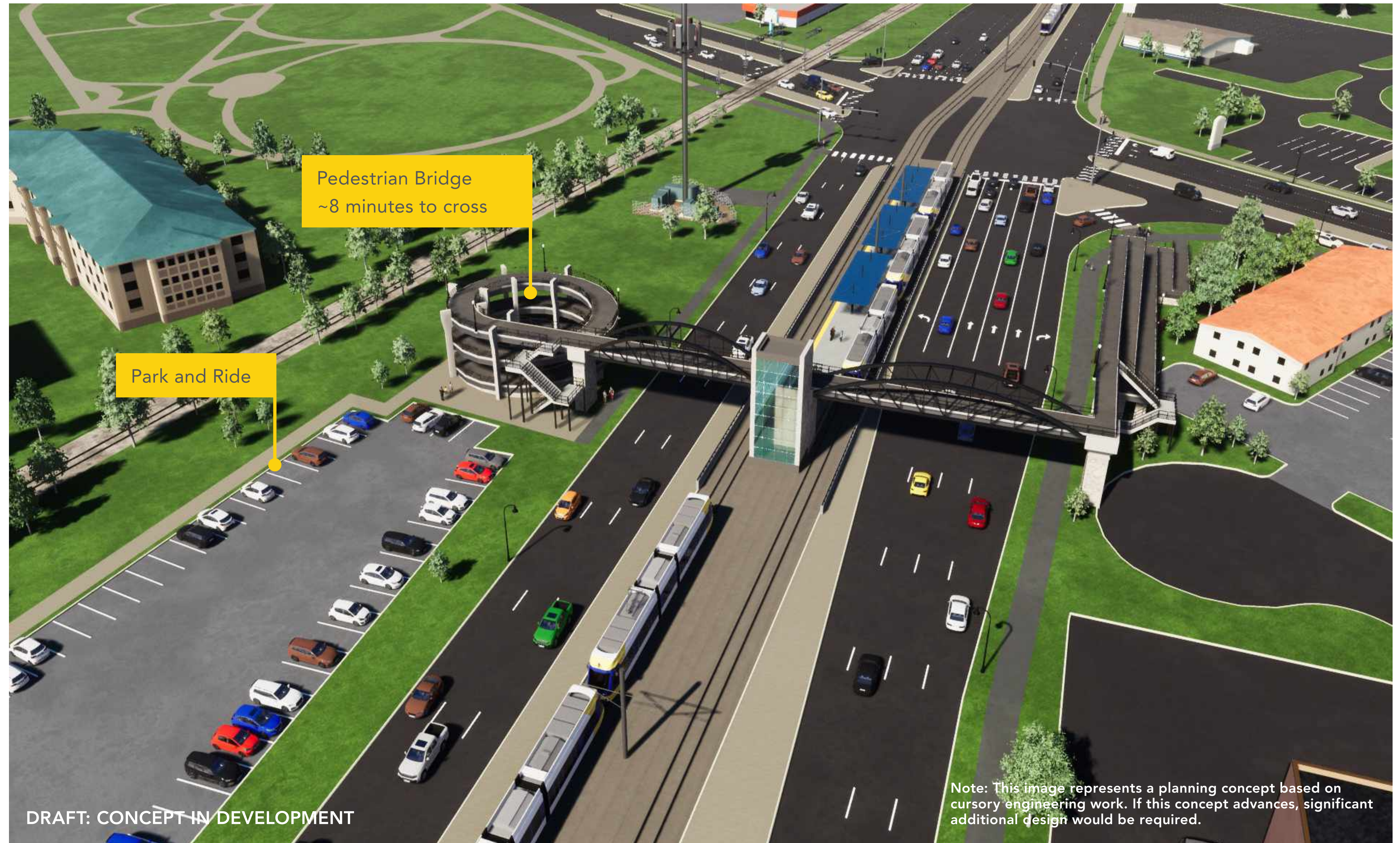
Provide input on station area planning initiatives



BASS LAKE ROAD: 4-6-4 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



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



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: INTERCHANGE OPTION STATION - NIGHT VIEW



DRAFT: CONCEPT IN DEVELOPMENT

Note: This image represents a planning concept based on cursory engineering work. If this concept advances, significant additional design would be required.

Ground View of Station Area Looking South



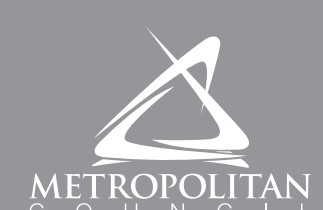
DRAFT: CONCEPT IN DEVELOPMENT

Note: This image represents a planning concept based on cursory engineering work. If this concept advances, significant additional design would be required.

Ground View of Station Area Looking East from Park and Ride



METRO BLUE LINE EXTENSION



BASS LAKE ROAD: 4-6-4 OPTION STATION AREA VIEWS



Aerial View of Station Area Looking East



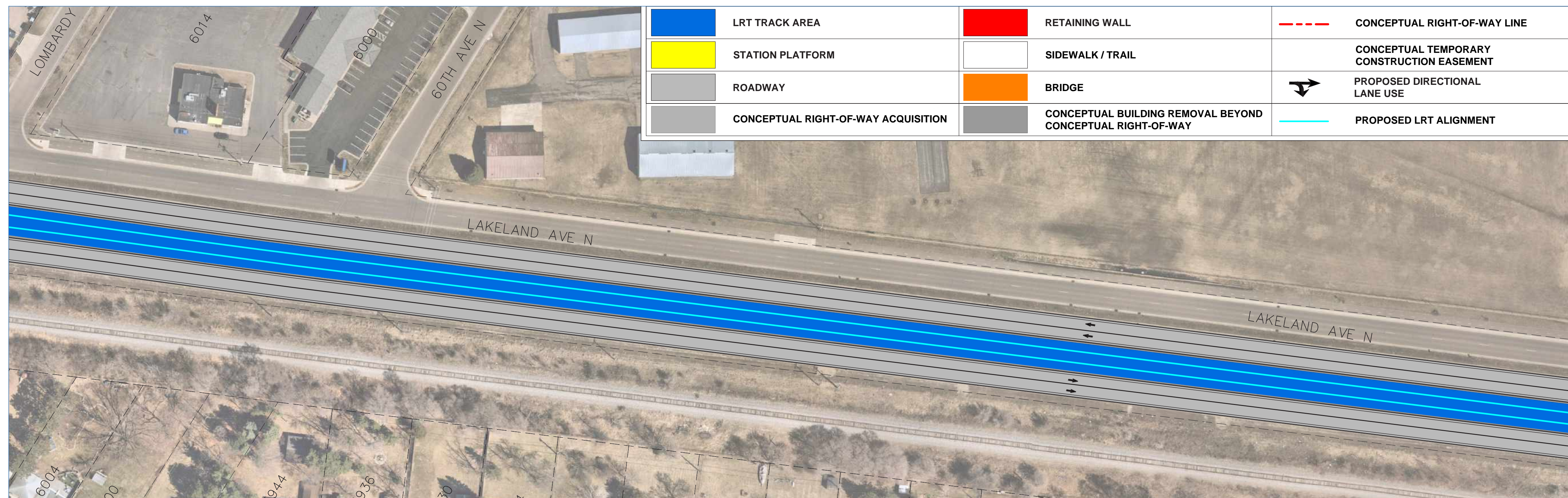
Ground View of Station Area- Pedestrian Crossing



CITY OF CRYSTAL

BOTTINEAU BOULEVARD (COUNTY ROAD 81) – 62ND AVENUE N TO CRYSTAL AIRPORT RD

Interchange Option, Center Station at Bass Lake Road



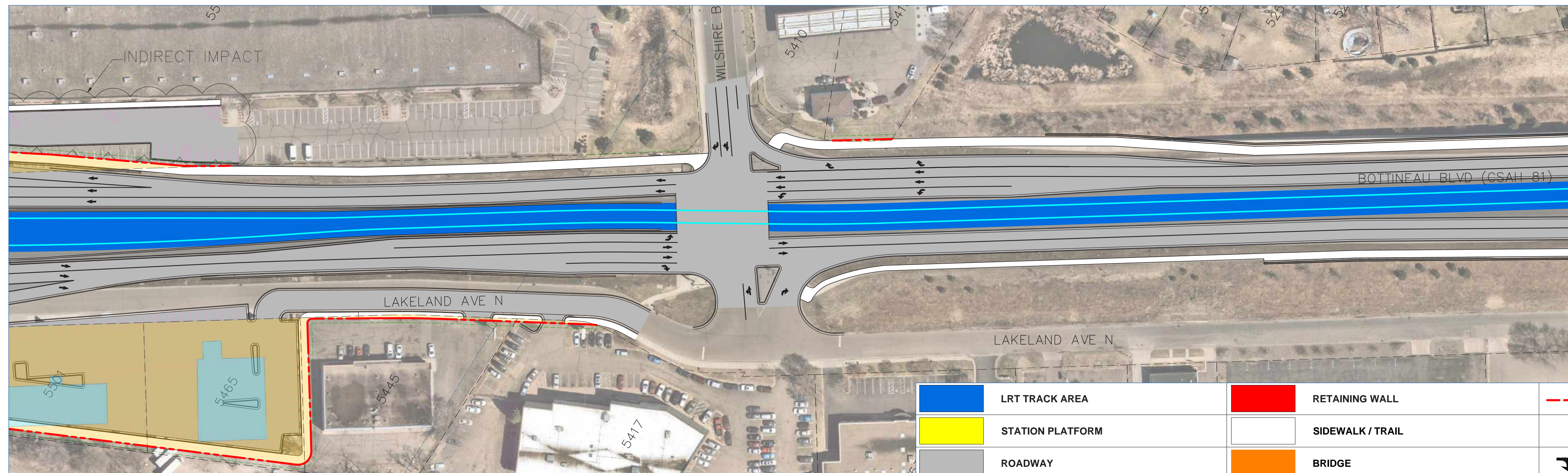
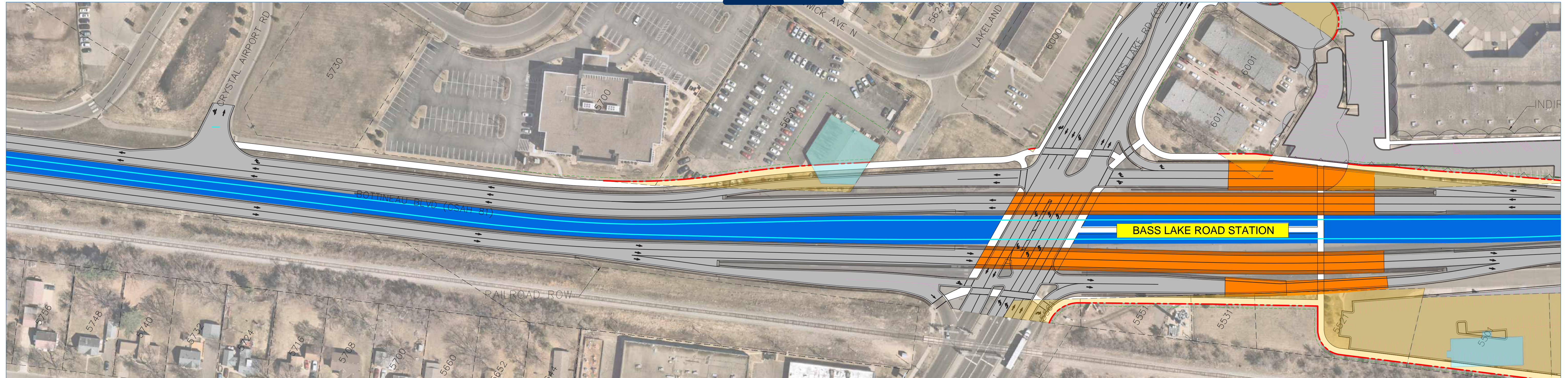
METRO BLUE LINE EXTENSION


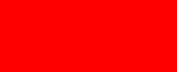












CITY OF CRYSTAL

BOTTINEAU BOULEVARD (COUNTY ROAD 81) – CRYSTAL AIRPORT RD TO WILSHIRE BLVD

Interchange Option, Center Station at Bass Lake Road



	LRT TRACK AREA		RETAINING WALL		CONCEPTUAL RIGHT-OF-WAY LINE
	STATION PLATFORM		SIDEWALK / TRAIL		CONCEPTUAL TEMPORARY CONSTRUCTION EASEMENT
	ROADWAY		BRIDGE		PROPOSED DIRECTIONAL LANE USE
	CONCEPTUAL RIGHT-OF-WAY ACQUISITION		CONCEPTUAL BUILDING REMOVAL BEYOND CONCEPTUAL RIGHT-OF-WAY		PROPOSED LRT ALIGNMENT



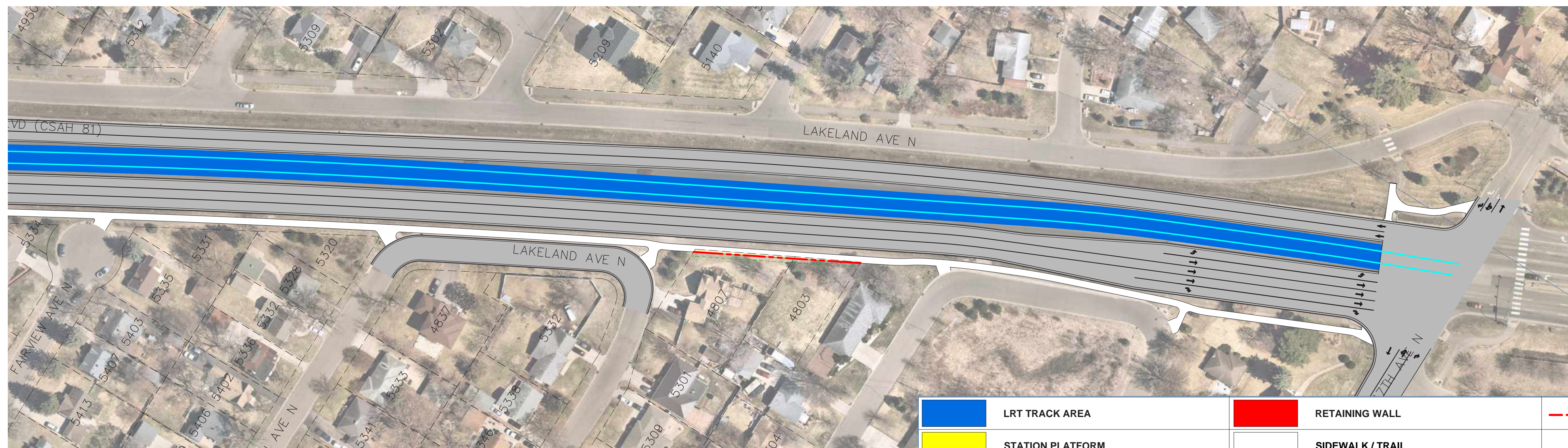
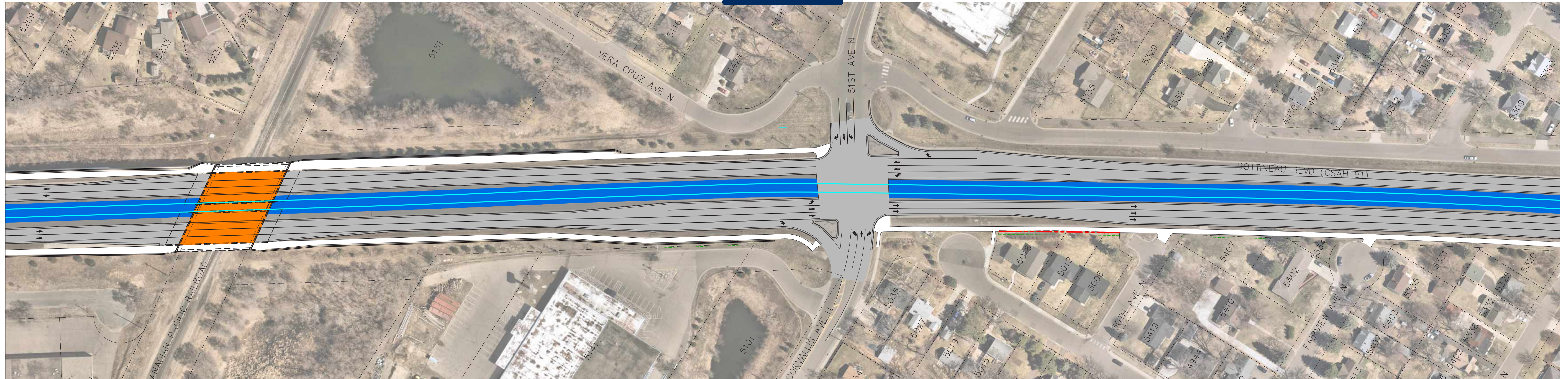
METRO BLUE LINE EXTENSION

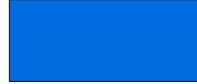













CITY OF CRYSTAL

BOTTINEAU BOULEVARD (COUNTY ROAD 81) – NORTH OF CORVALLIS AVENUE TO 47TH AVENUE

Interchange Option, Center Station at Bass Lake Road



	LRT TRACK AREA		RETAINING WALL		CONCEPTUAL RIGHT-OF-WAY LINE
	STATION PLATFORM		SIDEWALK / TRAIL		CONCEPTUAL TEMPORARY CONSTRUCTION EASEMENT
	ROADWAY		BRIDGE		PROPOSED DIRECTIONAL LANE USE
	CONCEPTUAL RIGHT-OF-WAY ACQUISITION		CONCEPTUAL BUILDING REMOVAL BEYOND CONCEPTUAL RIGHT-OF-WAY		PROPOSED LRT ALIGNMENT



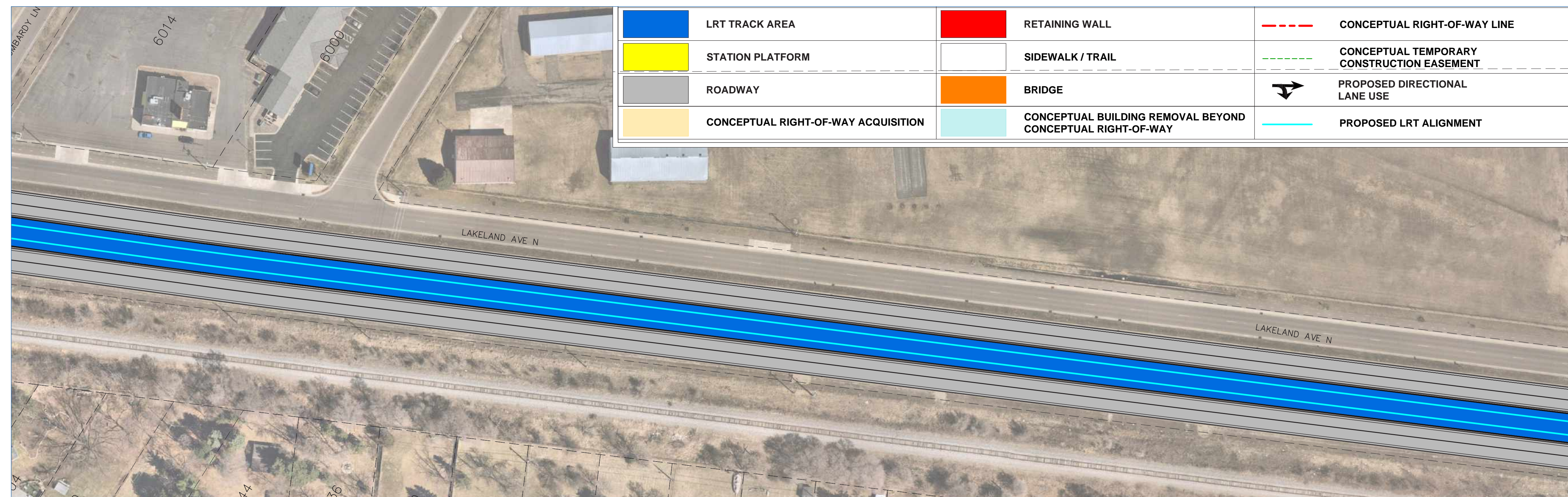
METRO BLUE LINE EXTENSION



CITY OF CRYSTAL

BOTTINEAU BOULEVARD (COUNTY ROAD 81) – 62ND AVENUE N TO CRYSTAL AIRPORT RD

At-Grade Option, Center Station at Bass Lake Road



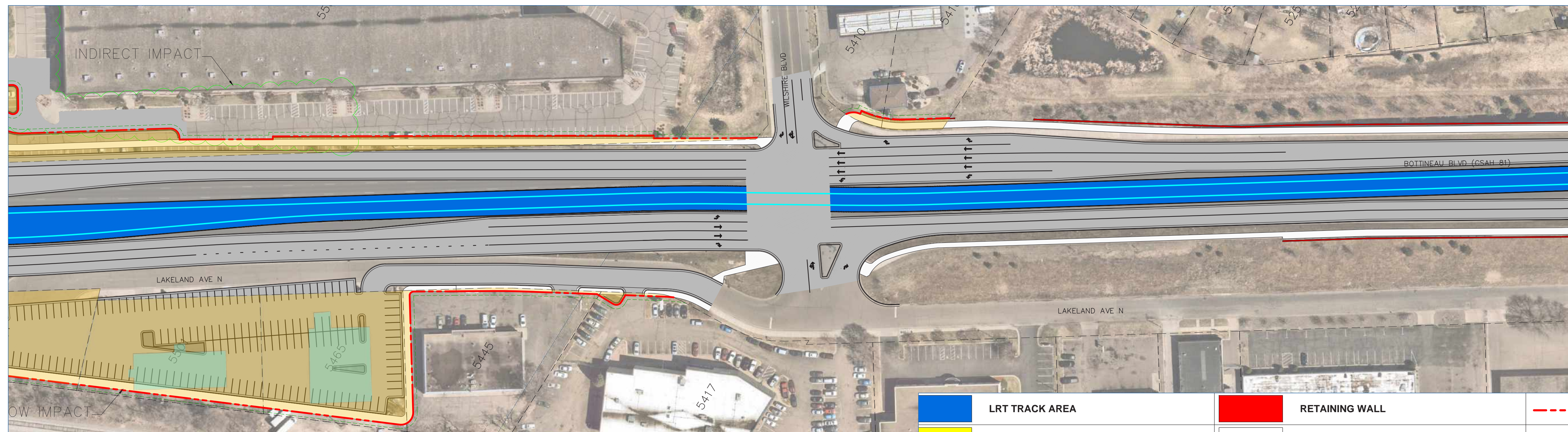
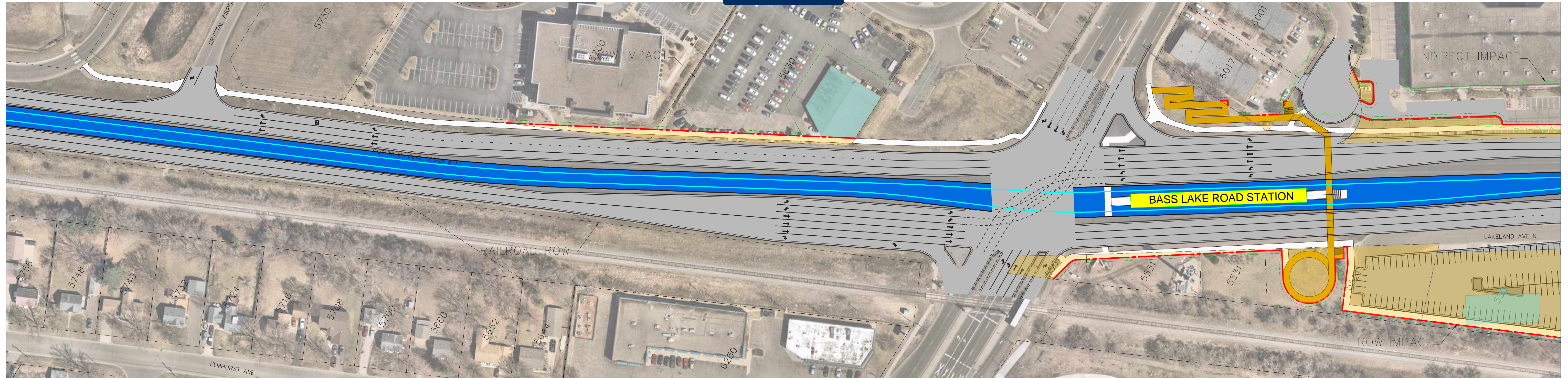
METRO BLUE LINE EXTENSION


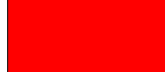







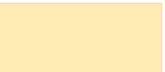




CITY OF CRYSTAL

BOTTINEAU BOULEVARD (COUNTY ROAD 81) –CRYSTAL AIRPORT RD TO WILSHIRE BLVD

At-Grade Option, Center Station at Bass Lake Road



	LRT TRACK AREA		RETAINING WALL		CONCEPTUAL RIGHT-OF-WAY LINE
	STATION PLATFORM		SIDEWALK / TRAIL		CONCEPTUAL TEMPORARY CONSTRUCTION EASEMENT
	ROADWAY		BRIDGE		PROPOSED DIRECTIONAL LANE USE
	CONCEPTUAL RIGHT-OF-WAY ACQUISITION		CONCEPTUAL BUILDING REMOVAL BEYOND CONCEPTUAL RIGHT-OF-WAY		PROPOSED LRT ALIGNMENT



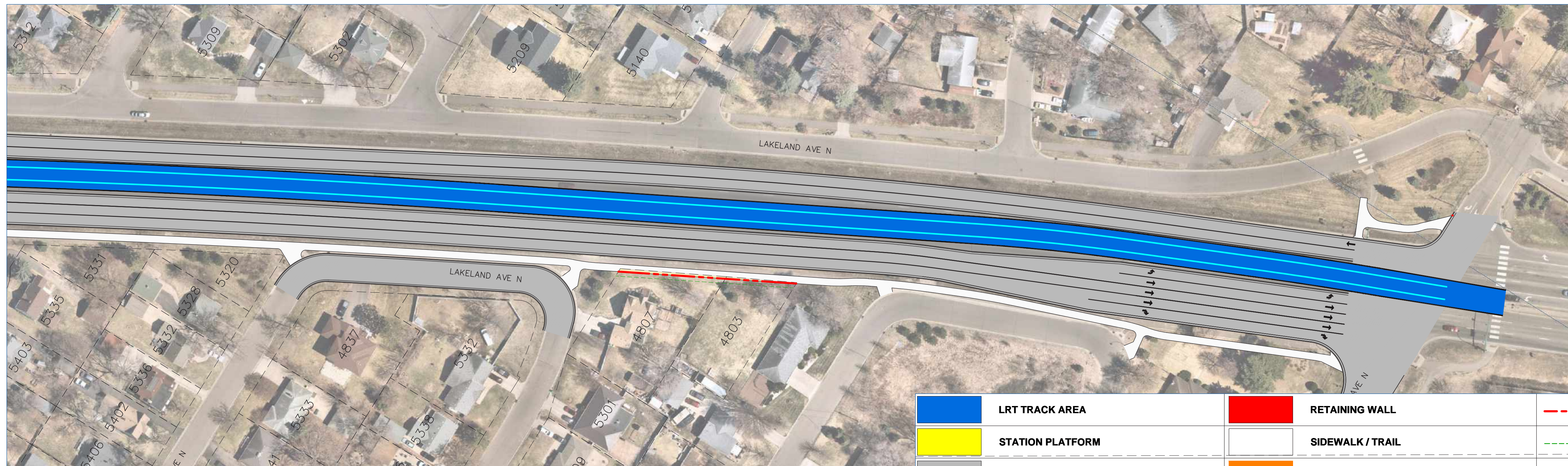
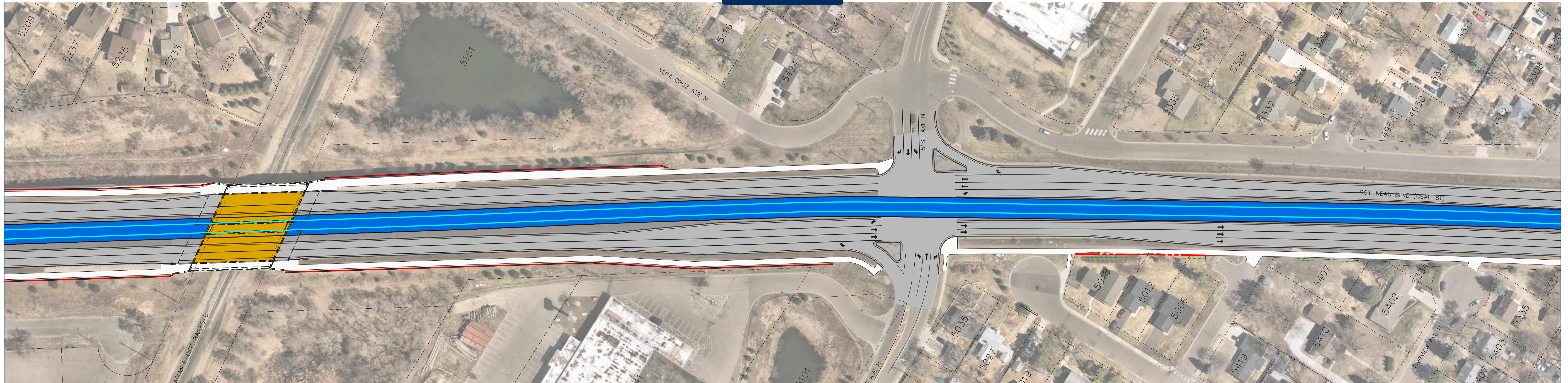
METRO BLUE LINE EXTENSION

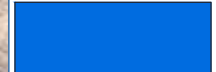





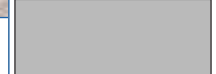







CITY OF CRYSTAL

BOTTINEAU BOULEVARD (COUNTY ROAD 81) – NORTH OF CORVALLIS AVENUE TO 47TH AVENUE

At-Grade Option, Center Station at Bass Lake Road



	LRT TRACK AREA		RETAINING WALL		CONCEPTUAL RIGHT-OF-WAY LINE
	STATION PLATFORM		SIDEWALK / TRAIL		CONCEPTUAL TEMPORARY CONSTRUCTION EASEMENT
	ROADWAY		BRIDGE		PROPOSED DIRECTIONAL LANE USE
	CONCEPTUAL RIGHT-OF-WAY ACQUISITION		CONCEPTUAL BUILDING REMOVAL BEYOND CONCEPTUAL RIGHT-OF-WAY		PROPOSED LRT ALIGNMENT



METRO BLUE LINE EXTENSION

