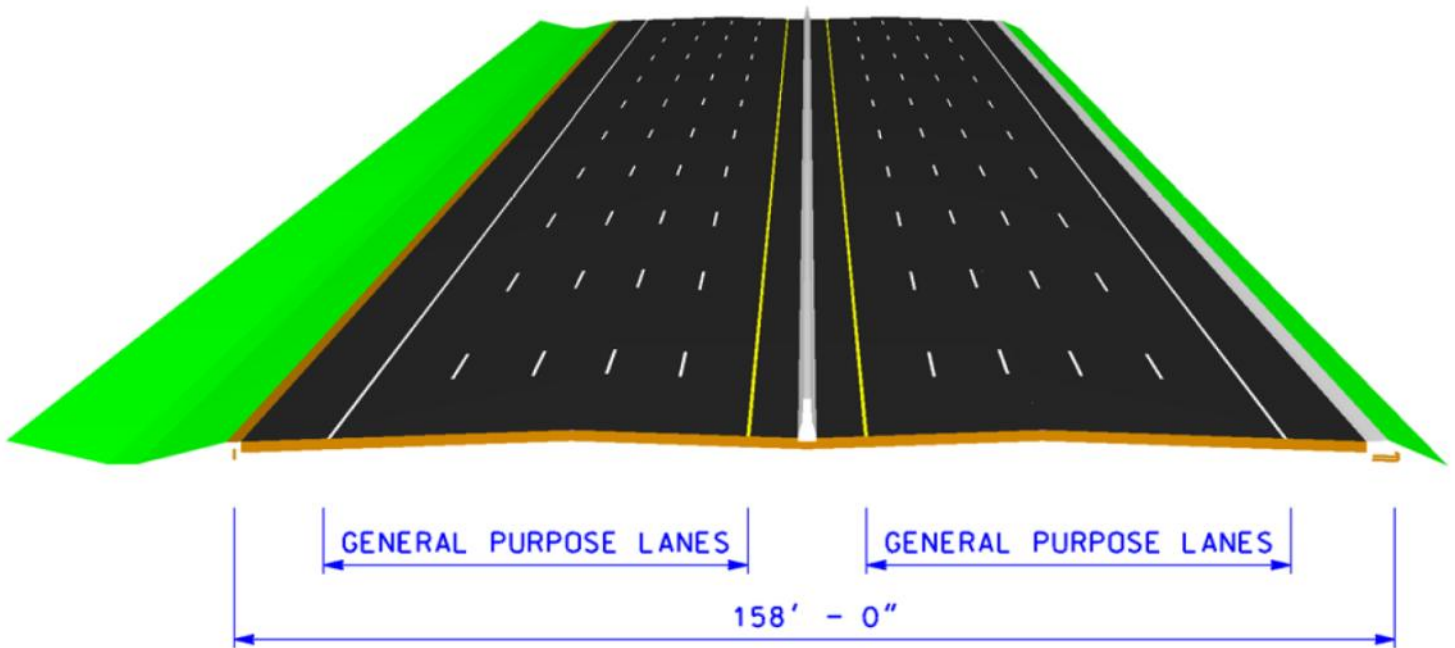


# Alternative 1 (No Build)



## 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.

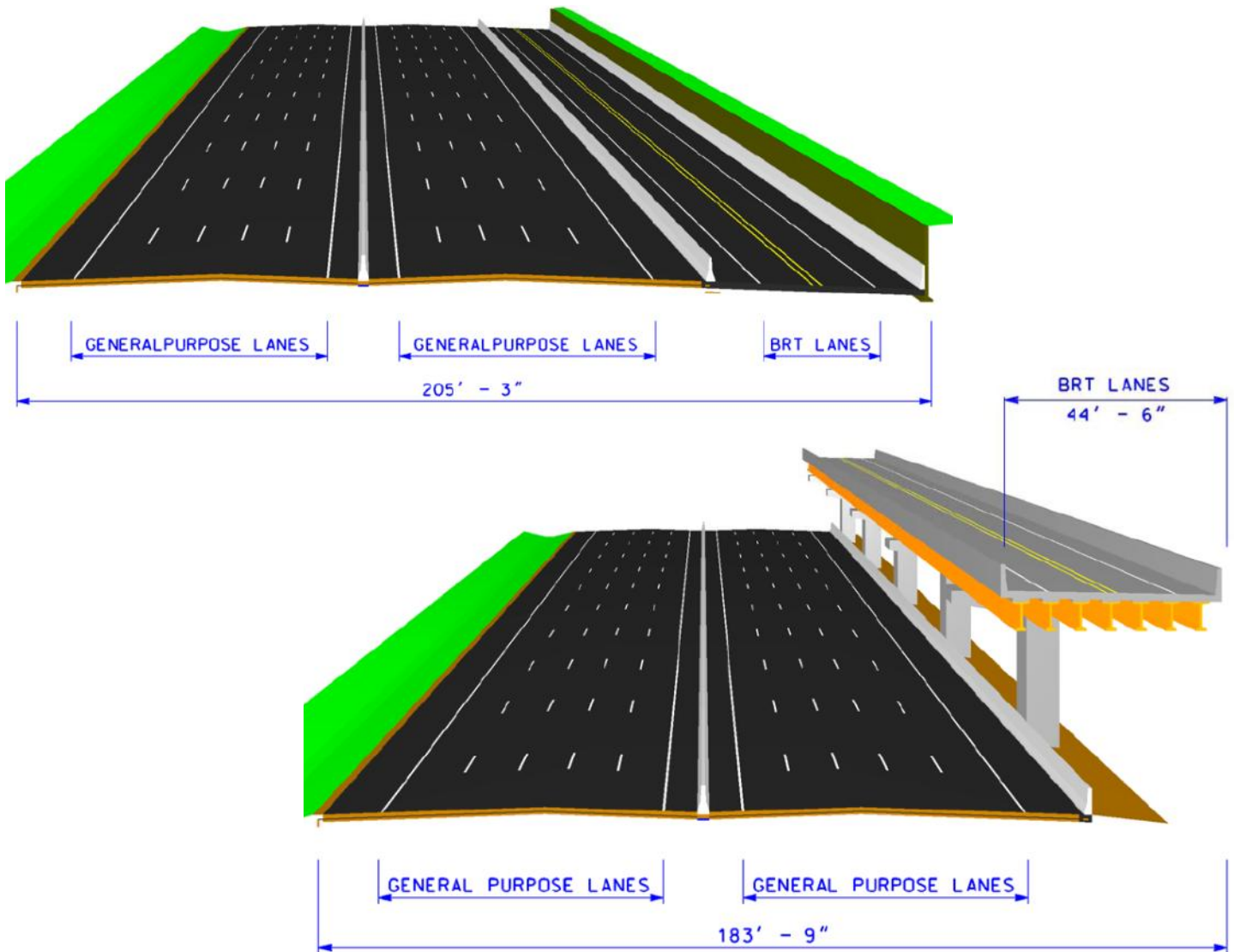
# Alternative 2a and 2b



## What's Included?

- **Managed Lane System:** Includes converting two existing general purpose lanes in each direction to managed lanes. The lanes would be managed as HOT3+, meaning vehicles with three persons or more will use these lanes without paying a fee. Vehicles not meeting occupancy requirements may use these lanes by paying a variable toll, which is collected through Electronic Toll Collection. This technology works like the Cruise Card electronic transponders used on Georgia 400 today. Instead of paying a toll at a booth, the accounts of registered users will be read and/or debited every time they use a HOT lane. Two pricing options were analyzed for this alternative. For Alternative 2a, the toll was set to generate the most throughput. For Alternative 2b, the toll was set to generate the most revenue. Drivers will be aware of the price before entering the system. 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). Drivers may continue to use the remaining general purpose lanes without paying a toll.
- **Traffic Management Solutions:**
  - ⇒ *Intelligent Transportation System tools:* may include a variety of technologies to enhance the operation of the transportation system, including vehicle detectors, dynamic message signs, ramp meters, and other enhancements to manage traffic.
  - ⇒ *Enhancements to Incident Management Protocol:* enhancements to existing protocol to systematically reduce the time to detect and verify an incident occurrence; implement the appropriate response; safely clear the incident while managing the affected flow until full capacity is restored; and provide motorists with enough information about the incident to make knowledgeable decisions.
  - ⇒ *Improvements to Signing/Marking:* includes improvements to the green interstate signs and installation of electronic changeable message signs
- **Transit System Upgrades:** Includes enhancement to local bus service and new Express bus routes and service frequencies
- **Transportation Demand Management:** Managing the demand placed on I-285's top end by encouraging the use of transit and vanpools and making these options more appealing. Includes enhancements to parking and existing transit and vanpools.
- **Bicycle and Pedestrian Facilities:** Enhancements to existing bicycle and pedestrian facilities (not on I-285)

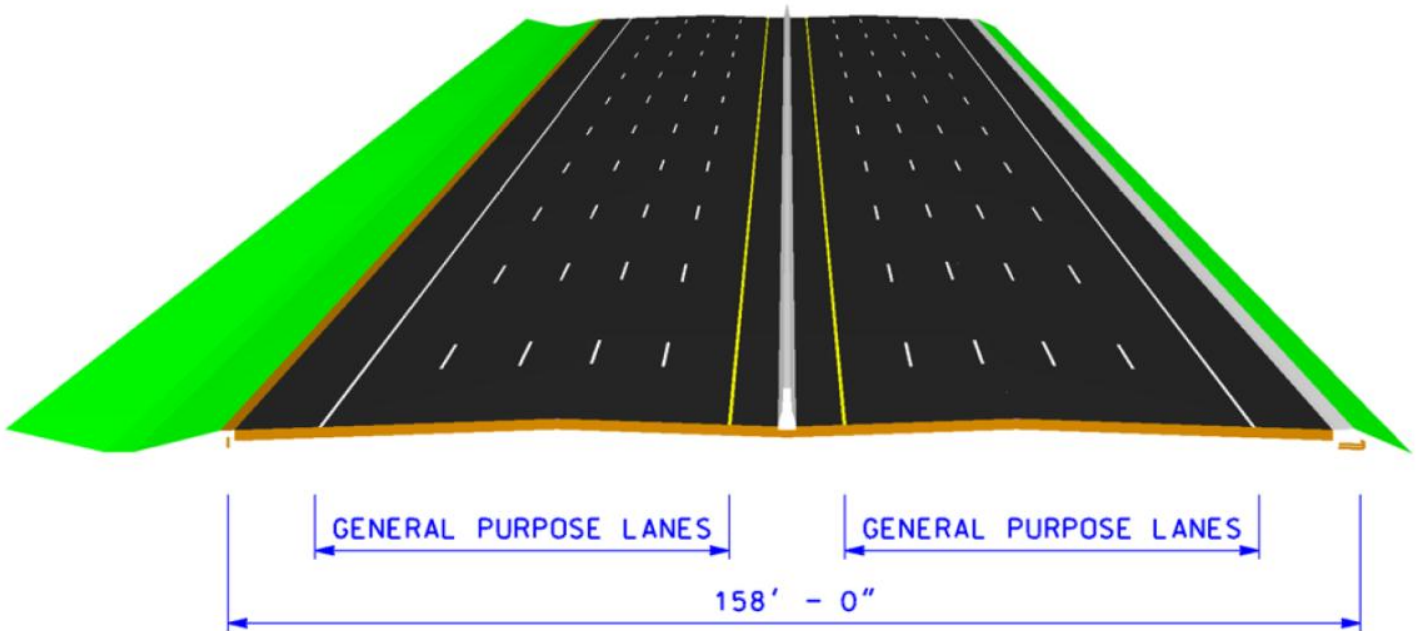
# Alternative 3



## What's Included?

- **Bus Rapid Transit System:** Buses run in a special lane dedicated for use by buses only. System is either elevated, at street level, or beneath street level (tunneled) and includes 12 transit stations and 2-lane guideway (one lane in each direction).
- **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
  - ⇒ Removing some access points
  - ⇒ Reconfiguring some local roadways

# Alternative 4

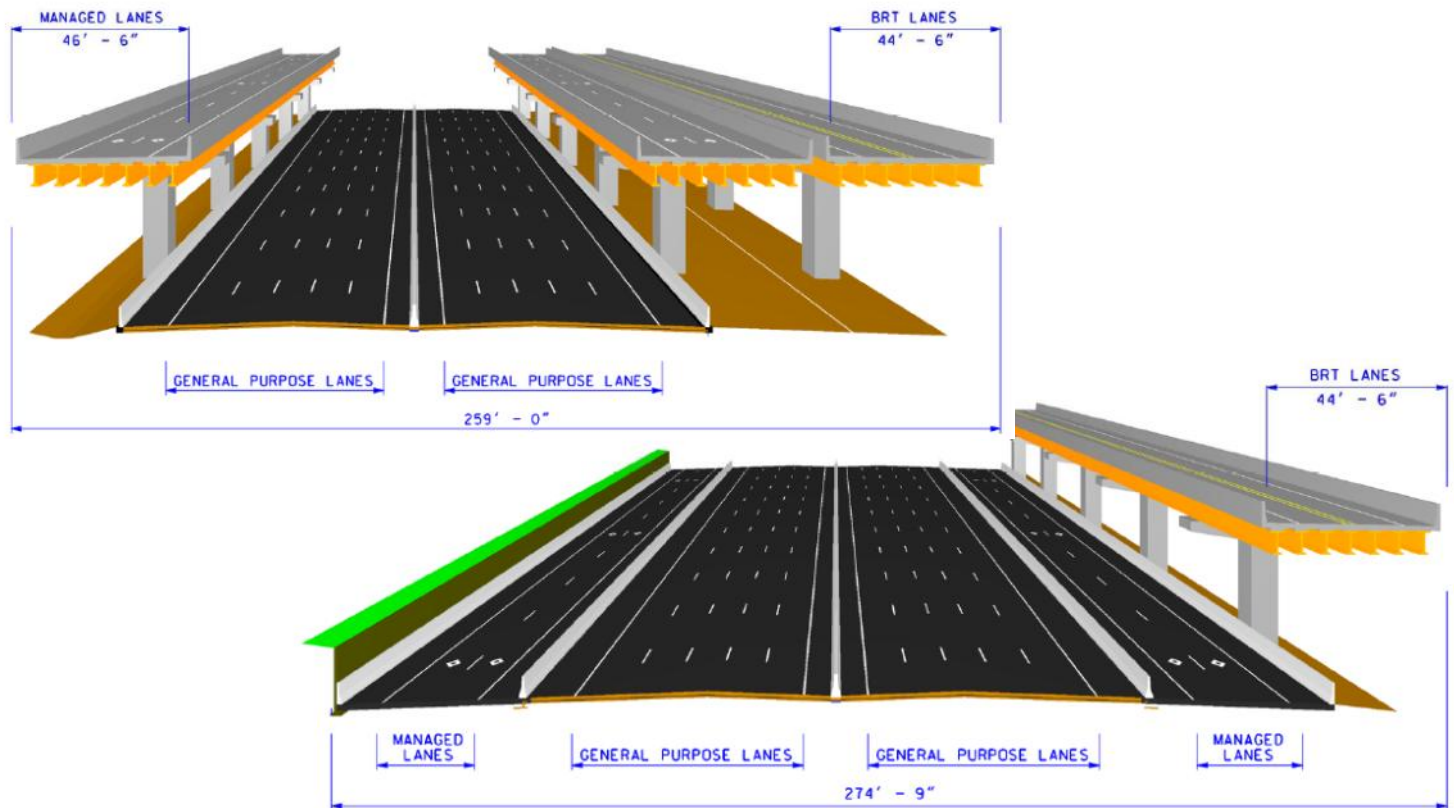


## What's Included?

- Express Bus Service: Express Bus service operates over long distances without stopping, speeding 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
  - ⇒ Removing some access points
  - ⇒ Reconfiguring some local roadways



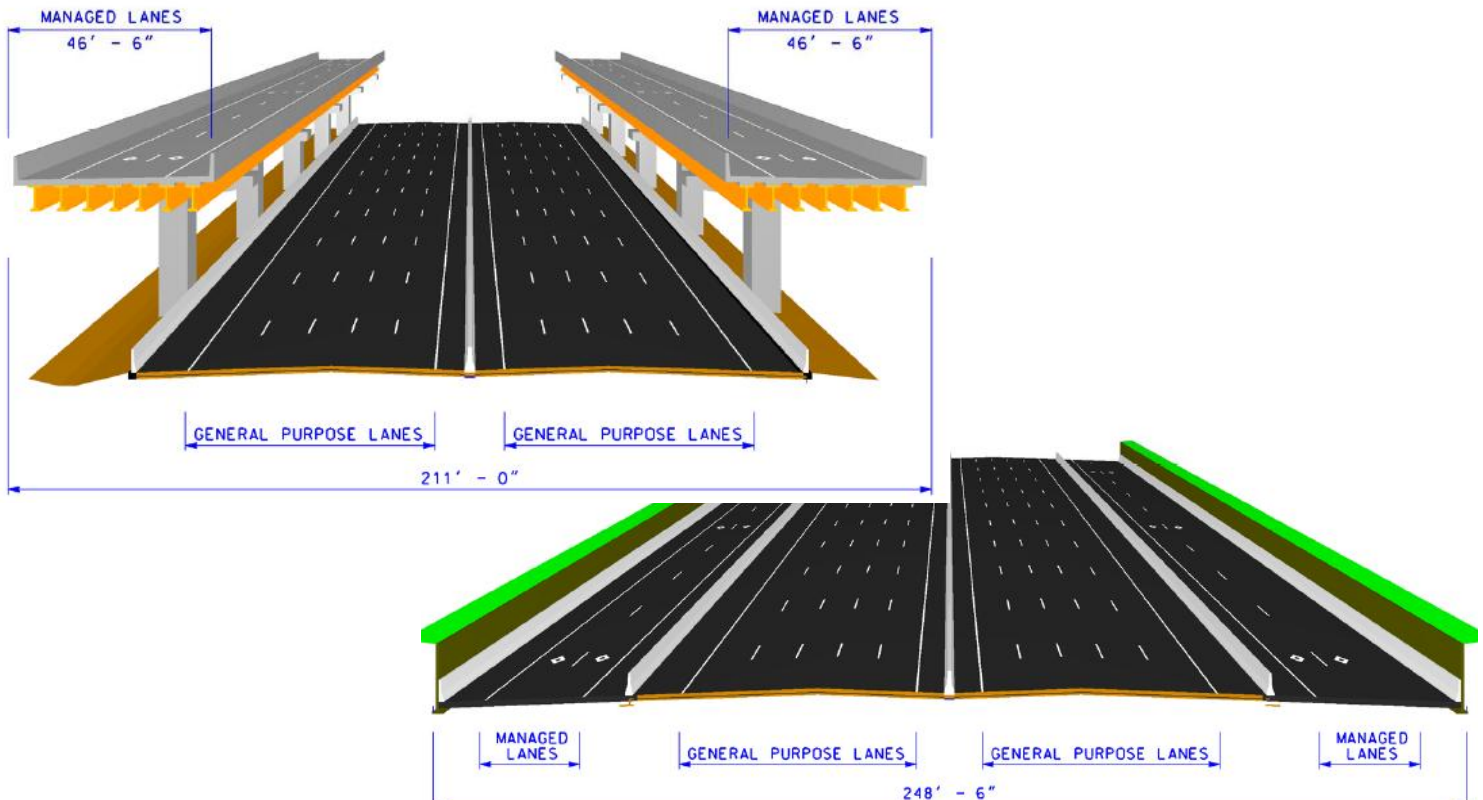
# Alternative 5



## What's Included?

- **Managed Lane System:** Adds two lanes in each direction, located on either side of I-285, that are physically separated from the existing general purpose lanes by a guardrail or concrete median barrier. These lanes are managed as HOT3+, meaning vehicles with three persons or more will use these lanes without paying a fee. Vehicles not meeting occupancy requirements may use these lanes by paying a variable toll, which is collected through Electronic Toll Collection. This technology works like the Cruise Card electronic transponders used on Georgia 400 today. Instead of paying a toll at a booth, the accounts of registered users will be read and/or debited every time they use a HOT lane. Pricing for the lanes will vary based on demand and drivers will see the price before entering the system. 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).
- **Bus Rapid Transit System:** Buses run in a special lane dedicated for use by buses only. System is either elevated, at street level, or beneath street level (tunneled) and includes 12 transit stations and 2-lane guideway (one lane in each direction).
- **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
  - ⇒ Removing some access points
  - ⇒ Reconfiguring some local roadways

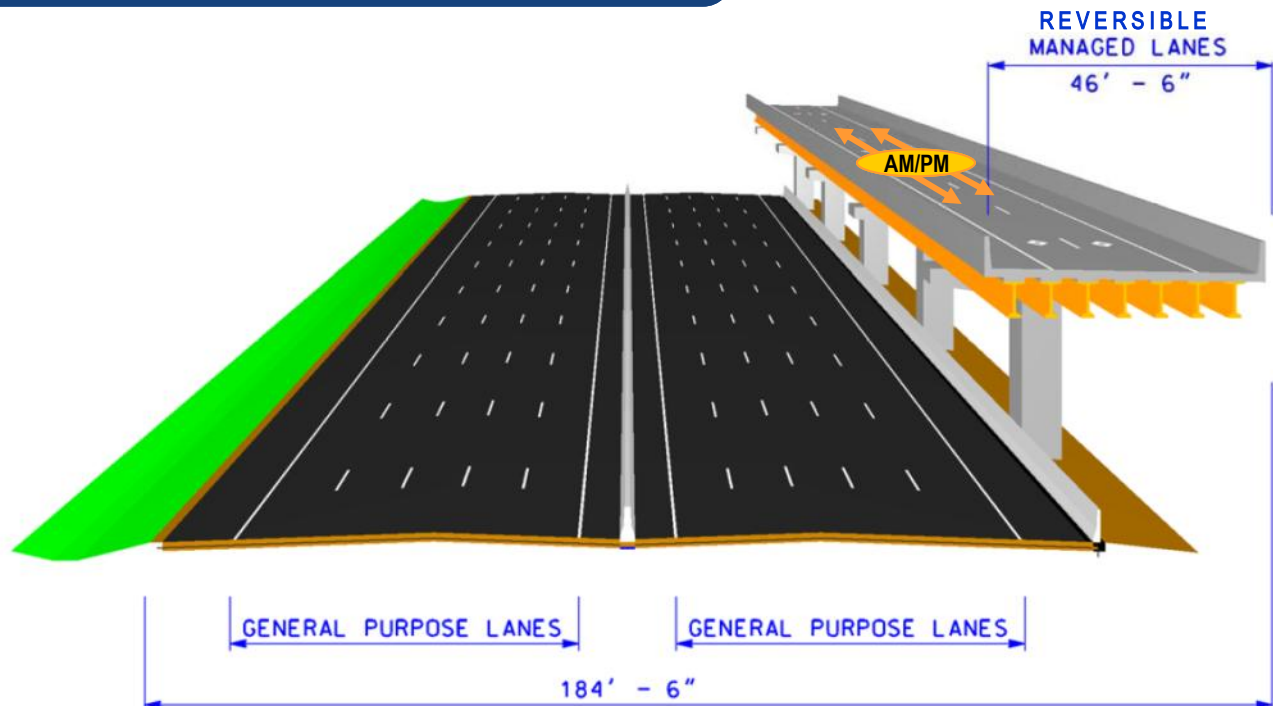
# Alternative 6



## What's Included?

- **Managed Lane System:** Adds two lanes in each direction, located on either side of I-285, that are physically separated from the existing general purpose lanes by a guardrail or concrete median barrier. These lanes are managed as HOT3+, meaning vehicles with three persons or more will use these lanes without paying a fee. Vehicles not meeting occupancy requirements may use these lanes by paying a variable toll, which is collected through Electronic Toll Collection. This technology works like the Cruise Card electronic transponders used on Georgia 400 today. Instead of paying a toll at a booth, the accounts of registered users will be read and/or debited every time they use a HOT lane. Pricing for the lanes will vary based on demand and drivers will see the price before entering the system. 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, speeding 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
  - ⇒ Removing some access points
  - ⇒ Reconfiguring some local roadways

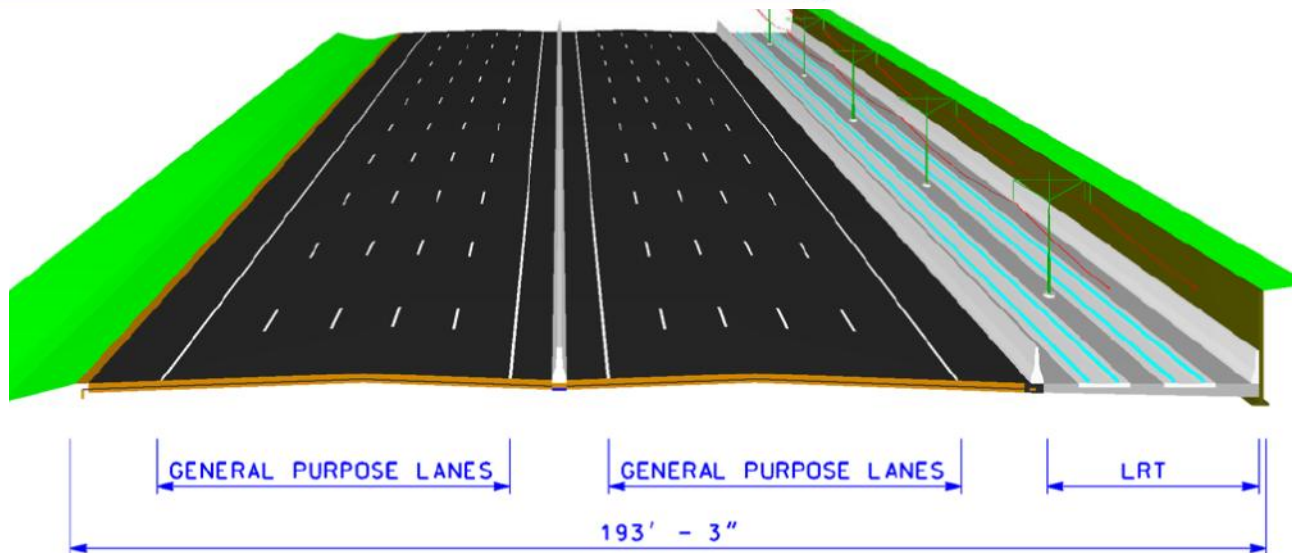
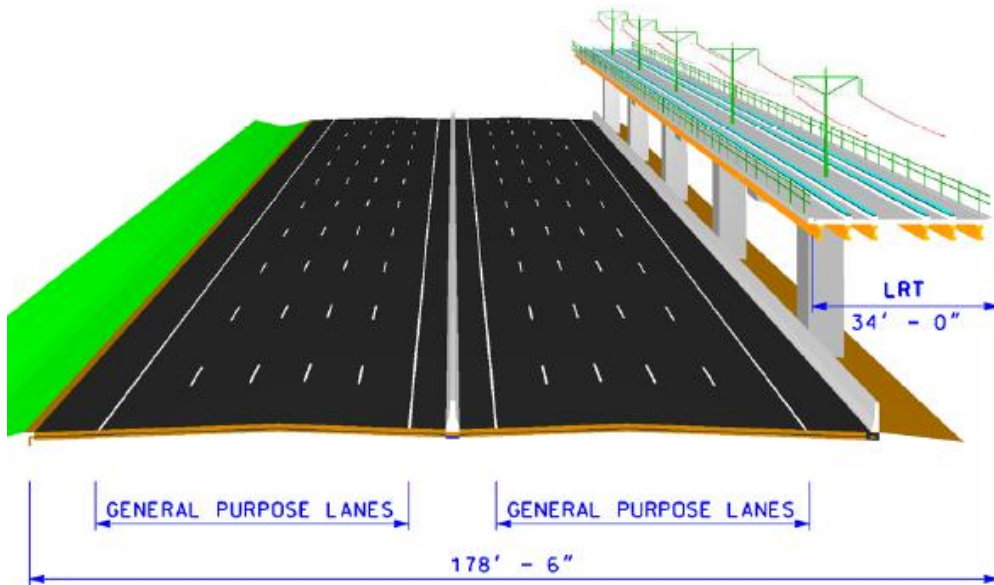
# Alternative 6(e)



## What's Included?

- **Managed Lane System:** Adds reversible lanes that run along one or both sides of I-285 and are either elevated or at street level. System flows from I-75 and I-85 towards Perimeter area in the morning and from the Perimeter area toward I-75 and I-85 in the evening. These lanes are managed as HOT3+, meaning vehicles with three persons or more will use these lanes without paying a fee. Vehicles not meeting occupancy requirements may use these lanes by paying a variable toll, which is collected through Electronic Toll Collection. This technology works like the Cruise Card electronic transponders used on Georgia 400 today. Instead of paying a toll at a booth, the accounts of registered users will be read and/or debited every time they use a HOT lane. Pricing for the lanes will vary based on demand and drivers will see the price before entering the system. System access from I-285 mainline is provided just east of Mt Vernon Hwy and east of Chamblee Dunwoody Rd. System access from other roadways is provided at I-75, Akers Mill Rd, SR 400, Perimeter Center Pkwy, the frontage road between Chamblee Dunwoody & North Shallowford Rd, PIB, and I-85.
- **Express Bus Service:** Express Bus service operates over long distances without stopping, speeding 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
  - ⇒ Removing some access points
  - ⇒ Reconfiguring some local roadways
  - ⇒ Removing some access points
  - ⇒ Reconfiguring some local roadways

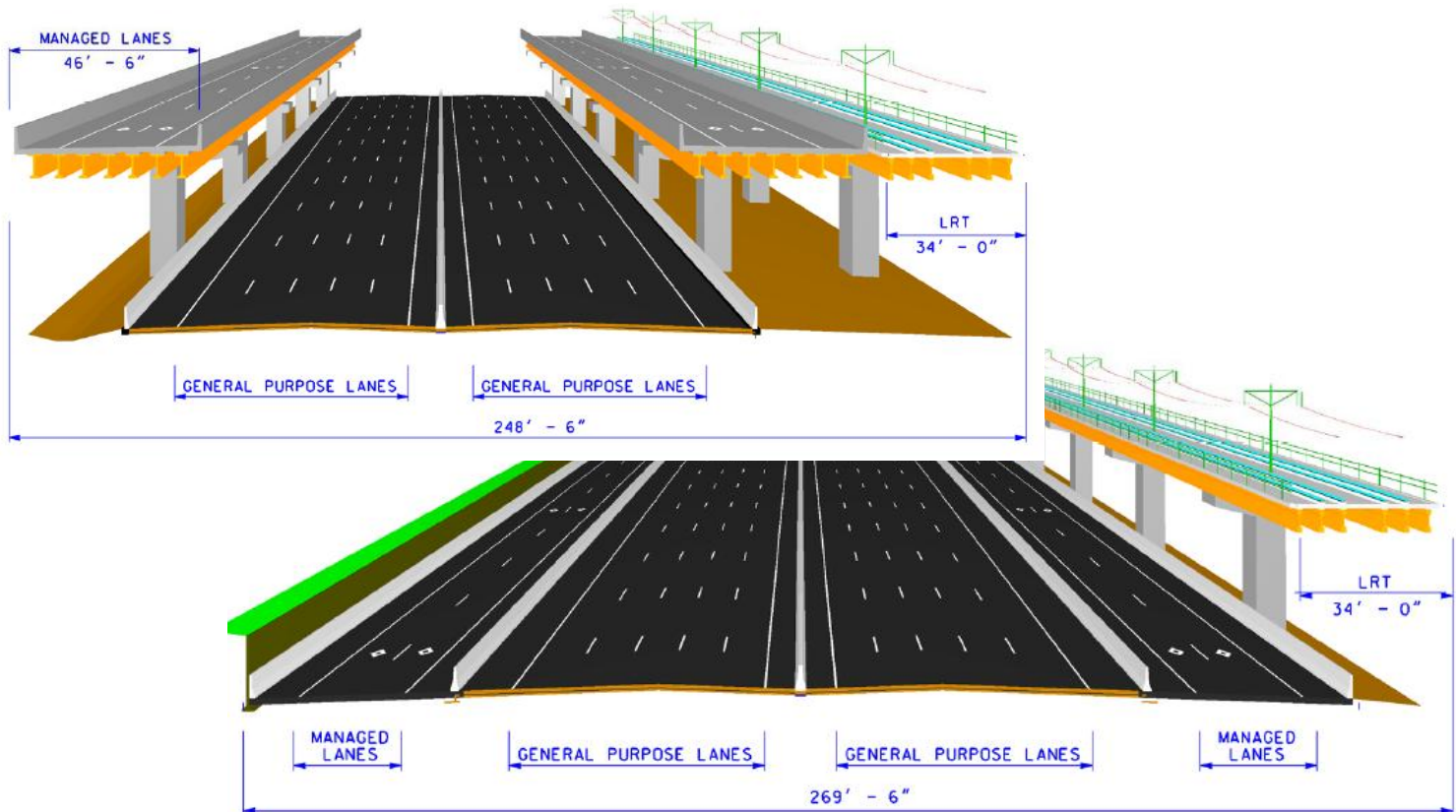
# Alternative 7



## What's Included?

- **Light Rail Transit System:** Adds a rail system that uses passenger rail cars operating singly (or in short, usually two-or three-car trains) on fixed rails with some or all of its route on exclusive right-of-way. The system is either elevated, at street level, or beneath street level (tunneled), and includes 12 transit stations.
- **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
  - ⇒ Removing some access points
  - ⇒ Reconfiguring some local roadways

# Alternative 8



## What's Included?

- **Managed Lane System:** Adds two lanes in each direction, located on either side of I-285, that are physically separated from the existing general purpose lanes by a guardrail or concrete median barrier. These lanes are managed as HOT3+, meaning vehicles with three persons or more will use these lanes without paying a fee. Vehicles not meeting occupancy requirements may use these lanes by paying a variable toll, which is collected through Electronic Toll Collection. This technology works like the Cruise Card electronic transponders used on Georgia 400 today. Instead of paying a toll at a booth, the accounts of registered users will be read and/or debited every time they use a HOT lane. Pricing for the lanes will vary based on demand and drivers will see the price before entering the system. 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).
- **Light Rail Transit System:** Adds a rail system that uses passenger rail cars operating singly (or in short, usually two -or three-car trains) on fixed rails with some or all of its route on exclusive right-of-way. The system is either elevated, at street level, or beneath street level (tunneled), and includes 12 transit stations.
- **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).
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  - ⇒ *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
  - ⇒ Removing some access points
  - ⇒ Reconfiguring some local roadways