

# County Road 50/5 at I-35 Interchange Improvements



Dakota County, in partnership with MnDOT and the City of Lakeville, has worked to identify the best solution to improve the Country Road 50 and 5 interchange.

The team has now arrived at a recommended interchange alternative: a Diverging Diamond with the multi-use trail in the center.



## The recommended Diverging Diamond Interchange design will:



Provide a safer interchange for drivers, with similar completed US and Minnesota projects proven to reduce serious crashes.



Most effectively accommodate interchanging traffic. Currently, 60 to 80 percent of vehicles at the interchange to connect between Country Road 50 / 5 and I-35.



Reduce the number of pedestrian and bike crossings of County Road 50 and 5.



**2024**

Preliminary design studies to address needs and evaluate alternatives.



**December 2024  
through March 2025**

Conclude study of alternatives.  
Present the recommended designs.



**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

Learn more on the project website! [Co50interchange.com](https://Co50interchange.com), or scan the QR code.



# County Road 50/5 at I-35 Interchange Improvements



## Frequently Asked Questions

### **Why is this project needed?**

The purpose of this project is to modernize the County Road 50/5 interchange at I-35 by replacing the freeway bridges over the county roadway and by improving vehicle safety and mobility. In addition, the project is designed to improve mobility on northbound I-35 and to improve pedestrian and bicycle safety and mobility through the interchange area.

### **Why is a Diverging Diamond Interchange design recommended?**

For more than a year, Dakota County, the City of Lakeville, and the Minnesota Department of Transportation (MnDOT) worked together to review alternative designs for the interchange. This work included technical analysis and community input. The recommendation for a Diverging Diamond interchange is based on long-term benefits to traffic safety and mobility while also being among the lowest-cost and smallest footprint of alternatives.

### **Is the design safe?**

A primary reason for selecting the diverging diamond design for the County Road 50 and 5 Interchange is improved public safety. The safety benefits include:

- Intersection designs that reduce crossing vehicle conflict points.
- Improved pedestrian and bicycle facilities with limited lane crossings.

### **How is this project funded? When will it be built?**

The project is positioned for funding from a combination of state bonds, federal funds, and local matching funds. Sufficient funds to proceed with the full interchange project are still being sought. The start of construction is targeted for 2028.

### **Is a noise wall going to be part of this project?**

Noise walls could become part of project, next to segments of I-35 near the interchange. Noise analysis is part of the environmental review, and more details will be shared as work progresses.

### **Will I-35 be expanded?**

The interchange project includes the addition of a northbound I-35 auxiliary lane from County Road 50 to County Road 46. MnDOT is also planning a 2030 construction project for I-35 from County Road 70 in Lakeville to around County Road 42 in Burnsville. The MnDOT project will improve bridge and pavement conditions, and will be coordinated with design of the County Road 50 and 5 interchange project.

### **Will there be improvements for people walking and biking in the area?**

Multi-use trails will be replaced or added on both sides of Country Road 50 and 5. Additionally, a safer crossing underneath I-35, within a wide central median, is recommended for interchange design.

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