

Date: 6/12/2018

Freight Networks Guide

This document is a basic guide containing information about the freight networks in Minnesota as identified by the Minnesota Department of Transportation (MnDOT). With the passage of the Fixing America's Transportation Act of 2015 (FAST Act) there are a number of both federal and state freight networks. MnDOT works with the FHWA, USDOT and local and regional governments to coordinate the identification and designation of networks.

1. **National Multimodal Freight Network** – this network designated by the United States Department of Transportation (USDOT) includes all of the Nation's major freight assets across all transportation modes including highways, railroads, waterways, airports and other infrastructure.

National Highway Freight Network – this subset of the National Multimodal Freight Network includes all of the major freight bearing highways in the nation. The USDOT is currently determining which roadways will be included in this network. An interim network was certified by the USDOT in compliance with the requirements in the federal transportation legislation called the Fixing America's Transportation Act (FAST Act).

Critical Rural Freight Corridors - are designated by the states as part of the National Highway Freight Network. In Minnesota there are two *different sets* of critical rural corridors as allowed by federal law.

2. **National Highway Freight Program** – a program funded as part of the FAST Act to improve the efficient movement of freight on the National Highway Freight Network. Each state was required to create a freight investment plan and identify Critical Rural Freight Corridors and Critical Urban Freight Corridors to spend the funding on. The state is required to designate these corridors in order to receive the NHFP funding.

National Primary Highway Freight System – this subset of the National Highway Freight Program identifies the national major freight highways that would receive funding as part of the program. Identified by the USDOT, this system includes primarily the interstate highway system.

Other Interstate Portions not on the Primary Highway Freight System – this subset of roads were also eligible to receive NHFP funding but were deemed less essential than the roads identified on the Primary Highway Freight System.

Critical Urban Freight Corridors – critical freight roads identified by MnDOT to be important freight routes that are within the boundaries of an urbanized metropolitan planning area. Critical Urban Freight Corridors (CUFCs) are eligible for NHFP funding and were selected by MnDOT as part of the Minnesota Highway Freight Program.

Critical Rural Freight Corridors - critical freight roads identified by MnDOT to be important freight routes that are in rural areas outside of a metropolitan planning area. Critical Rural Freight Corridors (CRFCs) are eligible for NHFP funding and were selected by MnDOT as part of the Minnesota Highway Freight Program. At this time, these corridors are different from the Critical Rural Freight Corridors identified as part of the National Highway Freight Network.

Other federal freight related networks:

Twin Trailer Network – this network consists of roadways that meet the definitions of state statute and allow for the use of multi-combination vehicles. This network is generally limited to four lane highways, roadways that have limited access and are safe to haul longer, larger vehicle units. By federal law, MnDOT regulates the Twin Trailer Network for the purposes of public safety. For that reason the Twin Trailer Network is generally a regulatory network only. The state is required to designate eligible twin trailer routes.



Minnesota State Freight Networks

1. **Minnesota Principal Freight Network** – this network is designated by the Minnesota Department of Transportation to reflect priorities at the state level. It includes trunk highways, railroads, waterways, airports, pipelines and other infrastructure. The Minnesota Principal Freight Network currently includes the entire National Highway System (NHS) as the trunk highway component of the state freight network.

Other Minnesota state freight related networks:

Minnesota Highway Freight Program – this program was developed as a competitive solicitation to spend the federal funding the State of Minnesota received from the National Highway Freight Program. As part of the broad statewide efforts of the Minnesota Freight System and Investment Plan, it was decided that the Critical Rural Freight Corridors and Critical Urban Freight Corridors would be identified based on the successful projects selected from the MHFP.

Oversize-Overweight Network – this network consists of the roadways and highways that are identified specifically to handle large size loads that do not meet standard truck size or weight. In addition, a superload network exists within the Oversize-Overweight Network. This regulatory network exists to carry state and federal regulations for truck size and weight.

House Moving/Building Network – this network exists specifically to route modular houses as well as large trailer homes across the state.

Restricted Routes – roadways that have clearance limitations that would pose a danger to large semi-trucks or other vehicles due to the structural design of items like bridges, guardrail or other structures.

10 Ton Roadway Network – this network consists of roadways that are built to 10 ton engineering specifications. These are frequently Minnesota transportation state aid routes. Heavy loads frequently must use 10 ton routes for their final connection on the local roads to their destination.

Federal Freight Network Designations

As of December 2017



**Note per USDOT Office of Policy – Critical Rural Freight Corridors defined on the National Multimodal Freight Network under 49 U.S.C. § 70103 are not the same as those on the National Highway Freight Program under 23 U.S.C. § 167*

This may not reflect the Final National Multimodal Freight Network USDOT to decide