5.0 HIGHWAY PROFILE

The highway system is an instrumental part of the transportation and logistics industry in the Central Minnesota region. Approximately 60 percent of the region's freight tonnage and nearly 90 percent of freight value travels by truck. Because of the region's heavy reliance on truck transportation, the highway system is paramount in the efficient movement of freight as motor carriers utilize the highway system to transport products to consolidation points and intermodal freight facilities. With major intermodal facilities located outside the region it is critical to have efficient and reliable freight transportation system. Therefore, the region's approximately XXX mile network of major interstate, state routes and local arterial roads is a vital factor in enabling effective connections for the region's economy.

For the purpose of this report, proper identification of the roadway segments providing motor carriers with access to the region's customers is vital to analyze and determine their ability to accommodate truck transportation. For the purpose of this analysis, this report will classify the highway network into Primary Highway Freight System. The Primary Highway Freight System consists of the Interstate System, Tier 1 Freight Routes, Super Route Corridors, and significant routes for agricultural and industrial materials.

5.1 Freight Significant Routes

The Central Minnesota Primary Freight System is comprised of one major Interstate: I-94, three US highways: US 10, US 12, US 169, one State highway: TH 23 and two state connectors: route TH 24 connects I-94 to TH 10 and TH 25 connects I-94 to TH 55.

The routes are used to transport the region's inbound and outbound freight. They serve as the primary truck corridors for through the region. Detailed description of the Primary Highway Freight System follows:

5.1.1 Route Description

Interstate 94

I-94 is Minnesota's most heavily traveled corridor in Minnesota extending through Stearns and a portion of Todd Counties; a Tier 1 truck corridor and high priority IRC connecting two primary trade centers/metropolitan areas, St. Cloud and the Twin Cities. Eastbound, I-94 serves as a major regional and national trade corridor providing direct access to major intermodal terminals in the Twin Cities and onward to Chicago, IL, the Midwest national freight hub. Westbound, I-94 serves Minnesota Western Region providing access to the Fargo/Moorhead Area, a primary trade center and onward to the western United States. I-94 also connects to I-29 in North Dakota traveling north to provide access to the Pembina, ND border crossing into Canada. Commodities identified using I-94 for heavy hauling in Minnesota include: *Industrial Minerals* (crushed stone, limestone, peat, silica sand, kaolin clay, granite) and *Wheat*.

US 10

In the Central Minnesota region, US 10 extends through Benton, Morrison and Wadena Counties. US 10 is a Tier 1 truck corridor, high priority IRC (from St. Cloud to Little Falls) and medium priority (from Little Falls to the west) traveling from Elk River a secondary trade center through the St. Cloud a primary trade center to the City of Wadena. Eastward, US 10 provides access to the Twin Cities metropolitan area, a primary trade center, and to the west providing access to the Fargo/Moorhead a primary trade center. Commodities identified that use US 10

for heavy hauling in Minnesota include *Corn* (an operating corn ethanol plant operates Stearns county), *Soybean*, *Sugar Beet*, *Hay*, *Dairy* (major milk production in Stearns and Morrison Counties and large dairy processing facility in the City of Paynesville), *Cattle* (high concentration of beef cattle in Benton, Morrison and Todd Counties), and *Hogs and Pigs*.

US 169

US 169 extends through Wright, Sherburne and Mille Lacs Counties, is a Tier 1 truck corridor between Mille Lacs Lake and Elk River, a secondary trade center. US 169 is a proposed super haul corridor from TH 219 to TH 200. Commodities identified the use of US 169 for heavy hauling in Minnesota include *Corn*, *Hay*, *Sweet Corn and Peas*, *Dairy*, *Cattle*, and *Hogs and Pigs*.

US 12

US 12 a Tier 1 truck corridor extending along a southern portion of the region, in Wright County between the cities of Delano and Dassel. US 12 connects eastbound to the Twin Cities' primary trade center and westbound through Willmar to the Minnesota/South Dakota border.

TH 23

TH 23 is a Tier 1 truck corridor and proposed super load corridor (from St. Cloud to Mora), extending from the City of Paynesville to Quamba, MN. Beyond the Central Minnesota, eastbound TH 23 connects I-35. Commodities identified that use TH 23 for heavy hauling in Minnesota are *Corn*, *Soybean*, *Hay*, *Sweet Corn and Peas*, *Dairy* (processing plant in Stearns County), and *Cattle* (high concentration of beef cattle in Benton and Kanabec Counties)

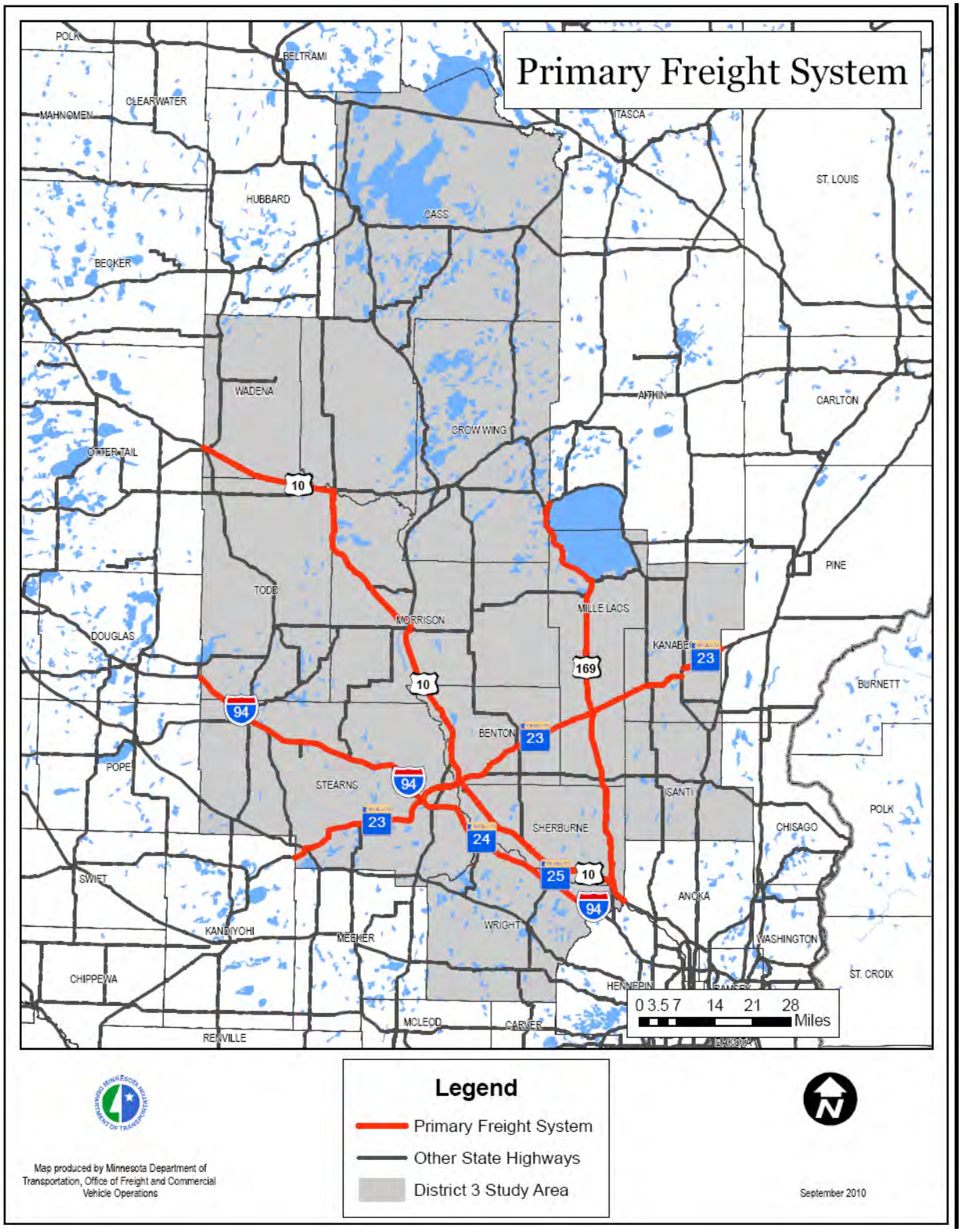
TH 24 – Connector

TH 24 is a Tier 1 connector route between I-94 and TH 10. TH 24 is used heavily by both the agricultural and manufacturing industry to carry freight/goods to, from, and through the Twin Cities.

TH 25 – Connector

TH 25 is a Tier 1 connector route between I-94 and TH 55. TH 25 connects two secondary trade centers: Monticello and Buffalo. TH 25 is used heavily by both the agricultural and manufacturing industry to carry freight/goods to, from, and through the Twin Cities.

Exhibit 45: Minnesota's Primary Freight System



5.2 Ancillary Roadway Facilities

5.2.1 Safety Rest Areas

Another important category of highway support facilities is safety rest areas suitable for commercial vehicles. An adequate system of rest areas is critical to highway safety. Due to the safety concerns identified by the USDOT and other agencies, regulations and rules regarding driver hours of operation have been recently strengthened. The new regulations underscore the importance of having enough high-capacity truck rest areas for long haul freight carriers. Recent change in the Minnesota 2009 Statutes now allow commercial vehicle drivers subject to hours of service regulation to stop and park continuously, for a period of up to ten hours as necessary to comply with the hours of service regulations, at any Department of Transportation safety rest area or travel information center that has stalls designated to accommodate a commercial motor vehicle.

Exhibit 46: District 3 Safety Rest Areas in Minnesota

District ID	Name	Hwy	Mile Post	Truck Stall Count	Owner	Operator
3	Big Spunk Lake (E.B.)	I94	151.7	17	Mn/DOT	Mn/DOT
3	Middle Spunk Lake (W.B.)	I94	151.9	18	Mn/DOT	Mn/DOT
3	Fuller Lake (W.B.)	I94	177.5	17	Mn/DOT	Mn/DOT
3	Enfield (E.B.)	I94	187.0	18	Mn/DOT	Mn/DOT
3	Brainerd Lakes Area Welcome Center	MN371	20.5	33	Mn/DOT	Mn/DOT/ Brainerd Lakes Area Chamber of Commerce
3	Central Minnesota (St. Cloud) TIC	US10	181.1	18	Mn/DOT	Mn/DOT
3	Rum River	US169	203.3	8	Mn/DOT	Mn/DOT

5.3 Military Installations

Camp Ripley

The state-owned 53,000 acre Camp Ripley is a multi-faceted training center that balances the needs of the military, state agencies and communities statewide. Camp Ripley serves as a world-class military training center for all branches and components of service. Minnesota State Agencies also rely on Camp Ripley's exceptional facilities for training.