

Frequently Asked Questions

What is the goal of **revive285 top end**?

The goal of **revive285 top end** is to develop a comprehensive transportation concept for the top end of I-285 between I-75 and I-85. This concept will address long-term transportation solutions for the entire corridor.

Who is leading **revive285 top end**?

The Georgia DOT is leading **revive285 top end** in association with the Georgia Regional Transportation Authority (GRTA). ARCADIS was selected to serve as the prime consultant for the project.

How can I share my thoughts on the top end's problems or ideas on how to make it better?

- Complete our **on-line survey** at our website (www.revive285.com)
- Attend and participate in **open houses and public meetings**
- Visit the **on-line message board** to exchange ideas, opinions, and information (www.websitetoolbox.com/tool/mb/revive285)
- Complete and return **comment cards** and surveys from public meetings and open houses
- Provide a **written comment** via our email address (info@revive285.com) or our mailing address at 2849 Paces Ferry Road, Suite 400 Atlanta, GA 30339.

How will I hear about **revive285 top end's progress**?

There are a number of ways to stay up-to-date. Public meetings will be held at locations throughout the corridor, and the project website will be updated with information at every phase of the project. The website offers visitors the opportunity to receive email notifications when new information is posted on the website. The media will also be kept in the loop.

What changes will be made to I-285's top end?

The changes to be made to I-285's top end are not known at this time. **revive285 top end** will focus on developing a comprehensive plan to address the transportation needs of this corridor. In order to determine the changes, the project team must look at how the projects currently planned and programmed for this corridor will impact I-285. The goal is to guide the project efforts in a way that provides the most benefit and creates a solution for I-285's top end that will be effective well into the future.

What is the project schedule?

The analysis and concept development phase will last until approximately 2009 and approval of the environmental document is not anticipated until 2010. The Record of Decision (ROD) is anticipated in 2010. After receipt of the ROD, the Georgia DOT will need to undertake final design, right-of-way acquisition and construction. This is based on the traditional procurement process and assuming the availability of funding.

When will construction begin?

At this point, there is not a projected construction timeline. The analysis and concept development phase will last until approximately 2009, and approval of the environmental document is not anticipated until 2010. However, construction may begin on projects that have already been planned or programmed prior to final concept development for the entire corridor. This will occur only after a general section/footprint for corridor improvements along the top end is established (late 2007/early 2008) and if it is determined that advancing these projects under a separate environmental document will save time. Please check the website for updates.

I've heard that a particular project along the corridor is supposed to start construction soon. Is that going to be put on hold because of revive285 top end?

At this time, no projects along the top end corridor have an approved concept plan and environmental document, which is a key step in the project/plan development process. One of the purposes of **revive285 top end** is to advance currently planned and/or programmed projects through the process to construction as quickly as possible.

The terms “programmed” and “planned” appear in relation to projects throughout this website. What do they mean?

Programmed projects are those that have been previously designated to receive funds in a Transportation Improvement Program (TIP). A TIP includes short-range transportation projects designed to be viable solutions for a minimum of three years.

Planned projects are those projects identified in the Regional Transportation Plan (RTP). An RTP includes long-range transportation projects and initiatives that are designed to be viable solutions for a minimum of 20 years. Planned projects are those that have been identified, but not yet programmed for funding.

I've heard that Georgia DOT is also conducting another I-285 study. What is that?

Georgia DOT is completing the I-285 Strategic Implementation Plan (I-285 Planning Study). This study will provide an analysis of the entire I-285 loop and develop simulation tools to model the impact of potential transportation solutions. Unlike **revive285 top end**, this study will not advance projects through development and construction. However, the data and models developed as a part of this study will be integral to the efforts of **revive285 top end**.

Please visit our website (www.revive285.com) to access the Georgia DOT's webpage and more detailed information of the I-285 Planning Study.

Will revive285 top end incorporate any other previous planning efforts?

There have been previous efforts to identify and plan for improvement projects along the top end. Whenever past work can be integrated, it will be. However, there has not been a past project like **revive285 top end** that focuses on the entire stretch of this vital corridor from a comprehensive standpoint.

How much will this project cost?

A detailed project concept and corresponding cost have not yet been identified. A complete project cost estimate will be developed once the detailed corridor improvement concept has been identified. Project funding will most likely be provided by the US DOT, Georgia DOT, and GRTA.

What research do you have that supports either HOV and/or BRT need?

Multiple studies have been conducted thus far, including the I-285 Transit Corridor Alternatives Analysis, the Northwest I-75/I-575 HOV/BRT Project, and the HOV Strategic Implementation Plan. Information on those studies can be found on Georgia DOT's website (www.dot.state.ga.us).

What type of environmental analysis will be conducted?

The project team will conduct database research for known environmental features and field identification of other potential features. These may include potentially eligible historic properties, potential hazardous material locations, environmental justice communities as well as other features. Environmental specialists (i.e., historians, ecologists, and community planners) will conduct the field investigations for environmental features that may be impacted. This analysis will occur later in the project process during the evaluation of alternatives.

Will noise impacts be assessed?

Noise impact assessments will be completed as part of the environmental process. Areas that will have an increase in noise that exceeds the threshold for impacts will be analyzed for barrier construction or other methods for decreasing noise impacts, such as landscaping/earth berms.

What makes a property eligible for the National Register of Historic Places?

A resource may be determined eligible if it meets the minimum requirement of being 50 years old or older, is a recognized architectural style, is associated with a person or event of historical importance or may yield important information about history or prehistory, and still retains integrity according to the criteria established under the National Historic Preservation Act. Determinations are made by the State Historic Preservation Officer (SHPO).

How do you minimize impacts to wetlands?

Avoidance is the first step in reducing impacts to wetlands. Alternatives that avoid impacts are considered, and if feasible, selected. If no feasible avoidance alternative is available, impacts are minimized to the maximum extent possible. Minimization strategies include, but are not limited to the following: bridging large expanses of wetlands; installing retaining walls instead of encroaching within the wetland; and reducing median widths, right-of-way widths, fill slopes, and/or shoulder widths. Lastly, where possible, wetlands are crossed perpendicularly to minimize potential impacts. If impacts to wetlands are unavoidable and/or cannot be further minimized, mitigation in the form of wetland credit purchase or restoration (on-site or off-site) is completed to compensate for the unavoidable loss.

Are you going to remove all the trees that currently line the interstate?

No alternative has been developed and/or selected at this time; therefore, it is not known whether the areas containing trees will be needed for improvements. If vegetation clearing is required for the

improvements to the I-285 corridor, Georgia DOT plans for early regeneration of disturbed areas during the construction phase. The Georgia DOT may also look into ways to mitigate the loss of vegetation due to construction.

How much time will I save once this project is completed?

Currently, travel modeling and time saving analyses are being conducted to determine the amount of time a traveler may save under various improvement alternatives. This data is not yet available, but will be made available at future public meetings and on the project website.

Have alternatives been developed and what are the estimated right-of-way needs?

The **revive285 top end** project is still in the very early stages of the project process, which includes collecting a wide variety of information that will provide a background for determining the most appropriate roadway, transit, and/or interchange improvements needed along the I-285 corridor. As such, no specific plans have been developed for any portion of the I-285 corridor. We will know more about the estimated right-of-way needs as the project progresses, and this information will be provided at future public information open houses (PIOHs).

What are managed lanes?

A managed lane is one where access to the lane is restricted based on occupancy, tolls, and/or vehicle classification. Managed lanes are used in conjunction with general-purpose lanes to improve traffic flow on the overall highway system. Examples of managed lanes include:

- High-Occupancy Vehicle (HOV) Lanes
- High-Occupancy Toll (HOT) Lanes
- Truck-Only Lanes (TOL)/Truck-Only Toll (TOT) Lanes

What are HOV lanes?

High-Occupancy Vehicle (HOV) lanes are designated for vehicles with two or more people, such as buses, vanpools and carpools. HOV lanes serve to alleviate congestion by encouraging fewer single-occupant vehicles on the highway. These lanes improve mobility, reduce congestion, save money and help to improve air quality. In metro Atlanta, HOV lanes are successfully operating on Interstates 75, 85 and 20. For more information, visit Georgia DOT's HOV Lanes webpage.

What are HOT lanes?

High-Occupancy Toll (HOT) lanes allow single-occupant vehicles to pay a variably priced toll to use special lanes, often HOV lanes. HOT lanes typically rely on electronic tolling systems that use congestion-based pricing. Such tolling is variable, based on the time of day and amount of congestion. HOT lanes provide drivers the option of paying to drive in free-flowing traffic in times of heavy congestion.

What are TOL lanes?

Truck-Only Lanes (TOLs) are managed lanes intended for use by heavy trucks alone and are typically separated by barriers from general-purpose lanes. Such lanes primarily serve "through-trucks" that do not have local deliveries. This option improves safety and operations by physically separating heavy trucks from automobile traffic. At this time, Georgia does not operate any TOLs.

revive285 top end

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