

# Atlanta Region Managed Lane System Plan

PLPPI-0007-00(997)

PI # 0007997

FINAL DRAFT

TASK 1:  
STATED PREFERENCE SURVEY

---

October 2008

#### PREPARED FOR

**Georgia Department of Transportation**

One Georgia Center  
600 West Peachtree Street NW  
Atlanta, GA 30308  
Phone: (404) 631-1796  
Contact: Michelle Caldwell

#### PREPARED BY

**Resource Systems Group, Inc.**

55 Railroad Row  
White River Junction, VT 05001  
Phone: (802) 295-4999  
Fax: (802) 295-1006  
Contact: Stacey Falzarano

**HNTB Corporation**

3715 Northside Parkway  
400 Northcreek, Suite 600  
Atlanta, GA 30327  
Phone: (404) 946-5708  
Fax: (404) 841-2820  
Contact: Andrew C. Smith, AICP

# **Atlanta Region Managed Lane System Plan**

## **Technical Memorandum 1B: Greater Atlanta Stated Preference Survey Documentation**

***Prepared for:***

**Georgia Department of Transportation**

One Georgia Center, Suite 2700

600 West Peachtree Street NW

Atlanta, Georgia 30308

***Prepared by:***

**Resource Systems Group, Inc.**

55 Railroad Row

White River Junction, VT 05001

# EXECUTIVE SUMMARY

This report describes the automobile and commercial vehicle stated preference survey that Resource Systems Group, Inc. (RSG) conducted in May and June 2007. HNTB contracted RSG to conduct the stated preference travel study as part of their work for the Georgia Department of Transportation (GDOT). GDOT is currently evaluating the addition of managed lanes and/or truck only toll (TOT) lanes to sections of I-20, I-75, I-85 and the I-285 orbital highway around Atlanta.

The purpose of the stated preference survey was to obtain detailed information that could be used to determine how sensitive travelers would be to the tolling and travel-time changes that would result from the addition of managed lanes or TOT lanes to the highways being studied. Estimates of travelers' toll price sensitivities are used to support estimates of highway traffic and toll revenue.

RSG developed and implemented a stated preference survey that gathered information from individuals who could use the proposed managed lanes or TOT lanes on the highways being studied. The survey collected data on current travel behavior, presented respondents with information about the proposed managed lanes or TOT lanes, and, with the use of stated preference experiments, collected information that can be used to estimate travelers' values of time and propensity to use managed toll lanes or TOT lanes under a range of possible future conditions.

Data collection took place in the greater Atlanta area in May and June 2007. Survey data were collected by intercepting residents at activity sites and through online completion by residents and employees of local businesses, organizations, and colleges in the greater Atlanta area. A total of 4,173 respondents completed the survey designed for auto users, while 413 respondents completed the commercial vehicle survey.

Statistical analysis and discrete choice model estimation were carried out using the stated preference survey data segmented by vehicle type, highway used, trip purpose and time of day (AM peak, PM peak and off-peak periods). The specification testing was completed using a conventional maximum likelihood procedure that estimated a set of coefficients for a multinomial logit model. More complex mixed multinomial logit models were then estimated to derive the distribution of values of time within each segment and allow diversion curves to be simulated.

Values of time for auto drivers estimated using the stated preference data were shown to vary by time of day, trip purpose, and within those segments, to vary by household income and trip distance. Commercial vehicle values of time were shown to vary by trip distance and vehicle size (number of axles). Mean values of time for autos (at average incomes and trip distances) varied from \$7 to \$15 per hours, while a 5 axle commercial vehicle making an average trip distance was found to have a value of time of \$23 per hour.

# TABLE OF CONTENTS

<b>Introduction</b> .....	<b>1</b>
A. Survey Approach .....	3
B. Survey Questionnaire .....	3
Automobile Survey Questionnaire .....	3
Context Questions .....	3
Description of Proposed New Routes .....	6
Stated Preference Questions.....	7
Debrief and Demographic Questions.....	11
Commercial Vehicle Survey Questionnaire .....	14
Context Questions .....	15
Description of Proposed New Routes .....	17
Stated Preference Questions.....	17
Debrief and Commercial Vehicle Background Questions.....	20
C. Survey Administration.....	22
Automobile Administration .....	22
Administration at Activity Sites.....	23
Internet-Based Survey Administration .....	25
Commercial Vehicle Administration.....	27
Administration at Activity Sites.....	27
Internet-Based Survey Administration .....	28
D. Survey Results .....	28
Automobile Results .....	28
Trip Characteristics .....	29
Debrief .....	39
Opinion.....	43
Demographics .....	47
Commercial Vehicle Results .....	50
Trip Characteristics .....	50
Debrief .....	53
Commercial Vehicle Company Demographics.....	53
E. Model Estimation .....	56
Methodology and Alternatives.....	56
Identification of Outliers.....	57
Model Specification.....	57
Segmentation.....	60
Aggregate model coefficients - MULTINOMIAL Logit models .....	61
Distributions of Model Coefficients – Mixed Multinomial LOGIT Models .....	62
Mean Values of Time and value of time Distributions.....	64

**APPENDIX A – AUTOMOBILE SURVEY SCRIPT**

**APPENDIX B – COMMERCIAL VEHICLE SURVEY SCRIPT**

**APPENDIX C – AUTOMOBILE TABULATIONS OF DATA BY STUDY ROUTE**

**APPENDIX D – AUTOMOBILE TABULATIONS OF DATA BY TIME PERIOD**

**APPENDIX E – AUTOMOBILE TABULATIONS OF DATA BY TRIP PURPOSE**

**APPENDIX F – COMMERCIAL VEHICLE TABULATIONS**

**APPENDIX G – MULTINOMIAL LOGIT MODEL RESULTS**

**APPENDIX H – MIXED MULTINOMIAL LOGIT MODEL RESULTS**

**APPENDIX I – SIMULATED DIVERSION CURVES**

**APPENDIX J – AUTOMOBILE SCREENSHOTS**

**APPENDIX K – COMMERCIAL VEHICLE SCREENSHOTS**

**APPENDIX L – AUTOMOBILE COMMENTS**

**APPENDIX M – COMMERCIAL VEHICLE COMMENTS**

# LIST OF TABLES

TABLE	TITLE	PAGE
Table 1:	Automobile Stated Preference Variables	10
Table 2:	Minimum / Maximum Specifications for the Proposed Managed Lanes	11
Table 3:	Commercial Vehicle Stated Preference Variables	19
Table 4:	Minimum / Maximum Specifications for the Proposed Truck Only Toll Lanes	20
Table 5:	Automobile Field Intercept Date, Location, & Number of Respondents	23
Table 6:	Automobile Survey Intercept Locations	24
Table 7:	Internet-Based Automobile Survey Participation	26
Table 8:	Commercial Vehicle Field Intercept Date, Location, & Number of Respondents (31 May to 15 June 2007)	27
Table 9:	Commercial Vehicle Survey Intercept Locations	28
Table 10:	Study Routes Used by Trip Purpose	29
Table 11:	Study Routes Used by Total Trip Distance	31
Table 12:	Total Trip Distance by Trip Purpose	32
Table 13:	I-85 Ten Most Frequent Entrance and Exit Ramps	33
Table 14:	I-75 Ten Most Frequent Entrance and Exit Ramps	33
Table 15:	I-20 east of junction with I-75 Ten Most Frequent Entrance and Exit Ramps	34
Table 16:	I-20 west of junction with I-75 Ten Most Frequent Entrance and Exit Ramps	34
Table 17:	I-285 Ten Most Frequent Entrance and Exit Ramps	35
Table 18:	Top Ten Counties of Residence	47
Table 19:	Total Travel Time by Commercial Vehicle Type	52
Table 20:	Auto Model Specification	58
Table 21:	Commercial Model Specification	59
Table 22:	Traveler Market Segments	60
Table 23:	I-20E Home-Based Work MNL Model Coefficients	61
Table 24:	Commercial MNL Model Coefficients	62
Table 25:	I-20E Home-Based Work MMNL Model Coefficients	63
Table 26:	Commercial MMNL Model Coefficients	64

Table 27: Mean Values of Time for Auto Segments 64

Table 28: Mean Values of Time for Commercial Vehicles by Number of Axles 65

## LIST OF FIGURES

FIGURE	TITLE	PAGE
Figure 1:	Passenger Vehicle Stated Preference Survey Study Corridors	1
Figure 2:	Commercial Vehicle Stated Preference Survey Study Corridors	2
Figure 3:	Automobile Trip Purpose	4
Figure 4:	Greater Atlanta Map for Trip Origin and Destination Locations (Automobile Questionnaire)	5
Figure 5:	Automobile On-Ramp Selection	6
Figure 6:	Description of Proposed Managed Lanes	7
Figure 7:	Automobile Stated Preference Alternatives Introduction	8
Figure 8:	Automobile Stated Preference Alternatives Introduction (Current Carpoolers with 3 or More Passengers)	8
Figure 9:	Automobile Stated Preference Scenario Example	9
Figure 10:	Likelihood of Use of Managed Lanes with Heavy Trucks	12
Figure 11:	Likelihood of Obtaining ETC Transponder with Discount to Video Toll Collection (Automobile Questionnaire)	13
Figure 12:	General Toll Road Opinion Questions (Automobile Questionnaire)	14
Figure 13:	Roads Used (Commercial Vehicle Questionnaire)	15
Figure 14:	Region Map for Trip Origin and Destination Locations (Commercial Vehicle Questionnaire)	16
Figure 15:	Commercial Vehicle Toll Responsibility	17
Figure 16:	Description of Proposed Truck Only Toll Lanes	17
Figure 17:	Commercial Vehicle Stated Preference Scenario Example	18
Figure 18:	Likelihood of Obtaining ETC Transponder with Discount to Video Toll Collection (Commercial Vehicle Questionnaire)	21
Figure 19:	Commercial Vehicle Shipment Categories	22
Figure 20:	Greater Atlanta Area Travel Study Survey Poster	25
Figure 21:	Greater Atlanta Area Travel Study Survey Postcard	26
Figure 22:	Study Routes Used by Time Period	29
Figure 23:	Airport Trip Purpose by Study Routes	30

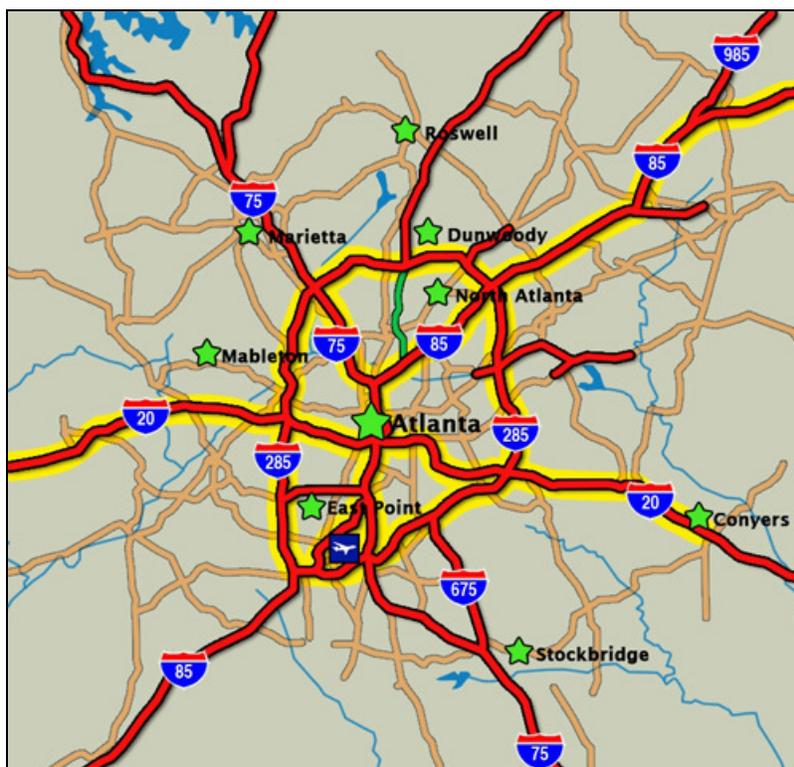
Figure 24:	Total Trip Distance	31
Figure 25:	Total Trip Distance by Automobile Segment	32
Figure 26:	Total Travel Time by Automobile Segment	36
Figure 27:	Total Travel Time by Time Period	36
Figure 28:	Total Travel Time by Amount of Delay	37
Figure 29:	Trip Frequency by Time Period	38
Figure 30:	Occupancy by Automobile Segment	39
Figure 31:	Likelihood of Obtaining an ETC Transponder by Income	40
Figure 32:	Reason Selected A Managed Lane Alternative in the Stated Preference Section (Select All That Apply Question)	41
Figure 33:	Reason Did Not Select A Managed Lane Alternative in the Stated Preference Section (Select All That Apply Question)	41
Figure 34:	Reason Why Did Not Select Carpool Managed Lane Alternative in the Stated Preference Section (Select All That Apply Question)	42
Figure 35:	Reason Why Selected Carpool Managed Lane Alternative in the Stated Preference Section (Select All That Apply Question)	43
Figure 36:	Opinion of Proposed Managed Lanes by Trip Time Period	44
Figure 37:	Primary Reason Why Favoring Proposed Managed Lanes	45
Figure 38:	Primary Reason Why Opposed to Proposed Managed Lanes	46
Figure 39:	Automobile Respondent Employment Status	48
Figure 40:	Annual Household Income	49
Figure 41:	Annual Household Income by Automobile Segment	50
Figure 42:	Type of Company by Commercial Vehicle Type	51
Figure 43:	Type of Commercial Vehicle Trip	52
Figure 44:	Commercial Vehicle Average Reported Trip Length by Location of Company Headquarters	54
Figure 45:	Level of Shipment Delivery Schedule Flexibility by Location of Company Headquarters	55
Figure 46:	Timeframe Structure for Deliveries by Location of Company Headquarters	56
Figure 47:	I-20 E Home-based Work VOT Distribution for a 20 Mile Trip	66
Figure 48:	Commercial 2-Axle VOT Distribution for a 50 Mile Trip	66
Figure 49:	I-20 East Home-base Work Diversion Curves	67
Figure 50:	Commercial 2-Axle Diversion Curves	68

# INTRODUCTION

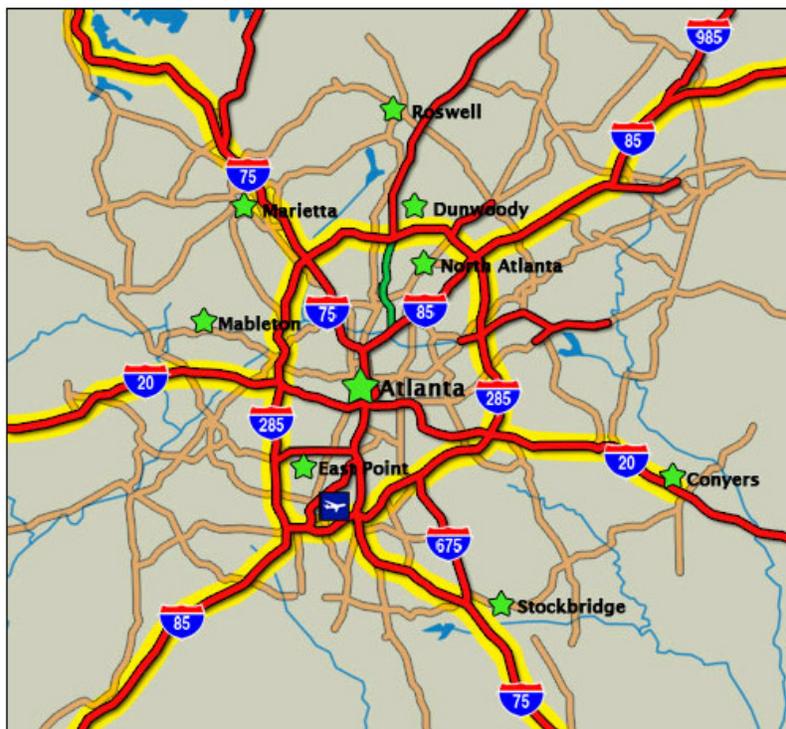
This report describes the automobile and commercial vehicle stated preference survey that Resource Systems Group, Inc. (RSG) conducted in May and June 2007. HNTB contracted RSG to conduct the stated preference travel study as part of their work for the Georgia Department of Transportation (GDOT).

GDOT is currently evaluating the addition of managed lanes on the Interstate Highways throughout the Atlanta Metro Region. Several routes, including I-75 North, I-75 South, and SR 400 have been studied previously and stated preference survey conducted. Therefore, the focus of this effort is to investigate motorist's willingness to pay for premium transportation services in the remaining studied corridors (highlighted in yellow in Figure 1). Data from the all corridor will be examined and employed in this study.

**Figure 1: Passenger Vehicle Stated Preference Survey Study Corridors**



The commercial vehicle section of the survey evaluated the addition of truck only toll (TOT) lanes on the Study Routes. In order to accommodate as many commercial vehicle respondents as possible, the Study Routes for the commercial vehicle survey included I-75 north of I-285 and I-85 and I-75 south of I-285 (Figure 2 on the following page).

**Figure 2: Commercial Vehicle Stated Preference Survey Study Corridors**

The purpose of the stated preference survey was to obtain detailed information that could be used to determine how sensitive travelers would be to the tolling and travel-time changes that would result from the addition of managed lanes or TOT lanes to the Study Routes. Estimates of travelers' toll price sensitivities are used to support estimates of highway traffic and toll revenue.

RSG developed and implemented a stated preference survey that gathered information from individuals who could use the proposed managed lanes or TOT lanes on the Study Routes. The survey collected data on current travel behavior, presented respondents with information about the potential of managed lanes or TOT lanes, and, with the use of stated preference experiments, collected information that can be used to estimate travelers' values of time and propensity to use managed toll lanes or TOT lanes under a range of possible future conditions.

Data collection took place in the greater Atlanta area in May and June 2007. Survey data were collected by intercepting residents at activity sites and through online completion by residents and employees of local businesses, organizations, and colleges in the greater Atlanta area.

This report documents the survey approach, design, and administration; describes the characteristics of the automobile and commercial vehicle samples; and details the resulting choice models and simulated diversion curves derived using the choice models.

## Survey Approach

The stated preference survey was designed and administered to identify the travel patterns and preferences of passenger vehicle and commercial vehicle travelers who could reasonably use managed lanes or TOT lanes in the greater Atlanta area.

The stated preference survey approach employed a computer-assisted self-interview (CASI) technique developed by RSG. The stated preference survey instrument was customized for each respondent by presenting questions and modifying wording based on respondents' previous answers. These dynamic survey features provide an accurate and efficient means of data collection and allow presentation of realistic future conditions that correspond with the respondents' reported experiences.

The customized, proprietary software was programmed for administration on laptop computers at a wide variety of activity sites in the greater Atlanta area, and for over the Internet via email distribution to targeted audiences. Travelers were intercepted at heavily trafficked shopping areas, public offices, universities, and local institutions. Additional data were collected by administering the survey online to employees of large area businesses and institutions, and to respondents intercepted in activity sites that were handed a postcard detailing instructions to complete the survey online.

## Survey Questionnaire

Automobile and commercial vehicle respondents were screened to ensure that they would describe trips that could reasonably use the Study Routes in the greater Atlanta area. Respondents reported if they had made a weekday trip within the last week which was at least 15 minutes long and used or could have used any of the Study Routes: specifically, I-20 from Villa Rica east to Conyers, I-85 from Red Oak (SW intersection of I-285) to Braselton to the north, I-285, and highways I-20, I-75, and I-85 within the I-285 perimeter. These screening criteria, in combination with validation of respondents' origins and destinations, ensured that respondents focused on a trip that in the future could reasonably use the managed lanes or TOT lanes. Respondents were asked to keep the details of this trip in mind as they completed the questionnaire.

### Automobile Survey Questionnaire

The automobile questionnaire consisted of four main parts: context questions that asked for details about the respondent's trip, a description of the managed lanes in the greater Atlanta area, stated preference questions that presented a managed lane alternative and a carpool alternative to the respondent's current route, and debrief and demographic questions. The text of the automobile questionnaire is included in Appendix A and example survey screens are included in Appendix J.

#### – Context Questions

Having met the screening criteria, automobile respondents provided details about their most recent trip that was at least 15 minutes long that used or could have used any of the Study Routes. Respondents reported details of their trip including the roads traveled, type of vehicle

used for the trip, trip purpose, day of week, time of day, total travel time, and trip frequency. Additionally, airport travelers provided the direction of their trip (to or from the airport) and if applicable, the purpose of their flight. Figure 3 shows an example screenshot from the trip description section of the survey.

**Figure 3: Automobile Trip Purpose**



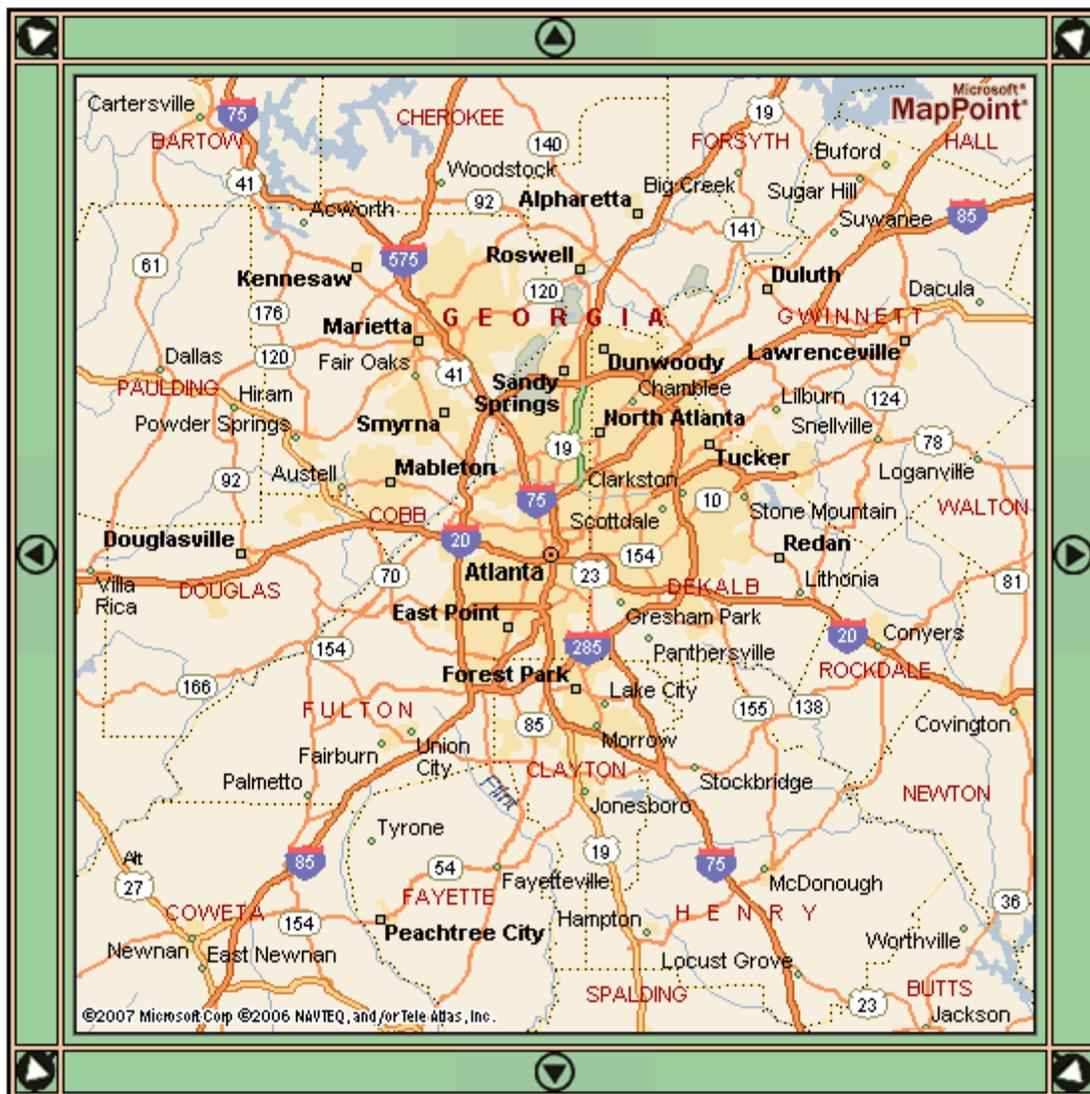
The screenshot shows a survey interface for the 'Greater Atlanta Area TRAVEL STUDY'. The question is 'What was the main purpose of your trip?'. The options are:

- Go to/from work
- Working/work-related business
- Go to/from Hartsfield Airport
- Go to/from school
- Shopping
- Social or recreational (such as visiting a friend or going to the movies)
- Other personal business (such as a medical appointment)

Below the options is a 'Next Question' button with a right-pointing arrow. At the bottom of the survey window, there is contact information: 'For information call toll-free 1-888-774-5980 or email [AtlantaTravelSurvey@surveycafe.com](mailto:AtlantaTravelSurvey@surveycafe.com)'.

The respondent was asked whether their trip began or ended at home so that the trip could be categorized as either home based or non-home based, which is important for segmentation purposes during data analysis. To identify the locations where their trip began and ended, respondents had the choice of entering street addresses or clicking on a map of the greater Atlanta area (Figure 4). Each respondent's origin and destination was geocoded to a latitude and longitude and assigned to a zone within a grid system created by RSG. The zones in this grid system are smaller than the Traffic Analysis Zones (TAZ) in the network model for the greater Atlanta area and therefore provide more accurate pinpointing of origin and destination locations. Each origin and destination latitude and longitude was also assigned to a TAZ from the network model for later analysis.

**Figure 4: Greater Atlanta Map for Trip Origin and Destination Locations (Automobile Questionnaire)**



In order to validate respondents' reported total travel times, a complete set of zone to zone travel times and distances (skim data) were calculated before survey administration. If the respondent's reported travel time was outside an acceptable range of variation around the travel time obtained from the skim data, below half of the estimated travel time or more than double the estimated travel time, the respondent was shown a warning asking him/her to verify that their reported travel time was correct.

The skim data were also used to estimate the proportion of travel time and distance occurring on interstate highways versus time and distance on other roads. The ratio of highway time to time on other roads obtained from the skim data was applied to the respondent's total travel time. For example, if skim data showed a 2:1 ratio for highway time versus time on other roads, and the respondent reported a 60 minute travel time, it was estimated that 40 minutes of the

reported travel time was spent on highways. This information was used to construct the stated preference experiments later in the survey (see formulas below in Table 1). In this example, the respondent's "time to/from the study highway" would be 20 minutes, and the highway distance was calculated using the skim data.

Each respondent's geocoded origin and destination information were also used to estimate likely on- and off-ramps for the Study Routes (Figure 5). Since the Study Routes include many interchanges, the origin and destination information was used to identify the closest and therefore most likely entrance and exit ramps. Respondents were still able to choose any entrance and exit ramp on the highway, but the question answers were centered on the closest and most likely ramp to minimize the respondent's need to scroll through a long list of ramp names.

**Figure 5: Automobile On-Ramp Selection**

**Greater Atlanta Area  
TRAVEL STUDY**

**At which interchange did you get onto I-75? You can scroll up and down to select your exit number.**

- 256 - Mt. Paran Road (CR 624)/SR 3/US 41/Northside Parkway
- 255 - W. Paces Ferry/SR 3/US 41/Northside Parkway
- 254 - Moores Mill Road
- 252 - Northside Drive/SR 3/Howell Mill Road
- 250 - SR 9/US 19/14th St./10th St.
- 249 - Courtland, Pine/Peachtree, Williams, SR 8/US 29/North Ave/Spring/W. Peachtree
- 248 - MLK, Edgewood, Inter. Blvd/SR 101/Freedom Pkwy, Butler/JW Dobbs
- 247 - I-20
- 246 - Central Ave./Fulton St.
- 244 - University Ave.

**Next Question** ▶

For information call toll-free 1-888-774-5980 or email [AtlantaTravelSurvey@surveycafe.com](mailto:AtlantaTravelSurvey@surveycafe.com)

Respondents indicated whether they experienced delay due to heavy traffic during their trip and, if so, to identify the approximate amount of time delayed. Respondents were asked the number of occupants in their car, and, if they had carpooled, who had been in the car, why they had chosen to carpool, and if they had used an HOV lane on their trip.

To conclude the context questions, respondents reported if they had used the Georgia 400, the only toll road in the greater Atlanta area, and if they currently own an electronic toll collection (ETC) transponder.

#### – Description of Proposed New Routes

Before beginning the stated preference trade-off questions, respondents were introduced to the proposed managed lanes that would be presented as alternatives to their current trip on the Study Routes. Respondents were provided with information on how the proposed managed lanes would function and were informed that the existing non-tolled lanes would still be available in the future (Figure 6).

Figure 6: Description of Proposed Managed Lanes

**Greater Atlanta Area  
TRAVEL STUDY**

Please read and click "Next Question" to continue.

Up to two "managed lanes" could be provided in each direction. Travelers driving alone would pay a toll for these lanes, and carpools could either be toll free or tolled at a reduced rate.

Tolls would vary by time of day or level of congestion. Tolls might be higher during rush hour and other busy periods to maintain free-flow conditions on the managed lanes. No heavy trucks would be allowed on the managed lanes.

The existing lanes would still be available for all travelers and would remain toll-free.

EXISTING LANES  
MANAGED LANES  
MANAGED LANES  
EXISTING LANES

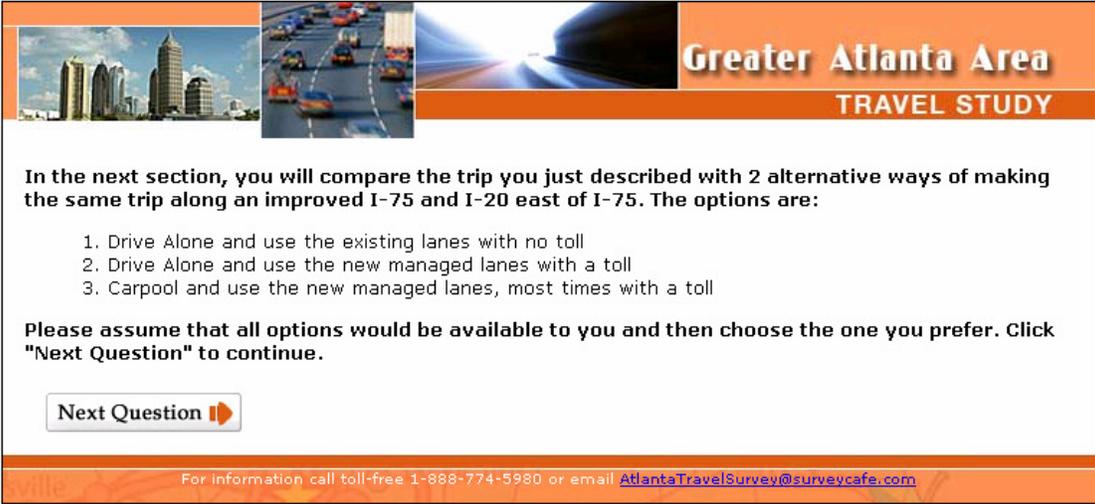
Next Question ▶

For information call toll-free 1-888-774-5980 or email [AtlantaTravelSurvey@surveycafe.com](mailto:AtlantaTravelSurvey@surveycafe.com)

– **Stated Preference Questions**

The survey presented each respondent with eight stated preference trade-off scenarios designed as choice experiments with three travel options. Each stated preference trade-off scenario listed three travel alternatives and asked respondents to make a choice based on the conditions presented. The three alternatives allowed respondents to select “existing lanes,” “new managed lanes: drive alone,” or “new managed lanes: carpool” (Figure 7 on the following page).

**Figure 7: Automobile Stated Preference Alternatives Introduction**



**Greater Atlanta Area  
TRAVEL STUDY**

**In the next section, you will compare the trip you just described with 2 alternative ways of making the same trip along an improved I-75 and I-20 east of I-75. The options are:**

1. Drive Alone and use the existing lanes with no toll
2. Drive Alone and use the new managed lanes with a toll
3. Carpool and use the new managed lanes, most times with a toll

**Please assume that all options would be available to you and then choose the one you prefer. Click "Next Question" to continue.**

**Next Question** ▶

For information call toll-free 1-888-774-5980 or email [AtlantaTravelSurvey@surveycafe.com](mailto:AtlantaTravelSurvey@surveycafe.com)

Respondents who were already traveling in a carpool of 3 or more passengers were shown two travel alternatives; “carpool in the existing lanes” and “carpool in the new managed lanes” (Figure 8).

**Figure 8: Automobile Stated Preference Alternatives Introduction (Current Carpoolers with 3 or More Passengers)**



**Greater Atlanta Area  
TRAVEL STUDY**

**In the next section, you will compare the trip you just described with an alternative way of making the same trip along an improved I-85 and I-75. The options are:**

1. Carpool and use the existing lanes with no toll
2. Carpool and use the new managed lanes with a toll

**Please assume that all options would be available to you and then choose the one you prefer. Click "Next Question" to continue.**

**Next Question** ▶

For information call toll-free 1-888-774-5980 or email [AtlantaTravelSurvey@surveycafe.com](mailto:AtlantaTravelSurvey@surveycafe.com)

Specific details of the three (or two) travel alternatives were customized based on each respondent’s reported travel time, toll cost, and vehicle occupancy. Across all eight trade-off scenarios, the respondent was presented with different levels of each of these attributes and asked to “trade-off” between the choice alternatives (Figure 9 on the following page).

**Figure 9: Automobile Stated Preference Scenario Example**

**Greater Atlanta Area**  
**TRAVEL STUDY**

If these options were available for making your work commute trip on I-75 in the future, which would you choose?

The information in **RED** has changed.

<input type="radio"/> Existing Lanes: Drive Alone	<input type="radio"/> New Managed Lanes: Drive Alone	<input type="radio"/> New Managed Lanes: Carpool
<b>Travel time:</b> 25 mins.	<b>Travel time:</b> 11 mins.	<b>Travel time:</b> 17 mins.
<b>Toll free</b>	<b>Toll: \$2.40</b>	<b>Toll: \$0.80</b>
		<b>People in carpool: 3</b>

Question 3 of 8

Next Question

For information call toll-free 1-888-774-5980 or email [AtlantaTravelSurvey@surveycafe.com](mailto:AtlantaTravelSurvey@surveycafe.com)

The specific values assigned in each stated preference scenario were determined by using an orthogonal experimental design, which ensures that information is collected from respondents in a statistically efficient manner. This technique is commonly used in constructing experimental plans. The orthogonal design for this survey contained 32 experiments. For each respondent, eight experiments were selected and presented in random order. Each of the eight scenarios presented comprised one of the eight selected experiments.

Each experiment contained up to seven attributes, six of which were independently varied. The formulas used for calculating the levels for each attribute are included in the survey script in Appendix A. Table 1 on the following page shows the stated preference attributes and levels.

To ensure that the scenarios presented were believable to each respondent, the values for travel times and toll costs were based on characteristics of the recent trip reported by the respondent. Other inputs to the construction of the scenarios included the toll costs associated with the respondent's current trip, if any. By varying the travel times and tolls shown in each scenario, the respondent was faced with different time savings for different costs, allowing them to demonstrate their travel preferences across a range of values of time.

Managed lane travel time was based on the respondent's reported travel time, with time savings proportional to the distance the respondent would travel on the proposed managed lanes. Travel times were factored by multiplying the time on the study highway by a speed variation and adding the time to and from the study highway.

**Table 1: Automobile Stated Preference Variables**

Option	Attributes	Levels		
Existing Lane	Travel time AET = Time to/from Study Highway SHD = Study Highway distance SHS = Study Highway speed SV = Speed variation = (.293 * SHS * -.002857)	AET + SHD / (SHS - 2 * SV) AET + SHD / (SHS - SV) AET + SHD / (SHS + SV) AET + SHD / (SHS + 2 * SV)		
	Toll	Current toll as reported on toll question, if applicable		
	Vehicle Occupancy	Current occupancy		
New Managed Lanes: (not shown to current HOV 3+)	Travel time AET = Time to/from Study Highway SHD = Study Highway distance GPS = Existing Lane Option speed = (SHS + existing lane travel time level * SV)	Peak Travelers: AET + SHD / (GPS+ 25 mph) AET + SHD / (GPS+ 30 mph) AET + SHD / (GPS+ 35 mph) AET + SHD / (GPS+ 40 mph)  *Note: Base speed outliers (extremely high or low) will be adjusted to produce a reasonable range of speeds  Off-Peak Travelers: AET + SHD / (GPS+ 15 mph) AET + SHD / (GPS+ 20 mph) AET + SHD / (GPS+ 25 mph) AET + SHD / (GPS+ 30 mph)		
	Toll SHD = Study Highway distance	*Note: If respondent currently pays a toll, that will be added to the toll for current route or both alternatives if applicable; minimum toll shown will be \$0.25; maximum toll shown will be \$25  <table border="1" style="width: 100%;"> <tr> <td>Peak Travelers: SHD * 0.05/mile SHD * 0.10/mile SHD * 0.15/mile SHD * 0.20/mile SHD * 0.25/mile SHD * 0.30/mile SHD * 0.35/mile SHD * 0.40/mile</td> <td>Off-Peak Travelers: SHD * 0.02/mile SHD * 0.05/mile SHD * 0.08/mile SHD * 0.11/mile SHD * 0.14/mile SHD * 0.17/mile SHD * 0.20/mile SHD * 0.23/mile</td> </tr> </table>	Peak Travelers: SHD * 0.05/mile SHD * 0.10/mile SHD * 0.15/mile SHD * 0.20/mile SHD * 0.25/mile SHD * 0.30/mile SHD * 0.35/mile SHD * 0.40/mile	Off-Peak Travelers: SHD * 0.02/mile SHD * 0.05/mile SHD * 0.08/mile SHD * 0.11/mile SHD * 0.14/mile SHD * 0.17/mile SHD * 0.20/mile SHD * 0.23/mile
	Peak Travelers: SHD * 0.05/mile SHD * 0.10/mile SHD * 0.15/mile SHD * 0.20/mile SHD * 0.25/mile SHD * 0.30/mile SHD * 0.35/mile SHD * 0.40/mile	Off-Peak Travelers: SHD * 0.02/mile SHD * 0.05/mile SHD * 0.08/mile SHD * 0.11/mile SHD * 0.14/mile SHD * 0.17/mile SHD * 0.20/mile SHD * 0.23/mile		
Vehicle Occupancy	Current Occupancy			
New Managed Lanes: Carpool	Travel time	Same as new managed lanes: Current occupancy + 3 minutes per additional passenger (max 6 minutes)		
	Toll	Free New managed lanes drive alone cost * .33 New managed lanes drive alone cost * .67 Same as new managed lanes drive alone cost		
	Vehicle Occupancy	<table border="1" style="width: 100%;"> <tr> <td>If drive alone: 2 people in carpool 3 people in carpool</td> <td>If carpool: 3 people in carpool 4 people in carpool</td> </tr> </table>	If drive alone: 2 people in carpool 3 people in carpool	If carpool: 3 people in carpool 4 people in carpool
If drive alone: 2 people in carpool 3 people in carpool	If carpool: 3 people in carpool 4 people in carpool			

For the purpose of calculating travel time and toll costs, three miles was the minimum assumed distance in the managed lanes during peak travel, and four miles was the minimum used for trips during off-peak travel (Table 2). The maximum distance in the managed lanes was set to 50 miles. Minimum and maximum speed were dependant on time of day, with a peak minimum and maximum speed of 15 mph and 50 mph, respectively, and an off peak minimum and maximum speed of 35 mph and 65 mph, respectively.

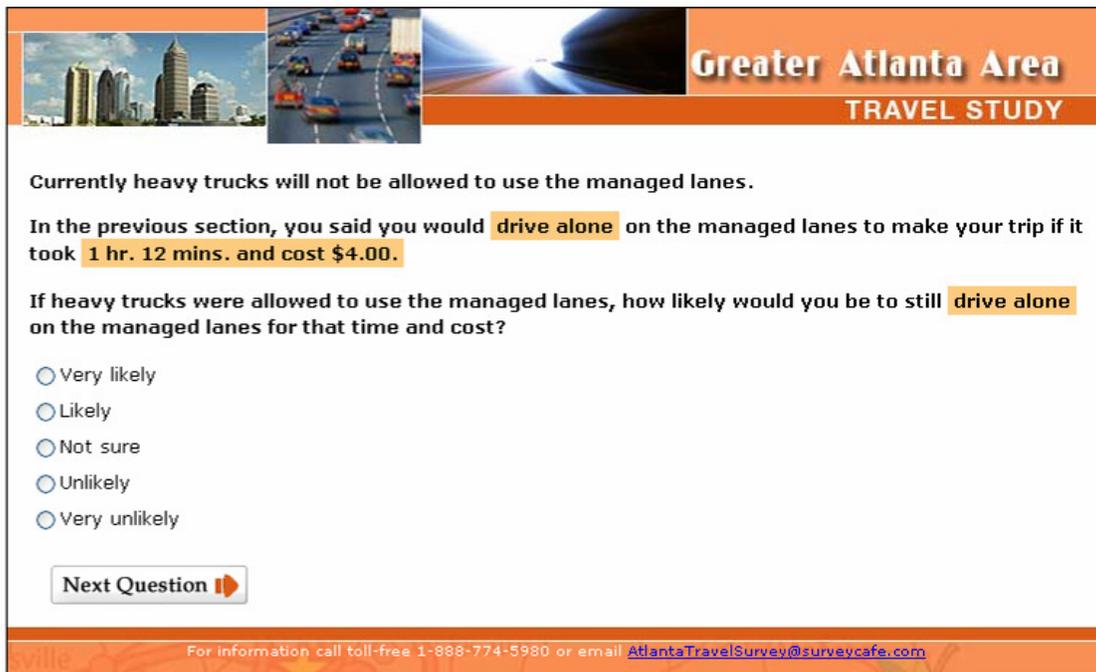
**Table 2: Minimum / Maximum Specifications for the Proposed Managed Lanes**

	<b>Peak</b>	<b>Off Peak</b>
Minimum Distance	3 miles	4 miles
Maximum Distance	50 miles	50 miles
Minimum Base Speed	15 mph	35 mph
Maximum Base Speed	50 mph	65 mph

– **Debrief and Demographic Questions**

At the conclusion of the stated preference scenarios, respondents who did not choose the “managed lane” alternative in any of the eight trade-off scenarios were shown a debrief question asking them to provide the reason(s) why they never selected the managed lane option. For this question, as for the other debrief questions, the order of the answer options was randomized to minimize order bias. Similarly, respondents who did not choose the carpool managed lane alternative in any of the eight trade-off scenarios were asked to provide the reason(s) why they never selected the carpool option. Respondents who did choose a managed lane alternative in at least one of the eight trade-off scenarios were asked to provide the reason(s) why they had selected a managed lane option.

Respondents who selected at least one of the managed lanes alternatives were asked their likelihood of choosing to use the managed lane alternative with the same time and toll if heavy trucks were also allowed to use the managed lanes (Figure 10 on the following page).

**Figure 10: Likelihood of Use of Managed Lanes with Heavy Trucks**

**Greater Atlanta Area  
TRAVEL STUDY**

Currently heavy trucks will not be allowed to use the managed lanes.

In the previous section, you said you would **drive alone** on the managed lanes to make your trip if it took **1 hr. 12 mins.** and cost **\$4.00.**

If heavy trucks were allowed to use the managed lanes, how likely would you be to still **drive alone** on the managed lanes for that time and cost?

Very likely

Likely

Not sure

Unlikely

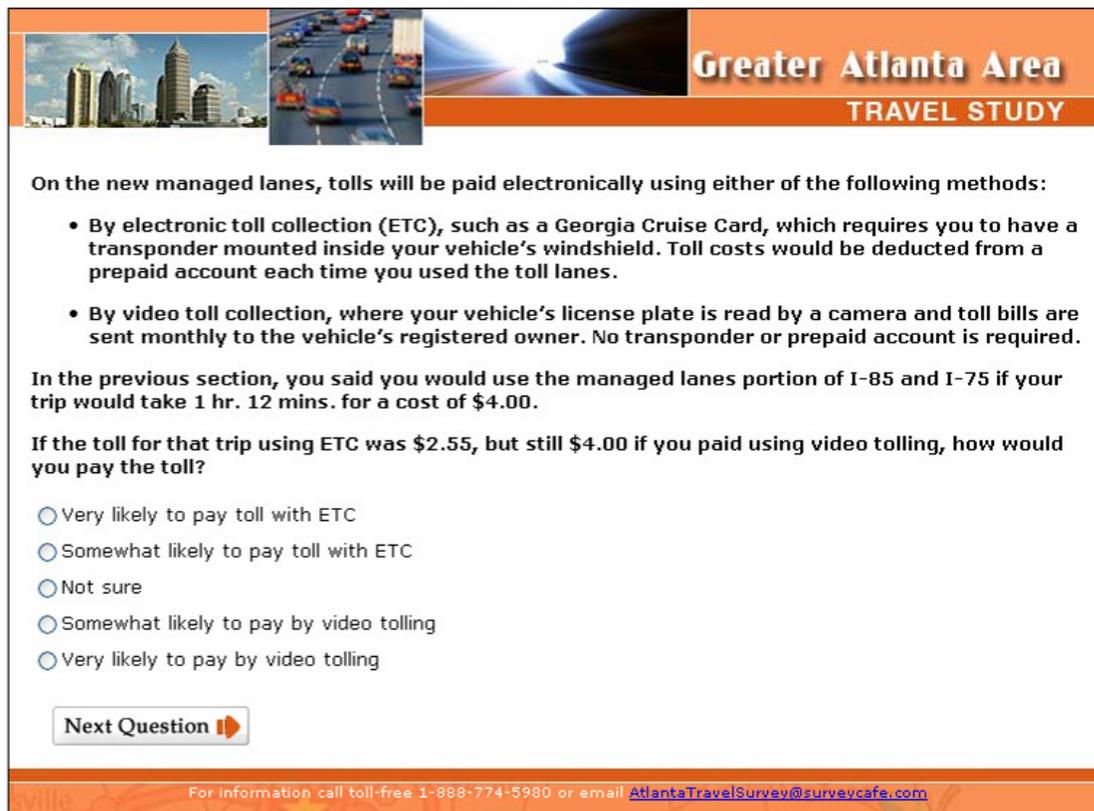
Very unlikely

**Next Question** ▶

For information call toll-free 1-888-774-5980 or email [AtlantaTravelSurvey@surveycafe.com](mailto:AtlantaTravelSurvey@surveycafe.com)

Respondents who selected at least one managed lane alternative in the stated preference scenarios and who did not currently own a Georgia Cruise Car or another form of ETC transponder were asked their willingness to obtain an ETC transponder if the toll cost when paying with an ETC was discounted compared to paying the toll cost by video tolling. The ETC discount shown to the respondent was randomly selected to be 30%, 45%, or 60% over the amount the respondent had previously indicated they would pay in the stated preference section.

**Figure 11: Likelihood of Obtaining ETC Transponder with Discount to Video Toll Collection (Automobile Questionnaire)**



**Greater Atlanta Area  
TRAVEL STUDY**

On the new managed lanes, tolls will be paid electronically using either of the following methods:

- By electronic toll collection (ETC), such as a Georgia Cruise Card, which requires you to have a transponder mounted inside your vehicle's windshield. Toll costs would be deducted from a prepaid account each time you used the toll lanes.
- By video toll collection, where your vehicle's license plate is read by a camera and toll bills are sent monthly to the vehicle's registered owner. No transponder or prepaid account is required.

In the previous section, you said you would use the managed lanes portion of I-85 and I-75 if your trip would take 1 hr. 12 mins. for a cost of \$4.00.

If the toll for that trip using ETC was \$2.55, but still \$4.00 if you paid using video tolling, how would you pay the toll?

Very likely to pay toll with ETC

Somewhat likely to pay toll with ETC

Not sure

Somewhat likely to pay by video tolling

Very likely to pay by video tolling

**Next Question** ▶

For information call toll-free 1-888-774-5980 or email [AtlantaTravelSurvey@surveycafe.com](mailto:AtlantaTravelSurvey@surveycafe.com)

The final set of debrief questions addressed respondents' opinions about the managed lanes. First respondents indicated their overall support or opposition for the project. Those who said they "strongly favor" or "somewhat favor" were shown a follow-up question asking their primary reason. Alternatively, those who said they "somewhat oppose" or "strongly oppose" were also shown a follow-up question asking their primary reason for opposing the concept.

Lastly, respondents were asked how strongly they agreed or disagreed with three statements related to their general opinion of toll related projects. The three statements, "I will use a toll route if the tolls are reasonable and I save time," "I support using tolls to pay for highway improvements that relieve congestion," and "I can generally afford to pay tolls" all help gauge a respondent's potential bias toward paying tolls or using toll roads.

**Figure 12: General Toll Road Opinion Questions (Automobile Questionnaire)**

**Greater Atlanta Area TRAVEL STUDY**

How strongly do you agree or disagree with each of the following statements?

	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
I will use a toll route if the tolls are reasonable and I save time.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I support using tolls to pay for highway improvements that relieve congestion.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I can generally afford to pay tolls.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Next Question

For information call toll-free 1-888-774-5980 or email [AtlantaTravelSurvey@surveycafe.com](mailto:AtlantaTravelSurvey@surveycafe.com)

To conclude the questionnaire, all respondents answered general demographic questions to allow comparison of the sample to the overall population in the greater Atlanta area that would be served by the proposed highway improvements. The demographic questions included resident/visitor status, county of residence, household size, number of household vehicles, gender, age, employment status, access to the Internet, point of Internet access, and annual household income.

At the conclusion of the demographic questions, respondents were given the opportunity to leave comments about the survey or about the proposed managed lanes. These responses are provided in Appendix L.

**Commercial Vehicle Survey Questionnaire**

Commercial vehicle respondents, like automobile respondents, reported if they had made a weekday trip within the last week which was at least 15 minutes long and used or could have used any of the Study Routes. The Study Routes included those used in the automobile survey, and also extended north from the I-285 perimeter on I-75 and south from the I-285 perimeter on I-75 and I-85.

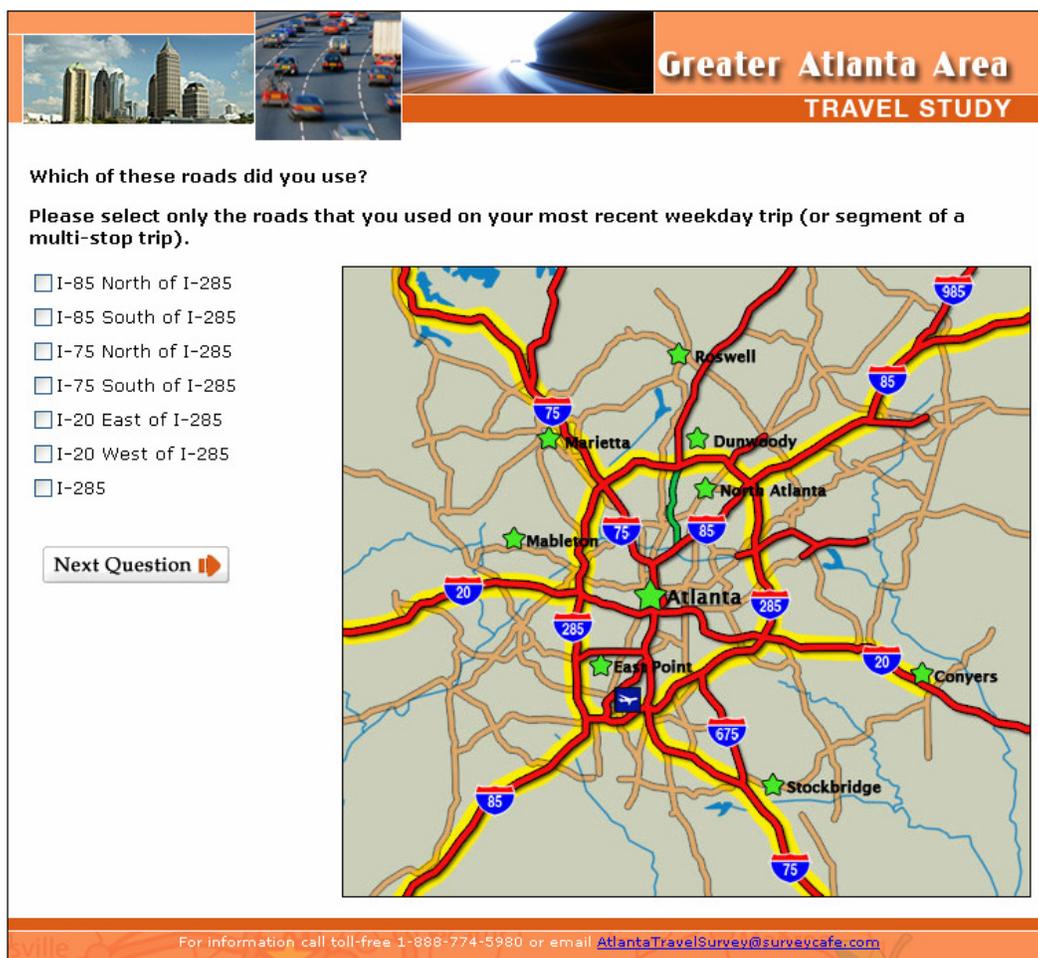
Given that commercial vehicles may make many stops during the course of a day, commercial vehicle respondents were specifically asked to describe their trip from one point to another with no stops in between, or a segment of a multi-stop trip (for example, the segment of their trip between the first stop and the second stop). These screening criteria, in combination with validation of respondents' origins and destinations, ensured that respondents focused on a trip that in the future could reasonably use the TOT lanes. Respondents were asked to keep the details of this trip in mind as they completed the questionnaire.

The commercial vehicle questionnaire consisted of four main parts: context questions that asked for details about the respondent's trip and role, a description of the TOT lanes in the greater Atlanta area, stated preference questions that presented a truck only lane alternative to their current route, and debrief and company questions. The text of the commercial vehicle questionnaire is included in Appendix B and example survey screens are included in Appendix K.

– Context Questions

Having met the screening criteria, commercial vehicle respondents provided background information on their commercial vehicle company, their role as a driver, owner, manager, or dispatcher, and the routing decision maker at their company. Secondly, the respondent reported the details of their trip which could have used the TOT lanes in the future, including the roads used (Figure 13), vehicle type and cargo, trip purpose, day of week, time of day, total travel time, trip frequency, and approximate amount of time delayed.

**Figure 13: Roads Used (Commercial Vehicle Questionnaire)**



Commercial vehicle respondents were asked to identify the locations where their trip began and ended in similar way to automobile respondents. If the respondent elected to use a map to find the start or end of the trip, the map was loaded showing a larger area than in the automobile survey due to the longer trips that form a significant proportion of commercial vehicle travel (Figure 14). As with the automobile survey, the origin and destination information was geocoded, and, in combination with validated travel times, used later in the survey to build the stated preference experiments.

**Figure 14: Region Map for Trip Origin and Destination Locations (Commercial Vehicle Questionnaire)**



To conclude the context questions, commercial vehicle respondents reported if they had paid any tolls in Georgia on their trip, who was responsible for paying tolls, how their company charges customers for tolls, and if the driver currently owned an electronic toll collection (ETC) transponder such as a Georgia Cruise Card (Figure 15).

**Figure 15: Commercial Vehicle Toll Responsibility**

**Greater Atlanta Area**  
TRAVEL STUDY

**Who is responsible for paying any tolls incurred?**

Driver pays tolls

Driver pays tolls but is reimbursed by company

Company pays tolls directly (e.g. Using an EZ Tag or Georgia cruise card)

Next Question ►

For information call toll-free 1-888-774-5980 or email [AtlantaTravelSurvey@surveycafe.com](mailto:AtlantaTravelSurvey@surveycafe.com)

– **Description of Proposed New Routes**

Before beginning the stated preference trade-off questions, commercial vehicle respondents were presented with introductory information and introduced to the proposed TOT lanes that would be presented as an alternative to their current trip on the Study Routes. Respondents were provided with information on how the proposed TOT lanes would function and were informed that the existing non-tolled lanes would still be available in the future (Figure 16).

**Figure 16: Description of Proposed Truck Only Toll Lanes**

**Greater Atlanta Area**  
TRAVEL STUDY

**Information - Please read and click "Next Question" to continue.**

The new lanes would be built as "Truck Only Lanes". These lanes will be open to heavy trucks. Tolls would vary by time of day or level of congestion.

Tolls might be higher during rush hour and other busy periods to maintain free-flow conditions on the truck only lanes.

The existing lanes would still be available for all trucks and would remain toll-free.

Next Question ►

For information call toll-free 1-888-774-5980 or email [AtlantaTravelSurvey@surveycafe.com](mailto:AtlantaTravelSurvey@surveycafe.com)

– **Stated Preference Questions**

The survey presented each respondent with eight stated preference trade-off scenarios designed as choice experiments with two travel options. Each stated preference trade-off

scenario listed two travel alternatives and asked commercial vehicle respondents to make a choice based on the conditions presented. The two alternatives allowed commercial vehicle respondents to select “existing lanes” or “new truck only toll lanes.”

**Figure 17: Commercial Vehicle Stated Preference Scenario Example**

**Greater Atlanta Area**  
**TRAVEL STUDY**

Pay close attention to travel times and tolls because they will change over the next few screens.

If these options were available for making your trip in the future, which would you choose?

The information in **BLUE** has changed.

<input type="radio"/> Existing Lanes Travel time: <b>9 hrs. 56 mins.</b> Toll free	<input checked="" type="radio"/> New Truck Only Toll Lanes Travel time: <b>7 hrs. 16 mins.</b> Toll: <b>\$6.25</b>
---	---

Question 2 of 8

Next Question

For information call toll-free 1-888-774-5980 or email [AtlantaTravelSurvey@surveycafe.com](mailto:AtlantaTravelSurvey@surveycafe.com)

Specific details of the two alternatives were customized based on the reported travel time and toll cost. Across all eight trade-off scenarios, the commercial vehicle respondent was presented with different levels of each of these attributes and asked to “trade-off” among between the choice alternatives.

As with the automobile survey, the stated preference experiments were constructed using an orthogonal experimental design. Each experiment contained four attributes, three of which were independently varied. The formulas used for calculating the levels for each attribute are included in the survey script in Appendix B. Table 3 (on the following shows the stated preference attributes and levels.

TOT lane travel time was based on the respondent’s reported travel time, with time savings proportional to the distance the respondent would travel on the proposed TOT lanes. Travel times were factored by multiplying the time on the study highway by a speed variation and adding the time to and from the study highway.

To ensure that the scenarios presented were believable to each respondent, the base values for travel times and toll costs were based on characteristics of the recent trip reported by the respondent. Other inputs to the construction of the scenarios included the toll costs associated with the respondent’s current trip, if any. By varying the travel times and tolls shown in each scenario, the respondent was faced with different time savings for different costs, allowing them to demonstrate their travel preferences across a range of values of time.

**Table 3: Commercial Vehicle Stated Preference Variables**

Option	Attributes	Levels																	
Existing Lane	Travel time AET = Time to/from Study Highway SHD = Study Highway distance SHS = Study Highway speed SV = Speed variation = (.293 * SHS * -.002857)	$AET + SHD / (SHS - 2 * SV)$ $AET + SHD / (SHS - SV)$ $AET + SHD / (SHS + SV)$ $AET + SHD / (SHS + 2 * SV)$																	
	Toll	Current toll as reported on toll question, if applicable																	
New Truck Only Toll Lanes	Travel time AET = Time to/from Study Highway SHD = Study Highway distance GPS = Existing Lane Option speed = (SHS + existing lane travel time level * SV)	Peak Travelers: $AET + SHD / (GPS + 25 \text{ mph})$ $AET + SHD / (GPS + 30 \text{ mph})$ $AET + SHD / (GPS + 35 \text{ mph})$ $AET + SHD / (GPS + 40 \text{ mph})$  *Note: Base speed outliers (extremely high or low) will be adjusted to produce a reasonable range of speeds  Off-Peak Travelers: $AET + SHD / (GPS + 15 \text{ mph})$ $AET + SHD / (GPS + 20 \text{ mph})$ $AET + SHD / (GPS + 25 \text{ mph})$ $AET + SHD / (GPS + 30 \text{ mph})$																	
	Toll SHD = Study Highway distance NA = Number of Axles/2	*Note: If respondent currently pays a toll, that will be added to the toll for current route or both alternatives if applicable  <table border="1" style="width: 100%;"> <thead> <tr> <th>Peak Travelers:</th> <th>Off-Peak Travelers:</th> </tr> </thead> <tbody> <tr> <td><math>SHD * 0.05/\text{mile} * NA</math></td> <td><math>SHD * 0.02/\text{mile} * NA</math></td> </tr> <tr> <td><math>SHD * 0.10/\text{mile} * NA</math></td> <td><math>SHD * 0.05/\text{mile} * NA</math></td> </tr> <tr> <td><math>SHD * 0.15/\text{mile} * NA</math></td> <td><math>SHD * 0.08/\text{mile} * NA</math></td> </tr> <tr> <td><math>SHD * 0.20/\text{mile} * NA</math></td> <td><math>SHD * 0.11/\text{mile} * NA</math></td> </tr> <tr> <td><math>SHD * 0.25/\text{mile} * NA</math></td> <td><math>SHD * 0.14/\text{mile} * NA</math></td> </tr> <tr> <td><math>SHD * 0.30/\text{mile} * NA</math></td> <td><math>SHD * 0.17/\text{mile} * NA</math></td> </tr> <tr> <td><math>SHD * 0.35/\text{mile} * NA</math></td> <td><math>SHD * 0.20/\text{mile} * NA</math></td> </tr> <tr> <td><math>SHD * 0.40/\text{mile} * NA</math></td> <td><math>SHD * 0.23/\text{mile} * NA</math></td> </tr> </tbody> </table>	Peak Travelers:	Off-Peak Travelers:	$SHD * 0.05/\text{mile} * NA$	$SHD * 0.02/\text{mile} * NA$	$SHD * 0.10/\text{mile} * NA$	$SHD * 0.05/\text{mile} * NA$	$SHD * 0.15/\text{mile} * NA$	$SHD * 0.08/\text{mile} * NA$	$SHD * 0.20/\text{mile} * NA$	$SHD * 0.11/\text{mile} * NA$	$SHD * 0.25/\text{mile} * NA$	$SHD * 0.14/\text{mile} * NA$	$SHD * 0.30/\text{mile} * NA$	$SHD * 0.17/\text{mile} * NA$	$SHD * 0.35/\text{mile} * NA$	$SHD * 0.20/\text{mile} * NA$	$SHD * 0.40/\text{mile} * NA$
Peak Travelers:	Off-Peak Travelers:																		
$SHD * 0.05/\text{mile} * NA$	$SHD * 0.02/\text{mile} * NA$																		
$SHD * 0.10/\text{mile} * NA$	$SHD * 0.05/\text{mile} * NA$																		
$SHD * 0.15/\text{mile} * NA$	$SHD * 0.08/\text{mile} * NA$																		
$SHD * 0.20/\text{mile} * NA$	$SHD * 0.11/\text{mile} * NA$																		
$SHD * 0.25/\text{mile} * NA$	$SHD * 0.14/\text{mile} * NA$																		
$SHD * 0.30/\text{mile} * NA$	$SHD * 0.17/\text{mile} * NA$																		
$SHD * 0.35/\text{mile} * NA$	$SHD * 0.20/\text{mile} * NA$																		
$SHD * 0.40/\text{mile} * NA$	$SHD * 0.23/\text{mile} * NA$																		

For the purpose of calculating travel time and toll costs, three miles was the minimum assumed distance in the TOT lanes during peak travel, and four miles was the minimum used for trips during off-peak travel (Table 4 on the following page). The maximum distance in the TOT lanes was set to 50 miles. Minimum and maximum speed were dependant on time of day, with a peak minimum and maximum speed of 15 mph and 50 mph, respectively, and an off peak minimum and maximum speed of 35 mph and 65 mph, respectively.

**Table 4: Minimum / Maximum Specifications for the Proposed Truck Only Toll Lanes**

	<b>Peak</b>	<b>Off Peak</b>
Minimum Distance	3 miles	4 miles
Maximum Distance	50 miles	50 miles
Minimum Base Speed	15 mph	35 mph
Maximum Base Speed	50 mph	65 mph

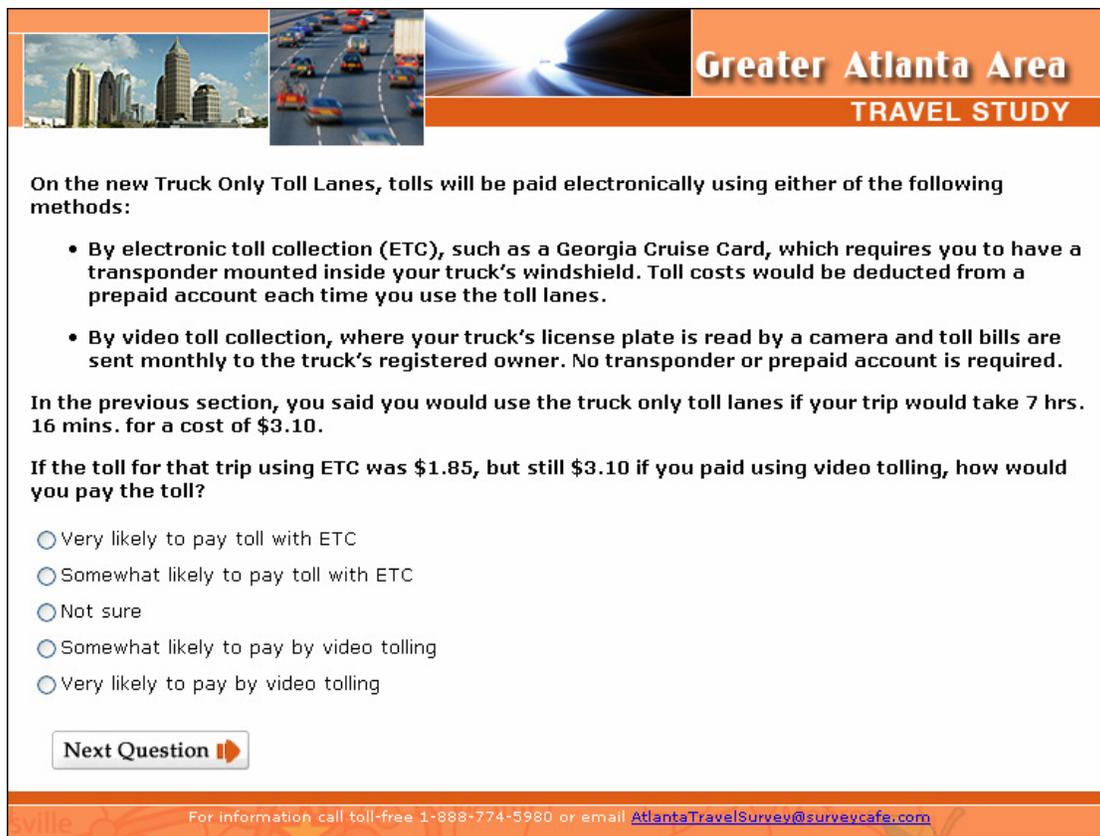
– **Debrief and Commercial Vehicle Background Questions**

At the conclusion of the stated preference scenarios, respondents who did not choose the “new truck only toll lane” alternative in any of the eight trade-off scenarios were shown a debrief question asking them to provide the reason(s) why they never selected the TOT lane option. For this question, as for other debrief questions, the order of the answer options was randomized to minimize order bias.

Commercial vehicle respondents who chose a TOT lane alternative in any of the eight trade-off scenarios provided the reason(s) why they had selected the TOT option. These respondents were also asked their likelihood of choosing to use the TOT alternative with the same time and toll if automobiles were also allowed to use the truck only lanes.

Respondents who selected at least one TOT lane alternative in the stated preference scenarios and who did not currently own a Georgia Cruise Car or another form of ETC transponder were asked their willingness to obtain an ETC transponder if the toll cost when paying with an ETC was discounted compared to paying the toll cost by video tolling. The ETC discount shown to the respondent was randomly selected to be 30%, 45%, or 60% over the amount the commercial vehicle respondent had previously indicated they would pay in the stated preference section (Figure 18 on the following page).

**Figure 18: Likelihood of Obtaining ETC Transponder with Discount to Video Toll Collection (Commercial Vehicle Questionnaire)**



The screenshot shows a survey interface for the 'Greater Atlanta Area TRAVEL STUDY'. It features three images at the top: a city skyline, a highway with trucks, and a close-up of a toll camera lens. The text of the survey question is as follows:

On the new Truck Only Toll Lanes, tolls will be paid electronically using either of the following methods:

- By electronic toll collection (ETC), such as a Georgia Cruise Card, which requires you to have a transponder mounted inside your truck's windshield. Toll costs would be deducted from a prepaid account each time you use the toll lanes.
- By video toll collection, where your truck's license plate is read by a camera and toll bills are sent monthly to the truck's registered owner. No transponder or prepaid account is required.

In the previous section, you said you would use the truck only toll lanes if your trip would take 7 hrs. 16 mins. for a cost of \$3.10.

If the toll for that trip using ETC was \$1.85, but still \$3.10 if you paid using video tolling, how would you pay the toll?

Very likely to pay toll with ETC  
 Somewhat likely to pay toll with ETC  
 Not sure  
 Somewhat likely to pay by video tolling  
 Very likely to pay by video tolling

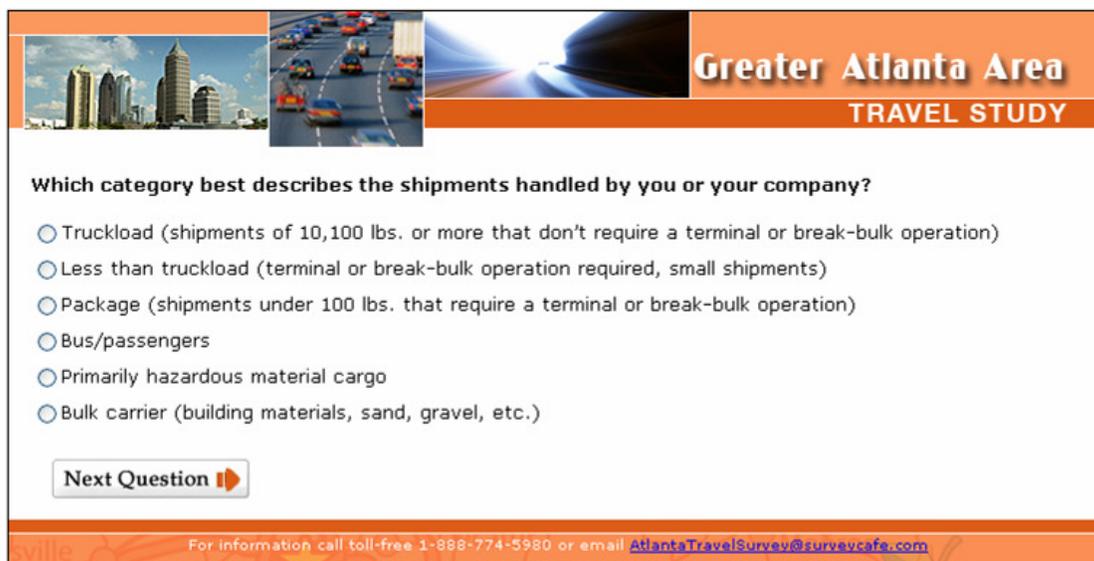
Next Question 

For information call toll-free 1-888-774-5980 or email [AtlantaTravelSurvey@surveycafe.com](mailto:AtlantaTravelSurvey@surveycafe.com)

The final set of debrief questions addressed respondents' opinions about the TOT lanes. First respondents indicated their overall support or opposition for the project. Those who said they "strongly favor" or "somewhat favor" the project were shown a follow-up question asking their primary reason for favoring the project. Alternatively, those who said they "somewhat oppose" or "strongly oppose" the project were also shown a follow-up question asking their primary reason for opposing the project.

To conclude the questionnaire, commercial vehicle respondents answered general background and demographic questions. The commercial vehicle background questions included location of the company headquarters, total number and type of company vehicles, number of company vehicles that use the Study Routes, the average trip length, the type goods typically carried, type of delivery schedule (fixed or flexible), the timeframe structure (penalty or incentive), and the category of shipments (Figure 19 on the following page).

**Figure 19: Commercial Vehicle Shipment Categories**



**Greater Atlanta Area  
TRAVEL STUDY**

**Which category best describes the shipments handled by you or your company?**

- Truckload (shipments of 10,100 lbs. or more that don't require a terminal or break-bulk operation)
- Less than truckload (terminal or break-bulk operation required, small shipments)
- Package (shipments under 100 lbs. that require a terminal or break-bulk operation)
- Bus/passengers
- Primarily hazardous material cargo
- Bulk carrier (building materials, sand, gravel, etc.)

**Next Question** ▶

For information call toll-free 1-888-774-5980 or email [AtlantaTravelSurvey@surveycafe.com](mailto:AtlantaTravelSurvey@surveycafe.com)

At the conclusion of the commercial vehicle background questions, respondents were given the opportunity to leave comments about the survey or about the proposed TOT lanes. These responses are provided in Appendix M.

## Survey Administration

Data collection was conducted in May and June of 2007. Automobile and commercial vehicle travelers who made a weekday trip of 15 minutes or more that used or could have used any of the Study Routes were intercepted at various activity sites in the greater Atlanta area. Emphasis was placed on selecting sites that were close to the Study Routes with a high amount of pedestrian traffic. Automobile and commercial vehicle respondents were also able to complete the survey online.

### Automobile Administration

The computer-based survey was administered in two phases:

1. Laptop-based administration of the survey to respondents intercepted at activity sites in the greater Atlanta area.
2. Online administration of the survey to employees of greater Atlanta businesses, via postcards handed out to respondents at activity sites, and through online sampling of residents of the greater Atlanta area.

A total of 4,173 respondents completed the survey, 1,812 of whom completed the survey at intercept sites and 2,361 of whom completed the survey by taking it online.

—

– Administration at Activity Sites

A total of 1,812 respondents completed the survey questionnaire at activity sites. The survey questionnaire was administered at activity sites in the greater Atlanta area over a 30 day period from Thursday, 17 May 2007, to Friday, 15 June 2007 (Table 5).

**Table 5: Automobile Field Intercept Date, Location, & Number of Respondents**

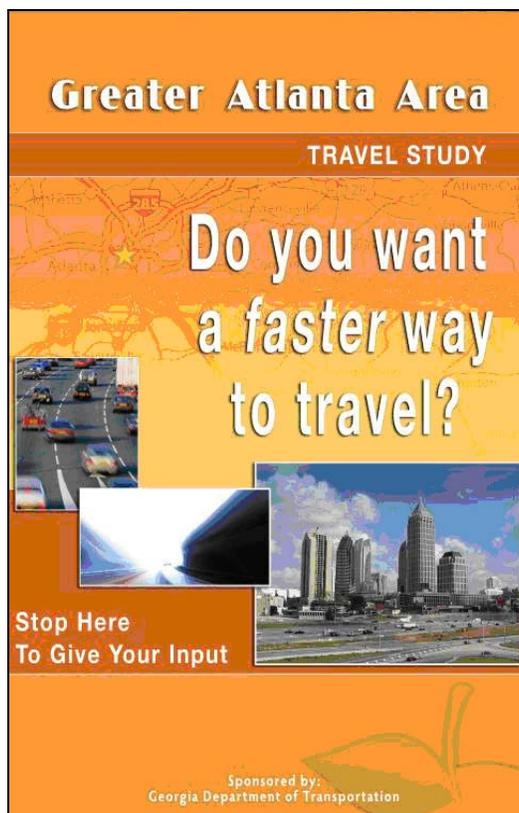
Date and Location				17 May	18 May	19 May
				Greenbriar Mall DDS Atlanta GSU	Greenbriar Mall DDS Atlanta GSU	Greenbriar Mall DDS Atlanta Stonecrest Mall
Number of Respondents				103	94	93
<b>20 May</b> Greenbriar Mall Stonecrest Mall Northlake Mall	<b>21 May</b> Cumberland Mall GSU Georgia Tech	<b>22 May</b> Georgia Tech Cumberland Mall DDS Norcross	<b>23 May</b> Georgia Tech Cumberland Mall DDS Norcross	<b>24 May</b> Cumberland Mall DDS Norcross DDS Decatur	<b>25 May</b> Cumberland Mall Northlake Mall CNN Building	<b>26 May</b> Arbor Place Mall Northlake Mall CNN Building
<b>72</b>	<b>89</b>	<b>52</b>	<b>54</b>	<b>58</b>	<b>47</b>	<b>23</b>
<b>27 May</b> Arbor Place Mall Stonecrest Mall	<b>28 May</b> Arbor Place Mall Stonecrest Mall CNN Building	<b>29 May</b> Lenox Sq. Mall CNN Building Perimeter Mall	<b>30 May</b> DDS Union City Lenox Sq. Mall DDS Conyers Mall of Georgia	<b>31 May</b> DDS Union City Lenox Sq. Mall DDS Conyers	<b>1 June</b> Northlake Mall Lenox Sq. Mall DDS Forest Park	<b>2 June</b> Northlake Mall Lenox Sq. Mall Atlantic Station
<b>32</b>	<b>50</b>	<b>60</b>	<b>128</b>	<b>58</b>	<b>79</b>	<b>77</b>
<b>3 June</b> Stonecrest Mall Phipps Plaza Atlantic Station	<b>4 June</b> Stonecrest Mall Phipps Plaza Atlantic Station Bank of America	<b>5 June</b> Stonecrest Mall Bank of America Lenox Sq. Mall	<b>6 June</b> Stonecrest Mall Atl. Underground Lenox Sq. Mall	<b>7 June</b> Stonecrest Mall Atl. Underground GA Perimeter Atlanta Braves	<b>8 June</b> Stonecrest Mall Atl. Underground Atlantic Station	<b>9 June</b> Atl. Underground
<b>64</b>	<b>76</b>	<b>44</b>	<b>82</b>	<b>121</b>	<b>42</b>	<b>39</b>
<b>10 June</b> Off-Day	<b>11 June</b> Atlantic Station Atl. Underground	<b>12 June</b> Atlantic Station	<b>13 June</b> Atlantic Station	<b>14 June</b> Atlantic Station GSU	<b>15 June</b> Atlantic Station GA Perimeter	
<b>0</b>	<b>54</b>	<b>21</b>	<b>33</b>	<b>37</b>	<b>30</b>	

Activity sites with high pedestrian traffic and high incidence of people likely to meet the screening criteria were selected. Sites were chosen that would likely allow a good cross section of the population to be intercepted in terms of both trip purposes and demographics. Sites included Georgia Department of Driver Services (DDS), shopping centers and malls, colleges and universities, office buildings, and sports events.

**Table 6: Automobile Survey Intercept Locations**

Intercept Site	City	Venue Type
Arbor Place Mall	Douglasville	Shopping Center
Atlanta Braves (Turner Field)	Atlanta	Sporting Event
Atlanta Underground	Atlanta	Shopping Center
Atlantic Station	Atlanta	Shopping Center
Bank of America	Atlanta	Office Building
CNN Center	Atlanta	Office Building/Tourism
Cumberland Mall	Atlanta	Shopping Center
DDS – Atlanta Branch	Atlanta	State Office
DDS – Conyers Branch	Conyers	State Office
DDS – Decatur Branch	Decatur	State Office
DDS – Forest Park Branch	Forest Park	State Office
DDS – Norcross Branch	Norcross	State Office
DDS – Union City Branch	Union City	State Office
Georgia Institute of Technology	Atlanta	University
Georgia Perimeter College	Clarkston	University
Georgia State University (GSU)	Atlanta	University
Greenbriar Mall	Atlanta	Shopping Center
Lenox Square Mall	Atlanta	Shopping Center
Mall at Stonecrest	Lithonia	Shopping Center
Mall of Georgia	Buford	Shopping Center
Northlake Mall	Atlanta	Shopping Center
Perimeter Mall	Atlanta	Shopping Center
Phipps Plaza	Atlanta	Shopping Center

The intercept survey administration setup consisted of 20 laptop computer interview stations distributed across three or four locations each day. A poster mounted on an easel was positioned near the interview stations to help attract respondents (Figure 20 on the following page). Each survey site was staffed by three attendants who were responsible for approaching and screening potential respondents, escorting the respondents to interview stations, and assisting respondents who had questions or required computer assistance.

**Figure 20: Greater Atlanta Area Travel Study Survey Poster**

When taking the survey, respondents sat in front of a laptop computer and used a mouse or the keyboard to record their answers and navigate through the questionnaire. Most respondents completed the questionnaire in 10 to 15 minutes. Data for each individual were automatically saved to the computer for later analysis. Respondents were generally enthusiastic about participating in the survey and seemed to enjoy the questionnaire's interactive technology.

– **Internet-Based Survey Administration**

A total of 2,361 respondents completed the survey online (Table 7 on the following page). Respondents were invited in one of three ways to take the Internet-based survey.

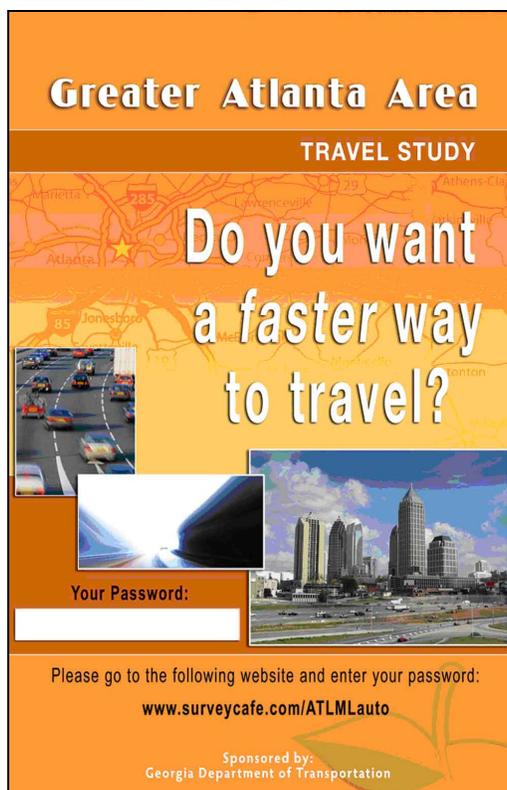
1. By receiving an invitation postcard with a unique password when walking by an intercept site.
2. By receiving an email with an invitation and survey link from their employer.
3. By receiving an email with an invitation and a unique password from a third party survey sample company.

**Table 7: Internet-Based Automobile Survey Participation**

Site	City	Number of Respondents
Business Recruitment	Atlanta	1,278
Online Sample Provider (SSI)	Greater Atlanta	966
Postcard Handout at Field Sites	Greater Atlanta	117
<b>Total</b>		<b>2,361</b>

One-hundred seventeen respondents completed the survey after receiving a postcard with the survey link and a password. These respondents were intercepted at activity sites, but indicated they were unable to participate at that particular time. Because they were interested in participating at a different time, these respondents were provided with the postcard with a unique password and the link to completing the survey online.

**Figure 21: Greater Atlanta Area Travel Study Survey Postcard**



The second method for completing the survey online was by inviting employees of local businesses and organizations. Many large corporations located in the greater Atlanta area were contacted and asked to distribute an email with an Internet link inviting their employees to complete the survey online. Of the 37 businesses in the greater Atlanta area that were contacted, six agreed to participate. Online participation by these respondents provided input from a sample mainly comprised of peak-period work travelers who are slightly older and have higher average annual household incomes than respondents recruited at activity sites.

The final type of Internet-based data collection was by direct email to greater Atlanta area residents inviting them to participate in the survey. Beginning June 29<sup>th</sup>, respondents were recruited via email from Survey Sampling International (SSI), an online sample provider. Overall, 966 respondents completed the survey on the Internet after being invited by SSI.

A link and unique password to the survey hosted by RSG on its SurveyCafe.com website was provided to participants. Respondents were provided with instructions for filling out the questionnaire, along with an email and a toll-free telephone number to request assistance if necessary. The Internet-based survey was exactly the same as the survey administered at activity sites in the greater Atlanta area.

### Commercial Vehicle Administration

The computer-based survey about commercial vehicle travel was administered in two phases:

1. Laptop-based administration of the survey to respondents intercepted at activity sites in the greater Atlanta area.
2. Online administration of the survey to dispatchers and managers of companies in the greater Atlanta area that operate commercial vehicles.

A total of 413 respondents completed the commercial vehicle survey, 412 of whom completed the survey at intercept sites, while only 1 respondent completed the survey by taking it online.

#### – Administration at Activity Sites

Data collection was conducted concurrently with the automobile survey over a fourteen day period from Thursday, 31 May to Friday, 15 June 2007 (Table 8 on the following page).

**Table 8: Commercial Vehicle Field Intercept Date, Location, & Number of Respondents (31 May to 15 June 2007)**

Date and Location				31 May	1 June	2 June
				Petro Shopping	Petro Shopping	Petro Shopping
Number of Respondents				24	25	39
3 June Petro Shopping	4 June Petro Shopping	5 June Travel Center	6 June Travel Center	7 June Travel Center	8 June Petro Shopping	9 June Off-Day
24	26	51	49	35	22	0
10 June Off-Day	11 June Quik Trip	12 June Quik Trip	13 June Quik Trip	14 June Quik Trip	15 June Quik Trip	
0	19	28	25	24	21	

The survey was administered at three truck stops along the Study Routes with high commercial vehicle traffic (Table 9).

**Table 9: Commercial Vehicle Survey Intercept Locations**

Site	City (Location)	Venue Type	Number of Respondents
Petro Shopping Center	Atlanta (off of I-285, west)	Truck Stop	160
Travel Center of America	Conley (off of I-285, south)	Truck Stop	135
Quik Trip #777	Atlanta (off of I-20, west)	Truck Stop	117
<b>Total</b>			<b>412</b>

The intercept survey administration setup for the commercial vehicle survey was identical to that used for the automobile survey (described previously). It consisted of 4-5 laptop computer interview stations at a site, and was staffed by three attendants.

#### – Internet-Based Survey Administration

Drivers, dispatchers, and others involved in making truck routing or toll payment decisions at companies operating commercial vehicles were invited to complete the survey via the Internet. Online recruitment proved challenging and although 31 commercial vehicle organizations and companies were contacted, only one company agreed to send the invitation to their employees. This resulted in one completed survey. Of the 30 companies that were invited to participate in the online survey, five declined and 25 were never able to approve the survey or simply did not respond to phone calls.

## Survey Results

The survey was designed to produce a generally representative sample of travelers in the greater Atlanta area. It is important to sample a sufficient range of travelers and trip types to support the statistical estimation of coefficients of a choice model. By collecting data from a range of traveler and trip types, it is possible to identify the ways in which different characteristics affect mode choice behavior. These differences can then be reflected in the structure and coefficients of the resulting choice model. The survey sample that supports choice model estimation does not need to be perfectly population proportional as long as: (a) any behavioral differences are properly represented in the model and (b) the model is applied for forecasting using appropriate population proportions and/or sample weights.

## Automobile Results

A total of 4,173 respondents completed the survey. The descriptive analysis of the data presented in this section of the report is based on these responses and is provided in four sections: trip characteristics, reasons for choices made in the stated preference section, opinions of the project, and respondent demographics. Tabulations of survey questions by Study Route are shown in Appendix C, tabulations by time period are shown in Appendix D, and tabulations by trip purpose are shown in Appendix E. Model estimation of each trip purpose and time period segment by each corridor is shown in the Model Results section below.

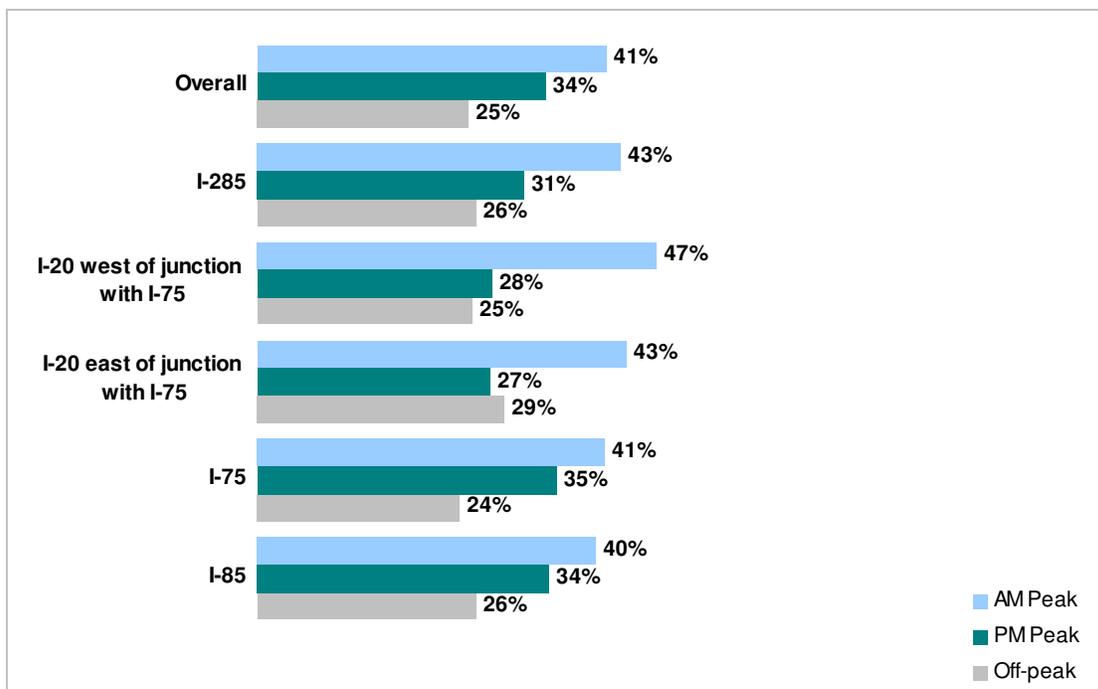
–

–

– Trip Characteristics

To begin the survey, respondents selected which of the five Study Routes they had used most recently on a trip of 15 or more minutes during the AM peak, PM peak, or off-peak period. Respondents could choose more than one of the Study Routes and are included in the total for each route selected. Trips were distributed by time period as follows in Figure 22.

**Figure 22: Study Routes Used by Time Period**



Trips were distributed by corridor and purpose in Table 10. Overall, slightly more than half (51%) of all trips were commute trips to or from work. Social or recreational trips were second with 15% of all trips.

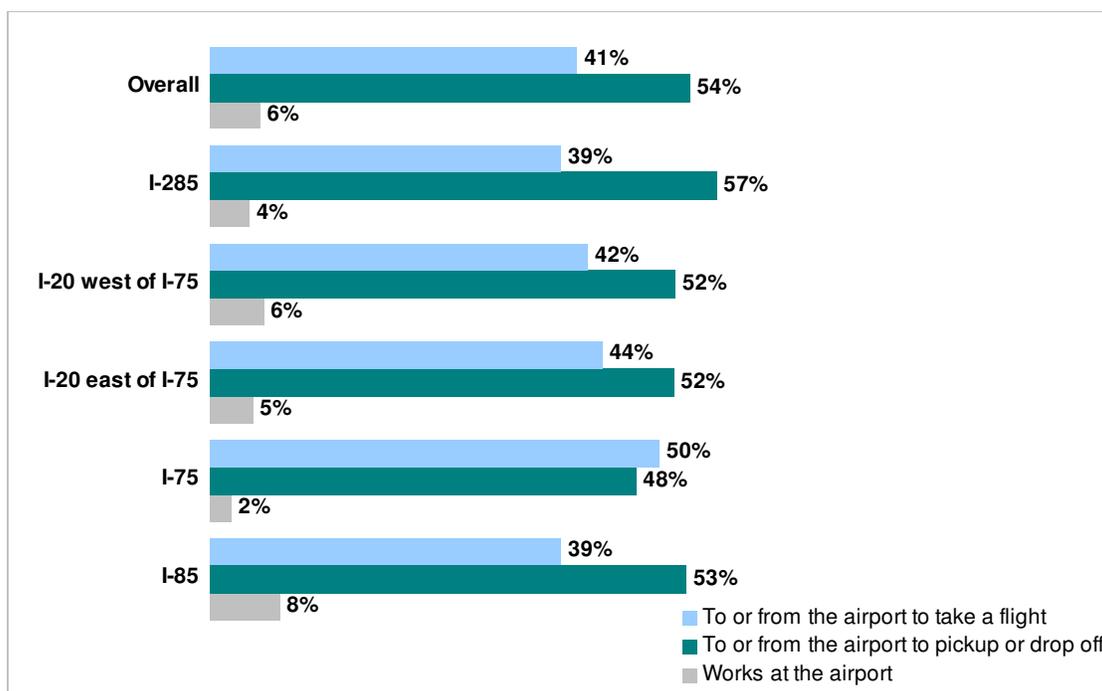
**Table 10: Study Routes Used by Trip Purpose**

Trip Purpose	I-85	I-75	I-20 east of junction with I-75	I-20 west of junction with I-75	I-285	Overall
Go to/from work	48%	51%	43%	49%	46%	51%
Work-related business	13%	12%	16%	14%	13%	12%
Go to/from Hartsfield Airport	4%	4%	2%	2%	4%	4%
Go to/from school	5%	5%	6%	5%	5%	5%
Shopping	5%	4%	4%	4%	3%	4%
Social or recreational	16%	15%	17%	17%	17%	15%
Other personal business	9%	9%	11%	10%	11%	10%
<b>Total Number of Respondents</b>	<b>1891</b>	<b>1660</b>	<b>761</b>	<b>591</b>	<b>1687</b>	<b>4173</b>

Note: Respondents could select more than one Study Route.

The 144 respondents who reported that they made their trip to go to or from Hartsfield Airport answered additional questions about their trip. Most airport trips used I-85 (56%), I-285 (52%), or I-75 (42%). Only 13% and 8% of airport trips used I-20 east of the junction with I-75 and I-20 west of the junction with I-75 respectively. Regardless of route used, trips to the airport were fairly evenly split between arriving from or taking a flight and dropping off or picking someone up from a flight (Figure 23 on the following page). Only 6% of respondents who reported a trip to Hartsfield Airport worked at the airport. Of the respondents arriving from or departing on a flight at Hartsfield Airport, 60% were flying for business reasons and 40% were taking a flight for non-business reasons.

**Figure 23: Airport Trip Purpose by Study Routes**



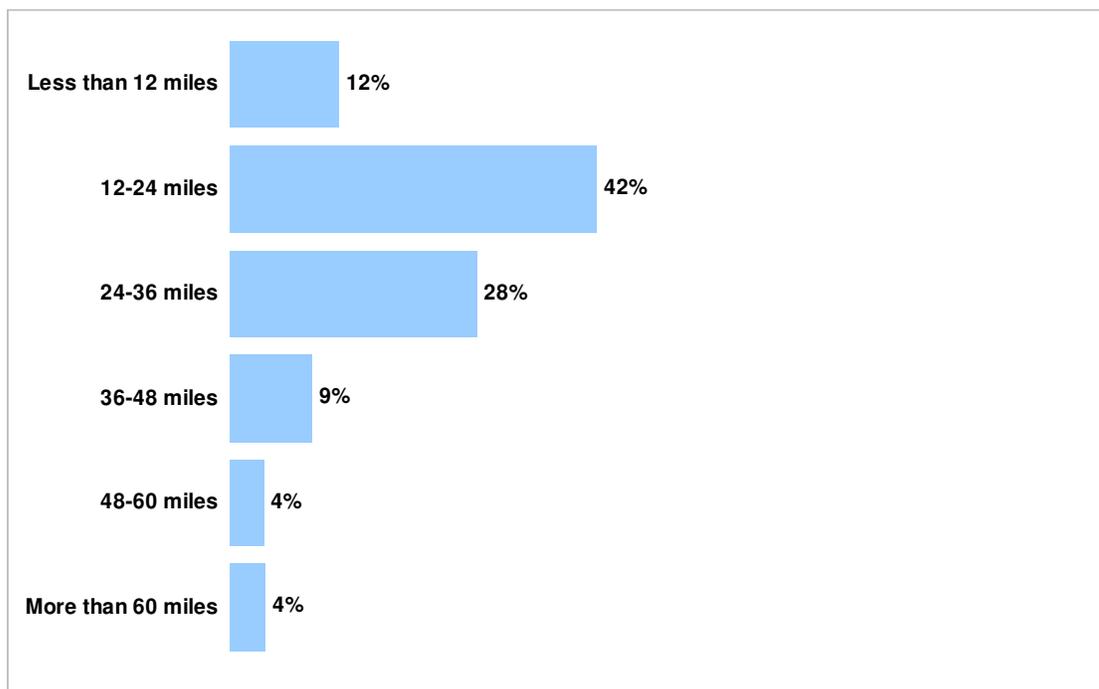
The shortest reported trip was less than 3 miles, while the longest was 140 miles. Respondent's total trip distances were distributed as shown in Figure 24 (on the following page) and are distributed by route in Table 11.

**Table 11: Study Routes Used by Total Trip Distance**

Trip Distance	I-85	I-75	I-20 east of junction with I-75	I-20 west of junction with I-75	I-285	Overall
Less than 12 miles	13%	11%	13%	11%	12%	12%
12-24 miles	38%	42%	41%	41%	43%	42%
24-36 miles	30%	28%	27%	28%	26%	28%
36-48 miles	11%	9%	11%	11%	11%	9%
48-60 miles	4%	5%	4%	4%	4%	4%
More than 60 miles	5%	5%	4%	6%	5%	4%
<b>Total Number of Respondents</b>	<b>1891</b>	<b>1660</b>	<b>761</b>	<b>591</b>	<b>1687</b>	<b>4173</b>

Note: Respondents could select more than one Study Route.

**Figure 24: Total Trip Distance**

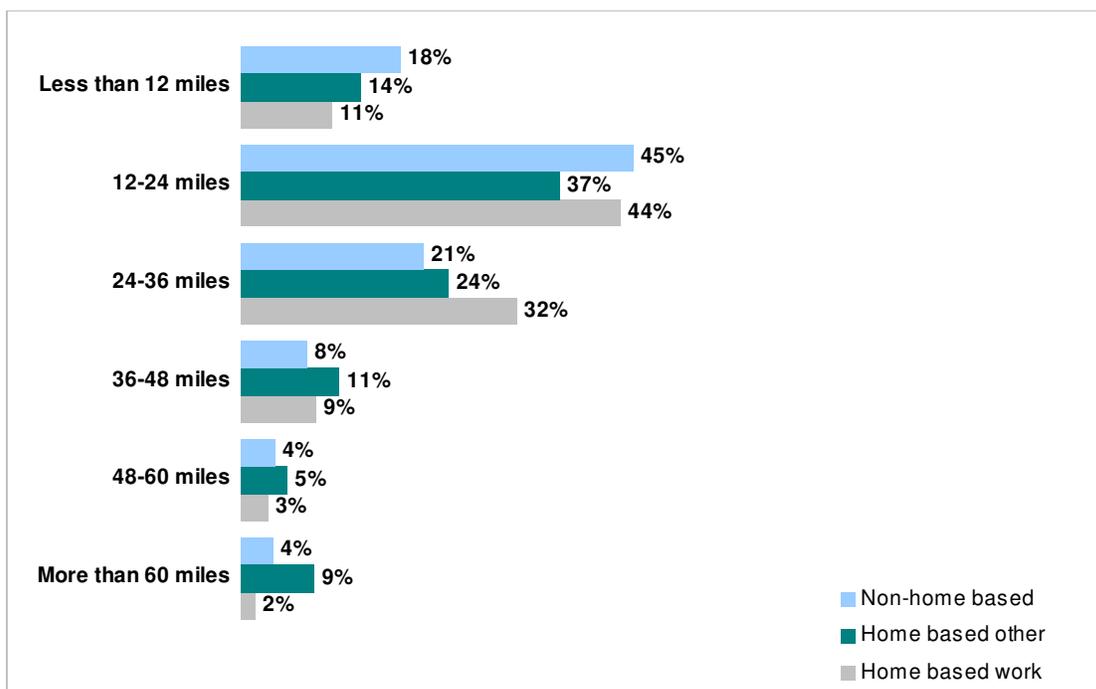


Overall, 44% of home-based work trips, 37% of home-based other trips, and 45% of non-home based trips were a distance of 12 to 24 miles long. Similarly, 32% of home-based work trips, 24% of home-based other, and 21% of non-home based trips were 24 to 36 miles long. Across trip purpose, distance distributions varied more than across Study Routes (Table 12).

**Table 12: Total Trip Distance by Trip Purpose**

Trip Distance	Go to/from work	Work-related business	Go to/from Hartsfield Airport	Go to/from school	Shopping	Social or recreation	Other personal business
Less than 12 miles	11%	14%	9%	14%	27%	12%	17%
12-24 miles	46%	36%	28%	47%	39%	36%	38%
24-36 miles	32%	29%	40%	25%	18%	20%	25%
36-48 miles	8%	10%	15%	9%	12%	12%	8%
48-60 miles	2%	6%	4%	3%	2%	8%	5%
More than 60 miles	1%	5%	4%	2%	2%	12%	8%
<b>Total Number of Respondents</b>	<b>2113</b>	<b>485</b>	<b>144</b>	<b>216</b>	<b>178</b>	<b>637</b>	<b>400</b>

**Figure 25: Total Trip Distance by Automobile Segment**



All respondents provided their entrance and exit ramps. Below are the most frequently cited entrance and exit ramp combinations by route. Respondents who indicated that they traveled more than one route are included in each route that they traveled.

**Table 13: I-85 Ten Most Frequent Entrance and Exit Ramps**

Entrance Ramp	Trips	Percent	Exit Ramp	Trips	Percent
Courtland, Pine/Peachtree, Williams, SR 8/US 29/North Ave/Spring/W. Peachtree	218	12%	Courtland, Pine/Peachtree, Williams, SR 8/US 29/North Ave/Spring/W. Peachtree	155	8%
Almon Rd. (CR 46)	68	4%	GA 400/T. Harvey Mathis Pkwy. (Northbound only)	101	5%
SR 9/US 19/14th St./10th St.	51	3%	SR 9/US 19/14th St./10th St.	60	3%
I-85 to I-285 Bypass	47	2%	I-85 SB to 10th Street/SR 9/14th Street	55	3%
MLK, Edgewood, Inter. Blvd/SR 101/Freedom Pkwy, Butler/JW Dobbs	47	2%	MLK, Edgewood, Inter. Blvd/SR 101/Freedom Pkwy, Butler/JW Dobbs	55	3%
I-85 NB/SB to I-285 EB/WB	46	2%	Almon Rd. (CR 46)	54	3%
SR 140/Jimmy Carter Blvd.	46	2%	SR 42/N. Druid Hills Road	51	3%
SR 42/N. Druid Hills Road	42	2%	Farther south	46	2%
SR 141/Peachtree Ind. Blvd.	41	2%	SR 6/Camp Creek Pkwy./Atlanta Airport	45	2%
SR 6/Camp Creek Pkwy./Atlanta Airport	39	2%	I-85 to I-285 Bypass	42	2%
All other	1246	66%	All Other	1227	65%
<b>Total</b>	<b>1891</b>	<b>100%</b>	<b>Total</b>	<b>2,684</b>	<b>100%</b>

Note: Due to rounding, percentages may not exactly total 100%.

The most commonly cited entrance and exit ramp combination by respondents who used I-85 was the 48 people who entered I-85 by Courtland, Pine/Peachtree, Williams, SR 8/US 29/North Ave/Spring/W. Peachtree and exited by GA 400/T. Harvey Mathis Pkwy.

**Table 14: I-75 Ten Most Frequent Entrance and Exit Ramps**

Entrance Ramp	Trips	Percent	Exit Ramp	Trips	Percent
Northside Drive/SR 3/Howell Mill Road	152	9%	Courtland, Pine/Peachtree, Williams, SR 8/US 29/North Ave/Spring/W. Peachtree	124	7%
Courtland, Pine/Peachtree, Williams, SR 8/US 29/North Ave/Spring/W. Peachtree	112	7%	Northside Drive/SR 3/Howell Mill Road	81	5%
SR 9/US 19/14th St./10th St.	52	3%	SR 9/US 19/14th St./10th St.	72	4%
SR 120 Loop/S. Marietta Pkwy.	43	3%	MLK, Edgewood, Inter. Blvd/SR 101/Freedom Pkwy, Butler/JW Dobbs	60	4%
Farther south	41	2%	SR 5/SR 5 Spur/I-75	49	3%
MLK, Edgewood, Inter. Blvd/SR 101/Freedom Pkwy, Butler/JW Dobbs	39	2%	GA 400/T. Harvey Mathis Pkwy. (NB only)	47	3%
SR 5/Earnest Barrett Pkwy.	39	2%	SR 120 Loop/S. Marietta Pkwy.	46	3%
SR 5/SR 5 Spur/I-75	38	2%	I-285	39	2%
Windy Hill Rd. (CR 1720)	35	2%	Windy Hill Rd. (CR 1720)	39	2%
SR 3/US 19/US 41/Old Dixie Highway/Tara Blvd.	32	2%	SR 5/Earnest Barrett Pkwy.	35	2%
All other	1077	65%	All Other	1068	64%
<b>Total</b>	<b>1660</b>	<b>100%</b>	<b>Total</b>	<b>1660</b>	<b>100%</b>

Note: Due to rounding, percentages may not exactly total 100%.

The most commonly cited entrance and exit ramp combination by respondents who used I-75 was the 21 people who entered I-75 by Northside Drive/SR 3/Howell Mill Road and exited by SR 5/SR 5 Spur/I-75.

**Table 15: I-20 east of junction with I-75 Ten Most Frequent Entrance and Exit Ramps**

Entrance Ramp	Trips	Percent	Exit Ramp	Trips	Percent
Windsor St./Spring St./McDaniel St.	41	5%	I-75/I-85	43	6%
Wesley Chapel Rd. (CR 5196)	41	5%	Windsor St./Spring St./McDaniel St.	41	5%
Panola Rd. (CR 5150)	32	4%	Capitol Avenue/Hill Street	31	4%
SR 20/138/Stockbridge Hwy.	31	4%	Wesley Chapel Rd. (CR 5196)	27	4%
SR 124/Turner Hill Rd.	27	4%	SR 20/138/Stockbridge Hwy.	27	4%
I-75/I-85	26	3%	SR 139/MLK Drive/Anderson Ave.	25	3%
SR 6/Thornton Rd.	25	3%	Evans Mills Rd. (CR 6305)	25	3%
SR 139/MLK Drive/Anderson Ave.	25	3%	Flat Shoals Road (CR 5194 EB only)	21	3%
SR 42/Moreland Ave.	25	3%	Panola Rd. (CR 5150)	21	3%
Sigman Rd. (CR 66)	24	3%	SR 124/Turner Hill Rd.	21	3%
All other	464	61%	All Other	479	63%
<b>Total</b>	<b>761</b>	<b>100%</b>	<b>Total</b>	<b>761</b>	<b>100%</b>

Note: Due to rounding, percentages may not exactly total 100%.

The most commonly cited entrance and exit ramp combination by respondents who used I-20 east of the junction with I-75 was the 7 people who entered I-20 east of the junction with I-75 by Windsor St./Spring St./McDaniel St. and exited by Evans Mills Rd. (CR 6305).

**Table 16: I-20 west of junction with I-75 Ten Most Frequent Entrance and Exit Ramps**

Entrance Ramp	Trips	Percent	Exit Ramp	Trips	Percent
Windsor St./Spring St./McDaniel St.	49	8%	Windsor St./Spring St./McDaniel St.	57	8%
SR 6/Thornton Rd.	36	6%	I-75/I-85	37	5%
Panola Rd. (CR 5150)	23	4%	SR 5/Bill Arp Road	24	3%
Wesley Chapel Rd. (CR 5196)	21	4%	SR 6/Thornton Rd.	23	3%
SR 70/Fulton Industrial Blvd.	20	3%	Capitol Avenue/Hill Street	20	3%
SR 139/MLK Drive/Anderson Ave.	20	3%	SR 139/MLK Drive/Anderson Ave.	18	3%
SR 20/138/Stockbridge Hwy.	16	3%	I-285/SR 407 SB/NB	17	3%
Evans Mills Rd. (CR 6305)	15	3%	Chapel Hill Road (CR 812 WB)	14	2%
Chapel Hill Road (CR 812 WB)	14	2%	Lee Road (CR 817)	14	2%
Sigman Rd. (CR 66)	14	2%	SR 70/Fulton Industrial Blvd.	14	2%
All other	363	61%	All Other	353	60%
<b>Total</b>	<b>591</b>	<b>100%</b>	<b>Total</b>	<b>591</b>	<b>100%</b>

Note: Due to rounding, percentages may not exactly total 100%.

There were two most commonly cited entrance and exit ramp combination. These were the 10 respondents who entered I-20 west of the junction with I-75 by Windsor St./Spring St./McDaniel St. and exited by SR 5/Bill Arp Road. Additionally, 10 respondents said they entered by SR 6/Thornton Rd. and exited by Windsor St./Spring St./McDaniel St.

**Table 17: I-285 Ten Most Frequent Entrance and Exit Ramps**

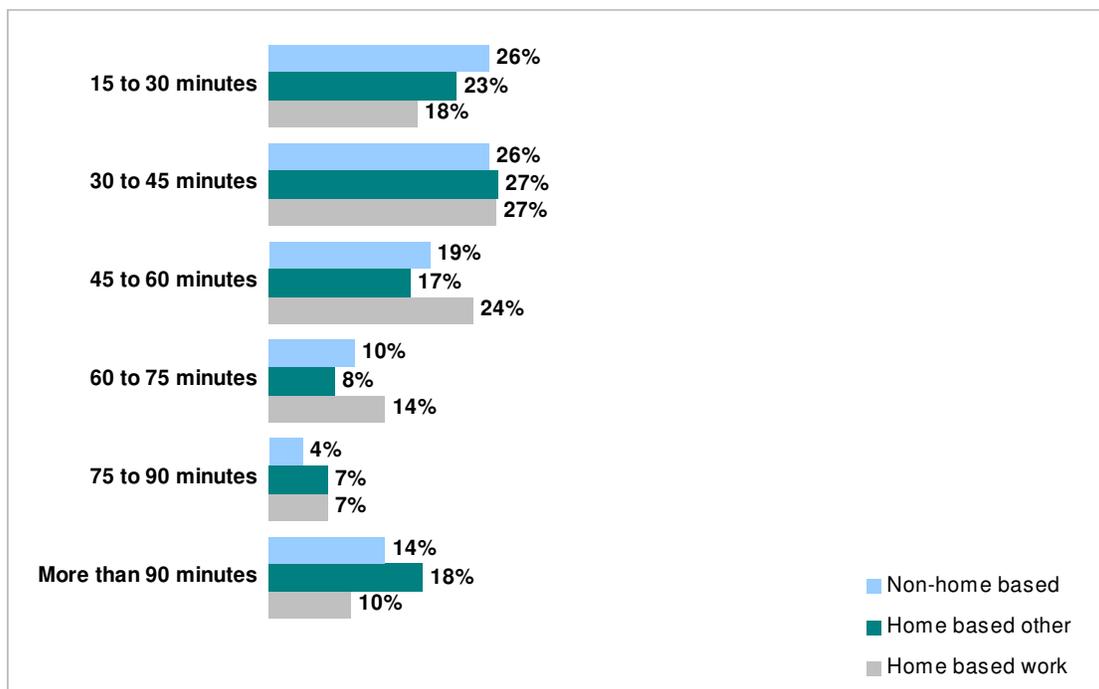
Entrance Ramp	Trips	Percent	Exit Ramp	Trips	Percent
SR 400/GA 400/Turner McDonald Pkwy.	84	5%	SR 400/GA 400/Turner McDonald Pkwy.	70	4%
SR 141/Peachtree Ind. Blvd.	65	4%	Chamblee Dunwoody Rd./N. Shallowford Rd./N. Peachtree Rd.	67	4%
SR 410/Decatur/Stone Mountain Fwy.	63	4%	Courtland, Pine/Peachtree, Williams, SR 8/US 29/North Ave/Spring/W. Peachtree	53	3%
Courtland, Pine/Peachtree, Williams, SR 8/US 29/North Ave/Spring/W. Peachtree	52	3%	SR 141/Peachtree Ind. Blvd.	49	3%
SR 10/Memorial Drive	51	3%	SR 410/Decatur/Stone Mountain Fwy.	45	3%
Ashford Dunwoody Rd. (CR 1764)	33	2%	SR 10/Memorial Drive	45	3%
I-85S/I-85N	33	2%	Ashford Dunwoody Rd. (CR 1764)	42	2%
Chamblee Dunwoody Rd./N. Shallowford Rd./N. Peachtree Rd.	31	2%	Peachtree Dunwoody Rd (CR 3377 WB only)	40	2%
Flat Shoals Rd./Candler Road/SR 155	29	2%	I-85S/I-85N	39	2%
SR 12/US 278/Covington Hwy.	28	2%	I-75/Cobb Pkwy./SR 3	37	2%
All other	1218	72%	All Other	1200	71%
<b>Total</b>	<b>1687</b>	<b>100%</b>	<b>Total</b>	<b>1687</b>	<b>100%</b>

Note: Due to rounding, percentages may not exactly total 100%.

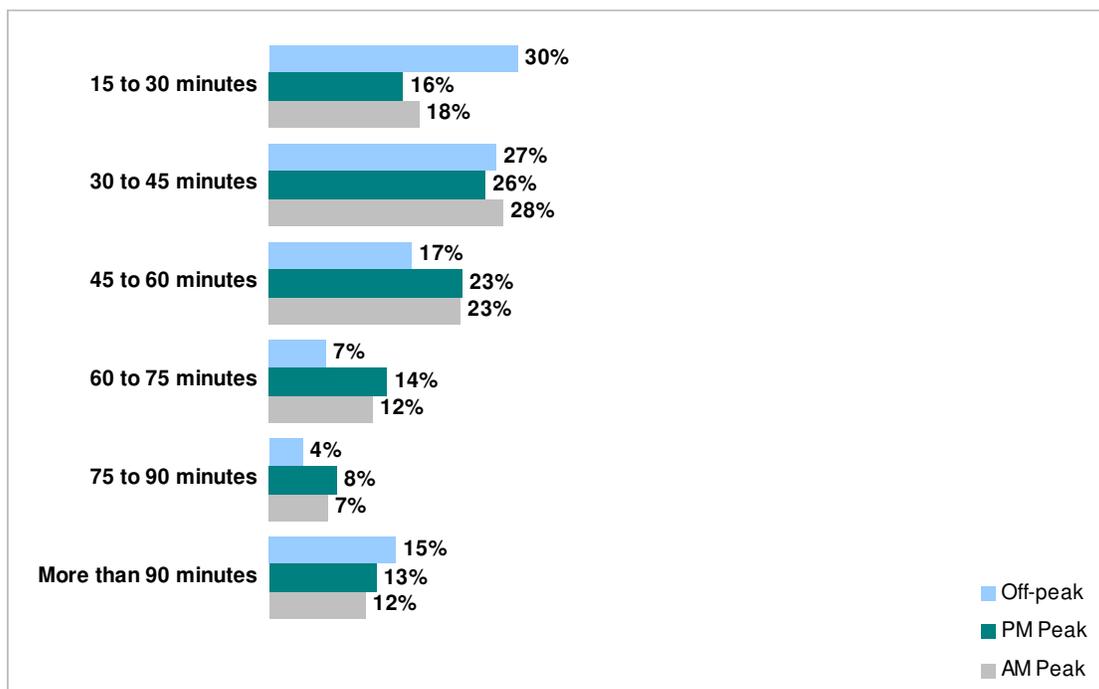
The most commonly cited entrance and exit ramp combination by respondents who used I-285 was the 16 people who entered I-285 by SR 141/Peachtree Ind. Blvd. and exited by Courtland, Pine/Peachtree, Williams, SR 8/US 29/North Ave/Spring/W. Peachtree.

The total trip travel time varied among respondents; 20% of respondents reported a trip duration of 15 to 30 minutes, 27% a trip duration of 30 to 45 minutes, and 22% a trip duration of 45 to 60 minutes. Approximately one in eight respondents (13%) reported trips with a duration of longer than 90 minutes. Home-based work trips were most likely to be of a medium length duration, with 38% occurring lasting 45 to 75 minutes. Alternatively only 25% of home-based other trips and 30% of non-home based trips lasted from 45 to 75 minutes (Figure 26 on the following page). Likewise, a greater percentage of short (under 30 minutes) and long (greater than 90 minutes) trips were made during the off-peak, while 51% of AM peak period trips were 30 to 60 minutes long (Figure 27 on the following page).

**Figure 26: Total Travel Time by Automobile Segment**



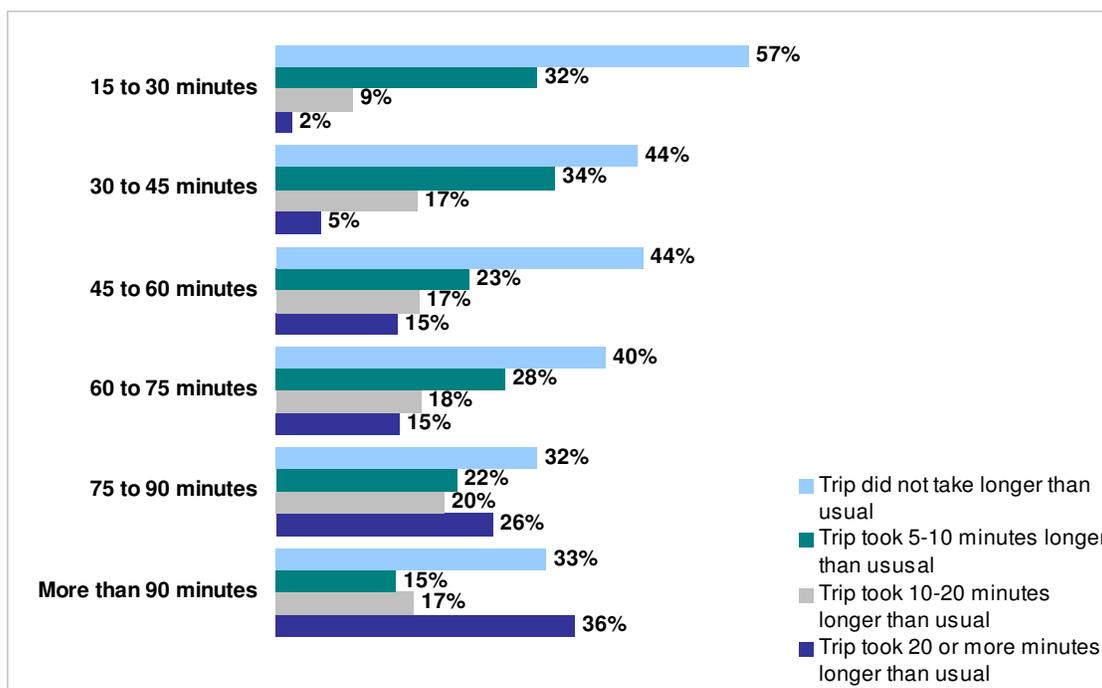
**Figure 27: Total Travel Time by Time Period**



Less than half of respondents (44%) had a trip that occurred without delay, while 56% of respondents reported a delay of five or more minutes. Those respondents who reported making

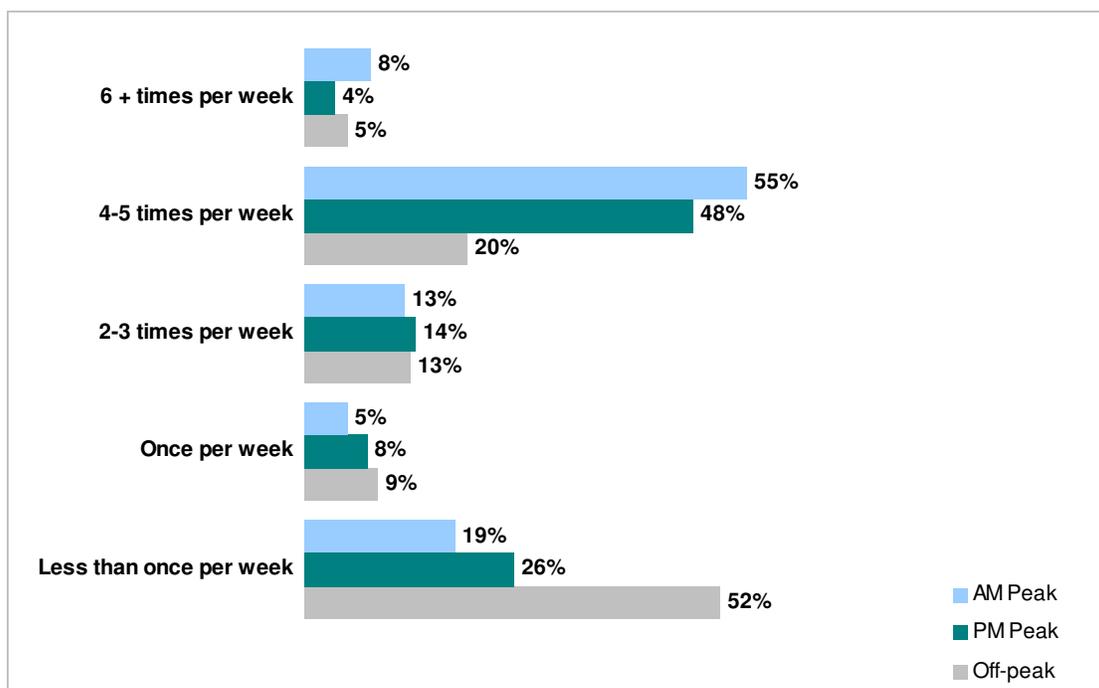
their trip six or seven times per week were most likely to report having experienced a delay. Seventy-three percent of these frequent travelers experienced a delay, while 27% indicated their trip occurred without delay. As is logical, the shorter the trip the more likely a respondent was to report that they did not experience a delay, while the longer the trip, the greater the number of respondents who experienced a long delay. More than a third (36%) of respondents who reported a travel time of more than 90 minutes experienced a delay of 20 or more minutes (Figure 28).

**Figure 28: Total Travel Time by Amount of Delay**



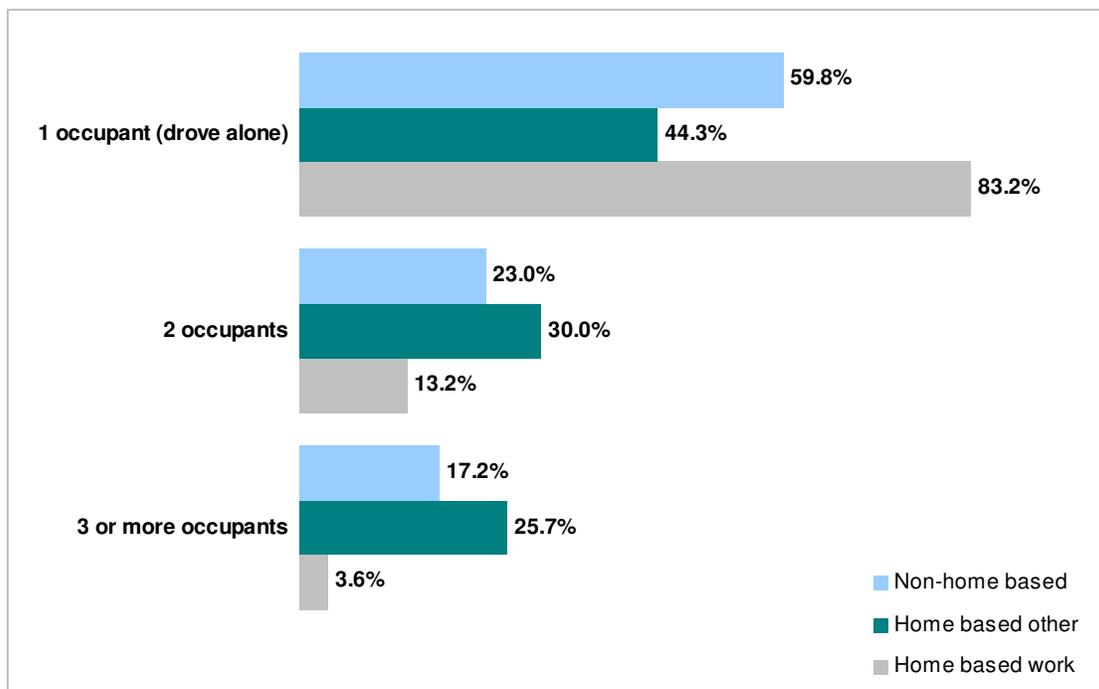
Overall, 44% of respondents reported making their trip four or five times per week. As expected, home-based work trips had a higher percentage of frequent trips, with 76% of home-based work trips occurring four or more times per week. Alternatively, 54% of non-home based trips and 59% of home-based other trips occurred less than once per week. This was consistent according to time period with 52% of off-peak trips occurring less than once per week, while 63% of AM peak trips and 52% of PM peak trips occurred more than four times per week (Figure 29).

**Figure 29: Trip Frequency by Time Period**



More than two-thirds (69%) of respondents reported trips in which they drove alone. The 20% of respondents who drove with one other passenger and the 11% of respondents who made trips with three or more occupants answered additional questions. Just over half (56%) of off-peak trips were made as SOV trips, while 74% of AM peak and 72% of PM peak trips were made as SOV trips. Likewise, 83% of home-based work trips were made as SOV trips, while home-based other and non-home based trips were much more likely to be HOV trips (Figure 30).

**Figure 30: Occupancy by Automobile Segment**



For those carpooling, most (60%) traveled with a member of their household, while 29% traveled with a friend or relative who lived elsewhere. Only 15% carpooled with a coworker. Although, 31% of respondents reported carpooling, only 16% indicated that they had used an HOV lane on their trip.

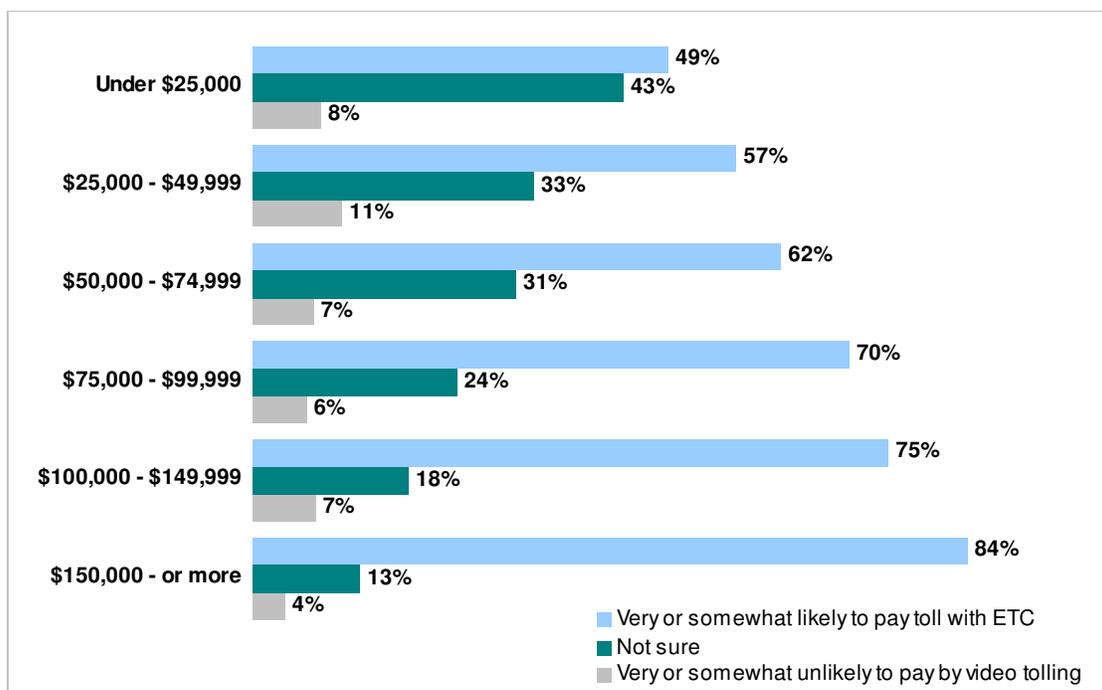
Only 9% of respondents described trips in which they paid a toll on the Georgia 400, while the remainder of respondents did not pay any tolls on their reported trip. Similarly, 89% of respondents indicated that they did not have a Georgia Cruise Card or another type of ETC transponder. Respondents who reported that I-85 was their first or last highway were much more likely to have indicated that they paid a toll on the Georgia 400 on their trip. Overall, 32% of respondents' first highway was I-85, but 51% of respondents who paid a toll on the Georgia 400 used I-85 as their first highway. Similarly, 32% of respondent's reported I-85 as their last highway, while 58% of respondents who paid a toll on the Georgia 400 used I-85 as their last highway.

– **Debrief**

Following the stated preference section, the 3,241 respondents who selected the managed lane alternative at least once and the 932 respondents who never selected the managed lane alternative answered questions to help determine the reasons for their selections. Respondents who had selected the managed lane alternative at least once were asked their likelihood of using the proposed managed lane alternative if heavy trucks were also allowed to travel in the lane. Overall, 38% were likely or very likely and 41% were unlikely or very unlikely to continue to choose the proposed managed lane if heavy trucks were also allowed. This was consistent across route used, time of day traveled, and trip segment.

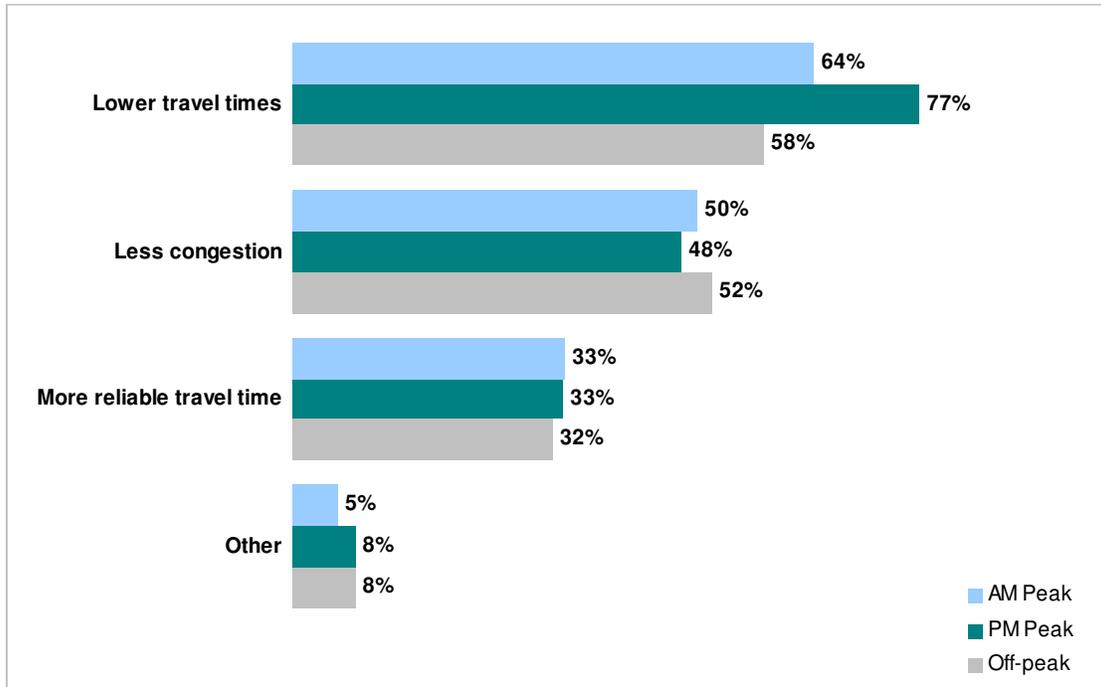
Respondents who chose a proposed managed lane alternative at least once in the stated preference section and who did not currently own an ETC transponder answered their likelihood of obtaining an ETC transponder if video tolling were more expensive. Overall, half (50%) of respondents indicated they were very likely to pay the toll using an ETC transponder instead of video tolling. This percentage was consistent regardless of if the percent discount was 0.3%, 0.45%, or 0.6%. However, higher incomes were much more likely to be likely to obtain an ETC transponder, while lower incomes were more likely to be unsure about whether they'd obtain an ETC transponder or pay by video tolling (Figure 31).

**Figure 31: Likelihood of Obtaining an ETC Transponder by Income**

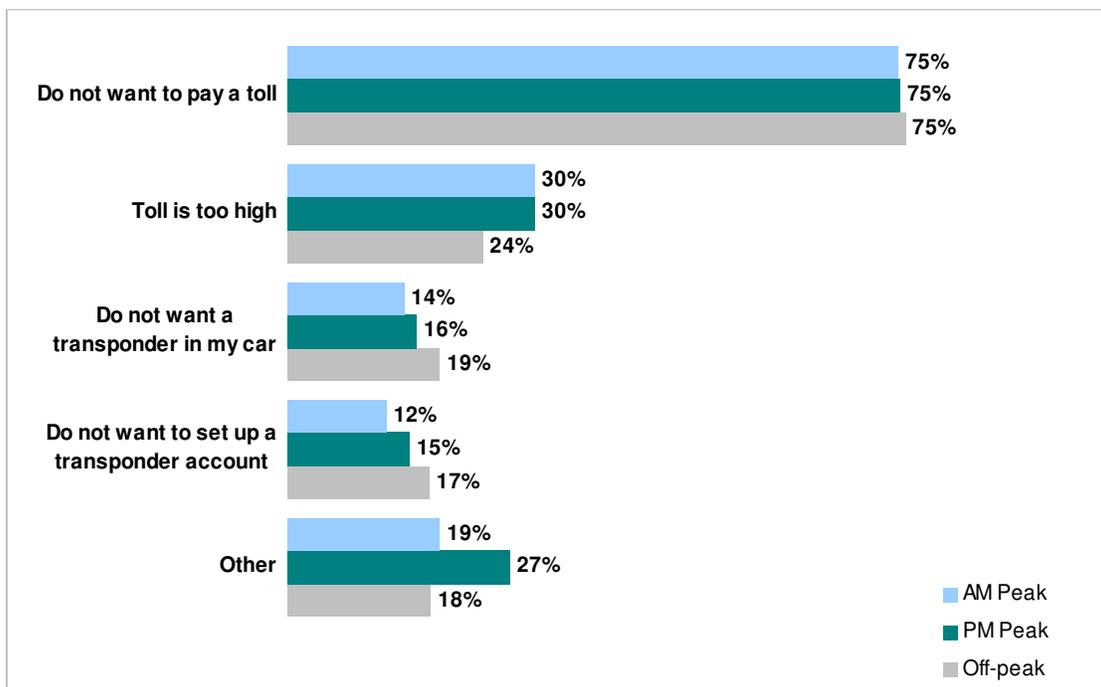


All respondents who chose a managed lane alternative at least once indicated their reasons for choosing a managed lane alternative. Lower travel time was the most preferred answer option for all three segments and across time period. PM peak period respondents were most likely to select a shorter travel time as their reason for selecting a managed lane alternative (Figure 32). Likewise, all respondents who did not select a managed lane alternative provided their reasons. Across the three segments and across time period, respondents were primarily opposed to paying a toll (Figure 33).

**Figure 32: Reason Selected A Managed Lane Alternative in the Stated Preference Section (Select All That Apply Question)**

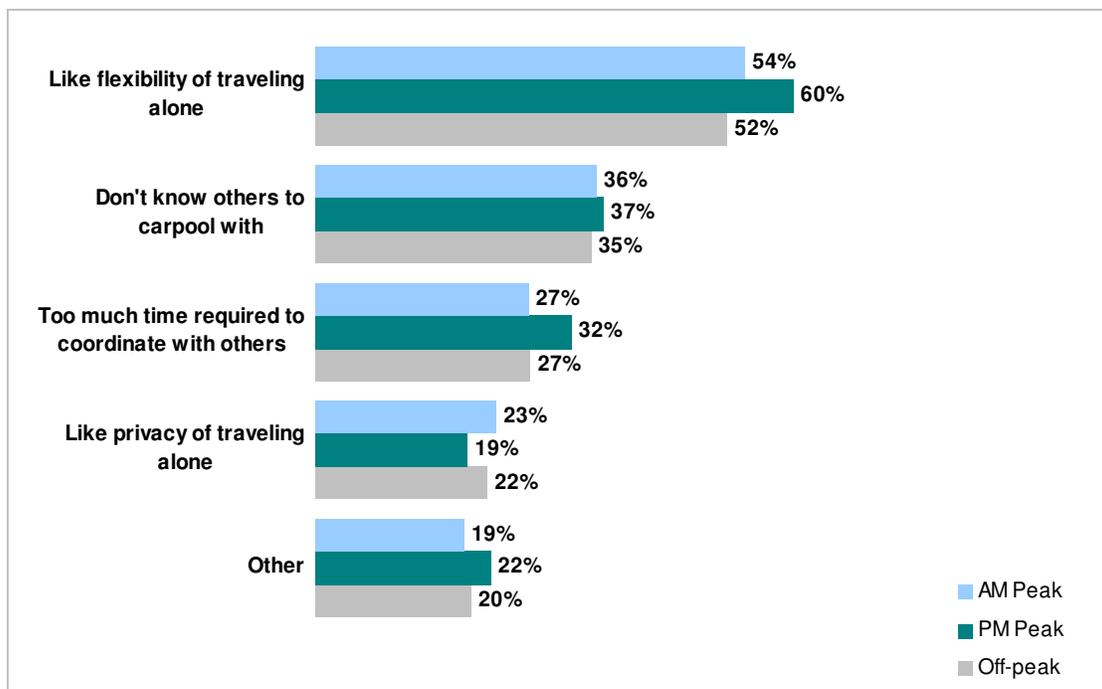


**Figure 33: Reason Did Not Select A Managed Lane Alternative in the Stated Preference Section (Select All That Apply Question)**

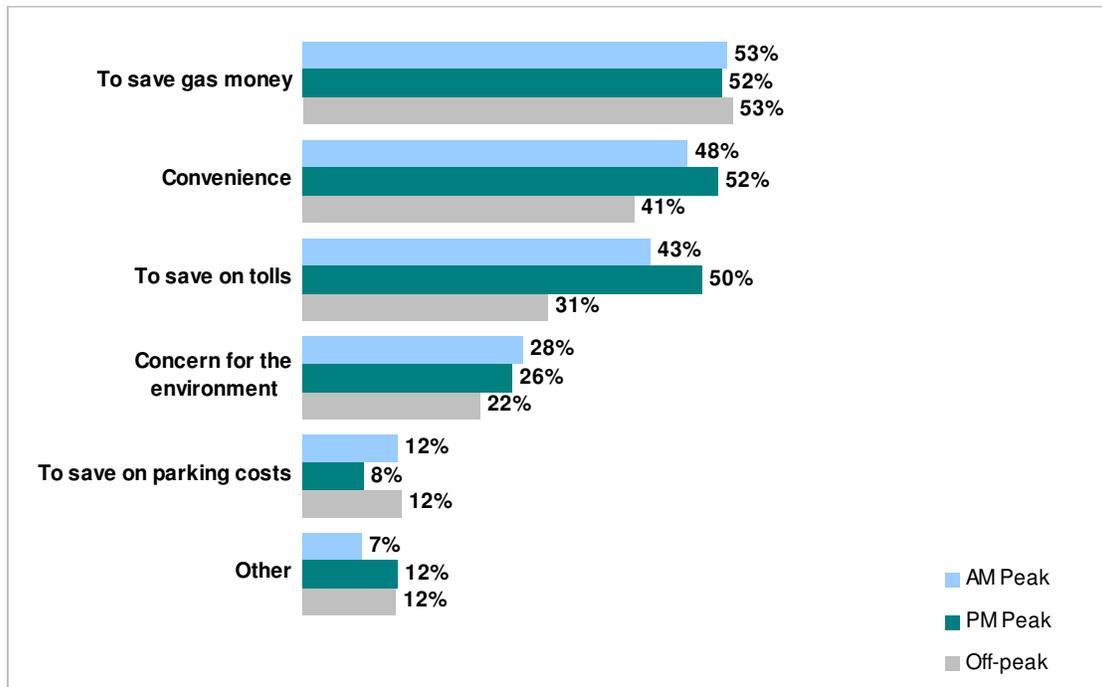


Lastly, respondents were asked to provide their reasons for why they had or had not selected a carpool managed lane option in the stated preference section. Non-carpoolers most commonly cited their preference for traveling alone, while carpoolers cited a number of reasons including convenience and saving on gas money or tolls (Figure 34 and Figure 345).

**Figure 34: Reason Why Did Not Select Carpool Managed Lane Alternative in the Stated Preference Section (Select All That Apply Question)**



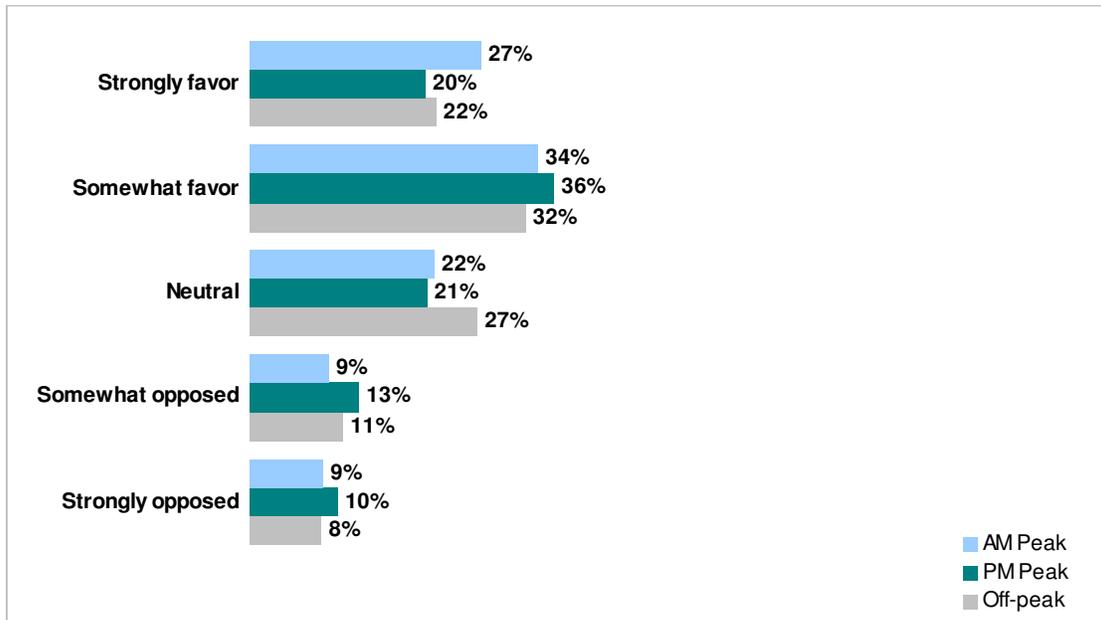
**Figure 35: Reason Why Selected Carpool Managed Lane Alternative in the Stated Preference Section (Select All That Apply Question)**



**– Opinion**

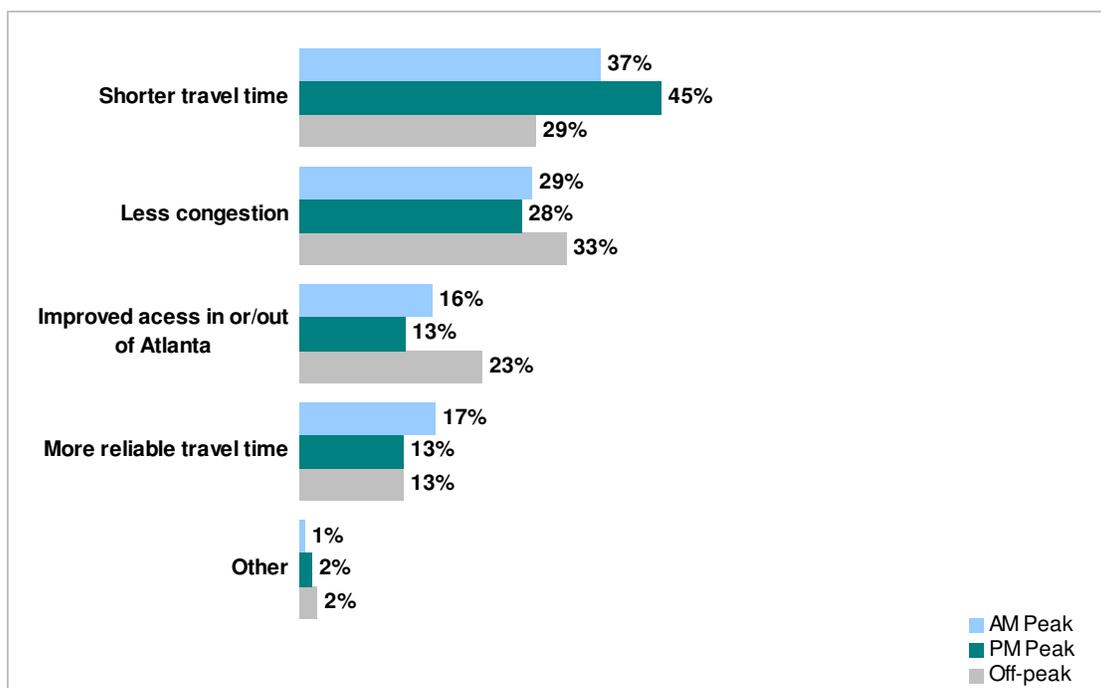
Overall, opinion of the proposed managed lanes was mixed with views as follows: 23% strongly in favor, 34% somewhat in favor, 23% neutral, 11% somewhat opposed, and 9% strongly opposed. These percentages were consistent across the route used, trip time period, and trip segment (Figure 36).

Figure 36: Opinion of Proposed Managed Lanes by Trip Time Period



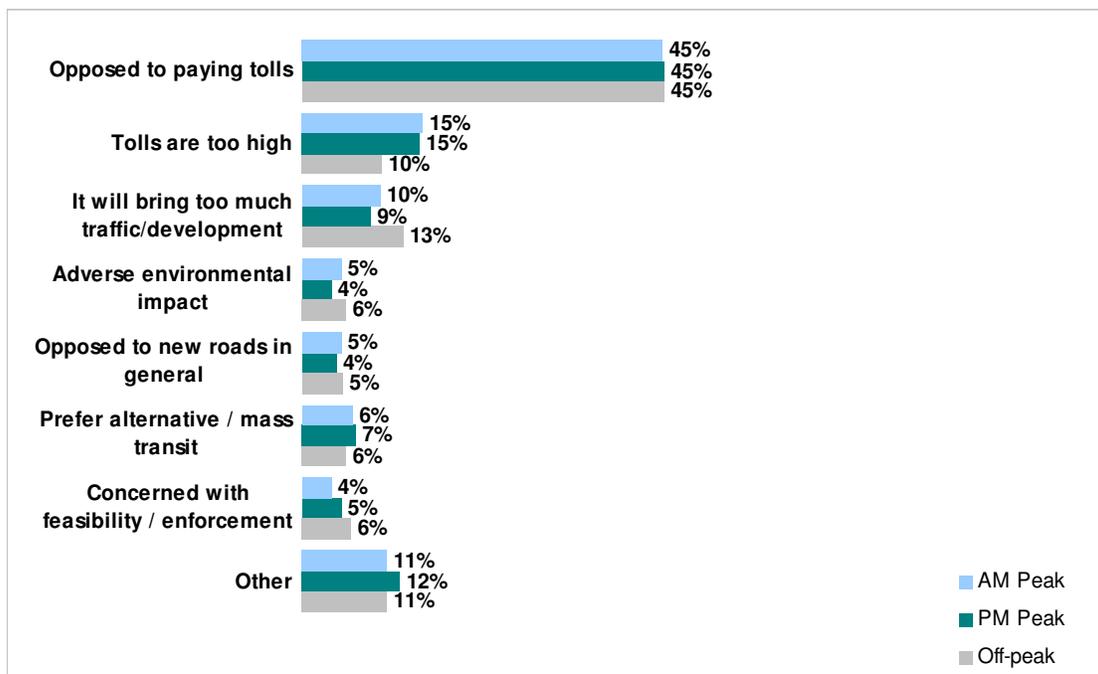
The 2,398 respondents who strongly or somewhat favored the proposed managed lanes were asked their primary reason why. More than a third (38%) believed that managed lanes would result in shorter travel time, 29% felt there would be less congestion, 17% indicated they felt the access in and out of Atlanta would be improved, and 15% felt travel time would be more reliable. Peak respondents were more likely to cite shorter travel time, while off-peak respondents more likely to choose less congestion and improved access in and out of Atlanta as their primary reason for favoring the proposed managed lanes (Figure 37).

**Figure 37: Primary Reason Why Favoring Proposed Managed Lanes**



While respondents (943 people) who indicated a neutral opinion of the proposed managed lanes, did not answer a follow-up question, the 832 respondents who were opposed or strongly opposed to the proposed managed lanes, gave their primary reason for their opposition. Overall, 41% were opposed to paying tolls, 27% provided another reason, and 14% felt that tolls were generally too high. These reasons were consistent across segment and time period (Figure 38).

**Figure 38: Primary Reason Why Opposed to Proposed Managed Lanes**



Lastly, respondents answered three attitude questions. Close to three-quarters (72%) of respondents either agreed or strongly agreed that they would use a toll route if the tolls were reasonable and they would save time, while only 15% disagreed or strongly disagreed. A lesser number of respondents agreed or strongly agreed with the other two attitude questions; 58% of respondents agreed or strongly agreed that they could generally afford to pay tolls and 55% of respondents agreed or disagreed that they supported using tolls to pay for highway improvements that relieve congestion.

– **Demographics**

To conclude the questionnaire, respondents answered a series of demographic questions. Residents of the greater Atlanta area comprised 94% of the sample, while visitors to the area accounted for the remaining 6%. Residents from over 50 Georgia counties completed the survey, with residents from Dekalb and Fulton counties accounting for 43% of respondents (Table 18).

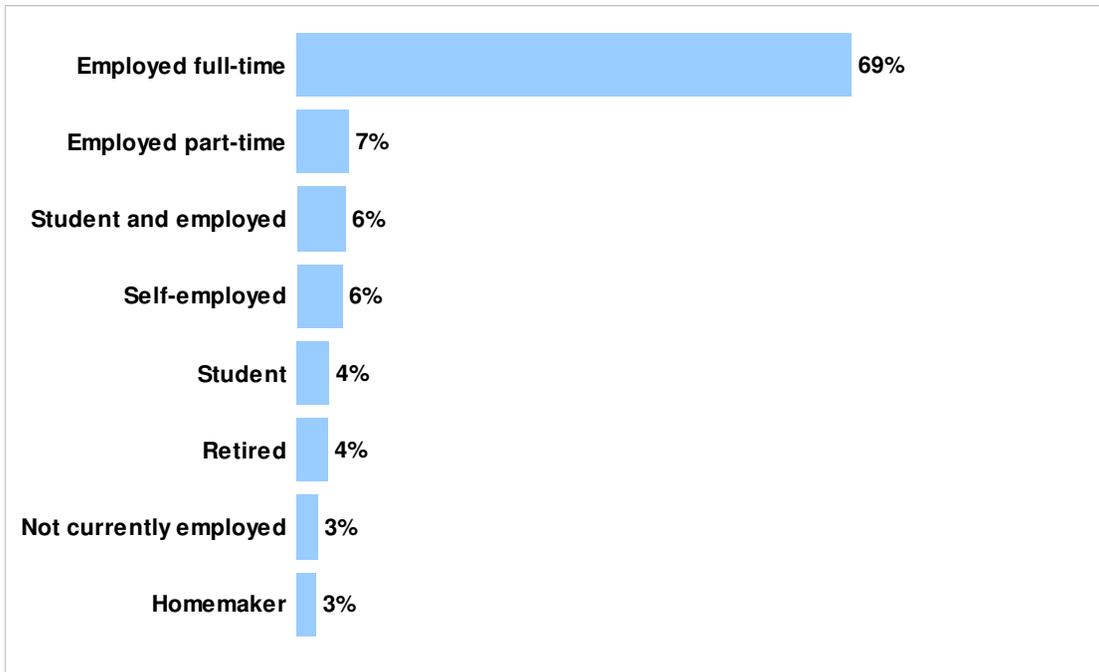
**Table 18: Top Ten Counties of Residence**

Top Georgia Counties of Residence	Frequency	Percentage
Dekalb County	908	22%
Fulton County	895	21%
Cobb County	603	14%
Gwinnett County	573	14%
Clayton County	179	4%
Douglas County	118	3%
Henry County	117	3%
Rockdale County	106	3%
Cherokee County	93	2%
Fayette County	82	2%
All other counties	499	12%
<b>Total</b>	<b>4173</b>	<b>100%</b>

More women (58%) than men (42%) completed the survey. Just over 95% of respondents had access to the internet. Of those with access to the internet, 93% had access at home and 70% had access at work. The reported household size varied, with 16% of respondents living alone, 31% living in two person households, 21% living in three person households, 21% living in four person households, and 13% living in five or more person households. The number of household vehicles was similarly dispersed; 88% of respondents owned one, two, or three vehicles. Overall, 44% of respondents reported owning two vehicles.

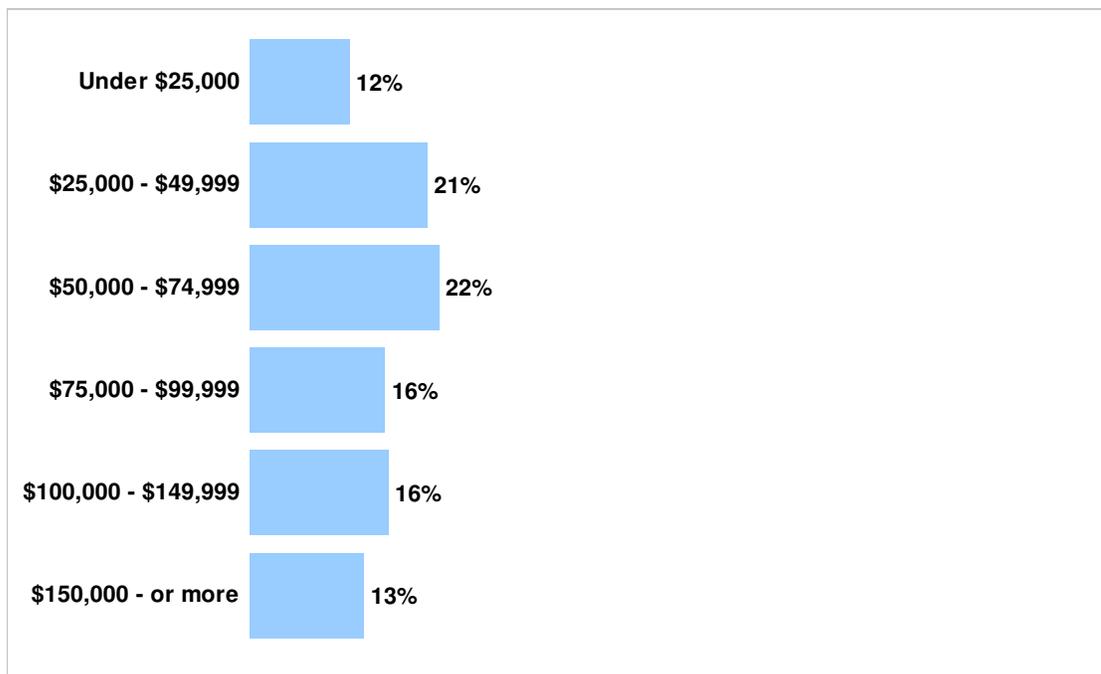
The median age of respondents was 35 to 44, with 27% of respondents falling in that age range. Another 23% of respondents were aged 25 to 34, 23% of respondents were aged 45 to 54, and 15% of respondents were aged 16 to 24. More than two-thirds (69%) of respondents indicated they were employed full-time, while an additional 12% of respondents reported they were employed part-time or self-employed (Figure 39 on the following page). More than three-quarters of PM peak and AM peak trips were made by full-time workers, with 77% and 73% respectively. Only 51% of off-peak trips were made by full-time workers.

**Figure 39: Automobile Respondent Employment Status**



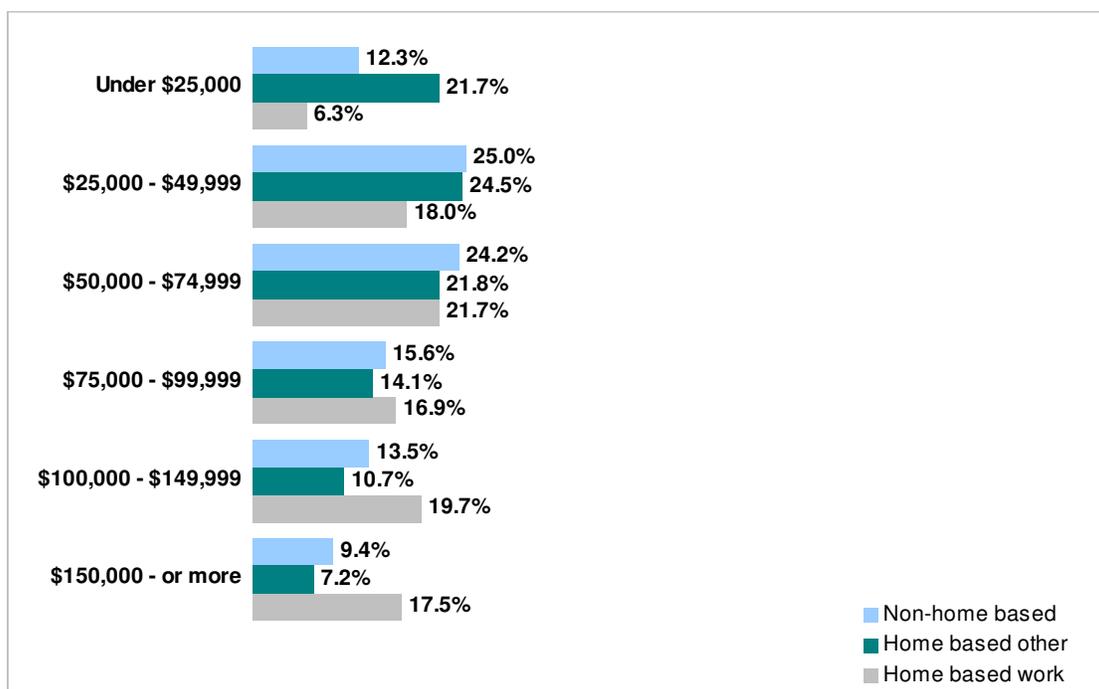
Annual household income among survey respondents was distributed as shown in Figure 40, with the median household income falling in the \$50,000 to \$75,000 category. Off-peak trips tended to include respondents with lower household incomes, while AM and PM peak trips included more respondents with higher incomes. This is demonstrated in that 44% of off-peak trips were respondents with household incomes of less than \$50,000. Only 25% of PM peak trips and 32% of AM peak trips were by respondents with household incomes of less than \$50,000. Alternatively, 39% of PM peak trips and 27% of AM peak trips were made by respondents with household incomes of more than \$100,000, while only 21% of off-peak trips were by respondents with household incomes of more than \$100,000.

**Figure 40: Annual Household Income**



Home-based work trips also had a higher percentage of high income respondents, with 37% of home-based work trips completed by respondents with household incomes greater than \$100,000. Only 18% of home-based other and 23% of non-home based trips were made by respondents with household incomes greater than \$100,000 (Figure 41).

**Figure 41: Annual Household Income by Automobile Segment**



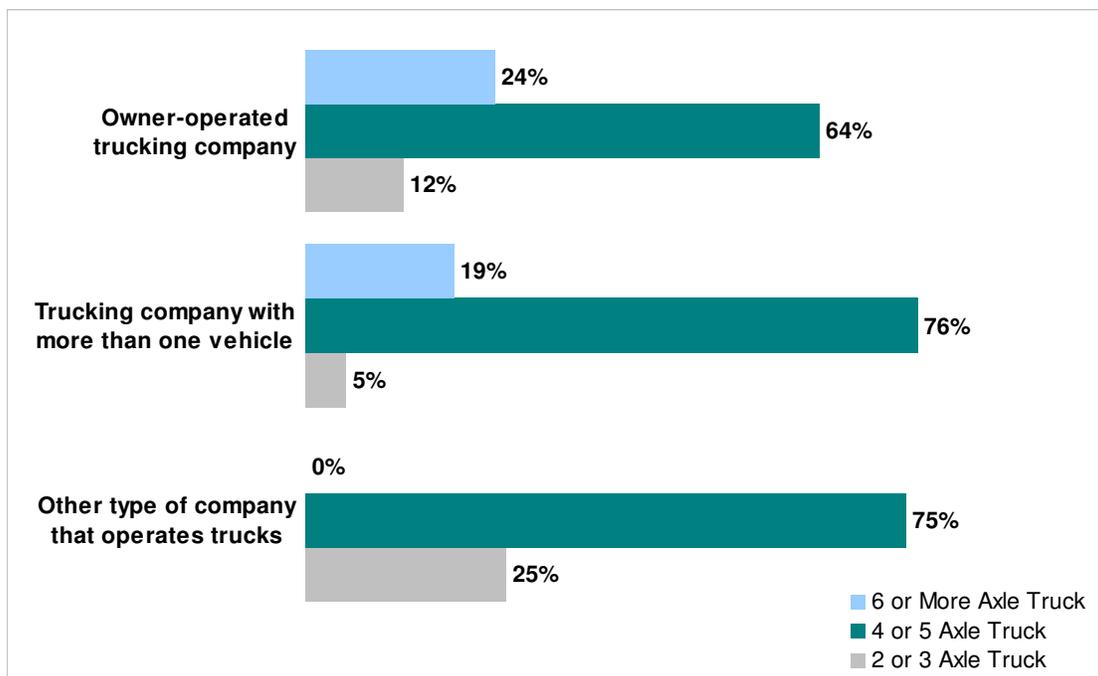
**Commercial Vehicle Results**

A total of 413 respondents completed the commercial vehicle survey. The descriptive analysis of the data is based on these 413 responses and is provided in three sections: trip characteristics, debrief, and demographics. A complete set of tabulations of survey questions is shown in Appendix F.

**– Trip Characteristics**

About 56% of commercial vehicle respondents reported that they worked for a trucking company with more than one vehicle and a further 42% of respondents indicated that they worked for an owner-operated trucking company. Overall, respondents from trucking companies with more than one vehicle primarily described trips using a larger vehicle size, with only 5% reporting a trip using a two or three axle truck (Figure 442 on the following page).

**Figure 42: Type of Company by Commercial Vehicle Type**

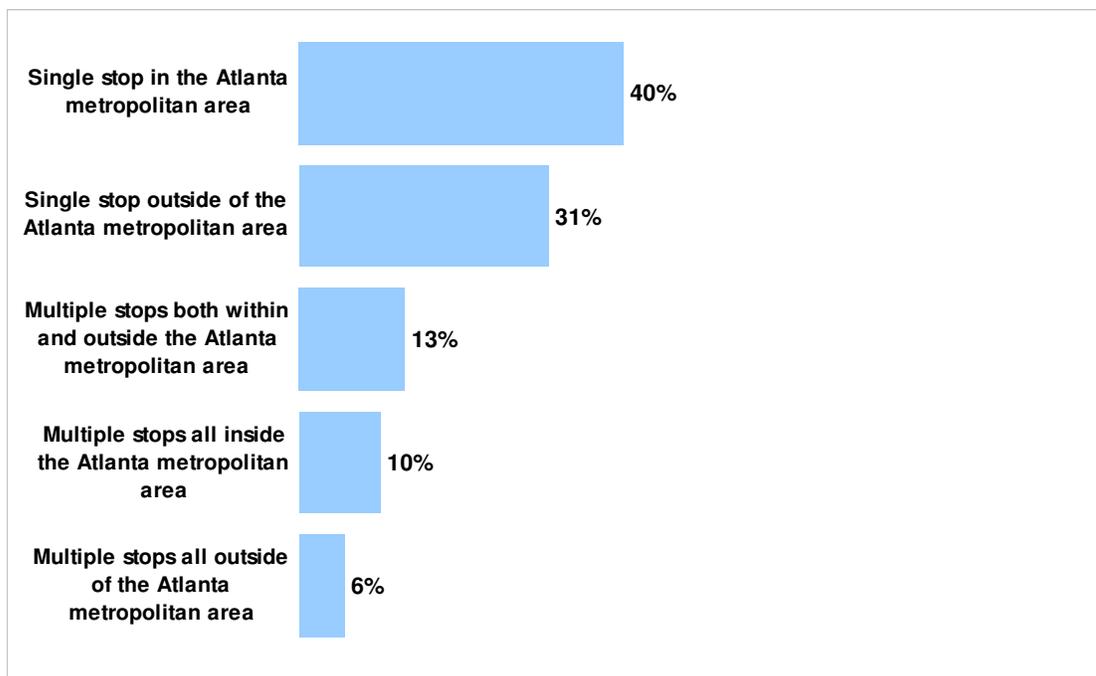


Almost all commercial vehicle respondents (410 individuals) identified themselves as drivers, while only three respondents indicated that they were a manager, dispatcher, or company owner. Drivers were divided among company drivers (57%) and fleet drivers (43%). Again, only 6% of company drivers reported a trip using a two or three axle vehicle, while the rest (94%) reported a trip driving a four or more axle vehicle. A higher percentage (12%) of fleet drivers indicated that they had driven a two or three axle vehicle for their reported trip.

Overall, 80% of commercial vehicle respondents stated that they made all their own routing decision, while only 20% said they were able to make some routing decisions. Small commercial vehicle (two or three axle vehicles) drivers were more likely to have autonomy, with 91% reporting that they made all their routing decisions. Of four or five axle vehicle drivers, 79% reported that they made all their routing decisions and 83% of six or more axle vehicle drivers indicated that they made all their routing decisions.

Commercial vehicles making a single stop in the Atlanta metropolitan area comprised 40% of respondent trips and vehicles making a single stop outside of the Atlanta metropolitan area made up a further 31% of respondent trips (Figure 453).

**Figure 43: Type of Commercial Vehicle Trip**



More than half (53%) of commercial vehicle respondents reported a trip that was made during an off-peak time period. Only 5% reported a PM peak period trip, with the remaining 42% reporting an AM peak period trip. Travel times varied from relatively short trips to very long trips.

**Table 19: Total Travel Time by Commercial Vehicle Type**

Total Travel Time	2 or 3 axle vehicle	4 or 5 axle vehicle	6 or more axle vehicle	Total Percentage
Less than 30 minutes	0.0%	0.3%	3.6%	1.0%
30–59 minutes	5.7%	6.2%	6.0%	6.1%
60–89 minutes	17.1%	8.2%	14.5%	10.4%
90–119 minutes	5.7%	6.8%	3.6%	6.5%
120–239 minutes	45.7%	31.8%	30.1%	32.4%
240–359 minutes	5.7%	15.1%	15.7%	14.3%
360–479 minutes	5.7%	8.6%	10.8%	8.7%
480–599 minutes	0.0%	9.2%	4.8%	7.5%
600 or more minutes	14.3%	13.7%	10.8%	13.1%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Approximately two-thirds (65%) of the sample did not experience a delay due to traffic. Of the respondents who did report a delay, 9% reported a delay of 10 minutes, 22% reported a delay of 10 to 20 minutes, 27% reported a delay of 20 to 30 minutes, and 41% reported a delay of longer than a half hour. One respondent didn't know how long their delay had been.

Of the 413 respondents, only one reported that they had paid a toll on their trip. Respondents from trucking companies with more than one vehicle or from another type of trucking company that wasn't owner-operated answered who was responsible for paying any tolls incurred on their trip. Less than one-third (29%) reported that their company pays tolls directly using Georgia Cruise Card or another form of an ETC. Instead, 64% indicated drivers pay tolls and are reimbursed by the company and only 7% stated that they pay tolls themselves.

– **Debrief**

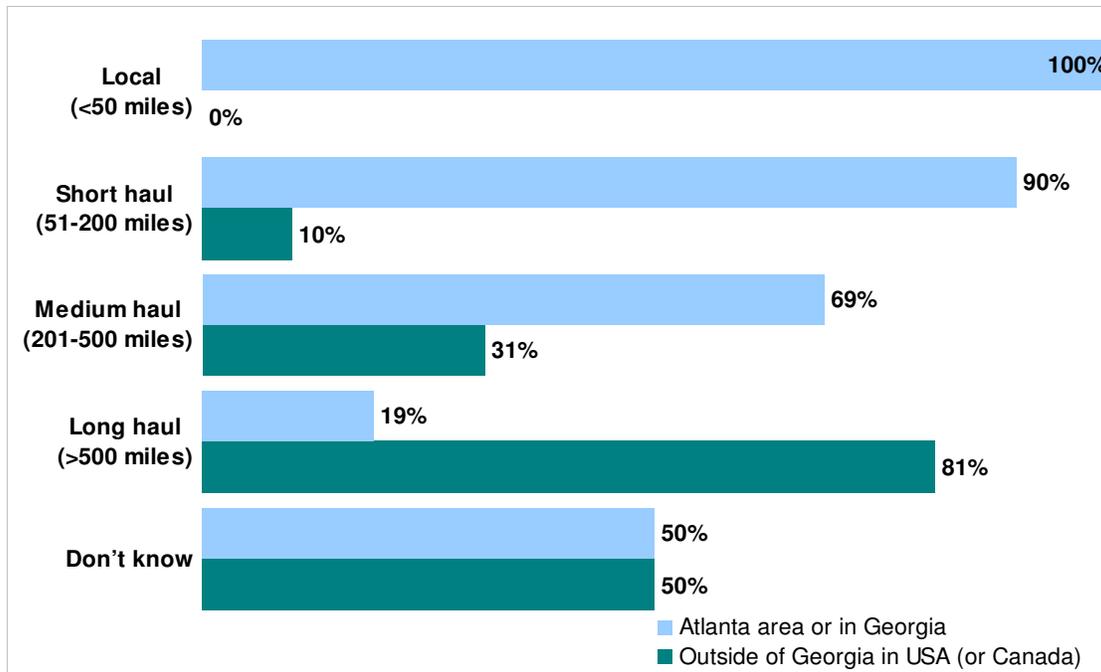
All commercial vehicle respondents gave their opinion for adding TOT lanes to I-85, I-75, I-20, and I-285. Almost half, 45%, strongly opposed TOT lanes, with a further 6% somewhat opposed. Alternatively, 19% strongly favored TOT lanes, with 15% somewhat in favor.

General opposition to paying tolls was the primary reason given by 59% of those opposed to TOT lanes. Additionally, 16% stated that they believed tolls were too high. For respondents in favor of creating TOT lanes, 35% believed that TOT lanes would improve access into and out of Atlanta and 34% indicated that TOT lanes would lead to less congestion.

– **Commercial Vehicle Company Demographics**

Slightly more than two-thirds (68%) of commercial vehicle respondents reported that their company headquarters were located outside of Georgia in the USA or Canada, while 24% reported Atlanta area headquarters and 8% reported headquarters in Georgia outside of the Atlanta area. Logically, respondents with company headquarters outside of Georgia tended to report making long haul trips of more than 500 miles with four or five axle commercial vehicles, rather than shorter length trips with smaller sized commercial vehicles (Figure 44 on the following page). Almost three-quarters (73%) of four and five axle commercial vehicle trips were reported by respondent's whose company headquarters were located outside of Georgia. Smaller trucks (two and three axle vehicles) were evenly divided among respondents with company headquarters outside of Georgia (51%) and in the Atlanta area or in Georgia (49%).

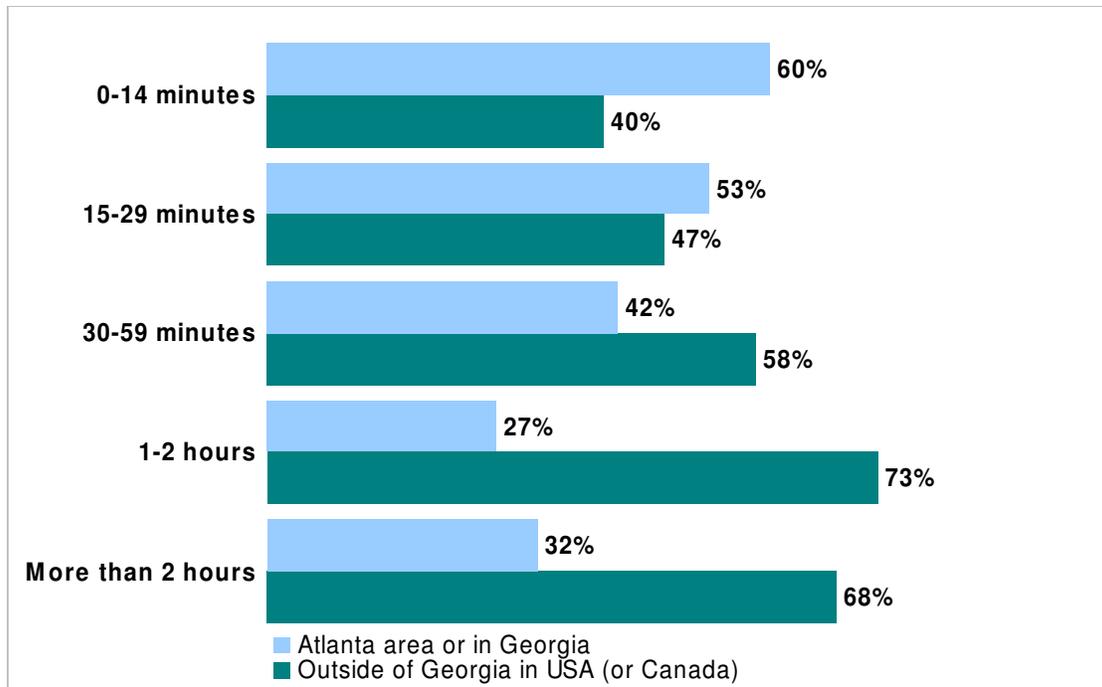
**Figure 44: Commercial Vehicle Average Reported Trip Length by Location of Company Headquarters**



Overall, 56% of commercial vehicle respondents reported that they had a flexible delivery schedule, while 44% reported they were held to a fixed delivery schedule. Of those with flexible delivery schedules, 35% had company headquarters in the Atlanta area or Georgia, whereas of those with fixed delivery schedules, only 28% had company headquarters in the Atlanta area or Georgia.

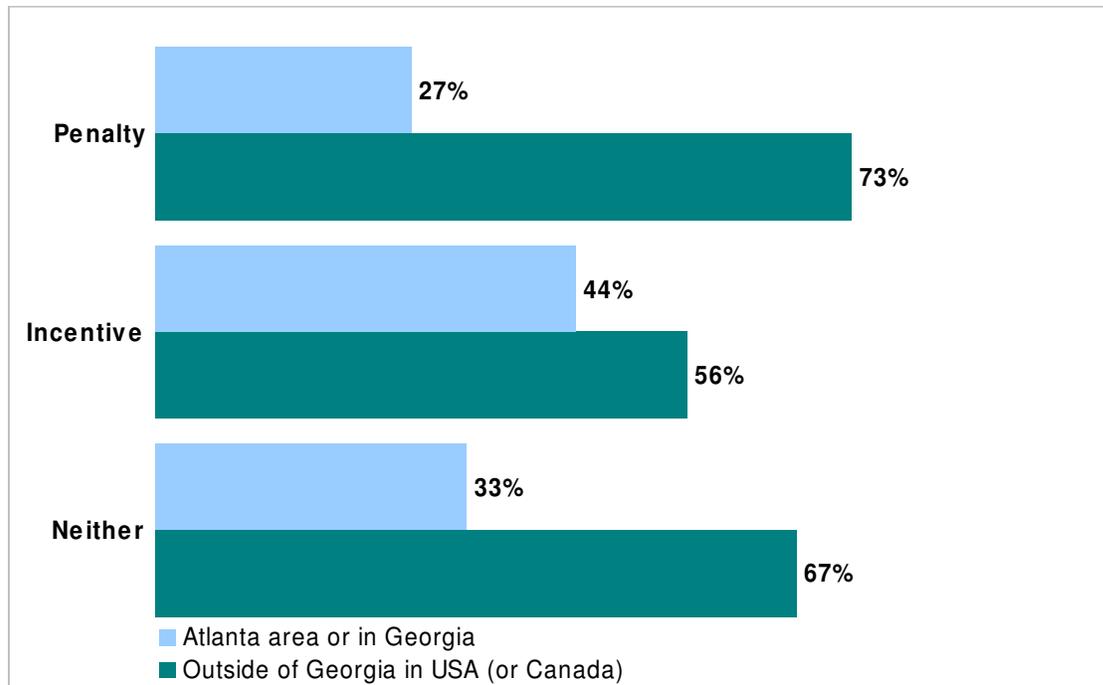
Respondents with flexible delivery schedules reported the level of flexibility of their delivery schedule in minutes. Again, respondents with company headquarters located outside of Georgia were more likely to reported longer time periods in terms of delivery flexibility. Logically, these trips are longer in duration and distance and have a larger uncertainty in terms of delivery time.

**Figure 45: Level of Shipment Delivery Schedule Flexibility by Location of Company Headquarters**



All commercial vehicle respondents were asked the timeframe structure for deliveries. One-third (33%) reported a penalty timeframe structure, whereas more than half (56%) reported neither a penalty nor an incentive timeframe structure. Again, respondents with company headquarters located outside of Georgia were more likely to indicate that they had a penalty timeframe structure for deliveries.

**Figure 46: Timeframe Structure for Deliveries by Location of Company Headquarters**



Lastly, respondents were asked about the type of shipments handled by their company. The clear majority (87%) stated that their company handled truckload shipments of 10,100 pounds or more that don't require a terminal or break-bulk operation.

## Model Estimation

### Methodology and Alternatives

In each stated preference experiment for auto travelers, the following three alternatives were presented for making a future trip, unless the respondent reported a vehicle occupancy of three or more, in which case the third option – carpool lanes with additional occupants – was omitted.

1. General purpose lanes with current occupancy
2. Managed lanes with current occupancy, and with a shorter travel time and associated toll<sup>1</sup>
3. Carpool lanes with additional occupant, and with a shorter overall travel time (but with additional time for added occupants) and reduced or no toll

<sup>1</sup> Information from their current route was used to generate the travel time levels, toll cost, and occupancies that were shown for each alternative route.

Responses from the stated preference experiments were expanded into a dataset containing eight or nine observations for each of the 4,173 respondents, yielding a total of 34,857 observations. (Respondents who chose the same option through eight experiments were shown a ninth experiment to induce trading.) The data were used to support estimation of the coefficients of a multinomial logit (MNL) choice model<sup>2</sup> for six model segments within each of five study corridors. Results from the MNL models were then used to derive full distributions of model coefficients such as travel time sensitivity using mixed multinomial logit (MMNL) analysis.

Respondents operating commercial vehicles were shown stated preference scenarios with two alternatives:

1. Existing lanes
2. New truck only toll lanes with a shorter travel time and associated toll

As in the auto survey, non-trading respondents (respondents who chose the same option through eight scenarios) were presented a ninth scenario to encourage trading. These eight or nine observations per 413 truck respondents yielded a dataset of 3,555 observations that underwent similar MNL and MMNL analysis.

### Identification of Outliers

Data was screened to ensure that all observations included in model estimation represented realistic trips and reasonable consideration of the trade-offs in the stated preference exercises. To validate trips for both auto and commercial respondents, the reported origin and destination were geocoded to TAZs, which were combined with skim data to generate an expected travel time. If the respondent's reported travel time was significantly longer or shorter than the expected travel time, the respondent's data was excluded from analysis. Additionally, the time in which the respondent completed both the stated preference exercise and the survey as a whole were analyzed and respondents with very rapid completion times were excluded from model estimation.

### Model Specification

For auto trips, several utility equation structures were tested using the variables included in the stated preference experiments as well as trip characteristic and demographic variables. Specification testing included evaluation of various alternative-specific constants, bias-removing variables, distance effects, and transformations of toll cost by household income. In the final specification, coefficients were determined for travel time, toll cost, and the addition of two vehicle occupants. Coefficients were also specified for the five possible opinions of the project in order to capture strategic bias in stated preference responses. An alternative-specific constant

---

<sup>2</sup> The multinomial logit model has the general form  $p(i) = \frac{e^{U_i}}{\sum_{AllModes} e^{U_j}}$  where  $p(i)$  is the probability that

mode  $i$  will be chosen and  $U_j$  is the "utility" of mode  $i$ , a function of service and other variables. See, for example, M. E. Ben-Akiva and S. R. Lerman, *Discrete Choice Analysis*, MIT Press, 1985, for details on the model structure and statistical estimations procedures.

was specified for the general purpose lanes alternative and the managed lanes alternative (Table 20).

**Table 20: Auto Model Specification**

Coefficient	Units	Alternatives		
		General Purpose Lanes	Managed Lanes	Carpool Lanes
Time	minutes	X	X	X
Cost	Dollars	X	X	X
Toll Dummy – Strongly Favor	(0,1)	X	X	X
Toll Dummy – Somewhat Favor	(0,1)	X	X	X
Toll Dummy – Neutral	(0,1)	X	X	X
Toll Dummy – Somewhat Opposed	(0,1)	X	X	X
Toll Dummy – Strongly Opposed	(0,1)	X	X	X
GPL Constant	(0,1)	X		
ML Constant	(0,1)		X	
Occ Dummy – Add 2 Passengers	(0,1)			X

Transformations of the cost and time coefficients by total trip distance and household income were tested in order to capture any systematic relationship between time and/or cost sensitivity and income or distance. To test for this relationship, the elasticities of the time and cost coefficients relative to trip distance were estimated by including the following transformations of the time and cost coefficients in the utility equation:

$$V_i = \dots + \beta_t TT_i \left( \frac{dist}{\overline{dist}} \right)^{\lambda_{t,dist}} + \beta_c T_i \left( \frac{dist}{\overline{dist}} \right)^{\lambda_{c,dist}} + \dots$$

Where:

TT<sub>i</sub> gives the travel time of alternative i

T<sub>i</sub> gives the toll cost of alternative i

dist gives the trip distance for the current respondent, with  $\overline{dist}$  giving the base value, the average trip distance for the sample

The remaining terms are estimated in the model:

The term  $\beta_t$  is the time sensitivity (in 1/min)

The term  $\beta_c$  is the cost sensitivity (in 1/\$)

The interaction terms:  $\lambda_{t,dist}$  gives the time elasticity in relation to trip distance, and  $\lambda_{c,dist}$  gives the cost elasticity in relation to trip distance.

These effects were tested for each of the six trip purpose/time of day segments within each study corridor. When interacting the cost coefficient with distance, the estimated elasticity coefficient was negative and significantly different from zero for most of the model segments, indicating that, in general, cost sensitivity decreases as trip distance increases. For distance interactions with time, the estimated elasticity coefficient was also negative and significantly different from zero for most of the model segments, generally indicating that time sensitivity

decreases as trip distance increases. In the majority of cases where both distance transformations were significant, the decrease in cost sensitivity was greater than the decrease in time sensitivity, indicating that, overall, value of time increases as trip distance increases.

A similar approach was used to test for a relationship between cost sensitivity and household income according to the equation:

$$V_i = \dots + \beta_c T_i \left( \frac{inc}{\overline{inc}} \right)^{\lambda_{c,inc}} + \dots$$

Where:

$T_i$  gives the toll cost of alternative  $i$

$inc$  gives the household income for the current respondent, with  $\overline{inc}$  giving the base value, the average household income for the sample

The remaining terms are estimated in the model:

The term  $\beta_c$  is the cost sensitivity (in 1/\$)

The interaction term  $\lambda_{c,inc}$  gives the cost elasticity in relation to income

The cost elasticity in relation to income was estimated for each of the six segments within each corridor. The estimated elasticity coefficient was negative and significantly different from zero for most of the model segments, indicating that, in general, cost sensitivity decreases as household income increases. This results in an increase in value of time as household income increases.

Commercial vehicle models underwent similar specification testing, with coefficients in the final specification estimated for time, cost, and opinion (Table 21).

**Table 21: Commercial Model Specification**

Coefficient	Units	Alternatives	
		General Purpose Lanes	New Truck Only Toll Lanes
Time	minutes	X	X
Cost	dollars	X	X
Toll Dummy – Strongly Favor	(0,1)	X	X
Toll Dummy – Somewhat Favor	(0,1)	X	X
Toll Dummy – Neutral	(0,1)	X	X
Toll Dummy – Somewhat Opposed	(0,1)	X	X
Toll Dummy – Strongly Opposed	(0,1)	X	X

As in the auto models, a time elasticity and cost elasticity relative to trip distance were estimated to determine if a systematic relationship exists between trip distance and time and cost sensitivity. A transformation of the cost coefficient was also tested to evaluate whether a

relationship exists between cost sensitivity and the number of vehicle axles. This specification followed the same form as the previous transformations:

$$V_i = \dots + \beta_c T_i \left( \frac{\text{axles}}{\overline{\text{axles}}} \right)^{\lambda_{c,\text{axles}}} + \dots$$

Where:

$T_i$  gives the toll cost of alternative  $i$

axles gives the number of truck axles reported by the current respondent, with  $\overline{\text{axles}}$  giving the base value, the average number of axles for the sample

The remaining terms are estimated in the model:

The term  $\beta_c$  is the cost sensitivity (in 1/\$)

The interaction term  $\lambda_{c,\text{axles}}$  gives the cost elasticity in relation to the number of axles

The distance transformations on cost sensitivity and time sensitivity were statistically significant and negative in both cases meaning that, as trip distance increases, both cost sensitivity and time sensitivity decrease. The magnitude of the cost elasticity coefficient exceeds the magnitude of the time elasticity coefficient, indicating that, as trip distance increases, overall value of time increases. The cost elasticity related to the number of axles was also negative and significantly different from zero demonstrating that sensitivity to toll cost decreases as the number of vehicle axles increases. This results in an increase in value of time as the number of vehicle axles increases.

### Segmentation

Models were estimated for six auto traveler segments, including three trip purpose segments – home-based work, home-based other purpose, and non-home based– and three time period segments – AM peak, PM peak, and off-peak. Models for these six segments were estimated for each of the five study corridors – I-85, I-75, I-20 east of I-75, I-20 west of I-75. and I-285 – resulting in a total of 30 model runs (Table 22).

**Table 22: Traveler Market Segments**

	Segment	Description
Purpose	Home-based work	Home as origin or destination and work purpose
	Home-based other	Home as origin or destination and non-work purpose
	Not home-based	Home not origin or destination
Time Period	AM Peak	6 AM – 10 AM
	PM Peak	3 PM – 7 PM
	Off-peak	All other times

Various segments were tested for commercial vehicles including the number of axles, the study corridor, the respondent's job position, and the company's schedule type. Using the previously described distance and axle transformations on the entire truck sample was found to provide the best model fit.

### Aggregate model coefficients - MultINOMIAL Logit models

Table 23 (on the following page) presents the results of an aggregate MNL model run on the home-based work segment of I-20 East using the specification described in Table 20. (The MNL model results for all segments within all corridors can be found in Appendix G.) For each model, coefficient values, standard errors and t-statistics are presented. The statistics included for each model are number of observations, Log Likelihood at zero and at convergence, and two model fit measures: Rho-Squared and adjusted Rho-Squared. Results from the aggregate MNL model run for commercial vehicles are found in Table 24 (on the following page).

**Table 23: I-20E Home-Based Work MNL Model Coefficients**

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.0372	0.00269	-13.8
Cost	Dollars	-0.242	0.0182	-13.3
Toll Dummy – Strongly Favor	(0,1)	0.538	0.134	4.03
Toll Dummy – Somewhat Favor	(0,1)	-0.115	0.128	-0.9
Toll Dummy – Neutral	(0,1)	-0.7	0.139	-5.03
Toll Dummy – Somewhat Opposed	(0,1)	-1.23	0.196	-6.25
Toll Dummy – Strongly Opposed	(0,1)	-2.05	0.238	-8.59
GPL Constant	(0,1)	2.07	0.12	17.2
ML Constant	(0,1)	1.51	0.108	14
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.0936	0.133	-0.705
Cost-Distance Elasticity	–	-1.13	0.0986	-11.5
Cost-Income Elasticity	–	-0.166	0.0696	-2.38
Time-Distance Elasticity	–	-0.895	0.114	-7.89

Number of Observations	3420
Log Likelihood at 0	-3670.08
Log Likelihood at Convergence	-2447.18
Rho-Squared	0.333
Rho-Squared Adjusted	0.33

**Table 24: Commercial MNL Model Coefficients**

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.026	0.002	-11.363
Cost	Dollars	-0.067	0.005	-12.668
Toll Dummy – Strongly Favor	(0,1)	0.451	0.118	3.840
Toll Dummy – Somewhat Favor	(0,1)	-0.373	0.132	-2.834
Toll Dummy – Neutral	(0,1)	-1.215	0.139	-8.739
Toll Dummy – Somewhat Opposed	(0,1)	-1.919	0.233	-8.224
Toll Dummy – Strongly Opposed	(0,1)	-3.217	0.154	-20.886
Cost-Distance Elasticity	–	-0.709	0.144	-4.919
Time-Distance Elasticity	–	-0.572	0.163	-3.515
Cost-Axle Elasticity	–	-1.061	0.278	-3.812

Number of Observations	3555
Log Likelihood at 0	-2464.14
Log Likelihood at Convergence	-1235.23
Rho-Squared	0.499
Rho-Squared Adjusted	0.495

### Distributions of Model Coefficients – Mixed Multinomial LOGIT Models

Following specification tests using a MNL model form, MMNL models were estimated. The MMNL models capture individual preference heterogeneity not accounted for in MNL models by segmentation or model specification, and allow VOT distributions to be estimated for each segment. The improved fit to respondent's choices achieved using the MMNL model form indicates that they explain preferences more completely than MNL models.

MMNL models were estimated using the same specification identified in the preliminary MNL models for each of the auto segments. The time coefficient in the MMNL models was estimated as a random variable using a log-normal distribution. The estimation results for the home-based work segment of the I-20 East corridor are found in Table 25 (on the following page). The table includes model coefficient values, standard errors, t-statistics, and model statistics. (MMNL results for all segments can be found in Appendix H.)

The t-statistics for the standard deviations in travel time show that those standard deviations are significantly different from zero in all models, indicating that the models are identifying heterogeneity in travel time sensitivity in each traveler segment.

The specification for the auto MMNL includes the cost distance elasticity, time distance elasticity, and cost income elasticity as fixed values. The toll costs and travel times are factored by the relevant elasticity term(s) prior to estimation using the elasticity values estimated in the preliminary MNL models. This allows for the relationships between cost sensitivity and travel distance, cost sensitivity and income, and time sensitivity and travel distance to be captured in the MMNL model.

**Table 25: I-20E Home-Based Work MMNL Model Coefficients**

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.76	0.138	-20
Time Standard Deviation	Minutes	0.904	0.114	7.95
Cost	Dollars	-0.728	0.0404	-18
Toll Dummy – Strongly Favor	(0,1)	1.41	0.303	4.64
Toll Dummy – Somewhat Favor	(0,1)	0.392	0.279	1.41
Toll Dummy – Neutral	(0,1)	-0.718	0.338	-2.12
Toll Dummy – Somewhat Opposed	(0,1)	-0.48	0.551	-0.872
Toll Dummy – Strongly Opposed	(0,1)	-1.91	0.627	-3.04
GPL Constant	(0,1)	3.7	0.277	13.3
ML Constant	(0,1)	2.5	0.23	10.9
Occupancy Dummy – Add 2 Passengers	(0,1)	0.108	0.184	0.59
Cost-Distance Elasticity	–	-1.13	0.0986	-11.5
Cost-Income Elasticity	–	-0.166	0.0696	-2.38
Time-Distance Elasticity	–	-0.895	0.114	-7.89

Number of Observations	3420
Log Likelihood at 0	-3670.08
Log Likelihood at Convergence	-1796.81
Rho-Squared	0.51
Rho-Squared Adjusted	0.507

The specification for the truck MMNL includes the cost distance elasticity, time distance elasticity, and cost axle elasticity as fixed values. As in the auto models, the toll costs and travel times use the elasticity values estimated in the preliminary MNL models and allow for the relationships between cost sensitivity and travel distance, cost sensitivity and number of axles, and time sensitivity and travel distance to be captured in the MMNL model (Table 26 on the following page).

**Table 26: Commercial MMNL Model Coefficients**

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.893	0.146	-19.868
Time Standard Deviation	Minutes	0.892	0.082	10.881
Cost	Dollars	-0.217	0.016	-13.421
Toll Dummy – Strongly Favor	(0,1)	1.522	0.451	3.373
Toll Dummy – Somewhat Favor	(0,1)	-0.079	0.483	-0.163
Toll Dummy – Neutral	(0,1)	-2.021	0.507	-3.985
Toll Dummy – Somewhat Opposed	(0,1)	-2.634	0.733	-3.594
Toll Dummy – Strongly Opposed	(0,1)	-5.831	0.531	-10.984
Cost-Distance Elasticity	–	-0.709	0.144	-4.919
Time-Distance Elasticity	–	-0.572	0.163	-3.515
Cost-Axle Elasticity	–	-1.061	0.278	-3.812

Number of Observations	3555
Log Likelihood at 0	-3464.14
Log Likelihood at Convergence	-881.497
Rho-Squared	0.639
Rho-Squared Adjusted	0.0058

### Mean Values of Time and value of time Distributions

Mean VOTs based on the MMNL model results for each auto segment are shown in Table 27 (on the following page). The VOTs for each of the segments are estimated at the mean household income and mean trip distance for the corridor; these mean values are also shown in the table. The VOT values should be interpreted with some caution as mean values from a non-normal distribution are affected by the shape of the distribution and particularly the shape of the tail of the distribution.

**Table 27: Mean Values of Time for Auto Segments**

Segment	Value of Time (\$/hour)				
	I-20E	I-20W	I-75	I-85	I-285
Home-based work	\$ 7.89	\$ 10.79	\$ 7.64	\$ 8.20	\$ 7.86
Home-based other	\$ 11.74	\$ 15.71	\$ 9.23	\$ 10.69	\$ 10.15
Not home-based	\$ 9.04	\$ 12.89	\$ 8.29	\$ 8.86	\$ 9.06
AM Peak	\$ 10.41	\$ 15.25	\$ 9.97	\$ 9.39	\$ 9.26
PM Peak	\$ 7.71	\$ 8.70	\$ 7.84	\$ 7.35	\$ 8.20
Off-peak	\$ 7.18	\$ 10.40	\$ 9.57	\$ 11.99	\$ 10.54
Average Income (\$/year)	\$ 69,629	\$ 72,737	\$ 86,262	\$ 85,020	\$ 78,632
Average Distance (miles)	26.8	27.5	26.7	26.9	26.4

For commercial vehicles, a mean VOT of \$22.95 was estimated from the MMNL model. This value was calculated at the average number of vehicle axles (five) and the average distance

traveled (63.7 miles). Table 28 shows the mean values of time for commercial vehicles by number of axles, all calculated at the average trip distance.

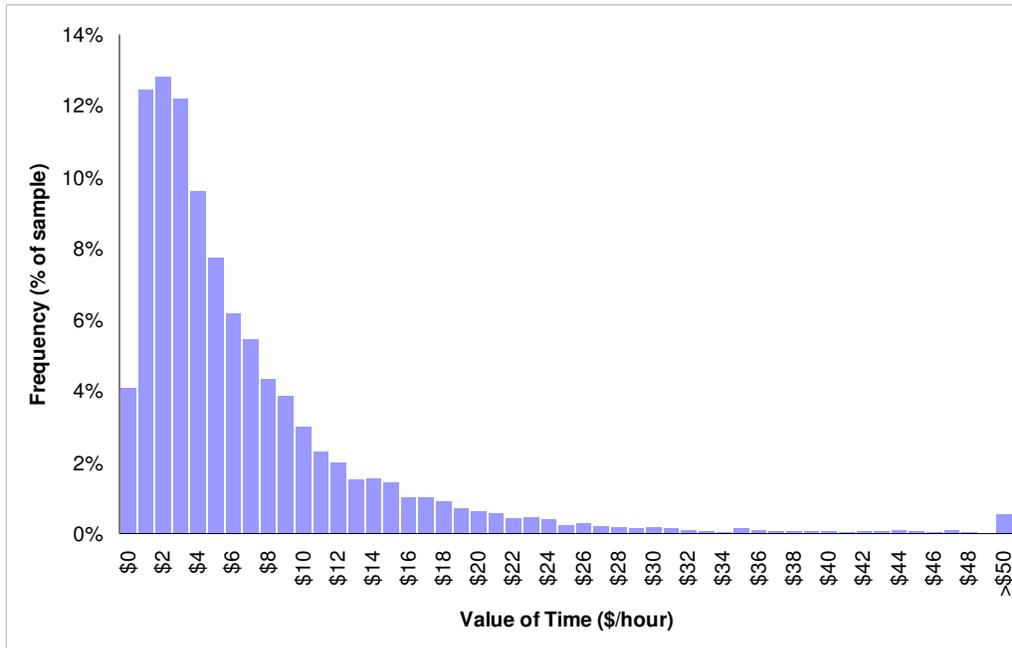
**Table 28: Mean Values of Time for Commercial Vehicles by Number of Axles**

Segment	Value of Time (\$/hour)
2-axle trucks	\$ 9.95
3-axle trucks	\$ 13.48
4-axle trucks	\$ 17.80
5-axle trucks	\$ 22.95
6-axle trucks	\$ 27.73
Average Distance (miles)	63.7

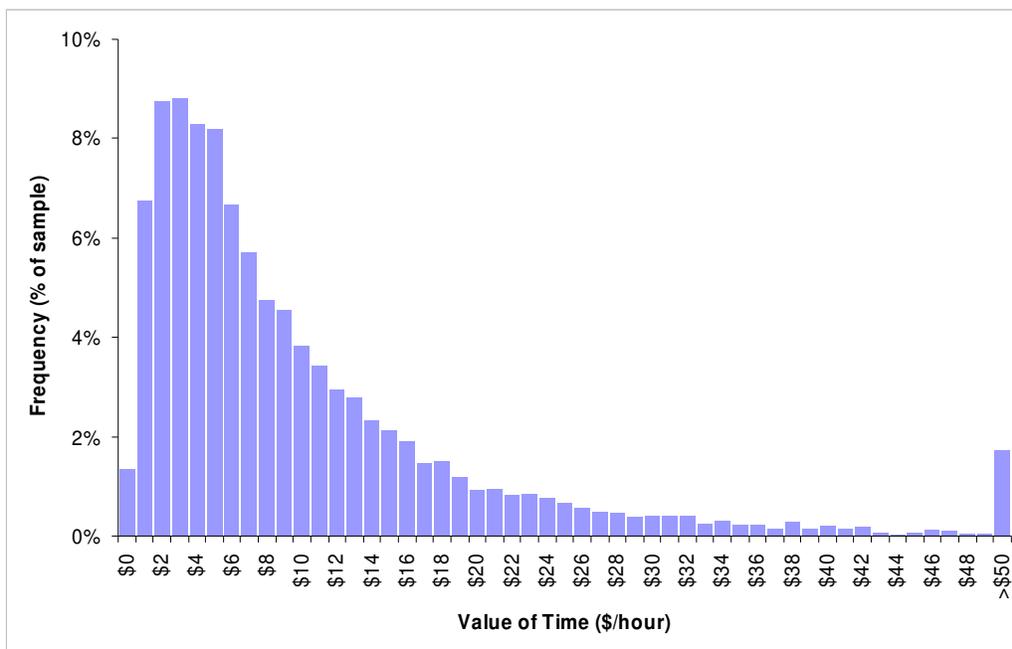
A benefit of MMNL model estimation is that it allows a VOT distribution to be developed for each of the study segments. The VOT distributions for auto travelers were simulated using ten thousand random draws taken from the categorized income distribution for the sample. These draws were then combined with 10,000 independent draws from the log-normal distribution estimated for travel time sensitivity. This results in 10,000 simulated VOTs which can be used to plot the VOT distribution at a given distance. Figure 47 (on the following page) shows the VOT distribution for the I-20 East home-based work segment assuming 20 mile trip distances.

For commercial vehicles, a similar approach was followed. A VOT distribution was simulated for each vehicle size, from two axles to six axles, using the specified number of axles and 10,000 independent draws from the log-normal distribution estimated for travel time sensitivity. The resulting 10,000 simulated VOTs for each vehicle size were used to plot the VOT distribution at a range of distances. Figure 48 shows the VOT distribution for 2-axle trucks traveling a distance of 50 miles.

**Figure 47: I-20 E Home-based Work VOT Distribution for a 20 Mile Trip**



**Figure 48: Commercial 2-Axle VOT Distribution for a 50 Mile Trip**



The VOT distribution for each segment can also be used to generate a diversion curve for a specified travel distance. The diversion curve indicates the percentage of travelers who would choose a tolled travel option given a certain value of travel time savings. For instance, if the

travel time savings provided by a tolled option were valued at \$5 per hour, approximately 49% of travelers making a 20 mile trip would use this option. If the travel time savings provided were valued at \$10 per hour, roughly 21% of travelers would choose this option.

Diversion curves for trips of 10, 20, 30, and 40 miles for the I-20 East home-based work segment can be seen in Figure 49. The VOT distributions were also used to create diversion curves for each truck type. Diversion curves for trips of 25, 50, 75, and 100 miles for two axle trucks can be seen in Figure 50 (on the following page).

See Appendix I for diversion curves for all auto segments and for trucks with from two to six axles.

**Figure 49: I-20 East Home-base Work Diversion Curves**

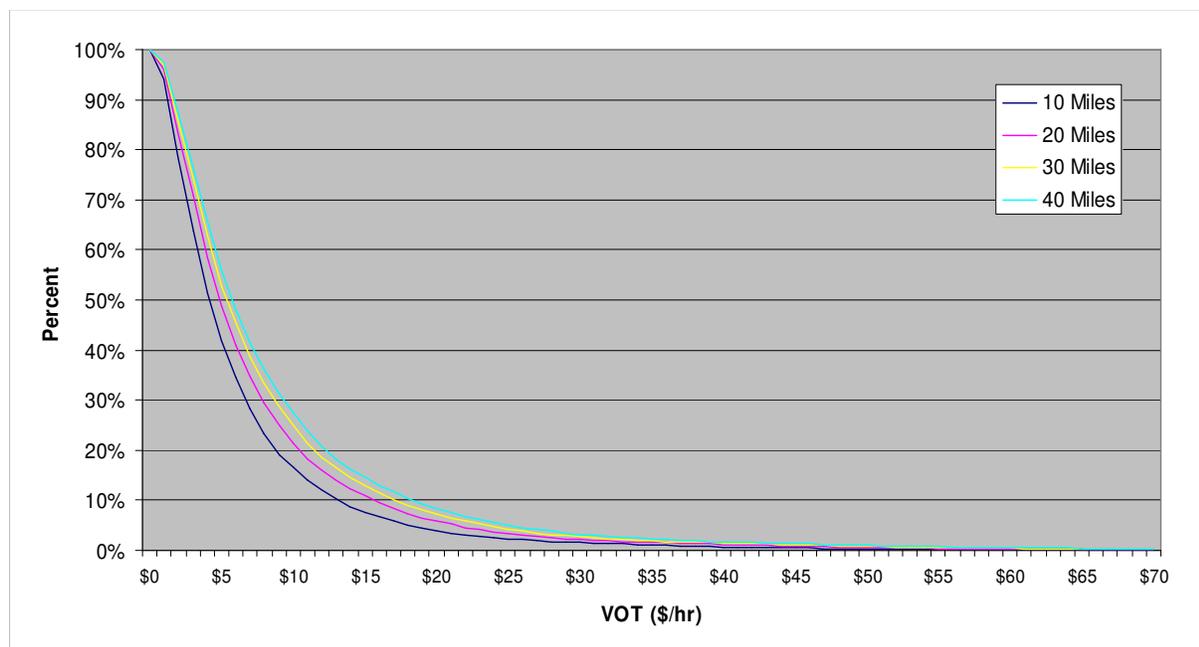
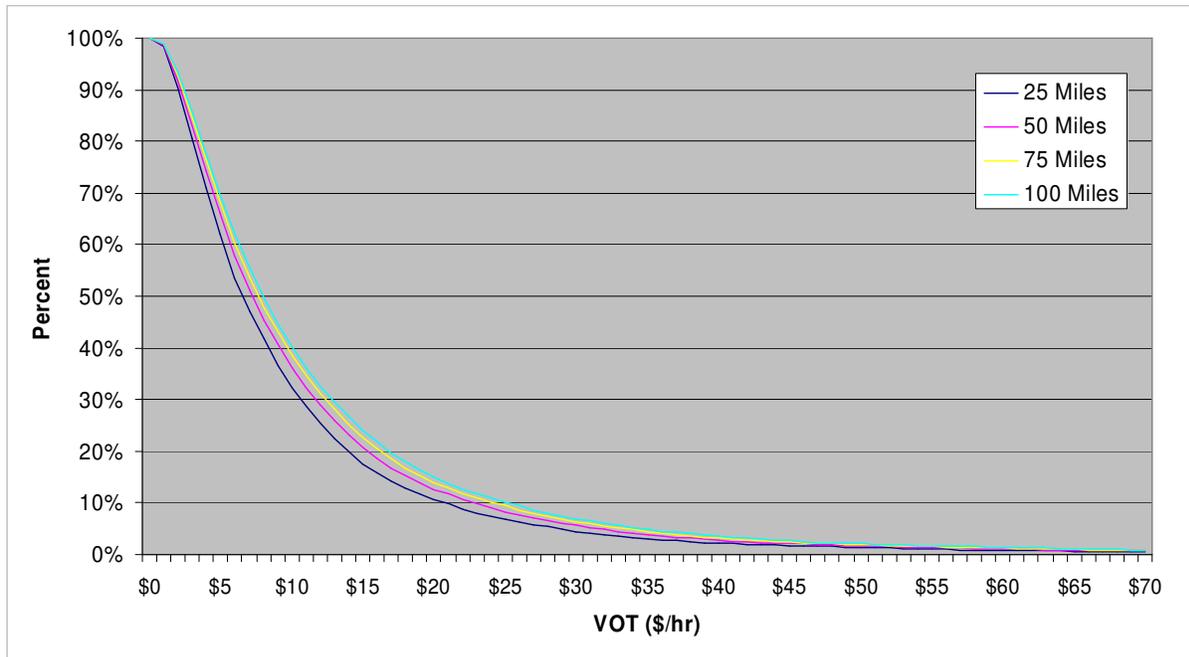


Figure 50: Commercial 2-Axle Diversion Curves





**R | S | G** INC.  
RESOURCE SYSTEMS GROUP, INC.

Documentation for

**GREATER ATLANTA AREA  
STATED PREFERENCE  
TRAVEL SURVEY**

Atlanta, Georgia

**APPENDICES A - I**

Prepared by

**Resource Systems Group, Inc.**

Prepared for

**HNTB**

December 2007

## **CONTENTS**

<b>APPENDIX A – AUTO SURVEY SCRIPT .....</b>	<b>1</b>
<b>APPENDIX B – COMMERCIAL VEHICLE SURVEY SCRIPT .....</b>	<b>23</b>
<b>APPENDIX C – AUTOMOBILE TABULATIONS OF DATA BY STUDY ROUTE .....</b>	<b>40</b>
<b>APPENDIX D – AUTOMOBILE TABULATIONS OF DATA BY TIME PERIOD .....</b>	<b>57</b>
<b>APPENDIX E – AUTOMOBILE TABULATIONS OF DATA BY TRIP PURPOSE .....</b>	<b>74</b>
<b>APPENDIX F – COMMERCIAL VEHICLE TABULATIONS.....</b>	<b>93</b>
<b>APPENDIX G – MULTINOMIAL LOGIT MODEL RESULTS .....</b>	<b>104</b>
<b>APPENDIX H – MIXED MULTINOMIAL LOGIT RESULTS .....</b>	<b>136</b>
<b>APPENDIX I – SIMULATED DIVERSION CURVES .....</b>	<b>168</b>

## **APPENDIX A – AUTO SURVEY SCRIPT**

## ATLANTA MANAGED LANES SYSTEM STATED PREFERENCE SURVEY

### AUTO QUESTIONNAIRE

#### SAMPLING PLAN

Survey participants will be recruited via:

- Intercept for laptop-based participation at activity sites such as shopping malls, Department of Driver Services (DDS) offices, colleges, and other locations.
- Email, intranet, printed notices, or other contact at large employers and colleges in the study area for participation via the Internet. Postcards containing a unique password for accessing the survey via the Internet will be handed out at activity sites to potential respondents who indicate interest but lack the time to complete the survey.

The survey will be administered between 17 May 2007 and 15 June 2007 on weekdays and weekends. Survey sites will be selected where respondents have a high likelihood of meeting the screening criteria (i.e., they have made a trip in the study corridor within the last week) and where there will likely be a good cross-section of the population to be intercepted, in terms of both trip purposes and demographics.

The intercept survey administration setup will consist of 20 laptop computers, distributed across three locations each day. We will bring additional computers for backup in case some of them malfunction. A professionally designed, matted poster will be placed on an easel at each intercept site to attract potential respondents. Each survey site will be staffed by three survey attendants (two temporary workers and one site manager) who will be responsible for approaching and screening potential respondents, escorting the respondents to interview stations, and assisting respondents with questions or helping them use the computers if necessary. These staff members will be trained by RSG so that they understand appropriate intercept techniques, details of the project (what to say and what not to say), and so that they are comfortable with the web-based survey instrument.

The sample will consist of weekday auto users traveling during peak and off-peak periods; traveling on trips for work and non-work purposes; and representing a variety of income, age, and other demographic groups.

#### SCREENING

All qualifying respondents must be adults who have made a trip within the last week that used at least one of the four Atlanta corridors under study: I-85 north of I-285, the eastern portion of I-20 outside of I-285, the western portion of I-20 outside of I-285, and the portions of I-85, I-75, and I-20 within I-285.

Respondents will be asked which, if any, of the study routes they have used recently. Respondents will then be asked to describe their most recent trip using the study route(s) they selected, including



trip purpose, travel time, and origin and destination locations. If qualified, they will be asked to evaluate and choose among potential future travel alternatives, including making the same trip using tolled managed lanes on the study routes. The final survey section includes demographic questions such as gender, age, employment status, and income.



**SURVEY QUESTIONS**

<i>Page name</i>	<i>Question Text</i>
password	<p><i>Internet only:</i> Welcome!</p> <p>Please enter your password:</p> <p>For information call toll free 1-888-774-5980 or email AtlantaTravelSurvey@surveycafe.com</p>
passwordm	<p><i>Intercept only:</i> Thank you for agreeing to participate in the Atlanta Travel Survey.</p> <p>Click "Next Question" to begin.</p>
instruction	<p>Thank you for participating in this survey!</p> <p>The Georgia Department of Transportation (GDOT) is evaluating plans for increasing highway capacity and reducing congestion in the Atlanta area. The purpose of this survey is to gather input about these plans. Questions are customized based on your responses. Your answers will be kept confidential.</p> <p><u>INSTRUCTIONS:</u></p> <p>Answer each question, then use the "Next Question" button to continue. If you need to back up and change an answer, please use the back button on your browser.</p> <p>Please click "Next Question" to begin.</p>
triptype	<p>Have you made a WEEKDAY trip within the past week that was at least 15 minutes long and used any part of the highlighted sections of I-85, I-20, I-75, or I-285, shown on the map below? <i>Map highlighting study routes will be inserted.</i></p> <p>Yes, I made a trip that used I-85, I-20, I-75, and/or I-285 in the past week. No, I have not made a trip that used I-85, I-20, I-75, or I-285 in the past week. (TERMINATE)</p>
trippeak	<p>At what time(s) in the last week did you make a trip or make trips that used I-85, I-20, I-75, and/or I-285?</p> <p>Please select all that apply.</p> <p>Remember, trips must be at least 15 minutes long.</p>



	<p>I used one or more of these routes:                  IN THE MORNING RUSH PERIOD (6 AM TO 10 AM)                  IN THE EVENING RUSH PERIOD (3 PM TO 7 PM)                  AT ANOTHER TIME</p> <p><i>If respondent selects only one rush period, or selects "at another time," the rest of the questions will ask about that trip. If both rush periods are selected, the respondent will be randomly assigned to the AM or PM rush period and the rest of the survey questions will be customized to ask about that trip.</i></p>
<p>triprte</p>	<p>Please think about the most recent weekday trip you made <i>&lt;if selected more than one time period: in the morning/evening rush period&gt;</i> that lasted 15 minutes or longer and used any part of the highlighted sections of I-85, I-20, I-75, and/or I-285 shown on the map below.  <i>Map highlighting study routes will be inserted.</i></p> <p>Which of these roads did you use?</p> <p>Please select only the roads that you used on the most recent trip you made <i>&lt;if selected more than one time period: in the morning/evening rush period&gt;</i>.</p> <p>I-85                  I-75                  I-20 east of junction with I-75                  I-20 west of junction with I-75                  I-285</p>
<p>vehicle</p>	<p>All the questions in this survey will ask you about your most recent weekday trip you made <i>&lt;if selected more than one time period: in the morning/evening rush period&gt;</i> that used <i>&lt;study road(s) selected&gt;</i> and was at least 15 minutes long.</p> <p>What kind of vehicle were you driving during your trip?</p> <p>Passenger car, motorcycle, or SUV/truck (with 4 tires)                  Two-axle truck (with 6 tires)</p>
<p>purpose</p>	<p><i>If three, four, five, or six or more axle truck, branch to truck survey</i>  <i>If automobile (vehicle = 1) or two axle truck (with 6 tires) (vehicle = 2):</i></p> <p>What was the main purpose of your trip?</p> <p>Go to/from work                  Working/work-related business                  Go to/from Hartsfield Airport</p>



	<p>Go to/from school                  Shopping                  Social or recreational (such as visiting a friend or going to the movies)                  Other personal business (such as a medical appointment)</p> <p><i>If two-axle truck (with 6 tires) and purpose is working/work-related business, branch to truck survey</i></p>
airdepart	<p><i>If go to/from airport for a flight:</i></p> <p>Which of the following best describes your trip?</p> <p>I went to the airport to depart on a flight.                  I went to the airport to pick someone up or drop someone off.                  I came from the airport after arriving on a flight.                  I came from the airport after picking someone up or dropping someone off.                  I work at the airport.</p>
airpurp	<p><i>If go to/from airport for a flight:</i></p> <p>Was your flight mainly for business?</p> <p>Yes                  No</p>
dow	<p>What day of the week did you make your trip?</p> <p>Remember, we are asking about your weekday trip &lt;in the morning/evening rush period&gt; that used &lt;study route(s) selected&gt;.</p> <p>Monday                  Tuesday                  Wednesday                  Thursday                  Friday</p>
begtime	<p>What time did you begin your trip?</p> <p>Early morning (midnight–5:59 AM)                  6:00–6:59 AM                  7:00–7:59 AM                  8:00–8:59 AM                  9:00–9:59 AM                  10:00–10:59 AM                  11:00–11:59 AM                  12:00–12:59 PM                  1:00–1:59 PM</p>



	<p>2:00–2:59 PM                  3:00–3:59 PM                  4:00–4:59 PM                  5:00–5:59 PM                  6:00–6:59 PM                  7:00–7:59 PM                  Night (8:00 PM–midnight)</p>
beginloc	<p>The next few questions will ask for more details of your trip. Your information will be kept confidential.</p> <p>Where did you start your trip?</p> <p>From my home                  From my workplace                  From another place</p>
endloc	<p>Where did your trip end?</p> <p>Please tell us about the part of your trip in one direction only, not a round trip.</p> <p><i>Answer choices will be customized based on answer to beginloc question.</i></p> <p>At my home                  At my workplace                  At another place</p>
orig	<p>Please provide as much information as possible about where your trip BEGAN. If you do not know the address or business name please click on the box at the bottom of the page.</p> <p>Street Address or Intersection (example: Peachtree St &amp; Trinity Ave):</p> <p>City:                      State:</p> <p>Zip code:</p> <p>Don't know the address or business name or prefer to use a map</p> <p><i>If "Don't know" is selected, a map will be shown of the study area. Respondents will click on map which will return x,y coordinates that can be converted to a latitude and longitude and assigned to a TAZ.</i></p>
dest	<p>Now, please tell us where your trip ENDED. If you do not know the address or business name, please click on the box at the bottom of the page.</p> <p>Street Address or Intersection (example: Peachtree St &amp; Trinity Ave):</p> <p>City:                      State:</p>



	<p>Zip code:</p> <p>Don't know the address or business name or prefer to use a map</p> <p><i>If "Don't know" is selected, a map will be shown of the study area. Respondents will click on map which will return x,y coordinates that can be converted to a latitude and longitude and assigned to a TAZ.</i></p>
	<p><i>Note to Reviewers on the use of geocoding information and skim data:</i> Respondent's origin and destination map clicks will be geocoded to a specific latitude and longitude and assigned to a zone within a grid system created by RSG. The RSG zones in the grid system are smaller than the Traffic Analysis Zones (TAZ) in the network model for the area, therefore they provide more accurate pinpointing of origin and destination locations. Each origin and destination latitude and longitude will also be associated with a TAZ from the network model for the area for later analysis.</p> <p>Skim data will be used to estimate total travel time and distance for the respondent's reported trip. This information will be used to validate the reported total travel time. If the respondent's reported time is beyond an acceptable range of variation from the skim data, the respondent will be shown a warning asking them to verify that the travel time that they entered is correct.</p> <p>In addition, skim data will be used to estimate the proportion of travel time and distance occurring on interstate highways versus time and distance on other roads. The ratio of highway time to time on other roads obtained from the skim data will be applied to the respondent's total travel time.</p> <p>For example, if skim data shows a 2:1 ratio for highway time versus time on other roads, and the respondent reports a 60 minute travel time, we would estimate that 40 minutes of the reported travel time was spent on highways. This information is used in constructing the stated preference experiments (see formulas below). In this example, the respondent's "time to/from the study highway" would be 20 minutes, and the highway distance is that calculated using the skim data.</p> <p>The respondent's geocoded origin and destination information will also be used to estimate likely on- and off-ramps for the study routes, which are used in the "onroad" and "offroad" questions below. Since there are many highway interchanges within the study area, the origin and destination information will be used to identify a "short list" of interchanges that are close to the origin and destination.</p>
<p>Firstroad</p>	<p><i>If used more than one study route:</i></p> <p>Thank you for telling us where your trip began and ended.</p> <p>Earlier you told us you used &lt;insert study routes&gt; for this trip. Which highway did you get on first?</p> <p><i>Show only study routes used:</i></p> <p>I-85</p>

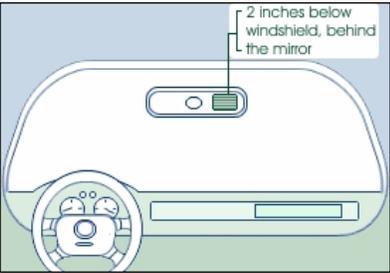


	<p>I-75                  I-20 east of I-75                  I-20 west of I-75                  I-285</p>												
OnRoad	<p>At which interchange did you get onto &lt;insert firstroad&gt;? You can scroll up and down to select your exit number.</p> <p><i>Using the origin information, we will estimate the closest interchanges on the first road and show an abbreviated list of interchanges in that vicinity.</i></p> <p>Further &lt;insert north, south, east, west as applicable&gt;                  &lt;insert list of exits&gt;                  Further &lt;insert north, south, east, west as applicable&gt;</p>												
LastRoad	<p><i>If used more than two study routes for trip:</i></p> <p>Which of these highways did you use last?</p> <p><i>Show only study routes used that were not identified in firstroad:</i></p> <p>I-85                  I-75                  I-20 east of I-75                  I-20 west of I-75                  I-285</p>												
OffRoad	<p>At which interchange did you get off of &lt;insert lastroad&gt;? You can scroll up and down to select your exit number.</p> <p><i>Using the destination information, we will estimate the closest interchanges on the last road and show an abbreviated list of interchanges in that vicinity.</i></p> <p>Further &lt;insert north, south, east, west as applicable&gt;                  &lt;insert list of exits&gt;                  Further &lt;insert north, south, east, west as applicable&gt;</p>												
Travtime	<p>How much time did your most recent trip take, door-to-door?</p> <table border="1"> <thead> <tr> <th>HOURS</th> <th>MINUTES</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>0</td> </tr> <tr> <td>1</td> <td>5</td> </tr> <tr> <td>2</td> <td>10</td> </tr> <tr> <td>3</td> <td>15</td> </tr> <tr> <td>4</td> <td>20</td> </tr> </tbody> </table>	HOURS	MINUTES	0	0	1	5	2	10	3	15	4	20
HOURS	MINUTES												
0	0												
1	5												
2	10												
3	15												
4	20												

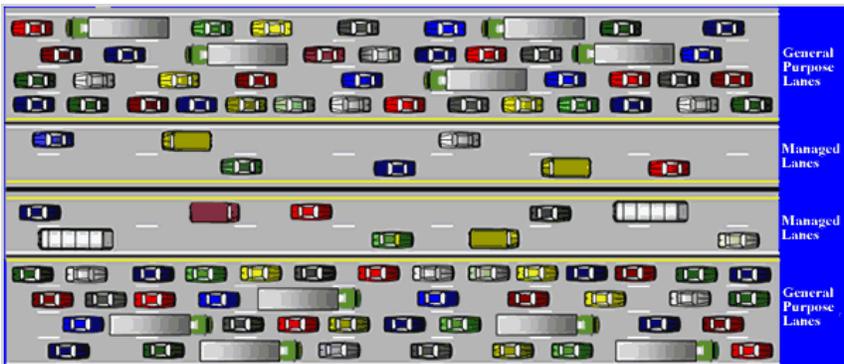


	<table border="1"> <tr> <td>5</td> <td>25</td> </tr> <tr> <td></td> <td>30</td> </tr> <tr> <td></td> <td>35</td> </tr> <tr> <td></td> <td>40</td> </tr> <tr> <td></td> <td>45</td> </tr> <tr> <td></td> <td>50</td> </tr> <tr> <td></td> <td>55</td> </tr> </table>	5	25		30		35		40		45		50		55
5	25														
	30														
	35														
	40														
	45														
	50														
	55														
delay	<p>When you made this trip, did the trip take longer than it normally does due to heavy traffic?</p> <p>No, the trip did not take longer than usual          Yes, the trip took about 5 minutes longer than usual          Yes, the trip took 5–10 minutes longer than usual          Yes, the trip took 10–20 minutes longer than usual          Yes, the trip took 20 minutes (or more) longer than usual</p>														
Freq	<p>How often do you make this same &lt;purpose&gt; trip between these places in this direction?</p> <p>6+ times per week          4–5 times per week          2–3 times per week          Once per week          2–3 times per month          Once per month          Less than once per month. How many times per year? _____</p>														
occ	<p>For the majority of your trip, how many people were in the vehicle, including yourself?</p> <p>1 (drove alone)          2          3          4          5 or more</p>														
carpool	<p><i>If occ &gt; 1 then:</i> Who was in the car for this trip?</p> <p>Select all that apply.</p> <p>Members of my household          Friends or relatives who live elsewhere          Co-workers          Other pre-arranged carpoolers          Casual carpoolers          Other, please specify:</p>														



ycpcm	<p><i>If occ &gt; 1 then</i> : Which of the following best describes the reason you chose to carpool for this trip?</p> <p>Please select all that apply.</p> <ul style="list-style-type: none"> <li>To save on tolls</li> <li>To save gas money</li> <li>To save on parking costs</li> <li>Convenience</li> <li>Concern for the environment</li> <li>Other, please specify:</li> </ul> <p><i>Answer choices shown in random order</i></p>
hov	<p>Did you use an HOV (High Occupancy Vehicle) lane for this trip?</p> <p>Yes</p> <p>No</p>
toll	<p>Did you pay any tolls in Georgia during this trip?</p> <p>No, I did not pay any tolls.</p> <p>Yes, I paid cash on the Georgia 400.</p> <p>Yes, I paid with a Georgia Cruise Card on the Georgia 400.</p>
etc	<p><i>If toll &lt; 3 then</i>: Do you currently have a Georgia Cruise Card transponder* in your car for electronic toll collection (ETC)?</p> <p>Yes, I have a Georgia Cruise Card.</p> <p>No, but I have another type of ETC transponder, please specify:</p> <p>No, I don't have a Georgia Cruise Card or other transponder.</p> <p>*A transponder is a credit-card sized electronic device that is mounted inside the windshield of your vehicle. When your vehicle passes through a toll plaza, an antenna at the toll plaza reads the account information contained in the transponder. The appropriate toll is then deducted from your prepaid account.</p> 
slide1	<p>Please read and click "Next Question" to continue.</p> <p>The Georgia Department of Transportation (GDOT) is evaluating a plan for increasing highway capacity and reducing congestion in the Atlanta area. Improvements may be made on the yellow highlighted portions of the roads shown below.</p> <p><i>Insert graphic highlighting study routes.</i></p>



<p>slide2</p>	<p>Please read and click “Next Question” to continue.</p> <p>Up to two "managed lanes" could be provided in each direction. Travelers driving alone would pay a toll for these lanes, and carpools could either be toll free or tolled at a reduced rate. Tolls would vary by time of day or level of congestion. Tolls might be higher during rush hour and other busy periods to maintain free-flow conditions on the managed lanes. No heavy trucks would be allowed on the managed lanes.</p> <p>The existing lanes would still be available for all travelers and would remain toll-free.</p>  <p>The diagram shows a cross-section of a highway with four lanes in each direction. The outer lanes are labeled 'General Purpose Lanes' and contain a mix of cars, trucks, and buses. The inner lanes are labeled 'Managed Lanes' and contain fewer vehicles, including a carpool with three people and a car with a single person. A blue vertical bar on the right side of the diagram identifies the lane types.</p>
<p>Cbcint</p>	<p><b>STATED PREFERENCE SECTION</b></p> <p><b><i>SOV or HOV2</i></b></p> <p>In the next section, you will compare the trip you just described with two alternative ways of making the same trip along an improved [road].</p> <p><b><i>HOV3+</i></b></p> <p>In the next section, you will compare the trip you just described with an alternative way of making the same trip along an improved [road].</p> <p>The options are:</p> <ol style="list-style-type: none"> <li>1. [Drive alone] [Carpool] and use the existing lanes with no toll</li> <li>2. [Drive alone] [Carpool] and use the new managed lanes with a toll</li> </ol> <p><b>SOV</b></p> <ol style="list-style-type: none"> <li>3. Carpool and use the new managed lanes, most times with a toll</li> </ol> <p><b>HOV2</b></p>



	<p>3. Carpool with additional passengers and use the new managed lanes, most times with a toll</p> <p>Please assume that all options would be available to you and then choose the one you prefer. Click “Next Question” to continue.</p> <p><i>If mode for trip described was drive alone, first two options will be drive alone. Otherwise, they will be carpool. The third option will only be shown to people with fewer than three people in the car.</i></p>												
<p>SP_1</p>	<p>If the following options were available to you for making your &lt;purpose&gt; trip, which would you choose?</p> <p>Pay close attention to travel times and tolls because they will be changing over the next few screens.</p> <table border="1" data-bbox="386 856 1446 1283"> <thead> <tr> <th data-bbox="386 856 716 1016"> <b>[1] Existing General Purpose Lanes: &lt;insert current mode (Drive Alone or Carpool)&gt;</b> </th> <th data-bbox="716 856 1062 1016"> <b>[2] New Managed Lanes: &lt;insert current mode (Drive Alone or Carpool)&gt;</b> </th> <th data-bbox="1062 856 1446 1016"> <b>[3] New Managed Lanes: Carpool</b> </th> </tr> </thead> <tbody> <tr> <td data-bbox="386 1016 716 1094">                     Travel time: &lt;xx min&gt;                 </td> <td data-bbox="716 1016 1062 1094">                     Travel time: &lt;xx min&gt;                 </td> <td data-bbox="1062 1016 1446 1094">                     Travel time: &lt;xx min&gt;                 </td> </tr> <tr> <td data-bbox="386 1094 716 1129">                     Toll free or current toll                 </td> <td data-bbox="716 1094 1062 1129">                     Toll: &lt;\$x&gt;                 </td> <td data-bbox="1062 1094 1446 1129">                     Toll: &lt;\$x&gt;                 </td> </tr> <tr> <td data-bbox="386 1129 716 1283"> <i>If carpool:</i>                      People in carpool: &lt;current occupancy&gt;                 </td> <td data-bbox="716 1129 1062 1283"> <i>If carpool:</i>                      People in carpool: &lt;current occupancy&gt;                 </td> <td data-bbox="1062 1129 1446 1283">                     People in carpool:                      &lt;2/3 people if current mode is drive alone, 3/4 people if current mode is carpool &gt;                 </td> </tr> </tbody> </table>	<b>[1] Existing General Purpose Lanes: &lt;insert current mode (Drive Alone or Carpool)&gt;</b>	<b>[2] New Managed Lanes: &lt;insert current mode (Drive Alone or Carpool)&gt;</b>	<b>[3] New Managed Lanes: Carpool</b>	Travel time: <xx min>	Travel time: <xx min>	Travel time: <xx min>	Toll free or current toll	Toll: <\$x>	Toll: <\$x>	<i>If carpool:</i> People in carpool: <current occupancy>	<i>If carpool:</i> People in carpool: <current occupancy>	People in carpool: <2/3 people if current mode is drive alone, 3/4 people if current mode is carpool >
<b>[1] Existing General Purpose Lanes: &lt;insert current mode (Drive Alone or Carpool)&gt;</b>	<b>[2] New Managed Lanes: &lt;insert current mode (Drive Alone or Carpool)&gt;</b>	<b>[3] New Managed Lanes: Carpool</b>											
Travel time: <xx min>	Travel time: <xx min>	Travel time: <xx min>											
Toll free or current toll	Toll: <\$x>	Toll: <\$x>											
<i>If carpool:</i> People in carpool: <current occupancy>	<i>If carpool:</i> People in carpool: <current occupancy>	People in carpool: <2/3 people if current mode is drive alone, 3/4 people if current mode is carpool >											
	<p><i><b>Note to reviewers:</b> A set of eight scenarios will be presented to each respondent using the variables in an experimental design (travel time, toll, and carpool size). Each variable has 2, 4, or 8 levels and the combinations of levels for each scenario were derived from an orthogonal design. An orthogonal design is a commonly used technique for constructing experimental plans in a manner that allows for later estimation of the respondents’ relative preferences for each of the tested variables (time, cost, occupancy). The table on the next page describes the calculations used for setting each of the variables’ levels.</i></p>												
<p>SP_1</p>	<p><b>DESCRIPTION OF VARIABLES TO BE TESTED</b></p> <p><u>Note:</u> The speeds and toll costs listed below are placeholders in this draft questionnaire. After analysis of speed and delay data and the network models, new values will be inserted.</p> <p><u>Peak Definition:</u> Peak is defined as peak time periods.</p> <p><u>Description of variables used in formulas below:</u>                      Time to/from Study Hwy is calculated by applying the ratio of highway time to arterial time from the skim data to the respondent’s reported travel time.</p>												



Base speed is calculated by dividing the study highway distance from the skim data by the study highway time, which is the respondent's reported travel time minus the time to/from the study highway. Base speed variation is  $0.293 + \text{speed} * -0.002857$ ; this provides a variation of 3.75 mph at 15 mph and 7.5 mph at 50 mph.

	Peak	Off Peak
Minimum Distance	1; use 3 for 1–2 miles	1; use 4 for 1–3 miles
Maximum Distance	50	50
Minimum Base Speed	15	35
Maximum Base Speed	50	65

**[1] General Purpose Lanes: Current Occupancy**

Travel Time

Peak and Off-Peak Travelers:

Time to/from Study Hwy + Study Hwy distance / basespeed + (-2\*speedvariation)

Time to/from Study Hwy + Study Hwy distance / basespeed + (-speedvariation)

Time to/from Study Hwy + Study Hwy distance / basespeed + (speedvariation)

Time to/from Study Hwy + Study Hwy distance / basespeed + (2\*speedvariation)

Toll

Current toll as reported on toll question, if applicable

**[2] New Managed Lanes: Current Occupancy**

Travel Time

Peak Travelers:

Time to/from Study Hwy + Study Hwy distance / (GP speed + 25 mph)

Time to/from Study Hwy + Study Hwy distance / (GP speed + 30 mph)

Time to/from Study Hwy + Study Hwy distance / (GP speed + 35 mph)

Time to/from Study Hwy + Study Hwy distance / (GP speed + 40 mph)

*\*Note: base speed outliers (extremely high or low) will be adjusted to produce a reasonable range of speeds*

Off-Peak Travelers:

Time to/from Study Hwy + Study Hwy distance / (GP speed+ 15 mph)

Time to/from Study Hwy + Study Hwy distance / (GP speed+ 20 mph)

Time to/from Study Hwy + Study Hwy distance / (GP speed + 25 mph)

Time to/from Study Hwy + Study Hwy distance / (GP speed+ 30 mph)

Toll

*\*If respondent currently pays a toll, that will be added to the toll for current route or both alternatives if applicable; minimum toll shown will be \$0.25; maximum toll shown will be \$25*

Peak Travelers:

Study Hwy distance \* 0.05/mile

Study Hwy distance \* 0.10/mile



	<p>Study Hwy distance * 0.15/mile                  Study Hwy distance * 0.20/mile                  Study Hwy distance * 0.25/mile                  Study Hwy distance * 0.30/mile                  Study Hwy distance * 0.35/mile                  Study Hwy distance * 0.40/mile</p> <p>Off-Peak Travelers:                  Study Hwy distance * 0.02/mile                  Study Hwy distance * 0.05/mile                  Study Hwy distance * 0.08/mile                  Study Hwy distance * 0.11/mile                  Study Hwy distance * 0.14/mile                  Study Hwy distance * 0.17/mile                  Study Hwy distance * 0.20/mile                  Study Hwy distance * 0.23/mile</p> <p><b>[3] New Managed Lanes: Carpool</b></p> <p><u>Travel Time</u>                  same as [2] new managed lanes: Current occupancy + 3 minutes per additional passenger (max 6 minutes)</p> <p><u>Toll</u>                  Free                  New managed lanes drive alone cost * .33                  New managed lanes drive alone cost * .67                  Same as new managed lanes drive alone cost</p> <p><u>Occupancy</u>                  If current mode is drive alone:                  2 people in carpool                  3 people in carpool                  If current mode is carpool:                  3 people in carpool                  4 people in carpool</p>									
<p>SP_9</p>	<p><i>If respondent always selects the same alternative for the previous 8 scenarios:</i></p> <p>If these following options were available to you for making your &lt;purpose&gt; trip in the future, which would you choose?</p> <table border="1" data-bbox="386 1549 1360 1820"> <thead> <tr> <th data-bbox="386 1549 716 1709"> <b>[1] Existing General Purpose Lanes:                              &lt;insert current mode (Drive Alone or Carpool)&gt;</b> </th> <th data-bbox="716 1549 1062 1709"> <b>[2] New Managed Lanes:                              &lt;insert current mode (Drive Alone or Carpool)&gt;</b> </th> <th data-bbox="1062 1549 1360 1709"> <b>[3] New Managed Lanes:                              Carpool</b> </th> </tr> </thead> <tbody> <tr> <td data-bbox="386 1709 716 1787">                     Travel time:                      &lt;xx min&gt;                 </td> <td data-bbox="716 1709 1062 1787">                     Travel time:                      &lt;xx min&gt;                 </td> <td data-bbox="1062 1709 1360 1787">                     Travel time:                      &lt;xx min&gt;                 </td> </tr> <tr> <td data-bbox="386 1787 716 1820">                     Toll free                 </td> <td data-bbox="716 1787 1062 1820">                     Toll: &lt;\$x&gt;                 </td> <td data-bbox="1062 1787 1360 1820">                     Toll: &lt;\$x&gt;                 </td> </tr> </tbody> </table>	<b>[1] Existing General Purpose Lanes:                              &lt;insert current mode (Drive Alone or Carpool)&gt;</b>	<b>[2] New Managed Lanes:                              &lt;insert current mode (Drive Alone or Carpool)&gt;</b>	<b>[3] New Managed Lanes:                              Carpool</b>	Travel time: <xx min>	Travel time: <xx min>	Travel time: <xx min>	Toll free	Toll: <\$x>	Toll: <\$x>
<b>[1] Existing General Purpose Lanes:                              &lt;insert current mode (Drive Alone or Carpool)&gt;</b>	<b>[2] New Managed Lanes:                              &lt;insert current mode (Drive Alone or Carpool)&gt;</b>	<b>[3] New Managed Lanes:                              Carpool</b>								
Travel time: <xx min>	Travel time: <xx min>	Travel time: <xx min>								
Toll free	Toll: <\$x>	Toll: <\$x>								



	<table border="1" style="width: 100%; text-align: center;"> <tr> <td style="width: 33%;"><i>If carpool:</i> People in carpool: &lt;current occupancy&gt;</td> <td style="width: 33%;"><i>If carpool:</i> People in carpool: &lt;current occupancy&gt;</td> <td style="width: 33%;">People in carpool: &lt;2/3 or 3/ 4 people &gt;</td> </tr> </table> <p><i>If respondent never chose toll: travel times are repeated from the scenario with the lowest value cost/ time trade off and the toll is halved.</i></p> <p><i>If respondent always chose toll: travel times are repeated from the scenario with the highest value cost/ time trade off and the toll is increased by 50%.</i></p>	<i>If carpool:</i> People in carpool: <current occupancy>	<i>If carpool:</i> People in carpool: <current occupancy>	People in carpool: <2/3 or 3/ 4 people >
<i>If carpool:</i> People in carpool: <current occupancy>	<i>If carpool:</i> People in carpool: <current occupancy>	People in carpool: <2/3 or 3/ 4 people >		
truck	<p><i>If respondent chooses a managed lanes option at least once in sp section: Currently heavy trucks will not be allowed to use the managed lanes.</i></p> <p>In the previous section of the survey, you said you would &lt;insert mode (drive alone or carpool)&gt; on the managed manes if it took &lt;insert time and cost&gt;.</p> <p>If heavy trucks were allowed to use the managed lanes, how likely would you be to still &lt;insert mode (drive alone or carpool)&gt; on the managed lanes for that time and cost?</p> <ul style="list-style-type: none"> <li>• Very likely</li> <li>• Likely</li> <li>• Not sure</li> <li>• Unlikely</li> <li>• Very unlikely</li> </ul> <p><i>An experiment shown in the previous section in which the respondent chose a managed lanes option will be randomly selected to provide the time and cost figures.</i></p>			
ycpool	<p><i>If respondent chooses a carpool option at least once in stated preference questions: Which of the following best describes the reason you chose one of the &lt;insert “managed lane” if applicable&gt; carpool options in the previous set of questions?</i></p> <p>Please select all that apply.</p> <ul style="list-style-type: none"> <li>• To save on tolls</li> <li>• To save gas money</li> <li>• To save on parking costs</li> <li>• Convenience</li> <li>• Concern for the environment</li> <li>• Other, please specify:</li> </ul> <p><i>Answer choices shown in random order</i></p>			



<p>ynocpool</p>	<p><i>If respondent never chooses HOV managed lane option:</i> Which of the following best describes the reason you did not choose one of the carpool options in the previous set of questions?</p> <p>Please select all that apply.</p> <ul style="list-style-type: none"> <li>• Too much time required to coordinate with others</li> <li>• Don't know others to carpool with</li> <li>• Like privacy of traveling alone</li> <li>• Like flexibility of traveling alone</li> <li>• Other, please specify:</li> </ul> <p><i>Answer choices shown in random order</i></p>
<p>ynoml</p>	<p><i>If respondent never chooses managed lane option:</i> Which of the following best describes the reason you did not choose any of the managed lanes options in the previous section?</p> <p>Please select all that apply.</p> <ul style="list-style-type: none"> <li>• Toll is too high</li> <li>• Do not want to set up a transponder account</li> <li>• Do not want a transponder in my car</li> <li>• Do not want to pay a toll</li> <li>• Other, please specify:</li> </ul> <p><i>Answer choices shown in random order</i></p>
<p>getetc</p>	<p><i>If ETC = 3 (Don't have ETC) AND selected at least one "managed lanes" option in cbc:</i></p> <p>On the new managed lanes, tolls will be paid electronically using either of the following methods:</p> <ul style="list-style-type: none"> <li>• By electronic toll collection (ETC), such as a Georgia Cruise Card, which requires you to have a transponder mounted inside your vehicle's windshield. Toll costs would be deducted from a prepaid account each time you use the toll lanes.</li> <li>• By video toll collection, where your vehicle's license plate is read by a camera and toll bills are sent monthly to the vehicle's registered owner. No transponder or prepaid account is required.</li> </ul> <p>In the previous section, you said you would use the managed lanes portion of &lt;appropriate road(s)&gt; if your trip would take &lt;minutes&gt; for a cost of &lt;dollars&gt;.</p> <p>If the toll for that trip using ETC was &lt;dollars/ (1+surcharge)&gt;, but still &lt;dollars&gt; if you paid using video tolling, how would you pay the toll?</p> <ul style="list-style-type: none"> <li>• Very likely to pay toll with ETC</li> </ul>



	<ul style="list-style-type: none"> <li>• Somewhat likely to pay toll with ETC</li> <li>• Not sure</li> <li>• Somewhat likely to pay by video tolling</li> <li>• Very likely to pay by video tolling</li> </ul> <p><i>The surcharge amount will be randomly varied between 30%, 45%, and 60%</i></p>
yyesml	<p><i>If selected a managed lanes option:</i> Please indicate the reasons you selected an option that included tolls in the previous section.</p> <p>Please select all that apply.</p> <ul style="list-style-type: none"> <li>• Lower travel times</li> <li>• Less congestion</li> <li>• More reliable travel time</li> <li>• Other, please specify:</li> </ul> <p><i>Answer choices shown in random order</i></p>
opinion	<p>From everything you have learned about this project, which of the following best describes how you feel about additional managed lanes on I-85, I-75, I-20, and I-285?</p> <p>Strongly favor it  Somewhat favor it  Neutral  Somewhat opposed to it  Strongly opposed to it</p>
yfavor	<p><i>If strongly or somewhat favor:</i> Please indicate the main reason you are in favor of the new managed lanes.</p> <p>Shorter travel time  More reliable travel time  Less congestion  Improved access in/out of Atlanta  Other, please specify: _____</p> <p><i>Answer choices shown in random order</i></p>
yoppose	<p><i>If strongly or somewhat opposed:</i> Please indicate the main reason you are opposed to the new managed lanes.</p> <p>Opposed to paying tolls  Tolls are too high  Adverse environmental impact</p>



	<p>It will bring too much traffic/development                  Opposed to new roads in general                  Other, please specify: _____</p> <p><i>Answer choices shown in random order</i></p>																								
debr	<p>How strongly do you agree or disagree with each of the following statements?</p> <p><i>Statements shown in random order</i></p> <table border="1" data-bbox="386 625 1409 1062"> <thead> <tr> <th data-bbox="386 625 773 772"></th> <th data-bbox="773 625 898 772">Strongly agree</th> <th data-bbox="898 625 1003 772">Agree</th> <th data-bbox="1003 625 1148 772">Neutral</th> <th data-bbox="1148 625 1279 772">Disagree</th> <th data-bbox="1279 625 1409 772">Strongly disagree</th> </tr> </thead> <tbody> <tr> <td data-bbox="386 772 773 863">I will use a toll route if the tolls are reasonable and I save time.</td> <td data-bbox="773 772 898 863"></td> <td data-bbox="898 772 1003 863"></td> <td data-bbox="1003 772 1148 863"></td> <td data-bbox="1148 772 1279 863"></td> <td data-bbox="1279 772 1409 863"></td> </tr> <tr> <td data-bbox="386 863 773 947">I can generally afford to pay tolls.</td> <td data-bbox="773 863 898 947"></td> <td data-bbox="898 863 1003 947"></td> <td data-bbox="1003 863 1148 947"></td> <td data-bbox="1148 863 1279 947"></td> <td data-bbox="1279 863 1409 947"></td> </tr> <tr> <td data-bbox="386 947 773 1062">I support using tolls to pay for highway improvements that relieve congestion.</td> <td data-bbox="773 947 898 1062"></td> <td data-bbox="898 947 1003 1062"></td> <td data-bbox="1003 947 1148 1062"></td> <td data-bbox="1148 947 1279 1062"></td> <td data-bbox="1279 947 1409 1062"></td> </tr> </tbody> </table>		Strongly agree	Agree	Neutral	Disagree	Strongly disagree	I will use a toll route if the tolls are reasonable and I save time.						I can generally afford to pay tolls.						I support using tolls to pay for highway improvements that relieve congestion.					
	Strongly agree	Agree	Neutral	Disagree	Strongly disagree																				
I will use a toll route if the tolls are reasonable and I save time.																									
I can generally afford to pay tolls.																									
I support using tolls to pay for highway improvements that relieve congestion.																									
resident	<p><b>DEMOGRAPHICS</b></p> <p>For the final section of the survey, you will be asked questions about your household. All of your answers will be kept strictly confidential.</p> <p>Are you a resident of the Atlanta area or a visitor to the area?</p> <ul style="list-style-type: none"> <li>• Resident</li> <li>• Visitor</li> </ul>																								
county	<p>In which county do you live?</p> <p>Clayton                  Cobb                  Dekalb                  Douglas                  Fayette                  Fulton                  Gwinnett                  Henry                  Paulding                  Outside of Georgia</p>																								



	Other, please specify:
hhsz	<p>How many people live in your household?</p> <p>1 person (I live alone)                  2 people                  3 people                  4 people                  5 people                  6 or more people</p>
numveh	<p>How many cars, motorcycles, pickup trucks, minivans, etc., are there in your household?</p> <p>0 (no vehicles)                  1 vehicle                  2 vehicles                  3 vehicles                  4 vehicles                  5 or more vehicles</p>
gender	<p>What is your gender?</p> <p>Female                  Male</p>
age	<p>Which category represents your age?</p> <p>16 to 24                  25 to 34                  35 to 44                  45 to 54                  55 to 64                  65 or older</p>
employ	<p>What is your employment status?</p> <p>Employed full-time                  Employed part-time                  Self-employed                  Student                  Student and employed                  Retired                  Homemaker                  Not currently employed</p>



income	<p>Which category best represents your household’s annual income before taxes?</p> <p>Note: this information will be kept confidential and is used only to make sure we have acquired a representative sample of the area population.</p> <p>Under \$25,000                  \$25,000 – \$49,999                  \$50,000 – \$74,999                  \$75,000 – \$99,999                  \$100,000 – \$149,999                  \$150,000 or more</p>
intacc	<p>Do you have access to the Internet?</p> <p>No                  Yes</p>
inetloc	<p><i>If internet = 'yes'</i></p> <p>Where do you have access to the Internet? Select all that apply.</p> <p>Home                  Work                  Internet café, library, or other public place using my own computer                  Internet café, library, or other public place using their computer terminal</p>
comments	<p>Thank you for completing this survey. All of your responses have now been saved.</p> <p>If you would like to provide additional input on the survey or your experiences traveling in the Atlanta region, please type your comments in the box below and click “next page.” Or, simply click on the “nextquestion” button to exit the survey.</p>
end	<p>Thank you for your participation! This survey is conducted by                  Resource Systems Group Inc. (RSG)</p>  <p>With HNTB</p>



**HNTB**

For Georgia Department of Transportation (GDOT)



**APPENDIX B – COMMERCIAL VEHICLE SURVEY SCRIPT**

## ATLANTA EXPRESS LANES STATED PREFERENCE SURVEY

### COMMERCIAL VEHICLE QUESTIONNAIRE

#### SAMPLING PLAN

Survey respondents will be recruited via:

- Intercept for laptop-based participation at sites such as truck stops, rest stops, multimodal center etc.
- Email, intranet, printed notices or other contact through large trucking companies in the study area for participation via the Internet. Postcards containing a unique password for accessing the survey via the Internet will be handed out at activity sites to potential respondents who indicate interest but lack the time to complete the survey.

The survey will be administered between May 17, 2007 and June 15, 2007 on weekdays and weekends. Survey sites will be selected where respondents have a high likelihood of meeting the screening criteria (i.e., they have made a trip in the study corridor within the last week) and where there will likely be a good cross-section of the population to be intercepted, in terms of both trip purposes and demographics.

The intercept survey administration setup will consist of 5 laptop computers, distributed across one or two locations each day. We will bring additional computers for backup in case some of them malfunction. A professionally designed matted poster will be placed on an easel at each intercept site to attract potential respondents. Each survey site will be staffed by three survey attendants (two temporary workers and one site manager) who will be responsible for approaching and screening potential respondents, escorting the respondents to interview stations, and assisting respondents with questions or helping them use the computers if necessary. These staff members will be trained by RSG so that they understand appropriate intercept techniques, details of the project (what to say and what not to say), and so that they are comfortable with the web-based survey instrument.

The sample will include representation of weekday travel during peak and off-peak travel periods. Commercial vehicle participants may be offered an incentive for participation in the survey.

#### SCREENING

All qualifying truck drivers must have made a recent trip that used one of these corridors in the Atlanta region: I-75 North, I-285, I-20 West, I-75 South, I-675, or I-85 North.

All qualifying fleet managers and dispatchers must have managed drivers making trips that used one of these commercial transport corridors in the Atlanta region: I-75 North, I-285, I-20 West, I-75 South, I-675, or I-85 North.

Respondents will be asked to describe their most recent trip using one of these corridors, including trip purpose, travel time, and origin and destination locations. They will then be asked to evaluate



and choose among potential future travel alternatives, including the proposed new express lanes (which could be Truck Only Toll (TOT) or Express Lanes) in the study corridor.



**SURVEY QUESTIONS**

Page name	<i>Question Text</i>
password	<p><i>Internet only<sup>1</sup>:</i>                      Welcome!</p> <p>Please enter your password:</p> <p><i>For information call toll free 1-888--774-5980 or email AtlantaTravelSurvey@surveycafe.com</i></p>
passwordm	<p><i>Intercept only:</i>                      Thank you for agreeing to participate in the Atlanta Travel Survey.                      Click "Next Question" to begin.</p>
instruction	<p>Welcome.</p> <p>The Georgia Department of Transportation (GDOT) is evaluating plans for increasing highway capacity and reducing congestion in the Atlanta area. The purpose of this survey is to gather input about these plans. Questions are customized based on your responses. Your answers will be kept confidential.</p> <p><u>Instructions:</u></p> <p>Answer each question then use the "Next Question" button to continue. If you need to back up and change an answer, please use the back button on your browser.</p> <p>Please click "Next Question" to continue.</p>
company	<p>Which of the following best describes your company?</p> <p>Owner-operated trucking company (you own, lease, or make payments on the vehicle that you drive)</p> <p>Trucking company with more than one vehicle (parcel delivery, logistics, distribution, freight, etc.)</p> <p>Other type of company that operates trucks, please specify: _____</p>

---

<sup>1</sup> Italic text provides notes for reviewers and programmers. It will not be seen by survey respondents.



<p>role</p>	<p><i>If owner-operated, write 1 for role and branch to "driver".</i></p> <p><i>If not owner-operated:</i>                  What is your role at your company?</p> <p>Driver                  Dispatcher                  Manager or owner                  Other, please specify: _____</p>
<p>driver</p>	<p><i>If owner-operated, write 2 for driver and branch to "decide".</i></p> <p><i>If role = 1 (driver):</i>                  What type of driver are you?</p> <p>Company driver (the company owns the vehicle that I drive)                  Fleet driver (I drive for someone else who owns the vehicle and leases it to the company)                  Casual driver (I only drive when needed)</p>
<p>decide</p>	<p><i>If owner-operated, write 1 for decide and branch to "triptype".</i></p> <p><i>If driver:</i>                  Which of the following best describes who makes routing decisions at your company?</p> <p>I make all routing decisions                  I make some routing decisions                  A dispatcher makes all routing decisions (<i>thank and terminate</i>)                  A manager/owner makes all routing decisions (<i>thank and terminate</i>)                  Other, please specify: (<i>thank and terminate</i>)</p> <p><i>If dispatcher or manager:</i>                  Which of the following best describes who makes routing decisions at your company?</p> <p>I make all routing decisions                  I make some routing decisions                  Drivers make all routing decisions (<i>thank and terminate</i>)                  Other, please specify: (<i>thank and terminate</i>)</p>
<p>triptype</p>	<p>Have you &lt;Has a driver in your company&gt; made a weekday trip within the past week that was at least 15 minutes long and that used any part of the highlighted sections of I-85, I-20, I-75, and/or I-285 shown in the map below?  <i>Map highlighting study routes will be inserted.</i></p> <p>Yes, &lt;I have or a driver in my company has&gt; made a trip that used I-85, I-20, I-75, and/or I-285 in the past week                  No, &lt;I have or a driver in my company has&gt; not made a trip that used I-85, I-20, or I-75 in the past week</p>



	( <i>terminate</i> )
truckintro	<p>You &lt;Your driver&gt; may make many stops during a day. For the purpose of this study, we want you to tell us about a trip from one point to another with no stops in between, or a segment of a multi-stop trip (for example, the segment of a trip between the first stop and the second stop.)</p> <p>For the rest of the survey, please think about your &lt;your driver's&gt; most recent weekday trip (or a segment of a multi-stop trip) where you &lt;your driver&gt; traveled on one of the highlighted sections of I-85, I-20, I-75, or I-285 shown in the map below.</p>
triprte	<p>Which of these roads did you &lt;your driver&gt; use?</p> <p>Please select only the roads that you &lt;your driver&gt; used on your &lt;his/her&gt; most recent weekday trip (or segment of a multi-stop trip).</p> <p><i>Map will be inserted highlighting the study routes.</i></p> <p>I-85 North of I-285          I-85 South of I-285          I-75 North of I-285          I-75 South of I-285          I-20 East of I-285          I-20 West of I-285          I-285</p>
vehicle	<p>What kind of vehicle were you &lt;was your driver&gt; driving during this trip?</p> <p>Two-axle truck (with 6 tires)          Three-axle truck          Four-axle truck          Five-axle truck          Six or more axle truck</p>
vehicleTruck	<p><i>If 3 or more axle truck:</i></p> <p>What specific type of vehicle did you &lt;your driver&gt; drive on this trip?</p> <p>Bus          Straight truck</p> <p>Or a TRACTOR TRAILER with the following trailer type:</p> <p>Refrigerated freight container          Dry van          Container/chassis</p>



	<p>Flatbed                  Auto carrier                  Short trailers                  Hopper bottom                  Dump truck/trailer                  Tanker/liquid                  Household goods                  Other type of trailer, please specify: _____</p>
truckpurp	<p>What type of trip was this?                  Single stop in the Atlanta metropolitan area                  Single stop outside of the Atlanta metropolitan area                  Multiple stops all inside the Atlanta metropolitan area                  Multiple stops all outside of the Atlanta metropolitan area                  Multiple stops both within and outside the Atlanta metropolitan area</p>
dow	<p>What day of the week did you &lt;your driver&gt; make your &lt;this&gt; trip?                  Remember, we are asking about your &lt;your driver's&gt; MOST RECENT weekday trip that used &lt;study route(s) selected&gt;.                  Monday                  Tuesday                  Wednesday                  Thursday                  Friday</p>
begtime	<p>What time did you &lt;your driver&gt; begin your &lt;this&gt; trip?                  Early morning (midnight – 5:59 AM)                  6:00-6:59 AM                  7:00-7:59 AM                  8:00-8:59 AM                  9:00-9:59 AM                  10:00-10:59 AM                  11:00-11:59 AM                  12:00-12:59 PM                  1:00-1:59 PM                  2:00-2:59 PM                  3:00-3:59 PM                  4:00-4:59 PM                  5:00-5:59 PM                  6:00-6:59 PM                  7:00-7:59 PM                  Night (8:00 PM-midnight)</p>



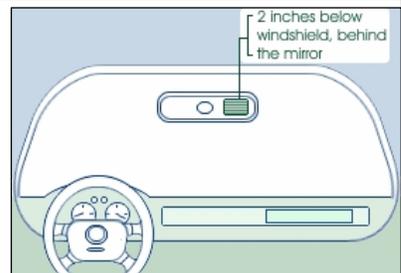
<p>orig</p>	<p>The next few questions will ask for more details of your &lt;your driver's&gt; trip. Your information will be kept confidential.</p> <p>Remember, we are asking about a trip from one point to another with no stops in between, or a segment of a multi-stop trip where you &lt;your driver&gt; traveled on &lt;insert study routes&gt;.</p> <p>Please click on the map below on the general area where your &lt;your driver's&gt; trip (or segment of a multi-stop trip) BEGAN. On the next screen, you will see a more detailed map of the area you clicked on.</p> <p>If your &lt;your driver's&gt; trip began outside of this map, click on the closest border to where you &lt;your driver&gt; entered the region (for example, "West", or "NE").</p> <p><i>A map will be shown of the study area surrounded by a border containing directional markers. Respondents will click on map which will return x,y information that can be converted to a latitude and longitude and assigned to a TAZ. Clicking on the border indicates a trip end outside the map area.</i></p>
<p>dest</p>	<p>Now, please click on the map below on the general area where your &lt;your driver's&gt; trip (or segment of a multi-stop trip) ENDED. On the next screen, you will see a more detailed map of the area you clicked on.</p> <p>If your trip ended outside of this map, click on the closest border to where you &lt;your driver&gt; exited the region (for example, "West", or "NE").</p> <p><i>Same map as shown for orig will be displayed. Respondents will click on map which will return x,y information.</i></p>
	<p><i>Note to Reviewers on the use of geocoding information and skim data:</i> Respondent's origin and destination map clicks will be geocoded to a specific latitude and longitude and assigned to a zone within a grid system created by RSG. The RSG zones in the grid system are smaller than the Traffic Analysis Zones (TAZ) in the network model for the area and so they provide more accurate pinpointing of origin and destination locations. Each origin and destination latitude and longitude will also be associated with a TAZ from the network model for the area for later analysis.</p> <p>Skim data will be used to estimate total travel time and distance for the respondent's reported trip. This information will be used to validate the reported total travel time. If the respondent's reported time is beyond an acceptable range of variation from the skim data, the respondent will be shown a warning asking them to verify that the travel time that they entered is correct.</p> <p>In addition, skim data will be used to estimate the proportion of travel time and distance occurring on interstate highways versus time and distance on other roads. The ratio of</p>

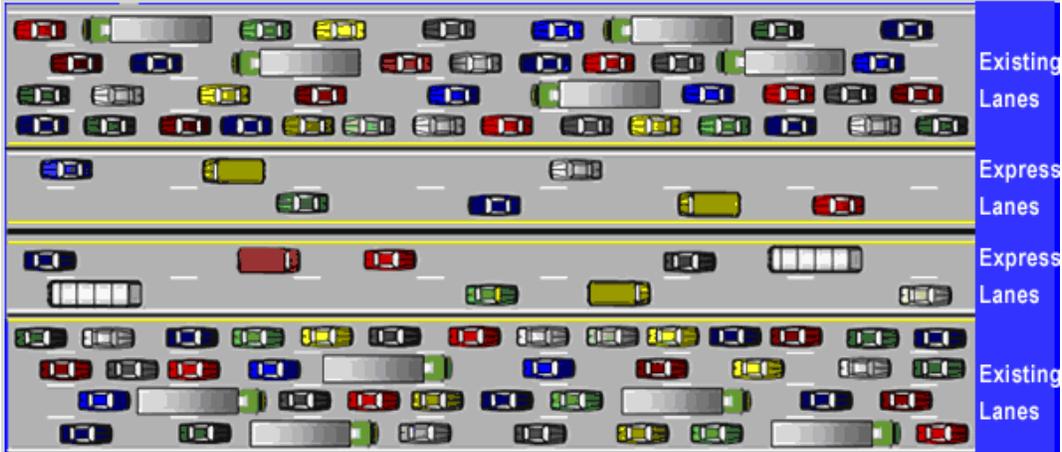


	<p>highway time to time on other roads obtained from the skim data will be applied to the respondent's total travel time.</p> <p>For example, if skim data shows a 2:1 ratio for highway time versus time on other roads, and the respondent reports a 60 minute travel time, we would estimate that 40 minutes of the reported travel time was spent on highways. This information is used in constructing the stated preference experiments (see formulas below). In this example, the respondent's "time to/from the study highway" would be 20 minutes, and the highway distance is that calculated using the skim data.</p> <p>The respondent's geocoded origin and destination information will also be used to estimate likely on and off ramps for the study routes, which are used in the "onroad" and "offroad" questions below. Since there are many highway interchanges within the study area, the origin and destination information will be used to identify a "short list" of interchanges that are close to the origin and destination.</p>																										
<p>Travtime</p>	<p>How much time did your &lt;your driver's&gt; trip (or segment of a trip) take?</p> <table border="1" data-bbox="370 932 634 1367"> <thead> <tr> <th>Hours</th> <th>Minutes</th> </tr> </thead> <tbody> <tr><td>0</td><td>0</td></tr> <tr><td>1</td><td>5</td></tr> <tr><td>2</td><td>10</td></tr> <tr><td>3</td><td>15</td></tr> <tr><td>4</td><td>20</td></tr> <tr><td>5</td><td>25</td></tr> <tr><td></td><td>30</td></tr> <tr><td></td><td>35</td></tr> <tr><td></td><td>40</td></tr> <tr><td></td><td>45</td></tr> <tr><td></td><td>50</td></tr> <tr><td></td><td>55</td></tr> </tbody> </table>	Hours	Minutes	0	0	1	5	2	10	3	15	4	20	5	25		30		35		40		45		50		55
Hours	Minutes																										
0	0																										
1	5																										
2	10																										
3	15																										
4	20																										
5	25																										
	30																										
	35																										
	40																										
	45																										
	50																										
	55																										
<p>delay</p>	<p>When you &lt;your driver&gt; made this trip, did the trip take longer than it normally does due to heavy traffic?</p> <p>No, the trip did not take longer than usual                  Yes, the trip took about 10 minutes longer than usual                  Yes, the trip took 10--20 minutes longer than usual                  Yes, the trip took 20--30 minutes longer than usual                  Don't know (<i>only shown if manager or fleet operator</i>)</p>																										
<p>Freq</p>	<p>How often do you &lt;does your driver&gt; make this same trip between these places in this direction?</p>																										



	<p>6 or more times per week                  4-5 times per week                  2-3 times per week                  Once per week                  2-3 times per month                  Once per month                  Less than once per month. How many times per year? _____</p>
toll	<p>Did you &lt;your driver&gt; pay any tolls in Georgia during this trip?</p> <p>No, I &lt;my driver&gt;did not pay any tolls                  Yes, I &lt;my driver&gt; paid cash on the Georgia 400                  Yes, I &lt;my driver&gt; paid with a Georgia cruise card on the Georgia 400</p>
whopay	<p><i>If not owner-operated:</i>                  Who is responsible for paying any tolls incurred?</p> <p>Driver pays tolls                  Driver pays tolls but is reimbursed by company                  Company pays tolls directly (e.g. Using an EZ Tag or Georgia cruise card)</p>
whopayc	<p><i>If company reimburses or company pays directly:</i>                  How does your company &lt;do you&gt; charge customers for tolls?</p> <p>Tolls are just part of the total shipment cost                  Tolls are charged as a separate line item                  Don't know</p>
etc	<p>Do you &lt;Does your driver&gt; currently have a Georgia Cruise Card transponder in the vehicle for electronic toll collection (ETC)?</p> <p>Yes, I have &lt;my driver has&gt; a Georgia cruise card                  No, but I &lt;my drivers&gt; have another type of etc transponder, please specify:                  _____                  No, I do &lt;my driver does&gt; not have a Georgia cruise card or other etc transponder</p> <p><i>*A transponder is a credit card sized electronic device that is mounted inside the windshield of your vehicle. When your vehicle passes through a toll plaza, an antenna at the toll plaza reads the account information contained in the transponder. The appropriate toll is then deducted from your prepaid account.</i></p>
slide1	<p>Please read and click "Next Question" to continue.</p> <p>The Georgia Department of Transportation (GDOT) is evaluating a plan for increasing</p>



	<p>highway capacity and reducing congestion in the Atlanta area. The proposed plan is to add 2 managed lanes (Truck Only Lanes) in each direction on the highlighted portions of the roads shown below.</p> <p><i>Insert graphic highlighting study routes.</i></p>
<p>slide2</p>	<p>Information - Please read and click “Next Question” to continue.</p> <p>The new lanes would be built as “Truck Only Lanes”. These lanes will be open to heavy trucks. Tolls would vary by time of day or level of congestion.</p> <p>Tolls might be higher during rush hour and other busy periods to maintain free-flow conditions on the truck only lanes.</p> <p>The existing lanes would still be available for all trucks and would remain toll-free.</p> 
<p>cbcint</p>	<p><b>STATED PREFERENCE SECTION</b></p> <p>In the next several questions, you will compare your &lt;driver’s&gt; current trip with an alternative way of making the same trip in the future along an improved &lt;study routes used&gt;.</p> <p>You will choose between:</p> <ol style="list-style-type: none"> <li>1. Using the existing lanes with no toll</li> <li>2. Using the new Truck Only Lanes with a toll</li> </ol> <p>Assume that both options would be available to you and choose the one you prefer.</p> <p><i>Click “Next Question” to continue.</i></p>
<p>SP_1</p>	<p>If these options were available to you for making your &lt;this&gt; trip in the future, which would</p>



	<p>you choose?</p> <p>Pay close attention to travel times and tolls because they will be changing over the next few screens.</p> <table border="1" data-bbox="370 535 1047 716"> <thead> <tr> <th data-bbox="370 535 703 600">[1] Existing Lanes</th> <th data-bbox="703 535 1047 600">[2] New Express Lanes</th> </tr> </thead> <tbody> <tr> <td data-bbox="370 600 703 678">Travel time: &lt;xx min&gt;</td> <td data-bbox="703 600 1047 678">Travel time: &lt;xx min&gt;</td> </tr> <tr> <td data-bbox="370 678 703 716">Toll free or current toll</td> <td data-bbox="703 678 1047 716">Toll: &lt;\$x&gt;</td> </tr> </tbody> </table> <p><i>*If respondent currently pays a toll, that will be added to the toll for current route or both alternatives if applicable</i></p>	[1] Existing Lanes	[2] New Express Lanes	Travel time: <xx min>	Travel time: <xx min>	Toll free or current toll	Toll: <\$x>						
[1] Existing Lanes	[2] New Express Lanes												
Travel time: <xx min>	Travel time: <xx min>												
Toll free or current toll	Toll: <\$x>												
	<p><i>Note to reviewers: A set of eight scenarios will be presented to each respondent using the variables in an experimental design (travel time and toll). Each variable has 2, 4, or 8 levels and the combinations of levels for each scenario were derived from an orthogonal design. An orthogonal design is a commonly used technique for constructing experimental plans in a manner that allows for later estimation of the respondents' relative preferences for each of the tested variables (time, cost, occupancy). The table on the next page describes the calculations used for setting each of the variables' levels.</i></p>												
	<p><b>DESCRIPTION OF VARIABLES TO BE TESTED</b></p> <p><u>Note:</u> The speeds and toll costs listed below are placeholders in this draft questionnaire. After analysis of speed and delay data and the network models, new values will be inserted. The current toll values are the same used in the auto questionnaire, but they will be multiplied by the number of axles divide by two to simulate the higher toll amounts for truck drivers.</p> <p><u>Peak Definition:</u> Peak is defined as peak time periods.</p> <p><u>Description of variables used in formulas below:</u></p> <p>Time to/from Study Hwy is calculated by applying the ratio of highway time to arterial time from the skim data to the respondent's reported travel time.</p> <p>Base speed is calculated by dividing the study highway distance from the skim data by the study highway time, which is the respondent's reported travel time minus the time to/from the study highway. Base speed variation is <math>0.293 + \text{speed} * -0.002857</math>; this provides a variation of 3.75 mph at 15 mph and 7.5 mph at 50 mph.</p> <table border="1" data-bbox="370 1627 1539 1789"> <thead> <tr> <th data-bbox="370 1627 760 1682"></th> <th data-bbox="760 1627 1149 1682">Peak</th> <th data-bbox="1149 1627 1443 1682">Off Peak</th> <th data-bbox="1443 1627 1539 1682"></th> </tr> </thead> <tbody> <tr> <td data-bbox="370 1682 760 1736">Minimum Distance</td> <td data-bbox="760 1682 1149 1736">1; use 3 for 1–2 miles</td> <td data-bbox="1149 1682 1443 1736">1; use 4 for 1–3 miles</td> <td data-bbox="1443 1682 1539 1736"></td> </tr> <tr> <td data-bbox="370 1736 760 1789">Maximum Distance</td> <td data-bbox="760 1736 1149 1789">50</td> <td data-bbox="1149 1736 1443 1789">50</td> <td data-bbox="1443 1736 1539 1789"></td> </tr> </tbody> </table>		Peak	Off Peak		Minimum Distance	1; use 3 for 1–2 miles	1; use 4 for 1–3 miles		Maximum Distance	50	50	
	Peak	Off Peak											
Minimum Distance	1; use 3 for 1–2 miles	1; use 4 for 1–3 miles											
Maximum Distance	50	50											



<p>Minimum Base Speed</p>	<p>15</p>	<p>35</p>	
<p>Maximum Base Speed</p>	<p>50</p>	<p>65</p>	
<p><b>[1] Existing Lanes</b></p> <p><u>Travel Time</u>                      Peak and Off-Peak Travelers:                      Time to/from Study Hwy + Study Hwy distance / basespeed + (-2*speedvariation)                      Time to/from Study Hwy + Study Hwy distance / basespeed + (-speedvariation)                      Time to/from Study Hwy + Study Hwy distance / basespeed + (speedvariation)                      Time to/from Study Hwy + Study Hwy distance / basespeed + (2*speedvariation)</p> <p><u>Toll</u>                      Current toll as reported on toll question, if applicable</p> <p><b>[2] New Express Lanes</b></p> <p><u>Travel Time</u>                      Peak Travelers:                      Time to/from Study Hwy + Study Hwy distance / (base speed + 25 mph)                      Time to/from Study Hwy + Study Hwy distance / (base speed + 30 mph)                      Time to/from Study Hwy + Study Hwy distance / (base speed + 35 mph)                      Time to/from Study Hwy + Study Hwy distance / (base speed + 40 mph)  <i>*Note: base speed outliers (extremely high or low) will be adjusted to produce a reasonable range of speeds</i></p> <p>Off-Peak Travelers:                      Time to/from Study Hwy + Study Hwy distance / (base speed + 15 mph)                      Time to/from Study Hwy + Study Hwy distance / (base speed + 20 mph)                      Time to/from Study Hwy + Study Hwy distance / (base speed + 25 mph)                      Time to/from Study Hwy + Study Hwy distance / (base speed + 30 mph)</p> <p><u>Toll</u>  <i>*If respondent currently pays a toll, that will be added to the toll for current route or both alternatives if applicable</i></p> <p>Peak Travelers:                      Study Hwy distance * 0.05/mile * (# axles/2)                      Study Hwy distance * 0.10/mile * (# axles/2)                      Study Hwy distance * 0.15/mile * (# axles/2)                      Study Hwy distance * 0.20/mile * (# axles/2)                      Study Hwy distance * 0.25/mile * (# axles/2)                      Study Hwy distance * 0.30/mile * (# axles/2)                      Study Hwy distance * 0.35/mile * (# axles/2)                      Study Hwy distance * 0.40/mile * (# axles/2)</p> <p>Off-Peak Travelers:                      Study Hwy distance * 0.02/mile * (# axles/2)                      Study Hwy distance * 0.05/mile * (# axles/2)                      Study Hwy distance * 0.08/mile * (# axles/2)                      Study Hwy distance * 0.11/mile * (# axles/2)</p>			



	<p>Study Hwy distance * 0.14/mile * (# axles/2)                  Study Hwy distance * 0.17/mile * (# axles/2)                  Study Hwy distance * 0.20/mile * (# axles/2)                  Study Hwy distance * 0.23/mile * (# axles/2)</p>						
<p>SP_9</p>	<p><i>If respondent always selects the same alternative for the previous 8 scenarios:</i></p> <p><i>Please compare one final trip using the new express lanes with your &lt;your driver's&gt; current trip.</i></p> <p><i>If these options were available to you &lt;your driver&gt; for making this trip in the future, which would you choose?</i></p> <table border="1" data-bbox="371 747 1049 928"> <thead> <tr> <th data-bbox="371 747 703 814">[1] Existing Lanes</th> <th data-bbox="703 747 1049 814">[2] New Express Lanes</th> </tr> </thead> <tbody> <tr> <td data-bbox="371 814 703 890">Travel time: &lt;xx min&gt;</td> <td data-bbox="703 814 1049 890">Travel time: &lt;xx min&gt;</td> </tr> <tr> <td data-bbox="371 890 703 928">Toll free or current toll</td> <td data-bbox="703 890 1049 928">Toll: &lt;\$x&gt;</td> </tr> </tbody> </table> <p><i>If respondent never chose toll: travel times are repeated from the scenario with the lowest value cost/ time trade off and the toll is halved</i></p> <p><i>If respondent always chose toll: travel times are repeated from the scenario with the highest value cost/ time trade off and the toll is increased by 50%</i></p>	[1] Existing Lanes	[2] New Express Lanes	Travel time: <xx min>	Travel time: <xx min>	Toll free or current toll	Toll: <\$x>
[1] Existing Lanes	[2] New Express Lanes						
Travel time: <xx min>	Travel time: <xx min>						
Toll free or current toll	Toll: <\$x>						
<p>ynoml</p>	<p><i>If respondent never chooses an express lane option: Which of the following best describes the reason you did not choose any of the "Truck Only Toll Lanes" options in the previous section?</i></p> <p><i>Please select all that apply.</i></p> <ul style="list-style-type: none"> <li>• Toll is too high</li> <li>• Do not want to set up a transponder account</li> <li>• Do not want a transponder in my car</li> <li>• Do not want to pay a toll</li> <li>• Other, please specify: _____</li> </ul> <p><i>Answer choices shown in random order</i></p>						
<p>getetc</p>	<p><i>If etc = 3 (Don't have and don't plan to get etc) AND selected at least 1 "Express Lanes" option in cbc:</i></p> <p>On the new Express Lanes, tolls will be paid electronically using either of the following methods:</p> <ul style="list-style-type: none"> <li>• By electronic toll collection (ETC), such as a Georgia Cruise Card, which requires you to have a transponder mounted inside your truck's windshield. Toll costs would be deducted from a prepaid account each time you use the toll lanes.</li> </ul>						



	<ul style="list-style-type: none"> <li>• By video toll collection, where your truck’s license plate is read by a camera and toll bills are sent monthly to the truck’s registered owner. No transponder or prepaid account is required.</li> </ul> <p>In the previous section, you said you would use the truck only toll lanes if your trip would take &lt;minutes&gt; for a cost of &lt;dollars&gt;.</p> <p>If the toll for that trip using ETC was &lt;dollars/ (1+surcharge)&gt;, but still &lt;dollars&gt; if you paid using video tolling, how would you pay the toll?</p> <ul style="list-style-type: none"> <li>• Very likely to pay toll with etc</li> <li>• Somewhat likely to pay toll with etc</li> <li>• Not sure</li> <li>• Somewhat likely to pay by video tolling</li> <li>• Very likely to pay by video tolling</li> </ul> <p><i>The surcharge amount will be randomly varied between 30%, 45% and 60%</i></p>
yyesml	<p><i>If selected an express lane option: Please indicate the reasons you selected an option that included tolls in the previous section.</i></p> <p><i>Please select all that apply.</i></p> <ul style="list-style-type: none"> <li>• Lower travel times</li> <li>• Less congestion</li> <li>• More reliable travel time</li> <li>• Other, please specify: _____</li> </ul> <p><i>Answer choices shown in random order</i></p>
nocars	<p><i>If respondent chooses an express lane option: If the Express Lanes were for trucks only and cars were not permitted, would you be more likely to use the Express Lanes and pay a toll?</i></p> <p>I would be much more likely to use the truck only toll lanes.          I would be somewhat more likely to use the truck only toll lanes.          I would be neither more likely nor less likely to use the truck only toll lanes.          I would be somewhat less likely to use the truck only toll lanes.          I would be much less likely to use the truck only toll lanes.</p>
opinion	<p>From everything you have learned about this project, which of the following best describes how you feel about adding Truck Only Toll Lanes on I-85, I-75, I-20, and I-285?</p> <p>Strongly favor it          Somewhat favor it          Neutral</p>



	<p>Somewhat opposed to it Strongly opposed to it</p>
yfavor	<p><i>If strongly or somewhat favor:</i></p> <p>Please indicate the main reason you are in favor of the new Express Lanes.</p> <p>Shorter travel time More reliable travel time Less congestion Improved access in/out of Atlanta Other, please specify: _____</p> <p><i>Answer choices shown in random order</i></p>
yoppose	<p><i>If strongly or somewhat oppose:</i></p> <p>Please indicate the main reason you are opposed to the new Express Lanes.</p> <p>Opposed to paying tolls Tolls are too high Adverse environmental impact It will bring too much traffic/development Opposed to new roads in general Other, please specify: _____</p> <p><i>Answer choices shown in random order</i></p>
<p>Company Information</p>	
headqtrs	<p>For the final section of the survey, you will be asked questions about your company. All of your answers will be kept strictly confidential.</p> <p>Where is your company headquartered &lt;are you&gt;?</p> <p>Atlanta area Other part of Georgia Outside of Georgia in U.S.A. Mexico Canada</p>
numtruck	<p><i>If company &lt;&gt; 1 (not owner-operated):</i></p> <p>Approximately how many trucks does your company operate?</p> <p>1-19 vehicles 20-99 vehicles 100-499 vehicles 500 or more vehicles</p>



rtetruck	<p><i>If role=2 or 3 (dispatcher or manager):</i>                  Approximately how many trucks does your company operate on routes that use the highlighted sections of I-85, I-20, or I-75, shown in the map below?</p> <p><i>Map will be inserted highlighting the study routes.</i></p> <p>1-19 vehicles                  20-99 vehicles                  100-499 vehicles                  500 or more vehicles</p>
rtetrips	<p><i>If role=2 or 3 (dispatcher or manager):</i>                  Approximately how many one-way daily trips do these trucks make on routes that use the highlighted portions of I-85, I-20, I-75, or I-285 shown in the map below?</p> <p><i>Map will be inserted highlighting the study routes.</i></p> <p>Number of trips: _____</p>
Trucksize	<p><i>If role=2 or 3 (dispatcher or manager):</i>                  What proportion of your fleet's trips that use I-85, I-20, I-75, or I-285 are made using the following types of vehicles?</p> <p>Two-axle truck (with 6 tires)____%                  Three-axle truck____%                  Four-axle truck____%                  Five-axle truck____%                  Six or more axle truck____%</p>
triplength	<p>What best describes the average length of your &lt;your company's&gt; trips?</p> <p>Local (less than 50 miles)                  Short haul (51-200 miles)                  Medium haul (201-500 miles)                  Long haul (more than 500 miles)                  Don't know</p>
goods	<p>What type of goods do you &lt;does your company&gt; typically carry?</p> <p>Please select all that apply.</p> <p>High value                  Bulk                  Perishable                  Just-in-time</p>



	Passengers Low value Heavy Time-sensitive Hazardous materials Emergency shipments Other, please specify: _____
Flex	Would you say you <your company> typically has a flexible or fixed delivery schedule? Flexible Fixed
Howflex	<i>If flexible:</i> How much flexibility do you have in your shipment delivery schedule? 0-14 minutes 15-29 minutes 30-59 minutes 1-2 hours More than 2 hours
Penalty	Do you have a penalty or incentive timeframe structure for deliveries? Penalty Incentive Neither
shipments	Which category best describes the shipments handled by you or your company? Truckload (shipments of 10,100 lbs. or more that don't require a terminal or break-bulk operation) Less than truckload (terminal or break-bulk operation required, small shipments) Package (shipments under 100 lbs. that require a terminal or break-bulk operation) Bus/passengers Primarily hazardous material cargo Bulk carrier (building materials, sand, gravel, etc.)
comments	Thank you for completing this survey. All of your responses have now been saved. If you would like to provide additional input on the survey or your experiences traveling in the Atlanta region, please type your comments in the box below and click "Next Question". Or, simply click on the "Next Question" button to exit the survey.
end	Thank you for your participation! This survey is conducted by: Resource Systems Group, Inc. (RSG)





With: HNTB



For: Georgia Department of Transportation (GDOT)



## **APPENDIX C – AUTOMOBILE TABULATIONS OF DATA BY STUDY ROUTE**

**Time of Day Trip Began**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>AM Peak</b>	331	43.50%	278	47.00%	678	40.80%	753	39.80%	723	42.90%	1714	41.10%
<b>PM Peak</b>	208	27.30%	163	27.60%	586	35.30%	652	34.50%	530	31.40%	1419	34.00%
<b>Off-peak</b>	222	29.20%	150	25.40%	396	23.90%	486	25.70%	434	25.70%	1040	24.90%
<b>Total</b>	761	100.00%	591	100.00%	1660	100.00%	1891	100.00%	1687	100.00%	4173	100.00%

**Vehicle Type**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Passenger car, motorcycle, or SUV/truck (with 4 tires)</b>	757	99.50%	584	98.80%	1646	99.20%	1883	99.60%	1681	99.60%	4151	99.50%
<b>Two-axle truck (with 6 tires)</b>	4	0.50%	7	1.20%	14	0.80%	8	0.40%	6	0.40%	22	0.50%
<b>Total</b>	761	100.00%	591	100.00%	1660	100.00%	1891	100.00%	1687	100.00%	4173	100.00%

**Trip Purpose**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Go to/from work</b>	330	43.40%	288	48.70%	854	51.40%	902	47.70%	770	45.60%	2113	50.60%
<b>Working/work-related business</b>	123	16.20%	83	14.00%	203	12.20%	240	12.70%	226	13.40%	485	11.60%
<b>Go to/from Hartsfield Airport</b>	18	2.40%	11	1.90%	60	3.60%	80	4.20%	75	4.40%	144	3.50%
<b>Go to/from school</b>	44	5.80%	27	4.60%	87	5.20%	104	5.50%	90	5.30%	216	5.20%
<b>Shopping</b>	31	4.10%	23	3.90%	59	3.60%	88	4.70%	49	2.90%	178	4.30%
<b>Social or recreational</b>	132	17.30%	99	16.80%	252	15.20%	302	16.00%	287	17.00%	637	15.30%
<b>Other personal business</b>	83	10.90%	60	10.20%	145	8.70%	175	9.30%	190	11.30%	400	9.60%
<b>Total</b>	761	100.00%	591	100.00%	1660	100.00%	1891	100.00%	1687	100.00%	4173	100.00%

**Airport Trip Purpose**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
I went to the airport to depart on a flight	1	5.60%	1	9.10%	5	8.30%	12	15.00%	15	20.00%	24	16.70%
I went to the airport to pick someone up or drop someone off	12	66.70%	7	63.60%	36	60.00%	38	47.50%	35	46.70%	70	48.60%
I came from the airport after arriving on a flight	3	16.70%	2	18.20%	12	20.00%	22	27.50%	17	22.70%	35	24.30%
I came from the airport after picking someone up or dropping someone off	0	0.00%	1	9.10%	1	1.70%	5	6.30%	3	4.00%	7	4.90%
I work at the airport	2	11.10%	0	0.00%	6	10.00%	3	3.80%	5	6.70%	8	5.60%
<b>Total</b>	<b>18</b>	<b>100.00%</b>	<b>11</b>	<b>100.00%</b>	<b>60</b>	<b>100.00%</b>	<b>80</b>	<b>100.00%</b>	<b>75</b>	<b>100.00%</b>	<b>144</b>	<b>100.00%</b>

**Business Flight**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Yes	1	25.00%	1	33.30%	8	47.10%	20	58.80%	17	53.10%	35	59.30%
No	3	75.00%	2	66.70%	9	52.90%	14	41.20%	15	46.90%	24	40.70%
<b>Total</b>	<b>4</b>	<b>100.00%</b>	<b>3</b>	<b>100.00%</b>	<b>17</b>	<b>100.00%</b>	<b>34</b>	<b>100.00%</b>	<b>32</b>	<b>100.00%</b>	<b>59</b>	<b>100.00%</b>

**Day of Week**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Monday	268	35.20%	206	34.90%	595	35.80%	656	34.70%	546	32.40%	1494	35.80%
Tuesday	102	13.40%	72	12.20%	232	14.00%	265	14.00%	241	14.30%	584	14.00%
Wednesday	115	15.10%	87	14.70%	197	11.90%	260	13.70%	246	14.60%	553	13.30%
Thursday	86	11.30%	91	15.40%	269	16.20%	300	15.90%	262	15.50%	632	15.10%
Friday	190	25.00%	135	22.80%	367	22.10%	410	21.70%	392	23.20%	910	21.80%
<b>Total</b>	<b>761</b>	<b>100.00%</b>	<b>591</b>	<b>100.00%</b>	<b>1660</b>	<b>100.00%</b>	<b>1891</b>	<b>100.00%</b>	<b>1687</b>	<b>100.00%</b>	<b>4173</b>	<b>100.00%</b>

**Trip Begin Time**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Early morning (midnight – 5:59 AM)	24	3.20%	22	3.70%	37	2.20%	41	2.20%	42	2.50%	98	2.30%
6:00-6:59 AM	97	12.70%	73	12.40%	163	9.80%	161	8.50%	163	9.70%	410	9.80%
7:00-7:59 AM	122	16.00%	106	17.90%	261	15.70%	287	15.20%	296	17.50%	659	15.80%
8:00-8:59 AM	66	8.70%	63	10.70%	165	9.90%	193	10.20%	169	10.00%	406	9.70%
9:00-9:59 AM	46	6.00%	36	6.10%	89	5.40%	112	5.90%	95	5.60%	239	5.70%
10:00-10:59 AM	36	4.70%	32	5.40%	74	4.50%	87	4.60%	87	5.20%	191	4.60%
11:00-11:59 AM	28	3.70%	21	3.60%	43	2.60%	60	3.20%	55	3.30%	121	2.90%
12:00-12:59 PM	18	2.40%	13	2.20%	30	1.80%	32	1.70%	37	2.20%	79	1.90%
1:00-1:59 PM	24	3.20%	16	2.70%	42	2.50%	58	3.10%	46	2.70%	119	2.90%
2:00-2:59 PM	30	3.90%	13	2.20%	61	3.70%	67	3.50%	62	3.70%	149	3.60%
3:00-3:59 PM	34	4.50%	19	3.20%	83	5.00%	108	5.70%	90	5.30%	232	5.60%
4:00-4:59 PM	60	7.90%	46	7.80%	147	8.90%	164	8.70%	141	8.40%	369	8.80%
5:00-5:59 PM	82	10.80%	56	9.50%	252	15.20%	265	14.00%	194	11.50%	565	13.50%
6:00-6:59 PM	49	6.40%	50	8.50%	135	8.10%	157	8.30%	133	7.90%	340	8.10%
7:00-7:59 PM	16	2.10%	5	0.80%	33	2.00%	44	2.30%	29	1.70%	88	2.10%
Night (8:00 PM - midnight)	29	3.80%	20	3.40%	45	2.70%	55	2.90%	48	2.80%	108	2.60%
<b>Total</b>	<b>761</b>	<b>100.00%</b>	<b>591</b>	<b>100.00%</b>	<b>1660</b>	<b>100.00%</b>	<b>1891</b>	<b>100.00%</b>	<b>1687</b>	<b>100.00%</b>	<b>4173</b>	<b>100.00%</b>

**Trip Begin Location**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
From my home	537	70.60%	424	71.70%	1053	63.40%	1196	63.20%	1181	70.00%	2721	65.20%
From my workplace	153	20.10%	125	21.20%	474	28.60%	528	27.90%	354	21.00%	1108	26.60%
From another place	71	9.30%	42	7.10%	133	8.00%	167	8.80%	152	9.00%	344	8.20%
<b>Total</b>	<b>761</b>	<b>100.00%</b>	<b>591</b>	<b>100.00%</b>	<b>1660</b>	<b>100.00%</b>	<b>1891</b>	<b>100.00%</b>	<b>1687</b>	<b>100.00%</b>	<b>4173</b>	<b>100.00%</b>

**Trip End Location**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
At my home	125	16.40%	99	16.80%	420	25.30%	444	23.50%	305	18.10%	960	23.00%
At my workplace	295	38.80%	236	39.90%	573	34.50%	615	32.50%	617	36.60%	1479	35.40%
At another place	341	44.80%	256	43.30%	667	40.20%	832	44.00%	765	45.30%	1734	41.60%
<b>Total</b>	<b>761</b>	<b>100.00%</b>	<b>591</b>	<b>100.00%</b>	<b>1660</b>	<b>100.00%</b>	<b>1891</b>	<b>100.00%</b>	<b>1687</b>	<b>100.00%</b>	<b>4173</b>	<b>100.00%</b>

**First Highway Used**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
I-85	65	8.50%	45	7.60%	259	15.60%	1320	69.80%	306	18.10%	1320	31.60%
I-75	50	6.60%	43	7.30%	1080	65.10%	216	11.40%	234	13.90%	1080	25.90%
I-20 east of I-75	481	63.20%	63	10.70%	82	4.90%	76	4.00%	121	7.20%	481	11.50%
I-20 west of I-75	47	6.20%	352	59.60%	53	3.20%	40	2.10%	86	5.10%	352	8.40%
I-285	118	15.50%	88	14.90%	186	11.20%	239	12.60%	940	55.70%	940	22.50%
<b>Total</b>	<b>761</b>	<b>100.00%</b>	<b>591</b>	<b>100.00%</b>	<b>1660</b>	<b>100.00%</b>	<b>1891</b>	<b>100.00%</b>	<b>1687</b>	<b>100.00%</b>	<b>4173</b>	<b>100.00%</b>

**Last Highway Used**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
I-85	75	9.90%	63	10.70%	275	16.60%	1330	70.30%	297	17.60%	1330	31.90%
I-75	70	9.20%	53	9.00%	1062	64.00%	200	10.60%	211	12.50%	1062	25.40%
I-20 east of I-75	443	58.20%	39	6.60%	52	3.10%	52	2.70%	107	6.30%	443	10.60%
I-20 west of I-75	56	7.40%	343	58.00%	45	2.70%	41	2.20%	77	4.60%	343	8.20%
I-285	117	15.40%	93	15.70%	226	13.60%	268	14.20%	995	59.00%	995	23.80%
<b>Total</b>	<b>761</b>	<b>100.00%</b>	<b>591</b>	<b>100.00%</b>	<b>1660</b>	<b>100.00%</b>	<b>1891</b>	<b>100.00%</b>	<b>1687</b>	<b>100.00%</b>	<b>4173</b>	<b>100.00%</b>

**Travel Time**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>15 to 30 minutes</b>	163	21.40%	122	20.60%	312	18.80%	363	19.20%	312	18.50%	844	20.20%
<b>31 to 45 minutes</b>	192	25.20%	152	25.70%	410	24.70%	491	26.00%	484	28.70%	1131	27.10%
<b>46 to 60 minutes</b>	149	19.60%	108	18.30%	363	21.90%	401	21.20%	356	21.10%	898	21.50%
<b>61 to 75 minutes</b>	86	11.30%	77	13.00%	192	11.60%	219	11.60%	174	10.30%	484	11.60%
<b>76 to 90 minutes</b>	54	7.10%	50	8.50%	127	7.70%	133	7.00%	117	6.90%	279	6.70%
<b>91 minutes or more</b>	117	15.40%	82	13.90%	256	15.40%	284	15.00%	244	14.50%	537	12.90%
<b>Total</b>	761	100.00%	591	100.00%	1660	100.00%	1891	100.00%	1687	100.00%	4173	100.00%

**Trip Delay**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>No, the trip did not take longer than usual</b>	280	36.80%	245	41.50%	758	45.70%	844	44.60%	696	41.30%	1833	43.90%
<b>Yes, the trip took about 5 minutes longer than usual</b>	74	9.70%	45	7.60%	140	8.40%	171	9.00%	159	9.40%	390	9.30%
<b>Yes, the trip took 5—10 minutes longer than usual</b>	142	18.70%	110	18.60%	287	17.30%	306	16.20%	314	18.60%	741	17.80%
<b>Yes, the trip took 10—20 minutes longer than usual</b>	137	18.00%	98	16.60%	257	15.50%	298	15.80%	265	15.70%	660	15.80%
<b>Yes, the trip took 20 minutes (or more) longer than usual</b>	128	16.80%	93	15.70%	218	13.10%	272	14.40%	253	15.00%	549	13.20%
<b>Total</b>	761	100.00%	591	100.00%	1660	100.00%	1891	100.00%	1687	100.00%	4173	100.00%

**Trip Frequency**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
6 + times per week	73	9.60%	50	8.50%	97	5.80%	101	5.30%	107	6.30%	251	6.00%
4-5 times per week	307	40.30%	263	44.50%	742	44.70%	800	42.30%	664	39.40%	1842	44.10%
2-3 times per week	111	14.60%	75	12.70%	210	12.70%	258	13.60%	231	13.70%	548	13.10%
Once per week	67	8.80%	41	6.90%	114	6.90%	138	7.30%	145	8.60%	300	7.20%
2-3 times per month	82	10.80%	56	9.50%	172	10.40%	213	11.30%	187	11.10%	436	10.40%
Once per month	36	4.70%	36	6.10%	127	7.70%	149	7.90%	143	8.50%	304	7.30%
Less than once per month	85	11.20%	70	11.80%	198	11.90%	232	12.30%	210	12.40%	492	11.80%
<b>Total</b>	<b>761</b>	<b>100.00%</b>	<b>591</b>	<b>100.00%</b>	<b>1660</b>	<b>100.00%</b>	<b>1891</b>	<b>100.00%</b>	<b>1687</b>	<b>100.00%</b>	<b>4173</b>	<b>100.00%</b>

**Vehicle Occupancy**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Drove alone	479	62.90%	363	61.40%	1169	70.40%	1293	68.40%	1163	68.90%	2864	68.60%
2 occupants	170	22.30%	126	21.30%	300	18.10%	369	19.50%	325	19.30%	812	19.50%
3+ occupants	112	14.70%	102	17.30%	191	11.50%	229	12.10%	199	11.80%	497	11.90%
<b>Total</b>	<b>761</b>	<b>100.00%</b>	<b>591</b>	<b>100.00%</b>	<b>1660</b>	<b>100.00%</b>	<b>1891</b>	<b>100.00%</b>	<b>1687</b>	<b>100.00%</b>	<b>4173</b>	<b>100.00%</b>

**Carpool Members (Select All that Apply)**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Members of my household	164	58.20%	139	61.00%	291	59.30%	336	56.20%	334	63.70%	780	59.60%
Friends or relatives who live elsewhere	84	29.80%	67	29.40%	142	28.90%	193	32.30%	142	27.10%	376	28.70%
Co-workers	44	15.60%	37	16.20%	70	14.30%	96	16.10%	59	11.30%	195	14.90%
Other pre-arranged carpoolers	8	2.80%	6	2.60%	11	2.20%	11	1.80%	11	2.10%	31	2.40%
Casual carpoolers	5	1.80%	3	1.30%	9	1.80%	7	1.20%	8	1.50%	20	1.50%
Other	7	2.50%	5	2.20%	15	3.10%	23	3.80%	16	3.10%	34	2.60%

**Reasons for Carpooling This Trip (Select All that Apply)**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Convenience</b>	67	50.80%	52	49.10%	111	48.30%	147	47.10%	105	48.20%	302	49.30%
<b>To save gas money</b>	59	44.70%	53	50.00%	95	41.30%	145	46.50%	97	44.50%	276	45.00%
<b>Concern for the environment</b>	16	12.10%	13	12.30%	27	11.70%	39	12.50%	28	12.80%	76	12.40%
<b>To save on parking costs</b>	13	9.80%	15	14.20%	21	9.10%	29	9.30%	23	10.60%	57	9.30%
<b>To save on tolls</b>	4	3.00%	4	3.80%	6	2.60%	10	3.20%	6	2.80%	20	3.30%
<b>Other</b>	34	25.80%	21	19.80%	60	26.10%	77	24.70%	60	27.50%	138	22.50%

**Used HOV Lane**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Yes</b>	142	18.70%	111	18.80%	261	15.70%	346	18.30%	227	13.50%	652	15.60%
<b>No</b>	619	81.30%	480	81.20%	1399	84.30%	1545	81.70%	1460	86.50%	3521	84.40%
<b>Total</b>	761	100.00%	591	100.00%	1660	100.00%	1891	100.00%	1687	100.00%	4173	100.00%

**Toll Paid**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>No, I did not pay any tolls</b>	725	95.30%	572	96.80%	1517	91.40%	1616	85.50%	1556	92.20%	3812	91.30%
<b>Yes, I paid cash on the Georgia 400</b>	30	3.90%	18	3.00%	82	4.90%	145	7.70%	90	5.30%	211	5.10%
<b>Yes, I paid with a Georgia Cruise Card on the Georgia 400</b>	6	0.80%	1	0.20%	61	3.70%	130	6.90%	41	2.40%	150	3.60%
<b>Total</b>	761	100.00%	591	100.00%	1660	100.00%	1891	100.00%	1687	100.00%	4173	100.00%

**ETC Ownership**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Yes, I have a Georgia Cruise Card</b>	40	5.30%	23	3.90%	193	11.60%	285	15.10%	176	10.40%	449	10.80%
<b>No, but I have another type of ETC transponder</b>	2	0.30%	1	0.20%	7	0.40%	13	0.70%	6	0.40%	19	0.50%
<b>No, I don't have a Georgia Cruise Card or other transponder</b>	719	94.50%	567	95.90%	1460	88.00%	1593	84.20%	1505	89.20%	3705	88.80%
<b>Total</b>	761	100.00%	591	100.00%	1660	100.00%	1891	100.00%	1687	100.00%	4173	100.00%

**Selected a Managed Lane Alternative in SP Experiments**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Selected a Managed Lane Alternative</b>	581	76.30%	437	73.90%	1308	78.80%	1491	78.80%	1298	76.90%	3241	77.70%
<b>Did Not Select a Managed Lane Alternative</b>	180	23.70%	154	26.10%	352	21.20%	400	21.20%	389	23.10%	932	22.30%
<b>Total</b>	761	100.00%	591	100.00%	1660	100.00%	1891	100.00%	1687	100.00%	4173	100.00%

**Likelihood of Using Managed Lanes if Trucks Allowed**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Very likely</b>	120	20.70%	77	17.60%	241	18.40%	282	18.90%	227	17.50%	609	18.80%
<b>Likely</b>	110	18.90%	76	17.40%	255	19.50%	313	21.00%	247	19.00%	623	19.20%
<b>Not sure</b>	126	21.70%	99	22.70%	260	19.90%	310	20.80%	284	21.90%	692	21.40%
<b>Unlikely</b>	125	21.50%	87	19.90%	298	22.80%	313	21.00%	297	22.90%	718	22.20%
<b>Very unlikely</b>	100	17.20%	98	22.40%	254	19.40%	273	18.30%	243	18.70%	599	18.50%
<b>Total</b>	581	100.00%	437	100.00%	1308	100.00%	1491	100.00%	1298	100.00%	3241	100.00%

**Reason for Choosing Carpool Option (Select All that Apply)**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
To save gas money	71	56.30%	58	61.10%	128	48.50%	169	50.00%	172	55.70%	380	52.60%
Convenience	60	47.60%	40	42.10%	117	44.30%	160	47.30%	161	52.10%	346	47.90%
To save on tolls	59	46.80%	46	48.40%	116	43.90%	139	41.10%	138	44.70%	311	43.10%
Concern for the environment	33	26.20%	28	29.50%	65	24.60%	83	24.60%	76	24.60%	188	26.00%
To save on parking costs	24	19.00%	14	14.70%	19	7.20%	32	9.50%	27	8.70%	76	10.50%
Other	12	9.50%	10	10.50%	27	10.20%	43	12.70%	18	5.80%	69	9.60%

**Reason for Not Choosing Carpool Option (Select All that Apply)**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Like flexibility of traveling alone	186	52.70%	153	57.10%	510	56.40%	531	55.50%	463	54.20%	1200	56.00%
Don't know others to carpool with	123	34.80%	98	36.60%	316	34.90%	352	36.80%	313	36.70%	767	35.80%
Too much time required to coordinate with others	93	26.30%	68	25.40%	288	31.80%	296	31.00%	223	26.10%	620	28.90%
Like privacy of traveling alone	79	22.40%	64	23.90%	196	21.70%	198	20.70%	183	21.40%	457	21.30%
Other	61	17.30%	51	19.00%	205	22.70%	211	22.10%	167	19.60%	432	20.20%

**Reason for Choosing Managed Lane Option (Select All that Apply)**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Lower travel times	358	61.60%	289	66.10%	902	69.00%	1025	68.70%	891	68.60%	2184	67.40%
Less congestion	307	52.80%	254	58.10%	665	50.80%	728	48.80%	649	50.00%	1601	49.40%
More reliable travel time	201	34.60%	130	29.70%	431	33.00%	525	35.20%	402	31.00%	1070	33.00%
Other	37	6.40%	25	5.70%	88	6.70%	104	7.00%	86	6.60%	218	6.70%

**Reason for Not Choosing Managed Lane Option (Select All that Apply)**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Do not want to pay a toll	143	79.40%	122	79.20%	270	76.70%	276	69.00%	298	76.60%	699	75.00%
Toll is too high	41	22.80%	42	27.30%	110	31.30%	137	34.30%	104	26.70%	263	28.20%
Do not want a transponder in my car	29	16.10%	31	20.10%	64	18.20%	72	18.00%	60	15.40%	149	16.00%
Do not want to set up a transponder account	24	13.30%	23	14.90%	56	15.90%	64	16.00%	49	12.60%	135	14.50%
Other	32	17.80%	19	12.30%	83	23.60%	99	24.80%	83	21.30%	192	20.60%

**Likelihood of Obtaining ETC if Video Tolling is More Expensive**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Very likely to pay toll with ETC	226	41.50%	201	48.20%	601	52.60%	629	50.40%	563	49.20%	1422	49.80%
Somewhat likely to pay toll with ETC	91	16.70%	53	12.70%	164	14.40%	188	15.10%	179	15.60%	431	15.10%
Not sure	180	33.00%	128	30.70%	300	26.30%	330	26.50%	322	28.10%	788	27.60%
Somewhat likely to pay by video tolling	26	4.80%	19	4.60%	39	3.40%	52	4.20%	41	3.60%	113	4.00%
Very likely to pay by video tolling	22	4.00%	16	3.80%	38	3.30%	48	3.80%	40	3.50%	101	3.50%
<b>Total</b>	<b>545</b>	<b>100.00%</b>	<b>417</b>	<b>100.00%</b>	<b>1142</b>	<b>100.00%</b>	<b>1247</b>	<b>100.00%</b>	<b>1145</b>	<b>100.00%</b>	<b>2855</b>	<b>100.00%</b>

**Opinion of Project**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Strongly favor it	190	25.00%	138	23.40%	393	23.70%	450	23.80%	391	23.20%	978	23.40%
Somewhat favor it	237	31.10%	200	33.80%	559	33.70%	648	34.30%	615	36.50%	1420	34.00%
Neutral	208	27.30%	144	24.40%	356	21.40%	410	21.70%	378	22.40%	943	22.60%
Somewhat opposed to it	68	8.90%	60	10.20%	189	11.40%	192	10.20%	167	9.90%	451	10.80%
Strongly opposed to it	58	7.60%	49	8.30%	163	9.80%	191	10.10%	136	8.10%	381	9.10%
<b>Total</b>	<b>761</b>	<b>100.00%</b>	<b>591</b>	<b>100.00%</b>	<b>1660</b>	<b>100.00%</b>	<b>1891</b>	<b>100.00%</b>	<b>1687</b>	<b>100.00%</b>	<b>4173</b>	<b>100.00%</b>

**Reason for Favoring Managed Lanes**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Shorter travel time</b>	156	36.50%	113	33.40%	366	38.40%	432	39.30%	363	36.10%	908	37.90%
<b>Less congestion</b>	126	29.50%	112	33.10%	282	29.60%	299	27.20%	329	32.70%	704	29.40%
<b>Improved access in or/out of Atlanta</b>	74	17.30%	54	16.00%	172	18.10%	186	16.90%	151	15.00%	402	16.80%
<b>More reliable travel time</b>	66	15.50%	54	16.00%	117	12.30%	173	15.80%	149	14.80%	352	14.70%
<b>Other</b>	5	1.20%	5	1.50%	15	1.60%	8	0.70%	14	1.40%	32	1.30%
<b>Total</b>	427	100.00%	338	100.00%	952	100.00%	1098	100.00%	1006	100.00%	2398	100.00%

**Reason for Opposing Managed Lanes**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Opposed to paying tolls</b>	58	46.00%	57	52.30%	160	45.30%	151	39.30%	132	43.60%	375	45.00%
<b>Tolls are too high</b>	22	17.50%	16	14.70%	40	11.30%	62	16.10%	40	13.20%	114	13.70%
<b>It will bring too much traffic/development</b>	15	11.90%	11	10.10%	32	9.10%	39	10.20%	38	12.50%	83	10.00%
<b>Adverse environmental impact</b>	6	4.80%	5	4.60%	17	4.80%	22	5.70%	12	4.00%	38	4.60%
<b>Opposed to new roads in general</b>	3	2.40%	4	3.70%	16	4.50%	20	5.20%	19	6.30%	39	4.70%
<b>Prefer alternative/mass transit</b>	6	4.80%	4	3.70%	30	8.50%	25	6.50%	15	5.00%	52	6.20%
<b>Concerned with feasibility/enforcement</b>	6	4.80%	2	1.80%	16	4.50%	21	5.50%	14	4.60%	39	4.70%
<b>Other</b>	10	7.90%	10	9.20%	42	11.90%	44	11.50%	33	10.90%	93	11.20%
<b>Total</b>	126	100.00%	109	100.00%	353	100.00%	384	100.00%	303	100.00%	833	100.00%

**Agree/Disagree: "I will use a toll route if the tolls are reasonable and I save time"**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Strongly Agree</b>	218	28.60%	161	27.20%	523	31.50%	598	31.60%	538	31.90%	1273	30.50%
<b>Agree</b>	307	40.30%	234	39.60%	684	41.20%	791	41.80%	680	40.30%	1714	41.10%
<b>Neither Agree nor Disagree</b>	106	13.90%	89	15.10%	222	13.40%	259	13.70%	227	13.50%	575	13.80%
<b>Disagree</b>	56	7.40%	46	7.80%	115	6.90%	104	5.50%	116	6.90%	298	7.10%
<b>Strongly Disagree</b>	74	9.70%	61	10.30%	116	7.00%	139	7.40%	126	7.50%	313	7.50%
<b>Total</b>	761	100.00%	591	100.00%	1660	100.00%	1891	100.00%	1687	100.00%	4173	100.00%

**Agree/Disagree: "I can generally afford to pay tolls"**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Strongly Agree</b>	132	17.30%	106	17.90%	353	21.30%	412	21.80%	326	19.30%	843	20.20%
<b>Agree</b>	269	35.30%	205	34.70%	645	38.90%	720	38.10%	632	37.50%	1584	38.00%
<b>Neither Agree nor Disagree</b>	160	21.00%	111	18.80%	310	18.70%	369	19.50%	330	19.60%	813	19.50%
<b>Disagree</b>	106	13.90%	86	14.60%	211	12.70%	227	12.00%	229	13.60%	538	12.90%
<b>Strongly Disagree</b>	94	12.40%	83	14.00%	141	8.50%	163	8.60%	170	10.10%	395	9.50%
<b>Total</b>	761	100.00%	591	100.00%	1660	100.00%	1891	100.00%	1687	100.00%	4173	100.00%

**Agree/Disagree: "I support using tolls to pay for highway improvements that relieve congestion"**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Strongly Agree</b>	138	18.10%	102	17.30%	338	20.40%	391	20.70%	359	21.30%	823	19.70%
<b>Agree</b>	248	32.60%	209	35.40%	594	35.80%	662	35.00%	597	35.40%	1484	35.60%
<b>Neither Agree nor Disagree</b>	172	22.60%	117	19.80%	330	19.90%	387	20.50%	330	19.60%	848	20.30%
<b>Disagree</b>	107	14.10%	75	12.70%	213	12.80%	234	12.40%	199	11.80%	543	13.00%
<b>Strongly Disagree</b>	96	12.60%	88	14.90%	185	11.10%	217	11.50%	202	12.00%	475	11.40%
<b>Total</b>	761	100.00%	591	100.00%	1660	100.00%	1891	100.00%	1687	100.00%	4173	100.00%

**Resident**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Resident</b>	703	92.40%	550	93.10%	1542	92.90%	1767	93.40%	1609	95.40%	3900	93.50%
<b>Visitor</b>	58	7.60%	41	6.90%	118	7.10%	124	6.60%	78	4.60%	273	6.50%
<b>Total</b>	761	100.00%	591	100.00%	1660	100.00%	1891	100.00%	1687	100.00%	4173	100.00%

**County**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Clayton</b>	24	3.20%	12	2.00%	135	8.10%	55	2.90%	61	3.60%	179	4.30%
<b>Cobb</b>	39	5.10%	73	12.40%	464	28.00%	104	5.50%	254	15.10%	603	14.50%
<b>Dekalb</b>	290	38.10%	145	24.50%	187	11.30%	384	20.30%	448	26.60%	908	21.80%
<b>Douglas</b>	26	3.40%	93	15.70%	20	1.20%	17	0.90%	36	2.10%	118	2.80%
<b>Fayette</b>	4	0.50%	1	0.20%	40	2.40%	60	3.20%	21	1.20%	82	2.00%
<b>Fulton</b>	108	14.20%	109	18.40%	360	21.70%	512	27.10%	363	21.50%	895	21.40%
<b>Gwinnett</b>	61	8.00%	31	5.20%	83	5.00%	470	24.90%	257	15.20%	573	13.70%
<b>Henry</b>	11	1.40%	6	1.00%	99	6.00%	19	1.00%	42	2.50%	117	2.80%
<b>Paulding</b>	8	1.10%	25	4.20%	19	1.10%	9	0.50%	12	0.70%	50	1.20%
<b>Outside of Georgia</b>	13	1.70%	10	1.70%	18	1.10%	28	1.50%	8	0.50%	58	1.40%
<b>Other</b>	177	23.30%	86	14.60%	235	14.20%	233	12.30%	185	11.00%	590	14.10%
<b>Total</b>	761	100.00%	591	100.00%	1660	100.00%	1891	100.00%	1687	100.00%	4173	100.00%

**Household Size**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>1 person (I live alone)</b>	117	15.40%	92	15.60%	269	16.20%	299	15.80%	278	16.50%	658	15.80%
<b>2 people</b>	241	31.70%	186	31.50%	507	30.50%	599	31.70%	516	30.60%	1294	31.00%
<b>3 people</b>	145	19.10%	110	18.60%	332	20.00%	363	19.20%	343	20.30%	839	20.10%
<b>4 people</b>	136	17.90%	117	19.80%	350	21.10%	392	20.70%	326	19.30%	854	20.50%
<b>5 people</b>	78	10.20%	54	9.10%	134	8.10%	158	8.40%	152	9.00%	350	8.40%
<b>6 or more people</b>	44	5.80%	32	5.40%	68	4.10%	80	4.20%	72	4.30%	178	4.30%
<b>Total</b>	761	100.00%	591	100.00%	1660	100.00%	1891	100.00%	1687	100.00%	4173	100.00%

**Number of Vehicles in Household**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>0 (no vehicles)</b>	5	0.70%	9	1.50%	15	0.90%	20	1.10%	15	0.90%	42	1.00%
<b>1 vehicle</b>	185	24.30%	141	23.90%	364	21.90%	447	23.60%	407	24.10%	992	23.80%
<b>2 vehicles</b>	317	41.70%	248	42.00%	747	45.00%	841	44.50%	727	43.10%	1814	43.50%
<b>3 vehicles</b>	174	22.90%	122	20.60%	350	21.10%	391	20.70%	359	21.30%	871	20.90%
<b>4 vehicles</b>	58	7.60%	47	8.00%	138	8.30%	137	7.20%	123	7.30%	320	7.70%
<b>5 or more vehicles</b>	22	2.90%	24	4.10%	46	2.80%	55	2.90%	56	3.30%	134	3.20%
<b>Total</b>	761	100.00%	591	100.00%	1660	100.00%	1891	100.00%	1687	100.00%	4173	100.00%

**Gender**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Female</b>	423	55.60%	355	60.10%	919	55.40%	1045	55.30%	981	58.20%	2420	58.00%
<b>Male</b>	338	44.40%	236	39.90%	741	44.60%	846	44.70%	706	41.80%	1753	42.00%
<b>Total</b>	761	100.00%	591	100.00%	1660	100.00%	1891	100.00%	1687	100.00%	4173	100.00%

**Age**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>16 to 24</b>	130	17.10%	99	16.80%	235	14.20%	331	17.50%	270	16.00%	638	15.30%
<b>25 to 34</b>	204	26.80%	157	26.60%	375	22.60%	437	23.10%	410	24.30%	940	22.50%
<b>35 to 44</b>	181	23.80%	148	25.00%	479	28.90%	481	25.40%	446	26.40%	1129	27.10%
<b>45 to 54</b>	155	20.40%	133	22.50%	394	23.70%	426	22.50%	358	21.20%	960	23.00%
<b>55 to 64</b>	75	9.90%	46	7.80%	156	9.40%	176	9.30%	166	9.80%	419	10.00%
<b>65 or older</b>	16	2.10%	8	1.40%	21	1.30%	40	2.10%	37	2.20%	87	2.10%
<b>Total</b>	761	100.00%	591	100.00%	1660	100.00%	1891	100.00%	1687	100.00%	4173	100.00%

**Employment Status**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Employed full-time</b>	489	64.30%	391	66.20%	1175	70.80%	1279	67.60%	1119	66.30%	2866	68.70%
<b>Employed part-time</b>	58	7.60%	37	6.30%	95	5.70%	127	6.70%	119	7.10%	272	6.50%
<b>Self-employed</b>	60	7.90%	49	8.30%	90	5.40%	121	6.40%	115	6.80%	239	5.70%
<b>Student</b>	35	4.60%	25	4.20%	66	4.00%	87	4.60%	70	4.10%	172	4.10%
<b>Student and employed</b>	56	7.40%	41	6.90%	92	5.50%	113	6.00%	109	6.50%	250	6.00%
<b>Retired</b>	29	3.80%	16	2.70%	55	3.30%	66	3.50%	77	4.60%	159	3.80%
<b>Homemaker</b>	16	2.10%	15	2.50%	46	2.80%	51	2.70%	36	2.10%	105	2.50%
<b>Not currently employed</b>	18	2.40%	17	2.90%	41	2.50%	47	2.50%	42	2.50%	110	2.60%
<b>Total</b>	761	100.00%	591	100.00%	1660	100.00%	1891	100.00%	1687	100.00%	4173	100.00%

**Income**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Under \$25,000</b>	95	12.50%	70	11.80%	174	10.50%	222	11.70%	193	11.40%	488	11.70%
<b>\$25,000 - \$49,999</b>	205	26.90%	142	24.00%	297	17.90%	351	18.60%	373	22.10%	867	20.80%
<b>\$50,000 - \$74,999</b>	191	25.10%	152	25.70%	354	21.30%	398	21.00%	402	23.80%	920	22.00%
<b>\$75,000 - \$99,999</b>	124	16.30%	101	17.10%	277	16.70%	292	15.40%	275	16.30%	662	15.90%
<b>\$100,000 - \$149,999</b>	94	12.40%	79	13.40%	300	18.10%	332	17.60%	232	13.80%	677	16.20%
<b>\$150,000 - or more</b>	52	6.80%	47	8.00%	258	15.50%	296	15.70%	212	12.60%	559	13.40%
<b>Total</b>	761	100.00%	591	100.00%	1660	100.00%	1891	100.00%	1687	100.00%	4173	100.00%

**Internet Access**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Yes</b>	714	93.80%	549	92.90%	1595	96.10%	1815	96.00%	1609	95.40%	3983	95.40%
<b>No</b>	47	6.20%	42	7.10%	65	3.90%	76	4.00%	78	4.60%	190	4.60%
<b>Total</b>	761	100.00%	591	100.00%	1660	100.00%	1891	100.00%	1687	100.00%	4173	100.00%

**Location of Internet Access (Select All that Apply)**

	I-20 east of junction with I-75		I-20 west of junction with I-75		I-75		I-85		I-285		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Home</b>	643	90.10%	505	92.00%	1502	94.20%	1684	92.80%	1505	93.50%	3684	92.50%
<b>Work</b>	463	64.80%	350	63.80%	1170	73.40%	1307	72.00%	1084	67.40%	2777	69.70%
<b>Public place using own computer</b>	134	18.80%	100	18.20%	303	19.00%	370	20.40%	297	18.50%	712	17.90%
<b>Public place using their computer terminal</b>	84	11.80%	67	12.20%	185	11.60%	229	12.60%	219	13.60%	470	11.80%

**APPENDIX D – AUTOMOBILE TABULATIONS OF DATA BY TIME PERIOD**

**Vehicle Type**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Passenger car, motorcycle, or SUV/truck (with 4 tires)	1706	99.50%	1413	99.60%	1032	99.20%	4151	99.50%
Two-axle truck (with 6 tires)	8	0.50%	6	0.40%	8	0.80%	22	0.50%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

**Vehicle Type**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Passenger car, motorcycle, or SUV/truck (with 4 tires)	1706	99.50%	1413	99.60%	1032	99.20%	4151	99.50%
Two-axle truck (with 6 tires)	8	0.50%	6	0.40%	8	0.80%	22	0.50%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%
Go to/from school	112	6.50%	40	2.80%	64	6.20%	216	5.20%
Shopping	30	1.80%	55	3.90%	93	8.90%	178	4.30%
Social or recreational	112	6.50%	252	17.80%	273	26.30%	637	15.30%
Other personal business	129	7.50%	111	7.80%	160	15.40%	400	9.60%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

December 2007

page 59

**Airport Trip Purpose**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
I went to the airport to depart on a flight	14	34.10%	5	11.60%	5	8.30%	24	16.70%
I went to the airport to pick someone up or drop someone off	21	51.20%	21	48.80%	28	46.70%	70	48.60%
I came from the airport after arriving on a flight	4	9.80%	11	25.60%	20	33.30%	35	24.30%
I came from the airport after picking someone up or dropping someone off	1	2.40%	2	4.70%	4	6.70%	7	4.90%
I work at the airport	1	2.40%	4	9.30%	3	5.00%	8	5.60%
<b>Total</b>	<b>41</b>	<b>100.00%</b>	<b>43</b>	<b>100.00%</b>	<b>60</b>	<b>100.00%</b>	<b>144</b>	<b>100.00%</b>

**Business Flight**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Yes	9	50.00%	12	75.00%	14	56.00%	35	59.30%
No	9	50.00%	4	25.00%	11	44.00%	24	40.70%
<b>Total</b>	<b>18</b>	<b>100.00%</b>	<b>16</b>	<b>100.00%</b>	<b>25</b>	<b>100.00%</b>	<b>59</b>	<b>100.00%</b>

**Day of Week**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Monday	765	44.60%	501	35.30%	228	21.90%	1494	35.80%
Tuesday	276	16.10%	134	9.40%	174	16.70%	584	14.00%
Wednesday	195	11.40%	178	12.50%	180	17.30%	553	13.30%
Thursday	173	10.10%	267	18.80%	192	18.50%	632	15.10%
Friday	305	17.80%	339	23.90%	266	25.60%	910	21.80%
<b>Total</b>	<b>1714</b>	<b>100.00%</b>	<b>1419</b>	<b>100.00%</b>	<b>1040</b>	<b>100.00%</b>	<b>4173</b>	<b>100.00%</b>

December 2007

page 60

**Trip Begin Time**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Early morning (midnight – 5:59 AM)	0	0.00%	0	0.00%	98	9.40%	98	2.30%
6:00-6:59 AM	410	23.90%	0	0.00%	0	0.00%	410	9.80%
7:00-7:59 AM	659	38.40%	0	0.00%	0	0.00%	659	15.80%
8:00-8:59 AM	406	23.70%	0	0.00%	0	0.00%	406	9.70%
9:00-9:59 AM	239	13.90%	0	0.00%	0	0.00%	239	5.70%
10:00-10:59 AM	0	0.00%	0	0.00%	191	18.40%	191	4.60%
11:00-11:59 AM	0	0.00%	0	0.00%	121	11.60%	121	2.90%
12:00-12:59 PM	0	0.00%	0	0.00%	79	7.60%	79	1.90%
1:00-1:59 PM	0	0.00%	0	0.00%	119	11.40%	119	2.90%
2:00-2:59 PM	0	0.00%	0	0.00%	149	14.30%	149	3.60%
3:00-3:59 PM	0	0.00%	145	10.20%	87	8.40%	232	5.60%
4:00-4:59 PM	0	0.00%	369	26.00%	0	0.00%	369	8.80%
5:00-5:59 PM	0	0.00%	565	39.80%	0	0.00%	565	13.50%
6:00-6:59 PM	0	0.00%	340	24.00%	0	0.00%	340	8.10%
7:00-7:59 PM	0	0.00%	0	0.00%	88	8.50%	88	2.10%
Night (8:00 PM - midnight)	0	0.00%	0	0.00%	108	10.40%	108	2.60%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

**Trip Begin Location**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
From my home	1604	93.60%	401	28.30%	716	68.80%	2721	65.20%
From my workplace	63	3.70%	880	62.00%	165	15.90%	1108	26.60%
From another place	47	2.70%	138	9.70%	159	15.30%	344	8.20%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

December 2007

page 61

**Trip End Location**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
At my home	31	1.80%	792	55.80%	137	13.20%	960	23.00%
At my workplace	1178	68.70%	85	6.00%	216	20.80%	1479	35.40%
At another place	505	29.50%	542	38.20%	687	66.10%	1734	41.60%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

**First Highway Used**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
I-85	496	28.90%	480	33.80%	344	33.10%	1320	31.60%
I-75	415	24.20%	418	29.50%	247	23.80%	1080	25.90%
I-20 east of I-75	220	12.80%	132	9.30%	129	12.40%	481	11.50%
I-20 west of I-75	163	9.50%	112	7.90%	77	7.40%	352	8.40%
I-285	420	24.50%	277	19.50%	243	23.40%	940	22.50%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

**Last Highway Used**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
I-85	508	29.60%	474	33.40%	348	33.50%	1330	31.90%
I-75	447	26.10%	376	26.50%	239	23.00%	1062	25.40%
I-20 east of I-75	184	10.70%	135	9.50%	124	11.90%	443	10.60%
I-20 west of I-75	169	9.90%	92	6.50%	82	7.90%	343	8.20%
I-285	406	23.70%	342	24.10%	247	23.80%	995	23.80%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

December 2007

page 62

**Travel Time**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>15 to 30 minutes</b>	309	18.00%	227	16.00%	308	29.60%	844	20.20%
<b>31 to 45 minutes</b>	480	28.00%	368	25.90%	283	27.20%	1131	27.10%
<b>46 to 60 minutes</b>	393	22.90%	327	23.00%	178	17.10%	898	21.50%
<b>61 to 75 minutes</b>	214	12.50%	199	14.00%	71	6.80%	484	11.60%
<b>76 to 90 minutes</b>	120	7.00%	116	8.20%	43	4.10%	279	6.70%
<b>91 minutes or more</b>	198	11.60%	182	12.80%	157	15.10%	537	12.90%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

**Trip Delay**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>No, the trip did not take longer than usual</b>	681	39.70%	645	45.50%	507	48.80%	1833	43.90%
<b>Yes, the trip took about 5 minutes longer than usual</b>	178	10.40%	114	8.00%	98	9.40%	390	9.30%
<b>Yes, the trip took 5—10 minutes longer than usual</b>	328	19.10%	245	17.30%	168	16.20%	741	17.80%
<b>Yes, the trip took 10—20 minutes longer than usual</b>	290	16.90%	238	16.80%	132	12.70%	660	15.80%
<b>Yes, the trip took 20 minutes (or more) longer than usual</b>	237	13.80%	177	12.50%	135	13.00%	549	13.20%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

December 2007

**Trip Frequency**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
6 + times per week	140	8.20%	55	3.90%	56	5.40%	251	6.00%
4-5 times per week	944	55.10%	686	48.30%	212	20.40%	1842	44.10%
2-3 times per week	215	12.50%	196	13.80%	137	13.20%	548	13.10%
Once per week	93	5.40%	111	7.80%	96	9.20%	300	7.20%
2-3 times per month	108	6.30%	158	11.10%	170	16.30%	436	10.40%
Once per month	85	5.00%	91	6.40%	128	12.30%	304	7.30%
Less than once per month	129	7.50%	122	8.60%	241	23.20%	492	11.80%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

**Vehicle Occupancy**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Drove alone	1263	73.70%	1023	72.10%	578	55.60%	2864	68.60%
2 occupants	302	17.60%	240	16.90%	270	26.00%	812	19.50%
3+ occupants	149	8.70%	156	11.00%	192	18.50%	497	11.90%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

December 2007

page 64

**Carpool Members (Select All that Apply)**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Members of my household	276	61.20%	235	59.30%	269	58.20%	780	59.60%
Friends or relatives who live elsewhere	94	20.80%	115	29.00%	167	36.10%	376	28.70%
Co-workers	92	20.40%	54	13.60%	49	10.60%	195	14.90%
Other pre-arranged carpoolers	16	3.50%	8	2.00%	7	1.50%	31	2.40%
Casual carpoolers	7	1.60%	8	2.00%	5	1.10%	20	1.50%
Other	10	2.20%	10	2.50%	14	3.00%	34	2.60%

**Reasons for Carpooling This Trip (Select All that Apply)**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Convenience	96	48.20%	101	53.70%	105	46.50%	302	49.30%
To save gas money	96	48.20%	80	42.60%	100	44.20%	276	45.00%
Concern for the environment	27	13.60%	24	12.80%	25	11.10%	76	12.40%
To save on parking costs	30	15.10%	12	6.40%	15	6.60%	57	9.30%
To save on tolls	11	5.50%	2	1.10%	7	3.10%	20	3.30%
Other	40	20.10%	52	27.70%	46	20.40%	138	22.50%

**Used HOV Lane**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Yes	249	14.50%	207	14.60%	196	18.80%	652	15.60%
No	1465	85.50%	1212	85.40%	844	81.20%	3521	84.40%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

December 2007

page 65

**Toll Paid**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>No, I did not pay any tolls</b>	1562	91.10%	1306	92.00%	944	90.80%	3812	91.30%
<b>Yes, I paid cash on the Georgia 400</b>	96	5.60%	46	3.20%	69	6.60%	211	5.10%
<b>Yes, I paid with a Georgia Cruise Card on the Georgia 400</b>	56	3.30%	67	4.70%	27	2.60%	150	3.60%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

**ETC Ownership**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Yes, I have a Georgia Cruise Card</b>	155	9.00%	191	13.50%	103	9.90%	449	10.80%
<b>No, but I have another type of ETC transponder</b>	8	0.50%	6	0.40%	5	0.50%	19	0.50%
<b>No, I don't have a Georgia Cruise Card or other transponder</b>	1551	90.50%	1222	86.10%	932	89.60%	3705	88.80%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

**Selected a Managed Lane Alternative in SP Experiments**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Selected a Managed Lane Alternative</b>	1326	77.40%	1164	82.00%	751	72.20%	3241	77.70%
<b>Did Not Select a Managed Lane Alternative</b>	388	22.60%	255	18.00%	289	27.80%	932	22.30%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

December 2007

page 66

**Likelihood of Using Managed Lanes if Trucks Allowed**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Very likely	283	21.30%	216	18.60%	110	14.60%	609	18.80%
Likely	243	18.30%	215	18.50%	165	22.00%	623	19.20%
Not sure	290	21.90%	233	20.00%	169	22.50%	692	21.40%
Unlikely	279	21.00%	269	23.10%	170	22.60%	718	22.20%
Very unlikely	231	17.40%	231	19.80%	137	18.20%	599	18.50%
<b>Total</b>	<b>1326</b>	<b>100.00%</b>	<b>1164</b>	<b>100.00%</b>	<b>751</b>	<b>100.00%</b>	<b>3241</b>	<b>100.00%</b>

**Reason for Choosing Carpool Option (Select All that Apply)**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
To save gas money	186	52.70%	124	52.10%	70	53.40%	380	52.60%
Convenience	169	47.90%	123	51.70%	54	41.20%	346	47.90%
To save on tolls	153	43.30%	118	49.60%	40	30.50%	311	43.10%
Concern for the environment	97	27.50%	62	26.10%	29	22.10%	188	26.00%
To save on parking costs	42	11.90%	18	7.60%	16	12.20%	76	10.50%
Other	26	7.40%	28	11.80%	15	11.50%	69	9.60%

**Reason for Not Choosing Carpool Option (Select All that Apply)**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Like flexibility of traveling alone	493	54.20%	474	60.30%	233	52.10%	1200	56.00%
Don't know others to carpool with	324	35.60%	287	36.50%	156	34.90%	767	35.80%
Too much time required to coordinate with others	245	26.90%	254	32.30%	121	27.10%	620	28.90%
Like privacy of traveling alone	208	22.90%	152	19.30%	97	21.70%	457	21.30%
Other	170	18.70%	174	22.10%	88	19.70%	432	20.20%

December 2007

page 67

**Reason for Choosing Managed Lane Option (Select All that Apply)**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Lower travel times	851	64.20%	898	77.10%	435	57.90%	2184	67.40%
Less congestion	659	49.70%	555	47.70%	387	51.50%	1601	49.40%
More reliable travel time	443	33.40%	387	33.20%	240	32.00%	1070	33.00%
Other	72	5.40%	89	7.60%	57	7.60%	218	6.70%

**Reason for Not Choosing Managed Lane Option (Select All that Apply)**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Do not want to pay a toll	290	74.70%	191	74.90%	218	75.40%	699	75.00%
Toll is too high	117	30.20%	77	30.20%	69	23.90%	263	28.20%
Do not want a transponder in my car	55	14.20%	40	15.70%	54	18.70%	149	16.00%
Do not want to set up a transponder account	47	12.10%	38	14.90%	50	17.30%	135	14.50%
Other	72	18.60%	69	27.10%	51	17.60%	192	20.60%

**Likelihood of Obtaining ETC if Video Tolling is More Expensive**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Very likely to pay toll with ETC	593	49.90%	576	57.70%	253	37.90%	1422	49.80%
Somewhat likely to pay toll with ETC	166	14.00%	150	15.00%	115	17.20%	431	15.10%
Not sure	358	30.10%	191	19.10%	239	35.80%	788	27.60%
Somewhat likely to pay by video tolling	38	3.20%	37	3.70%	38	5.70%	113	4.00%
Very likely to pay by video tolling	34	2.90%	44	4.40%	23	3.40%	101	3.50%
<b>Total</b>	<b>1189</b>	<b>100.00%</b>	<b>998</b>	<b>100.00%</b>	<b>668</b>	<b>100.00%</b>	<b>2855</b>	<b>100.00%</b>

December 2007

page 68

**Opinion of Project**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Strongly favor it</b>	461	26.90%	290	20.40%	227	21.80%	978	23.40%
<b>Somewhat favor it</b>	578	33.70%	506	35.70%	336	32.30%	1420	34.00%
<b>Neutral</b>	371	21.60%	295	20.80%	277	26.60%	943	22.60%
<b>Somewhat opposed to it</b>	156	9.10%	182	12.80%	113	10.90%	451	10.80%
<b>Strongly opposed to it</b>	148	8.60%	146	10.30%	87	8.40%	381	9.10%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

**Reason for Favoring Managed Lanes**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Shorter travel time</b>	386	37.20%	357	44.80%	165	29.30%	908	37.90%
<b>Less congestion</b>	299	28.80%	219	27.50%	186	33.00%	704	29.40%
<b>Improved access in or/out of Atlanta</b>	171	16.50%	104	13.10%	127	22.60%	402	16.80%
<b>More reliable travel time</b>	176	16.90%	103	12.90%	73	13.00%	352	14.70%
<b>Other</b>	7	0.70%	13	1.60%	12	2.10%	32	1.30%
<b>Total</b>	1039	100.00%	796	100.00%	563	100.00%	2398	100.00%

December 2007

page 69

**Reason for Opposing Managed Lanes**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Opposed to paying tolls</b>	137	44.90%	148	45.10%	90	45.00%	375	45.00%
<b>Tolls are too high</b>	46	15.10%	48	14.60%	20	10.00%	114	13.70%
<b>It will bring too much traffic/development</b>	30	9.80%	28	8.50%	25	12.50%	83	10.00%
<b>Adverse environmental impact</b>	15	4.90%	12	3.70%	11	5.50%	38	4.60%
<b>Opposed to new roads in general</b>	15	4.90%	14	4.30%	10	5.00%	39	4.70%
<b>Prefer alternative/mass transit</b>	19	6.20%	22	6.70%	11	5.50%	52	6.20%
<b>Concerned with feasibility/enforcement</b>	11	3.60%	16	4.90%	12	6.00%	39	4.70%
<b>Other</b>	32	10.50%	40	12.20%	21	10.50%	93	11.20%
<b>Total</b>	305	100.00%	328	100.00%	200	100.00%	833	100.00%

**Agree/Disagree: "I will use a toll route if the tolls are reasonable and I save time"**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Strongly Agree</b>	521	30.40%	437	30.80%	315	30.30%	1273	30.50%
<b>Agree</b>	699	40.80%	608	42.80%	407	39.10%	1714	41.10%
<b>Neither Agree nor Disagree</b>	235	13.70%	185	13.00%	155	14.90%	575	13.80%
<b>Disagree</b>	114	6.70%	98	6.90%	86	8.30%	298	7.10%
<b>Strongly Disagree</b>	145	8.50%	91	6.40%	77	7.40%	313	7.50%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

December 2007

page 70

**Agree/Disagree: "I can generally afford to pay tolls"**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Strongly Agree</b>	324	18.90%	290	20.40%	229	22.00%	843	20.20%
<b>Agree</b>	654	38.20%	537	37.80%	393	37.80%	1584	38.00%
<b>Neither Agree nor Disagree</b>	322	18.80%	295	20.80%	196	18.80%	813	19.50%
<b>Disagree</b>	226	13.20%	183	12.90%	129	12.40%	538	12.90%
<b>Strongly Disagree</b>	188	11.00%	114	8.00%	93	8.90%	395	9.50%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

**Agree/Disagree: "I support using tolls to pay for highway improvements that relieve congestion"**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Strongly Agree</b>	355	20.70%	243	17.10%	225	21.60%	823	19.70%
<b>Agree</b>	610	35.60%	526	37.10%	348	33.50%	1484	35.60%
<b>Neither Agree nor Disagree</b>	342	20.00%	294	20.70%	212	20.40%	848	20.30%
<b>Disagree</b>	195	11.40%	201	14.20%	147	14.10%	543	13.00%
<b>Strongly Disagree</b>	212	12.40%	155	10.90%	108	10.40%	475	11.40%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

**Resident**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Resident</b>	1611	94.00%	1348	95.00%	941	90.50%	3900	93.50%
<b>Visitor</b>	103	6.00%	71	5.00%	99	9.50%	273	6.50%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

December 2007

page 71

**County**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Clayton</b>	94	5.50%	52	3.70%	33	3.20%	179	4.30%
<b>Cobb</b>	244	14.20%	229	16.10%	130	12.50%	603	14.50%
<b>Dekalb</b>	393	22.90%	289	20.40%	226	21.70%	908	21.80%
<b>Douglas</b>	54	3.20%	43	3.00%	21	2.00%	118	2.80%
<b>Fayette</b>	36	2.10%	28	2.00%	18	1.70%	82	2.00%
<b>Fulton</b>	334	19.50%	305	21.50%	256	24.60%	895	21.40%
<b>Gwinnett</b>	238	13.90%	200	14.10%	135	13.00%	573	13.70%
<b>Henry</b>	49	2.90%	49	3.50%	19	1.80%	117	2.80%
<b>Paulding</b>	23	1.30%	16	1.10%	11	1.10%	50	1.20%
<b>Outside of Georgia</b>	13	0.80%	12	0.80%	33	3.20%	58	1.40%
<b>Other</b>	236	13.80%	196	13.80%	158	15.20%	590	14.10%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

**Household Size**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>1 person (I live alone)</b>	257	15.00%	222	15.60%	179	17.20%	658	15.80%
<b>2 people</b>	523	30.50%	437	30.80%	334	32.10%	1294	31.00%
<b>3 people</b>	349	20.40%	292	20.60%	198	19.00%	839	20.10%
<b>4 people</b>	363	21.20%	297	20.90%	194	18.70%	854	20.50%
<b>5 people</b>	144	8.40%	127	8.90%	79	7.60%	350	8.40%
<b>6 or more people</b>	78	4.60%	44	3.10%	56	5.40%	178	4.30%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

December 2007

page 72

**Number of Vehicles in Household**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>0 (no vehicles)</b>	11	0.60%	11	0.80%	20	1.90%	42	1.00%
<b>1 vehicle</b>	411	24.00%	309	21.80%	272	26.20%	992	23.80%
<b>2 vehicles</b>	742	43.30%	659	46.40%	413	39.70%	1814	43.50%
<b>3 vehicles</b>	370	21.60%	296	20.90%	205	19.70%	871	20.90%
<b>4 vehicles</b>	134	7.80%	104	7.30%	82	7.90%	320	7.70%
<b>5 or more vehicles</b>	46	2.70%	40	2.80%	48	4.60%	134	3.20%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

**Gender**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Female</b>	990	57.80%	868	61.20%	562	54.00%	2420	58.00%
<b>Male</b>	724	42.20%	551	38.80%	478	46.00%	1753	42.00%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

**Age**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>16 to 24</b>	222	13.00%	178	12.50%	238	22.90%	638	15.30%
<b>25 to 34</b>	414	24.20%	298	21.00%	228	21.90%	940	22.50%
<b>35 to 44</b>	482	28.10%	432	30.40%	215	20.70%	1129	27.10%
<b>45 to 54</b>	388	22.60%	377	26.60%	195	18.80%	960	23.00%
<b>55 to 64</b>	181	10.60%	119	8.40%	119	11.40%	419	10.00%
<b>65 or older</b>	27	1.60%	15	1.10%	45	4.30%	87	2.10%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

December 2007

page 73

**Employment Status**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Employed full-time</b>	1246	72.70%	1090	76.80%	530	51.00%	2866	68.70%
<b>Employed part-time</b>	94	5.50%	84	5.90%	94	9.00%	272	6.50%
<b>Self-employed</b>	98	5.70%	48	3.40%	93	8.90%	239	5.70%
<b>Student</b>	69	4.00%	41	2.90%	62	6.00%	172	4.10%
<b>Student and employed</b>	95	5.50%	68	4.80%	87	8.40%	250	6.00%
<b>Retired</b>	57	3.30%	33	2.30%	69	6.60%	159	3.80%
<b>Homemaker</b>	26	1.50%	28	2.00%	51	4.90%	105	2.50%
<b>Not currently employed</b>	29	1.70%	27	1.90%	54	5.20%	110	2.60%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

**Income**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Under \$25,000</b>	179	10.40%	116	8.20%	193	18.60%	488	11.70%
<b>\$25,000 - \$49,999</b>	365	21.30%	241	17.00%	261	25.10%	867	20.80%
<b>\$50,000 - \$74,999</b>	413	24.10%	286	20.20%	221	21.30%	920	22.00%
<b>\$75,000 - \$99,999</b>	288	16.80%	227	16.00%	147	14.10%	662	15.90%
<b>\$100,000 - \$149,999</b>	266	15.50%	296	20.90%	115	11.10%	677	16.20%
<b>\$150,000 - or more</b>	203	11.80%	253	17.80%	103	9.90%	559	13.40%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

December 2007

page 74

**Internet Access**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Yes</b>	1639	95.60%	1389	97.90%	955	91.80%	3983	95.40%
<b>No</b>	75	4.40%	30	2.10%	85	8.20%	190	4.60%
<b>Total</b>	1714	100.00%	1419	100.00%	1040	100.00%	4173	100.00%

**Location of Internet Access (Select All that Apply)**

	Time of Day							
	AM Peak		PM Peak		Off-peak		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Home</b>	1501	91.60%	1315	94.70%	868	90.90%	3684	92.50%
<b>Work</b>	1165	71.10%	1099	79.10%	513	53.70%	2777	69.70%
<b>Public place using own computer</b>	289	17.60%	256	18.40%	167	17.50%	712	17.90%
<b>Public place using their computer terminal</b>	187	11.40%	166	12.00%	117	12.30%	470	11.80%

**APPENDIX E – AUTOMOBILE TABULATIONS OF DATA BY TRIP PURPOSE**

**Time of Day Trip Began**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>AM Peak</b>	1251	51.80%	385	30.30%	78	16.00%	1714	41.10%
<b>PM Peak</b>	832	34.50%	361	28.40%	226	46.30%	1419	34.00%
<b>Off-peak</b>	332	13.70%	524	41.30%	184	37.70%	1040	24.90%
<b>Total</b>	2415	100.00%	1270	100.00%	488	100.00%	4173	100.00%

**Vehicle Type**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Passenger car, motorcycle, or SUV/truck (with 4 tires)</b>	2410	99.80%	1262	99.40%	479	98.20%	4151	99.50%
<b>Two-axle truck (with 6 tires)</b>	5	0.20%	8	0.60%	9	1.80%	22	0.50%
<b>Total</b>	2415	100.00%	1270	100.00%	488	100.00%	4173	100.00%

December 2007

page 76

**Trip Purpose**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Go to/from work	2001	82.90%	0	0.00%	112	23.00%	2113	50.60%
Working/work-related business	363	15.00%	0	0.00%	122	25.00%	485	11.60%
Go to/from Hartsfield Airport	51	2.10%	81	6.40%	12	2.50%	144	3.50%
Go to/from school	0	0.00%	192	15.10%	24	4.90%	216	5.20%
Shopping	0	0.00%	152	12.00%	26	5.30%	178	4.30%
Social or recreational	0	0.00%	522	41.10%	115	23.60%	637	15.30%
Other personal business	0	0.00%	323	25.40%	77	15.80%	400	9.60%
<b>Total</b>	<b>2415</b>	<b>100.00%</b>	<b>1270</b>	<b>100.00%</b>	<b>488</b>	<b>100.00%</b>	<b>4173</b>	<b>100.00%</b>

**Airport Trip Purpose**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
I went to the airport to depart on a flight	16	31.40%	8	9.90%	0	0.00%	24	16.70%
I went to the airport to pick someone up or drop someone off	6	11.80%	54	66.70%	10	83.30%	70	48.60%
I came from the airport after arriving on a flight	19	37.30%	14	17.30%	2	16.70%	35	24.30%
I came from the airport after picking someone up or dropping someone off	2	3.90%	5	6.20%	0	0.00%	7	4.90%
I work at the airport	8	15.70%	0	0.00%	0	0.00%	8	5.60%
<b>Total</b>	<b>51</b>	<b>100.00%</b>	<b>81</b>	<b>100.00%</b>	<b>12</b>	<b>100.00%</b>	<b>144</b>	<b>100.00%</b>

December 2007

page 77

**Business Flight**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Yes</b>	35	100.00%	0	0.00%	0	0.00%	35	59.30%
<b>No</b>	0	0.00%	22	100.00%	2	100.00%	24	40.70%
<b>Total</b>	35	100.00%	22	100.00%	2	100.00%	59	100.00%

**Day of Week**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Monday</b>	1150	47.60%	245	19.30%	99	20.30%	1494	35.80%
<b>Tuesday</b>	288	11.90%	220	17.30%	76	15.60%	584	14.00%
<b>Wednesday</b>	243	10.10%	221	17.40%	89	18.20%	553	13.30%
<b>Thursday</b>	298	12.30%	229	18.00%	105	21.50%	632	15.10%
<b>Friday</b>	436	18.10%	355	28.00%	119	24.40%	910	21.80%
<b>Total</b>	2415	100.00%	1270	100.00%	488	100.00%	4173	100.00%

December 2007

page 78

**Trip Begin Time**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Early morning (midnight – 5:59 AM)	77	3.20%	13	1.00%	8	1.60%	98	2.30%
6:00-6:59 AM	354	14.70%	48	3.80%	8	1.60%	410	9.80%
7:00-7:59 AM	516	21.40%	122	9.60%	21	4.30%	659	15.80%
8:00-8:59 AM	278	11.50%	104	8.20%	24	4.90%	406	9.70%
9:00-9:59 AM	103	4.30%	111	8.70%	25	5.10%	239	5.70%
10:00-10:59 AM	46	1.90%	120	9.40%	25	5.10%	191	4.60%
11:00-11:59 AM	29	1.20%	63	5.00%	29	5.90%	121	2.90%
12:00-12:59 PM	14	0.60%	45	3.50%	20	4.10%	79	1.90%
1:00-1:59 PM	34	1.40%	63	5.00%	22	4.50%	119	2.90%
2:00-2:59 PM	36	1.50%	78	6.10%	35	7.20%	149	3.60%
3:00-3:59 PM	85	3.50%	99	7.80%	48	9.80%	232	5.60%
4:00-4:59 PM	206	8.50%	95	7.50%	68	13.90%	369	8.80%
5:00-5:59 PM	391	16.20%	98	7.70%	76	15.60%	565	13.50%
6:00-6:59 PM	178	7.40%	113	8.90%	49	10.00%	340	8.10%
7:00-7:59 PM	42	1.70%	31	2.40%	15	3.10%	88	2.10%
Night (8:00 PM - midnight)	26	1.10%	67	5.30%	15	3.10%	108	2.60%
<b>Total</b>	<b>2415</b>	<b>100.00%</b>	<b>1270</b>	<b>100.00%</b>	<b>488</b>	<b>100.00%</b>	<b>4173</b>	<b>100.00%</b>

**Trip Begin Location**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
From my home	1573	65.10%	1148	90.40%	0	0.00%	2721	65.20%
From my workplace	790	32.70%	24	1.90%	294	60.20%	1108	26.60%
From another place	52	2.20%	98	7.70%	194	39.80%	344	8.20%
<b>Total</b>	<b>2415</b>	<b>100.00%</b>	<b>1270</b>	<b>100.00%</b>	<b>488</b>	<b>100.00%</b>	<b>4173</b>	<b>100.00%</b>

December 2007

page 79

**Trip End Location**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
At my home	838	34.70%	122	9.60%	0	0.00%	960	23.00%
At my workplace	1336	55.30%	105	8.30%	38	7.80%	1479	35.40%
At another place	241	10.00%	1043	82.10%	450	92.20%	1734	41.60%
<b>Total</b>	<b>2415</b>	<b>100.00%</b>	<b>1270</b>	<b>100.00%</b>	<b>488</b>	<b>100.00%</b>	<b>4173</b>	<b>100.00%</b>

**First Highway Used**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
I-85	748	31.00%	395	31.10%	177	36.30%	1320	31.60%
I-75	664	27.50%	299	23.50%	117	24.00%	1080	25.90%
I-20 east of I-75	283	11.70%	148	11.70%	50	10.20%	481	11.50%
I-20 west of I-75	209	8.70%	108	8.50%	35	7.20%	352	8.40%
I-285	511	21.20%	320	25.20%	109	22.30%	940	22.50%
<b>Total</b>	<b>2415</b>	<b>100.00%</b>	<b>1270</b>	<b>100.00%</b>	<b>488</b>	<b>100.00%</b>	<b>4173</b>	<b>100.00%</b>

**Last Highway Used**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
I-85	765	31.70%	406	32.00%	159	32.60%	1330	31.90%
I-75	645	26.70%	296	23.30%	121	24.80%	1062	25.40%
I-20 east of I-75	249	10.30%	141	11.10%	53	10.90%	443	10.60%
I-20 west of I-75	198	8.20%	110	8.70%	35	7.20%	343	8.20%
I-285	558	23.10%	317	25.00%	120	24.60%	995	23.80%
<b>Total</b>	<b>2415</b>	<b>100.00%</b>	<b>1270</b>	<b>100.00%</b>	<b>488</b>	<b>100.00%</b>	<b>4173</b>	<b>100.00%</b>

December 2007

page 80

**Travel Time**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Column Total N %
<b>15 to 30 minutes</b>	430	17.80%	286	22.50%	128	26.20%	844	20.20%
<b>31 to 45 minutes</b>	657	27.20%	346	27.20%	128	26.20%	1131	27.10%
<b>46 to 60 minutes</b>	589	24.40%	215	16.90%	94	19.30%	898	21.50%
<b>61 to 75 minutes</b>	334	13.80%	100	7.90%	50	10.20%	484	11.60%
<b>76 to 90 minutes</b>	169	7.00%	90	7.10%	20	4.10%	279	6.70%
<b>91 minutes or more</b>	236	9.80%	233	18.30%	68	13.90%	537	12.90%
<b>Total</b>	2415	100.00%	1270	100.00%	488	100.00%	4173	100.00%

**Trip Delay**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>No, the trip did not take longer than usual</b>	1101	45.60%	533	42.00%	199	40.80%	1833	43.90%
<b>Yes, the trip took about 5 minutes longer than usual</b>	228	9.40%	121	9.50%	41	8.40%	390	9.30%
<b>Yes, the trip took 5—10 minutes longer than usual</b>	403	16.70%	243	19.10%	95	19.50%	741	17.80%
<b>Yes, the trip took 10—20 minutes longer than usual</b>	381	15.80%	203	16.00%	76	15.60%	660	15.80%
<b>Yes, the trip took 20 minutes (or more) longer than usual</b>	302	12.50%	170	13.40%	77	15.80%	549	13.20%
<b>Total</b>	2415	100.00%	1270	100.00%	488	100.00%	4173	100.00%

December 2007

page 81

**Trip Frequency**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>6 + times per week</b>	196	8.10%	39	3.10%	16	3.30%	251	6.00%
<b>4-5 times per week</b>	1629	67.50%	147	11.60%	66	13.50%	1842	44.10%
<b>2-3 times per week</b>	265	11.00%	191	15.00%	92	18.90%	548	13.10%
<b>Once per week</b>	104	4.30%	144	11.30%	52	10.70%	300	7.20%
<b>2-3 times per month</b>	92	3.80%	254	20.00%	90	18.40%	436	10.40%
<b>Once per month</b>	52	2.20%	192	15.10%	60	12.30%	304	7.30%
<b>Less than once per month</b>	77	3.20%	303	23.90%	112	23.00%	492	11.80%
<b>Total</b>	2415	100.00%	1270	100.00%	488	100.00%	4173	100.00%

**Vehicle Occupancy**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Column Total N %
<b>Drove alone</b>	2010	83.20%	562	44.30%	292	59.80%	2864	68.60%
<b>2 occupants</b>	319	13.20%	381	30.00%	112	23.00%	812	19.50%
<b>3+ occupants</b>	86	3.60%	327	25.70%	84	17.20%	497	11.90%
<b>Total</b>	2415	100.00%	1270	100.00%	488	100.00%	4173	100.00%

December 2007

page 82

**Carpool Constituents (Select All that Apply)**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Members of my household	246	60.70%	474	66.90%	60	30.60%	780	59.60%
Friends or relatives who live elsewhere	52	12.80%	249	35.20%	75	38.30%	376	28.70%
Co-workers	115	28.40%	17	2.40%	63	32.10%	195	14.90%
Other pre-arranged carpoolers	17	4.20%	9	1.30%	5	2.60%	31	2.40%
Casual carpoolers	8	2.00%	7	1.00%	5	2.60%	20	1.50%
Other	9	2.20%	15	2.10%	10	5.10%	34	2.60%

**Reasons for Carpooling This Trip (Select All that Apply)**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Convenience	84	46.40%	141	49.30%	77	52.70%	302	49.30%
To save gas money	116	64.10%	101	35.30%	59	40.40%	276	45.00%
Concern for the environment	38	21.00%	26	9.10%	12	8.20%	76	12.40%
To save on parking costs	21	11.60%	26	9.10%	10	6.80%	57	9.30%
To save on tolls	10	5.50%	7	2.40%	3	2.10%	20	3.30%
Other	35	19.30%	73	25.50%	30	20.50%	138	22.50%

**Used HOV Lane**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Yes	248	10.30%	310	24.40%	94	19.30%	652	15.60%
No	2167	89.70%	960	75.60%	394	80.70%	3521	84.40%
<b>Total</b>	2415	100.00%	1270	100.00%	488	100.00%	4173	100.00%

December 2007

page 83

**Toll Paid**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>No, I did not pay any tolls</b>	2184	90.40%	1183	93.10%	445	91.20%	3812	91.30%
<b>Yes, I paid cash on the Georgia 400</b>	112	4.60%	68	5.40%	31	6.40%	211	5.10%
<b>Yes, I paid with a Georgia Cruise Card on the Georgia 400</b>	119	4.90%	19	1.50%	12	2.50%	150	3.60%
<b>Total</b>	2415	100.00%	1270	100.00%	488	100.00%	4173	100.00%

**ETC Ownership**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Yes, I have a Georgia Cruise Card</b>	303	12.50%	86	6.80%	60	12.30%	449	10.80%
<b>No, but I have another type of ETC transponder</b>	11	0.50%	5	0.40%	3	0.60%	19	0.50%
<b>No, I don't have a Georgia Cruise Card or other transponder</b>	2101	87.00%	1179	92.80%	425	87.10%	3705	88.80%
<b>Total</b>	2415	100.00%	1270	100.00%	488	100.00%	4173	100.00%

**Selected a Managed Lane Alternative in SP Experiments**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Selected a Managed Lane Alternative</b>	1895	78.50%	960	75.60%	386	79.10%	3241	77.70%
<b>Did Not Select a Managed Lane Alternative</b>	520	21.50%	310	24.40%	102	20.90%	932	22.30%
<b>Total</b>	2415	100.00%	1270	100.00%	488	100.00%	4173	100.00%

**Likelihood of Using Managed Lanes if Trucks Allowed**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Very likely	404	21.30%	148	15.40%	57	14.80%	609	18.80%
Likely	321	16.90%	218	22.70%	84	21.80%	623	19.20%
Not sure	387	20.40%	220	22.90%	85	22.00%	692	21.40%
Unlikely	420	22.20%	212	22.10%	86	22.30%	718	22.20%
Very unlikely	363	19.20%	162	16.90%	74	19.20%	599	18.50%
<b>Total</b>	<b>1895</b>	<b>100.00%</b>	<b>960</b>	<b>100.00%</b>	<b>386</b>	<b>100.00%</b>	<b>3241</b>	<b>100.00%</b>

**Reason for Choosing Carpool Option (Select All that Apply)**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
To save gas money	253	52.60%	86	49.40%	41	61.20%	380	52.60%
Convenience	227	47.20%	85	48.90%	34	50.70%	346	47.90%
To save on tolls	205	42.60%	71	40.80%	35	52.20%	311	43.10%
Concern for the environment	128	26.60%	41	23.60%	19	28.40%	188	26.00%
To save on parking costs	39	8.10%	30	17.20%	7	10.40%	76	10.50%
Other	47	9.80%	14	8.00%	8	11.90%	69	9.60%

**Reason for Not Choosing Carpool Option (Select All that Apply)**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Like flexibility of traveling alone	895	58.50%	200	51.50%	105	46.70%	1200	56.00%
Don't know others to carpool with	538	35.20%	148	38.10%	81	36.00%	767	35.80%
Too much time required to coordinate with others	449	29.30%	107	27.60%	64	28.40%	620	28.90%
Like privacy of traveling alone	315	20.60%	96	24.70%	46	20.40%	457	21.30%
Other	312	20.40%	68	17.50%	52	23.10%	432	20.20%

December 2007

page 85

**Reason for Choosing Managed Lane Option (Select All that Apply)**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Lower travel times	1328	70.10%	611	63.60%	245	63.50%	2184	67.40%
Less congestion	924	48.80%	479	49.90%	198	51.30%	1601	49.40%
More reliable travel time	625	33.00%	310	32.30%	135	35.00%	1070	33.00%
Other	126	6.60%	65	6.80%	27	7.00%	218	6.70%

**Reason for Not Choosing Managed Lane Option (Select All that Apply)**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Do not want to pay a toll	391	75.20%	233	75.20%	75	73.50%	699	75.00%
Toll is too high	151	29.00%	84	27.10%	28	27.50%	263	28.20%
Do not want a transponder in my car	77	14.80%	57	18.40%	15	14.70%	149	16.00%
Do not want to set up a transponder account	63	12.10%	53	17.10%	19	18.60%	135	14.50%
Other	114	21.90%	55	17.70%	23	22.50%	192	20.60%

**Likelihood of Obtaining ETC if Video Tolling is More Expensive**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Very likely to pay toll with ETC	942	57.30%	330	37.40%	150	45.50%	1422	49.80%
Somewhat likely to pay toll with ETC	223	13.60%	155	17.60%	53	16.10%	431	15.10%
Not sure	381	23.20%	309	35.00%	98	29.70%	788	27.60%
Somewhat likely to pay by video tolling	51	3.10%	44	5.00%	18	5.50%	113	4.00%
Very likely to pay by video tolling	46	2.80%	44	5.00%	11	3.30%	101	3.50%
<b>Total</b>	1643	100.00%	882	100.00%	330	100.00%	2855	100.00%

December 2007

page 86

**Opinion of Project**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Strongly favor it</b>	594	24.60%	276	21.70%	108	22.10%	978	23.40%
<b>Somewhat favor it</b>	814	33.70%	439	34.60%	167	34.20%	1420	34.00%
<b>Neutral</b>	491	20.30%	352	27.70%	100	20.50%	943	22.60%
<b>Somewhat opposed to it</b>	275	11.40%	116	9.10%	60	12.30%	451	10.80%
<b>Strongly opposed to it</b>	241	10.00%	87	6.90%	53	10.90%	381	9.10%
<b>Total</b>	2415	100.00%	1270	100.00%	488	100.00%	4173	100.00%

**Reason for Favoring Managed Lanes**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Shorter travel time</b>	585	41.50%	224	31.30%	99	36.00%	908	37.90%
<b>Less congestion</b>	382	27.10%	232	32.40%	90	32.70%	704	29.40%
<b>Improved access in or/out of Atlanta</b>	209	14.80%	148	20.70%	45	16.40%	402	16.80%
<b>More reliable travel time</b>	215	15.30%	100	14.00%	37	13.50%	352	14.70%
<b>Other</b>	17	1.20%	11	1.50%	4	1.50%	32	1.30%
<b>Total</b>	1408	100.00%	715	100.00%	275	100.00%	2398	100.00%

December 2007

page 87

**Reason for Opposing Managed Lanes**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Opposed to paying tolls</b>	231	44.70%	88	43.30%	56	49.60%	375	45.00%
<b>Tolls are too high</b>	65	12.60%	35	17.20%	14	12.40%	114	13.70%
<b>It will bring too much traffic/development</b>	52	10.10%	20	9.90%	11	9.70%	83	10.00%
<b>Adverse environmental impact</b>	22	4.30%	11	5.40%	5	4.40%	38	4.60%
<b>Opposed to new roads in general</b>	20	3.90%	12	5.90%	7	6.20%	39	4.70%
<b>Prefer alternative/mass transit</b>	39	7.50%	7	3.40%	6	5.30%	52	6.20%
<b>Concerned with feasibility/enforcement</b>	22	4.30%	12	5.90%	5	4.40%	39	4.70%
<b>Other</b>	66	12.80%	18	8.90%	9	8.00%	93	11.20%
<b>Total</b>	517	100.00%	203	100.00%	113	100.00%	833	100.00%

**Agree/Disagree: "I will use a toll route if the tolls are reasonable and I save time"**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Strongly Agree</b>	748	31.00%	370	29.10%	155	31.80%	1273	30.50%
<b>Agree</b>	997	41.30%	516	40.60%	201	41.20%	1714	41.10%
<b>Neither Agree nor Disagree</b>	318	13.20%	193	15.20%	64	13.10%	575	13.80%
<b>Disagree</b>	172	7.10%	96	7.60%	30	6.10%	298	7.10%
<b>Strongly Disagree</b>	180	7.50%	95	7.50%	38	7.80%	313	7.50%
<b>Total</b>	2415	100.00%	1270	100.00%	488	100.00%	4173	100.00%

December 2007

page 88

**Agree/Disagree: "I can generally afford to pay tolls"**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Strongly Agree</b>	475	19.70%	264	20.80%	104	21.30%	843	20.20%
<b>Agree</b>	930	38.50%	460	36.20%	194	39.80%	1584	38.00%
<b>Neither Agree nor Disagree</b>	473	19.60%	246	19.40%	94	19.30%	813	19.50%
<b>Disagree</b>	323	13.40%	168	13.20%	47	9.60%	538	12.90%
<b>Strongly Disagree</b>	214	8.90%	132	10.40%	49	10.00%	395	9.50%
<b>Total</b>	2415	100.00%	1270	100.00%	488	100.00%	4173	100.00%

**Agree/Disagree: "I support using tolls to pay for highway improvements that relieve congestion"**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Strongly Agree</b>	477	19.80%	251	19.80%	95	19.50%	823	19.70%
<b>Agree</b>	838	34.70%	474	37.30%	172	35.20%	1484	35.60%
<b>Neither Agree nor Disagree</b>	478	19.80%	262	20.60%	108	22.10%	848	20.30%
<b>Disagree</b>	324	13.40%	155	12.20%	64	13.10%	543	13.00%
<b>Strongly Disagree</b>	298	12.30%	128	10.10%	49	10.00%	475	11.40%
<b>Total</b>	2415	100.00%	1270	100.00%	488	100.00%	4173	100.00%

**Resident**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Resident</b>	2311	95.70%	1160	91.30%	429	87.90%	3900	93.50%
<b>Visitor</b>	104	4.30%	110	8.70%	59	12.10%	273	6.50%
<b>Total</b>	2415	100.00%	1270	100.00%	488	100.00%	4173	100.00%

December 2007

page 89

**County**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Clayton</b>	113	4.70%	48	3.80%	18	3.70%	179	4.30%
<b>Cobb</b>	397	16.40%	149	11.70%	57	11.70%	603	14.50%
<b>Dekalb</b>	510	21.10%	297	23.40%	101	20.70%	908	21.80%
<b>Douglas</b>	88	3.60%	20	1.60%	10	2.00%	118	2.80%
<b>Fayette</b>	51	2.10%	25	2.00%	6	1.20%	82	2.00%
<b>Fulton</b>	461	19.10%	290	22.80%	144	29.50%	895	21.40%
<b>Gwinnett</b>	336	13.90%	175	13.80%	62	12.70%	573	13.70%
<b>Henry</b>	89	3.70%	23	1.80%	5	1.00%	117	2.80%
<b>Paulding</b>	31	1.30%	14	1.10%	5	1.00%	50	1.20%
<b>Outside of Georgia</b>	18	0.70%	16	1.30%	24	4.90%	58	1.40%
<b>Other</b>	321	13.30%	213	16.80%	56	11.50%	590	14.10%
<b>Total</b>	2415	100.00%	1270	100.00%	488	100.00%	4173	100.00%

**Household Size**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>1 person (I live alone)</b>	351	14.50%	196	15.40%	111	22.70%	658	15.80%
<b>2 people</b>	760	31.50%	380	29.90%	154	31.60%	1294	31.00%
<b>3 people</b>	496	20.50%	248	19.50%	95	19.50%	839	20.10%
<b>4 people</b>	526	21.80%	258	20.30%	70	14.30%	854	20.50%
<b>5 people</b>	200	8.30%	116	9.10%	34	7.00%	350	8.40%
<b>6 or more people</b>	82	3.40%	72	5.70%	24	4.90%	178	4.30%
<b>Total</b>	2415	100.00%	1270	100.00%	488	100.00%	4173	100.00%

December 2007

page 90

**Number of Vehicles in Household**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>0 (no vehicles)</b>	9	0.40%	22	1.70%	11	2.30%	42	1.00%
<b>1 vehicle</b>	509	21.10%	330	26.00%	153	31.40%	992	23.80%
<b>2 vehicles</b>	1122	46.50%	506	39.80%	186	38.10%	1814	43.50%
<b>3 vehicles</b>	528	21.90%	252	19.80%	91	18.60%	871	20.90%
<b>4 vehicles</b>	183	7.60%	108	8.50%	29	5.90%	320	7.70%
<b>5 or more vehicles</b>	64	2.70%	52	4.10%	18	3.70%	134	3.20%
<b>Total</b>	2415	100.00%	1270	100.00%	488	100.00%	4173	100.00%

**Gender**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Female</b>	1342	55.60%	803	63.20%	275	56.40%	2420	58.00%
<b>Male</b>	1073	44.40%	467	36.80%	213	43.60%	1753	42.00%
<b>Total</b>	2415	100.00%	1270	100.00%	488	100.00%	4173	100.00%

**Age**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>16 to 24</b>	181	7.50%	380	29.90%	77	15.80%	638	15.30%
<b>25 to 34</b>	555	23.00%	267	21.00%	118	24.20%	940	22.50%
<b>35 to 44</b>	778	32.20%	228	18.00%	123	25.20%	1129	27.10%
<b>45 to 54</b>	659	27.30%	192	15.10%	109	22.30%	960	23.00%
<b>55 to 64</b>	216	8.90%	152	12.00%	51	10.50%	419	10.00%
<b>65 or older</b>	26	1.10%	51	4.00%	10	2.00%	87	2.10%
<b>Total</b>	2415	100.00%	1270	100.00%	488	100.00%	4173	100.00%

December 2007

page 91

**Employment Status**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Employed full-time</b>	2043	84.60%	488	38.40%	335	68.60%	2866	68.70%
<b>Employed part-time</b>	106	4.40%	134	10.60%	32	6.60%	272	6.50%
<b>Self-employed</b>	121	5.00%	83	6.50%	35	7.20%	239	5.70%
<b>Student</b>	27	1.10%	131	10.30%	14	2.90%	172	4.10%
<b>Student and employed</b>	72	3.00%	140	11.00%	38	7.80%	250	6.00%
<b>Retired</b>	15	0.60%	128	10.10%	16	3.30%	159	3.80%
<b>Homemaker</b>	11	0.50%	85	6.70%	9	1.80%	105	2.50%
<b>Not currently employed</b>	20	0.80%	81	6.40%	9	1.80%	110	2.60%
<b>Total</b>	2415	100.00%	1270	100.00%	488	100.00%	4173	100.00%

**Income**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Under \$25,000</b>	152	6.30%	276	21.70%	60	12.30%	488	11.70%
<b>\$25,000 - \$49,999</b>	434	18.00%	311	24.50%	122	25.00%	867	20.80%
<b>\$50,000 - \$74,999</b>	525	21.70%	277	21.80%	118	24.20%	920	22.00%
<b>\$75,000 - \$99,999</b>	407	16.90%	179	14.10%	76	15.60%	662	15.90%
<b>\$100,000 - \$149,999</b>	475	19.70%	136	10.70%	66	13.50%	677	16.20%
<b>\$150,000 - or more</b>	422	17.50%	91	7.20%	46	9.40%	559	13.40%
<b>Total</b>	2415	100.00%	1270	100.00%	488	100.00%	4173	100.00%

December 2007

page 92

**Internet Access**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Yes</b>	2332	96.60%	1185	93.30%	466	95.50%	3983	95.40%
<b>No</b>	83	3.40%	85	6.70%	22	4.50%	190	4.60%
<b>Total</b>	2415	100.00%	1270	100.00%	488	100.00%	4173	100.00%

**Location of Internet Access (Select All that Apply)**

	Trip Purpose							
	Home based work		Home based other		Non-home based		Total	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
<b>Home</b>	2165	89.60%	1112	87.60%	407	83.40%	3684	92.50%
<b>Work</b>	1920	79.50%	514	40.50%	343	70.30%	2777	69.70%
<b>Public place using own computer</b>	415	17.20%	208	16.40%	89	18.20%	712	17.90%
<b>Public place using their computer terminal</b>	226	9.40%	178	14.00%	66	13.50%	470	11.80%

## **APPENDIX F – COMMERCIAL VEHICLE TABULATIONS**

**Type of company**

	Frequency	Percent
Owner-operated trucking company (you own, lease, or make payments on the vehicle that you drive)	173	41.9%
Trucking company with more than one vehicle (parcel delivery, logistics, distribution, freight, etc.)	232	56.2%
Other type of company that operates trucks	8	1.9%
<b>Total</b>	<b>413</b>	<b>100.0%</b>

**Driver's role at company**

	Frequency	Percent
Driver	410	99.3%
Dispatcher	1	.2%
Manager or owner	1	.2%
Other	1	.2%
<b>Total</b>	<b>413</b>	<b>100.0%</b>

**Type of driver**

	Frequency	Percent
Company driver (the company owns the vehicle that I drive)	233	56.4%
Fleet driver (I drive for someone else who owns the vehicle and leases it to the company)	177	42.9%
Not Applicable (an owner, manager, or dispatcher)	3	.7%
<b>Total</b>	<b>413</b>	<b>100.0%</b>

**Who makes routing decisions at your company?**

	Frequency	Percent
I make all routing decisions	332	80.4%
I make some routing decisions	81	19.6%
<b>Total</b>	<b>413</b>	<b>100.0%</b>



**Roads used**

	Frequency	Percent
I-85 North of I-285	118	28.6
I-85 South of I-285	104	25.2
I-75 North of I-285	153	37.0
I-75 South of I-285	128	31.0
I-20 East of I-285	111	26.9
I-20 West of I-285	120	29.1
I-285	222	53.8

**Type of vehicle**

	Frequency	Percent
Two-axle truck (with 6 tires)	5	1.2%
Three-axle truck	30	7.3%
Four-axle truck	9	2.2%
Five-axle truck	285	69.0%
Six or more axle truck	84	20.3%
<b>Total</b>	<b>413</b>	<b>100.0%</b>

**What specific type of vehicle did you drive on this trip?**

	Frequency	Percent
Bus	1	.2%
Straight truck	5	1.2%
Dry van	198	47.9%
Container/chassis	10	2.4%
Flatbed	31	7.5%
Auto carrier	6	1.5%
Short trailers	2	.5%
Dump truck/trailer	2	.5%
Tanker/liquid	10	2.4%
Household goods	5	1.2%
Other type of trailer	8	1.9%
Refrigerated freight container	130	31.5%
<b>Total</b>	<b>408</b>	<b>98.8%</b>
Did not drive 3- or more axle truck	5	1.2%



**Type of Trip**

	Frequency	Percent
Single stop in the Atlanta metropolitan area	166	40.2%
Single stop outside of the Atlanta metropolitan area	128	31.0%
Multiple stops all inside the Atlanta metropolitan area	42	10.2%
Multiple stops all outside of the Atlanta metropolitan area	23	5.6%
Multiple stops both within and outside the Atlanta metropolitan area	54	13.1%
<b>Total</b>	<b>413</b>	<b>100.0%</b>

**Trip Day of Week**

	Frequency	Percent
Monday	66	16.0%
Tuesday	78	18.9%
Wednesday	71	17.2%
Thursday	75	18.2%
Friday	123	29.8%
<b>Total</b>	<b>413</b>	<b>100.0%</b>

**Trip Begin Time**

	Frequency	Percent
Early morning (midnight - 5:59 AM)	96	23.2%
6:00-6:59 AM	44	10.7%
7:00-7:59 AM	48	11.6%
8:00-8:59 AM	52	12.6%
9:00-9:59 AM	29	7.0%
10:00-10:59 AM	36	8.7%
11:00-11:59 AM	14	3.4%
12:00-12:59 PM	23	5.6%
1:00-1:59 PM	8	1.9%
2:00-2:59 PM	9	2.2%
3:00-3:59 PM	10	2.4%
4:00-4:59 PM	7	1.7%
5:00-5:59 PM	7	1.7%
6:00-6:59 PM	3	.7%
7:00-7:59 PM	6	1.5%
Night (8:00 PM-midnight)	21	5.1%
<b>Total</b>	<b>413</b>	<b>100.0%</b>



**AM Peak, PM Peak, Off-Peak**

	Frequency	Percent
AM Peak	173	41.9%
PM Peak	22	5.3%
Off-Peak	218	52.8%
<b>Total</b>	<b>413</b>	<b>100.0%</b>

**Total Travel Time**

	Frequency	Percent
Less than 30 minutes	4	1.0%
30 to 59 minutes	25	6.1%
60 to 89 minutes	43	10.4%
90 to 119 minutes	27	6.5%
120 to 239 minutes	134	32.4%
240 to 359 minutes	59	14.3%
360 to 479 minutes	36	8.7%
480 to 599 minutes	31	7.5%
600 or more minutes	54	13.1%
<b>Total</b>	<b>413</b>	<b>100.0%</b>

**Amount of traffic delay**

	Frequency	Percent
No, the trip did not take longer than usual	270	65.4%
Yes, the trip took about 10 minutes longer than usual	13	3.1%
Yes, the trip took 10—20 minutes longer than usual	32	7.7%
Yes, the trip took 20—30 minutes longer than usual	38	9.2%
Yes, the trip took more than 30 minutes longer than usual	59	14.3%
Don't know	1	.2%
<b>Total</b>	<b>413</b>	<b>100.0%</b>



**Trip frequency**

	Frequency	Percent
6 or more times per week	19	4.6%
4-5 times per week	26	6.3%
2-3 times per week	69	16.7%
Once per week	61	14.8%
2-3 times per month	89	21.5%
Once per month	61	14.8%
Less than once per month. How many times per year?	88	21.3%
<b>Total</b>	<b>413</b>	<b>100.0%</b>

**Were tolls paid in Georgia?**

	Frequency	Percent
No, did not pay any tolls.	412	99.8%
Yes, paid cash on the Georgia 400.	1	.2%
<b>Total</b>	<b>413</b>	<b>100.0%</b>

**Who is responsible for paying tolls incurred?**

	Frequency	Percent
Driver pays tolls	17	4.1%
Driver pays tolls but is reimbursed by company	153	37.0%
Company pays tolls directly (e.g. Using an EZ Tag or Georgia cruise card)	70	16.9%
<b>Total</b>	<b>240</b>	<b>58.1%</b>
Not Applicable (Owner-operated)	173	41.9%

**Method of charging customers for tolls**

	Frequency	Percent
Tolls are just part of the total shipment cost	39	9.4%
Tolls are charged as a separate line item	36	8.7%
Don't know	148	35.8%
<b>Total</b>	<b>223</b>	<b>54.0%</b>
Not Applicable (Company does not pay tolls)	190	46.0%



**Georgia Cruise Card for electronic toll collection**

	Frequency	Percent
Yes, a Georgia Cruise Card.	5	1.2%
No, but another type of ETC transponder.	153	37.0%
No, no ETC transponder.	255	61.7%
<b>Total</b>	<b>413</b>	<b>100.0%</b>

**Likelihood of using ETC vs. video tolling**

	Frequency	Percent
Very likely to pay toll with ETC	62	15.0%
Somewhat likely to pay toll with ETC	10	2.4%
Not sure	32	7.7%
Somewhat likely to pay by video tolling	6	1.5%
Very likely to pay by video tolling	10	2.4%
<b>Total</b>	<b>120</b>	<b>29.1%</b>
Not Applicable (Already has ETC, or will not use TOT Lanes)	293	70.9%

**Why respondent did not select truck only toll lanes**

	Cases	Col Response %
Toll is too high	61	30.5%
Don't want to set up a transponder account	18	9.0%
Don't want a transponder in my car	21	10.5%
Don't want to pay a toll	142	71.0%
Other	44	22.0%

**Why respondent selected truck only toll lanes**

	Cases	Col Response %
Lower travel times	128	60.1%
Less congestion	130	61.0%
More reliable travel time	107	50.2%
Other	45	21.1%



**With cars in TOT Lanes, more or less likely to use TOT Lanes and pay toll?**

	Frequency	Percent
I would be much more likely to use the truck only toll lanes.	18	4.4%
I would be somewhat more likely to use the truck only toll lanes.	11	2.7%
I would be neither more likely nor less likely to use the truck only toll lanes.	16	3.9%
I would be somewhat less likely to use the truck only toll lanes.	21	5.1%
I would be much less likely to use the truck only toll lanes.	147	35.6%
<b>Total</b>	<b>213</b>	<b>51.6%</b>
Not Applicable (Respondent did not choose Express Lane option)	200	48.4%

**How do you feel about adding Truck Only Toll Lanes on I-85, I-75, I-20, and I-285?**

	Frequency	Percent
Strongly favor it	78	18.9%
Somewhat favor it	61	14.8%
Neutral	61	14.8%
Somewhat opposed to it	26	6.3%
Strongly opposed to it	187	45.3%
<b>Total</b>	<b>413</b>	<b>100.0%</b>

**Main reason in favor of Truck Only Toll Lanes**

	Frequency	Percent
Improved access in/out of Atlanta	49	11.9%
Less congestion	47	11.4%
Shorter travel time	16	3.9%
Other	15	3.6%
More reliable travel time	12	2.9%
<b>Total</b>	<b>139</b>	<b>33.7%</b>
Not Applicable (Respondent opposed to Express Lanes)	274	66.3%



**Main reason opposed to Truck Only Toll Lanes**

	Frequency	Percent
Opposed to paying tolls	125	30.3%
Other	45	10.9%
Tolls are too high	35	8.5%
It will bring too much traffic/development	4	1.0%
Opposed to new roads in general	3	.7%
Adverse environmental impact	1	.2%
<b>Total</b>	<b>213</b>	<b>51.6%</b>
Not Applicable (Respondent in favor of Express Lanes)	200	48.4%

**Location of company headquarters**

	Frequency	Percent
Atlanta area	101	24.5%
Other part of Georgia	31	7.5%
Outside of Georgia in U.S.A.	279	67.6%
Canada	2	.5%
<b>Total</b>	<b>413</b>	<b>100.0%</b>

**Number of company trucks**

	Frequency	Percent
1-19 vehicles	31	7.5%
20-99 vehicles	36	8.7%
100-499 vehicles	57	13.8%
500 or more vehicles	116	28.1%
<b>Total</b>	<b>240</b>	<b>58.1%</b>
Not Applicable (Owner-operated)	173	41.9%

**Number of company trucks on study routes**

	Frequency	Percent
1-19 vehicles	2	.5%
500 or more vehicles	1	.2%
<b>Total</b>	<b>3</b>	<b>.7%</b>
Not Applicable (Respondent not a dispatcher/manager)	410	99.3%



**Average trip length**

	Frequency	Percent
Local (less than 50 miles)	9	2.2%
Short haul (51-200 miles)	20	4.8%
Medium haul (201-500 miles)	64	15.5%
Long haul (more than 500 miles)	318	77.0%
Don't know	2	.5%
<b>Total</b>	<b>413</b>	<b>100.0%</b>

**Goods transported**

	Frequency	Percent
High value	270	65.4
Bulk	157	38.0
Perishable	185	44.8
Just-in-time	154	37.3
Passengers	5	1.2
Low value	132	32.0
Heavy	156	37.8
Time-sensitive	198	47.9
Hazardous materials	102	24.7
Emergency shipments	63	15.3
Other	49	11.9

**Flexible or fixed delivery schedule?**

	Frequency	Percent
Flexible	230	55.7%
Fixed	183	44.3%
<b>Total</b>	<b>413</b>	<b>100.0%</b>

**Level of shipment delivery schedule flexibility**

	Frequency	Percent
0-14 minutes	5	1.2%
15-29 minutes	19	4.6%
30-59 minutes	43	10.4%
1-2 hours	73	17.7%
More than 2 hours	90	21.8%
<b>Total</b>	<b>230</b>	<b>55.7%</b>
Not Applicable (Fixed schedule)	183	44.3%



**Penalty or incentive timeframe structure for deliveries?**

	Frequency	Percent
Penalty	138	33.4%
Incentive	43	10.4%
Neither	232	56.2%
<b>Total</b>	<b>413</b>	<b>100.0%</b>

**Type of shipments handled by company**

	Frequency	Percent
Truckload (shipments of 10,100 lbs. or more that don't require a terminal or break-bulk operation)	361	87.4%
Less than truckload (terminal or break-bulk operation required, small shipments)	34	8.2%
Package (shipments under 100 lbs. that require a terminal or break-bulk operation)	7	1.7%
Bus/passengers	1	.2%
Primarily hazardous material cargo	3	.7%
Bulk carrier (building materials, sand, gravel, etc.)	7	1.7%
<b>Total</b>	<b>413</b>	<b>100.0%</b>



## **APPENDIX G – MULTINOMIAL LOGIT MODEL RESULTS**

*Table 1: I-20E Home-Based Work Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.0372	0.00269	-13.8
Cost	Dollars	-0.242	0.0182	-13.3
Toll Dummy – Strongly Favor	(0,1)	0.538	0.134	4.03
Toll Dummy – Somewhat Favor	(0,1)	-0.115	0.128	-0.9
Toll Dummy – Neutral	(0,1)	-0.7	0.139	-5.03
Toll Dummy – Somewhat Opposed	(0,1)	-1.23	0.196	-6.25
Toll Dummy – Strongly Opposed	(0,1)	-2.05	0.238	-8.59
GPL Constant	(0,1)	2.07	0.12	17.2
ML Constant	(0,1)	1.51	0.108	14
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.0936	0.133	-0.705
Cost-Distance Elasticity	–	-1.13	0.0986	-11.5
Cost-Income Elasticity	–	-0.166	0.0696	-2.38
Time-Distance Elasticity	–	-0.895	0.114	-7.89

Number of Observations	3420
Log Likelihood at 0	-3670.08
Log Likelihood at Convergence	-2447.18
Rho-Squared	0.333
Rho-Squared Adjusted	0.33



*Table 2: I-20E Home-Based Other Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.0432	0.00408	-10.6
Cost	Dollars	-0.268	0.0269	-9.96
Toll Dummy – Strongly Favor	(0,1)	0.242	0.161	1.51
Toll Dummy – Somewhat Favor	(0,1)	-0.455	0.16	-2.84
Toll Dummy – Neutral	(0,1)	-1.64	0.165	-9.9
Toll Dummy – Somewhat Opposed	(0,1)	-2.5	0.37	-6.75
Toll Dummy – Strongly Opposed	(0,1)	-4.21	0.73	-5.76
GPL Constant	(0,1)	1.06	0.134	7.85
ML Constant	(0,1)	0.817	0.128	6.36
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.365	0.159	-2.29
Cost-Distance Elasticity	–	-0.875	0.157	-5.56
Cost-Income Elasticity	–	–	–	–
Time-Distance Elasticity	–	-0.66	0.158	-4.19

Number of Observations	2143
Log Likelihood at 0	-2139.02
Log Likelihood at Convergence	-1414.76
Rho-Squared	0.339
Rho-Squared Adjusted	0.333



*Table 3: I-20E Non-Home Based Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.0429	0.00632	-6.78
Cost	Dollars	-0.386	0.0467	-8.27
Toll Dummy – Strongly Favor	(0,1)	0.384	0.273	1.41
Toll Dummy – Somewhat Favor	(0,1)	-0.231	0.265	-0.87
Toll Dummy – Neutral	(0,1)	-1.38	0.283	-4.87
Toll Dummy – Somewhat Opposed	(0,1)	-0.501	0.326	-1.54
Toll Dummy – Strongly Opposed	(0,1)	-2.76	0.572	-4.82
GPL Constant	(0,1)	1.68	0.249	6.72
ML Constant	(0,1)	2.01	0.242	8.33
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.317	0.324	-0.979
Cost-Distance Elasticity	–	-0.435	0.238	-1.83
Cost-Income Elasticity	–	-0.0628	0.109	-0.577
Time-Distance Elasticity	–	-0.431	0.29	-1.49

Number of Observations	822
Log Likelihood at 0	-826.021
Log Likelihood at Convergence	-557.404
Rho-Squared	0.325
Rho-Squared Adjusted	0.309



*Table 4: I-20E AM Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.0336	0.00292	-11.5
Cost	Dollars	-0.235	0.0193	-12.2
Toll Dummy – Strongly Favor	(0,1)	0.414	0.146	2.84
Toll Dummy – Somewhat Favor	(0,1)	-0.158	0.143	-1.1
Toll Dummy – Neutral	(0,1)	-1.09	0.156	-6.98
Toll Dummy – Somewhat Opposed	(0,1)	-1.53	0.24	-6.36
Toll Dummy – Strongly Opposed	(0,1)	-2.87	0.352	-8.14
GPL Constant	(0,1)	1.7	0.129	13.2
ML Constant	(0,1)	1.43	0.115	12.4
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.251	0.142	-1.77
Cost-Distance Elasticity	–	-1.07	0.0992	-10.8
Cost-Income Elasticity	–	-0.279	0.0809	-3.45
Time-Distance Elasticity	–	-0.944	0.113	-8.36

Number of Observations	2772
Log Likelihood at 0	-2938.31
Log Likelihood at Convergence	-2017.06
Rho-Squared	0.314
Rho-Squared Adjusted	0.309



*Table 5: I-20E PM Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.0387	0.00376	-10.3
Cost	Dollars	-0.337	0.0282	-11.9
Toll Dummy – Strongly Favor	(0,1)	0.127	0.216	0.586
Toll Dummy – Somewhat Favor	(0,1)	-0.414	0.2	-2.07
Toll Dummy – Neutral	(0,1)	-1.38	0.206	-6.72
Toll Dummy – Somewhat Opposed	(0,1)	-1.72	0.271	-6.35
Toll Dummy – Strongly Opposed	(0,1)	-2.05	0.296	-6.91
GPL Constant	(0,1)	1.54	0.168	9.14
ML Constant	(0,1)	1.71	0.168	10.2
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.231	0.194	-1.19
Cost-Distance Elasticity	–	-0.946	0.138	-6.85
Cost-Income Elasticity	–	–	–	–
Time-Distance Elasticity	–	-0.789	0.178	-4.42

Number of Observations	1733
Log Likelihood at 0	-1789.55
Log Likelihood at Convergence	-1140.32
Rho-Squared	0.363
Rho-Squared Adjusted	0.356



*Table 6: I-20E Off Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.0588	0.00666	-8.83
Cost	Dollars	-0.248	0.0379	-6.53
Toll Dummy – Strongly Favor	(0,1)	0.584	0.162	3.61
Toll Dummy – Somewhat Favor	(0,1)	-0.371	0.162	-2.28
Toll Dummy – Neutral	(0,1)	-1.02	0.169	-6.01
Toll Dummy – Somewhat Opposed	(0,1)	-0.807	0.24	-3.36
Toll Dummy – Strongly Opposed	(0,1)	-4.48	1.02	-4.41
GPL Constant	(0,1)	1.67	0.153	11
ML Constant	(0,1)	0.904	0.144	6.29
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.135	0.18	-0.749
Cost-Distance Elasticity	–	-0.596	0.194	-3.08
Cost-Income Elasticity	–	–	–	–
Time-Distance Elasticity	–	-0.455	0.167	-2.72

Number of Observations	1880
Log Likelihood at 0	-1907.26
Log Likelihood at Convergence	-1298.16
Rho-Squared	0.319
Rho-Squared Adjusted	0.313



*Table 7: I-20W Home-Based Work Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.0361	0.00307	-11.8
Cost	Dollars	-0.272	0.0219	-12.4
Toll Dummy – Strongly Favor	(0,1)	0.548	0.152	3.6
Toll Dummy – Somewhat Favor	(0,1)	-0.154	0.146	-1.06
Toll Dummy – Neutral	(0,1)	-0.858	0.162	-5.28
Toll Dummy – Somewhat Opposed	(0,1)	-1.39	0.214	-6.52
Toll Dummy – Strongly Opposed	(0,1)	-2.11	0.279	-7.55
GPL Constant	(0,1)	1.84	0.132	13.9
ML Constant	(0,1)	1.41	0.114	12.3
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.301	0.146	-2.06
Cost-Distance Elasticity	–	-0.342	0.111	-3.1
Cost-Income Elasticity	–	-0.0296	0.0886	-0.335
Time-Distance Elasticity	–	–	–	–

Number of Observations	2775
Log Likelihood at 0	-2992.29
Log Likelihood at Convergence	-1989.63
Rho-Squared	0.335
Rho-Squared Adjusted	0.331



*Table 8: I-20W Home-Based Other Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.0394	0.00475	-8.31
Cost	Dollars	-0.193	0.0299	-6.48
Toll Dummy – Strongly Favor	(0,1)	-0.119	0.201	-0.592
Toll Dummy – Somewhat Favor	(0,1)	-0.882	0.19	-4.64
Toll Dummy – Neutral	(0,1)	-1.68	0.207	-8.13
Toll Dummy – Somewhat Opposed	(0,1)	-1.47	0.288	-5.11
Toll Dummy – Strongly Opposed	(0,1)	-4.21	0.614	-6.85
GPL Constant	(0,1)	0.838	0.162	5.17
ML Constant	(0,1)	0.647	0.156	4.15
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.414	0.194	-2.13
Cost-Distance Elasticity	–	-0.647	0.213	-3.04
Cost-Income Elasticity	–	-0.0661	0.12	-0.553
Time-Distance Elasticity	–	-0.155	0.175	-0.884

Number of Observations	1622
Log Likelihood at 0	-1541.1
Log Likelihood at Convergence	-1028.7
Rho-Squared	0.332
Rho-Squared Adjusted	0.324



*Table 9: I-20W Non-Home Based Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.0333	0.00711	-4.68
Cost	Dollars	-0.36	0.0544	-6.61
Toll Dummy – Strongly Favor	(0,1)	-0.0512	0.346	-0.148
Toll Dummy – Somewhat Favor	(0,1)	0.0319	0.306	0.104
Toll Dummy – Neutral	(0,1)	-1.08	0.344	-3.15
Toll Dummy – Somewhat Opposed	(0,1)	-1.64	0.429	-3.82
Toll Dummy – Strongly Opposed	(0,1)	-3.52	1.06	-3.31
GPL Constant	(0,1)	1.1	0.272	4.06
ML Constant	(0,1)	1.12	0.253	4.44
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.5	0.315	-1.59
Cost-Distance Elasticity	–	-0.141	0.206	-0.684
Cost-Income Elasticity	–	–	–	–
Time-Distance Elasticity	–	–	–	–

Number of Observations	567
Log Likelihood at 0	-575.068
Log Likelihood at Convergence	-383.501
Rho-Squared	0.333
Rho-Squared Adjusted	0.314



*Table 10: I-20W AM Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.0281	0.00313	-8.99
Cost	Dollars	-0.203	0.0216	-9.41
Toll Dummy – Strongly Favor	(0,1)	0.0185	0.155	0.12
Toll Dummy – Somewhat Favor	(0,1)	-0.484	0.149	-3.24
Toll Dummy – Neutral	(0,1)	-1.35	0.174	-7.74
Toll Dummy – Somewhat Opposed	(0,1)	-1.28	0.224	-5.71
Toll Dummy – Strongly Opposed	(0,1)	-3.28	0.408	-8.05
GPL Constant	(0,1)	1.26	0.135	9.33
ML Constant	(0,1)	1.3	0.121	10.7
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.447	0.154	-2.89
Cost-Distance Elasticity	–	-0.218	0.133	-1.64
Cost-Income Elasticity	–	-0.489	0.0947	-5.16
Time-Distance Elasticity	–	–	–	–

Number of Observations	2335
Log Likelihood at 0	-2450.51
Log Likelihood at Convergence	-1717.7
Rho-Squared	0.299
Rho-Squared Adjusted	0.294



*Table 11: I-20W PM Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.0393	0.00429	-9.16
Cost	Dollars	-0.335	0.0339	-9.86
Toll Dummy – Strongly Favor	(0,1)	0.557	0.253	2.2
Toll Dummy – Somewhat Favor	(0,1)	-0.42	0.235	-1.79
Toll Dummy – Neutral	(0,1)	-1.12	0.249	-4.52
Toll Dummy – Somewhat Opposed	(0,1)	-1.78	0.315	-5.66
Toll Dummy – Strongly Opposed	(0,1)	-1.88	0.375	-5.01
GPL Constant	(0,1)	1.55	0.202	7.71
ML Constant	(0,1)	1.32	0.179	7.35
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.288	0.211	-1.37
Cost-Distance Elasticity	–	-0.716	0.104	-6.86
Cost-Income Elasticity	–	–	–	–
Time-Distance Elasticity	–	–	–	–

Number of Observations	1364
Log Likelihood at 0	-1392.68
Log Likelihood at Convergence	-864.997
Rho-Squared	0.379
Rho-Squared Adjusted	0.371



*Table 12: I-20W Off Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.0538	0.00798	-6.75
Cost	Dollars	-0.319	0.0522	-6.11
Toll Dummy – Strongly Favor	(0,1)	0.628	0.234	2.69
Toll Dummy – Somewhat Favor	(0,1)	0.119	0.215	0.553
Toll Dummy – Neutral	(0,1)	-0.577	0.227	-2.54
Toll Dummy – Somewhat Opposed	(0,1)	-1.2	0.342	-3.49
Toll Dummy – Strongly Opposed	(0,1)	-3.38	0.675	-5.01
GPL Constant	(0,1)	1.72	0.19	9.03
ML Constant	(0,1)	0.73	0.171	4.28
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.344	0.226	-1.52
Cost-Distance Elasticity	–	-0.399	0.202	-1.97
Cost-Income Elasticity	–	–	–	–
Time-Distance Elasticity	–	-0.0255	0.208	-0.123

Number of Observations	1265
Log Likelihood at 0	-1265.27
Log Likelihood at Convergence	-812.67
Rho-Squared	0.358
Rho-Squared Adjusted	0.348



*Table 13: I-75 Home-Based Work Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.0396	0.00173	-22.9
Cost	Dollars	-0.345	0.0132	-26.2
Toll Dummy – Strongly Favor	(0,1)	1.04	0.0825	12.6
Toll Dummy – Somewhat Favor	(0,1)	0.0683	0.0794	0.861
Toll Dummy – Neutral	(0,1)	-0.53	0.0917	-5.78
Toll Dummy – Somewhat Opposed	(0,1)	-0.838	0.113	-7.43
Toll Dummy – Strongly Opposed	(0,1)	-2.1	0.163	-12.9
GPL Constant	(0,1)	2.28	0.0785	29.1
ML Constant	(0,1)	1.67	0.0697	24
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.231	0.0912	-2.53
Cost-Distance Elasticity	–	-0.919	0.0573	-16
Cost-Income Elasticity	–	-0.0771	0.0347	-2.22
Time-Distance Elasticity	–	-0.894	0.0674	-13.3

Number of Observations	8133
Log Likelihood at 0	-8832.43
Log Likelihood at Convergence	-5471.36
Rho-Squared	0.381
Rho-Squared Adjusted	0.379



*Table 14: I-75 Home-Based Other Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.0556	0.00312	-17.8
Cost	Dollars	-0.373	0.0229	-16.3
Toll Dummy – Strongly Favor	(0,1)	0.768	0.122	6.3
Toll Dummy – Somewhat Favor	(0,1)	-0.239	0.114	-2.1
Toll Dummy – Neutral	(0,1)	-1.19	0.132	-9.03
Toll Dummy – Somewhat Opposed	(0,1)	-2	0.215	-9.28
Toll Dummy – Strongly Opposed	(0,1)	-2.49	0.255	-9.76
GPL Constant	(0,1)	1.68	0.106	15.7
ML Constant	(0,1)	1.11	0.0988	11.3
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.164	0.124	-1.32
Cost-Distance Elasticity	–	-0.73	0.0783	-9.33
Cost-Income Elasticity	–	-0.064	0.047	-1.36
Time-Distance Elasticity	–	-0.347	0.0831	-4.18

Number of Observations	4163
Log Likelihood at 0	-4132.38
Log Likelihood at Convergence	-2587.8
Rho-Squared	0.374
Rho-Squared Adjusted	0.371



*Table 15: I-75 Non-Home Based Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.043	0.005	-9.04
Cost	Dollars	-0.428	0.035	-12.2
Toll Dummy – Strongly Favor	(0,1)	0.722	0.196	3.69
Toll Dummy – Somewhat Favor	(0,1)	0.163	0.173	0.939
Toll Dummy – Neutral	(0,1)	-0.528	0.198	-2.67
Toll Dummy – Somewhat Opposed	(0,1)	-1.3	0.27	-4.83
Toll Dummy – Strongly Opposed	(0,1)	-2.68	0.357	-7.52
GPL Constant	(0,1)	1.69	0.169	9.99
ML Constant	(0,1)	1.57	0.159	9.9
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.46	0.213	-2.17
Cost-Distance Elasticity	–	-0.829	0.102	-8.1
Cost-Income Elasticity	–	-0.002	0.064	-0.035
Time-Distance Elasticity	–	-0.526	0.18	-2.92

Number of Observations	1554
Log Likelihood at 0	-1606.28
Log Likelihood at Convergence	-1019.91
Rho-Squared	0.365
Rho-Squared Adjusted	0.357



*Table 16: I-75 AM Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.036	0.002	-17
Cost	Dollars	-0.301	0.015	-20.3
Toll Dummy – Strongly Favor	(0,1)	0.937	0.095	9.9
Toll Dummy – Somewhat Favor	(0,1)	-0.005	0.091	-0.051
Toll Dummy – Neutral	(0,1)	-0.728	0.104	-6.97
Toll Dummy – Somewhat Opposed	(0,1)	-1.32	0.155	-8.53
Toll Dummy – Strongly Opposed	(0,1)	-2.06	0.191	-10.8
GPL Constant	(0,1)	1.9	0.089	21.3
ML Constant	(0,1)	1.42	0.079	18.1
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.079	0.098	-0.808
Cost-Distance Elasticity	–	-0.769	0.074	-10.3
Cost-Income Elasticity	–	-0.129	0.04	-3.24
Time-Distance Elasticity	–	-0.757	0.099	-7.61

Number of Observations	5666
Log Likelihood at 0	-6033.76
Log Likelihood at Convergence	-4015.01
Rho-Squared	0.335
Rho-Squared Adjusted	0.332



*Table 17: I-75 PM Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.0479	0.0023	-20.9
Cost	Dollars	-0.442	0.0189	-23.5
Toll Dummy – Strongly Favor	(0,1)	1.26	0.122	10.4
Toll Dummy – Somewhat Favor	(0,1)	0.264	0.111	2.38
Toll Dummy – Neutral	(0,1)	-0.557	0.132	-4.21
Toll Dummy – Somewhat Opposed	(0,1)	-0.716	0.151	-4.73
Toll Dummy – Strongly Opposed	(0,1)	-2.34	0.224	-10.5
GPL Constant	(0,1)	2.39	0.109	21.9
ML Constant	(0,1)	1.75	0.0955	18.3
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.417	0.127	-3.27
Cost-Distance Elasticity	–	-0.953	0.0572	-16.7
Cost-Income Elasticity	–	–	–	–
Time-Distance Elasticity	–	-0.696	0.0827	-8.41

Number of Observations	4864
Log Likelihood at 0	-5114.56
Log Likelihood at Convergence	-2932.61
Rho-Squared	0.427
Rho-Squared Adjusted	0.424



*Table 18: I-75 Off Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.062	0.005	-11.9
Cost	Dollars	-0.374	0.033	-11.2
Toll Dummy – Strongly Favor	(0,1)	0.544	0.128	4.23
Toll Dummy – Somewhat Favor	(0,1)	-0.315	0.124	-2.53
Toll Dummy – Neutral	(0,1)	-0.879	0.135	-6.51
Toll Dummy – Somewhat Opposed	(0,1)	-1.51	0.192	-7.84
Toll Dummy – Strongly Opposed	(0,1)	-2.42	0.266	-9.1
GPL Constant	(0,1)	1.83	0.12	15.3
ML Constant	(0,1)	1.33	0.116	11.5
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.314	0.153	-2.05
Cost-Distance Elasticity	–	-0.9	0.096	-9.41
Cost-Income Elasticity	–	-0.234	0.064	-3.68
Time-Distance Elasticity	–	-0.591	0.092	-6.42

Number of Observations	3320
Log Likelihood at 0	-3422.77
Log Likelihood at Convergence	-2145.81
Rho-Squared	0.373
Rho-Squared Adjusted	0.369



*Table 19: I-85 Home-Based Work Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.0408	0.00167	-24.5
Cost	Dollars	-0.341	0.0121	-28.1
Toll Dummy – Strongly Favor	(0,1)	0.965	0.0729	13.2
Toll Dummy – Somewhat Favor	(0,1)	0.257	0.0698	3.68
Toll Dummy – Neutral	(0,1)	-0.217	0.0836	-2.6
Toll Dummy – Somewhat Opposed	(0,1)	-0.839	0.119	-7.06
Toll Dummy – Strongly Opposed	(0,1)	-1.43	0.132	-10.9
GPL Constant	(0,1)	2.31	0.0725	31.9
ML Constant	(0,1)	1.61	0.065	24.8
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.106	0.084	-1.27
Cost-Distance Elasticity	–	-0.97	0.0543	-17.8
Cost-Income Elasticity	–	-0.0325	0.0312	-1.04
Time-Distance Elasticity	–	-0.858	0.0683	-12.6

Number of Observations	8681
Log Likelihood at 0	-9409.33
Log Likelihood at Convergence	-6059.22
Rho-Squared	0.356
Rho-Squared Adjusted	0.355



*Table 20: I-85 Home-Based Other Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.0525	0.00272	-19.3
Cost	Dollars	-0.341	0.0194	-17.6
Toll Dummy – Strongly Favor	(0,1)	0.555	0.106	5.26
Toll Dummy – Somewhat Favor	(0,1)	-0.14	0.0972	-1.44
Toll Dummy – Neutral	(0,1)	-1.29	0.113	-11.4
Toll Dummy – Somewhat Opposed	(0,1)	-1.29	0.159	-8.12
Toll Dummy – Strongly Opposed	(0,1)	-2.31	0.231	-9.98
GPL Constant	(0,1)	1.71	0.0943	18.2
ML Constant	(0,1)	1.1	0.0893	12.3
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.072	0.112	-0.644
Cost-Distance Elasticity	–	-0.923	0.0735	-12.6
Cost-Income Elasticity	–	-0.0451	0.0426	-1.06
Time-Distance Elasticity	–	-0.669	0.0698	-9.58

Number of Observations	5005
Log Likelihood at 0	-4987.26
Log Likelihood at Convergence	-3201.77
Rho-Squared	0.358
Rho-Squared Adjusted	0.355



*Table 21: I-85 Non-Home Based Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.0496	0.00409	-12.1
Cost	Dollars	-0.413	0.0288	-14.3
Toll Dummy – Strongly Favor	(0,1)	0.753	0.156	4.84
Toll Dummy – Somewhat Favor	(0,1)	-0.0637	0.148	-0.43
Toll Dummy – Neutral	(0,1)	-0.51	0.169	-3.02
Toll Dummy – Somewhat Opposed	(0,1)	-1.84	0.259	-7.09
Toll Dummy – Strongly Opposed	(0,1)	-2.36	0.282	-8.38
GPL Constant	(0,1)	1.63	0.142	11.5
ML Constant	(0,1)	1.43	0.133	10.7
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.399	0.172	-2.31
Cost-Distance Elasticity	–	-0.815	0.0896	-9.1
Cost-Income Elasticity	–	–	–	–
Time-Distance Elasticity	–	-0.657	0.139	-4.75

Number of Observations	2089
Log Likelihood at 0	-2159.17
Log Likelihood at Convergence	-1399.22
Rho-Squared	0.352
Rho-Squared Adjusted	0.346



*Table 22: I-85 AM Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.036	0.002	-18.5
Cost	Dollars	-0.291	0.013	-22.1
Toll Dummy – Strongly Favor	(0,1)	0.833	0.084	9.97
Toll Dummy – Somewhat Favor	(0,1)	0.174	0.081	2.14
Toll Dummy – Neutral	(0,1)	-0.556	0.095	-5.83
Toll Dummy – Somewhat Opposed	(0,1)	-1.11	0.144	-7.66
Toll Dummy – Strongly Opposed	(0,1)	-1.81	0.171	-10.6
GPL Constant	(0,1)	1.97	0.083	23.5
ML Constant	(0,1)	1.42	0.074	19.1
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.119	0.094	-1.27
Cost-Distance Elasticity	–	-0.862	0.065	-13.3
Cost-Income Elasticity	–	-0.039	0.037	-1.04
Time-Distance Elasticity	–	-0.644	0.087	-7.38

Number of Observations      6297  
 Log Likelihood at 0            -6671.44  
 Log Likelihood at Convergence   -4543.35  
 Rho-Squared                    0.319  
 Rho-Squared Adjusted        0.317



*Table 23: I-85 PM Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.047	0.002	-21.6
Cost	Dollars	-0.437	0.018	-25
Toll Dummy – Strongly Favor	(0,1)	1.12	0.106	10.6
Toll Dummy – Somewhat Favor	(0,1)	0.369	0.095	3.88
Toll Dummy – Neutral	(0,1)	-0.018	0.11	-0.167
Toll Dummy – Somewhat Opposed	(0,1)	-0.677	0.151	-4.49
Toll Dummy – Strongly Opposed	(0,1)	-1.8	0.192	-9.35
GPL Constant	(0,1)	2.35	0.098	24
ML Constant	(0,1)	1.61	0.085	18.9
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.215	0.11	-1.97
Cost-Distance Elasticity	–	-1.18	0.056	-21
Cost-Income Elasticity	–	-0.083	0.031	-2.72
Time-Distance Elasticity	–	-1.02	0.07	-14.5

Number of Observations	5388
Log Likelihood at 0	-5699.97
Log Likelihood at Convergence	-3384.81
Rho-Squared	0.406
Rho-Squared Adjusted	0.404



*Table 24: I-85 Off Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.065	0.00414	-15.7
Cost	Dollars	-0.357	0.0307	-11.6
Toll Dummy – Strongly Favor	(0,1)	0.512	0.107	4.76
Toll Dummy – Somewhat Favor	(0,1)	-0.232	0.104	-2.23
Toll Dummy – Neutral	(0,1)	-1.37	0.126	-10.9
Toll Dummy – Somewhat Opposed	(0,1)	-1.54	0.178	-8.65
Toll Dummy – Strongly Opposed	(0,1)	-1.75	0.189	-9.28
GPL Constant	(0,1)	1.9	0.103	18.4
ML Constant	(0,1)	1.31	0.101	13
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.00036	0.129	-0.00279
Cost-Distance Elasticity	–	-0.0517	0.0987	-0.523
Cost-Income Elasticity	–	-0.0177	0.0603	-0.294
Time-Distance Elasticity	–	–	–	–

Number of Observations	4090
Log Likelihood at 0	-4184.36
Log Likelihood at Convergence	-2710.05
Rho-Squared	0.352
Rho-Squared Adjusted	0.349



*Table 25: I-285 Home-Based Work Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.045	0.0019	-23.7
Cost	Dollars	-0.328	0.0138	-23.8
Toll Dummy – Strongly Favor	(0,1)	0.795	0.0848	9.37
Toll Dummy – Somewhat Favor	(0,1)	0.0524	0.0792	0.661
Toll Dummy – Neutral	(0,1)	-0.641	0.0936	-6.85
Toll Dummy – Somewhat Opposed	(0,1)	-0.999	0.123	-8.14
Toll Dummy – Strongly Opposed	(0,1)	-1.6	0.16	-9.99
GPL Constant	(0,1)	2.16	0.0777	27.8
ML Constant	(0,1)	1.42	0.0682	20.8
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.141	0.0871	-1.62
Cost-Distance Elasticity	–	-0.978	0.0658	-14.9
Cost-Income Elasticity	–	-0.116	0.0394	-2.95
Time-Distance Elasticity	–	-0.917	0.0692	-13.2

Number of Observations      7708  
 Log Likelihood at 0            -8359.03  
 Log Likelihood at Convergence   -5375.1  
 Rho-Squared                    0.357  
 Rho-Squared Adjusted          0.355



*Table 26: I-285 Home-Based Other Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.0524	0.00292	-17.9
Cost	Dollars	-0.347	0.0206	-16.9
Toll Dummy – Strongly Favor	(0,1)	0.61	0.114	5.36
Toll Dummy – Somewhat Favor	(0,1)	-0.233	0.106	-2.2
Toll Dummy – Neutral	(0,1)	-1.11	0.121	-9.15
Toll Dummy – Somewhat Opposed	(0,1)	-1.7	0.21	-8.1
Toll Dummy – Strongly Opposed	(0,1)	-2.6	0.261	-9.95
GPL Constant	(0,1)	1.69	0.0981	17.2
ML Constant	(0,1)	1.02	0.0906	11.3
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.152	0.113	-1.34
Cost-Distance Elasticity	–	-0.684	0.0763	-8.97
Cost-Income Elasticity	–	-0.00958	0.0478	-0.2
Time-Distance Elasticity	–	-0.429	0.0824	-5.2

Number of Observations	4709
Log Likelihood at 0	-4713.57
Log Likelihood at Convergence	-3014.79
Rho-Squared	0.36
Rho-Squared Adjusted	0.358



*Table 27: I-285 Non-Home Based Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.0442	0.00474	-9.33
Cost	Dollars	-0.403	0.0334	-12.1
Toll Dummy – Strongly Favor	(0,1)	0.891	0.185	4.82
Toll Dummy – Somewhat Favor	(0,1)	-0.158	0.164	-0.964
Toll Dummy – Neutral	(0,1)	-1.14	0.201	-5.69
Toll Dummy – Somewhat Opposed	(0,1)	-1.45	0.257	-5.64
Toll Dummy – Strongly Opposed	(0,1)	-2.87	0.397	-7.24
GPL Constant	(0,1)	1.75	0.164	10.7
ML Constant	(0,1)	1.69	0.156	10.8
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.285	0.205	-1.39
Cost-Distance Elasticity	–	-0.686	0.111	-6.19
Cost-Income Elasticity	–	–	–	–
Time-Distance Elasticity	–	-0.473	0.245	-1.93

Number of Observations	1678
Log Likelihood at 0	-1744.13
Log Likelihood at Convergence	-1105.11
Rho-Squared	0.366
Rho-Squared Adjusted	0.36



*Table 28: I-285 AM Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.038	0.002	-18
Cost	Dollars	-0.274	0.014	-19.2
Toll Dummy – Strongly Favor	(0,1)	0.702	0.094	7.5
Toll Dummy – Somewhat Favor	(0,1)	-0.113	0.088	-1.3
Toll Dummy – Neutral	(0,1)	-0.817	0.103	-7.9
Toll Dummy – Somewhat Opposed	(0,1)	-1.56	0.158	-9.9
Toll Dummy – Strongly Opposed	(0,1)	-2.2	0.197	-11.2
GPL Constant	(0,1)	1.84	0.086	21.3
ML Constant	(0,1)	1.29	0.075	17.1
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.148	0.095	-1.6
Cost-Distance Elasticity	–	-0.957	0.069	-13.8
Cost-Income Elasticity	–	-0.118	0.043	-2.7
Time-Distance Elasticity	–	-0.931	0.081	-11.5

Number of Observations	6065
Log Likelihood at 0	-6436.83
Log Likelihood at Convergence	-4312.39
Rho-Squared	0.33
Rho-Squared Adjusted	0.328



*Table 29: I-285 PM Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.0495	0.00256	-19.3
Cost	Dollars	-0.438	0.0202	-21.7
Toll Dummy – Strongly Favor	(0,1)	1.07	0.123	8.68
Toll Dummy – Somewhat Favor	(0,1)	0.133	0.111	1.2
Toll Dummy – Neutral	(0,1)	-0.685	0.131	-5.23
Toll Dummy – Somewhat Opposed	(0,1)	-1.09	0.172	-6.35
Toll Dummy – Strongly Opposed	(0,1)	-1.63	0.231	-7.07
GPL Constant	(0,1)	2.06	0.109	19
ML Constant	(0,1)	1.41	0.0929	15.2
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.13	0.115	-1.13
Cost-Distance Elasticity	–	-0.828	0.0681	-12.2
Cost-Income Elasticity	–	–	–	–
Time-Distance Elasticity	–	-0.618	0.0942	-6.56

Number of Observations	4395
Log Likelihood at 0	-4602.96
Log Likelihood at Convergence	-2858.17
Rho-Squared	0.379
Rho-Squared Adjusted	0.376



*Table 30: I-285 Off Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.068	0.005	-13.8
Cost	Dollars	-0.403	0.032	-12.5
Toll Dummy – Strongly Favor	(0,1)	0.484	0.125	3.9
Toll Dummy – Somewhat Favor	(0,1)	-0.101	0.116	-0.9
Toll Dummy – Neutral	(0,1)	-1.09	0.135	-8.1
Toll Dummy – Somewhat Opposed	(0,1)	-0.874	0.181	-4.8
Toll Dummy – Strongly Opposed	(0,1)	-2.24	0.25	-8.9
GPL Constant	(0,1)	2.05	0.114	18
ML Constant	(0,1)	1.33	0.11	12.1
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.241	0.147	-1.6
Cost-Distance Elasticity	–	-0.577	0.099	-5.9
Cost-Income Elasticity	–	-0.13	0.064	-2
Time-Distance Elasticity	–	-0.485	0.094	-5.1

Number of Observations	3635
Log Likelihood at 0	-3776.94
Log Likelihood at Convergence	-2320.02
Rho-Squared	0.386
Rho-Squared Adjusted	0.382



*Table 31: Commercial Vehicle Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-0.026	0.002	-11.363
Cost	Dollars	-0.067	0.005	-12.668
Toll Dummy – Strongly Favor	(0,1)	0.451	0.118	3.840
Toll Dummy – Somewhat Favor	(0,1)	-0.373	0.132	-2.834
Toll Dummy – Neutral	(0,1)	-1.215	0.139	-8.739
Toll Dummy – Somewhat Opposed	(0,1)	-1.919	0.233	-8.224
Toll Dummy – Strongly Opposed	(0,1)	-3.217	0.154	-20.886
Cost-Distance Elasticity	–	-0.709	0.144	-4.919
Time-Distance Elasticity	–	-0.572	0.163	-3.515
Cost-Axle Elasticity	–	-1.061	0.278	-3.812

Number of Observations      3555  
 Log Likelihood at 0            -2464.14  
 Log Likelihood at Convergence   -1235.23  
 Rho-Squared                      0.499  
 Rho-Squared Adjusted          0.495



## **APPENDIX H – MIXED MULTINOMIAL LOGIT RESULTS**

*Table 32: I-20E Home-Based Work Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.76	0.138	-20
Time Standard Deviation	Minutes	0.904	0.114	7.95
Cost	Dollars	-0.728	0.0404	-18
Toll Dummy – Strongly Favor	(0,1)	1.41	0.303	4.64
Toll Dummy – Somewhat Favor	(0,1)	0.392	0.279	1.41
Toll Dummy – Neutral	(0,1)	-0.718	0.338	-2.12
Toll Dummy – Somewhat Opposed	(0,1)	-0.48	0.551	-0.872
Toll Dummy – Strongly Opposed	(0,1)	-1.91	0.627	-3.04
GPL Constant	(0,1)	3.7	0.277	13.3
ML Constant	(0,1)	2.5	0.23	10.9
Occupancy Dummy – Add 2 Passengers	(0,1)	0.108	0.184	0.59
Cost-Distance Elasticity	–	-1.13	0.0986	-11.5
Cost-Income Elasticity	–	-0.166	0.0696	-2.38
Time-Distance Elasticity	–	-0.895	0.114	-7.89

Number of Observations	3420
Log Likelihood at 0	-3670.08
Log Likelihood at Convergence	-1796.81
Rho-Squared	0.51
Rho-Squared Adjusted	0.507



*Table 33: I-20E Home-Based Other Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.59	0.175	-14.8
Time Standard Deviation	Minutes	-1.16	0.0795	-14.6
Cost	Dollars	-0.761	0.0577	-13.2
Toll Dummy – Strongly Favor	(0,1)	0.694	0.346	2.01
Toll Dummy – Somewhat Favor	(0,1)	0.276	0.331	0.834
Toll Dummy – Neutral	(0,1)	-1.91	0.357	-5.35
Toll Dummy – Somewhat Opposed	(0,1)	-3.02	0.986	-3.06
Toll Dummy – Strongly Opposed	(0,1)	-5.45	1.49	-3.66
GPL Constant	(0,1)	1.87	0.264	7.07
ML Constant	(0,1)	1.18	0.269	4.4
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.256	0.216	-1.18
Cost-Distance Elasticity	–	-0.875	0.157	-5.56
Cost-Income Elasticity	–	–	–	–
Time-Distance Elasticity	–	-0.66	0.158	-4.19

Number of Observations	2143
Log Likelihood at 0	-2139.02
Log Likelihood at Convergence	-1109.16
Rho-Squared	0.481
Rho-Squared Adjusted	0.476



*Table 34: I-20E Non-Home Based Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.7	0.312	-8.66
Time Standard Deviation	Minutes	-1.1	0.189	-5.84
Cost	Dollars	-0.823	0.0947	-8.69
Toll Dummy – Strongly Favor	(0,1)	0.891	0.61	1.46
Toll Dummy – Somewhat Favor	(0,1)	-0.0719	0.643	-0.112
Toll Dummy – Neutral	(0,1)	-1.96	0.67	-2.92
Toll Dummy – Somewhat Opposed	(0,1)	-1.1	1.13	-0.974
Toll Dummy – Strongly Opposed	(0,1)	-2.77	1.14	-2.44
GPL Constant	(0,1)	2.58	0.501	5.15
ML Constant	(0,1)	2.8	0.458	6.1
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.383	0.431	-0.89
Cost-Distance Elasticity	–	-0.435	0.238	-1.83
Cost-Income Elasticity	–	-0.0628	0.109	-0.577
Time-Distance Elasticity	–	-0.431	0.29	-1.49

Number of Observations	822
Log Likelihood at 0	-826.021
Log Likelihood at Convergence	-439.411
Rho-Squared	0.468
Rho-Squared Adjusted	0.454



*Table 35: I-20E AM Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.91	0.168	-17.3
Time Standard Deviation	Minutes	-1.16	0.157	-7.36
Cost	Dollars	-0.627	0.0385	-16.3
Toll Dummy – Strongly Favor	(0,1)	1.11	0.302	3.68
Toll Dummy – Somewhat Favor	(0,1)	0.541	0.292	1.85
Toll Dummy – Neutral	(0,1)	-0.641	0.332	-1.93
Toll Dummy – Somewhat Opposed	(0,1)	-0.376	0.592	-0.634
Toll Dummy – Strongly Opposed	(0,1)	-1.65	0.728	-2.26
GPL Constant	(0,1)	3.11	0.271	11.5
ML Constant	(0,1)	1.92	0.222	8.65
Occupancy Dummy – Add 2 Passengers	(0,1)	0.0296	0.191	0.155
Cost-Distance Elasticity	–	-1.07	0.0992	-10.8
Cost-Income Elasticity	–	-0.279	0.0809	-3.45
Time-Distance Elasticity	–	-0.944	0.113	-8.36

Number of Observations	2772
Log Likelihood at 0	-2938.31
Log Likelihood at Convergence	-1534
Rho-Squared	0.478
Rho-Squared Adjusted	0.474



*Table 36: I-20E PM Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.66	0.165	-16.1
Time Standard Deviation	Minutes	-1.06	0.117	-9.05
Cost	Dollars	-0.956	0.0738	-13
Toll Dummy – Strongly Favor	(0,1)	0.76	0.477	1.59
Toll Dummy – Somewhat Favor	(0,1)	0.442	0.4	1.11
Toll Dummy – Neutral	(0,1)	-1.66	0.466	-3.57
Toll Dummy – Somewhat Opposed	(0,1)	-1.59	0.72	-2.21
Toll Dummy – Strongly Opposed	(0,1)	-2.42	0.819	-2.96
GPL Constant	(0,1)	2.97	0.377	7.87
ML Constant	(0,1)	2.88	0.343	8.4
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.113	0.273	-0.415
Cost-Distance Elasticity	–	-0.946	0.138	-6.85
Cost-Income Elasticity	–	–	–	–
Time-Distance Elasticity	–	-0.789	0.178	-4.42

Number of Observations	1733
Log Likelihood at 0	-1789.55
Log Likelihood at Convergence	-881.635
Rho-Squared	0.507
Rho-Squared Adjusted	0.501



*Table 37: I-20E Off Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.34	0.177	-13.2
Time Standard Deviation	Minutes	0.48	0.201	2.39
Cost	Dollars	-0.911	0.0779	-11.7
Toll Dummy – Strongly Favor	(0,1)	1.27	0.425	2.99
Toll Dummy – Somewhat Favor	(0,1)	-0.818	0.455	-1.8
Toll Dummy – Neutral	(0,1)	-1.01	0.424	-2.38
Toll Dummy – Somewhat Opposed	(0,1)	-1.12	0.847	-1.32
Toll Dummy – Strongly Opposed	(0,1)	-7.41	2.13	-3.48
GPL Constant	(0,1)	2.68	0.375	7.14
ML Constant	(0,1)	1.55	0.314	4.95
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.297	0.258	-1.15
Cost-Distance Elasticity	–	-0.596	0.194	-3.08
Cost-Income Elasticity	–	–	–	–
Time-Distance Elasticity	–	-0.455	0.167	-2.72

Number of Observations	1880
Log Likelihood at 0	-1907.26
Log Likelihood at Convergence	-929.679
Rho-Squared	0.513
Rho-Squared Adjusted	0.506



*Table 38: I-20W Home-Based Work Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.43	0.14	-17.4
Time Standard Deviation	Minutes	-1.07	0.0963	-11.1
Cost	Dollars	-0.868	0.0549	-15.8
Toll Dummy – Strongly Favor	(0,1)	1.4	0.347	4.03
Toll Dummy – Somewhat Favor	(0,1)	0.47	0.321	1.46
Toll Dummy – Neutral	(0,1)	-0.117	0.412	-0.283
Toll Dummy – Somewhat Opposed	(0,1)	-0.387	0.572	-0.677
Toll Dummy – Strongly Opposed	(0,1)	-3.14	0.92	-3.42
GPL Constant	(0,1)	4.04	0.332	12.2
ML Constant	(0,1)	2.25	0.266	8.47
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.0957	0.209	-0.458
Cost-Distance Elasticity	–	-0.342	0.111	-3.1
Cost-Income Elasticity	–	-0.0296	0.0886	-0.335
Time-Distance Elasticity	–	–	–	–

Number of Observations	2775
Log Likelihood at 0	-2992.29
Log Likelihood at Convergence	-1423.53
Rho-Squared	0.524
Rho-Squared Adjusted	0.52



*Table 39: I-20W Home-Based Other Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.35	0.17	-13.8
Time Standard Deviation	Minutes	1.04	0.13	8.02
Cost	Dollars	-0.642	0.0634	-10.1
Toll Dummy – Strongly Favor	(0,1)	0.163	0.425	0.384
Toll Dummy – Somewhat Favor	(0,1)	-0.683	0.389	-1.76
Toll Dummy – Neutral	(0,1)	-1.55	0.423	-3.67
Toll Dummy – Somewhat Opposed	(0,1)	-2.38	0.907	-2.62
Toll Dummy – Strongly Opposed	(0,1)	-4.46	1.19	-3.76
GPL Constant	(0,1)	1.89	0.319	5.92
ML Constant	(0,1)	0.626	0.293	2.13
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.179	0.262	-0.681
Cost-Distance Elasticity	–	-0.647	0.213	-3.04
Cost-Income Elasticity	–	-0.0661	0.12	-0.553
Time-Distance Elasticity	–	-0.155	0.175	-0.884

Number of Observations	1622
Log Likelihood at 0	-1541.1
Log Likelihood at Convergence	-803.149
Rho-Squared	0.479
Rho-Squared Adjusted	0.471



*Table 40: I-20W Non-Home Based Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.43	0.326	-7.46
Time Standard Deviation	Minutes	1.26	0.256	4.91
Cost	Dollars	-0.925	0.135	-6.85
Toll Dummy – Strongly Favor	(0,1)	-0.986	0.906	-1.09
Toll Dummy – Somewhat Favor	(0,1)	0.139	0.74	0.187
Toll Dummy – Neutral	(0,1)	-2.2	0.918	-2.4
Toll Dummy – Somewhat Opposed	(0,1)	-1.18	1.09	-1.08
Toll Dummy – Strongly Opposed	(0,1)	-5	2.82	-1.77
GPL Constant	(0,1)	2.42	0.644	3.75
ML Constant	(0,1)	1.7	0.573	2.97
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.822	0.518	-1.59
Cost-Distance Elasticity	–	-0.141	0.206	-0.684
Cost-Income Elasticity	–	–	–	–
Time-Distance Elasticity	–	–	–	–

Number of Observations	567
Log Likelihood at 0	-575.068
Log Likelihood at Convergence	-278.425
Rho-Squared	0.516
Rho-Squared Adjusted	0.495



*Table 41: I-20W AM Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.57	0.158	-16.2
Time Standard Deviation	Minutes	-1.05	0.114	-9.23
Cost	Dollars	-0.542	0.042	-12.9
Toll Dummy – Strongly Favor	(0,1)	0.357	0.342	1.04
Toll Dummy – Somewhat Favor	(0,1)	-0.107	0.316	-0.339
Toll Dummy – Neutral	(0,1)	-1.65	0.463	-3.57
Toll Dummy – Somewhat Opposed	(0,1)	0.0505	0.641	0.0788
Toll Dummy – Strongly Opposed	(0,1)	-4.93	1.61	-3.06
GPL Constant	(0,1)	2.92	0.318	9.18
ML Constant	(0,1)	1.7	0.261	6.49
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.346	0.22	-1.58
Cost-Distance Elasticity	–	-0.218	0.133	-1.64
Cost-Income Elasticity	–	-0.489	0.0947	-5.16
Time-Distance Elasticity	–	–	–	–

Number of Observations	2335
Log Likelihood at 0	-2450.51
Log Likelihood at Convergence	-1264.15
Rho-Squared	0.484
Rho-Squared Adjusted	0.479



*Table 42: I-20W PM Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.35	0.17	-13.8
Time Standard Deviation	Minutes	-1.01	0.147	-6.89
Cost	Dollars	-1.09	0.1	-10.9
Toll Dummy – Strongly Favor	(0,1)	1.53	0.577	2.65
Toll Dummy – Somewhat Favor	(0,1)	-0.0433	0.496	-0.0874
Toll Dummy – Neutral	(0,1)	-0.616	0.557	-1.11
Toll Dummy – Somewhat Opposed	(0,1)	-2.45	0.953	-2.57
Toll Dummy – Strongly Opposed	(0,1)	-3.26	1.33	-2.45
GPL Constant	(0,1)	3.73	0.499	7.47
ML Constant	(0,1)	2.55	0.448	5.69
Occupancy Dummy – Add 2 Passengers	(0,1)	0.00492	0.316	0.0156
Cost-Distance Elasticity	–	-0.716	0.104	-6.86
Cost-Income Elasticity	–	–	–	–
Time-Distance Elasticity	–	–	–	–

Number of Observations	1364
Log Likelihood at 0	-1392.68
Log Likelihood at Convergence	-642.762
Rho-Squared	0.538
Rho-Squared Adjusted	0.53



*Table 43: I-20W Off Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.22	0.197	-11.3
Time Standard Deviation	Minutes	0.811	0.171	4.75
Cost	Dollars	-0.878	0.0927	-9.47
Toll Dummy – Strongly Favor	(0,1)	0.724	0.528	1.37
Toll Dummy – Somewhat Favor	(0,1)	0.0978	0.49	0.199
Toll Dummy – Neutral	(0,1)	-0.0247	0.462	-0.0535
Toll Dummy – Somewhat Opposed	(0,1)	-1.55	0.86	-1.81
Toll Dummy – Strongly Opposed	(0,1)	-3.84	1.4	-2.74
GPL Constant	(0,1)	2.92	0.41	7.12
ML Constant	(0,1)	0.95	0.376	2.52
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.211	0.3	-0.705
Cost-Distance Elasticity	–	-0.399	0.202	-1.97
Cost-Income Elasticity	–	–	–	–
Time-Distance Elasticity	–	-0.0255	0.208	-0.123

Number of Observations	1265
Log Likelihood at 0	-1265.27
Log Likelihood at Convergence	-612.942
Rho-Squared	0.516
Rho-Squared Adjusted	0.506



*Table 44: I-75 Home-Based Work Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.39	0.0695	-34.3
Time Standard Deviation	Minutes	0.894	0.0525	17
Cost	Dollars	-1.09	0.0385	-28.4
Toll Dummy – Strongly Favor	(0,1)	2.06	0.228	9.03
Toll Dummy – Somewhat Favor	(0,1)	0.825	0.208	3.97
Toll Dummy – Neutral	(0,1)	-0.143	0.286	-0.501
Toll Dummy – Somewhat Opposed	(0,1)	-0.324	0.364	-0.89
Toll Dummy – Strongly Opposed	(0,1)	-3.17	0.56	-5.67
GPL Constant	(0,1)	4.71	0.216	21.8
ML Constant	(0,1)	3.35	0.189	17.7
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.0862	0.138	-0.626
Cost-Distance Elasticity	–	-0.919	0.0573	-16
Cost-Income Elasticity	–	-0.0771	0.0347	-2.22
Time-Distance Elasticity	–	-0.894	0.0674	-13.3

Number of Observations      8133  
 Log Likelihood at 0            -8832.43  
 Log Likelihood at Convergence   -3931.68  
 Rho-Squared                    0.555  
 Rho-Squared Adjusted          0.554



*Table 45: I-75 Home-Based Other Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.32	0.0901	-25.7
Time Standard Deviation	Minutes	-0.772	0.0927	-8.32
Cost	Dollars	-0.859	0.0447	-19.2
Toll Dummy – Strongly Favor	(0,1)	1.12	0.258	4.34
Toll Dummy – Somewhat Favor	(0,1)	0.142	0.22	0.646
Toll Dummy – Neutral	(0,1)	-1.01	0.275	-3.69
Toll Dummy – Somewhat Opposed	(0,1)	-2.26	0.499	-4.54
Toll Dummy – Strongly Opposed	(0,1)	-3	0.625	-4.79
GPL Constant	(0,1)	2.68	0.201	13.4
ML Constant	(0,1)	1.5	0.175	8.59
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.0492	0.162	-0.305
Cost-Distance Elasticity	–	-0.73	0.0783	-9.33
Cost-Income Elasticity	–	-0.064	0.047	-1.36
Time-Distance Elasticity	–	-0.347	0.0831	-4.18

Number of Observations	4163
Log Likelihood at 0	-4132.38
Log Likelihood at Convergence	-2127.97
Rho-Squared	0.485
Rho-Squared Adjusted	0.482



*Table 46: I-75 Non-Home Based Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.47	0.16	-15.5
Time Standard Deviation	Minutes	0.749	0.108	6.91
Cost	Dollars	-0.82	0.0649	-12.6
Toll Dummy – Strongly Favor	(0,1)	0.659	0.468	1.41
Toll Dummy – Somewhat Favor	(0,1)	0.206	0.396	0.521
Toll Dummy – Neutral	(0,1)	-0.275	0.448	-0.613
Toll Dummy – Somewhat Opposed	(0,1)	-1.32	0.696	-1.89
Toll Dummy – Strongly Opposed	(0,1)	-3.13	0.775	-4.04
GPL Constant	(0,1)	2.85	0.339	8.41
ML Constant	(0,1)	2.21	0.301	7.35
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.398	0.274	-1.45
Cost-Distance Elasticity	–	-0.829	0.102	-8.1
Cost-Income Elasticity	–	-0.002	0.064	-0.035
Time-Distance Elasticity	–	-0.526	0.18	-2.92

Number of Observations	1554
Log Likelihood at 0	-1606.28
Log Likelihood at Convergence	-849.17
Rho-Squared	0.471
Rho-Squared Adjusted	0.464



*Table 47: I-75 AM Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.51	0.0925	-27.1
Time Standard Deviation	Minutes	1.04	0.0657	15.9
Cost	Dollars	-0.862	0.0364	-23.7
Toll Dummy – Strongly Favor	(0,1)	1.53	0.256	5.99
Toll Dummy – Somewhat Favor	(0,1)	0.464	0.22	2.11
Toll Dummy – Neutral	(0,1)	-0.635	0.299	-2.12
Toll Dummy – Somewhat Opposed	(0,1)	-1.13	0.484	-2.34
Toll Dummy – Strongly Opposed	(0,1)	-2.24	0.554	-4.05
GPL Constant	(0,1)	3.75	0.227	16.5
ML Constant	(0,1)	2.47	0.191	12.9
Occupancy Dummy – Add 2 Passengers	(0,1)	0.113	0.146	0.777
Cost-Distance Elasticity	–	-0.769	0.074	-10.3
Cost-Income Elasticity	–	-0.129	0.04	-3.24
Time-Distance Elasticity	–	-0.757	0.099	-7.61

Number of Observations	5666
Log Likelihood at 0	-6033.76
Log Likelihood at Convergence	-2938.68
Rho-Squared	0.513
Rho-Squared Adjusted	0.511



*Table 48: I-75 PM Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	4.42	0.255	17.4
Time Standard Deviation	Minutes	3.08	0.219	14.1
Cost	Dollars	-1.08	0.0486	-22.2
Toll Dummy – Strongly Favor	(0,1)	1.92	0.283	6.76
Toll Dummy – Somewhat Favor	(0,1)	1.05	0.259	4.07
Toll Dummy – Neutral	(0,1)	-0.28	0.336	-0.833
Toll Dummy – Somewhat Opposed	(0,1)	-0.463	0.422	-1.1
Toll Dummy – Strongly Opposed	(0,1)	-3.13	0.587	-5.33
GPL Constant	(0,1)	-0.259	0.177	-1.46
ML Constant	(0,1)	-2.32	0.0786	-29.5
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.853	0.0618	-13.8
Cost-Distance Elasticity	–	-0.953	0.0572	-16.7
Cost-Income Elasticity	–	–	–	–
Time-Distance Elasticity	–	-0.696	0.0827	-8.41

Number of Observations	4864
Log Likelihood at 0	-5114.56
Log Likelihood at Convergence	-2310.49
Rho-Squared	0.548
Rho-Squared Adjusted	0.546



*Table 49: I-75 Off Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.29	0.129	-17.7
Time Standard Deviation	Minutes	0.809	0.121	6.66
Cost	Dollars	-0.905	0.0544	-16.6
Toll Dummy – Strongly Favor	(0,1)	0.994	0.31	3.21
Toll Dummy – Somewhat Favor	(0,1)	-0.116	0.276	-0.42
Toll Dummy – Neutral	(0,1)	-0.549	0.327	-1.68
Toll Dummy – Somewhat Opposed	(0,1)	-1.48	0.481	-3.08
Toll Dummy – Strongly Opposed	(0,1)	-3.21	0.716	-4.49
GPL Constant	(0,1)	2.84	0.234	12.1
ML Constant	(0,1)	1.75	0.223	7.88
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.303	0.197	-1.54
Cost-Distance Elasticity	–	-0.9	0.096	-9.41
Cost-Income Elasticity	–	-0.234	0.064	-3.68
Time-Distance Elasticity	–	-0.591	0.092	-6.42

Number of Observations	3320
Log Likelihood at 0	-3422.77
Log Likelihood at Convergence	-1693.85
Rho-Squared	0.505
Rho-Squared Adjusted	0.502



*Table 50: I-85 Home-Based Work Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.5	0.0617	-40.5
Time Standard Deviation	Minutes	-0.811	0.0489	-16.6
Cost	Dollars	-0.856	0.0281	-30.5
Toll Dummy – Strongly Favor	(0,1)	1.48	0.196	7.58
Toll Dummy – Somewhat Favor	(0,1)	0.709	0.182	3.9
Toll Dummy – Neutral	(0,1)	0.313	0.243	1.29
Toll Dummy – Somewhat Opposed	(0,1)	-1.02	0.374	-2.72
Toll Dummy – Strongly Opposed	(0,1)	-1.35	0.367	-3.68
GPL Constant	(0,1)	4.02	0.171	23.5
ML Constant	(0,1)	2.62	0.145	18.1
Occupancy Dummy – Add 2 Passengers	(0,1)	0.0383	0.116	0.33
Cost-Distance Elasticity	–	-0.97	0.0543	-17.8
Cost-Income Elasticity	–	-0.0325	0.0312	-1.04
Time-Distance Elasticity	–	-0.858	0.0683	-12.6

Number of Observations	8681
Log Likelihood at 0	-9409.33
Log Likelihood at Convergence	-4538.84
Rho-Squared	0.518
Rho-Squared Adjusted	0.516



*Table 51: I-85 Home-Based Other Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.34	0.0887	-26.4
Time Standard Deviation	Minutes	-0.897	0.0675	-13.3
Cost	Dollars	-0.802	0.0382	-21
Toll Dummy – Strongly Favor	(0,1)	0.92	0.249	3.7
Toll Dummy – Somewhat Favor	(0,1)	0.0468	0.211	0.222
Toll Dummy – Neutral	(0,1)	-1.56	0.261	-5.98
Toll Dummy – Somewhat Opposed	(0,1)	-1.34	0.402	-3.34
Toll Dummy – Strongly Opposed	(0,1)	-2.51	0.509	-4.93
GPL Constant	(0,1)	2.7	0.189	14.3
ML Constant	(0,1)	1.46	0.162	8.98
Occupancy Dummy – Add 2 Passengers	(0,1)	0.0366	0.149	0.246
Cost-Distance Elasticity	–	-0.923	0.0735	-12.6
Cost-Income Elasticity	–	-0.0451	0.0426	-1.06
Time-Distance Elasticity	–	-0.669	0.0698	-9.58

Number of Observations	5005
Log Likelihood at 0	-4987.26
Log Likelihood at Convergence	-2523.35
Rho-Squared	0.494
Rho-Squared Adjusted	0.492



*Table 52: I-85 Non-Home Based Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.29	0.12	-19.1
Time Standard Deviation	Minutes	-0.737	0.0673	-11
Cost	Dollars	-0.897	0.0609	-14.7
Toll Dummy – Strongly Favor	(0,1)	1.22	0.361	3.39
Toll Dummy – Somewhat Favor	(0,1)	0.0685	0.378	0.181
Toll Dummy – Neutral	(0,1)	-0.351	0.415	-0.846
Toll Dummy – Somewhat Opposed	(0,1)	-1.7	0.722	-2.36
Toll Dummy – Strongly Opposed	(0,1)	-2.9	0.745	-3.9
GPL Constant	(0,1)	3.09	0.324	9.55
ML Constant	(0,1)	2.07	0.261	7.94
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.25	0.232	-1.08
Cost-Distance Elasticity	–	-0.815	0.0896	-9.1
Cost-Income Elasticity	–	–	–	–
Time-Distance Elasticity	–	-0.657	0.139	-4.75

Number of Observations	2089
Log Likelihood at 0	-2159.17
Log Likelihood at Convergence	-1117.53
Rho-Squared	0.482
Rho-Squared Adjusted	0.477



*Table 53: I-85 AM Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.57	0.109	-23.5
Time Standard Deviation	Minutes	0.92	0.228	4.02
Cost	Dollars	-0.755	0.0357	-21.1
Toll Dummy – Strongly Favor	(0,1)	1.19	0.214	5.56
Toll Dummy – Somewhat Favor	(0,1)	0.474	0.22	2.15
Toll Dummy – Neutral	(0,1)	-0.605	0.368	-1.65
Toll Dummy – Somewhat Opposed	(0,1)	-1.02	0.377	-2.7
Toll Dummy – Strongly Opposed	(0,1)	-2.38	0.697	-3.42
GPL Constant	(0,1)	3.51	0.197	17.8
ML Constant	(0,1)	2.26	0.211	10.7
Occupancy Dummy – Add 2 Passengers	(0,1)	0.111	0.149	0.744
Cost-Distance Elasticity	–	-0.862	0.065	-13.3
Cost-Income Elasticity	–	-0.039	0.037	-1.04
Time-Distance Elasticity	–	-0.644	0.087	-7.38

Number of Observations	6297
Log Likelihood at 0	-6671.44
Log Likelihood at Convergence	-3347.78
Rho-Squared	0.498
Rho-Squared Adjusted	0.496



*Table 54: I-85 PM Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.46	0.0688	-35.8
Time Standard Deviation	Minutes	0.748	0.0593	12.6
Cost	Dollars	-0.929	0.0364	-25.6
Toll Dummy – Strongly Favor	(0,1)	1.84	0.244	7.57
Toll Dummy – Somewhat Favor	(0,1)	0.677	0.216	3.13
Toll Dummy – Neutral	(0,1)	0.413	0.261	1.58
Toll Dummy – Somewhat Opposed	(0,1)	-0.715	0.409	-1.75
Toll Dummy – Strongly Opposed	(0,1)	-3.34	0.759	-4.39
GPL Constant	(0,1)	3.99	0.212	18.8
ML Constant	(0,1)	2.7	0.17	15.9
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.136	0.148	-0.919
Cost-Distance Elasticity	–	-1.18	0.056	-21
Cost-Income Elasticity	–	-0.083	0.031	-2.72
Time-Distance Elasticity	–	-1.02	0.07	-14.5

Number of Observations	5388
Log Likelihood at 0	-5699.97
Log Likelihood at Convergence	-2717.86
Rho-Squared	0.523
Rho-Squared Adjusted	0.521



*Table 55: I-85 Off Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.19	0.122	-17.9
Time Standard Deviation	Minutes	0.947	0.121	7.82
Cost	Dollars	-0.894	0.0544	-16.4
Toll Dummy – Strongly Favor	(0,1)	1.04	0.273	3.81
Toll Dummy – Somewhat Favor	(0,1)	-0.0973	0.261	-0.372
Toll Dummy – Neutral	(0,1)	-1.48	0.339	-4.38
Toll Dummy – Somewhat Opposed	(0,1)	-2.03	0.531	-3.82
Toll Dummy – Strongly Opposed	(0,1)	-1.06	0.4	-2.66
GPL Constant	(0,1)	3.01	0.214	14.1
ML Constant	(0,1)	1.54	0.196	7.86
Occupancy Dummy – Add 2 Passengers	(0,1)	0.0725	0.168	0.43
Cost-Distance Elasticity	–	-0.0517	0.0987	-0.523
Cost-Income Elasticity	–	-0.0177	0.0603	-0.294
Time-Distance Elasticity	–	–	–	–

Number of Observations	4090
Log Likelihood at 0	-4184.36
Log Likelihood at Convergence	-2091.87
Rho-Squared	0.5
Rho-Squared Adjusted	0.497



*Table 56: I-285 Home-Based Work Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.4	0.0662	-36.3
Time Standard Deviation	Minutes	0.736	0.049	15
Cost	Dollars	-0.923	0.0328	-28.1
Toll Dummy – Strongly Favor	(0,1)	1.6	0.204	7.81
Toll Dummy – Somewhat Favor	(0,1)	0.375	0.185	2.03
Toll Dummy – Neutral	(0,1)	-0.769	0.259	-2.97
Toll Dummy – Somewhat Opposed	(0,1)	-0.971	0.368	-2.64
Toll Dummy – Strongly Opposed	(0,1)	-1.6	0.525	-3.05
GPL Constant	(0,1)	4.03	0.197	20.4
ML Constant	(0,1)	2.56	0.157	16.3
Occupancy Dummy – Add 2 Passengers	(0,1)	0.0594	0.126	0.472
Cost-Distance Elasticity	–	-0.978	0.0658	-14.9
Cost-Income Elasticity	–	-0.116	0.0394	-2.95
Time-Distance Elasticity	–	-0.917	0.0692	-13.2

Number of Observations	7708
Log Likelihood at 0	-8359.03
Log Likelihood at Convergence	-3917.66
Rho-Squared	0.531
Rho-Squared Adjusted	0.53



*Table 57: I-285 Home-Based Other Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.34	0.0838	-27.9
Time Standard Deviation	Minutes	0.743	0.0745	9.97
Cost	Dollars	-0.759	0.038	-20
Toll Dummy – Strongly Favor	(0,1)	0.815	0.232	3.52
Toll Dummy – Somewhat Favor	(0,1)	0.0291	0.199	0.147
Toll Dummy – Neutral	(0,1)	-1.17	0.243	-4.81
Toll Dummy – Somewhat Opposed	(0,1)	-2.32	0.49	-4.73
Toll Dummy – Strongly Opposed	(0,1)	-3.29	0.563	-5.83
GPL Constant	(0,1)	2.57	0.179	14.4
ML Constant	(0,1)	1.35	0.164	8.26
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.00059	0.145	-.00408
Cost-Distance Elasticity	–	-0.684	0.0763	-8.97
Cost-Income Elasticity	–	-0.00958	0.0478	-0.2
Time-Distance Elasticity	–	-0.429	0.0824	-5.2

Number of Observations	4709
Log Likelihood at 0	-4713.57
Log Likelihood at Convergence	-2478.44
Rho-Squared	0.474
Rho-Squared Adjusted	0.472



*Table 58: I-285 Non-Home Based Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.21	0.132	-16.8
Time Standard Deviation	Minutes	0.639	0.126	5.08
Cost	Dollars	-0.902	0.0728	-12.4
Toll Dummy – Strongly Favor	(0,1)	1.6	0.493	3.24
Toll Dummy – Somewhat Favor	(0,1)	-0.125	0.413	-0.304
Toll Dummy – Neutral	(0,1)	-0.758	0.607	-1.25
Toll Dummy – Somewhat Opposed	(0,1)	-2.15	0.762	-2.82
Toll Dummy – Strongly Opposed	(0,1)	-3.8	1.08	-3.51
GPL Constant	(0,1)	3.24	0.371	8.72
ML Constant	(0,1)	2.34	0.332	7.07
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.264	0.283	-0.934
Cost-Distance Elasticity	–	-0.686	0.111	-6.19
Cost-Income Elasticity	–	–	–	–
Time-Distance Elasticity	–	-0.473	0.245	-1.93

Number of Observations	1678
Log Likelihood at 0	-1744.13
Log Likelihood at Convergence	-842.812
Rho-Squared	0.517
Rho-Squared Adjusted	0.51



*Table 59: I-285 AM Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.49	0.0773	-32.3
Time Standard Deviation	Minutes	0.764	0.051	15
Cost	Dollars	-0.727	0.0297	-24.5
Toll Dummy – Strongly Favor	(0,1)	1.09	0.219	4.98
Toll Dummy – Somewhat Favor	(0,1)	0.203	0.197	1.04
Toll Dummy – Neutral	(0,1)	-0.686	0.269	-2.56
Toll Dummy – Somewhat Opposed	(0,1)	-1.36	0.446	-3.05
Toll Dummy – Strongly Opposed	(0,1)	-2.6	0.522	-4.97
GPL Constant	(0,1)	3.45	0.205	16.8
ML Constant	(0,1)	2.05	0.161	12.7
Occupancy Dummy – Add 2 Passengers	(0,1)	0.154	0.133	1.16
Cost-Distance Elasticity	–	-0.957	0.069	-13.8
Cost-Income Elasticity	–	-0.118	0.043	-2.7
Time-Distance Elasticity	–	-0.931	0.081	-11.5

Number of Observations	6065
Log Likelihood at 0	-6436.83
Log Likelihood at Convergence	-3189.89
Rho-Squared	0.504
Rho-Squared Adjusted	0.503



*Table 60: I-285 PM Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.3	0.0818	-28.1
Time Standard Deviation	Minutes	-0.812	0.0608	-13.4
Cost	Dollars	-1.02	0.046	-22.2
Toll Dummy – Strongly Favor	(0,1)	1.74	0.269	6.47
Toll Dummy – Somewhat Favor	(0,1)	0.434	0.224	1.94
Toll Dummy – Neutral	(0,1)	-0.451	0.304	-1.48
Toll Dummy – Somewhat Opposed	(0,1)	-1.68	0.539	-3.12
Toll Dummy – Strongly Opposed	(0,1)	-2.6	0.663	-3.93
GPL Constant	(0,1)	3.74	0.237	15.7
ML Constant	(0,1)	2.4	0.193	12.4
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.0099	0.16	-0.0618
Cost-Distance Elasticity	–	-0.828	0.0681	-12.2
Cost-Income Elasticity	–	–	–	–
Time-Distance Elasticity	–	-0.618	0.0942	-6.56

Number of Observations	4395
Log Likelihood at 0	-4602.96
Log Likelihood at Convergence	-2231.58
Rho-Squared	0.515
Rho-Squared Adjusted	0.513



*Table 61: I-285 Off Peak Model Coefficients*

Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.28	0.135	-16.9
Time Standard Deviation	Minutes	1.05	0.118	8.86
Cost	Dollars	-1.03	0.0624	-16.5
Toll Dummy – Strongly Favor	(0,1)	1.06	0.292	3.64
Toll Dummy – Somewhat Favor	(0,1)	0.243	0.258	0.941
Toll Dummy – Neutral	(0,1)	-1.12	0.329	-3.4
Toll Dummy – Somewhat Opposed	(0,1)	-1.18	0.521	-2.27
Toll Dummy – Strongly Opposed	(0,1)	-2.99	0.702	-4.26
GPL Constant	(0,1)	2.94	0.21	14
ML Constant	(0,1)	1.62	0.2	8.1
Occupancy Dummy – Add 2 Passengers	(0,1)	-0.164	0.184	-0.89
Cost-Distance Elasticity	–	-0.577	0.099	-5.9
Cost-Income Elasticity	–	-0.13	0.064	-2
Time-Distance Elasticity	–	-0.485	0.094	-5.1

Number of Observations	3635
Log Likelihood at 0	-3776.94
Log Likelihood at Convergence	-1807.33
Rho-Squared	0.521
Rho-Squared Adjusted	0.518



*Table 62: Commercial Vehicle Model Coefficients*

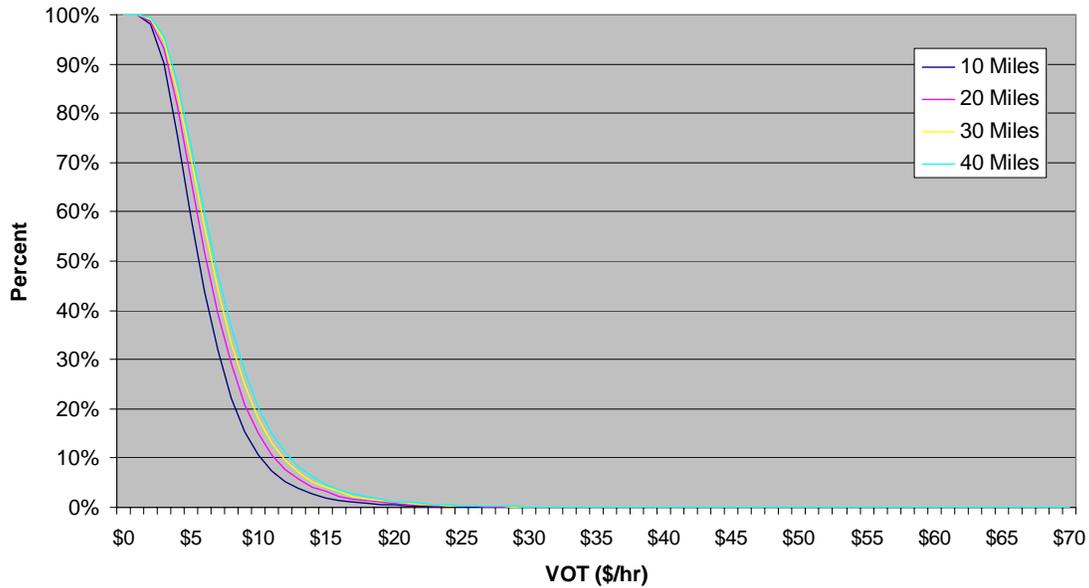
Coefficient	Units	Value	Standard Error	T-Stat
Time	Minutes	-2.893	0.146	-19.868
Time Standard Deviation	Minutes	0.892	0.082	10.881
Cost	Dollars	-0.217	0.016	-13.421
Toll Dummy – Strongly Favor	(0,1)	1.522	0.451	3.373
Toll Dummy – Somewhat Favor	(0,1)	-0.079	0.483	-0.163
Toll Dummy – Neutral	(0,1)	-2.021	0.507	-3.985
Toll Dummy – Somewhat Opposed	(0,1)	-2.634	0.733	-3.594
Toll Dummy – Strongly Opposed	(0,1)	-5.831	0.531	-10.984
Cost-Distance Elasticity	–	-0.709	0.144	-4.919
Time-Distance Elasticity	–	-0.572	0.163	-3.515
Cost-Axle Elasticity	–	-1.061	0.278	-3.812

Number of Observations	3555
Log Likelihood at 0	-3464.14
Log Likelihood at Convergence	-881.497
Rho-Squared	0.639
Rho-Squared Adjusted	0.0058



## **APPENDIX I – SIMULATED DIVERSION CURVES**

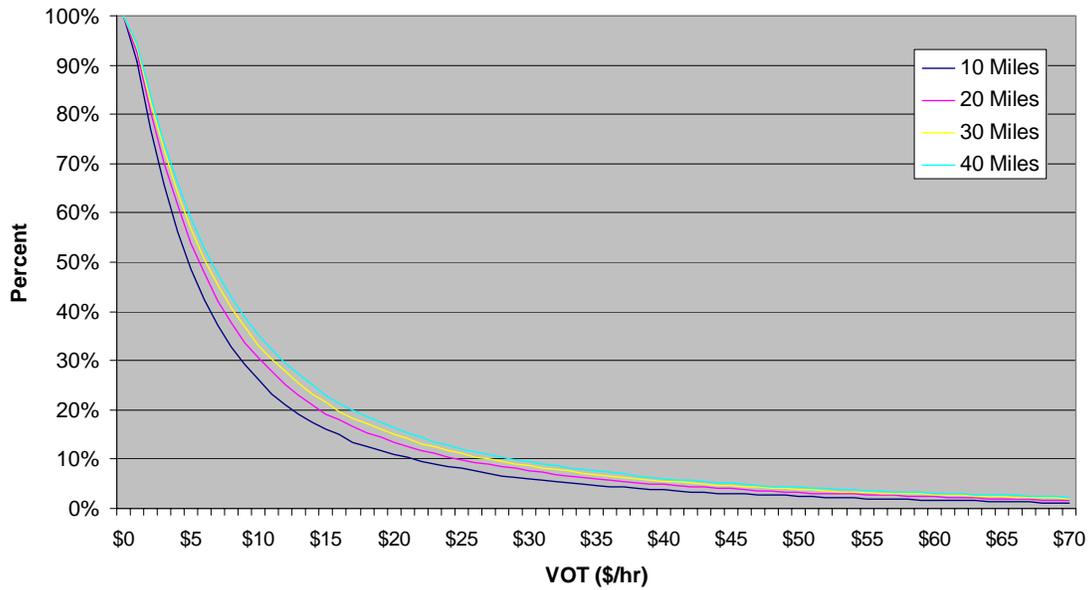
Chart 63: I-20E Home Based Work Values of Time



VOT	Diversión Curve			
	Distance (miles)			
	10	20	30	40
1.00	94.0%	95.9%	96.9%	97.4%
2.00	78.6%	83.5%	86.0%	87.7%
3.00	63.8%	70.7%	74.1%	76.2%
4.00	51.4%	58.5%	62.8%	65.7%
5.00	41.9%	48.8%	52.9%	55.9%
6.00	34.5%	41.1%	45.4%	48.0%
7.00	28.5%	34.9%	38.8%	41.6%
8.00	23.4%	29.5%	33.3%	36.2%
9.00	19.2%	25.1%	28.8%	31.3%
10.00	16.5%	21.3%	24.9%	27.5%
12.00	12.2%	15.9%	18.5%	20.7%
14.00	8.8%	12.4%	14.5%	16.3%
16.00	6.6%	9.4%	11.6%	13.0%
18.00	5.0%	7.4%	9.0%	10.4%
20.00	3.9%	5.8%	7.3%	8.5%
30.00	1.6%	2.2%	2.7%	3.2%
40.00	0.7%	1.2%	1.5%	1.7%
50.00	0.4%	0.6%	0.8%	1.1%
60.00	0.2%	0.3%	0.4%	0.5%
70.00	0.1%	0.2%	0.3%	0.4%



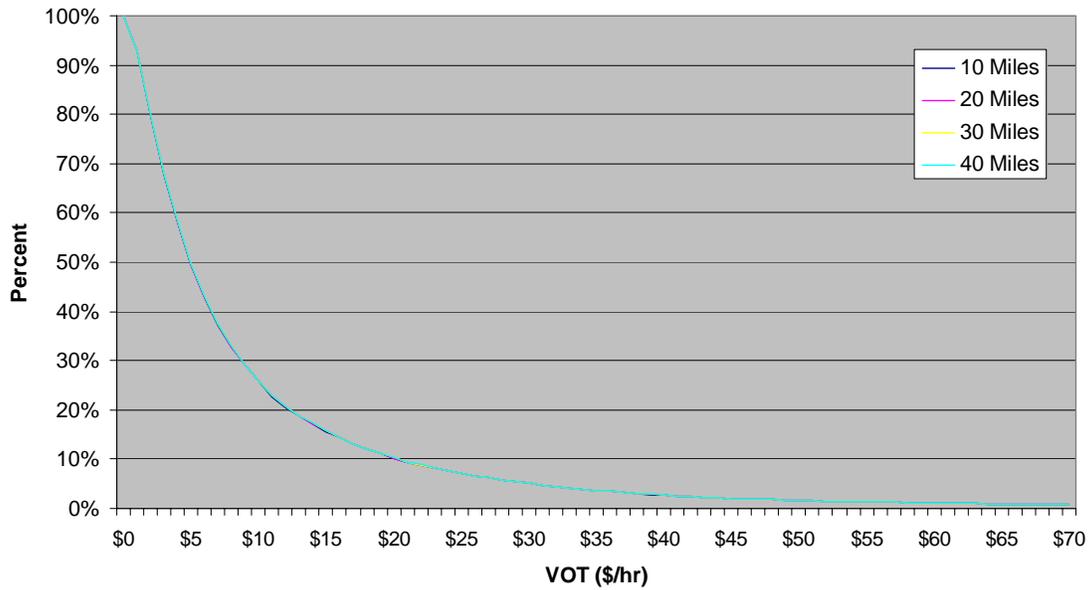
Chart 64: I-20E Home Based Other Values of Time



VOT	Diversion Curve			
	Distance (miles)			
	10	20	30	40
1.00	90.7%	92.7%	93.6%	94.3%
2.00	77.1%	80.5%	82.6%	83.9%
3.00	65.9%	70.3%	72.9%	74.4%
4.00	56.4%	61.6%	64.3%	66.2%
5.00	48.7%	53.9%	56.8%	59.1%
6.00	42.4%	47.7%	50.6%	52.8%
7.00	37.2%	42.2%	45.4%	47.5%
8.00	32.8%	37.7%	40.6%	42.9%
9.00	29.3%	33.7%	36.8%	38.7%
10.00	26.2%	30.6%	33.2%	35.1%
12.00	21.1%	25.3%	27.8%	29.6%
14.00	17.6%	21.0%	23.2%	25.1%
16.00	14.9%	17.9%	19.8%	21.4%
18.00	12.6%	15.4%	17.2%	18.6%
20.00	11.0%	13.3%	15.1%	16.3%
30.00	6.0%	7.7%	8.7%	9.4%
40.00	3.8%	4.8%	5.5%	6.0%
50.00	2.5%	3.3%	3.9%	4.3%
60.00	1.7%	2.4%	2.8%	3.0%
70.00	1.1%	1.7%	2.0%	2.3%



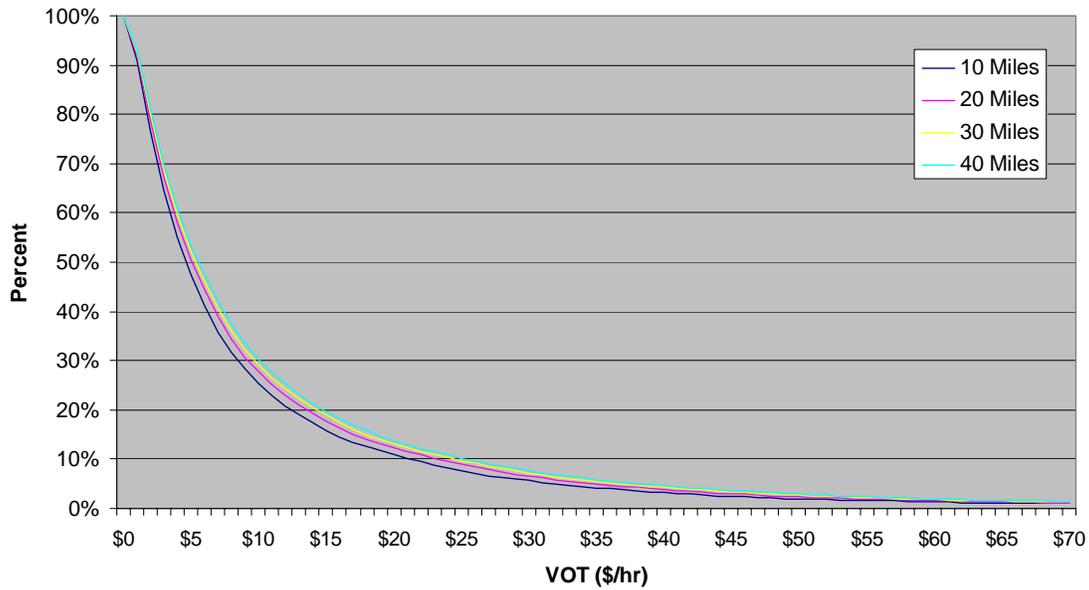
Chart 65: I-20E Non-Home Based Values of Time



VOT	Diversion Curve			
	Distance (miles)			
	10	20	30	40
1.00	92.9%	92.9%	92.9%	93.0%
2.00	79.8%	79.8%	79.9%	79.9%
3.00	67.9%	68.0%	68.1%	68.1%
4.00	58.2%	58.3%	58.3%	58.4%
5.00	49.4%	49.5%	49.6%	49.7%
6.00	42.9%	43.0%	43.1%	43.1%
7.00	37.3%	37.3%	37.4%	37.5%
8.00	32.8%	32.9%	33.0%	33.1%
9.00	29.1%	29.1%	29.2%	29.2%
10.00	25.8%	25.9%	25.9%	26.0%
12.00	20.6%	20.7%	20.7%	20.7%
14.00	17.3%	17.3%	17.4%	17.4%
16.00	14.4%	14.5%	14.5%	14.6%
18.00	11.9%	12.0%	12.1%	12.1%
20.00	10.2%	10.2%	10.3%	10.3%
30.00	5.1%	5.2%	5.2%	5.2%
40.00	2.6%	2.7%	2.7%	2.7%
50.00	1.7%	1.7%	1.7%	1.7%
60.00	1.1%	1.1%	1.1%	1.1%
70.00	0.8%	0.8%	0.8%	0.8%



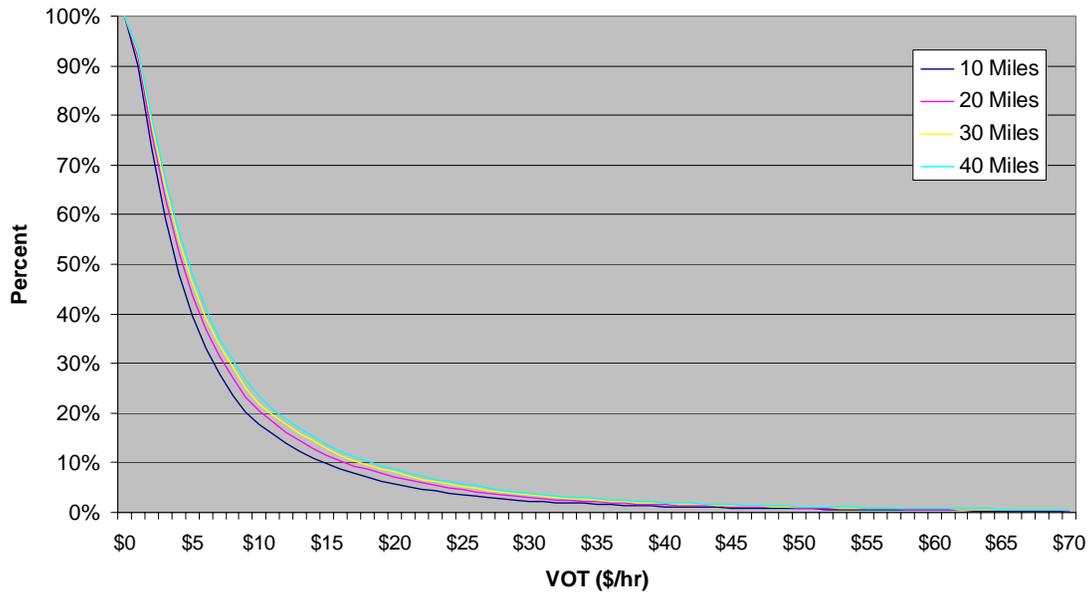
Chart 66: I-20E AM Peak Values of Time



VOT	Diversion Curve			
	Distance (miles)			
	10	20	30	40
1.00	90.9%	92.1%	92.7%	93.1%
2.00	76.5%	78.8%	80.1%	81.2%
3.00	64.5%	67.1%	68.6%	69.8%
4.00	54.9%	58.0%	59.6%	60.8%
5.00	47.5%	50.5%	52.2%	53.3%
6.00	41.2%	44.4%	46.3%	47.4%
7.00	35.8%	39.0%	40.7%	42.0%
8.00	31.6%	34.4%	36.1%	37.5%
9.00	28.3%	30.7%	32.3%	33.5%
10.00	25.4%	27.8%	29.3%	30.4%
12.00	20.8%	23.0%	24.3%	25.3%
14.00	17.5%	19.3%	20.5%	21.4%
16.00	14.4%	16.4%	17.6%	18.3%
18.00	12.5%	14.0%	14.8%	15.7%
20.00	10.9%	12.2%	13.0%	13.7%
30.00	5.6%	6.5%	7.1%	7.7%
40.00	3.2%	3.8%	4.3%	4.6%
50.00	1.9%	2.4%	2.7%	2.9%
60.00	1.3%	1.6%	1.8%	1.9%
70.00	1.0%	1.2%	1.3%	1.4%



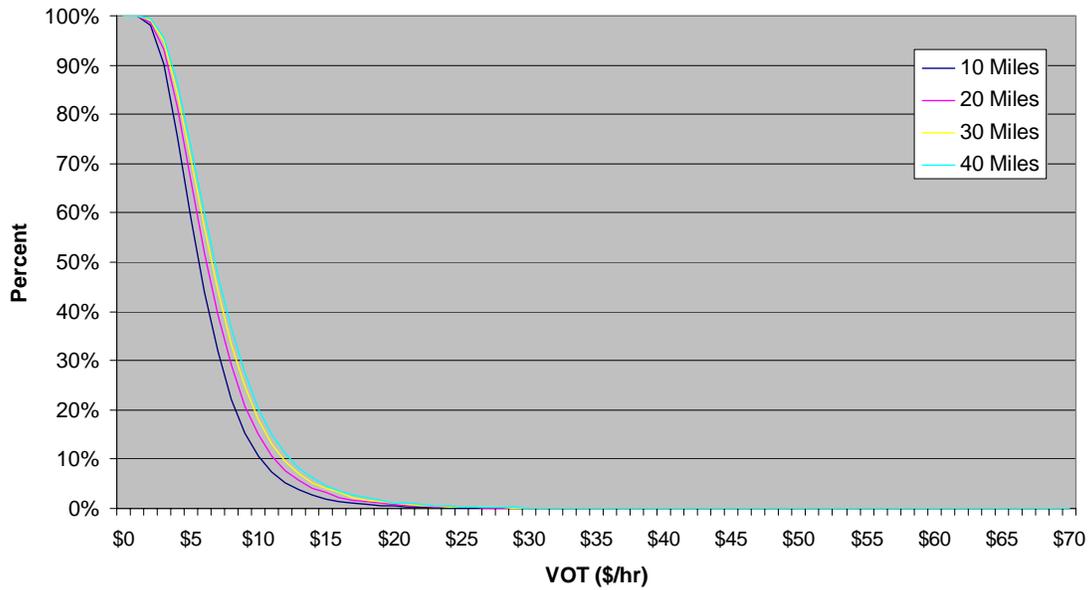
Chart 67: I-20E PM Peak Values of Time



VOT	Diversión Curve			
	Distance (miles)			
	10	20	30	40
1.00	89.9%	91.7%	92.6%	93.1%
2.00	73.3%	76.3%	78.3%	79.4%
3.00	59.4%	63.3%	65.5%	67.1%
4.00	48.1%	52.5%	55.0%	56.6%
5.00	39.6%	43.7%	46.1%	48.0%
6.00	33.0%	36.8%	39.2%	40.9%
7.00	27.8%	31.4%	33.5%	35.1%
8.00	23.5%	27.0%	29.2%	30.6%
9.00	20.3%	23.3%	25.1%	26.7%
10.00	17.9%	20.5%	21.9%	23.4%
12.00	13.9%	16.2%	17.7%	18.7%
14.00	10.8%	12.9%	14.4%	15.3%
16.00	8.7%	10.5%	11.5%	12.4%
18.00	7.1%	8.6%	9.5%	10.3%
20.00	5.8%	7.2%	8.1%	8.7%
30.00	2.3%	3.0%	3.5%	3.8%
40.00	1.2%	1.6%	1.8%	2.0%
50.00	0.7%	0.9%	1.1%	1.2%
60.00	0.4%	0.6%	0.7%	0.8%
70.00	0.3%	0.4%	0.5%	0.5%



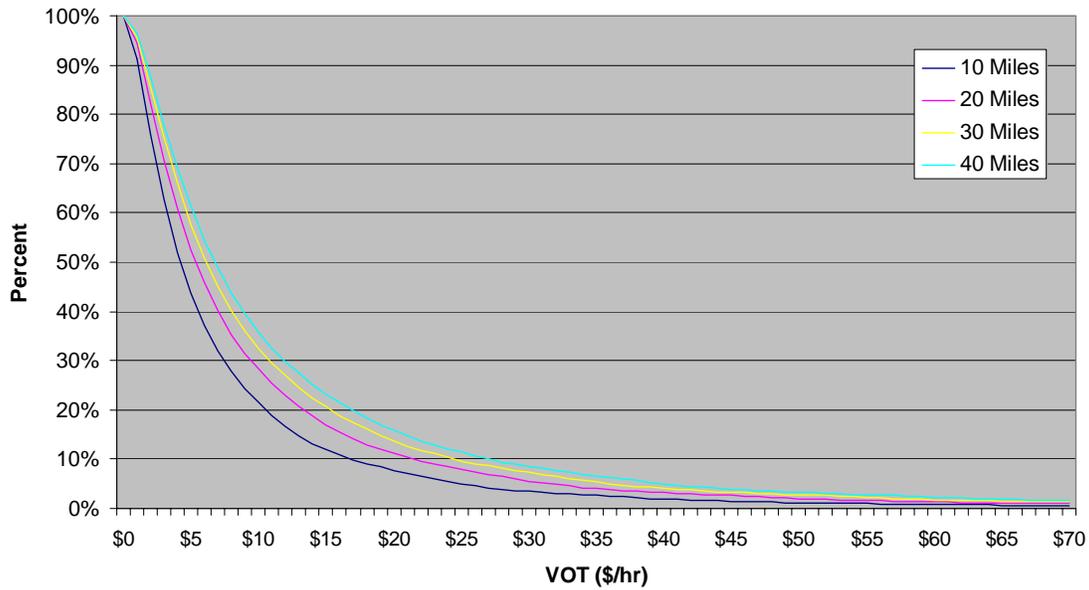
Chart 68: I-20E Off-Peak Values of Time



VOT	Diversion Curve			
	Distance (miles)			
	10	20	30	40
1.00	100.0%	100.0%	100.0%	100.0%
2.00	98.1%	98.8%	99.1%	99.3%
3.00	90.1%	93.3%	94.7%	95.6%
4.00	75.3%	81.4%	84.2%	86.5%
5.00	59.2%	66.6%	70.9%	73.6%
6.00	44.1%	52.0%	57.0%	60.2%
7.00	31.8%	39.4%	44.2%	47.2%
8.00	22.1%	29.3%	33.5%	36.7%
9.00	15.4%	20.8%	24.7%	27.6%
10.00	10.6%	15.0%	18.1%	20.3%
12.00	5.2%	7.8%	9.7%	11.1%
14.00	2.8%	4.2%	5.2%	6.3%
16.00	1.4%	2.3%	3.2%	3.7%
18.00	0.8%	1.3%	1.7%	2.2%
20.00	0.5%	0.8%	1.0%	1.2%
30.00	0.0%	0.1%	0.1%	0.1%
40.00	0.0%	0.0%	0.0%	0.0%
50.00	0.0%	0.0%	0.0%	0.0%
60.00	0.0%	0.0%	0.0%	0.0%
70.00	0.0%	0.0%	0.0%	0.0%



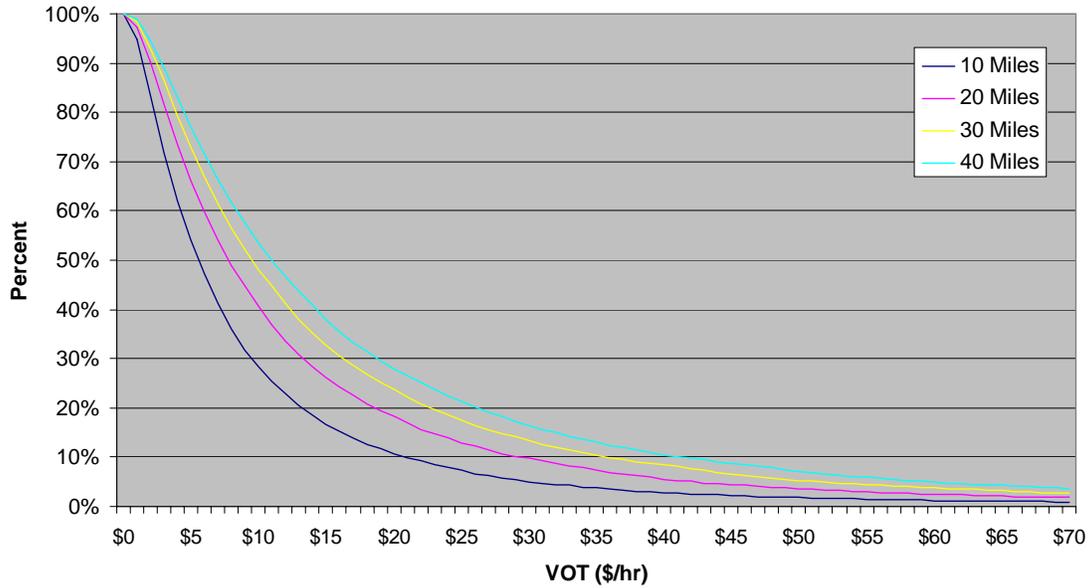
Chart 69: I-20W Home Based Work Values of Time



VOT	Diversión Curve			
	Distance (miles)			
	10	20	30	40
1.00	91.3%	94.4%	95.8%	96.5%
2.00	76.0%	82.4%	85.6%	87.8%
3.00	62.7%	70.8%	75.3%	78.0%
4.00	51.8%	60.8%	66.2%	69.3%
5.00	43.6%	52.4%	57.5%	61.4%
6.00	37.1%	45.8%	50.8%	54.4%
7.00	32.0%	40.1%	45.2%	48.8%
8.00	27.9%	35.3%	40.3%	43.8%
9.00	24.4%	31.4%	36.1%	39.6%
10.00	21.5%	28.3%	32.6%	35.8%
12.00	16.6%	22.9%	27.1%	29.9%
14.00	13.2%	18.8%	22.5%	25.3%
16.00	10.9%	15.6%	18.9%	21.6%
18.00	9.0%	12.9%	16.1%	18.4%
20.00	7.6%	11.1%	13.6%	15.9%
30.00	3.4%	5.6%	7.3%	8.5%
40.00	1.9%	3.2%	4.1%	5.0%
50.00	1.2%	2.0%	2.8%	3.3%
60.00	0.8%	1.3%	1.8%	2.3%
70.00	0.6%	1.0%	1.3%	1.6%



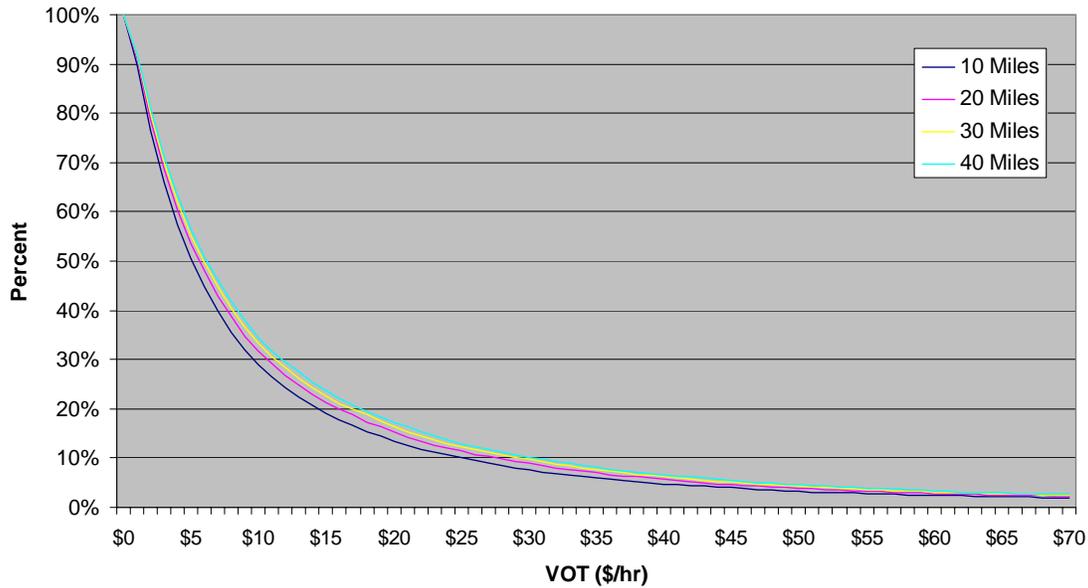
Chart 70: I-20W Home Based Other Values of Time



VOT	Diversion Curve			
	Distance (miles)			
	10	20	30	40
1.00	94.7%	97.3%	98.3%	98.8%
2.00	83.3%	90.2%	92.9%	94.6%
3.00	71.9%	81.6%	86.5%	89.0%
4.00	62.1%	73.6%	79.3%	83.0%
5.00	54.0%	66.2%	72.9%	76.9%
6.00	47.2%	59.8%	66.8%	71.7%
7.00	41.3%	54.2%	61.4%	66.4%
8.00	36.0%	49.0%	56.6%	61.7%
9.00	31.7%	44.8%	52.2%	57.6%
10.00	28.3%	40.8%	48.2%	53.5%
12.00	22.9%	33.7%	41.3%	46.8%
14.00	18.6%	28.5%	35.2%	41.0%
16.00	15.2%	24.4%	30.5%	35.5%
18.00	12.6%	20.9%	26.8%	31.3%
20.00	10.7%	18.2%	23.8%	28.0%
30.00	5.0%	9.8%	13.3%	16.5%
40.00	2.8%	5.6%	8.4%	10.5%
50.00	1.8%	3.7%	5.3%	7.1%
60.00	1.2%	2.5%	3.8%	4.8%
70.00	0.9%	1.8%	2.8%	3.7%



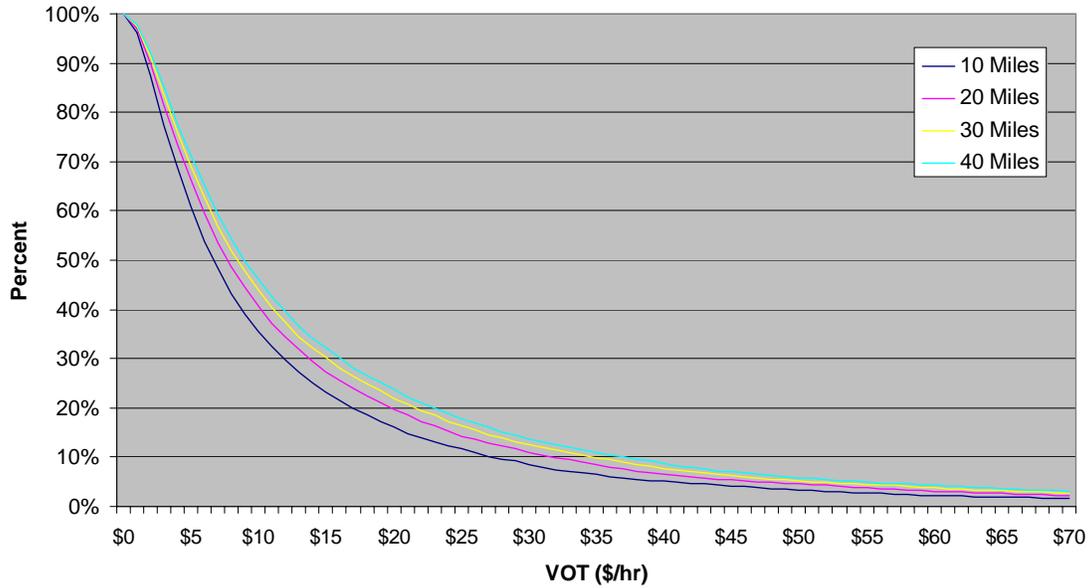
Chart 71: I-20W Non-Home Based Values of Time



VOT	Diversión Curve			
	Distance (miles)			
	10	20	30	40
1.00	89.9%	91.2%	91.7%	92.2%
2.00	76.4%	78.7%	80.1%	81.1%
3.00	66.0%	68.8%	70.4%	71.2%
4.00	57.4%	60.4%	62.0%	63.4%
5.00	50.5%	53.4%	55.2%	56.6%
6.00	44.8%	48.0%	49.7%	50.8%
7.00	39.9%	43.0%	44.8%	46.1%
8.00	35.5%	38.7%	40.6%	41.9%
9.00	31.9%	34.7%	36.7%	38.0%
10.00	29.1%	31.7%	33.3%	34.5%
12.00	24.4%	26.9%	28.4%	29.5%
14.00	20.7%	23.0%	24.4%	25.4%
16.00	17.8%	19.9%	21.1%	22.1%
18.00	15.4%	17.3%	18.7%	19.5%
20.00	13.4%	15.2%	16.4%	17.2%
30.00	7.6%	8.9%	9.7%	10.2%
40.00	4.7%	5.6%	6.2%	6.6%
50.00	3.2%	4.0%	4.3%	4.5%
60.00	2.5%	2.9%	3.1%	3.3%
70.00	1.8%	2.3%	2.5%	2.6%



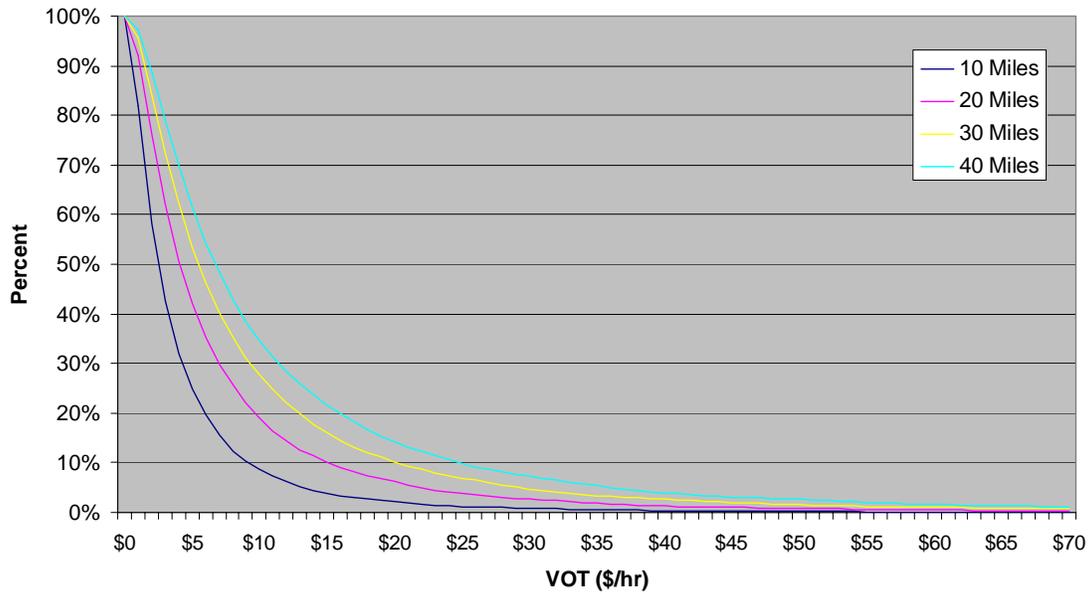
Chart 72: I-20W AM Peak Values of Time



VOT	Diversion Curve			
	Distance (miles)			
	10	20	30	40
1.00	96.2%	97.0%	97.4%	97.8%
2.00	87.4%	89.9%	91.3%	92.2%
3.00	77.3%	81.3%	83.7%	85.1%
4.00	68.8%	73.5%	76.0%	77.7%
5.00	60.8%	66.4%	69.2%	71.3%
6.00	53.7%	59.5%	63.0%	65.2%
7.00	48.3%	53.6%	56.9%	59.3%
8.00	43.3%	48.8%	52.0%	54.3%
9.00	39.1%	44.6%	47.8%	49.8%
10.00	35.5%	40.7%	44.0%	46.1%
12.00	29.7%	34.4%	37.3%	39.6%
14.00	25.2%	29.6%	32.3%	34.2%
16.00	21.5%	25.7%	28.2%	30.2%
18.00	18.5%	22.4%	24.9%	26.6%
20.00	16.0%	19.7%	21.9%	23.8%
30.00	8.5%	10.9%	12.6%	13.8%
40.00	5.1%	6.6%	7.7%	8.7%
50.00	3.3%	4.5%	5.2%	5.8%
60.00	2.2%	3.1%	3.8%	4.3%
70.00	1.7%	2.2%	2.8%	3.1%



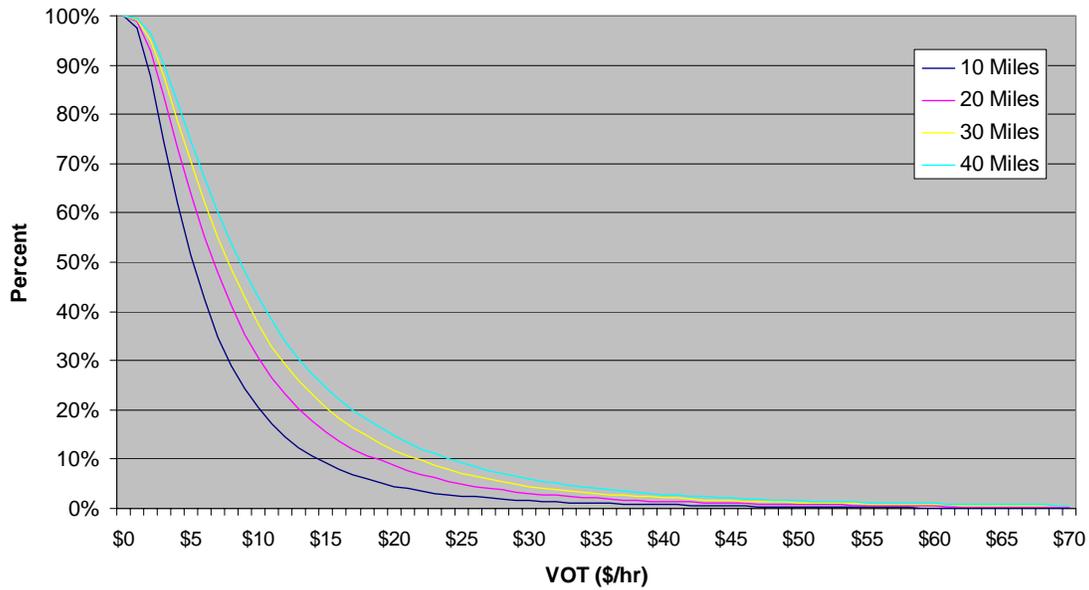
Chart 73: I-20W PM Peak Values of Time



VOT	Diversión Curve			
	Distance (miles)			
	10	20	30	40
1.00	81.8%	92.0%	95.6%	97.1%
2.00	58.3%	76.3%	84.3%	88.7%
3.00	42.7%	62.1%	72.5%	78.9%
4.00	32.0%	50.7%	62.3%	69.9%
5.00	24.8%	42.2%	53.2%	61.5%
6.00	19.5%	35.1%	46.3%	54.2%
7.00	15.6%	29.8%	40.3%	48.3%
8.00	12.4%	25.7%	35.2%	43.0%
9.00	10.4%	22.2%	31.1%	38.6%
10.00	8.7%	19.1%	27.9%	34.7%
12.00	6.3%	14.5%	22.2%	28.5%
14.00	4.4%	11.4%	17.9%	23.8%
16.00	3.4%	9.0%	14.5%	19.9%
18.00	2.8%	7.4%	12.1%	16.6%
20.00	2.1%	6.2%	10.2%	14.1%
30.00	0.8%	2.7%	4.7%	7.3%
40.00	0.4%	1.3%	2.7%	3.9%
50.00	0.2%	0.8%	1.5%	2.6%
60.00	0.1%	0.5%	1.0%	1.6%
70.00	0.1%	0.3%	0.7%	1.1%



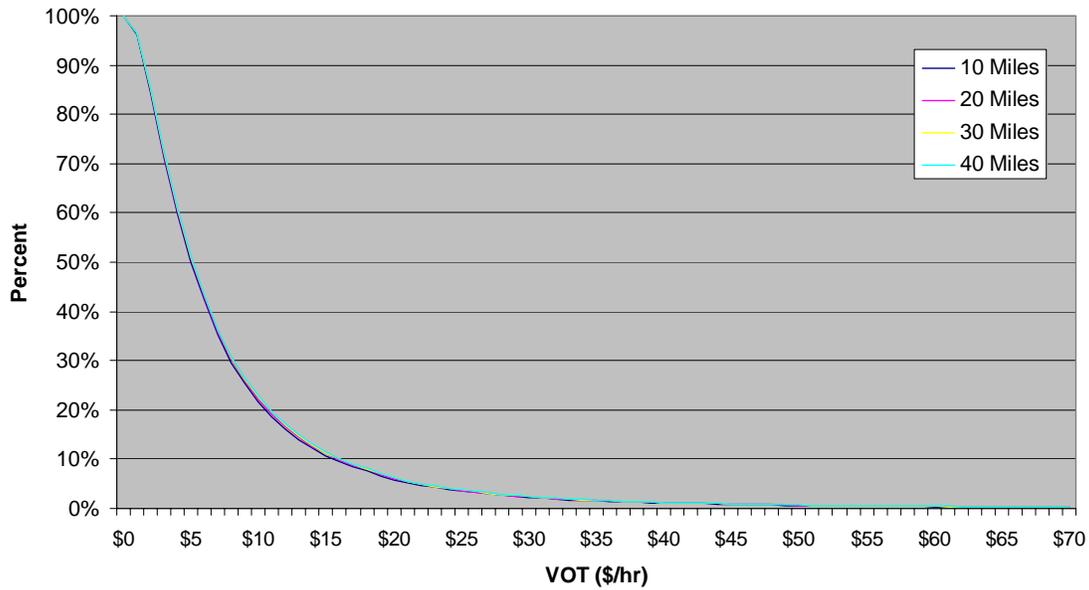
Chart 74: I-20W Off-Peak Values of Time



VOT	Diversión Curve			
	Distance (miles)			
	10	20	30	40
1.00	97.6%	98.9%	99.3%	99.6%
2.00	87.7%	92.8%	95.2%	96.4%
3.00	74.3%	83.5%	87.8%	90.2%
4.00	62.1%	73.1%	78.7%	82.5%
5.00	51.4%	63.8%	70.4%	74.5%
6.00	42.7%	55.2%	62.3%	67.1%
7.00	34.8%	47.9%	55.0%	60.1%
8.00	29.0%	41.3%	48.6%	53.7%
9.00	24.4%	35.2%	42.9%	48.2%
10.00	20.4%	30.5%	37.5%	43.0%
12.00	14.6%	23.3%	29.2%	33.8%
14.00	10.6%	17.8%	23.1%	27.4%
16.00	7.9%	13.7%	18.4%	22.1%
18.00	6.0%	10.8%	14.8%	18.0%
20.00	4.4%	8.7%	11.8%	14.8%
30.00	1.5%	3.0%	4.5%	6.1%
40.00	0.7%	1.4%	2.2%	2.8%
50.00	0.3%	0.8%	1.2%	1.6%
60.00	0.1%	0.4%	0.8%	1.0%
70.00	0.1%	0.2%	0.4%	0.6%



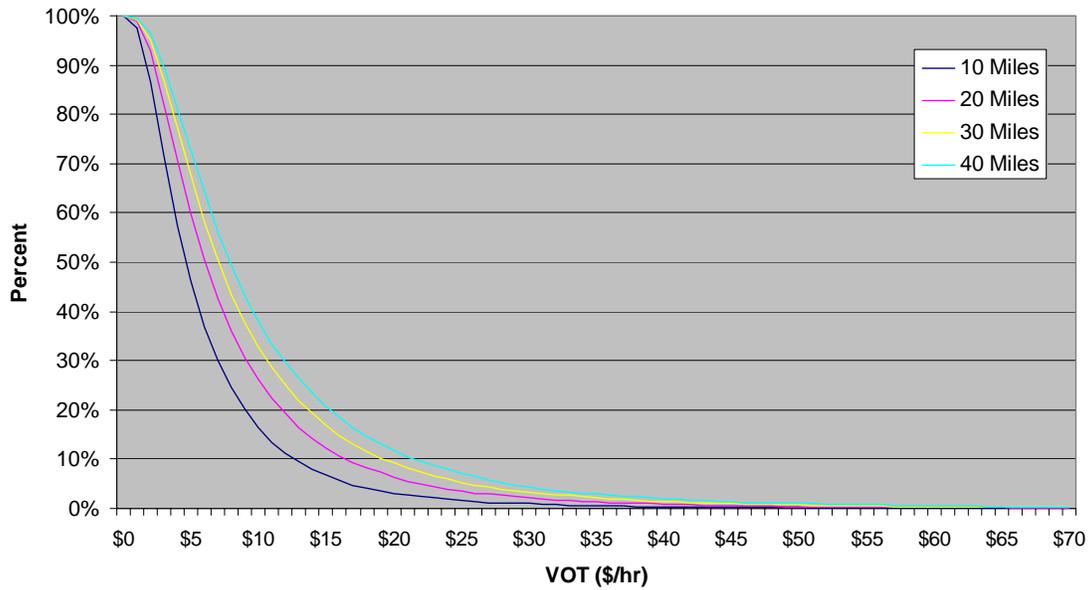
Chart 75: I-75 Home Based Work Values of Time



VOT	Diversión Curve			
	Distance (miles)			
	10	20	30	40
1.00	96.3%	96.4%	96.5%	96.6%
2.00	84.5%	84.9%	85.2%	85.4%
3.00	71.4%	72.0%	72.4%	72.7%
4.00	59.7%	60.5%	60.9%	61.2%
5.00	49.9%	50.7%	51.2%	51.5%
6.00	42.3%	43.0%	43.4%	43.6%
7.00	35.1%	35.8%	36.2%	36.5%
8.00	29.5%	30.2%	30.6%	30.9%
9.00	25.3%	26.1%	26.3%	26.5%
10.00	21.7%	22.2%	22.6%	22.9%
12.00	16.0%	16.6%	16.9%	17.2%
14.00	12.2%	12.7%	12.9%	13.1%
16.00	9.6%	9.9%	10.0%	10.2%
18.00	7.5%	7.9%	8.0%	8.1%
20.00	5.8%	6.1%	6.2%	6.3%
30.00	2.3%	2.3%	2.5%	2.5%
40.00	1.1%	1.2%	1.2%	1.2%
50.00	0.7%	0.7%	0.7%	0.7%
60.00	0.4%	0.4%	0.4%	0.4%
70.00	0.2%	0.2%	0.2%	0.2%



Chart 76: I-75 Home Based Other Values of Time



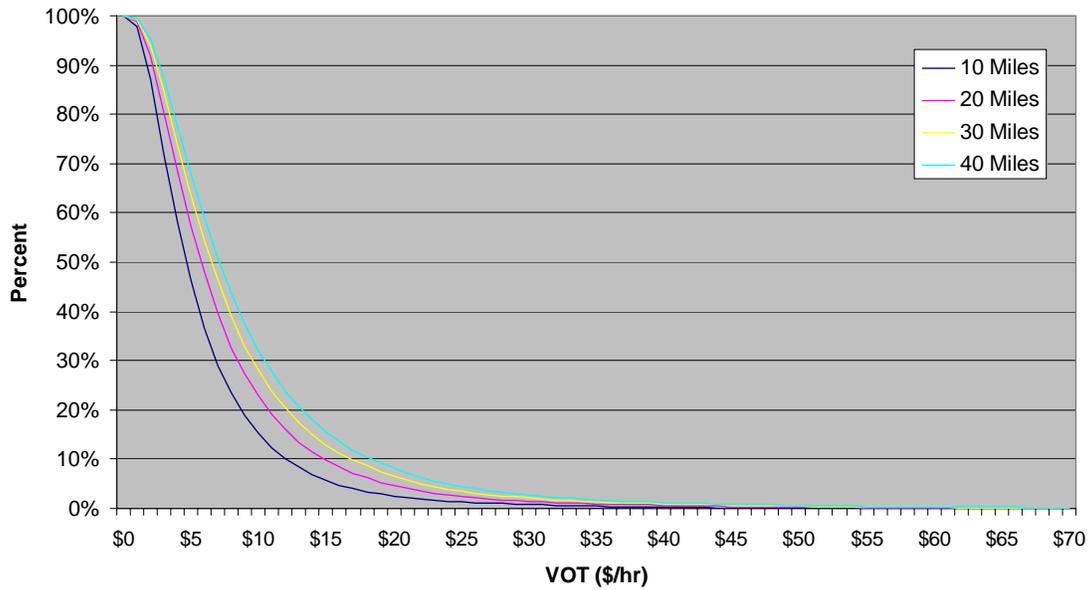
**Diversion Curve**

Distance (miles)

VOT	10	20	30	40
1.00	97.6%	98.9%	99.2%	99.6%
2.00	86.7%	92.8%	95.2%	96.4%
3.00	71.6%	82.0%	87.0%	89.7%
4.00	57.5%	70.7%	77.4%	81.3%
5.00	46.3%	59.9%	67.9%	72.6%
6.00	36.9%	50.5%	58.3%	64.6%
7.00	30.0%	42.5%	50.5%	56.0%
8.00	24.5%	35.9%	43.6%	49.4%
9.00	20.1%	30.6%	37.6%	43.2%
10.00	16.3%	26.3%	32.8%	37.9%
12.00	11.1%	19.3%	25.2%	29.7%
14.00	8.0%	14.2%	19.4%	23.4%
16.00	5.6%	10.6%	14.8%	18.5%
18.00	4.1%	8.3%	11.5%	14.5%
20.00	3.1%	6.4%	9.4%	11.6%
30.00	1.0%	2.1%	3.2%	4.4%
40.00	0.3%	0.9%	1.4%	1.9%
50.00	0.1%	0.4%	0.7%	1.0%
60.00	0.1%	0.2%	0.3%	0.5%
70.00	0.0%	0.1%	0.2%	0.3%



Chart 77: I-75 Non-Home Based Values of Time



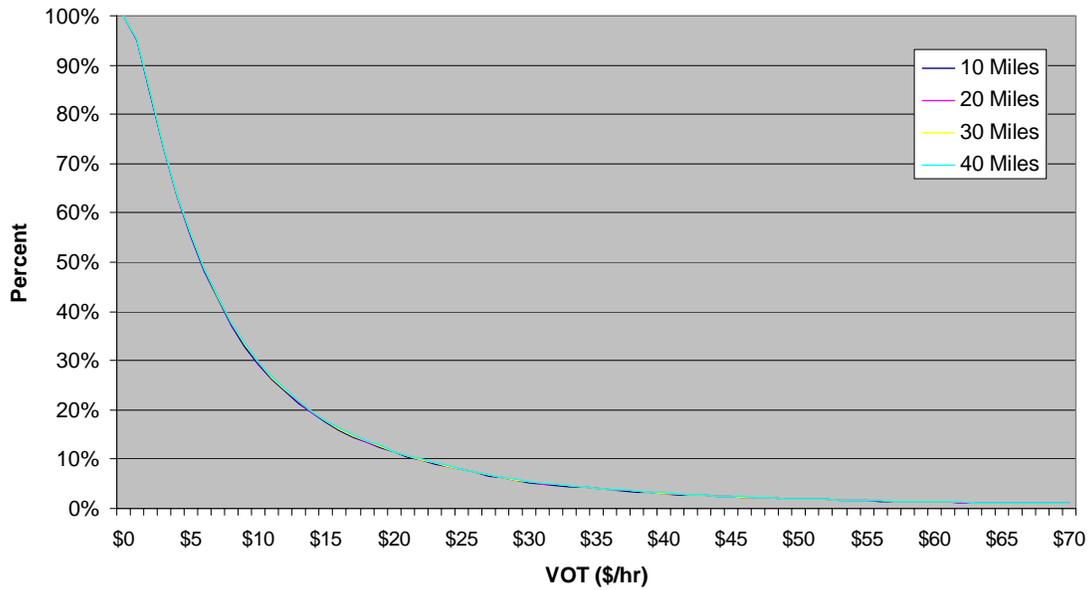
**Diversion Curve**

Distance (miles)

VOT	10	20	30	40
1.00	97.8%	98.9%	99.2%	99.4%
2.00	87.0%	91.7%	93.9%	95.4%
3.00	71.9%	80.4%	84.7%	87.4%
4.00	58.2%	68.6%	73.8%	77.5%
5.00	46.6%	57.4%	63.7%	67.9%
6.00	36.7%	48.1%	54.3%	58.9%
7.00	29.1%	39.7%	46.4%	50.8%
8.00	23.4%	32.6%	39.1%	43.8%
9.00	18.9%	27.4%	32.8%	37.4%
10.00	15.2%	22.9%	28.2%	31.9%
12.00	10.2%	16.2%	20.5%	23.9%
14.00	6.9%	11.5%	15.1%	18.0%
16.00	4.7%	8.5%	11.2%	13.6%
18.00	3.4%	6.2%	8.6%	10.5%
20.00	2.6%	4.6%	6.5%	8.1%
30.00	0.8%	1.5%	2.1%	2.7%
40.00	0.2%	0.6%	0.9%	1.2%
50.00	0.1%	0.2%	0.4%	0.6%
60.00	0.1%	0.1%	0.1%	0.3%
70.00	0.0%	0.1%	0.1%	0.1%



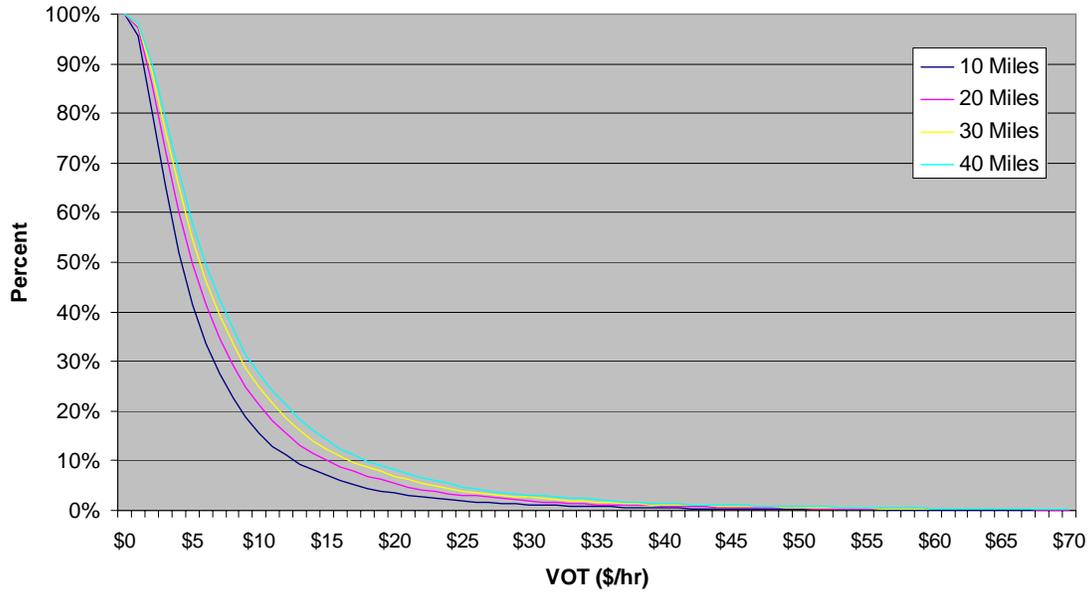
Chart 78: I-75 AM Peak Values of Time



VOT	Diversion Curve			
	Distance (miles)			
	10	20	30	40
1.00	95.0%	95.2%	95.2%	95.3%
2.00	84.0%	84.2%	84.4%	84.4%
3.00	72.9%	73.1%	73.2%	73.3%
4.00	63.0%	63.2%	63.4%	63.5%
5.00	55.2%	55.5%	55.6%	55.8%
6.00	48.1%	48.4%	48.5%	48.6%
7.00	42.6%	42.8%	42.9%	43.1%
8.00	37.2%	37.5%	37.6%	37.8%
9.00	32.8%	33.2%	33.3%	33.5%
10.00	29.3%	29.5%	29.7%	29.8%
12.00	23.8%	24.0%	24.2%	24.2%
14.00	19.3%	19.5%	19.7%	19.8%
16.00	15.9%	16.1%	16.2%	16.3%
18.00	13.3%	13.4%	13.5%	13.6%
20.00	11.3%	11.4%	11.5%	11.6%
30.00	5.3%	5.4%	5.4%	5.5%
40.00	3.0%	3.1%	3.1%	3.2%
50.00	1.9%	1.9%	1.9%	2.0%
60.00	1.3%	1.3%	1.3%	1.4%
70.00	1.0%	1.0%	1.0%	1.0%



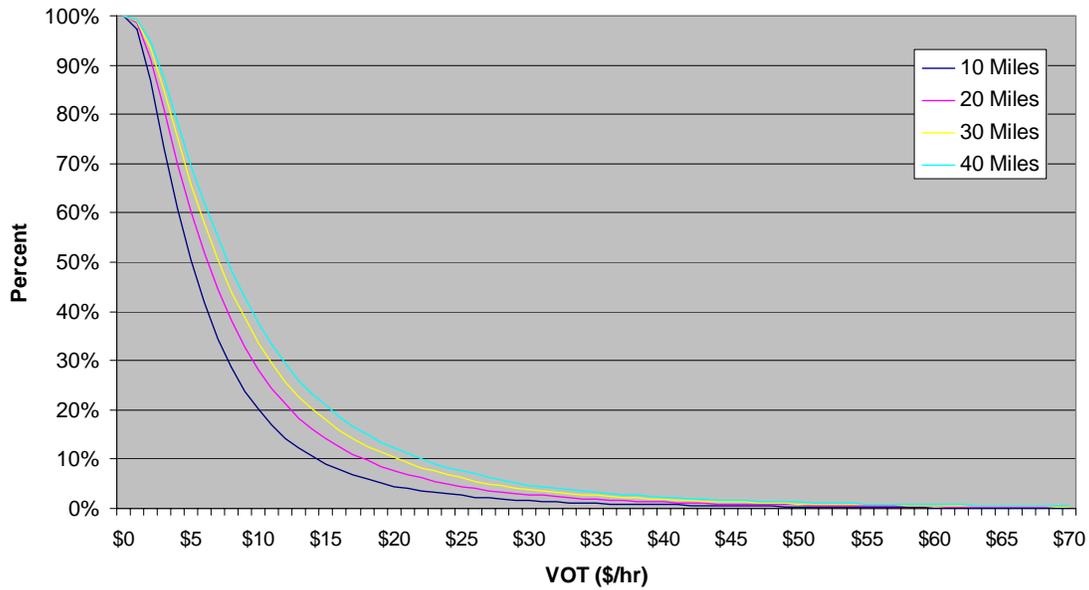
Chart 79: I-75 PM Peak Values of Time



VOT	Diversion Curve			
	Distance (miles)			
	10	20	30	40
1.00	95.6%	97.2%	97.7%	98.2%
2.00	80.7%	86.1%	88.7%	90.1%
3.00	65.5%	72.6%	76.6%	79.2%
4.00	51.8%	60.1%	65.3%	68.4%
5.00	41.6%	49.8%	54.6%	58.0%
6.00	33.7%	41.4%	46.3%	49.6%
7.00	27.7%	34.7%	39.2%	42.6%
8.00	22.7%	29.2%	33.5%	36.5%
9.00	18.7%	24.8%	28.8%	31.5%
10.00	15.6%	21.3%	24.8%	27.7%
12.00	11.1%	15.5%	18.6%	21.2%
14.00	8.1%	11.5%	13.9%	16.1%
16.00	6.1%	8.8%	11.0%	12.4%
18.00	4.4%	7.0%	8.7%	10.0%
20.00	3.4%	5.4%	7.0%	8.1%
30.00	1.1%	1.9%	2.6%	3.1%
40.00	0.5%	0.9%	1.1%	1.4%
50.00	0.2%	0.4%	0.7%	0.8%
60.00	0.1%	0.2%	0.4%	0.4%
70.00	0.1%	0.1%	0.2%	0.3%



Chart 80: I-75 Off-Peak Values of Time



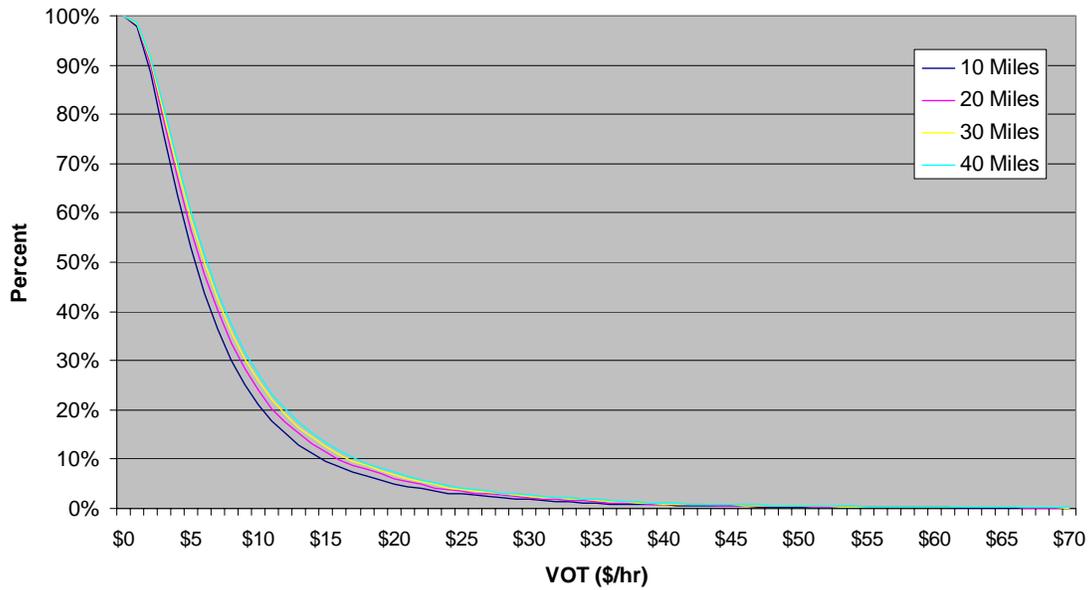
**Diversion Curve**

Distance (miles)

VOT	10	20	30	40
1.00	97.3%	98.5%	99.0%	99.2%
2.00	87.0%	91.4%	93.4%	94.8%
3.00	73.2%	81.1%	85.0%	87.5%
4.00	60.9%	70.0%	75.3%	78.5%
5.00	50.6%	60.5%	65.9%	69.6%
6.00	41.8%	52.0%	58.0%	62.0%
7.00	34.3%	44.5%	50.7%	55.1%
8.00	28.6%	38.4%	44.1%	48.4%
9.00	23.8%	32.9%	38.7%	42.9%
10.00	20.1%	28.2%	33.6%	37.8%
12.00	14.3%	21.3%	25.8%	29.6%
14.00	10.7%	16.1%	20.3%	23.3%
16.00	7.9%	12.5%	15.8%	18.7%
18.00	6.0%	9.9%	12.6%	15.1%
20.00	4.5%	7.8%	10.3%	12.2%
30.00	1.6%	2.8%	3.9%	4.8%
40.00	0.7%	1.3%	1.8%	2.3%
50.00	0.3%	0.7%	0.9%	1.2%
60.00	0.1%	0.4%	0.6%	0.8%
70.00	0.1%	0.2%	0.4%	0.5%



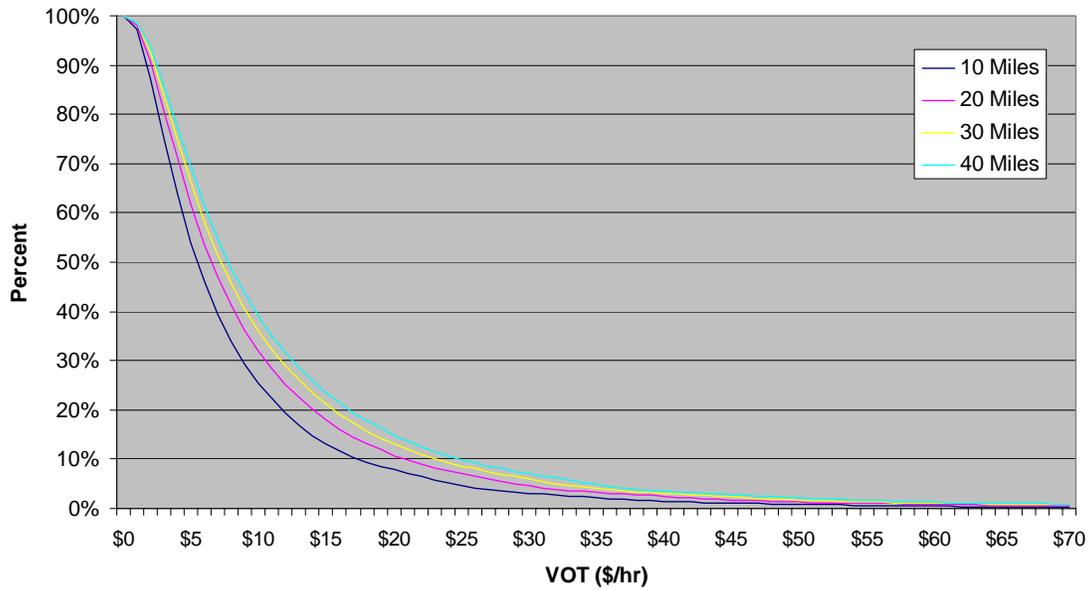
Chart 81: I-85 Home Based Work Values of Time



VOT	Diversión Curve			
	Distance (miles)			
	10	20	30	40
1.00	97.9%	98.3%	98.5%	98.6%
2.00	88.5%	90.2%	91.0%	91.4%
3.00	75.7%	78.6%	80.1%	81.4%
4.00	63.6%	67.2%	69.1%	70.4%
5.00	52.9%	56.6%	58.8%	60.4%
6.00	43.7%	47.5%	50.0%	51.6%
7.00	36.2%	40.1%	42.2%	43.7%
8.00	30.0%	33.5%	35.8%	37.4%
9.00	25.2%	28.3%	30.2%	31.7%
10.00	21.0%	23.9%	25.9%	27.3%
12.00	15.2%	17.5%	19.1%	20.1%
14.00	11.2%	13.0%	14.4%	15.2%
16.00	8.6%	9.9%	11.0%	11.7%
18.00	6.6%	7.9%	8.7%	9.1%
20.00	5.0%	6.1%	6.9%	7.4%
30.00	1.8%	2.3%	2.5%	2.7%
40.00	0.7%	0.8%	0.9%	1.0%
50.00	0.3%	0.4%	0.5%	0.6%
60.00	0.2%	0.2%	0.3%	0.3%
70.00	0.1%	0.1%	0.1%	0.2%



Chart 82: I-85 Home Based Other Values of Time



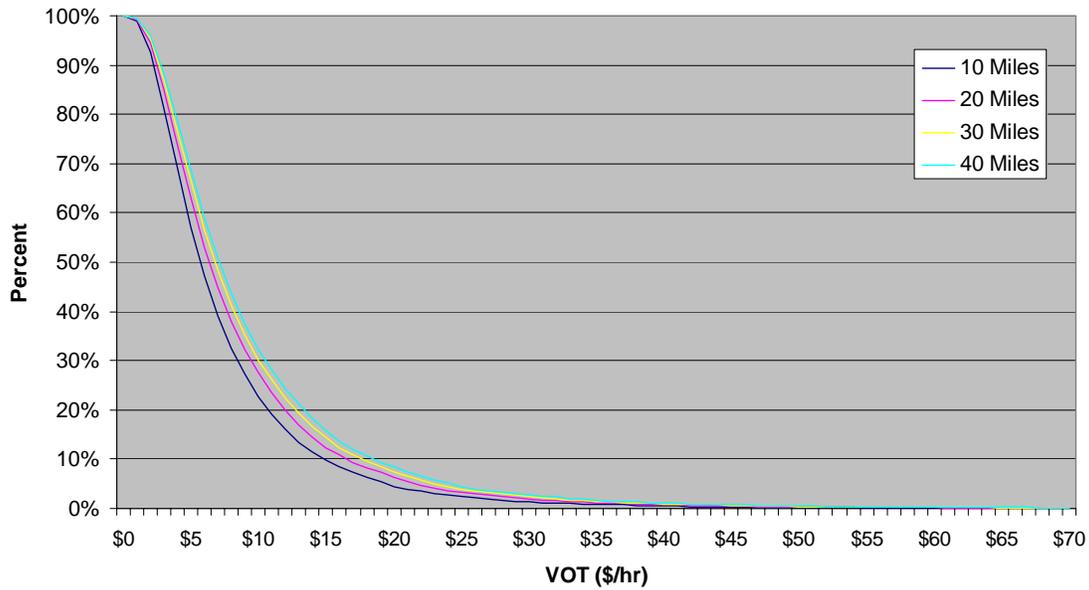
**Diversion Curve**

Distance (miles)

VOT	10	20	30	40
1.00	97.2%	98.2%	98.5%	98.8%
2.00	87.2%	90.8%	92.6%	93.7%
3.00	75.1%	80.7%	84.0%	85.9%
4.00	63.8%	71.2%	74.7%	77.5%
5.00	53.9%	61.8%	66.5%	69.3%
6.00	46.1%	53.6%	58.2%	61.4%
7.00	39.3%	46.9%	51.3%	54.6%
8.00	33.8%	41.2%	45.6%	48.7%
9.00	29.2%	36.1%	40.5%	43.6%
10.00	25.4%	31.8%	36.1%	39.2%
12.00	19.4%	25.2%	28.9%	31.6%
14.00	14.8%	20.2%	23.4%	26.1%
16.00	11.9%	16.1%	19.1%	21.7%
18.00	9.4%	13.1%	15.6%	17.9%
20.00	7.8%	10.8%	13.0%	14.7%
30.00	3.1%	4.6%	6.0%	7.1%
40.00	1.5%	2.5%	3.1%	3.5%
50.00	0.9%	1.3%	1.7%	2.1%
60.00	0.4%	0.8%	1.0%	1.3%
70.00	0.3%	0.5%	0.7%	0.9%



Chart 83: I-85 Non-Home Based Values of Time



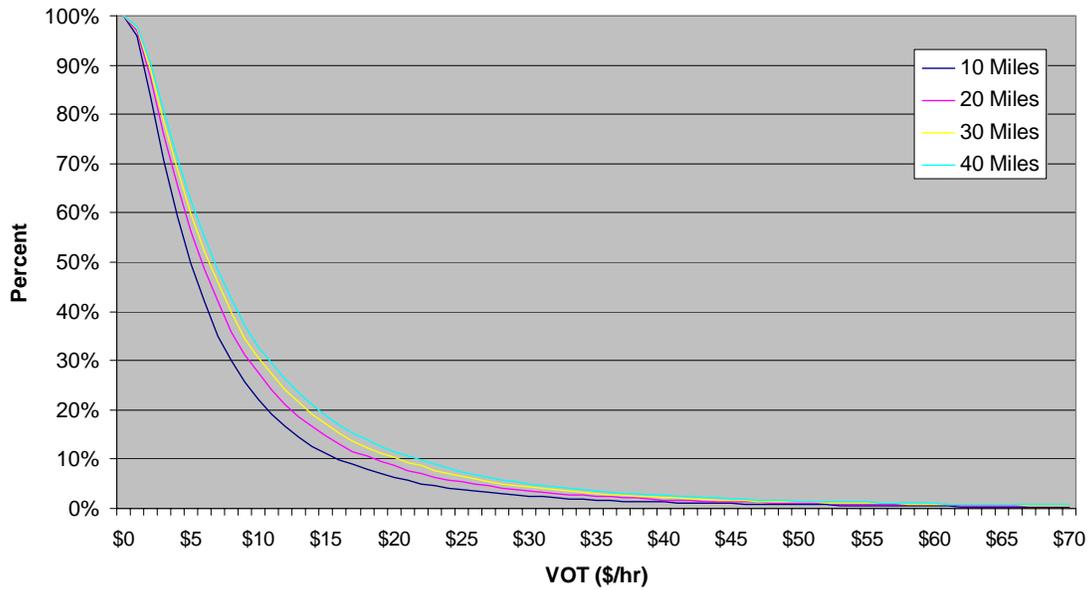
**Diversion Curve**

Distance (miles)

VOT	10	20	30	40
1.00	98.9%	99.2%	99.4%	99.5%
2.00	92.5%	94.5%	95.4%	95.9%
3.00	81.0%	84.9%	87.0%	88.2%
4.00	69.0%	73.9%	76.6%	78.6%
5.00	57.0%	63.2%	66.7%	68.8%
6.00	47.3%	53.1%	56.6%	58.9%
7.00	39.2%	44.9%	48.5%	50.7%
8.00	32.6%	38.0%	41.2%	43.6%
9.00	27.4%	32.1%	35.2%	37.6%
10.00	22.8%	27.6%	30.1%	32.3%
12.00	16.0%	20.0%	22.4%	24.2%
14.00	11.4%	14.5%	16.6%	18.3%
16.00	8.5%	10.9%	12.4%	13.6%
18.00	6.3%	8.3%	9.4%	10.5%
20.00	4.5%	6.4%	7.4%	8.4%
30.00	1.3%	1.9%	2.4%	2.8%
40.00	0.5%	0.8%	0.9%	1.1%
50.00	0.2%	0.4%	0.4%	0.5%
60.00	0.1%	0.2%	0.2%	0.2%
70.00	0.0%	0.1%	0.1%	0.1%



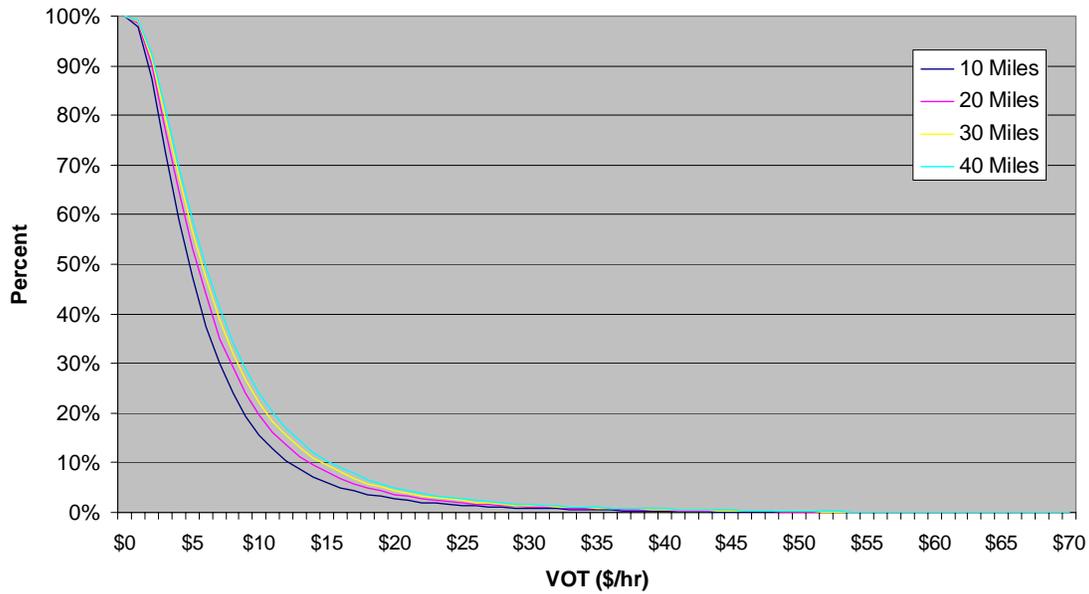
Chart 84: I-85 AM Peak Values of Time



VOT	Diversion Curve			
	Distance (miles)			
	10	20	30	40
1.00	95.9%	97.0%	97.5%	97.9%
2.00	83.5%	87.4%	89.1%	90.5%
3.00	70.5%	75.8%	78.5%	80.5%
4.00	59.3%	65.5%	68.8%	71.0%
5.00	49.7%	56.3%	59.9%	62.6%
6.00	42.1%	48.5%	52.1%	55.1%
7.00	35.1%	42.0%	45.9%	48.5%
8.00	30.0%	35.8%	39.9%	42.7%
9.00	25.6%	31.1%	34.5%	37.2%
10.00	22.1%	27.5%	30.5%	32.8%
12.00	16.6%	21.1%	24.0%	26.2%
14.00	12.6%	16.5%	19.0%	21.0%
16.00	10.0%	13.0%	15.3%	17.0%
18.00	7.8%	10.6%	12.4%	14.0%
20.00	6.2%	8.7%	10.3%	11.4%
30.00	2.6%	3.6%	4.4%	4.9%
40.00	1.2%	1.8%	2.3%	2.6%
50.00	0.8%	1.1%	1.3%	1.5%
60.00	0.5%	0.7%	0.9%	1.0%
70.00	0.2%	0.4%	0.6%	0.7%



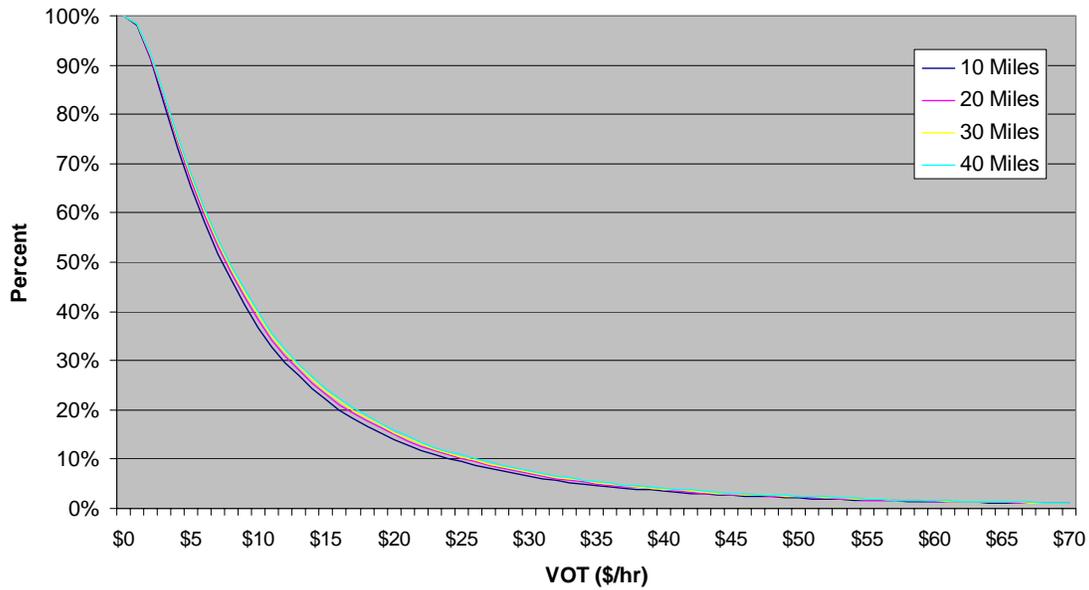
Chart 85: I-85 PM Peak Values of Time



VOT	Diversión Curve			
	Distance (miles)			
	10	20	30	40
1.00	97.9%	98.6%	98.9%	99.1%
2.00	87.3%	90.1%	91.5%	92.4%
3.00	72.6%	77.1%	79.6%	81.5%
4.00	59.1%	64.8%	67.7%	69.8%
5.00	47.6%	53.2%	56.6%	59.1%
6.00	37.3%	43.9%	47.4%	49.5%
7.00	30.0%	35.0%	38.7%	41.3%
8.00	24.2%	29.2%	31.9%	34.0%
9.00	19.3%	23.9%	26.8%	29.0%
10.00	15.6%	19.5%	22.2%	24.2%
12.00	10.5%	13.6%	15.5%	17.0%
14.00	7.2%	9.5%	11.0%	12.1%
16.00	5.0%	6.7%	8.2%	9.1%
18.00	3.6%	4.9%	5.8%	6.6%
20.00	2.7%	3.6%	4.5%	5.0%
30.00	0.8%	1.2%	1.3%	1.6%
40.00	0.3%	0.4%	0.6%	0.7%
50.00	0.1%	0.1%	0.2%	0.3%
60.00	0.1%	0.1%	0.1%	0.1%
70.00	0.0%	0.0%	0.1%	0.1%



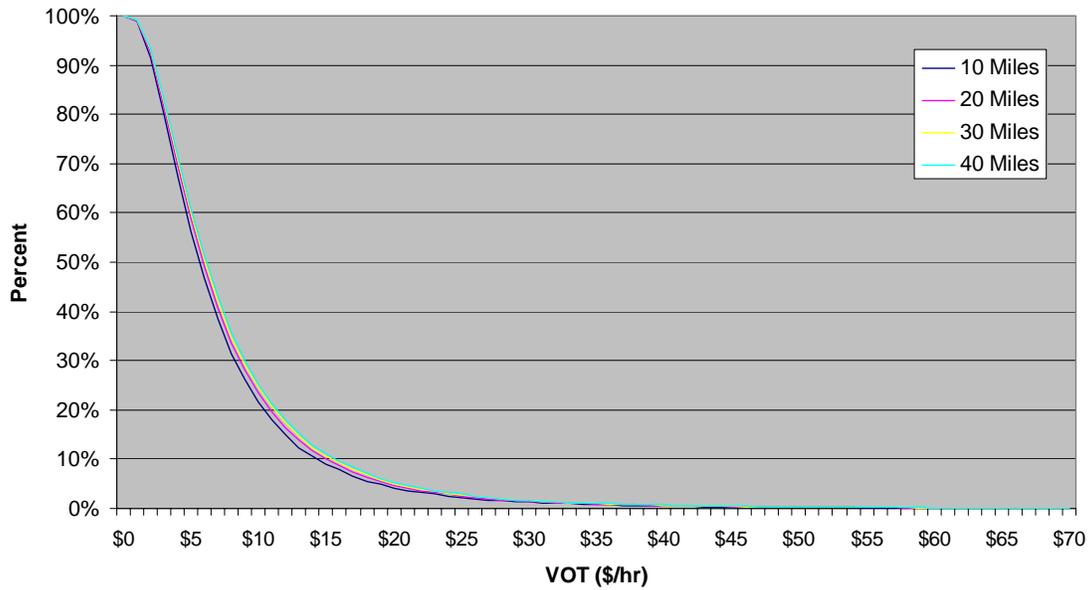
Chart 86: I-85 Off-Peak Values of Time



VOT	Diversion Curve			
	Distance (miles)			
	10	20	30	40
1.00	98.0%	98.2%	98.3%	98.4%
2.00	91.1%	91.6%	92.0%	92.2%
3.00	82.2%	83.3%	83.8%	84.2%
4.00	73.2%	74.5%	75.2%	75.7%
5.00	65.4%	66.7%	67.5%	68.1%
6.00	58.1%	59.6%	60.4%	61.0%
7.00	51.6%	53.2%	54.1%	54.8%
8.00	46.4%	47.9%	48.6%	49.2%
9.00	41.4%	42.8%	43.7%	44.4%
10.00	36.6%	38.1%	39.2%	39.8%
12.00	29.6%	30.8%	31.6%	32.2%
14.00	24.3%	25.5%	26.2%	26.8%
16.00	20.1%	21.2%	21.8%	22.3%
18.00	16.8%	17.7%	18.4%	18.8%
20.00	14.0%	14.9%	15.4%	15.9%
30.00	6.5%	7.0%	7.4%	7.5%
40.00	3.5%	3.7%	3.9%	4.1%
50.00	2.1%	2.4%	2.5%	2.5%
60.00	1.4%	1.5%	1.5%	1.6%
70.00	1.0%	1.1%	1.2%	1.2%



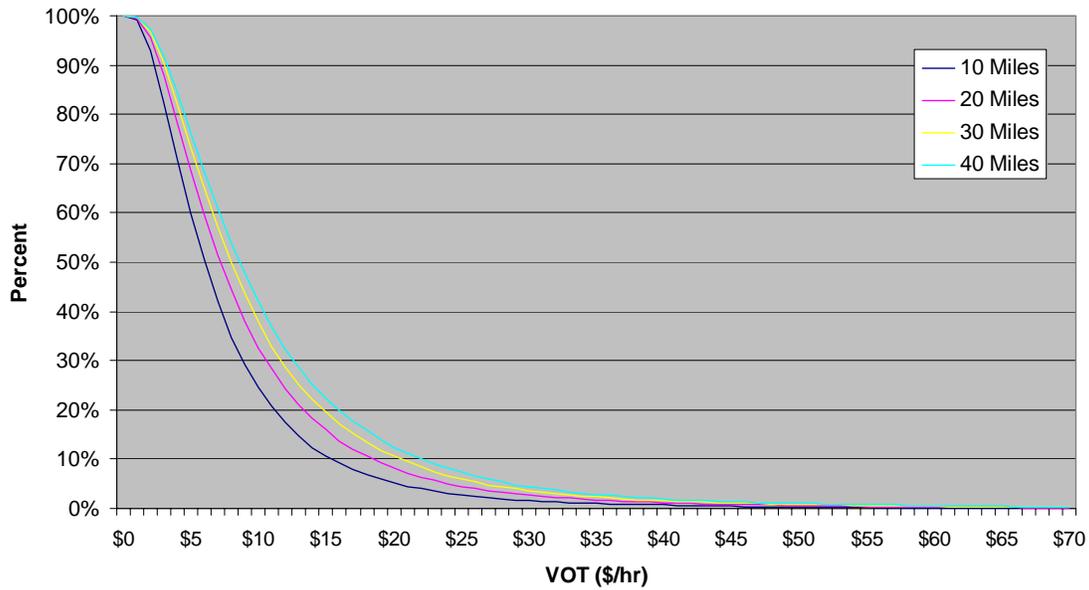
Chart 87: I-285 Home Based Work Values of Time



VOT	Diversión Curve			
	Distance (miles)			
	10	20	30	40
1.00	98.9%	99.0%	99.1%	99.1%
2.00	91.6%	92.5%	93.1%	93.4%
3.00	80.0%	81.5%	82.4%	83.1%
4.00	67.8%	69.9%	71.0%	71.8%
5.00	56.3%	58.9%	60.1%	60.9%
6.00	46.8%	49.1%	50.4%	51.3%
7.00	38.5%	40.8%	42.1%	43.1%
8.00	31.4%	33.6%	34.8%	35.8%
9.00	26.2%	28.1%	29.3%	30.0%
10.00	21.7%	23.5%	24.6%	25.2%
12.00	15.1%	16.5%	17.4%	18.1%
14.00	10.6%	11.7%	12.2%	12.8%
16.00	7.8%	8.7%	9.2%	9.6%
18.00	5.5%	6.3%	6.7%	7.1%
20.00	4.2%	4.7%	5.0%	5.3%
30.00	1.2%	1.4%	1.6%	1.6%
40.00	0.6%	0.6%	0.7%	0.7%
50.00	0.2%	0.2%	0.2%	0.3%
60.00	0.1%	0.1%	0.1%	0.1%
70.00	0.1%	0.1%	0.1%	0.1%



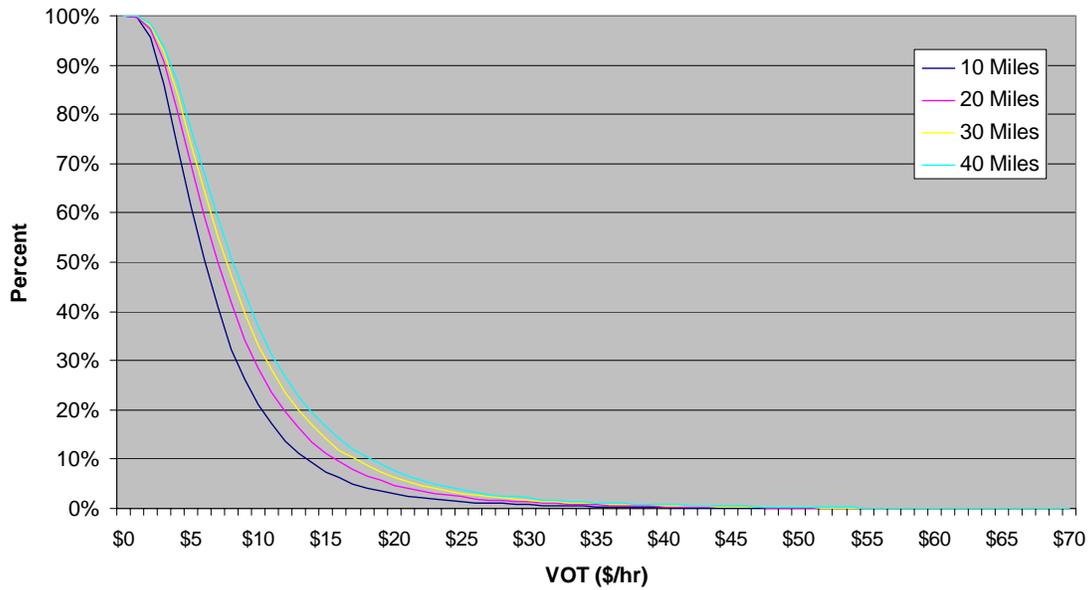
Chart 88: I-285 Home Based Other Values of Time



VOT	Diversión Curve			
	Distance (miles)			
	10	20	30	40
1.00	99.1%	99.5%	99.7%	99.8%
2.00	92.8%	95.7%	96.8%	97.3%
3.00	82.3%	87.9%	90.5%	91.8%
4.00	70.8%	78.0%	82.1%	84.5%
5.00	59.9%	68.6%	73.1%	76.3%
6.00	50.4%	59.6%	65.0%	68.4%
7.00	42.2%	51.4%	57.0%	60.9%
8.00	34.6%	44.5%	50.1%	53.8%
9.00	29.2%	38.0%	43.8%	47.8%
10.00	24.6%	32.5%	37.9%	42.0%
12.00	17.5%	24.4%	28.8%	32.2%
14.00	12.4%	18.3%	22.2%	25.2%
16.00	9.3%	13.8%	17.3%	19.9%
18.00	6.7%	10.7%	13.3%	15.7%
20.00	5.1%	8.3%	10.6%	12.3%
30.00	1.5%	2.7%	3.6%	4.4%
40.00	0.7%	1.2%	1.5%	1.9%
50.00	0.3%	0.6%	0.8%	1.1%
60.00	0.1%	0.3%	0.4%	0.6%
70.00	0.1%	0.1%	0.2%	0.3%



Chart 89: I-285 Non-Home Based Values of Time



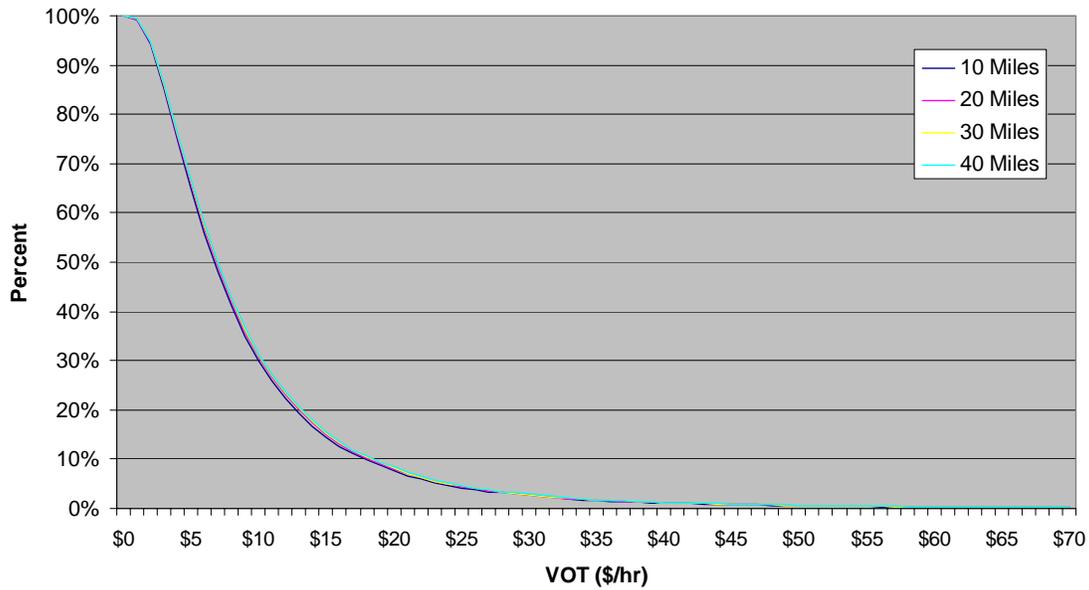
**Diversion Curve**

Distance (miles)

VOT	10	20	30	40
1.00	99.7%	99.9%	99.9%	100.0%
2.00	95.8%	97.2%	98.0%	98.4%
3.00	86.2%	90.6%	92.5%	93.7%
4.00	73.5%	80.5%	84.1%	86.5%
5.00	61.4%	69.9%	74.0%	77.1%
6.00	50.4%	59.4%	64.6%	68.0%
7.00	40.9%	50.1%	55.3%	59.0%
8.00	32.4%	41.8%	47.1%	50.8%
9.00	26.3%	34.1%	39.8%	43.6%
10.00	21.1%	28.5%	33.0%	36.8%
12.00	13.7%	19.7%	23.6%	26.7%
14.00	9.2%	13.5%	16.9%	19.4%
16.00	6.1%	9.6%	11.9%	14.1%
18.00	4.2%	6.6%	8.8%	10.4%
20.00	2.9%	4.7%	6.3%	7.6%
30.00	0.8%	1.2%	1.6%	2.1%
40.00	0.1%	0.4%	0.6%	0.8%
50.00	0.1%	0.1%	0.2%	0.3%
60.00	0.0%	0.1%	0.1%	0.1%
70.00	0.0%	0.0%	0.0%	0.1%



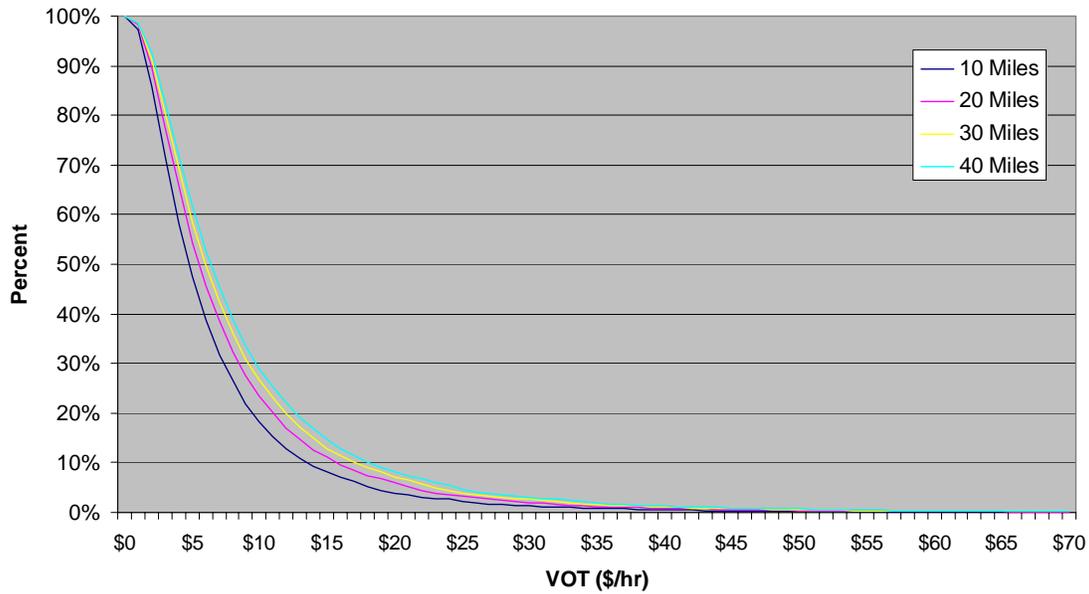
Chart 90: I-285 AM Peak Values of Time



VOT	Diversion Curve			
	Distance (miles)			
	10	20	30	40
1.00	99.2%	99.3%	99.3%	99.3%
2.00	94.2%	94.5%	94.7%	94.8%
3.00	85.3%	85.7%	86.1%	86.4%
4.00	75.0%	75.5%	75.9%	76.3%
5.00	65.1%	66.1%	66.5%	66.9%
6.00	55.8%	56.8%	57.4%	57.9%
7.00	48.0%	49.1%	49.6%	49.9%
8.00	41.2%	42.1%	42.6%	43.0%
9.00	35.0%	35.8%	36.4%	36.9%
10.00	30.1%	30.8%	31.2%	31.6%
12.00	22.3%	23.1%	23.6%	23.9%
14.00	16.8%	17.4%	17.8%	18.1%
16.00	12.5%	13.1%	13.4%	13.7%
18.00	9.7%	10.1%	10.3%	10.5%
20.00	7.7%	8.0%	8.3%	8.4%
30.00	2.6%	2.7%	2.8%	2.9%
40.00	1.1%	1.2%	1.2%	1.2%
50.00	0.6%	0.6%	0.6%	0.7%
60.00	0.2%	0.3%	0.3%	0.3%
70.00	0.1%	0.1%	0.1%	0.1%



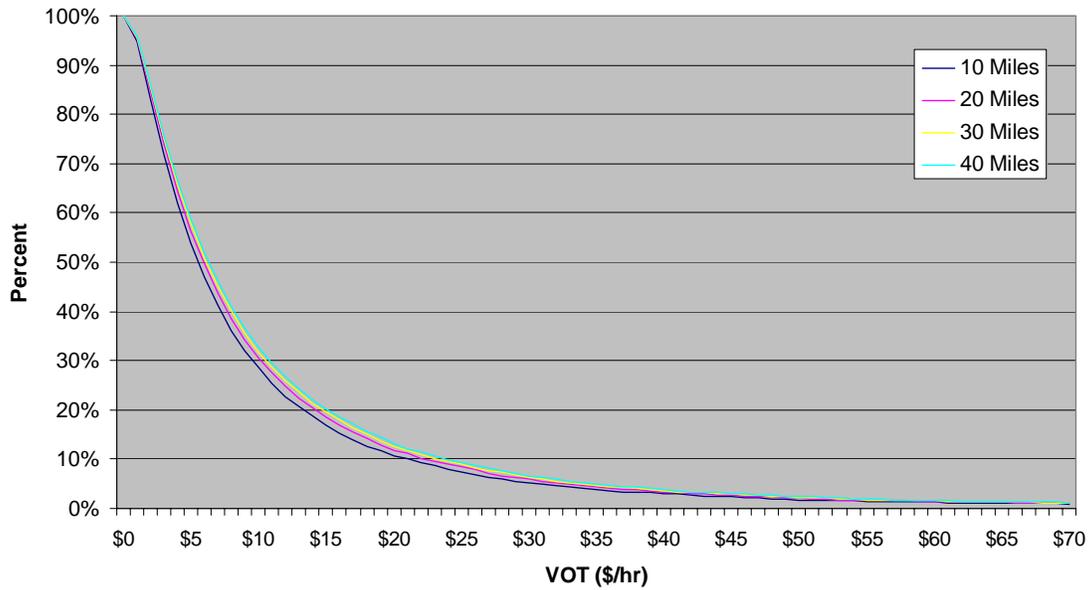
Chart 91: I-285 PM Peak Values of Time



VOT	Diversión Curve			
	Distance (miles)			
	10	20	30	40
1.00	97.3%	98.2%	98.6%	98.8%
2.00	85.9%	89.6%	91.3%	92.5%
3.00	71.6%	77.4%	80.5%	82.5%
4.00	58.2%	65.7%	69.4%	71.8%
5.00	47.5%	54.5%	58.6%	61.8%
6.00	38.7%	45.7%	49.8%	52.6%
7.00	31.7%	38.4%	42.4%	45.3%
8.00	26.5%	32.3%	36.0%	38.9%
9.00	22.0%	27.7%	30.9%	33.6%
10.00	18.3%	23.6%	26.8%	29.1%
12.00	12.7%	17.1%	20.0%	22.2%
14.00	9.3%	12.6%	15.0%	16.8%
16.00	7.1%	9.5%	11.5%	12.9%
18.00	5.2%	7.5%	8.9%	10.2%
20.00	3.9%	5.9%	7.2%	8.3%
30.00	1.2%	2.0%	2.6%	3.0%
40.00	0.6%	0.9%	1.1%	1.3%
50.00	0.2%	0.4%	0.6%	0.7%
60.00	0.1%	0.2%	0.3%	0.4%
70.00	0.1%	0.1%	0.2%	0.2%



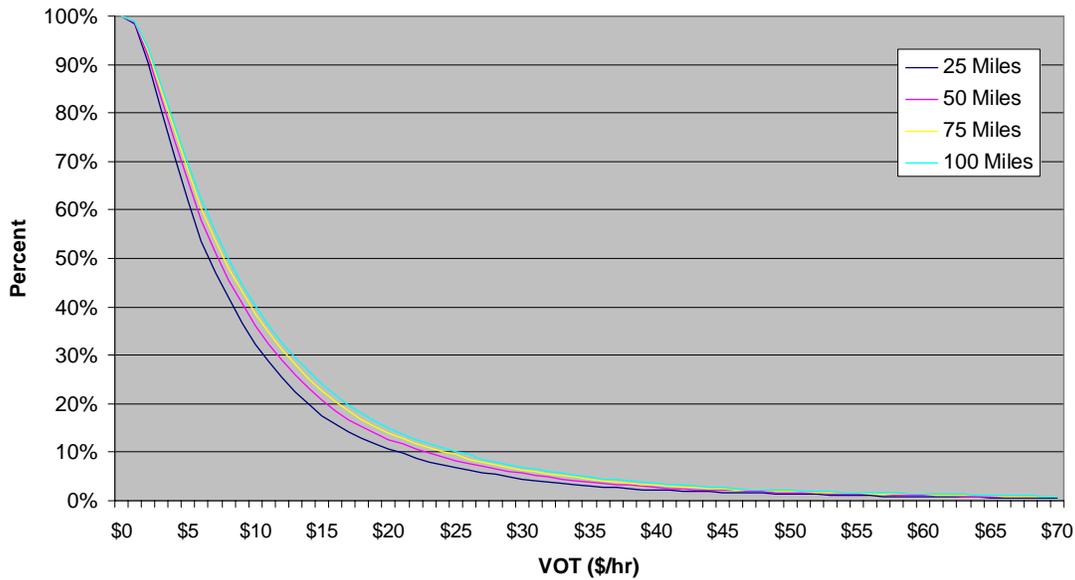
Chart 92: I-285 Off-Peak Values of Time



VOT	Diversion Curve			
	Distance (miles)			
	10	20	30	40
1.00	94.8%	95.5%	95.7%	95.9%
2.00	83.0%	84.7%	85.5%	86.1%
3.00	71.8%	73.9%	75.1%	75.7%
4.00	62.1%	64.5%	65.8%	66.7%
5.00	53.9%	56.2%	57.8%	58.8%
6.00	47.1%	49.6%	50.8%	51.9%
7.00	41.3%	43.7%	45.2%	46.2%
8.00	36.0%	38.6%	40.1%	41.1%
9.00	32.0%	34.0%	35.4%	36.5%
10.00	28.6%	30.6%	31.8%	32.7%
12.00	22.8%	24.8%	26.0%	26.8%
14.00	18.9%	20.5%	21.3%	22.1%
16.00	15.4%	17.0%	18.0%	18.7%
18.00	12.6%	14.2%	15.0%	15.6%
20.00	10.8%	11.9%	12.6%	13.2%
30.00	5.2%	5.9%	6.3%	6.6%
40.00	3.0%	3.4%	3.5%	3.8%
50.00	1.8%	2.1%	2.3%	2.5%
60.00	1.2%	1.4%	1.5%	1.6%
70.00	1.0%	1.1%	1.2%	1.2%



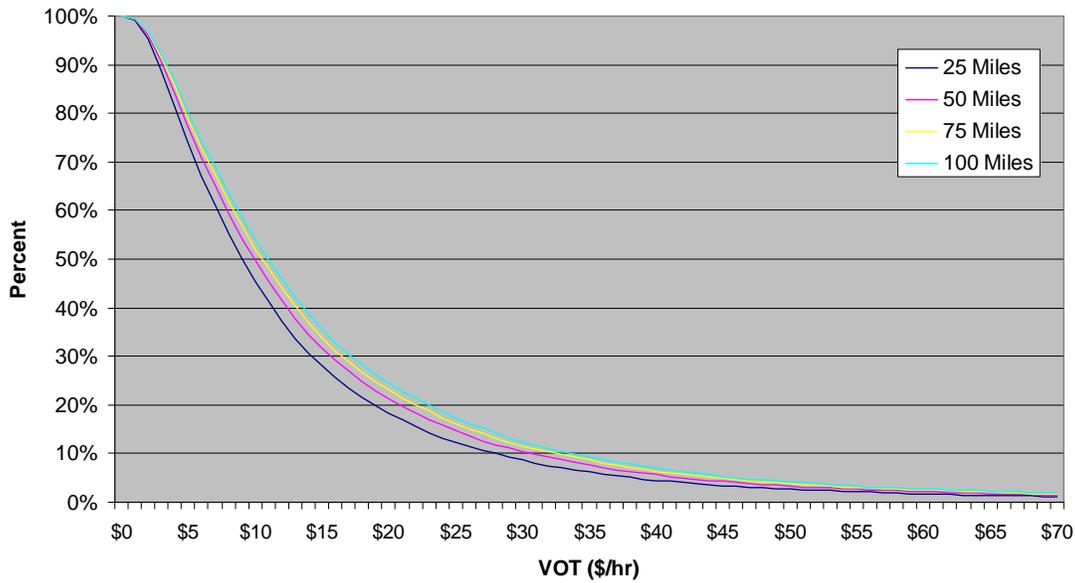
Chart 93: 2 Axle Commercial Vehicle Values of Time



VOT	Diversión Curve			
	Distance (miles)			
	25	50	75	100
1.00	98.2%	98.7%	98.9%	99.0%
2.00	90.4%	91.9%	92.8%	93.4%
3.00	80.5%	83.2%	84.8%	85.8%
4.00	70.9%	74.4%	76.4%	77.5%
5.00	61.9%	66.1%	68.4%	69.6%
6.00	53.6%	57.9%	60.5%	62.4%
7.00	46.9%	51.2%	53.5%	55.4%
8.00	41.8%	45.5%	47.8%	49.7%
9.00	36.7%	40.7%	43.0%	44.5%
10.00	32.3%	36.2%	38.5%	40.2%
12.00	25.3%	28.9%	31.2%	32.6%
14.00	19.9%	23.2%	25.2%	26.7%
16.00	15.9%	18.7%	20.6%	21.9%
18.00	12.9%	15.3%	16.8%	17.9%
20.00	10.7%	12.6%	13.9%	15.0%
30.00	4.4%	5.7%	6.3%	6.9%
40.00	2.2%	2.8%	3.3%	3.6%
50.00	1.4%	1.7%	1.9%	2.1%
60.00	0.8%	1.1%	1.3%	1.4%
70.00	0.5%	0.7%	0.8%	0.9%



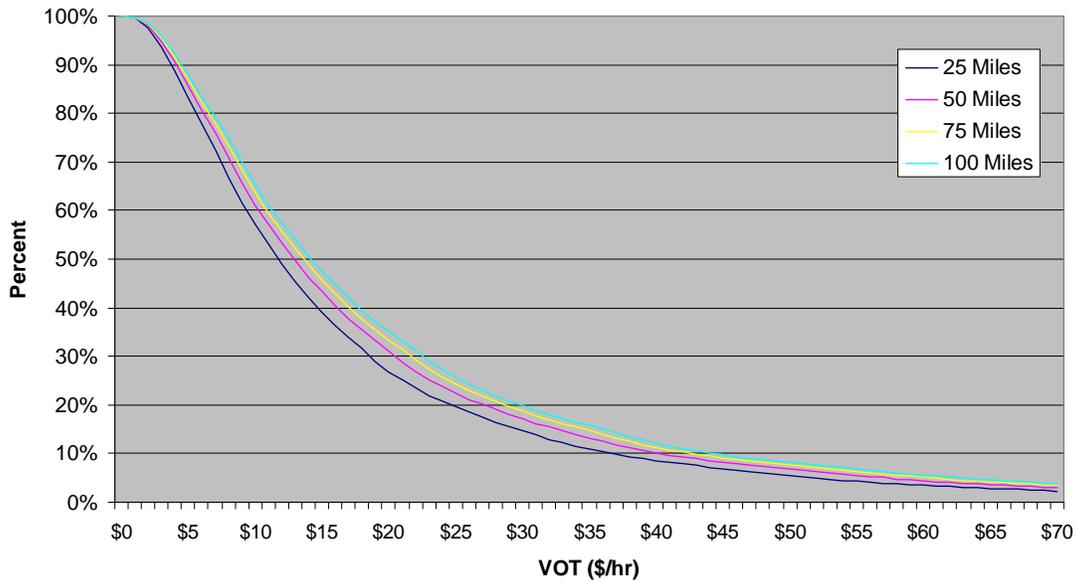
Chart 94: 3 Axle Commercial Vehicle Values of Time



VOT	Diversion Curve			
	Distance (miles)			
	25	50	75	100
1.00	99.2%	99.3%	99.4%	99.6%
2.00	95.3%	96.3%	96.7%	96.9%
3.00	88.8%	90.8%	91.6%	92.2%
4.00	81.4%	84.2%	85.7%	86.8%
5.00	74.0%	77.4%	79.0%	80.4%
6.00	67.3%	71.0%	72.9%	74.3%
7.00	61.0%	65.0%	67.2%	68.8%
8.00	55.2%	59.3%	61.6%	63.5%
9.00	50.1%	54.2%	56.7%	58.4%
10.00	45.4%	49.7%	51.9%	53.7%
12.00	37.1%	41.6%	44.1%	45.8%
14.00	30.6%	34.3%	36.9%	38.8%
16.00	25.6%	29.1%	31.3%	32.8%
18.00	21.6%	24.8%	26.9%	28.4%
20.00	18.3%	21.2%	23.2%	24.5%
30.00	8.7%	10.4%	11.6%	12.4%
40.00	4.4%	5.6%	6.4%	7.0%
50.00	2.7%	3.3%	3.8%	4.2%
60.00	1.7%	2.2%	2.5%	2.7%
70.00	1.2%	1.5%	1.7%	1.8%



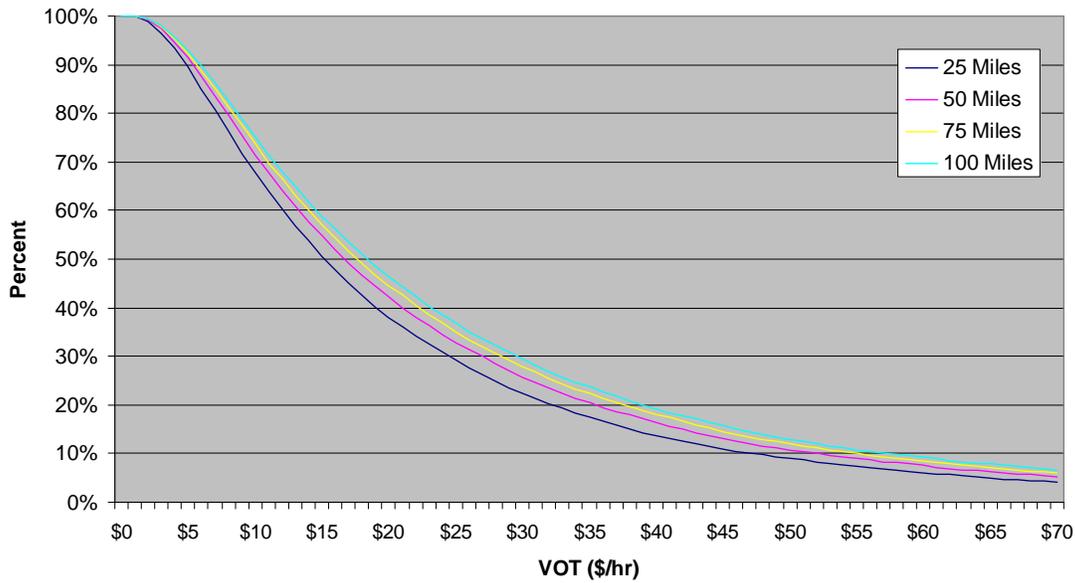
Chart 95: 4 Axle Commercial Vehicle Values of Time



VOT	Diversion Curve			
	Distance (miles)			
	25	50	75	100
1.00	99.6%	99.7%	99.7%	99.8%
2.00	97.7%	98.1%	98.5%	98.6%
3.00	93.7%	94.9%	95.6%	95.9%
4.00	88.7%	90.7%	91.7%	92.4%
5.00	83.3%	85.8%	87.1%	88.0%
6.00	78.1%	80.9%	82.5%	83.6%
7.00	72.3%	76.0%	77.9%	79.1%
8.00	66.6%	70.7%	73.1%	74.8%
9.00	61.4%	65.6%	68.2%	69.9%
10.00	57.1%	61.0%	63.7%	65.2%
12.00	48.9%	53.2%	55.7%	57.4%
14.00	42.1%	46.3%	48.9%	50.6%
16.00	36.3%	40.4%	42.9%	44.8%
18.00	31.6%	35.5%	37.7%	39.4%
20.00	26.9%	31.0%	33.5%	35.2%
30.00	14.8%	17.2%	18.8%	20.0%
40.00	8.6%	10.2%	11.2%	12.2%
50.00	5.5%	6.8%	7.5%	8.1%
60.00	3.5%	4.4%	5.1%	5.6%
70.00	2.3%	3.0%	3.5%	3.8%



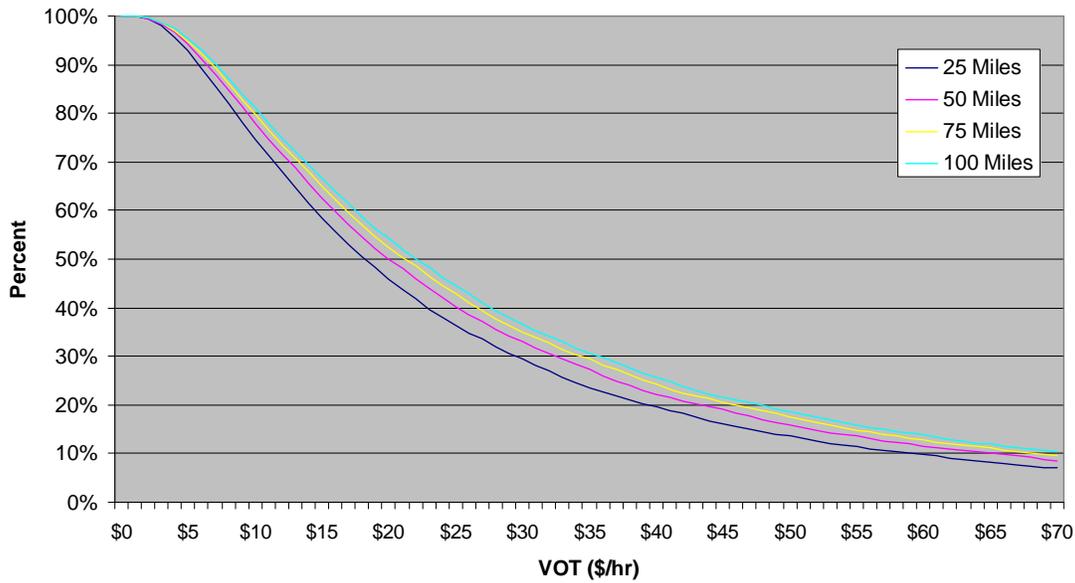
Chart 96: 5 Axle Commercial Vehicle Values of Time



VOT	Diversion Curve			
	Distance (miles)			
	25	50	75	100
1.00	99.9%	100.0%	100.0%	100.0%
2.00	99.0%	99.3%	99.4%	99.5%
3.00	96.5%	97.5%	97.9%	98.1%
4.00	93.4%	94.6%	95.4%	95.8%
5.00	89.6%	91.4%	92.3%	92.9%
6.00	85.0%	87.6%	88.9%	89.8%
7.00	80.6%	83.4%	84.9%	86.0%
8.00	76.3%	79.5%	81.2%	82.4%
9.00	71.7%	75.4%	77.6%	78.7%
10.00	67.7%	71.3%	73.7%	75.0%
12.00	60.3%	64.3%	66.6%	68.0%
14.00	53.7%	57.7%	60.2%	61.7%
16.00	47.7%	52.0%	54.5%	56.2%
18.00	42.7%	46.7%	49.1%	51.0%
20.00	38.0%	42.4%	44.6%	46.3%
30.00	22.4%	25.8%	27.9%	29.6%
40.00	13.7%	16.4%	18.0%	19.2%
50.00	9.0%	10.7%	11.9%	12.9%
60.00	6.0%	7.5%	8.4%	9.2%
70.00	4.1%	5.2%	6.0%	6.5%



Chart 97: 6 Axle Commercial Vehicle Values of Time



VOT	Diversion Curve			
	Distance (miles)			
	25	50	75	100
1.00	100.0%	100.0%	100.0%	100.0%
2.00	99.4%	99.5%	99.6%	99.7%
3.00	98.0%	98.4%	98.7%	98.8%
4.00	95.8%	96.8%	97.1%	97.4%
5.00	92.9%	94.2%	94.9%	95.4%
6.00	89.4%	91.2%	92.3%	93.1%
7.00	85.6%	88.0%	89.4%	90.2%
8.00	82.0%	84.6%	86.1%	87.2%
9.00	78.2%	81.3%	82.9%	84.0%
10.00	74.6%	77.8%	79.9%	81.0%
12.00	68.0%	71.5%	73.4%	75.0%
14.00	61.5%	65.6%	67.9%	69.4%
16.00	55.6%	59.7%	62.3%	64.0%
18.00	50.5%	54.7%	57.1%	58.7%
20.00	45.8%	50.1%	52.4%	54.3%
30.00	29.5%	33.1%	35.1%	36.6%
40.00	19.6%	22.3%	24.3%	25.7%
50.00	13.6%	15.9%	17.5%	18.7%
60.00	9.7%	11.6%	12.7%	13.8%
70.00	7.0%	8.6%	9.7%	10.4%





