

Highway Infrastructure Issues - to include road strength, bridges, design/geometrics, connectors. Below are the top four issues reported-out in the breakout session. Other issues were discussed and are shown below.

1. Interchanges/Interchange Design

- Access to/from interchanges that facilitates freight movement.
 - Improve TH 15 & Stearns CR 120 Interchange
 - Interchange Design to facilitate freight movement. (TH 23 & I-94 example)
 - Future TH 15/33rd Street interchange and TH 15/CR 120 interchange should be designed to accommodate trucks
 - I-94/TH 23 interchange should be designed to facilitate truck movements
 - Need to extend exit and entrance lanes to allow trucks to merge
 - Some interchange designs do not accommodate trucks well

2. Roadway Design

- Roundabouts
 - Need to ensure that roundabouts are designed with adequate turning radii to accommodate trucks
- Intersection geometry – turning movements.
 - Adequate length of turn lanes is important for trucks. D3 policy is to extend turn lanes on its expressway
 - Adequate Intersection Geometry and good D3 turn lanes
 - Extended merge & exit lanes on I-94
- Frontage road routing design
 - Look at one-way frontage roads to move traffic along major highways as an alternative to signals

3. Capacity Improvements

- Improve I-94/TH 10 (connector) River Crossing

- I-94/TH 10 River Crossing is a major connection for truck movements and is congested at times
- Truck-specific lanes or routes on Interstate System

4. Pavement Health/Longevity

- Design/Construction – 10 Ton
 - 10-ton system was created by legislation, but funding was not provided to improve the structural capacity of the roadways. There is the risk that some highways will fail prematurely due to increased weight of truck loads
- Overweight permits - need to examine the cost/benefit
 - Establish special permits for increased weight limits on specific routes

Other Issues discussed

- Signage & signage consistency and advanced warnings
 - Advanced signage for bridge height restrictions
- 10 ton system – early road failure roads not build to 10 ton std.
- Maximize the use of rail
- Bulk trucks are prevalent in Central MN (i.e. dairy)
- Need consistent signing and advanced warnings for trucks
- Rest areas are more important for truckers due to new hours of service rules
- Adequate safe rest areas due to Hours of Service (HOS)
- Farm Equipment/Technology – suggest reduced size limit
 - Width of farm equipment is an issue

Multimodal/Intermodal Issues - service, capacity, connectivity, intermodal, expansion, other modes

- St. Cloud Air Port is critical
 - Expand use of St. Cloud Airport
 - Scheduled air freight service for FEDX and UPS to MSP
 - Suggest the use of rail by FEDX and UPS to Airport Area
- Economic Vitality
 - Need to protect enhance/modernize freight rail and air freight
 - Protect Transloading Services
 - Need to expand rail infrastructure programs to include grants
- Economic Development
 - Provide information on amenities essential for freight movement
 - Land use/access
 - Rail access
 - Transportation logistics
 - Intermodal use/location
- Trucking Issues
 - Improve congestion in TC
 - Risk of increasing weights is detriment to motoring public
- Rail Grade crossing improvements
 - Whistle free zones
 - Close crossing whenever possible
 - Assess stacking distances on significant truck routes
 - Address pedestrian and bicycle safety concerns at RR crossings
 - Additional funding needed for G.C. improvements
 - Ambulance issues
- Rail Capacity
 - Increase number of trains on North Star corridor possible need for grade separation.
 - Add 2nd set of tracks
- Sherburne County River Xings concerns
 - Stacking Distance at CR 11 and TH 10
 - Opportunity for partnership with Sher. County
 - 2 Lane Road (CR 11)
- Northtown – 3rd Main concerns
 - Split pass/freight
 - Solve BNSFS Issues in D3

Highway Policy and Partnership Issues - local or statewide: regulatory, continuity/harmonization, technology, extra legal operations, ancillary facilities

The following strategies were developed from the group discussion:

- Maintain and improve transportation system to promote economic vitality
 - Identify access to rail for new businesses
- Funding: identify increased funding for statewide distribution
 - Increased funding for freight and roads
- Maintain greater Minnesota's interregional corridor mobility
- Making improvements to our transportation infrastructure for user of all modes, improving safety mobility and access.
 - Coordination of passenger rail and freight
 - Additional river crossing
 - Assess geometric (turns) for trucks
 - Assess the use of roundabouts on high volume truck routes
 - Assess the length of truck parking spaces in rest area's for 53' trailers
 - Inventory of roads & rail sidings for industrial parks & airports (land use)
- Improve coordination and transparency and communication between agencies zoning and regulations
 - Grade crossing and intersection design policy
 - Revise grade crossing and separation policies
- Work with/local government to preserve right-of-way along transportation corridors for further expansion.
- C of C policy on WTS Access and Safety
- Safety – Truck weights/ size
 - Consistent local hwy capacity
 - Consistent (adequate bridge clearance)