

One of few regional routes, State Highway 5 (MN 5) connects the rapidly growing suburban communities of Victoria, Chanhassen, and Chaska to daily needs and the vast Minneapolis/Saint Paul destinations.

Scan the QR code to view the project partnership video!



Projects

- Highway 5 Improvements
- Victoria Downtown West Project
- 82nd Street Project



Carver County, Minnesota

Investment Needs

- 1 Highway 5 Improvements**
Capacity expansion and safety project.

\$114M Total
 $\$95.1\text{M Secured}$ ~~$\$29.7\text{M Gap}$~~
 $\$18.9\text{M Gap}$
- 2 Victoria Downtown West Project**
Downtown mobility and safety project.

\$9.5M Total - Fully Funded!
- 3 82nd Street Project**
Gravel to pavement. This project will attract 5,000 local travelers from MN 5.

\$23M Total - Fully Funded!

Current & Upcoming Requests:
 \$15M - Safe Streets and Roads for All
 \$25M - Rural Surface Transportation
 \$7M - FY25 Congressionally-Directed Spending
 \$19M - Metropolitan Council (STBG Funds)

Funds Secured:
 \$24.4M - Metropolitan Council (STBGP & PROTECT Funds)
 \$30M - MN State Bonding
 \$9M - Congressionally-Directed Spending
 \$4.6M - MnDOT TED and TEDI Funds
 \$8.8M - MnDOT and Cities of Victoria and Chanhassen
 \$40M - Carver County Funds
 \$10.8M - MN Highway Freight Funds

All Projects:

- Prioritize a safe and continuous pedestrian and bicycle system.
- Are in preliminary design and environmental documentation.

Carver County has **more than 60%** of the County's Local Option Transportation Sales Tax planned for investments to the state trunk highway system, including the Highway 5 improvement projects.



Arboretum Area Transportation Priorities

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

Carver County, Minnesota

Today, MN 5 is at a critical tipping point with many severe crashes (387 - one fatal - in 10 years) and a traffic demand (27,000+) well above the threshold of a two-lane section. This results in backups exceeding two miles, and dangerous crossings for all users. Peak-hour travel speeds are reduced to 35 mph on a 55 mph posted roadway.

Expected investment results:

 51% reduction in crashes

 56% delay reduction

 Continuous bicycle and pedestrian system

Over the last five years the project partners developed a shared vision through strong community engagement and partnerships.

