

**To:** Lyndon Robjent, County Engineer and Public Works Director  
Carver County

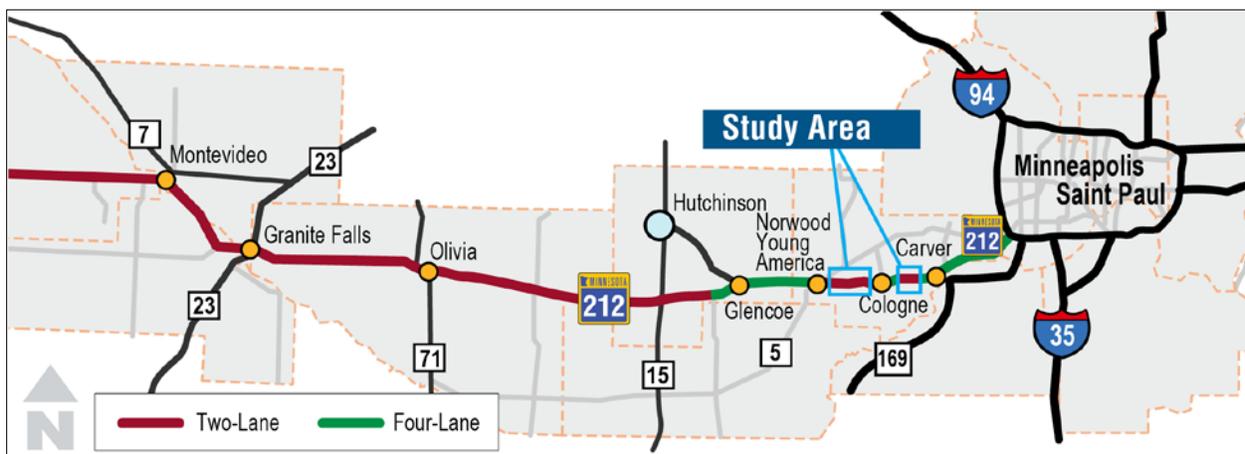
**From:** Andrew Mielke, Principal  
Steve Peterson, Associate  
BrieAnna Simon, Planner

**Date:** September 26, 2014

**Subject:** Freight Interviews: TH 212 Corridor Access Management, Safety, and Phasing Plan

## Introduction

Carver County and the Minnesota Department of Transportation (MnDOT) are currently undergoing an 18-month planning effort to explore the best ways to address access, safety, freight movement, and mobility needs along the study area, as shown below. The eastern portion of the Trunk Highway (TH) 212 corridor in Carver County was improved to a four-lane controlled access freeway through Chaska in 2009. However, two unimproved sections remain (between Carver and Cologne and between Cologne and Norwood Young America) where Highway 212 is a rural two-lane undivided highway, with narrow, four-foot shoulders. The “study area” is comprised of these two segments.



As part of this study effort, the study partners requested a more detailed analysis of freight movements through the study area. Previous freight analysis regarding TH 212 has documented the following:

1. TH 212 has heavy commercial vehicle volume that significantly exceeds typical truck percentages on state highways.
2. TH 212 serves over 65 major freight generators in proximity to the corridor.

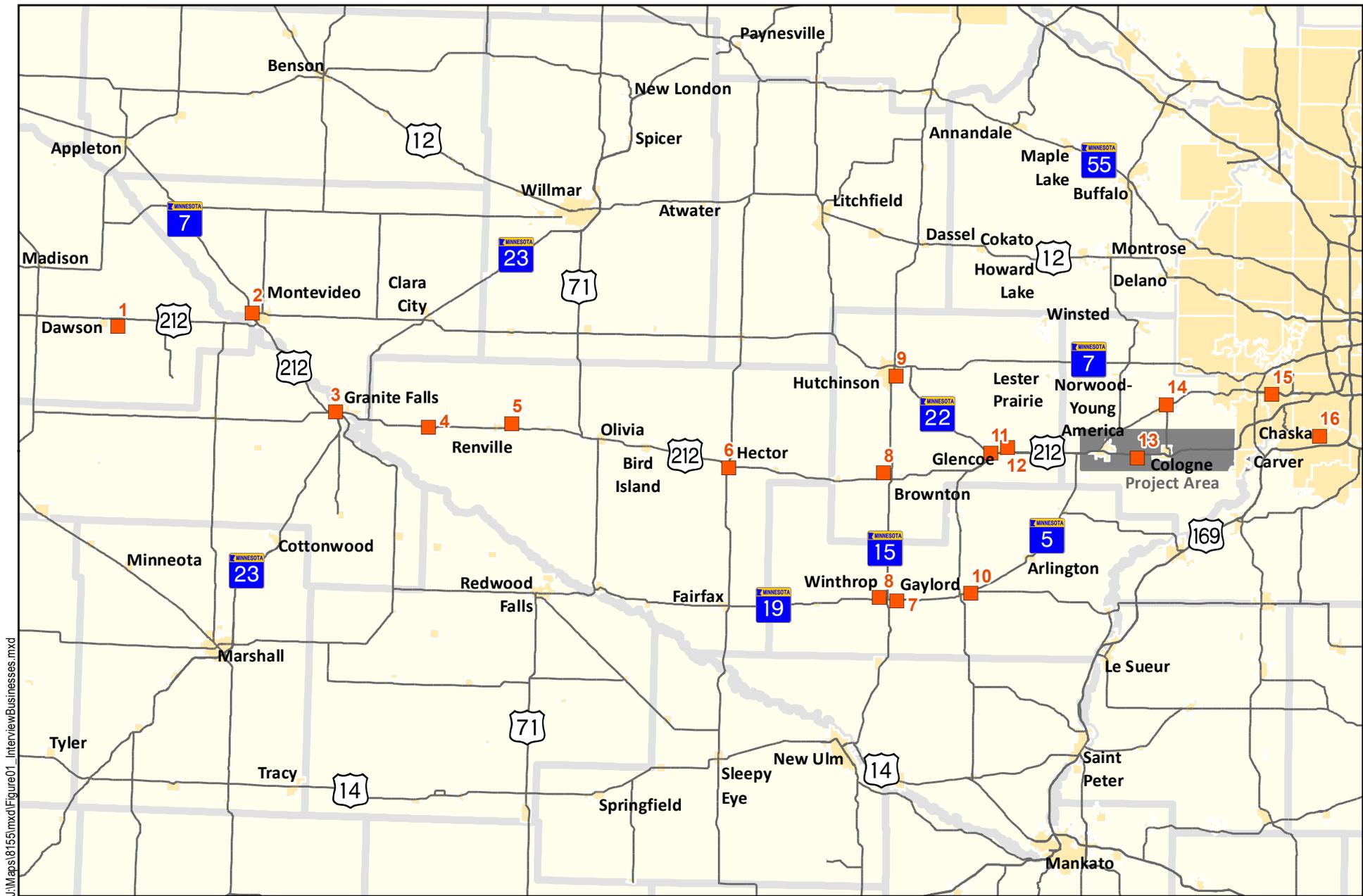
3. TH 212 serves as the predominate mode of freight transportation (trucking) from South Dakota/Western Minnesota to the river ports/terminals and Twin Cities metropolitan area.
4. TH 212's annual truck delay caused by congestion was calculated to cost shippers between \$203,000 and \$275,000 per year (MnDOT Office of Transportation System Management March 2014, research project 2014-14).

To ascertain shippers' attitudes concerning freight movement along TH 212, SRF Consulting Group in concert with Carver County, MnDOT, and the Southwest Corridor Transportation Coalition (SWCTC) conducted interviews with 16 major freight generators near the TH 212 corridor. The interviews, which were completed in July and August of 2014, intended to learn about the shipping and transportation infrastructure needs of these businesses (see Appendix A for the invitation letter and questions). As shown in Figure 1, the businesses interviewed geographically spanned the TH 212 corridor from Dawson to Chanhassen (see Appendix B for interviewee contact information and Appendix C for business profiles and key feedback heard during the 16 interviews).

According to 2012 Annual Average Daily Traffic data, heavy commercial vehicles represent 1,850 of the 12,600 vehicles (15 percent of the traffic within) the study area. Interestingly, 16 businesses interviewed account for approximately 20 percent of these heavy commercial vehicles within the study area (see Figures 2 and 3). It is assumed that agricultural movements account for much of the remaining 80 percent of the heavy commercial traffic through the study area.

The businesses interviewed include:

- |  |  |
|--|--|
| 1. Noah's Ark Processors (Dawson)                      | 9. 3M Corporation (Hutchinson)                       |
| 2. Friendship Homes (Montevideo)                       | 10. Michael Foods Inc. (Gaylord)                     |
| 3. Specialty Systems (Granite Falls)                   | 11. Seneca Foods Corporation (Glencoe)               |
| 4. Warner Manufacturing Company (Sacred Heart)         | 12. Twin Cities & Western Railroad Company (Glencoe) |
| 5. Southern Minnesota Beet Sugar (Renville)            | 13. Bongards' Creameries (Norwood Young America)     |
| 6. Loftness Specialized Farm Equipment Inc. (Hector)   | 14. UFC Farm Supply (Waconia)                        |
| 7. Bartels Truckline Inc. (Winthrop)                   | 15. Instant Web Inc. (Chanhassen)                    |
| 8. United Farmers Cooperative (Winthrop and Brownnton) | 16. Fremont Industries (Shakopee)                    |



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**Interview Businesses**

TH 212 Corridor Access Management, Safety, and Phasing Plan  
MnDOT, Carver County

**Figure 1**



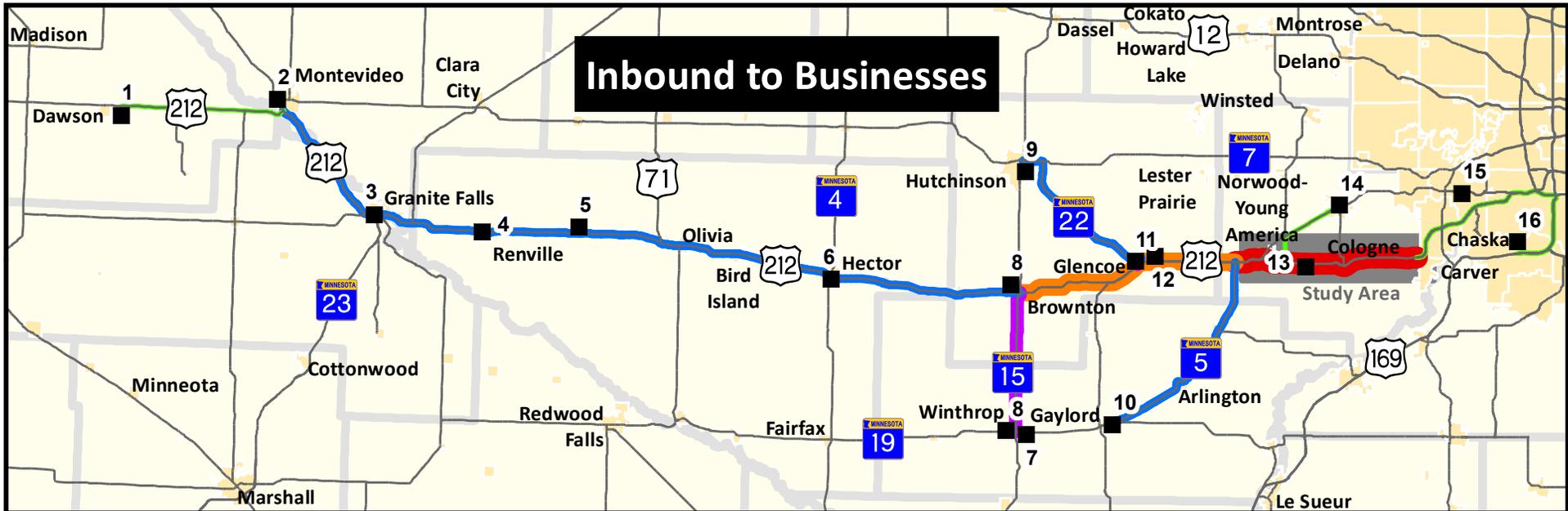
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### Heavy Commercial Average Daily Traffic

TH 212 Corridor Access Management, Safety, and Phasing Plan  
MnDOT, Carver County

Figure 2



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**Average Daily Trucks from 16 Interviewed Businesses Through TH 212 Project Area**  
 TH 212 Corridor Access Management, Safety, and Phasing Plan  
 MnDOT, Carver County

Figure 3

## Interview Findings

A number of key themes emerged from the interviews:

1. Maintaining high average speed (preferably 55-65 miles per hour) is important.
2. Smooth pavements are desired to reduce damage.
3. Wider shoulders are necessary for recovery areas and emergency pullovers.
4. Turn lanes at major intersections are essential for safety purposes.

Many of these enhanced freight objectives are not being met by the TH 212 study area. Specific issues, needs, and opportunities regarding freight movement, as expressed during the 16 interviewees, are presented below.

### 1. TH 212 is Vital to the Success of Businesses within the Region

TH 212 provides a key business linkage between western Minnesota and the Twin Cities. The roadway is important to the 16 businesses interviewed, especially for receiving inputs to production and shipping manufactured goods to the market.

*“One hundred percent of our inbound and 98 percent of our outbound truck trips travel through the Highway 212 study area. 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

The supply chains of many of the businesses interviewed is increasingly complex and global in nature. For instance, Specialty Systems in Granite Falls receives inputs from all over the United States and ships finished products (e.g., specialty rail cars) all over the world including Italy, China, and Mexico. Trucking is by far the dominant form of transportation used by Specialty Systems in their supply chain and used by the other business interviewed. However, 10 of the 16 businesses (63 percent) use rail to transport at least some of their inputs or final products, but the volume of goods shipped by rail is a small percentage compared to the percentage shipped by truck.

*“Twin Cities & Western Railroad Company supports the four-lane expansion of Highway 212 because it will promote economic development along the corridor and in Western Minnesota.”*

-Twin Cities & Western Railroad Company, Glencoe, MN

Beyond supply chains, many employees also rely on TH 212 as a safe and reliable commute option. Three businesses stated that expanding TH 212 to four lanes in the study area would allow them to attract employees from a wider geographic area.

## 2. Safety, Transit Time, Cost, and Reliability All Important to Freight Movements

Table 1 documents the importance of safety, transit time (speed), cost, and travel time reliability for freight movements through the study area. Safety and speed were consistently considered the most important factors to businesses.

### A. Safety

For the TH 212 study area, truck driver and employee safety was cited as their most important concern (i.e., identified in 15 of the 16 interviews or 94 percent). Specific issues noted include the following:

1. Lack of turn lanes on TH 212
2. Traffic turning onto TH 212
3. Lack of passing lanes
4. Multiple transitions from two lanes to four lanes
5. Changing speed limits
6. Limited right-of-way, including narrow shoulders
7. Homes, businesses, and vegetation close to roadway

Businesses noted that some of the interim improvements proposed so far during the study process (turn lanes, wider shoulders, and Rural Conflict Intersection Warning Systems at dangerous intersections) would greatly increase safety. Fremont Industries in Shakopee mentioned that wider shoulders would allow them to safely pull over in an emergency and ensure that their trucks do not sway into the oncoming travel lane during windy conditions.

*“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

Shippers identified safety issues along TH 212 where the four-lane section transitions to two-lanes; vehicles increase speed to get ahead of trucks or other slow-moving vehicles before TH 212 becomes two lanes. Many interviewees believed that removing these transition areas and constructing a four-lane facility will increase safety along the corridor.

In two interviews, snow removal was cited as a problem. The geography along TH 212 and the narrow roadway contribute to snow drifting along TH 212 in the study area. This common winter situation decreases the width of the usable shoulders and creates unsafe surface conditions. For instance, Bartels Truckline Inc. in Winthrop noted that their trucks use the corridor at all hours of the day making timely snow removal important for businesses.

**Table 1: Critical Issues for Freight Movement along TH 212 (within the Study Area)**

#	Business Name	Key Factors			
		Safety	Transit Time (Speed)	Cost	Reliability <sup>1</sup>
1.	Noah's Ark Processors (Dawson)	✓	✓		
2.	Friendship Homes (Montevideo)	✓	✓	✓	
3.	Specialty Systems (Granite Falls)		✓		✓
4.	Warner Manufacturing Company (Sacred Heart)	✓	✓		✓
5.	Southern Minnesota Beet Sugar (Renville)	✓	✓	✓	✓
6.	Loftness Specialized Farm Equipment Inc. (Hector)	✓			
7.	Bartels Truckline Inc. (Winthrop)	✓	✓	✓	
8.	United Farmers Cooperative, (Winthrop and Brownton)	✓	✓		
9.	3M Corporation (Hutchinson)	✓	✓		✓
10.	Michael Foods Inc. (Gaylord)	✓	✓	✓	✓
11.	Seneca Foods Corporation (Glencoe)	✓	✓		✓
12.	Twin Cities & Western Railroad Company (Glencoe)	✓	✓		
13.	Bongards' Creameries (Norwood Young America)	✓	✓	✓	
14.	UFC Farm Supply (Waconia)	✓	✓	✓	
15.	Instant Web Inc. (Chanhassen)	✓	✓	✓	
16.	Fremont Industries (Shakopee)	✓			✓

<sup>1</sup> The short length of the TH 212 study area may have decreased the importance of reliability when compared to heavily congested freeways in the Twin Cities metropolitan area.

## B. Transit Time (Speed)

Transit time or speed was identified as an important TH 212 transportation factor by 14 of the 16 interviewees (88 percent). Shippers time their freight movement to avoid peak hour traffic congestion when possible. Most interviewees believe that the situation will worsen as the Twin Cities metropolitan area expands to the west.

Some of the businesses interviewed rely on just-in-time deliveries (e.g., parts for machines) or final outputs (e.g. perishable foods or tight customer-driven deadlines). For instance, if a machine breaks down at Southern Minnesota Beet Sugar, then parts are immediately shipped from the Twin Cities; however production is interrupted or stopped completely if shipping delays along TH 212 slow down this delivery.

*“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

Nearly every interview was concerned about TH 212 being closed during construction. Road construction and traffic incidents also delay freight movement along the TH 212 corridor. Interviewees felt there is a lack of viable alternate routes to TH 212, so road construction detours or traffic incidents cause major delays. Over one-half of the interviews mentioned dislike for the roundabouts that were added to one of TH 212’s parallel routes, TH 7. Friendship Homes in Montevideo noted that roundabouts like those on TH 7 are particularly difficult to navigate with larger loads. If they had to use TH 7 instead of TH 212, they would be forced to go even further out of their way to avoid the TH 7 roundabouts, which adds time to their trip.

*“Any road construction should be staged appropriately to make sure Highway 212 remains open during construction and that detour routes are communicated to the business community.”*

UFC Farm Supply, Waconia, MN

## C. Cost

Costs associated with freight movements through the TH 212 study area were identified in seven of the 16 interviews (44 percent). Increased transit time or travel delays may result in higher shipping costs. Businesses with their own fleets and drivers, such as Bartels Truckline Inc., were able document the cost of corridor delays in terms of higher shipping rates. Some interviewees noted that along with travel delays, poor roadway conditions also increase costs. For example, Michael Foods maintains a database detailing the amount of damaged goods experienced each year from shipping.

Additionally, there are vehicle width limitations in the TH 212 study area that require 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 of 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.

*“Transporting the multiple sections of manufactured homes through the two-lane Highway 212 study area in Carver County adds \$1,000 per section piece to the cost of a home because a State Patrol escort is required for over-sized loads.”*

-Friendship Homes of Minnesota Inc., Montevideo, MN

#### **d. Reliability**

Seven of the 16 interviews (44 percent) identified travel time reliability as an important issue along the TH 212 study area. Reliability is important for just-in-time deliveries as discussed previously. The TH 212 study area is generally perceived as a reliable corridor given the short length of the study area in comparison to the total length of most freight trips. However, traffic incidents and road construction are potential situations in which reliability can be reduced.

Reliability on heavily congested freeways in the Twin Cities metropolitan area such as I-494 cause more issues for truck movements than TH 212. Some businesses schedule truck deliveries and shipments to avoid peak periods in the Twin Cities.

*“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

### **3. Safety Issues at the Bongards’ Creameries Intersection**

In addition to the general statements about safety in the study area, seven of the 16 interviews (44 percent) identified safety concerns at the TH 212 and CSAH 51 intersection (i.e., the Bongards’ Creamery intersection). There was a fatality at this intersection in 2009 and in 2010, turn lanes on TH 212 were constructed.

Employee safety is a major concern for Bongards’ Creameries. Approximately 90 percent of Bongards’ employees want to turn left to travel west on TH 212 to their homes. This turning movement is difficult, especially during shift changes at their plant. The result is long queues on the CSAH 51 side street, which produce safety concerns, as drivers are willing to accept smaller traffic gaps on TH 212 in order to merge with oncoming traffic. Additionally, the roadside vegetation (i.e., cattails) grows very close to the TH 212 and CSAH 51 intersection, which also causes sight distance issues.

*“We would be willing to consider donating land for a project that improves safety at the Highway 212 and County Road 51 intersection.”*

-Bongards’ Creameries, Norwood Young America, MN

#### **4. Mixed Feedback on the Reduced Conflict Intersection in Cologne**

The new reduced conflict intersection (RCI) at TH 212 and TH 284 in Cologne was mentioned in six of the 16 interviews (38 percent); two comments were positive and four comments were negative. Trucks traveling along TH 212 through the RCI had positive comments. However, many trucks and school buses avoid the intersection if approaching it from TH 284 or if their turning movement requires a U-turn. In order to make the U-turn, some trucks are forced to swing out into the TH 212 through lanes, creating safety issues.

#### **5. Communication and Traveler Information is Important**

Early and frequent communication regarding construction detours and delays is important to interviewed businesses. Many businesses rely heavily on the MnDOT’s 511 Traveler Information system for road closures, construction, and incidents; however, many noted that 511 should be updated on a more consistent basis to reflect current conditions. Understanding designated detour routes prior to any closure is needed.

*“Communicate early and often with businesses on future road construction projects and resulting detours.”*

-Noah’s Ark Processors, Dawson, MN

#### **6. Strong Support for Both the Proposed Interim Improvements and Four-Lane Expansion**

Support was expressed from all 16 interviewees regarding potential interim improvements and four-lane expansion of TH 212. The general priority given to the interim improvements on TH 212 were first turn lanes, then wider shoulders, then Rural Conflict Intersection Warning Systems at intersections. As far as the four-lane expansion, most businesses wanted this project constructed in the short-term to address current needs expressed by the interviewees. Many businesses also noted that the TH 212 four-lane expansion will help divert trips from TH 7 and TH 5, which are already congested corridors.

*“We support the four-lane expansion of Highway 212 in Carver County and prefer that these improvements be made in the short-term.”*

-United Farmers Cooperative, Winthrop and Brownton, MN

# Appendix A

# HIGHWAY 212

## Connecting the Twin Cities to South Dakota and Beyond

July 11, 2014

To Whom It May Concern:

I would like to invite you to participate in an interview regarding your freight shipping and transportation infrastructure needs as they relate to Highway 212 in Carver County. Your business was identified as a major freight generator near the Highway 212 corridor. We hope to better understand the freight flows of your business, specific transportation concerns you may have, and how these concerns relate to Highway 212.

Carver County and the Minnesota Department of Transportation have contracted with SRF Consulting Group to conduct the interviews with you and/or one or more members of your staff. SRF is a transportation firm with extensive experience working with stakeholders to understand the relationship between transportation systems and freight movements. The interviews will build off the successful freight interviews conducted by MnDOT last year.

SRF Consulting will meet with businesses near the Highway 212 corridor over the next two months. Please expect their staff to call you within the next few weeks to schedule a meeting, which we would like to take place in July. The interview is very informal and should require limited preparation on your part. It will take about one hour and we would come to your office. I have enclosed a list of questions if you would like to get input from other key staff members prior to the interview.

We look forward to meeting with you to better understand the importance of the transportation system in supporting your business needs. If you have any questions, please contact Steve Peterson at 763-452-4829 or via email at [speterson@srfconsulting.com](mailto:speterson@srfconsulting.com).

Sincerely,



LYNDON ROBJENT, PE  
Carver County Engineer  
P: 952-466-5200  
E: [lrobjent@co.carver.mn.us](mailto:lrobjent@co.carver.mn.us)

Enclosure

# The Impacts of Freight on Highway 212 in Carver County

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## *Interview Questions for Businesses*

Note: Proprietary information such as the number of shipments along a specific freight routes will not be shared with other businesses or agencies; this type of data will be aggregated as part of this effort to better understand freight flows along Highway 212.

1. Please describe your company's primary products.
2. Approximately how many employees are at this location?
  - a) Do any of your employees use Highway 212 in Carver County to get to work or back home?
3. How does transportation along Highway 212 in Carver County affect your ability to compete in your market?
4. Please discuss the relative importance of the following factors in your transportation decisions in using Highway 212 in Carver County:
  - a) Transit time (speed)
  - b) Cost
  - c) Safety
  - d) Reliability
  - e) Other
5. What works well regarding transportation on Highway 212 in Carver County?
6. What are your transportation concerns in relation to Highway 212 in Carver County in receiving supplies and inputs or shipping your products to your customers?
7. What impact would upgrading Highway 212 in Carver County from Norwood Young America to Carver from two lanes to four lanes have on your business (now and into the future)?
8. Please provide a brief overview of your primary **suppliers**.
  - a) Where are they located (local, state, national, internationally based)?
  - b) Which modes are used to get resources and inputs from them?
  - c) Which roadways, including Highway 212, are most important for receiving your inputs?
  - d) Approximately how many trucks per day are using each route?
  - e) Do the shipments generally occur during certain days of the week or times of the day?
9. Please provide a brief overview of your primary **customers**.
  - a) Where are they located (local, state, national, internationally based)?
  - b) Which modes do you use to transport your products to them?
  - c) Which roadways, including Highway 212, are most important for receiving your inputs?
  - d) Approximately how many trucks per day are using each route?
  - e) Do the shipments generally occur during certain days of the week or times of the day?
10. Do you ship oversize/overweight products using Highway 212 in Carver County?
11. To what extent do you consider your firm's transportation activities and needs representative of companies in your particular industry or companies in this area? If not, how are they different?
12. Do you transport your products in-house, or contract with private commercial transportation service providers? If the latter, could you tell us with whom you work?
13. What else, if anything, would you like to discuss?

# Appendix B

**Interviewee Contact Information:**

#	Name	Address	City	State	Zip	Contact Name	Position	Phone	Email
1	Noah's Ark Processors Corp.	1821 311th Avenue	Dawson	MN	56232	Anna Phillips	Office Manager	(320) 769-2020	<a href="mailto:anna@noahsarkmeats.com">anna@noahsarkmeats.com</a>
2	Friendship Homes Of Minnesota, Inc.	815 Budd St	Montevideo	MN	56265	Mark McMahan	General Manager	(320) 269-6495	<a href="mailto:mmcmahan@friendshiphomesmn.com">mmcmahan@friendshiphomesmn.com</a>
3	Specialty Systems	1123 Highway 212	Granite Falls	MN	56241	Tony Klosterboer	Plant Manager	(320) 269-3227	<a href="mailto:tonyk@specsyst.org">tonyk@specsyst.org</a>
4	Warner Manufacturing Company	200 5th Avenue	Sacred Heart	MN	56285	Scott Pederson		(320) 765-2268	<a href="mailto:spederson@warnertool.com">spederson@warnertool.com</a>
5	Southern Minnesota Beet Sugar	83550 County Road 21	Renville	MN	56284	Kevin Zimmer Craig Glaeser	Purchasing Director Director of Transportation & Logistics	(320) 329-4122 (320) 329-4159	<a href="mailto:kevin_zimmer@smbosc.com">kevin_zimmer@smbosc.com</a> <a href="mailto:craig.glaeser@smbosc.com">craig.glaeser@smbosc.com</a>
6	Loftness Specialized Farm Equipment Inc.	650 Main Street South	Hector	MN	55342	Steve Haley	Production Director	(320) 848-6266	<a href="mailto:steveh@loftness.com">steveh@loftness.com</a>
7	Bartels Truckline Inc.	101 Hennepin St. N	Winthrop	MN	55396	Jay Bartels	President	(507) 647-2905	<a href="mailto:jayb@bartelstruckline.com">jayb@bartelstruckline.com</a>
8	United Farmers Cooperative	705 East 4th St	Winthrop	MN	55396	Jason Tews Steve LeBrun Roger Price Jeff Nielsen	Vice President of Grain Vice President of Feed Chief of Operating Officer General Manager/CEO	(507) 647-6606	<a href="mailto:jason.tews@ufcmn.com">jason.tews@ufcmn.com</a> <a href="mailto:steve.lebrun@ufcmn.com">steve.lebrun@ufcmn.com</a> <a href="mailto:roger.price@ufcmn.com">roger.price@ufcmn.com</a> <a href="mailto:jeff.nielsen@ufcmn.com">jeff.nielsen@ufcmn.com</a>
9	3M Corporation	915 Adam St. SE	Hutchinson	MN	55350	Malcom Wilcox	IT Manager	(626) 926-4500	<a href="mailto:malcolm.wilcox@mmm.com">malcolm.wilcox@mmm.com</a>
10	Michael Foods Inc.	120 Tower Street	Gaylord	MN	55334	Kelly Solomonson	Regional Distribution Manager	(507) 237-4635	<a href="mailto:Kelly.Solomonson@MichaelFoods.com">Kelly.Solomonson@MichaelFoods.com</a>
11	Seneca Foods Corp	101 8Th St E	Glencoe	MN	55336	Dan Landes	Distribution Manager	(320) 864-2221	<a href="mailto:dlandes@senecafoods.com">dlandes@senecafoods.com</a>
12	Twin Cities & Western Rail Road Company	2925 12th St E	Glencoe	MN	55336	Dave Long	Vice President Marketing & Sales	(320) 864-7206	<a href="mailto:Dlong@TCWR.NET">Dlong@TCWR.NET</a>
13	Bongards' Creameries	13200 County Road 51	Norwood Young America	MN	55368	Dave Neubauer Erica Lougee	Central Plant Manager Corporate Traffic Coordinator	(952) 466-3531 (952) 466-3546	<a href="mailto:erikal@bongards.com">erikal@bongards.com</a> <a href="mailto:daven@bongards.com">daven@bongards.com</a>
14	UFC Farm Supply	801 S Highway 284	Waconia	MN	55387	Dean Meyer	Director of Consumer	(612) 554-6521	<a href="mailto:Dean.meyer@ufcmn.com">Dean.meyer@ufcmn.com</a>
15	Instant Web Inc.	7951 Powers Blvd	Chanhassen	MN	55317	Beverly Lohs Steve Myrvold Dave Johannes Dave Renodin Jim Berge	Vice President of Human Resources Vice President of Operations VP Digital Printing & Mailing Operations King Solutions Global King Solutions Global	(952) 470-6424 (952) 470-2746 (952) 470-3237 (952) 470-3271 (763) 428-5482	<a href="mailto:bev.lohs@iwco.com">bev.lohs@iwco.com</a> <a href="mailto:steve.myrvold@iwco.com">steve.myrvold@iwco.com</a> <a href="mailto:dave.johannes@iwco.com">dave.johannes@iwco.com</a> <a href="mailto:dave.renodin@kingsolutionsglobal.com">dave.renodin@kingsolutionsglobal.com</a> <a href="mailto:jim.berge@kingsolutionsglobal.com">jim.berge@kingsolutionsglobal.com</a>
16	Fremont Industries Inc.		Shakopee	MN	55379	Steve Habeck	Production Service Manager	(952) 445-4121	<a href="mailto:shabeck@fremontind.com">shabeck@fremontind.com</a>

# Appendix C

## Business Profiles and Key Feedback



<http://www.lqpeda.com/>

### Noah's Ark Processors

**Location:** 1821 311th Avenue, Dawson, MN

**Primary Products:** Kosher meat products

**Key Feedback:**

- Communicate early and often with businesses of future road construction projects and resulting detours.
- Add left hand turn lanes on TH 212 to improve safety and traffic flow.
- Add wider shoulders to TH 212 for trucks needing to stop in an emergency.
- Reduce barriers that slow down trucks.



<http://www.friendshiphomesmn.com/>

### Friendship Homes

**Location:** 815 Budd St, Montevideo, MN

**Primary Products:** Manufactured homes

**Key Feedback:**

- Support improvements to TH 212 because it adds \$5,000 to \$6,000 to the price of a home to traveling through the study area (a State Patrol escort required for over-sized loads). Trips often divert onto county roads that add time and money to a trip, add to the potential of damaged goods, reduce safety, and use a lower class roadway.
- Update 511 on a more consistent basis since businesses rely on the system to make routing decisions.
- Consider the availability of OSOW routes when adding roundabouts to key corridors since roundabouts are difficult to navigate with larger loads.



### **Specialty Systems**

**Location:** 1123 Highway 212, Granite Falls, MN

**Primary Products:** Steel products including plates, angle, tubes and rail cars

**Key Feedback:**

- Speed of travel between the Twin Cities and their facility is important.
- Stage any construction on TH 212 to limit traffic disruptions and detours.
- Prefer four-lane facilities to allow vehicles to pass by large or slow moving traffic.
- Prefer routes without roundabouts, especially for larger loads.



### **Warner Manufacturing Company**

**Location:** 200 5th Avenue, Sacred Heart, MN

**Primary Products:** Painting products and scrapers

**Key Feedback:**

- One hundred percent of truck trips travel through the TH 212 study area.
- Support four-lane expansion for safety reasons (existing two to four-lane transitions present safety issues) and to increase speed of travel for trucks to the Twin Cities (future congestion expected in the study area).
- Stage and phase of improvements is important to limit TH 212 disruptions and detours.



### **Southern Minnesota Beet Sugar**

**Location:** 83550 County Road 21, Renville, MN

**Primary Products:** White sugar, liquid sugar, molasses, and beet pulp pellets

**Key Feedback:**

- Approximately 75 percent of their truck trips use the TH 212 study area.
- Reliability and speed are important since supplies and parts are often shipped same-day to their facility from the Twin Cities using the TH 212 study area; liquid sugar is also a perishable product that also requires fast transit times.
- Prefer that TH 212 to remain open during entire construction period and to be given advanced notice of construction.
- Support any improvements that improve safety in the study area.
- Update 511 more quickly to reflect existing conditions.



### **Loftness Specialized Farm Equipment Inc.**

**Location:** 650 Main Street South, Hector, MN

**Primary Products:** Agricultural equipment

**Key Feedback:**

- Changing from two to four lanes and the resulting changes in speed limits is a safety issue, as well as with traffic turning onto TH 212 from side streets.
- Prefer routes without roundabouts.
- Supports wider shoulder widths and turn lanes.
- Prefer four-lane expansion of study area and further west of Glencoe.



**Bartels Truckline Inc.**

**Location:** 101 Hennepin St. N, Winthrop, MN

**Primary Products:** Trucking company

**Key Feedback:**

- Variability of speeds in the study area creates safety issues.
- Support wider shoulders, turn lanes, and four-lane expansion.
- Prefer free-flow roadways.
- Improve 24-hour snow removal efforts along TH 212 between Norwood Young America and Cologne.



**United Farmers Cooperative**

**Location:** 705 East 4th St, Winthrop, MN

**Primary Products:** Agricultural products including corn, soybeans and fertilizers

**Key Feedback:**

- Safety concerns when vehicles speed up to pass slower moving vehicles before the roadway transitions from four to two lanes.
- Prefer a four-lane facility for safety reasons and want this project constructed in the short-term; also, support safety improvements at the Bongards' intersection.
- Improve snow removal efforts since drifting occurs in study area.
- Dislike the new reduced conflict intersection at TH 212 and TH 284 in Cologne due to safety concerns associated with trucks using the U-turn and swinging into the through lanes.



<http://minnesotamanufacturingcity.com/>

### **3M Corporation**

**Location:** 915 Adams Street SE, Hutchinson, MN

**Primary Products:** Consumer products such as Post-Its, Scotch Tape, Command Hooks, etc.

#### **Key Feedback:**

- A fast, reliable route from the Twin Cities is important, especially given their time-critical inputs in the manufacturing process.
- Fifty percent of 3M's truck movements travel through the study area.
- Support turn lanes, wider shoulders, and Rural Conflict Intersection Warning Systems at intersections along corridor to increase safety. Support four-lane expansion within current revenue streams.
- Improve routing of TH 22 through Glencoe and its connection to TH 212; left-turn from Chandler Avenue to TH 212 was cited as problematic.

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### **Michael Foods Inc.**

**Location:** 120 Tower Street Gaylord, MN

**Primary Products:** Eggs and potatoes

#### **Key Feedback:**

- Smooth pavements decrease the amount of damaged goods since they are shipping eggs.
- Support proposed interim improvements and four-lane expansion for the safety benefits and the decrease in travel time.
- Prefer free-flow roadways.
- Limit disruptions to TH 212 during construction since TH 5 is not a good alternate route.





### **Seneca Foods Corporation**

**Location:** 101 8th St E, Glencoe, MN

**Product:** Vegetable canning

**Key Feedback:**

- Approximately 95 percent of Seneca’s inbound and outbound trucks travel through the TH 212 study area. Each day, some of their trucks are making two round trips from Glencoe to a storage facility in Rochester, so transit time (speed) and reliability are important.
- Two-lane roadways, turning vehicles, and speed differentials are all major safety concerns.
- Prefer to use roadways without many stop signs, signals, or at-grade intersections.
- Prefer to have the four-lane roadway built in the short-term.



*<http://tcwr.net/>*

### **Twin Cities & Western Railroad Company**

**Location:** 2925 12th Street East, Glencoe, MN

**Primary Products:** Railroad operations

**Key Feedback:**

- Support improvements to TH 212 because it will foster economic development along the TH 212 corridor. Some of this growth can be served by rail.
- Safety of employees as they travel to work on TH 212 is important.
- Support expansion to four-lanes of TH 212 since this will extend a four-lane facility from the Twin Cities to their Glencoe office location, making it easier to attract potential employees living in the Twin Cities.



### **Bongards' Creameries**

**Location:** 13200 County Road 51, Norwood Young America, MN

**Primary Products:** Cheese products

**Key Feedback:**

- One hundred percent of inbound and outbound truck trips to their business use the TH 212 project area. In addition, TH 212 is vitally important for employees.
- Approximately 90 percent of employees want to make a left hand turn onto TH 212 to travel west. This movement is difficult, especially during shift changes at their plant causing delays and safety concerns. Bongards' would consider donating land if safety is improved at their intersection.
- The vegetation (i.e., cattails) close to the TH 212 and CSAH 51 intersection causes sight distance concerns.
- Traffic incidents and/or construction on TH 212 have a major impact on truck movements.



### **UFC Farm Supply**

**Location:** 801 S Highway 284, Waconia, MN

**Primary Products:** Retail service center which includes a garden center and rental services, along with residential home supplies

**Key Feedback:**

- Some truck trips are routed down CSAH 51 because TH 284 (adjacent to their business) has roundabouts, medians, and requires travel through downtown Cologne and the reduced conflict intersection. CSAH 51 intersection has safety concerns though.
- Improvements to TH 212 will help relieve traffic on TH 5 and TH 7.
- Support improvements for the safety benefits.



**Instant Web Inc.**

**Location:** 7951 Powers Blvd, Chanhassen, MN

**Primary Products:** Direct mail

**Key Feedback:**

- Many employees commute through the TH 212 study area to get to work.
- Safety concerns with reduced conflict intersection in Cologne and two to four-lane transitions in the study area.
- Support four-lane expansion because it would increase mobility on the corridor and the ability to attract employees from a wider geographic area to the west.
- Support improvements because it would shift trips to TH 5, which is already congested.



**Fremont Industries**

**Location:** 4400 Valley Industrial Blvd N, Shakopee, MN

**Primary Products:** Industrial, municipal and water treatment chemicals

**Key Feedback:**

- Safety concerns with changing speed limits in TH 212 study area.
- Employee safety during their commutes is important.
- Prefer freeway facilities for transporting hazardous materials.
- Support wider shoulders in order to have extra width to keep truck from swinging into oncoming traffic during windy conditions.