

Preliminary Evaluation Criteria (all results are draft)												
			No Build	TSM		Build Alternatives						
						Bus Rapid Transit and Operational Improvements	Express Bus and Operational Improvements	Bus Rapid Transit, Managed Lanes and Operational Improvements	Express Bus, Managed Lanes and Operational Improvements	Express Bus, Reversible Managed Lanes and Operational Improvements	Light Rail Transit and Operational Improvements	Light Rail Transit, Managed Lanes and Operational Improvements
			1	2a	2b	3	4	5	6	6E	7	8
Performance (2040)	Total Person Throughput ¹ on the I-285 Corridor	at Chattahoochee River	395,514	414,853	414,827	412,495	409,404	517,653	513,810	471,714	415,611	518,803
		at East of Roswell Road	406,330	409,744	409,383	433,361	427,941	541,044	536,352	493,559	433,088	541,659
		at West of Ashford-Dunwoody Road	428,138	433,003	432,871	488,737	484,563	600,248	593,292	555,818	489,052	595,767
		at West of I-85	496,922	515,731	515,407	524,948	525,408	628,241	630,652	589,768	526,211	628,855
		Average	431,726	443,333	443,122	464,885	461,829	571,797	568,527	527,715	465,991	571,271
	Time Savings	% Change in Hours Traveled ²	n/a	0.05%	0.03%	0.14%	-0.06%	0.57%	0.36%	0.64%	0.01%	0.59%
	Transit Ridership	I-285 Corridor Daily Boardings ³	n/a	17,460	17,356	23,970	6,030	21,268	6,938	6,685	22,269	24,425
Cost (2009 \$'s)		Ability to Add Capacity ⁴	n/a	n/a	n/a	Easy	Easy	Difficult	Difficult	Medium	Medium	Difficult
		Trip Cost ⁵	\$16.86	\$13.53	\$13.66	\$15.18	\$15.04	\$12.67	\$12.69	\$ 13.43	\$ 14.77	\$12.44
		Total Capital Cost ⁶	n/a	\$130,000,000	\$130,000,000	\$ 2,220,000,000	\$1,350,000,000	\$ 4,270,000,000	\$3,230,000,000	\$2,950,000,000	\$2,980,000,000	\$4,890,000,000
		Net Annual Operations and Maintenance Cost ⁷	\$ 29,000,000	\$17,000,000	\$13,000,000	\$39,000,000	\$ 39,000,000	\$23,000,000	\$22,000,000	\$35,000,000	\$47,000,000	\$30,000,000
Potential Impacts	Environmental Resources	Streams (feet)	0	0	0	13,873	11,968	15,679	14,855	13,765	14,592	15,981
		Wetlands (acres)	0	0	0	1.48	1.48	1.48	1.48	1.48	1.48	1.48
		Lakes & Ponds (acres)	0	0	0	0.52	0.52	1.90	1.90	0.63	0.52	1.90
	Cultural Resources	Potential Historic Properties ⁸	0	0	0	2	0	2	0	0	2	2
		Potential Historic Districts ⁹	0	0	0	4	4	4	4	5	4	4

This table represents only a small portion of the evaluation criteria that will be used to compare the alternatives. We are in the process of gathering additional data related to noise, visual, air quality, safety and traffic that will also be used to compare the alternatives.

¹ Total Person Throughput – the total number of people passing through a specific point on the corridor.

² Time Savings - The percent change in total hours traveled on a daily basis on the corridor of the alternative compared to the no build.

³ Daily Boarding's – number of people boarding the transit service in the corridor.

⁴ Ability to Add Capacity - the ability to add capacity (5,000 persons) to an alternative in the future. Range are as follows: Easy = \$0 - \$20 million ; Medium = \$20 million - \$50 million; Difficult = \$50 Million - \$100 million

⁵ Trip Cost – the average cost of a single trip using the I-285 corridor including gas, tolls, transit fare, and time. Time per hour: Cars \$15, Trucks \$60; Gas (as a per mile cost along with maintenance): Cars (both SOV and HOV) \$0.58/mile, Trucks: \$1.85/mile; Toll - \$1.80; Transit Fare: \$1.75

⁶ Total Capital Cost – the total cost of all improvements including highways, managed lanes, collector-distributor roads, surface streets, transit guideways (e.g. rails, BRT lanes) and transit vehicles.

⁷ Net Annual Operations & Maintenance Cost – the total cost to operate and maintain an alternative, including highway maintenance, toll collection costs, and transit operating /maintenance less revenues from tolls and transit fares.

⁸ Potential Historic Properties - any structure that may be 50 years old or older and may meet certain criteria such as having architectural significance or being associated with a person or event important to history. Historic resources may be individual structures, districts (commercial or residential), cemeteries, bridges or other sites of historical importance.

⁹ Potential Historic Districts – a group of buildings, properties or sites that may be historically or architecturally significant.

Preliminary Evaluation Criteria (all results are draft) - Potential Displacements											
		No Build	TSM		Bus Rapid Transit and Operational Improvements	Express Bus and Operational Improvements	Bus Rapid Transit, Managed Lanes and Operational Improvements	Express Bus, Managed Lanes and Operational Improvements	Express Bus, Reversible Managed Lanes and Operational Improvements	Light Rail Transit and Operational Improvements	Light Rail Transit, Managed Lanes and Operational Improvements
		1	2a	2b	3	4	5	6	6E	7	8
Residential	Total Structures	0	0	0	26 (473 units)	14 (117 units)	52 (815 units)	27 (464 units)	25 (428 units)	25 (447 units)	51 (806 units)
	Apartment Structures	0	0	0	14	7	25	15	10	13	25
	Condo/ Townhouse Structures	0	0	0	6	1	10	4	5	6	10
	Single Family Detached Houses	0	0	0	6	6	17	8	10	6	16
Commercial	Total Structures	0	0	0	57	31	84	49	34	59	87
	Offices	0	0	0	10	9	30	22	12	18	32
	Retail Stores	0	0	0	47	22	54	27	22	41	55
Industrial		0	0	0	3	1	4	2	1	3	4
School		0	0	0	1	1	1	1	1	1	1
Church		0	0	0	0	0	1	1	0	0	1
Community Facilities		0	0	0	5	1	5	3	3	5	5
Parking Deck		0	0	0	7	0	8	5	3	5	7

- Structures and units were identified through windshield surveys and tax parcel data.
- Residential unit: each unit is a house, a condo unit, or an apartment unit.
- Commercial is counted as the structure only, and therefore, the number of actual displaced businesses may be higher than the numbers above when there is more than one business in a structure (i.e. office buildings usually house several offices under one roof). Retail is anything commercial that is not office space.
- Alternatives 3 and 5 - One parking structure and 15 commercial structures would be displaced as a result of transit stations only.
- Alternatives 7 and 8 - 15 commercial structures would be displaced as a result of transit stations only.