

Appendix 7 Highway Corridors

US Highway 14 Corridor

US 14 traverses from Wyoming through Illinois. For the Southwest Region, it connects Brookings, SD to our region on the west and to the east it connects to New Ulm, Mankato and routes to the Twin Cities. It is a Principal Arterial and has statewide significance to our region. It is physically located in Lincoln, Lyon and Redwood counties in the Southwest Region and passes through the communities of Lake Benton, Tyler, Florence, Balaton, Tracy, Walnut Grove, Revere and Lamberton. The Dakota Minnesota & Eastern Railroad parallels TH 14 and crosses at Lake Benton and Balaton. The DM & E railroad is in the process of upgrading its line. Highway 14 crosses over the BNSF near the junction of TH 23.

The Dakota Minnesota and Eastern (DM&E) operates manifests and unit grain trains from Belle Fourche to Winona. A common train will handle bentonite, woodchips, grain, and other traffic. This rail line currently has a train speed of 25 miles per hour, with 4 trains per day. Communities along this rail line have rail-loading facilities. Currently, track improvements are being made from Tracy to the west. It is anticipated that volume and speed along this track will increase which has direct safety impacts to traffic crossing the track.

Airports along this corridor are located at Tyler and Tracy.

Economic Activity.

Businesses, Industry, Elevators and facilities requiring Department of Agriculture licenses are identified in the previous Appendices. Business activity to note includes the following:

Volga, SD a soybean crush plant

Aurora, SD has a large ethanol facility.

Verdi: Regional (multi-state) Tank farm has two 1 million gallon liquid fertilizer tanks; usually brought in by rail and shipped out by truck.

Lamberton: Lamberton Stockyards, Meadowland Coop (13 elevators) loads to the rail, Feasibility Study completed for the multi-county Waste to Energy facility and energy park.

US Highway 14 Safety Concerns, issues and comments –

- The Regional Needs survey results identified the following:
 - upgrade the highway.
 - Hwy 14 in Redwood County is deteriorating
- 1. SD Line to Lake Benton,
 - road narrows from SD into Minnesota.
 - Rest area is used and needs bathroom facilities
 - Verdi access to TH 14 via CSAH 2. Verdi has two 1 million gallon liquid fertilizer tanks.
- 2. Lake Benton
- 3. Lake Benton to Tyler,
- 4. Tyler
- 5. Tyler to Florence
- 6. Florence to Balaton
- 7. Balaton

- Lyon CSAH 5 intersection is dangerous (public comment August 2004)
- Rest area needs to be opened
- 8. Balaton to Jct TH 14 and 59
- 9. Jct 59 & 14.
 - Unofficial park and ride site
 - 4 way stop with flashing beacons. The flashing beacons are needed, there are times when visibility is limited and the rumble strips and beacon are the only way to know when you are approaching the intersection.
- 10. Jct 59 and 14 to Tracy
- 11. Tracy
- 12. Tracy to Walnut Grove
- 13. Walnut Grove
- 14. Walnut Grove to Revere
- 15. Revere
- 16. Revere to Lambertton
- 17. Lambertton. Lambertton has large volume of grain traffic, also has the Lambertton Stockyards. Potential for increased traffic if the Waste to Energy Facility is developed and related Energy Park activities.
- 18. Lambertton to Jct TH 14 and TH 71
- 19. Jct TH 71 & TH 14 east

Highway 19 Corridor, including TH 271 and TH 67

TH 19 connects I-29 on the west to the hub of highways at Marshall as well as to the Twin Cities area. It is a Minor Arterial from South Dakota to Marshall where it changes to a Principal Arterial. In Region 8, it is physically located in Lincoln, Lyon and Redwood Counties and passes through the communities of Ivanhoe, Marshall, Vesta, and Redwood Falls. The Highway crosses the BNSF Railroad at Marshall. Minnesota Prairie Line Railroad enters the TH 19 Corridor in Redwood County and TH 19 crosses over the railroad near the Minnesota River.

Airports: in Marshall and Redwood Falls.

Department of Agriculture licenses, including Grain Storage facilities with their licensed capacity, bulk pesticide, commercial pesticide, etc licenses are identified in appendices. Large Businesses and Truck Generators within the TH 19 Corridor include: ADM, The Schwan Food Company, HiRel Systems, LLC, Marshall Truck and Trailer Supply, Coco-Cola Bottling Co, B H Electronics Inc, Marshall Labs, Olson and Johnson Intl, Marshall Truss Systems, Inc, North Star Modular Homes, Inc, Reinhart Intuitional Foods, Central Bi-Products, Artesyn Technologies, Inc, Schult Mobile Home Corp, Redwood Metal works, Kibble Equipment Inc, Tersteegs, Activeaid, Inc, Warrior Manufacturing, Heartland Wood Products, Monsanto.

Beet dump site: Southern MN Sugar Coop TH 19 and CSAH 6

TH 271 from the SD border (SD Hwy 28) through Hendricks to TH 19. It provides an 10 ton access for businesses in Hendricks.

TH 67 from Redwood Falls to TH 68/67 at Morgan. This segment is a Minor Arterial. This route connects Redwood Falls to New Ulm, via TH 67, TH 68, TH 4 and TH 14. In Region 8, it is physically located in Redwood County and passes through the communities of Redwood Falls and Morgan.

Large Businesses and Truck Generators in the TH 67 corridor are those already identified along TH 19 and the following from the Morgan area: Morgan Harvest Land Cooperative Feed and Transit & Fertilizer and Chemicals, Morgan Grain and Feed, Steinhaus Trucking, Malecek Trucking, Cedar Mountain Bus Lines, Zimmer Feed Transit, Wayne's Fabricating/Manufacturing and Iyanka Dakota Coaches and other Coach companies traveling to Jackpot Junction. Farmfest is 5 days in August.

Highway 19 Corridor Safety Concerns, issues and comments –

- Still needs the cracks filled to save the road (2003 Needs survey)

- 1. SD Boarder to TH 71 near Ivanhoe
 - There have been some accidents at the curve.
 - **TH 271** connects Hendricks to TH 19.
 - TH 271 north of Hendricks is a 5 ton road and a lot of grain and farming activity takes place north of Hendricks. This route also connects to SD Hwy 28 which was recently overlayed. Desire is to see this at a 10 ton route. (2003 Needs Survey)
- 2. Ivanhoe
- 3. Ivanhoe to Marshall

- Hwy 19 and Lincoln CSAH 8. Dangerous getting off TH 19 coming from the west cannot see vehicles coming from the east on the curve. Also dangerous trying to get on TH 19 from CR 8 going west - cant see vehicles coming around the curve. (2003 Survey)
4. Marshall
 - TH 19/23. At TH 19/TH 23 along with frontage roads are needed in large part due to the new High School. (2003 Needs Survey)
 - TH 19/59 – 4 way stop intersection is confusing
 5. Marshall to Jct 68 (in Redwood County)
 6. Jct 68 to Jct 67
 - The TH 67 /TH 19 junction is dangerous.
 7. Jct 67 to Redwood Falls
 8. Redwood Falls
 - TH 19 and US Highway 71. “Y” Intersection – safety concerns.
 - TH 19 & CSAH 101. Need either a 4-way stop or lights at CSAH 101 and TH 19. Accidents, safety issues. Need to improve traffic flow. (2003 Needs Survey)
 - There is a lot of pass thru truck traffic on TH 19 from the former ValAdCo sites south of Renville on County Road 6/TH19/71 south as they transport the pigs to markets in Iowa. Schefus Trucking also hauls out of Redwood Falls. StepSaver brings in their bulk salt to RWF but it is hauled out in smaller trucks for commercial/residential delivery on a daily basis to many locations in MN.
 9. Redwood Falls to Morton
 10. Morton on east

Highway 23 Corridor, including TH 269

TH 23 begins at I-90 near the SD border and is one of two major southwest – northeast routes in the Region and State. It begins 13 miles east of Sioux Falls and connects to St Cloud and to I-35 / Duluth area. It is a Principal Arterial and a National Highway System Route.

It physically is located in Rock, Pipestone, Lincoln, and Lyon Counties in Region 8 and passes through or near the communities of: Jasper, Ihlen, Pipestone, Holland, Ruthton, Florence, Russell, Lynd, Marshall, Green Valley, and Cottonwood.

The BNSF Railroad parallels the majority of this Highway through the SW Region. A recent study was conducted regarding the safety of the road crossings over the BNSF which identified several improvements at the crossings to increase the traveling public safety. TH 23 also crosses the DM&E near TH 14.

Airports: Pipestone, Marshall

Licensed grain storage facilities are identified in the appendix. Major truck generators and large businesses are located in Pipestone, Marshall (regional Center) and Cottonwood.

Agricultural impact –

- Elevator at Jasper – loading train cars and crossing TH 23
- Elevator south of Pipestone (Cargil) very large, impacts traffic on TH 30 and TH 23. Some is diverted off TH 30 to access from County Roads. 67 cars twice per week unload fertilizer to be trucked out.
- Marshall ADM wet mill ethanol plant has large impact on traffic in the area as well as The Schwan Food Company, and many other Marshall businesses. The former Heartland Plant is reopening and freight volumes will be similar to when Heartland was in operation.

Highway 23 Corridor Safety Concerns, Issues, Comments –

- Marshall to Willmar. A Four Lane Highway. With the expansion of Marshall's industry a divided highway will be beneficial for the community's businesses
 - I-90 to Marshall, A four-lane highway to provide a freight corridor from the Interstate in SW Minnesota to the NE parts of the state.
1. I-90 to Jasper.
 - Curve south of Rock CSAH 7 – safety concerns
 2. Jasper
 - At grade spur rail crossing to elevator
 - Intersection of TH 269. Alternative route to I-90 through South Dakota.
 - **TH 269**. This route runs from Jasper west and meets up with SD 11. Alternative truck route.
 3. Jasper to Ihlen
 4. Ihlen to Pipestone.
 - South of the Cargil elevator are two vertical curves in the road, the road is marked as a passing zone – but when cars are at the bottom of the hill, on-coming traffic cannot see them.

- Adjacent to Cargil elevator. The elevator provides a significant block from the winds, coming out from the windbreak drivers unfamiliar with the situation encounter unexpected wind gusts (safety)
5. Pipestone
 - TH 75 / TH 23 corridor through Pipestone. The segment needs reconstruction with wider lanes / turn lanes. Currently the segment is narrow and congested at times
 6. Pipestone to Holland
 7. Holland to Ruthton
 8. Ruthton to TH 14
 9. TH 14 to Russell
 - Will the DM&E project effect the road corridor?
 10. Russell to Lynd
 11. Lynd to Marshall –
 - (Public Comment from Needs Survey) TH 23 & Lyon CR 33 Dangerous intersection, resurfacing needed, personal safety concerns – (Lyon CSAH 33)
 - (Public Comment from Needs Survey) CSAH 33/TH 23 Major access to Industrial Park
 - CSAH 33/TH 23 – Future Interchange location
 - (Public Comment from Needs survey) TH 23 Jct Lyon CR 7 Dangerous intersection, personal safety concerns
 - CSAH 5 is a Main Commuter and Truck route from Balaton with a high traffic volume
 12. Marshall –
 - TH 59 and TH 23 @ the 4 way stop.
 - (Public comment from Needs Survey) TH 23 Jct with Saratoga. Dangerous intersection, poor design, personal safety concerns.
 - TH 23 Jct with Saratoga St. Future Overpass location.
 - TH 23 / 19 Still needs the cracks fill to save the road
 - TH 19/23 At TH 19/TH 23 along with frontage roads are needed in large part due to the new High School
 - Intersection of TH 23 and CSAH 7 An Interchange and Frontage roads. With the expansion of the City of Marshall this is becoming a major intersection. Future traffic flow will cause congestion and a potential for accidents if an interchange is not constructed. This is a truck route around Marshall to the Industrial Park including MCP/ADM and the Schwan Food Company.
 13. Marshall to Green Valley –
 - (Public comment from Needs Survey) Intersection TH 23 and CR 67 An Interchange with a Bridge and Frontage Road. There have been fatal accidents at this location. This should be done for safety purposes. Also helps protect integrity of TH 23 traffic flow
 - Eliminate Intersection of CR 67 and TH 23, poor sight lines.

14. Green Valley to Cottonwood

15. Cottonwood.

- Traffic turning at the new school.

16. Cottonwood north

Highway 30 Corridor, including TH 267

TH 30 connects to I-29 to the west of the Region to Highway 60 on the east of the Region. Highway 30 is a Minor Arterial and has statewide significance to the Region. In Region 8, it is physically located in Pipestone, Murray and Cottonwood Counties and passes through or near the communities of Pipestone, Woodstock, Lake Wilson, Hadley, Slayton, Currie, Dovray, Westbrook, Storden, Jeffers, and Darfur to the east of our Region. Typically, traffic headed east on TH 30 continues east on Watonwan CSAH 3 and connects with TH 60 at Madelia.

Highway 30 runs under the BNSF Railroad at Pipestone. There is no other railroad along the route. The railline at Darfur was removed several years ago.

The Casey Jones Legislatively Designated Trail runs along the TH 30 corridor from Pipestone to Currie. There is an active interest in development of this trail as a multi-use trail.

Airports: Pipestone, Slayton

Hospitals / Medical Facilities: Pipestone, Slayton, Westbrook.

Licensed grain storage facilities are identified in the appendices. Large Businesses and Truck Generators within the Southwest region include: Ellison Meats, Bayliner, US Marine, Pipestone Livestock Auction, Pepsi-cola bottling, Pipestone Systems, M&M Distributing; Fey Industries and Universal Packaging Solutions are in Edgerton. Pipestone CSAH 18 provides Edgerton access to TH 30; The Schwan's Call Center and Schmidt Grain in Lake Wilson, Slayton and Currie; Hadley Steel; United Parcel Service Regional distribution, Slayton International, Slayton Equipment, M&M Distributing. Between Westbrook and Storden is the Meadowland fertilizer plant.

Major visitor attracts along this corridor include: Pipestone National Monument, Lake Shetek State Park, and the Jeffers petroglyphs.

Safety Concerns –

1. SD Border to Pipestone
 - TH 30 MN/SD line. junk on first curve - remove bad signs (2003 Survey)
2. Pipestone
 - The new Highway School is located on the west side of town. Safety concerns, traffic speed, etc concerns in this vicinity
 - TH 30 underpass of the BNSF RR. Replace underpass bridge because of the low clearance (14'0") currently causing detours of overheight loads to travel county routes (2003 Survey)
 - rail underpass in Pipestone. Always floods with 1" rain or more. Vehicles damaged by flooding. May have accidents. If a train comes through town and underpass is flooded, it could be devastating if a fire or medical emergency. (2003 Survey)
3. Pipestone to Woodstock
 - Shadow cast from the moving wind turbine blades to the highway surface is highly distracting – has a strobe light type of effect.
4. Woodstock to Lake Wilson
5. Lake Wilson.

- The rock installed along the shores of the Lake has improved the safety along the lake.
 - TH 91 (south) intersection confusing, have observed traffic turning from TH 30 (west bound) to TH 91 south using the wrong lane (the lane for a right turn from TH 91 to TH 30 east).
 - TH 91 north, many people use the Twp road on the east side of the Lake instead of TH 91 through Lake Wilson.
6. Lake Wilson to Hadley
 7. Hadley to Iona (TH 267).
 - TH 267 provides ten-ton access to Iona. I believe that it is identified as one of the State Highways for turnback to Murray County. This roadway has narrow shoulders.
 8. Iona to Slayton
 - Several business and industrial road / accesses along this segment. Access to the airport.
 9. Slayton
 - Many accesses on to Highway 30.
 - Intersection of US Hwys 59 & 30. Improvement Needed: Stop Light (or mandatory 4 way stop.) Why: It seems there are a few accidents each year. This could possibly help (2003 SRDC Transportation meeting public comment))
 10. Pete's Corner to Currie
 - TH 59 & N Jct TH 30. The intersection alignment is $< & > 90^\circ$, every two years the crop rotation on the west side of the road is corn and visibility for TH 30 east bound entering TH 59 or crossing to county road is dangerous - cannot see TH 59 south bound traffic with the corn; and TH 59 south bound traffic crossing centerline to access TH 30 access road has VERY limited sight distance for on-coming traffic. See US Highway 59 Corridor for other comments.
 - Road is narrow, with steep ditches. Shoulder has vegetation growing near the road pavement.
 - Beaver Creek Bridge to Currie has a high number of Deer crashes.
 11. Currie
 - East bound traffic turning north into Currie on street adjacent to Mike's Gas Station stop for on coming traffic. Traffic behind go around to the right (on to the County road intersection and TH 30 gravel shoulder).
 12. Currie to Dovray
 - Road is narrow with steep ditches. Shoulder has vegetation growing near the road pavement.
 - Gravel pit entrance.
 - Bridge east of Currie crossing the Des Moines River is rough.
 - This section has areas where there are deer crashes.
 13. Dovray

- Because of the hill located to the east of Dovray on TH 30, it is difficult for traffic on CSAH 42 to see TH 30 west bound traffic and often pull out in front of TH 30 west bound traffic.
- The same problem on a curve west of Dovray. Traffic from CSAH 41 (Main Street) pulls out in front of east bound TH 30 traffic.
- Dovray area has many deer crossings

14. Dovray to Westbrook.

- ? Shoulder has vegetation growing near the road pavement.

15. Westbrook

- ? Highway 30 at Westbrook is a major difference in the type of winter maintenance. It is better to the east of Westbrook.

16. Westbrook to Storden

17. Storden

18. Storden to Jeffers

- Curves (tank farm area) – deer crossings.

19. Jeffers

20. Jeffers to TH 71

21. TH 71 east

- Rough road surface

US Highway 59 Corridor

TH 59 – US Highway 59 traverses the United States in a north - south direction through the states of North Dakota, Minnesota, Iowa, Missouri, Kansas, Arkansas, and Texas. In the Southwest region, it is a Minor Arterial from the Iowa border to the Junction of TH 60 where it joins TH 60, just south of a travel information center / rest area. Highway 59 splits from TH 60 at Worthington where it continues north as a Principal Arterial through the remainder of Nobles County, all of Murray County, and part of Lyon County (though the City of Marshall). At the north limits of Marshall, Highway 59 becomes a Minor Arterial.

For the Region, all of Highway 59 has statewide significance. Since the reconstruction of the Highway between Slayton and Marshall, this segment has had increased truck traffic. It is a heavily used commuter route for residents in Murray County to the Regional Centers in Nobles and Lyon Counties.

Airports are located in Worthington, Slayton, and Marshall. Raillines are the UP at Worthington, the DM&E at Garvin, and the BNSF at Marshall.

Economic Activity.

Large Businesses and Truck generators along the Highway 59 corridor include those at the Regions two Regional Centers (Worthington and Marshall) and

Licensed Grain Storage facilities are identified in the Appendices. Large Businesses and Truck Generators along the TH 59 corridor are: Swift, Highland Mfg, Bedford, Fullerton Building Systems; United Parcel Service Regional distribution, Slayton International, Slayton Equipment, M&M Distributing; ADM, the Schwan Food Company, HiRel Systems, LLC, Marshall Truck and Trailer Supply, Coca-Cola Bottling Co, B H Electronics Inc, Marshall Labs, Olson and Johnson Intl, Marshall Truss Systems, Inc, North Star Modular Homes, Inc, Reinhart Intuitional Foods.

- US Highway 59 between Slayton and Marshall, there is a marked difference in snow and ice removal north and south of US Highway 14.

US Highway 59 Safety Concerns, issues and comments –

1. Iowa border to Junction TH 60. (This segment is narrow with steep in slopes and should be reconstructed)
2. Worthington
 - Refer to recent TH 60 Corridor Study for TH 59/TH 60 segments.
 - Intersections – in Worthington: Ryans Road, and others
3. Worthington to Fulda
 - Roadway is getting very bad should be fixed or replaced. (this is under contract and is not needed as a note since it will be fixed this year)
 - Improve surface condition, Improve Ride
 - New overlay
4. Fulda:
5. Fulda to Avoca

6. Avoca
7. Avoca to Slayton
 - Bypass lane at TH 59 and CSAH 7. Poor alignment conditions at this intersection exist with accidents and near misses commonplace.
 - When southbound on TH 59 traffic turning east on CSAH 7 stop for north bound TH 59 traffic. Southbound TH 59 traffic comes up very fast on the stopped, turning traffic. Often they are unable to stop and go around on the gravel shoulder (both large trucks and cars). Serious accidents do occur at this intersection.
8. Slayton
 - Intersection of US 59 & Hwy 30. Improvement Needed: Stop Light (or mandatory 4 way stop.) Why: It seems there are a few accidents each year. This could possibly help. (Comment from public)
 - Intersection of US 59 & Hwy 30 at Slayton. When on TH 30, facing east at the stop sign, the view to the south is obstructed by the many poles and signs.
 - Turn lanes and bypass lanes along streets south of TH 30. Very dangerous conditions exist when trying to turn left (northbound lane) to exit TH 59 to city streets.
9. Slayton to Garvin
 - Between Slayton and Pete's Corner, there are some vertical curves that make passing difficult; there have been several near misses in the passing zones.
 - Hwy 59 and north Junction of TH 30 (Pete's corner). The intersection alignment is $< 90^\circ$ & $> 90^\circ$, every two years the crop rotation on the west side of the road is corn and visibility for TH 30 east bound entering TH 59 or crossing to county road is dangerous - cannot see TH 59 south bound traffic with the corn; and TH 59 south bound traffic crossing centerline to access TH 30 access road has VERY limited sight distance for on-coming traffic.
 - "S" Curve of TH 59 at Pete's Corner. There are passing zones in this curve and it is dangerous to pass in this area.
 - Pete's corner – unofficial park and ride in farmers field accesses
 - Seldman's corner (TH 59 and Lake Shetek) unofficial park and ride site.
10. Garvin
 - DM&E & TH 59. Timing of lights seems to differ (long wait before train crosses), brush and trees to the west of the crossing reduces sight distance.
11. Garvin to Marshall
 - Intersection of TH 59 and TH 14. The signal was removed and the intersection was made into a 4-way stop. Both the flashing red stoplights and the rumble strips need to be kept. The area often has adverse weather and sight conditions and these warnings aid seeing the intersection.
 - SE Corner of TH 59/TH 14 is an unofficial park and ride site.
 - Garvin Park Area. Have observed there seem to be several accidents in this area with vehicles going off the road.
 - Amiret Road. Traffic turning at this location

- Lyon CSAH 6 (Milroy road). Large amount of traffic entering and exiting CSAH 6 toward Milroy. Potential safety issues

12. Marshall –

- Junction 59 and 23. See Hwy 23 Corridor comments.

13. Marshall to Yellow Medicine line and north

Highway 60 Corridor

TH 60 - connects Omaha, NE / Sioux City, Iowa to Mpls / St Paul. It is a Principal Arterial. In Region 8, it is physically located in Nobles, Jackson, and Cottonwood Counties and runs through Bigelow, Worthington, Brewster, Heron Lake, Wilder, Windom, Bingham Lake, and Mountain Lake. The Union Pacific Railroad also parallels TH 60 through the Southwest Region and has several points where railcars are loaded (freight removed from the road network).

TH 60 has had a long history of advocacy to upgrade the roadway to 4-lane. Records show that there has been a long-standing promise that if Iowa upgrades their road, Minnesota will meet them at the border.

Economic Activity.

Large Businesses and Truck Generators along the TH 60 Corridor and within the SW Region: Swift, Highland Mfg, Bedford, Fullerton Building Systems, Shine Brothers, and Toro, Brewster Soybean Plant, PM Windom, Ethanol 2000, and Protient.

An Ethanol Plant is currently under construction near Ashton Iowa – Located on Highway 60, it will have a 16 million bushel capacity – or an estimated 16,000 semi's per year – some of which I would expect come down MN TH 60. The equity drive for the Heron Lake Bioenergy plant began in August 2004 and is expected to be completed in December 2004. The initial construction deadline is March 2006 at an estimated cost of \$94.5 million. 18 million bushel of corn (in-coming), produce 2.7 gallons of ethanol per bushel (outgoing), and 160,000 tons of Dry Distillers Grain for livestock feed annually (outgoing). In addition, it is expected to have 3600 truck load or 396 rail cars of coal to fuel the plant. In 2004, the Union Pacific Railroad began upgrading the train yard in Worthington from a 20 car capacity to a 200 car capacity assembly yard to serve the Ashton, Bingham Lake, Heron Lake and Brewster Ethanol & Soybean Plants.

In Cottonwood County on old Highway 60 (now CSAH 27) in east Mt. Lake there are 2 fairly large manufacturing plants, Balzer Inc. which makes heavy farm equipment (large manure tankers for transferring liquid manure from manure holding pits and injecting into farm fields, they also make other large specialized farm equipment. The other plant is called Protient located in the former Land O Lakes Milk Plant. They manufacture animal feed supplements.

The Appendices identify by County and City many of the traffic and freight generating businesses and industry in the Region. In addition, the appendices identify Department of Agriculture licensed facilities, including: grain storage facilities (elevators), commercial fertilizer and bulk pesticide dealers, as well as other licenses that provide an indication of larger volumes of freight being moved in the Region.

Highway 60 Safety Concerns, issues and comments –

- TH 60: Iowa to Worthington. Reconstruction. Interregional Corridor, Poor condition, Safety concern
- Hwy 60: Windom to St James. Complete 4 lane, including Windom by-pass
 1. Bigelow
 2. Bigelow to Worthington:
- A recent study was completed on TH 60 from Iowa border to Worthington. Many safety concerns were identified in that study process. Request that those safety concerns be incorporated into the District Plan.

- From the Needs survey - Very rough with a lot of bumps. Driving bus for Heartland Express, the passengers don't like to ride that section is going bad. The chair lift shakes and rattles you think it will shake apart.
- Rest area. The Worthington Chamber staffs the Travel Information Center. About 59% of the visitors utilize the rest area between 9 am and 5 pm. From June through October 2003 there were an average of 304 visitors per day.
- 3. Worthington. Refer to recent Study
- 4. Worthington to Brewster- Brewster Bean Plant plus expansions
- 5. Brewster to Heron Lake- Generation II Ethanol plant.
- 6. Heron Lake to Wilder-
- 7. Wilder to Windom.
 - A recent Access management Plan was completed for the City of Windom that identified several safety concerns. Request that they be incorporated into the District Plan.
 - From the SRDC needs survey the following were identified:
 - Hwy 60/71: Intersection with 16th St, Windom. The Toro Co is located at the subject intersection. Intersection needs to be signalized to control access to highway from Toro Employees, Toro trucks. Hazardous congestion.
 - Hwy 60/71: At Intersection of Hwy 71 N. Improvement to design of intersection. High accident site. Multiple lane crossing, highway access points. Confusing traffic flow.
 - Hwy 60: Windom to Mtn Lake. Expand two-lane road to four lanes. Substantial increases in vehicle traffic as two-lane road between Worthington and Windom is completed. Projections are for continued increases in truck and passenger car traffic.
- 8. Windom to Bingham Lake-
- 9. Bingham Lake to Mountain Lake from the needs survey:
 - TH 60 & Cottonwood CSAH 1: By Mountain Lake. An overpass is needed because of the amount of traffic and danger of that intersection being on a curve.
 - Mountain Lake on east – from the SRDC Needs Survey Hwy 60: Mtn Lake to Butterfield and St James. Expand two-lane road to four lanes. Substantial increases in vehicle traffic as two-lane road between Worthington and Windom is completed. Projections are for continued increases in truck and passenger car traffic.

Highway 62

TH 62 connects Fulda at TH 59 to Windom at TH 71. It is a Minor Arterial in Region 8, it is physically located in Murray and Cottonwood Counties. It passes through the communities of Fulda, near the communities of Lime Creek, Dundee and Kinbrae and terminates at Windom.

Commuter traffic utilizes this route to Windom. Also used for access to the Talcot Wildlife area and Talcot Lake as well as the Graham Lakes recreational areas. Provides east west access to communities along the TH 60 (diagonal) corridor. May see increased use as the Heron Lake Ethanol Plant comes into production.

Airports – Windom. UP Railline at Windom, beyond the termini of TH 62.

Large Businesses and Truck Generators in the TH 62 corridor: Holinka Distributing, Lime Creek Elevator, PM Windom and Toro. This route provides access to communities and facilities within a few miles of the highway (Dundee, Kinbrea, Graham Lakes, Lake Talcot, as well as to the communities of Brewster, Heron Lake and Okabena via County Road. Many commuters use this route for work in Windom.

Safety Concerns –

- Roadway is narrow and with steep slopes. Very dangerous in winter driving conditions.

Highway 68 Corridor.

There are two segments of TH 68 in the Southwest region, both are classified as a Minor Arterial. There is no rail service along either of these segments.

TH 68 from Marshall to Canby. This route connects Marshall with TH 75 at Canby (in Region 6W), and west to SD and I-29. Communities along this route include Ghent, Minneota, Taunton and Porter.

Safety Concerns, Issues, comments: _____

TH 68 from TH 19 to TH 67 at Morgan. This route begins about 10 miles east of Marshall and serves the communities of Milroy, Lucan, Wabasso, Clements and Morgan.

Safety Concerns, Issues, and comments: _____

Airports: Canby and Marshall

US Highway 71 Corridor

TH 71 connects International Falls, MN to Louisiana. It is a Principal Arterial on the National Highway System. In Region 8, it is physically located in Jackson, Cottonwood and Redwood Counties and passes through the communities of Jackson, Windom, Sanborn, and Redwood Falls. TH 71 south of Jackson connects with Iowa 9 and Spirit Lake, Iowa.

Airports are located in Jackson, Windom, and Redwood Falls. TH 71 crosses the Iowa, Chicago and Eastern Railroad at Jackson, the UP at Windom, and the Minnesota Prairie line near the Minnesota River in Redwood County.

Large Businesses and Truck Generators within the Southwest region included those businesses, industries, and elevators identified in the appendices in Jackson, Windom and Redwood Falls. Additional traffic is generated on US 71 (accessing TH 60 from at Windom) from the Brewster Facility.

TH 71 Safety Concerns, Issues, and Comments–

- Iowa / MN border to I-90
 - TH 71 & Jackson CSAH 38 The County rebuilt the roadway (CSAH 23) in front of Ag Chem in 1999. However, the Jackson Development Corporation has been pushing to get a signal at TH 71 and CSAH 38. They would also like to have CSAH 38 be a three-lane roadway (continuous left turn lane). How do I fund upgrades when I can't even fund all the worn-out roads? (Needs Survey).
1. I-90 to TH 60
 2. TH 60 / TH 71 through Windom
 - Windom Hwy 60/71 Intersection with 16th St, Windom The Toro Co is located at the subject intersection. Intersection needs to be signalized to control access to highway from Toro Employees, Toro trucks. Hazardous congestion. (2003 Needs Survey)
 - Windom Hwy 60/71 At Intersection of Hwy 71 N. Improvement to design of intersection. High accident site. Multiple lane crossing, highway access points. Confusing traffic flow. (2003 Needs Survey)
 - Development is occurring to the north of Windom. Access issues?
 3. Windom to TH 30
 4. TH 30 to TH 14

US Highway 71, there is a marked difference in snow and ice removal north and south of US Highway 14.
 5. TH 14 to TH 68
 6. TH 68 to TH 19 at Redwood Falls
 - Junction of TH 19 at Redwood Falls has a “Y” Intersection. TH 71 / TH 19 safety concerns or issues will be identified on the TH 19 Corridor pages.

US Highway 75 Corridor, including TH 270 and TH 268

US 75 runs from Texas through Minnesota. In Iowa, it intersects with Highway 60 at LeMars and enters Minnesota near Steen, south of Luverne. US 75 traverses the western border of Minnesota into Canada. In Region 8, it is a Minor Arterial, a route of statewide importance, and has been designated the King of Highways. There is a current initiative to get Highway 75 National Scenic By-way designation.

In Region 8, US 75 is physically located in Rock, Pipestone, and Lincoln Counties and passes through or near the communities of Steen, Luverne, Hardwick, Trosky, Pipestone, Verdi, Lake Benton, and connects to Canby just north of Lincoln County.

It crosses the BRRR Railroad at Luverne, the BNSF at Pipestone, and the DM & E at Lake Benton.

Airports along this route include: Luverne, Pipestone and Ivanhoe.

Large Businesses and Truck Generators along the I-90 Corridor (within the Southwest region): Luverne, Worthington, Round Lake and Brewster (via TH 264 and CSAH 1), Jackson. The Appendices identify by County and City many of the traffic and freight generating businesses and industry in the Region. In addition, the appendices identify Department of Agriculture licensed facilities, including: grain storage facilities, commercial fertilizer and bulk pesticide dealers, as well as other licenses that provide an indication of larger volumes of freight being moved in the Region.

Safety Concerns –

1. Iowa Border to Luverne
 - **TH 270** connects Hills to TH 75 to the east and to the west the route is a CSAH and ties into an alternative route to Sioux Falls. It is a Major Collector and is a Regional route. It is located in Rock County.
2. Luverne
3. Luverne to Pipestone
 - **TH 268** – This is a Major Collector and a Regional that connects Edgerton to TH 75 via 10 ten route. Fey Industries and Blackburn media Packaging are major employers and freight generators in Edgerton.
4. Pipestone.
 - The TH 75 / TH 23 Corridor through the City of Pipestone has many safety issues.
 - There is an at grade skewed crossing (BNSF) on the north side of Pipestone with safety issues.
5. Pipestone to Lake Benton
6. Lake Benton
7. Lake Benton to Ivanhoe
8. Ivanhoe to Canby

Interstate 90 Corridor,

Including TH 266, TH 264 and TH 86

I-90 is the longest Interstate Highway and connects major national cities such as Seattle, Chicago, Cleveland, Buffalo, Albany, and Boston. Smaller cities such as Spokane, Butte, Billings, Sheridan, Moorcroft, Rapid City, Sioux Falls, Austin, Wisconsin Dells, Madison, Rockford, South Bend, Toledo, Erie, Syracuse, and Springfield also are located on Interstate 90.

In the Southwest Region, I-90 is viewed as an important commercial traffic corridor, it is a Principal Arterial, on the National Highway System, and is part of the National Defense Highway Network. In Region 8, it is physically located in Rock, Nobles and Jackson Counties and passes through or near the following communities: Manley, Beaver Creek, Luverne, Magnolia, Adrian, Rushmore, Worthington. Jackson and Alpha.

I-90 crosses over the BNSF near the SD state line, the BRRR travels parallel to I-90 in Rock and Nobles Counties and crosses under the interstate at Adrian, the IC&E (and DM&E) begins at Jackson and travels east, paralleling I-90 through Jackson County. The IC& E train speeds are 40 mph and it generates two trains per day.

Airports: Communities with airports are Luverne, Worthington, and Jackson, with a major airport located 12 miles to the west of the region in Sioux Falls

Large Businesses and Truck Generators along the I-90 Corridor (within the Southwest region): Luverne, Worthington, Round Lake and Brewster (via TH 264 and CSAH 1), Jackson. The Appendices identify by County and City many of the traffic and freight generating businesses and industry in the Region. In addition, the appendices identify Department of Agriculture licensed facilities, including: grain storage facilities, commercial fertilizer and bulk pesticide dealers, as well as other licenses that provide an indication of larger volumes of freight being moved in the Region.

Xcel Energy has proposed one of the proposed routes for the Split Rock to Lakefield Junction 345 kV Power line to parallel Interstate 90. The Project was approved by the Minnesota Public Utilities commission in 2003 and is anticipated to be submitted to the Minnesota Environmental Quality Board in May 2004. This increased transmission capability will allow additional wind energy to be developed in the Buffalo Ridge area, diversifying the economy and increasing the movement to turbine maintenance equipment on the road network.

I-90 Corridor Safety Concerns, issues and comments

- I-90 Corridor in Region (Rock, Nobles, Jackson Counties Resurfacing, the ride on certain sections is deteriorating.
 - The Region considers this a very important corridor through Southern Minnesota, for movement of goods in and out of the region as well as the movement of goods through the Region.
1. SD Border to TH 23.
 - Maintain the rest area / entryway in the east bound lane. Not only does this provide a safe stopping and resting location for truckers and visitors, but also serves as a visitors first view of Minnesota.
 2. TH 23 to TH 75 @ Luverne
 3. TH 75 @ Luverne to TH 91 @ Adrian
 4. TH 91 @ Adrian to TH 266 @ Worthington

- **TH 266** connects Worthington to Reading and Wilmont. It is a Major Collector and a Regional route that connects to TH 91 via Nobles CSAH 16. The Nobles County to Chanarambie 115kV Power line route is proposed to be routed along TH 266 between Reading and Wilmont, as well as a new Power substation. A minimum of 30MW of wind turbines is proposed to be constructed in close proximity to the siting of the new substation.
- 5. TH 266 to TH 59 @ Worthington
- 6. TH 59 to TH 60 @ Worthington
- 7. TH 60 to TH 264
 - **TH 264** connects Round Lake to I-90. It is a Major collector, regional route and provides a ten-ton access for Round Lake, population 494 to the Interstate. Farleys-Sathers Company is located in Round Lake and employs 600 people and has an annual sales of > \$200 million.
 - Brewster access to Interstate, Brewster has MNSP soybean plant.
- 8. TH 264 to TH 86
 - TH 86 – See below
- 9. TH 86 to TH 71 @ Jackson
 - Congestion / safety issue for traffic from the industrial park area of Jackson. What can be done to address these concerns?
- 10. TH 71 to the east

TH 86 connects Milford, Iowa and the Spirit Lake area to I-90 and TH 60. It is a Minor Arterial, and the Region considers it a road of state significance. In Region 8, it is physically located in Jackson County. It crosses the UP Railroad south of TH 60. It passes through the Community of Lakefield.

This route travels to the west of Lake Okaboji and acts as a bypass for the Spirit Lake - Okaboji – Arnolds Park areas in Iowa. It runs somewhat parallel to TH 75 and is used as an alternative truck and passenger car route between Minnesota and Iowa. This route is used to avoid the congestion in the Spirit Lake (US 75 and Iowa 9) and Arnolds Park (US 75) areas.

Wholesale agriculture businesses play a significant role in the Lakefield area. There are three wholesale fertilizer / pesticide dealers, an elevator, and a wholesale livestock business.

Safety Concerns – There is a large volume of truck traffic that utilizes this roadway to and from Iowa to I-90 and TH 60. This route is used because it avoids the congestion through the Spirit Lake area, however, slow moving farm equipment also utilize this narrow roadway with limited passing zones.

- Between Iowa border and I-90 narrow road with little / no shoulder.
- Between I-90 and TH 60

1. Iowa Border. There is a very sharp "S" Curve are the Iowa / Minnesota border < 30 mph.
2. Iowa border to I-90
 - o West access to the Jackson County Park System.
3. I-90
4. I-90 to Lakefield
5. Lakefield
6. Lakefield to TH 60 near Wilder.