

# Express Lanes

## Alternative 4B

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 4B* 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	<b>High</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>Low</b>

### POTENTIALLY AFFECTED PROPERTIES

Residential Buildings	<b>38</b>
Non-Residential Buildings	<b>14</b>
Total New Permanent Right-of-Way (acres)	<b>24.2</b>

### DESIGN FACTORS

Maintenance of traffic during construction	<b>Complex</b>
Level of Service	<b>C-D</b>

### COST ESTIMATE

Overall Project Cost (includes inflation, contingency, etc.)	<b>\$221,092,000</b>
---	----------------------

Section	Express Lane Configuration
I-275 to Glendale-Milford Road	At-grade within the existing median
Glendale-Milford Road to Shepherd Lane	At-grade along the center of the mainline lanes
Shepherd Lane to Ronald Reagan Highway	Along side the existing northbound mainline lanes
Ronald Reagan Highway to Paddock Road	At-grade along the center of the mainline lanes

