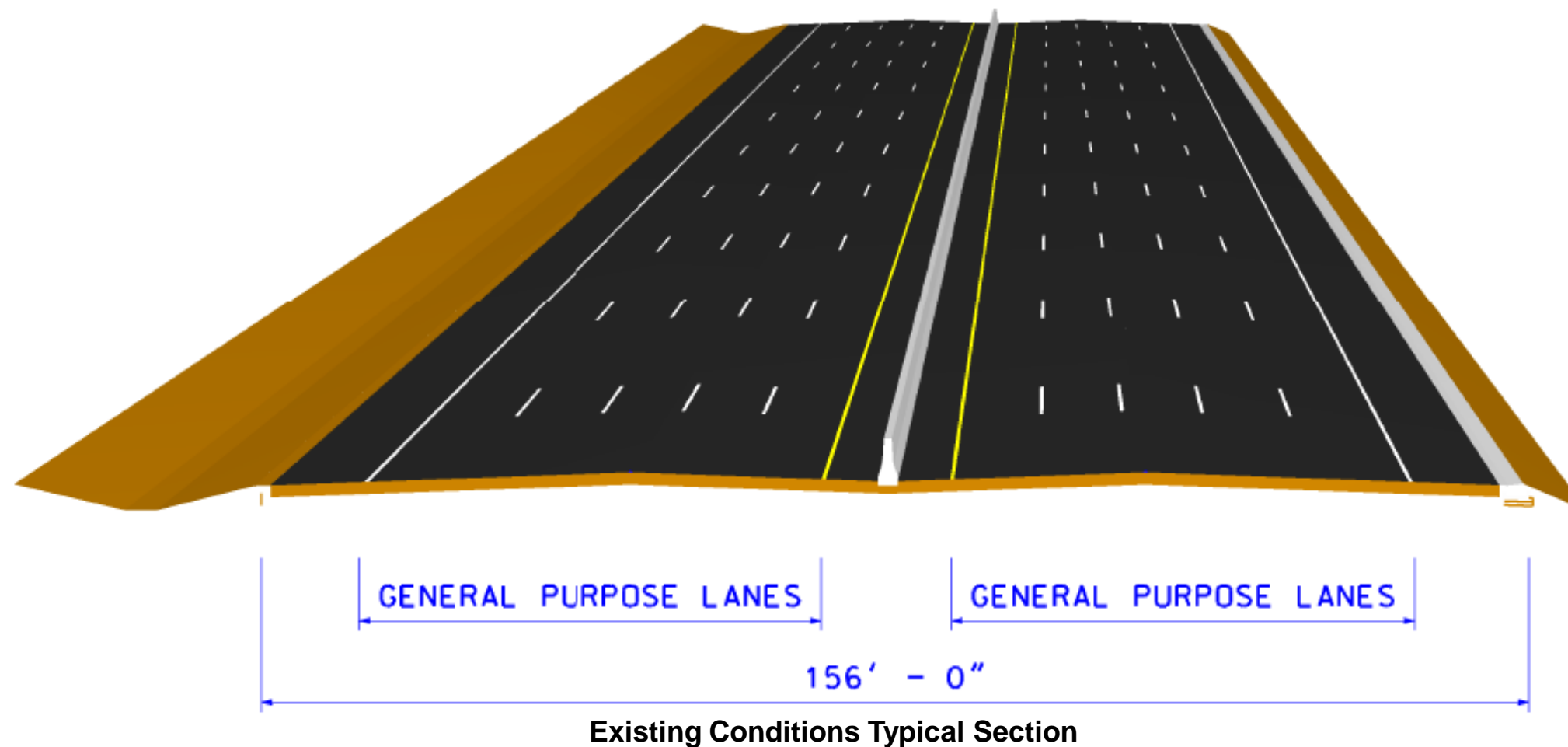


### Alternative 1: No-Build

- Federally mandated
- “Do nothing” in the revive285 *top end* corridor
- Provides baseline for comparison

### Alternative 4: Express Bus and Operational Improvements

- There is no existing express bus route in I-285 corridor
- Express buses will operate in the general purpose lanes

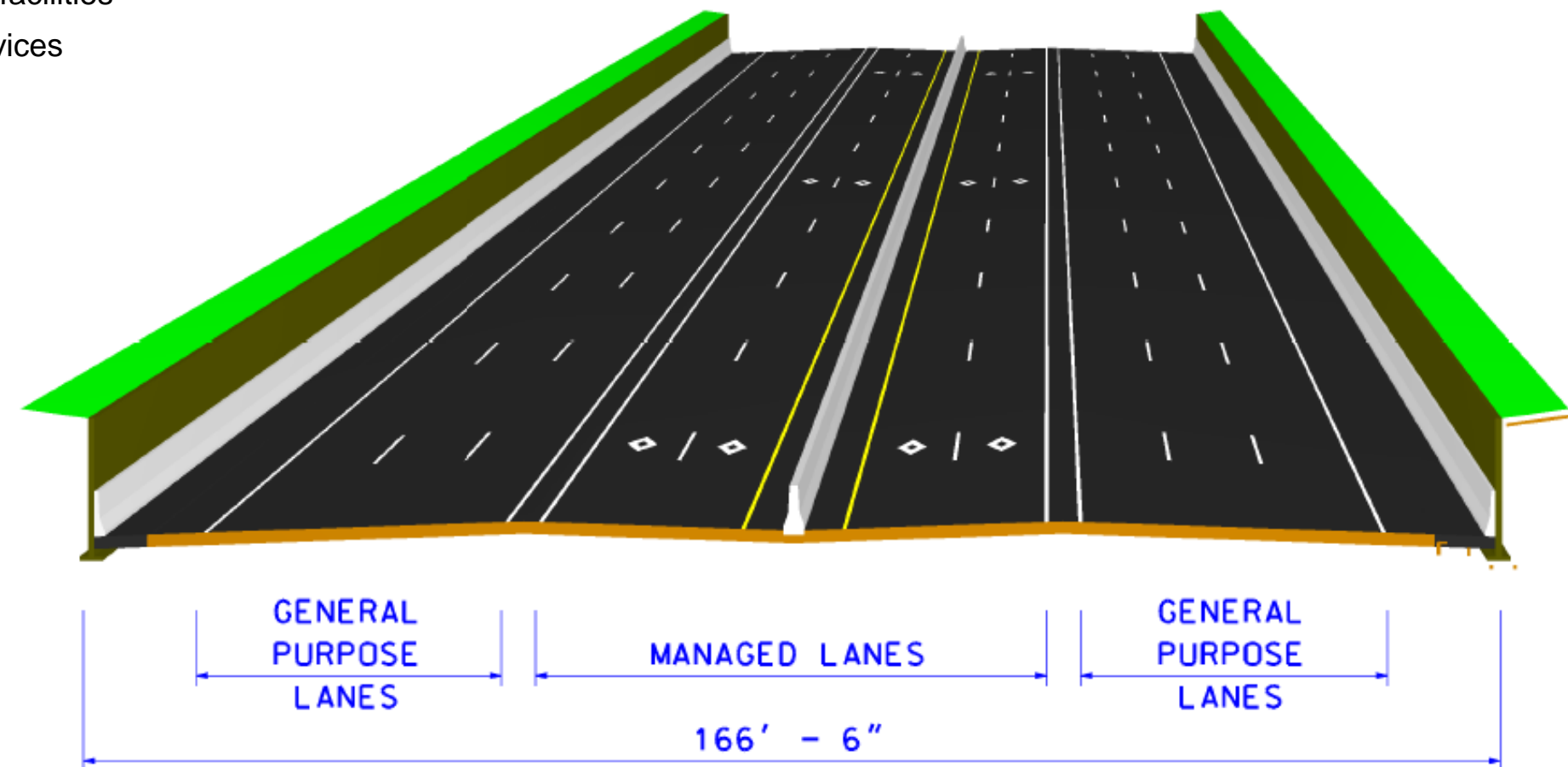


## Alternative 2: Transportation Management System (TSM)

↳ “Low cost” alternative

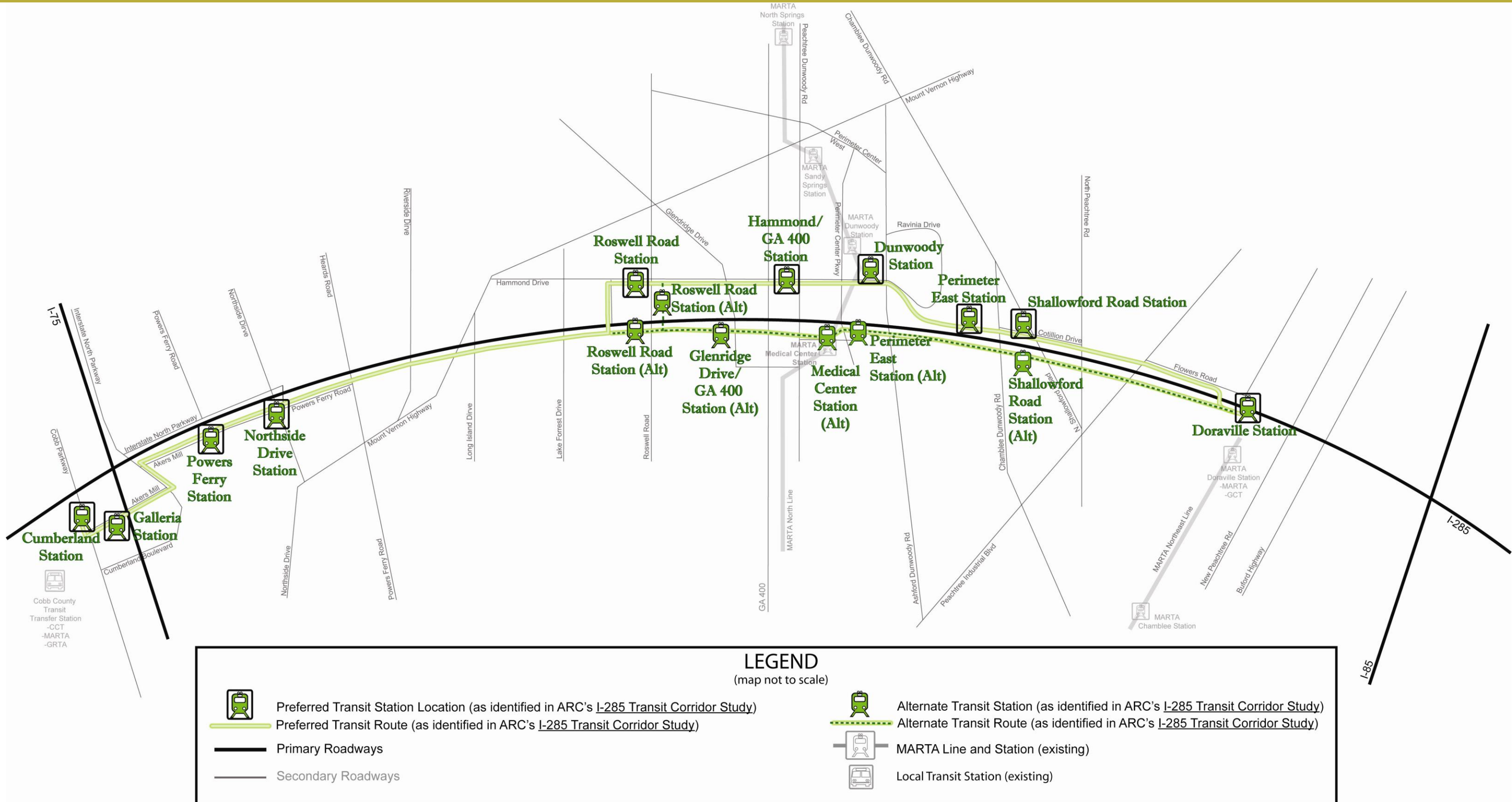
↳ Same as Alternative 1 plus examines...

- Converting two general purpose lanes to managed lanes
- Adding bus routes and increasing service frequency
- Adding options for carpool, vanpool, etc.
- Adding bicycle and pedestrian facilities
- Adding traveler information devices



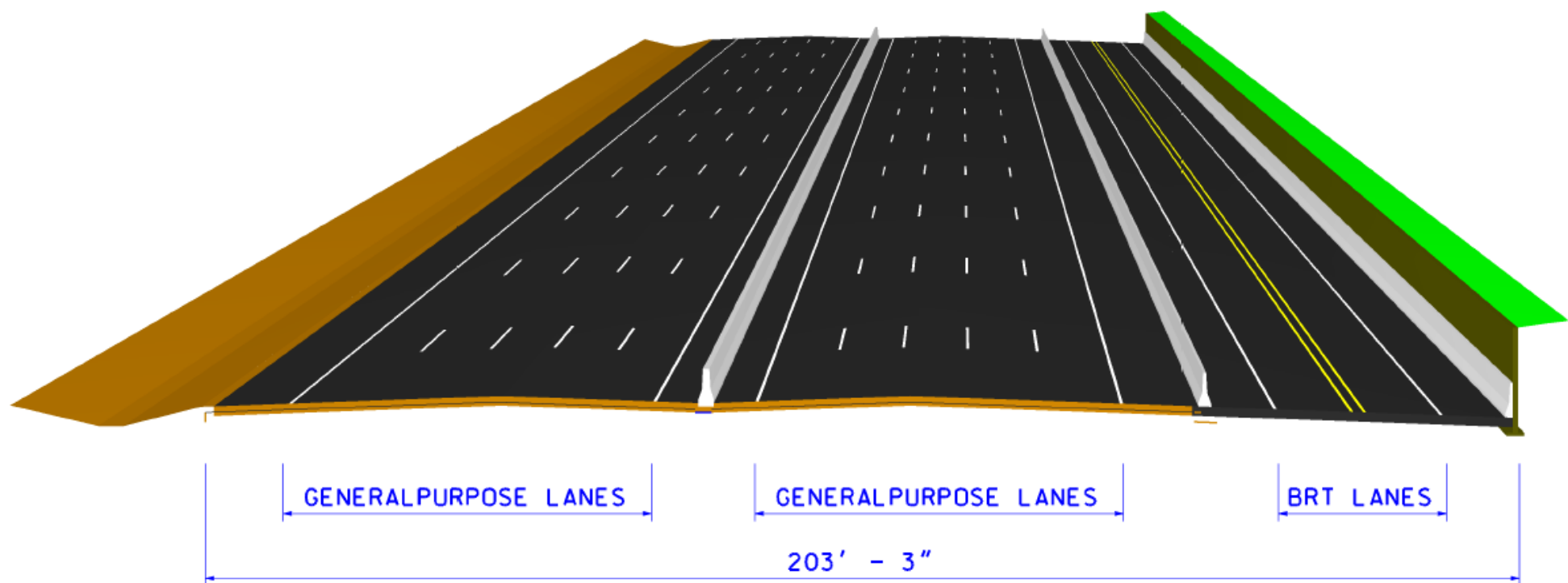
Typical Section for TSM

## Alternative 3: BRT and Operational Improvements

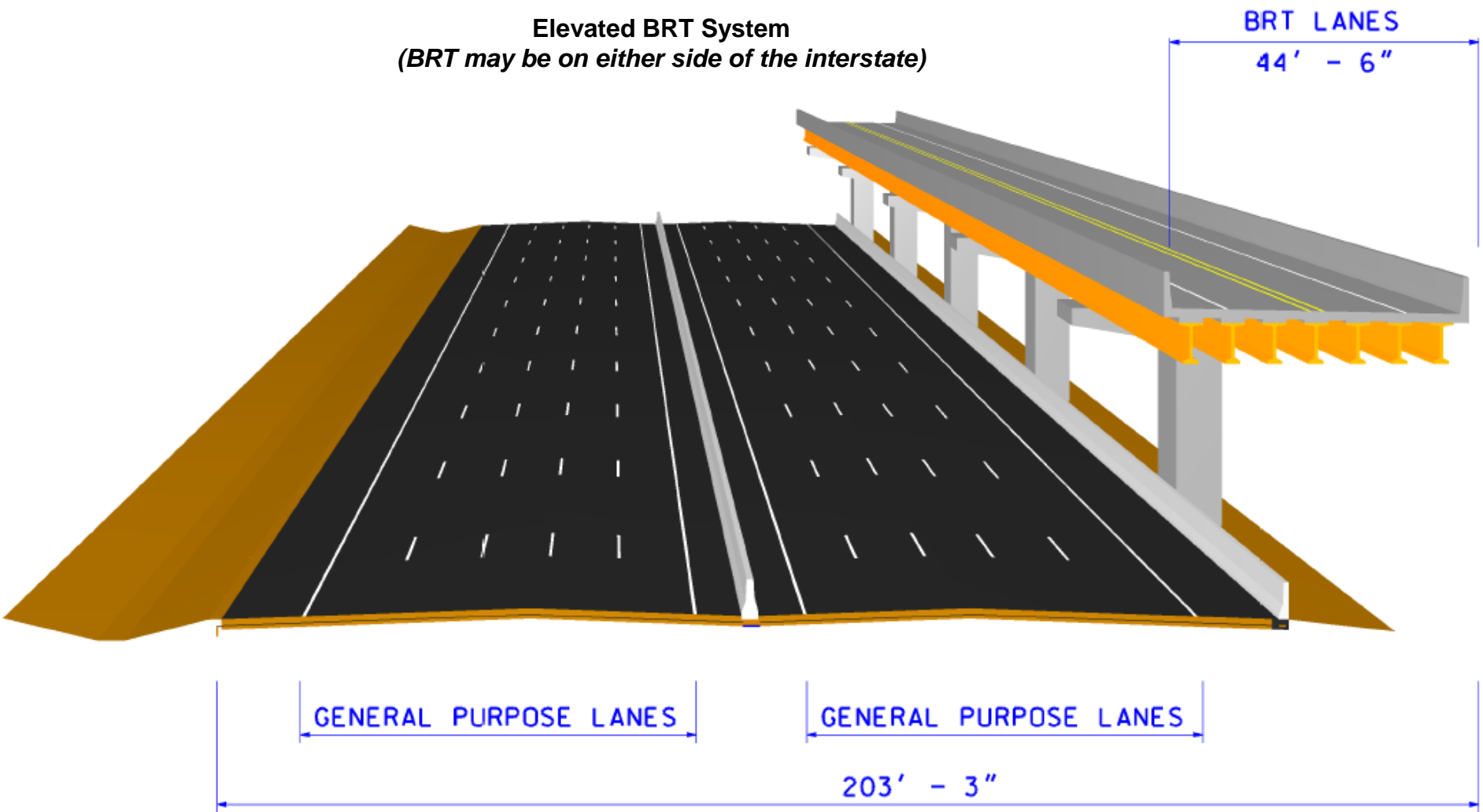


- ➔ The Bus Rapid Transit (BRT) routes and station locations displayed above were previously identified in the Atlanta Regional Commission's I-285 Transit Corridor Study.
- ➔ This information will serve as a starting point for the team in developing the alternatives for *revive285 top end*.

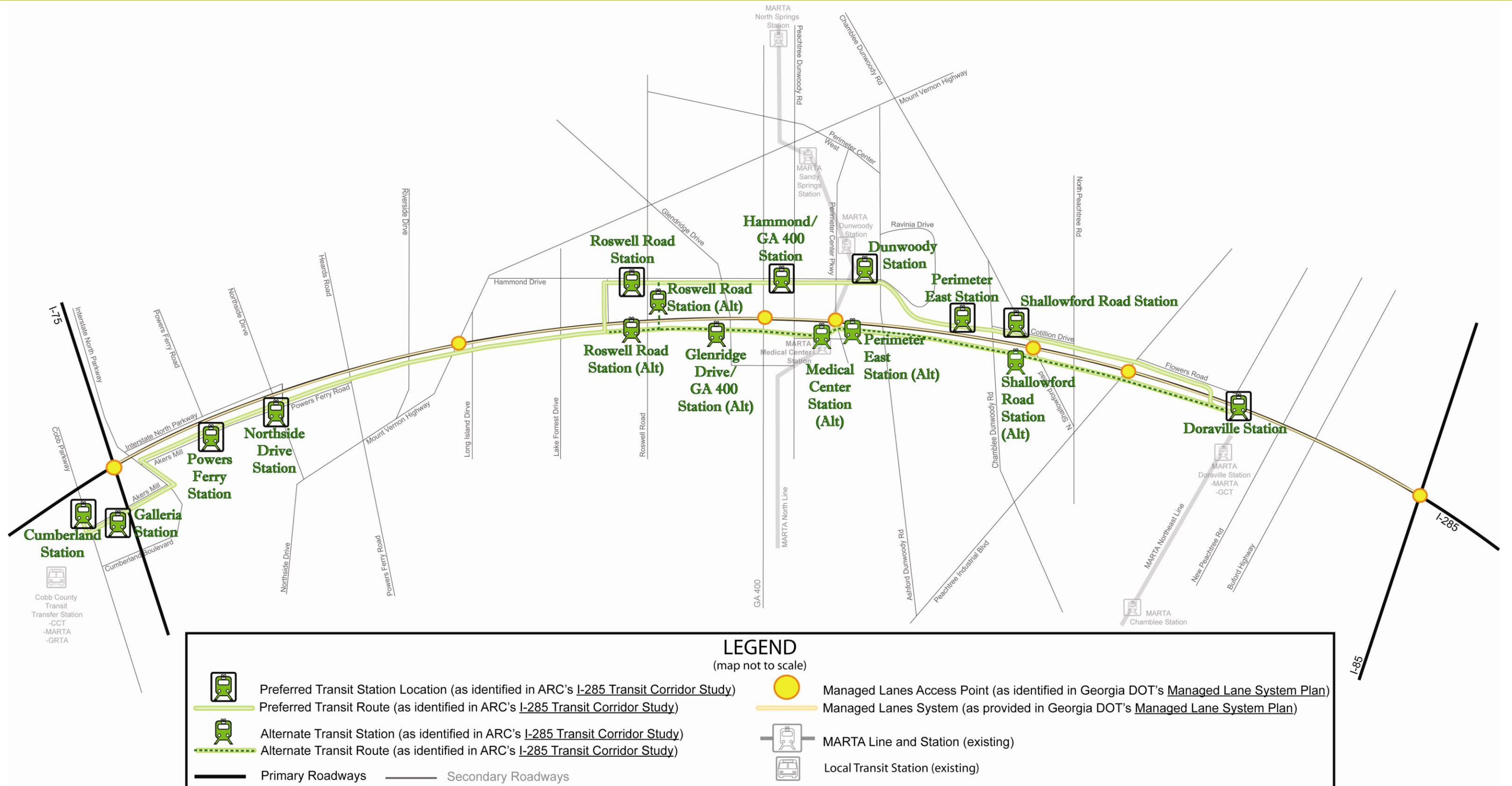
**2-Lane BRT System At-Grade**  
*(BRT may be on either side of the interstate)*



**Elevated BRT System**  
*(BRT may be on either side of the interstate)*

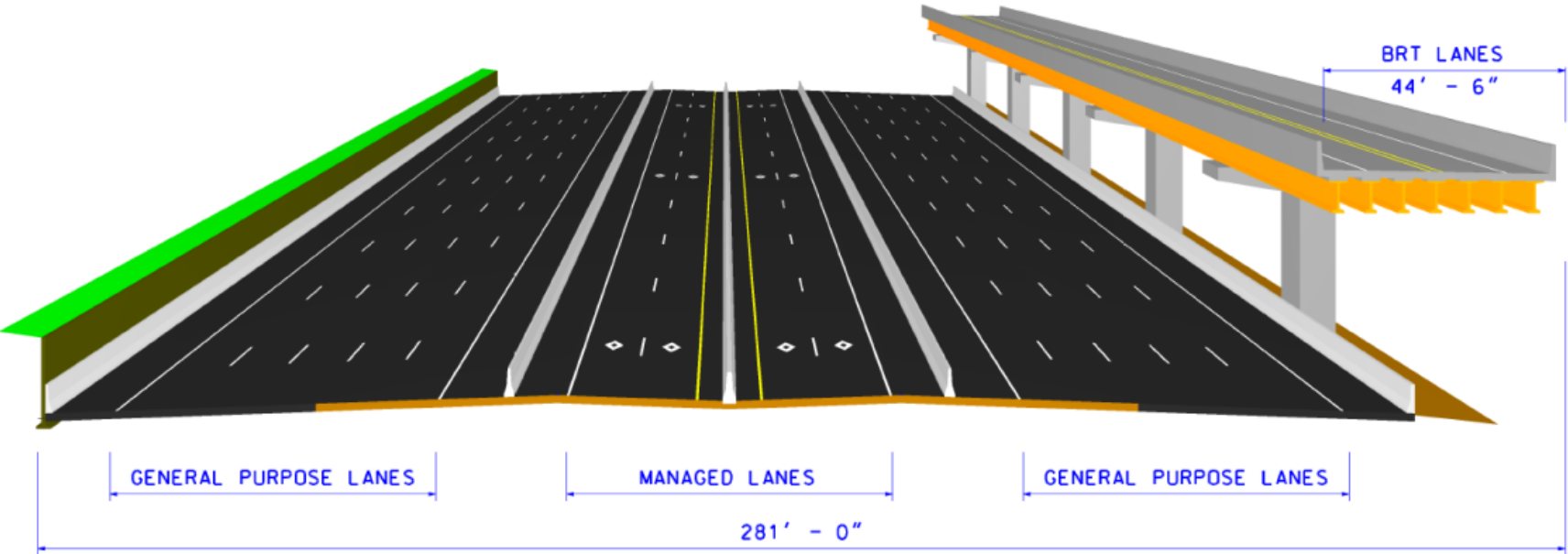


## Alternative 5: BRT, Operational Improvements, and Managed Lanes

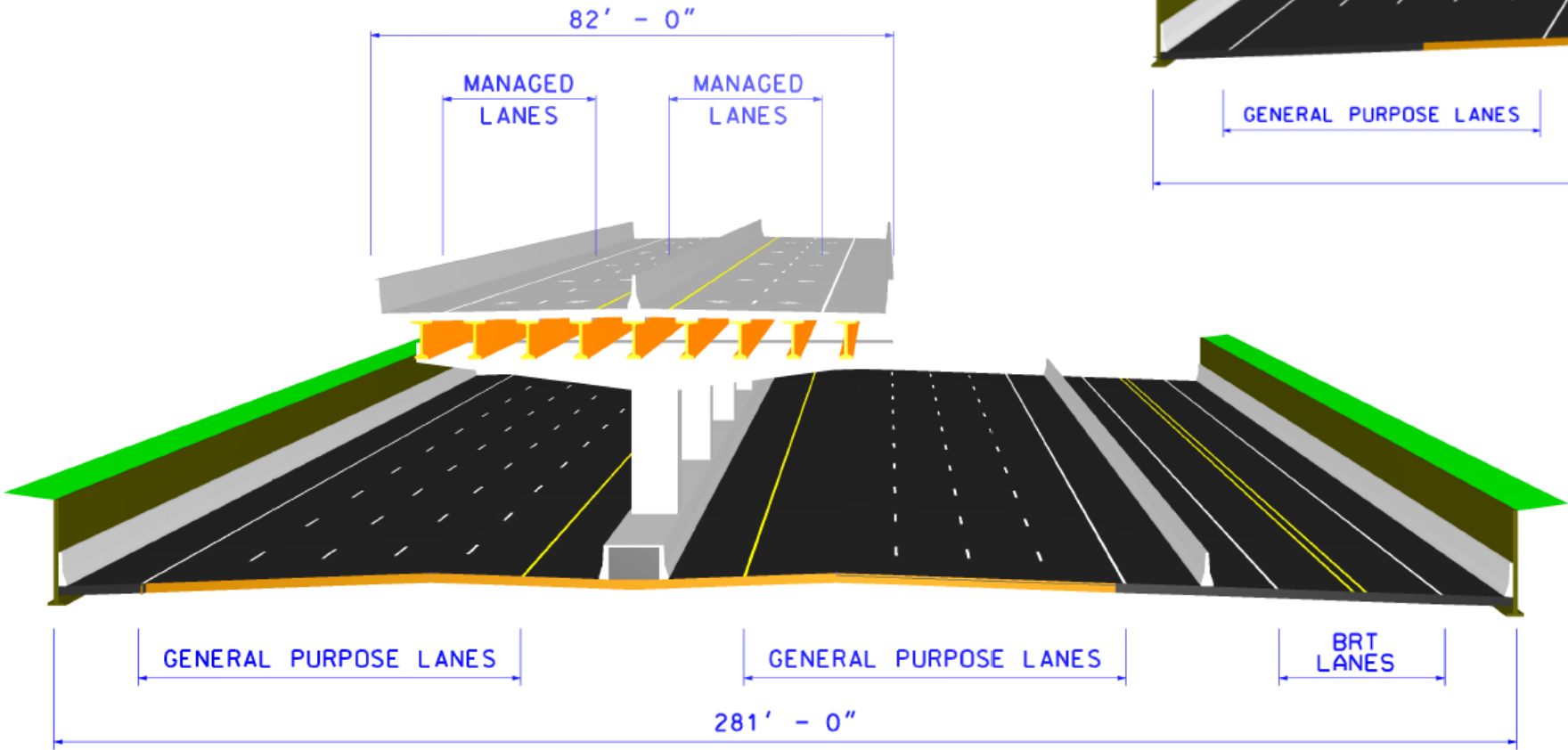


- ➔ The Bus Rapid Transit (BRT) routes and station locations, as well as the access points for the Managed Lanes System, displayed above were previously identified in the Atlanta Regional Commission's I-285 Transit Corridor Study and Georgia DOT's Managed Lanes System Plan.
- ➔ This information will serve as a starting point for the team in developing the alternatives for *revive285 top end*.

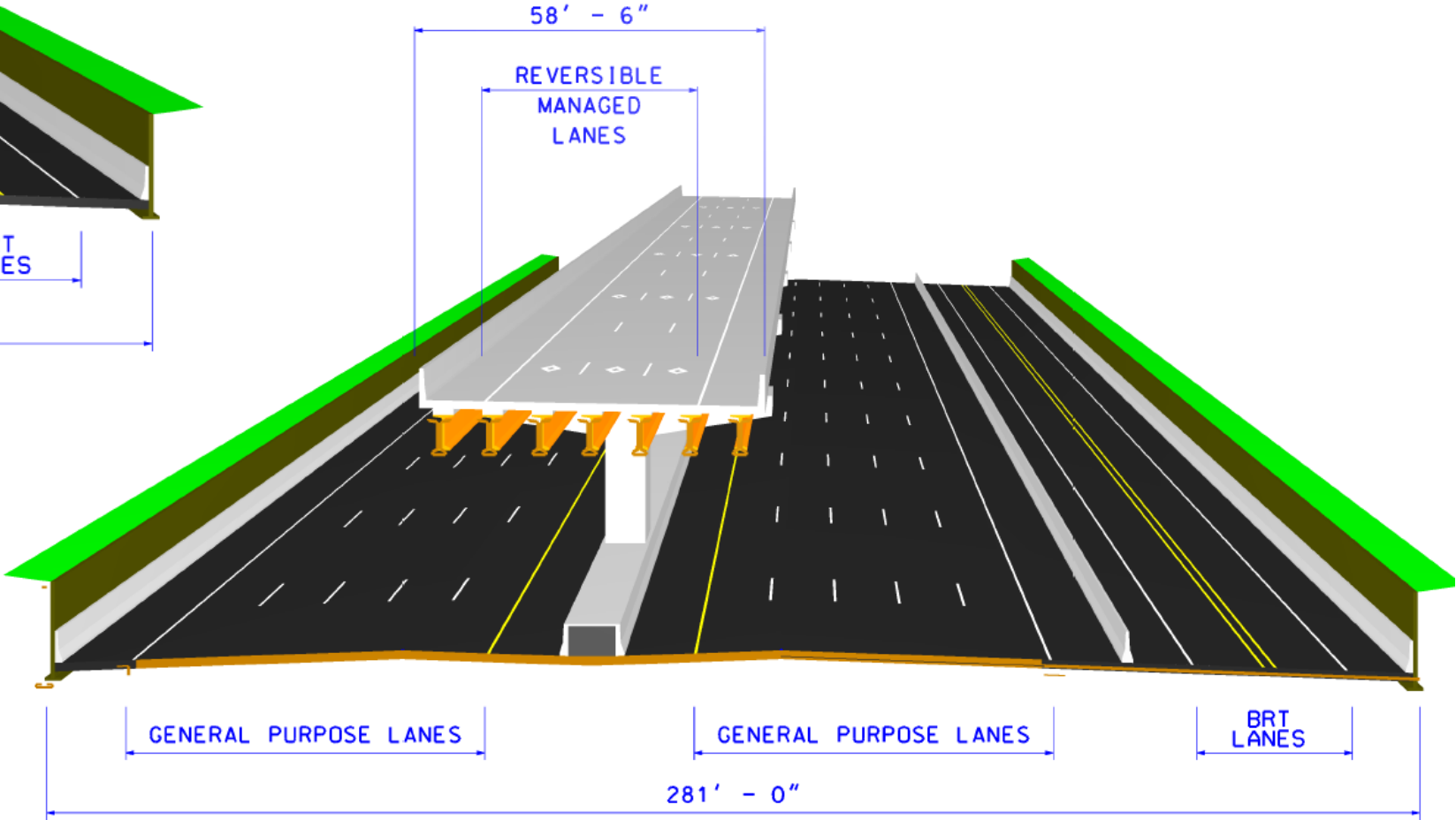
Elevated 2-Lane BRT System  
with At-Grade 4-Lane Managed Lane System  
(BRT lanes may be on either side of the interstate)



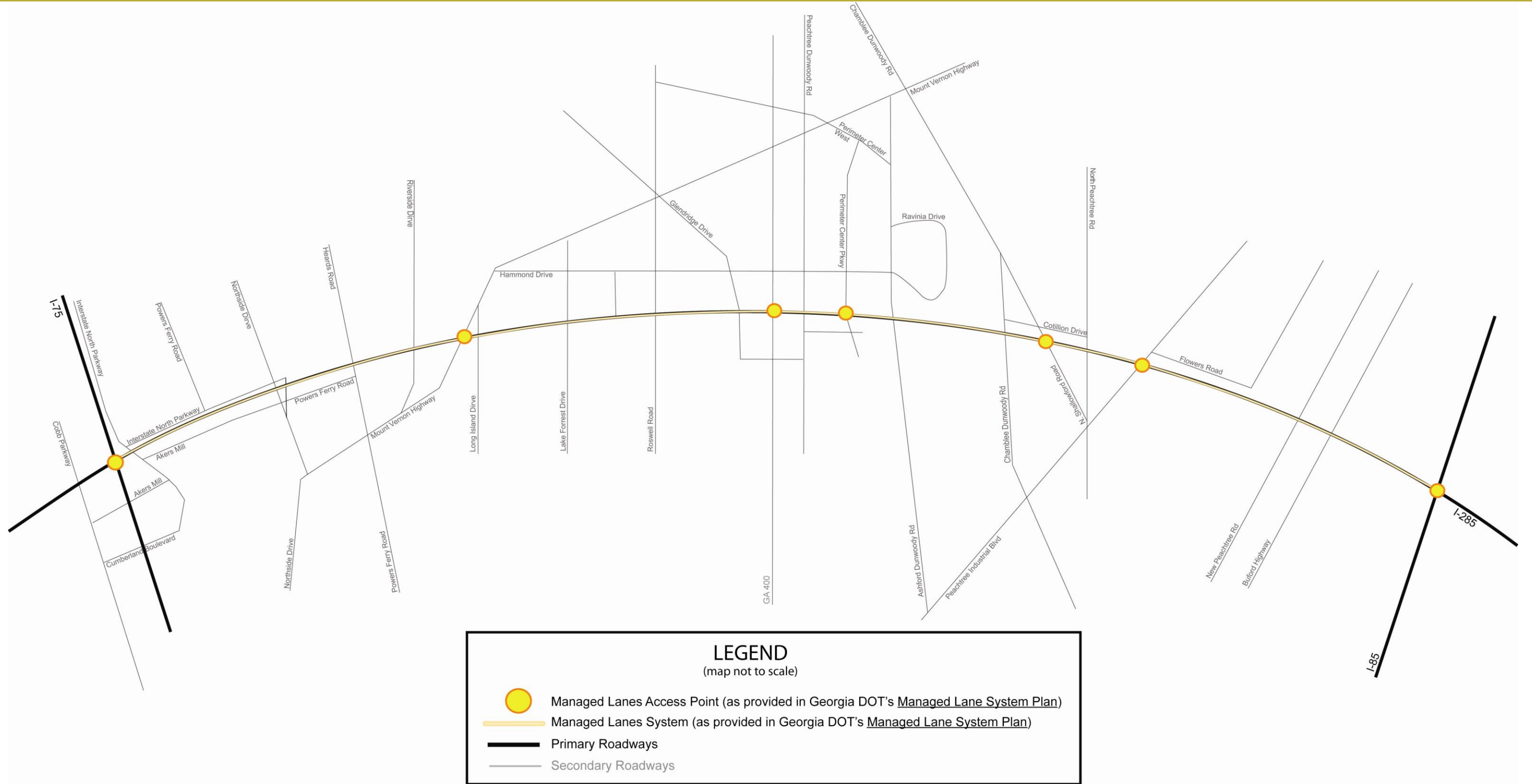
Center-Elevated 4-Lane Managed Lane System  
with At-Grade 2-Lane BRT System Along One Side  
(BRT lanes may be on either side of the interstate)



Center-Elevated 3-Lane Reversible Managed Lane System  
with At-Grade BRT System Along One Side  
(BRT lanes may be on either side of the interstate)



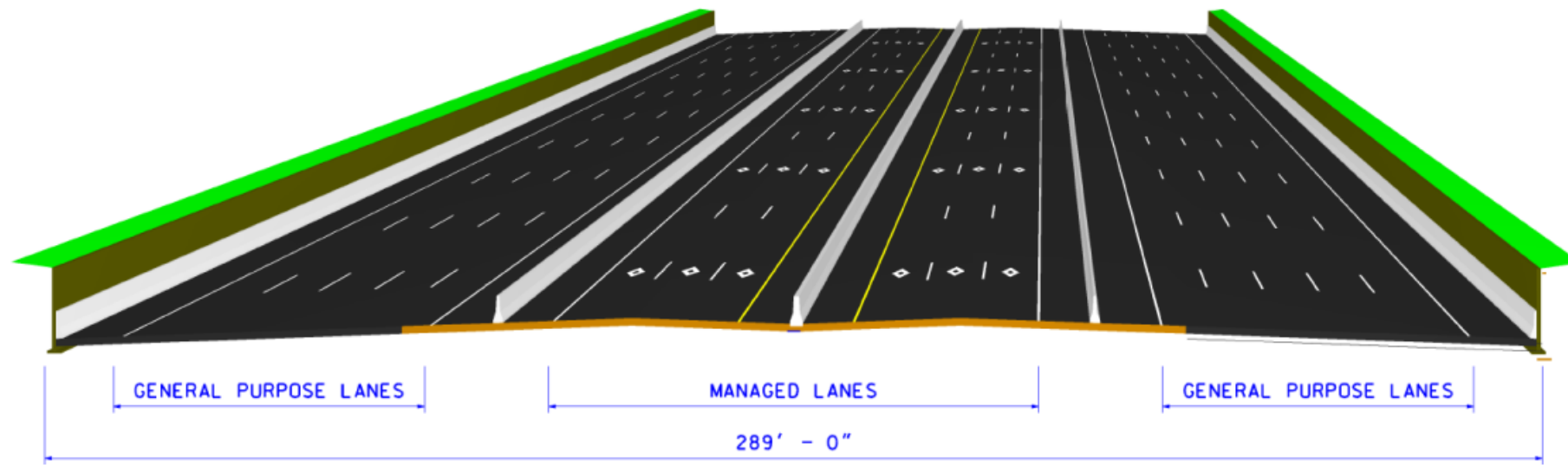
## Alternative 6: Express Bus, Operational Improvements and Managed Lanes



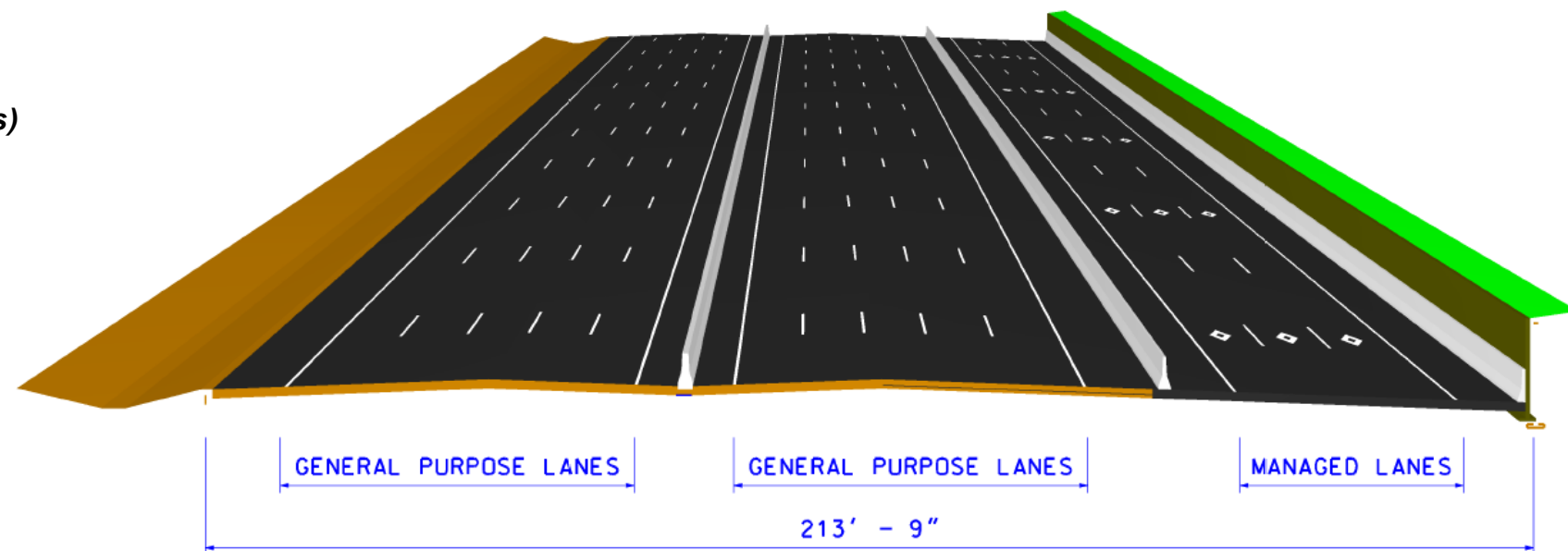
➡ There is no existing express bus route in I-285 corridor

➡ The facility location map below depicts access points for the managed lanes system as provided in Georgia DOT's Managed Lane System Plan

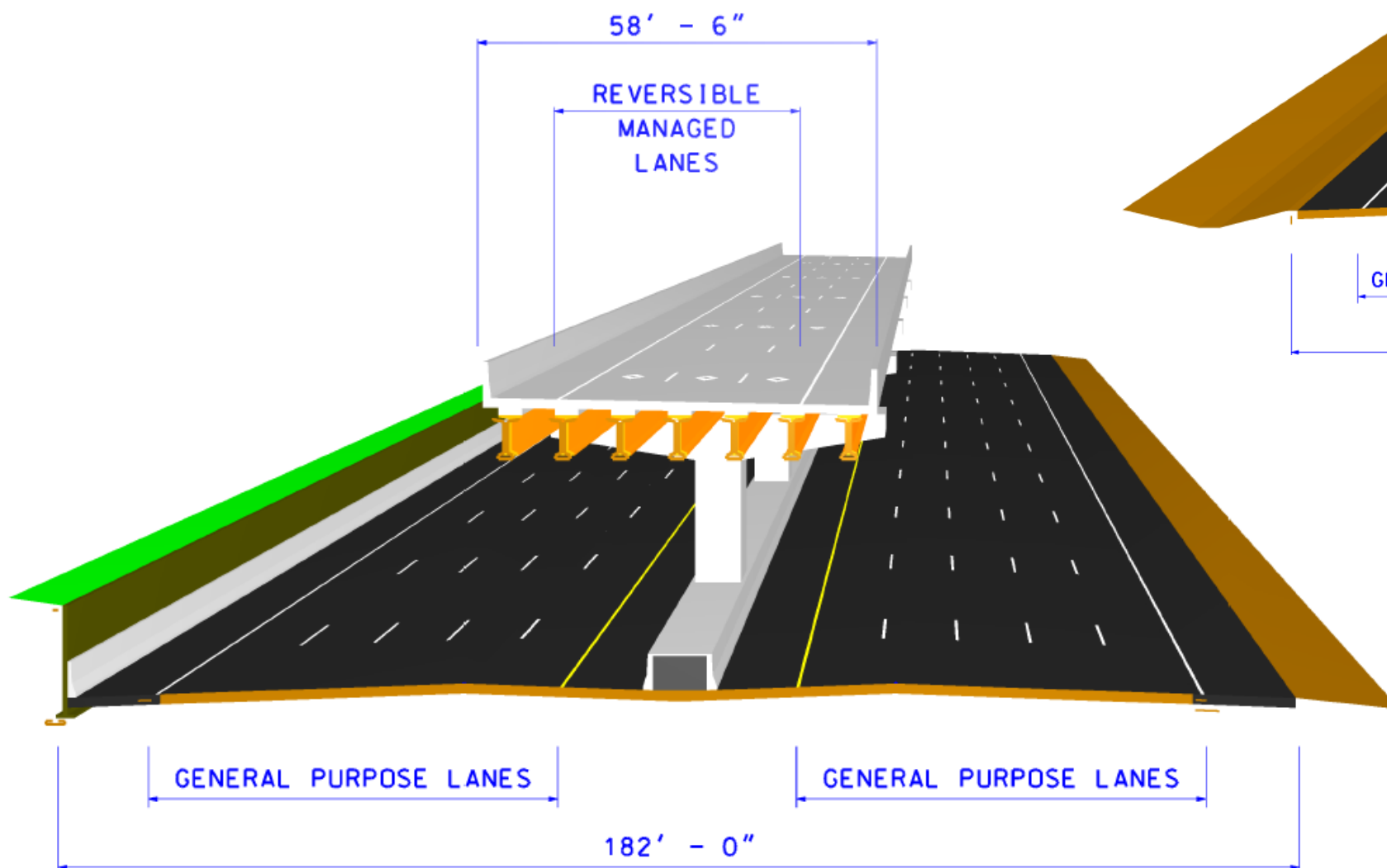
**At-Grade 6-Lane Managed Lane System**  
*(Express bus will more than likely operate in the managed lanes)*



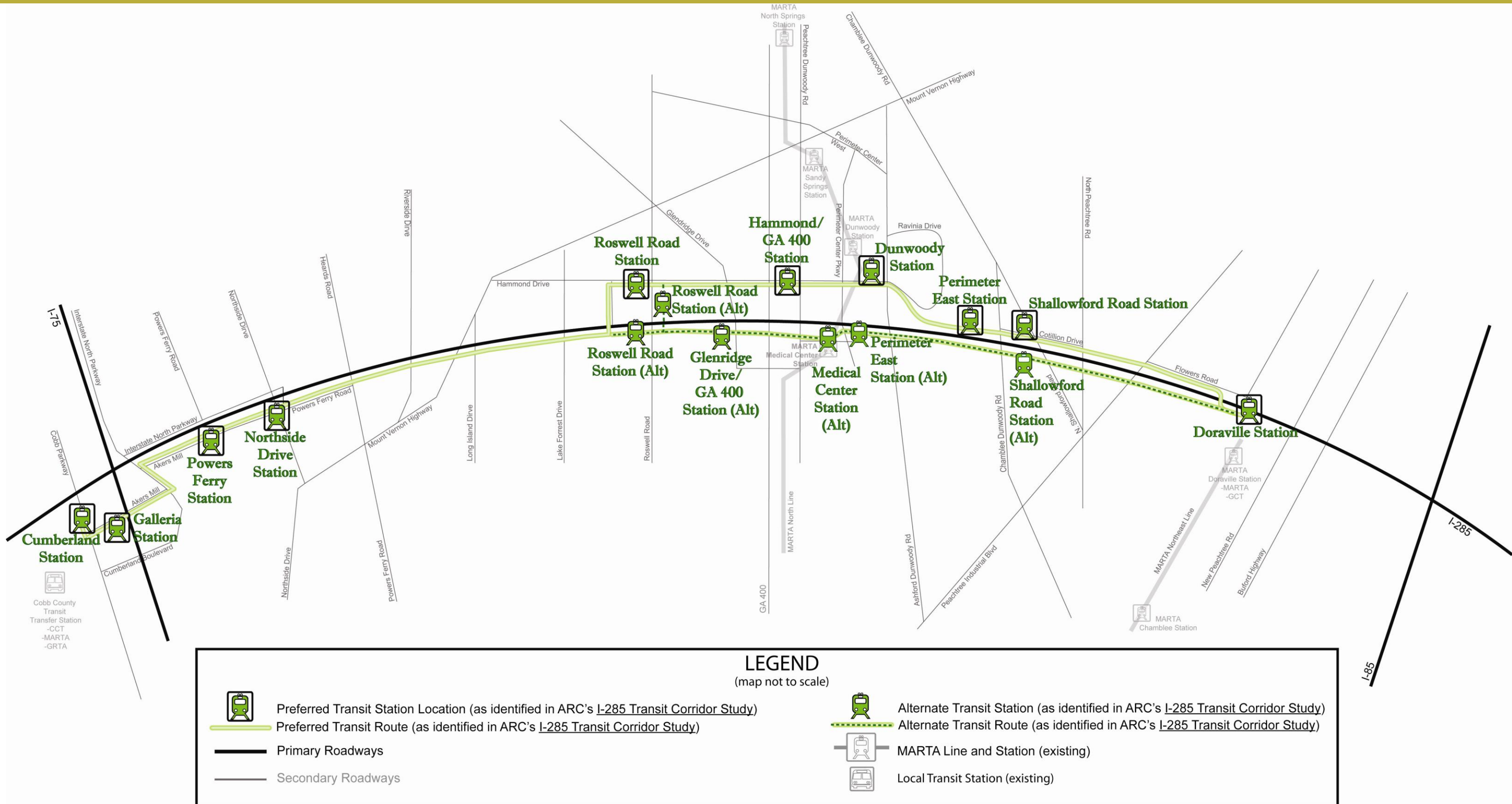
**At-Grade 3-Lane Reversible Managed Lane System**  
*(Managed lane system may be on either side of the interstate;  
 Express bus will more than likely operate in the managed lanes)*



**Center-Elevated 3-Lane Reversible Managed Lane System**  
*(Express bus will more than likely operate in the managed lanes)*

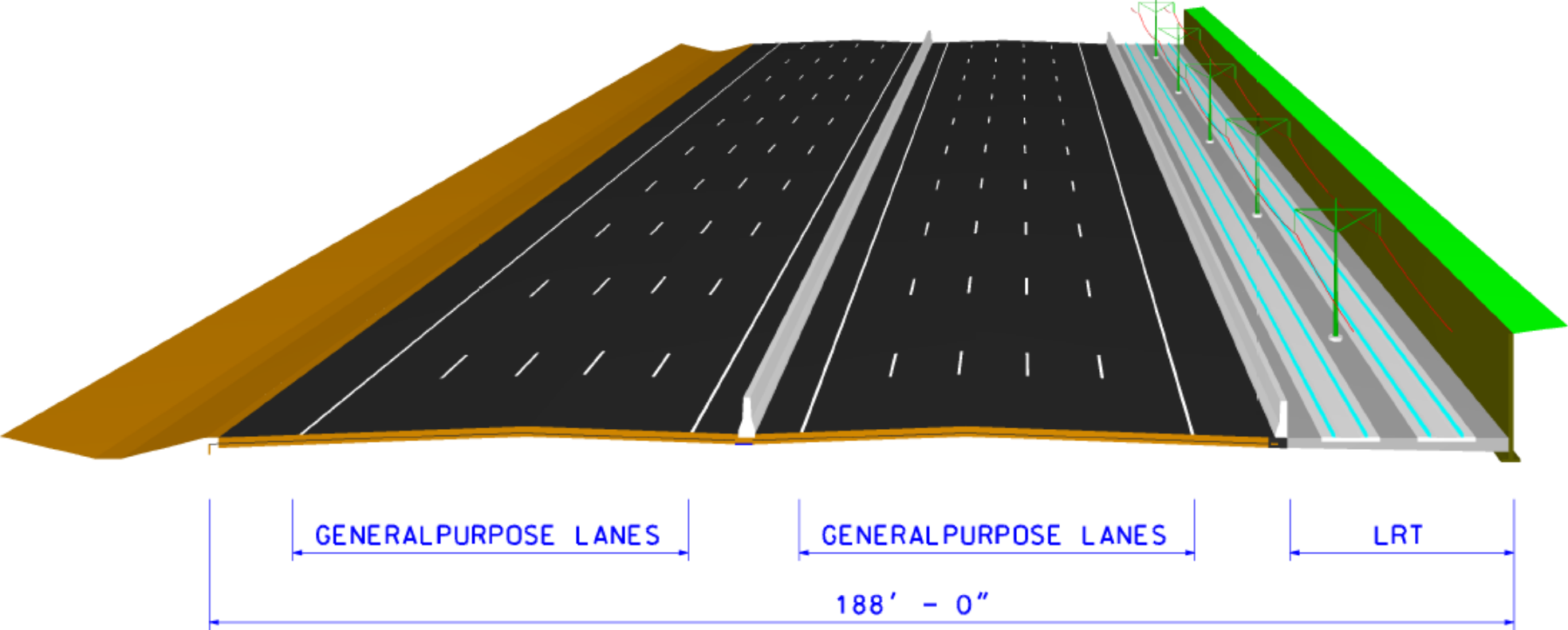


## Alternative 7: LRT and Operational Improvements

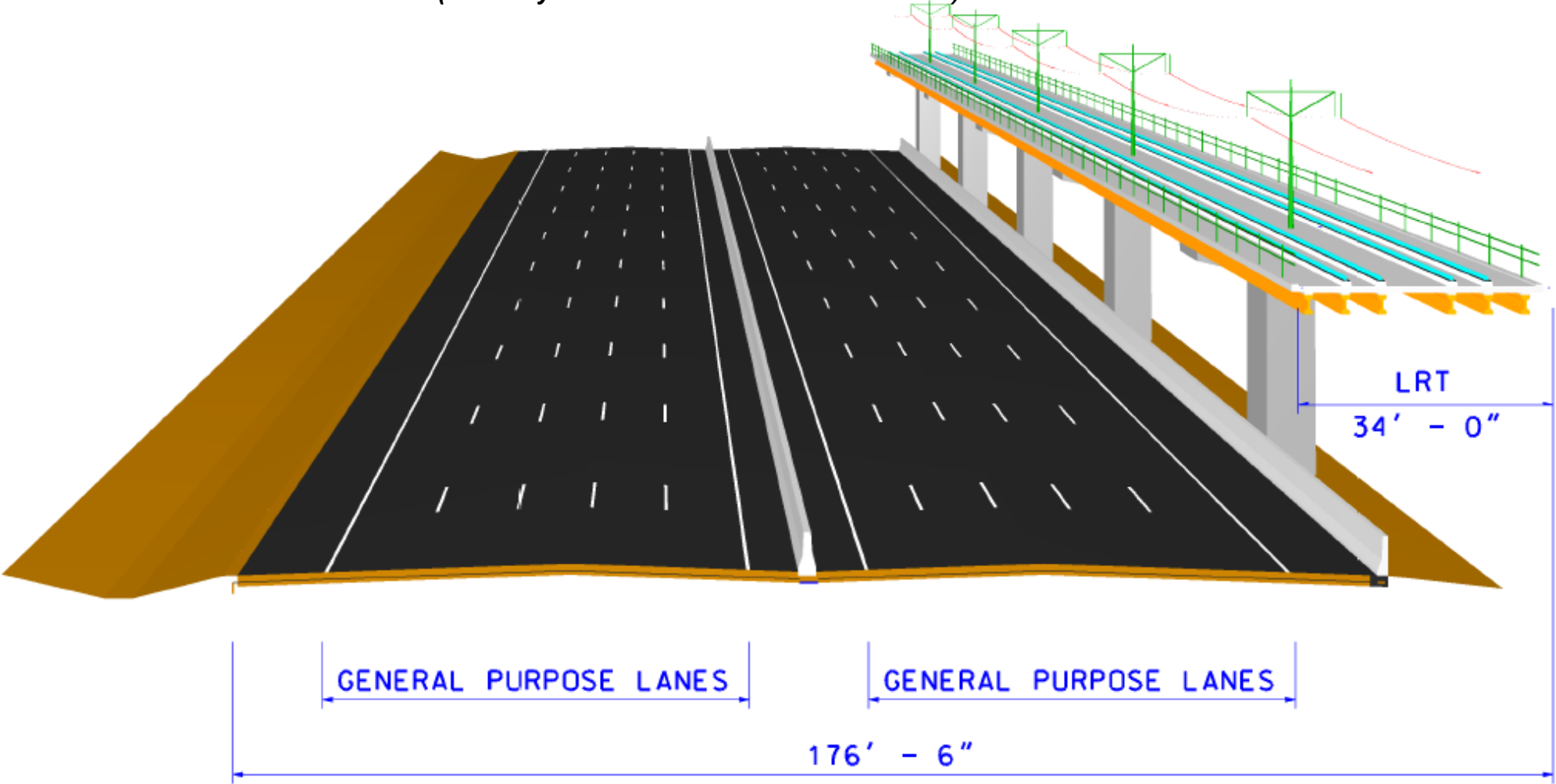


- The Light Rail Transit (LRT) routes and station locations displayed above were previously identified in the Atlanta Regional Commission's I-285 Transit Corridor Study.
- This information will serve as a starting point for the team in developing the alternatives for *revive285 top end*.

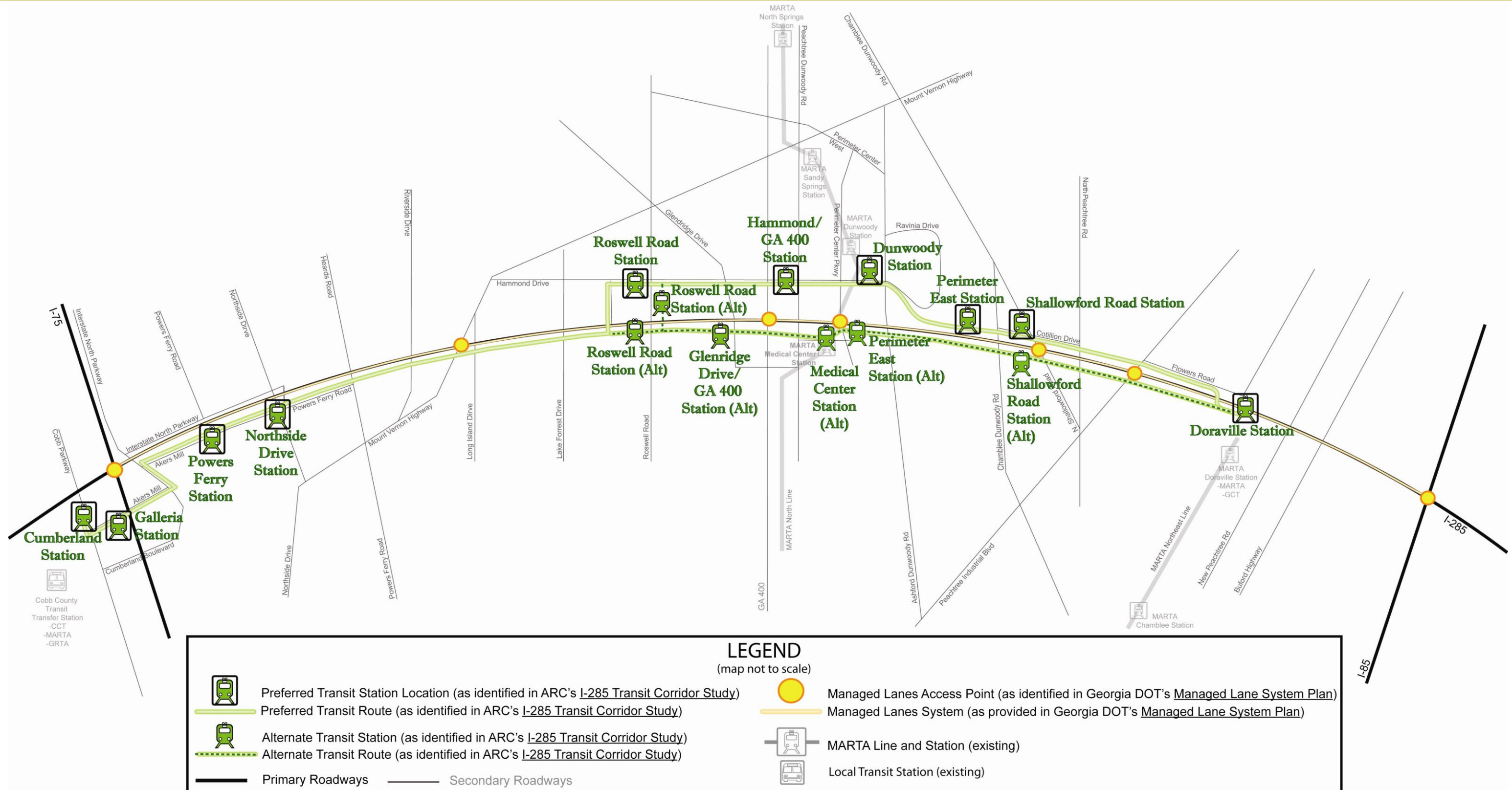
**2-Lane LRT System At-Grade**  
*(LRT lanes may be on either side of the interstate)*



**Elevated LRT System**  
*(LRT may be on either side of the interstate)*

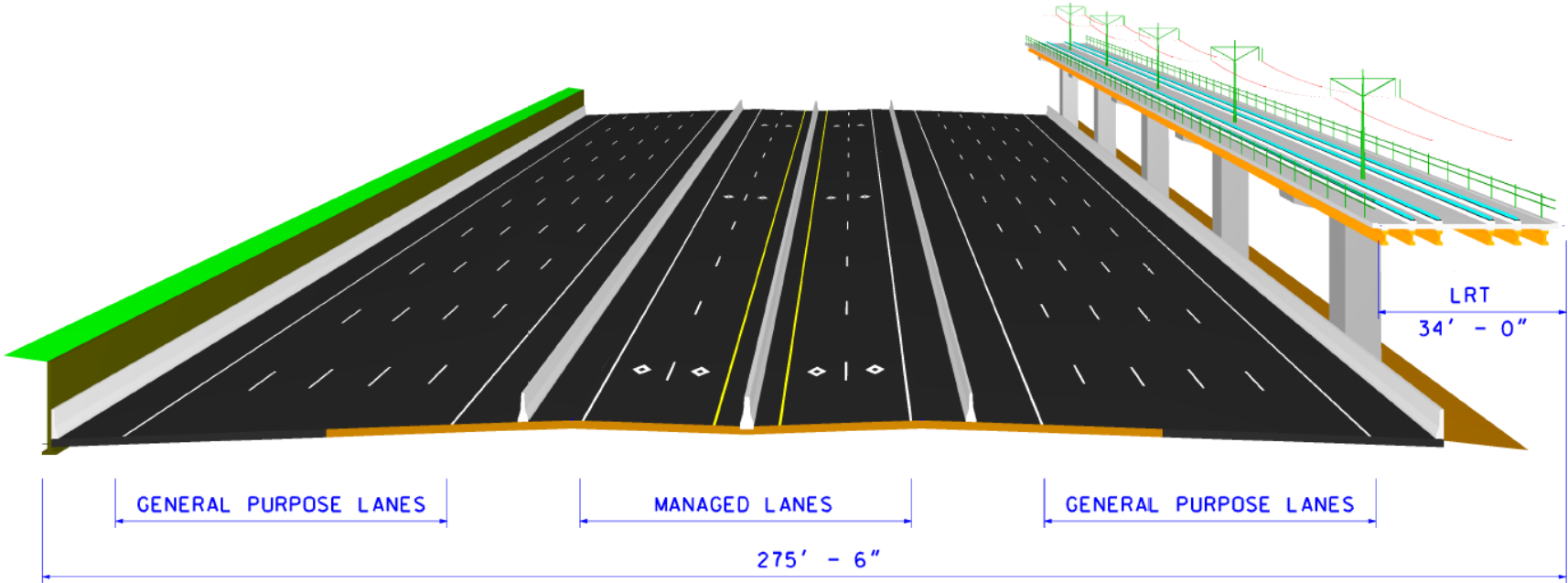


## Alternative 8: LRT, Operational Improvements, and Managed Lanes

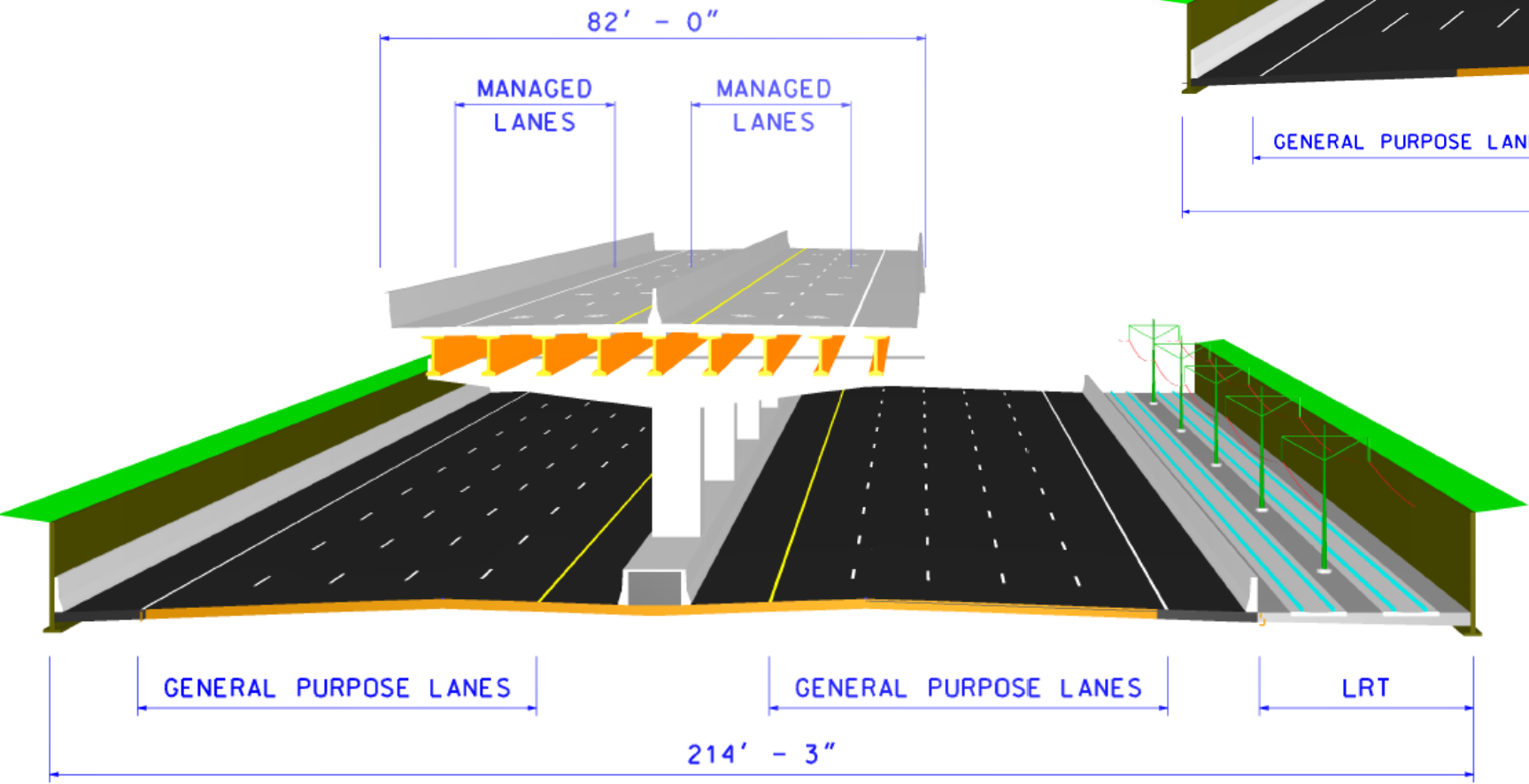


- ➔ The Light Rail Transit (LRT) routes and station locations, as well as the access points for the Managed Lanes System displayed above were previously identified in the Atlanta Regional Commission's I-285 Transit Corridor Study and Georgia DOT's Managed Lanes System Plan.
- ➔ This information will serve as a starting point for the team in developing the alternatives for *revive285 top end*.

Elevated 2-Lane LRT system  
with At-Grade 4-Lane Managed Lane System  
(LRT may be on either side of the interstate)



Center-Elevated 4-Lane Managed Lane System  
with At-Grade 2-Lane LRT System Along One Side  
(LRT may be on either side of the interstate)



Center-Elevated 3-Lane Reversible Managed Lane System  
with At-Grade LRT System Along One Side  
(LRT may be on either side of the interstate)

