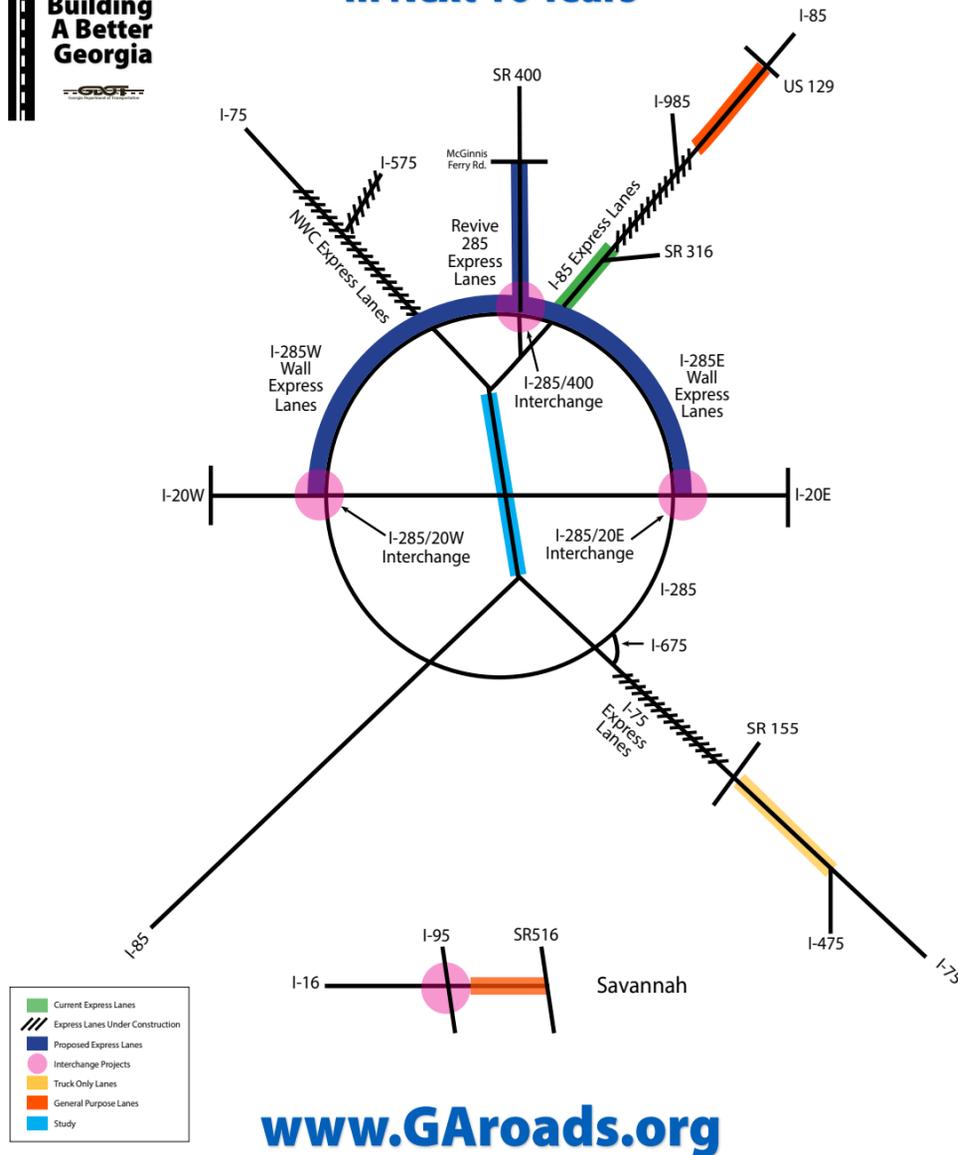




## Major Mobility Investments In Next 10 Years



### I-285/I-20 East Interchange

A routine source of peak period delays, this critical juncture between two heavily congested interstates in DeKalb County requires operational and geometry improvements to address the inefficient flow of traffic, and safety/operational performance. To address these needs, various improvements would be developed and constructed to enhance the overall operation, safety and efficient flow characteristics of the interchange.

The interchange project would include operational improvements to the directional ramps including reconstruction of the I-20 eastbound to I-285 southbound ramp and the I-285 southbound to I-20 westbound ramp.

In addition to the reconstruction of the interchange, the project may include:

- One westbound auxiliary lane from Panola Road to Wesley Chapel Road and the construction of westbound Collector-Distributor (CD) lanes between Wesley Chapel Road and the I-20/I-285 interchange.
- A westbound auxiliary lane between Lithonia Industrial Boulevard and Panola Road.
- Reconstruction of the Miller Road Overpass Bridge to accommodate the westbound auxiliary lane.
- I-20 eastbound improvements to include construction of one eastbound auxiliary lane from Panola Road to Lithonia Industrial Boulevard.
- Reconstruction of the Fairington Road/DeKalb Medical Parkway Overpass Bridge to accommodate the eastbound auxiliary lane.

The proposed interchange may include Express Lane connections in the future.

**Estimated Costs\*:** \$475 Million (does not include costs associated with Express Lane connections)

### I-285/I-20 West Interchange

The interchange project would consist of lane widening and operational improvements on I-20 eastbound and westbound to improve the existing lane balance on sections between Thornton Road and the I-285 Interchange. The project will include:

- Additional lane along I-20 eastbound from Factory Shoals Road Bridge to Six Flags Parkway.
- Widening of I-20 eastbound to five lanes from Six Flags Parkway to I-285 southbound.
- Additional lane from the I-20 eastbound to I-285 southbound ramp to I-20 eastbound to I-285 northbound ramp exit to provide a separate exit lane for the I-285 northbound traffic flow, thus requiring the widening of the existing I-20 bridge.
- A Collector-Distributor system (CD) is proposed between the I-285 Interchange and Fulton Industrial Boulevard westbound on I-20.
- Reconfiguration of the four existing left-hand exits to right-hand exits with new alignments and bridges as appropriate. It is anticipated the existing left-hand exits would be utilized for managed lane connections between I-285 and I-20.

The proposed interchange may include Express Lane connections in the future.

**Estimated Costs\*:** \$790 Million (does not include costs associated with Express Lane connections)

### I-285 West Wall Express Lanes, I-20 to I-75

The project would consist of:

- Creating one Express Lane in each direction along I-285 between I-20 and I-75.
- Existing lanes would be maintained and a new 12' outside lane would be constructed.
- The Express Lane would be separated from the general purpose lanes through the use of delineators and pavement striping.
- Access to the Express Lane would be provided with the use of direct access ramps connecting to the surrounding arterial system and slip ramp access to adjacent general purpose lanes.

**Estimated Costs\*:** \$655 Million

### I-285 East Wall Express Lanes, I-85 to I-20

The project would consist of:

- Creating one Express Lane in each direction along I-285 between I-20 and I-85.
- Existing lanes would be maintained and a new 12' outside lane would be constructed.
- Express Lane would be separated from the general purpose lanes through the use of delineators and pavement striping.
- Access to the managed lane would be provided with the use of direct access ramps connecting to the surrounding arterial system and slip ramp access to adjacent general purpose lanes.

**Estimated Costs\*:** \$580 Million

### Revive 285, Express Lanes from I-75 to I-85

The project would consist of the construction of two Express Lanes in each direction, on the outside of the existing general purpose travel lanes, with operational improvements and Collector-Distributor (CD) systems at various locations along I-285. Specific operational and CD system improvements currently being considered for the project include:

- One I-285 westbound auxiliary lane between Roswell Road and Riverside Drive.
- I-75 North/I-285 interchange improvements.
- I-85 North/I-285 interchange improvements.
- I-285 CD lanes from Ashford-Dunwoody Road to SR 141/Peachtree Industrial Boulevard.
- I-285 CD lanes from US 23/Buford Highway to I-85.
- The Express Lanes will directly connect to Express Lanes on I-75, I-85 and SR 400.

**Estimated Costs\*:** \$4.2 Billion

### I-16/95 Interchange & Widening I-16: I-95 to I-516 (2 Separate Projects)

These projects would reconstruct the existing I-16 at I-95 interchange in Chatham County. Proposed improvements include:

- Construction of new fly overs and extension of ramps.

- One additional general-purpose lane along I-16 between I-95 and I-516.
- The new lanes would be constructed by widening to the existing inside, grassed median.
- Additional scope includes reconstruction of 5 bridges, roadway drainage improvements and added Intelligent Transportation System (ITS) technology.

**Estimated Costs\*:** \$315 Million

### I-75 Truck Lanes: McDonough to Macon

This interstate highway serves as an important freight and motorist corridor that supports critical coastal port truck traffic and travelers from southern Georgia and Florida. While truck and passenger car traffic are generally compatible, as the percentage of truck traffic continues to grow, the increase in truck volume can and will accentuate operational differences, leading to less efficient traffic streams and increased delays. For example, compared to cars, trucks cannot accelerate as quickly on long grades. The corridor has an important evolving need to ensure mobility for all its users and especially to maintain Georgia's competitiveness in the movement of goods. By using the Express Lane concept, and providing a dedicated system of lanes separated from existing general purpose lanes, mobility is enhanced for both traffic streams. Project would include:

- Addition of two designated, separated truck lanes in the northbound direction along I-75 from McDonough to I-475 in Macon.
- The truck lanes would be barrier-separated from the general purpose lanes along I-75.
- The truck lanes will not be tolled.
- The final northern limits will be determined once additional environmental and traffic studies are conducted.

**Estimated Costs\*:** \$1.8 Billion

### SR 400 Express Lanes: I-285 to McFarland Road

SR 400 is one of the most congested facilities in metro Atlanta. The addition of Express Lanes to this corridor will provide additional reliable capacity from I-285 to McFarland Road. The proposed Express Lanes will be constructed to the inside of the general purpose lanes and will directly connect to the Revive 285 project. This mobility enhancing project would consist of:

- Two Express Lanes in each direction along SR 400 between I-285N and McGinnis Ferry Road.
- One Express Lane in each direction from McGinnis Ferry Road to McFarland Road.

Intermediate access points will be determined as additional coordination, environmental documentation and design activities are completed on the corridor.

**Estimated Costs\*:** \$1.8 Billion

### I-85 North Widening: Hamilton Mill to SR 211

This project would consist of:

- Widening I-85 from Hamilton Mill Road to SR 211 and addition of one general purpose lane in each direction. The length of widening is approximately 6.2 miles within Gwinnett and Barrow counties.
- The project also proposes a striping modification of the 14' Express Lanes buffer to accommodate the third general purpose lane between I-985 to Hamilton Mill Road.
- Cost reduced due to pavement redesign.

**Estimated Costs\*:** \$135 Million

### I-85 North Widening: SR 211 to US 129

This project would consist of:

- Widening I-85 from SR 211 to US 129
- One additional general purpose lane in each direction. The length of widening is approximately 10.5 miles within Barrow and Jackson counties.
- Cost reduced due to pavement redesign.

**Estimated Costs\*:** \$305 Million