



Amy Truhlar <atruhlar@shoreviewmn.gov>

↳ Fwd: EQC meeting & Assessing the Effects of Heavy Vehicles on Local Roadway

2 messages

Krista Billerbeck <kbillerbeck@shoreviewmn.gov>

Fri, Mar 24, 2023 at 2:40 PM

To: Renee Eisenbeisz <reisenbeisz@shoreviewmn.gov>, Amy Truhlar <atruhlar@shoreviewmn.gov>

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From: **Mark Maloney** <mmaloney@shoreviewmn.gov>

Date: Tue, Feb 14, 2023 at 9:24 AM

Subject: Re: EQC meeting & Assessing the Effects of Heavy Vehicles on Local Roadway

To: Krista Billerbeck <kbillerbeck@shoreviewmn.gov>

Cc: Tom Wesolowski <twesolowski@shoreviewmn.gov>, Brad Martens <bmartens@shoreviewmn.gov>, CURLEY, DAN <dcurley@shoreviewmn.gov>, Jason Ewell <jewell@shoreviewmn.gov>

Hi Krista

To be clear, there's no question that fully loaded garbage trucks (or any other large trucks) weigh more than passenger vehicles and disproportionately impact pavements. I am quite familiar with the ESAL approach for pavement design as identified in the attached, takes me back to the early part of my career :-). My point has always been that you will not find any correlation in Shoreview between the number of garbage trucks encountered on residential streets and the timing/cost of any future pavement rehabilitation projects. The largest factor in the timing and cost of future pavement work is the environment; UV radiation depletes the volatile parts of asphalt, freeze/thaw causes and exaggerates cracks, moisture in the pavement structure and subgrade compromises the pavement strength, etc. So the statement that having fewer garbage trucks on any given road "will save tax dollars" doesn't hold water. There's no data or experience here to support the statement that a reduction in the number of garbage trucks on a residential street will in itself decrease the frequency or cost of pavement repairs or rehabilitation projects in the future. **I put it exactly that way because the waste haulers (and people in general who don't support it) will ask you to produce that type of information if it becomes the basis for the argument for moving towards organized collection.** As I say, there may be a number of really compelling reasons why the city may want to go the way of organized collection, but you're asking for trouble IMO if you put too much weight (ha ha) on that statement about less wear and tear. You can't prove it, in Shoreview anyway, especially now that all of our streets have been engineered/reconstructed to modern standards.

The other statements floating around concerning the number of garbage trucks and pedestrian safety or some such is again not based on any data we (or anyone) can cite. That's all just feelings stuff. Not the domain of Engineering.

These are the things that I would have to say if the question is put to me. It's best not to steer the topic in that direction if you think the response above would be seen as "unhelpful". Thanks

On Tue, Feb 14, 2023 at 8:28 AM Krista Billerbeck <kbillerbeck@shoreviewmn.gov> wrote:

Hi Mark and Tom,

At a recent EQC meeting, I brought up Mark's comments about there not being data to support that organized trash would mean less wear and tear on the roads and suggested that they not focus on this in their effort for organized trash. One of the EQC members sent me this report as their source for that reasoning. Just thought I'd pass it on to share and get your thoughts. I haven't read the report yet, just the abstract.

Thanks,
Krista

----- Forwarded message -----

From: **Kathy Radosevich** <kradosevich@hotmail.com>

Date: Thu, Jan 19, 2023 at 2:03 PM

Subject: EQC meeting & Assessing the Effects of Heavy Vehicles on Local Roadway

To: Krista Billerbeck <kbillerbeck@shoreviewmn.gov>

Hi Krista,

I will be out of town during the EQC meeting. On another note, I have enclosed the report from the MN DOT on the impact of heavy vehicles on roads. A summary chart is shown below. It is just for your information. It will not play a major role in our effort to get organized trash in Shoreview.

Sincerely,

Kathy

Table 2. Comparison of Trash and Other Vehicle Impacts.

COMPARISON OF TRASH AND OTHER VEHICLE IMPACTS				
Vehicle Type		Number of Axles	ESAL Factor	Passenger Car Equivalents
General Classification	AASHTO Classification			
Cars	Passenger Cars	2	0.0008	1
Vans/Pickups	Other 2-Axle/4-Tire Trucks	2	0.0052	7
Large Pickups/Delivery Vans	Panel and Pickup Trucks	3	0.0122	15
Large Delivery Trucks	3 or More Axle Trucks	3	0.1303	163
Local Delivery Trucks	2-Axle/6-Tire Trucks	2	0.1890	236
Residential Recycling Trucks		2	0.2190	274
Buses	Buses	2 or 3	0.6806	851
Residential Trash Trucks		3	1.0230	1,279
Long Haul Semi-Trailers	Various Classifications	3-5+	1.1264	1,408

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SHOREVIEW
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