



ASTRoMaP

ATLANTA STRATEGIC TRUCK ROUTE MASTER PLAN



EXECUTIVE SUMMARY

BACKGROUND

In response to the recommendation from the Freight Mobility Plan, the Atlanta Regional Commission (ARC) elected to develop the Atlanta Strategic Truck Route Master Plan (ASTRoMaP). This project, in cooperation with state and local government bodies and agencies, including the Georgia Department of Transportation and participating county and municipal governments, designed a truck route system to provide regional access that will guide current and future decision making.

WilburSmith
ASSOCIATES

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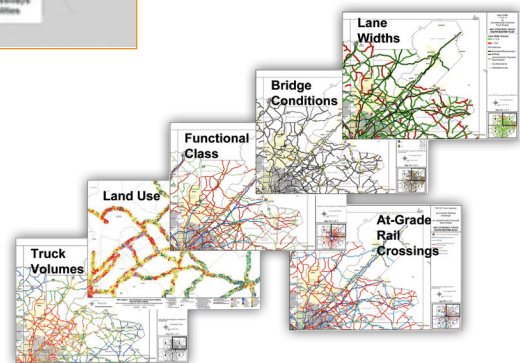
ASTRoMaP - THE ATLANTA STRATEGIC TRUCK ROUTE MASTER PLAN

The Atlanta Strategic Truck Route Master Plan (ASTRoMaP) resulted from the need to further develop the RPFHN. The purpose for this study was to identify preferred routes and develop strategies to support the efficient movement of truck traffic without disproportionately impacting existing communities, the environment, or the transportation network. To realize this purpose, the project identified and met four objectives:

- Collect and analyze data pertinent to the status, condition, and suitability of all routes within the RPFHN.
- Develop the specific route network into a grid system spanning the metropolitan region, considering the physical characteristics of the roadways as well as recommendations from stakeholders and the public. Stakeholders were to fall broadly into three groups: public sector, private sector, and local communities.
- Identify and organize a series of “best practices” to guide future access management policies.
- Identify and evaluate projects to enhance the utilization of existing roadways as designated within the truck route plan

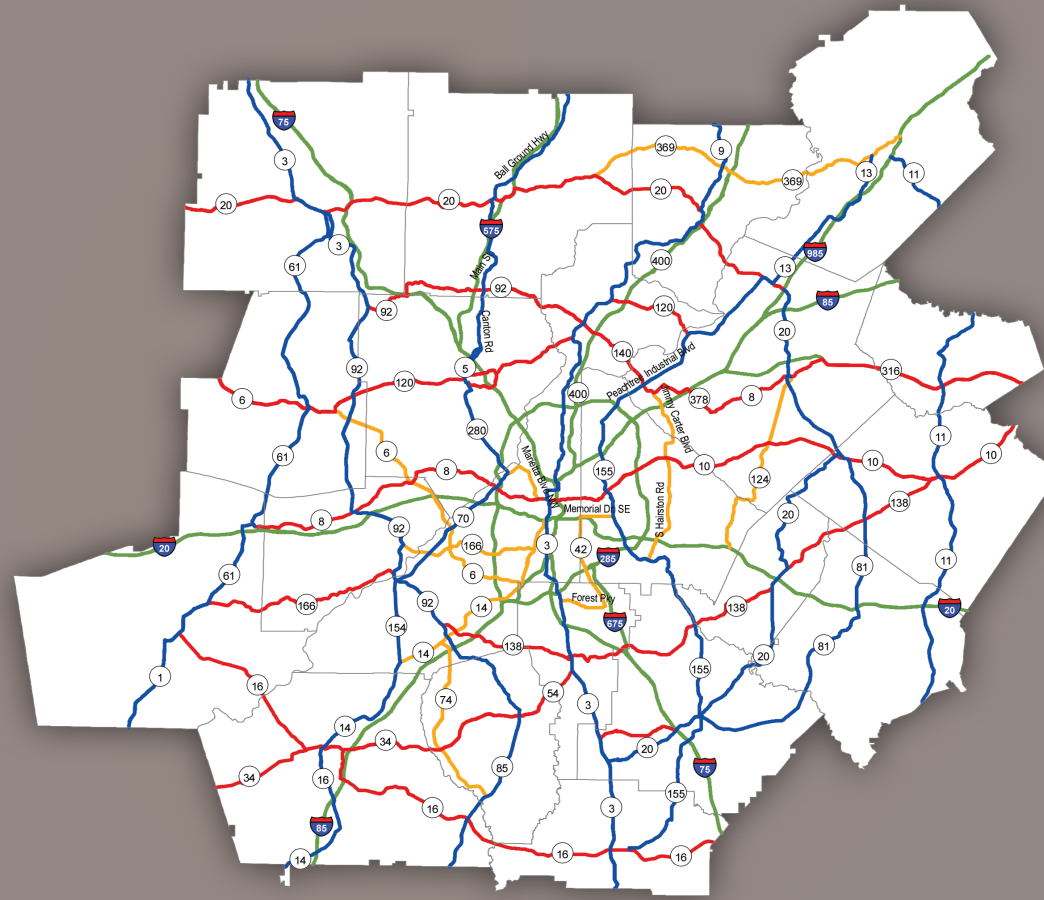
The project incorporated:

- Outreach Programs: Throughout the process, the three stakeholder groups impacted by or influencing the truck route network would be engaged, the public sector (or jurisdictional agencies), the private sector, and the communities. Additionally, outreach to and involvement of the general public was comprehensively pursued.
- Data Collection: Critical to the quantitative effort, jurisdictional bodies and agencies were approached for data pertinent to the physical characteristics or attributes of the identified roadways. These also included other empirical datasets such as land use designation and Environmental Justice designated census blocks.



ASTRoMaP SYSTEM

With the “grid” concept providing a framework and the desire to provide corridors which met or exceeded the polled carrier response of “distance to the appropriate corridor”, the network was evaluated for corridors moving along the east-west and the north-south axis. Following the process outlined in the Strategic Truck Route Identification Criteria Matrix, with due consideration of the Community Impact Mapping Technical Report, a “grid” network of appropriate corridors was identified.



ASTRoMaP DRAFT SYSTEM

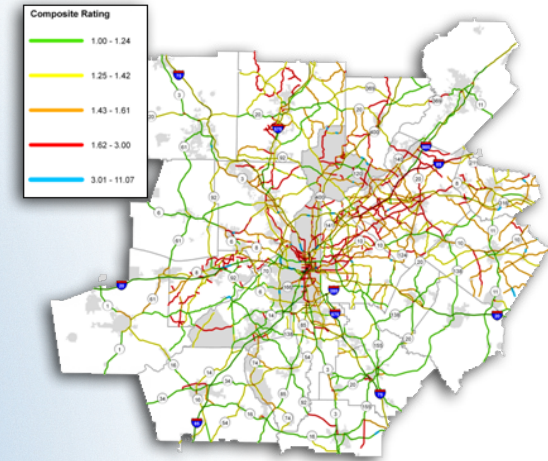
- ARC 20 Counties
- N-S Corridor
- E-W Corridor
- Connector
- Interstates/Expressways



The “connector” classification consists of specific roadways that provide access to freight generating clusters or nodes of activity. Such areas are identified on ARC’s Unified Growth Policy Map as Center City, Regional Center, Town Center or Freight Areas. These corridors are multi-jurisdictional on the county level but do not provide cross regional access.

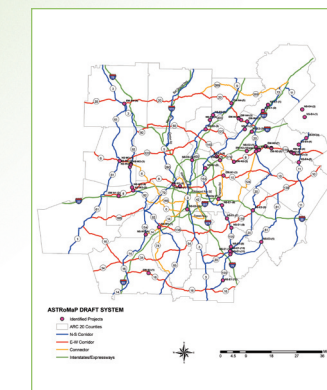
SCORING MAP AND INFRASTRUCTURAL SCORECARD

Weights and values were assigned to each attribute to help quantify the process. Items such as functional classification and lane width that weigh heavily on the ability of a truck to safely and successfully negotiate a route were viewed as having more influence. Attributes such as shoulder width and at-grade crossing presence, while still important regarding delay and safety, were seen as less detrimental to the assignment of trucks to the roadway. This provided scoring for lengths of less than a thousand feet to more than two miles, depending on the level of detail contained in the file. A segment composite score was calculated and was illustrated in a common legend.



THE ASTRoMaP PROJECT IDENTIFICATION PROCESS

With over 1,300 miles of continuous roadway included in the ASTRoMaP System, a significant number of strategies and project locations can be identified. The project identification process presented a trend of common project types, which provide local jurisdictions guidance as to next steps. Each jurisdictional segment of the system may also hold unique challenges and thus these identified trends are not exclusive of other project types. To completely assess project needs required a thorough review of the information and data presented in the Needs Assessment, Criteria Matrix, ASTRoMaP Draft System for segments identified as less than optimal, as described by AASHTO “truck friendly” recommendations. Projects identified are depicted in the map below.



POLICY OR DESIGN STRATEGIES

- Truck Friendly Roundabout Design and Implementation
- Signage Practices, Placement
- Addressing At-Grade Rail Crossings

PROJECT CATEGORIES

- Intersection Geometrics
- Bridge Replacement
- Pullouts
- Capacity Enhancement
- Grade Separation, Rail Crossings