

FINAL ENVIRONMENTAL IMPACT STATEMENT

Prepared by:
Federal Highway Administration and
Georgia Department of Transportation

October 2025

I-285 Top End Express Lanes

Cobb, Fulton, and
DeKalb Counties,
PIs 0001758, 0017124,
0017135, 0019965

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P.I. Numbers 0001758, 0017124, 0017135, 0019965

The proposed Interstate 285 (I-285) Top End Express Lanes (ELs) Project would construct ELs in each direction along approximately 19 miles of I-285 between South Atlanta Road and Henderson Road, passing through portions of Cobb, Fulton, and DeKalb Counties, as well as along approximately 3.5 miles of State Route (SR) 400 from south of the Glenridge Connector to the vicinity of the North Springs Metropolitan Atlanta Rapid Transit Authority Station and approximately 1 mile of Interstate 85 (I-85) to the vicinity of Pleasantdale Road. Also, the project would include the modification or replacement of some overpass bridges along I-285. The total project cost is anticipated to be approximately \$9.5 billion, subject to change after further design development and Federal Highway Administration Cost Estimate Review acceptance.

Following public review of the Draft Environmental Impact Statement (EIS), the Federal Highway Administration will issue a single document that consists of the Final EIS and Record of Decision pursuant to 49 *United States Code* (U.S.C.) 304a(b) [and 23 U.S.C. 139(n)(2)]. The Final EIS discusses the changes that have been made to the Preferred Alternative based on public and agency comments as well as from minor design refinements made after the release of the Draft EIS. Based on these updates and after review of the potential impacts and mitigation measures, the Preferred Alternative detailed in the Final EIS has been identified as the Selected Alternative for the project in the Record of Decision (ROD).

Submitted by:

U.S. Department of Transportation, Federal Highway Administration and Georgia Department of Transportation

In Cooperation with:

United States Army Corps of Engineers and National Park Service

In Participation with:

U.S. Fish and Wildlife Service, U.S. Environmental Protection Agency Region IV, Georgia Department of Natural Resources, Georgia Department of Community Affairs and Historic Preservation Division, and Fulton County Schools District

Prepared by:

Jacobs Engineering Group, Inc.

The following people may be contacted for additional information concerning this document:

Sabrina David, AICP
Federal Highway Administration, Georgia Division
75 Ted Turner Drive SW
Suite 1000
Atlanta, GA 30303
(404) 562-3630

Eric Duff
State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW-16th Floor
Atlanta, Georgia 30308
(404) 631-1100

Environmental Commitments Table

A. Resources to be Delineated on the Plans and/or Listed in the Environmental Resource Impact Table (ERIT)

Resource Name		Permitted Construction Activity	Refer to	Name and Date of Report or Transmittal	Correctly Shown?	
					Plan Sheet	ERIT
A-1	Streams and Wetlands	4,541 linear feet (2.107 acres) of permanent and temporary impacts to streams; 0.08 acre of permanent impacts to open waters; 0.70 acre of permanent impacts to wetlands	B-1, B-2, B-3, C-1	Ecology Resource Survey & Assessment of Effects Report, Addendum 3, May 2025	Yes	Yes
A-2	Fair Oaks Manor Historic District	0.7 acre permanent impacts	C-1, C-2	Cultural Resources Area of Potential Effects and Assessment of Effects, September 2020	Yes	Yes
A-3	Coldstream Subdivision Historic District	0.2 acre permanent impacts	C-1, C-2	"	Yes	Yes
A-4	Lake Island Estates Historic District	0.5 acre permanent impacts	C-1, C-2	"	Yes	Yes
A-5	Comora House	0.05 acre permanent impacts	C-1, C-2	"	Yes	Yes
A-6	Landmark Executive Center	0.18 acre permanent impacts	C-1, C-2	"	Yes	Yes
A-7	Oak Forest Hills Historic District	0.9 acre permanent impacts	C-1, C-2	"	Yes	Yes
A-8	Georgetown Subdivision Historic District	Permitted roadway construction activities	C-1, C-2	"	Yes	Yes
A-9	Gainsborough Historic District	0.3 acre permanent impacts	C-1, C-2	"	Yes	Yes
A-10	Moon Manor-Harber Valley Historic District	No activity	C-1	"	Yes	Yes
A-11	Lakeside Business Park	0.1 acre permanent impact	C-1	"	Yes	Yes

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Resource Name		Permitted Construction Activity	Refer to	Name and Date of Report or Transmittal	Correctly Shown?	
					Plan Sheet	ERIT
A-12	Hardin House	0.03 acre permanent impact	C-1	"	Yes	Yes
A-13	Resource 1	No activity	C-1	Phase I Archaeological Survey, February 2020	Yes	Yes
A-14	Resource 2	No activity	C-1	"	Yes	Yes
A-15	Resource 3	No activity	C-1	"	Yes	Yes
A-16	Former Western and Atlantic Railroad	No activity (Located outside project area of potential effect)	-	APE Memorandum #1	"	No
A-17	Boone House	No activity (Located outside project area of potential effect)	-	APE Memorandum #1	No	No
A-18	Copeland Road Historic District	No activity (Located outside project area of potential effect)	-	APE Memorandum #1	No	No
A-19	Sandy Springs Apartments	No activity (Located outside project area of potential effect)	-	APE Memorandum #1	No	No
A-20	Mountain Creek Road Historic District	No activity (Located outside project area of potential effect)	-	APE Memorandum #1	No	No
A-21	Glenridge Forest – Hammond Hills Historic District	No activity (Located outside project area of potential effect)	-	APE Memorandum #1	No	No
A-22	Sherrel – Colton Drive Historic District	No activity (Located outside project area of potential effect)	-	APE Memorandum #1	No	No
A-23	Clemenstone Estates Historic District	No activity (Located outside project area of potential effect)	-	APE Memorandum #1	No	No
A-24	Carver Hills/ Happy Valley/ Parsons Village Historic District	No activity (Located outside project area of potential effect)	-	APE Memorandum #1	No	No
A-25	Guilford Village	No activity (Located outside project area of potential effect)	-	APE Memorandum #1	No	No
A-26	Williams House	No activity (Located outside project area of potential effect)	-	APE Memorandum #1	No	No

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Resource Name		Permitted Construction Activity	Refer to	Name and Date of Report or Transmittal	Correctly Shown?	
					Plan Sheet	ERIT
A-27	Southern Railway	No activity (Located outside project area of potential effect)	-	APE Memorandum #1	No	No
A-28	Northwoods Historic District	No activity (Located outside project area of potential effect)	-	APE Memorandum #1	No	No
A-29	Peachtree Park Apartments	No activity (Located outside project area of potential effect)	-	HRSR Addendum #2	No	No
A-30	Wilson Sporting Goods Warehouse	No activity (Located outside project area of potential effect)	-	HRSR Addendum #2	No	No
A-31	New North Park Buildings	No activity (Located outside project area of potential effect)	-	HRSR Addendum #2	No	No
A-32	Melvin House	0.5 acre permanent impact	C-1	HRSR Addendum #2	No	No
A-33	Brown House	No activity (Located outside project area of potential effect)	-	HRSR Addendum #2	No	No
A-34	Chattahoochee River National Recreation Area	No activity outside of the Chattahoochee River	-	EIS Chapter 4	No	No

For individual resources refer to technical reports and/or ERIT.

B. Special Provisions (Attach all special provisions with transmittal letters to the commitments table, if available)

Special Provision	Purpose	Estimated Cost*	SP's Latest Date	
B-1	107.23 B	For the implementation of side-scan sonar in the Chattahoochee River.	Negligible	10/25/2022
B-2**	107.23 G	For protection of migratory birds during breeding and nesting seasons.	Negligible	10/25/2022
B-3	107.23 H	National Park Service (NPS) For the protection of the state protected species, Chattahoochee crayfish (<i>Cambarus howardi</i>), and blueshiner (<i>Cyprinella callitaenia</i>)	Negligible	10/25/2022
B-4	165.3.05	For maintenance of temporary erosion and sedimentation control devices for the protection of ecological resources.	Negligible	10/25/2022
B-5	154	Vibration Control Plan	Negligible	TBD

* Estimated costs are for planning purposes only, in current dollars as of 10/2022.

** Commitment B-2 has been removed as a Special Provision Commitment as Georgia DOT’s Supplemental Specification Section 107.23.G, Protection of Migratory Birds and Bats, is contractually required on all Georgia DOT projects as referenced in Georgia DOT’s Supplemental Specification: Section 107 – Legal Regulations and Responsibility to the Public (https://www.dot.ga.gov/PartnerSmart/Business/Source/special_provisions/2024%20Supplemental%20Specifications/Not%20Published/Section%20107%20-%20Supplemental%20Specification.pdf).

C. ERIT Comments and Design Features (Description: For ERIT Comments, provide exact wording for the comments section of the ERIT)

ERIT Comment or Design Feature		Description	Estimated Cost*	Correctly Shown?
C-1	ERIT Comment	Included the following note on all plan sheets with resources delineated as Environmentally Sensitive Areas (ESAs): “See Environmental Resources Impact Table in the General Notes for Construction Restrictions.” The Georgia DOT shall ensure that no construction related activities, other than those shown on the approved plans, occur within the boundary of this resource. Any impacts to this resource proposed beyond the orange barrier fence (OBF) or required right-of-way (ROW), as shown on the plans, will require a reevaluation of the potential environmental impacts.	Negligible	Yes
C-2	Noise Barriers	29 noise barriers and 1 noise barrier extension will be included in the plans. The final decision on the installation of any abatement measure(s) will be made upon completion of the Proposed Project’s final design and the public involvement process.	\$91,499,160*	Yes
C-3	Design Feature	For noise abatement: An existing noise barrier located at Noise Impact Area 2 from Atlanta Rd to Cumberland Parkway SE along northbound I-285 would be extended.	\$281,000	Yes
C-4	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 5 would be replaced in kind from Paces Ferry Rd NW to Orchard Rd SE along southbound I-285.	\$4,149,000	Yes
C-5	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 6 would be replaced in kind from Orchard Rd SE to Paces Ferry Rd NW along northbound I-285.	\$2,168,950	Yes
C-6	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 8 would be replaced in kind from Mt Wilkinson Pkwy to Paces Ferry Rd NW along southbound I-285.	\$4,605,900	Yes
C-7	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 10 would be newly constructed from Mt Wilkinson Pkwy to Cumberland Blvd SE along northbound I-285.	\$3,385,500	Yes
C-8	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 11 would be newly constructed along I-285 SB 2876 Spring Hill Pkwy (Hampton Inn Suites).	\$710,600	Yes
C-9	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 19 would be newly constructed from Powers Ferry Rd NW to Raider Dr NW along eastbound I-285.	\$1,203,550	Yes
C-10	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 20 would be replaced in kind from Riverside Dr NW to Raider Dr NW along westbound I-285.	\$3,339,000	Yes
C-11	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 21 would be replaced in kind from Raider Dr to Riverside Dr NW along eastbound I-285.	\$3,132,000	Yes
C-12	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 22 would be replaced in kind from Mt Vernon Hwy to Riverside Dr NW along westbound I-285.	\$2,931,000	Yes

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ERIT Comment or Design Feature		Description	Estimated Cost*	Correctly Shown?
C-13	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 23 would be replaced in kind from Riverside Drive NW to Mt Vernon Hwy along eastbound I-285.	\$2,410,500	Yes
C-14	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 24 would be replaced in kind from Long Island Dr NW to Mt Vernon Hwy along westbound I-285.	\$3,216,900	Yes
C-15	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 25 would be replaced in kind from Mt Vernon Hwy to Long Island Dr NW along eastbound I-285.	\$2,026,500	Yes
C-16	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 26 would be replaced in kind from Lake Forest Dr NW to Long Island Dr NW along eastbound I-285.	\$2,422,500	Yes
C-17	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 28 would be newly constructed from Lake Forest Dr NW to Roswell Rd along eastbound I-285.	\$1,650,000	Yes
C-18	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 32 would be newly constructed at 5765 Glenridge Rd NE Glenn Perimeter Apartments.	\$1,039,500	Yes
C-19	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 36 would be newly constructed along SR 400 SB Somerby Sandy Springs.	\$1,200,000	Yes
C-20	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 41 and Noise Impact Area 42 would be replaced in kind from Ashford Dunwoody Rd to Chamblee Dunwoody Rd along eastbound I-285.	\$4,737,000	Yes
C-21	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 44 would be newly constructed and replaced in kind from Chamblee Dunwoody Rd to North Fork Nancy Creek along westbound I-285.	\$4,029,600	Yes
C-22	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 45 would be newly constructed from N Shallowford Rd to Chamblee Dunwoody Rd along westbound I-285.	\$1,319,100	Yes
C-23	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 46 would be newly constructed from Chamblee Dunwoody Rd to N Shallowford Rd along eastbound I-285.	\$1,305,000	Yes
C-24	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 47 would be newly constructed along Camden Dunwoody Apartments along westbound I-285.	\$945,500	Yes
C-25	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 50 and Noise Impact Area 52 would be newly constructed from North Carver Drive to N Peachtree Rd along westbound/northbound I-285.	\$6,493,200	Yes
C-26	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 51 would be newly constructed from N Peachtree Rd to Perimeter Park Drive along eastbound/southbound I-285.	\$4,327,700	Yes

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ERIT Comment or Design Feature		Description	Estimated Cost*	Correctly Shown?
C-27	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 54 would be newly constructed from Garrett Circle to Avery Park Court along northbound SR 141.	\$1,364,000	Yes
C-28	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 55 would be newly constructed along I-285 WB/NB Flowers Rd.	\$3,295,500	Yes
C-29	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 56 would be newly constructed along Pebblewood Apartments along westbound/northbound I-285.	\$960,000	Yes
C-30	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 57 would be newly constructed along KRC Alderwood Trails along westbound/northbound I-285.	\$4,200,000	Yes
C-31	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 61 would be replaced in kind from Henderson Rd to Chamblee Tucker Rd along northbound I-285.	\$8,509,500	Yes
C-32	Design Feature	For noise abatement: A noise barrier located at Noise Impact Area 62 would be replaced in kind from Chamblee Tucker Rd to Henderson Rd along southbound I-285.	\$10,140,660	Yes
C-33	Design Feature	Community Enhancement Barriers are proposed and will be analyzed at Landscape Units 1, 2, 3, and 6 from the Visual Impact Assessment. The construction of these barriers will be subject to final design, based on constructability and other potential constraints.	TBD	

* Estimated costs are for planning purposes only, in current dollars as of 01/2025.

D. Necessary Permits, Buffer Variances and Mitigation Credits

Permit, Variance, etc.	Additional Info (permit expiration date, number of credits needed, etc.)	Estimated Cost*	Acquired?	
D-1	Notice of Intent (NOI) for NPDES	The Georgia DOT will submit a NOI through the Georgia Environmental Protection Division (GAEPD) online system (GEOS) for the National Pollutant Discharge Elimination System (NPDES) General Permit following award of the contract but prior to construction activities.	Negligible	Will be acquired following letting
D-2	US Army Corps of Engineers (USACE) Department of the Army Permit – Section 404 Nationwide Permit 6	A USACE Section 404 Nationwide Permit 6 may be required in advance of drilling and geotechnical survey and would be needed after the Individual Permit is expected. A Pre-Construction Notification will be submitted by the developer post-let, if required.	Negligible	No
D-3	US Army Corps of Engineers (USACE) Department of the Army Permit – CWA Section 404	The Proposed Project requires authorization pursuant to Clean Water Act Section 404. A Department of the Army Individual Permit will be obtained for impacts to Waters of the United States (WOTUS). The Individual Permit application will be submitted, and authorization received from USACE obtained prior to the commencement of construction.	Negligible	No

D. Necessary Permits, Buffer Variances and Mitigation Credits

Permit, Variance, etc.		Additional Info (permit expiration date, number of credits needed, etc.)	Estimated Cost*	Acquired?
D-4	USACE Department of the Army Permit – RHA Section 10	The Proposed Project requires authorization pursuant to Rivers and Harbors Act of 1899 Section 10 due to construction activities occurring in the Chattahoochee River. Authorization will be applied for prior to the commencement of construction as part of the Department of the Army permit application.	Negligible	No
D-5	Wetland Mitigation Credits	The Proposed Project requires 0.56 2018 wetland mitigation credits or 4.48 legacy wetland credits that will be obtained by Georgia DOT. ^a	4.48 wetland credits \$95,000/credit = \$425,600 ^b	No
D-6	Stream Mitigation Credits	The Proposed Project requires 3,084.67 2018 stream mitigation credits or 32,250.50 legacy stream credits that will be obtained by Georgia DOT. ^a	32,250.50 stream credits: \$195/credit = \$6,288,847.50 ^b	No
D-7	Stream Buffer Variance	Required for impacts to an undetermined area of buffer and to be obtained after the developer is selected and prior to the commencement of construction. Buffer impacts are non-exempt buffer impacts based on preliminary plans and upon selection of the developer, some impacts that are not exempt may become exempt and vice versa. The buffer variance will be prepared by the developer prior to the commencement of construction and will be based on final plans and authorization from GAEPD. ^c	Negligible	Will be acquired prior to construction
D-8	Stream Buffer Mitigation Credits	The Proposed Project requires an undetermined amount of buffer mitigation credits. These credits would be determined by and acquired by the developer prior to the commencement of construction. ^c	\$TBD	Will be acquired prior to construction
D-9	Notice of Termination (NOT) for NPDES	The Georgia DOT will comply with terms of the NPDES permit for construction activities to include preparation and submittal of a project NOT.	Negligible	No

* Estimated costs are for planning purposes only, in current dollars as of 06/2025.

^a USACE Savannah District Standard Operating Procedure for Compensatory Mitigation, Version 2.0 (October 2021). https://ribits.ops.usace.army.mil/ords/f?p=107:150:10327065687237::NO::P150_DOCUMENT_ID:54522.

^b The impact and mitigation numbers provided in this FEIS represent anticipated dimensions of delineated waters.

^c Georgia Department of Natural Resources: Environmental Protection Division, *Buffer Mitigation Guidance May 2022*. <https://www.bing.com/ck/a?!&&p=f20de4e031137cc3cae8998464f309f6e1d258f4efbce994630ee987a0ef61a9JmItdHM9MTc1ODQ5OTlwMA&ptn=3&ver=2&hsh=4&fclid=0db561d9-1018-64d9-3c59-75bd113465fd&psq=GA+epd+buffer+mitigation+guidance+2022&u=a1aHR0cHM6Ly9lcGQuZ2VvcmdpYS5nb3YvZG9jdW1lbnQvZG9jdW1lbnQvYnVmZmVvYVp1pdGlnYXRpb24tZ3VpZGFuY2UtbWF5LTlwMjJwZG93bmxvYWQ>.

E. Other Commitments or Requirements (Status: Pre- and Post – Complete or Incomplete; During – Signature Required)

Pre-, During, or Post		Commitment	Responsible Party	Estimated Cost*	Status
E-1	Pre-Construction	Tricolored Bat Conservation fund payment to offset the impacts of tree-clearing, as prescribed in the Georgia Bat Programmatic Agreement	Georgia DOT	\$1.2 million	Incomplete
E-2	During Construction	Vibration Control Plan The Georgia DOT shall develop, implement, and comply with the Vibration Control Plan, using Georgia DOT Special Provision 154.	Georgia DOT	Negligible	Signature Req'd
E-3	During Construction	Traffic Lane Closures Advance public notice would be provided for any lane closures.	Georgia DOT	Negligible	Signature Req'd
E-4	During Construction	Spill Prevention, Control, and Countermeasure Plan The Georgia DOT shall develop, implement, and comply with the Spill Prevention, Control, and Countermeasure Plan.	Georgia DOT	Negligible	Signature Req'd
E-5	During Construction	Health and Safety Plan The Georgia DOT shall develop, implement, and comply with the Health and Safety Plan.	Georgia DOT	Negligible	Signature Req'd
E-6	During Construction	Traffic Management Plan The Georgia DOT shall develop, implement, and comply with the Traffic Management Plan.	Georgia DOT	Negligible	Signature Req'd
E-7	During Construction	Public Communications Plan The Georgia DOT shall develop, implement, and comply with the Public Involvement and Communications Plan.	Georgia DOT	Negligible	Signature Req'd
E-8	During Construction	Limited Access Fencing Plan Prepare a Limited Access Fencing Removal and Installation Plan for ESAs. This plan shall be provided to Georgia DOT for review and approval prior to limited access fencing work in ESAs.	Georgia DOT	Negligible	Signature Req'd
E-9	During Construction	Noise Barriers - Removal Plan Develop a plan for the removal of existing noise barriers and construction of noise barriers. Plan(s) to be approved by Georgia DOT.	Georgia DOT	Negligible	Signature Req'd
E-10	During Construction	Noise Barriers Construct noise barriers as approved per Georgia DOT Noise Policy.	Georgia DOT	Negligible	Signature Req'd

E. Other Commitments or Requirements (Status: Pre- and Post – Complete or Incomplete; During – Signature Required)

Pre-, During, or Post		Commitment	Responsible Party	Estimated Cost*	Status
E-11	During Construction	Public Outreach - Noise Barriers Public outreach with property owners and tenants of benefited receptors regarding proposed noise abatement, per Georgia DOT's August 2024 Policy will be conducted.	Georgia DOT	Negligible	_____ Signature Req'd
E-12	During Construction	Public Outreach – Project Hotline A project hotline number will be provided, and a field office or mobile trailer will be opened near the Proposed Project area so that members of the public can report problems related to construction activities.	Georgia DOT	Negligible	_____ Signature Req'd
E-13	During Construction	Public Outreach - Fulton County Schools Heards Ferry Elementary School and Riverwood International Charter School will be contacted prior to construction activities that might affect local traffic for schools and bus routes and other activities such as testing to minimize effects as practicable. School property will not be used or accessed by construction personnel, vehicles, or equipment.	Georgia DOT	Negligible	_____ Signature Req'd
E-14	During Construction	Neighborhoods and Community Facilities Georgia DOT would implement mitigation measures as appropriate, such as directional lighting and shielding.	Georgia DOT	Negligible	_____ Signature Req'd
E-15	During Construction	Public Outreach - Cobb County Bob Callan/Rottenwood Creek Trail Coordinate with Cobb County for bridge constructability, temporary closures, any temporary/permanent access changes, and needed safety protocols for construction activities in the vicinity of the Bob Callan/Rottenwood Creek Trail. Provide advance notice to Cobb County of any temporary trail closures and detours. Closures will be short duration and will be scheduled to occur overnight to reduce the impact to trail users.	Georgia DOT	Negligible	_____ Signature Req'd

E. Other Commitments or Requirements (Status: Pre- and Post – Complete or Incomplete; During – Signature Required)

Pre-, During, or Post		Commitment	Responsible Party	Estimated Cost*	Status
E-16	During Construction	<p>Public Outreach - Cobb County Interstate North Trail Coordinate with Cobb County for bridge constructability, temporary closures, any temporary/permanent access changes, and needed safety protocols for construction activities in the vicinity of the Interstate North Trail. Provide advance notice to Cobb County of any temporary trail closures and detours. Closures will be short duration and will be scheduled to occur overnight to reduce the impact to trail users.</p>	Georgia DOT	Negligible	_____ Signature Req'd
E-17	During Construction	<p>Public Outreach - Cobb County Mountain-to-River Trail Coordinate with Cobb County for bridge constructability, temporary closures, any temporary/permanent access changes, and needed safety protocols for construction activities in the vicinity of the Mountain-to-River Trail. Provide advance notice to Cobb County of any temporary trail closures and detours. Closures will be short duration and will be scheduled to occur overnight to reduce the impact to trail users.</p>	Georgia DOT	Negligible	_____ Signature Req'd
E-18	During Construction	<p>Public Outreach - Cobb County Silver Comet Cumberland Connector Trail Coordinate with Cobb County for bridge constructability, temporary closures, any temporary/permanent access changes, and needed safety protocols for construction activities in the vicinity of the Silver Comet Cumberland Connector Trail. Provide advance notice to Cobb County of any temporary trail closures and detours. Closures will be short duration and will be scheduled to occur overnight to reduce the impact to trail users.</p>	Georgia DOT	Negligible	_____ Signature Req'd
E-19	During Construction	<p>Public Outreach - Cobb County Akers Mill East Trail Coordinate with Cobb County for bridge constructability, temporary closures, any temporary/permanent access changes, and needed safety protocols for construction activities in the vicinity of the Akers Mill East Trail. Provide advance notice to Cobb County of any temporary/permanent trail closures and detours.</p>	Georgia DOT	Negligible	_____ Signature Req'd

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Pre-, During, or Post		Commitment	Responsible Party	Estimated Cost*	Status
E-20	During Construction	<p>Public Outreach – City of Sandy Springs PATH400 Trail (under construction)</p> <p>Coordinate with the City of Sandy Springs for bridge constructability, temporary closures, any temporary/permanent access changes, and needed safety protocols for construction activities in the vicinity of the PATH400 Trail. Provide advance notice to the City of Sandy Springs of any temporary trail closures and detours. Closures will be short duration and will be scheduled to occur overnight to reduce the impact to trail users.</p>	Georgia DOT	Negligible	_____ Signature Req'd
E-21	During Construction	<p>Emergency Services Coordination</p> <p>To minimize disruptions to emergency services, including those servicing hospitals along the project area, Georgia DOT would provide local emergency service providers advance notice for lane/shoulder closures and traffic stage changes.</p>	Georgia DOT	Negligible	_____ Signature Req'd
E-22	During Construction	<p>Utilities Coordination</p> <p>Construction activities will be scheduled so that property access and utility disruptions are anticipated, scheduled in advance, and are as brief as possible. Advance notification for such disruptions will be provided to affected property owners and businesses.</p>	Georgia DOT	Negligible	_____ Signature Req'd
E-23	During Construction	<p>FEMA Coordination</p> <p>Complete Hydraulic Analysis for final design; acquire No Rise Certificates for the protection of floodplains; if required due to plan revisions, coordinate with local municipalities to acquire a Conditional Letter of Map Revision or Letter of Map Revision (CLOMR/LOMR).</p>	Georgia DOT	Negligible	_____ Signature Req'd
E-24	During Construction	<p>Sabbath Coordination</p> <p>Georgia DOT shall coordinate with representatives of the Sandy Springs and B'nai Torah erubin during construction activities to ensure that the erubin boundaries (normally a wire) are intact before the Sabbath.</p>	Georgia DOT	Negligible	_____ Signature Req'd

E. Other Commitments or Requirements (Status: Pre- and Post – Complete or Incomplete; During – Signature Required)

Pre-, During, or Post		Commitment	Responsible Party	Estimated Cost*	Status
E-25	During Construction	<p>Transit Coordination Georgia DOT will coordinate with MARTA and other transit providers (e.g., CobbLinc) during construction to discuss impacts to transit services. Coordination will occur as needed when construction activities have the potential to cause impacts to transit infrastructure.</p> <p>Georgia DOT would provide progress updates to its project website from information provided by the MARTA-led Planning Study within the I-285 top end ELs.</p>	Georgia DOT	Negligible	_____ Signature Req'd
E-26	Post Construction	<p>Transit Coordination SRTA would provide future opportunities for registered public transit operators and vanpools by allowing them to use ELs without paying tolls.</p>	SRTA	Negligible	_____ Signature Req'd
E-27	During Construction	<p>Signage The placement of advance roadway signage will avoid any WOTUS as practicable.</p>	Georgia DOT	Negligible	_____ Signature Req'd
E-28	During Construction	<p>USACE Culvert Conditions Georgia DOT will meet culvert conditions for all new/extension culverts as outlined by the USACE Savannah District's Regional Conditions.</p>	Georgia DOT	Negligible	_____ Signature Req'd

E. Other Commitments or Requirements (Status: Pre- and Post – Complete or Incomplete; During – Signature Required)

Pre-, During, or Post		Commitment	Responsible Party	Estimated Cost*	Status
E-29	During Construction	<p>Hazardous Waste</p> <p>Impacted soils and groundwater/stormwater impacted by any regulated compounds that are disturbed or removed during the construction project will be considered “solid waste” by GADNR GAEPD. These solid waste materials require appropriate excavation, handling, and disposal techniques in accordance with Solid Waste Management (SWM) regulations. SWM policy allows the removal and transportation of such soils and water to a facility permitted to handle impacted media. Excavation of impacted soils during construction adjoining or at the recognized environmental concern (REC) facilities should be performed by a specialized contractor experienced with handling and disposal of similar materials, and with the Occupational Safety and Health Administration regulations pertaining to waste removal activities. An environmental professional should be onsite to monitor soil excavation. Any soils disturbed during construction exhibiting a solvent or petroleum hydrocarbon odor or visible staining should be treated as impacted soils generated by the owner. The soils should be isolated, characterized through further analytical testing, and properly disposed off-site in accordance with prevailing local, state, and federal rules and regulations. The material should not be used for fill material or other purposes during roadway construction. This recommendation should be added as a note to the construction drawings.</p>	Georgia DOT	Negligible	Incomplete
E-30	During Construction	<p>NPS - Safety and Communications Plan</p> <p>Implement Safety and Communications Plan. Pre-construction notification efforts will be made to emergency medical services for Roswell, Dunwoody, Sandy Springs and NPS Emergency Medical Service staff and upstream boat access points, making them aware of the Safety Plan and updates for recreationists; includes in-water wayfaring signage.</p>	Georgia DOT	Negligible	_____ Signature Req'd
E-31	During Construction	<p>NPS - Safety and Communications Plan</p> <p>The Georgia DOT shall comply with the Safety and Communications Plan. Compliance with the Safety and Communications Plan includes regular field inspections, evaluating the effectiveness of the installed Best Management Practices (BMPs), as well as inspections after rainstorm events. Any failure will be repaired immediately as practicable following GAR100002 requirements. A copy of the field inspection form and report will be sent to the CRNRA.</p>	Georgia DOT	Negligible	_____ Signature Req'd

E. Other Commitments or Requirements (Status: Pre- and Post – Complete or Incomplete; During – Signature Required)

Pre-, During, or Post		Commitment	Responsible Party	Estimated Cost*	Status
E-32	During Construction	NPS Plan Develop and implement Safety and Communications Plan, including storm evacuation plan.	Georgia DOT	Negligible	_____ Signature Req'd
E-33	During Construction	NPS Coordination The NPS will coordinate closely and in a timely manner, within 30 days, with the Georgia DOT on project elements identified in the NPS Commitment Letter, including documentation of existing conditions in advance of construction activities.	NPS	Negligible	_____ Signature Req'd
E-34	During Construction	NPS Permitting Special Use Permit to be acquired prior to construction activities or geotechnical survey or temporary easements in the Chattahoochee River or on CRNRA property. No construction activity will occur on NPS-managed lands or waters prior to the approval and coordination of said Special Use Permit. Georgia DOT will coordinate with NPS prior to any construction activity to the CRNRA (e.g., through pre-construction meetings).	Georgia DOT	Negligible	_____ Signature Req'd

E. Other Commitments or Requirements (Status: Pre- and Post – Complete or Incomplete; During – Signature Required)

Pre-, During, or Post		Commitment	Responsible Party	Estimated Cost*	Status
E-35	During Construction	<p>NPS - Erosion Sedimentation and Pollution Control Plan</p> <p>The Georgia DOT shall comply with the Erosion, Sedimentation and Pollution Control Plan (ESPCP) per the NPS Commitment letter; Best Management Practices (BMPs) will be included on the Georgia DOT right-of-way to minimize sedimentation and bank destabilization that could affect NPS (e.g., Chattahoochee River) water quality. Georgia DOT will be responsible for water quality monitoring conducted within the Chattahoochee River during construction.</p> <p>Orange Barrier Fence (OBF) will be placed at the outside edge of all NPS easements and existing property lines, prior to the start of construction activities in order to prevent construction encroachment on NPS land. No construction activities are permitted beyond OBF, unless documented and approved by Georgia DOT and NPS.</p> <p>Georgia DOT will design and construct post-construction stormwater management BMPs in compliance with its Municipal Separate Storm Sewer System NPDES permit (permit number GAR041000) in the area surrounding this project's crossing of the Chattahoochee River. Closed deck drainage systems will be included on the proposed bridge structures over the Chattahoochee River and all related tributaries to ensure there is no direct discharge of stormwater runoff from the bridge decks onto the Chattahoochee River.</p>	Georgia DOT	Negligible	_____ Signature Req'd
E-36	During Construction	<p>NPS Recreation</p> <p>Maintain passage for recreational users of the Chattahoochee River in the construction area in accordance with stipulations outlined in the NPS Commitment Letter.</p>	Georgia DOT	Negligible	_____ Signature Req'd
E-37	During Construction	<p>NPS Water Quality Monitoring</p> <p>Water quality monitoring, following procedures outlined in the NPS Statement of Findings, will be conducted at the Chattahoochee River during construction activities at the crossing of the Chattahoochee River by I-285.</p>	Georgia DOT	Negligible	_____ Signature Req'd
E-38	During Construction	<p>NPS Side Scan Sonar</p> <p>Prepare and submit initial (prior to construction activities within the river) bathymetric charts and sonar images of the Chattahoochee riverbed to ensure the removal of any construction waste or debris in accordance with Special Provision (SP) 107.23 B.</p>	Georgia DOT	Negligible	_____ Signature Req'd

E. Other Commitments or Requirements (Status: Pre- and Post – Complete or Incomplete; During – Signature Required)

Pre-, During, or Post		Commitment	Responsible Party	Estimated Cost*	Status
E-39	During Construction	NPS Commitments Georgia DOT will be responsible for water quality monitoring to be conducted within the Chattahoochee River during active construction.	Georgia DOT	Negligible	_____ Signature Req'd
E-40	During Construction	NPS Commitments – Construction Monitoring Georgia DOT will be conduct monthly monitoring of construction work to ensure that no scour of the streambank is occurring. If scour is indicated, Georgia DOT will contact NPS within 5 business days to develop a corrective action plan. The metric for evaluating construction-related disturbance will include defining existing conditions in order to evaluate changes. This will be determined via coordination between the developer, Georgia DOT, and NPS.	Georgia DOT	Negligible	_____ Signature Req'd
E-41	During Construction	NPS Commitments Georgia DOT will be responsible for minimizing the potential spread of invasive species onto CRNRA lands that could result from construction activities.	Georgia DOT	Negligible	_____ Signature Req'd
E-42	During Construction	NPS Commitments Georgia DOT will limit work that would affect access to the Chattahoochee River by recreational users during peak recreational months (May through September). Georgia DOT commitments will be included in the construction contract to ensure that the river is open to recreational users between the months of May through September, as practicable by the construction activities and schedule, and in accordance with with Safety and Communications Plan.	Georgia DOT	Negligible	_____ Signature Req'd
E-43	During Construction	NPS - Chattahoochee River Two (2) rock jetties will be constructed for the purpose of constructing bridge piers and placing and operating cranes. Work from jetties may take place on the western bank between October 1st and April 30th of any year. Jetties are to remain in the river no longer than required for construction of the bridge piers. Work from jetties may take place in the river between May 1st and September 30th of any year for the eastern half of the Chattahoochee River. Georgia DOT will provide the NPS a 14-day notice before construction of the jetties and notify the NPS within seven (7) days after removal.	Georgia DOT	Negligible	_____ Signature Req'd

E. Other Commitments or Requirements (Status: Pre- and Post – Complete or Incomplete; During – Signature Required)

Pre-, During, or Post		Commitment	Responsible Party	Estimated Cost*	Status
E-44	During Construction	NPS - Chattahoochee River Georgia DOT will use a design for the jetties that employs a deflected angle and rounded corners to minimize scour on the opposite bank of the river.	Georgia DOT	TBD	_____ Signature Req'd
E-45	During Construction	NPS/USACE - Chattahoochee River Georgia DOT shall design and construct any temporary jetties to accommodate the discharge associated with a 2-Year storm event without wash out. Jetties shall provide two (2) feet of freeboard above the normal high water elevation per FEMA approved hydraulic studies. Georgia DOT shall monitor water surface elevation and discharge rates of the Chattahoochee River at the project location and coordinate with USACE regarding upcoming releases from the Morgan Falls Dam. Georgia DOT shall remove all construction equipment, all synthetic materials, and pollutants (natural and non-natural) in advance of dam releases with the potential to overtop the jetty.	Georgia DOT	Negligible	_____ Signature Req'd
E-46	During Construction	NPS - Chattahoochee River For overtopping and movement of jetty rock, Georgia DOT will monitor and remove all rocks that move downstream.	Georgia DOT	Negligible	_____ Signature Req'd
E-47	During Construction	NPS - Chattahoochee River Georgia DOT will ensure that the riverbed is restored to preconstruction conditions after the project has been constructed.	Georgia DOT	Negligible	_____ Signature Req'd
E-48	During Construction	NPS - Chattahoochee River Georgia DOT will coordinate with NPS regarding the method and aesthetics of riverbank stabilization within the project area after construction is completed. The Safety and Communications Plan will consider biotechnical elements, to the extent feasible, so long as the methodology ensures permanent riverbank stabilization.	Georgia DOT	Negligible	_____ Signature Req'd
E-49	During Construction	NPS - Chattahoochee River If any issues are identified by NPS-CRNRA with regard to public safety or environmental degradation, NPS-CRNRA will contact the primary and/or secondary point of contacts listed in the Safety and Communications Plan. Georgia DOT will have two (2) business days to respond to the concern and will copy FHWA on all correspondence.	Georgia DOT	Negligible	_____ Signature Req'd

E. Other Commitments or Requirements (Status: Pre- and Post – Complete or Incomplete; During – Signature Required)

Pre-, During, or Post		Commitment	Responsible Party	Estimated Cost*	Status
E-50	Post Construction	<p>NPS Commitments – Construction Related Impacts</p> <p>When construction is complete, a post-construction meeting should be held between NPS and the Georgia DOT regarding any direct or indirect damages to the CRNRA associated with the Proposed Project. If damages are documented, the Georgia DOT and the NPS will meet within five (5) business days to agree on the nature and extent of the damage and proposed corrective actions. Agreed-upon corrective actions will be approved by the CRNRA superintendent and completed by Georgia DOT. Costs associated with the corrective actions will be the responsibility of the Georgia DOT.</p>	Georgia DOT/NPS	Negligible	_____ Signature Req'd
E-51	Post Construction	<p>NPS Side Scan Sonar</p> <p>Prepare and submit final bathymetric charts and sonar images of the existing Chattahoochee riverbed to ensure the removal of any construction waste or debris in accordance with SP 107.23 B.</p>	Georgia DOT	Negligible	_____ Signature Req'd
E-52	During Construction	<p>NPS Commitments – Construction Related Impacts</p> <p>Once construction is complete, a post-construction meeting should be held between NPS and the Georgia DOT to discuss the adequacy of the final land and riverbank restoration to ensure it meets preconstruction agreement (outlined in the NPS Safety and Communications Plan) and to received acceptance by Georgia DOT and NPS. Georgia DOT will consult with the NPS regarding direct or indirect damages to the CRNRA associated with the project caused by Georgia DOT. If damages are documented, the Georgia DOT and the NPS will meeting within five (5) business days to agree on the nature and extent of the damages and proposed corrective actions. Agreed to corrective actions will be approved by Georgia DOT. Costs associated with the corrective actions will be the responsibility of the Georgia DOT.</p>	Georgia DOT	Negligible	_____ Signature Req'd
E-53	During Construction	<p>NPS Commitments</p> <p>Georgia DOT will be responsible for maintenance of transportation infrastructure, including bridge piers within the Georgia DOT right-of-way.</p>	Georgia DOT	Negligible	_____ Signature Req'd

E. Other Commitments or Requirements (Status: Pre- and Post – Complete or Incomplete; During – Signature Required)

Pre-, During, or Post		Commitment	Responsible Party	Estimated Cost*	Status
E-54	Pre-Construction	<p>National Park Service (NPS) Statement of Findings</p> <p>A Statement of Findings will be provided with the EIS for public review (refer to Appendix H-11 of the EIS). Mitigation for impacts to the Chattahoochee River classified as wetlands by the NPS in the form of in-lieu fee payment will be made prior to commencement of project construction in NPS-managed waters.</p>	Georgia DOT	\$96,500	Incomplete
E-55	Pre-Construction	<p>NPS Commitments – Construction Related Impacts</p> <p>Loss of enjoyment due to construction-related impacts to the Chattahoochee River National Recreation Area (CRNRA) will be mitigated via an in-lieu fee payment by Georgia DOT to the NPS.</p>	Georgia DOT	\$2,361,931	Signature Req'd
E-56	During Construction	<p>NOAA Notification</p> <p>Prior to construction, the National Oceanic and Atmospheric Administration (NOAA) shall be provided no less than a 90-day notification of planned activities that will disturb or destroy any of the approximately 9 geodetic control monuments located in or near the project area. This will provide time to plan for and execute relocation of geodetic monuments.</p>	Georgia DOT	Negligible	Incomplete
E-57	During Construction	<p>Public Notification of Detours</p> <p>Meetings or public notification will be conducted with the public regarding potential detours. The meetings will be conducted in accordance with Georgia DOT public involvement procedures.</p>	Georgia DOT	Negligible	Incomplete
E-58	During Construction	<p>NPS – Safety and Communications Plan</p> <p>A Safety and Communications Plan will be prepared by Georgia DOT for the Proposed Project that will incorporate advanced notification of construction activities for recreational visitors to the NPS property and the Chattahoochee River, provide warning signs and restrict public access to temporary work and construction areas. The Safety and Communications Plan will include a storm evacuation plan. The storm evacuation plan will include procedures for securing equipment and materials that cannot be removed from the site, and provide contact information for onsite personnel responsible for carrying out the plan. The plan will also detail protocols for the coordination and execution of revegetation of any NPS property or property adjacent to the Chattahoochee River and for river bank stabilization.</p>	Georgia DOT	Negligible	Incomplete

E. Other Commitments or Requirements (Status: Pre- and Post – Complete or Incomplete; During – Signature Required)

Pre-, During, or Post		Commitment	Responsible Party	Estimated Cost*	Status
E-59	Pre-Construction	Utilities Design and minimization efforts for relocation of all utilities within the project construction limits. The Georgia DOT will obtain a memorandum of understanding with individual utility providers that will outline the requirements and processes for coordination.	Georgia DOT	Negligible	Incomplete
E-60*	During Construction	GAEPD During the Final Design Phase and before Construction, as cited in the September 3, 2021 Phase II letter Georgia DOT will report to GAEPD any of the seven properties identified as requiring notification based on the elevation of contaminants that fall above the reportable range prior to construction.	Georgia DOT	Negligible	Signature Req'd
E-61	During Construction	First Baptist Church Prior to construction, Georgia DOT will coordinate with First Baptist Church on a plan for managing access to the property during construction and impacts due to final design.	Georgia DOT	Negligible	Signature Req'd
E-62	During Construction	Visual Mitigation Georgia DOT will include design methods on the ELs, where practicable, to reduce light/glare in residential neighborhoods directly adjacent to the project.	Georgia DOT	Negligible	Signature Req'd
E-63	During Construction	ERIT Comment Include the following note on all plan sheets with resources delineated as Environmentally Sensitive Areas (ESAs): "See Environmental Resources Impact Table in the General Notes for Construction Restrictions." The Georgia DOT shall ensure that no construction related activities, other than those shown on the approved plans, occur within the boundary of this resource. Any impacts to this resource proposed beyond the orange barrier fence (OBF) or required right-of-way (ROW), as shown on the plans, will require a reevaluation of the potential environmental impacts.	Georgia DOT	Negligible	Signature Req'd
E-64	Pre-Construction	Neighborhoods and Community Facilities Georgia DOT would include enhanced property management services for parcels involving residential relocations that require demolition activities. In these areas within the project limits, the right-of-way contract will include tree planting where feasible.	Georgia DOT	Negligible	Signature Req'd

E. Other Commitments or Requirements (Status: Pre- and Post – Complete or Incomplete; During – Signature Required)

Pre-, During, or Post		Commitment	Responsible Party	Estimated Cost*	Status
E-65	During Construction	Final Design would avoid impacts to the community pool adjacent to the I-285 corridor in the Georgetown neighborhood in Dunwoody and to the Monarch Villas neighborhood in Sandy Springs as practicable.	Georgia DOT	Negligible	Signature Req'd

* E-60 has been removed as a result of Georgia DOT Office of Materials and Testing (OMAT) coordination in January 2025, which confirmed that no further action is required for the seven properties referenced (see **Appendix M, Agency Correspondence**).

Executive Summary

Since the publication of the Draft Environmental Impact Statement (EIS), various elements of the project have been updated through public feedback and the refinement of the overall design. The overall impacts documented in the Draft EIS have not changed, however, minor updates to data and impacts have been documented throughout the Final EIS. A list of these updates is included in each Final EIS Chapter and Appendix with links to the Draft EIS provided.

Disclaimer:

- Executive Order 13166 (Improving Access to Services for Persons with Limited English Proficiency) was revoked by Executive Order 14224 (Designating English as the Official Language of the United States) on March 1, 2025.

The Final EIS Executive Summary has been updated following publication of the Draft EIS as outlined below:

- Updated the Environmental Commitments Table to include new commitments developed after the Draft EIS public comment period and to remove commitments that were no longer applicable following publication of the Draft EIS.
- Added Limitation on Claims section (refer to **Section ES.11, Limitation on Claims**).
- Updated Next Steps section (refer to **Section ES.12, Next Steps**).

The Draft EIS Executive Summary can be viewed on the Proposed Project website through the following link:

- https://www.dot.ga.gov/systems/ProjectDocuments/Projects/0001758_I285TopEnd_ExpressLanes/FactSheets/Chapter0-TableofContentsandExecutiveSummary_signed.pdf

This executive summary presents abridged information and analysis from the Environmental Impact Statement (EIS) for the proposed Interstate 285 (I-285) Top End Express Lanes (ELs) Project (Proposed Project); PI Nos. 0001758, 0017124, 0017135, and 0019965. The EIS will henceforth refer to the project by the main PI Number (0001758). This includes the Proposed Project's need and purpose, the alternatives analysis, and the affected environment and environmental consequences of the Preferred Alternative compared to the No-Build Alternative. Additionally, an overview of the agency consultation and public involvement that helped inform the development of the EIS is provided.

ES.1 Project Description and Location

The Proposed Project is intended to improve travel time reliability and regional connectivity issues along a 19-mile stretch of I-285 between South Atlanta Road (Exit 16) and Henderson Road, passing through portions of Cobb, Fulton, and DeKalb Counties, as well as 3.5 miles of State Route (SR) 400 from south of Glenridge Connector to the vicinity of the North Springs Metropolitan Atlanta Rapid Transit Authority (MARTA) Station, and 1 mile of Interstate 85 (I-85) at Pleasantdale Road. The Proposed Project crosses several cities including Smyrna, Sandy Springs, Dunwoody, Brookhaven, Chamblee, Doraville, and Tucker. Unincorporated areas along the Proposed Project corridor include Cumberland, Perimeter Center, and Embury Hills (**Exhibit ES-1**). The Proposed Project corridor is part of the Atlanta Regional Commission's (ARC) Regional Strategic Transportation System (ARC, 2020c) that consists of critically important routes in the region and is classified as a regional freight corridor and a priority corridor for mass transit implementation.

A detailed project history can be found in **Chapter 1, Exhibit 1-2, Summary of Project Background**; additionally, details of the Major Mobility Investment Program (MMIP) are provided in this section. A list of

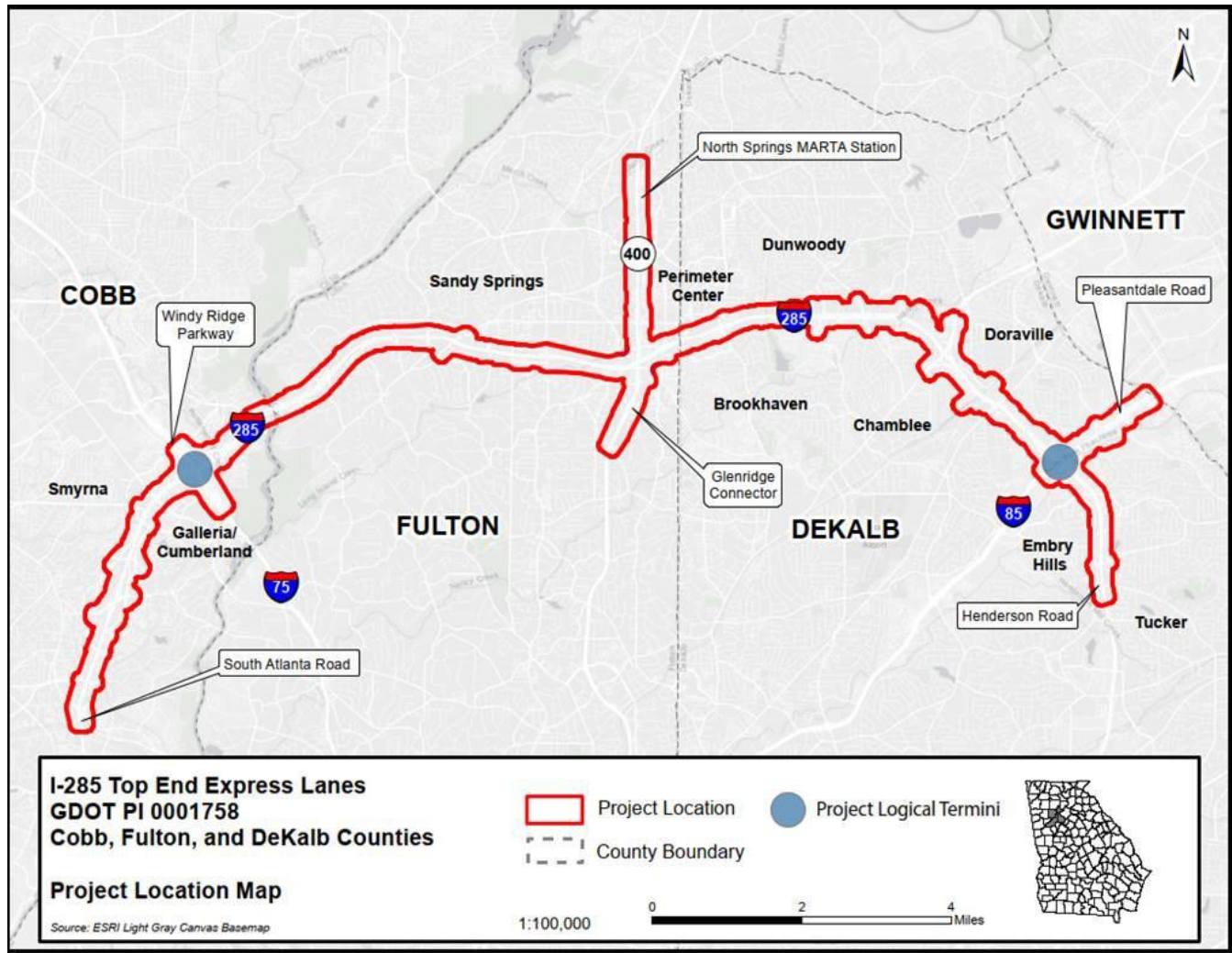
federal and state agencies involved, actions taken to date for coordination efforts, as well as a list of cooperating and participating agencies can be found in **Chapter 5, Consultation and Coordination**. **Chapter 6, Project Summary**, contains a summary of environmental impacts, the Preferred Alternative, implementation of commitments, and next steps.

ES.2 Need and Purpose

The planning basis for the Proposed Project is documented in local and regional planning initiatives, including the 2010 Atlanta Regional Managed Lane System Plan, 2015 Transportation Funding Act (TFA), 2015 Managed Lane Implementation Plan, and 2050 Metropolitan Transportation Plan. The needs for the Proposed Project include unreliable trip times for commuters, lack of accessibility and connectivity to regional activity centers, and the TFA directive to accelerate project delivery (**Chapter 1, Need and Purpose**). Current travel conditions in the Proposed Project corridor are highly congested, which increases travel time and reduces transportation system reliability. During peak times, accessibility to adjacent land uses within the Proposed Project corridor is diminished and trip times are increased. Future land use patterns are expected to be similar to existing patterns with proposed density (both employment and population) increases in the activity centers (**Appendix D, Reasonably Foreseeable Effects Report**). This future growth will likely result in increased travel demand along the I-285 corridor.




Employment in Cobb, Fulton, and DeKalb Counties is expected to increase 21% by 2050, adding more than 350,000 jobs between 2020 and 2050 (ARC, 2024). During this same period, the population in Cobb, Fulton, and DeKalb Counties is expected to increase by approximately 20%, adding more than 500,000 new residents (ARC, 2024). As I-285 corridor congestion increases, there will continue to be a need to provide multimodal options between activity centers to meet increased travel demands. Because approximately 85% of trips in the corridor are anticipated to be passenger vehicles, opportunities exist to enhance travel options. These needs and the corresponding Proposed Project purposes are summarized and described in more detail in **Exhibit ES-2**.

Exhibit ES-1: Proposed Project Location Map



Note: Exhibit ES-1 illustrates the Proposed Project location, which has been refined over the course of the study.

Exhibit ES-2: Project Need and Purpose Summary

Summary of Needs	Corresponding Project Purposes
 <p>Trip times on the I-285 top end corridor are anticipated to become more unreliable in the future as traffic volumes and corresponding delays increase</p>	<p>Provide reliable trip times for commuters</p>
 <p>The existing EL network is missing a connection in this part of Atlanta, which creates interruptions in driver route options</p>	<p>Improve regional accessibility and connectivity through priced ELs that integrate with the greater Metro Atlanta EL network</p>
 <p>Delayed solutions to the current and future traffic concerns will be inconsistent with TFA legislation</p>	<p>Accelerate project delivery following the TFA legislation in response to the urgency of traffic conditions</p>

Source: Refer to **Appendix C, Need and Purpose Memorandum**.

ES.3 Compliance with Applicable Laws and Regulations

The Georgia Department of Transportation (Georgia DOT) and the Federal Highway Administration (FHWA) have prepared this Final EIS pursuant to the National Environmental Policy Act of 1969 (NEPA). NEPA (42 *United States Codes* [U.S.C.] 4321-4335) requires agencies to consider effects including ecological, aesthetic, historic, cultural, economic, social, or health (49 U.S.C. §303, 23 U.S.C. §138 and *Code of Federal Regulations* (CFR) Title 36, Section 59.3). The Final EIS has been prepared pursuant to 23 U.S.C. 139, 23 CFR 771, and the requirements of related federal laws.

Appendix B, Applicable Laws and Regulations provides information about applicable laws and regulations, including the Georgia Environmental Policy Act which requires state agencies to consider the impact of governmental actions on the environment.

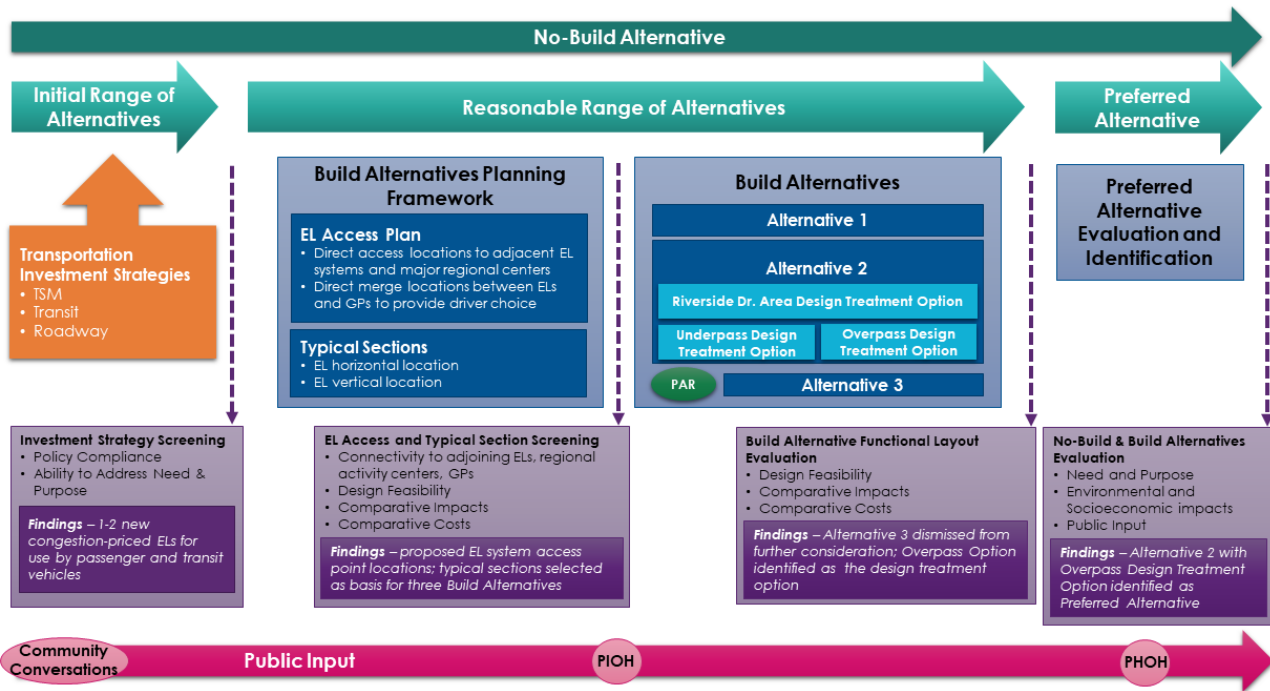
ES.4 Alternatives Development Process

The project team developed alternatives to address the Proposed Project's need and purpose. The alternatives evaluation process conducted during the **revive285** project provided the starting point.¹

The alternatives development process for the Proposed Project comprised three stages: Initial Range of Alternatives, Reasonable Range of Alternatives, and Preferred Alternative (**Exhibit ES-3**). Alternatives evaluated include various types of transportation improvements to the Proposed Project corridor as well as taking no action beyond improvements already planned along the corridor (No-Build Alternative). The project team incorporated measures to avoid and minimize impacts and considered public input throughout the alternatives evaluation process.

¹ For additional information on the revive285 project, refer to **Appendix E, Alternatives Development Technical Memorandum**.

Exhibit ES-3: Alternatives Development and Evaluation Process



The initial range of alternatives considered for the Proposed Project included Transportation System Management, roadway improvements, and transit improvements. Transportation policies and the Proposed Project’s need and purpose guided the identification of the set of transportation investment strategies to carry forward for further development into Build Alternatives. The project team identified a planning framework for developing the Build Alternatives. This framework included ensuring driver choice in using ELs and general purpose (GP) lanes along the Proposed Project corridor, system-to-system connectivity between the Proposed Project and adjacent EL systems, and access to major regional activity centers along the Proposed Project corridor. The project team also evaluated different horizontal and vertical locations of the ELs. The project team developed two Build Alternatives and presented them at Public Information Open Houses (PIOHs) in January 2020. The project team developed a third Build Alternative in response to the U.S. Army Corps of Engineers’ (USACE) request during the Practicable Alternatives Review (PAR) process conducted in early 2020.² The alternatives development process culminated in the identification of a Preferred Alternative.

ES.5 Build Alternatives Evaluated in the Final Environmental Impact Statement

The project team developed and considered three Build Alternatives to address the Proposed Project’s need and purpose. No single typical section would provide an end-to-end project alignment that is practicable in terms of cost and environmental impacts. Rather, the project team carried forward two typical sections from an initial set

² Additional information on the PAR process is provided in **Appendix F-G, Practicable Alternatives Review**.

of 12 based on their design feasibility and practicability, as well as their comparatively lesser impacts and costs.³ During coordination for the PAR, the USACE requested the development of a third alternative to explore the comparative effects of an at-grade inside EL configuration. From these three typical sections, the project team developed three Build Alternatives. The three Build Alternatives, which are named for the primary typical section used at all possible areas, are as follows:

- At-Grade, Outside (Build Alternative 1) (**Exhibit ES-4**)
- Elevated, Outside (Build Alternative 2) (**Exhibit ES-5**)
- At-Grade, Inside (Build Alternative 3) (**Exhibit ES-6**)

Build Alternative 3 would require extensive reconstruction of existing GP lanes and bridges compared to Build Alternatives 1 and 2. Build Alternative 3 would be the costliest to construct and the most disruptive to motorists during construction because of how long it would take to complete the improvements. It would also require complex approaches to maintaining traffic operations. Additionally, it would require the most right-of-way (ROW) and result in the greatest environmental impacts. For these reasons, it was dismissed from further review and not carried forward for consideration as the Preferred Alternative.

For additional information, including estimated costs, please refer to **Section 2.4.2, Build Alternatives**.

Exhibit ES-4: Build Alternative 1 Rendering

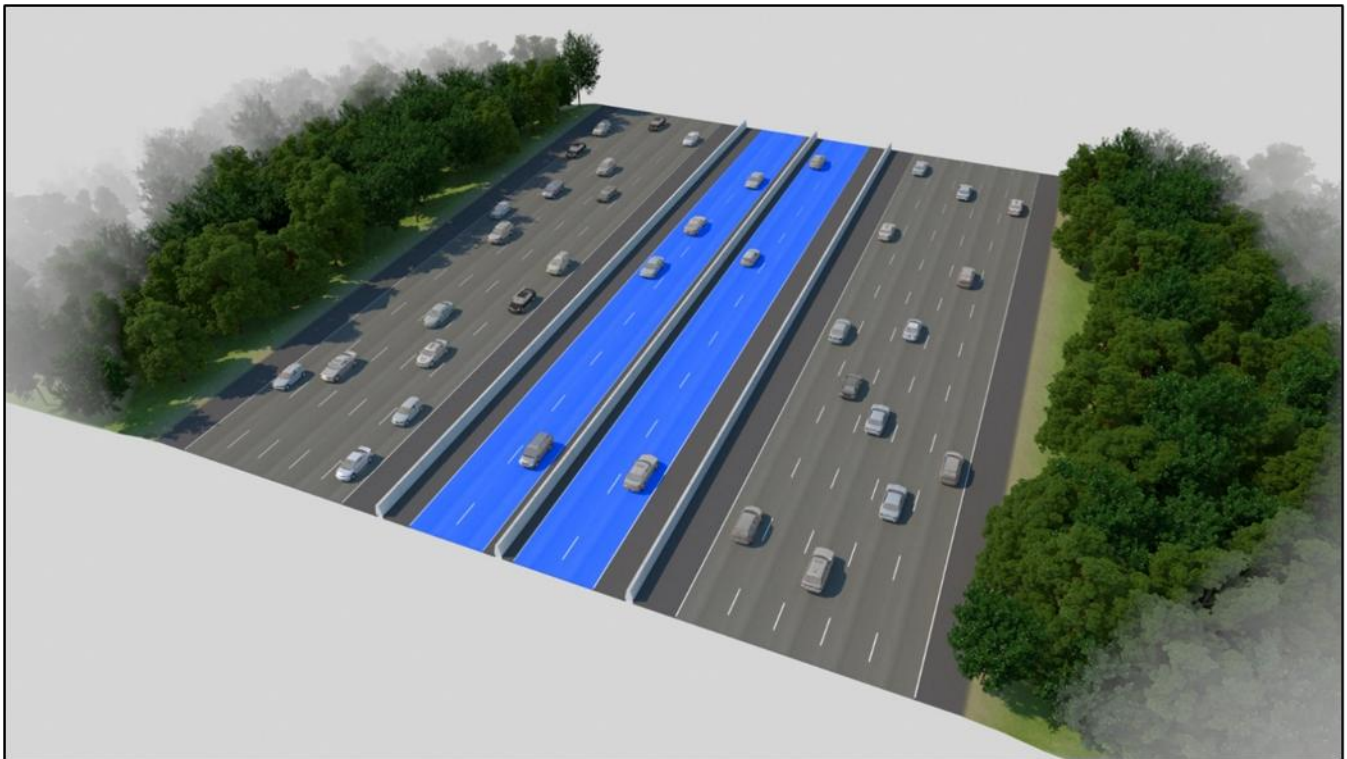


³ Additional information on the typical section evaluation is provided in **Appendix E, Alternatives Development Technical Memorandum**.

Exhibit ES-5: Build Alternative 2 Rendering



Exhibit ES-6: Build Alternative 3 Rendering



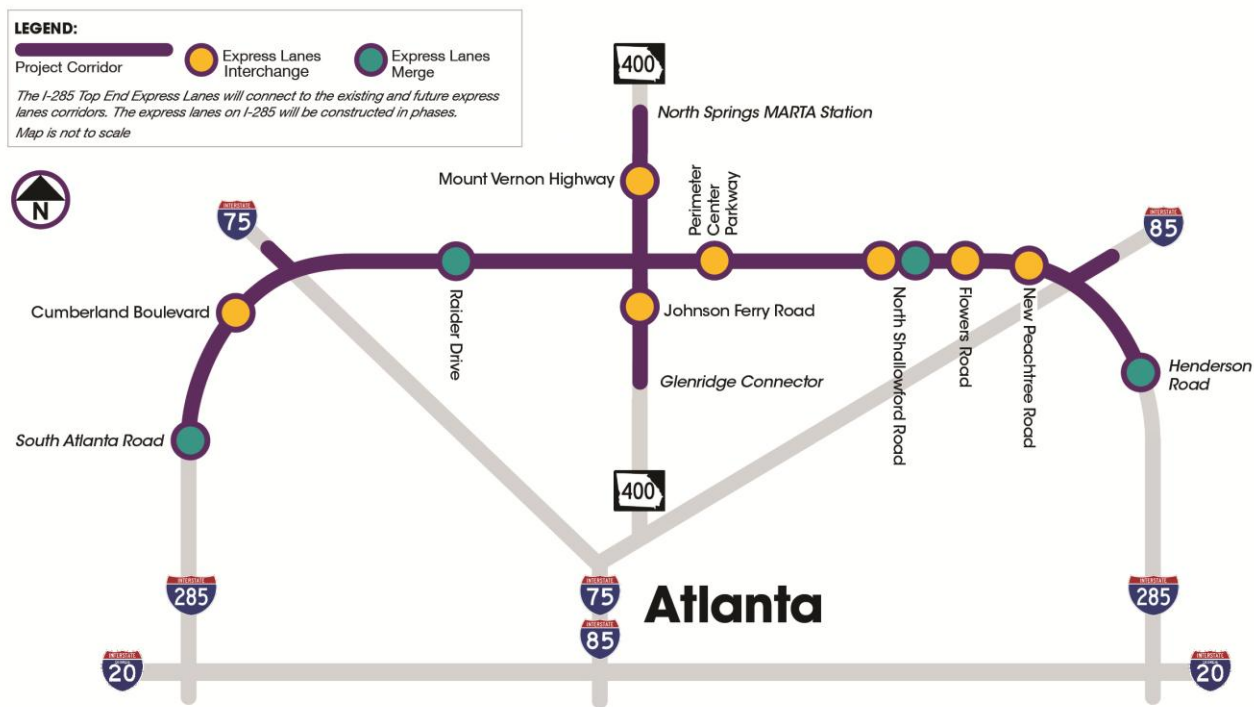
ES.6 Preferred Alternative

Georgia DOT compared Build Alternatives 1 and 2 against each other and the No-Build Alternative to identify the Preferred Alternative. Georgia DOT considered their ability to meet the Proposed Project’s need and purpose, their environmental and socioeconomic impacts, and public input.

The No-Build Alternative does not meet the Proposed Project’s need and purpose. With the No-Build Alternative, traffic operations along the I-285 top end corridor would worsen as travel demand increases. Further, with the No-Build Alternative, the reliability of trips for moving goods and people would continue to degrade, making the surrounding Metro Atlanta area less desirable as a freight corridor and for commercial developments and resulting in economic losses. For these reasons, the Georgia DOT did not identify the No-Build Alternative as the Preferred Alternative.

While Build Alternatives 1 and 2 both address the Proposed Project’s need and purpose, Build Alternative 2 (Outside, Elevated) provides the greatest opportunity to address the Proposed Project’s need and purpose while minimizing impacts to the social and natural environments. Based on these considerations and public input, Georgia DOT identified Build Alternative 2 as its Preferred Alternative (**Exhibit ES-7**).

Exhibit ES-7: Proposed Express Lanes and Access Points



The Preferred Alternative consists of two ELs in each direction, with shoulders. Along I-285, two lanes in each direction are provided from just north of South Atlanta Road to Henderson Road. Along SR 400, one lane in each direction is provided from the Glenridge Connector to the I-285/SR 400 Interchange. From the I-285/SR 400 Interchange to the North Springs MARTA Station, the Preferred Alternative provides two ELs in each direction. Additionally, the Preferred Alternative would provide network connectivity by connecting the existing

Interstate 75 (I-75) Northwest Corridor EL and I-85 EL networks and the planned SR 400 ELs Project (PI 0001757). Including ramp connections, the Preferred Alternative covers a total of 22.5 miles of EL improvements.

The Preferred Alternative would include separating GP lane access from EL access points. These access points include a combination of direct merge ramps between GP lanes and ELs, and local access ramps to provide connections to and from activity centers along the Preferred Alternative Corridor. Direct access points are provided at Cumberland Boulevard, Perimeter Center Parkway, North Shallowford Road, Flowers Road Extension, and New Peachtree Road along I-285, and at Mt. Vernon Highway, Johnson Ferry Road, along SR 400. Direct merge locations are provided along I-285 at just north of South Atlanta Road, Raider Drive, SR 400 Terminal Ramps, North Shallowford Road, and Henderson Road.

Once constructed, the Preferred Alternative would be operated by the developer(s). Toll revenue collected by developer(s) would be used for the operation and maintenance of the EL network on the I-285 top end. Congestion-based pricing would be used. The Preferred Alternative would provide transportation benefits to all users of the I-285 top end corridor, both in the GP lanes and the proposed ELs.

ES.7 Affected Environment

The affected environment is presented in the Final EIS as it relates to land use; community facilities, neighborhoods, and cities; communities; regional economics; transportation; historic and archaeological resources; visual quality and aesthetics; hazardous waste and materials; air quality; noise; water resources; ecosystems; and geology and soils. The Study Area for each resource is defined in **Exhibit ES-8**.

Exhibit ES-8: Study Area Defined for Each Resource

Resource	Affected Environment Study Area
Land Use	Existing land use within and adjacent to the Proposed Project.
Community Facilities, Neighborhoods, and Cities	Community Facilities, Neighborhoods, and Cities: The area within 1,000 feet of the Georgia DOT ROW along the Proposed Project corridor. ^a
Communities	Census Block Groups adjacent to the Proposed Project corridor. Demographic data percentages for the seven cities that encompass the Proposed Project were compared to their respective counties, the ARC 10-county region, and the state.
Regional Economics	For this resource, the Study Area is the U.S. Office of Management and Budget’s Atlanta-Sandy Springs-Alpharetta Metropolitan Statistical Area (Atlanta MSA). The Atlanta MSA encompasses 29 counties, including those encompassing the Preferred Alternative Corridor: Cobb, DeKalb, and Fulton Counties. The seven cities that intersect or are adjacent to the Preferred Alternative—Brookhaven, Doraville, Chamblee, Dunwoody, Sandy Springs, Smyrna, and Tucker—are within these three counties.
Transportation	The area of influence extends to adjacent roadways that would experience at least a 5% increase or decrease in projected volumes when comparing the Preferred Alternative and No-Build Alternative. ^b

Exhibit ES-8: Study Area Defined for Each Resource (continued)

Resource	Affected Environment Study Area
Historic and Archaeological Resources	The survey boundary and methodology were established using Section 106 of the National Historic Preservation Act (36 CFR 800) and Georgia DOT/FHWA Cultural Resource Survey Guidelines. Per the criteria established in the Georgia DOT/FHWA/State Historic Preservation Officer Memorandum of Understanding, the Area of Potential Effects (APE) for historic resources is defined as the areas with potential for visual impacts, audible impacts, or physical impacts consisting of impacts to manmade features or greater than 25% ROW encroachment. The APE for archaeological resources is defined as the geographic area or areas wherein implementation of the Proposed Project would involve ground-disturbing activities.
Visual Quality and Aesthetics	Area of visual effect determined by the physical constraints of the environment and the physiological limits of human sight; this is a variable buffer on either side of the I-285 corridor from South Atlanta Road to Henderson Road and SR 400 from the Glenridge Connector to the North Springs MARTA Station.
Hazardous Waste and Materials	A 1-mile buffer around the projects APE ^c and consists of existing roadways, commercial and industrial land uses, and undeveloped land. ^d
Air Quality	Determined at a regional scale for the Mobile Source Air Toxics (MSAT) analysis. The MSAT analysis Regional Study Area comprises a series of thresholds based on changes in roadway volumes, travel times, and intersection delays between the No-Build Alternative and Preferred Alternative that together determine the affected transportation network. Based on the traffic analysis, these roadway links span Cobb, DeKalb, and Fulton Counties.
Noise	Includes noise-sensitive receptors extending up to 800 feet away from the Proposed Project roadway edge of pavement. ^e
Water Resources	The environmental survey boundary, which extends 100 feet beyond the Proposed Project APE. ^f
Ecosystems	The environmental survey boundary, which extends 100 feet beyond the Proposed Project APE. ^f
Geology and Soils	The Study Area for potential impacts to geology and soil resources and for seismic risk includes all areas wherein ground-disturbing activities would occur and the area of any required ROW and easements.
Section 4(f) and Section 6(f)	Within the 500-foot buffer of the APE. ^g

^a A 1,000-foot buffer was developed in coordination with the design team and subject matter experts to evaluate effects on communities, refer to **Appendix H-2** for detailed evaluation methods.

^b Guidance from FHWA on determining areas for MSAT analysis suggests the use of a 5% threshold for an increase or decrease in traffic volume, refer to **Appendix H-4, Section 2.1, Area of Analysis**.

^c The APE contains all existing and required ROW, which includes permanent and temporary easements.

^d One-mile buffer determined by Wilmer Engineering for the 2020 Environmental Site Assessment following the ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process E1527-13, see **Appendix H-7, Environmental Site Assessment**.

^e Noise receptor locations were determined by using the FHWA Traffic Noise Model Version 2.5, refer to **Appendix H-9, Noise Impact Assessment**, for full methodology.

^f The environmental survey boundary buffer area was determined following the Georgia DOT Office of Environmental Services Environmental Procedures Manual, refer to **Chapter 3, Affected Environment, Environmental Consequences, and Mitigation, Section 3.10 and 3.11**.

^g A 500-foot buffer was determined by Georgia DOT as the furthest extent of potential impacts to 4(f) and 6(f) resources.

ES.8 Environmental Consequences

The environmental consequences are presented in the Final EIS as they relate to land use; communities; community facilities, neighborhoods, and cities; regional economics; transportation; historic and archaeological

resources; visual quality and aesthetics; hazardous waste and materials; air quality; noise; water resources; ecosystems; and geology and soils. **Exhibit ES-9** summarizes the environmental consequences for each resource and includes the effects of the No-Build for comparison purposes. For impacts to environmental resources that cannot be avoided, Georgia DOT will implement mitigation measures. **Appendix P, Environmental Mitigation Plan**, summarizes anticipated mitigation for the Proposed Project, outlines the environmental mitigation process, and explains roles and responsibilities for implementing mitigation measures. Mitigation measures must be considered during the final design and construction phases of the project. To track the implementation of mitigation measures, an **Environmental Commitments Table** precedes this **Executive Summary**.

Exhibit ES-9: Summary of Environmental Consequences for Each Resource

Impact	No-Build Alternative	Build Alternative
Land Use	No acquisition of additional ROW, no existing land uses converted to transportation uses	<ul style="list-style-type: none"> • Direct effects to land use, including the conversion of existing land uses to transportation use for areas that would be acquired • Impacts to land parcels that are primarily developed • Impacts to small undeveloped areas such as crossings of WOTUS • Acquisition of 20 residential buildings with 92 residences (3 buildings hosting a total of 20 townhomes, 4 buildings comprising a total of 56 tenant-occupied residences, 1 building with 4 owner-occupied residences, and 12 single-family residences) and 17 commercial buildings with 44 active businesses and 5 vacant spaces
Community Facilities, Neighborhoods, and Cities	<ul style="list-style-type: none"> • Maintains the existing configuration of I-285 • No changes to existing conditions of the I-285 Corridor • Worsened traffic conditions and continued discontinuity of EL systems 	<ul style="list-style-type: none"> • Improve regional accessibility and connectivity in the greater Metro Atlanta area • No changes to existing community facilities and the ability for the identified community facilities to provide related services to the public • Impact to community cohesion from displacement of two neighborhoods out of 215 neighborhoods • Temporary, short-term closures to trails during construction; permanent, minor shifts of portions of two trails from their original alignment; minor use of NPS-managed lands within the Chattahoochee River; and minor ROW acquisition from one trail • Temporary detours and modified access to community facilities • Potential impacts (e.g., temporary or permanent easements, noise barriers, ROW acquisition) to structures that serve as the boundary of Jewish eruv⁴ • Visual impacts related to construction of elevated EL structures and possible noise barrier construction

⁴ An *eruv* (plural, *eruvim*) is an urban area enclosed by a wire boundary that symbolically extends the private domain of Jewish households into public areas, permitting activities within it that are normally forbidden in public on the Sabbath.

Exhibit ES-9: Summary of Environmental Consequences for Each Resource (continued)

Impact	No-Build Alternative	Build Alternative
Communities	<ul style="list-style-type: none"> No impacts from noise or visual impacts Regional mobility and congestion would continue to worsen which would negatively affect communities using the highway system 	<ul style="list-style-type: none"> Adverse effects would occur to communities from ROW acquisition and displacements, noise impacts, air quality impacts, transportation, access, and tolling. No environmental health risks or safety risks that may disproportionately affect children Impacts to LEP populations, the elderly, and the disabled would include visual, noise and construction impacts
Regional Economics	Deteriorated ability to move people and goods leading to economic losses	<ul style="list-style-type: none"> Improve transfer of people and goods, leading to potential economic benefits across the region Limited local economic impacts resulting from displacement of 17 commercial buildings containing 44 active businesses and 5 vacant spaces
Transportation	<ul style="list-style-type: none"> Increased congestion Less mobility Less reliable travel times 	<ul style="list-style-type: none"> Vehicle throughput in the Proposed Project corridor is projected to increase due to the additional capacity added by the ELs Travel times in the Proposed Project corridor are projected to decrease Existing arterial and interchange operations would be minimally affected Improve density, travel speeds, and overall I-285 top end corridor travel time for GP lanes
Historic and Archaeological Resources	Avoids impacts to historic resources	<ul style="list-style-type: none"> Requires narrow strips of ROW from within the rear yards of historic properties Minimization involves replacing historic fences that would need to be removed from the rear yards of historic residential properties Avoids impacts to historic buildings Introduces change in visual environment at historic properties Results in a traffic noise increase of 3 dBA at historic properties; See Section 3.5, Historic and Archaeological Resources, for more information on noise effects on historic resources and Section 3.9, Noise, for more information on the results of the noise abatement analysis
Visual Quality and Aesthetics	No impacts, the Area of Visual Effects (AVE) will continue to have high natural harmony, but low cultural order and project coherence	<ul style="list-style-type: none"> Temporary visual impacts related to construction staging, lighting, temporary structures, and detours Impacts as a result of removing the visual buffer within much of the AVE between I-285 and the adjacent residential, park/recreation, and educational properties Overall, the Preferred Alternative would be incompatible and have an adverse effect on the experience of visual quality for many viewers within the AVE
Hazardous Waste and Materials	No impacts because potentially contaminated land would remain undisturbed	<ul style="list-style-type: none"> Direct impacts from excavation and removal of solid waste and hazardous waste generation from use of construction equipment to Recognized Environmental Conditions potentially contaminated with hazardous materials Off-site transportation of hazardous materials would cause impacts due to the increase in solid waste generation and disposal

Exhibit ES-9: Summary of Environmental Consequences for Each Resource (continued)

Impact	No-Build Alternative	Build Alternative
Air Quality	MSAT emissions are expected to decrease compared to existing emissions as a result of the EPA's vehicle emission and fuel regulations due to cleaner engine standards coupled with fleet turnover	<ul style="list-style-type: none"> • Attainment status for criteria pollutants is demonstrated where applicable, with the exception of ozone (O₃), in which case the Proposed Project is included in a conforming State Implementation Plan and further analysis of O₃ emissions is not warranted • Increased MSAT emissions are expected under the Preferred Alternative compared to the No-Build Alternative; However, emissions of MSAT under the Preferred Alternative are projected to be lower than existing MSAT emissions as a result of the EPA's vehicle emissions and fuel regulations due to cleaner engine standards coupled with fleet turnover, even after accounting for VMT growth
Noise	No long-term use or impact	<ul style="list-style-type: none"> • Prior to noise abatement, noise levels would approach or exceed the Noise Abatement Criteria at 8,809 receptors • Traffic noise mitigated by noise abatement through noise barriers at 15 new locations where feasible and reasonable, 13 locations where noise barriers will remain (with one feasible and reasonable extension), and at 14 locations where there are existing noise barriers that will be replaced with noise barriers of similar or greater height and length
Water	No long-term use or impact	<ul style="list-style-type: none"> • Temporary impacts to waters minimized through the implementation of best management practices during construction • Permanent impacts to 4,454 linear feet (2.055 acres) of streams, 0.08 acre of open waters, 0.70 acre of wetlands and temporary impacts to 87 linear feet (0.052 acre) of streams which will be offset by purchase of stream and wetland mitigation bank credits • Georgia DOT's NPDES and MS4 permits require the state to monitor and track discharges from any site that discharges into WOTUS. • For this Project and to avoid the impact and mitigation ramifications of future changes in the definition of water features that are subject to permitting under Section 401/404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act, Georgia DOT will commit to mitigating impacts to these water features in accordance with the definition of water features that is current at the time the permit application is submitted.
Ecosystems	No long-term use or impact	<ul style="list-style-type: none"> • Georgia DOT Special Provisions in place for the protection of streams to minimize any short- or long-term impacts to state-protected aquatic species • Anticipate adverse effects to tricolored bat habitat
Geology and Soils	No long-term use or impact	<ul style="list-style-type: none"> • No long-term use or impact

Exhibit ES-9: Summary of Environmental Consequences for Each Resource (continued)

Impact	No-Build Alternative	Build Alternative
Section 4(f) and 6(f) Resources	No long-term use or impact	<ul style="list-style-type: none"> • Minor use of NPS-managed lands within the Chattahoochee River; relocation of a portion of one trail; and narrow strips of ROW needed from one trail and 10 NRHP-eligible properties • Proposed <i>de minimis</i> findings that these uses would not adversely affect the activities, features, and attributes that qualify the resources for protection under Section 4(f) • Short-term temporary closures during construction at trails. The officials with jurisdiction acknowledged temporary occupancy findings, which does not constitute a Section 4(f) use of the property

Source: Avoidance, minimization, and mitigation measures are documented for each resource in **Chapter 3, Affected Environment, Environmental Consequences, and Mitigation.**

- dBA = decibel(s), A-weighted
- EPA = U.S. Environmental Protection Agency
- LEP = Limited English Proficiency
- NRHP = National Register of Historic Places
- NPDES = National Pollutant Discharge Elimination System
- NPS = National Park Service
- VMT = vehicle miles traveled
- WOTUS = Waters of the United States

ES.9 Summary of Permits

Exhibit ES-10 summarizes the permits required for the Proposed Project, the agencies involved in the permitting process, and the timing and coordination necessary to obtain the permits.

Exhibit ES-10: Required Permits and Compliance Summary Table

Agency	Regulation	Type of Permit/Approval	Timing and Coordination
NPS	1916 NPS Organic Act (16 U.S.C. 1-4), NPS General Authorities Act of 1970, and 1978 amendment of NPS General Authorities Act (16 U.S.C. 1a-1)	Special Use Permit	A NPS Special Use Permit is required for temporary easements for bridge structures within the Chattahoochee River National Water Trail (which is within the Chattahoochee River National Recreation Area). Georgia DOT will coordinate with NPS to obtain this permit in advance of any work occurring on NPS property or within the Chattahoochee River National Water Trail.
USACE Department of the Army Permit	Section 404 of the Clean Water Act of 1972 (33 U.S.C. 1344)	Section 404 Individual Permit	A USACE Section 404 Individual Permit is required and will be obtained prior to building the Proposed Project.
		Section 404 Nationwide Permit 6	A USACE Section 404 Nationwide Permit 6 may be required in advance of drilling and geotechnical survey and would be needed after the Individual Permit is expected. A Pre-Construction Notification will be submitted by the developer post-let, if required.
	Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403)	Section 10 Permit	A USACE Section 10 Permit is required due to construction activities occurring in the Chattahoochee River. The permit will be applied for pre-let in conjunction with the Section 404 Individual Permit.
Federal Emergency Management Agency	National Flood Insurance Program 44 CFR Ch. 1, Parts 60, 65, and 72	Permit for Floodplain Development CLOMR/LOMR	Georgia DOT will coordinate with the Federal Emergency Management Agency to acquire No Rise Certificates for the protection of floodplains; and coordinate with local municipalities to acquire a CLOMR/LOMR, if needed.
Georgia Department of Natural Resources Environmental Protection Division	Georgia Rules and Regulations, Rule 391-3-7-.05, Buffer Variance Procedures and Criteria	Stream Buffer Variance	Georgia DOT and the developer will coordinate, post-let, the stream buffer variance authorization with GAEPD based on construction areas to match approved erosion control plans.
	Section 402 of the Clean Water Act (33 U.S.C. 402)	Notice of Intent for NPDES Permit	Georgia DOT will coordinate with GAEPD to obtain NPDES permit authorization.
Other/Local Agencies	Not Applicable	Encroachment Permit/Special Use Permit/Zoning Approval	These permits are dependent on local codes that may apply during surveying and construction and are required for temporary traffic delays during testing; construction noise limitations; and off-site temporary uses such as batch plant or materials storage.

Exhibit ES-10: Required Permits and Compliance Summary Table (continued)

Agency	Regulation	Type of Permit/Approval	Timing and Coordination
EPA/Issued by GAEPD	Section 401 of the Clean Water Act of 1972	Section 401 Water Quality Certification	The certification is required and will be applied for as part of the USACE permit application.
USFWS	Endangered Species Act	Section 7 Consultation	Consultation with the USFWS was conducted to determine species located in the project area that may be listed or proposed species. A Section 7 permit may be required if impacts to listed or proposed species is determined as the project progresses. Currently, no permit is needed.

CLOMR = Conditional Letter of Map Revision
 GAEPD = Georgia Environmental Protection Division
 LOMR = Letter of Map Revision
 USFWS = U.S. Fish and Wildlife Service

ES.10 Public and Stakeholder Involvement

Georgia DOT has sought input from the public and local, state, tribal, and federal agencies throughout the study. A series of seven public meetings called “Community Conversations” were held in six municipalities in May 2019. Seven PIOHs were held in January 2020 and had over 720 attendees. Six Public Hearing Open House (PHOH) meetings were held in July 2024 (four in-person meetings and two virtual meetings) with approximately 1,000 attendees. Meetings have also been held with all interested stakeholders, including local officials (county and city governments), federal and state resource agencies, school districts, homeowner associations, community improvement districts, and community foundations. A Proposed Project website was established (<https://i285topendexpresslanes-gdot.hub.arcgis.com/>), newsletters and factsheets have been disseminated, and surveys have been undertaken, all to provide information about the Proposed Project and gather input.

Chapter 5, Consultation and Coordination, Appendix I, Public Involvement Plan, and Appendix J, Agency Coordination Plan summarize coordination undertaken throughout the study process. Feedback from the public and stakeholders indicate several areas of concern including increased traffic noise, construction-related impacts (traffic congestion, construction noise, safety, etc.), visual impacts and aesthetics, vegetation removal, and impacts to planned city or county-sponsored projects.

ES.11 Limitation on Claims

Pursuant to Section 1308 of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and 23 U.S.C. Section 139 (I)(1), the FHWA intends to publish a notice in the *Federal Register* following publication of the NEPA Record of Decision (ROD) for the Proposed Project. This notice would indicate that the agency has taken final action with respect to compliance with NEPA for the Proposed Project. If such a notice is published, claims seeking judicial review of this federal action will be barred unless such claims are filed within 150 days after the publication date of the *Federal Register* notice. The period of time for filing such claims may also be limited to a shorter time period as allowed in the federal laws governing judicial review of this type of federal action. If no notice is published in the *Federal Register*, then the period of time that otherwise is provided by the federal laws governing such claims would apply. At minimum, the period of time may only be limited by the Administrative Procedures Act of 1946 (APA) [5 U.S.C. Section 706 et seq.], which allows claims to be filed up to 6 years after the federal action.

In addition, Pursuant to Section 1308 of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and 23 USC Section 139 (I)(1), the FHWA intends to publish a notice in the *Federal Register* once the USACE has taken final agency action by issuing permits and approvals for the Proposed Project. If such a notice is published, claims seeking judicial review of this federal action will be barred unless such claims are filed within 150 days after the publication date of the *Federal Register* notice. The period of time for filing such claims may also be limited to a shorter time period as allowed in the federal laws governing judicial review of this type of federal action. If no notice is published in the *Federal Register*, then the period of time that otherwise is provided by the federal laws governing such claims would apply. At minimum, the period of time may only be limited by the APA, which allows claims to be filed up to 6 years after the federal action.

ES.12 Next Steps

This single document, consisting of the Final EIS and ROD pursuant to 49 U.S.C. 304a(b) and 23 U.S.C. 139(n)(2), documents the final environmental clearances and impacts associated with the Preferred Alternative. FHWA's issuance of the ROD identifies the Selected Alternative and concludes the NEPA process. Following the issuance of the ROD, the Georgia DOT will select a developer who will finalize the design of the project, complete right of way acquisition, construct the project, and operate the ELs for the duration of the concession period. The developer will be required to fulfill all commitments detailed above in the Environmental Commitments Table. Any changes to the design after the issuance of the ROD that may have any impacts to environmental resources may require a reevaluation to be completed.

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- O Public Involvement Documents
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Acronyms and Abbreviations

AADT	Annual Average Daily Traffic
ABM	Activity-Based Model
ACP	Agency Coordination Plan
ACS	American Community Survey
AICP	American Institute of Certified Planners
AIP	Advanced Improvement Projects
AOE	Assessment of Effects
AOI	Area of Impact
APA	Administrative Procedures Act of 1946
APE	Area of Potential Effects
APHIS	Animal and Plant Health Inspection Service
ARC	Atlanta Regional Commission
ASTM	ASTM International
ATL	The Atlanta-region Transit Link Authority
Atlanta MSA	Atlanta-Sandy Springs-Alpharetta Metropolitan Statistical Area
AVE	Area of Visual Effects
BG	block groups
BLS	Bureau of Labor Statistics
BMP	Best Management Practice
BRT	Bus Rapid Transit
BT	Buffer Time
BTEX	benzene, toluene, ethylbenzene, and xylenes
BuHi	Buford Highway Cultural Corridor
CAA	Clean Air Act
CD	Collector-Distributor
CEQ	Council on Environmental Quality
CFR	<i>Code of Federal Regulations</i>
CH ₄	methane
CID	Community Improvement District
cis-DCE	cis-1,2-dichloroethene
CLOMR	Conditional Letter of Map Revision
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ E	CO ₂ equivalent
CNE	Common Noise Environment
CRNRA	Chattahoochee River National Recreation Area
CRNWT	Chattahoochee River National Water Trail
CWA	Clean Water Act
DAR	direct-access ramp
dBA	decibels, A-weighted
DCA	Georgia Department of Community Affairs
DOE	U.S. Department of Energy
DRI	Developments of Regional Impact
DRO	Diesel Range Organics
EC	ephemeral channel
EIS	Environmental Impact Statement
EL	express lane
ELNIOM	Express Lane Network Implementation and Operation Manual
EO	Executive Order

EPA	U.S. Environmental Protection Agency
ESA	Environmentally Sensitive Area
ESB	Environmental Survey Boundary
ESCP	Erosion, Sedimentation, and Pollution Control Plan
FCS	Fulton County Schools
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
ft ²	square foot or feet
FWCA	Fish and Wildlife Coordination Act
FY	Fiscal Year
GADNR	Georgia Department of Natural Resources
GAEPD	Georgia Environmental Protection Division
GCT	Gwinnett County Transit
GDP	gross domestic product
Georgia DOT	Georgia Department of Transportation
GIS	Geographic Information Systems
GP	general purpose
GSTB	Georgia State Transportation Board
GSU	Georgia State University
HCM	Highway Capacity Manual
HHS	Department of Health and Human Services
HOT	high-occupancy toll
HOT3+	High Occupancy Toll 3+
HOV	high-occupancy vehicle
HSP	Health and Safety Plan
HUC	Hydrologic Unit Code
I-75	Interstate 75
I-85	Interstate 85
I-285	Interstate 285
IS	Intermittent Stream
ITS	Intelligent Transportation System
LEED	Leadership in Energy and Environmental Design
LEP	Limited English Proficiency
L _{eq}	equivalent sound level
LF	linear foot or feet
LOMR	Letter of Map Revision
LOS	Level of Service
LWCF	Land and Water Conservation Fund
MAP-21	Moving Ahead for Progress in the 21st Century Act
MARTA	Metropolitan Atlanta Rapid Transit Authority
Metro	Metropolitan
ML	managed lane
MLIP	Managed Lane Implementation Policy
MLP	Managed Lane Policy
MLSP	Managed Lane Systems Plan
MMIP	Major Mobility Investment Program
MOU	Memorandum of Understanding
MSA	Metropolitan Statistical Area
MSAT	Mobile Source Air Toxics
MTP	Metropolitan Transportation Plan
n/a	Not Applicable

N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NAS	No Academic Style
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NIA	Noise Impact Area
NOAA	National Oceanic and Atmospheric Administration
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NPMRDS	National Performance Management Research Data Set
NPS	National Park Service
NRHP	National Register of Historic Places
NWC	Northwest Corridor
O ₃	ozone
OBF	Orange Barrier Fence
OES	Office of Environmental Services (Georgia DOT)
OFD	One Federal Decision
OID	Office of Innovative Delivery (Georgia DOT)
P3	Public-Private Partnership
PAR	Practicable Alternatives Review
PCE	Perchloroethylene
PE	Preliminary Engineering
PHOH	Public Hearing Open House
PIOH	Public Information Open House
PIP	Public Involvement Plan
PM _{2.5}	particulate matter 2.5 micrometers or less
PM ₁₀	particulate matter 10 micrometers or less
PS	Perennial Stream
PT	Planning Time
QA/QC	Quality Assurance/Quality Control
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental concern(s)
ROD	Record of Decision
ROW	right-of-way
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SME	subject matter expert
SMP	Soil Management Plan
SP	Special Provision
SPCC	Spill Prevention, Control, and Countermeasure
SR	State Route
SRTA	State Road and Tolling Authority
SWM	Solid Waste Management
TAZ	traffic analysis zone
TBD	to be determined
TCE	trichloroethylene
TDM	Transportation Demand Management
TDML	Total Daily Maximum Load
TFA	Transportation Funding Act
TIP	Transportation Improvement Program

TMDL	Total Maximum Daily Load
TMP	Traffic Management Plan
TNM	Traffic Noise Model
Trans-DCE	trans-1,2-dichloroethene
TSM	Transportation System Management
TTI	Travel Time Index
Uniform Act	Uniform Relocation Assistance and Property Acquisition Act of 1970
USACE	U.S. Army Corps of Engineers
U.S.C.	United States Code
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
UST	underground storage tank
V/C	volume-to-capacity
VC	vinyl chloride
VIA	Visual Impacts Assessment
VHT	vehicle hours traveled
VMT	vehicle miles traveled
VPD	vehicle(s) per day
WL	wetland
WOTUS	Waters of the United States

What has Changed Since the Draft EIS?

Disclaimer:

- On January 20, 2025, the President signed Executive Order (E.O.) 14148 --Initial Rescissions of Harmful Executive Orders and Actions and E.O. 14154 – Unleashing American Energy. The E.O.s revoked E.O. 13990 – Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis (January 20, 2021) and E.O. 14008 – Tackling the Climate Crisis at Home and Abroad (January 27, 2021). Subsequently on January 29, 2025, the Secretary signed a Memorandum for Secretarial Offices and Heads of Operating Administrations – Implementation of Executive Orders Addressing Energy, Climate Change, Diversity, and Gender. On February 25, 2025, the Council on Environmental Quality (CEQ) published an Interim Final Rule removing the CEQ’s National Environmental Policy Act (NEPA) implementing regulations, effective April 11, 2025 (90 Fed. Reg. 10610). As a result of these actions, FHWA will not include greenhouse gas emissions and climate change analyses in the federal environmental review process. Any purported greenhouse gas emissions and climate change impacts were not considered in the federal decision. Accordingly, no greenhouse gas emissions or climate change analyses are included in this FEIS.
- On January 20, 2025, the President signed Executive Order (E.O.) 14148 --Initial Rescissions of Harmful Executive Orders and Actions and E.O. 14154 – Unleashing American Energy. The E.O.s revoked E.O. 14096 – Revitalizing Our Nation’s Commitment to Environmental Justice for All (April 21, 2023). Subsequently on January 21, 2025, the President signed E.O. 14173 – Ending Illegal Discrimination and Restoring Merit-Based Opportunity. This E.O. revoked E.O. 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994). On February 25, 2025, the Council on Environmental Quality (CEQ) published an Interim Final Rule removing the CEQ’s National Environmental Policy Act (NEPA) implementing regulations, effective April 11, 2025 (90 Fed. Reg. 10610). As a result of these actions, all federal environmental justice requirements are revoked and no longer apply to the federal environmental review process. FHWA, FTA and FRA’s Joint NEPA regulations (23 CFR part 771) and the agencies Interim Final Guidance on “Section 139 Environmental Review Process: Efficient Environmental Reviews for Project Decisionmaking and One Federal Decision” (12/17/2024) do not require an environmental justice analysis. Accordingly, no analysis of environmental justice is included in this FEIS. Any purported environmental justice impacts were not considered in the federal decision. Social, economic, and community impacts will continue to be disclosed where applicable in accordance with 23 CFR 771.
- As a result of E.O. 14148, E.O. 14154, E.O. 14173, and the removal of the Council on Environmental Quality’s regulations, all federal environmental justice requirements are revoked and no longer applicable to the federal environmental review process. Accordingly, this FEIS does not consider public comments regarding environmental justice.

Since the publication of the Draft Environmental Impact Statement (EIS), Georgia Department of Transportation (Georgia DOT), in cooperation with the Federal highway Administration (FHWA), has prepared a Final EIS, which serves as the culmination of the technical studies and reports, interagency coordination, and public outreach and input. The mitigation plan is included and has been developed through coordination with consulting parties and in response to public and stakeholder input.

This Final EIS includes all changes to the Proposed Project that have occurred as preliminary design has advanced on the Preferred Alternative. These modifications include additional easement and right-of-way acquisitions, changes to the design where it connects to other projects, and the continued avoidance and minimization of impacts to environmental resources and adjacent communities.

In May 2024, FHWA approved the Draft EIS and concurred with Alternative 2 as the Preferred Alternative. Since that time, changes made in response to design changes and public and agency comments have been made to the document. Substantial changes are documented at the beginning of each chapter and changes to appendices are noted in the beginning pages of each appendix as appropriate.