

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

Schneider, MPCA, 2009 (15)

In 2009, the Minnesota Pollution Control Agency made a presentation on waste and recyclable materials collection arrangements. The following are some of the conclusions reported, relating to the impacts of heavy trucks on roads.

- Impact on roads is variable, based on street type, and relative amount of garbage truck traffic to other traffic.
- Most common data available for making damage comparisons is ESALs. MnDOT uses a formula of one garbage truck equivalent to 1,000 car trips.
- The City of Falcon Heights attributed the impact of garbage trucks on roads as high in alleys (about 86% of impact due to garbage trucks) and low in heavily traveled areas (about 8% due to garbage trucks). This seems reasonable since in heavily traveled areas, garbage trucks make up a much smaller percentage of the total number of heavy vehicles