

Atlanta Regional
MANAGED LANES
Implementation Plan



FINAL REPORT

Appendix D

**Corridor Screening & Access
Locations**

Prepared for



Prepared BY

HNTB Corporation

3715 Northside Parkway

200 Northcreek, Suite 800

Atlanta, GA 30327

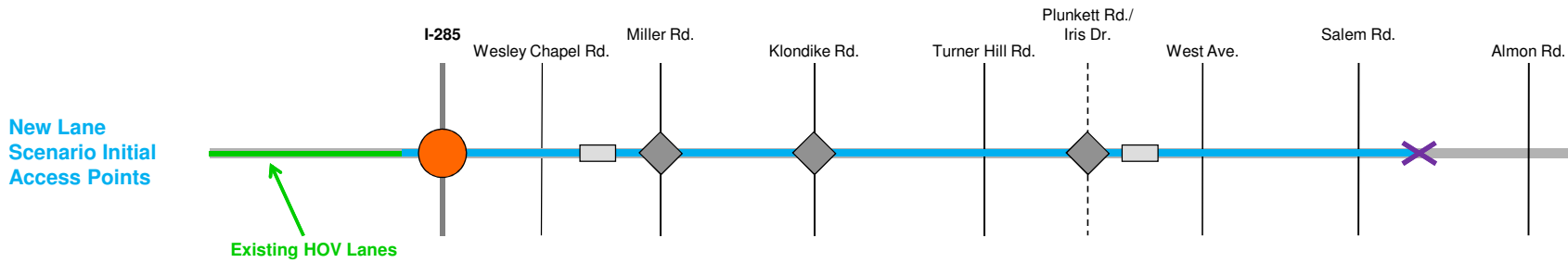
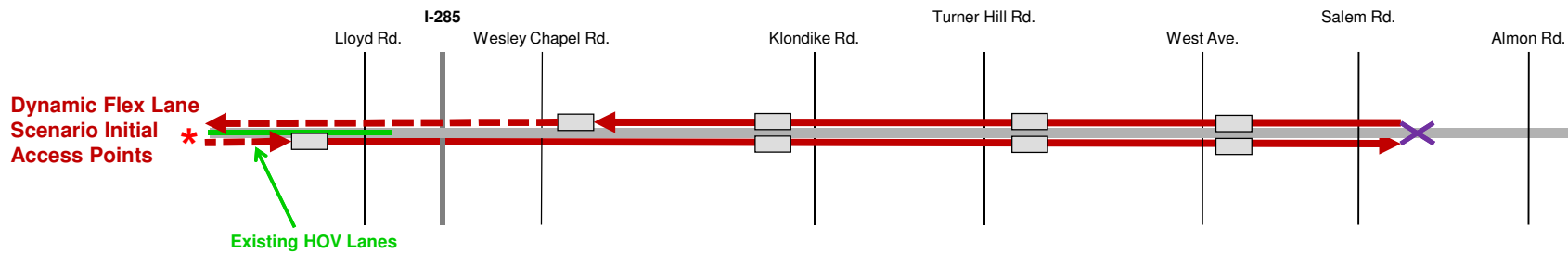
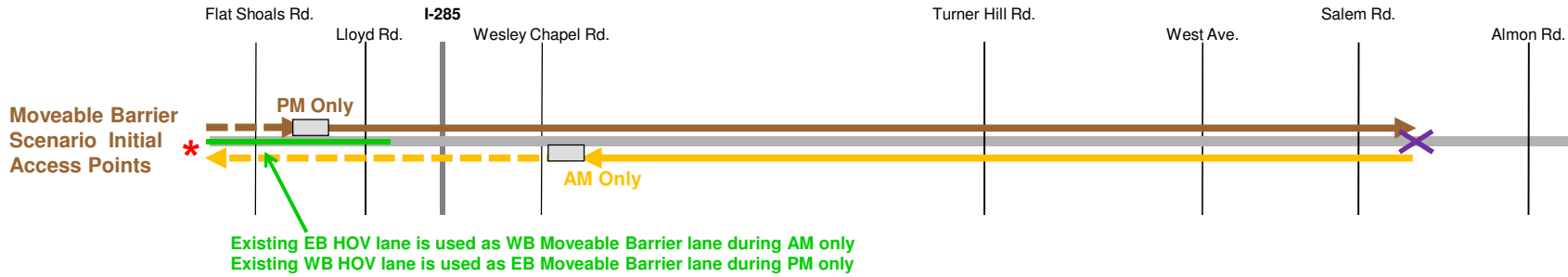
(404) 946-5700

Number	Corridor	MLSP Tier	Needs - TMC			Needs - TomTom			Needs - SkyComp	
			Speed	Duration	Distance	Speed	Duration	Distance	Duration (hrs)	Distance
1	I-75 N	Tier 1	< 25 mph	2 - 4	15	< 25 mph	2 - 4	16	2 - 4	14
2	I-75 S	Tier 2	< 25 mph	2 - 4	10	< 25 mph	2 - 4	12	2 - 4	15
3	I-85 N	Tier 1	< 25 mph	2 - 4	10	< 25 mph	2 - 4	17	2 - 4	20
4	I-85 S	Tier 3	> 45 mph	< 1	0.5	> 45 mph	< 1	0	< 1	0
5	I-20 E	Tier 2	n.a.	n.a.	n.a.	< 25 mph	2 - 4	12	2 - 4	9
6	I-20 W	Tier 2	n.a.	n.a.	n.a.	25 - 35 mph	2 - 4	10	2 - 4	7
7	I-285 S	Tier 3	> 45 mph	< 1	0	> 45 mph	1 - 2	5	< 1	0
8	I-285 E	Tier 1	< 25 mph	2 - 4	13	25 - 35 mph	2 - 4	13	2 - 4	13
9	I-285 N	Tier 1	< 25 mph	4 - 6	13	n.a.	n.a.	n.a.	2 - 4	13
10	I-285 NW	Tier 2	< 25 mph	2 - 4	10	25 - 35 mph	2 - 4	10	1 - 2	10
11	I-285 SW	Tier 3	> 45 mph	< 1	0	35 - 45 mph	1 - 2	2	< 1	0
12	SR 400	Tier 1	< 25 mph	4 - 6	15	< 25 mph	2 - 4	22	2 - 4	25
13	I-75 Inside	Tier 2	< 25 mph	> 6	18	< 25 mph	> 6	15	> 6	14
14	I-85 Inside	Tier 2	< 25 mph	> 6	19	< 25 mph	> 6	13	> 6	12
15	I-20 Inside	Tier 2	< 25 mph	< 1	9	35 - 45 mph	2 - 4	5	2 - 4	6
16	SR 400 Inside	Tier 2	n.a.	n.a.	n.a.	< 25 mph	4 - 6	5	1 - 2	5
17	SR166 Landford Parkway	Tier 2	> 45 mph	< 1	0	> 45 mph	1 - 2	2	< 1	0
18	I-575	Tier 2	< 25 mph	2 - 4	7	n.a.	n.a.	n.a.	2 - 4	11
19	I-675	Tier 3	n.a.	n.a.	n.a.	> 45 mph	1 - 2	1	1 - 2	3
20	I-985	Tier 3	n.a.	n.a.	n.a.	> 45 mph	1 - 2	3	< 1	0
21	SR 316	Tier 3	n.a.	n.a.	n.a.	< 25 mph	2 - 4	6	2 - 4	3
22	US 78	Tier 3	35 - 45 mph	1 - 2	6	35 - 45 mph	1 - 2	6	1 - 2	8
23	Peachtree Industrial Blvd	Tier 3	35 - 45 mph	1 - 2	3	35 - 45 mph	1 - 2	2	1 - 2	3

Access Locations – I-20 East

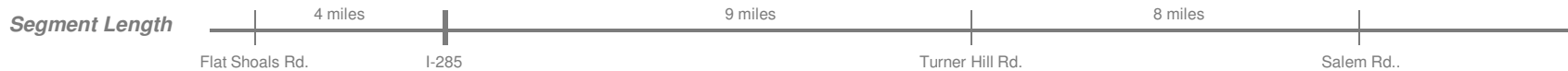


■ What are the initial access points that should be considered?



* See I-20 East Inside I-285

- System to System
- Full Drop Ramp
- Half Drop Ramp
- Direct Merge
- Terminal Slip Ramp



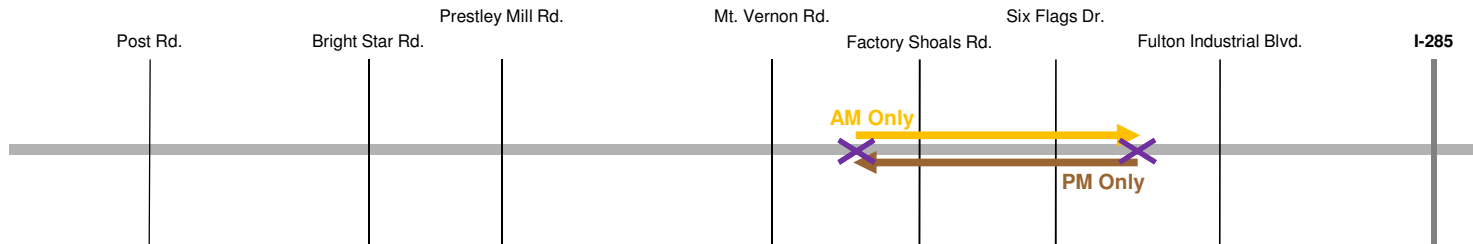
Access Locations – I-20 West



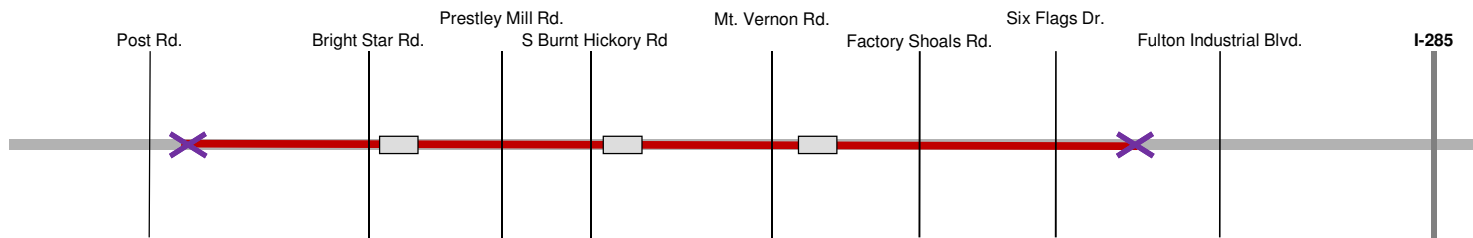
- What are the initial access points that should be considered?



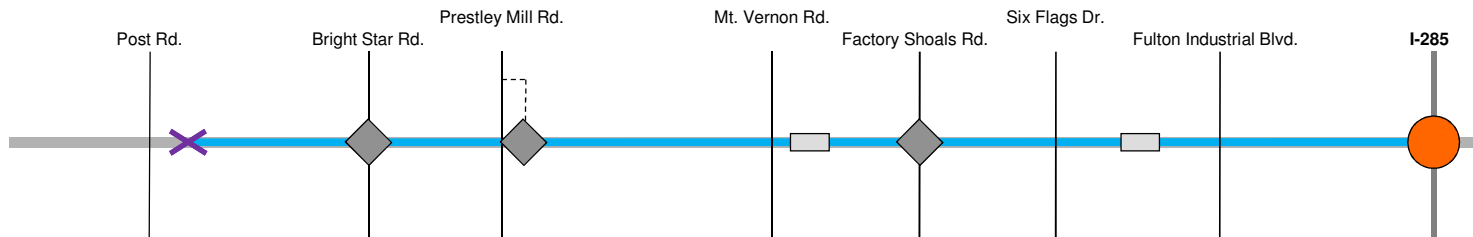
Moveable Barrier Scenario Initial Access Points



Dynamic Flex Lane Scenario Initial Access Points



New Lane Scenario Initial Access Points



Segment Length

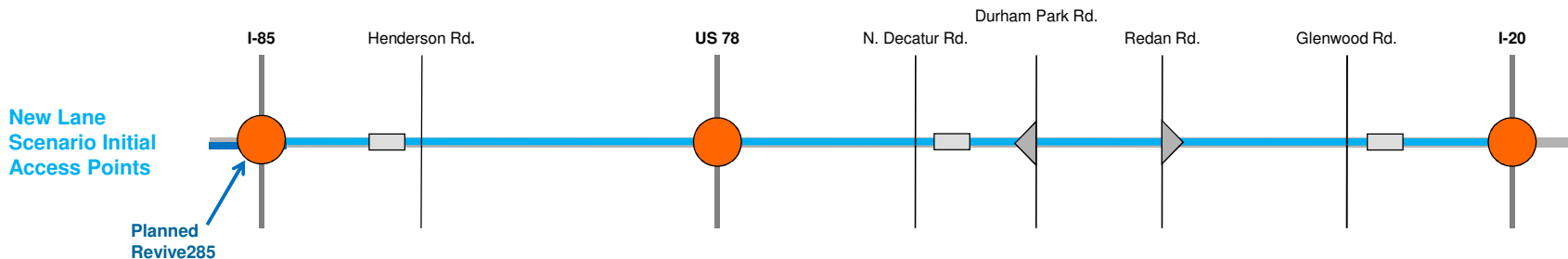
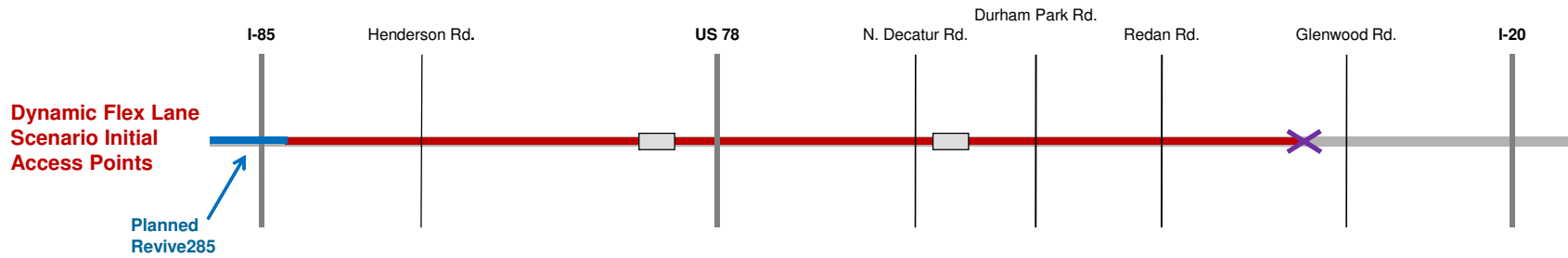
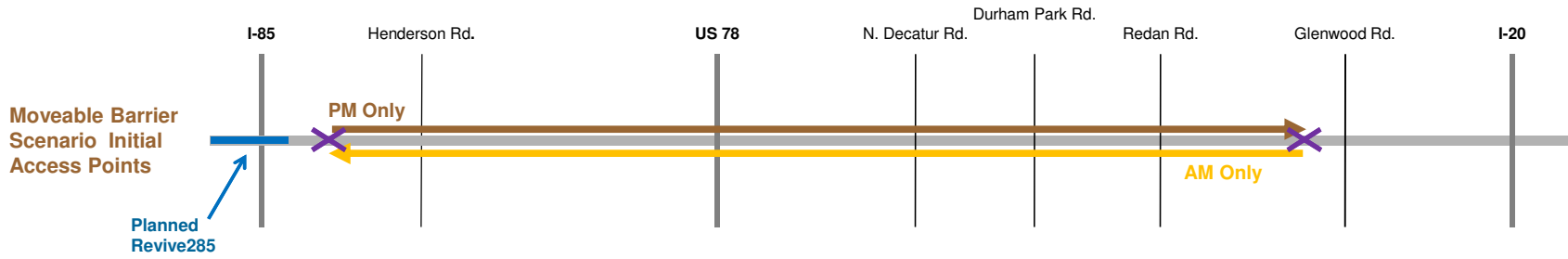


- System to System
- Full Drop Ramp
- Half Drop Ramp
- Direct Merge
- Terminal Slip Ramp

Access Locations – I-285 East



- What are the initial access points that should be considered?



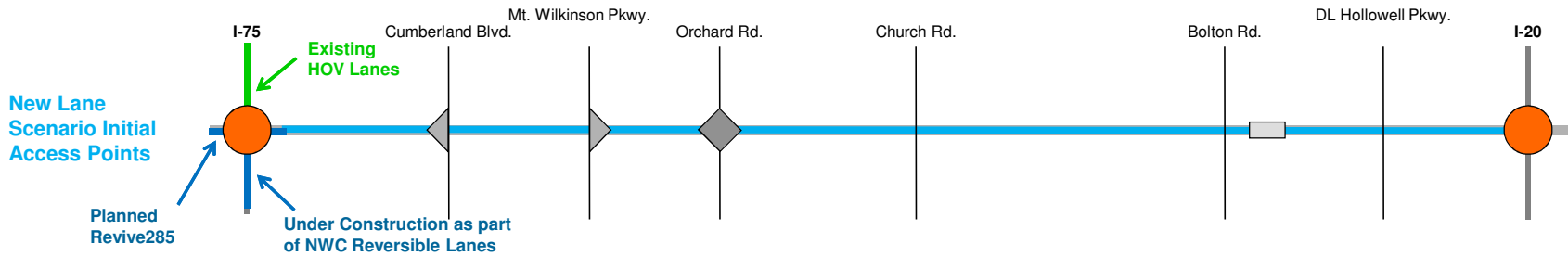
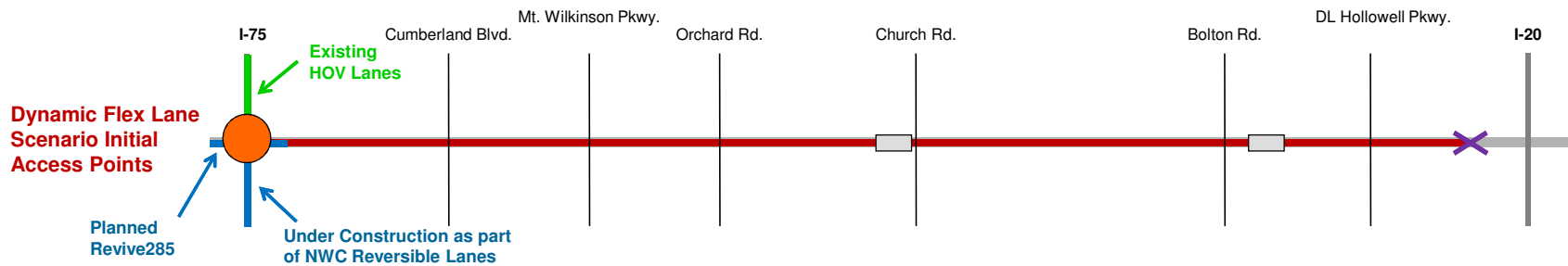
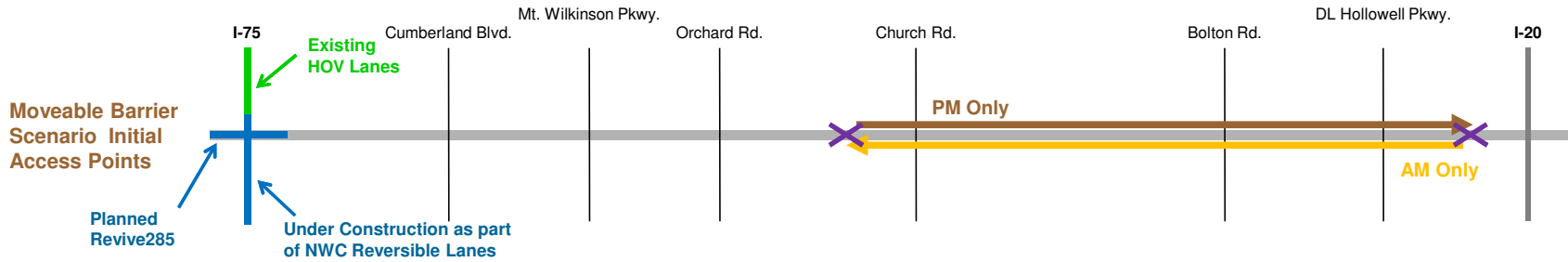
- System to System
- Full Drop Ramp
- Half Drop Ramp
- Direct Merge
- Terminal Slip Ramp



Access Locations – I-285 West



- What are the initial access points that should be considered?



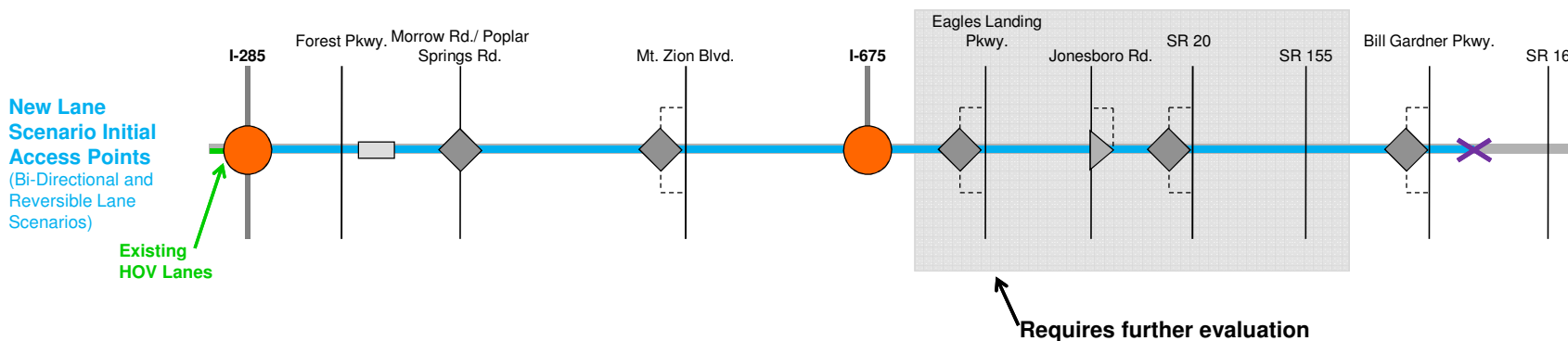
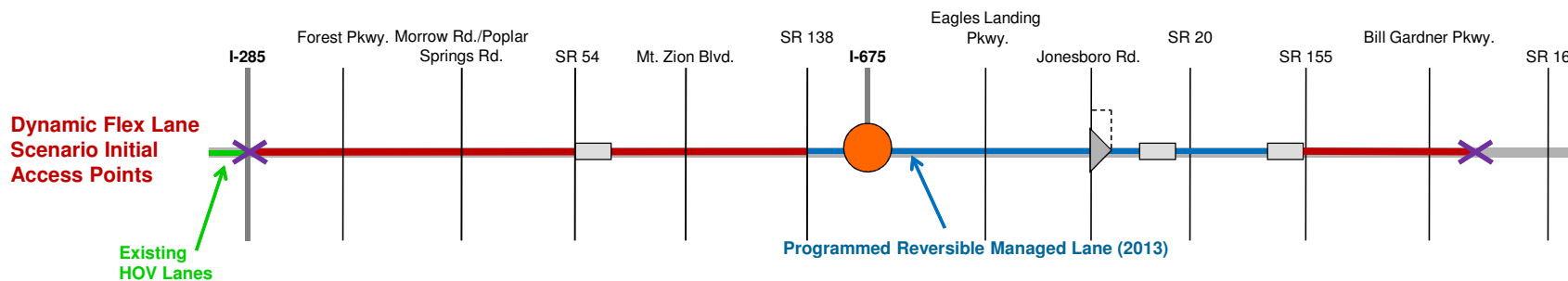
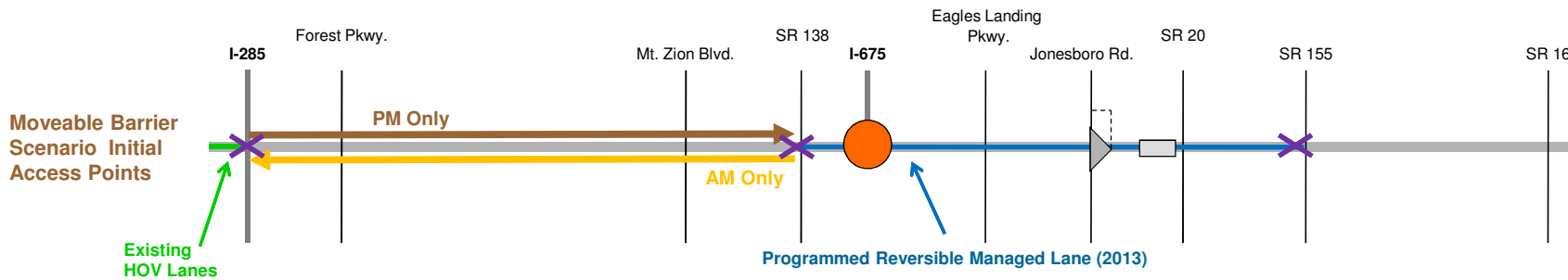
- System to System
- Full Drop Ramp
- Half Drop Ramp
- Direct Merge
- Terminal Slip Ramp



Access Locations – I-75 South



- What are the initial access points that should be considered?



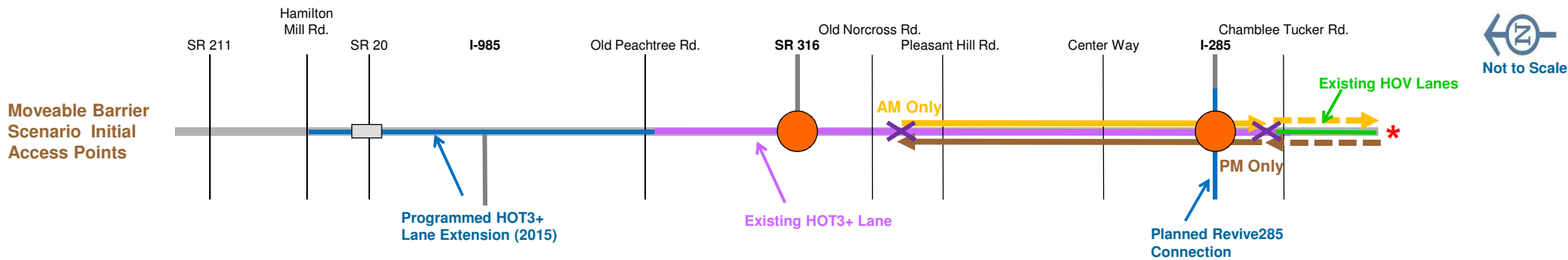
- System to System
- Full Drop Ramp
- Half Drop Ramp
- Direct Merge
- Terminal Slip Ramp



Access Locations – I-85 North

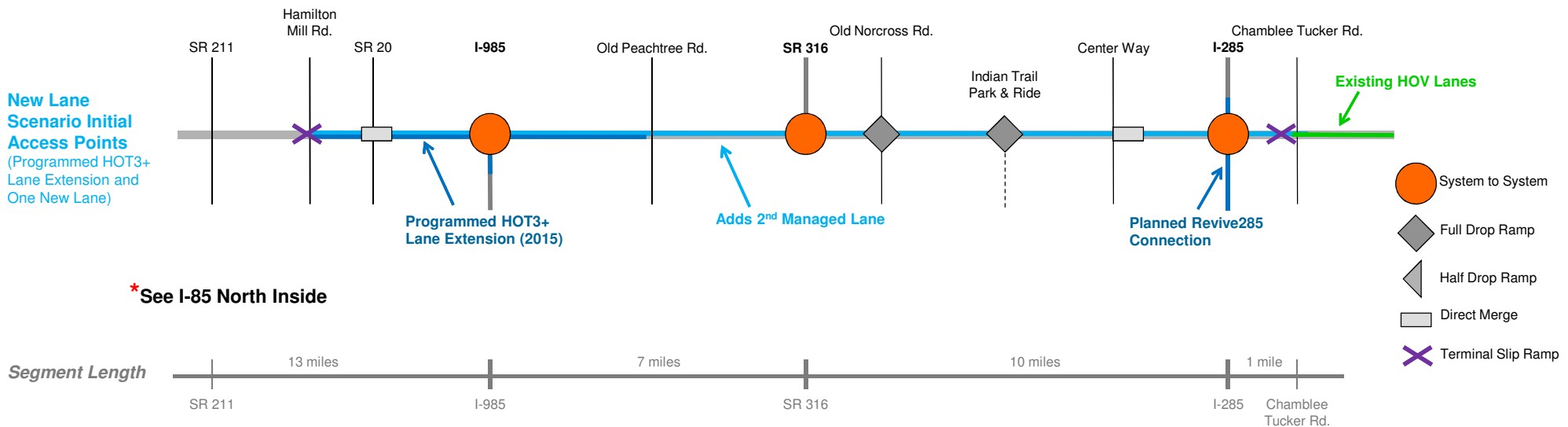


- What are the initial access points that should be considered?



Dynamic Flex Lane Scenario Initial Access Points

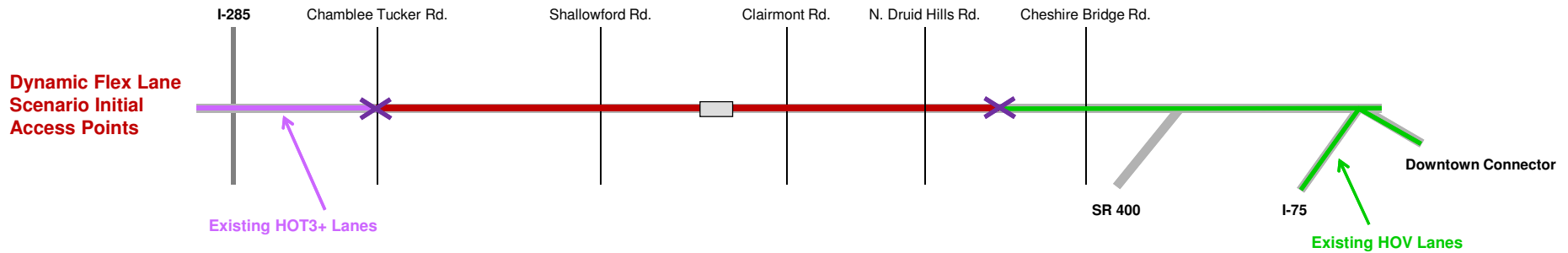
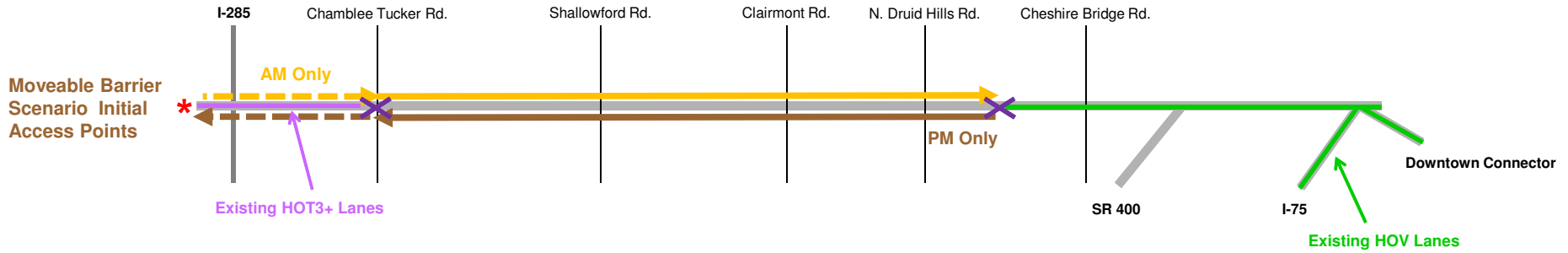
Screened Out From Further Analysis



Access Locations – I-85 North Inside I-285



- What are the initial access points that should be considered?



New Lane Scenario Initial Access Points

Screened Out From Further Analysis

- System to System
- Full Drop Ramp
- Half Drop Ramp
- Direct Merge
- Terminal Slip Ramp

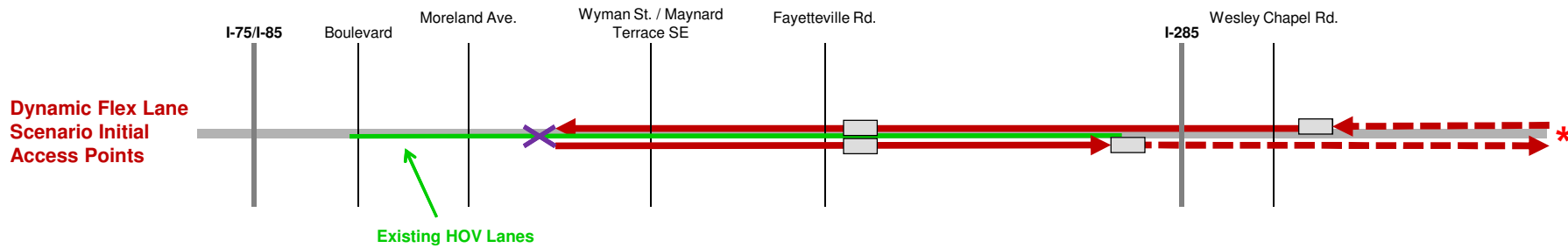
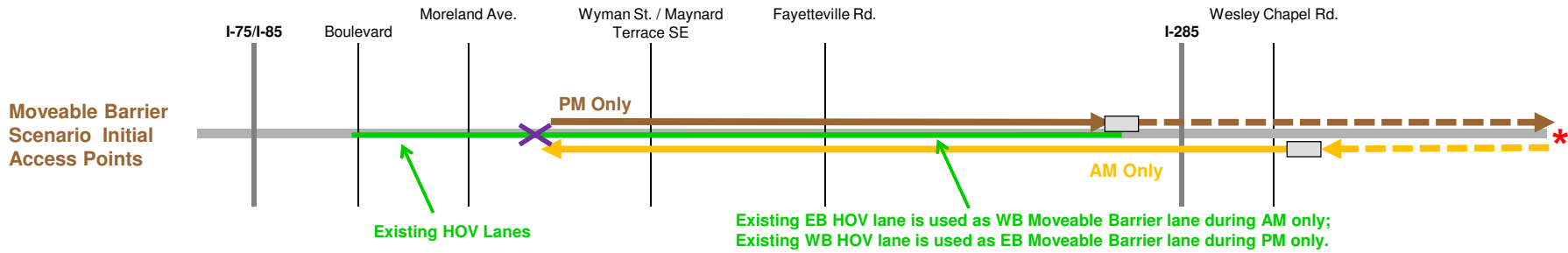
* See I-85 North



Access Locations – I-20 East Inside I-285



- What are the initial access points that should be considered?



New Lane Scenario Initial Access Points

Screened Out From Further Analysis

* See I-20 East

- System to System
- Full Drop Ramp
- Half Drop Ramp
- Direct Merge
- Terminal Slip Ramp

Segment Length



Access Locations – SR 400 Inside I-285

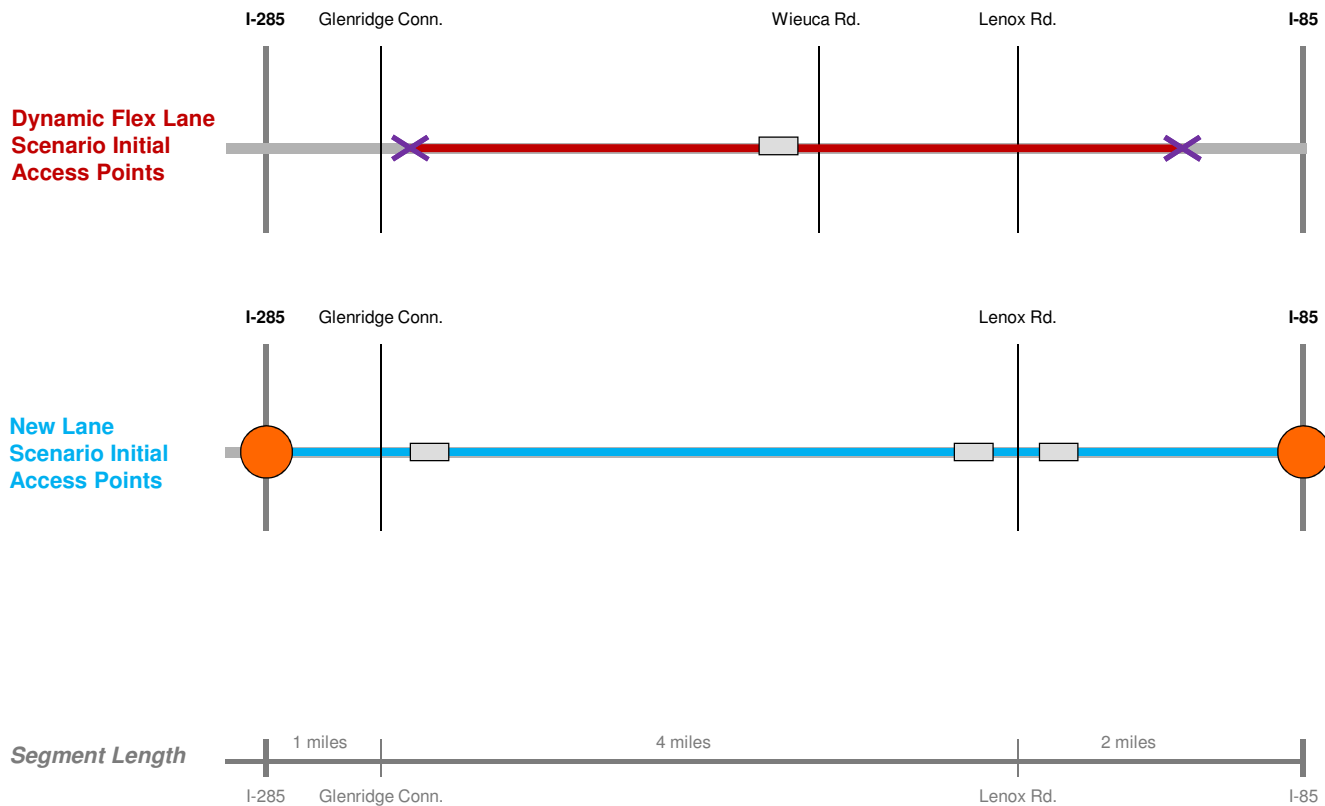


- What are the initial access points that should be considered?



Moveable Barrier
Scenario Initial
Access Points

Screened Out From Further Analysis



- System to System
- Full Drop Ramp
- Half Drop Ramp
- Direct Merge
- Terminal Slip Ramp

Access Locations – SR 400 Outside



- What are the initial access points that should be considered?

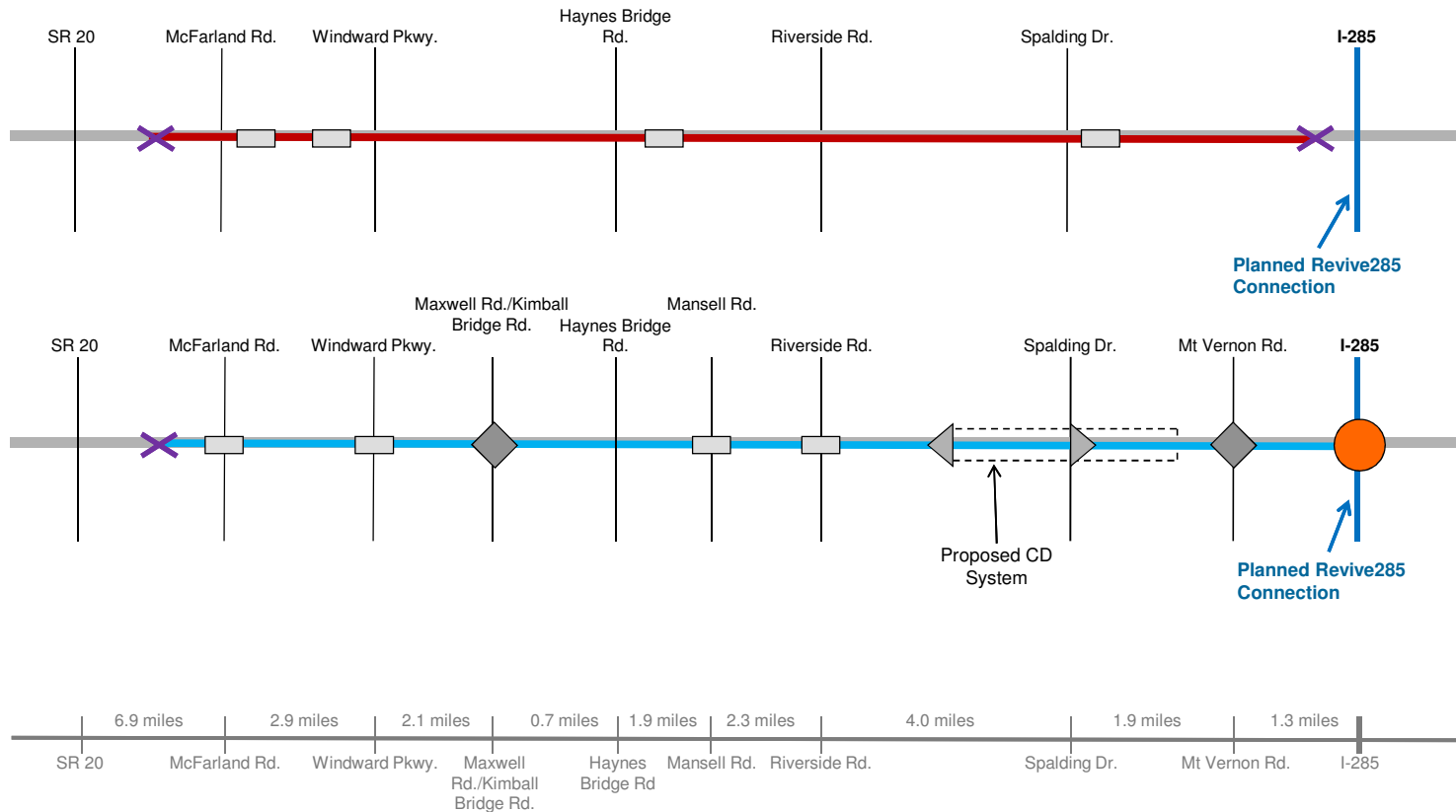


Moveable Barrier Scenario Initial Access Points

Screened Out From Further Analysis

Dynamic Flex Lane Scenario Initial Access Points

New Lane Scenario Initial Access Points



Access Locations – I-85 South Inside I-285

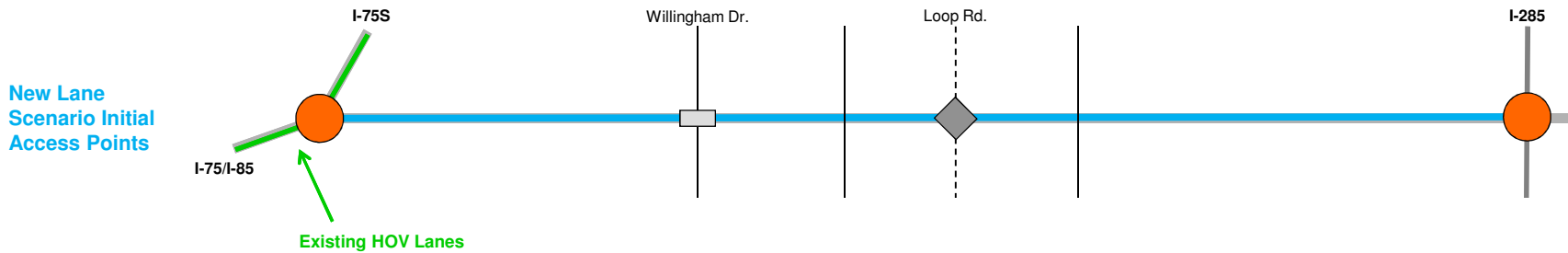
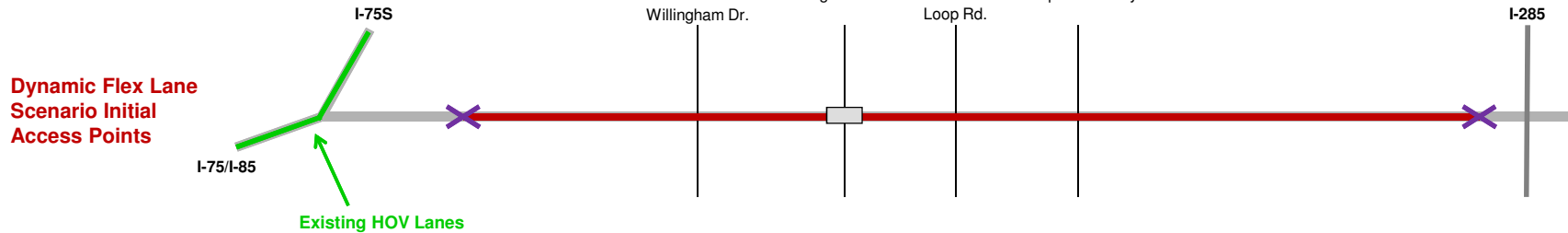


- What are the initial access points that should be considered?



Moveable Barrier
Scenario Initial
Access Points

Screened Out From Further Analysis



- System to System
- Full Drop Ramp
- Half Drop Ramp
- Direct Merge
- Terminal Slip Ramp

Segment Length



Access Locations – SR 316



- What are the initial access points that should be considered?

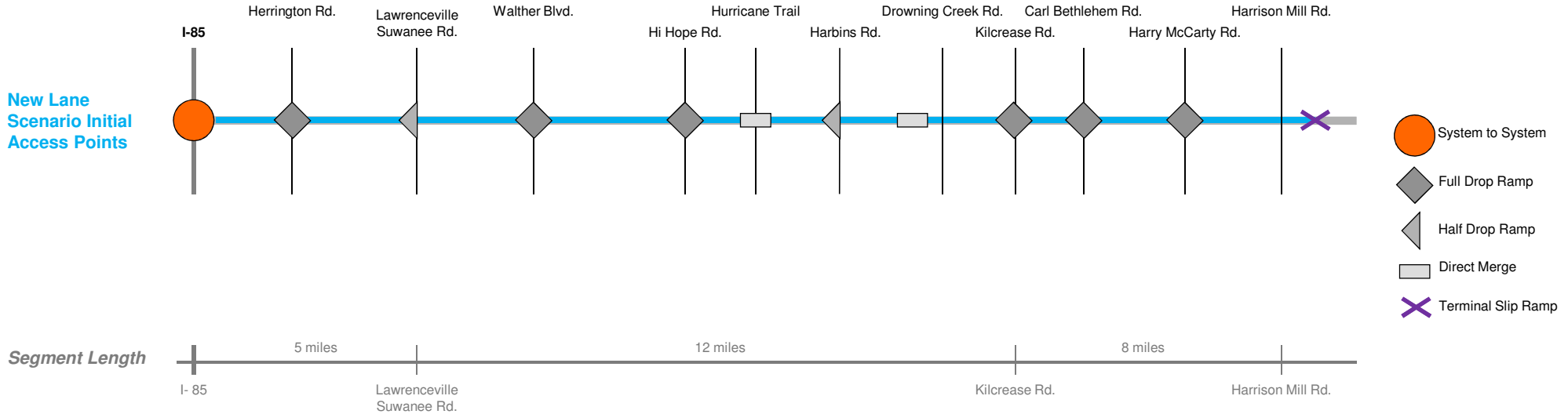


**Moveable Barrier
Scenario Initial
Access Points**

Screened Out From Further Analysis

**Dynamic Flex Lane
Scenario Initial
Access Points**

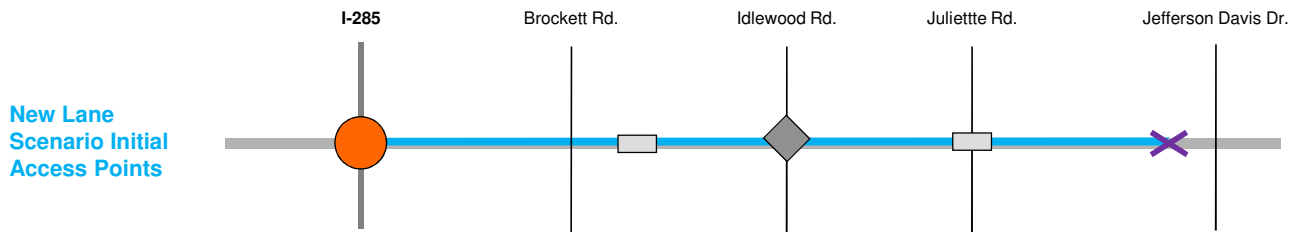
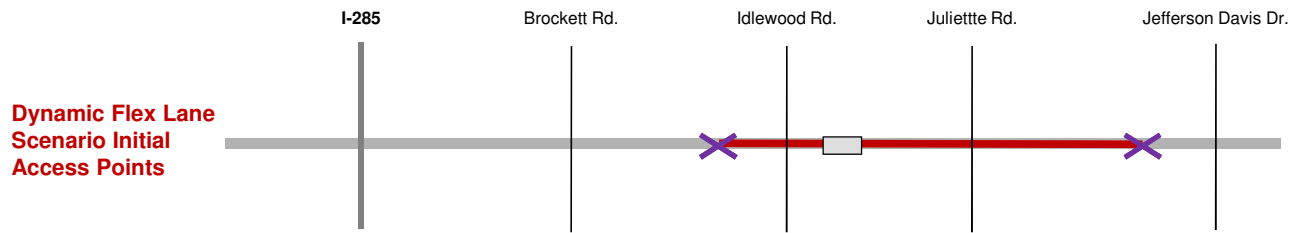
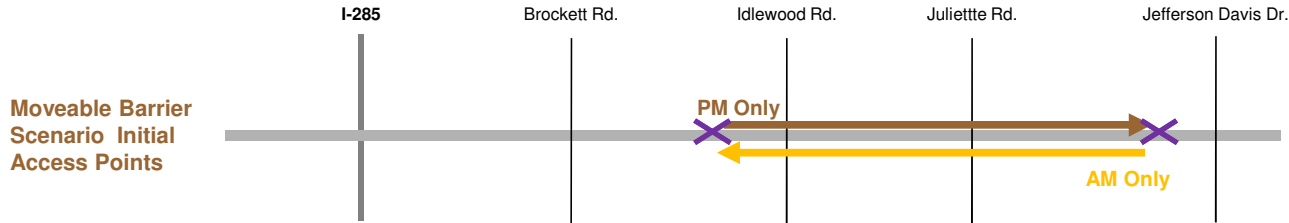
Screened Out From Further Analysis



Access Locations – US 78



- What are the initial access points that should be considered?



Segment Length



- System to System
- Full Drop Ramp
- Half Drop Ramp
- Direct Merge
- Terminal Slip Ramp