

**American Association of State Highway and Transportation Officials**



An Application from the State Highway or Transportation Department of

Minnesota Department of Transportation

for

212

- Elimination of a U.S. (Interstate) Route
- Establishment of a U.S. (Interstate) Route
- Extension of a U.S. (Interstate) Route
- Relocation of a U.S. (Interstate) Route
- Establishment of a U.S. Alternate Route
- Establishment of a Temporary U.S. Route
- \*\*Recognition of a Business Route on U.S. (Interstate) Route
- \*\*Recognition of a By-Pass Route on U.S. Route
- \*Establishment of a U.S. Bike Route
- \*Relocation of a U.S. Bike Route

Between 0.75 Mile West of New CSAH 11 / TH 212  
Interchange and Valley View Road / TH 212 Interchange In  
the Cities of Carver, Chaska, Chanhassen, and Eden Prairie

The following states or states are involved:

Minnesota

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**For AASHTO Use Only**

Date received \_\_\_\_\_

Date application acknowledged \_\_\_\_\_

Date to Special Committee on U.S. Route Numbering \_\_\_\_\_

Date considered by the Standing Committee on Highways \_\_\_\_\_

Action of Standing Committee on Highways \_\_\_\_\_

Member Department Notified \_\_\_\_\_

- Attach map on page 3. Obtain Signatures, page 4. Other sections not applicable.
- \*\* A local vicinity map needed on page 3. On page 6 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice.
- If there are deficiencies, they should be indicated in accordance with page 5 instructions.
- All applications requesting **Interstate** establishment or changes are subject to concurrence and approval by the FHWA

Date submitted: \_\_\_\_\_, 20\_\_\_\_

**SUBMIT APPLICATION ELECTRONICALLY TO [mvitale@aaashto.org](mailto:mvitale@aaashto.org)**

The purpose of the **United States (U.S.) Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the **National System of Interstate and Defense Highways** will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

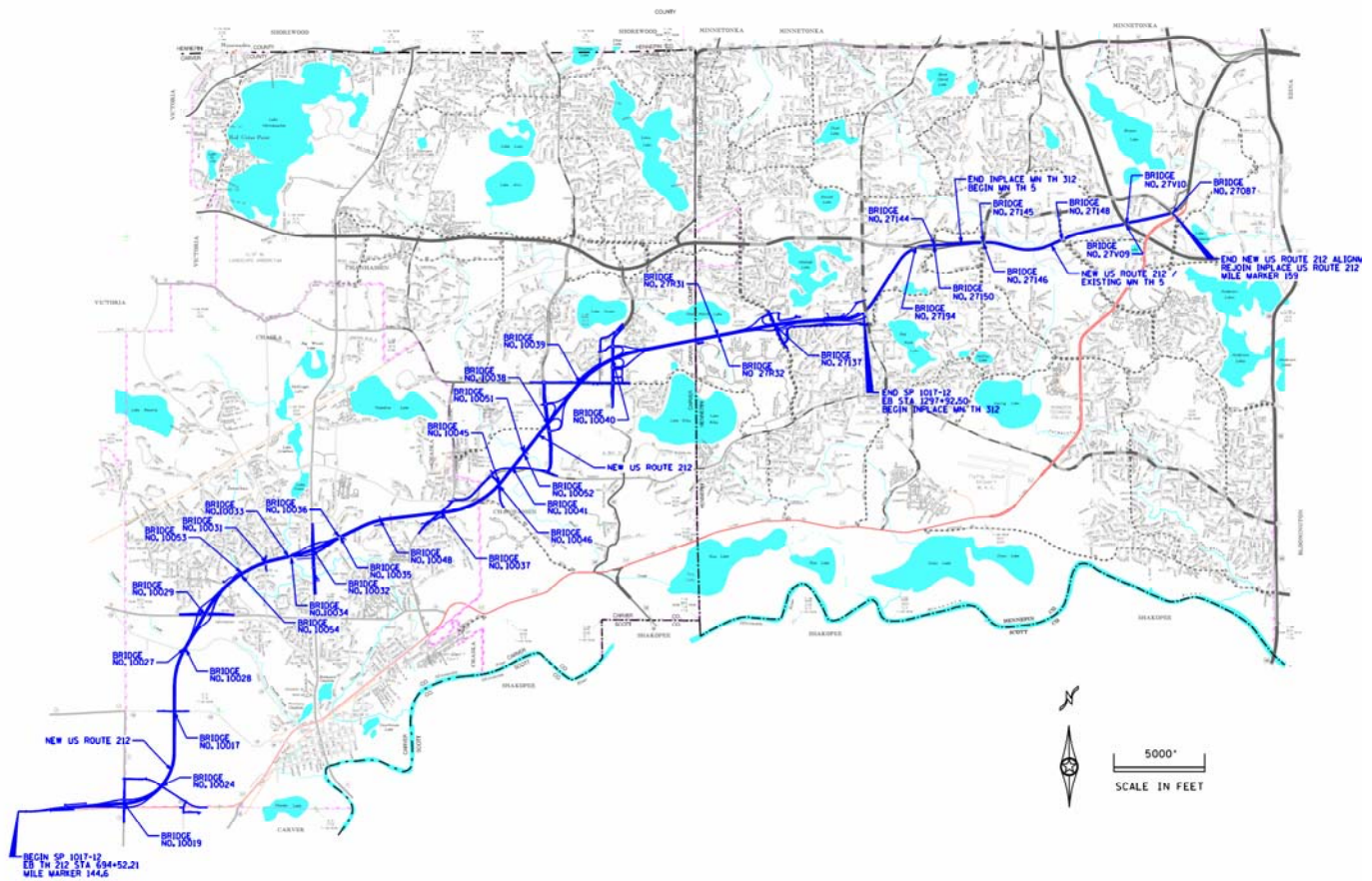
**Explanation and Reasons for the Request:** (Keep concise and pertinent.) US TH 212 is a two lane highway that currently passes through Residential and Downtown areas of Eden Prairie, Chanhassen, Chaska and Carver. The efficiency of this corridor is limited by the conflicts of providing access through each city. It was determined that re-aligning TH 212 out of the downtown areas and providing interchanges as access points would be a benefit to the trunk highway. This project constructed a grade separated alignment with multiple interchange access points throughout the impacted cities. The reduction in access to and from the Trunk Highway allows traffic to flow more efficiently.

Date facility available to traffic September 01, 2008

Does the petition propose a new routing over a portion of an existing U.S. Route? No If so, where? \_\_\_\_\_

Does the petition propose a new routing over a portion of an existing Interstate Route? No If so, where? \_\_\_\_\_

**Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:**



(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)

The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

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The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 54800 as compared to 13200 for the year 2030 for all other U.S. Numbered Routes in the State.

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*The Purpose and Policy in the Establishment and Development of the United States Numbered Highways, as Retained from October 3, 1991 or the Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways as Retained from August 10, 1973* has been read and is accepted.

In our opinion, this petition complies with the above applicable policy.

\_\_\_\_\_  
(Signature)

**Chief Executive Officer**

\_\_\_\_\_  
(Member Department)

This petition is authorized by official action of \_\_\_\_\_

under date of \_\_\_\_\_ as follows: (Copy excerpt from minutes.)

A letter from your Chief Executive Officer is sufficient with the CEO signature is sufficient or copying the CEO on the email message you send AASHTO when submitting your application.

## Instructions for Preparation of Page 6

### THERE ARE NO DEFICIENCIES IN THE PROPOSED ROUTE

**Column 1: Control Points and Mileage.** Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

<b>Column 2: Pavement Type.</b>	<b>Code</b>
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (show in red)
Not paved	N (show in red)

<b>Column 3: Pavement Condition</b>	<b>Code</b>
Excellent	E
Good	G
Fair	F (show in red)
Poor	P (show in red)

NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

**Column 4: Traffic.** Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by RXR - black if signalized - red if not protected by signals.

**Columns 5 & 6 Pavement Width and Shoulder Width.** These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

**Columns 7 & 8 Major Structures.** Show in these columns those structures that do not meet AASHTO standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by the use of the word NONE.

**Column 9: Vertical Sight Distance.** Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

**Column 10: Horizontal Curvature.** Curves in excess of AASHTO applicable standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

**Column 11 Percent Grades.** Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

Mileage	1	2	3	4	5							6	7	8	9	10	11				
	Control Points and Mileage	Pavement Type	Pavement Condition	Traffic ADT	Comparison to Applicable AASHTO Design Standards																
					Pavement Width Deficiency	Shoulder Width Deficiency	Major Structures				Vertical Sight Distance Deficiency	Show When In Excess of Standard									
							Roadway Width Deficiency		H - Loading Deficiency			Horizontal Curvature	Percent Grade								
					Percent				Percent					Percent				Degree	Length		
10	20	30	40	20	40	60	80	10	20	30	40	20	40	60	80	20	40			60	80
0																					
20																					
40																					
60																					
80																					
100																					
120																					
140																					
160																					

Attach additional sheet here if necessary

The following log applies to the map to be included in the delivery of this application:

**United States Route 212 By-Pass**

State	Type	Intersection	Point to Point Mileage	Accumulated Mileage in State	Remarks
Minnesota	By-Pass	0.75 Mile West of New CSAH 11 / TH 212 Interchange	0	0	Route US 212 Project Begins, Construction of New Alignment
		City of Chaska / City of Chanhassen Limits	6.94	6.94	
		Carver County / Hennepin County Limits & City of Chanhassen / City of Eden Prairie Limits	2.94	9.88	
		End SP 1017-12 (New Alignment) / Begin Inplace MN TH 312	1.87	11.75	
		End Inplace MN TH 312 / Begin Inplace MN TH 5	1.02	12.77	
		MN TH 494 / MN TH 5 Interchange	2.08	14.85	
		Rejoin Old Route US 212	0.5	15.35	End new US Route 212 Alignment

- Where does the route begin? (Intersection or Mile Marker) 0.75 Mile West of New CSAH 11 / TH 212 Interchange
- Describe where it is going? The alignment travels easterly for approximately 1 mile before turning to the north. It travels northerly for approximately 1 mile before curving to the northeast. It travels in this general direction along the remainder of the alignment.
- What type of facility is it traveling over? (New alignment or over an existing roadway) 11.75 Miles of New Alignment / 3 Miles of Existing Roadway
- Give the direction of travel (north, east, south, and west) Northeast
- Name the focal point city or cities Connects City of Carver with Eden Prairie, through Chaska and Chanhassen
- Length of route in miles. 15.35
- Where does it end? (Terminal intersection or mile marker) Valley View Road / TH 212 Interchange