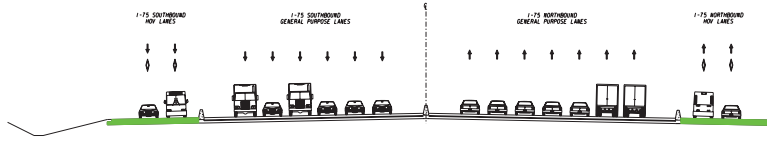




# Lane Location Options Considered For I-75



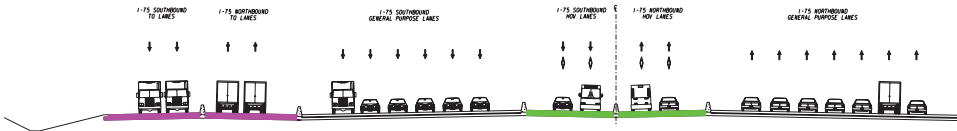
## HOV Lanes to the Outside of I-75 General Purpose Lanes (Before Truck Only Lanes Added to the Project)

- Eliminated from further consideration because of increased impacts and costs of grade separating ramps at existing interchanges
- HOV lanes not in center of roadway considered inconsistent with existing HOV system and GDOT policies



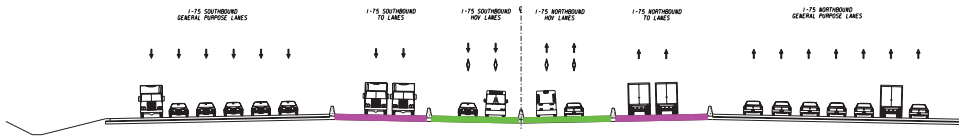
## HOV Lanes in the Center of I-75 (Before Truck Only Lanes Added to the Project)

- Fewest environmental impacts and lowest cost
- HOV lanes in the center consistent with existing HOV system and GDOT policies



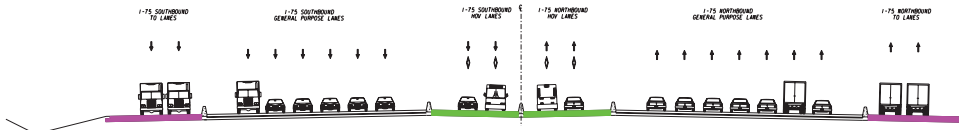
## Truck Only Lanes on One Side of I-75

- Eliminated from further consideration because of inefficient interchanges and impacts



## Truck Only Lanes in the Center of I-75 with HOV Lanes

- Most feasible as a pipeline without interchanges
- No conflict with ramps at general purpose interchanges



## Truck Only Lanes Split to the Outside of I-75 General Purpose Lanes

- Can be modified to accommodate interchanges if needed in the future
- Construction can be phased to occur after construction of HOV lanes
- Increased impacts and costs because ramps at general purpose interchanges would have to be grade separated

