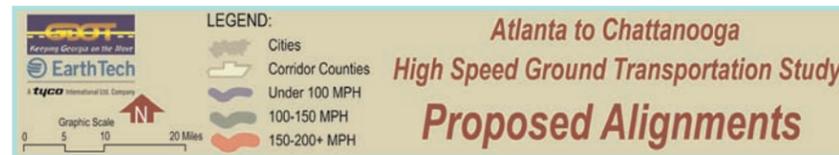
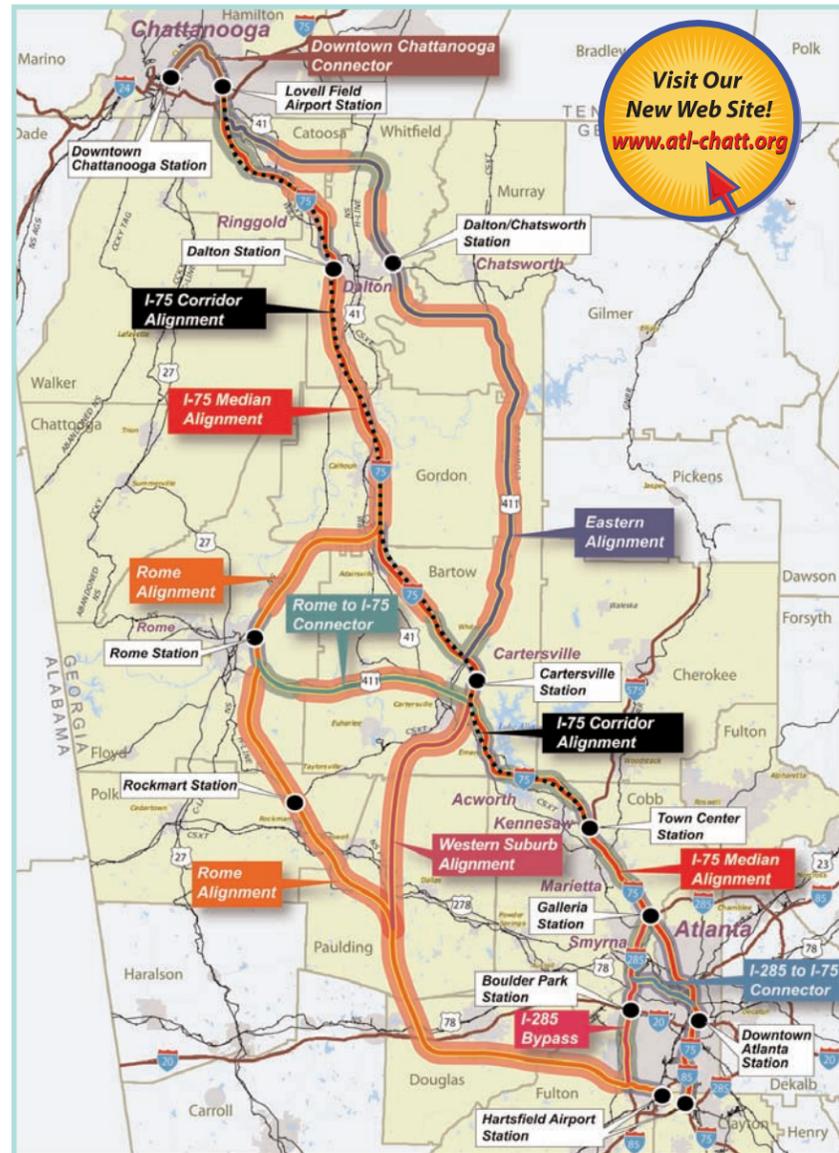


Continued
GDOT HSGT Study

- Providing an alternative to driving in the corridor could result in **potential energy savings from reduced vehicle travel**. HSGT offers an alternative mode that could reduce congestion and **increase regional mobility and intermodal connectivity**. By diverting travelers from cars, HSGT would not only help reduce roadway congestion in the corridor, but would also connect to existing and planned transit systems within the corridor, including MARTA, Cobb Transit and the Chattanooga transit systems.
- **HSGT would help meet the transportation needs of transit-dependent** populations, including low-income, elderly, youth, persons with disabilities, and car-free residents and workers. Alternatives to driving would *support comprehensive land use planning* and smart growth initiatives by promoting intermodal connectivity, improved mobility, and economic activity.
- HSGT in this corridor would provide a **southeast US link to a future system** of high-speed train service. There is a need to advance HSGT as a network and to comprehensively plan and design the ultimate regional and national system.



What is this Study About?

This study, a Tier I EIS, will investigate and assess transportation, environmental, and planning issues for the HSGT alternatives developed for the study. The alternatives will include two technologies, eight alignments along 110 miles, a variety of station locations, alternative operating plans, and phased implementation. The study will estimate ridership, capital and operating costs, revenue projections, and economic impacts. Agencies and the public are encouraged to participate in the study through meetings, public information materials such as this newsletter, public information open houses, and public hearings.

Potential Alignments and Stations

Initial conceptual alignments begin at Hartsfield-Jackson International Airport and end in Downtown Chattanooga. Two types of mainline alignments were developed: alignments that serve various city centers along the I-75 corridor or alignments through rural areas.

I-75 Median Alignment: The shortest route in the most densely developed corridor. Stays within the I-75 median for most of its length to minimize right-of-way impacts.

Stations: Hartsfield Airport (Southern Crescent Transportation Center), Downtown Atlanta, Galleria Station, Town Center Station, Cartersville, Dalton, Lovell Field Airport Station, and Downtown Chattanooga.

Continued
What is this Study About?

I-75 Corridor Alignment: Leaves the median on aerial structure after the dense urban Atlanta area to obtain a potentially higher travel speed.

Stations: Hartsfield Airport (Southern Crescent Transportation Center), Downtown Atlanta, Galleria Station, Town Center Station, Cartersville, Dalton, Lovell Field Airport Station and Downtown Chattanooga.

Rome Alignment: Serves Rome with a potentially higher-speed alignment bypassing the dense I-75 corridor and activity centers in the southern section. Follows Camp Creek Parkway to I-285 and utility corridors in rural areas.

Stations: Hartsfield Airport, Downtown Atlanta, Rome, Dalton, Lovell Field Airport Station and Downtown Chattanooga.

Eastern Alignment: A potentially higher-speed alignment in the northern half of the corridor which uses an existing rail corridor. Leaves I-75 north of Cartersville and generally follows the CSX corridor.

Stations: Hartsfield Airport (Southern Crescent Transportation Center), Downtown Atlanta, Galleria Station, Town Center Station, Cartersville, Dalton-Chatsworth, Lovell Field Airport Station and Downtown Chattanooga.

Western Suburban Alignment: A potentially higher-speed alignment in the southern half of the corridor.

CONNECTORS

I-285 By-Pass: A potential lower cost, higher-speed alignment in the Atlanta urban area, starting at Hartsfield Airport and continuing on Camp Creek Parkway to I-285. No additional stations.

I-285 to I-75 Connector: A lower-cost alignment in the Atlanta urban area with potentially fewer impacts. Reduces the amount of aerial structure needed. No additional stations.

Rome to I-75 Connector: Provides a connection to Rome from the I-75 alignment, departing I-75 south of Cartersville.

High Speed Ground Transportation Technologies

Two technologies are under study for the Atlanta to Chattanooga corridor. Several years ago, this corridor was studied as part of GDOT's Intercity Rail Plan which looked at commuter rail service. The corridor was first considered for high-speed rail service as part of a federal initiative to demonstrate magnetic levitation (Maglev) technology in the United States; the Atlanta Regional Commission conducted the study.



Magnetic Levitation (MAGLEV)

- Potential speeds over 300 mph.
- Average operating speed 185 mph.
- Station spacing 30+ miles.
- Grade separated right-of-way.
- Electric power to magnets from track.
- Magnetic force lifts and propels on guideway.



Very High Speed Rail (VHS)

- Potential speeds near 220 mph.
- Average operating speed 155 mph.
- Station spacing 30+ miles.
- Grade separated right-of-way.
- Electric power from overhead wires to vehicle.
- Steel wheel on steel rail.