


Table 28. Exclusive truck lanes.

Initiative 27: Exclusive Truck Lanes	
Description: Allocation of restricted lane right-of-way exclusively to trucks	
Targeted mode: All traffic	Geographic scope: Corridor
Type of initiative: Traffic management: lane management	Primary objective: Decrease congestion
Expected costs and level of effort to implement: Exclusive truck lanes require careful planning, extensive stakeholder engagement (both private and public), and an assessment of the potential impacts to all agents of the freight and other relevant economic systems. This initiative requires a large capital investment.	
Advantages: <ul style="list-style-type: none"> • For interstate areas <ul style="list-style-type: none"> – Increase efficiency – Improve reliability – Enhance safety – Environmental sustainability • Revenue stream using tolls can overcome investment and operating costs 	Disadvantages: <ul style="list-style-type: none"> • Require high capital investments • Reduce road capacity for other vehicle types • May not be adequate for metropolitan locations
Examples: <ul style="list-style-type: none"> • Georgia DOT Statewide Truck Lanes Needs Identification Study • Georgia DOT State Route 6 “Truck Friendly Lanes” • Georgia Managed Lane System Plan • I-70 Truck Lane Feasibility Study 	
	
<p>Source: Federal Highway Administration 2011</p>	
Related alternatives: 1. Ring Roads ; 2. Acceleration/Deceleration Lanes ; 3. Traffic Control	
References: Texas Transportation Institute 2002; Holguín-Veras et al. 2003; Reich et al. 2003; Meyer 2006; Georgia Department of Transportation 2008; Burke et al. 2011; Federal Highway Administration 2011; Georgia Department of Transportation 2011c; U.S. DOT 2012a; Georgia Department of Transportation 2013	