

SR 400 Express Lanes

A Major Mobility Project — P.I. Number: 0001757

Frequently Asked Questions

Project Details

What is the SR 400 Express Lanes project?

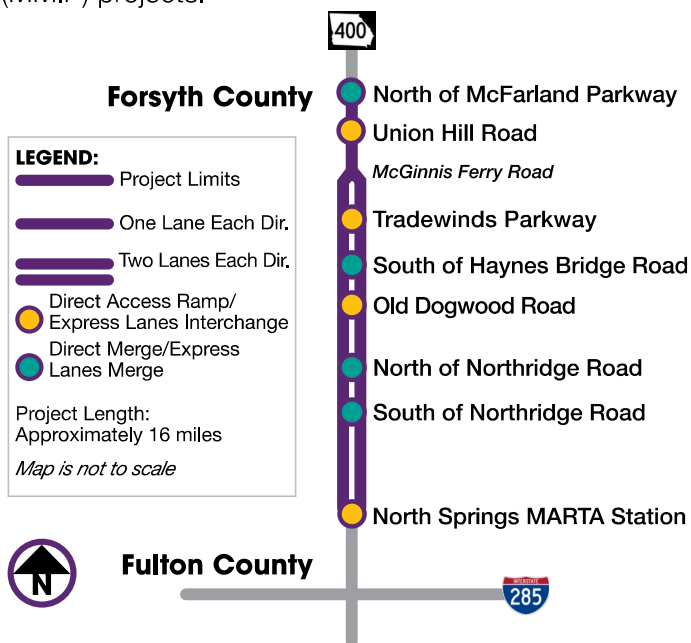
To improve mobility on State Route (SR) 400, the Georgia Department of Transportation (Georgia DOT) plans to add new, optional express lanes from the North Springs MARTA Station to McFarland Parkway.

- Two buffer-separated express lanes in each direction between the North Springs MARTA Station and McGinnis Ferry Road
- One buffer-separated express lane in each direction from McGinnis Ferry Road to McFarland Parkway

All current project layouts and alignments are available on the project webpage:

<https://majormobilityga.com/projects/sr400>

The SR 400 Express Lanes will be part of the larger Georgia Express Lanes network. The SR 400 Express Lanes is one of the Major Mobility Investment Program (MMIP) projects.



What is the MMIP?

The Major Mobility Investment Program (MMIP) is a grouping of large-scale projects expected to yield a significant reduction in congestion along key freight and passenger corridors. The projects will create additional

capacity, improve the movement of freight, provide operational improvements and efficiencies, enhance safety, and decrease travel times. More information on the MMIP is located at <http://dot.ga.gov/IS/MMIP>.

Georgia Express Lanes

What are express lanes?

Express lanes are designed to offer drivers a choice to bypass traffic congestion and provide more reliable trip times. Motorists using the express lanes pay to use the lanes.

Who will be able to use the SR 400 Express Lanes?

All drivers with two axles and six wheels or less will be able to use the express lanes if they register and obtain a Peach Pass. Freight vehicles and trailers are not allowed. Regardless of the number of occupants in the vehicle, motorists who wish to access the SR 400 Express Lanes will be required to pay a toll. State-registered transit vehicles and vanpools, registered law enforcement and emergency vehicles are exempt from paying a toll; however all vehicles must be registered with State Road and Tollway Authority (SRTA) and have a Peach Pass transponder in the vehicle.

How will motorists use the express lanes?

These newly constructed lanes are optional and will be managed by market-based pricing, meaning variable toll rates will be adjusted for more reliable trips times for vehicles including transit. The cost to access the lanes will be clearly displayed on electronic overhead signs so drivers will know the trip cost prior to entering the lanes.

Where will motorists be able to access the SR 400 Express Lanes?

Access points from the general purpose lanes include south of Northridge Road, north of Northridge Road, south of Haynes Bridge Road, and north of McFarland Parkway.

New interchanges being constructed to access the express lanes include the North Springs MARTA Station, Old Dogwood Road, Tradewinds Parkway, and Union Hill Road. Access points are subject to change based on final design.

How does the project help those who don't use the lane?

The SR 400 Express Lanes will provide additional faster and more reliable trips for everyone on the corridor. As cars leave the general purpose lanes and move into the express lanes, speeds in the general purpose lanes will increase and congestion will decrease. In addition, transit riders and registered vanpools can use the lanes without paying a toll.

What are the benefits of using the SR 400 Express Lanes?

The SR 400 Express Lanes will offer drivers and transit customers a host of benefits, including:

- More reliable trip times
- Improved traffic flow
- More travel options for motorists and transit customers
- A more free-flowing trip
- Toll-free trips for transit riders and registered vanpools

Will the express lanes improve congestion?

This project is projected to reduce delay by 19,000+ hours each day in the SR 400 corridor following substantial completion, saving precious minutes off your commute. This project will also provide more reliable trip times and free access for transit and vanpools riders.

Will the SR 400 Express Lanes tie into the new I-285/SR 400 Interchange?

As part of a regional express lane network in metro Atlanta, the SR 400 Express Lanes will connect with additional express lanes along the top end of I-285 once they are constructed. Until the I-285 Top End Express Lanes project is completed, the SR 400 Express Lanes will merge into general purpose lanes.

How will toll rates be determined?

To maintain a flow of traffic, toll rates will be set in real-time to maintain reliable trip times. The private-sector partner will set the toll rates within the contract criteria established by the State Road and Tollway Authority (SRTA).

Project Delivery

How is the project being delivered?

Georgia DOT is pursuing the next level of public-private partnership (P3) - a P3 private revenue model - where the private sector partner takes on greater responsibility to design, construct, finance, operate, and maintain the express lanes.

What are the benefits of the private revenue model?

- The private sector partner will bear the financial risk of paying for the project through tolls
- The private sector partner takes a strong customer service approach since they are relying on motorist usage and resulting toll revenue
- Georgia DOT could reduce the need for public funding

How is the project being funded?

A combination of private sector, state, federal, and local dollars will be used to fund the project, including exchanging toll revenue to the private sector developer partner to design, build, finance, construct, operate, and maintain the SR 400 Express Lanes. Additional funding includes \$184 million through the Infrastructure for Rebuilding America (INFRA) grant program, \$100 million in state obligation bonds to accommodate Bus Rapid Transit (BRT) station locations along the corridor, \$15 million from the City of Roswell related to access at Holcomb Bridge Road and approximately \$2.5 million for aesthetics, and approximately \$5.5 million and \$4.8 million from the cities of Sandy Springs and Alpharetta, respectively, for bridge enhancements and aesthetic design.

What is Bus Rapid Transit (BRT) and how does it fit into this project?

Express lanes offer a transit option, Express Lanes Transit (ELT), that doesn't currently exist and will extend transit services. ELT on the SR 400 Express Lanes corridor will be in the form of Bus Rapid Transit (BRT). BRT is a reliable, high-capacity, public transit service that uses modern buses on roadways or dedicated lanes to quickly and efficiently transport passengers to their destinations. BRT combines the reliability, comfort, and amenities of rail transit with the flexibility and comparatively lower cost of bus service. Any future BRT system would be funded and operated by the Metropolitan Atlanta Regional Transit Authority (MARTA).

Environmental

How will the SR 400 Express Lanes environmental impacts be mitigated?

Every effort is made to avoid and/or minimize environmental impacts. If not possible, mitigation will be provided. Mitigation requirements vary depending on the type of environmental resource being impacted. Compensatory mitigation such as the use of mitigation

banks, in-lieu fee programs, and permittee-responsible mitigation are provided for impacts to ecological resources. Air quality can be mitigated through the Congestion Mitigation and Air Quality Improvement Program (CMAQ).

When a project will intersect an existing quiet residential community, Georgia DOT will meet with the residents of the affected communities and in conjunction with these residents, develop a mitigation plan for unavoidable impacts to the affected communities. The mitigation plan would ensure that the transportation facility compliments the residential community as much as possible. Noise impacts are determined by completing a Noise Study and any final decisions regarding noise abatement will only be made after Georgia DOT has communicated directly with the affected property owners and ensure that a majority agree on a proposed solution.

Are any historic sites impacted by the project?

The project area has been surveyed by a qualified historian for buildings and structures 50 years old or older. Once identified, the resource was evaluated for inclusion in the National Register of Historic Places (NRHP). An eligibility determination was based upon the architectural integrity and significance of the buildings. The Georgia DOT historians and the State Historic Preservation Officer (SHPO) coordinated on the final determinations. Although some buildings may not have qualified as significant historic resources from the state's perspective, the importance to the local community may be understood. The preferred alignment is a balance of many project constraints, and the design has been developed to minimize impacts to all properties as much as possible.

Project Status

What's happening with the project?

Procurement activities for the project restarted in March 2022. The project is in active procurement. A developer is anticipated to be announced in early 2024. Construction is expected to start in 2025. Substantial completion is anticipated in 2031. Project schedule is subject to change.

Stay Connected

How do I stay informed about the project?

Georgia DOT will provide regular updates through the project website, Georgia NaviGator 511, social media, newsletters, media announcements, and community outreach events. By bookmarking the project web page to phones/tablets and computers, travelers can stay

updated throughout the project duration. Project representatives are also available to speak to groups. A speaker's request form is available at the project web page. To be added to the project distribution list to receive updates, please email 400ExpressLanes@dot.ga.gov.

Stay Connected

<https://majormobilityga.com/projects/sr400>
400ExpressLanes@dot.ga.gov (sign up for updates)
404-556-9816 (voicemail)

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