

# Hwy 14 Eagle Lake

## County Rd 56 Intersection

### Improvements Survey Summary



## Overview

MnDOT, in partnership with Blue Earth County and the City of Eagle Lake, is analyzing safety improvements at the Hwy 14 and Blue Earth County Rd (CR) 56 intersection in Eagle Lake. Between October 18 and November 2, 2020, MnDOT gathered community input on the proposed design concepts for the Hwy 14/CR 56 intersection. The community was asked to watch a recorded presentation with information on the three design concepts and then complete an online survey. Community input will help project partners select a preferred design concept for a construction project tentatively scheduled for 2022.



## Design Concept Preferences

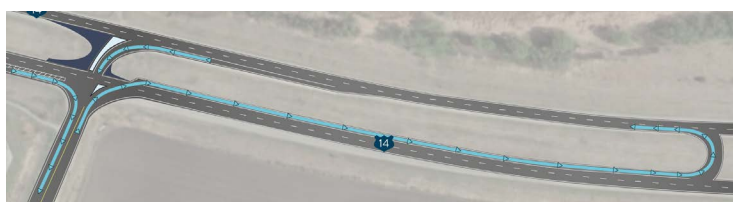
Survey respondents rated design concepts on a scale from Strongly Dislike to Strongly Like. Concept 3: Restricted Crossing U-Turn (RCUT) had the highest amount of people report they Like or Strongly Like the concept, and Concept 1: Right-in/Right-out had the lowest support.



**Concept 1: Right-in/Right-out**  
23% LIKE OR STRONGLY LIKE | 69% DISLIKE OR STRONGLY DISLIKE



**Concept 2: Three-quarter access**  
32% LIKE OR STRONGLY LIKE | 50% DISLIKE OR STRONGLY DISLIKE



**Concept 3: Restricted Crossing U-Turn (RCUT)**  
44% LIKE OR STRONGLY LIKE | 40% DISLIKE OR STRONGLY DISLIKE

## Additional Comments

In addition, survey respondents provided the following substantive comments. MnDOT's responses are also provided below.



**Concern for increased traffic and pedestrian and bicyclist safety on local roads if turning movements are restricted at the Hwy 14/56 intersection.**

Concept 3: RCUT maintains all turning movements at the intersection. Concept 1: Right-in/Right-out and Concept 2: Three-quarter access would limit left turning movements at the Hwy 14/CR 56 intersection and traffic would be directed to alternative roads to access Hwy 14 and CR 56 businesses. Thus, Concept 3 would have the least impact on traffic, pedestrians, and bicyclists on alternate local roads.



**Add an acceleration lane on Concept 3: RCUT after the turn onto westbound Hwy 14 to help cars merge into traffic.**

In this circumstance, acceleration lanes are unnecessary for safe operations. Acceleration lanes are warranted when four-lane highway volumes exceed 40,000 vehicles per day. This segment of Hwy 14 has 20,000 vehicles per day.



**Construct an interchange at the Hwy 14/CR 56 intersection.**

Constructing an interchange at this location is not feasible because of the nearby lake and existing development. Concept 3: RCUT provides equivalent safety to that of an interchange, while being more cost effective.