

Major Mobility Investment Program

Information and schedule are
subject to change.

MMIP
Project Spotlights

50 Years of I-285:
What's Next

Innovation:
Funding and Delivery Models



Features

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Georgia DOT P3 Division Director Joe Carpenter, P.E., discusses the Major Mobility Investment Program (MMIP).

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7 Celebrating 50 years of I-285 and the Future of Express Lanes
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Transit Partners



About the Program



In 2015, former Governor Nathan Deal announced the single-most important transportation investment in Georgia's history, the **Transportation Funding Act (TFA)**. Prior to the announcement, the Georgia Department of Transportation (Georgia DOT) was experiencing significant challenges meeting the needs of an aging transportation system with limited funding and a backlog of capital and routine maintenance projects.

Georgia was being recognized as the **No. 1 state to do business** due to a number of economic development wins, a growing container port in Savannah, and the world's busiest airport in Atlanta. For Georgia to maintain its economic success and an anticipated population growth of 4.6 million over the next two decades, improvements would need to be made to the state's transportation infrastructure.

TFA 2015 provided a sustainable new revenue source for Georgia DOT to **improve and repair the state's roads and bridges** as well as funding an initial 11 major mobility projects, which make up the Major Mobility Investment Program (MMIP). The initial 11 projects will add capacity, improve mobility for motorists and freight, provide operational improvements and efficiencies, enhance safety and decrease travel times.

For more than 100 years Georgia DOT has been keeping Georgians moving. The projects under the MMIP will not only do that but also support **economic development** and **improve the quality of life** for Georgians.

Joe Carpenter, P.E.

Georgia DOT P3 Division Director

The Initial 11 MMIP Projects



3 Major Interchange Projects

I-16/I-95
I-285/I-20 West
I-285/I-20 East



4 Major Express Lanes Projects

I-285 Eastside
I-285 Top End
I-285 Westside
SR 400



3 Major Interstate Widening Projects

I-85 (I-985 to SR 53)
I-85 (SR 53 to US 129)
I-16 (I-95 to I-516)



1 Commercial Vehicle Lanes Project

I-75
(Macon to McDonough)

Program Map

Interchange Reconstruction:

1. I-16/I-95
2. I-285/I-20 West
3. I-285/I-20 East

Express Lanes:

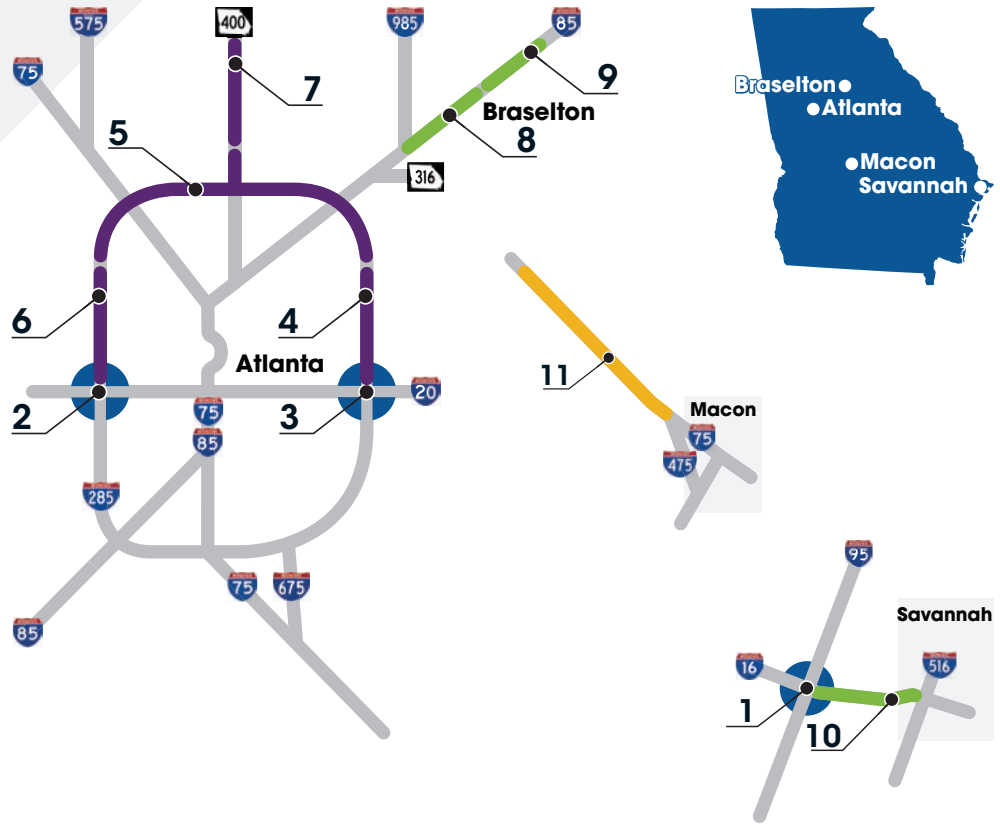
4. I-285 Eastside
5. I-285 Top End
6. I-285 Westside
7. SR 400

Interstate Widening:

8. I-85 (I-985 to SR 53)
9. I-85 (SR 53 to US 129)
10. I-16

Commercial Vehicle Lanes:

11. I-75



Program Schedule



2015
Transportation Funding Act Passed



2016
Major Mobility Investment Program Announced



2018
First MMIP Project Under Construction:
I-85 Widening (I-985 to SR 53)



2020
Open to Traffic:
I-85 Widening (I-985 to SR 53)



2022
Open to Traffic:
I-16@95 Improvement Projects

Benefits Abound



Value-Added For Transit

44% travel-time reduction for transit vehicles, increasing time reliability and ridership for a total value of **\$147 million in transit benefits**



Traffic Relief

15% travel-time reduction in 2040, resulting in travel-time savings of **\$3.28 billion**



Safer Road Trips

13% reduction in traffic fatalities and serious injuries generating **\$830 million in safety benefits**



Reduce Fleet Costs

13% reduction in motor fuel consumption, saving freight and passenger car customers over **\$355 million in vehicle operating costs**



Reliable Travel Times

45 minutes in planning time savings, improving travel-time predictability and dependability for a total value of **\$1.45 billion in reliability benefits**

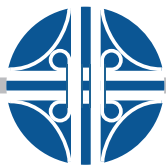


Curb Pollution

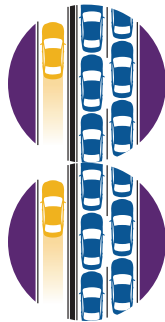
13% (NOx, VOC, PM2.5) reduction in vehicle emissions due to less congestion and faster travel times for an estimated **value of damages avoided of \$16 million**



2025
Open to Traffic:
I-285/I-20
East Interchange



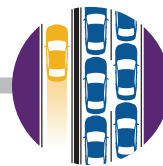
2026
Open to Traffic:
I-285/I-20
West Interchange



2027
Open to Traffic:
SR 400
Express Lanes
I-285 Westside
Express Lanes
I-85 Widening
(SR 53 to US 129)



2028
Open to Traffic:
I-285 Eastside
Express Lanes



2029
Open to Traffic:
I-285 Top End
Express Lanes



2030
Open to Traffic:
I-75 Commercial
Vehicle Lanes

16@95 Improvement Projects

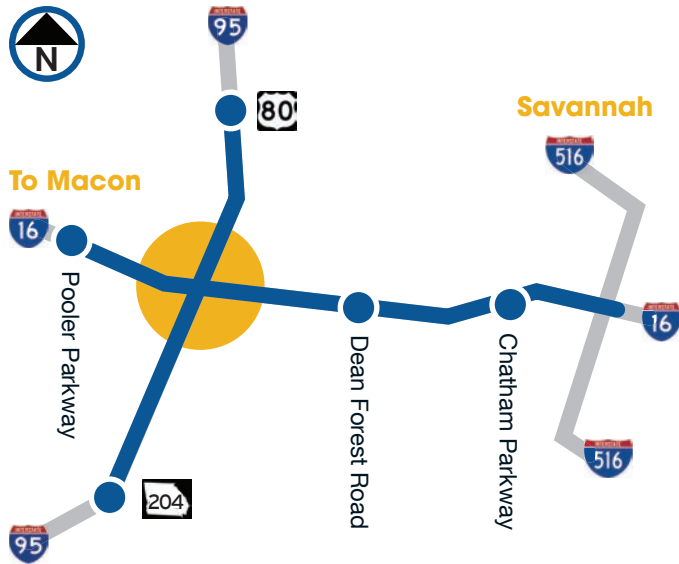
Benefits



The 16@95 Improvement Projects include the reconstruction of the directional ramps at the I-16/I-95 Interchange with turbine configuration ramps and the widening of I-16 (west of I-95 to just east of I-516)

from two to three lanes in each direction, all in Chatham County. Additional work on this project includes adding collector-distributor (CD) lanes on I-95 northbound to help eliminate weaving to and from I-16.

- Adds new lane miles in each direction at the busy gateway to Savannah
- Expected to reduce projected traffic delays - 32% on I-16 by 2030
- Increases existing merging lengths
- Installs lighting at the I-16/I-95 Interchange
- Improves existing hurricane contraflow crossovers



Legend:

- Projects
- Major Interchange
- Interchange Reconstruction

Map is not to scale

Did You Know?

The I-16/I-95 Interchange reconstruction will replace the existing loop ramps located on the west side of I-95 with new turbine configured ramps, the first in the state of Georgia.



An artist's rendering of the new I-16/I-95 Interchange near Savannah.



2016-2018
Environmental Process



2016
Public Information Open House



Q3 2018
Developer Selected



Q2 2019
Public Information Open House

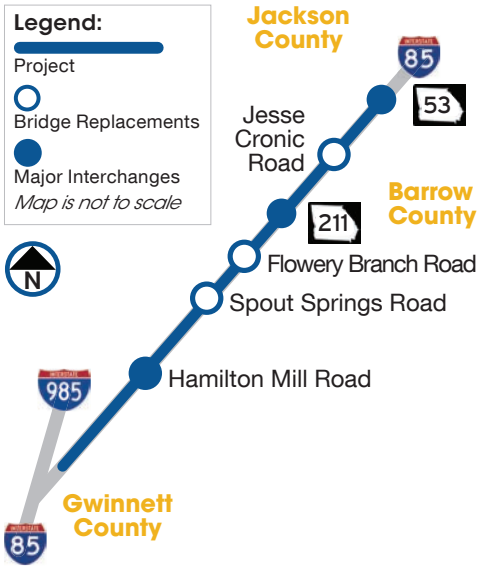


Q4 2019
Construction Begins



2022
Open to Traffic

I-85 Widening (I-985 to SR 53)



The I-85 Widening corridor improvements will provide relief to motorists in this heavily-congested area by widening I-85 from two to three lanes in both directions from I-985 to SR 53. Additional work on the project includes replacing three overpass bridges.

Benefits

- Replaces three overpass bridges along I-85 that are over 50 years old
- Project adds 26 new lane miles on I-85 in metro Atlanta with new lanes built into the median
- No right-of-way acquired for the project



Did You Know?
 The I-85 Widening Project was the first of the initial 11 MMIP projects to break ground and begin construction.



2016-2017
 Environmental Process



2016
 Public Information Open House



Q3 2017
 Public Hearing Open House



Q4 2017
 Developer Selected

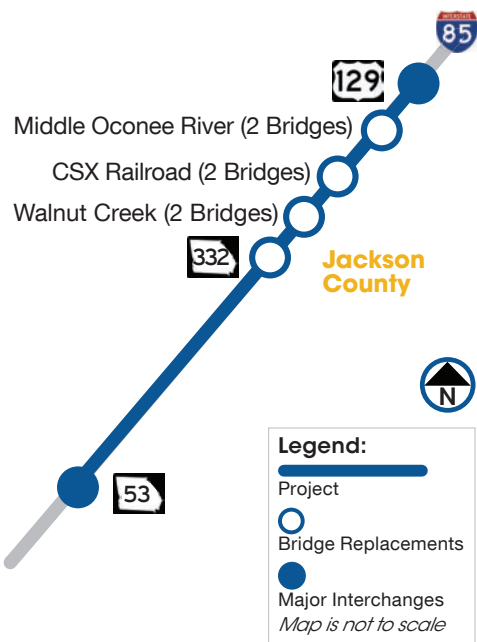


Q3 2018
 Construction Begins



Q3 2020
 Open to Traffic

I-85 Widening (SR 53 to US 129)



The I-85 Widening Phase II corridor improvements will provide relief to motorists by widening I-85 from two to three lanes in both directions between SR 53 to just north of US 129. Additional work on the project includes replacing one overpass bridge and six mainline bridges along I-85.

Benefits

- Project replaces bridges considered to be past their useful life
- Project adds 21 new lane miles on I-85 in metro Atlanta with new lanes built into the median
- No right-of-way acquired for the project



2023-2024
 Environmental Process



TBD
 Public Information Open House
 Public Hearing Open House



2025
 Construction Begins



2027
 Open to Traffic

Celebrating 50 years of I-285 and the Future of Express Lanes

On October 15, 1969, I-285 was opened to traffic. The I-285 corridor connects with three major interstate highways, I-20, I-75, I-85, and State Route 400, in metro Atlanta. When I-285 was first built it was a four-lane highway (two lanes in each direction) that traversed largely underdeveloped sections of metro Atlanta. Over the years, I-285 was widened several times as metro Atlanta experienced exponential growth in population and businesses looked to call the region home.

With each widening of I-285, the corridor continued to see congestion no matter how many lanes were added and even surface streets along the corridor began to fill with motorists looking to reach their destination. As the I-285 corridor boomed with commercial and residential growth, Georgia DOT had to look at ways to manage traffic and considered alternatives including the HOV System Plan and Managed Lanes System Plan.

In the past 10 years, Georgia DOT moved forward with a number of operational improvement projects to improve traffic flow in specific locations along the corridor. However, the Department recognized that more needed to be done for regional mobility, yet knew additional general purpose lanes would just fill with more cars like in the past. In 2007, Georgia DOT's State Transportation Board and the Atlanta Regional Commission (ARC) adopted express lanes as its mobility solution to mitigate congestion. Any new-build capacity lanes in metro Atlanta would be managed by tolling to improve congestion and mobility.

Georgia has been named the No. 1 state to do business for six consecutive years. The I-285 corridor is critical for the success and continued economic growth, as well as improved quality of life for Georgians. Express lanes are the future for interstates around metro Atlanta, and we are seeing great improvement for motorists in existing express lane systems in operation like the Northwest Corridor Express Lanes. Georgia DOT's Major Mobility Investment Program (MMIP) includes three express lanes projects on the northern half of I-285 and one on SR 400. Georgia DOT continues to look at other mobility alternatives, such as transit from regional transit providers, that are consistent with the region, consistent with our growth, and consistent with solving problems caused by lack of mobility and congestion.

In Operation

- I-85 Express Lanes
- I-75 South Metro Express Lanes
- Northwest Corridor Express Lanes
- I-85 Express Lanes Extension

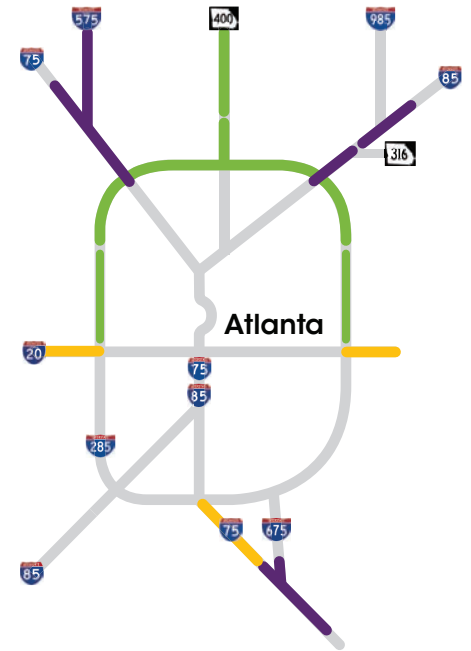
MMIP

- I-285 Eastside Express Lanes
- I-285 Top End Express Lanes
- I-285 Westside Express Lanes
- SR 400 Express Lanes

Long-Range

- I-20 East Express Lanes
- I-20 West Express Lanes
- I-75 Gap Express Lanes

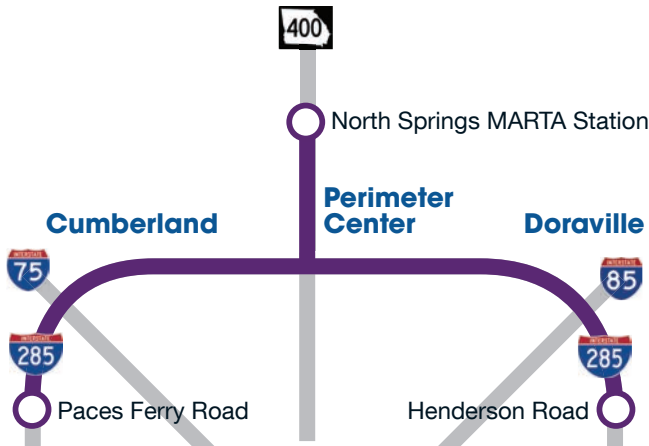
Georgia Express Lanes Network Map



I-285 Top End Express Lanes



The I-285 Top End Express Lanes project is planned between Paces Ferry Road and Henderson Road on I-285 and to the North Springs MARTA Station on SR 400. The project will improve mobility in metro Atlanta, one of the most heavily-traveled and congested segments of interstate highway in America. The project focuses on adding two new at-grade and elevated, barrier-separated express lanes in both directions of I-285 in Cobb, Fulton, and DeKalb counties.



Legend:

- Project
- Project Limits

Map is not to scale



2018-2021
Environmental Process



Q1 2020
Public Information Open House



Q1 2021
Public Hearing Open House



2023
Construction Begins



2029
Open to Traffic

Benefits

- Adds new lane miles along I-285
- Improves trip-time reliability and reduces travel times by 39% in 2040
- Offers a mobility choice for over 240,000 motorists who use the corridor each day

Did You Know?
Between 1970 and today, the northern suburbs of metro Atlanta exploded in population from fewer than 400,000 people to more than 2.5 million.

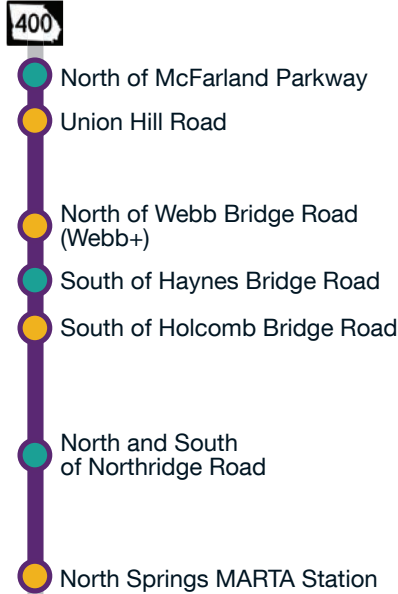
SR 400 Express Lanes



State Route 400 (SR 400) is a vital north-south transportation corridor in metro Atlanta that connects people, jobs, and freight. To improve mobility, Georgia DOT plans to add new, optional express lanes from the North Springs MARTA Station to McFarland Parkway.






Forsyth County



Fulton County



LEGEND:

-  Project
-  **Direct Access Ramp:**
Access from surface streets
-  **Direct Merge at Grade:**
Access from general purpose lanes

Map is not to scale

Benefits

- The SR 400 Express Lanes will provide more reliable trips along the corridor
- Georgia's first bus rapid transit (BRT) system is planned to run along this project's corridor, which will be operated by MARTA
- Projected to provide a 43% travel-time reduction in 2040
- Reduces traffic fatalities and serious injuries by 8.3% generating \$95.2 million in safety benefits



2018-2020
Environmental Process



Q1 2019
Public Information Open House



Q3 2020
Public Hearing Open House



Q4 2022
Construction Begins



2027
Open to Traffic

|| Innovation: Project Funding and Delivery

Georgia DOT's operating budget is derived from two primary funding sources: federal and state. While construction and capital maintenance are the largest areas of investment in Georgia DOT's budget, they are just one small part of a comprehensive process that includes planning, design, construction, operations, and ongoing maintenance.

With a focus on innovation, Georgia DOT strives to bring projects to the public on time and within budget. Due to ongoing fiscal constraints and increasing need to maintain a state of good repair for the state's transportation network, Georgia DOT is leveraging relationships with the private sector for capital and accelerated project delivery. This relationship is called a public-private partnership (P3).

In Georgia, P3s are formed between public entities like Georgia DOT and private engineering/developer firms to design and build infrastructure projects. P3s are often structured as design-build contracts (DB), and may also bundle and transfer other responsibilities to the private sector engineering/developer firms like finance, long-term operations, and maintenance.

What are the benefits of P3s?

The emergence and benefits of the P3 option is happening where it matters most – completing projects that would otherwise be unattainable under the traditional public-improvement delivery models. Additional benefits to P3 partnerships include:



Expedited completion compared to traditional delivery methods



Project cost savings



Improved quality and system performance from the use of innovative materials and management techniques



Substitution of private resources and personnel for constrained public resources



Access to new sources of private capital

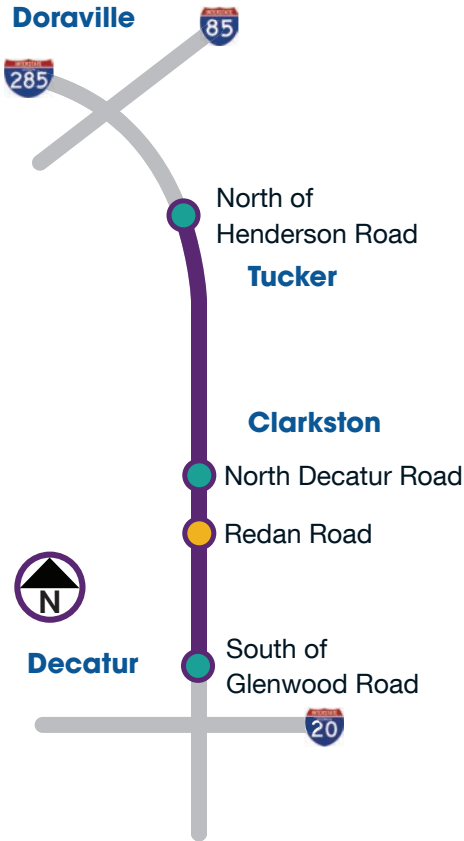
P3 Projects in Georgia:

- I-285 Eastside Express Lanes
- I-285 Top End Express Lanes
- I-285 Westside Express Lanes
- SR 400 Express Lanes
- I-285/I-20 East Interchange
- I-285/I-20 West Interchange
- I-75 Commercial Vehicle Lanes
- Northwest Corridor Express Lanes (Georgia's first P3 project; not an MMIP project)
- Transform 285/400 (not an MMIP project)




I-285 Eastside Express Lanes



The I-285 Eastside Express Lanes project plans to add optional express lanes consisting of one new buffer-separated express lane in each direction on I-285 between I-20 and Henderson Road in DeKalb County.



LEGEND:

-  Project
-  **Direct Access Ramp:**
Access from surface streets
-  **Direct Merge at Grade:**
Access from general purpose lanes

Map is not to scale

Did You Know?

Public Information Open Houses (PIOHs) were held in June 2019 at several locations inside the project limits. PIOHs offered attendees a first look at the project's design concept and invited public feedback on design and environmental considerations.

Benefits

- Adds new lane miles on I-285
- Connects to larger Georgia Express Lanes network
- Provides toll-free access for transit and state-registered vanpools
- Reduces travel times by 39% in 2040

GEORGIA
Express Lanes
I-285 Eastside



2018-2021
Environmental
Process



Q2 2019
Public Information
Open House



Q3 2020
Public Hearing
Open House



Q4 2022
Construction
Begins




2028
Open to
Traffic

I-285 Westside Express Lanes



The I-285 Westside Express Lanes project plans to add optional express lanes consisting of one new buffer-separated express lane in each direction on I-285 between I-20 in Fulton County and Paces Ferry Road in Cobb County.



Legend:

 Project
Map is not to scale



2019-2022
 Environmental Process



Q2 2020
 Public Information Open House



Q2 2021
 Public Hearing Open House



Q4 2023
 Construction Begins



2027
 Open to Traffic

Benefits

- Adds new lane miles along I-285
- The lanes will be part of the larger Georgia Express Lanes network
- Provides a 33% travel-time reduction in the express lanes in 2040

Did You Know?

As part of the concept development phase for this project, environmental field studies and coordination with local, state, and federal agencies are now underway.

GEORGIA
Express Lanes
 I-285 Westside



I-285/I-20 East Interchange



The I-285/I-20 East Interchange project will improve traffic flow and safety at this busy interchange. This critical juncture in DeKalb County requires operational and geometry improvements to address an inefficient flow of traffic and safety performance.



Legend:

-  Project
-  Major Interchanges
-  Interchange Area

Map is not to scale



2018-2021
Environmental Process



Q3 2019
Public Information Open House



Q3 2020
Public Hearing Open House



Q4 2022
Construction Begins



2025
Open to Traffic

Benefits

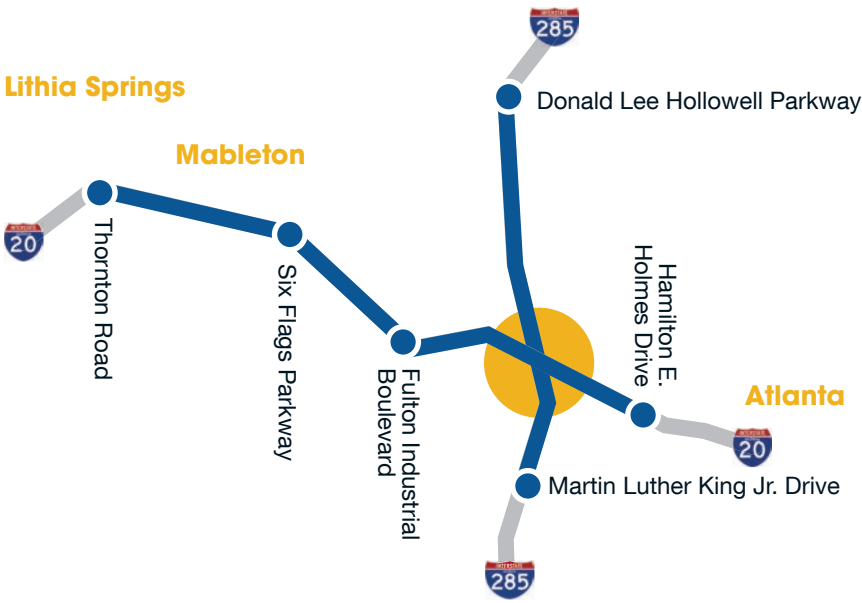
- Improves traffic flow and safety at the busy I-285/I-20 East Interchange
- Reconstructs ramps and constructs new collector-distributor (CD) lanes
- Adds auxiliary lanes along I-20 and I-285
- Replaces the Miller Road, I-20 over Snapfinger Creek, and Fairington Road bridges



I-285/I-20 West Interchange



The I-285/I-20 West Interchange project plans call for improvements of the interchange and addition of lanes along I-20 in Cobb, Douglas, and Fulton counties. Additional work on this project includes construction of collector distributor lanes and modification or replacement of seven bridges along I-20.



Legend:

- Project
- Major Interchanges
- Interchange Area

Map is not to scale



2019-2022
Environmental Process



Q3 2020
Public Information Open House



Q1 2022
Public Hearing Open House



Q3 2023
Construction Begins



2026
Open to Traffic

Benefits

- Improves operations and safety through the interchange
- Adds new lane miles along I-20
- Provides more efficient traffic flow

Did You Know?

I-285 is a major corridor for commercial vehicles and trucks and with additional growth expected throughout the state the interchange reconstruction is critical in addressing congestion and freight traffic. The I-285/I-20 West Interchange project provides additional capacity, enhanced roadway operations, and improved ramp geometry.

I-75 Commercial Vehicle Lanes



The I-75 Commercial Vehicle Lanes project will improve mobility and safety for freight operators and passenger vehicles. The project consists of two barrier-separated commercial vehicle-only lanes northbound along I-75 from approximately the I-475/I-75 Interchange near Macon to the McDonough area.

The facility will be non-tolled and includes nearly 38 center-line miles across five counties: Henry, Spalding, Butts, Lamar, and Monroe.



Benefits

- Separates freight traffic from general motorists, creating safer trips for all roadway users
- Accommodates growth in commercial vehicle traffic
- Promotes continued regional economic development while supporting future port of Savannah expansion
- Enhances system travel-time reliability
- Facilitates the use of emerging connected and autonomous vehicle (CAV) technologies



2018-2024
Environmental Process



Q3 2020
Public Information Open House



Q3 2022
Public Hearing Open House



Q4 2025
Construction Begins



2030
Open to Traffic

Environmental



What is the Environmental Process?

Environmental analysis is part of determining how a project should be developed – environmental impacts are factored into the decisions made. The overarching law for federal-aid projects, the **National Environmental Policy Act (NEPA)**, requires some agencies to consider the impacts of their actions on the environment and to publicly disclose environmental impacts before project decisions are made.

Throughout project planning, multiple studies and surveys are conducted in and around a project corridor to determine what environmental impacts should be considered. These are included in the project NEPA document and used in the project decision-making process.

Types of environmental impacts



Social: land use, community impacts, parks and recreation, wildlife and visual impact



Cultural: historical and archaeological resources



Natural: public waters, endangered species, floodplains and floodways, farmland and forest land



Physical: noise and air quality

Public Engagement

As part of the environmental and planning process for each MMIP project, Georgia DOT has been actively meeting with concerned citizens and stakeholders in each project corridor. Over the past two years, projects teams have hosted or attended over 200 meetings with elected officials, city and county staffs, businesses, homeowners associations, civic groups, and schools. During the planning process, the project teams host public meetings to seek feedback about project design and alignments.

Benefits to Public Engagement:

- Encourages members of the community to share views and concerns about the projects
- Enhances the decision-making of the project's design
- Leads to the development of better transportation planning
- Helps align Georgia DOT with local communities

You can request a speaker for a MMIP project near you by emailing: majormobility@dot.ga.gov.



Right-of-Way

In the process to improve reliability, mitigate congestion, enhance safety, and provide greater connectivity, Georgia DOT may need to acquire right-of-way to improve Georgia's transportation system. Georgia DOT works closely with property owners where their land may need to be purchased for the construction of new infrastructure projects. Georgia DOT strongly adheres to a process for such acquisitions, which is required under federal law created for the protection of property owners.



Pre-Acquisition Activities (60 Days)

- Coordination with Special Assistant Attorney General (SAAG) to prepare preliminary title reports
- Determination of types and number of appraisals required
- Outreach to property owners to explain right-of-way plan and acquisition process, which includes letters, in-person meetings, among other ongoing communications



Appraisals (90 Days)

- Independent appraisers contact impacted property owners to schedule property inspection
- Appraisal report developed and shared with Georgia DOT for review
- Offer package developed by Georgia DOT based on appraisal report



Negotiations to Purchase (120 Days)

- The offer, referred to as initiation of negotiations, is presented to property owner in writing based on the fair market value (FMV) appraisal
- Reasonable negotiation period is allowed for good-faith negotiations
- Settlement is reached



Closing (90 Days)

- Special Assistant Attorney General (SAAG) performs the closing at no cost to property owners
- Funds disbursed to owner (after satisfaction of any applicable liens)
- Property owner has a minimum of 60 days to vacate property after closing



Relocation, if necessary (90 days)

- In the event that any person, family, business, or farm is displaced, they shall be offered relocation assistance services, or a relocation benefits package at time of initiation of negotiations
- If property owners or tenants are required to relocate they will be treated fairly, equitable, and in compliance with the Uniform Act. Since relocation occupants vary, relocation benefits and payments may also vary. The property owner's assigned relocation agent will explain more specific benefits or payments for those that may be eligible for relocation advisory services.

In the event that an amicable settlement cannot be reached, Georgia DOT could exercise its authority of eminent domain, but would do so after exhausting all other remedies to reach a settlement.

Noise Barrier Facts

What is a noise barrier?

Noise barriers reflect traffic and construction noise to help minimize disturbance to those who live and work near high-traffic areas.

What do noise barriers look like?

The appearance of the barriers can vary by project. Information about the color and finish is shared as soon as it is determined.

How are sound levels determined for noise barrier placement?

Noise barriers are placed in areas where noise could exceed acceptable sound levels established by state and federal noise policy. Current and future sound levels are determined through a computer noise model that factors in roadway traffic, terrain/ground features, noise-sensitive areas, such as homes, parks, etc., and/or any other feature that could influence noise.

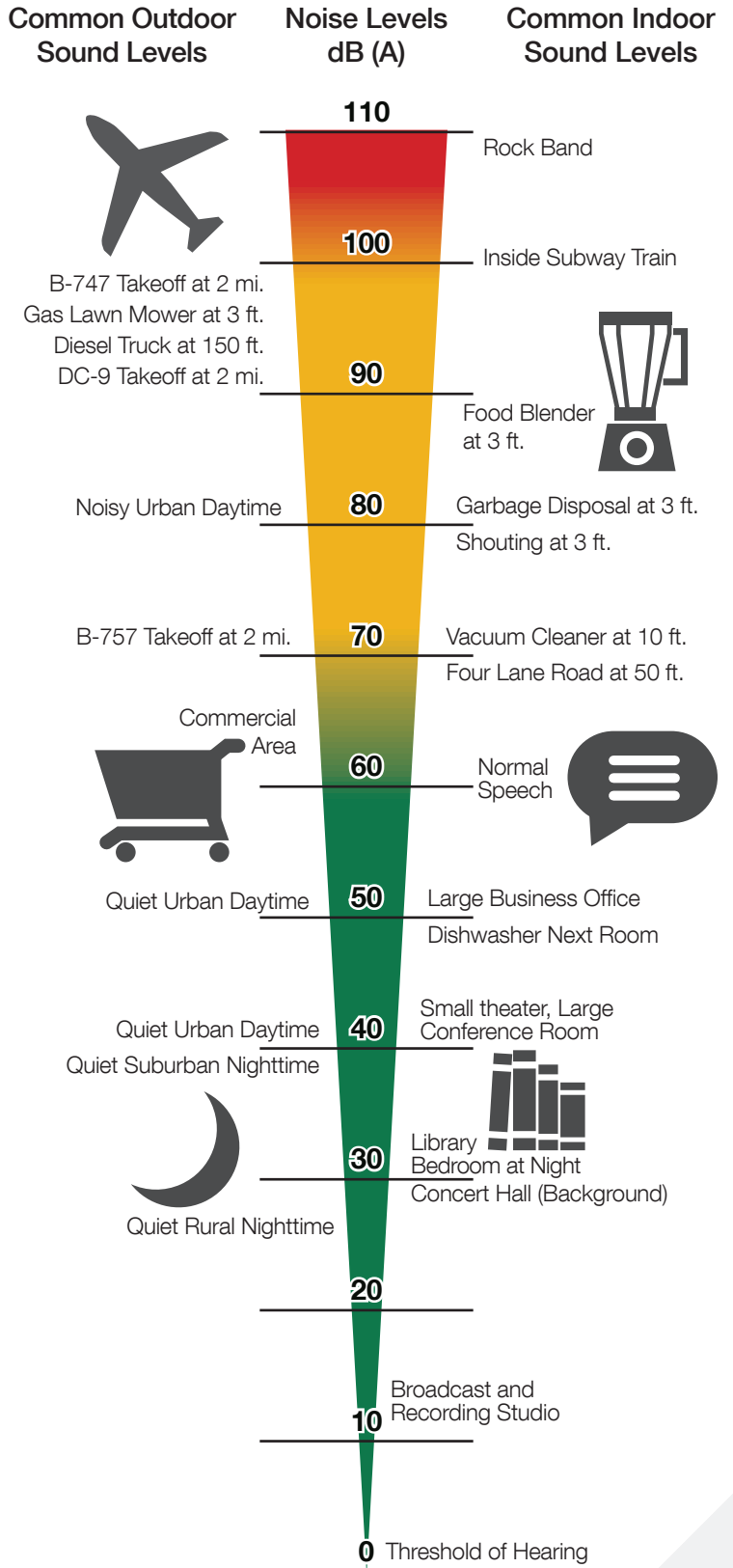
Are renters allowed to participate in voting for noise abatement?

Yes. All individuals, owners, and renters who would benefit from a proposed noise barrier get to participate in the voting.

How do you determine who would benefit from a noise barrier?

Georgia DOT measures potential noise impacts to residences, businesses, and other properties adjacent to the interstate. Residences and businesses that would realize a noise reduction of a least five decibels are referred to as “benefited receptors” and given the opportunity to vote either in favor or against the installation of noise barriers through a balloting process administered by Georgia DOT.

Common Sound Levels



Source:
Draft EIS/EIR LAX Proposed Master Plan Improvements, Los Angeles, CA,
U.S. Department of Transportation, FAA, January 2001.



You just
saved a life.

Yours.

**DRIVE
ALERT
ARRIVE
ALIVE**

#ArriveAliveGA

GDOT

Georgia Department of Transportation

www.dot.ga.gov/MMIP
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Information and schedule are subject to change.