



2.0 TIER 1 EVALUATION CRITERIA AND MOES

Due to the length of the I-20 East study corridor, stakeholder identified alternatives were divided into three distinct decision groups: Mainline Alternatives, Panola Road Area Alternatives, and Downtown Connectivity Alternatives. The Tier 1 Alternatives are presented in **Table 2-1**.

Table 2-1: Tier 1 Build Alternatives

Alternative Type	Alternative Name
Mainline Alternatives	1. Parallel I-20 Alignment
	2. Connection to Edgewood Station
	3. Heavy Rail Extension from Indian Creek
Panola Road Area Alternatives	1. Parallel I-20 Sub-Alignment
	2. Snapfinger Woods Drive Sub-Alignment
Downtown Connectivity Alternatives	1. Connection to King Memorial Station via Memorial drive
	2. Connection to King Memorial Station and Downtown via Streetcar Alignment
	3. Connection to King Memorial Station
	4. Connection to Downtown via Streetcar
	5. Connection to Garnett and Five Points Stations
	6. Connection to Multi-Modal Passenger Terminal/Five Points Stations
	7. Connection to West End Station/Atlanta University Center/Ashby Station
	8. Connection to Inman Park Station and Midtown via BeltLine Alignment

2.1 Mainline Alternatives

The Mainline Alternatives represent the corridor-level alignment alternatives identified to provide a transit connection between Mall at Stonecrest and central Atlanta. As presented in the *Purpose and Need Report*, the proposed project is intended to provide rapid transit service for commuters traveling to and from central Atlanta. As such, the Mainline Alignment Alternatives were developed to identify the best overall alignment alternatives for connecting residents in the I-20 East Corridor with the employment centers in downtown and Midtown Atlanta. **Figure 2-1** presents the Mainline Alternatives.

2.1.1 Parallel I-20 Alignment

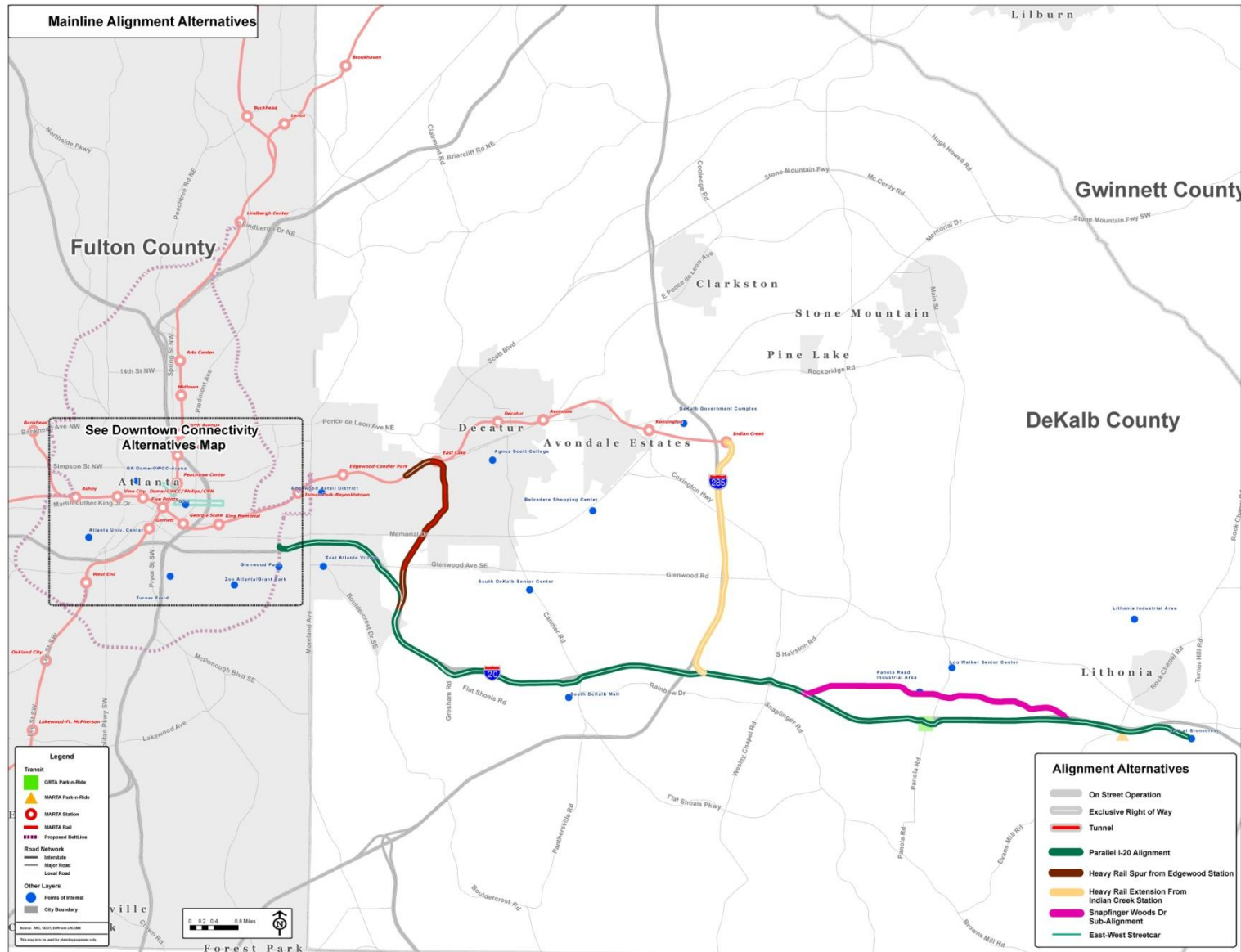
The Parallel I-20 Alignment would run adjacent to I-20 from the Mall at Stonecrest to downtown Atlanta and has the potential to connect to the MARTA rail system at various locations in central Atlanta. These potential connections make up the Downtown Connectivity Alternatives, which were also subject to Tier 1 Screening. The Parallel I-20 Alignment would generally be located immediately adjacent I-20 on either the north or south side. However, within the City of Atlanta, it would be located on a structure in the interstate median. This elevated structure is necessary to avoid widening of the interstate which would result in impacts to multiple historic neighborhoods within the City.

2.1.2 Connection to Edgewood Station Alignment

Within DeKalb County, the Connection to Edgewood Station Alignment would be identical to the Parallel I-20 Alignment. Once near the City of Atlanta, it would diverge from the parallel alignment, turn north, and enter a tunnel. This tunnel would travel beneath several historic neighborhoods and connect to the Edgewood-Candler Park Station. By utilizing a tunnel and connecting to the existing east-west line, this alternative would avoid the elevated structure connection directly into downtown Atlanta.



Figure 2-1: Mainline Alternatives and Panola Road Alternatives





2.1.3 Heavy Rail Extension from Indian Creek

The Heavy Rail Extension from Indian Creek Alignment would extend the existing MARTA east-west rail line. This extension would run south adjacent to I-285 and then run east adjacent to I-20 to the Mall at Stonecrest. By utilizing the existing east-west line to connect into downtown Atlanta, this alternative would avoid the costs and construction challenges of building a new connection into downtown Atlanta from I-285.

2.2 Panola Road Area Alternatives

Due to a relatively large employment area north of I-20 near Panola Road, two alignment alternatives were identified to serve this area. These two alternatives comprise the Panola Road Area Alternatives presented in **Figure 2-1**.

2.2.1 Parallel I-20 Sub-Alignment

This Sub-Alignment would run parallel to I-20 through the Panola Road Area and would feature a station at Panola Road. It would operate in a dedicated transitway with no surface street operation or at-grade street crossings. This alignment is identical to the Parallel I-20 Alignment in the Mainline Alternatives, and is included in the Panola Road Area Alternatives to provide a comparison to the Snapfinger Woods Drive Sub-Alignment.

2.2.2 Snapfinger Woods Drive Sub-Alignment

This Sub-Alignment would deviate from I-20 between the Wesley Chapel Road and Panola Road Interchanges and follow Snapfinger Woods Drive parallel to I-20. It would then connect back to the I-20 alignment east of Panola Road. This alignment would operate in-street in mixed-traffic along Snapfinger Woods Drive.

2.3 Downtown Connectivity Alternatives

The Downtown Connectivity Alternatives are the specific transit connections into downtown Atlanta. The question of exactly how and where to connect directly into downtown Atlanta was not addressed in the 2004 AA. Stakeholders identified a broad range of downtown connections including connections to the planned Atlanta Streetcar, connections to the Atlanta BeltLine, connections to the Atlanta University Center, as well as connection alternatives to several different existing MARTA stations. All Downtown Connectivity Alternatives would provide a connection to the Atlanta BeltLine. These alternatives are presented in **Figure 2-2**.

2.3.1 Alternative 1 – Connection to King Memorial Station via Memorial Drive

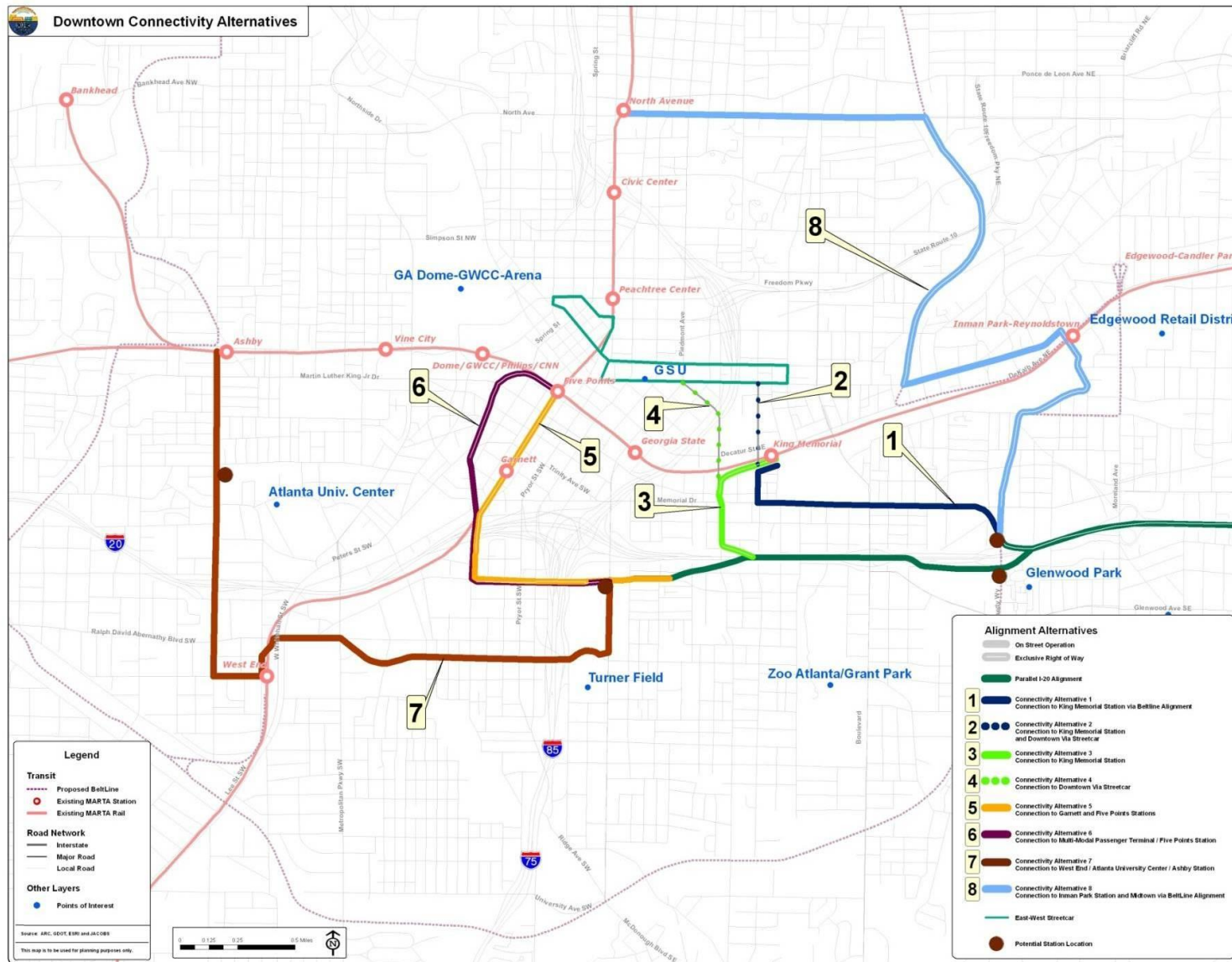
This alternative would deviate from the Parallel I-20 Alignment at Bill Kennedy Way and follow Bill Kennedy Way north to Memorial Drive. It would follow Memorial Drive to the west and operate in mixed traffic. From Memorial Drive it would travel north along Grant Street where it would connect with the King Memorial Transit Station.

2.3.2 Alternative 2 – King Memorial Station and Downtown via Streetcar

This alternative would consist of the same alignment as Downtown Connectivity Alternative 1, but it would continue north along Grant Street to a connection with the Atlanta Streetcar alignment. It would then follow the streetcar alignment, which includes a stop at the Peachtree Center MARTA Station.



Figure 2-2: Downtown Connectivity Alternatives





2.3.3 Alternative 3 – King Memorial via Hill Street

This alternative would diverge from I-20 at Hill Street and travel north along Hill Street in mixed traffic. It would turn east from Hill Street in exclusive right-of-way and connect with the King Memorial Station.

2.3.4 Alternative 4 – Downtown via Streetcar

Alternative 4 would deviate from I-20 at Hill Street and travel north along Hill Street in mixed traffic. This alignment would tie into the Atlanta Streetcar alignment at Edgewood Avenue. It would then follow the streetcar alignment which includes a stop at the Peachtree Center MARTA Station.

2.3.5 Alternative 5 – Garnett and Five Points

Alternative 5 would exit the I-20 right-of-way at Hill Street and travel along Glenwood Avenue to Fulton Street in exclusive right-of-way. This alternative would include a station Turner Field. At Windsor Street it would turn north, cross over I-20 and connect to Garnett Station then Five Points Station.

2.3.6 Alternative 6 – MMPT/Five Points

The Alternative 6 alignment would be almost identical to that of Alternative 5, but it would continue north on Windsor Street, where it becomes Spring Street, and bypass the Garnett Station. This alternative would operate for a short distance on Spring Street in mixed traffic. This alternative would tie into the proposed MMPT, which would have a direct connection into the Five Points Station. The MMPT is planned as a major transportation hub downtown that would provide a connection between express buses, local buses, streetcar, MARTA rail, and potential high-speed and commuter rail lines.

2.3.7 Alternative 7 – West End Station/Atlanta University Station/Ashby

Alternative 7 was identified to provide improved service to the Atlanta University Center. This alternative would deviate from I-20 and follow Glenwood Avenue and continue on Fulton Street. It would feature a station at Turner Field. The alignment would then turn south onto Capitol Avenue, operating in mixed traffic, and turn west along Ralph David Abernathy Boulevard. It would follow Ralph David Abernathy Boulevard to a connection with the West End MARTA Station. The alignment would continue west to Joseph Lowery Boulevard where it would turn north to serve the Atlanta University Center. The alignment would end at the Ashby Station.

2.3.8 Alternative 8 – Inman Park Station and Midtown via BeltLine

This alternative would diverge from I-20 at Bill Kennedy Way and follow the proposed BeltLine alignment north to North Street. It would then turn west, operating in mixed traffic along North Avenue to the North Avenue Station.