Freight Considerations in Environmental Review and freight data sources

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Office of Freight and Commercial Vehicle Operations

- **Freight**
  - Multimodal Freight Planning
  - Freight Programs (Rail, Waterways)
  - Coordination/Committees

- **CVO**
  - Oversize/Overweight Permits
  - Vehicle Inspections
  - Driver
Modal Differences

• Trucks are less efficient (fuel, labor, emissions) but more flexible, timely than other modes; Provide “Last Mile” - most prevalent mode of freight transportation
  – Congestion and other bottlenecks on roadways

• Modal Diversion
  – Intermodal/multimodal terminal access
Economic Benefit to inclusion of trucks

- TTI Annual Urban Mobility Report estimates the value of travel delay
  - $16.01 per hour of person travel
  - $105.67 per hour of truck time
  - Does not include commodity value – virtually *all* retail, manufacturing, agricultural goods travel by truck
Truck Traffic Data

• **Truck Volumes (HCAADT)**
  – Vehicle Classification
    • Contact: Gene Hicks, (651) 366-3855
    • gene.hicks@state.mn.us
    • [http://www.dot.state.mn.us/traffic/data/html/collsites.html](http://www.dot.state.mn.us/traffic/data/html/collsites.html)
  – Weigh In Motion
    • Contact: Ben Timerson, (651) 366-3856
    • benjamin.timerson@state.mn.us
    • [http://www.dot.state.mn.us/traffic/data/html/wim_reports.html](http://www.dot.state.mn.us/traffic/data/html/wim_reports.html)
HCAADT on Minnesota Roads
FHWA Classification systems does not differentiate whether the vehicle is gasoline or diesel powered.
2010 Continuous Count Locations
Metro Area

Source: MnDOT, Office of Transportation Data & Analysis Traffic Forecasting Unit, Mike Merrill, 651-346-3863, michael.merrill@state.mn.us
2010 Continuous Count Locations
Greater Minnesota

Source: MnDOT, Office of Transportation Data & Analysis Traffic Forecasting Unit, Mike Merril, 651-346-3863, michael.merrill@state.mn.us

For information on MnDOT's automatic continuous classification contact Gene Hicks
651-346-3863
gene.hicks@state.mn.us

For information on Weigh-In-Motion stations contact Ben Timonen
651-346-3855
benjamin.timonen@state.mn.us
Truck Geometrics and Operational Characteristics

- Trucks are the tallest, widest, longest, and the heaviest vehicles on the road.
  - Vertical and horizontal clearance
  - Turning radii (Class 9-70 FT overall, 60 FT overall wheelbase, 48 FT fixed wheelbase)
  - Humped intersections
  - Weight restrictions
  - OS/OW routes
  - Acceleration
Available Info - Rail Traffic

- Railroad and Shortline Directory - OFCVO
- Train speed/volume map
- RGCIP Database - OFCVO
  - Rail crossings
  - Stacking distance
- FRW Project Managers
  - Liaison with district offices
Available Info – Waterways Traffic

• Port Facilities Directory
  - OFCVO

• Bridge Vertical/horizontal clearance
  – Coast Guard
  – US Army Corps of Engineers
Available Info – Freight Generators, Intermodal

- Intermodal Facilities Database
  - Table and maps

- Freight Facilities
  - Tables and maps

- Regional Distinguishing Industries
  - DEED

- Land Use
  - Local Government/MPO
Multimodal Considerations

- Complete Streets initiatives
- Parallel rail infrastructure should be considered as an option to roadway improvements, and in corridor planning
Project Writing

• **Purpose and Need**
  – Freight modes
  – Freight generation and traffic

• **Economic Analysis**
  – “The Freight Story”
  – Critical goods movement (business supplies, fuel, construction)
Questions/Tomato Toss