Dakota County - Transportation

Interstate 35 and CSAH 50/5 Interchange Improvements Project

Regional Solicitation - Roadways Including Multimodal Elements

ID: R-2026-04842

Barry Becker

Requested: $16,800,000

Status Initial Review

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What application category are you applying for.*

Congestion Management Strategies

General Information

Organization Name: Dakota County - Transportation

▼ Organization Information

Organization Name	Dakota County - Transportation
Legal Name	Dakota County - Transportation
Street Address	14955 Galaxie Ave
Street Address 2	
City	Apple Valley
County	Dakota
State	Minnesota
Country	United States of America
ZIP Code	55124

▼ Contact Information

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Developer 1	Molly Stewart	mstewart@srfconsulting.com	763-452-4784
Developer 2			

▼ Project Information

Project Name* Interstate 35 and CSAH 50/5 Interchange Improvements Project

Select Primary county where project is located* Dakota

Cities or Townships where the Project is located* Lakeville

Jurisdictional Agency (if different than applicant):

Brief project description*

I-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.

A diverging diamond interchange at this interchange will 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) and 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, noise walls, and improvements to trails and crossings for pedestrians and bicyclists.

Transportation Improvement Program (TIP) Description*

CSAH 50 & I-35 INTERCHANGE AREA, LAKEVILLE, RECONSTRUCT INTERSECTION, CONSTRUCT DIVERGING DIAMOND, REPLACE OLD BRIDGES #19807 & #19808 WITH NEW BRIDGES #19R07 & #19R08, INCLUDING RAMPS ON & OFF CSAH 50 AND ADD NB I-35 AUXILIARY LANE

Provide the project length to the nearest one-tenth of a mile* 2.1

Lead Agency* Dakota County

ZIP Code where majority of work is being performed* 55044

Functional Class of Road* Minor Expander

Road System* CSAH

Road/Route No. (i.e., 53 for CSAH 53)* 50

Name of Road (Example: 1st st., Main Ave)* Kenwood Trail

Approximate begin construction date (mo/yr)* 4/1/2029

Approximate end construction date (mo/yr)* 11/30/2030

Name or description of trail/ped facility (i.e., Cedar Lake Trail, University Avenue Sidewalk)

CSAH 50 Trail

Termini (Termini listed must be within 0.3 miles of any work) (Do not include legal description; include name of roadway if majority of facility runs adjacent to a single corrdior)

Roadway Name*	CSAH 50
From Cross-Street*	175th Street
To Cross-Street*	Klamath Trail
Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	1.7
Multiuse trail*	1.6
Separated bicycle facility*	0
On-street bicycle facility*	0
Sidewalk*	0.1
Miles of facility on the Regional Bicycle Transportation Network (nearest 0.1 miles)*	0
Miles of new RBTN facilities*	0
Miles of improved existing RBTN facilities*	0
Miles of facility on the regional trail network (nearest 0.1 miles)*	0
Miles of new Regional Trail facilities*	0
Miles of improved existing Regional Trail facilities*	0
Miles of Facility along Updated Regional Truck Corridors:	
Miles along Tier 1 facilities:	1.25
Miles along Tier 2 facilities:	
Miles along Tier 3 facilities:	
Number of improved ADA ramps*	55
Number of intersection improvements*	7

Primary types of work (Examples: Grade, AGG Base, BIT Base, BIT Surf, Sidewalk, Signals, Lighting, Guardrail, Bike path, Ped Ramps, Bridge, Parek and ride, etc.)*

GRADE, AGG BASE, CONCRETE SURFACE, BIT SURF, SIDEWALK, CURB AND GUTTER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, NOISE WALLS, DRAINAGE AND PONDING

Bridge/culvert projects (if applicable)

Current Bridge/Culvert No.	1980719808
New Bridge/Culvert No.	19071908

Structure is over/under (Bridge or Culvert Name):

OVER CSAH-50 ON I-35 actual new bridge numbers are 19R07 and 19R08

Number of peak hours*	2
Intersection vehicles per hour (Intersection improvements only)*	2834
Peak hour delay per vehicle under No-Build conditions*	34

Peak hour delay per vehicle under Build conditions*	10
Average corridor speed under No-Build conditions*	35
Average corridor speed under Build conditions*	35

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?*

Yes

If yes, please identify the sources*

BUILD Grant program

Grant Request Amount, US$*	$16,800,000.00
Project Total: $*	$69,110,945.00

Match Amount: $ (Minimum of 20% of the project total for federally funded projects)

Match Amount:	$52,310,945.00

Match Percentage (Minimum of 20% for federally funded projects)

Match percentage:	76%

Source of Match Funds (For federally funded projects, a minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources)

Source of Match Funds*	MN Trunk Highway Appropriation, MN Hwy Freight Program Grant, Federal Appropriation (2026), State Bonding (2026 Session)
Please check the years that are feasible for your program.*	2029 (All projects)

To provide the required budget information, complete the Total Project Cost Worksheet and then upload into the Documents section. Refer to the Total Project Cost Instructions for instructions on what to submit in Fluxx.

Roadway Costs*	$67,826,585.00
Bicycle/Pedestrian Costs*	$1,284,360.00
Transit/TDM Capital Costs*	$0.00
Transit/TDM Operating Costs*	$0.00

One of the federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds.

Project benefits of the new interchange extend to improvements in resiliency and stormwater management. The low point of the existing interchange currently shows up to 4 feet of flooding according to drainage modelling for a 100-year storm event, while the improved interchange shows only 2' of freeboard without any relative increase in discharge rates. Additional improvements include expanding existing flood storage through larger pond sizes as well as increased capacity on storm sewers throughout the Project area.

As part of this application process, you must enter your project location(s) information into our Geographic Information System (GIS) via the link below.

The GIS link is not generated until a project name has been added to the question "Project Name" above and the application has been saved. For multiple locations, you will refresh the window to add additional locations. If you make a mistake, please refresh and add the correct location and add a comment describing the error and correction. The project location(s) are used to determine some of the outcomes below. Please note that it may take several minutes for the GIS data to be populated in the application below.

Please click the following link which opens in a new window: Draw Project Location

I acknowledge that I clicked the GIS link and entered the required information.	Yes

▼ Document Requirements

Instructions
Upload a PDF for the applicable project elements listed below. Multiple files can be uploaded with the attachment link below. Each individual attachment must be saved as an 8.5”X11”pdf and cannot be more than 15 pages in length to be considered. Only pdf files that meet the size and length limits will be accepted. Please do not submit entire plans or studies.

Summary

1. Applicants are required to submit a one-page project summary to be used by the scoring committees and TAB members. This one-pager may include the project name, applicant, route, a map, township/city/county where project is located, requested award amount, total project cost, before photo, project description, list of project benefits, or other pertinent information.
2. A photograph from within the past year showing the existing conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council’s online mapping tool to show a before-and-after comparison of the improvement. By submitting the application, the applicant agrees to allow the Council to use this photograph. Applicants should not use copyrighted images from other sources.

Maps

1. All infrastructure projects must include a map or concept drawing of the proposed improvements that clearly labels the beginning and end of the project, all roadways in the project area and any bicycle, pedestrian, and transit components anticipated upon completion of the project.

Coordination

1. The applicant must include a letter of support from the agency that owns/operates the facility, will operate the transit service, or will be expected to maintain the project (if different than the applicant) indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life.
2. Transit applicants that propose a project that begins or ends within another agency’s service area must include a letter of support from the other transit agency.
3. If the applicant expects any other agency or competitive grant program to provide part of the local match, the applicant must include a staff-level letter from the other agency agreeing to financially participate/documentation of the competitive award.

Other

1. For Congestion Management Strategies and New Interchange projects only: The Synchro/Highway Capacity Manual emission reduction reports including the Timing Page Report that displays input and output information for both the no build and build scenarios. This report must be attached within the web-based application form. Upload additional attachments for multiple intersection reports.

To add a document, select the green plus sign on the far right of the screen in the row below. A new screen will appear. Upload files by selecting Add files on the bottom left of the screen. After all files have been added, select Start Upload. (Note: if you need to add more files to the same group of attachments, use the green + button in the "Documents" section at the bottom.)

Freeway Approval from IPRC

▼ Documents

To add other documents, click the green + sign, then click "Add Files." Then select the document category from the dropdown and click "Start Upload"

APPLICATION DOCUMENTS

Filter by Type All document types (10)

02b_LOS CP 50-033.pdf
Resolution of Support
Added by Molly Stewart at 2:16 AM on June 24, 2026

CSAH50_WinterMaintenance.pdf
Year-Round Maintenance Commitment
Added by Molly Stewart at 4:23 AM on June 23, 2026

CRSP CSAH 5-50 Pages.pdf
Added by Molly Stewart at 4:19 AM on June 23, 2026

02a_GHG_SP 1980-100 TH35W CSAH 50 Receipt_SIGNED.pdf
Transportation GHG Impact Assessment & Offset Plan

Added by Molly Stewart at 4:18 AM on June 23, 2026

CSAH50_Total-Project-Cost-Worksheet (1).pdf

Total Project Cost Worksheet
Added by Molly Stewart at 4:18 AM on June 23, 2026

1 - 5 of 10 Records

1 2

Jump to Page

▼ Qualifying Requirements

The applicant must show that the project meets all the qualifying requirements to be eligible to be scored and ranked against other projects. All qualifying requirements must be met before completing an application.

By selecting each checkbox, the applicant confirms compliance with the following project requirements:

The project will follow all applicable federal and state design standards, including state statutes such as State Aid Rule 8820 as required.

Check the box to indicate that the project meets the requirement above.* Yes

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The project is consistent with the goals, objectives, policies, and actions of the 2050 Transportation Policy Plan Briefly list the applicable 2050 TPP objectives and policies.

Briefly list the applicable 2050 TPP objectives and policies*

i. People do not die or face life-changing injuries when using any form of transportation.
ii. People have more predictable travel times when traveling on highways, with a focus on reducing excessive delays.
iii. People and businesses can rely on predictable and cost-effective movement of freight and goods.
iv. The region's transportation system protects, restores, and enhances natural systems (air, water, vegetation, and habitat quality).

Check the box to indicate that the project meets the requirement above.* Yes

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The project or the specific transportation problem/need that the project addresses must be in a local planning or programming document completed within the last 10 years. Reference the name of the comprehensive plan, regional/statewide plan, capital improvement program, corridor study, Safe Routes to School Plan, Bicycle System Plan, or other approved/adopted plan or program of the applicant agency. The Active Transportation Planning application category (whose projects will be creating the plan itself) is exempt from this requirement.

Check the box to indicate that the project meets the requirement above.* Yes

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List the applicable document(s) and pages*

i. MnDOT I-35 Study - Burnsville and Lakeville
1. https://www.dot.state.mn.us/metro/projects/i35burnsville-lakeville/index.html

The project complies with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets the requirement above.* Yes

The project must be accessible and open to the general public.

Check the box to indicate that the project meets the requirement above.* Yes

The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle and pedestrian facilities per FHWA direction established 9/27/2008 and updated 4/15/2019. Project sponsors of standalone bicycle and pedestrian projects or bicycle and pedestrian facilities that are part of a roadway project must include information on how the requirement to maintain facilities for year-round use will be met. This information may include:

- A local ordinance or policy that requires abutting property owners to maintain pedestrian or bicycle facilities, or that directs agency staff to maintain pedestrian and bicycle facilities.
- A letter or resolution that confirms the proposed local facility will be maintained by agency staff or abutting private property owners.
- A cross-jurisdictional agreement with another agency to maintain the proposed local pedestrian or bicycle facility.

Check the box to indicate that the project meets the requirement above.* Yes

The project must represent a permanent improvement with independent utility. The term “independent utility” means the project provides benefits described in the application by itself and does not depend on any other construction elements to be delivered for the proposed project to be achieved.

Check the box to indicate that the project meets the requirement above.* Yes

The infrastructure project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets the requirement above.* Yes

The project applicant has sent written notification regarding the proposed project to all affected units of government prior to submitting the application. Staff-level letters of support are required if another agency owns the roadway, will deliver the transit service, will contribute financially to the project, will be expected to sponsor the project, or will be expected to maintain the project. Transit projects proposing a project that crosses into another agency’s service area must include a letter of support from all relevant transit agencies.

Check the box to indicate that the project meets the requirement above.* Yes

The Metropolitan Council and the Transportation Advisory Board (TAB) get the first opportunity to utilize a

share of the greenhouse gas and vehicle miles traveled offsets of any awarded federal or active transportation regional sales tax projects proportionate to the share of the total project cost funded by TAB to fulfill state requirements for the Greenhouse Gas Impact Assessment (MN Statute 161.178) enacted in 2023. Each offset can only be used one time. If the projects are not needed by the Metropolitan Council and TAB as offsets to other awarded Regional Solicitation highway projects, ownership of them will revert, in whole or in part, to the original project sponsor. Based on inputs provided in the application, Met Council staff will calculate the magnitude of the offsets.

Check the box to indicate that the project meets the requirement above.*	Yes

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The applicant agrees to provide Metropolitan Council staff with post-construction data, as requested, in order to perform before-and-after analyses.

Check the box to indicate that the project meets the requirement above.*	Yes

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Federally funded projects must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way acquisition costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project that is otherwise eligible.

Check the box to indicate that the project meets the requirement above.*	Yes

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Applicant is a public entity (e.g., county, city, tribal government, transit provider, etc.), or non-profit organization in the TDM category only. Applicants for federal funds that are not State Aid cities in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required. Applicants for the three application categories funded with Active Transportation Regional Sales Tax funds do not need to be a State Aid city or a county to apply.

Check the box to indicate that the project meets the requirement above.*	Yes

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The public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The transition plan must be completed by the local agency before the Regional Solicitation application deadline.

Choose one*	The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.
Date plan completed by governing body*	12/1/2024
Link to plan*	https://www.co.dakota.mn.us/Transportation/TransportationStudies/Past/Documents/ADATransit

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All projects that are located within right-of-way occupied by an active railroad must confirm that the railroad has been engaged in project planning.

Check the box to indicate that the project meets the requirement above.*	Yes

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The roadway project is identified as a principal arterial (non-freeway facilities only) or minor arterial as shown on the latest functional classification map. Bridge Connections, Proactive Safety and Reactive Safety projects have broader eligibility and can be located on a minor collector and above functionally classified roadway in the urban areas or a major collector and above in the rural areas.

Check the box to indicate that the project meets the requirement above.* Yes

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The project must be designed to meet 10-ton load limit standards.

Check the box to indicate that the project meets the requirement above.* Yes

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This project involves the construction of a new/expanded interchange or new interchange ramps.* Yes

Roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to the application deadline. Please contact David Elvin at MnDOT (David.Elvin@state.mn.us or 651-234-7795) to determine whether your project needs to go through this process as described in the 2050 Transportation Policy Plan.

Check the box to indicate that the project meets the requirement above.* Yes

▼ Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

Category Definition: The Congestion Management Strategies application category is intended to fund projects that increase reliability and minimize excessive delay for people and freight and provide transportation options on roadway corridors with delay and travel time reliability issues.

This application contributes to these 2050 TPP Objectives or Policies:
- People do not die or face life-changing injuries when using any form of transportation.
- People have more predictable travel times when traveling on highways, with a focus on reducing excessive delays.
- People and businesses can rely on predictable and cost-effective movement of freight and goods.
- The region's transportation system protects, restores, and enhances natural systems (air, water, vegetation, and habitat quality).

New State Law: Projects located on the Minnesota trunk highway system that have a total cost (including design and engineering and right-of-way costs) greater than $15 million and are either new interchange projects or add 2,500 feet of lane miles or more are required to perform a transportation greenhouse gas emissions impact assessment per MN Statutes 161.178 . This law requires a greenhouse gas impact assessment of the project and development of an offset plan before inclusion in the Transportation Improvement Program (TIP). The assessment and offset plan will need to be reviewed by the Metropolitan Council and Transportation Greenhouse Gas Emissions Impact Assessment Technical Advisory Committee. The Minnesota Commissioner of Transportation will approve the project to be included in the TIP.
Prior to Regional Solicitation application submittal, project proposers will need to determine project emissions impacts and identify vehicle miles traveled (VMT) and emissions offsets. Then, the TAB will add in offsets generated from other selected Regional Solicitation and Active Transportation projects. The combined local and regional offsets will form the basis of the total offset plan to be reviewed by the Metropolitan Council and certified by MnDOT and its Technical Advisory Committee at least 90 days prior to the project entering the draft TIP. Project sponsors are encouraged to contact Met Council and MnDOT staff several months before the Regional Solicitation application deadline.

Congestion Management Process (CMP): Roadway lane expansion projects of greater than one mile are required to follow the CMP Handbook process for identifying potential congestion solutions and submit materials to Metropolitan Council staff prior to the application deadline. For the 2026 Regional Solicitation, the Metropolitan Council has an on-call consultant who can assist applicants with going through the CMP Handbook.

Please note that this list is not exhaustive and is intended only to provide examples. For questions regarding project eligibility, see the qualifying requirements for this application category and contact the Metropolitan Council.

- Travel Demand Management (TDM)

- Traffic operations improvements/Intelligent Transportation Systems (ITS)
- At-grade intersection improvements focused on improving reliability and minimizing excessive vehicle delay
- Expansion of existing interchanges with an increased number of through lanes
- New interchange or new interchange ramp movements on an existing system
- New roadways
- New through lanes
- New roadway bridges, overpasses, and underpasses

▼ Evaluative Criteria

1. Anticipated Delay Reduction

Anticipated Delay Reduction: This criterion measures how the project reduces delay and prioritizes low-cost solutions by measuring the cost effectiveness of the delay reduced. It also aligns with the federally required Congestion Management Process, which considers low cost and low impact solutions before more costly and impactful solutions to improve congestion.

Measure A – Cost effectiveness of delay reduced

Consistent with the 2050 TPP measure of excessive delay, use a Synchro analysis to document the two hours with the highest anticipated delay reduction (shown with Synchro analysis in seconds). The two hours do not have to be consecutive. Use the total delay reduction (in seconds) of those two hours and divide by the total project cost. (100 words or less and provide Synchro analysis documentation)*

The Synchro analysis calculated for the Project includes no-build and build VPH and delay for East Ramp, West Ramp, and Kenrick Avenue intersections for AM and PM peak hours. Taking the sum-product of vehicles-per-hour and average signal delay per vehicle gives 437147.9 for the No-Build and 313022.3 for the Build scenario, for a total difference of 124125.6 vehicle-seconds of delay reduction. Dividing by the total cost of $69,110,945 gives a ratio of 0.00179.

Measure A Scoring Guidance

The project with a Synchro analysis that reduces the most delay for the two highest hours per dollar requested will receive the most points, with the remaining projects receiving a proportionate share of the points (25 points).

Projects that do not reduce delay or increase delay and/or do not include supporting a Synchro analysis should receive zero points in this measure.

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2. Regional Priorities for Reliability & Excessive Delay

This criterion assesses the excessive delay (as defined in the region's CMP) and reliability of potential projects based on the 2050 TPP maps for Reliability or Excessive Delay (with updated data) and incentivizes project locations included in the Intersection Mobility and Safety Study Priority Tiers.

Measure A - 2050 TPP Map for Excessive Delay

Excessive Highway Delay map (if more than one applies in the project area, select the highest delay)*

Less than 2 hours

Measure A Scoring Guidance

- Less than 2 hours: 0 points
- 2-3 hours: 4 points
- 4-6 hours: 7 points

Measure B - 2050 TPP Map for Reliability

Highway Reliability map (if more than one applies in the project area, select the highest buffer index)*

Buffer time index greater than 1.00

Measure B Scoring Guidance

Less than 0.5: 0 points
Between 0.5 and 0.75: 4 points
Between 0.75 and 1.00: 7 points
Greater than 1.00: 10 points

Measure C - Intersection Mobility and Safety Study Priorities

Intersection Mobility and Safety Study (IMSS) Tiers (if more than one applies in the project area, select the highest tier or contact Met Council staff for guidance on adding multiple intersections)*

Low

Measure C Scoring Guidance

- No Tier: 0 points
- Low: 1 point
- Medium: 3 points
- High: 5 points

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3. Safety

This criterion measures the project's ability to promote safety for all users, including how the project responds to existing risks and makes use of proven safety countermeasures.

Measure A - Connection to Existing Safety Planning Efforts
Project Location (or part of the location) is listed in the Regional Safety Action Plan on any of the following lists (note an online map is being developed and a link will be provided in final application)

	Crash Risk Index >15
Project location is not listed in a regional or local safety plan but provides a parallel or alternative route that will improve safety for people walking or biking.*	No
Location is listed in another safety plan that prioritizes reducing fatal and serious injury crashes.	Yes

Please describe and provide reference or link to the plan*

Dakota County – County Road Safety Plan (Attached)

Measure A Scoring Guidance

The project will be scored based on the scorer's discretion, using the following guidance:

- High: Project is identified in the regional safety action plan on either the regional top 25 or county top 10 lists or project provides a viable parallel or alternative route to a location listed.
- Medium-High
- Medium: Project location is identified in a regional safety action plan on High Injury Streets or Crash Risk Index, or project provides a viable parallel or alternative route to a location listed.
- Medium-Low
- Low: Project location is identified in a local (e.g. county or city) safety action plan, local or district Safe Routes to School plan, or project has a completed targeted study (e.g., NEPA document, corridor study, intersection study, ICE report, etc.) that identifies the specific safety measures needed to improve safety and those safety measures have been incorporated into the proposed project or project provides a viable parallel or alternative route to a location listed or project provides a viable parallel or alternative route to a location listed.
- Non-responsive/Not relevant: Projects that are not identified in the Regional Safety Action Plan or any local safety plan. This could also include projects that also have not completed a targeted study that defines an existing safety issue (e.g., NEPA document, corridor study, intersection study, ICE report, etc.)

Measure B - Safety Improvements for People Outside of Vehicles

Please provide a written response that explains how the project will mitigate existing risk factors noted above and any other steps taken to ensure the project promotes safety for all users. Please cite any specific proven safety countermeasures that will be part of the project's design or methods the project will use to promote safety for people outside of vehicles (600 words or less).*
Consider the following when developing your response. Note that not all considerations are applicable to all projects, but please respond to those that are applicable.

- Will crossing distances or times between protected crossings for people outside of vehicles be increasing or decreasing? If so, how many locations will be affected? If increasing, what measures will be considered to recognize the increase in distance between crossing opportunities?
- Describe what measures are being used to reduce exposure and delay for people outside of vehicles.
- If grade separated pedestrian crossings are being added and increasing crossing times, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option.
- If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways.
- Describe how motorist speed will be managed in the project design, in both through-traffic and turning movements. Note any strategies or treatments being considered that are intended to help motorists drive slower or protect pedestrians and bicyclists if motorist speeds will increase.
- Consider these resources for safety improvements: Regional Safety Action Plan's Programmatic Recommendations, FHWA's Safe System Roadway Design Hierarchy, and MnDOT's Traffic Engineering Countermeasures

Aside from improvements that will protect motorists, this project will also incorporate pedestrian safety enhancements such as shared-use paths, new crosswalks, Rectangular Rapid Flashing Beacons (RRFBs), and pedestrian refuge islands. Currently there is only one sidewalk on the west side of CR 50/5 that runs under

I-35 with the sidewalk on the east side of the roadway terminating at the interchange just before the on-ramp. A small pedestrian island and faded crosswalk gives pedestrians substandard safe passage from one sidewalk to the other. As part of this project, new 10' shared-use paths separated from vehicular traffic will be constructed which will provide ample room for both pedestrians and cyclists to travel under I-35 to the existing sidewalk network on the north side of the interstate. High visibility crosswalk markings and larger pedestrian refuge islands will be added to CR 50/5 to ensure users of the infrastructure are able to safely maneuver to their destination of choice via two-stage crossing movements. Driveways and access points that directly enter CR 50/5 will also be removed/ redirected to lower volume roadways that have controlled access intersections to further protect non-motorist travelers within the corridor. Finally, RRFBs will be used at intersections and crossings not controlled by a signal system to enhance pedestrian conspicuity and increase driver awareness. According to the FHWA, improvements such as RRFBs can reduce pedestrian crashes by up to 47 percent and increase motorist yielding rates up to 98 percent, having a significant impact on the safety of all users of the roadway where these improvements are implemented. Furthermore, posted speed limits will be reduced from the original 2004 design of 50 miles per hour (mph) on CR 50/5 to 30 mph through the interchange area.

Measure B Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- High: The highest rated projects in this criterion will serve the needs of pedestrians and bicyclists with the greatest safety and least pedestrian and bicyclist delay, detour, or discomfort. Score projects higher if selected countermeasures are designed to be comfortably used by people of all ages and abilities. The highest scoring projects will provide frequent, safe, at-grade crossing opportunities to prioritize directness and convenience with safety. Score projects higher if design elements are included to help motorists drive slower. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- Medium-High
- Medium: Mid-range projects in this measure may make a strong case as to how the project improves the travel experience, safety, and security for people outside of vehicles but without quantitative data or using a less established methodology. These projects may require lengthy detours or elevation changes or have less frequent at-grade crossings that do not align well with destinations. Similarly, mid-range projects may have quantitative or qualitative data and an established methodology but only offer a small improvement to the multimodal experience.
- Medium-Low
- Low: Projects that make minimal improvement to the travel experience, safety and security for people outside of vehicles should receive low points in this measure. These projects may include motor vehicle design elements that raise concerns for pedestrian and bicyclist safety, such as increased vehicle speeds or increased crossing distances that would not be fully mitigated by any safety countermeasures for pedestrians and bicyclists.
- Non-responsive/Not relevant: Projects that do not improve the travel experience and safety for people outside of vehicles should receive zero points for this measure.

Measure C - Safe System Approach

Please describe how the project aligns with the Safe System Approach where the transportation system is designed to minimize the consequences of human errors by implementing multiple layers of protection (400 words or less).*

Consider the following when developing your response. Note that not all considerations need to be addressed, but please respond to those that are applicable.

- Are safety improvements focused on reducing fatal and serious injury crashes?
- Does the project utilize proven safety countermeasures?
- Consider these resources for safety improvements: Regional Safety Action Plan's Programmatic Recommendations or MnDOT's Traffic Engineering Countermeasures

The Project incorporates several Federal Highway Administration (FHWA) proven safety countermeasures consistent with SS4A principles, using layered design features to reduce both the likelihood and severity of crashes. Because horizontal curve crashes account for nearly 25 percent of U.S. roadway fatalities, the new Diverging Diamond Interchange (DDI) at I-35 and CR 50/5 includes smoother curves, wider radii, and modern ramp geometry. The DDI is expected to reduce fatal and injury crashes by up to 44 percent and property-damage crashes by up to 8 percent. Improved sight lines beneath the I-35 bridges will better align with design speeds, addressing existing deficiencies, and speed limits through the interchange will be reduced from 50 mph to 30 mph in accordance with FHWA guidance. Together, these improvements will reduce sharp turns and sudden maneuvers while providing drivers more time to react to changing traffic conditions.

Additional capacity and operational upgrades on CR 50/5 and I-35 will further improve safety. A new northbound I-35 auxiliary lane will connect the CR 50/5 entrance ramp to the existing auxiliary lane near the Kenrick Avenue Park & Ride, improving merging operations and relieving a major bottleneck in the southern Twin Cities. On CR 50/5, two aging traffic signals will be replaced and two new signals installed as part of the interchange reconstruction, improving traffic flow and modernizing traffic control infrastructure. These investments build on Dakota County's annual $10.9 million commitment to preserving and modernizing its transportation system, enhancing safety, reliability, and efficient operations for all users.

Measure C Scoring Guidance

The project will be scored based on the scorer's discretion, using the following guidance: Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria. Consider the information and narrative provided by the applicant and score projects based on the benchmarks provided below.

- High: The highest scoring projects in this criterion will align with the Safe System Approach and significantly improve safety for all users and cites specific safety best practices or countermeasures that will be included in the project. Scorer is confident the project sponsor will design the project to prioritize safety for people outside of vehicles. The response will include quantitative metrics showing a high level of improvement using a sound methodology.
- Medium-High
- Medium: Mid-range projects in this criterion may align with the Safe System Approach and improve safety for all users but without quantitative data or using a less solid methodology. Similarly, mid-range projects may have quantitative data and a solid methodology but only offer a small improvement to the multimodal experience.
- Medium-Low
- Low: Low scoring projects may not provide quantitative data to assess the claim of adherence to the Safe Systems approach.
- Non-responsive/Not relevant: Projects that do not align with the Safe System Approach or improve the travel experience, safety and security for people outside of vehicles should receive zero points in this criterion.

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4. Multimodal/Complete Streets Connections

This criterion measures how the project improves travel experience, safety, and security for other modes of transportation and addresses the safe integration of these modes. The 2050 Transportation Policy Plan requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of projects.

Measure A – New or improved multimodal connections (transit, bicycle, pedestrian, TDM elements)

Describe the new or improved multimodal connections (transit, bicycle, pedestrian, etc.) along, across or underneath the project and/or TDM elements (400 words or less).*

Consider the following when developing your response. Note that not all considerations are applicable to all projects, but please respond to those that are applicable.

- How does the project reduce the level of traffic stress (reference the Oregon Department of Transportation level of traffic stress analysis procedure or another similar methodology) for all users of multimodal facilities?
- How will the project improve the comfort and quality of the travel experience for bicyclists, pedestrians, and transit users of all ages and abilities?
- How will the project reduce delays for these users?
- How will the project improve access or expand connections for these users?
- How will the project use TDM to encourage the use of other modes?
- Does the project provide a high-quality connection based on the surrounding land use and/or community context?

The Project applies Complete Streets and Universal Design principles through wider shared-use paths, raised medians, pedestrian refuges, curb extensions, ADA-compliant upgrades, marked crosswalks, RRFBs, and enhanced lighting and landscaping. The corridor is being redesigned as a safer, more accessible public space that addresses existing safety concerns while supporting mobility for all users.

Many existing sidewalks are narrow, inaccessible, and located directly adjacent to a high-speed roadway. While four-foot widths meet minimum standards, they do not comfortably accommodate pedestrians passing one another. The project will replace these facilities with ten-foot-wide shared-use paths along CR 50/5.

Raised medians will improve safety and accessibility by providing pedestrian refuge areas at six locations, particularly near right-in/right-out intersections. These refuges will allow pedestrians to cross CR 50/5 in stages rather than traveling several blocks to a signalized crossing or attempting unsafe midblock crossings. They will also provide a safe resting place for those unable to cross the full roadway width at once, making walking a more practical and appealing travel option.

Curb extensions, or bump-outs, will improve visibility for pedestrians and turning vehicles while helping calm traffic and discouraging parking near intersections. The Diverging Diamond Interchange will also improve transit reliability by facilitating U-turn movements on CR 50/5, improving access to the nearby transit station. Integration of the proposed auxiliary lane with the existing Kenrick Avenue Park & Ride auxiliary lane will support reliable transit operations while reducing vehicle conflicts as buses re-enter I-35.

The Project will also add marked crosswalks with tactile paving and other accessibility features that clearly define walking, crossing, and driving spaces, creating a safer and more intuitive environment for all users.

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks

provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria. The project rating will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed.

- High: The highest rated projects in this measure will significantly improve the travel experience, safety, and security for modes of transportation beyond vehicles and the safe integration of these modes in the project. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology. Projects that are on the Regional Bicycle Transportation Network (RBTN) AND provide new or improved bicycle facilities designed to cater to uses of all ages and abilities will receive a high score.
- Medium-High
- Medium: Mid-range projects in this measure may significantly improve the travel experience, safety, and security for modes of transportation beyond vehicles and the safe integration of these modes in the project but without quantitative or qualitative data or using a less established methodology. Similarly, mid-range projects may have quantitative data and a solid methodology but only offer a small improvement to the multimodal experience.
- Medium-Low
- Low: Low rated projects in this measure will not include quantitative or qualitative data and may not provide clear information to create confidence that the project will provide benefits.
- Non-responsive/Not relevant: Projects that do not improve the multimodal travel experience, safety and security should receive zero points in this measure.

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5. Freight

Tying regional policy in the 2050 Transportation Policy Plan to the Regional Solicitation, this criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on how it aligns with the Regional Truck Corridor Study.

Measure A – Regional Truck Corridor Study Tiers

This measure relies on the results on the Truck Highway Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. The truck corridors were grouped into tiers 1, 2, and 3, in order of priority. Use the 2021 Updated Regional Truck Corridors tiers to respond to this measure: 2021 Updated Regional Truck Corridors.

Select one for your project, based on the 2021 updated Regional Truck Corridors*

Along Tier 1

Measure A Scoring Guidance

Applicants will be awarded points as assigned in the above tiers: (for new alignments, use the tier of the existing alignment or parallel alignment that the new connection is replacing):

- 5 points: Projects along Tier 1
- 4 points: Projects along Tier 2
- 3 points: Projects along Tier 3
- 2 points: Projects that provide a direct and immediate connection to a corridor
- 0 points: None of the tiers

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6. Natural Systems Protection and Restoration

This criterion measures the project's ability to protect and preserve the region's natural systems and build more resilient infrastructure.

Measure A - Flood mitigation, stormwater treatment, other environmental benefits

Describe how the project protects and restores natural systems through flood mitigation, stormwater treatment, etc. (600 words or less)*

Consider the following when developing your response. Note that not all considerations need to be addressed, but please respond to those that are applicable.

- Does the project increase or decrease impervious surface area?
- Does the project use alternative construction methods (e.g., recycling pavement materials or using surfaces more friendly to freeze/thaw cycles)?
- Does the project use landscaping or streetscaping appropriate for the area/climate?
- Does the project preserve existing mature trees or plan new trees with associated establishment period?
- Does the project use soil amendments to improve environmental performance (e.g., biochar food-derived compost)?
- Is the project designed to industry standard flood events (e.g., 100-year flood events)?
- Does the project manage stormwater more efficiently or mitigate an existing stormwater runoff concern?
- Does the project add new infrastructure that is more resilient to wetter and warmer conditions?
- Does the project improve habitat connectivity?

Project benefits of the new interchange extend to improvements in resiliency and stormwater management. The low point of the existing interchange currently shows up to 4 feet of flooding according to drainage modelling for

a 100-year storm event, while the improved interchange shows only 2' of freeboard without any relative increase in discharge rates. Additional improvements include expanding existing flood storage through larger pond sizes as well as increased capacity on storm sewers throughout the Project area.

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- High: Projects in this range will significantly improve, protect, and restore natural systems over the existing condition. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- Medium-High
- Medium: Projects in this range will somewhat improve, protect, and restore natural systems over the existing condition. The response will include qualitative or quantitative metrics showing a smaller level of improvement using an established methodology.
- Medium-Low
- Low: These projects make a case as to how the project somewhat improves, protects, and restores natural systems without qualitative or quantitative data or using a less solid methodology. Projects in this range have smaller improvements to natural systems.
- Non-responsive/Not relevant: Projects that do not improve, protect or restore natural systems or do not provide adequate information should receive zero points for this measure.

Community Considerations

The Regional Solicitation Community Considerations criterion draws on multiple Metropolitan Council and Transportation Advisory Board (TAB) policies, including:

Imagine 2050 and Transportation Policy Plan (TPP) Goal: Our region is equitable and inclusive. Racial inequities and injustices experienced by historically marginalized communities have been eliminated and all people feel welcome, included, and empowered.

Imagine 2050 Equity Statement: Equity means that historically excluded communities – especially communities of color – have measurably improved outcomes through an intentional and consistent practice of adapting policies, systems, services, and spending so that they contribute to the repair of both historic and ongoing injustice.

Imagine 2050 contains an Equity and Environmental Justice Framework, which is a people-centered approach that should guide regional processes and actions to work toward a more equitable region. A description of the framework is linked here Imagine 2050: Regional Vision, Values, Goals - Revised for Adoption. The three components of the framework include:

- A people-centered, data-driven decision-making approach
- Prioritized engagement with overburdened communities
- Provision of benefits to the communities that go beyond harm mitigation

TPP Policies or Objectives: TPP Policies and Objectives related to achieving the regional equitable and inclusive goal include:

- Conduct engagement activities and implement shared decision making with historically underrepresented communities throughout policy making, planning, and project development to ensure equitable distribution of the benefits and burdens of transportation investments.
- Evaluate processes, policies, programs, and plans to ensure that community benefits and burdens from transportation investments are distributed equitably.
- Implement investments that repair harms and impacts to historically disadvantaged communities from past highway investments.
- Implement strategies against gentrification and displacement caused by transportation investments.

TAB Communities to Consider: Beginning with the Regional Solicitation redesign in 2014, the Transportation Advisory Board has identified "specific communities" that should be prioritized in transportation decision-making processes: people of color, Indigenous people, low-income, disabled, youth and older adult populations. These specific communities should be engaged and empowered in transportation decision-making processes, and projects should be developed to specifically address their transportation needs.

Metropolitan Council staff have provided an interactive map that can be used to understand the composition of the communities of consideration within your project area. This map can serve as a basis for your response to each measure but applicants are encouraged to provide additional detail and understanding of community.

Other Key Concepts

Community Definition: For the Community Considerations scoring criterion, "community" is defined as people and groups of people who are adjacent to and/or impacted by the proposed project. This includes those who live, work, attend school, or access essential destinations (such as healthcare, shopping, or services) within the project area. Prioritized consideration is given to communities of color, Indigenous communities, low-income, disabled, youth, and older adult populations. The term "community" does not include transportation system users who only travel through the area without connecting to destinations within it. Transit users and others outside personal vehicles may be considered part of the community if their trips begin, end, or include stops within the project area.

Scoring: Three qualitative measures are used for the Community Considerations criterion as described below.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures: (1) Community Data and Context, (2) Community Needs and Future Engagement, and (3) Community Benefits.

Funding Priority: Projects receiving a high score on each of the three measures, if any, will be considered for funding priority. Up to one (1) project from each solicitation round that was not otherwise selected for funding will be recommended for full funding in either the Roadway, Bike/Ped, Transit, or Environment categories.

Applicant Training Opportunities: The Met Council will provide optional yearly trainings for local agency staff to build their understanding of the Community Considerations criterion and measures. This training will also be centered around best practices set forth by the Council's Equity Evaluation of Regional Transportation Investment Processes study.

Community Considerations Scoring: Scorers for the Community Considerations criterion will be selected based upon their experience and knowledge in community work, will have completed the Community Considerations training, and will meet multiple times as a group of scorers to discuss and agree upon scoring expectations. Projects recognized as a funding priority will be reviewed and agreed upon by all Community Considerations scorers. 2-3 Community Considerations scorers will be assigned to each project application.

This criterion measures the project's ability to ensure the needs of specific populations are considered and prioritized in transportation decisions.

A. Community Data and Context

Describe the project area's community data and context* including locations of specific communities and important regional and local destinations those community members access regularly. Relate the community data to the project purpose. Supplement widely available demographic data with community-specific information via additional maps or descriptions. Include any transportation history impacting the communities and intentional or unintentional past and ongoing harms caused by the transportation system (600 words or less).*

*Examples of detailed community data: demographics (race, ethnicity, age, low income, disabled), affordable housing locations, essential services, employers/job centers, schools, cultural resources, places of worship and social destinations.

The I-35 and CSAH 50 Interchange is an area of increased economic activity due to both its location in Lakeville as well as the access it offers to the interstate and wider region. As a result, a number of businesses have located near the interchange area, including retail services and restaurants. While the interstate has brought economic growth to the area, it has also become a barrier to those looking to walk and bike to destinations located on either side of it. As mentioned previously, there is only one sidewalk on the west side of CR 50/5 that runs under I-35 with the sidewalk on the east side of the roadway terminating at the interchange just before the on-ramp. A small pedestrian island and faded crosswalk gives pedestrians substandard safe passage from one sidewalk to the other. As a result, those looking to cross under the interstate may encounter difficulties as they make their journey to their destinations.

Approximately 6,800 people live within 15 minutes of biking from the center of the Project area, of which 5,000 live within a half-mile buffer of the Project centerlines. Of those 5,000 residents, one quarter (25%) are BIPOC, 12% earn 185% or less that the Federal Poverty Line, and 23% are children under the age of 18. For those in the immediate area of the interchange, pedestrian and bike improvements will be especially impactful and will substantially advance safe, equitable access to affordable housing, essential social services, job centers, schools, places of worship, and other social and cultural resources in the area.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:
- has granular, neighborhood-scale data and context on specific communities
- identifies cultural assets & significant sites validated by the communities (e.g., this community of low-income residents expressed a need to be able to walk to a health care destination)
- Describes any past and present transportation harms to community
- Has data on cultural history of communities

Medium: The project application:
- Has local maps and/or description beyond census data
- Has granular data or maps (e.g., knowledge of a concentration of a large youth population in this neighborhood or location)
- Identifies affordable housing locations and areas of low-income
- Links data to project purpose
- Identifies past system burdens.

Low: The project application:
- Include general census data on "specific communities," (e.g. "community has x% low-income population, versus the regional average of y%")
- Has a basic list of important destinations without demonstrating local knowledge
- Has a project area community description but lacks community insight or context

B. Community Needs and Future Engagement

Describe how the project was identified, and how it addresses a community need. Community needs may be identified through long-range or strategic planning, community surveys, formal or informal meetings and conversations with community members or neighborhood groups, outreach, and other means. Describe any discussion with specific communities, and how it contributed to identifying the project need. Describe how community engagement will occur throughout the project. Reference the engagement spectrum on page 55 of the Imagine 2050 Regional Vision, Values, and Goals chapter of the Regional Development Guide. Describe and link (if possible) documented organizational structures that support future engagement on the project; these structures could include policies, procedures, financial or staff resources, or other documents (600 words or less).*

In the process of getting the Project to its current design status, project partners have invested many hours engaging people and communities who will be affected by the planned improvements. MnDOT conducted public engagement sessions throughout late 2022 and into early 2023 for the I-35 Burnsville to Lakeville Study which was the precursor study and bedrock document on which this reconstruction project was designed. Engagement activities included tabling at a variety of community events in both Lakeville and Burnsville as well as setting up engagement activities at public transit stations. According to the USDOT, non-traditional events such as the ones described are an opportunity for members of the public to participate informally based on their comfort level. By going to where people congregate in large numbers, "an organization can leverage access to a preexisting audience and have an opportunity to engage a wide range of people." In addition to in-person engagement activities, MnDOT also created an online survey to gather input on travel habits, general priorities, specific improvement areas, and demographic information. An online comment map was also available for the public to pinpoint and comment on locations along the road. Public communication materials included a website, an informational handout, and an email update sent via GovDelivery. Advertisements on Facebook and Instagram were purchased that targeted zip codes along the study area. These communications focused on informing the public about the study and encouraging them to participate in the online survey and comment map. Social media techniques and websites are beneficial tools for public engagement when used in tandem with other tools and techniques. By using myriad activities and tools at a wide variety of events, MnDOT was able to sufficiently capture the thoughts and opinions of the public for the I-35 Burnsville to Lakeville Study.

Beyond the MnDOT study, further open house events were held in September and December of 2024, and again in June of 2025, materials for which are available publicly through the project page on Dakota County's website. Public input was further solicited in determining the need for the addition of noise walls to the Project to further reduce impacts on the adjacent communities. Dakota County sent notices and noise wall ballots to people who were eligible to vote for or against noise walls for this project. As a result, several noise walls have been formally incorporated into the design with all information concerning that decision making process made publicly available through the project website.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:
- References documented organizational structures that support future engagement on the project, e.g. Policy, procedure, and/or budget to compensate engagement participants; Formal, approved engagement plan; Anti-displacement policy, strategy, or funding; Reparative project goals shaped by community; Commitment to financial opportunity for local businesses and contractors; Advisory committee charter; Dedicated project engagement staff; Other governing board or council action demonstrating a commitment to community considerations.

Medium: The project application:
- Describes how the project need was identified through planning and information-gathering work with communities
- Describes how input from engagement with "specific communities" helped identify the project need and purpose
- References Imagine 2050 Engagement Spectrum (engagement and power sharing levels) and identifies future community engagement activities
- Describes how specific communities will be included and prioritized in future engagement efforts

Low: The project application:
- Does not link past planning and information-gathering work with communities to identify project need
- References planning work that is too broad to practically influence project need
- Does not include description of input and interactions with "specific communities" that helped identify the project need
- Does not include description or commitment to future engagement efforts with communities

C. Community Benefits

Provide a description of the anticipated project benefits and how these benefits address the needs of the identified communities. Describe any past or ongoing burdens the project will mitigate and how any potential new impacts or burdens will be addressed (600 words or less).*

The traveling public is well aware of the corridor's congestion issues and has consistently asked project partners to implement safety measures in the project area. Throughout early 2023, MnDOT conducted public engagement for the I-35 Burnsville to Lakeville Study. The main goals of public engagement for this phase of the project were to inform people about the study and to collect input on the types of improvements they would like to see prioritized. Engagement activities included tabling at a variety of community events in both Lakeville and Burnsville as well as the creation of an online survey to gather input on travel habits, general priorities,

specific improvement areas, and demographic information.

Over 1,500 respondents identified the top improvements they would like to see on I-35 between the cities of Burnsville and Lakeville, including:
- Traffic Flow Improvements (84%)
- Safety Improvements (37%)
- Transit Improvements (15%)

Almost one-quarter of these respondents made specific reference to the CSAH 50 & I-35 interchange, identifying the following priorities and concerns:
- General Congestion (38%)
- Improvements to Ramps (38%)
- Adding Lanes (28%)
- Merging Issues (25%)

Specific suggestions included lengthening the ramp onto northbound I-35, adding another lane between CR 50 and CR 70, and widening the bridge over the highway. During another round of public engagement events held in September of 2024, attendees further expressed the need for safety improvements as well as concerns about backups and stoppages.

These responses directly informed the design priorities of the Project:
-The need for safety improvements is addressed for all modes through a Safe System Approach that emphasizes redundancy in design to maximize interventions against potential hazards, principally through the adoption of a diverging diamond interchange that is anticipated to reduce fatal and injurious crashes at the interchange by up to 44 percent, along with improvements to sight lines and a reduction in speed limits from 50 mph to 30 mph through the area. Safety is also enhanced for pedestrians and cyclists through the construction of a new shared-use path, raised medians, and pedestrian refuge islands at designated crossings.
-The community's desire for additional lanes and improved merging are addressed through the construction of an auxiliary lane along the northbound I-35 on-ramp off CSAH 50, itself integrated into the existing auxiliary lane serving the Kenrick Avenue Park-and-Ride facility. This lane represents a minimal expansion to the roadway that will alleviate an identified bottleneck while ensuring reliable operations for existing transit service while leaving capacity for any increases to transit level of service. The sum impact of these changes goes on to create a more reliable intersection, anticipated to reduce average peak hour delay by about 7 seconds or about 13% of no-build conditions, ameliorating concerns about backups and stoppages at this location.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:
- Describes how project repairs past burdens and barriers
- Describes how project improves safe access to priority destinations
- Describes how project adds context-sensitive features beyond transportation needs (e.g. art, greenspace, other community-influenced elements).

Medium: The project application:
- Describes benefits for specific communities
- Ties benefits directly to community-identified needs
- Describe how benefits were identified through engagement
- Includes early mitigation plans for project burdens.

Low: The project application:
- Does not describe project benefits for specific communities
- Describe benefits in general terms for all users
- Does not acknowledge potential project burdens, despite high potential for them to arise.

▼ **Funds & Payments** - Internal

Current Amount Recommended:

▼ Funding Sources

Funding Sources

No Funding Sources available

▼ Payments and Refunds

Payments and Refunds

Add Payment

No transactions available

▼ Grant Requirements - Internal

Progress Reports

No Progress Reports available

▼ ArcGIS - Internal

gis_taz_population:

gis_taz_jobs:

gis_regional_destinations:

gis_project_location_description:

▼ Review & Feedback - Internal

Program: Regional Solicitation

Sub Program: Regional Solicitation - Roadways Including Multimodal Elements

Assigned Council Program Contact:

Finance Unit Reviewer:

External Reviewers

Reviewers

▼ Internal Reviewers

Comments Returned to Applicant:

Program Feedback:

▼ Evaluative Criteria

Measure A – Multimodal/Complete Streets Connections:

Measure A – Connection to existing safety planning efforts:

Measure B – Safety improvements for people outside of vehicles:

Measure C – Safe system approach:

Measure A – Cost effectiveness of delay reduced:

Measure A – 2050 TPP map for Excessive Delay:

Measure B – 2050 TPP Map for Reliability:

Measure C – Intersection Mobility and Safety Study priorities:

Measure A – Regional Truck Corridor Study Tiers:

Measure A – Flood mitigation, stormwater treatment, other environmental benefits:

Evaluative Criteria Total: 0
Save to update the total.

Dates & Financials - Internal Only

Start Date:

End Date:

Amount Requested: $16,800,000.00

Total Project Budget:

▼ **Communications & Relationships** - Internal

Relationships

Interactions

► Signals (0 Signals)

► Internal Notifications (0 internal notifications)

OUTLOOK EMAIL COMPONENT

SYSTEM GENERATED EMAIL ALERTS

▼ **Notes & History** - Internal

Status Initial Review

NOTES

Draft → Initial Review
Created by Barry Becker at 5:37 AM on June 24, 2026

HISTORY

Show History

Updated By: Barry Becker

Created By: Barry Becker

Updated At: 6/24/2026

Created At: 5/8/2026