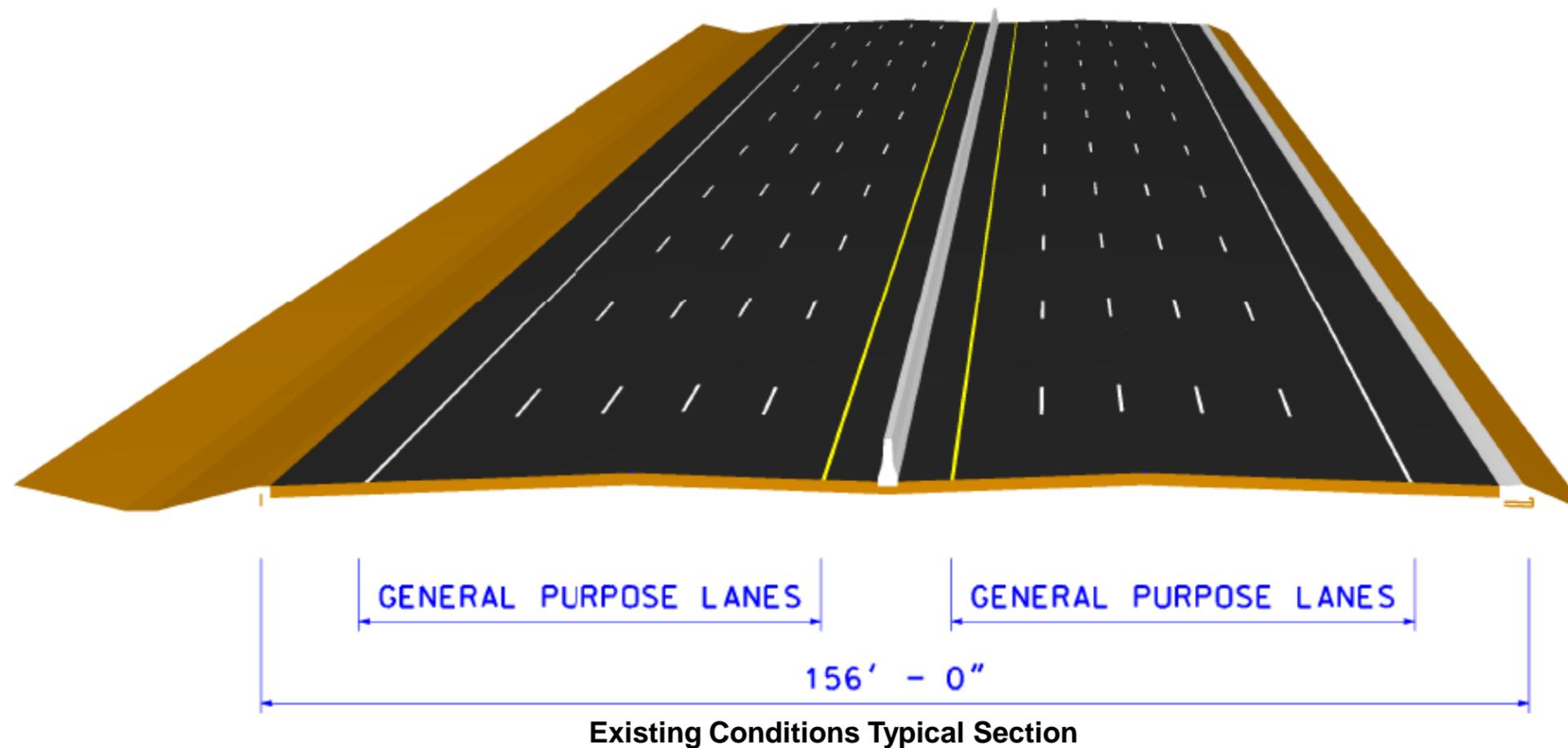


Alternative 1: No-Build

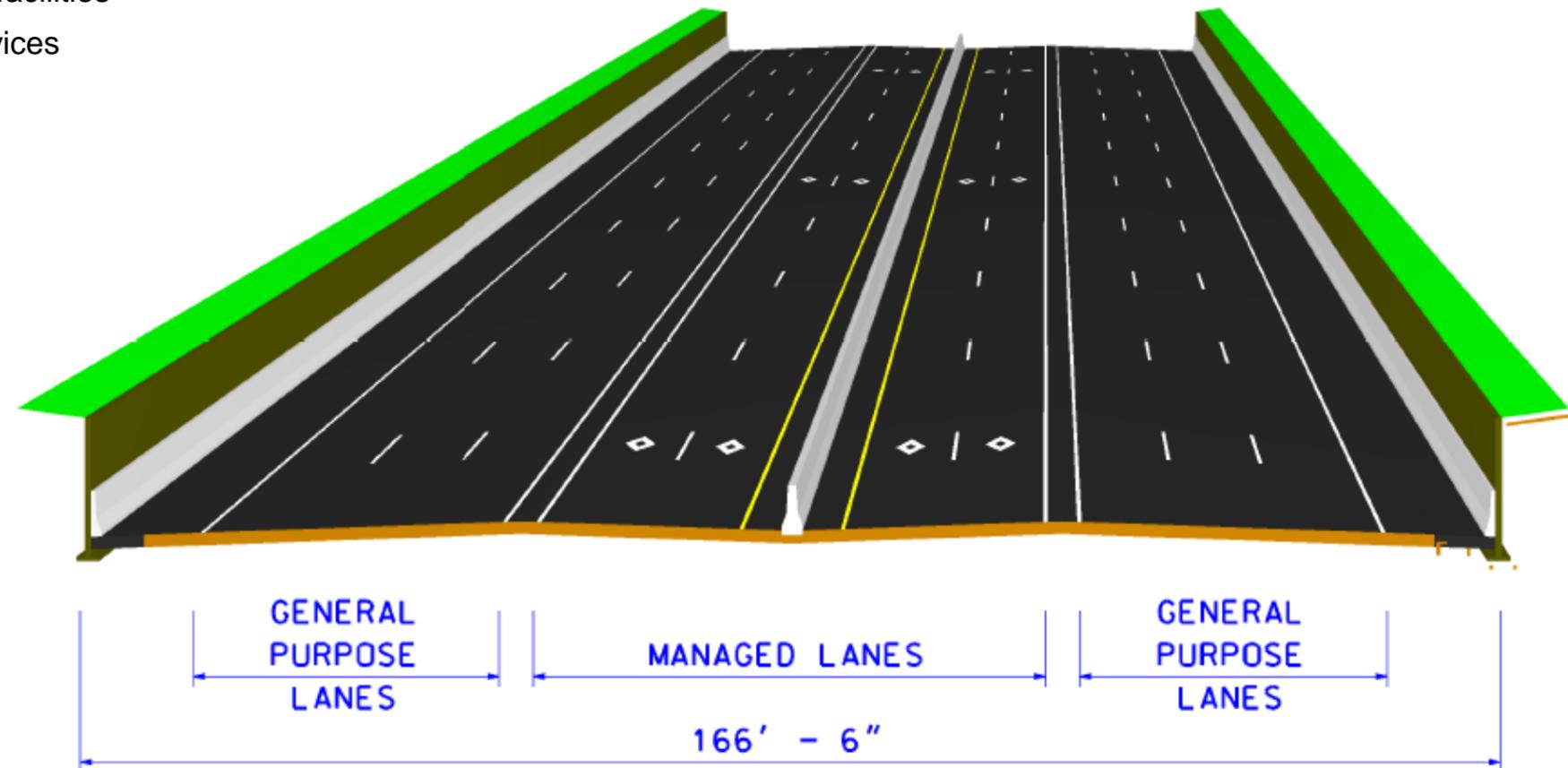
- Federally mandated
- “Do nothing” in the revive285 *top end* corridor
- Provides baseline for comparison

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

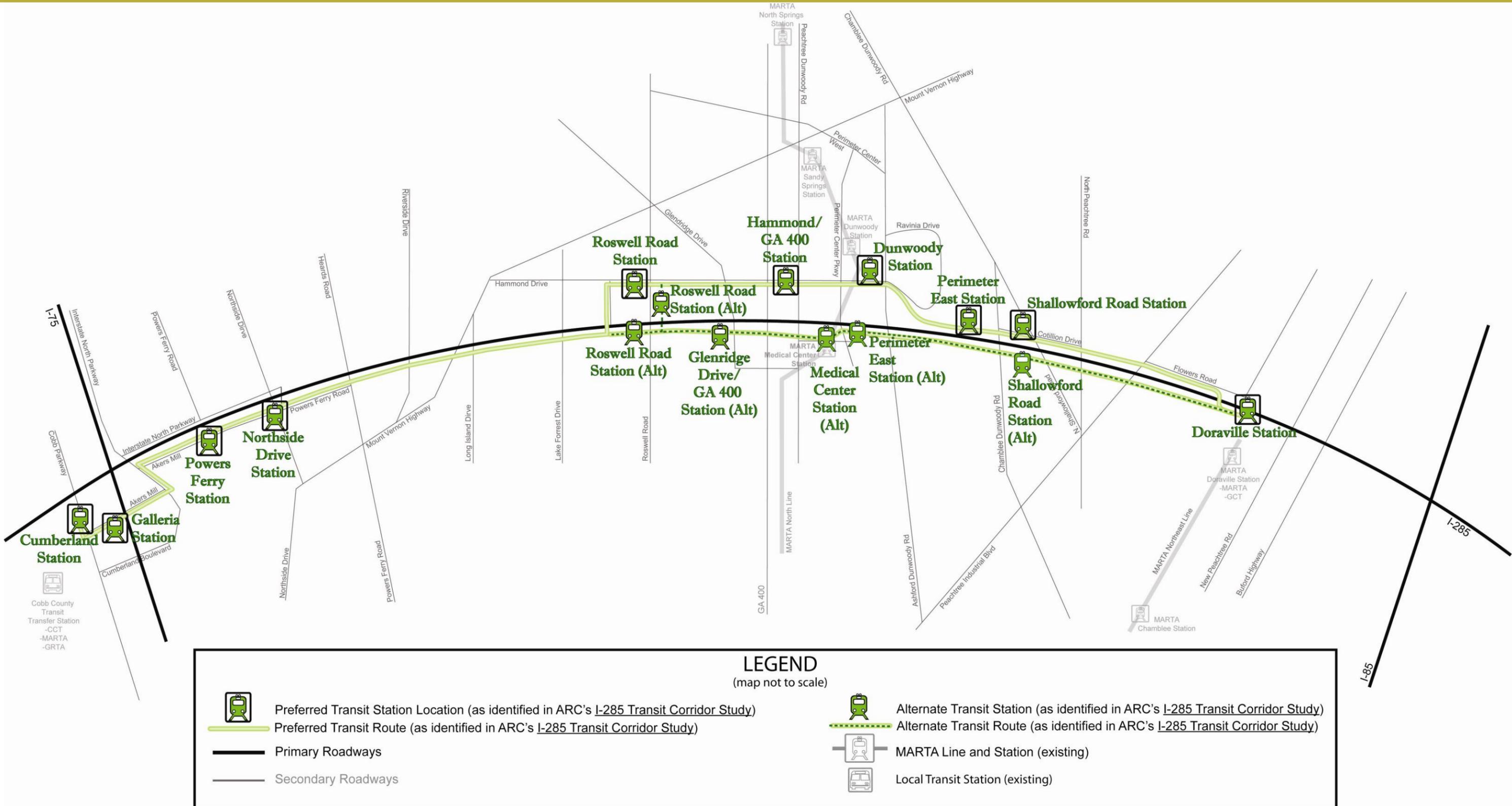


- ↳ “Low cost” alternative
- ↳ Same as Alternative 1 plus examines...
 - Converting two general purpose lanes to managed lanes
 - Adding bus routes and increasing service frequency
 - Adding options for carpool, vanpool, etc.
 - Adding bicycle and pedestrian facilities
 - Adding traveler information devices



Typical Section for TSM

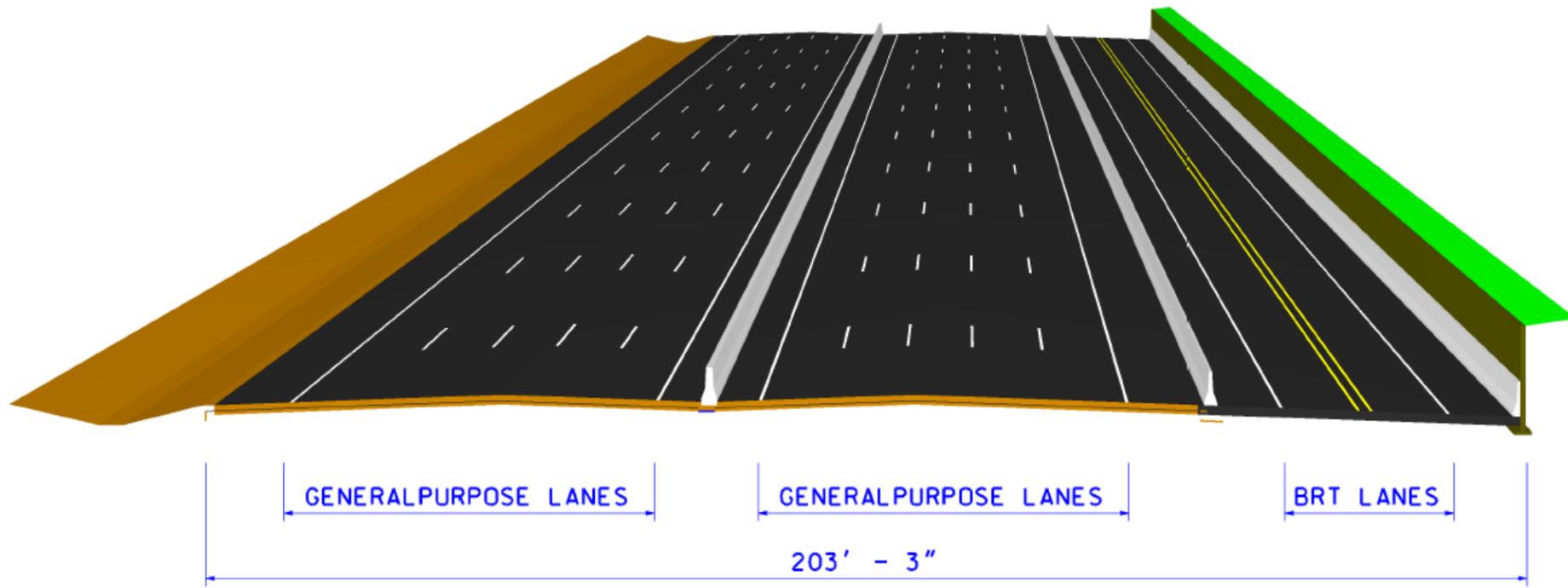
Alternative 3: BRT and Operational Improvements



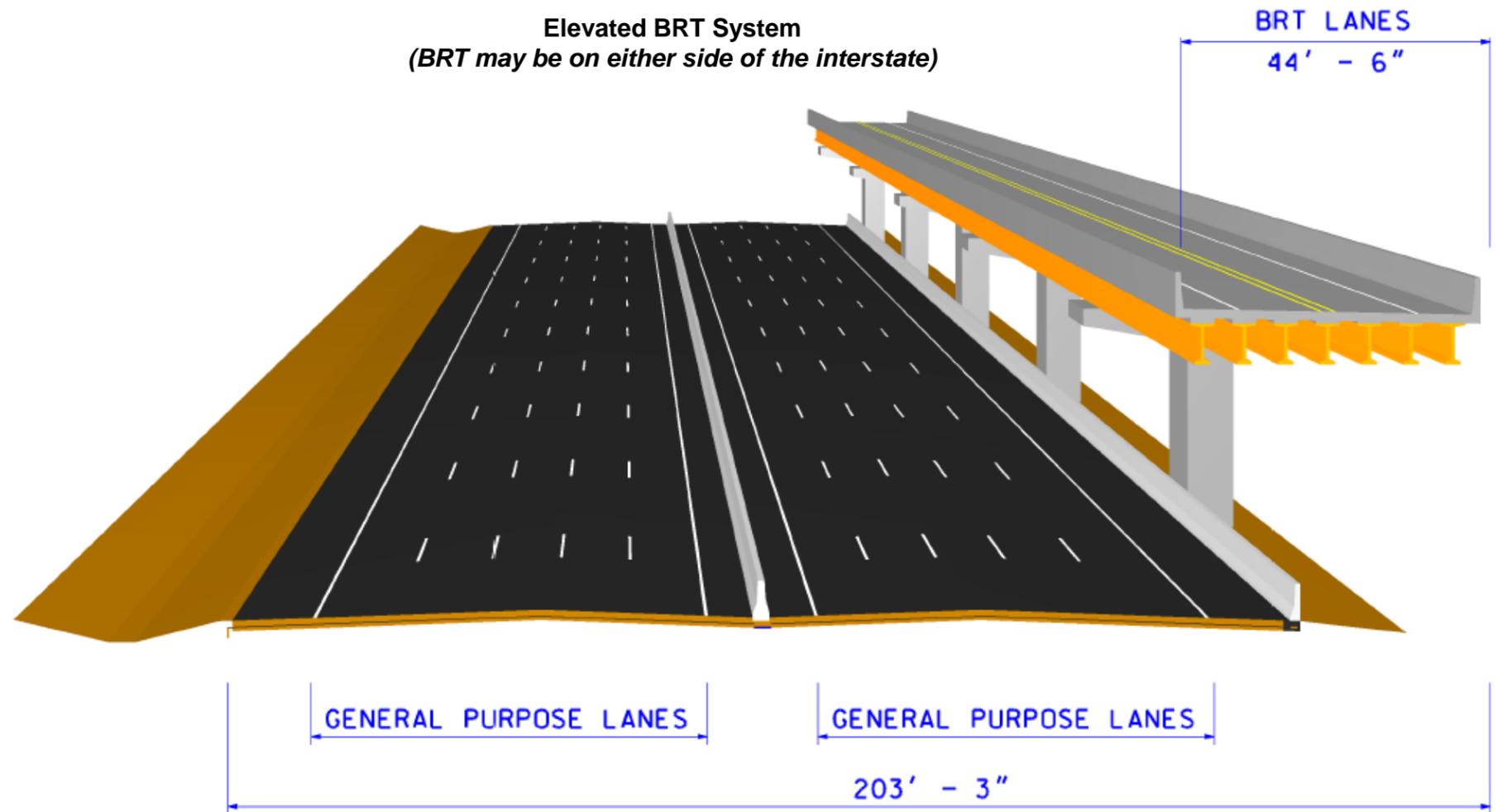
➤ The Bus Rapid Transit (BRT) routes and station locations displayed above were previously identified in the Atlanta Regional Commission's I-285 Transit Corridor Study.

➤ This information will serve as a starting point for the team in developing the alternatives for *revive285 top end*.

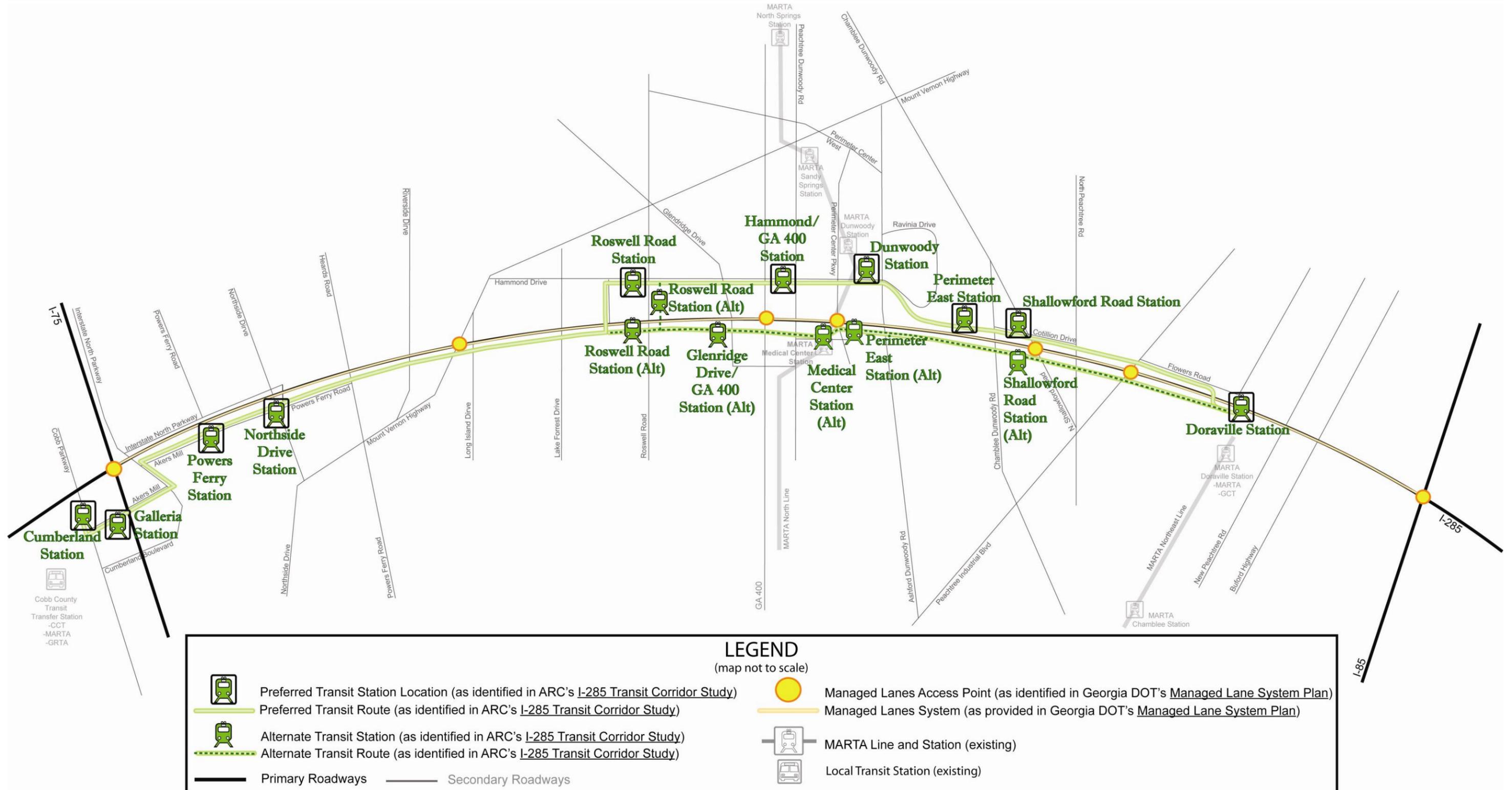
2-Lane BRT System At-Grade
(BRT may be on either side of the interstate)



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



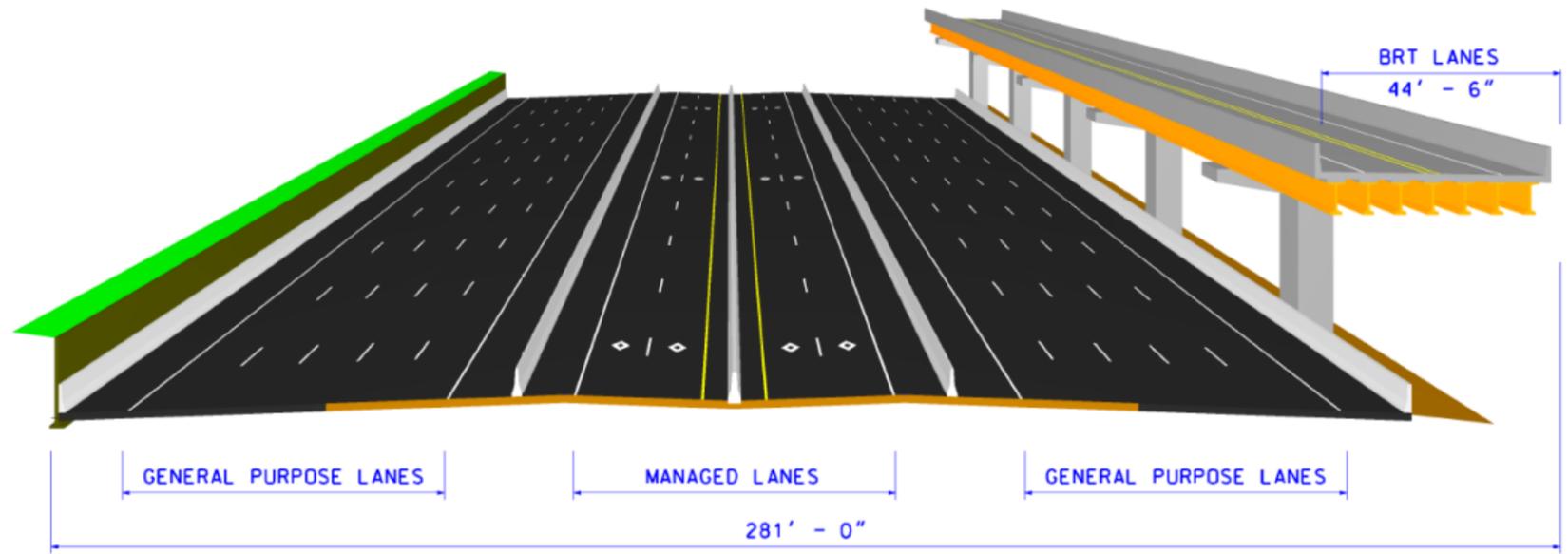
Alternative 5: BRT, Operational Improvements, and Managed Lanes



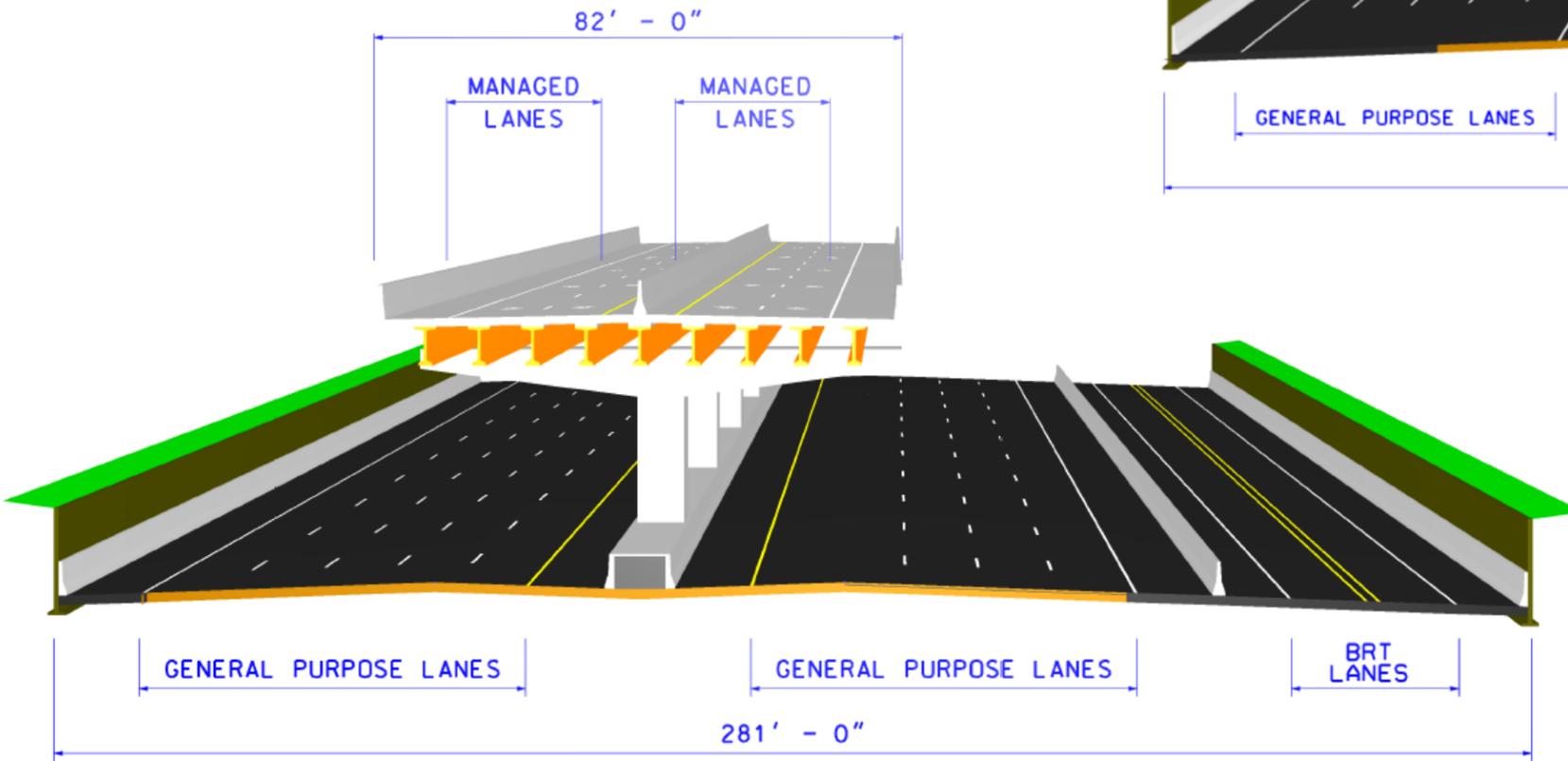
➔ The Bus Rapid Transit (BRT) routes and station locations, as well as the access points for the Managed Lanes System, displayed above were previously identified in the Atlanta Regional Commission's I-285 Transit Corridor Study and Georgia DOT's Managed Lanes System Plan.

➔ This information will serve as a starting point for the team in developing the alternatives for *revive285 top end*.

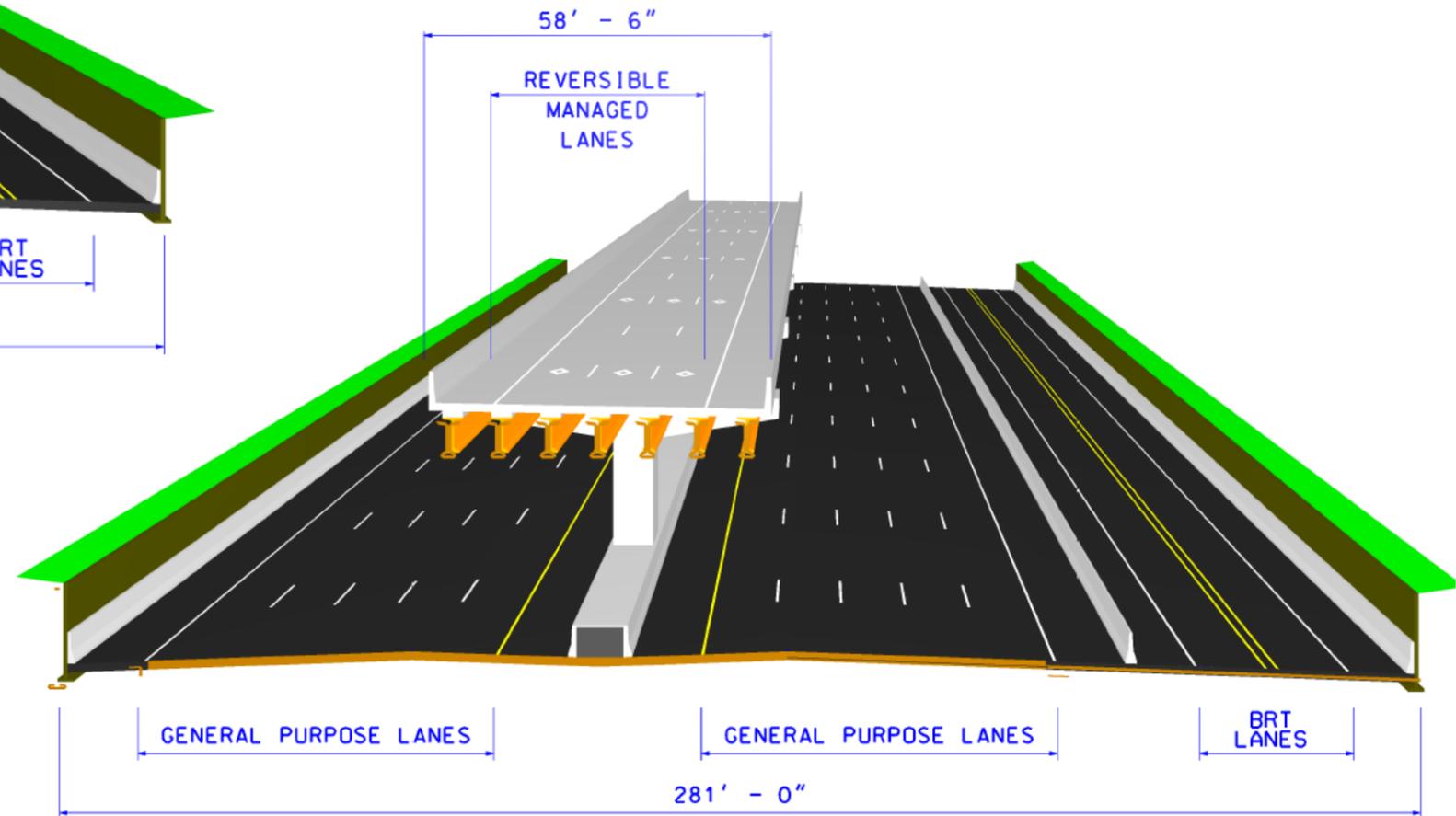
**Elevated 2-Lane BRT System
with At-Grade 4-Lane Managed Lane System
(BRT lanes may be on either side of the interstate)**



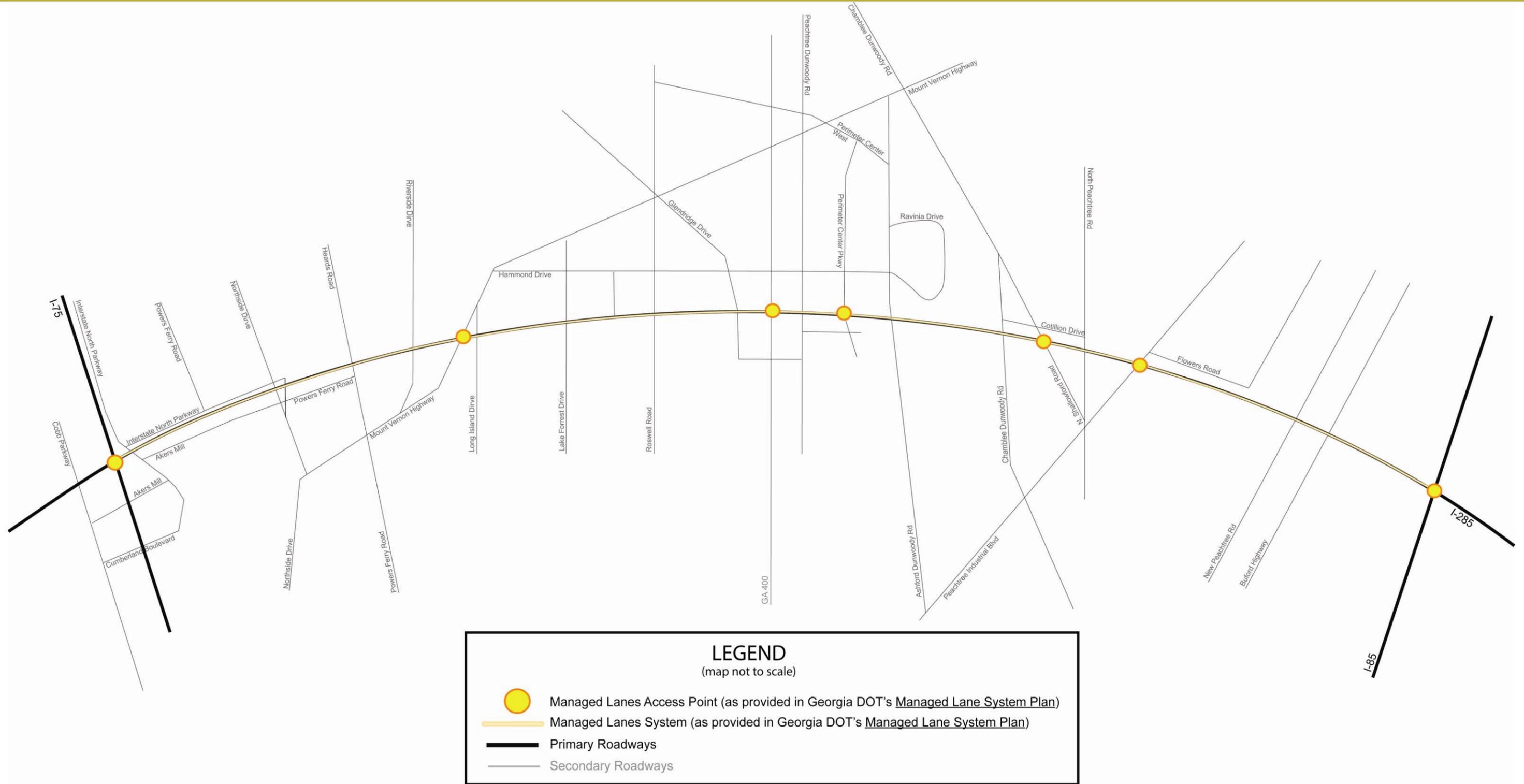
**Center-Elevated 4-Lane Managed Lane System
with At-Grade 2-Lane BRT System Along One Side
(BRT lanes may be on either side of the interstate)**



**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)**



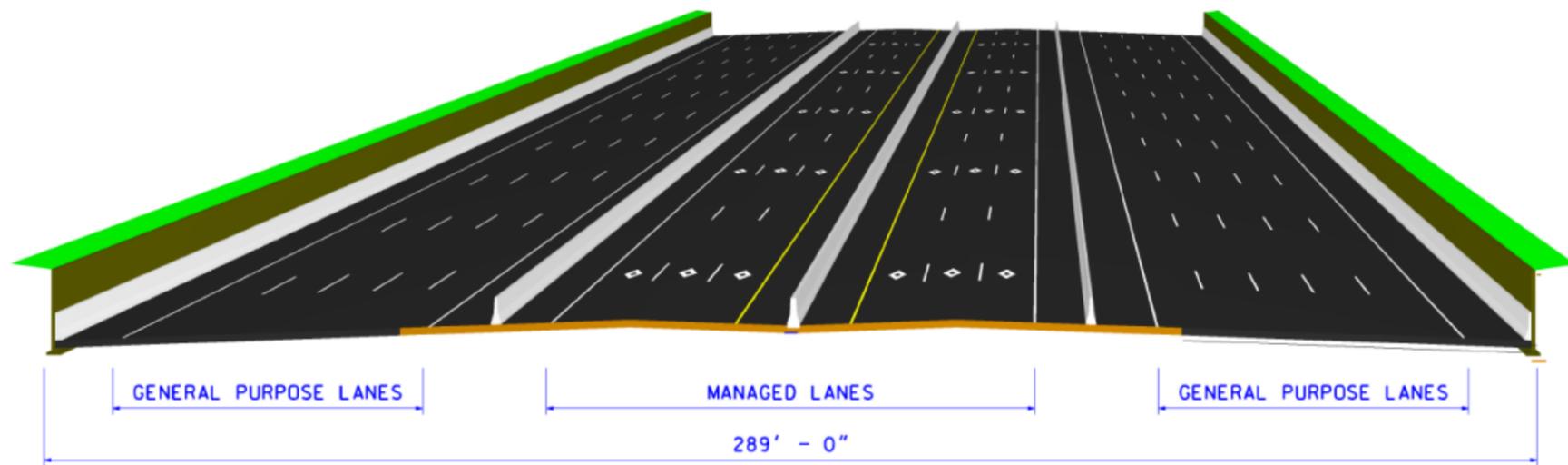
Alternative 6: Express Bus, Operational Improvements and Managed Lanes



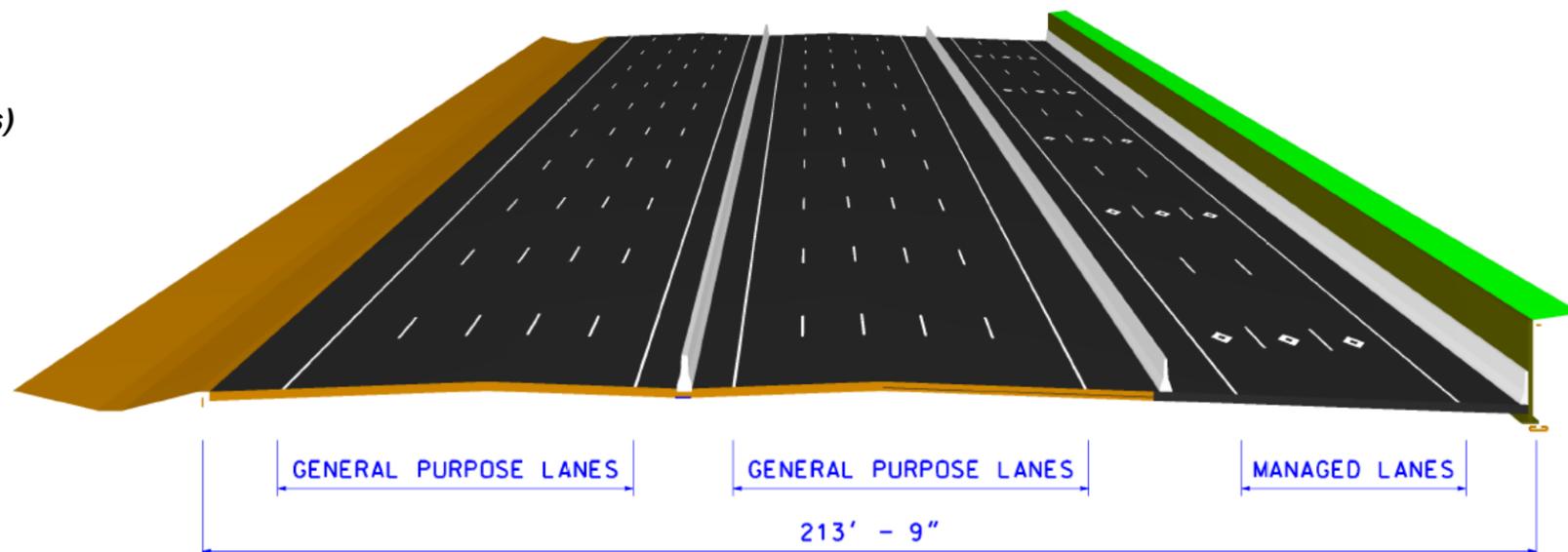
➔ There is no existing express bus route in I-285 corridor

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

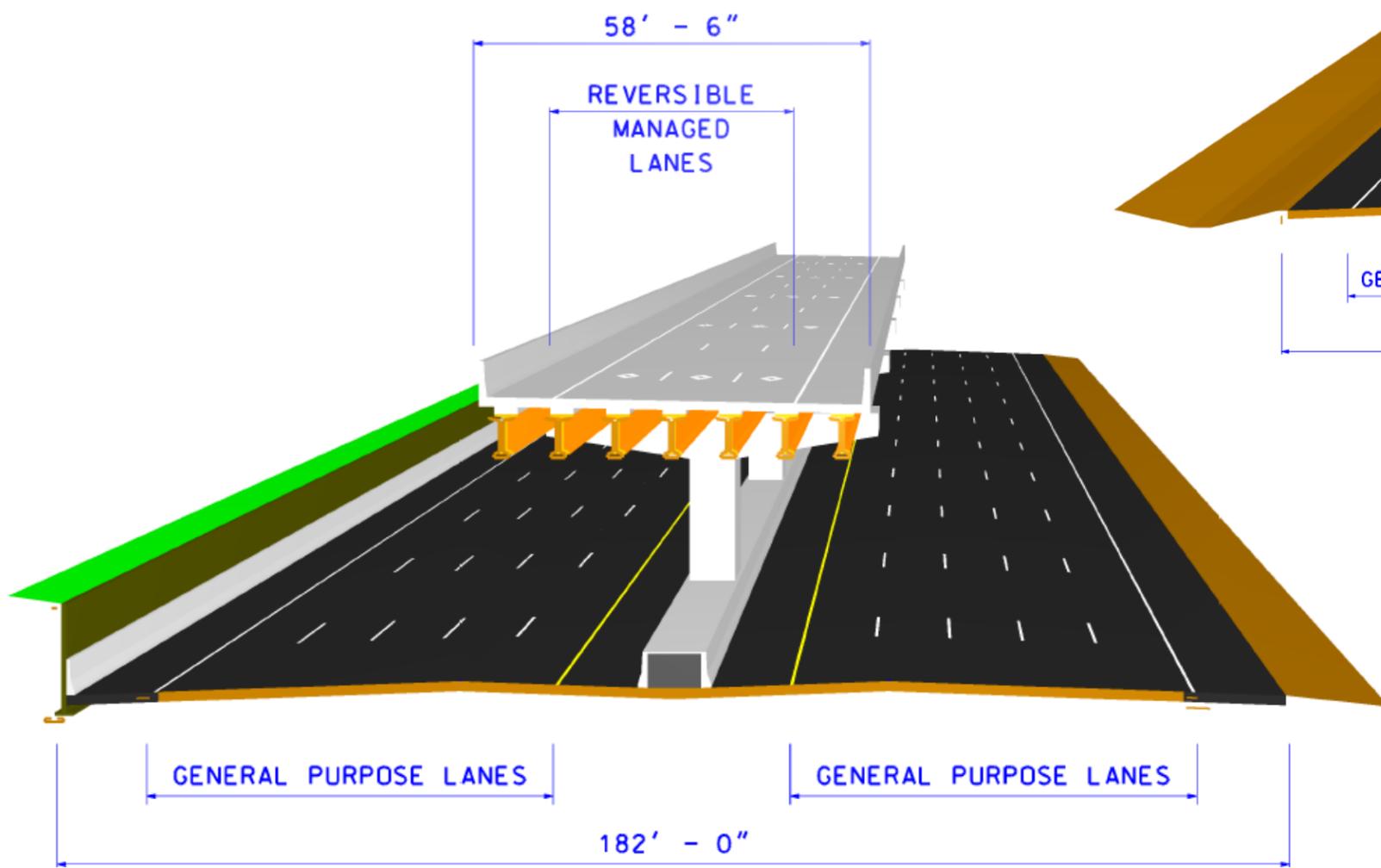
At-Grade 6-Lane Managed Lane System
(Express bus will more than likely operate in the managed lanes)



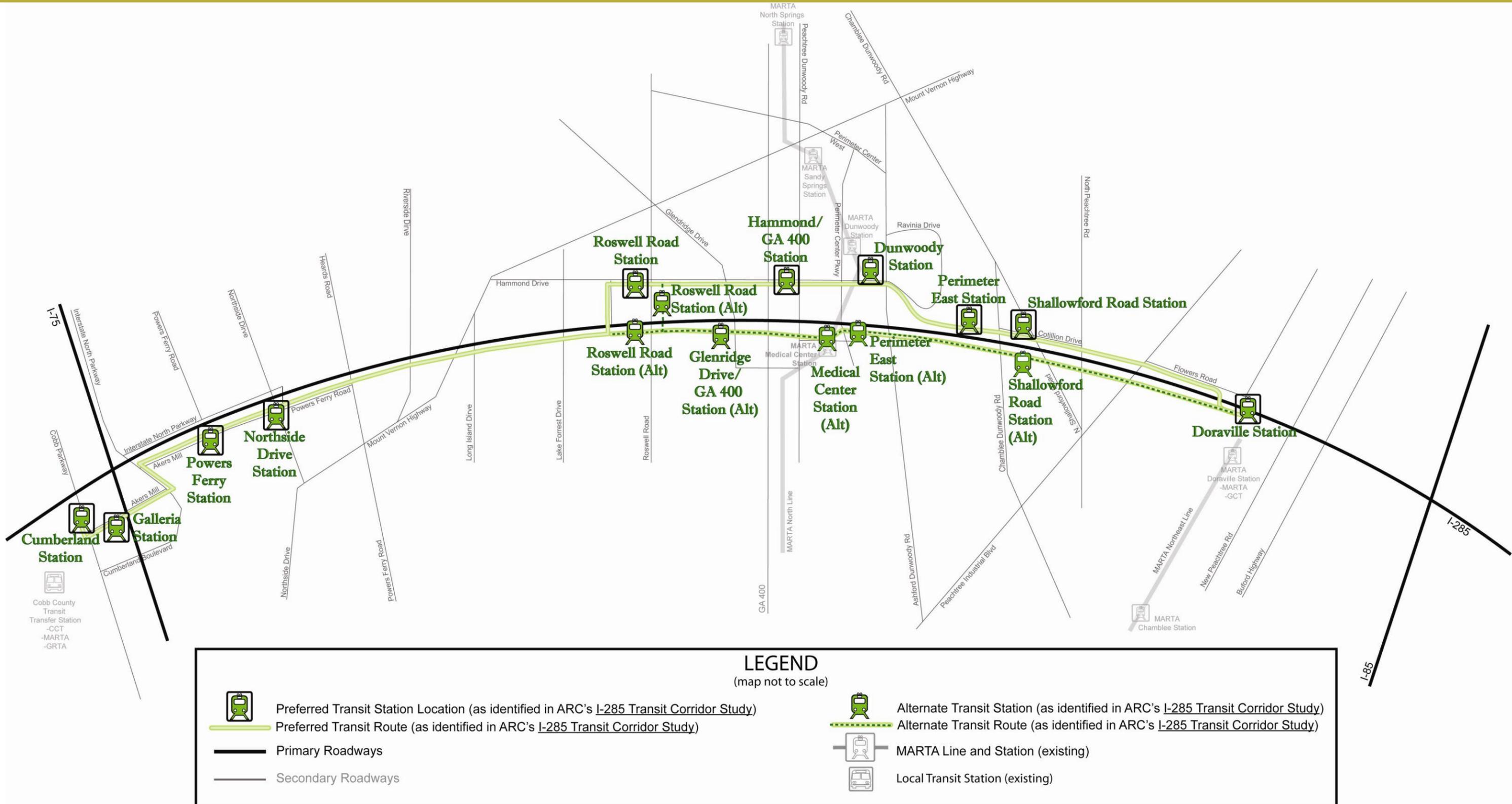
At-Grade 3-Lane Reversible Managed Lane System
(Managed lane system may be on either side of the interstate; Express bus will more than likely operate in the managed lanes)



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



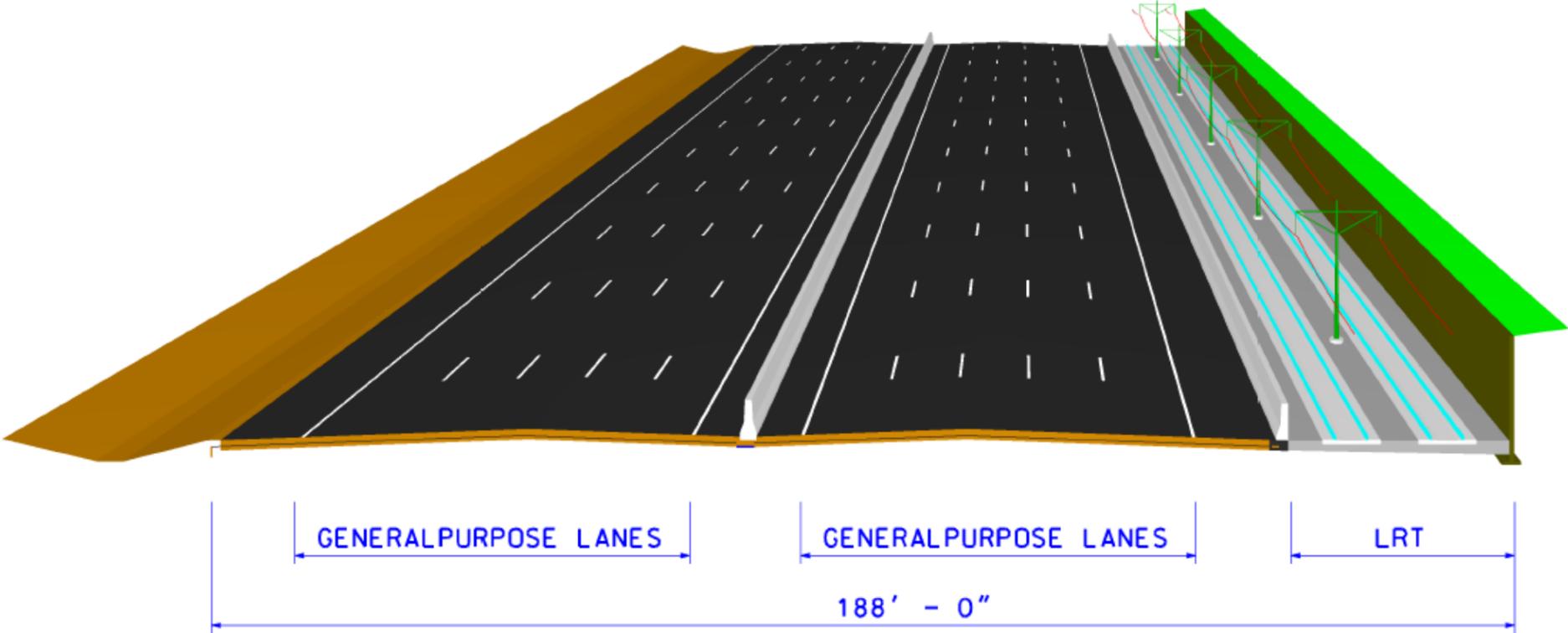
Alternative 7: LRT and Operational Improvements



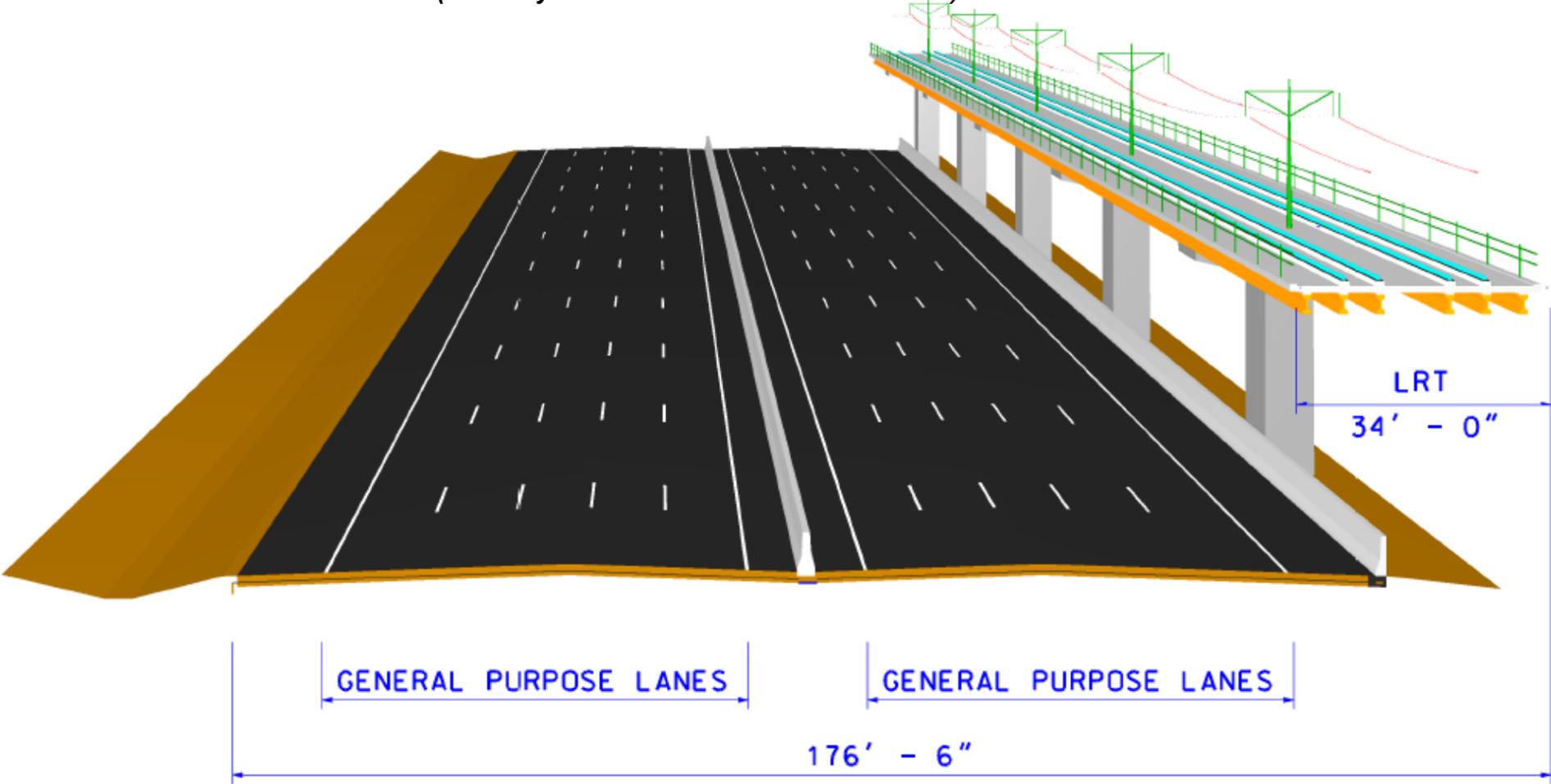
➤ The Light Rail Transit (LRT) routes and station locations displayed above were previously identified in the Atlanta Regional Commission's I-285 Transit Corridor Study.

➤ This information will serve as a starting point for the team in developing the alternatives for *revive285 top end*.

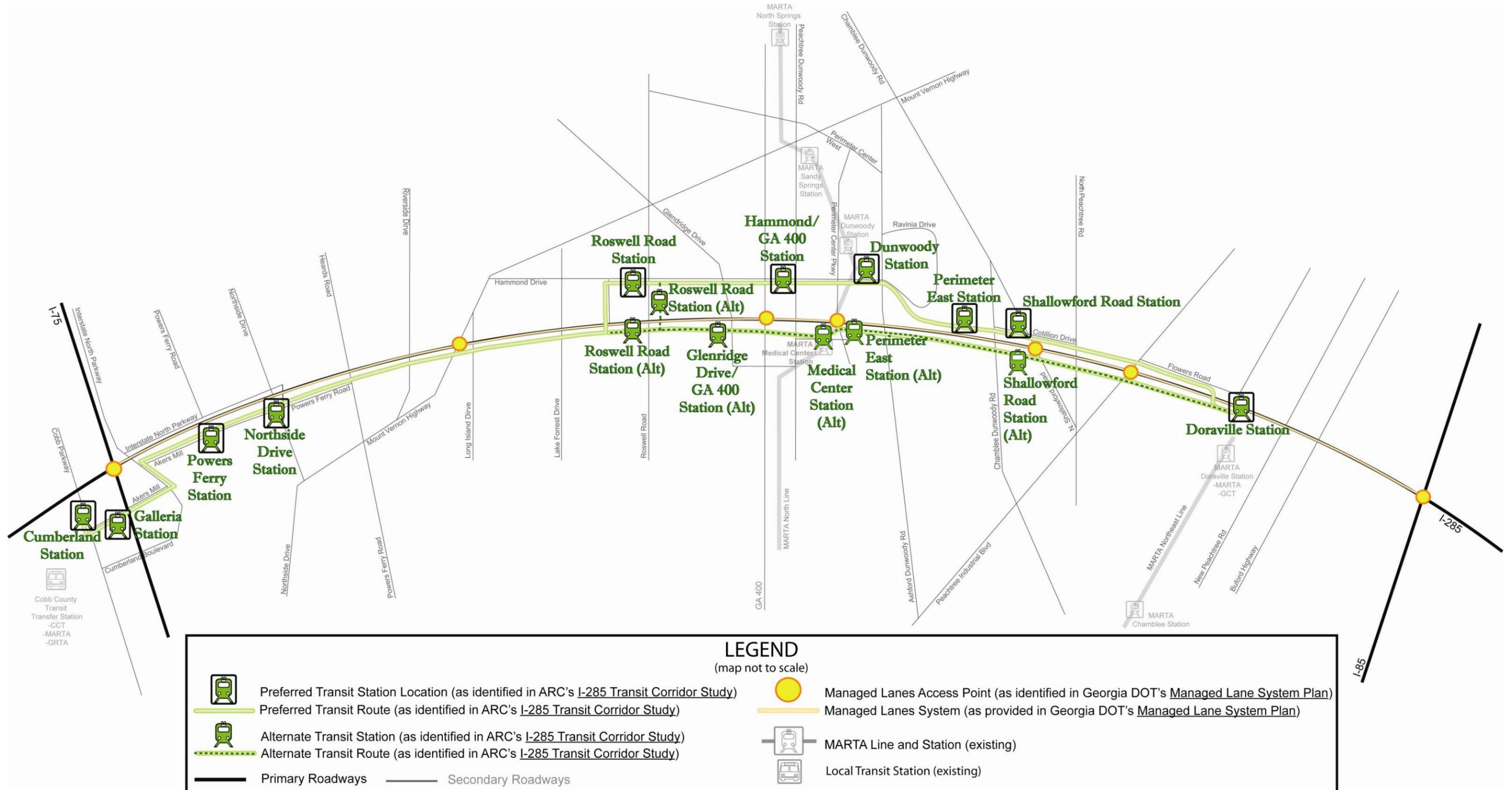
2-Lane LRT System At-Grade
(LRT lanes may be on either side of the interstate)



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



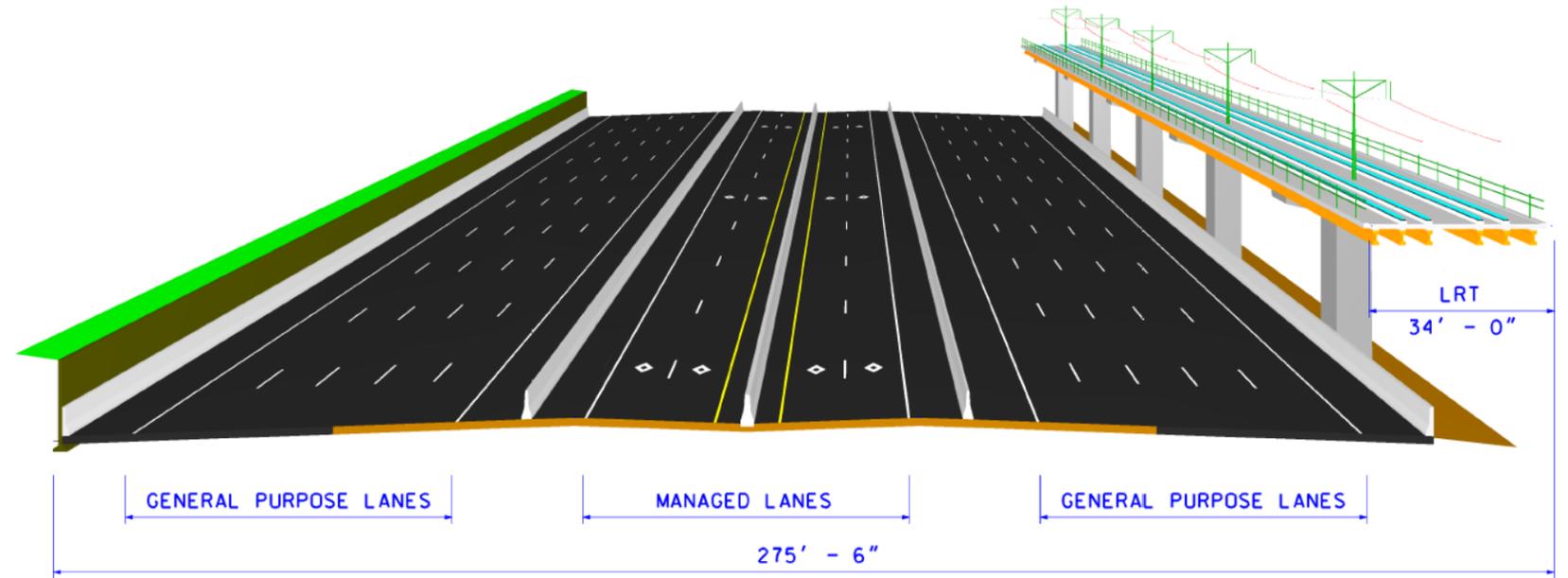
Alternative 8: LRT, Operational Improvements, and Managed Lanes



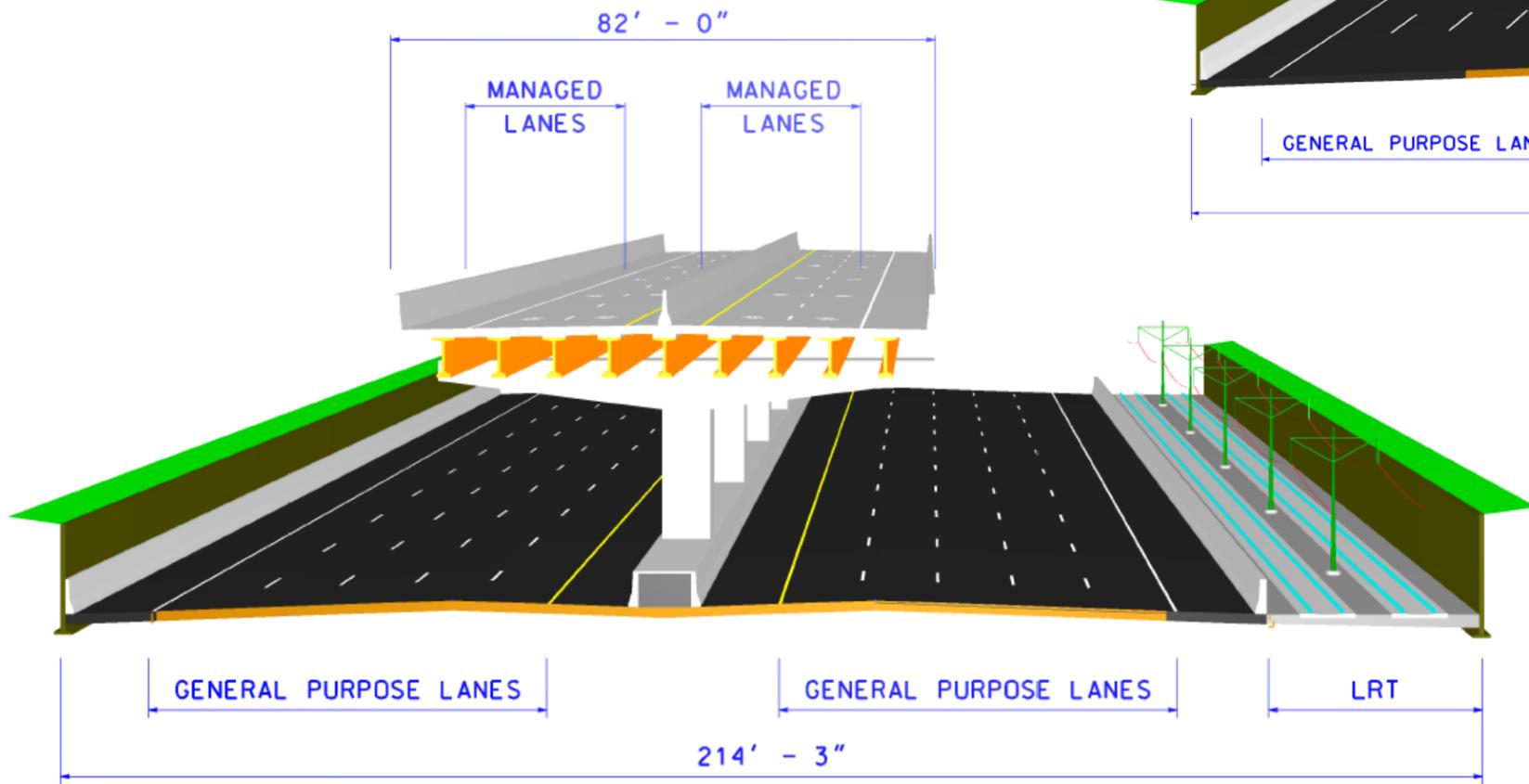
➔ The Light Rail Transit (LRT) routes and station locations, as well as the access points for the Managed Lanes System displayed above were previously identified in the Atlanta Regional Commission's I-285 Transit Corridor Study and Georgia DOT's Managed Lanes System Plan.

➔ 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)**

