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MINNESOTA STATE GOVERNMENT

ISSUES

TRANSPORTATION ECONOMIC BARRIERS September 1, 1984

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Executive Branch Policy Development Program

TRANSPORTATION

ECONOMIC BARRIERS

September 1, 1984

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TRANSPORTATION-ECONOMIC BARRIERS Charles R. Kenow, Team Leader

I. EXECUTIVE SUMMARY

Issue Title: Transportation - Economic Barriers

An examination of Minnesota's State Transportation System from the perspective of economic development, to include identification of the factors in the system which present a limit or barrier to effective economic growth. This report will focus on the agribusiness and forest products industry; however, the recommendations, if implemented, may benefit other state road users.

Team: Charles R. Kenow, Minnesota State Planning Agency - Team Leader Merritt Linzie, Minnesota Department of Transportation Robert Lunt, Minnesota Department of Agriculture C. Barry Morse, Minnesota Department of Natural Resources Dwight Pederson, Minnesota Department of Finance David Rademacher, Minnesota State Planning Agency Harry Rosefeldt, Minnesota Department of Energy and Economic Development

<u>Governor's Sub-Cabinet</u>: Jobs and Economic Development Mark Dayton, Chair Commissioner, Energy and Economic Development

Summary

<u>Issue</u>: This report analyses barriers inherent in the transportation system as it relates to two of Minnesota's main economic contributers: agribusiness and the forest products industry. Those industries, as major resources of the state, are dependent on a viable and predictable transportation system. This study samples businesses and organizations who are in contact with 90 percent of the state's farms and 70 percent of the forest product industry in Minnesota.

Major Findings and Conclusions:

- 1. Changing transportation needs and expansion of Minnesota's agriculture and forest products will place greater stress on the state's road system leading to more requests for an accelerated and prioritized road strengthening program.
- 2. Spring weight restrictions applied to routes less than 10 tons year around, cause the greatest difficulties to the industries interviewed.
- 3. Minnesota's spring weight restrictions are not compatible with adjacent states and as a result places some Minnesota deliveries at a competitive disadvantage during spring weight restrictions.

- 4. Economic development criteria should be studied for incorporation in the formula for funding and prioritizing state and local road improvements.
- 5. An improved outreach program with business and industry should be developed to more fully examine the intra and inter-state priorities for long distance haul route improvements.
- 6. The state's forest road system is an essential link in providing access to the state's forest resources for industry and recreation. A stable funding source is now needed to maintain and improve this system.

Recommended Actions and Budget Implications:

- 1. Initiate a comprehensive study of maximum truck weights and spring road postings.
- 2. Accelerate the study for a centralized truck administrative center to reduce complex truck regulations in the state.
- 3. Actively pursue national policies to provide more uniform truck regulation. Initiate a program to coordinate truck regulations in the Upper Midwest states.
- 4. Develop a new system for selecting key road and bridge improvements which are of economic need to industry. Coordinate transportation plans with the development of the state's new economic strategy.
- 5. Establish an improved business outreach and road communications program.
- Coordinate development of the state's forest road system with local and state highway planning. Allocate a long term stable funding source. Cost: \$2.2 million annually - 1985.

II. BACKGROUND

A. Issue Background

Minnesota's transportation system forms a complex inter-relationship of highway, rail, and waterways. The system provides for the movement of commodities, produce, raw materials, fuels, finished products, and people. Transportation is essential for Minnesota's 100,000 farms and 90,000 businesses.

A combination of external forces have resulted in shifting transportation modes, reduction of rail lines, and a redistribution of truck traffic on local roads and highways. This shift has placed a greater emphasis on the need to identify and strengthen key market routes.

Minnesota's interest in its highway system was structured in a 1956 constitutional amendment that dedicates user fees (motor fuel taxes and motor vehicle registration fees) to the Trunk Highway System (12,200 miles), the County State Aid Highway System (30,000 miles) and Municipal State Aid Highway (1,800 miles). Today, the allocation and priority for funding road improvements is even more critical as an aging system is required to carry more and greater volumes of truck traffic. This study will address the state's role in managing and improving this system as well as its 1,800 mile forest road network.

The transportation policy study was developed to review the factors which influence the movement of goods and people within and through Minnesota. Economic development issues concerning the traditional highway system, changing rail system and important waterway connections were reviewed by exploring the perspective of shippers and users. Transportation and operation directors' for selected agribusiness and forest product industries in the state were contacted. A number of concerns were identified as barriers to economic efficiency and development. Each issue was further explored and working papers were completed by the team. These background papers provided discussion materials for formulating the recommendations of this report.

B. Issue Charge

The charge approved by the Governor's Jobs and Economic Development Subcabinet narrowed the focus of the transportation study for 1984 to the concerns of two of the state's major business sectors--agribusiness and forest products. Future studies in the state will address the specific concerns of general manufacturing, ports and waterways, and light rail transit.

C. Analysis Method

Several industries which provide large volume shipments over a variety of transportation modes were selected for interviews. These companies were contacted to identify their primary concerns related to product or raw material shipment and to specifically identify key problems in their main transportation routes. Five agribusiness firms, six major organizations, seven forest product companies, and a trucking firm, was interviewed. Collectively, these companies and organizations represent approximately 90 percent of the agribusiness community and 70 percent of the forest products and logging interests of the state. In addition, to identify more localized farm to market transport problems, a sample survey of 22,000 farmers was conducted through the Farmer's Union monthly Farmer's Poll. Other concerns and routes were identified by discussions with organizations, Regional Development Commission staff, and individuals involved in the transportation community. The industries and organizations contacted included the following:

Agribusiness

Cenex Land-O-Lakes Harvest States Lakeside Packaging Seneca Foods

Forest Products

St. Regis Corporation Blandin Paper Company Rajala Lumber Superwood Corporation Potlatch Corporation Owens Forest Products Boise Cascade

Organizations

Minnesota Farmer's Union

Minnesota Farm Bureau

Minnesota Good Roads

Minnesota Agri-Growth Council

Minnesota Association of Counties Minnesota Permit Truckers Association

Organizations

Minnesota Timber Producers Assoc.

Trucking

Maiers Transport & Warehousing, Inc.

The concerns, problems, and issues expressed were reviewed by participating team members and summarized in Section III. A map of specific transportation routes of major concern to the industries interviewed is also included in this report. This map provides a limited example of the routes with spring weight restrictions which are now affecting transportation costs.

III. FINDINGS

A. Agribusiness Issues

The state's agribusiness problems begin with the farmer when they transport product to the local elevator or market, and for the supplier when he cannot deliver critical materials such as fertilizer, seed, feed, etc. during the spring planting season. Farmer's competing in today's market must be able to take advantage of any savings available. Transportation is a cost associated with increased time, distance, fuel, labor and weight restrictions. These costs have impacted the price of delivered equipment, supplies, products, and commodities.

Shifting transportation modes, has also added to the impact on the agriculture economy. In Minnesota, continuing railroad abandonments and deteriorating local roads and bridges have placed an added strain on trucking and access routes to the state's grain elevators, mills, coops, farms and forests. One-fourth of Minnesota's rail system has been abandoned since 1976, leaving 174 rural communities without rail service. By 1986, it is estimated this abandonment will increase another 500 miles. This abandonment has an impact on highways, especially on county and township road systems. The increased and shifted truck traffic is now facing alternative delivery routes which have been in place for a

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long time. These once infrequent routes are now becoming important delivery routes and because of age, they lack uniform load bearing capacity. As a result, state and local road weight limits, while attempting to protect an outdated route, reduce the efficiency of hauling and increase the costs of the delivered product.

County and local roads are often further restricted by inadequate bridges. In 1983, 1,462 county, county state aid, and township bridges were classified as "substandard" in load capacity, width and/or condition. These roads and bridges are now being asked to accommodate even greater capacities because of rail abandonments and greater farm and forest production.

State highways are not immune to these problems. Rail abandonment has compounded the situation because of the following conditions: 1) 83 percent of the state roads are subjected to spring weight reductions and 70 percent of all cities on highway systems do not have direct access to a 10-ton highway in the spring; 2) 7,300 miles of the state highway system are over 35 years old; 3,100 are over 50 years old; and 3) 39 percent of the highway system is rated in fair or poor condition, while approximately 452 state highway bridges over 20 feet in length are deficient in load, width, clearance, condition and/or design.

The aging status of our state's road system has resulted in a number of concerns to the agribusiness industry. Leading the list is the application of spring weight restrictions which require the reduction of loads during critical spring planting season or peak dairy production times. The industry recognizes that not all routes can be upgraded to 10 tons; however, a better system for selection of key market roads to be funded and upgraded is needed where commercial trucking is recognized as well as high average daily automobile traffic in the funding formula.

County, township, and local roads and bridges which provide a collector system to the state's highways need to have well coordinated planning with state highway road strengthening programs. Although there remains separate funding sources for these roads, local governments must recognize the regional and state contributions to the economy that particular local road and bridges provide and upgrade accordingly.

Communication with industry regarding priority road improvement needs and a simplified notice system of spring weight restrictions was also identified to be a major concern to the industry.

Finally, the states trucking regulatory process and its compatibility with adjacent states in licensing, registration, and weight limits was another reoccurring issue identified in our discussions. These issues have been reviewed by the team and recommendations are contained in Section V.

B. Forest Industry Issues

Minnesota's forest lands taxed under private commercial ownership in 1982 amounted to 6.4 million acres. Within state owned forest lands alone, the Department of Natural Resources estimates that 525,000 cords of wood are removed annually from 22,500 acres. This amounts to 20-25 percent of Minnesota's timber harvest.

Minnesota's forest industry is therefore heavily dependent on wood supplies on both private and state owned forest lands. The states scattered land ownership patterns results in a number of road access problems beginning with the wood supply which may originate on a state or federal forest road, and continue across township and county roads to a state or interstate highway. Throughout this multi-jurisdiction hauling routes, truckers may experience a variety of load restrictions from the forest to the mill.

A 1982 comprehensive Minnesota Forest Resources Plan (MFRP) prepared by the Department of Natural Resources, Division of Forestry, indicated that the state's forest road system is "inadequate" and continuing to deteriorate. This 1,800 mile system has had no continuous, long term source of funding for maintenance or improvement. Now it is estimated that \$2.2 million per year is needed to bring the system up to standards which will support both industry and public use of the roads. Public use is estimated between 600,000 to 800,000 Minnesotans who use the state forests for fishing, hunting and other types of recreation. The forest road system provides the access to these recreational experiences.

Interviews conducted with a number of forest product industries in northern and central Minnesota indicated concerns about present and future access to the states wood supplies. Leading the list of concerns was the need to accelerate the upgrading of major haul routes to 10 tons year around. Of particular concern were a number of north-south oriented routes which are critical links between wood supplies and the mills. These routes are identified on the enclosed map, page 11.

Past and proposed railroad abandonments have also placed increased demands on the trucking industry and state roads which were not originally constructed for 80,000 lb. (10 ton) loads. For example, if the Burlington Northern (BN) route from International Falls to Bemidji is abandoned as proposed, one-third of St. Regis' wood supply would be affected. This volume if switched to trucks would increase traffic on Highway 71 and 371 from 45 trucks per day to 80 trucks per day. The increased mill cost of delivered wood could average \$250,000 per year. The additional cost of damage to these highways is another factor that must be considered.

Other wood using companies have also been constrained by the same abandonments or rates offered by the railroads. At one time Potlatch shipped 100,000 cords of wood on a BN line, one fourth of this was on a now abandoned line to Cloquet. Today, only 10 percent of the supply is shipped by rail with trucked wood originating from 16 different counties to its three plants at Cloquet, Bemidji and Cook. As a result, the forest industries have now become heavily dependent on trucking.

Increased utilization of the tractor/trailer semi carrying 10 cords per load direct from the harvest site to the mill is not uncommon. Many of the existing forest roads were initially built to accomodate smaller trucks carrying 5 cords per load. With this dependence on trucking, it is more important that primary routes between wood supplies and mills are able to support maximum load volumes. This is not now the case. A variety of spring weight restrictions on segments of routes with long haul distances restrict the volume which can legally be transported.

Year around 10 ton routes will become of even greater need as existing plants expand and require a continuous wood supply for operation. The Department of Natural Resources, in response to industries six new plant constructions and expansions and two new proposed facilities, has recognized the need to provide year around (including summer) access to wood supplies, primarily aspen. This will result in increased truck traffic on existing forest roads, local roads, and state highways and will require the construction of new roads in forested areas not previously accessed. Almost 2.5 million acres (18 percent) of Minnesota's commercial forest land is more than one mile from a maintained road.

As a result of shifting transportation choices and wood supply needs it is imperative that a cooperative plan be developed to coordinate upgrading of forest and other local roads with the state arterial and interstate highway connections. Only through a joint planning and funding program can the forest industry and others who use these same routes, minimize the transportation costs and maintain the wood supplies necessary to operate our mills at full production levels efficiently.

IV. FINDINGS

- 1. Eighty-three percent of the state's roads are subject to spring weight reductions and seventy percent of all cities on highway systems do not have access to 10 ton highways in the spring. The economic impact of a variety of seasonal road weight restrictions throughout the state was the most common transportation problem expressed by both the agribusiness and forest industries. (The enclosed map identifies the key route constraints as identified by the industries surveyed.)
- 2. Priorities for upgrading and expanding year around 10 ton state routes needs to be expedited. Recent funding levels at 15 percent of the 4¢ gas tax increase, amounting to \$6-7 million annually, is not sufficient to bring the total system up to this standard in the near future. As a result, hauling reduced loads on Minnesota roads continues to place Minnesota industries and farms at a competitive disadvantage due to higher transportation costs.

- 3. The variety of regulations and restrictions in Minnesota make it difficult for Minnesota producers and processors to remain competitive with our neighboring states. Minnesota's road weight is 73,280 pounds unless posted, (80,000 pounds allowed on some roads), while North Dakota, Wisconsin and Iowa allow 80,000 pounds on all roads. South Dakota will allow up to 95,500 pounds.
- 4. County, township, local roads and bridges which provide a collector system to the state's primary agriculture and forest industries are often not compatible with state highway weight standards resulting in additional truck trips to move product from resource to market or mill. The roads are now funded by a mix of property taxes and user fees.
- 5. The state owned forest lands provide 20-25 percent of Minnesota's timber harvest for industry. Each year 2,500 loggers and 15 major wood-based industries harvest timber on state forest roads.

The state's 1,800 mile forest road system has been independently maintained by the Department of Natural Resources, with no long term stable source of funding. Forest road access to state and federal lands have not been coordinated with township, county, and state highway transportation plans. At this time, projected costs of the forest road and bridge construction from 1983-1989 are estimated to require \$2.2 million annually with no stable source of funding identified.

6. Although it may be argued the Minnesota rail system, though shrinking, is becoming more efficient, the transition caused by abandonments has placed increased demands on local roads. One fourth of Minnesota's rail system has been abandoned since 1976, leaving 174 rural communities without rail service. Another 500-600 miles was estimated to be abandoned in the next few years and 1,600 miles in the next ten years.

These railroad infrastructure changes, combined with projected expansions in the forest industry and in agricultural production by 1990, will significantly increase truck traffic and place new demands on local road systems.

These routes are already limited by seasonal weight restrictions and low carrying capacities. Present state rail rehabilitation loans will not be adequate to sustain these rail abandonments and/or eliminate an increase in truck traffic.

7. Interviews with industry representatives identified the need to improve communications on transportation issues. This was particularly evident regarding road postings and weight restrictions. Mn/DOT now uses six zones to manage spring weight postings. An annual "weight restriction map" is published along with periodic "road restriction bulletins"; these are mailed in late February to 5,200 subscribers. Despite these attempts to update users, the process is still viewed by industry as cumbersome and inefficient. Weight postings are circulated to users through a series of 20-25 flyers, often citing 15 to 20 changes. The paperwork involved in posting and notifying all drivers is often time consuming, resulting in late notices, driver backtracking, or unintentional violation of posted routes. 8. Grain movement on the Mississippi River system exceeded 12 million tons in 1983. The estimated farm value of the grain is over \$1.9 billion according to the Department of Agriculture.

Some industries in the metropolitan area expressed concern about the regulatory process involved in obtaining additional barge fleeting spaces. Companies located along the Minnesota River feel additional space and simplified permitting is still needed on the Mississippi to assure timely unloading of elevators on the Minnesota where fleeting space is severly limited. The Metropolitan Council will begin in October to undertake a new study to address the economic needs of the barging industry in the Twin City Metropolitan area.

V. RECOMMENDATIONS

1. Truck Weights and Spring Postings

The state should evaluate its responsibility to protect and improve the highway system against the economic need to efficiently use the highway system.

The state should initiate a comprehensive study of maximum truck weights and spring road postings.

Mn/DOT should evaluate its highway load rating procedures to provide a simpler system of spring load restrictions with fewer weight categories. This evaluation should discuss alternatives to the present system of allowing 73,280 pounds gross vehicle weight on all public roads and 80,000 pounds on the interstate system and select highways. This existing system should be compared and evaluated with a system that allows 80,000 pounds on all public roads with fewer and less complicated spring weight restrictions.

2. Reduce Complexity of State Truck Regulation

A state administrative truck center should be studied to centralize and harmonize truck activities now administered by four state agencies; Mn/DOT, Public Safety, Revenue, and the Transportation Regulation Board. Expediting this analysis should provide better state service for truckers and coordinated state trucking policies.

3. National and Interstate Truck Regulation

Mn/DOT should actively pursue national policies that lead to more uniform national regulation of trucks. Mn/DOT should work with national organizations (AASHTO, NGA, ARTBA) and communicate regularly with the congressional delegation. Mn/DOT and Public Safety should have a continuing, coordinated program of negotiating with states in the Upper Midwest to eliminate or reduce truck regulation differences.

4. Economic Development Criteria for Highway Project Ranking

The Department of Transportation in cooperation with the Regional Development Commissions, Department of Agriculture, Department of Natural Resources, Forestry Division, and other appropriate client groups, should develop a new system for selecting key road and bridge improvements which are of primary economic need to industry. A study of economic criteria should include but not be limited to upgrading routes with recent and immediate future increases of trucks from transfer of shipments from rail abandonments; connections for new wood supply accesses; and those with a number of seasonal weight changes on routes between major mills, plants, terminals, elevators and the resource or product.

The Department of Energy and Economic Development (DEED) should assure incorporating industry transportation needs in the development of the state's economic strategy.

5. Improved Transportation/Business Communications

The Department of Transportation (Mn/DOT) should establish statewide outreach efforts with business and transportation firms to assure intrastate and inter-state economic constraints to moving goods are identified early and cooperatively resolved.

Mn/DOT should be familiar with intra-state commodity linkages needed for major forest roads, township, county and state aid highways of the state's major industries and Mn/DOT should improve notification procedures for road weight restrictions.

6. Forest Products and Forest Road System

The Department of Natural Resources (DNR), Division of Forestry, in cooperation with the forest product industry, county land departments, and national forests, should provide the Department of Transportation an annual update of priority forest access routes based upon changing wood supply sources and industry expansion plans. These routes would include projected timber volumes to be moved from state forest roads to state highways. The DNR has already identified forest road needs of \$2.2 million annually to maintain the state's existing road and bridge system. A stable funding source should be provided to meet these needs, considering the following options:

- General funds
- Sales tax receipts non-licensed logging equipment
- Cooperative maintenance agreements U.S.F.S., county, DNR, and users
- Motor vehicle excise tax
- Recreational vehicle user fees
- Trail funds where joint use is applicable
- Percent revenue from timber sales and leases

The forest industry's transportation needs as identified by DNR should also be incorporated in the DEED's economic development strategy.

Key Agribusiness and Forest Industry Highways with Transportation Restrictions*

*Based upon routes identified by businesses interviewed only. See attached listing for route description.

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Minneeota State Planning Agency

Prepared August 1984

MAP KEY

WOOD PRODUCTS INDUSTRY ROUTES

MAP REF •	HIGHWAY/ROAD	ROUTE DESCRIPTION	ROUTE NOTES
Α	TH 23, 61; I-35	Sauk Rapids to No of Duluth	SWR, Main Route, Condition of Road
В	TH 10, 27	Sartell to Long Prairie	SWR, Main Route, 9 Ton Seasonal
С	TH 10, 371, 2, 72, 71	Sartell to Brainerd, Bemidji and Mispah	SWR, Main Industry, Routes, RR Abandonment and Industry Expension causing Trucking Increases
C-1	TH 14	Jct. 1-35 to Waseca	SWR, 9 Ton Seasonal, Need 10 Ton Year Around
D	TH 169	Grand Rapids, Hill City, Garrison, Brainerd to Long Prairie	SWR, Main Industry, Route, RR Abandment and Expanding Industry Causing Increased Truck Use
E	TH 2, 6, 200(s)	Cohasset, Remer, Walker to Grand Rapids	SWR, 6 and 7 Ton Seasonal, Need Year Around Routes, Main Industry Supply Routes
F	TH 169(N), 65, 1	Nashwauk, Togo to Grand Rapids	SWR, 5 and 6 Ton Seasonal, Need Year Around Routes, Main Supply Route
G	TH 38, 1	Effie, Big Fork to Grand Rapids	SWR, Main Industry Supply Route
Н	TH 6	Deer River to Big Falls	SWR, Main Industry Route, 5 Ton Seasonal
1	TH 46, 71	Deer River to Mispah, Northhome and Int'l Falls	SWR, Main Industry Route, 9 Ton Seasonal, 7 Ton Seasonal(71)
J	TH 65, 2, 210	Hill City, McGregor to Duluth	SWR, Main Industry Routes, 7 Ton Seasonal
К	TH 73	Floodwood to Cromwell	SWR, Main Industry Route, 7 Ton Seasonal
L	TH 200, 2	Jacobson to Floodwood	SWR, 7 Ton Seasonal, Main Industry Route
м	TH 33, 53	Cook, Virginia to Cloquet	SWR, 9 Ton Seasonal, Main Industry Route
Ν	TH 169	Virginia to Ely	SWR, 9 Ton Seasonal, Main Industry Route
0	ТН 1	Northome to Cook	SWR, 5, 6 and 7 Ton Seasonal, Main Industry Supply Route, Need Upgraded to 9 or 10 Ton Year Around Route
Р	TH 11	Int'l Falls to Baudette	SWR, 5 and 7 Ton Seasonal, Main Industry Supply Route, Need Upgraded to 9 or 10 Ton Year Around Route

NOTE: SWR is Spring Weight Restrictions

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AGRI-BUSINESS ROUTES

MAP REF •	HIGHWAY/ROAD	ROUTE DESCRIPTION	ROUTE NOTES
1	TH 60	Faribault to Zumbrota	SWR, 6 Ton Seasonal, 2,000 Tons/Week, Main Industry Route
2	TH 47	Pine Brook to Ogilvie	Bridge at Dalbo, SWR, 7 Ton Seasonal
3	TH 70	Jct. 1-35 East to WI Border	SWR, 6 Ton Seasonal, 80 Ton/Week
4	TH 27	Little Falls to Pierz	SWR, 60 Ton/Week, 9 Ton Seasonal
5	TH 71	Sauk Centre to Browerville	SWR, 800 Ton/Week, Must run light to 1-94, 9 Ton Seasonal
б	TH 78, 210	Fergus Falls to Perham	SWR, 500 Ton/Week, 9 and 5 Ton Seasonal
7	TH 59	Erskine to Thief Fiver Falls	SWR, 450 Ton/Week, 9 Ton Seasonal, Must run light to Freeway or other main route
8	TH 63	Spring Valley to lowa Border	SWR, 7 and 9 Ton Seasonal, 240 Ton/Week
9	TH 12	Bridge at Montrose	13'7" clearance, not enough clearance
10	Olmsted Co Rd 7	Eyota to Interstate 90	Industry needs 10 Ton connector
11	Pope County Rd	At Glenwood	Main Industry Connector
12	TH 232, 65	Palisades to TH 65 South to TH 210	SWR, Needs 9/10 Ton Connector, 5 and 7 Ton Seasonal
13	TH 261	Winsted to TH 7	Main Industry Connector, Need 10 Ton Connect, SWR
14	TH 59, 9, 29	Fergus Falls to Dawson	Main Industry Route, SWR, 9, 7, 5 Ton Seasonal, Need 9 or 10 Ton Year Around
15	TH 59, 72, 71	Fergus Falls to Erskine, to Bemidji, to Shooks	SWR, Need 9 or 10 Ton Year Around, More direct routing needed
16	TH 210	Fergus Falls to North Dakota (1-29 Southbound)	Need 10 Ton Year Around, Main Industry Route
17	TH 4	Jct. 1-94 to TH 19	SWR, Need 9 Ton Year Around
18	TH 50	Jct. 1-35W to TH 52	SWR, 5 Ton Seasonal, Needs 10 Ton Connector, Main Line Route
19	Dakota Co Rd 70	From Cedar Ave. to TH 50	Needs 9 or 10 Ton Connector
20	TH 15	Winthrop to Hutchinson	SWR, 7 Ton Seasonal, Needs 9 Ton Year Around Connector
21	TH 19	Gaylord to 1-35W	SWR, Needs 9 Ton Year Around Connector
22	TH 5	Twin Cities to Gaylord	SWR, Needs 9 Ton Year Around
23	TH 71	Wadena to Bemidji	Need 10 Ton Connector Year Around
24	TH 11, 32	Roseau to Thief River	SWR, Main Route
25	TH 60	Jct. 1-90 Through Mountain Lake to Mankato	SWR, Need 10 Ton Year Around Main Industry Route
26	TH 238, Co Rd 18	Jct. TH 27 to Sobieski	SWR, 7 Ton Seasonal, Need 9/10 Ton Year

NOTE: SWR is Spring Weight Restrictions

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AGRI-BUSINESS ROUTES (Contd.) Page Two

MAP REF •	HIGHWAY/ROAD	ROUTE DESCRIPTION	ROUTE NOTES
27	TH 71	Mispah, Norhome to Blackduck	SWR, 7 Ton Seasonal, Need 9 Ton Year Aroun
28	TH 14	Lake Benton to SD Border	SWR, 7 Ton Seasonal, Need 10 Ton Year Around Main Line
29	TH 253	Jct. 1-90 to Bricelyn	SWR, 5 Ton Seasonal, Needs 6 miles of 10 Ton Connector to Interstate
30	TH 83, Co Rd 10	Pemberton to TH 22	On 5 Ton Seasonal Route, 8 miles on Co Rd 10 to 9 Ton Route, Need Connector Upgraded to 9 Ton
31	Goodhue Co 8	Belle Creek Twsp to TH 52	7 Ton Co Rd - 7 miles to 10 Ton Route
32	TH 58	Goodhue to TH 52 at Zumbrota	SWR, 7 Ton Seasonal, 9 miles to 10 Ton (9 Ton Seasonal) Route
33	Fillmore Co Rd 1	Jct. TH 63 to Ostrander	2 Miles of 7 Ton Seasonal Connector to 9 Ton Main Line Route, Needs Connector Up- graded to 9 Ton
34	TH 9	Campbell to Jct. TH 75 C Doran (Wilkin County)	SWR, 7 Ton Seasonal, 7 miles Connector to 9/10 Ton Seasonal Main Line
35	TH 4	Greenwald to 1-94	SWR, 8 Ton Seasonal, 6 miles Connector to 10 Ton Year Around Main Line
36	TH 113, CSAH 38	Flom to TH 59 at Waubun (Norman County)	SWR, 7 Ton Rd 12 miles Connector to 9/10 Ton Seasonal Main Line
37	TH 32	Ulen to TH 10 (Clay Co)	SWR, 7 Ton Rd, 14 miles Connector to 9/10 Ton Seasonal Main Line
38	TH 55	Glenwood to Barrett, Jct. TH 59	SWR, Main Route for Ag. Chems., 9 Ton Sea- sonal, Need 10 Ton Year Around
39	TH 29	Glenwood North to 1-94	SWR, Main Route for Ag. Chems., 9 Ton Year Around, Need 10 Ton Year Around
40	TH 59	South of Fergus Falls to County Line	SWR, 9 Ton posted to 7 Ton Seasonal (1984)
41	TH 71	Wadena to Bertha	Need Upgraded to 10 Ton Year Around
42	TH 71	Long Prairie to Sauk Centre	Need Upgraded to 10 Ton Year Around
43	TH 27	Long Prairie to Little Falls	Need Upgraded to 10 Ton Year Around
44	TH 95	Jct. 23 to Princeton	SWR, 6 and 7 Ton Seasonal, Need 9 Ton Year Around
45	TH 71	Bemidji to Mispah	SWR, Section 5 Ton, Need 9 Ton
46	TH 47	Ogilvie to Pine Brook	SWR, Section 7 Ton, Need 9 Ton

NOTE: SWR is Spring Weight Restrictions

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