

Delivering the Northwest Corridor Project

How the project will be advanced through a Public Private Partnership (P3)

Project Overview

The Northwest Corridor project proposes to add reversible managed lanes to portions of Interstates 75 and 575. It will include the addition of 15.17 miles of new lanes along I-75 and 11 miles along I-575. Two new managed lanes are proposed along the West side of I-75 between I-285 and I-575. From I-575 to Hickory Grove Road, the system will include one reversible managed lane. Along I-575, from its intersection with I-75 and extending to Sixes Road, one reversible managed lane will be constructed between the existing lanes.

P3 Overview

A Public Private Partnership, or P3, is just what the name implies, a partnership formed by a public entity, in this case the Georgia DOT, and a private company or group of companies. Such a partnership allows the state to better leverage limited resources for major transportation projects by tapping into private sector innovation and capital.

The Georgia DOT is implementing a P3 program designed to create a pipeline of projects that will deliver much-needed mobility improvements and support Georgia's ongoing economic development needs. Such projects, due to their magnitude and associated costs, would likely be beyond the Department's ability to pursue through traditional project delivery methods. P3 creates a framework that makes these projects possible, accelerates their delivery and brings additional transportation options to the traveling public.



History of Public Private Involvement on the Northwest Corridor

In 2003, the Georgia legislature passed a law that allowed for unsolicited proposals to be submitted under what was then known as the Public Private Initiative, or PPI, program. Several unsolicited proposals were submitted, including one for the Northwest Corridor. In 2009, Georgia's legislature put in place a new framework empowering the Georgia DOT to identify projects and secure them solely through a solicited approach. Accordingly, the Department is ending its work with the former project team and preparing to solicit a private sector partner to deliver the project. The environmental work that has been conducted thus far is valid and will be used to advance the project.

A Bundled Approach

The Georgia DOT will bundle an additional, complementary managed lane project with the Northwest Corridor in the procurement process. This approach is meant to help speed delivery of this second project phase. Known as the Western Corridor, the project anticipates adding managed lanes to portions of Interstates 285 and 20. The project is expected to include the addition of 9.5 miles of improvements along I-285 and 6.5 miles along I-20. The proposed project contemplates the addition of two managed lanes in each direction along I-285 West from I-75 to I-20 and along I-20 West from I-285 to Thornton Road.

This additional section of managed lanes still requires environmental work, including public involvement, to be conducted prior to advancing the project. It will be treated as another phase of managed lane construction through the P3 program, and will not impact the advancement of work on the Northwest Corridor.

Anticipated Schedule

Georgia DOT will issue a Request for Qualifications on February 26, 2010. A shortlist of firms will be selected and asked to respond to a Request for Proposals issued later this year. Selection of the private partner will occur early in 2011. Construction on the Northwest Corridor is expected to start later in 2011, and is expected to take three years. Environmental work for the West Wall is expected to take three years, followed by three years of construction.

Learn More

The Georgia DOT has created a dedicated section on its web site for P3. It can be accessed directly at www.georgiap3.com.

