

16. Does your project upgrade a roadway to 10-ton standards?

Yes: The Project is reconstructing and upgrading the existing 10-ton roadway not reconstructed since 1930 and will include additional through lanes with standard wide shoulders to allow oversized loads without State Patrol escort.

No

FREIGHT FACILITY ACCESS

17. Does your project improve access to an existing freight-generating facility or facilities? If so, please provide:

The name of the facility or facilities

Over 65 major freight generators have been identified along the US 212 corridor from I-494 in Minneapolis to the border with South Dakota (see **Figure 7**). These companies represent a variety of industries from meat production, paint products, and agricultural machinery to sugar production, food items, and consumer products. Below is a partial list of these businesses including trucking companies that rely on this corridor to transport freight; many have issued [letters of support](#) for this project:

- Bongard's Creameries (Project Corridor – 225 employees, 55 trucks per day)
- Mid-County Co-op (Project Corridor – 50 employees)
- Siegle Hauling & Excavating (Project Corridor)
- Carver County Public Works (Project Corridor – 60 employees)
- Bartels Transportation Services (Winthrop – 25 trucks per day)
- Bob Fritz Trucking (Cologne – 25 trucks per day)
- California Overland, Ltd. (Wabasha – 25 trucks per day)
- K-Way Express, Inc. (Winsted – 25 trucks per day)
- Q Carriers (Shakopee – 15 trucks per day)
- Ramler Trucking (Albany – 25 trucks per day)
- Schill Trucking (St. Cloud – 25 trucks per day)
- J & R Schugel Trucking, Inc. (New Ulm – 20 trucks per day)
- Viking Land Transportation Systems, Inc. (New Ulm – 25 trucks per day)
- Transport Designs, Inc. (Savage)
- Payton-Claire Express, LLC (Plato)
- Noah's Ark Processors (Dawson – 50 employees)
- Friendship Homes (Montevideo – 250 employees)
- Specialty Systems (Montevideo)
- Warner Manufacturing Company (Sacred Heart)
- UFC Farm Supply (Waconia)
- Seneca Foods Corporation (Glencoe – 150 employees)
- Twin Cities & Western Railroad Corporation (Glencoe – 90 employees)

Figure 7: Major Freight Generators along US 212



How your project improves access to the facility or facilities

Capacity issues along US 212 cause significant mobility and safety issues for trucks traveling in the Corridor due to the lack of lane continuity, substandard shoulders, and safety issues. As part of the [US Highway 212 Corridor Study](#), 16 major freight generators in the study area were interviewed. All 16 interviewees supported the four-lane expansion of US 212. The roadway was identified by every business interviewed as key to receiving inputs to production and shipping manufactured goods to the market (see additional [Letters of Support](#)). Eighty eight percent of interviewees identified transit time or speed as the most important US Highway 212 transportation factor. The shippers noted that they time their freight movements to avoid peak hour traffic congestion through the bottleneck segment when possible. Expansion to a 4-lane divided expressway facility will address this next segment of the 4-lane to 2-lane bottleneck.

Access on to and off of US 212 can also be difficult in the project corridor due to very limited gaps on the 2-lane segment. Reduced Conflict Intersections will be constructed at intersections to provide better and more consistent access onto and off of US 212 for freight vehicles. The project will bring the highway up to modern geometric standards with wide shoulders, turn lanes, and reconstructed pavement.

Furthermore, oversized loads are not permitted to operate in narrow segments of the corridor, requiring a State Patrol escort. Due to the increased cost of this escort, oversized shipments often divert onto the county road system. This rerouting adds time and expense to a trip, increases the potential for damaged goods, reduces safety, and affects the local roadway system. Expansion to a four-lane facility will alleviate the need for a State Patrol escort.

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.

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

US 212 MHFP Grant Application

What good or commodity the facility produces/handles

Companies along the corridor represent a variety of industries from meat production, paint products, and agricultural machinery to sugar production, food items, and consumer products. About 20 percent of the facilities produce or handle heavy machinery. The remaining 80 percent produce or handle agricultural and/or agricultural related products.

The two largest facilities located in the project area are Bongards Creameries and Mid-County Co-op. Bongards Creameries, located at the intersection of US 212/CSAH 51, is a farmer-owned co-op producing cheese and dairy products. US 212 is the primary artery for nearly 100 percent of traffic to the site including 20,000 shipments to or from the production plant per year carrying raw materials or finished goods. Bongards Creameries also attracts nearly 60,000 retail guests per year and has over 225 regular employees. Mid-County Co-op is a petroleum product supplier located at the intersection of US 212/CSAH 36, that includes business in fuels, lubricant and propane delivery, and an auto, truck, and tire service center.

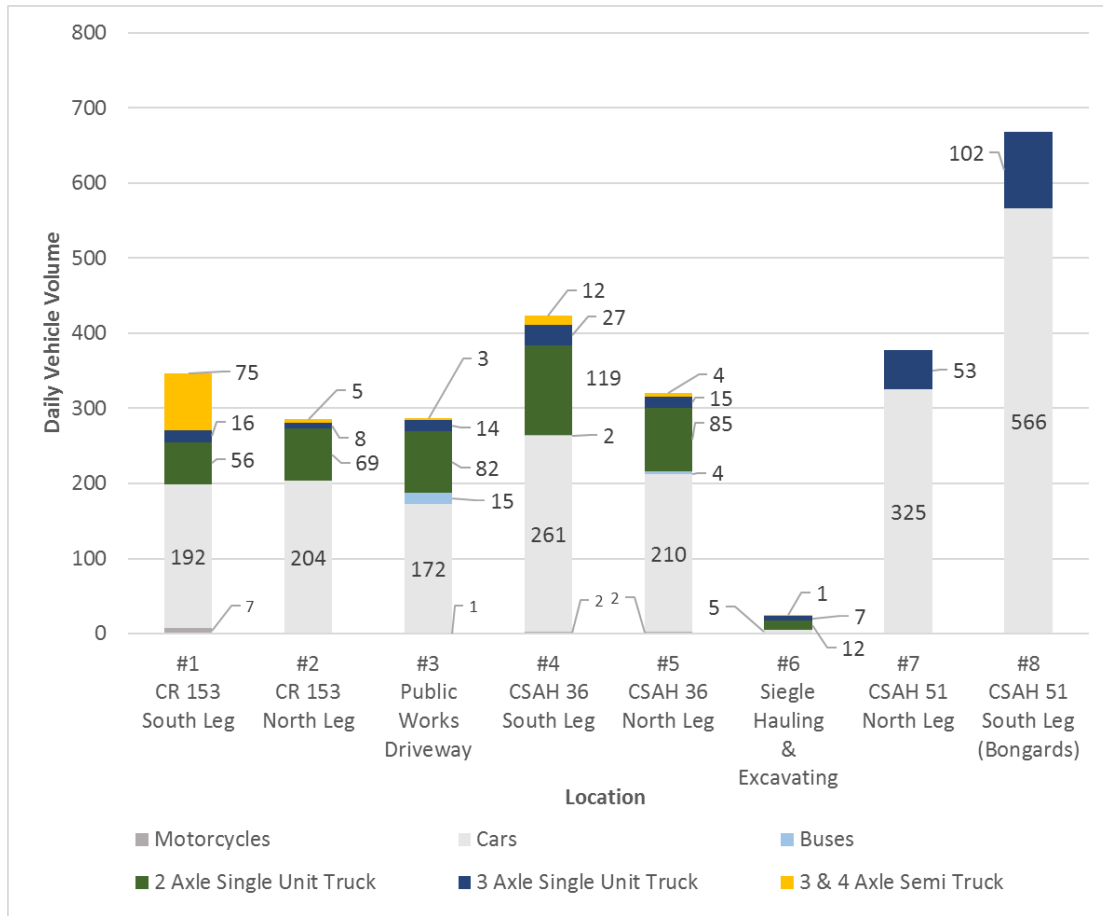
Daily truck load equivalents entering and exiting the freight facility or facilities

Total daily truck load equivalents directly entering and existing the project area from freight facilities is 765 vehicles. The following is supporting data and information.

Daily truck counts were collected in September 2020 as shown in **Figure 8** below. For the intersection of CSAH 51, 24-hour traffic count data from 2018 was obtained from MnDOT. The following are key takeaways:

- Location #1 (CR 153 South Leg): Total Daily Trucks = 147 (45 percent of total daily volume).
- Location #2 (CR 153 North Leg): Total Daily Trucks = 82 (29 percent of total daily volume).
- Location #3 (Carver County Public Works Driveway): Total Daily Trucks = 99 (34 percent of total daily volume).
- Location #4 (CSAH 36 South Leg (Mid-County Co-op location)): Total Daily Trucks = 158 (37 percent of total daily volume)
- Location #5 (CSAH 36 North Leg): Total Daily Trucks = 104 (33 percent of total daily volume)
- Location #6 (Siegle Hauling and Excavating): Total Daily Trucks = 20 (80 percent of total daily volume)
- Location #7 (CSAH 51 North Leg): Total Daily Trucks = 53 (14 percent of total daily volume)
- Location #8 (CSAH 51 South Leg (Bongards)): Total Daily Trucks = 102 (15 percent of total daily volume)

Figure 8: Daily Truck Counts along US 212



ADDITIONAL INFORMATION

18. If **outside** the urbanized area of a Metropolitan Planning Organization, which of the following does your project and project location satisfy? Please check the box. You may select more than one.

Check Item

- Rural principal arterial roadway with a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks
- Provides access to energy exploration, development, installation, or production areas
- Connects the Interstate System to facilities that handle more than:
 - 50,000 20-foot equivalent units per year; or
 - 500,000 tons per year of bulk commodities;