

# I-35 Burnsville to Lakeville Study Update

I-35W Solutions Alliance

January 12, 2023

## Agenda

- Project overview
- Project scope and schedule
- Outreach
- Existing corridor review
- Purpose and need development

# Project Overview

- Revisit prior work and identify potential improvements for the 7-mile segment
- Planning study includes development of purpose and need, evaluation criteria, and logical termini report
- Focused stakeholder and public engagement



# Project Overview

- Corridor considerations include:
  - New exit ramp at CSAH 42
  - Future CSAH 5/50 interchange configuration
  - CSAH 70 interchange access approval needs
  - Lane configuration and E-Zpass recommendations
  - Overall multimodal needs on the corridor



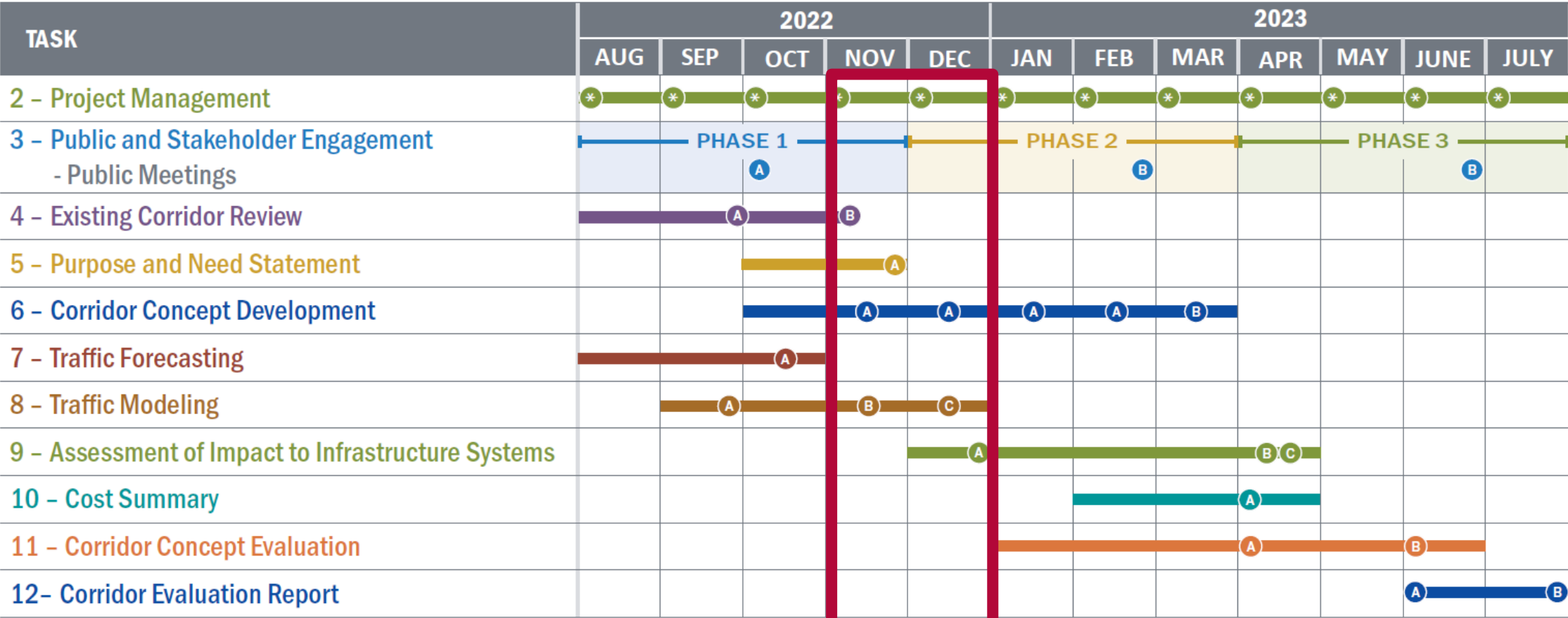
# Project Overview: I35 CSAH5/CSAH 50 draft concept

- Dakota County and Lakeville have previously developed an interchange concept
- This study will inform future work to be led by Dakota County



# Project Scope and Schedule

## OVERALL PROJECT SCHEDULE



# Outreach Activities

- Project webpage

[mndot.gov/metro/projects/i35burnsville-lakeville](https://mndot.gov/metro/projects/i35burnsville-lakeville)

- Outreach soon to share information and seek feedback

- Online survey and interactive map
- Pop-ups and open houses

## I-35 Burnsville to Lakeville study



### About the study

MnDOT, along with county and city partners, is embarking on a study to envision improvements to a 7-mile segment of I-35. The study area extends between the I-35E/I-35W split and the CSAH 70 interchange in Burnsville and Lakeville, Dakota County. The purpose of the study is to gain an understanding of corridor needs, identify future improvements, and determine how and when these improvements should be implemented.

MnDOT will use the results of the study to inform:

- The upcoming I-35 and County Road 50/5 (Kenwood Trail) interchange reconstruction scheduled for 2028
- Upcoming pavement improvements scheduled for 2028
- Other potential future corridor improvements

### Schedule

August 2022 - November 2022	December 2022 - April 2023	May 2023 - July 2023
PHASE 1	PHASE 2	PHASE 3
Evaluation of current corridor conditions	Development of potential solutions	Evaluation of potential solutions and final recommendation

### Share your input & stay informed

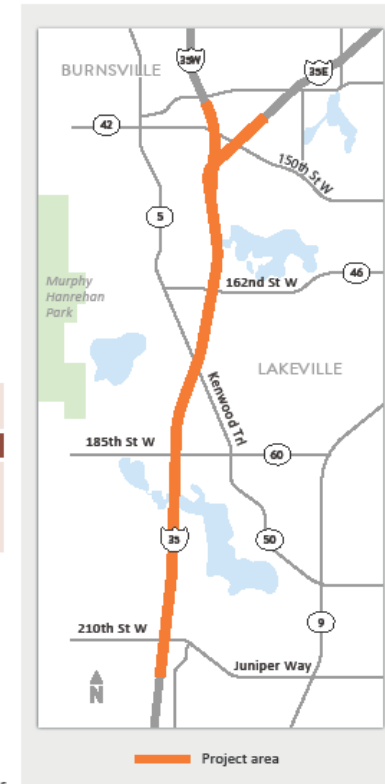


Visit the project website to fill out a survey and subscribe to emails:  
[mndot.gov/metro/projects/i35burnsville-lakeville](https://mndot.gov/metro/projects/i35burnsville-lakeville)

### Project contacts

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If you need this information in an alternative format or language, contact:  
• Si necesita esta información en un formato o idioma alternativo, póngase en contacto con: • Yög koj xav tau cov lus no txhais uas lus hmoob lossis xav tau ib tus neeg pab txhais cov lus no rau koj, tiv tauj: • Haddii aad dooneysa in aad macluumaadkan ku hesho styaabo kale ama afaf kale, la xiriiri: • 651-366-4720 or ADArequest.dot@statemn.us

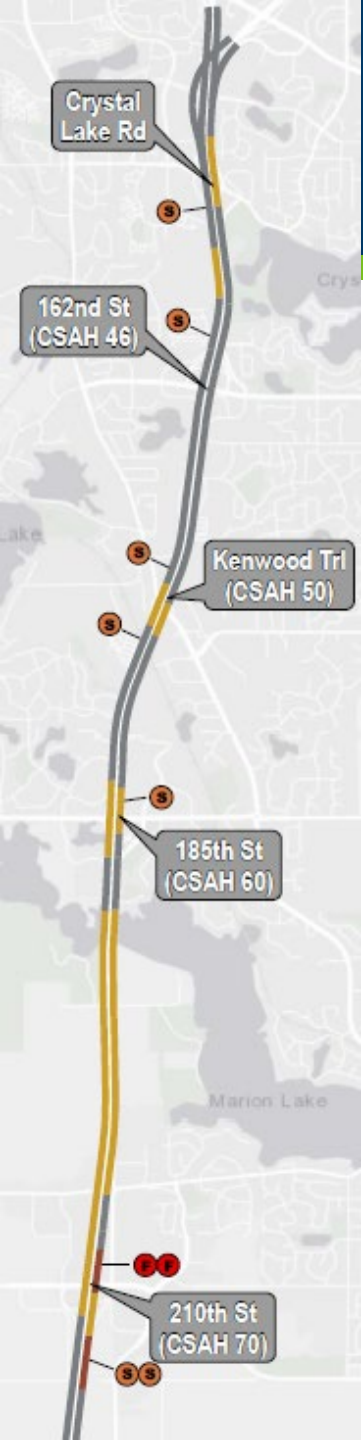
# Traffic Volumes

- Existing traffic volumes
  - Reviewed current 2022 freeway compared to 2018
  - 2022 volumes slightly depressed with limited to no reoccurring congestion
  - Proceeding with 2018 at base year due to variability and uncertainty
- Forecast traffic volumes
  - Growth limited in project area (2018 to 2046; 28 years)
  - Freeway mainline approximate 0.5% growth per year
  - Arterials range 0.1% to 2.0% growth per year; higher growth to the south

Description	Station	AM Simulated Speed												
		Time Period												
		1	2	3	4	5	6	7	8	9	10	11	12	
NB I-35 at CSAH 70 at CSAH 60  at CSAH 50 at CSAH 46 south of I-35E	s1585	80	83	78	80	85	82	81	78	77	77	74	74	
	s1586	80	80	77	81	82	78	81	79	77	74	76	73	
	s1589	76	77	73	76	78	78	80	76	75	71	73	72	
	s1094	74	75	72	74	76	76	78	75	72	70	71	71	
	s1095	77	75	73	73	75	76	77	75	74	72	72	72	
	s1096	71	72	72	72	74	73	74	73	72	68	70	68	
	s910	80	81	80	79	82	84	85	85	83	79	81	78	
	NB I-35W	s911	77	79	79	76	81	84	82	81	81	77	77	77
	s1600	75	78	76	57	75	38	11	13	51	74	74	74	
	s32	71	62	55	22	15	9	8	10	11	18	66	67	
	s1601	77	57	55	25	19	11	11	11	11	18	61	69	
	s33	78	68	46	25	20	16	14	17	17	27	51	66	
	s35	73	70	42	35	20	17	20	20	19	32	29	56	
	at River Bridge	s1602	73	70	54	52	48	44	52	58	55	56	48	64
	s36	73	70	60	63	61	60	70	72	67	68	66	60	
SB I-35W	s31	75	76	80	77	80	78	79	75	73	74	74	72	
	s78	69	71	72	71	73	71	72	69	69	67	67	67	
	s1607	80	84	81	80	79	79	78	82	78	77	76	76	
	s79	70	74	70	73	72	73	73	71	71	70	68	69	
	s80	77	80	82	81	83	82	83	78	80	76	76	77	
	s1608	82	79	83	84	84	84	82	81	79	77	77	78	
	s81	77	74	81	81	75	79	76	76	76	77	74	73	
	s1609	78	78	82	82	81	81	81	81	78	75	77	78	
	north of I-35E	s915	77	77	79	81	75	79	80	77	73	72	72	72
	SB I-35W	s916	76	76	73	81	74	76	78	77	72	70	70	72
	at CSAH 46	s1097	81	82	81	84	82	83	88	83	78	92	92	90
	at CSAH 50	s1578	86	83	82	89	85	86	92	90	82	80	79	81
	at CSAH 60	s1579	93	85	84	90	89	88	95	91	83	81	86	81
	at CSAH 70	s1581	83	80	81	88	86	85	89	89	81	78	81	78
	s1584	76	71	71	79	80	77	85	79	74	74	77	73	
NB I-35E	s870	78	78	80	79	78	76	77	76	74	73	76	73	
	at CSAH 42	s871	79	79	81	80	78	76	75	78	74	73	75	73
	s872	74	73	75	74	71	72	71	74	70	71	73	69	
	at CSAH 11	s873	77	76	78	76	74	76	73	85	96	95	98	97
	s875	49	49	49	48	45	46	44	49	45	27	41	47	
SB I-35E	s900	68	72	70	74	72	75	74	73	70	68	70	69	
	at CSAH 11	s901	73	77	76	79	77	80	80	79	75	73	75	76
	s903	69	72	70	75	72	74	74	72	72	71	71	72	
	at CSAH 42	s904	80	82	80	83	84	84	87	85	82	78	80	79
	s905	104	81	78	103	82	94	85	83	78	76	79	82	



# Safety Analysis



- 10-years of crash data (2012-2021)
- Crashes analyzed from ½ mile north of I-35E/I-35W Split to the 225<sup>th</sup> Street E overpass (1.5 miles south of CSAH 70)
- Crystal Lake Rd, CSAH 46, CSAH 50, CSAH 60, and CSAH 70 interchanges
  - CSAH 50 study area expanded to include area between Kenyon Ave and Kenrick Ave because of plans for capacity and operational improvements
- 2,218 total crashes in the study area
  - 1,515 freeway crashes
  - 102 ramp crashes
  - 575 arterial intersection crashes
  - 26 arterial crashes

# Safety Analysis – I-35 Freeway Crashes

	NORTHBOUND I-35	SOUTHBOUND I-35
TOTAL CRASHES (2012-2021)	793	722
Fatal / Serious Crashes	2 fatal / 7 serious injury (severity A)	0 fatal / 4 serious injury (severity A)
in diverge areas	22% (20% of the corridor mileage)	17% (13% of the corridor mileage)
in merge areas	32% (17% of the corridor mileage)	27% (19% of the corridor mileage)
outside merge/diverge areas	46% (63% of the corridor mileage)	56% (68% of the corridor mileage)
<i>rear end crashes, indicating potential congestion</i>	58%	40%
<i>single vehicle, typically ran off road</i>	20%	38%
<i>sideswipe crashes, typically vehicles changing lanes or merging</i>	15%	13%
<i>crashes when roadway is snow covered, icy or wet</i>	36%	43%

# Safety Analysis – I-35 Freeway Crashes - Areas of Interest

SOUTHBOUND I-35

NORTHBOUND I-35

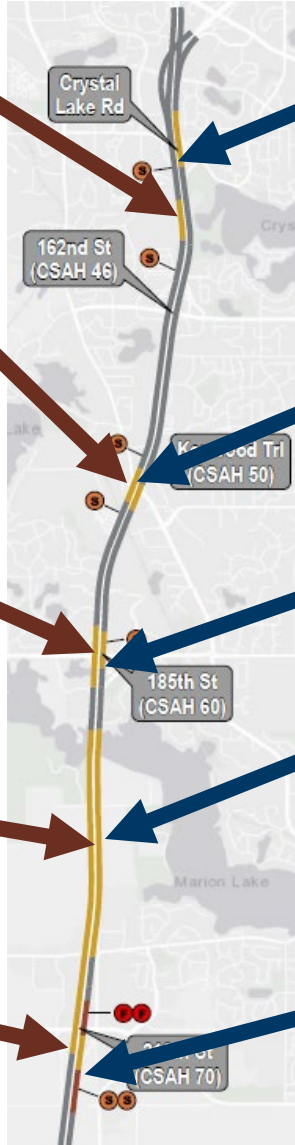
**Between Crystal Lake Rd and CSAH 46**  
44 crashes in 0.3-mile segment

**CSAH 50 between ramps**  
37 crashes in 0.3-mile segment

**CSAH 60 between ramps**  
Crash rate over double the critical rate (62 crashes)

**Between CSAH 70 and CSAH 60**  
154 crashes in 1.9-mile segment

**CSAH 70 exit ramp**  
49 crashes in 0.28 mile segment



**Approaching the I-35E/I-35W split**  
55 crashes in 0.4-mile segment

**CSAH 50 between ramps**  
Crash rate nearly 4 times the critical (69 crashes)

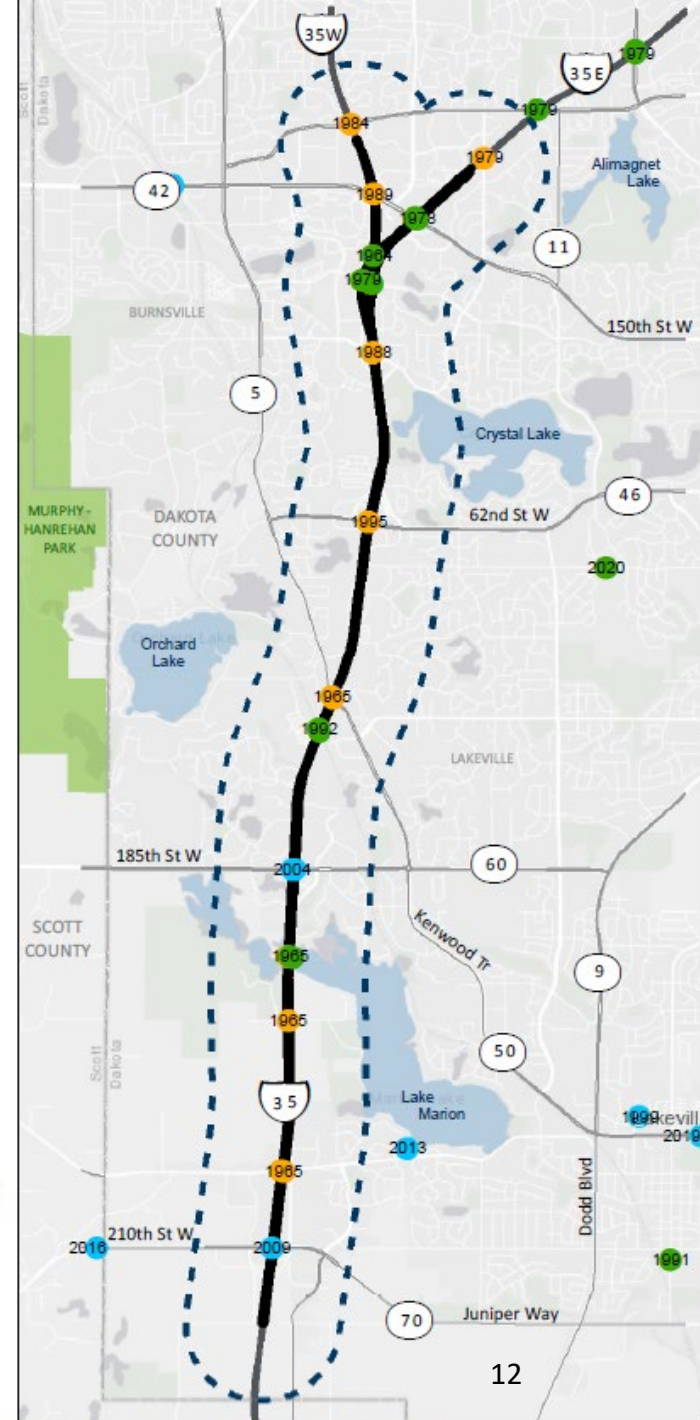
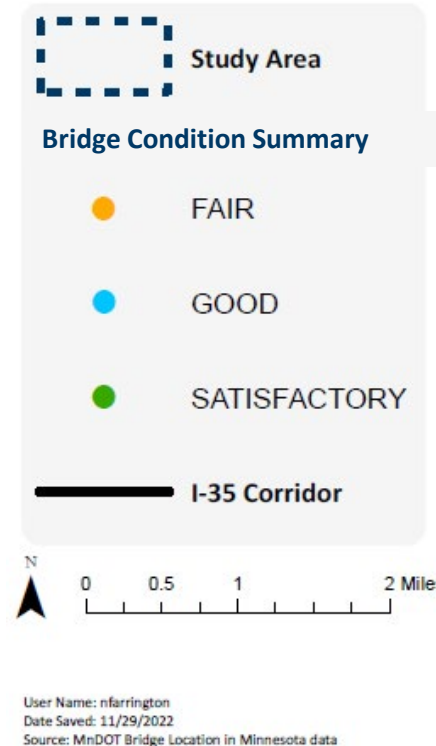
**CSAH 60 loop ramp**  
92 crashes in ¼ mile segment

**Between CSAH 70 and CSAH 60**  
93 crashes in 1.5-mile segment

**CSAH 70 interchange**  
3 of the 5 interchange northbound segments have crash rates above the critical rate

# Multimodal Review

- Started with documenting the existing bridge conditions (see map)
- Currently reviewing each crossing (examples: type and location of ped/bike amenities, separation from traffic, types of traffic control)
- Goal is to understand any ped/bike needs and determine potential improvements



# Purpose and Need Development



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