



Major Mobility Investment Program

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We Will Cover

- Major Mobility Investment Program Overview
- Adjustments to the MMIP in TIP Amendment #7
- Current Project Status and Work to Date

Major Mobility Investment Program



Major Mobility Investment Program



\$11 billion program



11 projects open to traffic
or under contract by 2026



Innovative Delivery
and public-private
partnerships to
accelerate projects



11 initial
major projects



\$11 billion



300+
New lane miles



2 projects near
Savannah



12 counties



4 express
lanes projects



1 project under
construction



Major Mobility Investment Program



3 Major Interchange Projects



4 Major Express Lanes Projects

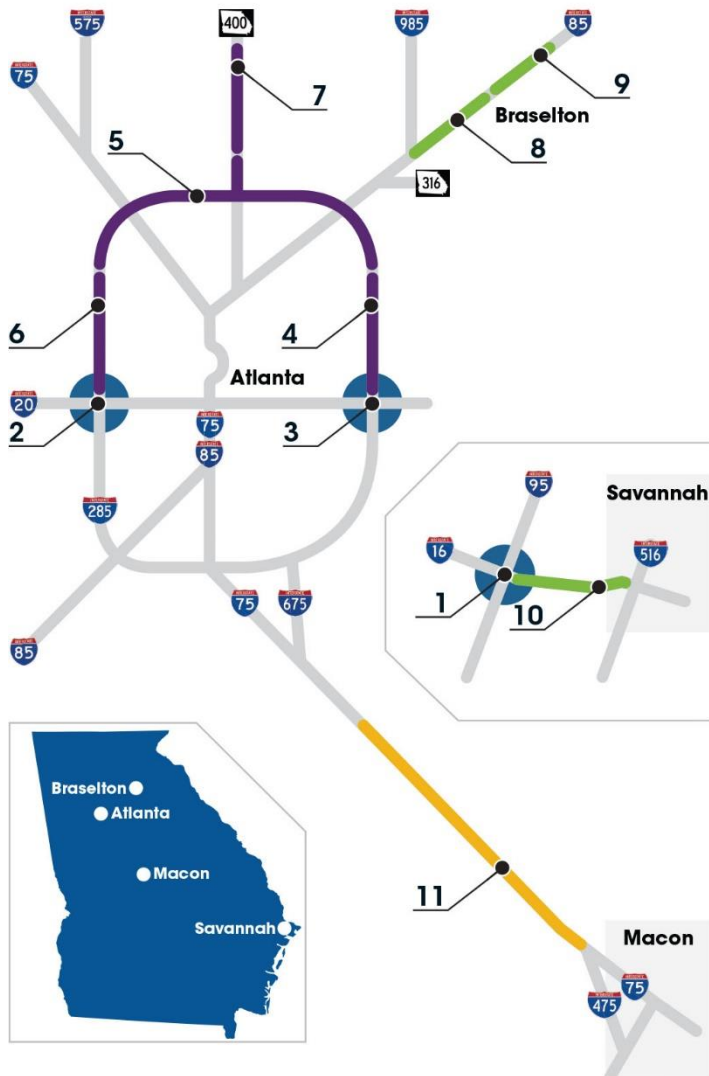


3 Major Interstate Widening Projects



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** Henderson Rd to I-20
5. **I-285 Top End** I-285: Paces Ferry Rd to Henderson Rd
SR 400: I-285 to North Springs MARTA Station
6. **I-285 Westside** I-20 to Paces Ferry Rd
7. **SR 400** North Springs MARTA Station to McFarland Pkwy

Interstate Widening:

8. **I-85 North** I-985 to SR 53
9. **I-85 North** SR 53 to US 129
10. **I-16** I-95 to I-516

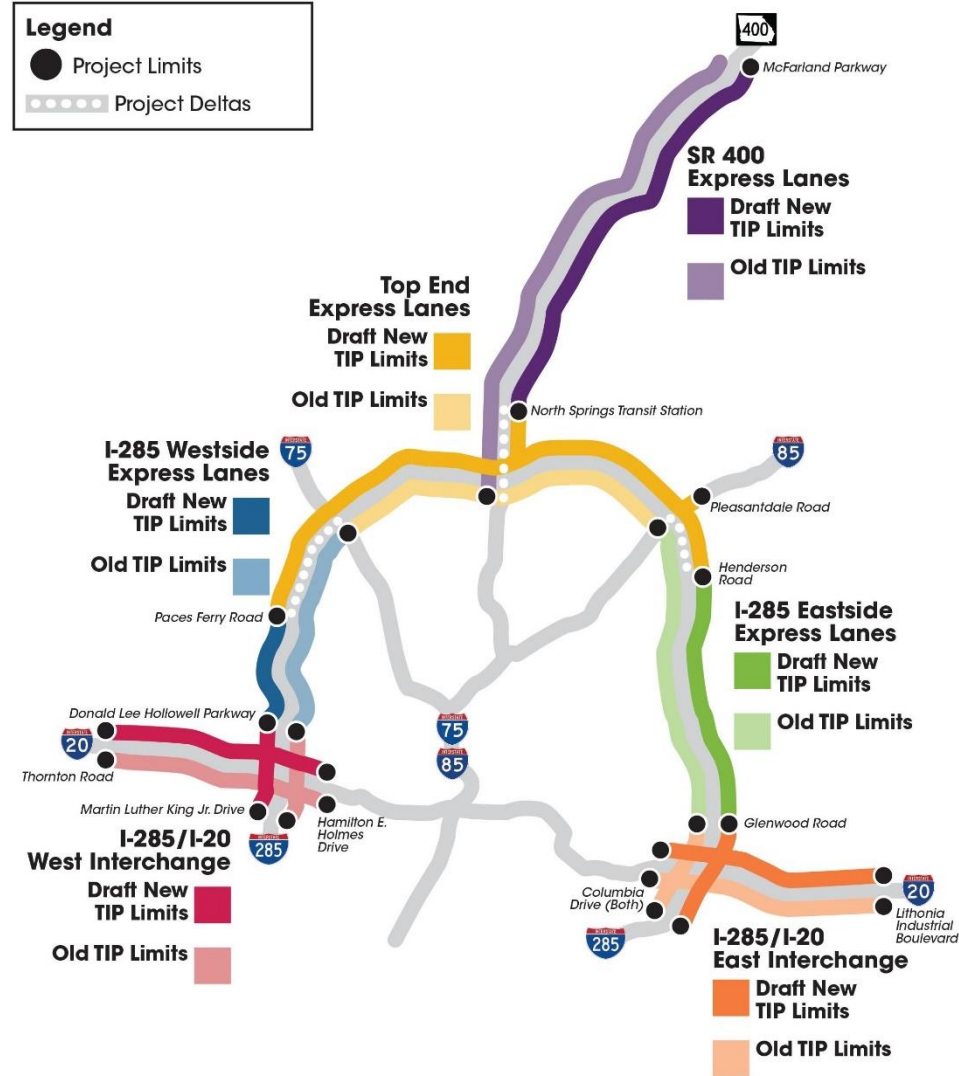
Commercial Vehicle Lanes:

11. **I-75** SR 155 to I-475

Summary of TIP Revisions

- **Scope Refinement** including some movement of project limits for the GA Express Lane expansion along I-285 and SR 400
- **Cost Refinement** including modified financing schedules, which incur additional interest and inflation during the construction payback period
- **Forecast Refinement** including the GDOT & SRTA agency Operation and Maintenance costs as an item attributed to each project

Updated Express Lane Project Limits



Adjustments to the MMIP in the TIP

- **I-285 FM I-75/COBB THRU FULTON TO I-85/DEKALB-EXPRESS LANES (0001758 – DBFOM)**

The following changes were made to the limits of the Top End 285 project. These changes caused an increase in the forecasted costs for construction (CST), financing and inflation. They are:

- The southern portion of SR 400 was moved to the Top End 285 project,
- The southern limits of the project on the Westside were extended beyond I-75, and
- The southern limits of the project on the Eastside were extended beyond I-85.

- **I-285 FROM I-75 TO I-20 - EXPRESS LANES (0013917 – WEST – DBF)**

The southern limit of the Top End 285 project was extended, thus decreasing the overall project scope.

O & M costs for GDOT and SRTA were not initially programmed in the TIP.

- **I-285 FROM I-20 TO I-85 - EXPRESS LANES (0013914 – EAST – DBF)**

The initial estimate had limited scope information for CST.

Scope is now more refined with limit changes as well as operational improvements at US 78.

The revisions to scope and therefore costs resulted in increased financing and inflation.

Initially ROW was not programmed and is now included.

Also O & M costs for GDOT and SRTA were not initially programmed in the TIP.

Adjustments to the MMIP in the TIP

- **SR 400 FM I-285/FULTON TO MCFARLAND RD/FORSYTH-EXPRESS LANES (0001757 – DBFOM)**
The southern portion of SR 400 was moved to the Top End 285 project. This caused a decrease in the forecasted costs for CST, financing and inflation.
- **I-75 FROM I-475 TO SR 155 - COMMERCIAL VEHICLE LANES (0014203 – DBFOM)**
There was an increase in ROW costs.
The CST cashflow curve was changed resulting in reduced financing cost.
- **I-285 @ I-20 WEST SIDE INTERCHANGE RECONSTRUCTION & WIDENING (0013918 – DBF)**
The initial estimate had limited scope information for CST.
Scope is now more refined, resulting in a reduction in CST forecasted costs.
Initially ROW was not programmed and is now included.
Also, O & M costs for GDOT and SRTA were not initially programmed in the TIP.

Adjustments to the MMIP in the TIP

- **I-285 @ I-20 - EAST SIDE INTERCHANGE RECONSTRUCTION (0013915 – DBF)**

The initial estimate had limited scope information for CST.

Scope is now more refined and includes Snapfinger Bridge and improvements at Panola Road as well as operational improvements at Wesley Chapel Road.

The revisions to scope and therefore costs resulted in increased financing and inflation.

O & M costs for GDOT were not initially programmed in the TIP.

- **I-85 NORTH WIDENING FROM I-985 IN GWINNETT COUNTY TO SR 211 (110610 – DB)**

- Project let

- Programming for Atlanta MPO Portion Only (85%)

Current Status and Work to Date



MMIP Schedule

Interchange Reconstruction:

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

Interstate Widening:

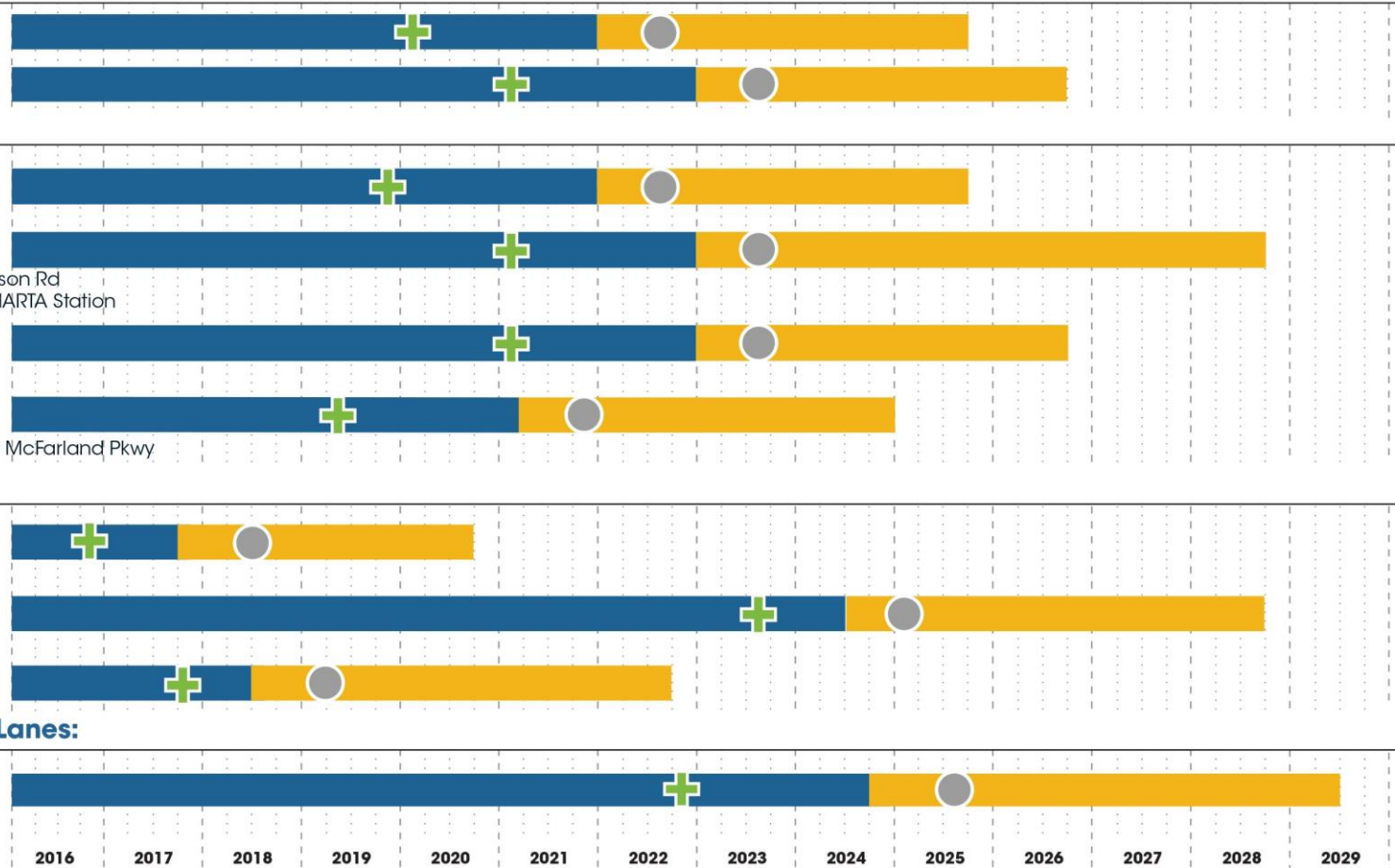
I-85
I-985 to SR 53

I-85
SR 53 to US 129

I-16/I-95

Commercial Vehicle Lanes:

I-75
SR 155 to I-475



03/08/2019 | Dates represented are calendar years

Legend:	
■ Engineering, Environmental, 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.

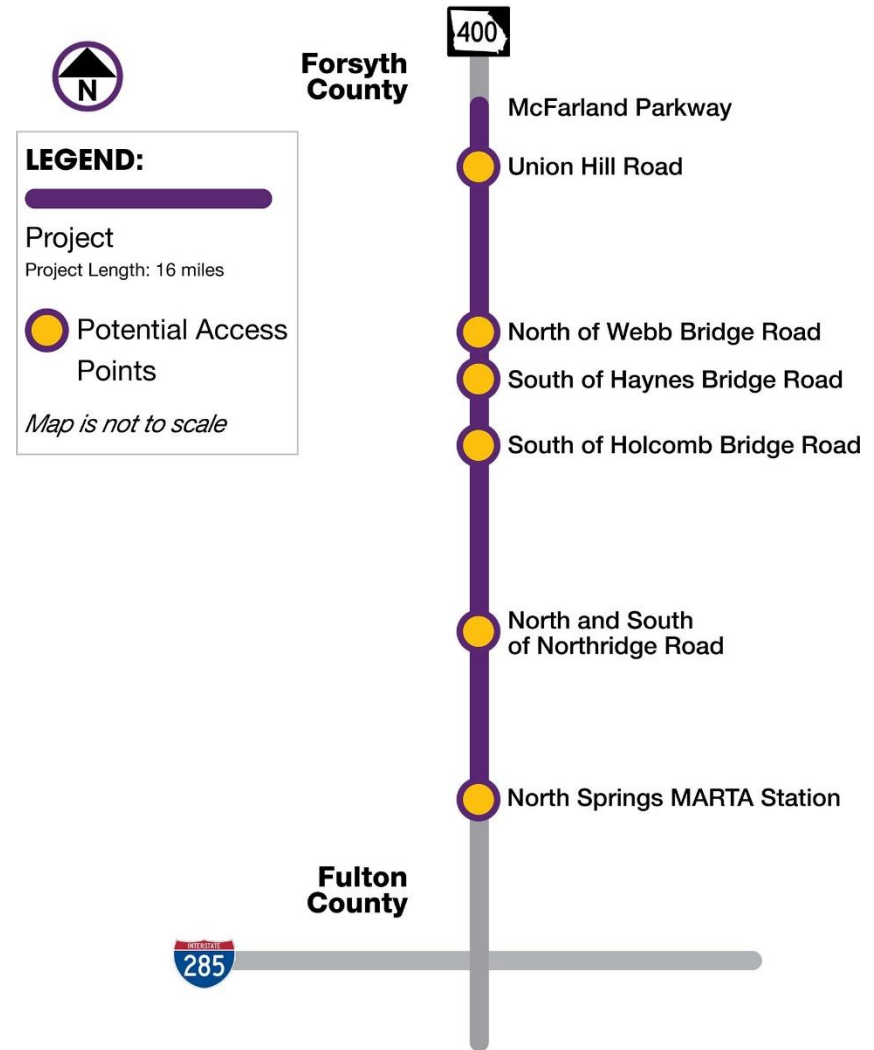


Project Teams

Project	GEC/OVF Team	DB Team
16@95 Improvement Projects		
I-285/I-20 West Interchange		
I-285/I-20 East Interchange		
I-285 Top End Express Lanes		
SR 400 Express Lanes		
I-285 Eastside Express Lanes		
I-285 Westside Express Lanes		
I-85 North Widening I-985 to SR 53		
I-85 North Widening SR 53 to US 129		
I-75 Commercial Vehicle Lanes		

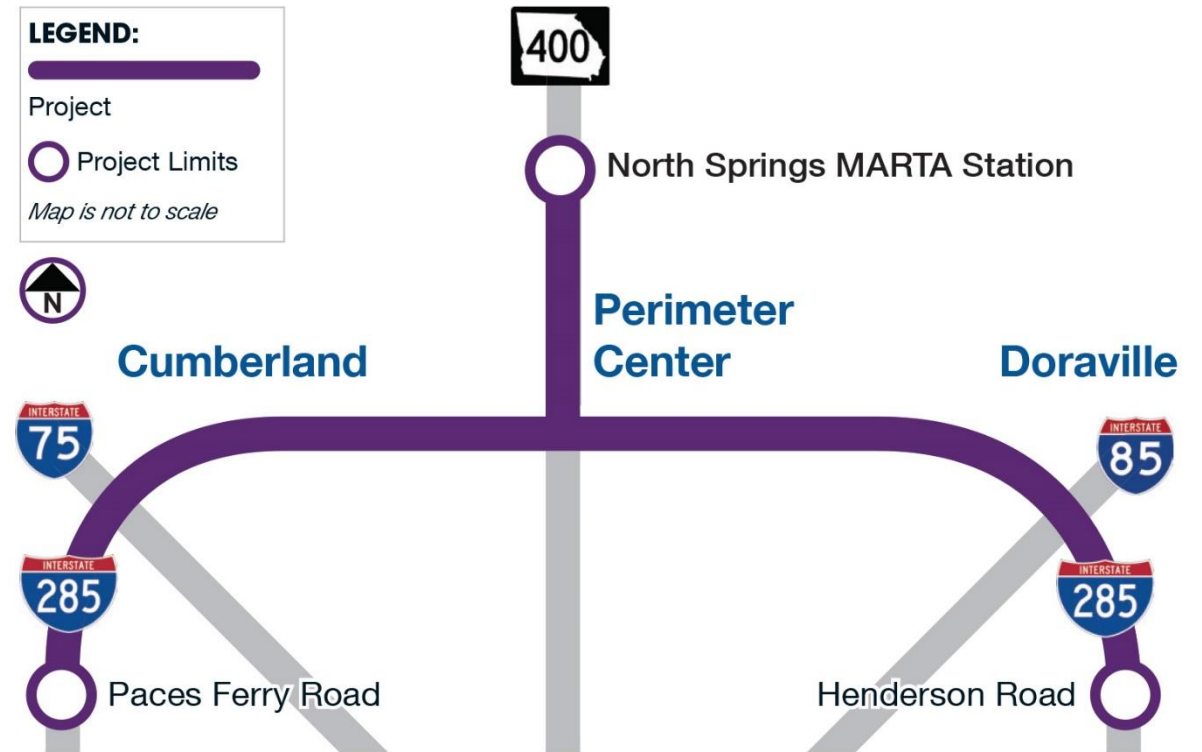
Pre-Let: SR 400 Express Lanes

- Project limits between the North Springs MARTA Station and McFarland Parkway
 - Two express lanes in each direction between the North Springs MARTA Station and McGinnis Ferry Road
 - One express lane in each direction from McGinnis Ferry Road to McFarland Parkway
- Project cost: \$1.2 billion
- Delivery method: DBFOM



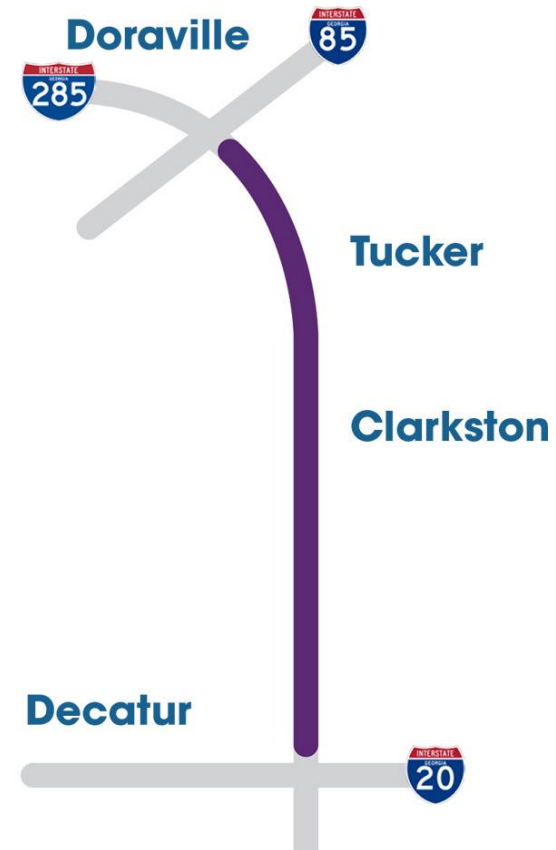
Pre-Let: I-285 Top End Express Lanes

- Two new barrier-separated express lanes in both directions – at grade and elevated
- Lanes located outside the existing general purpose lanes
- Part of the larger Georgia Express Lanes network
- Conceptual/Environmental phase



I-285 Eastside Express Lanes

- GEC: Atkins
- \$784M
- Upcoming activities
 - Finalize Need and Purpose
 - PIOHs: Q2/Q3 2019



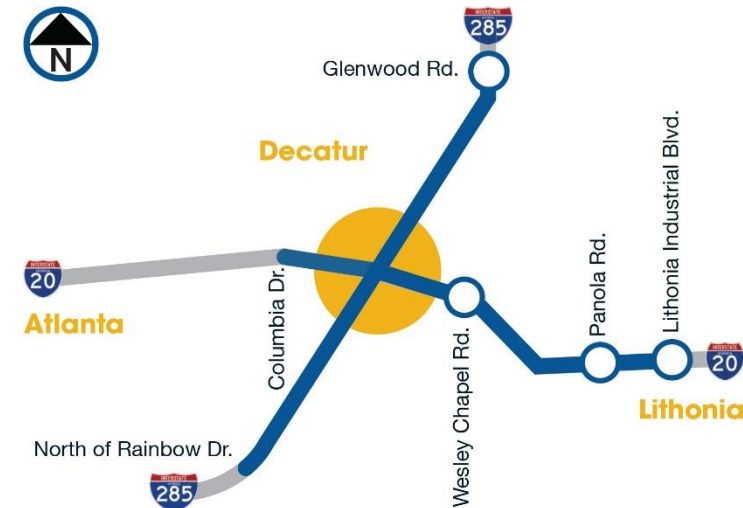
I-285 Westside Express Lanes

- GEC: ARCADIS
- \$422.6M
- Upcoming activities
 - Traffic count collections
 - PIOHs: Q2/Q3 2020



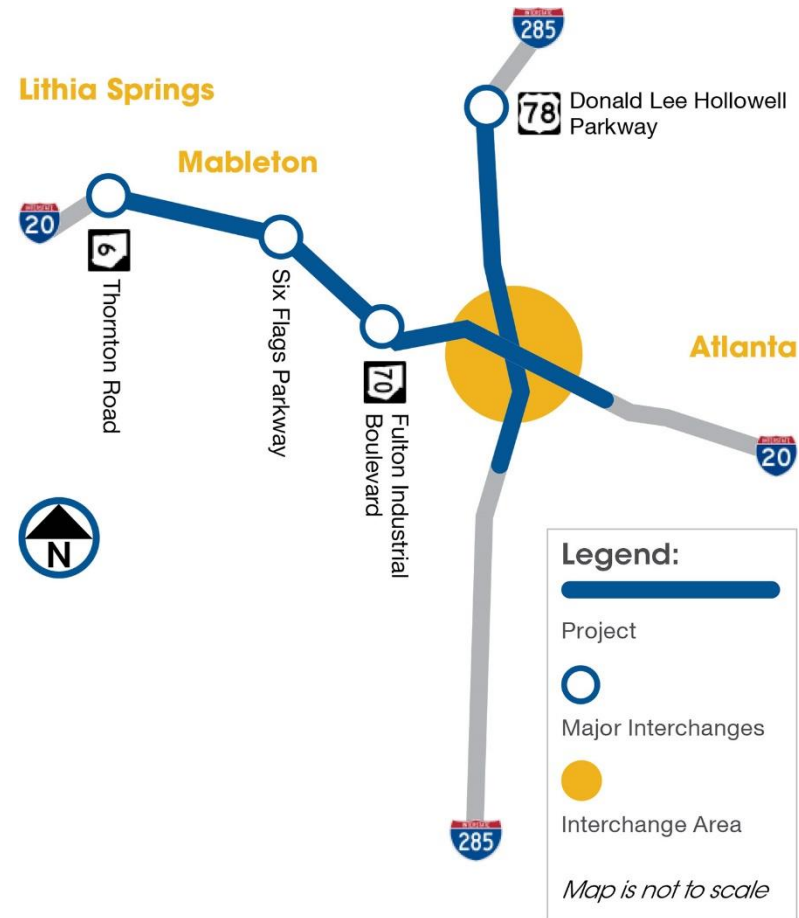
I-285/I-20 East Interchange

- GEC: Parsons Transportation Group
- \$449.7M
- Upcoming activities
 - Preparing Alternative Concepts that do not preclude the future I-20 Express Lanes.
 - Develop future year traffic volumes
 - PIOHs: Q2/Q3 2019



I-285/I-20 West Interchange

- GEC: WSP
- \$412.5M
- Status meetings began with GEC in late-January/early-February
- Upcoming activities
 - Determining ROW needs
 - On-board traffic count vendor
 - PIOHs: Q2/Q3 2020



Post-Let: I-85 Widening

- DB Team: C.W. Matthews, Infrastructure Consulting & Engineering
- Project Cost: \$135M
- Construction start: July 2018
- Open to traffic: 2020
- Adds 26 new lane miles and replaces three overpass bridges
- Second phase to begin in 2025
- Upcoming activities
 - Mulberry River in-line bridge demolition
 - Asphalt paving
 - Spout Springs Road bridge replacement



I-75 Commercial Vehicle Lanes

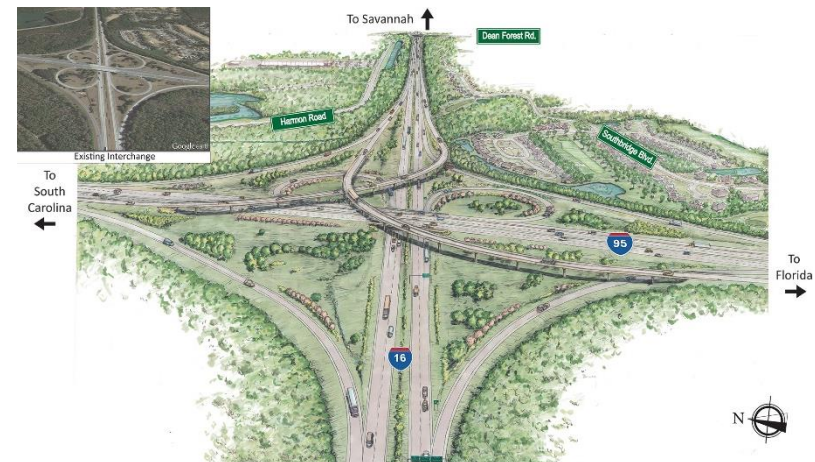
- GEC: RS&H, Inc
- \$1.6B
- Upcoming activities
 - Environment survey memos
 - Henry County SPLOST/engineering meeting: Q2 2019
 - PIOHs: Q2/Q3 2020





Post-Let: 16@95 Improvement Projects

- DB Team: Savannah Mobility Contractors (SMC)
- Project Cost: \$308.2M
- Reconstructs directional ramps at I-16/I-95 interchange and widens I-16
- Construction start: Q2/Q3 2019
- Open to traffic: 2022
- Upcoming activities
 - Community/neighborhood outreach
 - PIOH: May/June 2019
 - Ceremonial groundbreaking: Q2/Q3 2019





THANK
YOU
For Viewing



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www.dot.ga.gov/MMIP

