

**I-285 AT SR 400 INTERCHANGE RECONSTRUCTION
P.I. No. 0000784**

PROJECT DESCRIPTION

What are the goals of the project?

The proposed project aims to:

- Reduce the substantial amount of vehicular weaving that occurs along I-285 in the vicinity of the I-285/SR 400 interchange due to the closely spaced interchanges in this area (Roswell Road, Glenridge Drive, SR 400, Peachtree Dunwoody Road, and Ashford Dunwoody Road). This weaving currently results in congestion and safety concerns in this area.
- Improve ramp capacity at the I-285/SR 400 interchange. The existing ramp capacity is insufficient to accommodate traffic demand, and leads to long queues approaching the interchange, which contributes to the congestion and safety concerns in this area.
- Improve deficiencies in the existing configuration of the I-285/SR 400 interchange.

What is Vehicular Weaving?

Vehicular weaving refers to the conflicts caused by travelers trying to move across one or more lanes (merging).

What is the proposed project?

The proposed improvements would include construction of barrier-separated collector-distributor (CD) lanes along I-285 and SR 400, reconstruction of existing ramps, new flyover bridges, as well as reconstruction and widening of existing bridges in the interchange area. Grade-separated, braided ramps (where one ramp crosses over the other) would be constructed to eliminate conflicts between traffic entering and exiting SR 400 and traffic entering and exiting the Roswell Road and Ashford Dunwoody interchanges.

What is a Collector-Distributor (CD) Lane?

A CD lane is a parallel, controlled-access roadway that separates through traffic from local traffic that is entering and exiting the freeway or interstate system. CD lanes are typically used to reduce vehicle conflicts associated with weaving.

Along I-285, the proposed project would begin west of Roswell Road and continue for a distance of approximately 4.3 miles, ending east of Ashford Dunwoody Road. Along SR 400, the proposed project would begin just south of the Glenridge Connector and extend north to the Hammond Drive interchange area, where it would tie into an adjacent project (Georgia DOT P.I. No. 721850). The total length of the proposed improvements along SR 400 is approximately 1.2 miles.

How does this project relate to other projects in the area?

The I-285/SR 400 interchange reconstruction project is designated a priority for the metro Atlanta region and is being advanced through innovative project delivery efforts. An Environmental Assessment (EA) is being completed for this stand-alone project. Additional improvements to the top end of I-285 are being examined within the *revive285 top end* Environmental Impact Statement (EIS).

The proposed I-285/SR 400 interchange reconstruction project would tie-into an adjacent project to construct north-south CD lanes along SR 400 from Hammond Drive to just north of Spalding Drive (Georgia DOT P.I. No. 721850). An EA/Finding of No Significant Impact (FONSI) was approved in 1998 for this CD lanes project, and this EA/FONSI is currently being updated to account for changes to environmental resources and traffic patterns since the 1998 approval.

The Georgia DOT is proposing to construct these two adjacent projects (the proposed I-285/SR 400 interchange reconstruction project and the SR 400 CD Lanes project) as one Design-Build-Finance (DBF), Public-Private Partnership (P3) in order to achieve maximum efficiency, economic benefit, and cost-effectiveness for the region.

What specific types of operational improvements are being considered?

Some of the specific proposed improvements include:

- New CD lanes paralleling I-285 eastbound, starting west of Roswell Road and ending east of Ashford Dunwoody Road, would be constructed. These eastbound new CD lanes would provide access from I-285 eastbound to Glenridge Drive, SR 400, and Ashford Dunwoody Road. The following changes in travel patterns would occur:
 - Motorists traveling from I-285 eastbound wishing to access Glenridge Drive or SR 400 would exit I-285 from a new off-ramp beginning west of Roswell Road.
 - Motorists traveling from Roswell Road wishing to access SR 400 or Glenridge Drive would do so using the new eastbound CD lanes.
 - Motorists traveling from I-285 eastbound wishing to access Ashford Dunwoody Road would exit I-285 from a new off-ramp beginning on I-285 just west of SR 400.
 - Motorists traveling from SR 400 northbound and southbound wishing to access I-285 eastbound would do so by way of the new I-285 eastbound CD lanes, which would merge with I-285 just east of Ashford Dunwoody Road. A slip ramp would be constructed to allow SR 400 motorists to exit to Ashford Dunwoody Road, if desired.
- New CD lanes paralleling I-285 westbound, starting east of Ashford Dunwoody Road and ending west of Roswell Road would be constructed. These westbound new CD lanes would provide access from I-285 westbound to Peachtree Dunwoody Road, SR 400, and Roswell Road. The following changes in travel patterns would occur:
 - Motorists traveling from I-285 westbound wishing to access Peachtree Dunwoody road or SR 400 would exit I-285 from a new off-ramp beginning just east of Ashford Dunwoody Road.
 - Motorists traveling from Ashford Dunwoody Road wishing to access SR 400 would do so using the new westbound CD lanes.
 - Motorists traveling from I-285 westbound wishing to access Roswell Road would exit I-285 from a new off-ramp beginning just east of SR 400.
 - Motorists traveling from SR 400 northbound and southbound wishing to access I-285 westbound and Roswell Road would do so by way of the new I-285 westbound CD lanes, which would merge with I-285 west of Roswell Road.
- The existing CD lanes along SR 400 northbound in the vicinity of the Glenridge Connector would be widened under the proposed project, and would provide access to I-285 eastbound. However, motorists

wishing to travel to I-285 westbound would now need to exit SR 400 northbound just south of the Glenridge Connector onto these existing SR 400 CD lanes.

- The existing SR 400 northbound lanes under I-285 would be reconstructed to serve as northbound CD lanes for motorists traveling from I-285 eastbound to SR 400 northbound and for motorists traveling from SR 400 northbound to I-285 westbound.
- The northbound ramps from I-285 eastbound and westbound would tie into the adjacent SR 400 CD Lanes project (Georgia DOT P.I. No. 721850) and continue north as CD lanes.
- The new SR 400 CD system proposed under the adjacent Georgia DOT PI No. 721850 to carry SR 400 southbound traffic to I-285 eastbound and westbound would be extended south beginning around Hammond Drive and tie to ramps heading towards I-285 eastbound and westbound.
- Motorists traveling southbound on SR 400 wishing to exit to the Glenridge Connector would now exit just north of I-285 and merge onto the existing SR 400 southbound CD lanes.

The newly improved Roswell Road and Ashford Dunwoody Road bridges would not be impacted, and the new Diverging Diamond Interchange at Ashford Dunwoody Road would be retained.

Will the facility be tolled? How will the project be funded?

No, tolling is not proposed as part of this project. The proposed project would be funded using a combination of federal, state, local, and private funds. As stated above, the Georgia DOT anticipates using a DBF P3 to construct this project along with the adjacent SR 400 CD Lanes project to the north (Georgia DOT P.I. No. 721850). Under a DBF arrangement, the Georgia DOT would award a contract to a private firm (or consortium of firms) for the design, construction, and partial (or full) financing of the project.

As currently envisioned, Georgia DOT would make payments to the private firm on a fixed payment schedule, to be finalized as part of contract negotiations. During the project's active construction time period, the contractor would receive partial payment for work completed; the remainder of the payments would be deferred until after the construction is completed, when GDOT would continue to make payments to the contractor on a fixed, negotiated schedule until all expenses have been paid.

When will construction start, and how long will it last?

Construction is anticipated to start in 2016 and the reconstructed interchange is anticipated to be open to traffic in 2019.

What is the cost of the project?

The Design-Build cost of the I-285 at SR 400 Interchange Reconstruction project is \$725.9 million which includes preliminary design, environmental approval, right of way acquisition, final design, construction, utility relocations, developer Quality Control (QC)/Construction Engineering and Inspection (CEI), and insurance.