Project Information Form

Project Title	**FREIGHT IMPACTS ON SMALL URBAN AND RURAL AREAS**
University	**Georgia Institute of Technology**
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Funding Source(s) and Amounts Provided (by each agency or organization)	**Awarded from** US DEPT OF TRANS/RES & INNOVATIVE TECH ADMIN**:** $103,110.39
Total Project Cost	**Project Total:** $103,110.39
Agency ID or Contract Number	DTRT12-G-UTC12 **Project #:** 4876614
Start and End Dates	
Brief Description of Research Project	This study will focus on the impacts of freight activity on rural and small urban areas, using hyper-local data to analyze current and forecast future truck movements along rural corridors. The current body of research and reports has relied on highly aggregate data, usually at the county level and often at an even larger geographic scale to make predictions about truck origins and destinations. For example, the commonly applied TRANSEARCH database uses county-to-county truck flows and a simple least-cost path formula to make assumptions about preferred truck routes. Better estimates of truck activity are available and can be used to investigate individual congested freight corridors and roadways and their impact on economic activity, particularly in rural areas where freight movements are not as well understood. Improved disaggregate truck data can better inform local decisions for specific improvement strategies and projects. The study improves upon existing research by integrating the use of real-time (GPS) truck activity data, growth in major economic sectors, detailed route information and growth in port activity to analyze the flow of freight and its likely impact on smaller geographic areas.

Describe Implementation of Research Outcomes (or why not implemented) (Attach Any Photos)	The results of this project will have implications for the practice, policy, and study of freight transportation planning. The primary audience will be state and metropolitan transportation planners and engineers, policy makers at all levels of government, public and private entities in logistics including port authorities, economic developers and academics who focus on transportation and regional economic development. Increased demand for freight movement on the highway system will result in added congestion and shortages in truck parking locations. This not only impacts the "state of good repair" of the highway system, but also could negatively impact highway safety.
Impacts/Benefits of Implementation (actual, not anticipated)	The results will be particularly useful to elected officials and policy makers as they outline regional and local strategies for future freight corridor planning. The importance of efficient freight systems to support economic competitiveness is receiving an increasing amount of attention and this research will be a significant contribution to that body of work. The resulting metrics and performance outcomes will be made available electronically as some will include transferable parameters.
Web Links • Reports • Project website	N/A