

## Funding the “Gap to Close the Gap”

Carver County and SWCTC are pursuing funds to reduce safety issues, improve freight movement, and implement the four-lane vision for Highway 212. However, because funding to complete the entire \$120M project is limited, Carver County, SWCTC and MnDOT are staging safety and freight improvements and seeking assistance for project elements that could be undertaken soon.

We ask the following support from our key partner agencies:

- The Legislature provide significant increases in Trunk Highway funding, and provide robust appropriations for the Corridors of Commerce program and the State Bonding package (including an allocation for requested TH 212 improvements).
- Met Council add our requested TH 212 improvement projects to its Transportation Policy Plan (Increased Revenue Scenario).
- Met Council, MnDOT, and FHWA cooperatively designate TH 212 as part of the expanded National Freight Network.
- Met Council and MnDOT award Regional Solicitation funds and HSIP funds respectively, for TH 212 expansion and safety improvements.
- MnDOT program funds for TH 212 in its new State Freight Plan and its National Highway and Freight Investment Plan.
- MnDOT and the Met Council actively support our Nationally Significant Freight and Highway Project (NSFHP) grant application to US DOT for TH 212 freight improvements.

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# HIGHWAY 212



# HIGHWAY 212

*Let's Finish What We Started:*  
**Complete the Gap**

March 2016



## 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.

### Recent Efforts

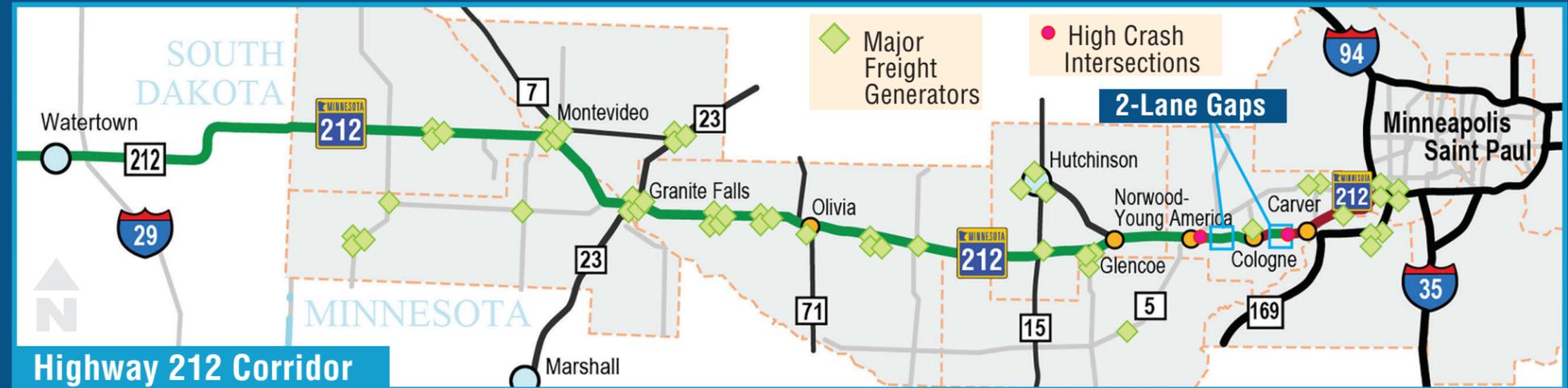
Carver County and the SWCTC have made progress on achieving the Highway 212 vision by securing funds for safety improvements at CR 34 and CR 43 intersections. We continue to actively pursue an upgrade of the current two-lane gaps on Highway 212 between the Cities of Norwood Young America and Carver (see inside for a map).

These two-lane gaps pose a number of safety, access and mobility issues, while negatively impacting freight movement and economic development initiatives. To address these issues, Carver County and MnDOT have completed an extensive planning effort to identify the best ways to address these critical needs by staging improvements over time, especially for the 4.6 mile two-lane gap between Carver and Cologne.

# HIGHWAY 212



■ The new design reduces project cost by \$22 million.



## Local Support

Businesses, residents and local government officials have been asking for the completion of this important highway for decades. **Forty-one communities and local chambers of commerce, and the Board of Commissioners from every county along the corridor have passed resolutions supporting capacity improvements to Highway 212.**

### ■ Freight & Business Views

As part of the recent Highway 212 study, the Project Management Team reached out to the freight community to better understand their needs. Interestingly, businesses interviewed account for approximately 20 percent of the heavy commercial vehicles within the study area. All shippers and businesses surveyed want the two-lane gaps to be eliminated; 94% cited urgent safety needs, because of these two-lane transitions; and 88% cited shipping delays and travel reliability problems due to corridor congestion. **The following quotes from the study demonstrate Highway 212's importance to the freight and business community:**

- "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, Hutchinson, MN
- "One hundred percent of our inbound and 98 percent of our outbound truck trips travel on Highway 212. The roadway plays a major role in getting goods to the market and the overall success of our business." - Warner Manufacturing Company, Sacred Heart, MN.
- "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., Gaylord, MN
- "Seneca has thousands of trucks that utilize Highway 212 annually, both to the east and west of Glencoe, bringing in raw produce from our growers in the area, and then shipping out finished canned and frozen vegetable products to various markets each year. Therefore Highway 212's reliability and speed is important to our company." - Seneca Foods Corporation, Glencoe, MN.



Hwy 212 at County Road 43

## Highway 212's Importance

### ■ Safety Benefits

- Address corridor segments and intersections within the two-lane gaps that are experiencing higher than average crash rates (three fatalities).
- Reduce safety problems throughout the corridor.

### ■ Freight & Mobility Benefits

- Accommodate over three million truck miles that are traveled on the corridor annually. Highway 212's truck volumes are more than double typical state highway volumes.
- Reduce truck delay (currently estimated to cost shippers up to \$275,000/year, according to MnDOT).
- Serve 68 major freight generators located along the corridor.

### ■ 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)