

MnDOT Highway 52
Improvement Project
MnDOT District 6

A horizontal row of 20 small green squares is positioned below the top header and above the main title.

TH 52 and CR 7

Intersection Design Evaluation

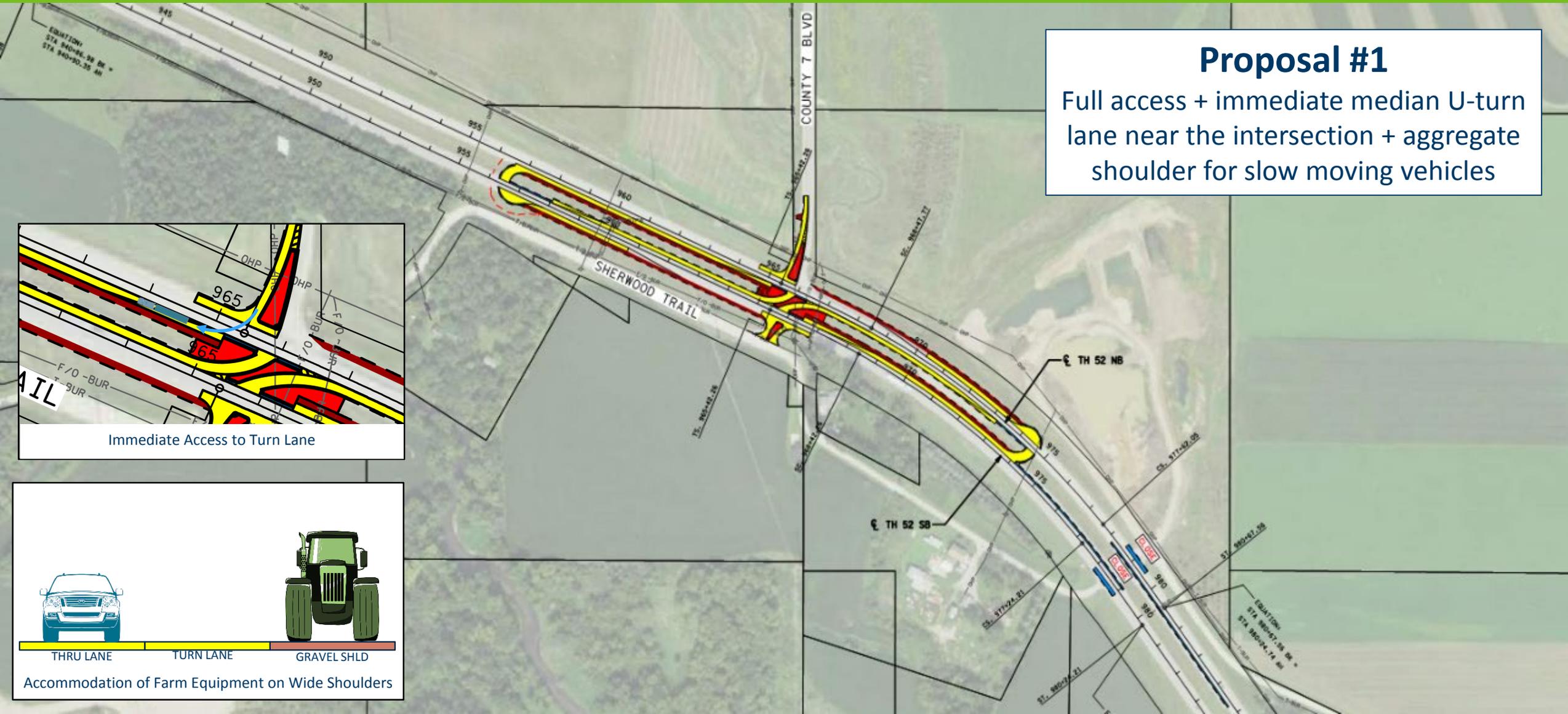
ALTERNATIVE	ADVANTAGES	DISADVANTAGES
Current Design – Reduced Conflict Intersection	<ul style="list-style-type: none"> • Reduced conflict points • Allows full access • Eliminates serious T-bone crashes 	<ul style="list-style-type: none"> • Sightline concern for north median U-turn • No southbound median acceleration lane
Proposal #1 – Full access + immediate median U-turn lane near the intersection + aggregate shoulder for slow moving vehicles	<ul style="list-style-type: none"> • Immediate access to U-turn lanes • Further reduces merging conflicts • Median U-turns can utilize right turn lanes as acceleration area when needed 	<ul style="list-style-type: none"> • No southbound median acceleration lane
Proposal #2 – Limited access + southbound median acceleration lane	<ul style="list-style-type: none"> • Dedicated southbound median acceleration lane 	<ul style="list-style-type: none"> • Limited access • Right-in/Right-out access to CR 7 and Sherwood Trail + southbound acceleration lane
Proposal #2A – Full access + southbound acceleration lane	<ul style="list-style-type: none"> • Southbound acceleration lane • Allows full access 	<ul style="list-style-type: none"> • Shorter southbound acceleration lane • Merging conflict at the end of southbound acceleration lane

Current Design
Reduced Conflict
Intersection

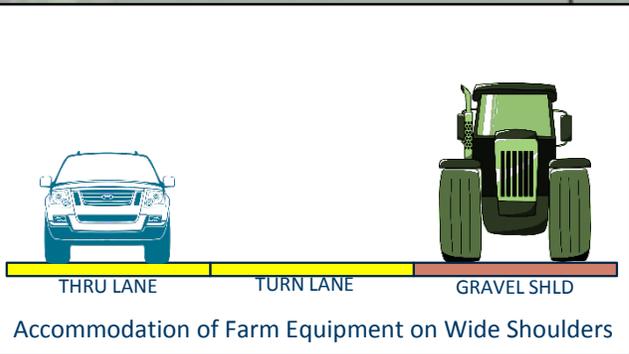


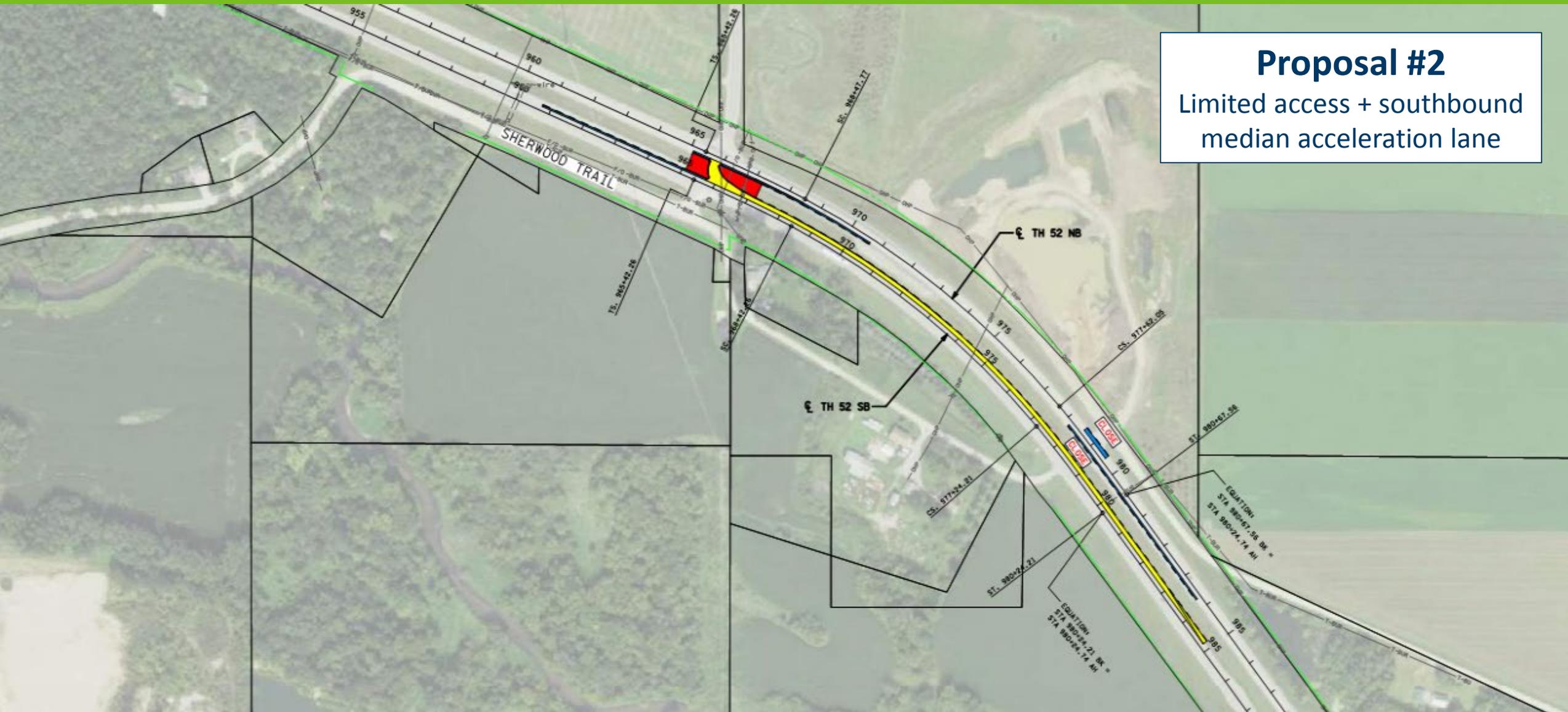
Proposal #1

Full access + immediate median U-turn lane near the intersection + aggregate shoulder for slow moving vehicles

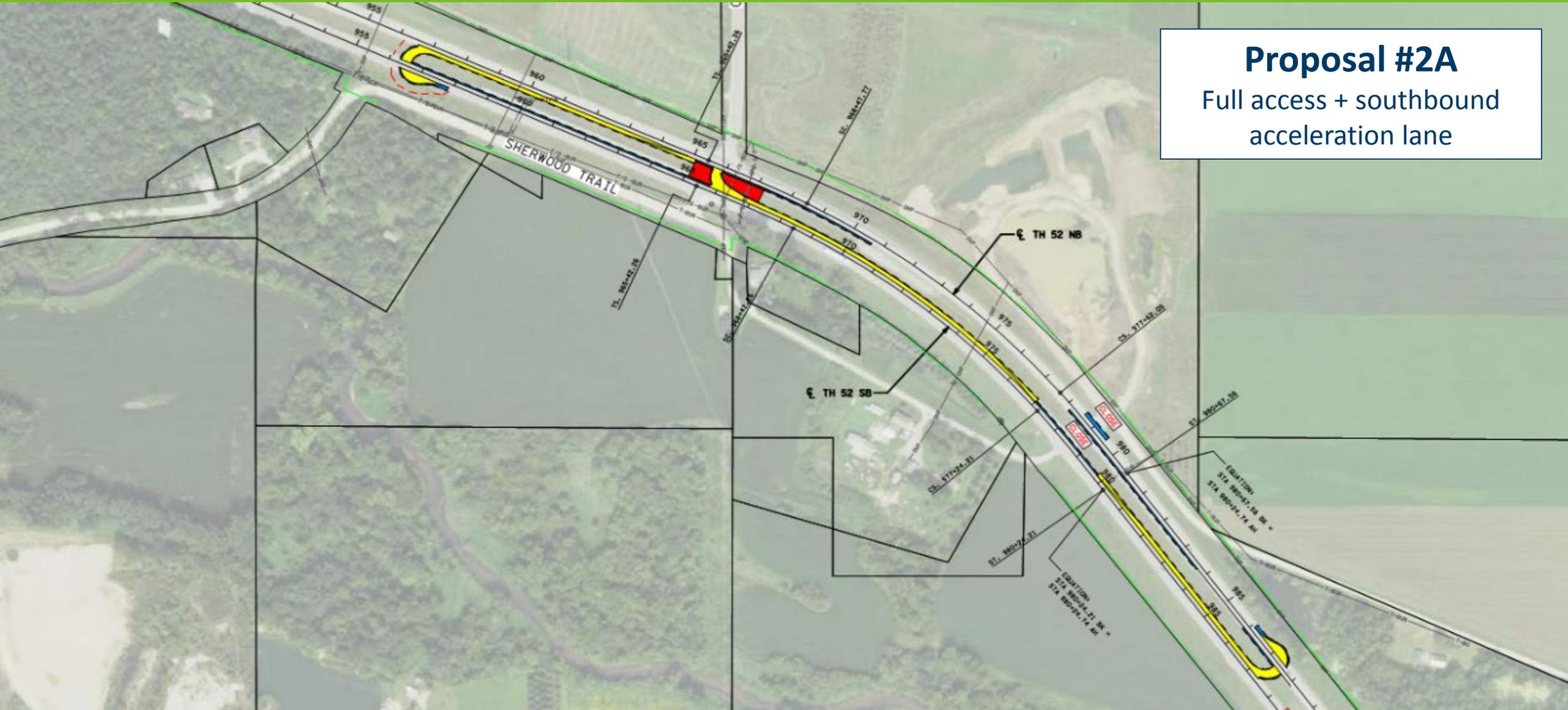


Immediate Access to Turn Lane





Proposal #2
Limited access + southbound
median acceleration lane



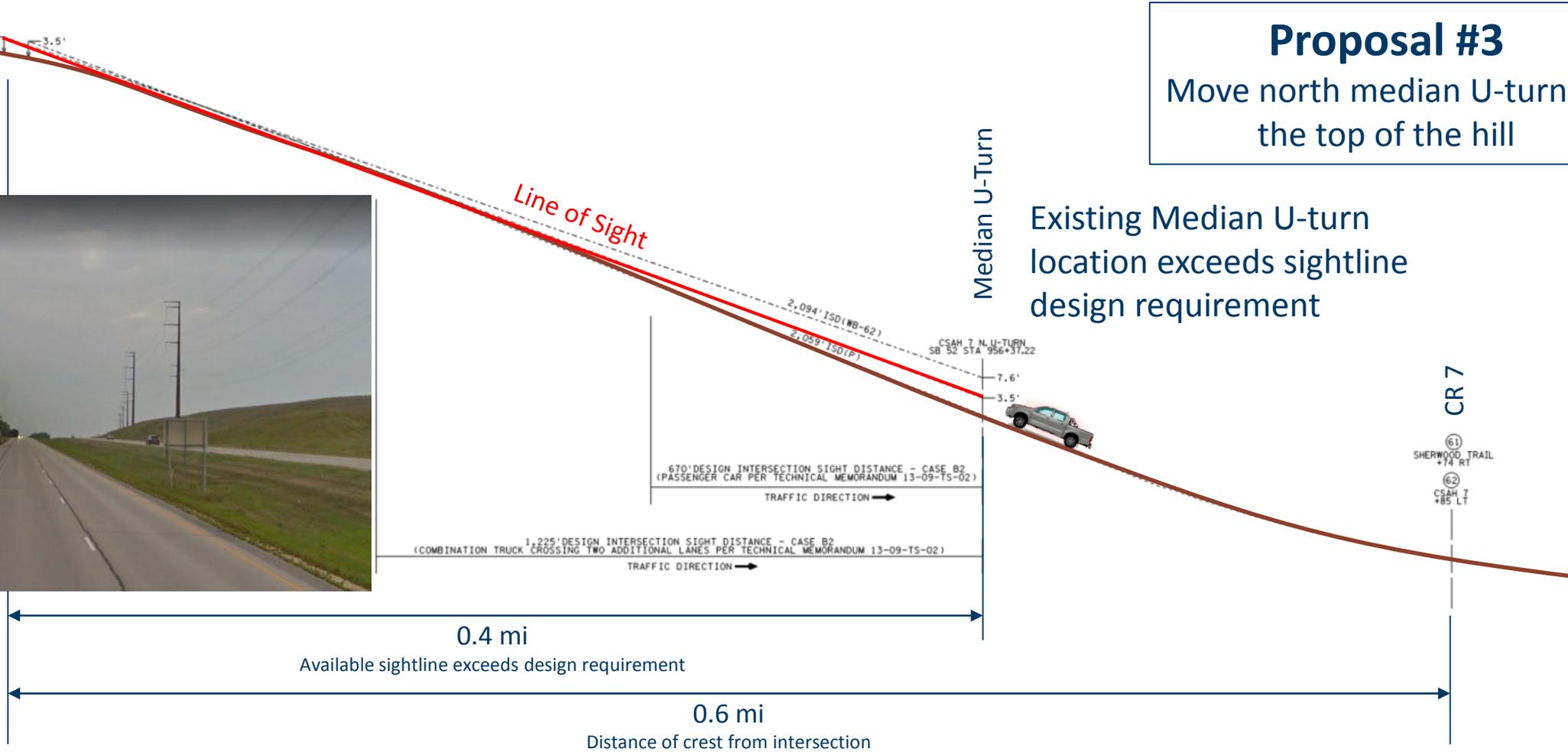
Proposal #2A
Full access + southbound
acceleration lane

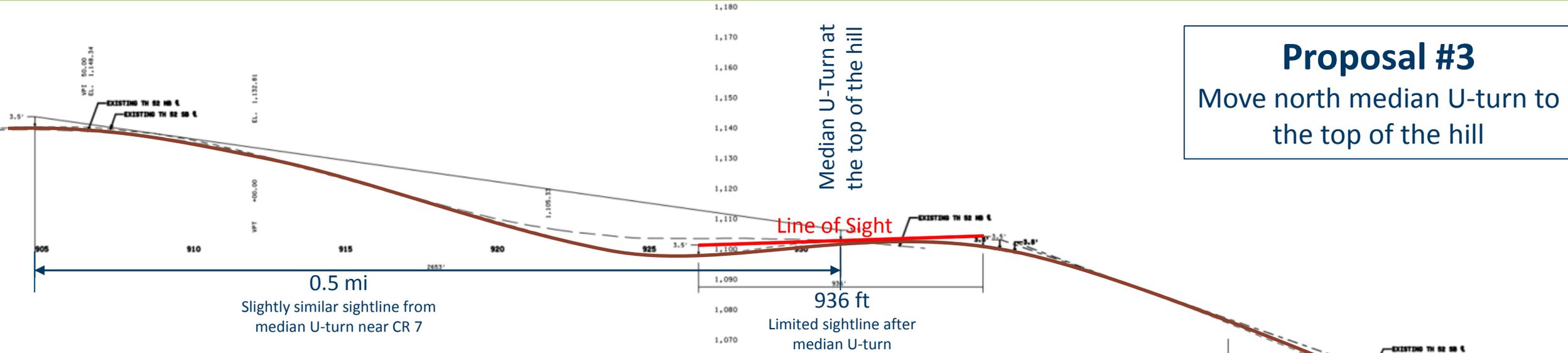
ALTERNATIVE	ADVANTAGES	DISADVANTAGES
<p>Proposal #3 – Move north median U-turn to the top of the hill</p> <p>Dismissed due to disadvantages identified</p>	<ul style="list-style-type: none">• Slight increase of north-facing sightline	<ul style="list-style-type: none">• North median U-turn will be farther 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



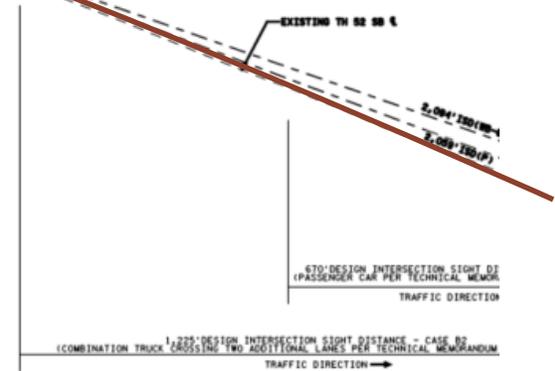
Proposal #3
Move north median U-turn
to the top of the hill

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





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



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