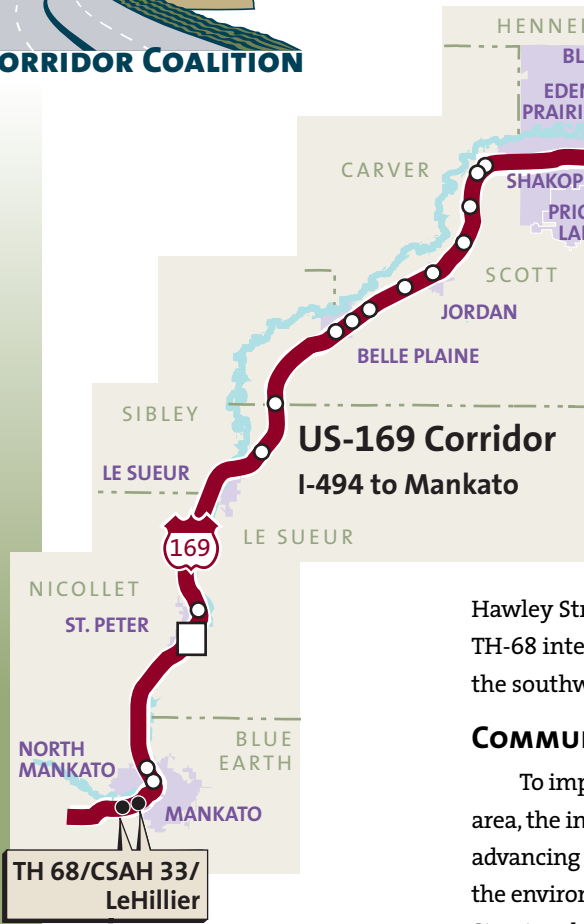




TH-68/CSAH-33/LeHILLIER INTERCHANGE

LONG-TERM SOLUTION NEEDED TO IMPROVE MOBILITY IN THE CORRIDOR



The Le Hillier Area (or Southbend Township) Intersection Improvement Study was completed in

1999. The study investigated transportation safety and mobility issues in the Corridor and developed potential short- and long-term improvements that address the concerns.

The study covered the Hawley Street, Blue Earth CSAH-33 and TH-68 intersections, all within 1.5 miles of the southwest edge of Mankato.

COMMUNITY BENEFITS

To improve overall safety through this area, the intersections study recommended advancing two long-term alternatives into the environmental process near Hawley Street and two long-term alternatives in the area between CSAH-33 and TH-68.

Alternative concepts involve reconfiguring or removing the at-grade accesses and building overpasses or underpasses and interchanges.

Short-term solutions to improve safety at the three intersections were also

recommended and were implemented in 2001 at a cost of \$1.2 million. The results of the completed short-term project include:

- Improved sight distances, greatly reduced the number of conflicting vehicle movements and reduced delay, all improving safety through the Corridor.
- Relocated the CSAH-33 intersection, restricted movements at several intersections, added long left- and right-turn lanes, and acceleration lanes, and separated the right turn from the driving lanes.
- Improved pedestrian safety by relocating the painted crosswalk at the new T-intersection at Hawley Street to reduce the number of conflict points.

Additional improvements are needed to make the intersections even safer and to improve mobility in the Corridor.

FUNDING

Estimated cost for additional improvements: \$37.0 - 44.0 million. Minnesota Department of Transportation District 7's Long Range Plan in 2009 - 2028 lists this project as an unfunded investment need and a regional and community improvement priority.

The short-term improvements were funded with federal safety funds and state matching funds and were programmed by the Area Transportation Partnership.

QUESTIONS

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