TH 52 and CR 7
Intersection Design Evaluation
<table>
<thead>
<tr>
<th>ALTERNATIVE</th>
<th>ADVANTAGES</th>
<th>DISADVANTAGES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Current Design</strong> – Reduced Conflict Intersection</td>
<td>• Reduced conflict points</td>
<td>• Sightline concern for north median U-turn</td>
</tr>
<tr>
<td></td>
<td>• Allows full access</td>
<td>• No southbound median acceleration lane</td>
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<tr>
<td></td>
<td>• Eliminates serious T-bone crashes</td>
<td></td>
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<tr>
<td><strong>Proposal #1</strong> – Full access + immediate median U-</td>
<td>• Immediate access to U-turn lanes</td>
<td>• No southbound median acceleration lane</td>
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<tr>
<td>turn lane near the intersection + aggregate</td>
<td>• Further reduces merging conflicts</td>
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<td>shoulder for slow moving vehicles</td>
<td>• Median U-turns can utilize right turn lanes as acceleration area when</td>
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<tr>
<td></td>
<td></td>
<td>needed</td>
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<tr>
<td><strong>Proposal #2</strong> – Limited access + southbound median</td>
<td>• Dedicated southbound median acceleration lane</td>
<td>• Limited access</td>
</tr>
<tr>
<td>acceleration lane</td>
<td></td>
<td>• Right-in/Right-out access to CR 7 and Sherwood Trail + southbound</td>
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<tr>
<td></td>
<td></td>
<td>acceleration lane</td>
</tr>
<tr>
<td>**Proposal #2A – Full access + southbound acceleration</td>
<td>• Southbound acceleration lane</td>
<td>• Shorter southbound acceleration lane</td>
</tr>
<tr>
<td>lane</td>
<td>• Allows full access</td>
<td>• Merging conflict at the end of southbound acceleration lane</td>
</tr>
</tbody>
</table>

TH 52 and County Rd 7
Intersection Design Evaluation
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Current Design
Reduced Conflict Intersection
MnDOT Highway 52 Improvement Project
MnDOT District 6

Proposal #1
Full access + immediate median U-turn lane near the intersection + aggregate shoulder for slow moving vehicles
Proposal #2
Limited access + southbound median acceleration lane
Proposal #2A
Full access + southbound acceleration lane
## ALTERNATIVE

Proposal #3 – Move north median U-turn to the top of the hill

**Dismissed due to disadvantages identified**

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</table>
| Proposal #3 – Move north median U-turn to the top of the hill | • Slight increase of north-facing sightline | • North median U-turn will be farther away from intersection  
• Trucks will climb up a steep grade  
• Merging issues will be created  
• A more limited south-facing sightline is created at crest vertical curve |
Proposal #3
Move north median U-turn to the top of the hill
Proposal #3
Move north median U-turn to the top of the hill

Existing Median U-turn location exceeds sightline design requirement
MnDOT Highway 52 Improvement Project
MnDOT District 6

TH 52 and County Rd 7
Intersection Design Evaluation

Proposal #3
Move north median U-turn to the top of the hill

Median U-Turn at the top of the hill

Line of Sight

0.5 mi
Slightly similar sightline from median U-turn near CR 7

936 ft
Limited sightline after median U-turn

Car hidden from view
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