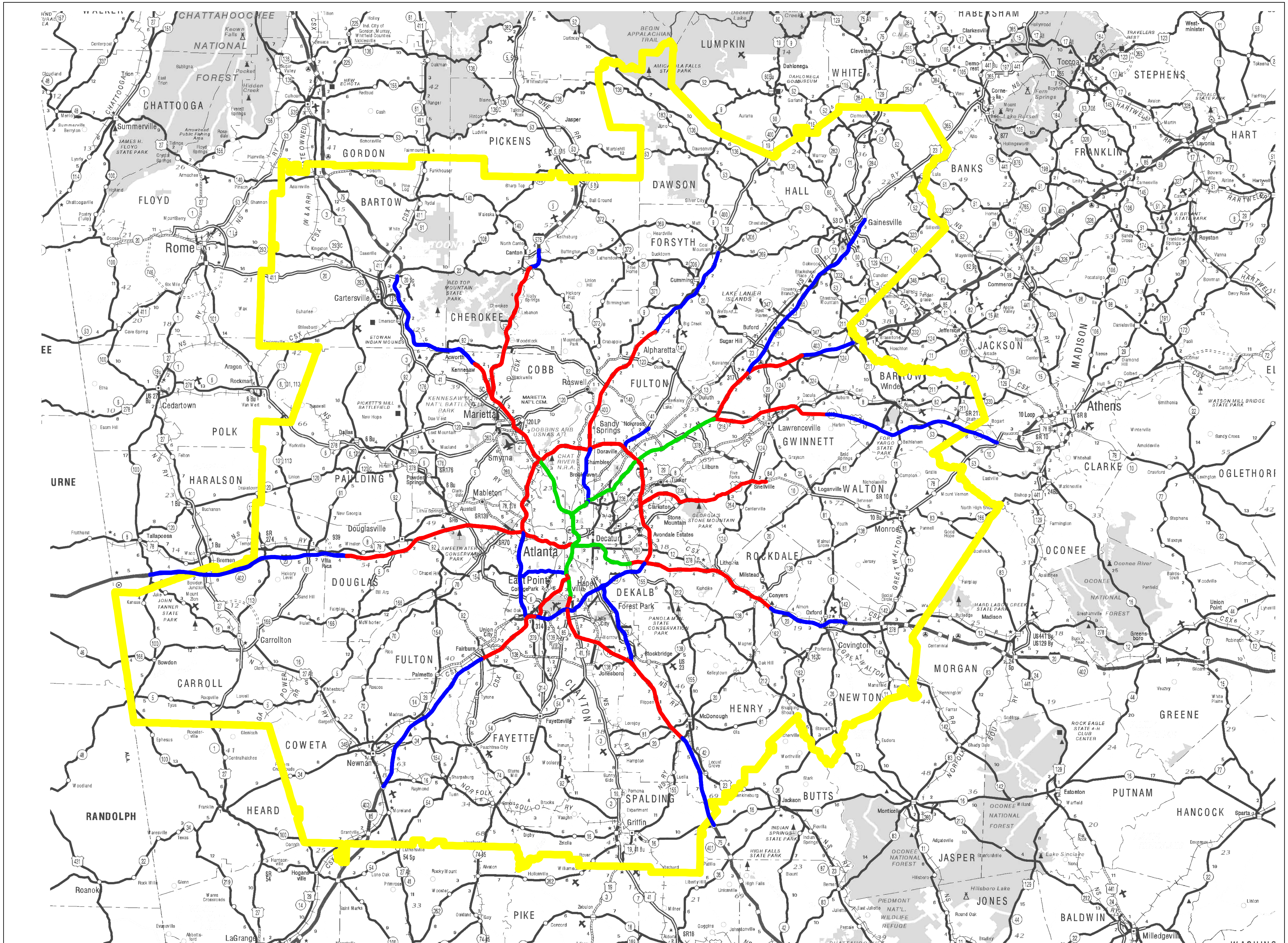
In September 2001, The Georgia Department of Transportation (GDOT) initiated an 18-month project to develop a High-Occupancy Vehicle (HOV) Strategic Implementation Plan for the Atlanta Region. The purpose of this plan is to provide GDOT and its regional planning partners with a strategy for building HOV lanes now and in the future.

Phase I, the first six months of the study, consisted of a detailed analysis of HOV corridors identified in the Atlanta Regional Commission's (ARC's) 2025 Regional Transportation Plan (RTP). Critical corridors that rated high in constructability, meaning that these projects are easier and less costly to construct based on current conditions, were presented in an Interim Implementation Prioritization List after the first 90 days of study. The highest-ranking projects from that list were presented to GDOT in November 2001 to commence work on these key projects. The following 90 days of the study expanded the evaluation of the 2025 RTP for both planning and constructability factors developed from new and updated data. An updated 180-day list was developed at this stage and did not vary much from the 90-day interim list, reaffirming the earlier findings. The 2025 RTP corridors are represented in red on the following map.

Phase II, the final phase of the study, evaluated feasible improvements to the existing lanes and potential extensions of the HOV system beyond the 2025 RTP to the 21-county non-attainment area under the Clean Air Act. Analyses of these extended corridors are included in the regional HOV plan. Tasks completed in Phase II include:

- Improvements to the existing HOV system
- Determination of logical termini for the recommended HOV extensions
- Project ratings criteria
- Potential access locations
- Park and ride considerations
- Enforcement strategies
- Project construction cost estimates
- Identification of funding sources

Existing HOV lanes are shown in green, and recommended HOV extensions are shown in blue on the following map.



ATLANTA REGION HOV SYSTEMS PLAN STUDY AREA

LEGEND

- Existing HOV Facilties
- 2025 RTP
- Beyond Interm
- 21 County Study Area

HOV System Plan

GDOT
Georgia Department of Transportation

PARSONS

In Assoication With

Jordan, Jones, & Goulding
HNTB
Texas Transportation Institute

5 0 5 10 15 Miles

Date: July, 2002

Project Ratings Criteria

Using a series of planning and constructability criteria each HOV project was rated by the study team. The team collectively developed these criteria with the most recent available and collected data, including new traffic counts, traffic volumes, accident rates, a bridge field survey, right of way (ROW) availability and environmental impacts. A more detailed description of the planning and constructability factors are listed below.

Planning Criteria Rating

For the final prioritization process, the key planning elements focused on traffic congestion-related criteria, complementary network facilities, system connectivity and reliability. The methodology for evaluating the entire 21-county study area was based on the following factors:

- Congestion – The HOV volume threshold is 20,000 annual average daily volume (AADT) per lane
- Travel time savings per mile during the peak hour
- Connectivity to the transportation network
- Existence of transit/express bus service
- Potential HOV lane reliability

Table 1.Comparison of Planning Evaluation Criteria for HOV Study

	90 Day Prioritization of ARC RTP projects	180 Day Prioritization of ARC RTP projects	21 County Needs Analysis
Congestion	AADT per lane mile (Data: GDOT 2000 AADT)	Peak Hour Volume per lane mile (Data: 2005 ARC Model Peak Hour volumes)	AADT per lane surpassing congestion threshold (Data: 2025 ADT traffic forecast)
Travel Time	Time savings per mile for each project (Data: 1998 Skycomp Report)	Time savings per mile and total time savings (Data: 2005 ARC Model Peak Hour volumes)	Time savings per mile and total time savings (Data: 2025 ADT traffic forecast)
Connectivity	Connectivity to existing system and activity centers	Connectivity to existing system and activity centers	Connectivity to existing system, activity centers, and system significance
Transit	Proximity to current or planned Express Bus and complementary facilities	Proximity to current or planned Express Bus and complementary facilities	Proximity to current, planned or proposed transit service and complementary facilities
Safety/ Reliability			Accident rate correlation to existing system configuration and ADT volume (Data: GDOT accident rates 1995-1997)

Constructability Factor Rating

Engineering and design staff from the study team used the information gathered from bridge and field surveys, corridor tours, aerial photography, planned/programmed projects, and general knowledge of the project corridors to determine constructibility criteria ratings for each project corridor.

Four constructability factors were assigned ratings, based on a scale from 1 to 10 (1 being easiest to construct and 10 being hardest). These four factors include:

- Available right of way
- Typical section and associated cost
- Bridge replacements
- Potential environmental impacts

Total Project Rating and/or Ranking

All projects were rated at each phase of the study, however prioritization reflected the purpose of each phase. The primary focus of the 90-day rating was on constructability. The planning elements were considered to ensure that higher priority projects reflected a potential for high utilization. This initial prioritization was primarily used to determine corridors that stood out as prime candidates for HOV implementation and should be considered for placement in the Transportation Improvement Program (TIP).

The 180-day priority list was a more comprehensive examination of each corridor utilizing additional data collected. New and updated constructability and planning factors resulted from the new data and were used for this phase. Another new element considered for second screening were the operational influences of programmed 2025 RTP projects on each HOV project. The results of this phase provided more definitive rankings for all 2025 RTP HOV projects.

The final phase gave greater weight to the planning factors. This final rating ranked each project on its individual criteria and on its relationship to the entire HOV system and the progression of the transportation network as a whole. Once this final rating was assigned to all projects, they were prioritized and grouped by tier, with each project having the same priority within each tier. In the results of this phase the top tiers changed little, verifying the results of Phase I. This tier system allows for more flexibility when GDOT begins to fund projects. The recommended tiers range from 1 through 7. Tiers 1 through 4 will be recommended for inclusion in the 2030 RTP. Tier 5 will be evaluated on a project-by-project basis for inclusion in the 2030 RTP. Tiers 6 and 7 should be recognized at this early stage and studied for their inclusion in later RTP updates. The Project Prioritization Tier List and a map are attached. (Attachment 1 and 1a)

Access Locations

Early in the study guideline development process it was determined that, where possible, HOV access will be separated from single occupancy vehicle (SOV) access. The final report recommends proposed HOV access locations within the Atlanta regional HOV system. Three basic HOV access design types were considered:

1. Direct access between the arterial, local roadway network to the HOV system
2. Access between the general-purpose freeway lanes and the HOV system
3. High-speed, continuous flow access between HOV facilities

Through planning and engineering review, locations of HOV access connections were identified from the local roadway network, between the general-purpose lanes, the HOV lanes and system-to-system interchanges. Locations for direct access used a rating system derived from the following criteria:

- Location in advance of severe traffic congestion
- Proximity to candidate HOV and/or Park and Ride system users
- Access location conditions: site availability, ease of implementation, and site development costs
- Good site accessibility and visibility (ingress and egress out of the proposed location for motorists as well as transit vehicles)
- Type and magnitude (existing and future) of the activity center(s) served
- Impacts on local community and adjacent properties
- Proximity to existing and planned Georgia Regional Transportation Authority (GRTA) express bus services
- Facility spacing
- Desirability for the use of HOV and Park and Ride facilities based on work trip length and
- Activity center parking conditions.

Following the planning analysis, the proposed access locations underwent a multi-faceted review process to determine if they met the additional criteria from a constructability standpoint, as well as land use needs. As a result of the engineering review direct access locations were refined due to physical constraints, operational issues, environmental concerns, or cost factors. GDOT, ARC, GRTA, and local transportation and transit agency staff as well as the public reviewed these locations in workshops and public forums. An access location map is attached.

The ARC 2025 RTP Travel Demand Model was used to determine projected daily HOV traffic volumes on all potential system-to-system interchange connections. Upon review of the volumes from the model and the typical commute patterns of the region, recommendations were made as to which connections should be constructed. The analysis follows the guideline to construct system-to-system connections only where warranted by demand. These recommendations are illustrated in the attached figure. (Attachment 3) The cost estimates for most of the recommended connections are substantial, warranting a thorough cost-benefit analysis prior to implementation. A list of the system-to-system interchange recommendations is attached. (Attachment 4 and 4a)

Park and Ride Considerations

Research has shown that HOV facilities are most successful when complimentary services, such as park and ride lots are incorporated into the network. The study team conducted an inventory of the existing, planned and proposed park and ride lots in the region. This included the existing GDOT and Metropolitan Atlanta Rapid Transit Authority (MARTA) park and ride facilities, the planned 2025 RTP lots and the proposed GRTA Regional Transportation Action Plan (RTAP) facilities. Park and ride facilities are recommended at key locations throughout the HOV system and have been coordinated with other facilities where possible. The planning criteria for these recommended facilities were classified by:

- Availability of developable property
- Site accessibility
- Proximity to transit services

Improvements to Existing HOV System

As the HOV system expands greater pressure will be placed on the existing facilities, requiring some improvements to maintain optimum efficiency. These potential improvements were evaluated in Phase II. The existing facilities were evaluated for various alternative improvements including:

- Barrier separated typical sections
- Improved concurrent typical sections
- Improved concurrent typical sections with enforcement shoulders
- Additional direct access locations

It was concluded that many projects involving widening of these corridors would result in serious constructability problems, major impacts to adjacent infrastructure, and comparatively high right-of-way and construction costs. However, some construction projects should be considered that would provide improved direct access, a wider HOV buffer, improved enforcement areas, or a second HOV lane where required.

Financial Plan

A Financial Plan was developed for this study to recognize potential funding sources for HOV facilities. For more information about this plan please contact the Georgia Department of Transportation Office of Planning.

Future Updates

The goal of the HOV Strategic Implementation Plan for the Atlanta Region is to strategically move HOV projects forward to construction. Updates to the plan will be required as individual projects are implemented. “Toolkits for Implementation” have been defined for both the planning and design process for further development of HOV facilities on a project-by-project basis. These toolkits provide recommendations on additional analysis required as each project is implemented.

As GDOT establishes a sustainable HOV system, an opportunity exists to initiate a program to test measures of effectiveness (MOEs). MOEs will determine if the HOV facilities are achieving the established goals of this study. These can be accomplished through:

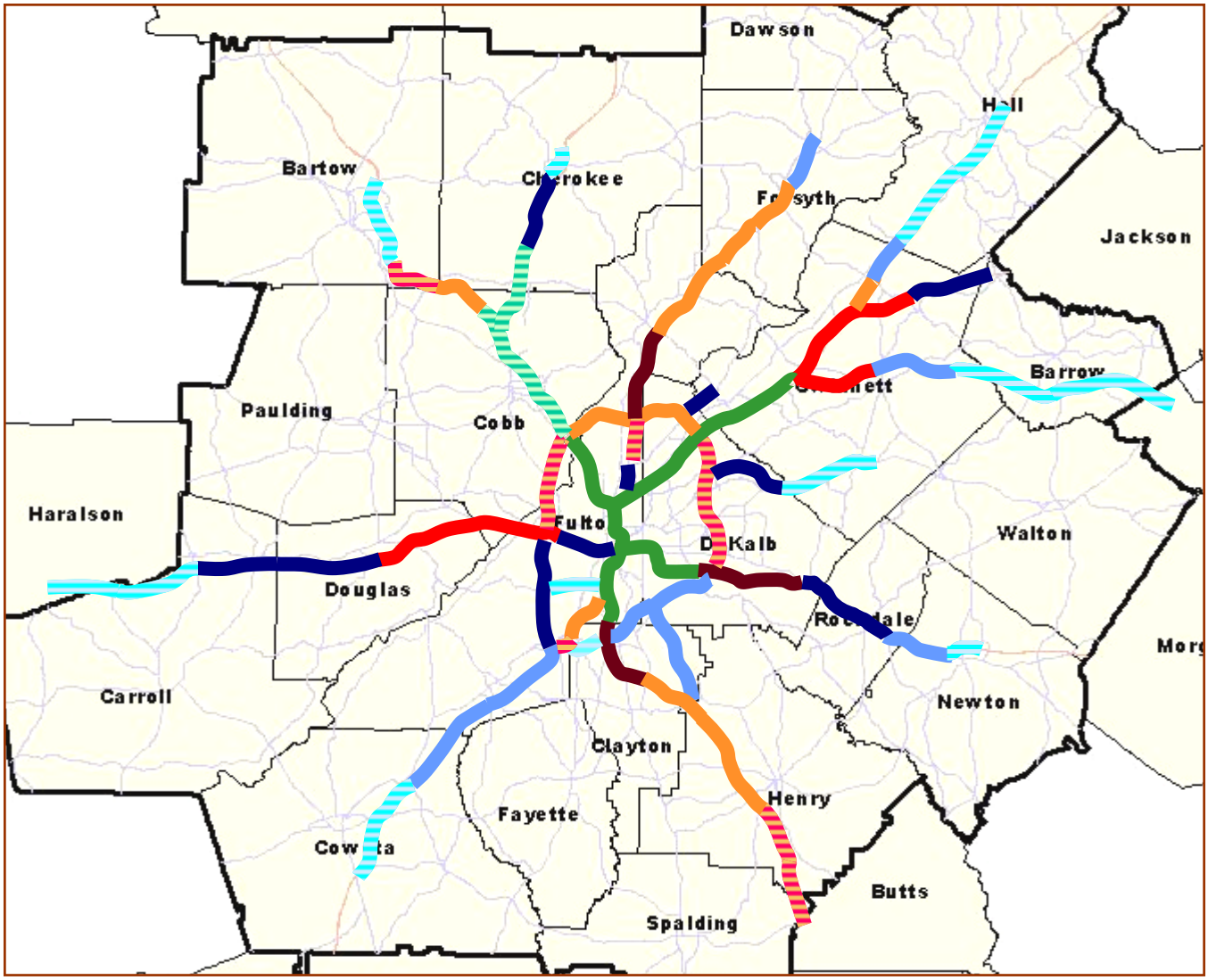
- Pre- and Post-Testing of HOV Facilities
- Additional Data Collection
- Measures of Effectiveness Matrix

Establishing clear strategies to measure the HOV program's success is vital. With an exceptional monitoring program, GDOT can be more successful with the implementation and operation of future HOV projects.

HOV Strategic Implementation Plan for the Atlanta Region
Project Prioritization Tiers

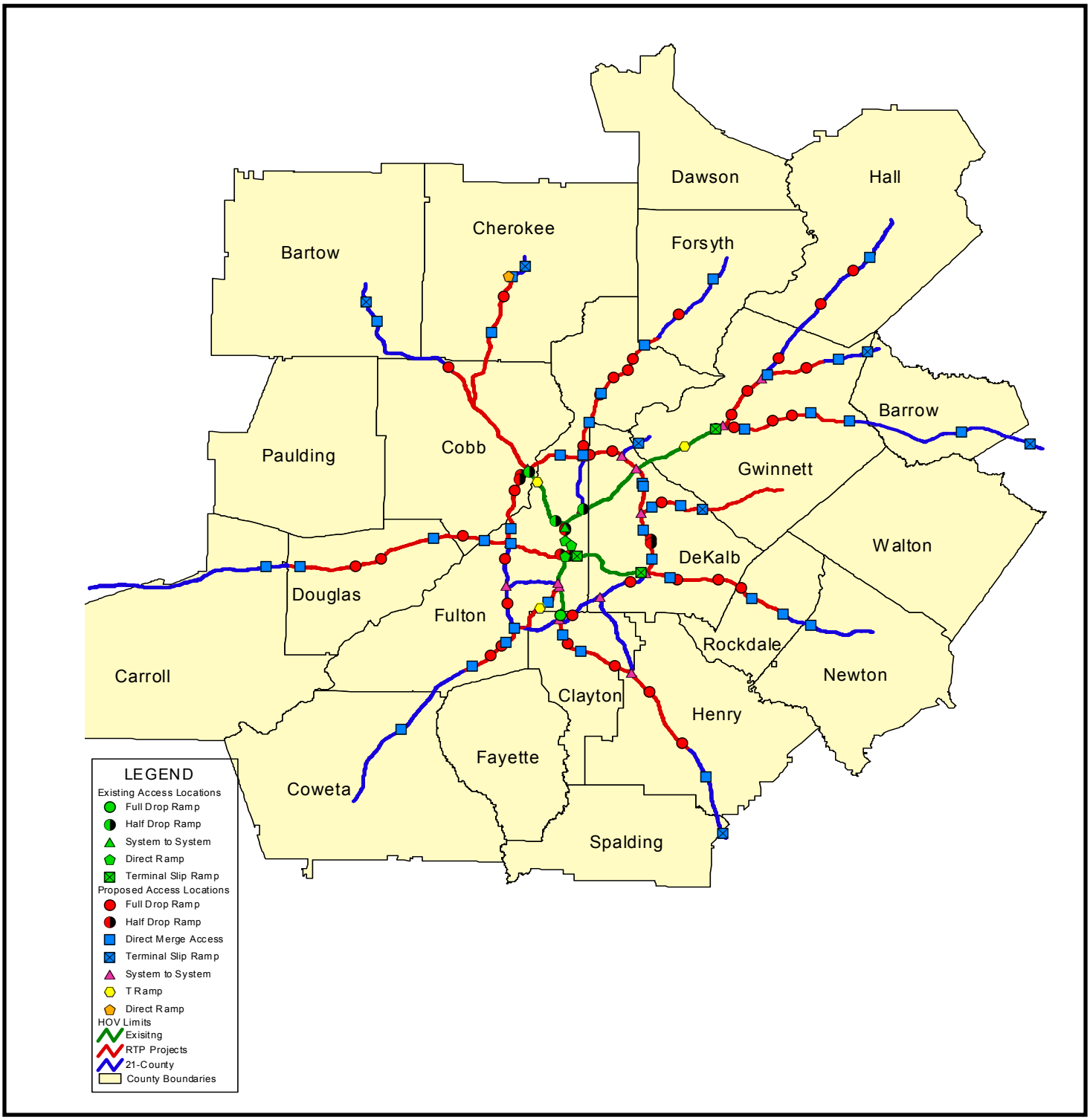
Tier	Description				Length (Miles)	Study Cost Estimate $ Million	AADT per Lane YR 2000	Ratings		
	Corridor	From	To	County				Total	Planning Rating	Construct-ability Rating
Tier 1	**I-85 North**	SR 316	Hamilton Mill Road	Gwinnett	13.8	$ 235.8	15,400	**3.7**	**4**	**3**
	SR 316	I-85	SR 20	Gwinnett	7.5	$ 159.1	13,800	**3.7**	**4**	**3**
	I-20 West	SR 280/Holmes Rd	SR 6/Thornton Road	Fulton/Cobb	8.1	$ 117.3	23,700	**3.0**	**3**	**3**
	I-20 West	SR 6/Thornton Road	SR 5/Bill Arp Road	Douglas	9.9	$ 136.1	17,100	**3.3**	**4**	**2**
				Total Cost		**$ 648.3**				
				Cumulative Cost		**$ 648.3**				
Tier 2	**I-20 East**	Columbia Drive	Evans Mill Drive	DeKalb	8.0	$ 140.0	22,700	**3.0**	**2**	**5**
	I-75 South	Aviation Blvd	SR 54	Clayton	6.4	$ 103.4	20,800	**3.0**	**2**	**5**
	SR 400	I-285	Holcomb Bridge Rd	Fulton	8.1	$ 148.7	24,900	**3.3**	**3**	**4**
				Total Cost		**$ 392.1**				
				Cumulative Cost		**$1,040.4**				
Tier 3	**I-285 (N)**	I-75 North	I-85 North	Cobb/Fulton/DeKalb	13.1	$1,078.5	24,500	**3.7**	**2**	**7**
	SR 400	Holcomb Bridge Rd	McFarland Road	Fulton/Forsyth	8.9	$ 135.5	22,500	**3.7**	**4**	**3**
	I-85 South	I-75/I-85	S. of Riverdale Road	Fulton	6.3	$ 176.8	19,750	**3.7**	**2**	**7**
	I-75 South	Eagles Landing Pkwy	SR 155	Henry	7.8	$ 119.3	18,800	**3.7**	**4**	**3**
	I-75 North	Wade Green Road	SR 92/Alabama Road	Cobb	4.7	$ 62.0	17,300	**3.7**	**4**	**3**
	SR 400	McFarland Road	SR 141/Bethelview Rd	Forsyth	4.2	$ 57.4	15,300	**3.7**	**4**	**3**
	I-75 South	SR 54	Eagles Landing Pkwy	Clayton/Henry	8.2	$ 167.8	14,400	**3.7**	**4**	**3**
	I-985	I-85	SR 20/Buford Drive	Gwinnett	3.6	$ 51.5	14,200	**3.7**	**4**	**3**
	SR 400	SR 141/Bethelview Rd	Bald Ridge Marina Rd	Forsyth	4.7	$ 46.8	14,000	**3.7**	**4**	**3**
				Total Cost		**$1,895.6**				
				Cumulative Cost		**$2,936.0**				
Tier 4	**I-285 (N)**	I-20 West	I-75 North	Fulton/Cobb	9.6	$ 418.7	18,400	**4.0**	**3**	**6**
	I-285 (N)	I-20 East	I-85 North	DeKalb	13.0	$ 764.9	22,700	**4.3**	**3**	**7**
	SR 400	Lenox Road/BH Loop	I-285	Fulton	4.3	$ 139.0	18,200	**4.3**	**4**	**5**
	I-75 North	SR 92/Alabama Road	Old Allatoona Road	Bartow	6.6	$ 88.9	17,100	**4.3**	**5**	**3**
	I-85 South	S. of Riverdale Road	S. of I-285	Fulton	4.2	$ 61.2	16,200	**4.3**	**3**	**7**
	I-75 South	SR 155	Bill Garner Parkway	Henry	4.6	$ 50.8	15,600	**4.3**	**5**	**3**
	I-75 South	Bill Garner Parkway	SR 16	Henry/Spalding	6.6	$ 78.8	14,700	**4.3**	**5**	**3**
				Total Cost		**$1,602.3**				
				Cumulative Cost		**$4,538.3**				
Tier 5	**SR 141**	I-285	SR 140	DeKalb/Gwinnett	3.6	$ 56.3	21,700	**4.7**	**4**	**6**
	I-20 West	I-75/85	SR 280/Holmes Rd	Fulton	5.1	$ 343.4	21,100	**4.7**	**3**	**8**
	SR 400	I-85	Lenox Road/BH Loop	Fulton	2.4	$ 112.0	19,600	**4.7**	**4**	**6**
	I-20 West	SR 5/Bill Arp Road	Liberty Road	Douglas	8.1	$ 90.5	17,000	**4.7**	**6**	**2**
	I-285 (S)	I-85 South	I-20 West	Clayton/Fulton	10.5	$ 406.9	17,000	**4.7**	**4**	**6**
	US 78	I-285	East Park Place	DeKalb	8.9	$ 137.7	15,500	**4.7**	**5**	**4**
	I-20 East	Evans Mill Drive	SR 162/Salem Road	DeKalb/Rockdale	9.6	$ 145.0	15,400	**4.7**	**5**	**4**
	I-20 West	Liberty Road	SR 113	Douglas/Carroll	7.4	$ 82.8	14,200	**4.7**	**6**	**2**
	I-85 North	Hamilton Mill Road	SR 211	Gwinnett/Barrow	6.3	$ 65.8	11,000	**4.7**	**6**	**2**
	I-575	Sixes Road	SR 20	Cherokee	7.5	$ 115.4	10,900	**4.7**	**6**	**2**
				Total Cost		**$1,555.7**				
				Cumulative Cost		**$6,094.0**				
Tier 6	**I-285 (S)**	I-675	I-75 South	DeKalb/Fulton/Clayton	5.8	$ 102.9	16,700	**5.0**	**5**	**5**
	I-285 (S)	I-20 East	I-675	DeKalb	6.1	$ 287.9	16,500	**5.0**	**5**	**5**
	I-85 South	S. of I-285	SR 74	Fulton	6.4	$ 130.9	13,700	**5.0**	**6**	**3**
	SR 316	SR 20	Drowning Creek Road	Gwinnett	7.5	$ 42.6	13,700	**5.0**	**6**	**3**
	I-85 South	SR 74	SR 154	Fulton/Coweta	10.0	$ 104.7	12,100	**5.0**	**6**	**3**
	SR 400	Bald Ridge Marina Rd	Keith Bridge Road	Forsyth	3.6	$ 40.0	10,400	**5.0**	**6**	**3**
	I-675	I-75	I-285	Henry/DeKalb	10.0	$ 116.7	12,100	**5.3**	**7**	**2**
	I-985	SR 20/Buford Drive	SR 347/Friendship Rd	Gwinnett/Hall	4.4	$ 44.3	11,400	**5.3**	**7**	**2**
	I-20 East	SR 162/Salem Road	SR 12/Clark Street (Exit 90)	Rockdale/Newton	6.2	$ 108.7	10,700	**5.3**	**6**	**4**
				Total Cost		**$ 978.8**				
				Cumulative Cost		**$7,072.8**				
Tier 7	**I-75 North**	Old Allatoona Road	SR 20/Canton Highway	Bartow	6.7	$ 81.3	11,400	**5.7**	**7**	**3**
	US 78	East Park Place	SR 84	Gwinnett	7.5	$ 54.3	10,500	**5.7**	**6**	**5**
	I-985	SR 347/Friendship Rd	Mundy Mill Road	Hall	7.7	$ 106.0	10,200	**5.7**	**7**	**3**
	I-85 South	SR 154	US 29/SR 14	Coweta	10.2	$ 111.8	8,600	**5.7**	**7**	**3**
	I-985	Mundy Mill Road	SR 369/JJ Parkway	Hall	8.2	$ 89.5	7,800	**5.7**	**7**	**3**
	I-285 (S)	I-75 South	I-85 South	Clayton	4.0	$ 114.0	16,400	**6.0**	**6**	**6**
	SR 154	I-75/I-85	I-285	Fulton	5.8	$ 425.3	13,500	**6.0**	**5**	**8**
	I-20 West	SR 113	SR 1/US 27	Carroll	7.7	$ 85.1	10,900	**6.0**	**8**	**2**
	I-20 West	SR 1/US 27	SR 100	Carroll/Haralson	6.4	$ 65.4	9,600	**6.0**	**8**	**2**
	I-20 East	SR 12/Clark Street (Exit 90)	SR 142	Newton	3.8	$ 48.2	7,200	**6.0**	**7**	**4**
	SR 316	Drowning Creek Road	SR 11	Gwinnett	8.5	$ 47.7	8,500	**6.3**	**8**	**3**
	SR 316	SR 11	US 78	Gwinnett/Barrow	12.6	$ 67.2	6,300	**6.3**	**8**	**3**
	I-575	SR 20	SR 5 Bus/JE Brown	Cherokee	2.1	$ 29.0	5,800	**6.3**	**8**	**3**
	I-285 (S)	I-85 South	I-85 South	Clayton	1.3	$ 15.0	12,100	**6.7**	**7**	**6**
				Total Cost		**$1,339.8**				
				Cumulative Cost		**$8,412.6**				

HOV Strategic Implementation Plan for the Atlanta Region
Project Prioritization Tiers Ratings



Attachment 1a

HOV Strategic Implementation Plan for the Atlanta Region
Access Location Recommendations



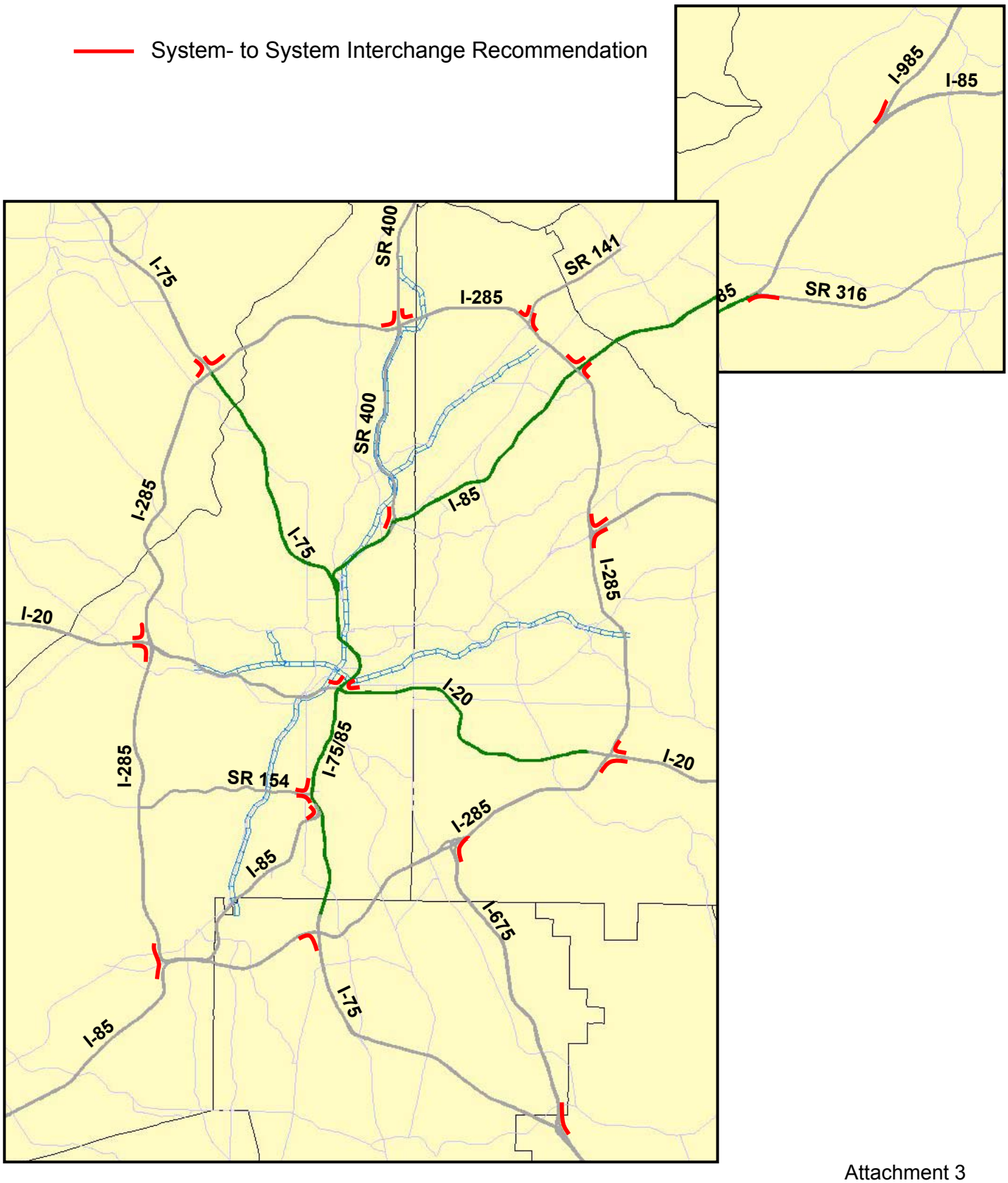
Attachment 2

HOV Strategic Implementation Plan for the Atlanta Region

HOV System to System Interchange Recommendations

Legend

System- to System Interchange Recommendation



Attachment 3

HOV Strategic Implementation Plan for the Atlanta Region

System-to-System Recommendations

HOV System to System Interchange Recommendations (a)			
System to System Location / Movement	HOV Model 2025 AADT Volume	Include Cost Estimate w/Project	Note
I-285 at I-75 North			
I-285 Westbound (Out) to I-75 Northbound	**7,900**	**I-285 (N), I-75N to I-85N**	
I-75 Southbound to I-285 Eastbound	**8,300**		
I-285 Westbound (Out) to I-75 Southbound	1,900	Not Recommended	
I-75 Northbound to I-285 Eastbound	1,500		
I-285 Eastbound (In) to I-75 Northbound	**6,700**	**I-285 (N), I-20W to I-75N**	(b)
I-75 Southbound to I-285 Westbound	**6,400**		
I-285 Eastbound (In) to I-75 Southbound	1,500	Not Recommended	
I-75 Northbound to I-285 Westbound	1,900		
I-285 at SR 400			
I-285 Westbound (Out) to SR 400 Northbound	**7,700**	**I-285 (N), I-75N to I-85N**	
SR 400 Southbound to I-285 Eastbound	**6,800**		
I-285 Westbound (Out) to SR 400 Southbound	1,300	Not Recommended	
SR 400 Northbound to I-285 Eastbound	1,200		
I-285 Eastbound (In) to SR 400 Northbound	**5,800**	**I-285 (N), I-75N to I-85N**	
SR 400 Southbound to I-285 Westbound	**5,500**		
I-285 Eastbound (In) to SR 400 Southbound	1,900	Not Recommended	
SR 400 Northbound to I-285 Westbound	1,300		
I-285 at SR 141/Peachtree Ind'l			
I-285 Westbound (Out) to SR 141 Northbound	**2,800**	**I-285 (N), I-75N to I-85N**	
SR 141 Southbound to I-285 Eastbound	**4,800**		
I-285 Eastbound (In) to SR 141 Northbound	**3,300**	**I-285 (N), I-75N to I-85N**	
SR 141 Southbound to I-285 Westbound	**5,200**		
I-285 at I-85 North			
I-285 Westbound (Out) to I-85 Northbound	**6,000**	**I-285 (N), I-20E to I-85N**	
I-85 Southbound to I-285 Eastbound	**5,600**		
I-285 Westbound (Out) to I-85 Southbound	2,300	Not Recommended	
I-85 Northbound to I-285 Eastbound	2,800		
I-285 Eastbound (In) to I-85 Northbound	**6,800**	**I-285 (N), I-75N to I-85N**	
I-85 Southbound to I-285 Westbound	**6,900**		
I-285 Eastbound (In) to I-85 Southbound	2,400	Not Recommended	
I-85 Northbound to I-285 Westbound	2,200		
I-285 at US 78			
I-285 Northbound (Out) to US 78 Eastbound	**4,100**	**I-285 (N), I-20E to I-85N**	
US 78 Westbound to I-285 Southbound	**5,600**		
I-285 Southbound (In) to US 78 Eastbound	**4,100**	**I-285 (N), I-20E to I-85N**	
US 78 Westbound to I-285 Northbound	**4,200**		
I-285 at I-20 East			
I-285 Northbound (Out) to I-20 Eastbound	**4,100**	**I-285 (S), I-20E to I-675**	
I-20 Westbound to I-285 Southbound	**4,100**		
I-285 Northbound (Out) to I-20 Westbound	0	Not Recommended	
I-20 Eastbound to I-285 Southbound	0		
I-285 Southbound (In) to I-20 Eastbound	**6,000**	**I-285 (N), I-20E to I-85N**	
I-20 Westbound to I-285 Northbound	**6,400**		
I-285 Southbound (In) to I-20 Westbound	1,300	Not Recommended	
I-20 Eastbound to I-285 Northbound	1,300		
I-285 at I-675			
I-285 Westbound (In) to I-675 Southbound	**3,900**	**I-285 (S), I-20E to I-675**	
I-675 Northbound to I-285 Eastbound	**3,900**		
I-285 Eastbound (Out) to I-675 Southbound	100	Not Recommended	
I-675 Northbound to I-285 Westbound	0		
I-285 at I-75 South			
I-285 Westbound (In) to I-75 Northbound	1,400	Not Recommended	
I-75 Southbound to I-285 Eastbound	900		
I-285 Westbound (In) to I-75 Southbound	2,700	Not Recommended	
I-75 Northbound to I-285 Eastbound	2,300		
I-285 Eastbound (Out) to I-75 Northbound	200	Not Recommended	
I-75 Southbound to I-285 Westbound	300		
I-285 Eastbound (Out) to I-75 Southbound	**5,200**	**I-285 (S), I-75S to I-85S**	
I-75 Northbound to I-285 Westbound	**5,100**		

HOV Strategic Implementation Plan for the Atlanta Region
System-to-System Recommendations

HOV System to System Interchange Recommendations (a)			
System to System Location / Movement	**HOV Model 2025 AADT Volume**	**Include Cost Estimate w/Project**	**Note**
I-285 at I-85 South			
I-285 Southbound (Out) to I-85 Southbound	**5,000**	**I-285 (S), I-85S to I-20W**	
I-85 Northbound to I-285 Northbound	**4,900**		
I-285 SB/EB (Out) to I-85 Northbound	1,200	Not Recommended	
I-85 Southbound to I-285 WB/NB	1,600		
I-285 Westbound (In) to I-85 Southbound	3,300	Not Recommended	
I-85 Northbound to I-285 Eastbound	3,500		
I-285 Westbound (In) to I-85 Northbound	1,200	Not Recommended	
I-85 Southbound to I-285 Eastbound	1,600		
I-285 at SR 154/166			
I-285 Northbound (In) to SR 154/166 Eastbound	900	Not Recommended	
SR 166/154 Westbound to I-285 Southbound	1,200		
I-285 Southbound (Out) to SR 154/166 Eastbound	3,500	Not Recommended	
SR 166/154 Westbound to I-285 Northbound	3,300		
I-285 at I-20 West			
I-285 Northbound (In) to I-20 Eastbound	1,600	Not Recommended	
I-20 Westbound to I-285 Southbound	1,500		
I-285 Northbound (In) to I-20 Westbound	**3,700**	**I-285 (S), I-85S to I-20W**	
I-20 Eastbound to I-285 Southbound	**3,600**		
I-285 Southbound (Out) to I-20 Eastbound	2,500	Not Recommended	
I-20 Westbound to I-285 Northbound	1,900		
I-285 Southbound (Out) to I-20 Westbound	**4,700**	**I-285 (N), I-20W to I-75N**	
I-20 Eastbound to I-285 Northbound	**4,100**		
I-75/85 at I-75 & I-85 North Split			
I-75 Southbound to I-85/75 Southbound	**8,000**	**Existing**	
I-75/85 Northbound to I-75 Northbound	**6,800**		
I-85 Southbound to I-75/85 Southbound	**14,600**	**Existing**	
I-75/85 Northbound to I-85 Northbound	**15,400**		
I-75/85 at I-20			
I-75/85 Northbound to I-20 Eastbound	2,700	Not Recommended	
I-20 Westbound to I-75/85 Southbound	1,500		
I-75/85 Northbound to I-20 Westbound	2,000	Not Recommended	
I-20 Eastbound to I-75/85 Southbound	1,700		
I-75/85 Southbound to I-20 Eastbound	5,000	Not Recommended	
I-20 Westbound to I-75/85 Northbound	4,900		
I-75/85 Southbound to I-20 Westbound	5,700	Not Recommended	
I-20 Eastbound to I-75/85 Northbound	6,100		
I-75/85 at SR 166/154			
I-75/85 Southbound to SR 166/154 Westbound	2,600	Not Recommended	
SR 166/154 Eastbound to I-75/85 Northbound	3,100		
I-75/85 Northbound to SR 166/154 Westbound	**5,200**	**SR 154, I-75/85 to I-285**	
SR 166/154 Eastbound to I-75/85 Southbound	**5,200**		
I-75/85 at I-85 & I-75 South Split			
I-75/85 Southbound to I-85 Southbound	**5,500**	**I-85S, I-75/85 to Riverdale Rd.**	
I-85 Northbound to I-75/85 Northbound	**6,500**		
I-75/85 Southbound to I-75 Southbound	**14,100**	**Existing**	
I-75 Northbound to I-75/85 Northbound	**12,800**		
I-75 at I-675			
I-75 Northbound to I-675 Northbound	**3,900**	**I-75S, SR 54 to Eagles Landing**	
I-675 Southbound to I-75 Southbound	**4,000**		
I-85 at SR 400			
I-85 Northbound to SR 400 Northbound	**8,100**	**SR 400, I-85 to Lenox Road**	
SR 400 Southbound to I-85 Southbound	**6,600**		
I-85 Southbound to SR 400 Northbound	1,300	Not Recommended	
SR 400 Southbound to I-85 Northbound	1,900		
I-85 at SR 316			
I-85 Northbound to SR 316 Eastbound	**6,800**	**SR 316, I-85 to SR 20**	(d)
SR 316 Westbound to I-85 Southbound	**6,800**		
I-85 at I-985			
I-85 Northbound to I-985 Northbound	**4,300**	**I-85N, SR 316 to Hamilton Mill**	
I-985 Southbound to I-85 Southbound	**4,500**		

Notes:

(a) Recommended movements always includes the reverse movement

(b) Confirm with I-75/I-575 HOV Design Project

(d) Confirm with Design Projects to include in I-85N Project or SR 316 Project