1. Introductions

2. Project Overview and Schedule
   - Concept Development / Geometric Layout – Apr 2018 – March 2020
   - Environmental Doc and R/W processing – Feb 2019 – Nov 2020
   - Project Letting – January 2021
   - Begin Construction – Spring 2021

3. Preliminary Design
   - TH57 / CR8 Hader Intersection
   - CR7 / Sherwood Trail
   - Wagner Hill Way frontage road extension
   - Wagner Hill Way
   - Skunk Hollow

4. Project Design Opportunities / Challenges
MnDOT Highway 52 Improvement Project
MnDOT District 6

**Project Process Timeline**

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**Existing Conditions**
- Field Review
- Traffic Volumes
- Crash History
- Project Goals
- Purpose and Need

**Concept Development**
- Hwy 52 Regional Vision
- Access Mgmt Plan
- Capacity and Safety Improvements
- Evaluation Matrix

**Preferred Alternative**
- Geometrics
- Right-of-Way
- Traffic Operations
- Cost Estimate
- Environmental Impacts

**Preliminary Design**
- Geometric layout
- Prelim Plans
- Design-Build RFP
- Right-of-Way processing

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**Construction**
- Construction sequence
- Traffic Mgmt

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**Public Involvement**
- Apr – Dec 2018: Open House #1
- Jan – May 2019: PMT Mtgs, Stakeholder Mtgs, Agency Coordination, Environmental Reviews, Open House #2
- Jun 2019 – May 2020: PMT Mtgs, Stakeholder Mtgs, Agency Coordination, Environmental Reviews, Open House #3
- Feb 2021 – Oct 2023: PMT Mtgs, Stakeholder Mtgs, Agency Coordination, Environmental Reviews, Open House #4
MnDOT Highway 52 Improvement Project
MnDOT District 6

Hader Intersection
Interchange Design

Interchange Design
Diamond Interchange
Interchange Design (Option)
Diamond Interchange w/ SE Loop
Proposal #2A (Recommended)
Full access + NB and SB acceleration lanes
CR 7 / Sherwood Trail

Proposal #1 (Recommended for Dismissal)
Full access + immediate median U-turn lane near the intersection + aggregate shoulder for slow moving vehicles

Immediate Access to Turn Lane

Accommodation of Farm Equipment on Wide Shoulders
Proposal #2 (Recommended for Dismissal)
Limited access + southbound median acceleration lane
<table>
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<tr>
<th>ALTERNATIVE</th>
<th>ADVANTAGES</th>
<th>DISADVANTAGES</th>
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| **Original Proposal – Reduced Conflict Intersection** | • Reduced conflict points  
• Allows full access  
• Eliminates serious T-bone crashes | • Sightline concern for north median U-turn  
• No southbound median acceleration lane |
| **Proposal #1 (Recommended for Dismissal)**  
Full access + immediate median U-turn lane near the intersection + aggregate shoulder for slow moving vehicles | • Immediate access to U-turn lanes  
• Further reduces merging conflicts  
• Median U-turns can utilize right turn lanes as acceleration area when needed | • No southbound median acceleration lane |
| **Proposal #2 (Recommended for Dismissal)**  
Limited access + southbound median acceleration lane | • Dedicated southbound median acceleration lane | • Limited access  
• Right-in/Right-out access to CR 7 and Sherwood Trail + southbound acceleration lane |
| **Proposal #2A (Recommended)**  
Full access + northbound acceleration lane | • Northbound and southbound acceleration lanes  
• Allows full access | • Southbound acceleration lane: design issue remains with distance available for acceptable acceleration lane length. |
Design Opportunities / Challenges
- Access and Traffic Management
- Coordination with Other Projects
- Public Outreach
Stay Connected

• Project website

• Social media
  • MnDOT Facebook: https://www.facebook.com/mndot/
  • MnDOT Southeast Facebook: https://www.facebook.com/groups/MnDOTsoutheast/
  • MnDOT Southeast Twitter: https://twitter.com/mndotsoutheast

• 511
  • Real-time travel info, anywhere in Minnesota: http://www.511mn.org/

• Traditional media

• Events and public meetings

• City and business websites
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