

No-Build Alternative	Alternative A: Base Four-Lane Alternative. "A four-lane alternative which upgrades the existing I-75 mainline and interchange ramps to meet current geometric design standards."	Alternative B: Four-Lane Alternative which provides for future six-lanes. "A four-lane alternative which upgrades the existing I-75 mainline and interchange ramps to meet current geometric design standards and provides provisions for future upgrade to a six-lane facility."	Alternative C: Four-Lane Alternative with auxiliary lanes as needed and also provides for future six-lanes. "A four-lane alternative which upgrades the existing I-75 mainline and interchange ramps to meet current geometric design standards, provides auxiliary lanes where necessary in areas of level of service D or worse, and provides provisions for future upgrade to a six-lane facility."	Alternative D: Six-Lane Alternative. "A six-lane alternative which upgrades the existing I-75 mainline and interchange ramps to meet current geometric design standards."
<p>Minor short-term safety and maintenance improvements such as milling, repaving, and restriping the I-75 mainline and ramps. These improvements would maintain I-75's continuing operation.</p>	<ul style="list-style-type: none"> Assume reconstruction of existing pavement largely in its current location with one exception in the median barrier area where there will be an inside 12-foot shoulder instead of a four-foot shoulder and an exception at the McClain Rd. and Hanthorn Rd. curves where the mainline curves will be flattened. The proposed typical section will be: <ul style="list-style-type: none"> <u>Grass Median Area</u> <ul style="list-style-type: none"> - 4-foot inside shoulder - Two, 12-foot lanes - 12-foot outside shoulder <u>Median Barrier Area</u> <ul style="list-style-type: none"> - 12-foot inside shoulder - Two, 12-foot lanes - 12-foot outside shoulder Overpasses will be reconstructed to satisfy clearance requirements. Mainline bridges will only be wide enough to accommodate the roadway typical section plus two feet on each side for guardrail offsets. The purpose of the additional 2 ft offset on the mainline bridges is to match the roadway typical sections across the bridge; basically making the toe of parapet on the bridge equal to the face of guardrail directly off the bridge with no guardrail tapers required. 	<ul style="list-style-type: none"> Assume reconstruction will be accomplished per a single typical section thus eliminating grass median sections as follows: <ul style="list-style-type: none"> <u>Median Barrier Section (applied throughout)</u> <ul style="list-style-type: none"> - 12-foot inside shoulder - Two, 12-foot lanes - 12-foot outside shoulder Using safety grading, provide graded shoulder beyond edge of outside shoulder for future lane. Overpasses to be reconstructed to satisfy clearance requirements but also (long) wide enough for a six-lane mainline horizontally. Mainline bridges will be constructed for six-lanes plus two feet on outside shoulders for guardrail offsets. Interchanges will be reconstructed the same as Alternative A. Provide right-of-way and drainage elements for the future widening as required. Using extra wide ditches to accommodate potential drainage BMP's. 	<ul style="list-style-type: none"> This alternative is identical to Alternative B, with an auxiliary lane where needed as determined by traffic analysis. 	<ul style="list-style-type: none"> This alternative will reconstruct the I-75 mainline for six lanes the entire length of the project. The typical section will be as follows: <ul style="list-style-type: none"> <u>Median Barrier Section (applied throughout)</u> <ul style="list-style-type: none"> - 12-foot inside shoulder - Three, 12-foot lanes - 12-foot outside shoulder Overpasses to be reconstructed to accommodate all clearance requirements for a six-lane facility. Mainline bridges will accommodate the full roadway section plus two feet on the outside shoulders for guardrail offsets. Interchanges will be reconstructed the same as Alternative A. Using extra wide ditches to accommodate potential drainage BMP's
<p>Proposed interchange options can be applied to any of the alternatives. Note: If either Abandoned Railroad Interchange Option is applied, then Fourth Street and SR 309/117 Options are eliminated.</p>			<p>Interchange Reconstruction</p> <ul style="list-style-type: none"> Breese Road Interchange – Upgrade geometric deficiencies of the on-ramp acceleration length. SR 65 Interchange – Upgrade geometric deficiencies of the on-ramp acceleration lengths and re-align Yoder Road. 4th Street Interchange: upgrade deficient ramp curves and acceleration lengths. SR 117/309 Interchange: upgrade deficient curve deceleration and acceleration lengths and remove Dean Avenue from ramp. SR 81 Interchange: Check and upgrade deficient acceleration lengths. Upgrade mainline deficiencies such as flattening curves; using extra wide ditches to accommodate potential drainage BMP's; improvements will remain within existing right-of-way wherever possible. 	