



Highway 5 Improvements Project

Project Overview

Highway 5 improvements include expanding the highway from two to four lanes west from Highway 41 in Chanhassen to Downtown Victoria. The project also includes:

- Intersection improvements
- Widening the Lake Minnewashta crossing from two to four lanes
- Reconstruction of Highway 13 (Rolling Acres Road/ Bavaria Road) between Interlaken and 78th Street to calm traffic and improve safety for all users
- Safety improvements for people walking, bicycling, and rolling including an improved access and a safer crossing for the Lake Minnetonka LRT Regional Trail at Rolling Acres Road

The Highway 5 project aligns with the vision set forth in the Arboretum Area Transportation Plan to address the following community priorities:

- Reduce traffic congestion
- Improve road safety
- Respect the environment
- Connect local destinations
- Enhance walking and bicycling conditions and connections

Have questions or feedback?

Reach out to us:

952-466-5324 | AATPprojects@co.carver.mn.us

Stay informed

Keep an eye on our webpage and subscribe to our email updates for the latest information.



Highway 5
Improvements

 952-466-5324

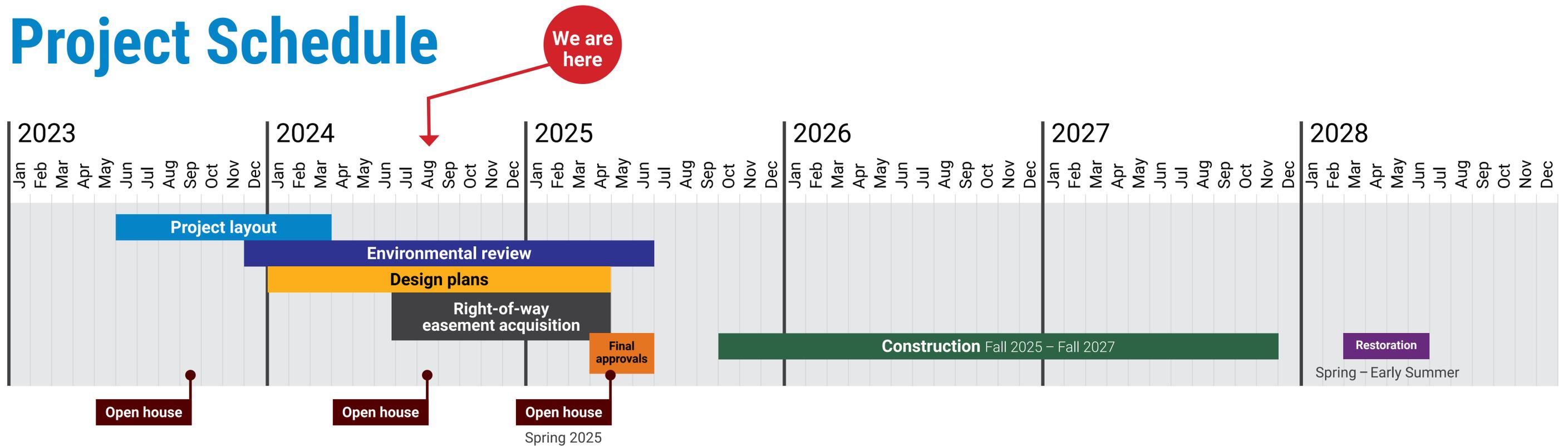
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Project Schedule



Engagement at a Glance

Fall 2023

- Shared project status and schedule
- Shared and collected input on draft concepts

August 2024

- Share refined project design options and environmental review update
- Introduce construction staging and traffic impacts
- Collect input on potential visual improvement elements

Spring 2025

- Share final design and visual improvement elements
- Share and collect input on environmental review
- Share construction overview and what to expect



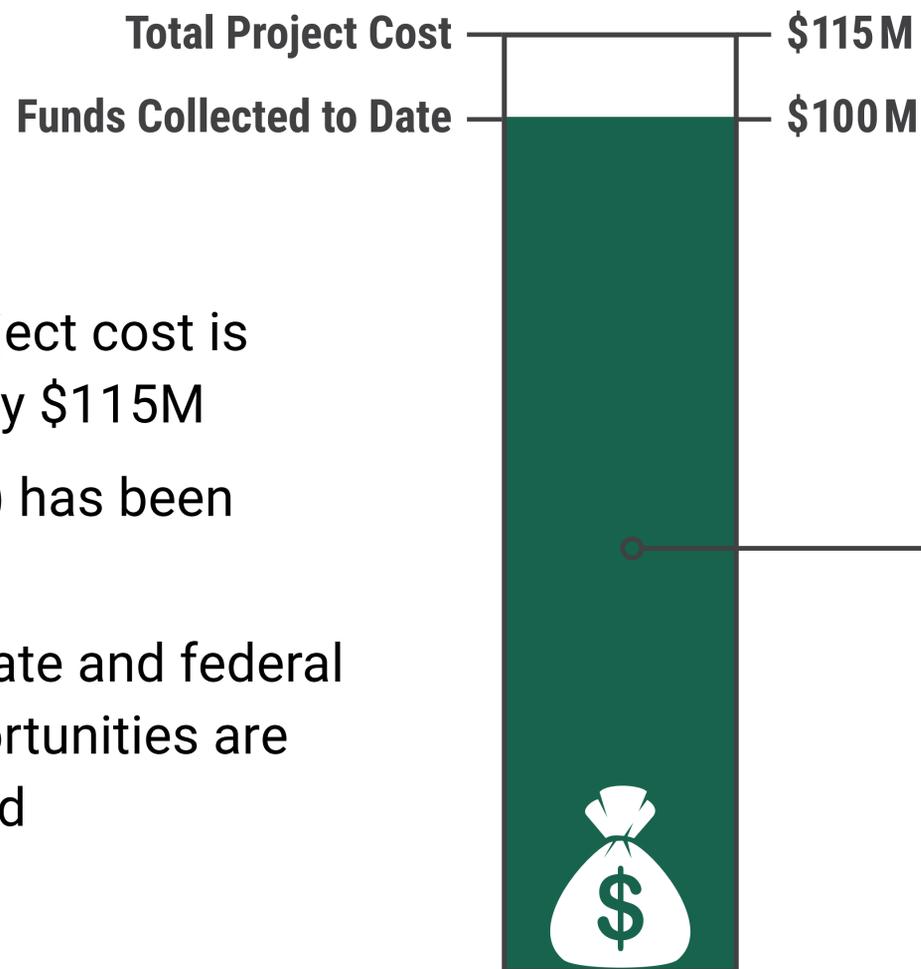
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Project Funding Update



- The total project cost is approximately \$115M
- \$100M (87%) has been collected
- Additional state and federal funding opportunities are being pursued

Current funding sources come from a combination of federal, state, county, and city sources:

- 2020 Regional Solicitation Expansion Award | \$10M
- 2021 Congressionally Directed Spending Award | \$2M
- 2022 Regional Solicitation Pedestrian Overpass Award | \$2M
- 2023 State General Funds Award | \$20M
- 2023 PROTECT Funds Award | \$10M
- 2023 Congressionally Directed Spending Award | \$7M
- 2023 Minnesota Highway Freight Program Award | \$10.8M
- 2024 Regional Solicitation Modernization Award | \$7M
- 2024 DNR Local Trail Connections Program Award | \$250k
- MnDOT Commitments | \$5.8M
- City and County Commitments | \$25M

The County is committed to obtaining the funding needed to complete the project before construction starts.



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Combined Federal and State Environmental Review Process

Develop Purpose and Need Completed

What transportation needs are present in the study area? (vehicle safety, mobility/congestion, pedestrian and bicycle safety and connectivity, pavement condition)

What measures are used to determine if alternatives meet project needs?

- Early agency and stakeholder engagement
- Comprehensive data collection, including desktop and field surveys/investigations
- Review existing studies/reports
- Conduct detailed traffic and safety analysis
- Prepare purpose and need statement
- Define evaluation criteria and performance measures

Develop and Evaluate Design Options Finalizing

How can the transportation needs be met?

Which design option(s) best meet the needs?

- Create design concept options
- Develop screening/comparison matrix
- Screen and refine design options
- Identify recommended design option for further study in the formal environmental assessment process

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Preparing Environmental Assessment

What are the social, economic, and environmental impacts of the recommended design option?

What minimization measures and mitigation commitments can be used to reduce and offset anticipated impacts?

- Conduct environmental studies
- Consider regulatory/permitting requirements
- Evaluate impacts of recommended alternative
- Identify minimization/mitigation options
- Prepare combined Federal Environmental Assessment and State Environmental Assessment Worksheet
- Public/Agency review and comment period
- State Findings of Fact (Negative Environmental Impact Statement Declaration)
- Federal Finding of No Significant Impact



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Social, Economic, and Environmental Reviews

What types of social, economic, and environmental reviews are being conducted?

- Air Quality
- Aviation/Airports
- Business Impacts
- Contaminated Materials/Properties
- Cultural/Historical/Tribal Resources (Archaeology and Architectural)
- Environmental Justice Populations
- Fish & Wildlife Habitat
- Floodplains
- Geological/Groundwater Resources
- Land Use Compatibility
- Noise (Traffic & Construction)
- Right-of-way Acquisition
- Section 4(f)/6(f) - Parks/Rec. Sites
- Threatened/Endangered Species
- Visual Quality
- Water Body Modifications/Wetlands
- Water Quality



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Traffic Noise Analysis Process

Why is traffic noise analyzed?

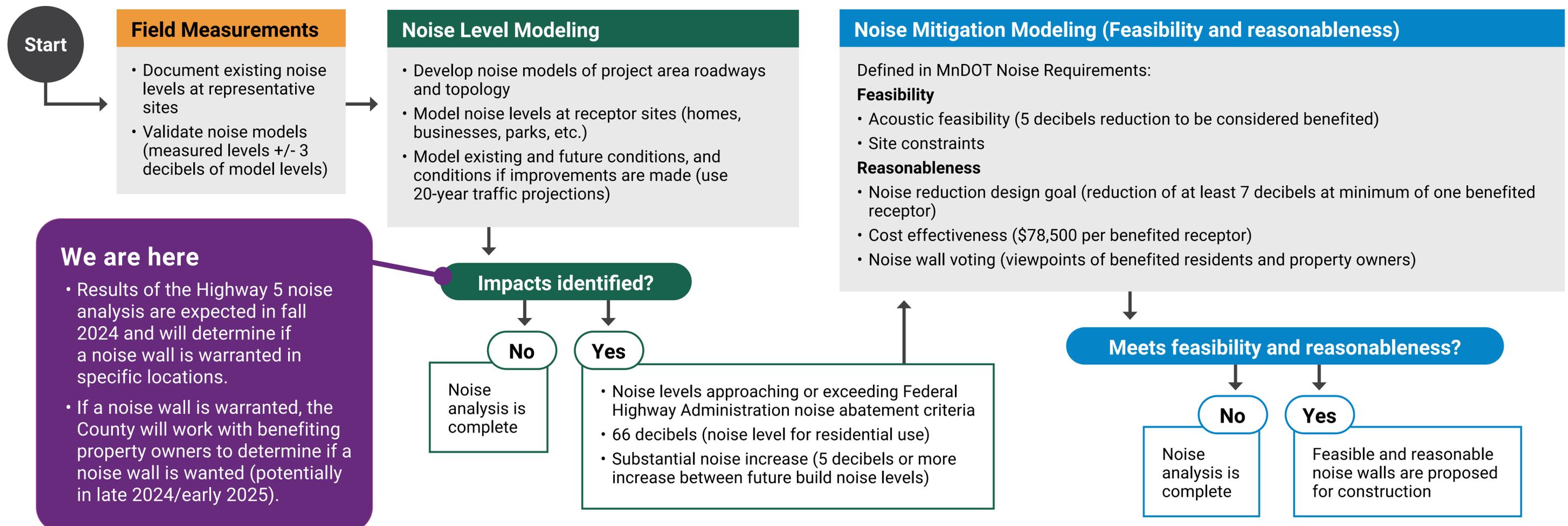
In 1972, the United States Congress passed legislation to provide mitigation for highway noise as part of all Type I Federal-Aid projects, which are those that involve one or more of the following:

- Construct a road on a new location
- Alteration of an existing road that significantly changes the horizontal or vertical alignment
- Increase the number of through traffic lanes for one or more miles

When is there a traffic noise impact?

A 'noise sensitive receiver' (defined as homes, parks, trails, schools, businesses, etc.) is considered impacted by noise if:

- Future noise levels exceed the Federal Highway Administration noise abatement criteria
- There is a substantial increase (5 decibels) in future noise levels over existing noise levels



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- Results of the Highway 5 noise analysis are expected in fall 2024 and will determine if a noise wall is warranted in specific locations.
- If a noise wall is warranted, the County will work with benefiting property owners to determine if a noise wall is wanted (potentially in late 2024/early 2025).