

The Northwest Corridor Express Lanes Project Newsletter



Northwest Corridor Express Lanes: Bridge Construction on the Rise

As the dedicated express lanes system on I-75 and I-575 north of Atlanta continues to take shape, one of the key aspects of the project is literally on the rise:

Bridges

Bridge construction for the project is now in high gear with completed decks on 10 out of 39 bridges, 16 bridges have been completely set with beams, and a total of 25 bridges are targeted to have completed decks by the end of this year.

The Northwest Corridor Express Lanes are specifically designed with a significant portion of the system elevated to bypass all the existing cross roads, ramps and the main general purpose lanes of I-75. This design feature also minimizes the amount of “up and down” of the roadway, making for a smoother ride for motorists. North of the I-75/I-575 interchange, where the system will be in the median, the lanes will be on

grade with the rest of the existing highway. On I-575 the express lanes will be accessible via slip ramps.

Here's a breakdown of a few notable bridges currently under construction:



Bridges at the I-75/I-285 Interchange:

This new interchange will provide morning and evening access to the express lanes from I-285.

- The interchange includes 5 new bridges and construction on 3 existing bridges.
- The bridge providing evening

northbound access to the express lanes will be the highest bridge on the project, with a maximum height of 105 feet.

- The new interchange requires 11,600 cubic yards of concrete for bridge construction. The combined weight of the steel beams for the interchange is 5,331,489 pounds.
- Bridge construction is at approximately 50% completion.



Express Lanes Bridge over Canton Road Connector

This bridge will be over a mile long, and will carry two lanes of express lanes traffic on the west side of the I-75 existing general purpose lanes.

- This is the longest bridge on the project with a length of 5,980 feet.
- The approximate elevation of the bridge will

be 50 feet.

- The bridge will have 176 concrete beams averaging 120,000 pounds each.
- Bridge construction is at approximately 98% completion.



I-75 Flyover Bridge at Barrett Parkway

This express lanes bridge will carry traffic from the west side of I-75 to one express lane in the I-75 median.

- The bridge will be 1,486 feet long.
- The approximate elevation of the bridge will be 30 feet
- The bridge will have 46 concrete beams averaging 118,000 pounds each.
- Bridge construction is at approximately 93% completion.

A Closer Look: Toll Point Construction

Electronic tolling facilities are a major component of how the Northwest Corridor Express Lanes will provide a more reliable transportation option for motorists. Travelers who choose to use the Northwest Corridor Express Lanes will not have to stop at toll booths, but will have their toll automatically deducted through a Peach Pass transponder, 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 speeds at all times.

Construction is now underway on I-575, and major construction activities for each of the 14 toll points include:

Establishing Communications Network

- Installation of communications fiber, power services and gas backup generators throughout the project corridor.

Gantries and Maintenance Areas

- Each toll point will consist of two gantries, or overhead structures with automatic toll readers, and a maintenance area that houses power services and electrical equipment.

Access Control System

- A series of warning gates and barrier gates will be installed at each access point, including all local roads for the express lanes interchanges on I-75 and at the slip ramps on I-575.

View NWCP access maps [here](#).

Lighting, Signalization and Signing

- Overhead lighting will be installed at all toll points and on the warning and access gates.
- The express lanes interchanges will have traffic signals installed at the entry points from local roads.
- Early notification signage including overhead variable message boards indicating the current toll rate, travel direction and expected travel times will be installed in advance of all toll point areas.

ITS (Intelligent Transportation Services)

- Cameras will be installed for 24/7 express lane monitoring along with Automatic Vehicle Identifiers (AVIs), Microwave Detection Systems (MDS), and Vehicle Detection Systems (VDS) for tolling operations.

All Georgia Express Lanes users, including

those using 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).



Toll point gantries erected north of Barrett Parkway in I-575 median in March.

Northwest Corridor Project Dedicated to Work Zone Safety



Steel girder setting operation over I-75 for bridge construction in April.

The Northwest Corridor Project Team remains committed to work zone safety practices that eliminate work-related injuries and protect the public whenever and wherever they may be affected by project construction.

Here are a few of the many measures taken by the project construction team to ensure the safety of the public and project employees:

- All traffic control message boards and signage are utilized in accordance with state and federal specifications and per approved construction plans.
- Safety crews are continually on site to inspect and monitor work zones and traffic barricades for potential safety hazards and compliance with safety policies.
- All project employees are required to attend a four-hour safety training session upon hiring that covers environmental compliance, work-site specific safety rules, and Occupational Safety & Health Administration (OSHA) standards.
- Ongoing trade-specific training takes place on a regular basis and includes fall protection, excavation, confined space and work in high traffic area training, among others.
- All trade employees undergo a minimum of 10 hours of OSHA training.
- A mandatory attendance "Toolbox Talk"

safety meeting is conducted on a weekly basis with all field crews including subcontractors, and all pre-shift meetings include job and task hazard analysis discussions.

Want to know how you can contribute to work zone safety? Visit the Georgia DOT [Work Zone Safety page](#) to learn more!

To address a startling increase in fatalities on Georgia's roadway, Georgia DOT launched

DriveAlert ArriveAlive (DAAA). The goal of this statewide safety campaign is to educate drivers about how making simple changes in their driving behavior can prevent crashes and save lives. The campaign is a partnership between Georgia DOT, the Governor's Office of Highway Safety and the Department of Public Safety. Please visit www.dot.ga.gov/DS/SafetyOperation/DAAA and take the DAAA pledge!

Transportation Matters

On April 15th, the Northwest Corridor Project Team had the opportunity to share detailed project information on construction progress, and host a project tour for the Georgia Chapter of the American Society of Highway Engineers (ASHE).

If you would like to request a Georgia DOT representative to present to your organization, please let us know. Make your request by emailing northwestcorridor@dot.ga.gov or calling 678-486-3767.



NWC Outreach Members of the American Society of Highway Engineers (ASHE) during a project tour in April.

Stay Connected!

To subscribe to weekly traffic alerts and our quarterly newsletter, please email us at northwestcorridor@dot.ga.gov.

Questions? Call us: 678-486-3767

For regular project updates visit: <http://www.dot.ga.gov/DS/GEL>

Like and follow us!



Northwest Corridor Project Photos



Aerial view of wall and ramp construction at I-75 Southbound and North Marietta Parkway (March 2016)



Aerial view of bridge and wall construction at the I-75/ I-285 Interchange (March 2016)