

PD-13: Freight Mobility

1-7 points

SCORECARDS: Paving Rural Basic Rural Extended Urban Basic Urban Extended

Goal: Enhance mobility of freight movements, decrease fuel consumption and emissions impacts, and reduce freight-related noise.



Sustainability Linkage

Enhancing freight mobility supports the environmental and economic sustainability principles by providing features that make freight transportation more efficient, thereby reducing fuel consumption, decreasing emissions, and reducing noise pollution.

Background and Scoring Requirements

Scoring Requirements

Facilities installed for this requirement shall be consistent with the need, purpose, and appropriateness for freight mobility within the project footprint.

Requirement PD-13.1

1 – 7 points Implement Freight Access Features

Implement one or more of the features in Table PD-13.1.A. Points for features are cumulative if roadways have more than one feature; however, this criterion shall not exceed a total of seven points.

TABLE PD-13.1.A. POINTS AND REQUIREMENTS FOR FREIGHT ACCESS PROJECT FEATURES (CONTINUED ON THE FOLLOWING PAGE)

Requirement	Points	Feature	Requirement Descriptions
PD-13.1a	1	No-idling policy and signage (no-idling policy within certain parameters, such as outside air temperature)	<ul style="list-style-type: none"> Implementation and appropriate number consistent with project setting
PD-13.1b	1	Construct new rest area or rest stop, or expand existing rest area or rest stop	<ul style="list-style-type: none"> Provides a significant number of new truck parking spots at or within a reasonable distance to a rest area Region near proposed rest area experiences extensive interstate shoulder, interchange shoulder, and/or off-road, non-assigned parking by tractor-trailers

Requirement	Points	Feature	Requirement Descriptions
PD-13.1c	2	Safety improvements specifically for freight (e.g., additional safety signage, speed warnings systems for hills, other intelligent transportation system solutions)	<ul style="list-style-type: none"> • Implementation and appropriate number consistent with project setting • Meet requirements in the AASHTO Policy on Geometric Design of Streets and Highways such that there are no height, weight, or turning radius restrictions for freight vehicles
PD-13.1d	2	Physical or otherwise constructed grade, alignment, or other design adjustments for truck safety, mobility, and the reduction of freight-related noise	<ul style="list-style-type: none"> • Implementation and appropriate number consistent with project setting • Include railroad overpass clearance improvements for rail links targeted for freight mobility (i.e., do not preclude rail double stack clearance) • Pullout areas for snow chain-up
PD-13.1e	3	Construct new dedicated truck delivery parking areas or repurpose an existing parking area for truck delivery-only.	<ul style="list-style-type: none"> • Speeds 35 miles per hour or less (local traffic) • Accommodate 40-foot delivery trucks • Accessible within the project site (i.e., located in a parking lane on a local street) • Financed with project budget • Appropriate signage (type and number) within project area
PD-13.1f	3	Automated Weigh-In-Motion stations	<ul style="list-style-type: none"> • Accessible within the project site (i.e., located along the right-of-way), or in close proximity to the roadway
PD-13.1g	4	Virtual Weigh-In-Motion stations	<ul style="list-style-type: none"> • Accessible within the project site (i.e., located along the right-of-way) • Within close proximity to the roadway project right-of-way
PD-13.1h	4	Construct a new electrified rest stop or electrify an existing rest stop	<ul style="list-style-type: none"> • Minimum five electric hookups per stop. • Accessible within the project site (i.e., located at a highway exit) • Within close proximity to the roadway project right-of-way.
PD-13.1i	5	Construct a new or convert an existing mixed-traffic lane to a truck-only lane	<ul style="list-style-type: none"> • Minimum density of 10% truck traffic (Hansen et al., 2008) • Minimum volume of 1300 trucks per hour per lane (Hansen et al., 2008)

Scoring Sources

The project is considered to have met this criterion if the requirements above can be reasonably substantiated through the existence of one or more of the following documentation sources (or equal where not available):

1. Purpose and need for freight access on the roadway project.
2. Results of public input on proposed freight upgrades or installations, if any.
3. Contract documents showing freight facilities.