Northwest Corridor Project
I-75 and I-575

Truck Industry Forum II

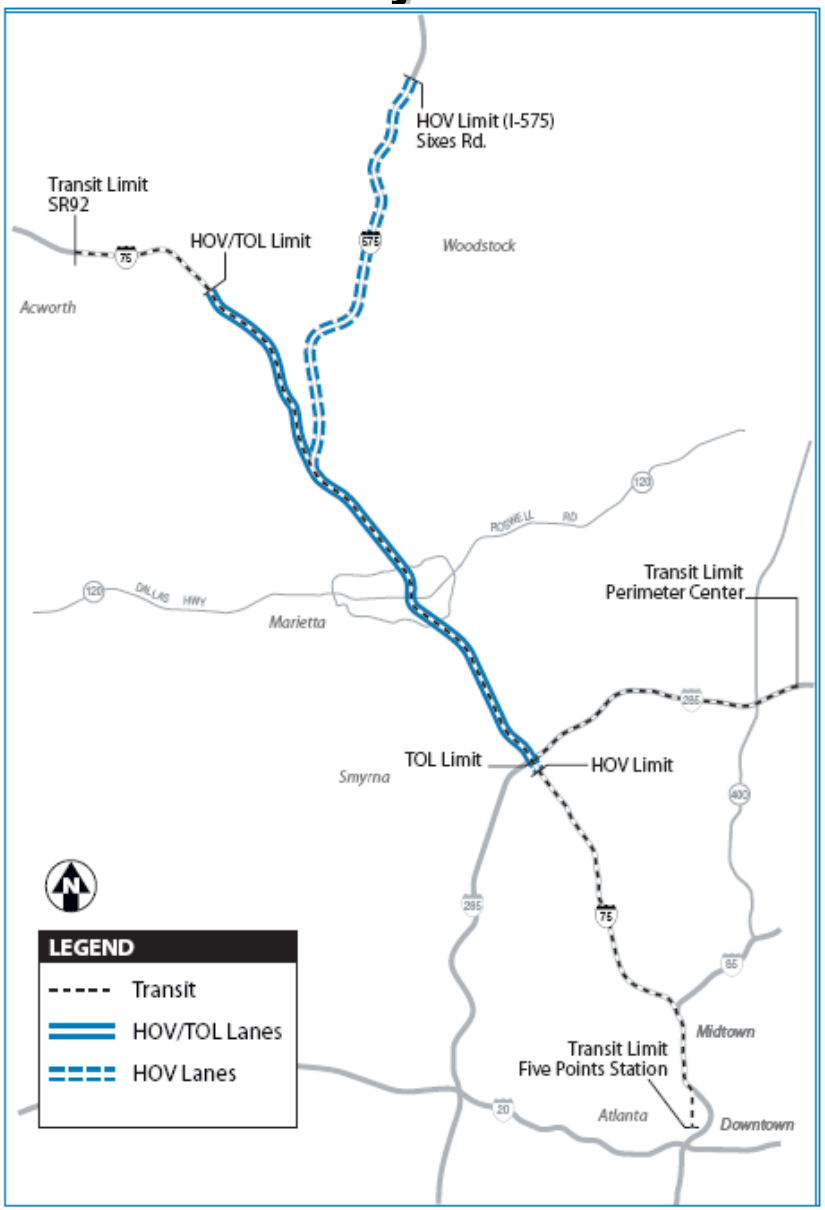
May 19, 2006

Purpose of the Meeting

- Provide the Results of the Truck Traffic Study
- Update the Truck Preference Survey
- Describe the Current Project Concept
- Discuss the Status of the EIS Process
- Obtain input from the Trucking Industry on their Concerns

Project Overview

Project Location and Study Area



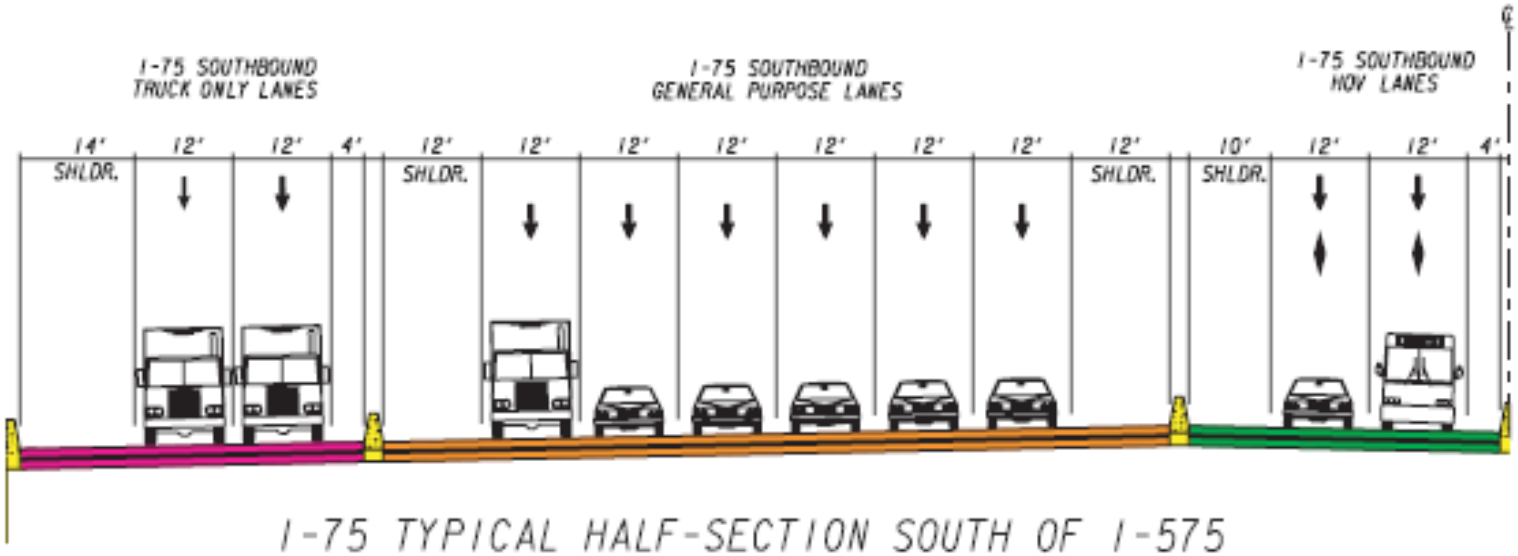
- HOV/TOL and BRT Stations on I-75 from Akers Mill Rd to Hickory Grove Road
- HOV Lanes on I-575 from I-75 to Sixes Road
- Additional bus routes in Downtown Atlanta
- Additional bus bays at Arts Center Marta Station
- Bus stops on Northside Drive and at Atlantic Station
- Bus Route to Perimeter Center

The I-75 Corridor

- The number of general purpose lanes in each direction at any given point will not be decreased
- Two Truck only lanes in each direction on I-75 from I-285 to Hickory Grove Rd
- Two HOV Lanes in each direction on I-75 from I-285 to I-575 and one HOV lane in each direction from I-575 to Hickory Grove Road
- Five Bus Rapid Transit stations with buses operating in the HOV lanes

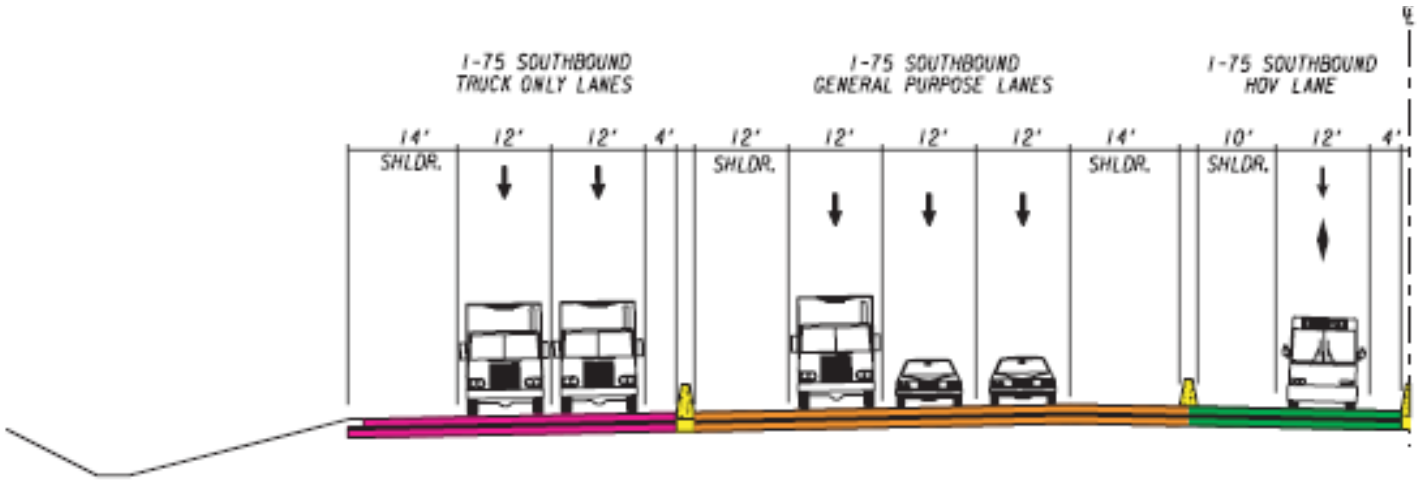
The I-575 Corridor

- One HOV lane in each direction from I-75 to Sixes Road
- A system to system interchange at I-75 will accommodate general purpose lanes, TO lanes and HOV lanes for access between the two corridors
- Almost all of the proposed elements can be accommodated in the existing median
- HOV access points are planned at Big Shanty Road, Shallowford Road and Dupree Road



I-75 TYPICAL HALF-SECTION SOUTH OF I-575

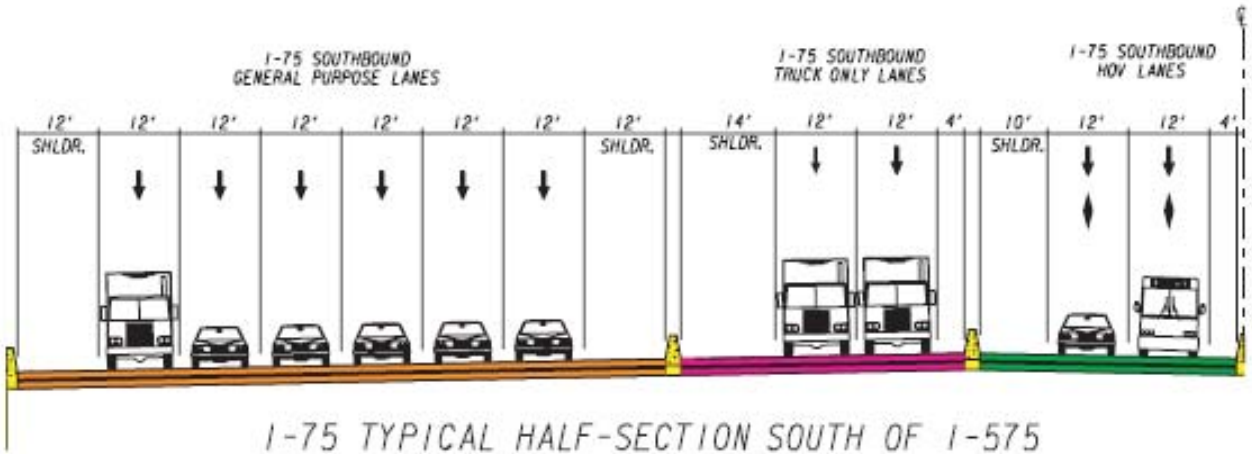
(SHOWN SOUTHBOUND BETWEEN SOUTH 120 LOOP AND DELK ROAD)



I-75 TYPICAL HALF-SECTION NORTH OF I-575

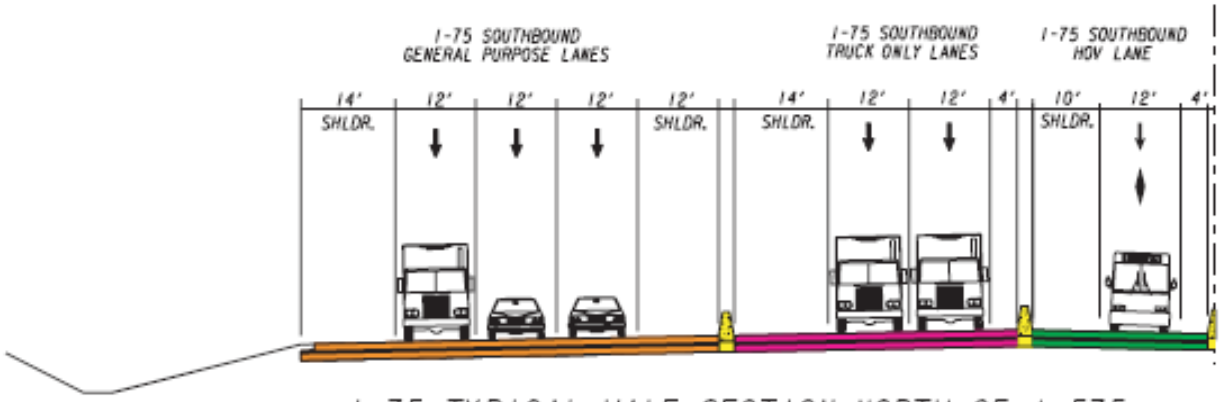
(SHOWN SOUTHBOUND BETWEEN HICKORY GROVE ROAD AND BARRETT PARKWAY)

Truck only Lane Option



I-75 TYPICAL HALF-SECTION SOUTH OF I-575

(SHOWN SOUTHBOUND BETWEEN SOUTH 120 LOOP AND DELK ROAD)



I-75 TYPICAL HALF-SECTION NORTH OF I-575

(SHOWN SOUTHBOUND BETWEEN HICKORY GROVE ROAD AND BARRETT PARKWAY)

Incident Management

- New barrier separated approach raises new issues for addressing accidents
- Critical planning for accidents required
- Planning for accident location identification using the ATMS system and GDOT TOC personnel and HERO Units
- Planning for State, Fulton County, Cobb County, Cherokee County, the City of Atlanta and City of Marietta involvement as responders

BRT Stations

- Town Center Station
  Big Shanty Road Extension at I-75 near Town Center
- Marietta Station
  Between Roswell Road and Gresham Road on I-75
- Franklin Station
  Midway between Delk Road and South Marietta Parkway on I-75
- Terrell Mill Station
  Terrell Mill Road at I-75
- Cumberland Station
  Akers Mill Road at I-75

Draft EIS Update

DEIS Status

- DEIS chapters previously completed under revision to include study of truck-only lanes
  - Chapter 1-Purpose and Need
  - Chapter 2-Alternatives Considered
  - Chapter 3-Affected Environment
  - All other chapters
- Initiating work on revisions to Affected Environment chapter.
  - Change to logical termini for study area.
  - Baseline for BRT stations and remote park-and-ride lots will need to be updated because of changes in location and size of these facilities
  - Noise analysis likely to require most work because of changes in receptor locations

Alternatives Under Consideration with Addition of Truck-Only Lanes

- No-Build Alternative
- HOV/TOL Lane Alternative
- HOV/TOL TSM Alternative
- HOV/TOL/BRT Alternative
- Options to Build Alternatives
  - High Occupancy Toll (HOT) Lanes
  - Truck-Only Toll (TOT) Lanes

Schedule Outline

January thru June 2006	May thru December 2006	January thru Last Quarter 2007
Technical Analysis & Refinement of Alternatives - Environmental Impacts - Travel Demand and Transporta-tion Impacts - Financial Analysis - Costs - Public Review of Results - Final Definition of Alternatives	**Draft Environmental Impact Statement** - Evaluation of Alternatives - Circulation of Document for Comment - Public Hearing - Select Locally Preferred Alternative	**Final Environmental Impact Statement** - Respond to Comments on DEIS - Revise Analyses - Incorporate Mitigation - Circulate Document **Record of Decision** - Mitigation Commitments - Federal Approval

Next Steps

- Complete the Technical Analysis and Refinement of Alternatives
- Prepare Construction Cost Estimates and Financial Analysis
- Update previously completed Chapters of the DEIS
- Complete preparation of the Draft Environmental Impact Statement for review at FHWA and FTA

Truck Traffic Study

Survey Background

- Lack of reliable, current data on I-75 truck travel
- Concern over whether truck lanes could be justified
- How many lanes were needed
- Concern over whether proposed truck lanes would require interchanges --
  - How many through trucks are there on this highway?
  - What percentage are through trucks?

Survey Approach

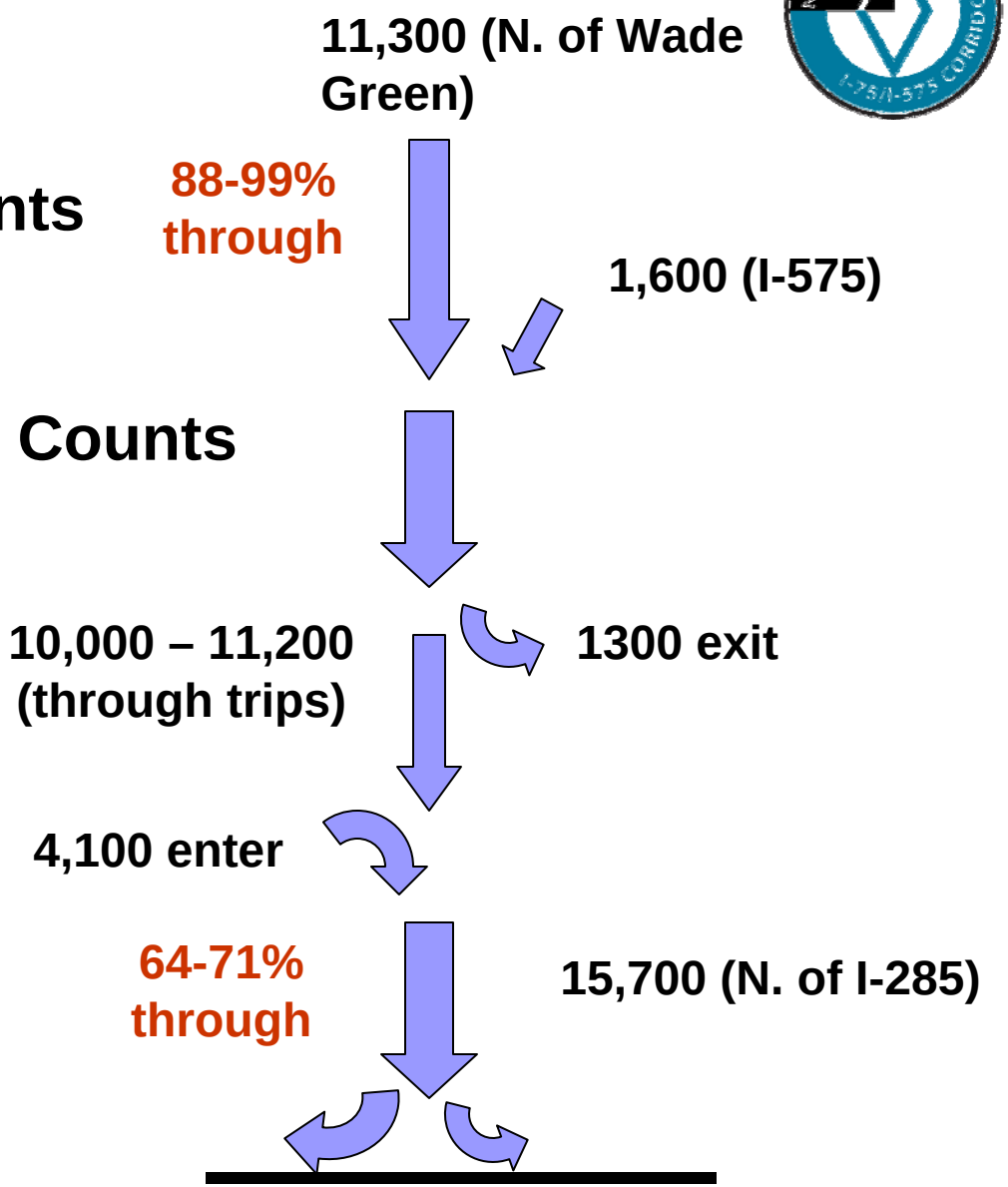
- Southern Traffic Services was retained
- 12 hour mainline visual classification surveys conducted at—
  - On I-75 north of I-285
  - On I-75 north of Wade Green Road
  - On I-575 north of I-75 Interchange
- Full 24 hour tube counts taken on all intervening interchange ramps

Southbound

Tractor Trailer Movements

on I-75 and I-575

24 Hour Estimates from Counts



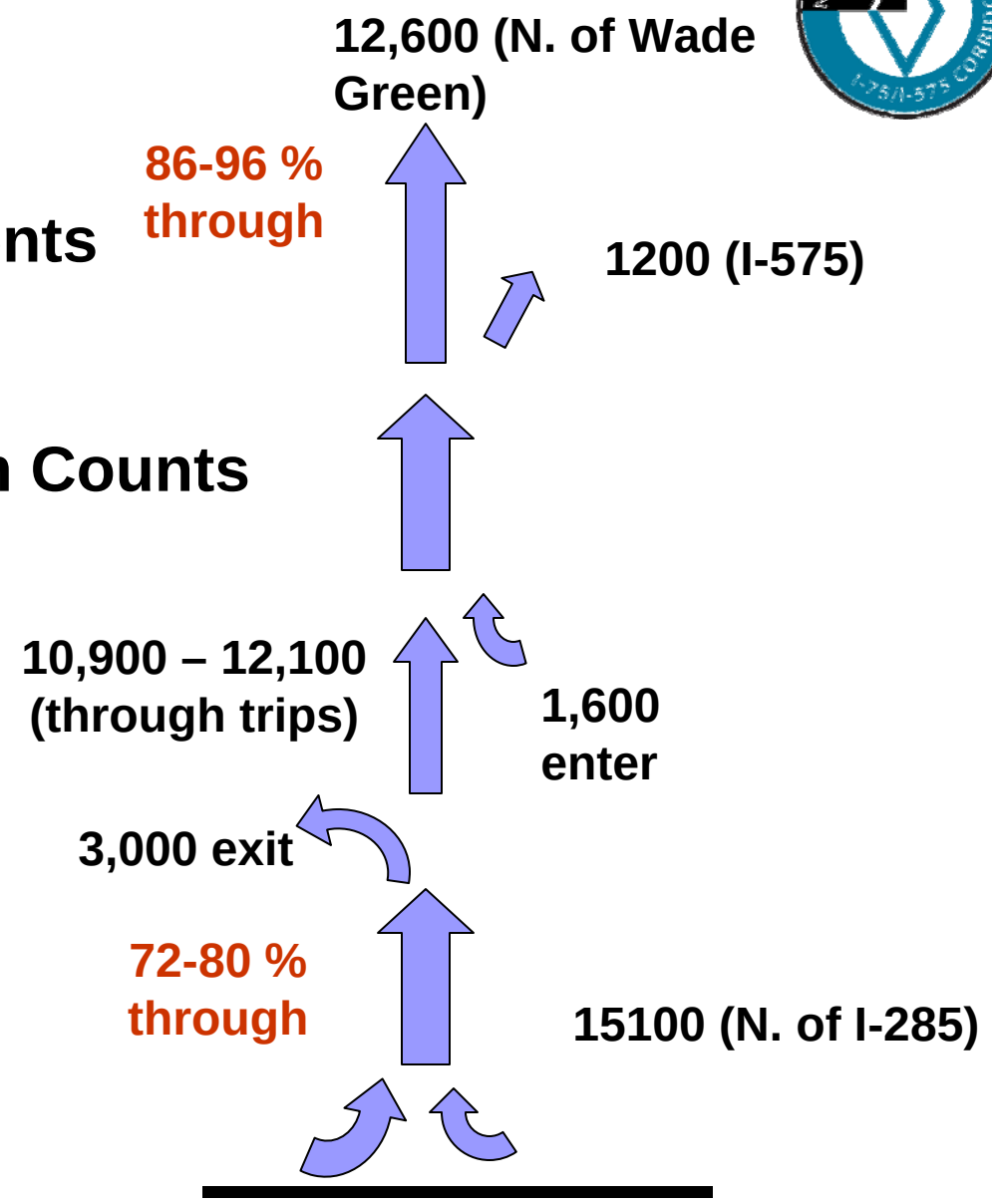
Southern Traffic Counts 4/06

Northbound

Tractor Trailer Movements

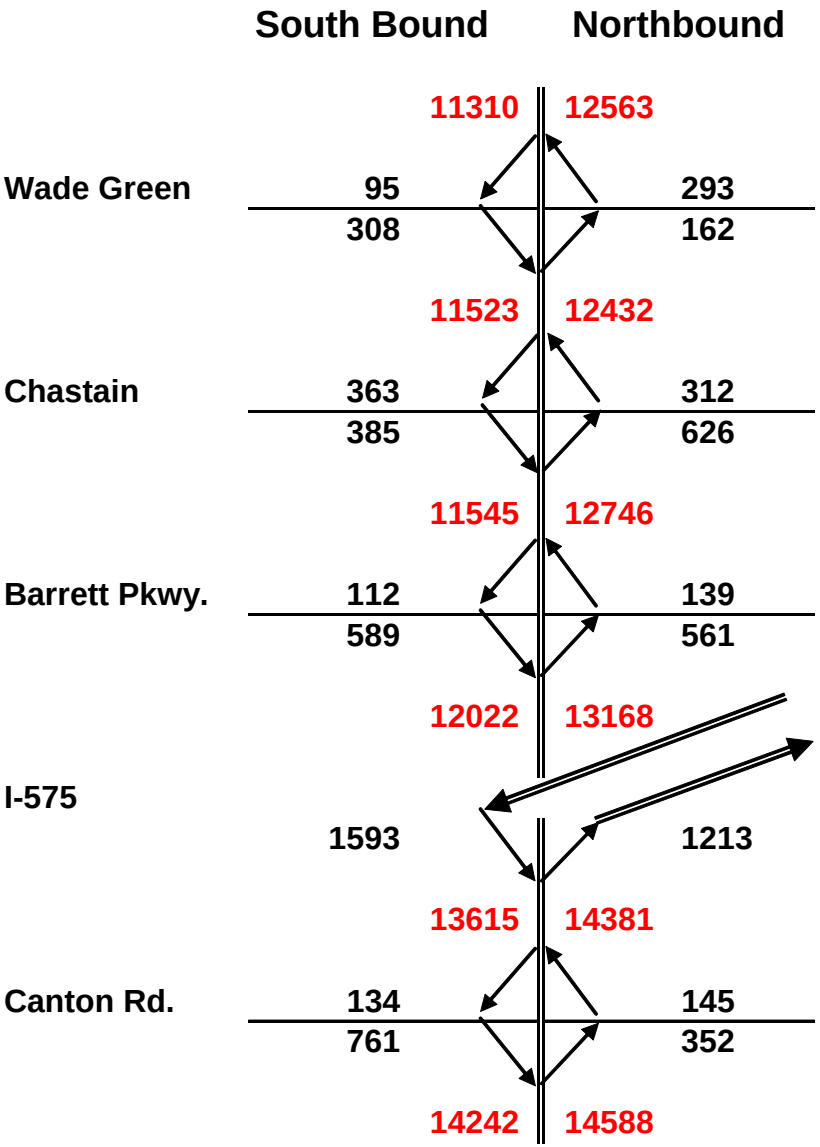
on I-75 and I-575

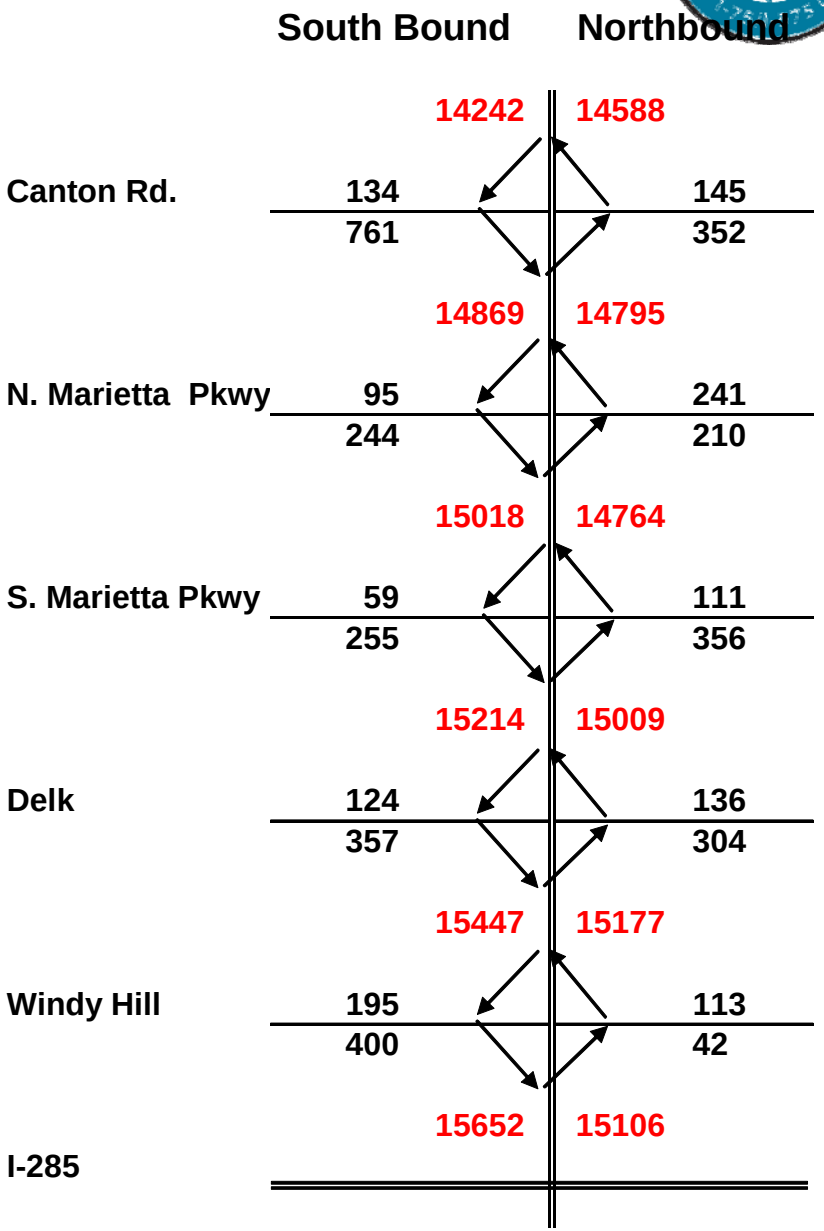
24 Hour Estimates from Counts



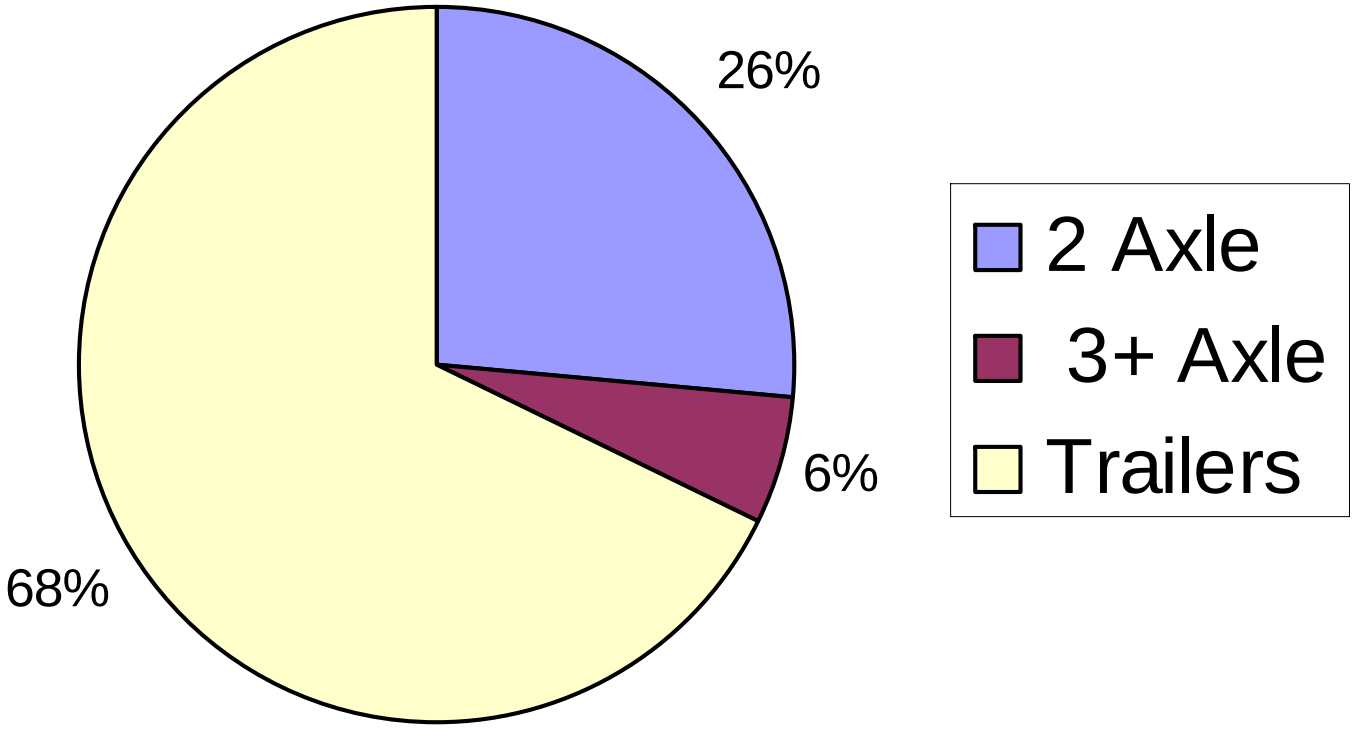
Southern Traffic Counts 4/06

Mainline and Ramp Truck Volumes on I-75



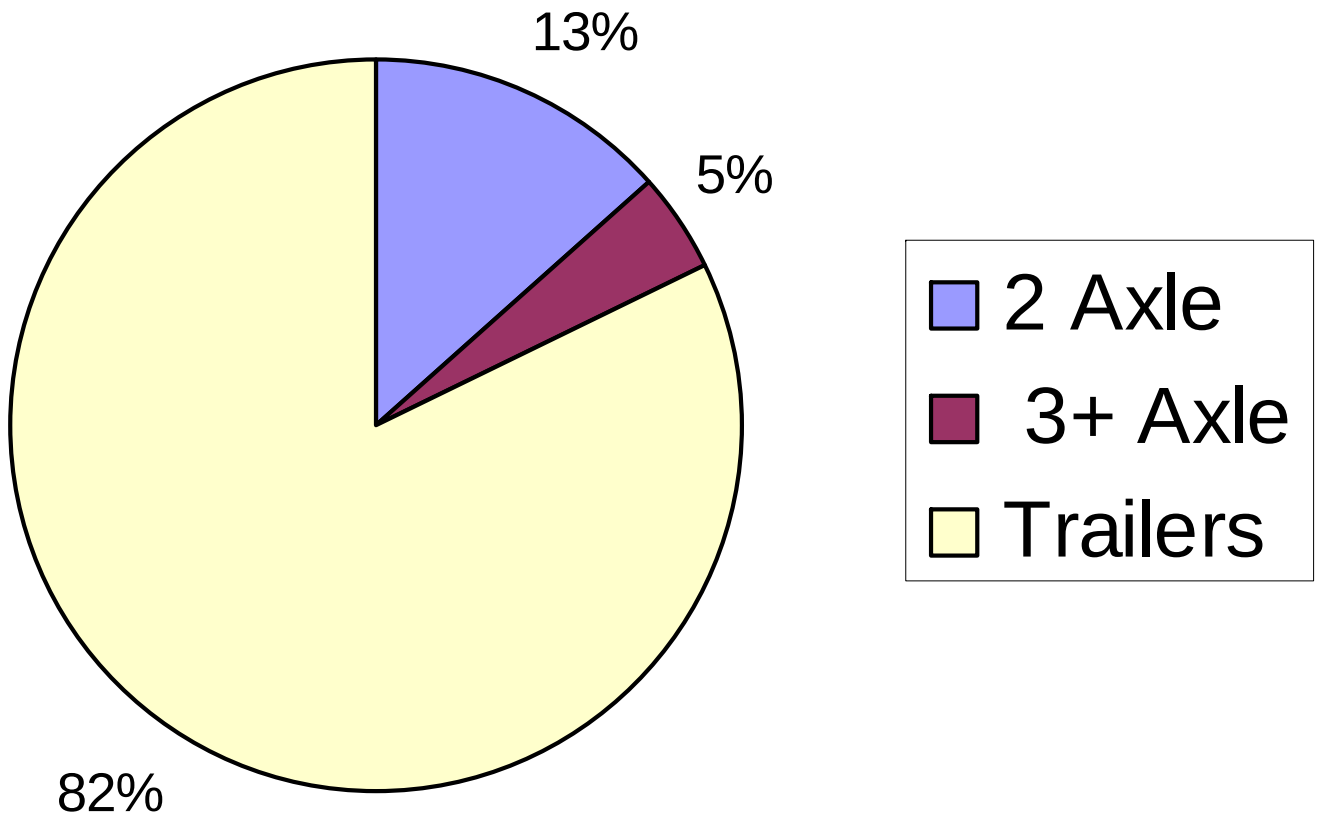


Truck Mix on I-75
North of I-285

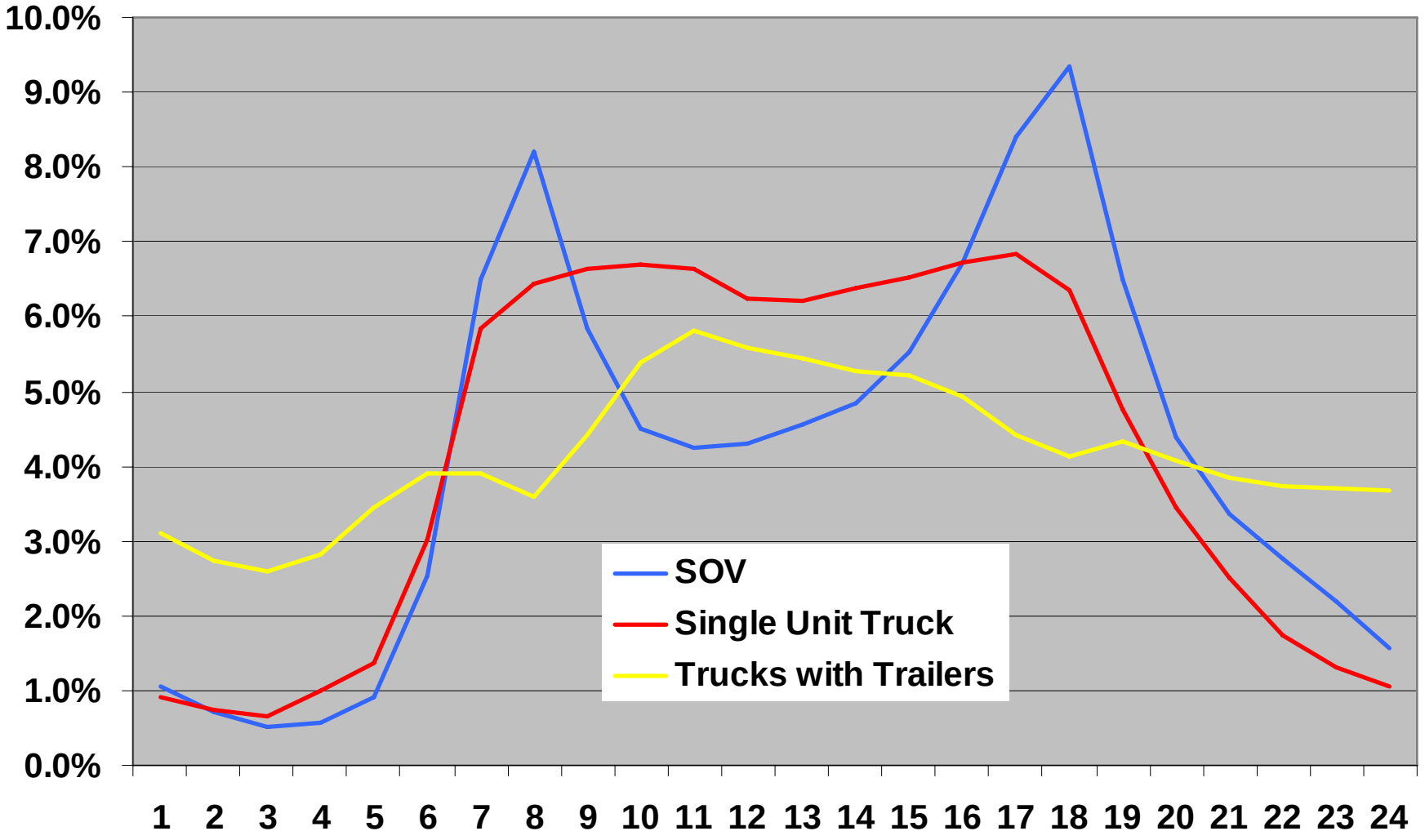


Truck Mix on I-75

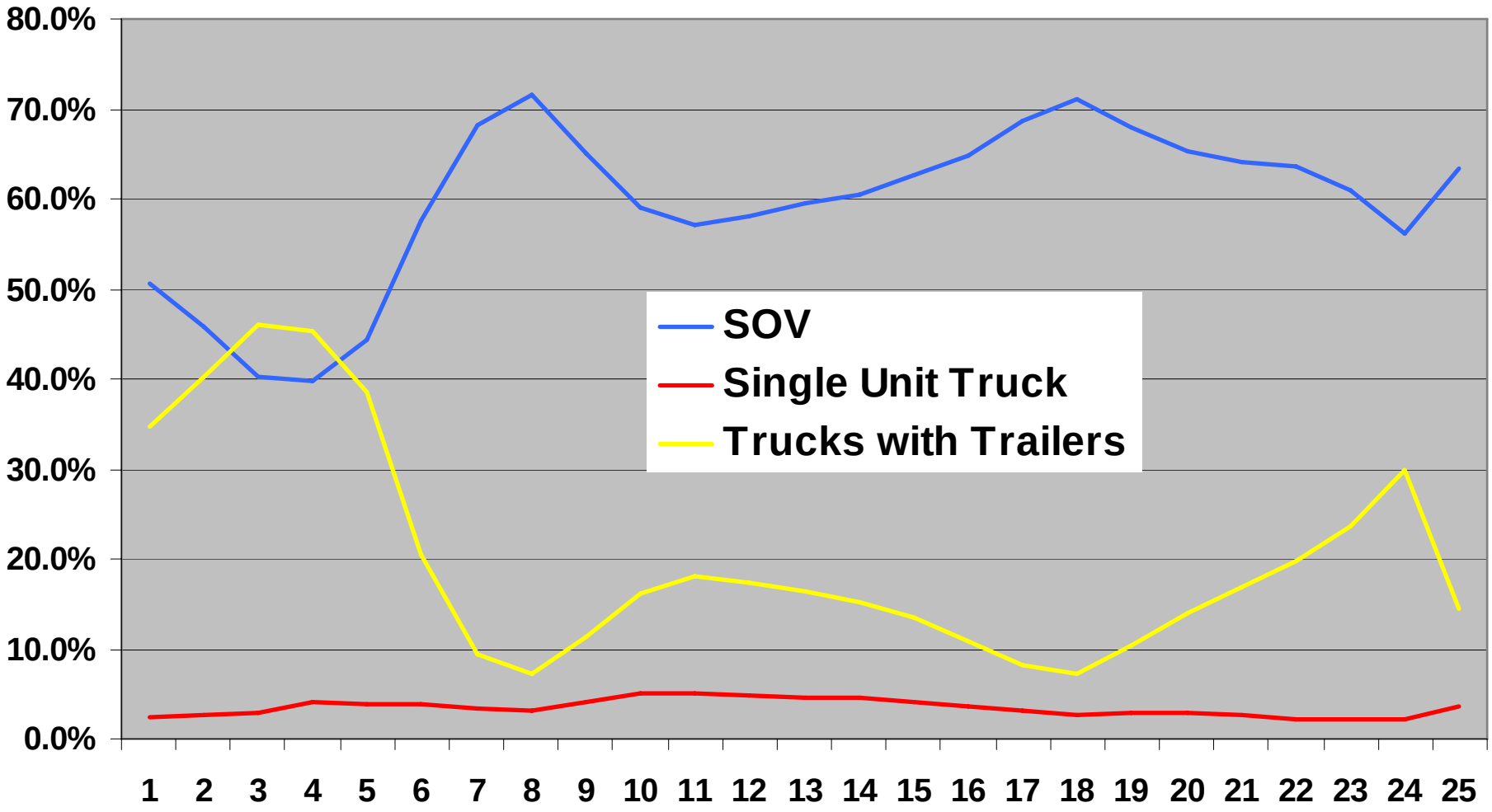
North of Wade Green Road



Temporal Distribution of Vehicle Classes on Freeways Outside of I-285



Mix of Traffic on on Freeways Outside of I-285



Draft Estimates of Peak Hour Truck Volumes on I-75 North

Peak Hour Max. Hourly Count	2005 AM All Trucks	2005 PM All Trucks	2030 AM All Trucks Grown by 3%/year	2030 PM All Trucks Grown by 3%/year	2030 AM Truck Only Lanes*
I-75 North of I-285					
Northbound	**888**	**844**	**1900**	**1800**	**1600**
Southbound	**752**	**912**	**1600**	**1900**	**1400**
I-75 North of Wade Green Road					
Northbound	**608**	**676**	**1300**	**1400**	**1200**
Southbound	**552**	**596**	**1200**	**1200**	**1100**
I-575 North of I-75					
Northbound	**88**	**64**	**200**	**100**	**170**
Southbound	**96**	**92**	**200**	**200**	**150**

Issues yet to be Resolved

- Impact of truck lanes on daily distribution of trucks
- Impact of potential tolls on truck lanes
- Redistribution of trucks from other corridors
- What kinds of trucks

Truck Preference Survey Update

Surveys of Operators and Carriers using I-75

Presentation to

Georgia Motor Trucking Assn.

& Georgia Department of Transportation

Chris Simek, NuStats

May 19, 2006

NuStats

Methods

- **Who**
  - Drivers and Carriers
  - Large trucks (4+ axels)
  - Regularly use I-75, between I-285 and I-575
- **How**
  - Drivers were intercepted at Forsyth weigh station
  - Carriers were contacted by phone from list; then telephone (53%) or web (47%) completion

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I-75 Trucking Surveys

Operator Sample

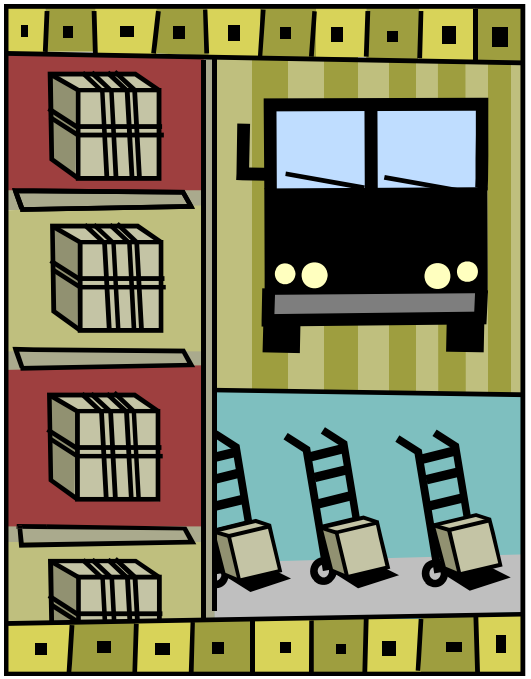
- **306 Operators (Drivers)**
  - 60% for-hire vehicle, 40% private
  - 38% driver owner/ operator; 62% company owned
  - 64% drove I-75 segment today; 20% drive daily
  - 43% drive weekly; 37% drive monthly

NuStats

I-75 Trucking Surveys

Carrier Sample

- **332 Carriers (Logistic Co.)**
  - 56% for hire; 42% private
  - 14% driver owner/operator; 75% company owned
  - 43% ship on I-75 daily; 42% 1-2 times/week; 15% 3+ times/week



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Attitudes

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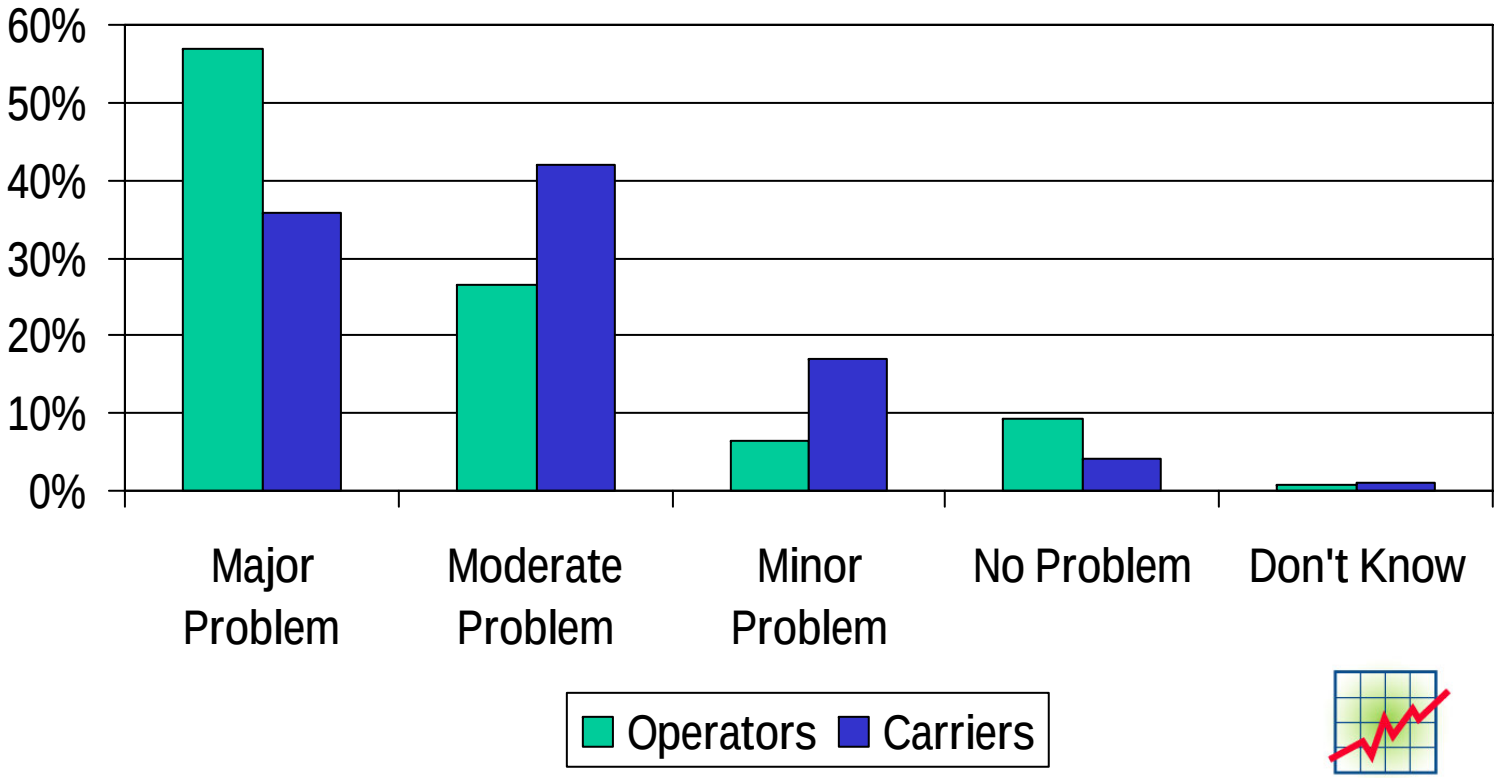
I-75 Trucking Surveys

Congestion

How would you rate the level of congestion on I-75 between I-285 and I-575?



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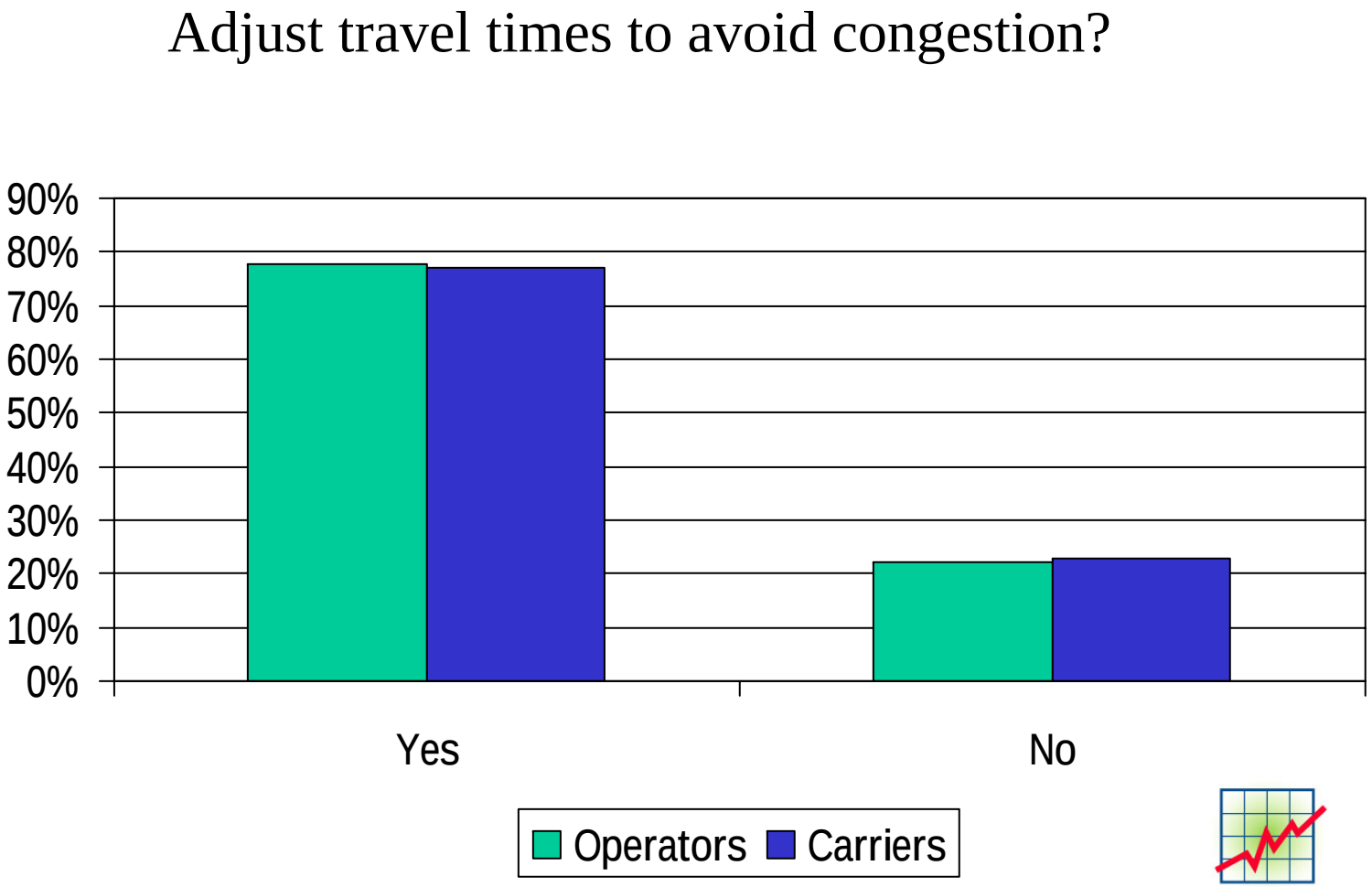
I-75 Trucking Surveys

Adjust Travel Times



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Attitudes about Tolling

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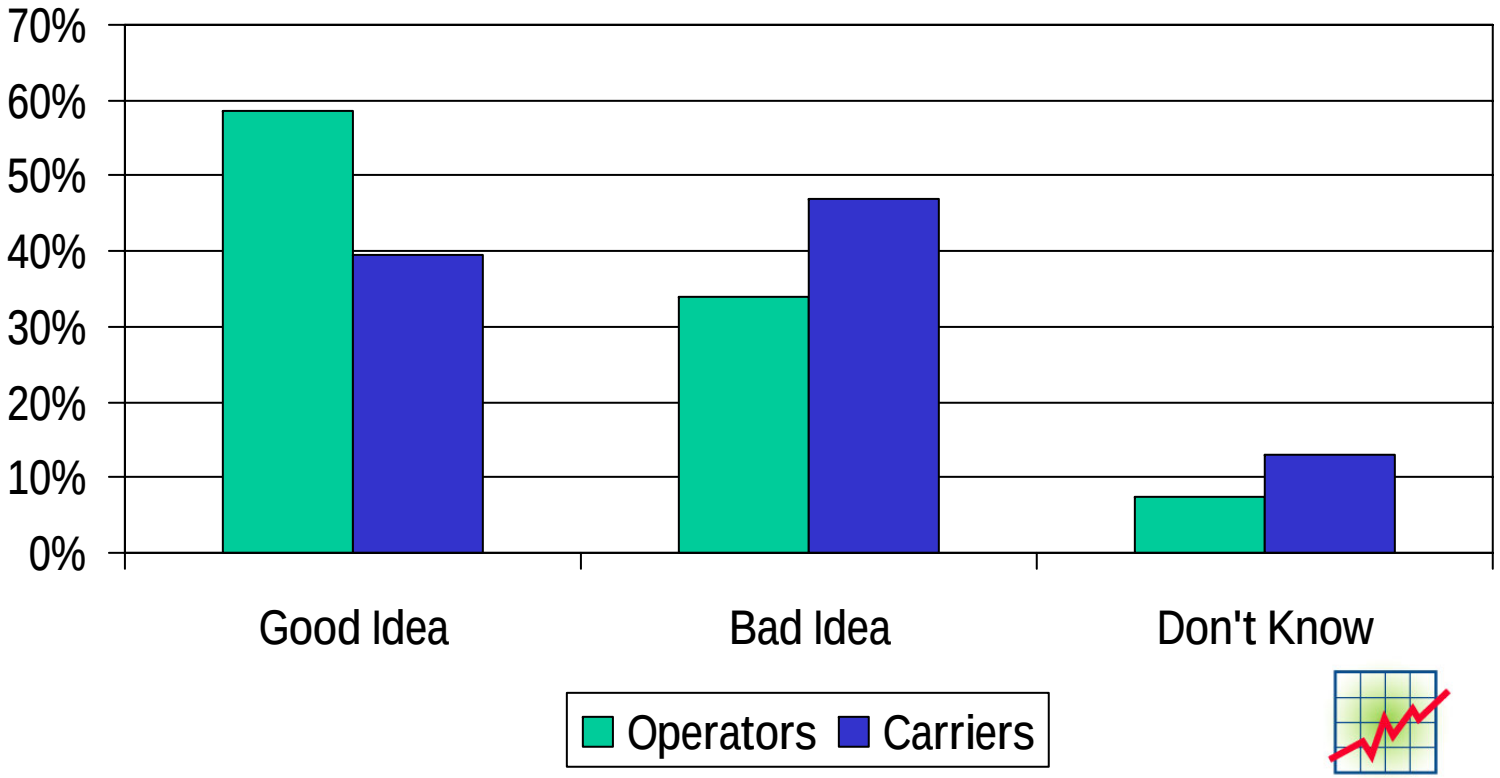
I-75 Trucking Surveys

Truck-Only Toll Lanes on I-75

Do you think building truck-only toll lanes is a…



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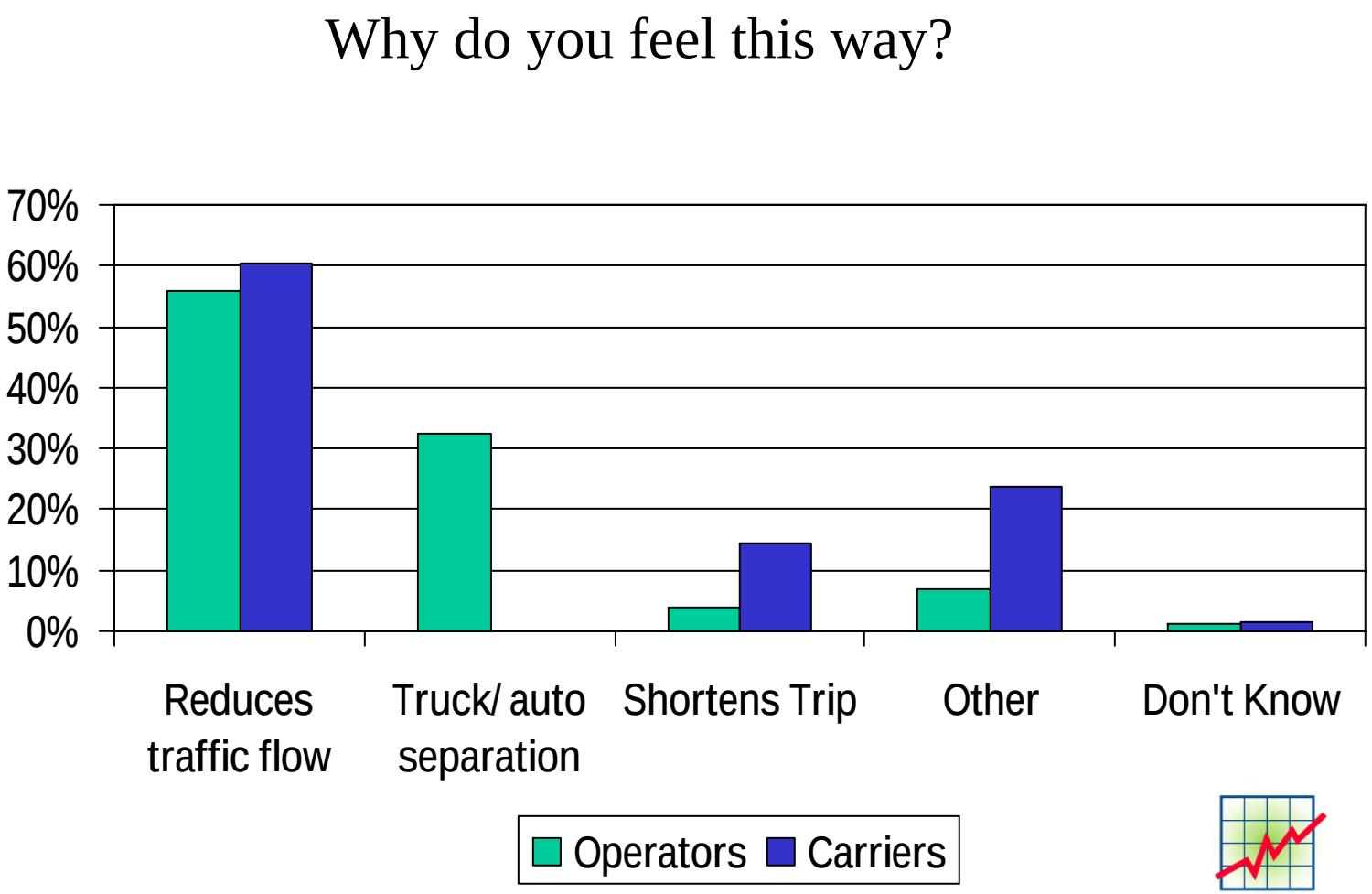
I-75 Trucking Surveys

Good Idea, "Why?"



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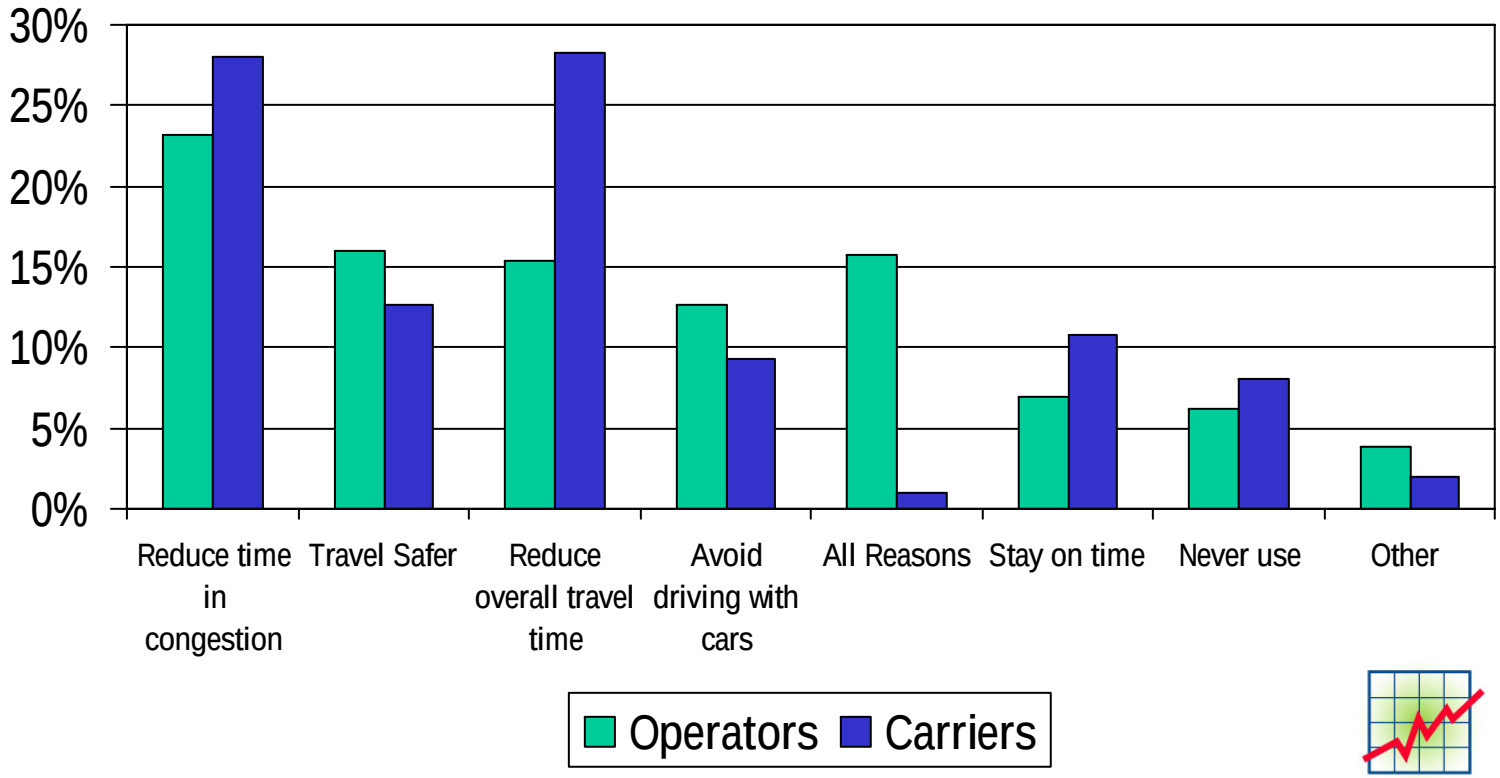
I-75 Trucking Surveys

Primary Influence for Toll Use

Which one reason would most often influence your decision to pay a toll?



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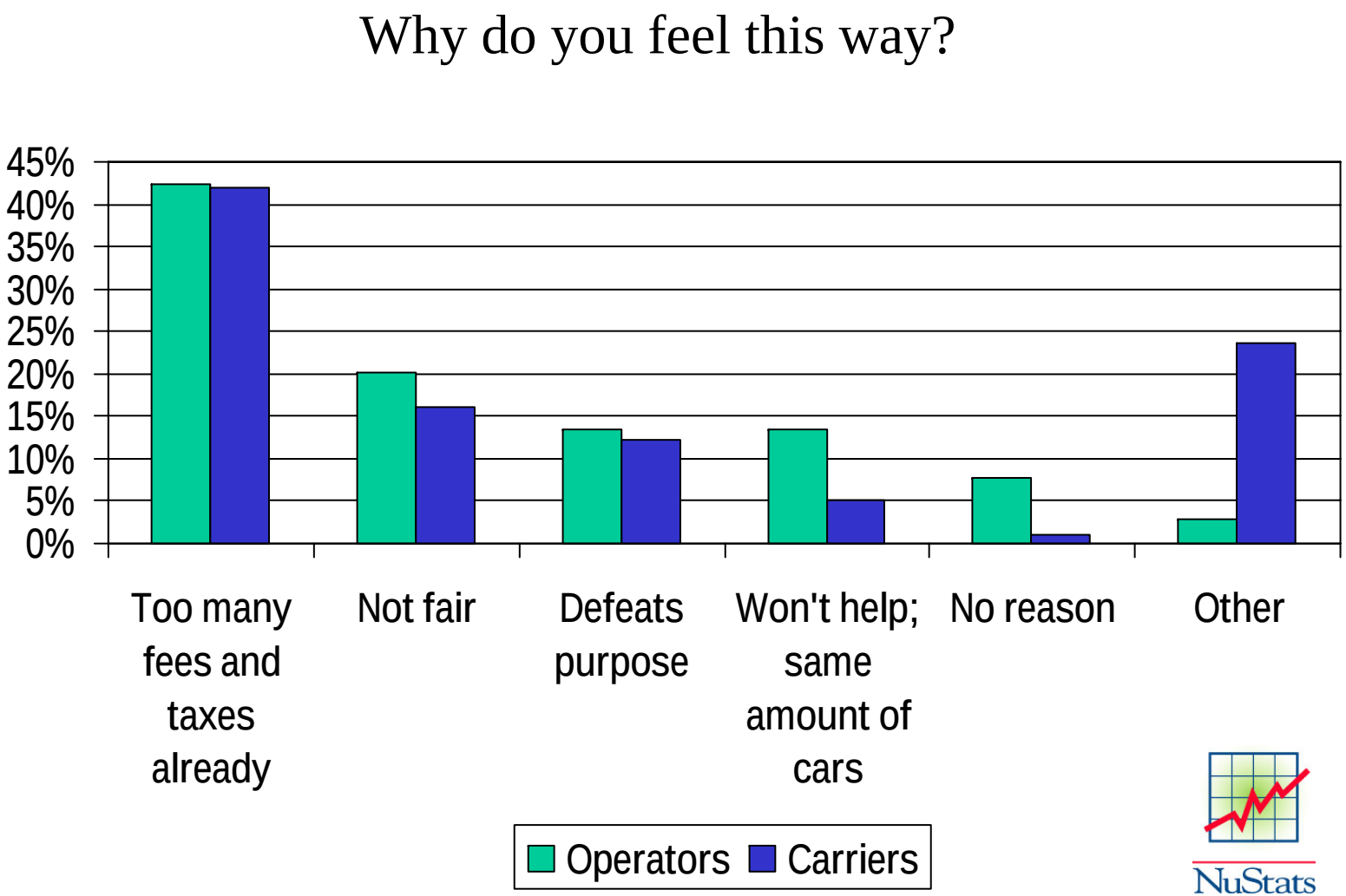
I-75 Trucking Surveys

Bad Idea, "Why?"



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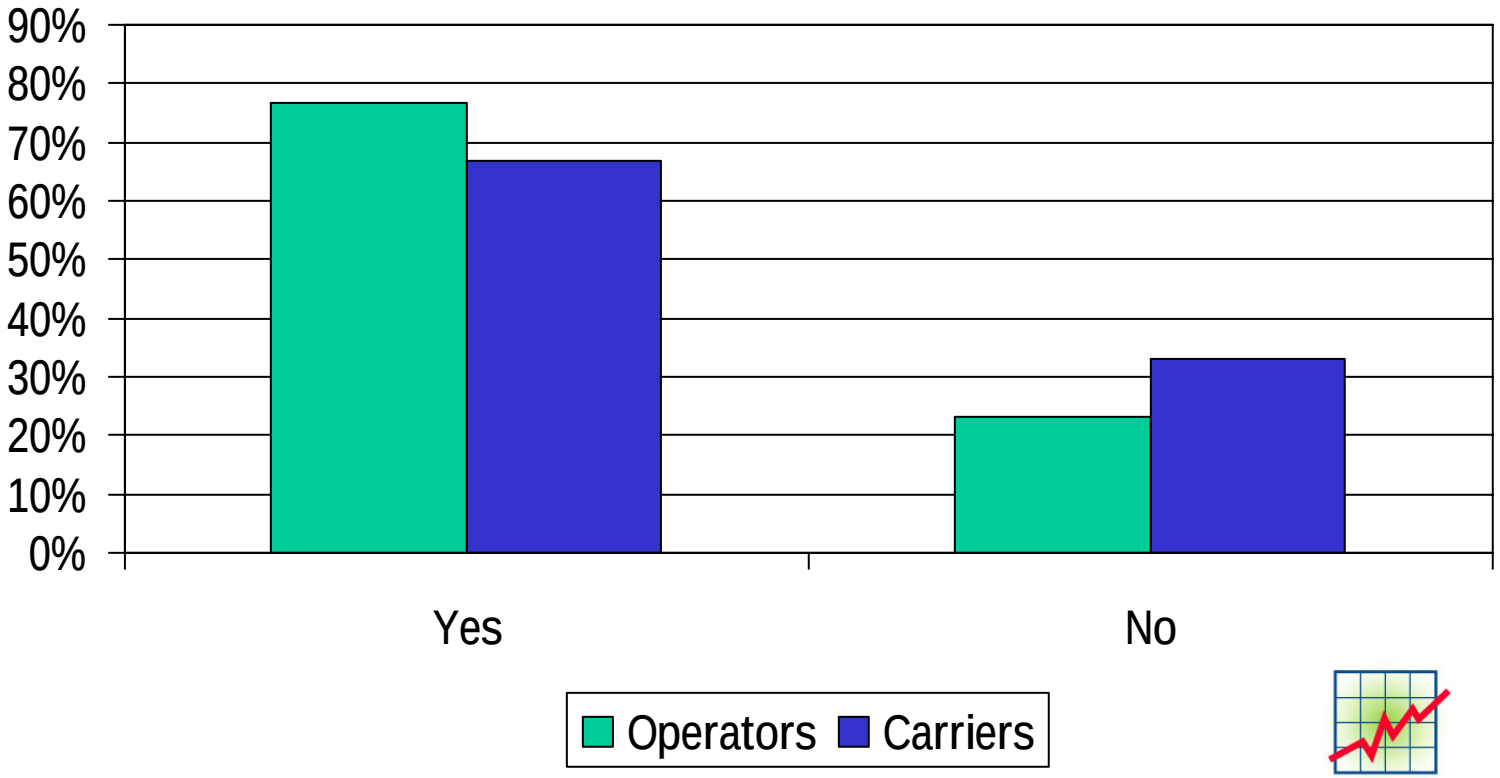
Use of Tolls and Willingness to Pay

I-75 Trucking Surveys

Past Use

Ever paid to use toll lanes?/Do Drivers in your company ever use toll lanes . . .?



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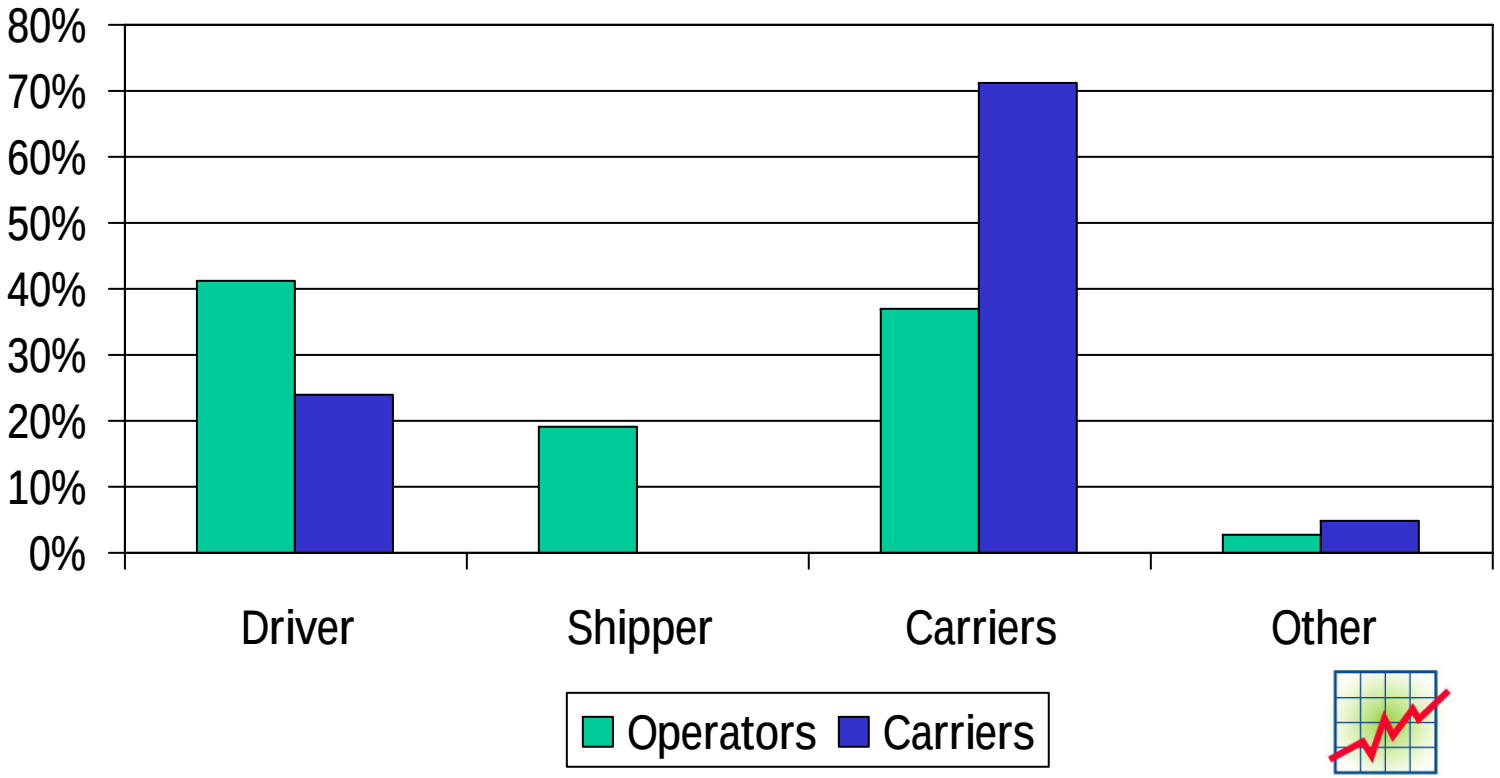
I-75 Trucking Surveys

Who Paid Last Time?

The last time you paid a toll on a highway, interstate, or turnpike, who paid the toll?



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I-75 Trucking Surveys

Willingness to Pay (VOT)

- **Drivers**
  - $28 Peak
  - $24 Off-Peak
- **Carriers**
  - $17 Peak
  - $16 Off-Peak

Note: VOTs estimated using logit choice model with method A data for both segments

Note: VOT estimates represent value of one hour (60-minutes)

NuStats

I-75 Trucking Surveys

Operators: Who is Willing to Pay More or Less

Characteristic	Mean
Toll lanes good idea	$41.06
Toll lanes bad idea	$15.89
Driver owner/ operator	$26.38
Company-owned	$34.62
Perishable cargo	$30.04
Non-perishable cargo	$31.62
Local trip distance	$28.73
Short-haul	$35.23
Long-haul	$30.80

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Operators: Pay More or Less (cont.)

Characteristic	Mean
Trip very congested	$31.31
Trip not at all congested	$26.76
Trip somewhat congested	$29.96
Driver always pays toll	$22.13
Company always pays toll	$37.66
Early morning trip	$28.93
Mid-day trip	$31.38
Afternoon peak trip	$39.33
Late evening trip	$21.98

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I-75 Trucking Surveys

Carriers: Who is Willing to Pay More or Less

Characteristic	Mean
Toll lanes good idea	$27.85
Toll lanes bad idea	$14.18
Driver owner/ operator	$16.20
Company-owned	$22.95
Perishable cargo	$21.48
Non-perishable cargo	$22.28
Local trip distance	$27.67
Short-haul	$21.87
Long-haul	$21.42

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Carriers: Pay More or Less (cont.)

Characteristic	Mean
Trip very congested	$25.28
Trip not at all congested	$43.50
Trip somewhat congested	$14.40
Driver pays toll	$17.99
Company pays toll	$27.82
Early morning trip	$23.13
Mid-day trip	$21.81
Afternoon peak trip	$22.85
Late evening trip	$23.53

NuStats

Conclusions: Operators

- **Congestion perceived as heavy on I-75**
- **Most think TOT lane is a good idea.**
- **Operators willing to pay tolls for truck-only toll lane**
- **Willingness to pay varies by characteristics of operator and trip**

NuStats

Conclusions: Carriers

- **Congestion on I-75 moderate to major problem**
- **Slightly more think TOT bad idea vs. good idea**
- **Two-thirds currently use toll lanes to ship goods**
- **Carriers willing to pay toll (7 of 10 do so already)**

NuStats

Conclusion: Carriers (cont.)

- **Willingness to pay varies by characteristics of carrier and trip**
- **Carriers have lower VOT than operators**

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Questions