



Update on Safety and Operations at CSAH 50/CSAH 60 Roundabout

Physical Development Committee

July 14, 2026

Tyler Krage, County Traffic Engineer

Agenda

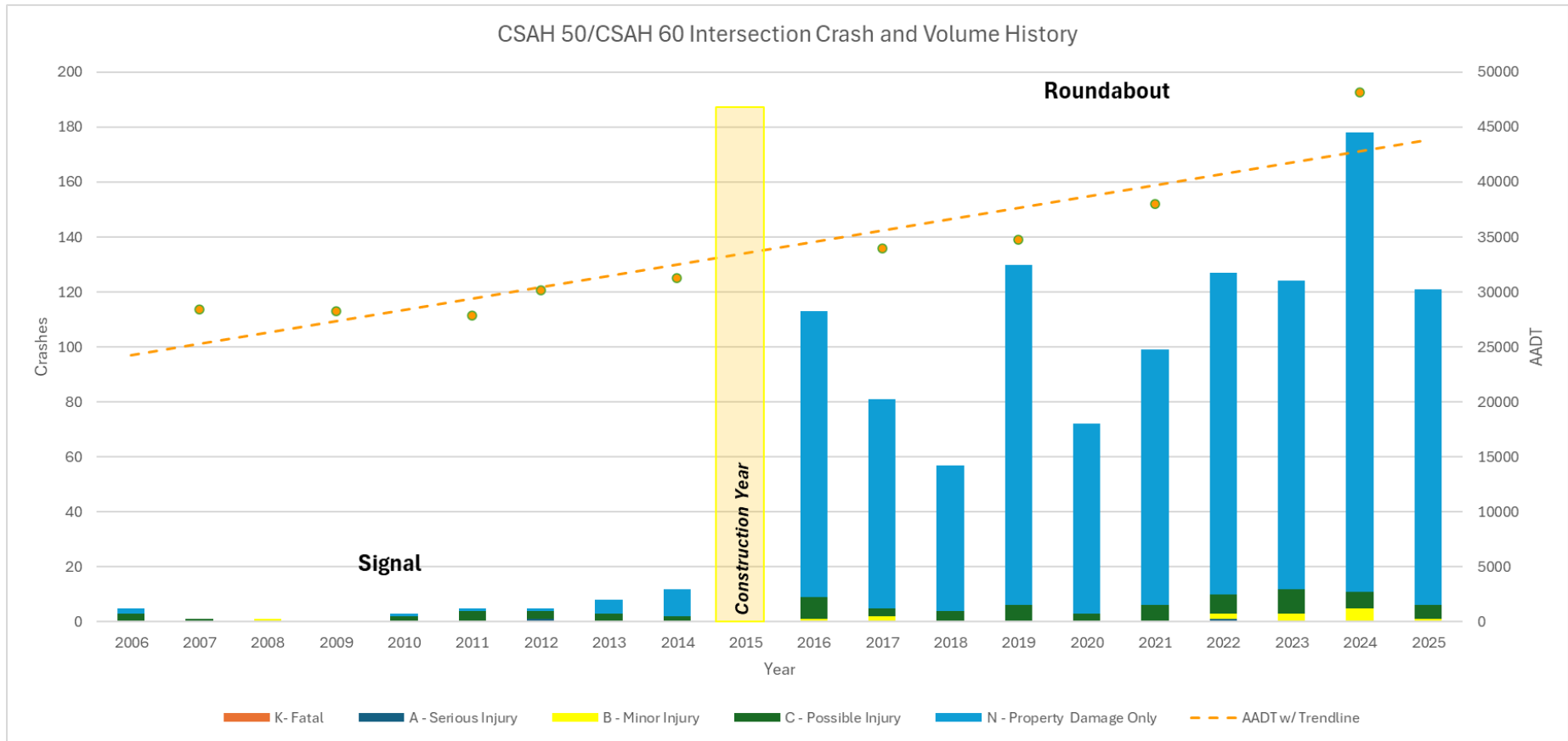
- Options
- Lakeville Concerns
- Option Review
- Cost-Share
- Schedule
- Questions and Discussion



- Option 1 – Enhanced Roundabout with Striping, Crossing, and Other Improvements
- Option 2 – Enhanced Roundabout with Bypass Lanes for SBR and EBR movements
- Option 3 – Signal Conversion and Coordination

- Uncertainty on Traffic Growth
- Kenrick Extension
- Signal Efficiency
- Have we looked at all options?

Lakeville - Growth Uncertainty



- Historical Traffic Volumes show about a 2.7% Annual Growth Rate up to now
- Forecasted Numbers Utilized Updated 2022 Travel Demand Model Numbers

Lakeville - Kenrick Extension



- Prior studies show ~2,000 trips a day may route to Kenrick from RAB (only ~5% of total volume)
- While less traffic in RAB, high crashes still exist with lower volume
- Kenrick Extension Timeline Uncertain

Lakeville – Signal Efficiency

- Would utilize signal coordination across CSAH 60
- Pre-2015 Signal only had 1 lane in each direction and would now have 2 throughs, resulting in significant capacity increase



Lakeville – Looked at all Options?



Turbo Roundabout



Spiral Roundabout



- Limited by snow and maintenance, Right of way, and data on effectiveness for turbos/spiral RAB
- Extensive review of unique alternatives
 - 2x1 Conversion
 - Signalized RAB
 - Impact of Metered Signals
 - Signalization + RCUT designs
 - Other spot improvements based on design

Mitigations in the Meantime



Mumble strips and
Ground-In Pavement
Markings to Encourage
Utilizing Correct Lanes

(Summer 2026
Implementation)

Overall Options Comparison



Option	Safety Improvement	Delay Improvement	Cost
Option 1 – Enhanced RAB	* Minor improvements	* No delay improvements	*** \$100,000-200,000
Option 2 – Enhanced RAB with Right Turn Bypasses	* Minor improvements plus 3% RT crash reduction	** Delay improvements for certain movements	** ~\$1.5M
Option 3 – RAB to Signal Conversion	*** Per signal comparisons, may see 80-50% crash reduction	*** Major delay improvements and ability to adapt to changing traffic	* ~\$4-5M

Key -

* (No to Minor Improvement) ** (Some Improvement) *** (Major Improvement)

Cost Share Policy



- Proposed Cost-Share Policy Exception – 100% County Cost Share
- Current Policy:

Investment Goal	Activities	County Share	City Share	Comments	Cost Share Policy
Management	Small Safety Projects	Up to 100%			F.15
	Roundabouts	Up to 85%	15%	+15% City share per City Leg	F.13
	New Traffic Signals	55%	45%		F.4

- Roundabout built in 2015

Proposed Project Process



- Begin Engineering Phase and award a consultant contract
- Provide Updates to Lakeville Council and Dakota County Board during engineering phase
- County Board approval prior to moving into a ROW Phase

Questions?