

COOPERATIVE COMMUNITY ENHANCEMENT PROJECT

AKERSON ROAD, BUSCHMANN ROAD, NELSON ROAD, WILD ACRES ROAD, AND RANCHETTE DRIVE CORRIDOR STUDIES

Project Background & Considerations

Project Background

While parts of the corridor may have been referred to as “goat trail” in the past, the corridors of Buschmann Road, Akerson Road, Nelson Road, and Wild Acres Road form an important connection for residents, commuters, emergency services, commercial traffic, and tourism in the cities of Breezy Point and Pequot Lakes, townships of Ideal and Jenkins, and greater region. This cooperative effort to study these corridors will provide critical, up-to-date information for coalition members to decide the future of the roadway system.

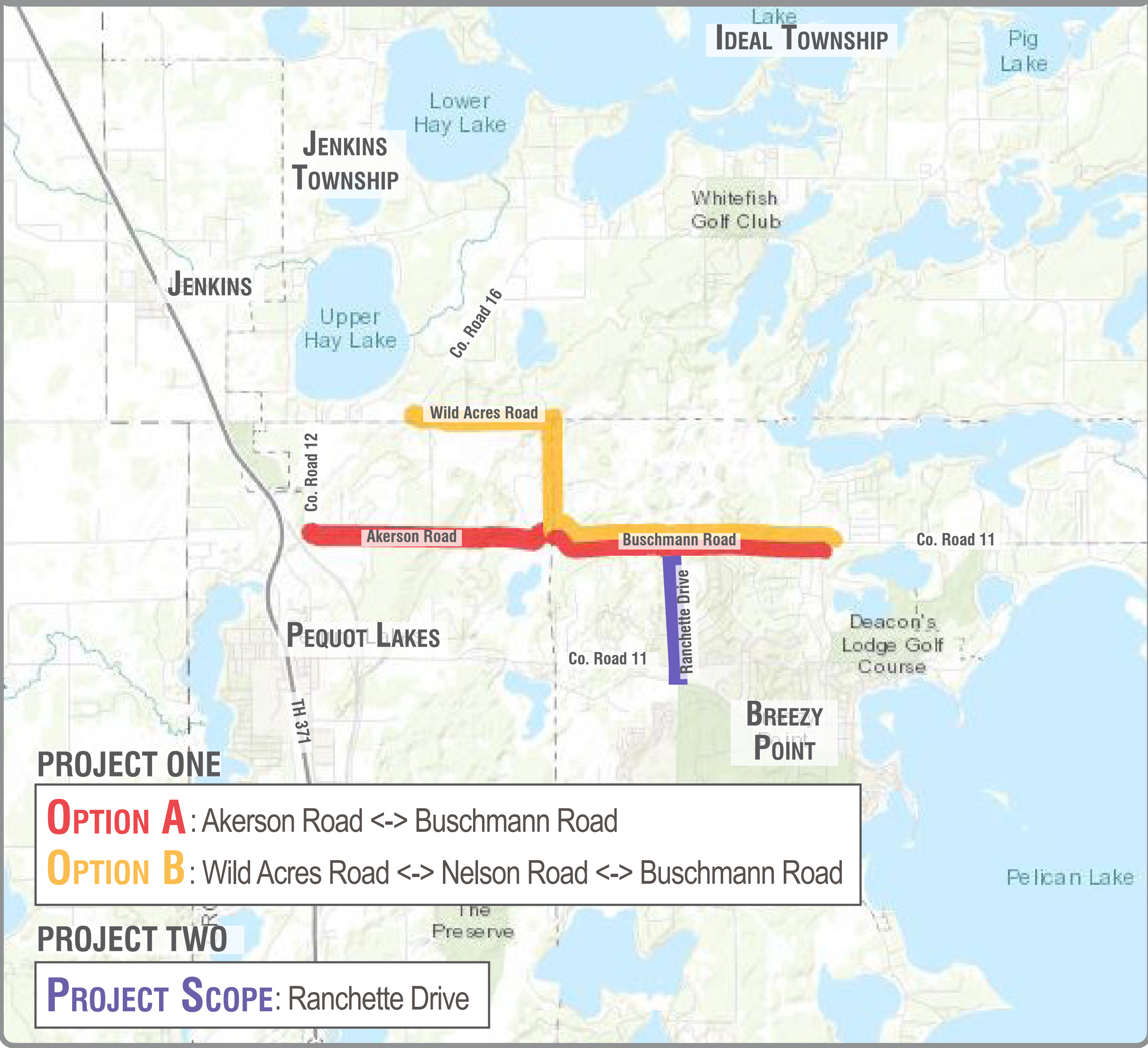
Project Considerations

The Cooperative Community Enhancement Project aims to improve the connectivity between county roads 112, 16, and 11 via the highlighted routes in the graphic to the right.

The project team is evaluating design alternatives that include:

- A less impactful design that would be owned and maintained by the four communities. This would have a 40 MPH speed limit and four-foot paved shoulder. The roadway would primarily follow the existing alignment but would aim to improve sight lines by “flattening out” some of the large hills and dangerous turns where necessary.
- OR a high-speed County Road design. This alternative would be paid for by the four communities but then owned and maintained by the county after completion. With a 55 MPH design speed, the county road would provide larger curves, significantly “flatter” ups and downs and a six-foot paved shoulder. This option would include a 100 foot cleared right-of-way corridor which would improve safety and sight lines but also increase the impacts to the surrounding area.

Project Context



Project GOALS:

#1 Understand Feasible Alternatives

- Improve Safety
- Improve Regional Connectivity

#2 Identify Cost & Impacts

- Minimize Construction, Right-of-way, environmental and financial impacts
- Identify ongoing maintenance costs accompanying design alternatives

#3 Enhance Ability to Fund Project

Project Understanding

Spring 2021



Alternative Development

Summer 2021



We are here!

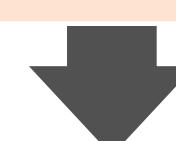
Recommended Corridor Design

Fall 2021



Final Design

As soon as 2022



Construction

To Be Determined

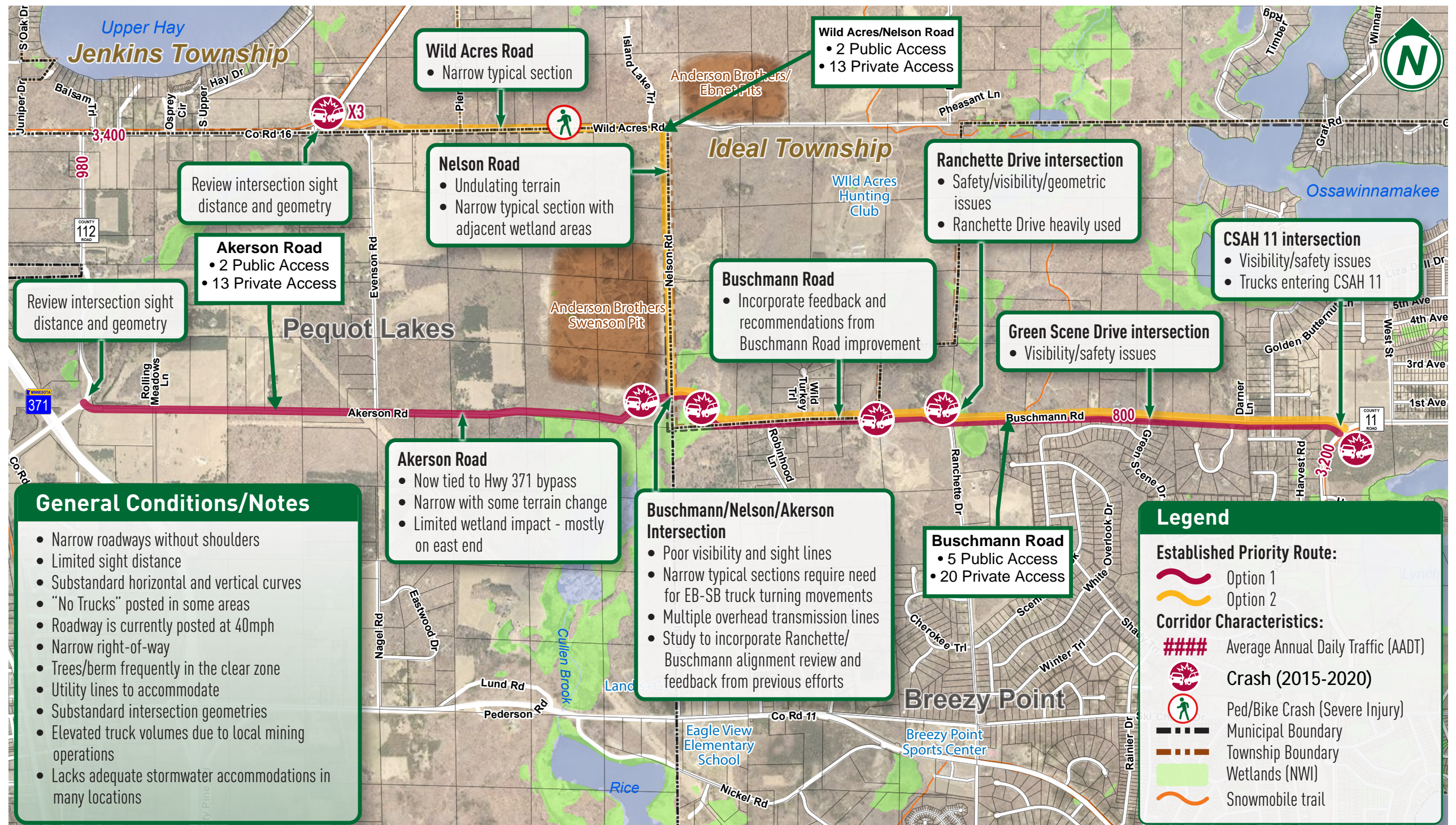


Project Overview - Key Considerations

- Roadway and Intersection Concerns
- Right-of-way Constraints

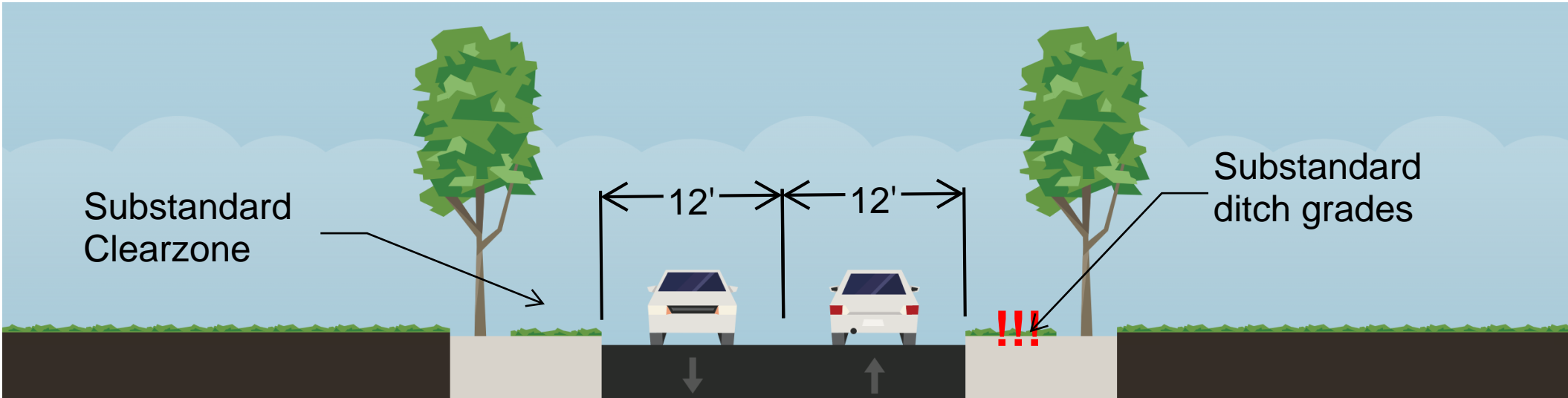
- "Clear Zone" Constraints
- Truck Traffic

- Storm water Accommodations

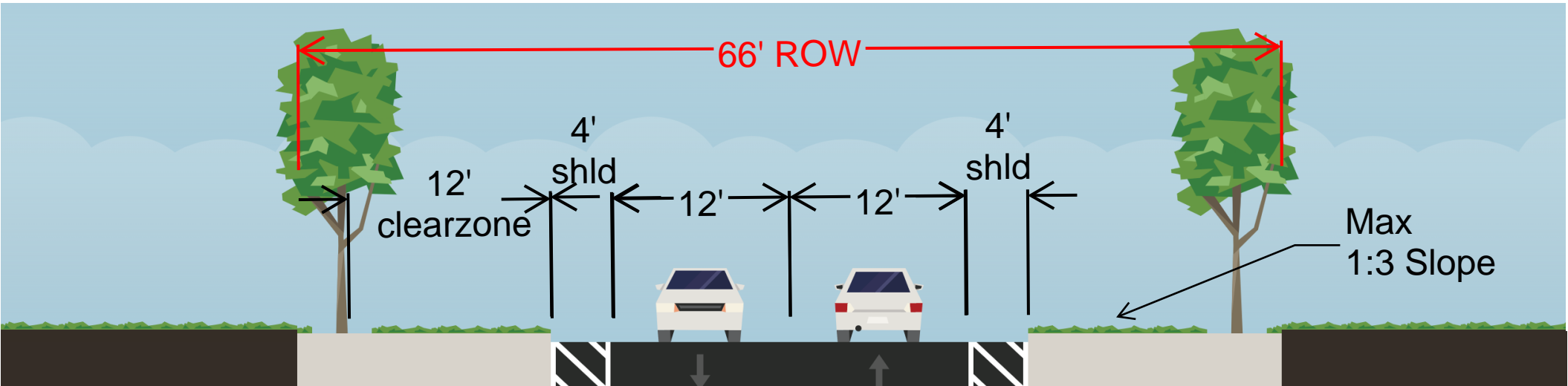


Typical Section Alternatives

Existing Typical Section



Local Standard
(40 Mph)



County Standard
(55 Mph)

