

County Road 50 at I-35 Interchange Improvements



APPLICANT:	Dakota County
PROJECT LOCATION:	Lakeville, Dakota County
REQUESTED AMOUNT:	\$10,000,000
TOTAL PROJECT COST:	\$69,110,945

Interstate 35 and County Road 50 is an important interchange connecting a growing area of Lakeville and Dakota County to the state and region. Through this area, I-35 carries about 88,000 vehicles per day with 8,500 heavy commercial vehicles and supports express transit service. It is a Tier 1 freight corridor and is identified as a future MnPASS (E-ZPass) corridor in the region's Transportation Policy Plan. County Road 50 carries 25,500 vehicles per day and is projected to grow to 34,000 vehicles by 2040.

The current interchange does not have sufficient capacity, sight distance or turn lanes, which results in delays and safety issues on County Road 50 in this growing area of Lakeville, Dakota County's largest city. The interchange was built as an interim configuration with only one westbound travel lane and no trail or sidewalk on the north side of the highway due to constraints of the existing I-35 bridge. Lane capacity on I-35 is reduced from three to two lanes just north of the County Road 50 interchange, which creates a bottle neck on the Interstate and a propensity for rear-end crashes in this heavily traveled regional and freight corridor. Northbound I-35 at County Road 50 has nearly four times the critical crash rate according to ten years of crash data analyzed by MnDOT. The county and city have been planning to replace this deficient interchange since 2004.

Now, the county has committed to a diverging diamond interchange for this intersection to improve mobility and safety outcomes for commuters of all modes. The interchange project limits include:

- County Road 50/County Road 5 between Kenrick Avenue and Klamath Trail (170th Street)
- I-35 from the CPKC Railroad bridges to County Road 46 (162nd Street)

The Project will require replacement of all county and city roadway infrastructure in the area as well as two new I-35 bridges over County Road 50. It also includes added and modernized traffic signals, possible noise walls, and improvements to trails and crossings for pedestrians and bicyclists.

Project Location



CONGESTION MANAGEMENT STRATEGIES

57th Avenue Connector

The 57th Avenue Connector is a multimodal bridge and roadway connection that will extend 57th Avenue over the BNSF Northtown Yard, closing a major east-west gap in the local transportation network. The project will construct an approximately 1,800-foot connection including a new two-lane bridge, a roundabout on MN 47 on the east side of the railyard, and 10-foot shared-use paths on both sides of the bridge. By reconnecting neighborhoods that are currently separated by the rail yard, the project will provide a more direct, reliable, safe, and resilient connection for people, freight, emergency response, and everyday local travel.



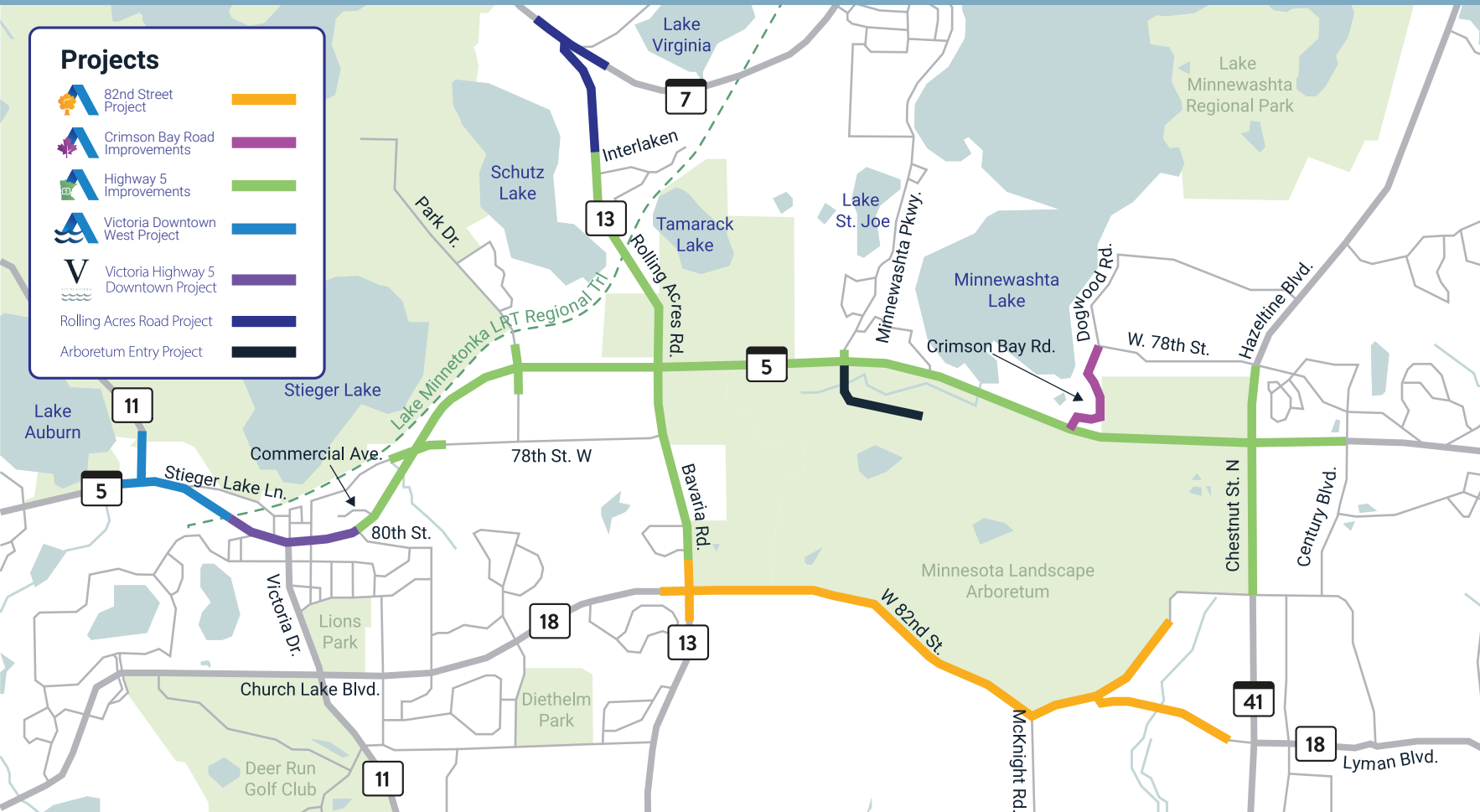
Traffic analysis indicates the project could reduce traffic on Mississippi Street NE and I-694 while also improving access to University Avenue and East River Road. These improvements support the goals of the Congestion Management Strategies category by reducing excessive delays, improving travel time reliability, and creating a more predictable route for local and regional trips.

Today, the BNSF Northtown Yard forces vehicles, pedestrians, bicyclists, and transit users to make indirect trips to the nearest crossings, concentrating vehicular traffic on existing facilities such as I-694 and Mississippi Street and creating delay, unreliability, and safety concerns. Furthermore, Metro Transit is considering closing the tunnel at the former Northstar station, which serves students, commuters, and the Transit Oriented District neighborhoods adjacent.

Shared-use paths on both sides of the bridge will create a safe and comfortable crossing for people walking and biking, replacing a major barrier that leaves some residents with a 2.5-mile detour to cross the railyard safely. Currently, there is evidence of pedestrians illegally and unsafely crossing the railyard directly. The project will connect these residents to jobs, grocery stores, pharmacies, schools, the Mississippi River Regional Trail, and the planned METRO F Line station at 57th Avenue and University Avenue. It also supports freight and business access by improving circulation to industrial properties and commercial destinations on both sides of the rail yard. In this way, the project addresses congestion not only by increasing roadway connectivity, but also by expanding travel options and reducing the need for longer vehicle trips.

The 57th Avenue Connector has been identified in City and regional plans and corridor studies since 2008 and is supported by preliminary design and coordination with BNSF. A USDOT discretionary grant benefit-cost analysis for the project in 2024 found a BCA of 3.17 with substantial net benefits, including travel time savings, safety benefits, reduced vehicle miles traveled, and improved access to destinations. As a congestion management investment, the project offers a practical, high-value opportunity to improve reliability and system performance while advancing safety, multimodal access, and long-term community connectivity in a growing part of Fridley.

Carver County, Minnesota



Capstone Segment: Highway 5 - Downtown Victoria

Improving Highway 5 in Downtown Victoria is the final component of the Arboretum Area Transportation Plan and demands significant planning and coordination. The four-lane expansion through Downtown Victoria and local transportation system upgrades will complete the broader transportation network while transforming downtown.

Downtown Funding Pursuits

Current Requests:

2026 MnDOT Metro Local Partnership Program

Past Requests:

FY26 CDS/CPF (Federal Appropriation): \$3M | Unsuccessful

2025 Corridor of Commerce: \$3M | Unsuccessful

2025 MnDOT Transportation Economic Development Programs:

TED 3.5M, TEDI \$500K | Both Unsuccessful

1 82nd Street Project (CSAH 18)

New county road

\$22.6M Total - Completed in 2025!

2 Crimson Bay Road Improvements

Local road connection

\$2M Total - Completed in 2025!

3 Highway 5 Improvements

Capacity expansion and safety project - Construction 2026-2027

\$116M Total - Fully Funded!

4 Victoria Downtown West Project

Downtown mobility and safety project - Construction 2025-2026

\$9.8M Total - Fully Funded!

5 Arboretum Entry Project

Provides safe, efficient access - Construction 2025-2027

Fully Funded!

6 Rolling Acres Road (CSAH 13) Safety Improvements

Construction 2029 (Tentative)

7 Victoria Highway 5 Downtown Project

Downtown mobility and safety project - Construction 2030+

**\$10M
Total**

\$750,000 Secured

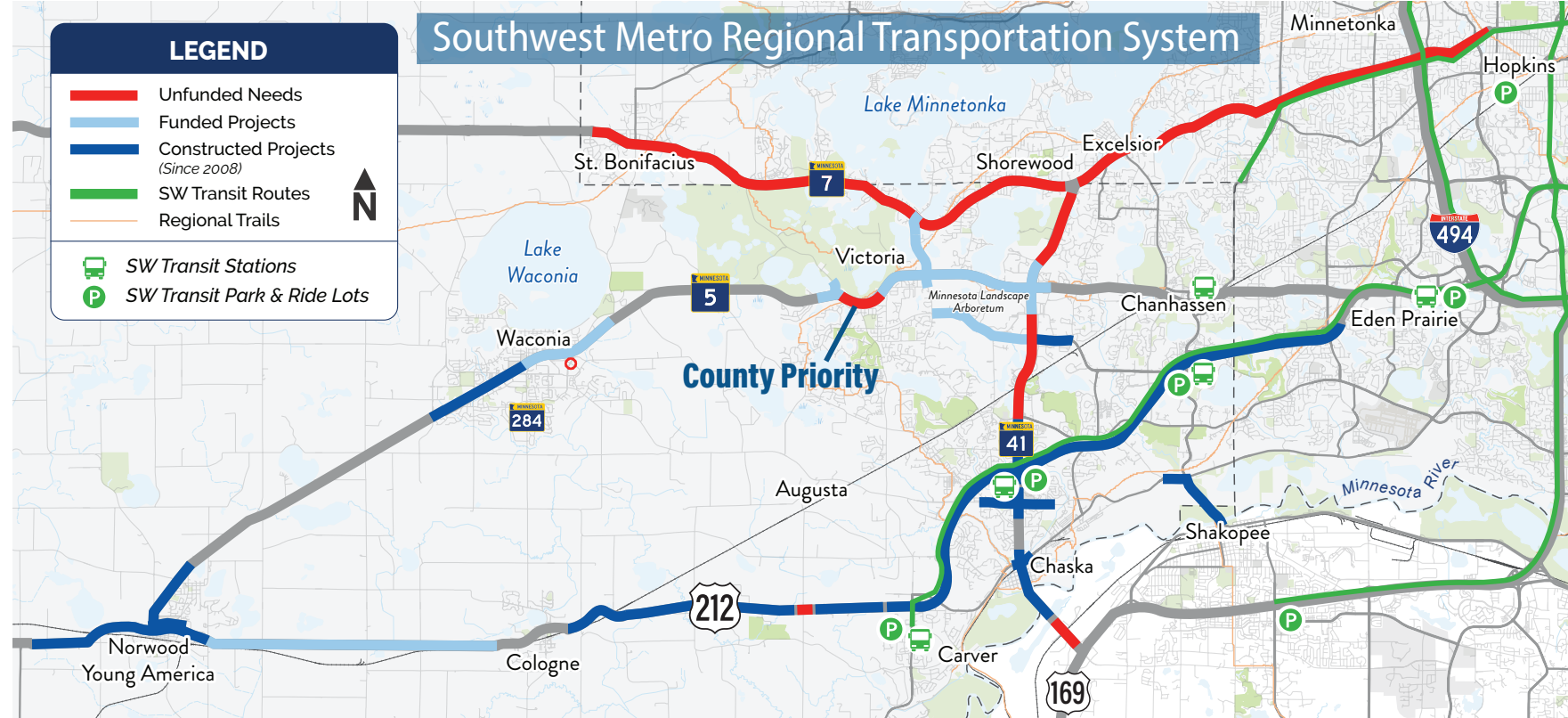


Arboretum Area Transportation Priorities

Our Mission: To provide a safe and reliable transportation system for all users, while protecting our environment.

Strong Partnerships:

Over the past five years, project partners have developed and are now carrying out a shared vision through strong community engagement and partnerships.

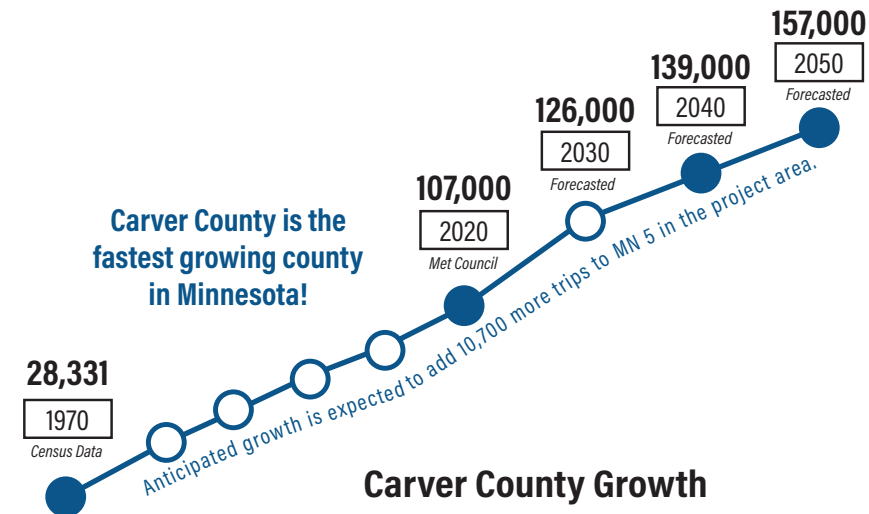


Carver County, Minnesota

The County has committed to funding high priority regional transportation improvements on Highway 212, 101, 41, 5, and 7 to accommodate rapid growth and enhance safety for all users. Our current focus is to complete the reconstruction of Highway 5 through Victoria and Chanhassen to a 4-lane expressway. The highlighted capstone project through downtown Victoria remains unfunded. This small 2-lane segment will be a major bottleneck in 2027 with completion of Highway 5 to the east.

Expected investment results in Downtown Victoria:

- 65% crash reduction
- 70% delay reduction
- Will complete local and regional trail and sidewalk system gaps
- 28 acres positioned for development (\$120M+ in private investments)



Carver County Growth

Growth Type	2020	2050	% Growth
Population	107K	157K	47%
Households	39K	61K	56%
Employment	35K	56K	60%

County Highway 18 (Bailey Road) Reconstruction

Congestion Management | Construction Year: 2031



Project Summary

County Highway 18 (Bailey Rd) is a critical east-west arterial serving regional traffic, providing access to destinations including schools, parks, athletic facilities, and growing residential and business areas, while serving as a key corridor for economic development in the region.

The segment of Highway 18 between 650-feet west of Sterling Ave to Woodlane Drive has identified reliability and crash concerns in current conditions. A 300-acre mixed-use development, anticipated to break ground in summer 2026, will add two additional intersections in the project area and will further increase demand on this segment of Highway 18.

The proposed project improvements includes expansion of Bailey Road to a four-lane divided section for the majority of the project area with intersection improvements (including ADA, turn lane, and traffic control improvements), and trail reconstruction to ensure this corridor continues to safely and efficiently connect all modes of transportation to their destinations.



Planned Improvements

Roadway expansion, intersection improvements, trail construction



Project Location

County: Washington
City: Newport, Woodbury



Funding

Request	\$10,000,000
Local Contribution	\$24,000,000
Project Total	\$34,000,000



Project Goals and Benefits

1. Increase safety for all users
2. Reduce excessive delay and improve travel time reliability
3. Increase travel options to meet daily needs including opportunities to walk, bike, or roll
4. Support economic development and the movement of freight and goods
5. Protect and enhance natural systems



Project Overview Map

