



# MN 252 Existing Conditions

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- Bridge Condition (2010)**
  - GOOD
  - SATIS
  - FAIR
  - POOR
- Pavement Condition RQI in 2011**
  - Good
  - Fair
  - Poor
- MnDOT Culverts/Pipes**
  - Condition 4 (Poor) Pipes
- Roads**
  - Trunk Highways
  - County Highways
- Transit Advantages**
  - Bus only Shoulder
  - Existing Managed Lane
- Existing Transitways**
  - Northstar
  - NorthStar Stations
- Transit**
  - Transit Centers
- Park and Rides**
  - 0 - 100 Spaces
  - 101 - 500 Spaces
  - 501 - 1482 Spaces
- Other Modes**
  - Class 1 Railroads
  - Major Intermodal Terminals

### Corridor Context

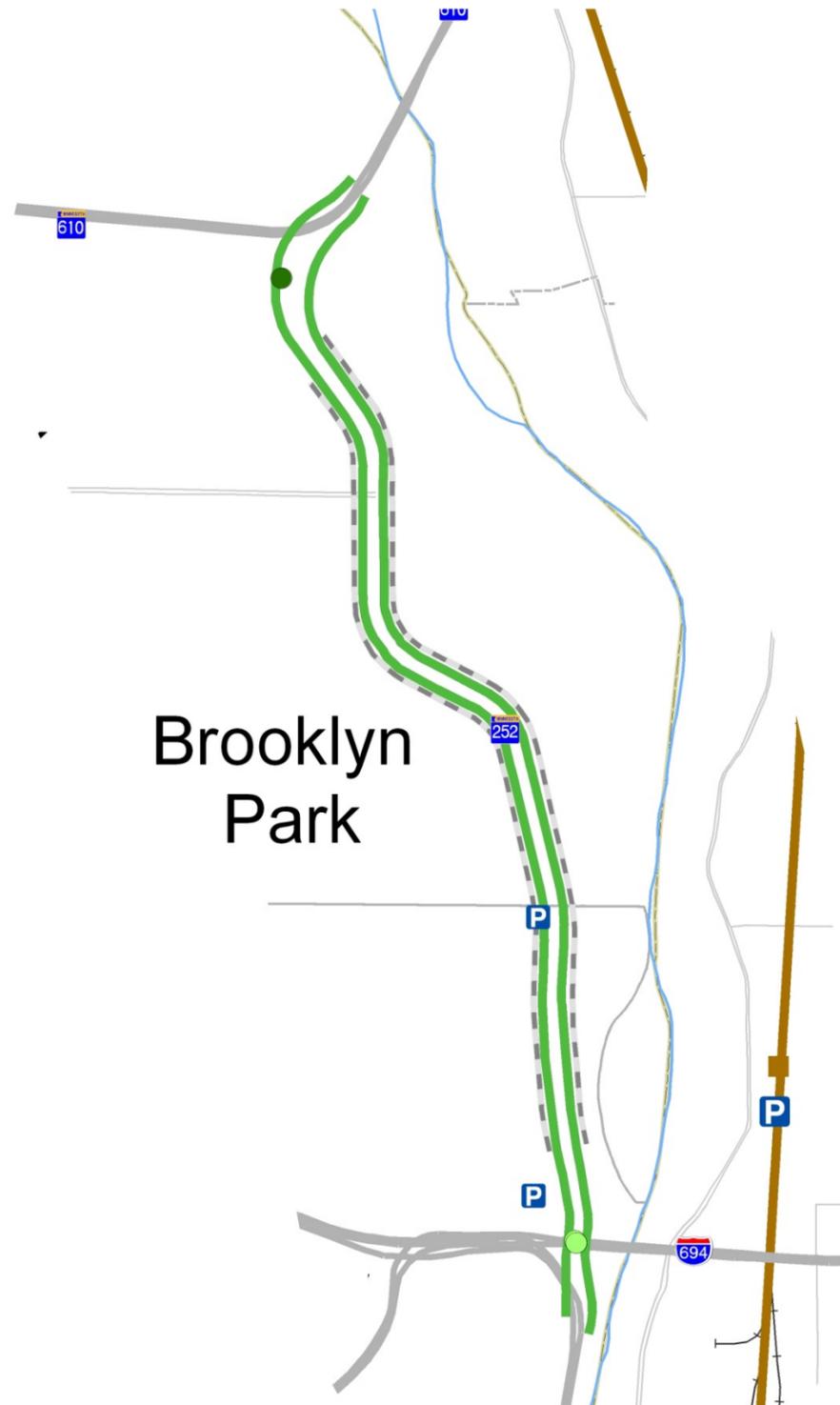
The MN 252 corridor runs 5 miles between the cities of Brooklyn Center and Brooklyn Park. The corridor connects the major East West freeways of MN 610 and I-694.

### Population Trends

City	Population	
	2000	2010
Brooklyn Center	29,172	30,104
Brooklyn Park	67,338	75,781
<b>Total</b>	<b>96,510</b>	<b>105,885</b>

### Current Corridor Characteristics

- Highway: MN 252
  - 2009 AADT: 53,000 – 71,000
  - 2009 HCADT: 960 – 1,650
  - Number of lanes: 6
  - Key highway connections: I-94, MN 610
- Public Transit
  - Fridley Northstar Station
  - Two Park and Ride lots with a capacity of 315 parking spaces



### MN 252 Corridor Performance

Measure	Result	Statewide Result
<b>Infrastructure Preservation</b>		
<b>Bridge</b>		
Bridge Condition--% Good and satisfactory (by deck area)	<b>100%</b>	86.9%
Bridge Condition--% Poor (by deck area)	<b>0%</b>	3.2%
<b>Pavement</b>		
Ride Quality Good--% of miles	<b>100%</b>	70.2%
Ride Quality Poor--% of miles	<b>0%</b>	3.7%



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# MN 252 Existing Conditions - Safety

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## Safety Needs

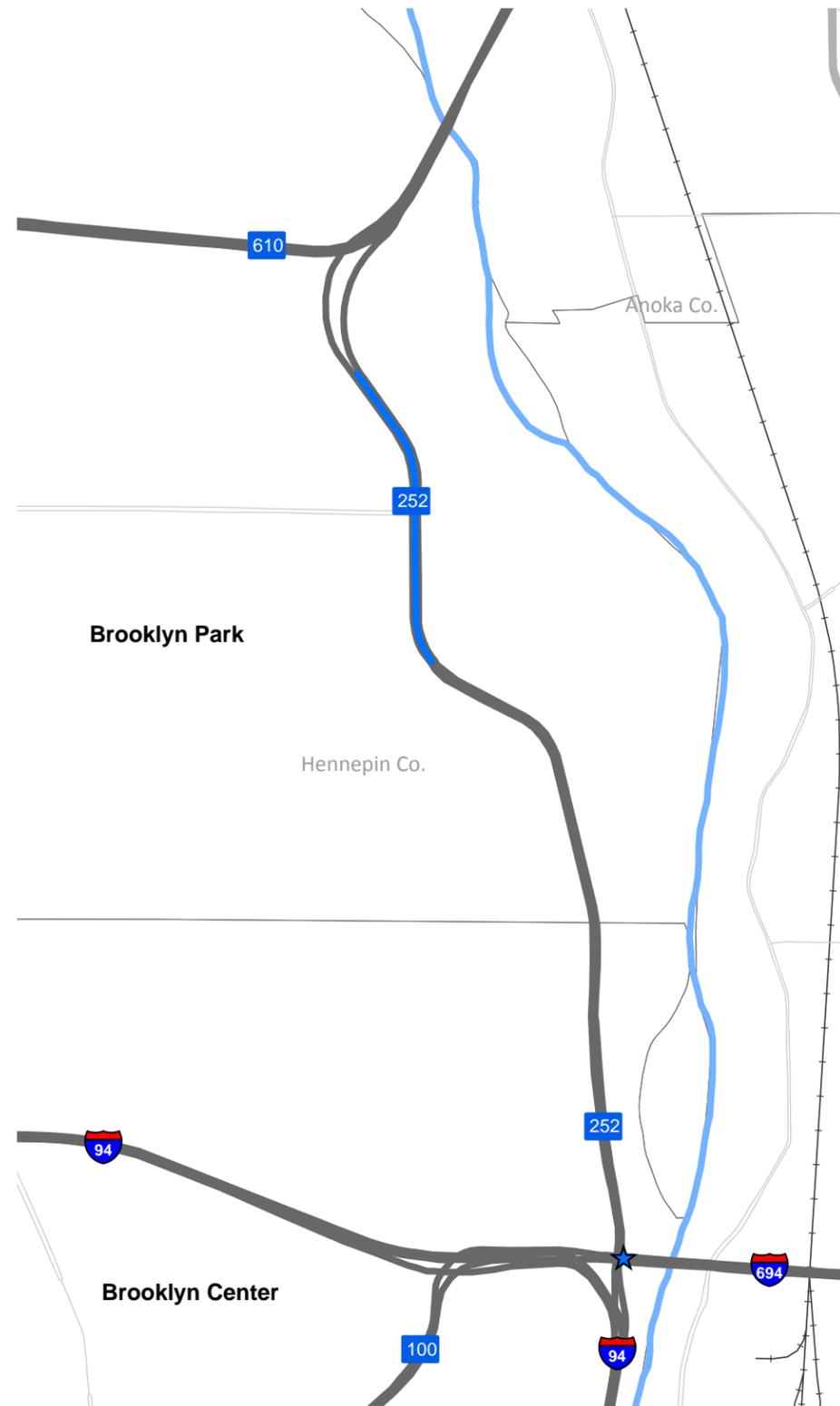
- ★ CMSP Problem Locations
- CMSP Problem Segments
- Trunk Highways
- County Highways
- Class 1 Railroads
- County Boundaries

## Toward Zero Deaths Efforts

County	2012		TZD Region Year Established (ATP)	County Safety Plan Completion Date
	TZD Safe Roads Grant	TZD Enforcement Grant		
Hennepin	No	Yes	Metro, Planned 2012 (ATP 5)	Sept. 2011

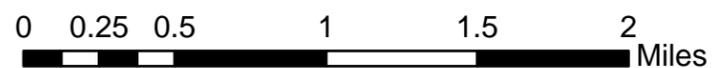
MN 252 Corridor Safety Performance (I-94 to MN 610)		
Measure	Fatal and Serious Injury Crashes in Corridor	Percent of All Severe Crashes in Corridor
<b>Top Four Driver Related Crash Issues</b>		
Impaired Driver*	5	45.5%
Unbelted Driver*	3	27.3%
Speed Related	3	27.3%
Older Driver	3	27.3%
<b>Top Three Infrastructure Related Crash Issues</b>		
Intersection Crash	8	72.7%
Lane Departure Crash	2	18.2%
Head-on Crash	1	9.1%
<b>Corridor Comparison to State Crashes</b>		
	In Corridor	Statewide Total for Trunk Highways
Total Fatal and Serious Injury Crashes	11	2,440
Total Miles	4	10,980
Total Fatal and Serious Injury Crashes per Mile	2.75	0.22

\* Crashes may be under reported as this number is according to officer's first impression  
 Note: Data presented include all fatal and serious injury crashes between 2006-2010.



See District Highway Safety Plan for additional issues and strategies

Metro to be Completed May 2012





# MN 252 2012-2015 STIP Projects

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### Planned Highway Projects

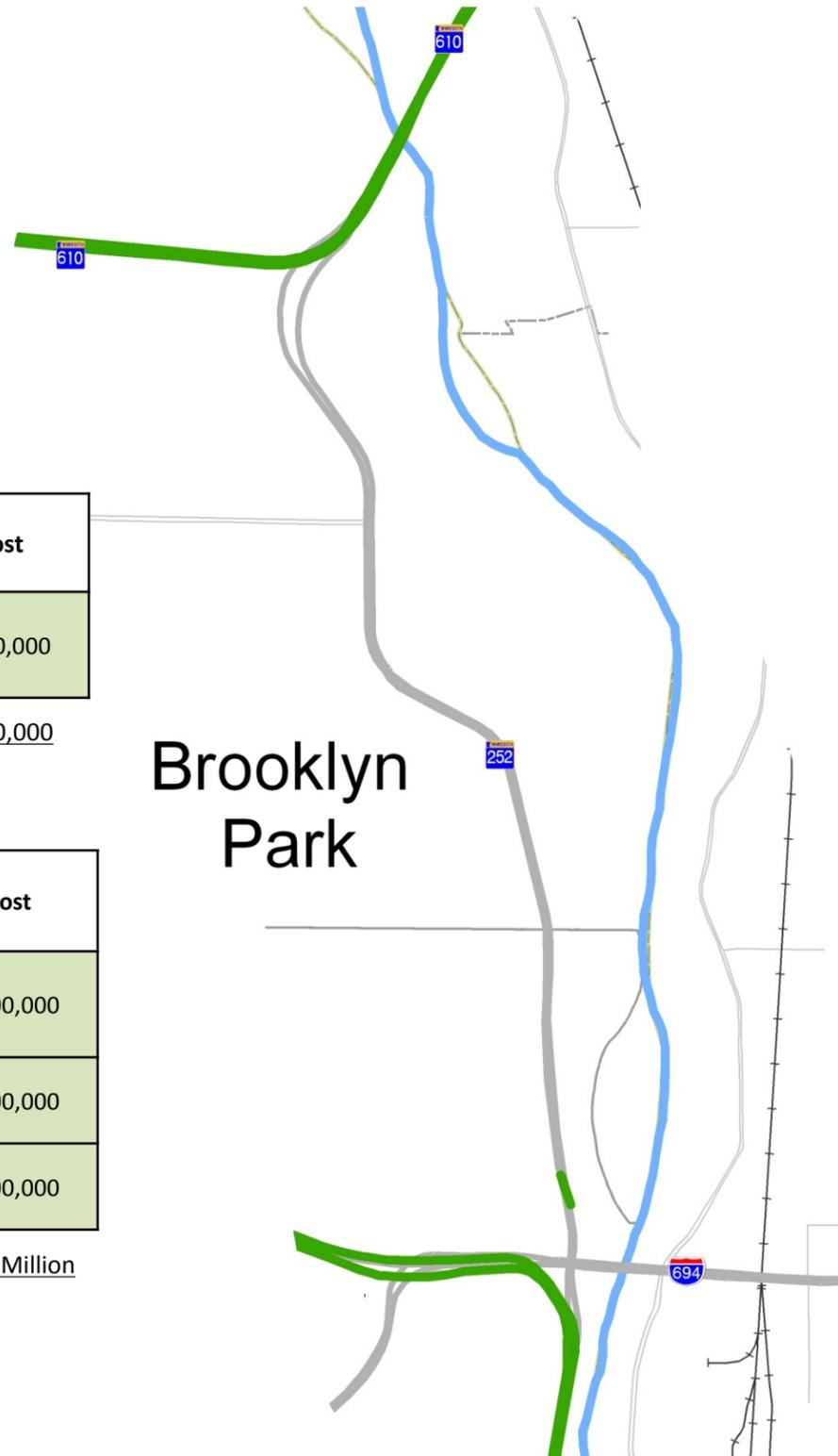
2012-2015 STIP Projects

### Roads

- Trunk Highways
- County Highways

### Other Modes

- Class 1 Railroads
- Major Intermodal Terminals



MN 252 Projects

Investment Area	Project	Length (Miles)	Fiscal Year	Cost
ADA Safety	Add Right Turn Lane, Replace Traffic Signal, ADA Upgrades <i>Brooklyn Center (66<sup>th</sup> Ave)</i>	N/A	2013	\$ 350,000

Total: \$ 350,000

MN 252 Adjacent Projects

Investment Area	Project	Length (Miles)	Route	Fiscal Year	Cost
Other Infrastructure	Install Traffic Management System <i>Brooklyn Park to Coon Rapids</i>	6.6	MN 610	2012	\$ 500,000
Other Infrastructure	Sign Replacement <i>Brooklyn Center to Lowry Tunnel</i>	8.6	194	2014	\$ 400,000
Other Infrastructure	Sign Replacement <i>Brooklyn Park to Blaine</i>	7	MN 610	2015	\$ 400,000

Total \$ 1.3 Million



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# MN 252

## Anticipated Performance Based Investment Needs (2016-2021)\*

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### Infrastructure Needs

- Pavement in need of repair/reconstruction
- Bridges in need of replacement/repair
- Culverts in need of Replacement/Repair
- Condition 4 (Poor) Pipes

### Mobility

- CMSP Problem Locations
- CMSP Problem Segments
- Future Managed Lane

### Roads

- Trunk Highways
- County Highways

### Future Transit

- Arterial BRT

### Park and Rides

- New or Expanded Facility

### Other Modes

- Class 1 Railroads
- Major Intermodal Terminals



# Brooklyn Park

### Corridor Performance Based Needs (2016-2021)

Bridge Preservation	0 Bridges
Pavement Preservation	7 miles of poor pavement
Culvert Preservation	No Culverts
Pipe Replacement	No poor pipes
Safety Improvements*	1 CMSP Location 1 CMSP Segment
Mobility	

\*Assumes completion of '12-'15 STIP projects.

\*Systematic safety improvements are included as part of most highway projects. Refer to safety map for additional safety information

### Potential Transit Investments

Park and Rides	73 <sup>rd</sup> and MN 252 120 new spaces
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# MN 252

## Recent Investments 2002-2011

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### Recent Investments

— Pavement

### Existing Transitways

— Northstar

■ NorthStar Stations

### Recent Park and Rides

Ⓟ 0 - 100 Spaces

Ⓟ 101 - 500 Spaces

Ⓟ 501 - 1482 Spaces

### Roads

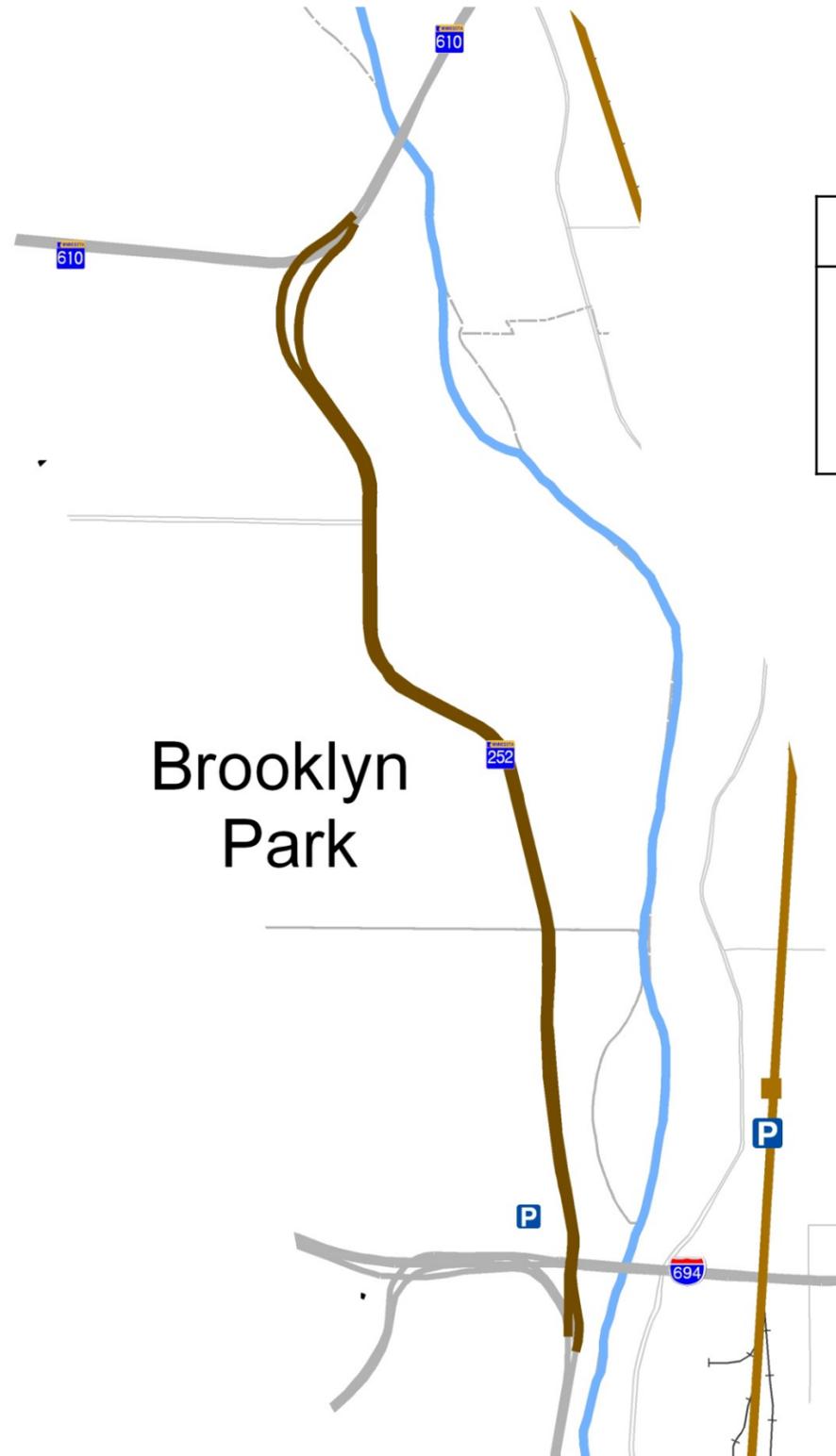
— Trunk Highways

— County Highways

### Other Modes

— Class 1 Railroads

■ Major Intermodal Terminals



### Recent Investments (2002-2011)\*

Project	Description	Cost
Pavement Projects	<ul style="list-style-type: none"> <li>2009: Bus Shoulder Rehabilitation (I-694 - MN 610)</li> <li>2009: Mainline and Ramp Concrete Rehabilitation (Brooklyn Center)</li> <li>2006: Microsurfacing in Brooklyn Center and Brooklyn Park</li> </ul>	\$ 3.3 Million

### Total

**\$ 3.3  
Million**

\*Only includes projects over \$500,000. Systematic safety improvements are routinely included as part of most highway projects



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