County Highway 50

Kenwood Trail

Corridor Study

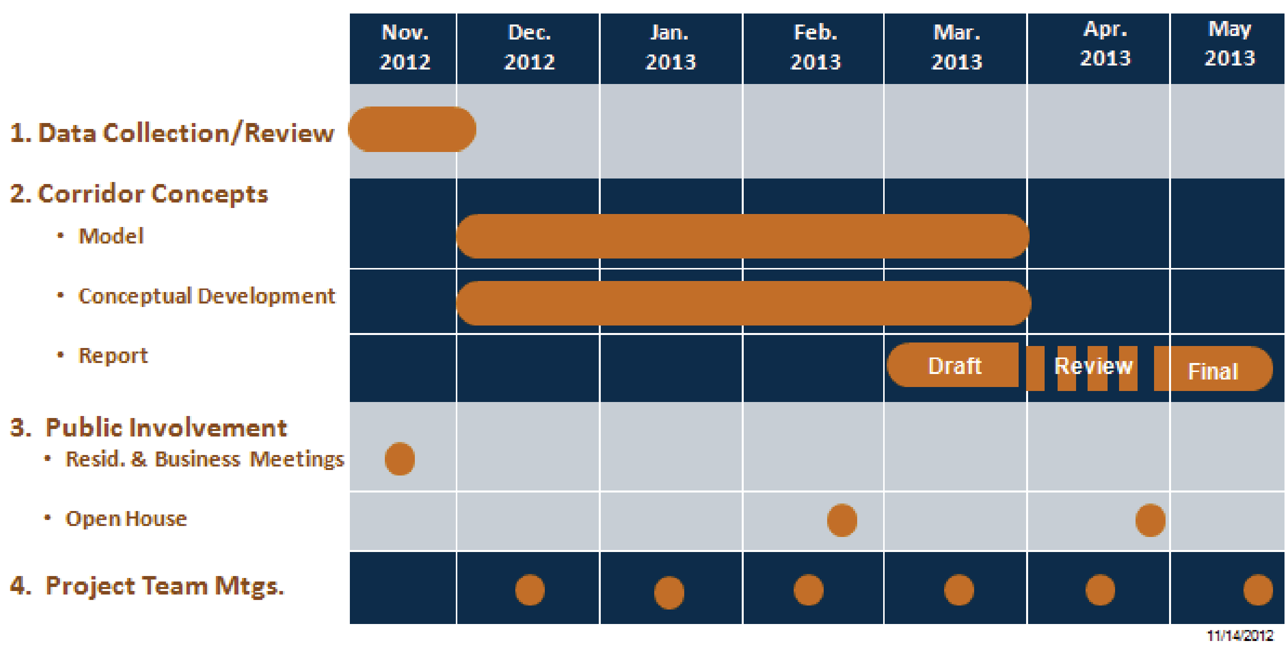
Appendix B

Public Involvement Information

Study Goals and Objectives

- Determine how Hwy. 50 traffic would operate with a roundabout at 185th St., including:
  - If there'd be gaps downstream of roundabout that would allow side street traffic to enter the highway
  - If there'd be delays at the roundabout
- Develop Short-term and Long-term Corridor Improvement Needs including intersection traffic control, access, and local street connections

Study Schedule

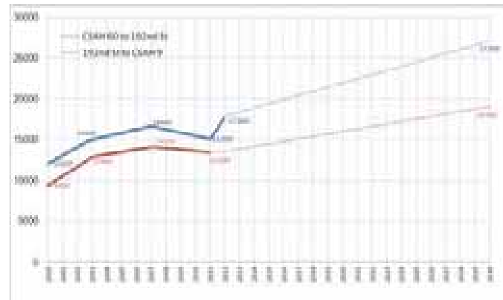


County Highway 50
Kenwood Trail
Corridor Study

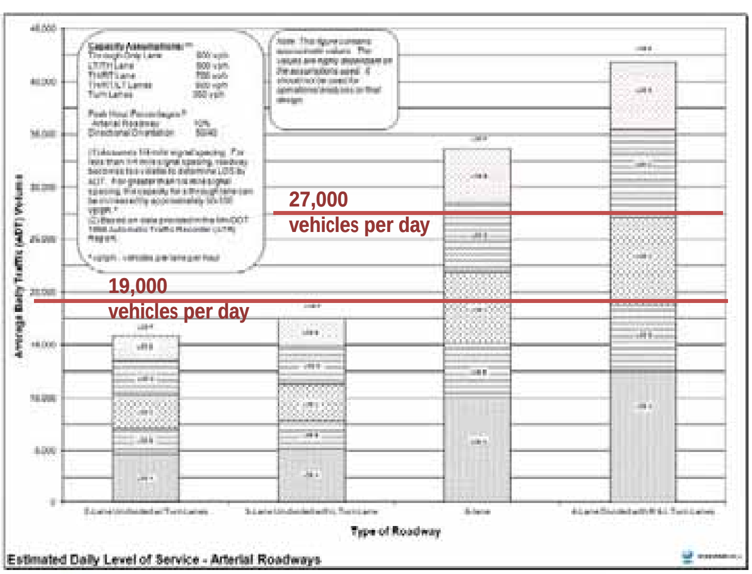
Existing and Future Traffic Operations

Hwy. 50 Average Daily Traffic Volumes

Location	2011 ADT	2012 ADT	2030 Projection
CSAH 60 to 192nd St	15,000	17,800	27,000
192nd St to CSAH 9	13,500	N/A	19,000



Currently approaching capacity and expected to exceed capacity by 2030.



Need to consider other options along Hwy. 50 to accommodate future traffic volumes.

Computer Modeling

Example of Microscopic Simulation

Microscopic simulation provides:

- Ability to account for individual vehicles entering and exiting the system
- Animation of both existing and future conditions
- Second-by-second reporting allowing for gap analysis at downstream intersections

Please Sign In

Name	Address	Telephone	E-mail Address*
Todd & Roz Wendinger	10045 198th CT W	612-741-2142	rwendinger@charter.net
Nancy Jaasten	9985 199th St W	952-469-4672	nejteach@charter.net
Kathy Shirk	19728 Jaguar Ave	952-469-3114	jnkshirk@aol.com
BRETT STUEMPGES	19780 JAVA PATH	612 310 7255	BRETTSTUEMPGES@YAHOO.COM
Davy Anderson	19827 Jersey	952 469 1016	[illegible]
PATTI McDONALD	20094 KENWOOD TR* 10004 199TH ST	(952) 469-3937	tpmcdon7718@aol.com
Pam Steinhagen	19704 Jaguar Ave	952-469-4631	Lakehawk56@msn.com

Please provide your e-mail address if you would like to receive regular e-mail updates on the County Highway 50 (Kenwood Trail) Corridor Study.

County Highway 50
Kenwood Trail
Corridor Study

November 14, 2012 Neighborhood Meeting
4:30-5:30 PM
Lakeville North High School

Please Sign In

Name	Address	Telephone	E-mail Address*
Dick Lewis	19736 Itea Pl	612-961-4374	[illegible]@gmail.com
Joe Stuber	19561 Jersey	414-687-7192	jstuber@charm.com
Patricia Rasmussen	9930 199th St W	952-469-2714	patricia.rasmussen@frontiernet.net
Jacob shirk	19728 Jaguar Ave	952-469-3114	shirk.jacob@gmail.com
Thomas Rasmussen	9930 199TH ST. W.	952-469-2714	PATRICIA.RASMUSSEN@FRONTIERNET.NET

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County Highway 50
Kenwood Trail
Corridor Study

November 14, 2012 Neighborhood Meeting
6:30-6:30 PM
Lakeville North High School

Please Sign In

Name	Address	Telephone	E-mail Address*
Maureen Guion		952-985-7524	mguion@sasbus.com
Carol Monter		952-469-3191	carolmonter@aol.com
MIKE COLBERT		952-985-8821	
Ed Nelson		952-232-2047	ed.nelson@isd194.org
DAVID MITCHEL	19624 IRELAND WAY	469-3361	davidrmitchell@HOTMAIL.com
Roger Gilb	9880 Iteri CT W		gilbo2@msn.com
IAN RABANUS	18813 KENWOOD	9524350594	reddell75@gmail.
Susan Mellman	18732 Joplin Ave	952-435-6584	NA
Mark & Amy Eggers	19141 Kenwood Way	952-469-3218	eggers@frontiernet.net
John Charko	18690 Kenwood Trail	952-435-5148	
[illegible]	19177 Jewel Path	952 469 2781	
BRANDT DAHLBERG	10627-188th ST W.	952 435 9878	-
Dennis Zirul	10639-188th St.	952 435-2523	

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Please Sign In

6PM MEETING

Name	Address	Telephone	E-mail Address*
Kate Eisenthal	Kenwood Trail Middle School	952 232 3810	kate.eisenthal@isd194.org
Wade Dumond	Kwik Trip La Crosse, WI	608-386-1104	wdumond@kwiktrip.com
Chris Petree	City of Lakeville	952-985-2701	cpetree@lakevillemn.gov
Mark Klett			
JEFF & JANICE FACKLER	10323 UPPER 196TH WAY W (LAKEVILLE)	952-388-1413	fackjeja87@gmail.com
Bob Erickson	18224 JusticeWay Lkvl	612-366-1842	Rerickson@welshco.com
JAMES BLANCHARD	10299 UPPER 196TH		
Kellie Henricksen	19816 Iter. Place		Khenric2@gmail.com
Staff: Howard Preston			
Nikki Farrington			
Stephanie Eiler			
Brian Sorenson Zach Johnson			

*Please provide your e-mail address if you would like to receive regular e-mail updates on the County Highway 50 (Kenwood Trail) Corridor Study.

DAKOTA 50 COUNTY

County Highway 50
Kenwood Trail
Corridor Study

November 14, 2012 Neighborhood Meeting
4:30-5:30 PM
Lakeville North High School

Dakota County transportation — we get you there

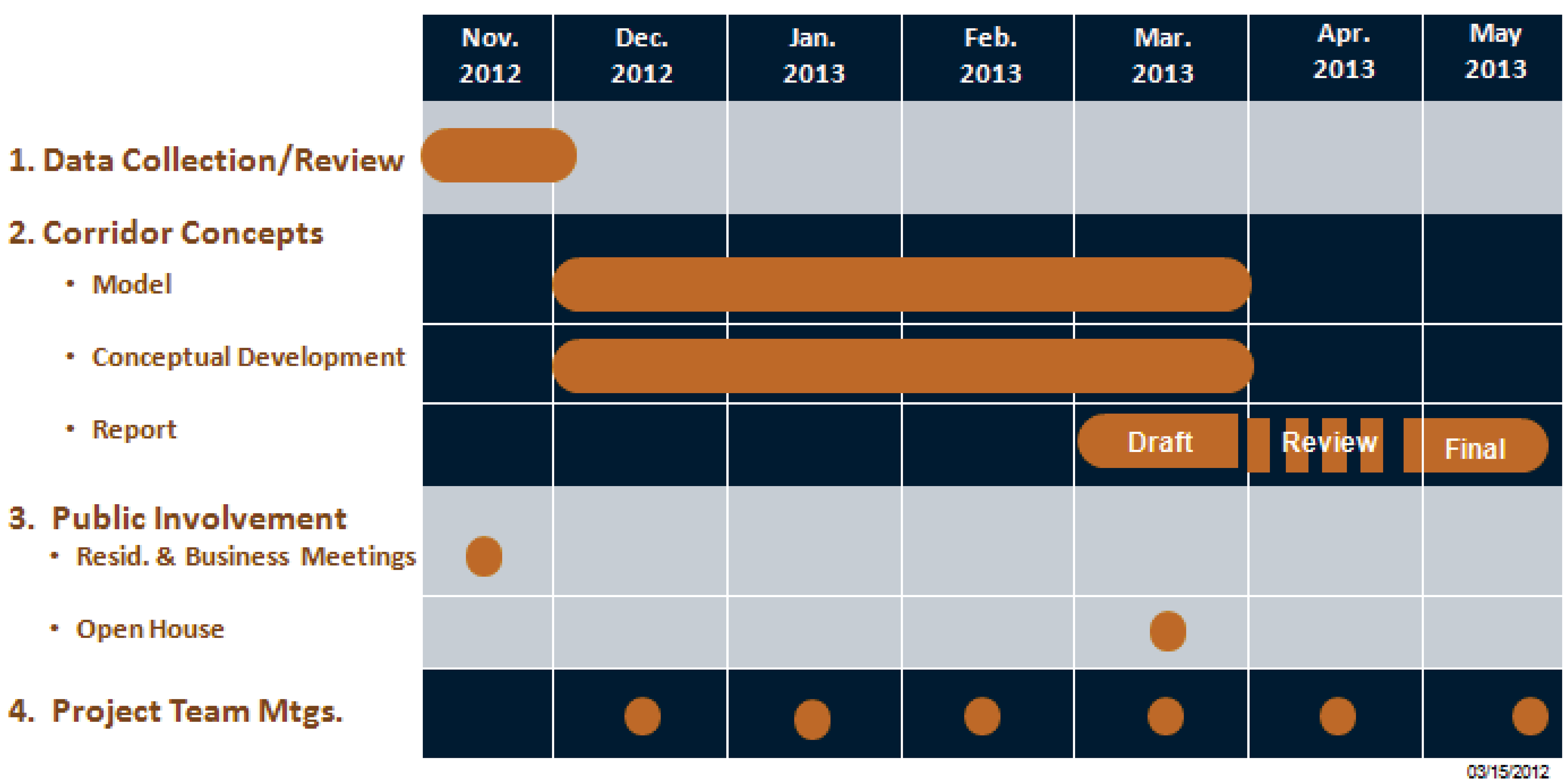
Lakeville

Study Goals and Objectives

- Determine how Hwy. 50 traffic would operate with a roundabout at 185th St., including the influence on gaps downstream of the roundabout that would allow side street traffic to enter the highway

- Develop Short-term and Long-term Corridor Improvement Needs including intersection traffic control, access, and local street connections

Study Schedule



Existing and Future Traffic Operations

Hwy. 50 Average Daily Traffic Volumes

Location	2011 ADT	2012 ADT	2030 Projection
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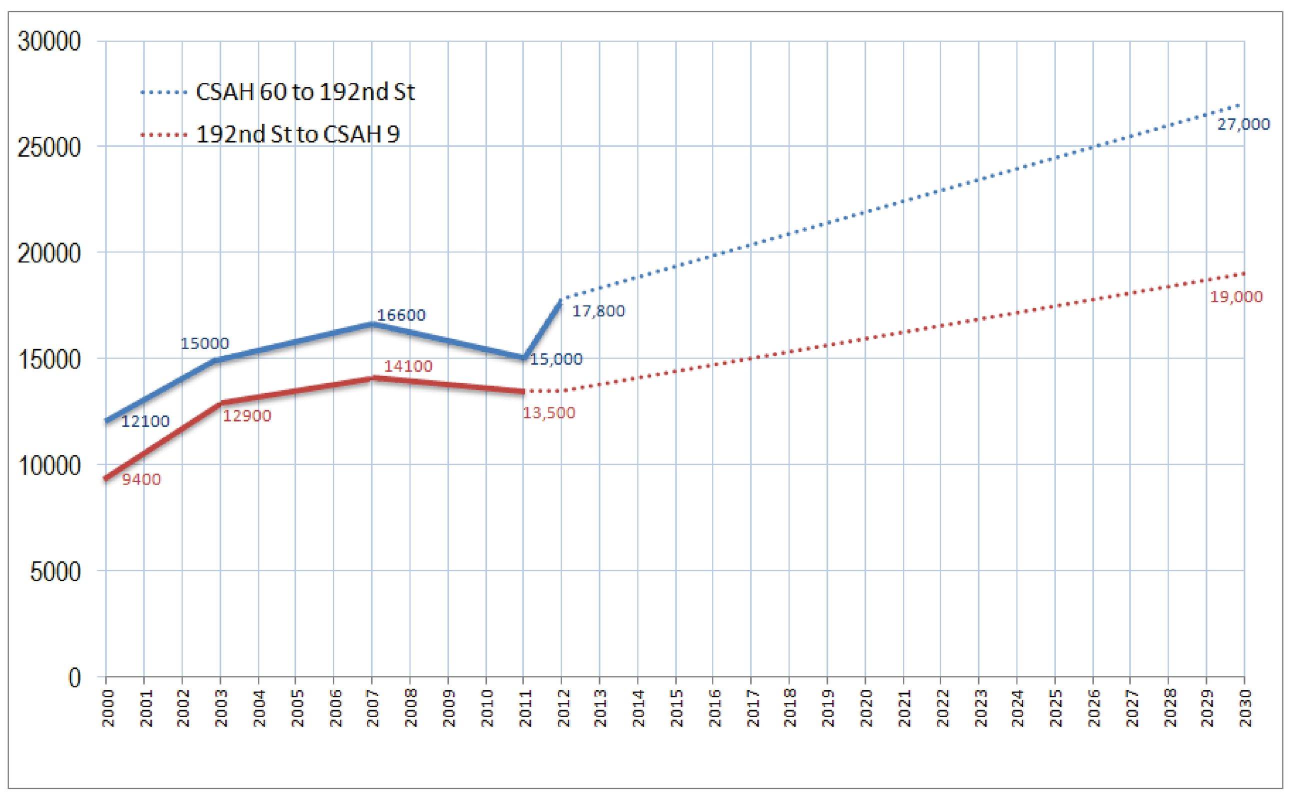

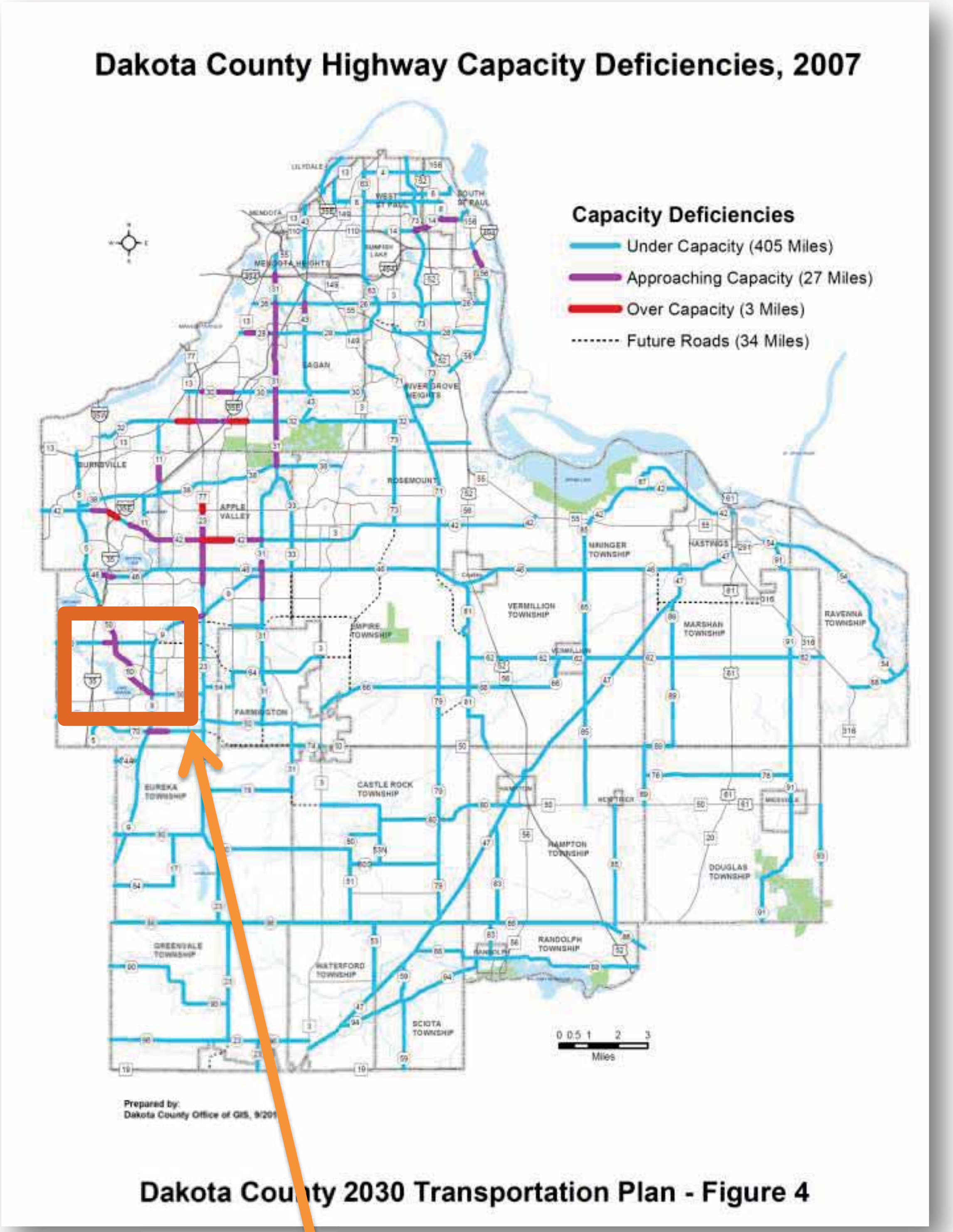

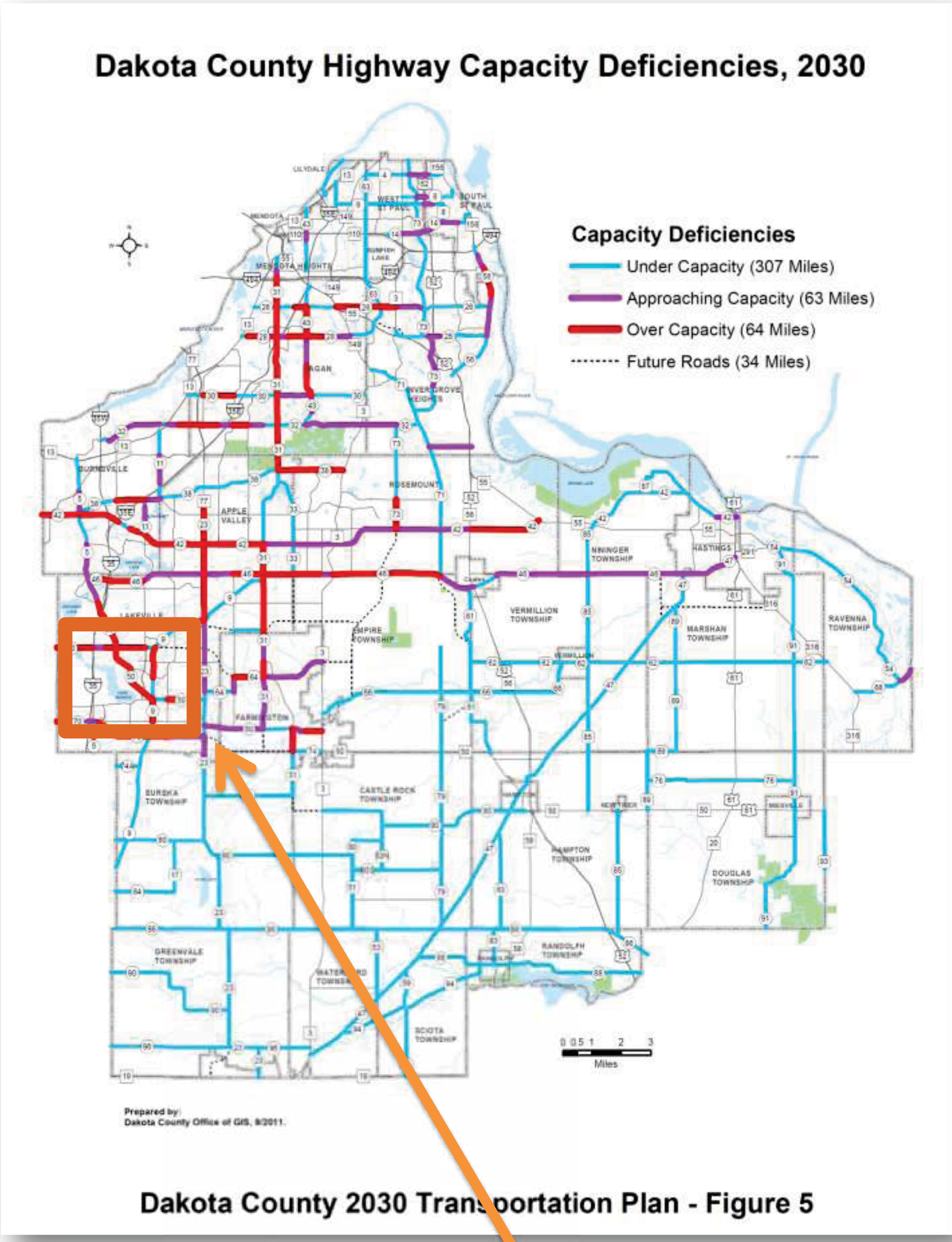

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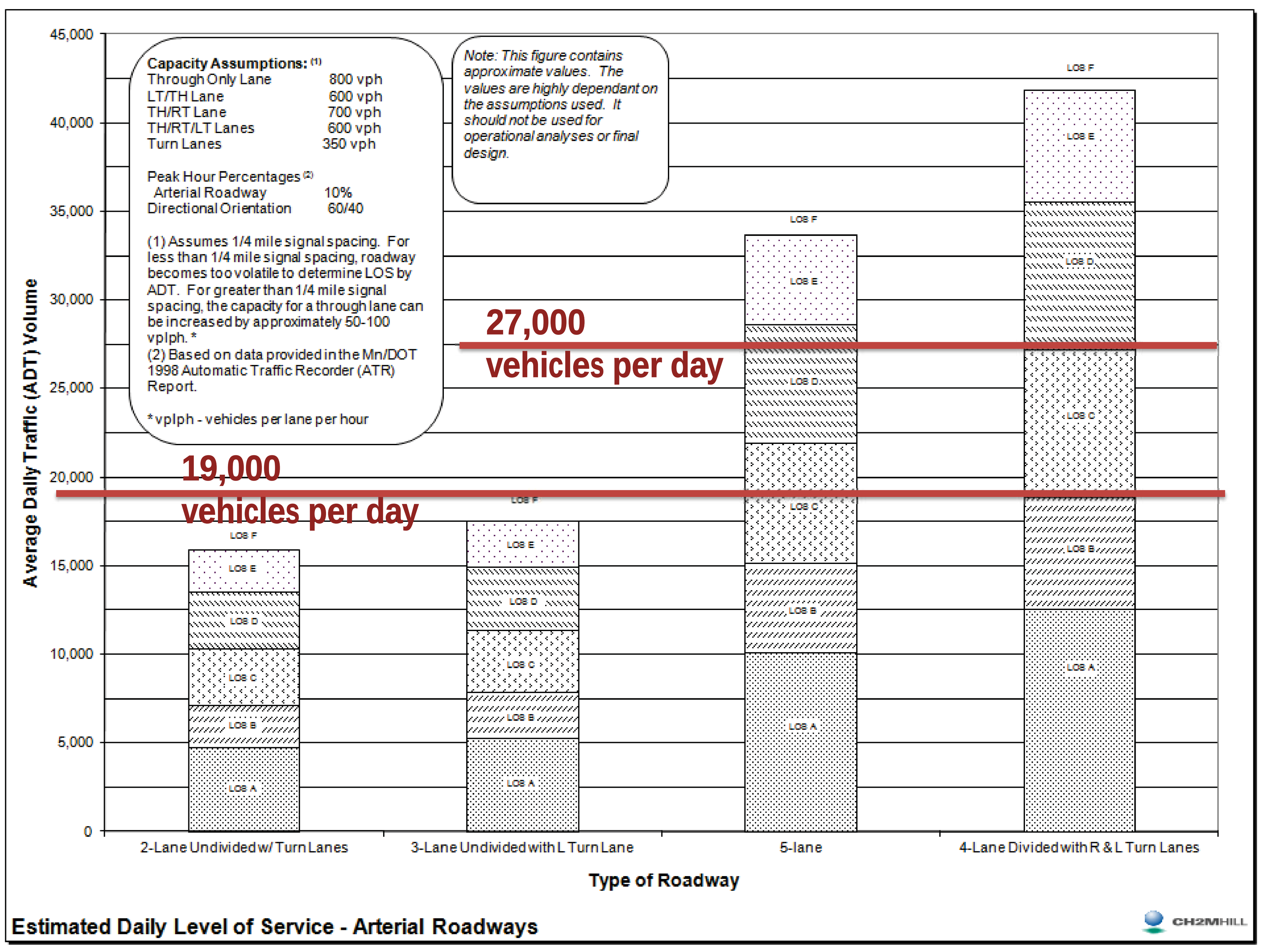
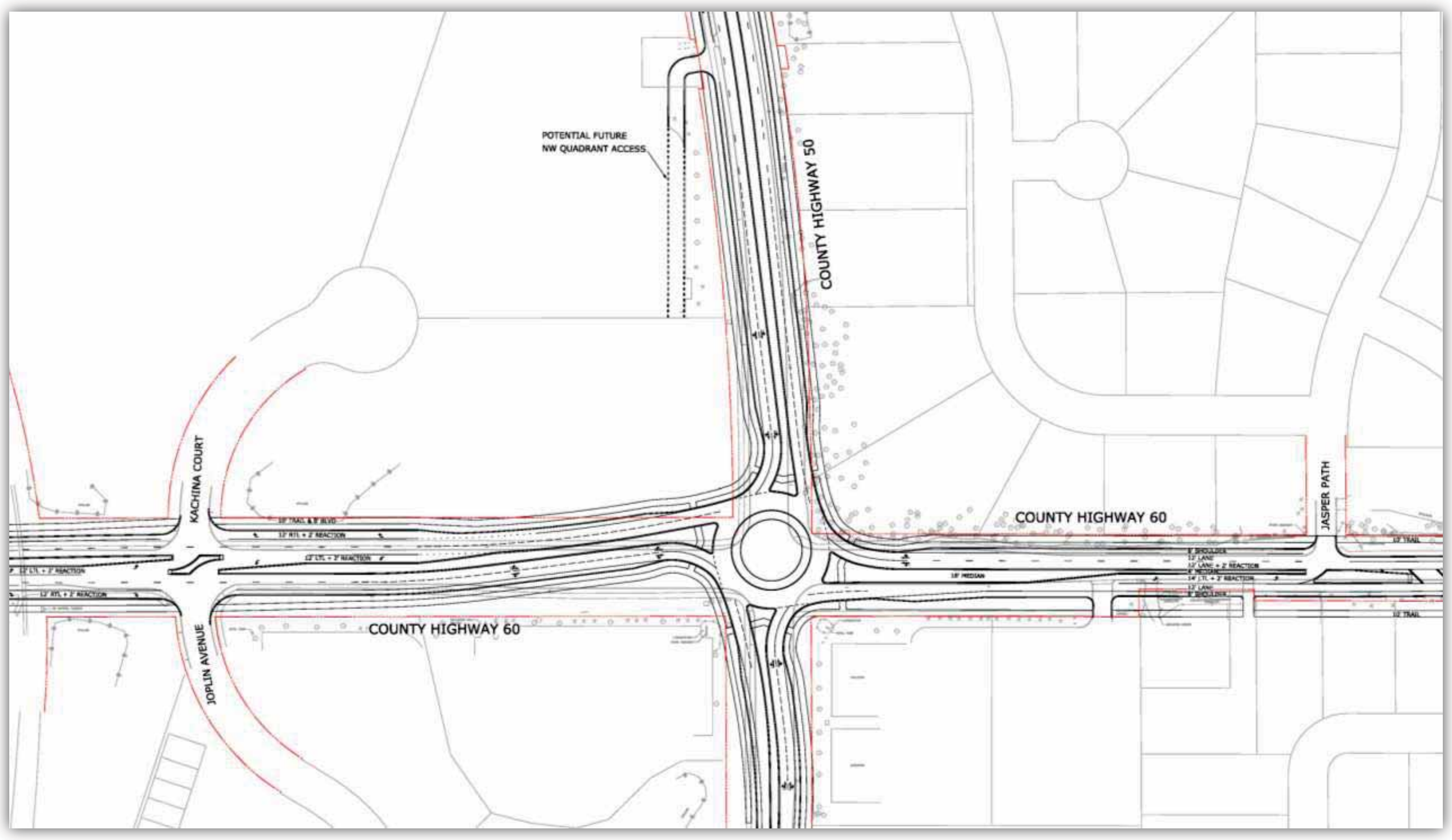


Need to consider other options along Hwy. 50 to accommodate future traffic volumes.

Why a Roundabout at Highway 60?



Currently 28,250 vehicles per day use the intersection.

By 2030, over 52,000 vehicles per day will be using the intersection.

The roundabout, opposed to a signalized intersection at Highway 60, is expected to:

- Provide **less delay** at the CH 50/60 intersection than a signal
- Have less severe **crashes**
- Decrease **pedestrian conflicts** with less exposure to traffic and lower vehicle speeds
- **Cost less** than a signalized intersection
- Have less Right of Way impacts to the east and south

Level of Service Comparison		Existing Signal	4-Lane Signal	Multilane Roundabout
AM	Build Year	LOS D	LOS C	LOS A
	Future with Planned Growth*	LOS F	LOS D	LOS C**
PM	Build Year	LOS D	LOC C	LOS A
	Future with Planned Growth*	LOS F	LOS D	LOS B**

*Population and Employment Projections in Comprehensive Plans
**Roundabout includes planned Free Eastbound Right Turn
Source: CSAH 50/Kenwood Trail and CSAH 60/185th Street Intersection Study, July 2011

What's Been Completed So Far?

- **November**
  - Neighborhood Meetings to discuss the study
- **December**
  - Collected and updated traffic data
- **January**
  - Developed traffic model and alternative corridor scenarios
- **February**
  - Meetings with Business Owners along Highway 50 between Ipava and Icenic
  - City Council Workshop on February 25th
- **March**
  - Meeting with Kenwood Trail Middle School officials

Corridor Crash History

- There were twenty-one crashes on Highway 50 in 2012.
- Based on these crashes the corridor had a crash rate of 1.4 crashes per million vehicle miles. This is below the expected crash rate for similar 3-lane roadways in the metro area that have rates closer to 2.5 crashes per million vehicle miles.
- When five-years of injury and fatal crashes were reviewed (2007-2011), there was one fatal crash and eight injury crashes; most of these crashes were intersection related.
- The fatal crash was a head-on where a vehicle crossed the centerline of Highway 50 between Jaguar Avenue and Ipava Avenue.
- Four out of the eight injury crashes were rear end crashes at intersections; all occurred with southbound vehicles.
- Three of the injury crashes involved vehicles turning left out of 188th, 192nd and Jaguar Avenue and being hit by a southbound vehicle on Highway 50.

2012 CH 50 All Crashes

Location	Crashes
CH 60	14 crashes
188th Street	1 crash
192nd Street	None
194th Street	1 crash
Jaguar Ave	2 crashes
Ipava Avenue	3 crashes
Icenic Trail	None
TOTAL	**21 crashes**

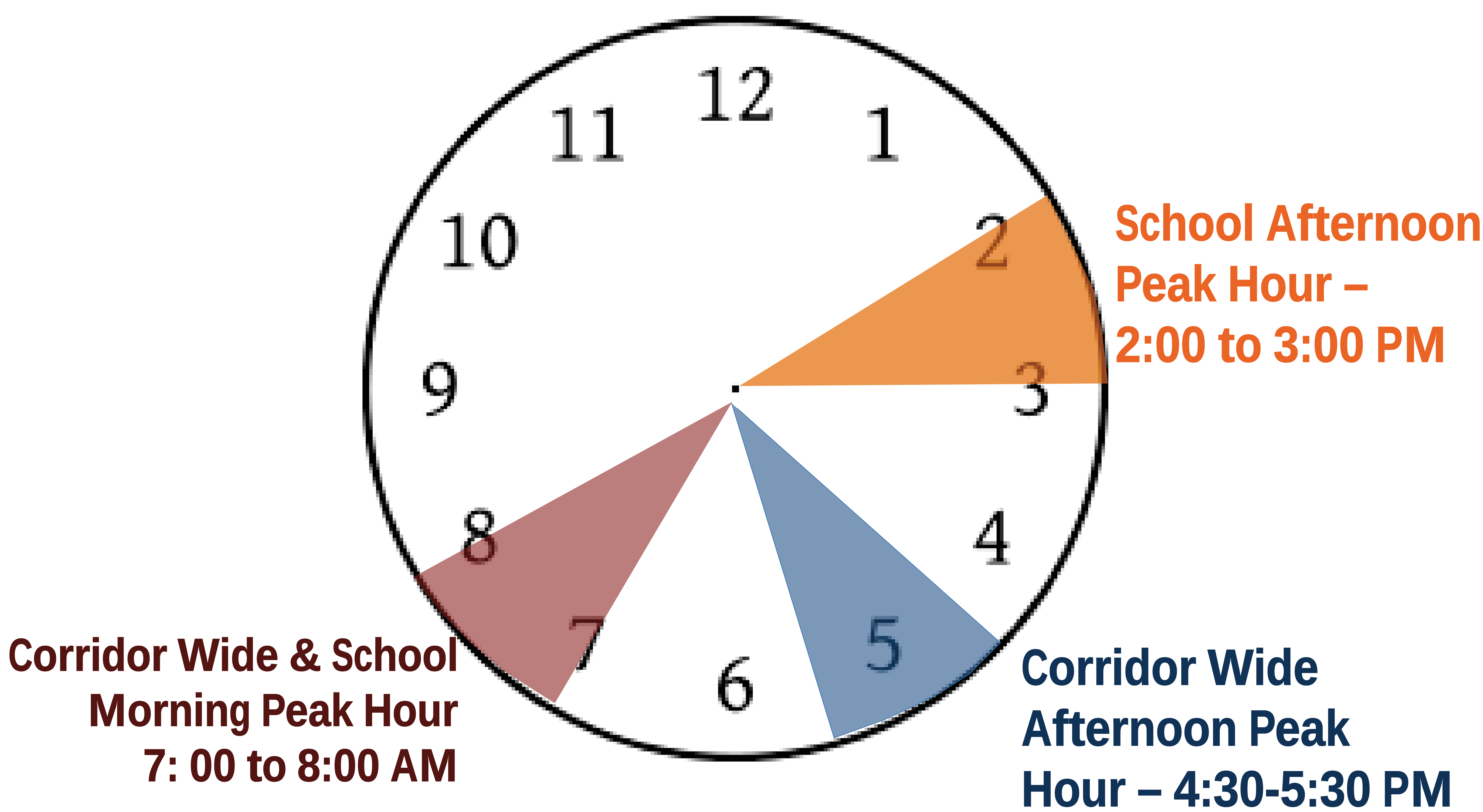
2007-2011 Fatal and Injury Crash Summary

Location	Crashes	Crash Types
188th Street	2 crashes	Left turn out, rear end
192nd Street	1 crash	Left turn out
Jaguar Ave	1 crash	Left turn out with bicycle
Ipava Avenue	3 crashes	Two rear end, 1 Right angle
Icenic Trail	1 crashes	Rear End
Non-Intersection	1 crash	Fatal head-on crash

What Time of Day Was Analyzed?

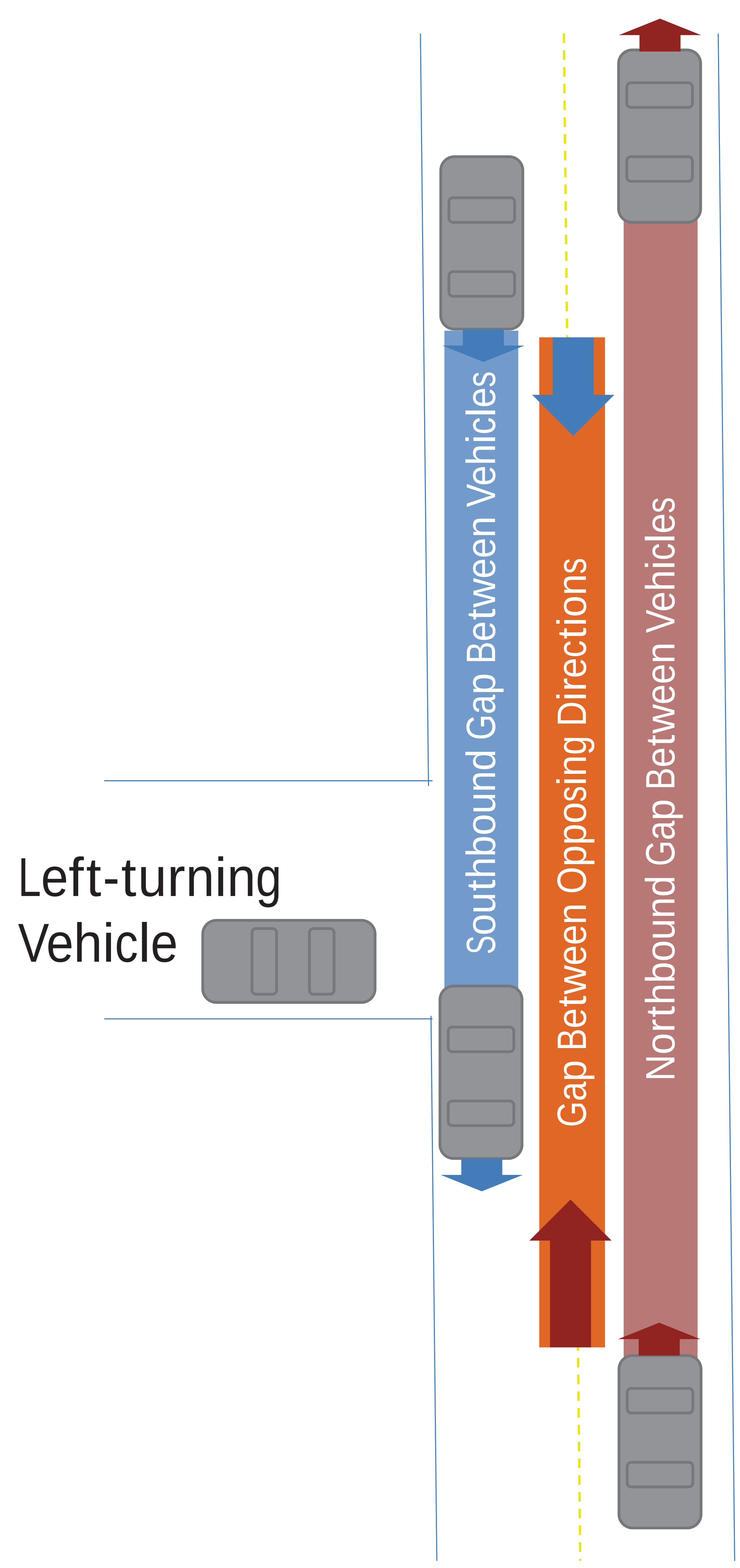
- The peak hours for the corridor are 7-8 AM and 4:30-5:30 PM based on actual counts collected in early December, 2012.

- The AM peak hour for the corridor includes the peak traffic leaving Kenwood Trail Middle School in the morning. The school's afternoon peak occurs when County 50 traffic is not at it's peak in the afternoon.



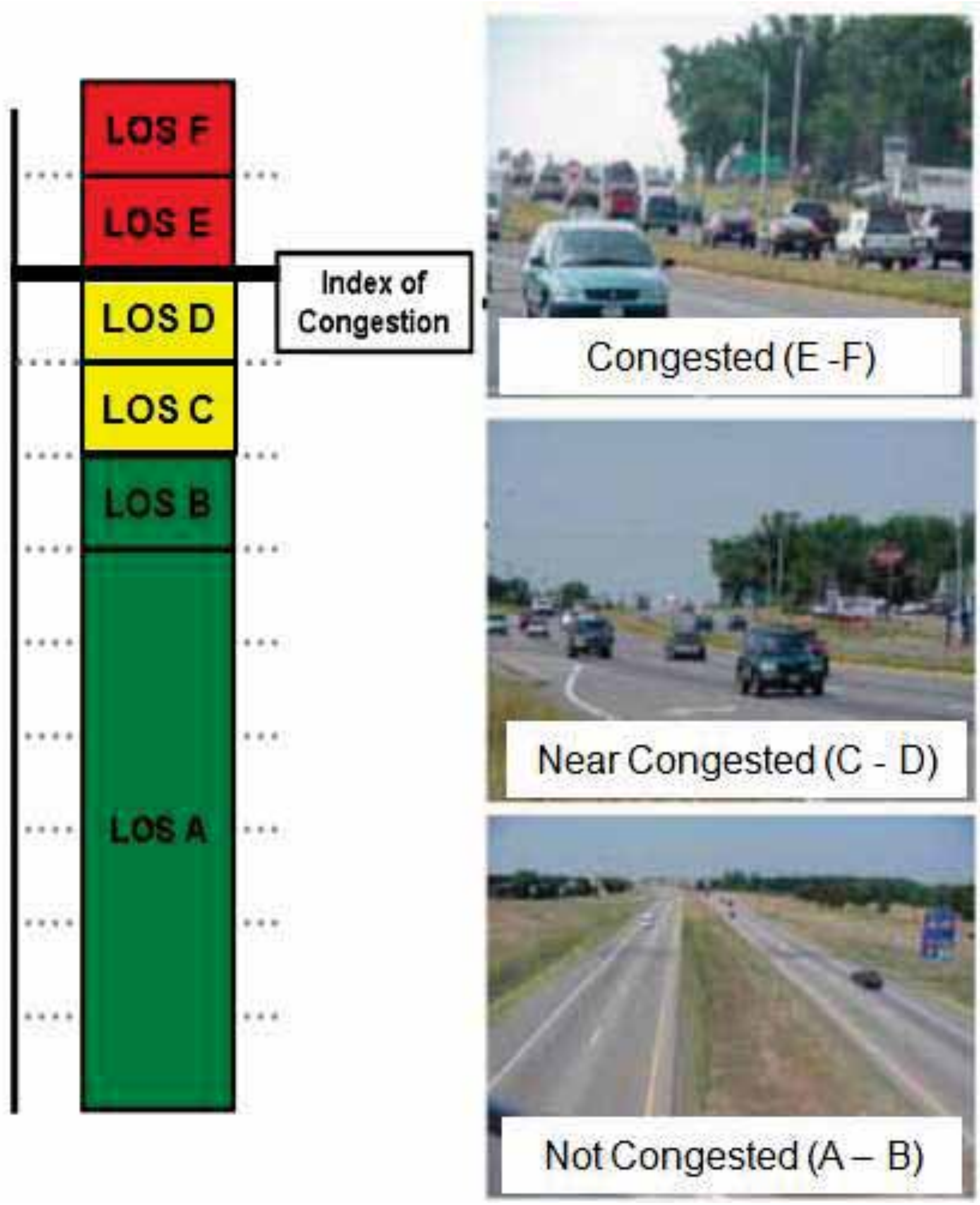
How Are Gaps Assessed?

- A gap is the amount of time available for a vehicle on a side street to make a left turn onto Highway 50 based on gaps in traffic in both directions that overlap.
- An Acceptable Gap is any gap 8 seconds or more.
- The length of a gap also defines how many vehicles can make a left onto County 50. For example, a 12 second gap allows for 2 vehicles to turn left onto Highway 50.
- The number of vehicles reported that can access Highway 50 is conservative since the minimum acceptable gap works for left-turning vehicles. Vehicles turning right only need a gap in one direction.



What does Level of Service mean?

- A traditional operational performance measure for roadways is the level of service (LOS).
- A letter, A through F, is assigned to a roadway or intersection based on performance, with A being the best (no congestion) and F being the worst (unacceptable congestion)



What if we just lower the speed limit?

- Studies have shown that merely changing the speed limit sign is not successful in changing driver behavior and does not result in significant change in vehicle speeds.

- As shown in table to the right, various locations in Minnesota attempted to change operating speeds along a corridor by changing the speed limit signs but each had no impact.

Speed Zoning Studies

Study Location	Before	After	Sign Change +/- MPH	85% Before After	Change MPH
T.H. 65	SPEED LIMIT 40	SPEED LIMIT 30	-10	34 34	0
T.H. 65	SPEED LIMIT 50	SPEED LIMIT 40	-10	44 45	+1
Anoka CSAH 1	SPEED LIMIT 45	SPEED LIMIT 40	-5	48 50	+2
Anoka CSAH 24	SPEED LIMIT 30	SPEED LIMIT 45	+15	49 50	+1
Anoka CSAH 51	SPEED LIMIT 40	SPEED LIMIT 45	+5	45 46	+1
Hennepin CSAH 4	SPEED LIMIT 50	SPEED LIMIT 40	-10	52 51	-1
Noble Ave	SPEED LIMIT 30	SPEED LIMIT 35	+5	37 40	+3
62nd Ave N	SPEED LIMIT 35	SPEED LIMIT 30	-5	37 37	0
Miss. St	SPEED LIMIT 30	SPEED LIMIT 35	+5	39 40	+1

Source: Mn/DOT UnPublished

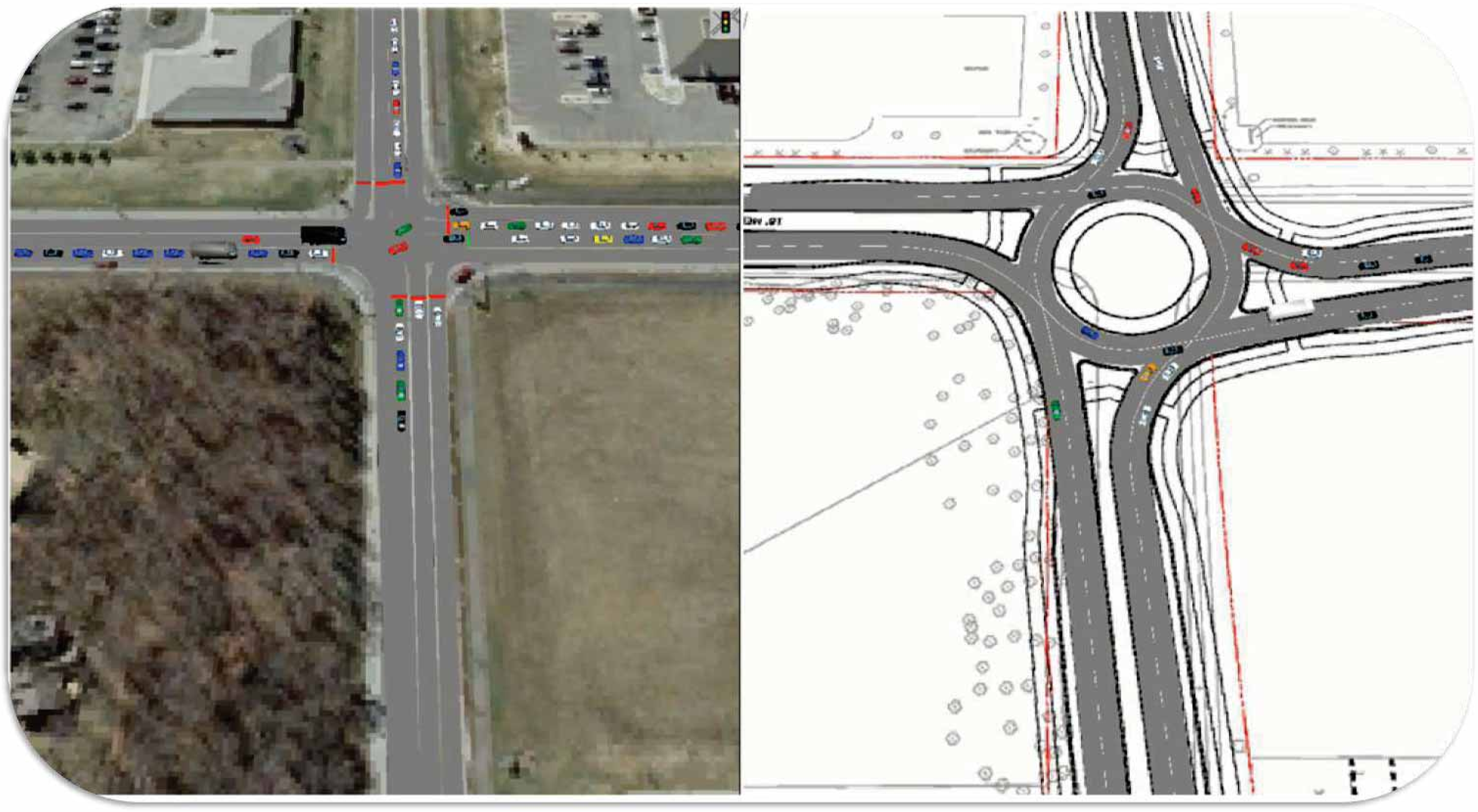
What affects the gaps along the corridor?

The number and length of gaps on the roadway can be affected by the following:

- **Volume** – the more vehicles, the less gaps available. This changes along a corridor because traffic is random in speed and constantly turning on to and off of the corridor.
- **Lanes** – the more lanes (includes through lanes and turn lanes), the more gaps available.
- **Traffic control device and type** – signals and roundabouts can create gaps, however, the further from the traffic control device, the less effect it has. All-way stops can have a metering effect.
- **Driver behavior** – variability in speed can change the number and duration of gaps.

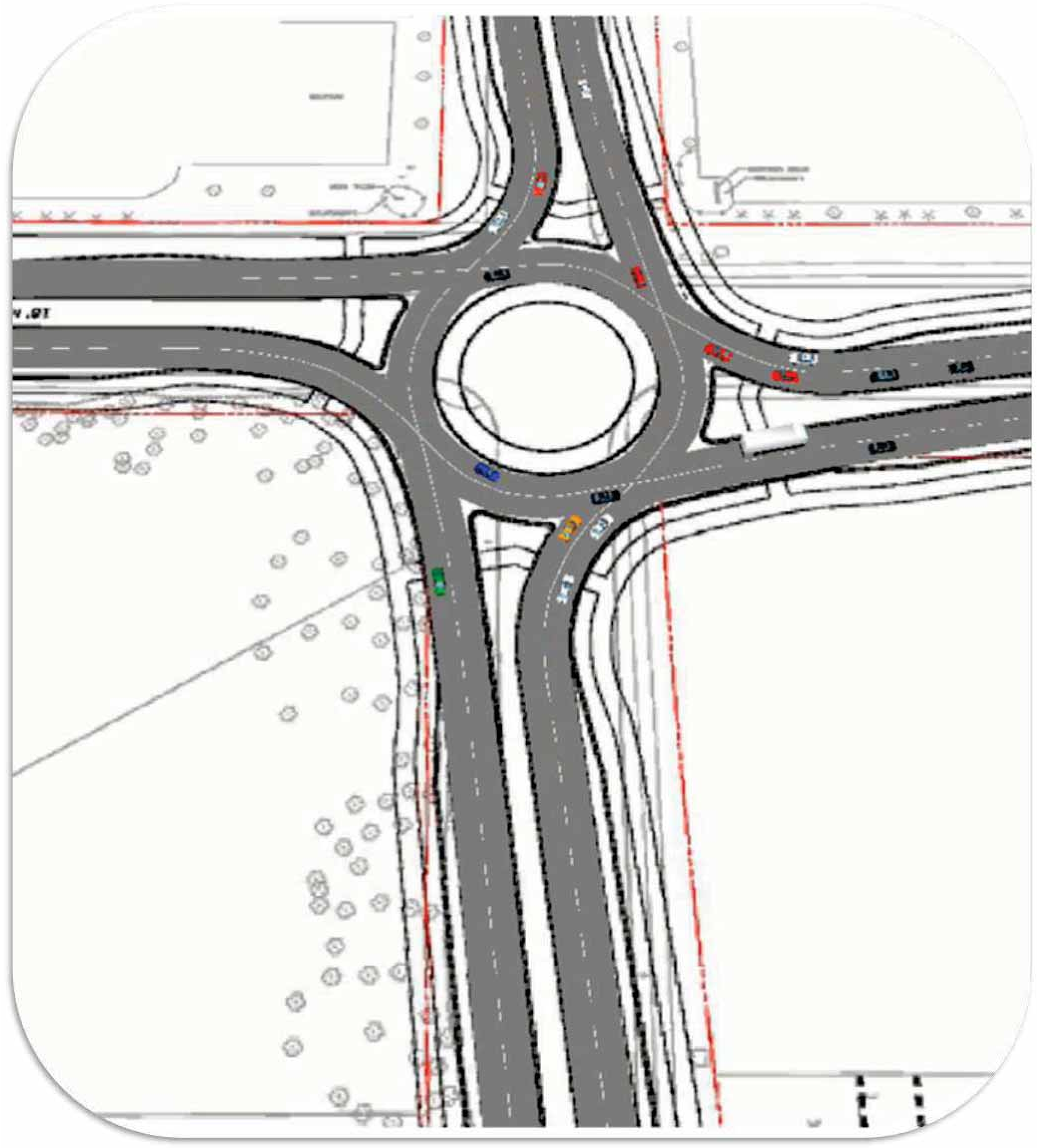
How does the Model Work?

- The model simulates operations on the roadway by accounting for each individual vehicle.
- Each vehicle is unique and has various driver-behavior characteristics such as how aggressive the driver is, how fast they drive, or how closely the driver will follow the next vehicle.
- Individual vehicles also have unique vehicle characteristics. For example, the model accounts for slower acceleration and deceleration of larger vehicles.
- A model “run” estimates traffic conditions for an hour and records the results of both individual vehicles and the system as a whole.
- The model was run 10 times for each scenario and the average of the results are what is reported.



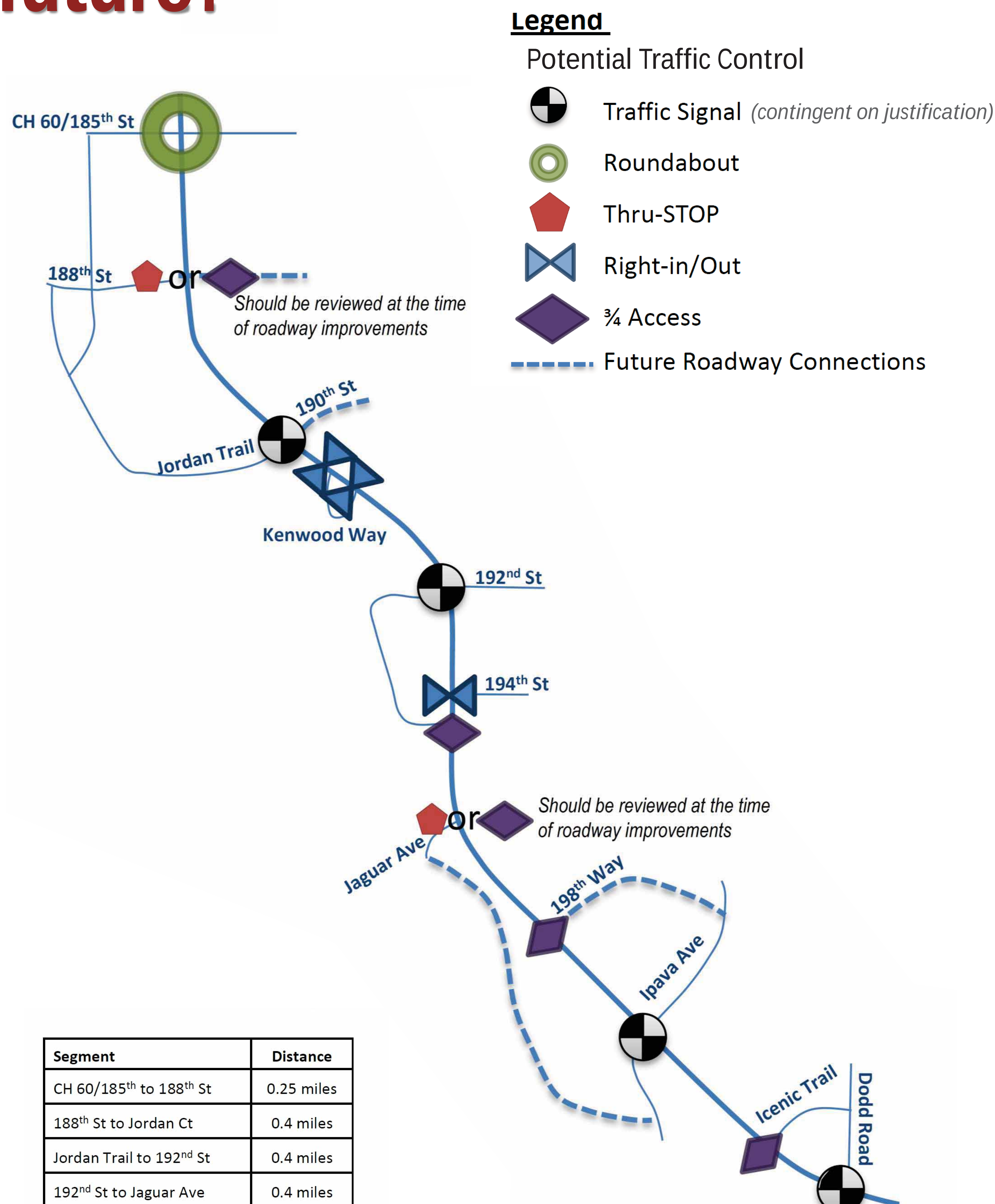
What was Modeled?

The following scenarios were modeled using the VISSIM software:



- **Existing Conditions** – this scenario used the existing roadway and current traffic volume. The results were compared with actual video of the corridor to calibrate the model.
- **Existing with an Improved Signal at CH 60** – existing roadway but additional capacity at the signal at Highway 60 and current traffic volumes
- **Existing with Roundabout at CH 60** – existing roadway but with a roundabout at Highway 60 and current traffic volumes
- **Existing with Roundabout at CH 60 & Signal at 192nd Street** – this scenario used existing roadway with a roundabout at Highway 60 and a signal at 192nd Street and current traffic volumes
- **Existing with Four-Lane & Roundabout at CH 60**– current traffic volumes are used in this scenario with a four-lane divided roadway. This scenario does not include any changes in access except the roundabout at Highway 60.
- **Future** – the future scenario included a four-lane roadway, the roundabout at Highway 60, signals at Jordan Trail/190th Street, 192nd Street, Ipava Avenue and Dodd Road and other access changes with future traffic volumes.

What type of access changes are being considered for the future?



Segment	Distance
CH 60/185th to 188th St	0.25 miles
188th St to Jordan Ct	0.4 miles
Jordan Trail to 192nd St	0.4 miles
192nd St to Jaguar Ave	0.4 miles
Jaguar Ave to Ipava Ave	0.5 miles
Ipava Ave to Dodd Rd/CR 9	0.5 miles

Results of Modeling

188th Street

AM Peak	Existing	With Improved Signal at CH 60	With Roundabout at CH 60	With Roundabout at 60 & Signal at 192nd Street	4-Lane Roadway & Roundabout at CH 60	Future (3/4 Access)
# Vehicles *(Volume Demand)*	45	45	45	45	45	55
Average Number of Gaps	83	86	73	85	120	53
Number of vehicles that can access Highway 50 with these gaps	174	181	140	199	270	102
Side Street Delay *(Level of Service and Average Delay in Seconds)*	LOS C (16 sec)	LOS C (15 sec)	LOS C (16 sec)	LOS C (17 sec)	LOS B (12 sec)	LOS B (10 sec)

PM Peak	Existing	With Improved Signal at CH 60	With Roundabout at CH 60	With Roundabout at 60 & Signal at 192nd Street	4-Lane Roadway & Roundabout at CH 60	Future (3/4 Access)
# Vehicles *(Volume Demand)*	20	20	20	20	20	25
Average Number of Gaps	59	70	44	50	73	36
Number of vehicles that can access Highway 50 with these gaps	147	161	78	99	136	63
Side Street Delay *(Level of Service and Average Delay in Seconds)*	LOS D (29 sec)	LOS B (13 sec)	LOS C (22 sec)	LOS C (24 sec)	LOS C (16 sec)	LOS B (10 sec)

Results of Modeling

192nd Street

AM Peak	Existing	With Improved Signal at CH 60	With Roundabout at CH 60	With Roundabout at 60 & Signal at 192nd Street	4-Lane Roadway & Roundabout at CH 60	Future
# Vehicles *(Volume Demand)*	140	140	140	140	140	300
Average Number of Gaps	93	98	92	Signal	98	Signal
Number of vehicles that can access Highway 50 with these gaps	225	242	199	NA	215	NA
Side Street Delay *(Level of Service and Average Delay in Seconds)*	LOS D (28 sec)	LOS C (24 sec)	LOS D (31 sec)	LOS C (28 sec)	LOS C (18 sec)	LOS B (14 sec)

PM Peak	Existing	With Improved Signal at CH 60	With Roundabout at CH 60	With Roundabout at 60 & Signal at 192nd Street	4-Lane Roadway & Roundabout at CH 60	Future
# Vehicles *(Volume Demand)*	110	110	110	110	110	215
Average Number of Gaps	67	71	59	Signal	62	Signal
Number of vehicles that can access Highway 50 with these gaps	162	173	107	NA	114	NA
Side Street Delay *(Level of Service and Average Delay in Seconds)*	LOS D (29 sec)	LOS C (24 sec)	LOS D (28 sec)	LOS C (28 sec)	LOS C (22 sec)	LOS B (10 sec)

Why are the delays in the AM peak hour so different between 192nd and Jaguar when they have similar volumes? 192nd Street is a 4-leg intersection while Jaguar Ave is a T-intersection. So when turning (especially when turning left) at 192nd Street from one of the side streets, the vehicles may have to not only wait for an appropriate gap, but yield to an opposing vehicle turning left or going straight. For example, there are 90 southbound vehicles turning left at 192nd Street in the peak hour, and vehicles turning left from the school driveway have to yield to these vehicles.

Results of Modeling

Jaguar Avenue

AM Peak	Existing	With Improved Signal at CH 60	With Roundabout at CH 60	With Roundabout at 60 & Signal at 192nd Street	4-Lane Roadway & Roundabout at CH 60	Future (3/4 Access)*
# Vehicles *(Volume Demand)*	120	120	120	120	120	75
Average Number of Gaps	115	116	117	116	146	114
Number of vehicles that can access Highway 50 with these gaps	320	311	303	324	406	334
Side Street Delay *(Level of Service and Average Delay in Seconds)*	LOS C (16 sec)	LOS B (15 sec)	LOS B (14 sec)	LOS C (16 sec)	LOS B (11 sec)	LOS A (7 sec)

PM Peak	Existing	With Improved Signal at CH 60	With Roundabout at CH 60	With Roundabout at 60 & Signal at 192nd Street	4-Lane Roadway & Roundabout at CH 60	Future (3/4 Access)*
# Vehicles *(Volume Demand)*	70	70	70	70	70	50
Average Number of Gaps	75	71	68	77	92	89
Number of vehicles that can access Highway 50 with these gaps	192	177	135	199	185	254
Side Street Delay *(Level of Service and Average Delay in Seconds)*	LOS C (25 sec)	LOS C (25 sec)	LOS C (22 sec)	LOS C (22 sec)	LOS B (14 sec)	LOS A (9 sec)

***Future Scenario assumes local street connection to Ipava.**

Why are the delays at Jaguar generally the same with and without a signal at 192nd when the gapping data shows differences? There are two measures associated with gaps. First, how many are there. Second, how many vehicles can be served. While the number of gaps changes as well as the number of vehicles that can be served, the vehicles that can be served is well above the demand volume. In the videos it illustrates that there is a difference in delay for some vehicles. However, some vehicles wait less, others have to wait more. So by the time these differences are averaged over 10 model runs, the intersections operate about the same for the two scenarios.

SUMMARY

Will the Roundabout Change Operations on Highway 50?

Based on the modeling, the roundabout at Highway 60 has **little effect** on the current number of gaps and the delays experienced at local roads throughout the corridor.

(See video comparison)

Example Results – Jaguar Avenue

	AM Peak Hour		PM Peak Hour	
	Existing	with Roundabout at CH 60	Existing	with Roundabout at CH 60
# Vehicles *(Volume Demand)*	120	120	70	70
Average Number of Gaps	115	117	75	68
Number of vehicles that can access Highway 50 with these gaps	320	303	192	135
Side Street Delay *(Level of Service and Average Delay in Seconds)*	LOS C (16 sec)	LOS B (14 sec)	LOS C (25 sec)	LOS C (22 sec)

(See location specific results on individual intersection boards)

What if there is a signal at 192nd Street?

There are some minor and likely unnoticeable changes in gaps at intersections along the corridor with the installation of a signal at 192nd Street.

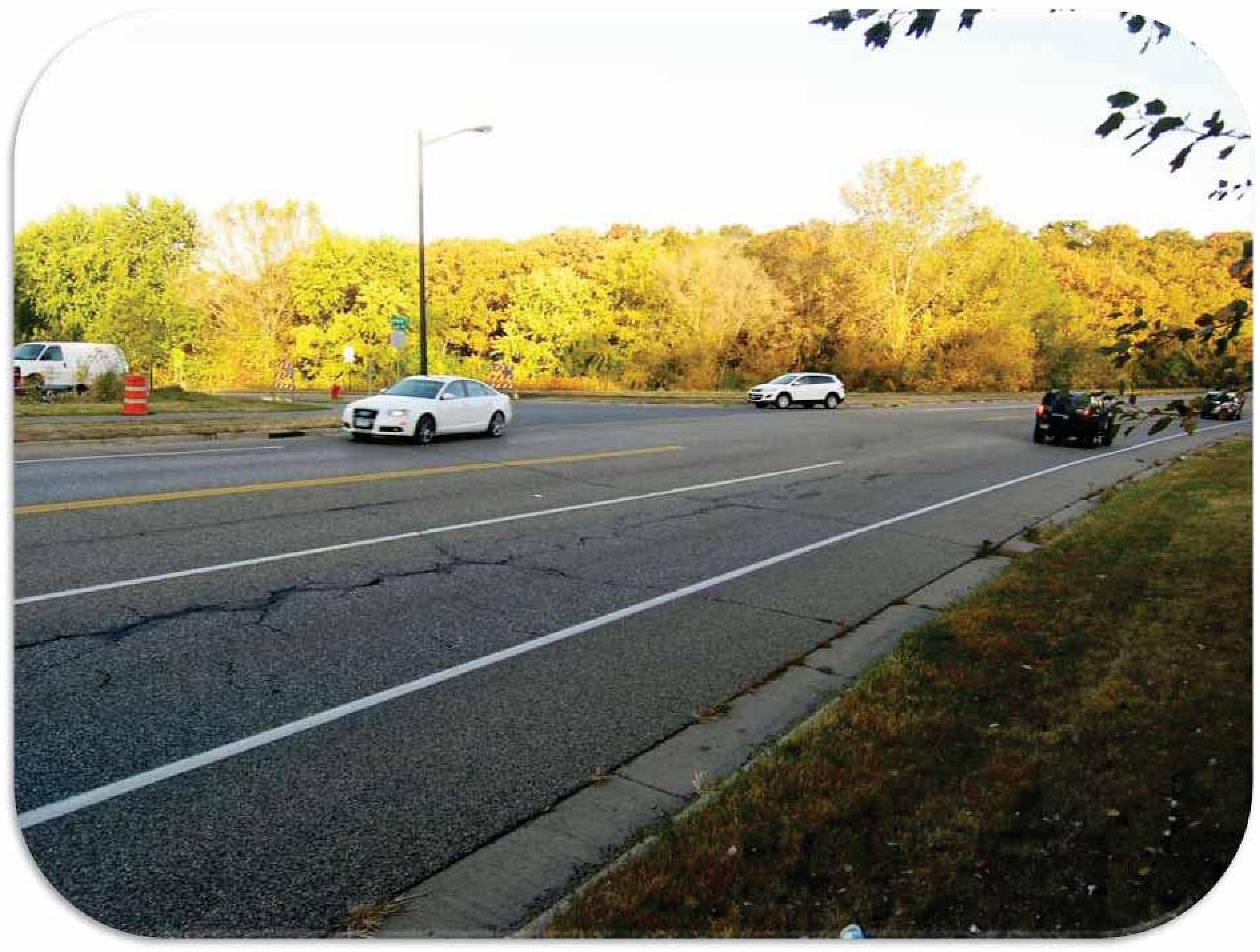
	AM Peak Hour			PM Peak Hour		
188th Street	Existing	with Roundabout at CH 60	with Roundabout at CH 60 & Signal at 192nd	Existing	with Roundabout at CH 60	with Roundabout at CH 60 & Signal at 192nd
# Vehicles *(Volume Demand)*	45	45	45	20	20	20
Average Number of Gaps	83	73	85	59	44	50
Number of vehicles that can access Highway 50 with these gaps	174	140	199	147	78	99

	AM Peak Hour			PM Peak Hour		
192ND Street	Existing	with Roundabout at CH 60	with Roundabout at CH 60 & Signal at 192nd	Existing	with Roundabout at CH 60	with Roundabout at CH 60 & Signal at 192nd
# Vehicles *(Volume Demand)*	140	140	140	110	110	110
Average Number of Gaps	93	92	Signal	67	59	Signal
Number of vehicles that can access Highway 50 with these gaps	225	199	NA	162	107	NA

	AM Peak Hour			PM Peak Hour		
Jaguar Avenue	Existing	with Roundabout at CH 60	with Roundabout at CH 60 & Signal at 192nd	Existing	with Roundabout at CH 60	with Roundabout at CH 60 & Signal at 192nd
# Vehicles *(Volume Demand)*	120	120	120	70	70	70
Average Number of Gaps	115	117	116	75	68	77
Number of vehicles that can access Highway 50 with these gaps	320	303	324	192	135	199

What will improve gaps along the corridor?

A four-lane roadway will increase the number of gaps at most locations along the corridor.



	AM Peak Hour			PM Peak Hour		
188th Street	Existing	with Roundabout at CH 60	with Roundabout at CH 60 & 4-Lane	Existing	with Roundabout at CH 60	with Roundabout at CH 60 & 4-Lane
Average Number of Gaps	83	73	120	59	44	73
Number of vehicles that can access Highway 50 with these gaps	174	140	270	147	78	136

	AM Peak Hour			PM Peak Hour		
192nd Street	Existing	with Roundabout at CH 60	with Roundabout at CH 60 & 4-Lane	Existing	with Roundabout at CH 60	with Roundabout at CH 60 & 4-Lane
Average Number of Gaps	93	92	96	67	59	63
Number of vehicles that can access Highway 50 with these gaps	225	199	214	162	107	116

	AM Peak Hour			PM Peak Hour		
Jaguar Avenue	Existing	with Roundabout at CH 60	with Roundabout at CH 60 & 4-Lane	Existing	with Roundabout at CH 60	with Roundabout at CH 60 & 4-Lane
Average Number of Gaps	115	117	146	75	68	92
Number of vehicles that can access Highway 50 with these gaps	320	303	406	192	135	185

What Can Be Done to Improve the Future Operations of Highway 50?

- A four-lane roadway with existing traffic provides more gaps at most locations along the corridor.

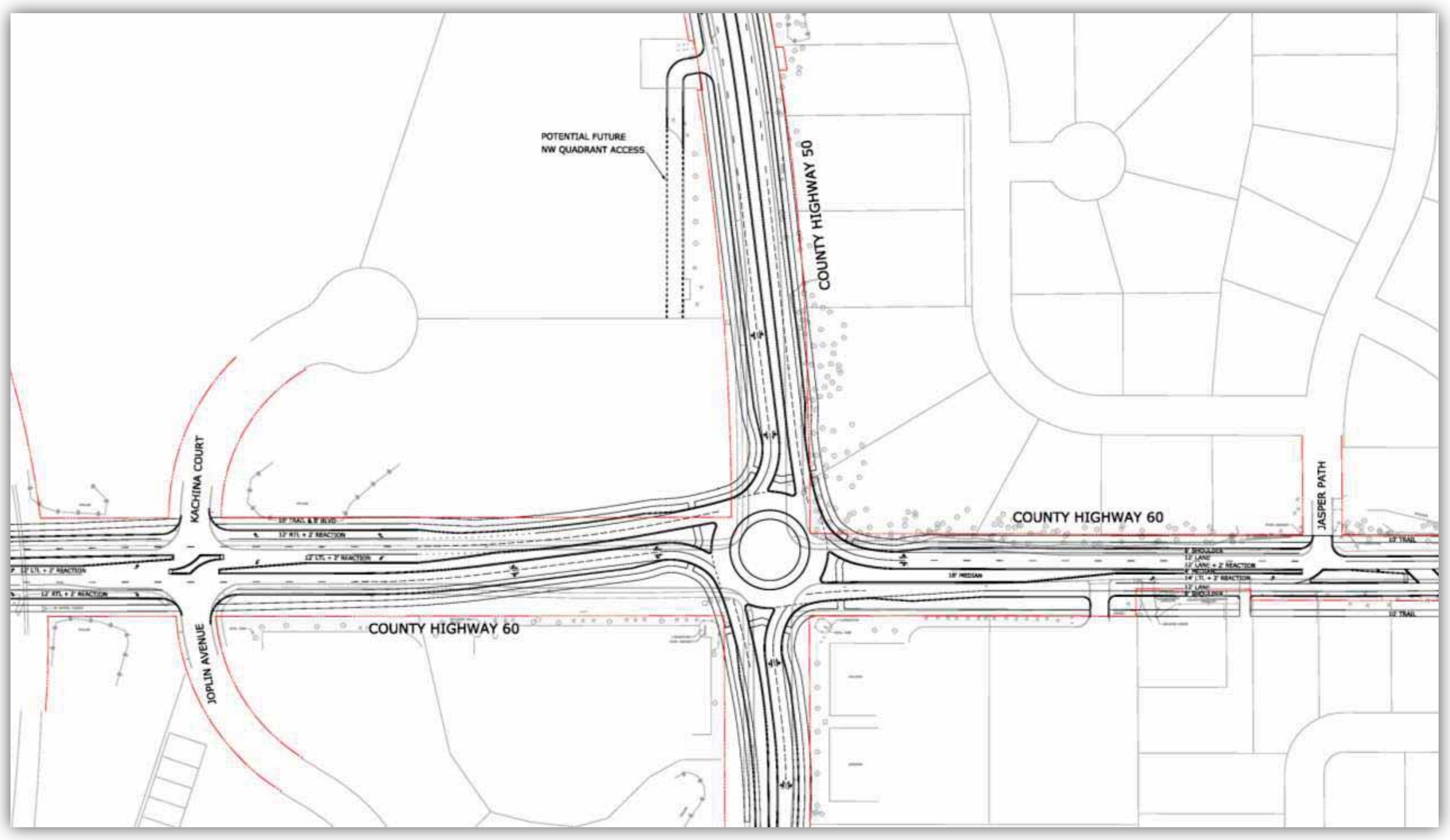
- A four-lane divided roadway will better accommodate future volumes of up to 27,000 vehicles a day on the Highway 50 corridor.

- New roadway connections should be implemented to provide access to controlled intersections, especially for Jaguar Avenue.

- A long-term access plan should be adopted for the corridor that minimizes the risk of safety issues while providing for efficient traffic operations.

What's Next?

Construction of the roundabout at Highway 60 will begin in 2014.



A follow-up Gap Analysis Study will be performed after construction of the roundabout to verify the results of the modeling.

Dakota County and City of Lakeville to plan and schedule the reconstruction of Highway 50 to a four-lane roadway including the necessary access changes and roadway connections.

The earliest possible schedule for reconstruction, contingent on City Council and County Board approval for inclusion in their Capital Improvement Programs, is:

2014 – Design

2015 – Right of Way

2016 – Construction

County Highway 50
Kenwood Trail
Corridor Study

Highway 50 Corridor Study
Open House
March 21, 2013

Agenda

- Project Background
- Corridor Modeling Considerations
- Corridor Modeling Results
- Next Steps

Study Objectives

- Determine how Hwy. 50 traffic would operate with a roundabout at 185th St., including if there'd be gaps downstream of the roundabout that would allow side street traffic to enter the highway
- Develop Short-term and Long-term Corridor Improvement Needs including intersection traffic control, access, and local street connections

What's Happened So Far?

- **November**
  - Neighborhood Meetings to discuss the study
- **December**
  - Collected and updated traffic data
- **January**
  - Developed traffic model and alternative corridor scenarios
- **February**
  - Meetings with Business Owners along Highway 50 between Ipava and Icenic
  - City Council Workshop on February 25th
- **March**
  - Meeting with Kenwood Trail Middle School officials

Corridor Background

- Current traffic volumes, between 13,000 and 18,000 vehicles per day, are approaching the capacity of the three-lane roadway. If the roadway remains in its current configuration, there will be high levels of congestion in 2030 with volumes between 19,000 and 27,000 vehicle per day.
- The corridor does not experience a higher than expected crash rate and has no unusual crash characteristics when compared to similar three-lane roadways in the metro area.

Corridor Background

- Traffic turning movement counts were collected in December. Based on these counts the highest volume of traffic on the corridor is between 7 - 8 AM and 4:30 - 5:30 PM.
- The Kenwood Trail Middle School's AM drop-off volume coincides with the corridor's AM peak. The school's afternoon pick-up peak volume is between 2 – 3 PM.

How Does the Model Work?

- The model simulates operations on the roadway by accounting for each individual vehicle.
- Each vehicle is unique and has various driver-behavior characteristics such as how aggressive the driver is, how fast they drive, or how closely the driver will follow the next vehicle.
- Individual vehicles also have unique vehicle characteristics. For example, the model accounts for slower acceleration and deceleration of larger vehicles.
- A model "run" estimates traffic conditions for an hour and records the results of both individual vehicles and the system as a whole.
- The model was run 10 times for each scenario and the average of the results are what is reported.

What Scenarios were Modeled?

- Existing Conditions
- Existing with Roundabout at CH 60
- Existing with Roundabout at CH 60 & Signal at 192nd Street
- Existing with Roundabout at CH 60 & 4-lane Roadway
- Existing with Improved Signal at CH 60 & 4-lane Roadway
- Future with Access Changes and new roadway connections

Please Sign In

Name	Address	Telephone	E-mail Address*
Lynn Thoraldson	20028 Kenwood Trail	952-469-2444	lyndertia@yahoo.com
Maureen Thielen	10254-199th St. West	952-469-1625	
Howard + Mary Schneider	19634 Jersey Ave	952.469.4760	hamptonmeadow@msn.com
Angela & Jeff Vanden Busch	19371 Jersey Ave	952-985-0661	angelavb1@yahoo.com
Robert + Colleen Powell	11774 205th St W	952-469-2789	
Robert + Becky [illegible]	8593-202nd St W	612-636-0969	
Eugene Brunette	10375-196 Way West	9524694165	
Mike + Jan Judge	19629 Jersey Ave.	952-469-2037	
Bill + Gail [illegible]	10060-199th St W.	952-469-1314	
Kathy Shirk	19728 Jaguar Ave	952.469.3114	jnkshirk@aol.com
Janice Fackler	10323 Upper 196th Way W	952-388-1413	
JEFFREY FACKLER	10323 UPPER 196TH WAY W	952-388-1413	
Kate Eisenthal	Kenwood Trail Middle School	952 232 3810	kate.eisenthal@isd194.org

**Please provide your e-mail address if you would like to receive regular e-mail updates on the County Highway 50 (Kenwood Trail) Corridor Study.*

County Highway 50
Kenwood Trail
Corridor Study

March 21, 2012
4:30-7:30 PM
Kenwood Trail Middle School

Please Sign In

Name	Address	Telephone	E-mail Address*
JAMES BLANCHARD	10279 UPPER 196Th		
Martha Ondelm	1988 Jersey Ave.		
Mr. & Mrs. Patrick Musto	19852 Iteri Place		
MARK SNOQUIST	~~180~~ 10262 199TH ST W		
Joanne + John Pahl	19705 Jersey Ave - Lakeville		
Don Wendt	19733 Jersey Av		
JAN Graft	10245 Upper 196TH WAY W		
Shari Bluhm	10152 Upper 196th Way W		
Amy Eggers	19141 Kenwood Way		
Mark Ziemann	10056 198th Ct W		
Diane Crary	19710 Jersey Ave		
Julie Clemons	19850 Ithaca Circle		
Roger Gilb	9880 ITERI CT W		

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County Highway 50

Kenwood Trail

Corridor Study

COMMENTS

We need your input to guide decisions about the future of Highway 50. Please write comments below and/or on reverse side of page.

Leave in the "Comments" box on the table or, if you prefer, you may mail or e-mail your comments to:

Brian Sorenson
Transportation Department
Dakota County Western Service Center
14955 Galaxie Avenue
Apple Valley, MN 55124
Brian.Sorenson@co.dakota.mn.us

Clearly designate 2 approach lanes (Rt & Lt) for Jaguar Approach to Highway 50.

Name

Address

Telephone

E-mail

County Highway 50

Kenwood Trail

Corridor Study

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2nd outlet for Jaguar

Better Timing from Dodd right to turn left from Jaguar

Name M Erickson

Address 19533 Jaguar

Telephone 952-469-2317

E-mail

County Highway 50

Kenwood Trail

Corridor Study

Need 4 Lanes

—

If your Study is not Correct you will be putting entire Neighborhoods @ Risk!

County Highway 50

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Apple Valley, MN 55124
Brian.Sorenson@co.dakota.mn.us

Roundabout sounds useful and I look forward to it.

I understand why no light yet at 192nd, but I still wish there could be one. I live off Jaguar Ave., and turning left is often hard much of the day and even Saturdays.

Name Diane Long

Address [redacted]

Telephone 612 280-[redacted]1110

E-mail

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Brian.Sorenson@co.dakota.mn.us

Very concerned about fatalities on highway 50 @ Jaguar once this roundabout is made.

Will need 4 lanes ASAP

OR

some kind of other access from Jaguar to enter Highway 50

ASAP!!

not 2016 -

Name

Address

Telephone

E-mail

County Highway 50

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I Think a Better SpoT for The LighTs is 194Th + Hwy 50 - A LoT More Traffic is Turning, Trying TO enTer Hwy 50 eTC.

* PLUS The Kenwood M.S. has A LoT of Traffic BeTween 5:30 pm + 8pm for ACTiViTies during School Year + iN Summer for AThleTiC games + pracTices

Name J Droff

Address Lakeville MN

Telephone

E-mail

County Highway 50

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Brian.Sorenson@co.dakota.mn.us

Until 2016 (when we could get 4 lanes) could we please lower speed limit on 50. With hills & curves it is hard to get out of Jaguar & in front of Kenwood school

Name: Shari Bluhm

Address: 10152 Upper 196th Way W

Telephone:

E-mail: sblu290@aol.com

County Highway 50

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Apple Valley, MN 55124
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As a 10 year resident of the neighborhood at Jaguar + Cty Rd 50, our 1st choice is a traffic signal at Jaguar + (not 192nd). Our second choice is a 3 way stop at Jaguar. With the speed of the cars going South on 50 + the curve to the road for cars going north on 50 →

Name Maureen Thielen
Address 10254 - 199th St. W. Lville
Telephone (952) 469-1625
E-mail

County Highway 50
Kenwood Trail
Corridor Study

this is a very, very dangerous intersection for the 200 families that only have this one exit out ~~of~~ the neighborhood.

(The Kenwood Trail M.S. traffic is only busy for 15 minutes in the morning + 15 minutes in the afternoon, for 175 days/yr)

Why put new traffic signals 192nd + NOT JAGUAR?)

Jaguar

County Highway 50

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Apple Valley, MN 55124
Brian.Sorenson@co.dakota.mn.us

A failure to consider the problem of JAGUAR Avenue.

1) The entire neighborhood exits ; enters by Jag + Kenwood Trail

2 Blind corner to Right - dangeoos speeds - 3 not 2 crashes

3. Round bout increases "blind" "busy" from Right

(3A) 4 WAY ROAD means more difficult access!

4. a road out that follows tracks or close by would work

Seems Jaguar has been forgotten

Name Mary Schneider
Address 19634 Jersey Ave
Telephone 952-469-4760
E-mail hamptonmeadowfarm@msn.com

County Highway 50

Kenwood Trail

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Address 10254 - 199th St. W. L'ville
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County Highway 50
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