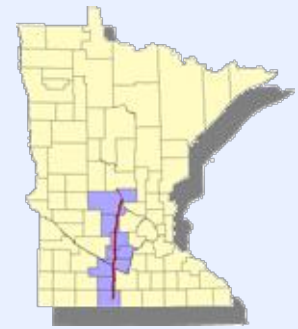


TRUNK HIGHWAY



COALITION



Trunk Highway (TH) 15 is classified as a Principal Arterial and a Regional Corridor between I-90 and Sauk Rapids. TH 15 serves the regional centers of St. Cloud, Hutchinson, New Ulm, and Fairmont and is critical to economic development in south-central Minnesota. The first major north-south route west of the Twin Cities to connect I-90 and I-94, TH 15 is a principal route for local commuters, regional shippers and tourists.

Issues: Statistics between the years 1990 and 2003 show a need for action!

1. **Safety** — Over 6,100 crashes were reported on TH 15 resulting in **51 deaths**. Volumes will continue to balloon as the population increases. Some TH 15 counties have experienced double digit growth and this trend is expected to accelerate through 2030. Population increases spur traffic growth which brings increased crashes. MnDOT has cited several sections of TH 15 as “safety concerns.”
2. **Access Management** — Population growth generates new houses and businesses. More than 2,830 building permits for new homes were issued along the corridor in 2000, a nearly 50% increase over the number of permits issued in 1990. The 2000 census shows that more than 22,300 workers, living in a corridor county, drive to another corridor county for work.
3. **Corridor Capacity** — The corridor has experienced tremendous traffic volume growth . Some sections have seen increases of more than 70%, with overall corridor volumes increasing 52%! Planning for “super-two” highway sections, interchanges, and other improvements is critical to keep TH 15 functioning efficiently and safely into the future.

Needs: The Trunk Highway 15 Coalition is requesting \$1 million in federal funds to help defray costs of:

- **Corridor Study (\$500,000)** — this study will identify the safety and access needs of the corridor, coordinate existing plans, develop improvement priorities, and develop a guide for future activities.
- **Corridor Preservation (\$500,000)** - coordination with local planning and zoning agencies and MnDOT to identify necessary setbacks and preservation areas to accommodate future construction.

Benefits: In addition to identifying local projects to address safety issues, this work will:

- Develop consistency in the corridor, enhancing safety and protecting travelers.
- Accommodate growth while facilitating economic development.
- Develop land use controls to help local agencies work with MnDOT to protect and preserve future right-of-way, keeping down future project costs.

Corridor Counties:

Benton
Brown
Martin
Meeker
McLeod
Nicollet
Sibley
Stearns
Watsonwan

Corridor Cities:

Brownton
Dassel
Hutchinson
Kingston
Lewisville
Madelia
Northrop
Sartell
Searles
Waite Park
Fairmont
Kimball
Lafayette
Luxemburg
New Ulm
St. Cloud
Sauk Rapids
Truman
Winthrop

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