

County Road 50/County Road 5 Interchange at Interstate 35, Lakeville Wednesday, June 18 4:30 to 6:30 p.m.





Project Process & Schedule



2024

Preliminary design studies to address needs and evaluate alternatives.



December 2024 through March 2025

Conclude study of alternatives. Present the recommended designs.

Open House 1

- •Agency coordination
- Local stakeholder communications

Open House 2

- •Business outreach
- Local stakeholder communications



April through December 2025

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



2026-2027

Final engineering design and rightof-way acquisition.

Open House 3

 Business and stakeholder meetings





2028-2029

Start Construction

What Project Impacts will be Considered? transportation We get you there



Noise

Study impacts to noisesensitive residential areas and possible ways to reduce those impacts.

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

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



Connect online. Co50interchange.com



Business Impacts



Drainage and Water Quality

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

Please provide any comments or questions using a comment card.





Pedestrians, Bicyclists, and Recreation

Design to improve the environment for recreation and nonvehicular travelers.





Two public meetings have been held regarding the project design process. The first meeting was held in September of 2024, with approximately 120 attendees. The second meeting was held in December of 2024, with approximately 90 attendees. Comments gathered at these meetings primarily highlighted the following themes:



Need for safety improvements



September 2024 Public Meeting

What We've Heard from the Community



Backups and stoppages are current concern



December 2024 Public Meeting





Interest in seeing designs/plans

Review of Interchange Alternatives

Example Layout	Interchange Concept	Traffic Mobility	Traffic Safety	Safety for people walking and biking	Property Impacts	Construction Cost
	Alt 1 - Modernized Diamond with SE Loop				19 parcels impacted 2 relocations	\$\$\$\$\$



	Alt 2 - Modernized Diamond		19 parcels impacted 2 relocations	\$\$\$
<image/>	Alt 3 - Diverging Diamond		19 parcels impacted 1 relocation	\$\$\$
	Alt 4 - Peanut Roundabout Diamond		20 parcels impacted 1 relocation	\$\$\$
	Alt 5 - Diamond with SW Loop		20 parcels impacted 2 relocations (highest	\$\$\$\$



Performance level (1=low, 3=high)

\$ Comparative cost level (1=low, 5=high) The Project Management Team selected Alternative 3 - Diverging Diamond because it:

- Provides for a safer interchange
- Accommodates the interchanging traffic, which make up 60-80% of the traffic depending on the time of day
- Reduces the number of Pedestrian/Bike crossings

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

transportation

we get you there

Reccomended Alternative Diverging Diamond Option with Trail in Center



Business parking and access revisions are conceptual

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trans bortation we get you there

Northbound I-35 Lane Addition

- consistent with MnDOT's future corridor options.





• An auxiliary lane will be added on NB I-35 between CR 50 and CR 46, this lane addition is

• This lane addition will greatly improve traffic operation on NB I-35 in this area.

Anticipated speeds in 2050 on Northbound I-35W without interchange improvements

AM



Anticipated speeds in 2050 on Northbound I-35W with added vehicle lane

AM



LOOKING NORTHWEST TOWARDS NEW BRIDGE

Diverging Diamond - Visualization



Existing Interchange



Proposed Interchange

South Metro I-35 Projects

I-35W in Burnsville 2025-2026 Construction Improve pavement on I-35W Replace bridges at Hwy 13 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 2030 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

MORNING TRAFFIC OPERATIONS IN 2046

EVENING TRAFFIC OPERATIONS IN 2046

FREEWAY TRAFFIC FLOW LEVEL OF SERVICE (LOS) DESCRIPTIONS

- **LOSA** 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.

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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

