



Frequently Asked Questions: Northwest Corridor Express Lanes



When will the Northwest Corridor Express Lanes open?

The new Northwest Corridor Express Lanes are expected to open in summer 2018. Continue to visit PeachPass.com for current updates on the opening date.

What are the Northwest Corridor Express Lanes?

The Northwest Corridor Express Lanes are reversible lanes that run along and through I-75 and I-575 in Cobb and Cherokee counties. The 29.7 miles of dynamically priced lanes are separated from the general purposes lanes by an elevated bridge or concrete barrier and a series of gates, offering the highest level of safety. These new lanes will add capacity to the existing general purpose lanes.

Where do the Northwest Corridor Express Lanes begin and end?

The Northwest Corridor Express Lanes extend 29.7 miles along I-75 from Akers Mill Road to Hickory Grove Road and along I-575 from I-75 to Sixes Road. From the I-75/I-285 interchange to the I-75/I-575 interchange, the Northwest Corridor Express Lanes will consist of two elevated lanes off to the west side of the interstate. At the I-75/I-575 split, just one Express Lane will continue northward on both I-75 and I-575 in the median between the northbound and southbound lanes. The single lane will be separated by concrete barriers and a series of gates.

Where can I access the Northwest Corridor Express Lanes?

Drivers will be able to access the express lanes from six interchanges along I-75: at I-285, Terrell Mill Road, Roswell Road, I-575, Big Shanty Road and Hickory Grove Road, as well as three slip ramps along I-575, which will allow commuters to enter or exit the facility from the general lanes on I-575 and I-75.

When can I use the Northwest Corridor Express Lanes?

The Northwest Corridor Express Lanes are accessible seven days a week with a registered Peach Pass mounted properly on the vehicle. The Northwest Corridor Express Lanes flow in the direction of traffic – toward Atlanta during the morning commute and away from Atlanta during the evening commute. For special events such as holiday travel, Georgia DOT will work to ensure the operation of the system has the lanes flowing in the direction with the greatest travel demand.

Who will be able to use the Northwest Corridor Express Lanes?

Any motorist with a registered, active Peach Pass mounted on the inside of their vehicle's windshield will be able to access the Northwest Corridor Express Lanes. This includes motorcycles, alternative fuel vehicles and carpools.

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State-registered transit buses and vanpools and registered law enforcement vehicles are the only vehicles that will not be required to pay the toll, so commuters who choose transit will be able to ride in the lanes for free. Only vehicles with six or fewer wheels are allowed in the Express Lanes; tractor trailers are not allowed. Should we specify that no tow trailers behind cars and trucks are allowed since that's a common question?

Are the Northwest Corridor Express Lanes safe?

These reversible Express Lanes have been successfully implemented on I-75 south of Atlanta, as well as in communities across the country. The lanes are separated from the general purpose lanes by an elevated bridge or concrete barriers, with safety measures built in from cameras and HERO units. There are also a series of barrier and warning gates at each entry and exit point to deter motorists from getting on the Express Lanes in the wrong direction.

Georgia DOT's HERO trucks are dedicated to the lanes 24/7 and will be onsite during lane reversals. Additionally, the Toll Operations Center will be staffed at all times by trained staff dedicated to monitoring the Express Lanes for incidents and managing the lane reversals.

What will deter vehicles from entering the Northwest Corridor Express Lanes in the wrong direction?

When a direction of the Express Lanes is closed, a series of gates at each entry and exit point deter motorists from getting on the Express Lanes in the wrong direction. In addition, the Express Lane signage will read "CLOSED."

A series of warning gates are placed along every entry to the Express Lanes to alert motorists prior to the point of entry that the access is CLOSED. The first gate that a motorist sees will have a red banner that says "DO NOT ENTER." The barrier gate is heavily weighted and is designed to stop cars traveling up to 43 miles-per-hour (MPH).

How much will the toll cost?

The Northwest Corridor Express Lanes are dynamically priced and are anticipated to range from \$0.10 per mile to \$0.90 per mile during peak hours and a flat \$0.50 rate for any trip during off-peak hours. As demand for use of the Northwest Corridor Express Lanes increases, the toll amount rises to ensure that motorists using the Express Lanes experience more reliable trip times. Motorists can see the posted toll amount before they enter the Express Lanes, so that they are able to decide whether or not they want to use them.

How will money raised through tolling be used?

Toll revenue will pay for the Northwest Corridor's capital costs and tolling operation, maintenance, renewal and replacement costs. Once all debt repayment is complete, any toll revenue above and beyond the amount required to fund ongoing operation and maintenance of the Northwest Corridor will be available for other transportation purposes.

Are motorcycles, alternative fuel vehicles (AFVs) and registered carpools allowed to use the Northwest Corridor Express Lanes for free?

Unlike the I-85 Express Lanes, state-registered transit buses and vanpools and registered law enforcement vehicles are the only vehicles that can ride for free on the Northwest Corridor Express Lanes. State-registered alternate fuel vehicles (AFVs), motorcycles and HOT3+ carpools must pay tolls on Northwest Corridor Express Lanes.

