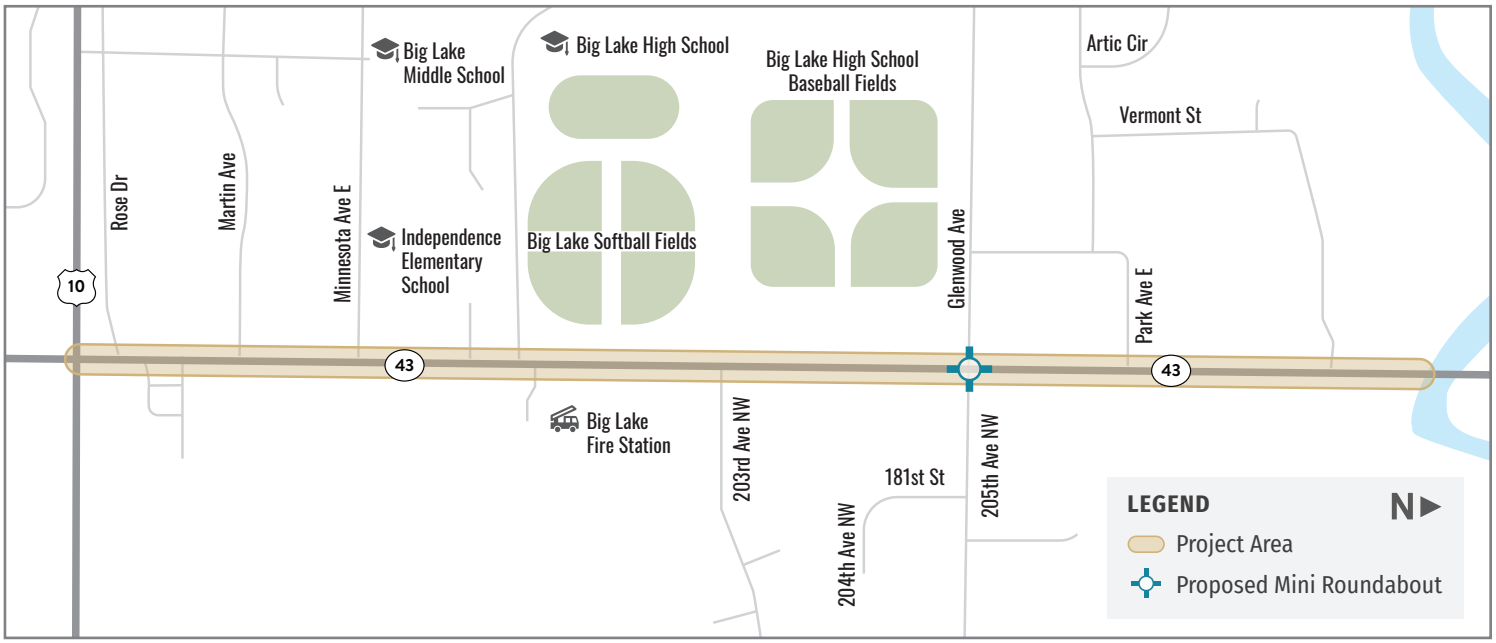
SHERBURNE COUNTY

County Highway 43 IMPROVEMENTS

Sherburne County is developing a preliminary design to improve the pavement condition, safety, capacity, and operations along County Highway 43 from Highway 10 to the Elk River Bridge in Big Lake. This stretch of County Highway 43 provides access to area schools, police, fire stations, commercial and retail businesses, and residential housing in the City of Big Lake.



PROPOSED IMPROVEMENTS

This 1-mile stretch of County Highway 43 is anticipated to be fully reconstructed in 2022. At the same time, the county wants to improve traffic flow and increase safety for drivers, pedestrians, and bicyclists, including:

- Fully reconstruct approximately 1 mile of highway
- Add a right turn lane from southbound County Highway 43 to westbound Highway 10
- Improve traffic flow from Highway 10 to Minnesota Ave.
- Design this stretch of County Highway 43 for future development east of Minnesota Ave.
- Add sidewalk on the east side of County Highway 43 for pedestrians
- Construct a mini roundabout at the County Highway 43/Glenwood Ave./205th Ave. intersection to help with intersection operations

PROJECT SCHEDULE

Community Engagement

Spring **2021** — Preliminary Design

Summer/Fall **2021** — Final Design

Summer **2022** — Construction

PROJECT AREA ISSUES

This stretch of County Highway 43 has safety, capacity, and operations issues that need to be addressed to keep the community moving into the future. Several key issues have been identified in this area, including:

Inefficient intersection operations at County Highway 43 and Highway 10 that are further constrained by the close proximity of Rose Dr.

Increase in traffic at the County Highway 43/Glenwood Ave./205th Ave. intersection during peak drop off and pick-up at area Big Lake schools

More traffic in the area related to growth and future development east of Minnesota Ave.

Inconsistent pedestrian and bicycle connections to the local schools

MINI ROUNDABOUTS

Mini roundabouts are most often used on urban and suburban roads, similar to County Highway 43. They are smaller than traditional roundabouts and are designed so the center island has a slight lip to it to direct passenger vehicles to drive around the island. The lip, however, is low enough to allow larger trucks and school buses to safely drive over it when extra space is needed to make turns. Standard medians will also run through the middle of the road to divide the highway between intersections, same as a standard roundabout.

How does a mini roundabout compare to a traffic signal?

A mini roundabout supports a constant and efficient traffic flow, while a traffic signal may increase the delay that County Highway 43 and connected side streets experience today, especially if they hit a red light. Additionally, traffic signals do not reduce crashes or slow traffic.

Benefits of a mini roundabout

- Smaller radius reduces the cost and construction impacts compared to a traditional roundabout
- Provides the shortest delay during school pick-up and drop-off times
- Effectively slows speeds
- No lost wait times (i.e. vehicles don't need to wait for a green light)
- Substantially shortens pedestrian crossing distances when compared to typical multi-lane intersections
- Crash severities are typically very low

Example mini roundabout

Check out the before and after pictures of a mini roundabout in Shakopee to see what this could potentially look like in this area.

Before

After

STAY CONNECTED

David Roedel
Assistant Public Works Director/ Deputy County Engineer

David.Roedel@co.sherburne.mn.us
763-765-3352
www.co.sherburne.mn.us/1197/Future-Road-Projects