

PROJECT OVERVIEW

What is the Northwest Corridor Express Lanes Project?

The Georgia Department of Transportation's (Georgia DOT) Northwest Corridor Express Lanes Project will add 29.7 miles of tolled managed lanes along I-75 from Akers Mill Road to Hickory Grove Road and along I-575 from I-75 to Sixes Road in Cobb and Cherokee counties.

Two new lanes will be built to the west of the existing lanes along I-75 between I-285 and I-575. From that interchange, one new express lane will be added along I-75 north to Hickory Grove Road, and one new express lane will be added along I-575 to Sixes Road.

These lanes are designed to offer drivers and transit customers the option to use the Northwest Corridor Express Lanes to bypass traffic congestion and provide a more reliable trip time.

How will the Northwest Corridor Express Lanes work?

These newly constructed, barrier-separated toll lanes will be managed by dynamic priced tolling, with the cost rising as demand increases during morning and evening peak travel times and falling during off-peak travel times. To maximize benefit for all travelers of the corridor, these express lanes will be reversible, operating southbound in the morning and northbound in the evening.

Vehicles will be able to access the lanes from six interchanges along I-75: at I-285, Terrell Mill Road, Roswell Road, I-575, Big Shanty Road and Hickory Grove Road, as well as 3 slip ramps along I-575 which will allow motorists to enter or exit the facility from the general lanes on I-575 and I-75.

In order to use the Express Lanes, drivers must register and obtain a Peach Pass transponder through the State and Road Tollway Authority (SRTA). Placed inside the car, the Peach Pass will automatically deduct the correct Express Lanes toll (fee) for each trip in the express lanes.

What is the schedule for the project?

Construction activities are currently underway. Construction for this project began in October 2014 with the Express Lanes scheduled to open to traffic during spring/summer 2018.

Who will be able to use the Northwest Corridor Express Lanes?

All vehicles with two axles and six wheels or less will be able to use the Express Lanes if they register and obtain a Peach Pass. Regardless of the number of occupants in a car, (solo driver, or driver and two passengers, etc.) drivers who wish to access to the Northwest Corridor Express Lanes will be required to pay a toll (fee).

However, registered transit, vanpools, and emergency vehicles are exempt from paying a toll. Clear signage on how to use the system will be displayed along the corridor.

To pay the toll to enter the lanes, vehicles will need a Peach Pass. Information on obtaining and using the Peach Pass is available at www.PeachPass.com or by calling 1-855-PCH-PASS (724-7277), the Peach Pass Customer Service Center.

What will the Northwest Corridor Express Lanes Project offer me as a driver or a transit customer?

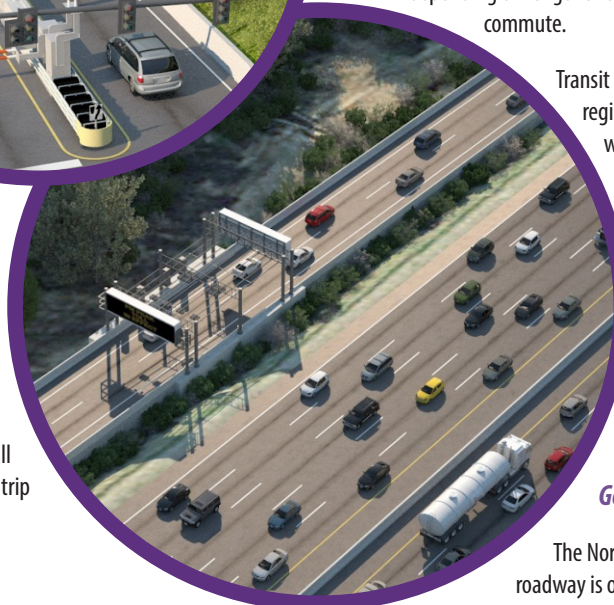
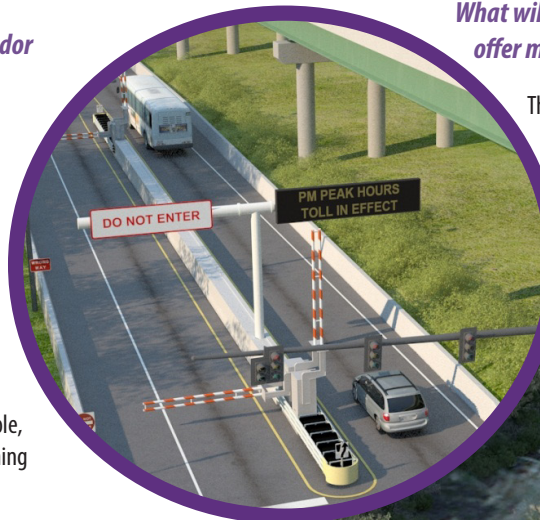
The Northwest Corridor Express Lanes will offer a more reliable trip time, improve traffic flow and provide travel options for motorists and transit customers. Tolling operations are designed to offer users a free flowing trip. Travel time savings for the Northwest Corridor Express Lanes compared to the No-Build Alternative for 2018 are projected to range from 5 to 43 minutes, depending on length and direction of the commute.

Transit riders and registered vanpools will be able to travel in the lanes for no additional fee, offering their customers a more reliable trip.

Who owns and operates Georgia Express?

The Northwest Corridor roadway is owned and operated by the State of Georgia.

Georgia DOT is responsible for the design, construction, operation and maintenance of the Northwest Corridor roadway. Operation of the tolling aspects of the lanes, including all customer service functions related to the Peach Pass tolling system, is managed by Georgia's State Road and Tollway Authority (SRTA).



Are there other Express Lanes projects?

Yes. The Northwest Corridor Express Lanes are a part of the Georgia Express Lanes system, a network of toll lanes that run alongside existing interstates in some of the most congested corridors around metro Atlanta. These lanes provide a choice for drivers to pay a toll to bypass congestion when they desire, offer a clear path for transit operators, and provide more reliable trip times within these corridors.

In addition to the Northwest Corridor, the Georgia Express Lanes system includes the existing I-85 Express Lanes and the I-75 South Metro Express Lanes project which is scheduled to open in 2017. An extension to the I-85 Express Lanes will begin construction in summer 2016 and is scheduled to open in 2018.

How will toll rates on the Northwest Corridor be determined?

The Northwest Corridor toll rates will be dynamic, rising as demand increases during peak travel times and falling at off-peak times. Dynamic rate pricing ensures express lanes provide more reliable trip times for those who choose to pay and for transit systems using the lanes. Variable pricing allows as many travelers as possible to use the lanes while still meeting expectations for free-flowing travel.

How can I stay informed about the project?

Throughout implementation of the Northwest Corridor Express Lanes project, Georgia DOT will provide regular updates through www.dot.ga.gov/expresslanes, Georgia Navigator 511, social media posts, media announcements, newsletters and community outreach events. Project representatives are also available to speak to groups. A speaker's request form is available on the Georgia Express Lanes web page.

PROJECT DELIVERY METHOD

How is this project being delivered?

The Northwest Corridor Express Lanes project is following a Public Private Partnership (P3) Design-Build-Finance (DBF) delivery method.

A P3 is an arrangement between Georgia DOT and one or more private or public entities that provides one or more of the following to deliver a transportation project – planning, development, design, construction, reconstruction, extension, expansion, financing, operation, maintenance and other services.

The DBF project delivery allows the State to transfer the project's design, construction and a part of the initial financing responsibility to a private sector partner. This enables the State to leverage funding to accelerate project delivery as well as capture private sector innovations.

Once the Northwest Corridor project is completed, the Developer will be repaid the 10 percent investment, and the project will be owned, operated and maintained by the State. Future projects may use a variance of P3 financing methods.

Who is the private sector partner for the Northwest Corridor?

The private sector partner, responsible for design, construction and partial

financing of the project, is the Northwest Express Roadbuilders (NWER), a joint venture of Archer Western and Hubbard Construction. The project contract with NWER was executed in November 2013.

PROJECT FUNDING

What is the cost of the Northwest Corridor Express Lanes Project?

The total project cost estimate is \$834 million.

How is the project being funded?

Funding for the project includes the following:

- \$265.8 million out of the State Transportation Improvement Program (STIP) which consists of Federal and State funds
- \$275 million Federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan
- \$300 million in State motor fuel funds
- \$59.8 million financing provided by the project's private sector partner, which is 10% of the project's design-build cost.

How will money raised through tolling be used?

Toll revenue will pay for the Northwest Corridor's capital costs and tolling operation, maintenance, renewal and replacement costs.

What will be done with any excess revenue from the Northwest Corridor Express Lanes?

Once all debt repayment is complete, any toll revenue above and beyond the amount required to fund ongoing operation and maintenance of the Northwest Corridor will be available for other transportation purposes.

CONSTRUCTION

What construction impacts should the traveling public expect?

As with most road construction projects, detours, lane changes and closures are required during construction. Georgia DOT works diligently to minimize impacts to the traveling public as much as possible. Most of the work for this project is occurring on the roadway shoulder and in the median.

The project team is proactively communicating any lane changes and closures in advance of construction activity. These construction notices will be communicated through the Georgia Express Lanes website, Georgia Navigator 511, social media and traditional media.

Georgia DOT is working closely with our partners including city and county governments, community improvement districts, transit agencies, businesses and community groups to ensure that construction updates are readily available and widely communicated.

When will construction start?

Construction began in October 2014. We will continue to keep the public up-to-date on the project progress.

USING THE NORTHWEST CORRIDOR EXPRESS LANES

How are tolls collected on the Northwest Corridor Express Lanes?

The Northwest Corridor Express Lanes will not use toll booths. Instead, all tolls are collected electronically through the Peach Pass tolling device, a small electronic sticker that adheres to a vehicle's windshield. This technology, already in use on the I-85 Express Lanes, allows travelers to maintain highway speed at all times. Complete information on Peach Pass is available at www.PeachPass.com.

How do drivers obtain a Peach Pass to use the Northwest Corridor Express Lanes?

All Georgia Express Lanes users, including the Northwest Corridor, can visit www.PeachPass.com or call the Peach Pass Customer Service Center at 1-855-PCH-PASS (724-7277) to open a Peach Pass account and register their vehicle(s). The Pay n Go Peach Pass can also be obtained at local retailers including Walgreens and CVS.

Each vehicle in a household must be registered for a separate Peach Pass transponder. However, households with multiple vehicles can list up to ten vehicles on one Peach Pass personal toll account.

As an added benefit, Georgia has also partnered with Florida and North Carolina to allow travelers to use the Peach Pass with tolling systems in these states. In the coming years, the number of states in which the Peach Pass is interoperable will continue to expand. SRTA is currently working with E-Z Pass, which encompasses toll roads in 14 states, including New York, New Jersey, Virginia and Pennsylvania.

Is there an option to obtain a Peach Pass without a credit or debit card?

Yes, the Pay n Go Peach Pass is available for customers who wish to open a Peach Pass account with cash rather than an assigned debit or credit card. No personal or vehicle information is required for this purchase. Much like a prepaid calling card, the Pay n Go Peach Pass can be purchased and reloaded with cash for toll credits (\$20-\$500) at participating CVS and Walgreens stores. The Pay n Go Peach Pass Starter Kit includes a Peach Pass transponder and a Reload Card. There is a one-time fee of \$2.50 when purchasing the starter kit. Each time money is applied to the reload card, a \$1.50 convenience fee will be included.

How much does a Peach Pass cost?

The Peach Pass transponder is free when obtained from SRTA. A minimum prepayment of \$20.00 and a credit or debit card for future payment is required to set up a Peach Pass account. Walgreens and CVS will charge a convenience fee for the Pay n Go Peach Pass.

INCIDENT MANAGEMENT

What happens if a vehicle stalls, breaks down or has an accident in the Northwest Corridor Express Lanes?

A shoulder is available in the Northwest Corridor Express Lanes so that a driver can safely pull out of the lane in the event of a vehicle stall or break down. HERO units will be patrolling the express lanes to help motorists and move vehicles to shoulders. If an accident occurs, emergency access gates, located throughout the express lanes, allow first responders to quickly enter the lanes to assist. Gates are designed to allow fire trucks and standard vehicles, like an ambulance, to pull into the express lanes.

The project team continues to meet with local emergency responders to develop processes and procedures for responding to any incidents in the lanes once they open to traffic. Cameras that communicate with Navigator and the Traffic Management Center (TMC) are also located throughout the lanes. TMC operators and Georgia DOT HEROs will monitor both the express lanes and general purpose lanes in the corridor.

TRANSIT

What transit systems will be able to use the Northwest Corridor Express Lanes?

Public transit providers that operate in this corridor including GRTA Xpress, Cobb Community Transit, the Cherokee Area Transportation System and state-registered vanpools will be able to use Northwest Corridor Express Lanes free of charge.

Will transit riders be required to pay anything beyond normal fares on routes that access express lanes?

No, there will be no additional costs to access the lanes for public transit riders, state-registered vanpools or the public transit providers.

For more information and general FAQs about the Georgia Express Lanes system, please visit www.dot.ga.gov/expresslanes.