

# Draft Concept: J-turn



| Reduction of Serious and Fatal Crashes* | Time to secure funding  | Estimated Project Delivery (after funding is secured)** | Estimated Cost (2026)*** |
|---|---|---|--------------------------|
| 69%                                     | Various funding sources available, may take up to 2 years or longer | 1.5 – 2.5 years   | \$7 - \$10 million       |



\*Note - Serious and fatal crash reduction factor obtained from MnDOT's Traffic Safety Evaluation at Reduced Conflict Intersections in Minnesota (August 2021)

\*\*Note - Project development doesn't typically start until a project is funded or in a fiscal constraint program like a Highway Improvement or Transportation Improvement Program (i.e. CHIP or STIP).

\*\*\*Note - A range is provided for cost because construction costs are subject to inflation, market conditions at the time of bidding, supply issues, number of bidders, and other factors that cannot be realized until the time of bidding. Cost estimates are construction costs for all improvements shown on this exhibit, including the CR 40 improvements shown.

**Description:** The intersection of Hwy 23 and Hwy 9 would be redesigned so that vehicles can no longer make a left turn onto Hwy 23 or drive straight across Hwy 23. The east leg of CR 40 will be realigned to connect to Hwy 9 and a cul-de-sac will be constructed on existing CR 40 east of Hwy 23. The west leg of CR 40 will be converted into a 3/4 intersection, with only the left from CR 40 onto Hwy 23 restricted. The intersection will operate at highway speeds. A trail and pedestrian underpass will be constructed under Hwy 23 for people who walk and bike.