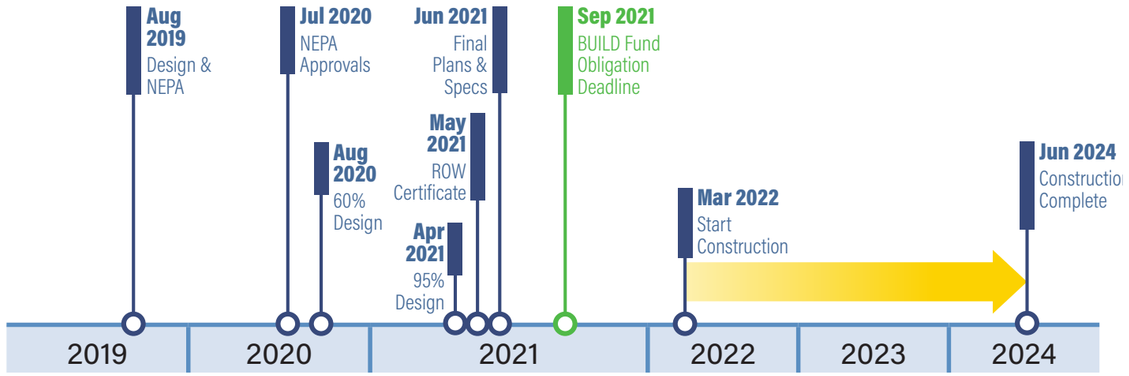
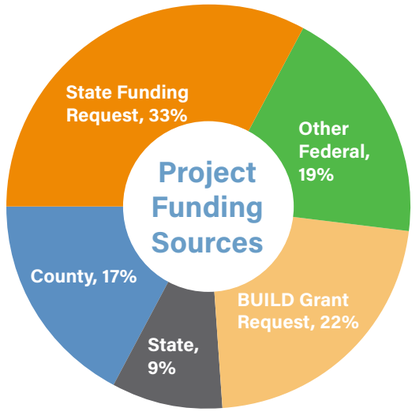
PROJECT SCHEDULE



PROJECT FUNDING

Federal Secured (Minnesota Highway Freight Program)	$15,000,000
Federal Secured (Regional Solicitation)	$7,000,000
Federal Requested (DOT BUILD program)	$25,000,000
County Secured (Local Option Sales Tax)	$20,000,000
State Secured (Preservation - SRC funds)	$10,000,000
State Funding Request	**$38,000,000**
Total Project Cost	**$115,000,000**



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 2.2

Primary Contact:

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#Make212Safe

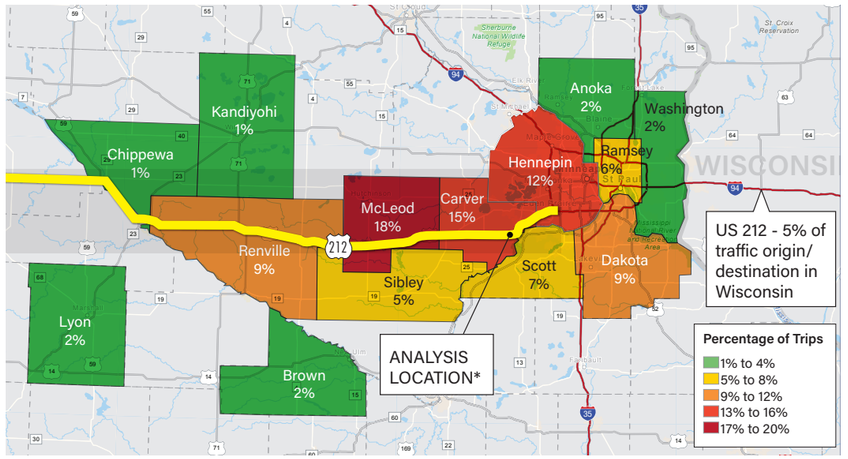
US 212 Freight Mobility and Safety Project

2020 State Funding 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:** $115 million, **State Funding 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.

CARVER COUNTY · DEPARTMENT OF TRANSPORTATION · SW Corridor Transportation Coalition
US 212 Freight Mobility and Safety Project

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

The project will address critical capacity issues by creating a continuous, four-lane expressway from Glencoe to the Twin Cities.

Fatalities
10 fatalities in past 10 years

It will reduce fatalities and serious injuries in the corridor by eliminating two-lane rural highway gaps.

Employment Barriers
72% of residents travel outside Carver County for work

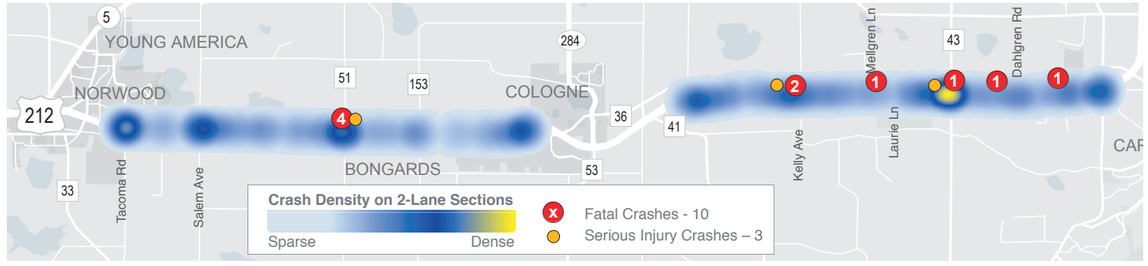
The project will expand highway capacity to strengthen US 212 as a major connection, linking rural communities to the Twin Cities economic hub.

Pavement Deterioration
Pavement quality projected to deteriorate to "poor" by 2025

It will replace aging infrastructure that has not been expanded or reconstructed since it was originally built in 1930.

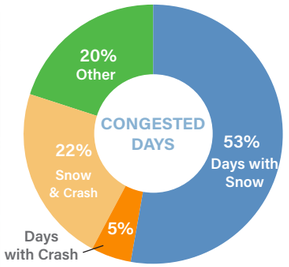
CRASHES AND CONGESTION

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.

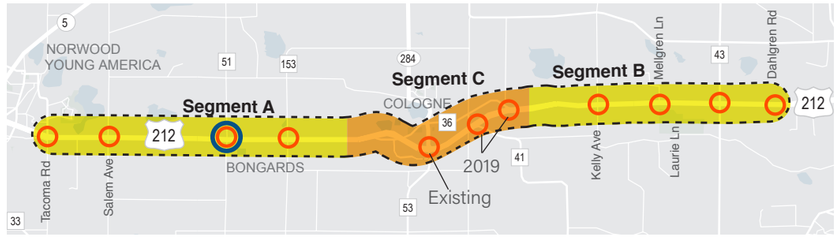


Travel Time Delay & Reliability

The existing traffic volumes currently exceed the capacity of a two-lane, undivided highway.

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.



RCIs result in
70% reduction in fatalities
42% reduction in injury crashes

Potential for Innovation: Snow Fence and Reduced Conflict Intersection