The Nation’s Top Truck Bottlenecks

Earlier this year ATRI released its 2018 list highlighting the most congested bottlenecks for trucks in America.

To identify the worst truck bottlenecks in the country, ATRI assesses the level of truck-oriented congestion at 300 locations on the national highway system. The analysis, based on truck GPS data from more than 800,000 heavy duty trucks, uses several customized software applications and analysis methods, along with terabytes of data from trucking operations to produce a congestion impact ranking for each location. ATRI’s truck GPS data is used to support the FHWA-sponsored Freight Performance Measures initiative. The locations detailed in the latest ATRI list represent the top 100 congested locations.

“When your trucks are moving, America is growing,’ is what President Trump told the trucking industry last October,” said Dennis Nash, Kenan Advantage Group CEO. “Unfortunately, as ATRI’s report shows, increasingly our trucks are not moving because of congestion, choke points and bottlenecks on an aging highway system. Addressing congestion and delays at these key interchanges and highways can make our supply chain more efficient, improve the environment by reducing fuel burn and save Americans countless hours of delay and added costs.”

For the third straight year, Atlanta’s “Spaghetti Junction,” the intersection of Interstates 285 and 85 North is the most congested bottleneck in the country. As shown above, congestion is getting worse at the top five locations which experienced an average decrease in truck speeds of more than five percent over the past year. States with the highest number of the top 100 bottlenecks on this year’s list include Texas, Tennessee, California and Georgia.

For each location on ATRI’s top 100 list, a detailed time-of-day profile is available showing the best and worst times for trucks to navigate through the bottlenecks. For instance, trucks traveling through Atlanta’s Spaghetti Junction will experience average speeds of 30 mph during the morning rush hour but in the afternoon, average truck speed drop to 15 mph as a result of congestion. ATRI’s time-of-day profiles for each bottleneck are a valuable tool for better scheduling loads during less congested times.

For access to the full list of the top 100 congested locations, please visit TruckingResearch.org.

<table>
<thead>
<tr>
<th>Rank</th>
<th>Location</th>
<th>Average Speed</th>
<th>Y-o-Y Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Atlanta, GA: I-285 at I-85 (North)</td>
<td>24.7</td>
<td>-4.10%</td>
</tr>
<tr>
<td>2</td>
<td>Fort Lee, NJ: I-95 at SR 4</td>
<td>24.9</td>
<td>-8.18%</td>
</tr>
<tr>
<td>3</td>
<td>Chicago, IL: I-290 at I-90/I-94</td>
<td>21.2</td>
<td>-4.70%</td>
</tr>
<tr>
<td>4</td>
<td>Atlanta, GA: I-75 at I-285 North</td>
<td>30.4</td>
<td>-6.58%</td>
</tr>
<tr>
<td>5</td>
<td>Los Angeles, CA: SR 60 at SR 57</td>
<td>34.2</td>
<td>-3.61%</td>
</tr>
<tr>
<td>6</td>
<td>Boston, MA: I-95 @ I-90</td>
<td>33.8</td>
<td>7.76%</td>
</tr>
<tr>
<td>7</td>
<td>Baltimore, MD: I-695 @ I-70</td>
<td>37.2</td>
<td>0.25%</td>
</tr>
<tr>
<td>8</td>
<td>Queens, NY: I-495 (Long Island Expressway)</td>
<td>17.6</td>
<td>0.20%</td>
</tr>
<tr>
<td>9</td>
<td>Cincinnati, OH: I-71 at I-75</td>
<td>39.1</td>
<td>2.58%</td>
</tr>
<tr>
<td>10</td>
<td>Louisville, KY: I-65 at I-64/I-71</td>
<td>37.4</td>
<td>18.77%</td>
</tr>
</tbody>
</table>
New Research Identifies Best Practices for State Freight Plans

ATRI recently released its report on best practices in freight planning at the state level. The report allows state Departments of Transportation and their consultants to better address those freight planning components that are viewed as most critical by FHWA, state DOTs and State Trucking Association leaders.

ATRI called for nominations of innovative state freight plans from state DOT personnel and freight stakeholders nationwide. The top twelve plans then formed the basis for an “Ideal Attributes Checklist,” by which the other state freight plans were assessed. The state plans are also compared against FAST Act-required and recommended components. In summary, the process synthesized minimum freight planning requirements along with innovative practices and mapped nearly 50 different freight plans against the “model freight plan” framework.

The report’s Ideal Attributes Checklist, along with lessons learned and the various innovative practices highlighted within, allow freight planners to consider a broad continuum of freight planning techniques for their next freight plan updates. The highest ranked plans utilize a variety of tools including quantitative industry data, visualizations, project prioritization tools and strong reliance on Freight Advisory Committees, among other approaches.

Texas was the highest ranked freight plan in ATRI's research based in part on the state’s use of detailed commodity and freight flow data in developing its plan, as well as active engagement of its Freight Advisory Committee throughout the planning process.

“We are excited to be able to contribute our knowledge base to this important effort, and even more flattered that we were chosen by our peers as a model freight plan,” said Caroline Mays, Director of the Texas Department of Transportation’s Freight Office. “That said, our freight work has really just begun.”

Other states who received top accolades in ATRI’s report include Georgia, California, Mississippi, Iowa, Florida, Washington, Michigan, Ohio, Nevada, Maryland, and Alabama.

For access to the full report, please visit TruckingResearch.org.
ATRI Seeks For-Hire Motor Carrier Operational Cost Data

ATRI recently issued a data call for the update to its annual *Operational Costs of Trucking* report. Among the for-hire fleet metrics being requested are driver pay, fuel costs, insurance premiums and lease or purchase payments. Carriers are asked to provide full-year 2017 cost per mile and/or cost per hour data. Fleets that operate straight trucks are also encouraged to participate as the data for straight trucks is reported separately in the full report.

The results of this data collection, combined with the previous “Ops Costs” reports, will yield 10 full years (2008 – 2017) of trucking cost information derived directly from fleet operations. This research provides carriers with an important high-level benchmarking tool and government agencies with real world data for transportation infrastructure investment decisions.

“It’s not hard to understand why ATRI’s *Operational Costs of Trucking* report is among its most-requested studies – fleets large and small can use ATRI’s analysis to identify ways to improve your operating efficiency. We look forward to participating in this year’s data collection and encourage others to do so as well,” said Mark Droubay, president of Double D Distribution in Salt Lake City, Utah.

For-hire motor carriers are encouraged to provide confidential operational cost data to ATRI by Friday, June 22, 2018. ATRI’s data collection form is available on the website at TruckingResearch.org. Participating motor carriers will receive an advance copy of the final report which will be released in September.

Out and About with the ATRI Staff

The ATRI staff are frequently asked to present research findings at industry events on topics ranging from truck parking to younger drivers to the role of autonomous technologies in the industry.
At its meeting held March 27, 2018, the ATRI Board of Directors approved the 2018 Top Research Priorities as identified by ATRI’s Research Advisory Committee (RAC). ATRI’s RAC developed the list of recommended research topics at its meeting held in Dallas earlier in March.

The research topics cover a wide array of critical industry issues including the impact that urban planning and “smart city” design have on truck operations, inconsistencies in CDL testing, and continuing research on the impact of autonomous technologies on the trucking industry.

The 2018 ATRI top research priorities are:

- Urban Planning and Smart City Design for Trucks – examining how and where truck freight delivery can be effectively incorporated into urban planning and smart city design approaches.
- Assessing the Consistency and Accuracy of CMV Crash Data – will identify ways to improve commercial motor vehicle crash data collection, quality review, data management and data submission at the local and state levels.
- Role and Impact of Government Regulations on Autonomous Vehicles – research will assess the positive and negative impact of regulations being promulgated at the state-level for identification of model legislation on how autonomous technologies and vehicles should be deployed.
- Inconsistencies in CDL Testing – will review the range of requirements for CDL testing across states and identify best practices to develop an effective set of testing requirements.
- Autonomous Impacts on the Truck Driver – a detailed analysis of how autonomous truck technologies will change the operational environment and driving requirements for commercial drivers.
- Best Practices for Cannabis Intoxication Testing – exploring best practices in the U.S. and abroad, the research will benchmark recommended maximum intoxication levels and identify recommendations for driver sobriety testing.
Darren Hawkins, YRC Worldwide Chief Executive Officer, Appointed to ATRI Board of Directors

ATRI’s newest Board Member is YRC Worldwide CEO Darren D. Hawkins. Prior to being named YRCW CEO he was president of YRC Freight. Hawkins has more than 28 years of experience in the national LTL industry in both operations and sales roles. He began his career as a dock supervisor at then Yellow Freight in Memphis, Tennessee and rose through the ranks in a variety of sales and operations roles. Hawkins worked at Yellow Freight from 1991 to 2009 and Con-way Freight from 2009 to 2012 before returning to YRC Freight in 2013.

Hawkins was appointed by ATRI Chairman Judy McReynolds, president and CEO of ArcBest Corporation at ATRI’s January board meeting.

"We look forward to having Darren serve on the ATRI Board," said McReynolds. "Having spent his career in trucking, Darren's experience and expertise will be a great complement to that of our other Board members."

RAC Member Caroline Mays

ATRI Research Advisory Committee Member Caroline Mays is the Director of Freight and International Trade Section for the Texas Department of Transportation (TxDOT). She is charged with developing and managing TxDOT's multimodal Freight and International Trade and Border Planning Programs.

Caroline is responsible for overseeing the Texas Freight Advisory Committee and the Border Trade Advisory Committee and she has been instrumental in the development of the state’s multimodal Texas Freight Mobility Plan. She is currently leading the development of the Texas-Mexico Border Transportation Master Plan.

Ms. Mays received her Bachelor’s degree in Urban and Regional Planning from the University of Waterloo, Canada and a Master's degree of Science in Planning from the University of Toronto, Canada.

Become an ATRI Supporter

ATRI’s primary mission is to conduct research focused on trucking’s essential role in a safe, secure and efficient transportation system. As the industry’s 501(c)3 not-for profit research organization, ATRI depends on financial contributions from freight transportation stakeholders to advance the research agenda identified annually by the ATRI Research Advisory Committee. Your ATRI contributions are strictly dedicated to ATRI's research activities, which means improved industry safety and productivity for all.

If you would like to make a contribution to ATRI, simply visit ATRI’s website at TruckingResearch.org and click on the “Support ATRI’s Work” tab to be directed to an online form where you can indicate your willingness to make a contribution. There you may also make a contribution in memory of someone; memorial gifts to ATRI are also a wonderful way to honor and remember those in the industry who have passed on.
Mike Tunnell, ATRI’s Director of Environmental Research, was part of the research team for the recently released TRB National Cooperative Highway Research Program (NCHRP) study, *Guide to Deploying Clean Truck Freight Strategies*.

This research provides decision makers with a guide to assist in the deployment of fuel-efficient and low-emission truck freight strategies. It includes an analytical tool and user manual to identify and evaluate appropriate strategies that can be deployed at the state, regional, and local levels. It also allows transportation practitioners to encourage the best use of the technological, operational, and infrastructure investment alternatives that mitigate truck freight impacts on criteria air pollutants, fuel efficiency, and greenhouse gas emissions.

A link to this report is available on ATRI’s website at [TruckingResearch.org](http://TruckingResearch.org).