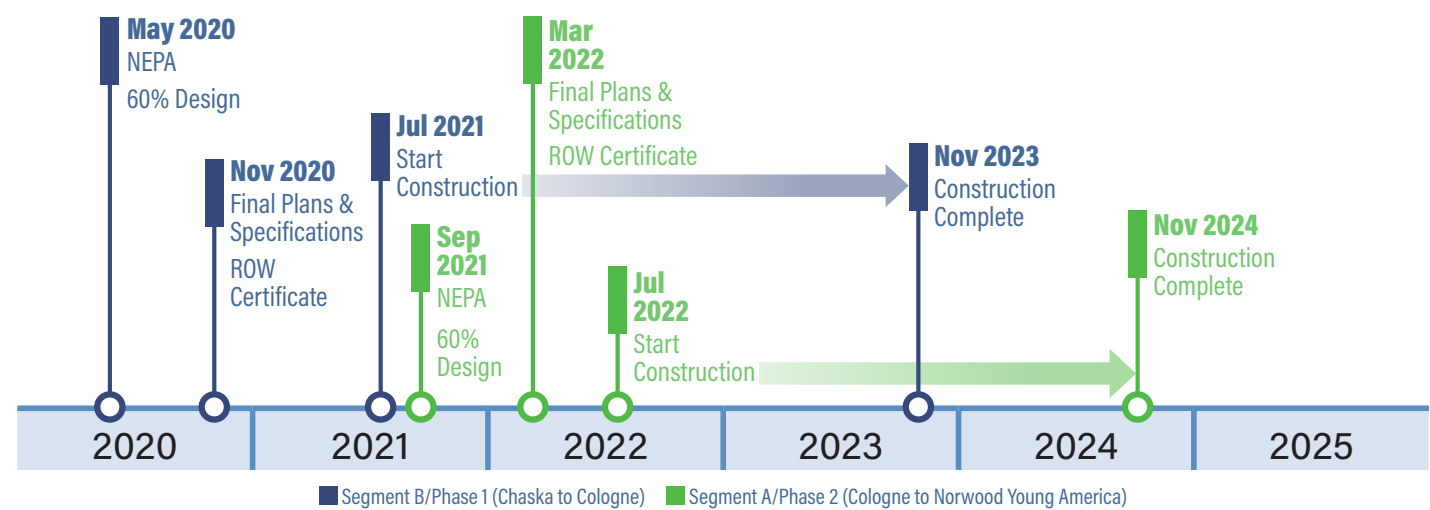
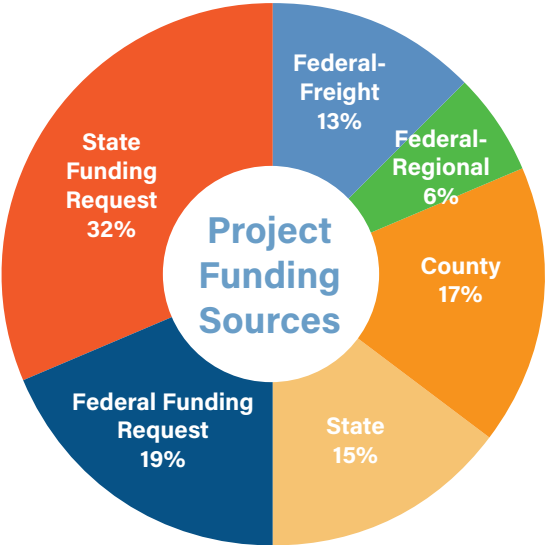


PROJECT SCHEDULE



PROJECT FUNDING

Federal Secured (Minnesota Highway Freight Program)	\$15,000,000
Federal Secured (Regional Solicitation)	\$7,000,000
County Secured (Local Option Sales Tax)	\$20,000,000
State Secured (SRC funds)	\$17,500,000
Federal Requested (Regional Solicitation/ BUILD/INFRA/ROUTE)	\$22,500,000
State TH Bonding Request	\$38,000,000
Total Project Cost	\$120,000,000



Benefit-Cost Analysis

Projects are considered cost-effective if the benefit-cost ratio is greater than 1.0. The larger the ratio number, the greater the benefits per unit cost.
B/C Ratio 2.1



Primary Contact:

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#Make212Safe



US 212 Freight Mobility and Safety Project

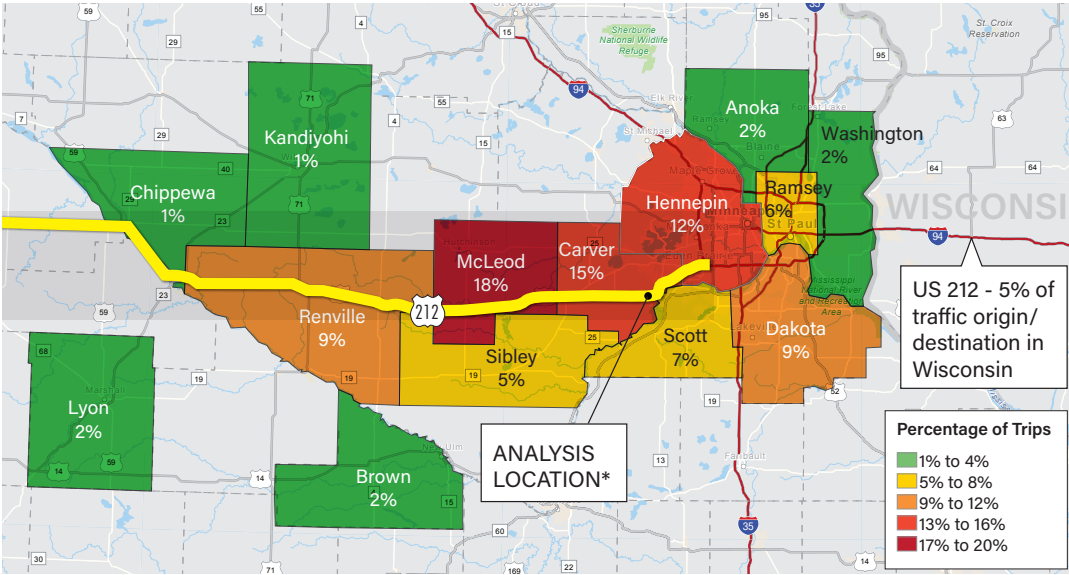
2020 TH State Bonding Request



GOAL: Eliminate fatalities on US Highway 212 while improving freight movement with innovative highway solutions.

- **10 miles of 4-lane expansion** between Chaska and Norwood Young America
- **Project cost:** \$120 million, **State TH Bonds Request: \$38 million**
- **Serving 22,000 square miles** of rural MN and SD – **Primary connector** for 65 major freight generators
- **Serving travelers from 74 of 87 counties** • **Originally constructed** in 1930 • **1,900 Trucks** per day • **10 Fatal crashes** in 10 years, **32 Injury crashes**

STATEWIDE (74 COUNTIES) FREIGHT TRIPS USING US 212



* Analysis location is within US 212 project area.

Many production inputs at our 1,500-person Hutchinson facility come via the Highway 212 corridor. Any delay in receiving these inputs hurts our bottom line.

- 3M

Expanding Highway 212 to four lanes will save us time and money, but the safety benefits of the expansion are the most valuable to us.

- Michael Foods Inc.

US HIGHWAY 212

- Provides highway freight mobility and connectivity for over 22,000 square miles of southwest Minnesota and South Dakota that is not currently served by the Interstate System or freeways
- Carries more trucks daily (1,900) than the total traffic volume (both cars and trucks) on 40 percent of Minnesota highways.
- Truck volumes significantly exceed typical truck percentages on state highways
- The corridor serves over 65 major freight generators providing access to ports, rail and other modes
- Only high priority interregional corridor in the metro area that still has two-lane segments.

PROJECT CHALLENGES

- 1

ELIMINATE
the freight
bottleneck
- 2

IMPROVE
roadway
safety
- 3

EXPAND
access to
employment
- 4

Ensure
state of
good repair

The project addresses multiple transportation challenges including mobility and safety and reducing gaps in the transportation system to enhance connections between the greater western Minnesota region, South Dakota, and the Twin Cities.

Freight Bottleneck

17% increase in operational costs

Negatively affects 65 freight generators

Fatalities

10 fatalities in past 10 years

Employment Barriers

72% of residents travel outside Carver County for work

Pavement Deterioration

Pavement quality projected to deteriorate to “poor” by 2025

The project will address critical capacity issues

by creating a continuous, four-lane expressway from Glencoe to the Twin Cities.

It will reduce fatalities and serious injuries

in the corridor by eliminating two-lane rural highway gaps.

The project will expand highway capacity

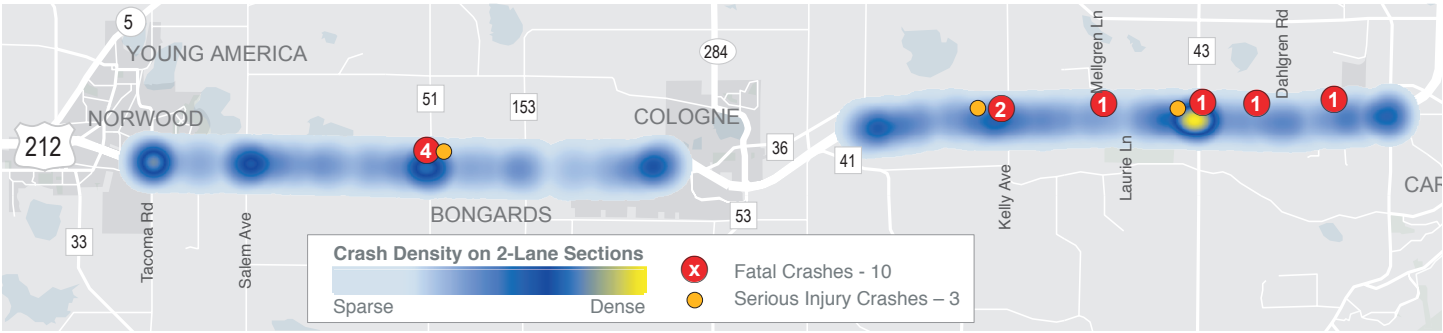
to strengthen US 212 as a major connection, linking rural communities to the Twin Cities economic hub.

It will replace aging infrastructure

that has not been expanded or reconstructed since it was originally built in 1930.

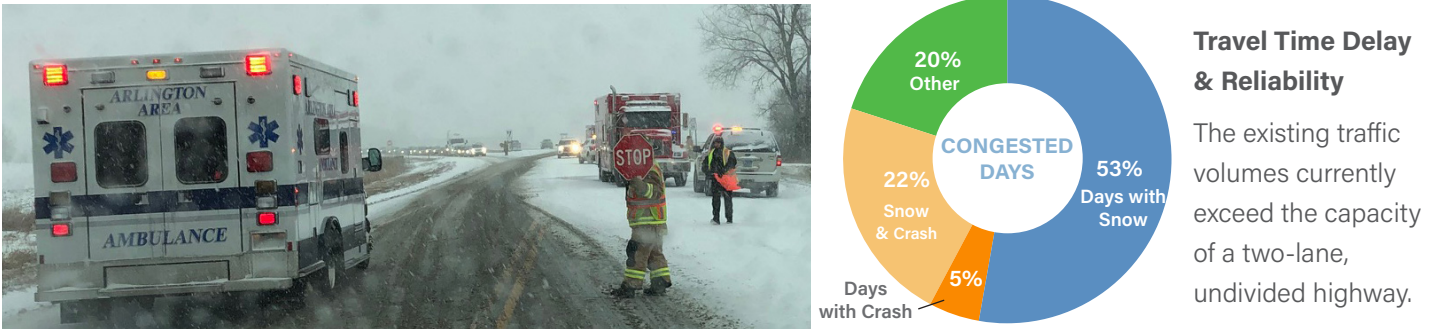
CRASHES AND CONGESTION

Within the project area, there have been **ten** reported traffic fatalities and **three** severe crashes involving life-threatening injuries (2009-2019).



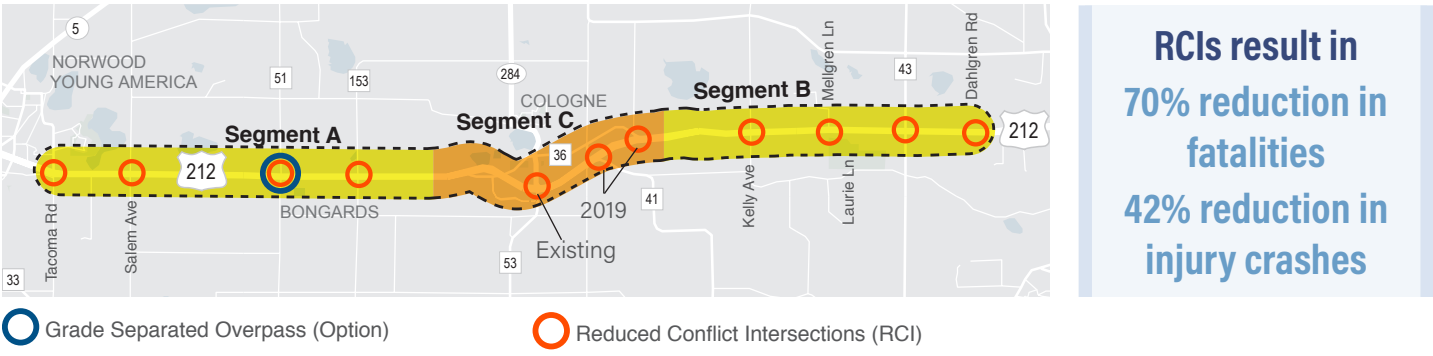
Congested Days by Event Type

75% of congested days on the corridor were due to a snow event or a combined snow and crash event.



PROJECT IMPROVEMENTS

The project will **modernize and expand the two-lane segments** of rural highway from the City of Norwood Young America to the City of Cologne (Segment A), and the City of Cologne to the City of Carver to a four-lane divided expressway (Segment B). Segment C, within the City of Cologne, was previously reconstructed as a four-lane facility. For the length of the project, modern innovations are proposed including improvements in intersection design, access management, snow fencing, and the fiber optic broadband network. The project will address critical safety issues and conflicts, reconstructing key intersections as **Reduced Conflict Intersections (RCI)** and constructing a grade separated overpass or RCI at the intersection of US 212 at County Highway 51.



Potential for Innovation: Snow Fence and Reduced Conflict Intersection

