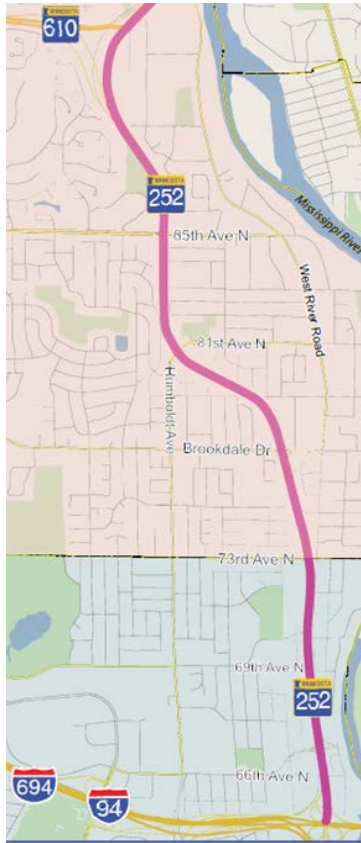


# TH 252 Corridor Study - Update

City of Brooklyn Center  
Open House No. 3  
April 2, 2015



- Study Area
- Brooklyn Center
- Brooklyn Park



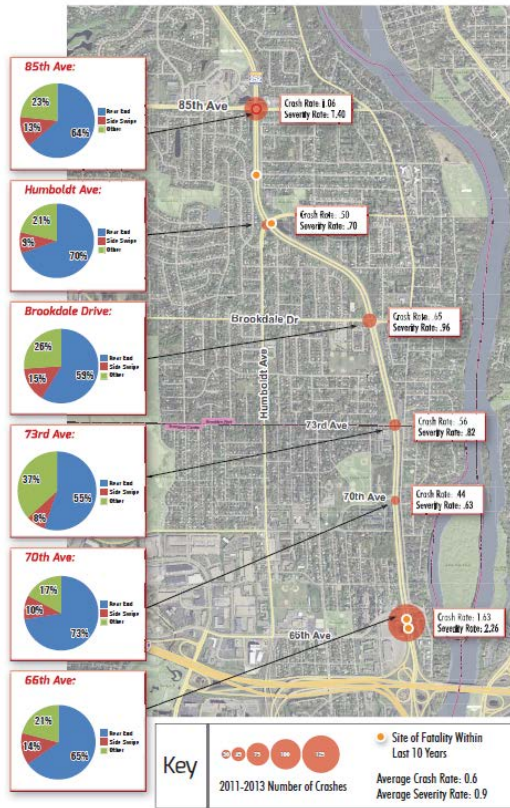
*Corridor Study* from I-694 to TH 610



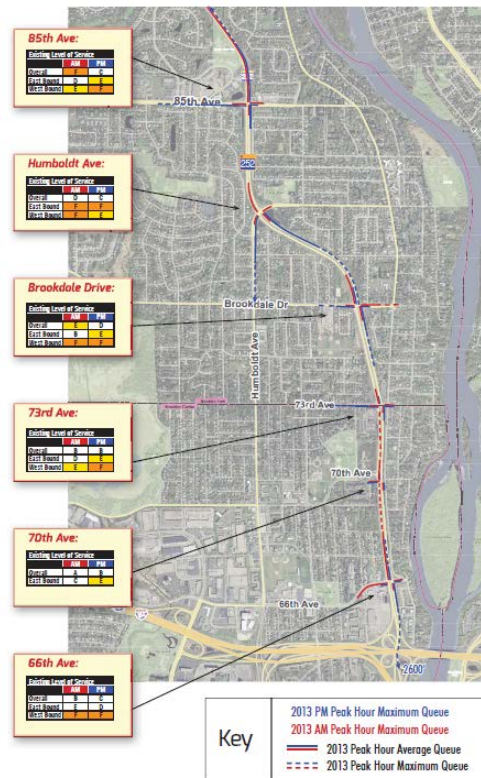
# PROBLEM – Existing Conditions

## Crash Summary:

2011-2013

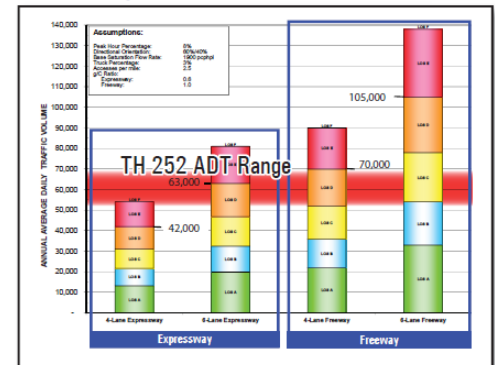


## Operations analysis results: Existing Intersection Conditions

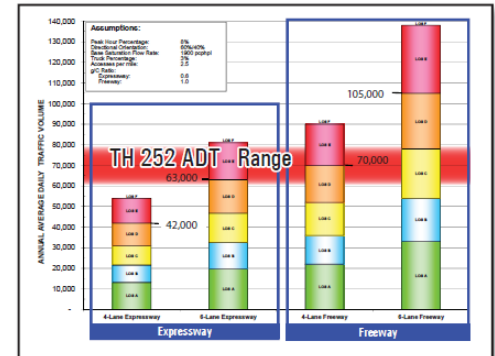


## Corridor Capacity

Existing



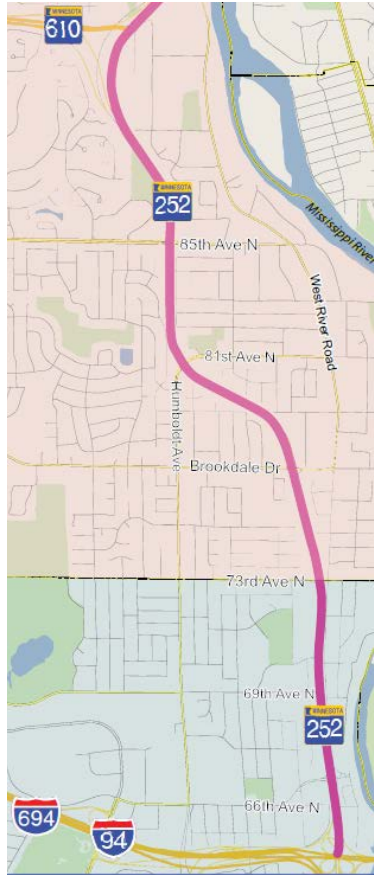
Future - 2030



Corridor Study from I-694 to TH 610



# Purpose of the Study



- Study Area
- Brooklyn Center
- Brooklyn Park

- Address motor vehicle, pedestrian and bicycle safety, congestion, and connectivity concerns in the corridor
- Guide future improvements to TH 252



*Corridor Study* from I-694 to TH 610



# Study Goals and Objectives

## Goals

- Establish the **long-term vision** for TH 252
- Identify **interim improvements** to address existing congestion, safety, and neighborhood connectivity issues at 66<sup>th</sup>, 70<sup>th</sup>, and 73<sup>rd</sup> Aves

## Objectives

- Identify expressway or freeway options for future vision
- Identify interim safety improvements
- Document proposed transit improvements
- Recommend project for future competitive federal funding programs
- Develop recommendations for implementing interim and long-term improvements



# Land Use and Property Overview

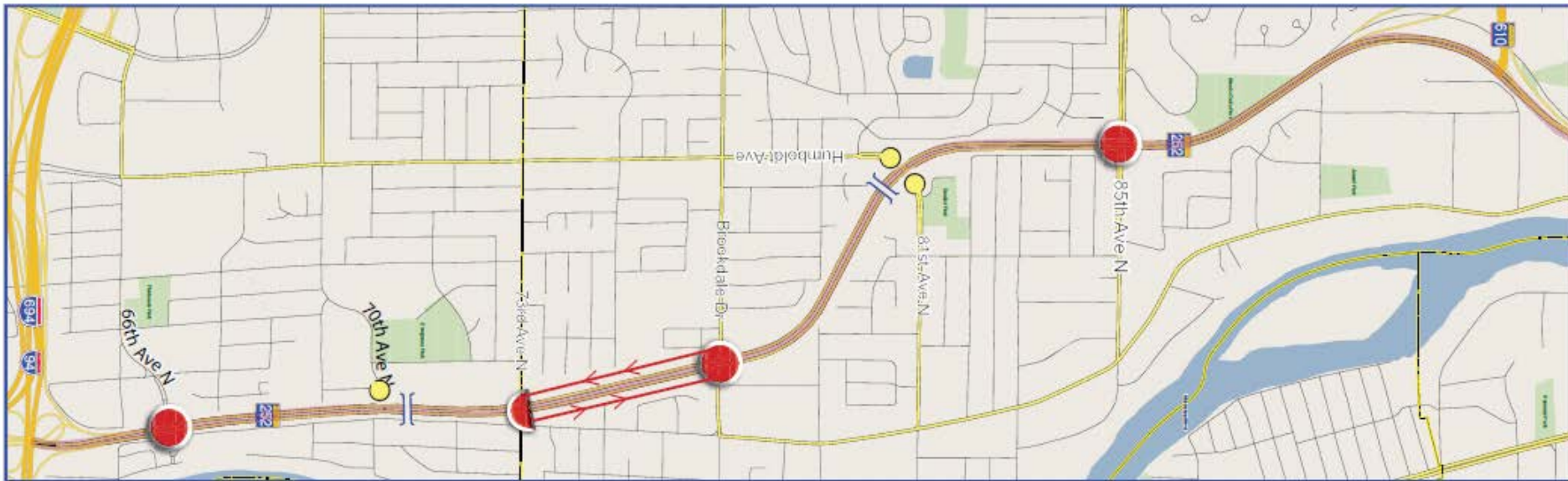


# Option 1

## Ultimate - Potential Freeway Access Locations

**Key**

- Full Interchange
- ◐ Half Interchange
- ≡ Pedestrian Bridge
- ↔ Frontage Road
- Cul-de-sac

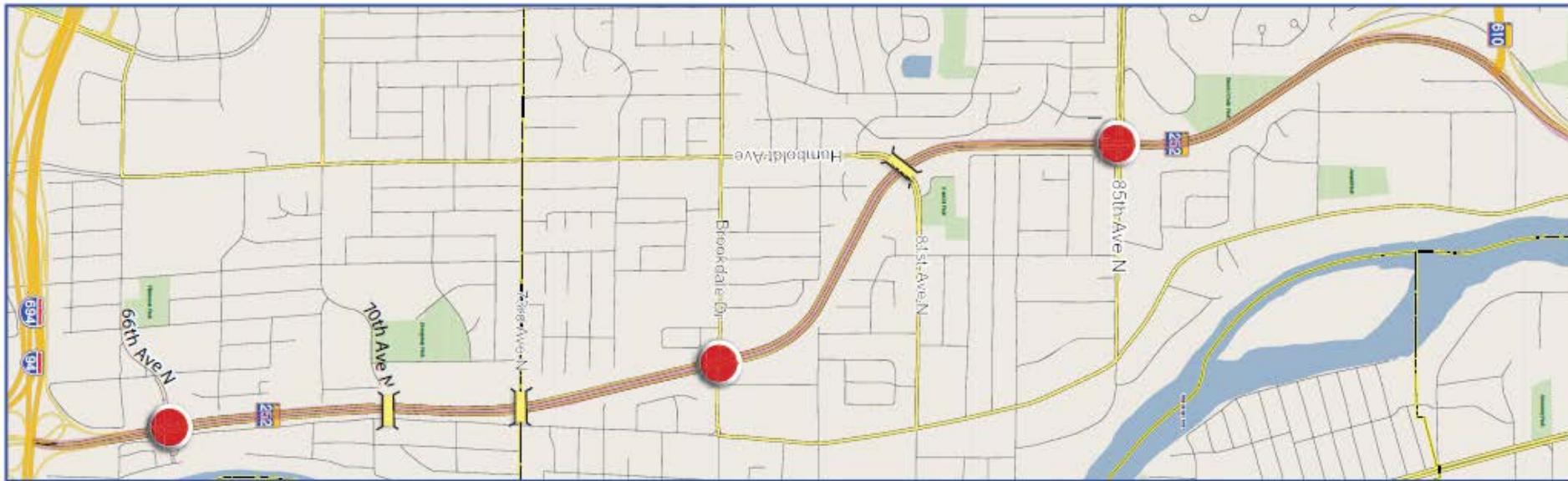


# Option 2

## Ultimate - Potential Freeway Access Locations

**Key**

- Full Interchange
- ◐ Half Interchange
- ⏏ Overpass






*Corridor Study* from I-694 to TH 610

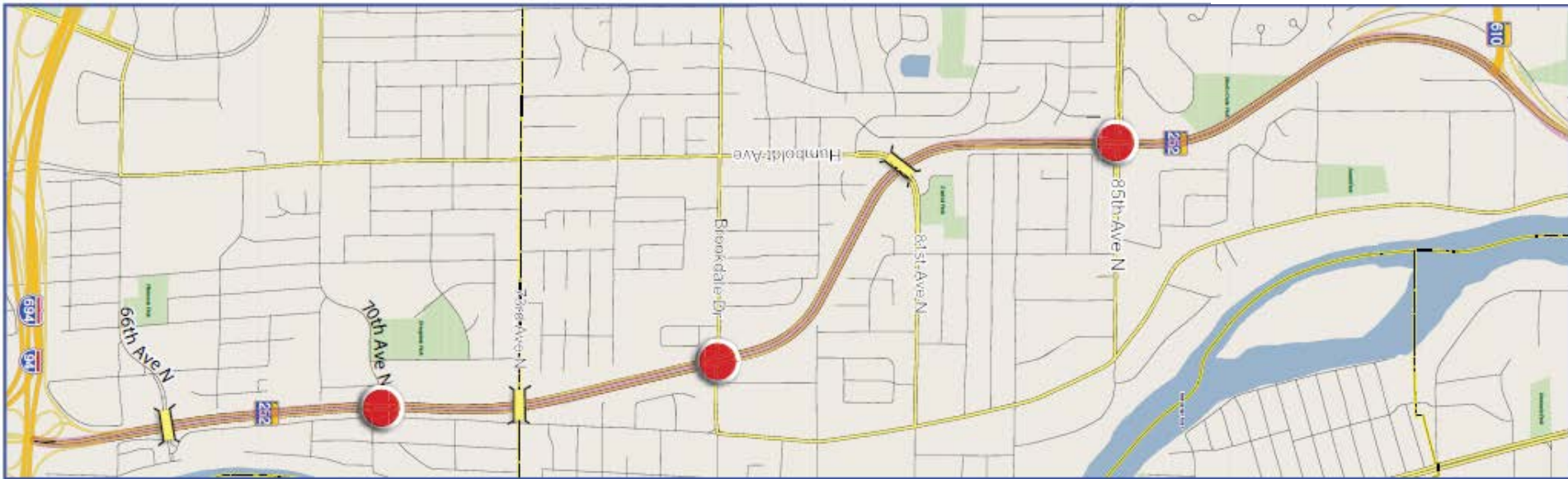


# Option 3

## Ultimate - Potential Freeway Access Locations

**Key**

-  Full Interchange
-  Half Interchange
-  Overpass

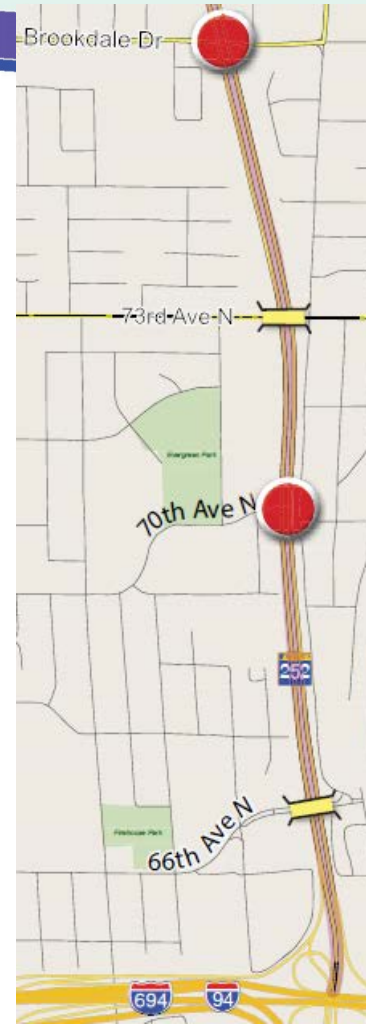


*Corridor Study* from I-694 to TH 610











# BC Access Options



**Key**

-  Full Interchange
-  Half Interchange
-  Pedestrian Bridge
-  Frontage Road
-  Cul-de-sac
-  Overpass



*Corridor Study* from I-694 to TH 610



# TAC - Alternatives Rejected



## 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

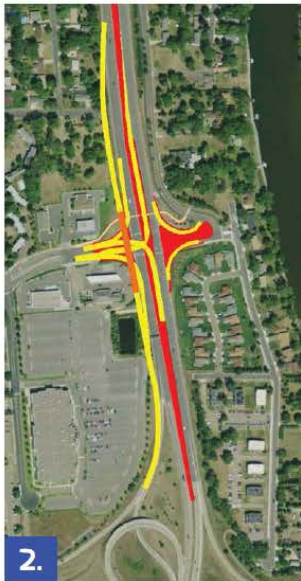
- Unacceptable access



# TAC- Alternatives Evaluated Further



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



# Alternative 1



TH 252 Corridor Study

Alternative 1

66<sup>th</sup> Avenue Folded Diamond and  
73<sup>rd</sup> Avenue Half Diamond



*Corridor Study* from I-694 to TH 610



# Alternative 2



TH 252 Corridor Study

Alternative 2

66<sup>th</sup> Avenue West Side Folded  
Diamond and 73<sup>rd</sup> Avenue Half  
Diamond



*Corridor Study* from I-694 to TH 610



# Comparison between Alternatives 1 & 2



Alternative 1: Folded Diamond



Alternative 2: West Side Folded Diamond



# Alternative 3



TH 252 Corridor Study

Alternative 3

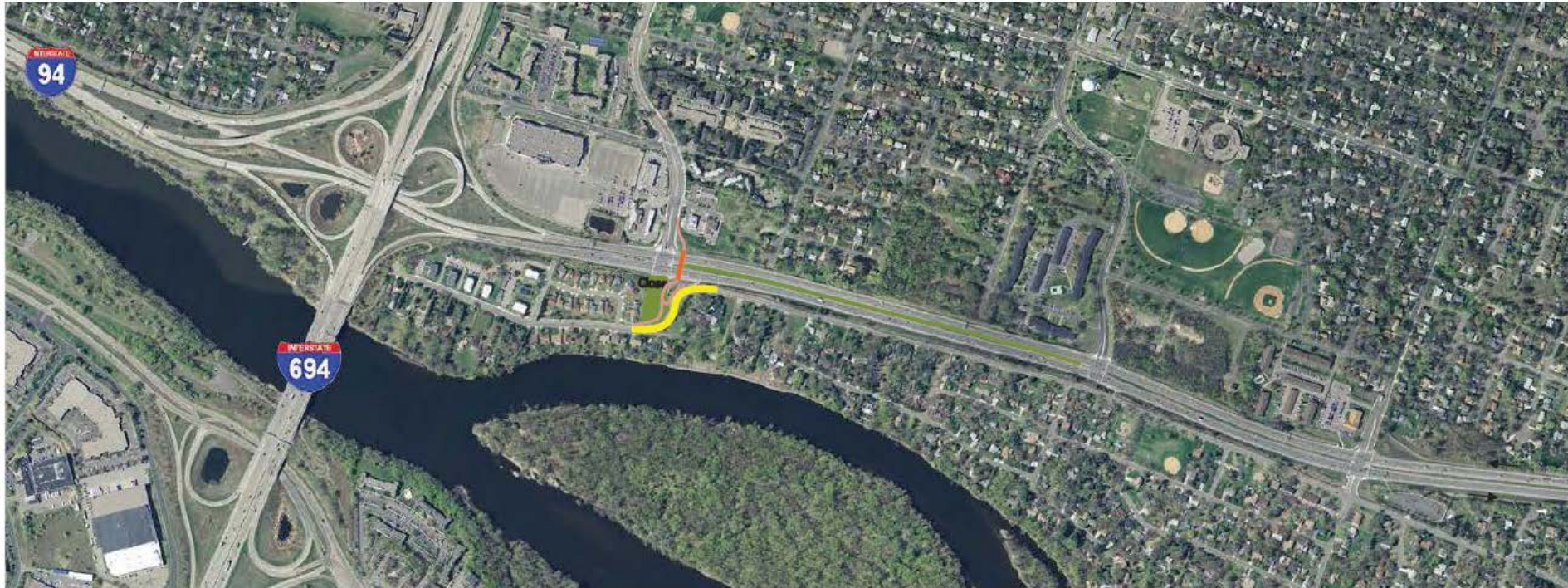
70<sup>th</sup> Avenue Interchange with  
Bridges at 66<sup>th</sup> Avenue and 73<sup>rd</sup>  
Avenue



*Corridor Study* from I-694 to TH 610



# Alternative 4



TH 252 Corridor Study

Alternative 4

Close Access to East Side at 66<sup>th</sup>  
Avenue



*Corridor Study* from I-694 to TH 610





# Alternatives Evaluation

Evaluation Criteria	Alternatives			
	1	2	3	4
	66th Folded Diamond with 73rd Half Diamond	66th West Folded Diamond with 73rd Split Diamond	70th Interchange with Bridges at 66th and 73rd	At-Grade with Access to East at 66th Closed
Level of Service	High	High	High	Low
Safety/Crash Reduction	High	High	High	Low
Compliance with Design Standards	High	High	High	Moderate
Construction Cost	Low-Moderate	Low	Moderate	High
Potential for Regional Funding Grants	High	High	High	High
Minimize Right-of-way Impacts	Low-Moderate	Low-Moderate	Low	High
Access	High	High	Moderate	Moderate
Pedestrian/Bicycle Connectivity/Safety 1/	High	High	High	High
Development Impacts/Potential	High	High	Low	Moderate
Transit Service	High	High	Moderate	High
Compatibility with Long-Term Vision for TH 252	High	High	High	Low
Neighborhood Impact and Connectivity Benefits	Low-Moderate	Moderate	Low	Low
Minimize Environmental Impacts	Moderate	Moderate	Moderate	High
Emergency Response	High	High	High	Low
<b>Total Score</b>	<b>59</b>	<b>59</b>	<b>49</b>	<b>45</b>

Alternatives are rated from low to high with a low rating meaning it does poor relative to the criterion and high meaning it does well relative to the criterion.

Note that for construction costs, right-of-way impacts, and environmental impacts the alternatives are rated based on how well they minimize costs or impacts.

1/ Assumes that a grade separated crossing will be provided at 66th Avenue for bicycles and pedestrians

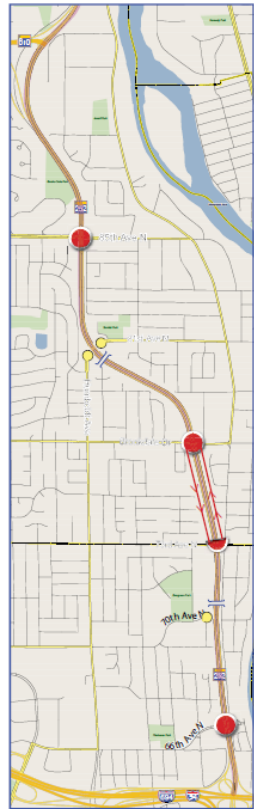
2/ These alternatives assume that access to TH 252 at 70th Avenue will be closed. It is anticipated that a grade separation would be provided. 70th Grade separation not included in construction costs.

	Evaluation Criteria Scale				
Color Scale	Low	Low-Moderate	Moderate	Moderate-High	High
Score	1	2	3	4	5



# ?BC's Preferred Alternatives?

## Potential Freeway Access Locations



Option 1

**Key**

- Full Interchange
- ◐ Half Interchange
- ≡ Pedestrian Bridge
- ← Frontage Road
- Cul-de-sac



TH 252 Corridor Study

Alternative 1  
66<sup>th</sup> Avenue Folded Diamond and  
73<sup>rd</sup> Avenue Half Diamond



# Partnerships



## TH 252 Freeway Conversion Study



### Who are the Partners?

- MnDOT
- City of Brooklyn Center
- City of Brooklyn Park
- Hennepin County

### Who needs to be communicated to and involved?

- Citizens/neighborhoods
- Businesses
- Met Council/Metro Transit
- Watershed District
- Three Rivers Park District



*Corridor Study* from I-694 to TH 610



# Next Steps

- Public Involvement – Work Shop/Open House (tonight)
- Finalize report
- City Council consideration of report and preferred alternative (tentatively April 13, 2015)
- MnDOT Freeway Conversion Study for TH 252

