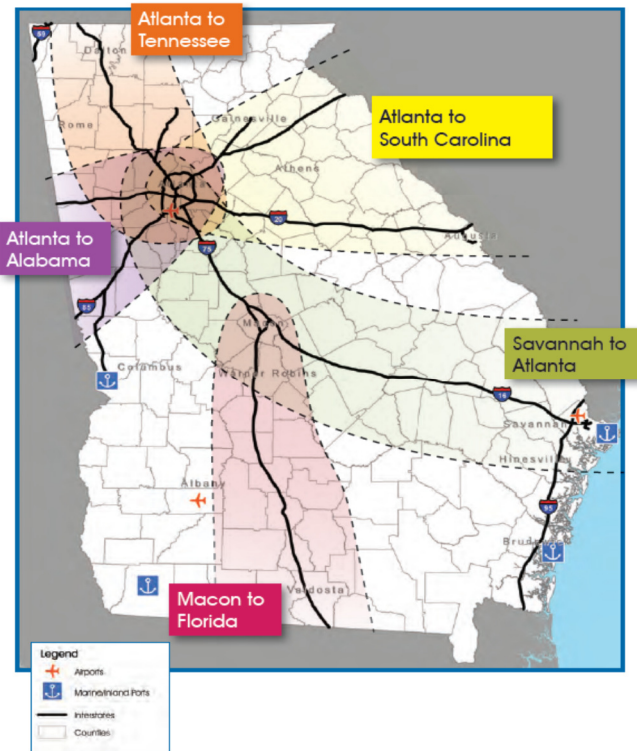


Table 2. New and upgraded infrastructure.

Initiative 2a: New and Upgraded Roads	
Description: Enhancements to the geometric design and physical characteristics of current roadways	
Targeted mode: All traffic	Geographic scope: Corridor
Type of initiative: Infrastructure management: major improvements	Primary objective: Improve inadequate infrastructure/ enhance safety
Expected costs and level of effort to implement: Extensive stakeholder involvement and an assessment of all potential impacts (positive and negative), both inside and outside the study area, should factor into planning. Costs of implementation range from short-term, inexpensive maintenance to very high construction and reconstruction costs of new truck routes or lanes.	
Advantages: <ul style="list-style-type: none"> • Reduce congestion • Enhance livability • Enhance safety for bicyclists and pedestrians • Facilitate multimodal freight 	Disadvantages: <ul style="list-style-type: none"> • Moderate probability for unintended consequences • Environmental impacts associated with new construction • Require very high capital investments • May increase traffic on improved roadway • May require private-sector investments
Examples: <ul style="list-style-type: none"> • Lorry Route Network, Suffolk County, England (Suffolk County Council 2013) • Atlanta Freight Corridors, Atlanta, GA, United States (Georgia Department of Transportation 2011a) • US-281 and Loop 1604 Super Street (San Antonio, TX, United States) • Alum Creek Drive Reverse Crossbow Interchange (Franklin County Engineer, OH, United States) 	
	
<p>Source: Georgia Department of Transportation 2011a</p>	
Related alternatives: 1. Ring Roads ; 2. Freight Cluster Development (Freight Village) ; 3. Freight Parking and Loading Zones ; 4. Truck Stops/ Parking Outside of Metropolitan Areas	
References: Ogden 1992; Woudsma 2001; Georgia Department of Transportation 2011a; Suffolk County Council 2011; Wilbur Smith Associates 2012	