

# Four-Lane Continuity

## Alternative 3

This alternative would provide additional capacity to the interstate through the construction of one additional at-grade mainline lane (*an additional lane to I-75*) in each direction from I-275 to Paddock Road.

Consequently there would be four northbound lanes and four southbound lanes.

Auxiliary lanes are included where needed to meet interchange spacing requirements.

This alternative is the recommendation carried forward from the NSTI study.

### MEETING PROJECT GOALS

Ease congestion on I-75	<b>Medium</b>
Improve safety on I-75	<b>High</b>
Increase area mobility	<b>High</b>
Provide transportation solutions that are compatible with local land use plans	<b>High</b>

### POTENTIALLY AFFECTED PROPERTIES

Residential Buildings	<b>17</b>
Non-Residential Buildings	<b>8</b>
Total New Permanent Right-of-Way (acres)	<b>8.3</b>

### DESIGN FACTORS

Maintenance of traffic during construction	<b>Simple</b>
Level of Service	<b>D-F</b>

### COST ESTIMATE

Overall Project Cost (includes inflation, contingency, etc.)	<b>\$152,979,000</b>
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