

Freight

The movement of freight has a significant impact on the transportation system. Of the more than 479 millions of tons of freight moved through the state in 2014, trucking accounted for 65%, rail handled 21%, water handled 14% and aviation handled less than 1%. Of the \$862 billion freight moved, trucks moved 73%, rail moved 23%, aviation moved 3%, and rail handled 1%. These modes work together to achieve the safe and efficient delivery of goods across the state and within Jackson.

The movement of goods has increased over time, and commodity forecasts project the increase to continue. The nature of that movement will continue to change along with technology as consumer's demand change. Freight traffic impacts congestion, safety, pavement life, air quality and quality of life. This section takes a look at freight in the Jackson area.

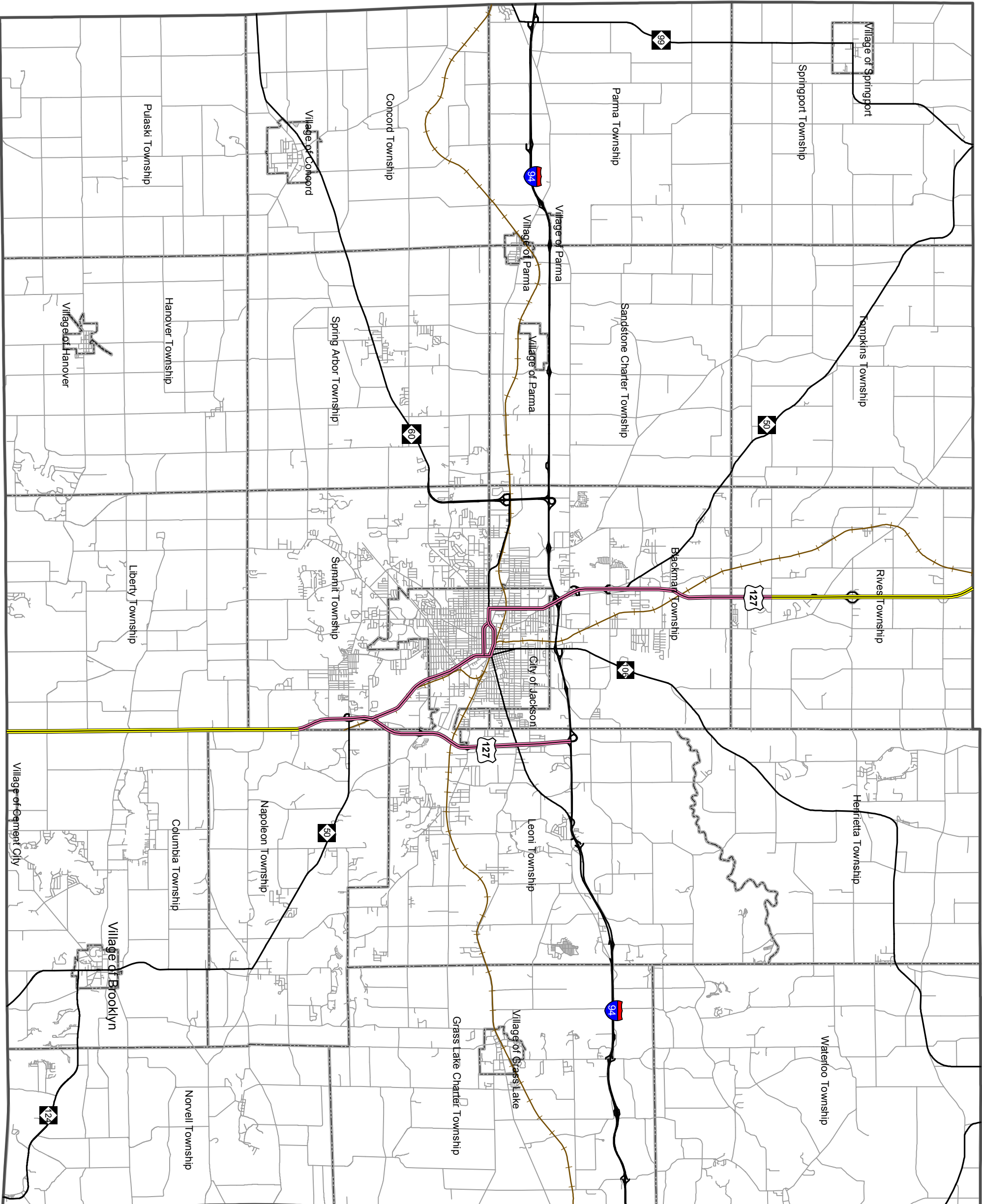
Existing Plans

MDOT Freight Plan



The Michigan Freight Plan provides a comprehensive overview of the state's freight transportation system. A multi-modal and intermodal resource, the plan provides a framework to consider the impact, improvements, and priorities related to freight. The plan outlines statewide strategic goals, the economic context of freight planning, policies, assets, system condition and performance, a 20-year forecast, overview of trends, needs and issues, and the Freight Investment Plan. Written to address freight at a state-level, the plan can help Jackson understand the current state of freight and consider how local infrastructure and policies can contribute to the future success of accommodating freight locally.

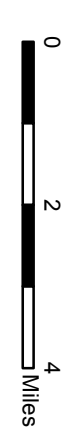
Critical Rural Freight Corridors and Critical Urban Freight Corridors are identified in the plan. They are sections of the National Highway Freight Network that are important to the road freight network and have been identified as eligible for National Highway Freight Program formula funds and Infrastructure for Rebuilding American Grant Programs Funds. The state takes the lead in identifying the rural corridors, and in identifying urban corridors in metropolitan areas with a population less than 500,000, like those within the Jackson MPO. There are 3 Critical Urban Freight Corridors and 2 Critical Rural Freight Corridors in Jackson County.

A map of the Critical Rural and Critical Freight Corridors in the Jackson MPO can be found on the next page.



Critical Freight Corridors

-  Critical Urban Freight Corridor
-  Critical Rural Freight Corridor



CITY OF JACKSON TRUCK ROUTE MAP

MARCH 1, 2008



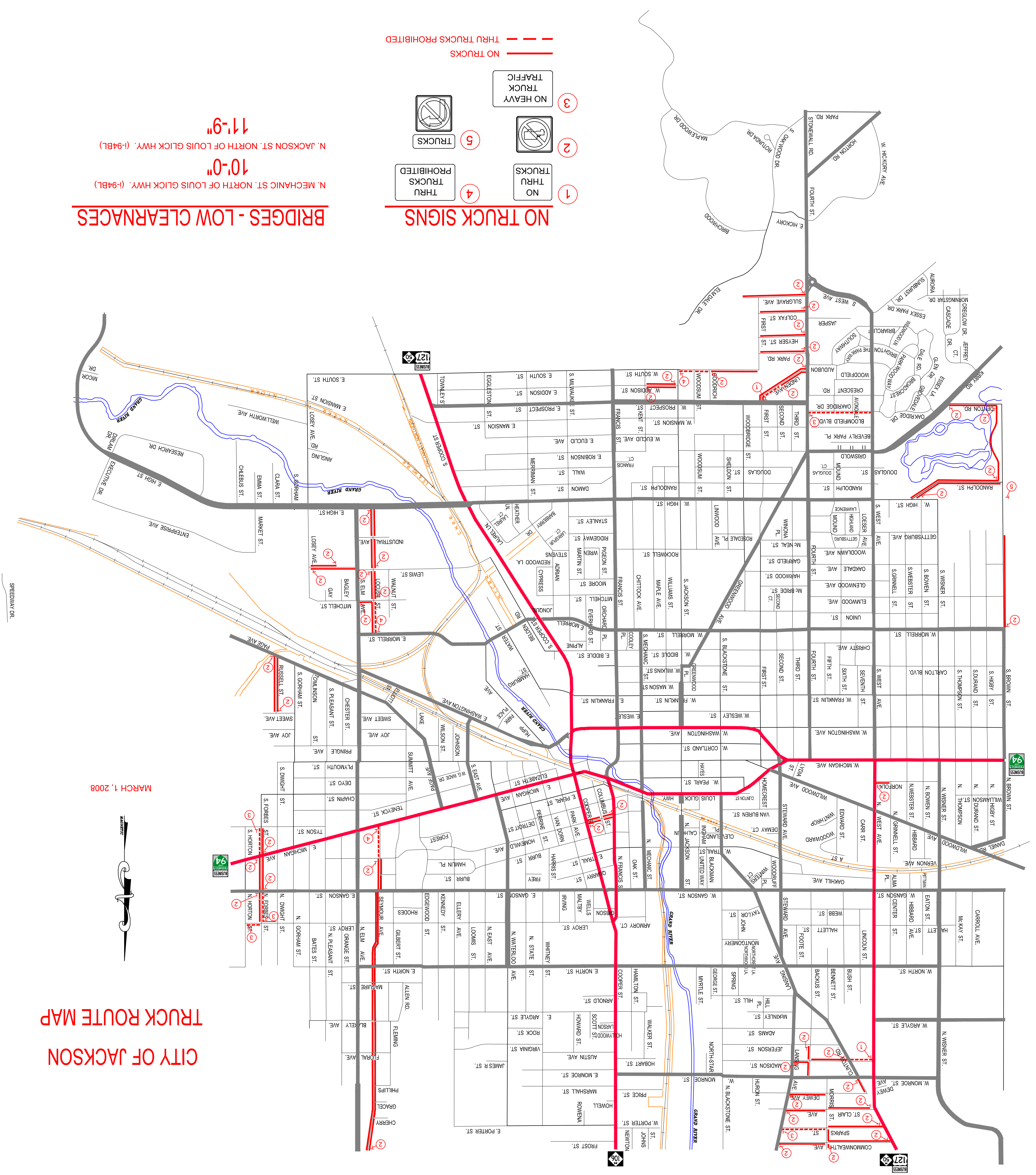
BRIDGES - LOW CLEARANCES

- 10'-0" N. MECHANIC ST. NORTH OF LOUIS GLICK HWY. (I-94BL)
- 11'-9" N. JACKSON ST. NORTH OF LOUIS GLICK HWY. (I-94BL)

NO TRUCK SIGNS

- 1 NO TRUCKS
- 2 TRUCKS
- 3 NO HEAVY TRUCK TRAFFIC
- 4 THRU TRUCKS PROHIBITED
- 5 TRUCKS

NO TRUCKS
THRU TRUCKS PROHIBITED



SPREEMWAY DR.

Existing Network & Conditions

Freight on the City Road Network

Some of the roads in Jackson are specifically dedicated to routing truck traffic. A tiered and classified system provides a means of determining the best routes to accommodate truck traffic in urban and rural areas. The “heavy” truck category, with six or more tires on the road, is directed to specific routes. The city and county of Jackson both have specific listings of streets that can accommodate the heavy trucks.

The City of Jackson allows trucks on streets unless they are specifically marked with signs. The map on the following page shows routes where trucks are prohibited.

There are approximately 12 trucking operations of varying sizes in Jackson County. They account for hundreds of truck movements daily. There also are several major businesses and corporations like Walmart which generate truck traffic at their facilities. The JACTS area will need to continue to track and maintain its freight infrastructure to keep up with the growth projections, especially along the Critical Urban and Rural Freight Corridors.

Jackson County Airport

The Jackson County Airport is used daily for small cargo deliveries by aircraft primarily for “just-in-time” services. Though not a large part of the airport’s operations, current facilities adequately meet the needs of industry in the Jackson area. There are no plans to expand operations or capacity for freight shipments, however, those plans may change as the need arises.

Rail Freight

A Detroit/Chicago mainline rail is located parallel to I-94 in Jackson County. Norfolk-Southern (NS) operates through and local freight service on approximately 642 miles of track within the state daily. The main transported commodity is coal from the mines in the eastern half of the country. Coal transported by NS is exported to steel mills and power plants around the world.

A secondary mainline in Jackson County, the Jackson and Lansing Railroad Company, connects with Norfolk Southern in Jackson and CSX and Canadian National (CN) in Lansing with daily “freight only” service.

Future Forecasts, Issues and Needs

The American Trucking Association (ATA) identified key areas and issues that the trucking industry is facing. Along with congestion and access issues, the ATA has also identified the following areas of concern which can impact transportation planning:

- Agriculture & Food
- Autohaulers
- Cross Border
- Energy
- Engineering
- Environment
- Government Traffic
- Hazardous Materials
- Highway Infrastructure & Funding
- Intermodal
- Labor
- Regional Carriers
- Risk Management
- Safety Security
- Tax and Registration

The MDOT Freight Plan identified a significant amount of growth in freight across the state out to 2040. The Jackson area should consider how it could play a part and prepare for the growth in freight traffic across the state. The projections are as follows.

Movement Type	2014*	2040*	Growth Percent
Highway Freight Forecast			
Overall	308	486	58%
Intrastate (Michigan to Michigan)	111	146	31%
Outbound (Michigan to Other)	82	108	31%
Inbound (Other to Michigan)	85	144	69%
Rail Freight Forecast			
Overall	101	148	50%
Intrastate (Michigan to Michigan)	5	6	5%
Outbound (Michigan to Other)	21	28	28%
Inbound (Other to Michigan)	33	31	-6%
Air Freight			
Overall	0.266	0.462	73%
Intrastate (Michigan to Michigan)	0.002	0.003	85%
Outbound (Michigan to Other)	0.143	0.262	82%
Inbound (Other to Michigan)	0.121	0.197	63%

*Tons in Millions