Major GDOT Initiatives

Stephen Lively
P3 Construction Manager
August 13, 2019
Agenda

• Major Mobility Investment Program
• MMIP Delivery Models
• Georgia Express Lanes Network
• Express Lanes Benefits and Success
Major Mobility Investment Program
P3 Division

- Working to deliver major projects quickly
- Aligning resources of P3 and design-build delivery
- Focusing on major mobility projects
Major Mobility Investment Program

- $11 billion program
- 11 projects
- Innovative Delivery and public-private partnerships to accelerate projects
11 MMIP Projects

- 3 Major Interchange Projects
- 4 Major Express Lanes Projects
- 3 Major Interstate Widening Projects
- 1 Commercial Vehicle Lanes Project
MMIP Project Locations

Interchange Reconstruction:
1. I-16/I-95
2. I-285/I-20 West
3. I-285/I-20 East

Express Lanes:
4. I-285 Eastside
5. I-285 Top End
6. I-285 Westside
7. SR 400

Interstate Widening:
8. I-85 Phase I
9. I-85 Phase II
10. I-16

Commercial Vehicle Lanes:
11. I-75
MMIP Schedule

Interchange Reconstruction:

I-16/I-95

I-285/I-20 East

I-285/I-20 West

Express Lanes:

I-285 Eastside
Henderson Rd to I-20

I-285 Top End
I-285: Paces Ferry Rd to Henderson Rd
SR 400: I-285 to North Springs MARTA Station

I-285 Westside
I-20 to Paces Ferry Rd

SR 400
North Springs MARTA Station to McFarland Pkwy

State Widening:

I-85
I-85 to SR 53

I-85
SR 53 to US 129

I-75
SR 155 to I-475

07/03/2019 | Dates represented are calendar years

Legend:
- Engineering/Enviromental
- Design Right-of-Way
- Final Design
- Right-of-Way Construction
- Est. Construction Start
- Developer Procurement Start

The Design-Build process compresses project schedules by overlapping activities in the design and construction phases.
Design-Build Program

PROJECTS UNDER DEVELOPMENT (includes the period of time from pre-planning through procurement)

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<tr>
<th>PROJECT</th>
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<th>ANTICIPATED LETTING (FY)</th>
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<td>I-985 Widening</td>
<td>0014130</td>
<td>2021</td>
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<td>Houlihan &amp; Middle River Bridges</td>
<td>0013741 &amp;</td>
<td>2022</td>
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<td>SR 247 (Pio Nono)/College St Bridges</td>
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<td>Dean Forest Rd (SR 307) @ I-16 DDI</td>
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PROJECTS IN IMPLEMENTATION (includes final design and construction)

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<th>PROJECT</th>
<th>PROJECT ID</th>
<th>LETTING (FY)</th>
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MMIP Delivery Model
**MMIP Delivery Model**

**Program Management Consultant (PMC):**
- Represents Georgia DOT
- Provides oversight of the entire program

**General Engineering Consultants (GECs):**
- Project-specific
- Performs pre-let and post-let work

**Developers:**
- Contractors performing final design and construction
Program Delivery Model – PMC and GECs

- 16/95 (2)
  - PMC HNTB
  - GEC/OVF Baker
  - DB Team Savannah Mobility Contractors JV

- 85 Wide Segment 1
  - PMC HNTB
  - GEC Baker
  - DB Team C.W. Matthews

- 285/20 E I/C
  - PMC HNTB
  - GEC/OVF WSP
  - Developer/CQAF

- 285/20 W I/C
  - PMC HNTB
  - GEC/OVF Jacobs
  - Developer/CQAF

- 285 Top End
  - PMC HNTB
  - Developer/CQAF

- SR 400
  - PMC HNTB
  - GEC/OVF AECOM
  - Developer/CQAF

- 285 Eastside
  - PMC HNTB
  - GEC/OVF Atkins
  - Developer/CQAF

- 285 Westside
  - PMC HNTB
  - GEC/OVF Arcadis
  - Developer/CQAF

- 75 CVL
  - PMC HNTB
  - GEC/OVF RS&H
  - Developer/CQAF

- 85 Wide Segment 2
  - PMC HNTB
  - GEC/OVF
  - DB Team
Anticipated Project Delivery Models

**Design-Build**
- I-85 North Widening from I-985 to SR 53
- I-85 North Widening from SR 53 to US 129
- 16@95 Improvement Projects

**Design-Build-Finance**
- I-285 Eastside Express Lanes
- I-285/I-20 East Interchange
- I-285 Westside Express Lanes
- I-285/I-20 West Interchange

**Design-Build-Finance-Maintain**
- SR 400 Express Lanes
- I-285 Top End Express Lanes
- I-75 Commercial Vehicle Lanes
How Delivery Models are Determined

- Timeframe for delivery
- Project size and available funding
- Opportunity of innovation and risk allocation
Statewide Benefits and ROI

- $1.10 benefit for every $1 invested
- 44% reduction in transit vehicle travel time
- 15% travel time relief in 2040
- 13% reduction in traffic fatalities/serious injuries
- 13% fleet cost reduction
- 45 minutes in planning time savings
- 13% drop in pollution due to less congestion/faster travel times
Georgia Express Lanes Network
Express Lanes Vision

- **2000**: HOV System Plan
- **2006**: Evaluated options to increase mobility on I-285 with Revive285
- **2007**: ARC and GDOT adopt express lanes strategy to mitigate congestion
- **2009**: Managed Lane System Plan adopted
- **2011**: Open to traffic: I-85 Express Lanes (HOT conversion)
- **2015**: Transportation Funding Act of 2015
- **2016**: MMIP announced
- **2017**: Open to traffic: I-75 South Metro Express Lanes
- **2018**: Open to traffic: Northwest Corridor Express Lanes; I-85 Express Lanes Extension
Georgia Express Lanes Network

In Operation
- I-85 Express Lanes
- I-75 South Metro Express Lanes
- I-85 Express Lanes Extension
- I-75 Northwest Corridor Express Lanes

MMIP
- I-285 Eastside Express Lanes
- I-285 Top End Express Lanes
- I-285 Westside Express Lanes
- SR 400 Express Lanes

Long Range
- I-20 East Express Lanes
- I-20 West Express Lanes
- I-75 Gap Express Lanes

Express Lanes Key:
- Existing
- MMIP
- Long-Range
Mobility Partnerships

Metro Atlanta transit operators are responsible for operations of various transit options available including heavy rail, light rail, and bus transit system and the advancement of transit in the metro area.

Collects toll revenue and responsible for operations for express lane systems within Georgia.
Express Lanes Benefits and Success
Express Lanes Benefits

- More Reliable Travel Times
- More Consistent Travel Speeds
- Increased Transit Options and Opportunities
Express Lanes Benefits

- Positively impacts regional economic growth
- Positively impacts air quality
- Revenue generation
Express Lanes Rules of Operations

- Peach Pass required
- No trucks or trailers
- Everyone pays
  - No vehicle occupancy/vehicle type exemptions
  - Only registered transit vehicles, vanpools, and emergency vehicles are toll-exempt

Peach Pass

No trucks or trailers

Everyone pays

No vehicle occupancy/vehicle type exemptions

Only registered transit vehicles, vanpools, and emergency vehicles are toll-exempt
Express Lanes Rules of Operations

Dynamic pricing
Prices rise and fall to maintain performance (e.g., speed of 45 mph)

System-to-system connectivity
Provided between express lane corridors
Northwest Corridor Express Lanes Success

Rush hour has been reduced by over 1 hour in both the morning and evening commutes.

Total trips: 6.1 million

Weekday trip average: 25,500

Travel speeds are 30% faster in the express lanes than in the general purpose lanes.

Average daily fare: $2.32

GP lanes are up to 20 mph faster than they were before the express lanes opened.
Northwest Corridor Express Lanes Success

Amy Adams England is with Luke England and 4 others.

June 14・

Round 5 day 1: We saw Gods sweet blessings this morning on our way down. Traffic was horrible, we left about at 8:45 thinking we had plenty of time due to summer break and not having to be at the hospital until 10. Boy I was wrong! Hang on, this is where the sweet blessing comes in...a sweet friend of ours gifted us with a peach pass recently...it was a total blessing to breeze down that lane!! We made it and we were on time!! It truly is the little things!!

BillVol @BillVol • Jan 2

We got a @PeachPassGA during holidays. Great! It lets you drive in new express lanes in metro Atlanta. Toll is around $1 per segment. We flew past cars that were standing still. Best Way to get on is apply online and they will mail you a “transponder” (sticker) you put under your mirror.
Mike Plant, Cumberland CID Board and President of Development, Atlanta Braves
While SunTrust Park is home to the Atlanta Braves, The Battery Atlanta has become home to a community of businesses, retailers, residents, fans, and visitors. With entertainment, dining, and non-game related events happening every day, the Northwest Corridor Express Lanes have been a true game-changer for the development. Whether you’re a resident, sports fan, or employee, you can enjoy more time here without worrying about sitting in unmanageable traffic. Those lanes have helped to create a major economic benefit to the district.

Ron Sifen, Resident of Cobb County
I am a community advocate for transportation issues. I’m looking for good projects that are cost effective and will have the most impact on improving traffic flow. Just to give you an idea of how well the Northwest Corridor Express Lanes are working, rush hour is ending more than an hour earlier than it used to. In addition, we have the SR 400 Express Lanes that are getting close to the point where construction can begin. Once we get all of those done and we have all the express lanes connected, I actually think that we’ll get to a point by 2028 where Atlanta no longer shows up around the top 20 most congested cities in this country.
Bob Voyles, Cumberland CID Board and Seven Oaks Company Founder
As a property owner and developer with offices in the Cumberland area, it was necessary to provide employees with a less stressful commute to and from work. Now that the Northwest Corridor Express Lanes are open, employees can enjoy shorter commute times.

John Shern, Cumberland CID Chairman
Atlanta’s growth has had a tremendous impact on traffic congestion. I want to reach my destination without the frustration of slow-moving or completely backed-up roadways – like all Atlanta drivers. Before the Northwest Corridor Express Lanes opened, commuters would endure long delays to reach their workplace, residence, or entertainment venues in and around Cumberland. Now the lanes provide commuters with a great deal of relief.
THANK YOU

For Viewing

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@GADeptofTrans
@gadeptoftrans

www.dot.ga.gov/MMIP

Your Dollar$ Building A Better Georgia