

Express Lanes

Alternative 4A

This alternative would provide additional capacity to the interstate through the construction of at-grade and/or elevated express lanes. Express lanes would be utilized only by through traffic and could be accessed at “system to system interchanges,” namely I-275 and Ronald Reagan Highway.

Alternative 4A would provide two express lanes in each direction from Paddock Road to I-275. Auxiliary lanes would also be added where necessary to meet interchange spacing requirements.

MEETING PROJECT GOALS

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

POTENTIALLY AFFECTED PROPERTIES

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|--|------------|
| Residential Buildings | 18 |
| Non-Residential Buildings | 9 |
| Total New Permanent Right-of-Way (acres) | 7.1 |

DESIGN FACTORS

| | |
|--|----------------|
| Maintenance of traffic during construction | Complex |
| Level of Service | C-D |

COST ESTIMATE

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|---|----------------------|
| Overall Project Cost (includes inflation, contingency, etc.) | \$606,956,000 |
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| Section | Express Lane Configuration |
|--|---|
| I-275 to Glendale-Milford Road | At-grade within the existing median |
| Glendale-Milford Road to Shepherd Lane | On a T-Structure with one pier along the center of the interstate |
| Shepherd Lane to Ronald Reagan Highway | On structure above the existing Northbound mainline lanes |
| Ronald Reagan Highway to Paddock Road | On a T-Structure with one pier along the center of the interstate |

