

# I-285 Express Lanes

Fact Sheet

## Overview

The Georgia Department of Transportation (Georgia DOT) and the State Road and Tollway Authority (SRTA) announced in June 2021 a change to the Public-Private Partnership (P3) delivery model for the express lanes on I-285. The revised delivery model is a revenue risk model where the private sector invests heavily to fund the design and construction of the project and takes the risk that they will collect enough toll revenue to recoup their investment. This revised approach has allowed Georgia DOT and SRTA to expand the scopes for the I-285 Westside and I-285 Eastside projects to match what was already proposed on I-285 Top End Express Lanes with two, barrier-separated lanes in each direction. Under a Revenue Risk P3, a private-sector partner is selected to complete final design, construction, finance, operate, maintain and toll the project.

## Why Change the Delivery Model?

Georgia DOT and SRTA are pursuing this approach because it allows them to leverage the private sector innovation, financing, and capital to deliver this much needed infrastructure sooner and with significantly less public funding than would be required under any other delivery model.

## Express Lanes Benefits

- Provides reliable travel times for users and transit customers
- Improves mobility in corridor, including the general purpose lanes
- Enhances future transit operations

## Benefits to Revenue Risk Model

**There will be increased capacity with two, barrier-separated, dedicated express lanes in each direction across the northern half of I-285's entire project corridor.**

Under the previous plan, Georgia DOT would only build one express lane in each direction for the I-285 Westside and I-285 Eastside Express Lanes projects. The increase scope of the express lanes on I-285 (Eastside and Westside) presents greater opportunities for private sector innovation and allows the gain of additional lanes for users and transit providers with reduced public funding.

**The entire project will be barrier-separated, with concrete barriers separating traffic in the express lanes from traffic in the general purpose lanes.** This change brings measurable safety benefits to motorists in the express lanes.



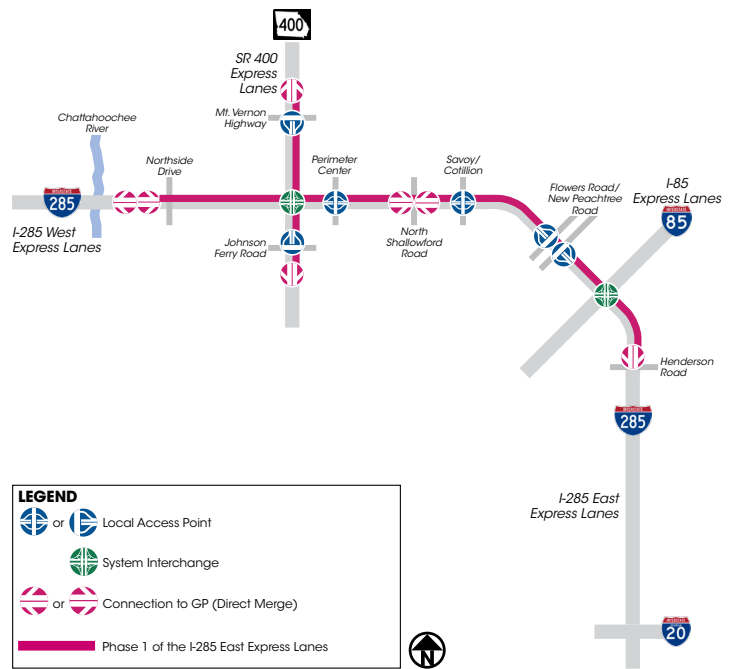
**There may be additional access points to the express lanes.** The private-sector partner(s) will evaluate the potential to expand the number of access points for express lanes users and transit operators. Georgia DOT retains approval authority for any access changes.

**The I-285 Express Lanes are intended to be a multi-modal option, supporting opportunities for existing transit services and inclusion of new transit opportunities.** The private partner(s) will be required to be responsive to the potential for enhanced Express Lanes Transit (ELT) operations in corridor. A range of transit technologies and modal options are to be considered and it's anticipated to be in the form of Bus Rapid Transit (BRT) infrastructure/ investment in support of the transit MOU between Georgia DOT, the ATL, MARTA, and Fulton, Cobb, and DeKalb counties. BRT operations is a bus-based transit system that delivers fast and efficient service and is intended to operate with the reliability of rail services.

**The private partner(s) will be required to place a strong emphasis on customer service under this new model.** The awarded private-sector partner(s) are reliant on drivers choosing to use the express lanes to recoup their investment into the project. As a result, they are incentivized to design a project that provides the maximum benefit to the public and operate a project that provides a pleasant driving experience.

## 5 Things You Need to Know

1. The projects will provide two, new, optional express lanes in each direction across the northern half of I-285 from I-20 to I-20. There will be no decrease in the existing number of free general purpose lanes.
2. The selected private-sector partner(s) will be allowed to propose additional access points subject to GDOT approval and required environmental clearances.
3. The future public funding commitment for the projects is anticipated to be reduced due to the private investment and financing of the project by a private-sector partner for the right to toll the project.
4. Motorists will continue to use a Peach Pass, or interoperable toll transponder, to access and pay for using the express lanes.
5. The private-sector partner will set toll prices on I-285 within the contractual limits set by SRTA.



## Procurement Plan Approach



The I-285 Top End Project will be split at approximately Northside Drive with the western portion being packaged with I-285 Westside as **I-285 West Express Lanes** and the eastern portion being packaged with I-285 Eastside as the **I-285 East Express Lanes**. These procurements will use a multi-phase, hybrid contracting approach:

- a design, build, finance, operate, and maintain agreement for the initial phase (“Phase 1”); and
- a Comprehensive Development Agreement (“CDA”) for the remaining phases. The CDA will give the selected bidder the obligation to develop the remaining phases and negotiate with GDOT and SRTA a design, build, finance, operate, and maintain agreements for each of the remaining phases

Procurement activities for I-285 East Express Lanes - Phase 1 started in Q3 2024. The Phase 1 project limits are:

- I-285: Henderson Rd to Northside Dr (westbound direction only)
- SR 400: Johnson Ferry Rd to Abernathy Rd NE (northbound direction only).

Due to the delivery model change and increased project scope for I-285 Eastside Express Lanes and I-285 Westside Express Lanes projects (PI 0013914 and PI 0013917) conceptual designs and environmental analyses are being evaluated and developed. Public involvement activities are expected to start in late 2024/early 2025. More information will be shared on respective project websites.

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