



City of Sandy Springs Council Retreat

Tim Matthews, P.E.
MMIP Program Manager

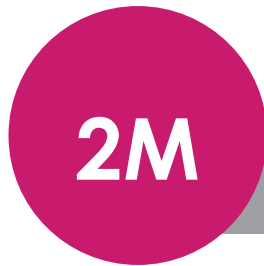
January 23, 2019



Northwest Corridor Express Lanes Success



Rush hour has been reduced by 1 hour



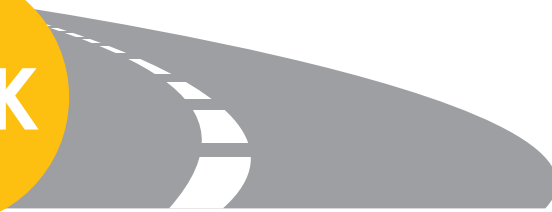
Total trips: 2 million



Travel speeds are 30% faster in the express lanes than in the general purpose lanes



Average daily fare: \$1.60



Weekly trip average: 23,600

Georgia Express Lanes Network

In Operation

- I-85 Express Lanes
- I-75 South Metro Express Lanes
- I-85 Express Lanes Extension
- I-75 Northwest Corridor Express Lanes

MMIP

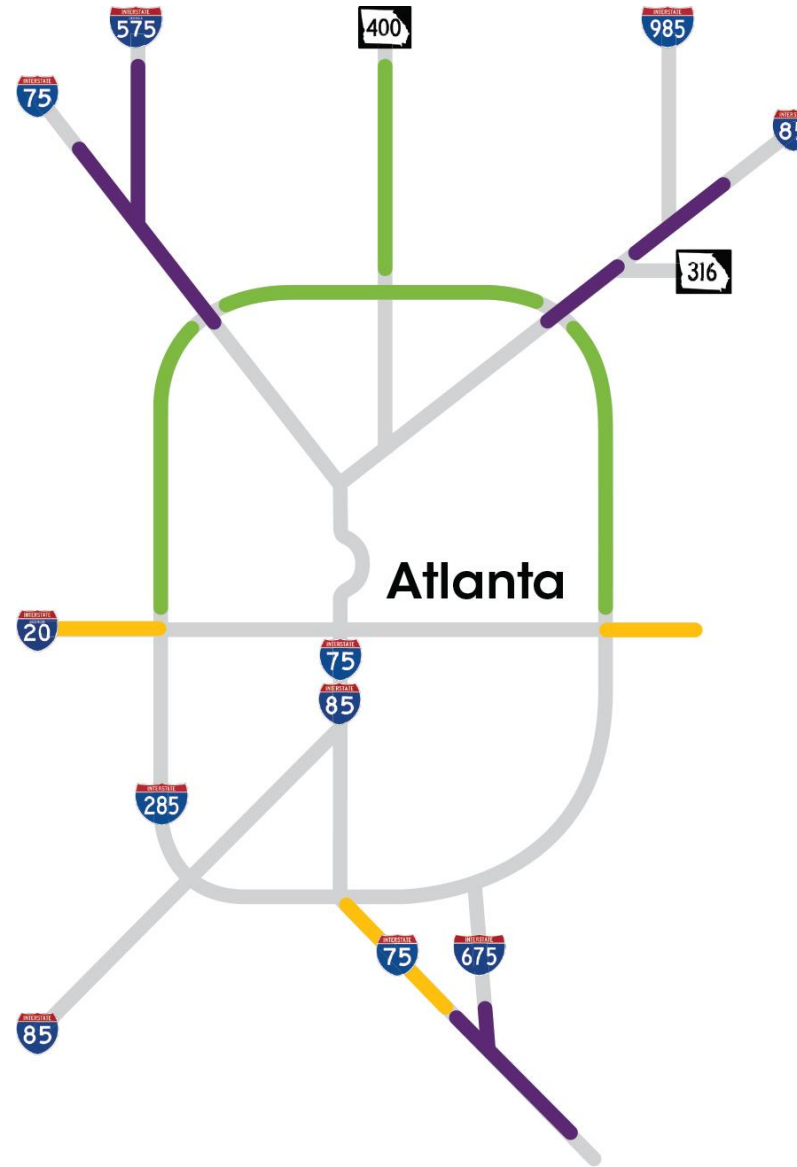
- I-285 Eastside Express Lanes
- I-285 Top End Express Lanes
- I-285 Westside Express Lanes
- SR 400 Express Lanes

Long Range

- I-20 East Express Lanes
- I-20 West Express Lanes
- I-75 Gap Express Lanes

Express Lanes Key:

- Existing
- MMIP
- Long-Range



MMIP Schedule

Interchange Reconstruction:

I-16/I-95

I-285/I-20 East

I-285/I-20 West

Express Lanes:

I-285 Eastside

I-85 to I-20

I-285 Top End

I-285: Paces Ferry Rd to Henderson Rd

SR 400: I-285 to North Springs MARTA Station

I-285 Westside

I-20 to I-75

SR 400

North Springs MARTA Station to McFarland Pkwy

Interstate Widening:

I-85 North

I-985 to SR 53

I-85 North

SR 53 to US 129

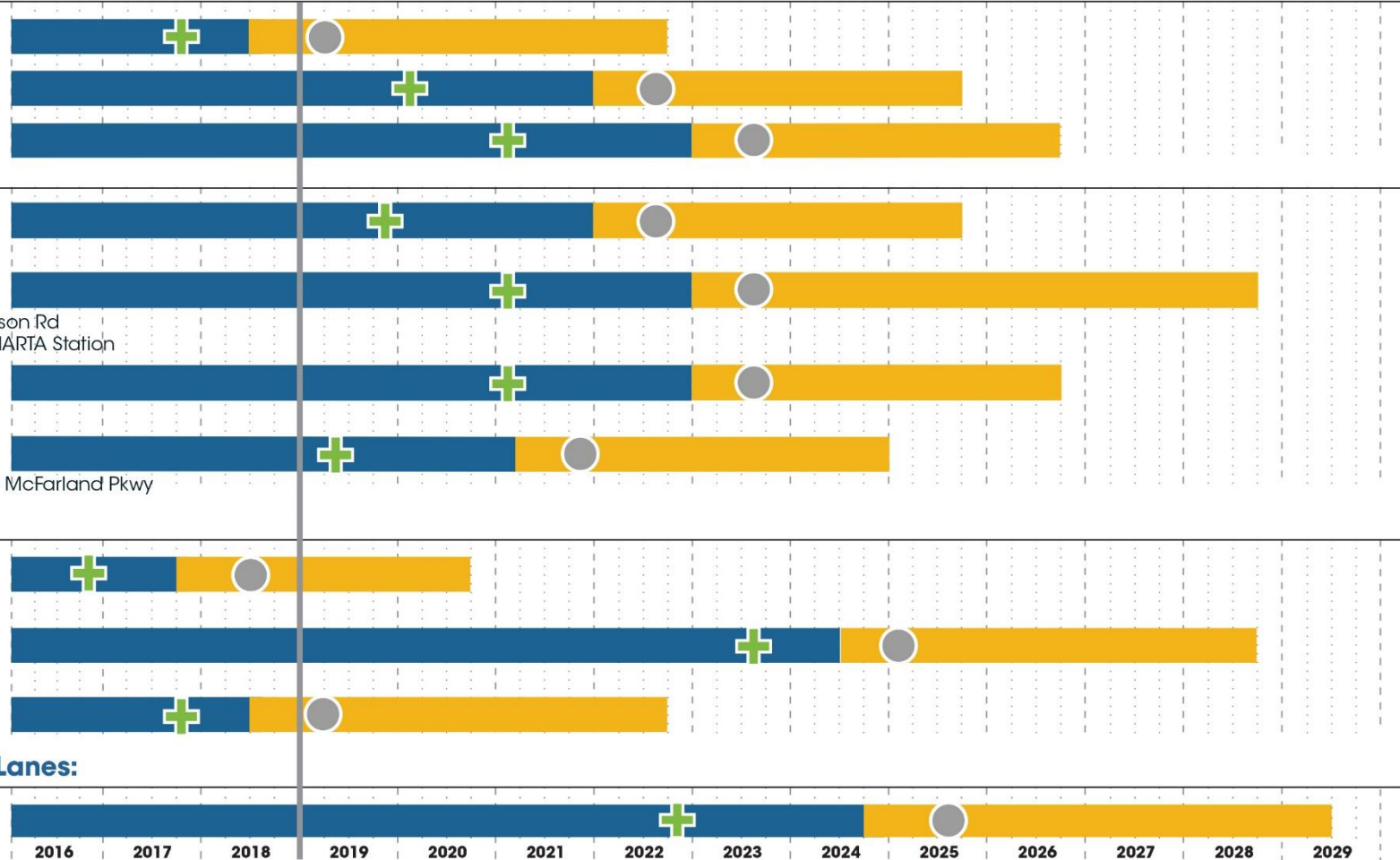
I-16

I-95 to I-516

Commercial Vehicle Lanes:

I-75

SR 155 to I-475



01/08/2019 | Dates represented are calendar years



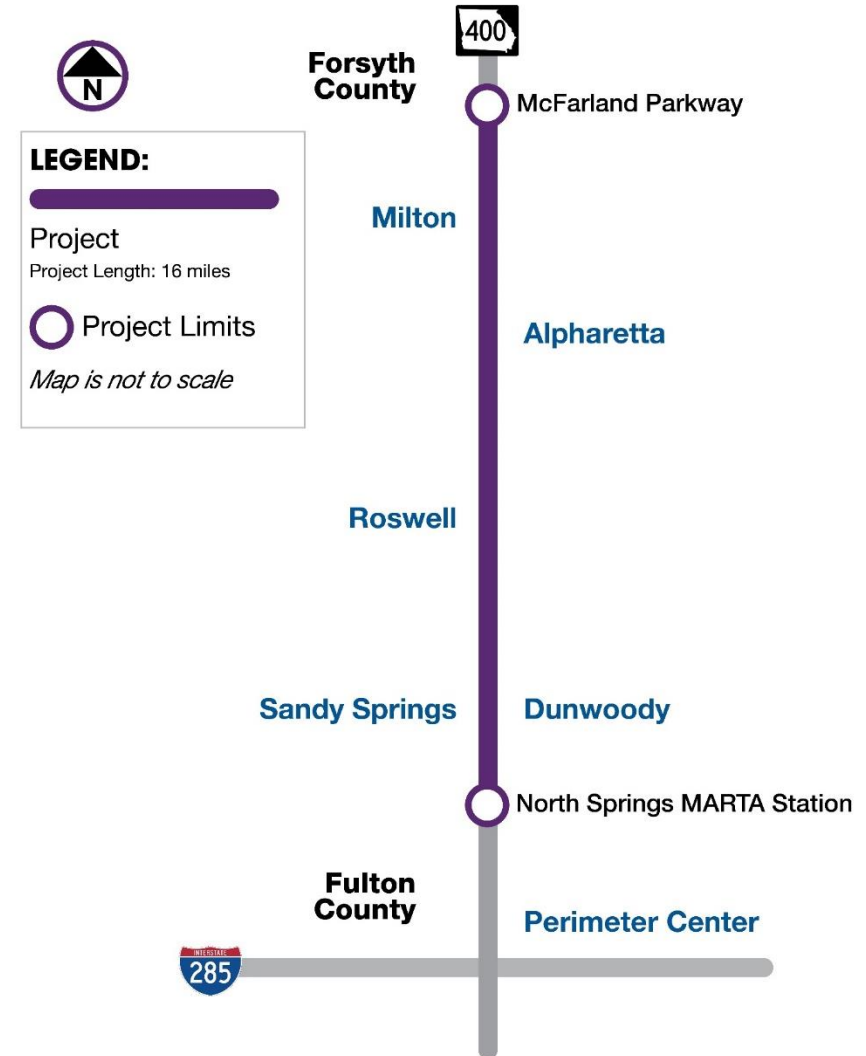
The Design-Build process compresses project schedules by overlapping activities in the design and construction phases.

SR 400 Express Lanes



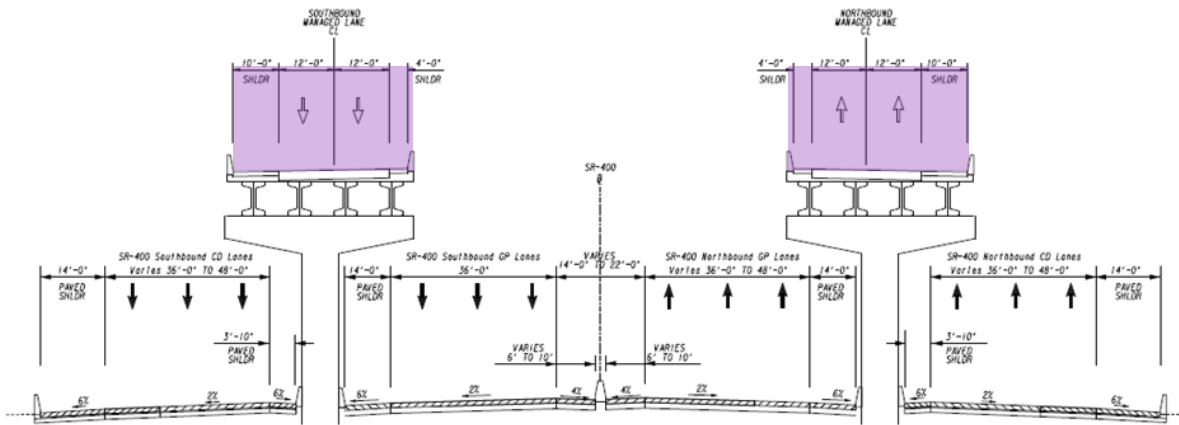
SR 400 Express Lanes

- Project limits between the North Springs MARTA Station and McFarland Parkway
 - Two express lanes in each direction between the North Springs MARTA Station and McGinnis Ferry Rd
 - One express lane in each direction from McGinnis Ferry Road to McFarland Parkway
- General Engineering Consultant (GEC) AECOM is under contract



SR 400 Express Lanes - Typical Roadway Section (Elevated)

- Desire to minimize impacts
- Utilize as much existing ROW as possible
- Maximum transportation benefit

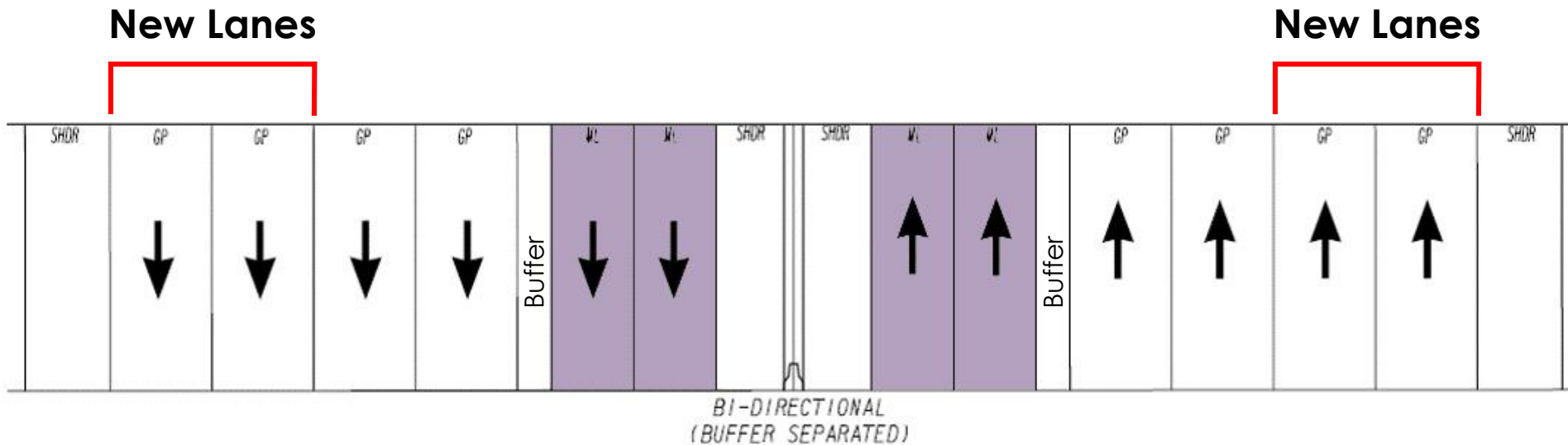


Typical Section
Proposed SR 400 Aerial Express Lanes and SR
400 Collector/Distributor System

Anticipated at North Springs MARTA Station

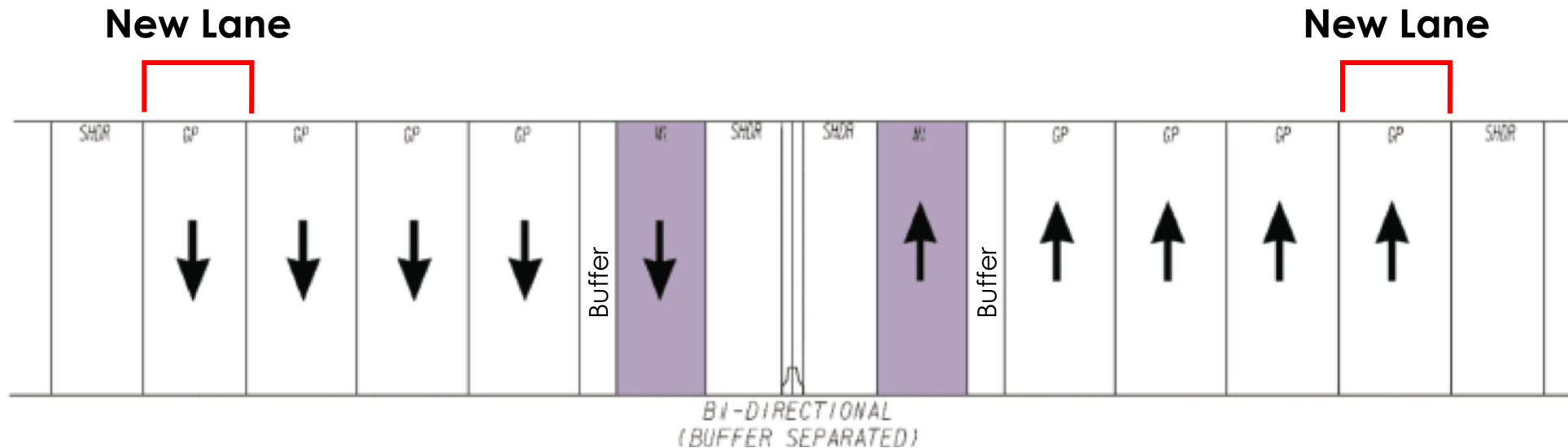
SR 400 Express Lanes – Typical Roadway Section

- North of Northridge Road to McGinnis Ferry Road
- Two express lanes in each direction (illustrative example)



SR 400 Express Lanes – Typical Roadway Section

- McGinnis Ferry Road to McFarland Parkway
- One express lane in each direction (illustrative example)



Public Involvement Timeline SR 400 Express Lanes



2017:
Environmental
process
began



2018:
FCS staff
engagement
(3 meetings)



2019:
January 14
Fulton County
Schools meeting

January 16
Fulton County
Schools meeting



2019:
February 28
PIOH 1 & 2

March 5
PIOH 3

March 7
PIOH 4

March 12
PIOH 5



2019-2020:
Right-of-way
(ROW)
acquisition



2021:
Q1/Q2
PHOHs

Q3/Q4
Final EA

Construction
starts



2024:
Open
to traffic

Continuous Community Involvement

SR 400 Public Information Open Houses (PIOHs)

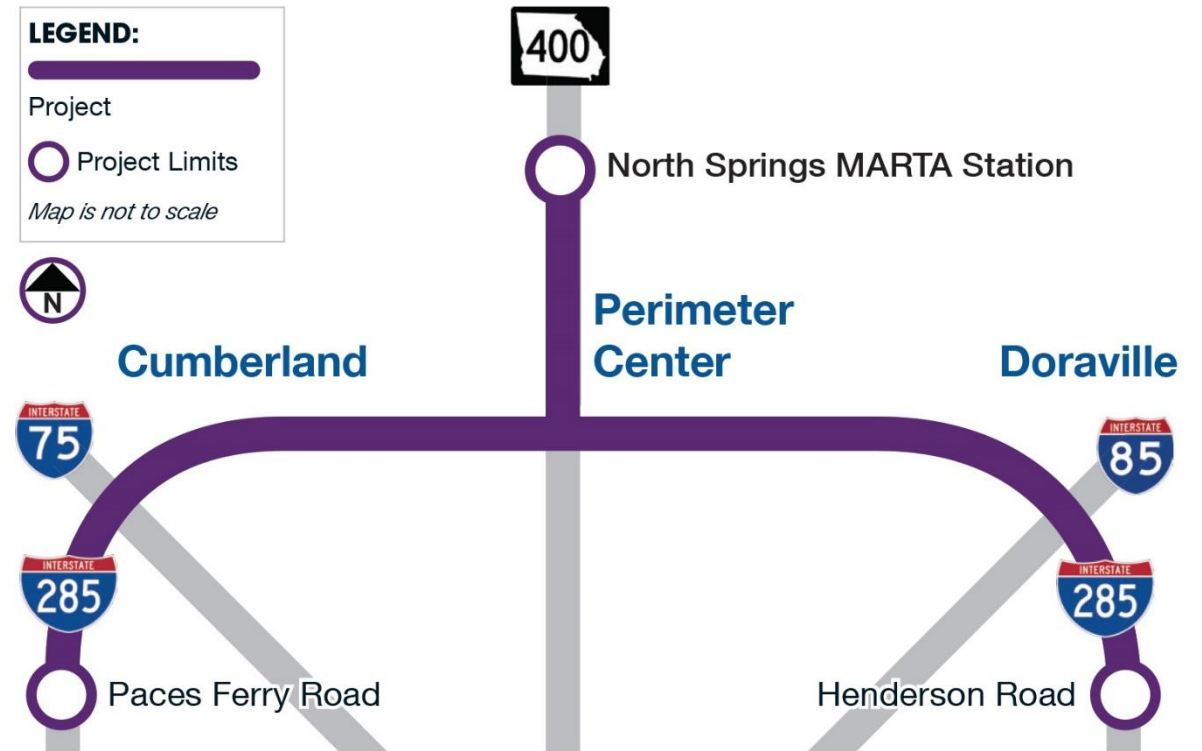
Date	Time	Location	Address
2/28/2019	11 a.m. to 2 p.m. & 4:30 p.m. to 7:30 p.m.	Hilton Garden Inn Atlanta North/Alpharetta	4025 Windward Plaza Alpharetta, GA 30009
3/5/2019	4:30 p.m. to 7:30 p.m.	Forsyth Conference Center	3410 Ronald Reagan Blvd Cumming, GA 30041
3/7/2019	4:30 p.m. to 7:30 p.m.	Roswell DoubleTree Hotel	1075 Holcomb Bridge Road Roswell, GA, 30076
3/12/2019	4:30 p.m. to 7:30 p.m.	City Springs	1 Galambos Way Sandy Springs, GA 30328

I-285 Top End Express Lanes

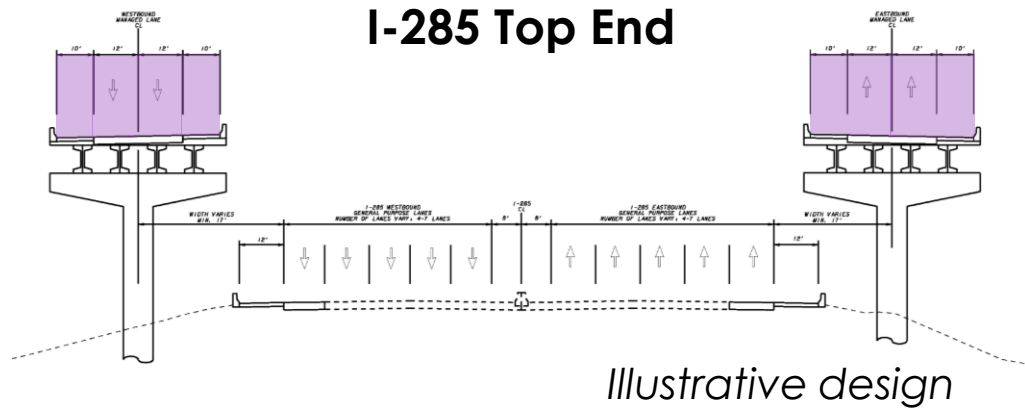


I-285 Top End Express Lanes

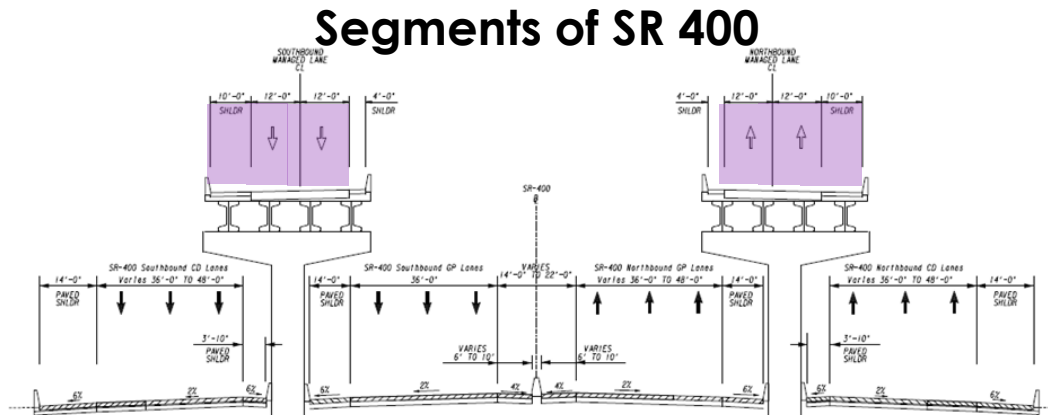
- Two new barrier-separated express lanes in both directions – elevated and at-grade
- Lanes located outside the existing general purpose lanes
- Part of the larger Georgia Express Lanes network
- Conceptual/Environmental phase



I-285 Typical Roadway Section (Elevated)



- Desire to minimize impacts
- Utilize as much existing ROW as possible
- Maximum transportation benefit



Public Involvement Timeline I-285 Top End Express Lanes



2018:
Environmental
process
began



**2019:
Q2**
Pre-NOI
meetings



**Late-2019/
Early-2020:**
PIOHs



2019-2021:
Right-of-Way
(ROW)
acquisition



**2022:
Q1**
PHOHs



**2023:
Q3**
Construction
starts

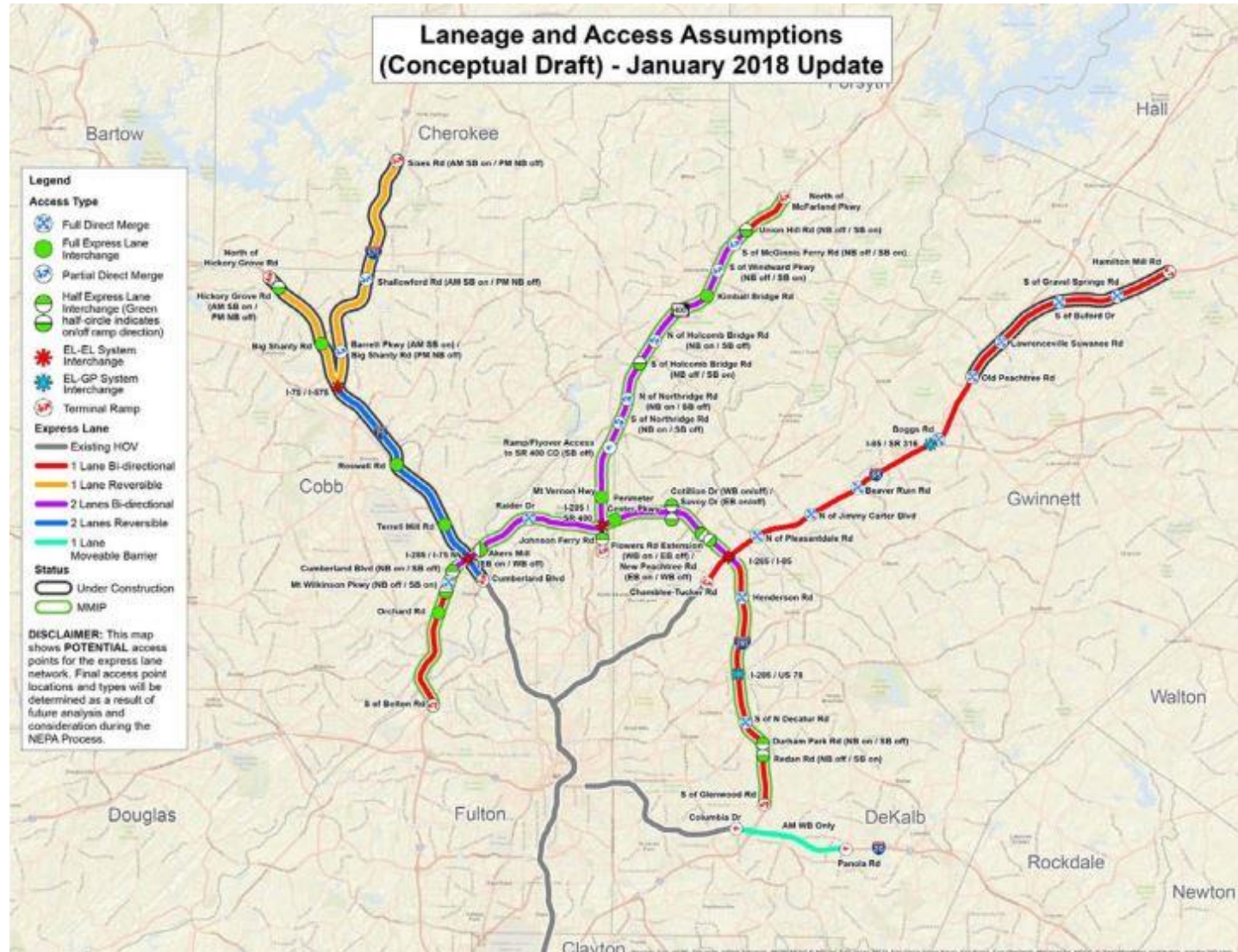


2028:
Open to
traffic

Continuous Community Involvement

Mt. Vernon Access

Baseline Access Assumptions – Jan 2018



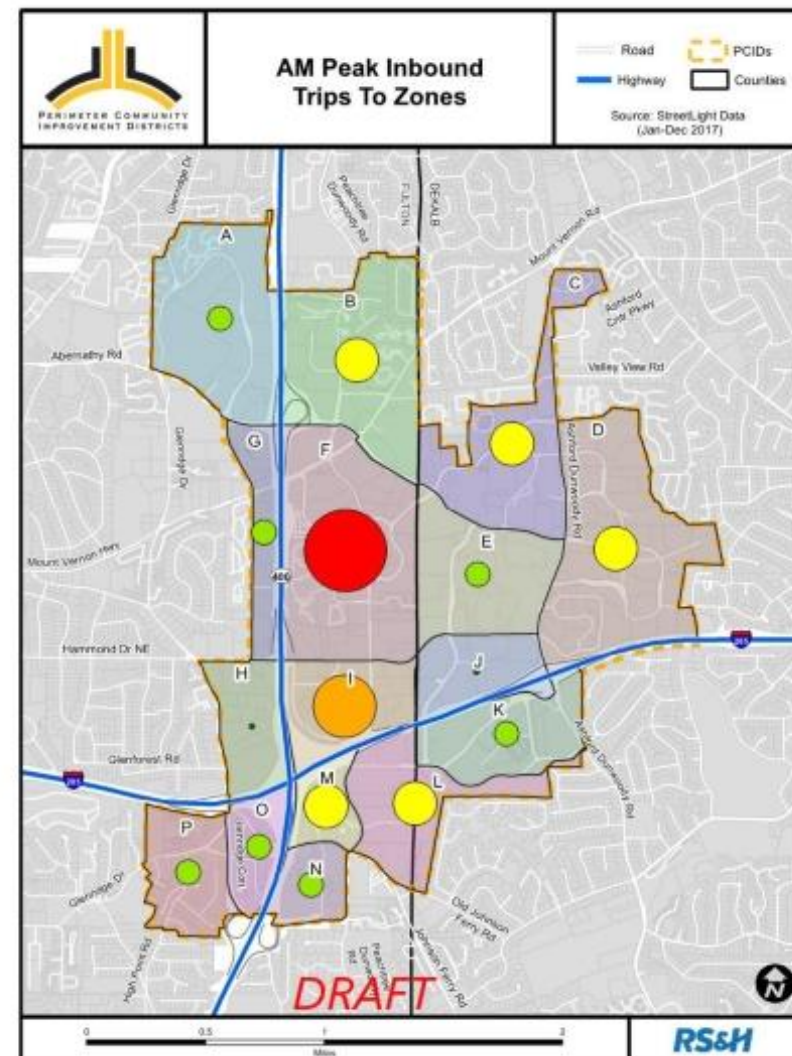
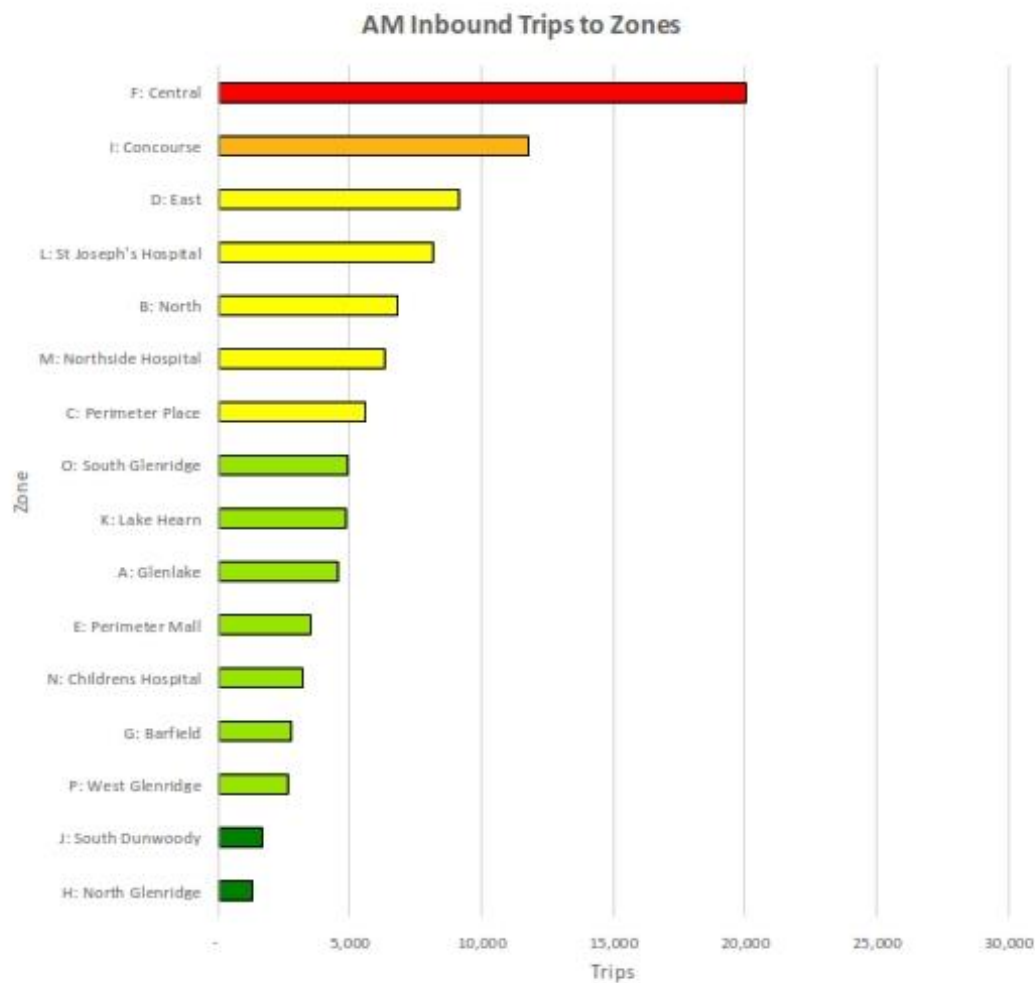
Mount Vernon Area Access

- COSS concerns raised
 - Increased traffic affecting Mt Vernon Highway residential area West of SR 400
 - Increased traffic affecting congested Mt Vernon / Abernathy intersection East of SR 400
- January 2018 Correspondence to GDOT
 - COSS request for consideration of alternate access to Mt Vernon
- March 2018 Correspondence from GDOT
 - GDOT agreed to study feasibility of alternative access points
- Initial Meeting Held June 2018
 - Options discussed included:
 - Hammond Drive with existing GP ramps
 - New access to underutilized Crestline Parkway

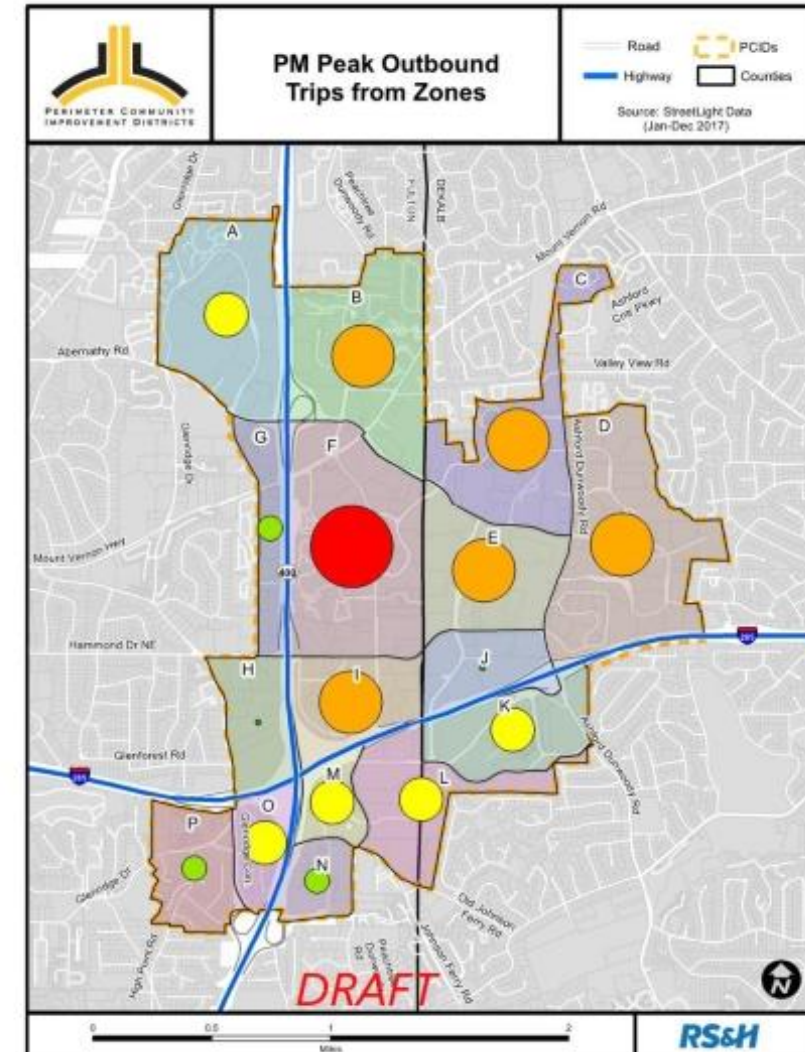
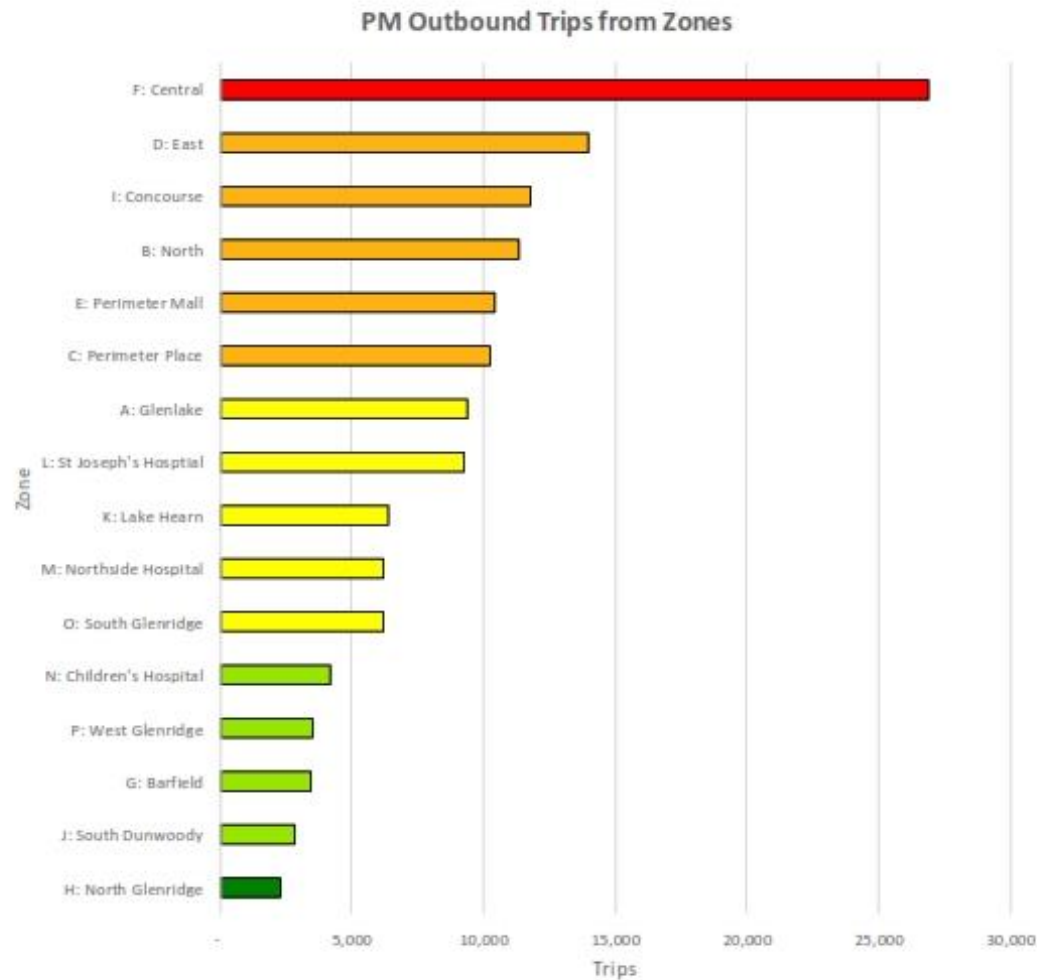
Perimeter Area Origins and Destinations

- PCID Origin Destination Study
- January 2017 – December 2017
- Based on GPS Navigation Data
- Focused on
 - Personal Vehicles
 - Average Weekday (M-Th)
 - AM Peak Inbound into PCID
 - PM Peak Outbound from PCID

AM Inbound Peak



PM Outbound Peak

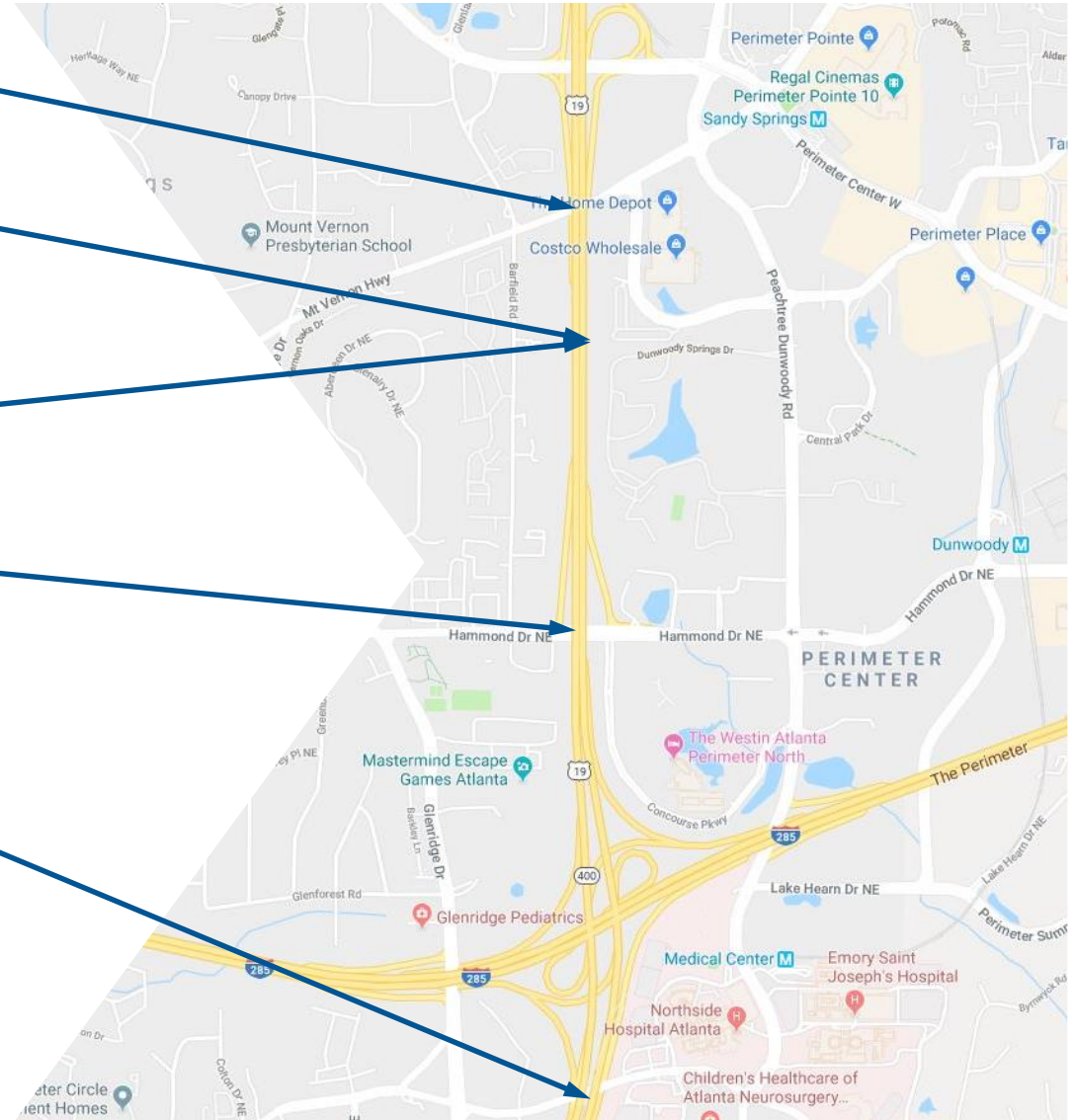


Crestline Parkway Access Discussions

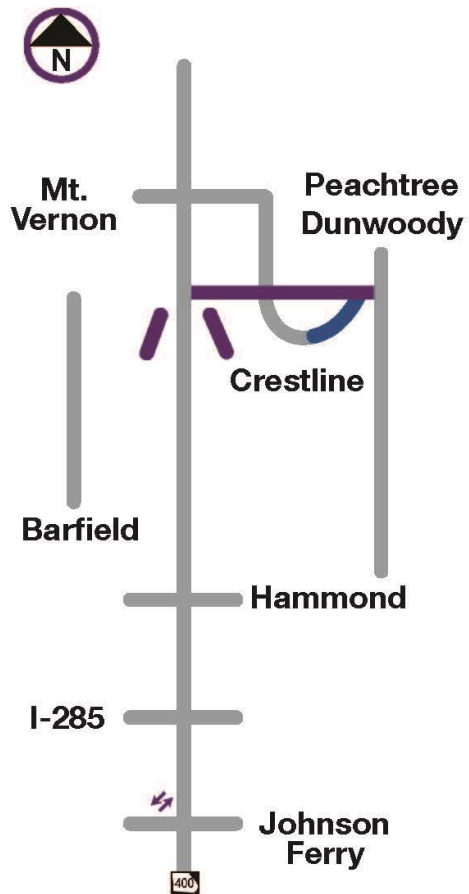


Access Options Discussion

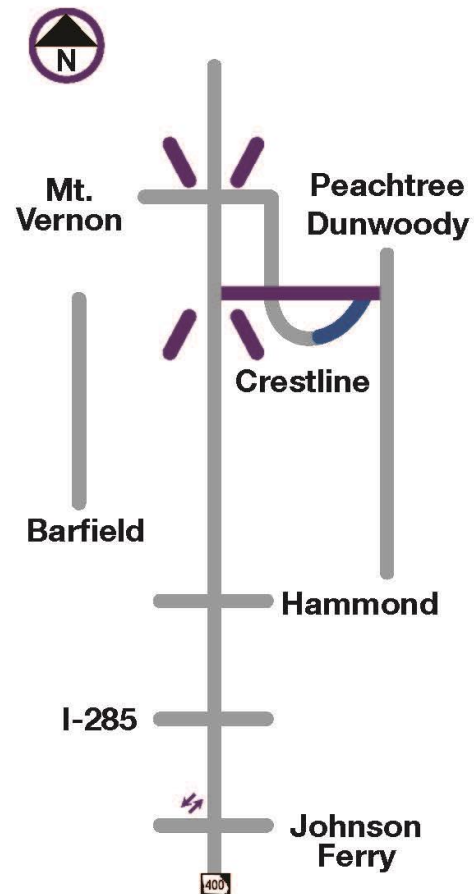
- What if only a Mount Vernon Northbound half diamond were constructed?
- What if a Mount Vernon Northbound half diamond and Crestline Southbound half diamond were constructed?
 - What if a Crestline full diamond were constructed?
- What if a Hammond full diamond were constructed (tie ins at the center of the bridge)? Option not progressed determined to be unconstructible
- What if the Hammond, Mount Vernon, and Crestline Access Points were eliminated? What does that do to Johnson Ferry Access Point?



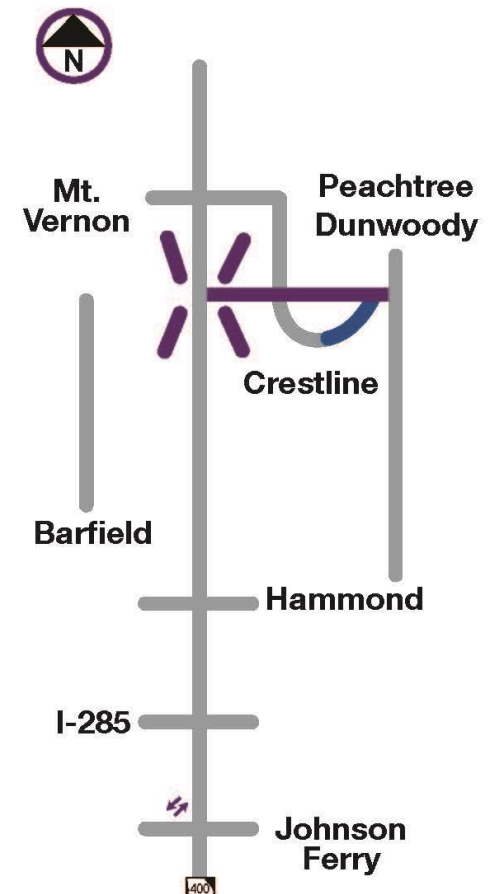
Crestline No Barfield South Facing only



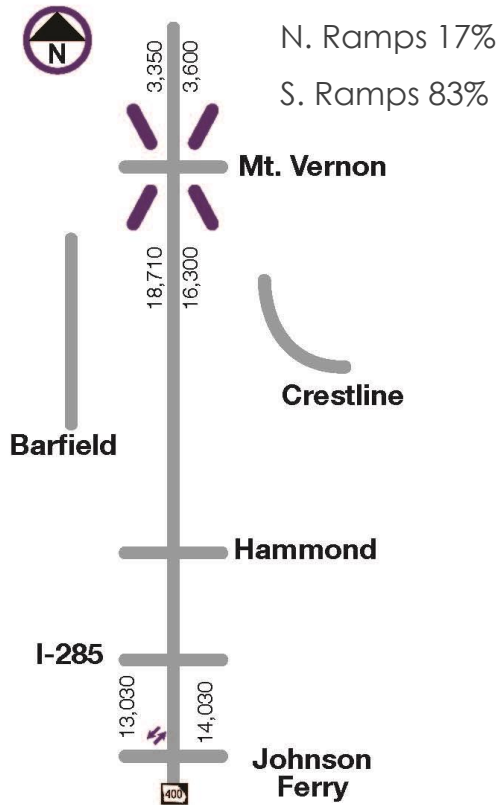
Split No Barfield Access



Full Crestline No Barfield Access



Mt Vernon



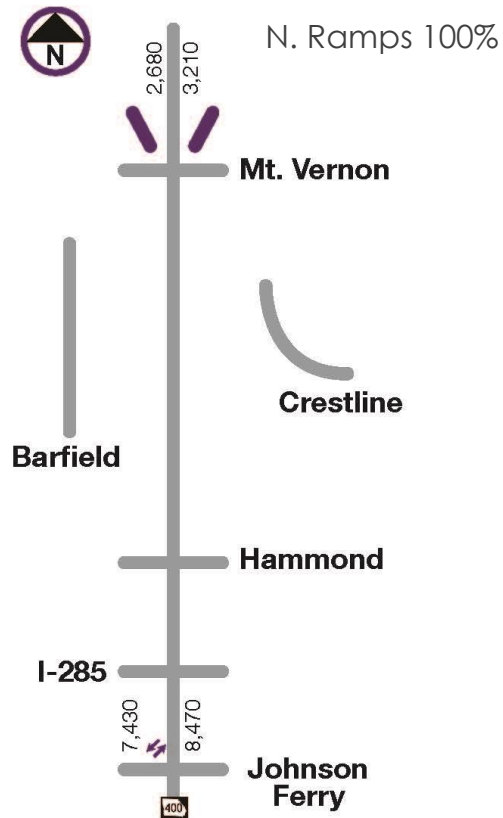
Construction Cost: \$59M

ROW Cost: N/A

Total Cost: \$59M

No Environmental/Utility Concerns

Mt Vernon (north facing ramps only)



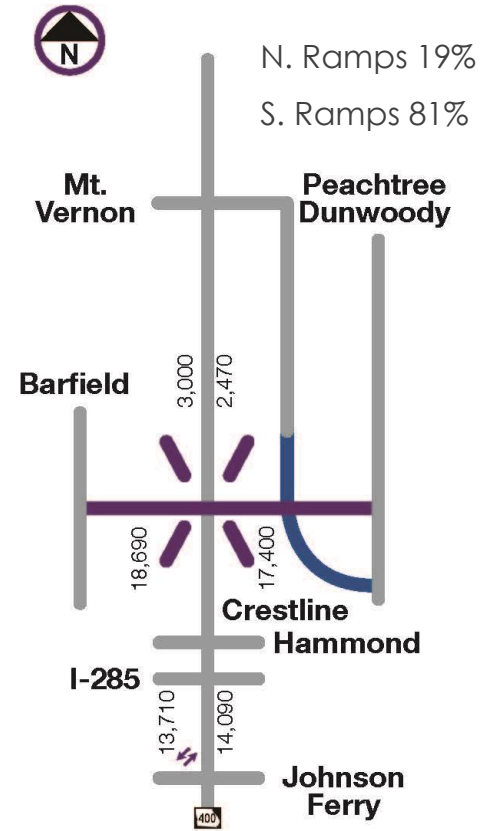
Construction Cost: \$35M

ROW Cost: N/A

Total Cost: \$35M

No Environmental/Utility Concerns

Crestline Extension (Southern Alignment - Barfield access)



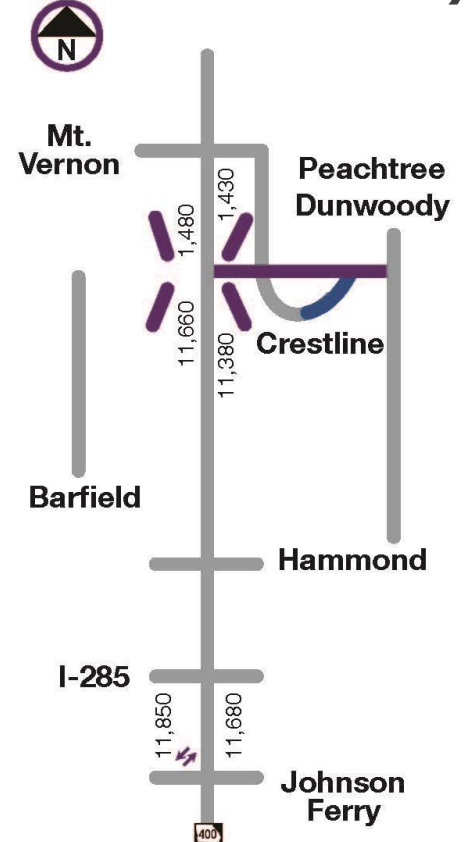
Construction Cost: \$82M

ROW Cost: \$37M (10 Business and 15 Residential Displacements)

Total Cost: \$119M

No Environmental/Utility Concerns

Crestline Extension (Northern Alignment - no Barfield access)



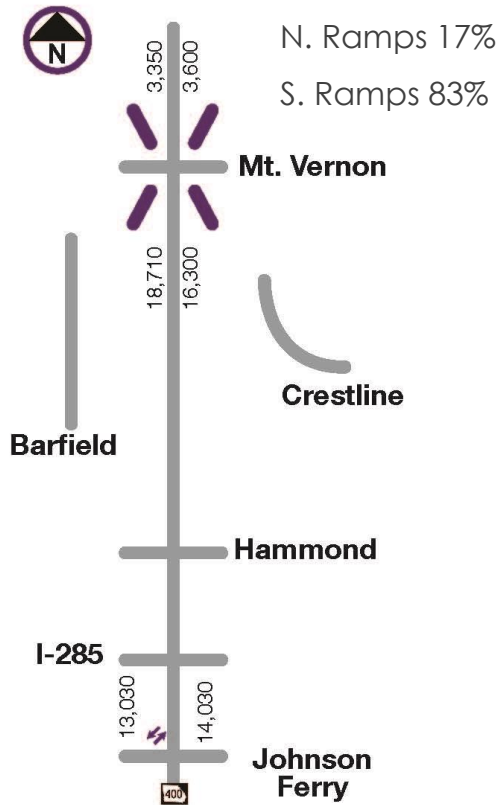
Construction Cost: \$66M

ROW Cost: \$16M (8 Residential Displacements)

Total Cost: \$82M

No Environmental/Utility Concerns

Mt Vernon (baseline)



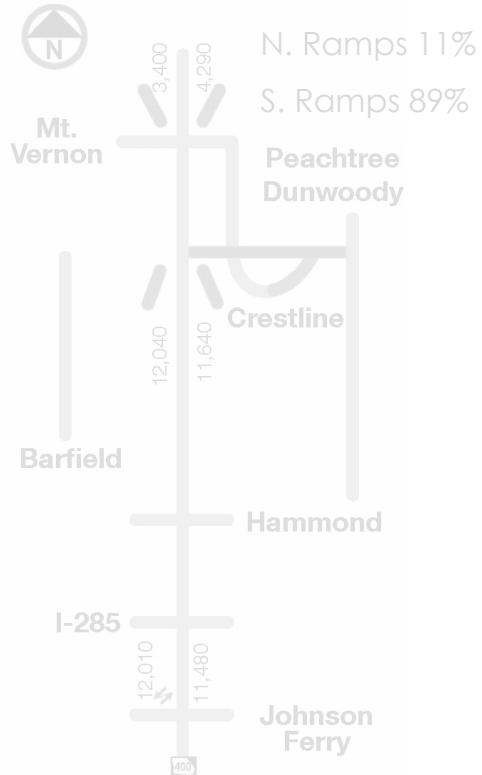
Construction Cost: \$59M

ROW Cost: N/A

Total Cost: \$59M

No Environmental/Utility Concerns

Mt Vernon/Crestline Extension (Northern Alignment - no Barfield access) split diamond



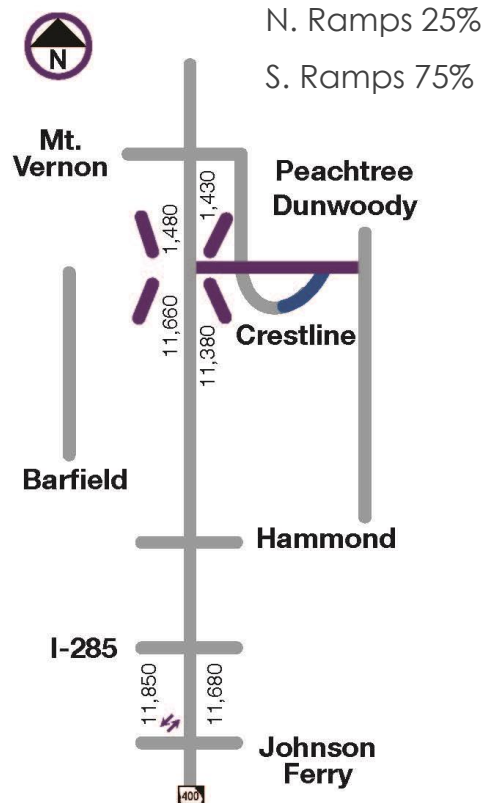
Construction Cost: \$82M

ROW Cost: \$16M (8 Residential Displacements)

Total Cost: \$98M (\$39M Unfunded Delta)

No Environmental/Utility Concerns

Crestline Extension (Northern Alignment - no Barfield access)



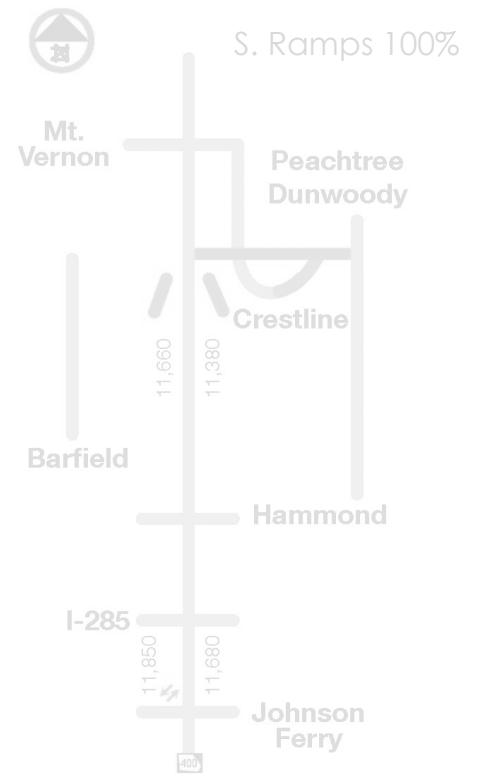
Construction Cost: \$66M

ROW Cost: \$16M (8 Residential Displacements)

Total Cost: \$82M (\$23M Unfunded Delta)

No Environmental/Utility Concerns

Crestline Extension (Northern Alignment - no Barfield access)- south facing ramps only



Construction Cost: \$47M

ROW Cost: \$16M (8 Residential Displacements)

Total Cost: \$63M (\$4M Unfunded Delta)

No Environmental/Utility Concerns

Comparison of Alternatives

Alternative	ROW Cost	Construction Cost	Subtotal	Prelim Eng., Contingency, and Escalation	Total Cost
Mt. Vernon (baseline) (presented previously 08/2018)	\$0	\$59M (same as 2018)	\$59M	\$37M	\$96M
Crestline Traffic Signal	\$16M (8 additional displacements)	\$67M (2018 estimate was \$66M)	\$83M (2018 estimate was \$82M)	\$42M	\$125M (\$29M unfunded delta)
Crestline Roundabout	\$16M (8 additional displacements)	\$70M	\$86M	\$43M	\$129M (\$33M unfunded delta)

THANK
YOU
For Viewing



@GeorgiaDOT



@GADeptofTrans



@gadeptoftrans



www.dot.ga.gov/MMIP