

Columbia River **CROSSING**

Freight Working Group Recommendations

CRC Task Force

October 25, 2006



Freight Working Group

Purpose:

- Provide advice on how the Columbia River Crossing project can improve freight mobility

Members:

- Boise Building Supply
- Columbia Corridor Association
- Columbia Sportswear
- Esco Corporation
- G&M Trucking
- Georgia Pacific
- Jet Delivery Systems
- Redmond Heavy Hauling
- Swanson Bark
- United Road Service

Freight Components

F-1: Freight in Managed Lanes

F-2: Freight Bypass Lanes

~~F-3: Freight Restrictions~~

~~F-4: Increased Truck Size~~

F-5: Freight Direct Access Ramps

F-6: Enhanced Highway Design
for Freight Mobility



F-1: Freight in Managed Lanes

- An example is truck only lanes
- Effective for long-distance trips and high truck volumes
- Would not be effective in 5-mile Bridge Influence Area due to number of closely-spaced interchanges serving freight
- Difficulties would be experienced accessing managed lanes
- In addition, truck-only facilities should be physically separated from general purpose traffic – requiring direct access ramps and substantial right-of-way
- FWG recommends dropping F-1 from further consideration

F-2: Freight Bypass Lanes

- Freight bypass lanes allow trucks to use an exclusive lane to bypass an interchange or a ramp
- Can reduce delay for truck trips
- Can improve reduce conflicts and improve safety for automobiles and trucks
- FWG recommends continued consideration of F-2

F-5: Freight Direct Access Ramps

- Provide direct and separated access ramp for trucks between freeway and roadway
- Designed for truck operating characteristics
- Can reduce delay for truck trips
- Can improve reduce conflicts and improve safety for automobiles and trucks
- Should be considered at high truck volume locations
- FWG recommends continued consideration of F-5 (not solely for use with freight in managed lanes)

F-6: Enhanced Highway Design for Freight Mobility

- Basic highway improvements that consider freight mobility needs may be single most important freight component
- Geometric improvements:
 - Adding mainline and ramp capacity
 - Improving ramp lengths and grades
 - Extending weaving, merging and diverging distances
 - Improving curves
 - Reducing or eliminating bridge lifts
- FWG recommends addition of F-6

Summary of FWG Recommendations

- Drop F-1: Freight in Managed Lanes
- Retain F-2: Freight Bypass Lanes
- Retain F-5: Freight Direct Access Ramps
- Add F-6: Enhanced Highway Design for Freight Mobility