

**TH 13 - 150th Street Area Safety Improvements
Comparison of Alternatives (2015 Project)**

Issue	Existing Conditions	Three Quarter Access at 150th Street (See Concept 1)	Traffic Signal at 150th Street (See Concept 5)	Traffic Signal at Zinran Avenue (See Concept 6)
TH 13 Traffic Flow	Free Flow	Free Flow	Increased Delay for Drivers on TH 13 Traffic signal coordination/synchronization would limit increased delay for the TH 13 through movements.	Increased Delay for Drivers on TH 13 Traffic signal coordination/synchronization would limit increased delay for the TH 13 through movements.
Minor Street Traffic	Long delays for left turn and through movements; Right turns delays are minimal.	Right turn movements are served. Left turn and crossing movements are eliminated. Delay to enter TH 13 has acceptable LOS (level of service)	Long delays on 150th St due to TH 13 coordinated signal systems (long cycle length) Local traffic is provided a green interval where all traffic is served within one signal cycle cycle.	Long delays on Zinran Ave due to TH 13 coordinated signal systems (long cycle length) Local traffic is provided a green interval where all traffic is served within one signal cycle cycle.
Access to/from TH 13	Full access to from TH 13at 152nd, 150th, Glasgow Trail, Oakland Beach Rd, Zinran Ave and Rustic Rd.	Right-In/Right-Out at all four existing intersections. The Southbound left turn movement from TH 13 to 150th Street is the only left turn served. Local traffic will be required to either make a u-turn movement along TH 13 or take alternative routes to an adjacent full access intersection. Either will cause longer travel time and distance for local traffic.	Right-In/Right-Out ONLY at Oakland Beach Rd and at Zinran Ave. The 150th Street intersection would be full access with a protected SB left turn phase (left turn arrows). Local traffic from the Rustic/Oakland Beach neighborhood destined for NB TH 13 would make a u-turn at the new 150th St. intersection.	Right-In/Right-Out ONLY at 150th Street W & 150th St E. The Zinran Avenue intersection signalized with full access with NB & SB protected left turn phases provided. Local traffic from the 150th/152nd neighborhood would use other local roads to the the full access, signalized intersection at Fish Point Road.
Vehicular Safety	Zinran and 150th intersections are at, or near, the Critical Crash Rate. Between 2010 and 2012 a total of 22 crashes at all four accesses (Zinran and 150th account for 18 crashes)	Limiting access will reduce crashes along TH 13 (MnDOT State Average for "other" intersection type is 0.2 crashes per MVM) Displaced traffic exposed to more potential safety issues (conflict locations) along alternative routes and U-turn intersections outside of 2015 project area.	MnDOT Statewide average crash rate for a Signalized intersection with high volume and high speed is 0.4 crashes per MVM. This is at or below the crash rates at BOTH the existing Zinran and 150th intersections.	MnDOT Statewide average crash rate for a Signalized intersection with high volume and high speed is 0.4 crashes per MVM. This is at or below the crash rates at BOTH the existing Zinran and 150th intersections.
Non-Motorized Users	TH 13 and parallel routes are without bike or pedestrian facilities No controlled crossing opportunity for peds and bikes in the 150th Street area No connection to existing 150th Street trails to Prior Lake High School	Trail parallel to TH 13 from 150th Street to Oakland Beach Road Grade separated trail crossing (tunnel) anear 150th Street Connection to existing 150th Street trails to Prior Lake High School	Trail parallel to TH 13 from 150th Street to Oakland Beach Road At-grade crossing at 150th Street Traffic Signal Connection to existing 150th Street trails to Prior Lake High School	Trail parallel to TH 13 from 150th Street to Oakland Beach Road At-grade crossing of TH 13 at Zinran Avenue Traffic Signal Connection to existing 150th Street trails to Prior Lake High School
Cost	None	\$5.04 Million (not including Right of Way)	\$5.64 Million (not including Right of Way)	\$5.28 Million (not including Right of Way)
Right of Way Impacts	None	No homes or businesses are taken; Narrow strip of R/W needed along 150th St/Cates Lake Dr/Glasgow Trail and also along Narrow strip of R/W needed along Glasgow Trail	At least 2 homes are taken on Savage side of TH 13 near 150th St. Church property and parking lot are impacted.	No homes or businesses are taken. Narrow strips of R/W needed on both sides of Zinran from TH 13 to 150th St. Access changes for to Aspen Academy and adjacent commercial property. Partial impact to 2 lots west of TH 13 on Oakland Beach Rd.
Other Issues		Storm water retention and treatment pond may require additional R/W	Storm water retention and treatment ponds may require additional R/W	Storm water retention and treatment ponds may require additional R/W

**TH 13 - 150th Street Area Safety Improvements
Neighborhood Access to/from TH 13**

Intersections (From South to North)	2015 Project Alternatives				Future Access Management Projects - Potential Changes
	Existing Conditions	Three Quarter Access at 150th Street (See Concept 1)	Traffic Signal at 150th Street (See Concept 5)	Traffic Signal at Zinran Avenue (See Concept 6)	
Green Oaks Road (Prior Lake)	Full access	Full Access	Full Access	Full Access	Right-in right out only; Left turns served at Fish Point Road, or at 150th Street if signalized option is selected for 2015 Project
152nd Street W (Savage)	Full Access	Full Access	Full Access	Full Access	Right-in right out only; Left turns served at Fish Point Road require new frontage road connection (Local Street Option C), or at 150th Street or Zinran Ave depending on which 2015 Project is selected
150th Street SE (Prior Lake)	Full Access	Right-in/right out only; Left turns served at Fish Point Road	Full Access - Signalized	Right-in/right out only; Neighborhood left turn access to NB via Fish Point Road	Same as defined in 2015 Project access alternatives
150th Street W (Savage)	Full Access	Right-in/right out and SB left turns are served; Left turns out and crossing movements displaced to Fish Point Road	Full Access - Signalized	Right-in/right out only; Access to/from SB via Zinran Ave	Same as defined in 2015 Project access alternatives
Glasgow Trail SE (Prior Lake)	Full Access	Direct Access to TH 13 eliminated; Glasgow Trail realigned to 150th St SE;	Direct Access to TH 13 eliminated; Glasgow Trail realigned to 150th St SE;	Direct Access to TH 13 eliminated; Glasgow Trail realigned to 150th St SE;	Direct Access to TH 13 eliminated; Glasgow Trail realigned to 150th St SE;
Oakland Beach Avenue SE (Prior Lake)	Full Access	Right-in/right out only; SB left turns served at 150th St; SB to NB U-turns served at Fish Point Road	Right-in/right out only; SB left turns served at 150th St; SB to NB U-turns served at 150th St;	Full Access - Signalized	Same as defined by 2015 Project Alternatives: Access to/from TH 13 could be provided by Local Street Connection Option A or Option B
Zinran Avenue (Savage)	Full Access, Except SB left turn from TH 13 is not allowed	Right-in/right out only; SB left turns served at 150th Street; SB to NB U-turns served at Fish Point Rd; NB to SB U-turns served at South Park Dr	Right-in/right out only; SB left turns served at 150th Street; NB to SB U-turns served at South Park Dr	Full Access - Signalized	Same as defined by 2015 Project Alternatives
Rustic Road SE (Prior Lake)	Full Access	Full Access	Full Access	Full Access	Right-in/right out only; SB to NB U-turns at Zinran, 150th, or Fish Point Rd NB left turn via a U-turn at South Park Dr. Access to/from TH 13 could be provided by Local Street Connection Option A or Option B