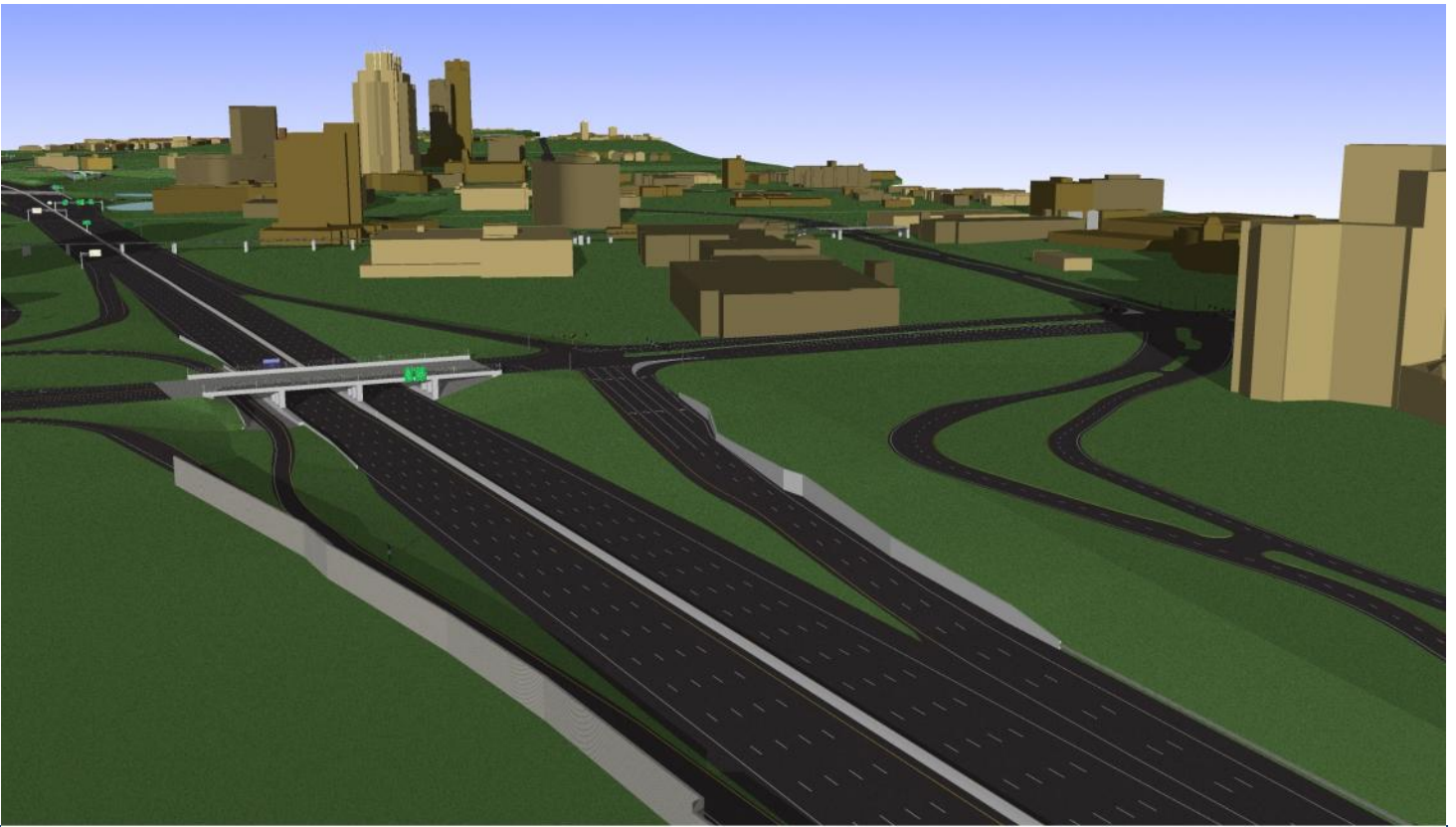


Alternative 1 (No Build)



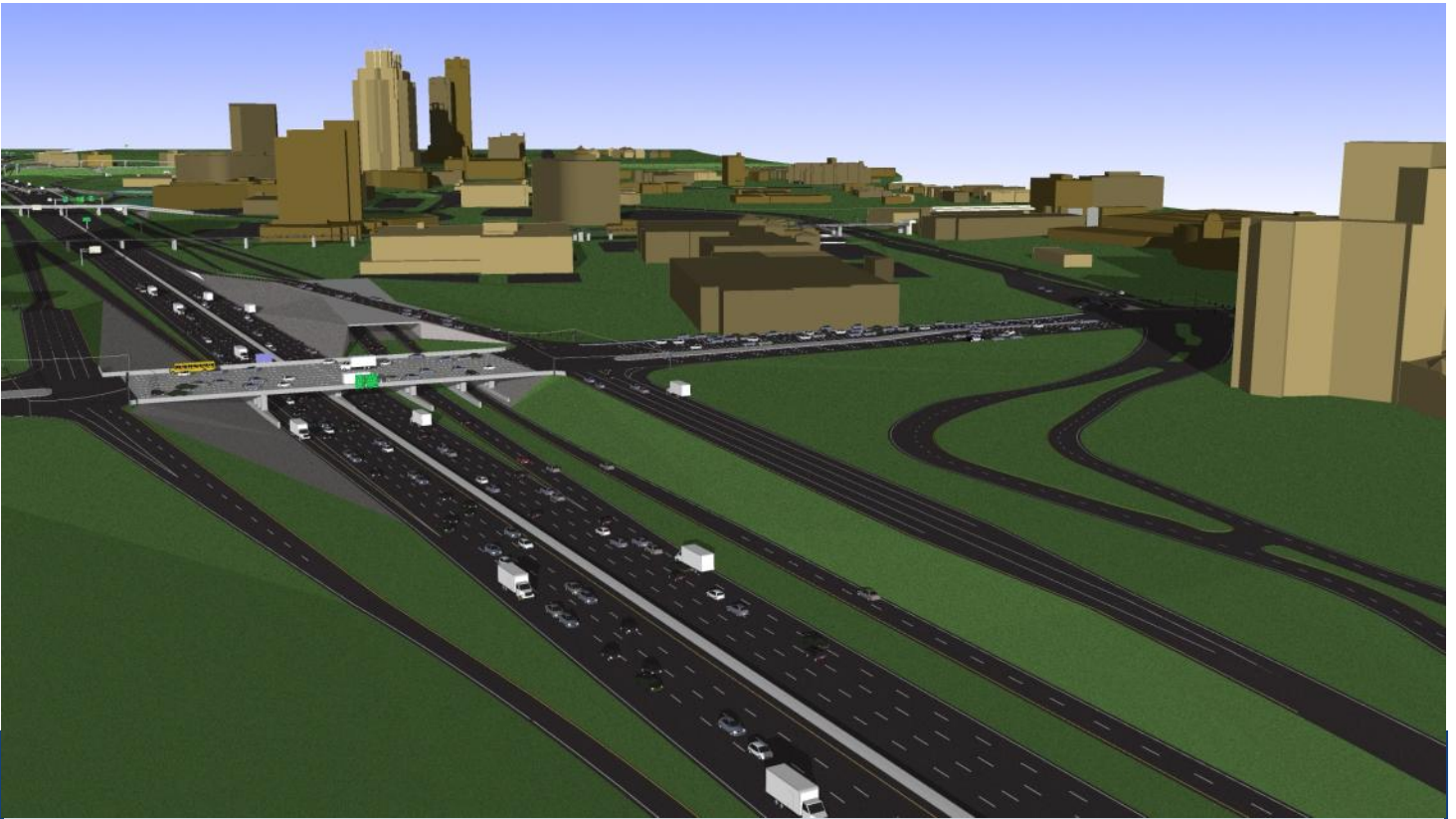
What's Included?

- The No Build alternative does not include the addition of any improvements to the existing system of five general purpose lanes in each direction. However, efforts for the general upkeep of the I-285 corridor (such as restoration of bridges and resurfacing of pavement), are included in the No Build alternative.

What Is Needed in the Corridor?

- To Better Manage and Minimize Traffic Congestion: This corridor is already one of the most heavily traveled corridors in Georgia, serving between 200,000 vehicles and 250,000 vehicles per day. Currently, motorists experience high levels of traffic congestion, especially during the peak travel hours. Given the anticipated population and employment growth in the corridor, the amount of traffic congestion is likely to increase and intensify. For instance, a 42% increase in commuter trips is expected in some portions of the corridor.
- To Maintain and Improve System Linkages: This corridor is a potential link for existing managed lane systems and others planned on SR 400 and I-75 north of I-285. This corridor is also a potential link between existing and planned transit improvements (either along or connecting to the corridor).
- To Improve Mobility Options for the Traveling Public: Choices for travel in the corridor, other than by vehicle, are limited. The corridor currently provides general-purpose highway lanes with no special provisions for carpools, transit, or other alternative means of travel.
- To Provide Safer Travel Conditions Along the Corridor: The frequency of crashes in the project area is significantly higher than the statewide average for similar roadways. The frequency of injury is also about 13% higher than the statewide average.

Alternative 4



What's Included?

- **Express Bus Service:** Express Bus service operates over long distances without stopping, which speeds up longer peak commuter trips. Buses operate in the general purpose lanes with stops only in the Cumberland and Perimeter areas.
- **Operational Improvements:** These modifications improve travel flow and safety, and include:
 - ⇒ *Braided ramps:* vertically separating off and on ramps (one ramp passes over the other).
 - ⇒ *Auxiliary lanes:* an extra lane that runs between interchanges and gives drivers more time to merge in or out. The lane is created when an entrance ramp at one interchange meets the highway and drops out at the next interchange as an exit ramp (with an "Exit Only" sign).
 - ⇒ *Collector-distributor lanes:* one-way lanes that run adjacent to the interstate and provide access to additional exits/off ramps that do not touch the interstate.
 - ⇒ Reconstructing interchanges
 - ⇒ Building new ramps
 - ⇒ Reconfiguring some local roadways



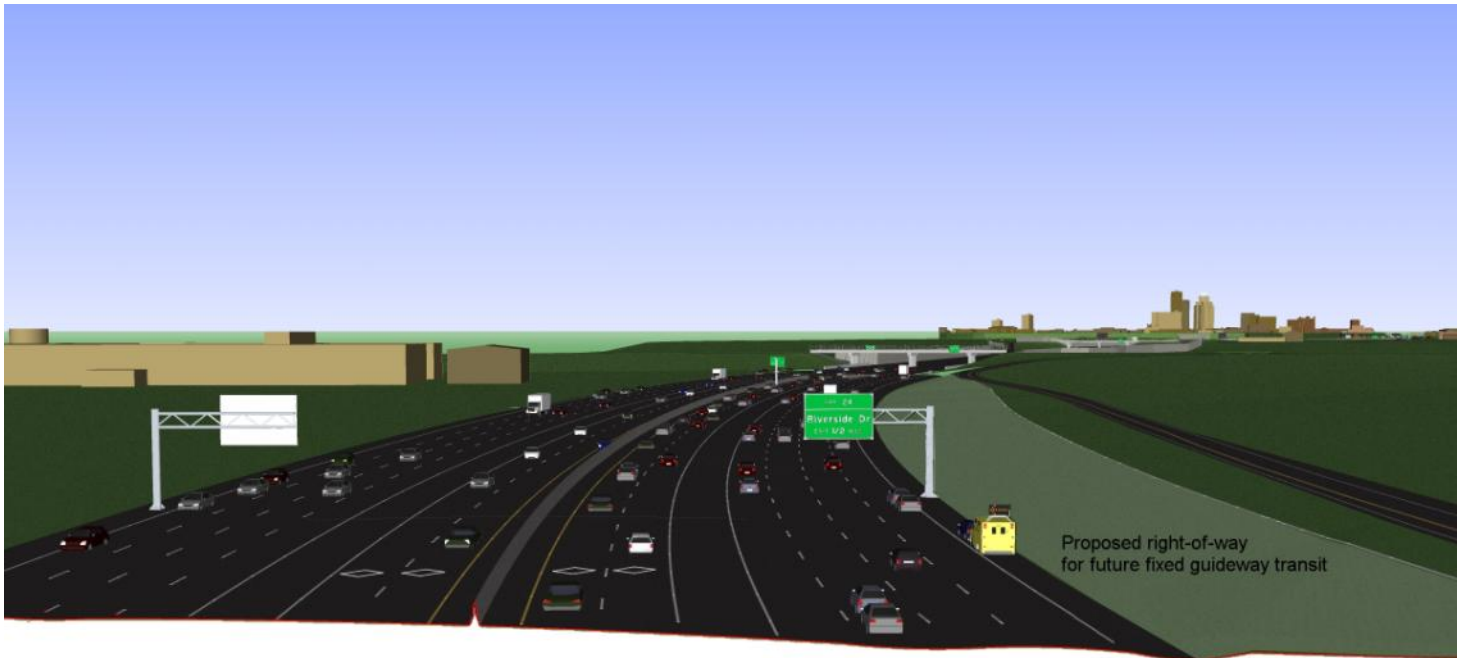
Alternative 6a



What's Included?

- **Managed Lanes:** Adds two lanes in both directions, located on either side of existing general purpose lanes, and are physically separated by a concrete median barrier. Congestion in the lanes is managed by a tolling system where the pricing could vary based on demand. Access points include I-285, I-75, Akers Mill Road, SR 400 (to/from the north), Perimeter Center Parkway, Chamblee Dunwoody Road, Peachtree Industrial Boulevard (to/from the north), and I-85 (to/from the north).
- **Express Bus Service:** Express Bus service operates over long distances without stopping, which speeds up longer, peak commuter trips. Buses operate in the managed lanes and the general purpose lanes depending on the designated route.
- **Fixed Guideway Transit Right of Way:** Acquisition of additional rights of way for potential future Bus Rapid Transit or Light Rail Transit .
- **Operational Improvements:** These modifications improve travel flow and safety, and include:
 - ⇒ **Braided ramps:** vertically separating off and on ramps (one ramp passes over the other).
 - ⇒ **Auxiliary lanes:** an extra lane that runs between interchanges and gives drivers more time to merge in or out. The lane is created when an entrance ramp at one interchange meets the highway and drops out at the next interchange as an exit ramp (with an "Exit Only" sign).
 - ⇒ **Collector-distributor lanes:** one-way lanes that run adjacent to the interstate and provide access to additional exits/off ramps that do not touch the interstate.
 - ⇒ Reconstructing interchanges
 - ⇒ Building new ramps
 - ⇒ Reconfiguring some local roadways

Alternative 6(b)



What's Included?

- **Managed Lanes:** Similar to alternative 6a, but adds the managed lanes in the center of the existing general purpose lanes, separated by a painted buffer. Additionally, the general purpose lanes would be reduced to four lanes in both directions. Congestion in the lanes is managed by a tolling system where the pricing could vary based on demand. Access points include I-285, I-75, Akers Mill Road, SR 400 (to/from the north), Perimeter Center Parkway, Chamblee Dunwoody Road, Peachtree Industrial Boulevard (to/from the north), and I-85 (to/from the north).
- **Express Bus Service:** Express Bus service operates over long distances without stopping, which speeds up longer, peak commuter trips. Buses operate in the managed lanes and the general purpose lanes depending on the designated route.
- **Fixed Guideway Transit Right of Way:** Acquisition of additional rights of way for potential future Bus Rapid Transit or Light Rail Transit .
- **Operational Improvements:** These modifications improve travel flow and safety, and include:
 - ⇒ *Braided ramps:* vertically separating off and on ramps (one ramp passes over the other).
 - ⇒ *Auxiliary lanes:* an extra lane that runs between interchanges and gives drivers more time to merge in or out. The lane is created when an entrance ramp at one interchange meets the highway and drops out at the next interchange as an exit ramp (with an "Exit Only" sign).
 - ⇒ *Collector-distributor lanes:* one-way lanes that run adjacent to the interstate and provide access to additional exits/off ramps that do not touch the interstate.
 - ⇒ Reconstructing interchanges
 - ⇒ Building new ramps
 - ⇒ Reconfiguring some local roadways