

GEORGIA DEPARTMENT OF TRANSPORTATION

Press Release

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STATE MOVES FORWARD ON I-75/575 NORTHWEST CORRIDOR

ATLANTA – The much-needed Northwest Corridor transportation improvement project on Interstate Highways 75 and 575 in Cobb and Cherokee counties will move forward optimizing both public and private sector resources, Governor Nathan Deal announced today. The Governor and Department of Transportation officials said initial contract work will begin next year and the project will be completed by 2018.

“This is a vital commuting and logistics corridor,” Governor Deal noted. “Adding new lanes – and the new capacity they will provide – is critical to a continued high quality of life in Metropolitan Atlanta and to sustaining further economic growth for the region and for all of Georgia.”

The project will build two new managed lanes along the west side of I-75 between its interchanges with I-285 and I-575. The lanes will be separated from the existing interstate and will be reversible so that both will carry traffic southbound during morning commute hours and northbound in the evenings. Above the I-575 interchange, one new reversible lane will be added in the I-75 center median to Hickory Grove Road and a similar new I-575 lane will extend to Sixes Road. The total length of the project is approximately 30 miles. A variable-rate toll, based on traffic volume, will be assessed for access to the lanes.

State Transportation Board Chairman Rudy Bowen said Georgia DOT will build the project as a Design, Build, Finance undertaking within the Department’s Public Private Partnership (P3) program. In this approach, work is expedited as a private firm or consortium of several companies is retained essentially to simultaneously design and construct the project. The private partner also will be responsible for initially funding a portion of the project’s cost.

Governor Deal and Chairman Bowen noted, though, that:

- The State will retain absolute and total control of the lanes both during and after construction;
- The State will alone determine tolling rate scenarios; and
- The State will alone determine how and when monies are to be repaid to private partner(s).

“Earlier this year, I asked Chairman Bowen and (Georgia DOT) Commissioner (Keith) Golden to develop a better approach for moving ahead with this project,” Governor Deal said. “We need to make these improvements to our system but we also have a responsibility to do so in a manner that best protects the sovereign interests of the State – insuring that Georgia forever retains control of its assets, their use and their future development.”

“This does that; it is a much better way forward.”

The Northwest Corridor project is expected to cost approximately \$950 million. Earlier this year, the Georgia General Assembly designated \$300 million of state motor fuel taxes carried over from previous years to the project. The State has been approved to apply for a \$270 million low-interest Transportation Infrastructure Finance and Innovation Act (TIFIA) loan guarantee from the federal government and Georgia DOT has programmed \$200 million from its construction budget. The private sector partner will be asked to provide 10-20 percent of the project cost, to be repaid by the State.

The Transportation Department intends to conduct briefings with interested private sector firms in the coming weeks and issue a request for qualifications in June. From responses to that, qualified firms will be selected for a shortlist of vendors who will receive a request for proposals later this year.

On Tuesday, July 31, voters will decide if 12 designated districts across Georgia will be authorized to collect a one-cent sales tax for the next 10 years to be devoted exclusively to local and regional transportation projects. Funds collected in a district could only be spent in that same district and only to move forward projects chosen by local elected officials. More than 1,600 such local projects throughout the state have been selected by city and county leaders. For further information on the important Transportation Referendum, please visit: www.dot.ga.gov/transportationreferendum

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NOTE: Project Fact Sheet Attached



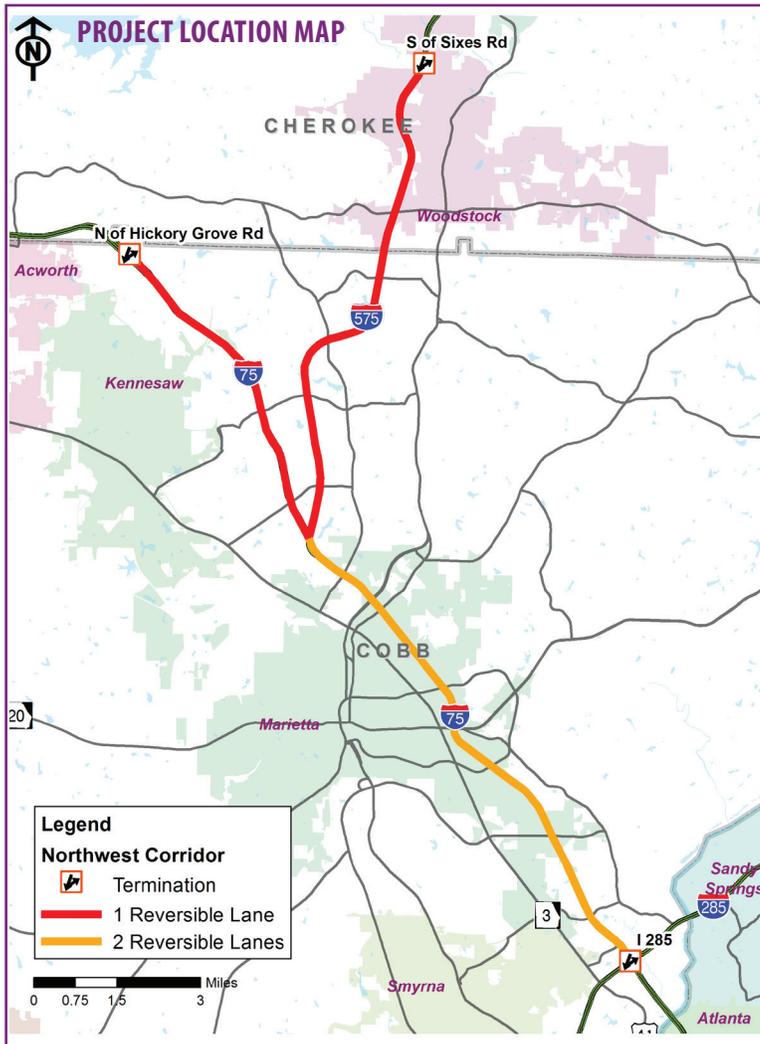
NORTHWEST CORRIDOR PROJECT

PROJECT UPDATE

ABOUT THE NORTHWEST CORRIDOR PROJECT

The Northwest Corridor Project (NWC Project) is moving forward with full support from Governor Deal, the Georgia State Legislature, and the State Transportation Board. The project will improve traffic flow, increase options for motorists, provide reliable trip times, create jobs, and bring economic benefits not only to residents of the corridor but also to the Southeastern United States.

The NWC Project, formerly part of the West by Northwest Public-Private Partnership (P3) procurement, includes the extension of tolled managed lanes along I-75 from I-285 to Hickory Grove Road and along I-575 to Sixes Road. The project remains a P3, but the method of delivery has changed. The new delivery process is streamlined, includes less private financing, provides greater control for the state, and is built on lessons learned. The private sector will be responsible for the design, construction and limited financing during construction, to be repaid by the state after the facility is open to traffic.



NWC PROJECT QUICK FACTS:

- Project length is 29.7 miles
- 2 reversible tolled managed lanes from I-285N to I-575
- 1 reversible tolled managed lane on I-75 from I-575 to Hickory Grove Road and on I-575 from I-75 to Sixes Road
- Cost estimate is approximately \$950 million
- Procurement method: P3 Design-Build-Finance
- Private financing expected to be approximately 10% -20% of the proposal
- Private financing agreement anticipated to be 5 years
- State responsibilities: Right-of-Way Acquisition, Tolling and Operations and Maintenance
- Proposal will be evaluated for “best value”
- I-285/I-20 West concept not included in current procurement
- NWC Project procurement information is available at www.georgiaP3.com



NORTHWEST CORRIDOR PROJECT

www.georgiaP3.com

PROJECT SCHEDULE

Milestones	2012									2013	2014	2015	2016	2017	2018	SCHEDULE NOTES
	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec								
RFQ Notice of Intent																RFQ: Request for Qualification
RFQ Issuance																RFP: Request for Proposal
Shortlist Selection																ROD: Record of Decision Jan. 2013
RFP Issuance																Proposal Due in June 2013
ROD																Design Starts in 2013
Proposal Due																Construction Starts in 2014
Design/Construction																Open to Traffic in early 2018
Open to Traffic																

Georgia’s Managed Lane System Plan (MLSP), is a comprehensive, innovative, cost-effective approach to address two of the state’s key challenges: decreasing transportation funding and growing traffic congestion.

Like many states, building new roadway lanes can no longer solve Georgia’s mobility challenges, yet the state’s infrastructure must be able to support exponential population growth and economic development needs. Managed lanes have been used with success in other major cities, and Georgia’s MLSP has garnered the support and recognition of the State Transportation Board and the Federal Highway Administration (FHWA).

Georgia’s MLSP is a network of toll lane projects on the state’s most congested urban interstate corridors in metro Atlanta. Given the option to have a faster, more reliable trip time when needed, drivers in the lanes will benefit from easier connectivity to work centers and recreation venues and in general, more productivity and an improved quality of life. More specifically, Georgia’s MLSP will use innovative technology and toll pricing to manage congestion in the existing general purpose lanes and in new toll lanes, while enabling transit vehicle usage. As each project in the MLSP opens to traffic, the entire system of toll lanes will improve connectivity and mobility in the region for commuters, transit riders and the logistics industry, bringing an economic development benefit to the Atlanta area and the entire state.

Northwest Corridor Project offers...

- Choice**..... more options to get you there faster
- Reliability**..... better assurance to get there when you need to
- Connectivity**..... to jobs and recreation
- Access**..... to larger job centers and business opportunities
- Flexibility**..... avoid congestion through increased transit options
- Reduced congestion**... up to 15 minutes travel time savings in general purpose lanes and up to 50 minutes in new managed lanes. (Estimates based on model from Akers Mill Rd to Sixes Rd)



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