

ASTRoMaP
Atlanta Strategic
Truck Route
Master Plan



Appendices A-F



Appendix A: Jurisdictional Interview Guide

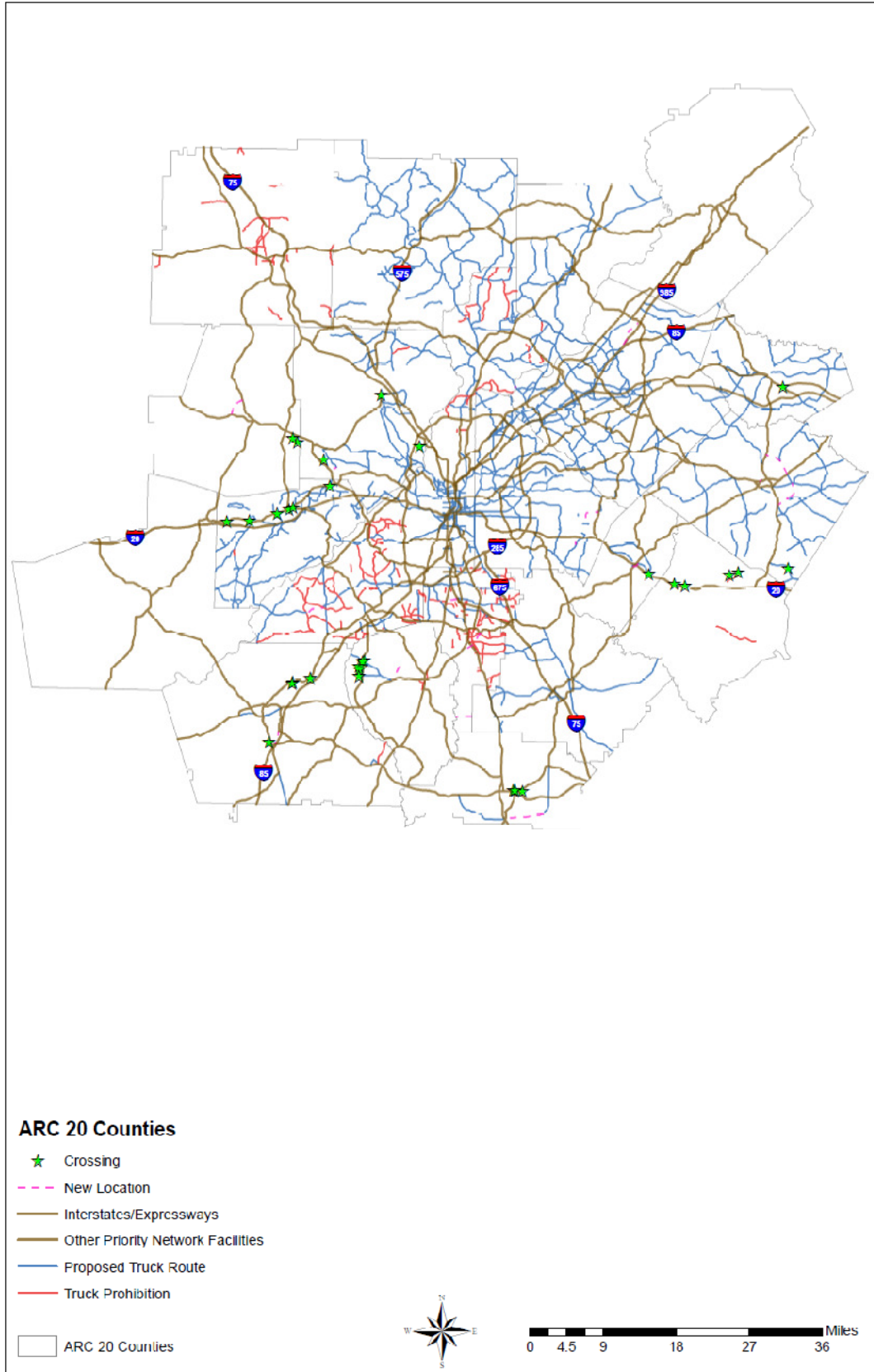
The guide was reviewed by the team members tasked with the conduct of these interviews and forwarded to ARC staff for approval. The prepared document contained the following questions:

1. How have you integrated freight planning into your comprehensive planning process, specifically, your Comprehensive Transportation Plan and Comprehensive Plan? Have specific policies, programs, and projects been developed to assist with seamless and efficient goods movement within and through your jurisdiction?
2. What are the designated truck routes in your community? What is your process for designating truck routes? When was the most current assessment of the established truck routes performed? Does the process involve public involvement? What kind of stakeholders would have been engaged?
3. What is the process for restricting truck traffic? Please provide a list of any roadways that include truck prohibitions. What is the method and level of enforcement of these prohibitions? Are there any other streets and roadways that should include prohibitions/restrictions? Are any communities particularly sensitive to truck traffic? Do any communities try to welcome truck activity, perhaps for economic reasons?
4. Please provide a list of grade-separated and at-grade railroad crossings. Are there any traffic issues related to congestion and safety at the crossings?
5. Please identify freight-related safety hot spots in your jurisdiction. What is the method for recognition of these hot spots, e.g., agency, private sector, driving public, law enforcement?
6. On the reverse is a map of the Atlanta Regional Priority Freight Highway Network. Does this properly represent highway freight corridors in your jurisdiction? Do you recommend any additions or deletions? Do you have any further comments?
7. Please identify current freight users in your community. Do you currently participate in a Freight Advisory Council mechanism with both the public and private sector? If so, please identify your top three private sector partners.
8. Please identify any future freight users based on proposed development plans. Also, based on future land use and zoning, where are the geographic areas of your community that will be subject to freight transportation, e.g., industrial parks, intense land uses, warehouse/distribution centers, private sector motor carrier facilities?

Facilitating further discussion, the preliminary truck route plan, consisting of interstates and state routes, was printed on the reverse side of the discussion guide.

Appendix B: Jurisdictional Interview Transcripts and Maps

ARC Regional Illustration



City of Atlanta

PROJECT ATL Truck Route Master Plan – City of Atlanta

Date 24 March 2009

Interviewer Rob Wayson
Paul Dowell
Joe Bryan
Dahshi Marshall

PROFILE

Contact Heather Alhadeff

Title Asst Director, Bureau of Planning

Company Transportation Planning Division, City of Atlanta

Address 55 Trinity Ave S.W.

City Atlanta

State/Zip GA/30303

COMMENTS

City of Atlanta, Trans Planning Div, under Ms Alhadeff, has actively pursued the incorporation of freight into the overall planning process. Central tenet though is that planning realization through project implementation has not been orchestrated to carry Atlanta into the 21st century; "...a lack of investment in projects that benefited the City economically over the past 60 years has resulted in a City of Atlanta that has not kept pace with the region's phenomenal growth." Current CTP, "Connect Atlanta" originally incorporated freight oriented policy to preserve current industrial areas and foster a transportation plan to reverse quoted path. This portion was removed to foster adoption of the CTP as a whole.

First truck route design was performed in 1955 with no formal update to date. Current structure results from local ordinance, code, and regulatory implementations. Primarily changes resulted from non-Trans Planning Div sources. Extensive public outreach program when designating transportation plan needs. Observed belief is that private sector involvement, while highly encouraged, not at the level desired nor adequately represents motor freight interests. General citizenry involvement is extensive through a "Mapbook" project (product available on website).

Though postings can be requested restricting truck traffic and existing through traffic, restricted from transiting within the 285 traffic loop, reality is truck traffic has ability to traverse any and all lanes with proof of need by manifested stop. Compliance is limited, with primary responsibility residing with A.D. Singh, Officer. Roadways identified for current restrictions and future consideration presented on map (reference map provided by Ms Alhadeff). Additionally, updated 1955 typed copy of original truck restrictions available (same). Ward 9, located in the northwest segment of the City of Atlanta represented by most vocal council lead. Example of mixed message restrictions available within this ward: Truck designated route segmented without ingress or egress defined, to provide physical access (note provided map). No "truck friendly" neighborhoods identified.

Two specific projects immediately identified to foster greater freight movement: Marietta Road Extension and Bolton Ave (though extends into Cobb county). Western route identified as a bypass solution to the rail pattern. Metropolitan, with transit astride school facility, additionally serving as a pedestrian passage for students, leads to sever issue of safety. Additional hot spots include Greenbriar Rd which does not have near access to I-285.

Roadway design considerations toward truck route designation noted.

OBSERVATIONS

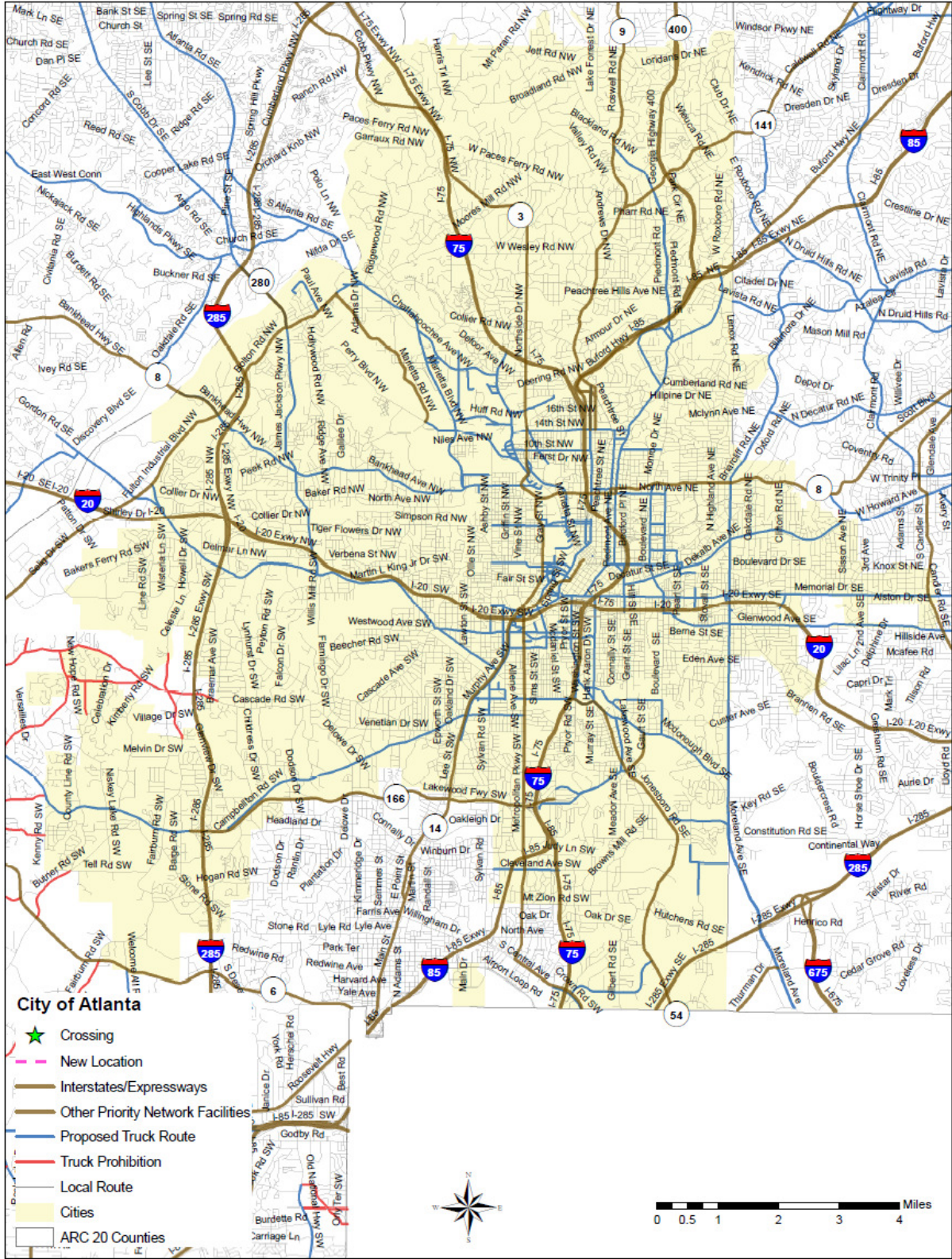
Freight is a significant component of the thought process, related to transportation planning, but for other considerations has not been realized.

A strong community outreach program is required to overcome community resistance and realize freight as an active component.

Developing a long term relationship between Ms Alhadef and several motor carriers regional or above level management will assist in both orchestrating meaningful input from the private sector and provide a ready base of knowledge for her inquiries.

Resulting from budgetary considerations toward compliance and enforcement of resultant truck route plan, plan containing inherently beneficial truck connectors will guide self-compliance by domicile trucking environment.

Open to third party involvement.



Barrow County

PROJECT ATL Truck Route Master Plan - Barrow

Date 13 April 2009

Interviewers Steve Brown
Joe Bryan

PROFILE

ContactMichelle Leonard
Title Planning Director, Barrow County

ContactDarryl Greeson
Title Public Works Director, Barrow County

ContactRebecca Whiddon
Title Senior Planner, Barrow County

Company Barrow County
Address 233 East Broad Street
City Winder
State/Zip GA/30680

COMMENTS

Manage truck access by ordinance that prohibits access. Planning staff has identified truck routes and restricted bridges through their CTP. Though this process is available, county does not actively have intent to restrict routes. Restriction process is largely conducted as response to political concerns. CTP Supplement completed in June 2008 identified a nine-section potential cross-county route from SR 316 southeast of Carl in the west, to SR 53 north of the Winder city limits, and southeast to SR 316 east of Bethlehem. When connected to SR 316 at both termini in the south, the proposed route will form a perimeter around central Barrow County. The bypass follows existing facilities but will require upgrades to become through traffic and truck friendly.

A new RR crossing is in the TIP for Ed Hogan Road at SR 8. At-grade rail crossings of concern were identified on the map. Staff identified several areas of industrial development on the map.

Economic development activity is largely limited to residential growth; however, employment land uses are prevalent between Winder and SR 316 and around the airport.

Recommended truck routes are fine, just should be more – like their planned “new crossing” bypass. Cost of full bypass is \$27-32 mil., but the main thrust of through truck traffic is 85 (Braselton, more or less) toward Athens, with a 2nd vector from industrial pocket by the quarry west of town running east. So, just the western end of the bypass would help.

OBSERVATIONS

County is subject to radial pattern. Between I-85 and SR 316, the two major arterials, few north-south corridors exist. State Routes 211, 53, 11, 8, and 81 converge on downtown Winder in a heavily commercial area, not suited for truck traffic. Absent the proposed bypass, the I-85 and SR 316 corridors will be the only truck friendly routes in the county.

The RR bisects the county but does offer potential access to the Atlanta-Athens commuter rail line.



Bartow County

PROJECT ATL Truck Route Master Plan - Bartow

Date 02 April 2009

Interviewer Rob Wayson
Steve Brown

PROFILE

Contact Randy Gray

Title Road Director, Bartow County

Contact Thomas "Tommy" Sanders

Title City Engineer (City of Cartersville)

Contact Paul Woodward

Title Project Manager, Bartow County

Company Bartow County/City of Cartersville

Address 135 West Cherokee Ave

City Cartersville

State/Zip GA/30120

COMMENTS

Manage truck access by resolutions that restrict access, but no truck route plan in place. County utilizes the enforcement of the 56,000 GVW to control trucks. Upon contact, reviews for "final mile", but if not present identifies route and assesses any safety limitations, such as height restrictions. Without a safety concern, restriction resides with single commissioner for designation. Though this process is available, county does not actively have intent to restrict routes. Economic development noted as doing superior job of preplanning for increased truck traffic along routes prior to realization through construction of freight generator sites. Mitigation strategies are implemented prior to development. City of Cartersville (further identified as the "City") has identified routes through public and private community action. Though lacking ability or intent to restrict truck activity specifically, City enacts private sector involvement sessions to educate commercial sector on the advantages of alternative routes. Not a regular activity, but exemplified by instance of diversion of commercial traffic from Main St. Currently Main Street has road side parking and business fronts adjacent to the roadway. Formal designation of truck route alternative to Main St is influenced by desire to retain funding for maintenance of Main St, as it is a designated state route.

City also employs strategy of positive versus negative signage to reduce the number of signs and offset the endorsement of a route as a result of a lack of signage. Mr. Sanders is actively pursuing one truck restriction, to be submitted April 16th, to restrict a roadway that has a design flaw for commercial traffic. Route contains a 90 degree turn that forces trucks into adjacent private yards (one instance where a truck was stuck in a yard was noted).

County identified two primary truck routes or bypasses available to mitigate commercial traffic concerns:

Old Mill Road/Southbridge
Burnt Hickory Road (would serve as a northern bypass)

SR140 discussed as a possible addition to proposed truck routes. Speed limit reduced from 55 to 45 mph and utilized by log/timber trucks regularly.

SR113 noted as not identified and is a critical segment for truck traffic in the area.

County has approached the freight/truck congestion concern by reviewing and constructing routes to provide an alternative for privately owned vehicles; leaving the truck traffic on familiar routes.

Rail crossings are all at-grade construction, controlled by CSX. Three readily identified as concern crossings:

SR113: currently identified as improvement project, but for widening, not separate grades
Sugar Valley: not immediately present on truck route, but as a result of extended coal trains generating back-ups along this route, backs up onto state routes

Main St

Also note that there are five at grade crossings in the downtown city

City explored "quiet zone" for downtown. Evaluation resulting in observation that all crossing equipment is obsolete (lacking established cross warning timing, cross bars, etc) and would require \$1 million dollar investment to upgrade.

Georgia Power plant has annexed a county road, and is now constructing replacement, at distance from physical plant, to mitigate commercial traffic near site. Other existing hot spots requiring solution:

Grassdale

Peoples Valley

Additional note that the county is also a part of the EVMS-a Go Green Initiative.

Liz Hood, with the Downtown Development Authority, identified as possible future contact for discussion.

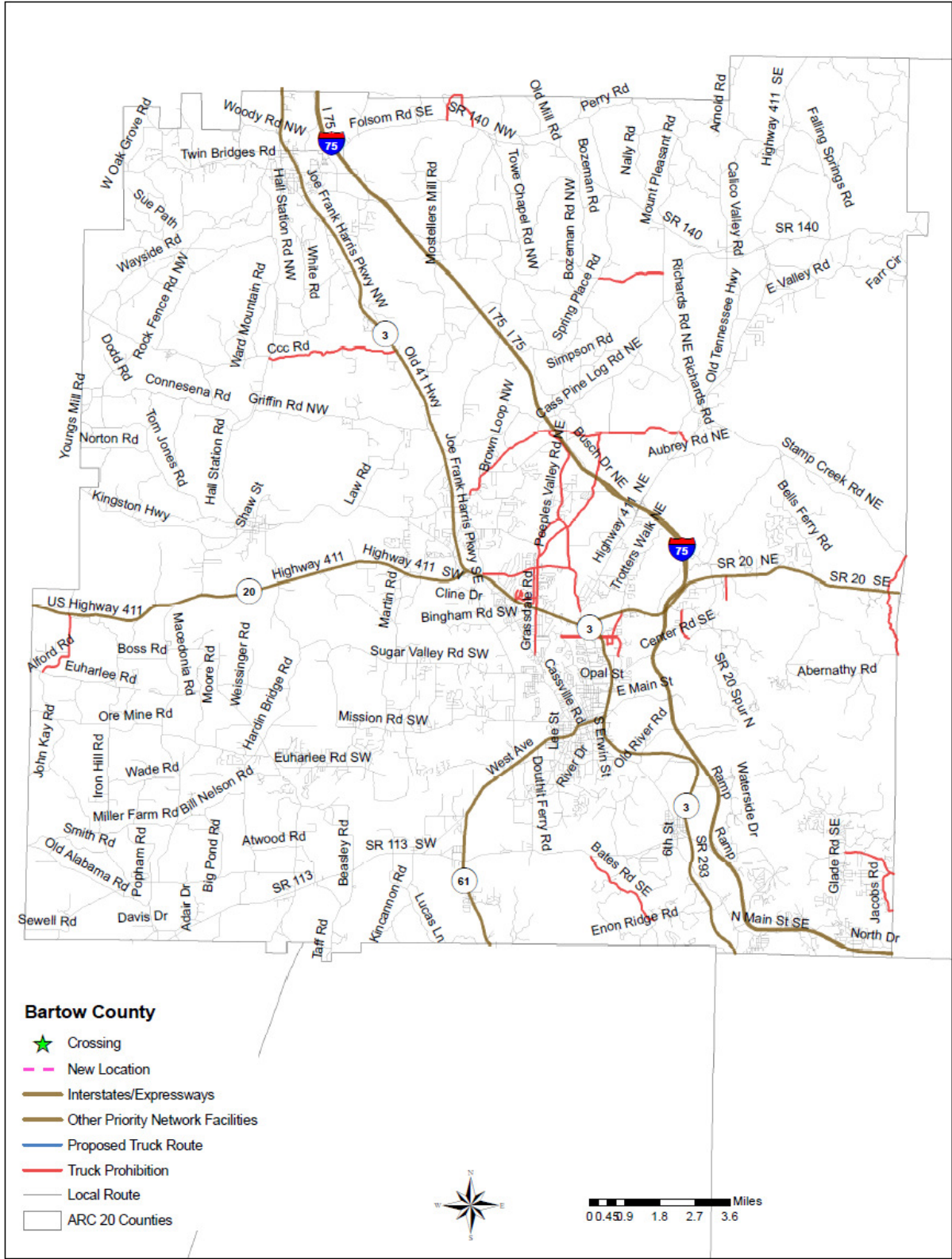
OBSERVATIONS

One homeowner association identified, under condition of discrete reference, as an active group within the City and county.

County agencies have a sense of freight and truck's impact on the transportation network of the county, but lack the funds to actively pursue known solutions.

Mr. Sanders has 13 years of GDOT, Dist 6/7, experience and is very aware of traffic route designation needs to offset impact of commercial traffic.

County is heavily rural, though City has been a freight generating location for at least twenty years.



Cherokee County

PROJECT ATL Truck Route Master Plan - Cherokee

Date 02 April 2009

Interviewer Rob Wayson
Steve Brown

PROFILE

Contact Geoffrey Morton

Title Public Works Agency Director
County Engineer

Contact Jeff Watkins

Title County Planner

Company Cherokee County Engineering Department

Address 1130 Bluffs Parkway

City Canton

State/Zip GA/30114

COMMENTS

CTP contained freight considerations. Timing allowed CTP and CP to be performed in near timeframe. Process initiated with a review current and future land use. Target was to attract non-manufacturing, light industrial (hi-tech) and white color oriented professional service industries to area. Current profile does have industrial oriented concerns such as landfills, quarries, etc.

There is no process for truck route establishment. There is no established truck route schedule from any past age.

When approached by citizenry, review of the route to ensure it is not a "final mile" solution route, thus no alternative. If not "final mile", contact with involved motor carrier is initiated with an explanation and discussion of solution routing. Example of Waste Management Landfill in Woodstock; where trucks were taking E Cherokee form transfer station to the landfill. Expectation route is to I-575 and then landfill, by most direct route. Explored expectations with WM and re-emphasized route with drivers. (Route review observed drivers performing dispatch on the non-approved route).

Readily identified following needed truck route restrictions:

- Priest Road: Industrial Park to SR 100
- Butterworth Rd: SR 20 to Old Hwy 5
- Downtown Woodstock
- Town Lake Parkway: Woodstock Parkway to Main St
- Arnold Mill Road: Main St to Neese
- Downtown Canton area
- Ball Ground, Town of: constructing by-pass to draw commercial traffic out of downtown (observed specific portion of by-pass, which is grade restrictive fro loaded commercial vehicles)

SR20 is a truck route, in practice but not title, serving as northern bypass or outer-loop. It is a 2 lane providing connectivity between I75 and I-85. Route possesses traffic signals and signage which rate review for truck friendly implementation. Speed limit recently reduced from 50 to 40 mph as result of increased truck traffic. Interviewee observed faster speeds leading to safety concerns as a result of mixed vehicle population on roadway. Route is solely a connector with no major freight generator presence along roadway.

SR140 proposed as an addition to the current truck route draft plan; primarily resulting from successive county utilization to traverse Cherokee County to reach Fulton County Residential opposition to the SR 140 reduced from SR 20 levels.

All rail crossings in the county are at-grade. Short line operated by Marietta based Georgia Northeastern; contact Michael Pierce 770-428-4784. No immediately recognizable safety concern.

Cherokee County Airport, K47A, has a runway expansion project, with a 2011 completion date. Current length is 3,414, expanding to 5,000 ft to accommodate private jets.

Development Authority may provide better contact information as to freight advisory group participation by the county. Interviewee has no involvement on a formal or regular informal basis.

Active community involvement groups: Bridge Mill, Woodmont, Hickory Flat. These are recognized as active participants in county affairs, inclusive of non-neighborhood concerns.

Are located in the southwest corner of county, SW92/Bells Ferry area surrounding and extending east from future Majestic Industrial Park project being proposed as an Opportunity Zone (incentive proposed is \$3500 per job in tax incentive). Cobb County is assisting with development of sewer project to support Majestic Industrial Park. Additionally, Bobo Woodtech Property is another joint agency project; build to suit development.

SR53 is an alternative for a northern by-pass.

OBSERVATIONS

Jeff Watkins is excited and proceeding with a development of a guide for access management; identified this project's desire to scope best practices in this area.

Steve Brown participated in CTP and CP development for this county and was referenced for response by Geoffrey on several occasions.

Geoff provided email copies of an email exchange with the Georgia Department of Public Safety citing county GVW at 56,000 lbs. Enforcement of this GVW would assist in controlling truck usage of non-desired routes.

Discussed utilization of airport expansion as precipitating factor in hi-tech industrial development, due to need for low density air cargo.

County intent to is to restrict non-residential development in upper northeast quadrant of county. Preservation of natural environment.

Clayton County

PROJECT ATL Truck Route Master Plan - Clayton

Date 13 April 2009

Interviewers Steve Brown
Joe Bryan

PROFILE

Contact Andy Adams

Title Deputy Transportation and Development Director, Clayton County

Company Clayton County

Address 7960 N. McDonough Street

City Jonesboro

State/Zip GA/30236

COMMENTS

Manage truck access by ordinance that prohibits access, but no truck route plan in place. Though this process is available, county does not actively have intent to restrict routes. Prohibition process is largely conducted as response to political concerns. Economic development activity dependent upon trucks is located along the I-675 corridor along Anvil Block Road and Forest Parkway. Ft. Gillem site is expected to become a redevelopment area with significant employment and truck activity. SR 42 and Panola Road should be included as proposed truck routes.

An east west corridor on the county's north side is significantly used by trucks but access must be improved through management and operational techniques to sustain viability as a truck-friendly route. The east west corridor is Forest Parkway, SR 331, but has several names throughout the width of the county. The corridor, also known as Godby Road, Phoenix Blvd, South Perimeter Highway, Sullivan Road, Forest Parkway, Ellenwood Road and Panola Road, provides access from I-285, I-85, Hartsfield Jackson International Airport, I-75, I-675, and I-20 East to highly industrial areas throughout Clayton and Henry Counties. Inclusion of a small north south section of Old National Highway in Fulton County would provide access to the South Fulton Parkway (US 29/SR 14) and its additional significant industrial land uses and truck generators/destinations plus additional access to Douglas County, SR 92, and ultimately I-20 West.

At-grade rail crossings of concern were identified on the map. Mr. Adams suggested meeting with the Air and Transportation Committee of the Chamber of Commerce, Carl Rhodenizer, contact.

OBSERVATIONS

The opportunity to develop the east west corridor identified through northern Clayton County is significant and should be further explored. As a side note, Clayton County's City of Lovejoy is expected to be the commuter rail's first phase southern terminus.

Cobb County

PROJECT ATL Truck Route Master Plan - Cobb

Date 28 April 2009
Interviewer Rob Wayson
Steve Brown
Dahshi Marshall

PROFILE

Contact Joe Fletcher
Title Traffic Signal Systems Manager, County DOT

Contact Dave Garrett
Title Traffic Operations, PBS&J

Contact Larry Stokes
Title Transportation Planner

Contact Chris Pruitt
Title Traffic Operations, County DOT

Company Cobb County Department of Transportation
Address 1890 County Services Parkway
City Marietta
State/Zip GA/30008

COMMENTS

CTP incorporated truck routes and freight extensively [most prepared jurisdiction]. Proposed a truck route plan.

From traffic operations point of view, *wish* they had a truck route network, and not just restrictions. 4 years ago Cobb did internal project [precipitated by SRTA ?] looking at major truck generators, associated roads and their geometries (width, site distance, etc.). County does not have a designated truck route network and route plan did not result from this study – but did look into it.

Restrictions are resisted going forward, but on examination, no positive truck route. Route defined by what is restricted. Process to restrict involved review of:

Determine road design
If major arterial or collector, refuse
If minor arterial or collector, approve
Extensive roster of restricted roadways

At-grade crossing concerns extensive:
Paces Ferry
Downtown Marietta

Vinings
Ogleby Road

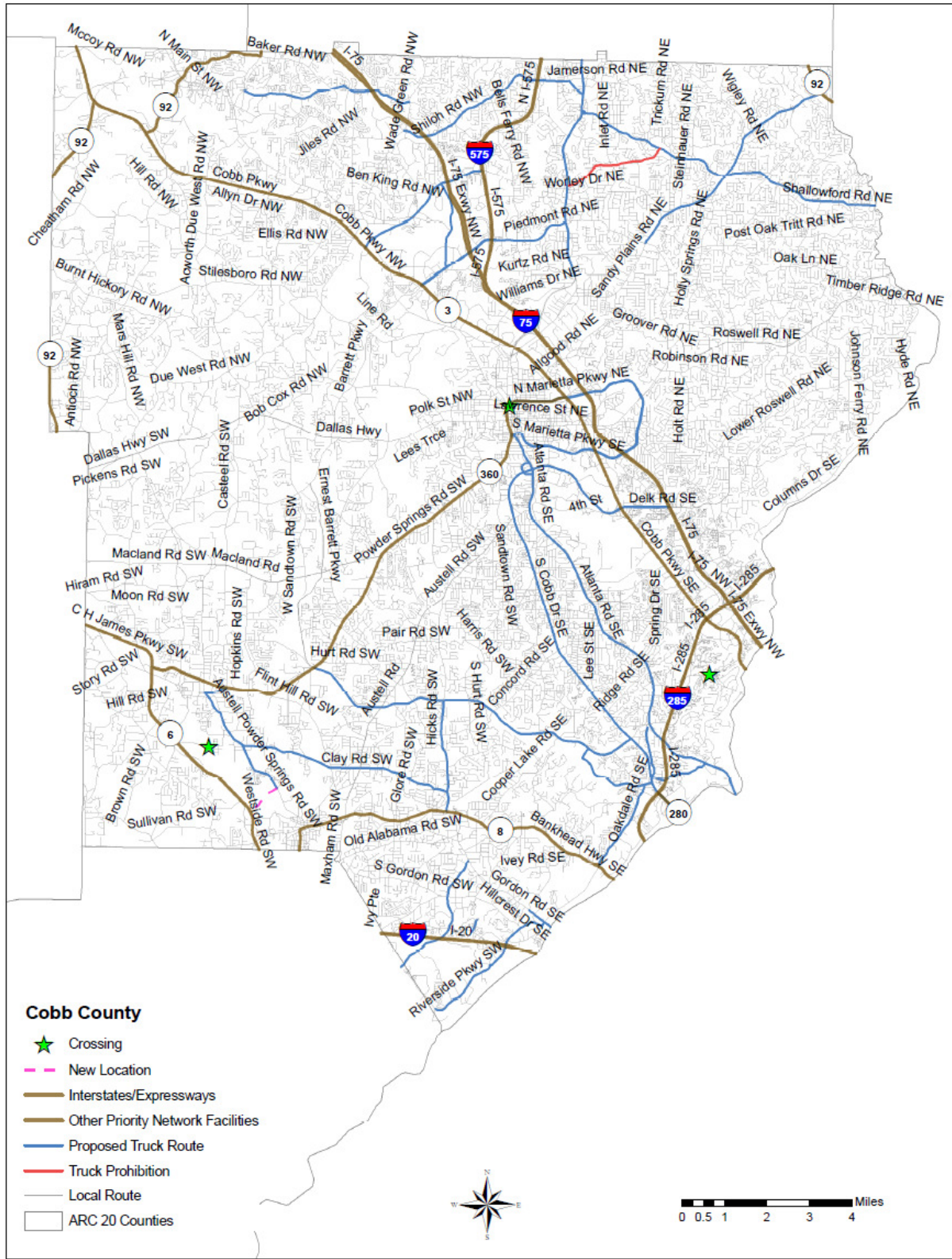
Hot spots noted:
75/41 by YRC facility
Terrill Mill Rd
Old Canton Rd
Holly Springs Rd
Roswell Rd

Extensive concerns lie on the following roadways:
Windy Hill at Cobb Parkway (worst)
Cobb/I-285/Spring Road
Barrett, Morris Hill
Austell Road
Floyd and Veterans Highway
I-75 and Chastain
Atlanta Road and I-285
Encompassed roadways within the interchange area of I-75 and I-285

Land use expectations best communicated thru Dana Johnson.

OBSERVATIONS

Greatest engagement
No true county truck plan
Future strategy for roadway is one of maintenance versus development.
Intermodal facility at Austell is not at capacity, thus impact beyond current concerns



Coweta County

PROJECT ATL Truck Route Master Plan - Coweta

Date 23 April 2009

Interviewer Rob Wayson
Steve Brown

PROFILE

Contact William Cawthorne

Title Director Public Works – Deputy Warden
Coweta County

Contact William Kahr

Title Public Works Director – City Engineer
City of Newnan

Contact Cleatus Phillips

Title Community Development Director
City of Newnan

Company Coweta County (see title)

Address 101 Selt Road – 25 LaGrange St

City Newnan

State/Zip GA/30263

COMMENTS

CTP was developed prior to emphasis placed on freight. It contains reference material to freight, but does not address it or its impact on the transportation network.

Both the city of Newnan and the county have actively pursued truck route development. The county carries the following:

Turkey Creek Road, Welden Road, Collinsworth Road

SR 154

SR 85/74

SR 16

SR 34B (northern bypass)

Southeast By-pass has been identified but not officially designated

The city has designated (taken from the provided City of Newnan truck ordinance):

Designated truck route: Specific streets authorized for truck/trailer traffic within the corporate limits of the city. Those streets or roads are designated as:

(1) Georgia Highway 34, from its intersection with Interstate 85 to its intersection with Georgia Highway 34 By-Pass; and

(2) U.S. Highway 29 North from its intersection with the city limits to its intersection with Georgia Highway 34 By-Pass; and

(3) Georgia Highway 34 By-Pass.
(Ord. No. 99-09, § 1, 3-9-99)

The process to restrict a truck varies between county and city:

County: requests are fielded by the Code Enforcement – Engineering office for follow-up. Compliance is performed by GDOT, of which enforcement units have not been physically sighted in 2009.

City: requests are forwarded to local police force, which reviews for compliance to ordinance and applicable weight restrictions. Compliance is performed by local police. Police Chief Buster Meadows at dlmeadows@cityofnewnan.org or at 770-254-2386 is considered the expert in this area.

As in all counties, no truck can be refused access if it is a manifested stop.

Further restrictions and future truck route designations: reference county map

At-grade crossings are also noted on map

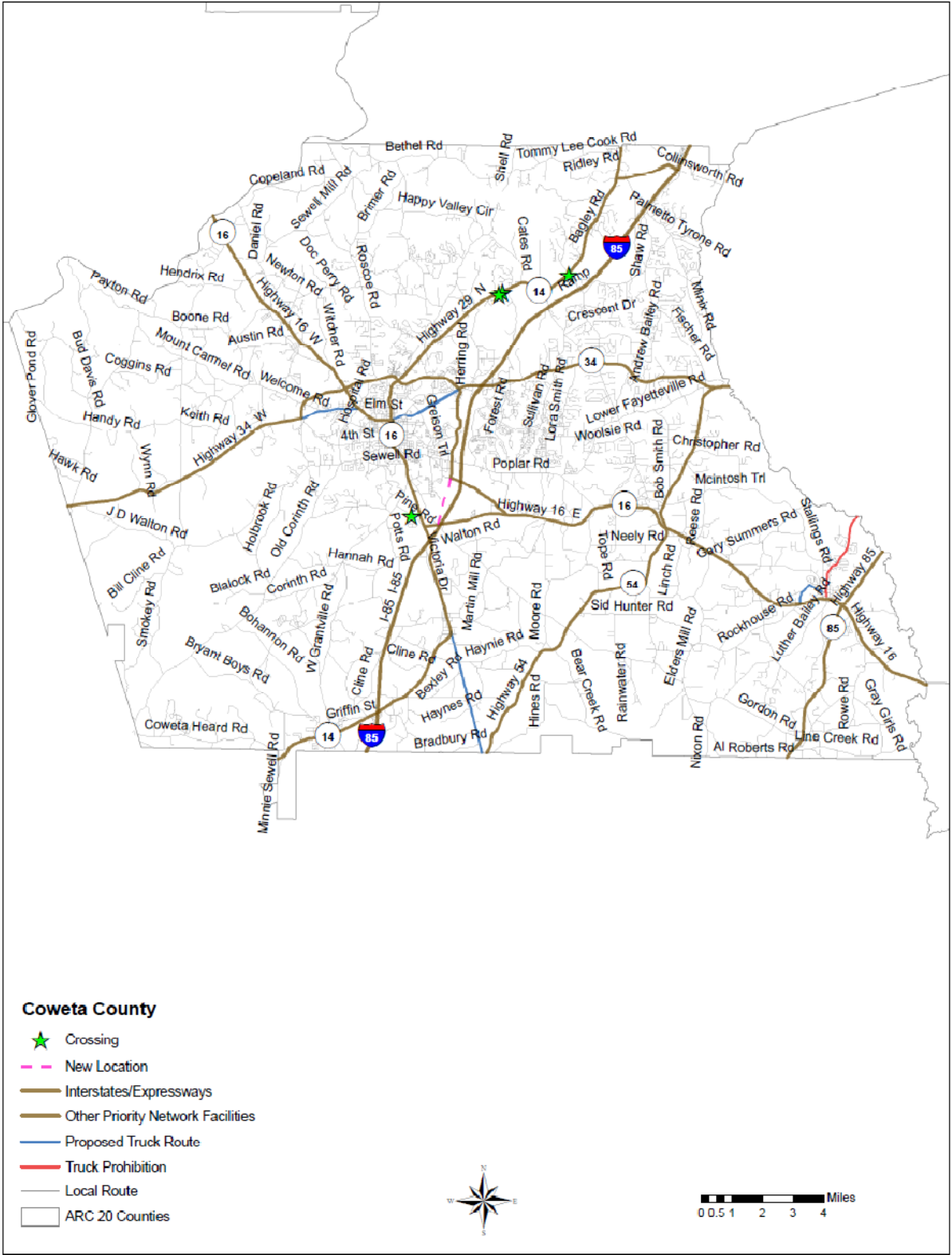
There is no interaction between the public and private sector on any matters.

OBSERVATIONS

Aware of impact truck freight has on transportation network and need to remain aware of future needs

Reflective of previous counties, group sees this as an exercise to force visibility of truck traffic in their jurisdictions

Access management is a key point for their future review.



DeKalb County

PROJECT ATL Truck Route Master Plan - DeKalb

Date 24 March 2009

Interviewer Rob Wayson
Joe Bryan

PROFILE

Contact Patrece G Keeter

Title Supervising Engineer, Public Works Division

Company Transportation Division

Address 1950 West Exchange Place

City Tucker

State/Zip GA/30084

COMMENTS

CTP was not fully adopted as submitted. Portions of are reviewed for acceptance based on perceived need. Freight was not a significant or specific focus during construction of same. Tenet of truck traffic mirrors privately owned vehicle traffic pattern and density present.

Original truck plan was formed in 1965 with policy, regulation, or ordinance adoption guiding further updates. As with state, trucks are authorized access to all roads, with properly manifested stop necessity. Part of county is within 285 interstate loops, which restricts all thru truck traffic. CTP/Truck limitation adoptions requested by the individual or involved party. Reviewed, approved, and signs posted (though non-binding for stop manifested trucks requiring access). Review process encompasses land use, existing truck routes, and roadway design. Existing restrictions provided (ref provided documentation).

Significant hot spot is the Bouldercrest Rd exit area on I-285. Kroger distribution center requires all trucks awaiting unload to be within two mile vicinity for call to a waiting door. This generates numerous idle tractors, without adequate parking, creating a safety and congestion scenario. Additionally, this area is home to numerous large cross dock operations for motor carriers and warehouse operations for both private and defense sector. These facilities expand the hot spot to the I-675 length of roadway, west of Bouldercrest Rd. Maddox Road was identified, in conjunction with the North Druid Hills and Emory area. The expectation for county enforcement of restrictive roadways, to control truck traffic in these areas, through compliance enforcement is less than ideal.

Additional notations were presented on a map format (reference provided map).

No formal advisory council. DeKalb does interact with adjacent counties on transportation concerns and solutions, but are not targeted specifically at freight related issues.

Areas denoted for improvement projects included:

Thurman Road-expanded area from the Bouldercrest/I-675 condition

Jimmy Carter Blvd and Mountain Industrial-both require freight oriented solutions to correct congestion

Beaufort Highway-many citizens do not expect truck traffic on this artery, though heavily traveled by same

Additional roadways requiring attention:

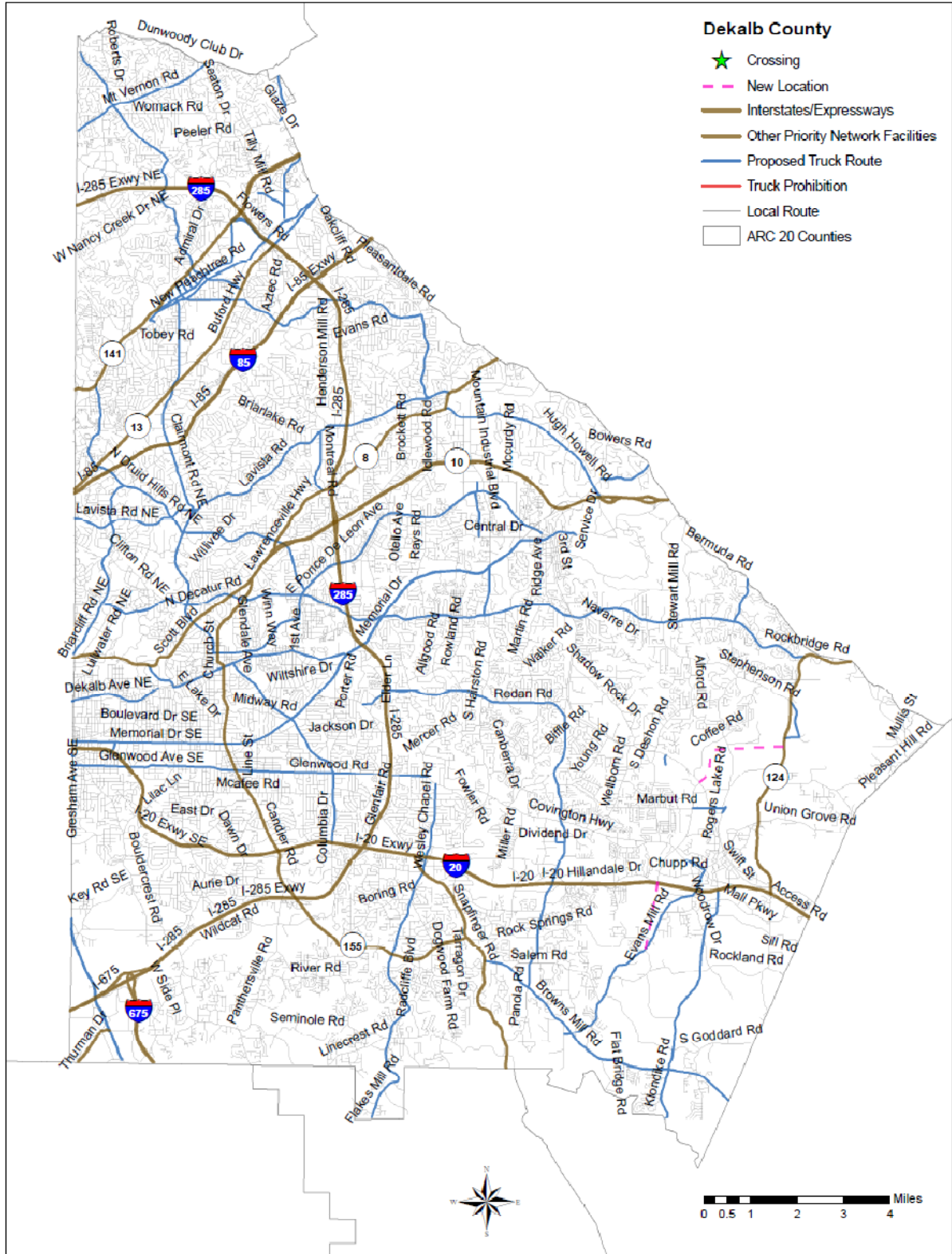
- Rock Chapel/Turner Hill
- Moreland
- Granite Drive
- Roadways to add to the current outline of truck routes:
- Lithonia by-pass project
- Covington Highway
- Beaufort Highway
- Ref map

OBSERVATIONS

All contributing team which developed the CTP (not adopted) are no longer with the department. Leads to concerns on criteria utilized and intentions to develop freight route network.

This county will require education, not that freight is important to the planning process, but the effect of not generating a process that incorporates freight as a distinct thought interactive part.

There are numerous considerations in this county, in conjunction with a similar observation from the Clayton county interview, as there resides all of the primary motor carrier facilities within these two counties. Others have terminal locations, but none to the size and truck counts as in this concentrated area.



Douglas County

PROJECT ATL Truck Route Master Plan - Douglas

Date 28 April 2009

Interviewer Rob Wayson
Steve Brown

PROFILE

Contact Randy Hulseley (Conferenced in)
Title Director

Contact Keary Lord
Title Assistant Director

Company Douglas County
Address 8700 Hospital Drive
City Douglasville
State/Zip GA/30134

COMMENTS

CTP includes detailed freight section. Strategic focus one of restriction versus positive route designation. 48 routes carrying truck prohibitions.

To restrict additional routes, proposal presented to Board of Commissioners, processed via codification and then posted. Sheriff enforces all truck route restrictions. Views quarry, HMA, and concrete carriers most likely to require restrictions, as they move "off route" the most.

Noted at grade crossings:

SR 92

Sweetwater rd

Multiple downtown in Douglasville

Strickland rd

Mann rd/Post rd

Tyson

Norfolk Southern intends to close two: Harper St and Temple Ave

**Identified need to explore comprehensive rail plan

Hot spots noted specifically:

SR 6: high crash rate near Austell intermodal facility

Riverside Dr: alternative to Fulton Industrial Dr

SR 92: alternative routing into the intermodal facility in Austell

SR 5

OBSERVATIONS

Concerns of policy related to signal implementation:

Prior to signal light, study to disprove ability for roundabout application needed

R Hulseley adamantly agrees that "grid" or system of alternative routes required

"Do not forget interstates" and their role

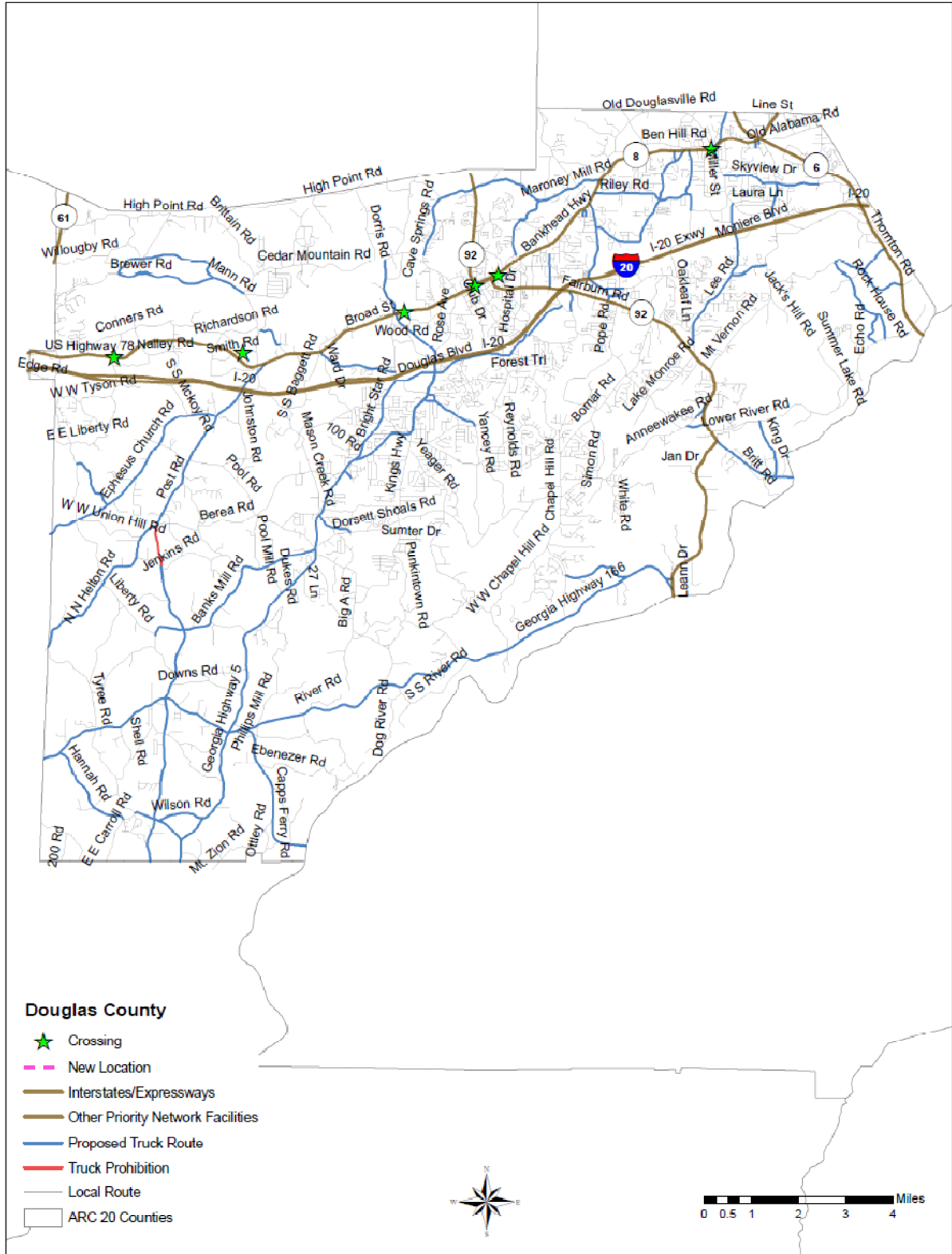
Discussion must include I-20/I-285 interchange

Board rejecting development along Bankhead highway at this time

Congestion issues

Traffic volumes concerns

Highly engaged



Fayette County

PROJECT ATL Truck Route Master Plan - Fayette

Date 29 April 2009

Interviewer Rob Wayson
Steve Brown
Joe Bryan

PROFILE

Contact Tom Williams

Title Assistant Director, Planning and Zoning Department
Fayette County

Company Fayette County
Address 140 Stonewall Ave W
City Fayetteville
State/Zip GA/30214

COMMENTS

CTP is currently being studied and contains a section dedicated to freight and its movement needs. An ancillary strategy that positively affects truck transportation in the county is to ensure of truck-friendly geometries and road designs, generation of projects to affect these improvement types, versus widening and more dramatic roadway enhancements.

No defined truck route in place in either county or city. Though the state routes are readily identified as truck routes, SR-74 plays a predominant role in freight transit throughout the county's industrial areas.

County code currently restricts three roads, by name, with two forming a single expanse of roadway; Jeff Davis Drive, Beauregard Blvd (Redwine Rd) and Grady Avenue. Chapter 78, traffic code, [noted as 82 in Municode.com] of City Code also restricts routes [though none readily identified]. Enforcement is responsibility of local Police force.

City is not aware of significant issues with at-grade crossings within the limits. Four at-grades noted and two grade separated. County noted five at-grades that provided significant congestion and safety concerns. Top notable is west of SR 74 where Dogwood and Senoia intersect. Others identified were on: E. Crestwood, Sandy Creek, Coastline, and the intersection of Senoia and Palmetto.

In addition to specific "hot spots", entire routes were identified as generating issues with truck traffic. Dog wood Trail, Tyrone Rd, SR-54 was identified as having narrow lanes, no shoulders, and in the case of the later, numerous lights and grade challenges.

Thinks one of deadliest interchanges is GA74 and I-85. Peachtree City took off when 74 went to 4 lanes; 74 now backs up, tries to merge with high speed traffic on 85. Also problem of soil stability, causing maintenance construction, which exacerbates backups.

Fayetteville is a cross-roads town, downtown couldn't handle more traffic (92 goes right through), would need a bypass of town center, which is location of their few truck restrictions. If picked up the west side bypass, would dump into residential Lester Rd. Unclear if 74 could really connect up and be used through here instead.

Local concern about growth of CSX Fairburn sending more trucks

Interchanges outside the county jurisdiction were noted as impacting traffic flow: I-285 and I-20, I-85 and SR-74, SR-85 and SR-54, and SR 314 collector into airport.

Discussion of 16 as good route, but is very far south. Could see for through traffic on south side, removing volume from elsewhere – but goal of Master Plan is to *serve* metro Atlanta, not to bypass it.

Atypical of the region, no private sector involvement is present with any reciprocal participation.

Land use is expected to follow current patterns of no industrial growth in the southern half of the county. Land use restriction strategy is the site requirement for sewage installation (5 acre sites in south compared to <1 acre in the north).

OBSERVATIONS

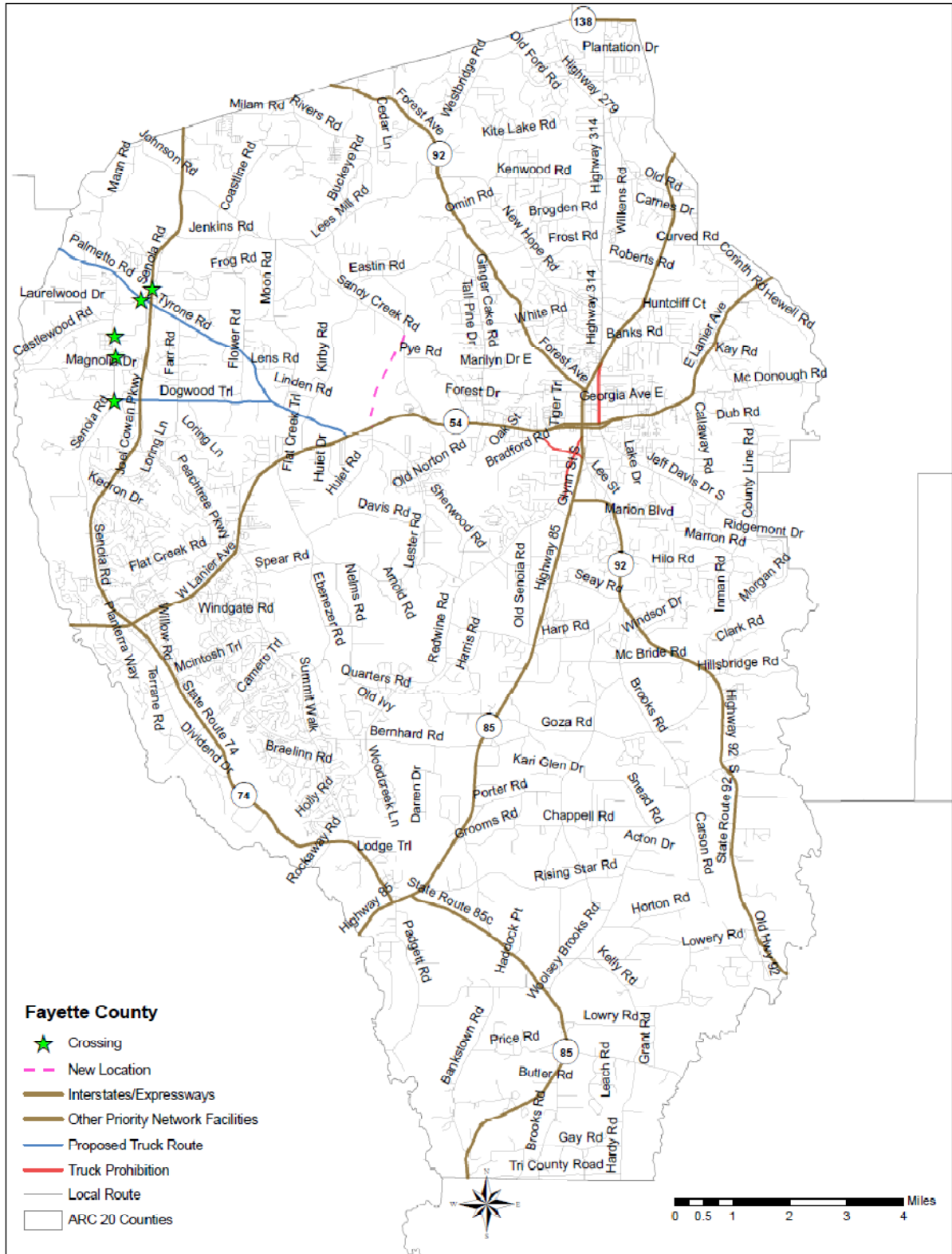
Strong reliance on SR-74 to accomplish freight movement throughout northern and western portions of county

Passage of SR-92 through Fayetteville proper is concern of flow, not readily addressed or viewed as consequence

Typical concern of presence of mass transit

Senoia was SR-74 before 4lane was built

Matt Foreshee, Development Authority, interacting with real estate but not industry (observed by Tom Williams)



Forsyth County

PROJECT ATL Truck Route Master Plan - Forsyth

Date 30 April 2009

Interviewer Rob Wayson
Steve Brown

PROFILE

Contact Tom Brown

Title Assistant Director, Planning and Development

Contact Tim Allen

Title Assistant Director, Department of Engineering

Contact John Cunard

Title County Engineer

Company Forsyth County

Address 110 E Main St

City Cumming

State/Zip GA/30040

COMMENTS

NO RAIL LINES PRESENT IN THE COUNTY

Prior to the CTP truck designated routes were present. No fact based process, more a "logical" approach. Code was modified recently to affect a greater degree of enforcement. When designating, items taken under consideration were road design, programmed improvements, and logical connectors. CTP has a cursory freight component.

Restrictions are present as result of community and political decisions. Windmere Parkway, Mathis Parkway, and Old Atlanta Highway are truck restrictive routes. Enforcement responsibility of sheriff. The process for truck prohibitions moves thru sheriff office for enforcement and recommendation.

Hot spots were not readily identified by the attendees. SR 369, and east-west corridor was noted as having a high percentage of truck traffic. SR 306 will become a concern with the addition of three traffic signals. Noted routes were consistently feeding into SR 400, and past issues had been improved or were programmed for resolution (intersection of 306 and 53).

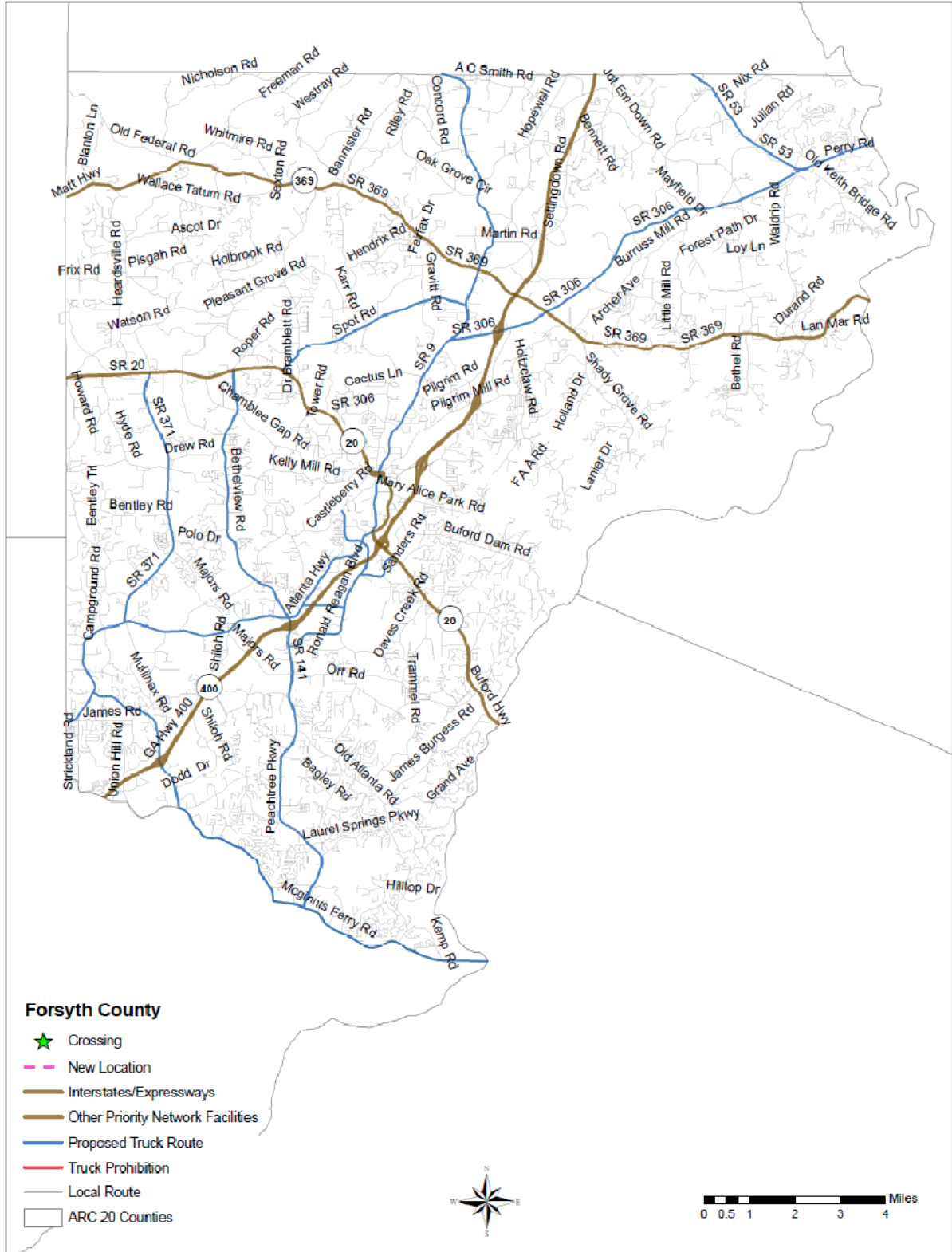
Regarding Route 20: makes sense as a truck route, it's only east/west connection to Gwinnett. However, most truckers avoid 20 coming through Cumming; think use 369 further north, which picks up 20 again in Cherokee. Only 1-2% of traffic in town is trucks, most for Tyson's; thinks 369 has highest truck percentage [in county?]. [No real suggestion as to how to handle making 20 the core truck route yet also avoid going straight through town]

County views itself to be a “bedroom” community and that growth will be related to that function; residential growth, retail, and service oriented commercial traffic. County is not seeking industry or manufacturing.

OBSERVATIONS

Freight not significant planning determinant. Planning based on concept that county is bedroom community for metro.

Restrictions placed on routes such as Windmere Parkway and Mathis Airport Parkway, four lane with divided median or flush median, noted as community originated.



Fulton County

PROJECT ATL Truck Route Master Plan – Fulton (South)

Date 14 April 2009

Interviewers Steve Brown
Joe Bryan

PROFILE

Contact Roussan Francois

Title Transportation Planner, Fulton County

Contact Vicki Coleman

Title Planner III, Fulton County

Company Fulton County Departments of Public Works and Community
Development

Address 141 Pryor Street

City Atlanta

State/Zip GA/30303

COMMENTS

Manage truck access by ordinance that prohibits access. Planning staff has identified truck routes and restricted bridges through their 2001 CTP. An established process is used to designate and restrict truck routes. An advisory committee reviews requests, conducts analysis and makes recommendations to the Board of Commissioners for ordinance amendments. No industry representatives are on the advisory committee. Volumes, geometrics and other factors are considered by the advisory committee when designating truck routes/prohibitions. Though this process is available, county does not actively have intent to restrict routes. Restriction process is largely conducted as response to political concerns. A map showing designated and restricted truck routes was provided. RR crossing of concern is at Roosevelt Highway and Buffington Road. Most of the county's transportation funding goes to MARTA, \$200 million per year.

Ms. Coleman is responsible for the Fulton Industrial Park, an older, yet established freight generator/destination. It is one of the few properties in unincorporated Fulton that remains industrial and is accessible by rail and truck. Ms Coleman is actively trying to initiate a strategic and comprehensive plan for the industrial park.

From Vicki Coleman on FIB: was one of 1st areas identified for revitalization. Most of 2007 collected data; then had management change at end of year. New deputy just toured FIB last month. Talked to ARC through land use, not really transport. Asks ARC please to reach out to her [I passed this on to John Orr]. Heard ARC say something at freight workshop last summer about a model "industrial preservation ordinance"

Vicki is a land planner, but in comprehensive planning her job is to pull everyone together: transport, economic development, etc.

They looked at land use, physical form and character, transport, economic development, safety. Is some rail service, unclear as to the amount. Sees FIB having 2 sections: older at north end near I-20, which needs funds. Lower end near Camp Creek is newer, and has service features (like restaurants). When developers bring in clients, they go there. Politically are 2 Commissioners, north & south of Cascade. South wants to do something. North has eyes elsewhere (health and human services).

OBSERVATIONS

County is responsible for the unincorporated area of Fulton County. With the large number of municipalities (11), the county jurisdiction has been reduced to a portion of South Fulton. Fulton Industrial is trying to redevelop and has an advocate in Ms. Coleman. Unfortunately, residential development is encroaching and threatening the continued viability of the park. A strategic plan is being prepared to preserve and enhance the area's vitality.

Gwinnett County

PROJECT ATL Truck Route Master Plan - Gwinnett

Date 30 March 2009

Interviewers Steve Brown
Paula Dowell

PROFILE

Contact Brian Allen

Title Department of Transportation Director, Gwinnett County

Contact Vince Edwards (main contact)

Title Transportation Planner, Gwinnett County

Contact David Tucker

Title Deputy Transportation Director, Gwinnett County

Contact Martin Conroy

Title Deputy Transportation Director, Gwinnett County

Company Gwinnett County Department of Transportation

Address 75 Langley Drive

City Lawrenceville

State/Zip GA/30045

COMMENTS

Manage truck access by ordinance that designates truck routes and prohibits access. Ordinance amendments are required to designate and restrict truck routes and appropriate signage is posted. The last ordinance amendment was three years ago. Though this process is available, county does not actively have intent to restrict routes. Restriction process is largely conducted as response to political concerns.

Maps were provided that showed the RR crossings of concern as well as truck routes/restrictions. Ronald Reagan Parkway has a truck prohibition from 20 years ago that will be difficult to change. The new Sugarloaf Parkway Extension may prohibit trucks.

Roadway hot spots:

SR 316

SR 20

Collins Hill Rd

RR crossing hot spots:

Buford Highway at Pleasant Hill Rd

Suwannee Dam

SR 120 in Duluth

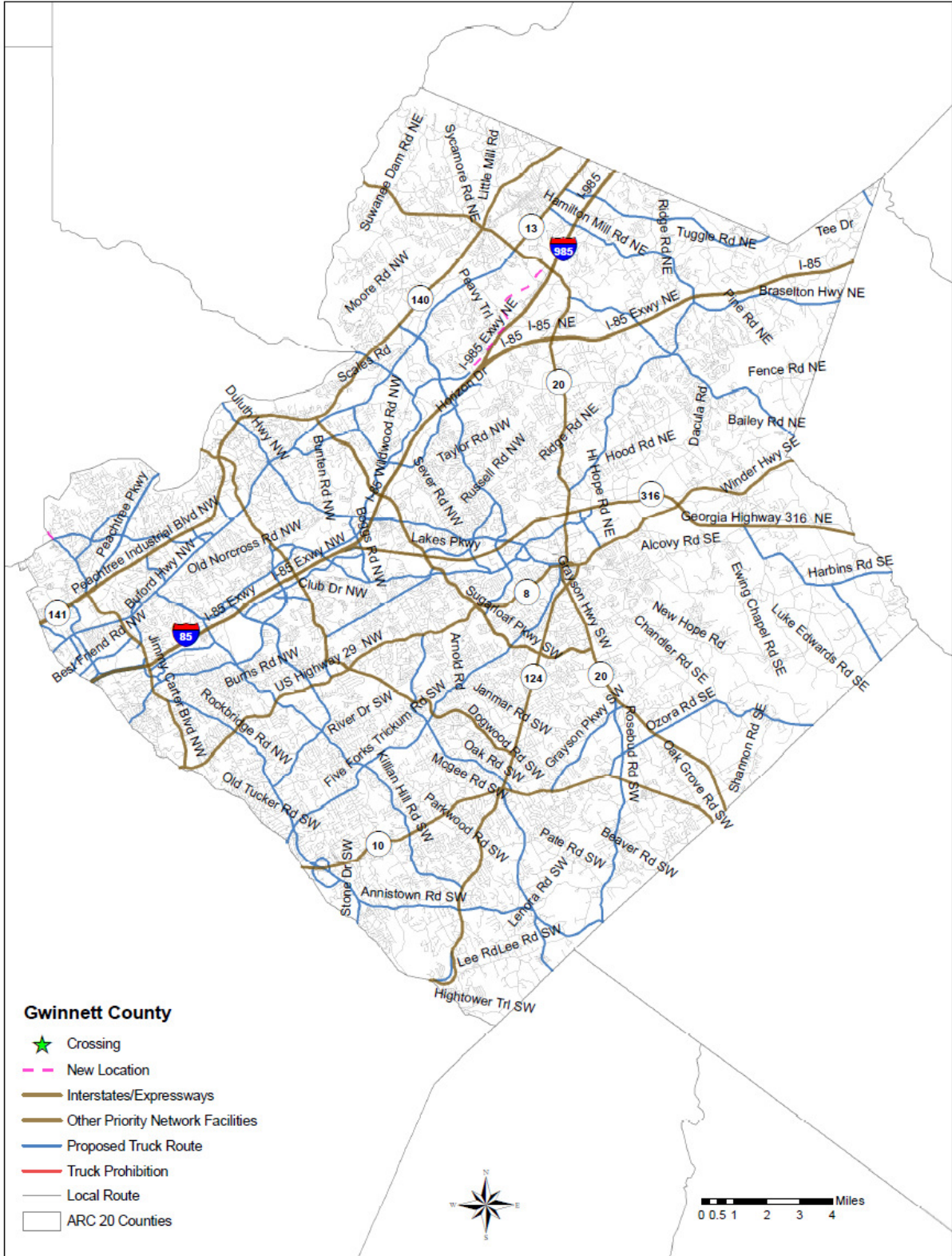
All crossings are controlled

Trains park for hours at time-switching

Source of information could be Partnership Gwinnett, Chamber of Commerce's Transportation/Environment Committee, HOT lane project public information meetings, Citizen Project Selection Committee.

OBSERVATIONS

While portions of 15 municipalities are in Gwinnett County, 80% of the population is in the unincorporated area. Industrial and compatible land uses are specifically delineated in comprehensive plan and zoning ordinance.



Henry County

PROJECT ATL Truck Route Master Plan - Henry

Date 14 April 2009

Interviewer Joe Bryan
Steve Brown

PROFILE

Contact Cheri Hobson-Matthews

Title Director of Transportation Planning

Company Henry County

Address **140 Henry Parkway**

City McDonough

State/Zip GA/30253

COMMENTS

Typical ordinance: truck route says where you can be so as to restrict you from elsewhere, and truck can be elsewhere if involves an origin or destination. In last 12-13 years, the county has never added a route. Isn't a real process for designation, and if were to do it, procedure would be through ordinance

At grade rail crossing roster was provided. Feel they have a lot and could use help. The H Line group is a busy one: 24-40 trains/day on H Line, which runs straight through downtown McDonough. [I sat through a train crossing there at 4 PM: auto racks, domestic and international intermodal. This was a very long train, resulting in a very large traffic backup. This backup occurred right at the onset of rush hour. Any citizen having to deal with this daily is not going to like it.] M Line is not busy; S Line is disjointed [believe meant some parts busy, others not]

Scariest crossing is Locust Grove: tracks close to road where traffic light is, cars back up and straddle track

In McDonough, have 15-20,000 cars daily crossing the H Line. Jonesboro Rd and SR20 worst, Jodico (north of it) is next, but are adding a new alignment of Jodico that should obviate it (= a new route without grade crossing that will reroute most vehicles; the old route stays with its crossing, but traffic will decrease). Ivy Edwards is getting fixed. Valley Hill at 42: a significant crossing, although not a truck issue

Safety Hot Spots: Get truck complaints on Camp Ground because it's between two routes and Noah's Arch.

Bottlenecks were identified:

155, especially at King's Mill and at 75. There's also a grade crossing (but just 2-4 trains per day)

155 and Industrial: could take 155 from Bill Gardner to 142. Identified possibly new industry n 42 at King's Mill. If so, trucks may skip 155/75 and go north to Bill Gardner

Big truck difficulties in city of McDonough, which [like Winder] is center of a spider web of routes, and had rail running through it

Draft truck routes are all good, they just have additions. [Most discussion was southern Henry, said] not much north, which was where residential development took place. There are some quarries north, but not DCs.

Their Chairwoman would like to designate Hampton Locust Road King's Mill between 155 and 42 isn't a designated truck route (by them) but functionally is one, because nothing but DCs there

155 itself is saturated with trucks

Like 20 as a cross-route instead of 16 further south, but 20 terminates near the county line and there isn't an existing ROW to connect it west. GA-20 itself is a nice [4-lane?] road pretty much until it ends

Eagle's Landing Parkway runs twixt 75 and 42, are lots of DCs there (near Stockbridge), and are working on improvements; this is about as far north as have truck issues

Cheri thinks they will form a freight advisory council, but currently have no active participation with the private sector.

Future Land Use: Rumor that Norfolk Southern bought property near 75 around Bethlehem for potential IMX yard (NS is only railroad in Henry County). If did, would lead to new I-75 I/C, near Locust Grove. There are 2 industrial parks north of it along 75: Greenwood and Liberty Industrials

OBSERVATIONS

Chairwoman would like trucks *not* to bypass Henry County and wants effective truck routes to keep them – like Hampton Locust Road

They don't so much need to prepare for growth (although did say "every day is more on 20") as handle what they've got better – and think citizens would like that. Citizens expect trucks to be there. "If we had 155 and all that mess fixed, we wouldn't have anti-truck sentiment". [in other words, if trucks can be intermixed better, acceptance would be better]. And want to involve private players to see if they'll lend support.



Newton County

PROJECT ATL Truck Route Master Plan - Newton

Date 20 April 2009

Interviewer Rob Wayson
Steve Brown

PROFILE

Contact Vincent Passariello
Title Assistant County Engineer

Contact William Skinner
Title Transportation Project Manager (city)

Contact Terry Savage
Title Transportation Technician (city)

Company Newton County/City of Covington
Address 1124 Clark St/2194 Emory St
City Covington
State/Zip GA/30014

COMMENTS

CP/CTP prepared by URS without detailed freight section. Recognizing trucks are in the downtown area and trucks are in areas not for trucks, view both designation and restriction as necessary.

City Council resolution designated truck route network, basic, in 2006. This was not posted nor signed, and as active enforcement not present, network is not an integral component of current traffic control. Traffic Safety Force developed to enforce compliance to state route and manifested stop requirements. Originally staffed at three officers, has since reduced to one. This arm focuses primarily with school crossing issues as well.

Restriction process also passes through the City Council and County Zoning and Planning agencies. Codes and ordinances places route on restricted list.

The existing at-grade crossing on Covington By-pass Road to be upgraded to multi- to accommodate designation of road to S.R. 36. This will alleviate any possible safety and delaying concerns while removing truck traffic from downtown Covington. Others noted:

Industrial Dr NE
Lock Ridge Rd
Alcovy Road

State route 162 has capacity concerns and requires widening. Additionally intersections such as with SR 81 require attention now, with widening an amplifier. Truck route development concern centers on current state of bridge network in county as numerous are 50-60 years of age and ratings not at needed levels to effectively accept truck traffic.

Identify SR 11 as part of network but advise improvements necessary as this is the commuter route from Social Circle.

Exit 101, on I-20, site for future industrial complex. This will lead to expanded need for SR 278 as part of truck route. This can serve as a southern route alternative to I-20.

No real interaction with private sector or adjacent jurisdictions (atypical).

OBSERVATIONS

Recommended contact John Boothby, Chamber of Commerce for additional information
Almon Road Community vocal on truck traffic in past
County priority of concerns focused on bridge and rail crossing improvement

Paulding County

PROJECT ATL Truck Route Master Plan - Paulding

Date 22 April 2009

Interviewer Rob Wayson
Steve Brown

PROFILE

Contact Scott Greene

Title Director (county)

Contact Kendall Smith

Title Public Works Director (city)

Company Paulding County/City of Dallas

Address 240 Constitution Blvd/129 E Memorial Drive

City Dallas

State/Zip GA/30132

COMMENTS

Freight is important but not a detail segment of comprehensive planning process.

There was no at-grade crossings presented during the interview.

No process for restricting truck access, though need for a detailed study required when presenting a route for restriction.

Numerous hot spots noted during conversation:

SR 92 as a result of intermodal traffic

Hwy 6 from I-20 to SR 120 is an area of great congestion

Need for redesignation of SR 61 around downtown

Interchange at Cobb and Third Army

Identified SR 101 and 113 as future additions to the truck route network. As SR 120 as this is a current freight corridor.

OBSERVATIONS

Tremendous focus on airport to support non-industrial based economic growth.

Rural county has influenced emphasis on truck traffic needs outside the SR 6 route



Rockdale County

PROJECT ATL Truck Route Master Plan - Rockdale

Date 21 April 2009

Interviewer Rob Wayson
Steve Brown

PROFILE

Contact Miguel Valentin

Title Deputy Director

Company Rockdale County Department of General Services and Engineering

Address 958 Milstead Avenue

City Conley

State/Zip GA/30012

COMMENTS

CTP developed with strong freight influence, but county recognizes need for involvement as a result of preponderance of industrial land use.

County does not have an established truck route, "looking for study to establish truck route". Specific portions of roadways, designated as truck route, are formed in ad-hoc basis.

No specific restrictions in place, other than standard for through versus manifested stop need. Process to restrict requires first contact with Mr. Valentin, who evaluates and directs sheriff to review for legal statute enforcement.

Several at-grade exist which significantly impact current flow:

NW Sigman, north of I-20.

Rockdale Industrial Blvd, at western terminus

Rockdale Industrial Blvd NW, intersects Old Covington Highway

West Ave, south of Railroad St NW

Gees Mill Road NE, western terminus

Interchanges with I-20, generate congestion and delay at Sigman Rd NW, Sigman Rd NE, SR 138, West Blvd. Each case has been addressed via planning and identified project improvements.

Addition of the following roads to the truck route plan:

Sigman Road

Dogwood Frontage Road

SR 138, 20, 155, 212

No involvement in freight advisory council or interaction with private sector.

OBSERVATIONS

Very engaging (toured county with interview for approx 1 hour)

Acutely aware of commercial vehicle impact on network

Highest in-county trips in the region (2003 ARC)

Contains two highest usage Park and Rides.

At Sigman Road (West): lot continuously full (450 spaces)

Iris Road, lot full at 600 spaces. Expected expansion to 1000

Northern county development restricted due to watershed

Hwy 138 is avenue to clayton/henry county and to I-75 southbound from I-20 (serves as Atlanta bypass)

Spalding County

PROJECT ATL Truck Route Master Plan - Spalding

Date 05 May 2009

Interviewer Steve Brown

PROFILE

Contact William Wilson

Title County Administrator, Spalding County

Contact Anthony Dukes

Title Transportation Planner, Griffin and Spalding County

Contact Chuck Taylor

Title Community Development Director, Spalding County

Company Spalding County/City of Griffin/McIntosh Trail RDC

Address 120 Hill Street

City Griffin

State/Zip GA

COMMENTS

Manage truck access by ordinance that prohibits access, but no truck route plan in place. County Sheriff's Office reviews truck concerns and recommends ordinance amendments to County Board of Commissioners. Some analysis is conducted before prohibition is recommended. Ordinance is available on line. Though this process is available, county does not actively have intent to restrict routes. Economic development activity dependent upon trucks is actively appearing east of Griffin near the intersection of Green Valley Road and SR 16. The convergence of a truck-friendly roadway (SR 16) and an active rail line (Norfolk Southern) in an industrially zone area near I-75 has spawned several million square feet of industrial space and has attracted a recent rezoning application for another million square feet. Industrial development is also encouraged northeast of Griffin near SR 155 and SR 16 interchanges with I-75 outside of Spalding County. The County and City are working to promote relocation of the downtown airport. Two potential sites are being considered just outside the corporate limits. The relocated airport is anticipated to attract industrial development.

Regular meetings of Griffin-Spalding Transportation Committee for the past twenty years have provided policy direction. The local trucking industry is represented on the influential committee. Griffin is bisected by an active Norfolk Southern railroad. Intermodal center is expected to expand and trucking is expected to be increased. High speed and commuter rail is also anticipated along the Norfolk Southern tracks. A substandard grade separated crossing is located on 6th Street on the east side of downtown. Recent activity by staff resulted in consideration of SR 155 relocation to connect with SR 16 and create an eastern and southern bypass around Griffin. The proposal included some funding but was delayed by local elected officials after citizen concerns were raised.

County identified primary truck routes or bypasses available to mitigate commercial traffic concerns:

US 19/41

SR 16

Taylor Street (SR 16 in downtown Griffin) is significantly hampered by access management concerns. Business 19/41 is also an unacceptable route for attracting and accommodating truck traffic. The intersection of SR 16 with Vaughn Road is a safety concern as is SR 362 and Moreland; however, improvements are programmed for both. A potential bypass on the north side of Griffin was considered and dismissed several years ago leaving the southern bypass option as the only viable alternative within Spalding County.

The County and City remain a hub of freight movement with the increasing rail and roadway infrastructure and a political climate aware of the positive impact of employment oriented land uses.

Rail crossings are almost all at-grade construction, controlled by Norfolk Southern. Three readily identified as concern crossings:

“Five points” at Searcy just east of downtown Griffin

9th Street just west of downtown

Hill Street (SR 155) in downtown

It was recommended that follow-up with Transportation Committee would be valuable.

OBSERVATIONS

County staff is sophisticated in its approach to attracting employment uses and understanding the impact of freight traffic on the community’s character and quality of life. Funding is an issue but foresight at the staff level is significant. Political divisions between the city and county are significant and somewhat destructive.

County is growing slowly but steadily through the recession, at least more so than many others throughout the state.



Walton County

PROJECT ATL Truck Route Master Plan - Walton

Date 21 April 2009

Interviewer Rob Wayson
Steve Brown

PROFILE

Contact Mike Martin

Title Director

Company Walton County

Address 1269 Good Hope Road

City Monroe

State/Zip GA/30655

COMMENTS

Comprehensive plan notes a truck route plan, inclusive of only federal and SR routes [US 78 and State routes 11, 138, 20]. Freight incorporated in a generalist manner.

Truck route designation is a process of restriction:

It is unlawful for any person to operate a truck with more than two (2) axles or more than six (6) wheels, or both, upon any county road owned by Walton County, except the following:

- a. Trucks making deliveries, picking up freight or passengers, or proceeding to a location to perform a service, when the location is on a prohibited street or in a prohibited area; AND
- b. Ingress and egress from the location is made by traveling the most direct route between the location and the nearest street segment on which the vehicle is permitted to operate.

To further restrict routes, the process incorporates a review by the department of planning. If justified, route restriction is presented to the Commissioner for review and comment.

CSX passes through the southern corner of state with no noted at grade crossing issues (Social Circle). Short line, Great Walton, has no noted at grade crossing issues.

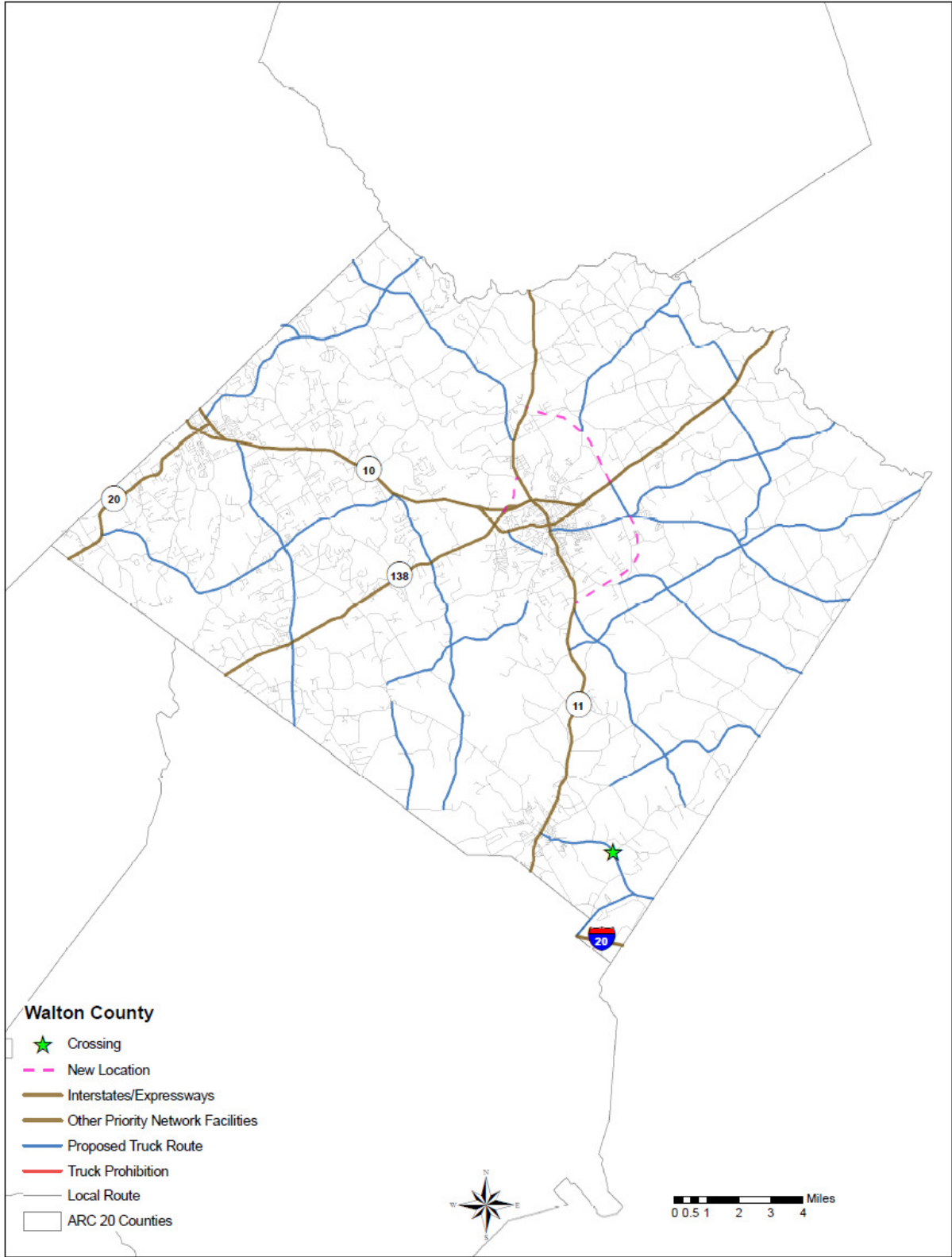
US-278, intersection of US-78 and SR-138, and intersection of SR-138 and SR-10 noted as areas in need of improvement, but identified each is programmed with GDOT.

No land use expansion planned for east of SR 11 to include industrial or commercial development.

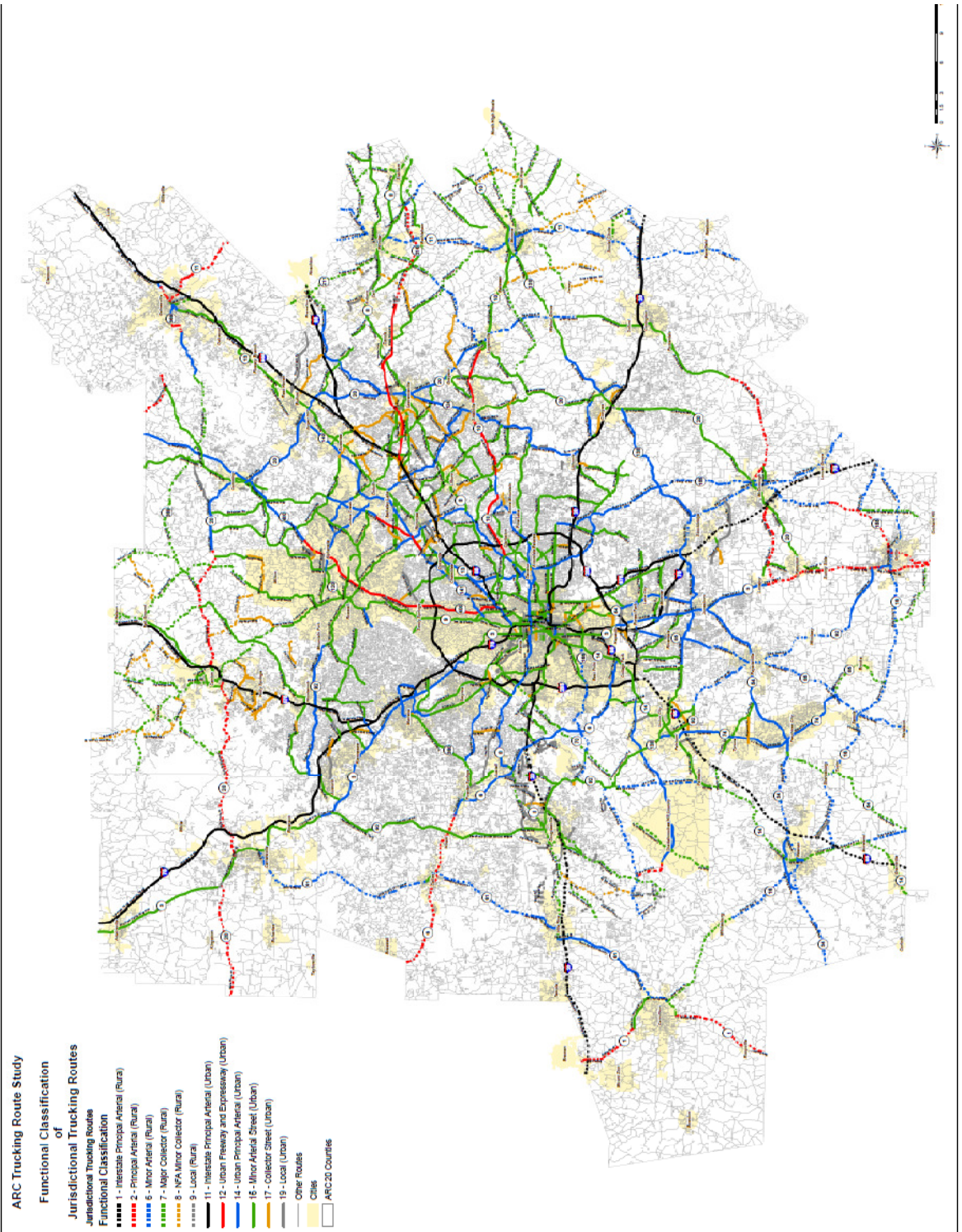
OBSERVATIONS

Rural nature of county and low development to date held back in-depth analysis of commercial traffic

Interested in truck route process.



Appendix C: Functional Class, Arterial Classification Segregated



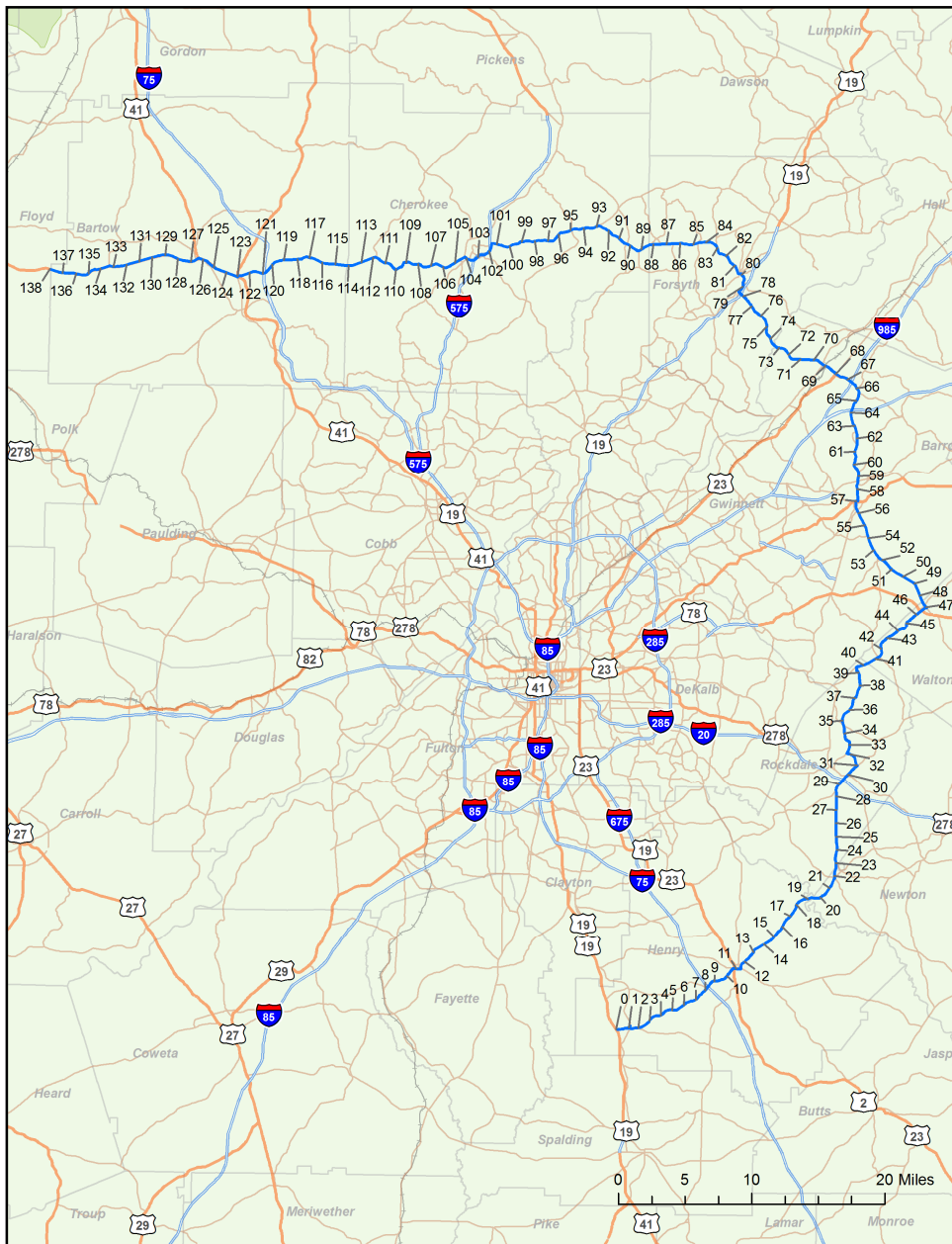
Source: GDOT

Appendix D: Real-Time Truck Speed Analysis [GA20, GA92]

GA 20

State Route 20, shown in **Figure 97**, is a generally north-south oriented roadway that crosses the Atlanta region. The limits of the current analysis include the portions of roadway that pass through Henry, Newton, Rockdale, Walton, Gwinnett, Forsyth, Cherokee, and Bartow counties. The roadway traverses primarily rural and suburban areas along its length. The following SR-20 analysis includes a mobility analysis of truck movements along the entire length of the facility; the key measure of mobility in this analysis is average speed for trucks moving within 1-mile segments over a 1 year time period.

Figure 97: GA 20 with Mile Segment Designation



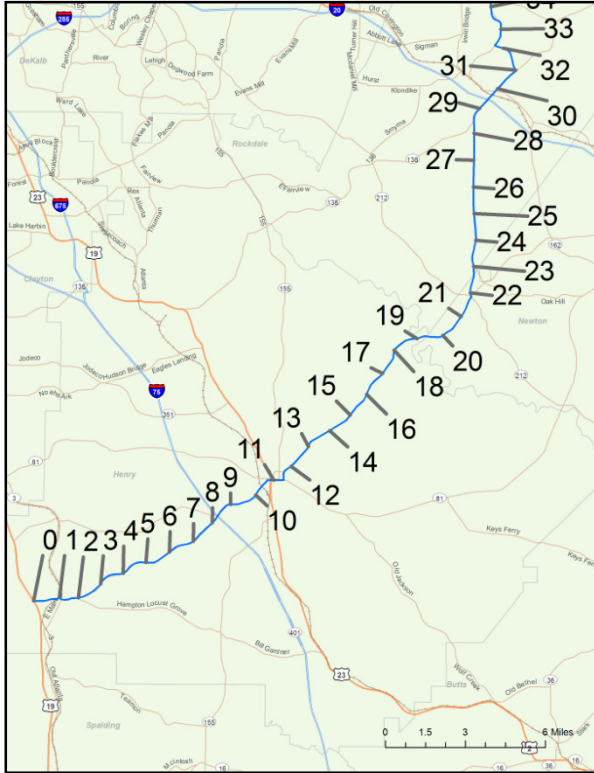
Source: ATRI

Mile Segments 1-30

Mile segments 1-30 of SR-20, shown in **Figure 98**, extend through portions of Henry and Rockdale counties. The roadway provides connectivity between Hampton, McDonough, and Conyers, GA.

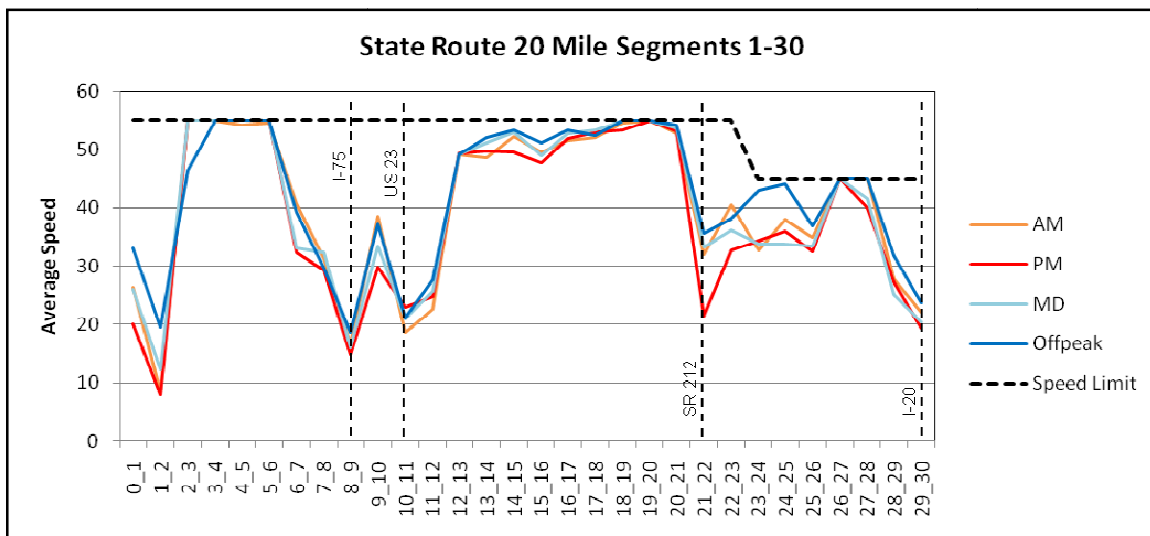
Significant decreases in average speed occur at I-75, at US-23, near McDonough, GA, and at SR-212. The speed profile is shown in **Chart 7**.

Figure 98: Mile Segments 00 thru 30



Source: ATRI

Chart 7: Average Speed, segments 00-30



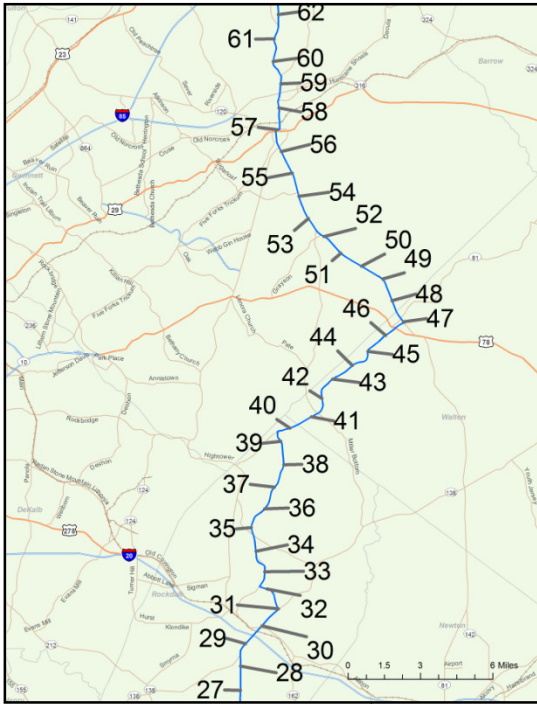
Source: ATRI

Mile Segments 31-60

Mile segments 31-60 of SR-20, shown in **Figure 99**, extend through portions of Rockdale, Newton, and Gwinnett counties. The roadway provides connectivity between Conyers, Loganville, and Lawrenceville, GA.

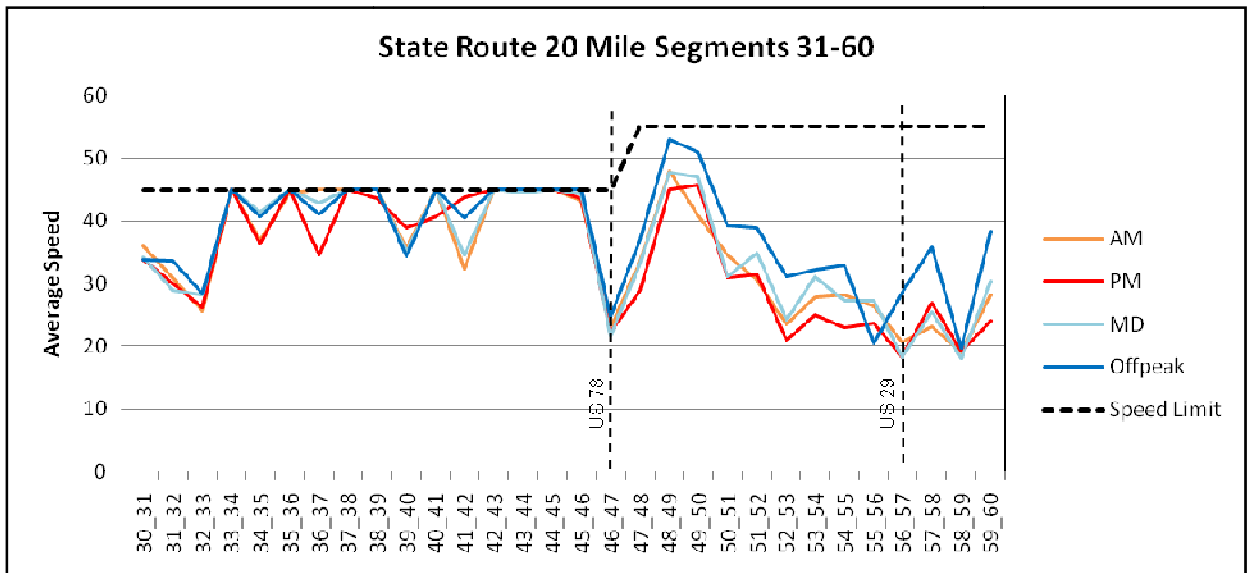
Average speeds appear to most significantly decrease near US-78. The speed profile is shown in **Chart 8**.

Figure 99: GA 20 Mile Segments 31 the 60



Source: ATRI

Chart 8: Average Speed, segments 31-60



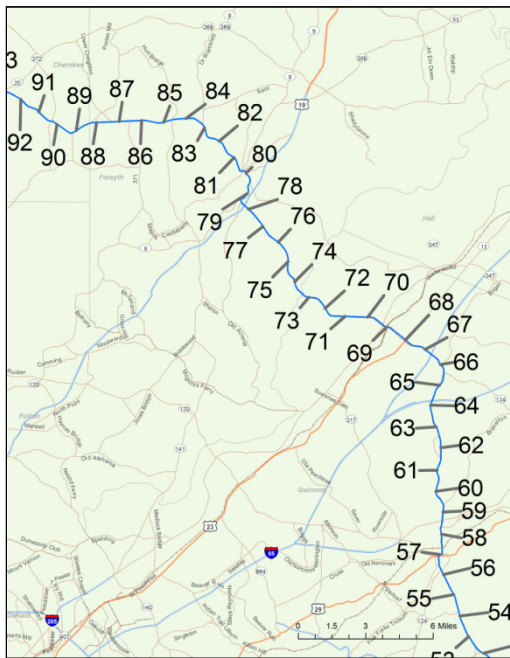
Source: ATRI

Mile Segments 61-90

Mile segments 61-90 of SR-20, shown in **Figure 100**, extend through portions of Gwinnett and Forsyth counties. The roadway provides connectivity between Lawrenceville, Buford, and Cumming, GA.

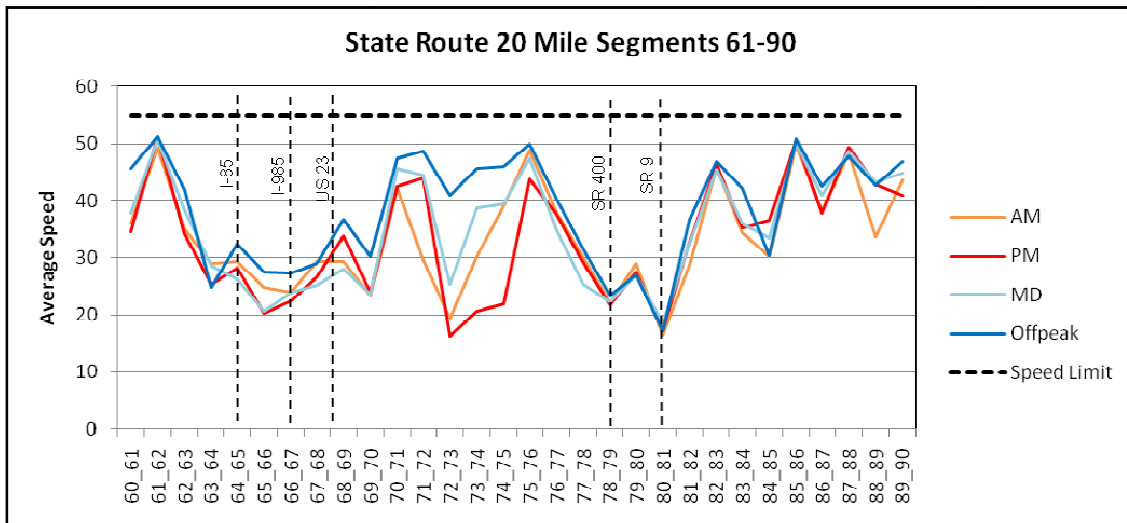
Significant decreases in average travel rate appear near the interstates that intersect with SR-20, namely, I-85, I-985, and SR-400. The speed profile is shown in **Chart 9**.

Figure 100: GA 20, Mile Segments 61-90



Source: ATRI

Chart 9: Average Speed, segments 61-90



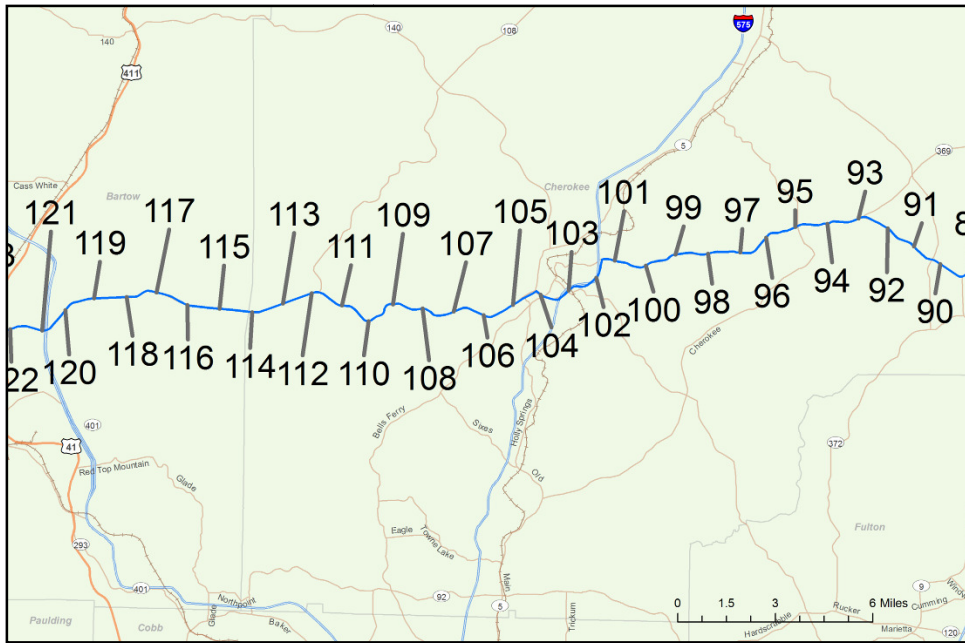
Source: ATRI

Mile Segments 91-120

Mile segments 91-120 of SR-20, shown in **Figure 101**, extend through portions of Forsyth and Cherokee counties. The roadway provides connectivity between Cumming and Canton, GA.

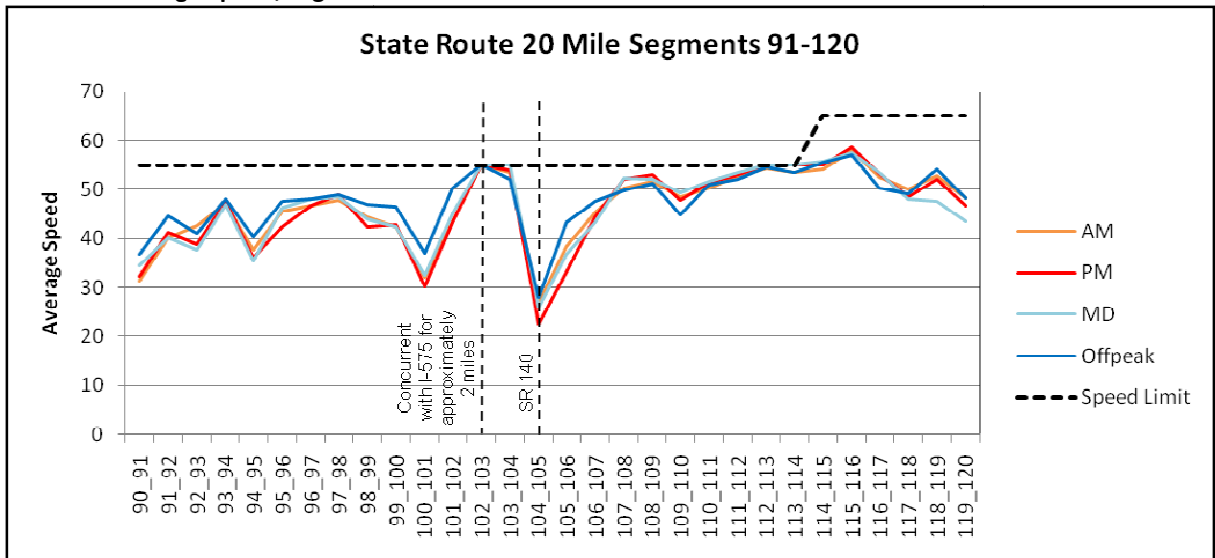
The most dramatic effect on average speeds occurs near mile segment 105, where SR-20 intersects with SR-140. It is also worth noting that SR-20 runs concurrent with I-575 for approximately 2 miles, near mile segment 103. The speed profile is shown in **Chart 10**.

Figure 101: GA 20, Mile Segments 91-120



Source: ATRI

Chart 10: Average Speed, segments 91-120



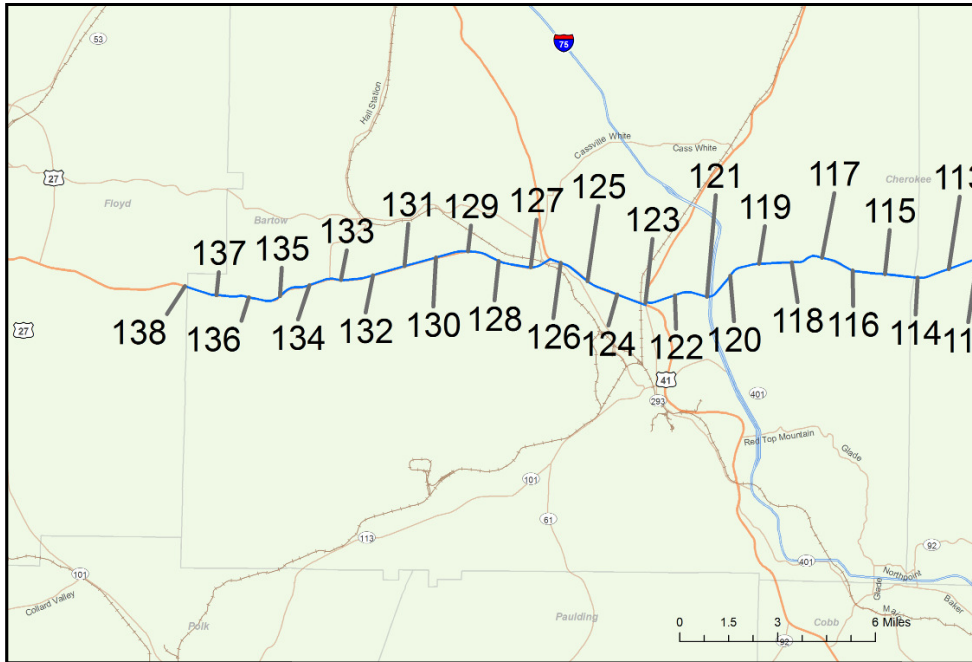
Source: ATRI

Mile Segments 121-138

Mile segments 121-138 of SR-20, shown in **Figure 102**, extend through portions of Cherokee and Bartow counties. The roadway provides connectivity between Canton and Cartersville, GA.

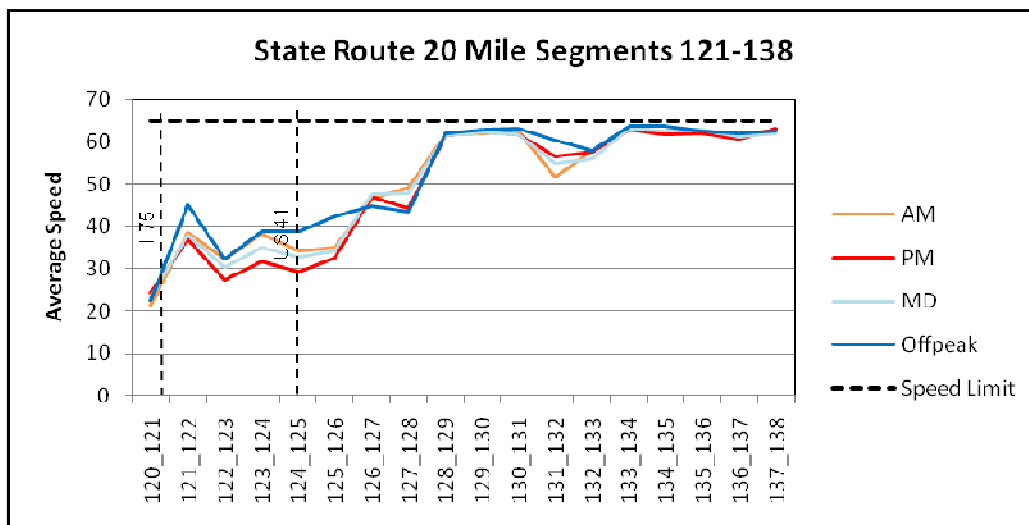
The most dramatic effect on average speeds occurs near mile segment 121, where SR-20 intersects with Interstate 75. The speed profile is shown in **Chart 11**.

Figure 102: GA 20, Mile Segments 121-138



Source: ATRI

Chart 11: Average Speed, segments 121-138

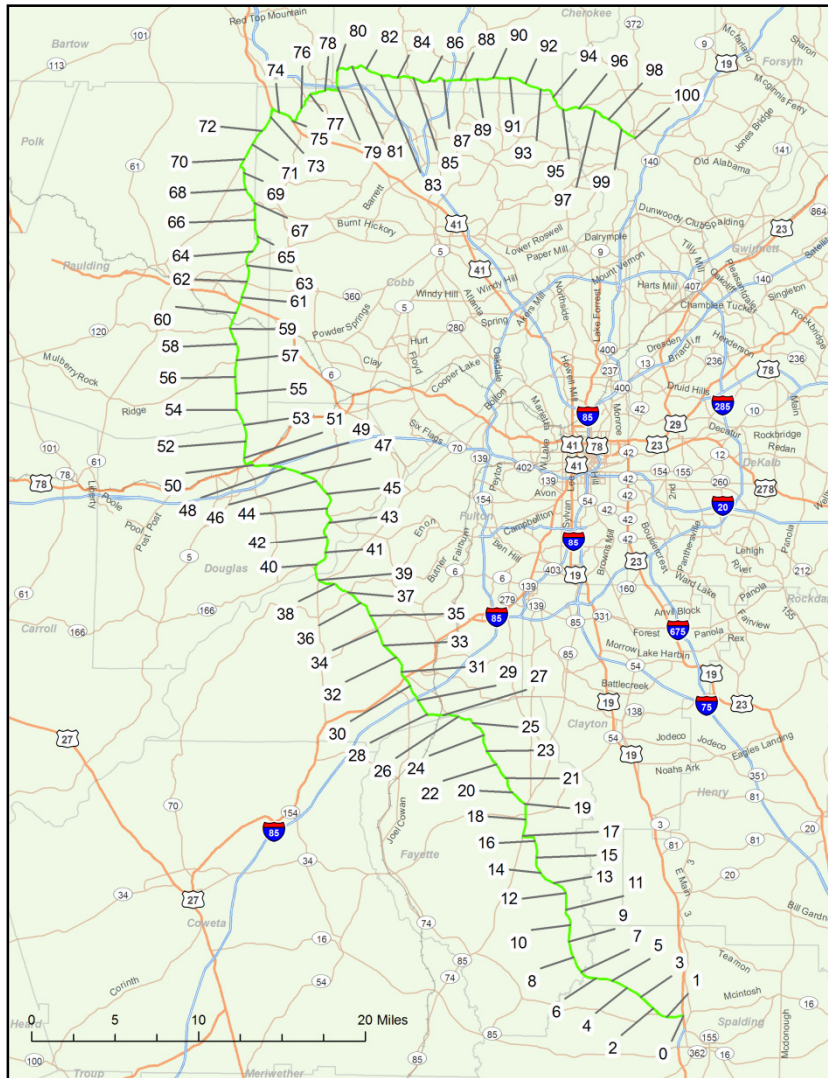


Source: ATRI

GA 92

State Route 92, shown in **Figure 103**, is a generally north-south oriented roadway that crosses the Atlanta region. The limits of the current analysis include the portions of roadway that pass through Spalding, Fayette, Fulton, Douglas, Paulding, Cobb, and Cherokee counties. The roadway traverses primarily rural and suburban areas along its length. The following SR-92 analysis includes a mobility analysis of truck movements along the entire length of the facility; the key measure of mobility in this analysis is average speed for trucks moving within 1-mile segments over a 1 year time period.

Figure 103: GA 90 with Mile Segments



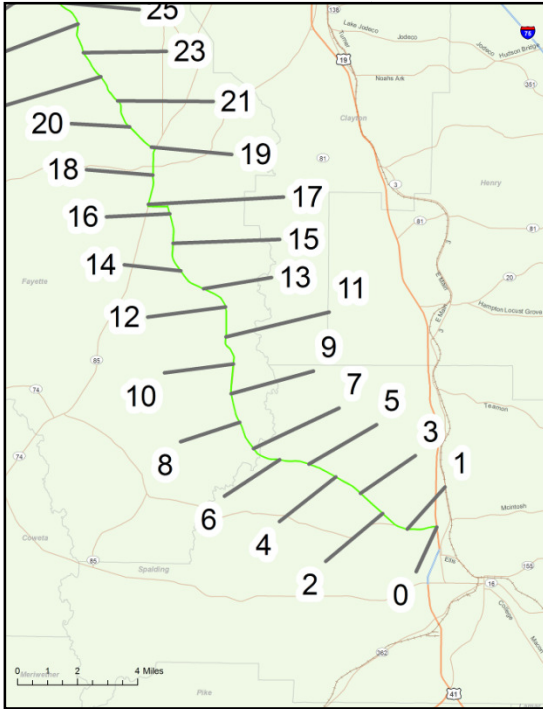
Source: ATRI

Mile Segments 1-20

Mile segments 1-20 of SR-92, shown in **Figure 104**, extend through portions of Spalding and Fayette counties. The roadway provides connectivity between Griffin and Fayetteville, GA.

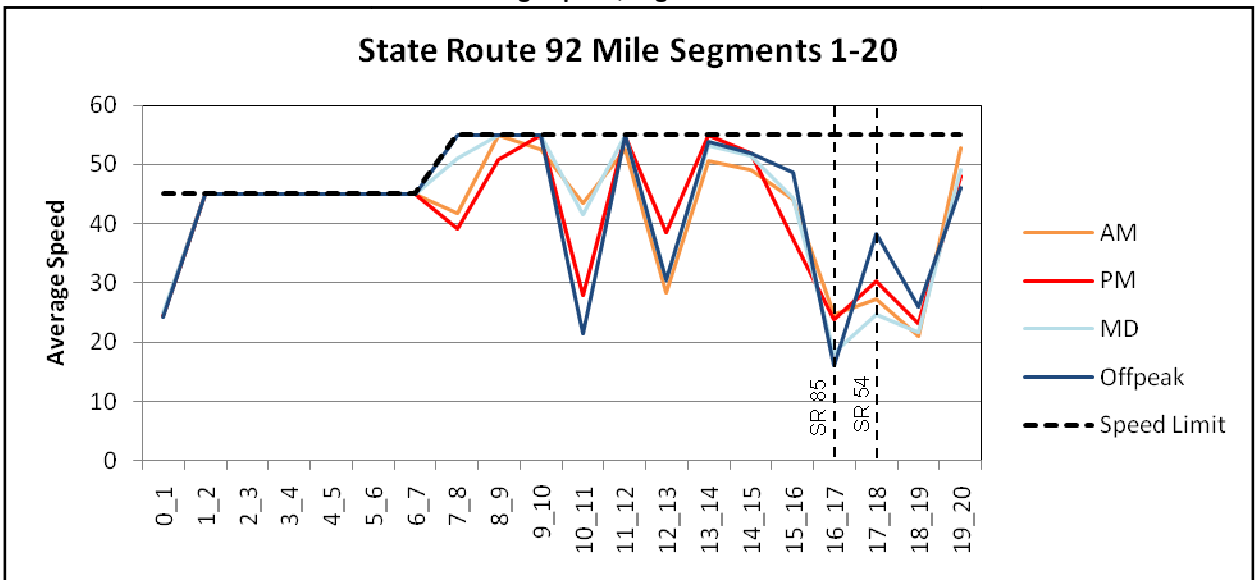
Significant decreases in average speed occur at mile segments 11 and 13, as well as near Fayetteville, GA, near mile segment 18. The speed profile is shown in **Chart 12**.

Figure 104: GA 92, Mile Segments



Source: ATRI

Chart 12: Average Speed, segments 00 thru 30



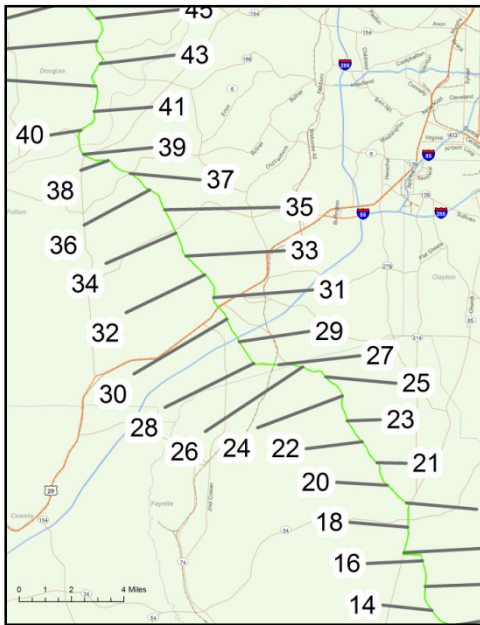
Source: ATRI

Mile Segments 21-40

Mile segments 21-40 of SR-92, shown in **Figure 105**, extend through portions of Fayette and Fulton counties. The roadway provides connectivity between Fayetteville, Fairburn, and Cambellton, GA.

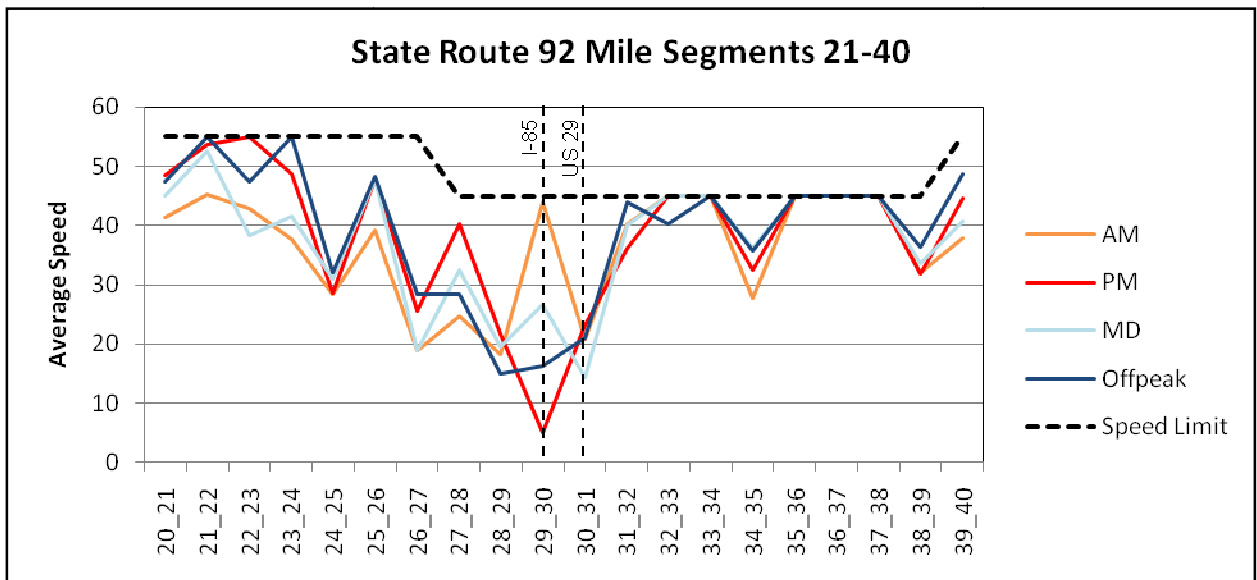
The most dramatic effect on average speeds appears near mile segment 30, where SR-92 intersects with Interstate 85. The speed profile is shown in **Chart 13**.

Figure 105: GA 92, Mile Segments 21-40



Source: ATRI

Chart 13: Average Speed, segments 21-40



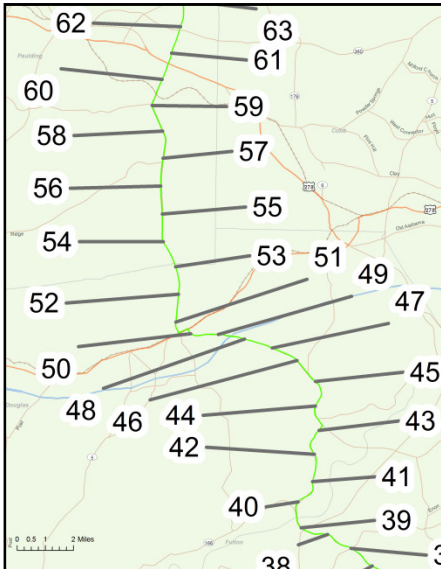
Source: ATRI

Mile Segments 41-60

Mile segments 41-60 of SR-92, shown in **Figure 106**, extend through portions of Douglas and Paulding counties. The roadway provides connectivity between Cambellton, Douglasville, and Hiram, GA.

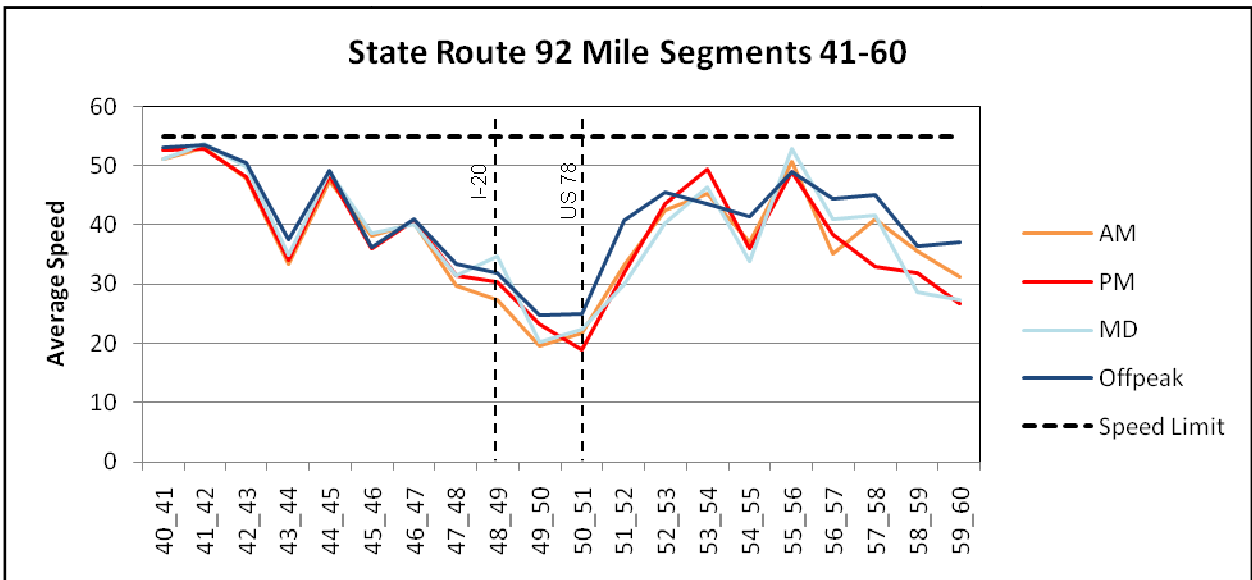
Significant decreases in average travel rate appear near Douglasville, GA where SR-92 intersects with US-78. The speed profile is shown in **Chart 14**.

Figure 106: GA 92, Mile Segments 41-60



Source: ATRI

Chart 14: Average Speed, segments 41-60



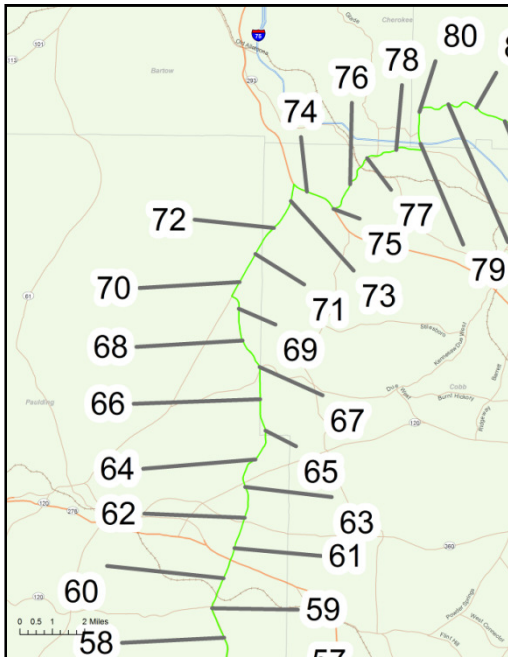
Source: ATRI

Mile Segments 61-80

Mile segments 61-80 of SR-92, shown in **Figure 107**, extend through portions of Paulding, Cobb, and Cherokee counties. The roadway provides connectivity between Hiram and Acworth, GA.

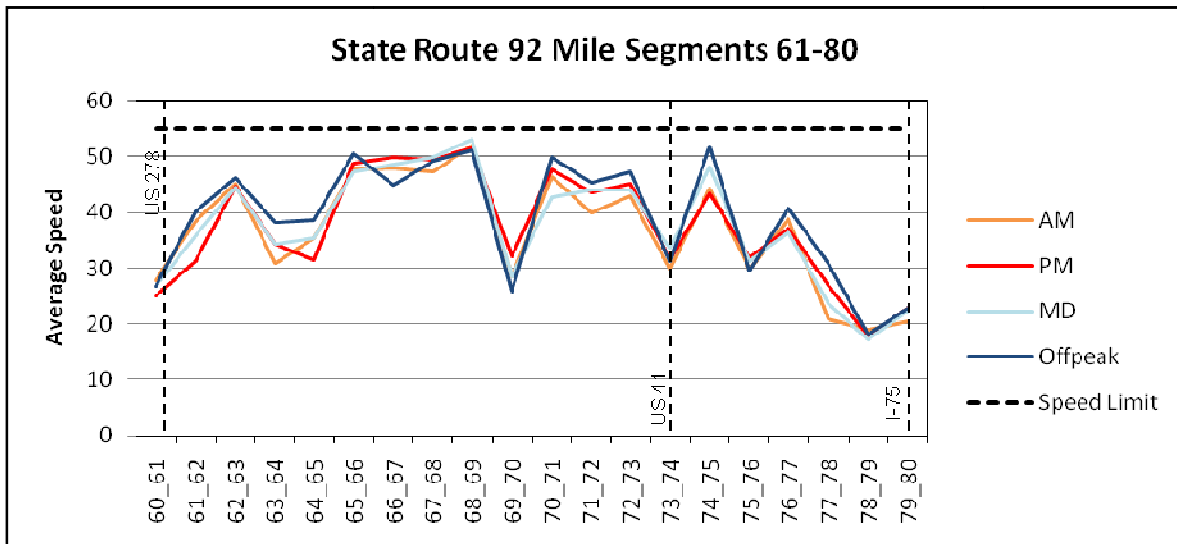
The most dramatic effect on average speeds appears near mile segments 79-90, where SR-92 intersects with Interstate 75. It is also worth noting that SR-92 runs concurrent with US-41 for approximately 1.5 miles, near mile segment 74. The speed profile is shown in **Chart 15**.

Figure 107: GA 92, Mile Segments 61-80



Source: ATRI

Chart 15: Average Speed, segments 61-80



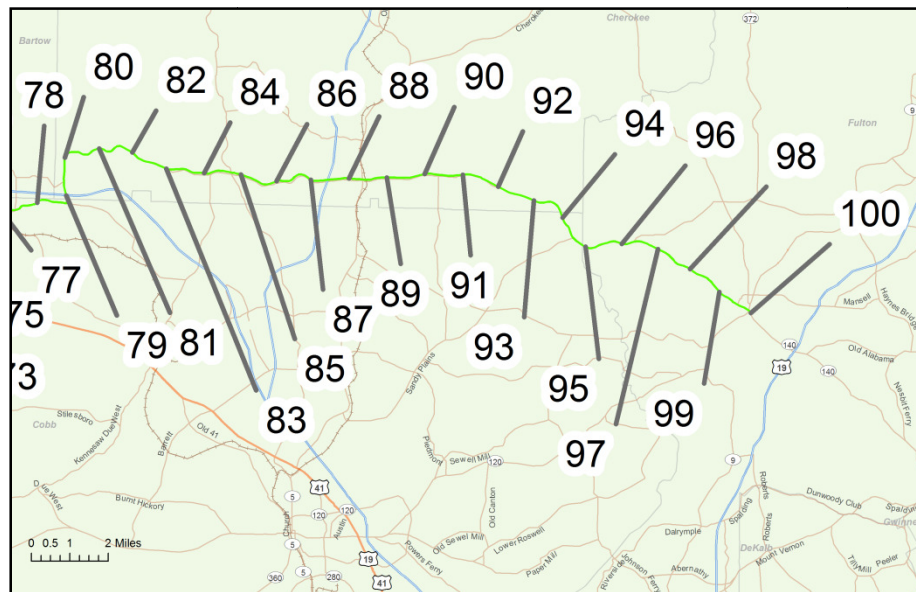
Source: ATRI

Mile Segments 81-100

Mile segments 81-100 of SR-92, shown in **Figure 108**, extend through portions of Cherokee, Cobb, and Fulton counties. The roadway provides connectivity between Acworth and Roswell, GA

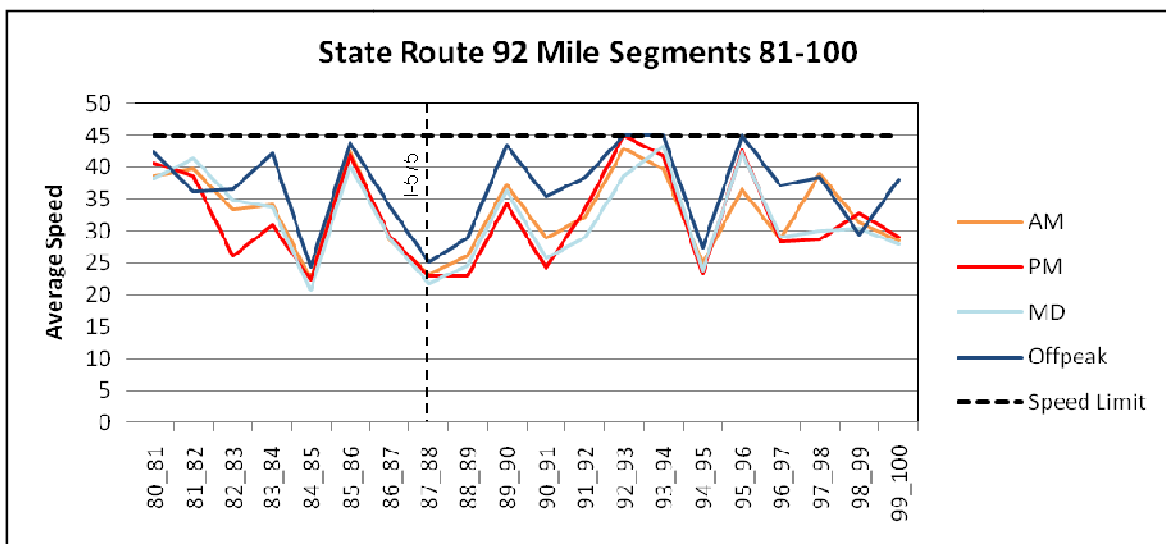
Significant decreases in average speed occur near mile segment 88, where SR-92 intersects with Interstate 575. The speed profile is shown in **Chart 16**.

Figure 108: GA 92, Mile Segments 81-100



Source: ATRI

Chart 16: Average Speed, segments 81-100



Source: ATRI

Appendix E: Real Time Truck Average Speed Detail Tables

US 78

| Mile Segment | Speed Limit | AM | PM | MD | Night |
|--------------|-------------|----|----|----|-------|
| 0_1 | 50 | 47 | 45 | 46 | 47 |
| 1_2 | 50 | 18 | 28 | 30 | 25 |
| 2_3 | 50 | 50 | 50 | 47 | 50 |
| 3_4 | 50 | 50 | 50 | 39 | 48 |
| 4_5 | 50 | 49 | 49 | 45 | 50 |
| 5_6 | 50 | 30 | 50 | 43 | 50 |
| 6_7 | 50 | 28 | 24 | 30 | 25 |
| 7_8 | 50 | 25 | 27 | 22 | 29 |
| 8_9 | 50 | 27 | 26 | 21 | 29 |
| 9_10 | 50 | 24 | 21 | 23 | 24 |
| 10_11 | 45 | 28 | 32 | 28 | 26 |
| 11_12 | 45 | 38 | 41 | 36 | 38 |
| 12_13 | 45 | 25 | 28 | 38 | 41 |
| 13_14 | 45 | 41 | 45 | 42 | 35 |
| 14_15 | 45 | 39 | 40 | 45 | 45 |
| 15_16 | 45 | 43 | 42 | 44 | 42 |
| 16_17 | 45 | 30 | 36 | 33 | 38 |
| 17_18 | 45 | 41 | 45 | 43 | 45 |
| 18_19 | 45 | 45 | 44 | 45 | 45 |
| 19_20 | 45 | 24 | 24 | 25 | 22 |
| 20_21 | 55 | 32 | 31 | 30 | 38 |
| 21_22 | 55 | 19 | 25 | 23 | 25 |
| 22_23 | 55 | 22 | 19 | 21 | 18 |
| 23_24 | 55 | 38 | 36 | 37 | 28 |
| 24_25 | 55 | 36 | 37 | 40 | 41 |
| 25_26 | 55 | 30 | 27 | 30 | 39 |
| 26_27 | 55 | 46 | 33 | 44 | 45 |
| 27_28 | 55 | 39 | 35 | 38 | 43 |
| 28_29 | 55 | 25 | 31 | 28 | 37 |
| 29_30 | 55 | 34 | 28 | 31 | 38 |
| 30_31 | 55 | 29 | 26 | 26 | 30 |
| 31_32 | 35 | 29 | 25 | 28 | 31 |
| 32_33 | 35 | 27 | 35 | 30 | 35 |
| 33_34 | 35 | 34 | 35 | 33 | 35 |
| 34_35 | 35 | 31 | 29 | 28 | 21 |
| 35_36 | 35 | 28 | 23 | 27 | 33 |

| Mile Segment | Speed Limit | AM | PM | MD | Night |
|--------------|-------------|----|----|----|-------|
| 36_37 | 35 | 35 | 29 | 35 | 35 |
| 37_38 | 35 | 35 | 34 | 35 | 35 |
| 38_39 | 35 | 35 | 35 | 35 | 35 |
| 39_40 | 35 | 34 | 35 | 35 | 35 |
| 40_41 | 35 | 35 | 35 | 35 | 35 |
| 41_42 | 45 | 17 | 24 | 23 | 23 |
| 42_43 | 45 | 13 | 12 | 12 | 16 |
| 43_44 | 45 | 24 | 18 | 19 | 20 |
| 44_45 | 45 | 30 | 26 | 29 | 24 |
| 45_46 | 45 | 22 | 18 | 23 | 26 |
| 46_47 | 45 | 25 | 18 | 21 | 29 |
| 47_48 | 45 | 22 | 19 | 19 | 23 |
| 48_49 | 45 | 18 | 16 | 21 | 19 |
| 49_50 | 45 | 14 | 11 | 14 | 14 |
| 50_51 | 45 | 17 | 14 | 14 | 19 |
| 51_52 | 45 | 19 | 15 | 18 | 15 |
| 52_53 | 45 | 20 | 12 | 18 | 18 |
| 53_54 | 35 | 17 | 25 | 31 | 31 |
| 54_55 | 35 | 29 | 16 | 24 | 29 |
| 55_56 | 35 | 24 | 29 | 31 | 31 |
| 56_57 | 35 | 23 | 28 | 32 | 32 |
| 57_58 | 35 | 26 | 33 | 32 | 21 |
| 58_59 | 35 | 25 | 22 | 24 | 18 |
| 59_60 | 55 | 52 | 55 | 55 | 51 |
| 60_61 | 55 | 46 | 42 | 49 | 51 |
| 61_62 | 55 | 42 | 55 | 55 | 55 |
| 62_63 | 55 | 55 | 55 | 55 | 55 |
| 63_64 | 55 | 54 | 55 | 55 | 55 |
| 64_65 | 55 | 50 | 55 | 55 | 55 |
| 65_66 | 55 | 55 | 55 | 55 | 55 |
| 66_67 | 55 | 55 | 55 | 55 | 55 |
| 67_68 | 35 | 35 | 35 | 35 | 35 |
| 68_69 | 35 | 35 | 35 | 35 | 35 |
| 69_70 | 35 | 35 | 35 | 35 | 35 |
| 70_71 | 65 | 33 | 26 | 35 | 32 |
| 71_72 | 65 | 28 | 26 | 30 | 27 |

Source: ATRI

| Mile Segment | Speed Limit | AM | PM | MD | Night |
|--------------|-------------|----|----|----|-------|
| 72_73 | 65 | 33 | 31 | 32 | 36 |
| 73_74 | 65 | 33 | 27 | 30 | 36 |
| 74_75 | 65 | 24 | 21 | 24 | 27 |
| 75_76 | 65 | 33 | 34 | 33 | 32 |
| 76_77 | 65 | 32 | 33 | 34 | 33 |
| 77_78 | 65 | 20 | 18 | 19 | 29 |
| 78_79 | 65 | 25 | 25 | 24 | 36 |
| 79_80 | 65 | 26 | 31 | 30 | 34 |
| 80_81 | 65 | 45 | 48 | 46 | 54 |
| 81_82 | 65 | 45 | 44 | 35 | 48 |
| 82_83 | 65 | 32 | 33 | 35 | 43 |
| 83_84 | 65 | 51 | 49 | 50 | 54 |
| 84_85 | 65 | 44 | 47 | 39 | 50 |
| 85_86 | 65 | 27 | 26 | 30 | 42 |
| 86_87 | 45 | 23 | 23 | 27 | 27 |
| 87_88 | 45 | 28 | 24 | 26 | 21 |
| 88_89 | 45 | 25 | 31 | 36 | 24 |
| 89_90 | 45 | 39 | 45 | 44 | 45 |
| 90_91 | 45 | 42 | 34 | 43 | 45 |
| 91_92 | 45 | 45 | 45 | 45 | 45 |
| 92_93 | 45 | 45 | 45 | 45 | 45 |
| 93_94 | 45 | 45 | 45 | 45 | 45 |
| 94_95 | 45 | 45 | 45 | 45 | 45 |
| 95_96 | 45 | 45 | 45 | 45 | 45 |
| 96_97 | 45 | 45 | 45 | 45 | 45 |
| 97_98 | 45 | 45 | 45 | 45 | 45 |
| 98_99 | 45 | 45 | 45 | 45 | 45 |
| 99_100 | 45 | 45 | 45 | 45 | 45 |

Source: ATRI

| Mile Segment | Speed Limit | AM | PM | MD | Night |
|--------------|-------------|----|----|----|-------|
| 100_101 | 45 | 45 | 45 | 45 | 45 |
| 101_102 | 45 | 45 | 45 | 45 | 45 |
| 102_103 | 45 | 45 | 45 | 45 | 45 |
| 103_104 | 45 | 45 | 45 | 45 | 45 |
| 104_105 | 45 | 45 | 45 | 45 | 45 |
| 105_106 | 45 | 45 | 45 | 45 | 45 |
| 106_107 | 45 | 45 | 45 | 45 | 45 |
| 107_108 | 45 | 45 | 45 | 45 | 45 |
| 108_109 | 45 | 45 | 45 | 45 | 45 |
| 109_110 | 45 | 45 | 45 | 45 | 45 |
| 110_111 | 45 | 45 | 45 | 45 | 45 |

GA 20

| Mile Segment | Speed Limit | AM | PM | MD | Offpeak |
|--------------|-------------|----|----|----|---------|
| 0_1 | 55 | 26 | 20 | 26 | 33 |
| 1_2 | 55 | 8 | 8 | 12 | 20 |
| 2_3 | 55 | 55 | 55 | 55 | 47 |
| 3_4 | 55 | 55 | 55 | 55 | 55 |
| 4_5 | 55 | 54 | 55 | 55 | 55 |
| 5_6 | 55 | 55 | 55 | 55 | 55 |
| 6_7 | 55 | 41 | 32 | 33 | 39 |
| 7_8 | 55 | 31 | 29 | 32 | 30 |
| 8_9 | 55 | 17 | 15 | 16 | 19 |
| 9_10 | 55 | 39 | 30 | 34 | 37 |
| 10_11 | 55 | 19 | 23 | 21 | 21 |
| 11_12 | 55 | 23 | 25 | 26 | 28 |
| 12_13 | 55 | 49 | 49 | 49 | 49 |
| 13_14 | 55 | 49 | 50 | 51 | 52 |
| 14_15 | 55 | 52 | 49 | 53 | 53 |
| 15_16 | 55 | 50 | 48 | 49 | 51 |
| 16_17 | 55 | 52 | 52 | 53 | 53 |
| 17_18 | 55 | 52 | 53 | 53 | 52 |
| 18_19 | 55 | 55 | 53 | 55 | 55 |
| 19_20 | 55 | 55 | 55 | 55 | 55 |
| 20_21 | 55 | 53 | 53 | 54 | 54 |
| 21_22 | 55 | 32 | 21 | 33 | 36 |
| 22_23 | 55 | 41 | 33 | 36 | 38 |
| 23_24 | 45 | 33 | 34 | 34 | 43 |
| 24_25 | 45 | 38 | 36 | 34 | 44 |
| 25_26 | 45 | 35 | 33 | 33 | 37 |
| 26_27 | 45 | 45 | 45 | 45 | 45 |
| 27_28 | 45 | 45 | 40 | 42 | 45 |
| 28_29 | 45 | 28 | 27 | 25 | 32 |
| 29_30 | 45 | 22 | 19 | 20 | 24 |
| 30_31 | 45 | 36 | 34 | 34 | 34 |
| 31_32 | 45 | 31 | 30 | 29 | 34 |
| 32_33 | 45 | 26 | 26 | 28 | 28 |
| 33_34 | 45 | 45 | 45 | 45 | 45 |
| 34_35 | 45 | 37 | 36 | 41 | 41 |
| 35_36 | 45 | 44 | 45 | 45 | 45 |
| 36_37 | 45 | 45 | 35 | 43 | 41 |
| 37_38 | 45 | 45 | 45 | 45 | 45 |
| 38_39 | 45 | 45 | 44 | 45 | 45 |
| 39_40 | 45 | 36 | 39 | 35 | 34 |
| 40_41 | 45 | 45 | 41 | 45 | 45 |
| 41_42 | 45 | 32 | 44 | 35 | 41 |
| 42_43 | 45 | 45 | 45 | 45 | 45 |
| 43_44 | 45 | 45 | 45 | 45 | 45 |
| 44_45 | 45 | 45 | 45 | 45 | 45 |

| Mile Segment | Speed Limit | AM | PM | MD | Offpeak |
|--------------|-------------|----|----|----|---------|
| 45_46 | 45 | 43 | 44 | 44 | 45 |
| 46_47 | 45 | 23 | 22 | 22 | 25 |
| 47_48 | 55 | 34 | 29 | 33 | 37 |
| 48_49 | 55 | 48 | 45 | 48 | 53 |
| 49_50 | 55 | 41 | 46 | 47 | 51 |
| 50_51 | 55 | 34 | 31 | 31 | 39 |
| 51_52 | 55 | 31 | 32 | 35 | 39 |
| 52_53 | 55 | 24 | 21 | 24 | 31 |
| 53_54 | 55 | 28 | 25 | 31 | 32 |
| 54_55 | 55 | 28 | 23 | 27 | 33 |
| 55_56 | 55 | 26 | 24 | 27 | 20 |
| 56_57 | 55 | 21 | 18 | 18 | 29 |
| 57_58 | 55 | 23 | 27 | 26 | 36 |
| 58_59 | 55 | 19 | 19 | 18 | 20 |
| 59_60 | 55 | 28 | 24 | 30 | 38 |
| 60_61 | 55 | 36 | 35 | 38 | 46 |
| 61_62 | 55 | 49 | 51 | 51 | 51 |
| 62_63 | 55 | 35 | 34 | 38 | 42 |
| 63_64 | 55 | 29 | 25 | 29 | 25 |
| 64_65 | 55 | 29 | 28 | 26 | 32 |
| 65_66 | 55 | 25 | 20 | 21 | 28 |
| 66_67 | 55 | 24 | 22 | 24 | 27 |
| 67_68 | 55 | 29 | 27 | 25 | 29 |
| 68_69 | 55 | 29 | 34 | 28 | 37 |
| 69_70 | 55 | 23 | 24 | 24 | 30 |
| 70_71 | 55 | 42 | 43 | 46 | 47 |
| 71_72 | 55 | 30 | 44 | 45 | 49 |
| 72_73 | 55 | 19 | 16 | 25 | 41 |
| 73_74 | 55 | 30 | 21 | 39 | 46 |
| 74_75 | 55 | 39 | 22 | 39 | 46 |
| 75_76 | 55 | 49 | 44 | 47 | 50 |
| 76_77 | 55 | 38 | 38 | 35 | 40 |
| 77_78 | 55 | 30 | 29 | 25 | 31 |
| 78_79 | 55 | 22 | 22 | 22 | 23 |
| 79_80 | 55 | 29 | 28 | 27 | 27 |
| 80_81 | 55 | 16 | 17 | 19 | 17 |
| 81_82 | 55 | 29 | 33 | 33 | 37 |
| 82_83 | 55 | 46 | 46 | 45 | 47 |
| 83_84 | 55 | 34 | 35 | 36 | 42 |
| 84_85 | 55 | 30 | 37 | 34 | 30 |
| 85_86 | 55 | 50 | 50 | 50 | 51 |
| 86_87 | 55 | 38 | 38 | 41 | 43 |
| 87_88 | 55 | 48 | 49 | 49 | 48 |
| 88_89 | 55 | 34 | 43 | 43 | 43 |
| 89_90 | 55 | 44 | 41 | 45 | 47 |

Source: ATRI

| Mile Segment | Speed Limit | AM | PM | MD | Offpeak |
|--------------|-------------|----|----|----|---------|
| 90_91 | 55 | 31 | 32 | 34 | 37 |
| 91_92 | 55 | 40 | 41 | 40 | 45 |
| 92_93 | 55 | 43 | 39 | 38 | 41 |
| 93_94 | 55 | 47 | 48 | 47 | 48 |
| 94_95 | 55 | 38 | 36 | 35 | 41 |
| 95_96 | 55 | 46 | 42 | 46 | 48 |
| 96_97 | 55 | 47 | 47 | 48 | 48 |
| 97_98 | 55 | 48 | 49 | 49 | 49 |
| 98_99 | 55 | 44 | 42 | 44 | 47 |
| 99_100 | 55 | 42 | 43 | 42 | 47 |
| 100_101 | 55 | 32 | 30 | 33 | 37 |
| 101_102 | 55 | 44 | 43 | 45 | 50 |
| 102_103 | 55 | 55 | 55 | 55 | 55 |
| 103_104 | 55 | 54 | 54 | 55 | 52 |
| 104_105 | 55 | 27 | 23 | 26 | 28 |
| 105_106 | 55 | 38 | 33 | 37 | 43 |
| 106_107 | 55 | 45 | 45 | 43 | 48 |
| 107_108 | 55 | 50 | 52 | 52 | 50 |
| 108_109 | 55 | 52 | 53 | 52 | 51 |
| 109_110 | 55 | 48 | 48 | 49 | 45 |
| 110_111 | 55 | 50 | 51 | 52 | 51 |
| 111_112 | 55 | 53 | 53 | 53 | 52 |
| 112_113 | 55 | 54 | 55 | 55 | 55 |
| 113_114 | 55 | 54 | 55 | 55 | 53 |
| 114_115 | 65 | 54 | 55 | 56 | 55 |
| 115_116 | 65 | 58 | 59 | 57 | 57 |
| 116_117 | 65 | 53 | 53 | 53 | 50 |
| 117_118 | 65 | 50 | 49 | 48 | 49 |
| 118_119 | 65 | 53 | 52 | 48 | 54 |
| 119_120 | 65 | 48 | 47 | 44 | 48 |
| 120_121 | 65 | 21 | 24 | 23 | 23 |
| 121_122 | 65 | 38 | 37 | 38 | 45 |
| 122_123 | 65 | 32 | 27 | 30 | 32 |
| 123_124 | 65 | 38 | 32 | 35 | 39 |
| 124_125 | 65 | 34 | 29 | 33 | 39 |
| 125_126 | 65 | 35 | 33 | 34 | 42 |
| 126_127 | 65 | 47 | 47 | 48 | 45 |
| 127_128 | 65 | 49 | 44 | 48 | 43 |
| 128_129 | 65 | 62 | 62 | 62 | 62 |
| 129_130 | 65 | 62 | 63 | 62 | 63 |
| 130_131 | 65 | 63 | 62 | 62 | 63 |
| 131_132 | 65 | 52 | 57 | 55 | 60 |
| 132_133 | 65 | 58 | 58 | 56 | 58 |
| 133_134 | 65 | 63 | 63 | 63 | 64 |
| 134_135 | 65 | 62 | 62 | 63 | 64 |
| 135_136 | 65 | 63 | 62 | 63 | 63 |
| 136_137 | 65 | 62 | 61 | 61 | 62 |
| 137_138 | 65 | 63 | 63 | 62 | 63 |

Source: ATRI

GA 92

| Mile Segment | Speed Limit | AM | MD | PM | Offpeak |
|--------------|-------------|----|----|----|---------|
| 0_1 | 45 | 24 | 25 | 24 | 24 |
| 1_2 | 45 | 45 | 45 | 45 | 45 |
| 2_3 | 45 | 45 | 45 | 45 | 45 |
| 3_4 | 45 | 45 | 45 | 45 | 45 |
| 4_5 | 45 | 45 | 45 | 45 | 45 |
| 5_6 | 45 | 45 | 45 | 45 | 45 |
| 6_7 | 45 | 45 | 45 | 45 | 45 |
| 7_8 | 55 | 42 | 51 | 39 | 55 |
| 8_9 | 55 | 55 | 55 | 51 | 55 |
| 9_10 | 55 | 53 | 55 | 55 | 55 |
| 10_11 | 55 | 44 | 42 | 28 | 22 |
| 11_12 | 55 | 53 | 55 | 55 | 55 |
| 12_13 | 55 | 28 | 31 | 38 | 30 |
| 13_14 | 55 | 51 | 53 | 55 | 54 |
| 14_15 | 55 | 49 | 51 | 52 | 52 |
| 15_16 | 55 | 44 | 44 | 37 | 49 |
| 16_17 | 55 | 25 | 18 | 24 | 16 |
| 17_18 | 55 | 27 | 25 | 30 | 38 |
| 18_19 | 55 | 21 | 22 | 23 | 26 |
| 19_20 | 55 | 53 | 49 | 48 | 46 |
| 20_21 | 55 | 41 | 45 | 48 | 48 |
| 21_22 | 55 | 45 | 53 | 54 | 55 |
| 22_23 | 55 | 43 | 38 | 55 | 47 |
| 23_24 | 55 | 38 | 42 | 49 | 55 |
| 24_25 | 55 | 28 | 31 | 29 | 32 |
| 25_26 | 55 | 39 | 48 | 48 | 48 |
| 26_27 | 55 | 19 | 19 | 26 | 28 |
| 27_28 | 45 | 25 | 33 | 40 | 29 |
| 28_29 | 45 | 18 | 20 | 22 | 15 |
| 29_30 | 45 | 44 | 27 | 5 | 16 |
| 30_31 | 45 | 21 | 14 | 23 | 21 |
| 31_32 | 45 | 40 | 40 | 36 | 44 |
| 32_33 | 45 | 45 | 45 | 45 | 40 |
| 33_34 | 45 | 45 | 45 | 45 | 45 |
| 34_35 | 45 | 28 | 36 | 32 | 36 |
| 35_36 | 45 | 45 | 45 | 45 | 45 |
| 36_37 | 45 | 45 | 45 | 45 | 45 |
| 37_38 | 45 | 45 | 45 | 45 | 45 |
| 38_39 | 45 | 32 | 34 | 32 | 36 |
| 39_40 | 55 | 38 | 41 | 45 | 49 |
| 40_41 | 55 | 51 | 51 | 53 | 53 |
| 41_42 | 55 | 53 | 54 | 53 | 54 |
| 42_43 | 55 | 48 | 50 | 48 | 50 |
| 43_44 | 55 | 33 | 35 | 34 | 37 |
| 44_45 | 55 | 47 | 49 | 48 | 49 |
| 45_46 | 55 | 38 | 39 | 36 | 36 |
| 46_47 | 55 | 40 | 40 | 41 | 41 |
| 47_48 | 55 | 30 | 32 | 31 | 33 |
| 48_49 | 55 | 27 | 35 | 30 | 32 |
| 49_50 | 55 | 20 | 20 | 23 | 25 |

| Mile Segment | Speed Limit | AM | MD | PM | Offpeak |
|--------------|-------------|----|----|----|---------|
| 50_51 | 55 | 22 | 22 | 19 | 25 |
| 51_52 | 55 | 33 | 30 | 32 | 41 |
| 52_53 | 55 | 42 | 40 | 44 | 46 |
| 53_54 | 55 | 45 | 46 | 49 | 44 |
| 54_55 | 55 | 37 | 34 | 36 | 41 |
| 55_56 | 55 | 51 | 53 | 49 | 49 |
| 56_57 | 55 | 35 | 41 | 38 | 44 |
| 57_58 | 55 | 41 | 42 | 33 | 45 |
| 58_59 | 55 | 35 | 29 | 32 | 36 |
| 59_60 | 55 | 31 | 27 | 27 | 37 |
| 60_61 | 55 | 28 | 27 | 25 | 27 |
| 61_62 | 55 | 38 | 36 | 31 | 40 |
| 62_63 | 55 | 45 | 44 | 45 | 46 |
| 63_64 | 55 | 31 | 34 | 34 | 38 |
| 64_65 | 55 | 35 | 35 | 32 | 39 |
| 65_66 | 55 | 48 | 47 | 49 | 51 |
| 66_67 | 55 | 48 | 49 | 50 | 45 |
| 67_68 | 55 | 47 | 50 | 49 | 49 |
| 68_69 | 55 | 52 | 53 | 52 | 51 |
| 69_70 | 55 | 28 | 28 | 32 | 26 |
| 70_71 | 55 | 46 | 43 | 48 | 50 |
| 71_72 | 55 | 40 | 44 | 44 | 45 |
| 72_73 | 55 | 43 | 44 | 45 | 47 |
| 73_74 | 55 | 30 | 34 | 32 | 31 |
| 74_75 | 55 | 44 | 48 | 43 | 52 |
| 75_76 | 55 | 30 | 31 | 32 | 30 |
| 76_77 | 55 | 39 | 37 | 37 | 41 |
| 77_78 | 55 | 21 | 24 | 27 | 31 |
| 78_79 | 55 | 19 | 17 | 18 | 18 |
| 79_80 | 45 | 20 | 22 | 23 | 23 |
| 80_81 | 45 | 39 | 38 | 41 | 42 |
| 81_82 | 45 | 40 | 41 | 39 | 36 |
| 82_83 | 45 | 33 | 35 | 26 | 37 |
| 83_84 | 45 | 34 | 34 | 31 | 42 |
| 84_85 | 45 | 23 | 21 | 22 | 24 |
| 85_86 | 45 | 43 | 40 | 42 | 44 |
| 86_87 | 45 | 29 | 29 | 29 | 34 |
| 87_88 | 45 | 23 | 22 | 23 | 25 |
| 88_89 | 45 | 26 | 25 | 23 | 29 |
| 89_90 | 45 | 37 | 36 | 34 | 43 |
| 90_91 | 45 | 29 | 26 | 24 | 35 |
| 91_92 | 45 | 32 | 29 | 34 | 38 |
| 92_93 | 45 | 43 | 39 | 45 | 45 |
| 93_94 | 45 | 40 | 43 | 42 | 45 |
| 94_95 | 45 | 25 | 24 | 23 | 27 |
| 95_96 | 45 | 37 | 42 | 43 | 45 |
| 96_97 | 45 | 29 | 29 | 28 | 37 |
| 97_98 | 45 | 39 | 30 | 29 | 38 |
| 98_99 | 45 | 31 | 30 | 33 | 30 |
| 99_100 | 45 | 29 | 28 | 29 | 38 |

Source: ATRI

Appendix F: Motor Carrier Online Survey Guide¹

1. Type of Carrier/ Business (Check all that apply)

- For-Hire
- Private
- Other (please specify):

2. Please indicate the approximate percentages for each sector of your operation. (Column sum must equal 100)

| | Percent |
|--|--|
| Truckload | <input style="width: 80%; height: 20px;" type="text"/> |
| Less than Truckload | <input style="width: 80%; height: 20px;" type="text"/> |
| Express/ Parcel Service | <input style="width: 80%; height: 20px;" type="text"/> |
| Specialized | <input style="width: 80%; height: 20px;" type="text"/> |
| Other (please specify): <input style="width: 80%; height: 20px;" type="text"/> | <input style="width: 80%; height: 20px;" type="text"/> |

3. What percentage of your operations occur within the Atlanta region (see figure below)?



¹ Responses collected from distribution to membership of the American Trucking Association (ATA)

4. What is your typical length of haul? (check one)

- Less than 50 Miles
- 50 - 250 Miles
- 250 - 500 Miles
- 500 + Miles
- Other (please specify):

5. How many power units does your fleet operate, including owner-operators?

6. For those operations occurring within or through the Atlanta region, does your company experience peaks in truck volume during:

| | Yes | No | If Yes, Please Describe When the Peaks Occur |
|---|-----------------------|-----------------------|--|
| Express/ Parcel Service | <input type="radio"/> | <input type="radio"/> | <input style="width: 150px; height: 20px;" type="text"/> |
| Specialized | <input type="radio"/> | <input type="radio"/> | <input style="width: 150px; height: 20px;" type="text"/> |
| Other (please specify): <input style="width: 50px;" type="text"/> | <input type="radio"/> | <input type="radio"/> | <input style="width: 150px; height: 20px;" type="text"/> |

7. For each condition listed below, indicate how problematic the condition is to your fleet when traveling within or through the Atlanta region? (Check one box for each line)

| | Not a Problem | Rarely a Problem | Sometimes a Problem | Serious Problem | Very Serious Problem |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Highway Congestion | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Inadequate Roadway Turning Radius | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Poor Traffic Signal Timing | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Inadequate Highway Capacity | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Inadequate Secondary Roadway Capacity | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Lane Merge Difficulties | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Delays due to Traffic Accidents | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Poor Access to Intermodal Facilities | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Poor Access to Shipper/Consignee Facilities | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Poor Access to Highways | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Other (please specify): <input style="width: 50px;" type="text"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

8. For each condition listed below, indicate how problematic the condition is to your fleet when traveling within or through the Atlanta region? (Check one box for each line)

| | Needs Improvement | Please Describe |
|----------------------------------|-----------------------|-----------------|
| Highways/Highway Capacity | <input type="radio"/> | |
| Secondary Road Capacity | <input type="radio"/> | |
| Highways Ramps | <input type="radio"/> | |
| Public Truck Parking | <input type="radio"/> | |
| Private Truck Parking Facilities | <input type="radio"/> | |
| Intermodal Facilities | <input type="radio"/> | |
| Other (please specify): | <input type="radio"/> | |

9. Please list specific congested areas or bottlenecks within the Atlanta region which significantly impact your operations.

| | Specific Name and Location of Roadway/Intersection Bottleneck |
|----|---|
| 1. | |
| 2. | |
| 3. | |
| 4. | |
| 5. | |

10. When making routing decisions, how important do you consider the following roadway characteristics and other considerations?

| | Not Important | Somewhat Important | Important | Very Important |
|----------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Lane Width | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Shoulder Width | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Condition of Pavement | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Roadway Grade | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Limited Access | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Congestion | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Time of Day | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Signal Timing | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Availability of Driver Amenities | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Tolls | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Other (please specify): | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

11. Beyond the interstate, what state routes and local roads do you most commonly utilize when traveling:

| | Specify Route: |
|----------------------------------|----------------|
| From Cartersville, GA to: | |
| Winder, GA | |
| Douglasville, GA | |
| Stockbridge, GA | |
| Cumming, GA | |
| From Covington, GA to: | |
| Newnan, GA | |
| Canton, GA | |
| Fayetteville, GA | |
| Dallas, GA | |
| From McDonough, GA to: | |
| Gainesville, GA | |
| Ball Ground, GA | |
| Carrollton, GA | |

12. We would appreciate your contact information (optional) so that we can follow up for additional information as necessary:

Name/Title:

Company Name:

Phone:

Email: