



Statewide Truck Lane Needs Identification Study

State Transportation Board
February 21, 2008

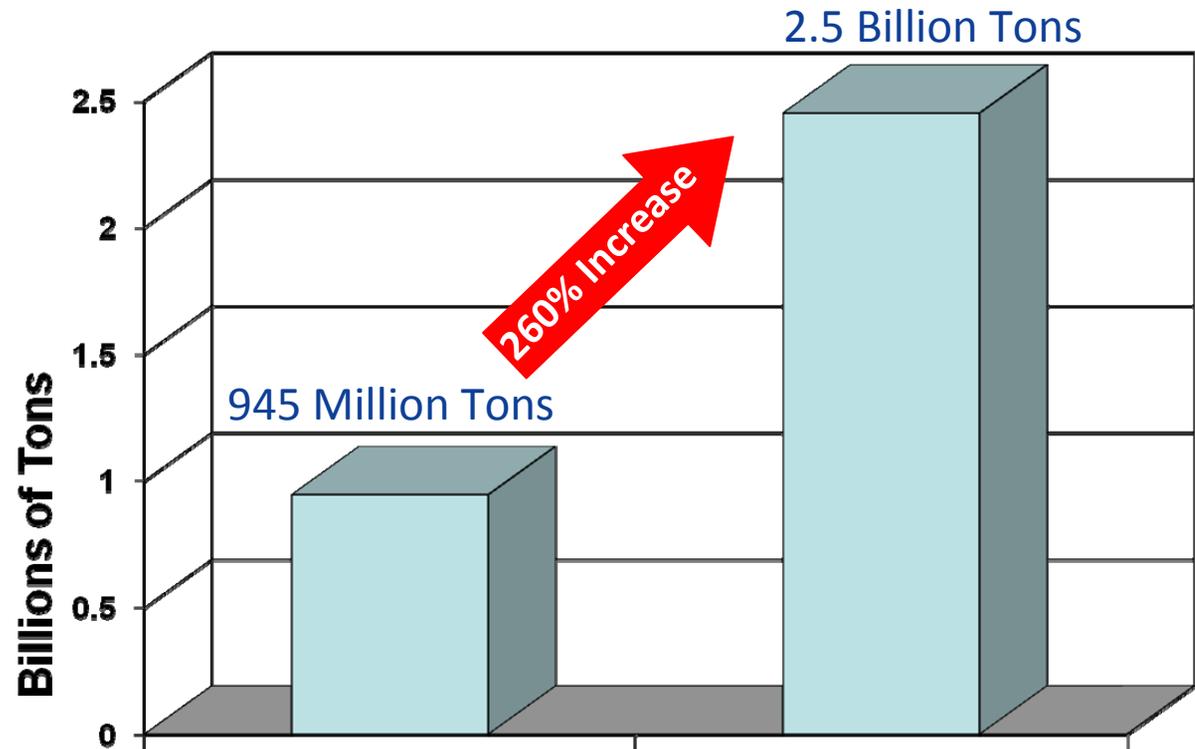
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Assistant State Planning Administrator





Freight Growth in Georgia

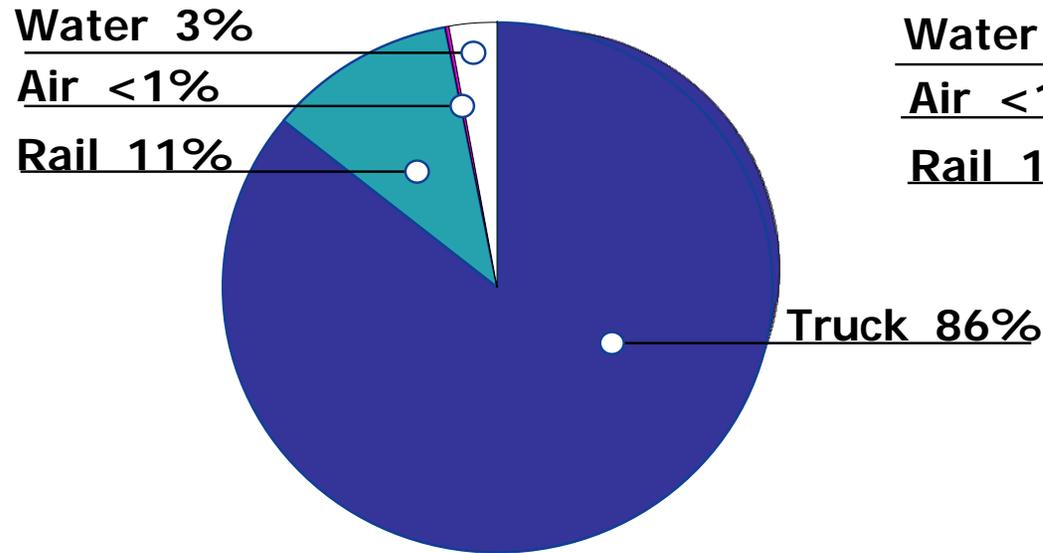
- Freight flows in Georgia are forecast to increase 260% by the year 2035.
- Trucks currently carry 86% of the freight moving through the state.
- Truck Traffic is growing twice as fast as car traffic.



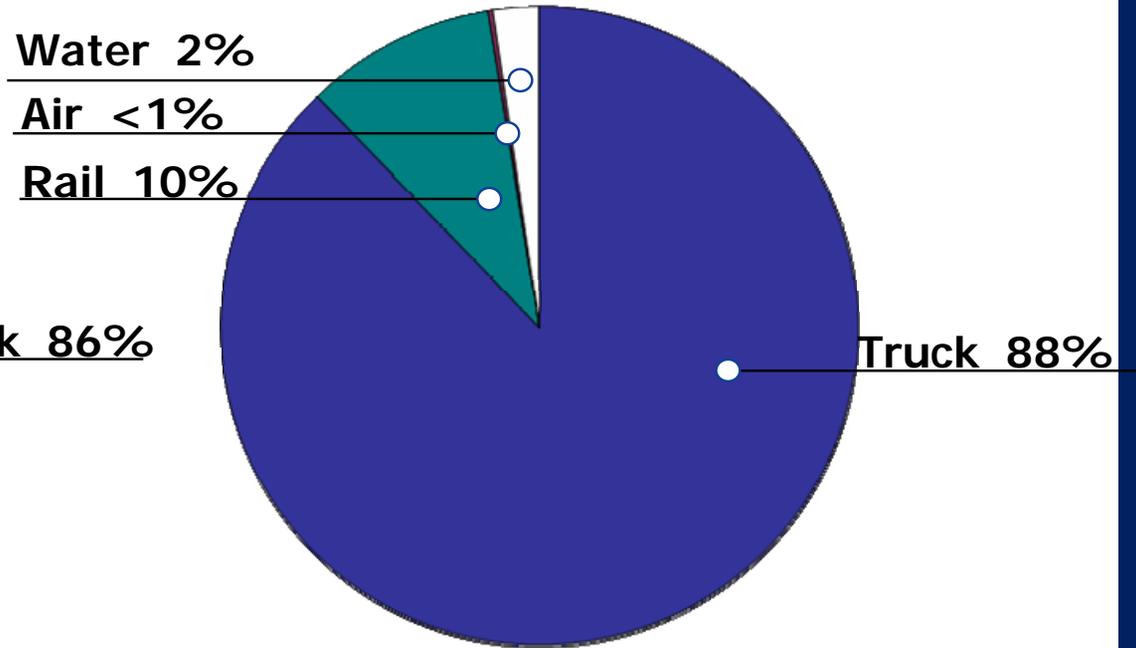


Georgia Freight Movement, By Mode Share

Year 2004



Year 2035



(Based on the weight, not value of the freight)



Overview of Truck Lane Study

- Questions
 - Do truck-only lanes make sense?
 - If so, where should we build them?
 - How much would truck-only lanes cost?
 - Are there benefits to truck-only lanes?
- Study assumptions
 - Follow existing freeway alignments
 - **No tolls**
 - **Voluntary** usage

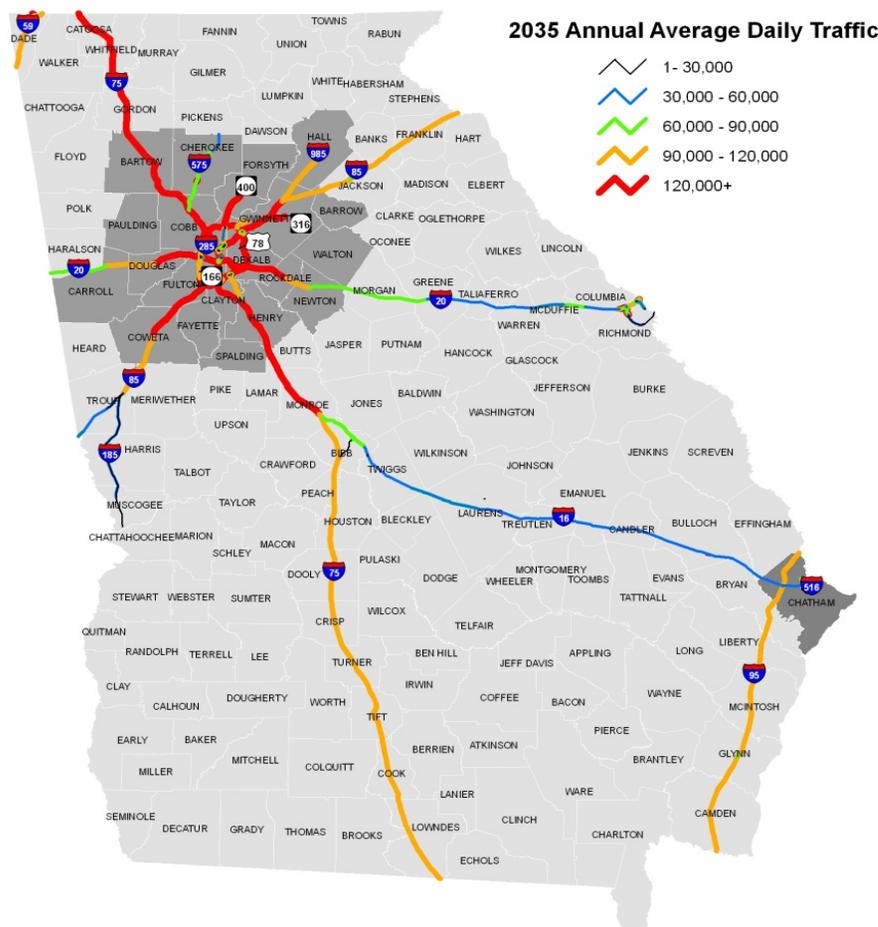
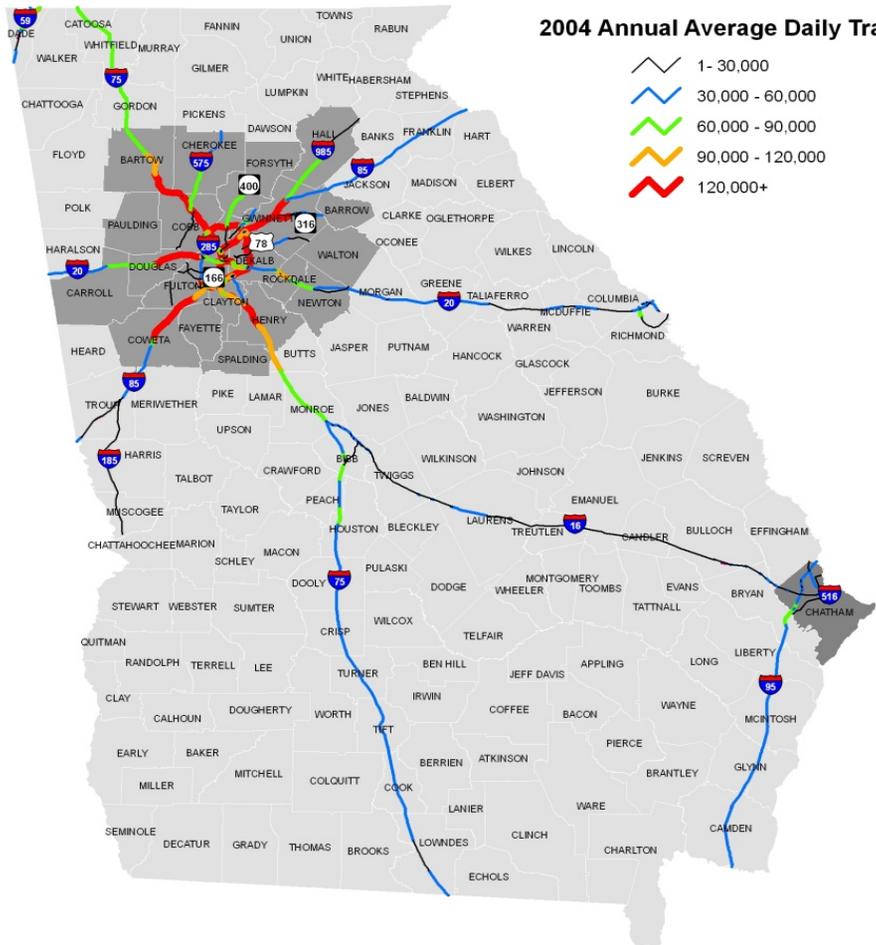


Data Collection and Inputs

- Total Traffic Volumes
- Truck Traffic Volumes
- Congestion Levels (existing and future year)
- Freight “Origin & Destination” Surveys
- Establishment Surveys
- Freight Bottleneck Locations
- Major Freight Generators

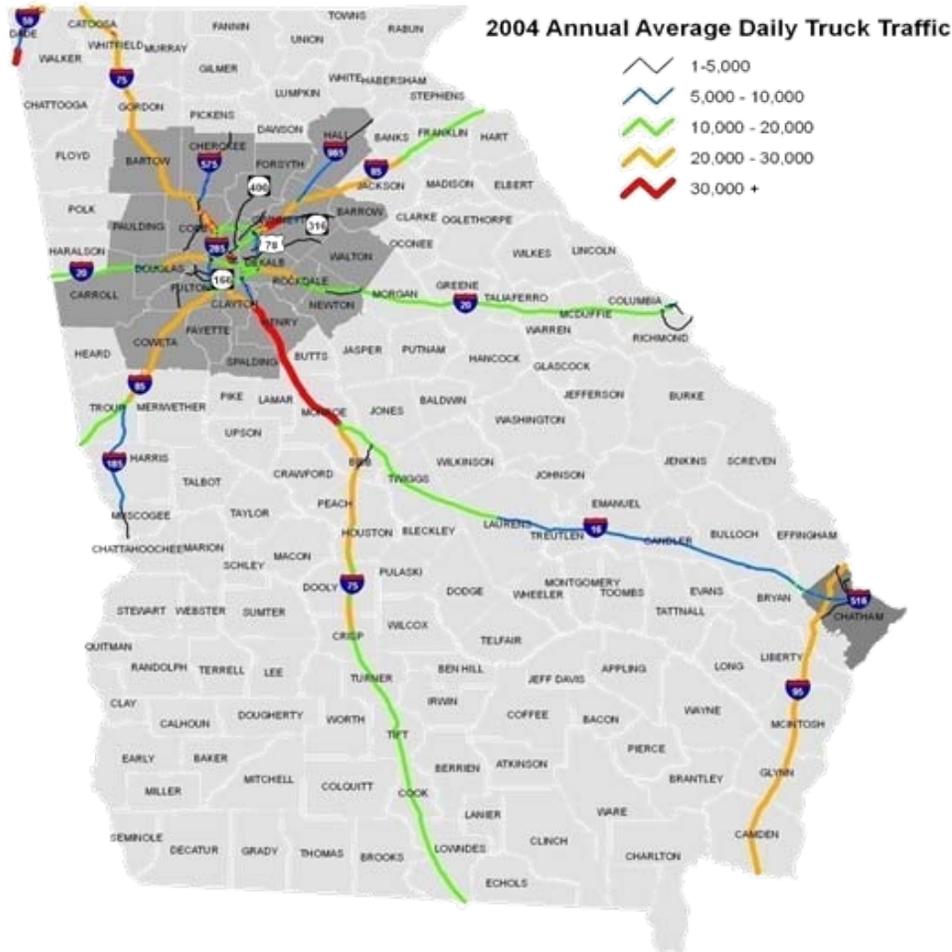


Traffic Volumes – 2004 & 2035



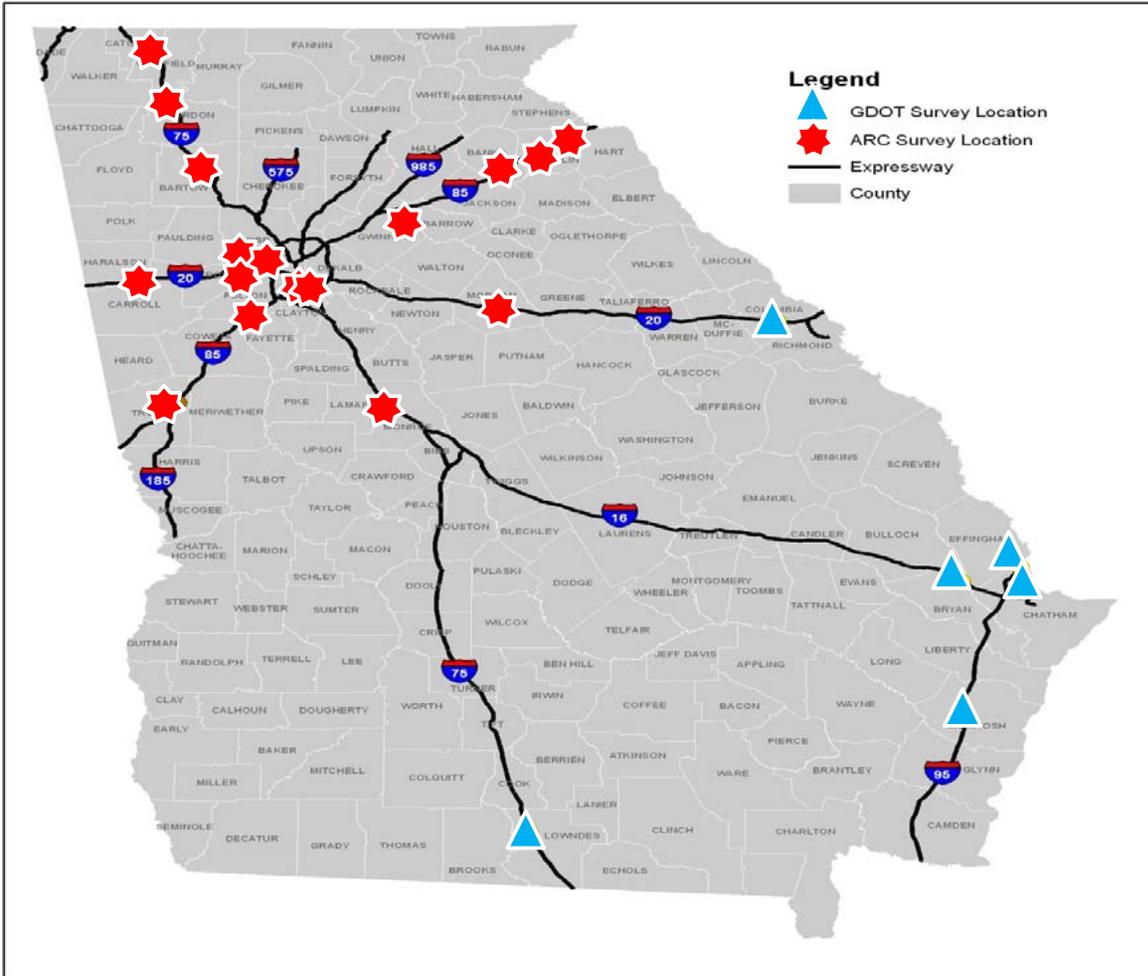


Truck Volumes- 2004 & 2035





“Origin-Destination” Survey

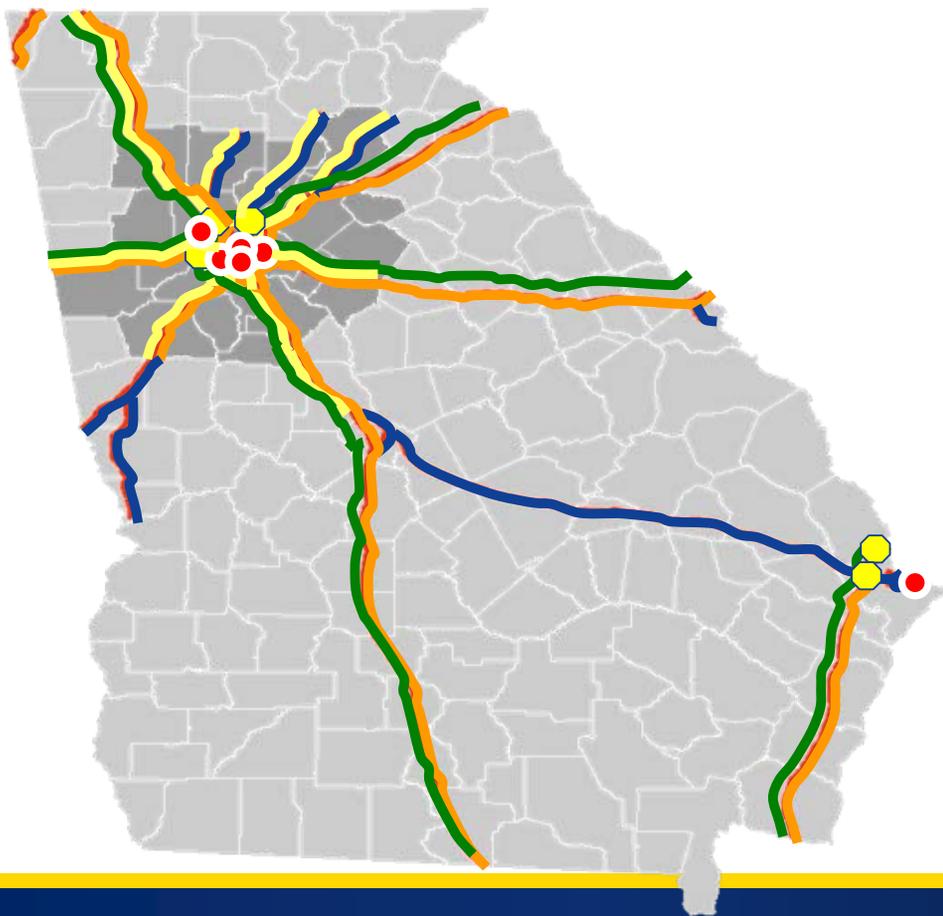


- Weigh Stations
- Truck Stops
- Intermodal Facilities
- Ports
- Approximately 5,600 total surveys



Initial Evaluation Results (2035)

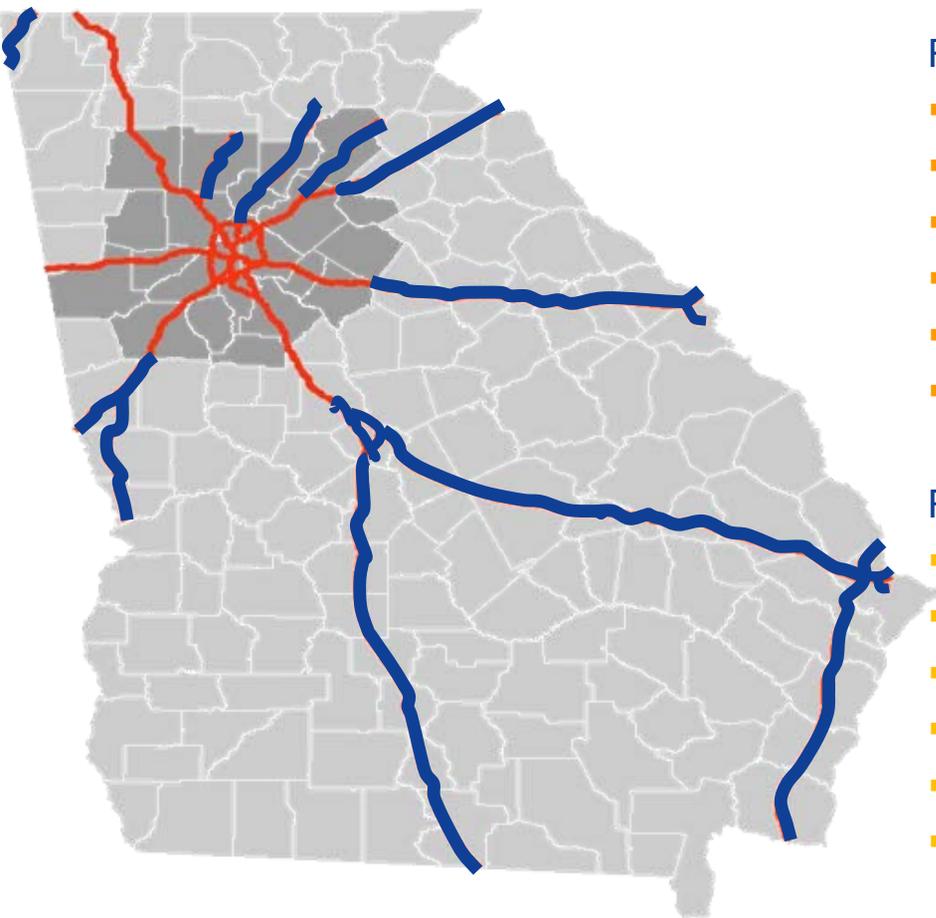
as presented to Board in April 2007



- Average Daily Truck Traffic >30,000
- Congested Conditions – Level of Service “E” or “F”
- Major ‘Through’ Travel Movements
- Major Truck Generators
- Freight Bottlenecks



Candidate Corridors



Routes meeting the initial evaluation criteria (further studied):

- I-75 North (I-285 to Chattanooga)
- I-75 South (I-475 to I-285)
- I-85 North (I-285 to Barrow/Gwinnett County Line)
- I-85 South (Coweta/Meriwether County Line to I-285 South)
- I-20 West (Georgia/Alabama Border to I-285)
- I-20 East (I-285 to Newton/Morgan County Line)

Routes that did **not** meet the initial evaluation criteria:

- I-16
- I-59
- I-24
- SR 400
- SR 166
- US 78

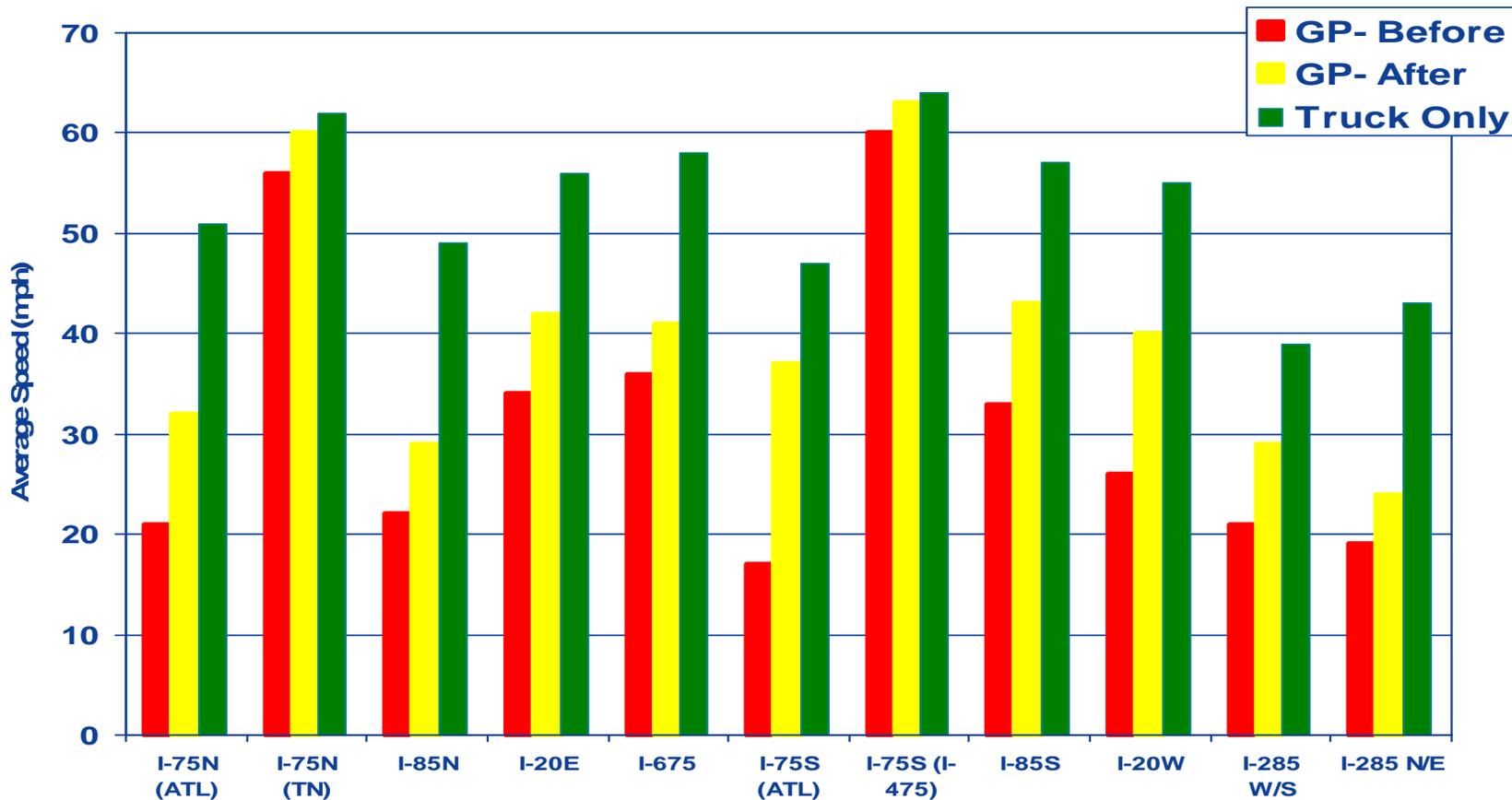


Initial Evaluation Criteria: *Segment Level Analysis*

- Traffic Flow & Speeds
- Traffic Volumes
- Benefits
- Costs
- Environmental Impacts

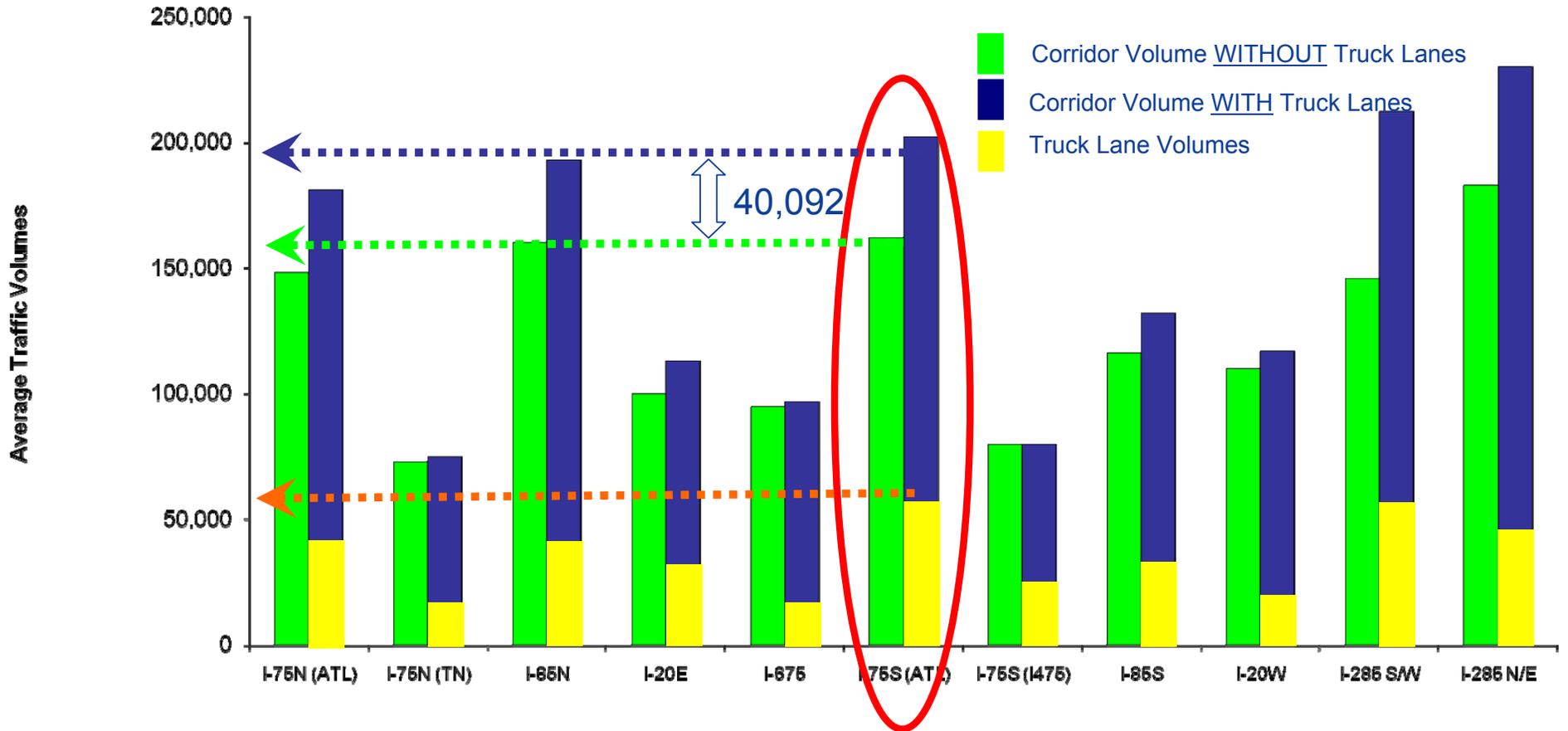


2035 PM Peak Travel Speeds



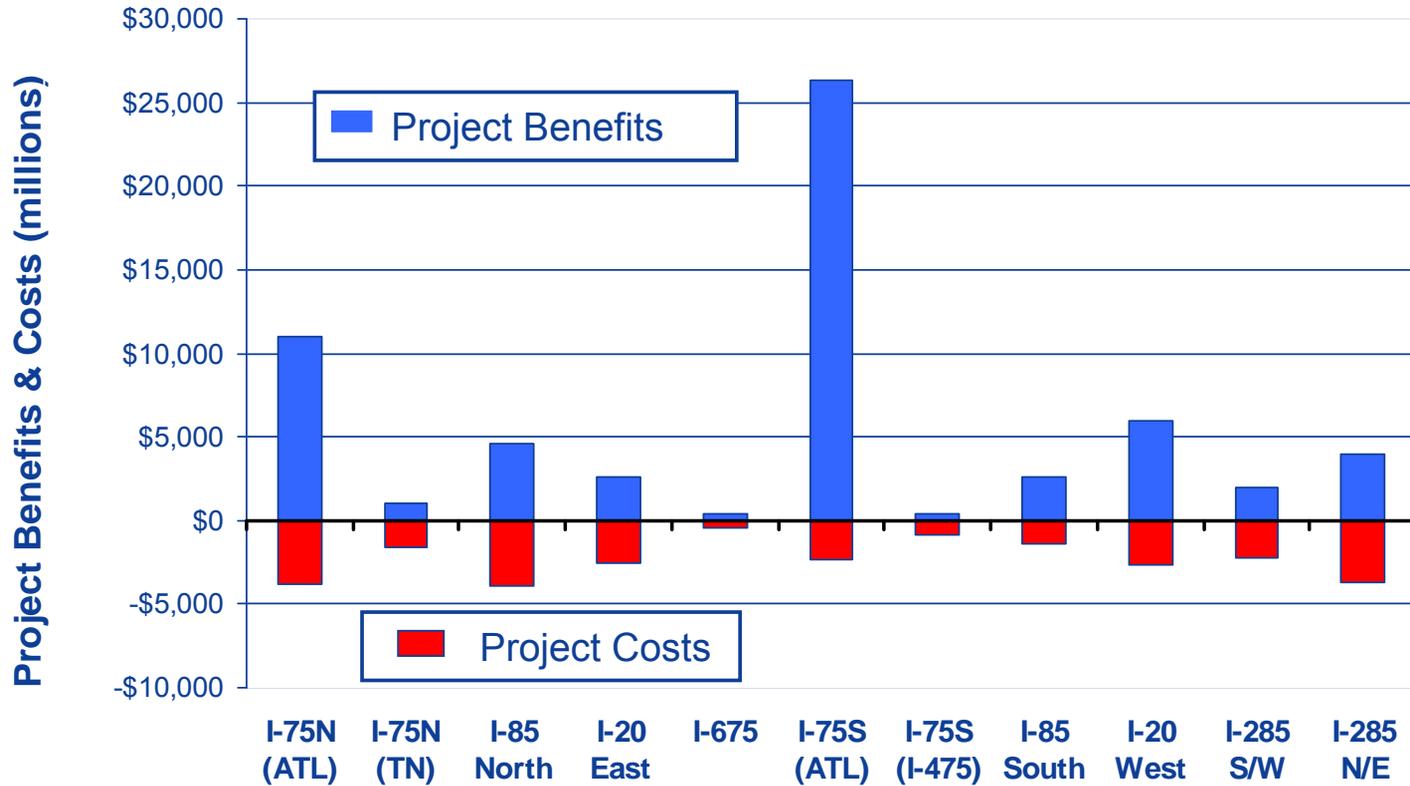


2035 Traffic Volumes



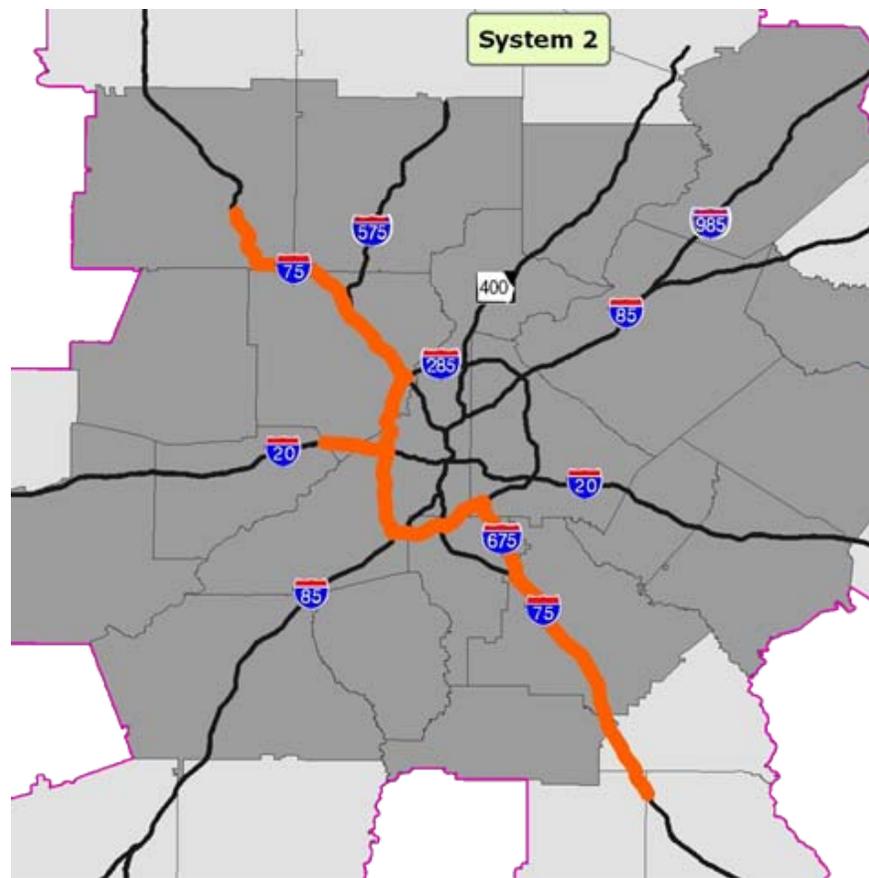
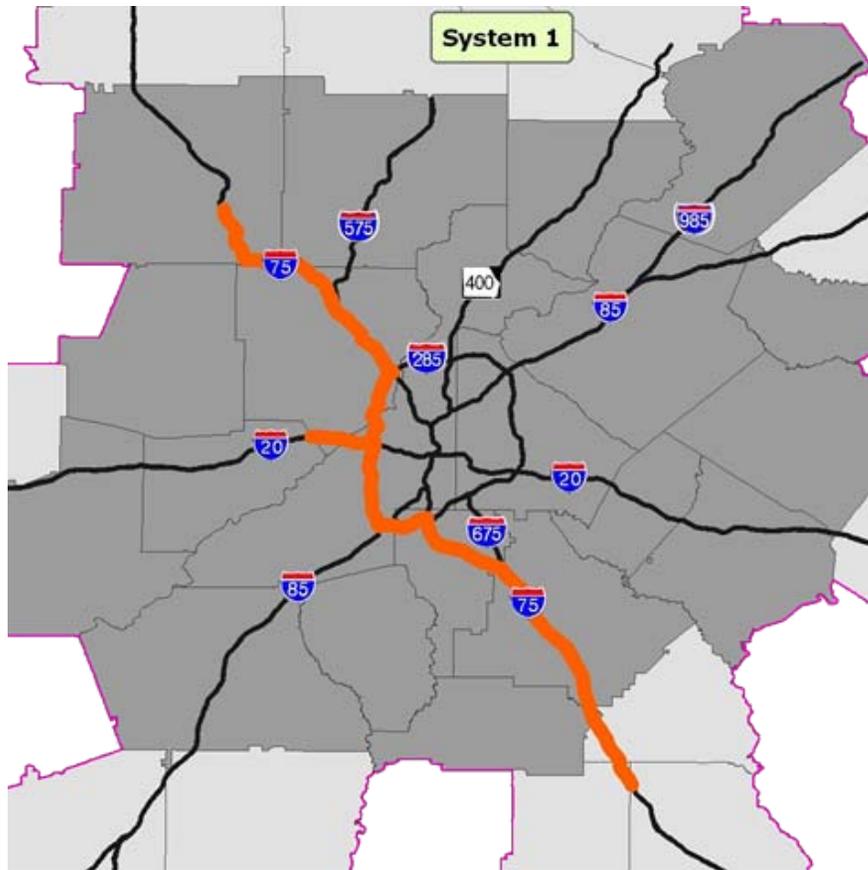


30-Year User Benefits and Costs (in 2007 Dollars)



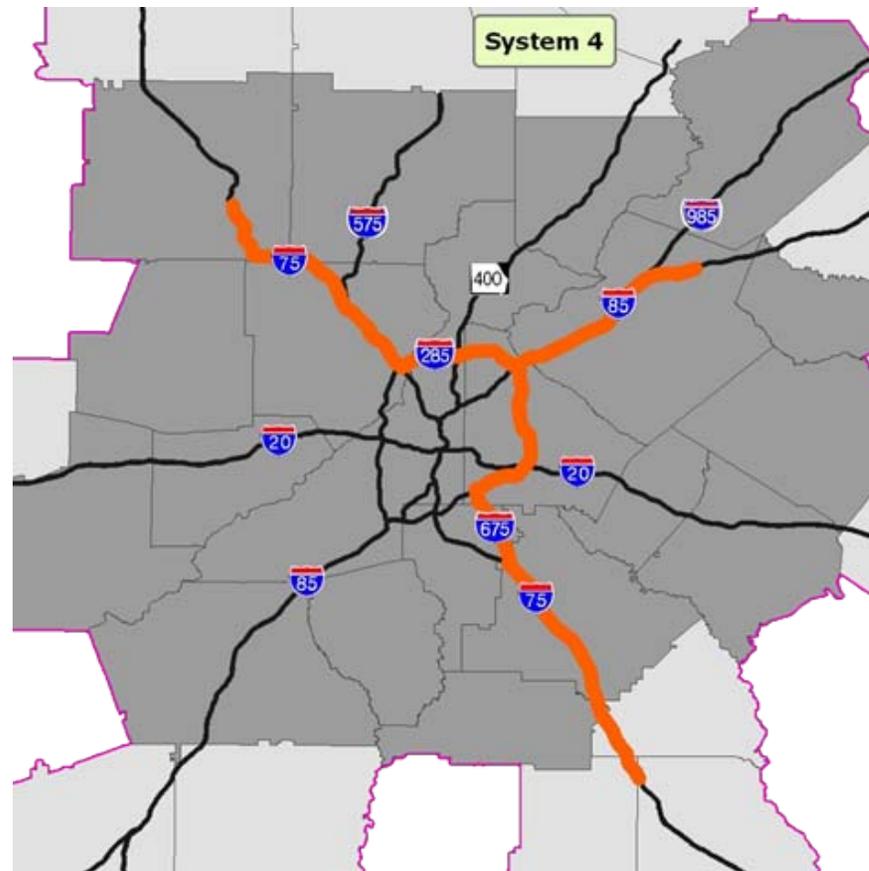
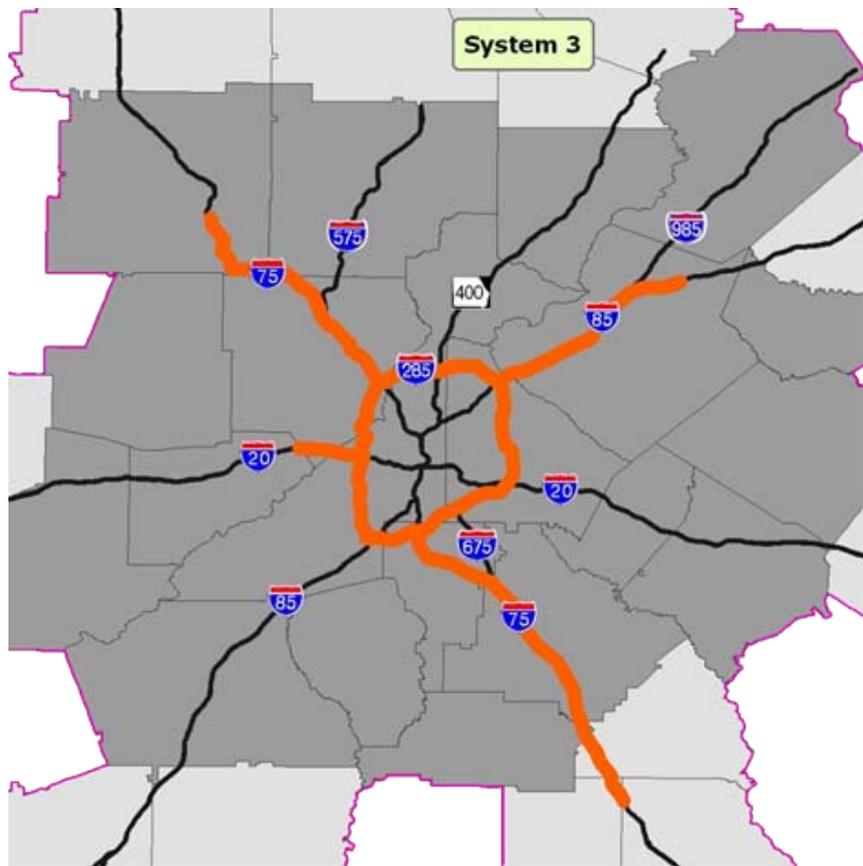


System-Level Alternatives





System-Level Alternatives (cont'd.)



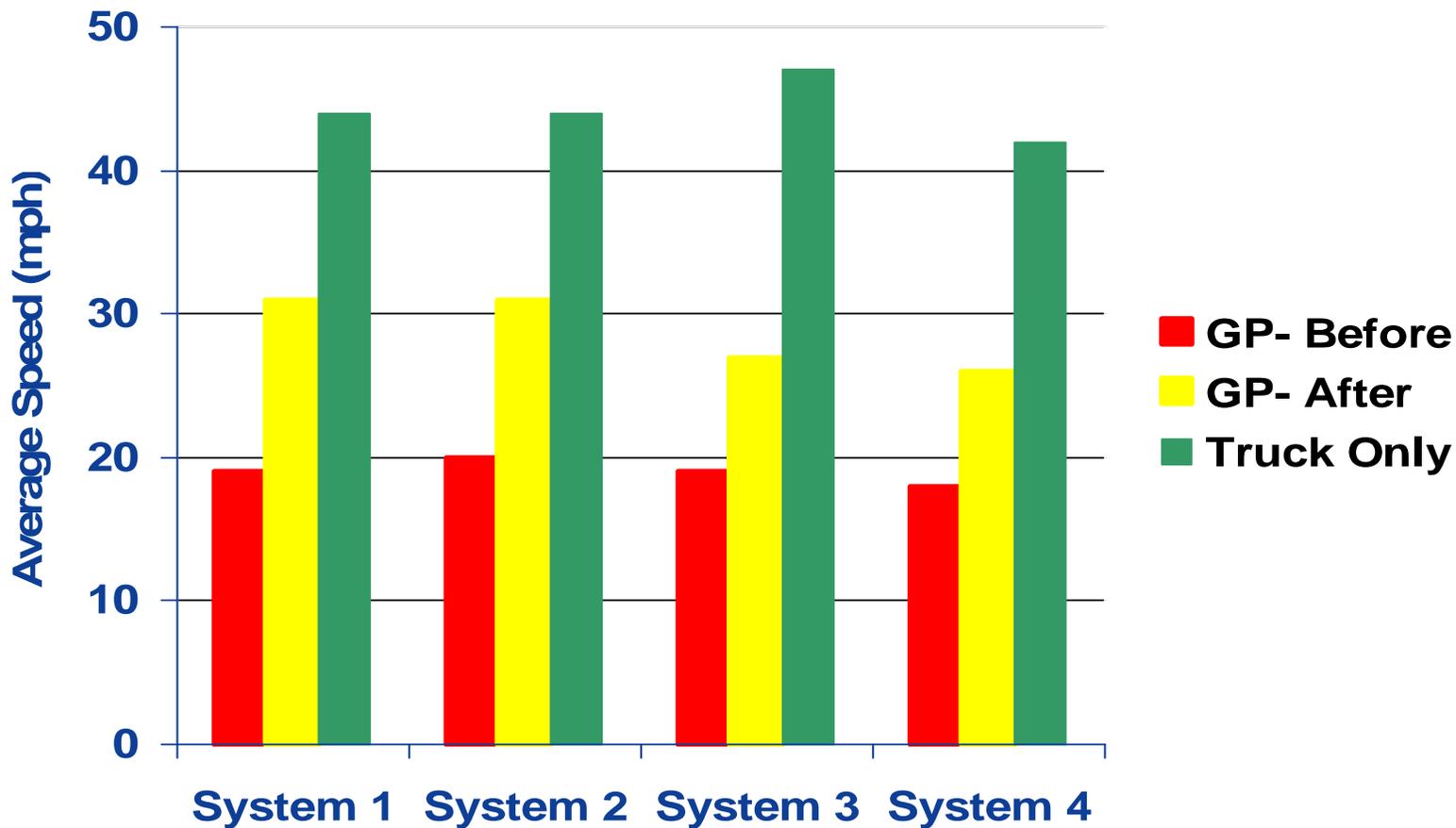


System-Level Evaluation

- Traffic Flow and Speeds
- Traffic Volumes
- Benefits
- Costs
- Environmental Impacts

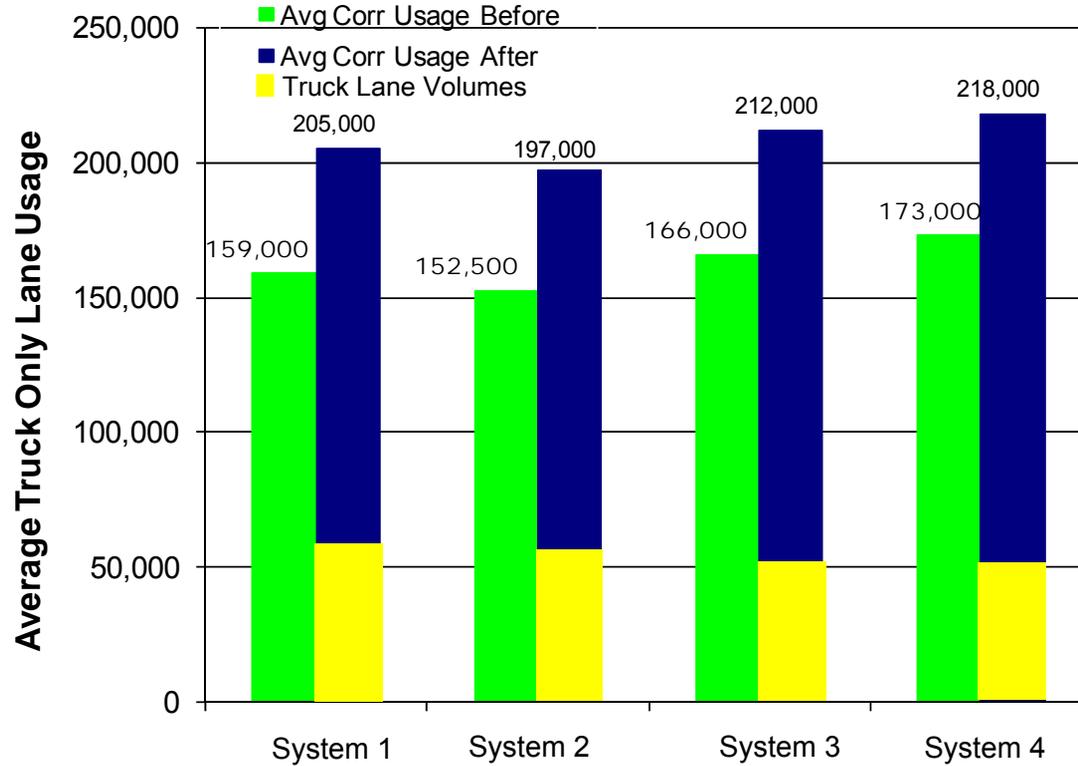


2035 PM Peak Period Speeds



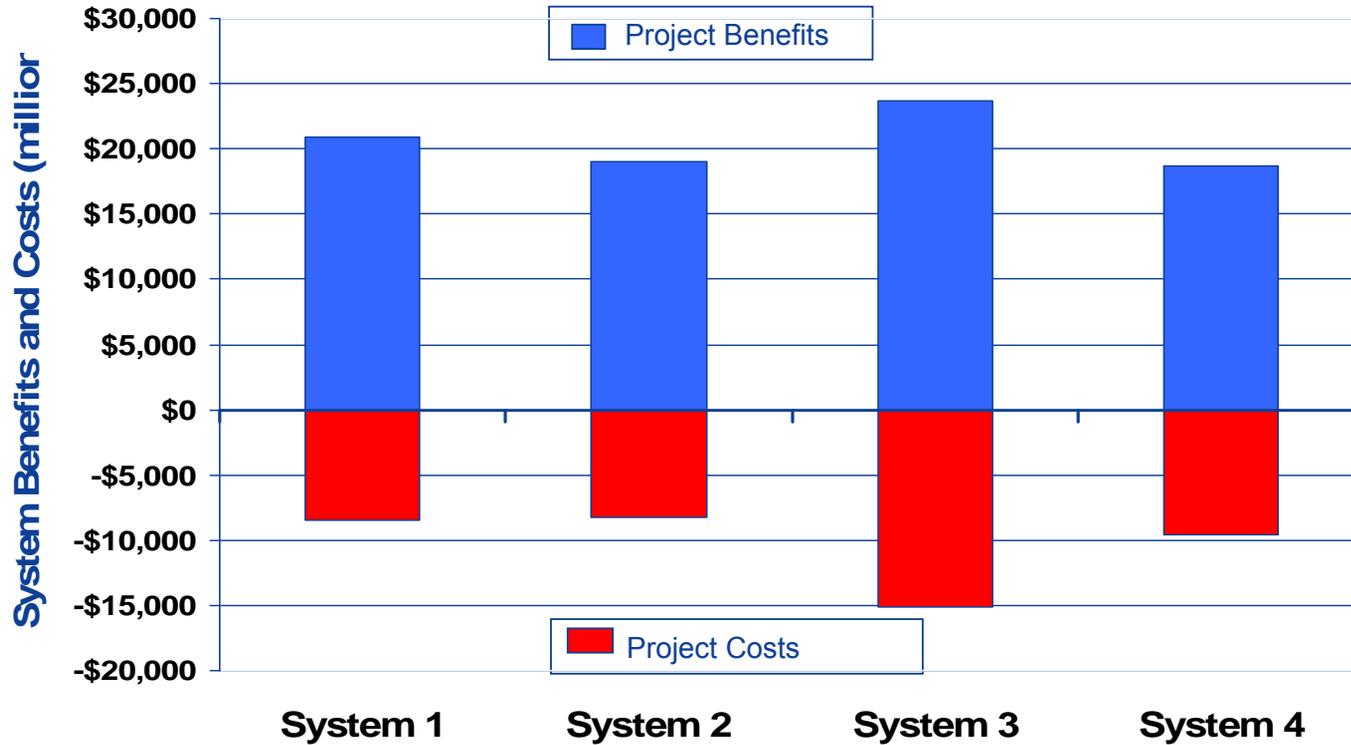


2035 Traffic Volumes





30-Year User Benefits and Costs (in 2007 Dollars)



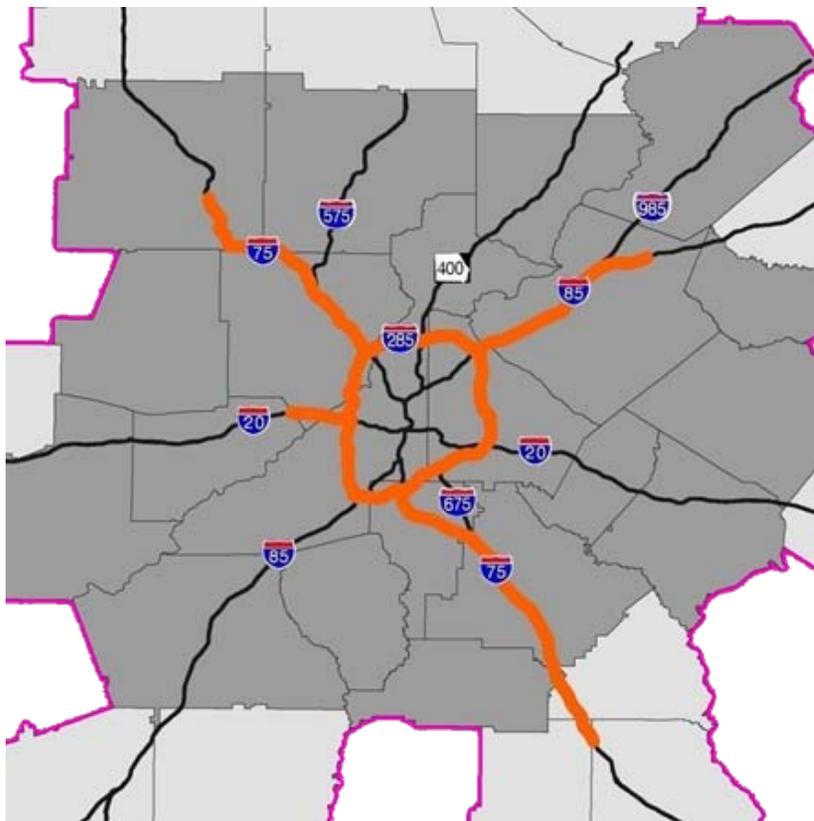


Study Findings

- System 3 yields greatest benefits

- **Cost:**

- ***\$13.2 Billion (current year dollars)***
- ***\$21.69 Billion (future year dollars)***



(Estimated current year cost per lane mile: \$20 Million)



Study Summary

- Truck-only lanes would **not** eliminate congestion in General Purpose Lanes on Interstates, due to diverted traffic and ‘latent demand’
- Truck-only lanes could increase ‘peak period’ Interstate speeds by approximately 10 mph.
- Based on current funding availability and no tolls assumed, truck-only lanes would be cost-prohibitive
 - Full system (“System 3”): \$21.69 Billion (future year dollars)
- Study Recommendation : Do not pursue stand-alone Truck-Only Lanes

QUESTIONS?

