



# Northwest Corridor Project (I-75/I-575)

## Stakeholder Briefing January 27, 2010

GDOT Project No. CSNHS-0008-00(256)  
GDOT P.I. No. 0008256

(Formerly Project Nos. NH-75-3(232), NHS-0001-00(00) and NH-575-1(28)  
GDOT P.I.Nos. 714130, 0001919 and 713640)

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## Agenda

- Brief Project history
- Project Changes Since Draft Environmental Impact Statement was Published
- Recent Relevant Studies
- Adjustment of DEIS Build Alternatives
- Environmental Impacts
- Construction Delivery

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## Brief Project History

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## Purpose and Need as Presented in the Draft Environmental Impact Statement (DEIS)

- Reduce Congestion
- Improve Mobility
- Improve connectivity between regional activity Centers
- Improve safety
- Reduce vehicle emissions

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## Project Goals

- Improve transportation effectiveness on I-75 and I-575
- Provide additional transportation choices that increase throughput on I-75 and I-575
- Improve quality of life by improving mobility and minimizing environmental impacts
- Improve transportation equity with equitable distribution of benefits and impacts to all populations
- Provide cost-effective and affordable transportation improvements

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## Alternatives Considered in the Draft Environmental Impact Statement

- No-Build
- HOV/TOL
- HOV/TOL/TSM
- HOVTOL/BRT
- HOV/TOL/Reduced BRT

### Notes:

All Alternatives included a transit component  
 All build alternatives included truck only lanes

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## Construction Cost Estimates from the DEIS (2006\$)

- HOV/TOL \$3.52 bil
- HOV/TOL/TSM \$3.92 bil
- HOV/TOL/BRT \$4.07 bil
- HOV/TOL/Reduced BRT \$3.80 bil

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## Changes Since DEIS was Published

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## Changed Conditions Since DEIS was Published

- Public and Agency Comments on the DEIS
- Updated ARC model (20 counties versus 13 counties)
- Georgia Legislature passed SB 200 in 2009 creating Planning Director Position at GDOT and the Public Private Partnership Program
- Economic conditions have resulted in reduced funding availability at GDOT

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## Recent Related Studies Since DEIS

- Atlanta Regional Freight Mobility Plan (ARC 2008)
- Statewide Truck Lanes Needs Identification Study (GDOT 2008)
- Studies concluded that truck only lanes will not be affordable and are not recommended
- Preparation of the Managed Lane System Plan approved by the GDOT Board in December 2009

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## Financial Implications

- New Starts funding is not expected from Federal Transit Administration for the BRT system
- Congressional District balancing has affected available funds for the project
- GDOT budget availability inadequate without additional funding
- GDOT bond debt service requirements for the build alternatives in the DEIS are not supported by expected toll revenue
- None of the Alternatives in the DEIS is affordable
- Investigation of lower cost alternatives

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## Adjustment of DEIS Alternatives

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## Managed Lane Systems

- Typically a multilane facility barrier separated from the general purpose lanes
- Typically vehicles with three or more occupants, busses, emergency vehicles, transit vehicles, registered vans, registered alternative fuel vehicles and motorcycles operate without a toll
- Tolling for the use of the system by other vehicles is variable based on congestion
- No toll booths are required since tolling is electronic

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## Refinement of Alternatives

- The truck only lanes were eliminated based on cost, related studies and DEIS comments from the trucking industry
- Mandatory tolling of truck only lanes not supported by the trucking industry
- BRT stations eliminated along with improvements to MARTA Arts Center Station based on cost and comments from the City of Atlanta
- Supporting transit park and ride facilities associated with the Northwest Corridor Project eliminated along with BRT stations

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## New Managed Lane Concepts

Corridor Segment	Concept A Bi-Directional
Segment 1 (I-75 South Section)	4 B lanes 4 MLI accesses
Segment 2 (I-75 Middle Section)	3 B lanes 2 MLI accesses
Segment 3 (I-75 North Section)	2 B lanes 1 MLI accesses
Segment 4 (I-575 Section)	2 B lanes 5 MLI accesses

B = bi-directional lane, R = reversible lane, MLI = managed-lane interchange

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## Why Reversible Again?

- Since there is no BRT system the reverse commute is not a significant issue
- The 13 County ARC Model used in the DEIS did not indicate a favorable peak to off-peak split for reversible operation
- The 20-County ARC Model indicates a 60:40 split or better
- Reversible systems can provide benefits in the peak direction for a significantly reduced construction cost

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## New Managed Lane Concepts

Corridor Segment	Concept A Bi-Directional	Concept B1 2-Lane Reversible
Segment 1 (I-75 South Section)	4 B lanes 4 MLI accesses	2 R lanes 4 MLI accesses
Segment 2 (I-75 Middle Section)	3 B lanes 2 MLI accesses	1 R lanes 2 MLI accesses
Segment 3 (I-75 North Section)	2 B lanes 1 MLI accesses	1 R lane 1 MLI accesses
Segment 4 (I-575 Section)	2 B lanes 5 MLI accesses	1 R lane 5 MLI accesses

B = bi-directional lane, R = reversible lane, MLI = managed-lane interchange

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## New Managed Lane Concepts

Corridor Segment	Concept A Bi-Directional	Concept B1 2-Lane Reversible	Concept B2 2-Lane Reversible Optional Slip Ramps
Segment 1 (I-75 South Section)	4 B lanes 4 MLI accesses	2 R lanes 4 MLI accesses	2 R lanes 4 MLI accesses
Segment 2 (I-75 Middle Section)	3 B lanes 2 MLI accesses	1 R lanes 2 MLI accesses	1 R lanes 2 MLI accesses
Segment 3 (I-75 North Section)	2 B lanes 1 MLI accesses	1 R lane 1 MLI accesses	1 R lane 1 MLI accesses
Segment 4 (I-575 Section)	2 B lanes 5 MLI accesses	1 R lane 5 MLI accesses	1 R lane 3 slip ramp accesses in each direction

B = bi-directional lane, R = reversible lane, MLI = managed-lane interchange

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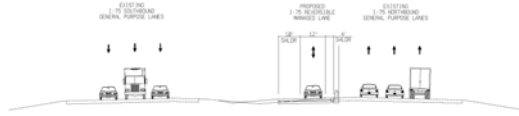
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I-75 Typical Section  
Between I-575 and Hickory Grove Road  
Concept B2

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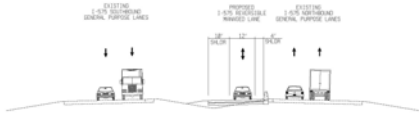
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I-575 Typical Section  
Between I-75 and Sixes Road  
Concept B2

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## Measure of Effectiveness

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## AM Peak Period Travel Time

AM Peak Period		No-Build	Concept B2
I-75	GP Lanes	60.0	48.3
	Managed Lanes	0.0	21.9
I-575	GP Lanes	73.7	59.4
	Managed Lanes	0.0	25.7

Note: The travel times are from Hickory Grove Rd to Akers Mill Rd on I-75 and from Sixes Rd to Akers Mill Rd on I-575

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## PM Peak Period Travel Time

PM Peak Period		No-Build	Concept B2
I-75	GP Lanes	73.9	57.1
	Managed Lanes	0.0	29.5
I-575	GP Lanes	96.0	72.3
	Managed Lanes	0.0	35.5

Note: The travel times are from Akers Mill Rd to Hickory Grove Rd on I-75 and from Akers Mill Rd to Sixes Rd on I-575

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## Environmental Impacts

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## Environmental Impacts (DEIS versus Concept B-2)

- Right of way requirements reduced from 130 acres to less than 15 acres
- Property Acquisitions reduced from 290 to 12
- Reduced noise and vibration
- Reduced construction impacts
- Reduced disruption of traffic during construction
- Reduced time for construction

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## Supplemental Draft EIS

- Differences between the DEIS Alternatives and the reversible alternatives require a Supplemental DEIS
- Details of the anticipated impacts on the corridors will be prepared and presented to the agencies and the public

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## Conclusions

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## Conclusions

- Reversible concepts meet significant aspects of the stated Purpose and Need
- The No-Build option compares poorly to any of the build options
- Reversible systems are more cost effective than the build alternatives in the DEIS
- Impacts for all reversible concepts are similar and all have significantly less impacts than those shown in the DEIS

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## Recommendations

- A reversible system appears to be a viable solution
- The Preferred Alternative should be consistent with the Managed Lane Systems Plan
- Complete the EIS as soon as possible

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## Next Steps

- Agency coordination meetings
- Prepare the Interchange Justification Report
- Publish the SDEIS and send out for public/agency reviews
- Hold Public Hearing to present changes in late Summer 2010
- Prepare the FEIS and Record of Decision to complete EIS
- Project Delivery

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## Project Delivery

- Public Private Partnership projects leverage limited transportation funds by partnering with the private sector
- GDOT to Publish RFQ in February 2010
- Announce Shortlist in May 2010
- Request Proposals from Shortlisted Teams in August 2010
- Receive Proposals January 2011
- Select P3 Team in March 2011
- Construction and R/W Acquisition anticipated August 2011 Through July 2014

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## Where to Obtain More Information

- GDOT Website [www.dot.ga.gov](http://www.dot.ga.gov)
- Public Private Partnership Program [www.georgiap3.com](http://www.georgiap3.com)
- New Project Website [www.nwcproject.com](http://www.nwcproject.com)
- Old Project Website [www.nwhovbrt.com](http://www.nwhovbrt.com)

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## Questions

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