

COMMERCIAL VEHICLE ACCOMMODATIONS

Description

Commercial vehicle accommodations focus on areas where increases in truck traffic may warrant special or unique roadway design treatments in order to reduce congestion and increase freight efficiency and safety. The more common commercial vehicle accommodation techniques include improving:

- Shoulder width and material
- Turning radii
- Parking
- Acceleration and deceleration lanes
- Truck and car separations



MODOT

Trucks inherently operate under different characteristics than cars. Trucks may be forced to speed up or slow down at a different rate than cars, which can lead to unsafe maneuvers and increase congestion on the road. Making roadway adjustments can reduce congestion and increase the freight efficiency in the region, making it more attractive to future growth.

Cost:	●●○○○
Time:	Short
Impact:	Spot
Who:	City/State
Hurdles:	Low Interest

Target Market

- ***Freeway and major roadways with high commercial vehicle volumes***
Commercial vehicle accommodations should be considered in urban areas where maneuvering trucks can cause congestion both on city streets and freeway entrance/exit ramps.
- ***Freeways and rural highways with steep grade locations***
Acceleration/deceleration lanes and climbing lanes can provide designated areas for truck traffic to speed up or slow down without disrupting through lane traffic.
- ***Outdated major roadway design locations***
Many major routes have not been reconstructed with the latest design guidelines. Larger trucks may find difficulty in turning at locations with small turning radii or narrow pavement width.

How Will This Help?

- Increase freight movement efficiency by minimizing speed changes, which can improve congestion.
- Improve safety for passenger vehicles by reducing the number of truck/car conflicts.
- Low implementation cost when compared to other congestion mitigation methods.

Implementation Issues

Right-of-way is the primary issue with adding acceleration/deceleration lanes, shoulders, and exclusive highway facilities. Existing development may prohibit any accommodation. Complex, dated, or elevated designs make it more difficult and costly to add these types of accommodations. Increasing turning radii at intersections may prove difficult due to right-of-way constraints or the need to consider pedestrians; therefore, a complete rebuild or alternative design may ultimately be required. Costs can escalate depending upon the accommodation chosen.