



Corridor Study



Open House #2 Meeting Handout



About the Trunk Highway 252 Corridor Study

Trunk Highway (TH) 252 is an important north-south roadway connecting I-94/694 and TH 610, in the Cities of Brooklyn Center and Brooklyn Park. The City of Brooklyn Center is leading this study to address motor vehicle, pedestrian and bicycle safety, congestion, and connectivity concerns in the corridor. The study will guide future studies and improvements to TH 252. Study partners include the City of Brooklyn Park, Metropolitan Council, Metro Transit, and the Minnesota Department of Transportation (MnDOT). The study began in March 2014 and will continue through March 2015.

Long-Term Vision for TH 252

A freeway-type facility is needed to meet the 2035 forecast travel demand for TH 252. Safety and capacity needs will be addressed using a phased approach. MnDOT and Met Council interchange spacing standards dictate a maximum of three interchanges between I-694 and TH 610. There are currently six at grade intersections on TH 252. Access at 66th Avenue is critical to Brooklyn Center land use plans. An interchange at 85th Avenue is likely with a freeway facility. One other interchange between 66th Avenue and 85th Avenue is possible.

66th Avenue: Alternatives Rejected Due to Fatal Flaws



1. J Turn

- Insufficient Capacity and unacceptable access to northbound TH 252

2. High "T"

- Unacceptable weaving distance on southbound TH 252 between 66th and I-694

3. Partial Folded Diamond

- Does not provide access from northbound I-94/TH 252 to 66th Avenue

4. Half Diamond

- Unacceptable access

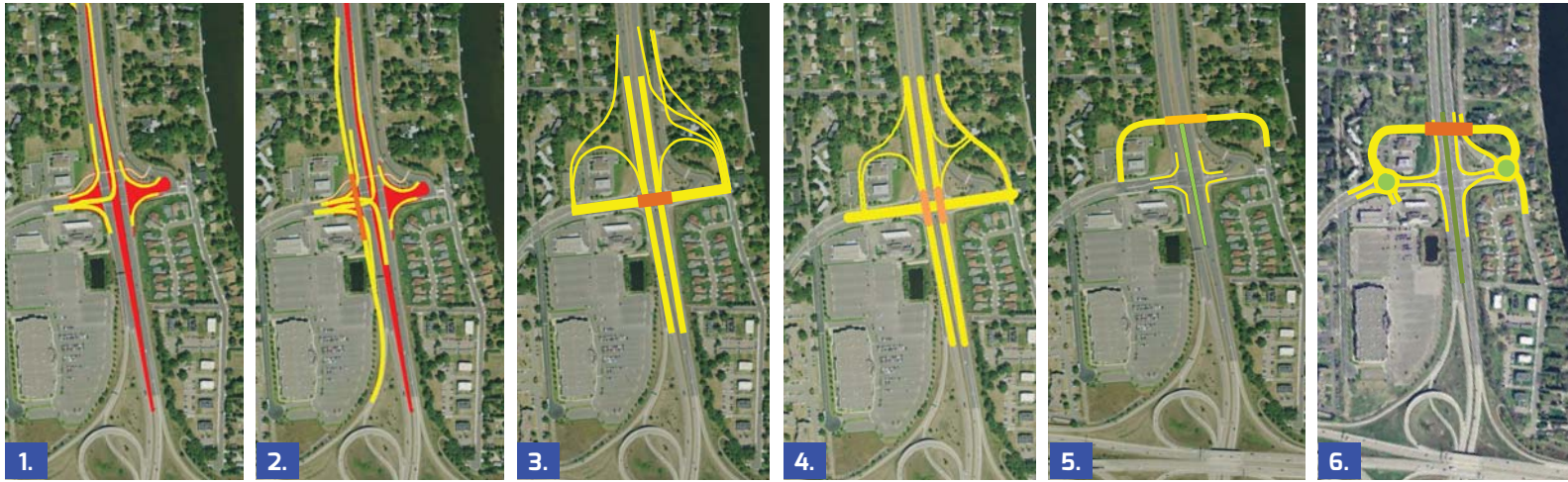
5. Relocate 66th Avenue: Diamond

- Unacceptable weaving

6. Relocate 66th Avenue: Half Diamond

- Unacceptable access

66th Avenue: Alternatives Selected for More Detailed Evaluation



1. Green "T" with "J" Turn

2. Green "T" with southbound Flyover

3. Folded Diamond

4. Folded Diamond with Buttonhook

5. Quadrant Interchange

6. Quadrant Interchange with Roundabouts

Note: Alternatives 3-6 require closing or modifying access to 70th Avenue N

Evaluation of Interim Alternatives at 66th Avenue

The project team evaluated the six alternatives shown above based on several criteria as outlined in the Alternatives Evaluation table. Alternatives 3 (Folded Diamond) and 4 (Folded Diamond with Buttonhook) were rated the highest based on these criteria. These alternatives will result in the greatest safety and traffic operations benefits. While these alternatives have the highest cost, they are compatible with the long-term freeway vision of TH 252 and have greater potential to receive regional funding grants for construction. These alternatives would also provide neighborhood connectivity benefits for pedestrians, bicyclists, and drivers.

Alternatives Evaluation	Alternatives					
	At-Grade	Partial Grade Separation	Grade Separated at 66th Av 2/		Grade Separation North of 66th Av	
	1	2	3	4	5	6
	Green "T" with "J" Turn	Green "T" with SB Flyover	Folded Diamond	Buttonhook	Quadrant Interchange	Quadrant Interchange with Roundabouts
Level of Service	Low-Moderate	Moderate	High	High	High	High
Safety/Crash Reduction	Moderate	Low-Moderate	High	Moderate - High	Moderate - High	Moderate - High
Compliance with Design Standards	Moderate - High	Moderate	Moderate - High	Moderate	Moderate - High	Moderate - High
Construction Cost	\$2-\$4 Million	\$11-\$15 Million	\$17-\$25	\$17-\$25	\$8-\$12	\$8-\$12
Potential for Regional Funding Grants	High	Low-Moderate	High	High	Moderate	Moderate
Minimize Right-of-way Impacts	High	Moderate	Low	Low-Moderate	Moderate	Moderate
Access	Low-Moderate	Low-Moderate	High	High	Moderate - High	Moderate - High
Pedestrian/Bicycle Connectivity/Safety 1/	High	High	High	High	Moderate - High	Moderate - High
Development Impacts/Potential	Low-Moderate	Low-Moderate	Moderate - High	Moderate - High	Moderate - High	Moderate - High
Transit Service	Moderate	Low	High	Low	Moderate	Moderate
Compatibility with Long-Term Vision for TH 252	Low	Low	High	High	Moderate - High	Moderate - High
Neighborhood Connectivity Benefits	Low	Low	High	High	Moderate - High	Moderate - High
Minimize Environmental Impacts	High	Low-Moderate	Low-Moderate	Low-Moderate	Moderate	Moderate
Total Score	27	18	34	33	32	32

Options at 70th and 73rd Avenues

If a grade separated alternative is selected at 66th Avenue N, 70th Avenue access to TH 252 must be closed. 70th Avenue could be grade separated to provide neighborhood connectivity for pedestrians, bicyclists, and vehicles. There are several options at 73rd Avenue N, including pedestrian and bicycle grade separation, grade separation of the roadway, or an interchange.

Contact information

If you have comments or questions about the study, the City of Brooklyn Center encourages you to contact:

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