

# I-285 Express Lanes

Fact Sheet

## Overview

As part of the ongoing efforts to deliver the best and most impactful, much-needed transportation infrastructure projects in Georgia, 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 express lanes on I-285.

The revised approach expands the project scopes for the I-285 Westside and I-285 Eastside Express Lanes and shifts many of the financial obligations of all the I-285 Express Lanes projects, including I-285 Top End Express Lanes, from the State to the private sector partner(s).



## What's the Current Status?

In February 2022, Georgia DOT announced updates to the project packaging and procurement process. Procurement, final design, and construction for the I-285 Top End Express Lanes project (P.I. 0001758) will be in three phases. Initial segments, which include I-285 Express Lanes East - Phase 1 and I-285 Express Lanes West - Phase 1, will be procured as separate best value private revenue contracts. The procurement schedules for I-285 Express Lanes East - Phase 1 and West - Phase 1 are under review pending the SR 400 Express Lanes procurement completion.

Due to the delivery model change and increased project scope for I-285 Eastside and I-285 Westside projects (P.I. 0013914 and PI 0013917, the conceptual designs and environmental analyses are still being evaluated and developed. The project schedules for these projects and phases has yet to be determined.

## 5 Things You Need to Know

1. There will be increased capacity with two, new, barrier-separated, dedicated express lanes in each direction across the northern half of I-285 from I-20 to I-20 on the east and west sides.
2. There may be additional access points included based on Developer's final design.
3. The future public funding commitment for the projects is anticipated to be reduced.
4. Motorists will continue to use a Peach Pass 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 the State Road and Tollway Authority (SRTA).

## Benefits to Private Revenue 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 project may extend further with interchange access points all the way to I-20 on both the east and west sides of I-285.** Under the previous plan, the express lanes would stop short of these interchanges.

**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. Access points will be based on Developer's final design.

**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 Express Lanes Transit (ELT) infrastructure/investment in support of the transit MOU between Georgia DOT, the ATL, MARTA, and Fulton, Cobb, and DeKalb counties.

**With an expanded express lanes project, there will be even greater time-savings benefit for motorists in the existing general purpose lanes on I-285.** Following the 2018 opening of the Northwest Corridor Express Lanes, traffic congestion decreased in the general purpose lanes of that section of I-75 by approximately two hours each day, reducing commute times and improving reliability for cars and buses alike. On-time performance of Xpress buses traveling through the Northwest Corridor Express Lanes improved by 12%.

**The private partner(s) will be required to place a strong emphasis on customer service under this new model.** The private-sector partner is incentivized to ensure superior performance of the project and an exceptional motorist experience, since the partner is relying on motorist usage and the resulting revenue to pay for the project.

The updates will shift more financial burden from the State, expand project scope, increase benefits the public will enjoy from the projects, and will result in a reduction in public funding commitments for the projects over future decades.

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