PRINCIPAL ARTERIAL INTERSECTION CONVERSION STUDY

METROPOLITAN COUNCIL

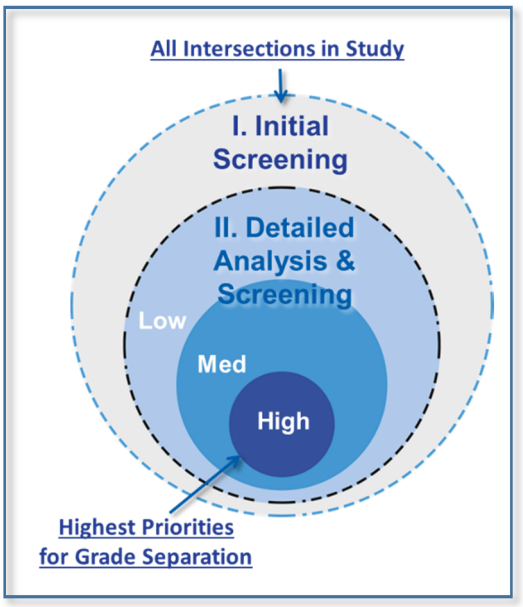
DEPARTMENT OF TRANSPORTATION

Overview of Study and Results

The Principal Arterial Intersection Conversion Study considered priorities for the potential upgrading of intersections on non-freeway principal arterials throughout the Twin Cities Metro, especially priorities for grade separations. The current Metro highway system includes about 300 miles of non-freeway principal arterials with at-grade intersections. In many cases, these intersections limit the ability of the roadways to best provide for long-term safety and mobility.

Intersection Screening Process

More than 370 intersections were considered in the ***Initial Screening*** (Phase I of the Study). Of those, 91 intersections were selected for ***Detailed Analysis and Screening*** (Phase II) and were prioritized as Low-, Medium-, or High-Priority locations for grade-separation projects (new interchanges or similar designs). The Study also recognized the importance of considering lower-cost/high-benefit at-grade treatments that could improve intersection safety and performance without grade separations.



Regional Map of Study Results

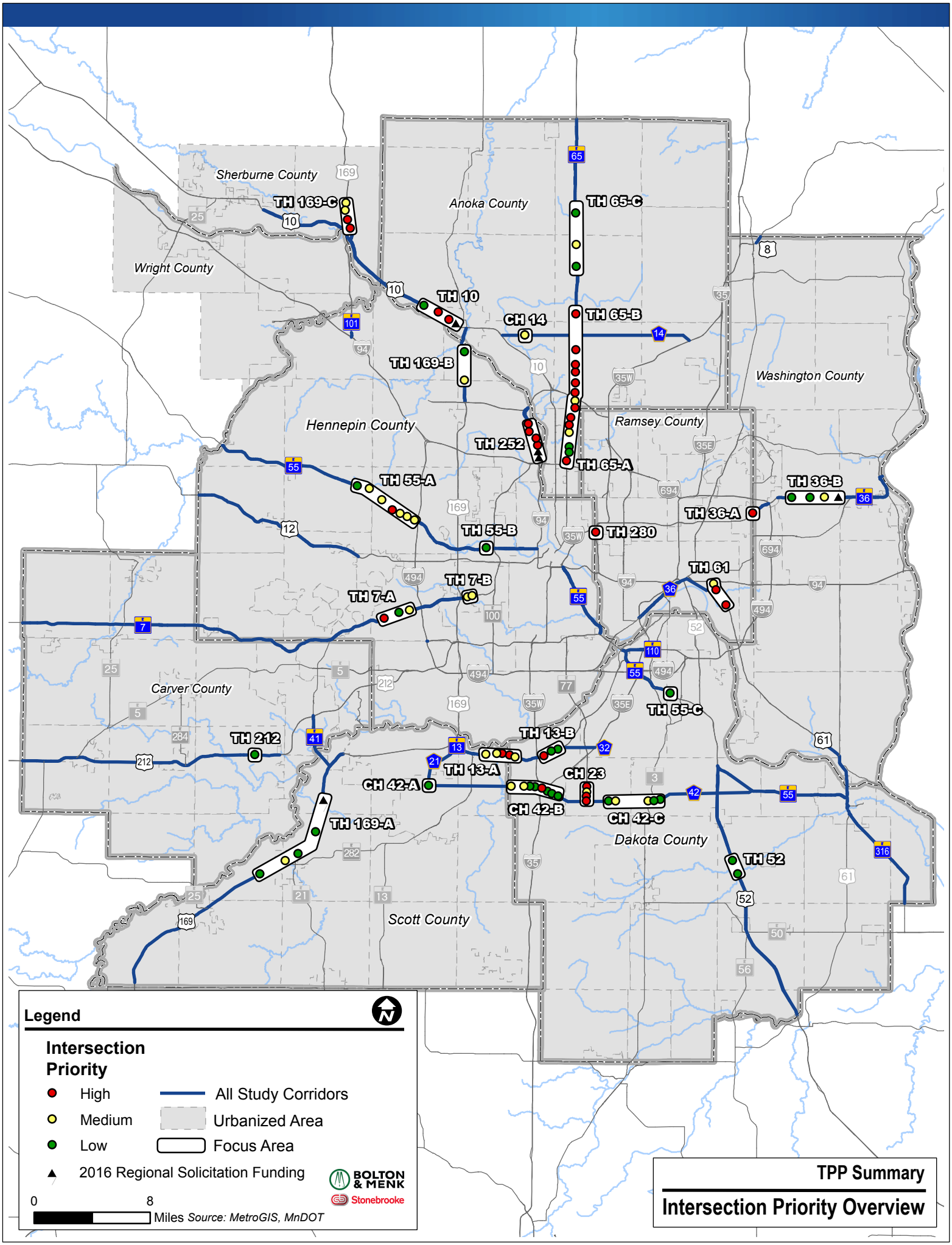
The map on the next/opposite page provides an overview of the results based on grade-separation priorities for the 91 Phase II intersections (it also highlights the full extent of the corridors evaluated in the Study). For the 91 prioritized intersections, the results provide high-level guidance for the "right-sizing" of potential projects as follows:

- **34 High-Priority Intersections** – The High-Priority intersections often exhibit needs that can justify high-capacity at-grade improvements or grade separations. These intersection locations (and the corridors they are within) should be addressed in more detail to determine the right-sized investments.
- **27 Medium-Priority Intersections** – The Medium-Priority intersections typically do not need grade-separation projects based on current demand. However, additional studies at these locations could show needs for high-capacity at-grade improvements or limited/emerging needs for grade-separation elements (for example, a bridge which may serve only one movement).
- **30 Low-Priority Intersections** – These locations generally do not need major changes or projects based on current demand and any problems can most likely be addressed with at-grade projects. However, some Low-Priority intersections are located on corridors near Medium- and High-Priority intersections or may be in growth areas.

Note, four study intersections were confirmed for federal funds in the 2016 Regional Solicitation (see the summary map). These four intersections reflected all priorities (two high-, one medium-, and one low-priority).

Next Steps

The Study's key inputs for future planning will be to support local planning, the Transportation Policy Plan (TPP), the State Highway Investment Plan (MnSHIP), and related Council and MnDOT funding programs. The work will also help guide the right-sizing of proposed projects and provide background for other plans and for transportation policy initiatives.


Sherburne County
Anoka County
Wright County
Hennepin County
Ramsey County
Washington County
Carver County
Dakota County
Scott County
TH 169-C
TH 10
TH 65-C
CH 14
TH 65-B
TH 169-B
TH 252
TH 65-A
TH 55-A
TH 36-B
TH 36-A
TH 280
TH 55-B
TH 61
TH 7-B
TH 7-A
TH 55-C
TH 212
TH 13-B
TH 13-A
CH 42-A
CH 23
CH 42-B
CH 42-C
TH 169-A
TH 52
Legend
Intersection Priority
High
Medium
Low
2016 Regional Solicitation Funding
All Study Corridors
Urbanized Area
Focus Area
0
8
Miles Source: MetroGIS, MnDOT
BOLTON & MENK
Stonebrooke
TPP Summary
Intersection Priority Overview