Georgia Department of Transportation

I-85 EXPRESS LANES PROJECT

MANAGED LANES ACROSS THE NATION

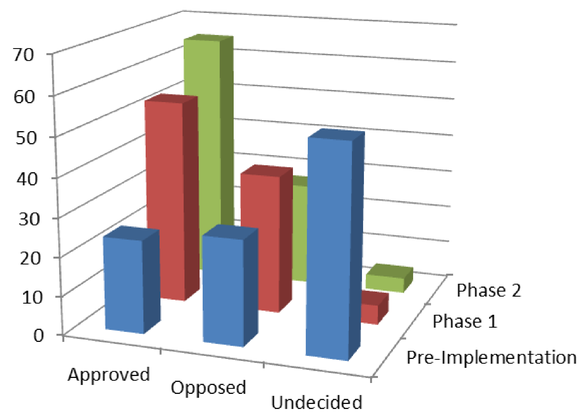
PUBLIC OPINION

San Diego (I-15) Survey Results

Survey of Express Lane users demonstrates that motorists of all income levels recognize the benefits of HOT lanes:

- 91 percent think travel time savings provided by the I-15 Express Lanes are a "good idea";
- 66 percent of drivers who do not use them support the I-15 Express Lanes;
- 73 percent of non-Express Lane users agree that the Express Lane reduces congestion in the corridor;
- The extension of the Express Lanes was the top choice of both users and non-users for reducing congestion in the corridor; and
- 80 percent of the lowest income motorists agreed with the statement "People who drive alone should be able to use the I-15 Express Lanes for a fee." Despite equity concerns regarding HOT lanes, low income users in San Diego were more likely to support the statement than the highest income users.

The following graph illustrates approval rates for I-15 before initial implementation of the project, after the first phase and after Phase 2, indicating growing public acceptance.



Minnesota (MnPASS)

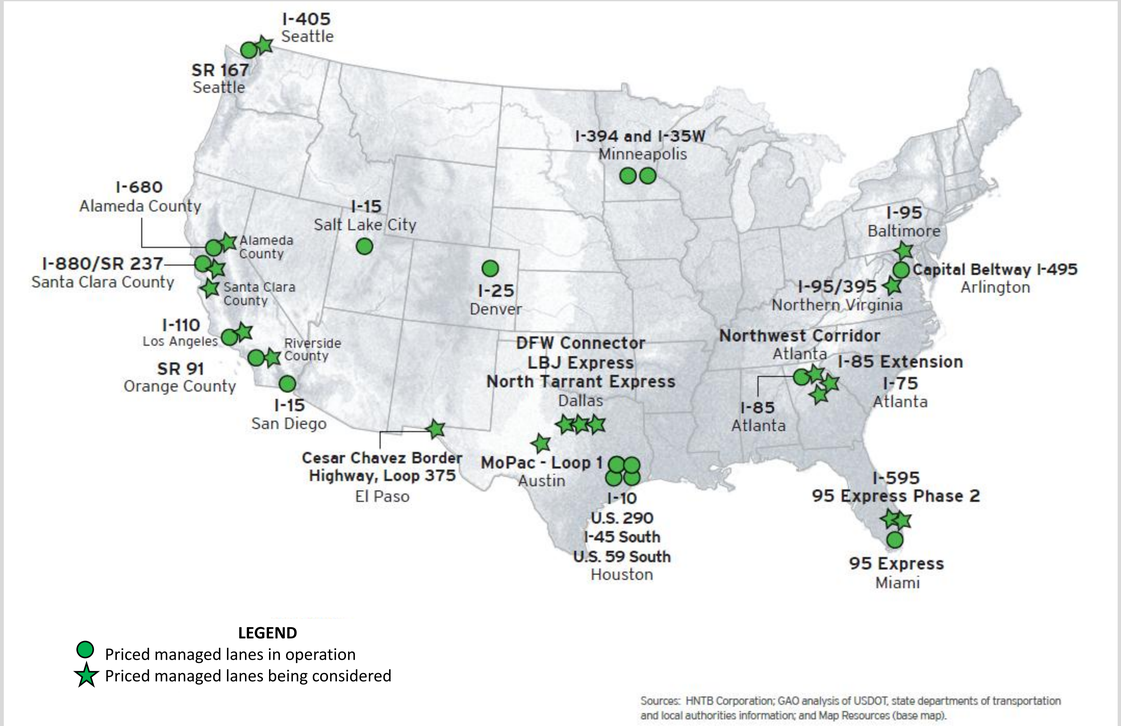
According to a survey of all MnPASS customers (which have access to two projects in Minnesota – I-394 and I-35), customers have the following attitudes towards managed lanes:

•85% satisfaction with traffic speed in lane

•76% satisfaction with dynamic pricing

•66% satisfaction with safety of merging

EXISTING AND FUTURE MANAGED LANES



- **Express lanes are a proven mobility solution now operating in 13 regions across the country**
- **Of the 13 regions operating at least one express lane, 12 are opening multiple express lanes and planning for networks of express lanes into the future**

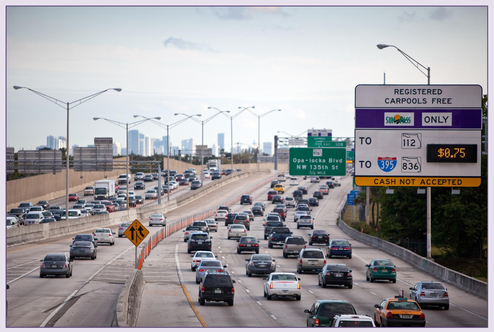
OPERATIONS

Miami (95 Express)

Miami, who's congestion rivals that of Atlanta, has experienced recent success with the implementation of Express Lanes on I-95. The project included converting 1 HOV lane to an Express Lane and adding one additional Express Lane. In a region which currently ranks 11th in the nation for total hours of delay, the project helped increase speeds in the peak period in both the Express and General Purpose lanes.

95 Express Speeds Before and After Express Lanes

	Speed	
	NB	SB
Before 95 Express		
HOV Lane (1 in each direction)	20 mph	18 mph
General Purpose Lanes	15 mph	19 mph
With 95 Express		
Express Lanes (2 in each direction)	62 mph	56 mph
General Purpose Lanes	50 mph	41 mph



California (Various Facilities)

- I-680 in Alameda County experienced speeds 10 miles per hour faster in the managed lanes
- In LA, Express Lanes on I-110 have met the minimum 45 mph speed for almost 100% of the peak period, compared to regularly being slowed to 20 or 30 mph when operating as HOV lanes prior to the project
- As of 2011, bus ridership had increased by 77 percent upon addition of the Express Lanes on I-110
- Drivers on SR 91 in Orange County save an average of 30 minutes by using Express Lanes

CONTACT US

Get involved with and
stay informed about the project:

ManagedLaneInfo@dot.ga.gov
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MANAGED LANES 101

What are Managed Lanes?

- Managed Lanes are a separate tolled corridor inside of an existing "free" or otherwise tolled facility.
- Congestion is managed with pricing, eligibility and access
- Many agencies around the country have branded them **"Express Lanes."** Express Lanes in Georgia consist of:
    - **High Occupancy Vehicle (HOV) Lanes**
      Designated for eligible carpools, transit buses, motorcycles, certified alternative fuel vehicles and emergency vehicles.
    - **High Occupancy Toll (HOT) Lanes**
      Designated for eligible vehicles to use for free, while others can use by paying a variable toll.
    - **Express Toll Lanes (ETL)**
      All vehicles pay according to the toll schedule when using an ETL.

How Do Managed Lanes Work?

- Toll cost is posted so motorists can decide whether to use the lane.
- Electronic toll collection (transponders) eliminates the need for toll plazas, allowing traffic to maintain highway speeds.
- Upon a motorist entering the managed lane, the price posted will be the cost of the trip even if the cost increases while the motorist is in the lane.

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NEPA Topics

The "National Environmental Policy Act" (NEPA) process analyzes the study area and surrounding environment including cultural resources, ecology, air, noise, archaeology, and hazardous materials. The results are then evaluated against the potential impacts of the proposed project. The reporting document weighs the environmental, social, and economic impacts, and the benefits of the project, and suggests strategies for mitigating any undesirable effects.

- **Social Conditions**
- **Visual & Aesthetic Conditions**
- **History**
- **Archaeology**
- **Transportation**
- **Air**
- **Noise**
- **Hazardous Materials**
- **Natural Resources**
- **Water Quality & Stormwater**
- **Construction**
- **Indirect & Cumulative**
- **Environmental Justice**
- **Construction**
- **Public Involvement**

Community input is vital to the project's success. The Georgia Department of Transportation (GDOT) is committed to providing meaningful public involvement opportunities throughout the NEPA process.

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PROJECT NEED AND PURPOSE

Project Purpose

- Provide reliable travel times
- Improved Commute Alternatives
- Expanded Commuting Choices

Project Need

- Population growth in the Atlanta 20 County Metro area is estimated to increase from 4.3 million in 2000 to 7.4 million in 2030.
- Atlanta Regional Commission forecasts more than 50% increase in the levels of peak period vehicle miles traveled (VMT) and vehicle hours traveled between 2005 and 2030.

- Studies of the project area indicate congestion will reach unacceptable levels throughout the I-85 corridor without mitigation efforts.
- There is a need to provide reliable travel times for the traveling public.

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Stormwater Management Program

GDOT'S EFFORTS TO KEEP GEORGIA'S STREAMS RIVERS AND LAKES HEALTHY AND CLEAN

PUBLIC EDUCATION

Public Education and Outreach on Stormwater Impacts

GDOT is educating and encouraging the public to take the required steps to reduce pollutants in stormwater runoff. The public, and GDOT project contractors, and GDOT employees will be addressed on the impacts stormwater discharge has on water bodies, and how it affects the community and economy.

Best Management Practices for this minimum control measure include:

1. Using the GDOT Website to educate the public on stormwater related topics
2. Training Programs for GDOT contractors and employees on stormwater impacts
3. Distributing stormwater related educational materials to the public
4. Developing and implementing pet waste stations and storm drain marking program in high pedestrian areas

PUBLIC INVOLVEMENT

Public Involvement/Participation

GDOT will implement a public involvement/participation program that includes local and state public notice requirements through various methods.

Best Management Practices for this minimum control measure include:

1. Supporting the adopt a highway program
2. Using Public Information/Hearing Open House's to educate the public on GDOTs stormwater management program
3. Developing and entering into Memorandum of Agreements (MOAs) with Municipal Separate Storm Sewer Systems (MS4s) in accordance with the Sharing Responsibility section of the MS4 Permit

POLLUTION PREVENTION/ GOOD HOUSEKEEPING

Pollution Prevention/Good Housekeeping for Municipal-Type Operations

GDOT is developing and will implement a mapping, inspection, operation, and maintenance program that includes a training component with the ultimate goal of preventing and/or reducing pollutant runoff from municipal-type operations.

Best Management Practices for this minimum control measure include:

1. Developing an inventory of GDOT facilities conducting municipal-type activities that have the potential to cause pollutant runoff (e.g. fueling stations, stockpile or scrap yards, and equipment maintenance facilities)
2. Developing and implementing a program for inspecting the GDOT facilities conducting municipal-type activities for good housekeeping practices

ILLICIT DISCHARGE DETECTION AND ELIMINATION

Illicit Discharge Detection and Elimination:

GDOT is developing a program for implementation that detects and eliminates illicit discharges into its stormwater facilities.

Best Management Practices for this minimum control measure include:

1. Developing and implementing a storm sewer system map showing the locations of all outfalls and the receiving waters of the State in MS4 areas
2. Developing and implementing a policy that prohibits non-stormwater (illicit) discharges into GDOTs storm sewers
3. Developing and implementing an illicit discharge detection and elimination plan (IDDE)
4. Developing and implementing procedures for tracing and eliminating any identified illicit discharges
5. Developing and implementing procedures for receiving and responding to complaints related to illicit discharges
6. Developing and implementing spill response procedures

CONSTRUCTION SITE STORMWATER RUNOFF CONTROL

Construction Site Storm water Runoff Control

GDOT is currently operating under GAR100002, the Erosion and Sediment control permit for construction activities on infrastructure projects. GDOT will document our compliance with the construction permit.

Best Management Practices for this minimum control measure include:

1. Developing and implementing a contractual obligation mechanism to require erosion and sedimentation controls consistent with Manual for Erosion and Sediment in Georgia and the Construction General Permits
2. Ensuring erosion, sedimentation, and pollution control plans address the requirements of most recent Construction Activity Permits
3. Developing procedures for receiving and responding to erosion and sediment complaints
4. Developing site plan review procedures
5. Developing site inspection procedures in accordance with Construction Activity Permits
6. Ensuring that construction site operators control adverse water quality impacts in accordance with the Construction Activity Permits with contracts or other means
7. Developing procedures to bring contractors back into compliance with the contract requirements

POST-CONSTRUCTION STORMWATER MANAGEMENT

Post-Construction Storm Water Management

GDOT is developing, implementing, and enforcing a program to address stormwater runoff into the MS4s from new development and redevelopment projects. The program will ensure that controls are in place to prevent or minimize water quality impacts.

Best Management Practices for this minimum control measure include:

1. Developing an inventory of post-construction storm water management structures, designed for filtering and/or detention (e.g. detention ponds, stormwater quality ponds, and enhanced swales)
2. Developing and implementing a policy or other regulatory mechanism to address the post-construction runoff
3. Developing a program for the long-term operation and maintenance of post construction structures
4. Developing a program for ensuring the use of a stormwater design manual and the feasibility of inclusion of the post-construction standards from the Design Requirements for New Development and Redevelopment section of the permit during the project design phase