

CPT AT MAIN STREET OPTION 1

AT GRADE INTERSECTION



Example of Existing At Grade Intersection in Winnipeg, Manitoba at Kenaston Blvd. and McGillvray Blvd.

A typical four-legged at-grade intersection where all movements are controlled by one set of traffic signals.

KEY FEATURES

- Significant delay during peak hours at Main and CPT intersection
- Minor impact on adjacent property
- Pedestrians continue to use the Sidewalk on the Red River Bridge for crossing

CPT AT MAIN STREET OPTION 2

SINGLE POINT URBAN INTERCHANGE



Example of an Existing SPUI Intersection in Franklin, TN.

A compact grade-separation where all turning movements occur at a single intersection.

KEY FEATURES

- No free flow movement on CPT
- Allows for free flow movement on Main Street through CPT intersection.
- All turning movements are controlled at one intersection; limitations on ultimate traffic capacity
- Smallest grade separation foot print
- Pedestrians continue to use the sidewalk on the Red River bridge for crossing

CPT AT MAIN STREET OPTION 3

PARTIAL CLOVERLEAF



Example of an Existing PARCLO Intersection in Rochester, MN

Partial cloverleaf interchange with two signalized intersections.

KEY FEATURES

- Allows for free flow movement on CPT
- Greatest ultimate traffic capacity
- Largest grade separation foot print
- Conventional grade separation type (meets driver expectation)
- New pedestrian bridge required to cross Red River

CPT AT MAIN STREET OPTION 4

CONTINUOUS FLOW WITH FLYOVER



Modified intersection with continuous flow on CPT and three signalized intersections.

KEY FEATURES

- Allows for free flow movement on CPT
- High ultimate traffic capacity
- Unfamiliar to drivers, some turning movements are unconventional
- Medium grade separation foot print
- Higher noise and visual impact due to fly-over structure
- New pedestrian bridge required to cross Red River