



Multimodal Freight Bottleneck Identification



State Freight Plan (2017)

Next Version (2022)

Approach to freight
bottleneck identification
and prioritization



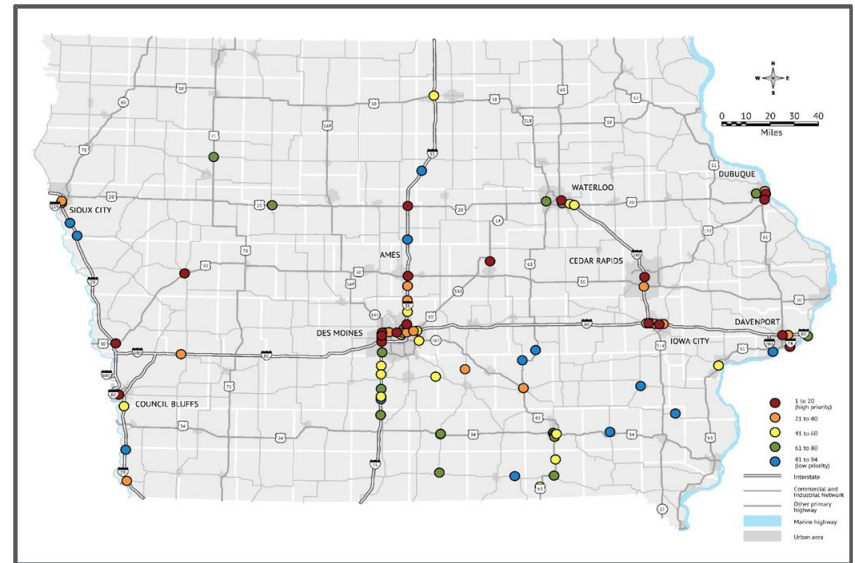
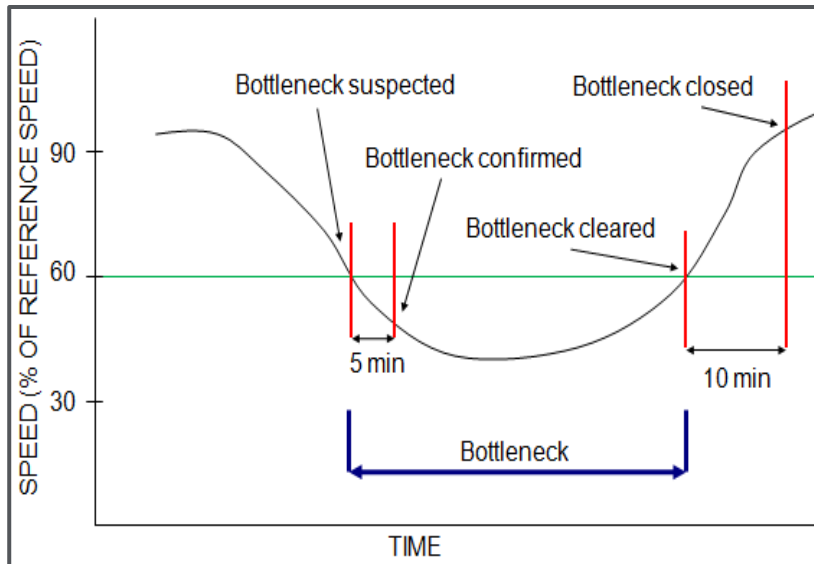
IOWA STATE FREIGHT PLAN FAST ACT UPDATE



Input on Approach

HIGHWAY

- (1) Utilize INRIX historical speed data to identify initial locations
- (2) Use truck traffic thresholds to identify freight locations
 - at least 30% truck traffic or more than 5,000 trucks per day
- (3) Finally, survey the FAC, MPOs, RPAs, and the Iowa DOT's districts.



Input on Approach

AIR

The Iowa DOT Aviation Bureau was contacted, along with the two largest air cargo airports (DSM, CID) in the state, to determine locations. It was determined that major air freight mobility issues do not currently exist in the state.

PIPELINE

Locations with freight mobility issues were not identified for pipelines.

RAILROAD

Surveys and exercises to identify locations were carried out on multiple occasions with the railroads operating in Iowa. Surveys were then sent to the MPOs, RPAs, and the Iowa DOT's districts for additions.

WATERWAY

Data from the U.S. Army Corps of Engineers was gathered and reviewed. Due to age, delay, and unavailability, each lock along Iowa's border was identified. All swing-span bridges were also identified.



THANK YOU FOR YOUR TIME AND ATTENTION



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