Major Mobility Investment Program

First MMIP Project Opens to Traffic

Progressing the MMIP during COVID-19

MMIP Project Spotlights

Information and schedule are subject to change.
Georgia DOT Commissioner Russell R. McMurry, P.E., discusses the Major Mobility Investment Program (MMIP).

As the MMIP has developed and design work has progressed, we’ve advanced six improvement projects along I-285.

Georgia DOT works closely with property owners where land may need to be purchased for the construction of new infrastructure projects.

History was made when the first MMIP Project, I-85 Widening, Phase 1, reached substantial completion in July 2020.

Noise barriers absorb traffic and construction noise to minimize disturbance to those who live and work near high-traffic areas.
Recent MMIP Updates

The Georgia Department of Transportation (Georgia DOT) is committed to improving statewide mobility and building a connected transportation network. The Major Mobility Investment Program (MMIP) transportation projects will create additional capacity, improve freight movement, provide operational improvements and efficiencies, enhance safety, offer more reliable trip times, and decrease travel times. 2020 was a busy year for the Department including initiating procurement on several projects, hosting both in-person and virtual events, and progressing construction. We’re excited to see the vision of the MMIP come to fruition and the advancements help set the stage for the future of the program.

The MMIP is an ambitious, monumental program and first of its kind in the country. We’ve made much progress since 2016 when the Program was first announced and are excited to reach the next milestones and with each of these important projects.

- The first MMIP project, which was the first phase of the widening of I-85, broke ground in 2018 and opened to traffic in 2020
- Construction started on two projects near Savannah – the 16@95 Improvement Projects
- A Design-Build team was awarded for the second phase of the I-85 Widening projects
- Multiple industry forums have been held to educate and inform industry partners about the projects, which included the first virtual industry forum the Department has conducted
- Over 300 meetings have been held with community groups, residents, businesses, and local governments
- Multiple projects, including the SR 400 Express Lanes project and the I-285/I-20 East Interchange project, are in active procurement to bring on construction partners and developers to complete final design and construct the projects

Through these major projects, Georgia DOT will deliver some of the nation’s most innovative transportation solutions and the newest engineering and technological advances by addressing congestion, adding capacity and supporting transit, and keeping Georgia the No. 1 state to do business.

Russell R. McMurry, P.E.
Georgia DOT Commissioner
Program Map

Interchange Reconstruction:
1. I-16/I-95
2. I-285/I-20 West
3. I-285/I-20 East

Express Lanes:
4. I-285 Eastside
5. I-285 Top End (Two construction packages)
6. I-285 Westside
7. SR 400

Interstate Widening:
8. I-85 Phase 1
9. I-85 Phase 2
10. I-16

Commercial Vehicle Lanes:
11. I-75

I-285 Advanced Improvement Projects:
12. I-285 Westbound Ramp Extension
13. I-285/Peachtree Industrial Boulevard Interchange Improvements
15. I-285 Westside Bridge Replacements
16. I-285 Eastside Bridge Replacements
17. I-285 Westbound Auxiliary Lane Extension

Program Schedule

2016
Major Mobility Investment Program Announced

2018
First MMIP Project Under Construction: I-85 Widening, Phase 1

2020
Substantial Completion: I-85 Widening, Phase 1

2022
Substantial Completion: 16@95 Improvement Projects

2023
Substantial Completion: I-85 Widening, Phase 2
First MMIP Project Reaches Substantial Completion

The Georgia Department of Transportation (Georgia DOT) reached substantial completion of the I-85 Widening, Phase 1 project in July 2020. Spanning across three counties (Gwinnett, Barrow, and Jackson), the project widened I-85 north of metro Atlanta from two to three lanes by adding one general purpose lane and a paved shoulder in each direction with a concrete median barrier replacing the existing grassed median. This was the first project from the Major Mobility Investment Program (MMIP) portfolio to start construction in 2018 and the first to open to traffic.

As part of the project, three 50-year-old overpass bridges (Spout Springs Road bridge, Flowery Branch Road bridge, and Jesse Cronic Road bridge) were replaced with new bridges and one northbound and one southbound mainline bridge was replaced. As a result, drivers between Hamilton Mill Road and State Route 53 are expected to experience a 56 percent decrease in delays. The Department utilized an innovative delivery method through Design-Build, which accelerated construction, reduced construction times, and minimized travel impacts.

In concordance with social distancing practices, instead of a typical in-person ribbon cutting event, Georgia DOT produced a video that can be shared to celebrate this momentous occasion. The video features imagery and visuals of project construction and milestones, and includes remarks from Georgia DOT leadership, members of the project team, and project stakeholders.

The celebration video can be viewed on Georgia DOT’s YouTube channel at https://youtu.be/MGxbG2lbNeA.

More information about both phases of the I-85 Widening projects can be found at https://majormobilityga.com/.
Georgia DOT Moves to Digital Formats to Keep Projects Moving

While the COVID-19 pandemic has brought many of us to a halt, the Georgia Department of Transportation (Georgia DOT) has effectively implemented various uses of technology to keep vital projects moving throughout the state. This includes crucial MMIP projects that will bring improvements to roads, bridges, and interchanges. The I-85 Widening, Phase 1 ribbon cutting, I-85 Widening, Phase 2 letting, I-285/I-20 East Interchange industry forum, and hosting virtual public meetings are examples of how the Department has successfully used technology to adhere to social distancing mandates.

I-85 Widening, Phase 1 Ribbon Cutting
Over the summer Georgia DOT announced the completion of the I-85 Widening, Phase 1 project. In concordance with social distancing practices, instead of a typical in-person ribbon cutting event, the Department produced a video to celebrate this momentous occasion. The video features imagery and visuals of project construction and milestones, and includes remarks from Georgia DOT leadership, members of the project team, and project stakeholders.

I-85 Widening, Phase 2 Letting
In May the Department hosted its first-ever, digital-based event to announce the successful proposer for I-85 Widening, Phase 2 Project. Normally an in-person event, the format was transitioned into a virtual platform. Under ordinary circumstances a proposer announcement is held at Georgia DOT’s offices and includes distribution of hard copies and an unsealing of envelopes to unveil the Design-Build Teams’ price proposals. During the virtual session, digitally-sealed price proposals from three proposers were opened using a webinar event, with C.W. Matthews named the successful proposer.

I-285/I-20 East Interchange Industry Forum
The Department successfully hosted a virtual Industry Forum to showcase the I-285/I-20 East Interchange Project to benefit developers and contractors. Registered attendees were emailed a direct link to view the video presentations. The virtual program included remarks by Commissioner McMurry along with other Department leadership. Due to shelter-in-place mandates, their messages were recorded from their homes. The virtual event presented important project information to nearly 250 attendees who expressed interest in the upcoming procurement opportunity.

MMIP Projects Host Virtual Public Meetings
Several MMIP projects have hosted virtual information meetings with interactive websites and virtual meetings rooms to show newly released information for public meetings as part of the Environmental process. While the virtual formats are different than the in-person norm, they have proven to be successful with high numbers of site visits and engagement. The number of virtual attendees have doubled or tripled as compared to what we typically see at in-person public meetings, and visitors can view the project information online at any time as they are not constrained to a specific event date or time.

Instead of a typical in-person ribbon cutting event, the Department produced a video celebrating the opening of the I-85 Widening, Phase 1 project.
The I-85 Widening, Phase 1 project reached substantial completion in July 2020. The corridor improvements will provide relief to motorists in this heavily-congested area by widening I-85 from two to three lanes in both directions from I-985 to SR 53. Additional work on the project included replacing three overpass bridges.

**Benefits**

- Replaced three overpass bridges and a dual mainline bridge along I-85 that are over 50 years old
- Project added 26 new lane miles on I-85 in metro Atlanta with new lanes built into the median
- No right-of-way acquired for the project

**Did You Know?**
The project opened to traffic 41 days ahead of schedule.

The I-85 Widening, Phase 2 corridor improvements will provide relief to motorists by widening I-85 from two to three lanes in both directions between SR 53 to just north of US 129. Additional work on the project includes replacing one overpass bridge and six mainline bridges along I-85.

**Benefits**

- Project replaces bridges considered to be past their useful life
- Project adds 21 new lane miles on I-85 in metro Atlanta with new lanes built into the median
- No right-of-way acquired for the project
As the MMIP has developed and design work has progressed, we’ve evaluated how we are delivering the program and refined it to advance six improvement projects along I-285. Advancing these improvement projects, which were already part of the MMIP, will bring improvements to you sooner and help mitigate disruptive construction congestion during the major express lanes’ construction.

How these advancements benefit you:
- Provides localized road improvements earlier in the delivery timeline than previously scheduled
- Provides early operational improvements to I-285 general purpose lanes
- Contributes to less disruptive construction congestion and impacts to local roads during major express lanes project construction
- Maintains healthy competition among our bidding developers
- Avoids overwhelming the contracting industry with less projects on the same procurement timeline

1. I-285 Westbound Ramp Extension
   Between Chamblee Dunwoody Road and Ashford Dunwoody Road

2. I-285/Peachtree Industrial Boulevard Interchange
   Improvements
   Improving the I-285/Peachtree Industrial Boulevard Interchange

3. I-285 Westside Railroad Crossings Bridge Widenings
   I-285 over CSX Rail (south of Atlanta Road)
   I-285 over Norfolk Southern Rail (south of South Cobb Drive)

4. I-285 Westside Bridge Replacements
   South Cobb Drive over I-285
   Bolton Road over I-285
   D.L. Hollowell Parkway over I-285

5. I-285 Eastside Bridge Replacements
   Covington Highway over I-285
   Redwing Circle over I-285
   Glenwood Road over I-285

6. I-285 Westbound Auxiliary Lane Extension
   Extending auxiliary lane from Roswell Road to Riverside Drive
   and replacing the Mount Vernon Road Bridge over I-285
State Route 400 (SR 400) is a vital north-south transportation corridor in metro Atlanta that connects people, jobs, and freight. To improve mobility, Georgia DOT plans to add new, optional express lanes from the North Springs MARTA Station to McFarland Parkway.

**Benefits**

- The SR 400 Express Lanes will provide more reliable trips along the corridor.
- Georgia’s first bus rapid transit (BRT) system is planned to run along this project’s corridor, which will be operated by MARTA.
- Projected to provide a 43% travel-time reduction in 2040.
- Reduces traffic fatalities and serious injuries by 8.3%, generating $95.2 million in safety benefits.

**Legend:**

- Project
- One Lane Each Direction
- Two Lanes Each Direction
- Express Lane Interchange
- Express Lane Merge

**Project Length:** Approximately 16 miles

*Map is not to scale*

**Timeline:**

- 2018-2021: Environmental Process
- Q1 2019: Environmental Process Open House
- Q3 2020: Environmental Process Open House
- Q4 2022: Construction Begins
- 2027: Substantial Completion

Information and schedule are subject to change.
This project focuses on adding two, new at-grade and elevated, barrier-separated express lanes in both directions of I-285, and north on SR 400 alongside the existing general purpose lanes. The project will improve mobility on one of the most heavily-traveled and congested interstate highways in America.

Benefits

- Adds 79 new lane miles on I-285 and SR 400
- Projected to reduce travel time by 39% for those using the express lanes and over 8% in the general purpose lanes
- Provides an option for more reliable trip times and free access for transit and vanpools
Announcing Two Construction Packages

The I-285 Top End Express Lanes project will be constructed in two sections to maximize competition, maintain competitive pricing, and phase construction for improved maintenance of traffic during construction. The construction packages will cover the full project limits of the I-285 Top End Express Lanes; however, will be constructed separately as the I-285 Top End West Express Lanes and I-285 Top End East Express Lanes.

**I-285 Top End East Express Lanes:** The construction package focuses on adding two new at-grade and elevated, barrier-separated express lanes in both directions of I-285 between Henderson Road and SR 400, and north on SR 400 from the Glenridge Connector to the North Springs MARTA Station.

**I-285 Top End West Express Lanes:** This construction package focuses on adding two new at-grade and elevated, barrier-separated express lanes in both directions of I-285 between Paces Ferry Road and SR 400.

Information and schedule are subject to change.
The I-285 Eastside Express Lanes project plans to add optional express lanes consisting of one, new buffer-separated express lane in each direction on I-285 between I-20 and north of Henderson Road in DeKalb County.

**Benefits**

- Adds new lane miles on I-285
- Connects to larger Georgia Express Lanes network
- Provides toll-free access for transit and state-registered vanpools
- Reduces travel times by 39% in 2040

**Did You Know?**

An updated visualization of the project corridor was released in October 2020 that shows changes to the project concept following the PIOHs in 2019. Visit [www.majormobilityga.com/projects/eastside](http://www.majormobilityga.com/projects/eastside) to view.
The I-285 Westside Express Lanes project plans to add optional express lanes consisting of one, new buffer-separated express lane in each direction on I-285 between I-20 in Fulton County and Paces Ferry Road in Cobb County.

**Benefits**

- Adds new lane miles along I-285
- The lanes will be part of the larger Georgia Express Lanes network
- Provides a 33% travel-time reduction in the express lanes in 2040

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**LEGEND:**

- Project
- Express Lane Interchange
- Express Lane Merge
- Project Limit
- Project Length: 6.5 miles
- Map is not to scale.
- Project information is subject to change.

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**Did You Know?**

As part of the Georgia Express Lanes Network, this project will improve regional connectivity.
The I-285/I-20 East Interchange project will improve traffic flow and safety at this busy interchange. This critical juncture in DeKalb County requires operational and geometry improvements to address an inefficient flow of traffic and safety performance.

**Benefits**

- Improves traffic flow and safety at the busy I-285/I-20 East Interchange
- Reconstructs ramps and constructs new collector-distributor (CD) lanes
- Adds auxiliary lanes along I-20 and I-285
- Replaces the Miller Road, I-20 over Snapfinger Creek, and Fairington Road bridges

**Legend:**
- Project
- Major Interchanges
- Interchange Area

**Map is not to scale**

**Timeline:**

- **2018-2021** Environmental Process
- **Q4 2019** Public Information Open House
- **Q4 2022** Construction Begins
- **Q3 2020** Public Hearing Open House
- **2025** Substantial Completion

**Did You Know?**

I-285 is a major corridor for commercial vehicles and trucks. With additional growth expected throughout the state, the interchange reconstruction is critical in addressing congestion and freight traffic. The I-285/I-20 West Interchange project provides additional capacity, enhanced roadway operations, and improved ramp geometry.
The I-285/I-20 West Interchange project plans call for improvements of the interchange and addition of lanes along I-20 in Cobb, Douglas, and Fulton counties. Additional work on this project includes construction of collector-distributor lanes and modification or replacement of seven bridges along I-20.

**Benefits**
- Improves operations and safety through the interchange
- Adds new lane miles along I-20
- Provides more efficient traffic flow

**Did You Know?**
I-285 is a major corridor for commercial vehicles and trucks. With additional growth expected throughout the state, the interchange reconstruction is critical in addressing congestion and freight traffic. The I-285/I-20 West Interchange project provides additional capacity, enhanced roadway operations, and improved ramp geometry.
The 16@95 Improvement projects include the reconstruction of the directional ramps at the I-16/I-95 Interchange with partial-turbine design ramps and the widening of I-16 (west of I-95 to just east of I-516) from two to three lanes in each direction, all in Chatham County. Additional work on this project includes adding collector-distributor (CD) lanes on I-95 northbound to help eliminate weaving to and from I-16.

**Benefits**

- Adds new lane miles in each direction at the busy gateway to Savannah
- Expected to reduce projected traffic delays - 32% on I-16 by 2030
- Increases existing merging lengths
- Installs lighting at the I-16/I-95 Interchange
- Improves existing hurricane contraflow crossovers

**Did You Know?**
The new I-16/I-95 Interchange will feature a partial-turbine design which significantly reduces the number of potential conflict and decision points for interstate users. The improvements will reduce traffic congestion and improve safety in the area.
I-75 Commercial Vehicle Lanes

The I-75 Commercial Vehicle Lanes project will improve mobility and safety for freight operators and passenger vehicles. The project consists of two, barrier-separated commercial vehicle-only lanes northbound along I-75 from approximately the I-475/I-75 Interchange near Macon to the McDonough area.

The facility will be non-tolled and includes approximately 41 centerline miles across five counties: Henry, Spalding, Butts, Lamar, and Monroe.

**Benefits**

- Separates freight traffic from general motorists, creating safer trips for all roadway users
- Accommodates growth in commercial vehicle traffic
- Promotes continued regional economic development while supporting future port of Savannah expansion
- Enhances system travel-time reliability
- Facilitates the use of emerging connected and autonomous vehicle (CAV) technologies

**Did You Know?**
This project facilitates the creation of a connected, multi-modal transportation network.

**Legend:**
- Project
- State Route Interchanges
- Weigh Station

Map is not to scale

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<thead>
<tr>
<th>Year</th>
<th>Event</th>
<th>Details</th>
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<td>2018-2022</td>
<td>Environmental Process</td>
<td>Q4 2020 Public Information Open House</td>
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<td>Q2 2024</td>
<td>Construction Begins</td>
<td>2027 Substantial Completion</td>
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Information and schedule are subject to change.
In the process to improve reliability, mitigate congestion, enhance safety, and provide greater connectivity, Georgia DOT may need to acquire right-of-way to improve Georgia’s transportation system. Georgia DOT works closely with property owners where their land may need to be purchased for the construction of new infrastructure projects. Georgia DOT strongly adheres to a process for such acquisitions, which is required under federal law created for the protection of property owners.

Pre-Acquisition Activities (60 Days)
- Coordination with Special Assistant Attorney General (SAAG) to prepare preliminary title reports
- Determination of types and number of appraisals required
- Outreach to property owners to explain right-of-way plan and acquisition process, which includes letters, in-person meetings, among other ongoing communications

Appraisals (90 Days)
- Independent appraisers contact impacted property owners to schedule property inspection
- Appraisal report developed and shared with Georgia DOT for review
- Offer package developed by Georgia DOT based on appraisal report

Negotiations to Purchase (120 Days)
- The offer, referred to as initiation of negotiations, is presented to property owner in writing based on the fair market value (FMV) appraisal
- Reasonable negotiation period is allowed for good-faith negotiations
- Settlement is reached

Closing (90 Days)
- Special Assistant Attorney General (SAAG) performs the closing at no cost to property owners
- Funds disbursed to owner (after satisfaction of any applicable liens)
- Property owner has a minimum of 60 days to vacate property after closing

Relocation, if necessary (90 days)
- In the event that any person, family, business, or farm is displaced, they shall be offered relocation assistance services, or a relocation benefits package at time of initiation of negotiations
- If property owners or tenants are required to relocate they will be treated fairly, equitable, and in compliance with the Uniform Act. Since relocation occupants vary, relocation benefits and payments may also vary. The property owner’s assigned relocation agent will explain more specific benefits or payments for those that may be eligible for relocation advisory services.

In the event that an amicable settlement cannot be reached, Georgia DOT could exercise its authority of eminent domain, but would do so after exhausting all other remedies to reach a settlement.
**Noise Barrier Facts**

**What is a noise barrier?**

Noise barriers reflect traffic and construction noise to help minimize disturbance to those who live and work near high-traffic areas.

**What do noise barriers look like?**

The appearance of the barriers can vary by project. Information about the color and finish is shared as soon as it is determined.

**How are sound levels determined for noise barrier placement?**

Noise barriers are placed in areas where noise could exceed acceptable sound levels established by state and federal noise policy. Current and future sound levels are determined through a computer noise model that factors in roadway traffic, terrain/ground features, noise-sensitive areas, such as homes, parks, etc., and/or any other feature that could influence noise.

**Are renters allowed to participate in voting for noise abatement?**

Yes. All individuals, owners, and renters who would benefit from a proposed noise barrier get to participate in the voting.

**How do you determine who would benefit from a noise barrier?**

Georgia DOT measures potential noise impacts to residences, businesses, and other properties adjacent to the interstate. Residences and businesses that would realize a noise reduction of a least five decibels are referred to as “benefited receptors” and given the opportunity to vote either in favor or against the installation of noise barriers through a balloting process administered by Georgia DOT.

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**Common Sound Levels**

**Common Outdoor Sound Levels**

- Rock Band: 110 dB (A)
- Inside Subway Train: 100 dB (A)
- Garbage Disposal at 3 ft.: 90 dB (A)
- Food Blender at 3 ft.
- DC-9 Takeoff at 2 mi.: 80 dB (A)
- Noisy Urban Daytime
- Four Lane Road at 50 ft.
- B-757 Takeoff at 2 mi.
- Vacuum Cleaner at 10 ft.
- Large Business Office
- B-747 Takeoff at 2 mi.
- Dishwasher Next Room
- Small theater, Large Conference Room
- Gas Lawn Mower at 3 ft.
- Library Bedroom at Night
- Noisy Urban Nighttime
- Cabinet Noise at Night
- Quiet Urban Nighttime
- Motor Scooter Noise at Night
- Quiet Rural Nighttime
- Motorcycle Noise at Night
- Quiet Suburban Nighttime
- Motorcycle Noise at Night
- Quiet Urban Daytime
- Normal Speech
- Medium Business Office
- Quiet Urban Daytime
- Telephone Ring at Night
- Quiet Suburban Nighttime
- Telephone Ring at Night
- Quiet Rural Nighttime
- Telephone Ring at Night
- Quiet Suburban Nighttime
- Normal Speech
- Bathroom Noise at Night
- Quiet Suburban Nighttime
- Broadcast and Recording Studio
- Quiet Suburban Nighttime
- Threshold of Hearing

**Common Indoor Sound Levels**

**Source:**
You just saved a life.

Yours.

#ArriveAliveGA