

# MnDOT Highway 52 Improvement Project MnDOT District 6



## TH52 Advisory Group Meeting

February 25, 2020



# Agenda

## Hwy 52 Advisory Group Meeting

### 1. Introductions

### 2. Project Overview and Schedule

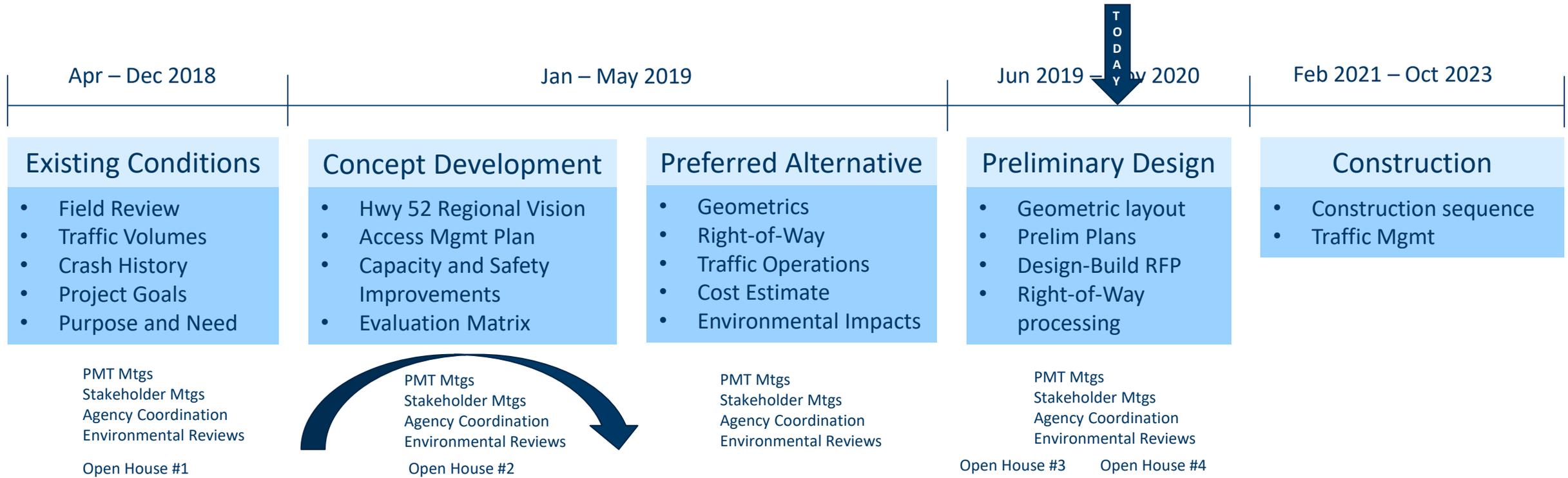
- Concept Development / Geometric Layout – Apr 2018 – March 2020
- Environmental Doc and R/W processing – Feb 2019 – Nov 2020
- Project Letting – January 2021
- Begin Construction – Spring 2021

### 3. Preliminary Design

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

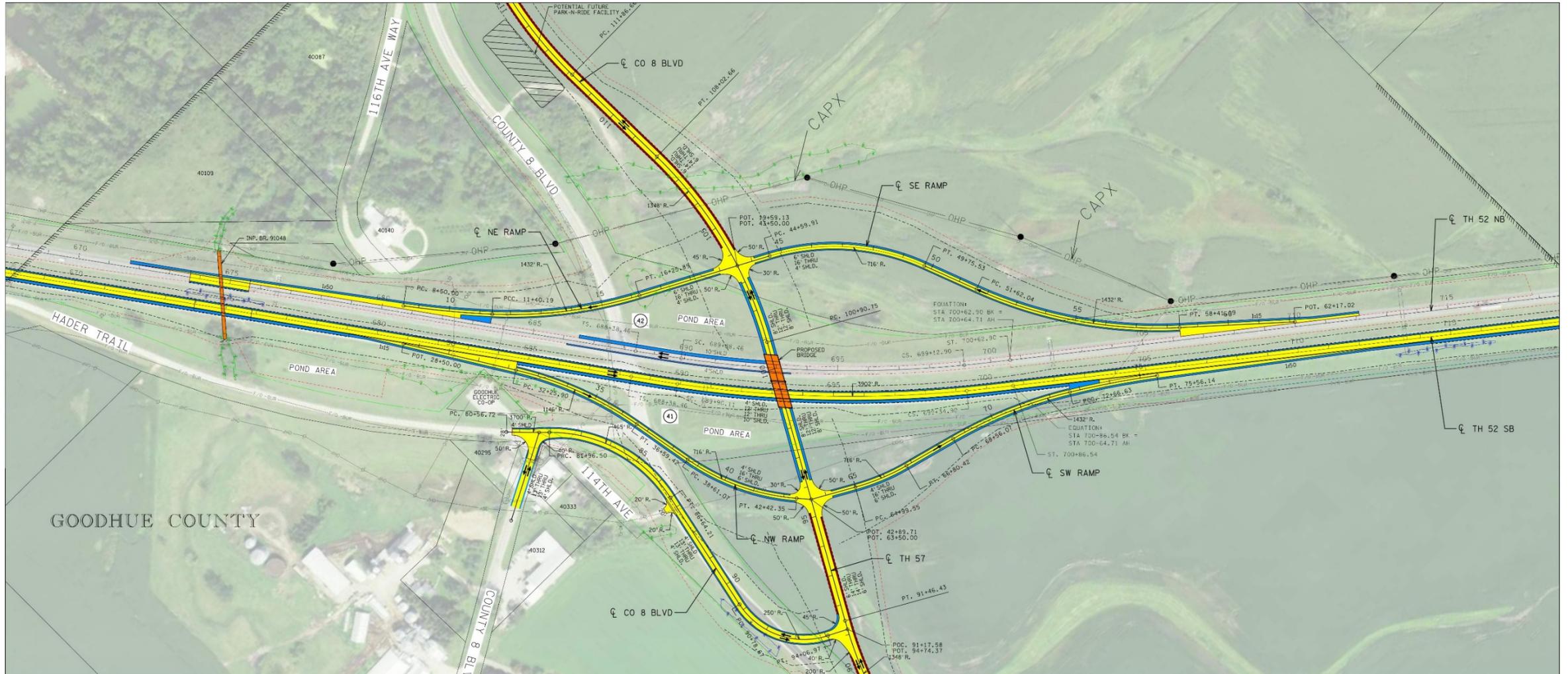
### 4. Project Design Opportunities / Challenges

# Project Process Timeline



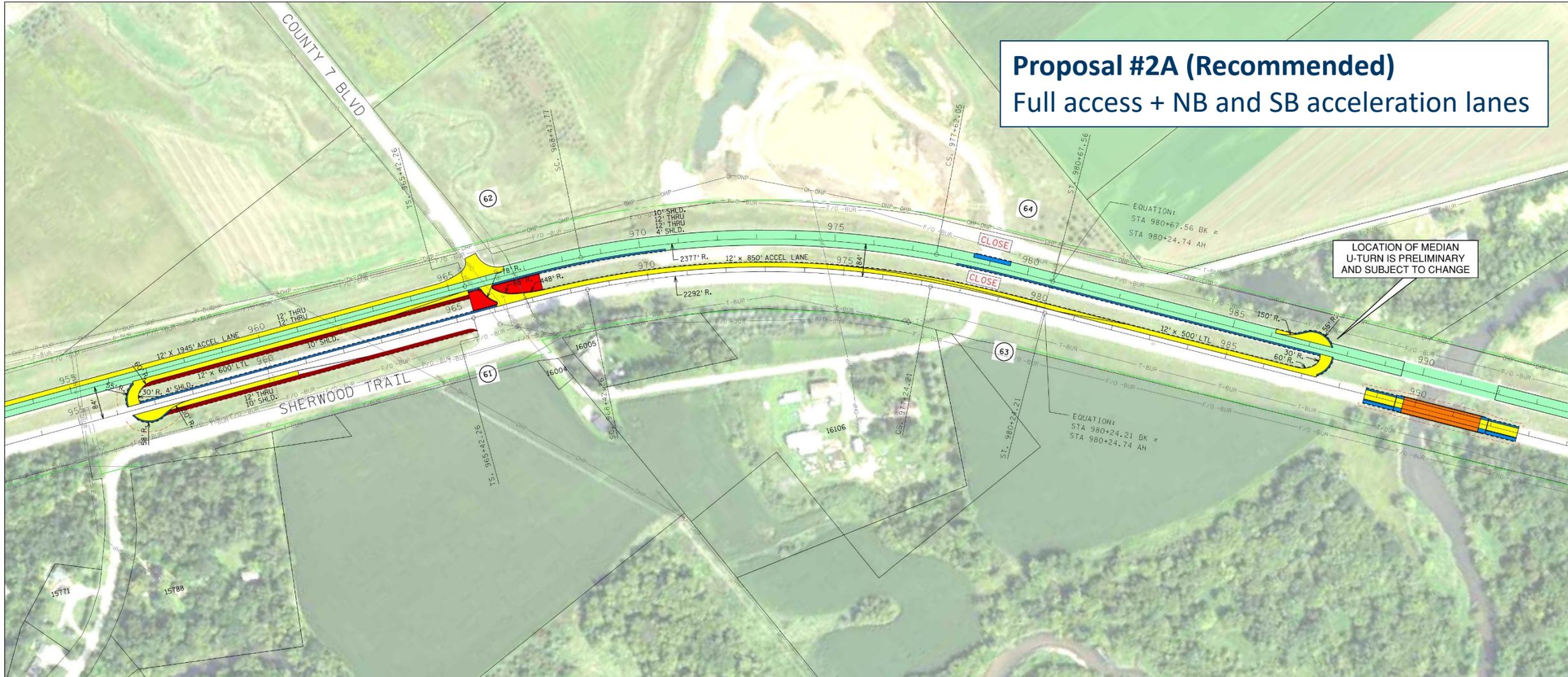
**Public Involvement**







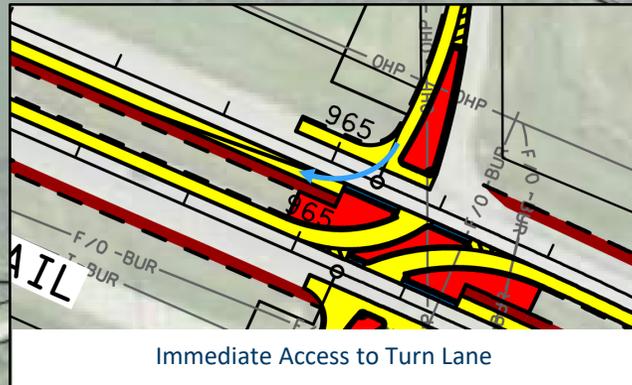
Interchange Design (Option)  
Diamond Interchange w/ SE Loop



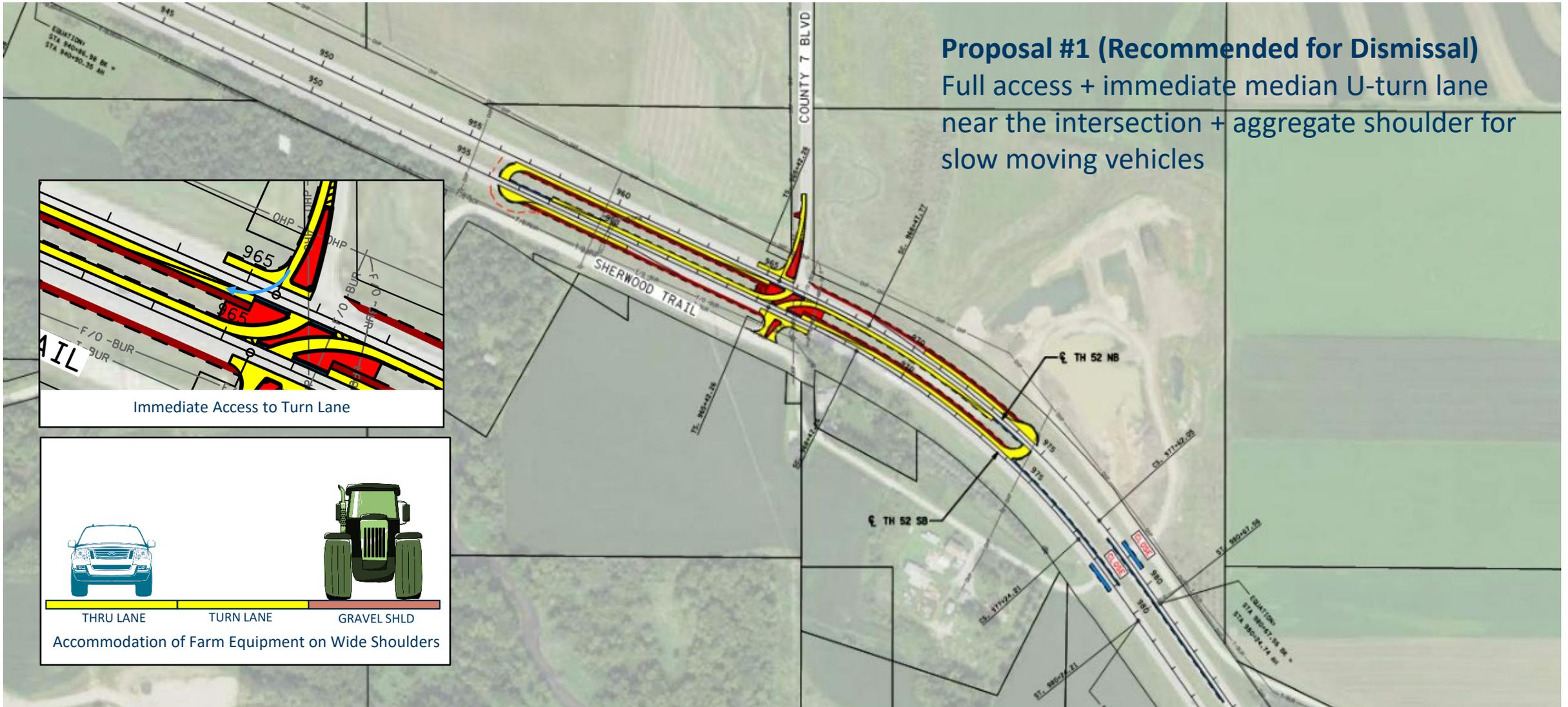
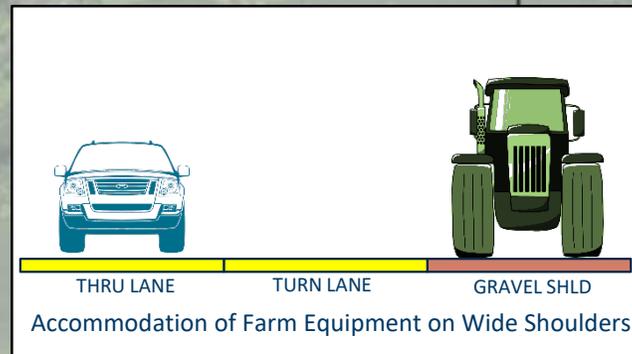
**Proposal #2A (Recommended)**  
Full access + NB and SB acceleration lanes

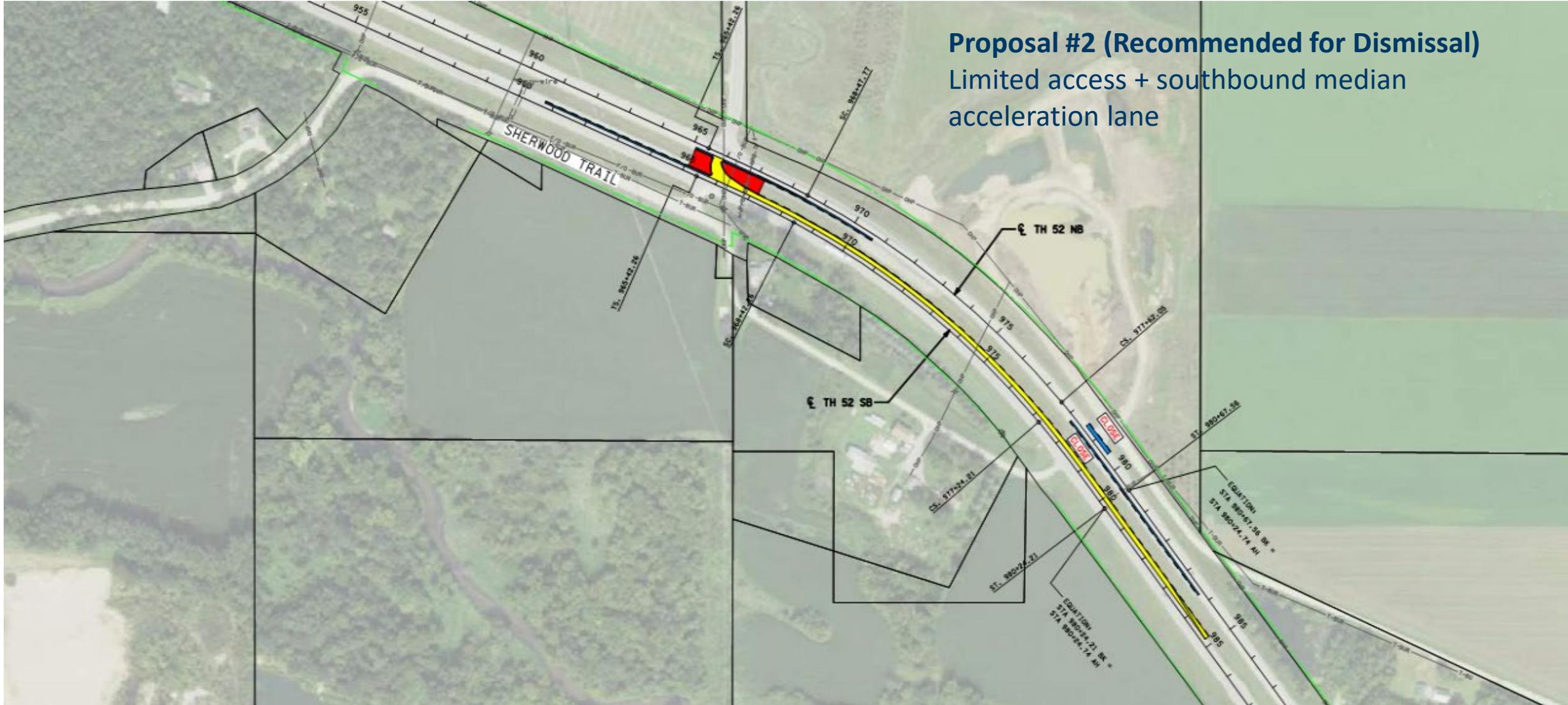
LOCATION OF MEDIAN  
U-TURN IS PRELIMINARY  
AND SUBJECT TO CHANGE

**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

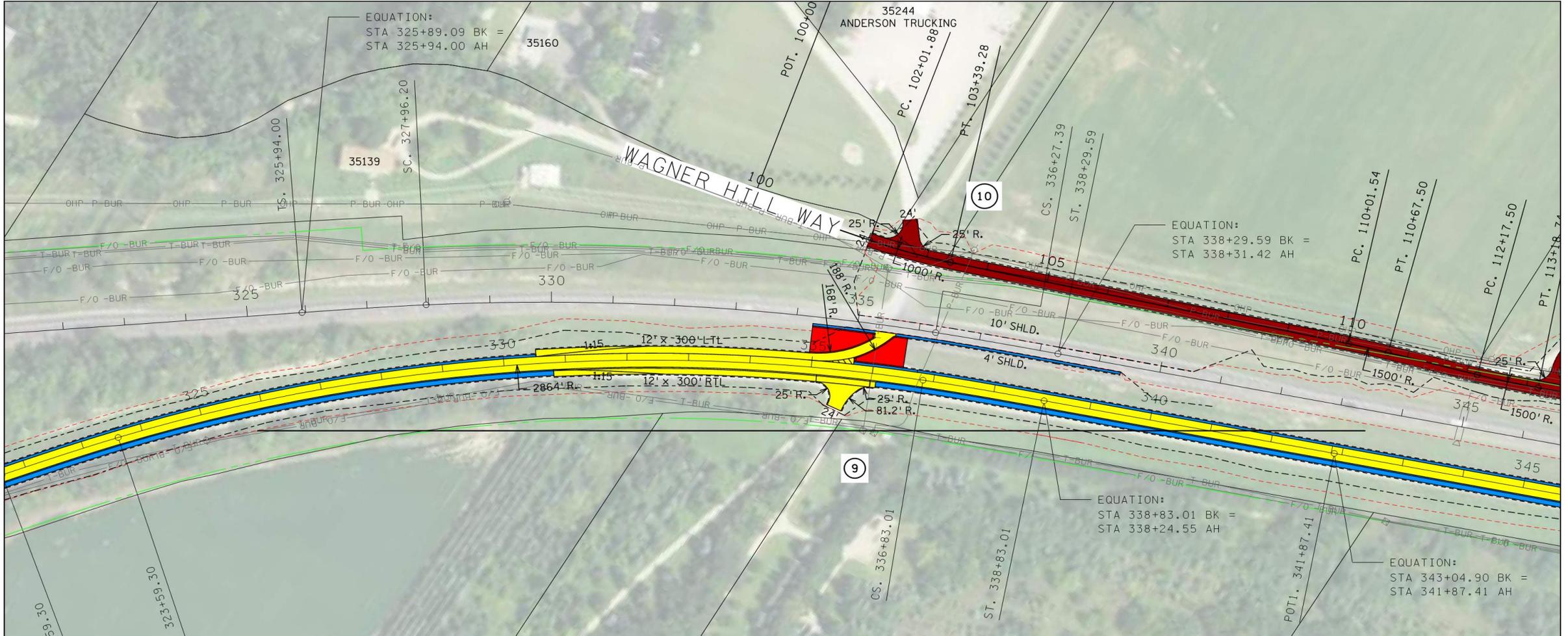


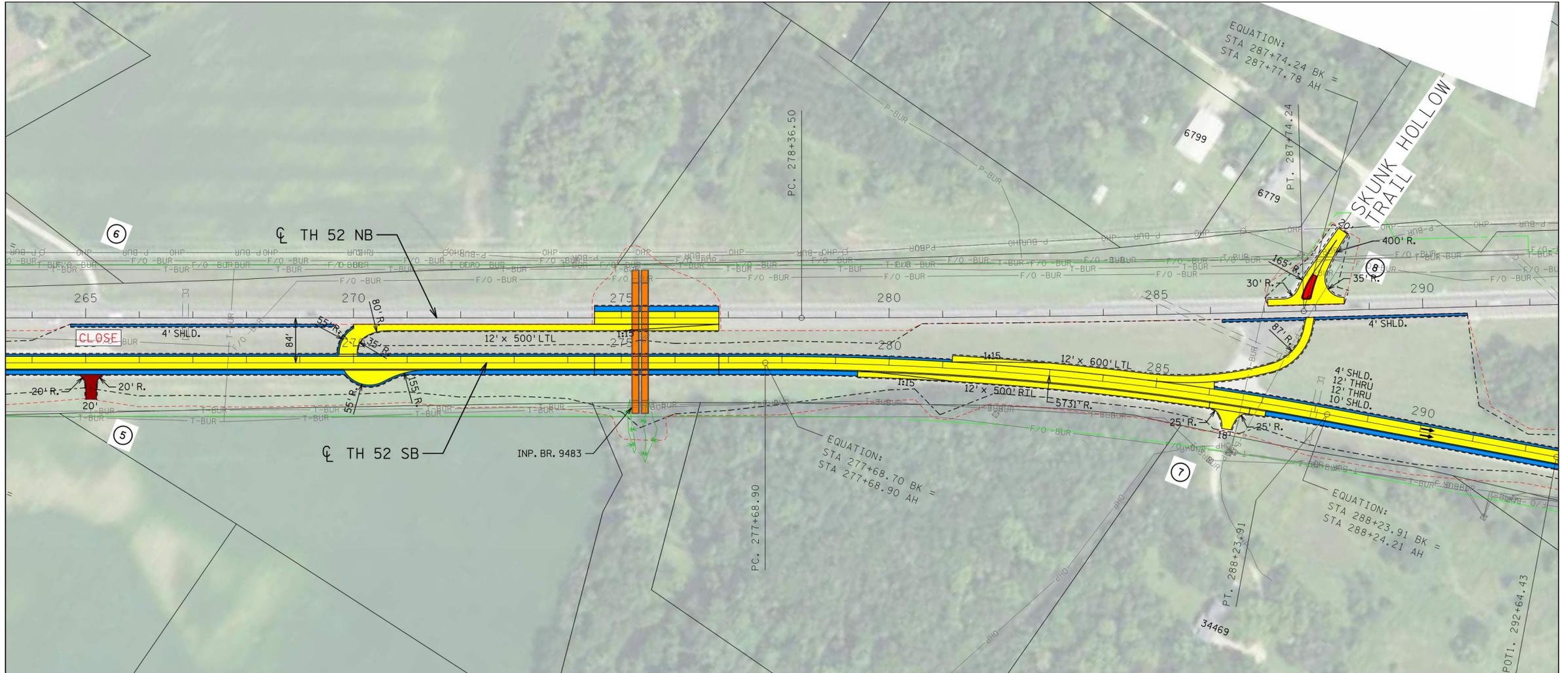


**Proposal #2 (Recommended for Dismissal)**  
Limited access + southbound median  
acceleration lane

ALTERNATIVE	ADVANTAGES	DISADVANTAGES
<p><b>Original Proposal</b> – Reduced Conflict Intersection</p>	<ul style="list-style-type: none"> <li>• Reduced conflict points</li> <li>• Allows full access</li> <li>• Eliminates serious T-bone crashes</li> </ul>	<ul style="list-style-type: none"> <li>• Sightline concern for north median U-turn</li> <li>• No southbound median acceleration lane</li> </ul>
<p><b>Proposal #1 (Recommended for Dismissal)</b> Full access + immediate median U-turn lane near the intersection + aggregate shoulder for slow moving vehicles</p>	<ul style="list-style-type: none"> <li>• Immediate access to U-turn lanes</li> <li>• Further reduces merging conflicts</li> <li>• Median U-turns can utilize right turn lanes as acceleration area when needed</li> </ul>	<ul style="list-style-type: none"> <li>• No southbound median acceleration lane</li> </ul>
<p><b>Proposal #2 (Recommended for Dismissal)</b> Limited access + southbound median acceleration lane</p>	<ul style="list-style-type: none"> <li>• Dedicated southbound median acceleration lane</li> </ul>	<ul style="list-style-type: none"> <li>• Limited access</li> <li>• Right-in/Right-out access to CR 7 and Sherwood Trail + southbound acceleration lane</li> </ul>
<p><b>Proposal #2A (Recommended)</b> Full access + northbound acceleration lane</p>	<ul style="list-style-type: none"> <li>• Northbound and southbound acceleration lanes</li> <li>• Allows full access</li> </ul>	<ul style="list-style-type: none"> <li>• Southbound acceleration lane: design issue remains with distance available for acceptable acceleration lane length.</li> </ul>







## Design Opportunities / Challenges

- Access and Traffic Management
- Coordination with Other Projects
- Public Outreach

# Stay Connected

- Project website
  - <http://www.dot.state.mn.us/d6/projects/hwy52-hader-southbound-improvements/index.html>
- 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

# Contacts

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