



WELCOME

**County Road 50/County Road 5
Interchange at Interstate 35, Lakeville**

Monday, September 9
4:30 to 6:30 p.m.

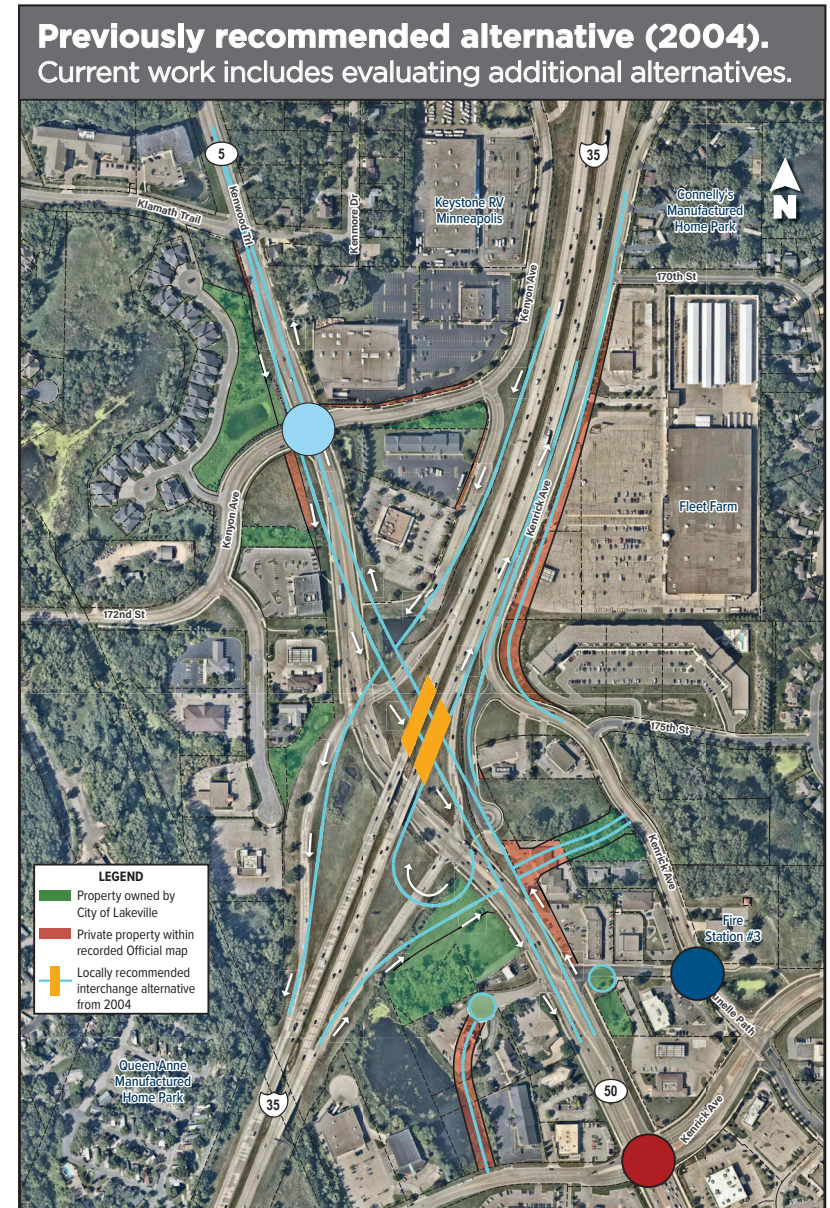


Project History

Dakota County, the City of Lakeville and the Minnesota Department of Transportation (MnDOT) are designing an improved interchange at County Road 50/County Road 5 and Interstate 35.

The county has studied the area for interchange improvements for more than 20 years.

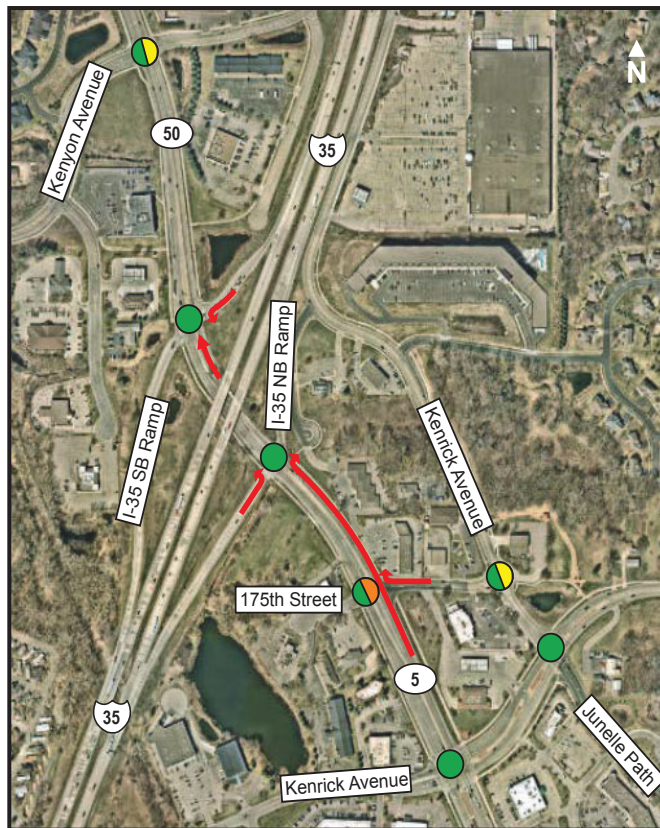
2004	Previous interchange alternative developed Official map adopted	
2005 - 2006	CR 50, Kenrick Ave and 175th St Construction	
2010	Kenrick Ave/175th St Roundabout Construction	
2016	Kenyon Ave Construction	



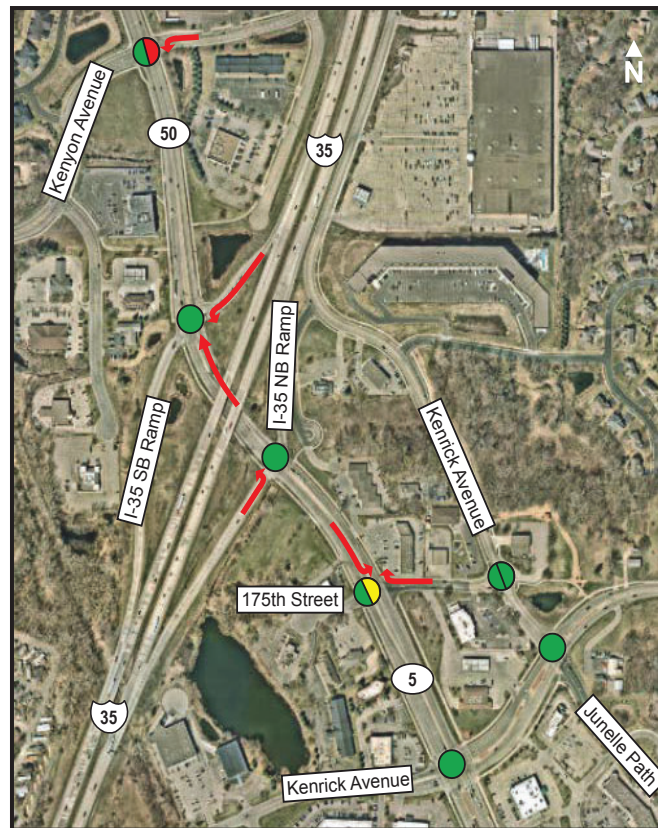
Why Is This Project Needed?

Driver Mobility

Drivers are currently experiencing delays and poor operations and traffic volumes will continue to increase.



Existing Conditions AM Peak Hour



Existing Conditions PM Peak Hour

SIGNALIZED AND UNSIGNALIZED LEVEL OF SERVICE (LOS) DESIGNATION

● LOS A-C

No traffic congestion to light traffic congestion. Traffic at intersection is able to move through in a single light cycle.

● LOS D

Moderate traffic congestion. Cars may have to wait multiple light cycles to get through the intersection.

● LOS E

Significant traffic congestion with backups along roads leading to the intersection and slower than normal travel speeds.

● LOS F

Stop and go traffic operations. Cars are likely to wait several light cycles to get through the intersection.

○ Signalized Intersection

○ Unsignalized Intersection

Color on the left half of circle shows the intersection's overall level of service, the color on the right half of circle shows the level of service when traffic is most delayed.

— Maximum Traffic Backup

County Road 50/County Road 5 Interchange
at Interstate 35, Lakeville

Why Is This Project Needed?



Bridge Condition

Bridges are reaching the end of their useful service lives.

Mobility and Safety for People Walking and Biking

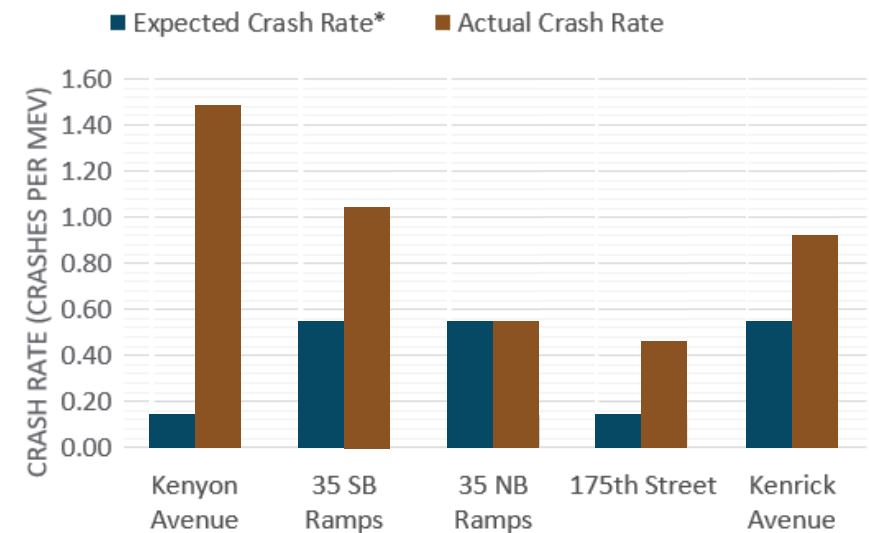
Limited facilities for bikers or bicylists and pedestrians, challenging crossings and lack of locations to cross.



County Road 50 below I-35.

Traffic Safety

High rates of crashes in the area.



*Expected rates are from MnDOT's 2018-2022 Intersections Tool Kit and are based on entering volume and traffic control device. Crash rate is per millions of entering vehicles (MEV) at a given intersection.

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Project Process & Schedule



2024

Preliminary design studies to address needs and evaluate alternatives.



January through March 2025

Conclude study of alternatives. Present the recommended design.



April through December 2025

Confirm project approvals and funding. Develop right-of-way maps.



2026-2027

Final engineering design and right-of-way acquisition.



2028-2029

Start Construction

Open House 1

- Agency coordination
- Local stakeholder communications

Open House 2

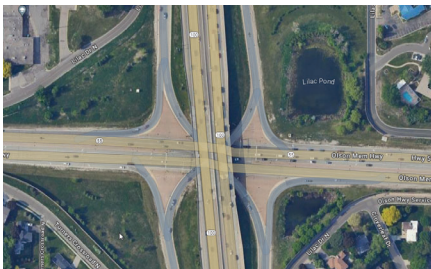
- Business outreach
- Local stakeholder communications

Open House 3

- Business and stakeholder meetings

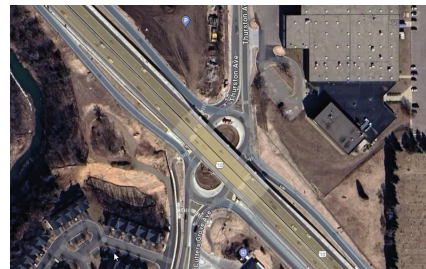
Design Considerations

Below are options for how the I-35 ramps could connect to County Road 50 and 5.



Hwy 100 and Hwy 55 in Golden Valley, MN

Single point with signals



Hwy 10 and Thurston Avenue in Anoka, MN

Diamond with roundabout



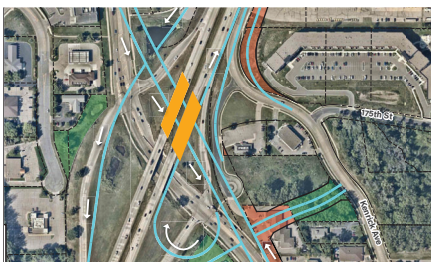
Hwy 101 and 141st Avenue in Rogers, MN

Diverging diamond with signals



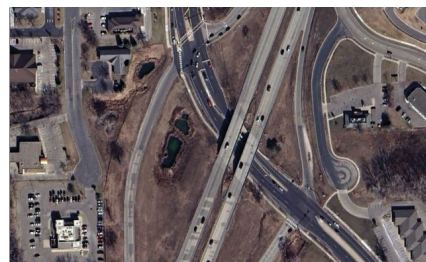
Hwy 10 and Main Street in Anoka, MN

Partial cloverleaf with roundabout



I-35 and County Road 50 and 5 in Lakeville, MN

Partial cloverleaf with signals (2004 previously recommended alternative)



I-35 and County Road 50 and 5 in Lakeville, MN

Diamond interchange with signals (current interchange would be upgraded)

What Project Impacts will be Considered?



Noise

Study impacts to noise-sensitive residential areas and possible ways to reduce those impacts.



Business Impacts

Identify how project alternatives will affect businesses, including property impacts and changes to access.



Drainage and Water Quality

Address how the project's design will affect drainage and include measures to manage water quality.



Pedestrians, Bicyclists, and Recreation

Design to improve the environment for recreation and non-vehicular travelers.

What input or questions do you have on these or other impacts and opportunities?



Connect online.
Co50interchange.com

Please provide any comments or questions using a comment card.



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South Metro I-35 Projects

I-35W in Burnsville

- 2025-2026 Construction
- Improve pavement on I-35W
- Replace bridges at Hwy 13, Burnsville Parkway, and Cliff Rd.
- Update guardrail
- Improve drainage

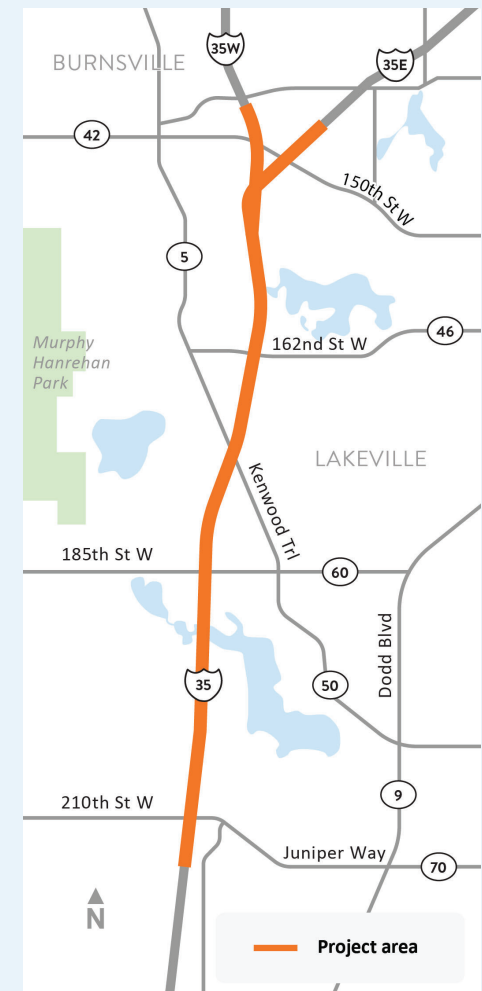


Learn more about this project!



I-35 in Burnsville and Lakeville

- MnDOT completed a study on potential future roadway improvements
- In the interim, MnDOT is planning a 2029 construction project that will improve bridge and pavement conditions throughout the corridor.

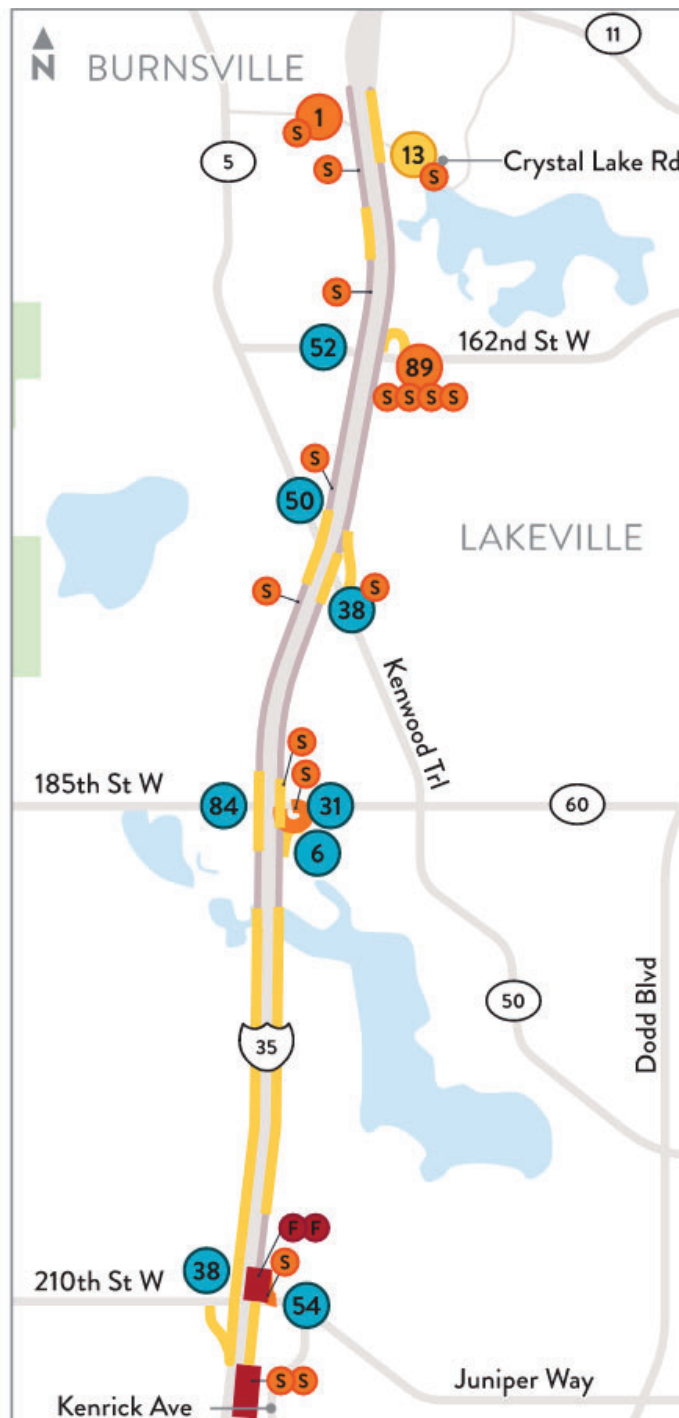


Learn more about this project!



I-35 Study - Burnsville and Lakeville

ROADWAY SAFETY AND VEHICLE MOBILITY EVALUATION RESULTS



CRASH HISTORY

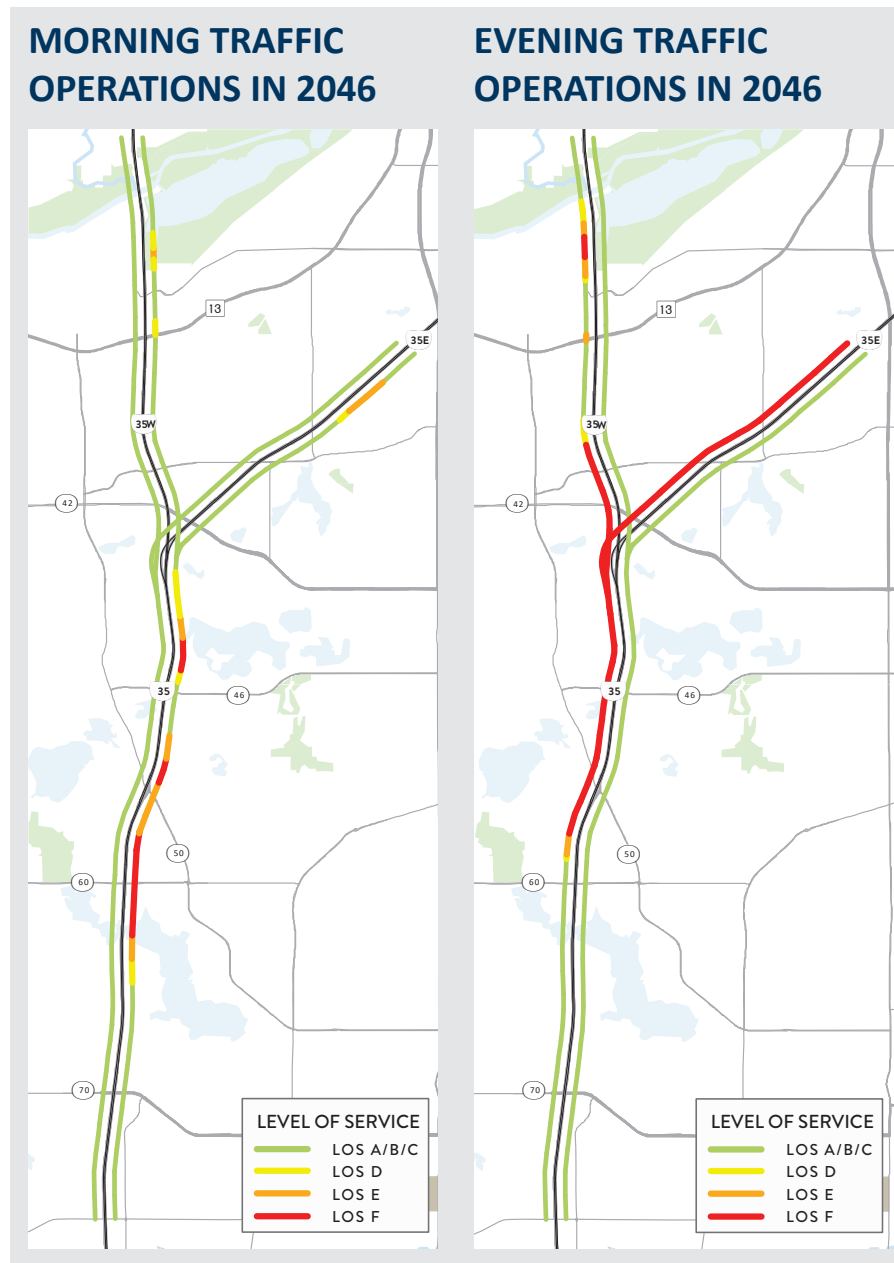
- Crash rate & FAR rate do not exceed critical or critical FAR rate
- Crash Rate exceeds critical rate
- FAR rate exceeds critical FAR rate
- Crash rate & FAR rate exceed critical or critical FAR rate
- Fatal Crash
- Serious Injury Crash
- Total Intersection Crashes

CRASH REPORT TERMS

- The **crash rate** is the number of crashes per the number of vehicles entering the intersection.
- The **fatal and serious injury crash rate (FAR)** is similar to the crash rate but focuses on the number of fatal and serious injury crashes per the number of vehicles entering the intersection.
- The **critical crash rate** indicates if an intersection is experiencing a higher number of crashes than would be expected. If the intersection crash rate is higher than the critical crash rate, the intersection can be considered a high crash location.

I-35 Study - Burnsville and Lakeville

ROADWAY SAFETY AND VEHICLE MOBILITY EVALUATION RESULTS



FREeway TRAFFIC FLOW LEVEL OF SERVICE (LOS) DESCRIPTIONS

- LOS A** Free flowing travel. Individual drivers are virtually unaffected by the presence of other traffic.
- LOS B** In the range of stable flow, but the presence of others in the traffic stream begins to be noticeable.
- LOS C** In the range of stable flow but marks the beginning of the range of flow where the operations of drivers becomes significantly affected by the interactions of other traffic.
- LOS D** Represents high density, but stable flow. Speed and freedom to maneuver are severely restricted and the driver experiences a poor level of comfort and convenience.
- LOS E** Represents conditions at or near capacity level. Comfort and convenience levels are extremely poor and driver frustration is relatively high.
- LOS F** Represents forced or breakdown flow.

I-35 Study - Burnsville and Lakeville

CONCEPTS EVALUATED

CONCEPT DETAILS

To improve roadway safety and vehicle mobility, the adjacent figures show the details of new lanes added or converted for each of the concepts evaluated.

- **Option 1:** E-ZPass Lane
- **Option 2:** Lane Continuity
- **Option 3:** Auxiliary Lane
- **Option 4:** Interim Option

■ New Lane

■ Convert to E-ZPass

