

How You Can Support

HIGHWAY 212

Highway 212 needs your continued support. More importantly, we need to build on our previous investments to Highway 212 in Carver County. This can be achieved by supporting Carver County and the SWCTC's vision to enhance the mobility and safety of the corridor's two-lane gaps (upgrading to four-lanes) between the Cities of Norwood Young America and Carver.

We hope you will join us in our effort to improve Highway 212's mobility, safety, freight needs and economic vitality by:

- Supporting a multi-year transportation authorization act that provides stable, ongoing funding for transportation.
- Advocating for increased transportation funding at the state and federal level.
- Supporting state and federal funding programs that improve safety, mobility and economic vitality, such as Corridors of Commerce, Transportation Economic Development (TED), Highway Safety Improvement Program (HSIP), Transportation Investment Generating Economic Recovery (TIGER) or state bonding bills.
- Educating legislative leaders on Highway 212's importance to the state.



HIGHWAY 212

Finish What We Started: Complete the Gap

June 2014



A True Corridor for Commerce

Connecting the Twin Cities to South Dakota and Beyond

Highway 212 is one of Minnesota's important east-west transportation corridors linking the Twin Cities with numerous towns and businesses in western Minnesota and to South Dakota. Maintaining this vital interregional corridor is important to the communities and businesses that it serves. The Southwest Corridor Transportation Coalition (SWCTC) has made it their mission to work cooperatively with MnDOT, local government, businesses, state and federal legislators and interested citizens to:

- Improve traveler safety.
- Remove barriers to efficient freight movement.
- Provide for economic development and critical connections.
- Preserve existing infrastructure.
- Implement lower cost-high benefit safety and mobility solutions where feasible.
- Maximize and leverage available local, state and federal resources.

These objectives have guided our recent corridor improvement study, led by Carver County. We invite you to learn more about these efforts (see pages 2 and 3) and become a partner to improve Highway 212.

Let's Keep Going



With the investments in Highway 212 from I-494 to Carver, we are past the half way mark in achieving our overall vision.

Contact

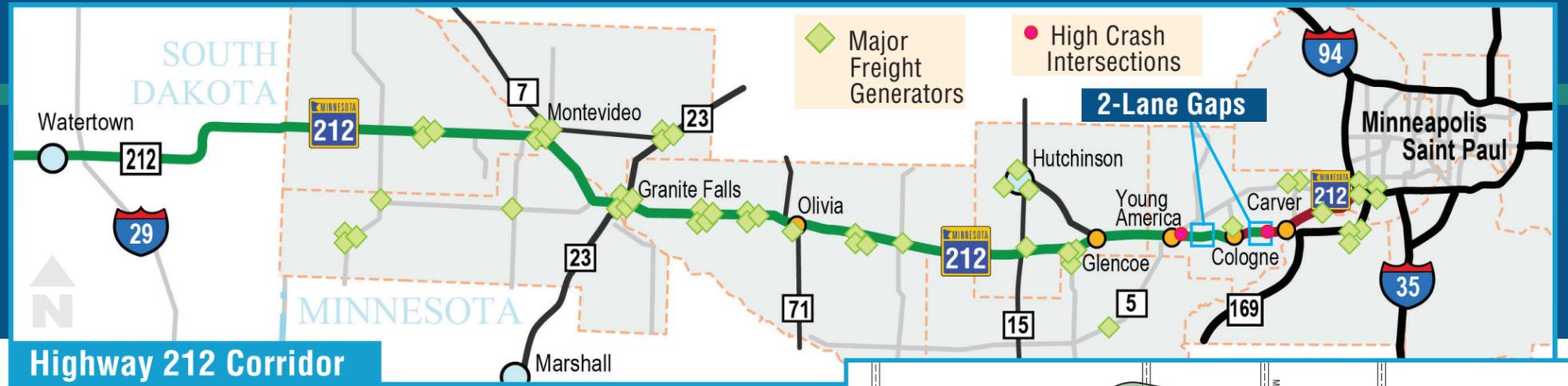
To become a SWCTC member, please contact Margaret Donahoe with the Minnesota Transportation Alliance at (651) 659-0804 or via email at Margaret@transportationalliance.com.

To learn more about improvements to Highway 212 in Carver County and how you can support these efforts, please contact Lyndon Robjent, County Engineer at (952) 466-5206 or via email at lrobjent@co.carver.mn.us.

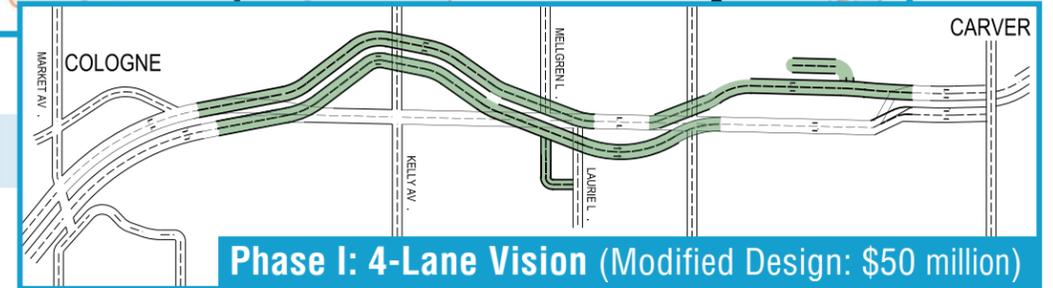
HIGHWAY 212

Carver County and the SWCTC are making progress on achieving the Highway 212 vision by actively pursuing safety improvements to key intersections and an upgrade of the current two-lane gaps in Highway 212 between the Cities of Norwood Young America and Carver. To accomplish this, Carver County and MnDOT are completing an 18-month planning effort to define the best way to address critical safety, freight, mobility and economic development needs. This effort calls for a phased approach. It focuses first on safety improvements at two key intersections and upgrading the two-lane section between Cologne and Carver. To reduce implementation costs, we are working to refine the previous four lane expressway design (see Phase I: 4-Lane Vision map at right); however, it will still generate similar benefits. The recommendations of the refined plan will:

- Use more of the existing alignment to reduce cost and limit right-of-way acquisitions.
- Improve the reliability of the corridor for heavy movement of goods and agricultural products from rural Minnesota producers to the Twin Cities markets and transshipment terminals.
- Improve safety for more than 12,000 daily users of the corridor and improve the ability to access the corridor.
- Build upon already completed official mapping, engineering and environmental documentation to provide “shovel-ready” implementation.



Highway 212 Corridor



Phase I: 4-Lane Vision (Modified Design: \$50 million)

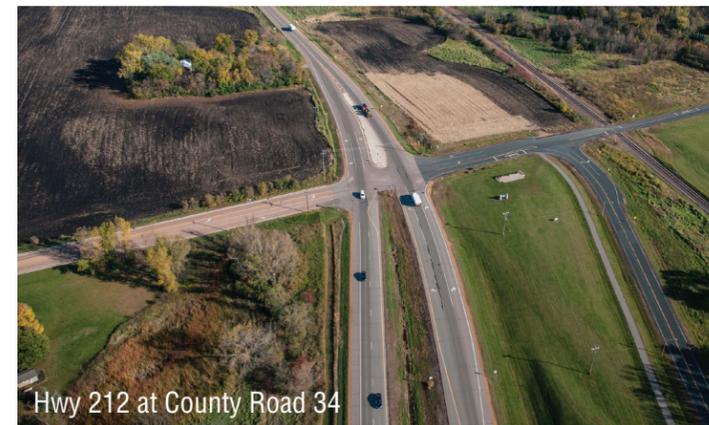
What Will Phase I Improvements Accomplish?

■ Safety Benefits

- Address corridor segments and intersections that are experiencing higher than average crash rates (three fatalities).
- Reduce safety problems at two high crash intersections: County Road 34 and 43 (see corridor map above).

■ Freight & Mobility Benefits

- Accommodate the high volume of heavy commercial vehicles using Highway 212.
- Reduce heavy commercial vehicle operational costs (more than 10,500 hours annually or approximately 17%).
- Accommodate future traffic needs (volumes are forecasted to increase between two to three times the existing traffic volumes, far exceeding the present capacity of the existing two-lane facility).
- Better serve more than 65 major freight generators that are located adjacent or within proximity of the corridor.
- Improve the movement of freight by truck, the predominant mode of transportation in and out of western Minnesota. By tonnage, trucking accounts for 67 percent of all outbound movements and 93 percent of all inbound movements.



Hwy 212 at County Road 34



Hwy 212 at County Road 43

■ Economic Vitality Benefits

- Support continued private sector reinvestments along Highway 212. Past roadway improvements east of County Road 11 in Carver County have attracted new housing developments, jobs, services and industries. Examples of major investments include the construction and subsequent expansion of the 212 Medical Center (73,000 sq. ft.), new data centers (115,000 sq. ft.), and Fleet Farm and Super Target retail operations.

■ Infrastructure Investment Benefits

- Improve the corridor's existing infrastructure, which will help address performance-based investment needs as identified by MnDOT's

Corridor Investment Management Strategy (CIMS). Anticipated Highway 212 preservation needs between 2016 and 2020 include:

- Bridge Preservation – One bridge
- Pavement Preservation – 58 miles
- Culvert Preservation – Two culverts
- Pipe Replacement – 47 pipes
- Safety Improvements – Five priority intersections and two priority curves
- Incorporate lower cost-high benefit solutions into the preliminary design, which will give this 4.6-mile segment of roadway a high benefit-cost ratio.