

ABOUT THE PROJECT

The *Transform 285/400* improvement project is designed to help reduce traffic congestion and enhance safety in the area near the I-285/SR 400 interchange in metro Atlanta. This priority project adds new flyover ramps, new collector-distributor lanes, and other facilities to aid east-west travel along I-285 and north-south travel along SR 400.



PROJECT OVERVIEW

WHAT ARE THE PROJECT BOUNDARIES?

The project will improve 4.3 miles of I-285 from west of Roswell Road to east of Ashford Dunwoody Road and 6.2 miles along SR 400 from the Glenridge Connector to north of Spalding Drive.

WHAT ARE THE PROJECT DETAILS?

Some of the interchange improvements include:

- New flyover ramps
- New east-west collector-distributor (CD) lanes along I-285 and new north-south CD lanes along SR 400
- Existing SR 400/Abernathy Road Interchange will be converted into a diverging diamond interchange (DDI)
- Mount Vernon Highway bridge replacement
- Reconstruction of the Glenridge Drive bridge over I-285
- Widening both Glenridge Drive and Peachtree Dunwoody Road to include sidewalks.
- Construction of a shared-use path to provide a connection through the interchange for planned bike/pedestrian facilities

WHAT ARE THE CONSTRUCTION HOURS?

Construction will take place during the day, evenings, and weekends. Overnight construction is anticipated, and activities will be posted on the project website (<http://www.dot.ga.gov/BS/Projects/SpecialProjects/I285SR400>).

WHO OWNS AND OPERATES THIS INTERCHANGE?

Georgia DOT manages the development of the project through a public-private partnership with the developer, North Perimeter Contractors (NPC). NPC is responsible for the design and construction of the project. Georgia DOT is responsible for the operation and maintenance of the roadway once the construction of the improvements is complete.

CONSTRUCTION

WHEN WILL CONSTRUCTION BE COMPLETED?

Georgia DOT and the project team anticipate the Developer achieving substantial completion (open to traffic) by December 2021 with final acceptance of the work anticipated in early 2022.

WHAT CONSTRUCTION IMPACTS SHOULD THE TRAVELING PUBLIC AND LOCAL BUSINESSES EXPECT?

Detours, lane changes, and closures are required during construction. Georgia DOT works diligently to minimize impacts to travelers, commuters, and businesses. A significant amount of the work will be done during off-peak, overnight hours to reduce impact on the commute to and from work as much as possible.

The project team will communicate proactively with stakeholders, the media, transit agencies, and local organizations about any lane changes and closures in advance of construction activity. These construction notices will be communicated through the *Transform 285/400* website, Georgia NaviGator 511, social media, traditional media, and partner websites.

Find project updates and download projects materials:

<http://www.dot.ga.gov/BS/Projects/SpecialProjects/I285SR400>

Project Hotline: 404-609-4609

ARE THERE OPTIONS TO AVOID CONSTRUCTION IN THE AREA?

Georgia DOT encourages the use of transit and ridesharing during construction. MARTA offers bus and train routes and the Xpress coach service has four routes bringing commuters into the area.

Commuters can also find additional commute alternatives through Georgia Commute Options, a Georgia DOT program offering trip planning, carpool ridematching, and cash incentives (GaCommuteOptions.com). Employers and employees who work in the Perimeter Center may contact Perimeter Connects, the Transportation Management Association (TMA) servicing the area (PerimeterConnects.com).

NOISE BARRIERS

WHAT IS CONSIDERED A NOISE IMPACT?

Noise impacts occur when sound levels approach or exceed the federal Noise Abatement Criteria (NAC) for each land use category. In Georgia, “approach” is defined as one decibel lower than the NAC. The NAC for an outdoor area of frequent human use at a residential home is 67 decibels, meaning 66 decibels or higher is considered an impact. The NAC for an outdoor area of frequent human use at a business (such as a pool) is 72 decibels, meaning 71 decibels or higher is considered an impact. An impact also occurs if the proposed project increases sound levels by 15 decibels.

WHAT WILL THE NOISE BARRIERS LOOK LIKE?

The barriers will be placed in selected locations along I-285 and SR 400, within the project limits. The materials will feature a light, “gull gray” stone appearance with graffiti-proof coating.

AT WHAT POINT IN THE PROJECT WILL NOISE BARRIERS BE CONSTRUCTED?

Portions of the project will be constructed at different times. While the project is scheduled to be completed in late-2020, construction schedules for individual portions of the project are likely to evolve as the project progresses. The contract encourages progressing the construction in such a way that priority is placed on constructing noise barriers as early as is practical.

PROJECT FUNDING

HOW IS THE PROJECT BEING FUNDED?

The project is funded through a combination of state, federal, and local sources, as well as private-partner financing. Local contributions from community partners include \$10 million from the Perimeter Community Improvement Districts (PCIDs), \$1 million from the PATH Foundation, and an additional \$2.25 million from the city of Sandy Springs for bridge, bicycle, and pedestrian enhancements.

PROJECT BENEFITS

WHAT IMPROVEMENTS WILL THE TRAVELING PUBLIC SEE?

The completed project is expected to save the average commuter eight hours a year and reduce delay over 12,500 hours a day. The improvements will reduce traffic congestion and improve safety in the area.

WHAT ARE THE BICYCLE AND PEDESTRIAN IMPROVEMENTS?

The project includes planned bicycle and pedestrian improvements including a shared-use path designed and constructed along the southeast portion of SR 400 and I-285. These improvements are funded, in part, by contributions from local community partners. Additional bicycle and pedestrian improvements will be made across Mount Vernon Highway bridge and along Abernathy Road through the diverging diamond interchange (DDI). These enhancements are to help facilitate bicycle and pedestrian connections.

PROJECT DELIVERY METHOD

WHO IS THE PRIVATE SECTOR PARTNER FOR THIS PROJECT?

The private sector partner, responsible for design, construction, and partial financing of the project, is North Perimeter Contractors, LLC (NPC). NPC is a subsidiary of Ferrovial Agroman US Corp.

INCIDENT MANAGEMENT

WHAT HAPPENS IF A VEHICLE STALLS, BREAKS DOWN OR HAS AN ACCIDENT IN THE CONSTRUCTION CORRIDOR?

Shoulders are available on the *Transform 285/400* corridor, so a driver can safely pull out of the lane in the event of a vehicle stall or breakdown. HERO units will be patrolling the interchange to help motorists and move vehicles. The developer, North Perimeter Contractors (NPC), will also be available to help move stalled vehicles or those involved in an incident.

The project team continues to meet with local first responders to develop processes and procedures for responding to any incidents during construction.

PROJECT INFORMATION

HOW DO I STAY INFORMED ABOUT THE PROJECT?

Georgia DOT will provide regular updates through the project website(<http://www.dot.ga.gov/BS/Projects/SpecialProjects/I285SR400>), Georgia NaviGator 511, social media, newsletters, media announcements, and community outreach events. By bookmarking the project website to phones/tablets and computers, travelers can stay updated throughout the project duration. Project representatives are also available to speak to groups. A speaker's request form is available on the *Transform 285/400* web page.

To be added to the project distribution list to receive updates, please email the project team at transform285400@dot.ga.gov.

HOW TO GET IN TOUCH

Website:

<http://www.dot.ga.gov/BS/Projects/SpecialProjects/I285SR400>

Project Email:

Transform285400@dot.ga.gov

Phone Number:

404-609-4609

Field Office:

270 Carpenter Drive NE, Suite 700, Atlanta, GA 30328