

ATLANTA REGIONAL MANAGED LANE SYSTEM PLAN

CANDIDATE SYSTEM SCREENING PROCESS

PREPARED FOR

Georgia Department of Transportation
Office of Planning
600 West Peachtree Street NW
Atlanta, GA 30308
Phone: (404) 631-1796
Fax: (404) 631-1804
Contact: Michelle Caldwell

PREPARED BY

HNTB Corporation
3715 Northside Parkway
400 Northcreek, Suite 600
Atlanta, GA 30327
Phone: (404) 946-5708
Fax: (404) 841-2820
Contact: Andrew C. Smith, AICP

Atlanta Regional Managed Lane System Plan

Technical Memorandum 4: Candidate System Screening Process

Prepared for:

Georgia Department of Transportation

One Georgia Center

600 West Peachtree Street NW

Atlanta, Georgia 30308

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CANDIDATE SYSTEM SCREENING PROCESS

A. Purpose

There are 18 corridors being evaluated for potential managed lanes strategies as part of the Atlanta Regional Managed Lane System Plan. A wide variety of lane management strategies are being evaluated along these study corridors such as High Occupancy Toll (HOT) lanes, Express Toll Lanes (ETL)¹, Truck Only Lanes (TOL), and Truck Only Toll lanes (TOT)². The candidate corridors are as follows:

- I-75 North from I-285 North to SR 20;
- I-75 South from I-285 South to SR 16;
- I-85 North from I-285 North to SR 211;
- I-85 South from I-285 South to US 29;
- I-20 East from I-285 East to SR 138;
- I-20 West from I-285 West to Post Road;
- I-285 South from I-75 South to I-20 East;
- I-285 East from I-20 East to I-85 North;
- I-285 North from I-85 North to I-75 North;
- I-285 Northwest from I-75 North to I-20 West;
- I-285 Southwest from I-20 West to I-75 South;
- Inside I-285 (I-75, I-85, I-20, Langford Parkway);
- I-575 from I-75 to SR 20;
- I-675 from I-75 to I-285;
- I-985 from I-85 to SR 13;
- SR 400 from I-85 to SR 20;
- SR 316 from I-85 to SR 81; and
- US 78 from N Druid Hills Road to Rockbridge Road.

¹ ETL means that all vehicles in the managed lanes pay a toll. Trucks are not permitted in the managed lanes.

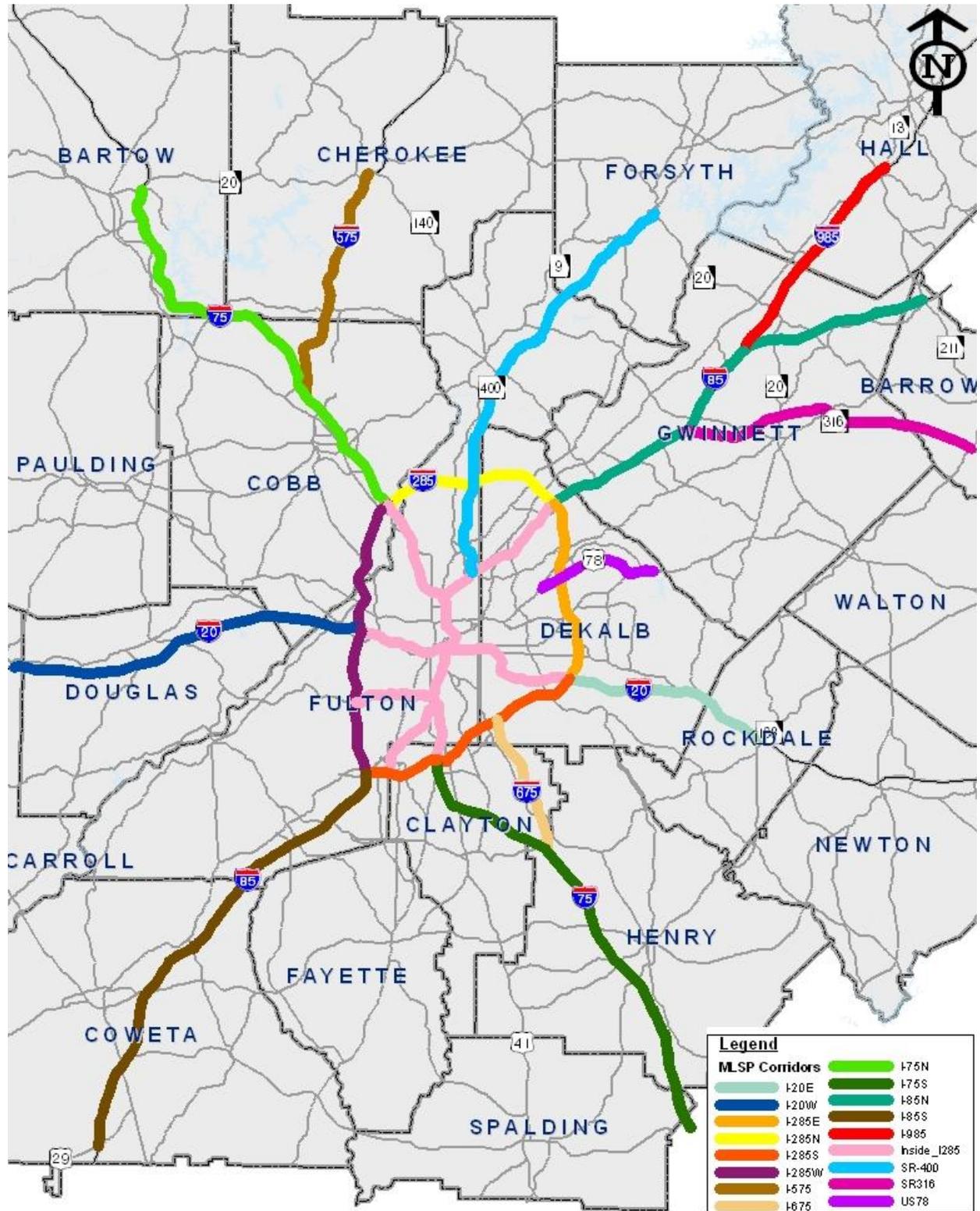
² TOT means the managed lanes are reserved for trucks willing to pay a toll.

Figure 1 displays the study corridors.

This document summarizes the process used in screening the managed lane study corridors and guiding GDOT in determining which corridors can be expected to be the best candidates for managed lane strategies. This document contains the following sections:

- Candidate System Framework;
- Screening Criteria;
- Candidate Screening; and
- Policy Scenarios.

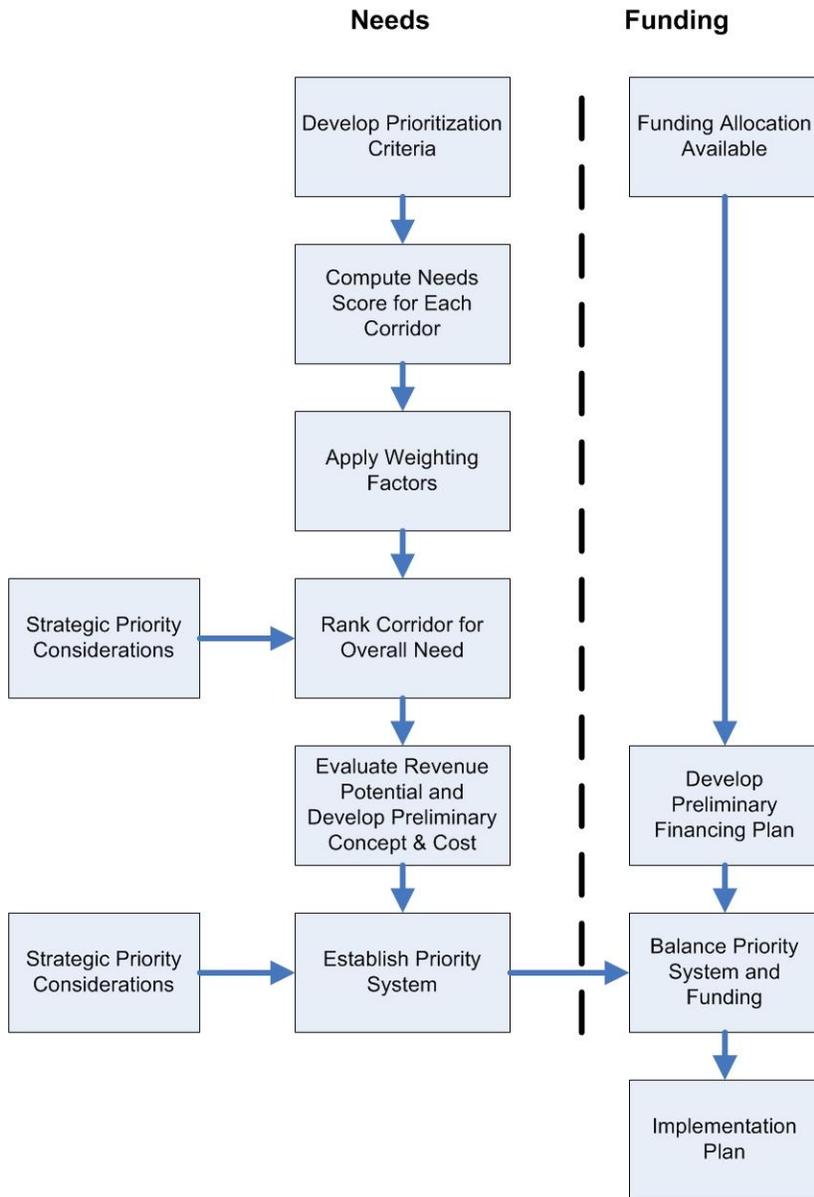
Figure 1: Study Corridors



Candidate System Framework

A framework was developed to illustrate the methodology for screening the candidate corridors and determining the candidate system. The framework involves establishing performance criteria, evaluating corridors, identifying a candidate system, resulting in an implementation plan. Figure 2 displays the candidate system identification framework.

Figure 2: Candidate System Identification Framework



Screening Criteria

Criteria were developed that represent characteristics favoring potential managed lanes. These characteristics were created to consider factors such as vehicle eligibility, accessibility, and connectivity. A total of 26 characteristics were used to screen the candidate corridors and are shown in Table 1.

Table 1: Screening Criteria

Factor	Metrics	Characteristics	
Eligibility	Functional Classification	Functional classification as defined in the HPMS	
	Existing Managed Lanes	Presence of Existing Managed Lanes	
	Trip Length	Trips Length: > 10 miles	
	Vehicle Occupancy	Percent of vehicles with 2 or more occupants	
	Demand	Total Vehicles	
		Total Trucks	
		Total HOVs	
	Level of Congestion	V/C Ratio	
		Duration of Congestion (# of Hours)	
Travel Time Index			
Access	Population Served	% Persons residing within 5 miles of corridor (2005)	
		% Persons residing within 5 miles of corridor (2030)	
	Jobs Served	% Jobs located within 5 miles of corridor (2005)	
		% Jobs located within 5 miles of corridor (2030)	
	Environmental Justice	EJ populations located along corridor	
System Connectivity	Interchange Spacing	Interchanges per mile	
	Connectivity to Other/ Candidate Managed Lanes	Number of System Connections	
	Connectivity to Freight or Intermodal Facilities	Number of Freight Connections	
	Connectivity to Transit	Presence of Existing Express Bus Service	
		Presence of Planned Express Bus or BRT Service	
		Presence of Park and Ride Lots	
		Presence of Planned Park and Ride Lots	
	Previous or On-Going Studies	Corridor identified as a candidate for TOL implementation by Truck Only Lane Study	
		Design Activities Already Underway	
PPI Present on Corridor			
Corridor Identified as Priority in HOV System Plan			

Candidate Screening

Information gathered through the Data Collection phase of this study was used to populate Table 2. This data was obtained from the field, GDOT traffic and roadway characteristic databases, and ARC's travel demand model.

The data was then reviewed and a scoring system was developed to score each of the characteristics. The range of points for each characteristic is between 0 and 1. Table 3 presents the points used as the scoring mechanism.

It is understood that some of these characteristics may be better indicators of potential managed lanes than others. The characteristics listed below are considered more critical than the other characteristics in determining potential managed lane applications:

- Eligibility
 - Presence of Existing Managed Lanes
 - Trips Length: > 10 miles
 - Percent of vehicles with 2 or more occupants
 - Total Vehicles
 - Total Trucks
 - Total HOVs
 - V/C Ratio
 - Duration of Congestion (# of Hours)
 - Travel Time Index
- Access
 - EJ populations located along corridor
- System Connectivity
- Presence of Existing Express Bus Service
- Presence of Planned Express Bus or BRT Service
- Presence of Park and Ride Lots
- Presence of Planned Park and Ride Lots
- Corridor identified as a candidate for TOL implementation by Truck Only Lane Study
- PPI Present on Corridor

These higher priority characteristics are those most critical to evaluating managed lane feasibility. The other characteristics, though still very important, represent information that is useful for establishing a candidate system but not critical. Therefore, higher priority characteristics were given an additional weighting factor of twice the measure.

Table 4 displays the scoring results from applying the points from Table 3 and the weighting factors as discuss above. The total possible points a corridor can receive is 42. The candidate corridors received scores in the range of 11.2 to 28.5.

Table 2: Candidate Corridors Inputs

Factor	Metrics	Characteristics	I-75 N	I-75 S	I-85 N	I-85 S	I-20 E	I-20 W	I-285 S	I-285 E	I-285 N	I-285 NW	I-285 SW	Inside I-285	I-575	I-675	I-985	SR 400	SR 316	US 78	
			I-285 N to SR 20	I-285 S to SR 16	I-285 N to SR 211	I-285 S to US 29	I-285 E to SR 138	I-285 W to Post Rd	I-75 S to I-20E	I-20 E to I-85 N	I-85 N to I-75 N	I-75 N to I-20 W	I-20 W to I-75 S	I-285 S to I-285 N	I-75 to SR 20	I-75 to I-285	I-85 to SR 13	I-85 to SR 20	I-85 N to SR 81	N Druid Hills Rd to Rockbridge Rd	
Eligibility	Functional Classification	Functional classification as defined in the HPMS	Interstate	Interstate	Interstate	Interstate	Interstate	Interstate	Interstate	Interstate	Interstate	Interstate	Interstate	Interstate	Interstate	Interstate	Interstate	Limited Access	Limited Access	Limited Access	
	Existing Managed Lanes	Presence of Existing Managed Lanes	None	None	HOV	None	None	None	None	None	None	None	None	HOV	None	None	None	None	None	None	
	Trip Length	Trips > 10 miles	95%	94%	94%	98%	96%	98%	98%	94%	92%	95%	96%	92%	92%	98%	98%	92%	93%	89%	
	Vehicle Occupancy	Percent of vehicles with 2 or more occupants	9%	10%	9%	7%	9%	8%	9%	9%	9%	9%	9%	9%	8%	8%	8%	12%	8%	8%	
	Daily Demand	Total Vehicles		220,689	149,441	219,008	130,388	132,892	116,369	148,049	199,470	237,787	154,846	156,846	184,890	69,394	61,894	55,292	142,692	52,456	93,899
		Total Trucks		17,655	28,394	8,760	7,823	11,960	22,110	24,428	17,952	16,645	24,775	39,212	16,548	4,719	8,102	2,400	6,350	2,098	3,756
		Total HOVs		13,021	7,085	41,373	5,355	13,561	9,948	12,628	21,109	26,864	15,845	9,973	68,409	9,225	6,221	8,674	16,644	6,848	13,771
	Level of Congestion	V/C Ratio		0.92	0.81	0.84	0.64	0.92	0.86	0.87	0.98	0.94	0.95	0.77	0.84	0.85	0.72	0.86	0.96	0.79	0.88
		Duration of Congestion (# of Hours)		2.69	1.07	2.01	0.20	2.23	1.73	0.77	3.67	4.14	1.97	0.02	5.96	2.34	0.55	0.79	4.73	1.76	2.14
		Travel Time Index		2.29	1.61	2.05	1.32	2.27	1.78	1.80	2.08	2.11	1.88	1.35	1.72	1.96	1.45	1.65	2.49	1.65	1.71
Access	Population Served	% Persons Residing within 5 miles of Corridor (2005)	12%	9%	14%	6%	8%	8%	11%	14%	13%	9%	10%	33%	7%	7%	5%	17%	7%	11%	
		% Persons Residing within 5 miles of Corridor (2030)	10%	9%	12%	6%	7%	8%	8%	10%	9%	7%	8%	8%	25%	6%	6%	5%	14%	8%	8%
	Jobs Served	% Jobs Located within 5 miles of Corridor (2005)	15%	10%	18%	8%	4%	6%	11%	16%	26%	12%	13%	51%	6%	5%	4%	33%	6%	10%	
		% Jobs Located within 5 miles of Corridor (2030)	12%	9%	15%	7%	4%	6%	8%	11%	17%	8%	9%	37%	6%	5%	5%	28%	8%	7%	
	Environmental Justice	EJ Populations Located along Corridor	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
System Connectivity	Interchange Spacing	Interchanges per mile	0.48	0.36	0.56	0.19	0.44	0.34	0.48	0.44	1.00	0.62	0.54	1.10	0.53	0.39	0.24	0.38	0.80	0.68	
	Connectivity to Other/Candidate Managed	Number of System Connections	2	2	3	1	1	1	3	3	3	2	3	8	1	2	1	2	1	1	
	Connectivity to Freight or Intermodal Facilities	Number of Freight Connections	0	1	1	0	0	1	0	2	2	2	1	14	0	0	0	3	0	0	
	Connectivity to Transit	Presence of Existing Express Bus Service	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	No	Yes	Yes	No	Yes	
		Presence of Planned Express Bus or BRT Service	Yes	No	Yes	No	No	No	No	No	Yes	Yes	No	No	No	No	No	No	No	No	
		Presence of Park and Ride Lots	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No	Yes	No	Yes	No	Yes	
		Presence of Planned Park and Ride Lots	No	Yes	No	No	Yes	No	No	No	No	No	No	No	No	No	No	No	Yes	No	No
	Previous or On-going Studies	Corridor Identified as a Candidate for TOL Implementation by Truck Only Lane Study	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No	No	No	No
		Design Activities Already Underway	Yes	Yes	Yes	No	Yes	Yes	No	No	No	Yes	Yes	No	No	Yes	No	Yes	Yes	Yes	No
		PPI Present on Corridor	Yes	No	No	No	Yes	Yes	No	No	No	No	Yes	No	No	Yes	No	No	Yes	No	No
Corridor Identified as Priority in HOV System Plan		Under Development	Tier 3	Tier 1	Tier 6	Tier 2	Tier 1	Tier 6	Tier 4	Tier 3	Tier 4	Tier 5	Existing	Under Development	Tier 6	Tier 3	Tier 2	Tier 1	Tier 5		

Table 3: Screening Criteria Scoring

Factor	Characteristics	Data / Points							
Eligibility	Functional Classification	Arterial	Limited Access	Interstate					
	<i>points</i>	0.00	0.50	1.00					
	Existing Managed Lanes	none	HOV						
	<i>points</i>	0.00	1.00						
	Trip Length > 10 miles	0.80	0.85	0.90	0.93	0.95	0.98		
	<i>points</i>	0.00	0.17	0.33	0.50	0.67	0.83	1.00	
	% HOV	0.00	0.05	0.08	0.10	0.15			
	<i>points</i>	0.00	0.20	0.40	0.60	0.80	1.00		
	Total Vehicles	50,000	75,000	100,000	150,000	200,000	250,000		
	<i>points</i>	0.00	0.17	0.33	0.50	0.67	0.83	1.00	
	Total Trucks	5,000	10,000	15,000	20,000	25,000	30,000		
	<i>points</i>	0.00	0.17	0.33	0.50	0.67	0.83	1.00	
	Total HOVs	5,000	10,000	15,000	20,000	25,000	30,000		
	<i>points</i>	0.00	0.17	0.33	0.50	0.67	0.83	1.00	
	VC Ratio	0.70	0.75	0.80	0.85	0.90	0.95		
	<i>points</i>	0.00	0.17	0.33	0.50	0.67	0.83	1.00	
	Duration of Congestion (# of Hours)	1	2	3	4	5	6		
	<i>points</i>	0.00	0.17	0.33	0.50	0.67	0.83	1.00	
Travel Time Index	1.00	1.30	1.50	1.80	2.00	2.30			
<i>points</i>	0.00	0.17	0.33	0.50	0.67	0.83	1.00		
Access	% Persons within 5 miles of Corridor (2005)	0.05	0.10	0.15	0.20	0.25	0.30		
	<i>points</i>	0.00	0.17	0.33	0.50	0.67	0.83	1.00	
	% Persons within 5 miles of Corridor (2030)	0.05	0.10	0.15	0.20	0.25	0.30		
	<i>points</i>	0.00	0.17	0.33	0.50	0.67	0.83	1.00	
	% Jobs within 5 miles of Corridor (2005)	0.05	0.10	0.15	0.20	0.25	0.30		
	<i>points</i>	0.00	0.17	0.33	0.50	0.67	0.83	1.00	
	% Jobs within 5 miles of Corridor (2030)	0.05	0.10	0.15	0.20	0.25	0.30		
	<i>points</i>	0.00	0.17	0.33	0.50	0.67	0.83	1.00	
EJ Populations within 5 miles of Corridor	No	Yes							
<i>points</i>	0.00	1.00							
System Connectivity	Interchanges per mile	0.10	0.25	0.50	0.75	1.00			
	<i>points</i>	0.00	0.20	0.40	0.60	0.80	1.00		
	# of System Connections	0	1	2	3				
<i>points</i>	0.00	0.25	0.50	0.75	1.00				

Factor	Characteristics	Data / Points							
System Connectivity	# of Freight/ Intermodal Connections	0	1	2	3				
	<i>points</i>	0.00	0.25	0.50	0.75	1.00			
	Existing Express Bus Service	No	Yes						
	<i>points</i>	0.00	1.00						
	Planned Express Bus or BRT Service	No	Yes						
	<i>points</i>	0.00	1.00						
	Existing Park and Ride Lots	No	Yes						
	<i>points</i>	0.00	1.00						
	Planned Park and Ride Lots	No	Yes						
	<i>points</i>	0.00	1.00						
	Identified as TOL Candidate by Truck Only Lane Study	No	Yes						
	<i>points</i>	0.00	1.00						
	Design Activities Underway	No	Yes						
	<i>points</i>	0.00	1.00						
	PPI Present on Corridor	No	Yes						
	<i>points</i>	0.00	1.00						
Identified as Priority in HOV System Plan	Existing	Tier 6	Tier 5	Tier 4	Tier 3	Tier 2	Tier 1	Under Development	
<i>points</i>	0.00	0.14	0.29	0.43	0.57	0.71	0.86	1.00	

The initial screening can be divided into three equal tiers as follows:

- Tier 1 (Highest Priority)
 - I-85 North from I-285 North to SR 211
 - I-75 North from I-285 North to SR 20
 - I-285 North from I-85 North to I-75 North
 - SR 400 from I-85 to SR 20
 - I-20 East from I-285 East to SR 138
 - I-285 East from I-20 East to I-85 North
- Tier 2
 - Inside I-285 (I-75, I-85, I-20, Langford Parkway)
 - I-75 South from I-285 South to SR 16
 - I-20 West from I-285 West to Post Road
 - I-285 Northwest from I-75 North to I-20 West
 - I-575 from I-75 to SR 20
 - I-285 Southwest from I-20 West to I-75 South
- Tier 3 (Lowest Priority)
 - I-85 South from I-285 South to US 29

- I-285 South from I-75 South to I-20 East
- I-675 from I-75 to I-285
- I-985 from I-85 to SR 13
- SR 316 from I-85 to SR 81
- US 78 from N Druid Hills Road to Rockbridge Road

Table 4: Candidate Corridors Screening Results

Factor	Metrics	Characteristics	I-75 N	I-75 S	I-85 N	I-85 S	I-20 E	I-20 W	I-285 S	I-285 E	I-285 N	I-285 NW	I-285 SW	Inside I-285	I-575	I-675	I-985	SR 400	SR 316	US 78	
			I-285 N to SR 20	I-285 S to SR 16	I-285 N to SR 211	I-285 S to US 29	I-285 E to SR 138	I-285 W to Post Rd	I-75 S to I-20E	I-20 E to I-85 N	I-85 N to I-75 N	I-75 N to I-20 W	I-20 W to I-75 S	I-285 S to I-285 N	I-75 to SR 20	I-75 to I-285	I-85 to SR 13	I-85 to SR 20	I-85 N to SR 81	N Druid Hills Rd to Rockbridge Rd	
Eligibility	Functional Classification	Functional classification as defined in the HPMS	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.5	0.5	0.5	
	Existing Managed Lanes	Presence of Existing Managed Lanes	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Trip Length	Trips > 10 miles	1.3	1.3	1.3	2.0	1.7	1.7	1.7	1.3	1.0	1.3	1.7	1.0	1.0	1.7	2.0	1.0	1.0	0.7	
	Vehicle Occupancy	Percent of vehicles with 2 or more occupants	1.2	1.6	1.2	0.8	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.6	1.2	1.2
	Daily Demand	Total Vehicles		1.7	1.0	1.7	1.0	1.0	1.0	1.0	1.3	1.7	1.3	1.3	1.3	0.3	0.3	0.3	1.0	0.3	0.7
		Total Trucks		1.0	1.7	0.3	0.3	0.7	1.3	1.3	1.0	1.0	1.3	2.0	1.0	0.0	0.3	0.0	0.3	0.0	0.0
		Total HOVs		0.7	0.3	2.0	0.3	0.7	0.3	0.7	1.3	1.7	1.0	0.3	2.0	0.3	0.3	0.3	1.0	0.3	0.7
	Level of Congestion	V/C Ratio		1.7	1.0	1.0	0.0	1.7	1.3	1.3	2.0	1.7	1.7	0.7	1.0	1.3	0.3	1.3	2.0	0.7	1.3
		Duration of Congestion (# of Hours)		0.7	0.3	0.7	0.0	0.7	0.3	0.0	1.0	1.3	0.3	0.0	1.7	0.7	0.0	0.0	1.3	0.3	0.7
Travel Time Index			1.7	1.0	1.7	0.7	1.7	1.0	1.3	1.7	1.7	1.3	0.7	1.0	1.3	0.7	1.0	2.0	1.0	1.0	
Access	Population Served	% Persons Residing within 5 miles of Corridor (2005)	0.3	0.2	0.3	0.2	0.2	0.2	0.3	0.3	0.3	0.2	0.3	1.0	0.2	0.2	0.0	0.5	0.2	0.3	
		% Persons Residing within 5 miles of Corridor (2030)	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.3	0.2	0.2	0.2	0.2	0.7	0.2	0.2	0.2	0.3	0.2	0.2
	Jobs Served	% Jobs Located within 5 miles of Corridor (2005)	0.3	0.3	0.5	0.2	0.0	0.2	0.3	0.5	0.8	0.3	0.3	1.0	0.2	0.2	0.0	1.0	0.2	0.2	
		% Jobs Located within 5 miles of Corridor (2030)	0.3	0.2	0.5	0.2	0.0	0.2	0.2	0.3	0.5	0.2	0.2	1.0	0.2	0.0	0.2	0.8	0.2	0.2	
Environmental Justice	EJ Populations Located within 5 miles of Corridor	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
System Connectivity	Interchange Spacing	Interchanges per mile	0.4	0.4	0.6	0.2	0.4	0.4	0.4	0.4	1.0	0.6	0.6	1.0	0.6	0.4	0.2	0.4	0.8	0.6	
	Connectivity to Other/Candidate Managed	Number of System Connections	0.8	0.8	1.0	0.5	0.5	0.5	1.0	1.0	1.0	0.8	1.0	1.0	0.5	0.8	0.5	0.8	0.5	0.5	
	Connectivity to Freight or Intermodal Facilities	Number of Connections	0.0	0.5	0.5	0.0	0.0	0.5	0.0	0.8	0.8	0.8	0.5	1.0	0.0	0.0	0.0	1.0	0.0	0.0	
	Connectivity to Transit	Presence of Existing Express Bus Service		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0
		Presence of Planned Express Bus or BRT Service		2.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		Presence of Park and Ride Lots		2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0
		Presence of Planned Park and Ride Lots		0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
	Previous or On-going Studies	Corridor Identified as a Candidate for TOL Implementation by Truck Only Lane Study		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
		Design Activities Already Underway		1.0	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	1.0	0.0
PPI Present on Corridor			2.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	
Corridor Identified as Priority in HOV System Plan			1.0	0.6	0.9	0.1	0.7	0.9	0.1	0.4	0.6	0.4	0.3	0.0	1.0	0.1	0.6	0.7	0.9	0.3	
Total			27.2	23.3	28.5	15.6	25.1	23.1	16.1	23.9	26.4	20.9	16.3	23.9	19.0	11.7	15.8	25.3	11.2	14.9	

Policy Scenarios

To achieve a better understanding on how some potential policy decisions can effect the scoring of corridors, several sensitivity tests were conducted. The following policy scenarios were used to test sensitivity:

- Mobility Option – Policy decision to give users maximum mobility options;
- Throughput – Policy decision to move the most amount of people through the transportation system;
- Support Transit Investment – Policy decision to support express bus service and BRT;
- Revenue Maximization – Policy decision to maximize the revenue for managed lanes;
- Truck Movement – Policy decision to enhance the movement of trucks and freight; and,
- Fast Track Implementation – Policy decision to emphasize projects which have already moved forward in the planning and design process.

In order to determine how the scoring of corridors would change as potential policy decisions are made, an additional weighting factor of 25% (10.5 points) of the total score was assigned to the key characteristics for that policy objective. The following are considered key characteristics for each of the policy scenarios:

- Mobility Option
 - V/C Ratio
 - Duration of Congestion
 - Population & Jobs Served
- Throughput
 - V/C Ratio
 - Duration of Congestion
 - Total HOVs
 - Exiting Park and Ride
 - Planned Park and Ride
- Support Transit Investment
 - Existing Express Bus
 - Planned Express Bus / BRT
- Revenue Maximization
 - V/C Ratio
 - Duration of Congestion
- Truck Movement
 - Truck Volumes
 - Recommended by TOL Study
 - Freight or Intermodal Connections
- Fast Track Implementation
 - PPI Present on Corridor
 - Design Underway
 - Identified as Priority in HOV System Plan

The results of the policy scenarios are shown in Table 5 along with the initial results for comparison purposes.

Table 5: Policy Scenario Scores

Corridor	Limits	Base	Mobility Option	Throughput	Support Transit	Revenue Maximization	Trucks	Fast Track
I-75 N	I-285 N to SR 20	27.18	31.27	32.43	37.68	33.31	32.43	37.68
I-75 S	I-285 S to SR 16	23.32	25.95	29.27	28.57	26.82	31.49	28.82
I-85 N	I-285 N to SR 211	28.49	32.86	34.44	38.99	32.86	34.32	34.99
I-85 S	I-285 S to US 29	15.64	16.81	18.09	20.89	15.64	19.73	16.14
I-20 E	I-285 E to SR 138	25.15	27.77	32.50	30.40	31.27	29.81	34.65
I-20 W	I-285 W to Post Rd	23.12	25.75	27.32	28.37	27.50	30.71	33.12
I-285 S	I-75 S to I-20 E	16.08	18.99	18.18	16.08	19.58	21.91	16.58
I-285 E	I-20 E to I-85 N	23.94	29.19	28.49	34.44	31.82	31.82	25.44
I-285 N	I-85 N to I-75 N	26.35	32.19	31.25	36.85	34.23	34.23	31.85
I-285 NW	I-75 N to I-20 W	20.89	24.10	24.04	20.89	26.14	29.35	29.39
I-285 SW	I-20 W to I-75 S	16.25	18.59	17.30	16.25	18.00	25.00	17.25
Inside I-285	I-285 S to I-285 N	23.87	32.62	28.77	29.12	30.87	29.12	23.87
I-575	I-75 to SR 20	18.97	21.88	23.52	24.22	24.22	18.97	29.47
I-675	I-75 to I-285	11.66	12.83	12.36	11.66	12.53	15.74	12.16
I-985	I-85 to SR 13	15.80	17.55	19.65	21.05	19.30	15.80	21.30
SR 400	I-85 to SR 20	25.30	32.88	31.95	30.55	34.05	29.38	34.80
SR 316	I-85 N to SR 81	11.19	13.23	12.59	11.19	13.82	11.19	17.69
US 78	N Druid Hills Rd to Rockbridge Rd	14.92	18.13	19.82	20.17	20.17	14.92	15.92

- Excellent potential under policy scenario
- Good potential under policy scenario
- Moderate potential under policy scenario

It should be noted that the scores in Table 5 do not represent the need for implementation; rather they reflect how flexible each corridor is to potential policy decisions. This means that if Support Transit scores higher for a corridor than Throughput, this is not an indicator that a transit policy is more appropriate than a throughput policy. It simply reveals, when a policy decision is made or changed, how flexible a particular corridor could be to policy decisions. Corridors that perform well under a majority of policy decisions should be considered a better candidate for managed lanes. Corridors that do not perform well under the various policy scenarios should be considered less desirable.

Summary

Reviewing the results of the candidate corridor screening and the flexibility of each candidate corridor under various policy decisions, the following tiers were developed:

- Tier 1 (Highest Priority)
 - I-75 North from I-285 North to SR 20
 - I-85 North from I-285 North to SR 211
 - I-20 East from I-285 East to SR 138
 - I-285 North from I-85 North to I-75 North
 - I-285 East from I-20 East to I-85 North
 - SR 400 from I-85 to SR 20
- Tier 2
 - I-75 South from I-285 South to SR 16
 - I-20 West from I-285 West to Post Road
 - I-285 Northwest from I-75 North to I-20 West
 - Inside I-285 (I-75, I-85, I-20, Langford Parkway)
 - I-575 from I-75 to SR 20
- Tier 3 (Lowest Priority)
 - I-85 South from I-285 South to US 29
 - I-285 South from I-75 South to I-20 East
 - I-285 Southwest from I-20 West to I-75 South
 - I-675 from I-75 to I-285
 - I-985 from I-85 to SR 13
 - SR 316 from I-85 to SR 81
 - US 78 from N Druid Hills Road to Rockbridge Road