

Meeting Notes from Call with Minnesota Department of Transportation, 12/29/03

Attendees: MN: Bob Gale, Bill Gardner, Tom Nelson, John Tompkins  
UIC: Kazuya Kawamura, Lisa Kramer

- I. Kazuya confirmed that no other participants of the Midwest Freight Corridor study (from Univ. of Wisconsin or U. Toledo) have contacted Minnesota for data.
- II. Kazuya confirmed the study routes with Minnesota, as requested by MN. These routes are: I-90, I-94, I-80, Parallel route U.S. 10, Intersecting routes I-35, 29, and Connectors 494, 694 and U.S. 52.
- III. Minnesota currently maintains highway transportation data on TIS (mainframe) and P119 (ArcView 3.1). For Summer 2004, MN expects to have the same data on ArcGIS with better mapping capabilities.
- IV. Additional data sources available from MN and requested by UIC (Highway segments included in the study routes unless otherwise noted):
  - a. General bridge data (weight limit, # lanes, lane widths)
  - b. Copy of BaseMap
  - c. Crash data (preferably as a GIS map)
  - d. Daily peaking factor (i.e. k-factor) (segment specific is preferable but general factor is also OK)
  - e. Seasonal variation (segment specific is preferable but general factor is also OK)
  - f. AADT (classified by FHA standard, heavy commercial vehicles = 6 or more tires) from the years the counts were taken, and AADT growth rates used to estimate in-between years
  - g. Spring load limits (not likely applicable to the study routes, but that needs to be confirmed)
  - h. Terrain type if available (only rough classifications such as "flat", "rolling", "mountain", etc.)
  - i. Map of weigh station, rest area and commercial truck stop/overnight parking locations
  - j. STIP – current project list – UIC requested a list that only includes major capital improvement projects (e.g. smaller projects such as resurfacing not necessary).
  - k. Artemis has more detailed project information, MN can send upon request
  - l. Air cargo – long range plans, freight in tons, international data
  - m. Water – MNDOT will be able to provide volume by commodity that may be more accurate than the Army Corp. Engr.
  - n. Rail - # freight trains and freight volume at link level (only 2 passenger trains per day)
  - o. Rail – MN purchased Reebie inventory and flow analysis data. MNDOT will obtain a permission to share with UIC
  - p. Socio-Economic – Freight volume forecasts by mode not available but MN (Tom Nelson) should have ADT expected growth by early February. This data can be in GIS. Economic output or employment forecasts at metropolitan area or county level.

- q. Socio-Economic - John T. will send UIC contact info for Tom Vlessey (sp?) who may have population/employment data by county
- V. Data requested but not available:
  - a. Counts or Percentages of Recreational Vehicles
  - b. Tollbooth data (no tollbooths in MN)
  - c. U.S. Dept. of Agriculture may have seasonal variation for rail
- VI. UIC requested that all data be sent electronically whenever possible. MN will most likely send most data on CDs.
- VII. UIC should go to Bill Gardner with any questions.