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Technical Concept Report

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Prepared by:

GTP Georgia Transportation Partners

Submitted to:

Department of Transportation State of Georgia

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CHAPTER 1 – EXECUTIVE SUMMARY

1.1 BACKGROUND

The I-75/I-575 Northwest Corridor (NWC) which runs northwest along I-75 from the intersection with Akers Mill Road to Hickory Grove Road, and along I-575 north to Sixes Road from the I-75/I-575 interchange (see *Figure 1.1 - Northwest Corridor Project Location Map*) is one of the most congested corridors in the State of Georgia. With a population of over 400,000 residents, the Northwest Corridor is home to a substantial portion of the region's highway commuters. It is also one of the most economically significant areas in the region, containing major activity and employment centers such as midtown Atlanta, Cumberland Galleria, Marietta, and Town Center. Growth in both population and employment in the Northwest Corridor is expected to continue through 2030, although not as rapidly as in recent years. Already at gridlock in peak periods, improving current and future mobility in the corridor is vital to the economic growth and quality of life for both Metro-Atlanta and the State of Georgia.

In late 2004 Georgia Transportation Partners (GTP), a joint venture of Bechtel Infrastructure Corporation and Kiewit Southern Corporation, presented an innovative proposal to the Georgia Department of Transportation (GDOT) for transportation improvements in the Corridor under their Public Private Initiatives program. The GTP proposal offered to evaluate, in partnership with GDOT, a combination of managed lanes and Bus Rapid Transit and to also explore an option for Truck Only Toll Lanes. After acceptance of the GTP proposal pursuant to the PPI process, GTP entered into a Developer Services Agreement (DSA) in May of 2006 with GDOT to jointly evaluate and further develop the proposed concepts. A more detailed description of the development of this project is set forth in Chapter 2.

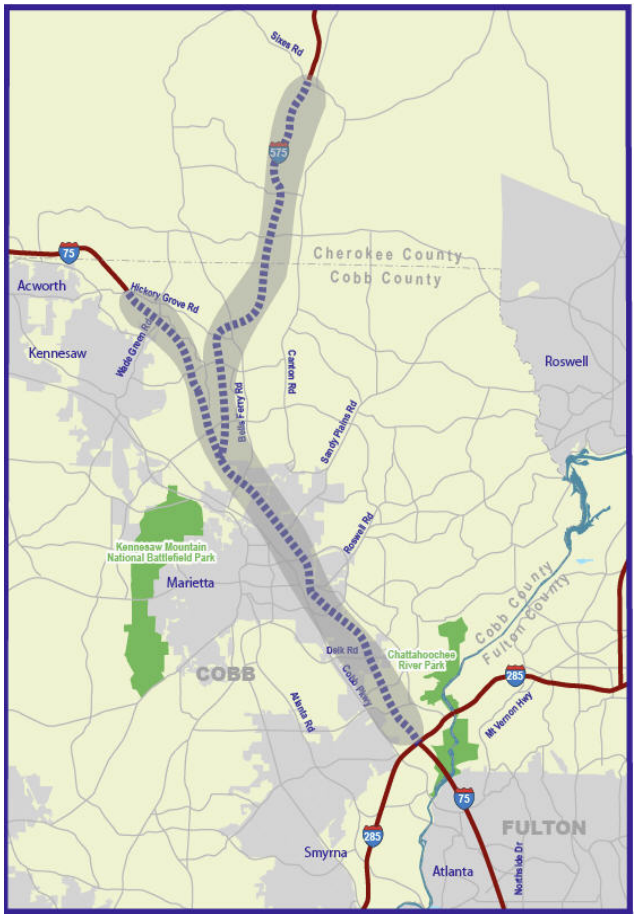


Figure 1.1 - Northwest Corridor Project Location Map

GTP/GDOT initially focused on the two build alternatives being considered in the on-going environmental analysis. Both alternatives provided up to four exclusive managed lanes in each direction, two for truck traffic and two for automobiles plus exclusive ramps and large park and ride facilities to accommodate a fully developed Bus Rapid Transit System. After considerable design, development, cost estimating and financial studies were completed by GTP it was mutually determined that the scope and conceptual capital costs of these alternatives, and the required level of financial support, exceeded GDOT's funding capability. This analysis can be found in GTP's report entitled Feasibility Report, dated April 2007.

GTP /GDOT continued to study the corridor in terms of engineering, field investigations, utility planning, traffic studies and financial analyses. In mid-2008 it was concluded that the team should evaluate lower cost alternatives as a means to try to reduce the level of funding to be provided by the State. Two alternatives were selected for evaluation – reversible lanes and conversion lanes – and these are the subject of this Technical Concept Report.

1.2 Design Concept Alternatives Evaluated

After a comprehensive study of potential physical configurations and design alternatives two managed lane/express bus transit alternatives were jointly selected by GDOT and GTP for detailed study and evaluation in this Technical Concept Report. One alternative incorporates reversible lanes and the other involves the addition and conversion of lanes. As detailed below, the "Reversible" concept would add new managed lanes that would reverse direction daily with the morning and afternoon peak travel periods. The "Conversion" concept would add on I-75, south of I-575, one new lane in each direction and convert one general purpose lane. On I-575 and on I-75 north of I-575, one new managed lane would be added in each direction. For either alternative, the new and/or converted lanes would be managed lanes, and would be tolled using congestion pricing.

The Reversible and Conversion concepts are described in detail in Chapter 3. Both alternatives would:

- Provide travel time savings for managed lane/transit users along the Northwest Corridor.
- Support the GDOT's managed lane vision for Metro Atlanta
- Incorporate congestion free highways for the Georgia Regional Transportation Authority's (GRTA) public transit program envisioned for the I-75 and I-575 corridor.
- Support the region's IT3 program which envisions managed lane corridors, increased travel time reliability, improved congestion relief, and optimized throughput

Because development of the reversible and conversion alternatives as prepared by GTP for this Technical Concept Report occurred as a result of completion of the 2007 Northwest I-75/I-575 Corridor Alternatives Analysis Draft Environmental Impact Statement (AA/DEIS), they were not included in that document. Incorporating these concepts into an updated NWC Project environmental document and process will be required to support either of these project alternatives.

1.2.1 Reversible Managed Lane Concept

Under the Reversible Lane Alternative, the managed lanes on I-75 are located outside and west of the existing general purpose lanes south of the I-575 Interchange. The profile is either at-grade or elevated depending on local topography, cross-streets and other existing features within the corridor. This alternative is comprised of two lanes south of the I-575 Interchange (See Figures 1.2 & 1.3 below) and a single managed lane on both I-75 and I-575 north of the I-75/I-575 interchange. Traffic flows south in the two managed lanes during the AM peak travel period and north during the PM peak travel period. The key features of this alternative are further detailed in Chapter 3, Section 3.

Figure 1.2 – Reversible Lane Configuration Section

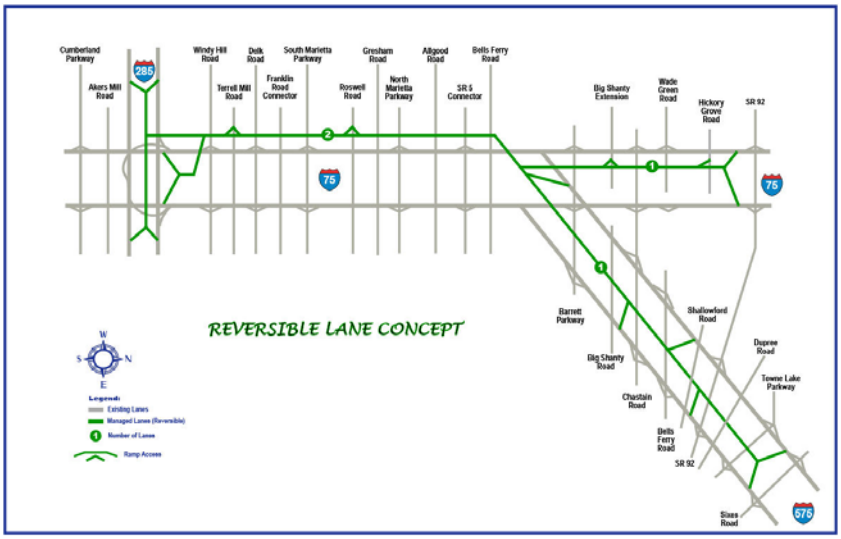


Figure 1.3 – Reversible Lane Alternative

1.2.2 Conversion Managed Lane Concept

Under the Conversion Managed Lane Alternative, the proposed managed lanes are located inside the existing general purpose lanes, adjacent to the center median. The interior existing general purpose lane is "converted" to a managed lane and one additional managed lane is added in each direction on I-75 south of the I-575 Interchange *(See figures 1.4 &1.5).* North of the I-75/I-575 interchange, one managed lane is added in each direction on I-75 and I-575. The key features of this alternative are further detailed in Chapter 3, Section 4.

Figure 1.4 – Conversion Lane Configuration Section

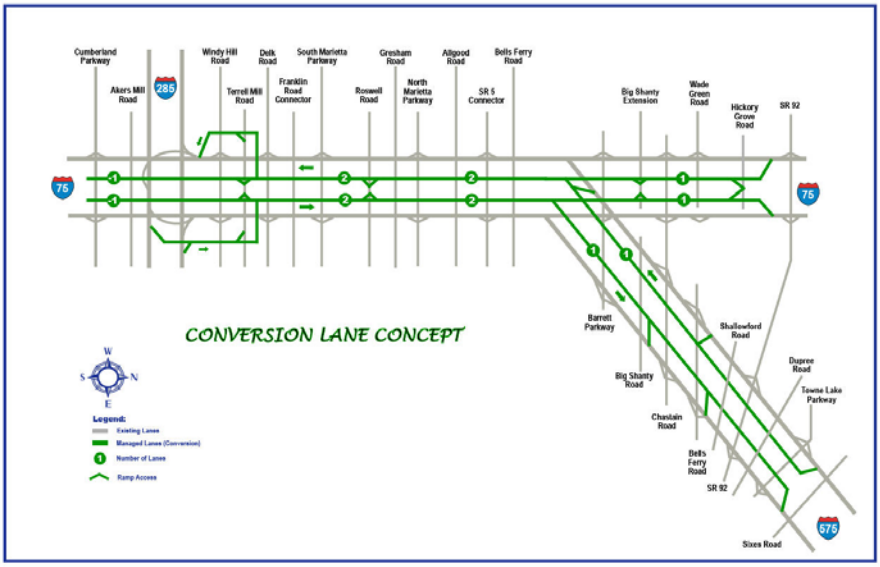


Figure 1.5– Conversion Lane Alternative

1.2.3 Tolling Provisions

Both the Reversible and the Conversion lane concepts will be developed as managed lanes which will require all vehicles accessing the managed lanes to pay a fee or toll. Heavy trucks (five axles or more) would be excluded from the managed lanes. Vehicles will be tolled electronically at a variable time-of-day rate to provide for congestion-free traffic flow on the managed lanes. Electronic Toll Collection (ETC) and video monitoring and enforcement will be implemented at all entry/exit ramps, slip ramps and at mainline segment tolling sites for the managed lane facility. It is currently envisioned that the majority of the vehicles using the managed lane facility will be equipped with a transponder. Vehicles without transponders will be identified through license plate video monitoring and billed for toll lane usage.

The details of the tolling policy, including finalization of HOV, bus, and truck access policies, will be determined at a later date prior to completion of the plan of finance.

1.3 Preliminary Design-Build Schedule

GTP has prepared a preliminary Design-Build schedule for both the Reversible and the Conversion alternatives based on a Notice to Proceed (NTP) of May, 2010, with completion dates and durations as noted in Table 1.1 below. As would be expected, due to the larger scope and the work required in the median on I-75, the Conversion alternative has a significantly longer design-build duration than the Reversible alternative.

Alternative	Design-Build NTP	Completion	Duration
Reversible	May, 2010	February, 2014	45 months
Conversion	May, 2010	September, 2014	52 months

Table 1.1 – Preliminary Design-Build Schedule Summary

The details of the construction execution plan, as well as a map of the Construction Areas, are provided in Chapter 5. The NWC Design-Build preliminary construction schedule is provided for both the Reversible and Conversion alternatives, in Appendix B.

To be ready for a Notice to Proceed by May 2010 will require, among other things, the achievement of the following critical milestones:

- Completion of the environmental approvals.
- Finalization of tolling policies by June 2009 to support completion of an investment grade traffic and revenue study.
- Negotiation of the design-build contract to support scope, schedule and price development
- Financing framework decision by mid-2009

GTP is committed to work with GDOT to achieve these critical milestone dates.

1.4 Conceptual Cost Estimate

To provide comparative cost data with prior and current design alternatives and to support the financial analysis, conceptual cost estimates were prepared for the Reversible and Conversion alternatives. These conceptual capital cost estimates include the right of way, utility relocations, final design and construction costs for the project, but do not include the development phase activities performed under the DSA. The major design and construction activities and associated indirect and direct costs, including highway and bridge construction, right-of-way acquisition and

utility relocations, have been included in the Conceptual Cost Estimate. The estimate process is the same as that utilized previously to evaluate the initial design alternatives and is based on the conceptual level of design completed to date. The results for the two alternatives in year of expenditure dollars are summarized in Table 1.2 below.

Table 1.2 – Conceptual Cost Estimate Summary

Alternative	Reversible	Conversion
Design/Build	$1,013 million	$1,355 million
Utility Relocation and Right of Way	$ 32 million	$71 million
Total	**$1,045 million**	**$1,426 million**

As noted the Reversible concept is the lower cost alternative with an estimated conceptual cost of $1.045 Billion in year-of-expenditure dollars. This cost differences associated with the Conversion Alternative are primarily due to significant differences in overall alignment geometry, impacts on the existing interchanges, maintenance of traffic, and construction staging. A detailed summary of these conceptual cost estimates for both alternatives are provided in *Chapter 6*.

To advance the conceptual cost estimate to a point where a fixed and/or unit price contract can be established will require the following:

- Completion of "costing plan level" of design
- Finalization of the construction execution plan and schedule
- Negotiation of the design/build contract

To meet the May 2010 start of construction will require initiation of activity in all three areas in early 2009.

1.5 Traffic and Revenue Forecasts

Preliminary traffic and revenue forecasts were prepared for the two alternatives to support the evaluation of financing alternatives for the project. These forecasts are based on the lane configurations as outlined in Chapter 4, the construction schedules as presented in Chapter 5, and the managed lane operating assumptions summarized below and described in more detail in Chapter 7. Sensitivity tests were run to evaluate the impacts of tolling policies allowing high occupancy vehicles (defined as HOV3+ or HOV4+) free access to the managed lanes and to evaluate the impacts of changes to key forecast variables.

The key toll operating policy basis in the managed lanes included the following:

- Posted speed of 65 mph
- No trucks with 5 axles or more
- Toll rates set to maximize revenues and maintain a minimum speed of 45 mph
- Toll rates vary with time of day
- Toll charged by distance traveled and prevailing toll rate
- BRT and emergency vehicles are allowed free access to the managed lanes

The results of the preliminary traffic and revenue study and the forecasts are described in Chapter 7. The study reports prepared by the forecast subconsultant, AECOM, are included in Appendix F.

Significant additional work is required to prepare the investment grade traffic and revenue forecast to support the plan of finance. These activities include Origin-Destination Surveys, traffic data collection, and stated preference surveys to confirm the Value of Time distribution. Some of this work must begin soon in order to close financing by May, 2010 and GTP is prepared to begin this next level of analysis upon release by GDOT.

1.6 Finance

Due to the unprecedented volatility and uncertainty in the financial markets, a range of financing scenarios have been evaluated to assist GDOT to decide on the best plan forward to complete project financing by May 2010. The timing for financial markets stabilization and the availability of alternatives to finance the project by May 2010 are very uncertain. There is currently one scenario, financing the project with General Obligation bonds, which provides certainty that the project can be financed on schedule. GTP has evaluated other potential scenarios which may be available depending on market conditions at financial closing. In addition, alternatives have been evaluated to illustrate options to refinance the project after an original financing with General Obligation bonds A private concession debt/equity finance scenario has also been evaluated as another comparative case. In light of the uncertain market conditions, it is recommended that GTP and GDOT continue to closely monitor the financial markets over the next few months so that by mid-2009 GDOT can commence work to close financing by May 2010.

GTP has evaluated the following financing scenarios.

- Toll Revenue Bonds. Finance the maximum amount of capital that can be raised from the toll revenues. The preliminary structure includes non-recourse toll revenue bond debt in the form of senior lien toll revenue bonds and a subordinated loan from the United States Department of Transportation (USDOT).
- General Obligation Bonds. Finance the project with General Obligation bonds. This alternative would enable financing to close on schedule and accesses the lowest available overall cost of capital
- General Obligation Bonds and Refinance with Toll Revenue Bonds: Finance the project with General Obligation bonds and re-finance after construction is complete and operation has begun with the maximum amount of non-recourse toll revenue bonds and a subordinated loan from USDOT.
- Concession: Finance the project under a 40 year private finance concession structure
- System Backed Finance. Finance the project as if it was part of a completed regional managed lane system

Additional details and other key concepts underlying this financial structure are summarized in Chapter 8.

Due to the aforementioned turbulence in the financial markets, it would be difficult and impractical for GDOT to make a decision at this time on the best plan of finance. However, based on our evaluations to date the following conclusions can be reasonably surmised:

- The General Obligation bond scenario would provide the lowest overall cost of capital and is the only option that currently provides certainty to close financing by May, 2010.
- If the project is financed with toll revenue debt, the Reversible lane alternative has a lower level of State contribution required than the lane Conversion project

- If market conditions improve to allow the project to be financed with toll revenue debt, it is possible that the $1 billion Reversible lane project could be financed with a State contribution on the order of $75-$100 million/year over the 4 year development, design and construction period.
- Due to the financial market constraints, and associated high cost of capital, a concession financing structure alternative would most likely increase the funding shortfall. In addition, recent market experience indicates that it is highly unlikely that a concession transaction can be completed by May, 2010.

Recognizing that the financing decisions do not need to be made until mid- 2009, it is recommended that GDOT and GTP continue to evaluate financial market conditions and the potential of financing alternatives so that GDOT can decide on the best plan to close financing by May, 2010.

1.7 Timing and Economic Benefits

The Northwest Corridor PPI project has made significant progress in design and development and is ready to move quickly into the next stage of design development leading to a financial close and the earliest possible start of construction. The NWC Project is much further developed than other major corridors in Metro-Atlanta and is in a position to capitalize on potential Federal or State economic stimulus funding for infrastructure projects. The environmental evaluation of the NWC Project has been underway for several years and it is anticipated that the necessary environmental approvals could be secured in the fall of 2009. In addition, many site investigations have been undertaken for the corridor, including utility investigations, geotechnical investigations, and field surveys. The advanced development of NWC uniquely positions the State and the Atlanta region to move it forward as a priority project consistent with State's goals and objectives.

The NWC Project and the Reversible alternative are aligned and supportive of the Department's policies and Metro-Atlanta's goals and are consistent with:

- The Managed Lane Vision which requires all new capacity lanes within limited access corridors in Metro-Atlanta to be Managed Lanes
- The Managed Lane System Plan, which designates the corridor as a high priority
- The GDOT plan to convert HOV lanes to HOT lanes on I-85
- The McKinsey IT3 Study which promotes projects which:
    - Moves Georgia's citizens to work, school and play reliably, affordably and within an acceptable time frame
    - Optimizes throughput of people and goods in existing network assets
    - Reduces congestion costs to Georgia's economy

In today's difficult economy the Northwest Corridor project will also provide significant economic benefits in job creation and stimulus to the Georgia and Atlanta regional economy, including:

Job Creation

- During construction, employment will ramp up to over 800 construction craft and support personnel in 2010-2014
- Based on a FHWA multiplier, the indirect and induced employment could create another 1250 jobs

- Pre-NTP construction activities such as utility relocation and site clearing could begin earlier and create construction jobs in 2009

Economic Stimulus

- During construction, the peak annual expenditures for labor, materials, and equipment will exceed $240 million
- Based on USDOT metrics, the total economic benefit derived from the project is estimated to be $5.4 billion as a result of reduced delays, improved safety, and lower vehicle operation costs

Upon completion of the Project, the new managed lanes will provide lasting congestion relief and transportation options in the corridor resulting in both economic and quality of life benefits, including:

- Saving over 1.4 million hours annually in lost productivity due to traffic congestion
- Reducing traffic in the existing general purpose lanes by over 2 million vehicles per year
- Significantly reducing travel times in the new managed lanes:
    - On I-75, Hickory Grove Road to I-285 reduced from 24 minutes to 13 minutes (46 percent)
    - On I-75/575, Sixes Road to I-285 reduced from 45 minutes to 18 minutes (60 percent)
- Providing congestion free express bus service which will greatly enhance the attractiveness of the public transit option

1.8 Conclusions and Recommendations

Based on the technical and financial evaluations detailed herein GTP draws the following conclusions and recommendations:

1. Both the Reversible and Conversion alternatives are technically viable options
2. The Reversible lane is recommended over the Conversion lane alternative for the following reasons:
    - Lower capital cost
    - Lower right of way impacts and costs
    - Lower level of State financial contribution
    - Fewer additional lanes and therefore less environmental impact
    - Allows for future highway or transit expansion on the east side of I-75
3. There are a number of potentially viable financial alternatives to evaluate and a selection can be made closer to the need for financing based on market conditions at the time.
4. The project is consistent with Metro-Atlanta's managed lane vision and supports the conclusions of the recent McKinsey IT3 Study.
5. The project will not only create local jobs immediately, but will provide in the longer term over 800 construction jobs, plus the multiple effect of indirect and induced employment.

6. Upon completion, the project will provide long range economic benefits in commerce and reduced congestion saving over 1.4 million hours annually in lost productivity due to traffic congestion.

7. To meet the May 2010 start of construction requires quick action on advancing the design, traffic and revenue and financial planning, environmental assessment and negotiation of the design/build agreement.

In summary, the Technical Concept Report has studied two concepts which both can bring significant traffic congestion relief to the corridor and with significantly lower capital costs relative to prior alternatives. Of the two concepts, the Reversible Alternative provides the better tradeoff between capital costs and forecasted toll revenues and is therefore recommended.

1.9 Plan Forward

The NWC Project includes many benefits and to assure that those benefits are realized, GTP recommends completion of project development as summarized below. The next steps, leading up to a financial close, would include the following key elements:

- Department approval of the Reversible alternative
- Timely completion of environmental review process
- Finalize tolling and transit policies required to finance and implement project
- Completion of DSA activities by GTP, including alternative optimization
- Complete Design-Build contract negotiations between GTP and the Department
- Commence investment grade traffic revenue study
- Joint determination of the best financial plan for the State

GTP looks forward to completing development of this project with the Department and successful implementation of the first PPI project for the state. Through this collaboration, the state and GTP are in a position to address the transportation needs of the state and to provide needed congestion relief and economic stimulus in a timely manner.

CHAPTER 2 - BACKGROUND

The Northwest Corridor has long been recognized as one of the Atlanta region's most congested interstate highways. The Corridor runs southeast along I-75 from the intersection with Hickory Grove Road down to Five Points Station, and along I-575 south from Sixes Road where it joins with I-75 (see *Figure 2-1 Northwest Metro Atlanta Highway Map*). With a population of over 400,000 residents, the Northwest Corridor is home to a substantial portion of the region's highway commuters. It is also one of the most economically significant areas in the region, containing major activity and employment centers such as Midtown Atlanta, Cumberland Galleria, Marietta, and Town Center. Rapid growth in both population and employment in the Northwest Corridor is expected to continue through 2030. Without improvements to the transportation system to accommodate this growth, congestion will continue to increase, resulting in a serious loss in mobility for corridor residents, businesses, and employees.

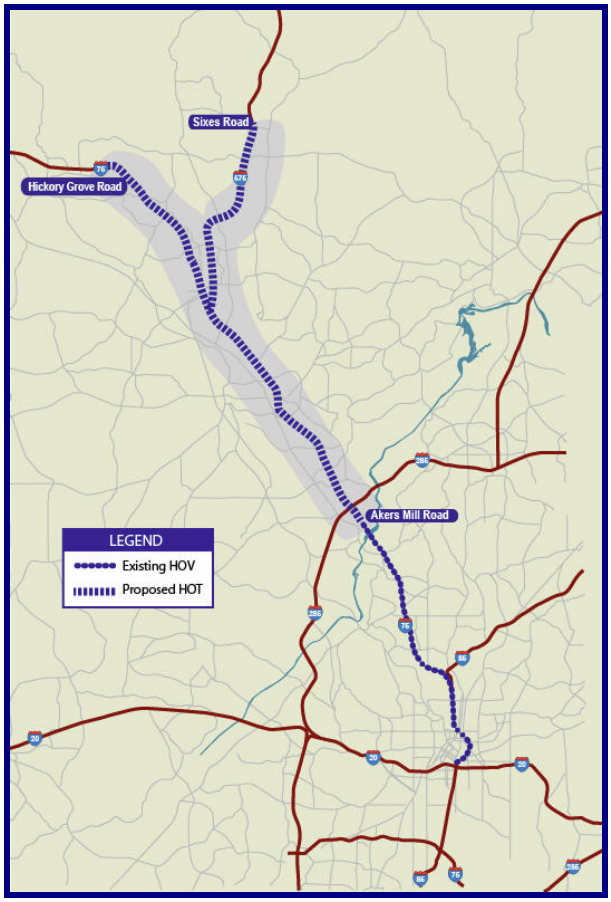


Figure 2.1 – Northwest Metro Atlanta Highway Map

The purpose of the Northwest Corridor Project is to provide additional transportation choices, improve mobility and connectivity between activity centers, and reduce single occupancy vehicle travel while avoiding or minimizing adverse environmental impacts.

Members of GTP first became involved in the Northwest Corridor as a result of our participation with the Cumberland CID in evaluating potential transit alternatives in the corridor. As a result, GTP became extremely familiar with the congestion challenges and also developed relationships with the impacted stakeholders. With the passage of the required PPI legislation, the decision was made to submit an unsolicited PPI proposal to address the I-75/I-575 congestion issues including transit related improvement for this rapidly growing area.

2.1 PRE-PROJECT STUDIES

The overall plan for the Northwest Corridor Project and this *Technical Concept Report* grew out of a number of studies undertaken separately by the Georgia Department of Transportation (GDOT), Georgia Regional Transportation Authority (GRTA) and the State Road and Tollway Authority (SRTA).

The GDOT study, begun in November 2001, focused on improving the I-75 Corridor by widening the existing corridor and extending the existing HOV system to Wade Green Road from its current limit at Akers Mill Road. The improvements also included adding High Occupancy Vehicle (HOV) lanes on I-575 from the I-75 Interchange to Sixes Road.

Concurrently, GRTA was exploring transit-related improvements in the same general area (northwest metropolitan Atlanta). Their *Northwest Connectivity Study* proposed Bus Rapid Transit (BRT) operating in the HOV lanes along I-75 as the preferred alternative.

Realizing that there were many common goals associated with the two studies, GDOT and GRTA combined their individual projects in May 2004 as a means to effectively move through the federally required environmental process and expedite implementation.

As the combined project was being developed, SRTA published draft reports on two studies entitled *High Occupancy Toll Lanes Potential for Implementation in the Atlanta Region* and *Truck Only Toll Facilities Potential for Implementation in the Atlanta Region*. Collectively, these reports are known as the *HOT/TOT Study*. The *TOT* study concludes that adding truck-only lanes to the Interstate corridors can produce substantial travel time savings for motorists in the general purpose lanes, specifically because removing a significant percentage of the large trucks with trailers from the general purpose lanes facilitates traffic because trucks do not respond as rapidly to speed changes and can make lane changes difficult.

In August 2005, GDOT added truck-only lanes to the GDOT-GRTA study of the I-75 Corridor and also extended the project limit on I-75 approximately 6,000 feet from Wade Green Road to north of Hickory Grove Road (with a new HOV access point to be added at Hickory Grove Road). This latest modification to the study also included new BRT station concepts and managed lane alternatives.

In March 2007, GDOT completed the Northwest I-75 / I-575 Corridor Draft Environmental Impact Statement (DEIS) and submitted the document to the FHWA for review and comment. The DEIS "build" alternatives featured two 12-foot HOV/ETL lanes in each direction separated by a center barrier with 4-foot shoulders on each side. The alternatives also included two 12-foot Truck Only Toll (TOT) lanes separated from the general purpose lanes by a barrier with a 14-foot shoulder to the outside of the TOT lanes and a 12-foot shoulder to the inside of the general purpose lanes. The HOV/ETL lanes are separated from the TOT lanes by a barrier with a 10-foot shoulder to the outside. During the comment resolution period further development of the EIS was temporarily suspended pending further evaluation on a region-wide and cost-effective approach for improving transportation mobility for the Atlanta metropolitan area.

In June 2007, GDOT requested that GTP investigate and develop "reduced-cost" managed lane concepts for the I-75 / I-575 Northwest Corridor. This *Technical Concept Report* describes the two concepts developed by GTP incorporating construction conceptual costs and associated projected toll-based revenues that would be generated by these alternatives. The "reduced-cost" managed lane concepts do not include TOT lanes nor do they include an incorporated BRT system of stations and parking facilities.

Descriptions of the studies referenced above, as well as others that have impacted the evolution of the Northwest Corridor Project are included below and organized by sponsoring agency.

2.1.1 GDOT Studies

2.1.1a HOV Strategic Implementation Plan – March 2003 [Ref 1]

In September 2001, GDOT initiated a two-phase study to develop a strategy for current and future HOV lane use within the region. Phase I involved a detailed analysis of HOV corridors identified in the ARC 2025 Regional Transportation Plan (RTP). This included an Interim Implementation Prioritization List, which included "critical corridors that rated high in constructability". Phase II included the evaluation of "feasible improvements to existing lanes and potential extensions of the HOV system beyond the 2025 RTP to a 21-county non-attainment area under the Clean Air Act". The analysis of these potential extensions to the HOV system was included in the regional HOV plan.

NWC Relevance: This HOV study was the precursor to the Northwest Corridor HOV/BRT Study and the later GTP proposal that incorporated managed lanes with BRT and truck-only toll lanes.

2.1.1b Interstate System Plan – April 2004 [Ref 2]

GDOT developed an Interstate System Plan (ISP) for Georgia's interstate system focused outside of the 13-county Atlanta non-attainment area. The Interstate System in Georgia was constructed using plans developed during the 1950s and was designed to provide for Interstate connectivity, defense, and commerce. The Interstate System was declared complete when the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) was signed into law, after nearly four decades of construction. The system continues to be a critical component of the transportation network.

The Interstate System Plan identifies improvements to the total system based on a comprehensive assessment of system needs. This included a listing of recommended projects which would improve safety, maintenance, provide environmental protection, reduce congestion and/or address future growth along the system.

NWC Relevance: Several components of the proposed alternatives were included in the ISP for Georgia, including the widening of I-75 in the metro Atlanta area.

2.1.1c Northwest Corridor Feasibility Report – April 2007 [Ref 9]

The GTP Feasibility Study evaluated solutions to improve mobility, enhance connectivity between activity centers and provide additional transportation choices, while avoiding or minimizing adverse environmental impacts.

The key alternatives identified in the current Northwest I-75/I-575 Corridor Alternatives Analysis Draft Environmental Impact Statement (AA/DEIS) consists of a No-Build Alternative, a High Occupancy Vehicle (HOV) / Truck Only Lane (TOL) Alternative, and HOV/TOL/Transportation System Management (TSM) Alternative, an HOV/TOL/Bus Rapid Transit (BRT) Alternative and an HOV/TOL/Reduced BRT Alternative. The key features of the two build alternatives presented in the 2007 Feasibility Report are consistent with the AA/DEIS Alternatives.

- Alternative 1 – Truck –Only Toll Lane: Outside under the alternative, the HOV/HOT lanes are located inside the existing general purpose lanes and the proposed TOL's are located outside the general purpose lanes.

- Alternative 2 – Truck-Only Toll Lane: Inside under the alternative, the HOV/HOT lanes are located inside the existing general purpose lane and the proposed TOL's are also located inside the general purpose lanes.

Both alternatives incorporated a reconfiguration of the existing I-75/I-575 Corridor and associated interchanges.

Capital Cost estimates for both Northwest Corridor alternatives were prepared. These estimates include major design and construction activities and associated indirect and direct costs, including highway and bridge construction, BRT facilities construction, Right-Of-Way acquisition and utility relocations.

Various tolling scenarios and associated revenue forecasts were developed to evaluate possible financing approaches. The required state funding associated with both of the alternatives and each of the tolling scenarios were significant. Given the significant funding requirements, GDOT requested that GTP investigate and develop "reduced-cost" managed lane concepts for the I-75/I-575 Northwest corridor as presented in this Technical Concept Report.

2.1.1d Managed Lane System Plan (Region Wide)- February 2009 (scheduled) [Ref 3]

GDOT is currently evaluating a managed lane system, at a macro-level, for the Atlanta metropolitan area. This travel demand study is based upon the current ARC traffic regional model.

NWC Relevance: This managed lane study includes the evaluation of Reversible lanes and other innovative managed lane concepts.

2.1.1e Radial Freeway Strategic Improvement Plan – March 2009 (scheduled) [Ref 4]

This micro-level simulation study examines traffic solutions for the "Radial" freeways in the Atlanta metropolitan area (i.e, I-20, I-75, I-85 and GA400).

NWC Relevance: This study incorporated the Northwest Corridor Project limits.

2.1.2 SRTA Studies

2.1.2a I-75/I-575 HOV/BRT Value Pricing Corridor and Feasibility Study- April 2006 [Ref 5]

The Georgia State Road and Tollway Authority received a grant through the Federal Highway Administration (FHWA) to study the concept of value pricing relative to the HOV/BRT project. The study findings indicate that the level of service along the corridor will decrease in the future due to increased congestion. In addition, high traffic volumes during peak time will cause commuters to modify their travel times leading to peak spreading and increased and prolonged congestion throughout the day.

The study investigated the appropriateness of several demand modeling approaches and also conducted several surveys to determine "willingness to pay" thresholds. A Regional Travel Demand Model was utilized to derive values for maximum, optimum, and recommended toll rates, managed lane traffic volume and traffic share, and estimated Annual Net Toll Revenues. The study also analyzed the various tolling technologies currently available for the operation of the managed lanes and recommends an automated, entry/exit electronic pay toll system.

NWC Relevance: This study was undertaken specifically to investigate value pricing for the proposed NWC project.

2.1.2b High Occupancy Toll (HOT) Lanes – April 2005 [Ref 6]

This study was conducted to determine the viability of utilizing the current and planned HOV system as high occupancy toll (HOT) lanes in the Atlanta Metro area with the goal of providing more efficient and reliable travel in this heavily congested network. This concept was proposed in response to the ARC Mobility 2030 plan which predicts that even with expanded HOV, the system

will be over utilized in some areas, while under utilized in others. As a result, in order to achieve the desired level of service, an acceptable solution would be to apply a pricing strategy.

The study looked on both a corridor and regional basis at strategies based upon number of vehicle occupants and fee charged. Different scenarios were also applied to the various corridors, and in general, the study was favorable toward the feasibility of a HOT network in Atlanta.

NWC Relevance: I-75 (inside and outside I-285) and I-575 were included in the study.

2.1.3 ARC Studies

2.1.3a Mobility 2030 Regional Transportation Plan – December 2004 [Ref 7]

This study addresses the long term transportation needs of the entire Atlanta region, specifically addressing the congestion issues. This study was developed in two phases:

- Phase I - Aspirations Plan – This included a broad range of measures which would improve mobility, without financial constraints.
- Phase II – 2030 RTP – The list from Phase 1 was prioritized and available funding was assessed and gaps relative to address current and future transportation challenges determined

The study indicated that there will be a significant funding gap in implementing the program required to meet the mobility needs of the Atlanta region in the future.

NWC Relevance: Mobility 2030 is the overarching plan for the more focused plans, which are relevant to the Northwest Corridor Project.

2.1.4 GRTA Studies

Use of the proposed managed-lane system by Cobb County Transit (CCT) and GRTA express buses are anticipated but the reduced-cost concepts developed by GTP do not include BRT stations and facilities. Specifically, the BRT stations and associated parking facilities that were incorporated into the 2007 GDOT Northwest I-75 / I-575 Corridor DEIS will likely be reconfigured at different locations by GRTA.

Studies developed by GRTA for the I-75 corridor are included for reference.

2.1.4a Northwest Connectivity Study (NWCS) - February 2004 (LPA) [Ref 8]

The NWCS examined potential improvements to transportation connections among activity centers within the I-75/US41/CSX Railroad corridor. The limits of the study were Midtown Atlanta to the south, through the Cumberland Galleria area and up to Town Center in the north. A total of eleven alternatives were analyzed, including ten build and one no-build alternative. The preferred elements of ten build alternatives were then combined into three alternatives, of which Alternative A was identified as the Locally Preferred Alternative (LPA).

In May 2004, GRTA and GDOT joined forces to initiate a joint I-75 HOV and Transit EIS effort. This project, designated the “I-75 Northwest Transit Corridor”, was included in the Atlanta Regional Commission’s (ARC) proposed Regional Transportation Plan as of March 2004.

NWC Relevance: Beginning in 2004 this project was combined with the Georgia Department of Transportation I-75/I-575 HOV Lane Extension Project.

2.1.4b IT3 Study – State of Georgia – 2008/2009 [Ref 10]

The state is currently undergoing a study to look at demand management, infrastructure improvements, and congestion management. The study, which is under development, is looking at managed lane improvements in major congested corridors, among other improvements, for their economic benefits as well as their congestion relief and other transportation benefits. This study will continue to develop in the next year or so, and will be used by the state to understand and prioritize transportation needs.

2.2 Project Team

The project team consists of the state and regional agencies overseeing the project; their consultants providing services related to the project; and Georgia Transportation Partners, the Project Developer. A detailed list of the participating agencies and firms for the Development Phase activities is included in the following table.

Team Member	Description
Georgia Department of Transportation	▪ Government Agency responsible for planning, constructing, maintaining and improving the state's roads & bridges. Also provides planning & finacial support for mass transit ▪ Project Co-sponsor
Parsons Brinkerhoff ▪ GDOT's EIS Consultant	
Georgia Regional Transportation Authority	▪ Georgia State Authority responsible for working to improve Georgia's mobility, air quality, and land use practices ▪ Project Co-sponsor
State Road and Tollway Authority	▪ Operates Georgia's Toll Roads ▪ Financing arm for state transportation agencies
Georgia Transportation Partners Joint Venture	▪ Proposing joint venture for Northwest Corridor Project
PPI Team	
Bechtel Infrastructure Corporation	▪ Prime contractor ▪ Development services ▪ Design and design management
Kiewit Southern Co.	
Financial Advisor	
Citigroup Global Markets, Inc.	▪ Financial Planning and advisory services
Engineering and Design Firms	
Post, Buckley, Schuh & Jernigan, Inc.	▪ Lead highway design ▪ Traffic engineering ▪ ROW services ▪ Toll collection system ▪ Survey
Long Engineering Inc.	▪ Survey and engineering services
AECOM Enterprises	▪ Traffic and revenue consultant
SL King & Associates, Inc.	▪ Highway lighting design
Wilmer Engineering, Inc.	▪ Geotechnical and material testing services
SYSTRA Consulting and Engineering	▪ Engineering and design services
B&E Jackson & Associates, Inc.	▪ Civil design services
J.B. Trimble and Associates	▪ Engineering services
Construction Firms	
C.W. Matthews Contracting Company, Inc.	▪ Construction services
Other Supporting Firms	
Jackson/Spalding	▪ Public media relations
JAT Consulting Services, Inc.	▪ Community awareness and media communications
Malváda Consulting Group	▪ Community awareness
The Architecture Group	▪ Architectural services
Massey & Bowers LLC	▪ Stakeholder Coordination
MHR International	▪ DBE monitoring and reporting
Phoenix	▪ Database support
Stanley Love-Stanley	▪ Architectural services
Wilbur Smith Associates	▪ Traffic and Revenue
PSI	▪ Geotechnical and material testing
3DS	▪ Aerial mapping services

Figure 2.2 – Project Team

2.3 References

1. HOV Strategic Implementation Plan prepared by GDOT (March 2003)
2. Interstate System Plan prepared by GDOT (April 2004)
3. Managed Lane System Plan (Region Wide) currently being evaluated by GDOT (February 2009 - scheduled)
4. Radial Freeway Strategic Improvement Plan currently being evaluated by GDOT (March 2009 – scheduled)
5. I-75/I-575 HOV/BRT Value Pricing Corridor and Feasibility Study prepared by the Georgia State Road and Tollway Authority (April 2006)
6. High Occupancy Toll (HOT) Lanes prepared by Georgia State Road and Tollway Authority (April 2005)
7. Mobility 2030 Regional Transportation Plan prepared by ARC (December 2004)
8. Northwest Connectivity Study (NWCS) developed by GRTA (February 2004)
9. Northwest Corridor Feasibility Report preparedy by GTP (April 2007)
10. IT3 Study – currently being prepared by the State of Georgia (2008/2009)

CHAPTER 3 – DESCRIPTION OF ALTERNATIVES

Georgia Transportation Partners (GTP) has developed two managed lane alternatives that will provide travel time savings for HOT/BRT users along the Northwest Corridor: Reversible Alternative and Conversion Alternative. The "reversible" managed lane concept consists of two newly constructed managed lanes generally located to the outside and west of the existing I-75 corridor. The "conversion" managed lane concept consist of one newly constructed managed lane and one existing general purpose lane converted to a managed lane. The conversion lanes, consisting of two managed lanes in both directions, are generally located in the existing median of I-75. North of the I-75/I-575 interchange, both alternatives are generally located in the median of I-75 and I-575.

These concepts support the Georgia Department of Transportation's (GDOT) managed lane (HOV) plans and incorporate transit usage for the Georgia Regional Transportation Authority's (GRTA) public transit program envisioned for the I-75 and I-575 corridor.

3.1 DEVELOPMENT OF ALTERNATIVES

The two alternatives developed by GTP extend the existing I-75 HOV system north from Akers Mill Road to the existing Hickory Grove Road Interchange on I-75 and to the existing Sixes Road Interchange on I-575.

The development of the reversible and conversion alternatives as prepared by GTP for this *Technical Concept Report* occurred after the completion of the 2007 Northwest I-75/I-575 Corridor Alternatives Analysis Draft Environmental Impact Statement (AA/DEIS). The further development of the NWC Project environmental documents is not the subject of the Technical Concept Report. The preparation of environmental documents by GDOT is in process, and supported by another consultant team.

3.2 PROJECT KEY FEATURES

The key features of the current proposed GTP alternatives for the I-75/I-575 Reversible and Conversion alternatives are described below:

3.2.1 Extension of the HOV system

The existing I-75 HOV system will be extended by adding new managed lanes on I-75 and I-575. The concept includes two managed lanes in each direction on I-75 from Akers Mill Road to the I-575 Interchange and one managed lane in each direction on I-75 to the north managed lane terminus at the existing Hickory Grove Road Interchange; and one managed lane in each direction on I-575 to the north I-575 managed lane terminus at the existing Sixes Road Interchange. Managed lane access locations will be provided at the following locations:

I-75	I-575
Terrell Mill Road	Big Shanty Road
Roswell Road	Shallowford Road
Busbee Parkway Connector	Dupree Road
Hickory Grove Road	Sixes Road

Managed access will be provided utilizing managed lane interchanges for I-75 and "slip ramps" along I-575.

The Right-Of-Way Impacts for both alternatives will be minimal involving properties to the west of I-75 for the Reversible Alternative and slight impacts to and properties on both sides of I-75 for the conversion alternative.

Project limits and location are shown on Figure 3.1 – Northwest Corridor Project Location Map.

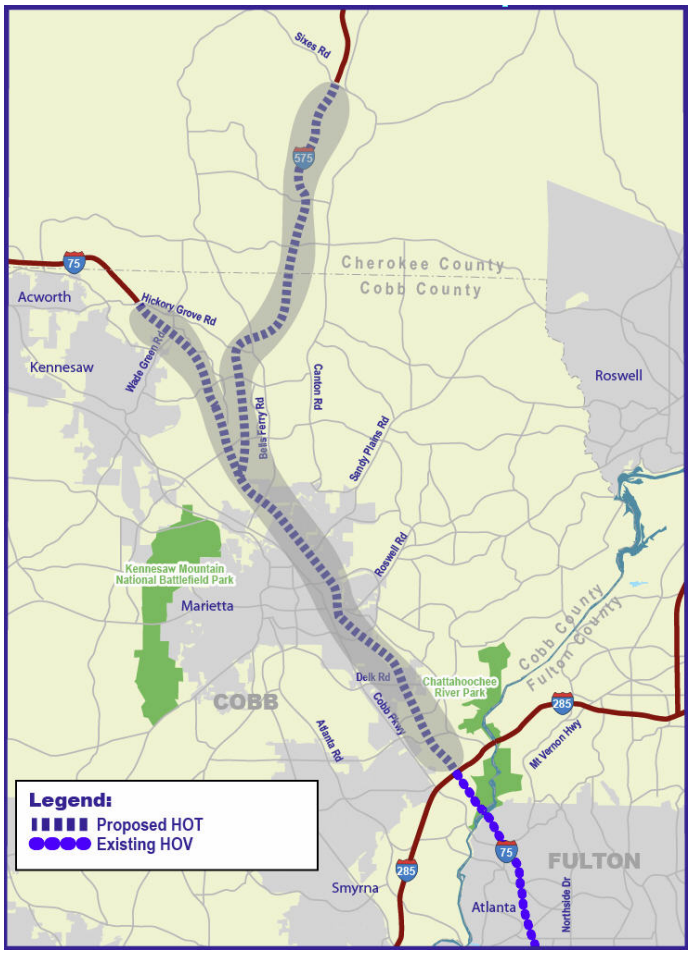


Figure 3.1. Northwest Corridor Project Location Map

3.2.2 Tolling Provisions

The managed lanes will be developed as Electronic Toll Lanes (ETL) or High Occupancy Toll (HOT) lanes. The concept of HOT lanes, or managed lanes would allow Single Occupancy Vehicle (SOV) access to the managed lanes for a fee or toll. Vehicles will be tolled electronically at a variable time-of-day rate to promote congestion-free traffic flow on the managed lanes. Electronic Toll Collection (ETC) and video monitoring and enforcement will be implemented at all entry/exit ramps, slip ramps and at mainline segment tolling sites for the HOT facility. It is currently envisioned that applicable vehicles using the HOT lane facility would be equipped with a transponder. Vehicles without transponders will be identified through license plate video monitoring and later billed for toll lane usage by mail.

The BRT system will have access to the new HOT lanes operating from downtown Atlanta to the Big Shanty Road on I-75 and on the existing HOV lanes inside I-285. As currently envisioned, trucks would not have access to the proposed HOT lanes.

There are several variations of HOT lanes that are being explored, including varying occupancy requirements with congestion-pricing options. These variations are covered in greater detail in Chapter 7 – Preliminary Traffic/Revenue Projections.

3.2.3 I-75 / I-285 Interchange

The proposed ramp connections for both alternatives between I-75 and I-285 for HOT/BRT are considered to be an interim measure. The on-going GDOT Revive I-285 top end study will develop alternatives and recommendations for improvements to I-285 including the I-75 interchange. Incorporated into the GTP concept are interim HOT ramp connections to I-285 from I-75 that are intended to provide acceptable operational conditions for opening year traffic and provide travel time savings for the HOT/BRT users. These connections enhance the utility of the Northwest Corridor project. It is anticipated that alternatives will be developed as part of the I-285 SCIP project that will retain the majority of the interim connection infrastructure.

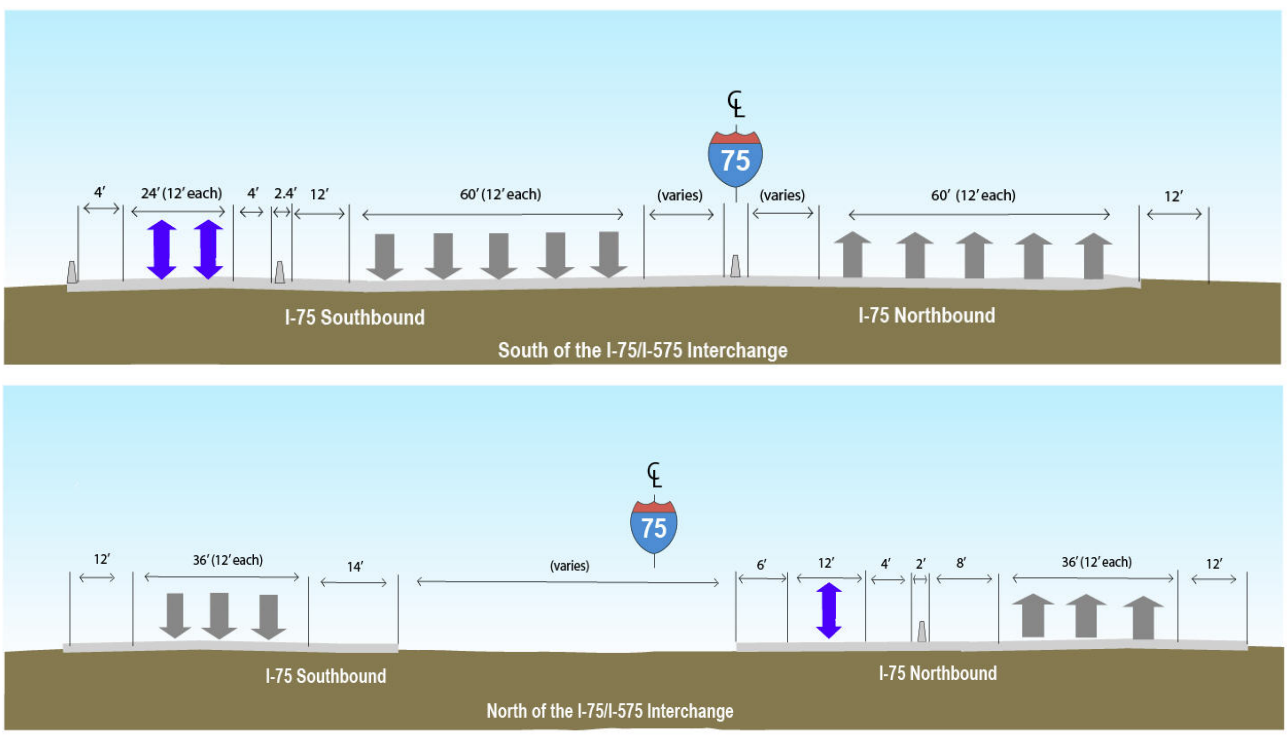
Key elements of the I-285 / I-75 interchange include:

- I-75 HOT/BRT tie-in to the existing I-75 HOV system inside I-285
- I-75 HOT/BRT tie-in to the I-285 EB and WB lanes

3.3 Reversible Managed Lanes

3.3.1 Description of Reversible Alternative

Under this alternative, the managed lanes are generally located outside and west of the existing general purpose lanes south of the I-575 Interchange. The profile is either at-grade or elevated depending on local topography, cross-streets and other existing features within the corridor. The reversible alternative is comprised of two lanes south of the I-575 Interchange and a single lane on both I-75 and I-575 north of the interchange. Traffic flows south in the two managed lanes during the AM peak travel period and north during the PM peak travel period. *(See Figures 3.2 – Reversible Alternative Roadway Section).*



Figures 3.2 – Reversible Alternative Lane Configuration Section

3.3.2 Features of Reversible Alternative

I-75 from Akers Mill Road to I-575 / I-75 Interchange

- The proposed typical section provides for two 12-foot managed lanes with 4-foot shoulders.
- Traffic flows south in both lanes during the AM traffic peak period and north in both lanes during the PM traffic peak period.
- Managed lanes merge from I-285 with the existing I-75 HOV system south of I-285. The I-285 lane bifurcates to an EB and WB I-285 ramp that merges into the general purpose lanes from the I-285 median.
- The reversible alignment is supported on bridge structure over the existing interchanges and cross-roads including: Windy Hill Road, Delk Road, South Marietta Parkway, Gresham Road, Georgia NE Railroad, Canton Road, Allgood Road, and SR 5 Connector. Additionally, the alignment is on bridge structure adjacent to Rottenwood Creek (1,260 lf) north of Delk Road.

I-75 North of I-575 / I-75 Interchange

- The proposed typical section provides for one 12-foot managed lane located adjacent to the NB I-75 lanes.

I-575 North of I-575 / I-75 Interchange.

- The proposed typical section provides for one 12-foot managed lane located adjacent to the NB I-575 lanes.

3.3.3 Reversible Alternative Alignment

A schematic diagram of the Reversible Alternative can be found on Figure 3.3-Reversible Lane Alternative – shown on the following page.

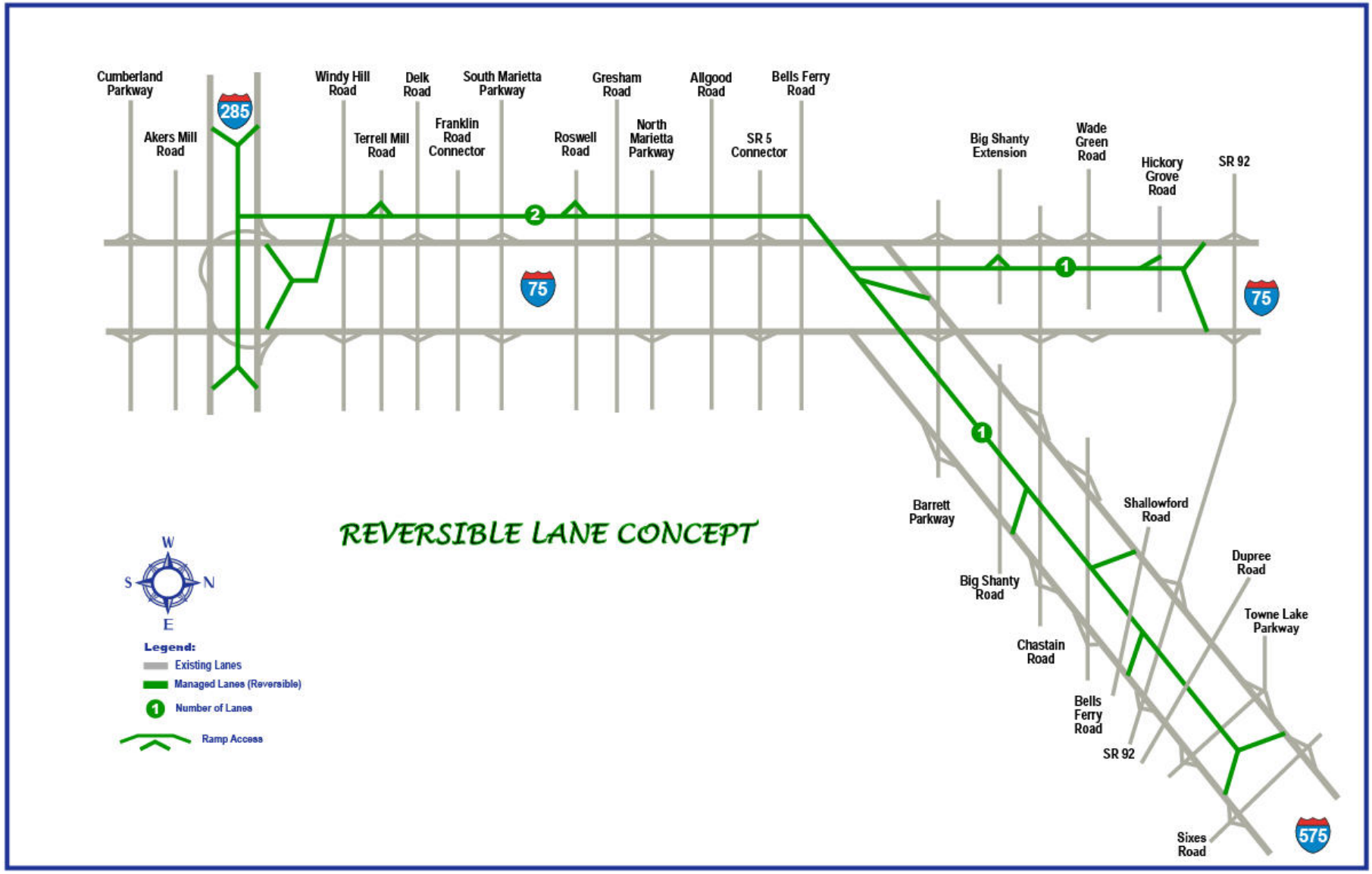
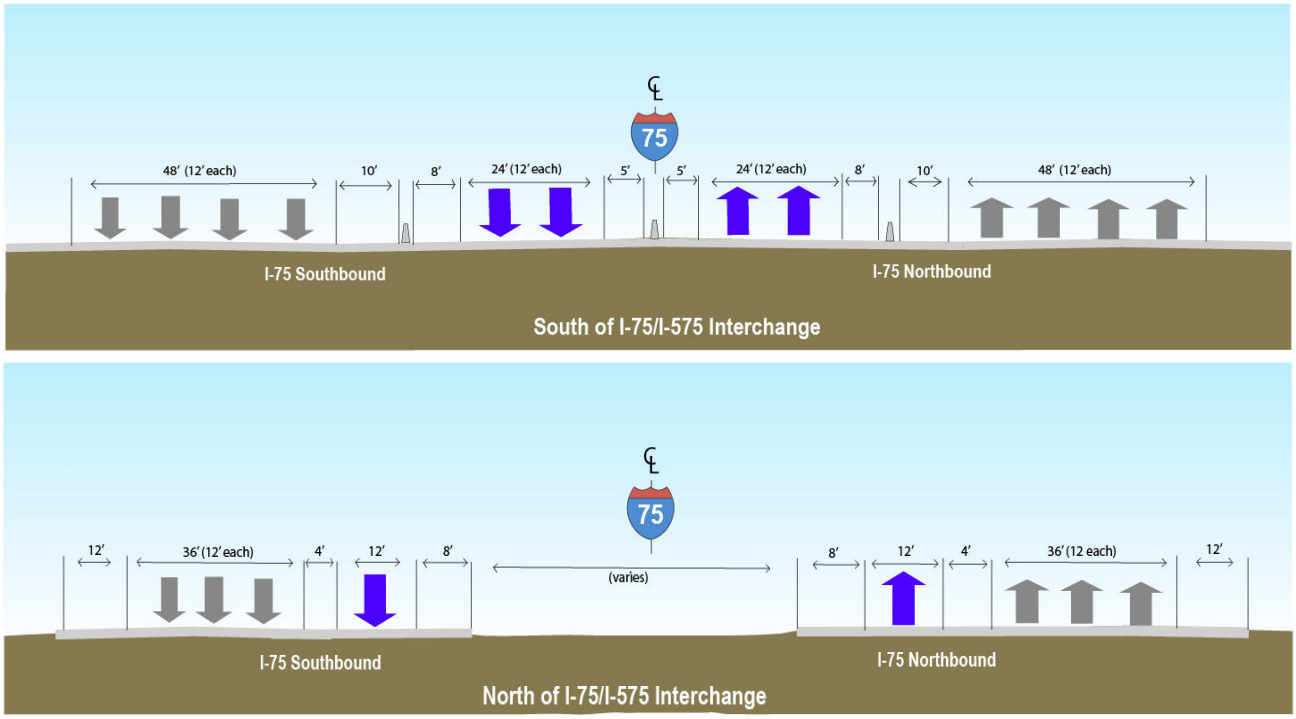


Figure 3.3. Reversible Alternative Alignment

3.4 Conversion Managed Lanes

3.4.1 Description of Conversion Alternative

Under this alternative, the proposed managed lanes are located in the median between the existing NB and SB general purpose lanes. The interior existing general purpose lane is "converted" to a managed lane and one additional managed lane is added in each direction on I-75 south of the I-575 Interchange.*(See figures 3.4 – Conversion Alternative Roadway Sections).* North of the I-75/I-575 interchange, one managed lane is added in each direction.



Figures 3.4 – Conversion Alternative Roadway Sections

3.4.2 Features of Conversion Alternative

I-75 from Akers Mill Road to I-575 / I-75 Interchange

- The proposed typical section provides for two 12-foot managed lanes in each direction separated by a center barrier with a 5-foot shoulder on each side. The managed lanes are separated from the general purpose lanes with a concrete barrier and 8-foot shoulder. The barriers are continuous concrete "jersey" barriers.

I-75 North of I-575 / I-75 Interchange

- The proposed typical section provides for one 12-foot managed lane in each direction with an 8-foot shoulder on the median side. The managed lanes are separated from the general purpose lanes with a 4-foot rumble strip. Three general purpose lanes are provided for each direction.

I-575 North of I-575 / I-75 Interchange.

- The proposed typical section provides for one 12-foot managed lane in each direction separated with an 8-foot shoulder on the median side. The managed lanes are separated from the general purpose lanes with a 4-foot rumble strip. Two general purpose lanes are provided for each direction. The general purpose lanes have a 12-foot shoulder to the outside.

3.4.3 Conversion Alternative Alignment

A schematic diagram of the Conversion Alternative can be found on Figure 3.5-Conversion Lane Alternative – shown on the following page.

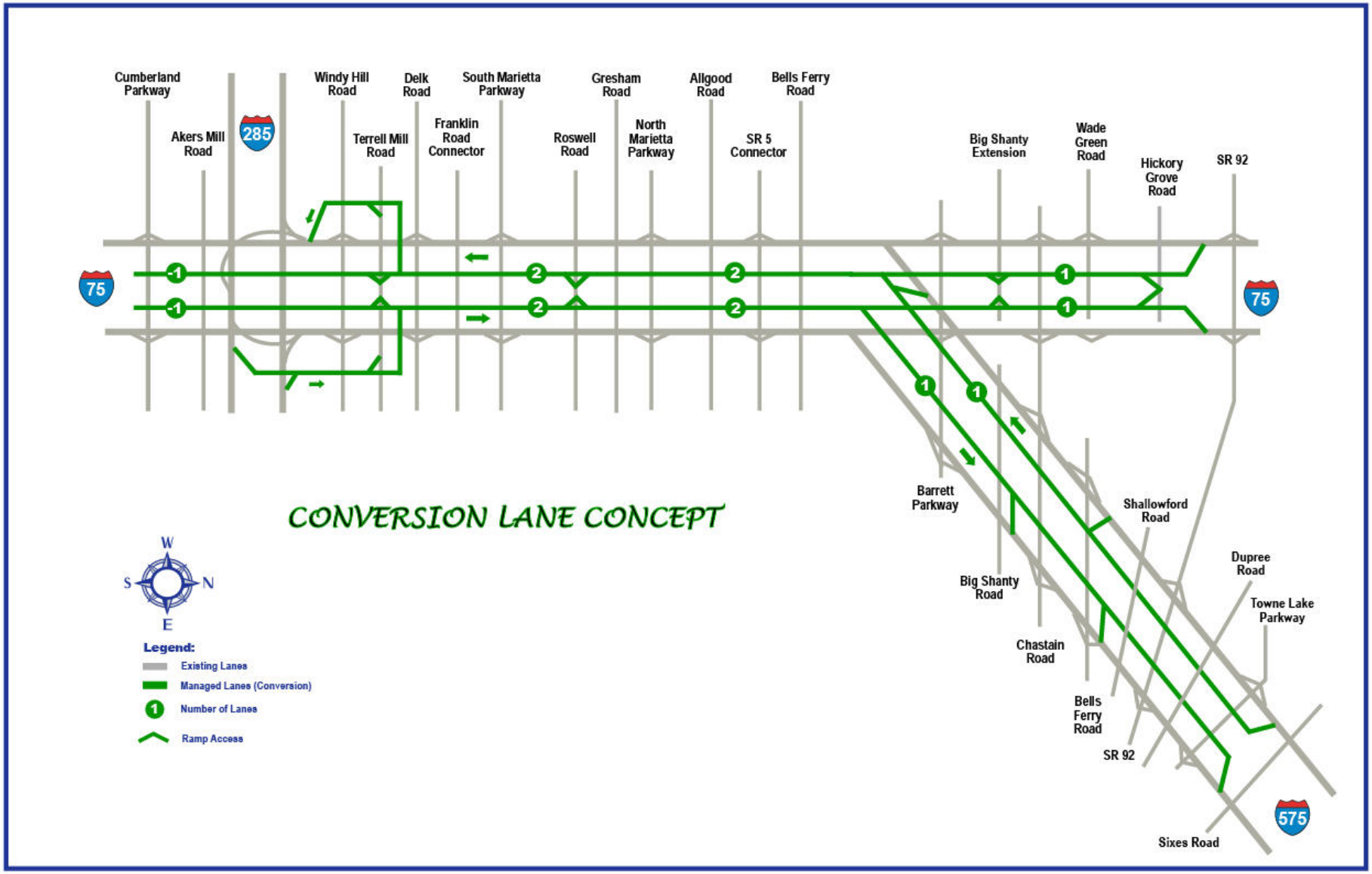


Figure 3.5 – Conversion Alternative Alignment

CHAPTER 4 – DESIGN ANALYSIS AND DEVELOPMENT

4.1 EXISTING CORRIDOR

4.1.1 Description

The metropolitan Atlanta area population is forecast to grow by more than 2 million people in the next 20 years. With peak-hour traffic already at gridlock levels in major corridors, the need for improved transportation systems is imperative for the Atlanta area to maintain its competitive business edge, in the southeast US, and quality of life for its residents.

The I-75/I-575 Corridor is a major radial metropolitan highway in the Atlanta region. The corridor serves as a major commuting route from Cobb and Cherokee counties to activity centers in Atlanta, but also as a national north-south transportation artery through Georgia. Rapid growth in population and employment is expected to continue through 2030, with population increasing by 40 percent and employment by 60 percent. The Northwest Corridor:

- Is home to over 400,000 residents
- Connects major businesses, commercial, and employment centers
- Contains the 17th most congested bottleneck in the US
- Is a major north-south truck route: 30 percent of the volume is truck traffic

The NWC Project proposes to provide for the extension of HOV/HOT (managed) lanes on I-75 north from Akers Mill Road to north of Hickory Grove Road, construction of new managed lane ramps and interchanges for access to the system, allowing access for express bus or BRT services. Additionally, HOV/HOT (managed) lanes are also proposed on I-575 from the I-75/I-575 interchange to Sixes Road in Cherokee County.

There are two alternative managed lane schemes under study by GTP in this report: reversible managed lanes and conversion managed lanes. The reversible lane alternative provides for two managed lanes generally located outside and west of the existing general purpose lanes south of the I-575 Interchanges and a single managed lane in the median on I-75 and I-575 north of the interchange. The conversion lane alternative locates two managed lanes in the median of I-75 south of the I-575 Interchange, converting an existing general purpose lane to a managed lane and adding a second lane in both directions. North of the I-575 Interchange, a single managed lane in both directions is proposed to be added in the median of both I-75 and I-575.

4.1.2 Existing Design Issues

The 2007 Draft Environment Impact Statement (DEIS) identified existing geometric and operational deficiencies within the project limits. Many of these deficiencies, including substandard lane widths, substandard shoulder widths, substandard vertical and horizontal clearances, capacity deficiencies, interchange spacing and configuration deficiencies, substandard weaving sections, and lane imbalances do not meet state or federal design criteria. Specific deficiencies identified include:

- Vertical clearances less than the standard 16.5 ft exist at the Delk Road, South Marietta Parkway, and Dickson Road bridge crossings on I-75.
- Horizontal clearances less than the standard 16 ft exist in several segments on I-75 totaling approximately 14.4 miles. Approximately 6.6 miles of northbound (NB) and southbound (SB) I-75 have median horizontal clearances less than current standards.

Right side horizontal clearances are less than desired at several locations totaling 0.5 miles on NB I-75 and 0.75 miles on SB I-75.

- Shoulder widths less than the desired 12 ft exist at several locations on I-75 totaling approximately 12.9 miles.
- Lane widths less than the desired 12 ft exist on SB I-75 at Windy Hill Road and on both NB and SB I-75 at Delk Road and at South Marietta Parkway. Some lanes at these locations are only 11 ft wide.
- Loop ramp radii are less than the standard 150 ft on the ramp from NB I-75 to westbound (WB) South Marietta Parkway (i.e. 140 ft radius) and the ramp from eastbound (EB) South Marietta Parkway to NB I-75 (i.e. 120 ft radius). Interchange spacing less than the desired 1 mile exists between the I-75/I-575 split and the Barrett Parkway interchange on I-575.
- Entrance ramp taper deficiency exists on the NB I-75 ramp from South Marietta Parkway where two are only 950 ft, which does not meet the current standards.
- Lane imbalances exist at six locations on NB I-75 and one location on SB I-75. In these cases, the number of on-direction mainline through lanes before an interchange is not the same as the number of mainline lanes after the interchange, meaning a through lane becomes an exit lane.

The reversible alternative is located outside the existing I-75 footprint and would have little impact on the existing corridor and associated design deficiencies. The conversion alternative is located within the existing I-75 footprint, but providing the above identified improvements to the general purpose lanes is currently not included in the scope of work and the new and existing lanes would generally reflect the existing geometric deficiencies.

The design exceptions and variances for the reversible and conversion managed lane alternatives are listed in Section 4.2.2.

4.2 Basis for Design

The GTP Design Team will develop the design for the NWC project in accordance with all applicable GDOT standards, requirements and directives, as well as those imposed by external agencies and adopted as part of this project. The relevant codes and criteria are grouped by design element and listed below.

4.2.1 Highway and Bridge

Highway, Bridge and associated structures design shall be based on the following codes as applicable:

- AASHTO Design Specifications
- AASHTO Standard Specification for Highway Bridges, 17th edition, 2002
- AASHTO Guide for High-Occupancy Vehicle (HOV) Facilities
- AASHTO Guide Specifications for Horizontally Curved Bridges
- AASHTO Guide Specification for the Design of Pedestrian Bridges
- AASHTO Policy on Geometric Design of Highways and Streets
- AASHTO Standard Specifications for Structure Supports for Highway Signs, Luminaries, and Traffic Signals
- AASHTO Standard Specification for Highway Bridges;
- AASHTO Roadside Design Guide.
- AASHTO Guide for the Development of Bicycle Facilities

- American National (AN) Publication IES RP-8-83, “American National Standard Practice for Roadway Lighting"
- FHWA Federal-Aid Policy Guide
- FHWA Manual on Uniform Traffic Control Devices “MUTCD”
- FHWA A Policy on Design Standards – Interstate System, 5th Edition
- FHWA A Guide for Achieving Flexibility in Highway Design, 1st Edition
- GDOT Transportation Online Policy & Procedure System (TOPPS)
- GDOT Plan Presentation Guide (PPG)
- GDOT Electronic Data Guidelines
- GDOT Highway Capacity Manual
- GDOT Bridge Design Manual
- GDOT Design Policy Manual
- GDOT Guidelines for Processing Design Data
- GDOT Survey Processing Guidelines
- GDOT Automated Field Survey Manual
- GDOT Standard Drawings and Construction Details
- GDOT Manual for Erosion and Sediment Control in Georgia
- GDOT Drainage Design Manual
- GDOT Standard Specifications Construction of Transportation Systems
- GDOT Rules and Regulations for Driveway and Encroachment Control
- GDOT Pavement Design Manual
- TRB Highway Capacity Manual
- Turning Vehicle Templates by Jack E. Leisch & Associates or Autoturn CAD program by Transoft Solutions.

Note: Unless noted otherwise all references are current editions as of the date of this request.

The highway design criteria utilized in the development of the alternatives are included in the following Table 4.1 – NWC Highway Design Criteria. Instances not conforming to standard criteria are tracked as exceptions and/or variances. The current design includes the design exceptions and variances as tabulated below:

4.2.2 Design Exceptions and Variances

4.2.2.1 Highway and Bridge

The design of the reversible and conversion alternatives were developed in accordance with all applicable design criteria where possible. In some instances, exceptions (FHWA design criteria) and variations (GDOT design criteria) to the design criteria were required as noted below.

- Reversible Alternative – Design Exceptions
  - A vertical grade of 7% for the I-285 west side ramp to the I-75 managed lanes
  - Shoulder widths of 4 ft for the I-75 managed lanes
  - Deficient shoulder widths under existing bridges: 2 ft at I-285 over I-75, 2 ft at I-285 WB over I-75 and 3.75 ft at I-75 under Windy Hill Rd.
  - Substandard stopping sight distances at horizontal curves at nine locations along the I-75 managed lanes

Roadway	Functional Classification	No. Lanes	Lane Widths	Design Speed (mph)	Maximum Horizontal Curve	Super-Elevation Rate	Reduced Shoulder		Grades %
							Interstate	Urban	
I-75	Urban Interstate Principal Arterial	3-8	12'	65	3º	0.08	x		3
I-575	Urban Interstate Principal Arterial	2	12'	65	Existing	0.08	x		Existing
I-285	Urban Interstate Principal Arterial	5	12'	55	Existing	0.08	x		Existing
Windy Hill Road	Urban Minor Arterial	3	12'	45	8º 15′	0.04		X	6
Delk Road (SR280)	Urban Arterial	3	12'	45	1º	0.04		X	6
South Marietta Loop (SR120 loop)	Urban Principal Arterial	3	12'	45	1º	0.04		X	5
Charles Avenue	Urban Local Street	1	12'	25	36º	0.04		X	6
Allgood Road	Urban Collector Street	1	12'	35	9º 30′	0.04		X	6
Canton Road	Urban Collector Street	1	12'	45	1º	0.04		X	3
Canton Road Connector	Urban Minor Arterial	2	12'	45	2º	0.04		X	2
Chastain Road	Urban Minor Arterial	3	12'	45	5º	0.04		X	6
Directional Ramps	N/A	1 2	16' 12'	45	9º 45′	0.08	X		6
Loop Ramps	N/A	1 2	16'	25	38º	0.08	X		6
Directional Flyover Ramps	N/A	1 2	16' 12'	45	9º 30′	0.08	X		5
Managed Lane Ramps	N/A	1	16'	45	1º	0.08	X		6
Collector-Distributor	Interstate/Collector Distributer	1	12'	55	20º 30′	0.08	X		3
Local Streets	Urban Local Street	1	12'	35	36º	0.04		X	8

Table 4.1 – NWC Highway Design Criteria

- Reversible Alternative – Design Variances
  - Length of horizontal curve for the I-75 managed lanes over the I-75 SB ramps to I-285
- Conversion Alternative – Design Exceptions
  - Vertical clearance of 15.2 ft at Banberry Rd; less than 16.5 ft
  - Vertical clearance of 15.7 ft at Dickson Rd; less than 16.5 ft
  - Shoulder widths of 4 ft for the I-75 managed lanes
  - Deficient shoulder widths under existing bridges: 7 ft at I-285 WB CD over I-75, 2 ft at I-75 under Windy Hill Rd, 2 ft at NE Railroad over I-75 NB and SB, 2 ft at Canton Connector over I-75 and 6 ft at I-575 over I-75 NB and SB
  - Stopping sight distances at horizontal curves at seven locations along the I-75 managed lanes
- Conversion Alternative – Design Variances
  - None

Given the conceptual nature of the current design, some of the decision exceptions/variances may be minimized or eliminated during final design development. Additionally, acceptance of the type of design exceptions/variances as listed above, is not unusual for a constrained urban environment.

4.3 Key Design Considerations

The roadway plans, profiles, typical sections, and cross-sections for the managed lanes were prepared using the following key design criteria.

4.3.1 Highway and Bridge

4.3.1.1 Vertical Clearances

Following GDOT guidelines, vertical clearances of bridges over I-75 and I-575 have been conceptually set at 17 ft 6 in and vertical clearances of mainline bridges over existing roadways set at 16 ft 6in.

4.3.1.2 Sight Distances

The conceptual design was performed in accordance with design criteria meeting current AASHTO Design Guidelines for sight distance for the applicable design speed and roadway type and geometry. Proposed design exceptions for sight distances have been identified above.

4.3.1.3 Lane and Shoulder Widths

To minimize impacts to the existing corridor, both the inside and outside shoulders for the managed lanes are reduced from the GDOT standard widths. The “reversible” managed lane alternative incorporates 4 ft inside and outside shoulder widths. The shoulders are widened up to 12 ft, where appropriate, to achieve adequate horizontal sight distance. Additionally on bridge ramps, the inside shoulders are increased to a width of 6 ft and the outside shoulders to a width of 10 ft.

Given that the "conversion" alternative locates the managed lanes within the existing I-75 median, between the existing NB and SB I-75 general purpose lanes; a different approach for minimizing impacts to the corridor and shoulder widths has been selected. The "conversion" managed lane alternative incorporates 5 ft inside and 8 ft outside shoulder widths. In locations under existing bridges, the shoulders are reduced to a minimum of 2 ft, as required, to fit within the existing bridge spans and to minimize the need for replacement of existing bridges.

4.3.1.4 Managed Lane Access Locations

Managed lane access locations were originally been set on I-75 to match the proposed HOV interchanges proposed in the Northwest Corridor DEIS. The original HOV interchange locations were located at:

- Terrell Mill Road
- Roswell Road
- Busbee Parkway Connector
- Hickory Grove Road

Additionally four "slip ramp" locations have been identified along I-575 to provide managed lane access to the general purpose lanes. The managed lane access locations for I-575 are located at:

- Big Shanty Road
- Shallowford Road
- Dupree Road
- Sixes Road

Access/Egress to and from I-575 would be from the existing general purpose lane entrance/exit ramps.

Additional managed lane access locations, including the existing interchanges at Canton Highway, Allgood Road and North Marietta Loop Interchange have been included in the Traffic and Revenue analysis (see Chapter 7) to analyze those areas for their ability to provide further reduction traffic congestion and/or to maximize toll revenue.

4.4 Data and Design Assumptions

4.4.1 Geotechnical

Determination of conceptual foundation types for structures (bridges and retaining walls) were estimated based upon existing foundation types of structures along the project corridor and general knowledge of the corridor geology. A review of the existing GDOT bridges indicated the use of steel H-piles as the predominant foundation type. Geotechnical field investigation and laboratory analyses will be performed within the I-75 corridor during later preliminary engineering phases.

More thorough analyses will be required for determination of foundation types including Existing Pavement Evaluation and Pavement Design, Soil Survey, Bridge Foundation Investigation and Retaining Wall Investigation. All evaluations and investigations will be performed in accordance with relevant Georgia Department of Transportation (GDOT) guidelines.

Anticipated conceptual foundation types for the bridges are: spread footings, steel H-piles, or drilled caissons. The end bents were assumed to be concrete caps with steel H-piles while the

intermediate bents (piers) could be any combination of the above foundation types depending soil conditions, constructability and economics. For estimating purposes steel H-piles have been assumed at all piers and end bents, however, as the geotechnical investigation and bridge design progress spread footings or drilled caissons may emerge as the preferred choice in some locations. For example, many of the I-75/I-285 Interchange piers require relatively large footings with a large number of H-piles. By using drilled caissons it may be possible to reduce the size of the footings and excavations in a very congested area.

At the ends of the bridge, the typical arrangement is a pile cap end bent behind an MSE type abutment. The alternative arrangement is a pile cap with an end slope or in some cases pile cap behind a tie-back retaining wall abutment. Further investigation on a bridge by bridge basis will determine the optimum arrangement at each bridge location. For estimating purposes MSE type abutments have been selected at all new bridges and bridge replacements. Tie-back walls have been proposed at certain locations, such as I-75 over Roswell Road, where modifications to the existing embankment or end slopes are needed to accommodate managed lane ramps or other lanes under existing bridges.

Retaining walls on this project have been considered to address several conditions: to reduce impacts to right-of-way; to support ramps at bridge approaches and to support the HOT managed lanes and ramps. The retaining walls consist of two general types; cut-walls and fill-walls. For cut-walls, where existing embankment must be removed, soil nail walls are proposed. At or near bridge abutments, such as described above, tie-back walls will have been recommended. Fill-walls will generally be MSE type walls except at locations where standard GDOT retaining walls, such as side barriers, can be used economically.

4.4.2 Right-of-Way

Preliminary ROW impacts associated with both alternatives have been identified by GTP. Additional information can be found in the reports located in Appendix C. The following GTP approach, which generally conforms to GDOT criteria and procedures, has been proposed to expedite the ROW delivery process to improve schedule efficiency:

- Develop a baseline ROW schedule, identifying tasks and milestone reflecting realistic durations, logic, and approval procedures for a design-build project delivery approach
- Provide thorough property research including site reconnaissance to verify property lines, structures, appraisal issues that may impact acquisition and engineering resources (which will minimize project delays)
- Prepare ROW plans concurrently with conceptual costing plans
- Have the GDOT ROW project manager involved early in the project and have appraisal types agreed upon in advance
- Conduct a pre-commencement conference on impacts to properties, appraisal issues, and need for technical reports, displacements, schedule, prioritizing, policies and procedures, property management, and other pertinent issues
- Conduct coordinated public awareness and informational meeting(s) for affected property owners to discuss advance voluntary acquisition to improve schedule and associated cost savings.
- Early on, identify and begin any special studies that may be needed
- Include demolition of acquired improvements in the construction contract

- GDOT would then acquire full-take property acquisitions based on costing plans. It is expected that GDOT would waive appraisals on low value uncomplicated acquisitions and provide waiver of releases from minor liens

4.4.3 Utilities

A Quality Level "B" Subsurface Utility Engineering (SUE) investigation has been performed by GTP for the I-75 and I-575 corridors. The investigation findings have been incorporated in the existing corridor utility database previously prepared by GDOT. Identified utility impacts are generally applicable to both alternatives and include:

- Protection for existing 36" and 40" petroleum lines crossing I-75 near the Windy Ridge Bridge
- Relocation of existing sanitary sewer lines and the protection of existing crossings under I-75 and I-575 at approximately 14 locations
- Impacts to the existing power transmission towers west of I-75 and north of North Marietta Parkway (Reversible Alternative)
- Protection to the existing power transmission towers west of the I-75/I-575 interchange (Reversible Alternative)
- Protection of existing water main crossings under I-75 and I-575 at approximately 10 locations
- Protection of existing major gas line crossings under I-75 and I-575 at approximately 6 locations
- Removal of the existing ATMS/ITS system on I-75 and possible relocation of the ATMS/ITS system being installed on I-575 (Conversion Alternative)
- Removal of existing overhead sign power services along with existing roadway lighting (Conversion Alternative)
- Numerous relocations of existing electrical lines within the project corridor

4.4.4 MOT/Staging

The NWC Project has been organized into three areas for scheduling, maintenance of traffic (MOT)sequencing and construction staging purposes. The three areas are:

Area 1 – Akers Mill to Station 235+00 (1,200 ft south of Delk Road)

Area 2 – Station 235 to Station 670+00 (includes I-575 Interchange)

Area 3 – I-75 segment from 670+00 to end of project on I-75 at Hickory Grove Road and the I-575 segment from Barrett Parkway to the end of the project at Sixes Road

Figure 4.1 – NWC Construction Areas shows the limits of these segments.

Several boundary conditions were identified as the MOT plan was developed. One condition was to maintain the current number of lanes in all directions of mainline, entrance and exit ramps, and collector-distributor roads in the current configuration. This includes maintaining existing lane widths (12 ft) for all mainlines and appropriate lane widths for entrance and exit ramps (1 or 2 lane ramps). In general, the design speeds for entrance and exit ramps as well as the mainline facility will also be maintained at existing levels. In a few instances and in some stages of

construction, the design speed will be lowered due to horizontal alignment constraints. Design speeds for entrance and exit ramps will generally match the existing ramp design speeds.

A second condition, particularly for Area 1, was to keep all entrances and exists open at all times. This will be accomplished with a combination of maintaining existing entrance and entrance ramps open until replacement or temporary ramps are constructed, allowing the traffic to shift. In some instances, detours of local traffic may be required to allow construction space for proposed ramps and/or mainline lanes.

Finally, where insufficient room is available to temporarily shift mainline traffic, reconstruction of portions of the mainline sections for both I-75 NB and SB will be done “lane-by-lane” under traffic using off-hour (night-time and/or weekend) construction.

The following is an outline of the proposed Reversible Alternative MOT stages for Area 1 (I-285 and I-75 south of Windy Hill Road):

Stage 1 (I-285)

- Construct relocated I-285 WB roadway, bridge and walls
- Construct outside portion of relocated I-285 WB to I-75 N ramp
- Construct outside portion of relocated I-75 SB ramp to I-285 WB

Stage 2 (I-285)

- Overlay I-285 ramps to I-75 N/US 41 under traffic
- Overlay I-75 SB ramp to I-285 WB under traffic
- Shift I-285 WB ramp to I-75 N/US 41 to final location
- Shift I-75 SB ramp to I-285 WB to final location
- Shift I-285 WB onto relocation constructed in Stage 1
- Overlay I-285 EB under traffic
- Shift I-285 EB to final location
- Construct I-75 Reversible ramps on abandoned I-285 WB, including bridges, walls and roadway

Stage 1 (I-75)

- Construct outside portions of I-75 and all affected ramps
- Construct Reversible lanes including bridges, walls and roadway
- Construct relocated portion of I-75 SB between Windy Hill Road and Windy Ridge Parkway
- Construct temporary location of I-285 EB/WB ramp split

Stage 2 (I-75)

- Overlay I-75 under traffic
- Shift all relocated roadways/ramps to final location
- Shift I-75 SB onto new location between Windy Hill Road and Windy Ridge Parkway
- Shift traffic onto temporary location of I-285 EB/WB ramp split

Stage 3 (I-75)

- Construct median portions of I-75 managed lanes
- Construct I-75 Reversible ramp from I-75 mainline to outside managed lanes

The following is an outline of the proposed Conversion Alternative MOT stages for Area 1 (I-285 and I-75 south of Windy Hill Road):

Stage 1 (I-285)

- Construct relocated I-285 WB roadway, bridge and walls.
- Construct outside portion of relocated I-285 WB to I-75 N ramp
- Construct outside portion of relocated I-75 SB ramp to I-285 WB

Stage 2 (I-285)

- Overlay I-285 ramps to I-75 N/US 41 under traffic
- Overlay I-75 SB ramp to I-285 WB under traffic
- Shift I-285 WB ramp to I-75 N/US 41 to final location
- Shift I-75 SB ramp to I-285 WB to final location
- Shift I-285 WB onto relocation constructed in Stage 1

Stage 1 (I-75)

- Construct outside portions of I-75 and all affected ramps
- Construct elevated portions of I-75 Managed lanes including bridges, walls and roadway

Stage 2A (I-75)

- Shift portions of I-75 and ramps to outside location constructed in Stage 1
- Overlay I-75 mainline and ramps
- Construct median portions of I-75 mainline

Stage 2B (I-75)

- Shift traffic to final location

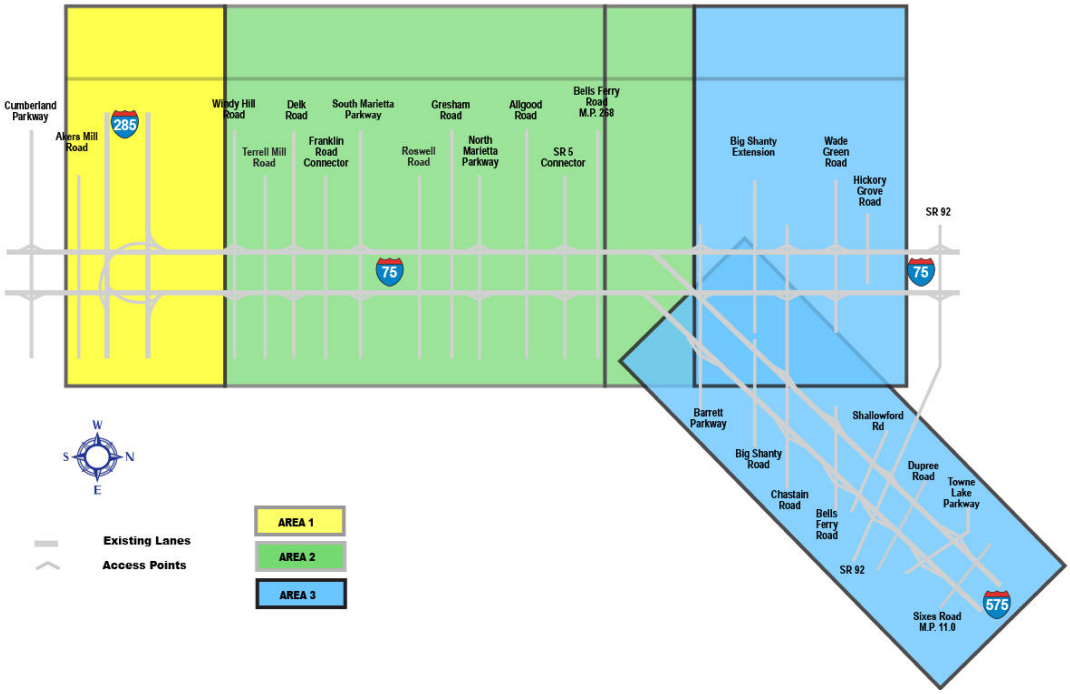


Figure 4.1 – NWC Construction Areas

CHAPTER 5 – PRELIMINARY CONSTRUCTION SCHEDULE

5.1 GENERAL

The NWC Design-Build preliminary construction schedule is based upon the Reversible Lane Concept as described in Chapter 3. The overall schedule is estimated to have a total duration of 45 months with an anticipated NTP of May 2010 and a construction completion date of February 2014. A similar plan/schedule was developed for the Conversion Alternative with a construction completion date of December 2014. A summary is provided in section 5.5.

5.2 CONSTRUCTION EXECUTION PLAN

The highway and bridge portions of the project have been subdivided into seven segments, with the On and Off ramps of I-75 / I-575 defining Segments 3 and 7. The segments were developed to organize the 15.5 miles of I-75 and 11 miles of I-575 into manageable subdivisions of work for scheduling, maintenance of traffic sequencing and construction staging purposes. The NWC segments are delineated as follows, in *Table 5-1-Construction Segments*, and depicted in *Figure 5.1– NWC Construction Segments*.

Table 5.1 - Construction Segments

Area	Segment	Roadway	Description	Begin	End	Length (miles)
1	1	I-75	I-285 interchange to south of Windy Hill Road	200+00	295+00	3.2
2	2	I-75	South of Windy Hill Rd to north of Bells Ferry Rd	295+00	728+50	8.6
2	3	I-75	Terrell Mill Rd On & Off Ramp	308+00	345+00	0.7
2	3	I-75	Roswell Rd On & Off Ramp	496+50	529+00	0.6
3	3	I-75	Big Shanty Extension On & Off Ramp	826+00	870+00	0.8
2	4	I-75 / I-575 Interchange	North of Bells Ferry Rd to South of Barrett Pkwy	728+50	740+50	1.0
3	5	I-75	South of Barrett Parkway to North of Hickory Grove Rd	740+50	1072+50	6.3
3	6	I-575	South of Barrett Parkway to Northeast of Sixes Road	66+90	750+00	10.4
3	7	I-575	On & Off Ramp 1	1050+00 (SB) 1100+00 (NB)	1073+00 (SB) 1114+00 (NB)	SB - 0.4 NB - 0.3
3	7	I-575	On & Off Ramp 2	1290+00 (SB) 1324+00 (NB)	1318+00 (SB) 1354+00 (NB)	SB - 0.5 NB - 0.6
3	7	I-575	On & Off Ramp 3	1544+00 (SB) 1560+00 (NB)	1565+00 (SB) 1580+00 (NB)	SB - 0.4 NB - 0.4

Also shown in the figure are the three construction work areas, from which the work plan was based:

Area1 – I-285 Interchange
Area 2 – I-75 South of I-575 Interchange
Area 3 – I-75 & I-575 North of I-575 Interchange

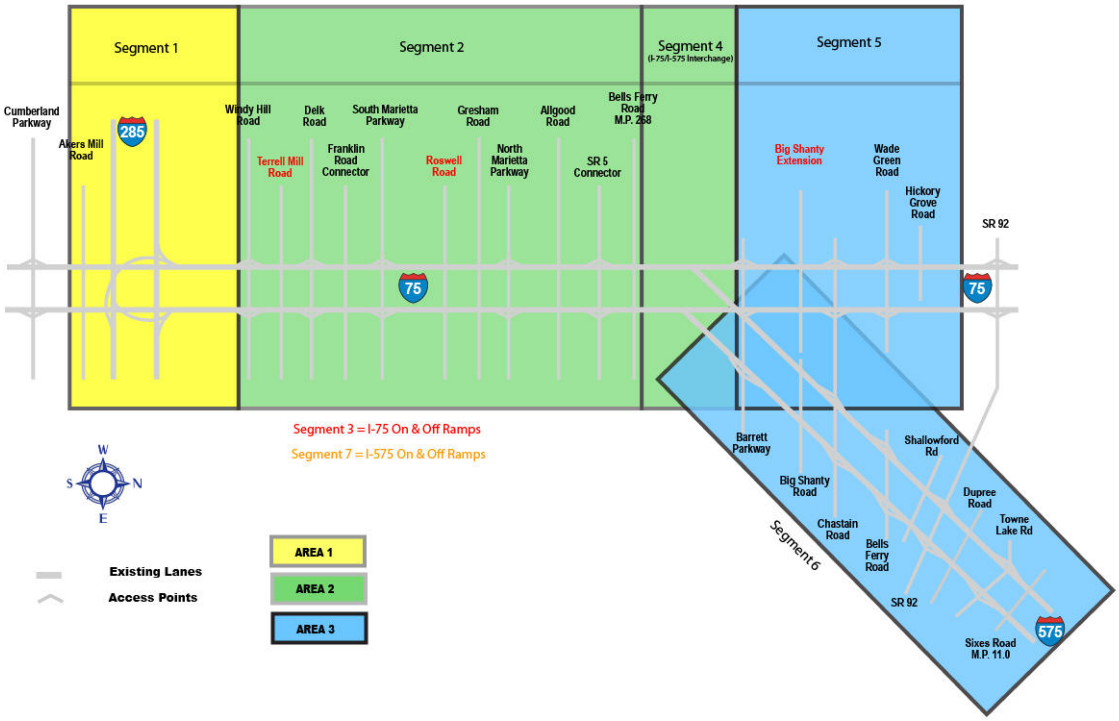


Figure 5.1 – NWC Construction Segments

The construction of the segments will begin in phases with the corresponding portions of the design completed to match construction requirements. Typically, design durations range between 3 and 9 months prior to construction start. The design for each segment has a scheduled duration of approximately 12 months. Although the "start" of design for each segment begins at NTP, the construction for each segment is phased, therefore the design and construction work is scheduled to be performed concurrently on all segments. Construction durations by segment are as shown in Tables *5.2A* and *5.2B*.

Table 5.2A - Reversible Construction Durations

Segment	Design Duration prior to Construction Start (days)	Construction Start	Construction Finish	Construction Duration
1	20	09/16/10	01/22/14	40
2	70	12/29/10	12/09/13	36
3	40	03/01/11	12/17/13	21
4	10	11/15/11	02/05/14	27
5	30	02/24/11	04/23/13	26
6	50	05/05/11	12/31/13	31
7	20	03/24/11	12/09/13	33

Table 5.2B - Conversion Construction Durations

Segment	Design Duration prior to Construction Start (days)	Construction Start	Construction Finish	Construction Duration
1	20	06/17/11	05/22/04	35
2	70	11/11/10	09/17/14	46
3	40	02/28/11	06/26/13	28
4	10	02/15/12	04/11/14	26
5	30	02/24/11	02/26/13	24
6	50	08/09/11	12/10/11	4
7	20	09/14/11	05/21/13	20

5.3 Schedule Assumptions

The following key assumptions apply to the development of the schedule for both the Reversible and Conversion Alternatives:

- The earthwork and paving operations will be shutdown from December 1st to March 1st of each year.
- Construction activity durations are based on estimated man-hours, crew sizes and daily production rates.
- The Maintenance of Traffic (MOT) Plan proposes multiple stages of construction between segments with the ultimate goal of maintaining the same number of lanes of traffic as the current configuration throughout the construction process. *Table 5.3* indicates the number of construction phases for each segment.

Table 5.3 - Phases by Segment

Segment	Number of Phases
1	8
2	4
3	4
4	6
5	3
6	3
7	1

- Right-of-Way (ROW) acquisition and utility relocation is scheduled to begin before NTP for the final design-build scope of work. This work would be scheduled to progress ahead of, and not interfere with, follow on design-build activities.
- All activities are linked within the schedule to prevent forced or false logic. There are no open ended activities.
- At present, there are no environmental impacts included that would delay the schedule.
- All agreements with utilities will be completed and all utilities will be relocated in advance of final design and construction.

5.4 Critical Path

The following items are considered to be "critical" (having zero float) for meeting the overall project schedule (Reversible Alternative) of 45 months (from NTP) and are noted as such in the preliminary schedule (see Appendix B). These activities are in addition to the pre-NTP activities described above in Section 5.3.

- Notice to Proceed
- Design of Segment 1
- Design of Segment 2
- Reversible Lane Bridges along I-75
- I-75 and I-285 Interchange
- I-75 and I-575 Interchange

5.5 Summary Schedule

The summary construction/implementation schedule for the Reversible Alternative is included in the *Figure 5.2A*. The Conversion Alternative schedule was compiled in a fashion very similar to the Reversible Alternative. The summary construction/implementation schedule for the Conversion Alternative is included in *Figure 5.2B*. The detailed preliminary design and construction schedule by area is included in Appendix B for both alternatives. Assuming the same start date, the Conversion alternative would complete seven months later than the Reversible alternative.

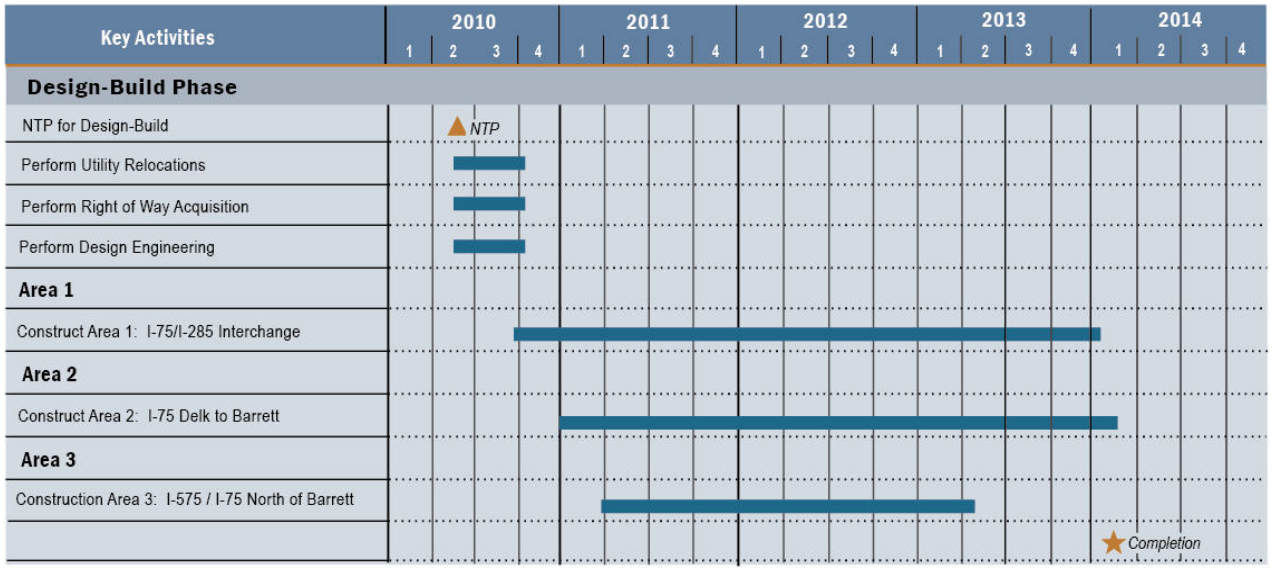


Figure 5.2A –Reversible Summary Schedule

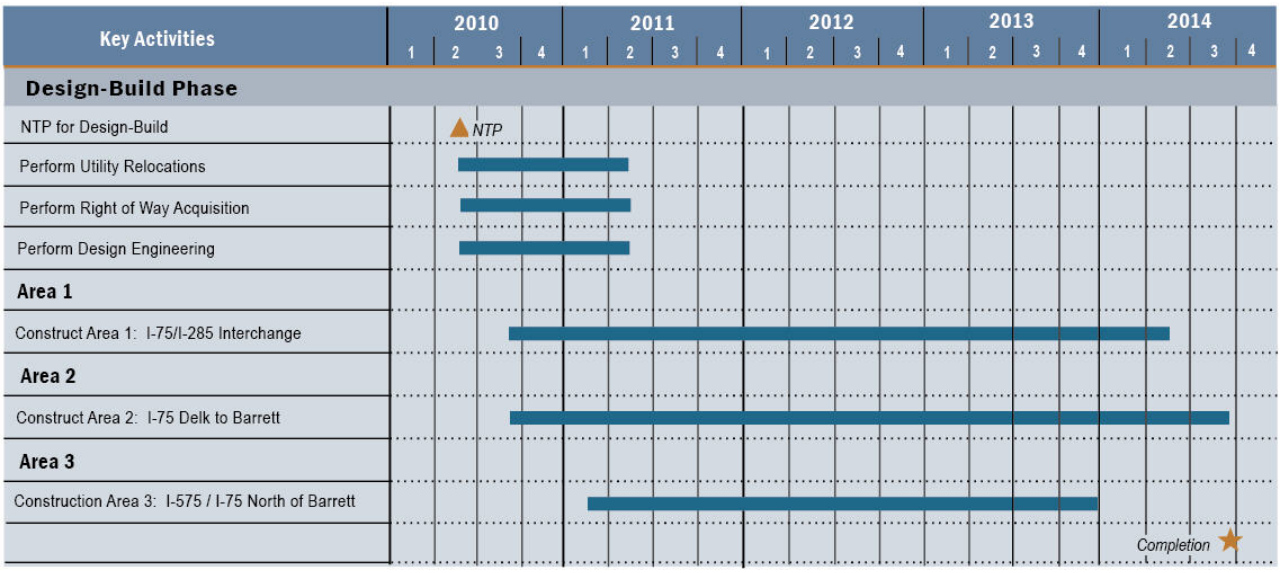


Figure 5.2B –Conversion Summary Schedule

CHAPTER 6 – CONCEPTUAL COST ESTIMATES

6.1 ESTIMATE APPROACH AND METHODOLOGY

The capital cost estimate prepared for the NWC project incorporates all design/build conceptual costs for the project following completion of the Development Phase. The Development Phase includes Preliminary Engineering, Right of Way Acquisition services and Utility Agreements. The major design and construction activities and associated indirect and direct costs, including highway and bridge construction, right-of-way acquisition and utility relocations, have been included in the Conceptual Cost Estimate.

The conceptual cost estimate is based on a conceptual level design for construction of managed lanes and interchanges on 16 miles of I-75 from Akers Mill Road to Hickory Grove Road and 11 miles of I-575 from the I-75 Interchange to Sixes Road. Both the Reversible and Conversion lane concepts have a similar ROW footprint, but exhibit significant differences in overall alignment geometry and impacts to the existing interchanges and associated construction costs. The estimate has been prepared to provide conceptual costing data to support the current pricing of labor, equipment, material, and subcontractor rates. Subsequently, an indirect conceptual cost estimate has been prepared to quantify those items not specifically related to direct work on the project.

6.1.1 Estimating Process

Quantities have been prepared for the major project cost items as reflected in the conceptual plans prepared by GTP. Independent quantity takeoffs and conceptual cost estimates were prepared by Kiewit and Bechtel, the two members of the GTP joint venture (JV). Following the completion of the quantity take off and cost development, the JV members reconciled the estimates to reach a GTP estimate consensus.

A “bottoms up” pricing approach was utilized for the major cost items. This approach “constructed” the unit prices for the listed pay items based on the activities and costs associated with the particular item including material costs, means and methods of construction, production rates, crew analyses, labor costs, and equipment ownership and operational costs.

Historical cost and quantity data based on GTP experience with similar highway projects, including GDOT projects, were used to develop costs for minor items not detailed in the conceptual design.

An independent evaluation of indirect costs and escalation was also prepared separately by the two JV member estimating groups and reconciled to reach a GTP consensus.

The right-of-way (ROW) costs were developed by GTP based upon a determination of project footprint requirements and impacted properties. Identification of the number of properties impacted, relocations required and estimate of damages were prepared following GDOT procedures.

A Quality Level “B” Subsurface Utility Engineering (SUE) investigation was performed by GTP along the I-75 and I-575 corridors to identify existing utilities within the project limits that may be impacted by construction (see Section 4.4.3 for list of impacts). This utility database was used to identify utilities requiring relocation and associated conceptual cost.

6.1.2 Quantity Development

A conceptual design was developed for each of the two Alternatives by GTP and provided to the Kiewit and Bechtel estimating groups for independent quantity development. Once the quantity take offs were completed, the results were compared and differences reconciled. These reconciled quantities became the basis for the conceptual cost estimate.

GTP prepared conceptual designs with associated drawings, details, design matrices and data for both the Conversion and Reversible alternatives. The conceptual design packages (one for each alternative) were used as the basis for the cost estimates and included the following:

- Highway roll drawings for I-75 and I-575 identifying roadway features, utilities and limits of ROW
- I-285 / I-75 interchange concept
- I-75 / I-575 interchange concept
- Bridge matrix identifying structure type, structural components including superstructure, substructure and foundation elements. Geometrics including span lengths and structure widths.
- MOT staging plans (including demolition sequencing) for I-285 interchange area.
- Wall matrix identifying the type and length and height of walls
- Typical sections
- Cross sections (showing limits of earthwork)
- Drainage Matrix
- Technical memoranda (tolling and traffic)

Historical quantity data, based upon GTP experience and similar projects data were developed by GTP for items not specifically detailed in the conceptual design packages.

6.1.3 Direct Cost Estimate

The “bottoms up” pricing approach was used to develop the unit cost for the following items of work incorporating material costs, means and methods of construction, production rates, crew analyses, labor costs, and equipment ownership and operational costs

- Bridges (driven H-piling, superstructure and substructure structural concrete, structural steel and precast girders, approach slabs)
- MSE Walls
- Soil-nail walls
- Concrete barrier walls
- Temporary support of excavation
- Clearing and grubbing
- Excavation
- Borrow
- Graded aggregate base
- Asphalt pavement
- Plain Jointed Portland Cement Concrete Pavement
- Bridge Demolition
- Maintenance of Traffic
- Temporary precast barrier
- Storm drain pipe
- Drop inlets
- Riprap
- Box culverts
- Concrete removal
- Concrete barrier removal
- Existing drainage pipe and structure removal
- Guardrail removal
- Existing concrete pavement removal
- Existing asphalt pavement removal

Quantity growth based on historical data was also incorporated into the conceptual cost estimate. Historical cost and quantity data, based on experience with other similar construction projects,

were used to develop costs for the following minor items not specifically detailed in the GTP conceptual design and plans.

- Signals
- Concrete flatwork
- Signage
- Pavement markings
- Erosion Control
- Fence and guardrail
- Noisewalls
- Lighting (highway)

6.1.4 Indirect Cost Estimate

The two JV estimating groups prepared independent estimates for the following indirect costs.

- Project management and construction management
- Project and construction offices (set-up and dismantle)
- Construction layout
- Storage and laydown areas
- Equipment mobilization and demobilization
- Staff vehicles
- Staff and office expenses
- Insurance and Bonds
- General & Administrative Costs

6.1.5 Final Design Cost

Final design costs reflecting the design activities necessary to develop a complete NWC construction package of calculations, drawings and specifications and to provide office engineering support during construction were estimated based on man hours to design the quantities of work projected in each alternative of total construction cost for similar highway projects.

6.1.6 Site Related Costs

ROW acquisition and utility relocations typically have the highest potential for schedule impacts and associated time-related costs. GTP has identified the impacted utilities and properties affected by the proposed NWC project construction. The GTP approach to address these site-related activities and methodology for estimating the associated costs are described below. In addition, sound walls were based on a quantity assumption until GDOT is able to complete the necessary environmental evaluation.

6.1.6.1 Utilities

In Services Order No. 4, supplemented by Services Order 12, a Subsurface Utility Engineering (SUE) investigation was performed by GTP along the I-75 and I-575 corridors to identify existing utilities within the project limits that may be impacted by construction (see Section 4.4.3 for list of impacts). This utility database was used to identify utilities requiring relocation and associated cost.

All utilities within the corridor were investigated to a Quality Level “B” in accordance with GDOT Subsurface Utility Engineering Standards. The utility database was plotted on roll drawings along with both the existing ROW and the proposed ROW required for the new alignment. Each utility on the database was listed with a potential disposition due to the proposed construction. The utilities located 100% within the existing ROW were noted and considered to be non-reimbursable (cost to be incurred by the individual utility).

Utilities with impacts to their facilities between the existing and proposed ROW were consider to be reimbursable (cost to be incurred by the project). Each affected reimbursable utility was taken off and quantified. A conceptual cost estimate was developed using historical data and project experience. From a scheduling standpoint, it was assumed that a separate services order would be executed to advance this work. Based on this early utilities process, it is assumed that the construction schedule is maintained for all follow on activities, unimpeded by the utility scope of work.

6.1.6.2 Right of Way

The right-of-way (ROW) costs were developed by GTP based upon an estimation of project footprint requirements resulting from the proposed widening of I-75 and I-575 and the properties impacted by the widening.

The GDOT procedure for developing ROW cost considers the nature of the ROW acquisition process and the uncertainly associated with schedule impacts. As such, GDOT anticipates a 6-years process and incorporates contingency factors to the net ROW cost including a scheduling contingency of 55%, an administrative/court cost contingency of 60% and an inflation contingency of 40%. These contingencies increase the net ROW cost by a factor of 3.47.

GTP assumes and has scheduled a 2-year ROW acquisition schedule for the NWC Project. Given the accelerated schedule, GTP has only applied the scheduling contingency of 55% and the administrative/court cost contingency of 60% to the net ROW cost. The third inflation contingency factor of 40% was not applied to the GTP ROW cost. The GTP contingencies increase the net ROW cost by a factor of 2.48.

Identification of the number of properties impacted, relocations required and estimate of damages were prepared in a Conceptual Stage Study, *Appendix C*. Based upon the information that has been provided and field reconnaissance, the purchase of right-of-way associated with the Reversible Alternate within the study area would displace approximately three residences, which appear to be occupied by tenants; and approximately twelve businesses. As elaborated in Appendix C, and based on the conditions described above, all estimated ROW Costs are shown in *Table 6.1*. The Preliminary ROW Cost Estimate for the Reversible Alternate is based upon an estimated 59 parcels being impacted by the Project footprint. The Preliminary ROW Cost Estimate for the Conversion Alternate is based upon an estimated 120 parcels being impacted by the Project footprint. The ROW estimates are based upon the conceptual engineering plans, and it is anticipated that preliminary and final engineering will refine the Project footprint to reduce the ROW impact along the corridor and reduce program costs.

From a scheduling standpoint, it was assumed that a separate services order would be executed to advance this work. Based on this early ROW process, it is assumed that the construction schedule is maintained for all follow on activities without any impact from ROW issues.

6.1.6.3 Soundwalls

GDOT is responsible for managing the environmental evaluation. As the DEIS was completed for different configurations than studied herein, GTP needed to make an assumption until GDOT's environmental analysis was complete. For the purpose of this conceptual estimate, soundwalls were assumed to be 15', using 75% of the quantity developed for the EI's alternatives. Pricing reflects a standard Georgia metal type soundwall.

6.1.7 Escalation

Independent analyses of price escalation were prepared by the two JV estimating groups developing a conceptual cost of current year (2008) dollars and "year of expenditure" (YOE) dollars. Pricing was developed for 4th quarter 2008. Commodity pricing is particularly dynamic at the current time. After analysis, GTP assumed escalation at a rate of 3.5% per annum. This will need to be revisited at the time of the Design-Build estimate.

Table 6.1 – Estimated ROW Costs

	Reversible		Conversion	
1. LAND:	**[59 Parcels]**		**[120 Parcels]**	
Industrial / Commercial	$7,238,920		$7,691,340	
Residential	$879,323		$2,449,684	
Vacant	$510,867		$519,379	
Total:		**$8,629,110**		**$10,660,403**
2. IMPROVEMENTS:				
Industrial / Commercial	$1,319,911		$1,905,535	
Residential	$63,762		$288,394	
Vacant	$0		$0	
Total:		**$1,383,673**		**$2,193,929**
3. RELOCATION: (including consequential displacements)				
Businesses: (# of Displaced x $25,000)	$300,000		$350,000	
Residential Tenant: (# of Displaced x $40,000)	$120,000		$40,000	
Total:		**$420,000**		**$390,000**
4. DAMAGES: Proximity / Consequential / Cost to Cure				
Total:		**$755,000**		**$4,710,390**
Total:		**$11,187,783**		**$17,954,722**
Net Cost:		**$11,187,783**		**$17,954,722**
Scheduling Contingency - 55%:		**$6,153,281**		**$9,875,097**
Admin / Court Cost - 60%:		**$10,404,638**		**$16,697,891**
Total Cost:		**$27,745,702**		**$44,527,711**
Total Cost (Rounded):		**$27,746,000**		**$44,528,000**

FORM: GDOT OFFICE OF RIGHT OF WAY
NOTE: THE COST ESTIMATE IS not TO BE CONSIDERED AN APPRAISAL
NOTE: THE MARKET APPRECIATION (40%) IS not INCLUDED IN THE PRELIMINARY COST ESTIMATE

6.2 ASSUMPTIONS FOR CONCEPTUAL COST ESTIMATE

6.2.1 General

Several production and pricing assumptions were made in developing the conceptual cost estimates.

- Pavement for the relocated Freeways and Conversion Lanes matched existing pavements.

- Pavement for the Reversible Lanes was PJPCCP.
- Craft overtime was assumed to promote craft labor availability. Generally, the estimate is based on 50-hour work weeks.
- All required construction materials were assumed to be available.
- No allowances were made for pre-existing hazardous materials.
- No allowances were made for non-standard contract specifications, terms and conditions. The Design-Build estimate will be based terms of the Design-Build contract.
- Insurance is based on a typical Contractor Controlled Insured Program (CCIP). The bond estimate is based upon an assumed requirement of $500M.
- Major environmental permits are assumed to be the responsibility of GDOT.
- GTP will provide ROW support services; however, GDOT will be responsible for ROW acquisition.
- Subsurface assumptions have been made based on historical data. Adjustments will be required after execution of Services Order 17, Geotechnical Investigations
- Wall assumptions are as per the Project Wall matrix, submitted to GDOT separately. GTP estimated, for cut sections that one-sided, soil nailed walls with concrete fascia are utilized. At fill sections, walls were generally estimated to be standard Georgia MSE walls w/GAB backfill.
- Bridge assumptions are per the project Bridge Matrix, submitted to GDOT separately.
- Engineering products to develop the basis of the estimate were submitted to GDOT separately.
- The term flatwork includes curbs, gutters and concrete lined ditches
- Soundwalls were assumed to be at 15', using 75% of the quantity developed for the EIS alternatives. Pricing reflects a standard Georgia metal-type sound wall.
- Field QA/QC activities have not been priced into the estimate and are assumed to be performed by GDOT.

6.2.2 Tolling System

At this time, no preliminary design is available for the tolling system. The conceptual cost estimate has been developed based on assumed tolling equipment required in the managed lanes, plus an estimate for installation, and the system software required to operate the managed lanes; all of which are detailed within *Appendix E*. A conceptual cost estimate has also been provided for a host server, which is assumed to be located at SRTA offices, for the back office processing required to operate the managed lane system. Conceptual cost estimates for actually operating the managed lane system are not included. The following assumptions were used to determine the conceptual cost estimates for the toll collection system for the Reversible Lane Concept and the Conversion Lane Concept:

- Vehicle classification equipment is required to verify vehicle class, to provide vehicle separation information and to provide a trigger for the image capture system

- Tolling will be based upon segment use with Toll Zones located between entry and exit points
- Violation Enforcement and Video Tolling capability located at each Toll Zone
- Each Toll Zone includes two gantries (trusses), Lane Controller, AVI antenna, Reader, Laser Detector, Image Capture (Camera w supplemental lighting), Cabinet, UPS
- Transponder and readers are compatible with SRTA AVI equipment
- Conceptual Cost estimates do not include maintenance or personnel costs
- Conceptual Cost estimates include operating software
- Conceptual Cost estimates do not include spares
- This system has the dual capability to perform as the ITS system

6.3 Conceptual Cost Estimates

Summary conceptual cost estimates for each alternative are included in *Table 6.2*.

Table 6.2 – Summary Conceptual Cost Estimates

Cost Category	Reversible	Conversion
Traffic Control	37,574,000	55,089,000
Clearing, Grubbing & Demolition	8,525,000	21,494,000
Grading & Support of Excavation	33,879,000	48,969,000
MSE Walls & One Sided Walls	136,519,000	112,276,000
Drainage & Box Culverts	17,704,000	30,914,000
Paving – GAB, Asphalt & (JPJPCCP)	117,078,000	283,592,000
Bridges & Approach Slabs	338,654,000	254,387,000
Traffic Barrier	49,280,000	66,379,000
Erosion Control	12,068,000	35,417,000
Flatwork	25,217,000	26,855,000
Fence & Guardrail	2,903,000	13,788,000
Signage & Pavement Markings	14,498,000	49,151,000
Lighting & Signals	8,660,000	58,065,000
Toll Facilities & ITS	38,314,000	40,949,000
Design	63,823,000	97,079,000
Subtotal	**904,696,000**	**1,194,404,000**
Utilities & Relocations	4,470,000	26,784,000
Right Of Way	27,746,000	44,528,000
Soundwall	23,438,000	31,250,000
Escalation	84,650,000	129,534,000
Subtotal	**140,304,000**	**232,096,000**
Total	**1,045,000,000**	**1,426,500,000**

Chapter 7 – Preliminary Traffic and Revenue Forecasts

7.1 Scope of Traffic and Revenue Forecasts

GTP, through its sub consultant, AECOM, prepared preliminary traffic and revenue forecasts for the two Alternatives using a two-stage approach. In Phase I, the scope was to review existing forecasts, models, and data to make recommendations for Phase II of the study. Based on the Phase I conclusions, the team then collected additional data in Phase II and prepared traffic and revenue forecasts. AECOM's Phase I and Phase II reports to GTP are summarized in this chapter and are attached in Appendix F. Detailed information on all aspects summarized in this chapter is included in Appendix F.

7.2 Key Assumptions

The traffic and revenue forecasts are based on the lane configurations as outlined in Chapter 4, construction schedules as presented in Chapter 5, as well as the following managed lane operating assumptions:

- The posted speed limit in the managed lanes would be 65 mph.
- Toll rates would be set to maximize revenues while maintaining a minimum speed of 45 mph in the managed lanes at all times. Toll rates may vary by time of day. Tolls charged for each trip in the managed lanes will be determined by the distance traveled and the prevailing toll rate.
- No heavy duty trucks (vehicles with 5 axles or more) would be allowed in the managed lanes.
- Transit and emergency vehicles are allowed free access to the managed lanes.
- The reversible lanes would operate in a single direction (southbound during morning peak, northbound during evening peak) throughout the system (i.e., no split direction operation for individual segments). A "flushing" period would be required to clear the lanes of traffic when switching travel direction.

7.3 Summary of Key Findings From Phase I Review

7.3.1 Information reviewed

The team reviewed historic traffic counts, transit ridership, travel times, origin-destination data, and land use information collected from a number of sources, including GDOT, GRTA, ARC, HNTB, PB, and other consultants to GDOT. The team also reviewed the current version of the *ARC Model* and associated model documentation [*Ref 1*]. The purpose of the review was to establish the adequacy and quality of existing data, identify information gaps for development of a reliable traffic and revenue forecast, and evaluate the robustness of the existing ARC traffic model.

A full listing of technical information reviewed by AECOM can be found in AECOM's Phase I Report in Appendix F.

7.3.2 Base year model validation

The purpose of model validation is to test how closely the ARC model reflects observed travel patterns, including traffic volumes on key sections of the network, travel times, and origin-destination patterns, by comparing the model's predictions with observed data.

7.3.2.1 Traffic volumes

Traffic volumes were compared at two levels. At the regional level, AECOM's review concluded that the ARC model forecasts traffic volumes quite well. However, at the project level, the differences between modeled and actual traffic observed for key segments along the I-75/I-575 corridor during different periods of the day exceed acceptable limits for evaluation of a toll facility. Additional details can be found in the Phase I report of *Appendix F*.

7.3.2.2 Origin-Destination (O-D) Travel movements

Since current road side interview surveys specific to the I-75/I-575 corridor were not available, validation of origin-destination movements was conducted at the county level using results of the *2001 Household Travel Survey* [*Ref 2*]. AECOM's key findings are summarized below and are included in Tables 3-3 and 3-4 of the Phase I report:

- Over estimation of travel between Cobb and Fulton counties, and between Cobb and Cherokee counties, and between Cherokee and Fulton counties
- Under estimation of intra-county trips within Cobb county

7.3.2.3 Travel times

Modeling of travel time savings is critical for traffic and revenue forecast of managed lanes. However, little travel time data was available for the corridor. Comparing limited travel time data provided by *GRTA* [*Ref 3*] to the modeled travel times revealed that the model overestimates travel times during peak hours significantly above the 15% range acceptable for model validation.

7.3.2.4 Speed flow curves

AECOM reviewed the ARC model's assumption regarding the relationship between volume, capacity and speed of travel ("speed flow curve") and noted that speed starts to drop significantly at relatively low volumes, compared with AECOM's experience with other freeways. This could potentially affect the ability of the model to forecast demand for the managed lanes in two ways:

- Overestimate travel time savings in the managed lanes, by overestimating congestion in the general purpose lanes; and
- Underestimate traffic levels in the managed lanes, by underestimating vehicle speeds in the managed lanes.

As a result of this review, the team developed a plan to gather additional data for use in model calibration in Phase II.

7.3.3 Stated preference surveys and value of time analysis

The team reviewed two stated preference surveys undertaken by *Nustats* [*Ref 4*] in July 2005 and May 2006 for the I-75 corridor, and a more recent survey conducted by *Resource Systems Group* [*Ref 5*] in December 2007 for the Greater Atlanta Area. AECOM recommended using data sets from the RSG 2007 survey to assess willingness to pay for the managed lane facilities. They also recommended developing a value of time distribution based on data collected in the stated preference surveys, rather than the traditional method of estimating diversion based on average values of time.

7.3.4 Current and Historic Travel Patterns

AECOM performed a high level review of historical traffic counts along the corridor to identify traffic patterns and trends, and to single out key areas of focus in Phase II work. The key findings were:

- Hourly traffic volumes per lane were assessed at different times of day and AECOM determined that the key sections currently experiencing sufficient congestion and which are most likely to generate demand for managed lanes are:

  - I-75 between Windy Hill Rd and Canton Rd (southbound from 7:00 am to 10:00 am, northbound from 4:00 pm to 8:00 pm);
  - I-575 south of Barrett Pkwy and I-575 south of SR-92 (southbound from 6:00 am to 8:00 am; northbound from 4:00 pm to 6:00 pm).

- Comparable daily travel profiles were not available to determine how the daily travel pattern has changed over time along I-75. AECOM's Phase I Report (*Appendix F)* shows daily travel profiles in 2004 and 2005 for two locations on I-575. While the travel profile data was collected less than 15 months apart, they portray a consistent pattern over time and offer no evidence of peak spreading around the AM and PM peaks.

- Available traffic data shows strong traffic levels on Saturdays (80%-90% of weekday traffic) and lower traffic volumes on Sundays (65%-75% of weekday traffic). Little growth in weekend traffic is observed over the two-year period for which data is available

- Heavy trucks account for a high percentage (20%) of traffic along sections of I-75 north of I-575, underlining I-75's significance as a key connector to areas north and west of the corridor. Truck usage is much lower on I-575 since it is less significant as a freight route.

- Transit currently has a relatively small mode share in the corridor of around 2%. .

7.3.5 Future Travel Demand and Land Use Projections

AECOM also reviewed land use and development projections developed by ARC for the Cobb, Cherokee, and Bartow counties, as well as the twenty counties in the Atlanta region. ARC's projections show that population growth in the region is expected to slow from 3.3% per annum (2000 to 2006) to 1.4% per annum from 2005 to 2015. At the county level:

- Bartow County, previously with population growth of 3.1% per annum, is expected to slow to 1.5% per annum, due to the lack of infrastructure to support a fast pace of development.

- Cherokee County is expected to slow from 5.5% per annum to 2.5% per annum. This County is slightly more advanced in terms of local infrastructure and policies than Bartow County and is capable of supporting a mix of residential and commercial/retail development.

- Population growth in Cobb County, the most advanced in development among the corridor counties, is also expected to slow from 1.9% per annum (2000 to 2006) to 0.7% per annum between 2005 and 2015. Growth is expected to come primarily from redevelopment of existing sites.

As a result of the economic slowdown at the beginning of this decade, employment growth has been flat to negative across the Atlanta region. Looking forward, from 2005 to 2015, annual employment growth is expected to outpace population growth slightly for Bartow (2.8%), Cherokee (4.3%), and Cobb (1.5%) counties. This would bring the employment-population ratio for 2015 and 2030 up to levels similar to that observed in 2000, the peak of the previous economic cycle.

AECOM noted that car growth rate of 2.7% per annum for the twenty-county region (when unconstrained by capacity) is higher than the growth rate of population (1.4%) and employment (2.1%) over the same period. On the other hand, the annual truck growth rate (2.5%) based on HNTB's 2008 *Statewide Truck Lanes Needs Identification Study* [*Ref 6*], is at the lower end of the range of observed growth rates in other long distance freight corridors. Based on input from GRTA, AECOM expects transit patronage to increase at rates similar to car traffic volumes in the corridor.

7.4 Methodology to Prepare Traffic and Revenue Forecasts

Based on conclusions of the Phase I review, AECOM recommended an approach for developing traffic and revenue forecasts in Phase II to improve the quality of the forecast within the allocated schedule.

7.4.1 Data collection and analysis

To fill the data gaps due to incomplete or inconsistent traffic data, AECOM recommended collecting additional traffic counts at three mainline locations and at five ramps along the corridor. Data was collected 24 hours a day from October 15 to October 21. Additionally, GDOT provided traffic data for three different mainline locations over the same period. Data collected included:

- Hourly traffic counts by vehicle classification
- Vehicle occupancy
- Travel time and vehicle speed

7.4.2 Review of O-D data

The timeframe allocated to this study did not permit the collection of origin and destination (O-D) data against which the trip tables in the ARC model could be calibrated. Instead, AECOM reviewed O-D validation documentation for GA 400 and concluded that the ARC model replicates O-D patterns in the GA 400 corridor reasonably well. Validation of O-D patterns along the I-75/I-575 corridor would not be performed until later in the project development.

7.4.3 Extract and refine sub-area model for I-75/575 corridor

AECOM extracted from the ARC model a sub-area model covering the region containing I-75 and I-575 as shown in Figure 7.1. The sub-area model is comprised of 171 zones; 116 internal and 55 external. Using a sub-area model allowed for more efficient computation and testing of sensitivities on the regional highway network most pertinent to the project. As described below, the refinement of the speed flow curves is a critical element to preparing the forecasts and use of the sub-area model avoided the significant task of refining all of the curves in the ARC model.

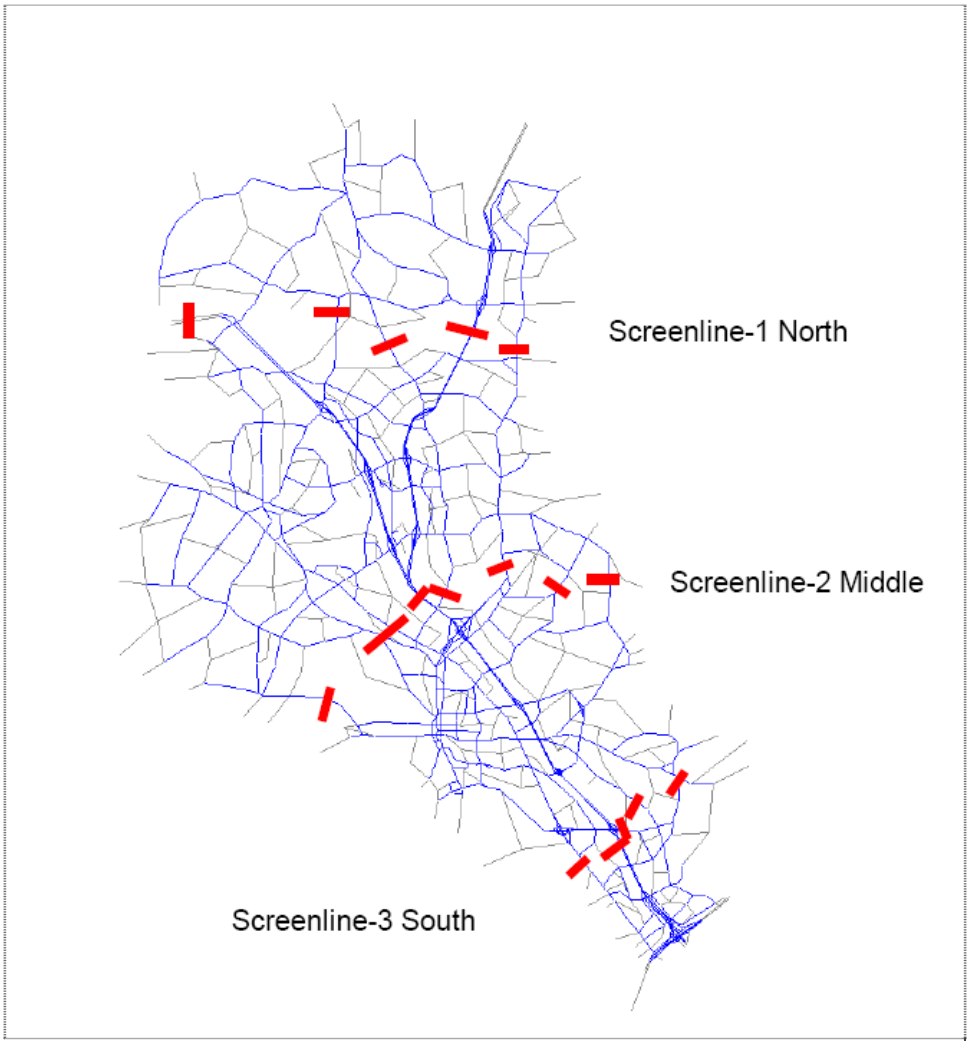


Figure 7.1 - Sub-area model with Screenlines

7.4.4 Model calibration and validation

AECOM performed an extensive model calibration exercise on the sub-area model such that the differential between the modeled and the observed traffic volumes and travel speeds are within acceptable tolerances for this stage of the study. Three screenlines were selected to cut through I-75/I-575 at different locations and through major alternative routes as shown on Figure 7.1. Using a *Matrix Estimation* (ME) procedure, AECOM adjusted origin-destination flows in the model to reduce the difference between the traffic counts and the model output to within acceptable tolerances across each screenline (within 2 percent) and at the I-75/I-575 mainline locations within each screenline (within 6 percent). In addition, the comparison of modeled and observed travel speeds was within six percent. Calibration within these tolerances is considered to be very good for a traffic and revenue study at this level of analysis. (Matrix Estimation uses as inputs a trip matrix, a set of paths on a network, and traffic counts organized by screenlines, each with a specified confidence level which reflects the perceived accuracy of the inputs. With these inputs, ME uses a likelihood estimation procedure to produce a new trip matrix which, when reassigned to the network, produces flows that best match the input screenline information with the highest confidence level.)

7.4.5 Refinement of speed flow curves

"Speed Flow" curves represent the model's mathematical relationship between lane throughput and lane speed. Speed flow curves play a pivotal role in determining travel times in the general purpose and managed lanes and in determining the time savings generated by the managed lanes. Based on the traffic data collected in October and also available from the *Radial Freeway Study* [*Ref 7*], AECOM developed individual speed flow curves for the general purpose lanes and for the managed lanes.

In addition, AECOM determined from the traffic data that the speed flow relationship was a function of a) the distance between intersections and b) the percentage of truck traffic in each lane. Therefore, speed flow curves were developed for each segment of the corridor (both the general purpose and the managed lanes) to reflect the roadway geometry and truck volumes. The resulting speed flow curves reflect less deterioration of vehicle speeds at flow/capacity ratios between 0.5 and 1.0, compared to the speed flow curve in the ARC model. This is shown graphically in *Figure 7.2 – Comparison of Speed Flow Curves in the AECOM and ARC models*.

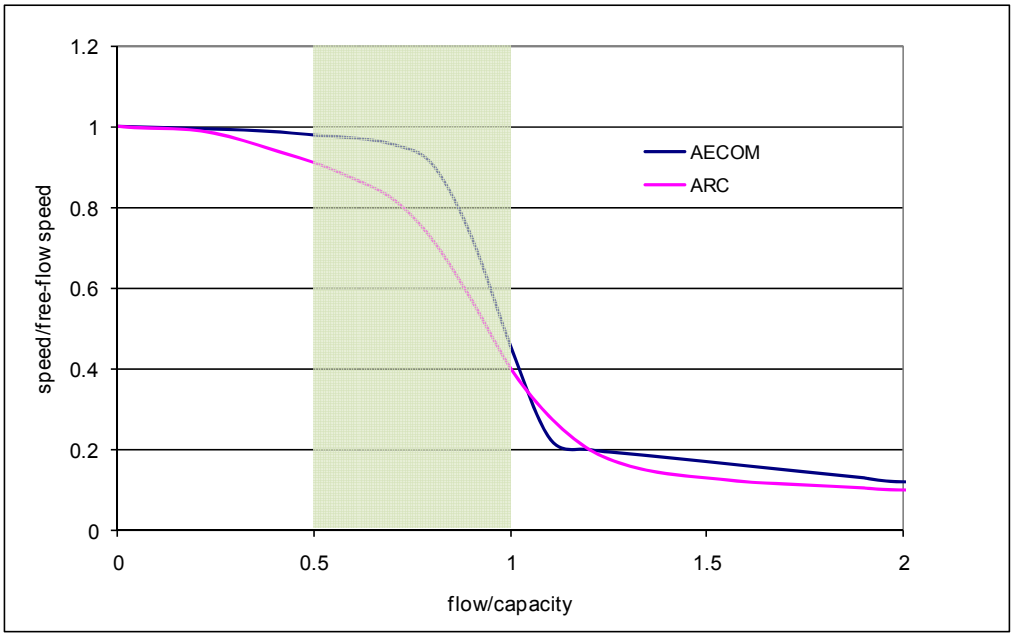


Figure 7.2 - Comparison of Speed Flow Curves in the AECOM and ARC Models

7.4.6 Estimation of distributed values of time and toll module refinement

Based on a review of the dataset collected in the RSG stated preference survey [*Ref 5*], and other studies on value of time (VOT) described in the Phase II report [*Ref 8-12*), AECOM constructed four VOT distributions using the lognormal function and averages of $7.5/hr (Low), $12.19/hr (Middle), $13.50/hr (Base), and $15.14/hr (High) (all in 2008 dollars). The shape of the VOT distribution curve, together with modeled time savings and toll levels, determine the proportion of travelers along the corridor that are willing to pay a toll to use the managed lanes.

Based on a number of studies [*Ref. 8-12*] to determine the VOT, the team selected as Base Case a distribution based on an average VOT of $13.5/hr (2008 dollars, subject to 1% real escalation per year). (*Figure 7.3* illustrates the VOT distributions developed by AECOM).

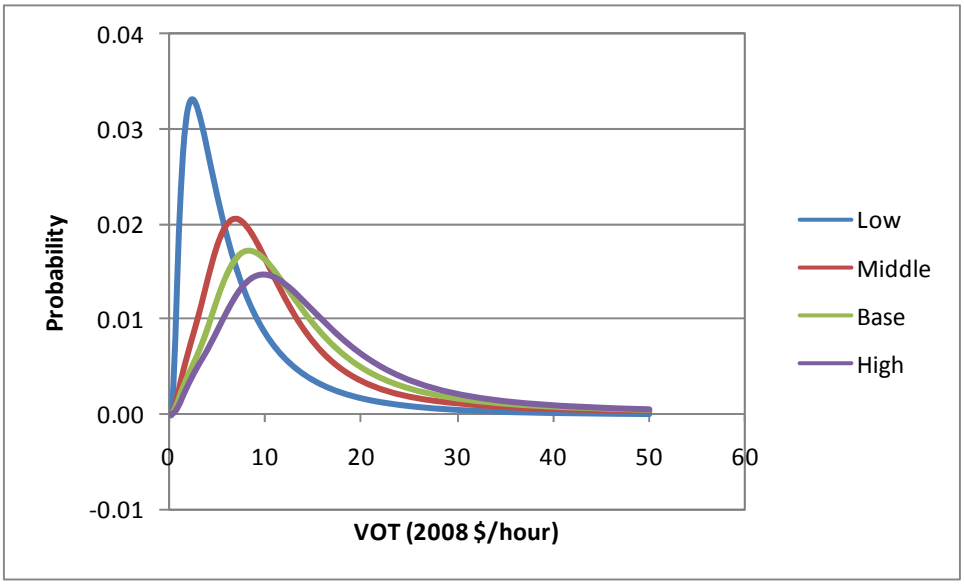


Figure 7.3 – Value-of-Time Distributions

7.4.7 Development of Socioeconomic Growth Sensitivity

The team developed an alternative set of socioeconomic parameters to supplement the assumptions in the ARC model (ARC Case). The alternative case, referred to as the Low Growth Case, takes a more conservative view of long-term population and employment growth, by delaying the ARC 2030 projections of population and employment for the Atlanta region by five years.

7.4.8 Ramp-up factors

Ramp-up factors are applied to the early years of operation of a new toll facility to reflect the "ramp-up" in traffic as travel patterns and driver behavior adapt to the network change until a new equilibrium ("steady-state") is established. In determining appropriate ramp-up factors for the project, AECOM reviewed ramp-up patterns for a number of start-up toll facilities and recommended a ramp-up factor of 0.91 for the first year of operation. Since the project entails adding new lanes along a commuter corridor, the major factors in ramp-up will most likely be distribution of electronic toll tags and drivers' familiarity with new ramp locations.

7.4.9 Toll collection costs

Based on input from SRTA [*Ref 13*], the team used a variable cost of $0.12 (in 2008 $) per transaction (trip) to cover electronic transaction processing and billing,

7.4.10 Preparation of Base Case Traffic and Revenue Forecasts

For each revenue scenario (combination of socioeconomic forecast, network configuration, VOT, and other assumptions), AECOM performed model runs for the AM and PM weekday peak periods for 2015 and 2030. Models were not run for the mid-day, night, and weekend periods due to time constraints and their expected relatively modest contribution to revenue. At each model run, a range of toll rates, from $0.01/mile to $1/mile (2008 $), were tested to evaluate the price elasticity of demand for the managed lanes. For each toll rate in each peak period, the model estimates vehicle miles traveled and trips in the managed lanes. Toll revenue is calculated as the product of vehicle miles traveled and the toll rate per mile.

For each peak period (and for each travel direction within each peak period in the Conversion Alternative), the selected toll rate is one that yields the highest level of toll revenue. Total weekday peak revenue is the sum of AM and PM revenues; each period having its own revenue optimizing toll rate. Based on preliminary results from HNTB's traffic forecast for the corridor (conducted as part of the GDOT regional managed lanes study), which includes mid-day revenues forecasted at approximately 15% of peak revenues, the team assumed mid-day revenue at 10% of total AM and PM peak revenues. [*Ref 14*] At this level of analysis, the team applied the same mid-day assumption to both the Reversible and Conversion alternatives.

Daily revenues are annualized by a factor of 260, the approximate number of weekdays in a year, to determine annual revenues for 2015 and 2030. All revenue forecasts were prepared in 2008 dollars. Annual revenues and traffic for the intervening years are interpolated linearly. Beyond 2030, real growth is extrapolated at declining rates as follows.

- Annual increments in traffic and toll rate are assumed to remain the same as 2030 for five years in the ARC Case (ten years in the Low Growth Case)
- Thereafter, annual increases in traffic and toll rates are assumed to decline by 75% and 50% respectively every five years.

7.4.11 Sensitivity Analysis and Sensibility Checks

AECOM analyzed sensitivity cases and performed sensibility checks to test whether the model responded to changes in assumptions in a logical fashion. The sensitivity cases included:

- Additional ramps to access the managed lanes at North Marietta Highway, Allgood Road, and Canton Road / SR 5 interchange.
- Allowing HOV 3+ / HOV 4+ vehicles free access
- Alternate demographic growth model (slower than projected by ARC)
- Value of time (High, Middle and Low VOT Curves described in section 7.4.6
- Speed flow curve in the ARC model
- Demand

7.5 Traffic and Revenue Forecasts

7.5.1 Reversible Alternative – Base Case/Additional Ramps/HOV 3+/HOV4+/Low Growth

For the purpose of establishing a baseline traffic and revenue forecast to evaluate financing alternatives in Chapter 8, the team has developed a Base Case based on:

- ARC socioeconomic assumptions; and
- Average value of time of $13.5/hr, escalated at 1% real growth (i.e. above inflation) per year.

Figure 7.4 shows Base Case revenue of the Reversible Alternative along with sensitivity cases that reflect:

- Additional ramps to access the managed lanes at North Marietta Highway, Allgood Road, and the Canton Road / SR-5 interchanges;
- Change in toll policy, allowing HOV3+ / HOV4+ vehicles free access to the managed lanes ; and
- Delayed socioeconomic growth, i.e., the Low Growth Case.

The economic analysis of these sensitivity cases is included in Chapter 8.

Adding ramps at the three locations resulted in modest increases in toll revenues (9% in 2015 and 4% in 2030). The revenue benefit of additional ramps to access the managed lanes at the three locations is expected to diminish over time as general demand for the managed lanes increases.

Allowing HOV3+ vehicles free access to the managed lanes reduced toll revenues by approximately 10%. On the other hand, permitting HOV4+ vehicles free access to the managed lanes had a minimal impact on revenue (2% reduction) since HOV4+ traffic only comprises 4% of total traffic.

Slowing socioeconomic growth beyond 2015 (Low Growth Case) resulted in slower annual growth in toll revenues, resulting in a 20% reduction in revenue in 2030.

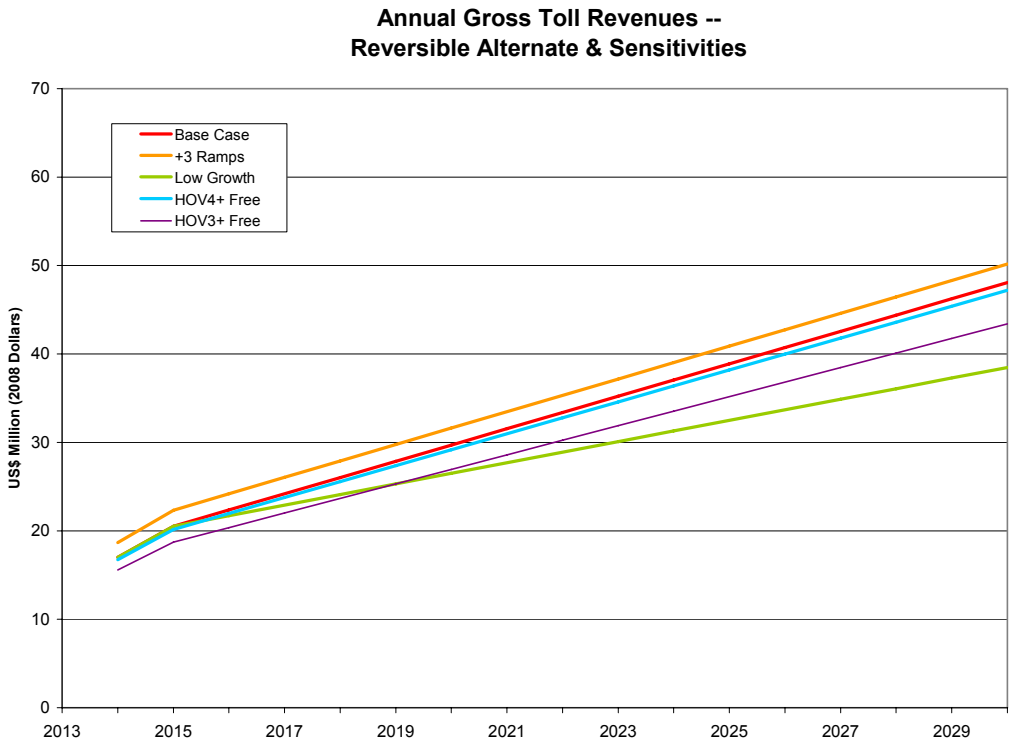


Figure 7.4 – Reversible Alternative Sensitivities

7.5.2 Reversible Alternative – VOT/Speed Flow Curves/Demand Sensitivities

7.5.2.1 Value of Time

Variations in the average value of time and the corresponding distribution will have a significant impact on the forecasted traffic and revenue. Figure 7.5 shows the revenues corresponding to each of the four VOT distributions illustrated in Figure 7.3, each based on ARC socioeconomic projections. The difference in 2030 toll revenue between the High VOT and Low VOT cases is $20 million (2008 $).

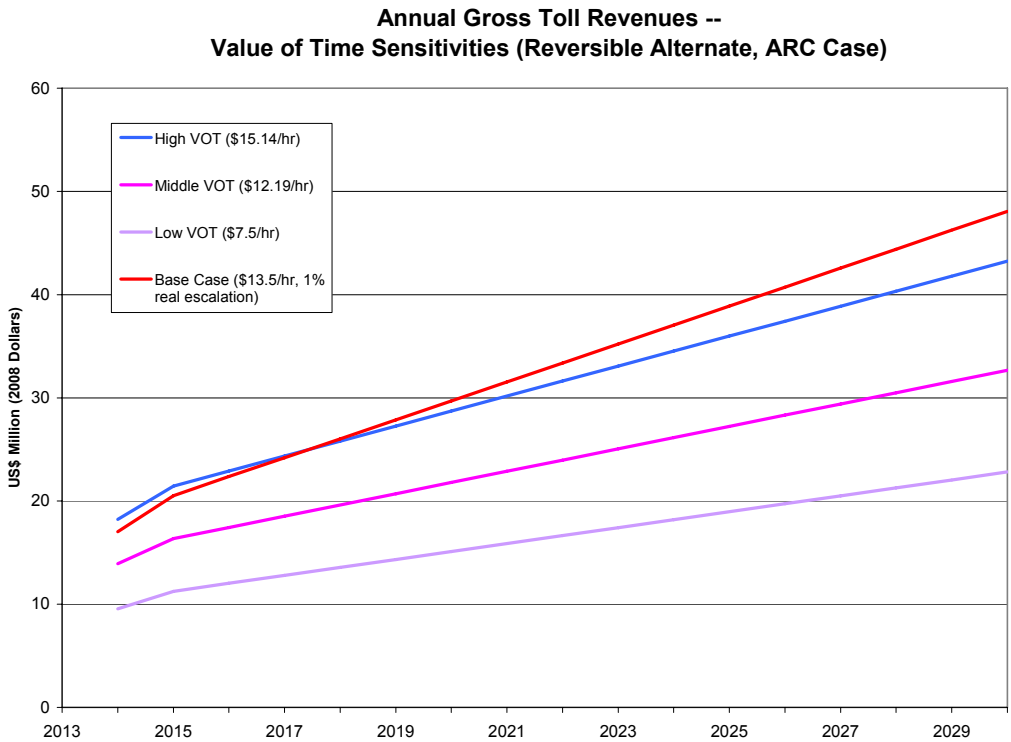


Figure 7.5 – VOT Sensitivity

7.5.2.2 Speed Flow Curve

To quantify the sensitivity of the traffic and revenue forecasts to changes in the speed flow curves, AECOM selected a mid-range toll (30¢/mile in 2015 and 40¢/mile in 2030) for each peak period and compared the model forecast results by applying the ARC and the AECOM speed flow curves to the Reversible Alternative (Low Growth Case and Middle VOT ($12.19/hr) not subject to real escalation). As Table 7.1 shows, AECOM's refinement of the speed flow curve, as described in Section 7.4.5, has reduced traffic (vehicle miles travelled) and revenues by 9% to 21%. Note that the comparison assumes that any change in demand is not sufficient to shift the revenue maximizing toll rate. This result was anticipated for reasons discussed in Section 7.3.2.4.

Table 7.1 – Comparison of VMT and Revenues in the Managed Lanes: AECOM vs. ARC Speed Flow Curves

Peak	Toll Rate	AECOM Curve		ARC Curve		% Change
	(2008 $)	VMT	Revenue (2008 $)	VMT	Revenue (2008 $)	AECOM compared to ARC
2015 AM	30¢/mile	92,214	27,664	117,419	35,226	-21%
2015 PM	30¢/mile	98,335	29,500	124,649	37,394	-21%
2030 AM	40¢/mile	137,318	54,927	150,417	60,167	-9%
2030 PM	40¢/mile	104,400	41,759	131,856	52,742	-21%

7.5.2.3 Demand

To evaluate the impact of variations in demand, AECOM varied traffic volumes by 5 percent to determine the effect on vehicle miles traveled. The sensitivity case was run on the Middle VOT ($12.19/hr, not subject to real escalation), Low Growth case. The results are summarized below. Variation in demand was one of the most sensitive parameters evaluated in this study. The response elasticity is believed to be too high and highlights the need for a more accurate forecast of travel demand in the investment grade study.

Table 7.2 - Vehicle Miles Travelled on the Managed Lanes (Total and Percent Differential)

Scenario	2015 AM	2015 PM	2030 AM	2030 PM
Middle Case – 5%	67,514	71,516	79,759	81,429
Middle Case	92,214	98,335	109,645	104,400
Middle Case +5%	119,421	128,320	141,268	147,909
Scenario	**2015 AM**	**2015 PM**	**2030 AM**	**2030 PM**
Middle Case -5%	-27%	-27%	-27%	-22%
Middle Case +5%	30%	30%	29%	42%

7.5.3 Conversion Alternative vs. Reversible Alternative

Figure 7.6 shows a comparison of annual gross toll revenues between the Reversible and Conversion Alternatives. Both forecasts are based on ARC socioeconomic assumption and VOT of $13.5/hr, escalated at 1% real growth per year.

Adjusting for differences in timing of ramp-up (the Conversion Alternative is open to traffic one year later than Reversible Alternative), projected revenue of the Conversion Alternative compared to the Reversible Alternative is approximately 12% greater in 2015 and 36% greater in 2030. The revenue gap between the two alternatives increases over time as toll revenue collected from counter-peak traffic (northbound in the AM, southbound in the PM) increases with socioeconomic growth. The economic analysis of the Conversion Alternative is included in Chapter 8.

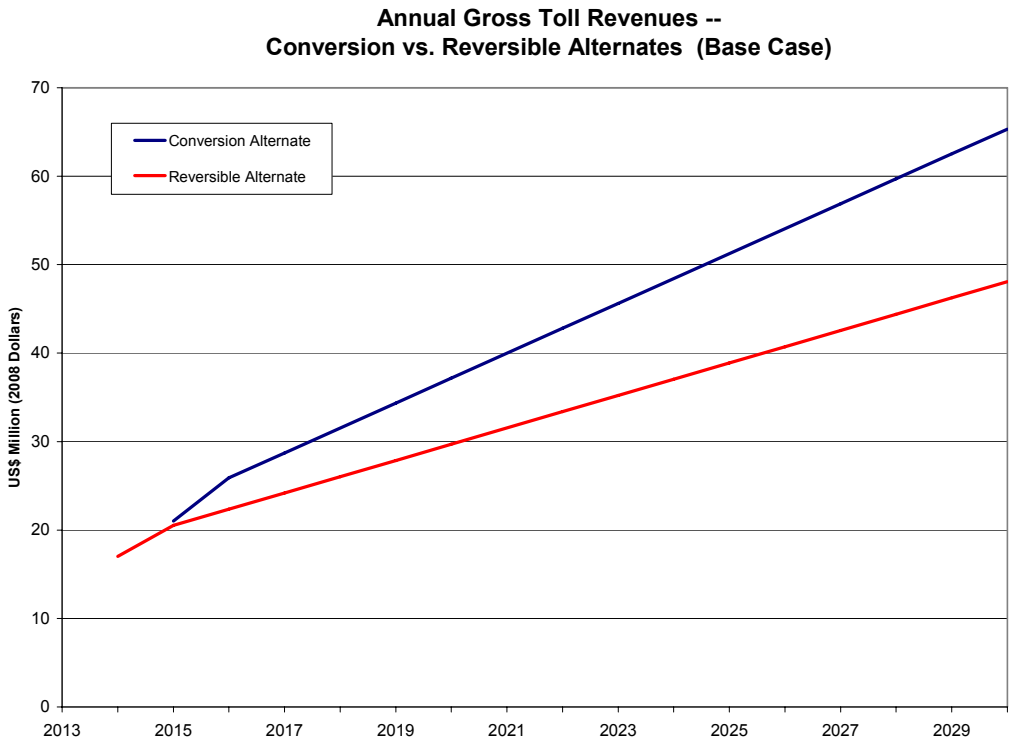


Figure 7.6 – Comparison of Conversion and Reversible Alternatives

7.6 Recommendations to Refine Traffic and Revenue Forecasts

In developing traffic and revenue forecasts, the team has focused on tasks that could be completed within the allocated timeframe and those that would have the greatest benefit to develop reliable forecasts. AECOM has provided a number of recommendations to be included in the investment grade traffic study.

7.6.1 O-D survey and additional traffic counts

AECOM recommends an O-D survey to confirm that the model travel patterns and trip tables reflect actual conditions as the top priority in the next stage of traffic work. A thorough understanding of travel patterns is important because the managed lane configuration proposed in both alternatives creates a bypass of existing interchanges along large sections of the corridor. This scenario can reduce the viability of managed lanes as an alternative for short-distance travelers. Depending on the design of the O-D survey, it is likely that the survey will also include additional traffic counts at a small number of mainlines and entry/exit ramp locations.

7.6.2 Value of Time/Stated Preference Survey

Given the sensitivity of the traffic and revenue forecast to the distribution of value of time, a stated preference survey to confirm the appropriate VOT and the distribution is warranted. In addition to the travel time savings, there is also growing evidence that travel time reliability may be equally significant to certain segments of travelers in their decision process whether to use the managed lanes.

7.6.3 Review of land use projections / socioeconomic forecasts

AECOM also recommends further review of demographic data and forecasts, to confirm the accuracy of base case projections, and to provide an estimate of potential ranges of variation.

7.6.4 Mid-day, night time and weekend models

This study did not include a mid-day or night-time model. In an investment grade model their presence is warranted in order to measure the increase in managed-lane usage for travelers in these off-peak periods. Even if early year revenues in these periods are low, they may become significant as the growth in AM and PM traffic volumes cause travelers to shift to off-peak periods.

7.7 References

1. ARC Revision (October 22, 2007), Model Documentation (October 9, 2007), and User Guide (August 21, 2007);

2. Origin-Destination Travel Data: 2001 Household Travel Survey, provided by ARC;

3. Data provided by C. Heimer of GRTA to D. Chow of GTP and M. McCarthy of AECOM, August, 2008;

4. Value Pricing on the I-75 HOV/BRT Project, Jacobs HNTB, April 2006 (including NuStats stated preference surveys undertaken in July 2005);

5. Greater Atlanta Area Stated Preference Travel Survey prepared by Resource Systems Group, Inc (December 2007);

6. Statewide Truck Lanes Needs Identification Study, prepared by HNTB, April 2008;

7. Preliminary results from Atlanta Radial Freeway Study, prepared by Cambridge Systematics, to be completed in late 2009. Data provided by GDOT;

8. Yan, J; Small, KA; Sullivan, EC. "Choice Models of Route, Occupancy, and Time of Day with Value Priced Tolls". Transportation Research Record, Issue 1812, 2002. http://trisonline.bts.gov/;

9. S.E.J. Steimetz and D. Brownstone, "Estimating commuters' ''value of time'' with noisy data: a multiple imputation approach", Transportation Research B, vol. 39, pp. 865—889, (2005);

10. G. Daniels, D. Ellis and W. Stockton, "Techniques For Manually Estimating Road User Costs Associated With Construction Projects", Texas Department of Transport, 1999;

11. Capital Beltway HOT Lanes Official Statement -- Arup Traffic and Revenue Advice to Lenders, Appendix J, August 2007;

12. Vol. 37 (2001) issue of Transportation Research E, "Advances in the valuation of travel time savings";

13. E-mail communication between P. Vu of SRTA and D. Chow of GTP, October 10, 2008;

14. Preliminary forecast prepared by HNTB as part of the GDOT Managed Lane System Plan based on two additional managed lanes in each direction south of the I-75/575 split and one additional managed lane in each direction on I-75 and I-575 north of the split. Preliminary forecast transmitted by A. Smith to J. Feyder on December 14, 2008.

CHAPTER 8 – FINANCIAL ANALYSIS AND EVALUATION OF FINANCING ALTERNATIVES

8.1 INTRODUCTION

8.1.1 Objective

This chapter summarizes the results of the financial analysis performed for the project based on estimated conceptual capital costs, forecasted revenues and the evaluation of financing scenarios. In light of the prevailing difficult financial market conditions and the expectation of continuing uncertainty over the next seventeen months, it is impractical for GTP and their financial advisor, Citigroup Global Markets, Inc. (CGMI), to recommend a definitive plan of finance at this time. Rather, GTP and CGMI have evaluated relevant financing scenarios for GDOT to consider when establishing a plan forward to reach financial close for the project and to realize its economic benefits. One scenario provides certainty that the project can be financed by May 2010; the viability and attractiveness of other scenarios is dependent on improved market conditions. These financing scenarios also illustrate several options available to the State to refinance or lease the project, separately or in conjunction with other regional toll facilities, after completion. Over the next few months, it is recommended that GDOT and their advisors, CGMI, and GTP jointly evaluate the financial markets and, by mid-2009, collectively start to determine the best scenario to close financing by May 2010.

8.1.2 Financial Market Conditions

Since the project was last evaluated in August 2007, financial market conditions have deteriorated significantly (particularly in the last four months) which has affected virtually all sources of debt and equity capital. The global credit crisis has created an investor “flight to quality” resulting in increased costs for almost all relevant sources of capital. Some financial products have disappeared from the market. Several previously active equity investors and debt lenders are no longer viable market players.

During this time, the tax exempt bond market has experienced unprecedented volatility and a complete recalibration and repricing of risk. Therefore, while interest rates for high-grade municipal G.O. bonds have remained relatively low, interest rates for lower rated credits (e.g., start-up toll roads) have spiked dramatically. This spike in credit spreads, which reflect market pricing for credit risk by measuring the difference between market yields and AAA benchmark rates, has caused the estimated yields for BBB rated tax-exempt bonds, the typical unenhanced rating for start-up toll roads, to increase by approximately 350 - 450 basis points. Further, the rating agency and investors are expected to require higher debt service coverage ratios than in the recent past and, perhaps, shorter debt terms. Shorter terms and higher pricing would result in higher annual debt service obligations; this combined with higher coverage ratios implies significant reduction in funding that can be generated by project revenues.

Private Activity Bonds (PABs) enable equity investors to access tax-exempt debt. Yields on private activity bonds are subject to alternative minimum tax and have increased more, relative to tax exempt bonds, as the spread has increased by an additional 50-100 basis points since August, 2007.

Bond insurance, a financial product that enhances the credit rating of toll revenue bonds and which was once a key feature of capital market transactions, is currently not available for start-up toll road projects. All four of the major monoline insurers have been downgraded by rating agencies and are not currently operating in the tax-exempt bond insurance market. There are currently only two insurers in the market which retain at least two AAA ratings; neither is currently showing interest in providing policies for start-up toll road projects.

Tightening credit terms are also now the norm in the market for taxable debt, primarily commercial bank loans. A number of traditional infrastructure lenders have been forced to recapitalize their balance sheets and to reduce lending significantly due to exposure to mortgage-

backed securities. This "deleveraging" has resulted in significantly reduced funding liquidity. In this environment, credit spreads and loan pricing have increased, tenors are reduced, covenants are tighter, coverage requirements are greater, and bank loan syndication is problematic. Some products that were available a year ago, such as deferred interest (accretive) debt structures, are not currently available and the timing of any re-emergence is highly uncertain.

Although a large number of equity investors or concessionaires remain actively interested in toll roads, some of the previously most active players have experienced a significant decline in their market capitalization. Due to the constraints on the tax-exempt and taxable debt markets described above, implementing concession transactions is currently very difficult as evidenced by recent examples of transactions failing to close or being delayed. Current examples include the Port of Miami Tunnel concession (Ref 1) which failed to close due to the overwhelming effects of the financial markets making delivery unworkable and the Florida I-75 / Alligator Alley concession (Ref 2) where the date for final bid submittal was postponed in response to the concessionaire's requests to extend the submittal date since the global financial uncertainty adversely affected the ability to move forward at this time.

Although there are expectations that market conditions will generally improve as the financial system stabilizes, the timing and extent of any improvement from current market terms is uncertain.

8.2 Financial Analysis and Structures

In light of the current financial market conditions and in order to determine the optimum path forward for the project, the following financing scenarios were analyzed.

- Partially finance the project with the maximum amount of capital that can be raised from toll revenues with a combination of senior tax-exempt toll revenue bonds and a TIFIA loan.
- Finance the project with General Obligation bonds.
- Finance the project with General Obligation bonds; refinance with a combination of senior tax-exempt toll revenue bonds and a TIFIA loan
- Partially finance the project with equity and debt under a 40-year concession
- Partially finance the project as part of the completed regional managed lane system

Except for the alternatives where the project is fully financed with General Obligation bonds, all alternatives are projected to result in a funding shortfall. Potential sources available to the State to fund this shortfall include General Obligation bonds or GARVEE bonds.

For all of the analyses described in this section, all revenue and toll collection cost forecasts were escalated by an assumed general inflation rate of 2.5% per annum. A key assumption underlying the analysis is that the State commits to increasing toll rates at a rate equal to the general rate of inflation over the toll revenue bond term. Additionally, in order to avoid the analysis of years with partial revenues at this feasibility stage, the financial analysis is based on slightly revised construction schedules such that toll revenues begin on January 1, 2014 (Reversible Alternative) or January 1, 2015 (Conversion Alternative).

Early in the evaluation of financing scenarios for the two infrastructure alternatives, it became evident that the Reversible Alternative resulted in a lower funding shortfall and appeared to be the more attractive alternative. Therefore, only a single Conversion Alternative case is presented below.

8.2.1 Case 1 – Finance the maximum toll revenue debt (baseline)

8.2.1.1 Capital Structure

Case 1 is designed to maximize the amount of toll revenue debt from two sources: senior lien tax exempt project revenue bonds issued by SRTA or another conduit issuer and a subordinated TIFIA (Transportation Infrastructure Finance and Innovation Act) loan from the U.S. DOT. This case is presented as a baseline analysis, and uses market rates as of August 2007.

Tax exempt toll revenue bonds with a senior lien pledge of toll revenues net of toll collection costs can provide high credit quality, low borrowing costs, and maximum bonding capacity relative to other sources of toll revenue debt such as private activity bonds or taxable debt. The structure would include the optimal combination of current interest bonds (CIBs) and capital appreciation bonds (CABs) based on the projected revenue stream.

CIBs are the most common form of domestic tax-exempt debt. Interest is paid semi-annually and principal is paid annually. Interest payments on CIBs during construction are pre-funded at financial close by setting aside a portion of the bond proceeds in a capitalized interest fund.

Individual CABs do not make any payments until maturity at which time the accreted interest and principal are repaid. The CABs are priced as individual serial bonds and can mature at any time up to 40 years from issuance. Because interest payments are deferred until maturity, CABs pay higher rates of interest than CIBs.

Due to the lower interest rates on the CIBs, the preliminary financing structure strikes a balance between maximizing the amount funded with CIBs while also using CABs to defer debt service to take advantage of the forecasted growth in toll revenue. Although the preliminary financial structure assumes that the CABs are non-callable, a call option on the CABs may be possible at additional cost.

A TIFIA loan provides several advantages compared with tax-exempt toll revenue bonds, including a subordinated creditor position and more flexible terms. The interest rate on the TIFIA loan is set at the commitment date (at 30-year Treasury bond rate plus 1 basis point) even though the loan draw can be deferred until up to one year after substantial completion. A TIFIA loan can be amortized over 35 years from substantial completion and can be prepaid at any time without penalty. Interest can be accreted for up to 5 years after substantial completion.

Besides the availability of cash to pay off the loan within the loan term, the amount of TIFIA loan proceeds available to the project is constrained by two requirements. First, the amount of a TIFIA loan cannot exceed the amount of senior debt. Second, the maximum TIFIA loan amount is limited to 33 percent of the total eligible project costs less accreted fees and interest. Total eligible project costs are the sum of the total project costs (net of Federal grants), the senior bond debt service reserve fund deposits, the senior bond capitalized interest fund deposits, the cost of bond issuance and the bond insurance cost.

Depending on future market conditions, and to further leverage the benefit of the TIFIA loan, the financial structure contemplates the issuance of a tax-exempt anticipation note (BAN) at financial close. A BAN is a municipal interest bearing note issued which would fund construction costs. The BAN would then be repaid and refinanced with the proceeds from the TIFIA loan. Assuming that short-term tax-exempt rates are lower than the TIFIA loan rate as has historically been the norm, a BAN could lower the project's interest cost during construction. Interest payments on a BAN are pre-funded at financial close by depositing part of the BAN proceeds into a capitalized BAN interest fund.

8.2.1.2 Key Terms – Market rates as of August, 2007

The financial analysis of Case 1 is based on the tax exempt bond and TIFIA market interest rates as of August 23, 2007. This date was the basis for the precedent financial evaluation of the project. Case 1 is presented to illustrate the project funding capability at a selected date prior to the deterioration of the financial markets. This case was evaluated using the Base Case revenue forecast described in Chapter 7. Minimum coverage is 1.75 for the senior tax-exempt bonds and 1.2 for total debt (senior debt plus TIFIA loan). To access the market for highly-rated tax-exempt bonds, the analysis of this case assumes that bond insurance becomes available prior to financial closing to enhance the rating of senior lien revenue bonds to AAA. The senior debt and TIFIA loan principal amounts are shown in Table 8.7.

Tables 8.1 and 8.2 summarize the key terms of the tax exempt bonds, the TIFIA loan and the BAN for Case 1.

Table 8.1 – CIBs and CABs (Market rates as of August, 2007)

	CIBs	CABs
Dated Date	5/1/2010	5/1/2010
Delivery Date	5/1/2010	5/1/2010
Maturity	1/1/2020; 1/1/2046; 1/1/2050	1/1/2022 –1/1/2046
Coupon	5.00% - 5.25%	0%
Yield	4.38% – 5.14%	5.14% – 5.75%

Table 8.2 – TIFIA Loan and BAN (Market rates as of August, 2007)

	TIFIA Loan	BAN
Dated Date	N/A	5/1/2010
Delivery Date	1/1/2015	5/1/2010
Accretion Years	1/1/2015 – 1/1/2020	N/A
Min. Repayment Years	1/1/2021 – 1/1/2040	N/A
Max. Repayment Years	1/1/2041 – 1/1/2049	N/A
Term	1/1/2015 – 1/1/2049	5/1/2010 – 1/1/2015
Coupon	N/A	5.00%
Interest Rate/Yield	5.01%	4.11%

8.2.2 Case 2 – Finance the maximum toll revenue debt

Case 2 is designed around the same capital structure and revenue forecast as Case No.1, but with senior debt market interest rates as of December 18, 2008 less 100 basis points. Current market rates are assumed for the TIFIA loan and the BAN since their rates are at historically low levels. This case is designed to illustrate the funding capability if, prior to financial closing, monoline insurance becomes available to enhance the senior lien revenue bond rating to AAA and there is an improvement in senior debt interest rates.

This case is evaluated using the Base Case revenue forecast described in Chapter 7. Minimum coverages mirror Case 1; 1.75 for the senior tax-exempt bonds and 1.2 for total debt (senior debt plus TIFIA loan). Tables 8.3 and 8.4 summarize the key terms of the tax exempt bonds and the TIFIA loan and BAN for Case 2.

Table 8.3 – CIBs and CABs (Current market rates less 100 basis points)

	CIBs	CABs
Dated Date	5/1/2010	5/1/2010
Delivery Date	5/1/2010	5/1/2010
Maturity	1/1/2020 –1/1/2025; 1/1/2048; 1/1/2050	1/1/2024; 1/1/2026 –1/1/2047
Coupon	4.87% – 6.31%	0%
Yield	4.87% – 6.31%	6.61% – 7.31%

Table 8.4 – TIFIA Loan and BAN (Current market rates)

	TIFIA Loan	BAN
Dated Date	N/A	5/1/2010
Delivery Date	1/1/2015	5/1/2010
Accretion Years	1/1/2015 – 1/1/2020	N/A
Min. Repayment Years	1/1/2021 – 1/1/2040	N/A
Max. Repayment Years	1/1/2041 – 1/1/2049	N/A
Term	1/1/2015 – 1/1/2049	5/1/2010 – 1/1/2015
Coupon	N/A	1.00% – 2.83%
Interest Rate/Yield	2.53%	1.00% – 2.83%

8.2.3 Case 3 – Finance project with General Obligation bonds

Case 3 is designed to evaluate financing the project with General Obligation bonds. The case illustrates the funding capability that is achievable with the State's AAA credit rating to access the lowest cost of capital. This financing structure is independent of the project (forecasted toll revenues, construction risks, etc.). This structure would be the reliable to implement and will have the highest probability to complete financing in early 2010. The General Obligation bond term is limited to the statutory limit of twenty five years. The essential terms of the G.O. bonds are summarized in Table 8.5. Interest rates are as of December 18, 2008 less 100 basis points.

Table 8.5 – G.O. Bonds (Current market rates less 100 basis points)

	Serial Bond	2030 Term Bond	2035 Term Bond
Dated Date	5/1/2010	5/1/2010	5/1/2010
Delivery Date	5/1/2010	5/1/2010	5/1/2010
Maturity	1/1/2011 –1/1/2025	1/1/2026 –1/1/2030	1/1/2031 –1/1/2035
Coupon	1.15% – 3.93%	4.32%	4.50%
Yield	1.15% – 3.93%	4.32%	4.50%

8.2.4 Case 4 – Initial finance with General Obligation Bonds and Refinance Project with Toll Revenue Bonds

Case 4 analyzes a scenario where the project is initially financed with G.O. bonds and is then refinanced after one full year of operation. Refinancing is assumed to close on January 1, 2015 under the same structure and terms as Case 1; tax exempt toll revenue bonds and a TIFIA loan. Refinancing is assumed after the first year of operation in order to use a TIFIA loan to refinance the original debt. Since refinancing is assumed in six years, allowing more time for improvement in the financial markets, the refinancing is analyzed with market rates as of August 23, 2007 to illustrate the potential funding capability. The revenue forecast for the refinancing is the Base Case revenue forecast described in Chapter 7.

8.2.5 Case 5 - Funding potential with equity investor under a 40-year concession

Case 5 is designed as an illustrative case to evaluate the potential project funding that might be achieved with an equity investor. In the current market, the expectation is that the concession terms will be shorter and that lenders will limit leverage when compared to prior transactions. Therefore, the analysis is based on a 40-year concession with leverage limited to approximately 60 percent. The debt structure is an optimal combination of tax-exempt current interest private activity bonds, taxable capital appreciation bonds, a TIFIA loan, and a BAN. For comparison with Case 2, senior debt interest rates in this case are also based on market rates as of December 18, 2008 less 100 basis points, but including the assumed spread over the tax-exempt rates. Private activity bond investors are subject to the Federal Alternative Minimum Tax and, therefore, a 100 basis points spread was applied to the private activity bonds. Earnings on capital appreciation bonds with a corporate issuer are taxable and a 250 basis point spread over the tax-exempt rates was applied to the bonds. The traffic and revenue forecast used to structure the debt is the Base Case revenue forecast described in Chapter 7. Operation and maintenance costs and the repair and rehabilitation allowance are paid prior to the debt payments.

Table 8.6 summarizes the key terms of the tax-exempt private activity bonds and the taxable capital appreciation bonds. Terms on the TIFIA loan/BAN are the same as for Case 2.

Table 8.6 – PABs and Taxable CABs (Current market rates less 100 basis points)

	Private Activity Bonds	Taxable CABs
Dated Date	5/1/2010	5/1/2010
Delivery Date	5/1/2010	5/1/2010
Maturity	1/1/2019 –1/1/2020; 1/1/2048 – 1/1/2049	1/1/2017–1/1/18; 1/1/2021 – 1/1/2048
Coupon	6.38% – 8.06%	0%
Yield	6.38% – 8.06%	8.36% – 10.56%

The amount of potential equity investment is determined from an after-tax cash flow analysis. This analysis is based on an upside or equity view of the traffic and revenue forecast; the High Case revenue forecast with one percent real escalation included in Chapter 7, Appendix F. It is assumed that the transaction would be structured such that the investor is deemed as the "owner" for Federal income tax purposes, is tax efficient, and is able to monetize all tax losses. The amount of equity investment is determined from the after-tax cash available after debt payments, including the value of tax losses and the deduction of interest payments, and which provides an adequate return on the equity investment to compensate for the project risks. In the case of a pre-construction concession, the equity return will compensate for construction and for traffic and revenue risks, In the analysis of Case 5, the after-tax return on the equity investment is 14.5 percent.

8.2.6 Case 6 - Finance project as part of regional managed lane system

Case 6 was analyzed to determine the funding capability if the project is financed as part of a completed regional managed lane system. The revenue forecast for this scenario is a preliminary forecast prepared HNTB as part of the GDOT System Managed Lane Study *(Ref. 3)* The case is based on the same financial analysis parameters described above for Case 2. The only difference is the higher anticipated revenue from the tie-in to the regional system.

8.2.7 Case 7 - Conversion Alternative

Case 7 analyzes the Conversion Alternative based on the same financial analysis parameters described above for Case 2 – Reversible Alternative. It became evident that the relatively higher capital cost of the Conversion Alternative was not offset by the corresponding increase in revenues. Therefore, a single case comparing the two alternatives with the Base Case traffic and revenue forecast is presented to illustrate the economics of this configuration.

8.3 Financial Analysis Results

8.3.1 Results Summary

The results of the financial scenario analyses of Cases 1 through 7 described above are included in Tables 8.7 and 8.8. The financial model results and underlying assumptions for all cases presented in this Chapter are included in Appendix G.

The results summary includes the sources of funding and the corresponding uses to finance and construct the project for each scenario. The resulting funding shortfall at financial closing is indicated for the alternatives.

The last line on Table 8.7 is the total revenues that would flow to the State over the forty year analysis period as forecasted by the traffic & revenue model. For the cases structured with toll revenue debt (Cases 1, 2, 4 after refinancing, and 6), these revenues are the revenues remaining after payment of the debt principal and interest and toll collection costs. For those cases structured with General Obligation bonds (Cases 3 and the initial financing in Case 4), all toll revenues less toll collection costs flow to the State. In any of these cases (Cases 1 – 4 and 6), the State can use these revenues to pay for the roadway maintenance costs or for other purposes. For Case 5, the concession analysis, all excess revenues flow to the equity investor; none flow to the State.

Case 1 is designed to maximize the amount of capital that can be raised from the toll revenues and is based on financial market rates prior to the current downturn. If market conditions should improve to the assumed conditions to enable financing under this structure, the projected funding shortfall is $325 million. However, an additional $789 million in excess revenues are forecasted to flow to the State over the bond term.

Case 2 is also designed to maximize the amount of capital that can be raised from the toll revenues. The analysis is based on current market rates less 100 basis points and assumes that monoline insurance is available to enhance the senior revenue bond rating to AAA This case is designed to illustrate the funding capability and corresponding shortfall achievable with reasonable improvements in the financial markets by closing. The projected funding shortfall is $393 million, however, an additional $950 million, in excess revenues are expected to flow to the State.

Table 8.7 – Financial Scenarios-Sources and Uses ($M)

	Case 1	Case 2	Case 3	Case 4		Case 5	Case 6
Sources	Toll Revenue Debt (baseline)	Toll Revenue Debt	General Obligation Bonds	Initial Offering	Refinance	Equity Scenario	Regional Managed Lane System
G.O. Bonds			1,012	1,012			
Current Interest Bonds or Private Activity Bonds	164	231			181	58	287
Capital Appreciation Bonds	248	165			398	39	331
TIFIA Loan/BAN	396	396			385	98	432
Premium/ (Discount)	17				4		
Equity						129	
Interest Earned	86	46	46	46		46	46
Total Sources	911	838	1,058	1,058	968	370	1,096
Uses							
Design Build and ROW	**1,045**	**1,045**	**1,045**	**1,045**		**1,045**	**1,045**
Escrow Deposit to pay off G.O. Bonds					873*		
Bond Insurance	30	36			39	14	63
Issuance Costs/ Underwriter's Discount	12	12	13	13	14	3	16
Debt Service Reserve Fund	41	40			58	10	62
Net Capitalized Interest Deposit / Capitalized BAN Interest	108	98				32	112
Total Uses	**1,236**	**1,231**	**1,058**	**1,058**	**984**	**1,104**	**1,298**
(Shortfall)	**(325)**	**(393)**	-	**-**	**(16)**	(734)	(202)
Toll Revenues to State-Net Over 40 Years.	**789**	**950**	**3,301**	**18****	**1,305**	**0**	**1,885**

**P&I Payments prior to refinancing - $306 Million (Principal - $139M, Interest - $167)*
*** Represents Toll Revenues from Commercial Operation until refinancing*

In Case 3, the project is financed with General Obligation bonds. In the current financial market, this is the only structure that can assure that the project will be financed by May, 2010. The State AAA credit rating provides access to the lowest overall cost of capital to fund the project. Under this structure, all toll revenues, $3.3 billion, would flow to the State over a 40 year period. Over the twenty five year bond term, debt payments would total $1.6 billion compared with $1.2 billion revenues flowing to the State. Additionally, as illustrated below, this structure provides the State with the option to refinance the debt or to lease the project to a concessionaire when construction is complete and the risk removed, the traffic and revenue levels are proven, and, most likely, the project value is significantly greater.

Case 4 is designed to illustrate the scenario where the project is initially financed with General Obligation bonds and then refinanced with maximum toll revenue debt after construction is complete. This case was designed to refinance within one year of completion in order to use the attractive TIFIA loan to refinance the project. Through the period of construction plus one year of operation, principal and interest payments on the General Obligation bonds would total $306 million; $18 million in toll revenues would flow to the State.

Refinancing in Case 4 is projected in six years and with improved (August, 2007) market rates. At refinancing, the toll revenue debt will pay for virtually all of the estimated escrow to pay off the General Obligation bonds. The shortfall is only $16 million, essentially equal to the toll revenues received during the first year of operation. After refinancing, $1.3 billion in excess revenues will flow to the State over the length of the bond term.

Case 5 illustrates the potential funding capability under an illustrative 40-year concession structure. Financial market conditions have rendered this structure very difficult to implement. The "flight to quality" and need to limit risk have significantly increased the cost of capital and severely limited the potential funding capability of a concession structure. The funding shortfall for Case 5 is projected to be $734 million and no excess toll revenues would flow to the State. Operations, maintenance, repair, and rehabilitation costs are paid by the concessionaire.

In order to further evaluate the potential funding capability under a concession structure, a more aggressive equity view of the traffic and revenue forecast was also evaluated. This forecast was developed with the following modifications to the Base Case and is included in Chapter 7, Appendix F.

- Faster regional demographic growth such that growth that was forecasted in the Base Case for the year 2030 was advanced to the year 2025
- Real growth was extrapolated from 2025 to 2030 at the 2024 to 2025 growth rate and was then extrapolated to 2050 at declining rates as described in Chapter 7 (Section 7.4.10)
- High Case value of time ($15 per hour) with one percent real escalation
- Mid-day and daily weekend traffic and revenues were assumed to be ten percent of peak period revenues in 2015 and were extrapolated to twenty percent by 2050.

The change to the funding shortfall using this traffic and revenue forecast is less than ten percent

Case 6 was designed to illustrate the potential value of the project if it was part of a completed regional managed lane system. Although the analysis is based on a preliminary traffic and revenue forecast, the increase in forecasted traffic and revenue levels is likely due, in part, to the ability of an integrated managed lane system to maximize traffic flow through the Atlanta region. The potential increase in project value is evident since the projected funding shortfall is reduced to $202 million in comparison to the comparable Case 2. The excess revenue projected to flow to the State is $1.89 billion. In addition, this analysis does not take into account the expectation that the project value will likely further increase significantly when the traffic and revenue is proven.

8.3.2 Conversion Alternative

Table 8.8 compares the financial analysis of the Conversion and the Reversible Alternatives under the Base Case revenue forecast described in Chapter 7.

Table 8.8— Comparison of Conversion and Reversible Base Case Alternatives Sources and Uses ($M)

	Case 7 (Conversion Alternative)	Comparable (Reversible Alternative)
Sources		
Current Interest Bonds	305	231
Capital Appreciation Bonds	249	165
Subordinate TIFIA/BAN	555	396
Interest Earned/MISC	62	46
Total Sources	**1,171**	**838**
Uses		
Design Build and ROW	1,427	1,045
Bond Insurance Payment	54	36
Issuance Costs/ Underwriter's Discount	17	12
Debt Service Reserve Fund	55	40
Net Capitalized Interest Deposit / Capitalized BAN Interest	147	98
Total Uses	**1,700**	**1,231**
(Shortfall)	(529)	(393)
Toll Revenues to State-Net Over 40 years.	1,373	950

The results indicate that the economics of the Conversion Alternative is less favorable than the Reversible Alternative since the shortfall is greater ($529 million vs. $393 million). The relative disadvantage of the Conversion Alternative is a result of an increase in capital cost ($380 million) which is not offset by the incremental revenues, particularly during the early years. However, counter-peak traffic is forecasted to increase over time to result in relatively greater total excess revenues over 40 years; $1.37 billion for the Conversion Alternative versus $950 million for the Reversible Alternative.

8.3.3 Sensitivity Cases

Sensitivities were analyzed to evaluate the impact of key variables on the project funding capability. The sensitivities were run using Case 2 as the reference and the results are shown in Figure 8.1 below. The results shown in *Figure 8.1* indicate the change in the funding shortfall for Case 2 caused by changing each variable on the vertical axis of the figure.

For instance, the funding shortfall for Case 2 is $393 million. If the average value of time increased from $13.50 per hour to $15.00 per hour, the funding shortfall would be reduced by approximately $50 million to $343 million. Looking at another variable, if the traffic and revenue

forecast is based on the low growth socioeconomic assumptions versus the ARC assumptions, the funding shortfall would increase by approximately $80 million to $473 million.

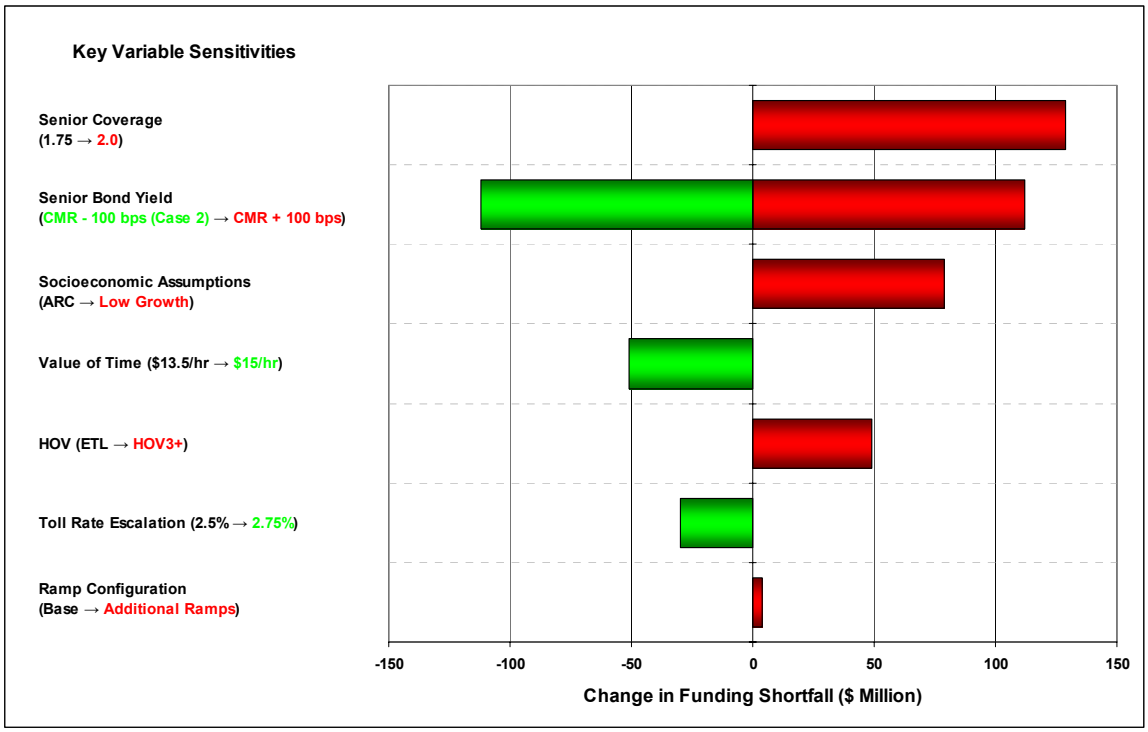


Figure 8.1 – Key Variable Sensitivities

The analysis of the sensitivity cases illustrates that variables with the greatest potential impact on the funding capability relate to the financial market conditions at closing. Debt coverage requirements and/or senior bond yields will likely have the most significant impact on the funding capability. An increase in the senior debt coverage requirements could increase the funding shortfall by approximately $130 million. A 100 basis point variation in the current market rates for the senior lien tax-exempt revenue bonds could vary the shortfall by approximately $110 million. Note that Case 2 includes a 100 basis point reduction from current market rates.

Variations in the regional socioeconomic parameters included in the traffic and revenue forecasts can also significantly impact the shortfall. Analysis of the Low Growth case forecast described in Chapter 7 increases the funding shortfall by approximately $80 million. The sensitivity to the value of time distribution discussed in Chapter 7 is illustrated in the financial analysis of increasing the average value of time. An increase in the average from $13.50/hr. (Base Case) to $15.00/hr. (High Case), decreases the funding shortfall by approximately $50 million. The importance in finalizing each of these parameters to the satisfaction of the rating agencies and lenders is illustrated in this analysis.

A toll policy which provides HOV 3+ vehicles free access to the managed lanes would increase the funding shortfall by approximately $49 million. Providing free access to HOV 4+ vehicles has a negligible impact on the funding shortfall. An increase in the general inflation rate applied to the revenue forecast from 2.5 percent to 2.75 percent decreased the shortfall by approximately $30 million. Finally, the projected impact on the shortfall due to adding three ramps on I-75 is an increase of approximately $4 million.

8.4 Conclusion

The global financial markets are currently experiencing unprecedented changes and uncertainty and the financial closing is not anticipated prior to early 2010. The financial analysis has shown that the funding shortfall could be significantly different (positively or negatively) depending on market conditions at closing. Therefore, it is impractical to recommend or decide now upon a definitive plan to finance the project.

One alternative, financing with General Obligation bonds, provides certainty that the project can be financed by May, 2010. An initial financing with this structure provides the State with several options to refinance or lease the project to a concessionaire, either separately or as part of a regional system, when the construction and the traffic and revenue risks are removed and financial market conditions improve. If market conditions improve such that financing the maximum amount of non-recourse toll revenue debt is viable, this may be an attractive path forward. Therefore, it is recommended, that the State, their advisors, GTP, and CGMI work closely over next few months to continue evaluating the financial markets and, by mid-2009, collectively determine the best path to a financial close by May, 2010.

8.5 References

1. FDOT press releases on February 15, 2008 and December 12, 2008.. Port of Miami Tunnel project, a public private partnership concession awarded by the Florida Department of Transportation (FDOT) to a private consortium headed by Babcock & Brown and Bouygues Travaux Publics in February, 2008. In December, 2008, FDOT announced that it will not close the transaction. .

2. FDOT press release on December 23, 2008. Alligator Alley is a 78-mile section of Interstate 75 in Florida. FDOT has solicited for concessionaires to lease, maintain, operate, and receive toll revenues from the project. The date for submittal of final bids (originally January, 2009) has been extended to May, 2009 in response to bidder's requests. .

3. Preliminary forecast prepared by HNTB as part of the GDOT Managed Lane System Plan based on two additional managed lanes in each direction south of the I-75/575 split and one additional managed lane in each direction on I-75 and I-575 north of the split. Preliminary forecast transmitted by A. Smith to J. Feyder on December 14, 2008.

APPENDIX

APPENDIX A

GLOSSARY

List of Acronyms and Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
ADAAG	Americans with Disabilities Act Accessibility Guidelines
ADT	Average Daily Traffic
AN	American National
ARC	Atlanta Regional Commission
ASCE	American Society of Civil Engineers
ASME	American Society of Mechanical Engineers
ATMS/ITS	Automated Traffic Management System/Intelligent Transportation System
AVC	Automated Vehicle Classification
AVI	Automated Vehicle Identification
BAN	Bond Anticipation Note
BEn	Bechtel Enterprises
BFI	Bridge Foundation Investigation
BINFRA	Bechtel Infrastructure Corporation
BOT	Build-Operate-Transfer
BPS	Basis Points
BRT	Bus Rapid Transit
CA	Comprehensive Agent
CAB	Capital Appreciation Bonds
CADD	Computer-Aided Design and Drafting
Capl Funds	Capitalized Interest Funds
CCT	Closed Circuit Television
CCT	Cobb County Transit
CD	Collector-Distributor
CGMI	Citigroup Global Market, Inc.
CIB	Current Interest Bonds
CID	Community Improvement District
COE	Army Corps of Engineers
D-B	Design-Build
DBE	Disadvantaged Business Enterprises
DEIS	Draft Environmental Impact Statement
DIR	Direction
DOR	Division of Responsibility
DSRFs	Debt Service Reserve Funds
EB	East Bound
EEO	Equal Employment Opportunity
EIS	Environmental Impact Statement
ENR	*Engineering News-Record*
ES&H	Environmental, Safety, and Health
ETC	Electronic Toll Collection
ETL	Express Toll Lane
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact

List of Acronyms and Abbreviations

FTA	Federal Transit Administration
GARVEE	Grant Anticipation Revenue Vehicle
GDOT	Georgia Department of Transportation
GIS	Geographic Information System
GO	General Obligation
GP	General Purpose
GPL	General Purpose Lane
GRTA	Georgia Regional Transportation Authority
GTP	Georgia Transportation Partners
HBO	Home-Based Other
HBW	Home-Based Work
HNTB	Howard, Needles, Tammen & Bergendoff
HOT	High-Occupancy Toll
HOV	High-Occupancy Vehicle
IRC	Initial Review Committee
ISP	Interstate System Plan
ISTEA	Intermodal Surface Transportation Efficiency Act
JV	Joint Venture
LEED	Leadership in Energy & Environmental Design
LOI	Letter of Intent
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
MMD	Municipal Market Data
MOT	Maintenance of Traffic
MPH	Miles Per Hour
MSE	Mechanically Stabilized Earth
NB	North Bound
NEPA	National Environmental Policy Act
NFPA	National Fire Protection Association
NHB	Non-Home-Base
NPDES	National Pollutant Discharge Elimination System
NTP	Notice to Proceed
NWC	Northwest Corridor
NWCS	Northwest Connectivity Study
O&M	Operations and Maintenance
ODC	Other Direct Cost
OID	Original Issue Discount
OIP	Original Issue Premium
ORT	Open Road Toll
OSHA	Occupational Safety and Health Administration
PB	Parsons Brinkerhoff
PBS&J	Post, Buckley, Schuh & Jernigan
PPI	Public-Private Initiative
PR/CR	Public Relations/Community Relations
QA/QC	Quality Assurance and Quality Control
RFP	Request for Proposal

List of Acronyms and Abbreviations

ROD	Record of Decision
ROW	Right-of-Way
RTP	Regional Transportation Plan
SAFETEA-LU	Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2005: A Legacy for Users (formal name of program authorization of TEA-21)
SB	South Bound
SBCCI	Southern Building Code Congress International
SOV	Single Occupancy Vehicle
SR	State Route
SRTA	State Road and Tollway Authority
SUE	Subsurface Utility Engineering
TAZ	Traffic Analysis Zone
TIC	Total Installed Cost
TIFIA	Transportation Infrastructure Finance and Innovation Act
TOL	Truck Only Lane
TOT	Truck-Only Toll Lane
TRB	Transportation Research Board
TS&L	Type, Size, and Location
UPS	Uninterrupted Power Supply
USDOT	United States Department of Transportation
VDS	Video Detection System
VE	Value Engineering
VES	Violation Enforcement System
WB	West Bound
WSA	Wilber Smith Associates

APPENDIX B

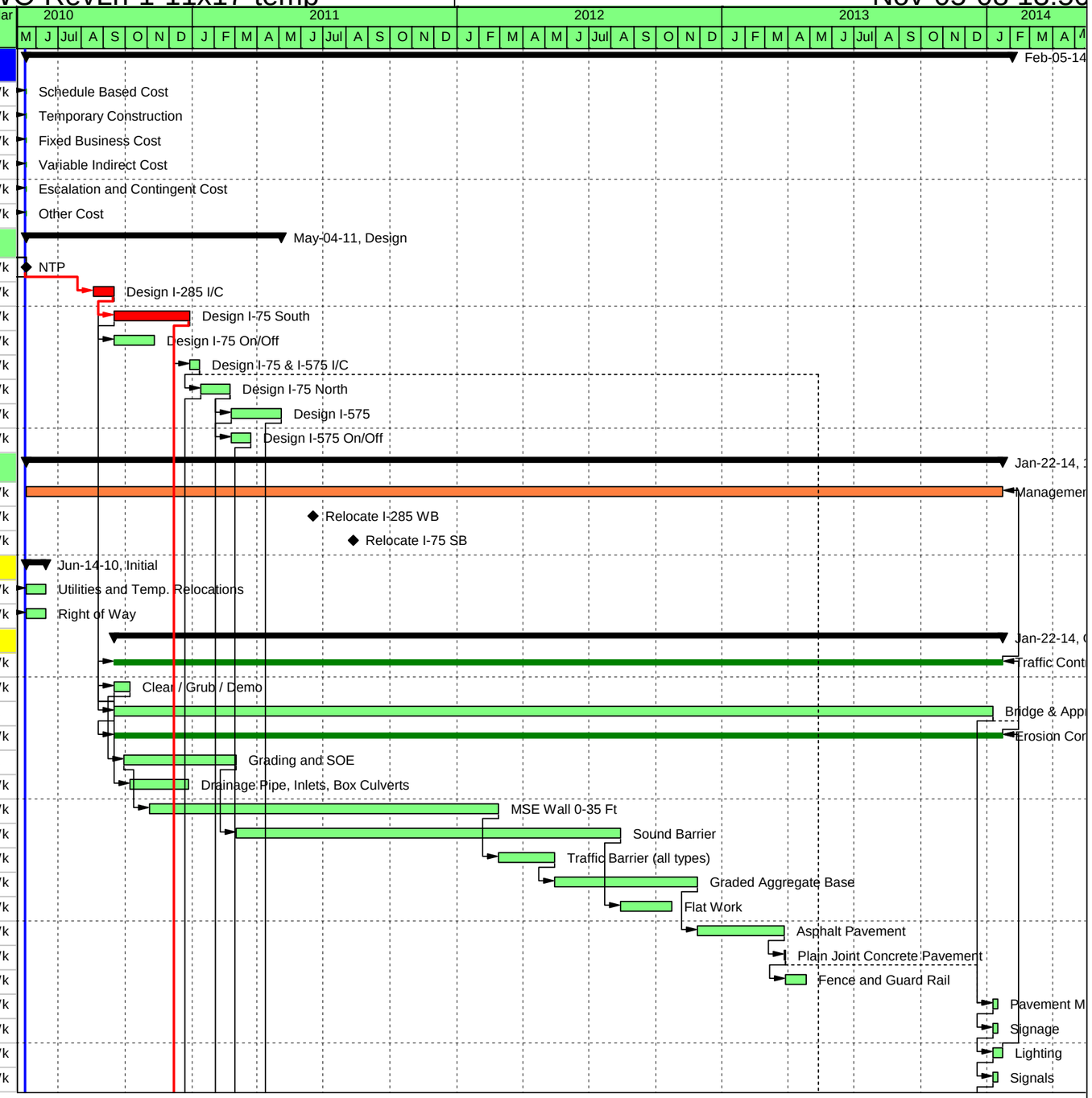
PRELIMINARY DESIGN/BUILD SCHEDULES

NW Corridor Reversible Lane

NWC-RevLn-1-11x17-temp

Nov-05-08 13:50

Activity ID	Activity Name	Quantity	Unit	CrewProd / HR	Original Duration	Start	Finish	Calendar
NW Corridor Reversible La...		6927056		9500.00	8484h	May-17-10	Feb-05-14	
I-1	Schedule Based Cost				0h	May-17-10	May-17-10	40hr/Wk
I-2	Temporary Construction				0h	May-17-10	May-17-10	40hr/Wk
I-5	Fixed Business Cost				0h	May-17-10	May-17-10	40hr/Wk
I-4	Variable Indirect Cost				0h	May-17-10	May-17-10	40hr/Wk
I-3	Escalation and Contingent Cost				0h	May-17-10	May-17-10	40hr/Wk
I-6	Other Cost				0h	May-17-10	May-17-10	40hr/Wk
Design		34573		0.00	2223h	May-17-10	May-04-11	
NTP	NTP				0h	May-17-10*		40hr/Wk
9021	Design I-285 I/C	3186	milx10...		160h	Aug-18-10	Sep-15-10	40hr/Wk
9022	Design I-75 South	8589	milx10...		560h	Sep-16-10	Dec-28-10	40hr/Wk
9023	Design I-75 On/Off	2128	milx10...		320h	Sep-16-10	Nov-10-10	40hr/Wk
9024	Design I-75 & I-575 I/C	985	milx10...		80h	Dec-29-10	Jan-12-11	40hr/Wk
9025	Design I-75 North	6293	milx10...		240h	Jan-13-11	Feb-23-11	40hr/Wk
9026	Design I-575	10362	milx10...		400h	Feb-24-11	May-04-11	40hr/Wk
9027	Design I-575 On/Off	3030	milx10...		160h	Feb-24-11	Mar-23-11	40hr/Wk
1 - I-285 I/C		1188307		1010.30	8394h	May-17-10	Jan-22-14	
101	Management 1				7452h	May-17-10	Jan-22-14	40hr/Wk
201	Relocate I-285 WB				0h		Jun-17-11*	40hr/Wk
301	Relocate I-75 SB				0h		Aug-12-...	40hr/Wk
Initial		6372		0.00	178h	May-17-10	Jun-14-10	
9011	Utilities and Temp. Relocations	3186	milx10...		160h	May-17-10	Jun-14-10	40hr/Wk
9031	Right of Way	3186	milx10...		160h	May-17-10	Jun-14-10	40hr/Wk
Construction		1181935		1010.30	7629h	Sep-16-10	Jan-22-14	
1001	Traffic Control	310	shft	0.10	6772h	Sep-16-10	Jan-22-14	40hr/Wk
2001	Clear / Grub / Demo	26	ac	0.20	130h	Sep-16-10	Oct-08-10	40hr/Wk
5001	Bridge & Approach Slab	468432	sf	70.00	6692h	Sep-16-10	Jan-08-14	40hr/...
8001	Erosion Control	3186	milx10...		6772h	Sep-16-10	Jan-22-14	40hr/Wk
2041	Grading and SOE	55000	cy	187.50	293h	Sep-30-10	Mar-03-11	32hr/...
4001	Drainage Pipe, Inlets, Box Culverts	2095	lf	5.00	419h	Oct-08-10	Dec-27-10	40hr/Wk
6001	MSE Wall 0-35 Ft	158082	sf	60.00	2635h	Nov-04-10	Feb-27-12	40hr/Wk
6071	Sound Barrier	183374	sf	62.50	2934h	Mar-03-11	Aug-13-12	40hr/Wk
6011	Traffic Barrier (all types)	11047	lf	25.00	442h	Feb-27-12	May-14-12	40hr/Wk
3001	Graded Aggregate Base	110981	sy	100.00	1110h	May-14-12	Nov-28-12	40hr/Wk
8011	Flat Work	3186	milx10...		400h	Aug-13-12	Oct-23-12	40hr/Wk
3011	Asphalt Pavement	160000	tn	250.00	640h	Nov-28-12	Mar-27-13	40hr/Wk
3071	Plain Joint Concrete Pavement	3914	sy	250.00	16h	Mar-27-13	Mar-29-13	40hr/Wk
8021	Fence and Guard Rail	3186	milx10...		160h	Mar-29-13	Apr-26-13	40hr/Wk
8031	Pavement Markings	3186	milx10...		40h	Jan-08-14	Jan-15-14	40hr/Wk
8041	Signage	3186	milx10...		40h	Jan-08-14	Jan-15-14	40hr/Wk
8051	Lighting	3186	milx10...		80h	Jan-08-14	Jan-22-14	40hr/Wk
8061	Signals	3186	milx10...		40h	Jan-08-14	Jan-15-14	40hr/Wk



Date	Revision	Checked	Approved
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TASK filter: All Activities

NW Corridor Reversible Lane

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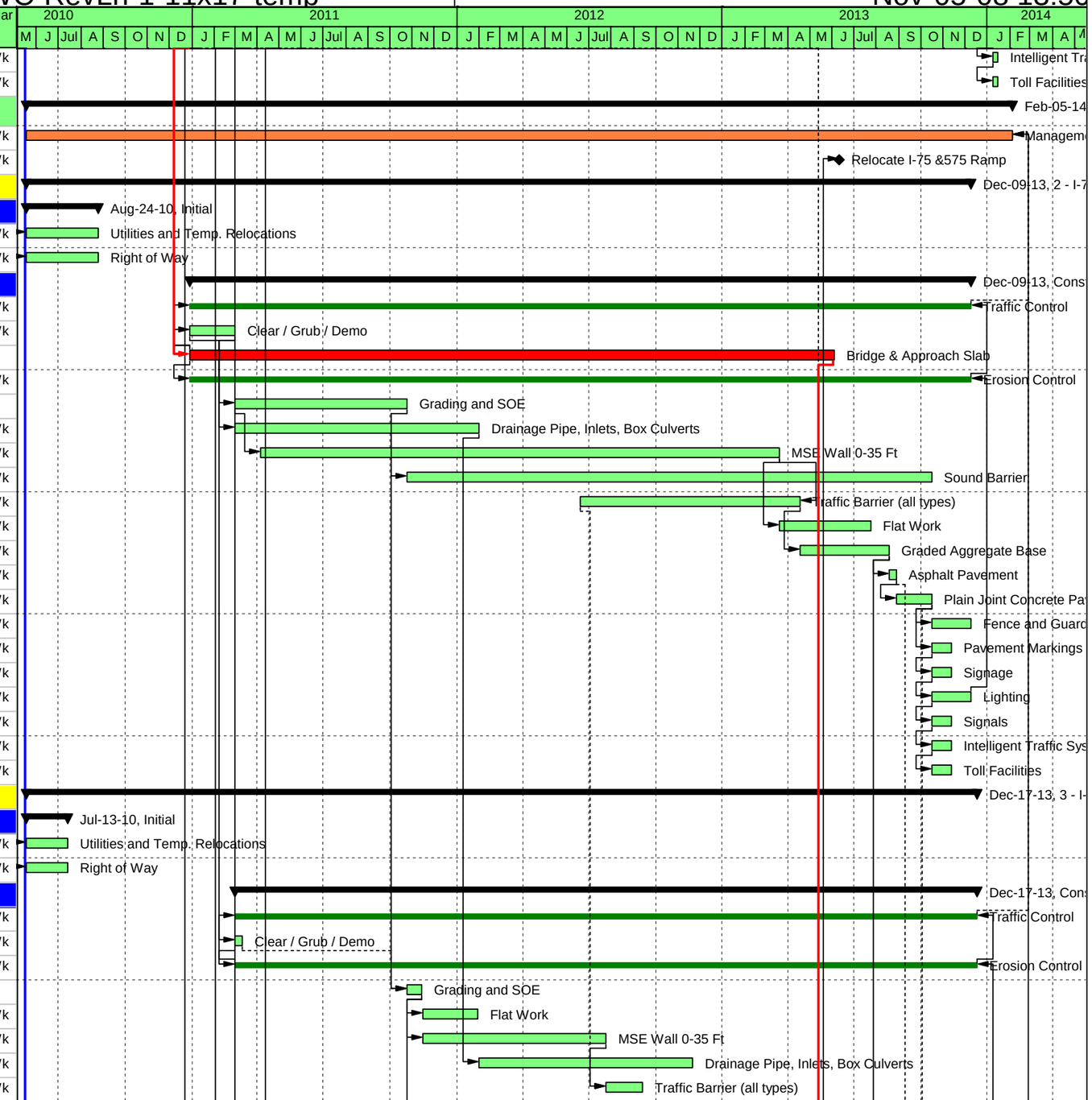
Activity ID	Activity Name	Quantity	Unit	CrewProd / HR	Original Duration	Start	Finish	Calendar
8071	Intelligent Traffic System	3186	milx10...		40h	Jan-08-14	Jan-15-14	40hr/Wk
9001	Toll Facilities	3186	milx10...		40h	Jan-08-14	Jan-15-14	40hr/Wk
Segments 2,3,4		3377511		3463.40	8484h	May-17-10	Feb-05-14	
102	Management 2				7532h	May-17-10	Feb-05-14	40hr/Wk
202	Relocate I-75 &575 Ramp				0h		Jun-11-13	40hr/Wk
2 - I-75 South		2389803		1372.80	8147h	May-17-10	Dec-09-13	
Initial		17178		0.00	628h	May-17-10	Aug-24-10	
9012	Utilities and Temp. Relocations	8589	milx10...		560h	May-17-10	Aug-24-10	40hr/Wk
9032	Right of Way	8589	milx10...		560h	May-17-10	Aug-24-10	40hr/Wk
Construction		2372625		1372.80	6737h	Dec-29-10	Dec-09-13	
1002	Traffic Control	557	shft	0.10	5975h	Dec-29-10	Dec-09-13	40hr/Wk
2002	Clear / Grub / Demo	69	ac	0.20	345h	Dec-29-10	Mar-01-11	40hr/Wk
5002	Bridge & Approach Slab	739450	sf	150.00	4930h	Dec-29-10	Jun-04-13	40hr/...
8002	Erosion Control	8589	milx10...		5975h	Dec-29-10	Dec-09-13	40hr/Wk
2042	Grading and SOE	265000	cy	250.00	1060h	Mar-01-11	Oct-24-11	32hr/...
4002	Drainage Pipe, Inlets, Box Culverts	18643	lf	10.00	1864h	Mar-01-11	Feb-01-12	40hr/Wk
6002	MSE Wall 0-35 Ft	743918	sf	187.50	3968h	Apr-05-11	Mar-20-13	40hr/Wk
6072	Sound Barrier	301039	sf	75.00	4014h	Oct-24-11	Oct-17-13	40hr/Wk
6012	Traffic Barrier (all types)	41903	lf	25.00	1676h	Jun-19-12	Apr-17-13	40hr/Wk
8012	Flat Work	8589	milx10...		704h	Mar-20-13	Jul-24-13	40hr/Wk
3002	Graded Aggregate Base	85385	sy	125.00	683h	Apr-17-13	Aug-19-13	40hr/Wk
3012	Asphalt Pavement	14000	tn	250.00	56h	Aug-19-13	Aug-28-13	40hr/Wk
3072	Plain Joint Concrete Pavement	85360	sy	300.00	285h	Aug-28-13	Oct-17-13	40hr/Wk
8022	Fence and Guard Rail	8589	milx10...		280h	Oct-17-13	Dec-09-13	40hr/Wk
8032	Pavement Markings	8589	milx10...		144h	Oct-17-13	Nov-12-13	40hr/Wk
8042	Signage	8589	milx10...		144h	Oct-17-13	Nov-12-13	40hr/Wk
8052	Lighting	8589	milx10...		280h	Oct-17-13	Dec-09-13	40hr/Wk
8062	Signals	8589	milx10...		144h	Oct-17-13	Nov-12-13	40hr/Wk
8072	Intelligent Traffic System	8589	milx10...		144h	Oct-17-13	Nov-12-13	40hr/Wk
9002	Toll Facilities	8589	milx10...		144h	Oct-17-13	Nov-12-13	40hr/Wk
3 - I-75 On/Off		429021		1097.80	8203h	May-17-10	Dec-17-13	
Initial		4256		0.00	358h	May-17-10	Jul-13-10	
9013	Utilities and Temp. Relocations	2128	milx10...		320h	May-17-10	Jul-13-10	40hr/Wk
9033	Right of Way	2128	milx10...		320h	May-17-10	Jul-13-10	40hr/Wk
Construction		424765		1097.80	6402h	Mar-01-11	Dec-17-13	
1003	Traffic Control	21	shft	0.10	5679h	Mar-01-11	Dec-17-13	40hr/Wk
2003	Clear / Grub / Demo	14	ac	0.20	70h	Mar-01-11	Mar-11-11	40hr/Wk
8003	Erosion Control	2128	milx10...		5679h	Mar-01-11	Dec-17-13	40hr/Wk
2043	Grading and SOE	25000	cy	250.00	100h	Oct-24-11	Nov-14-11	32hr/...
8013	Flat Work	2128	milx10...		400h	Nov-15-11	Jan-30-12	40hr/Wk
6003	MSE Wall 0-35 Ft	260000	sf	187.50	1387h	Nov-15-11	Jul-24-12	40hr/Wk
4003	Drainage Pipe, Inlets, Box Culverts	16490	lf	10.00	1649h	Feb-01-12	Nov-20-12	40hr/Wk
6013	Traffic Barrier (all types)	7223	lf	25.00	289h	Jul-24-12	Sep-13-12	40hr/Wk



Date	Revision	Checked	Approved
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NW Corridor Reversible Lane

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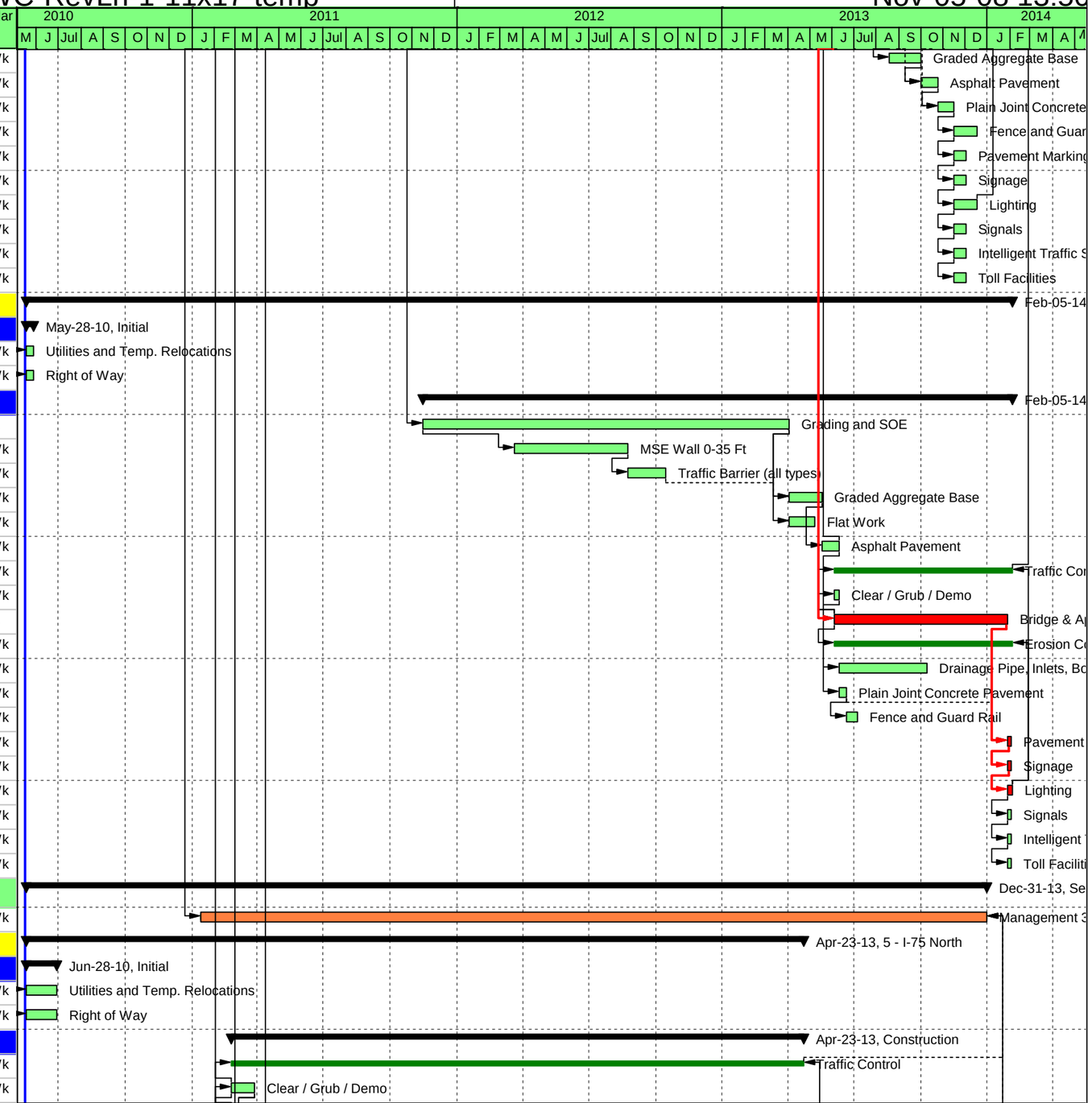
Activity ID	Activity Name	Quantity	Unit	CrewProd / HR	Original Duration	Start	Finish	Calendar
3003	Graded Aggregate Base	30437	sy	125.00	244h	Aug-19-13	Oct-01-13	40hr/Wk
3013	Asphalt Pavement	36000	tn	250.00	144h	Oct-01-13	Oct-25-13	40hr/Wk
3073	Plain Joint Concrete Pavement	30428	sy	250.00	122h	Oct-25-13	Nov-15-13	40hr/Wk
8023	Fence and Guard Rail	2128	milx10...		160h	Nov-15-13	Dec-17-13	40hr/Wk
8033	Pavement Markings	2128	milx10...		80h	Nov-15-13	Dec-03-13	40hr/Wk
8043	Signage	2128	milx10...		80h	Nov-15-13	Dec-03-13	40hr/Wk
8053	Lighting	2128	milx10...		160h	Nov-15-13	Dec-17-13	40hr/Wk
8063	Signals	2128	milx10...		80h	Nov-15-13	Dec-03-13	40hr/Wk
8073	Intelligent Traffic System	2128	milx10...		80h	Nov-15-13	Dec-03-13	40hr/Wk
9003	Toll Facilities	2128	milx10...		80h	Nov-15-13	Dec-03-13	40hr/Wk
4 - I-75 & I-575 I/C		558687		992.80	8484h	May-17-10	Feb-05-14	
Initial		1970		0.00	89h	May-17-10	May-28-10	
9014	Utilities and Temp. Relocations	985	milx10...		80h	May-17-10	May-28-10	40hr/Wk
9034	Right of Way	985	milx10...		80h	May-17-10	May-28-10	40hr/Wk
Construction		556717		992.80	5049h	Nov-15-11	Feb-05-14	
2044	Grading and SOE	360000	cy	250.00	1440h	Nov-15-11	Apr-02-13	32hr/...
6004	MSE Wall 0-35 Ft	33000	sf	37.50	880h	Mar-21-12	Aug-23-12	40hr/Wk
6014	Traffic Barrier (all types)	7028	lf	25.00	281h	Aug-24-12	Oct-15-12	40hr/Wk
3004	Graded Aggregate Base	32974	sy	125.00	264h	Apr-03-13	May-17-13	40hr/Wk
8014	Flat Work	985	milx10...		200h	Apr-03-13	May-07-13	40hr/Wk
3014	Asphalt Pavement	32000	tn	250.00	128h	May-17-13	Jun-11-13	40hr/Wk
1004	Traffic Control	60	shft	0.10	1362h	Jun-04-13	Feb-05-14	40hr/Wk
2004	Clear / Grub / Demo	8	ac	0.20	40h	Jun-04-13	Jun-11-13	40hr/Wk
5004	Bridge & Approach Slab	66103	sf	50.00	1322h	Jun-04-13	Jan-29-14	40hr/...
8004	Erosion Control	985	milx10...		1362h	Jun-04-13	Feb-05-14	40hr/Wk
4004	Drainage Pipe, Inlets, Box Culverts	3375	lf	5.00	675h	Jun-11-13	Oct-09-13	40hr/Wk
3074	Plain Joint Concrete Pavement	13304	sy	250.00	53h	Jun-11-13	Jun-20-13	40hr/Wk
8024	Fence and Guard Rail	985	milx10...		80h	Jun-20-13	Jul-05-13	40hr/Wk
8034	Pavement Markings	985	milx10...		24h	Jan-29-14	Feb-03-14	40hr/Wk
8044	Signage	985	milx10...		24h	Jan-29-14	Feb-03-14	40hr/Wk
8054	Lighting	985	milx10...		40h	Jan-29-14	Feb-05-14	40hr/Wk
8064	Signals	985	milx10...		24h	Jan-29-14	Feb-03-14	40hr/Wk
8074	Intelligent Traffic System	985	milx10...		24h	Jan-29-14	Feb-03-14	40hr/Wk
9004	Toll Facilities	985	milx10...		24h	Jan-29-14	Feb-03-14	40hr/Wk
Segments 5,6,7		2326665		5026.30	8264h	May-17-10	Dec-31-13	
103	Management 3				6006h	Jan-13-11	Dec-31-13	40hr/Wk
5 - I-75 North		898965		1735.30	6713h	May-17-10	Apr-23-13	
Initial		12586		0.00	268h	May-17-10	Jun-28-10	
9015	Utilities and Temp. Relocations	6293	milx10...		240h	May-17-10	Jun-28-10	40hr/Wk
9035	Right of Way	6293	milx10...		240h	May-17-10	Jun-28-10	40hr/Wk
Construction		886379		1735.30	4938h	Feb-24-11	Apr-23-13	
1005	Traffic Control	84	shft	0.10	4379h	Feb-24-11	Apr-23-13	40hr/Wk
2005	Clear / Grub / Demo	37	ac	0.20	185h	Feb-24-11	Mar-29-11	40hr/Wk



Date	Revision	Checked	Approved
Jul-18-08			

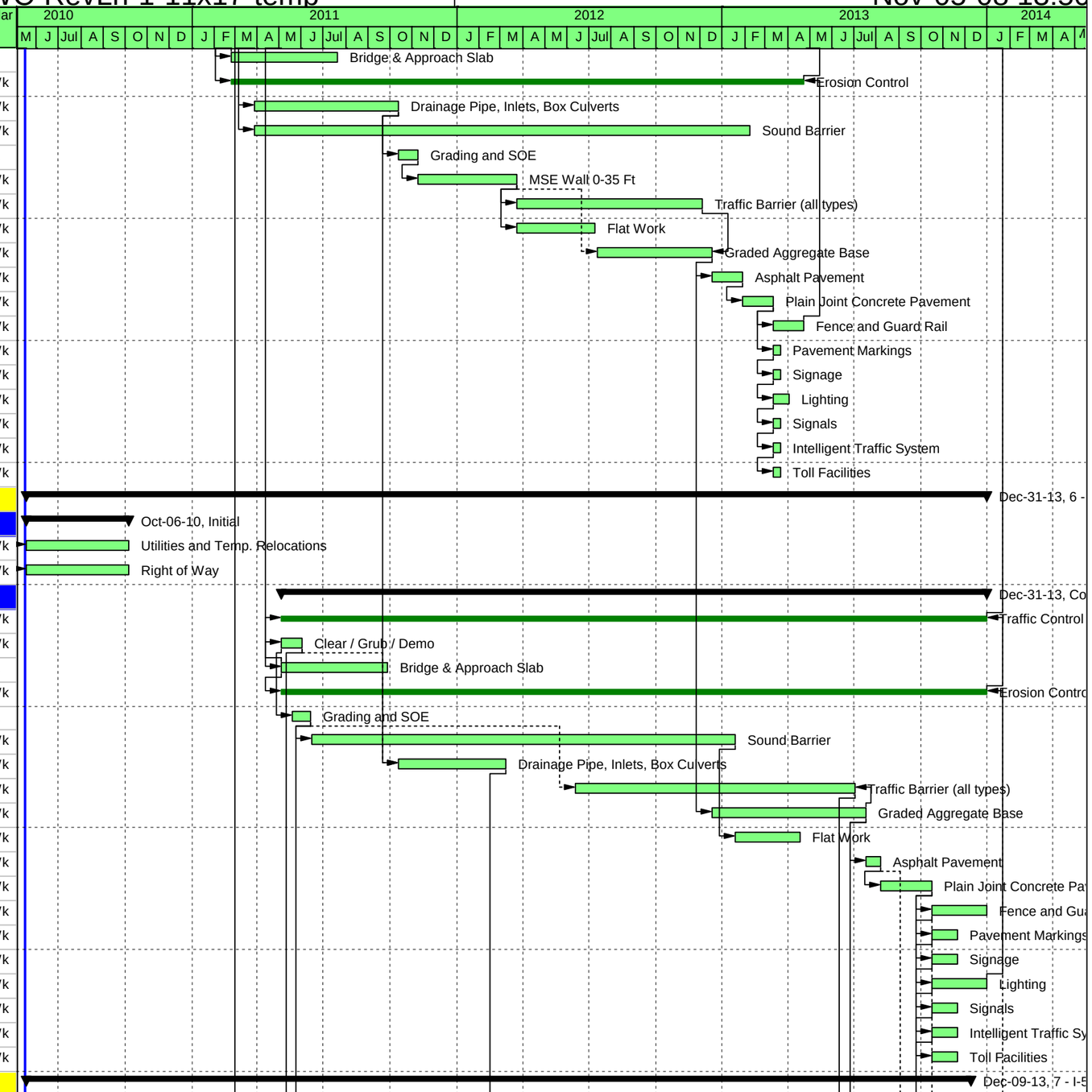
TASK filter: All Activities

NW Corridor Reversible Lane

NWC-RevLn-1-11x17-temp

Nov-05-08 13:50

Activity ID	Activity Name	Quantity	Unit	CrewProd / HR	Original Duration	Start	Finish	Calendar
5005	Bridge & Approach Slab	41581	sf	50.00	832h	Feb-24-11	Jul-21-11	40hr/...
8005	Erosion Control	6293	milx10...		4379h	Feb-24-11	Apr-23-13	40hr/Wk
4005	Drainage Pipe, Inlets, Box Culverts	11144	lf	10.00	1114h	Mar-29-11	Oct-13-11	40hr/Wk
6075	Sound Barrier	282702	sf	75.00	3769h	Mar-29-11	Feb-07-13	40hr/Wk
2045	Grading and SOE	75000	cy	625.00	120h	Oct-13-11	Nov-09-11	32hr/...
6005	MSE Wall 0-35 Ft	55000	sf	75.00	733h	Nov-09-11	Mar-23-12	40hr/Wk
6015	Traffic Barrier (all types)	70885	lf	50.00	1418h	Mar-23-12	Dec-04-12	40hr/Wk
8015	Flat Work	6293	milx10...		600h	Mar-23-12	Jul-10-12	40hr/Wk
3005	Graded Aggregate Base	131235	sy	150.00	875h	Jul-12-12	Dec-18-12	40hr/Wk
3015	Asphalt Pavement	54000	tn	250.00	216h	Dec-18-12	Jan-29-13	40hr/Wk
3075	Plain Joint Concrete Pavement	108074	sy	450.00	240h	Jan-29-13	Mar-12-13	40hr/Wk
8025	Fence and Guard Rail	6293	milx10...		240h	Mar-12-13	Apr-23-13	40hr/Wk
8035	Pavement Markings	6293	milx10...		64h	Mar-12-13	Mar-22-13	40hr/Wk
8045	Signage	6293	milx10...		64h	Mar-12-13	Mar-22-13	40hr/Wk
8055	Lighting	6293	milx10...		120h	Mar-12-13	Apr-02-13	40hr/Wk
8065	Signals	6293	milx10...		64h	Mar-12-13	Mar-22-13	40hr/Wk
8075	Intelligent Traffic System	6293	milx10...		64h	Mar-12-13	Mar-22-13	40hr/Wk
9005	Toll Facilities	6293	milx10...		64h	Mar-12-13	Mar-22-13	40hr/Wk
6 - I-575		1200215		1730.50	8264h	May-17-10	Dec-31-13	
Initial		20724		0.00	898h	May-17-10	Oct-06-10	
9016	Utilities and Temp. Relocations	10362	milx10...		800h	May-17-10	Oct-06-10	40hr/Wk
9036	Right of Way	10362	milx10...		800h	May-17-10	Oct-06-10	40hr/Wk
Construction		1179491		1730.50	6039h	May-05-11	Dec-31-13	
1006	Traffic Control	127	shft	0.10	5366h	May-05-11	Dec-31-13	40hr/Wk
2006	Clear / Grub / Demo	61	ac	0.40	153h	May-05-11	Jun-02-11	40hr/Wk
5006	Bridge & Approach Slab	40601	sf	50.00	812h	May-05-11	Sep-28-11	40hr/...
8006	Erosion Control	10362	milx10...		5366h	May-05-11	Dec-31-13	40hr/Wk
2046	Grading and SOE	70000	cy	625.00	112h	May-19-11	Jun-14-11	32hr/...
6076	Sound Barrier	482885	sf	150.00	3219h	Jun-15-11	Jan-18-13	40hr/Wk
4006	Drainage Pipe, Inlets, Box Culverts	4003	lf	5.00	801h	Oct-13-11	Mar-08-12	40hr/Wk
6016	Traffic Barrier (all types)	106679	lf	50.00	2134h	Jun-13-12	Jul-02-13	40hr/Wk
3006	Graded Aggregate Base	175964	sy	150.00	1173h	Dec-18-12	Jul-17-13	40hr/Wk
8016	Flat Work	10362	milx10...		504h	Jan-18-13	Apr-17-13	40hr/Wk
3016	Asphalt Pavement	30000	tn	250.00	120h	Jul-17-13	Aug-07-13	40hr/Wk
3076	Plain Joint Concrete Pavement	175913	sy	450.00	391h	Aug-07-13	Oct-16-13	40hr/Wk
8026	Fence and Guard Rail	10362	milx10...		400h	Oct-16-13	Dec-31-13	40hr/Wk
8036	Pavement Markings	10362	milx10...		200h	Oct-16-13	Nov-20-13	40hr/Wk
8046	Signage	10362	milx10...		200h	Oct-16-13	Nov-20-13	40hr/Wk
8056	Lighting	10362	milx10...		400h	Oct-16-13	Dec-31-13	40hr/Wk
8066	Signals	10362	milx10...		200h	Oct-16-13	Nov-20-13	40hr/Wk
8076	Intelligent Traffic System	10362	milx10...		200h	Oct-16-13	Nov-20-13	40hr/Wk
9006	Toll Facilities	10362	milx10...		200h	Oct-16-13	Nov-20-13	40hr/Wk
7 - I-575 On/Off		227485		1560.50	8147h	May-17-10	Dec-09-13	



Date	Revision	Checked	Approved
Jul-18-08			

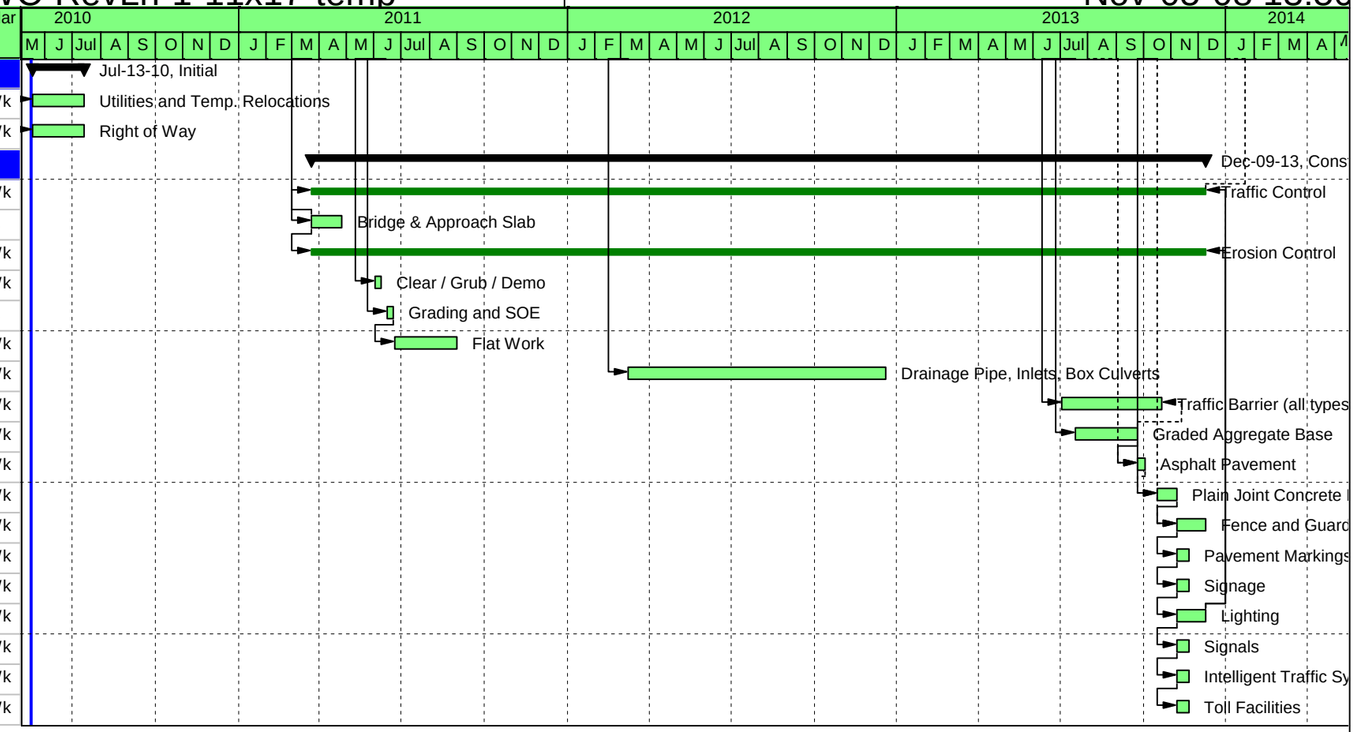
TASK filter: All Activities

NW Corridor Reversible Lane

NWC-RevLn-1-11x17-temp

Nov-05-08 13:50

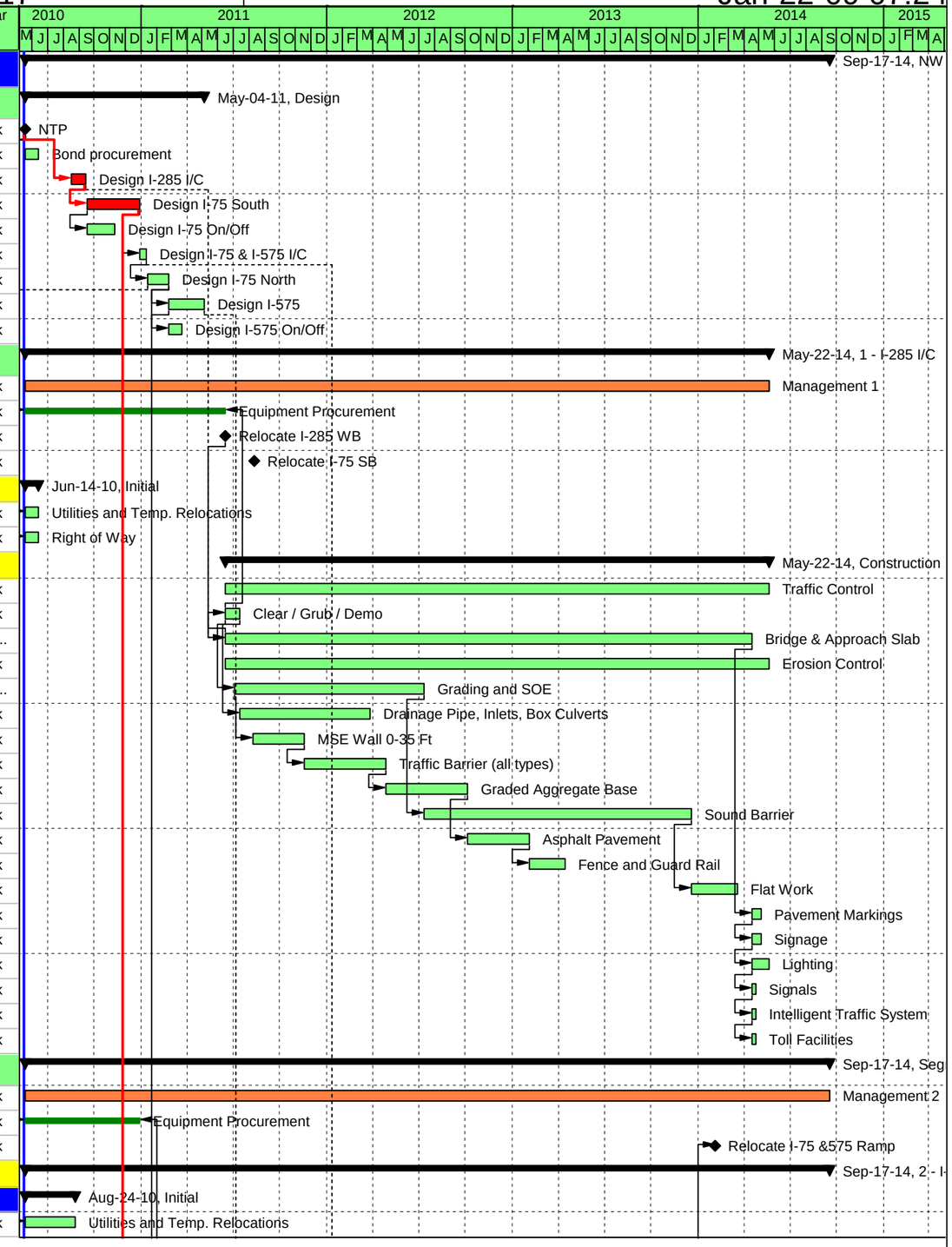
Activity ID	Activity Name	Quantity	Unit	CrewProd / HR	Original Duration	Start	Finish	Calendar
Initial		6060		0.00	358h	May-17-10	Jul-13-10	
9017	Utilities and Temp. Relocations	3030	milx10...		320h	May-17-10	Jul-13-10	40hr/Wk
9037	Right of Way	3030	milx10...		320h	May-17-10	Jul-13-10	40hr/Wk
Construction		221425		1560.50	6192h	Mar-24-11	Dec-09-13	
1007	Traffic Control	41	shft	0.10	5495h	Mar-24-11	Dec-09-13	40hr/Wk
5007	Bridge & Approach Slab	8833	sf	50.00	177h	Mar-24-11	Apr-25-11	40hr/...
8007	Erosion Control	3030	milx10...		5495h	Mar-24-11	Dec-09-13	40hr/Wk
2007	Clear / Grub / Demo	15	ac	0.40	38h	Jun-02-11	Jun-08-11	40hr/Wk
2047	Grading and SOE	25000	cy	625.00	40h	Jun-15-11	Jun-22-11	32hr/...
8017	Flat Work	3030	milx10...		400h	Jun-23-11	Sep-01-11	40hr/Wk
4007	Drainage Pipe, Inlets, Box Culverts	16000	lf	10.00	1600h	Mar-08-12	Dec-20-12	40hr/Wk
6017	Traffic Barrier (all types)	15235	lf	25.00	609h	Jul-02-13	Oct-21-13	40hr/Wk
3007	Graded Aggregate Base	58024	sy	150.00	387h	Jul-17-13	Sep-25-13	40hr/Wk
3017	Asphalt Pavement	13000	tn	250.00	52h	Sep-25-13	Oct-03-13	40hr/Wk
3077	Plain Joint Concrete Pavement	58007	sy	450.00	129h	Oct-16-13	Nov-07-13	40hr/Wk
8027	Fence and Guard Rail	3030	milx10...		160h	Nov-07-13	Dec-09-13	40hr/Wk
8037	Pavement Markings	3030	milx10...		80h	Nov-07-13	Nov-21-13	40hr/Wk
8047	Signage	3030	milx10...		80h	Nov-07-13	Nov-21-13	40hr/Wk
8057	Lighting	3030	milx10...		160h	Nov-07-13	Dec-09-13	40hr/Wk
8067	Signals	3030	milx10...		80h	Nov-07-13	Nov-21-13	40hr/Wk
8077	Intelligent Traffic System	3030	milx10...		80h	Nov-07-13	Nov-21-13	40hr/Wk
9007	Toll Facilities	3030	milx10...		80h	Nov-07-13	Nov-21-13	40hr/Wk



Date	Revision	Checked	Approved
Jul-18-08			

TASK filter: All Activities

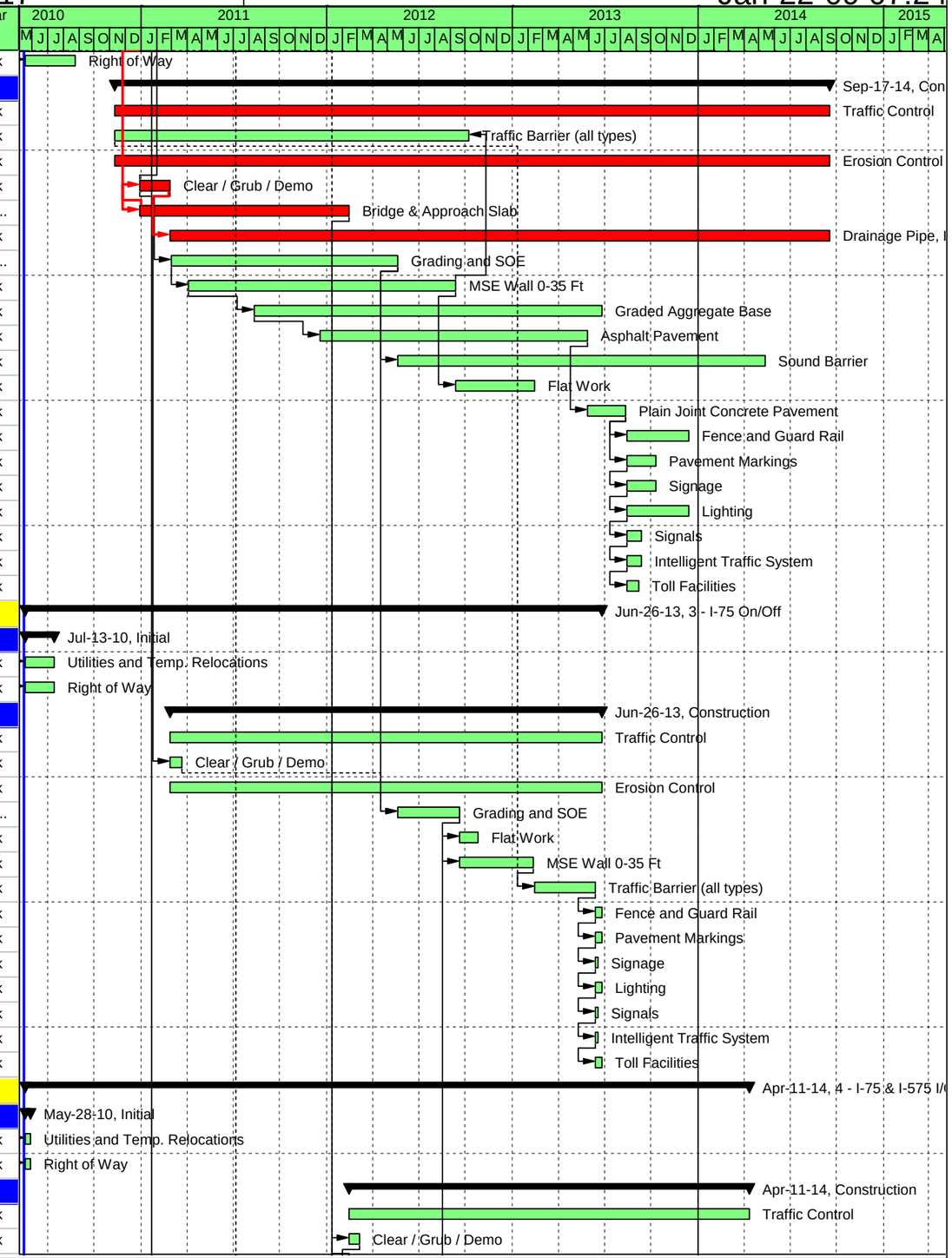
Activity ID	Activity Name	Budgeted Total Cost	Quantity	Unit	Budgeted Labor Units	CrewProd / HR	Original Duration	Start	Finish	Calendar
NW Corridor CONVERSION ...		$1,426,500,000.00	8024165		2953492.0h	8606.44	1379d	May-17-10	Sep-17-14	
Design		$66,737,595.85	34573		0.0h	0.00	307d	May-17-10	May-04-11	
NTP	NTP	$0.00			0.0h		0d	May-17-10*		40hr/Wk
999	Bond procurement	$12,919,249.99			0.0h		20d	May-17-10	Jun-14-10	40hr/Wk
9021	Design I-285 I/C	$6,475,771.68	3186	milx10^-3	0.0h		20d	Aug-18-10	Sep-15-10	40hr/Wk
9022	Design I-75 South	$15,632,286.74	8589	milx10^-3	0.0h		70d	Sep-16-10	Dec-28-10	40hr/Wk
9023	Design I-75 On/Off	$3,606,622.63	2128	milx10^-3	0.0h		40d	Sep-16-10	Nov-10-10	40hr/Wk
9024	Design I-75 & I-575 I/C	$2,746,416.22	985	milx10^-3	0.0h		10d	Dec-29-10	Jan-12-11	40hr/Wk
9025	Design I-75 North	$11,741,440.72	6293	milx10^-3	0.0h		30d	Jan-13-11	Feb-23-11	40hr/Wk
9026	Design I-575	$10,778,956.95	10362	milx10^-3	0.0h		50d	Feb-24-11	May-04-11	40hr/Wk
9027	Design I-575 On/Off	$2,836,850.93	3030	milx10^-3	0.0h		20d	Feb-24-11	Mar-23-11	40hr/Wk
1 - I-285 I/C		$272,049,590.49	1179113		638588.0h	760.50	1273d	May-17-10	May-22-14	
101	Management 1	$0.00			0.0h		1017d	May-17-10	May-22-14	40hr/Wk
E-01	Equipment Procurement	$13,770,192.86			0.0h		275d	May-17-10	Jun-17-11	40hr/Wk
201	Relocate I-285 WB	$0.00			0.0h		0d		Jun-17-11*	40hr/Wk
301	Relocate I-75 SB	$0.00			0.0h		0d		Aug-12-11*	40hr/Wk
Initial		$12,022,434.30	6372		0.0h	0.00	25d	May-17-10	Jun-14-10	
9011	Utilities and Temp. Relocations	$3,489,272.82	3186	milx10^-3	0.0h		20d	May-17-10	Jun-14-10	40hr/Wk
9031	Right of Way	$8,533,161.48	3186	milx10^-3	0.0h		20d	May-17-10	Jun-14-10	40hr/Wk
Construction		$246,256,963.33	1172741		638588.0h	760.50	928d	Jun-17-11	May-22-14	
1001	Traffic Control	$27,164,866.32		shft	117712.0h	0.10	742d	Jun-17-11	May-22-14	40hr/Wk
2001	Clear / Grub / Demo	$3,969,438.10	30	ac	13106.0h	0.20	19d	Jun-17-11	Jul-14-11	40hr/Wk
5001	Bridge & Approach Slab	$145,663,413.48	401545	sf	428236.0h	70.00	717d	Jun-17-11	Apr-17-14	40hr/W...
8001	Erosion Control	$3,430,059.61	5042	milx10^-3	0.0h		742d	Jun-17-11	May-22-14	40hr/Wk
2041	Grading and SOE	$13,052,744.11	234811	cy	30486.0h	187.50	157d	Jul-05-11	Jul-10-12	32hr/W...
4001	Drainage Pipe, Inlets, Box Culverts	$3,860,701.12	7065	lf	11196.0h	5.00	177d	Jul-14-11	Mar-27-12	40hr/Wk
6001	MSE Wall 0-35 Ft	$6,912,872.81	34900	sf	26627.0h	60.00	73d	Aug-09-11	Nov-18-11	40hr/Wk
6011	Traffic Barrier (all types)	$4,104,013.57	21673	lf	0.0h	25.00	108d	Nov-18-11	Apr-26-12	40hr/Wk
3001	Graded Aggregate Base	$4,205,214.33	90110	sy	11225.0h	100.00	113d	Apr-26-12	Oct-04-12	40hr/Wk
6071	Sound Barrier	$4,925,462.25	183000	sf	0.0h	62.50	366d	Jul-10-12	Dec-19-13	40hr/Wk
3011	Asphalt Pavement	$16,601,230.13	163648	tn	0.0h	250.00	82d	Oct-04-12	Feb-04-13	40hr/Wk
8021	Fence and Guard Rail	$1,029,233.20	5042	milx10^-3	0.0h		50d	Feb-04-13	Apr-15-13	40hr/Wk
8011	Flat Work	$1,371,593.20	2521	milx10^-3	0.0h		63d	Dec-19-13	Mar-20-14	40hr/Wk
8031	Pavement Markings	$616,893.96	5042	milx10^-3	0.0h	0.05	13d	Apr-17-14	May-05-14	40hr/Wk
8041	Signage	$2,744,263.01	5042	milx10^-3	0.0h	0.05	13d	Apr-17-14	May-05-14	40hr/Wk
8051	Lighting	$4,115,856.21	5042	milx10^-3	0.0h		25d	Apr-17-14	May-22-14	40hr/Wk
8061	Signals	$0.00	2521	milx10^-3	0.0h	0.05	6d	Apr-17-14	Apr-25-14	40hr/Wk
8071	Intelligent Traffic System	$0.00	2521	milx10^-3	0.0h	0.05	6d	Apr-17-14	Apr-25-14	40hr/Wk
9001	Toll Facilities	$2,489,107.92	3186	milx10^-3	0.0h		5d	Apr-17-14	Apr-24-14	40hr/Wk
Segments 2,3,4		$779,294,363.56	4400464		1759379.0h	3329.02	1379d	May-17-10	Sep-17-14	
102	Management 2	$0.00			0.0h		1102d	May-17-10	Sep-17-14	40hr/Wk
E-02	Equipment Procurement	$22,806,881.92			0.0h		155d	May-17-10	Dec-28-10	40hr/Wk
202	Relocate I-75 &575 Ramp	$0.00			0.0h		0d		Feb-04-14	40hr/Wk
2 - I-75 South		$618,224,642.47	3623603		1413450.0h	1623.01	1379d	May-17-10	Sep-17-14	
Initial		$40,960,467.03	17178		0.0h	0.00	87d	May-17-10	Aug-24-10	
9012	Utilities and Temp. Relocations	$11,888,935.43	8589	milx10^-3	0.0h		70d	May-17-10	Aug-24-10	40hr/Wk



Date	Revision	Checked	Approved

TASK filter: All Activities

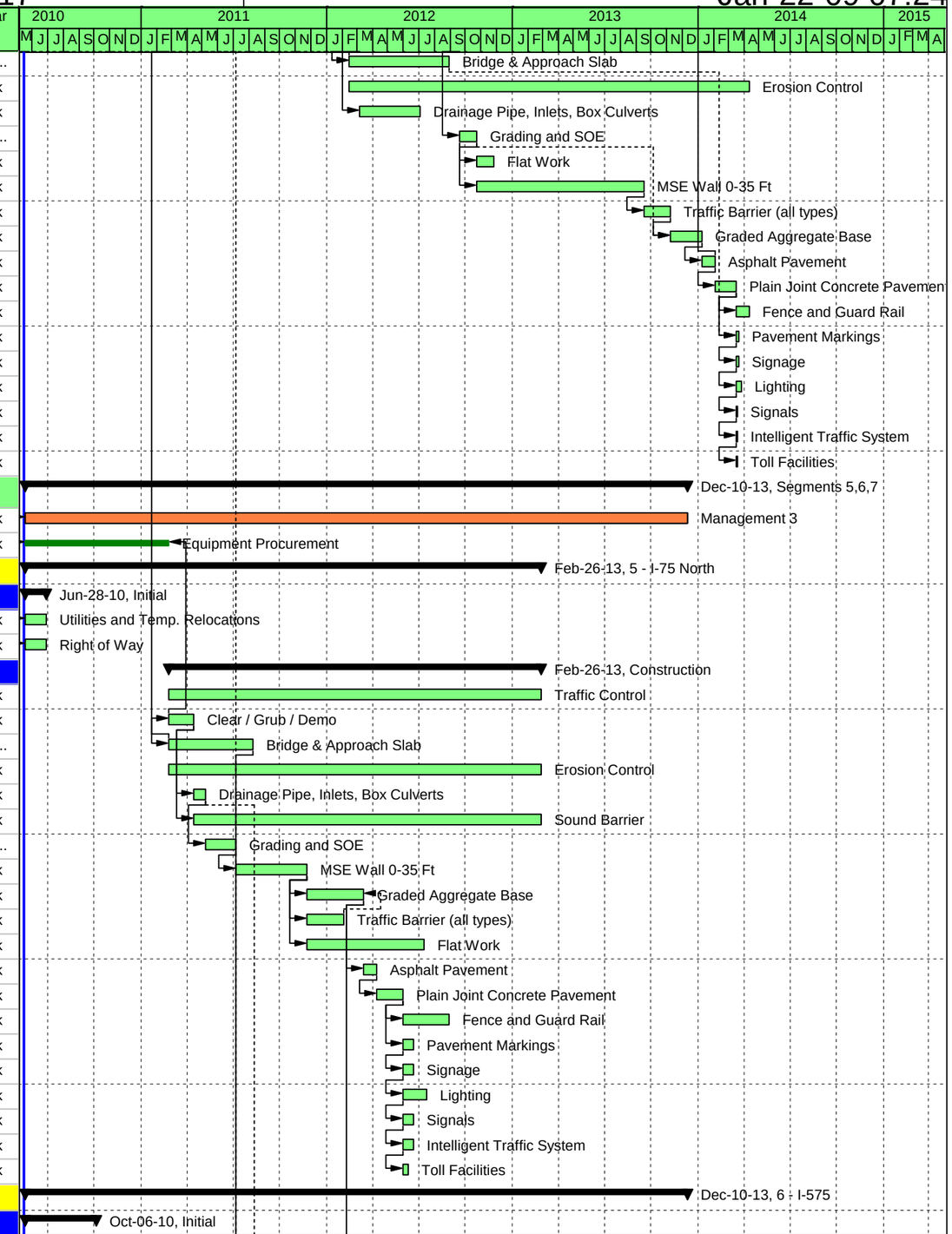
Activity ID	Activity Name	Budgeted Total Cost	Quantity	Unit	Budgeted Labor Units	CrewProd / HR	Original Duration	Start	Finish	Calendar
9032	Right of Way	$29,071,531.60	8589	milx10^-3	0.0h		70d	May-17-10	Aug-24-10	40hr/Wk
Construction		$577,264,175.44	3606425		1413450.0h	1623.01	1221d	Nov-11-10	Sep-17-14	
1002	Traffic Control	$48,060,668.90		shft	208251.0h	0.10	976d	Nov-11-10	Sep-17-14	40hr/Wk
6012	Traffic Barrier (all types)	$17,193,362.21	96193	lf	0.0h	25.00	481d	Nov-11-10	Oct-08-12	40hr/Wk
8002	Erosion Control	$9,246,949.78	17178	milx10^-3	0.0h		976d	Nov-11-10	Sep-17-14	40hr/Wk
2002	Clear / Grub / Demo	$10,011,338.46	68	ac	33726.0h	0.20	43d	Dec-29-10	Feb-28-11	40hr/Wk
5002	Bridge & Approach Slab	$160,991,021.35	343218	sf	465290.0h	150.00	286d	Dec-29-10	Feb-14-12	40hr/W...
4002	Drainage Pipe, Inlets, Box Culverts	$48,926,258.33	72358	lf	160100.0h	10.00	905d	Feb-28-11	Sep-17-14	40hr/Wk
2042	Grading and SOE	$44,392,679.85	798611	cy	103686.0h	500.00	200d	Mar-01-11	May-21-12	32hr/W...
6002	MSE Wall 0-35 Ft	$84,374,514.06	545900	sf	340130.0h	187.50	364d	Apr-05-11	Sep-10-12	40hr/Wk
3002	Graded Aggregate Base	$22,104,828.61	473698	sy	59010.0h	125.00	474d	Aug-11-11	Jun-25-13	40hr/Wk
3012	Asphalt Pavement	$73,913,155.23	728200	tn	0.0h	250.00	364d	Dec-20-11	May-29-13	40hr/Wk
6072	Sound Barrier	$8,101,443.37	301000	sf	0.0h	75.00	502d	May-21-12	May-14-14	40hr/Wk
8012	Flat Work	$3,699,210.55	8589	milx10^-3	0.0h	0.01	107d	Sep-10-12	Feb-14-13	40hr/Wk
3072	Plain Joint Concrete Pavement	$16,608,766.36	126933	sy	43257.0h	300.00	53d	May-29-13	Aug-12-13	40hr/Wk
8022	Fence and Guard Rail	$2,774,407.92	17178	milx10^-3	0.0h		86d	Aug-13-13	Dec-13-13	40hr/Wk
8032	Pavement Markings	$1,660,123.01	17178	milx10^-3	0.0h	0.05	43d	Aug-13-13	Oct-11-13	40hr/Wk
8042	Signage	$7,397,344.50	17178	milx10^-3	0.0h	0.05	43d	Aug-13-13	Oct-11-13	40hr/Wk
8052	Lighting	$11,096,555.06	17178	milx10^-3	0.0h		86d	Aug-13-13	Dec-13-13	40hr/Wk
8062	Signals	$0.00	8589	milx10^-3	0.0h	0.05	22d	Aug-13-13	Sep-12-13	40hr/Wk
8072	Intelligent Traffic System	$0.00	8589	milx10^-3	0.0h	0.05	22d	Aug-13-13	Sep-12-13	40hr/Wk
9002	Toll Facilities	$6,711,547.90	8589	milx10^-3	0.0h		18d	Aug-13-13	Sep-06-13	40hr/Wk
3 - I-75 On/Off		$70,783,468.07	454031		175673.0h	713.01	989d	May-17-10	Jun-26-13	
Initial		$10,148,067.14	4256		0.0h	0.00	50d	May-17-10	Jul-13-10	
9013	Utilities and Temp. Relocations	$2,945,587.91	2128	milx10^-3	0.0h		40d	May-17-10	Jul-13-10	40hr/Wk
9033	Right of Way	$7,202,479.22	2128	milx10^-3	0.0h		40d	May-17-10	Jul-13-10	40hr/Wk
Construction		$60,635,400.93	449775		175673.0h	713.01	741d	Feb-28-11	Jun-26-13	
1003	Traffic Control	$2,089,687.92		shft	9054.0h	0.10	591d	Feb-28-11	Jun-26-13	40hr/Wk
2003	Clear / Grub / Demo	$3,038,175.84	27	ac	9677.0h	0.20	17d	Feb-28-11	Mar-23-11	40hr/Wk
8003	Erosion Control	$0.00	10	milx10^-3	0.0h		591d	Feb-28-11	Jun-26-13	40hr/Wk
2043	Grading and SOE	$14,614,896.18	262925	cy	34136.0h	500.00	66d	May-21-12	Sep-18-12	32hr/W...
8013	Flat Work	$916,189.81	2128	milx10^-3	0.0h	0.01	27d	Sep-18-12	Oct-25-12	40hr/Wk
6003	MSE Wall 0-35 Ft	$32,279,810.84	150800	sf	122806.0h	187.50	101d	Sep-18-12	Feb-12-13	40hr/Wk
6013	Traffic Barrier (all types)	$1,371,593.20	16861	lf	0.0h	25.00	84d	Feb-13-13	Jun-12-13	40hr/Wk
8023	Fence and Guard Rail	$343,436.60	2128	milx10^-3	0.0h		11d	Jun-12-13	Jun-26-13	40hr/Wk
8033	Pavement Markings	$412,339.24	4256	milx10^-3	0.0h	0.05	11d	Jun-12-13	Jun-26-13	40hr/Wk
8043	Signage	$916,189.81	2128	milx10^-3	0.0h	0.05	5d	Jun-12-13	Jun-19-13	40hr/Wk
8053	Lighting	$1,374,823.01	2128	milx10^-3	0.0h		11d	Jun-12-13	Jun-26-13	40hr/Wk
8063	Signals	$1,614,905.66	2128	milx10^-3	0.0h	0.05	5d	Jun-12-13	Jun-19-13	40hr/Wk
8073	Intelligent Traffic System	$0.00	2128	milx10^-3	0.0h	0.05	5d	Jun-12-13	Jun-19-13	40hr/Wk
9003	Toll Facilities	$1,663,352.82	2128	milx10^-3	0.0h		10d	Jun-12-13	Jun-26-13	40hr/Wk
4 - I-75 & I-575 I/C		$67,479,371.10	322830		170256.0h	993.00	1237d	May-17-10	Apr-11-14	
Initial		$4,697,222.25	1970		0.0h	0.00	12d	May-17-10	May-28-10	
9014	Utilities and Temp. Relocations	$1,362,980.37	985	milx10^-3	0.0h		10d	May-17-10	May-28-10	40hr/Wk
9034	Right of Way	$3,334,241.88	985	milx10^-3	0.0h		10d	May-17-10	May-28-10	40hr/Wk
Construction		$62,782,148.85	320860		170256.0h	993.00	681d	Feb-15-12	Apr-11-14	
1004	Traffic Control	$5,223,681.49		shft	22636.0h	0.10	548d	Feb-15-12	Apr-11-14	40hr/Wk
2004	Clear / Grub / Demo	$1,844,222.26	21	ac	5467.0h	0.20	13d	Feb-15-12	Mar-05-12	40hr/Wk



Date	Revision	Checked	Approved

TASK filter: All Activities

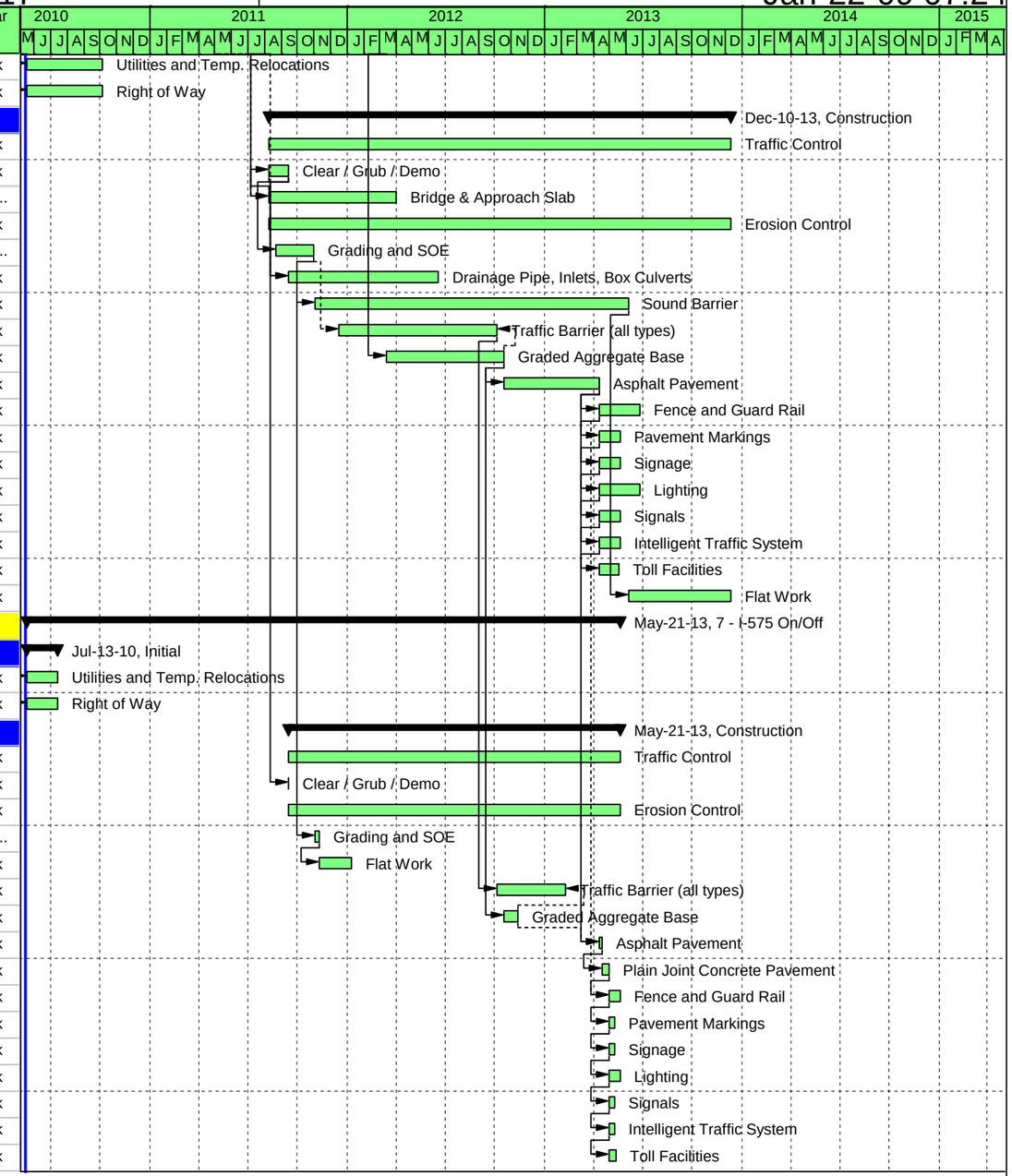
Activity ID	Activity Name	Budgeted Total Cost	Quantity	Unit	Budgeted Labor Units	CrewProd / HR	Original Duration	Start	Finish	Calendar
5004	Bridge & Approach Slab	$22,958,575.40	55545	sf	66060.0h	50.00	139d	Feb-15-12	Aug-29-12	40hr/W...
8004	Erosion Control	$1,060,454.71	1970	milx10^-3	0.0h		548d	Feb-15-12	Apr-11-14	40hr/Wk
4004	Drainage Pipe, Inlets, Box Culverts	$2,418,052.07	3415	lf	8082.0h	5.00	85d	Mar-05-12	Jul-03-12	40hr/Wk
2044	Grading and SOE	$2,112,296.60	37991	cy	4932.0h	250.00	19d	Sep-18-12	Oct-22-12	32hr/W...
8014	Flat Work	$424,181.89	985	milx10^-3	0.0h		25d	Oct-22-12	Nov-26-12	40hr/Wk
6004	MSE Wall 0-35 Ft	$9,345,997.33	68400	sf	38675.0h	37.50	228d	Oct-23-12	Sep-18-13	40hr/Wk
6014	Traffic Barrier (all types)	$617,970.56	7286	lf	0.0h	25.00	37d	Sep-18-13	Nov-07-13	40hr/Wk
3004	Graded Aggregate Base	$1,862,524.52	39915	sy	4972.0h	125.00	40d	Nov-08-13	Jan-08-14	40hr/Wk
3014	Asphalt Pavement	$3,883,309.80	37475	tn	0.0h	250.00	19d	Jan-08-14	Feb-04-14	40hr/Wk
3074	Plain Joint Concrete Pavement	$7,460,864.13	57022	sy	19432.0h	250.00	29d	Feb-04-14	Mar-17-14	40hr/Wk
8024	Fence and Guard Rail	$318,674.72	1970	milx10^-3	0.0h		20d	Mar-17-14	Apr-11-14	40hr/Wk
8034	Pavement Markings	$360,662.26	1970	milx10^-3	0.0h	0.05	5d	Mar-17-14	Mar-21-14	40hr/Wk
8044	Signage	$848,363.77	1970	milx10^-3	0.0h	0.05	5d	Mar-17-14	Mar-21-14	40hr/Wk
8054	Lighting	$1,272,545.66	1970	milx10^-3	0.0h		10d	Mar-17-14	Mar-28-14	40hr/Wk
8064	Signals	$0.00	985	milx10^-3	0.0h	0.05	3d	Mar-17-14	Mar-19-14	40hr/Wk
8074	Intelligent Traffic System	$0.00	985	milx10^-3	0.0h	0.05	3d	Mar-17-14	Mar-19-14	40hr/Wk
9004	Toll Facilities	$769,771.70	985	milx10^-3	0.0h		3d	Mar-17-14	Mar-20-14	40hr/Wk
Segments 5,6,7		$308,418,450.11	2410015		555525.0h	4516.92	1132d	May-17-10	Dec-10-13	
103	Management 3	$0.00			0.0h		903d	May-17-10	Dec-10-13	40hr/Wk
E-03	Equipment Procurement	$6,454,777.90			0.0h		195d	May-17-10	Feb-23-11	40hr/Wk
5 - I-75 North		$126,549,390.14	891919		272877.0h	1735.50	882d	May-17-10	Feb-26-13	
Initial		$8,710,801.10	12586		0.0h	0.00	37d	May-17-10	Jun-28-10	
9015	Utilities and Temp. Relocations	$8,710,801.10	6293	milx10^-3	0.0h		30d	May-17-10	Jun-28-10	40hr/Wk
9035	Right of Way	$0.00	6293	milx10^-3	0.0h		30d	May-17-10	Jun-28-10	40hr/Wk
Construction		$117,838,589.04	879333		272877.0h	1735.50	637d	Feb-24-11	Feb-26-13	
1005	Traffic Control	$7,313,369.41		shft	31690.0h	0.10	508d	Feb-24-11	Feb-26-13	40hr/Wk
2005	Clear / Grub / Demo	$7,780,615.45	58	ac	25759.0h	0.20	36d	Feb-24-11	Apr-15-11	40hr/Wk
5005	Bridge & Approach Slab	$30,572,317.26	46560	sf	102061.0h	50.00	116d	Feb-24-11	Aug-09-11	40hr/W...
8005	Erosion Control	$3,388,072.06	6293	milx10^-3	0.0h		508d	Feb-24-11	Feb-26-13	40hr/Wk
4005	Drainage Pipe, Inlets, Box Culverts	$1,033,539.62	1332	lf	3592.0h	10.00	17d	Apr-15-11	May-09-11	40hr/Wk
6075	Sound Barrier	$7,616,971.67	283000	sf	0.0h	75.00	472d	Apr-15-11	Feb-26-13	40hr/Wk
2045	Grading and SOE	$8,758,171.67	157563	cy	20457.0h	625.00	32d	May-09-11	Jul-06-11	32hr/W...
6005	MSE Wall 0-35 Ft	$8,143,430.92	59600	sf	33699.0h	75.00	99d	Jul-06-11	Nov-23-11	40hr/Wk
3005	Graded Aggregate Base	$4,245,048.67	90068	sy	11332.0h	150.00	75d	Nov-23-11	Mar-14-12	40hr/Wk
6015	Traffic Barrier (all types)	$1,664,429.43	18828	lf	0.0h	50.00	47d	Nov-23-11	Feb-03-12	40hr/Wk
8015	Flat Work	$2,709,811.69	6293	milx10^-3	0.0h		157d	Nov-23-11	Jul-11-12	40hr/Wk
3015	Asphalt Pavement	$3,679,831.69	35733	tn	0.0h	250.00	18d	Mar-14-12	Apr-09-12	40hr/Wk
3075	Plain Joint Concrete Pavement	$17,003,879.94	129954	sy	44287.0h	450.00	36d	Apr-09-12	May-30-12	40hr/Wk
8025	Fence and Guard Rail	$1,016,313.96	6293	milx10^-3	0.0h		63d	May-30-12	Aug-28-12	40hr/Wk
8035	Pavement Markings	$1,219,792.07	6293	milx10^-3	0.0h	0.05	16d	May-30-12	Jun-21-12	40hr/Wk
8045	Signage	$2,709,811.69	6293	milx10^-3	0.0h	0.05	16d	May-30-12	Jun-21-12	40hr/Wk
8055	Lighting	$4,065,255.84	6293	milx10^-3	0.0h		32d	May-30-12	Jul-16-12	40hr/Wk
8065	Signals	$0.00	6293	milx10^-3	0.0h	0.05	16d	May-30-12	Jun-21-12	40hr/Wk
8075	Intelligent Traffic System	$0.00	6293	milx10^-3	0.0h	0.05	16d	May-30-12	Jun-21-12	40hr/Wk
9005	Toll Facilities	$4,917,926.02	6293	milx10^-3	0.0h		8d	May-30-12	Jun-11-12	40hr/Wk
6 - I-575		$151,895,872.70	1384008		243201.0h	1280.71	1132d	May-17-10	Dec-10-13	
Initial		$439,254.34	20724		0.0h	0.00	125d	May-17-10	Oct-06-10	



Date	Revision	Checked	Approved

TASK filter: All Activities

Activity ID	Activity Name	Budgeted Total Cost	Quantity	Unit	Budgeted Labor Units	CrewProd / HR	Original Duration	Start	Finish	Calendar
9016	Utilities and Temp. Relocations	$439,254.34	10362	milx10^-3	0.0h		100d	May-17-10	Oct-06-10	40hr/Wk
9036	Right of Way	$0.00	10362	milx10^-3	0.0h		100d	May-17-10	Oct-06-10	40hr/Wk
Construction		$151,456,618.36	1363284		243201.0h	1280.71	742d	Aug-09-11	Dec-10-13	
1006	Traffic Control	$11,492,745.24		shft	49799.0h	0.10	592d	Aug-09-11	Dec-10-13	40hr/Wk
2006	Clear / Grub / Demo	$11,989,059.58	80	ac	40517.0h	0.40	25d	Aug-09-11	Sep-14-11	40hr/Wk
5006	Bridge & Approach Slab	$31,575,711.97	74100	sf	87781.0h	50.00	163d	Aug-09-11	Apr-02-12	40hr/W...
8006	Erosion Control	$2,509,563.39	10362	milx10^-3	0.0h		592d	Aug-09-11	Dec-10-13	40hr/Wk
2046	Grading and SOE	$11,008,273.55	198043	cy	25712.0h	625.00	40d	Aug-23-11	Nov-01-11	32hr/W...
4006	Drainage Pipe, Inlets, Box Culverts	$5,098,795.45	7732	lf	16481.0h	5.00	193d	Sep-14-11	Jun-19-12	40hr/Wk
6076	Sound Barrier	$12,999,990.52	483000	sf	0.0h	150.00	403d	Nov-02-11	Jun-06-13	40hr/Wk
6016	Traffic Barrier (all types)	$7,890,429.03	81432	lf	0.0h	50.00	204d	Dec-16-11	Oct-05-12	40hr/Wk
3006	Graded Aggregate Base	$8,582,685.25	183918	sy	22911.0h	150.00	153d	Mar-14-12	Oct-18-12	40hr/Wk
3016	Asphalt Pavement	$24,312,942.94	241721	tn	0.0h	250.00	121d	Oct-19-12	Apr-12-13	40hr/Wk
8026	Fence and Guard Rail	$1,673,042.26	10362	milx10^-3	0.0h		52d	Apr-12-13	Jun-26-13	40hr/Wk
8036	Pavement Markings	$2,007,866.03	10362	milx10^-3	0.0h	0.05	26d	Apr-12-13	May-20-13	40hr/Wk
8046	Signage	$4,462,522.63	10362	milx10^-3	0.0h	0.05	26d	Apr-12-13	May-20-13	40hr/Wk
8056	Lighting	$6,693,245.64	10362	milx10^-3	0.0h		52d	Apr-12-13	Jun-26-13	40hr/Wk
8066	Signals	$0.00	10362	milx10^-3	0.0h	0.05	26d	Apr-12-13	May-20-13	40hr/Wk
8076	Intelligent Traffic System	$0.00	10362	milx10^-3	0.0h	0.05	26d	Apr-12-13	May-20-13	40hr/Wk
9006	Toll Facilities	$4,697,222.25	10362	milx10^-3	0.0h		25d	Apr-12-13	May-17-13	40hr/Wk
8016	Flat Work	$4,462,522.63	10362	milx10^-3	0.0h	0.01	130d	Jun-06-13	Dec-10-13	40hr/Wk
7 - I-575 On/Off		$23,518,409.36	134088		39447.0h	1500.71	956d	May-17-10	May-21-13	
Initial		$0.00	6060		0.0h	0.00	50d	May-17-10	Jul-13-10	
9017	Utilities and Temp. Relocations	$0.00	3030	milx10^-3	0.0h		40d	May-17-10	Jul-13-10	40hr/Wk
9037	Right of Way	$0.00	3030	milx10^-3	0.0h		40d	May-17-10	Jul-13-10	40hr/Wk
Construction		$23,518,409.36	128028		39447.0h	1500.71	535d	Sep-14-11	May-21-13	
1007	Traffic Control	$3,133,993.57		shft	13582.0h	0.10	426d	Sep-14-11	May-21-13	40hr/Wk
2007	Clear / Grub / Demo	$2,259,791.31	1	ac	8963.0h	0.40	0d	Sep-14-11	Sep-14-11	40hr/Wk
8007	Erosion Control	$0.00	10	milx10^-3	0.0h		426d	Sep-14-11	May-21-13	40hr/Wk
2047	Grading and SOE	$1,667,659.24	30000	cy	3895.0h	625.00	6d	Nov-02-11	Nov-10-11	32hr/W...
8017	Flat Work	$1,304,843.77	3030	milx10^-3	0.0h	0.01	38d	Nov-11-11	Jan-10-12	40hr/Wk
6017	Traffic Barrier (all types)	$3,956,518.85	17095	lf	0.0h	25.00	86d	Oct-05-12	Feb-08-13	40hr/Wk
3007	Graded Aggregate Base	$992,628.68	21274	sy	2650.0h	150.00	18d	Oct-19-12	Nov-13-12	40hr/Wk
3017	Asphalt Pavement	$513,540.00	5017	tn	0.0h	250.00	3d	Apr-12-13	Apr-17-13	40hr/Wk
3077	Plain Joint Concrete Pavement	$3,976,974.33	30391	sy	10357.0h	450.00	9d	Apr-17-13	Apr-29-13	40hr/Wk
8027	Fence and Guard Rail	$489,854.72	3030	milx10^-3	0.0h		15d	Apr-30-13	May-21-13	40hr/Wk
8037	Pavement Markings	$586,749.05	3030	milx10^-3	0.0h	0.05	8d	Apr-30-13	May-09-13	40hr/Wk
8047	Signage	$1,304,843.77	3030	milx10^-3	0.0h	0.05	8d	Apr-30-13	May-09-13	40hr/Wk
8057	Lighting	$1,957,265.65	3030	milx10^-3	0.0h		15d	Apr-30-13	May-21-13	40hr/Wk
8067	Signals	$0.00	3030	milx10^-3	0.0h	0.05	8d	Apr-30-13	May-09-13	40hr/Wk
8077	Intelligent Traffic System	$0.00	3030	milx10^-3	0.0h	0.05	8d	Apr-30-13	May-09-13	40hr/Wk
9007	Toll Facilities	$1,373,746.41	3030	milx10^-3	0.0h		10d	Apr-30-13	May-13-13	40hr/Wk



Date	Revision	Checked	Approved

TASK filter: All Activities

APPENDIX C

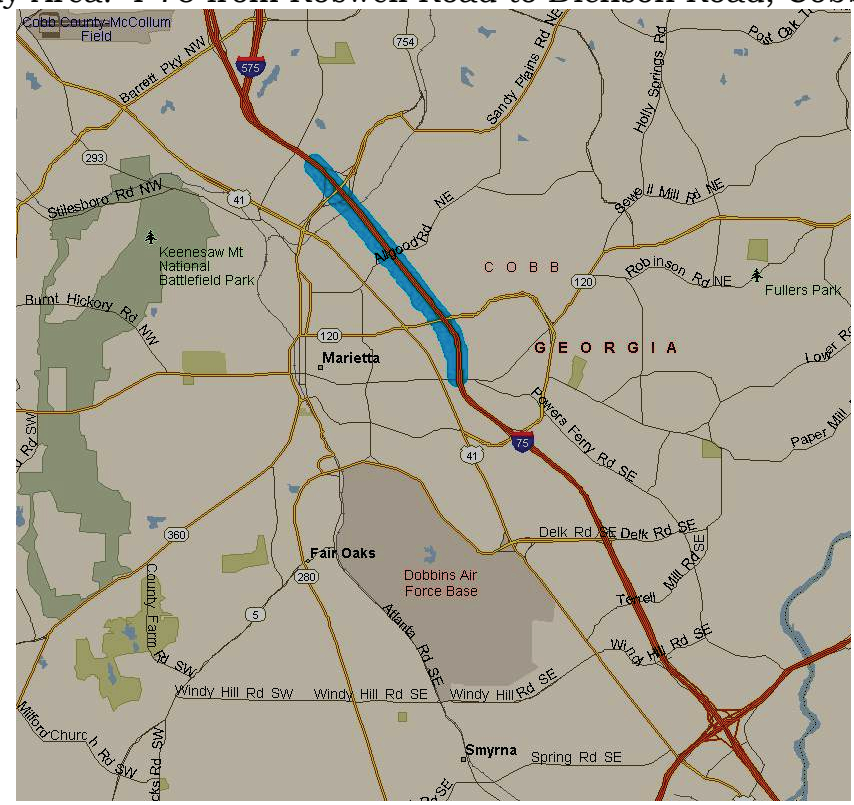
RIGHT – OF – WAY

CONCEPTUAL STAGE STUDIES

CONCEPTUAL STAGE STUDY

NORTHWEST CORRIDOR I-75/I-575
CONVERSION ALTERNATIVE

Specific Study Area: I-75 from Roswell Road to Dickson Road, Cobb Co., Georgia



Date of Report: December 11, 2008
Prepared by: PBS&J, 1600 RiverEdge Parkway, NW, Suite 600, Atlanta, GA 30328
Prepared for: Georgia Transportation Partners

RE: Conceptual Stage Study of Displacement and Relocation in connection with the proposed project known as Northwest Corridor

In connection with the acquisition of right-of-way, families or individuals will be provided assistance with finding and relocating to decent, safe, and sanitary (DS&S) housing that is adequate to meet their needs and is within their financial means. Assistance will also be given to businesses, farm operators, and non-profit organizations in relocation to other quarters. This assistance is provided to families, businesses, nonprofit organizations, and individuals in the form of moving expenses for their relocation. In addition, owner or tenant occupants of residential housing being displaced would be provided financial assistance for increased costs they may incur in buying or renting their replacement dwelling. Owner occupants may also be provided assistance for other incidental expenses such as closing costs or increase interest payments required in their purchase of a replacement home.

Proposed Project:
The Northwest Corridor Project is a project utilizing the collaborative resources of two State agencies, Georgia Department of Transportation (GDOT) and Georgia Regional Transportation Authority (GRTA). The two agencies combined their own individual projects, the I-75/I-575 HOV Lanes Extension Project and the Northwest Connectivity Study, as a means to expedite implementation. In 2004, Georgia Transportation Partners (GTP), submitted an unsolicited Public Private Initiatives (PPI) proposal to GDOT for the improvements on the Northwest Corridor. Under its proposal, GTP would partner with GDOT to design and build the project.

The purpose of the Northwest Corridor Project is to provide transportation by addressing transportation capacity deficiencies, providing additional transportation choices, improving mobility and connectivity between activity centers, and reduce single-occupancy vehicle travel while avoiding or minimizing adverse environmental impacts.

Projects by Other Agencies:
To the best of our knowledge, there are no known concurrent relocation projects underway or planned in this area by city, state or county that would affect the availability of either business or residential replacement properties.

Project Area Facts:
The specific project area for which this report is prepared is located within the limits of the City of Marietta, of Cobb County Georgia. Major interstate highways, 1-75, 1-575, 1-85, and 1-20, plus the Atlanta perimeter highway I-285, three federal routes-U.S. 41, U.S. 78, and U.S. 278, and numerous state and local roads provide for excellent connection from Cobb County to all points of the nation. Marietta is well located and readily accessible to Atlanta.

Social and Economic Factors:
Cobb County has excellent educational institutions. Higher education is also well represented. The Chattahoochee Technical Institute, Kennesaw State University, Southern Polytechnic State University and Life University provide excellent graduate and post graduate opportunities for the county.

Recreation and parks are provided by Cobb County and the City of Marietta. The Cobb County Parks, Recreation, and Cultural Affairs Department operate 42 park totaling more than 1,500 acres.

The Cobb County Board of Health operates several programs from more than 13 facilities. There are clinics, an environmental health program, a mental health program and a mental retardation program. Clinics are strategically located. The County has advanced medical care provided by four hospitals.

The Cobb Community Transit (CCT) offers easily accessible, affordable public transportation options with routes throughout Cobb County and to Downtown Atlanta.

The county has a good economic base. The following information shows the 2008 review of business and real estate space from the Cobb County Chamber of Commerce.

Businesses Licensed in Cobb	County 44,916
Retail Space	20 million sq. ft.
Developed Office Space	22.1 million sq. ft.
Industrial Space	38.7 million sq. ft.

Source: Cobb Chamber of Commerce Economic Development Research, January 2008

The following list represents the top ten largest employers as of 2008.

- Cobb County Public Schools
- Wellstar Health System, Inc.
- Lockheed Martin Aeronautics Company
- The Home Depot, Inc.
- Cobb County Government
- Kennesaw State University
- Publix Super Markets, Inc.
- Six Flags Atlanta Properties
- Walmart
- Marietta City Schools

Source: Cobb Chamber of Commerce Economic Development Research, January 2008

City Facts:
Pertinent population characteristics for the City of Marietta are listed below.

People QuickFacts	**Marietta**
Population, 2006 estimate	63,152
Population, percent change, April 1, 2000 to July 1, 2006	4.9%
Population, 2000	58,748
Persons 65 years old and over, percent, 2000	8.3%
White persons, percent, 2000 (a)	56.5%
Black persons, percent, 2000 (a)	29.5%
American Indian and Alaska Native persons, percent, 2000 (a)	0.3%
Asian persons, percent, 2000 (a)	3.0%
Native Hawaiian and Other Pacific Islander, percent, 2000 (a)	0.1%
Persons reporting two or more races, percent, 2000	2.6%
Persons of Hispanic or Latino origin, percent, 2000 (b)	16.9%
Housing units, 2000	25,227
Homeownership rate, 2000	37.6%
Median value of owner-occupied housing units, 2000	$149,400

Households, 2000	23,895
Persons per household, 2000	2.39
Median household income, 1999	$40,645

Business QuickFacts	**Marietta**
Wholesale trade sales, 2002 ($1000)	3,406,874
Retail sales, 2002 ($1000)	1,916,052
Retail sales per capita, 2002	$31,089
Accommodation and foodservices sales, 2002 ($1000)	185,376
Total number of firms, 2002	8,177
Black-owned firms, percent, 2002	11.2%
American Indian and Alaska Native owned firms, percent, 2002	F
Asian-owned firms, percent, 2002	5.0%
Hispanic-owned firms, percent, 2002	S
Native Hawaiian and Other Pacific Islander owned firms, percent, 2002	F
Women-owned firms, percent, 2002	24.2%

(a) Includes persons reporting only one race.
(b) Hispanics may be of any race, so also are included in applicable race categories.

S: Suppressed; does not meet publication standards

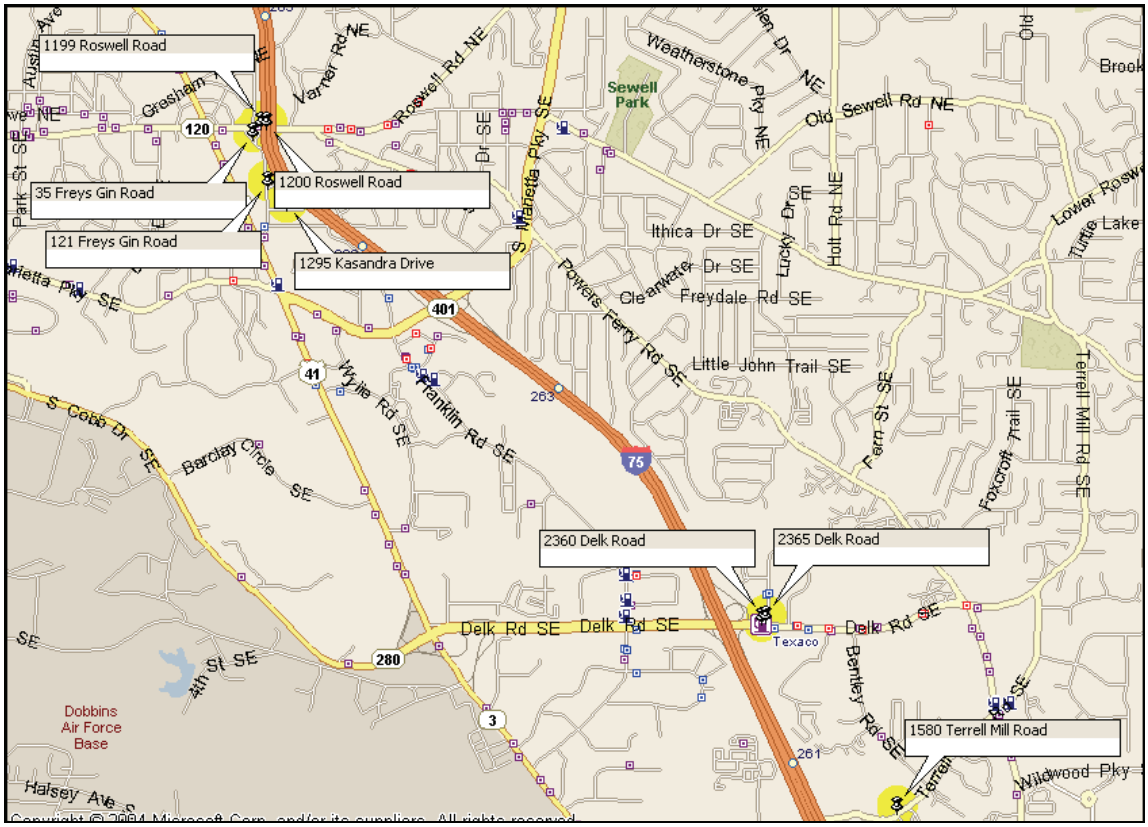
Z: Value greater than zero but less than half unit of measure shown

F: Fewer than 100 firms

Source: US Census Bureau State & County QuickFacts

Potential Displacements and Impacts:

This portion of the study focuses primarily on the displacements created by the conceptual alignment of the Conversion Alternative. Their general locations are shown on the map below.



RESIDENTIAL:

Based upon the information that has been provided and our field observations, it is estimated that the purchase of right-of-way within the study area of the subject alignment will displace approximately one residence, which appear to be occupied by tenant(s). There does not appear to be any handicapped persons, large families, or other special interest groups affected; therefore special relocation assistance will not be required. Approximately one family may be required to move.

1295 Kasandra Drive, Marietta, (P143)

According to the Cobb County Assessor's report the dwelling encompasses approximately 1,000 square feet. It appears to be occupied by tenant(s).

BUSINESS:

Based upon the information that has been provided and our field observations, it is estimated that the purchase of right-of-way within the study area of the subject alignment will displace approximately 14 businesses. It is estimated that five of the businesses are owned by minorities.

1580 Terrell Mill Road (P-48)

A low rise office building, outdoor advertising sign(s), and other improvements may be impacted by the project. The Cobb County Assessor's report the building encompasses approximately 25,000 square feet. According to information available to us at this time, the property is owned and occupied by a real estate development and sales firm.

2360 Delk Road (P-72)

A low rise motel, outdoor advertising sign(s), and other improvements may be impacted by the project. According to information available to us at this time, it appears that the impact is to the building that houses the lobby, administrative offices, and other amenities.

2365 Delk Road (P-82)

A gas station/convenience store as well as a fast food restaurant appear to be in operation at this location. According to information available to us at this time, the building, canopy, islands, and auxiliary facilities and equipment are impacted by the project.

121 Freys Gin Rd. (P-163/167)

According to the Cobb County Assessor's report the building encompasses approximately 2,000 square feet. It appears to be utilized as a charter bus and group travel agency. We observed an outdoor advertising sign that will need to be relocated as well.

35 Freys Gin Rd. (P-169)

According to information available to us at this time, this property is being utilized as a used car dealership. The building and supporting improvements appear to be impacted by the project.

1200 Roswell Rd. (P-171)

Based on our observations and information available to us at this time, we estimate that there are as many as 5 businesses occupying and operating at this location including a restaurant, medical and/or dentistry practices and exercise equipment retailer. There is an outdoor advertising sign that will need to be relocated as well.

1199 Roswell Rd. – out parcel (P-239A)

The subject parcel is an out parcel of the parent tract identified as 1199 Roswell Rd., Marietta. It is mainly wooded buffer land. Located on the property is an outdoor advertising sign however other unidentified structures and personal property may be located on the property. It is expected that the sign is owned by a tenant entity.

A more detailed evaluation of persons and/or businesses that would require relocation is provided in Table 1, Displacee Inventory.

Available Comparable Replacement Housing:
There are numerous real estate offices throughout the city and county. The local real estate offices provide a consolidated listing each month and new listings are added as they become available. Listings are easily assessed via the internet as well.

The housing market appears to be active. Based on observation, discussions with real estate offices, and research of resources containing sales and rental information, there is an adequate supply of land and well-maintained single-family residences for sale or rent in Marietta. A summary of our finding is presented in Table 2 and Table 3 found at the end of this report.

Potential Problems and Recommended Solutions:
Based on the conditions described above and continuing availability through an active market, it is anticipated that there would be no problems in relocating the displacees. Their needs can be addressed without any undue hardship.

To relocate the residential displacees, the Relocation Agent(s) will begin a search for available comparable housing. When search is initiated the agent will locate homes that are functionally equivalent to the subject or better. Ideally the agent will be able to locate homes within the same neighborhood. If unable then the search will be expanded in all directions widening the radius of the search area. DS&S comparable dwellings will be selected to determine relocation benefits.

Based on research, there are adequate replacement sites for businesses within the city limits of Marietta and in the surrounding areas within Cobb County. The Development Authority of Cobb County and the Cobb Chamber of Commerce have a close working relationship with the Cobb County Economic Development Department. They offer businesses a comprehensive range of

assistance and services. The general effect of the business relocations on the local economy is expected to be minimal as most of the businesses would likely relocate and become reestablished in the community. Conversations with government officials and local realtors in the area were all positive

Summary:

All displaced persons and businesses will be treated without discrimination on any basis and in a manner that complies with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended. At the appropriate time, a list of available and comparable housing would be furnished to all displacees together with the notice to vacate and notice of availability. Comparable replacement dwellings would be made available at that time for the displaced individuals/families who are initial occupants and adequate replacement dwelling would be available or provided for subsequent occupants, prior to being required to relocate when appropriate.

Through the taking of appropriate relocation action, our analysis indicates no adverse affects caused by the proposed project on neighborhoods, housing, or community services in the study area. The State Relocation Program is realistic and is adequate to provide orderly, timely, and efficient relocation.

Based on the foregoing information, it has been determined that adequate DS&S housing is available to the residential displacees. Given sufficient lead time, relocation can be accomplished with a minimum of effort without undue hardship to the displacees. There does not appear to be any general and/or specific long term adverse impacts due to the relocation of the displacees discussed herein.

TABLE 1
DISPLACEE INVENTORY*

PROJECT: NW Corridor - Conversion DATE: 12/11/08

Par	ADDRESS	O-T	TYPE DIS-PLACEE EST. SQ.FT. (HTD.)	AGE IMP	RENT or F.M.V. AMOUNT TTL/PTL ACQUISTN	TYPE OF NEIGH	TYPE OF BUS.	EST. NO. OF EMP	EST. FINAN STAND
163	121 Freys Gin Rd. Marietta, GA	T	2 Businesses / 2,000 +/-	15yrs +/-	$5,000 +/- Partial	Urban	Bus service, charter and group tours	5	good
167	121 Freys Gin Rd. Marietta, GA	T	1 Business / NA	NA	$500 +/- Partial	Urban	Outdoor advertising sign and MPP	1	good
169	35 Freys Gin Rd. Marietta, GA	O	1 Business / 3,000 +/-	20 yrs +/-	$585,000 +/- Partial	Urban	Used car Dealership	10	good
171	1200 Roswell Rd. Marietta, GA	T	5 Businesses / 9,600 +/-	20 yrs +/-	$5,000 +/- Partial	Urban	Retail, medical offices and outdoor advertising sign	20	good
239a	1199 Roswell Rd. – out parcel, Marietta, GA	T	1 Business / N/A	10 yrs +/-	$1,000 +/- Full	Urban	outdoor advertising sign	0	good
48	1580 Terrell Mill Rd. Marietta, GA	O	1 Business / 25,000 +/-	10 yrs +/-	$3,000,000+/- Partial	Urban	Low rise office building	20	good
72	2360 Delk Road Marietta, GA	O	1 Business / 148,000 +/-	15 yrs +/-	$1,500,000+/- Partial	Urban	Low rise motel	20	good
82	2365 Delk Road Marietta, GA	T	2 Businesses / 1,800 +/-	15 yrs +/-	$1,200,00 +/- Partial	Urban	Shell gas station and McDonalds	10	good
143	1295 Kasandra Marietta, GA	R	Tenant / 1,040 +/-	37 yrs +/-	$900 +/- Partial	Urban	N/A	N/A	good

Revised 11-04

Table Contains Estimated Data

TABLE 2

CONCEPTUAL STAGE STUDY

HOUSING INVENTORY - RENTALS

Project No.: NA
Project Name: NW Corridor – Conversion Alternative
County: Cobb County, Georgia
Date December 11, 2008

Num.	Num. Rooms	Bed/ Bath	Project Area	Est. Age	Type Neigbrhd.	Monthly Rental	Listing Agent
1	5	3/2	Yes	25 yrs	Urban	$1,000	Schlact Properties
2	5	3/2	Yes	30 yrs	Urban	$995	J.Q. Hunter Realty Inc.
3	5	3/2	Yes	25 yrs	Urban	$995	Century 21 Real Estate Prof.
4	4	2/1	Yes	30 yrs	Urban	$725	J.Q. Hunter Realty Inc.
5	5	3/1	Yes	30 yrs	Urban	$895	J.Q. Hunter Realty Inc.
6	5	3/2.5	Yes	25 yrs	Urban	$1,145	J.Q. Hunter Realty Inc.
7	5	3/2	Yes	20 yrs	Urban	$1,095	McCreary Realty Management

TABLE 3

CONCEPTUAL STAGE STUDY

HOUSING INVENTORY - SALES

Project No.: NA
Project Name: NW Corridor – Conversion Alternative
County: Cobb County, Georgia
Date: December 11, 2008

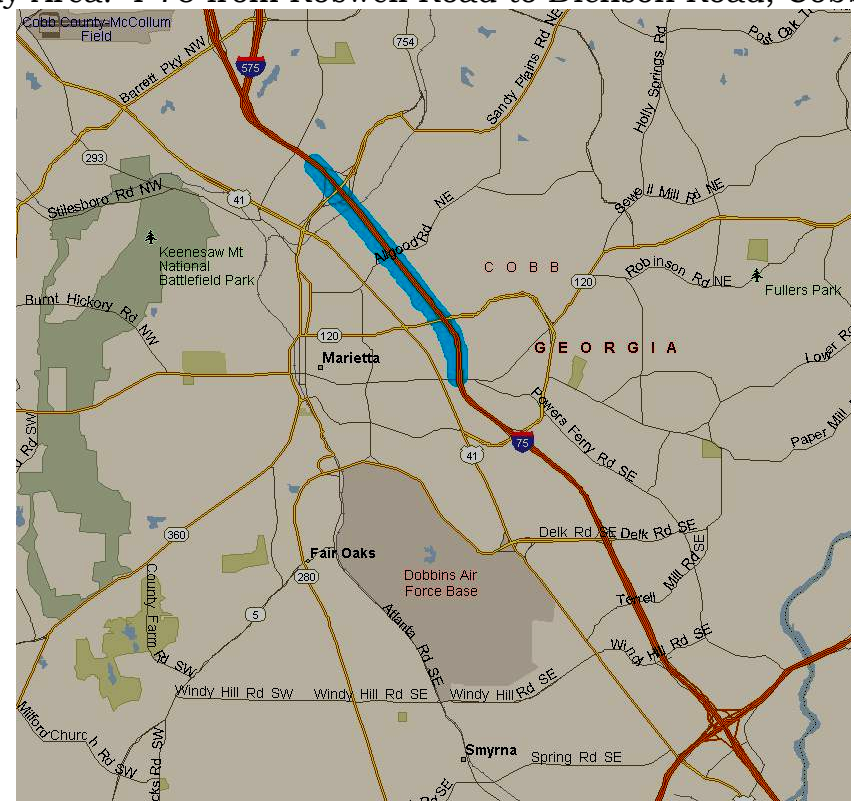
Num.	Num. Rooms	Bed/ Bath	Project Area	Est. Age	Type Neigbrhd.	Asking Price	Listing Agent
1	5	4/2	Yes	50 yrs	Urban	$170,000	Prudential Georgia Realty
2	5	3/2	Yes	27 yrs	Urban	$160,000	Keller Williams Realty
3	5	3/1.5	Yes	42 yrs	Urban	$149,900	Coldwell Bankers
4	5	3/2	Yes	49 yrs	Urban	$149,900	Coldwell Bankers

CONCEPTUAL STAGE STUDY

NORTHWEST CORRIDOR I-75/I-575

REVERSIBLE ALTERNATIVE

Specific Study Area: I-75 from Roswell Road to Dickson Road, Cobb Co., Georgia



Date of Report: October 27, 2008
Prepared by: PBS&J, 5665 New Northside Drive, Suite 400, Atlanta, GA 30328
Prepared for: Georgia Transportation Partners

RE: Conceptual Stage Study of Displacement and Relocation in connection with the proposed project known as Northwest Corridor

In connection with the acquisition of right-of-way, families or individuals will be provided assistance with finding and relocating to decent, safe, and sanitary (DS&S) housing that is adequate to meet their needs and is within their financial means. Assistance will also be given to businesses, farm operators, and non-profit organizations in relocation to other quarters. This assistance is provided to families, businesses, nonprofit organizations, and individuals in the form of moving expenses for their relocation. In addition, owner or tenant occupants of residential housing being displaced would be provided financial assistance for increased costs they may incur in buying or renting their replacement dwelling. Owner occupants may also be provided assistance for other incidental expenses such as closing costs or increase interest payments required in their purchase of a replacement home.

Proposed Project:
The Northwest Corridor Project is a project utilizing the collaborative resources of two State agencies, Georgia Department of Transportation (GDOT) and Georgia Regional Transportation Authority (GRTA). The two agencies combined their own individual projects, the I-75/I-575 HOV Lanes Extension Project and the Northwest Connectivity Study, as a means to expedite implementation. In 2004, Georgia Transportation Partners (GTP), submitted an unsolicited Public Private Initiatives (PPI) proposal to GDOT for the improvements on the Northwest Corridor. Under its proposal, GTP would partner with GDOT to design and build the project.

The purpose of the Northwest Corridor Project is to provide transportation by addressing transportation capacity deficiencies, providing additional transportation choices, improving mobility and connectivity between activity centers, and reduce single-occupancy vehicle travel while avoiding or minimizing adverse environmental impacts.

Projects by Other Agencies:
To the best of our knowledge, there are no known concurrent relocation projects underway or planned in this area by city, state or county that would affect the availability of either business or residential replacement properties.

Project Area Facts:
The specific project area for which this report is prepared is located within the limits of the City of Marietta, of Cobb County Georgia. Major interstate highways, 1-75, 1-575, 1-85, and 1-20, plus the Atlanta perimeter highway I-285, three federal routes-U.S. 41, U.S. 78, and U.S. 278, and numerous state and local roads provide for excellent connection from Cobb County to all points of the nation. Marietta is well located and readily accessible to Atlanta.

Social and Economic Factors:
Cobb County has excellent educational institutions offering programs for exceptional students, including the gifted, the handicapped, and the health-impaired and also adult education programs. Higher education is also well represented. The Chattahoochee Technical Institute, Kennesaw State University, Southern Polytechnic State University and Life University provide excellent graduate and post graduate opportunities for the county.
Recreation and parks are provided by Cobb County and the City of Marietta. The Cobb County Parks, Recreation, and Cultural Affairs Department operate 42 park totaling more than 1,500 acres.

The Cobb County Board of Health operates several programs from more than 13 facilities. There are clinics, an environmental health program, a mental health program and a mental retardation program. Clinics are strategically located. The County has advanced medical care provided by four hospitals.

The Cobb Community Transit (CCT) offers easily accessible, affordable public transportation options with routes throughout Cobb County and to Downtown Atlanta.

The county has a good economic base. The following information shows the 2008 review of business and real estate space from the Cobb County Chamber of Commerce.

Businesses Licensed in Cobb	County 44,916
Retail Space	20 million sq. ft.
Developed Office Space	22.1 million sq. ft.
Industrial Space	38.7 million sq. ft.

Source: Cobb Chamber of Commerce Economic Development Research, January 2008

The top ten largest employers as of 2008 are below.

- Cobb County Public Schools
- Wellstar Health System, Inc.
- Lockheed Martin Aeronautics Company
- The Home Depot, Inc.
- Cobb County Government
- Kennesaw State University
- Publix Super Markets, Inc.
- Six Flags Atlanta Properties
- Walmart
- Marietta City Schools

Source: Cobb Chamber of Commerce Economic Development Research, January 2008

City Facts:
Pertinent population characteristics for the City of Marietta are listed below.

People QuickFacts	**Marietta**
Population, 2006 estimate	63,152
Population, percent change, April 1, 2000 to July 1, 2006	4.9%
Population, 2000	58,748
Persons 65 years old and over, percent, 2000	8.3%
White persons, percent, 2000 (a)	56.5%
Black persons, percent, 2000 (a)	29.5%
American Indian and Alaska Native persons, percent, 2000 (a)	0.3%
Asian persons, percent, 2000 (a)	3.0%
Native Hawaiian and Other Pacific Islander, percent, 2000 (a)	0.1%
Persons reporting two or more races, percent, 2000	2.6%
Persons of Hispanic or Latino origin, percent, 2000 (b)	16.9%
Housing units, 2000	25,227
Homeownership rate, 2000	37.6%
Median value of owner-occupied housing units, 2000	$149,400

Households, 2000	23,895
Persons per household, 2000	2.39
Median household income, 1999	$40,645

Business QuickFacts	**Marietta**
Wholesale trade sales, 2002 ($1000)	3,406,874
Retail sales, 2002 ($1000)	1,916,052
Retail sales per capita, 2002	$31,089
Accommodation and foodservices sales, 2002 ($1000)	185,376
Total number of firms, 2002	8,177
Black-owned firms, percent, 2002	11.2%
American Indian and Alaska Native owned firms, percent, 2002	F
Asian-owned firms, percent, 2002	5.0%
Hispanic-owned firms, percent, 2002	S
Native Hawaiian and Other Pacific Islander owned firms, percent, 2002	F
Women-owned firms, percent, 2002	24.2%

(a) Includes persons reporting only one race.
(b) Hispanics may be of any race, so also are included in applicable race categories.

S: Suppressed; does not meet publication standards

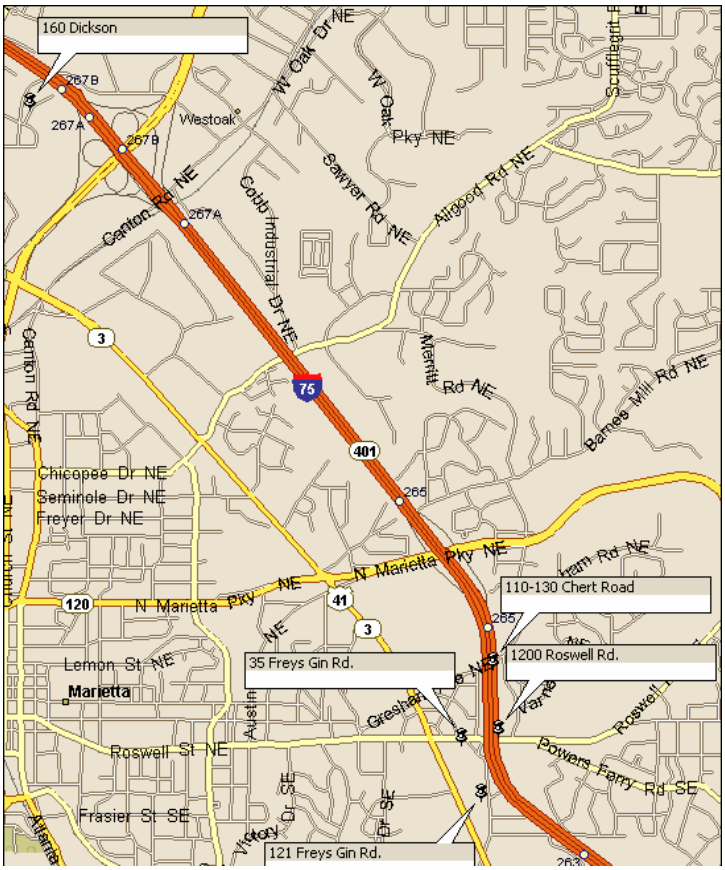
Z: Value greater than zero but less than half unit of measure shown

F: Fewer than 100 firms

Source: US Census Bureau State & County QuickFacts

Potential Displacements and Impacts:

The following study focuses primarily on the potential displacements as depicted in the map below.



Based upon the information that has been provided and our field observations, we anticipate that the purchase of right-of-way associated with the proposed project within the study area would displace approximately three residences, which appear to be occupied by tenants. Some may be minorities. Based on available information, there does not appear to be any handicapped persons, large families, or other special interest groups affected; therefore special relocation assistance will not be required. Approximately 10 individuals would be required to move.

120 Chert Rd. (P-249)

According to the Cobb County Assessor's report this residential property contains three bedrooms and two baths.

130 NE Chert Rd. (P-251)

According to the Cobb County Assessor's report this is a commercial property however it contains a residential dwelling which appears to contain 2 bedrooms and 1 bath. It may be utilized for residential purposes.

160 Dickson Ct. (P-504)

According to the Cobb County Assessor's report this is a commercial property however it contains a residential property which contains 4 bedrooms and 3 bath. It may be utilized for residential purposes.

Based upon the information that has been provided and our field observations, there are twelve businesses that may displaced. It is estimated that five of the businesses are owned by minorities.

121 Freys Gin Rd. (P163/167)

According to the Cobb County Assessor's report the building encompasses approximately 2,000 square feet. It is currently being utilized as a repair and service business as well as a charter bus and travel agency. We observed an outdoor advertising sign that will need to be relocated as well.

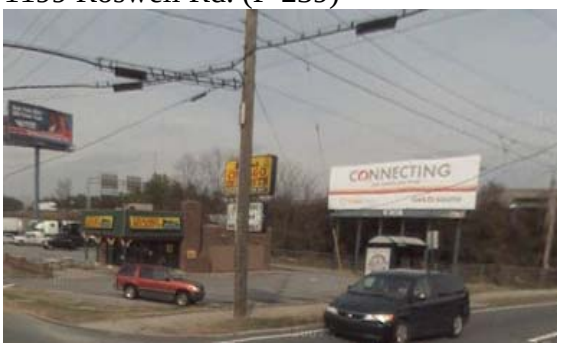
35 Freys Gin Rd. (P-169)

According to the Cobb County Assessor's report the building has approximately 2,992 square feet. The business, Underpriced Cars, is a used car dealership.

1200 Roswell Rd. (P-171)

According to the Cobb County Assessor's report the building encompasses approximately 9600 square feet. It is currently being utilized as office space. Current occupants are dentistry practice, a restaurant, wholesaler, real estate office, and commercial land developers. There is an outdoor advertising sign that will need to be relocated as well.

1199 Roswell Rd. (P-239)



According to the Cobb County Assessor's report the building is approximately 1,216 square feet. It appears that there may be two businesses operating on this site. It is currently being utilized as a restaurant and a truck rental company. Also located on the property is an outdoor advertising sign.

100/110 Chert Rd. (P-247)

According to the Cobb County Assessor's report this is a commercial property originally built as residential. It appears to be utilized as office space for the business.

A more detailed evaluation of persons and/or businesses that would require relocation is provided in Table 1, Displacee Inventory.

Available Comparable Replacement Housing:
There are numerous real estate offices throughout the city and county. The local real estate offices provide a consolidated listing each month and new listings are added as they become available. Listings are easily assessed via the internet as well.

The housing market appears to be active. Based on observation, discussions with real estate offices, and research of resources containing sales and rental information, there is an adequate supply of land and well-maintained single-family residences for sale or rent in Marietta. A summary of our finding is presented in Table 2 and Table 3 found at the end of this report.

Potential Problems and Recommended Solutions:
Based on the conditions described above and continuing availability through an active market, it is anticipated that there would be no problems in relocating the displacees. Their needs can be addressed without any undue hardship.

To relocate the residential displacees, the Relocation Agent(s) will begin a search for available comparable housing. When search is initiated the agent will locate homes that are functionally

equivalent to the subject or better. Ideally the agent will be able to locate homes within the same neighborhood. If unable then the search will be expanded in all directions widening the radius of the search area. DS&S comparable dwellings will be selected to determine relocation benefits.

Based on research, there are adequate replacement sites for businesses within the city limits and in the surrounding areas within Cobb County. The Development Authority of Cobb County and the Cobb Chamber of Commerce have a close working relationship with the Cobb County Economic Development Department. They offer businesses a comprehensive range of assistance and services. The general effect of the business relocations on the local economy is expected to be minimal as most of the businesses would likely relocate and become reestablished in the community. Conversations with government officials and local realtors in the area were all positive

Summary:

All displaced persons and businesses will be treated without discrimination on any basis and in a manner that complies with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended. At the appropriate time, a list of available and comparable housing would be furnished to all displacees together with the notice to vacate and notice of availability. Comparable replacement dwellings would be made available at that time for the displaced individuals/families who are initial occupants and adequate replacement dwelling would be available or provided for subsequent occupants, prior to being required to relocate when appropriate.

Through the taking of appropriate relocation action, our analysis indicates no adverse affects caused by the proposed project on neighborhoods, housing, or community services in the study area. The State Relocation Program is realistic and is adequate to provide orderly, timely, and efficient relocation.

Based on the foregoing information, it has been determined that adequate DS&S housing is available to the residential displacees. Given sufficient lead time, relocation can be accomplished with a minimum of effort without undue hardship to the displacees. There does not appear to be any general and/or specific long term adverse impacts due to the relocation of the displacees discussed herein.

TABLE 1

DISPLACEE INVENTORY*

PROJECT: NW Corridor - Reversible DATE: 10/20/08

Par	ADDRESS	O-T	TYPE DIS-PLACEE SQ.FT. (HTD.)	AGE IMP	RENT or F.M.V. AMOUNT TTL/PTL ACQUISTN	TYPE OF NEIGH	TYPE OF BUS.	NO. OF EMP	EST. FINAN STAND
163	121 Freys Gin Rd.	T	2 Businesses 2,000	15+/-	$5,000 +/- Full	Urban	Engine/Machine repair, bus charter	5	good
167	121 Freys Gin Rd.	T	1 Business NA	NA	$500 +/- Full	Urban	Outdoor advertising sign	1	good
169	35 Freys Gin Rd.	O	1 Business 2,992	20+/-	$585,000 +/- Full	Urban	Used car Dealership	10	good
171	1200 Roswell Rd.	T	5 Businesses 9,600	20+/-	$5,000 +/- Full	Urban	Offices and outdoor advertising sign	20	good
239	1199 Roswell Rd.	T	2 Businesses 1,216	30+/-	$1,000 +/- Full	Urban	Restaurant, truck rental and outdoor advertising sign	10	good
247	100/110 Chert Rd.	T	1 Business 1,600	55 +/-	$5,000 +/- Full	Urban	Equipment rental, outdoor advertising sign	10	good
249	120 Chert Rd.	T	1 Residential 1,051	40 +/-	$800 +/- Full	Urban	NA	NA	good
251	130 NE Chert Rd.	T	1 Residential 877	50+/-	$800 +/- Full	Urban	NA	NA	good
504	160 Dickson Ct.		1 Residential 4,608	45 +/-	$700 +/- Full	Urban	NA	NA	good

Revised 11-04

Table Contains Estimated Data

TABLE 2
CONCEPTUAL STAGE STUDY
HOUSING INVENTORY - RENTALS

Project No.: NA
Project Name: NW Corridor – Reversible Alternative
County: Cobb County, Georgia
Date October 20, 2008

Num.	Num. Rooms	Bed/ Bath	Project Area	Est. Age	Type Neigbrhd.	Monthly Rental	Listing Agent
1	5	3/2	Yes	45 yrs	Urban	$1,000	Main Source Realty
2	5	3/2	Yes	30 yrs	Urban	$950	Ashman Assoc., Inc.
3	4	2/1.5	Yes	25 yrs	Urban	$650	Great Homes Realty
4	5	3/2.5	Yes	30 yrs	Urban	$980	Prudential Georgia Realty
5	4	2/2	Yes	25 yrs	Urban	$850	Keller Williams Across Atl
6	4	2/1	Yes	45 yrs	Urban	$850	Innovative Home Partners

TABLE 3
CONCEPTUAL STAGE STUDY
HOUSING INVENTORY - SALES

Project No.: NA
Project Name: NW Corridor – Reversible Alternative
County: Cobb County, Georgia
Date: October 20, 2008

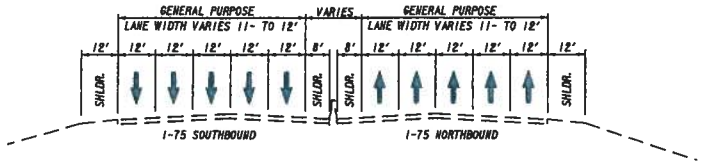
Num.	Num. Rooms	Bed/ Bath	Project Area	Est. Age	Type Neigbrhd.	Asking Price	Listing Agent
1	5	3/2	Yes	45 yrs	Urban	$114,500	Re/Max Greater Atlanta
2	5	3/2	Yes	30 yrs	Urban	$111,000	David C Vaughn & Co
3	4	2/1	Yes	45 yrs	Urban	$95,000	Drake Realty
4	5	3/2	Yes	45 yrs	Urban	$120,000	Atlanta Home Sales
5	6	4/2	Yes	25 yrs	Urban	$139,900	Keller Williams Realty
6	6	4/2	Yes	25 yrs	Urban	$156,900	Re/Max Greater Atlanta

APPENDIX D

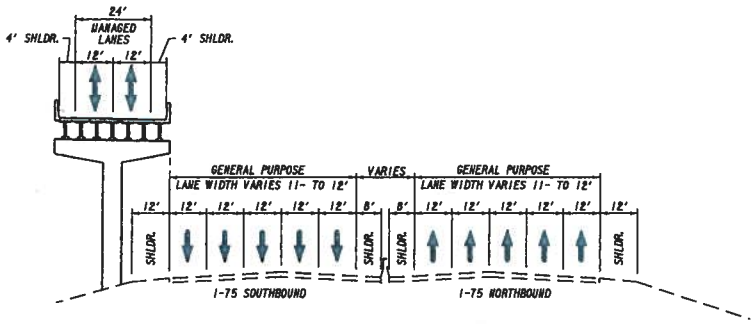
TYPICAL SECTIONS

REVERSIBLE

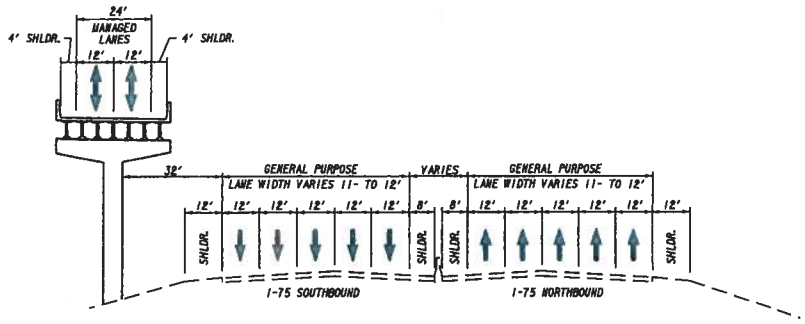
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			



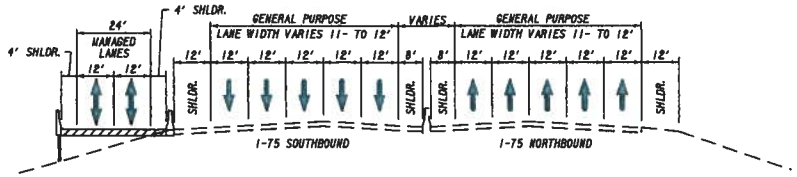
EXISTING ROADWAY CONFIGURATION



PROPOSED ELEVATED ROADWAY CONFIGURATION



PROPOSED OUTSIDE REVERSIBLE WITH CLEAR ZONE SEPARATION



PROPOSED AT-GRADE ROADWAY CONFIGURATION

		REVISIONS						
		NO	DATE	DESCRIPTION	DRIG	CHKR	SUPV	APPR
DRAWN BY	DATE		8/14/08					
CHECKED BY	DATE		8/27/08	REVISED SHOULDER WIDTH FOR ML				
SUPERVISOR	DATE							
APPROVED	DATE							

GEORGIA TRANSPORTATION PARTNERS

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PBSJ

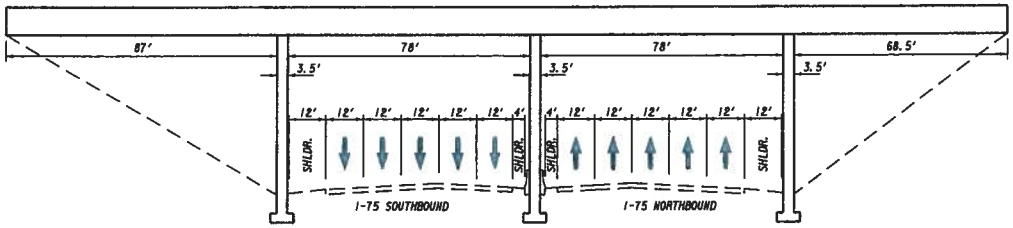
I-75 / I-575 NORTHWEST CORRIDOR

OUTSIDE REVERSIBLE LANE CONCEPT
I-75

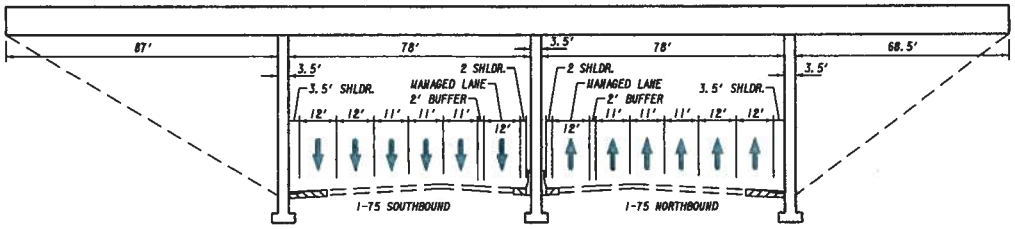
DRAWING NO.

Q:\I-75\Reversible lane\dgn\tgpm.dgn 12/5/2008 10:56:28 AM

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			



EXISTING BRIDGE ELEVATION



PROPOSED BRIDGE ELEVATION

DRAWN BY	DATE	REVISIONS						
		NO	DATE	DESCRIPTION	DRIG	CHKR	SUPV	APPR
			8/14/08					
CHECKED BY	DATE		9/9/08					
SUPERVISION	DATE							
APPROVED	DATE							

GTP GEORGIA TRANSPORTATION PARTNERS

NORTHWEST I-75/I-575 CORRIDOR

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PBS&J

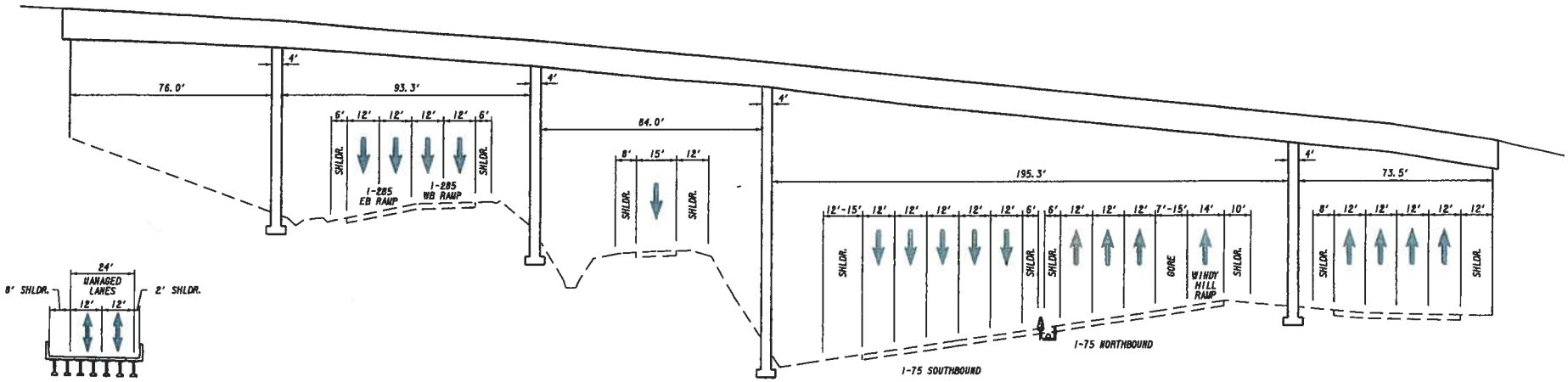
I-75 / I575 NORTHWEST CORRIDOR

REVERSIBLE LANE CONCEPT
I-75 AT I-285

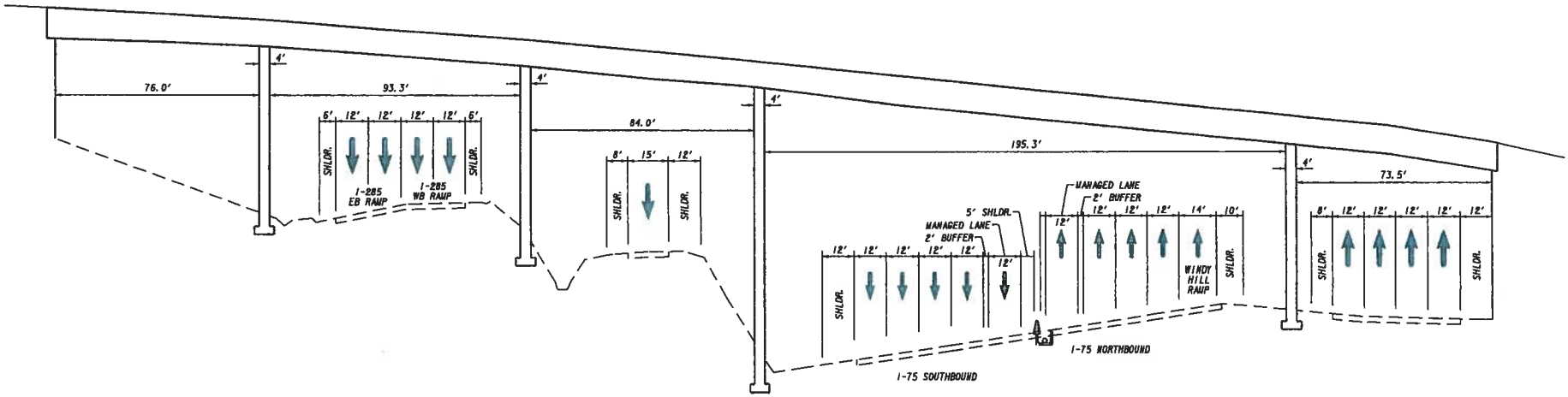
DRAWING No.

D:\I-75\Reversible lane\dgn\sgns.dgn 12/5/2008 10:58:48 AM

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			



EXISTING BRIDGE ELEVATION



PROPOSED BRIDGE ELEVATION

DRAWN BY	DATE	REVISIONS						
CHECKED BY	DATE	NO	DATE	DESCRIPTION	ORIG	CHKR	SUPV	APPR
SUPERVISOR	DATE		8/14/08					
APPROVED	DATE		9/9/08					

GTP GEORGIA TRANSPORTATION PARTNERS

NORTHWEST I-75/I-575 CORRIDOR

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PBSJ

I-75 / I-575 NORTHWEST CORRIDOR

REVERSIBLE LANE CONCEPT
I-75 AT WINDY RIDGE PARKWAY

DRAWING No.

G:\I-75\Reversible lane\dgn\gpm.dgn 12/5/2008 10:59:59 AM

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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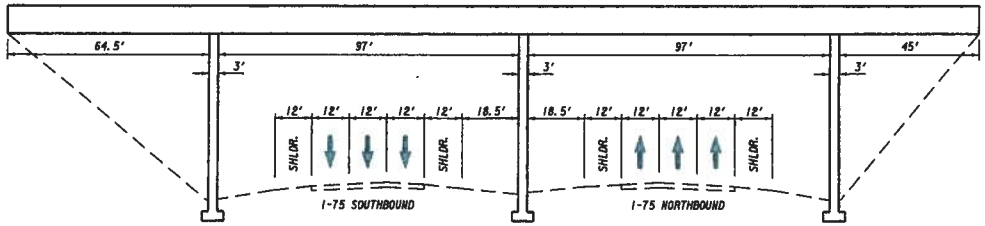

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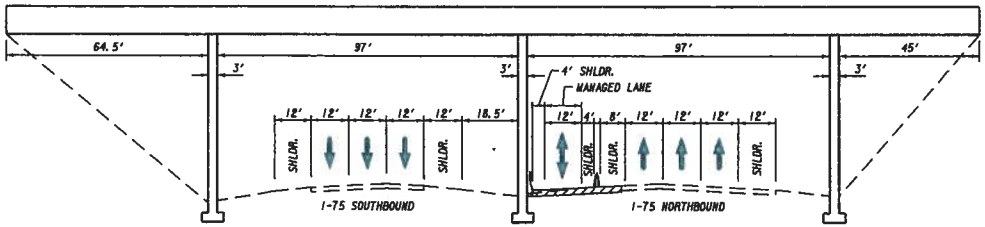

PROPOSED BRIDGE ELEVATION

		REVISIONS						
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DRAWN BY	DATE		8/14/08					
CHECKED BY	DATE		9/9/08					
SUPERVISOR	DATE							
APPROVED	DATE							

GEORGIA TRANSPORTATION PARTNERS

NORTHWEST I-75/I-575 CORRIDOR

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PBS&J

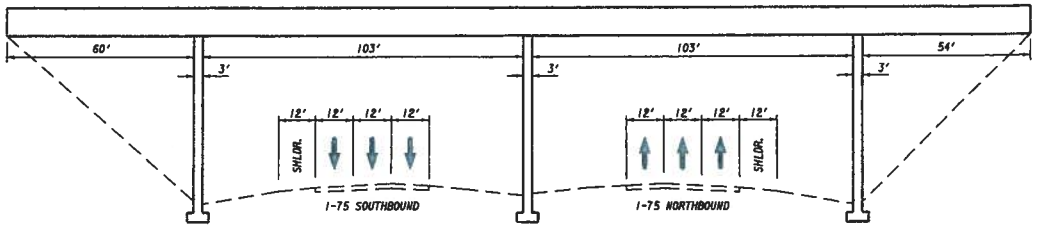
I-75 / I575 NORTHWEST CORRIDOR

I-75 AT CHASTAIN ROAD

DRAWING NO.

D:\I-75\Reversible lane\dgn\tgs.dgn 12/5/2008 10:59:54 AM

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			



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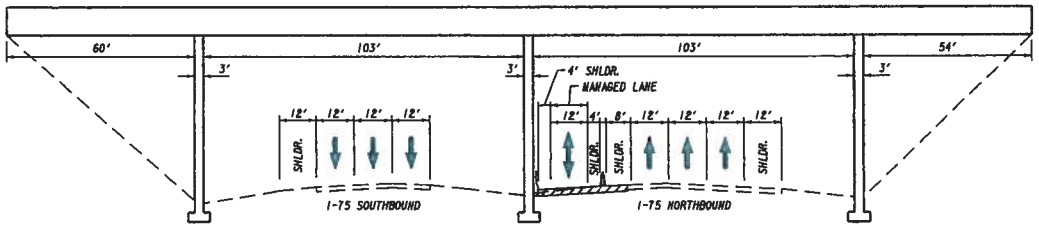

PROPOSED BRIDGE ELEVATION

		REVISIONS						
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DRAWN BY	DATE		8/14/08					
CHECKED BY	DATE							
SUPERVISOR	DATE							
APPROVED	DATE							

GTP GEORGIA TRANSPORTATION PARTNERS

NORTHWEST I-75/I-575 CORRIDOR

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PBSJ

I-75 / I575 NORTHWEST CORRIDOR

I-75 AT SHILOH ROAD

DRAWING No.

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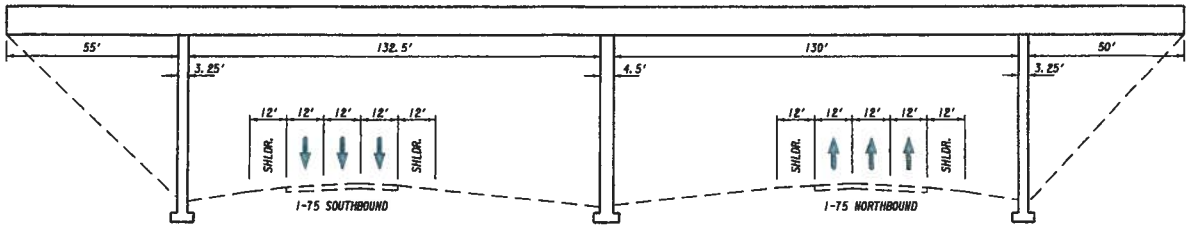
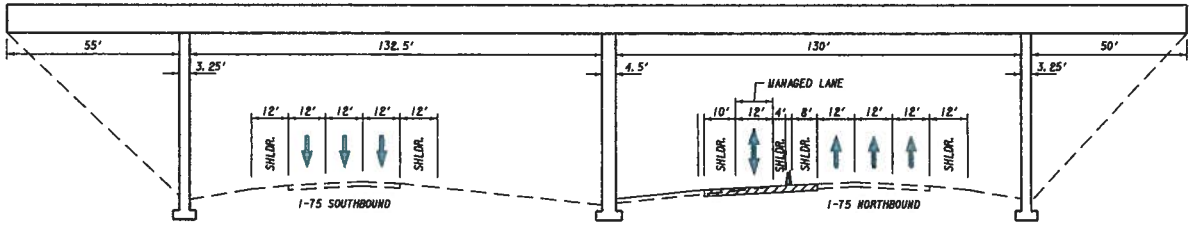
GA			



EXISTING BRIDGE ELEVATION



PROPOSED BRIDGE ELEVATION

DRAWN BY	DATE	REVISIONS						
		NO	DATE	DESCRIPTION	ORIG	CHKR	SUPV	APPR
			8/14/08					
CHECKED BY	DATE							
SUPERVISION	DATE							
APPROVED	DATE							

GTP GEORGIA TRANSPORTATION PARTNERS

NORTHWEST I-75/I-575 CORRIDOR

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PBSJ

I-75 / I575 NORTHWEST CORRIDOR

I-75 AT WADE GREEN ROAD

DRAWING No.

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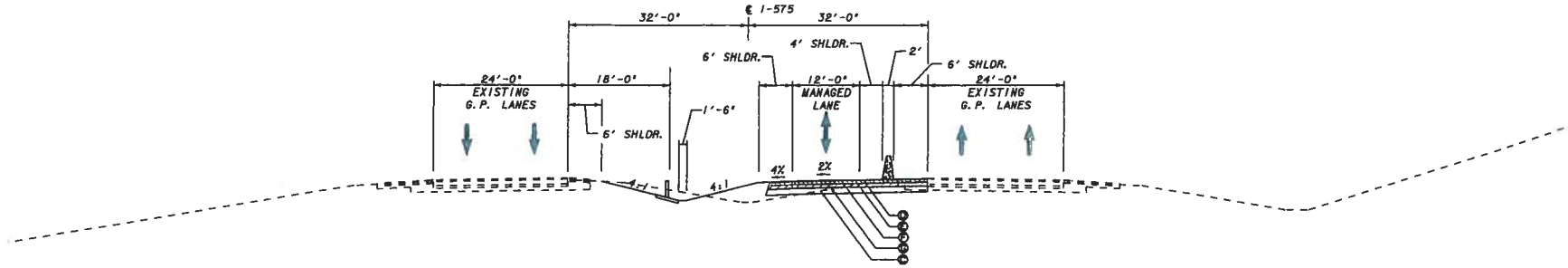
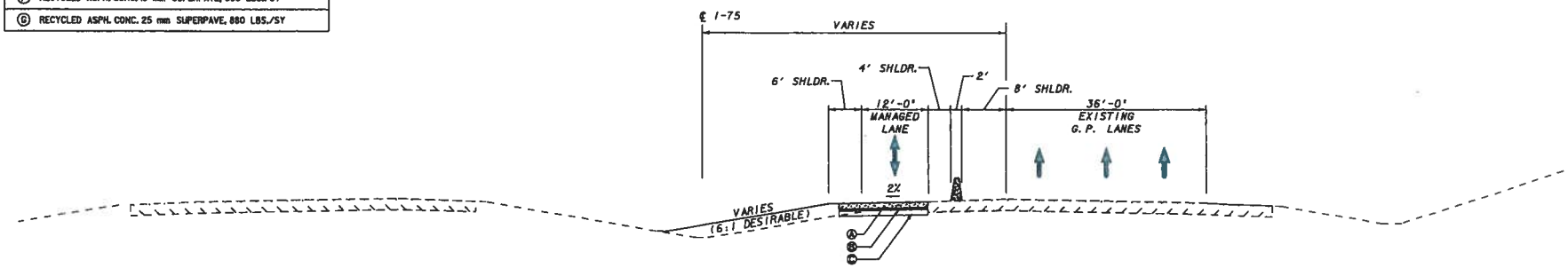
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			



I-575 TANGENT SECTION
ONE-LANE REVERSIBLE
WITH 64' MEDIAN

PAVEMENT MATERIAL SCHEDULE
(A) PLAIN PORTLAND CEMENT CONTRETE WITH DOWELS, 12 INCH
(B) 19 MM SUPERPAVE, MIX DESIGN LEVEL A, 330 LBS./SY
(C) GRADED AGGREGATE BASE, 12 INCH
(D) RECYCLED ASPH. CONC. 12.5 mm PEM, 135 LBS./SY
(E) RECYCLED ASPH. CONC. 12.5 mm SMA, 165 LBS./SY
(F) RECYCLED ASPH. CONC. 19 mm SUPERPAVE, 660 LBS./SY
(G) RECYCLED ASPH. CONC. 25 mm SUPERPAVE, 880 LBS./SY



I-75 TANGENT SECTION
ONE-LANE REVERSIBLE

REVISIONS						
NO	DATE	DESCRIPTION	ORIG	CHKR	SUPV	APPR
	6/14/08					

DRAWN BY — DATE
CHECKED BY — DATE
SUPERVISOR — DATE
APPROVED — DATE

GTP GEORGIA TRANSPORTATION PARTNERS

NORTHWEST I-75/I-575 CORRIDOR

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PBSJ

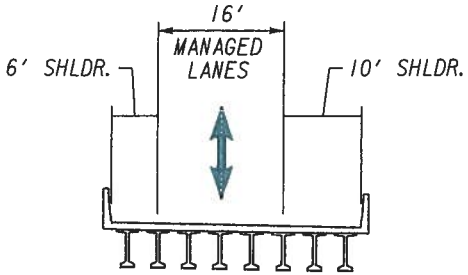
I-75 / I-575 NORTHWEST CORRIDOR

REVERSIBLE LANE CONCEPT
I-75/I-575 MANAGED LANES

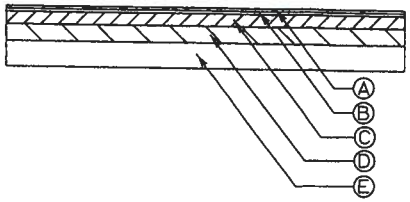
DRAWING No.

D:\I-75\Reversible lane\dgn\lgns.dgn 12/5/2008 11:05:34 AM

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			

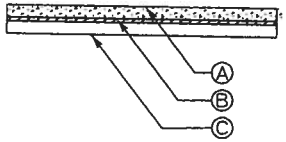


ONE-LANE RAMP
BRIDGE SECTION



PAVEMENT MATERIAL SCHEDULE
(A) RECYCLED ASPH. CONC. 12.5 mm PEM, 135 LBS./SY, 1¼IN.
(B) RECYCLED ASPH. CONC. 12.5 mm SMA, 165 LBS./SY, 1½IN.
(C) RECYCLED ASPH. CONC. 19 mm SUPERPAVE, 660 LBS./SY, 6 IN.
(D) RECYCLED ASPH. CONC. 25 mm SUPERPAVE, 880 LBS./SY, 8 IN.
(E) GRADED AGGREGATE BASE COURSE, 12"

ASPHALT SECTION



PAVEMENT MATERIAL SCHEDULE
(A) CONTINUOUSLY REINFORCED CONCRETE, 12 INCH
(B) RECYCLED ASPH. CONC. 19 mm SUPERPAVE, 330 LBS./SY, 3 IN.
(C) GRADED AGGREGATE BASE, 12 INCH

CONCRETE SECTION

D:\I-75\Reversible lane\dgn\sgns.dgn 12/5/2008 10:56:19 AM

DRAWN BY	DATE		
CHECKED BY	DATE		
SUPERVISOR	DATE		
APPROVED	DATE		

REVISIONS

NO	DATE	DESCRIPTION	ORIG	CHKR	SUPV	APPR
	8/14/08					
	8/27/08	REVISED SHOULDER WIDTH FOR ML				

GTP GEORGIA TRANSPORTATION PARTNERS

NORTHWEST I-75/I-575 CORRIDOR

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PBS&J

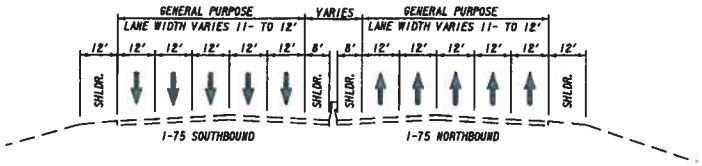
I-75 / I-575 NORTHWEST CORRIDOR

OUTSIDE REVERSIBLE LANE CONCEPT
I-75

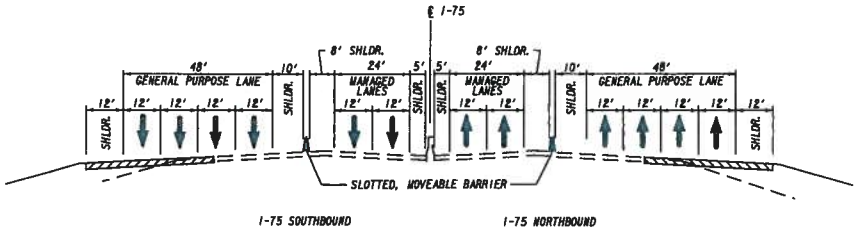
DRAWING No.

CONVERSION

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			



EXISTING ROADWAY CONFIGURATION



PROPOSED CONVERSION CONFIGURATION
BETWEEN BRIDGES

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DRAWN BY		DATE
CHECKED BY		DATE
SUPERVISOR		DATE
APPROVED		DATE

REVISIONS

NO	DATE	DESCRIPTION	DRGN	CHKR	SUPV	APPR
	8/14/08					
	8/27/08	REVISED SHOULDER WIDTH FOR ML				

GEORGIA TRANSPORTATION PARTNERS

NORTHWEST I-75/I-575 CORRIDOR

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

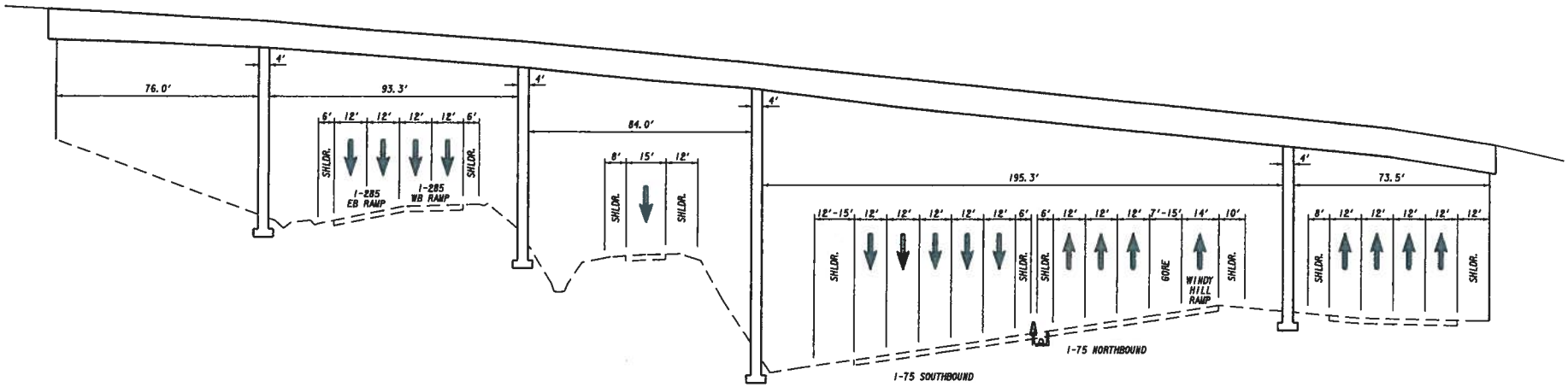
PBS&J

I-75 / I-575 NORTHWEST CORRIDOR

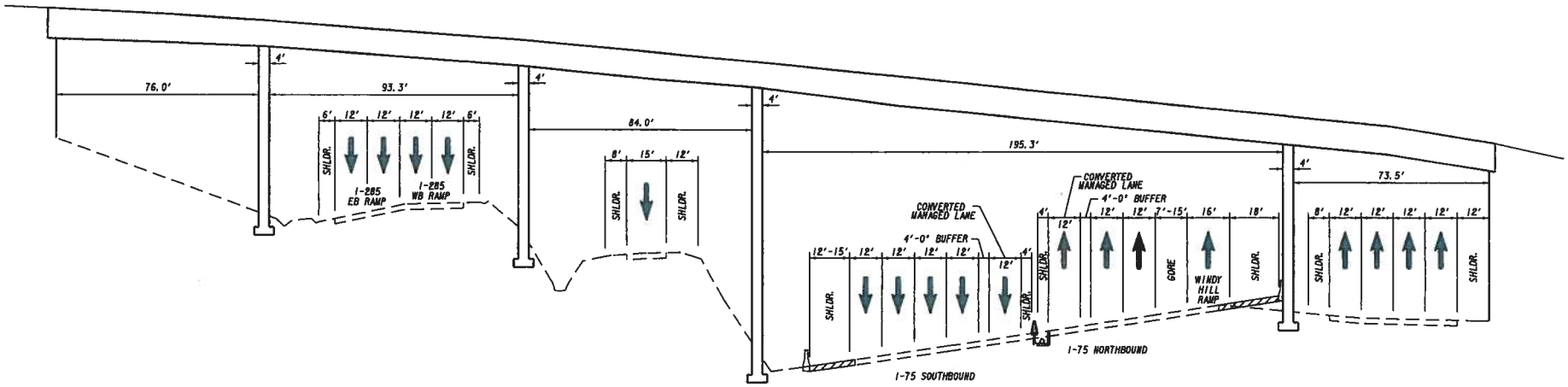
CONVERSION LANE CONCEPT
I-75

DRAWING No.

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			



EXISTING BRIDGE ELEVATION



PROPOSED BRIDGE ELEVATION

DRAWN BY		DATE
CHECKED BY		DATE
SUPERVISOR		DATE
APPROVED		DATE

REVISIONS

NO	DATE	DESCRIPTION	ORIG	CHKR	SUPV	APPR
	8/14/08					
	8/27/08	REVISED SHOULDER WIDTH FOR ML				

GTP GEORGIA TRANSPORTATION PARTNERS

NORTHWEST I-75/I-575 CORRIDOR

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PBSJ

I-75 / I-575 NORTHWEST CORRIDOR

CONVERSION LANE CONCEPT
I-75 AT WINDY RIDGE PARKWAY

DRAWING No.

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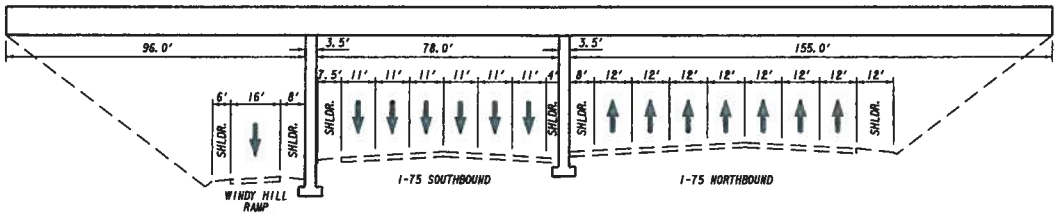
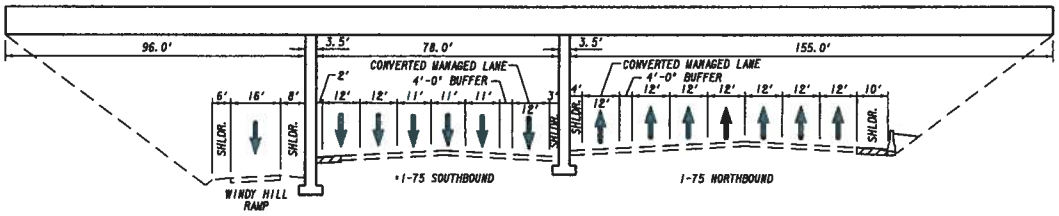
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			



EXISTING BRIDGE ELEVATION



PROPOSED BRIDGE ELEVATION

* RE-STRIPE OUTSIDE LANES FOR 12' WIDTH

REVISIONS						
NO	DATE	DESCRIPTION	DRIG	CHKR	SUPV	APPR
	8/14/08					
	8/27/08	REVISED SHOULDER WIDTH FOR ML				

DRAWN BY — DATE
CHECKED BY — DATE
SUPERVISOR — DATE
APPROVED — DATE

GEORGIA TRANSPORTATION PARTNERS

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PBSJ

I-75 / I-575 NORTHWEST CORRIDOR

CONVERSION LANE CONCEPT
I-75 AT WINDY HILL ROAD

DRAWING No.

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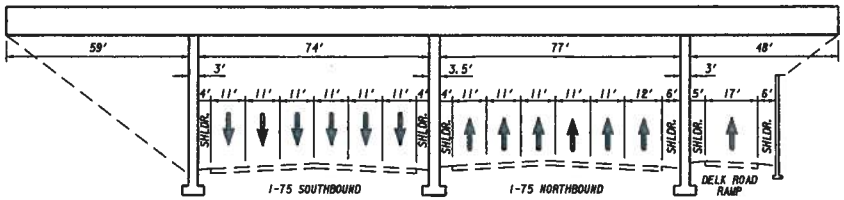
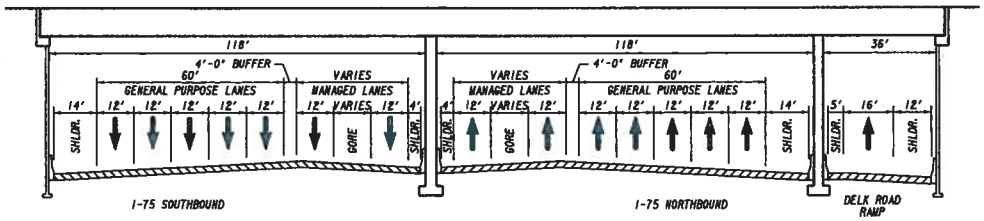
GA			



EXISTING BRIDGE ELEVATION



PROPOSED BRIDGE ELEVATION

REVISIONS						
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	8/14/08					
	8/27/08	REVISED SHOULDER WIDTH FOR ML				

DRAWN BY DATE
CHECKED BY DATE
SUPERVISOR DATE
APPROVED DATE

GEORGIA TRANSPORTATION PARTNERS

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PBSJ

I-75 / I-575 NORTHWEST CORRIDOR

CONVERSION LANE CONCEPT
I-75 AT DELK ROAD

DRAWING No.

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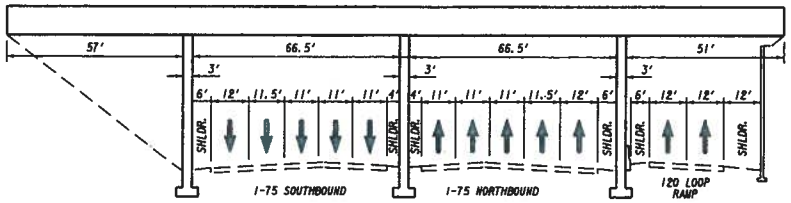
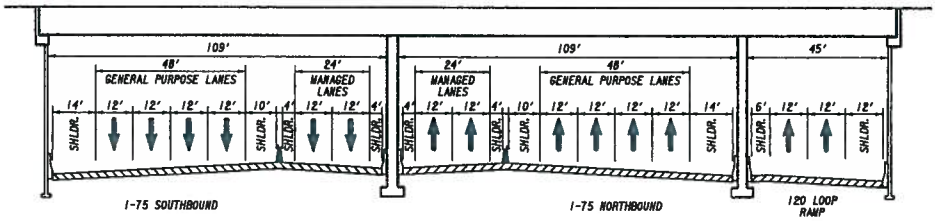
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			



EXISTING BRIDGE ELEVATION



PROPOSED BRIDGE ELEVATION

REVISIONS						
NO	DATE	DESCRIPTION	ORIG	CHKR	SUPV	APPR
	8/14/08					
	8/27/08	REVISED SHOULDER WIDTH FOR ML & GP				

DRAWN BY — DATE
CHECKED BY — DATE
SUPERVISOR — DATE
APPROVED — DATE

GEORGIA TRANSPORTATION PARTNERS

NORTHWEST I-75/I-575 CORRIDOR

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PBSJ

I-75 / I-575 NORTHWEST CORRIDOR

CONVERSION LANE CONCEPT
I-75 AT MARIETTA PARKWAY

DRAWING No.

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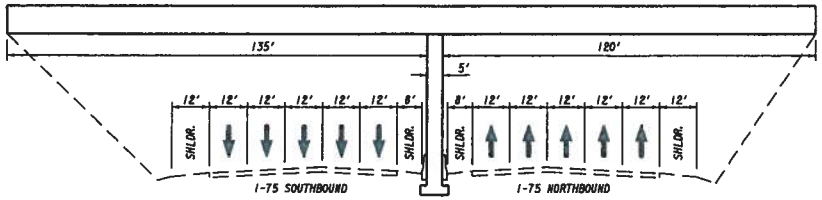
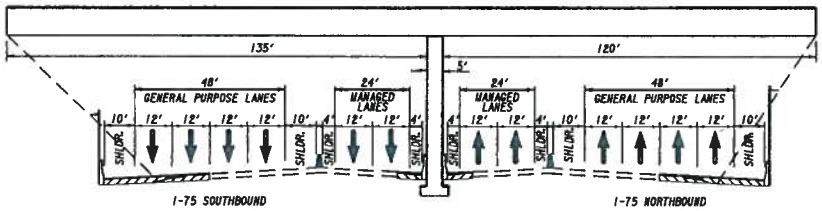
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			



EXISTING BRIDGE ELEVATION



PROPOSED BRIDGE ELEVATION

DRAWN BY		DATE
CHECKED BY		DATE
SUPERVISOR		DATE
APPROVED		DATE

REVISIONS

NO	DATE	DESCRIPTION	ORIG	CHKR	SUPV	APPR
	8/14/08					
	8/27/08	REVISED SHOULDER WIDTH FOR ML & GP				

GEORGIA TRANSPORTATION PARTNERS

NORTHWEST I-75/I-575 CORRIDOR

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PBSJ

I-75 / I-575 NORTHWEST CORRIDOR

CONVERSION LANE CONCEPT
I-75 AT ALLGOOD ROAD

DRAWING No.

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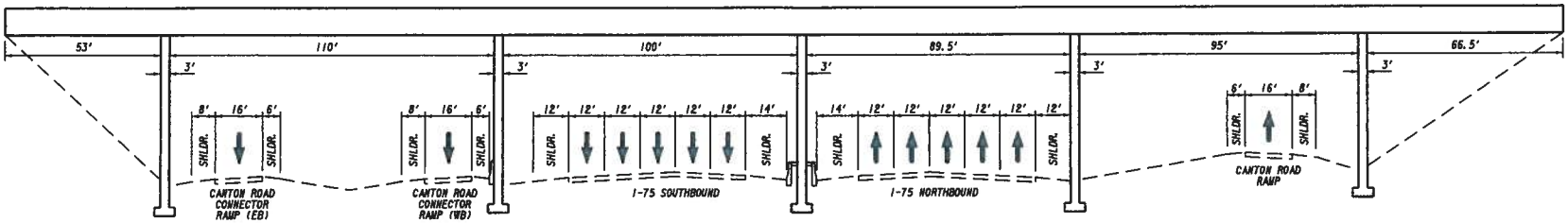
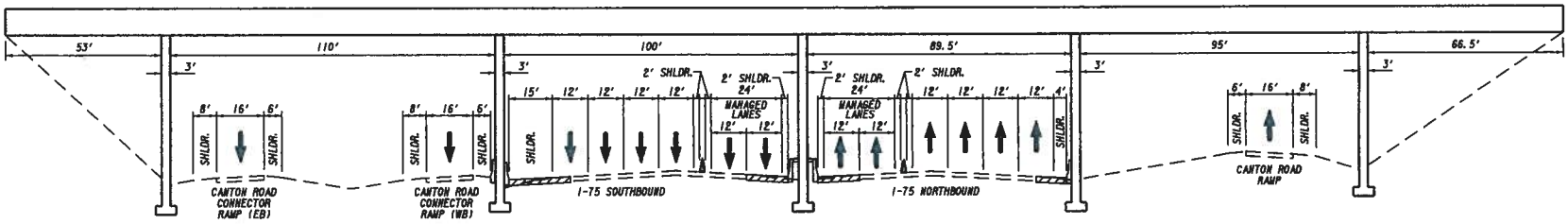
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			



EXISTING BRIDGE ELEVATION



PROPOSED BRIDGE ELEVATION

DRAWN BY	DATE
CHECKED BY	DATE
SUPERVISION	DATE
APPROVED	DATE

REVISIONS

NO	DATE	DESCRIPTION	DRIG	CHKR	SUPV	APPR
	8/14/08					
	8/27/08	REVISED SHOULDER WIDTH FOR ML & GP				

GEORGIA TRANSPORTATION PARTNERS

NORTHWEST I-75/I-575 CORRIDOR

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PBSJ

I-75 / I-575 NORTHWEST CORRIDOR

CONVERSION LANE CONCEPT
I-75 AT S.R. 5 (CANTON ROAD)

DRAWING No.

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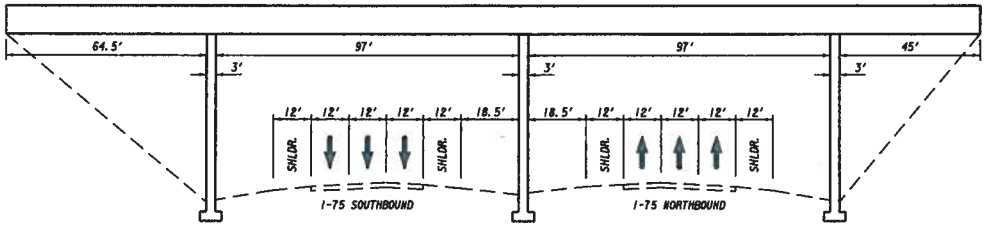
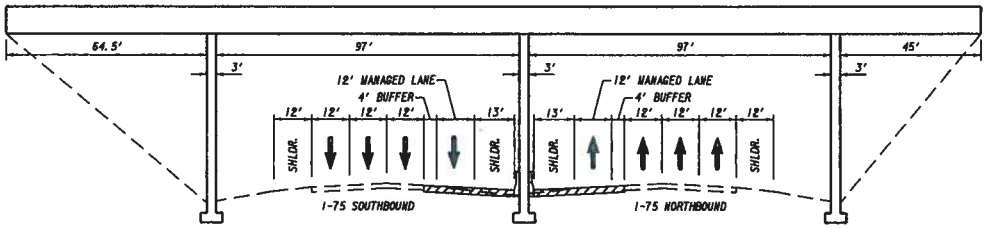
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			



EXISTING BRIDGE ELEVATION



PROPOSED BRIDGE ELEVATION

DRAWN BY	DATE		
CHECKED BY	DATE		
SUPERVISOR	DATE		
APPROVED	DATE		

REVISIONS

NO	DATE	DESCRIPTION	DRIG	CHKR	SUPV	APPR
	8/14/08					

GEORGIA TRANSPORTATION PARTNERS

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PBSJ

I-75 / 1575 NORTHWEST CORRIDOR

CONVERSION LANE CONCEPT
I-75 AT CHASTAIN ROAD

DRAWING No.

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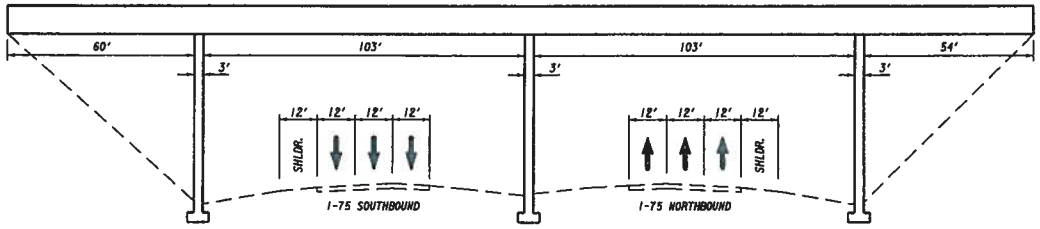

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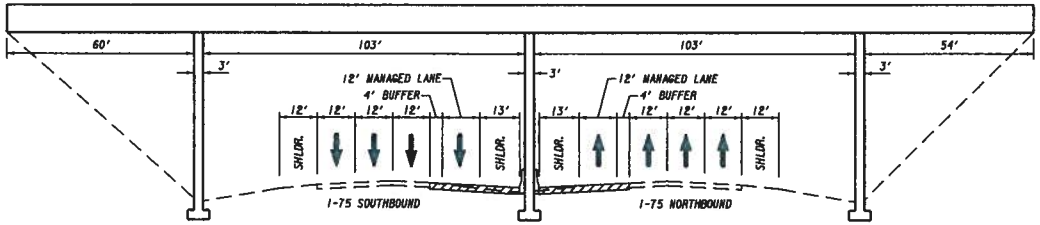

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GEORGIA TRANSPORTATION PARTNERS

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PBSJ

I-75 / 1575 NORTHWEST CORRIDOR

CONVERSION LANE CONCEPT
I-75 AT SHILOH ROAD

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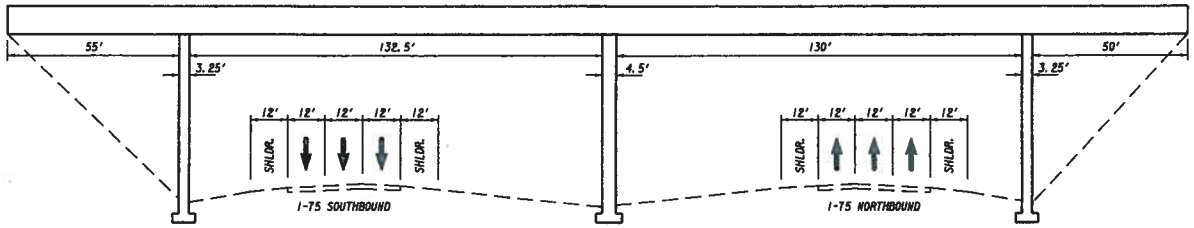

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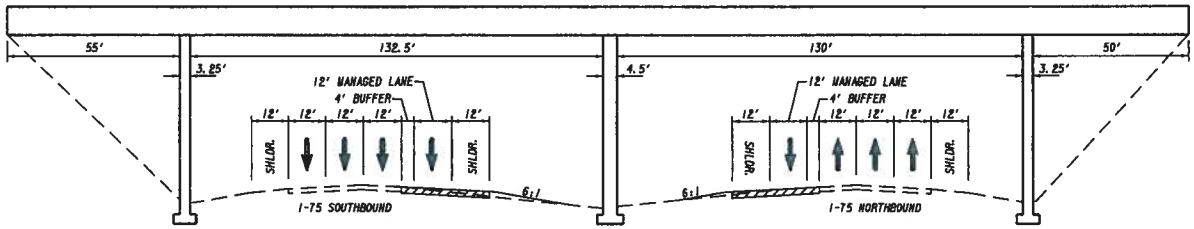

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GTP GEORGIA TRANSPORTATION PARTNERS

NORTHWEST 1-75/1-575 CORRIDOR

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PBS&J

1-75 / 1575 NORTHWEST CORRIDOR

CONVERSION LANE CONCEPT
1-75 AT WADE GREEN ROAD

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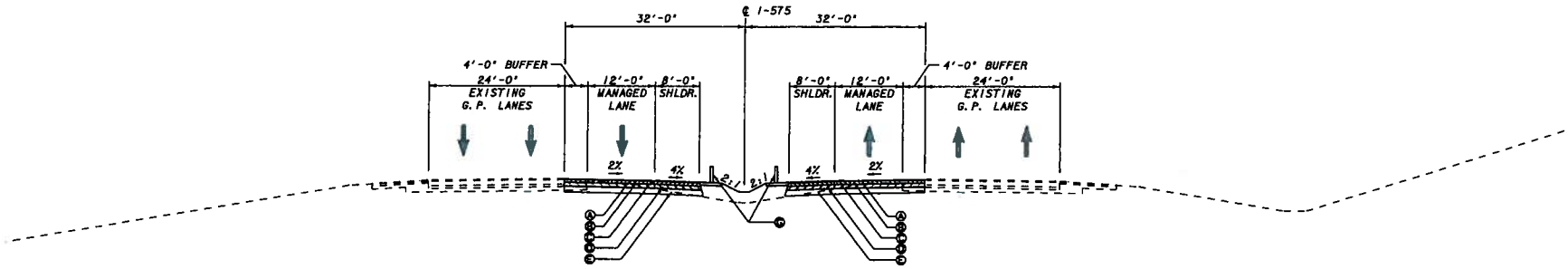
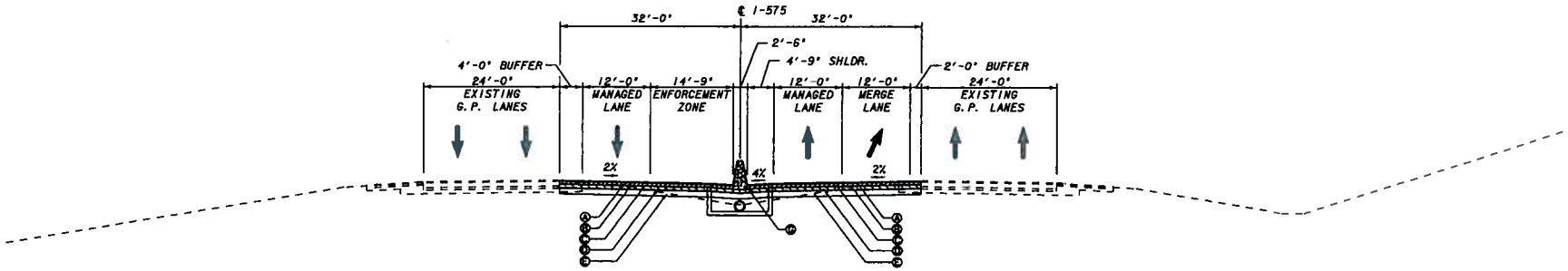
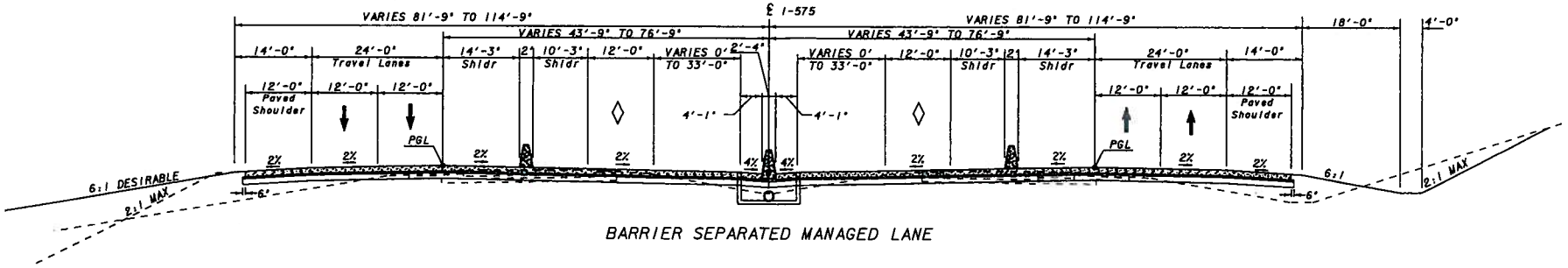


I-75 / I-575 TANGENT SECTION
CONCURRENT MANAGED LANE



I-75 / I-575 CONCURRENT MANAGED LANE
WITH MERGE LANE



BARRIER SEPARATED MANAGED LANE

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NORTHWEST I-75/I-575 CORRIDOR

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

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I-75 / I-575 NORTHWEST CORRIDOR

I-75 / I-575 MANAGED LANES

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APPENDIX E

ESTIMATING DATA

Tolling / ITS Scope - Reversible Alternative

I-75 LOCATION	DEVICE	DESCRIPTION
I-75 SB 1 mile north of Hickory Grove	VMS truss over I-75 SB	VMS with hours of operation, pricing, travel time
I-75 SB 1/2 mile north of Hickory Grove	VMS truss over I-75 SB	VMS with hours of operation, pricing, travel time
West side of Hickory Grove Rd	VMS truss over Hickory Grove Rd	VMS with hours of operation, pricing, travel time
East side of Hickory Grove Rd	VMS truss over Hickory Grove Rd	VMS with hours of operation, pricing, travel time
Managed lane entrance at Hickory Grov	Traffic signal	Traffic signal
I-75 at Frey Rd (NB)	VMS truss over managed lanes	VMS with pricing, travel time and camera/transponder
I-75 at Frey Rd (SB)	Truss over managed lanes	Camera/transponder for managed lanes
West side of Big Shanty Connector	VMS truss over Big Shanty Connector	VMS with hours of operation, pricing, travel time
East side of Big Shanty Connector	VMS truss over Big Shanty Connector	VMS with hours of operation, pricing, travel time
Managed lane entrance/exit at Big Shar	Traffic signal	Traffic signal
I-75 NB managed lanes at Bells Ferry R	VMS truss over managed lanes	VMS with pricing, travel time for I-575
I-75 at North Marietta Pkwy (NB)	VMS truss over managed lanes	VMS with pricing, travel time and camera/transponder
I-75 at North Marietta Pkwy (SB)	Truss over managed lanes	Camera/transponder for managed lanes
Managed lane entrance/exit at Roswell	Traffic signal	Traffic signal
West side of Roswell Rd	VMS truss over Roswell Rd	VMS with hours of operation, pricing, travel time
East side of Roswell Rd	VMS truss over Roswell Rd	VMS with hours of operation, pricing, travel time
I-75 at Delk Rd (NB)	Truss over managed lanes	Camera/transponder for managed lanes
I-75 at Delk Rd (SB)	Truss over managed lanes	Camera/transponder for managed lanes
West side of Terrell Mill Rd	VMS truss over Terrell Mill Rd	VMS with hours of operation, pricing, travel time
East side of Terrell Mill Rd	VMS truss over Terrell Mill Rd	VMS with hours of operation, pricing, travel time
Managed lane entrance at Terrell Mill R	Traffic signal	Traffic signal
Managed lane entrance/exit at Terrill Mi	Traffic signal	Traffic signal
Managed lane exit at Terrell Mill Rd (Ea	Traffic signal	Traffic signal
Managed lanes south of Terrell Mill rd (	Truss over managed lanes	Camera for managed lanes
Managed lanes south of Terrell Mill rd (	Truss over managed lanes	Transponder for managed lanes
I-75 NB managed lanes south of Terrell	Truss over managed lanes	Camera for managed lanes
I-75 NB managed lanes south of Terrell	Truss over managed lanes	Transponder for managed lanes
I-75 SB managed lanes south of Windy	Truss over managed lanes	Camera for managed lanes
I-75 SB managed lanes south of Windy	Truss over managed lanes	Transponder for managed lanes
I-75 NB 1/2 mile to entrance to manage	VMS truss over I-75 NB	VMS with hours of operation, pricing, travel time
I-75 NB 1 mile to entrance to managed	VMS truss over I-75 NB	VMS with hours of operation, pricing, travel time
I-285 WB 1 mile to entrance to manage	VMS truss over I-285 WB	VMS with hours of operation, pricing, travel time
I-285 WB 1/2 mile to entrance to manag	VMS truss over I-285 WB	VMS with hours of operation, pricing, travel time
I-285 EB 1/2 mile to entrance to manag	VMS truss over I-285 EB	VMS with hours of operation, pricing, travel time
I-285 EB 1 mile to entrance to managed	VMS truss over I-285 EB	VMS with hours of operation, pricing, travel time
I-575 LOCATION	**DEVICE**	**DESCRIPTION**
I-575 SB 1 mile north of Sixes Road	VMS truss over I-575 SB	VMS with hours of operation, pricing, travel time SB
I-575 SB 1/2 mile north of Sixes Road	VMS truss over I-575 SB	VMS with hours of operation, pricing, travel time SB
I-575 SB begin reversible managed lane	Gate (4)	Mechanical gate for entrance to reversible system
I-575 NB end reversible managed lanes	Gate (4)	Mechanical gate for entrance to reversible system
I-575 north of Towne Lake Parkway	VMS truss over managed lanes	VMS and transponder for am operation, camera for pm operation
I-575 north of Towne Lake Parkway	Camera/transponder truss over manag	Camera for am operation, transponder for pm operation
I-575 south of SR 92	VMS truss over I-575 SB	VMS with hours of operation, pricing, travel time SB
I-575 south of SR 92	VMS truss over I-575 SB	VMS with hours of operation, pricing, travel time SB
Managed lane south of Shallowford Roa	VMS truss over managed lanes	VMS with hours of operation, pricing, travel time NB
Managed lane south of Shallowford Roa	VMS truss over managed lanes	VMS with hours of operation, pricing, travel time NB
Managed lane SB entrance south of Sh	Gate (4)	Channelized mechanical gate for entrance to reversible system
Managed lane NB exit north of Shallowf	Gate (4)	Channelized mechanical gate for entrance to reversible system
I-575 south of Belles Ferry Rd	VMS truss over managed lanes	VMS and transponder for am operation, camera for pm operation
I-575 south of Belles Ferry Rd	VMS truss over managed lanes	VMS and camera for pm operation, transponder for am operation
I-575 south of Chastain Road	VMS truss over I-575 SB	VMS with hours of operation, pricing, travel time SB
I-575 south of Chastain Road	VMS truss over I-575 SB	VMS with hours of operation, pricing, travel time SB
Managed lane south of Barrett Parkway	VMS truss over managed lanes	VMS with hours of operation, pricing, travel time NB
Managed lane south of Barrett Parkway	VMS truss over managed lanes	VMS with hours of operation, pricing, travel time NB
Managed lane SB entrance at Barrett P	Gate (4)	Channelized mechanical gate for entrance to reversible system
Managed lane NB exit near Big Shanty	Gate (4)	Channelized mechanical gate for entrance to reversible system
SOFTWARE SYSTEM		
Software System	**Operating Software, Back Office & Related Requirements for Tolling Managed Lanes**	

Note: The tolling / ITS System has not been specified / designed at this time. This table lists the equipment assumed for the conceptual cost estimate. It is a representative layout, and is subject to change after the system is defined.

APPENDIX F

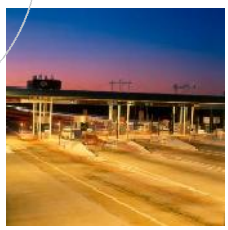
TRAFFIC AND REVENUE

- AECOM PHASE I REPORT
- AECOM PHASE II REPORT
- TABLES OF SUMMARY FORECASTS

AECOM

PHASE I REPORT

AECOM ENTERPRISES



Atlanta Northwest Corridor Managed Lanes Review Report

Georgia Transportation Partners

September 2008

Atlanta Northwest Corridor

Managed Lanes Review Report

Prepared for

Georgia Transportation Partners

Prepared by

AECOM Enterprises Inc

3101 Wilson Boulevard, Suite 400

Arlington, VA 22201

September 2008

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Quality Information

Document Atlanta Northwest Corridor Managed Lanes Review

Ref 6004 8808

Date October 17th , 2008

Prepared by Matthew McCarthy, Giovanni Santoboni

Reviewed by Ashley Yelds

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Revision	Revision Date	Details	Authorized	
			Name/Position	Signature
A	September 2008	Draft for Discussion	Ashley Yelds Vice President	Prev signed
B	October 17th 2008	Final Report	Ashley Yelds Vice President	

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Executive Summary

AECOM have been engaged by Georgia Transportation Partners to (1) review the information and analysis prepared to date and (2) provide traffic and revenue analysis for new alignments for the Northwest Corridor in Atlanta, Georgia.

This report - focusing on Phase 1 of the study - contains a review of existing travel information, models, methodologies, and analyses. The objective of this report is to:

- Provide a high level overview of expected demand in relation to the newly defined managed lanes;
- Review the robustness of the existing Atlanta Regional Commission (ARC) traffic model given current traffic patterns; and
- Highlight recommendations for the provision of traffic and revenue forecasts of the newly defined managed lane alternatives..

Travel Model Validation Conclusions

A review of the ARC travel model[1] has been undertaken to assess the model's ability to reflect both observed regional county to county travel and also observed traffic volumes and travel times on I-75 and I-575. The review concluded that the ARC traffic model performs reasonably well at the regional-level though is not able to replicate some key travel patterns in the study corridor. Key model issues that have implications for forecasting of traffic and revenue for the managed lanes include:

- Ability to reflect current traffic volumes on key sections of the network at relevant times of day;
- Ability to estimate travel times on I-75 and therefore travel time savings that are likely to be generated by the managed lanes facility[2].

The model's ability to replicate observed origin-destination (O-D) travel patterns has not been confirmed. Incorrect O-D patterns have the potential to under estimate or over estimate forecasted use of the managed lanes.

The model has also not yet been evaluated regarding its ability to replicate high occupancy vehicle (HOV) travel in the corridor. No detailed HOV volume information specific to the corridor is available to validate the model's performance. Current proposals focus on the Express Toll Lane concept and HOT lanes that allow HOV 3 and HOV 4 users. These HOV users are likely to be a small proportion of the total market.

Summary of Modeling Methodology Findings

[1] It is important to note that the version of the ARC model obtained and reviewed is a more recent version than used by other consultants for previous studies of managed lanes in this corridor and may not include any corridor specific improvements made by other consultants.

[2] Travel time savings are a key input into assessing the proportion of potential traffic that will pay to use the managed lanes. Managed lane speed will be the key criteria for accessing managed lane capacity.

The review of the ARC travel model – specifically the structure and analysis associated with willingness to pay tolls - highlights positive and negative aspects that will impact the next phase of analysis.

To the model's benefit, two of the stated preference (SP) surveys appear to have been conducted reasonably well. As a result, the survey data sets can be used to assess willingness to pay for managed lane facilities. Collecting new SP survey data would have been expensive and time consuming.

To the model's detriment, the speed flow curves appear to significantly underestimate congested operating speed at low levels of traffic usage. Implications to traffic demand forecasting could include:

- Overestimation of travel time savings generated by the managed lane facility; and
- Underestimation of minimum service level capacity on the managed lanes.

The compounding of these issues could significantly affect the ability to model willingness to pay tolls.

Updating speed flow curves in the ARC travel model would be a significant task as the speed flow curves are integral to many of the model's processes including trip generation, trip distribution, mode split and notably the highway trip assignment. Changes to all these model processes could alter the base year model results significantly. AECOM's advice is to extract a sub-area model, focusing on the I-75/I-575 corridor, where the speed flow curves could be updated in isolation limiting impacts to the local highway trip assignment in this corridor.

Conclusions from the Review of Recent Travel Trends

A review of recent travel trends has been carried out based on the available traffic count data and transit usage in the corridor. A summary of the key findings is presented below.

Key Time Periods
Based on the traffic analysis carried out the key time periods and directions of travel for managed lanes usage would be:

Southbound:
- Likely strong usage between 7:00am to 10:00am on weekdays
- Some, but lower, usage between 10:00am to 12:00am on weekdays
- Possible use on weekends depending on congestion at the southern end of I-75. There is currently no information to assess weekend travel at the southern end of I-75.

Northbound:
- Likely strong usage between 4:00pm to 6:00pm on weekdays
- Some, but lower, usage the hour either side of the period above on weekdays
- Possible use on weekends depending on congestion at the southern end of I-75. There is currently no information to assess weekend travel at the southern end of I-75.

Sections Generating Travel Time Savings

The addition of new lane capacity in the form of managed lanes will provide varying levels of congestion relief throughout the corridor. The sections most likely to benefit from the new capacity are:

- I-575: the additional lane provided in this section will increase peak period capacity by 50%.
- I-75 north of I-575: provision of one additional peak period lane to the existing three lanes in each direction would increase capacity by 33%.

Further south on I-75 the number of lanes increases from three to between five and seven lanes in each direction. Provision of one to two additional lanes in the peak direction (depending on the alternative) would add between 15 to 40% of new lane capacity. Due to the current high levels of traffic in these sections of I-75 it is expected that these sections will generate most of the travel time savings offered by using the managed lanes.

Transit

Transit (bus) has approximately two percent of corridor mode share. AECOM expects this share to remain stable and that bus patronage would increase at similar rates to automobile traffic in the future as travel conditions in the corridor improve due to the provision of managed lanes and additional lane capacity.

Overview of Corridor Demand Growth

Indicative growth rates for car and truck travel in the corridor have been identified from the ARC travel model and the Truck Lane Needs Identification Report[3]. These rates comprise:

- Car growth (when unconstrained by capacity) would be between 1.0 - 2.7% per annum depending on section, time period and direction of travel; and
- Truck growth would grow at approximately 2.5%[4].

The car growth rates of 2.7% p.a. are significantly higher than the growth of population or employment expected to occur in the region over this time period which are 1.4% and 2.1%[5] respectively per annum. The truck growth rates are at the lower end of the range of observed growth rates observed on other long distance trucking corridors. This suggests that the growth rate of 2.5% per annum maybe conservative.

Conclusions of Review

Collection of new travel data and improvements to the level of validation of the base year ARC model would need to be addressed before additional study is undertaken to produce robust traffic and revenue forecasts for this corridor.

A review of the available observed travel data suggests that there will be periods of the day that would provide significant levels of demand and likely fill the proposed managed lanes to their operating capacity

[3] *Statewide Truck Lanes Needs Identification Study*, prepared by HNTB Team for GDOT (April 2008).

[4] Truck traffic rates have not been substantiated and there is limited historic information to do so.

[5] Source: ARC Travel Demand Model Land-Use files (population and employment)

(with low or no tolls). According to ARC's travel model, there would be sufficient demand by 2016 to toll these lanes over extended periods of the day. Further study would be required to quantify managed lane usage and revenue with a level of confidence.

Based on current peak traffic volumes and the relationship between peak and counter-peak[6] directional flow, the reversible lanes concept would achieve the goal of providing maximum capacity when needed. However, it is likely that managed lanes would be used in both peak and counter-peak directions given current and expected demand growth through 2016. Further detailed study will be required to identify the preferred configuration.

Recommendations

This review has highlighted a number of areas that improvement is required in order to develop robust traffic and revenue forecasts. These areas focus primarily on the missing observed travel data and the level of validation of the base year model. The following recommendations are made to improve the quality of the data available and the forecasts that will derive from it.

- Carry out a number plate matching survey for the key periods of the weekday that the managed lanes are most likely to be used. This would involve capturing number plates on vehicles at four or five key locations along I-75 and I-575 to determine the distribution and length of travel along each of these roads.
- No consistent set of traffic counts have been collected for the key sections of I-75 and I-575. A traffic count collection program will be setup to collect at least a week worth of traffic volumes information collecting travel speed, vehicle class by hour of the day.
- An intensive model calibration exercise will need to be carried out to improve the base year model and ensure that it reflects current travel patterns well. We will propose that a sub-area model be extracted from the ARC model for the region containing the sections of I-75 and I-575 of interest to the managed lanes project.
- In relation to the previous bullet, a new set of speed-flow curves need to be developed.
- Carry out a detailed review of land use growth for critical zones in the corridor and also land use projections for the region as a whole to ensure they are suitable for traffic and revenue forecasting.

[6] Peak direction; southbound in the AM and northbound in the PM. Counter-peak direction northbound in the AM and southbound in the PM

1.0 Introduction

1.1 Purpose

AECOM has been engaged by Georgia Transportation Partners to (1) review the information and analysis prepared to date and (2) provide traffic and revenue advice for new alignments and options in the Northwest Corridor in Atlanta, Georgia.

This report focuses on Phase 1 of the study; a review of existing travel information, models, methodologies, analyses and where relevant traffic and revenue outcomes from previous studies. The objective of this phase of work is to:

- Provide a high level overview of expected demand in relation to the newly defined managed lanes;
- Review the robustness of the existing ARC traffic model given current traffic patterns; and
- Highlight recommendations for the provision of traffic and revenue forecasts of the newly defined managed lane alternatives.

1.2 Project Definitions

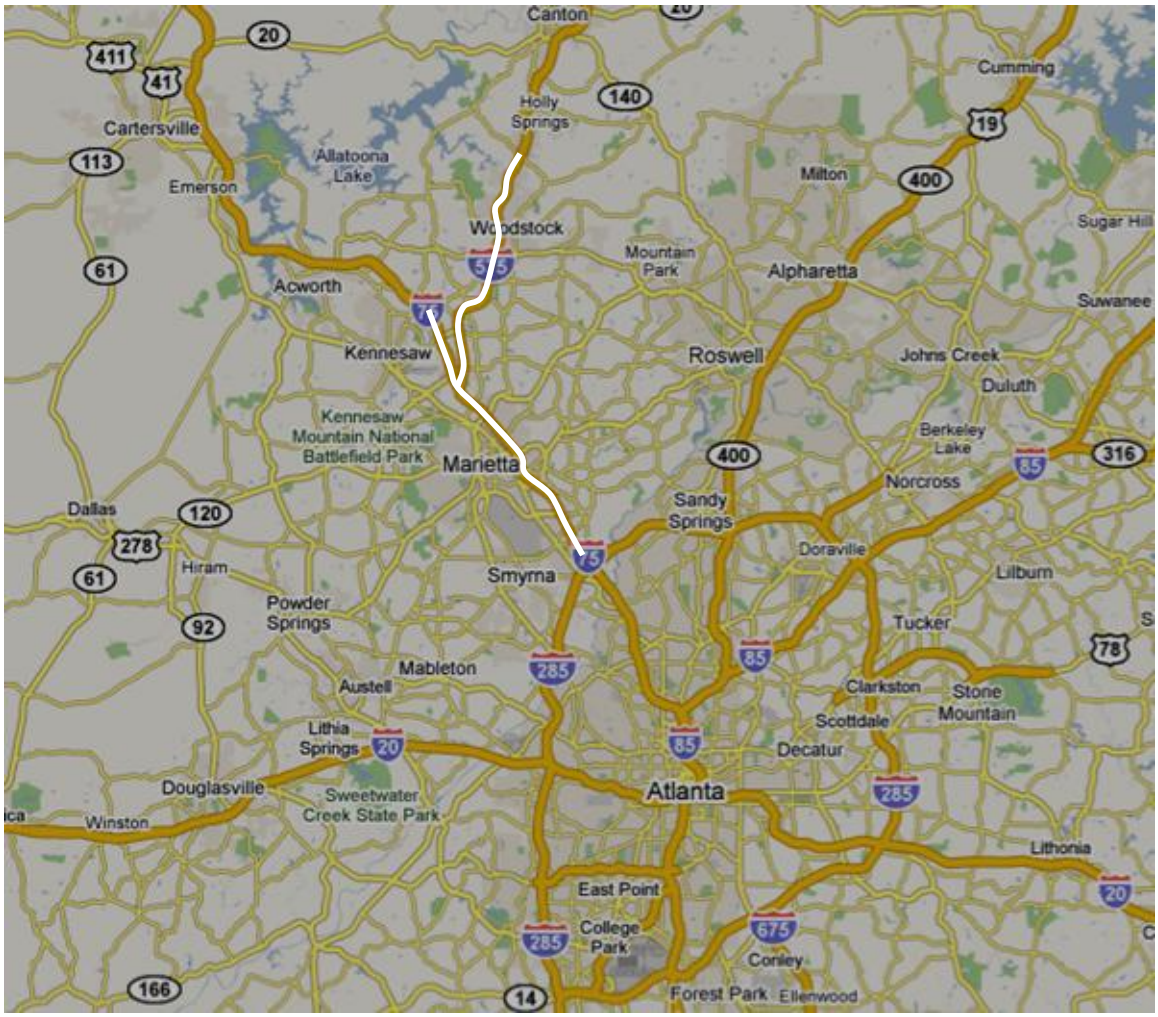
The Northwest Corridor as defined for this study covers the I-75 and I-575 corridors between the following locations:

- I-75 north of I-285 and south of Hickory Grove Road (approx. 15 miles); and
- I-575 north of I-75 and south of Sixes Road (approx. 11 miles)

I-75 is the key highway link between Cobb County and Fulton County, Atlanta's two largest counties in terms of trip origin and destination. This link is also an important longer distance truck route.

Figure 1.1 shows the corridor in relation to the Atlanta region and primary road network.

Figure 1.1 Location of Northwest Corridor



Previous analysis reviewed a wide variety of managed lane configurations in terms of numbers of lanes and allowed vehicle types in each lane. More detailed analysis examined the addition of eight lanes along the core section of I-75 (4 truck-only lanes and 4 high occupancy vehicle lanes). The newly defined configurations of the managed lanes under assessment are based on assumptions described below.

1.2.1.1 Lane Configuration and Cross Sections

Several managed lane configurations have already been explored. These include:

- A program of (1) the addition of one managed lane and conversion of one lane to managed lane on I-75 south of the I-75/575 split, (2) the addition of one managed lane on I-75/575 north of the split; and
- The addition of one reversible lane on both I-75 and I-575 north of the split. This would eventually combine to two reversible lanes along I-75 south of the split. Reversible lanes would be closed for one hour between reversals.

The alignment, connections and lane configurations under assessment are shown in **Figure 1.2** and **Figure 1.3**.

Figure 1.2 Schematic of the Conversion Concept Managed Lane Alternative

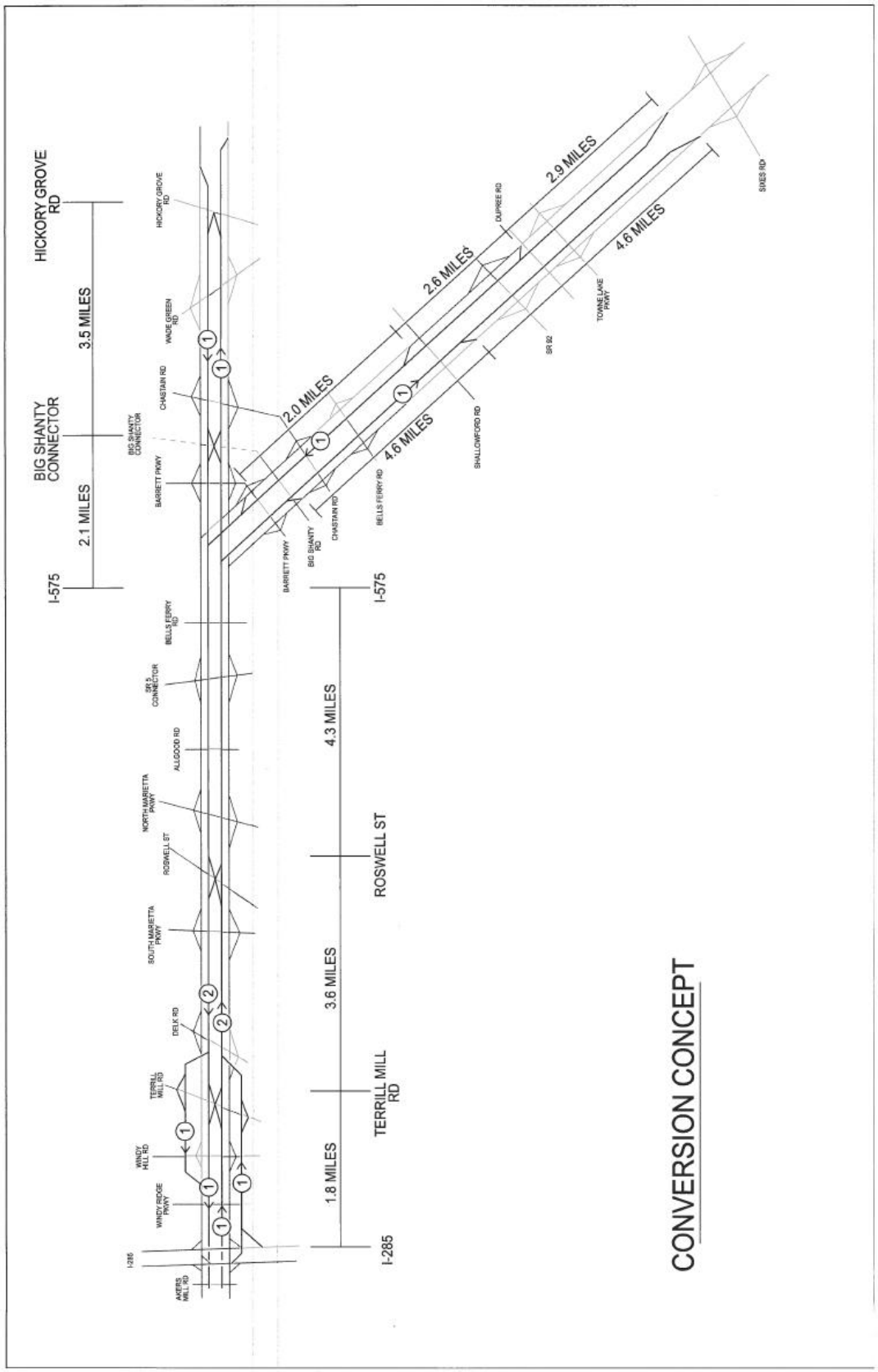
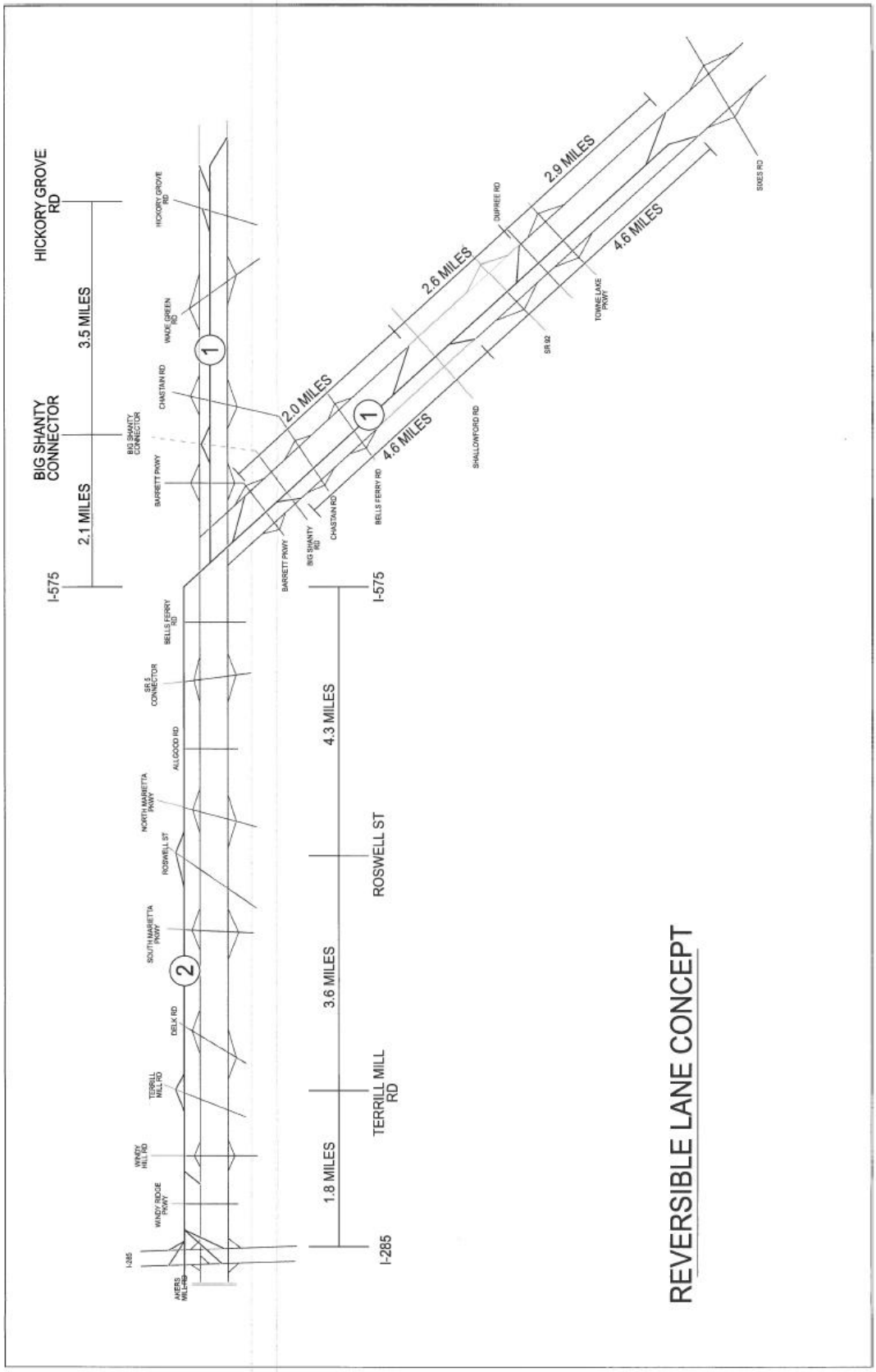


Figure 1.3 Schematic of the Reversible Lane Managed Lane Alternative



1.2.1.2 Construction, Staging and Year of Opening

Georgia Transportation Partners envisages a two to three year construction time table that would begin in May 2010. AECOM has assumed that all sections would open together (i.e., no staged opening) on January 1, 2012 or 2013.

1.2.1.3 Vehicle Types

Base case assumptions include operating an Express Toll Lane (ETL) with all users (except scheduled express buses) paying a toll. Small trucks would be allowed to use the ETLs given that pickup trucks and small goods vehicles would be accepted (vehicles with less than four axles) and larger trucks would be excluded. Sensitivity cases with free access by HOV3 and HOV4 will also be developed.

1.2.1.4 Operating Conditions and Assumptions

The speed limit would be 65mph on the ETLs with a desired minimum speed of 45mph. An open road electronic tolling system would be instituted with vehicles flagged as they enter and exit the toll lanes and a per mile toll applied to their toll lane usage. Any reversible lane concepts would operate in a single direction throughout the system (i.e., no split direction operation for individual segments). A one hour "flushing" period would be required when the direction of travel is switched between peak periods.

1.3 Report Overview

Section 2.0 lists the data, information models and reports that have been made available and reviewed as part of this study.

Section 3.0 documents the base year validation of the ARC travel model based on the information made available for this study.

Section 4.0 provides a review of (1) the modelling methodology adopted in the ARC travel model, (2) the SP surveys and values of travel time estimated, and (3) the current managed lane module contained in the ARC travel model relating to the Northwest Corridor.

Section 5.0 examines the current travel patterns in the corridor. This is an analysis of traffic count information in regards to growth trends and time of week and day usage.

Section 6.0 contains a discussion on both historic and projected land use and provides some direction on likely private and commercial vehicle growth rates in this corridor.

Section 7.0 provides a high level discussion on expected demand for the managed lane alternatives currently proposed along with the strengths and weaknesses of each proposal.

Section 8.0 documents the primary conclusions from this review and highlights areas that will impact future study.

Section 9.0 provides recommendations for Phase II of the study – the development of traffic and revenue forecasts for new managed lanes alternatives in this corridor.

1.4 Limitations

The focus of this report has been the review of existing material with the view to provide commentary on existing tools and information for future study. Any forecasts or recommendations developed in this report have been developed at a high level without the use of detailed travel models. Accordingly, forecasts need to be considered together with all the key assumptions and the approach adopted as part of their development.

2.0 Information Reviewed

2.1 Technical Information Provided

This phase of the study has been conducted with information provided by Georgia Transportation Partners, the Georgia Department of Transportation (GDOT), Georgia Regional Transit Authority (GRATA), the Atlanta Regional Commission (ARC), and consultants.

A summary of the information provided for this review is listed below:

2.1.1.1 Traffic Counts

The following traffic count information has been provided or obtained for the corridor:

- TC1. GDOT class databases provided by HNTB including vehicle classified hourly traffic counts for selected locations across Georgia from various periods in 2003, 2004 and 2005. Locations relevant to this study include:
    - U.S. 41 (Cobb Pkwy) north of Delk Road (2003 and 2004)
    - I-575 north of I-75 (2004 and 2005)
    - I-575 north of Bells Ferry Road (2004 and 2005)
    - I-285 south of Paces Mill Road (2003)

- TC2. Northwest I-75/I-575 Corridor Alternatives Analysis/Draft Environmental Impact Statement: Traffic Technical Report, Appendix A. Daylight hours vehicle classified counts carried out on January 25 and 26, 2006 at the following locations include:
    - I-75 south of Windy Hill Road
    - I-75 north of Wade Green Road
    - I-575 north of I-75

- TC3. Radial Freeways Study: Two day, vehicle classified (small, medium, large breakdown), 15min counts collected in 2007. Relevant locations include:
    - I-75 south of I-575 (October 30 and 31, 2007)
    - I-75 north of I-575 (August 21 and 22, 2007)
    - I-75 north of Barrett Pkwy (October 30 and 31, 2007)
    - I-75 north of Wade Green Road NW (October 30 and 31, 2007)

- TC4. Detector Station Reports provided by HNTB: Hourly traffic data by lane with some speed information. Relevant locations include:
    - I-75 near Windy Hill Road – mainlines and entry/exit ramps (January 11, 24, and 30, 2007)
    - I-75 north of Bells Ferry Road – mainlines only (January 11, 24, and 30, 2007)
    - I-75 near Wade Green Road – mainlines and exit ramps (January 11, 24, and 30, 2007)

- TC5. 2005 Truck Percentages provided by HNTB: Weekday and weekend truck percentages. Relevant locations include:
    - I-575 north of I-75
- TC6. 2006 I-75 entry/exit ramp traffic counts by hour and vehicle class (weekday 24hrs) provided by PB (EIS data collection). Relevant locations include:
    - Entry and exit ramps on I-75 between Windy Hill Road and Wade Green Road.
- TC7. 2008 turning movement counts for AM and PM peak periods on select locations along I-75, I-575 and Cobb Pkwy (U.S. 41) – information collected as part of the Radial Freeways Study and provided by GDOT.

- TC8. GDOT STARS AADT traffic counts obtained from GDOT website – counts for 2005, 2006 and 2007 for locations on I-75 and I-575.

2.1.1.2 Transit Counts

Transit counts and bus numbers in the corridor have been provided by GRTA. Analysis of the current bus schedules on I-75 and I-575 has also been provided.

2.1.1.3 Travel Times Information

No detailed information is available describing travel times on I-75 and I-575 between each interchange. The only travel time information that has been provided is 2002 to 2006 on I-75 between I-285 and Wade Green Road (both AM and PM peak periods).

2.1.1.4 Origin-Destination Travel Data

No detailed origin-destination data has been collected for travel movements in this corridor. A 2000/2001 Household Travel Survey was carried out by ARC in the Atlanta region to collect information on personal travel. High level (county-to-county) summaries and comparisons against modelled travel movements are documented in the ARC model documentation.

2.1.1.5 Land Use Information

Land use information has been provided with the ARC model. These projections have been developed by ARC and document current and future land use information, specifically:

- Employment (total and categorization by type of work);
- Population;
- Number of households; and
- Information on number of households by income and household size.

Information has been provided for the years 2005, 2015 and 2030.

An additional study has been carried out by the Georgia Regional Transportation Authority (GRTA) in this corridor. This land use study focuses on BRT stations along I-75 between I-285 and Town Centre.

2.1.1.6 Transport Model and Documentation

The Atlanta Regional Commission (ARC) travel demand model has been obtained from ARC for their current base year (2005) and two forecast years; 2015 and 2030[7].

Two documentation reports have been provided by ARC to describe model development and validation as well as information on using the model. These are; “ModelDocumentation_10-09-07.doc” and “UserGuide_08-21-07.doc”.

2.1.1.7 Reports and Studies

The following reports and documents have been provided:

- HNTB Traffic and Revenue options tested and study outcomes – summary information on traffic and revenue for various options;
- Northwest Corridor Feasibility Study prepared by Georgia Transportation Partners (January 29, 2007);
- Peer Review of HNTB Traffic and Revenue Findings for I-75/I-575 Managed Lane Project prepared by Wilbur Smith Associates (January 29, 2007);
- Value Pricing on the I-75 HOV/BRT Project Working Draft prepared by HNTB (October 2006);
- Northwest I-75/I-575 Corridor Alternatives Analysis/Draft Environmental Impact Statement: Traffic Technical Report (October 2006);
- Greater Atlanta Area Stated Preference Travel Survey prepared by Resource Systems Group, Inc (December 2007);
- Value Pricing on the I-75 HOV/BRT Project, Jacobs HNTB, April 2006 (surveys undertaken in July 2005);
- HNTB Technical Note on Traffic and Revenue Assumptions (provided by Georgia Transportation Partners – no date provided);
- Statewide Truck Lanes Needs Study, HNTB, July 2007.

[7] In the context of the ARC model, these set of model are referred to as ARC revision “Rev10-22-07”.

3.0 Base Year Travel Model Validation

Validation of the forecasting tools is essential for travel demand studies. This validation provides information both to the travel demand forecaster and also to the end user of the travel demand forecasts. Validation usually covers many areas of the model; from how well the base year model reflects current travel conditions to sensibility checks on how forecasting components respond to changes in model inputs. This section of the report documents how well the base year ARC model reflects current travel patterns particularly in the I-75/I-575 corridor[8].

The Atlanta Regional Commission (ARC) travel demand model is designed primarily to address federal planning and air quality requirements. As with all regional strategic travel models, the purpose of the ARC model is to assess the impacts of transportation and land use plans and policy on regional travel. AECOM has observed that when using regional travel models to assess individual transport corridors, a range of validation levels are observed in relation to base year travel patterns.

No detailed validation reports have been provided that focus on the Northwest Corridor and provide a detailed comparison of model estimates for the base year (2005) against observed travel movements, travel times and origin-destination travel patterns. AECOM's review documents the higher level Atlanta region validation already prepared by ARC and then compares the observed travel data available for this study against those estimated by the model.

3.1 Reported Regional Validation

Information on region wide model validation is included in the ARC Model Documentation (ModelDocumentation_10-09-07.doc) provided by ARC. Excerpts of this report are provided below to demonstrate region wide validation of the travel model. The information in this report primarily documents daily travel in 2000 at a regional level. No detailed break down in terms of period based travel, describing origin-destination of travel or traffic volumes, has been provided.

3.1.1.1 Traffic Volumes

A number of high level comparisons have been provided in the ARC Model Documentation relating observed Vehicle Miles Travelled (VMT) and traffic volumes to that modeled. All summaries are daily summaries unless otherwise stated.

Table 3.1 provides a comparison of modelled VMT by link class to that derived from the Highway Performance Monitoring System (HPMS) observations in 2000. This confirms that when all roads are combined, the model closely matches the regional VMT. At a more detailed level there are some significant differences across the various road classes indicating that some road types and corridors are likely to be modelled better than others.

[8] It is important to note that the version of the ARC model obtained and reviewed is a more recent version than used by other consultants for previous studies of managed lanes in this corridor and may not include any corridor specific improvements made by other consultants.

Table 3.1 Reported and Modelled Vehicle Miles Travelled (2000 Daily Highway Trips)

HPMS Code	HPMS Function Class	2000 GDOT Report (Observed)	2000 Model Results (Modelled)	(Mod - Obs)/ Obs
	Rural			
1	Rural Interstate Principal Arterial	7,469,623	11,002,580	47%
2	Rural Principal Arterial	4,336,905	4,879,487	13%
6	Rural Minor Arterial	4,951,523	5,086,453	3%
7	Rural Major Collector	6,008,641	5,444,211	-9%
8	Rural Minor Collector	1,590,285	1,402,498	-12%
9	Rural Local	5,067,398	7,843,858	55%
Total	All Rural Roads	29,424,375	35,659,087	21%
	Urban			
11	Urban Interstate Principal Arterial	39,395,472	37,537,921	-5%
12	Urban Freeway and Expressway	5,789,202	2,741,098	-53%
14	Urban Principal Arterial	13,556,016	17,353,073	28%
16	Urban Minor Arterial	24,832,465	21,011,009	-15%
17	Urban Collector	8,164,787	6,327,547	-23%
19	Urban Local	17,017,080	16,083,765	-5%
Total	All Urban Roads	108,755,022	101,054,413	-7%
	Rural and Urban			
1,11,12	Interstate/Freeway/Expressway	52,654,297	51,281,599	-3%
2,6,14,16	Arterial	47,676,909	48,330,022	1%
7,8,17	Collector	15,763,713	13,174,256	-16%
9,19	Local	22,084,478	23,927,623	8%
Total	All Regional Roads	138,179,397	136,713,500	-1%

Source: ARC Model Documentation (Table 8.9) and AECOM Analysis

Extracts from a wider screenline validation table prepared by ARC are provided in **Table 3.2**. This table shows daily observed and modelled volumes for the two screenlines most relevant to the corridor under consideration. The two screenlines cover the following roads:

- **North Atlanta – East/West**: includes I-75/I-575 north of the I-75/I-575 split and then arcs around to cover SR400 and I-85 just south of I-985.
- **Corridor south of Marietta**: appears to include I-75 and competing routes just south of Marietta.

Both show a slight over assignment of modelled traffic in the 2000 base year.

Table 3.2 Observed and Modelled Screenline Volumes (2000 Daily Highway Trips)

Screenline	Observed Count	Modelled Volume	(Volume/Count)
North Atlanta – East/West	571,619	621,623	1.09
Corridor south of Marietta	374,168	402,583	1.08

Source: Extract from ARC Model Documentation (Table 8.12)

3.1.1.2 Origin and Destination of Travel

ARC used the 2000/01 Household Travel Survey (HTS) as the basis for developing gravity models that describe the origin and destination of each modelled trip. This information has also been used to summarize observed county to county travel movements and compared against the model's estimates for each of these movements.

Table 3.3 and **Table 3.4** summarize the observed and modelled travel movements from Cobb and Cherokee Counties, to all Counties in the survey area. Excluding intra-county travel movements, the largest travel movement in the Atlanta metropolitan region is between Cobb and Fulton Counties. Cobb and Fulton Counties are the two biggest contributors of travel in the Atlanta region. This is an important area to examine as I-75 is the key highway link between these two counties.

As expected, there are some differences between observed and modelled movements at this level. The most relevant observations in regards to this study are:

- Total flow into and out of each county matches the travel survey observations;
- Over estimation of travel between Cobb and Fulton counties (which in turn could over-estimate I-75 traffic in the southern part of the corridor where traffic volumes are greatest);
- Under estimation of Cobb intra-county trip making (which in turn could under estimate I-75 traffic);
- Over estimation of traffic between Cobb and Cherokee counties (which in turn could over estimate traffic from I-75 and I-575 in the northern section of the study corridor); and
- Over estimation of traffic movements between Cherokee and Fulton Counties; (which in turn could over estimate I-575 and I-75 traffic in the entire study corridor).

Table 3.3 Observed/Modelled Travel from Cobb County (2000 Highway and Transit Trips)

Destination	Observed	% of Total	Modelled	% of Total	(Mod – Obs)	(Mod - Obs)/ Obs
Cherokee	57,711	2.3%	75,080	3.0%	17,369	30%
Clayton	6,145	0.2%	8,372	0.3%	2,227	36%
Cobb	1,911,603	77.0%	1,815,154	73.2%	-96,449	-5%
Coweta	591	0.0%	1,866	0.1%	1,275	216%
DeKalb	62,579	2.5%	82,365	3.3%	19,786	32%
Douglas	24,882	1.0%	32,751	1.3%	7,869	32%
Fayette	3,809	0.2%	1,757	0.1%	-2,052	-54%
Forsyth	7,401	0.3%	4,831	0.2%	-2,570	-35%
Fulton	354,509	14.3%	406,096	16.4%	51,587	15%
Gwinnett	31,914	1.3%	25,050	1.0%	-6,864	-22%
Henry	2,155	0.1%	1,205	0.0%	-950	-44%
Paulding	16,996	0.7%	25,301	1.0%	8,305	49%
Rockdale	778	0.0%	1,095	0.0%	317	41%
Total	2,481,073	100%	2,480,923	100%	-150	0%

Source: ARC Model Documentation (Table 3.15.4) and AECOM Analysis

Table 3.4 Observed/Modelled Travel from Cherokee County (2000 Highway and Transit Trips)

Destination	Observed	% of Total	Modelled	% of Total	(Mod – Obs)	(Mod - Obs)/ Obs
Cherokee	324,932	65.1%	280,474	56.1%	-44,458	-14%
Clayton	0	0.0%	436	0.1%	436	NA
Cobb	86,179	17.3%	123,229	24.6%	37,050	43%
Coweta	0	0.0%	215	0.0%	215	NA
DeKalb	10,521	2.1%	7,336	1.5%	-3,185	-30%
Douglas	1,474	0.3%	745	0.1%	-729	-49%
Fayette	0	0.0%	93	0.0%	93	NA
Forsyth	10,714	2.1%	11,805	2.4%	1,091	10%
Fulton	59,419	11.9%	69,092	13.8%	9,673	16%
Gwinnett	6,801	1.2%	5,454	1.1%	-347	-6%
Henry	111	0.0%	84	0.0%	-27	-24%
Paulding	117	0.0%	1,182	0.2%	1,065	910%
Rockdale	0	0.0%	74	0.0%	74	NA
Total	500,268	100%	500,219	100%	951	0%

Source: ARC Model Documentation (Table 3.15.2) and AECOM Analysis

When looking at these two tables it is clear that trips from Cobb County to Cherokee County should approximately equal trips from Cherokee County to Cobb County, as over a period of a day outgoing trips roughly match incoming trips to anyone area. This is not the case in **Table 3.3** and **Table 3.4** where there are significantly more trips made from Cherokee to Cobb than Cobb to Cherokee. One possible explanation for this anomaly is that trips have been reported based on the county each household is located though this has not been explicitly noted in the ARC travel model documentation.

3.2 I-75/I-575 Corridor Validation

The current base year of the ARC model provided for us in this study is 2005. Unless stated otherwise, all comparisons will be conducted in this year.

3.2.1.1 Traffic Volumes

One of the key areas of validating a model is to compare modelled traffic volumes against observed traffic counts. Traditionally this is conducted in two ways; assessing performance of screenlines and individual links/roads. Very little hourly traffic count information is available to examine period based traffic volumes and it has not been possible to establish screenlines for this corridor. Consequently, only individual links have been considered. Since I-75 and I-575 carry the majority of traffic in each of their corridors, a screenline assessment is of lower importance compared to assessing traffic flows on each of these freeways.

When validating a travel model for traffic and revenue studies, AECOM adopt the model validation criteria outlined in the U.K. Highways Agency's Design Manual for Roads and Bridges (DMRB). This establishes rigorous criteria designed to determine if a model is acceptable for the appraisal of individual transport schemes. In terms of individual link/road traffic volumes, the manual establishes the following (DMRB Vol 12, Sect 2 Part 1 4.4.42):

- Individual hourly flows are within 15% (flows of 700 – 2,700 vph);
- Individual flows within 100 vph for flows < 700 vph;
- Individual flows within 400 vph for flows > 2,700 vph; and
- All Individual flows to have a GEH statistic < 5

The GEH statistic is a form of Chi-squared statistic that incorporates both relative and absolute errors. When assessing the validation of a wider model area, the above criteria should be met in greater than 85% of cases. Larger discrepancies should be concentrated away from the area of greatest importance to the transport scheme.

Observed and modelled traffic volumes have been summarized for each of the four model periods (AM Peak, Midday, PM Peak and Night time) in 2005 and are presented as average hourly vehicle volumes in **Table 3.5**. This shows that for the likely key periods for managed lanes (the AM and PM peaks), few links on I-75 pass the aforementioned validation criteria. There is generally an over-allocation of traffic on I-75 in the model, with the section near Windy Hill Rd best represented by the model and wider traffic fluctuations towards the northern end of the I-75 corridor. No observed traffic flows are available for the highly trafficked sections off I-75 between Delk Rd and Canton Rd.

The model appears to perform better on I-575 at the two locations where detailed traffic counts have been recorded.

Table 3.5 Model Traffic Volume Validation Table (2005 Vehicles)

			Northbound				Southbound			
Road		**Between**	**Obs**	**Model**	**% Diff**	**GEH**	**Obs**	**Model**	**% Diff**	**GEH**
AM Peak Period (Average Hour 6:00am -10:00am)										
I-75	Cherokee Rd (SR 92)	Wade Green Rd	1,559	2,856	83.1%	27.6	3,058	4,334	41.7%	21.0
I-75	Wade Green Rd	Wade Green Rd	1,391	2,623	88.6%	27.5	3,115	3,598	15.5%	8.3
I-75	Wade Green Rd	Chastain Rd		2,947				4,506		
I-75	Chastain Rd	Barrett Rd	2,345	3,310	41.1%	18.1	3,965	4,613	16.3%	9.9
I-75	Barrett Rd	I-575	2,493	3,683	47.7%	21.4	4,393	5,155	17.3%	11.0
I-75	I-575	Canton Rd	3,631	5,105	40.6%	22.3	7,473	7,950	6.4%	5.4
I-75	Canton Rd	N Marietta Pkwy		4,799				7,702		
I-75	N Marietta Pkwy	S Marietta Pkwy		5,044				7,145		
I-75	S Marietta Pkwy	Delk Rd		6,182				9,156		
I-75	Delk Rd	Windy Hill Rd	6,317	7,007	10.9%	8.5	9,377	10,084	7.5%	7.2
I-575	Sixes Rd	Towne Lake Pkwy		1,556				2,768		
I-575	Towne Lake Pkwy	SR 92		1,751				3,424		
I-575	SR 92	Bells Ferry Rd	1,590	1,748	9.9%	3.9	3,097	3,054	-1.4%	0.8
I-575	Bells Ferry Rd	Chastain Rd		1,815				3,607		
I-575	Chastain Rd	Barrett Rd		1,824				3,235		
I-575	Barrett Rd	I-75	1,281	1,422	11.0%	3.8	3,020	2,797	-7.4%	4.1
Cobb Pkwy	Delk Rd	Terrell Mill Rd	616	566	-8.2%	2.1	1,414	1,301	-8.0%	3.1

Midday Period (Average Hour 10:00am -3:00pm)										
I-75	Cherokee Rd (SR 92)	Wade Green Rd	2,427	3,555	46.5%	20.6	2,620	3,456	31.9%	15.2
I-75	Wade Green Rd	Wade Green Rd	3,257	3,082	-5.4%	3.1	2,975	3,112	4.6%	2.5
I-75	Wade Green Rd	Chastain Rd		3,741				3,714		
I-75	Chastain Rd	Barrett Rd	3,620	3,911	8.0%	4.7	3,552	3,823	7.6%	4.5
I-75	Barrett Rd	I-575	3,721	4,439	19.3%	11.2	3,965	4,221	6.5%	4.0
I-75	I-575	Canton Rd	5,432	6,516	20.0%	14.0	6,969	6,558	-5.9%	5.0
I-75	Canton Rd	N Marietta Pkwy		6,307				6,314		
I-75	N Marietta Pkwy	S Marietta Pkwy		6,350				6,161		
I-75	S Marietta Pkwy	Delk Rd		8,162				7,589		
I-75	Delk Rd	Windy Hill Rd	9,710	8,905	-8.3%	8.3	9,729	8,531	-12.3%	12.5
I-575	Sixes Rd	Towne Lake Pkwy		1,880				1,906		
I-575	Towne Lake Pkwy	SR 92		2,295				2,332		
I-575	SR 92	Bells Ferry Rd	2,307	2,319	0.5%	0.2	2,815	2,349	-16.5%	9.2
I-575	Bells Ferry Rd	Chastain Rd		2,524				2,749		
I-575	Chastain Rd	Barrett Rd		2,554				2,706		
I-575	Barrett Rd	I-75	2,012	2,079	3.4%	1.5	2,401	2,336	-2.7%	1.3
Cobb Pkwy	Delk Rd	Terrell Mill Rd	1,373	817	-40.5%	16.8	1,417	832	-41.3%	17.4
PM Peak Period (Average Hour 3:00pm -7:00pm)										
I-75	Cherokee Rd (SR 92)	Wade Green Rd	3,547	5,159	45.5%	24.4	2,549	3,753	47.2%	21.4
I-75	Wade Green Rd	Wade Green Rd	4,071	4,135	1.6%	1.0	3,038	3,360	10.6%	5.7
I-75	Wade Green Rd	Chastain Rd		5,092				3,904		
I-75	Chastain Rd	Barrett Rd	4,724	5,080	7.5%	5.1	3,409	4,167	22.2%	12.3
I-75	Barrett Rd	I-575	4,994	6,103	22.2%	14.9	3,864	4,472	15.7%	9.4
I-75	I-575	Canton Rd	7,838	9,382	19.7%	16.6	6,307	7,050	11.8%	9.1
I-75	Canton Rd	N Marietta Pkwy		9,030				6,722		
I-75	N Marietta Pkwy	S Marietta Pkwy		8,672				6,603		
I-75	S Marietta Pkwy	Delk Rd		11,160				8,189		
I-75	Delk Rd	Windy Hill Rd	12,678	12,066	-4.8%	5.5	8,543	9,333	9.2%	8.3
I-575	Sixes Rd	Towne Lake Pkwy		3,377				2,361		
I-575	Towne Lake Pkwy	SR 92		4,067				2,684		
I-575	SR 92	Bells Ferry Rd	3,585	3,711	3.5%	2.1	2,649	2,638	-0.4%	0.2
I-575	Bells Ferry Rd	Chastain Rd		4,170				3,017		
I-575	Chastain Rd	Barrett Rd		3,575				2,800		
I-575	Barrett Rd	I-75	3,270	3,281	0.3%	0.2	2,080	2,578	23.9%	10.3
Cobb Pkwy	Delk Rd	Terrell Mill Rd	1,913	1,615	-15.6%	7.1	1,382	903	-34.7%	14.2
Night Time Period (Average Hour 7:00pm - 6:00am)										
I-75	Cherokee Rd (SR 92)	Wade Green Rd	1,224	1,026	-16.1%	5.9	961	872	-9.3%	3.0
I-75	Wade Green Rd	Wade Green Rd	1,059	957	-9.7%	3.2	952	795	-16.5%	5.3
I-75	Wade Green Rd	Chastain Rd		1,123				926		
I-75	Chastain Rd	Barrett Rd	1,763	1,159	-34.2%	15.8	1,245	994	-20.2%	7.5
I-75	Barrett Rd	I-575	1,761	1,111	-36.9%	17.1	1,409	1,003	-28.8%	11.7

I-75	I-575	Canton Rd	2,669	1,666	-37.6%	21.5	2,107	1,482	-29.7%	14.8
I-75	Canton Rd	N Marietta Pkwy		1,683				1,417		
I-75	N Marietta Pkwy	S Marietta Pkwy		1,745				1,402		
I-75	S Marietta Pkwy	Delk Rd		2,179				1,800		
I-75	Delk Rd	Windy Hill Rd	3,554	2,365	-33.5%	21.9	1,677	1,987	18.5%	7.2
I-575	Sixes Rd	Towne Lake Pkwy		503				391		
I-575	Towne Lake Pkwy	SR 92		617				480		
I-575	SR 92	Bells Ferry Rd	1,061	605	-43.0%	15.8	684	476	-30.5%	8.7
I-575	Bells Ferry Rd	Chastain Rd		701				571		
I-575	Chastain Rd	Barrett Rd		702				577		
I-575	Barrett Rd	I-75	879	555	-36.8%	12.1	556	479	-13.8%	3.4
Cobb Pkwy	Delk Rd	Terrell Mill Rd	439	105	-76.0%	20.2	353	72	-79.5%	19.2

Apart from the poor validation of traffic volumes on some sections of the corridor, there are key sections of I-75 and I-575 that will be particularly sensitive to estimating traffic usage of the proposed managed lane configurations and alignments. These include:

- **I-75 south of Cherokee Road**. This is the current plan's primary entry point at the northern end of I-75. The model is currently over-assigning traffic at this location by 42% in the AM southbound direction and 45% in PM northbound direction. This significant overestimation has the potential to also overestimate managed lane traffic.
- **I-575 between Barrett Pkwy and Sixes Road**. This is the primary section where traffic can access the managed lanes in the southbound direction and egress the managed lanes in the northbound direction. There is only one traffic count available in this section of I-575, between Bells Ferry Rd and SR 92. At this location the model provides a good match against southbound observed traffic in the AM peak (-1%) and also northbound traffic in the PM peak (3.5%).
- **I-75 at Windy Hill Road**. This is the primary connection between the general highway network and the managed lanes for travellers connecting to I-75 south and I-285. The model slightly over assigns southbound traffic in the AM peak by 7.5% and slightly under assigns northbound traffic in the PM peak by -5%.

There are two other key interchanges at Roswell Road and Terrill Mill Road that will connect the managed lanes to the local road network at the southern end of the I-75 corridor. These will be new interchanges so it is not possible to compare model volumes against existing traffic conditions.

3.2.1.2 Travel Times

Limited amounts of observed travel time information has been collected. None of the information has been recorded at the detailed interchange-to-interchange level desirable for confirming the model's ability to replicate observed travel times under a variety of travel volume conditions.

Observed travel time information is available for one route in the corridor; I-75 between I-285 and Wade Green Rd. This information has been collected over a number of years, including the model base year 2005, for both the AM and PM peak periods. DMRB specifies that model travel times should be within 15%

of observed travel times. However, due to the large variability shown in travel times on a day to day basis, AECOM would normally expect model travel times to fall within the observed minimum and maximum range.

Table 3.6 shows the observed and modelled travel times and average speeds over this route for both the AM and PM periods in 2005. Given the general over assignment of traffic in this corridor (evident from the comparison of observed and modelled link volumes in the previous section), modelled travel times are significantly above observed and well outside the 15% range advised as being acceptable for model validation.

Table 3.6 Observed and Modelled Travel Times I-75 between I-285 and Wade Green Rd (2005)

		Travel Times (min)				Average Speed (mph)	
	Distance	Obs Min	Obs Ave	Obs Max	Model	Obs	Model
AM Peak 6:00am-10:00am							
AM NB	14.0	12.4	12.5	12.7	20.0	67	42
AM SB	14.6	13.3	19.4	24.2	34.0	45	26
AM Peak 3:00pm-7:00pm							
PM NB	14.0	14.0	19.8	24.3	41.9	43	20
PM SB	14.6	12.8	12.9	13.1	23.6	68	37

Source: GRTA Travel Times

Of particular interest are the relation between the model's northbound AM peak volumes and speeds. These volumes (shown in **Table 3.5**) are approximately half of the capacity for I-75 (V/C=0.5-0.6). At these traffic levels AECOM would expect an Interstate freeway to operate at close to free flow speed. The model's estimated speed along the corridor is less than 45mph – one of the key criteria for assessing managed lane capacity – indicating that each managed lanes would only be able to carry around 1,000-1,200vph.

3.2.1.3 Origin-Destination Travel Movements

No road side interview (RSI) surveys have been carried out in this corridor describing the detailed travel movements and behaviour of traffic. These movements would describe the origin and destination of travel as well as the entry and exit ramps used on I-75 and I-575.

This important information is required to confirm that the model not only replicates traffic volumes on I-75 and I-575 but also replicates the origin and destination of travel and the point of entry and exit on I-75/I-575 that is used. The model's ability to replicate these movements with a degree of accuracy becomes increasingly important if the transport scheme being evaluated offers significantly different travel options to that currently offered. Under the present design, the managed lanes provide a reduced number of connections to the highway network and large sections of the managed lanes facility will operate as a bypass road. Given the role of the managed lanes facility, only a subset of travellers in this corridor will be potential users of the managed lane facilities.

It is important that the model has the ability to assess the quantum of potential users of the managed lanes. It is also essential that the model is able to replicate the origin and destination of current traffic movements in this corridor. Without an RSI survey from which to draw observed information on O-D movements in the corridor, the only alternative source of this information is the 2001 Household Travel Survey (HTS).

The HTS survey, provided by ARC, is dated and may not reflect recent development in the corridor. However, the survey is the best available source of information for summarizing travel movements in this corridor for comparison against the model. However there has not been sufficient time to study this database and compare the observed traffic distribution to that in the traffic model. An initial review of the HTS documentation indicates that this survey did not include trip making generated in Bartow County, a location that is less than five miles from the northern end of the managed lanes facility on I-75.

3.3 Travel Model Validation Conclusions

The validation of the traffic model is good at a regional level analysis.. Key model issues that have the potential to impact traffic and revenue forecasts for managed lanes in this corridor include:

- Ability of the model to reflect current traffic volumes on key sections of the network at certain periods of the day;
- Ability of the model to reflect travel times on I-75 and hence travel time savings that are likely to be generated by the managed lanes facility. Travel time savings are a key input into assessing the proportion of potential traffic that will pay to use the managed lanes. Managed lane speed will be the primary criteria for accessing managed lane capacity;
- As yet the ability of the model to replicate observed O-D travel patterns has not been confirmed. Incorrect O-D patterns have the potential to distort travel movements that could use the managed lanes.

One area that has not been evaluated at this point is the model's ability to replicate high occupancy vehicle (HOV) traffic in the corridor. No detailed HOV volume information is available in the corridor to validate the model's HOV performance. Current proposals focus on the Express Toll Lane concept and HOT lanes that allow HOV 3 and HOV 4 users. These users are likely to be a small proportion of the total market.

4.0 Traffic Modeling Methodology

This section provides an overview of the ARC travel model structure and methodology. This overview includes the Stated Preference (SP) surveys and analysis that have been conducted to estimate willingness to pay tolls and also includes how willingness to pay tolls have been applied in the ARC travel model.

The ARC travel model forms the basis for most transport modelling analysis in the Atlanta region and earlier versions have been used as the primary travel demand analysis tool for previous surveys in this corridor. The model is a four stage travel model (incorporating trip generation, trip distribution, modal choice and assignment modules) and in recent years has included a managed lane module to assess managed lane usage.

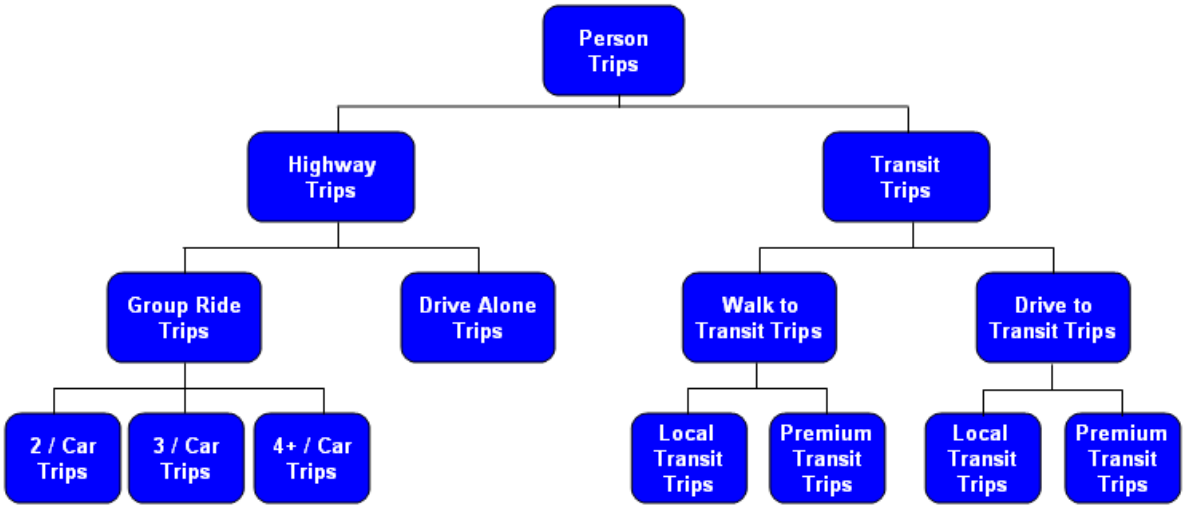
No attempt has been made to completely document either the modelling approaches or survey analysis in this section. Stand alone reports document each of these topics in detail. Instead, the comments made in this section aim at a high level analysis of the model and survey analysis that might impact the development of traffic and revenue forecasts for managed lanes.

4.1 ARC Model Structure

4.1.1.1 Methodology

The mode choice module of the ARC model is arranged in a four-level simple-logit nested structure. The hierarchical structure is as described in **Figure 4.1** below (an extract from the ARC Model Documentation file, ModelDocumentation_10-09-07.doc).

Figure 4.1 Hierarchical Structure of the ARC Mode Choice Model (from ModelDocumentation_10-09-07.doc)



At each of the four levels the probability split is assigned using a simple logit formulation to split trips in to the categories of the next tier down. Each probability split is carried out based on the composite utility of the each of the modes of travel at the next level derived as the logsum of the underlying utilities.
The consequence of having three options in the same nest under a simple logit model formulation is that e.g., the ratio of the probabilities of carpooling with 3 passengers and 4+ passengers are independent from the utility of carpooling with 2 passengers only. There is so far no research that confirms or disproves the suitability of this model arrangement.

Within the modal split model, cost-sharing favors transition from Drive Alone to Group Ride. However, the impact on managed lanes will then be established in the Toll Diversion model, when the group of carpoolers will be split between users and non-users of the managed lane. This model arrangement may increase the likelihood of users switching to carpooling in the managed lane. However, higher carpool occupancy will also result in lower toll revenue.

Regarding the Values of Time used in the modal split model, the model documentation file (ModelDocumentation_10-09-07.doc) does not explicitly include the VOTs used for each option in the hierarchy above. However, from the utility functions associated with the hierarchy, it is possible to derive VOTs, given that, if Utility *U* is a function of travel time *T* and travel cost *C*, then the value of time is given by:

$$VOT = \frac{\partial U / \partial T}{\partial U / \partial C}.$$

All utilities for highway market segments in the modal split model in the hierarchy above are in the form (see ModelDocumentation_10-09-07.doc)

$$U = -\alpha T - \beta \log\left(C_P + C_O\right)$$

where T is the in-vehicle time, C_P and C_O are, respectively, parking costs and highway operating costs including tolls. The two coefficients α and β are calibrated and are positive. The inclusion of the logarithmic nonlinearity in the utility equation assures that there is some saturation effect for increasing cost, because the logarithm increases less than linearly. This form of utility raises three important issues:

1. The Value of Time, which corresponds to the aforementioned utility, increases with increasing costs (*i.e.*, therefore with increasing distances), because:

$$VOT = \frac{\partial U / \partial T}{\partial U / \partial C_O} = \frac{\alpha}{\beta}\left(C_P + C_O\right)$$

   VOT increases linearly with operating cost C_O[9]. This is unusual given that there is ample empirical evidence that VOT increases with distance for low operating costs, but then eventually reaches a

[9] AECOM has considered the derivative with respect to operating costs only, simply to be comparable with the derivative in time which is with respect to “in-vehicle time”. The same conclusion applies with a derivative over total costs.

plateau after which it actually decreases with further increases in costs/distance. As an example, see Steimetz and Brownstone (2005)[10], which actually shows a VOT-vs-distance curve with a maximum around $30/hr, after which the VOT decreases with distance. This modelling aspect will have the effect of overestimating the highway share of travel anytime highway costs are increased. In terms of the assessment of managed lanes, where some part of the corridor is tolled, increasing VOT will have the effect of lowering the diversion out of the toll facility. This aspect of the model may have a negligible impact when compared with other aspects. For example, a toll can cause lower rate of trip generation because of diminished utility of the corridor.

2. In relation to Issue #1, transit utilities in the hierarchy in Figure 4.1 are proportional to the logarithm of the fare. Therefore, for the argument made above, the VOT of transit travelers (at any level of the sub-hierarchy "Transit Trips" in Figure 4.1) increases linearly with the fare. The major consequence of this modeling structure is to underestimate diversion away from transit due to increasing fares, because it will have the parallel effect of raising the travelers' "tolerance" to fares with respect to the same travel time. Given that transit vehicles numbers are relatively low in the corridor, this aspect may not play a major role in determining congestion pricing for the managed lanes.

3. All utilities do not include a term describing travel reliability improvements, for which there is evidence that it is valued at a comparable level with time savings. For example, see Lam and Small (2001)[11], in which VOT and VOR are measured using data on actual travel behavior in a real pricing context, to obtain a VOT estimate of $22.87/hr and a VOR ranging between $15.12/hr and $31.91/hr. Managed lanes are designed with the goal of guaranteeing high reliability to the user while congestion in the general purpose lanes causes unreliable journeys. In addition to the diversion from the general purpose lanes to the managed lanes because of the presence of time saving, reliability will have the effect of increasing the diversion into the managed lanes.

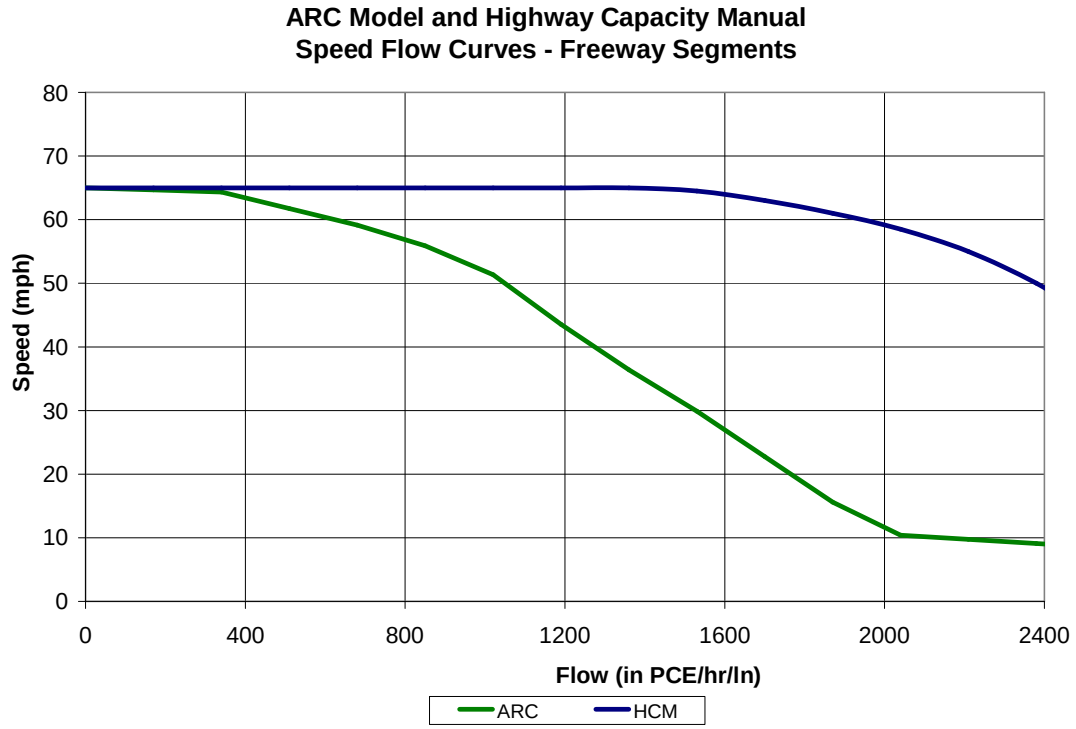
4.1.1.2 Speed Flow Curves

The ARC travel model speed flow curve which describes the relationship between volume, capacity and speed of travel is specified in the travel model script file `TrafficAssignment_04-10-07.s` and also in Chapter 8 of the Model Documentation report. AECOM has provided a visual representation of the AM peak speed flow curve together with the curves specified in the Highway Capacity Manual based on the modelled capacity and speeds off I-75 (**Figure 4.2)**. The speed flow curves used in the ARC model have been developed based on observed traffic volume and travel speed data in the region and (slightly) different speed flow curves have been developed for each time period of the day. It is explained in the ARC Model Documentation that the speed-flow curves have been assembled by GRTA using over 1,600 speed-volume observations in 2000, providing information by road and area type. This information was complemented in 2001 by average trip times collected by a floating car procedure.

[10] S.E.J. Steimetz and D. Brownstone, "Estimating commuters' ''value of time'' with noisy data: a multiple imputation approach", *Transportation Research B*, vol. 39, pp. 865—889, (2005)

[11] T.C. Lam and K.A. Small, "The value of time and reliability: measurement from a value pricing experiment", *Transportation Research E*, vol. 37, pp. 231—251, (2001)

Figure 4.2 ARC AM Peak and HCM[12] Speed Flow Curve



Major observations in regards to the speed flow curve used in the ARC model are:

- Speeds start to fall significantly when volumes are as low as 500 pce/lane/hr. Speeds are below 80% of the estimated free flow speed when traffic levels are at 1,000 pce/lane/hour. AECOM generally expects the road to operate at close to free flow speeds under these conditions. Information provided in the Highway Capacity Manual shows that for freeway standard roads (with posted speeds of 65mph) traffic volumes of up to 1,450 pce/lane/hour can be accommodated whilst maintaining free flow speeds.

- The capacity defined in the ARC model is set at the threshold between LOS E and LOS F. For actual conditions on I-75, this is modelled between 1,600 and 1,800 pce/lane/hour with the average on the motorway sections approximately 1,750 pce/lane/hour. At this level of traffic flow the model would reflect speeds of around 30% of free flow speed (approximately 20 mph). Reviewing the speed flow relationships from the Highway Capacity Manual at 1,750 pce/lane/hour on freeway standard roads would still be around 90% of free flow speed.

The correct estimation of travel times and speeds is very important for estimating (1) road section capacity and (2) travel time savings generated by a tolled facility. This importance is reinforced as time travel savings is one of the key drivers of travel demand for any tolled facility. This was recognized by Wilbur Smith on page 9 of their review of the HNTB analysis for this corridor where they suggested that higher

[12] Highway Capacity Manual 2000, Chapter 13

capacity speed flow curves could be used for the managed lanes. AECOM feels that this approach only looks at a portion of the issue (the managed lane capacity and speeds). It however fails to address the speeds and capacity on the general purpose lanes which from AECOM's perspective should be handled in a similar manner. Using the ARC speed/flow curve (in lieu of speed flow curves more similar to the HCM curves) would likely have the following impacts on estimating traffic flows for the corridor's managed lanes:

- Underestimate of traffic levels on the managed lanes - If speeds of 45 mph or greater are to be maintained on the managed lanes, managed lanes would require volumes of less than 1,200 pce/lane/hour.

- Over estimation of travel time savings – By definition, the managed lanes will be required to operate at speeds greater than 45 mph while the remaining general purpose lanes are likely to be modelled at significantly lower speeds to accommodate spill over traffic.

The combined impact of the two points above is likely to lead to a situation in the model where very high toll prices are required to maintain the managed lanes' operating speeds. The model is likely to estimate a higher than expected proportion of the potential managed lane traffic to use the managed lanes (due to the high travel time savings generated by the managed lanes). It will likely also require elevated toll prices to prevent too much traffic from using the managed lanes and maintain the minimum travel speed requirements (a direct result of the low managed lane capacity assigned by the model).

4.2 ARC Toll Choice Modelling

The toll diversion module is applied after the modal split model and applied during the highway assignment phase of the travel model. Values of Time for SOV users are, according to the script file `CreateToll_NonToll_TT.s`, $15 per hour for the AM and PM models, and $7.50 for the midday and night time models. For trucks, the VOT is $60 per hour. The mechanism to determine toll choice is detailed in the following steps:

- The VOT is used for converting toll costs in time penalties (in minutes), as

$$T = 60 * toll / VOT$$

- The generalised cost of travel via the tolled (if applicable) and untolled routes are calculated for each trip. Travel time savings (*S*) offered by the toll facility are calculated and;

  The "Willingness to Pay" (as the probability of choosing the toll road versus a free alternative) is calculated for all trips where the toll road offers some travel time saving as

- $$P = P_0 \exp(-\alpha P / S)$$

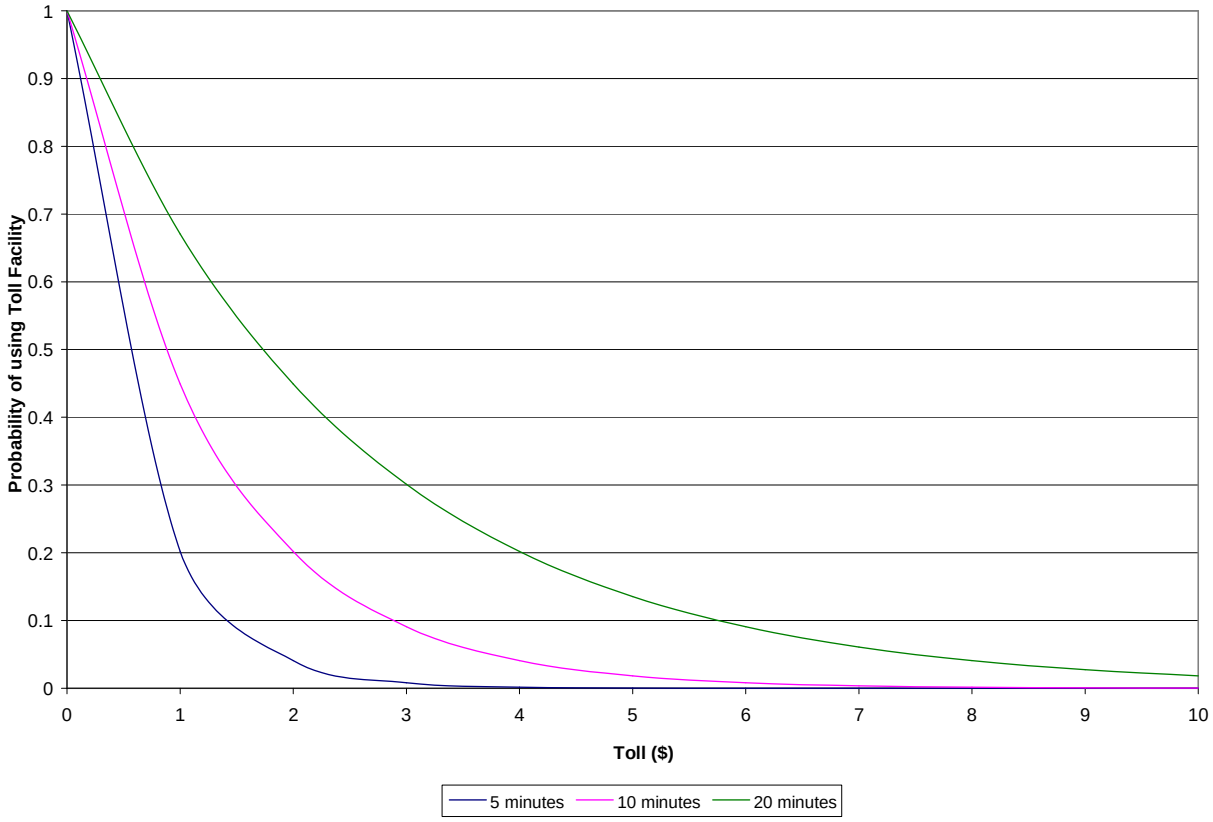
if *S>0, or*, *P=0* otherwise.

The constant *P0* is equal to 1 for passenger cars and 0.8 for trucks, and the coefficient α is equal to 2.0 for passenger cars and 2.5 for trucks.

Figure 4.3 provides a visual representation of this probabilistic willingness to pay calculation. Three probability curves are presented that specify the probability of using the toll road for varying toll levels and for toll road generated travel time savings of 5min, 10min and 20min. These curves suggest that in the

morning peak just under 50% of single occupancy vehicles would be willing to pay a $2 toll to save 20 minutes of travel time.

Figure 4.3 Toll Choice Probability Curve (AM Peak SOV Traffic)



4.3 Review of Stated Preference Surveys and Analysis

Three surveys/studies have been considered to provide a preliminary review on the quality of the methodology. It should be noted that no data from these studies have been received and thus the data has not been checked for quality or analyzed. Studies include:

1. Jacobs HNTB (April 2006) – Information obtained included Value Pricing on the I-75 HOV/BRT (Nustats surveys undertaken in July 2005);
2. Nustats (May 2006) – Information obtained included Interstate 75 Stated Preference Surveys, and;
3. Resource Systems Group (December 2007) – Information obtained included Greater Atlanta Area Stated Preference Travel Survey

4.3.1.1 Nustats (2005 and 2006)

Nustats were commissioned twice by HNTB to undertake SP surveys. The first commission collected data between July and September 2005 while the second commission collected data between February and March 2006. Both studies followed a similar methodology. Both studies contain a large sample size for a SP exercise.

No comment has been provided on the heavy vehicle surveys as these cover vehicles with four or more axles. It is understood that heavy vehicles will be prohibited from using the proposed facility.

Following a review of the passenger car survey methodology, the following weaknesses are evident:

- The non-screening of shorter distance trips causing (1) poor reflection of the market for a managed lane facility and (2) lower values of time;
- Disconnect between calculated travel time savings and actual travel time, whereby higher travel time savings could be offered to short trips, reducing the effectiveness of the SP experiments;
- Ordering of behavioral questions prior to the SP experiments, which may inadvertently lead to strategic and policy biases in the SP responses; and
- The use of telephone surveys, a medium which reduces the effectiveness of SP experiments given respondents and are less accurate in generating preferences.

It is difficult to assert to what extent these issues affect the reliability of the value of time estimates. However, caution should be exercised if the estimates calculated by Nustats are to be used.

Perhaps one of the largest differences between the two Nustats surveys is that the 2005 survey included all I-75 users while the 2006 survey focused on Cobb and Cherokee County users. This potentially sampled a higher (and less representative) proportion of shorter distance trips. This is one potential explanation for lower values of time estimated from the 2006 survey data.

4.3.1.2 Resource Systems Group (2007)

Resource Systems Group (RSG) were commissioned in 2007 by HNTB to undertake a wider assessment of willingness to pay for travel time savings along managed lanes on the I-75 corridor and other corridors across Atlanta. Unlike the Nustats studies, HNTB undertook an assessment along a number of interstate corridors rather than being restricted to the I-75 corridor. RSG collected data in May and June 2007 using two methods. Survey data were collected by interviewing residents at various sites and encouraging residents and employees of local businesses, organizations, and colleges in the greater Atlanta area to participate in web surveys.

Overall, we believe that the screening methodology used by RSG is highly sophisticated and of sufficient sample size. However, limitations were found in:

- The potential for the toll dummy variables to be jointly insignificant;
- Lack of segmentation by time of day and trip purposes to allow for an assessment as to why off-peak and HBO values of time are relatively higher than for other trip categories; and
- The screening of truck drivers, which may have led to some route non-decision makers being included in the sample when they otherwise should not have been.

Review of SP Values

Of the four sets of value of time estimates analyzed, Nustats' July 2005 version or RSG's mixed logit version provides the most plausible average value of time estimates. The previously mentioned caveats still however apply. After inspection of the modeling results, the following comments can be made:

- Higher values of time for off-peak and HBO travel have been observed within the RSG estimates. Although these trips may be valued higher as these trips are more likely to be HOV trips. Further segmentation of the dataset is warranted as it appears that the different sampling methodologies have resulted in a lower proportion of employer business trips being included in the RSG sample;
- The trade-off between travel time savings and toll payments may not be as well understood within Atlanta (due to its lack of existing toll facilities) compared to mature toll markets. This in turn may contribute to lower values of time;
- It is unusual that for a high income corridor, values of time on the I-75 corridor were generally lower than for other interstate corridors analyzed by RSG; and
- Although generally insignificant, modeling suggests a negative bias may be present against managed lanes relative to the use of general lanes. This is unusual given that managed lanes are perceived to be safer and provide more reliable travel times (see Sullivan, 2000)[14].

Table 4.1 denotes the average value of time estimates calculated by RSG and Nustats for passenger cars. Nustats' 2006 estimates are not shown as the change in screening conditions and HOV value of time statistics render these estimates unreliable.

Table 4.1 Average I-75 Passenger Car Values of Time from RSG and Nustats ($ per vehicle hour)

Category	RSG Estimates (May 2007)		Nustats Estimates (July 2005) Multinomial
	Multinomial	Mixed	
HBW	$6.89	$7.64	$8.98
HBO	$8.94	$9.23	$7.68
NHB	$6.03	$8.29	$12.21
AM	$7.18	$9.97	$9.31
PM	$6.50	$7.84	Combined Peak Estimate
Off peak	$9.95	$9.57	$9.33
All trips	**$7.51**	**$8.49**	**$9.32**

Source: Calculations based on RSG (2007), pp. 117 – 122 and Table 3-3, Jacob HNTB (2006). Some aggregation has been undertaken based on assumed trip splits for comparative purposes.

In general, the values of time estimates calculated by RSG and Nustats are likely to be on the lower end of the plausible value of time range suggested by USDOT. Time ranges from USDOT are shown in **Table 4.2**.

[14] E. Sullivan, "Continuation Study to Evaluate the Impacts of the SR 91 Value-Priced Express Lanes" (2000).

Table 4.2: Plausible Values of Time per Person Hour for Suburban Travel (as at May 2007)

Category	Lower	Suggested	Upper
Personal	$7.10	$10.14	$12.17
Business	$16.22	$20.28	$24.34

Source: Calculations based on USDOT (2003) and Bureau of Labor Statistics. As at May 2007, the average wage for all occupations was $20.28/hour for the Atlanta-Sandy Springs-Marietta MSA.

It should be stressed that the relatively low value of time to income ratio is not necessary atypical. Studies undertaken by Calfee and Winston (1998)[15] and Small (1992)[16] suggest that the ratio can be as low as 15-20 percent of income.

4.3.1.3 Other VOT Studies

Although a number of managed lane projects are operational across the US, the cross-sectional availability of value of time estimates is somewhat limited.

However, a brief literature review on the 91 Express Lanes and the I-15 Express Lanes provides some findings on managed lane values of time. Evidence has already emerged that SP techniques may underestimate values of time (e.g. Wardman, 2001[17]). An analysis of values of time contained within Brownstone & Small (2005)[18] and Sullivan (2000) further strengthens this proposition; Brown and Small find that median values of time using revealed preference (RP) data found to be double that of values of time using SP data only.

While it is now generally accepted that modeling using RP data may generate higher value of time estimates, relative to using SP data only, it should be noted that it is not clear what is driving this relationship (see Brownstone & Small, 2005 for possible reasons). Hence, AECOM continues to advise that SP values of time should not be altered outside of a RP/SP modeling framework.

4.4 Application of Values of Time for Managed Lane Facilities

Estimating willingness to pay for managed lanes is complicated in that behaviors observed on managed lanes are considerably different to those on traditional toll roads. Under congested conditions, depending on the managed lane structure, only a small proportion of total corridor demand may need to be diverted from general purpose lanes into the managed lanes. In some cases to prevent excessive levels of demand from using the managed lanes, a sufficiently high toll price must be imposed to ensure that minimum operating conditions are maintained. By implication, this could result in a toll price which is well above the average value of time.

[15] J. Calfee and C. Winston, “The value of automobile travel time: implications for congestion policy,” Journal of Public Economics Vol. 69(1),pp. 82—102 (1998).

[16] K.A. Small: Urban Transportation Economics: Fundamentals of Pure and Applied Economics Series, vol. 51 (1992).

[17] M. Wardman, “A review of British evidence on time and service quality valuations,” Transportation Research E, vol. 37, pp. 107—128 (2001).

[18] D. Brownstone and K.A. Small, “Valuing time and reliability: assessing the evidence from road pricing demonstrations,” Transportation Research Part A, vol. 39(4), pp. 279—293 (2005).

A large proportion of managed lanes users tend to use managed lanes infrequently and will only choose to use them if the value of their trip is sufficiently high enough. At any one time there is likely to be a wide range of different types of travel being made in the corridor. The different purposes of travel are likely to result in a range of willingness to pay tolls; both significantly higher and lower than the average willingness. Hence, it is imperative to understand how values of time are distributed and where possible value of time (distributions) should be segmented down to the lowest possible level including time of day, trip purpose and vehicle occupancy.

Following agreement on the use of a particular set of values of time or lane choice models, the ensuing methods may be used to estimate the proportion of the market willing to pay a given toll level or the minimum toll that can be charged to ensure a given level of service on the managed lane facility:

4.4.1.1 Use of Income Cohorts

The UK Department for Transport (DfT) has issued guidance on the segmentation of values of time by income group and by trip purpose[19]. The DfT recommends that the potential market be split into three income groups (low, medium and high) and three trip purposes (work, commute, and other) and recommends a specific value of time for each of the resulting nine strata.

For simplistic applications, the proportion of the recommended values of time relative to the average value of time recommended by the DfT for each stratum could be used as a basis for developing customized values of time. This offers a quick and simple solution, avoiding the need to define a separate value of time distribution.

However, we note that these factors are currently under review and may not be sufficiently robust for more complex managed lane applications.

4.4.1.2 Value of Time Distributions

The alternative approach is to define a value of time distribution rather than using discrete strata. First proposed by Hensher and Goodwin (2003)[20], the use of a value of time distribution allows for the testing of smaller changes in price and shifts in demand. The use of log normal value of time distributions has been utilized for the 91 Express Lanes, I-15 Express Lanes and the I-394 MnPASS projects (Kittelson & Associates, 2006)[21] to construct value of time distributions.

Providing the mean and the standard deviation of the value of time are known[22], it may be assumed that the values of time take a log-normal distribution, as there is enough theoretic and empiric evidence

[19] See http://www.webtag.org.uk/webdocuments/3_Expert/12_Road_Pricing/3.12.2.htm for further details

[20] D.A. Hensher and P. Goodwin, “Using values of travel time savings for toll roads: avoiding some common errors,”, Transport Policy, vol. 11, pp. 171—181 (2004).

[21] Kittelson & Associates, Changes in Travel Behavior/Demand Associated with Managed Lanes, December 2006.

[22] It should be noted that the ratio of two normally distributed variables forms a Cauchy distribution. In many instances, a log-normal distribution can approximate a Cauchy distribution although in other cases, a normal distribution may provide a superior fit

supporting this assumtion[23]. The parameters for the log-normal distribution can be readily extracted from the mean and the standard deviation statistics within a spreadsheet environment.

Alternatively, value of time distributions can be developed using mixed logit modeling techniques. Although a distribution needs to be predefined, mixed logit offers the opportunity to simulate a value of time distribution and to test whether other distributions, for example normal distribution, may provide a better fit.

Once the distribution has been established, the maximum toll can be estimated by fixing demand at a particular percentile[24].

Using this approach adopts a slightly different way of estimating a toll diversion curve (similar in nature to the one shown in **Figure 4.3**). The benefits of this particular approach are most obvious when the average value of time (which has traditionally been estimated) does not provide a good representation of travel market. This could be because values of time for the may be skewed either higher or lower than the average values or there may be a side distribution in which case the average value would only be representative for a very small proportion of trips.

4.4.1.3 Willingness to Pay Recommendations

The suggested approach for estimating values of time for any new traffic and revenue analysis would be to adopt a distributed value of time approach. This would be more representative of a potential travel market for managed lanes. It will be possible to obtain distributed values of time from either the Nustats 2005 survey analysis or a re-estimation of the RSG survey data.

The first preference would be to obtain the RSG survey data and analysis. This dataset appears to have adopted the best survey methodology of the surveys that have been reviewed. The second preference would be to utilize the Nustats analysis of the 2005 survey and use the mean and standard deviation of values of time develop a distribution of values of time.

4.5 Summary of Modelling Methodology Findings

The review of the ARC travel model structure and analysis associated with willingness to pay tolls has highlighted both positive and negative areas that will impact the next phase of analysis.

To the model's advantage, SP surveys appear to have been conducted reasonably well. The survey data sets could be used to estimate distributed values of time which would be appropriate for assessing willingness to pay tolls for these managed lane facilities. Not having to redo these surveys again saves time and money.

[23] M. Fosgerau, "Investigating the distribution of travel tiem savings," Transportation Research B, vol. 40, pp. 688—707 (2006).

[24] For instance, in a three general lane plus one managed lane configuration, under congested conditions and assuming the capacity of the general lanes is 2,400 vehicles per hour and 1,500 vehicles per hour in the managed lane (which will depend on the desired level of service), the relevant percentile is derived by (1 - 1500/(2400 × 3 + 1500)). The minimum toll that could be applied would be estimated the value of time at say the 85th percentile. In uncongested conditions, the denominator is replaced by the level of corridor demand for that hour.

To the model's disadvantage, the adopted speed flow curves appear to significantly underestimate congested operating speed at low levels of traffic usage and also underestimate operational capacity. This has numerous implications in both the base travel model and in any toll choice modelling including (1) overestimating travel time savings generated by the managed lane facility, and (2) underestimating minimum service level capacity on the managed lanes.

When these two issues are considered together it is likely that modelling of willingness to pay tolls could be effected significantly.

It would be an enormous task to update the speed flow curves in the ARC model as these affect all steps in the modelling process including trip generation, trip distribution, mode split and especially the highway trip assignment. Changes at all these levels could change the base year model results significantly. Our advice would be to extract a sub-area mode, focusing on the I-75/I-575 corridor. This enables speed flow curves to be updated in isolation from all but the local highway trip assignment.

5.0 Current and Historical Travel Patterns

An understanding of travel patterns in the corridor is essential for (1) determining use of the corridor, (2) validating travel models, and (3) checking sensibility and high level analysis.

The bulk of the observed travel data collected are traffic counts for this corridor. The focus of the analysis presented in this section is travel patterns and trends described by the available traffic count information.

5.1 Daily Traffic

The annual average daily traffic (AADT) count information collated from the GDOT STARS website is summarized in **Table 5.1.** for relevant sections of I-75 and I-575 in the study corridor, other competing roads, and feeder roads. While this table is limited to AADT counts for a three year period, little traffic growth has occurred over this period and on many sections traffic has declined. This likely indicates that traffic in this is corridor constrained at some point.

Typically we would expect that 20,000 to 25,000 vehicles/lane/day would represent the higher end of traffic throughput for freeways. This value is highly dependant on the alignment of the roadway, weaving distances, and heavy vehicle proportions of total traffic. Most sections of I-75 and I-575 fit into this range of AADTs, with the section between South Marietta Pkwy and the Canton Rd Connector being the most highly travelled.

AADT information is available for one of the possible competing routes to I-75; U.S.41 (Cobb Pkwy). This is a four lane arterial road with at-grade signalised intersections and limited direct access from adjoining land uses. This road is carrying close to 10,000 vehicles/lane/day. In the case that it is considered a possible competitor to I-75, it is close to the practical capacity and is unlikely to be able to accommodate any traffic diverting from I-75.

The Interstates connecting I-75 at the southern end of the corridor (continuation of I-75 and I-285) are both carrying significant traffic levels, with the southern section of I-75 and I-285 west of I-75 carrying approximately 18,000 vehicles/lane/day. An important part of the Phase 2 analysis will be to ensure that traffic can enter and exit I-75 and capacity on the surrounding system will not constrain traffic on the managed lanes.

No information is available on truck proportions at the AADT level. Truck data is included in **Table 5.2**.

Table 5.1 Annual Average Daily Traffic (2005-2007)

Road Section	No. Lanes	Annual Average Daily Traffic 2005	2006	2007	AADT/Lane 2007
I-75					
s/o Cherokee Rd	6	125,570	112,290	109,180	18,197
s/o Wade Green Rd	6	163,930	139,380	137,960	22,993
s/o Chastain Rd	6	168,970	146,880	144,160	24,027
s/o Barrett Pkwy	8	182,440	166,470	172,600	21,575
s/o I-575	12	258,940	245,410	248,010	20,668
s/o Canton Rd	10	254,300	254,190	256,540	25,654
s/o N Marietta Pkwy	10	252,130	255,710	257,230	25,723
s/o S Marietta Pkwy	13	291,030	291,460	296,550	22,812
s/o Delk Rd	15	320,650	322,440	321,610	21,441
s/o Windy Hill Rd	13	309,850	294,040	284,770	21,905
I-575					
s/o Sixes Rd	4	93,740	90,830	90,270	22,568
s/o Towne Lake Pkwy*	6	85,110	83,290	83,070	13,845
s/o SR92	4	85,110	83,280	83,070	20,768
s/o Bells Ferry Rd*	6	92,770	94,630	94,500	15,750
s/o Chastain Rd	4	72,720	78,660	78,040	19,510
s/o Barrett Pkwy	4	73,130	73,540	73,350	18,338
Other Roads					
I-285 e/o I-75	12	183,530	184,560	184,080	15,340
I-285 w/o I-75	8	149,790	147,630	147,240	18,405
I-75 s/o I-285	10	196,610	185,280	182,910	18,291
US41 (Cobb) n/o S Marietta Pkwy	4	33020	33,190	35,580	8,895
US41 (Cobb) n/o I-285	4	39120	37140	39,320	9,830

Source: GDOT STARS website *weaving lane included in lane count

5.2 Weekday Traffic

A number of data sources are available to provide information on weekday traffic volumes and also vehicle class of travel. A summary of the average weekday traffic flows is provided in **Table 5.2**.

Table 5.2 Weekday Traffic Volumes

Location	Count Period	Small	Medium	Large	All Vehicles	Truck %
Southbound						
I-75 n/o Wade Green Rd[1]	October, 2007	36,679	1,542	10,243	48,465	24%
I-75 at Wade Green Rd[2]	January, 2007				51,861	
I-75 s/o Chastain Rd[1]	October, 2007	54,823	3,126	11,341	69,290	21%
I-75 s/o Barrett Pkwy[1]	October, 2007	58,615	1,889	10,942	71,446	18%

I-75 s/o I-575[1]	October, 2007	92,813	2,291	12,631	107,735	14%
I-75 s/o I-575[2]*	January, 2007				111,667	
I-75 at Windy Hill Rd[2]	January, 2007				142,124	
I-575 s/o Bells Ferry Rd[3]	September, 2005	42,668	3,283		45,952	7%
I-575 s/o Barrett Pkwy[3]	March, 2005	37,273	2,363		39,636	6%
Northbound						
I-75 n/o Wade Green Rd[1]	October, 2007	35,639	1,734	10,654	48,027	26%
I-75 at Wade Green Rd[2]	January, 2007				47,916	
I-75 s/o Chastain Rd[1]	October, 2007	50,553	1,819	11,065	63,438	20%
I-75 s/o Barrett Pkwy[1]	October, 2007	57,813	1,899	11,459	71,172	19%
I-75 s/o I-575[1]	October, 2007	97,725	5,657	13,972	117,355	17%
I-75 s/o I-575[2]*	January, 2007				96,422	
I-75 at Windy Hill Rd[2]	January, 2007				170,734	
I-575 s/o Bells Ferry Rd[3]	September, 2005	41,960	2,966		44,926	7%
I-575 s/o Barrett Pkwy[3]	March, 2005	37,287	2,254		39,542	6%

Source: 1 TC3-Radial Freeway Study
2 TC4-Detector Station Reports provided by HNTB
3 TC1-GDOT count databases

While in many cases traffic counts from the different sources report consistent traffic volumes, several inconsistencies have been identified. Many of the inconsistencies are due to the fact that weekday traffic volumes in some locations are lower than daily or AADT volumes (see **Table 5.3**). Implications from these low traffic volumes include:

- Large seasonal variation which is unusual in Georgia due to smaller weather impacts; and
- Higher weekend flows than during the weekdays. The following section on weekday flow suggests that weekend traffic is lower than weekday;

Table 5.3 Weekday and Daily Traffic Levels (Two-Way Vehicles)

Location	Weekday (2005 & 2007)	Daily AADT (2007)
I-75 south of Cherokee Road	96,492	109,180
I-75 south of Chastain Road	132,727	144,160
I-75 south of Barrett Parkway	142,618	172,600
I-75 south of I-575	225,089	248,010
I-75 at Windy Hill Road	312,857	284,770
I-575 south of Bells Ferry Road	90,878	78,040
I-575 south of Barrett Parkway	79,177	73,350

Source: Table 5.1 & Table 5.2

- Traffic flow on I-75 at Windy Hill Road is approximately 30,000 vehicles/weekday higher in the northern direction. While there are more lanes northbound than southbound, we would normally expect to see balanced traffic flows in each direction across a weekday unless there are alternative routes available. Our research has not uncovered any alternative routes that would accommodate this level of imbalance.
- There is an imbalance of flows by direction on I-75, just south of I-575, with different count sources reporting different levels of imbalance.

5.2.1.1 Light Vehicles

As per the reported daily traffic flow volumes in **Table 5.2,** light vehicle traffic (primarily cars) on I-75 grows steadily from north to south. No weekday information is available for the sections between South Marietta Pkwy and the Canton Road Connector to assess weekday capacity levels and corridor constraints.

5.2.1.2 Heavy Vehicles

There appears to be a mix of development in the corridor. Areas north of Chastain Road are dominated by residential (with some retail) development; areas south of this roadway and particularly along Cobb Pkwy (U.S.41) include a mix of commercial, industrial and residential centers.

I-75 is a key connector to Tennessee and areas north and west of Georgia and carries significant freight traffic between these regions. This is confirmed in **Table 5.2** where high truck percentages are reported for the northern sections of the corridor and consistent truck volumes recorded for sections of I-75 north of I-575. These sections are dominated by larger trucks with medium trucks (assumed to be delivery trucks) a much smaller component.

Truck usage on I-575 is much lower than I-75, as a proportion of total traffic and as an absolute volume. This suggests that I-575 has less importance as a long distance freight route and also has less industrial land uses along this corridor.

While little truck information is available for I-75 south of I-575, it is likely that these sections would experience high truck usage to support the higher levels of retail and industry along the Cobb Pkwy (U.S.41) corridor and to a lesser extent the Powers Ferry Rd corridor east of I-75. We would assume that truck percentages of around 10% would be sensible for the sections of I-75 around the Windy Hill Rd interchange.

5.3 Weekday versus Weekend Traffic Levels

There is insufficient information to examine the relationship between weekday and weekend traffic for all sections of I-75 and I-575 as detailed traffic count information is unavailable for most sections. **dTable 5.4** documents the sections where traffic counts have been reported for both weekday and weekend days. This information shows strong traffic levels on Saturdays (approximately 80-90% of weekday traffic) and lower traffic volumes on Sundays (approximately 65-75% of weekday traffic). While counts are available only for a two year period, there has been no growth of Saturday or Sunday traffic in relation to weekday traffic over this period.

dTable 5.4 Weekday and Weekend Traffic Levels (24 hour volumes)

Location	Year	Month	Weekday	Saturday	Sunday	Saturday / Weekday	Sunday / Weekday
I-575 s/o Barrett Pkwy	2004	January	78,628	63,325	46,160	81%	73%
	2005	January	78,297	61,684	41,069	79%	67%
	2005	March	78,738	62,564	46,182	79%	74%

I-575 s/o SR92	2004	September	90,660	83,531	64,618	92%	77%
	2005	September	91,985	81,885	63,065	89%	77%
Cobb Pkwy s/o Delk Rd	2003	September	45,583	38,789	26,769	85%	69%
	2004	September	45,546	39,994	27,962	88%	70%

Source: GDOT Traffic Count Databases

5.4 Time of Day Profiles

5.4.1.1 Profile Changes over Time

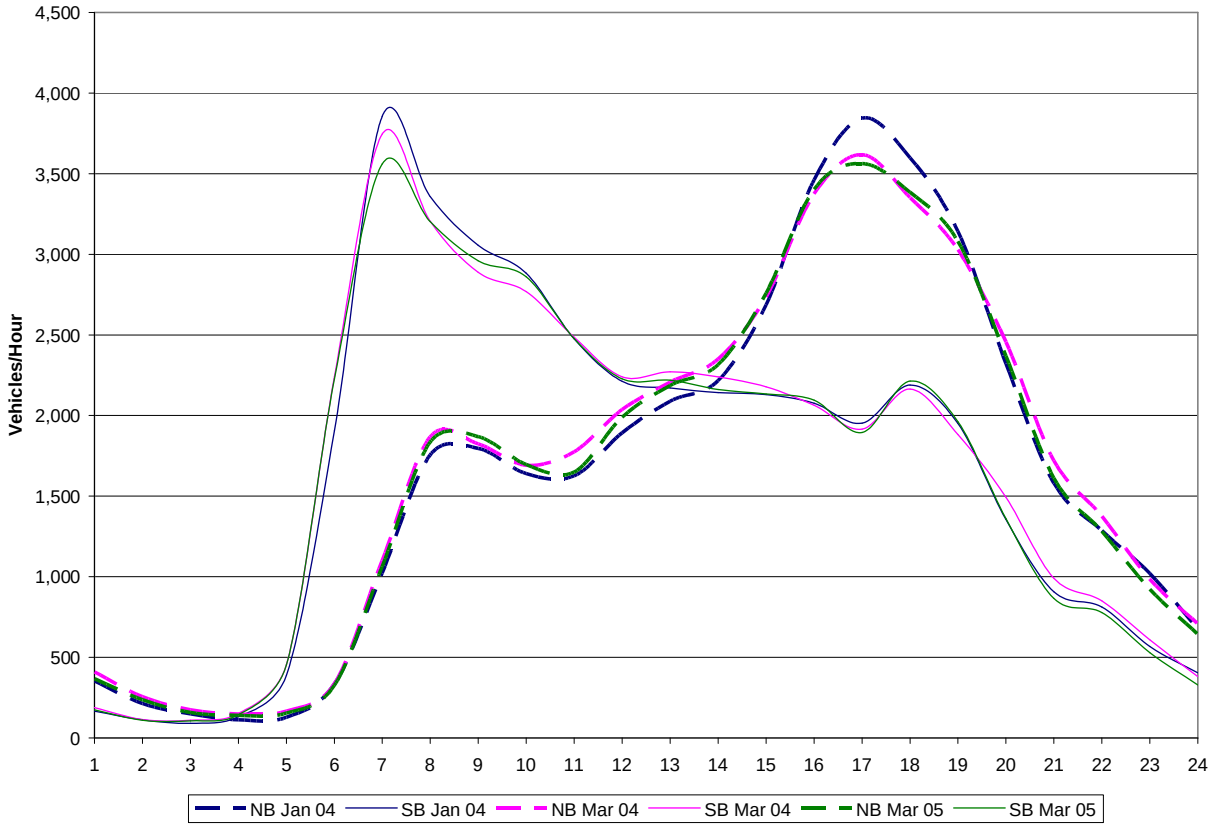
There is limited data available to show how daily travel profiles have changed in this corridor over time. **Table 5.5** shows the locations where detailed traffic volumes have been reported for multiple years; there are no traffic count locations on I-75 to assess changed daily traffic conditions on this part of the study area.

Table 5.5 Location and Year of Multi-Year Traffic Counts

Location	Year	Month
I-575 s/o Barrett Pkwy	2004	January
	2005	January
	2005	March
I-575 s/o SR92	2004	September
	2005	September
Cobb Pkwy s/o Delk Rd	2003	September
	2004	September

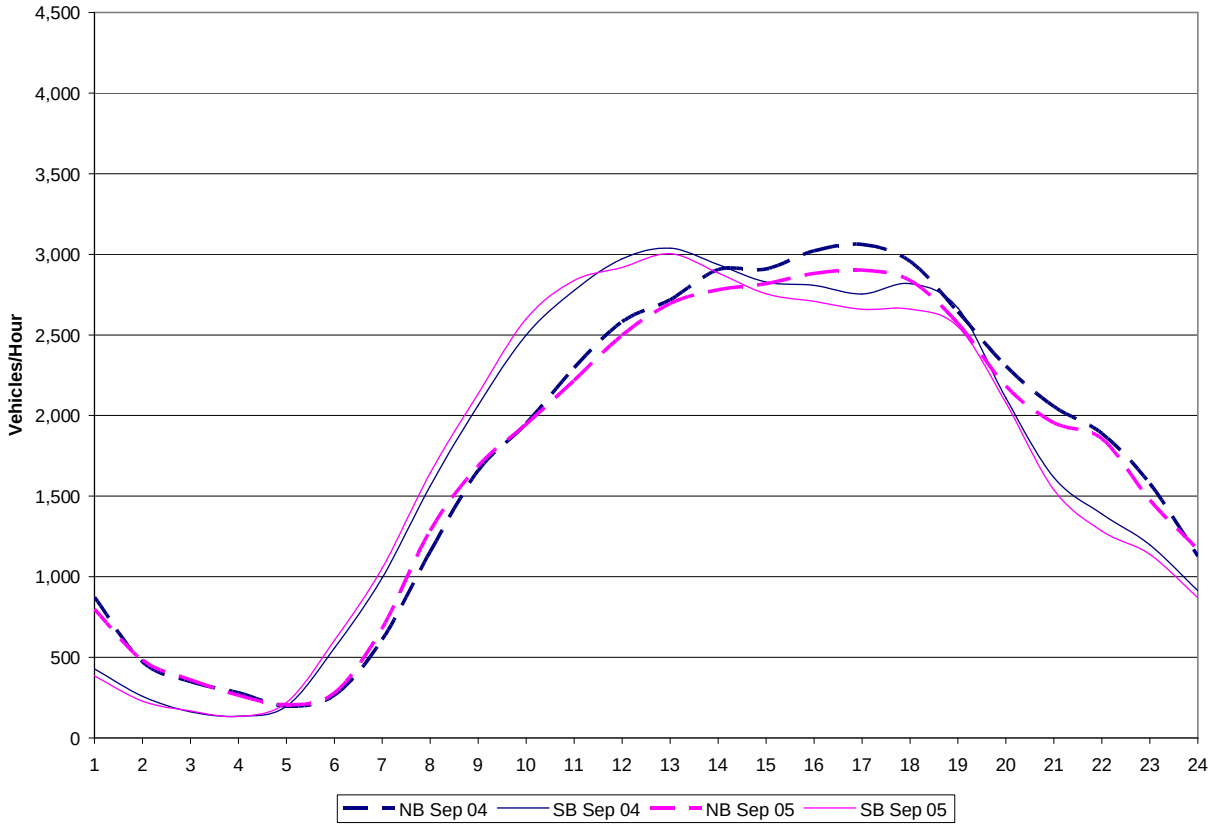
Focusing on the I-575 locations, **Figure 5.1** and **Figure 5.2** show the daily profile for each reported month and year. At both of these locations traffic volumes from each recording suggest relatively consistent daily travel profiles. While the information is inconclusive, due to the closeness of the data points, there is no evidence to suggest significant growth in the off-peak periods or peak spreading around the AM and PM peaks. This is also consistent with the reported AADT levels reported at each of these locations. These locations show flat growth over the three year period between 2005 and 2007.

Figure 5.1 Weekday Traffic Profile I-575 South of Barrett Road



Source: GDOT Databases

Figure 5.2 Weekday Traffic Profile I-575 South of SR 92



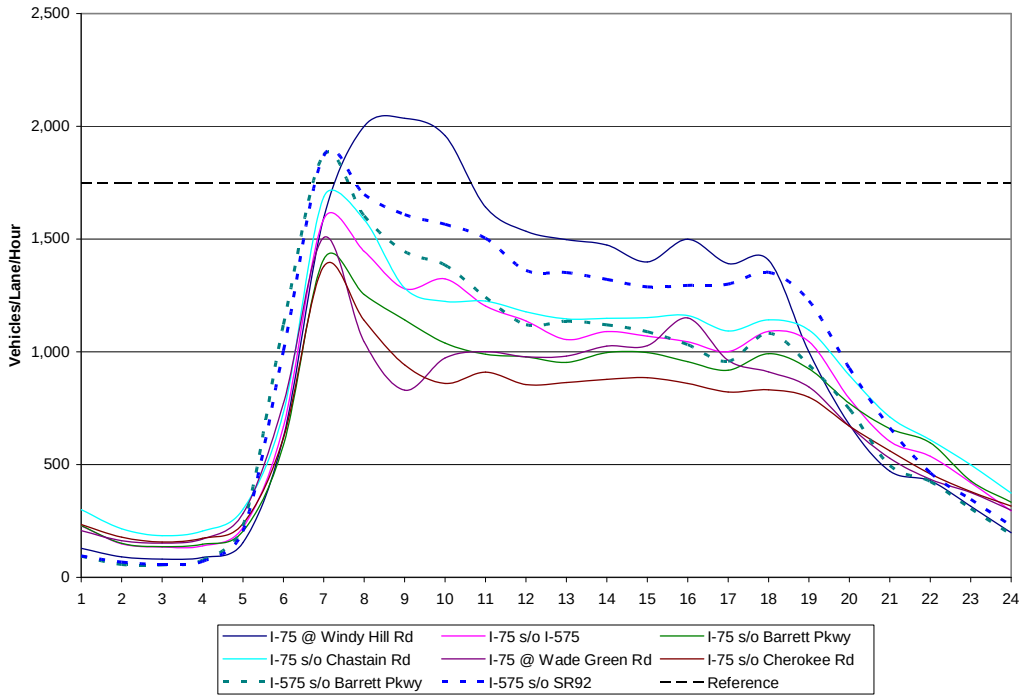
Source: GDOT Databases

5.4.1.2 Key Time Periods for Managed Lanes

Key time periods and sections for managed lanes are periods where traffic volumes are at or approaching capacity for a section of roadway. **Figure 5.3** and **Figure 5.4** shows the hourly traffic volume per lane in both the southbound and northbound directions. A reference capacity of 1,750 vehicles/lane/hour has been added to each chart to indicate the level at which traffic volumes are approaching capacity and operating travel speeds are likely to be significantly impacted.

The following observations regarding travel patterns for each direction of travel have been made:

Figure 5.3 Southbound Traffic Volume (Vehicles/Lane/Hour)



Southbound

- In the morning I-75 is heavily used between 7:00am and 12:00pm, with volumes during this period exceeding 1,500 vehicles/lane/hour at Windy Hill Rd. The dominant traffic flows at this location however are between 8:00am to 11:00am with volumes during this period around 2,000 vehicles/lane/hour. The later start of the key peak period is due to this section being located towards the southern part of the corridor and closer to travelers' morning destinations.
- Other locations in the corridor are characterized by a dominant two hour AM peak travel period between 7:00am and 9:00am; with the 7:00am hour the most highly trafficked.
- Travel on I-575 begins the earliest of all road sections reported with traffic volumes in excess of 1,000 vehicles/lane/hour between 6:00am and 7:00am.
- With a few exceptions, traffic levels at other periods of the day after 12:00pm in the southbound direction are all below 1,500 veh/lane/hour indicating that these would currently not be likely periods when traffic would use the managed lanes in significant numbers.

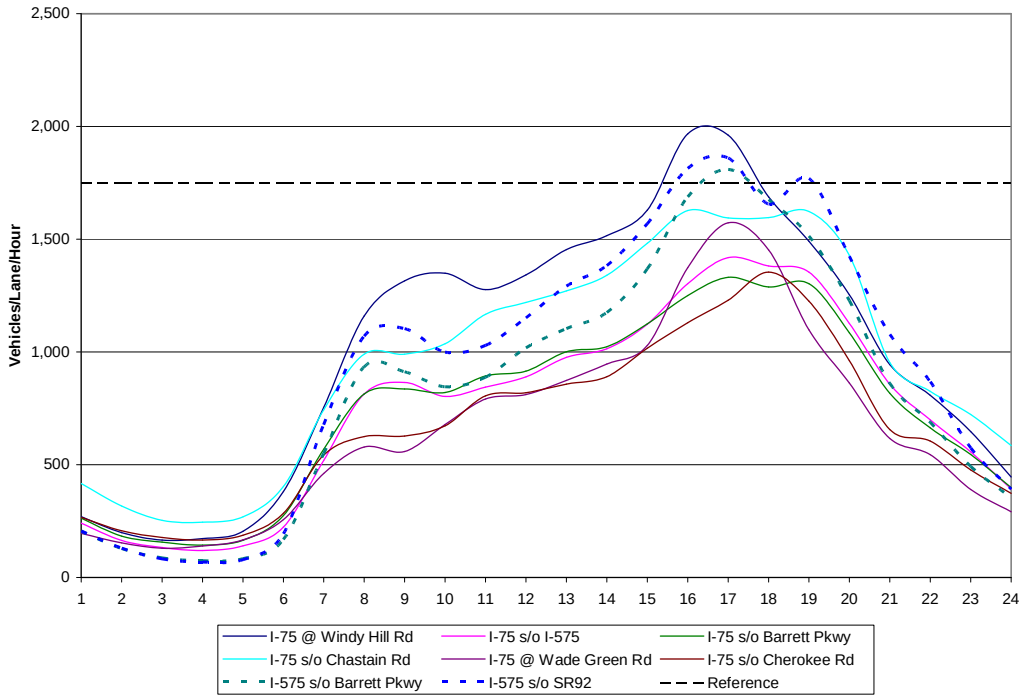
Based on today's traffic levels, the key sections that are the most highly congested in the southbound direction are:

- I-75 at Windy Hill Rd with traffic flows around 2,000 vehicles/lane/hour for three hours of the morning peak. Based on daily flow rates it is likely that sections on I-75 between Windy Hill Rd and Canton Rd would also provide significantly high traffic levels in this direction during the morning peak; and
- At both locations on I-575 (south of Barrett Pkwy and south of SR 92). While the peak period on I-575 is shorter, average volumes during the two hour peak period are approximately 1,750 vehicles/lane/hour.

The following hours have been identified as key periods of the day where southbound traffic would be most likely to use the managed lanes:

- Likely strong usage between 7:00am to 10:00am; and
- Some but lower usage between 10:00am to 12:00am

Figure 5.4 Northbound Traffic Volumes (Vehicles/Lane/Hour)



Northbound

- In the afternoon, peak period is much more compressed on I-75 at Windy Hill Rd compared to the morning peak. This is perhaps due to the extra traffic lane that is provided in the northbound direction at this location. Traffic volumes are above 1,500 vehicles/lane/hour at this location between 2:00pm and 7:00pm; however the dominant peak period is between 4:00pm and 6:00pm where nearly 2,000 vehicles/lane/hour are carried.
- Most of the other sections of I-75 peak at around 1,500-1,600 veh/lane/hour, though there isn't a dominant two hour period. Traffic volumes are consistently in the range of 1,200-1,600 vehicles/lane/hour between 4:00pm and 8:00pm.
- On I-575 traffic peaks at 5:00pm; with flows of approximately 1,800-1,900 vehicles/lane/hour.

Similar to the southbound direction, based on today's traffic levels the key sections that are the most highly congested in the northbound direction include:

- I-75 at Windy Hill Rd with traffic flows around 2,000 vehicles/lane/hour for two hours of the morning peak. Based on daily flow rates it is likely that sections north on I-75 between Windy Hill Rd and

Canton Rd would also provide significantly high traffic levels in this direction during the afternoon peak; and

- At both locations on I-575 (south of Barrett Pkwy and south of SR 92). While this peak period is shorter, average volumes during this period are over 1,800 vehicles/lane/hour.

The following hours have been identified as key periods of the day where northbound traffic would be most likely to use the managed lanes:

- Likely strong usage between 4:00pm to 6:00pm; and
- Some but lower usage from 3:00pm to 4:00pm, and from 6:00pm to 7:00pm

5.4.1.3 Truck Volumes During Key Time Periods

Heavy trucks will not be permitted to use the managed lanes, however an assessment of demand during each of the key periods is still required to quantify congestion levels and available capacity on the general purpose lanes. Classified vehicle count data is available at two of the key entry/exit locations on the corridor as documented in **Table 5.6**.

Table 5.6 Heavy Vehicle Traffic Exclusions, and Managed Lane Potential

Location	Vehicle Class	Southbound					Northbound			
Hour		7	8	9	10	11	15	16	17	18
I-575 s/o SR 92	Light	3,521	3,223	2,938	2,826	2,609	2,979	3,534	3,598	3,451
	Heavy	217	165	204	236	241	229	222	181	147
	ML Potential	94%	95%	94%	92%	92%	93%	94%	95%	96%
I-75 s/o Cherokee Rd (SR 92)	Light	3,675	3,064	2,399	2,060	2,117	2,417	2,789	3,214	3,669
	Heavy	460	354	428	519	614	632	599	475	392
	ML Potential	89%	90%	85%	80%	78%	79%	82%	87%	90%

There is significantly higher heavy truck usage on I-75 than I-575 in these key periods. Solely based on light vehicle traffic volumes at these northern locations and excluding the origin and destination of traffic (which is not known at this stage), demand for the managed lanes would appear to be stronger on the I-575 section than the I-75 section.

5.4.1.4 Weekend Traffic Profiles

The limited data on weekend traffic only pertains to I-575 and can be summarized as follows:

- Strong traffic usage between 10:00am and 8:00pm on Saturdays and 11:00am and 6:00pm on Sundays; and
- Hourly traffic volumes per lane at or below 1,500 vehicles/lane/hour.

Traffic growth is required on both Saturday and Sunday before these periods would be considered as a potential market for managed lane use. As already discussed, flat or negative AADT growth has been

observed on most sections of I-75 and I-575 in this corridor, indicating that weekend traffic has not grown in recent years.

5.5 Seasonal Traffic Impacts

Seasonal profiles are used to adjust/correct traffic count information collected for only part of the year to represent average traffic levels for the entire year. Seasonality takes into account public holidays, school holiday periods and influence of weather conditions on trip making.

No seasonality profile has been made available for this project. Where data has been provided over a number of months, analysis has focused on periods that should be neutral months (Spring, Fall, and avoided holiday periods).

5.6 Transit Usage

Presently there are between 10 and 14 express bus services in the peak hour and peak direction that use I-75 depending on the location. Bus patronage has increased dramatically over the previous year with one of the key drivers for this increase being the increase in fuel price. Another key factor has been the introduction of the 480/481 bus routes that have provided new transit travel alternatives in the corridor.

In 2006 bus patronage on the express bus routes using I-75 and I-575 was in the range of 2,000 to 2,500 passengers per weekday. Taking into account the strong reported patronage growth that has occurred in this corridor over the last 18 months, this would indicate that the mode share of bus travel on I-75 towards the south of the corridor is less than 2%.

5.7 Conclusions on Traffic Trends Relative to Managed Lane Use

A summary of the key findings from the analysis prepared from this section is presented below.

Key Time Periods

Given the traffic analysis, the key time periods and directions of travel for managed lanes usage would be:

Southbound

- Likely strong usage between 7:00am to 10:00am on weekdays
- Some, but lower, usage between 10:00am to 12:00am on weekdays
- Possible use on weekends depending on congestion at the southern end of I-75. At this stage there is no information to assess weekend travel at the southern end of I-75.

Northbound

- Likely strong usage between 4:00pm to 6:00pm on weekdays
- Some, but lower, usage the hour either side of the period above on weekdays
- Possible use on weekends depending on congestion at the southern end of I-75. At this stage there is no information to assess weekend travel at the southern end of I-75.

Sections Generating Travel Time Savings

The addition of new lane capacity in the form of managed lanes will provide congestion relief to varying degrees throughout the corridor. The sections most likely to benefit from the new capacity are:

- I-575 - The additional lane provided in this section will increase peak period capacity by 50%.
- I-75 north of I-575 - This section is mostly three lanes each direction. Provision of one additional peak period lane would increase capacity by 33%.

Further south on I-75, the number of lanes increases to between five and seven lanes in each direction. Provision of one to two additional lanes in the peak direction (depending on the alternative) would add between 15 - 40% of new lane capacity. Due to the current high levels of traffic in these sections of I-75 it is expected that these sections will generate most of the travel time savings offered by using the managed lanes.

I-75 Verse I-575 Usage

The key connectors to the north are on I-75 near Hickory Grove Rd and I-575 between Big Shanty Connector and Sixes Rd. Traffic usage on the northern sections of the managed lanes will be dependant on traffic entering/exiting at these locations.

It appears that there could be a higher level of potential demand for managed lanes on I-575 then the northern sections of I-75. This is based on the following assessment:

- Light vehicle traffic (the primary class of vehicle allowed on the managed lanes) levels on I-575 are slightly higher then on I-75 during the key peak periods;
- There are more connections to the managed lanes on I-575; three southbound and two northbound connections (feeding directly into the general purpose lanes) plus the terminating connector near Sixes Rd. This will allow traffic using the majority of interchanges on I-575 to access the managed lanes. On I-75 traffic access to the managed lanes is limited to the Hickory Rd terminating connector and interchange and also the Big Shanty Connector interchange. It is feasible that traffic generated between I-75 and I-575 will choose I-575 since it could provide better access to the managed lanes.

The northern sections of I-575 managed lanes may be poorly used. On this section there are a number of locations for traffic to transfer between the managed lanes and general purpose lanes. If traffic levels of the general purpose lanes are low, it will be possible to use a longer section of the general purpose lanes, thereby avoiding additional tolls. Unlike the I-75 managed lanes where traffic is mostly captive, the I-575 managed lanes present a downside when traffic volumes in this section of the corridor is low.

Transit

Transit (bus) currently has a small mode share in the corridor of around two percent. AECOM expects this share to remain stable as bus patronage increases at similar rates to car traffic. Trucks would be able to take advantage of the improved travel conditions associated with the development of managed lanes and additional lane capacity.

6.0 Future Travel Demand and Land Use Projections

The key aim of this section is to provide an overview of historical land use trends as a basis for providing a high level sensibility check of land use projections developed by ARC and used in the ARC travel model. Commentary on likely traffic and transit growth rates will be made to provide an indication of likely traffic levels in 2016 when the managed lanes will open to traffic.

Figure 6.1 Counties in the Atlanta Region

Source: ARC

6.1 Historic Land Use

US Census Bureau population estimates for each of the twenty counties in the Atlanta region are documented in **Table 6.1**. Between the years 2000 and 2006, population in the region grew at approximately 3.3% per annum. The fastest growing counties (Forsyth, Henry, Newton, Paulding, Barrow and Cherokee all growing at above 5% p.a.) are located towards the perimeter of the region and are all

below average population densities. The more developed counties (Clayton, Cobb, DeKalb, Fulton and Gwinnett) exhibited strong but relatively lower growth in the range of 1.5% to 4.5% par annum.

Table 6.1 Historic Population Growth

	Population				Pop / Sq Mile	
	2000	2006	CAGR 00-06	Sq Miles	2000	2006
Barrow	46,144	63,702	5.5%	162	285	393
Bartow	76,019	91,266	3.1%	459	165	199
Carroll	87,268	107,325	3.5%	499	175	215
Cherokee	141,903	195,327	5.5%	424	335	461
Clayton	236,517	271,240	2.3%	143	1,658	1,902
Cobb	607,751	679,325	1.9%	340	1,787	1,997
Coweta	89,215	115,291	4.4%	443	202	260
DeKalb	665,865	723,602	1.4%	268	2,483	2,698
Douglas	92,174	119,557	4.4%	199	462	600
Fayette	91,263	106,671	2.6%	197	463	541
Forsyth	98,407	150,968	7.4%	226	436	669
Fulton	816,006	960,009	2.7%	529	1,544	1,816
Gwinnett	588,448	757,104	4.3%	433	1,360	1,750
Hall	139,277	173,256	3.7%	394	354	440
Henry	119,341	178,033	6.9%	323	370	552
Newton	62,001	91,451	6.7%	276	224	331
Paulding	81,678	121,530	6.8%	313	261	388
Rockdale	70,111	80,332	2.3%	131	537	615
Spalding	58,417	62,185	1.0%	198	295	314
Walton	60,687	79,388	4.6%	329	184	241
Twenty County Total	4,228,492	5,127,562	3.3%	6,285	673	816

Source: US Census Bureau (http://quickfacts.census.gov/qfd/states/13/13297.html)

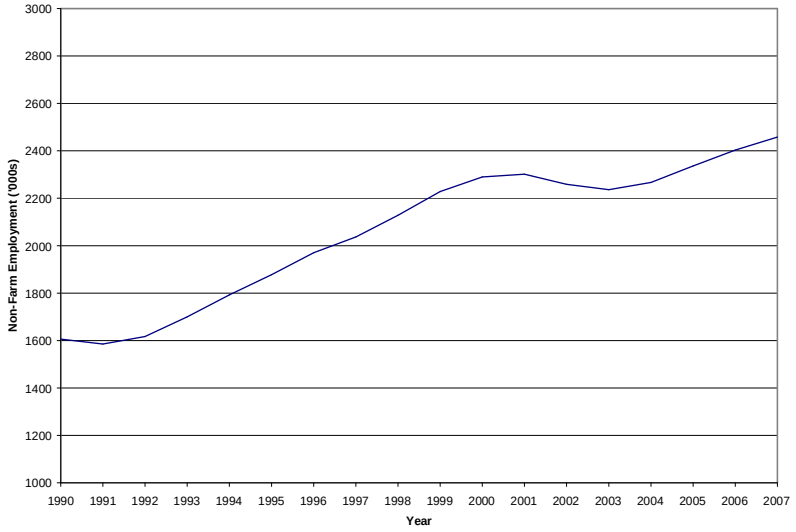
Table 6.2 summarizes private non-farm employment data reported for 2000 and 2005. This information is readily available from the US Census Bureau at the County level with private non-farm employment comprising approximately 93% of total employment in the Atlanta region (based on a comparison of Census and ARC employment numbers). Despite reasonably strong annual population growth, reported employment in the region declined slightly over this period. This is largely related to the economic slow down that occurred from 2001 to 2003. A review of yearly employment for the Atlanta region between 1990 and 2007 **(Figure 6.2)** shows strong employment growth either side of this slow down. The average annual growth rate per year over this 17 year period is approximately 2.5% par annum.

Table 6.2 Historic Employment Growth (Private Non-Farm Employment)

County	2000	2005	CAGR 00-05
Barrow	9,549	11,249	3.3%
Bartow	26,550	28,409	1.4%
Carroll	27,755	27,699	0.0%
Cherokee	29,282	40,555	6.7%
Clayton	88,533	72,243	-4.0%
Cobb	312,799	312,799	0.0%
Coweta	23,790	26,740	2.4%
DeKalb	328,206	274,052	-3.5%
Douglas	29,231	33,996	3.1%
Fayette	29,589	38,555	5.4%
Forsyth	29,684	47,109	9.7%
Fulton	768,732	741,058	-0.7%
Gwinnett	287,427	304,385	1.2%
Hall	57,868	59,430	0.5%
Henry	28,437	40,239	7.2%
Newton	15,596	17,826	2.7%
Paulding	9,182	12,488	6.3%
Rockdale	31,523	31,176	-0.2%
Spalding	19,298	20,263	1.0%
Walton	11,375	15,276	6.1%
Twenty County Total	2,164,407	2,155,547	-0.1%

Source: US Census Bureau (http://quickfacts.census.gov/qfd/states/13/13297.html)

Figure 6.2 Non-Farm Employment Atlanta-Sandy Springs-Marietta MSA



Source: BLS-Total Non-Farm Employment

Due to the impact of the economic slow down at the beginning of this decade, the employment-population ratio fell from 0.51 to 0.43 over the five years to 2005. This indicates that the number of jobs per capita reduced over this period in this region.

Table 6.3 Employment-Population Ratio (Twenty County Region)

	2000	2005
Population [1]	4,228,492	4,965,428
Employment [2]	2,164,407	2,155,547
Emp-Pop Ratio	0.51	0.43

Source: 1 estimate of 2005 population based on reported 2000 and 2006 US Census population
2 Non-farm private employment

6.2 Projected Land Use and Development

Land use information developed by ARC has been provided as part of the ARC travel demand model for each of the reference years given land use estimates for each of the 2,027 travel zones in the model. This information has been aggregated to the county level and **Table 6.4**, **Table 6.5** and **Table 6.6** show the current levels of population, households and employment and projected future growth to 2015 and 2030 for the twenty counties in the Atlanta region.

Key points in relation to regional and corridor population growth include:

- Projected population growth in the region is expected to slow from 3.3% per annum (2000 to 2006) to 1.4% per annum over the ten year period of 2005 to 2015;
- The potential key corridor catchment area of Bartow County, previously with population growth of 3.1% per annum, is expected to slow to 1.5% per annum. ARC indicates that this county lacks sewers in some areas and the local policy and infrastructure is unlikely to support a fast pace of development in the future. Development in this county will primarily be residential with commercial and industrial development secondary;
- Cherokee County is expected to slow from 5.5% per annum. to 2.5% per annum. This County is slightly more advanced in terms of local infrastructure and policies than Bartow County and is capable of supporting a mix of residential and commercial/retail development; and
- Cobb County's population growth is also expected to slow from 1.9% per annnum (2000 to 2006) to 0.7% per annnum between 2005 and 2015. Most of the development here will be redevelopment and expansion of existing sites and some infilling of empty spaces.

While it can be argued that the high population density in Cobb County might slow its population growth, lower growth across the entire twenty county region, specifically Bartow and Cherokee Counties, where population densities are relatively low suggests that there will be a significant changes in the economy and development patterns in the region.

Discussions with the ARC team that develops these land use forecasts indicate the following:

- Population growth has reduced significantly since 2005 with much lower growth rates observed over this three year period;
- Current forecasts are based on Moody's national population growth totals. New national population growth rates adopted for the next release of land use projections (planned for August 2009) suggests that an additional 600,000 people will reside in this region by 2030. This suggests that the current population projections may underestimate population growth.

Table 6.4 Population Growth

County	2005	2015	2030	CAGR 05-15	CAGR 15-30
Barrow	59,139	75,099	112,255	2.4%	2.7%
Bartow	85,892	99,364	132,470	1.5%	1.9%
Carroll	96,852	113,405	158,603	1.6%	2.3%
Cherokee	178,249	228,458	353,233	2.5%	2.9%
Clayton	260,198	284,334	293,108	0.9%	0.2%
Cobb	635,953	684,096	748,737	0.7%	0.6%
Coweta	104,893	123,702	203,389	1.7%	3.4%
DeKalb	680,573	724,923	789,224	0.6%	0.6%
Douglas	111,711	136,448	216,385	2.0%	3.1%
Fayette	100,615	113,533	158,904	1.2%	2.3%
Forsyth	138,915	178,980	272,289	2.6%	2.8%
Fulton	843,345	907,189	1,092,631	0.7%	1.2%
Gwinnett	685,667	834,460	975,689	2.0%	1.0%
Hall	155,098	176,590	236,871	1.3%	2.0%
Henry	165,917	221,163	367,422	2.9%	3.4%
Newton	80,591	102,625	157,429	2.4%	2.9%
Paulding	110,580	150,178	220,170	3.1%	2.6%
Rockdale	75,336	86,715	135,919	1.4%	3.0%
Spalding	61,252	66,769	80,494	0.9%	1.3%
Walton	71,337	85,643	112,121	1.8%	1.8%
Twenty County Total	4,702,113	5,393,674	6,817,343	1.4%	1.6%

Source: ARC Travel Model

Table 6.5 Household Growth

County	2005	2015	2030	CAGR 05-15	CAGR 15-30
Barrow	21,392	27,630	42,848	2.6%	3.0%
Bartow	31,598	37,035	51,203	1.6%	2.2%
Carroll	36,863	43,799	63,447	1.7%	2.5%
Cherokee	64,851	84,144	135,782	2.6%	3.2%
Clayton	93,447	103,625	111,001	1.0%	0.5%
Cobb	243,781	267,223	303,508	0.9%	0.9%
Coweta	37,749	45,432	77,421	1.9%	3.6%
DeKalb	264,386	286,903	324,579	0.8%	0.8%
Douglas	41,845	50,622	82,526	1.9%	3.3%
Fayette	35,514	40,824	59,334	1.4%	2.5%

Forsyth	48,752	64,722	102,681	2.9%	3.1%
Fulton	350,615	385,281	480,370	0.9%	1.5%
Gwinnett	241,334	297,591	361,126	2.1%	1.3%
Hall	54,082	62,873	87,757	1.5%	2.2%
Henry	58,994	79,749	137,042	3.1%	3.7%
Newton	29,502	38,295	60,905	2.6%	3.1%
Paulding	38,972	54,023	82,277	3.3%	2.8%
Rockdale	26,669	31,239	50,890	1.6%	3.3%
Spalding	23,352	25,843	32,269	1.0%	1.5%
Walton	25,635	31,243	42,491	2.0%	2.1%
Twenty County Total	1,769,333	2,058,096	2,689,457	1.5%	1.8%

Source: ARC Travel Model

Table 6.6 documents the ARC employment forecasts for 2015 and 2030. Growth is slightly lower than the long term average for the Atlanta Metro region of 2.5% per annum observed between 1990 and 2007.

Table 6.6 Employment Growth

County	2005	2015	2030	CAGR 05-15	CAGR 15-30
Barrow	14,853	24,149	44,526	5.0%	4.2%
Bartow	34,694	45,826	68,569	2.8%	2.7%
Carroll	35,019	47,167	75,390	3.0%	3.2%
Cherokee	43,690	66,644	121,688	4.3%	4.1%
Clayton	129,858	138,928	168,723	0.7%	1.3%
Cobb	312,627	361,632	448,811	1.5%	1.5%
Coweta	31,184	43,299	71,182	3.3%	3.4%
DeKalb	311,186	343,615	430,945	1.0%	1.5%
Douglas	37,928	53,576	82,929	3.5%	3.0%
Fayette	40,332	56,777	88,015	3.5%	3.0%
Forsyth	52,532	89,775	133,949	5.5%	2.7%
Fulton	714,843	845,561	1,047,011	1.7%	1.4%
Gwinnett	313,771	396,069	515,989	2.4%	1.8%
Hall	73,170	99,126	146,238	3.1%	2.6%
Henry	43,178	70,120	122,830	5.0%	3.8%
Newton	21,342	29,700	49,931	3.4%	3.5%
Paulding	17,725	31,085	63,832	5.8%	4.9%
Rockdale	34,818	42,196	59,267	1.9%	2.3%
Spalding	24,101	30,069	43,630	2.2%	2.5%
Walton	19,156	31,984	65,441	5.3%	4.9%
Twenty County Total	2,306,007	2,847,298	3,848,896	2.1%	2.0%

Source: ARC Travel Model

The projected employment-population ratio for 2015 and 2030 is provided in
Table 6.7. Adjusting for the difference between private non-farm employment and total employment the ratio projected for 2030 is similar to that observed in 2000 at the peak of the previous economic cycle prior

to the economic down turn at the beginning of the decade. The current U.S. national employment-population ratio reported in August 2008 by the Bureau of Labor Statistics is 0.62.

Table 6.7 Projected Employment-Population Ratio (Twenty County Region)

	2005	2015	2030
Population	4,702,113	5,393,674	6,817,343
Employment	2,306,007	2,847,298	3,848,896
Emp-Pop Ratio	0.49	0.53	0.56

Source: ARC Travel Model

Table 6.8 documents the absolute growth in population and employment in this region. While in percentage terms employment is growing faster than population (due to its relatively lower base) in absolute terms, population will continue to grow at a faster rate than employment levels.

Table 6.8 Absolute Population and Employment Growth (Twenty County Region)

	2005 -2015	2015 - 2030
Population	691,561	1,423,669
Employment	541,291	1,001,598
Emp-Pop Ratio	0.78	0.70

Source: AECOM analysis

6.3 Car Traffic Growth

The model was run for two scenarios: 2005 and 2015 to identify the model's estimation of traffic growth in this corridor. The 2015 model network has been modified such that it reflects the standard periodic improvement planned in this corridor. For this purpose, we have added capacity in the measure of two general purpose lanes on I-75 south of I-575 and one general purpose lane on the northern section of I-75 and similarly on I-575. These additional lanes are inline with the general lane capacity improvements associated with the managed lane concepts. Several new interchanges have also been added where future interchanges serving the managed lanes are planned. In this scenario all lanes are general purpose lanes, with no vehicle restrictions and no tolls.

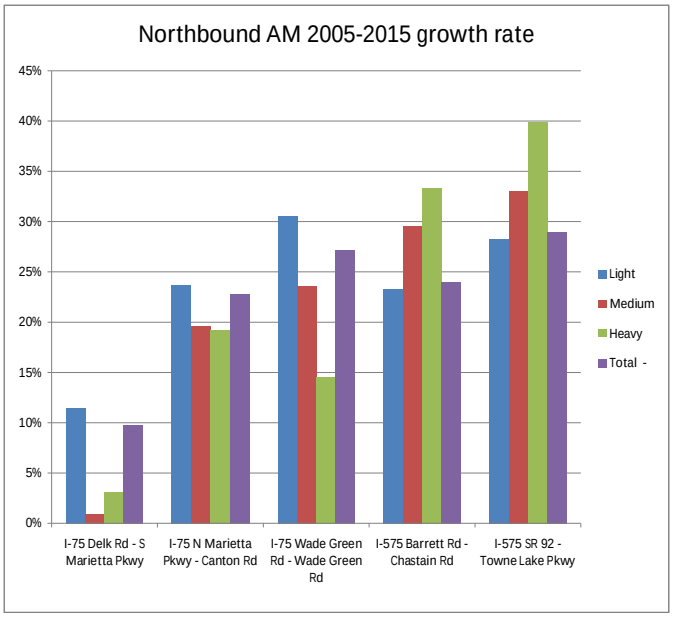
The growth rate charts on the following two pages show the resulting traffic growth from these model runs. Understandably, there are large increases in traffic due to the effect of demographic growth in the period between 2005-2015. There is also likely to be traffic growth due to diversion from competing routes (to take advantage of the increased capacity in this corridor) and finally some level of induced demand that has been generated because of the extra capacity.

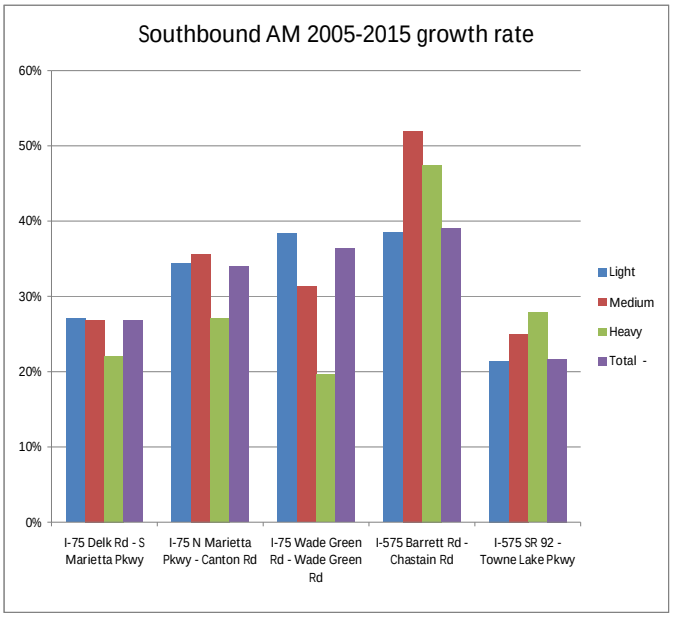
All four time of the day models have been run (AM, PM, MD and NT) and the traffic growth has been recorded at the following locations:

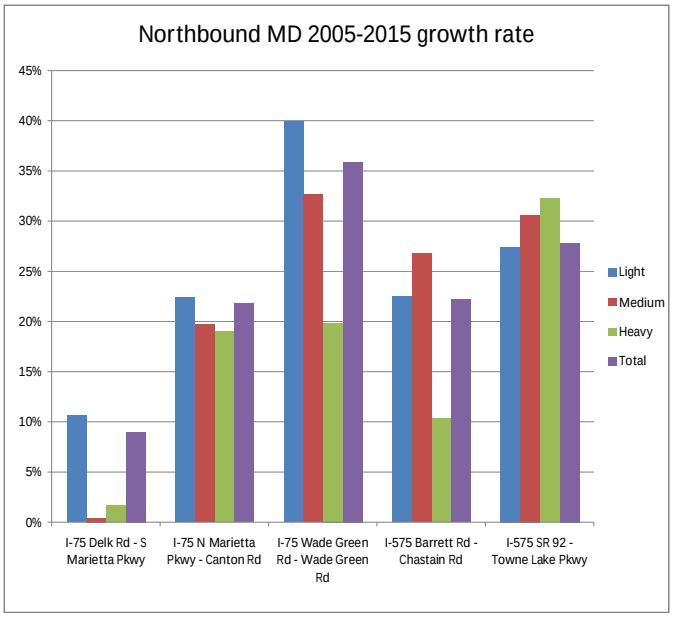
- I-75 between Delk Road and South Marietta Pkwy
- I-75 between North Marietta Pkwy and Canton Road
- I-75 between Wade Green Road ramps
- I-575 between Barrett Road and Chastain Road
- I-575 between SR 92 and Towne Lake Pkwy

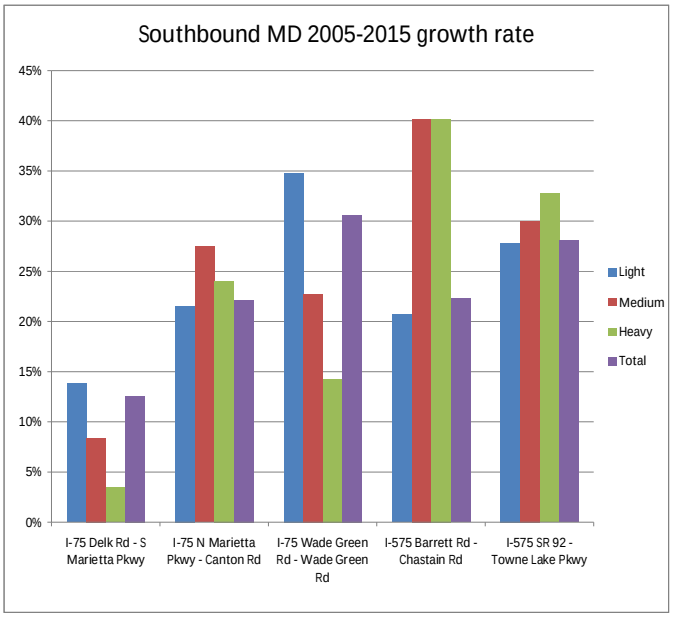
As a general result, it appears that peak period traffic has increased more than off-peak traffic. This response of high traffic growth would need to be reviewed in light of recent growth rates, which have been negligible. However if these growth rates were reasonable, this would suggest a significant level of demand for tolled managed lanes in the future.

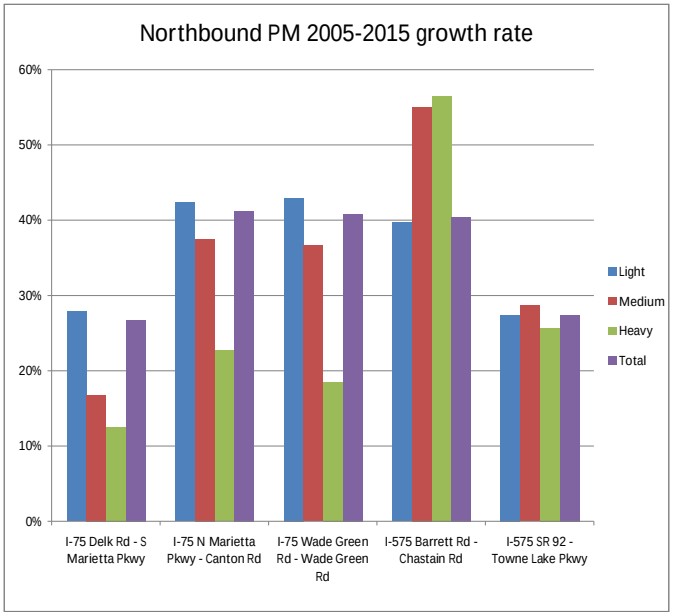
Figure 6.3 Spot Growth Rates based on ARC Model Run (I-75 & I-575, AM & PM, northbound & southbound)

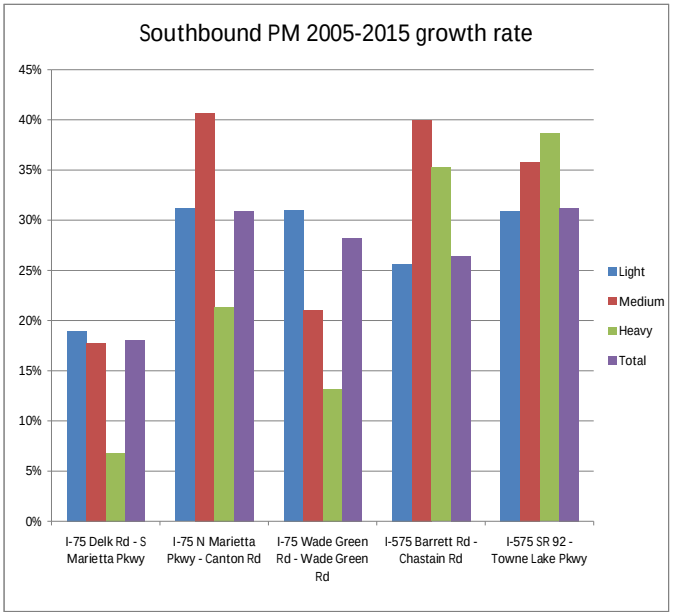


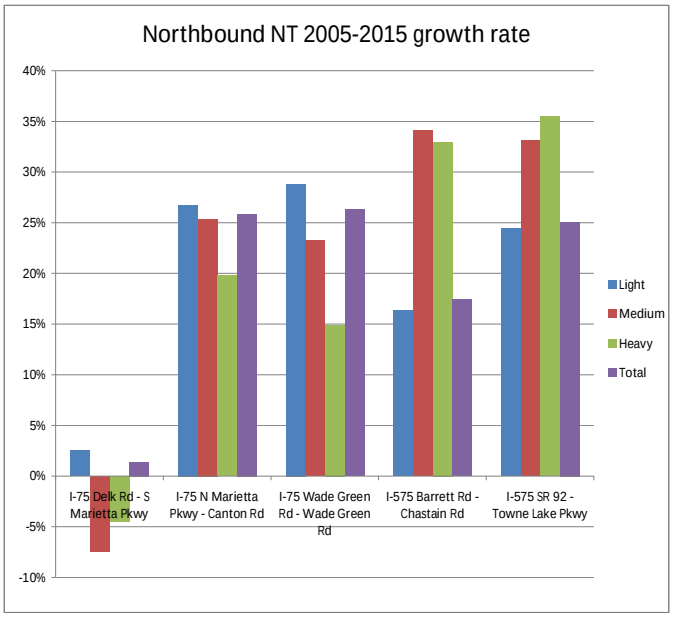


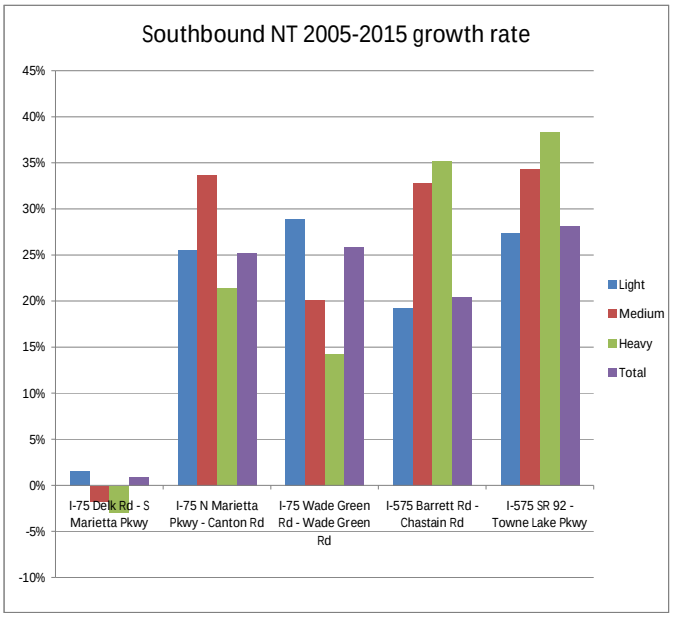





Northbound PM 2005-2015 growth rate
60%
50%
40%
30%
20%
10%
0%
I-75 Delk Rd - S Marietta Pkwy
I-75 N Marietta Pkwy - Canton Rd
I-75 Wade Green Rd - Wade Green Rd
I-575 Barrett Rd - Chastain Rd
I-575 SR 92 - Towne Lake Pkwy
Light
Medium
Heavy
Total


Southbound PM 2005-2015 growth rate
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
I-75 Delk Rd - S Marietta Pkwy
I-75 N Marietta Pkwy - Canton Rd
I-75 Wade Green Rd - Wade Green Rd
I-575 Barrett Rd - Chastain Rd
I-575 SR 92 - Towne Lake Pkwy
Light
Medium
Heavy
Total


Northbound NT 2005-2015 growth rate
40%
35%
30%
25%
20%
15%
10%
5%
0%
-5%
-10%
I-75 Delk Rd - S Marietta Pkwy
I-75 N Marietta Pkwy - Canton Rd
I-75 Wade Green Rd - Wade Green Rd
I-575 Barrett Rd - Chastain Rd
I-575 SR 92 - Towne Lake Pkwy
Light
Medium
Heavy
Total


Southbound NT 2005-2015 growth rate
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
-5%
-10%
I-75 Delk Rd - S Marietta Pkwy
I-75 N Marietta Pkwy - Canton Rd
I-75 Wade Green Rd - Wade Green Rd
I-575 Barrett Rd - Chastain Rd
I-575 SR 92 - Towne Lake Pkwy
Light
Medium
Heavy
Total

6.4 Truck Traffic Growth

HNTB have performed an extensive study of truck movements in Georgia for the purpose of evaluating the potential of Truck Only Lanes (TOL) on the state's major highways. In this study truck traffic volumes and origin-destination survey data was used to identify current travel patterns and future year truck volumes were estimated for 2035.

6.4.1.1 Observed Truck Movements

An O/D survey was carried out in 2006 at truck rest stops along major highways in Georgia and also at the Port of Savannah. The purpose of the survey was to collect information on observed truck movements. Although no screenlines were used on the section of I-75/I-575 that are of concern in this study, it appears that I-75 serves as a channel for through truck traffic between the Port of Savannah, Florida, Tennessee and beyond.

Of particular interest to this analysis are the results of the survey collected on I-75 at Forsyth (south of Atlanta), I-75 at Valdosta (north of the Florida border) and on I-75 at Ringgold (south of the Tennessee border). The profile of the O/D movements is as follows:

- Forsyth (I-75 south of Atlanta): In the northbound direction, the main origins are I-75 out of Florida, I-95 out of Florida and from the Savannah area. Key destinations include I-75 NB into Tennessee, then the Atlanta area and I-20 westbound into Alabama. Southbound the results are mirrored with most origins coming from Tennessee through I-75 and then from the Atlanta area.
- Valdosta (I-75 north of the Florida border): In the northbound direction movements are almost all from Florida, and the majority of trucks are headed to the Atlanta area. There is a significant percentage of truck movements headed north into Tennessee and the Midwest/Great lakes regions. In the southbound direction, the majority of trucks are coming from the Atlanta area, and the rest from Tennessee, the Midwest and Great Lakes. The major commodities moved in both directions are consumer/manufactured goods and food,.
- Ringgold (I-75 south of Tennessee border): The majority of traffic originates to the north of the border with Tennessee and it is destined in Florida using I-75 to travel all the way across Georgia. There is no indication as to what type of commodity was moved.

These observations confirm that I-75 in the Northwest Corridor of Atlanta is a key long distance truck route carrying freight between a wide variety of destinations in the U.S.

6.4.1.2 Model Growth Methodology and Projections

HNTB developed a 2035 demand forecast for truck traffic based on a number of different infrastructure scenarios including truck-only lanes. The key methodology and assumptions used to develop these forecasts are:

- Within Georgia, the 2035 truck trip table was developed based on factoring up the 2001 trip table based on County level population and employment growth. For interstate movements, Georgia's TRANSEARCH freight truck trip table which estimates commodity based truck movements was used.
- It is important to note that modelling of truck movements within Georgia is carried out at the County level. This has the potential to slightly under estimate truck movements in urban areas as intra-county movements are not included. External zones for the network were located where either an Interstate or other major roadway crosses the state boundary.
- A freight truck is distinguished from a non-freight truck based on its ability to transport commodities. Freight trucks include 18-wheelers, container trucks, and tankers, non-freight trucks include utility trucks, garbage trucks, etc. It is important to recognize that freight trucks are the target market for truck-only lanes

Base year truck volumes for 2004 and projections for 2035 on I-75 at Acworth as well as freeways east and south of Atlanta are provided in **Table 6.9**. There are no detailed historic truck counts available to compare historic truck growth rates against those projected for this region.

Table 6.9 I-75 Long Term Truck Growth (AADT)

	2004	2035	CAGR
I-75 at Acworth	25,471	51,207	2.3%
I-85 east of Atlanta	19,189	44,183	2.7%
I-20 east of Atlanta	13,992	32,882	2.8%

Depending on location and economic cycle, we typically observe truck volumes on major long distance freight routes growing at between 2-5% per annum. The growth rates identified by the HNTB truck model sit at the lower end of this range.

6.5 Transit Patronage and Bus Numbers

While transit patronage in the corridor has grown dramatically over the last 18 months and particularly the last 12 months (driven by escalating fuel prices), discussions with GRTA indicate that they do not expect this strong growth to continue.

One of the aims of the managed lane project is to provide capacity for express buses to operate at reliably high running speeds. These buses would be able to use the managed lane system toll free and benefit from the minimum service levels that this system guarantees.

Currently there are 14 express buses operating in the peak direction during peak hours. We would expect this number to grow by 2016 when the managed lane facility is open to traffic. To accommodate new routes, new park and ride sites and increased patronage.

6.6 Overview of Corridor Travel Demand Growth

Based on the ARC travel model and the Truck Lane Needs Identification report, indicative growth rates for car and truck travel in the corridor include the following:

- Car growth (when unconstrained by capacity) would be between 1.0 - 2.7% per annum depending on section, time period and direction of travel; and
- Truck growth would grow at approximately 2.5%

At this stage there has been little work carried out to substantiate these growth rates. There is little historic traffic information over an extended time period to establish long term historic growth rates in either of these markets. The car growth rates of 2.7% per annum are significantly higher than the growth of population or employment expected in the region over this time period which are 1.4% and 2.1% respectively per annum. The truck growth rates are at the lower end of the range of observed growth rates observed on other long distance trucking corridors suggesting that the growth rate of 2.5% per annum is possibly conservative.

7.0 Potential Traffic for Managed Lanes

The managed lanes have fewer access/egress points with respect to the general purpose lanes, hence it is important to evaluate the potential traffic that could use the managed lane facilities. The first level of exclusion or selection process is to remove truck traffic from the mix as this vehicle class will not be allowed to use the managed lanes. The second selection criteria are to identify only movements that are traveling between each of the entry/exit points on the managed lanes. A detailed analysis of this type is very important because, for example, traffic heading south from the entry point to the managed lanes at the northern end of the corridor cannot exit the managed lane facility before the Roswell Road interchange. Therefore, it seems plausible that a proportion of the traffic whose endpoint is north of Roswell Road. , Canton Road for example will not consider using the managed lanes.

This analysis has been carried out based on the current traffic levels on I-75 north of Hickory Grove Road and on I-575 near the SR 92 interchange. Unfortunately at the present there is no detailed origin/destination survey that can provide a means for deriving the distribution of these trips. Therefore, we have prepared a crude estimate of the movements across the corridor based on the available traffic counts, and some knowledge of the trip length distribution for users of I-75 as derived in the Stated Preference Travel Survey produced by RSG. According to the RSG survey, approximately 50% of the travelers on I-75 have average trip length of 15 miles, 37% of 35 miles, and the remaining 13% of 50 miles.

The following table represents a crude estimate of the through traffic, starting north of the managed lanes and heading southbound during the AM peak hour, (this area would benefit from using the managed lanes). The traffic levels at the first entry location from the general purpose lanes are distributed to each of the exit interchanges at first the Roswell Road interchange, then the Terrell Mill Road Interchange and finally the I-285/I-75 south interchange at the end of the managed lanes. The same analysis for the northbound PM Peak is presented, together with an estimate of what these volumes may be in 2015, based on the annual growth rates derived from the ARC model. The volumes are given in passenger vehicles per hour and therefore do not include trucks.

Table 7.1 Potential Traffic Usage Based on Northern Section Traffic Flows

AM Peak Southbound		2007		2015	
From	To	I-75	I-575	I-75	I-575
General Purpose Lanes	Roswell Rd Interchange	1,254	1,893	1,542	2,329
Roswell Rd Interchange	Terrell Mill Rd Interchange	790	1,423	972	1,750
Terrell Mill Rd Interchange	s/o I-285	326	953	401	1,172

PM Peak Northbound		2007		2015	
From	To	I-75	I-575	I-75	I-575
s/o I-285	Terrell Mill Rd Interchange	502	1101	618	1,355
Terrell Mill Rd Interchange	Roswell Rd Interchange	1215	1645	1,495	2,023
Roswell Rd Interchange	General Purpose Lanes	1929	2188	2,372	2,691

Looking at **Table 7.1**, in 2007 during the AM Peak in the southbound direction, 1,254 cars per hour (coming from the general purpose lanes near Hickory Grove Rd on I-75 north of I-575) could use the facility between this location and the Roswell Road interchange, while only 790 cars per hour would continue on to the Terrell Mill interchange.

It is clear from this example that there is significantly more traffic potential for managed lanes on I-575 then on I-75 north of I-575. It is important to note again that this analysis only includes traffic that originates or terminates at the northern end of the managed lanes corridor – it is clear that with significantly higher levels of demand at the southern end of I-75 that any remaining capacity in these southern sections would be filled.

Assuming an approximate managed lane capacity of 1,500 cars/hr/lane (to ensure minimum service levels are maintained), and noting that the managed lane facility has one lane per direction north of I-75/I-575 split, it appears that there is potentially volume in excess of capacity in 2007 north of the Terrell Mill interchange.

It is important to stress once again that these results are purely speculative because they have been derived without the availability of an origin/destination trip table, and crude assumptions have been used to develop trip patterns for the traffic considered.

8.0 Conclusions of Review

As discussed throughout the report, there are a number of issues in terms of the available travel data and level of validation of the base year ARC model. These issues would need to be addressed before additional study is undertaken to produce robust traffic and revenue forecasts for this corridor.

A review of the available observed travel data suggests that there are already periods of the day that would provide significant levels of demand and likely fill the proposed managed lanes to their operating capacity (with low or no tolls). Given the strong travel demand growth reported by the ARC travel model by 2016, there should be ample demand to use these lanes when tolled. Further study would be required to quantify managed lane usage and revenue with any level of confidence.

In terms of the two managed lane alternatives that are being considered, based on today's traffic volumes in each peak period and the relationship between peak and counter-peak directional flow, the reversible lanes concept would work well to provide the most capacity at the critical periods when it is needed. This may remain the case in the future, especially if it is desirable to keep tolls within politically acceptable limits. However, with strong growth in the counter-peak direction between 2008 and 2016, it is likely that the managed lanes would be used in both peak and counter-peak directions. Further detailed study will be required to identify which is the preferred alternative.

9.0 Recommended Direction for Phase 2 Study

This section provides a recommended approach for the second phase of this study; the development of robust traffic and revenue forecasts for the current managed lane options.

This review has highlighted a number of areas that improvement is required in order to develop robust traffic and revenue forecasts. These areas focus primarily on the missing observed travel data and the level of validation of the base year model. The following approach is recommended for the next phase of study.

9.1 Approach and Methodology

9.1.1.1 Data Gaps

Origin-Destination Data

The lack of origin-destination data to confirm that the model travel patterns and trip tables reflect reality is the most pressing need. The current configuration of the managed lane options acts as a bypass road along large sections of the corridor and we need to quantify and confirm the level of traffic that could use each section of the managed lanes. Two realistic options given the nature of this study are available at this point in time:

1. Investigate the 2001 Household Travel Survey to see if this can be used as a source of origin-destination information. There are a number of limitations with this approach. First,, the survey does not include trip making from Bartow County which is approximately five miles from the north end of the managed lanes on I-75. Second, the survey is seven years old and it is likely that some significant land use changes have occurred over this period of time.
2. Carry out a license plate matching survey for the key periods of the weekday that the managed lanes are most likely to be used. This would involve capturing license plates on vehicles at four or five key locations along I-75 and I-575 to determine the distribution and length of travel along each of these roads.

The second approach is the preferred option and could also be used to provide information during these periods on vehicle class. While this is the simplest and quickest O-D survey to organize and carryout, we estimate that it will take at least a month from when the survey has been approved to until useful O-D information could be provided. These surveys require day light in order for the number plate to be recognized; it is therefore essential that these survey be carried by mid to late October so that an adequate number of hours in each of the morning and evening peaks can surveyed.

Traffic Count Data

No consistent set of traffic counts have been collected for the key sections of I-75 and I-575. A traffic count collection program will be setup to collect at least a weeks worth of traffic volumes information collecting travel speed, vehicle class by hour of the day. We will estimate that between five and ten count locations will need to be surveyed. Ideally these surveys will be carried out at the same time as O-D survey.

9.1.1.2 Traffic Model Development

Base Year Model Calibration

An intensive model calibration exercise will need to be carried out to improve the base year model and ensure that it reflects current travel patterns well. We will propose that a sub-area model be extracted from the ARC model for the region containing I-75 and I-575. This sub-area model will then be calibrated to match existing travel conditions focusing resources on improving the modeling in this corridor only. At this stage, a revised set of speed flow curves would be developed to represent operating speeds specific to traffic flow in this corridor.

The sub-area model structure will be maintained for future years with car traffic grown in relation to changes in location and external land uses and truck volumes by regional growth factors.

Willingness to Pay and Toll Choice Model Development

A review of the existing SP surveys suggests that two of the surveys have been carried out well and are suitable to base further analysis on. Ideally, we will obtain the RSG survey data and estimate the a distribution of values of time which we believe would be more appropriate for use in the managed lane setting.

The existing toll choice (managed lane) module within the ARC model is also suitable for additional analysis. There will be a minimum amount of work involved in updating this module to reflect the new distribution of values of time.

Land Use Review

We will carry out a detailed review of land use growth for critical zones in the corridor and also land use projections for the region as a whole to ensure they are suitable for traffic and revenue forecasting.

9.1.1.3 Traffic and Revenue Cases

Development of Traffic and Revenue Cases

Once model development is complete, sensitivity testing will be carried out to ensure that the model produces credible responses to changes to key model inputs. At this stage, traffic cases will be developed for each of the scenarios and sensibility checks carried out to ensure that:

- Opening year traffic volumes are credible based on corridor capture rates, travel speeds on the managed lanes and general purpose lanes and toll price levels seem sensible;
- Grow rates are inline with corridor growth and any increase in corridor capture rates;
- Capacity and minimum service levels are not exceeded.

Traffic and Revenue Report

A traffic report will be prepared to that clearly documents all background material, assumptions, methodology, sensitivity, sensibility checks, and traffic and revenue out comes.

9.2 Estimated Program for the Second Phase of Study

We envisage that this second phase of study could be completed over a three month time frame.

Month 1

- Organize and conduct travel surveys and process collected traffic data
- Begin model calibration process and extract sub-area model
- Setup travel demand forecasting process
- Estimate a distribution of values of time from the SP surveys
- Modify the toll choice/managed lane module to updated the toll diversion curves

Month 2

- Calibrate base year model
- Produce model validation report
- Test model sensitivity to changes in key inputs

Month 3

- Develop traffic and revenue cases
- Carry out sensibility checks on traffic cases
- Prepare traffic report and scenario testing

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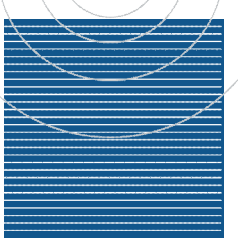
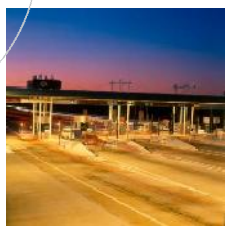
PHASE II REPORT

AECOM ENTERPRISES

Atlanta Northwest Corridor Managed Lanes Report

Georgia Transportation Partners

January 2009

Atlanta Northwest Corridor

Managed Lanes Report

Prepared for

Georgia Transportation Partners

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Quality Information

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Executive Summary

AECOM have been engaged by Georgia Transportation Partners (GTP) to produce feasibility-level traffic and revenue forecasts for proposed managed lane scenarios on the I-75/I-575 Northwest Corridor of Atlanta, Georgia. The primary outputs of this study are feasibility-level estimates of the forecasted traffic and revenue that will be generated by tolled managed lanes in this corridor.

Two managed lanes concepts have been analysed; a “Reversible” configuration, in which the additional managed lanes would provide travel in the southbound direction in the morning and in the northbound direction in the evening, and a “Conversion” configuration where, in each direction, one existing lane would be converted to a managed lane in addition to the construction of one new managed lane which would carry traffic in both directions throughout the day.

Managed lanes are lanes set alongside a freeway for the purpose of offering a guaranteed faster journey, generally for high occupancy vehicles or for travellers willing to pay a toll. In the case of the scenarios assessed for the I-75/I-575 corridor, the toll is variable and it is aimed at ensuring that the traffic using the managed lanes will move at a speed no lower than 45mph. In these scenarios, travellers face a choice: either use the free general purpose lanes and face congestion, or pay a toll and move at, or near, free-flow speed. In each scenario toll prices for using the managed lanes have been set to firstly ensure that minimum travel speeds on the managed lanes exceed 45 mph and secondly to maximize revenue generated from using the managed lanes.

Revenues can vary greatly depending on the level of tolls charged, the level of underlying travel demand in the corridor, managed lane configurations and wider network upgrades. A number of scenarios and sensitivities have been investigated where key revenue sensitive assumptions such as value of time, demographic outline, accessibility, have been varied to understand the potential range of variation of the traffic in the managed lanes and the revenue that they generate.

Traffic and revenue forecasts have been prepared based on an optimum tolling scenario, i.e., that achieves revenue maximization and guarantees a minimum speed of 45mph in any section of the managed lanes. The forecasts are based on modelling undertaken starting from the base year (2008) and for two forecast years; 2015 and 2030. Forecasts for intermediate years were interpolated and for years beyond 2030 were extrapolated based on long-term growth rates with capacity constraints applied.

Overall revenue-maximizing vehicle miles travelled (VMT) and revenues (in 2008 $) on the managed lanes for the base case in two scenarios, with demographic variables as in the ARC model for the Reversible configuration and a more conservative demographic case in 2030 for the Conversion configuration are summarized:

Table E1 Summary of model results for base case scenarios

	VMT (miles)		Revenues (2008 $)		Toll (2008 cents/mile)	
Case	Conversion	Reversible	Conversion	Reversible	Conversion	Reversible
2015 AM	117,432	86,587	37,445	34,364	40/5 (SB/NB)	40
2015 PM	126,521	92,769	43,261	37,108	10/40 (SB/NB)	40
2030 AM	194,672	126,886	122,055	88,820	80/10 (SB/NB)	70
2030 PM	206,602	132,107	106,383	79,264	20/70 (SB/NB)	60

1.0 Introduction

1.1 Purpose

1.1.1 AECOM have been engaged by Georgia Transportation Partners (GTP) to review the information and analysis prepared to date and to provide traffic and revenue advice for new alignments and options in the North West Corridor in Atlanta, Georgia.

1.1.2 Phase I[1] of the project provided a review of existing travel information, models and methodologies, in particular:

- provide a high level overview of likely demand in relation to the newly defined proposed managed lanes and draw broad conclusions on patronage at different times of the day;
- review the existing ARC travel model and identify how well it performs in relation to reflecting current travel patterns in this corridor; and
- provide direction and recommendations for the next phase of the project; provision of traffic and revenue forecast for the newly defined managed lanes in this corridor.

In the remainder of this report we will refer to that study simply as “Phase I”.

1.1.3 The present study (Phase II) begins from the recommendations drawn at the end of Phase I and produces feasibility-level forecasts for a number of scenarios where managed lanes are implemented on I-75 and I-575.

1.2 Project and its Context

1.2.1 Interstate 75 (also designated as State Route 401) is the major highway crossing the State of Georgia, providing a connection with the State of Tennessee to the north and the State of Florida to the south. Interstate 575 (also designated as State Route 5) originated as a suburban spur highway, opened for traffic in 1980[2].

1.2.2 Figure 1 shows a map of the Greater Atlanta Region. The area inside the rectangle contains the study area which is schematically shown in an enlargement in Figure 2. The legend in Figure 2 shows the extent of the proposed managed lanes project.

[1] *Atlanta Northwest Corridor managed Lanes Review Report*, submitted to Georgia Transportation Partners, September 2008.

[2] Source: http://www.interstate-guide.com/.

Figure 1 The Greater Atlanta region and the study area (in the rectangle)

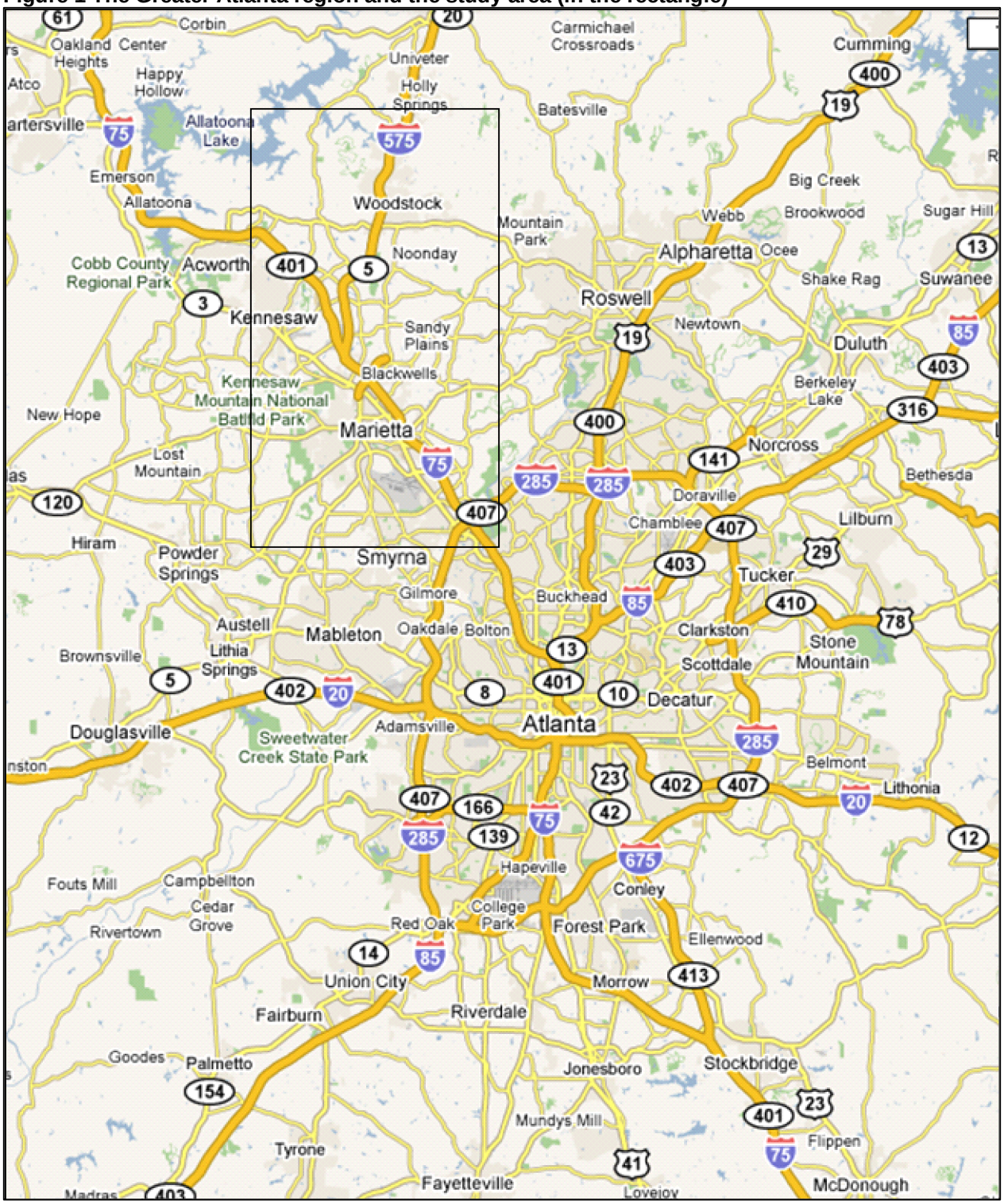
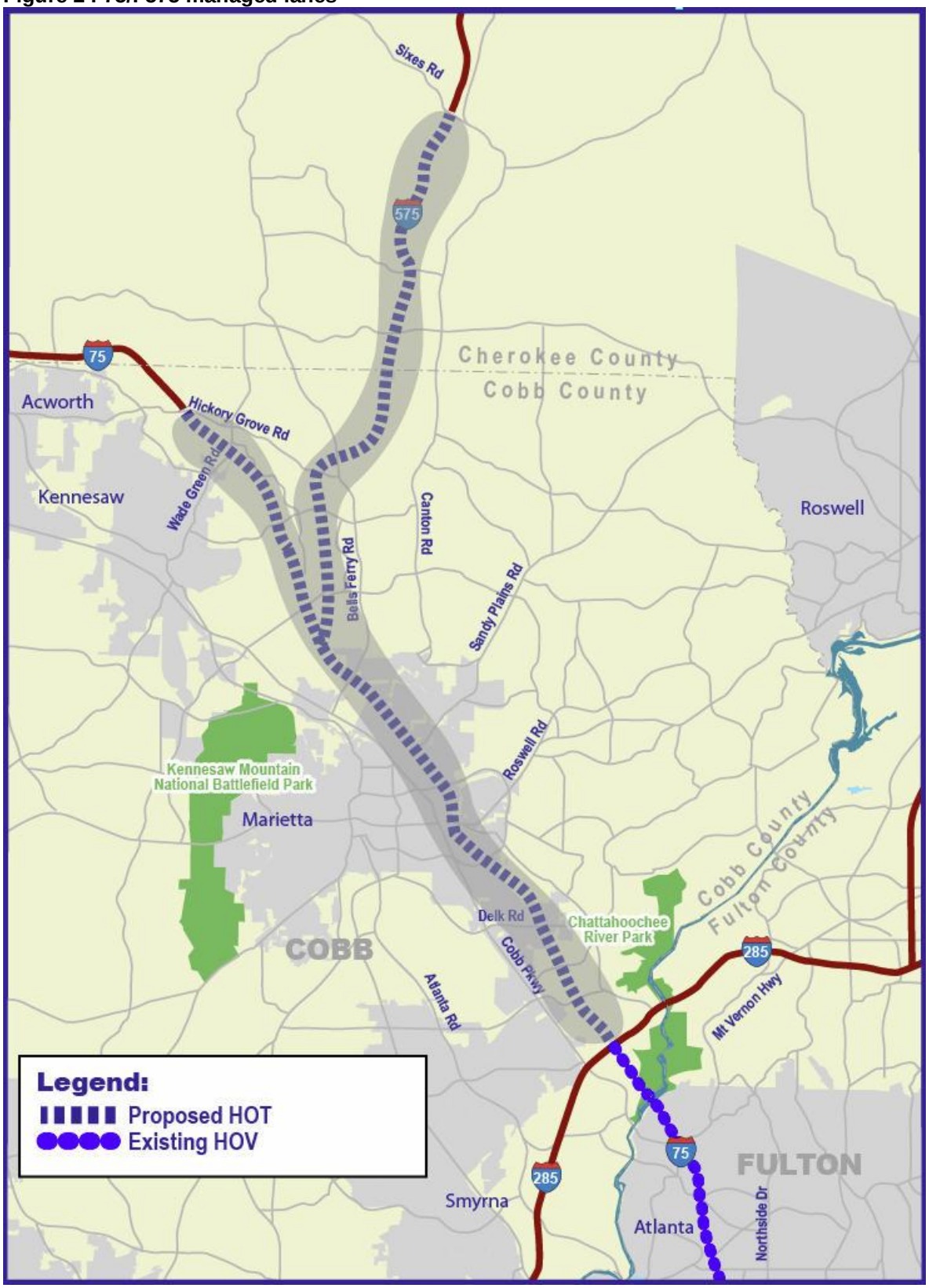


Figure 2 I-75/I-575 managed lanes



Source: Georgia Transportation Partners (GTP), **http://www.georgiatransportationpartners.com/**

1.3 Managed Lane Configuration

1.3.1 Several managed lane configurations have already been explored. The alignment, connections and lane configurations under assessment are shown in **Figure 3** and **Figure 4.** These include:

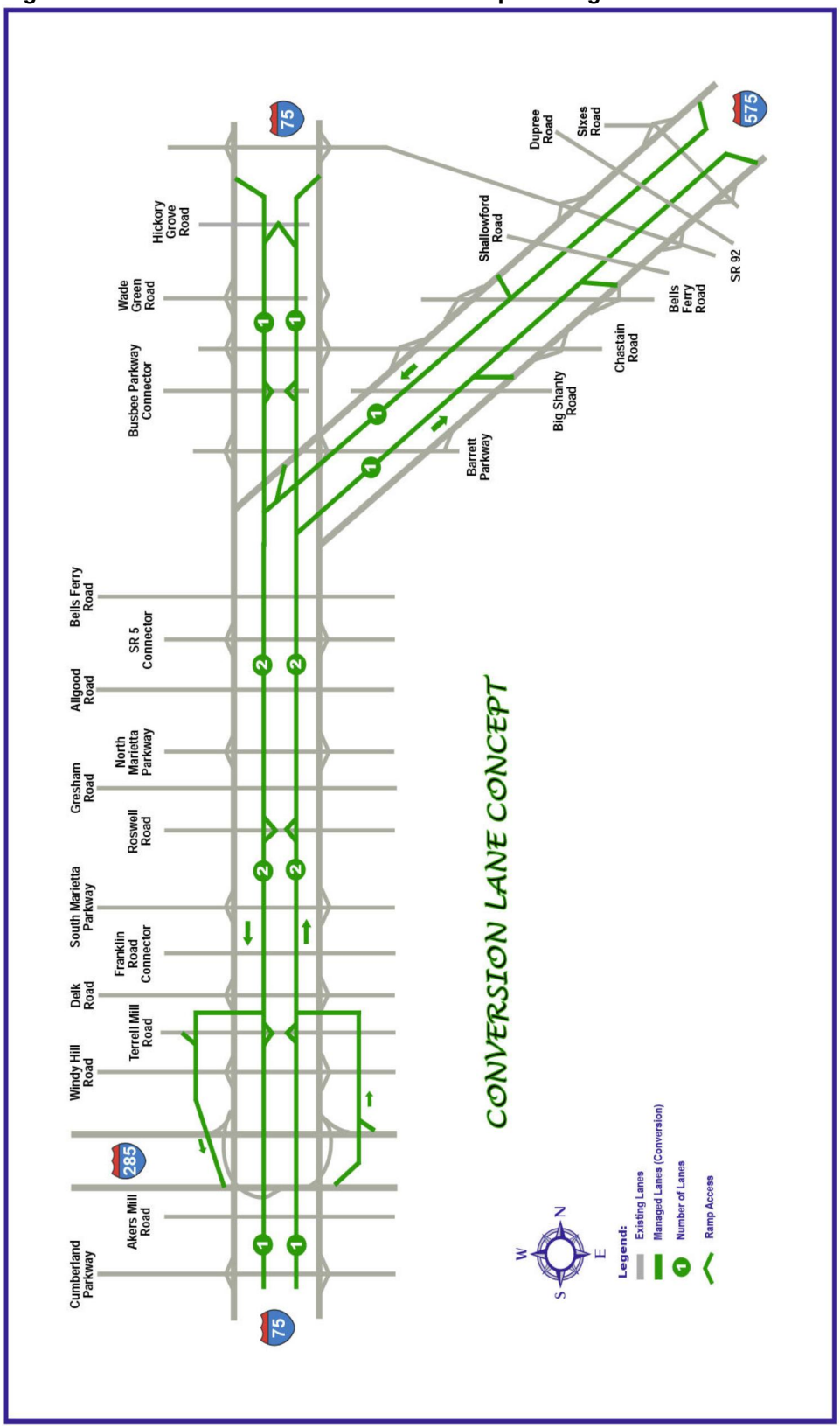
- **Conversion concept:** A program of (1) the addition of one managed lane and conversion of one general purpose lane to a managed lane on I-75 in each direction south of the I-75/575 split, (2) the addition of one managed lane on I-75/575 north of the split; and
- **Reversible concept:** The addition of one reversible lane on both I-75 and I-575 north of the split. This would combine with two reversible lanes along I-75 south of the split. Reversible lanes would be closed for one hour between the peak periods for the purpose of reversing the direction of travel.

1.3.2 Georgia Transportation Partners envisages a 45 to 52 month construction time table (depending on the configuration of the managed lanes) that would begin in May 2010. In order to avoid forecasting for partial years at this feasibility stage, AECOM has assumed that all sections would open together (i.e., no staged opening) on January 1, 2014 (Reversible Concept) or on January 1, 2015 (Conversion Concept).

1.3.3 Base case scenarios assume that the managed lanes would operate as Express Toll Lanes (ETL) with all users (except scheduled express buses) paying a toll. Small trucks would be allowed to use the managed lanes given that pickup trucks and small goods vehicles would be accepted (vehicles with less than four axles) and larger trucks would be excluded. Sensitivity cases assuming free access for HOV3+ and HOV 4+ vehicles have also been developed.

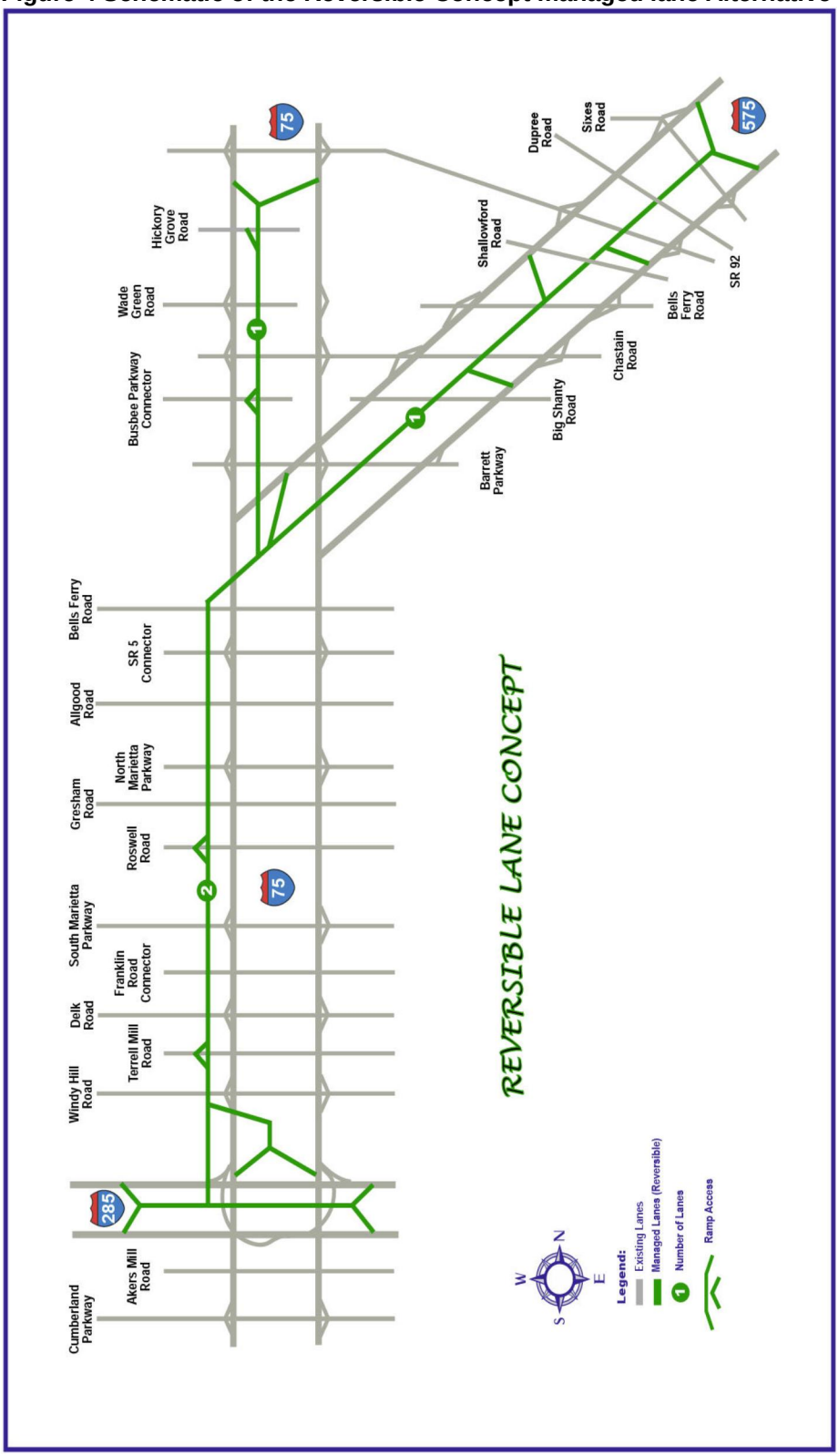
1.3.4 The posted speed limit would be 65mph on the managed lanes with a desired minimum speed of 45mph. An open road electronic tolling system would be instituted with vehicles flagged as they enter and exit the toll lanes and a per mile toll applied to their toll lane usage. Any reversible lane concepts would operate in a single direction throughout the system (i.e., no split direction operation for individual segments). A “flushing” period would be required between peak periods when the direction of travel of travel on the managed lanes would be switched.

Figure 3 Schematic of the Conversion Concept managed lane Alternative



Source: GTP

Figure 4 Schematic of the Reversible Concept managed lane Alternative



Source: GTP

2.0 Data collection

2.1 Traffic Counts Collection

2.1.1 On behalf of GTP, AECOM engaged GRAM Traffic Counting Inc. to perform hourly traffic counts on three mainlines on I-75/I-575 and 5 ramps connecting I-75 and I-285 starting Wednesday October 15th and concluding on Tuesday October 21st (inclusive). The locations chosen for the counts were

- I-75 mainline between N Marietta Pkwy and S Marietta Pkwy
- I-75 mainline at E Barrett Pkwy between ramps
- I-575 mainline between Bells Ferry Rd and SR 92
- I-75 ramp SB to I-285 EB (two separate ramp lanes)
- I-75 ramp SB to I-285 WB
- I-285 ramp EB to I-75 NB
- I-285 ramp WB to I-75 NB

2.1.2 GRAM performed the counts using pneumatic tubes secured to the roadway. The only reported disruption to the count collection was due to heavy rain on Friday, October 17 which contributed to the dislocation of tubes in the northbound direction at some locations. Because of the heavy Friday traffic, the relocation of the tubes could not be performed until late that evening.

2.2 Comparison with Existing Traffic Counts

2.2.1 GDOT has supplied AECOM with a set of traffic counts from selected sites across the I-75/I-575 study area from their permanent in-pavement counting stations, at the locations

- 067-0774 – I-575 between I-75 and SR-5 Connector
- 067-0781 – I-575 0.8 miles south of SR-92
- 067-2738A/B – I-75 between Windy Hill Road and Delk Road

2.2.2 Traffic count data at each of these locations has been provided for the same period (Wednesday October 15th until Tuesday October 21st) as the tube counts. In the case of these permanent in-pavement counters, inductive loops have been used for data collection purposes – an alternative data collection technology to tube counters.

2.2.3 Traffic counts data collected by different methods/technologies are affected by different types of collection errors specific to each technology. A review of the technologies and their source of errors can be found in the references in the footnotes below[3,4,5,6]. While tube counts can potentially underestimate the traffic flow, contrarily, inductance loop detectors can overestimate the same traffic flow during congested conditions.

2.2.4 Both sets of traffic counts have been performed on the same period and in one instance in a very close location monitoring the same segment (on I-575, between Bells Ferry Road and SR 92). It has therefore been possible to compare these two counts at this location, reconstruct the most accurate daily profile, and determine possible correction factors to be applied to other mainline counts at locations where only one set of counts is available.

---

[3] P.T. Martin, Y. Feng & X. Wang, *Detector Technology Evaluation*, University of Utah Traffic Lab (2003), available at http://www.mountain-plains.org/pubs/pdf/MPC03-154.pdf.

[4] S.-Y. Cheung & P. Varaija, *Traffic Surveillance by Wireless Sensor Networks: Final Report*, California PATH Research Report, UCB-ITS-PRR-2007-4 (2007).

[5] *Traffic Detector Handbook: Third Edition*—Volume I, available at http://www.tfhrc.gov/its/pubs/06108/03.htm.

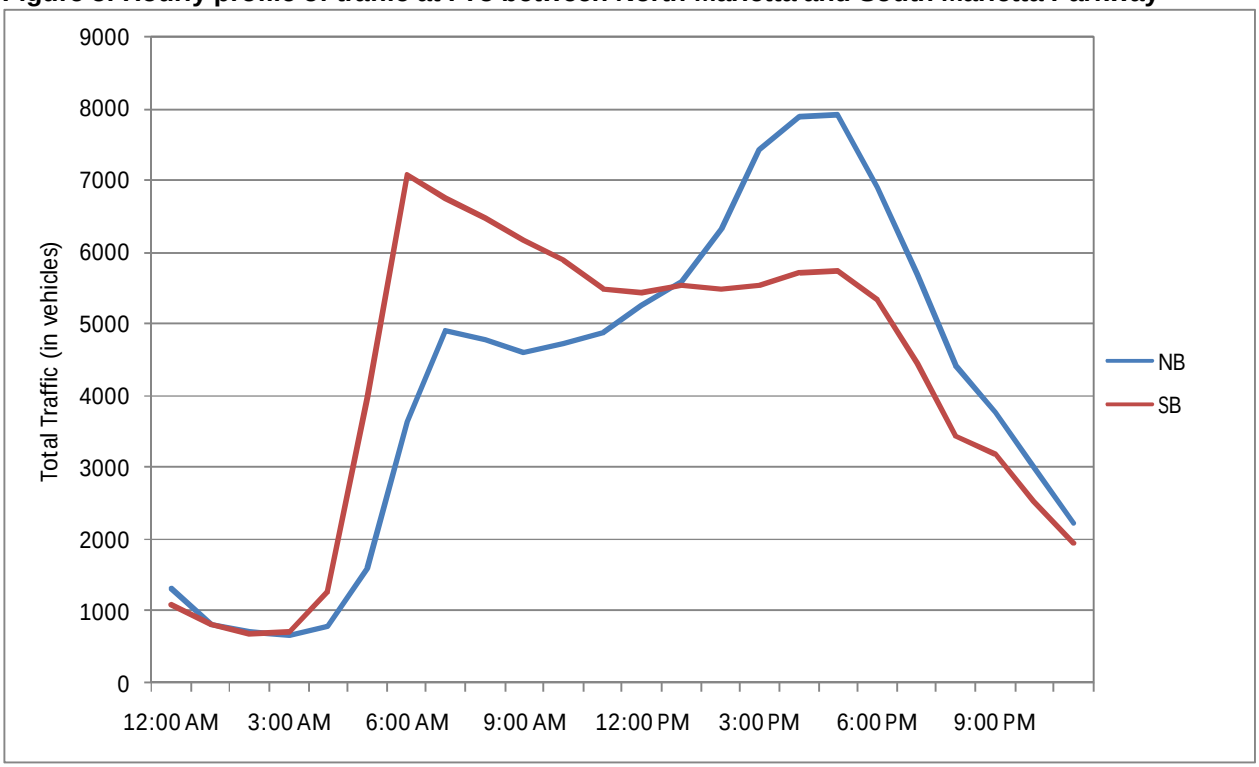
[6] GDOT Traffic Data pages, http://www.dot.state.ga.us/statistics/TrafficData/Pages/TrafficFactors.aspx.

2.3 Hourly Profiles

2.3.1 The hourly profiles of traffic in the corridor are represented in the subsequent figures, for both directions of travel, at the locations

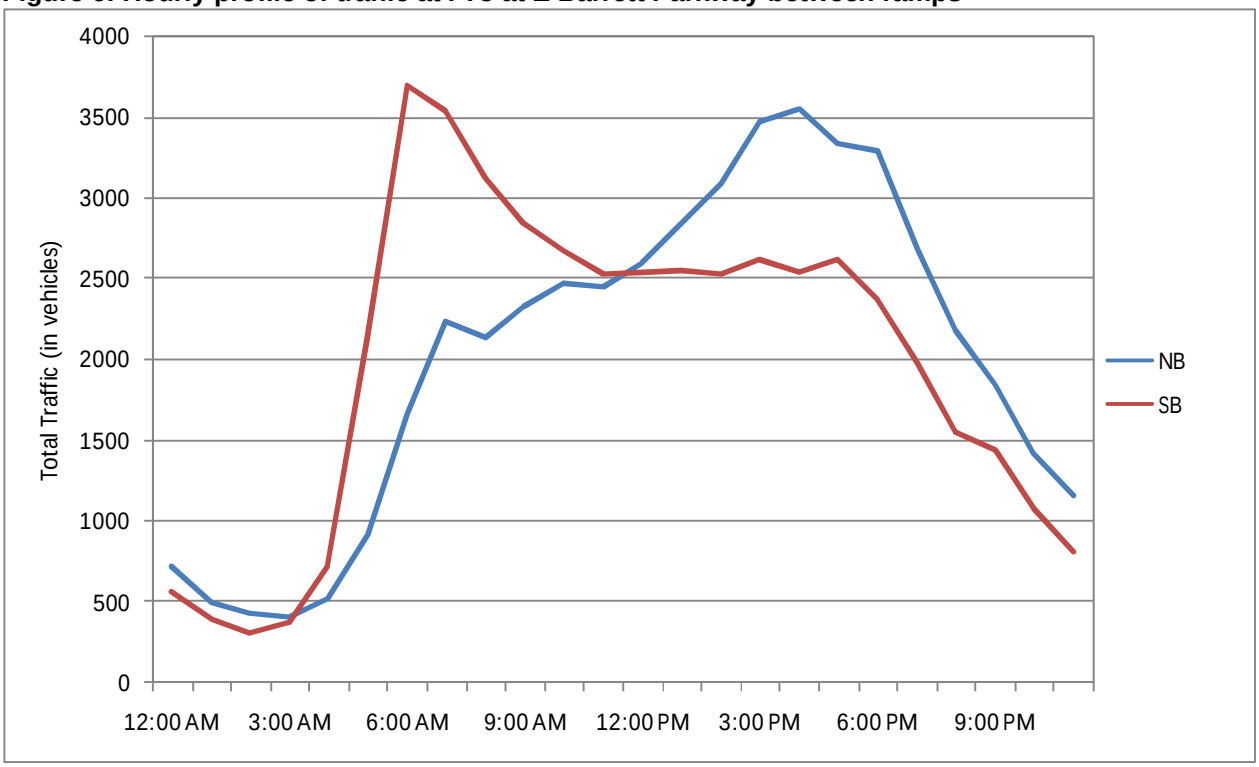
- I-75 mainline between N Marietta Pkwy and S Marietta Pkwy (**Figure 5**)
- I-75 mainline at E Barrett Pkwy between ramps (**Figure 6**)
- I-575 mainline between Bells Ferry Rd and SR 92 (**Figure 7**)

Figure 5: Hourly profile of traffic at I-75 between North Marietta and South Marietta Parkway



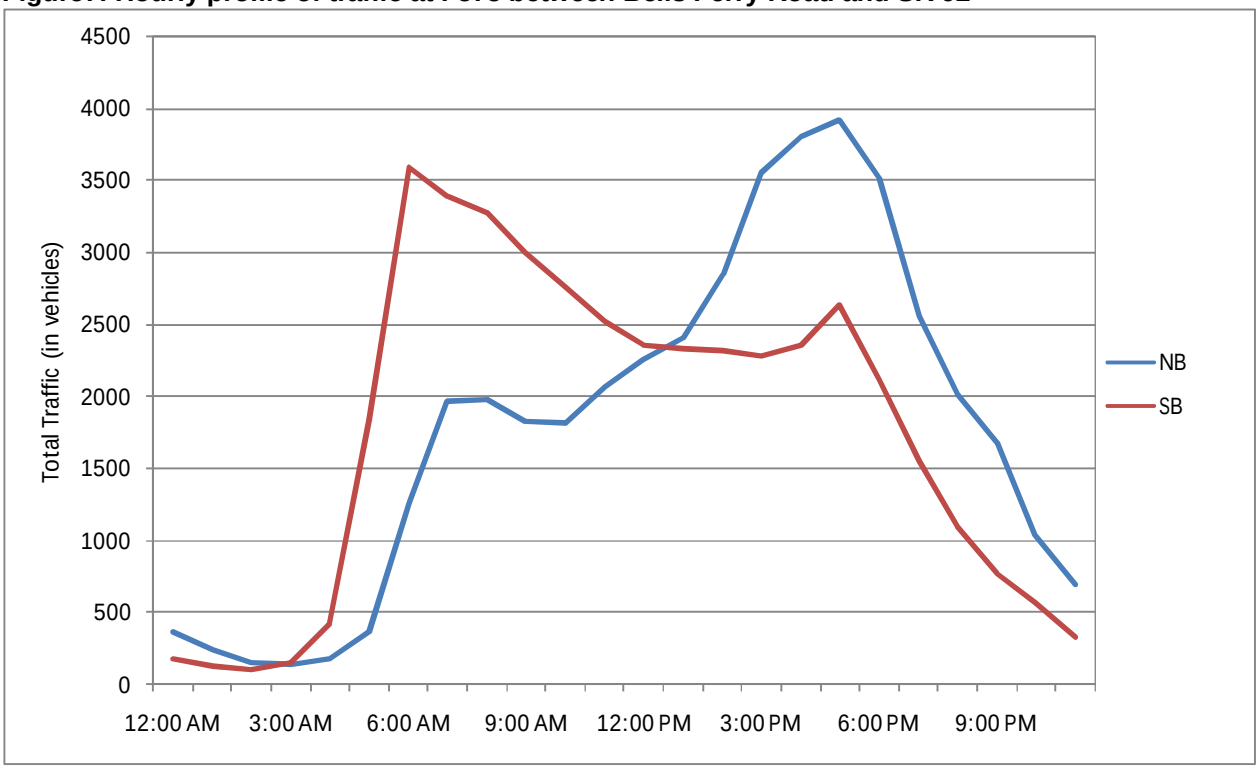
Source: GRAM Traffic Counts

Figure 6: Hourly profile of traffic at I-75 at E Barrett Parkway between ramps



Source: GRAM Traffic Counts

Figure7: Hourly profile of traffic at I-575 between Bells Ferry Road and SR 92



Source: GRAM Traffic Counts

2.3.2 The total traffic in the AM (6am – 10am) period and the PM (3pm – 7pm) period from the traffic counts is summarized in the Tables below, by category. The "Light" category of traffic comprises the FHWA classes 1-3; the "Medium" category the FHWA classes 4-7 and the "Heavy" category the FHWA classes 8-13.

Table 1: Total Traffic of Light Vehicles (FHWA classes 1-3; in vehicles)

Direction	Northbound		Southbound	
Period	AM	PM	AM	PM
I-75 at E. Barrett Parkway	6,856	11,266	11,317	8,182
I-75 btw N Marietta & S Marietta	15,538	27,702	24,331	19,662
I-575 btw Bells Ferry & SR 92	6,267	14,205	12,518	8,799

Source: GRAM Traffic Counts

Table 2: Total Traffic of Medium Vehicles (FHWA classes 4-7; in vehicles)

Direction	Northbound		Southbound	
Period	AM	PM	AM	PM
I-75 at E. Barrett Parkway	14	249	479	554
I-75 btw N Marietta & S Marietta	922	761	812	1,063
I-575 btw Bells Ferry & SR 92	473	413	482	368

Source: GRAM Traffic Counts

Table 3: Total Traffic of Heavy Vehicles (FHWA classes 8-13; in vehicles)

Direction	Northbound		Southbound	
Period	AM	PM	AM	PM
I-75 at E. Barrett Parkway	1,482	2,113	1,394	1,411
I-75 btw N Marietta & S Marietta	1,522	1,685	1,346	1,618
I-575 btw Bells Ferry & SR 92	297	179	250	215

Source: GRAM Traffic Counts

Table 4: Total Traffic of All Vehicles (in vehicles)

Direction	Northbound		Southbound	
Period	AM	PM	AM	PM
I-75 at E. Barrett Parkway	8,352	13,628	13,190	10,147
I-75 btw N Marietta & S Marietta	17,982	30,148	26,489	22,343
I-575 btw Bells Ferry & SR 92	7,037	14,797	13,250	9,382

Source: GRAM Traffic Counts

2.3.3 The screenlines used for validation in the model calibration are generally different than the traffic mainlines shown in the **Tables 1-4** (only the I-575 location is used as an actual screenline in the model calibration).

2.3.4 In order to reproduce traffic volumes elsewhere in the corridor, traffic counts at the locations above have been supplemented with ramp counts from the Radial Freeway Study, as described in the Phase I report. Traffic volumes at selected screenline locations for model calibration are shown in **Table 5** below.

Table 5: Total Traffic of All Vehicles at selected Screenlines (in vehicles)

Direction	AM Period		PM Period	
Period	SB	NB	SB	NB
I-75 between Cherokee & Wade Green Rd	11,400	6,958	7,649	11,358
I-575 between SR 92 & Bells Ferry Rd	13,250	7,037	9,382	14,797
I-75 south of I-575	30,369	17,872	23,211	31,134
I-75 between Delk Rd & Windy Hill Rd	44,579	24,112	30,414	44,496

Source: GRAM and GDOT Traffic Counts

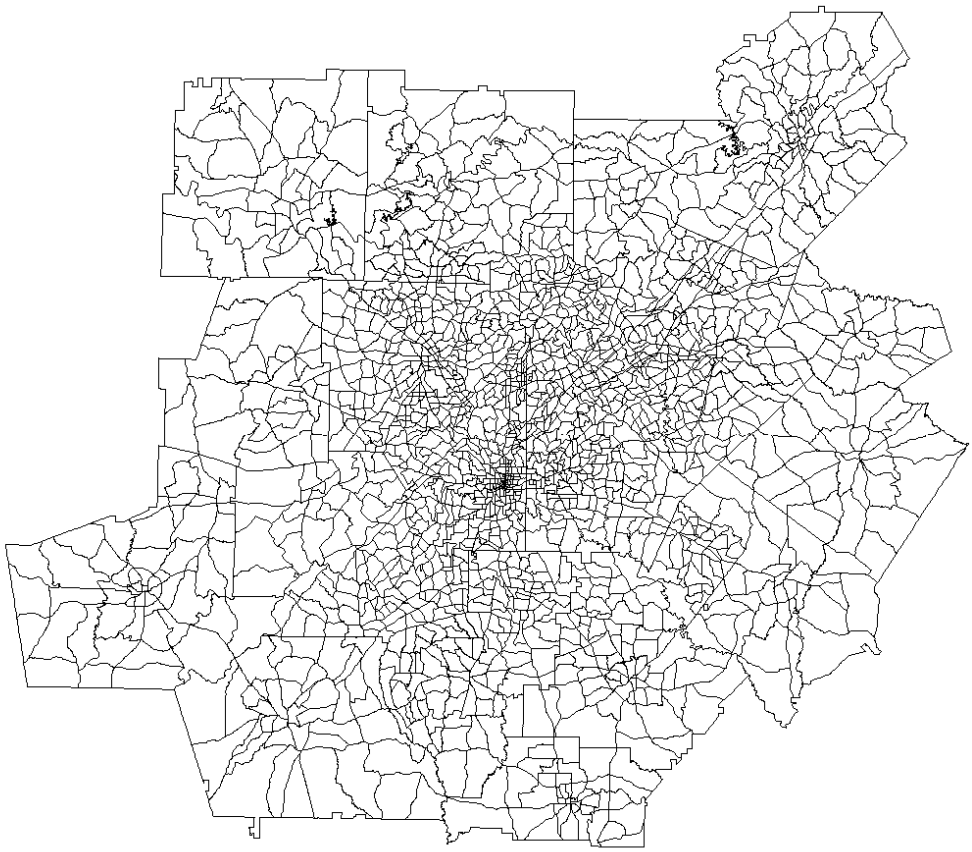
3.0 Model Calibration

3.1.1 Model calibration has been carried out in order to more closely match observed travel patterns in the study area. Model calibration exercises have been carried out for both the AM and PM peak models with a focus on closely matching vehicle flows at key locations in the network and travel times and highway speeds.

3.2 ARC Model

3.2.1 Figure 8 shows the extent of the zone system on the Atlanta Regional Commission (ARC) model, and Figure 9 shows the corresponding road network. The ARC model comprises the 20 counties in the greater metropolitan area of Atlanta.

Figure 8: ARC model Zone System



Source: ARC Model

3.2.2 The ARC model[7] comprises 2118 zones (2027 internal zones + 91 external zones) spanning 20 counties, whose purpose is to describe travel movements in the greater Atlanta region. In comparison, the area comprising those portions of I-75 and I-575 that are the subject of this study is a much smaller portion of the entire zone system, spanning only from areas northwest of Atlanta southward to the intersection with I-285.

Figure 9: ARC model Road Network

Source: ARC Model

3.3 Sub-Area Model Extraction

3.3.1 In order to shorten computation time, improve the computational efficiency of each model run and reduce the size of the model that needs to be calibrated, it is possible to extract a sub-area model including the region that is most relevant to traffic flow in the study area.

3.3.2 As explained in the Phase I report, updating speed/flow curves in the entire ARC travel model would be a significant task as the speed/flow curves are integral to nearly every aspect of the ARC model, including trip generation, distribution and assignment. As recommended in Phase

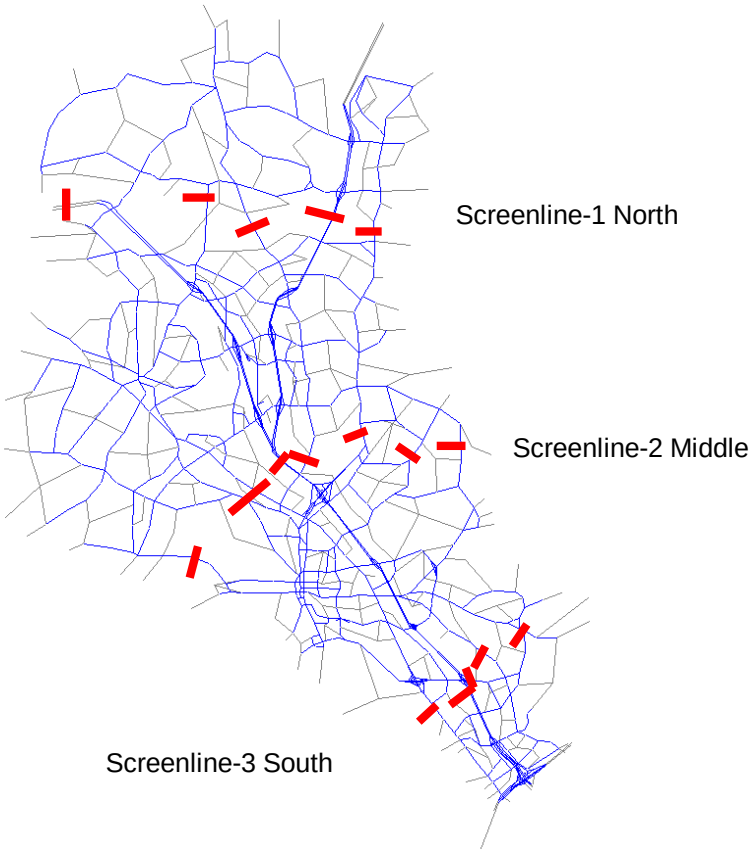
[7] ARC Model Documentation and User Guide.

I, we have limited the model calibration exercise, including updating the speed/flow curves, to the sub-area model.

3.3.3 In order to allow traffic to divert away from I-75 and I-575 when toll costs are applied to travellers, it is necessary to include viable alternative roadways in the sub-area model. There are no interstate standard highways that provide alternative travel routes in this corridor. However there are alternate routes on arterial standard roadways. In order to minimize this risk, the boundaries of the sub-area zone system are chosen to include the most important alternative roads nearest to I-75/I-575 (e.g., Cobb Parkway, Bells Ferry Road).

3.3.4 The extracted sub-area model is composed of 116 internal zones (i.e. zones originally part of the ARC zone system) and 55 external zones, for a total of 171 zones. The 55 external zones are created to represent origin and/or destination points for traffic that enters and exits the study area. A picture of the network that describes travel within the sub-area zone is shown in Figure 10.

Figure 10: Portion of the road network (sub-area) with screenlines



3.4 Matrix Adjustment

3.4.1 The process of Model Calibration involves matching the model output with data collected on the ground. This is performed by making matrix adjustments including using matrix estimation (ME) procedures.

3.4.2 Matrix adjustments have been made to the sub-area trip matrices to better represent the observed traffic flows and vehicle class composition using both the freeway and arterial standard roads included in the sub-area model. Adjustments have been made in two ways:

- Adjustments to trip matrices for travel using I-75 and I-575 (through the use of select link analysis) to broadly match observed travel on these interstates and also the proportion of each vehicle class using these roads; and
- ME using the CUBE Analysis transport modelling program to “fine tune” the vehicle flows on the I-75 and I-575 mainlines and entry/exit ramps.

3.4.3 ME uses as inputs a trip matrix (with origins from the ARC model), a set of highway network route paths and traffic counts organized by screenlines - each assigned a specified confidence level which reflects the perceived accuracy of the inputs (e.g., counts have higher confidence than the trips produced by the ARC model).

3.4.4 ME uses a likelihood estimation procedure to produce a new trip matrix which, when reassigned to the network, produces flows that best match the input screenline information with the highest confidence level.

3.4.5 Three screenlines were specified within the sub-area zone network and the modelled traffic flow moving in both directions was compared to the traffic count data that has been collected. The segments of I-75 and I-575 included in these screenlines have traffic volume as reported in **Table 5** in the previous section.

3.4.6 As discussed in the previous section, the screenlines do not necessarily cut the sub-area network at locations where traffic counts have been undertaken. While the selection of tube count locations takes into consideration roadside availability and safety measures, the choice of screenline locations for validation purposes takes into consideration the availability of the highest number of supplementary traffic counts on the arterial and sub-arterial road network (from GDOT database, for example).

3.4.7 Model calibration at screenlines ensures that all traffic moving in one direction across the screenline is accounted while model calibration at the individual link level ensures that traffic in critical links (I-75/I-575 corridor links) is accounted for.

3.4.8 Screenline 1 intersects I-75 between Cherokee Road and Wade Green Road, and I-575 between SR 92 (Alabama Road) and Bells Ferry Road. Screenline 2 intersects I-75 between I-575 and Canton Road. Screenline 3 intersects I-75 between Delk Road and Windy Hill Road.

3.4.9 The screenlines cut across the network at segments along I-75 and I-575 for which counts were not specifically collected. To derive traffic flows for those locations, the traffic count information collected is used in combination with the I-75 and I-575 ramp volumes provided by GDOT that have been collected as part of the Radial Freeways Study (see Phase I report). The quality of the reconstructed or estimated counts on these segments can then be checked against auxiliary traffic information available from other counts performed by GDOT and made available to AECOM.

3.4.10 These counts were used to derive a profile of traffic along the I-75/I-575 corridor, which then has to be matched in the model calibration. In the following tables we show the output of the ARC model at selected screenlines, matched against derived counts, before and after the Matrix Estimation process.

3.4.11 **Tables 6** and **7** show the discrepancy between the output of the ARC model before any matrix improvement adjustments have been made. The goal of this part of the model calibration procedure is to more closely match traffic at these screenlines, as well as in the I-75/I-575 links (highlighted in yellow) and reduce the discrepancy between model estimates and traffic counts to below 10%.

Table 6 AM Period Screenlines before ME

	Southbound			Northbound		
Screenline Summary Report - AM Peak Period	Obs	Mod	%Diff	Obs	Mod	%Diff
Screenline 1 - Northern						
I-75 between Cherokee & Wade Green Rd	11,400	17,412	53%	6,958	11,279	62%
Wade Green Rd btw SR 92 & Rolling Green	2,736	3,341	22%	1,368	1,426	4%
Bells Ferry Rd between Ashley Pl & Mosby Dr	4,245	4,386	3%	2,122	1,729	-19%
I-575 between SR 92 & Bells Ferry Rd	13,250	13,021	-2%	7,037	8,423	20%
Canton Rd	5,125	5,567	9%	2,953	2,173	-26%
Screenline Total	**36,756**	**43,727**	**19%**	**20,438**	**25,030**	**22%**
Screenline 2 - Central						
Polk Street	1,220	1,737	42%	1,220	544	-55%
Old US 41/SR 293	4,300	3,261	-24%	2,053	564	-73%
US 41	6,350	5,399	-15%	3,031	1,805	-40%
I-75 south of I-575	30,369	34,732	14%	17,872	23,461	31%
Bells Ferry Rd	4,068	2,218	-45%	1,942	843	-57%
Canton Rd	7,274	6,416	-12%	3,472	2,478	-29%
Sandy Plains Rd	4,868	5,146	6%	2,843	2,865	1%
Piedmont Rd	4,482	4,418	-1%	2,618	1,232	-53%
Screenline Total	**62,932**	**63,326**	**1%**	**35,051**	**33,794**	**-4%**
Screenline 3 - Southern						
US 41 - Cobb Pkwy	8,075	4,588	-43%	4,037	1,965	-51%
I-75 between Delk Rd & Windy Hill Rd	44,579	43,356	-3%	24,112	29,763	23%
Delk Rd	5,442	4,671	-14%	4,859	4,697	-3%
Powers Ferry Rd	4,686	2,699	-42%	2,343	943	-60%
Terrell Mill Rd	3,917	4,976	27%	1,958	2,051	5%
Screenline Total	**66,699**	**60,290**	**-10%**	**37,309**	**39,419**	**6%**

Source: GRAM Counts, ARC Model

Table 7 PM Period Screenlines before ME

	Southbound			Northbound		
Screenline Summary Report - AM Peak Period	Obs	Mod	%Diff	Obs	Mod	%Diff
Screenline 1 - Northern						
I-75 between Cherokee & Wade Green Rd	7,649	14,695	92%	11,358	20,534	81%
Wade Green Rd btw SR 92 & Rolling Green	1,368	2,853	109%	2,736	5,161	89%
Bells Ferry Rd between Ashley Pl & Mosby Dr	2,122	3,079	45%	4,245	4,552	7%
I-575 between SR 92 & Bells Ferry Rd	9,382	11,870	27%	14,797	14,788	0%
Canton Rd	3,133	5,006	60%	5,436	8,794	62%
Screenline Total	**23,654**	**37,502**	**59%**	**38,573**	**53,829**	**40%**
Screenline 2 - Central						
Polk Street	1,220	1,117	-8%	1,439	2,337	62%
Old US 41/SR 293	2,053	2,073	1%	4,300	4,001	-7%
US 41	3,031	4,025	33%	6,350	8,342	31%
I-75 south of I-575	23,211	30,700	32%	31,134	38,099	22%
Bells Ferry Rd	1,942	1,814	-7%	4,068	3,487	-14%
Canton Rd	3,472	4,248	22%	7,274	8,060	11%
Sandy Plains Rd	2,843	4,706	66%	4,868	7,266	49%
Piedmont Rd	2,618	3,440	31%	4,482	6,729	50%
Screenline Total	**40,389**	**52,122**	**29%**	**63,916**	**78,321**	**23%**
Screenline 3 - Southern						
US 41 - Cobb Pkwy	4,037	2,907	-28%	8,075	6,331	-22%
I-75 between Delk Rd & Windy Hill Rd	30,414	39,674	30%	44,496	50,338	13%
Delk Rd	4,859	5,734	18%	5,442	7,525	38%
Powers Ferry Rd	2,343	2,064	-12%	4,686	3,159	-33%
Terrell Mill Rd	1,958	4,483	129%	3,917	6,363	62%
Screenline Total	**43,611**	**54,863**	**26%**	**66,617**	**73,716**	**11%**

Source: GRAM Counts, ARC Model

3.4.12 The Matrix Estimation procedure used to achieve a successful model calibration consists in adjusting origin/destination flows in order to match screenline counts, with various degrees of confidence. Flows on links are recalculated using pre-determined paths from the assignment process.

3.4.13 Corridor counts (those on I-75/I-575) are deemed exact, with the highest confidence level, hence the calibration process will try to match them as the highest priority, while giving a lower priority to counts on parallel roads that have not been directly measured and which have a lower confidence level.

3.4.14 **Tables 8** and **9** show the results of the calibration procedure. Screenlines are matched with a maximum 2% discrepancy between counts and model output. Corridor links are matched with a worst-case discrepancy of 6% (see **Table 9**) on one link.

Table 8 AM Period Screenlines after ME

	Southbound			Northbound		
Screenline Summary Report - AM Peak Period	Obs	Mod	%Diff	Obs	Mod	%Diff
Screenline 1 - Northern						
I-75 between Cherokee & Wade Green Rd	11,400	11,310	-1%	6,958	6,997	1%
Wade Green Rd btw SR 92 & Rolling Green	2,736	3,166	16%	1,368	1,571	15%
Bells Ferry Rd between Ashley Pl & Mosby Dr	4,245	4,451	5%	2,122	2,491	17%
I-575 between SR 92 & Bells Ferry Rd	13,250	12,961	-2%	7,037	7,028	0%
Canton Rd	5,125	4,943	-4%	2,953	2,655	-10%
Screenline Total	**36,756**	**36,832**	**0%**	**20,438**	**20,744**	**1%**
Screenline 2 - Central						
Polk Street	1,220	1,893	55%	1,220	879	-28%
Old US 41/SR 293	4,300	4,013	-7%	2,053	1,421	-31%
US 41	6,350	6,934	9%	3,031	3,474	15%
I-75 south of I-575	30,369	30,056	-1%	17,872	18,291	2%
Bells Ferry Rd	4,068	3,239	-20%	1,942	1,773	-9%
Canton Rd	7,274	6,273	-14%	3,472	3,440	-1%
Sandy Plains Rd	4,868	7,570	56%	2,843	3,592	26%
Piedmont Rd	4,482	3,696	-18%	2,618	2,197	-16%
Screenline Total	**62,932**	**63,675**	**1%**	**35,051**	**35,068**	**0%**
Screenline 3 - Southern						
US 41 - Cobb Pkwy	8,075	6,192	-23%	4,037	3,648	-10%
I-75 between Delk Rd & Windy Hill Rd	44,579	43,177	-3%	24,112	23,579	-2%
Delk Rd	5,442	5,728	5%	4,859	5,970	23%
Powers Ferry Rd	4,686	3,135	-33%	2,343	2,308	-2%
Terrell Mill Rd	3,917	6,699	71%	1,958	2,388	22%
Screenline Total	**66,699**	**64,932**	**-3%**	**37,309**	**37,893**	**2%**

Source: GRAM Counts, AECOM

Table 9 PM Period Screenlines after ME

	Southbound			Northbound		
Screenline Summary Report - AM Peak Period	Obs	Mod	%Diff	Obs	Mod	%Diff
Screenline 1 - Northern						
I-75 between Cherokee & Wade Green Rd	7,649	7,682	0%	11,358	11,350	0%
Wade Green Rd btw SR 92 & Rolling Green	1,368	1,805	32%	2,736	3,550	30%
Bells Ferry Rd between Ashley Pl & Mosby Dr	2,122	2,618	23%	4,245	3,939	-7%
I-575 between SR 92 & Bells Ferry Rd	9,382	8,854	-6%	14,797	13,974	-6%
Canton Rd	3,133	3,051	-3%	5,436	6,642	22%
Screenline Total	**23,654**	**24,009**	**2%**	**38,573**	**39,455**	**2%**
Screenline 2 - Central						
Polk Street	1,220	1,106	-9%	1,439	1,957	36%
Old US 41/SR 293	2,053	2,071	1%	4,300	4,095	-5%
US 41	3,031	3,775	25%	6,350	7,320	15%
I-75 south of I-575	23,211	21,864	-6%	31,134	30,326	-3%
Bells Ferry Rd	1,942	1,793	-8%	4,068	3,144	-23%
Canton Rd	3,472	3,829	10%	7,274	6,639	-9%
Sandy Plains Rd	2,843	5,217	83%	4,868	7,591	56%
Piedmont Rd	2,618	2,257	-14%	4,482	3,730	-17%
Screenline Total	**40,389**	**41,911**	**4%**	**63,916**	**64,802**	**1%**
Screenline 3 - Southern						
US 41 - Cobb Pkwy	4,037	2,827	-30%	8,075	6,210	-23%
I-75 between Delk Rd & Windy Hill Rd	30,414	32,225	6%	44,496	43,902	-1%
Delk Rd	4,859	6,139	26%	5,442	6,771	24%
Powers Ferry Rd	2,343	2,371	1%	4,686	3,262	-30%
Terrell Mill Rd	1,958	3,796	94%	3,917	6,494	66%
Screenline Total	**43,611**	**47,357**	**9%**	**66,617**	**66,639**	**0%**

Source: GRAM Counts, AECOM

3.5 Travel Times

3.5.1 The Phase I review found that travel times in the ARC model significantly overestimated travel times through the corridor, a consequence of the use of a speed-flow curve that underestimated highway speed at low to medium traffic flow levels.

3.5.2 A new set of travel times have been recalculated after model calibration using a sub-area model trip assignment process incorporating modified speed-flow curves (discussed in **Section 4.3**). The comparison between the ARC Model, the "Calibrated" sub-area network and the observed ranges of travel times and speeds is shown in **Table 10** below for a route on I-75 between I-285 and Wade Green Road.

3.5.3 The "Observed" travel times and speeds for the base case are collected from a number of observations, available and updated mapping software, as well as AECOM's own on-site visit to the study area.

Table 10: Observed and modelled travel times on I-75 between I-285 and Wade Green Road

Period/Direction	Distance (mi)	Travel Time (minutes)			Average Speed (mph)		
		ARC	Calibrated	Observed	ARC	Calibrated	Observed
AM Northbound	14.0	20	12.80	12.4 - 13.5	42.0	65.6	65.0
AM Southbound	14.6	34	19.12	13.3 - 29.0	25.8	45.8	45.0
PM Northbound	14.0	42	18.49	14.0 - 24.3	20.0	45.4	43.0
PM Southbound	14.6	24	13.30	12.8 - 13.5	36.5	65.9	66.7

Source: GRTA Travel Times, ARC Model and AECOM on-site visit.

3.5.4 The calibrated travel demand and assignment with updated speed-flow curves greatly improved the match between observed and modelled travel times.

4.0 Traffic Modelling Methodology

4.1.1 As explained in the previous Chapter, a sub-area model has been extracted from the twenty county ARC model (see network in **Figure 11**) that is composed of 116 internal zones (i.e., zones originally part of the ARC zone system) and 55 external zones, for a total of 171 zones. The 55 external zones are created to represent origin and/or destination points for traffic that enters and exits the study area.

Figure 11: Sub-area network.

4.2 Value of Time

4.2.1 A detailed review of the results of the Resource System Group (RSG) study can be found in the Phase I Report. As a follow-up to our recommendations, AECOM obtained the dataset used by RSG in their analysis to further our understanding of time-cost tradeoffs of users in the corridor.

4.2.2 In AECOM's judgment, the average value of time (VOT) derived from the RSG study ($7.51/hour with multinomial analysis and $8.49/hour with mixed logit analysis, for trips of all type, in 2007 dollars) is below the range of values of time we would expect to describe the time/cost tradeoffs characteristic of the I-75/I-575 corridor.

4.2.3 A number of references point to a higher estimate of the average value of time than the one provided by RSG. For example,

- Yan et al.[8], based on a 1999 survey of California SR 91 commuters implied values of time for commuters between $13 and $16 per hour.
- Steimetz and Brownstone[9] estimated a mode choice model based on morning commute route choice along IH15 in San Diego, resulting in a median value of time of $30 per hour. They noted that this is on the "high end", possibly driven by higher incomes and shorter trip distances along the corridor.
- Daniels et al.[10], undertook a review of values of time adopted by various States, and reported an average VOT for the State of Georgia of $11.65/hour in 1999.
- A study for the Metropolitan DC Capital Beltway HOT Lanes Project[11] estimated a peak-hour VOT of $14.94/hour in 2004, escalated from $11.76/hour in 1994, from the 1994 COG Household Travel Survey.
- Finally, from an average annual household income of $60,000, we deduced an hourly wage rate for the area of $28/hour. Using a common assumption that the average VOT is roughly half the hourly wage rate[12], one can estimate the average VOT at $14/hour.

4.2.4 An alternative method to estimate the VOT from the RSG study data consists of analysing the pattern of responses and determining the point where, when time savings, toll cost, or their ratio is varied, that each respondent "trades" positions such that they chose to use or to stop using the managed lanes. The ratio of the cost differential and the time saving at the point of trading in the questionnaire is an estimate, albeit crude, of the VOT of the respondent.

4.2.5 This method is performed by displaying the subsequent options in the questionnaire by sorting the random responses with incremental increases in the time saving, the toll cost, or the ratio (toll divided by time saving) or tradeoff. Sorting the responses in this manner for each of the three parameters enables one to determine the "trade" point for each.

4.2.6 For instance, if a respondent chooses journey "A" costing $3 and taking 30 minutes over journey "B" costing $5 and taking 20mins (tradeoff= ($5 - $3)/(30 min – 20 min) = $2/10 min = $12/hr.), but subsequently chooses a journey "C" costing $8 and taking 15 minutes over journey "A" (tradeoff = ($8 - $3)/(30 min – 15 min) = $5/15 min = $20/hr.), then the VOT is the average of $12/hr. and $20/hr., or $16/hour.

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[8] Yan, J; Small, KA; Sullivan, EC. "Choice Models of Route, Occupancy, and Time of Day with Value Priced Tolls". Transportation Research Record, Issue 1812, 2002. http://trisonline.bts.gov/.

[9] S.E.J. Steimetz and D. Brownstone, "Estimating commuters' ''value of time'' with noisy data: a multiple imputation approach", *Transportation Research B*, vol. 39, pp. 865—889, (2005).

[10] G. Daniels, D. Ellis and W. Stockton, "Techniques For Manually Estimating Road User Costs Associated With Construction Projects", Texas Department of Transport, 1999.

[11] Capital Beltway HOT Lanes Official Statement -- Arup Traffic and Revenue Advice to Lenders, Appendix J, August 2007.

[12] See, for example, the vol. 37 (2001) issue of *Transportation Research E,* "Advances in the valuation of travel time savings".

4.2.7 Using such an approach for the three parameters, we obtained the following estimates for the average VOT estimates:

Table 11: Average VOT estimates by tradeoff analysis of the RSG data

by increasing	VOT ($/hour)
Tradeoff	11.76
Time saving	13.63
Toll	12.91

Source: AECOM Calculations based on RSG Stated Preference Survey data

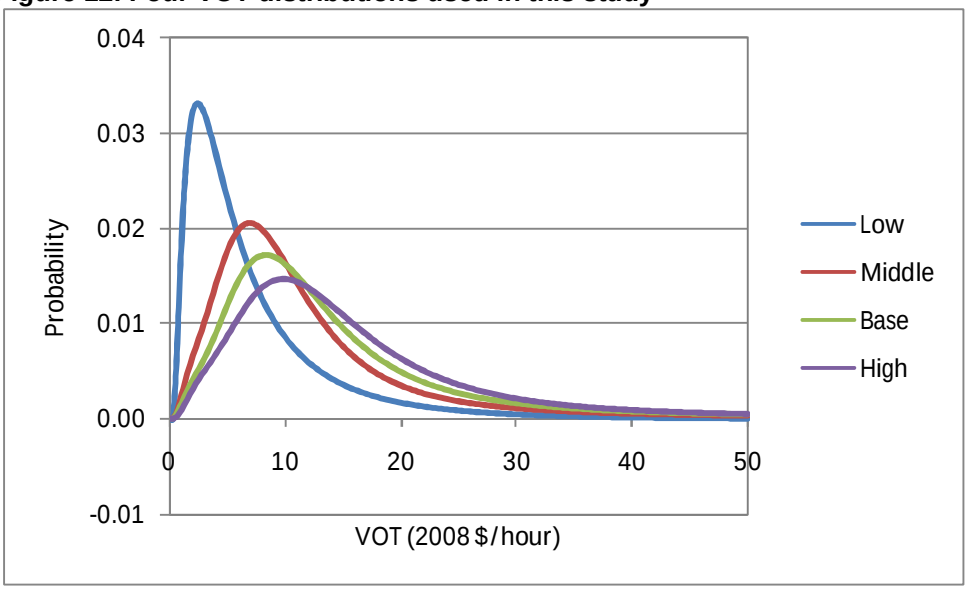
4.2.8 For each parameter analysed for the tradeoff point, the estimated average value of time significantly exceeded the value derived from the RSG study. A closer correlation to the study results would be expected. These results provided a further indication of the expected range of values of time for the I-75/575 corridor.

4.2.9 Based on the data points obtained from other studies referenced in Section 4.2.3 and the tradeoff analysis of the RSG data, the team has selected an average value of time of $13.50/hour (2008 $) in 2015 as the representative base case. This value is in the range of values of time we would expect to see in this corridor.

4.2.10 Based on the range of the average value of time indicated from the tradeoff analysis shown in Table 11 and the the references from Section 4.2.3, log normal distributions of the value of time were developed for “Low”, “Middle” “Base” and “High” sensitivity cases. The average VOT for each distribution is shown in **Table 12**.

4.2.11 Four distributions were derived, “Low”, “Middle”, “Base” and “High” VOT cases, identified by their averages as shown in **Figure 12** and **Table 12** below. All distributions are lognormal, as shown in the figure below:

Figure 12: Four VOT distributions used in this study



Source: AECOM calculation

4.2.12 The distributions in **Figure 12** show that, as the average VOT increases, the area under the tail of the curve increases. The increased tail area is an important indicator of toll choice since it indicates that there are a higher proportion of travellers with a VOT at the high end of the distribution. As **Table 12** below illustrates, the probability that a traveller has a VOT exceeding $20/hour increases with the average VOT.

Table 12: Average VOT (in 2008 $) and tail distribution of the VOT Scenarios

Scenario	Average VOT (in $/hour)	P (VOT>$20/hour)
Low	7.51	6%
Middle	12.19	12%
Base	13.50	18%
High	15.14	24%

Source: AECOM calculation

4.3 Speed-Flow Curves

4.3.1 As documented in the Phase I report, the speed/flow curves used in the ARC model for highway segments appear to fall significantly when volumes are as low as 500 pce/hour/lane[13] and are below 80% of the estimated free-flow speed (FFS) when traffic levels are 1,000 pce/hour/lane.

4.3.2 From previous experience, as well as documented evidence (for example, Highway Capacity Manual 2000, Chapter 13), we would expect the road to operate at close to free-flow speed during the traffic flow conditions outlined above.

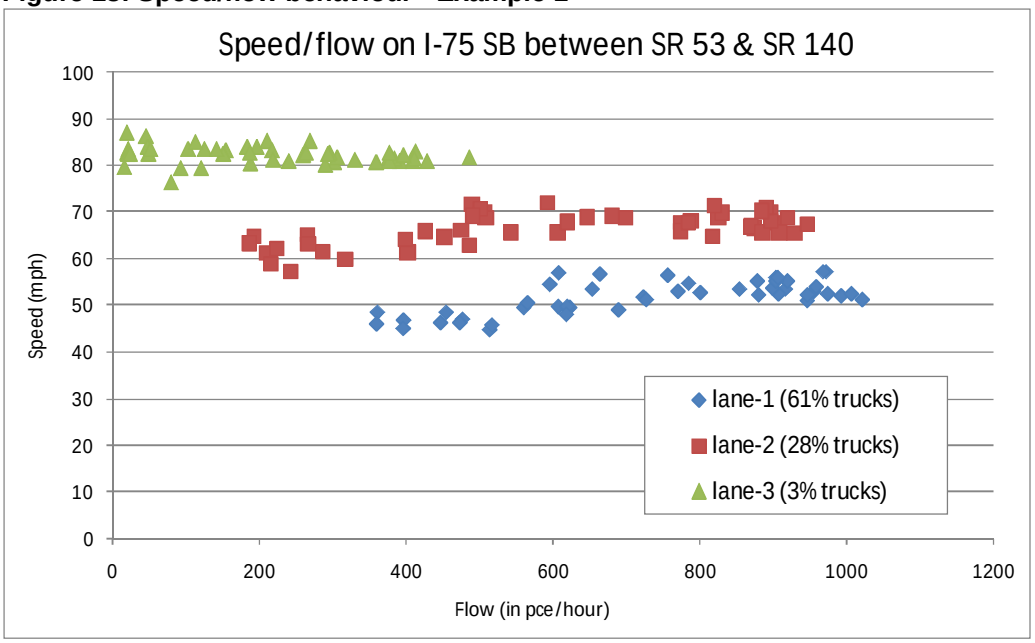
4.3.3 Speed-flow functions have been derived from analysis of the mainline counts from the dataset TC3 (Radial Freeway Study Counts, see Phase I report for details) and the new counts collected in October 2008. The analysis of the speed-flow data allows differentiation of the speed-flow curves for several classes, depending on the structural characteristics of the road segment under investigation (e.g., density of intersections), and the nature of the traffic (e.g., percentage of heavy vehicles).

4.3.4 From the Radial Freeway Study dataset (TC3) we have extracted average FFSs according to the length of the segment (short/long) and the percentage of heavy vehicles in the traffic flow per lane. Two examples are shown in the Figures below.

4.3.5 The chart in **Figure 13** - Example 1 shows a sample of traffic speeds and flows taken north of the study area, where large truck traffic is present, grouped on a lane by lane basis. Traffic flow is low enough such that the lanes are not at capacity and there is no speed degradation, However, the differentiation of FFS by lane and the correlation to the fraction of truck traffic is evident.

[13] PCE stands for "Passenger Car Equivalent", the number of passenger cars displaced by a single heavy vehicle of a particular type under specific roadway, traffic and control conditions (Highway Capacity Manual, 2000). In the ARC model, a medium truck equates to 1.5 pces, while a heavy truck equates to 2 pces.

Figure 13: Speed/flow behaviour - Example 1



Source: Radial Freeway Study Counts

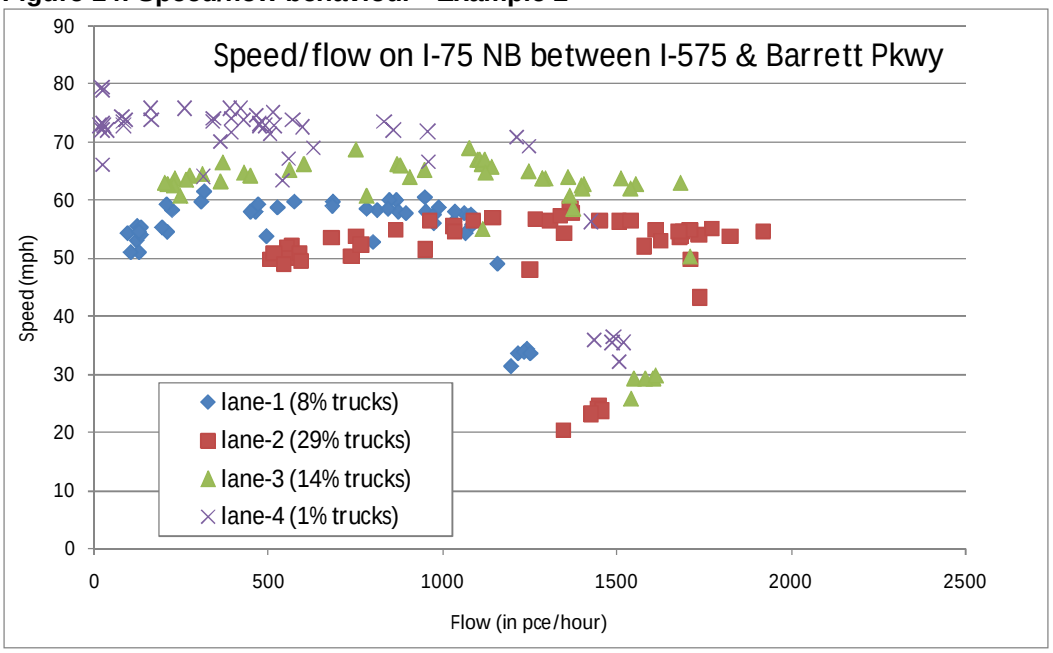
4.3.6 The chart in **Figure 14** - Example 2 shows a more complex pattern. Lane 1 has only 8% of trucks in this short road segment, though it leads to the exit-only ramp for Barrett Parkway, which explains the relatively low FFS and capacity. Lane 4 is the opposite with 1% trucks and higher FFS. The middle lanes have higher truck percentage and their FFS decreases gradually as truck percentage increases.

4.3.7 Excluding Lane 1 because it is a ramp, capacity appears to be higher than 1,500 pce/hour/lane. Speed is recorded to drop to 30mph near 1,500 pce/hour/lane on Lanes 2 and 3, but in those same lanes there are speed measurements at near FFS beyond that point, suggesting that the early drops in speed are due to queuing and “shock waving” of traffic.

4.3.8 The second visible drop in speed on Lane 2 is shown at 1,700 pce/hour/lane, at which point Lane 3 also shows a mild descent. Beyond this point there are only two isolated instances of faster speeds. Other charts in the same dataset show similar relationships which suggest that the minimum capacity for the typical freeway segments is around 1,700 pce/hour/lane.

4.3.9 In addition to truck volume, the length of the segment has an impact on the FFS. Table 13 below shows the difference between FFS short and long segments, where the cutoff distance is taken as 1 mile.

Figure 14: Speed/flow behaviour - Example 2



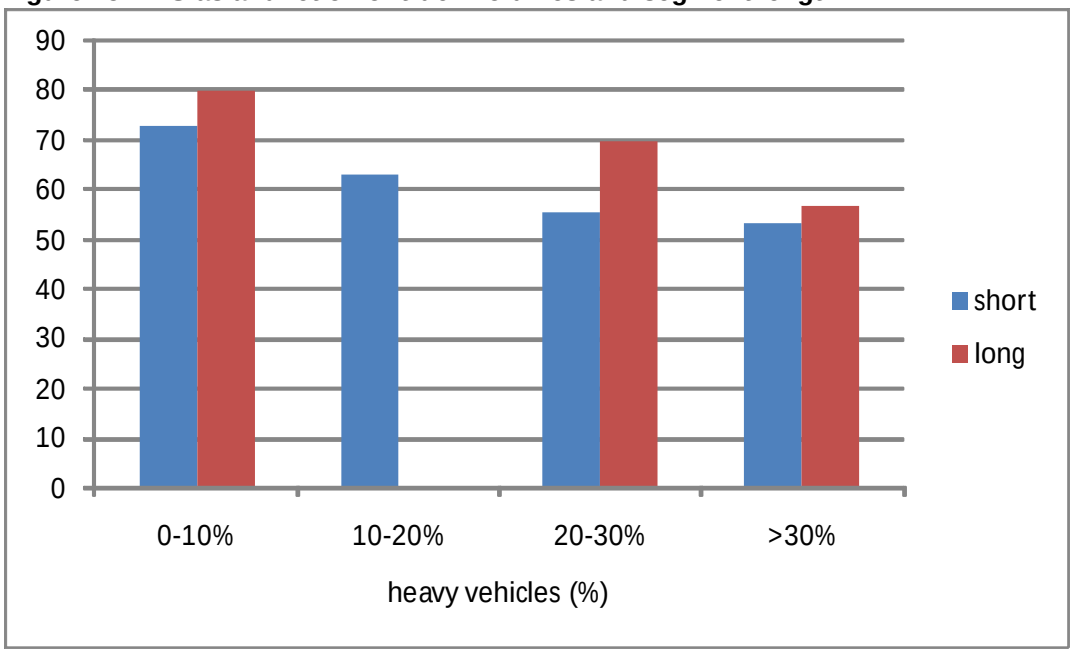
Source: Radial Freeway Study Counts

Table 13: FFS (mph) as a function of truck volumes and segment length

Trucks (%)	0-10%	10-20%	20-30%	>30%
Short	73	63	55	53
Long	80	n/a	70	57

Source: AECOM calculation based on GRAM Traffic Counts and Radial Freeway Study Counts

Figure 15: FFS as a function of truck volumes and segment length



Source: AECOM calculation based on GRAM Traffic Counts and Radial Freeway Study Counts

4.3.9 The trends shown in **Table 13** and **Figure 15** can be represented by the formula FFS=75-53.3 * truck percentage which has been derived from a regression analysis of observed free flow speed and heavy vehicle proportion data. It is important to note that trucks are not permitted to travel in the managed lanes, hence the model will imply a higher free-flow speed in the managed lanes than in the general purpose lanes. For example, in absence of trucks, FFS equals 75mph, while at a common truck volume of 10% of the total traffic, we have FFS equals 69mph.

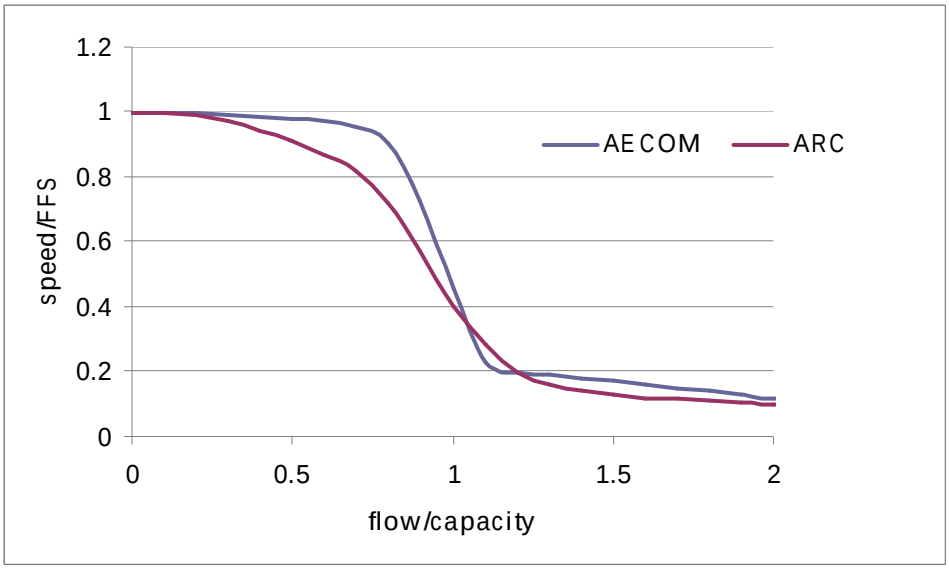
4.3.10 By analysis of the speed-flow points from the observed data, capacity per lane was estimated to be 1,700 pce/hour/lane. This estimate has been used for both segments in I-75 and I-575.

4.3.11 We used the Akçelik speed-flow formula[14] as basis for specifying the speed-flow relation. The structure of this formula has the advantage of controlling both the shape of the curve as well as the speed at capacity without a significant extra burden in computation time[15].

4.3.12 **Figure 16** shows a comparison of the speed as a fraction of the free-flow speed for freeway segments in both the ARC and AECOM models. The most significant difference is in the gap in speed when flow/capacity is between 0.5 and 1. The new curve implemented in the model ensures that speed is near free-flow when road capacity utilization is in the 50% to 75% range.

4.3.13 **Figure 17** shows two speed-flow curves used in the new traffic assignment model. The curve for managed lanes assumes that no trucks are present (hence the higher free flow speed) while the curve for general purpose lanes is an example assuming truck traffic is 10% of the total traffic composition. As a consequence even in uncongested situations the managed lanes represent a faster alternative than the general purpose lanes.

Figure 16: Fraction of free-flow speed as a function of flow/capacity in both models

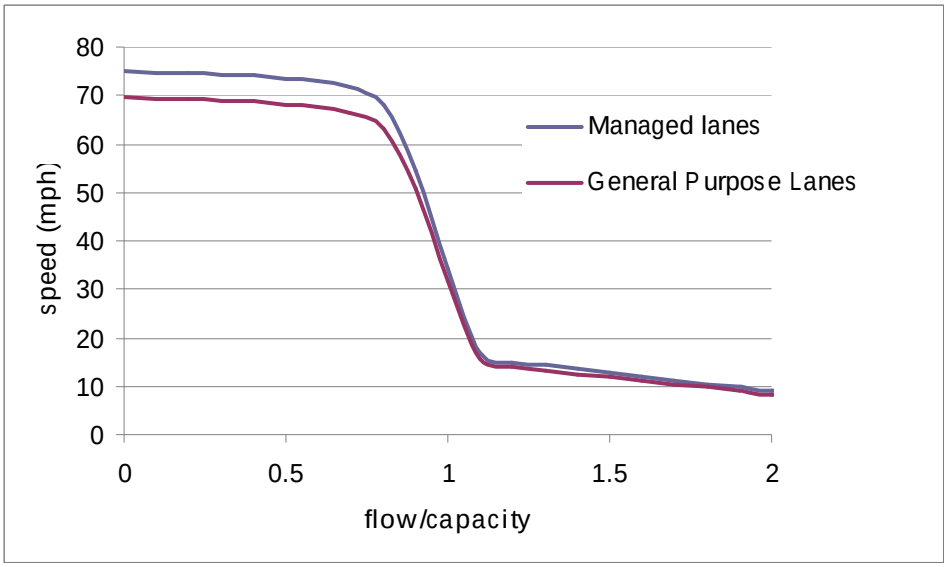


Source: ARC Model Documentation and AECOM calculation

[14] R. Akçelik, "Travel time functions for transport planning purposes: Davison's function, its time-dependent form and an alternative travel time function," *Australian Road Research*, vol. 21(3),pp 49—59 (2001).

[15] R. Singh, "Improved speed-flow relationships: Application to transportation planning models," *Proceedings of the 7th TRB Conference on Application of Transportation Planning Methods*, pp. 340—349 (1999).

Figure 17 Speed-flow curves for free and toll lanes on I-75/I-575



Source: AECOM

4.4 Toll diversion modelling

4.4.1 Properties of the toll diversion model as implemented in the ARC model can be found in Phase-I Review Report. For the purpose of this study we implemented a toll choice model that uses an estimated distribution of the values of time of the travelling population to infer the proportion of that population that will use the managed lanes. In application the toll choice model is similar to that applied in the ARC model.

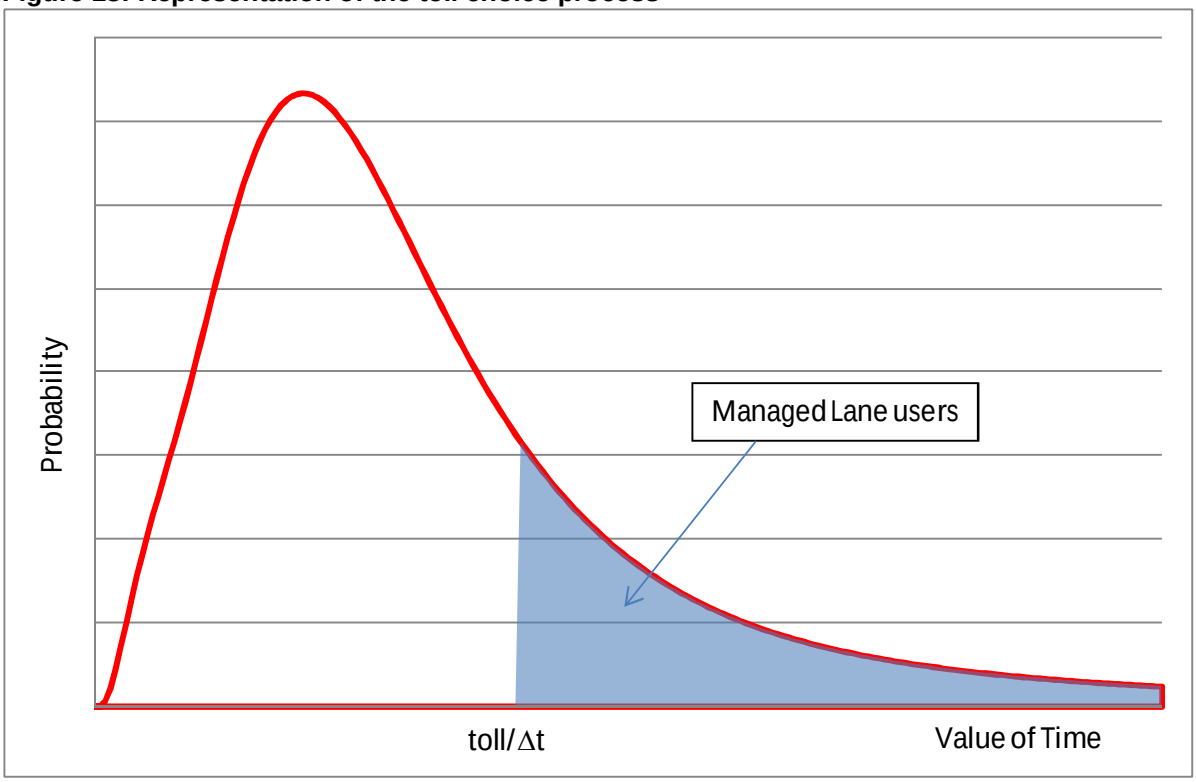
4.4.2 The guiding principle behind this method is as follows: a traveller will choose to pay a toll to use a managed lane facility only if the monetary value of the travel time saving exceeds the toll charged. In a more mathematical form, traveller *i* with value of time VOT_i, will choose to pay the amount *toll* to travel on a faster road, where the time saving $\Delta t>0$, if

$$VOT_i \, \Delta t > toll \tag{1}$$

4.4.3 Extending this principle to an entire population of travellers, each with a different value of time, it is easy to see that once the time saving Δt and the *toll* amount are given, all those travellers for whom **Eq. (1)** above holds will choose to pay the toll to gain a time saving that is subjectively worth more than the toll charged.

4.4.4 The toll choice mechanism is schematically represented in **Figure 18** below. The red line represents a typical distribution of VOT. The area underneath the curve from the point toll/Δt onwards represents the fraction of travellers to whom the time saving Δt is worth more than the toll paid, i.e., managed lanes users.

Figure 18: Representation of the toll choice process



Source: AECOM

4.4.5 It is evident from the chart above that managed lane users are travellers with higher than average value of time.

5.0 Forecasting Methodology and Assumptions

5.1 Future Year Trip Matrices

5.1.1 At the conclusion of the model calibration phase, a "calibrated" base year (BY) sub-area trip matrix for each vehicle class and period was assigned to the sub-area network resulting in link volumes on the corridor that are in accordance with traffic counts measured on the ground.

5.1.2 Two future year models have been prepared; one for the 2015 forecast year to represent the year close to tolling commencement and a second for the forecast year of 2030. For each future year (FY), a FY trip matrix is obtained by

- Running the ARC model for the FY,
- Divide the sub-area zone system in Internal zones and External zones according to the sub-area division,
- Grow Internal to Internal trip movements according to a calibrated demand model,
- Grow External to Internal or External (and vice versa) trip movements according to growth factors derived from the comparison between BY and FY sub-area trip matrices.

5.1.3 For the purpose of growing internal-to-internal trip movements, we have analysed data related to Internal Zones and used BY trip matrices, BY population and employment, and BY travel times between origin and destination.

5.1.4 An origin-destination pair is denoted as *i,j*. For both AM and PM models, for two vehicle classes (SOV+HOV combined into one passenger vehicle class (pv), and all truck classes in another), we have tested the statistical validity of a relationship of the type

$$\log T_{ij} = a_0 + a_1 \log\left(SE_{ij}\right) + a_2 t_{ij} \qquad (2)$$

where

- T_{ij} is the volume of trips between the origin-destination pair
- SE_{ij} is a demographic variable (explained below)
- t_{ij} is the travel time between the origin-destination pair
- a_0, a_1 and a_2 are coefficients to be evaluated.

5.1.5 Denoting by P_i and E_j the population of the origin zone *i* and the employment of the destination zone *j*, the demographic variable SE_{ij} is modelled as

- $SE_{ij} = P_i E_j$ (AM model, pv class)
- $SE_{ij} = E_i E_j$ (AM & PM models, truck classes)
- $SE_{ij} = E_i P_j$ (PM model, pv class).

The demographic terms are formed by assuming that in the AM and PM periods most passenger vehicle travel is likely from home to work and vice versa, and therefore correlated to the population and employment at trip ends. Truck traffic of all sizes was assumed to be correlated to the employment at trip ends.

5.1.6 The result of a multiple regression of **Eq. (2)** versus the available data is shown in Table 14 below, where the t-statistics are given in parenthesis after the coefficients.

Table 14 Coefficients of Eq. (2) after regression

Model	a_0	a_1	a_2	R^2
AM (pv)	-3.679 (-55)	0.450 (93)	-0.091 (-86)	0.49
PM (pv)	-1.692 (-25)	0.343 (71)	-0.088 (-80)	0.42
AM & PM(trucks)	-5.577 (-60)	0.389 (61)	-0.037 (-33)	0.28

Source: AECOM calculation

5.1.7 Future Internal-Internal trips are derived from BY trips using an incremental version of **Eq. (2)**. Briefly, given BY trips, BY and FY demographics, BY and FY travel times, FY trips are obtained as

$$T_{ij}^{FY} = T_{ij}^{BY}\left(\frac{SE_{ij}^{FY}}{SE_{ij}^{BY}}\right)^{a_1} \exp\left[a_2\left(t_{ij}^{FY} - t_{ij}^{BY}\right)\right] \tag{3}$$

where the superscripts refer to the Base and Future years.

5.1.8 External zones of the sub-area model represent an aggregation of several zones of the larger ARC model, and demographic variables are not available for them. Therefore, to produce Future Year trip volumes for an OD pair involving external zones, we multiply the FY trip matrix obtained with the ARC model by a factor given by the ratio of the BY trip matrix after and before calibration, as in Eq (4) below.

5.1.9 More precisely, for zones *i,j*,if we indicate with

- M^{BY}: sub-area matrix for the Base Year,
- $M^{BY}{}_C$: calibrated sub-area matrix for the Base Year,
- M^{FY}: sub-area matrix for the Future Year,
- $M^{FY}{}_C$: calibrated sub-area matrix for the Future Year,

for each OD pair we can derive a calibrated FY trip matrix as

$$M_C^{FY} = M^{FY}\frac{M_C^{BY}}{M^{BY}}. \tag{4}$$

5.1.10 Internal zones are smaller than External zones, hence in applying Eq. (4), Internal zones have been grouped into six larger zones, divided according to geographic proximity. This process was implemented because small zones, like the Internal zones, can have small and fluctuating trip volumes which may be exaggerated by the formula in Eq. (4).

5.2 Ramp-up Profile

5.2.1 The introduction of new transport infrastructure (whether tolled or untolled) always results in a period of flux as travel patterns and driver behaviour adapt to the network change and a new equilibrium is established. During this “ramp-up” period, the new link traffic volumes grow from an initial starting point well below its “steady-state” traffic levels, until traffic volumes reach these “equilibrium” (“steady growth state”) levels.

5.2.2 For a new toll road, the initial take-up level and the duration of the ramp-up period depends on a range of issues associated with the project and its wider context, and the behavioural characteristics associated with familiarization with the scheme. Such characteristics include:

Project related issues

- Marketing of the benefits of the new infrastructure;
- Connectivity to other strategic links;
- Congestion on competing routes;
- Availability of competing routes; and
- Signage.

Behavioral characteristics

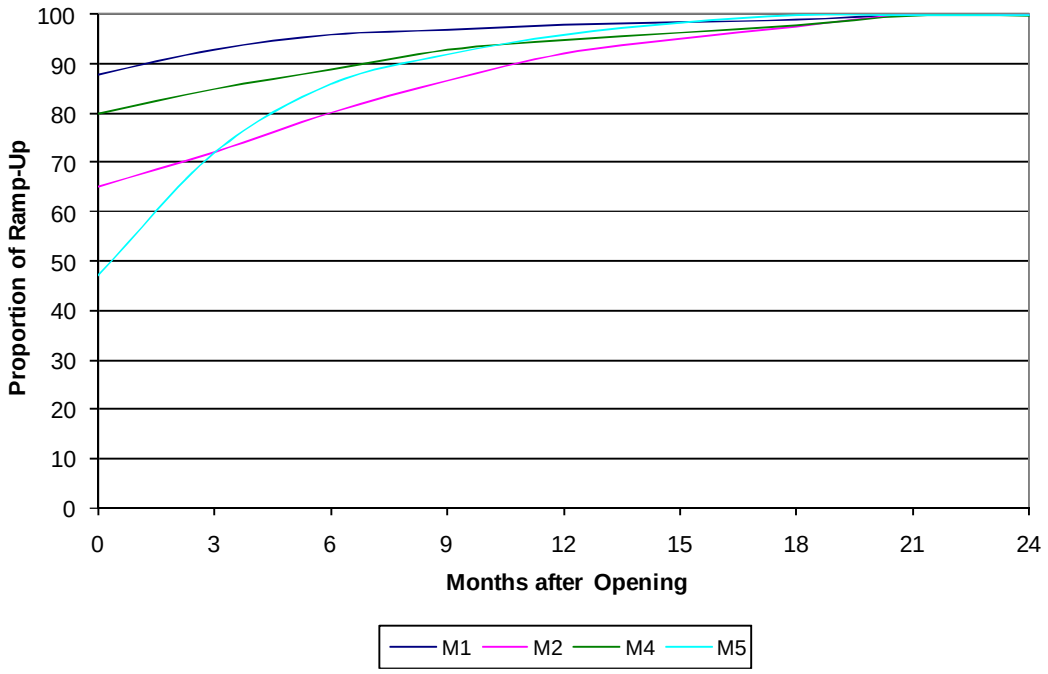
- User acceptance of, and familiarization with the new infrastructure;
- User acceptance of the toll cost;
- The availability of, and comfort levels with, electronic tolling and associated casual user products;
- Take-up of the electronic toll payment system (ETC).

Ramp-Up Issues specific to the new tolled facility

- Distribution of electronic toll payment tags (full ETC toll collection)
- Understanding of how to use the road (i.e., locating entry and exits ramps)
- Understanding of benefits offered by the managed lanes (travel time savings & reliability)

5.2.3 In deriving ramp-up factors we have used available observed data for existing toll facilities, in this case using as a benchmark the observed traffic in the first two years after opening of four toll roads in Sydney, Australia, where traffic data is publicly available.

Figure 19: Proportion of Ramp-Up for four selected toll roads in Sydney, Australia



Source: AECOM calculations (2007) based on data provided to the ASX (www.asx.com.au)

5.2.4 Using the midpoint of the cumulative ramp-up, we derived a first-year ramp-up factor of 0.91, with ramp-up assumed to be complete at the end of the first year of operations. Given the nature of the facility, we feel that the major issues affecting ramp-up are likely to be driver awareness of and familiarity with the ramps to access the managed lanes and distribution of

electronic toll tags to potential users. Based on these issues we feel that the mid-point of the observed Sydney toll roads ramp-up factors is appropriate.

5.3 Mid-day, Night Time and Weekend Revenues

5.3.1 At the end of Phase I, it was concluded that the schedule for completion of this study would not permit a mid-day model to be built. Considering the relatively minor contribution to daily revenue generated within the mid-day period, AECOM concentrated its efforts on calibrating and testing models for the AM and PM peaks.

5.3.2 In the absence of a mid-day traffic model, the team derived an estimate for revenues generated in the mid-day period as a percentage of total AM and PM peak revenues based on preliminary results from HNTB's traffic and revenue forecast for the corridor (conducted as part of the GDOT Regional Managed Lanes Study). The preliminary forecast [16] projected mid-day revenues for two lane configurations to be approximately 15 percent of the AM and PM combined revenues. As a conservative estimate, the following assumptions for mid-day traffic and revenue have been assumed in this study:

- MD VMT: 10% of the total VMT (in the AM & PM periods)
- MD Trips: 10% of the total Trips (in the AM & PM periods)
- MD Revenues: 10% of the Revenues from both peak periods.

5.3.3 Night time traffic levels are significantly lower than mid-day traffic levels and it has been assumed that no revenue will be collected from the managed lanes during this period.

5.3.4 In this study it is assumed that no revenues will be collected from the managed lanes in the weekends.

5.4 Annualization and Toll Escalation

5.4.1 The annualization factor used to convert daily revenue into annual revenue is 260, i.e., approximately the number of weekdays in a year.

5.4.2 In this study no annual toll escalation formula has been defined to specify toll prices for future years. Toll price, in real terms, is determined solely by the toll price that maximizes revenue from the managed lanes in each year. For example, if revenue maximization is achieved with a 40c/mile toll in 2015 and a 70c/mile toll in 2030, yearly toll increases (in real terms, i.e. above inflation) are represented by the implied annual toll increases between these two toll values in 2015 and 2030.

5.4.3 For the years beyond 2030, the growth rates of VMT and tolls were gradually reduced to simulate the gradual filling of the capacity of the facility. The growth of VMT and the toll in the years 2030-2050 for the Base Case (ARC demographic assumptions) were set as follows:

- 2031 – 2035: same annual increment as in 2029-2030.
- Every subsequent 5-year period (i.e., 2036-2040): one quarter of the growth of VMT in the last year of the previous period (e.g., 2034-2035) and one half of the increase in toll value over that in the previous period (e.g., 2034-2035).

[16] Preliminary forecast prepared by HNTB as part of the GDOT Managed Lane System Plan based on two additional managed lanes in each direction south of the I-75/575 split and one additional managed lane in each direction north of the split. Preliminary forecast transmitted by A. Smith to J. Feyder on December 14, 2008.

5.4.4 For the Low Case projections, where demand is lower and more road capacity is available in 2030, the 2029-2030 growth is assumed to be sustained for another 10 years (vs. 5 years in the ARC case), to reflect potential for additional traffic and toll growth in this "delayed development" scenario.

5.4.5 Revenues are computed accordingly, in 2008 dollars, by multiplying VMT on the managed lanes by the toll specified in cents/mile.

6.0 Sensitivity Assumptions

6.1 Ramp sensitivity

6.1.1 To test the impact of improved accessibility along I-75, a sensitivity case was developed to test the effect of adding three ramps to access the managed lanes, at the following locations:

- North Marietta Highway
- Allgood Road
- Canton Road - SR 5 interchange.

All additional ramps were assumed to have one lane per direction.

6.2 Speed/Flow Sensitivity

6.2.1 A sensitivity test was carried out to evaluate the impact of a different set of speed-flow curves in the model.

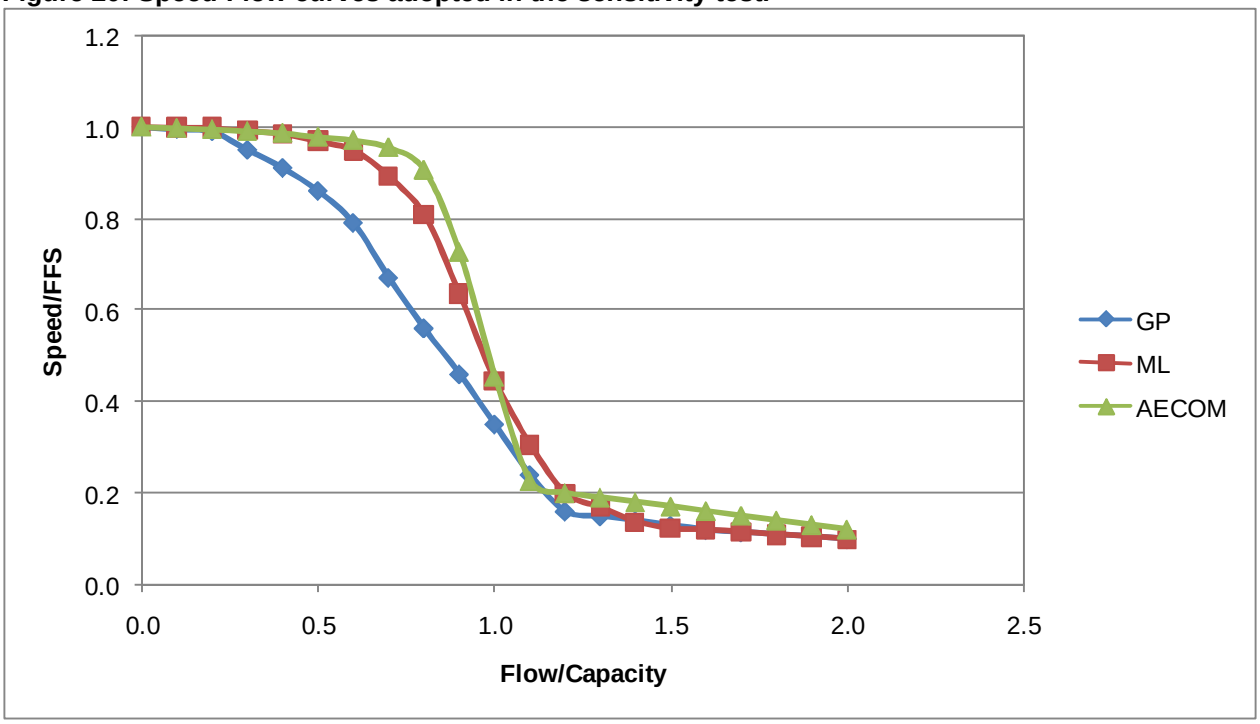
6.2.2 **Table 15** and **Figure 20** show the three sets of curves (relative in both speed and flow) used for the sensitivity test. The label "AECOM" indicates the speed-flow curve developed by AECOM and described in Chapter 4. Although the same relative profile was used for both general purpose and managed lanes, the difference between them is the value of the free-flow speed (higher for managed lanes). The labels "GP" and "ML" indicate the speed-flow curves used for the general purpose and managed lanes respectively in the sensitivity test. The GP curve is taken from the ARC model, while the ML curve includes a refinement implemented by HNTB[17] in the forecasts included in the Feasibility Study to improve the speed-flow profile.

[17] Wilbur Smith Associates, *Peer Review of HNTB Traffic and Revenue Findings for I75/I-575 Managed Lanes Project*, January 2007.

Table 15: Speed-Flow curves adopted in the sensitivity test.

V/C	GP	ML	AECOM
0.0	1.000	1.000	1.000
0.1	0.995	0.999	0.997
0.2	0.990	0.998	0.995
0.3	0.950	0.992	0.991
0.4	0.910	0.985	0.987
0.5	0.860	0.969	0.978
0.6	0.790	0.949	0.971
0.7	0.670	0.892	0.955
0.8	0.560	0.808	0.906
0.9	0.460	0.635	0.726
1.0	0.350	0.446	0.454
1.1	0.240	0.306	0.226
1.2	0.160	0.200	0.200
1.3	0.150	0.169	0.190
1.4	0.140	0.138	0.180
1.5	0.130	0.123	0.170
1.6	0.120	0.120	0.160
1.7	0.115	0.115	0.150
1.8	0.110	0.110	0.140
1.9	0.105	0.105	0.130
2.0	0.100	0.100	0.120

Figure 20: Speed-Flow curves adopted in the sensitivity test.



6.3 HOV policy

6.3.1 Managed lanes are assumed to be open to all non-truck traffic. In the base case, all vehicles, regardless of occupancy, pay the same toll rate. A sensitivity case was developed to test the impact of allowing HOV 3+ and HOV 4+ to travel for free on the managed lanes. HOV 3+ traffic is approximately 4% of all traffic. (3% from visual inspection by AECOM, between 1% and 4% in an ad hoc occupancy surveys carried out by HNTB[18], 6% according to Nustats[19]), while HOV 4+ is approximately 1% of all traffic (from the same sources).

6.4 Value of Time and Real Escalation

6.4.1 The VOT escalation sensitivity evaluated the Middle VOT ($12.19/hour) and Base VOT ($13.50/hour). Forecasts were prepared according to two VOT scenarios:

- Maintain the same value of VOT in real terms, i.e., at 2008 levels plus inflation
- Escalate VOT in real terms to account for a growth in VOT due to increased purchasing power that corresponds with real wage growth.

6.4.2 Table 16 shows the VOT applicable for each year in the case of 1% real escalation per annum for the Middle and Base cases. The growth rate is the same as the historic growth in real income in the period 1982-2005[20].

[18] Ad-hoc vehicle occupancy survey carried out by HNTB

[19] *Interstate 75 Passenger Car Stated Preference Survey,* prepared by Nustats (2006).

[20] http://www.census.gov/hhes/www/income/histinc/p08AR.html

Table 16: VOT with real escalation at 1% p.a.

Year	VOT (in 2008 $/hour)	
	Middle	Base
2008	12.19	13.50
2009	12.31	13.64
2010	12.44	13.77
2011	12.56	13.91
2012	12.68	14.05
2013	12.81	14.19
2014	12.94	14.33
2015	13.07	14.47
2016	13.20	14.62
2017	13.33	14.76
2018	13.47	14.91
2019	13.60	15.06
2020	13.74	15.21
2021	13.87	15.36
2022	14.01	15.52
2023	14.15	15.67
2024	14.29	15.83
2025	14.44	15.99
2026	14.58	16.15
2027	14.73	16.31
2028	14.87	16.47
2029	15.02	16.64
2030	15.17	16.80

6.4.3 Escalating VOT at 1% p.a. in real terms from a base of $13.50/hour equates to using VOT=$14.47/hour in 2015 and VOT=$16.80/hour in 2030.

6.5 Demographic Sensitivity

6.5.1 The demographic scenario used in the ARC model has been adopted as the “Base” case for the present study. A description of the growth rates in the ARC model can be found in the Phase I report. A second demographic scenario, where growth is delayed by 5 years has been used to develop a low growth sensitivity in this study.

6.5.2 The “Low” demographic scenario is estimated by keeping the demographic variables in 2015 unaltered and assuming that the demographic scenario predicted by the ARC model in 2030 will be delayed until 2035. Hence the growth is “delayed” by 5 years.

7.0 Traffic Forecasts

7.1 Outline of the scenarios

7.1.1 The scenarios are

- Conversion and Reversible case
- Base case (VOT=$13.50/hour, real escalation of 1% p.a.)
- Middle case (VOT=$12.19/hour, unescalated)
- With and without HOV lanes on I-285 for the year 2030

with sensitivities on

- VOT (Low, Middle and High)
- Escalation in VOT (annual real escalation of 1% p.a.)
- Demographic growth (ARC, delayed "Low" growth)
- Accessibility (additional ramps along I-75)
- HOV 3+ or HOV 4+ free access to managed lanes
- Speed-flow curves (AECOM, ARC/HNTB)
- Sub-area demand (actual demand ±5%)

7.1.2 Forecasts are presented in the following order:

- Reversible – Base VOT, ARC demographic, HOV on I-285
- Reversible – Middle VOT, ARC demographic, no HOV on I-285
- Reversible – Base VOT, ARC demographic, HOV on I-285, additional ramps sensitivity
- Reversible – Base VOT, ARC demographic, HOV on I-285, HOV 3+ or 4+ free access sensitivity
- Reversible – Low, Middle and High VOT sensitivity, ARC demographic, no HOV on I-285
- Reversible – Middle VOT, Demographic growth and HOV on I-285 in 2030 combined sensitivity
- Reversible – Middle VOT, Low demographic, HOV on I-285, speed-flow curves sensitivity
- Reversible – Middle VOT, Low demographic, HOV on I-285, demand ±5% sensitivity
- Conversion – Base VOT, ARC demographic, HOV on I-285

7.1.3 A Base Case profile for the period 2014-2050 closes the Chapter.

7.2 Reversible Scenario – Base case

7.2.1 Assumptions:

- VOT=$13.50/hour, real escalation of 1% p.a.
- ARC demographic profile
- HOV Lanes on I-285 present in 2030

Table 17: Forecasts results for the Reversible Scenario - Base with VOT real escalation

2015 AM									
Toll (¢/mi)	1	10	20	30	40	50	100		
VMT (mi)	223,606	184,586	146,045	114,537	86,587	65,869	16,170		
Rev ($)	2,236	18,459	29,209	34,361	34,634	32,934	16,171		
Trips	20,175	16,992	14,563	12,178	9,738	7,737	2,381		
2015 PM									
Toll (¢/mi)	1	10	20	30	40	50	100		
VMT (mi)	232,467	200,319	161,312	122,510	92,769	69,474	14,337		
Rev ($)	2,325	20,032	32,262	36,753	37,108	34,737	14,337		
Trips	21,460	18,831	15,649	12,072	9,227	7,077	1,521		
2030 AM									
Toll (¢/mi)	1	20	30	40	50	60	70	80	100
VMT (mi)	246,811	217,988	200,488	181,729	163,006	144,599	126,886	109,039	78,160
Rev ($)	2,468	43,597	60,146	72,691	81,503	86,759	88,820	87,231	78,159
Trips	26,943	21,384	19,864	18,372	17,074	15,662	14,129	12,289	9,109
2030 PM									
Toll (¢/mi)	1	20	30	40	50	60	70	80	100
VMT (mi)	245,037	212,421	193,778	174,929	154,123	132,107	110,782	92,073	62,525
Rev ($)	2,450	42,484	58,133	69,971	77,061	79,264	77,547	73,658	62,525
Trips	26,274	23,114	21,314	19,686	17,778	15,571	13,303	11,300	8,099

7.2.2 Based on the Tables above, the revenue maximizing toll is 40 cents/mile in both directions in 2015. In 2030, the revenue maximizing toll is 70 cents/mile in the AM period and 60 cents/mile in the PM period. The higher toll in the AM period is likely due to the additional general purpose lane capacity in the northbound direction during the PM period.

Figure 21: VMT - Reversible Scenario, Base Case (in miles)

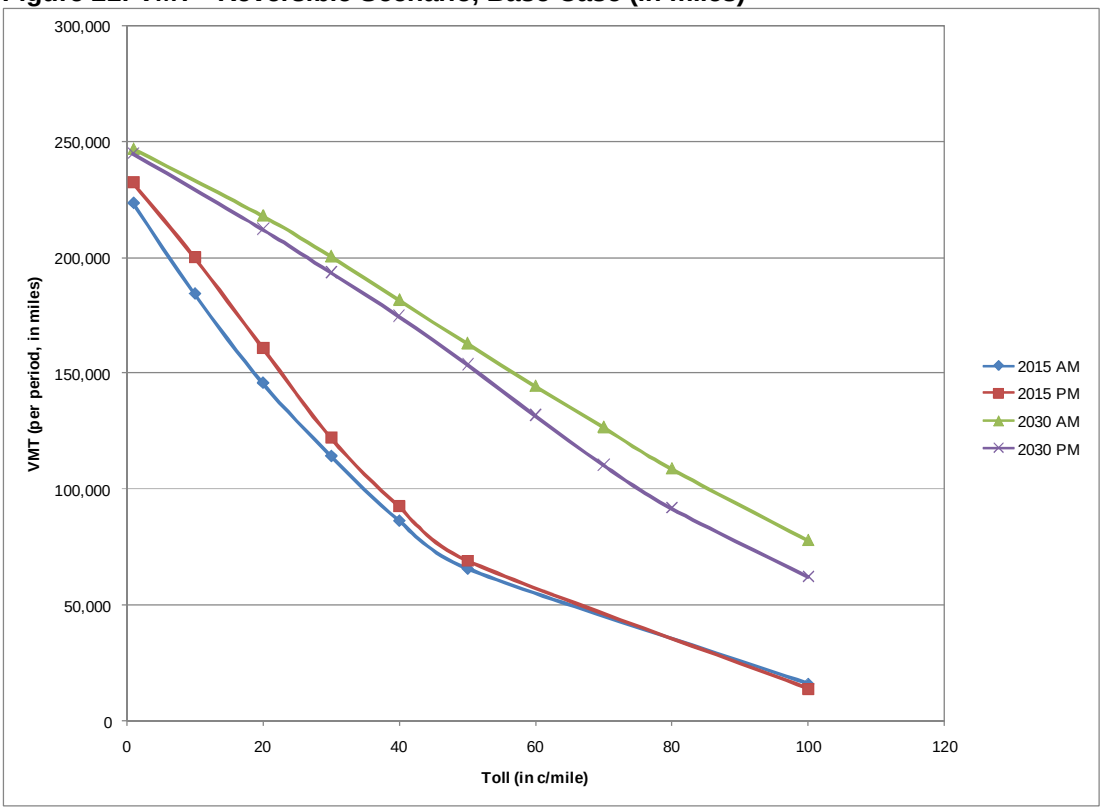


Figure 22: Revenues - Reversible Scenario, Base Case (in 2008 $)

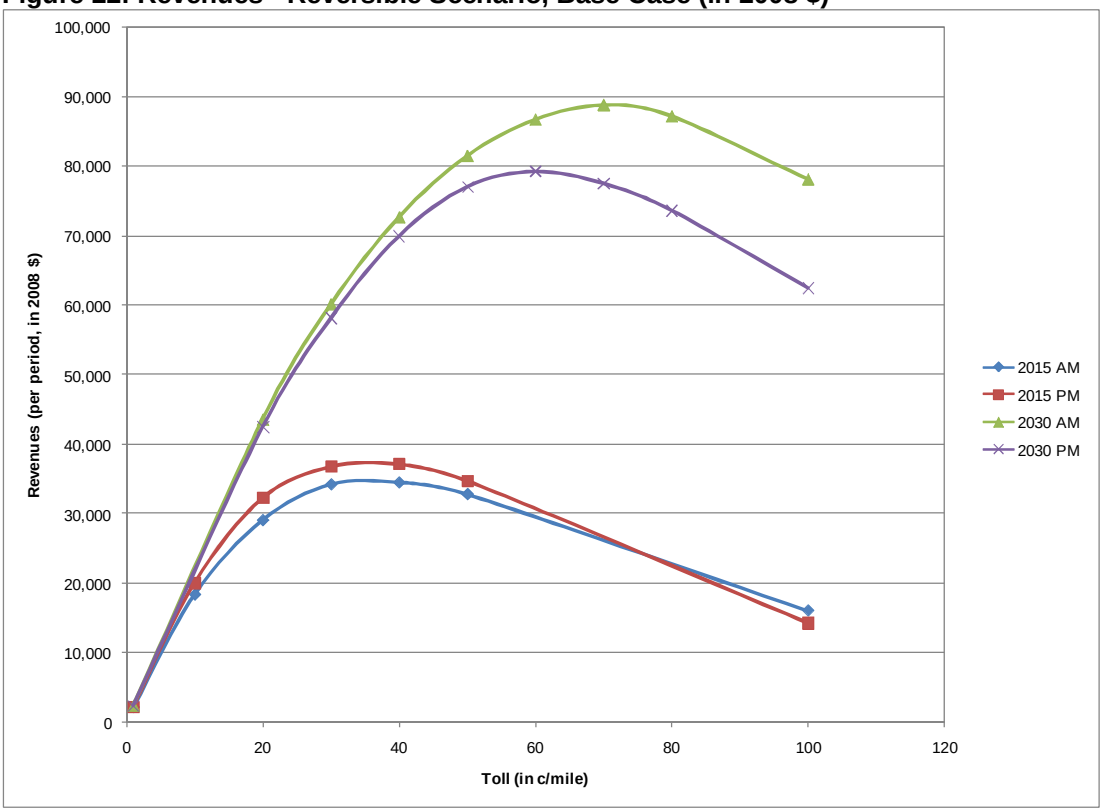
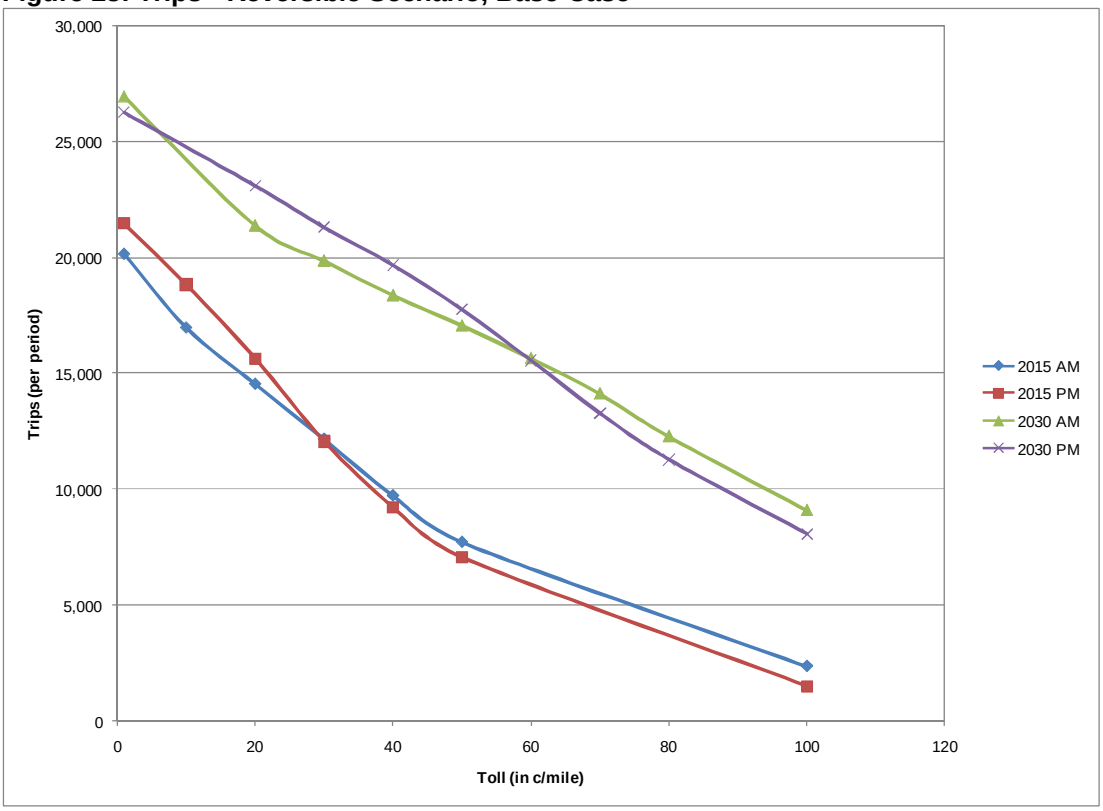


Figure 23: Trips - Reversible Scenario, Base Case



7.2.3 **Figure 23** above shows a common feature of all charts where the volume of trips for very low value of toll (1 cents/mile) fluctuates a lot, especially in 2030. One possible explanation is given by the wide fluctuation of the ratio toll/time saving when both are very small quantities.

7.3 Reversible Scenario – Middle Case

7.3.1 Assumptions:

- VOT=$12.19/hour, unescalated
- ARC demographic profile
- No HOV Lanes on I-285

Table 18: Forecasts results for the Middle Case (VOT=$12.19/hour)

2015 AM								
Toll (¢/mi)	1	10	20	30	40	50	100	
VMT (mi)	222,147	172,810	127,959	92,214	66,385	49,239	11,184	
Rev ($)	2,221	17,281	25,592	27,664	26,554	24,619	11,184	
Trips	19,969	16,195	13,292	10,199	7,701	5,880	1,586	
2015 PM								
Toll (¢/mi)	1	10	20	30	40	50	100	
VMT (mi)	231,540	189,036	139,054	98,335	70,300	50,378	9,024	
Rev ($)	2,315	18,904	27,811	29,500	28,120	25,189	9,025	
Trips	21,372	17,909	13,690	9,830	7,174	5,151	991	
2030 AM								
Toll (¢/mi)	1	20	30	40	50	60	70	100
VMT (mi)	246,145	198,993	172,095	145,904	121,519	99,133	80,125	42,421
Rev ($)	2,461	39,798	51,629	58,361	60,759	59,480	56,087	42,421
Trips	26,762	19,691	17,809	15,835	13,557	11,188	9,120	5,056
2030 PM								
Toll (¢/mi)	1	20	30	40	50	60	70	100
VMT (mi)	244,209	192,359	164,034	133,654	105,566	83,738	66,044	33,655
Rev ($)	2,442	38,471	49,210	53,461	52,782	50,242	46,230	33,654
Trips	26,147	21,380	18,870	15,858	12,838	10,441	8,478	4,789

7.3.2 Based on the tables above the revenue maximizing toll is 30 cents/mile in both directions in 2015; in 2030 it is 50 cents/mile in the AM period and 40 cents/mile in the PM period. The increased northbound (PM) general purpose lane capacity lowers PM tolls and revenues for the same traffic volume as evidenced by the balanced VMT between peak periods (**Figure 24**).

Figure 24: VMT - Reversible Scenario, Middle Case (in miles)

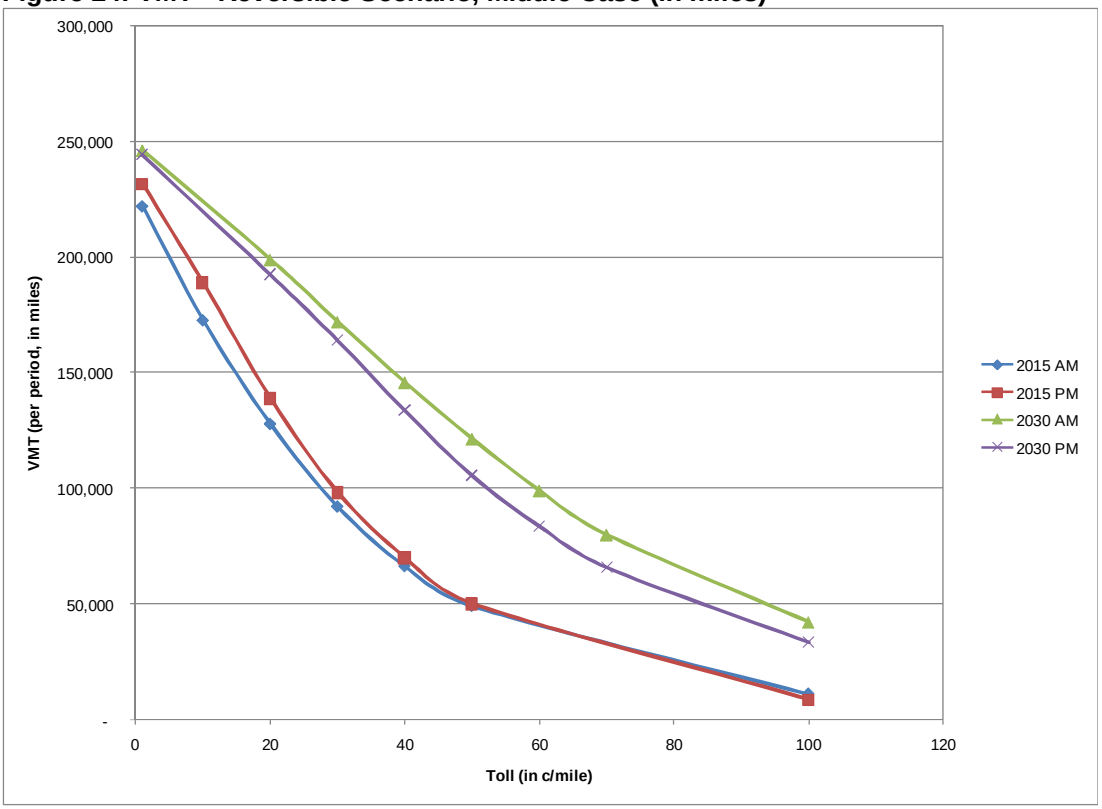


Figure 25: Revenues - Reversible Scenario, Middle Case (in 2008 $)

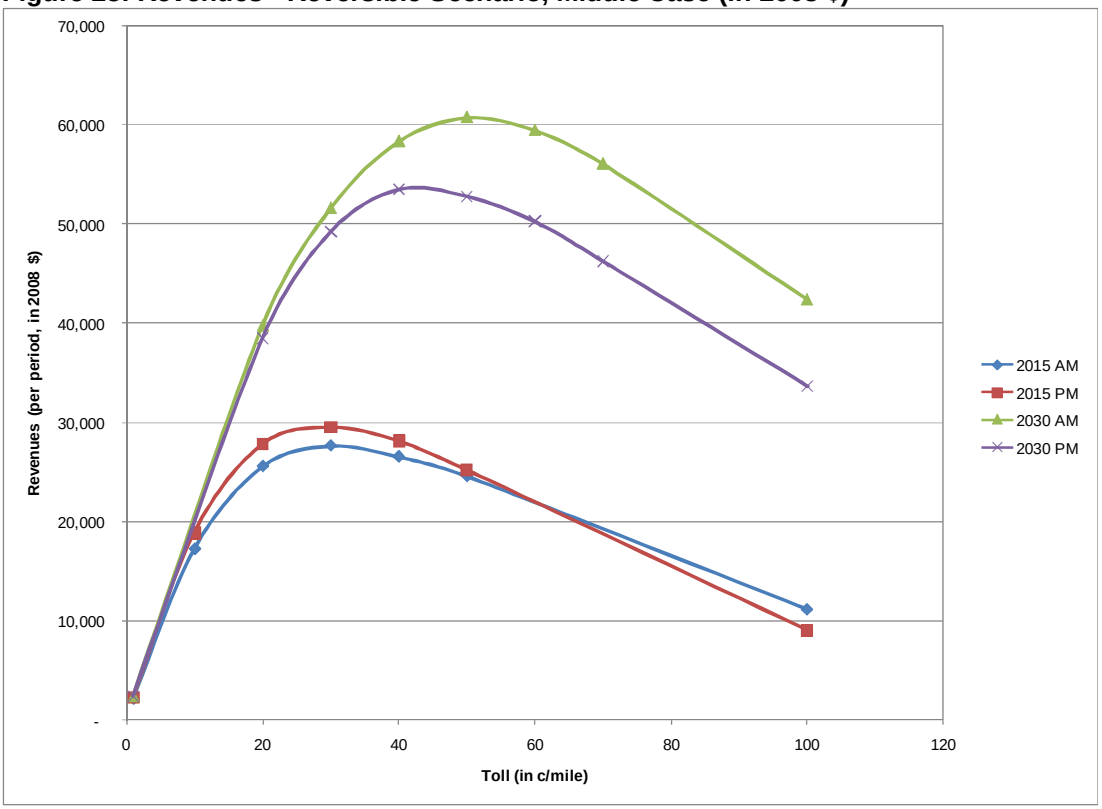
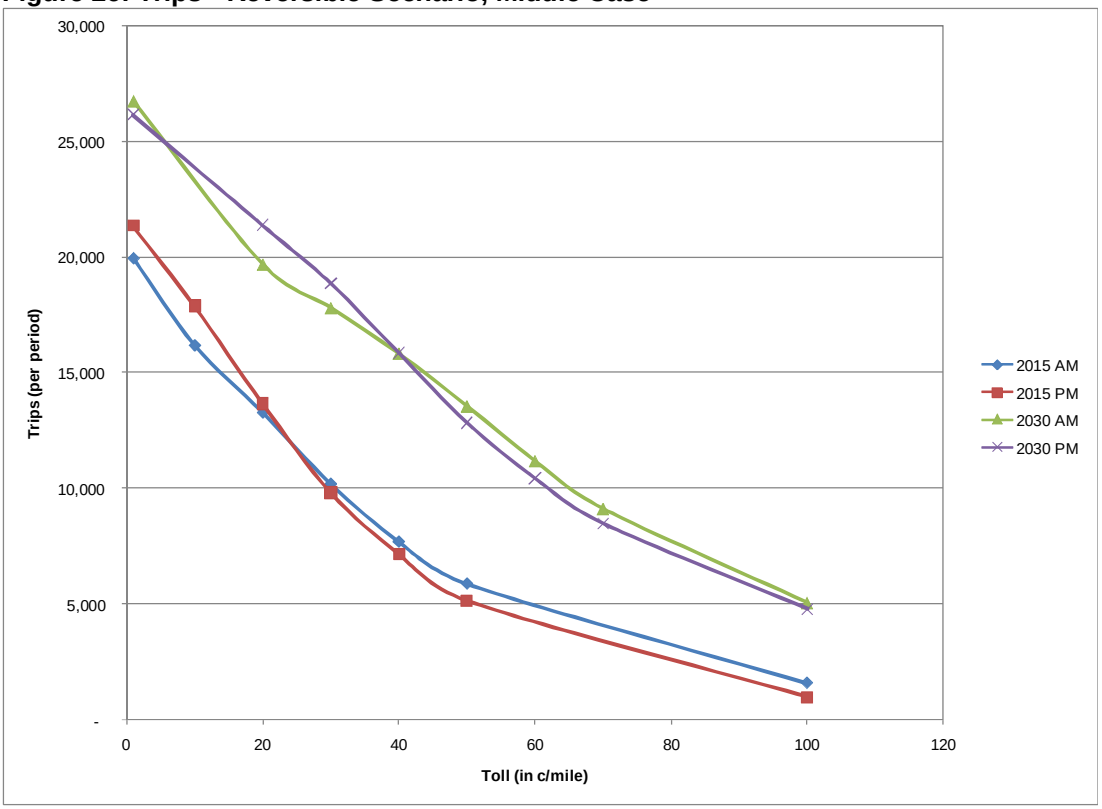


Figure 26: Trips - Reversible Scenario, Middle Case



7.4 Reversible Scenario – Base case with 3 additional ramps

7.4.1 Assumptions:

- VOT=$13.50/hour, real escalation of 1% p.a.
- ARC demographic profile
- HOV Lanes on I-285 present in 2030
- Three more entry-exits ramps as described in Section 5.3

Table 19: Forecasts results for Reversible Scenario - Base with 3 additional ramps

2015 AM									
Toll (¢/mi)	1	10	20	30	40	50	100		
VMT (mi)	224,088	190,082	153,999	122,076	92,417	70,460	16,843		
Rev ($)	2,241	19,008	30,800	36,623	36,966	35,230	16,844		
Trips	27,562	19,706	16,202	13,134	10,179	7,952	2,185		
2015 PM									
Toll (¢/mi)	1	10	20	30	40	50	100		
VMT (mi)	232,734	205,889	171,807	134,571	102,775	78,064	16,612		
Rev ($)	2,327	20,589	34,361	40,371	41,110	39,032	16,613		
Trips	28,422	23,073	18,664	14,481	11,019	8,449	1,782		
2030 AM									
Toll (¢/mi)	1	20	30	40	50	60	70	80	100
VMT (mi)	245,870	217,593	199,657	182,373	166,277	150,010	133,140	114,826	83,255
Rev ($)	2,459	43,518	59,897	72,949	83,139	90,006	93,198	91,861	83,255
Trips	32,902	23,734	21,859	20,015	18,616	17,013	15,294	13,236	9,794
2030 PM									
Toll (¢/mi)	1	20	30	40	50	60	70	80	100
VMT (mi)	247,207	214,647	196,525	178,028	158,454	137,010	116,396	96,990	66,416
Rev ($)	2,472	42,929	58,957	71,211	79,226	82,205	81,476	77,591	66,415
Trips	31,642	25,506	23,274	21,629	19,712	17,340	14,995	12,750	9,191

7.4.2 The results of the simulations for this scenario show that, compared with the base case, the addition of three ramps in the middle section of I-75 has a bigger impact in 2015 than in 2030. This is likely because traffic levels are approaching capacity by 2030.

Figure 27: VMT - Reversible Scenario, Base Case with 3 more ramps (in miles)

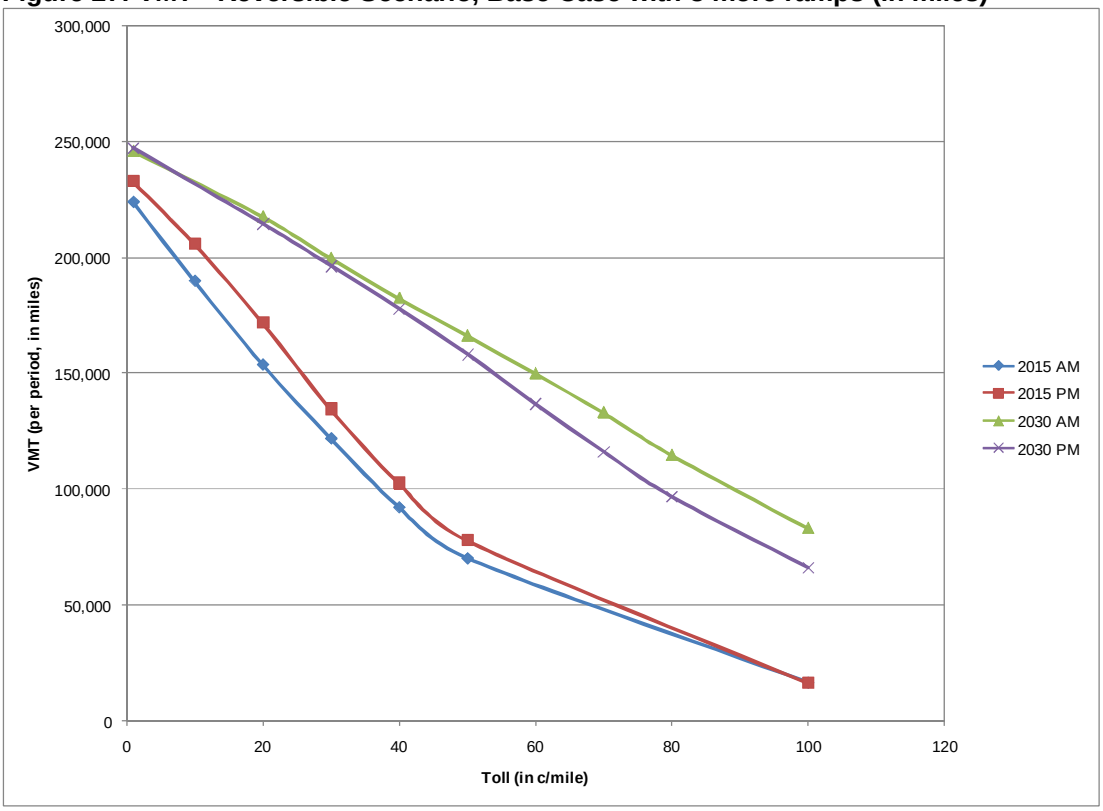


Figure 28: Revenues - Reversible Scenario, 2015, Base Case with 3 more ramps (in 2008 $)

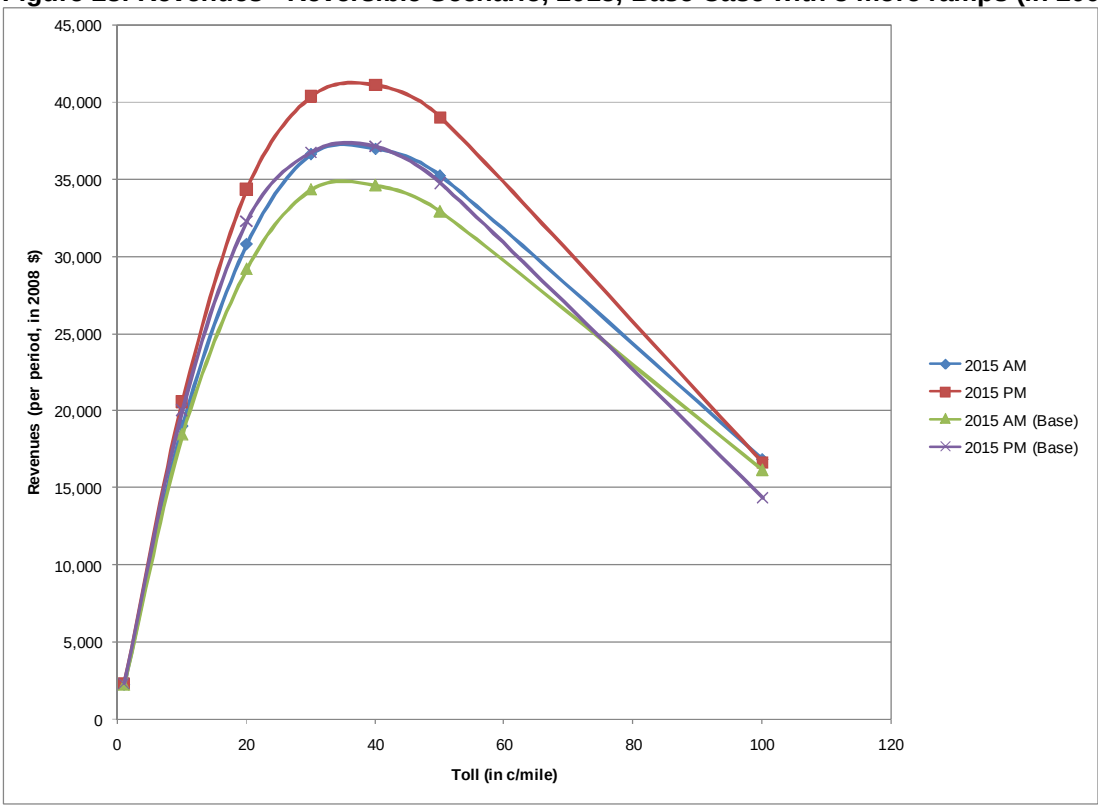


Figure 29: Revenues - Reversible Scenario, 2030, Base Case with 3 more ramps (in 2008 $)

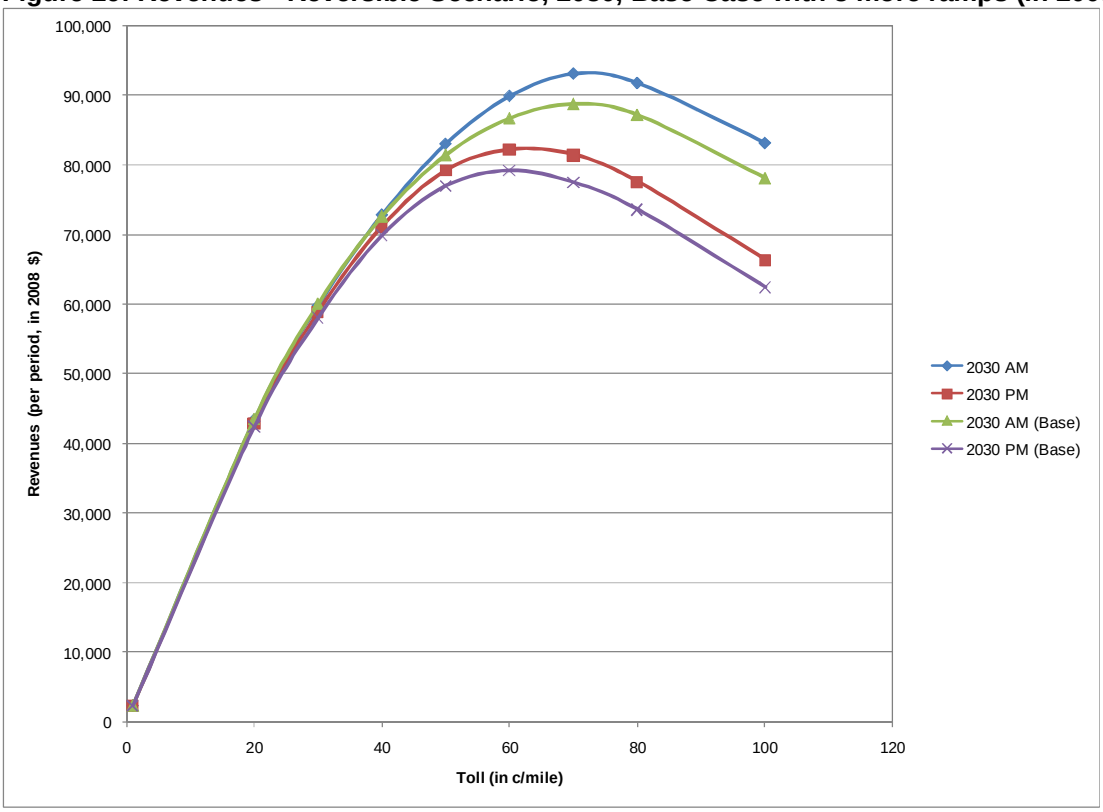
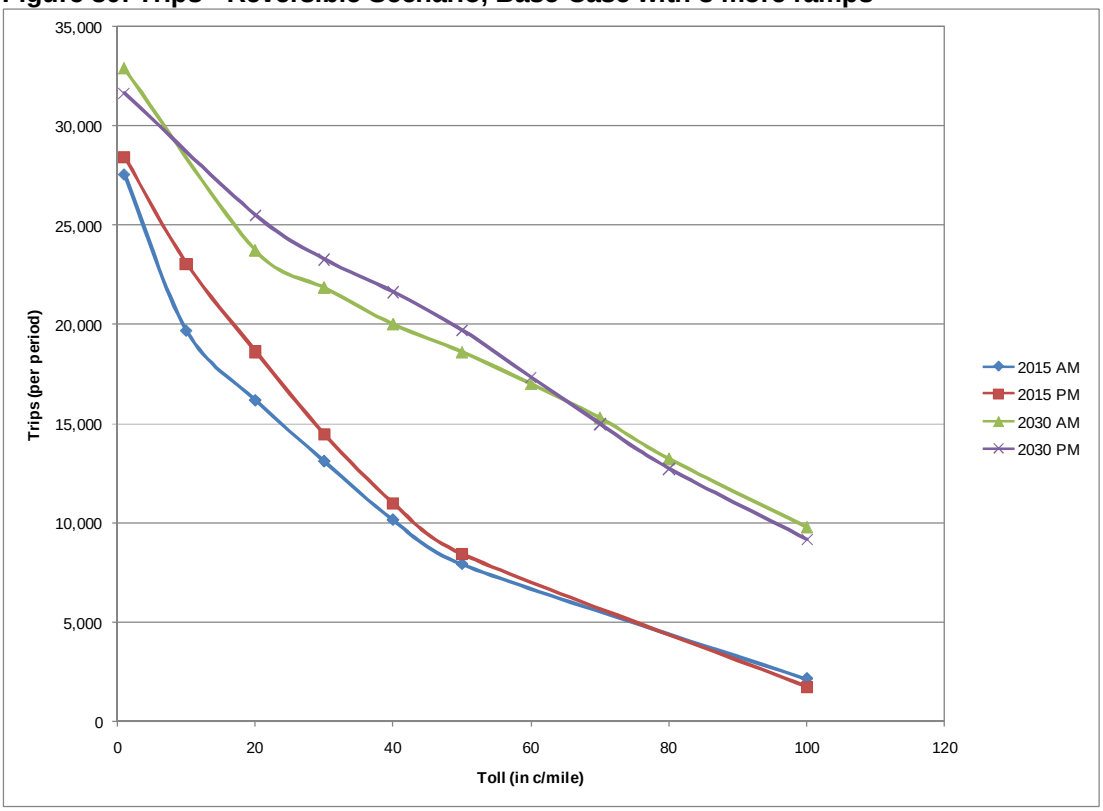


Figure 30: Trips - Reversible Scenario, Base Case with 3 more ramps



7.5 Reversible Scenario - Base Case with HOV 3+/HOV 4+ policy

7.5.1 Assumptions:

- VOT=$13.50/hour, real escalation of 1% p.a.
- ARC demographic profile
- HOV Lanes on I-285 in 2030
- HOV 3+ or HOV 4+ allowed free on managed lanes

7.5.2 The subsequent Tables show the impact of allowing HOV 3+ or HOV 4+ free access to the managed lanes. HOV 3+ traffic makes up approximately 4% of the total traffic, and HOV 4+ traffic makes up approximately 1% of the total traffic. The study assumed no growth in the percentage of HOV traffic. In this second case, the impact on the VMT and revenues is minimal, as shown in the tables below, in comparison with the Base Case.

Table 20: Forecasts results for Reversible Scenario – Base with HOV 3+ policy

2015 AM									
Toll (¢/mi)	1	10	20	30	40	50	100		
VMT (mi)	218,426	175,740	137,306	106,704	79,669	59,849	13,191		
Rev ($)	2,184	17,574	27,461	32,011	31,867	29,924	13,192		
Trips	19,573	16,040	13,592	11,243	8,895	6,996	1,953		
2015 PM									
Toll (¢/mi)	1	10	20	30	40	50	100		
VMT (mi)	225,441	187,618	148,491	111,515	82,789	60,872	11,253		
Rev ($)	2,254	18,762	29,698	33,454	33,115	30,436	11,253		
Trips	20,733	17,480	14,247	10,874	8,144	6,144	1,159		
2030 AM									
Toll (¢/mi)	1	20	30	40	50	60	70	80	100
VMT (mi)	239,902	206,361	188,070	169,389	150,989	133,332	116,220	99,877	70,367
Rev ($)	2,399	41,272	56,421	67,755	75,494	79,999	81,353	79,901	70,367
Trips	26,044	20,083	18,403	16,936	15,637	14,287	12,858	11,293	8,250
2030 PM									
Toll (¢/mi)	1	20	30	40	50	60	70	80	100
VMT (mi)	238,093	196,006	176,099	157,242	137,442	117,333	97,490	79,931	52,880
Rev ($)	2,381	39,201	52,829	62,897	68,720	70,400	68,242	63,944	52,879
Trips	25,397	21,230	19,223	17,623	15,749	13,751	11,688	9,805	6,856

Table 21: Forecasts results for Reversible Scenario – Base with HOV 4+ policy

2015 AM									
Toll (¢/mi)	1	10	20	30	40	50	100		
VMT (mi)	222,617	182,958	144,438	113,107	85,324	64,701	15,591		
Rev ($)	2,226	18,296	28,887	33,932	34,129	32,350	15,591		
Trips	20,185	16,811	14,383	11,998	9,582	7,601	2,298		
2015 PM									
Toll (¢/mi)	1	10	20	30	40	50	100		
VMT (mi)	231,093	197,959	158,913	120,450	90,900	67,826	13,713		
Rev ($)	2,311	19,796	31,783	36,135	36,360	33,913	13,713		
Trips	21,302	18,571	15,389	11,850	9,033	6,902	1,446		
2030 AM									
Toll (¢/mi)	1	20	30	40	50	60	70	80	100
VMT (mi)	245,746	215,879	198,246	179,426	160,762	142,480	124,836	107,315	76,774
Rev ($)	2,457	43,176	59,474	71,770	80,381	85,487	87,385	85,851	76,774
Trips	26,616	21,139	19,587	18,084	16,798	15,393	13,894	12,084	8,943
2030 PM									
Toll (¢/mi)	1	20	30	40	50	60	70	80	100
VMT (mi)	244,070	209,375	190,548	171,704	151,059	129,431	108,317	89,863	60,599
Rev ($)	2,441	41,875	57,164	68,681	75,530	77,658	75,821	71,891	60,598
Trips	26,131	22,761	20,921	19,325	17,417	15,235	13,001	11,020	7,849

7.5.3 In order to produce a comparison between the Base Case, HOV and accessibility sensitivities, the figures below show the comparison of Revenues in the four cases together for the two years and two directions of travel.

7.5.4 It appears from **Figures 31-34** that the impact of the HOV 4+ policy on revenues is minimal, a consequence of the fact that the fraction of HOV 4+ vehicles present in the corridor is very small. It can be seen that impact of HOV 3+ is higher in the PM direction than in the AM period, because there is a higher volume and percentage of HOV travellers in the PM period (22%) than in the AM period (16%).

Figure 31: Comparison of 2015 AM Revenues (in 2008 $)

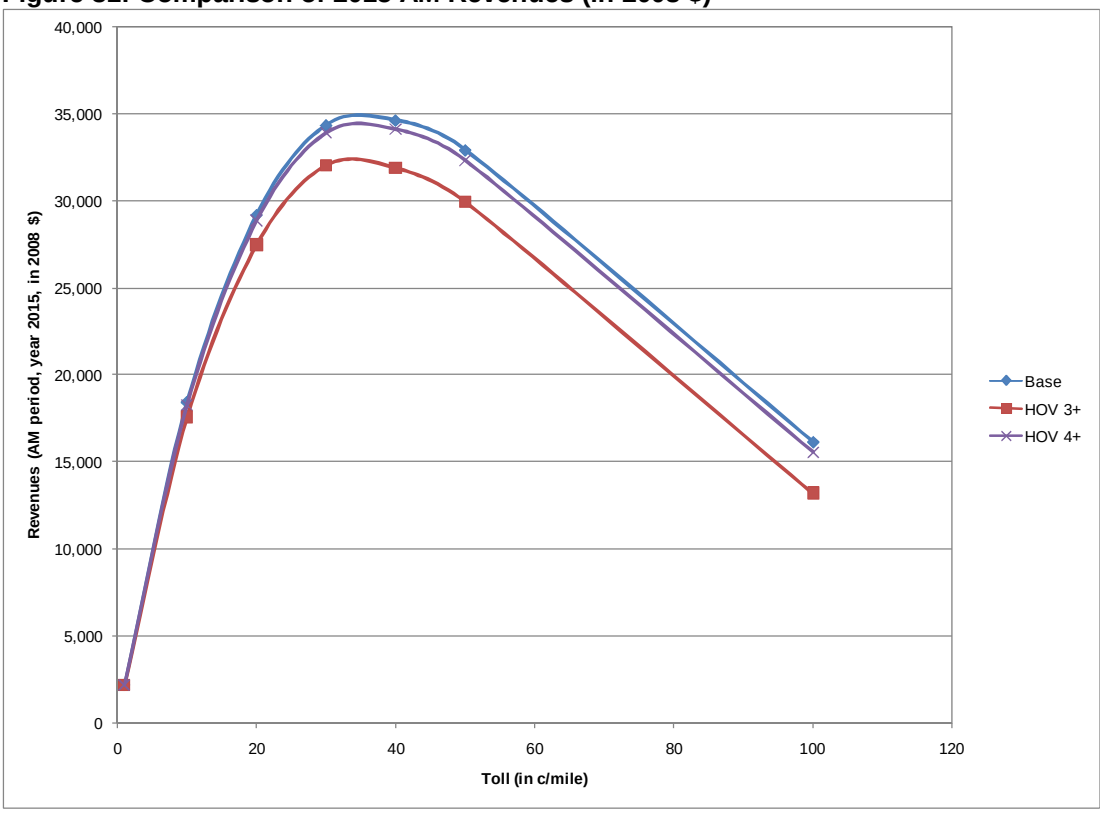


Figure 32: Comparison of 2015 PM Revenues (in 2008 $)

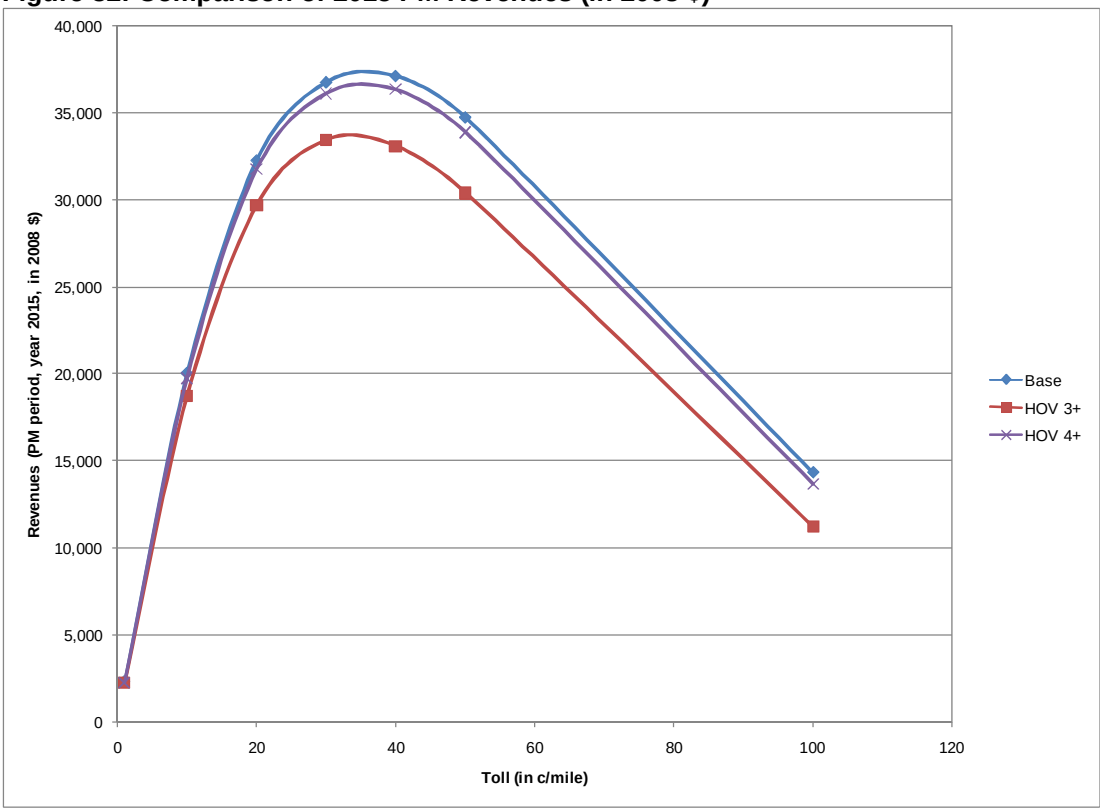


Figure33: Comparison of 2030 AM Revenues (in 2008 $)

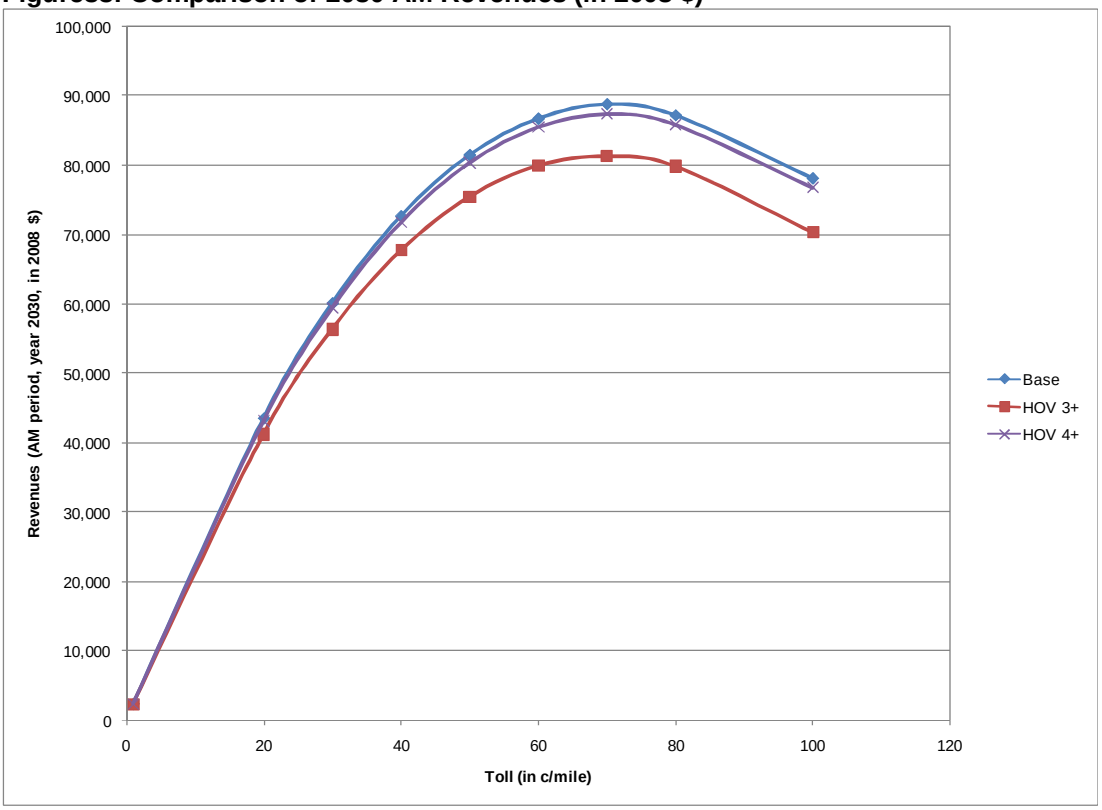
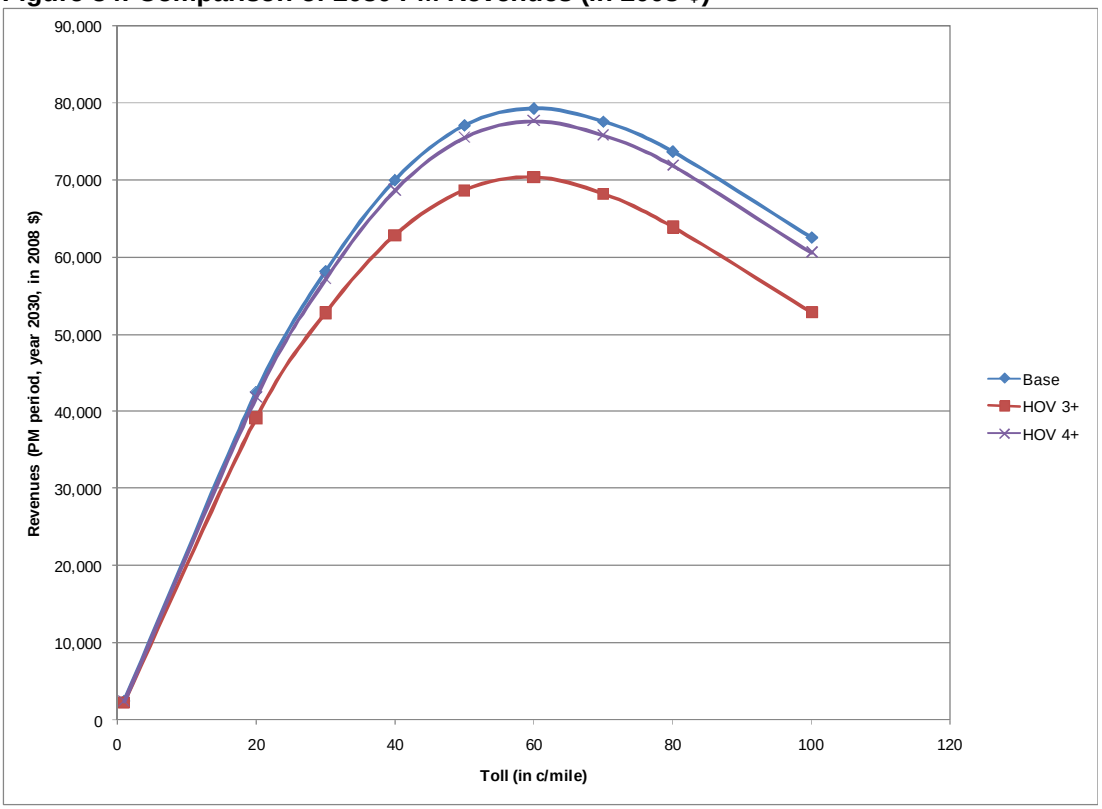


Figure 34: Comparison of 2030 PM Revenues (in 2008 $)



7.6 Reversible Scenario - VOT sensitivity

7.6.1 Assumptions:

- VOT=$7.51/hour (Low), $12.19/hour (Middle), $15.14/hour (High), unescalated.
- ARC demographic profile
- No HOV Lanes on I-285

Table 22: VOT sensitivity - 2015 AM

Low VOT							
Toll (¢/mi)	1	10	20	30	40	50	100
VMT (mi)	217,294	147,793	95,625	62,611	42,999	30,199	5,243
Rev ($)	2,173	14,779	19,125	18,783	17,200	15,100	5,243
Trips	19,611	14,699	10,398	7,178	5,017	3,658	811
Middle VOT							
Toll (¢/mi)	1	10	20	30	40	50	100
VMT (mi)	222,147	172,810	127,959	92,214	66,385	49,239	11,184
Rev ($)	2,221	17,281	25,592	27,664	26,554	24,619	11,184
Trips	19,969	16,195	13,292	10,199	7,701	5,880	1,586
High VOT							
Toll (¢/mi)	1	10	20	30	40	50	100
VMT (mi)	223,839	186,936	149,902	119,060	91,724	70,376	18,376
Rev ($)	2,238	18,694	29,980	35,718	36,690	35,188	18,376
Trips	20,182	17,148	14,822	12,548	10,220	8,199	2,631

Figure 35: VOT sensitivity - 2015 AM, Revenues (in 2008 $)

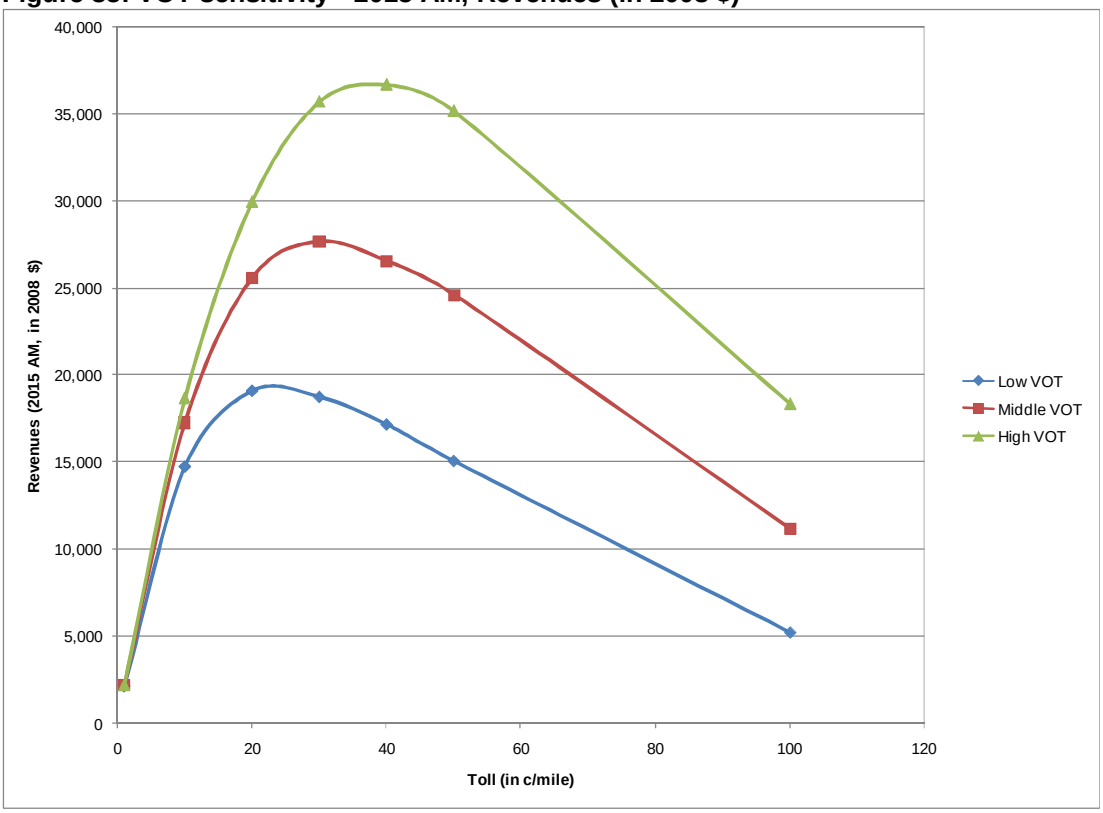


Table 23: VOT sensitivity - 2015 PM

Low VOT							
Toll (¢/mi)	1	10	20	30	40	50	100
VMT (mi)	228,027	161,281	101,023	65,609	43,422	28,973	4,158
Rev ($)	2,280	16,128	20,204	19,682	17,369	14,486	4,158
Trips	21,029	15,790	10,148	6,705	4,458	3,034	453
Middle VOT							
Toll (¢/mi)	1	10	20	30	40	50	100
VMT (mi)	231,540	189,036	139,054	98,335	70,300	50,378	9,024
Rev ($)	2,315	18,904	27,811	29,500	28,120	25,189	9,025
Trips	21,372	17,909	13,690	9,830	7,174	5,151	991
High VOT							
Toll (¢/mi)	1	10	20	30	40	50	100
VMT (mi)	232,565	202,522	165,514	128,320	98,196	74,694	16,599
Rev ($)	2,326	20,252	33,103	38,496	39,278	37,347	16,599
Trips	21,487	18,999	16,025	12,615	9,746	7,577	1,773

Figure 36: VOT sensitivity - 2015 PM, Revenues (in 2008 $)

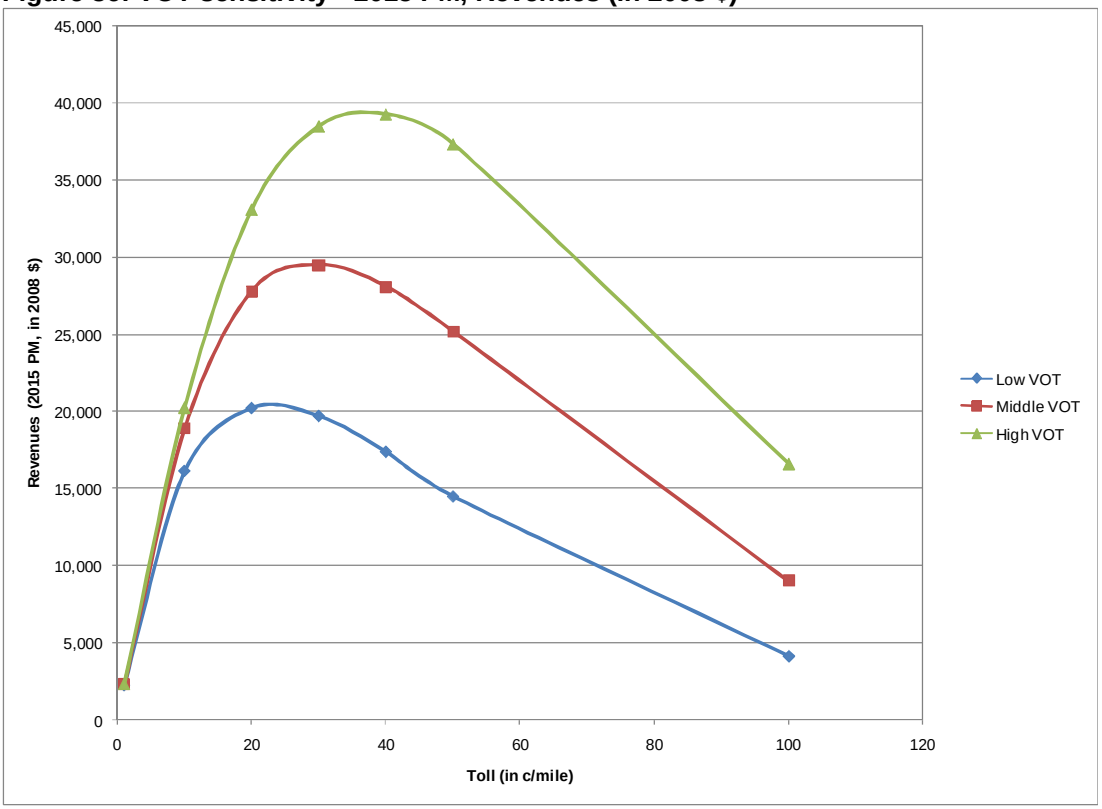


Table 24: VOT sensitivity - 2030 AM

Low VOT								
Toll (¢/mi)	1	20	30	40	50	60	70	100
VMT (mi)	243,218	173,259	137,940	106,258	80,661	62,175	48,379	23,056
Rev ($)	2,432	34,652	41,382	42,503	40,330	37,305	33,865	23,057
Trips	25,830	17,903	15,001	11,779	9,039	7,032	5,526	2,762
Middle VOT								
Toll (¢/mi)	1	20	30	40	50	60	70	100
VMT (mi)	246,145	198,993	172,095	145,904	121,519	99,133	80,125	42,421
Rev ($)	2,461	39,798	51,629	58,361	60,759	59,480	56,087	42,421
Trips	26,762	19,691	17,809	15,835	13,557	11,188	9,120	5,056
High VOT								
Toll (¢/mi)	1	20	30	40	50	60	70	100
VMT (mi)	244,610	213,639	193,867	173,373	153,125	133,491	114,329	67,524
Rev ($)	2,446	42,728	58,160	69,349	76,562	80,094	80,030	67,524
Trips	26,689	20,697	19,296	17,754	16,383	14,747	12,864	7,863

Figure 37: VOT sensitivity - 2030 AM, Revenues (in 2008 $)

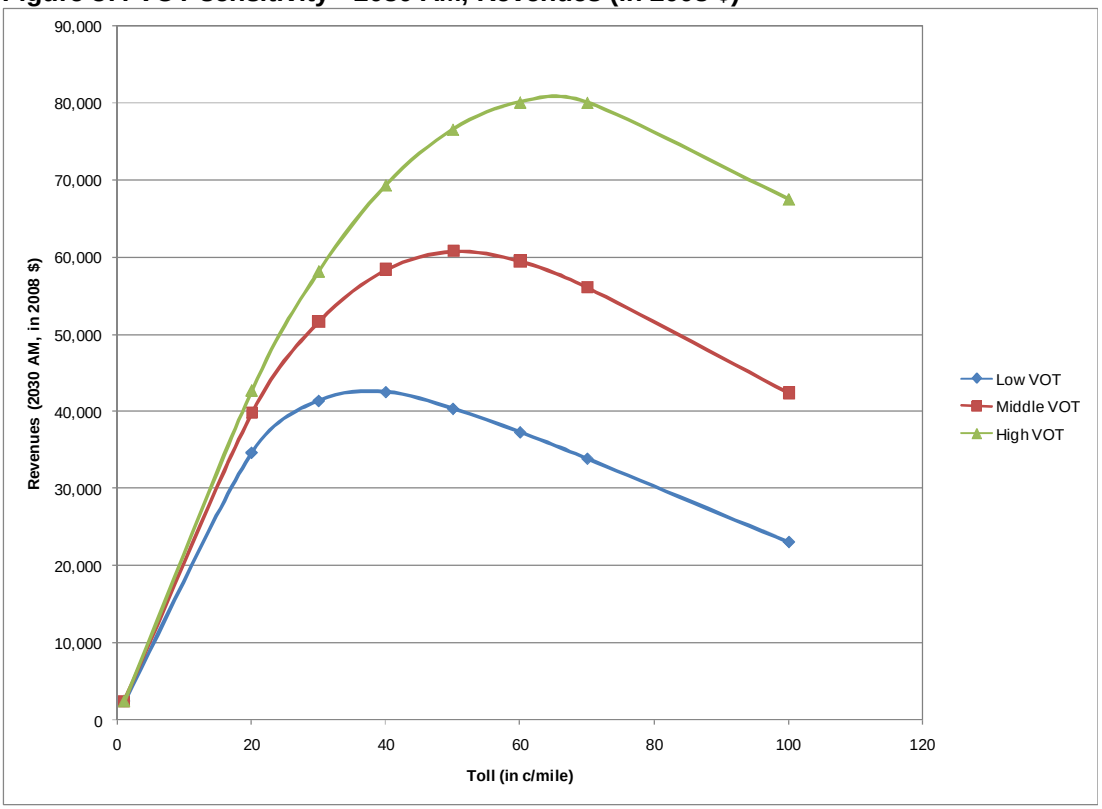
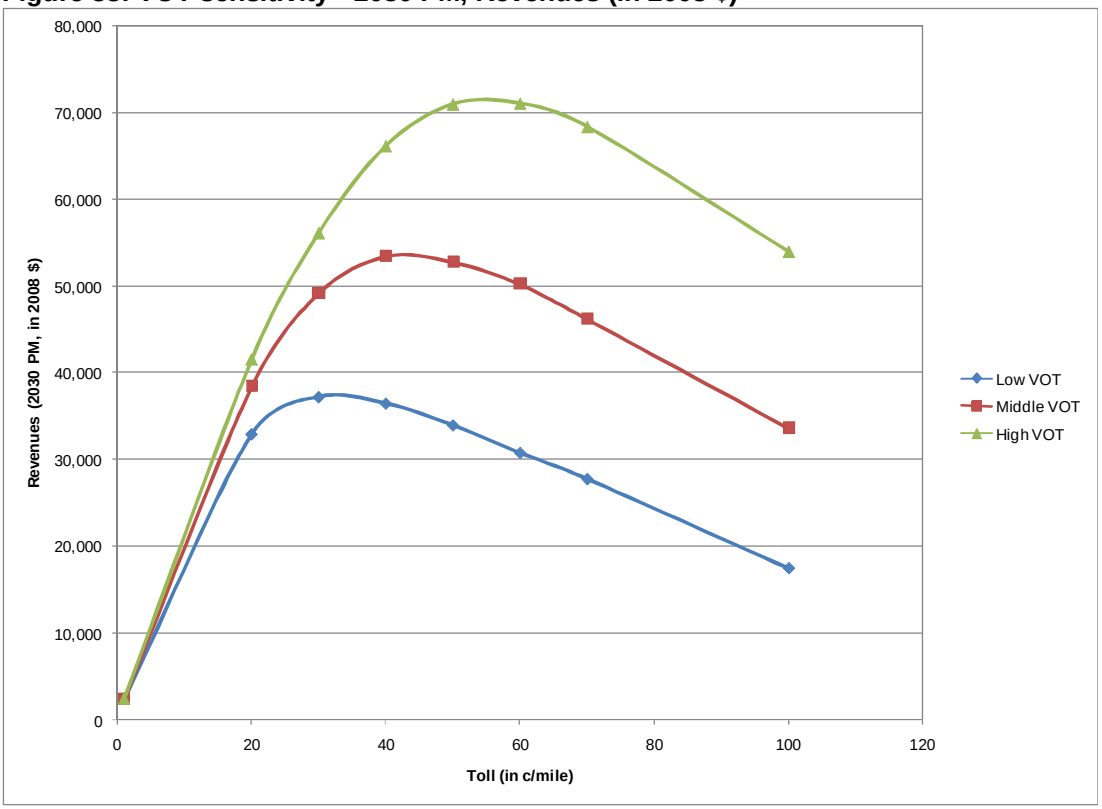


Table 25: VOT sensitivity - 2030 PM

Low VOT								
Toll (¢/mi)	1	20	30	40	50	60	70	100
VMT (mi)	241,889	164,808	124,189	91,222	67,933	51,325	39,691	17,486
Rev ($)	2,419	32,961	37,256	36,489	33,966	30,794	27,783	17,486
Trips	25,953	18,920	14,790	11,210	8,582	6,690	5,313	2,678
Middle VOT								
Toll (¢/mi)	1	20	30	40	50	60	70	100
VMT (mi)	244,209	192,359	164,034	133,654	105,566	83,738	66,044	33,655
Rev ($)	2,442	38,471	49,210	53,461	52,782	50,242	46,230	33,654
Trips	26,147	21,380	18,870	15,858	12,838	10,441	8,478	4,789
High VOT								
Toll (¢/mi)	1	20	30	40	50	60	70	100
VMT (mi)	245,477	207,822	187,144	165,458	141,998	118,479	97,709	53,991
Rev ($)	2,455	41,564	56,143	66,182	70,998	71,086	68,396	53,990
Trips	26,352	22,628	20,847	18,898	16,642	14,184	11,950	7,148

Figure 38: VOT sensitivity - 2030 PM, Revenues (in 2008 $)



7.6.2 The results of analysing the average VOT sensitivity illustrate the strong correlation between the average VOT and the associated log normal distribution and the revenue maximizing toll rate.

7.6.3 A higher VOT implies higher usage of the managed lanes and increased revenues. The VOT for each potential user is an “exchange rate” between time saving and money. When a potential user is deciding whether to use the managed lanes, as the VOT increases, the perceived value of the time saved also increases. Conversely, the perceived cost of the toll charged for the time saved decreases when the traveller’s VOT increases.

7.6.4 For example, the “High” VOT is higher than the “Middle” VOT by a factor of 1.242. Hence, if a traveller with “Middle” VOT is willing to pay the revenue maximizing toll of 40 cents/mile for a given time savings, a traveller with a “High” VOT would be willing to pay, for the same time savings, approximately 50 cents/mile (1.242*40 cents/mile) as shown in Figure 38 above.

7.7 Reversible Scenario – Low Demographic/I-285 HOV sensitivity

7.7.1 Assumptions:

- VOT=$12.19/hour, unescalated
- Low/ARC demographic profiles
- With/without HOV Lanes on I-285 in 2030

Table 26: 2030 AM Demographic – HOV lanes on I-285 sensitivity

2030 AM - ARC Demographic without HOV lanes on I-285								
Toll (¢/mi)	1	20	30	40	50	60	70	100
VMT (mi)	246,145	198,993	172,095	145,904	121,519	99,133	80,125	42,421
Rev ($)	2,461	39,798	51,629	58,361	60,759	59,480	56,087	42,421
Trips	26,762	19,691	17,809	15,835	13,557	11,188	9,120	5,056
2030 AM - ARC Demographic with HOV lanes on I-285								
Toll (¢/mi)	1	20	30	40	50	60	70	100
VMT (mi)	246,922	200,936	174,442	148,607	124,855	102,225	83,042	44,450
Rev ($)	2,469	40,187	52,332	59,442	62,427	61,334	58,129	44,450
Trips	27,377	20,439	18,406	16,589	14,432	11,985	9,834	5,537
2030 AM - Low Demographic without HOV lanes on I-285								
Toll (¢/mi)	1	20	30	40	50	60	70	100
VMT (mi)	236,079	172,472	142,246	114,854	89,369	69,779	55,137	26,686
Rev ($)	2,361	34,494	42,673	45,941	44,684	41,867	38,596	26,686
Trips	25,719	18,516	16,305	13,787	11,138	8,936	7,227	3,795
2030 AM - Low Demographic with HOV lanes on I-285								
Toll (¢/mi)	1	20	30	40	50	60	70	100
VMT (mi)	243,780	193,946	164,760	137,318	109,645	87,221	69,600	35,196
Rev ($)	2,438	38,789	49,428	54,927	54,822	52,333	48,719	35,196
Trips	26,047	19,191	17,155	15,010	12,415	10,038	8,164	4,347

Table 27: 2030 PM Demographic - HOV lanes on I-285 sensitivity

2030 PM - ARC Demographic without HOV lanes on I-285								
Toll (¢/mi)	1	20	30	40	50	60	70	100
VMT (mi)	244,209	192,359	164,034	133,654	105,566	83,738	66,044	33,655
Rev ($)	2,442	38,471	49,210	53,461	52,782	50,242	46,230	33,654
Trips	26,147	21,380	18,870	15,858	12,838	10,441	8,478	4,789
2030 PM - ARC Demographic with HOV lanes on I-285								
Toll (¢/mi)	1	20	30	40	50	60	70	100
VMT (mi)	247,766	204,726	177,462	145,747	115,287	92,006	73,424	37,942
Rev ($)	2,478	40,945	53,238	58,298	57,643	55,203	51,396	37,941
Trips	27,143	22,637	20,267	17,400	14,411	11,983	10,037	6,115
2030 PM - Low Demographic without HOV lnaes on I-285								
Toll (¢/mi)	1	20	30	40	50	60	70	100
VMT (mi)	230,708	154,238	116,122	85,947	64,000	47,613	35,108	14,019
Rev ($)	2,307	30,848	34,836	34,379	31,999	28,568	24,575	14,020
Trips	25,155	18,706	14,865	11,316	8,754	6,790	5,286	2,665
2030 PM - Low Demographic with HOV lanes on I-285								
Toll (¢/mi)	1	20	30	40	50	60	70	100
VMT (mi)	237,557	174,073	137,003	104,400	79,557	60,192	45,216	19,296
Rev ($)	2,376	34,814	41,101	41,759	39,778	36,115	31,650	19,296
Trips	26,415	20,394	16,884	13,431	10,778	8,668	7,023	4,080

Figure 39: 2030 AM VMT Demographic - HOV lanes on I-285 sensitivity

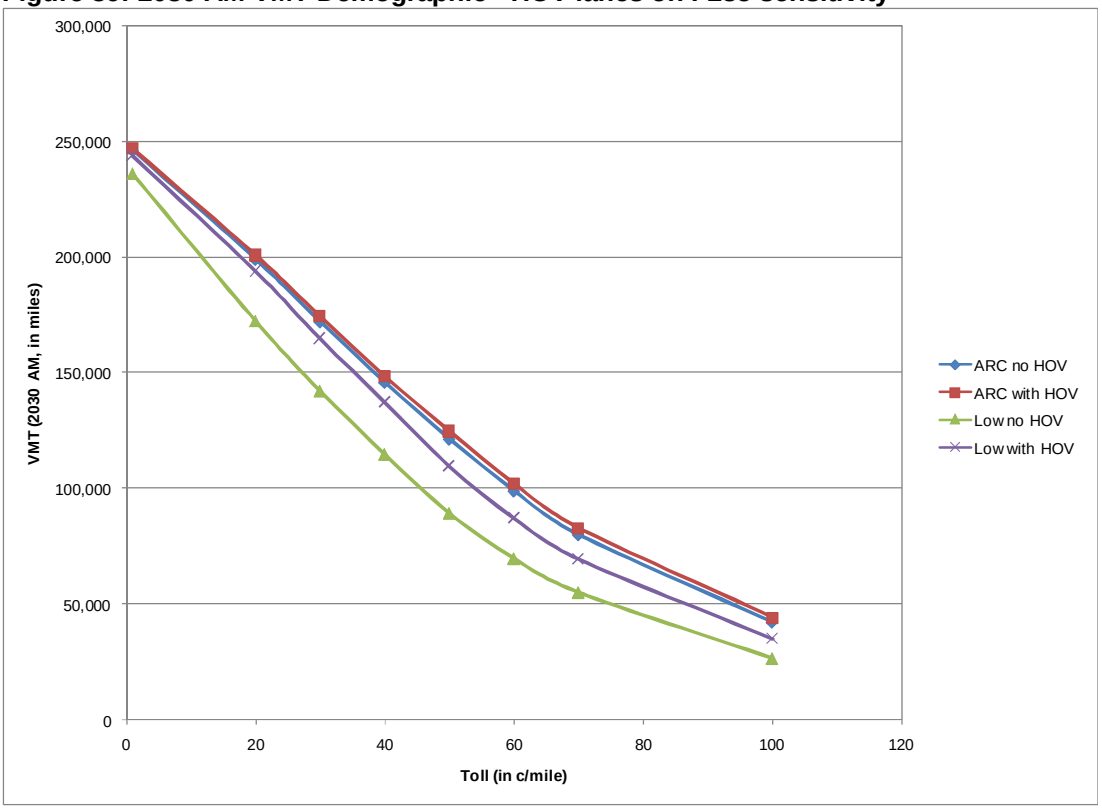


Figure 40 : 2030 PM VMT Demographic - HOV lanes on I-285 sensitivity

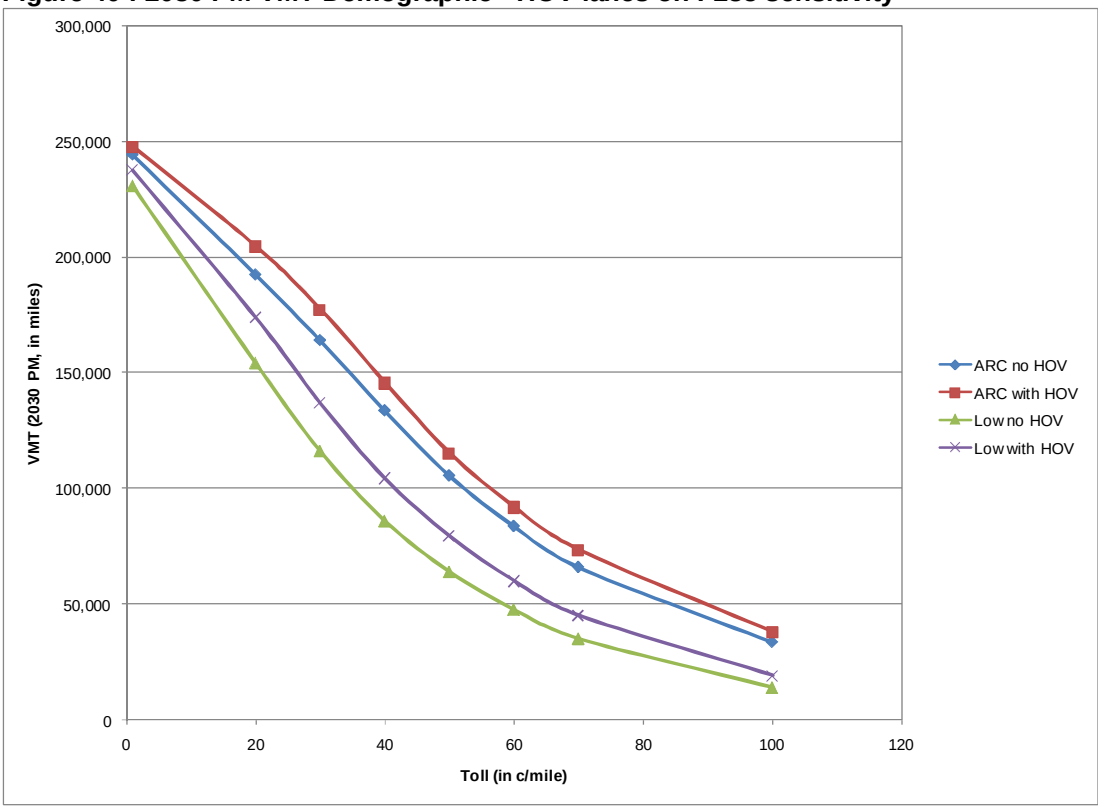


Figure 41: 2030 AM Revenues Demographic - HOV lanes on I-285 sensitivity

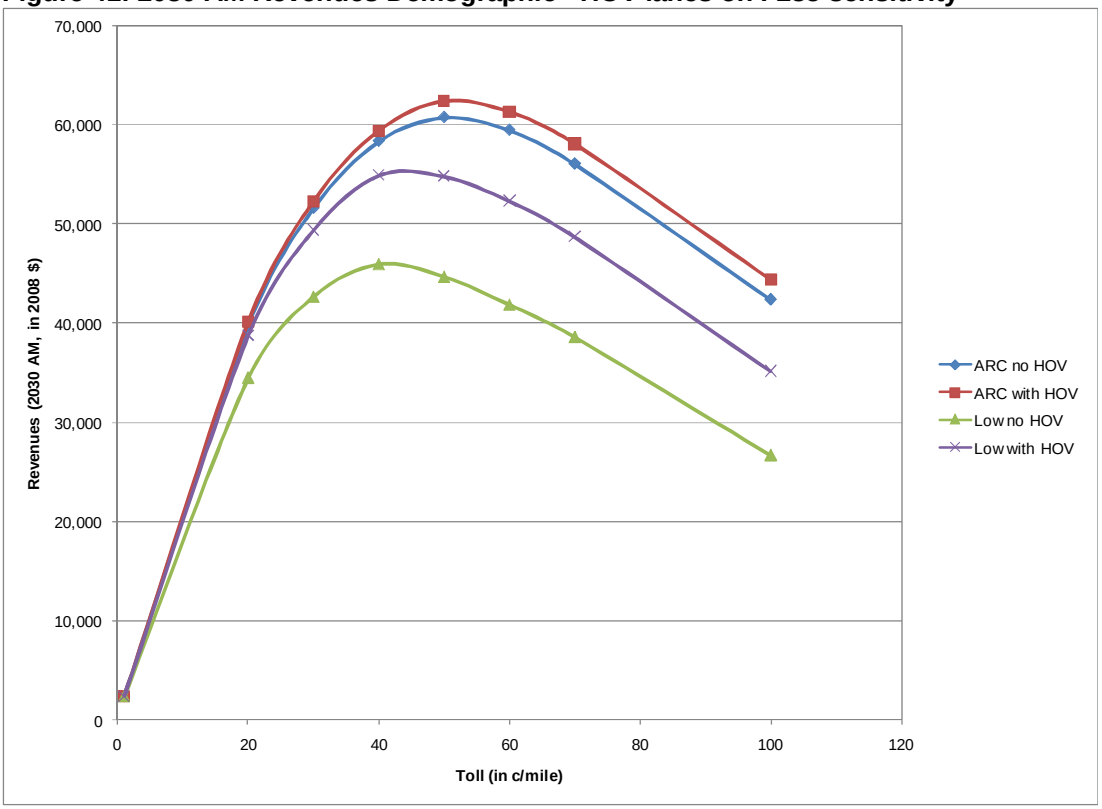
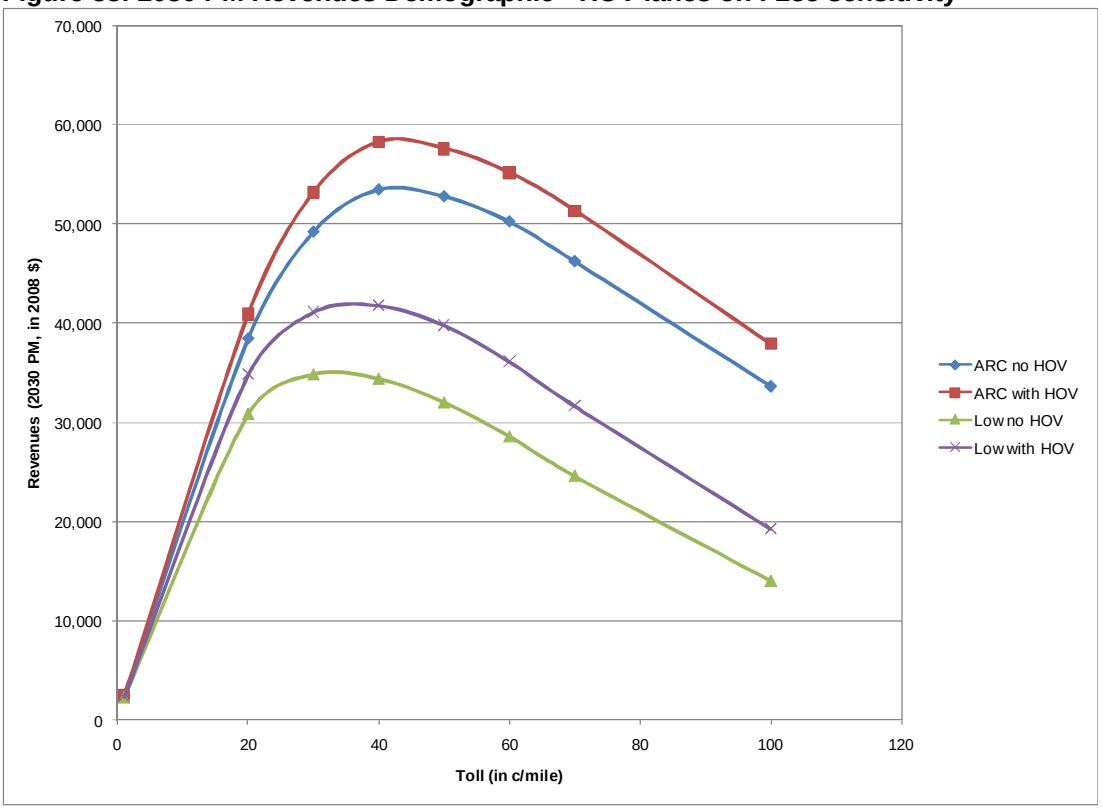


Figure 38: 2030 PM Revenues Demographic - HOV lanes on I-285 sensitivity



7.7.2 It appears from the charts shown above that the impact of adding HOV lanes on I-285 is higher when the demographic outlook is “Low” rather than with the “ARC” demographic outlook. This can be explained by noting that with the “Low” demographic scenario, the volume of trips generated by the ARC model is lower, hence the capacity available is adequate to host the extra traffic generated by the addition of these extra lanes on I-285.

7.8 Reversible Scenario – Speed/Flow sensitivity

7.8.1 Assumptions:

- VOT=$12.19/hour, unescalated
- Low demographic profile
- HOV Lanes on I-285 in 2030
- ARC/HNTB and AECOM speed-flow curves

7.8.2 The purpose of this sensitivity test is to quantify the impact of a different set of speed-flow curves implemented in the assignment and toll choice model. The curves used for the sensitivity test have been described in Section 4.3.

7.8.3 A selected case per year/direction has been run for this sensitivity test, and the results are shown in **Table 28**. Specifically, the toll values of 30c/mile and 40c/mile have been tested for the years 2015 and 2030 respectively.

7.8.4 It is evident from **Table 28** below that even though speed-flow curves for the test case produce slower speeds for both the GP and ML with respect to the AECOM case, the speed differential between the GP lanes and the ML with these curves is greater than with the AECOM speed-flow curves such that this combination of test curves increases traffic and revenues in the managed lanes.

Table 28: Sensitivity test for speed-flow curve

Simulation with AECOM speed-flow curves				
Case	Toll	VMT (mi)	Revenue ($)	Trips
2015 AM	30c/mile	92,214	27,664	10,199
2015 PM	30c/mile	98,335	29,500	9,830
2030 AM	40c/mile	137,318	54,927	15,010
2030 PM	40c/mile	104,400	41,759	13,431
Simulation with ARC/HNTB speed/flow curve for GP and ML				
Case	Toll	VMT (mi)	Revenue ($)	Trips
2015 AM	30c/mile	117,419	35,226	11,890
2015 PM	30c/mile	124,649	37,394	11,754
2030 AM	40c/mile	150,417	60,167	15,214
2030 PM	40c/mile	131,856	52,742	15,777

7.9 Reversible Scenario – Demand sensitivity

7.9.1 Assumptions:

- VOT=$12.19/hour, unescalated
- Low demographic profile
- HOV Lanes on I-285 in 2030
- Demand varied ±5%

7.9.2 The purpose of this sensitivity test is to quantify the impact of changes in the demand entering the sub-area zone. As a general rule, higher demand means higher usage of the managed lane, but it also means higher congestion in feeder roads to the managed lanes, which may depress demand in the managed lanes.

7.9.3 **Table 29** below shows the results for the revenue maximizing case, with the assumptions listed above. The imbalance in the response for 2030 AM and PM periods is seen in Table 29. The sensitivity demonstrates that the ARC model is highly sensitive to changes in demand. The response elasticity is believed to be too high and highlights the need for a more accurate forecast of travel demand in the investment grade study.

Table 29: Vehicle Miles Travelled on the managed lanes (Total and Percent Differential)

Scenario	2015 AM	2015 PM	2030 AM	2030 PM
Middle Case -5%	67,514	71,516	79,759	81,429
Middle Case	92,214	98,335	109,645	104,400
Middle Case +5%	119,421	128,320	141,268	147,909
Scenario	**2015 AM**	**2015 PM**	**2030 AM**	**2030 PM**
Middle Case -5%	-27%	-27%	-27%	-22%
Middle Case +5%	30%	30%	29%	42%

7.10 Conversion Scenario – Base Case

7.10.1 Assumptions:

- VOT=$13.50/hour, real escalation of 1% p.a.
- ARC demographic profile
- HOV Lanes on I-285 present in 2030

Table 30: Conversion - Base Case, 2015 Results

2015 AM – Southbound								
Toll (¢/mi)	1	5	10	20	30	40	50	100
VMT (mi)	216,736	201,139	181,290	144,002	115,318	90,212	70,182	20,785
Rev ($)	2,167	10,057	18,129	28,800	34,595	36,084	35,091	20,785
Trips	21,412	19,953	18,602	16,175	13,574	11,374	9,574	3,334
2015 AM – Northbound								
Toll (¢/mi)	1	5	10	20	30	40	50	100
VMT (mi)	84,132	27,220	11,186	3,660	1,617	823	440	27
Rev ($)	841	1,361	1,119	732	485	329	220	27
Trips	10,843	5,332	3,005	1,255	612	328	181	12
2015 PM – Southbound								
Toll (¢/mi)	1	5	10	20	30	40	50	100
VMT (mi)	108,053	48,157	24,491	8,987	4,293	2,308	1,366	148
Rev ($)	1,081	2,408	2,449	1,797	1,288	923	683	148
Trips	16,396	11,782	9,267	6,961	5,841	5,177	4,729	3,338
2015 PM – Northbound								
Toll (¢/mi)	1	5	10	20	30	40	50	100
VMT (mi)	234,765	220,966	203,693	166,439	130,806	102,030	78,777	19,592
Rev ($)	2,348	11,048	20,369	33,288	39,241	40,812	39,388	19,593
Trips	21,741	20,732	19,399	16,425	13,226	10,315	8,016	2,129

Table 31: Conversion - Base Case, 2030 Results

2030 AM - Southbound										
Toll (¢/mi)	1	5	10	20	30	40	60	70	80	100
VMT (mi)	253,594	248,963	243,006	230,120	217,747	204,777	175,390	161,137	146,556	114,316
Rev ($)	2,536	12,448	24,301	46,024	65,324	81,911	105,234	112,795	117,244	114,315
Trips	24,938	24,118	23,336	21,985	20,767	20,011	18,242	16,994	15,922	12,757
2030 AM - Northbound										
Toll (¢/mi)	1	5	10	20	30	40	60	70	80	100
VMT (mi)	122,824	80,555	48,116	20,797	9,949	5,291	2,039	1,369	993	531
Rev ($)	1,228	4,028	4,812	4,159	2,985	2,116	1,223	959	795	531
Trips	17,098	13,626	9,849	6,091	4,210	3,141	2,077	1,768	1,557	1,226
2030 PM - Southbound										
Toll (¢/mi)	1	5	10	20	30	40	60	70	80	100
VMT (mi)	171,331	141,440	115,474	76,480	50,878	33,114	13,071	7,987	5,079	2,028
Rev ($)	1,713	7,072	11,548	15,297	15,265	13,248	7,847	5,595	4,068	2,033
Trips	19,488	17,693	15,628	11,440	8,280	5,884	2,918	2,032	1,424	668
2030 PM - Northbound										
Toll (¢/mi)	1	5	10	20	30	40	60	70	80	100
VMT (mi)	248,776	244,356	237,087	219,899	204,054	187,779	150,001	130,123	109,990	75,374
Rev ($)	2,488	12,218	23,709	43,980	61,216	75,111	90,000	91,086	87,991	75,373
Trips	24,911	24,361	23,513	22,236	20,841	19,578	16,050	14,186	12,315	9,081

7.10.2 The **Tables 32-33** below show the revenue maximization summary for the Conversion case, with VOT escalation. Managed lanes are available in both directions, hence the toll rates vary across directions, according to the congestion levels.

Table 32: Conversion - Base Case, 2015 AM/PM Revenue Maximization Summary

2015	AM - Toll =40/5 (SB/NB, c/mile)			PM - Toll=10/40 (SB/NB, c/mile)		
Case	VMT (mi)	Revenues ($)	Trips	VMT (mi)	Revenues ($)	Trips
SB	90,212	36,084	11,374	24,491	2,449	9,267
NB	27,220	1,361	5,332	102,030	40,812	10,315
Total	117,432	37,445	16,707	126,521	43,261	19,582

Table 33: Conversion - Base Case, 2030 AM/PM Revenue Maximization Summary

2030	AM - Toll =80/10 (SB/NB, c/mile)			PM - Toll=20/70 (SB/NB, c/mile)		
Case	VMT (mi)	Revenues ($)	Trips	VMT (mi)	Revenues ($)	Trips
SB	146,556	117,244	15,922	76,480	15,297	11,440
NB	48,116	4,812	9,849	130,123	91,086	14,186
Total	194,672	122,055	25,770	206,602	106,383	25,626

7.11 Base Case 2014 – 2030 Profile

7.11.1 The Results of the Base Case, plus selected sensitivities are summarized and presented in the chart and Table below. For all cases, the VOT is escalated in real terms at one percent per annum. The following cases are presented, in order

- Reversible Base (Section 7.2)
- Reversible, HOV 3+ (Section 7.5)
- Reversible with ramps (Section 7.4)
- Reversible, Middle VOT, low demographic (Section 7.3 – 7.7, with real escalation)
- Reversible, high VOT, (Section 7.6, with real escalation)
- Conversion – Base Case (Section 7.10).

7.11.2 In **Figure 42** below, all curves begin at year 2014 (all "Reversible" cases), while the last one (labelled "Conversion") begins at year 2015. The data in **Figure 42** is presented as a chart in **Table 34** below. All revenues are in million of 2008 $. In **Figure 42** the cases are ordered by decreasing revenues in 2050.

Figure 42: Revenue Profile 2014 – 2030 of selected Scenarios and Sensitivities

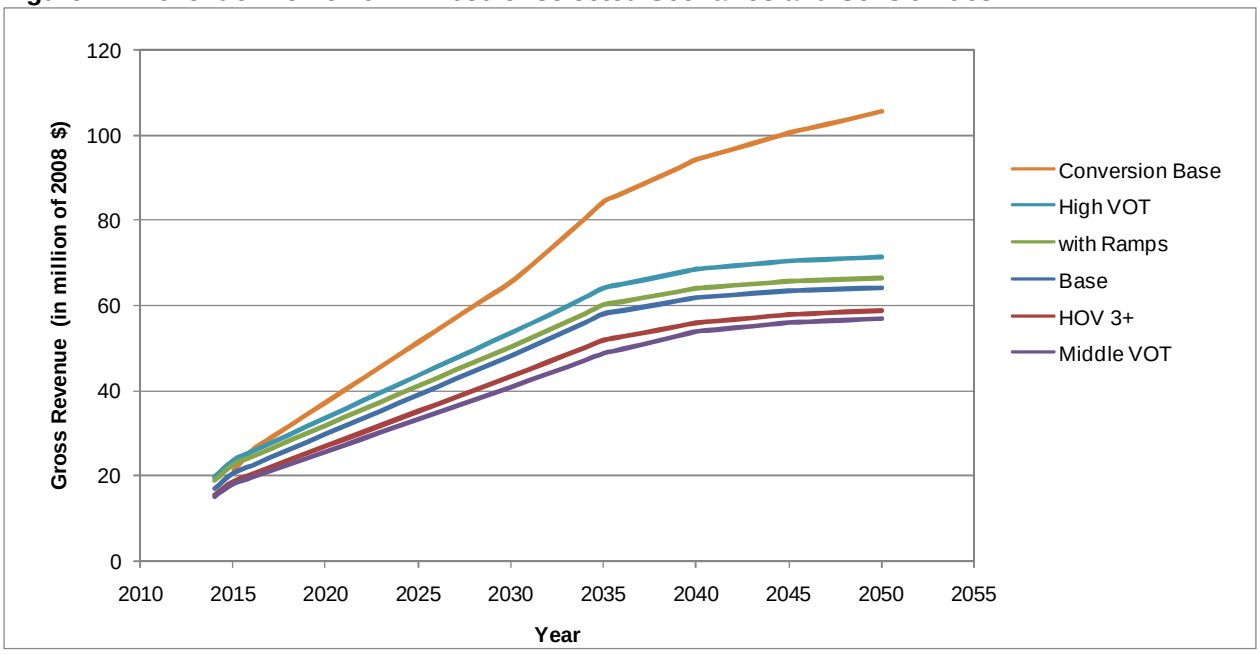


Table 34: Revenue Profile 2014 – 2030 of selected Scenarios and Sensitivities ($2008)

	Reversible					Conversion
Year	Base	HOV 3+	with Ramps	Middle VOT	High VOT	Base
2014	17,023,327	15,562,114	18,656,964	14,823,976	19,692,397	-
2015	20,518,212	18,722,990	22,329,736	17,792,632	23,609,300	21,033,398
2016	22,355,133	20,368,215	24,185,437	19,317,527	25,608,287	25,898,682
2017	24,192,054	22,013,439	26,041,139	20,842,422	27,607,275	28,715,446
2018	26,028,974	23,658,664	27,896,840	22,367,316	29,606,262	31,532,210
2019	27,865,895	25,303,888	29,752,542	23,892,211	31,605,250	34,348,974
2020	29,702,816	26,949,113	31,608,243	25,417,106	33,604,237	37,165,738
2021	31,539,737	28,594,337	33,463,945	26,942,001	35,603,225	39,982,502
2022	33,376,658	30,239,562	35,319,646	28,466,896	37,602,212	42,799,265
2023	35,213,578	31,884,786	37,175,348	29,991,790	39,601,200	45,616,029
2024	37,050,499	33,530,011	39,031,049	31,516,685	41,600,187	48,432,793
2025	38,887,420	35,175,235	40,886,751	33,041,580	43,599,175	51,249,557
2026	40,724,341	36,820,460	42,742,452	34,566,475	45,598,162	54,066,321
2027	42,561,262	38,465,684	44,598,154	36,091,370	47,597,150	56,883,085
2028	44,398,182	40,110,909	46,453,855	37,616,264	49,596,137	59,699,849
2029	46,235,103	41,756,133	48,309,557	39,141,159	51,595,125	62,516,612
2030	48,072,024	43,401,358	50,165,258	40,666,054	53,594,112	65,333,376
2031	49,944,935	45,060,207	52,056,827	42,209,178	55,628,817	68,906,909
2032	51,853,494	46,731,994	53,983,405	43,770,874	57,699,155	72,575,037
2033	53,797,814	48,416,949	55,945,278	45,351,029	59,805,154	76,337,761
2034	55,777,896	50,115,070	57,942,446	46,949,641	61,946,813	80,195,082
2035	57,793,740	51,826,358	59,974,910	48,566,711	64,124,133	84,146,998
2036	58,543,515	52,629,497	60,746,321	49,576,905	64,997,015	86,056,278
2037	59,297,761	53,434,281	61,522,144	50,596,329	65,874,354	87,991,273
2038	60,056,476	54,240,711	62,302,379	51,624,981	66,756,151	89,951,983
2039	60,819,662	55,048,787	63,087,025	52,662,862	67,642,405	91,938,409
2040	61,587,318	55,858,509	63,876,084	53,709,973	68,533,117	93,950,551
2041	61,902,419	56,248,700	64,205,272	54,134,429	68,920,349	95,170,299
2042	62,218,078	56,639,097	64,535,011	54,560,038	69,308,139	96,407,152
2043	62,534,297	57,029,700	64,865,302	54,986,801	69,696,486	97,661,110
2044	62,851,074	57,420,509	65,196,144	55,414,718	70,085,390	98,932,174
2045	63,168,409	57,811,523	65,527,538	55,843,789	70,474,851	100,220,344
2046	63,309,371	58,003,170	65,676,383	56,032,468	70,654,528	101,186,033
2047	63,450,403	58,194,843	65,825,296	56,221,291	70,834,275	102,167,751
2048	63,591,505	58,386,541	65,974,279	56,410,258	71,014,092	103,165,498
2049	63,732,677	58,578,265	66,123,330	56,599,370	71,193,978	104,179,275
2050	63,873,918	58,770,015	66,272,450	56,788,625	71,373,934	105,209,080

7.11.3 **Tables 35** and **36** illustrate the calculation of the total gross revenues presented in the previous table for the Reversible and Conversion Base Cases. The calculations assume an annualization factor of 260 and a ramp-up factor of 0.91 in the first implementation year.

Table 35: Details of Gross Revenue Calculations for the Reversible Scenario – Base Case

Year	Daily VMT (all vehicles)			Toll Rates ($/mile)		Revenues for period (in 2008$)				Daily Revenue With RampUp	Gross Revenue	
				AM Peak	PM Peak	AM Peak	Mid Day		PM Peak		Total Annual	Cumulative
	AM	Mid Day	PM	SB	NB	SB	NB	SB	NB			
2014	83,900	17,405	90,146	0.37	0.38	31,022	3,430	3,102	34,298	65,474	17,023,327	17,023,327
2015	86,587	17,936	92,769	0.40	0.40	34,634	3,711	3,463	37,108	78,916	20,518,212	37,541,539
2016	89,274	18,467	95,392	0.43	0.42	38,246	3,992	3,825	39,918	85,981	22,355,133	59,896,671
2017	91,960	18,997	98,014	0.46	0.44	41,859	4,273	4,186	42,729	93,046	24,192,054	84,088,725
2018	94,647	19,528	100,637	0.48	0.45	45,471	4,554	4,547	45,539	100,111	26,028,974	110,117,699
2019	97,333	20,059	103,259	0.50	0.47	49,084	4,835	4,908	48,350	107,177	27,865,895	137,983,595
2020	100,020	20,590	105,882	0.53	0.48	52,696	5,116	5,270	51,160	114,242	29,702,816	167,686,411
2021	102,707	21,121	108,504	0.55	0.50	56,308	5,397	5,631	53,970	121,307	31,539,737	199,226,147
2022	105,393	21,652	111,127	0.57	0.51	59,921	5,678	5,992	56,781	128,372	33,376,658	232,602,805
2023	108,080	22,183	113,749	0.59	0.52	63,533	5,959	6,353	59,591	135,437	35,213,578	267,816,383
2024	110,766	22,714	116,372	0.61	0.54	67,146	6,240	6,715	62,402	142,502	37,050,499	304,866,883
2025	113,453	23,245	118,994	0.62	0.55	70,758	6,521	7,076	65,212	149,567	38,887,420	343,754,303
2026	116,140	23,776	121,617	0.64	0.56	74,370	6,802	7,437	68,022	156,632	40,724,341	384,478,643
2027	118,826	24,307	124,239	0.66	0.57	77,983	7,083	7,798	70,833	163,697	42,561,262	427,039,905
2028	121,513	24,837	126,862	0.67	0.58	81,595	7,364	8,160	73,643	170,762	44,398,182	471,438,087
2029	124,199	25,368	129,484	0.69	0.59	85,208	7,645	8,521	76,454	177,827	46,235,103	517,673,191
2030	126,886	25,899	132,107	0.70	0.60	88,820	7,926	8,882	79,264	184,892	48,072,024	565,745,215
2031	129,573	26,430	134,730	0.71	0.61	92,508	8,212	9,251	82,125	192,096	49,944,935	615,690,150
2032	132,259	26,961	137,352	0.73	0.62	96,270	8,504	9,627	85,036	199,437	51,853,494	667,543,644
2033	134,946	27,492	139,975	0.74	0.63	100,108	8,800	10,011	87,997	206,915	53,797,814	721,341,458
2034	137,632	28,023	142,597	0.76	0.64	104,020	9,101	10,402	91,008	214,530	55,777,896	777,119,354
2035	140,319	28,554	145,220	0.77	0.65	108,007	9,407	10,801	94,069	222,284	57,793,740	834,913,094
2036	140,991	28,687	145,875	0.78	0.65	109,507	9,519	10,951	95,190	225,167	58,543,515	893,456,609
2037	141,662	28,819	146,531	0.78	0.66	111,017	9,632	11,102	96,318	228,068	59,297,761	952,754,370
2038	142,334	28,952	147,187	0.79	0.66	112,535	9,745	11,254	97,452	230,986	60,056,476	1,012,810,846
2039	143,006	29,085	147,842	0.80	0.67	114,064	9,859	11,406	98,593	233,922	60,819,662	1,073,630,508
2040	143,677	29,218	148,498	0.80	0.67	115,601	9,974	11,560	99,739	236,874	61,587,318	1,135,217,827
2041	143,845	29,251	148,662	0.81	0.67	116,238	10,020	11,624	100,204	238,086	61,902,419	1,197,120,246
2042	144,013	29,284	148,826	0.81	0.68	116,875	10,067	11,688	100,670	239,300	62,218,078	1,259,338,324
2043	144,181	29,317	148,990	0.82	0.68	117,514	10,114	11,751	101,137	240,517	62,534,297	1,321,872,621
2044	144,349	29,350	149,153	0.82	0.68	118,154	10,160	11,815	101,605	241,735	62,851,074	1,384,723,694
2045	144,517	29,383	149,317	0.82	0.68	118,796	10,207	11,880	102,073	242,955	63,168,409	1,447,892,103

Year	Daily VMT (all vehicles)			Toll Rates ($/mile)		Revenues for period (in 2008$)				Daily Revenue With RampUp	Gross Revenue	
				AM Peak	PM Peak	AM Peak	Mid Day		PM Peak		Total Annual	Cumulative
	AM	Mid Day	PM	SB	NB	SB	NB	SB	NB			
2046	144,559	29,392	149,358	0.82	0.68	119,082	10,228	11,908	102,279	243,498	63,309,371	1,511,201,475
2047	144,601	29,400	149,399	0.83	0.69	119,369	10,249	11,937	102,486	244,040	63,450,403	1,574,651,878
2048	144,643	29,408	149,440	0.83	0.69	119,656	10,269	11,966	102,692	244,583	63,591,505	1,638,243,383
2049	144,685	29,417	149,481	0.83	0.69	119,943	10,290	11,994	102,899	245,126	63,732,677	1,701,976,060
2050	144,727	29,425	149,522	0.83	0.69	120,230	10,311	12,023	103,106	245,669	63,873,918	1,765,849,979

Table 36: Details of Gross Revenue Calculations for the Conversion Scenario – Base Case

Year	Daily VMT (vehicles)			Toll Rates ($/mile)				Revenues (in 2008 $)						Gross Revenues	
				AM Peak		PM Peak		AM Peak		Mid Day	PM Peak				
	AM	Mid Day	PM	NB	SB	NB	SB	NB	SB	NB & SB	NB	SB	Daily	Annual	Cumulative
2015	117,432	24,395	126,521	0.05	0.40	0.40	0.10	1,361	36,084	8,071	40,812	2,449	80,898	21,033,398	21,033,398
2016	122,582	25,444	131,860	0.06	0.44	0.43	0.12	1,591	41,495	9,055	44,163	3,306	99,610	25,898,682	46,932,081
2017	127,731	26,493	137,199	0.06	0.48	0.45	0.13	1,821	46,906	10,040	47,515	4,162	110,444	28,715,446	75,647,527
2018	132,880	27,542	142,537	0.07	0.51	0.47	0.14	2,051	52,316	11,025	50,866	5,019	121,278	31,532,210	107,179,737
2019	138,030	28,591	147,876	0.07	0.55	0.50	0.15	2,281	57,727	12,010	54,218	5,875	132,111	34,348,974	141,528,711
2020	143,179	29,639	153,215	0.07	0.58	0.52	0.16	2,511	63,138	12,995	57,570	6,732	142,945	37,165,738	178,694,449
2021	148,328	30,688	158,554	0.08	0.61	0.54	0.17	2,741	68,548	13,980	60,921	7,588	153,779	39,982,502	218,676,950
2022	153,477	31,737	163,892	0.08	0.63	0.56	0.17	2,971	73,959	14,965	64,273	8,445	164,613	42,799,265	261,476,216
2023	158,627	32,786	169,231	0.08	0.66	0.58	0.18	3,201	79,369	15,950	67,624	9,301	175,446	45,616,029	307,092,245
2024	163,776	33,835	174,570	0.09	0.68	0.60	0.18	3,431	84,780	16,935	70,976	10,158	186,280	48,432,793	355,525,038
2025	168,925	34,883	179,909	0.09	0.71	0.62	0.19	3,661	90,191	17,919	74,328	11,015	197,114	51,249,557	406,774,595
2026	174,075	35,932	185,247	0.09	0.73	0.63	0.19	3,891	95,601	18,904	77,679	11,871	207,947	54,066,321	460,840,916
2027	179,224	36,981	190,586	0.09	0.75	0.65	0.19	4,121	101,012	19,889	81,031	12,728	218,781	56,883,085	517,724,001
2028	184,373	38,030	195,925	0.10	0.77	0.67	0.20	4,351	106,423	20,874	84,382	13,584	229,615	59,699,849	577,423,849
2029	189,523	39,079	201,264	0.10	0.78	0.68	0.20	4,581	111,833	21,859	87,734	14,441	240,449	62,516,612	639,940,462
2030	194,672	40,127	206,602	0.10	0.80	0.70	0.20	4,812	117,244	22,844	91,086	15,297	251,282	65,333,376	705,273,838
2031	199,821	41,176	211,941	0.10	0.83	0.72	0.21	5,116	124,257	24,093	95,037	16,524	265,027	68,906,909	774,180,747
2032	204,971	42,225	217,280	0.11	0.85	0.74	0.21	5,429	131,471	25,376	99,062	17,796	279,135	72,575,037	846,755,784
2033	210,120	43,274	222,618	0.11	0.88	0.76	0.22	5,752	138,885	26,692	103,163	19,115	293,607	76,337,761	923,093,545
2034	215,269	44,323	227,957	0.11	0.91	0.78	0.23	6,085	146,499	28,040	107,339	20,480	308,443	80,195,082	1,003,288,627
2035	220,418	45,371	233,296	0.12	0.93	0.80	0.23	6,426	154,314	29,422	111,589	21,891	323,642	84,146,998	1,087,435,625
2036	221,706	45,634	234,631	0.12	0.95	0.81	0.24	6,777	157,407	30,090	113,364	23,349	330,986	86,056,278	1,173,491,903
2037	222,993	45,896	235,965	0.12	0.96	0.82	0.25	7,137	160,526	30,766	115,147	24,852	338,428	87,991,273	1,261,483,176

Year	Daily VMT			Toll Rates ($/mile)				Revenues (in 2008 $)					Gross Revenues		
		(vehicles)		AM Peak		PM Peak		AM Peak		Mid Day	PM Peak				
	AM	Mid Day	PM	NB	SB	NB	SB	NB	SB	NB & SB	NB	SB	Daily	Annual	Cumulative
2038	224,280	46,158	237,300	0.13	0.97	0.83	0.25	7,506	163,669	31,452	116,940	26,402	345,969	89,951,983	1,351,435,159
2039	225,568	46,420	238,635	0.13	0.99	0.84	0.26	7,885	166,838	32,146	118,742	27,998	353,609	91,938,409	1,443,373,568
2040	226,855	46,682	239,969	0.13	1.00	0.85	0.27	8,273	170,031	32,850	120,554	29,641	361,348	93,950,551	1,537,324,120
2041	227,177	46,748	240,303	0.14	1.01	0.85	0.27	8,670	171,401	33,276	121,363	31,329	366,040	95,170,299	1,632,494,418
2042	227,499	46,814	240,637	0.14	1.01	0.86	0.28	9,076	172,774	33,709	122,173	33,064	370,797	96,407,152	1,728,901,570
2043	227,821	46,879	240,970	0.14	1.02	0.86	0.29	9,492	174,150	34,147	122,985	34,845	375,620	97,661,110	1,826,562,680
2044	228,142	46,945	241,304	0.15	1.03	0.87	0.29	9,917	175,530	34,592	123,798	36,672	380,508	98,932,174	1,925,494,855
2045	228,464	47,010	241,638	0.15	1.03	0.87	0.30	10,352	176,912	35,042	124,612	38,545	385,463	100,220,344	2,025,715,199
2046	228,545	47,027	241,721	0.15	1.04	0.88	0.31	10,795	177,544	35,380	124,993	40,465	389,177	101,186,033	2,126,901,231
2047	228,625	47,043	241,805	0.16	1.04	0.88	0.31	11,248	178,176	35,723	125,375	42,431	392,953	102,167,751	2,229,068,982
2048	228,706	47,059	241,888	0.16	1.04	0.88	0.32	11,710	178,808	36,072	125,757	44,443	396,790	103,165,498	2,332,234,480
2049	228,786	47,076	241,971	0.16	1.05	0.88	0.33	12,182	179,441	36,426	126,139	46,501	400,690	104,179,275	2,436,413,755
2050	228,867	47,092	242,055	0.17	1.05	0.89	0.33	12,663	180,074	36,786	126,522	48,606	404,650	105,209,080	2,541,622,835

8.0 Conclusions

8.1 Overview of the Results

8.1.1 The Base Case results at the revenue-maximizing point are summarized in **Table 37** below. The Conversion case is calculated with Low demographic scenario, while the Reversible case is computed with the ARC demographic scenario.

Table 37: Base Case Model Results

	VMT (miles)		Revenues (2008 $)		Toll (2008 cents/mile)	
Case	Conversion	Reversible	Conversion	Reversible	Conversion	Reversible
2015 AM	117,432	86,587	37,445	34,364	40/5 (SB/NB)	40
2015 PM	126,521	92,769	43,261	37,108	10/40 (SB/NB)	40
2030 AM	194,672	126,886	122,055	88,820	80/10 (SB/NB)	70
2030 PM	206,602	132,107	106,383	79,264	20/70 (SB/NB)	60

8.1.2 The results of different sensitivities have indicated the degree of variation in the forecast results due to changes in the VOT distribution and the regional demographic forecasts scenario. Further investigation of these variables is required for the investment grade study.

8.1.3 Although the forecasts were highly sensitive to changes in demand, this is likely due to characteristics of the ARC model. The model response was too elastic and merits further investigation as discussed below.

8.1.4 Improvements in accessibility on I-75 in 2015 and on I-285 in 2030 have shown an increase in VMT and revenues.

8.1.5 Implementation of an HOV 3+ policy, to allow all HOV 3+ to use the managed lanes for free, resulted in a decrease of VMT and revenues of approximately 7% to 10% at the revenue maximization point. Implementation of an HOV 4+ policy resulted in a small decrease in toll revenues, due to the small volume of HOV 4+ vehicles.

8.2 Further Steps to an Investment-Grade Forecast

8.2.1 As discussed at the end of the Phase I review work, the lack of origin-destination data to confirm that the model travel patterns and trip tables reflect reality is the most pressing need. In the present study the origin-destination travel pattern is based on the output of the ARC model, modified during the calibration phase to fit observed traffic counts at specified locations.

8.2.2 The current configuration of the managed lane options acts as a bypass road along large sections of the corridor and we need to quantify and confirm the level of traffic that could use each section of the managed lanes. In these circumstances, it is particularly important to derive accurate origin-destination trip patterns, because the smaller number of intersections present in the managed lanes represent a disadvantage to short-distance travellers.

8.2.3 Related to an O/D survey is the need for newer, and more widespread set of traffic counts to complement the information gathered in this study for a larger number of mainlines and entry/exit ramps. However, depending upon the scope of the O/D survey it is likely that

additional traffic counts may not be necessary because the O/D survey monitoring would include volume counts as well.

8.2.4 A second important parameter that needs better specification in the context of an investment grade study is the measurement of value of time and the derivation of its distribution among travellers. As described in both the Phase I report and the present study, the RSG survey stated preference survey used a highly sophisticated screening methodology and an appropriate sample size. However, a number of limitations (refer the Phase I report for review) which may explain the result which appears to be on the low end of the plausible range of VOTs. Given the high sensitivity shown by this model with respect to the average of the VOT distribution, a new evaluation, focused on the I-75 and I-575 corridor, is warranted.

8.2.5 The present study did not offer a review of the demographic data used in the ARC model. The demographic variables (population, employment, etc) are the drivers of the traffic growth in the years; hence the accuracy of the base case plus the most recent evaluation of its variability is desirable.

8.2.6 The value attached to travel time is a parameter of great importance, but there is evidence that the travel time reliability is measure of the quality of a managed lane facility that is valued as much as the travel time savings it produces. Briefly, a *faster* facility produces lower travel times, and a more *reliable* facility yields the benefit of a higher likelihood that a particular travel time is achieved. This is a parameter of importance to travellers that are risk-adverse in their route choice decision and who prefer a more reliable, but longer, trip to a faster, but less reliable (more variable), trip.

8.2.7 All of the areas described above will contribute to a more accurate forecast of travel demand. An investment grade study would focus on obtaining and analysing a more coherent picture by means of a larger sub-area zone coupled with a calibration effort that would include arterial roads, and a refinement of the demand modelling beyond the four-step process adopted in the ARC model.

8.2.8 The present study did not include a midday (MD) and night-time (NT) model. In an investment grade model their presence is warranted in order to measure the increase in managed-lane usage for travellers in those periods. Even if their presence in the early years of operation may be negligible, the growth in the peak hour traffic in the AM and PM model may cause time shift to the MD and NT periods.

TABLES OF SUMMARY FORECASTS

Traffic and Revenue Summary

The tables in this appendix show the forecasts of toll revenues and toll collection costs (in 2008 dollars) that were used in the financial analyses described in Chapter 8 and are included in Appendix G. The process and key assumptions used in developing these forecasts are summarized in Chapter 7.

Revenue Case	Socioeconomic Assumptions	Average Value of Time	Corresponding Financial Analysis in Appendix G
Reversible Alternate – Base Case	ARC	$13.5/hr, with 1% real escalation	Cases 1, 2, 4 and 5; Senior Coverage Sensitivity, Senior Bond Yield Sensitivity, 2.75% Toll Rate Escalation Sensitivity
Reversible Alternate – High Case	ARC	$15/hr, with 1% real escalation	Case 5 (after-tax analysis); Value of Time Sensitivity
Reversible Alternate – Low Case	Low Growth	$13.5/hr, with 1% real escalation	Socioeconomic Growth Sensitivity
Reversible Alternate – Additional Ramps Sensitivity	ARC	$13.5/hr, with 1% real escalation	Three Additional Ramps Sensitivity
Reversible Alternate – HOV3+ Sensitivity	ARC	$13.5/hr, with 1% real escalation	HOV3+ Sensitivity
Reversible Alternate – Regional Managed Lane System	ARC	HNTB Assumptions	Case 6
Conversion Alternate – Base Case	ARC	$13.5/hr, with 1% real escalation	Case 7

Northwest Corridor -- Traffic and Revenue Forecast Summary

Reversible Alternate -- Regional Managed Lane System

(Based on Preliminary HNTB Forecast for GDOT System Managed Lanes Study)

All Monetary Values in Constant 2008 Dollars

Year	Gross Revenue*		Annual	Toll Collection	Net Revenue	
	Annual	Cumulative	Transactions**	Cost	Annual	Cumulative
2014	20,601,778	20,601,778	27,328,353	3,279,402	17,322,375	17,322,375
2015	26,538,941	47,140,719	30,513,840	3,661,661	22,877,280	40,199,656
2016	30,469,622	77,610,341	31,037,718	3,724,526	26,745,095	66,944,751
2017	34,400,302	112,010,642	31,561,595	3,787,391	30,612,910	97,557,662
2018	38,330,982	150,341,624	32,085,473	3,850,257	34,480,725	132,038,387
2019	42,261,662	192,603,287	32,609,350	3,913,122	38,348,540	170,386,927
2020	46,192,343	238,795,629	33,133,228	3,975,987	42,216,355	212,603,282
2021	50,133,539	288,929,168	33,657,105	4,038,853	46,094,687	258,697,969
2022	54,074,736	343,003,904	34,180,983	4,101,718	49,973,018	308,670,987
2023	58,015,933	401,019,837	34,704,860	4,164,583	53,851,350	362,522,337
2024	61,957,130	462,976,967	35,228,738	4,227,449	57,729,681	420,252,018
2025	65,898,326	528,875,293	35,752,615	4,290,314	61,608,012	481,860,030
2026	69,839,523	598,714,816	36,276,493	4,353,179	65,486,344	547,346,374
2027	73,780,720	672,495,536	36,800,370	4,416,044	69,364,675	616,711,049
2028	77,721,917	750,217,452	37,324,248	4,478,910	73,243,007	689,954,056
2029	81,663,113	831,880,565	37,848,125	4,541,775	77,121,338	767,075,394
2030	85,604,310	917,484,875	38,372,003	4,604,640	80,999,670	848,075,064
2031	87,574,908	1,005,059,784	38,633,941	4,636,073	82,938,835	931,013,900
2032	89,545,507	1,094,605,290	38,895,880	4,667,506	84,878,001	1,015,891,901
2033	91,516,105	1,186,121,396	39,157,819	4,698,938	86,817,167	1,102,709,068
2034	93,486,704	1,279,608,099	39,419,758	4,730,371	88,756,333	1,191,465,400
2035	95,457,302	1,375,065,401	39,681,696	4,761,804	90,695,498	1,282,160,899
2036	97,427,900	1,472,493,301	39,943,635	4,793,236	92,634,664	1,374,795,563
2037	99,398,499	1,571,891,800	40,205,574	4,824,669	94,573,830	1,469,369,392
2038	101,369,097	1,673,260,897	40,467,513	4,856,102	96,512,996	1,565,882,388
2039	103,339,695	1,776,600,592	40,729,451	4,887,534	98,452,161	1,664,334,549
2040	105,310,294	1,881,910,886	40,991,390	4,918,967	100,391,327	1,764,725,876
2041	107,280,892	1,989,191,778	41,253,329	4,950,399	102,330,493	1,867,056,369
2042	109,251,491	2,098,443,269	41,515,268	4,981,832	104,269,658	1,971,326,027
2043	111,222,089	2,209,665,357	41,777,206	5,013,265	106,208,824	2,077,534,851
2044	113,192,687	2,322,858,045	42,039,145	5,044,697	108,147,990	2,185,682,841
2045	115,163,286	2,438,021,330	42,301,084	5,076,130	110,087,156	2,295,769,997
2046	116,314,918	2,554,336,249	42,724,094	5,126,891	111,188,027	2,406,958,024
2047	117,478,068	2,671,814,317	43,151,337	5,178,160	112,299,907	2,519,257,931
2048	118,652,848	2,790,467,165	43,582,848	5,229,942	113,422,907	2,632,680,838
2049	119,839,377	2,910,306,542	44,018,676	5,282,241	114,557,136	2,747,237,974
2050	121,037,771	3,031,344,313	44,458,861	5,335,063	115,702,707	2,862,940,681

* GTP estimate based on adjusting HNTB preliminary forecast revenues for segments within Northwest Corridor boundary

** GTP estimate based on projected VMT and average trip length

Northwest Corridor -- Traffic and Revenue Forecast Summary

Reversible Alternate -- Base Case (ARC Case with Average VOT at $13.5/hr, 1% Real Escalation)

All Monetary Values in Constant 2008 Dollars

	Daily	Daily Revenue			Gross Revenue		Annual	Toll Collection	Net Revenue	
Year	Transactions	AM	Mid Day	PM	Annual	Cumulative	Transactions	Cost	Annual	Cumulative
2014	17,535	26,824	5,669	29,870	16,214,306	16,214,306	4,559,069	547,088	15,667,218	15,667,218
2015	20,145	32,973	6,876	35,783	19,664,340	35,878,646	5,237,726	628,527	19,035,813	34,703,031
2016	21,048	36,510	7,530	38,788	21,535,203	57,413,850	5,472,359	656,683	20,878,520	55,581,551
2017	21,950	40,046	8,184	41,793	23,406,067	80,819,916	5,706,992	684,839	22,721,228	78,302,779
2018	22,852	43,583	8,838	44,798	25,276,930	106,096,846	5,941,626	712,995	24,563,935	102,866,714
2019	23,755	47,120	9,492	47,803	27,147,793	133,244,640	6,176,259	741,151	26,406,642	129,273,356
2020	24,657	50,656	10,146	50,807	29,018,656	162,263,296	6,410,892	769,307	28,249,349	157,522,705
2021	25,560	54,193	10,801	53,812	30,889,520	193,152,816	6,645,525	797,463	30,092,057	187,614,762
2022	26,462	57,730	11,455	56,817	32,760,383	225,913,198	6,880,158	825,619	31,934,764	219,549,526
2023	27,365	61,266	12,109	59,822	34,631,246	260,544,444	7,114,791	853,775	33,777,471	253,326,997
2024	28,267	64,803	12,763	62,827	36,502,109	297,046,554	7,349,424	881,931	35,620,178	288,947,175
2025	29,169	68,340	13,417	65,831	38,372,973	335,419,526	7,584,057	910,087	37,462,886	326,410,061
2026	30,072	71,877	14,071	68,836	40,243,836	375,663,362	7,818,691	938,243	39,305,593	365,715,654
2027	30,974	75,413	14,725	71,841	42,114,699	417,778,061	8,053,324	966,399	41,148,300	406,863,954
2028	31,877	78,950	15,380	74,846	43,985,562	461,763,623	8,287,957	994,555	42,991,007	449,854,961
2029	32,779	82,487	16,034	77,851	45,856,425	507,620,049	8,522,590	1,022,711	44,833,715	494,688,676
2030	33,682	86,023	16,688	80,855	47,727,289	555,347,337	8,757,223	1,050,867	46,676,422	541,365,098
2031	34,584	89,634	17,355	83,915	49,634,954	604,982,292	8,991,856	1,079,023	48,555,932	589,921,029
2032	35,486	93,319	18,035	87,029	51,579,423	656,561,714	9,226,489	1,107,179	50,472,244	640,393,273
2033	36,389	97,077	18,728	90,198	53,560,694	710,122,408	9,461,122	1,135,335	52,425,359	692,818,633
2034	37,291	100,910	19,433	93,421	55,578,767	765,701,176	9,695,756	1,163,491	54,415,277	747,233,909
2035	38,194	104,817	20,152	96,700	57,633,644	823,334,819	9,930,389	1,191,647	56,441,997	803,675,906
2036	38,419	106,275	20,414	97,869	58,385,027	881,719,847	9,989,047	1,198,686	57,186,342	860,862,248
2037	38,645	107,742	20,679	99,044	59,141,011	940,860,858	10,047,705	1,205,725	57,935,287	918,797,535
2038	38,871	109,219	20,945	100,227	59,901,596	1,000,762,454	10,106,364	1,212,764	58,688,832	977,486,367
2039	39,096	110,705	21,212	101,417	60,666,781	1,061,429,235	10,165,022	1,219,803	59,446,978	1,036,933,345
2040	39,322	112,200	21,481	102,613	61,436,566	1,122,865,801	10,223,680	1,226,842	60,209,724	1,097,143,069
2041	39,378	112,815	21,590	103,087	61,748,132	1,184,613,932	10,238,345	1,228,601	60,519,530	1,157,662,600
2042	39,435	113,432	21,699	103,562	62,060,273	1,246,674,205	10,253,009	1,230,361	60,829,912	1,218,492,512
2043	39,491	114,049	21,809	104,038	62,372,989	1,309,047,195	10,267,674	1,232,121	61,140,868	1,279,633,380
2044	39,547	114,668	21,918	104,515	62,686,280	1,371,733,475	10,282,338	1,233,881	61,452,400	1,341,085,780
2045	39,604	115,287	22,028	104,993	63,000,147	1,434,733,622	10,297,003	1,235,640	61,764,506	1,402,850,286
2046	39,618	115,563	22,076	105,200	63,138,209	1,497,871,831	10,300,669	1,236,080	61,902,129	1,464,752,415
2047	39,632	115,839	22,125	105,407	63,276,344	1,561,148,175	10,304,335	1,236,520	62,039,823	1,526,792,239
2048	39,646	116,115	22,173	105,614	63,414,550	1,624,562,724	10,308,001	1,236,960	62,177,590	1,588,969,828
2049	39,660	116,391	22,221	105,822	63,552,828	1,688,115,552	10,311,668	1,237,400	62,315,428	1,651,285,256
2050	39,674	116,667	22,270	106,029	63,691,178	1,751,806,730	10,315,334	1,237,840	62,453,338	1,713,738,594

Northwest Corridor -- Traffic and Revenue Forecast Summary

Reversible Alternate -- High Case (ARC Case with Average VOT at $15/hr, 1% Real Escalation)

All Monetary Values in Constant 2008 Dollars

	Daily	Daily Revenue			Gross Revenue		Annual	Toll Collection	O&M	Net Revenue	
Year	Transactions	AM	Mid Day	PM	Annual	Cumulative	Transactions	Cost	Cost	Annual	Cumulative
2014	19,603	29,931	6,345	33,518	18,146,471	18,146,471	5,096,675	611,601	3,487,050	14,047,820	14,047,820
2015	22,210	36,772	7,688	40,107	21,987,480	40,133,951	5,774,726	692,967	3,487,050	17,807,463	31,855,283
2016	22,909	40,699	8,413	43,431	24,061,138	64,195,089	5,956,392	714,767	3,487,050	19,859,321	51,714,604
2017	23,608	44,625	9,138	46,756	26,134,796	90,329,885	6,138,059	736,567	3,487,050	21,911,179	73,625,783
2018	24,307	48,551	9,863	50,080	28,208,454	118,538,339	6,319,726	758,367	3,487,050	23,963,037	97,588,820
2019	25,005	52,477	10,588	53,404	30,282,112	148,820,451	6,501,392	780,167	3,487,050	26,014,895	123,603,714
2020	25,704	56,403	11,313	56,729	32,355,770	181,176,221	6,683,059	801,967	3,487,050	28,066,753	151,670,467
2021	26,403	60,329	12,038	60,053	34,429,428	215,605,648	6,864,725	823,767	3,487,050	30,118,610	181,789,078
2022	27,102	64,256	12,763	63,378	36,503,085	252,108,733	7,046,392	845,567	3,487,050	32,170,468	213,959,546
2023	27,800	68,182	13,488	66,702	38,576,743	290,685,477	7,228,058	867,367	3,487,050	34,222,326	248,181,872
2024	28,499	72,108	14,213	70,026	40,650,401	331,335,878	7,409,725	889,167	3,487,050	36,274,184	284,456,056
2025	29,198	76,034	14,938	73,351	42,724,059	374,059,937	7,591,391	910,967	3,487,050	38,326,042	322,782,098
2026	29,896	79,960	15,664	76,675	44,797,717	418,857,654	7,773,058	932,767	3,487,050	40,377,900	363,159,998
2027	30,595	83,886	16,389	79,999	46,871,375	465,729,028	7,954,725	954,567	3,487,050	42,429,758	405,589,756
2028	31,294	87,813	17,114	83,324	48,945,033	514,674,061	8,136,391	976,367	3,487,050	44,481,616	450,071,371
2029	31,993	91,739	17,839	86,648	51,018,690	565,692,751	8,318,058	998,167	3,487,050	46,533,474	496,604,845
2030	32,691	95,665	18,564	89,973	53,092,348	618,785,100	8,499,724	1,019,967	3,487,050	48,585,331	545,190,176
2031	33,390	99,668	19,302	93,357	55,205,027	673,990,126	8,681,391	1,041,767	3,487,050	50,676,210	595,866,386
2032	34,089	103,748	20,055	96,800	57,356,726	731,346,853	8,863,057	1,063,567	3,487,050	52,806,109	648,672,496
2033	34,787	107,904	20,821	100,304	59,547,446	790,894,299	9,044,724	1,085,367	3,487,050	54,975,030	703,647,525
2034	35,486	112,137	21,600	103,867	61,777,187	852,671,487	9,226,390	1,107,167	3,487,050	57,182,971	760,830,496
2035	36,185	116,447	22,394	107,490	64,045,949	916,717,436	9,408,057	1,128,967	3,487,050	59,429,932	820,260,428
2036	36,360	118,210	22,716	108,953	64,968,385	981,685,821	9,453,474	1,134,417	3,487,050	60,346,919	880,607,347
2037	36,534	119,982	23,040	110,423	65,895,699	1,047,581,520	9,498,890	1,139,867	3,487,050	61,268,782	941,876,129
2038	36,709	121,763	23,366	111,901	66,827,891	1,114,409,411	9,544,307	1,145,317	3,487,050	62,195,524	1,004,071,653
2039	36,884	123,554	23,694	113,386	67,764,960	1,182,174,371	9,589,724	1,150,767	3,487,050	63,127,143	1,067,198,796
2040	37,058	125,355	24,023	114,879	68,706,906	1,250,881,277	9,635,140	1,156,217	3,487,050	64,063,640	1,131,262,435
2041	37,102	126,148	24,168	115,531	69,120,321	1,320,001,598	9,646,494	1,157,579	3,487,050	64,475,691	1,195,738,127
2042	37,146	126,943	24,313	116,185	69,534,345	1,389,535,943	9,657,848	1,158,942	3,487,050	64,888,353	1,260,626,480
2043	37,189	127,738	24,458	116,839	69,948,979	1,459,484,922	9,669,203	1,160,304	3,487,050	65,301,624	1,325,928,105
2044	37,233	128,535	24,603	117,494	70,364,222	1,529,849,144	9,680,557	1,161,667	3,487,050	65,715,505	1,391,643,610
2045	37,277	129,333	24,748	118,150	70,780,076	1,600,629,219	9,691,911	1,163,029	3,487,050	66,129,996	1,457,773,606
2046	37,287	129,704	24,816	118,453	70,973,041	1,671,602,260	9,694,750	1,163,370	3,487,050	66,322,621	1,524,096,227
2047	37,298	130,075	24,883	118,757	71,166,082	1,742,768,343	9,697,588	1,163,711	3,487,050	66,515,322	1,590,611,549
2048	37,309	130,447	24,951	119,061	71,359,200	1,814,127,543	9,700,427	1,164,051	3,487,050	66,708,099	1,657,319,648
2049	37,320	130,818	25,018	119,365	71,552,394	1,885,679,937	9,703,265	1,164,392	3,487,050	66,900,952	1,724,220,600
2050	37,331	131,190	25,086	119,669	71,745,664	1,957,425,601	9,706,104	1,164,732	3,487,050	67,093,882	1,791,314,482

Northwest Corridor -- Traffic and Revenue Forecast Summary

Reversible Alternate -- Low Case (Low Growth Case with Average VOT at $13.5/hr, 1% Real Escalation)

All Monetary Values in Constant 2008 Dollars

	Daily	Daily Revenue			Gross Revenue		Annual	Toll Collection	Net Revenue	
Year	Transactions	AM	Mid Day	PM	Annual	Cumulative	Transactions	Cost	Annual	Cumulative
2014	17,667	27,424	5,866	31,236	16,776,776	16,776,776	4,593,384	551,206	16,225,570	16,225,570
2015	20,145	32,973	6,876	35,783	19,664,340	36,441,117	5,237,726	628,527	19,035,813	35,261,383
2016	20,903	35,851	7,314	37,289	20,917,952	57,359,069	5,434,701	652,164	20,265,788	55,527,171
2017	21,660	38,728	7,752	38,795	22,171,564	79,530,632	5,631,677	675,801	21,495,762	77,022,934
2018	22,418	41,606	8,191	40,300	23,425,175	102,955,807	5,828,652	699,438	22,725,737	99,748,671
2019	23,175	44,483	8,629	41,806	24,678,787	127,634,594	6,025,627	723,075	23,955,712	123,704,382
2020	23,933	47,361	9,067	43,312	25,932,399	153,566,993	6,222,602	746,712	25,185,686	148,890,068
2021	24,691	50,239	9,506	44,817	27,186,010	180,753,003	6,419,578	770,349	26,415,661	175,305,729
2022	25,448	53,116	9,944	46,323	28,439,622	209,192,625	6,616,553	793,986	27,645,635	202,951,365
2023	26,206	55,994	10,382	47,829	29,693,233	238,885,858	6,813,528	817,623	28,875,610	231,826,975
2024	26,963	58,871	10,821	49,334	30,946,845	269,832,704	7,010,503	841,260	30,105,585	261,932,560
2025	27,721	61,749	11,259	50,840	32,200,457	302,033,160	7,207,479	864,897	31,335,559	293,268,119
2026	28,479	64,626	11,697	52,346	33,454,068	335,487,229	7,404,454	888,534	32,565,534	325,833,653
2027	29,236	67,504	12,136	53,851	34,707,680	370,194,909	7,601,429	912,172	33,795,509	359,629,161
2028	29,994	70,382	12,574	55,357	35,961,292	406,156,201	7,798,404	935,809	35,025,483	394,654,645
2029	30,751	73,259	13,012	56,863	37,214,903	443,371,104	7,995,380	959,446	36,255,458	430,910,103
2030	31,509	76,137	13,451	58,368	38,468,515	481,839,619	8,192,355	983,083	37,485,432	468,395,535
2031	32,267	79,067	13,896	59,893	39,742,562	521,582,181	8,389,330	1,006,720	38,735,842	507,131,377
2032	33,024	82,050	14,349	61,436	41,037,044	562,619,225	8,586,305	1,030,357	40,006,687	547,138,064
2033	33,782	85,085	14,808	62,999	42,351,961	604,971,186	8,783,281	1,053,994	41,297,967	588,436,032
2034	34,539	88,173	15,275	64,580	43,687,313	648,658,499	8,980,256	1,077,631	42,609,683	631,045,714
2035	35,297	91,313	15,749	66,180	45,043,101	693,701,600	9,177,231	1,101,268	43,941,833	674,987,547
2036	36,055	94,507	16,231	67,799	46,419,323	740,120,924	9,374,206	1,124,905	45,294,419	720,281,966
2037	36,812	97,752	16,719	69,437	47,815,981	787,936,905	9,571,182	1,148,542	46,667,439	766,949,406
2038	37,570	101,050	17,214	71,093	49,233,074	837,169,979	9,768,157	1,172,179	48,060,895	815,010,301
2039	38,327	104,401	17,717	72,769	50,670,602	887,840,581	9,965,132	1,195,816	49,474,787	864,485,088
2040	39,085	107,804	18,227	74,463	52,128,566	939,969,147	10,162,107	1,219,453	50,909,113	915,394,200
2041	39,274	109,012	18,408	75,065	52,646,214	992,615,361	10,211,351	1,225,362	51,420,852	966,815,052
2042	39,464	110,227	18,590	75,670	53,166,417	1,045,781,778	10,260,595	1,231,271	51,935,145	1,018,750,198
2043	39,653	111,447	18,772	76,277	53,689,174	1,099,470,952	10,309,839	1,237,181	52,451,993	1,071,202,191
2044	39,843	112,675	18,956	76,886	54,214,485	1,153,685,437	10,359,083	1,243,090	52,971,395	1,124,173,586
2045	40,032	113,909	19,141	77,498	54,742,351	1,208,427,788	10,408,327	1,248,999	53,493,352	1,177,666,938
2046	40,079	114,396	19,214	77,740	54,951,056	1,263,378,844	10,420,637	1,250,476	53,700,580	1,231,367,518
2047	40,127	114,885	19,287	77,983	55,160,080	1,318,538,924	10,432,948	1,251,954	53,908,126	1,285,275,644
2048	40,174	115,374	19,360	78,226	55,369,424	1,373,908,348	10,445,259	1,253,431	54,115,993	1,339,391,636
2049	40,221	115,863	19,433	78,469	55,579,086	1,429,487,434	10,457,570	1,254,908	54,324,178	1,393,715,814
2050	40,269	116,354	19,507	78,713	55,789,068	1,485,276,503	10,469,881	1,256,386	54,532,683	1,448,248,497

Northwest Corridor -- Traffic and Revenue Forecast Summary

Reversible Alternate -- Additional Ramps Sensitivity (ARC Case with Average VOT at $13.5/hr, 1% Real Escalation)

All Monetary Values in Constant 2008 Dollars

	Daily	Daily Revenue			Gross Revenue		Annual	Toll Collection	Net Revenue	
Year	Transactions	AM	Mid Day	PM	Annual	Cumulative	Transactions	Cost	Annual	Cumulative
2014	20,485	30,270	6,523	34,965	18,657,119	40,987,019	5,326,015	639,122	18,017,998	39,620,365
2015	23,318	36,966	7,808	41,110	22,329,899	22,329,899	6,062,765	727,532	21,602,367	21,602,367
2016	24,157	40,715	8,457	43,850	24,185,593	46,515,492	6,280,795	753,695	23,431,898	45,034,265
2017	24,995	44,464	9,105	46,589	26,041,287	72,556,779	6,498,825	779,859	25,261,428	70,295,693
2018	25,834	48,213	9,754	49,329	27,896,981	100,453,760	6,716,854	806,022	27,090,959	97,386,652
2019	26,673	51,962	10,403	52,069	29,752,675	130,206,435	6,934,884	832,186	28,920,489	126,307,140
2020	27,511	55,710	11,052	54,808	31,608,369	161,814,804	7,152,913	858,350	30,750,019	157,057,160
2021	28,350	59,459	11,701	57,548	33,464,063	195,278,867	7,370,943	884,513	32,579,550	189,636,710
2022	29,188	63,208	12,350	60,288	35,319,757	230,598,624	7,588,973	910,677	34,409,080	224,045,790
2023	30,027	66,957	12,998	63,028	37,175,451	267,774,075	7,807,002	936,840	36,238,611	260,284,400
2024	30,866	70,705	13,647	65,767	39,031,145	306,805,220	8,025,032	963,004	38,068,141	298,352,541
2025	31,704	74,454	14,296	68,507	40,886,839	347,692,058	8,243,061	989,167	39,897,671	338,250,213
2026	32,543	78,203	14,945	71,247	42,742,533	390,434,591	8,461,091	1,015,331	41,727,202	379,977,414
2027	33,381	81,952	15,594	73,986	44,598,227	435,032,818	8,679,121	1,041,494	43,556,732	423,534,147
2028	34,220	85,700	16,243	76,726	46,453,921	481,486,738	8,897,150	1,067,658	45,386,263	468,920,409
2029	35,058	89,449	16,891	79,466	48,309,615	529,796,353	9,115,180	1,093,822	47,215,793	516,136,202
2030	35,897	93,198	17,540	82,205	50,165,309	579,961,662	9,333,210	1,119,985	49,045,323	565,181,526
2031	36,736	97,024	18,201	84,991	52,056,288	632,017,950	9,551,239	1,146,149	50,910,139	616,091,665
2032	37,574	100,926	18,875	87,824	53,982,553	686,000,502	9,769,269	1,172,312	52,810,240	668,901,905
2033	38,413	104,906	19,561	90,703	55,944,103	741,944,605	9,987,298	1,198,476	54,745,627	723,647,532
2034	39,251	108,962	20,259	93,628	57,940,938	799,885,543	10,205,328	1,224,639	56,716,299	780,363,831
2035	40,090	113,096	20,970	96,600	59,973,059	859,858,602	10,423,358	1,250,803	58,722,256	839,086,087
2036	40,299	114,664	21,239	97,729	60,744,303	920,602,905	10,477,865	1,257,344	59,486,959	898,573,046
2037	40,509	116,241	21,510	98,864	61,519,958	982,122,863	10,532,373	1,263,885	60,256,073	958,829,120
2038	40,719	117,828	21,783	100,005	62,300,024	1,044,422,887	10,586,880	1,270,426	61,029,598	1,019,858,718
2039	40,928	119,424	22,058	101,151	63,084,500	1,107,507,387	10,641,387	1,276,966	61,807,533	1,081,666,251
2040	41,138	121,030	22,333	102,303	63,873,387	1,171,380,774	10,695,895	1,283,507	62,589,879	1,144,256,131
2041	41,190	121,699	22,448	102,785	64,202,491	1,235,583,265	10,709,522	1,285,143	62,917,349	1,207,173,479
2042	41,243	122,370	22,564	103,267	64,532,147	1,300,115,412	10,723,148	1,286,778	63,245,369	1,270,418,848
2043	41,295	123,042	22,679	103,750	64,862,354	1,364,977,765	10,736,775	1,288,413	63,573,941	1,333,992,789
2044	41,348	123,714	22,795	104,234	65,193,112	1,430,170,878	10,750,402	1,290,048	63,903,064	1,397,895,853
2045	41,400	124,388	22,911	104,718	65,524,422	1,495,695,300	10,764,029	1,291,683	64,232,739	1,462,128,592
2046	41,413	124,691	22,963	104,936	65,673,225	1,561,368,525	10,767,436	1,292,092	64,381,133	1,526,509,725
2047	41,426	124,993	23,015	105,154	65,822,097	1,627,190,622	10,770,842	1,292,501	64,529,596	1,591,039,321
2048	41,439	125,296	23,067	105,372	65,971,038	1,693,161,661	10,774,249	1,292,910	64,678,129	1,655,717,449
2049	41,453	125,599	23,119	105,590	66,120,048	1,759,281,709	10,777,656	1,293,319	64,826,730	1,720,544,179
2050	41,466	125,902	23,171	105,808	66,269,127	1,825,550,837	10,781,063	1,293,728	64,975,400	1,785,519,579

Northwest Corridor -- Traffic and Revenue Forecast Summary

Reversible Alternate -- HOV3+ Sensitivity (ARC Case with Average VOT at $13.5/hr, 1% Real Escalation)

All Monetary Values in Constant 2008 Dollars

	Daily	Daily Revenue			Gross Revenue		Annual	Toll Collection	Net Revenue	
Year	Transactions	AM	Mid Day	PM	Annual	Cumulative	Transactions	Cost	Annual	Cumulative
2014	21,869	26,172	5,441	28,240	15,562,114	15,562,114	5,686,031	682,324	14,879,790	14,879,790
2015	24,329	32,011	6,547	33,454	18,722,990	34,285,104	6,325,462	759,055	17,963,935	32,843,725
2016	24,658	35,300	7,122	35,917	20,368,215	54,653,318	6,411,109	769,333	19,598,881	52,442,606
2017	24,988	38,590	7,697	38,380	22,013,439	76,666,757	6,496,757	779,611	21,233,828	73,676,434
2018	25,317	41,879	8,272	40,843	23,658,664	100,325,421	6,582,404	789,889	22,868,775	96,545,209
2019	25,646	45,169	8,848	43,306	25,303,888	125,629,309	6,668,052	800,166	24,503,722	121,048,931
2020	25,976	48,458	9,423	45,769	26,949,113	152,578,422	6,753,699	810,444	26,138,669	147,187,600
2021	26,305	51,748	9,998	48,232	28,594,337	181,172,759	6,839,347	820,722	27,773,616	174,961,216
2022	26,635	55,037	10,573	50,695	30,239,562	211,412,321	6,924,994	830,999	29,408,562	204,369,778
2023	26,964	58,327	11,149	53,159	31,884,786	243,297,107	7,010,642	841,277	31,043,509	235,413,287
2024	27,293	61,616	11,724	55,622	33,530,011	276,827,118	7,096,289	851,555	32,678,456	268,091,743
2025	27,623	64,906	12,299	58,085	35,175,235	312,002,353	7,181,937	861,832	34,313,403	302,405,146
2026	27,952	68,195	12,874	60,548	36,820,460	348,822,813	7,267,584	872,110	35,948,350	338,353,496
2027	28,282	71,485	13,450	63,011	38,465,684	387,288,497	7,353,232	882,388	37,583,297	375,936,793
2028	28,611	74,774	14,025	65,474	40,110,909	427,399,406	7,438,879	892,665	39,218,243	415,155,036
2029	28,940	78,064	14,600	67,937	41,756,133	469,155,540	7,524,527	902,943	40,853,190	456,008,226
2030	29,270	81,353	15,175	70,400	43,401,358	512,556,898	7,610,174	913,221	42,488,137	498,496,364
2031	29,599	84,674	15,755	72,878	45,059,747	557,616,645	7,695,821	923,499	44,136,248	542,632,612
2032	29,929	88,026	16,340	75,371	46,731,300	604,347,944	7,781,469	933,776	45,797,524	588,430,135
2033	30,258	91,409	16,929	77,878	48,416,017	652,763,962	7,867,116	944,054	47,471,963	635,902,098
2034	30,588	94,823	17,522	80,400	50,113,899	702,877,860	7,952,764	954,332	49,159,567	685,061,665
2035	30,917	98,269	18,121	82,937	51,824,944	754,702,805	8,038,411	964,609	50,860,335	735,922,001
2036	30,999	99,871	18,401	84,143	52,627,963	807,330,767	8,059,823	967,179	51,660,784	787,582,784
2037	31,082	101,477	18,683	85,351	53,432,626	860,763,394	8,081,235	969,748	52,462,878	840,045,663
2038	31,164	103,087	18,965	86,560	54,238,936	915,002,330	8,102,647	972,318	53,266,618	893,312,281
2039	31,246	104,700	19,247	87,771	55,046,891	970,049,220	8,124,059	974,887	54,072,003	947,384,284
2040	31,329	106,318	19,530	88,984	55,856,491	1,025,905,711	8,145,471	977,456	54,879,034	1,002,263,319
2041	31,349	107,093	19,667	89,573	56,246,622	1,082,152,333	8,150,824	978,099	55,268,523	1,057,531,842
2042	31,370	107,869	19,803	90,163	56,636,959	1,138,789,292	8,156,177	978,741	55,658,218	1,113,190,060
2043	31,390	108,644	19,940	90,752	57,027,502	1,195,816,794	8,161,530	979,384	56,048,118	1,169,238,178
2044	31,411	109,421	20,076	91,342	57,418,250	1,253,235,045	8,166,883	980,026	56,438,224	1,225,676,403
2045	31,432	110,198	20,213	91,932	57,809,204	1,311,044,249	8,172,236	980,668	56,828,536	1,282,504,939
2046	31,437	110,577	20,280	92,223	58,000,821	1,369,045,070	8,173,574	980,829	57,019,993	1,339,524,931
2047	31,442	110,957	20,347	92,513	58,192,464	1,427,237,534	8,174,912	980,989	57,211,475	1,396,736,406
2048	31,447	111,337	20,414	92,804	58,384,132	1,485,621,667	8,176,250	981,150	57,402,982	1,454,139,388
2049	31,452	111,716	20,481	93,094	58,575,827	1,544,197,493	8,177,588	981,311	57,594,516	1,511,733,904
2050	31,457	112,096	20,548	93,385	58,767,546	1,602,965,040	8,178,927	981,471	57,786,075	1,569,519,980

Northwest Corridor -- Traffic and Revenue Forecast Summary

Reversible Alternate -- Regional Managed Lane System

(Based on Preliminary HNTB Forecast for GDOT System Managed Lanes Study)

All Monetary Values in Constant 2008 Dollars

Year	Gross Revenue*		Annual Transactions**	Toll Collection Cost	Net Revenue	
	Annual	Cumulative			Annual	Cumulative
2014	20,601,778	20,601,778	27,328,353	3,279,402	17,322,375	17,322,375
2015	26,538,941	47,140,719	30,513,840	3,661,661	22,877,280	40,199,656
2016	30,469,622	77,610,341	31,037,718	3,724,526	26,745,095	66,944,751
2017	34,400,302	112,010,642	31,561,595	3,787,391	30,612,910	97,557,662
2018	38,330,982	150,341,624	32,085,473	3,850,257	34,480,725	132,038,387
2019	42,261,662	192,603,287	32,609,350	3,913,122	38,348,540	170,386,927
2020	46,192,343	238,795,629	33,133,228	3,975,987	42,216,355	212,603,282
2021	50,133,539	288,929,168	33,657,105	4,038,853	46,094,687	258,697,969
2022	54,074,736	343,003,904	34,180,983	4,101,718	49,973,018	308,670,987
2023	58,015,933	401,019,837	34,704,860	4,164,583	53,851,350	362,522,337
2024	61,957,130	462,976,967	35,228,738	4,227,449	57,729,681	420,252,018
2025	65,898,326	528,875,293	35,752,615	4,290,314	61,608,012	481,860,030
2026	69,839,523	598,714,816	36,276,493	4,353,179	65,486,344	547,346,374
2027	73,780,720	672,495,536	36,800,370	4,416,044	69,364,675	616,711,049
2028	77,721,917	750,217,452	37,324,248	4,478,910	73,243,007	689,954,056
2029	81,663,113	831,880,565	37,848,125	4,541,775	77,121,338	767,075,394
2030	85,604,310	917,484,875	38,372,003	4,604,640	80,999,670	848,075,064
2031	87,574,908	1,005,059,784	38,633,941	4,636,073	82,938,835	931,013,900
2032	89,545,507	1,094,605,290	38,895,880	4,667,506	84,878,001	1,015,891,901
2033	91,516,105	1,186,121,396	39,157,819	4,698,938	86,817,167	1,102,709,068
2034	93,486,704	1,279,608,099	39,419,758	4,730,371	88,756,333	1,191,465,400
2035	95,457,302	1,375,065,401	39,681,696	4,761,804	90,695,498	1,282,160,899
2036	97,427,900	1,472,493,301	39,943,635	4,793,236	92,634,664	1,374,795,563
2037	99,398,499	1,571,891,800	40,205,574	4,824,669	94,573,830	1,469,369,392
2038	101,369,097	1,673,260,897	40,467,513	4,856,102	96,512,996	1,565,882,388
2039	103,339,695	1,776,600,592	40,729,451	4,887,534	98,452,161	1,664,334,549
2040	105,310,294	1,881,910,886	40,991,390	4,918,967	100,391,327	1,764,725,876
2041	107,280,892	1,989,191,778	41,253,329	4,950,399	102,330,493	1,867,056,369
2042	109,251,491	2,098,443,269	41,515,268	4,981,832	104,269,658	1,971,326,027
2043	111,222,089	2,209,665,357	41,777,206	5,013,265	106,208,824	2,077,534,851
2044	113,192,687	2,322,858,045	42,039,145	5,044,697	108,147,990	2,185,682,841
2045	115,163,286	2,438,021,330	42,301,084	5,076,130	110,087,156	2,295,769,997
2046	116,314,918	2,554,336,249	42,724,094	5,126,891	111,188,027	2,406,958,024
2047	117,478,068	2,671,814,317	43,151,337	5,178,160	112,299,907	2,519,257,931
2048	118,652,848	2,790,467,165	43,582,848	5,229,942	113,422,907	2,632,680,838
2049	119,839,377	2,910,306,542	44,018,676	5,282,241	114,557,136	2,747,237,974
2050	121,037,771	3,031,344,313	44,458,861	5,335,063	115,702,707	2,862,940,681

* GTP estimate based on adjusting HNTB preliminary forecast revenues for segments within Northwest Corridor boundary

** GTP estimate based on projected VMT and average trip length

Northwest Corridor -- Traffic and Revenue Forecast Summary

Conversion Alternate -- Base Case (ARC Case with Average VOT at $13.5/hr, 1% Real Escalation)

All Monetary Values in Constant 2008 Dollars

	Daily	Daily Revenue			Gross Revenue		Annual	Toll Collection	Net Revenue	
Year	Transactions	AM	Mid Day	PM	Annual	Cumulative	Transactions	Cost	Annual	Cumulative
2015	36,374	34,122	7,354	39,421	21,033,398	21,033,398	9,457,354	1,134,882	19,898,516	19,898,516
2016	41,025	43,086	9,055	47,469	25,898,682	46,932,081	10,666,502	1,279,980	24,618,702	44,517,218
2017	42,133	48,727	10,040	51,677	28,715,446	75,647,527	10,954,564	1,314,548	27,400,899	71,918,116
2018	43,241	54,367	11,025	55,885	31,532,210	107,179,737	11,242,626	1,349,115	30,183,095	102,101,211
2019	44,349	60,008	12,010	60,093	34,348,974	141,528,711	11,530,689	1,383,683	32,965,291	135,066,503
2020	45,457	65,649	12,995	64,301	37,165,738	178,694,449	11,818,751	1,418,250	35,747,488	170,813,990
2021	46,565	71,289	13,980	68,510	39,982,502	218,676,950	12,106,813	1,452,818	38,529,684	209,343,674
2022	47,673	76,930	14,965	72,718	42,799,265	261,476,216	12,394,875	1,487,385	41,311,881	250,655,555
2023	48,781	82,571	15,950	76,926	45,616,029	307,092,245	12,682,937	1,521,952	44,094,077	294,749,632
2024	49,888	88,211	16,935	81,134	48,432,793	355,525,038	12,970,999	1,556,520	46,876,273	341,625,905
2025	50,996	93,852	17,919	85,342	51,249,557	406,774,595	13,259,061	1,591,087	49,658,470	391,284,375
2026	52,104	99,493	18,904	89,550	54,066,321	460,840,916	13,547,123	1,625,655	52,440,666	443,725,041
2027	53,212	105,133	19,889	93,759	56,883,085	517,724,001	13,835,185	1,660,222	55,222,862	498,947,903
2028	54,320	110,774	20,874	97,967	59,699,849	577,423,849	14,123,247	1,694,790	58,005,059	556,952,962
2029	55,428	116,415	21,859	102,175	62,516,612	639,940,462	14,411,309	1,729,357	60,787,255	617,740,218
2030	56,536	122,055	22,844	106,383	65,333,376	705,273,838	14,699,371	1,763,925	63,569,452	681,309,669
2031	57,644	129,373	24,093	111,560	68,906,909	774,180,747	14,987,433	1,798,492	67,108,417	748,418,086
2032	58,752	136,900	25,376	116,859	72,575,037	846,755,784	15,275,496	1,833,059	70,741,977	819,160,063
2033	59,860	144,637	26,692	122,278	76,337,761	923,093,545	15,563,558	1,867,627	74,470,134	893,630,198
2034	60,968	152,584	28,040	127,819	80,195,082	1,003,288,627	15,851,620	1,902,194	78,292,887	971,923,085
2035	62,076	160,740	29,422	133,481	84,146,998	1,087,435,625	16,139,682	1,936,762	82,210,237	1,054,133,322
2036	62,353	164,184	30,090	136,712	86,056,278	1,173,491,903	16,211,697	1,945,404	84,110,874	1,138,244,196
2037	62,630	167,663	30,766	139,999	87,991,273	1,261,483,176	16,283,713	1,954,046	86,037,227	1,224,281,423
2038	62,907	171,175	31,452	143,342	89,951,983	1,351,435,159	16,355,728	1,962,687	87,989,296	1,312,270,719
2039	63,184	174,723	32,146	146,740	91,938,409	1,443,373,568	16,427,744	1,971,329	89,967,080	1,402,237,799
2040	63,461	178,304	32,850	150,194	93,950,551	1,537,324,120	16,499,759	1,979,971	91,970,580	1,494,208,379
2041	63,530	180,071	33,276	152,692	95,170,299	1,632,494,418	16,517,763	1,982,132	93,188,167	1,587,396,546
2042	63,599	181,851	33,709	155,237	96,407,152	1,728,901,570	16,535,767	1,984,292	94,422,860	1,681,819,406
2043	63,668	183,643	34,147	157,830	97,661,110	1,826,562,680	16,553,771	1,986,453	95,674,658	1,777,494,064
2044	63,738	185,447	34,592	160,470	98,932,174	1,925,494,855	16,571,775	1,988,613	96,943,561	1,874,437,625
2045	63,807	187,264	35,042	163,157	100,220,344	2,025,715,199	16,589,779	1,990,773	98,229,570	1,972,667,196
2046	63,824	188,339	35,380	165,458	101,186,033	2,126,901,231	16,594,280	1,991,314	99,194,719	2,071,861,915
2047	63,841	189,424	35,723	167,806	102,167,751	2,229,068,982	16,598,781	1,991,854	100,175,897	2,172,037,812
2048	63,859	190,518	36,072	170,200	103,165,498	2,332,234,480	16,603,282	1,992,394	101,173,104	2,273,210,916
2049	63,876	191,623	36,426	172,641	104,179,275	2,436,413,755	16,607,783	1,992,934	102,186,341	2,375,397,257
2050	63,893	192,736	36,786	175,127	105,209,080	2,541,622,835	16,612,284	1,993,474	103,215,606	2,478,612,863

Northwest Corridor -- Traffic and Revenue Forecast Summary

Reversible Alternate -- Base Case (ARC Case with Average VOT at $13.5/hr, 1% Real Escalation)

All Monetary Values in Constant 2008 Dollars

	Daily	Daily Revenue			Gross Revenue		Annual	Toll Collection	Net Revenue	
Year	Transactions	AM	Mid Day	PM	Annual	Cumulative	Transactions	Cost	Annual	Cumulative
2014	17,535	26,824	5,669	29,870	16,214,306	16,214,306	4,559,069	547,088	15,667,218	15,667,218
2015	20,145	32,973	6,876	35,783	19,664,340	35,878,646	5,237,726	628,527	19,035,813	34,703,031
2016	21,048	36,510	7,530	38,788	21,535,203	57,413,850	5,472,359	656,683	20,878,520	55,581,551
2017	21,950	40,046	8,184	41,793	23,406,067	80,819,916	5,706,992	684,839	22,721,228	78,302,779
2018	22,852	43,583	8,838	44,798	25,276,930	106,096,846	5,941,626	712,995	24,563,935	102,866,714
2019	23,755	47,120	9,492	47,803	27,147,793	133,244,640	6,176,259	741,151	26,406,642	129,273,356
2020	24,657	50,656	10,146	50,807	29,018,656	162,263,296	6,410,892	769,307	28,249,349	157,522,705
2021	25,560	54,193	10,801	53,812	30,889,520	193,152,816	6,645,525	797,463	30,092,057	187,614,762
2022	26,462	57,730	11,455	56,817	32,760,383	225,913,198	6,880,158	825,619	31,934,764	219,549,526
2023	27,365	61,266	12,109	59,822	34,631,246	260,544,444	7,114,791	853,775	33,777,471	253,326,997
2024	28,267	64,803	12,763	62,827	36,502,109	297,046,554	7,349,424	881,931	35,620,178	288,947,175
2025	29,169	68,340	13,417	65,831	38,372,973	335,419,526	7,584,057	910,087	37,462,886	326,410,061
2026	30,072	71,877	14,071	68,836	40,243,836	375,663,362	7,818,691	938,243	39,305,593	365,715,654
2027	30,974	75,413	14,725	71,841	42,114,699	417,778,061	8,053,324	966,399	41,148,300	406,863,954
2028	31,877	78,950	15,380	74,846	43,985,562	461,763,623	8,287,957	994,555	42,991,007	449,854,961
2029	32,779	82,487	16,034	77,851	45,856,425	507,620,049	8,522,590	1,022,711	44,833,715	494,688,676
2030	33,682	86,023	16,688	80,855	47,727,289	555,347,337	8,757,223	1,050,867	46,676,422	541,365,098
2031	34,584	89,634	17,355	83,915	49,634,954	604,982,292	8,991,856	1,079,023	48,555,932	589,921,029
2032	35,486	93,319	18,035	87,029	51,579,423	656,561,714	9,226,489	1,107,179	50,472,244	640,393,273
2033	36,389	97,077	18,728	90,198	53,560,694	710,122,408	9,461,122	1,135,335	52,425,359	692,818,633
2034	37,291	100,910	19,433	93,421	55,578,767	765,701,176	9,695,756	1,163,491	54,415,277	747,233,909
2035	38,194	104,817	20,152	96,700	57,633,644	823,334,819	9,930,389	1,191,647	56,441,997	803,675,906
2036	38,419	106,275	20,414	97,869	58,385,027	881,719,847	9,989,047	1,198,686	57,186,342	860,862,248
2037	38,645	107,742	20,679	99,044	59,141,011	940,860,858	10,047,705	1,205,725	57,935,287	918,797,535
2038	38,871	109,219	20,945	100,227	59,901,596	1,000,762,454	10,106,364	1,212,764	58,688,832	977,486,367
2039	39,096	110,705	21,212	101,417	60,666,781	1,061,429,235	10,165,022	1,219,803	59,446,978	1,036,933,345
2040	39,322	112,200	21,481	102,613	61,436,566	1,122,865,801	10,223,680	1,226,842	60,209,724	1,097,143,069
2041	39,378	112,815	21,590	103,087	61,748,132	1,184,613,932	10,238,345	1,228,601	60,519,530	1,157,662,600
2042	39,435	113,432	21,699	103,562	62,060,273	1,246,674,205	10,253,009	1,230,361	60,829,912	1,218,492,512
2043	39,491	114,049	21,809	104,038	62,372,989	1,309,047,195	10,267,674	1,232,121	61,140,868	1,279,633,380
2044	39,547	114,668	21,918	104,515	62,686,280	1,371,733,475	10,282,338	1,233,881	61,452,400	1,341,085,780
2045	39,604	115,287	22,028	104,993	63,000,147	1,434,733,622	10,297,003	1,235,640	61,764,506	1,402,850,286
2046	39,618	115,563	22,076	105,200	63,138,209	1,497,871,831	10,300,669	1,236,080	61,902,129	1,464,752,415
2047	39,632	115,839	22,125	105,407	63,276,344	1,561,148,175	10,304,335	1,236,520	62,039,823	1,526,792,239
2048	39,646	116,115	22,173	105,614	63,414,550	1,624,562,724	10,308,001	1,236,960	62,177,590	1,588,969,828
2049	39,660	116,391	22,221	105,822	63,552,828	1,688,115,552	10,311,668	1,237,400	62,315,428	1,651,285,256
2050	39,674	116,667	22,270	106,029	63,691,178	1,751,806,730	10,315,334	1,237,840	62,453,338	1,713,738,594

Northwest Corridor -- Traffic and Revenue Forecast Summary

Reversible Alternate -- High Case (ARC Case with Average VOT at $15/hr, 1% Real Escalation)

All Monetary Values in Constant 2008 Dollars

	Daily	Daily Revenue			Gross Revenue		Annual	Toll Collection	O&M	Net Revenue	
Year	Transactions	AM	Mid Day	PM	Annual	Cumulative	Transactions	Cost	Cost	Annual	Cumulative
2014	19,603	29,931	6,345	33,518	18,146,471	18,146,471	5,096,675	611,601	3,487,050	14,047,820	14,047,820
2015	22,210	36,772	7,688	40,107	21,987,480	40,133,951	5,774,726	692,967	3,487,050	17,807,463	31,855,283
2016	22,909	40,699	8,413	43,431	24,061,138	64,195,089	5,956,392	714,767	3,487,050	19,859,321	51,714,604
2017	23,608	44,625	9,138	46,756	26,134,796	90,329,885	6,138,059	736,567	3,487,050	21,911,179	73,625,783
2018	24,307	48,551	9,863	50,080	28,208,454	118,538,339	6,319,726	758,367	3,487,050	23,963,037	97,588,820
2019	25,005	52,477	10,588	53,404	30,282,112	148,820,451	6,501,392	780,167	3,487,050	26,014,895	123,603,714
2020	25,704	56,403	11,313	56,729	32,355,770	181,176,221	6,683,059	801,967	3,487,050	28,066,753	151,670,467
2021	26,403	60,329	12,038	60,053	34,429,428	215,605,648	6,864,725	823,767	3,487,050	30,118,610	181,789,078
2022	27,102	64,256	12,763	63,378	36,503,085	252,108,733	7,046,392	845,567	3,487,050	32,170,468	213,959,546
2023	27,800	68,182	13,488	66,702	38,576,743	290,685,477	7,228,058	867,367	3,487,050	34,222,326	248,181,872
2024	28,499	72,108	14,213	70,026	40,650,401	331,335,878	7,409,725	889,167	3,487,050	36,274,184	284,456,056
2025	29,198	76,034	14,938	73,351	42,724,059	374,059,937	7,591,391	910,967	3,487,050	38,326,042	322,782,098
2026	29,896	79,960	15,664	76,675	44,797,717	418,857,654	7,773,058	932,767	3,487,050	40,377,900	363,159,998
2027	30,595	83,886	16,389	79,999	46,871,375	465,729,028	7,954,725	954,567	3,487,050	42,429,758	405,589,756
2028	31,294	87,813	17,114	83,324	48,945,033	514,674,061	8,136,391	976,367	3,487,050	44,481,616	450,071,371
2029	31,993	91,739	17,839	86,648	51,018,690	565,692,751	8,318,058	998,167	3,487,050	46,533,474	496,604,845
2030	32,691	95,665	18,564	89,973	53,092,348	618,785,100	8,499,724	1,019,967	3,487,050	48,585,331	545,190,176
2031	33,390	99,668	19,302	93,357	55,205,027	673,990,126	8,681,391	1,041,767	3,487,050	50,676,210	595,866,386
2032	34,089	103,748	20,055	96,800	57,356,726	731,346,853	8,863,057	1,063,567	3,487,050	52,806,109	648,672,496
2033	34,787	107,904	20,821	100,304	59,547,446	790,894,299	9,044,724	1,085,367	3,487,050	54,975,030	703,647,525
2034	35,486	112,137	21,600	103,867	61,777,187	852,671,487	9,226,390	1,107,167	3,487,050	57,182,971	760,830,496
2035	36,185	116,447	22,394	107,490	64,045,949	916,717,436	9,408,057	1,128,967	3,487,050	59,429,932	820,260,428
2036	36,360	118,210	22,716	108,953	64,968,385	981,685,821	9,453,474	1,134,417	3,487,050	60,346,919	880,607,347
2037	36,534	119,982	23,040	110,423	65,895,699	1,047,581,520	9,498,890	1,139,867	3,487,050	61,268,782	941,876,129
2038	36,709	121,763	23,366	111,901	66,827,891	1,114,409,411	9,544,307	1,145,317	3,487,050	62,195,524	1,004,071,653
2039	36,884	123,554	23,694	113,386	67,764,960	1,182,174,371	9,589,724	1,150,767	3,487,050	63,127,143	1,067,198,796
2040	37,058	125,355	24,023	114,879	68,706,906	1,250,881,277	9,635,140	1,156,217	3,487,050	64,063,640	1,131,262,435
2041	37,102	126,148	24,168	115,531	69,120,321	1,320,001,598	9,646,494	1,157,579	3,487,050	64,475,691	1,195,738,127
2042	37,146	126,943	24,313	116,185	69,534,345	1,389,535,943	9,657,848	1,158,942	3,487,050	64,888,353	1,260,626,480
2043	37,189	127,738	24,458	116,839	69,948,979	1,459,484,922	9,669,203	1,160,304	3,487,050	65,301,624	1,325,928,105
2044	37,233	128,535	24,603	117,494	70,364,222	1,529,849,144	9,680,557	1,161,667	3,487,050	65,715,505	1,391,643,610
2045	37,277	129,333	24,748	118,150	70,780,076	1,600,629,219	9,691,911	1,163,029	3,487,050	66,129,996	1,457,773,606
2046	37,287	129,704	24,816	118,453	70,973,041	1,671,602,260	9,694,750	1,163,370	3,487,050	66,322,621	1,524,096,227
2047	37,298	130,075	24,883	118,757	71,166,082	1,742,768,343	9,697,588	1,163,711	3,487,050	66,515,322	1,590,611,549
2048	37,309	130,447	24,951	119,061	71,359,200	1,814,127,543	9,700,427	1,164,051	3,487,050	66,708,099	1,657,319,648
2049	37,320	130,818	25,018	119,365	71,552,394	1,885,679,937	9,703,265	1,164,392	3,487,050	66,900,952	1,724,220,600
2050	37,331	131,190	25,086	119,669	71,745,664	1,957,425,601	9,706,104	1,164,732	3,487,050	67,093,882	1,791,314,482

Northwest Corridor -- Traffic and Revenue Forecast Summary

Reversible Alternate -- Low Case (Low Growth Case with Average VOT at $13.5/hr, 1% Real Escalation)

All Monetary Values in Constant 2008 Dollars

	Daily	Daily Revenue			Gross Revenue		Annual	Toll Collection	Net Revenue	
Year	Transactions	AM	Mid Day	PM	Annual	Cumulative	Transactions	Cost	Annual	Cumulative
2014	17,667	27,424	5,866	31,236	16,776,776	16,776,776	4,593,384	551,206	16,225,570	16,225,570
2015	20,145	32,973	6,876	35,783	19,664,340	36,441,117	5,237,726	628,527	19,035,813	35,261,383
2016	20,903	35,851	7,314	37,289	20,917,952	57,359,069	5,434,701	652,164	20,265,788	55,527,171
2017	21,660	38,728	7,752	38,795	22,171,564	79,530,632	5,631,677	675,801	21,495,762	77,022,934
2018	22,418	41,606	8,191	40,300	23,425,175	102,955,807	5,828,652	699,438	22,725,737	99,748,671
2019	23,175	44,483	8,629	41,806	24,678,787	127,634,594	6,025,627	723,075	23,955,712	123,704,382
2020	23,933	47,361	9,067	43,312	25,932,399	153,566,993	6,222,602	746,712	25,185,686	148,890,068
2021	24,691	50,239	9,506	44,817	27,186,010	180,753,003	6,419,578	770,349	26,415,661	175,305,729
2022	25,448	53,116	9,944	46,323	28,439,622	209,192,625	6,616,553	793,986	27,645,635	202,951,365
2023	26,206	55,994	10,382	47,829	29,693,233	238,885,858	6,813,528	817,623	28,875,610	231,826,975
2024	26,963	58,871	10,821	49,334	30,946,845	269,832,704	7,010,503	841,260	30,105,585	261,932,560
2025	27,721	61,749	11,259	50,840	32,200,457	302,033,160	7,207,479	864,897	31,335,559	293,268,119
2026	28,479	64,626	11,697	52,346	33,454,068	335,487,229	7,404,454	888,534	32,565,534	325,833,653
2027	29,236	67,504	12,136	53,851	34,707,680	370,194,909	7,601,429	912,172	33,795,509	359,629,161
2028	29,994	70,382	12,574	55,357	35,961,292	406,156,201	7,798,404	935,809	35,025,483	394,654,645
2029	30,751	73,259	13,012	56,863	37,214,903	443,371,104	7,995,380	959,446	36,255,458	430,910,103
2030	31,509	76,137	13,451	58,368	38,468,515	481,839,619	8,192,355	983,083	37,485,432	468,395,535
2031	32,267	79,067	13,896	59,893	39,742,562	521,582,181	8,389,330	1,006,720	38,735,842	507,131,377
2032	33,024	82,050	14,349	61,436	41,037,044	562,619,225	8,586,305	1,030,357	40,006,687	547,138,064
2033	33,782	85,085	14,808	62,999	42,351,961	604,971,186	8,783,281	1,053,994	41,297,967	588,436,032
2034	34,539	88,173	15,275	64,580	43,687,313	648,658,499	8,980,256	1,077,631	42,609,683	631,045,714
2035	35,297	91,313	15,749	66,180	45,043,101	693,701,600	9,177,231	1,101,268	43,941,833	674,987,547
2036	36,055	94,507	16,231	67,799	46,419,323	740,120,924	9,374,206	1,124,905	45,294,419	720,281,966
2037	36,812	97,752	16,719	69,437	47,815,981	787,936,905	9,571,182	1,148,542	46,667,439	766,949,406
2038	37,570	101,050	17,214	71,093	49,233,074	837,169,979	9,768,157	1,172,179	48,060,895	815,010,301
2039	38,327	104,401	17,717	72,769	50,670,602	887,840,581	9,965,132	1,195,816	49,474,787	864,485,088
2040	39,085	107,804	18,227	74,463	52,128,566	939,969,147	10,162,107	1,219,453	50,909,113	915,394,200
2041	39,274	109,012	18,408	75,065	52,646,214	992,615,361	10,211,351	1,225,362	51,420,852	966,815,052
2042	39,464	110,227	18,590	75,670	53,166,417	1,045,781,778	10,260,595	1,231,271	51,935,145	1,018,750,198
2043	39,653	111,447	18,772	76,277	53,689,174	1,099,470,952	10,309,839	1,237,181	52,451,993	1,071,202,191
2044	39,843	112,675	18,956	76,886	54,214,485	1,153,685,437	10,359,083	1,243,090	52,971,395	1,124,173,586
2045	40,032	113,909	19,141	77,498	54,742,351	1,208,427,788	10,408,327	1,248,999	53,493,352	1,177,666,938
2046	40,079	114,396	19,214	77,740	54,951,056	1,263,378,844	10,420,637	1,250,476	53,700,580	1,231,367,518
2047	40,127	114,885	19,287	77,983	55,160,080	1,318,538,924	10,432,948	1,251,954	53,908,126	1,285,275,644
2048	40,174	115,374	19,360	78,226	55,369,424	1,373,908,348	10,445,259	1,253,431	54,115,993	1,339,391,636
2049	40,221	115,863	19,433	78,469	55,579,086	1,429,487,434	10,457,570	1,254,908	54,324,178	1,393,715,814
2050	40,269	116,354	19,507	78,713	55,789,068	1,485,276,503	10,469,881	1,256,386	54,532,683	1,448,248,497

Northwest Corridor -- Traffic and Revenue Forecast Summary

Reversible Alternate -- Additional Ramps Sensitivity (ARC Case with Average VOT at $13.5/hr, 1% Real Escalation)

All Monetary Values in Constant 2008 Dollars

Year	Daily Transactions	Daily Revenue			Gross Revenue		Annual Transactions	Toll Collection Cost	Net Revenue	
		AM	Mid Day	PM	Annual	Cumulative			Annual	Cumulative
2014	20,485	30,270	6,523	34,965	18,657,119	40,987,019	5,326,015	639,122	18,017,998	39,620,365
2015	23,318	36,966	7,808	41,110	22,329,899	22,329,899	6,062,765	727,532	21,602,367	21,602,367
2016	24,157	40,715	8,457	43,850	24,185,593	46,515,492	6,280,795	753,695	23,431,898	45,034,265
2017	24,995	44,464	9,105	46,589	26,041,287	72,556,779	6,498,825	779,859	25,261,428	70,295,693
2018	25,834	48,213	9,754	49,329	27,896,981	100,453,760	6,716,854	806,022	27,090,959	97,386,652
2019	26,673	51,962	10,403	52,069	29,752,675	130,206,435	6,934,884	832,186	28,920,489	126,307,140
2020	27,511	55,710	11,052	54,808	31,608,369	161,814,804	7,152,913	858,350	30,750,019	157,057,160
2021	28,350	59,459	11,701	57,548	33,464,063	195,278,867	7,370,943	884,513	32,579,550	189,636,710
2022	29,188	63,208	12,350	60,288	35,319,757	230,598,624	7,588,973	910,677	34,409,080	224,045,790
2023	30,027	66,957	12,998	63,028	37,175,451	267,774,075	7,807,002	936,840	36,238,611	260,284,400
2024	30,866	70,705	13,647	65,767	39,031,145	306,805,220	8,025,032	963,004	38,068,141	298,352,541
2025	31,704	74,454	14,296	68,507	40,886,839	347,692,058	8,243,061	989,167	39,897,671	338,250,213
2026	32,543	78,203	14,945	71,247	42,742,533	390,434,591	8,461,091	1,015,331	41,727,202	379,977,414
2027	33,381	81,952	15,594	73,986	44,598,227	435,032,818	8,679,121	1,041,494	43,556,732	423,534,147
2028	34,220	85,700	16,243	76,726	46,453,921	481,486,738	8,897,150	1,067,658	45,386,263	468,920,409
2029	35,058	89,449	16,891	79,466	48,309,615	529,796,353	9,115,180	1,093,822	47,215,793	516,136,202
2030	35,897	93,198	17,540	82,205	50,165,309	579,961,662	9,333,210	1,119,985	49,045,323	565,181,526
2031	36,736	97,024	18,201	84,991	52,056,288	632,017,950	9,551,239	1,146,149	50,910,139	616,091,665
2032	37,574	100,926	18,875	87,824	53,982,553	686,000,502	9,769,269	1,172,312	52,810,240	668,901,905
2033	38,413	104,906	19,561	90,703	55,944,103	741,944,605	9,987,298	1,198,476	54,745,627	723,647,532
2034	39,251	108,962	20,259	93,628	57,940,938	799,885,543	10,205,328	1,224,639	56,716,299	780,363,831
2035	40,090	113,096	20,970	96,600	59,973,059	859,858,602	10,423,358	1,250,803	58,722,256	839,086,087
2036	40,299	114,664	21,239	97,729	60,744,303	920,602,905	10,477,865	1,257,344	59,486,959	898,573,046
2037	40,509	116,241	21,510	98,864	61,519,958	982,122,863	10,532,373	1,263,885	60,256,073	958,829,120
2038	40,719	117,828	21,783	100,005	62,300,024	1,044,422,887	10,586,880	1,270,426	61,029,598	1,019,858,718
2039	40,928	119,424	22,058	101,151	63,084,500	1,107,507,387	10,641,387	1,276,966	61,807,533	1,081,666,251
2040	41,138	121,030	22,333	102,303	63,873,387	1,171,380,774	10,695,895	1,283,507	62,589,879	1,144,256,131
2041	41,190	121,699	22,448	102,785	64,202,491	1,235,583,265	10,709,522	1,285,143	62,917,349	1,207,173,479
2042	41,243	122,370	22,564	103,267	64,532,147	1,300,115,412	10,723,148	1,286,778	63,245,369	1,270,418,848
2043	41,295	123,042	22,679	103,750	64,862,354	1,364,977,765	10,736,775	1,288,413	63,573,941	1,333,992,789
2044	41,348	123,714	22,795	104,234	65,193,112	1,430,170,878	10,750,402	1,290,048	63,903,064	1,397,895,853
2045	41,400	124,388	22,911	104,718	65,524,422	1,495,695,300	10,764,029	1,291,683	64,232,739	1,462,128,592
2046	41,413	124,691	22,963	104,936	65,673,225	1,561,368,525	10,767,436	1,292,092	64,381,133	1,526,509,725
2047	41,426	124,993	23,015	105,154	65,822,097	1,627,190,622	10,770,842	1,292,501	64,529,596	1,591,039,321
2048	41,439	125,296	23,067	105,372	65,971,038	1,693,161,661	10,774,249	1,292,910	64,678,129	1,655,717,449
2049	41,453	125,599	23,119	105,590	66,120,048	1,759,281,709	10,777,656	1,293,319	64,826,730	1,720,544,179
2050	41,466	125,902	23,171	105,808	66,269,127	1,825,550,837	10,781,063	1,293,728	64,975,400	1,785,519,579

Northwest Corridor -- Traffic and Revenue Forecast Summary

Reversible Alternate -- HOV3+ Sensitivity (ARC Case with Average VOT at $13.5/hr, 1% Real Escalation)

All Monetary Values in Constant 2008 Dollars

	Daily	Daily Revenue			Gross Revenue		Annual	Toll Collection	Net Revenue	
Year	Transactions	AM	Mid Day	PM	Annual	Cumulative	Transactions	Cost	Annual	Cumulative
2014	21,869	26,172	5,441	28,240	15,562,114	15,562,114	5,686,031	682,324	14,879,790	14,879,790
2015	24,329	32,011	6,547	33,454	18,722,990	34,285,104	6,325,462	759,055	17,963,935	32,843,725
2016	24,658	35,300	7,122	35,917	20,368,215	54,653,318	6,411,109	769,333	19,598,881	52,442,606
2017	24,988	38,590	7,697	38,380	22,013,439	76,666,757	6,496,757	779,611	21,233,828	73,676,434
2018	25,317	41,879	8,272	40,843	23,658,664	100,325,421	6,582,404	789,889	22,868,775	96,545,209
2019	25,646	45,169	8,848	43,306	25,303,888	125,629,309	6,668,052	800,166	24,503,722	121,048,931
2020	25,976	48,458	9,423	45,769	26,949,113	152,578,422	6,753,699	810,444	26,138,669	147,187,600
2021	26,305	51,748	9,998	48,232	28,594,337	181,172,759	6,839,347	820,722	27,773,616	174,961,216
2022	26,635	55,037	10,573	50,695	30,239,562	211,412,321	6,924,994	830,999	29,408,562	204,369,778
2023	26,964	58,327	11,149	53,159	31,884,786	243,297,107	7,010,642	841,277	31,043,509	235,413,287
2024	27,293	61,616	11,724	55,622	33,530,011	276,827,118	7,096,289	851,555	32,678,456	268,091,743
2025	27,623	64,906	12,299	58,085	35,175,235	312,002,353	7,181,937	861,832	34,313,403	302,405,146
2026	27,952	68,195	12,874	60,548	36,820,460	348,822,813	7,267,584	872,110	35,948,350	338,353,496
2027	28,282	71,485	13,450	63,011	38,465,684	387,288,497	7,353,232	882,388	37,583,297	375,936,793
2028	28,611	74,774	14,025	65,474	40,110,909	427,399,406	7,438,879	892,665	39,218,243	415,155,036
2029	28,940	78,064	14,600	67,937	41,756,133	469,155,540	7,524,527	902,943	40,853,190	456,008,226
2030	29,270	81,353	15,175	70,400	43,401,358	512,556,898	7,610,174	913,221	42,488,137	498,496,364
2031	29,599	84,674	15,755	72,878	45,059,747	557,616,645	7,695,821	923,499	44,136,248	542,632,612
2032	29,929	88,026	16,340	75,371	46,731,300	604,347,944	7,781,469	933,776	45,797,524	588,430,135
2033	30,258	91,409	16,929	77,878	48,416,017	652,763,962	7,867,116	944,054	47,471,963	635,902,098
2034	30,588	94,823	17,522	80,400	50,113,899	702,877,860	7,952,764	954,332	49,159,567	685,061,665
2035	30,917	98,269	18,121	82,937	51,824,944	754,702,805	8,038,411	964,609	50,860,335	735,922,001
2036	30,999	99,871	18,401	84,143	52,627,963	807,330,767	8,059,823	967,179	51,660,784	787,582,784
2037	31,082	101,477	18,683	85,351	53,432,626	860,763,394	8,081,235	969,748	52,462,878	840,045,663
2038	31,164	103,087	18,965	86,560	54,238,936	915,002,330	8,102,647	972,318	53,266,618	893,312,281
2039	31,246	104,700	19,247	87,771	55,046,891	970,049,220	8,124,059	974,887	54,072,003	947,384,284
2040	31,329	106,318	19,530	88,984	55,856,491	1,025,905,711	8,145,471	977,456	54,879,034	1,002,263,319
2041	31,349	107,093	19,667	89,573	56,246,622	1,082,152,333	8,150,824	978,099	55,268,523	1,057,531,842
2042	31,370	107,869	19,803	90,163	56,636,959	1,138,789,292	8,156,177	978,741	55,658,218	1,113,190,060
2043	31,390	108,644	19,940	90,752	57,027,502	1,195,816,794	8,161,530	979,384	56,048,118	1,169,238,178
2044	31,411	109,421	20,076	91,342	57,418,250	1,253,235,045	8,166,883	980,026	56,438,224	1,225,676,403
2045	31,432	110,198	20,213	91,932	57,809,204	1,311,044,249	8,172,236	980,668	56,828,536	1,282,504,939
2046	31,437	110,577	20,280	92,223	58,000,821	1,369,045,070	8,173,574	980,829	57,019,993	1,339,524,931
2047	31,442	110,957	20,347	92,513	58,192,464	1,427,237,534	8,174,912	980,989	57,211,475	1,396,736,406
2048	31,447	111,337	20,414	92,804	58,384,132	1,485,621,667	8,176,250	981,150	57,402,982	1,454,139,388
2049	31,452	111,716	20,481	93,094	58,575,827	1,544,197,493	8,177,588	981,311	57,594,516	1,511,733,904
2050	31,457	112,096	20,548	93,385	58,767,546	1,602,965,040	8,178,927	981,471	57,786,075	1,569,519,980

Reversible Alternate -- Regional Managed Lane System

(Based on Preliminary HNTB Forecast for GDOT System Managed Lanes Study)

All Monetary Values in Constant 2008 Dollars

	Gross Revenue*		Annual	Toll Collection	Net Revenue	
Year	Annual	Cumulative	Transactions**	Cost	Annual	Cumulative
2014	20,601,778	20,601,778	27,328,353	3,279,402	17,322,375	17,322,375
2015	26,538,941	47,140,719	30,513,840	3,661,661	22,877,280	40,199,656
2016	30,469,622	77,610,341	31,037,718	3,724,526	26,745,095	66,944,751
2017	34,400,302	112,010,642	31,561,595	3,787,391	30,612,910	97,557,662
2018	38,330,982	150,341,624	32,085,473	3,850,257	34,480,725	132,038,387
2019	42,261,662	192,603,287	32,609,350	3,913,122	38,348,540	170,386,927
2020	46,192,343	238,795,629	33,133,228	3,975,987	42,216,355	212,603,282
2021	50,133,539	288,929,168	33,657,105	4,038,853	46,094,687	258,697,969
2022	54,074,736	343,003,904	34,180,983	4,101,718	49,973,018	308,670,987
2023	58,015,933	401,019,837	34,704,860	4,164,583	53,851,350	362,522,337
2024	61,957,130	462,976,967	35,228,738	4,227,449	57,729,681	420,252,018
2025	65,898,326	528,875,293	35,752,615	4,290,314	61,608,012	481,860,030
2026	69,839,523	598,714,816	36,276,493	4,353,179	65,486,344	547,346,374
2027	73,780,720	672,495,536	36,800,370	4,416,044	69,364,675	616,711,049
2028	77,721,917	750,217,452	37,324,248	4,478,910	73,243,007	689,954,056
2029	81,663,113	831,880,565	37,848,125	4,541,775	77,121,338	767,075,394
2030	85,604,310	917,484,875	38,372,003	4,604,640	80,999,670	848,075,064
2031	87,574,908	1,005,059,784	38,633,941	4,636,073	82,938,835	931,013,900
2032	89,545,507	1,094,605,290	38,895,880	4,667,506	84,878,001	1,015,891,901
2033	91,516,105	1,186,121,396	39,157,819	4,698,938	86,817,167	1,102,709,068
2034	93,486,704	1,279,608,099	39,419,758	4,730,371	88,756,333	1,191,465,400
2035	95,457,302	1,375,065,401	39,681,696	4,761,804	90,695,498	1,282,160,899
2036	97,427,900	1,472,493,301	39,943,635	4,793,236	92,634,664	1,374,795,563
2037	99,398,499	1,571,891,800	40,205,574	4,824,669	94,573,830	1,469,369,392
2038	101,369,097	1,673,260,897	40,467,513	4,856,102	96,512,996	1,565,882,388
2039	103,339,695	1,776,600,592	40,729,451	4,887,534	98,452,161	1,664,334,549
2040	105,310,294	1,881,910,886	40,991,390	4,918,967	100,391,327	1,764,725,876
2041	107,280,892	1,989,191,778	41,253,329	4,950,399	102,330,493	1,867,056,369
2042	109,251,491	2,098,443,269	41,515,268	4,981,832	104,269,658	1,971,326,027
2043	111,222,089	2,209,665,357	41,777,206	5,013,265	106,208,824	2,077,534,851
2044	113,192,687	2,322,858,045	42,039,145	5,044,697	108,147,990	2,185,682,841
2045	115,163,286	2,438,021,330	42,301,084	5,076,130	110,087,156	2,295,769,997
2046	116,314,918	2,554,336,249	42,724,094	5,126,891	111,188,027	2,406,958,024
2047	117,478,068	2,671,814,317	43,151,337	5,178,160	112,299,907	2,519,257,931
2048	118,652,848	2,790,467,165	43,582,848	5,229,942	113,422,907	2,632,680,838
2049	119,839,377	2,910,306,542	44,018,676	5,282,241	114,557,136	2,747,237,974
2050	121,037,771	3,031,344,313	44,458,861	5,335,063	115,702,707	2,862,940,681

* GTP estimate based on adjusting HNTB preliminary forecast revenues for segments within Northwest Corridor boundary

** GTP estimate based on projected VMT and average trip length

Northwest Corridor -- Traffic and Revenue Forecast Summary

Conversion Alternate -- Base Case (ARC Case with Average VOT at $13.5/hr, 1% Real Escalation)

All Monetary Values in Constant 2008 Dollars

	Daily	Daily Revenue			Gross Revenue		Annual	Toll Collection	Net Revenue	
Year	Transactions	AM	Mid Day	PM	Annual	Cumulative	Transactions	Cost	Annual	Cumulative
2015	36,374	34,122	7,354	39,421	21,033,398	21,033,398	9,457,354	1,134,882	19,898,516	19,898,516
2016	41,025	43,086	9,055	47,469	25,898,682	46,932,081	10,666,502	1,279,980	24,618,702	44,517,218
2017	42,133	48,727	10,040	51,677	28,715,446	75,647,527	10,954,564	1,314,548	27,400,899	71,918,116
2018	43,241	54,367	11,025	55,885	31,532,210	107,179,737	11,242,626	1,349,115	30,183,095	102,101,211
2019	44,349	60,008	12,010	60,093	34,348,974	141,528,711	11,530,689	1,383,683	32,965,291	135,066,503
2020	45,457	65,649	12,995	64,301	37,165,738	178,694,449	11,818,751	1,418,250	35,747,488	170,813,990
2021	46,565	71,289	13,980	68,510	39,982,502	218,676,950	12,106,813	1,452,818	38,529,684	209,343,674
2022	47,673	76,930	14,965	72,718	42,799,265	261,476,216	12,394,875	1,487,385	41,311,881	250,655,555
2023	48,781	82,571	15,950	76,926	45,616,029	307,092,245	12,682,937	1,521,952	44,094,077	294,749,632
2024	49,888	88,211	16,935	81,134	48,432,793	355,525,038	12,970,999	1,556,520	46,876,273	341,625,905
2025	50,996	93,852	17,919	85,342	51,249,557	406,774,595	13,259,061	1,591,087	49,658,470	391,284,375
2026	52,104	99,493	18,904	89,550	54,066,321	460,840,916	13,547,123	1,625,655	52,440,666	443,725,041
2027	53,212	105,133	19,889	93,759	56,883,085	517,724,001	13,835,185	1,660,222	55,222,862	498,947,903
2028	54,320	110,774	20,874	97,967	59,699,849	577,423,849	14,123,247	1,694,790	58,005,059	556,952,962
2029	55,428	116,415	21,859	102,175	62,516,612	639,940,462	14,411,309	1,729,357	60,787,255	617,740,218
2030	56,536	122,055	22,844	106,383	65,333,376	705,273,838	14,699,371	1,763,925	63,569,452	681,309,669
2031	57,644	129,373	24,093	111,560	68,906,909	774,180,747	14,987,433	1,798,492	67,108,417	748,418,086
2032	58,752	136,900	25,376	116,859	72,575,037	846,755,784	15,275,496	1,833,059	70,741,977	819,160,063
2033	59,860	144,637	26,692	122,278	76,337,761	923,093,545	15,563,558	1,867,627	74,470,134	893,630,198
2034	60,968	152,584	28,040	127,819	80,195,082	1,003,288,627	15,851,620	1,902,194	78,292,887	971,923,085
2035	62,076	160,740	29,422	133,481	84,146,998	1,087,435,625	16,139,682	1,936,762	82,210,237	1,054,133,322
2036	62,353	164,184	30,090	136,712	86,056,278	1,173,491,903	16,211,697	1,945,404	84,110,874	1,138,244,196
2037	62,630	167,663	30,766	139,999	87,991,273	1,261,483,176	16,283,713	1,954,046	86,037,227	1,224,281,423
2038	62,907	171,175	31,452	143,342	89,951,983	1,351,435,159	16,355,728	1,962,687	87,989,296	1,312,270,719
2039	63,184	174,723	32,146	146,740	91,938,409	1,443,373,568	16,427,744	1,971,329	89,967,080	1,402,237,799
2040	63,461	178,304	32,850	150,194	93,950,551	1,537,324,120	16,499,759	1,979,971	91,970,580	1,494,208,379
2041	63,530	180,071	33,276	152,692	95,170,299	1,632,494,418	16,517,763	1,982,132	93,188,167	1,587,396,546
2042	63,599	181,851	33,709	155,237	96,407,152	1,728,901,570	16,535,767	1,984,292	94,422,860	1,681,819,406
2043	63,668	183,643	34,147	157,830	97,661,110	1,826,562,680	16,553,771	1,986,453	95,674,658	1,777,494,064
2044	63,738	185,447	34,592	160,470	98,932,174	1,925,494,855	16,571,775	1,988,613	96,943,561	1,874,437,625
2045	63,807	187,264	35,042	163,157	100,220,344	2,025,715,199	16,589,779	1,990,773	98,229,570	1,972,667,196
2046	63,824	188,339	35,380	165,458	101,186,033	2,126,901,231	16,594,280	1,991,314	99,194,719	2,071,861,915
2047	63,841	189,424	35,723	167,806	102,167,751	2,229,068,982	16,598,781	1,991,854	100,175,897	2,172,037,812
2048	63,859	190,518	36,072	170,200	103,165,498	2,332,234,480	16,603,282	1,992,394	101,173,104	2,273,210,916
2049	63,876	191,623	36,426	172,641	104,179,275	2,436,413,755	16,607,783	1,992,934	102,186,341	2,375,397,257
2050	63,893	192,736	36,786	175,127	105,209,080	2,541,622,835	16,612,284	1,993,474	103,215,606	2,478,612,863

APPENDIX G

FINANCIAL ANALYSES

CASE 1

FINANCE THE MAXIMUM TOLL REVENUE DEBT

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Rates as of August 23, 2007

Sources and Uses of Funds

SOURCES		
Series A - Current Interest Bonds		164,419,707
Series B - Non Callable Capital Appreciation Bonds		248,480,947
Subordinate TIFIA - Bond Anticipation Notes (BANs)		395,985,194
Premium / (Discount)		16,639,833
Total Debt		825,525,681
Total Sources		**825,525,681**
USES		
Total Deposit to Construction Fund		959,056,710
Bond Insurance Payment	2.00%	29,590,849
All-In Costs of Issuance on Bonds	0.50%	4,044,429
Debt Service Reserve Fund	5.00%	41,290,065
Underwriter's Discount	1.00%	8,088,858
Net Capitalized Interest Deposit / Capitalized BAN Interest	4.71%	107,596,437
Total Uses		**1,149,667,349**
Surplus / (Deficit)		**(324,141,668)**
Percentage Feasible		**71.81%**
Excess Revenues through 2050		788,947,025
Present Value of Excess Revenues through 2050 @ 5.5%		230,354,868
Statistics		
Senior Debt - Arbitrage Yield		5.69%
Seniot Debt - True Interest Cost		5.79%
Senior Debt - All-in TIC		5.84%
Dated Date		5/1/2010
Delivery Date		5/1/2010
First Interest Payment Date		1/1/2011
Final Maturity Date		1/1/2050
Call Date		1/1/2020
Capitalized Interest Through		1/1/2015
First Construction Draw		5/1/2010
Final Construction Draw		12/1/2013
First Debt Service Payment		1/2/2016
TIFIA Accreted Through		1/1/2020
Current Interest Bonds Weighted Average Life (WAL)		36.3 years
Non Callable Capital Appreciation Bonds WAL		26.9 years

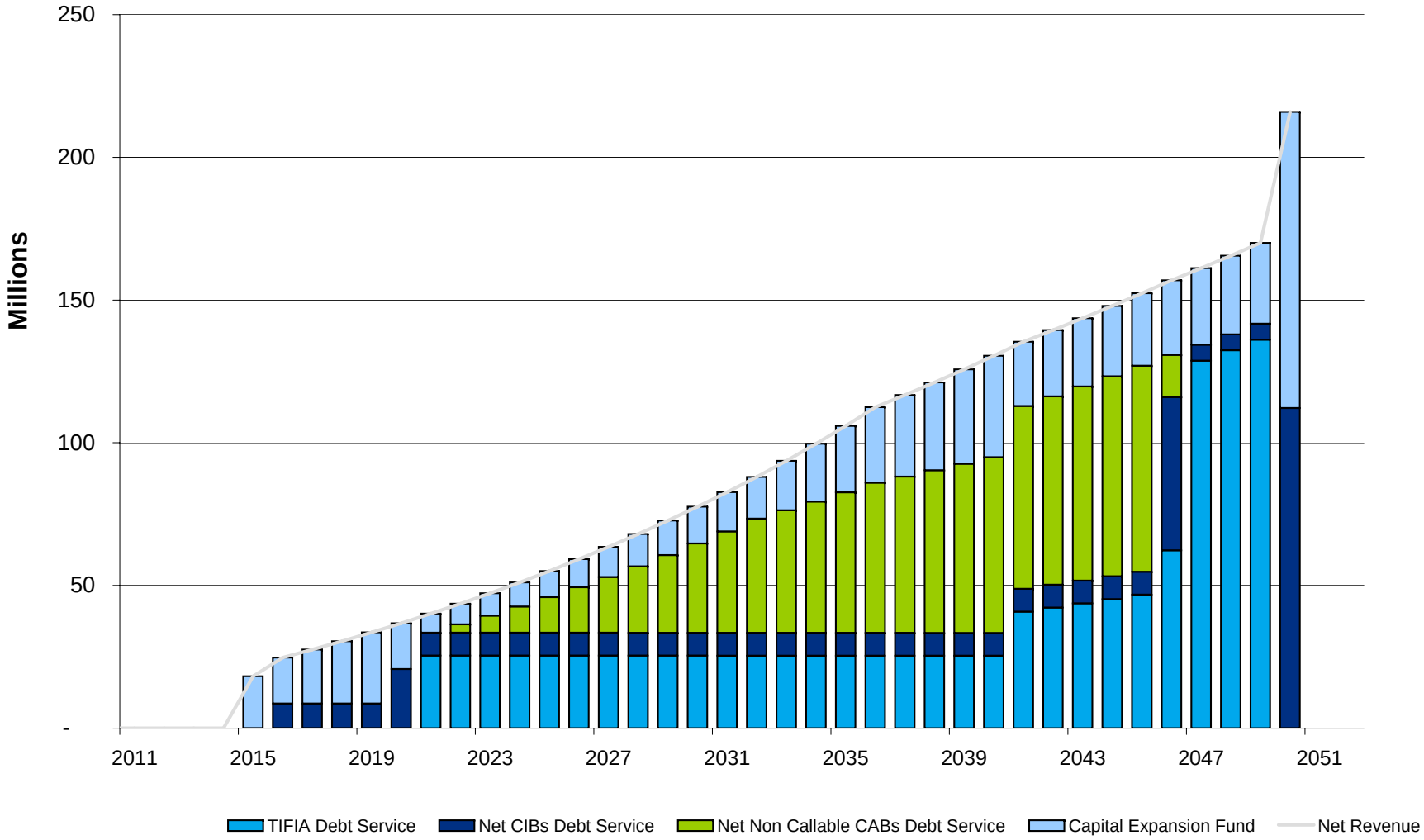
Assumptions

Reinvestment Rates for Construction Fund & CAPI Fund are 4.8%
Debt Service Reserve Fund sized based on the Lesser of Three test . Reinvestment rate is 5.%
Revenue & Toll Collection forecasts from estimates provided on 12/5/2008
Construction draw schedule provided by GTP on 12/5/2008
Net Capitalized Interest Deposit includes PV of BAN interest payments and deposit to Capitalized Interest Fund

RESULTS PRELIMINARY, SUBJECT TO CHANGE

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Rates as of August 23, 2007

Application of Net Revenue



Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Rates as of August 23, 2007

Net Revenue

Year Ending	Gross Toll Revenues	DSRF Earnings	Operating Expenses	Toll Collection Expenses	Total Expenses	Cash Flow Avail for DS
	-					
5/1/2010		-				
1/1/2011	-	-	-	-	-	-
1/1/2012	-	-	-	-	-	-
1/1/2013	-	-	-	-	-	-
1/1/2014	-	-	-	-	-	-
1/1/2015	18,820,829	-	-	635,035	635,035	18,185,794
1/1/2016	23,399,675	2,064,503	-	747,919	747,919	24,716,259
1/1/2017	26,270,570	2,064,503	-	801,081	801,081	27,533,992
1/1/2018	29,271,098	2,064,503	-	856,444	856,444	30,479,157
1/1/2019	32,405,965	2,064,503	-	914,086	914,086	33,556,382
1/1/2020	35,680,032	2,064,503	-	974,086	974,086	36,770,449
1/1/2021	39,098,317	2,064,503	-	1,036,527	1,036,527	40,126,294
1/1/2022	42,666,005	2,064,503	-	1,101,492	1,101,492	43,629,017
1/1/2023	46,388,450	2,064,503	-	1,169,070	1,169,070	47,283,883
1/1/2024	50,271,179	2,064,503	-	1,239,351	1,239,351	51,096,332
1/1/2025	54,319,902	2,064,503	-	1,312,428	1,312,428	55,071,977
1/1/2026	58,540,513	2,064,503	-	1,388,398	1,388,398	59,216,619
1/1/2027	62,939,098	2,064,503	-	1,467,359	1,467,359	63,536,242
1/1/2028	67,521,940	2,064,503	-	1,549,414	1,549,414	68,037,029
1/1/2029	72,295,526	2,064,503	-	1,634,670	1,634,670	72,725,360
1/1/2030	77,266,553	2,064,503	-	1,723,234	1,723,234	77,607,822
1/1/2031	82,441,933	2,064,503	-	1,815,219	1,815,219	82,691,217
1/1/2032	87,893,973	2,064,503	-	1,910,742	1,910,742	88,047,734
1/1/2033	93,634,956	2,064,503	-	2,009,922	2,009,922	93,689,537
1/1/2034	99,677,650	2,064,503	-	2,112,883	2,112,883	99,629,270
1/1/2035	106,035,324	2,064,503	-	2,219,753	2,219,753	105,880,075
1/1/2036	112,721,770	2,064,503	-	2,330,662	2,330,662	112,455,612
1/1/2037	117,063,977	2,064,503	-	2,403,406	2,403,406	116,725,075
1/1/2038	121,562,773	2,064,503	-	2,478,335	2,478,335	121,148,941
1/1/2039	126,223,526	2,064,503	-	2,555,513	2,555,513	125,732,516
1/1/2040	131,051,781	2,064,503	-	2,635,006	2,635,006	130,481,278
1/1/2041	136,053,266	2,064,503	-	2,716,881	2,716,881	135,400,889
1/1/2042	140,183,186	2,064,503	-	2,789,222	2,789,222	139,458,468
1/1/2043	144,436,132	2,064,503	-	2,863,484	2,863,484	143,637,151
1/1/2044	148,815,713	2,064,503	-	2,939,717	2,939,717	147,940,499
1/1/2045	153,325,644	2,064,503	-	3,017,974	3,017,974	152,372,174
1/1/2046	157,969,746	2,064,503	-	3,098,307	3,098,307	156,935,943
1/1/2047	162,298,566	2,064,503	-	3,177,380	3,177,380	161,185,690
1/1/2048	166,745,400	2,064,503	-	3,258,470	3,258,470	165,551,434
1/1/2049	171,313,451	2,064,503	-	3,341,629	3,341,629	170,036,325
1/1/2050	176,006,009	43,354,569	-	3,426,910	3,426,910	215,933,667
Total	3,372,610,429	113,547,680	-	71,652,008	71,652,008	3,414,506,101

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Rates as of August 23, 2007

Bond Debt Service Coverage and Proforma

Year Ending	Cash Flow Avail for DS	Net Senior Debt Service	Senior Coverage	Aggregate Debt Service	Aggregate Coverage	Excess Revenues	Present Value of Excess Revs 5.50%
5/1/2010		-		-	-		
1/1/2011	-	-	-	-	-	-	-
1/1/2012	-	-	-	-	-	-	-
1/1/2013	-	-	-	-	-	-	-
1/1/2014	-	-	-	-	-	-	-
1/1/2015	18,185,794	-	-	-	-	18,185,794	14,165,137
1/1/2016	24,716,259	8,601,750	2.87	8,601,750	2.87	16,114,510	11,897,430
1/1/2017	27,533,992	8,601,750	3.20	8,601,750	3.20	18,932,242	13,249,078
1/1/2018	30,479,157	8,601,750	3.54	8,601,750	3.54	21,877,407	14,511,991
1/1/2019	33,556,382	8,601,750	3.90	8,601,750	3.90	24,954,633	15,690,250
1/1/2020	36,770,449	20,715,746	1.77	20,715,746	1.77	16,054,703	9,568,162
1/1/2021	40,126,294	7,996,050	5.02	33,438,578	1.20	6,687,716	3,777,910
1/1/2022	43,629,017	10,919,733	4.00	36,357,514	1.20	7,271,503	3,893,548
1/1/2023	47,283,883	13,970,196	3.38	39,403,236	1.20	7,880,647	3,999,730
1/1/2024	51,096,332	17,151,971	2.98	42,580,276	1.20	8,516,055	4,096,895
1/1/2025	55,071,977	20,469,736	2.69	45,893,315	1.20	9,178,663	4,185,461
1/1/2026	59,216,619	23,928,324	2.47	49,347,182	1.20	9,869,436	4,265,833
1/1/2027	63,536,242	27,532,723	2.31	52,946,869	1.20	10,589,374	4,338,397
1/1/2028	68,037,029	31,288,084	2.17	56,697,524	1.20	11,339,505	4,403,527
1/1/2029	72,725,360	35,199,725	2.07	60,604,466	1.20	12,120,893	4,461,580
1/1/2030	77,607,822	39,273,134	1.98	64,673,185	1.20	12,934,637	4,512,902
1/1/2031	82,691,217	43,513,978	1.90	68,909,348	1.20	13,781,870	4,557,821
1/1/2032	88,047,734	47,982,416	1.83	73,373,112	1.20	14,674,622	4,600,062
1/1/2033	93,689,537	50,918,226	1.84	76,304,256	1.23	17,385,280	5,165,662
1/1/2034	99,629,270	53,999,604	1.84	79,380,977	1.26	20,248,293	5,702,696
1/1/2035	105,880,075	57,232,473	1.85	82,609,198	1.28	23,270,878	6,212,295
1/1/2036	112,455,612	60,622,971	1.85	85,995,057	1.31	26,460,555	6,695,543
1/1/2037	116,725,075	62,755,416	1.86	88,122,872	1.32	28,602,202	6,860,154
1/1/2038	121,148,941	64,959,218	1.86	90,322,053	1.34	30,826,888	7,008,283
1/1/2039	125,732,516	67,236,640	1.87	92,594,864	1.36	33,137,652	7,140,872
1/1/2040	130,481,278	69,590,015	1.87	94,943,639	1.37	35,537,639	7,258,813
1/1/2041	135,400,889	72,021,749	1.88	112,834,074	1.20	22,566,815	4,369,129
1/1/2042	139,458,468	73,983,272	1.88	116,215,390	1.20	23,243,078	4,265,459
1/1/2043	143,637,151	75,998,493	1.89	119,697,626	1.20	23,939,525	4,164,235
1/1/2044	147,940,499	78,068,865	1.89	123,283,749	1.20	24,656,750	4,065,398
1/1/2045	152,372,174	80,195,881	1.90	126,976,811	1.20	25,395,362	3,968,891
1/1/2046	156,935,943	68,509,946	2.29	130,779,952	1.20	26,155,990	3,874,659
1/1/2047	161,185,690	5,595,344	28.81	134,321,408	1.20	26,864,282	3,772,116
1/1/2048	165,551,434	5,595,344	29.59	137,959,528	1.20	27,591,906	3,672,308
1/1/2049	170,036,325	5,595,344	30.39	141,696,938	1.20	28,339,388	3,575,159
1/1/2050	215,933,667	112,173,333	1.92	112,173,333	1.92	103,760,333	12,407,486
Total	3,414,506,101	1,439,400,951		2,625,559,075		788,947,025	230,354,868

	Net Senior DS	Senior Coverage	Aggregate DS	Aggregate Coverage
Minimum	5,595,344	1.77	8,601,750	1.20
Maximum	112,173,333	30.39	141,696,938	3.90
Average	41,125,741	4.73	75,015,974	1.51

Georgia Transportation Partners
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1.75x Sr. Coverage; 1.20x TIFIA Coverage
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Net Debt Service

Year Ending	Current Interest Bond Debt Service	Non Callable CAB Debt Service	Total Senior Debt Service	Subordinate TIFIA Debt Service	Aggregate Debt Service	Capitalized Interest	DSRF Earnings	Net Debt Service
5/1/2010								
1/1/2011	5,734,500	-	5,734,500	-	5,734,500	5,734,500	-	-
1/1/2012	8,601,750	-	8,601,750	-	8,601,750	8,601,750	-	-
1/1/2013	8,601,750	-	8,601,750	-	8,601,750	8,601,750	-	-
1/1/2014	8,601,750	-	8,601,750	-	8,601,750	8,601,750	-	-
1/1/2015	8,601,750	-	8,601,750	-	8,601,750	8,601,750	-	-
1/1/2016	8,601,750	-	8,601,750	-	8,601,750	-	-	8,601,750
1/1/2017	8,601,750	-	8,601,750	-	8,601,750	-	-	8,601,750
1/1/2018	8,601,750	-	8,601,750	-	8,601,750	-	-	8,601,750
1/1/2019	8,601,750	-	8,601,750	-	8,601,750	-	-	8,601,750
1/1/2020	20,715,746	-	20,715,746	-	20,715,746	-	-	20,715,746
1/1/2021	7,996,050	-	7,996,050	25,442,528	33,438,578	-	-	33,438,578
1/1/2022	7,996,050	2,923,683	10,919,733	25,437,781	36,357,514	-	-	36,357,514
1/1/2023	7,996,050	5,974,146	13,970,196	25,433,040	39,403,236	-	-	39,403,236
1/1/2024	7,996,050	9,155,921	17,151,971	25,428,306	42,580,276	-	-	42,580,276
1/1/2025	7,996,050	12,473,686	20,469,736	25,423,578	45,893,315	-	-	45,893,315
1/1/2026	7,996,050	15,932,274	23,928,324	25,418,858	49,347,182	-	-	49,347,182
1/1/2027	7,996,050	19,536,674	27,532,723	25,414,145	52,946,869	-	-	52,946,869
1/1/2028	7,996,050	23,292,035	31,288,084	25,409,440	56,697,524	-	-	56,697,524
1/1/2029	7,996,050	27,203,675	35,199,725	25,404,742	60,604,466	-	-	60,604,466
1/1/2030	7,996,050	31,277,084	39,273,134	25,400,051	64,673,185	-	-	64,673,185
1/1/2031	7,996,050	35,517,929	43,513,978	25,395,369	68,909,348	-	-	68,909,348
1/1/2032	7,996,050	39,986,366	47,982,416	25,390,695	73,373,112	-	-	73,373,112
1/1/2033	7,996,050	42,922,177	50,918,226	25,386,030	76,304,256	-	-	76,304,256
1/1/2034	7,996,050	46,003,554	53,999,604	25,381,373	79,380,977	-	-	79,380,977
1/1/2035	7,996,050	49,236,423	57,232,473	25,376,725	82,609,198	-	-	82,609,198
1/1/2036	7,996,050	52,626,921	60,622,971	25,372,086	85,995,057	-	-	85,995,057
1/1/2037	7,996,050	54,759,367	62,755,416	25,367,456	88,122,872	-	-	88,122,872
1/1/2038	7,996,050	56,963,168	64,959,218	25,362,835	90,322,053	-	-	90,322,053
1/1/2039	7,996,050	59,240,590	67,236,640	25,358,225	92,594,864	-	-	92,594,864
1/1/2040	7,996,050	61,593,965	69,590,015	25,353,624	94,943,639	-	-	94,943,639
1/1/2041	7,996,050	64,025,699	72,021,749	40,812,325	112,834,074	-	-	112,834,074
1/1/2042	7,996,050	65,987,222	73,983,272	42,232,118	116,215,390	-	-	116,215,390
1/1/2043	7,996,050	68,002,443	75,998,493	43,699,133	119,697,626	-	-	119,697,626
1/1/2044	7,996,050	70,072,815	78,068,865	45,214,884	123,283,749	-	-	123,283,749
1/1/2045	7,996,050	72,199,831	80,195,881	46,780,931	126,976,811	-	-	126,976,811
1/1/2046	53,723,771	14,786,175	68,509,946	62,270,006	130,779,952	-	-	130,779,952
1/1/2047	5,595,344	-	5,595,344	128,726,064	134,321,408	-	-	134,321,408
1/1/2048	5,595,344	-	5,595,344	132,364,184	137,959,528	-	-	137,959,528
1/1/2049	5,595,344	-	5,595,344	136,101,593	141,696,938	-	-	141,696,938
1/1/2050	112,173,333	-	112,173,333	0	112,173,333	-		112,173,333
Total	477,848,625	1,001,693,824	1,479,542,449	1,186,158,124	2,665,700,574	40,141,498	-	2,625,559,075

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
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Current Interest Bonds (CIBs)

Date	Principal	Rate	Yield	Price	Interest	Total Debt Service
5/1/10						
1/1/11	-	5.000%	3.750%	100.810	5,734,500	5,734,500
1/1/12	-	5.000%	3.780%	101.947	8,601,750	8,601,750
1/1/13	-	5.000%	3.840%	102.908	8,601,750	8,601,750
1/1/14	-	5.000%	3.890%	103.753	8,601,750	8,601,750
1/1/15	-	5.000%	3.960%	104.386	8,601,750	8,601,750
1/1/16	-	5.000%	4.030%	104.865	8,601,750	8,601,750
1/1/17	-	5.000%	4.110%	105.138	8,601,750	8,601,750
1/1/18	-	5.000%	4.200%	105.191	8,601,750	8,601,750
1/1/19	-	5.000%	4.290%	105.088	8,601,750	8,601,750
1/1/20	12,113,996	5.000%	4.380%	104.837	8,601,750	20,715,746
1/1/21	-	5.250%	4.520%	105.659	7,996,050	7,996,050
1/1/22	-	5.250%	4.590%	105.099	7,996,050	7,996,050
1/1/23	-	5.250%	4.660%	104.543	7,996,050	7,996,050
1/1/24	-	5.250%	4.710%	104.147	7,996,050	7,996,050
1/1/25	-	5.250%	4.760%	103.754	7,996,050	7,996,050
1/1/26	-	5.250%	4.790%	103.519	7,996,050	7,996,050
1/1/27	-	5.250%	4.820%	103.284	7,996,050	7,996,050
1/1/28	-	5.250%	4.840%	103.128	7,996,050	7,996,050
1/1/29	-	5.250%	4.860%	102.972	7,996,050	7,996,050
1/1/30	-	5.250%	4.880%	102.817	7,996,050	7,996,050
1/1/31	-	5.250%	4.640%	104.701	7,996,050	7,996,050
1/1/32	-	5.250%	4.640%	104.701	7,996,050	7,996,050
1/1/33	-	5.250%	4.640%	104.701	7,996,050	7,996,050
1/1/34	-	5.250%	4.640%	104.701	7,996,050	7,996,050
1/1/35	-	5.250%	4.990%	101.967	7,996,050	7,996,050
1/1/36	-	5.250%	4.670%	104.464	7,996,050	7,996,050
1/1/37	-	5.250%	4.670%	104.464	7,996,050	7,996,050
1/1/38	-	5.250%	4.670%	104.464	7,996,050	7,996,050
1/1/39	-	5.250%	4.670%	104.464	7,996,050	7,996,050
1/1/40	-	5.250%	5.040%	101.584	7,996,050	7,996,050
1/1/41	-	5.250%	5.140%	100.822	7,996,050	7,996,050
1/1/42	-	5.250%	5.140%	100.822	7,996,050	7,996,050
1/1/43	-	5.250%	5.140%	100.822	7,996,050	7,996,050
1/1/44	-	5.250%	5.140%	100.822	7,996,050	7,996,050
1/1/45	-	5.250%	5.140%	100.822	7,996,050	7,996,050
1/1/46	45,727,721	5.250%	5.140%	100.822	7,996,050	53,723,771
1/1/47	-	5.250%	5.140%	100.822	5,595,344	5,595,344
1/1/48	-	5.250%	5.140%	100.822	5,595,344	5,595,344
1/1/49	-	5.250%	5.140%	100.822	5,595,344	5,595,344
1/1/50	106,577,989	5.250%	5.140%	100.822	5,595,344	112,173,333
Total	164,419,707		5.084%	101.118	313,428,919	477,848,625

Total Par	164,419,707	Weighted Average Life	36.34
Premium	1,837,907	Insurance Premium	9,556,973
		Capitalized Interest	31,539,749
Production	166,257,614		

Georgia Transportation Partners
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1.75x Sr. Coverage; 1.20x TIFIA Coverage
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Non-Callable Capital Appreciation Bonds (CABs)

Date	Proceeds	Yield	Price	Accreted Interest	Total Debt Service
5/1/10					
1/1/11	-	4.000%	97.394	-	-
1/1/12	-	4.080%	93.490	-	-
1/1/13	-	4.190%	89.531	-	-
1/1/14	-	4.290%	85.587	-	-
1/1/15	-	4.410%	81.581	-	-
1/1/16	-	4.530%	77.581	-	-
1/1/17	-	4.620%	73.749	-	-
1/1/18	-	4.720%	69.930	-	-
1/1/19	-	4.820%	66.180	-	-
1/1/20	-	4.920%	62.509	-	-
1/1/21	-	5.070%	58.622	-	-
1/1/22	1,617,265	5.140%	55.316	1,306,419	2,923,683
1/1/23	3,114,143	5.210%	52.127	2,860,003	5,974,146
1/1/24	4,503,340	5.260%	49.185	4,652,581	9,155,921
1/1/25	5,783,300	5.310%	46.364	6,690,386	12,473,686
1/1/26	6,977,699	5.340%	43.796	8,954,575	15,932,274
1/1/27	8,077,438	5.370%	41.345	11,459,236	19,536,674
1/1/28	9,101,828	5.390%	39.077	14,190,206	23,292,035
1/1/29	10,043,053	5.410%	36.918	17,160,622	27,203,675
1/1/30	10,904,755	5.430%	34.865	20,372,329	31,277,084
1/1/31	12,318,683	5.190%	34.683	23,199,245	35,517,929
1/1/32	13,175,508	5.190%	32.950	26,810,859	39,986,366
1/1/33	13,436,358	5.190%	31.304	29,485,818	42,922,177
1/1/34	13,681,917	5.190%	29.741	32,321,637	46,003,554
1/1/35	12,790,146	5.540%	25.977	36,446,278	49,236,423
1/1/36	14,021,391	5.220%	26.643	38,605,531	52,626,921
1/1/37	13,856,858	5.220%	25.305	40,902,509	54,759,367
1/1/38	13,690,528	5.220%	24.034	43,272,640	56,963,168
1/1/39	13,522,849	5.220%	22.827	45,717,740	59,240,590
1/1/40	12,000,352	5.590%	19.483	49,593,613	61,593,965
1/1/41	11,424,106	5.700%	17.843	52,601,594	64,025,699
1/1/42	11,096,411	5.710%	16.816	54,890,811	65,987,222
1/1/43	10,774,987	5.720%	15.845	57,227,456	68,002,443
1/1/44	10,459,769	5.730%	14.927	59,613,046	70,072,815
1/1/45	10,150,574	5.740%	14.059	62,049,257	72,199,831
1/1/46	1,957,690	5.750%	13.240	12,828,485	14,786,175
1/1/47	-	5.760%	12.466	-	-
1/1/48	-	5.770%	11.734	-	-
1/1/49	-	5.780%	11.044	-	-
1/1/50	-	5.790%	10.392	-	-
Total	248,480,947			753,212,877	1,001,693,824

Total Par	248,480,947	Average Life	26.935
Premium	-	Insurance Prem	20,033,876
		CAPI	-
Production	248,480,947		

Georgia Transportation Partners
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1.75x Sr. Coverage; 1.20x TIFIA Coverage
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BANs for TIFIA

Date	Notional Value	Principal/ Maturity Value	Initial Proceeds	Coupon	Yield	Price	Interest	Less Interest Draws	BAN Converted To TIFIA
5/1/10	395,985,194								
1/1/11	395,985,194		-	5.00%	4.11%	100.573	13,199,506	13,199,506	-
1/1/12	395,985,194		-	5.00%	4.11%	101.413	19,799,260	19,799,260	-
1/1/13	395,985,194		-	5.00%	4.11%	102.220	19,799,260	19,799,260	-
1/1/14	395,985,194		-	5.00%	4.11%	102.995	19,799,260	19,799,260	-
1/1/15	395,985,194	395,985,194	410,787,120	5.00%	4.11%	103.738	19,799,260	19,799,260	395,985,194
Total	2,375,911,163	395,985,194	410,787,120				92,396,545	92,396,545	395,985,194

Total Par	395,985,194
Premium	14,801,927
Production	410,787,120

TIFIA Calculation Area		
Estimated Cost of Construction	1,045,000,000	
Bond Insurance Payment	29,590,849	
Debt Service Reserve Fund	41,290,065	
Net Capitalized Interest Deposit / Capitalized BAN Interest	107,596,437	
Cost of Issuance Expenses	4,044,429	
Underwriter's Discount	8,088,858	
Total	1,235,610,639	
	Lesser of	
Max Allowable TIFIA (1/3 Total Project Cost)	411,870,213	33.333%
	or	
Max Allowable TIFIA (less than Total Senior Lien Par)	412,900,654	
Actual TIFIA Par	395,985,194	32.048%

Georgia Transportation Partners
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TIFIA Loan

Date	Notional Value	Principal/ Maturity Value	Yield	Interest	Accreted Interest	Interest Paid	TIFIA Payments	2.50% Ongoing TIFIA Servicing Costs	Total TIFIA Payments	Ending Balance
5/1/10	-	-	-							-
1/1/11	-	-	5.010%	-		-	-	-	-	-
1/1/12	-	-	5.010%	-		-	-	-	-	-
1/1/13	-	-	5.010%	-		-	-	-	-	-
1/1/14	-	-	5.010%	-		-	-	-	-	-
1/1/15	-	-	5.010%	-		-	-	-	-	-
1/1/16	395,985,194	-	5.010%	19,838,858	19,838,858	-	-	-	-	415,824,052
1/1/17	415,824,052	-	5.010%	20,832,785	20,832,785	-	-	-	-	436,656,837
1/1/18	436,656,837	-	5.010%	21,876,508	21,876,508	-	-	-	-	458,533,345
1/1/19	458,533,345	-	5.010%	22,972,521	22,972,521	-	-	-	-	481,505,865
1/1/20	481,505,865	-	5.010%	24,123,444	24,123,444	-	-	-	-	505,629,309
1/1/21	505,629,309	100,000	5.010%	25,332,028		25,332,028	25,432,028	10,500	25,442,528	505,529,309
1/1/22	505,529,309	100,000	5.010%	25,327,018		25,327,018	25,427,018	10,763	25,437,781	505,429,309
1/1/23	505,429,309	100,000	5.010%	25,322,008		25,322,008	25,422,008	11,032	25,433,040	505,329,309
1/1/24	505,329,309	100,000	5.010%	25,316,998		25,316,998	25,416,998	11,307	25,428,306	505,229,309
1/1/25	505,229,309	100,000	5.010%	25,311,988		25,311,988	25,411,988	11,590	25,423,578	505,129,309
1/1/26	505,129,309	100,000	5.010%	25,306,978		25,306,978	25,406,978	11,880	25,418,858	505,029,309
1/1/27	505,029,309	100,000	5.010%	25,301,968		25,301,968	25,401,968	12,177	25,414,145	504,929,309
1/1/28	504,929,309	100,000	5.010%	25,296,958		25,296,958	25,396,958	12,481	25,409,440	504,829,309
1/1/29	504,829,309	100,000	5.010%	25,291,948		25,291,948	25,391,948	12,793	25,404,742	504,729,309
1/1/30	504,729,309	100,000	5.010%	25,286,938		25,286,938	25,386,938	13,113	25,400,051	504,629,309
1/1/31	504,629,309	100,000	5.010%	25,281,928		25,281,928	25,381,928	13,441	25,395,369	504,529,309
1/1/32	504,529,309	100,000	5.010%	25,276,918		25,276,918	25,376,918	13,777	25,390,695	504,429,309
1/1/33	504,429,309	100,000	5.010%	25,271,908		25,271,908	25,371,908	14,121	25,386,030	504,329,309
1/1/34	504,329,309	100,000	5.010%	25,266,898		25,266,898	25,366,898	14,474	25,381,373	504,229,309
1/1/35	504,229,309	100,000	5.010%	25,261,888		25,261,888	25,361,888	14,836	25,376,725	504,129,309
1/1/36	504,129,309	100,000	5.010%	25,256,878		25,256,878	25,356,878	15,207	25,372,086	504,029,309
1/1/37	504,029,309	100,000	5.010%	25,251,868		25,251,868	25,351,868	15,587	25,367,456	503,929,309
1/1/38	503,929,309	100,000	5.010%	25,246,858		25,246,858	25,346,858	15,977	25,362,835	503,829,309
1/1/39	503,829,309	100,000	5.010%	25,241,848		25,241,848	25,341,848	16,376	25,358,225	503,729,309
1/1/40	503,729,309	100,000	5.010%	25,236,838		25,236,838	25,336,838	16,786	25,353,624	503,629,309
1/1/41	503,629,309	15,563,291	5.010%	25,231,828		25,231,828	40,795,119	17,205	40,812,325	488,066,018
1/1/42	488,066,018	17,762,375	5.010%	24,452,108		24,452,108	42,214,482	17,636	42,232,118	470,303,644
1/1/43	470,303,644	20,118,844	5.010%	23,562,213		23,562,213	43,681,057	18,076	43,699,133	450,184,799
1/1/44	450,184,799	22,642,098	5.010%	22,554,258		22,554,258	45,196,356	18,528	45,214,884	427,542,702
1/1/45	427,542,702	25,342,050	5.010%	21,419,889		21,419,889	46,761,939	18,992	46,780,931	402,200,652
1/1/46	402,200,652	42,100,287	5.010%	20,150,253		20,150,253	62,250,540	19,466	62,270,006	360,100,365
1/1/47	360,100,365	110,665,083	5.010%	18,041,028		18,041,028	128,706,111	19,953	128,726,064	249,435,282
1/1/48	249,435,282	119,847,024	5.010%	12,496,708		12,496,708	132,343,732	20,452	132,364,184	129,588,258
1/1/49	129,588,258	129,588,258	5.010%	6,492,372		6,492,372	136,080,630	20,963	136,101,593	0
1/1/50	0	-	5.010%	0		0	0	-	0	0
Total		505,629,309		789,733,439	109,644,115	680,089,324	1,185,718,633	439,491	1,186,158,124	

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Construction Fund

Date	Beginning Balance	Deposits from Bond Proceeds	Interest Earnings 4.800%	Construction Draws from Debt	Draw Percentage	Ending Balance
5/1/2010	-	959,056,710	-	17,974,000		941,082,710
6/1/2010	941,082,710		3,727,230	22,877,000		921,932,941
7/1/2010	921,932,941		3,651,386	13,837,000		911,747,327
8/1/2010	911,747,327		3,611,045	14,225,000		901,133,372
9/1/2010	901,133,372		3,569,008	13,544,000		891,158,380
10/1/2010	891,158,380		3,529,501	21,146,000		873,541,881
11/1/2010	873,541,881		3,459,730	20,625,000		856,376,611
12/1/2010	856,376,611		3,391,745	12,783,000		846,985,357
1/1/2011	846,985,357		3,354,551	19,908,000		830,431,907
2/1/2011	830,431,907		3,288,989	20,637,000		813,083,897
3/1/2011	813,083,897		3,220,281	31,419,000		784,885,178
4/1/2011	784,885,178		3,108,598	29,485,000		758,508,776
5/1/2011	758,508,776		3,004,132	31,896,000		729,616,908
6/1/2011	729,616,908		2,889,704	33,649,000		698,857,612
7/1/2011	698,857,612		2,767,879	25,771,000		675,854,491
8/1/2011	675,854,491		2,676,774	27,503,000		651,028,265
9/1/2011	651,028,265		2,578,447	24,179,000		629,427,713
10/1/2011	629,427,713		2,492,897	24,471,000		607,449,609
11/1/2011	607,449,609		2,405,851	25,237,000		584,618,460
12/1/2011	584,618,460		2,315,426	24,187,000		562,746,887
1/1/2012	562,746,887		2,228,802	25,380,000		539,595,689
2/1/2012	539,595,689		2,137,110	24,699,000		517,033,799
3/1/2012	517,033,799		2,047,752	27,746,000		491,335,551
4/1/2012	491,335,551		1,945,972	27,198,000		466,083,524
5/1/2012	466,083,524		1,845,960	28,599,000		439,330,483
6/1/2012	439,330,483		1,740,002	27,861,000		413,209,485
7/1/2012	413,209,485		1,636,548	27,716,000		387,130,033
8/1/2012	387,130,033		1,533,258	28,277,000		360,386,291
9/1/2012	360,386,291		1,427,338	23,175,000		338,638,629
10/1/2012	338,638,629		1,341,204	27,098,000		312,881,833
11/1/2012	312,881,833		1,239,193	22,716,000		291,405,026
12/1/2012	291,405,026		1,154,132	22,868,000		269,691,158
1/1/2013	269,691,158		1,068,133	29,183,000		241,576,291
2/1/2013	241,576,291		956,781	30,187,000		212,346,072
3/1/2013	212,346,072		841,013	34,062,000		179,125,085
4/1/2013	179,125,085		709,439	19,220,000		160,614,524
5/1/2013	160,614,524		636,126	19,154,000		142,096,650
6/1/2013	142,096,650		562,785	14,702,000		127,957,435
7/1/2013	127,957,435		506,785	13,467,000		114,997,220
8/1/2013	114,997,220		455,455	20,873,000		94,579,675
9/1/2013	94,579,675		374,590	23,159,000		71,795,265
10/1/2013	71,795,265		284,351	31,265,000		40,814,616
11/1/2013	40,814,616		161,649	24,379,000	-	16,597,265
12/1/2013	16,597,265		65,735	16,663,000		0
Total		959,056,710	85,943,290	1,045,000,000	44 draws	

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Capitalized Interest Fund

Date	Beginning Balance	Deposits	Interest Earnings 4.71%	Inflow from DSRF	Capitalized Interest	Ending Balance
5/1/10		26,859,040				26,859,040
1/1/11	26,859,040		836,888	1,376,336	5,734,500	23,337,764
1/1/12	23,337,764		1,099,209	2,064,503	8,601,750	17,899,726
1/1/13	17,899,726		843,077	2,064,503	8,601,750	12,205,557
1/1/14	12,205,557		574,882	2,064,503	8,601,750	6,243,192
1/1/15	6,243,192		294,054	2,064,503	8,601,750	-
1/1/16	-		-	-	-	-
1/1/17	-		-	-	-	-
1/1/18	-		-	-	-	-
1/1/19	-		-	-	-	-
1/1/20	-		-	-	-	-
1/1/21	-		-	-		-
1/1/22	-		-			-
1/1/23	-		-			-
1/1/24	-		-			-
1/1/25	-		-			-
1/1/26	-		-			-
1/1/27	-		-			-
1/1/28	-		-			-
1/1/29	-		-			-
1/1/30	-		-			-
1/1/31	-		-			-
1/1/32	-		-			-
1/1/33	-		-			-
1/1/34	-		-			-
1/1/35	-		-			-
1/1/36	-		-			-
1/1/37	-		-			-
1/1/38	-		-			-
1/1/39	-		-			-
1/1/40	-		-			-
1/1/41	-		-			-
1/1/42	-		-			-
1/1/43	-		-			-
1/1/44	-		-			-
1/1/45	-		-			-
1/1/46	-		-			-
1/1/47	-		-			-
1/1/48	-		-			-
1/1/49	-		-			-
1/1/50	-		-			-
Total		26,859,040	3,648,110	9,634,349	40,141,498	

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Debt Service Reserve Fund (DSRF)

Date	Beginning Balance	Deposits	Interest Earnings 5.00%	DSRF Draws to CAPI	DSRF Draws to Debt Service during CAPI Period	DSRF Draws to Debt Service	Ending Balance
5/1/10		41,290,065					41,290,065
1/1/11	41,290,065		1,376,336	(1,376,336)	-	-	41,290,065
1/1/12	41,290,065		2,064,503	(2,064,503)	-	-	41,290,065
1/1/13	41,290,065		2,064,503	(2,064,503)	-	-	41,290,065
1/1/14	41,290,065		2,064,503	(2,064,503)	-	-	41,290,065
1/1/15	41,290,065		2,064,503	(2,064,503)	-	-	41,290,065
1/1/16	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/17	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/18	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/19	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/20	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/21	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/22	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/23	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/24	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/25	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/26	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/27	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/28	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/29	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/30	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/31	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/32	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/33	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/34	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/35	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/36	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/37	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/38	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/39	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/40	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/41	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/42	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/43	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/44	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/45	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/46	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/47	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/48	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/49	41,290,065		2,064,503	-	-	(2,064,503)	41,290,065
1/1/50	41,290,065		2,064,503	-	-	(43,354,569)	-
-	-		-	-		-	-
Total		41,290,065	81,891,963	(9,634,349)	-	(113,547,680)	

DSRF Calculation Area	
10% of par	41,290,065
Maximum Annual Debt Service	112,173,333
125% of Average Annual Debt Service	51,407,177
DSRF Deposit	41,290,065

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Summary of Bond Yields - Senior Lien Only

Description	Amount	Date	Time Factor from Delivery (30/360)	Total Debt Service	Arb Yield DS	Arbitrage Yield 5.687877%	True Interest Cost (TIC) 5.790372%	All-In Bond Yield 5.842655%
						(385,147,712)	(377,058,853)	(373,014,424)
ARBITRAGE YIELD		5/1/10	-					
		1/1/11	0.67	5,734,500	5,734,500	5,524,046	5,520,378	5,518,508
Par Amount of Bonds	412,900,654	1/1/12	1.67	8,601,750	8,601,750	7,834,136	7,821,138	7,814,518
Plus: Premium / Less: Original Issue Discount	1,837,907	1/1/13	2.67	8,601,750	8,601,750	7,406,853	7,387,200	7,377,198
Plus: Accrued Interest	-	1/1/14	3.67	8,601,750	8,601,750	7,002,874	6,977,337	6,964,352
Less: Bond Insurance Premium	(29,590,849)	1/1/15	4.67	8,601,750	8,601,750	6,620,929	6,590,215	6,574,609
		1/1/16	5.67	8,601,750	8,601,750	6,259,816	6,224,572	6,206,677
		1/1/17	6.67	8,601,750	8,601,750	5,918,398	5,879,215	5,859,336
		1/1/18	7.67	8,601,750	8,601,750	5,595,601	5,553,020	5,531,433
		1/1/19	8.67	8,601,750	8,601,750	5,290,410	5,244,923	5,221,880
Present Value Target	385,147,712	1/1/20	9.67	20,715,746	20,715,746	12,046,079	11,930,615	11,872,165
Arbitrage Yield	5.687877%	1/1/21	10.67	7,996,050	7,996,050	4,396,056	4,349,583	4,326,075
		1/1/22	11.67	10,919,733	10,919,733	5,676,000	5,610,403	5,577,247
		1/1/23	12.67	13,970,196	13,970,196	6,865,552	6,779,449	6,735,961
TRUE INTEREST COST (TIC)		1/1/24	13.67	17,151,971	17,151,971	7,969,472	7,861,688	7,807,291
		1/1/25	14.67	20,469,736	20,469,736	8,992,292	8,861,840	8,796,053
Par Amount of Bonds	412,900,654	1/1/26	15.67	23,928,324	23,928,324	9,938,321	9,784,392	9,706,823
Plus: Premium / Less: Original Issue Discount	1,837,907	1/1/27	16.67	27,532,723	27,532,723	10,811,664	10,633,607	10,543,947
Plus: Accrued Interest	-	1/1/28	17.67	31,288,084	31,288,084	11,616,223	11,413,539	11,311,554
Less: Bond Insurance Premium	(29,590,849)	1/1/29	18.67	35,199,725	35,199,725	12,355,713	12,128,036	12,013,563
Less: Underwriter's Discount	(8,088,858)	1/1/30	19.67	39,273,134	39,273,134	13,033,670	12,780,760	12,653,695
		1/1/31	20.67	43,513,978	43,513,978	13,653,455	13,375,185	13,235,484
		1/1/32	21.67	47,982,416	47,982,416	14,234,377	13,930,381	13,777,880
		1/1/33	22.67	50,918,226	50,918,226	14,281,447	13,962,528	13,802,660
Present Value Target	377,058,853	1/1/34	23.67	53,999,604	53,999,604	14,319,641	13,985,926	13,818,768
True Interest Cost (TIC)	5.790372%	1/1/35	24.67	57,232,473	57,232,473	14,349,166	14,000,807	13,826,445
		1/1/36	25.67	60,622,971	60,622,971	14,370,239	14,007,404	13,825,934
		1/1/37	26.67	62,755,416	62,755,416	14,064,380	13,695,615	13,511,318
ALL-IN COST OF BORROWING (ALL-IN)		1/1/38	27.67	64,959,218	64,959,218	13,764,256	13,390,013	13,203,119
		1/1/39	28.67	67,236,640	67,236,640	13,469,782	13,090,496	12,901,226
Par Amount of Bonds	412,900,654	1/1/40	29.67	69,590,015	69,590,015	13,180,871	12,796,963	12,605,531
Plus: Premium / Less: Original Issue Discount	1,837,907	1/1/41	30.67	72,021,749	72,021,749	12,897,438	12,509,315	12,315,928
Plus: Accrued Interest	-	1/1/42	31.67	73,983,272	73,983,272	12,526,101	12,137,054	11,943,352
Less: Bond Insurance Premium	(29,590,849)	1/1/43	32.67	75,998,493	75,998,493	12,165,500	11,775,914	11,582,090
Less: Underwriter's Discount	(8,088,858)	1/1/44	33.67	78,068,865	78,068,865	11,815,319	11,425,557	11,231,792
Less: Costs of Issuance	(4,044,429)	1/1/45	34.67	80,195,881	80,195,881	11,475,252	11,085,658	10,892,122
Other Adjustments	-	1/1/46	35.67	68,509,946	68,509,946	9,268,435	8,944,847	8,784,222
		1/1/47	36.67	5,595,344	5,595,344	715,685	690,011	677,276
Present Value Target	373,014,424	1/1/48	37.67	5,595,344	5,595,344	676,651	651,727	639,374
All-In Cost Of Borrowing (All-In)	5.842655%	1/1/49	38.67	5,595,344	5,595,344	639,746	615,568	603,593
		1/1/50	39.67	112,173,333	112,173,333	12,125,867	11,655,972	11,423,424
		Total		1,479,542,449	1,479,542,449	0	0	0

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CASE 2

FINANCE MAXIMUM TOLL REVENUE DEBT

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Sources and Uses of Funds

SOURCES		
Series A - Current Interest Bonds		231,432,380
Series B - Non Callable Capital Appreciation Bonds		164,694,861
Subordinate TIFIA - Bond Anticipation Notes (BANs)		396,127,241
Premium / (Discount)		-
Total Debt		792,254,482
Total Sources		**792,254,482**
USES		
Total Deposit to Construction Fund		999,679,626
Bond Insurance Payment	2.00%	35,587,222
All-In Costs of Issuance on Bonds	0.50%	3,961,272
Debt Service Reserve Fund	5.00%	39,612,724
Underwriter's Discount	1.00%	7,922,545
Net Capitalized Interest Deposit / Capitalized BAN Interest	2.45%	98,299,887
Total Uses		**1,185,063,276**
Surplus / (Deficit)		**(392,808,794)**
Percentage Feasible		**66.85%**
Excess Revenues through 2050		950,474,506
Present Value of Excess Revenues through 2050 @ 5.5%		269,998,254
Statistics		
Senior Debt - Arbitrage Yield		7.27%
Seniot Debt - True Interest Cost		7.40%
Senior Debt - All-in TIC		7.46%
Dated Date		5/1/2010
Delivery Date		5/1/2010
First Interest Payment Date		1/1/2011
Final Maturity Date		1/1/2050
Call Date		1/1/2020
Capitalized Interest Through		1/1/2015
First Construction Draw		5/1/2010
Final Construction Draw		12/1/2013
First Debt Service Payment		1/2/2016
TIFIA Accreted Through		1/1/2020
Current Interest Bonds Weighted Average Life (WAL)		31.6 years
Non Callable Capital Appreciation Bonds WAL		28 years

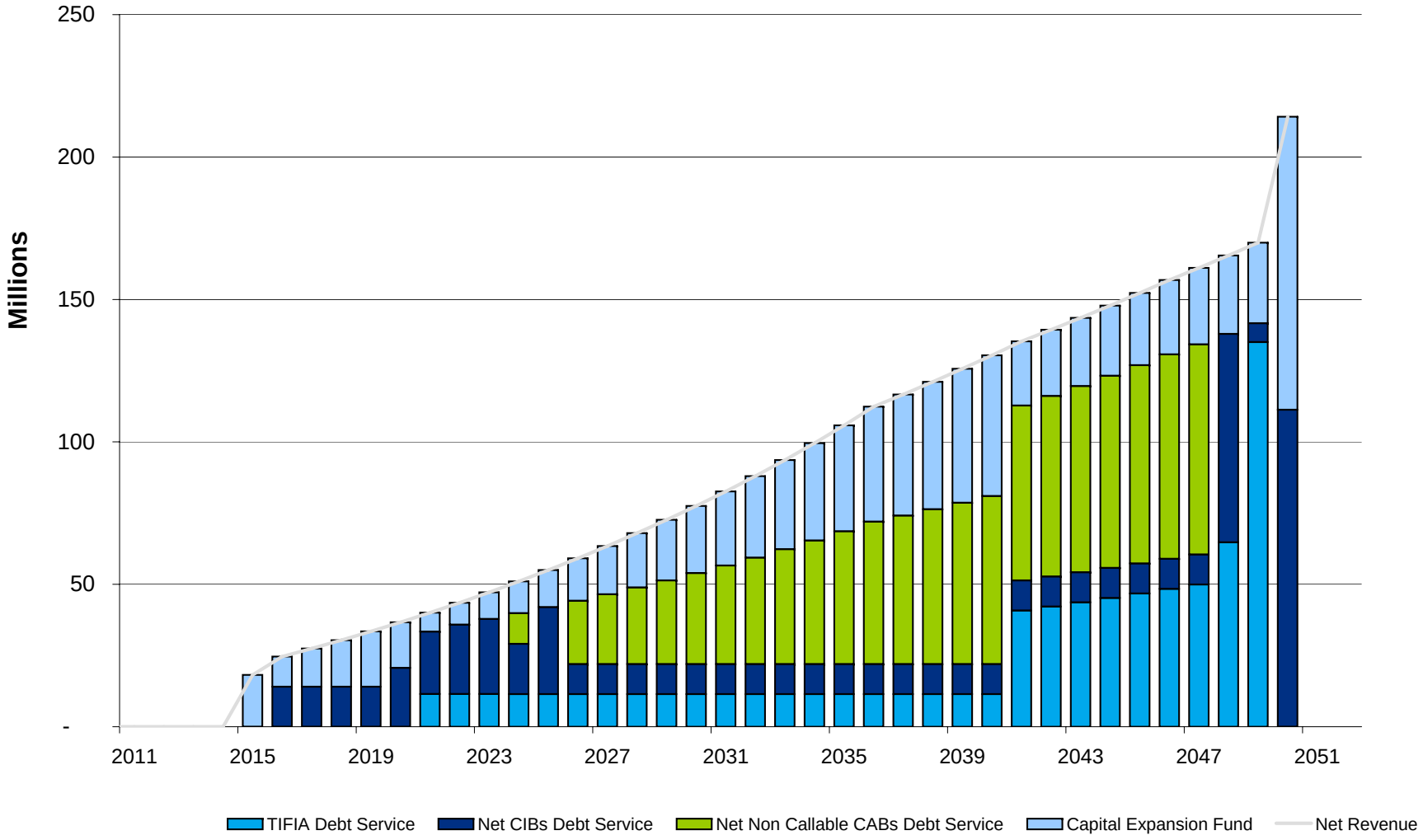
Assumptions

Reinvestment Rates for Construction Fund & CAPI Fund are 2.45%
Debt Service Reserve Fund sized based on the Lesser of Three test . Reinvestment rate is 5.%
Revenue & Toll Collection forecasts from estimates provided on 12/5/2008
Construction draw schedule provided by GTP on 12/5/2008
Net Capitalized Interest Deposit includes PV of BAN interest payments and deposit to Capitalized Interest Fund

RESULTS PRELIMINARY, SUBJECT TO CHANGE

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Application of Net Revenue



Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Net Revenue

Year Ending	Gross Toll Revenues	DSRF Earnings	Operating Expenses	Toll Collection Expenses	Total Expenses	Cash Flow Avail for DS
	-					
5/1/2010		-				
1/1/2011	-	-	-	-	-	-
1/1/2012	-	-	-	-	-	-
1/1/2013	-	-	-	-	-	-
1/1/2014	-	-	-	-	-	-
1/1/2015	18,820,829	-	-	635,035	635,035	18,185,794
1/1/2016	23,399,675	1,980,636	-	747,919	747,919	24,632,392
1/1/2017	26,270,570	1,980,636	-	801,081	801,081	27,450,125
1/1/2018	29,271,098	1,980,636	-	856,444	856,444	30,395,290
1/1/2019	32,405,965	1,980,636	-	914,086	914,086	33,472,515
1/1/2020	35,680,032	1,980,636	-	974,086	974,086	36,686,582
1/1/2021	39,098,317	1,980,636	-	1,036,527	1,036,527	40,042,427
1/1/2022	42,666,005	1,980,636	-	1,101,492	1,101,492	43,545,149
1/1/2023	46,388,450	1,980,636	-	1,169,070	1,169,070	47,200,016
1/1/2024	50,271,179	1,980,636	-	1,239,351	1,239,351	51,012,465
1/1/2025	54,319,902	1,980,636	-	1,312,428	1,312,428	54,988,110
1/1/2026	58,540,513	1,980,636	-	1,388,398	1,388,398	59,132,752
1/1/2027	62,939,098	1,980,636	-	1,467,359	1,467,359	63,452,375
1/1/2028	67,521,940	1,980,636	-	1,549,414	1,549,414	67,953,162
1/1/2029	72,295,526	1,980,636	-	1,634,670	1,634,670	72,641,493
1/1/2030	77,266,553	1,980,636	-	1,723,234	1,723,234	77,523,955
1/1/2031	82,441,933	1,980,636	-	1,815,219	1,815,219	82,607,350
1/1/2032	87,893,973	1,980,636	-	1,910,742	1,910,742	87,963,867
1/1/2033	93,634,956	1,980,636	-	2,009,922	2,009,922	93,605,670
1/1/2034	99,677,650	1,980,636	-	2,112,883	2,112,883	99,545,403
1/1/2035	106,035,324	1,980,636	-	2,219,753	2,219,753	105,796,208
1/1/2036	112,721,770	1,980,636	-	2,330,662	2,330,662	112,371,744
1/1/2037	117,063,977	1,980,636	-	2,403,406	2,403,406	116,641,207
1/1/2038	121,562,773	1,980,636	-	2,478,335	2,478,335	121,065,074
1/1/2039	126,223,526	1,980,636	-	2,555,513	2,555,513	125,648,649
1/1/2040	131,051,781	1,980,636	-	2,635,006	2,635,006	130,397,411
1/1/2041	136,053,266	1,980,636	-	2,716,881	2,716,881	135,317,022
1/1/2042	140,183,186	1,980,636	-	2,789,222	2,789,222	139,374,600
1/1/2043	144,436,132	1,980,636	-	2,863,484	2,863,484	143,553,284
1/1/2044	148,815,713	1,980,636	-	2,939,717	2,939,717	147,856,632
1/1/2045	153,325,644	1,980,636	-	3,017,974	3,017,974	152,288,307
1/1/2046	157,969,746	1,980,636	-	3,098,307	3,098,307	156,852,076
1/1/2047	162,298,566	1,980,636	-	3,177,380	3,177,380	161,101,823
1/1/2048	166,745,400	1,980,636	-	3,258,470	3,258,470	165,467,567
1/1/2049	171,313,451	1,980,636	-	3,341,629	3,341,629	169,952,458
1/1/2050	176,006,009	41,593,360	-	3,426,910	3,426,910	214,172,459
Total	3,372,610,429	108,934,991	-	71,652,008	71,652,008	3,409,893,412

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Bond Debt Service Coverage and Proforma

Year Ending	Cash Flow Avail for DS	Net Senior Debt Service	Senior Coverage	Aggregate Debt Service	Aggregate Coverage	Excess Revenues	Present Value of Excess Revs 5.50%
5/1/2010		-		-	-		
1/1/2011	-	-	-	-	-	-	-
1/1/2012	-	-	-	-	-	-	-
1/1/2013	-	-	-	-	-	-	-
1/1/2014	-	-	-	-	-	-	-
1/1/2015	18,185,794	-	-	-	-	18,185,794	14,165,137
1/1/2016	24,632,392	14,035,551	1.75	14,035,551	1.75	10,596,841	7,823,705
1/1/2017	27,450,125	14,035,551	1.96	14,035,551	1.96	13,414,574	9,387,728
1/1/2018	30,395,290	14,035,551	2.17	14,035,551	2.17	16,359,739	10,851,943
1/1/2019	33,472,515	14,035,551	2.38	14,035,551	2.38	19,436,964	12,221,010
1/1/2020	36,686,582	20,668,497	1.77	20,668,497	1.77	16,018,085	9,546,338
1/1/2021	40,042,427	21,902,591	1.83	33,368,689	1.20	6,673,738	3,770,013
1/1/2022	43,545,149	24,395,042	1.78	35,858,872	1.21	7,686,277	4,115,640
1/1/2023	47,200,016	26,368,724	1.79	37,830,294	1.25	9,369,722	4,755,493
1/1/2024	51,012,465	28,419,200	1.79	39,878,516	1.28	11,133,949	5,356,309
1/1/2025	54,988,110	30,548,950	1.80	42,006,018	1.31	12,982,092	5,919,821
1/1/2026	59,132,752	32,760,527	1.80	44,215,355	1.34	14,917,396	6,447,695
1/1/2027	63,452,375	35,056,561	1.81	46,509,156	1.36	16,943,219	6,941,526
1/1/2028	67,953,162	37,439,759	1.81	48,890,128	1.39	19,063,034	7,402,843
1/1/2029	72,641,493	39,912,908	1.82	51,361,059	1.41	21,280,433	7,833,116
1/1/2030	77,523,955	42,478,880	1.82	53,924,821	1.44	23,599,134	8,233,750
1/1/2031	82,607,350	45,140,628	1.83	56,584,368	1.46	26,022,983	8,606,097
1/1/2032	87,963,867	47,936,712	1.83	59,378,257	1.48	28,585,610	8,960,746
1/1/2033	93,605,670	50,872,646	1.84	62,312,006	1.50	31,293,664	9,298,238
1/1/2034	99,545,403	53,954,148	1.84	65,391,330	1.52	34,154,072	9,619,097
1/1/2035	105,796,208	57,187,140	1.85	68,622,154	1.54	37,174,054	9,923,829
1/1/2036	112,371,744	60,577,760	1.85	72,010,615	1.56	40,361,129	10,212,926
1/1/2037	116,641,207	62,710,327	1.86	74,141,032	1.57	42,500,175	10,193,542
1/1/2038	121,065,074	64,914,249	1.86	76,342,814	1.59	44,722,260	10,167,301
1/1/2039	125,648,649	67,191,791	1.87	78,618,225	1.60	47,030,423	10,134,641
1/1/2040	130,397,411	69,545,286	1.87	80,969,600	1.61	49,427,811	10,095,978
1/1/2041	135,317,022	71,977,139	1.88	112,764,185	1.20	22,552,837	4,366,422
1/1/2042	139,374,600	73,938,780	1.88	116,145,500	1.20	23,229,100	4,262,894
1/1/2043	143,553,284	75,954,119	1.89	119,627,737	1.20	23,925,547	4,161,803
1/1/2044	147,856,632	78,024,608	1.89	123,213,860	1.20	24,642,772	4,063,093
1/1/2045	152,288,307	80,151,740	1.90	126,906,922	1.20	25,381,384	3,966,706
1/1/2046	156,852,076	82,337,048	1.90	130,710,063	1.20	26,142,013	3,872,588
1/1/2047	161,101,823	84,346,504	1.91	134,251,519	1.20	26,850,304	3,770,153
1/1/2048	165,467,567	73,145,247	2.26	137,889,639	1.20	27,577,928	3,670,447
1/1/2049	169,952,458	6,603,712	25.74	141,627,048	1.20	28,325,410	3,573,396
1/1/2050	214,172,459	111,258,420	1.92	111,258,420	1.92	102,914,039	12,306,287
Total	3,409,893,412	1,713,861,847		2,459,418,906		950,474,506	269,998,254

	Net Senior DS	Senior Coverage	Aggregate DS	Aggregate Coverage
Minimum	6,603,712	1.75	14,035,551	1.20
Maximum	111,258,420	25.74	141,627,048	2.38
Average	48,967,481	2.57	70,269,112	1.47

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Net Debt Service

Year Ending	Current Interest Bond Debt Service	Non Callable CAB Debt Service	Total Senior Debt Service	Subordinate TIFIA Debt Service	Aggregate Debt Service	Capitalized Interest	DSRF Earnings	Net Debt Service
5/1/2010								
1/1/2011	9,357,034	-	9,357,034	-	9,357,034	9,357,034	-	-
1/1/2012	14,035,551	-	14,035,551	-	14,035,551	14,035,551	-	-
1/1/2013	14,035,551	-	14,035,551	-	14,035,551	14,035,551	-	-
1/1/2014	14,035,551	-	14,035,551	-	14,035,551	14,035,551	-	-
1/1/2015	14,035,551	-	14,035,551	-	14,035,551	14,035,551	-	-
1/1/2016	14,035,551	-	14,035,551	-	14,035,551	-	-	14,035,551
1/1/2017	14,035,551	-	14,035,551	-	14,035,551	-	-	14,035,551
1/1/2018	14,035,551	-	14,035,551	0	14,035,551	-	-	14,035,551
1/1/2019	14,035,551	-	14,035,551	-	14,035,551	-	-	14,035,551
1/1/2020	20,668,497	-	20,668,497	-	20,668,497	-	-	20,668,497
1/1/2021	21,902,591	-	21,902,591	11,466,098	33,368,689	-	-	33,368,689
1/1/2022	24,395,042	-	24,395,042	11,463,831	35,858,872	-	-	35,858,872
1/1/2023	26,368,724	-	26,368,724	11,461,570	37,830,294	-	-	37,830,294
1/1/2024	17,618,376	10,800,825	28,419,200	11,459,316	39,878,516	-	-	39,878,516
1/1/2025	30,548,950	-	30,548,950	11,457,068	42,006,018	-	-	42,006,018
1/1/2026	10,553,266	22,207,261	32,760,527	11,454,828	44,215,355	-	-	44,215,355
1/1/2027	10,553,266	24,503,295	35,056,561	11,452,595	46,509,156	-	-	46,509,156
1/1/2028	10,553,266	26,886,493	37,439,759	11,450,369	48,890,128	-	-	48,890,128
1/1/2029	10,553,266	29,359,642	39,912,908	11,448,151	51,361,059	-	-	51,361,059
1/1/2030	10,553,266	31,925,614	42,478,880	11,445,941	53,924,821	-	-	53,924,821
1/1/2031	10,553,266	34,587,362	45,140,628	11,443,739	56,584,368	-	-	56,584,368
1/1/2032	10,553,266	37,383,446	47,936,712	11,441,545	59,378,257	-	-	59,378,257
1/1/2033	10,553,266	40,319,380	50,872,646	11,439,360	62,312,006	-	-	62,312,006
1/1/2034	10,553,266	43,400,882	53,954,148	11,437,183	65,391,330	-	-	65,391,330
1/1/2035	10,553,266	46,633,873	57,187,140	11,435,014	68,622,154	-	-	68,622,154
1/1/2036	10,553,266	50,024,494	60,577,760	11,432,855	72,010,615	-	-	72,010,615
1/1/2037	10,553,266	52,157,061	62,710,327	11,430,706	74,141,032	-	-	74,141,032
1/1/2038	10,553,266	54,360,983	64,914,249	11,428,565	76,342,814	-	-	76,342,814
1/1/2039	10,553,266	56,638,525	67,191,791	11,426,435	78,618,225	-	-	78,618,225
1/1/2040	10,553,266	58,992,020	69,545,286	11,424,314	80,969,600	-	-	80,969,600
1/1/2041	10,553,266	61,423,873	71,977,139	40,787,046	112,764,185	-	-	112,764,185
1/1/2042	10,553,266	63,385,514	73,938,780	42,206,720	116,145,500	-	-	116,145,500
1/1/2043	10,553,266	65,400,853	75,954,119	43,673,618	119,627,737	-	-	119,627,737
1/1/2044	10,553,266	67,471,342	78,024,608	45,189,252	123,213,860	-	-	123,213,860
1/1/2045	10,553,266	69,598,474	80,151,740	46,755,182	126,906,922	-	-	126,906,922
1/1/2046	10,553,266	71,783,782	82,337,048	48,373,015	130,710,063	-	-	130,710,063
1/1/2047	10,553,266	73,793,238	84,346,504	49,905,015	134,251,519	-	-	134,251,519
1/1/2048	73,145,247	-	73,145,247	64,744,392	137,889,639	-	-	137,889,639
1/1/2049	6,603,712	-	6,603,712	135,023,336	141,627,048	-	-	141,627,048
1/1/2050	111,258,420	-	111,258,420	0	111,258,420	-		111,258,420
Total	686,322,856	1,093,038,230	1,779,361,086	745,557,059	2,524,918,145	65,499,239	-	2,459,418,906

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Current Interest Bonds (CIBs)

Date	Principal	Rate	Yield	Price	Interest	Total Debt Service
5/1/10						
1/1/11	-	1.900%	1.900%	100.000	9,357,034	9,357,034
1/1/12	-	3.010%	3.010%	100.000	14,035,551	14,035,551
1/1/13	-	3.210%	3.210%	100.000	14,035,551	14,035,551
1/1/14	-	3.490%	3.490%	100.000	14,035,551	14,035,551
1/1/15	-	3.730%	3.730%	100.000	14,035,551	14,035,551
1/1/16	-	3.920%	3.920%	100.000	14,035,551	14,035,551
1/1/17	-	4.110%	4.110%	100.000	14,035,551	14,035,551
1/1/18	-	4.360%	4.360%	100.000	14,035,551	14,035,551
1/1/19	-	4.630%	4.630%	100.000	14,035,551	14,035,551
1/1/20	6,632,946	4.870%	4.870%	100.000	14,035,551	20,668,497
1/1/21	8,190,064	5.130%	5.130%	100.000	13,712,527	21,902,591
1/1/22	11,102,665	5.350%	5.350%	100.000	13,292,377	24,395,042
1/1/23	13,670,340	5.490%	5.490%	100.000	12,698,384	26,368,724
1/1/24	5,670,493	5.610%	5.610%	100.000	11,947,882	17,618,376
1/1/25	18,919,183	5.690%	5.690%	100.000	11,629,768	30,548,950
1/1/26	-	5.770%	5.770%	100.000	10,553,266	10,553,266
1/1/27	-	5.850%	5.850%	100.000	10,553,266	10,553,266
1/1/28	-	5.930%	5.930%	100.000	10,553,266	10,553,266
1/1/29	-	6.010%	6.010%	100.000	10,553,266	10,553,266
1/1/30	-	6.080%	6.080%	100.000	10,553,266	10,553,266
1/1/31	-	6.140%	6.140%	100.000	10,553,266	10,553,266
1/1/32	-	6.180%	6.180%	100.000	10,553,266	10,553,266
1/1/33	-	6.210%	6.210%	100.000	10,553,266	10,553,266
1/1/34	-	6.240%	6.240%	100.000	10,553,266	10,553,266
1/1/35	-	6.260%	6.260%	100.000	10,553,266	10,553,266
1/1/36	-	6.270%	6.270%	100.000	10,553,266	10,553,266
1/1/37	-	6.280%	6.280%	100.000	10,553,266	10,553,266
1/1/38	-	6.290%	6.290%	100.000	10,553,266	10,553,266
1/1/39	-	6.300%	6.300%	100.000	10,553,266	10,553,266
1/1/40	-	6.310%	6.310%	100.000	10,553,266	10,553,266
1/1/41	-	6.310%	6.310%	100.000	10,553,266	10,553,266
1/1/42	-	6.310%	6.310%	100.000	10,553,266	10,553,266
1/1/43	-	6.310%	6.310%	100.000	10,553,266	10,553,266
1/1/44	-	6.310%	6.310%	100.000	10,553,266	10,553,266
1/1/45	-	6.310%	6.310%	100.000	10,553,266	10,553,266
1/1/46	-	6.310%	6.310%	100.000	10,553,266	10,553,266
1/1/47	-	6.310%	6.310%	100.000	10,553,266	10,553,266
1/1/48	62,591,981	6.310%	6.310%	100.000	10,553,266	73,145,247
1/1/49	-	6.310%	6.310%	100.000	6,603,712	6,603,712
1/1/50	104,654,708	6.310%	6.310%	100.000	6,603,712	111,258,420
Total	231,432,380		6.065%	100.000	454,890,476	686,322,856

Total Par	231,432,380	Weighted Average Life	31.62
Premium	-	Insurance Premium	13,726,457
		Capitalized Interest	51,463,688
Production	231,432,380		

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Non-Callable Capital Appreciation Bonds (CABs)

Date	Proceeds	Yield	Price	Accreted Interest	Total Debt Service
5/1/10					
1/1/11	-	2.900%	98.098	-	-
1/1/12	-	4.010%	93.596	-	-
1/1/13	-	4.210%	89.484	-	-
1/1/14	-	4.490%	84.975	-	-
1/1/15	-	4.730%	80.399	-	-
1/1/16	-	4.920%	75.924	-	-
1/1/17	-	5.110%	71.434	-	-
1/1/18	-	5.360%	66.662	-	-
1/1/19	-	5.630%	61.804	-	-
1/1/20	-	5.870%	57.162	-	-
1/1/21	-	6.130%	52.516	-	-
1/1/22	-	6.350%	48.223	-	-
1/1/23	-	6.490%	44.529	-	-
1/1/24	4,440,867	6.610%	41.116	6,359,958	10,800,825
1/1/25	-	6.690%	38.092	-	-
1/1/26	7,824,951	6.770%	35.236	14,382,311	22,207,261
1/1/27	7,974,352	6.850%	32.544	16,528,943	24,503,295
1/1/28	8,069,174	6.930%	30.012	18,817,318	26,886,493
1/1/29	8,112,950	7.010%	27.633	21,246,692	29,359,642
1/1/30	8,126,026	7.080%	25.453	23,799,587	31,925,614
1/1/31	8,114,195	7.140%	23.460	26,473,167	34,587,362
1/1/32	8,107,722	7.180%	21.688	29,275,724	37,383,446
1/1/33	8,095,325	7.210%	20.078	32,224,055	40,319,380
1/1/34	8,063,016	7.240%	18.578	35,337,866	43,400,882
1/1/35	8,030,353	7.260%	17.220	38,603,520	46,633,873
1/1/36	8,001,418	7.270%	15.995	42,023,076	50,024,494
1/1/37	7,747,410	7.280%	14.854	44,409,651	52,157,061
1/1/38	7,497,467	7.290%	13.792	46,863,516	54,360,983
1/1/39	7,251,997	7.300%	12.804	49,386,528	56,638,525
1/1/40	7,010,612	7.310%	11.884	51,981,408	58,992,020
1/1/41	6,794,095	7.310%	11.061	54,629,778	61,423,873
1/1/42	6,524,905	7.310%	10.294	56,860,609	63,385,514
1/1/43	6,266,056	7.310%	9.581	59,134,797	65,400,853
1/1/44	6,016,420	7.310%	8.917	61,454,922	67,471,342
1/1/45	5,775,977	7.310%	8.299	63,822,497	69,598,474
1/1/46	5,544,579	7.310%	7.724	66,239,202	71,783,782
1/1/47	5,304,996	7.310%	7.189	68,488,242	73,793,238
1/1/48	-	7.310%	6.691	-	-
1/1/49	-	7.310%	6.228	-	-
1/1/50	-	7.310%	5.796	-	-
Total	164,694,861			928,343,369	1,093,038,230

Total Par	164,694,861	Average Life	28.088
Premium	-	Insurance Prem	21,860,765
		CAPI	-
Production	164,694,861		

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

BANs for TIFIA

Date	Notional Value	Principal/ Maturity Value	Initial Proceeds	Coupon	Yield	Price	Interest	Less Interest Draws	BAN Converted To TIFIA
5/1/10	396,127,241								
1/1/11	396,127,241		-	1.00%	1.00%	100.000	7,473,601	7,473,601	-
1/1/12	396,127,241		-	2.11%	2.11%	100.000	11,210,401	11,210,401	-
1/1/13	396,127,241		-	2.31%	2.31%	100.000	11,210,401	11,210,401	-
1/1/14	396,127,241		-	2.59%	2.59%	100.000	11,210,401	11,210,401	-
1/1/15	396,127,241	396,127,241	396,127,241	2.83%	2.83%	100.000	11,210,401	11,210,401	396,127,241
Total	2,376,763,446	396,127,241	396,127,241				52,315,204	52,315,204	396,127,241

Total Par	396,127,241
Premium	-
Production	396,127,241

TIFIA Calculation Area		
Estimated Cost of Construction	1,045,000,000	
Bond Insurance Payment	35,587,222	
Debt Service Reserve Fund	39,612,724	
Net Capitalized Interest Deposit / Capitalized BAN Interest	98,299,887	
Cost of Issuance Expenses	3,961,272	
Underwriter's Discount	7,922,545	
Total	1,230,383,650	
	Lesser of	
Max Allowable TIFIA (1/3 Total Project Cost)	410,127,883	33.333%
	or	
Max Allowable TIFIA (less than Total Senior Lien Par)	396,127,241	
Actual TIFIA Par	396,127,241	32.195%

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

TIFIA Loan

Date	Notional Value	Principal/ Maturity Value	Yield	Interest	Accreted Interest	Interest Paid	TIFIA Payments	2.50% Ongoing TIFIA Servicing Costs	Total TIFIA Payments	Ending Balance
5/1/10	-	-	-							-
1/1/11	-	-	2.530%	-		-	-	-	-	-
1/1/12	-	-	2.530%	-		-	-	-	-	-
1/1/13	-	-	2.530%	-		-	-	-	-	-
1/1/14	-	-	2.530%	-		-	-	-	-	-
1/1/15	-	-	2.530%	-		-	-	-	-	-
1/1/16	396,127,241	-	2.530%	10,022,019	10,022,019	-	-	-	-	406,149,260
1/1/17	406,149,260	-	2.530%	10,275,576	10,275,576	-	-	-	-	416,424,836
1/1/18	416,424,836	-	2.530%	10,535,548	10,535,548	0	0	-	0	426,960,385
1/1/19	426,960,385	-	2.530%	10,802,098	10,802,098	-	-	-	-	437,762,483
1/1/20	437,762,483	-	2.530%	11,075,391	11,075,391	-	-	-	-	448,837,873
1/1/21	448,837,873	100,000	2.530%	11,355,598		11,355,598	11,455,598	10,500	11,466,098	448,737,873
1/1/22	448,737,873	100,000	2.530%	11,353,068		11,353,068	11,453,068	10,763	11,463,831	448,637,873
1/1/23	448,637,873	100,000	2.530%	11,350,538		11,350,538	11,450,538	11,032	11,461,570	448,537,873
1/1/24	448,537,873	100,000	2.530%	11,348,008		11,348,008	11,448,008	11,307	11,459,316	448,437,873
1/1/25	448,437,873	100,000	2.530%	11,345,478		11,345,478	11,445,478	11,590	11,457,068	448,337,873
1/1/26	448,337,873	100,000	2.530%	11,342,948		11,342,948	11,442,948	11,880	11,454,828	448,237,873
1/1/27	448,237,873	100,000	2.530%	11,340,418		11,340,418	11,440,418	12,177	11,452,595	448,137,873
1/1/28	448,137,873	100,000	2.530%	11,337,888		11,337,888	11,437,888	12,481	11,450,369	448,037,873
1/1/29	448,037,873	100,000	2.530%	11,335,358		11,335,358	11,435,358	12,793	11,448,151	447,937,873
1/1/30	447,937,873	100,000	2.530%	11,332,828		11,332,828	11,432,828	13,113	11,445,941	447,837,873
1/1/31	447,837,873	100,000	2.530%	11,330,298		11,330,298	11,430,298	13,441	11,443,739	447,737,873
1/1/32	447,737,873	100,000	2.530%	11,327,768		11,327,768	11,427,768	13,777	11,441,545	447,637,873
1/1/33	447,637,873	100,000	2.530%	11,325,238		11,325,238	11,425,238	14,121	11,439,360	447,537,873
1/1/34	447,537,873	100,000	2.530%	11,322,708		11,322,708	11,422,708	14,474	11,437,183	447,437,873
1/1/35	447,437,873	100,000	2.530%	11,320,178		11,320,178	11,420,178	14,836	11,435,014	447,337,873
1/1/36	447,337,873	100,000	2.530%	11,317,648		11,317,648	11,417,648	15,207	11,432,855	447,237,873
1/1/37	447,237,873	100,000	2.530%	11,315,118		11,315,118	11,415,118	15,587	11,430,706	447,137,873
1/1/38	447,137,873	100,000	2.530%	11,312,588		11,312,588	11,412,588	15,977	11,428,565	447,037,873
1/1/39	447,037,873	100,000	2.530%	11,310,058		11,310,058	11,410,058	16,376	11,426,435	446,937,873
1/1/40	446,937,873	100,000	2.530%	11,307,528		11,307,528	11,407,528	16,786	11,424,314	446,837,873
1/1/41	446,837,873	29,464,842	2.530%	11,304,998		11,304,998	40,769,840	17,205	40,787,046	417,373,032
1/1/42	417,373,032	31,629,547	2.530%	10,559,538		10,559,538	42,189,085	17,636	42,206,720	385,743,485
1/1/43	385,743,485	33,896,232	2.530%	9,759,310		9,759,310	43,655,542	18,076	43,673,618	351,847,253
1/1/44	351,847,253	36,268,988	2.530%	8,901,735		8,901,735	45,170,724	18,528	45,189,252	315,578,265
1/1/45	315,578,265	38,752,060	2.530%	7,984,130		7,984,130	46,736,190	18,992	46,755,182	276,826,205
1/1/46	276,826,205	41,349,846	2.530%	7,003,703		7,003,703	48,353,549	19,466	48,373,015	235,476,358
1/1/47	235,476,358	43,927,510	2.530%	5,957,552		5,957,552	49,885,062	19,953	49,905,015	191,548,848
1/1/48	191,548,848	59,877,754	2.530%	4,846,186		4,846,186	64,723,940	20,452	64,744,392	131,671,095
1/1/49	131,671,095	131,671,095	2.530%	3,331,279		3,331,279	135,002,373	20,963	135,023,336	0
1/1/50	0	-	2.530%	0		0	0	-	0	0
Total		448,837,873		348,990,327	52,710,632	296,279,695	745,117,568	439,491	745,557,059	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Construction Fund

Date	Beginning Balance	Deposits from Bond Proceeds	Interest Earnings 2.450%	Construction Draws from Debt	Draw Percentage	Ending Balance
5/1/2010	-	999,679,626	-	17,974,000		981,705,626
6/1/2010	981,705,626		1,994,161	22,877,000		960,822,787
7/1/2010	960,822,787		1,951,741	13,837,000		948,937,529
8/1/2010	948,937,529		1,927,599	14,225,000		936,640,127
9/1/2010	936,640,127		1,902,619	13,544,000		924,998,746
10/1/2010	924,998,746		1,878,971	21,146,000		905,731,717
11/1/2010	905,731,717		1,839,834	20,625,000		886,946,551
12/1/2010	886,946,551		1,801,675	12,783,000		875,965,226
1/1/2011	875,965,226		1,779,368	19,908,000		857,836,594
2/1/2011	857,836,594		1,742,543	20,637,000		838,942,137
3/1/2011	838,942,137		1,704,162	31,419,000		809,227,300
4/1/2011	809,227,300		1,643,802	29,485,000		781,386,102
5/1/2011	781,386,102		1,587,248	31,896,000		751,077,349
6/1/2011	751,077,349		1,525,681	33,649,000		718,954,030
7/1/2011	718,954,030		1,460,428	25,771,000		694,643,458
8/1/2011	694,643,458		1,411,045	27,503,000		668,551,503
9/1/2011	668,551,503		1,358,044	24,179,000		645,730,547
10/1/2011	645,730,547		1,311,687	24,471,000		622,571,234
11/1/2011	622,571,234		1,264,643	25,237,000		598,598,878
12/1/2011	598,598,878		1,215,948	24,187,000		575,627,825
1/1/2012	575,627,825		1,169,286	25,380,000		551,417,111
2/1/2012	551,417,111		1,120,106	24,699,000		527,838,218
3/1/2012	527,838,218		1,072,210	27,746,000		501,164,428
4/1/2012	501,164,428		1,018,027	27,198,000		474,984,454
5/1/2012	474,984,454		964,847	28,599,000		447,350,301
6/1/2012	447,350,301		908,713	27,861,000		420,398,014
7/1/2012	420,398,014		853,964	27,716,000		393,535,978
8/1/2012	393,535,978		799,399	28,277,000		366,058,377
9/1/2012	366,058,377		743,583	23,175,000		343,626,960
10/1/2012	343,626,960		698,017	27,098,000		317,226,977
11/1/2012	317,226,977		644,390	22,716,000		295,155,368
12/1/2012	295,155,368		599,556	22,868,000		272,886,924
1/1/2013	272,886,924		554,321	29,183,000		244,258,245
2/1/2013	244,258,245		496,167	30,187,000		214,567,412
3/1/2013	214,567,412		435,856	34,062,000		180,941,268
4/1/2013	180,941,268		367,550	19,220,000		162,088,818
5/1/2013	162,088,818		329,255	19,154,000		143,264,073
6/1/2013	143,264,073		291,016	14,702,000		128,853,089
7/1/2013	128,853,089		261,742	13,467,000		115,647,831
8/1/2013	115,647,831		234,918	20,873,000		95,009,749
9/1/2013	95,009,749		192,995	23,159,000		72,043,744
10/1/2013	72,043,744		146,344	31,265,000		40,925,089
11/1/2013	40,925,089		83,132	24,379,000	-	16,629,221
12/1/2013	16,629,221		33,779	16,663,000		0
Total		999,679,626	45,320,374	1,045,000,000	44 draws	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Capitalized Interest Fund

Date	Beginning Balance	Deposits	Interest Earnings 2.45%	Inflow from DSRF	Capitalized Interest	Ending Balance
5/1/10		52,586,128				52,586,128
1/1/11	52,586,128		855,437	1,320,424	9,357,034	45,404,955
1/1/12	45,404,955		1,112,421	1,980,636	14,035,551	34,462,461
1/1/13	34,462,461		844,330	1,980,636	14,035,551	23,251,877
1/1/14	23,251,877		569,671	1,980,636	14,035,551	11,766,633
1/1/15	11,766,633		288,282	1,980,636	14,035,551	-
1/1/16	-		-	-	-	-
1/1/17	-		-	-	-	-
1/1/18	-		-	-	-	-
1/1/19	-		-	-	-	-
1/1/20	-		-	-	-	-
1/1/21	-		-	-		-
1/1/22	-		-			-
1/1/23	-		-			-
1/1/24	-		-			-
1/1/25	-		-			-
1/1/26	-		-			-
1/1/27	-		-			-
1/1/28	-		-			-
1/1/29	-		-			-
1/1/30	-		-			-
1/1/31	-		-			-
1/1/32	-		-			-
1/1/33	-		-			-
1/1/34	-		-			-
1/1/35	-		-			-
1/1/36	-		-			-
1/1/37	-		-			-
1/1/38	-		-			-
1/1/39	-		-			-
1/1/40	-		-			-
1/1/41	-		-			-
1/1/42	-		-			-
1/1/43	-		-			-
1/1/44	-		-			-
1/1/45	-		-			-
1/1/46	-		-			-
1/1/47	-		-			-
1/1/48	-		-			-
1/1/49	-		-			-
1/1/50	-		-			-
Total		52,586,128	3,670,142	9,242,969	65,499,239	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Debt Service Reserve Fund (DSRF)

Date	Beginning Balance	Deposits	Interest Earnings 5.00%	DSRF Draws to CAPI	DSRF Draws to Debt Service during CAPI Period	DSRF Draws to Debt Service	Ending Balance
5/1/10		39,612,724					39,612,724
1/1/11	39,612,724		1,320,424	(1,320,424)	-	-	39,612,724
1/1/12	39,612,724		1,980,636	(1,980,636)	-	-	39,612,724
1/1/13	39,612,724		1,980,636	(1,980,636)	-	-	39,612,724
1/1/14	39,612,724		1,980,636	(1,980,636)	-	-	39,612,724
1/1/15	39,612,724		1,980,636	(1,980,636)	-	-	39,612,724
1/1/16	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/17	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/18	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/19	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/20	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/21	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/22	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/23	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/24	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/25	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/26	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/27	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/28	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/29	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/30	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/31	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/32	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/33	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/34	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/35	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/36	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/37	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/38	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/39	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/40	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/41	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/42	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/43	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/44	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/45	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/46	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/47	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/48	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/49	39,612,724		1,980,636	-	-	(1,980,636)	39,612,724
1/1/50	39,612,724		1,980,636	-	-	(41,593,360)	-
-	-		-	-		-	-
Total		39,612,724	78,565,236	(9,242,969)	-	(108,934,991)	

DSRF Calculation Area	
10% of par	39,612,724
Maximum Annual Debt Service	111,258,420
125% of Average Annual Debt Service	61,209,352
DSRF Deposit	39,612,724

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Summary of Bond Yields - Senior Lien Only

Description	Amount	Date	Time Factor from Delivery (30/360)	Total Debt Service	Arb Yield DS	Arbitrage Yield 7.272933%	True Interest Cost (TIC) 7.399439%	All-In Bond Yield 7.464172%
						(360,540,019)	(352,617,474)	(348,656,202)
ARBITRAGE YIELD		5/1/10	-					
		1/1/11	0.67	9,357,034	9,357,034	8,921,847	8,914,591	8,910,883
Par Amount of Bonds	396,127,241	1/1/12	1.67	14,035,551	14,035,551	12,460,080	12,434,764	12,421,835
Plus: Premium / Less: Original Issue Discount	-	1/1/13	2.67	14,035,551	14,035,551	11,601,005	11,563,315	11,544,086
Plus: Accrued Interest	-	1/1/14	3.67	14,035,551	14,035,551	10,801,161	10,752,940	10,728,360
Less: Bond Insurance Premium	(35,587,222)	1/1/15	4.67	14,035,551	14,035,551	10,056,462	9,999,356	9,970,274
		1/1/16	5.67	14,035,551	14,035,551	9,363,108	9,298,585	9,265,756
		1/1/17	6.67	14,035,551	14,035,551	8,717,558	8,646,925	8,611,021
		1/1/18	7.67	14,035,551	14,035,551	8,116,516	8,040,935	8,002,551
		1/1/19	8.67	14,035,551	14,035,551	7,556,914	7,477,413	7,437,076
Present Value Target	360,540,019	1/1/20	9.67	20,668,497	20,668,497	10,360,929	10,239,427	10,177,835
Arbitrage Yield	7.272933%	1/1/21	10.67	21,902,591	21,902,591	10,222,570	10,090,370	10,023,417
		1/1/22	11.67	24,395,042	24,395,042	10,600,857	10,451,003	10,375,180
		1/1/23	12.67	26,368,724	26,368,724	10,668,499	10,504,863	10,422,141
TRUE INTEREST COST (TIC)		1/1/24	13.67	28,419,200	28,419,200	10,705,350	10,528,293	10,438,870
		1/1/25	14.67	30,548,950	30,548,950	10,714,209	10,524,155	10,428,256
Par Amount of Bonds	396,127,241	1/1/26	15.67	32,760,527	32,760,527	10,697,678	10,495,102	10,392,979
Plus: Premium / Less: Original Issue Discount	-	1/1/27	16.67	35,056,561	35,056,561	10,658,173	10,443,592	10,335,518
Plus: Accrued Interest	-	1/1/28	17.67	37,439,759	37,439,759	10,597,936	10,371,904	10,258,167
Less: Bond Insurance Premium	(35,587,222)	1/1/29	18.67	39,912,908	39,912,908	10,519,048	10,282,143	10,163,046
Less: Underwriter's Discount	(7,922,545)	1/1/30	19.67	42,478,880	42,478,880	10,423,436	10,176,259	10,052,113
		1/1/31	20.67	45,140,628	45,140,628	10,312,887	10,056,053	9,927,175
		1/1/32	21.67	47,936,712	47,936,712	10,196,608	9,930,544	9,797,158
		1/1/33	22.67	50,872,646	50,872,646	10,075,036	9,800,178	9,662,510
Present Value Target	352,617,474	1/1/34	23.67	53,954,148	53,954,148	9,948,599	9,665,388	9,523,668
True Interest Cost (TIC)	7.399439%	1/1/35	24.67	57,187,140	57,187,140	9,817,711	9,526,594	9,381,052
		1/1/36	25.67	60,577,760	60,577,760	9,682,776	9,384,202	9,235,069
		1/1/37	26.67	62,710,327	62,710,327	9,332,555	9,033,749	8,884,639
ALL-IN COST OF BORROWING (ALL-IN)		1/1/38	27.67	64,914,249	64,914,249	8,994,486	8,695,886	8,547,017
		1/1/39	28.67	67,191,791	67,191,791	8,668,168	8,370,181	8,221,755
Par Amount of Bonds	396,127,241	1/1/40	29.67	69,545,286	69,545,286	8,353,214	8,056,217	7,908,421
Plus: Premium / Less: Original Issue Discount	-	1/1/41	30.67	71,977,139	71,977,139	8,049,248	7,753,591	7,606,597
Plus: Accrued Interest	-	1/1/42	31.67	73,938,780	73,938,780	7,698,530	7,406,712	7,261,760
Less: Bond Insurance Premium	(35,587,222)	1/1/43	32.67	75,954,119	75,954,119	7,363,116	7,075,373	6,932,577
Less: Underwriter's Discount	(7,922,545)	1/1/44	33.67	78,024,608	78,024,608	7,042,336	6,758,875	6,618,335
Less: Costs of Issuance	(3,961,272)	1/1/45	34.67	80,151,740	80,151,740	6,735,548	6,456,552	6,318,353
Other Adjustments	-	1/1/46	35.67	82,337,048	82,337,048	6,442,138	6,167,765	6,031,982
		1/1/47	36.67	84,346,504	84,346,504	6,144,360	5,875,494	5,742,561
Present Value Target	348,656,202	1/1/48	37.67	73,145,247	73,145,247	4,961,014	4,738,144	4,628,054
All-In Cost Of Borrowing (All-In)	7.464172%	1/1/49	38.67	6,603,712	6,603,712	417,011	397,791	388,306
		1/1/50	39.67	111,258,420	111,258,420	6,541,342	6,232,248	6,079,848
		Total		1,779,361,086	1,779,361,086	0	0	0

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CASE 3

FINANCE PROJECT WITH GENERAL OBLIGATION BONDS

SOURCES AND USES OF FUNDS

Georgia Transportation Partners
I-75/575 Project
G.O. Bond Case
Tax-Exempt Rates - 100 bps

Sources:	
Bond Proceeds:	
Par Amount	1,012,110,000.00
	1,012,110,000.00

Uses:	
Project Fund Deposits:	
Project Fund #1	999,455,683.80
Delivery Date Expenses:	
Cost of Issuance	5,060,550.00
Underwriter's Discount	7,590,825.00
	12,651,375.00
Other Uses of Funds:	
Additional Proceeds	2,941.20
	1,012,110,000.00

BOND SUMMARY STATISTICS

Georgia Transportation Partners
I-75/575 Project
G.O. Bond Case
Tax-Exempt Rates - 100 bps

Dated Date	05/01/2010
Delivery Date	05/01/2010
Last Maturity	01/01/2035
Arbitrage Yield	4.025952%
True Interest Cost (TIC)	4.097647%
Net Interest Cost (NIC)	4.143785%
All-In TIC	4.145889%
Average Coupon	4.092279%
Average Life (years)	14.561
Duration of Issue (years)	10.697
Par Amount	1,012,110,000.00
Bond Proceeds	1,012,110,000.00
Total Interest	603,100,366.17
Net Interest	610,691,191.17
Total Debt Service	1,615,210,366.17
Maximum Annual Debt Service	65,483,892.00
Average Annual Debt Service	65,481,501.33
Underwriter's Fees (per $1000)	
Average Takedown	
Other Fee	7.500000
Total Underwriter's Discount	7.500000
Bid Price	99.250000

Bond Component	Par Value	Price	Average Coupon	Average Life	PV of 1 bp change
Serial Bond	492,810,000.00	100.000	3.209%	8.281	341,404.50
2030 Term Bond	231,840,000.00	100.000	4.320%	17.751	303,710.40
2035 Term Bond	287,460,000.00	100.000	4.500%	22.755	425,440.80
	1,012,110,000.00			14.561	1,070,555.70

	TIC	All-In TIC	Arbitrage Yield
Par Value	1,012,110,000.00	1,012,110,000.00	1,012,110,000.00
+ Accrued Interest			
+ Premium (Discount)			
- Underwriter's Discount	-7,590,825.00	-7,590,825.00	
- Cost of Issuance Expense		-5,060,550.00	
- Other Amounts			
Target Value	1,004,519,175.00	999,458,625.00	1,012,110,000.00
Target Date	05/01/2010	05/01/2010	05/01/2010
Yield	4.097647%	4.145889%	4.025952%

BOND PRICING

Georgia Transportation Partners
I-75/575 Project
G.O. Bond Case
Tax-Exempt Rates - 100 bps

Bond Component	Maturity Date	Amount	Rate	Yield	Price
Serial Bond:					
	01/01/2011	19,360,000	1.150%	1.150%	100.000
	01/01/2012	29,260,000	1.250%	1.250%	100.000
	01/01/2013	29,625,000	1.450%	1.450%	100.000
	01/01/2014	30,055,000	1.730%	1.730%	100.000
	01/01/2015	30,575,000	1.970%	1.970%	100.000
	01/01/2016	31,175,000	2.160%	2.160%	100.000
	01/01/2017	31,850,000	2.350%	2.350%	100.000
	01/01/2018	32,600,000	2.600%	2.600%	100.000
	01/01/2019	33,445,000	2.870%	2.870%	100.000
	01/01/2020	34,405,000	3.110%	3.110%	100.000
	01/01/2021	35,475,000	3.370%	3.370%	100.000
	01/01/2022	36,670,000	3.590%	3.590%	100.000
	01/01/2023	37,990,000	3.730%	3.730%	100.000
	01/01/2024	39,405,000	3.850%	3.850%	100.000
	01/01/2025	40,920,000	3.930%	3.930%	100.000
		492,810,000			
2030 Term Bond:					
	01/01/2026	42,530,000	4.320%	4.320%	100.000
	01/01/2027	44,370,000	4.320%	4.320%	100.000
	01/01/2028	46,285,000	4.320%	4.320%	100.000
	01/01/2029	48,285,000	4.320%	4.320%	100.000
	01/01/2030	50,370,000	4.320%	4.320%	100.000
		231,840,000			
2035 Term Bond:					
	01/01/2031	52,545,000	4.500%	4.500%	100.000
	01/01/2032	54,910,000	4.500%	4.500%	100.000
	01/01/2033	57,380,000	4.500%	4.500%	100.000
	01/01/2034	59,965,000	4.500%	4.500%	100.000
	01/01/2035	62,660,000	4.500%	4.500%	100.000
		287,460,000			
		1,012,110,000			

Dated Date	05/01/2010	
Delivery Date	05/01/2010	
First Coupon	01/01/2011	
Par Amount	1,012,110,000.00	
Original Issue Discount		
Production	1,012,110,000.00	100.000000%
Underwriter's Discount	-7,590,825.00	-0.750000%
Purchase Price	1,004,519,175.00	99.250000%
Accrued Interest		
Net Proceeds	1,004,519,175.00	

BOND DEBT SERVICE

Georgia Transportation Partners
I-75/575 Project
G.O. Bond Case
Tax-Exempt Rates - 100 bps

Period Ending	Principal	Coupon	Interest	Debt Service	Annual Debt Service
01/01/2011	19,360,000	1.150%	24,296,651.67	43,656,651.67	43,656,651.67
07/01/2011			18,111,168.75	18,111,168.75	
01/01/2012	29,260,000	1.250%	18,111,168.75	47,371,168.75	65,482,337.50
07/01/2012			17,928,293.75	17,928,293.75	
01/01/2013	29,625,000	1.450%	17,928,293.75	47,553,293.75	65,481,587.50
07/01/2013			17,713,512.50	17,713,512.50	
01/01/2014	30,055,000	1.730%	17,713,512.50	47,768,512.50	65,482,025.00
07/01/2014			17,453,536.75	17,453,536.75	
01/01/2015	30,575,000	1.970%	17,453,536.75	48,028,536.75	65,482,073.50
07/01/2015			17,152,373.00	17,152,373.00	
01/01/2016	31,175,000	2.160%	17,152,373.00	48,327,373.00	65,479,746.00
07/01/2016			16,815,683.00	16,815,683.00	
01/01/2017	31,850,000	2.350%	16,815,683.00	48,665,683.00	65,481,366.00
07/01/2017			16,441,445.50	16,441,445.50	
01/01/2018	32,600,000	2.600%	16,441,445.50	49,041,445.50	65,482,891.00
07/01/2018			16,017,645.50	16,017,645.50	
01/01/2019	33,445,000	2.870%	16,017,645.50	49,462,645.50	65,480,291.00
07/01/2019			15,537,709.75	15,537,709.75	
01/01/2020	34,405,000	3.110%	15,537,709.75	49,942,709.75	65,480,419.50
07/01/2020			15,002,712.00	15,002,712.00	
01/01/2021	35,475,000	3.370%	15,002,712.00	50,477,712.00	65,480,424.00
07/01/2021			14,404,958.25	14,404,958.25	
01/01/2022	36,670,000	3.590%	14,404,958.25	51,074,958.25	65,479,916.50
07/01/2022			13,746,731.75	13,746,731.75	
01/01/2023	37,990,000	3.730%	13,746,731.75	51,736,731.75	65,483,463.50
07/01/2023			13,038,218.25	13,038,218.25	
01/01/2024	39,405,000	3.850%	13,038,218.25	52,443,218.25	65,481,436.50
07/01/2024			12,279,672.00	12,279,672.00	
01/01/2025	40,920,000	3.930%	12,279,672.00	53,199,672.00	65,479,344.00
07/01/2025			11,475,594.00	11,475,594.00	
01/01/2026	42,530,000	4.320%	11,475,594.00	54,005,594.00	65,481,188.00
07/01/2026			10,556,946.00	10,556,946.00	
01/01/2027	44,370,000	4.320%	10,556,946.00	54,926,946.00	65,483,892.00
07/01/2027			9,598,554.00	9,598,554.00	
01/01/2028	46,285,000	4.320%	9,598,554.00	55,883,554.00	65,482,108.00
07/01/2028			8,598,798.00	8,598,798.00	
01/01/2029	48,285,000	4.320%	8,598,798.00	56,883,798.00	65,482,596.00
07/01/2029			7,555,842.00	7,555,842.00	
01/01/2030	50,370,000	4.320%	7,555,842.00	57,925,842.00	65,481,684.00
07/01/2030			6,467,850.00	6,467,850.00	
01/01/2031	52,545,000	4.500%	6,467,850.00	59,012,850.00	65,480,700.00
07/01/2031			5,285,587.50	5,285,587.50	
01/01/2032	54,910,000	4.500%	5,285,587.50	60,195,587.50	65,481,175.00
07/01/2032			4,050,112.50	4,050,112.50	
01/01/2033	57,380,000	4.500%	4,050,112.50	61,430,112.50	65,480,225.00
07/01/2033			2,759,062.50	2,759,062.50	
01/01/2034	59,965,000	4.500%	2,759,062.50	62,724,062.50	65,483,125.00
07/01/2034			1,409,850.00	1,409,850.00	
01/01/2035	62,660,000	4.500%	1,409,850.00	64,069,850.00	65,479,700.00
	1,012,110,000		603,100,366.17	1,615,210,366.17	1,615,210,366.17

BOND DEBT SERVICE

Georgia Transportation Partners
I-75/575 Project
G.O. Bond Case
Tax-Exempt Rates - 100 bps

Period Ending	Principal	Coupon	Interest	Debt Service
01/01/2011	19,360,000	1.150%	24,296,651.67	43,656,651.67
01/01/2012	29,260,000	1.250%	36,222,337.50	65,482,337.50
01/01/2013	29,625,000	1.450%	35,856,587.50	65,481,587.50
01/01/2014	30,055,000	1.730%	35,427,025.00	65,482,025.00
01/01/2015	30,575,000	1.970%	34,907,073.50	65,482,073.50
01/01/2016	31,175,000	2.160%	34,304,746.00	65,479,746.00
01/01/2017	31,850,000	2.350%	33,631,366.00	65,481,366.00
01/01/2018	32,600,000	2.600%	32,882,891.00	65,482,891.00
01/01/2019	33,445,000	2.870%	32,035,291.00	65,480,291.00
01/01/2020	34,405,000	3.110%	31,075,419.50	65,480,419.50
01/01/2021	35,475,000	3.370%	30,005,424.00	65,480,424.00
01/01/2022	36,670,000	3.590%	28,809,916.50	65,479,916.50
01/01/2023	37,990,000	3.730%	27,493,463.50	65,483,463.50
01/01/2024	39,405,000	3.850%	26,076,436.50	65,481,436.50
01/01/2025	40,920,000	3.930%	24,559,344.00	65,479,344.00
01/01/2026	42,530,000	4.320%	22,951,188.00	65,481,188.00
01/01/2027	44,370,000	4.320%	21,113,892.00	65,483,892.00
01/01/2028	46,285,000	4.320%	19,197,108.00	65,482,108.00
01/01/2029	48,285,000	4.320%	17,197,596.00	65,482,596.00
01/01/2030	50,370,000	4.320%	15,111,684.00	65,481,684.00
01/01/2031	52,545,000	4.500%	12,935,700.00	65,480,700.00
01/01/2032	54,910,000	4.500%	10,571,175.00	65,481,175.00
01/01/2033	57,380,000	4.500%	8,100,225.00	65,480,225.00
01/01/2034	59,965,000	4.500%	5,518,125.00	65,483,125.00
01/01/2035	62,660,000	4.500%	2,819,700.00	65,479,700.00
	1,012,110,000		603,100,366.17	1,615,210,366.17

PROJECT FUND #1

Georgia Transportation Partners
I-75/575 Project
G.O. Bond Case
Tax-Exempt Rates - 100 bps

Date	Deposit	Interest @ 2.45%	Principal	Scheduled Draws	Balance
05/01/2010	999,455,683.80		17,974,000.00	17,974,000	981,481,683.80
06/01/2010		2,003,858.44	20,873,141.56	22,877,000	960,608,542.24
07/01/2010		1,961,242.44	11,875,757.56	13,837,000	948,732,784.68
08/01/2010		1,936,996.10	12,288,003.90	14,225,000	936,444,780.78
09/01/2010		1,911,908.09	11,632,091.91	13,544,000	924,812,688.87
10/01/2010		1,888,159.24	19,257,840.76	21,146,000	905,554,848.11
11/01/2010		1,848,841.15	18,776,158.85	20,625,000	886,778,689.26
12/01/2010		1,810,506.49	10,972,493.51	12,783,000	875,806,195.75
01/01/2011		1,788,104.32	18,119,895.68	19,908,000	857,686,300.07
02/01/2011		1,751,109.53	18,885,890.47	20,637,000	838,800,409.60
03/01/2011		1,712,550.84	29,706,449.16	31,419,000	809,093,960.44
04/01/2011		1,651,900.17	27,833,099.83	29,485,000	781,260,860.61
05/01/2011		1,595,074.26	30,300,925.74	31,896,000	750,959,934.87
06/01/2011		1,533,209.87	32,115,790.13	33,649,000	718,844,144.74
07/01/2011		1,467,640.13	24,303,359.87	25,771,000	694,540,784.87
08/01/2011		1,418,020.77	26,084,979.23	27,503,000	668,455,805.64
09/01/2011		1,364,763.94	22,814,236.06	24,179,000	645,641,569.58
10/01/2011		1,318,184.87	23,152,815.13	24,471,000	622,488,754.45
11/01/2011		1,270,914.54	23,966,085.46	25,237,000	598,522,668.99
12/01/2011		1,221,983.78	22,965,016.22	24,187,000	575,557,652.77
01/01/2012		1,175,096.87	24,204,903.13	25,380,000	551,352,749.64
02/01/2012		1,125,678.53	23,573,321.47	24,699,000	527,779,428.17
03/01/2012		1,077,549.67	26,668,450.33	27,746,000	501,110,977.84
04/01/2012		1,023,101.58	26,174,898.42	27,198,000	474,936,079.42
05/01/2012		969,661.16	27,629,338.84	28,599,000	447,306,740.58
06/01/2012		913,251.26	26,947,748.74	27,861,000	420,358,991.84
07/01/2012		858,232.94	26,857,767.06	27,716,000	393,501,224.78
08/01/2012		803,398.33	27,473,601.67	28,277,000	366,027,623.11
09/01/2012		747,306.40	22,427,693.60	23,175,000	343,599,929.51
10/01/2012		701,516.52	26,396,483.48	27,098,000	317,203,446.03
11/01/2012		647,623.70	22,068,376.30	22,716,000	295,135,069.73
12/01/2012		602,567.43	22,265,432.57	22,868,000	272,869,637.16
01/01/2013		557,108.84	28,625,891.16	29,183,000	244,243,746.00
02/01/2013		498,664.31	29,688,335.69	30,187,000	214,555,410.31
03/01/2013		438,050.63	33,623,949.37	34,062,000	180,931,460.94
04/01/2013		369,401.73	18,850,598.27	19,220,000	162,080,862.67
05/01/2013		330,915.09	18,823,084.91	19,154,000	143,257,777.76
06/01/2013		292,484.63	14,409,515.37	14,702,000	128,848,262.39
07/01/2013		263,065.20	13,203,934.80	13,467,000	115,644,327.59
08/01/2013		236,107.17	20,636,892.83	20,873,000	95,007,434.76
09/01/2013		193,973.51	22,965,026.49	23,159,000	72,042,408.27
10/01/2013		147,086.58	31,117,913.42	31,265,000	40,924,494.85
11/01/2013		83,554.18	24,295,445.82	24,379,000	16,629,049.03
12/01/2013		33,950.98	16,629,049.02	16,663,000	0.01
	999,455,683.80	45,544,316.21	999,455,683.79	1,045,000,000	

Yield To Receipt Date:	2.4625393%
Arbitrage Yield:	4.0259524%
Value of Negative Arbitrage:	27,312,020.35

CASE 4

INITIAL FINANCE WITH GENERAL OBLIGATION BONDS AND REFINANCE PROJECT WITH TOLL REVENUE BONDS

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Rates as of August 23, 2007; Takeout of G.O. Bonds on 1/1/2015

Sources and Uses of Funds

SOURCES		
Series A - Current Interest Bonds		181,133,492
Series B - Non Callable Capital Appreciation Bonds		398,020,274
TIFIA Loan		385,457,001
Premium / (Discount)		4,181,291
Total Debt		968,792,059
Total Sources		**968,792,059**
USES		
Escrow Deposit to Pay off G.O. Bonds		1,012,110,000
Bond Insurance Payment	2.00%	38,986,464
All-In Costs of Issuance on Bonds	0.50%	4,823,054
Debt Service Reserve Fund	5.00%	57,915,377
Underwriter's Discount	1.00%	9,646,108
Net Capitalized Interest Deposit / Capitalized BAN Interest	4.71%	-
Total Uses		**1,123,481,002**
Surplus / (Deficit)		**(154,688,943)**
Percentage Feasible		**86.23%**
Excess Revenues through 2055		1,305,036,240
Present Value of Excess Revenues through 2055 @ 5.5%		330,118,780
Statistics		
Senior Debt - Arbitrage Yield		5.69%
Seniot Debt - True Interest Cost		5.77%
Senior Debt - All-in TIC		5.82%
Dated Date		1/1/2015
Delivery Date		1/1/2015
First Interest Payment Date		1/1/2016
Final Maturity Date		1/1/2055
Call Date		1/1/2025
Capitalized Interest Through		-
First Construction Draw		1/1/2015
Final Construction Draw		1/1/2015
First Debt Service Payment		12/31/1900
TIFIA Accreted Through		1/1/2020
Current Interest Bonds Weighted Average Life (WAL)		28.6 years
Non Callable Capital Appreciation Bonds WAL		26.8 years

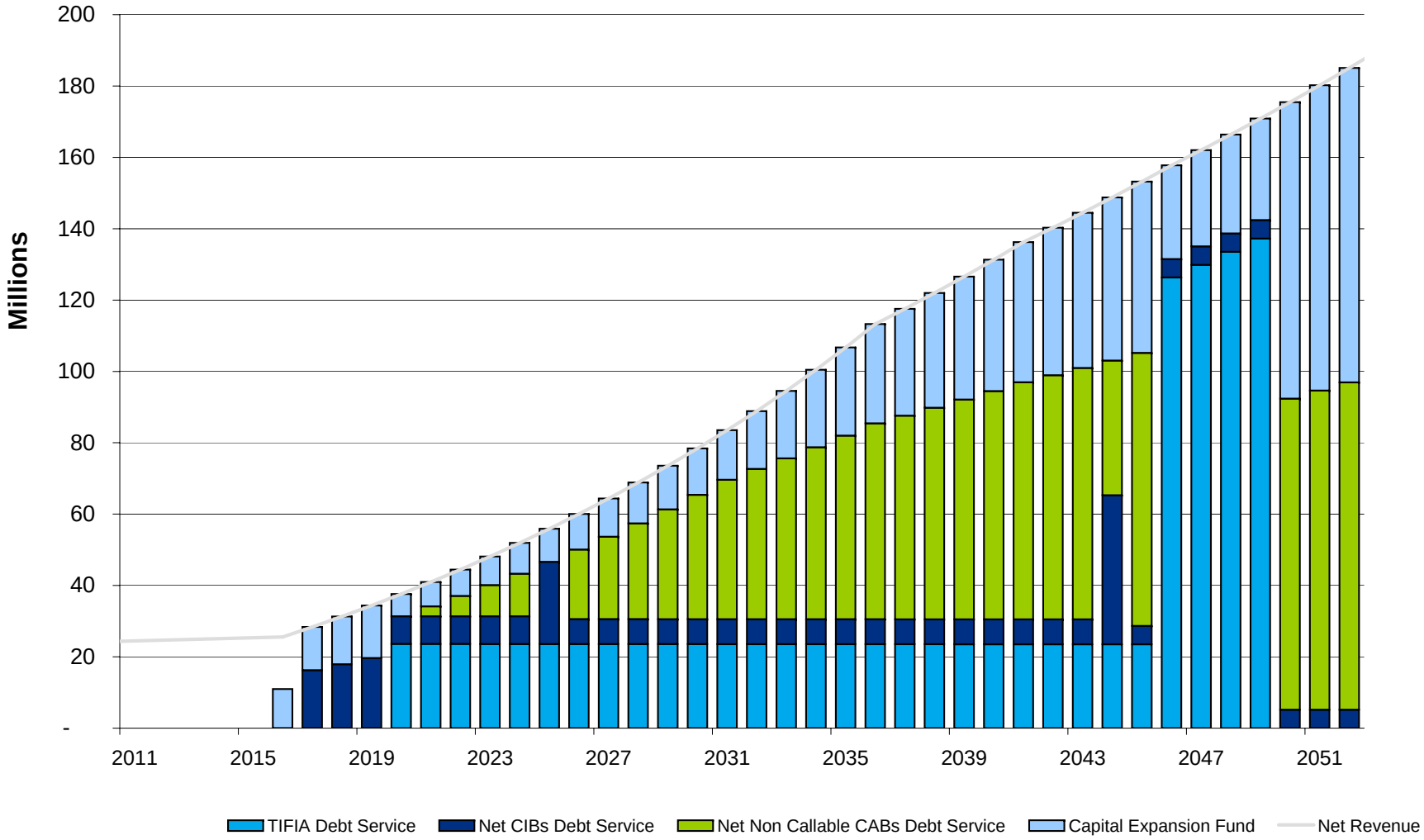
Assumptions

Reinvestment Rates for Construction Fund & CAPI Fund are 4.8%
Debt Service Reserve Fund sized based on the Lesser of Three test . Reinvestment rate is 5.%
Revenue & Toll Collection forecasts from estimates provided on 12/5/2008
Construction draw schedule provided by GTP on 12/5/2008
Net Capitalized Interest Deposit includes PV of BAN interest payments and deposit to Capitalized Interest Fund

RESULTS PRELIMINARY, SUBJECT TO CHANGE

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Rates as of August 23, 2007; Takeout of G.O. Bonds on 1/1/2015

Application of Net Revenue



Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Rates as of August 23, 2007; Takeout of G.O. Bonds on 1/1/2015

Net Revenue

Year Ending	Gross Toll Revenues	DSRF Earnings	Operating Expenses	Toll Collection Expenses	Total Expenses	Cash Flow Avail for DS
	-					
1/1/2015		-				
1/1/2016	23,399,675	2,895,769	-	747,919	747,919	25,547,525
1/1/2017	26,270,570	2,895,769	-	801,081	801,081	28,365,258
1/1/2018	29,271,098	2,895,769	-	856,444	856,444	31,310,422
1/1/2019	32,405,965	2,895,769	-	914,086	914,086	34,387,648
1/1/2020	35,680,032	2,895,769	-	974,086	974,086	37,601,714
1/1/2021	39,098,317	2,895,769	-	1,036,527	1,036,527	40,957,559
1/1/2022	42,666,005	2,895,769	-	1,101,492	1,101,492	44,460,282
1/1/2023	46,388,450	2,895,769	-	1,169,070	1,169,070	48,115,149
1/1/2024	50,271,179	2,895,769	-	1,239,351	1,239,351	51,927,597
1/1/2025	54,319,902	2,895,769	-	1,312,428	1,312,428	55,903,243
1/1/2026	58,540,513	2,895,769	-	1,388,398	1,388,398	60,047,884
1/1/2027	62,939,098	2,895,769	-	1,467,359	1,467,359	64,367,508
1/1/2028	67,521,940	2,895,769	-	1,549,414	1,549,414	68,868,294
1/1/2029	72,295,526	2,895,769	-	1,634,670	1,634,670	73,556,625
1/1/2030	77,266,553	2,895,769	-	1,723,234	1,723,234	78,439,088
1/1/2031	82,441,933	2,895,769	-	1,815,219	1,815,219	83,522,483
1/1/2032	87,893,973	2,895,769	-	1,910,742	1,910,742	88,878,999
1/1/2033	93,634,956	2,895,769	-	2,009,922	2,009,922	94,520,802
1/1/2034	99,677,650	2,895,769	-	2,112,883	2,112,883	100,460,535
1/1/2035	106,035,324	2,895,769	-	2,219,753	2,219,753	106,711,341
1/1/2036	112,721,770	2,895,769	-	2,330,662	2,330,662	113,286,877
1/1/2037	117,063,977	2,895,769	-	2,403,406	2,403,406	117,556,340
1/1/2038	121,562,773	2,895,769	-	2,478,335	2,478,335	121,980,207
1/1/2039	126,223,526	2,895,769	-	2,555,513	2,555,513	126,563,781
1/1/2040	131,051,781	2,895,769	-	2,635,006	2,635,006	131,312,544
1/1/2041	136,053,266	2,895,769	-	2,716,881	2,716,881	136,232,154
1/1/2042	140,183,186	2,895,769	-	2,789,222	2,789,222	140,289,733
1/1/2043	144,436,132	2,895,769	-	2,863,484	2,863,484	144,468,417
1/1/2044	148,815,713	2,895,769	-	2,939,717	2,939,717	148,771,765
1/1/2045	153,325,644	2,895,769	-	3,017,974	3,017,974	153,203,439
1/1/2046	157,969,746	2,895,769	-	3,098,307	3,098,307	157,767,208
1/1/2047	162,298,566	2,895,769	-	3,177,380	3,177,380	162,016,956
1/1/2048	166,745,400	2,895,769	-	3,258,470	3,258,470	166,382,699
1/1/2049	171,313,451	2,895,769	-	3,341,629	3,341,629	170,867,591
1/1/2050	176,006,009	2,895,769	-	3,426,910	3,426,910	175,474,867
1/1/2051	180,826,451	2,895,769	-	3,514,368	3,514,368	180,207,852
1/1/2052	185,783,192	2,895,769	-	3,604,217	3,604,217	185,074,744
1/1/2053	190,875,806	2,895,769	-	3,696,364	3,696,364	190,075,211
1/1/2054	196,108,016	2,895,769	-	3,790,866	3,790,866	195,212,918
1/1/2055	201,483,649	60,811,146	-	3,887,785	3,887,785	258,407,010
Total	4,308,866,714	173,746,130	-	89,510,572	89,510,572	4,393,102,272

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Rates as of August 23, 2007; Takeout of G.O. Bonds on 1/1/2015

Bond Debt Service Coverage and Proforma

Year Ending	Cash Flow Avail for DS	Net Senior Debt Service	Senior Coverage	Aggregate Debt Service	Aggregate Coverage	Excess Revenues	Present Value of Excess Revs 5.50%
1/1/2015		-		-	-		
1/1/2016	25,547,525	14,598,586	1.75	14,598,586	1.75	10,948,939	10,378,142
1/1/2017	28,365,258	16,208,719	1.75	16,208,719	1.75	12,156,539	10,922,072
1/1/2018	31,310,422	17,891,670	1.75	17,891,670	1.75	13,418,752	11,427,593
1/1/2019	34,387,648	19,650,085	1.75	19,650,085	1.75	14,737,563	11,896,408
1/1/2020	37,601,714	7,752,696	4.85	31,334,762	1.20	6,266,952	4,795,061
1/1/2021	40,957,559	10,543,744	3.88	34,131,299	1.20	6,826,260	4,950,717
1/1/2022	44,460,282	13,467,427	3.30	37,050,235	1.20	7,410,047	5,093,939
1/1/2023	48,115,149	16,517,890	2.91	40,095,957	1.20	8,019,191	5,225,296
1/1/2024	51,927,597	19,699,665	2.64	43,272,998	1.20	8,654,600	5,345,334
1/1/2025	55,903,243	23,017,430	2.43	46,586,036	1.20	9,317,207	5,454,578
1/1/2026	60,047,884	26,476,018	2.27	50,039,904	1.20	10,007,981	5,553,534
1/1/2027	64,367,508	30,080,417	2.14	53,639,590	1.20	10,727,918	5,642,687
1/1/2028	68,868,294	33,835,779	2.04	57,390,245	1.20	11,478,049	5,722,504
1/1/2029	73,556,625	37,747,419	1.95	61,297,188	1.20	12,259,438	5,793,435
1/1/2030	78,439,088	41,820,828	1.88	65,365,907	1.20	13,073,181	5,855,910
1/1/2031	83,522,483	46,061,672	1.81	69,602,069	1.20	13,920,414	5,910,344
1/1/2032	88,878,999	49,104,420	1.81	72,640,142	1.22	16,238,857	6,535,272
1/1/2033	94,520,802	52,077,577	1.82	75,608,634	1.25	18,912,168	7,214,347
1/1/2034	100,460,535	55,198,096	1.82	78,724,496	1.28	21,736,039	7,859,296
1/1/2035	106,711,341	58,471,968	1.83	81,993,719	1.30	24,717,621	8,471,445
1/1/2036	113,286,877	61,905,397	1.83	85,422,510	1.33	27,864,367	9,052,062
1/1/2037	117,556,340	64,063,401	1.84	87,575,884	1.34	29,980,457	9,231,752
1/1/2038	121,980,207	66,293,591	1.84	89,801,453	1.36	32,178,754	9,392,099
1/1/2039	126,563,781	68,598,256	1.85	92,101,508	1.37	34,462,274	9,534,214
1/1/2040	131,312,544	70,979,753	1.85	94,478,405	1.39	36,834,139	9,659,153
1/1/2041	136,232,154	73,440,514	1.86	96,934,576	1.41	39,297,579	9,767,914
1/1/2042	140,289,733	75,424,588	1.86	98,914,069	1.42	41,375,664	9,748,293
1/1/2043	144,468,417	77,462,958	1.87	100,947,870	1.43	43,520,547	9,719,087
1/1/2044	148,771,765	79,557,094	1.87	103,037,448	1.44	45,734,317	9,681,015
1/1/2045	153,203,439	81,708,501	1.88	105,184,308	1.46	48,019,131	9,634,751
1/1/2046	157,767,208	5,162,495	30.56	131,472,674	1.20	26,294,535	5,000,797
1/1/2047	162,016,956	5,162,495	31.38	135,014,130	1.20	27,002,826	4,867,775
1/1/2048	166,382,699	5,162,495	32.23	138,652,249	1.20	27,730,450	4,738,335
1/1/2049	170,867,591	5,162,495	33.10	142,389,659	1.20	28,477,932	4,612,377
1/1/2050	175,474,867	92,355,193	1.90	92,355,193	1.90	83,119,674	12,760,502
1/1/2051	180,207,852	94,597,298	1.91	94,597,298	1.91	85,610,554	12,457,726
1/1/2052	185,074,744	96,897,772	1.91	96,897,772	1.91	88,176,972	12,162,257
1/1/2053	190,075,211	99,255,985	1.92	99,255,985	1.92	90,819,226	11,873,652
1/1/2054	195,212,918	101,673,395	1.92	101,673,395	1.92	93,539,523	11,591,756
1/1/2055	258,407,010	134,237,408	1.93	134,237,408	1.93	124,169,602	14,585,352
Total	4,393,102,272	1,949,323,188		3,088,066,031		1,305,036,240	330,118,780

	Net Senior DS	Senior Coverage	Aggregate DS	Aggregate Coverage
Minimum	5,162,495	1.75	14,598,586	1.20
Maximum	134,237,408	33.10	142,389,659	1.93
Average	50,487,260	5.27	80,454,177	1.40

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Rates as of August 23, 2007; Takeout of G.O. Bonds on 1/1/2015

Net Debt Service

Year Ending	Current Interest Bond Debt Service	Non Callable CAB Debt Service	Total Senior Debt Service	Subordinate TIFIA Debt Service	Aggregate Debt Service	Capitalized Interest	DSRF Earnings	Net Debt Service
1/1/2015								
1/1/2016	14,598,586	-	14,598,586	-	14,598,586	-	-	14,598,586
1/1/2017	16,208,719	-	16,208,719	-	16,208,719	-	-	16,208,719
1/1/2018	17,891,670	-	17,891,670	-	17,891,670	-	-	17,891,670
1/1/2019	19,650,085	-	19,650,085	-	19,650,085	-	-	19,650,085
1/1/2020	7,752,696	-	7,752,696	23,582,066	31,334,762	-	-	31,334,762
1/1/2021	7,752,696	2,791,047	10,543,744	23,587,556	34,131,299	-	-	34,131,299
1/1/2022	7,752,696	5,714,731	13,467,427	23,582,808	37,050,235	-	-	37,050,235
1/1/2023	7,752,696	8,765,194	16,517,890	23,578,067	40,095,957	-	-	40,095,957
1/1/2024	7,752,696	11,946,968	19,699,665	23,573,333	43,272,998	-	-	43,272,998
1/1/2025	23,017,430	-	23,017,430	23,568,606	46,586,036	-	-	46,586,036
1/1/2026	6,989,460	19,486,559	26,476,018	23,563,885	50,039,904	-	-	50,039,904
1/1/2027	6,989,460	23,090,958	30,080,417	23,559,172	53,639,590	-	-	53,639,590
1/1/2028	6,989,460	26,846,319	33,835,779	23,554,467	57,390,245	-	-	57,390,245
1/1/2029	6,989,460	30,757,959	37,747,419	23,549,769	61,297,188	-	-	61,297,188
1/1/2030	6,989,460	34,831,368	41,820,828	23,545,079	65,365,907	-	-	65,365,907
1/1/2031	6,989,460	39,072,213	46,061,672	23,540,397	69,602,069	-	-	69,602,069
1/1/2032	6,989,460	42,114,960	49,104,420	23,535,723	72,640,142	-	-	72,640,142
1/1/2033	6,989,460	45,088,117	52,077,577	23,531,057	75,608,634	-	-	75,608,634
1/1/2034	6,989,460	48,208,637	55,198,096	23,526,400	78,724,496	-	-	78,724,496
1/1/2035	6,989,460	51,482,508	58,471,968	23,521,752	81,993,719	-	-	81,993,719
1/1/2036	6,989,460	54,915,938	61,905,397	23,517,113	85,422,510	-	-	85,422,510
1/1/2037	6,989,460	57,073,941	64,063,401	23,512,483	87,575,884	-	-	87,575,884
1/1/2038	6,989,460	59,304,131	66,293,591	23,507,863	89,801,453	-	-	89,801,453
1/1/2039	6,989,460	61,608,796	68,598,256	23,503,252	92,101,508	-	-	92,101,508
1/1/2040	6,989,460	63,990,294	70,979,753	23,498,651	94,478,405	-	-	94,478,405
1/1/2041	6,989,460	66,451,055	73,440,514	23,494,061	96,934,576	-	-	96,934,576
1/1/2042	6,989,460	68,435,128	75,424,588	23,489,481	98,914,069	-	-	98,914,069
1/1/2043	6,989,460	70,473,499	77,462,958	23,484,912	100,947,870	-	-	100,947,870
1/1/2044	41,788,783	37,768,310	79,557,094	23,480,354	103,037,448	-	-	103,037,448
1/1/2045	5,162,495	76,546,006	81,708,501	23,475,807	105,184,308	-	-	105,184,308
1/1/2046	5,162,495	-	5,162,495	126,310,178	131,472,674	-	-	131,472,674
1/1/2047	5,162,495	-	5,162,495	129,851,634	135,014,130	-	-	135,014,130
1/1/2048	5,162,495	-	5,162,495	133,489,754	138,652,249	-	-	138,652,249
1/1/2049	5,162,495	-	5,162,495	137,227,164	142,389,659	-	-	142,389,659
1/1/2050	5,162,495	87,192,698	92,355,193	(0)	92,355,193	-	-	92,355,193
1/1/2051	5,162,495	89,434,803	94,597,298	(0)	94,597,298	-	-	94,597,298
1/1/2052	5,162,495	91,735,277	96,897,772	(0)	96,897,772	-	-	96,897,772
1/1/2053	5,162,495	94,093,490	99,255,985	(0)	99,255,985	-	-	99,255,985
1/1/2054	5,162,495	96,510,900	101,673,395	(0)	101,673,395	-	-	101,673,395
1/1/2055	103,495,737	30,741,671	134,237,408	(0)	134,237,408	-		134,237,408
Total	452,849,717	1,496,473,471	1,949,323,188	1,138,742,844	3,088,066,031	-	-	3,088,066,031

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Rates as of August 23, 2007; Takeout of G.O. Bonds on 1/1/2015

Current Interest Bonds (CIBs)

Date	Principal	Rate	Yield	Price	Interest	Total Debt Service
1/1/15						
1/1/16	5,209,080	5.000%	3.750%	101.215	9,389,506	14,598,586
1/1/17	7,079,667	5.000%	3.780%	102.328	9,129,052	16,208,719
1/1/18	9,116,601	5.000%	3.840%	103.257	8,775,069	17,891,670
1/1/19	11,330,846	5.000%	3.890%	104.075	8,319,239	19,650,085
1/1/20	-	5.000%	3.960%	104.675	7,752,696	7,752,696
1/1/21	-	5.000%	4.030%	105.124	7,752,696	7,752,696
1/1/22	-	5.000%	4.110%	105.366	7,752,696	7,752,696
1/1/23	-	5.000%	4.200%	105.388	7,752,696	7,752,696
1/1/24	-	5.000%	4.290%	105.254	7,752,696	7,752,696
1/1/25	15,264,734	5.000%	4.380%	104.977	7,752,696	23,017,430
1/1/26	-	5.250%	4.520%	105.821	6,989,460	6,989,460
1/1/27	-	5.250%	4.590%	105.245	6,989,460	6,989,460
1/1/28	-	5.250%	4.660%	104.673	6,989,460	6,989,460
1/1/29	-	5.250%	4.710%	104.267	6,989,460	6,989,460
1/1/30	-	5.250%	4.760%	103.862	6,989,460	6,989,460
1/1/31	-	5.250%	4.790%	103.621	6,989,460	6,989,460
1/1/32	-	5.250%	4.820%	103.380	6,989,460	6,989,460
1/1/33	-	5.250%	4.840%	103.220	6,989,460	6,989,460
1/1/34	-	5.250%	4.860%	103.060	6,989,460	6,989,460
1/1/35	-	5.250%	4.880%	102.900	6,989,460	6,989,460
1/1/36	-	5.250%	4.640%	104.836	6,989,460	6,989,460
1/1/37	-	5.250%	4.640%	104.836	6,989,460	6,989,460
1/1/38	-	5.250%	4.640%	104.836	6,989,460	6,989,460
1/1/39	-	5.250%	4.640%	104.836	6,989,460	6,989,460
1/1/40	-	5.250%	4.990%	102.027	6,989,460	6,989,460
1/1/41	-	5.250%	4.670%	104.592	6,989,460	6,989,460
1/1/42	-	5.250%	4.670%	104.592	6,989,460	6,989,460
1/1/43	-	5.250%	4.670%	104.592	6,989,460	6,989,460
1/1/44	34,799,324	5.250%	4.670%	104.592	6,989,460	41,788,783
1/1/45	-	5.250%	5.040%	101.633	5,162,495	5,162,495
1/1/46	-	5.250%	5.140%	100.851	5,162,495	5,162,495
1/1/47	-	5.250%	5.140%	100.851	5,162,495	5,162,495
1/1/48	-	5.250%	5.140%	100.851	5,162,495	5,162,495
1/1/49	-	5.250%	5.140%	100.851	5,162,495	5,162,495
1/1/50	-	5.250%	5.140%	100.851	5,162,495	5,162,495
1/1/51	-	5.250%	5.140%	100.851	5,162,495	5,162,495
1/1/52	-	5.250%	5.140%	100.851	5,162,495	5,162,495
1/1/53	-	5.250%	5.140%	100.851	5,162,495	5,162,495
1/1/54	-	5.250%	5.140%	100.851	5,162,495	5,162,495
1/1/55	98,333,242	5.250%	5.140%	100.851	5,162,495	103,495,737
Total	181,133,492		4.749%	102.308	271,716,224	452,849,717

Total Par	181,133,492	Weighted Average Life	28.64
Premium	4,181,291	Insurance Premium	9,056,994
		Capitalized Interest	68,349,059
Production	185,314,784		

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Rates as of August 23, 2007; Takeout of G.O. Bonds on 1/1/2015

Non-Callable Capital Appreciation Bonds (CABs)

Date	Proceeds	Yield	Price	Accreted Interest	Total Debt Service
1/1/15					
1/1/16	-	4.000%	96.116	-	-
1/1/17	-	4.080%	92.239	-	-
1/1/18	-	4.190%	88.302	-	-
1/1/19	-	4.290%	84.384	-	-
1/1/20	-	4.410%	80.404	-	-
1/1/21	2,133,253	4.530%	76.432	657,794	2,791,047
1/1/22	4,150,895	4.620%	72.635	1,563,836	5,714,731
1/1/23	6,034,924	4.720%	68.851	2,730,270	8,765,194
1/1/24	7,782,016	4.820%	65.138	4,164,952	11,946,968
1/1/25	-	4.920%	61.505	-	-
1/1/26	11,234,196	5.070%	57.651	8,252,363	19,486,559
1/1/27	12,558,941	5.140%	54.389	10,532,017	23,090,958
1/1/28	13,756,322	5.210%	51.241	13,089,997	26,846,319
1/1/29	14,868,705	5.260%	48.341	15,889,254	30,757,959
1/1/30	15,869,520	5.310%	45.561	18,961,849	34,831,368
1/1/31	16,813,945	5.340%	43.033	22,258,267	39,072,213
1/1/32	17,107,939	5.370%	40.622	25,007,021	42,114,960
1/1/33	17,309,328	5.390%	38.390	27,778,789	45,088,117
1/1/34	17,483,826	5.410%	36.267	30,724,810	48,208,637
1/1/35	17,631,729	5.430%	34.248	33,850,779	51,482,508
1/1/36	18,723,589	5.190%	34.095	36,192,349	54,915,938
1/1/37	18,487,391	5.190%	32.392	38,586,550	57,073,941
1/1/38	18,250,253	5.190%	30.774	41,053,878	59,304,131
1/1/39	18,012,564	5.190%	29.237	43,596,232	61,608,796
1/1/40	16,322,644	5.540%	25.508	47,667,650	63,990,294
1/1/41	17,403,531	5.220%	26.190	49,047,524	66,451,055
1/1/42	17,022,554	5.220%	24.874	51,412,574	68,435,128
1/1/43	16,649,364	5.220%	23.625	53,824,134	70,473,499
1/1/44	8,474,453	5.220%	22.438	29,293,857	37,768,310
1/1/45	14,641,720	5.590%	19.128	61,904,286	76,546,006
1/1/46	-	5.700%	17.511	-	-
1/1/47	-	5.710%	16.503	-	-
1/1/48	-	5.720%	15.549	-	-
1/1/49	-	5.730%	14.648	-	-
1/1/50	12,029,977	5.740%	13.797	75,162,721	87,192,698
1/1/51	11,619,370	5.750%	12.992	77,815,433	89,434,803
1/1/52	11,221,059	5.760%	12.232	80,514,217	91,735,277
1/1/53	10,833,924	5.770%	11.514	83,259,565	94,093,490
1/1/54	10,457,921	5.780%	10.836	86,052,979	96,510,900
1/1/55	3,134,421	5.790%	10.196	27,607,250	30,741,671
Total	398,020,274			1,098,453,197	1,496,473,471

Total Par	398,020,274	Average Life	26.831
Premium	-	Insurance Prem	29,929,469
		CAPI	-
Production	398,020,274		

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Rates as of August 23, 2007; Takeout of G.O. Bonds on 1/1/2015

TIFIA Loan

Date	Notional Value	Principal/ Maturity Value	Yield	Interest	Accreted Interest	Interest Paid	TIFIA Payments	2.50% Ongoing TIFIA Servicing Costs	Total TIFIA Payments	Ending Balance
1/1/15	385,457,001	-	-							385,457,001
1/1/16	385,457,001	-	5.010%	19,311,396	19,311,396	-	-	-	-	404,768,396
1/1/17	404,768,396	-	5.010%	20,278,897	20,278,897	-	-	-	-	425,047,293
1/1/18	425,047,293	-	5.010%	21,294,869	21,294,869	-	-	-	-	446,342,162
1/1/19	446,342,162	-	5.010%	22,361,742	22,361,742	-	-	-	-	468,703,905
1/1/20	468,703,905	100,000	5.010%	23,482,066		23,482,066	23,582,066	-	23,582,066	468,603,905
1/1/21	468,603,905	100,000	5.010%	23,477,056		23,477,056	23,577,056	10,500	23,587,556	468,503,905
1/1/22	468,503,905	100,000	5.010%	23,472,046		23,472,046	23,572,046	10,763	23,582,808	468,403,905
1/1/23	468,403,905	100,000	5.010%	23,467,036		23,467,036	23,567,036	11,032	23,578,067	468,303,905
1/1/24	468,303,905	100,000	5.010%	23,462,026		23,462,026	23,562,026	11,307	23,573,333	468,203,905
1/1/25	468,203,905	100,000	5.010%	23,457,016		23,457,016	23,557,016	11,590	23,568,606	468,103,905
1/1/26	468,103,905	100,000	5.010%	23,452,006		23,452,006	23,552,006	11,880	23,563,885	468,003,905
1/1/27	468,003,905	100,000	5.010%	23,446,996		23,446,996	23,546,996	12,177	23,559,172	467,903,905
1/1/28	467,903,905	100,000	5.010%	23,441,986		23,441,986	23,541,986	12,481	23,554,467	467,803,905
1/1/29	467,803,905	100,000	5.010%	23,436,976		23,436,976	23,536,976	12,793	23,549,769	467,703,905
1/1/30	467,703,905	100,000	5.010%	23,431,966		23,431,966	23,531,966	13,113	23,545,079	467,603,905
1/1/31	467,603,905	100,000	5.010%	23,426,956		23,426,956	23,526,956	13,441	23,540,397	467,503,905
1/1/32	467,503,905	100,000	5.010%	23,421,946		23,421,946	23,521,946	13,777	23,535,723	467,403,905
1/1/33	467,403,905	100,000	5.010%	23,416,936		23,416,936	23,516,936	14,121	23,531,057	467,303,905
1/1/34	467,303,905	100,000	5.010%	23,411,926		23,411,926	23,511,926	14,474	23,526,400	467,203,905
1/1/35	467,203,905	100,000	5.010%	23,406,916		23,406,916	23,506,916	14,836	23,521,752	467,103,905
1/1/36	467,103,905	100,000	5.010%	23,401,906		23,401,906	23,501,906	15,207	23,517,113	467,003,905
1/1/37	467,003,905	100,000	5.010%	23,396,896		23,396,896	23,496,896	15,587	23,512,483	466,903,905
1/1/38	466,903,905	100,000	5.010%	23,391,886		23,391,886	23,491,886	15,977	23,507,863	466,803,905
1/1/39	466,803,905	100,000	5.010%	23,386,876		23,386,876	23,486,876	16,376	23,503,252	466,703,905
1/1/40	466,703,905	100,000	5.010%	23,381,866		23,381,866	23,481,866	16,786	23,498,651	466,603,905
1/1/41	466,603,905	100,000	5.010%	23,376,856		23,376,856	23,476,856	17,205	23,494,061	466,503,905
1/1/42	466,503,905	100,000	5.010%	23,371,846		23,371,846	23,471,846	17,636	23,489,481	466,403,905
1/1/43	466,403,905	100,000	5.010%	23,366,836		23,366,836	23,466,836	18,076	23,484,912	466,303,905
1/1/44	466,303,905	100,000	5.010%	23,361,826		23,361,826	23,461,826	18,528	23,480,354	466,203,905
1/1/45	466,203,905	100,000	5.010%	23,356,816		23,356,816	23,456,816	18,992	23,475,807	466,103,905
1/1/46	466,103,905	102,938,906	5.010%	23,351,806		23,351,806	126,290,712	19,466	126,310,178	363,164,998
1/1/47	363,164,998	111,637,115	5.010%	18,194,566		18,194,566	129,831,681	19,953	129,851,634	251,527,884
1/1/48	251,527,884	120,867,755	5.010%	12,601,547		12,601,547	133,469,302	20,452	133,489,754	130,660,128
1/1/49	130,660,128	130,660,128	5.010%	6,546,072		6,546,072	137,206,201	20,963	137,227,164	(0)
1/1/50	(0)	-	5.010%	(0)		(0)	(0)	-	(0)	(0)
1/1/51	(0)	-	5.010%	(0)		(0)	(0)	-	(0)	(0)
1/1/52	(0)	-	5.010%	(0)		(0)	(0)	-	(0)	(0)
1/1/53	(0)	-	5.010%	(0)		(0)	(0)	-	(0)	(0)
1/1/54	(0)	-	5.010%	(0)		(0)	(0)	-	(0)	(0)
1/1/55	(0)	-	5.010%	(0)		(0)	(0)	-	(0)	(0)
Total		468,703,905		752,846,352	83,246,904	669,599,448	1,138,303,353	439,491	1,138,742,844	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Rates as of August 23, 2007; Takeout of G.O. Bonds on 1/1/2015

Debt Service Reserve Fund (DSRF)

Date	Beginning Balance	Deposits	Interest Earnings 5.00%	DSRF Draws to CAPI	DSRF Draws to Debt Service during CAPI Period	DSRF Draws to Debt Service	Ending Balance
1/1/15		57,915,377					57,915,377
1/1/16	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/17	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/18	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/19	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/20	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/21	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/22	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/23	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/24	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/25	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/26	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/27	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/28	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/29	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/30	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/31	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/32	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/33	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/34	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/35	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/36	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/37	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/38	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/39	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/40	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/41	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/42	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/43	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/44	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/45	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/46	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/47	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/48	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/49	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/50	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/51	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/52	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/53	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/54	57,915,377		2,895,769	-	-	(2,895,769)	57,915,377
1/1/55	57,915,377		2,895,769	-	-	(60,811,146)	-
-	-		-	-		-	-
Total		57,915,377	115,830,753	-	-	(173,746,130)	

DSRF Calculation Area	
10% of par	57,915,377
Maximum Annual Debt Service	134,237,408
125% of Average Annual Debt Service	60,916,350
DSRF Deposit	57,915,377

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Rates as of August 23, 2007; Takeout of G.O. Bonds on 1/1/2015

Summary of Bond Yields - Senior Lien Only

Description	Amount	Date	Time Factor from Delivery (30/360)	Total Debt Service	Arb Yield DS	Arbitrage Yield 5.690921%	True Interest Cost (TIC) 5.773556%	All-In Bond Yield 5.821393%
						(544,348,594)	(534,702,487)	(529,879,433)
ARBITRAGE YIELD		1/1/15	-					
		1/1/16	1.00	14,598,586	14,598,586	13,801,953	13,790,870	13,784,460
Par Amount of Bonds	579,153,767	1/1/17	2.00	16,208,719	16,208,719	14,487,991	14,464,733	14,451,290
Plus: Premium / Less: Original Issue Discount	4,181,291	1/1/18	3.00	17,891,670	17,891,670	15,119,594	15,083,199	15,062,178
Plus: Accrued Interest	-	1/1/19	4.00	19,650,085	19,650,085	15,699,413	15,649,046	15,619,973
Less: Bond Insurance Premium	(38,986,464)	1/1/20	5.00	7,752,696	7,752,696	5,856,006	5,832,532	5,818,990
		1/1/21	6.00	10,543,744	10,543,744	7,529,625	7,493,419	7,472,546
		1/1/22	7.00	13,467,427	13,467,427	9,092,700	9,041,712	9,012,336
		1/1/23	8.00	16,517,890	16,517,890	10,543,688	10,476,145	10,437,255
		1/1/24	9.00	19,699,665	19,699,665	11,888,486	11,802,843	11,753,562
Present Value Target	544,348,594	1/1/25	10.00	23,017,430	57,816,754	32,987,635	13,027,632	12,967,208
Arbitrage Yield	5.690921%	1/1/26	11.00	26,476,018	24,649,054	13,296,198	14,156,053	14,083,846
		1/1/27	12.00	30,080,417	28,253,453	14,408,823	15,193,374	15,108,850
		1/1/28	13.00	33,835,779	32,008,814	15,433,211	16,144,605	16,047,327
TRUE INTEREST COST (TIC)		1/1/29	14.00	37,747,419	35,920,454	16,374,132	17,014,507	16,904,127
		1/1/30	15.00	41,820,828	39,993,863	17,236,123	17,807,608	17,683,860
Par Amount of Bonds	579,153,767	1/1/31	16.00	46,061,672	44,234,708	18,023,500	18,528,213	18,390,905
Plus: Premium / Less: Original Issue Discount	4,181,291	1/1/32	17.00	49,104,420	47,277,455	18,212,091	18,659,297	18,512,410
Plus: Accrued Interest	-	1/1/33	18.00	52,077,577	50,250,612	18,301,084	18,694,176	18,538,394
Less: Bond Insurance Premium	(38,986,464)	1/1/34	19.00	55,198,096	53,371,132	18,376,873	18,718,047	18,553,438
Less: Underwriter's Discount	(9,646,108)	1/1/35	20.00	58,471,968	56,645,003	18,439,815	18,731,174	18,557,820
		1/1/36	21.00	61,905,397	60,078,433	18,490,272	18,733,834	18,551,829
		1/1/37	22.00	64,063,401	62,236,436	18,109,196	18,314,244	18,127,887
		1/1/38	23.00	66,293,591	64,466,626	17,734,508	17,903,231	17,712,819
Present Value Target	534,702,487	1/1/39	24.00	68,598,256	66,771,291	17,366,157	17,500,635	17,306,458
True Interest Cost (TIC)	5.773556%	1/1/40	25.00	70,979,753	69,152,789	17,004,090	17,106,301	16,908,636
		1/1/41	26.00	73,440,514	71,613,550	16,648,252	16,720,074	16,519,190
		1/1/42	27.00	75,424,588	73,597,623	16,175,845	16,221,697	16,019,352
ALL-IN COST OF BORROWING (ALL-IN)		1/1/43	28.00	77,462,958	75,635,994	15,716,703	15,738,317	15,534,778
		1/1/44	29.00	79,557,094	42,930,806	8,433,964	15,269,471	15,064,990
Par Amount of Bonds	579,153,767	1/1/45	30.00	81,708,501	81,708,501	15,176,082	14,814,711	14,609,526
Plus: Premium / Less: Original Issue Discount	4,181,291	1/1/46	31.00	5,162,495	5,162,495	906,529	884,232	871,581
Plus: Accrued Interest	-	1/1/47	32.00	5,162,495	5,162,495	857,061	835,309	822,975
Less: Bond Insurance Premium	(38,986,464)	1/1/48	33.00	5,162,495	5,162,495	810,292	789,093	777,079
Less: Underwriter's Discount	(9,646,108)	1/1/49	34.00	5,162,495	5,162,495	766,075	745,434	733,744
Less: Costs of Issuance	(4,823,054)	1/1/50	35.00	92,355,193	92,355,193	12,956,941	12,597,709	12,394,386
Other Adjustments	-	1/1/51	36.00	94,597,298	94,597,298	12,547,282	12,189,611	11,987,301
		1/1/52	37.00	96,897,772	96,897,772	12,151,068	11,795,213	11,594,057
Present Value Target	529,879,433	1/1/53	38.00	99,255,985	99,255,985	11,767,579	11,413,781	11,213,916
All-In Cost Of Borrowing (All-In)	5.821393%	1/1/54	39.00	101,673,395	101,673,395	11,396,395	11,044,881	10,846,432
		1/1/55	40.00	134,237,408	134,237,408	14,225,366	13,775,524	13,521,724
		Total		1,949,323,188	1,914,610,863	0	0	0

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CASE 5

FUNDING POTENTIAL WITH EQUITY INVESTOR UNDER A 40-YEAR CONCESSION

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Concession Case
60%/40% Debt to Equity Ratio
Current Market Rates - 100 bps (12/18/08) - PABs & Taxable Bonds

Sources and Uses of Funds

SOURCES		
Series A - Current Interest Bonds		58,345,435
Series B - Non Callable Capital Appreciation Bonds		39,184,466
Subordinate TIFIA - Bond Anticipation Notes (BANs)		97,529,901
Premium / (Discount)		-
Total Debt		195,059,801
Bidder's Equity (Pre Tax IRR of 12.5%)		129,993,462
Total Sources		**325,053,263**

USES		
Total Deposit to Construction Fund		999,679,626
Bond Insurance Payment	2.00%	14,238,120
All-In Costs of Issuance on Bonds	0.50%	975,299
Debt Service Reserve Fund	5.00%	9,752,990
Underwriter's Discount	1.00%	1,950,598
Net Capitalized Interest Deposit / Capitalized BAN Interest	2.45%	32,290,555
Total Uses		**1,058,887,187**
Surplus / (Deficit)		**(733,833,924)**
Percentage Feasible		**30.70%**

Statistics	
Senior Debt - Arbitrage Yield	10.39%
Seniot Debt - True Interest Cost	10.55%
Senior Debt - All-in TIC	10.64%
Dated Date	5/1/2010
Delivery Date	5/1/2010
First Interest Payment Date	1/1/2011
Final Maturity Date	1/1/2050
Call Date	1/1/2020
Concession End	12/31/2053
Capitalized Interest Through	1/1/2015
First Construction Draw	5/1/2010
Final Construction Draw	12/1/2013
First Debt Service Payment	1/2/2016
TIFIA Accreted Through	1/1/2020
Current Interest Bonds Weighted Average Life (WAL)	35.8 years
Non Callable Capital Appreciation Bonds WAL	27.6 years

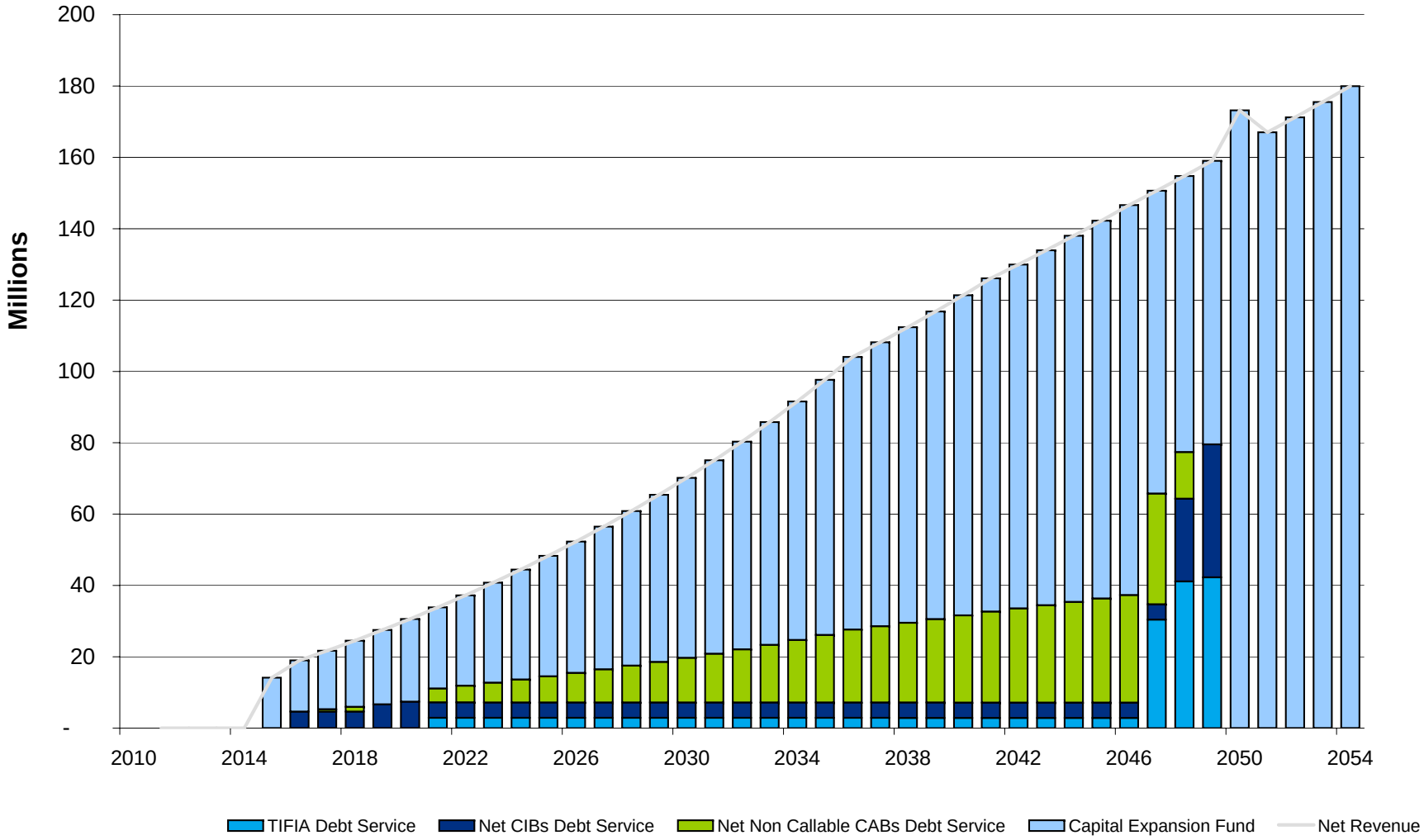
Assumptions

Reinvestment Rates for Construction Fund & CAPI Fund are 2.45%
Debt Service Reserve Fund sized based on the Lesser of Three test . Reinvestment rate is 5.%
Revenue & Toll Collection forecasts from estimates provided on 1/5/2009
Construction draw schedule provided by GTP on 12/5/2008
Net Capitalized Interest Deposit includes PV of BAN interest payments and deposit to Capitalized Interest Fund

RESULTS PRELIMINARY, SUBJECT TO CHANGE

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Concession Case
60%/40% Debt to Equity Ratio
Current Market Rates - 100 bps (12/18/08) - PABs & Taxable Bonds

Application of Net Revenue



Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Concession Case
60%/40% Debt to Equity Ratio
Current Market Rates - 100 bps (12/18/08) - PABs & Taxable Bonds

Net Revenue

Year Ending	Gross Toll Revenues	DSRF Earnings	Operating Expenses	Toll Collection Expenses	Total Expenses	Cash Flow Avail for DS
	-					
5/1/2010		-				
1/1/2011	-	-	-	-	-	-
1/1/2012	-	-	-	-	-	-
1/1/2013	-	-	-	-	-	-
1/1/2014	-	-	-	-	-	-
1/1/2015	18,820,829	-	4,047,609	635,035	4,682,644	14,138,185
1/1/2016	23,399,675	487,650	4,149,432	747,919	4,897,351	18,989,974
1/1/2017	26,270,570	487,650	4,253,816	801,081	5,054,897	21,703,322
1/1/2018	29,271,098	487,650	4,360,826	856,444	5,217,270	24,541,477
1/1/2019	32,405,965	487,650	4,470,528	914,086	5,384,614	27,509,001
1/1/2020	35,680,032	487,650	4,582,990	974,086	5,557,076	30,610,605
1/1/2021	39,098,317	487,650	4,698,280	1,036,527	5,734,807	33,851,160
1/1/2022	42,666,005	487,650	4,816,472	1,101,492	5,917,964	37,235,691
1/1/2023	46,388,450	487,650	4,937,636	1,169,070	6,106,706	40,769,393
1/1/2024	50,271,179	487,650	5,061,848	1,239,351	6,301,199	44,457,629
1/1/2025	54,319,902	487,650	5,189,185	1,312,428	6,501,614	48,305,938
1/1/2026	58,540,513	487,650	5,319,726	1,388,398	6,708,124	52,320,039
1/1/2027	62,939,098	487,650	5,453,550	1,467,359	6,920,909	56,505,838
1/1/2028	67,521,940	487,650	5,590,741	1,549,414	7,140,156	60,869,434
1/1/2029	72,295,526	487,650	5,731,383	1,634,670	7,366,053	65,417,123
1/1/2030	77,266,553	487,650	5,875,563	1,723,234	7,598,797	70,155,405
1/1/2031	82,441,933	487,650	6,023,371	1,815,219	7,838,590	75,090,993
1/1/2032	87,893,973	487,650	6,174,896	1,910,742	8,085,638	80,295,984
1/1/2033	93,634,956	487,650	6,330,233	2,009,922	8,340,155	85,782,450
1/1/2034	99,677,650	487,650	6,489,478	2,112,883	8,602,361	91,562,938
1/1/2035	106,035,324	487,650	6,652,729	2,219,753	8,872,482	97,650,492
1/1/2036	112,721,770	487,650	6,820,087	2,330,662	9,150,748	104,058,671
1/1/2037	117,063,977	487,650	6,991,655	2,403,406	9,395,060	108,156,566
1/1/2038	121,562,773	487,650	7,167,538	2,478,335	9,645,873	112,404,549
1/1/2039	126,223,526	487,650	7,347,847	2,555,513	9,903,360	116,807,815
1/1/2040	131,051,781	487,650	7,532,691	2,635,006	10,167,697	121,371,734
1/1/2041	136,053,266	487,650	7,722,185	2,716,881	10,439,066	126,101,850
1/1/2042	140,183,186	487,650	7,916,446	2,789,222	10,705,669	129,965,167
1/1/2043	144,436,132	487,650	8,115,595	2,863,484	10,979,079	133,944,703
1/1/2044	148,815,713	487,650	8,319,752	2,939,717	11,259,470	138,043,893
1/1/2045	153,325,644	487,650	8,529,046	3,017,974	11,547,020	142,266,274
1/1/2046	157,969,746	487,650	8,743,605	3,098,307	11,841,912	146,615,484
1/1/2047	162,298,566	487,650	8,963,561	3,177,380	12,140,941	150,645,275
1/1/2048	166,745,400	487,650	9,189,051	3,258,470	12,447,521	154,785,529
1/1/2049	171,313,451	487,650	9,420,213	3,341,629	12,761,842	159,039,258
1/1/2050	176,006,009	10,240,640	9,657,190	3,426,910	13,084,101	173,162,547
1/1/2051	180,433,660		9,900,129	3,513,119	13,413,248	167,020,412
1/1/2052	184,972,694		10,149,179	3,601,496	13,750,675	171,222,019
1/1/2053	189,625,913		10,404,494	3,692,096	14,096,590	175,529,323
1/1/2054	194,396,190		10,666,232	3,784,975	14,451,207	179,944,983
Total	3,553,044,089	26,820,723	242,546,885	75,165,127	317,712,012	3,262,152,800

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Concession Case
60%/40% Debt to Equity Ratio
Current Market Rates - 100 bps (12/18/08) - PABs & Taxable Bonds

Bond Debt Service Coverage and Proforma

Year Ending	Cash Flow Avail for DS	Net Senior Debt Service	Senior Coverage	Aggregate Debt Service	Aggregate Coverage	Excess Revenues	Present Value of Excess Revs 14.00%
5/1/2010		-		-	-		
1/1/2011	-	-	-	-	-	-	-
1/1/2012	-	-	-	-	-	-	-
1/1/2013	-	-	-	-	-	-	-
1/1/2014	-	-	-	-	-	-	-
1/1/2015	14,138,185	-	-	-	-	14,138,185	7,670,747
1/1/2016	18,989,974	4,626,059	4.10	4,626,059	4.10	14,363,915	6,836,156
1/1/2017	21,703,322	5,280,614	4.11	5,280,614	4.11	16,422,709	6,856,131
1/1/2018	24,541,477	5,963,907	4.11	5,963,907	4.11	18,577,570	6,803,281
1/1/2019	27,509,001	6,676,942	4.12	6,676,942	4.12	20,832,059	6,692,014
1/1/2020	30,610,605	7,420,753	4.12	7,420,753	4.12	23,189,853	6,534,581
1/1/2021	33,851,160	8,196,407	4.13	11,102,752	3.05	22,748,408	5,622,972
1/1/2022	37,235,691	9,005,004	4.13	11,909,081	3.13	25,326,610	5,491,451
1/1/2023	40,769,393	9,847,680	4.14	12,749,496	3.20	28,019,897	5,329,319
1/1/2024	44,457,629	10,725,604	4.14	13,625,167	3.26	30,832,463	5,144,090
1/1/2025	48,305,938	11,639,985	4.15	14,537,300	3.32	33,768,638	4,942,072
1/1/2026	52,320,039	12,592,067	4.15	15,487,142	3.38	36,832,897	4,728,534
1/1/2027	56,505,838	13,583,134	4.16	16,475,976	3.43	40,029,862	4,507,855
1/1/2028	60,869,434	14,614,510	4.16	17,505,126	3.48	43,364,308	4,283,644
1/1/2029	65,417,123	15,687,559	4.17	18,575,958	3.52	46,841,165	4,058,857
1/1/2030	70,155,405	16,803,690	4.17	19,689,878	3.56	50,465,527	3,835,889
1/1/2031	75,090,993	17,964,352	4.18	20,848,338	3.60	54,242,655	3,616,657
1/1/2032	80,295,984	19,186,615	4.18	22,068,407	3.64	58,227,577	3,405,574
1/1/2033	85,782,450	20,473,138	4.19	23,352,745	3.67	62,429,705	3,202,934
1/1/2034	91,562,938	21,826,684	4.19	24,704,113	3.71	66,858,825	3,008,920
1/1/2035	97,650,492	23,250,117	4.20	26,125,378	3.74	71,525,114	2,823,616
1/1/2036	104,058,671	24,746,414	4.20	27,619,516	3.77	76,439,155	2,647,025
1/1/2037	108,156,566	25,690,396	4.21	28,561,348	3.79	79,595,218	2,417,822
1/1/2038	112,404,549	26,667,746	4.21	29,536,558	3.81	82,867,991	2,208,103
1/1/2039	116,807,815	27,679,577	4.22	30,546,259	3.82	86,261,557	2,016,252
1/1/2040	121,371,734	28,727,038	4.22	31,591,598	3.84	89,780,135	1,840,785
1/1/2041	126,101,850	29,811,312	4.23	32,673,762	3.86	93,428,087	1,680,333
1/1/2042	129,965,167	30,688,351	4.23	33,548,702	3.87	96,416,465	1,521,123
1/1/2043	133,944,703	31,590,732	4.24	34,448,993	3.89	99,495,710	1,376,932
1/1/2044	138,043,893	32,519,174	4.24	35,375,357	3.90	102,668,536	1,246,352
1/1/2045	142,266,274	33,474,417	4.25	36,328,534	3.92	105,937,740	1,128,104
1/1/2046	146,615,484	34,457,223	4.25	37,309,284	3.93	109,306,199	1,021,030
1/1/2047	150,645,275	35,362,741	4.26	65,760,450	2.29	84,884,825	695,535
1/1/2048	154,785,529	36,292,035	4.26	77,392,764	2.00	77,392,764	556,268
1/1/2049	159,039,258	37,245,728	4.27	79,519,629	2.00	79,519,629	501,364
1/1/2050	173,162,547	-	-	0	-	173,162,547	957,697
1/1/2051	167,020,412					167,020,412	810,287
1/1/2052	171,222,019					171,222,019	728,659
1/1/2053	175,529,323					175,529,323	655,254
1/1/2054	179,944,983					179,944,983	589,243
Total	3,788,849,126	690,317,705		878,937,887		2,909,911,238	129,993,462

	Net Senior DS	Senior Coverage	Aggregate DS	Aggregate Coverage
Minimum	4,626,059	4.10	4,626,059	2.00
Maximum	37,245,728	4.27	79,519,629	4.12
Average	20,303,462	4.19	25,851,114	3.56

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Concession Case
60%/40% Debt to Equity Ratio
Current Market Rates - 100 bps (12/18/08) - PABs & Taxable Bonds

Net Debt Service

Year Ending	Current Interest Bond Debt Service	Non Callable CAB Debt Service	Total Senior Debt Service	Subordinate TIFIA Debt Service	Aggregate Debt Service	Capitalized Interest	DSRF Earnings	Net Debt Service
5/1/2010								
1/1/2011	3,084,040	-	3,084,040	-	3,084,040	3,084,040	-	-
1/1/2012	4,626,059	-	4,626,059	-	4,626,059	4,626,059	-	-
1/1/2013	4,626,059	-	4,626,059	-	4,626,059	4,626,059	-	-
1/1/2014	4,626,059	-	4,626,059	-	4,626,059	4,626,059	-	-
1/1/2015	4,626,059	-	4,626,059	-	4,626,059	4,626,059	-	-
1/1/2016	4,626,059	-	4,626,059	0	4,626,059	-	-	4,626,059
1/1/2017	4,626,059	654,554	5,280,614	0	5,280,614	-	-	5,280,614
1/1/2018	4,626,059	1,337,848	5,963,907	0	5,963,907	-	-	5,963,907
1/1/2019	6,676,942	-	6,676,942	-	6,676,942	-	-	6,676,942
1/1/2020	7,420,753	-	7,420,753	(0)	7,420,753	-	-	7,420,753
1/1/2021	4,301,542	3,894,864	8,196,407	2,906,345	11,102,752	-	-	11,102,752
1/1/2022	4,301,542	4,703,462	9,005,004	2,904,077	11,909,081	-	-	11,909,081
1/1/2023	4,301,542	5,546,137	9,847,680	2,901,817	12,749,496	-	-	12,749,496
1/1/2024	4,301,542	6,424,062	10,725,604	2,899,562	13,625,167	-	-	13,625,167
1/1/2025	4,301,542	7,338,443	11,639,985	2,897,315	14,537,300	-	-	14,537,300
1/1/2026	4,301,542	8,290,525	12,592,067	2,895,075	15,487,142	-	-	15,487,142
1/1/2027	4,301,542	9,281,592	13,583,134	2,892,842	16,475,976	-	-	16,475,976
1/1/2028	4,301,542	10,312,968	14,614,510	2,890,616	17,505,126	-	-	17,505,126
1/1/2029	4,301,542	11,386,017	15,687,559	2,888,398	18,575,958	-	-	18,575,958
1/1/2030	4,301,542	12,502,147	16,803,690	2,886,188	19,689,878	-	-	19,689,878
1/1/2031	4,301,542	13,662,810	17,964,352	2,883,986	20,848,338	-	-	20,848,338
1/1/2032	4,301,542	14,885,073	19,186,615	2,881,792	22,068,407	-	-	22,068,407
1/1/2033	4,301,542	16,171,596	20,473,138	2,879,606	23,352,745	-	-	23,352,745
1/1/2034	4,301,542	17,525,141	21,826,684	2,877,429	24,704,113	-	-	24,704,113
1/1/2035	4,301,542	18,948,575	23,250,117	2,875,261	26,125,378	-	-	26,125,378
1/1/2036	4,301,542	20,444,872	24,746,414	2,873,102	27,619,516	-	-	27,619,516
1/1/2037	4,301,542	21,388,853	25,690,396	2,870,952	28,561,348	-	-	28,561,348
1/1/2038	4,301,542	22,366,204	26,667,746	2,868,812	29,536,558	-	-	29,536,558
1/1/2039	4,301,542	23,378,035	27,679,577	2,866,681	30,546,259	-	-	30,546,259
1/1/2040	4,301,542	24,425,495	28,727,038	2,864,561	31,591,598	-	-	31,591,598
1/1/2041	4,301,542	25,509,770	29,811,312	2,862,450	32,673,762	-	-	32,673,762
1/1/2042	4,301,542	26,386,809	30,688,351	2,860,351	33,548,702	-	-	33,548,702
1/1/2043	4,301,542	27,289,189	31,590,732	2,858,261	34,448,993	-	-	34,448,993
1/1/2044	4,301,542	28,217,631	32,519,174	2,856,183	35,375,357	-	-	35,375,357
1/1/2045	4,301,542	29,172,875	33,474,417	2,854,117	36,328,534	-	-	36,328,534
1/1/2046	4,301,542	30,155,681	34,457,223	2,852,061	37,309,284	-	-	37,309,284
1/1/2047	4,301,542	31,061,198	35,362,741	30,397,709	65,760,450	-	-	65,760,450
1/1/2048	23,202,919	13,089,116	36,292,035	41,100,730	77,392,764	-	-	77,392,764
1/1/2049	37,245,728	-	37,245,728	42,273,901	79,519,629	-	-	79,519,629
1/1/2050	-	-	-	0	0	-		0
Total	226,154,442	485,751,540	711,905,982	188,620,183	900,526,165	21,588,277	-	878,937,887

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Concession Case
60%/40% Debt to Equity Ratio
Current Market Rates - 100 bps (12/18/08) - PABs & Taxable Bonds

Current Interest Bonds (CIBs)

Date	Principal	Rate	Yield	Price	Interest	Total Debt Service
5/1/10						
1/1/11	-	3.650%	3.650%	100.000	3,084,040	3,084,040
1/1/12	-	4.760%	4.760%	100.000	4,626,059	4,626,059
1/1/13	-	4.960%	4.960%	100.000	4,626,059	4,626,059
1/1/14	-	5.240%	5.240%	100.000	4,626,059	4,626,059
1/1/15	-	5.480%	5.480%	100.000	4,626,059	4,626,059
1/1/16	-	5.670%	5.670%	100.000	4,626,059	4,626,059
1/1/17	-	5.860%	5.860%	100.000	4,626,059	4,626,059
1/1/18	-	6.110%	6.110%	100.000	4,626,059	4,626,059
1/1/19	2,050,882	6.380%	6.380%	100.000	4,626,059	6,676,942
1/1/20	2,925,540	6.620%	6.620%	100.000	4,495,213	7,420,753
1/1/21	-	6.880%	6.880%	100.000	4,301,542	4,301,542
1/1/22	-	7.100%	7.100%	100.000	4,301,542	4,301,542
1/1/23	-	7.240%	7.240%	100.000	4,301,542	4,301,542
1/1/24	-	7.360%	7.360%	100.000	4,301,542	4,301,542
1/1/25	-	7.440%	7.440%	100.000	4,301,542	4,301,542
1/1/26	-	7.520%	7.520%	100.000	4,301,542	4,301,542
1/1/27	-	7.600%	7.600%	100.000	4,301,542	4,301,542
1/1/28	-	7.680%	7.680%	100.000	4,301,542	4,301,542
1/1/29	-	7.760%	7.760%	100.000	4,301,542	4,301,542
1/1/30	-	7.830%	7.830%	100.000	4,301,542	4,301,542
1/1/31	-	7.890%	7.890%	100.000	4,301,542	4,301,542
1/1/32	-	7.930%	7.930%	100.000	4,301,542	4,301,542
1/1/33	-	7.960%	7.960%	100.000	4,301,542	4,301,542
1/1/34	-	7.990%	7.990%	100.000	4,301,542	4,301,542
1/1/35	-	8.010%	8.010%	100.000	4,301,542	4,301,542
1/1/36	-	8.020%	8.020%	100.000	4,301,542	4,301,542
1/1/37	-	8.030%	8.030%	100.000	4,301,542	4,301,542
1/1/38	-	8.040%	8.040%	100.000	4,301,542	4,301,542
1/1/39	-	8.050%	8.050%	100.000	4,301,542	4,301,542
1/1/40	-	8.060%	8.060%	100.000	4,301,542	4,301,542
1/1/41	-	8.060%	8.060%	100.000	4,301,542	4,301,542
1/1/42	-	8.060%	8.060%	100.000	4,301,542	4,301,542
1/1/43	-	8.060%	8.060%	100.000	4,301,542	4,301,542
1/1/44	-	8.060%	8.060%	100.000	4,301,542	4,301,542
1/1/45	-	8.060%	8.060%	100.000	4,301,542	4,301,542
1/1/46	-	8.060%	8.060%	100.000	4,301,542	4,301,542
1/1/47	-	8.060%	8.060%	100.000	4,301,542	4,301,542
1/1/48	18,901,376	8.060%	8.060%	100.000	4,301,542	23,202,919
1/1/49	34,467,636	8.060%	8.060%	100.000	2,778,091	37,245,728
1/1/50	-	8.060%	8.060%	100.000	-	-
Total	58,345,435		7.929%	100.000	167,809,007	226,154,442

Total Par	58,345,435	Weighted Average Life	35.83
Premium	-	Insurance Premium	4,523,089
		Capitalized Interest	16,962,218
Production	58,345,435		

Georgia Transportation Partners
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60%/40% Debt to Equity Ratio
Current Market Rates - 100 bps (12/18/08) - PABs & Taxable Bonds

Non-Callable Capital Appreciation Bonds (CABs)

Date	Proceeds	Yield	Price	Accreted Interest	Total Debt Service
5/1/10					
1/1/11	-	6.150%	96.042	-	-
1/1/12	-	7.260%	88.793	-	-
1/1/13	-	7.460%	82.257	-	-
1/1/14	-	7.740%	75.695	-	-
1/1/15	-	7.980%	69.408	-	-
1/1/16	-	8.170%	63.523	-	-
1/1/17	379,157	8.360%	57.926	275,397	654,554
1/1/18	701,005	8.610%	52.398	636,842	1,337,848
1/1/19	-	8.880%	47.094	-	-
1/1/20	-	9.120%	42.227	-	-
1/1/21	1,465,014	9.380%	37.614	2,429,850	3,894,864
1/1/22	1,575,142	9.600%	33.489	3,128,319	4,703,462
1/1/23	1,662,732	9.740%	29.980	3,883,405	5,546,137
1/1/24	1,724,025	9.860%	26.837	4,700,036	6,424,062
1/1/25	1,768,785	9.940%	24.103	5,569,658	7,338,443
1/1/26	1,791,997	10.020%	21.615	6,498,528	8,290,525
1/1/27	1,796,452	10.100%	19.355	7,485,140	9,281,592
1/1/28	1,784,556	10.180%	17.304	8,528,412	10,312,968
1/1/29	1,758,798	10.260%	15.447	9,627,219	11,386,017
1/1/30	1,724,671	10.330%	13.795	10,777,476	12,502,147
1/1/31	1,684,215	10.390%	12.327	11,978,595	13,662,810
1/1/32	1,644,503	10.430%	11.048	13,240,570	14,885,073
1/1/33	1,603,575	10.460%	9.916	14,568,020	16,171,596
1/1/34	1,558,686	10.490%	8.894	15,966,455	17,525,141
1/1/35	1,514,370	10.510%	7.992	17,434,205	18,948,575
1/1/36	1,471,213	10.520%	7.196	18,973,659	20,444,872
1/1/37	1,385,784	10.530%	6.479	20,003,070	21,388,853
1/1/38	1,304,173	10.540%	5.831	21,062,030	22,366,204
1/1/39	1,226,879	10.550%	5.248	22,151,155	23,378,035
1/1/40	1,153,372	10.560%	4.722	23,272,123	24,425,495
1/1/41	1,086,716	10.560%	4.260	24,423,053	25,509,770
1/1/42	1,014,045	10.560%	3.843	25,372,764	26,386,809
1/1/43	946,116	10.560%	3.467	26,343,073	27,289,189
1/1/44	882,648	10.560%	3.128	27,334,984	28,217,631
1/1/45	823,259	10.560%	2.822	28,349,616	29,172,875
1/1/46	767,764	10.560%	2.546	29,387,917	30,155,681
1/1/47	713,476	10.560%	2.297	30,347,722	31,061,198
1/1/48	271,337	10.560%	2.073	12,817,779	13,089,116
1/1/49	-	10.560%	1.870	-	-
1/1/50	-	10.560%	1.687	-	-
Total	39,184,466			446,567,074	485,751,540

Total Par	39,184,466	Average Life	27.673
Premium	-	Insurance Prem	9,715,031
		CAPI	-
Production	39,184,466		

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Concession Case
60%/40% Debt to Equity Ratio
Current Market Rates - 100 bps (12/18/08) - PABs & Taxable Bonds

BANs for TIFIA

Date	Notional Value	Principal/ Maturity Value	Initial Proceeds	Coupon	Yield	Price	Interest	Less Interest Draws	BAN Converted To TIFIA
5/1/10	97,529,901								
1/1/11	97,529,901		-	1.75%	1.75%	100.000	2,327,714	2,327,714	-
1/1/12	97,529,901		-	2.86%	2.86%	100.000	3,491,570	3,491,570	-
1/1/13	97,529,901		-	3.06%	3.06%	100.000	3,491,570	3,491,570	-
1/1/14	97,529,901		-	3.34%	3.34%	100.000	3,491,570	3,491,570	-
1/1/15	97,529,901	97,529,901	97,529,901	3.58%	3.58%	100.000	3,491,570	3,491,570	97,529,901
Total	585,179,403	97,529,901	97,529,901				16,293,995	16,293,995	97,529,901

Total Par	97,529,901
Premium	-
Production	97,529,901

TIFIA Calculation Area		
Estimated Cost of Construction	1,045,000,000	
Bond Insurance Payment	14,238,120	
Debt Service Reserve Fund	9,752,990	
Net Capitalized Interest Deposit / Capitalized BAN Interest	32,290,555	
Cost of Issuance Expenses	975,299	
Underwriter's Discount	1,950,598	
Total	1,104,207,561	
	Lesser of	
Max Allowable TIFIA (1/3 Total Project Cost)	368,069,187	33.333%
	or	
Max Allowable TIFIA (less than Total Senior Lien Par)	97,529,901	
Actual TIFIA Par	97,529,901	8.833%

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Concession Case
60%/40% Debt to Equity Ratio
Current Market Rates - 100 bps (12/18/08) - PABs & Taxable Bonds

TIFIA Loan

Date	Notional Value	Principal/ Maturity Value	Yield	Interest	Accreted Interest	Interest Paid	TIFIA Payments	2.50% Ongoing TIFIA Servicing Costs	Total TIFIA Payments	Ending Balance
5/1/10	-	-	-							-
1/1/11	-	-	2.530%	-		-	-	-	-	-
1/1/12	-	-	2.530%	-		-	-	-	-	-
1/1/13	-	-	2.530%	-		-	-	-	-	-
1/1/14	-	-	2.530%	-		-	-	-	-	-
1/1/15	-	-	2.530%	-		-	-	-	-	-
1/1/16	97,529,901	-	2.530%	2,467,506	2,467,506	0	0	-	0	99,997,407
1/1/17	99,997,407	-	2.530%	2,529,934	2,529,934	0	0	-	0	102,527,341
1/1/18	102,527,341	-	2.530%	2,593,942	2,593,942	0	0	-	0	105,121,283
1/1/19	105,121,283	-	2.530%	2,659,568	2,659,568	-	-	-	-	107,780,852
1/1/20	107,780,852	-	2.530%	2,726,856	2,726,856	(0)	(0)	-	(0)	110,507,707
1/1/21	110,507,707	100,000	2.530%	2,795,845		2,795,845	2,895,845	10,500	2,906,345	110,407,707
1/1/22	110,407,707	100,000	2.530%	2,793,315		2,793,315	2,893,315	10,763	2,904,077	110,307,707
1/1/23	110,307,707	100,000	2.530%	2,790,785		2,790,785	2,890,785	11,032	2,901,817	110,207,707
1/1/24	110,207,707	100,000	2.530%	2,788,255		2,788,255	2,888,255	11,307	2,899,562	110,107,707
1/1/25	110,107,707	100,000	2.530%	2,785,725		2,785,725	2,885,725	11,590	2,897,315	110,007,707
1/1/26	110,007,707	100,000	2.530%	2,783,195		2,783,195	2,883,195	11,880	2,895,075	109,907,707
1/1/27	109,907,707	100,000	2.530%	2,780,665		2,780,665	2,880,665	12,177	2,892,842	109,807,707
1/1/28	109,807,707	100,000	2.530%	2,778,135		2,778,135	2,878,135	12,481	2,890,616	109,707,707
1/1/29	109,707,707	100,000	2.530%	2,775,605		2,775,605	2,875,605	12,793	2,888,398	109,607,707
1/1/30	109,607,707	100,000	2.530%	2,773,075		2,773,075	2,873,075	13,113	2,886,188	109,507,707
1/1/31	109,507,707	100,000	2.530%	2,770,545		2,770,545	2,870,545	13,441	2,883,986	109,407,707
1/1/32	109,407,707	100,000	2.530%	2,768,015		2,768,015	2,868,015	13,777	2,881,792	109,307,707
1/1/33	109,307,707	100,000	2.530%	2,765,485		2,765,485	2,865,485	14,121	2,879,606	109,207,707
1/1/34	109,207,707	100,000	2.530%	2,762,955		2,762,955	2,862,955	14,474	2,877,429	109,107,707
1/1/35	109,107,707	100,000	2.530%	2,760,425		2,760,425	2,860,425	14,836	2,875,261	109,007,707
1/1/36	109,007,707	100,000	2.530%	2,757,895		2,757,895	2,857,895	15,207	2,873,102	108,907,707
1/1/37	108,907,707	100,000	2.530%	2,755,365		2,755,365	2,855,365	15,587	2,870,952	108,807,707
1/1/38	108,807,707	100,000	2.530%	2,752,835		2,752,835	2,852,835	15,977	2,868,812	108,707,707
1/1/39	108,707,707	100,000	2.530%	2,750,305		2,750,305	2,850,305	16,376	2,866,681	108,607,707
1/1/40	108,607,707	100,000	2.530%	2,747,775		2,747,775	2,847,775	16,786	2,864,561	108,507,707
1/1/41	108,507,707	100,000	2.530%	2,745,245		2,745,245	2,845,245	17,205	2,862,450	108,407,707
1/1/42	108,407,707	100,000	2.530%	2,742,715		2,742,715	2,842,715	17,636	2,860,351	108,307,707
1/1/43	108,307,707	100,000	2.530%	2,740,185		2,740,185	2,840,185	18,076	2,858,261	108,207,707
1/1/44	108,207,707	100,000	2.530%	2,737,655		2,737,655	2,837,655	18,528	2,856,183	108,107,707
1/1/45	108,107,707	100,000	2.530%	2,735,125		2,735,125	2,835,125	18,992	2,854,117	108,007,707
1/1/46	108,007,707	100,000	2.530%	2,732,595		2,732,595	2,832,595	19,466	2,852,061	107,907,707
1/1/47	107,907,707	27,647,691	2.530%	2,730,065		2,730,065	30,377,756	19,953	30,397,709	80,260,016
1/1/48	80,260,016	39,049,699	2.530%	2,030,578		2,030,578	41,080,278	20,452	41,100,730	41,210,317
1/1/49	41,210,317	41,210,317	2.530%	1,042,621		1,042,621	42,252,938	20,963	42,273,901	0
1/1/50	0	-	2.530%	0		0	0	-	0	0
Total		110,507,707		90,650,791	12,977,807	77,672,984	188,180,691	439,491	188,620,183	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Concession Case
60%/40% Debt to Equity Ratio
Current Market Rates - 100 bps (12/18/08) - PABs & Taxable Bonds

Construction Fund

Date	Beginning Balance	Deposits from Bond Proceeds	Interest Earnings 2.450%	Construction Draws from Debt	Draw Percentage	Ending Balance
5/1/2010	-	999,679,626	-	17,974,000		981,705,626
6/1/2010	981,705,626		1,994,161	22,877,000		960,822,787
7/1/2010	960,822,787		1,951,741	13,837,000		948,937,529
8/1/2010	948,937,529		1,927,599	14,225,000		936,640,127
9/1/2010	936,640,127		1,902,619	13,544,000		924,998,746
10/1/2010	924,998,746		1,878,971	21,146,000		905,731,717
11/1/2010	905,731,717		1,839,834	20,625,000		886,946,551
12/1/2010	886,946,551		1,801,675	12,783,000		875,965,226
1/1/2011	875,965,226		1,779,368	19,908,000		857,836,594
2/1/2011	857,836,594		1,742,543	20,637,000		838,942,137
3/1/2011	838,942,137		1,704,162	31,419,000		809,227,300
4/1/2011	809,227,300		1,643,802	29,485,000		781,386,102
5/1/2011	781,386,102		1,587,248	31,896,000		751,077,349
6/1/2011	751,077,349		1,525,681	33,649,000		718,954,030
7/1/2011	718,954,030		1,460,428	25,771,000		694,643,458
8/1/2011	694,643,458		1,411,045	27,503,000		668,551,503
9/1/2011	668,551,503		1,358,044	24,179,000		645,730,547
10/1/2011	645,730,547		1,311,687	24,471,000		622,571,234
11/1/2011	622,571,234		1,264,643	25,237,000		598,598,878
12/1/2011	598,598,878		1,215,948	24,187,000		575,627,825
1/1/2012	575,627,825		1,169,286	25,380,000		551,417,111
2/1/2012	551,417,111		1,120,106	24,699,000		527,838,218
3/1/2012	527,838,218		1,072,210	27,746,000		501,164,428
4/1/2012	501,164,428		1,018,027	27,198,000		474,984,454
5/1/2012	474,984,454		964,847	28,599,000		447,350,301
6/1/2012	447,350,301		908,713	27,861,000		420,398,014
7/1/2012	420,398,014		853,964	27,716,000		393,535,978
8/1/2012	393,535,978		799,399	28,277,000		366,058,377
9/1/2012	366,058,377		743,583	23,175,000		343,626,960
10/1/2012	343,626,960		698,017	27,098,000		317,226,977
11/1/2012	317,226,977		644,390	22,716,000		295,155,368
12/1/2012	295,155,368		599,556	22,868,000		272,886,924
1/1/2013	272,886,924		554,321	29,183,000		244,258,245
2/1/2013	244,258,245		496,167	30,187,000		214,567,412
3/1/2013	214,567,412		435,856	34,062,000		180,941,268
4/1/2013	180,941,268		367,550	19,220,000		162,088,818
5/1/2013	162,088,818		329,255	19,154,000		143,264,073
6/1/2013	143,264,073		291,016	14,702,000		128,853,089
7/1/2013	128,853,089		261,742	13,467,000		115,647,831
8/1/2013	115,647,831		234,918	20,873,000		95,009,749
9/1/2013	95,009,749		192,995	23,159,000		72,043,744
10/1/2013	72,043,744		146,344	31,265,000		40,925,089
11/1/2013	40,925,089		83,132	24,379,000	-	16,629,221
12/1/2013	16,629,221		33,779	16,663,000		0
-	0		0	-		0
1/31/1900	0		0	-		0
2/28/1900	0		0	-		0
3/28/1900	0		0	-		0
4/28/1900	0		0	-		0
5/28/1900	0		0	-		0
6/28/1900	0		0	-		0
7/28/1900	0		0	-		0
8/28/1900	0		0	-		0
Total		999,679,626	45,320,374	1,045,000,000	53 draws	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Concession Case
60%/40% Debt to Equity Ratio
Current Market Rates - 100 bps (12/18/08) - PABs & Taxable Bonds

Capitalized Interest Fund

Date	Beginning Balance	Deposits	Interest Earnings 2.45%	Inflow from DSRF	Capitalized Interest	Ending Balance
5/1/10		18,052,633				18,052,633
1/1/11	18,052,633		293,669	325,100	3,084,040	15,587,361
1/1/12	15,587,361		381,890	487,650	4,626,059	11,830,842
1/1/13	11,830,842		289,856	487,650	4,626,059	7,982,287
1/1/14	7,982,287		195,566	487,650	4,626,059	4,039,444
1/1/15	4,039,444		98,966	487,650	4,626,059	-
1/1/16	-		-	-	-	-
1/1/17	-		-	-	-	-
1/1/18	-		-	-	-	-
1/1/19	-		-	-	-	-
1/1/20	-		-	-	-	-
1/1/21	-		-	-		-
1/1/22	-		-			-
1/1/23	-		-			-
1/1/24	-		-			-
1/1/25	-		-			-
1/1/26	-		-			-
1/1/27	-		-			-
1/1/28	-		-			-
1/1/29	-		-			-
1/1/30	-		-			-
1/1/31	-		-			-
1/1/32	-		-			-
1/1/33	-		-			-
1/1/34	-		-			-
1/1/35	-		-			-
1/1/36	-		-			-
1/1/37	-		-			-
1/1/38	-		-			-
1/1/39	-		-			-
1/1/40	-		-			-
1/1/41	-		-			-
1/1/42	-		-			-
1/1/43	-		-			-
1/1/44	-		-			-
1/1/45	-		-			-
1/1/46	-		-			-
1/1/47	-		-			-
1/1/48	-		-			-
1/1/49	-		-			-
1/1/50	-		-			-
Total		18,052,633	1,259,947	2,275,698	21,588,277	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Concession Case
60%/40% Debt to Equity Ratio
Current Market Rates - 100 bps (12/18/08) - PABs & Taxable Bonds

Debt Service Reserve Fund (DSRF)

Date	Beginning Balance	Deposits	Interest Earnings 5.00%	DSRF Draws to CAPI	DSRF Draws to Debt Service during CAPI Period	DSRF Draws to Debt Service	Ending Balance
5/1/10		9,752,990					9,752,990
1/1/11	9,752,990		325,100	(325,100)	-	-	9,752,990
1/1/12	9,752,990		487,650	(487,650)	-	-	9,752,990
1/1/13	9,752,990		487,650	(487,650)	-	-	9,752,990
1/1/14	9,752,990		487,650	(487,650)	-	-	9,752,990
1/1/15	9,752,990		487,650	(487,650)	-	-	9,752,990
1/1/16	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/17	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/18	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/19	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/20	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/21	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/22	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/23	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/24	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/25	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/26	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/27	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/28	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/29	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/30	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/31	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/32	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/33	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/34	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/35	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/36	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/37	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/38	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/39	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/40	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/41	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/42	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/43	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/44	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/45	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/46	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/47	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/48	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/49	9,752,990		487,650	-	-	(487,650)	9,752,990
1/1/50	9,752,990		487,650	-	-	(10,240,640)	-
-	-		-	-		-	-
Total		9,752,990	19,343,430	(2,275,698)	-	(26,820,723)	

DSRF Calculation Area	
10% of par	9,752,990
Maximum Annual Debt Service	37,245,728
125% of Average Annual Debt Service	25,379,327
DSRF Deposit	9,752,990

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Concession Case
60%/40% Debt to Equity Ratio
Current Market Rates - 100 bps (12/18/08) - PABs & Taxable Bonds

Summary of Bond Yields - Senior Lien Only

Description	Amount	Date	Time Factor from Delivery (30/360)	Total Debt Service	Arb Yield DS	Arbitrage Yield 10.394572%	True Interest Cost (TIC) 10.554953%	All-In Bond Yield 10.637279%
						(83,291,781)	(81,341,183)	(80,365,884)
ARBITRAGE YIELD		5/1/10	-					
		1/1/11	0.67	3,084,040	3,084,040	2,882,575	2,879,647	2,878,147
Par Amount of Bonds	97,529,901	1/1/12	1.67	4,626,059	4,626,059	3,907,174	3,897,262	3,892,187
Plus: Premium / Less: Original Issue Discount	-	1/1/13	2.67	4,626,059	4,626,059	3,530,642	3,516,323	3,508,999
Plus: Accrued Interest	-	1/1/14	3.67	4,626,059	4,626,059	3,190,396	3,172,618	3,163,536
Less: Bond Insurance Premium	(14,238,120)	1/1/15	4.67	4,626,059	4,626,059	2,882,940	2,862,509	2,852,084
		1/1/16	5.67	4,626,059	4,626,059	2,605,112	2,582,712	2,571,294
		1/1/17	6.67	5,280,614	5,280,614	2,687,142	2,659,979	2,646,150
		1/1/18	7.67	5,963,907	5,963,907	2,742,382	2,710,527	2,694,328
		1/1/19	8.67	6,676,942	6,676,942	2,774,378	2,737,975	2,719,486
Present Value Target	83,291,781	1/1/20	9.67	7,420,753	7,420,753	2,786,294	2,745,547	2,724,875
Arbitrage Yield	10.394572%	1/1/21	10.67	8,196,407	8,196,407	2,780,951	2,736,110	2,713,387
		1/1/22	11.67	9,005,004	9,005,004	2,760,862	2,712,208	2,687,581
		1/1/23	12.67	9,847,680	9,847,680	2,728,259	2,676,099	2,649,727
TRUE INTEREST COST (TIC)		1/1/24	13.67	10,725,604	10,725,604	2,685,125	2,629,778	2,601,828
		1/1/25	14.67	11,639,985	11,639,985	2,633,213	2,575,009	2,545,650
Par Amount of Bonds	97,529,901	1/1/26	15.67	12,592,067	12,592,067	2,574,077	2,513,347	2,482,749
Plus: Premium / Less: Original Issue Discount	-	1/1/27	16.67	13,583,134	13,583,134	2,509,086	2,446,158	2,414,489
Plus: Accrued Interest	-	1/1/28	17.67	14,614,510	14,614,510	2,439,443	2,374,640	2,342,066
Less: Bond Insurance Premium	(14,238,120)	1/1/29	18.67	15,687,559	15,687,559	2,366,207	2,299,842	2,266,521
Less: Underwriter's Discount	(1,950,598)	1/1/30	19.67	16,803,690	16,803,690	2,290,303	2,222,677	2,188,762
		1/1/31	20.67	17,964,352	17,964,352	2,212,538	2,143,938	2,109,575
		1/1/32	21.67	19,186,615	19,186,615	2,135,347	2,065,990	2,031,287
		1/1/33	22.67	20,473,138	20,473,138	2,058,948	1,989,039	1,954,100
Present Value Target	81,341,183	1/1/34	23.67	21,826,684	21,826,684	1,983,534	1,913,268	1,878,191
True Interest Cost (TIC)	10.554953%	1/1/35	24.67	23,250,117	23,250,117	1,909,273	1,838,832	1,803,710
		1/1/36	25.67	24,746,414	24,746,414	1,836,310	1,765,869	1,730,785
		1/1/37	26.67	25,690,396	25,690,396	1,722,644	1,654,040	1,619,911
ALL-IN COST OF BORROWING (ALL-IN)		1/1/38	27.67	26,667,746	26,667,746	1,615,854	1,549,140	1,515,990
		1/1/39	28.67	27,679,577	27,679,577	1,515,535	1,450,751	1,418,597
Par Amount of Bonds	97,529,901	1/1/40	29.67	28,727,038	28,727,038	1,421,309	1,358,480	1,327,333
Plus: Premium / Less: Original Issue Discount	-	1/1/41	30.67	29,811,312	29,811,312	1,332,814	1,271,957	1,241,823
Plus: Accrued Interest	-	1/1/42	31.67	30,688,351	30,688,351	1,239,804	1,181,392	1,152,502
Less: Bond Insurance Premium	(14,238,120)	1/1/43	32.67	31,590,732	31,590,732	1,153,267	1,097,259	1,069,590
Less: Underwriter's Discount	(1,950,598)	1/1/44	33.67	32,519,174	32,519,174	1,072,756	1,019,103	992,628
Less: Costs of Issuance	(975,299)	1/1/45	34.67	33,474,417	33,474,417	997,850	946,500	921,191
Other Adjustments	-	1/1/46	35.67	34,457,223	34,457,223	928,161	879,057	854,882
		1/1/47	36.67	35,362,741	35,362,741	860,756	813,976	790,973
Present Value Target	80,365,884	1/1/48	37.67	36,292,035	36,292,035	798,245	753,713	731,841
All-In Cost Of Borrowing (All-In)	10.637279%	1/1/49	38.67	37,245,728	37,245,728	740,274	697,912	677,129
		1/1/50	39.67	-	-	-	-	-
		Total		711,905,982	711,905,982	0	0	0

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Preliminary Results – Subject to Change

Northwest Corridor
Case 5 -- Analysis of Equity Returns

		Units	Total (2010-2054)	5/1/2010	1/1/2012	1/1/2013	1/1/2014	1/1/2015	1/1/2016	1/1/2017	1/1/2018	1/1/2019
1.0 TAX DEPRECIATION												
Tax Depreciation by Asset Class												
Tax Exempt Debt Financed Toll Lane Depreciable Base	58,345	USD 000s										
Add: Taxable Debt Financed Toll Lane Depreciable Base	256,955	USD 000s										
Total Depreciable Base (assets financed by project debt and equity)	315,300	USD 000s										
Tax Exempt Debt Financed Toll Lane Depreciable Base	58,345	USD 000s										
Tax Exempt Financed Civil Structure Straight Line Depreciation Schedule			100.00%	-	-	-	-	5.00%	5.00%	5.00%	5.00%	5.00%
Tax Depreciation - Tax Exempt Debt Financed Toll Lanes		USD 000s	58,345	-	-	-	-	2,917	2,917	2,917	2,917	2,917
Taxable Debt Financed Toll Lane Depreciable Base	256,955	USD 000s										
Taxable Debt Financed Civil Structure MACRS Schedule			100.00%	-	-	-	-	5.00%	9.50%	8.55%	7.70%	6.93%
Tax Depreciation - Taxable Debt Financed Toll Lanes		USD 000s	256,955	-	-	-	-	12,848	24,411	21,970	19,786	17,807
Tax Depreciation Summary												
Tax Depreciation - Tax Exempt Debt Financed Toll Lanes		USD 000s	58,345	-	-	-	-	2,917	2,917	2,917	2,917	2,917
Add: Tax Depreciation - Taxable Debt Financed Toll Lanes		USD 000s	256,955	-	-	-	-	12,848	24,411	21,970	19,786	17,807
Total Tax Depreciation		USD 000s	315,300	-	-	-	-	15,765	27,328	24,887	22,703	20,724
2.0 INCOME TAXES												
CAB Imputed Interest Calculation												
Weighted Average Yield to Maturity of CAB	10.39%											
Beginning of Year CAB Principal Outstanding (Par Value)		USD 000s	-	39,184	39,184	39,184	39,184	39,184	39,184	39,184	38,805	38,104
CAB Imputed Interest (for Income Tax Purposes)		USD 000s	399,024	-	-	-	-	6,046	6,674	7,367	8,054	8,730
Interest Deduction Summary												
CIB Interest		USD 000s	150,847	-	-	-	-	4,626	4,626	4,626	4,626	4,626
Add: CAB Imputed Interest (for Income Tax Purposes)		USD 000s	399,024	-	-	-	-	6,046	6,674	7,367	8,054	8,730
Add: TIFIA Interest Accrued		USD 000s	94,142	-	-	-	-	3,492	2,468	2,530	2,594	2,660
Total Interest Deductions		USD 000s	644,013	-	-	-	-	14,163	13,767	14,523	15,274	16,016
Income Taxes												
Equity Case (High Case) Net Revenue after Toll Collection and O&M Costs		USD 000s	4,257,691	-	-	-	-	16,306	21,190	24,226	27,402	30,722
Add: DSRF Interest Earnings		USD 000s	17,068	-	-	-	-	-	488	488	488	488
Net Revenue (Incl. Interest Income)		USD 000s	4,274,759	-	-	-	-	16,306	21,678	24,714	27,889	31,209
Less: Total Tax Depreciation		USD 000s	315,300	-	-	-	-	15,765	27,328	24,887	22,703	20,724
Less: Total Interest Deductions		USD 000s	644,013	-	-	-	-	14,163	13,767	14,523	15,274	16,016
Taxable Income (Loss)		USD 000s	3,315,446	-	-	-	-	(13,622)	(19,418)	(14,696)	(10,088)	(5,531)
Income Tax Rate (incl. Federal and State Taxes)	38.90%											
Income Tax (Offset against Current Tax)		USD 000s	1,289,709	-	-	-	-	(5,299)	(7,553)	(5,717)	(3,924)	(2,152)
3.0 CASH FLOW WATERFALL AND AFTER-TAX RETURN												
Excess Revenues from Citi's Analysis (based on Base Case Net Revenue)		USD 000s	2,909,911	-	-	-	-	14,138	14,364	16,423	18,578	20,832
Add: Incremental Pre-tax Cash Flow based on High Case		USD 000s	495,663	-	-	-	-	2,168	2,688	3,011	3,348	3,700
Pre-Tax Cash Flow Available for Equity		USD 000s	3,405,574	-	-	-	-	16,306	17,052	19,433	21,925	24,532
Less: Equity Investment at Financial Close		USD 000s	128,694	128,694	-	-	-	-	-	-	-	-
Net Equity Cash Flow Before Tax		USD 000s	3,276,881	(128,694)	-	-	-	16,306	17,052	19,433	21,925	24,532
Less: Income Tax (Offset against Current Tax)		USD 000s	1,289,709	-	-	-	-	(5,299)	(7,553)	(5,717)	(3,924)	(2,152)
Net Equity Cash Flow After Tax		USD 000s	1,987,172	(128,694)	-	-	-	21,605	24,605	25,150	25,849	26,684
Pre-Tax Return on Equity	15.22%											
After-Tax Return on Equity	**14.42%**											

Georgia Transportation Partners
January 2009

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Northwest Corridor
Case 5 -- Analysis of Equity Returns

	1/1/2020	1/1/2021	1/1/2022	1/1/2023	1/1/2024	1/1/2025	1/1/2026	1/1/2027	1/1/2028	1/1/2029	1/1/2030	1/1/2031	1/1/2032
1.0 TAX DEPRECIATION													
Tax Depreciation by Asset Class													
Tax Exempt Debt Financed Toll Lane Depreciable Base													
Add: Taxable Debt Financed Toll Lane Depreciable Base													
Total Depreciable Base (assets financed by project debt and equity)													
Tax Exempt Debt Financed Toll Lane Depreciable Base													
Tax Exempt Financed Civil Structure Straight Line Depreciation Schedule	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Tax Depreciation - Tax Exempt Debt Financed Toll Lanes	2,917	2,917	2,917	2,917	2,917	2,917	2,917	2,917	2,917	2,917	2,917	2,917	2,917
Taxable Debt Financed Toll Lane Depreciable Base													
Taxable Debt Financed Civil Structure MACRS Schedule	6.23%	5.90%	5.90%	5.91%	5.90%	5.91%	5.90%	5.91%	5.90%	5.91%	2.95%	-	-
Tax Depreciation - Taxable Debt Financed Toll Lanes	16,008	15,160	15,160	15,186	15,160	15,186	15,160	15,186	15,160	15,186	7,580	-	-
Tax Depreciation Summary													
Tax Depreciation - Tax Exempt Debt Financed Toll Lanes	2,917	2,917	2,917	2,917	2,917	2,917	2,917	2,917	2,917	2,917	2,917	2,917	2,917
Add: Tax Depreciation - Taxable Debt Financed Toll Lanes	16,008	15,160	15,160	15,186	15,160	15,186	15,160	15,186	15,160	15,186	7,580	-	-
Total Tax Depreciation	18,926	18,078	18,078	18,103	18,078	18,103	18,078	18,103	18,078	18,103	10,497	2,917	2,917
2.0 INCOME TAXES													
CAB Imputed Interest Calculation													
Weighted Average Yield to Maturity of CAB													
Beginning of Year CAB Principal Outstanding (Par Value)	38,104	38,104	36,639	35,064	33,401	31,677	29,909	28,117	26,320	24,536	22,777	21,052	19,368
CAB Imputed Interest (for Income Tax Purposes)	9,637	10,639	11,292	11,930	12,545	13,134	13,689	14,205	14,679	15,106	15,480	15,795	16,041
Interest Deduction Summary													
CIB Interest	4,495	4,302	4,302	4,302	4,302	4,302	4,302	4,302	4,302	4,302	4,302	4,302	4,302
Add: CAB Imputed Interest (for Income Tax Purposes)	9,637	10,639	11,292	11,930	12,545	13,134	13,689	14,205	14,679	15,106	15,480	15,795	16,041
Add: TIFIA Interest Accrued	2,727	2,796	2,793	2,791	2,788	2,786	2,783	2,781	2,778	2,776	2,773	2,771	2,768
Total Interest Deductions	16,859	17,736	18,387	19,022	19,635	20,221	20,773	21,288	21,759	22,183	22,555	22,867	23,110
Income Taxes													
Equity Case (High Case) Net Revenue after Toll Collection and O&M Costs	34,191	37,816	41,601	45,553	49,678	53,981	58,469	63,149	68,027	73,111	78,407	83,924	89,738
Add: DSRF Interest Earnings	488	488	488	488	488	488	488	488	488	488	488	488	488
Net Revenue (Incl. Interest Income)	34,679	38,303	42,089	46,041	50,165	54,468	58,957	63,636	68,515	73,598	78,895	84,412	90,225
Less: Total Tax Depreciation	18,926	18,078	18,078	18,103	18,078	18,103	18,078	18,103	18,078	18,103	10,497	2,917	2,917
Less: Total Interest Deductions	16,859	17,736	18,387	19,022	19,635	20,221	20,773	21,288	21,759	22,183	22,555	22,867	23,110
Taxable Income (Loss)	(1,106)	2,490	5,624	8,915	12,453	16,144	20,106	24,245	28,678	33,312	45,843	58,628	64,198
Income Tax Rate (incl. Federal and State Taxes)													
Income Tax (Offset against Current Tax)	(430)	969	2,188	3,468	4,844	6,280	7,821	9,431	11,156	12,958	17,833	22,806	24,973
3.0 CASH FLOW WATERFALL AND AFTER-TAX RETURN													
Excess Revenues from Citi's Analysis (based on Base Case Net Revenue)	23,190	22,748	25,327	28,020	30,832	33,769	36,833	40,030	43,364	46,841	50,466	54,243	58,228
Add: Incremental Pre-tax Cash Flow based on High Case	4,068	4,452	4,853	5,271	5,708	6,162	6,637	7,131	7,645	8,181	8,740	9,321	9,930
Pre-Tax Cash Flow Available for Equity	27,258	27,201	30,180	33,291	36,540	39,931	43,469	47,160	51,010	55,023	59,205	63,563	68,157
Less: Equity Investment at Financial Close	-	-	-	-	-	-	-	-	-	-	-	-	-
Net Equity Cash Flow Before Tax	27,258	27,201	30,180	33,291	36,540	39,931	43,469	47,160	51,010	55,023	59,205	63,563	68,157
Less: Income Tax (Offset against Current Tax)	(430)	969	2,188	3,468	4,844	6,280	7,821	9,431	11,156	12,958	17,833	22,806	24,973
Net Equity Cash Flow After Tax	27,688	26,232	27,992	29,823	31,696	33,651	35,648	37,729	39,854	42,064	41,372	40,757	43,184
Pre-Tax Return on Equity													
After-Tax Return on Equity													

Northwest Corridor
Case 5 -- Analysis of Equity Returns

	1/1/2033	1/1/2034	1/1/2035	1/1/2036	1/1/2037	1/1/2038	1/1/2039	1/1/2040	1/1/2041	1/1/2042	1/1/2043	1/1/2044	1/1/2045
1.0 TAX DEPRECIATION													
Tax Depreciation by Asset Class													
Tax Exempt Debt Financed Toll Lane Depreciable Base													
Add: Taxable Debt Financed Toll Lane Depreciable Base													
Total Depreciable Base (assets financed by project debt and equity)													
Tax Exempt Debt Financed Toll Lane Depreciable Base													
Tax Exempt Financed Civil Structure Straight Line Depreciation Schedule	5.00%	5.00%	-	-	-	-	-	-	-	-	-	-	-
Tax Depreciation - Tax Exempt Debt Financed Toll Lanes	2,917	2,917	-	-	-	-	-	-	-	-	-	-	-
Taxable Debt Financed Toll Lane Depreciable Base													
Taxable Debt Financed Civil Structure MACRS Schedule	-	-	-	-	-	-	-	-	-	-	-	-	-
Tax Depreciation - Taxable Debt Financed Toll Lanes	-	-	-	-	-	-	-	-	-	-	-	-	-
Tax Depreciation Summary													
Tax Depreciation - Tax Exempt Debt Financed Toll Lanes	2,917	2,917	-	-	-	-	-	-	-	-	-	-	-
Add: Tax Depreciation - Taxable Debt Financed Toll Lanes	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Tax Depreciation	2,917	2,917	-	-	-	-	-	-	-	-	-	-	-
2.0 INCOME TAXES													
CAB Imputed Interest Calculation													
Weighted Average Yield to Maturity of CAB													
Beginning of Year CAB Principal Outstanding (Par Value)	17,723	16,120	14,561	13,047	11,576	10,190	8,886	7,659	6,505	5,419	4,405	3,458	2,576
CAB Imputed Interest (for Income Tax Purposes)	16,204	16,269	16,223	16,046	15,716	15,272	14,701	13,987	13,115	12,059	10,821	9,380	7,712
Interest Deduction Summary													
CIB Interest	4,302	4,302	4,302	4,302	4,302	4,302	4,302	4,302	4,302	4,302	4,302	4,302	4,302
Add: CAB Imputed Interest (for Income Tax Purposes)	16,204	16,269	16,223	16,046	15,716	15,272	14,701	13,987	13,115	12,059	10,821	9,380	7,712
Add: TIFIA Interest Accrued	2,765	2,763	2,760	2,758	2,755	2,753	2,750	2,748	2,745	2,743	2,740	2,738	2,735
Total Interest Deductions	23,271	23,333	23,285	23,105	22,773	22,326	21,752	21,037	20,162	19,104	17,863	16,419	14,748
Income Taxes													
Equity Case (High Case) Net Revenue after Toll Collection and O&M Costs	95,862	102,310	109,096	116,235	120,998	125,936	131,057	136,367	141,871	146,375	151,018	155,803	160,735
Add: DSRF Interest Earnings	488	488	488	488	488	488	488	488	488	488	488	488	488
Net Revenue (Incl. Interest Income)	96,349	102,797	109,584	116,723	121,485	126,424	131,545	136,854	142,359	146,863	151,506	156,291	161,223
Less: Total Tax Depreciation	2,917	2,917	-	-	-	-	-	-	-	-	-	-	-
Less: Total Interest Deductions	23,271	23,333	23,285	23,105	22,773	22,326	21,752	21,037	20,162	19,104	17,863	16,419	14,748
Taxable Income (Loss)	70,161	76,547	86,299	93,617	98,713	104,098	109,792	115,818	122,197	127,759	133,643	139,872	146,474
Income Tax Rate (incl. Federal and State Taxes)													
Income Tax (Offset against Current Tax)	27,293	29,777	33,570	36,417	38,399	40,494	42,709	45,053	47,534	49,698	51,987	54,410	56,978
3.0 CASH FLOW WATERFALL AND AFTER-TAX RETURN													
Excess Revenues from Citi's Analysis (based on Base Case Net Revenue)	62,430	66,859	71,525	76,439	79,595	82,868	86,262	89,780	93,428	96,416	99,496	102,669	105,938
Add: Incremental Pre-tax Cash Flow based on High Case	10,567	11,234	11,933	12,664	13,329	14,019	14,737	15,483	16,257	16,898	17,561	18,247	18,956
Pre-Tax Cash Flow Available for Equity	72,997	78,093	83,458	89,103	92,924	96,887	100,999	105,263	109,685	113,314	117,057	120,915	124,894
Less: Equity Investment at Financial Close	-	-	-	-	-	-	-	-	-	-	-	-	-
Net Equity Cash Flow Before Tax	72,997	78,093	83,458	89,103	92,924	96,887	100,999	105,263	109,685	113,314	117,057	120,915	124,894
Less: Income Tax (Offset against Current Tax)	27,293	29,777	33,570	36,417	38,399	40,494	42,709	45,053	47,534	49,698	51,987	54,410	56,978
Net Equity Cash Flow After Tax	45,704	48,317	49,888	52,686	54,525	56,393	58,289	60,210	62,150	63,616	65,070	66,505	67,916
Pre-Tax Return on Equity													
After-Tax Return on Equity													

Georgia Transportation Partners
January 2009
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Northwest Corridor
Case 5 -- Analysis of Equity Returns

	1/1/2046	1/1/2047	1/1/2048	1/1/2049	1/1/2050	1/1/2051	1/1/2052	1/1/2053	1/1/2054
1.0 TAX DEPRECIATION									
Tax Depreciation by Asset Class									
Tax Exempt Debt Financed Toll Lane Depreciable Base									
Add: Taxable Debt Financed Toll Lane Depreciable Base									
Total Depreciable Base (assets financed by project debt and equity)									
Tax Exempt Debt Financed Toll Lane Depreciable Base									
Tax Exempt Financed Civil Structure Straight Line Depreciation Schedule	-	-	-	-	-	-	-	-	-
Tax Depreciation - Tax Exempt Debt Financed Toll Lanes	-	-	-	-	-	-	-	-	-
Taxable Debt Financed Toll Lane Depreciable Base									
Taxable Debt Financed Civil Structure MACRS Schedule	-	-	-	-	-	-	-	-	-
Tax Depreciation - Taxable Debt Financed Toll Lanes	-	-	-	-	-	-	-	-	-
Tax Depreciation Summary									
Tax Depreciation - Tax Exempt Debt Financed Toll Lanes	-	-	-	-	-	-	-	-	-
Add: Tax Depreciation - Taxable Debt Financed Toll Lanes	-	-	-	-	-	-	-	-	-
Total Tax Depreciation	-	-	-	-	-	-	-	-	-
2.0 INCOME TAXES									
CAB Imputed Interest Calculation									
Weighted Average Yield to Maturity of CAB									
Beginning of Year CAB Principal Outstanding (Par Value)	1,753	985	271	-	-	-	-	-	-
CAB Imputed Interest (for Income Tax Purposes)	5,792	3,593	1,093	-	-	-	-	-	-
Interest Deduction Summary									
CIB Interest	4,302	4,302	4,302	2,778	-	-	-	-	-
Add: CAB Imputed Interest (for Income Tax Purposes)	5,792	3,593	1,093	-	-	-	-	-	-
Add: TIFIA Interest Accrued	2,733	2,730	2,031	1,043	-	-	-	-	-
Total Interest Deductions	12,826	10,624	7,425	3,821	-	-	-	-	-
Income Taxes									
Equity Case (High Case) Net Revenue after Toll Collection and O&M Costs	165,818	170,484	175,281	180,211	185,278	190,073	194,855	199,757	204,782
Add: DSRF Interest Earnings	488	488	488	488	488	-	-	-	-
Net Revenue (Incl. Interest Income)	166,305	170,972	175,768	180,699	185,766	190,073	194,855	199,757	204,782
Less: Total Tax Depreciation	-	-	-	-	-	-	-	-	-
Less: Total Interest Deductions	12,826	10,624	7,425	3,821	-	-	-	-	-
Taxable Income (Loss)	153,479	160,347	168,344	176,878	185,766	190,073	194,855	199,757	204,782
Income Tax Rate (incl. Federal and State Taxes)									
Income Tax (Offset against Current Tax)	59,703	62,375	65,486	68,805	72,263	73,939	75,799	77,705	79,660
3.0 CASH FLOW WATERFALL AND AFTER-TAX RETURN									
Excess Revenues from Citi's Analysis (based on Base Case Net Revenue)	109,306	84,885	77,393	79,520	173,163	167,020	171,222	175,529	179,945
Add: Incremental Pre-tax Cash Flow based on High Case	19,690	20,327	20,983	21,659	22,357	23,053	23,633	24,227	24,837
Pre-Tax Cash Flow Available for Equity	128,996	105,211	98,376	101,179	195,519	190,073	194,855	199,757	204,782
Less: Equity Investment at Financial Close	-	-	-	-	-	-	-	-	-
Net Equity Cash Flow Before Tax	128,996	105,211	98,376	101,179	195,519	190,073	194,855	199,757	204,782
Less: Income Tax (Offset against Current Tax)	59,703	62,375	65,486	68,805	72,263	73,939	75,799	77,705	79,660
Net Equity Cash Flow After Tax	69,293	42,836	32,890	32,373	123,256	116,135	119,056	122,051	125,122
Pre-Tax Return on Equity									
After-Tax Return on Equity									

Northwest Corridor
Case 5 -- Analysis of Equity Returns

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CASE 6

FINANCE PROJECT
AS PART OF
REGIONAL MANAGED LANE SYSTEM

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HNTB Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Sources and Uses of Funds

SOURCES		
Series A - Current Interest Bonds		286,608,894
Series B - Non Callable Capital Appreciation Bonds		331,469,712
Subordinate TIFIA - Bond Anticipation Notes (BANs)		432,273,077
Premium / (Discount)		-
Total Debt		1,050,351,683
Total Sources		**1,050,351,683**
USES		
Total Deposit to Construction Fund		999,679,626
Bond Insurance Payment	2.00%	62,505,440
All-In Costs of Issuance on Bonds	0.50%	5,251,758
Debt Service Reserve Fund	5.00%	61,807,861
Underwriter's Discount	1.00%	10,503,517
Net Capitalized Interest Deposit / Capitalized BAN Interest	2.45%	111,750,655
Total Uses		**1,251,498,857**
Surplus / (Deficit)		**(201,147,174)**
Percentage Feasible		**83.93%**
Excess Revenues through 2050		1,884,717,262
Present Value of Excess Revenues through 2050 @ 5.5%		504,137,026
Statistics		
Senior Debt - Arbitrage Yield		7.42%
Seniot Debt - True Interest Cost		7.52%
Senior Debt - All-in TIC		7.57%
Dated Date		5/1/2010
Delivery Date		5/1/2010
First Interest Payment Date		1/1/2011
Final Maturity Date		1/1/2050
Call Date		1/1/2020
Capitalized Interest Through		1/1/2015
First Construction Draw		5/1/2010
Final Construction Draw		12/1/2013
First Debt Service Payment		1/2/2016
TIFIA Accreted Through		1/1/2020
Current Interest Bonds Weighted Average Life (WAL)		31.8 years
Non Callable Capital Appreciation Bonds WAL		28.9 years

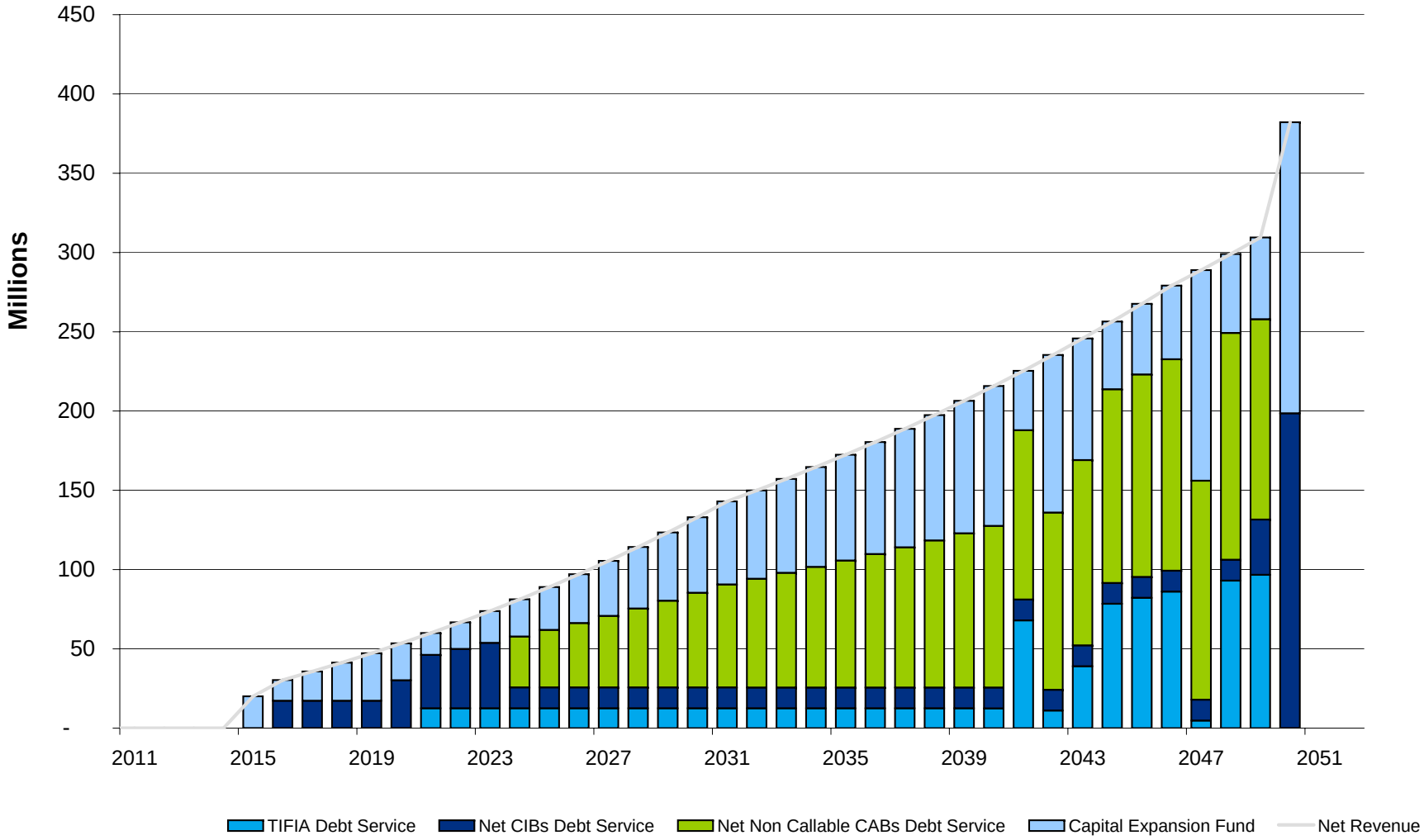
Assumptions

Reinvestment Rates for Construction Fund & CAPI Fund are 2.45%
Debt Service Reserve Fund sized based on the Lesser of Three test . Reinvestment rate is 5.%
Revenue & Toll Collection forecasts from estimates provided on 12/5/2008
Construction draw schedule provided by GTP on 12/5/2008
Net Capitalized Interest Deposit includes PV of BAN interest payments and deposit to Capitalized Interest Fund

RESULTS PRELIMINARY, SUBJECT TO CHANGE

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HNTB Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Application of Net Revenue



Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HNTB Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Net Revenue

Year Ending	Gross Toll Revenues	DSRF Earnings	Operating Expenses	Toll Collection Expenses	Total Expenses	Cash Flow Avail for DS
	-					
5/1/2010		-				
1/1/2011	-	-	-	-	-	-
1/1/2012	-	-	-	-	-	-
1/1/2013	-	-	-	-	-	-
1/1/2014	-	-	-	-	-	-
1/1/2015	23,913,607	-	-	3,806,581	3,806,581	20,107,026
1/1/2016	31,580,139	3,090,393	-	4,357,211	4,357,211	30,313,322
1/1/2017	37,169,573	3,090,393	-	4,543,510	4,543,510	35,716,455
1/1/2018	43,020,240	3,090,393	-	4,736,426	4,736,426	41,374,207
1/1/2019	49,141,746	3,090,393	-	4,936,172	4,936,172	47,295,967
1/1/2020	55,544,016	3,090,393	-	5,142,971	5,142,971	53,491,438
1/1/2021	62,237,301	3,090,393	-	5,357,051	5,357,051	59,970,644
1/1/2022	69,246,718	3,090,393	-	5,578,646	5,578,646	66,758,465
1/1/2023	76,569,410	3,090,393	-	5,808,001	5,808,001	73,851,802
1/1/2024	84,216,703	3,090,393	-	6,045,365	6,045,365	81,261,731
1/1/2025	92,200,295	3,090,393	-	6,290,995	6,290,995	88,999,693
1/1/2026	100,532,265	3,090,393	-	6,545,158	6,545,158	97,077,500
1/1/2027	109,225,090	3,090,393	-	6,808,128	6,808,128	105,507,356
1/1/2028	118,291,653	3,090,393	-	7,080,186	7,080,186	114,301,860
1/1/2029	127,745,255	3,090,393	-	7,361,623	7,361,623	123,474,025
1/1/2030	137,599,632	3,090,393	-	7,652,740	7,652,740	133,037,285
1/1/2031	147,868,965	3,090,393	-	7,953,845	7,953,845	143,005,514
1/1/2032	155,078,345	3,090,393	-	8,209,595	8,209,595	149,959,143
1/1/2033	162,556,870	3,090,393	-	8,473,179	8,473,179	157,174,084
1/1/2034	170,313,519	3,090,393	-	8,744,829	8,744,829	164,659,083
1/1/2035	178,357,553	3,090,393	-	9,024,785	9,024,785	172,423,161
1/1/2036	186,698,521	3,090,393	-	9,313,292	9,313,292	180,475,622
1/1/2037	195,346,272	3,090,393	-	9,610,603	9,610,603	188,826,063
1/1/2038	204,310,965	3,090,393	-	9,916,978	9,916,978	197,484,379
1/1/2039	213,603,070	3,090,393	-	10,232,686	10,232,686	206,460,777
1/1/2040	223,233,390	3,090,393	-	10,558,003	10,558,003	215,765,780
1/1/2041	233,213,059	3,090,393	-	10,893,211	10,893,211	225,410,240
1/1/2042	243,553,559	3,090,393	-	11,238,603	11,238,603	235,405,349
1/1/2043	254,266,731	3,090,393	-	11,594,479	11,594,479	245,762,644
1/1/2044	265,364,779	3,090,393	-	11,961,148	11,961,148	256,494,024
1/1/2045	276,860,288	3,090,393	-	12,338,928	12,338,928	267,611,753
1/1/2046	288,766,232	3,090,393	-	12,728,145	12,728,145	279,128,481
1/1/2047	298,990,813	3,090,393	-	13,178,820	13,178,820	288,902,386
1/1/2048	309,577,424	3,090,393	-	13,645,454	13,645,454	299,022,363
1/1/2049	320,538,883	3,090,393	-	14,128,609	14,128,609	309,500,667
1/1/2050	331,888,464	64,898,254	-	14,628,872	14,628,872	382,157,845
Total	5,878,621,343	169,971,617	-	310,424,829	310,424,829	5,738,168,131

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HNTB Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Bond Debt Service Coverage and Proforma

Year Ending	Cash Flow Avail for DS	Net Senior Debt Service	Senior Coverage	Aggregate Debt Service	Aggregate Coverage	Excess Revenues	Present Value of Excess Revs 5.50%
5/1/2010		-		-	-		
1/1/2011	-	-	-	-	-	-	-
1/1/2012	-	-	-	-	-	-	-
1/1/2013	-	-	-	-	-	-	-
1/1/2014	-	-	-	-	-	-	-
1/1/2015	20,107,026	-	-	-	-	20,107,026	15,661,608
1/1/2016	30,313,322	17,272,548	1.76	17,272,548	1.76	13,040,774	9,628,074
1/1/2017	35,716,455	17,272,548	2.07	17,272,548	2.07	18,443,907	12,907,334
1/1/2018	41,374,207	17,272,548	2.40	17,272,548	2.40	24,101,659	15,987,409
1/1/2019	47,295,967	17,272,548	2.74	17,272,548	2.74	30,023,419	18,877,254
1/1/2020	53,491,438	30,136,021	1.78	30,136,021	1.78	23,355,416	13,919,186
1/1/2021	59,970,644	33,691,373	1.78	46,193,647	1.30	13,776,996	7,782,665
1/1/2022	66,758,465	37,399,700	1.79	49,899,707	1.34	16,858,758	9,027,071
1/1/2023	73,851,802	41,257,990	1.79	53,755,736	1.37	20,096,066	10,199,524
1/1/2024	81,261,731	45,271,160	1.80	57,766,651	1.41	23,495,080	11,302,989
1/1/2025	88,999,693	49,444,274	1.80	61,937,518	1.44	27,062,175	12,340,326
1/1/2026	97,077,500	53,782,549	1.81	66,273,553	1.46	30,803,947	13,314,285
1/1/2027	105,507,356	58,291,357	1.81	70,780,128	1.49	34,727,228	14,227,517
1/1/2028	114,301,860	62,976,231	1.82	75,462,777	1.51	38,839,083	15,082,576
1/1/2029	123,474,025	67,842,871	1.82	80,327,198	1.54	43,146,826	15,881,918
1/1/2030	133,037,285	72,897,142	1.83	85,379,260	1.56	47,658,025	16,627,910
1/1/2031	143,005,514	78,145,089	1.83	90,625,005	1.58	52,380,509	17,322,832
1/1/2032	149,959,143	81,721,604	1.84	94,199,325	1.59	55,759,818	17,479,059
1/1/2033	157,174,084	85,420,698	1.84	97,896,234	1.61	59,277,851	17,613,136
1/1/2034	164,659,083	89,246,115	1.85	101,719,474	1.62	62,939,609	17,726,207
1/1/2035	172,423,161	93,201,709	1.85	105,672,899	1.63	66,750,262	17,819,368
1/1/2036	180,475,622	97,291,441	1.86	109,760,472	1.64	70,715,150	17,893,666
1/1/2037	188,826,063	101,519,389	1.86	113,986,270	1.66	74,839,793	17,950,105
1/1/2038	197,484,379	105,889,748	1.87	118,354,489	1.67	79,129,890	17,989,642
1/1/2039	206,460,777	110,406,833	1.87	122,869,443	1.68	83,591,334	18,013,195
1/1/2040	215,765,780	115,075,083	1.88	127,535,573	1.69	88,230,207	18,021,641
1/1/2041	225,410,240	119,899,064	1.88	187,841,867	1.20	37,568,373	7,273,559
1/1/2042	235,405,349	124,883,474	1.89	135,935,998	1.73	99,469,351	18,254,141
1/1/2043	245,762,644	130,033,145	1.89	169,060,711	1.45	76,701,933	13,342,154
1/1/2044	256,494,024	135,353,047	1.90	213,745,020	1.20	42,749,004	7,048,443
1/1/2045	267,611,753	140,848,291	1.90	223,009,794	1.20	44,601,959	6,970,576
1/1/2046	279,128,481	146,524,137	1.91	232,607,067	1.20	46,521,413	6,891,522
1/1/2047	288,902,386	151,257,794	1.91	156,002,759	1.85	132,899,626	18,660,942
1/1/2048	299,022,363	156,147,448	1.92	249,185,303	1.20	49,837,061	6,632,997
1/1/2049	309,500,667	161,198,264	1.92	257,917,222	1.20	51,583,444	6,507,516
1/1/2050	382,157,845	198,523,556	1.93	198,523,556	1.93	183,634,289	21,958,679
Total	5,738,168,131	3,044,666,786		3,853,450,869		1,884,717,262	504,137,026

	Net Senior DS	Senior Coverage	Aggregate DS	Aggregate Coverage
Minimum	17,272,548	1.76	17,272,548	1.20
Maximum	198,523,556	2.74	257,917,222	2.74
Average	86,990,480	1.89	110,098,596	1.59

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HNTB Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Net Debt Service

Year Ending	Current Interest Bond Debt Service	Non Callable CAB Debt Service	Total Senior Debt Service	Subordinate TIFIA Debt Service	Aggregate Debt Service	Capitalized Interest	DSRF Earnings	Net Debt Service
5/1/2010								
1/1/2011	11,515,032	-	11,515,032	-	11,515,032	11,515,032	-	-
1/1/2012	17,272,548	-	17,272,548	-	17,272,548	17,272,548	-	-
1/1/2013	17,272,548	-	17,272,548	-	17,272,548	17,272,548	-	-
1/1/2014	17,272,548	-	17,272,548	-	17,272,548	17,272,548	-	-
1/1/2015	17,272,548	-	17,272,548	-	17,272,548	17,272,548	-	-
1/1/2016	17,272,548	-	17,272,548	-	17,272,548	-	-	17,272,548
1/1/2017	17,272,548	-	17,272,548	-	17,272,548	-	-	17,272,548
1/1/2018	17,272,548	-	17,272,548	(0)	17,272,548	-	-	17,272,548
1/1/2019	17,272,548	-	17,272,548	-	17,272,548	-	-	17,272,548
1/1/2020	30,136,021	-	30,136,021	-	30,136,021	-	-	30,136,021
1/1/2021	33,691,373	-	33,691,373	12,502,274	46,193,647	-	-	46,193,647
1/1/2022	37,399,700	-	37,399,700	12,500,007	49,899,707	-	-	49,899,707
1/1/2023	41,257,990	-	41,257,990	12,497,746	53,755,736	-	-	53,755,736
1/1/2024	13,151,851	32,119,308	45,271,160	12,495,492	57,766,651	-	-	57,766,651
1/1/2025	13,151,851	36,292,422	49,444,274	12,493,244	61,937,518	-	-	61,937,518
1/1/2026	13,151,851	40,630,697	53,782,549	12,491,004	66,273,553	-	-	66,273,553
1/1/2027	13,151,851	45,139,506	58,291,357	12,488,771	70,780,128	-	-	70,780,128
1/1/2028	13,151,851	49,824,380	62,976,231	12,486,546	75,462,777	-	-	75,462,777
1/1/2029	13,151,851	54,691,019	67,842,871	12,484,328	80,327,198	-	-	80,327,198
1/1/2030	13,151,851	59,745,291	72,897,142	12,482,117	85,379,260	-	-	85,379,260
1/1/2031	13,151,851	64,993,238	78,145,089	12,479,915	90,625,005	-	-	90,625,005
1/1/2032	13,151,851	68,569,753	81,721,604	12,477,721	94,199,325	-	-	94,199,325
1/1/2033	13,151,851	72,268,847	85,420,698	12,475,536	97,896,234	-	-	97,896,234
1/1/2034	13,151,851	76,094,264	89,246,115	12,473,359	101,719,474	-	-	101,719,474
1/1/2035	13,151,851	80,049,857	93,201,709	12,471,191	105,672,899	-	-	105,672,899
1/1/2036	13,151,851	84,139,589	97,291,441	12,469,031	109,760,472	-	-	109,760,472
1/1/2037	13,151,851	88,367,537	101,519,389	12,466,882	113,986,270	-	-	113,986,270
1/1/2038	13,151,851	92,737,896	105,889,748	12,464,741	118,354,489	-	-	118,354,489
1/1/2039	13,151,851	97,254,981	110,406,833	12,462,611	122,869,443	-	-	122,869,443
1/1/2040	13,151,851	101,923,231	115,075,083	12,460,490	127,535,573	-	-	127,535,573
1/1/2041	13,151,851	106,747,213	119,899,064	67,942,803	187,841,867	-	-	187,841,867
1/1/2042	13,151,851	111,731,623	124,883,474	11,052,524	135,935,998	-	-	135,935,998
1/1/2043	13,151,851	116,881,294	130,033,145	39,027,566	169,060,711	-	-	169,060,711
1/1/2044	13,151,851	122,201,196	135,353,047	78,391,973	213,745,020	-	-	213,745,020
1/1/2045	13,151,851	127,696,440	140,848,291	82,161,503	223,009,794	-	-	223,009,794
1/1/2046	13,151,851	133,372,286	146,524,137	86,082,930	232,607,067	-	-	232,607,067
1/1/2047	13,151,851	138,105,942	151,257,794	4,744,966	156,002,759	-	-	156,002,759
1/1/2048	13,151,851	142,995,597	156,147,448	93,037,854	249,185,303	-	-	249,185,303
1/1/2049	34,840,308	126,357,956	161,198,264	96,718,958	257,917,222	-	-	257,917,222
1/1/2050	198,523,556	-	198,523,556	0	198,523,556	-		198,523,556
Total	854,340,643	2,270,931,367	3,125,272,009	808,784,083	3,934,056,092	80,605,223	-	3,853,450,869

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HNTB Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Current Interest Bonds (CIBs)

Date	Principal	Rate	Yield	Price	Interest	Total Debt Service
5/1/10						
1/1/11	-	1.900%	1.900%	100.000	11,515,032	11,515,032
1/1/12	-	3.010%	3.010%	100.000	17,272,548	17,272,548
1/1/13	-	3.210%	3.210%	100.000	17,272,548	17,272,548
1/1/14	-	3.490%	3.490%	100.000	17,272,548	17,272,548
1/1/15	-	3.730%	3.730%	100.000	17,272,548	17,272,548
1/1/16	-	3.920%	3.920%	100.000	17,272,548	17,272,548
1/1/17	-	4.110%	4.110%	100.000	17,272,548	17,272,548
1/1/18	-	4.360%	4.360%	100.000	17,272,548	17,272,548
1/1/19	-	4.630%	4.630%	100.000	17,272,548	17,272,548
1/1/20	12,863,473	4.870%	4.870%	100.000	17,272,548	30,136,021
1/1/21	17,045,276	5.130%	5.130%	100.000	16,646,097	33,691,373
1/1/22	21,628,026	5.350%	5.350%	100.000	15,771,674	37,399,700
1/1/23	26,643,415	5.490%	5.490%	100.000	14,614,575	41,257,990
1/1/24	-	5.610%	5.610%	100.000	13,151,851	13,151,851
1/1/25	-	5.690%	5.690%	100.000	13,151,851	13,151,851
1/1/26	-	5.770%	5.770%	100.000	13,151,851	13,151,851
1/1/27	-	5.850%	5.850%	100.000	13,151,851	13,151,851
1/1/28	-	5.930%	5.930%	100.000	13,151,851	13,151,851
1/1/29	-	6.010%	6.010%	100.000	13,151,851	13,151,851
1/1/30	-	6.080%	6.080%	100.000	13,151,851	13,151,851
1/1/31	-	6.140%	6.140%	100.000	13,151,851	13,151,851
1/1/32	-	6.180%	6.180%	100.000	13,151,851	13,151,851
1/1/33	-	6.210%	6.210%	100.000	13,151,851	13,151,851
1/1/34	-	6.240%	6.240%	100.000	13,151,851	13,151,851
1/1/35	-	6.260%	6.260%	100.000	13,151,851	13,151,851
1/1/36	-	6.270%	6.270%	100.000	13,151,851	13,151,851
1/1/37	-	6.280%	6.280%	100.000	13,151,851	13,151,851
1/1/38	-	6.290%	6.290%	100.000	13,151,851	13,151,851
1/1/39	-	6.300%	6.300%	100.000	13,151,851	13,151,851
1/1/40	-	6.310%	6.310%	100.000	13,151,851	13,151,851
1/1/41	-	6.310%	6.310%	100.000	13,151,851	13,151,851
1/1/42	-	6.310%	6.310%	100.000	13,151,851	13,151,851
1/1/43	-	6.310%	6.310%	100.000	13,151,851	13,151,851
1/1/44	-	6.310%	6.310%	100.000	13,151,851	13,151,851
1/1/45	-	6.310%	6.310%	100.000	13,151,851	13,151,851
1/1/46	-	6.310%	6.310%	100.000	13,151,851	13,151,851
1/1/47	-	6.310%	6.310%	100.000	13,151,851	13,151,851
1/1/48	-	6.310%	6.310%	100.000	13,151,851	13,151,851
1/1/49	21,688,457	6.310%	6.310%	100.000	13,151,851	34,840,308
1/1/50	186,740,246	6.310%	6.310%	100.000	11,783,310	198,523,556
Total	286,608,894		6.027%	100.000	567,731,749	854,340,643

Total Par	286,608,894	Weighted Average Life	31.90
Premium	-	Insurance Premium	17,086,813
		Capitalized Interest	63,332,676
Production	286,608,894		

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HNTB Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Non-Callable Capital Appreciation Bonds (CABs)

Date	Proceeds	Yield	Price	Accreted Interest	Total Debt Service
5/1/10					
1/1/11	-	2.900%	98.098	-	-
1/1/12	-	4.010%	93.596	-	-
1/1/13	-	4.210%	89.484	-	-
1/1/14	-	4.490%	84.975	-	-
1/1/15	-	4.730%	80.399	-	-
1/1/16	-	4.920%	75.924	-	-
1/1/17	-	5.110%	71.434	-	-
1/1/18	-	5.360%	66.662	-	-
1/1/19	-	5.630%	61.804	-	-
1/1/20	-	5.870%	57.162	-	-
1/1/21	-	6.130%	52.516	-	-
1/1/22	-	6.350%	48.223	-	-
1/1/23	-	6.490%	44.529	-	-
1/1/24	13,206,175	6.610%	41.116	18,913,134	32,119,308
1/1/25	13,824,510	6.690%	38.092	22,467,913	36,292,422
1/1/26	14,316,633	6.770%	35.236	26,314,065	40,630,697
1/1/27	14,690,201	6.850%	32.544	30,449,305	45,139,506
1/1/28	14,953,293	6.930%	30.012	34,871,087	49,824,380
1/1/29	15,112,769	7.010%	27.633	39,578,250	54,691,019
1/1/30	15,206,969	7.080%	25.453	44,538,322	59,745,291
1/1/31	15,247,414	7.140%	23.460	49,745,825	64,993,238
1/1/32	14,871,408	7.180%	21.688	53,698,345	68,569,753
1/1/33	14,510,139	7.210%	20.078	57,758,708	72,268,847
1/1/34	14,136,792	7.240%	18.578	61,957,472	76,094,264
1/1/35	13,784,585	7.260%	17.220	66,265,272	80,049,857
1/1/36	13,458,127	7.270%	15.995	70,681,462	84,139,589
1/1/37	13,126,114	7.280%	14.854	75,241,423	88,367,537
1/1/38	12,790,411	7.290%	13.792	79,947,486	92,737,896
1/1/39	12,452,528	7.300%	12.804	84,802,454	97,254,981
1/1/40	12,112,557	7.310%	11.884	89,810,675	101,923,231
1/1/41	11,807,309	7.310%	11.061	94,939,904	106,747,213
1/1/42	11,501,653	7.310%	10.294	100,229,970	111,731,623
1/1/43	11,198,397	7.310%	9.581	105,682,897	116,881,294
1/1/44	10,896,681	7.310%	8.917	111,304,515	122,201,196
1/1/45	10,597,528	7.310%	8.299	117,098,913	127,696,440
1/1/46	10,301,675	7.310%	7.724	123,070,610	133,372,286
1/1/47	9,928,436	7.310%	7.189	128,177,506	138,105,942
1/1/48	9,567,835	7.310%	6.691	133,427,762	142,995,597
1/1/49	7,869,573	7.310%	6.228	118,488,382	126,357,956
1/1/50	-	7.310%	5.796	-	-
Total	331,469,712			1,939,461,654	2,270,931,367

Total Par	331,469,712	Average Life	28.991
Premium	-	Insurance Prem	45,418,627
		CAPI	-
Production	331,469,712		

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HNTB Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

BANs for TIFIA

Date	Notional Value	Principal/ Maturity Value	Initial Proceeds	Coupon	Yield	Price	Interest	Less Interest Draws	BAN Converted To TIFIA
5/1/10	432,273,077								
1/1/11	432,273,077		-	1.00%	1.00%	100.000	8,155,552	8,155,552	-
1/1/12	432,273,077		-	2.11%	2.11%	100.000	12,233,328	12,233,328	-
1/1/13	432,273,077		-	2.31%	2.31%	100.000	12,233,328	12,233,328	-
1/1/14	432,273,077		-	2.59%	2.59%	100.000	12,233,328	12,233,328	-
1/1/15	432,273,077	432,273,077	432,273,077	2.83%	2.83%	100.000	12,233,328	12,233,328	432,273,077
Total	2,593,638,463	432,273,077	432,273,077				57,088,864	57,088,864	432,273,077

Total Par	432,273,077
Premium	-
Production	432,273,077

TIFIA Calculation Area		
Estimated Cost of Construction	1,045,000,000	
Bond Insurance Payment	62,505,440	
Debt Service Reserve Fund	61,807,861	
Net Capitalized Interest Deposit / Capitalized BAN Interest	111,750,655	
Cost of Issuance Expenses	5,251,758	
Underwriter's Discount	10,503,517	
Total	1,296,819,231	
	Lesser of	
Max Allowable TIFIA (1/3 Total Project Cost)	432,273,077	33.333%
	or	
Max Allowable TIFIA (less than Total Senior Lien Par)	618,078,606	
Actual TIFIA Par	432,273,077	33.333%

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HNTB Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

TIFIA Loan

Date	Notional Value	Principal/ Maturity Value	Yield	Interest	Accreted Interest	Interest Paid	TIFIA Payments	2.50% Ongoing TIFIA Servicing Costs	Total TIFIA Payments	Ending Balance
5/1/10	-	-	-							-
1/1/11	-	-	2.530%	-		-	-	-	-	-
1/1/12	-	-	2.530%	-		-	-	-	-	-
1/1/13	-	-	2.530%	-		-	-	-	-	-
1/1/14	-	-	2.530%	-		-	-	-	-	-
1/1/15	-	-	2.530%	-		-	-	-	-	-
1/1/16	432,273,077	-	2.530%	10,936,509	10,936,509	-	-	-	-	443,209,586
1/1/17	443,209,586	-	2.530%	11,213,203	11,213,203	-	-	-	-	454,422,788
1/1/18	454,422,788	-	2.530%	11,496,897	11,496,897	(0)	(0)	-	(0)	465,919,685
1/1/19	465,919,685	-	2.530%	11,787,768	11,787,768	-	-	-	-	477,707,453
1/1/20	477,707,453	-	2.530%	12,085,999	12,085,999	-	-	-	-	489,793,452
1/1/21	489,793,452	100,000	2.530%	12,391,774		12,391,774	12,491,774	10,500	12,502,274	489,693,452
1/1/22	489,693,452	100,000	2.530%	12,389,244		12,389,244	12,489,244	10,763	12,500,007	489,593,452
1/1/23	489,593,452	100,000	2.530%	12,386,714		12,386,714	12,486,714	11,032	12,497,746	489,493,452
1/1/24	489,493,452	100,000	2.530%	12,384,184		12,384,184	12,484,184	11,307	12,495,492	489,393,452
1/1/25	489,393,452	100,000	2.530%	12,381,654		12,381,654	12,481,654	11,590	12,493,244	489,293,452
1/1/26	489,293,452	100,000	2.530%	12,379,124		12,379,124	12,479,124	11,880	12,491,004	489,193,452
1/1/27	489,193,452	100,000	2.530%	12,376,594		12,376,594	12,476,594	12,177	12,488,771	489,093,452
1/1/28	489,093,452	100,000	2.530%	12,374,064		12,374,064	12,474,064	12,481	12,486,546	488,993,452
1/1/29	488,993,452	100,000	2.530%	12,371,534		12,371,534	12,471,534	12,793	12,484,328	488,893,452
1/1/30	488,893,452	100,000	2.530%	12,369,004		12,369,004	12,469,004	13,113	12,482,117	488,793,452
1/1/31	488,793,452	100,000	2.530%	12,366,474		12,366,474	12,466,474	13,441	12,479,915	488,693,452
1/1/32	488,693,452	100,000	2.530%	12,363,944		12,363,944	12,463,944	13,777	12,477,721	488,593,452
1/1/33	488,593,452	100,000	2.530%	12,361,414		12,361,414	12,461,414	14,121	12,475,536	488,493,452
1/1/34	488,493,452	100,000	2.530%	12,358,884		12,358,884	12,458,884	14,474	12,473,359	488,393,452
1/1/35	488,393,452	100,000	2.530%	12,356,354		12,356,354	12,456,354	14,836	12,471,191	488,293,452
1/1/36	488,293,452	100,000	2.530%	12,353,824		12,353,824	12,453,824	15,207	12,469,031	488,193,452
1/1/37	488,193,452	100,000	2.530%	12,351,294		12,351,294	12,451,294	15,587	12,466,882	488,093,452
1/1/38	488,093,452	100,000	2.530%	12,348,764		12,348,764	12,448,764	15,977	12,464,741	487,993,452
1/1/39	487,993,452	100,000	2.530%	12,346,234		12,346,234	12,446,234	16,376	12,462,611	487,893,452
1/1/40	487,893,452	100,000	2.530%	12,343,704		12,343,704	12,443,704	16,786	12,460,490	487,793,452
1/1/41	487,793,452	55,584,423	2.530%	12,341,174		12,341,174	67,925,597	17,205	67,942,803	432,209,028
1/1/42	432,209,028	100,000	2.530%	10,934,888		10,934,888	11,034,888	17,636	11,052,524	432,109,028
1/1/43	432,109,028	28,077,131	2.530%	10,932,358		10,932,358	39,009,489	18,076	39,027,566	404,031,898
1/1/44	404,031,898	68,151,437	2.530%	10,222,007		10,222,007	78,373,444	18,528	78,391,973	335,880,460
1/1/45	335,880,460	73,644,736	2.530%	8,497,776		8,497,776	82,142,512	18,992	82,161,503	262,235,724
1/1/46	262,235,724	79,428,900	2.530%	6,634,564		6,634,564	86,063,464	19,466	86,082,930	182,806,824
1/1/47	182,806,824	100,000	2.530%	4,625,013		4,625,013	4,725,013	19,953	4,744,966	182,706,824
1/1/48	182,706,824	88,394,920	2.530%	4,622,483		4,622,483	93,017,403	20,452	93,037,854	94,311,904
1/1/49	94,311,904	94,311,904	2.530%	2,386,091		2,386,091	96,697,995	20,963	96,718,958	0
1/1/50	0	-	2.530%	0		0	0	-	0	0
Total		489,793,452		376,071,515	57,520,375	318,551,141	808,344,592	439,491	808,784,083	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HNTB Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Construction Fund

Date	Beginning Balance	Deposits from Bond Proceeds	Interest Earnings 2.450%	Construction Draws from Debt	Draw Percentage	Ending Balance
5/1/2010	-	999,679,626	-	17,974,000		981,705,626
6/1/2010	981,705,626		1,994,161	22,877,000		960,822,787
7/1/2010	960,822,787		1,951,741	13,837,000		948,937,529
8/1/2010	948,937,529		1,927,599	14,225,000		936,640,127
9/1/2010	936,640,127		1,902,619	13,544,000		924,998,746
10/1/2010	924,998,746		1,878,971	21,146,000		905,731,717
11/1/2010	905,731,717		1,839,834	20,625,000		886,946,551
12/1/2010	886,946,551		1,801,675	12,783,000		875,965,226
1/1/2011	875,965,226		1,779,368	19,908,000		857,836,594
2/1/2011	857,836,594		1,742,543	20,637,000		838,942,137
3/1/2011	838,942,137		1,704,162	31,419,000		809,227,300
4/1/2011	809,227,300		1,643,802	29,485,000		781,386,102
5/1/2011	781,386,102		1,587,248	31,896,000		751,077,349
6/1/2011	751,077,349		1,525,681	33,649,000		718,954,030
7/1/2011	718,954,030		1,460,428	25,771,000		694,643,458
8/1/2011	694,643,458		1,411,045	27,503,000		668,551,503
9/1/2011	668,551,503		1,358,044	24,179,000		645,730,547
10/1/2011	645,730,547		1,311,687	24,471,000		622,571,234
11/1/2011	622,571,234		1,264,643	25,237,000		598,598,878
12/1/2011	598,598,878		1,215,948	24,187,000		575,627,825
1/1/2012	575,627,825		1,169,286	25,380,000		551,417,111
2/1/2012	551,417,111		1,120,106	24,699,000		527,838,218
3/1/2012	527,838,218		1,072,210	27,746,000		501,164,428
4/1/2012	501,164,428		1,018,027	27,198,000		474,984,454
5/1/2012	474,984,454		964,847	28,599,000		447,350,301
6/1/2012	447,350,301		908,713	27,861,000		420,398,014
7/1/2012	420,398,014		853,964	27,716,000		393,535,978
8/1/2012	393,535,978		799,399	28,277,000		366,058,377
9/1/2012	366,058,377		743,583	23,175,000		343,626,960
10/1/2012	343,626,960		698,017	27,098,000		317,226,977
11/1/2012	317,226,977		644,390	22,716,000		295,155,368
12/1/2012	295,155,368		599,556	22,868,000		272,886,924
1/1/2013	272,886,924		554,321	29,183,000		244,258,245
2/1/2013	244,258,245		496,167	30,187,000		214,567,412
3/1/2013	214,567,412		435,856	34,062,000		180,941,268
4/1/2013	180,941,268		367,550	19,220,000		162,088,818
5/1/2013	162,088,818		329,255	19,154,000		143,264,073
6/1/2013	143,264,073		291,016	14,702,000		128,853,089
7/1/2013	128,853,089		261,742	13,467,000		115,647,831
8/1/2013	115,647,831		234,918	20,873,000		95,009,749
9/1/2013	95,009,749		192,995	23,159,000		72,043,744
10/1/2013	72,043,744		146,344	31,265,000		40,925,089
11/1/2013	40,925,089		83,132	24,379,000	-	16,629,221
12/1/2013	16,629,221		33,779	16,663,000		0
Total		999,679,626	45,320,374	1,045,000,000	44 draws	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HNTB Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Capitalized Interest Fund

Date	Beginning Balance	Deposits	Interest Earnings 2.45%	Inflow from DSRF	Capitalized Interest	Ending Balance
5/1/10		61,865,605				61,865,605
1/1/11	61,865,605		1,006,390	2,060,262	11,515,032	53,417,224
1/1/12	53,417,224		1,308,722	3,090,393	17,272,548	40,543,792
1/1/13	40,543,792		993,323	3,090,393	17,272,548	27,354,960
1/1/14	27,354,960		670,197	3,090,393	17,272,548	13,843,001
1/1/15	13,843,001		339,154	3,090,393	17,272,548	-
1/1/16	-		-	-	-	-
1/1/17	-		-	-	-	-
1/1/18	-		-	-	-	-
1/1/19	-		-	-	-	-
1/1/20	-		-	-	-	-
1/1/21	-		-	-		-
1/1/22	-		-			-
1/1/23	-		-			-
1/1/24	-		-			-
1/1/25	-		-			-
1/1/26	-		-			-
1/1/27	-		-			-
1/1/28	-		-			-
1/1/29	-		-			-
1/1/30	-		-			-
1/1/31	-		-			-
1/1/32	-		-			-
1/1/33	-		-			-
1/1/34	-		-			-
1/1/35	-		-			-
1/1/36	-		-			-
1/1/37	-		-			-
1/1/38	-		-			-
1/1/39	-		-			-
1/1/40	-		-			-
1/1/41	-		-			-
1/1/42	-		-			-
1/1/43	-		-			-
1/1/44	-		-			-
1/1/45	-		-			-
1/1/46	-		-			-
1/1/47	-		-			-
1/1/48	-		-			-
1/1/49	-		-			-
1/1/50	-		-			-
Total		61,865,605	4,317,785	14,421,834	80,605,223	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HNTB Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Debt Service Reserve Fund (DSRF)

Date	Beginning Balance	Deposits	Interest Earnings 5.00%	DSRF Draws to CAPI	DSRF Draws to Debt Service during CAPI Period	DSRF Draws to Debt Service	Ending Balance
5/1/10		61,807,861					61,807,861
1/1/11	61,807,861		2,060,262	(2,060,262)	-	-	61,807,861
1/1/12	61,807,861		3,090,393	(3,090,393)	-	-	61,807,861
1/1/13	61,807,861		3,090,393	(3,090,393)	-	-	61,807,861
1/1/14	61,807,861		3,090,393	(3,090,393)	-	-	61,807,861
1/1/15	61,807,861		3,090,393	(3,090,393)	-	-	61,807,861
1/1/16	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/17	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/18	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/19	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/20	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/21	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/22	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/23	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/24	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/25	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/26	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/27	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/28	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/29	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/30	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/31	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/32	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/33	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/34	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/35	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/36	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/37	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/38	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/39	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/40	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/41	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/42	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/43	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/44	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/45	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/46	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/47	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/48	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/49	61,807,861		3,090,393	-	-	(3,090,393)	61,807,861
1/1/50	61,807,861		3,090,393	-	-	(64,898,254)	-
-	-		-	-		-	-
Total		61,807,861	122,585,590	(14,421,834)	-	(169,971,617)	

DSRF Calculation Area	
10% of par	61,807,861
Maximum Annual Debt Service	198,523,556
125% of Average Annual Debt Service	108,738,099
DSRF Deposit	61,807,861

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HNTB Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Summary of Bond Yields - Senior Lien Only

Description	Amount	Date	Time Factor from Delivery (30/360)	Total Debt Service	Arb Yield DS	Arbitrage Yield 7.415428%	True Interest Cost (TIC) 7.516473%	All-In Bond Yield 7.567971%
						(555,573,166)	(545,069,649)	(539,817,891)
ARBITRAGE YIELD		5/1/10	-					
		1/1/11	0.67	11,515,032	11,515,032	10,969,422	10,962,301	10,958,674
Par Amount of Bonds	618,078,606	1/1/12	1.67	17,272,548	17,272,548	15,298,641	15,273,825	15,261,197
Plus: Premium / Less: Original Issue Discount	-	1/1/13	2.67	17,272,548	17,272,548	14,224,295	14,187,394	14,168,631
Plus: Accrued Interest	-	1/1/14	3.67	17,272,548	17,272,548	13,225,394	13,178,242	13,154,284
Less: Bond Insurance Premium	(62,505,440)	1/1/15	4.67	17,272,548	17,272,548	12,296,641	12,240,871	12,212,555
		1/1/16	5.67	17,272,548	17,272,548	11,433,110	11,370,175	11,338,245
		1/1/17	6.67	17,272,548	17,272,548	10,630,220	10,561,412	10,526,528
		1/1/18	7.67	17,272,548	17,272,548	9,883,713	9,810,176	9,772,922
		1/1/19	8.67	17,272,548	17,272,548	9,189,629	9,112,376	9,073,268
Present Value Target	555,573,166	1/1/20	9.67	30,136,021	30,136,021	14,907,519	14,767,806	14,697,131
Arbitrage Yield	7.415428%	1/1/21	10.67	33,691,373	33,691,373	15,495,873	15,335,701	15,254,735
		1/1/22	11.67	37,399,700	37,399,700	15,993,494	15,812,767	15,721,479
		1/1/23	12.67	41,257,990	41,257,990	16,404,431	16,203,269	16,101,734
TRUE INTEREST COST (TIC)		1/1/24	13.67	45,271,160	45,271,160	16,736,036	16,514,713	16,403,084
		1/1/25	14.67	49,444,274	49,444,274	16,995,144	16,754,067	16,632,564
Par Amount of Bonds	618,078,606	1/1/26	15.67	53,782,549	53,782,549	17,188,109	16,927,798	16,796,697
Plus: Premium / Less: Original Issue Discount	-	1/1/27	16.67	58,291,357	58,291,357	17,320,833	17,041,903	16,901,529
Plus: Accrued Interest	-	1/1/28	17.67	62,976,231	62,976,231	17,398,794	17,101,942	16,952,658
Less: Bond Insurance Premium	(62,505,440)	1/1/29	18.67	67,842,871	67,842,871	17,427,078	17,113,065	16,955,268
Less: Underwriter's Discount	(10,503,517)	1/1/30	19.67	72,897,142	72,897,142	17,410,400	17,080,042	16,914,153
		1/1/31	20.67	78,145,089	78,145,089	17,353,129	17,007,284	16,833,745
		1/1/32	21.67	81,721,604	81,721,604	16,872,944	16,520,568	16,343,883
		1/1/33	22.67	85,420,698	85,420,698	16,398,155	16,040,062	15,860,643
Present Value Target	545,069,649	1/1/34	23.67	89,246,115	89,246,115	15,929,387	15,566,361	15,384,603
True Interest Cost (TIC)	7.516473%	1/1/35	24.67	93,201,709	93,201,709	15,467,192	15,099,984	14,916,268
		1/1/36	25.67	97,291,441	97,291,441	15,012,054	14,641,382	14,456,070
		1/1/37	26.67	101,519,389	101,519,389	14,564,392	14,190,944	14,004,381
ALL-IN COST OF BORROWING (ALL-IN)		1/1/38	27.67	105,889,748	105,889,748	14,124,568	13,748,997	13,561,513
		1/1/39	28.67	110,406,833	110,406,833	13,692,889	13,315,820	13,127,725
Par Amount of Bonds	618,078,606	1/1/40	29.67	115,075,083	115,075,083	13,269,614	12,891,637	12,703,229
Plus: Premium / Less: Original Issue Discount	-	1/1/41	30.67	119,899,064	119,899,064	12,854,958	12,476,633	12,288,191
Plus: Accrued Interest	-	1/1/42	31.67	124,883,474	124,883,474	12,449,093	12,070,949	11,882,735
Less: Bond Insurance Premium	(62,505,440)	1/1/43	32.67	130,033,145	130,033,145	12,052,155	11,674,690	11,486,953
Less: Underwriter's Discount	(10,503,517)	1/1/44	33.67	135,353,047	135,353,047	11,664,242	11,287,926	11,100,898
Less: Costs of Issuance	(5,251,758)	1/1/45	34.67	140,848,291	140,848,291	11,285,426	10,910,698	10,724,597
Other Adjustments	-	1/1/46	35.67	146,524,137	146,524,137	10,915,746	10,543,019	10,358,047
		1/1/47	36.67	151,257,794	151,257,794	10,477,071	10,109,470	9,927,177
Present Value Target	539,817,891	1/1/48	37.67	156,147,448	156,147,448	10,056,223	9,693,941	9,514,417
All-In Cost Of Borrowing (All-In)	7.567971%	1/1/49	38.67	161,198,264	161,198,264	9,652,465	9,295,669	9,118,995
		1/1/50	39.67	198,523,556	198,523,556	11,052,685	10,633,768	10,426,486
		Total		3,125,272,009	3,125,272,009	0	0	0

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CASE 7

CONVERSION ALTERNATIVE

Georgia Transportation Partners
I-75/575 HOT Lanes - Conversion Configuration - Base Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Sources and Uses of Funds

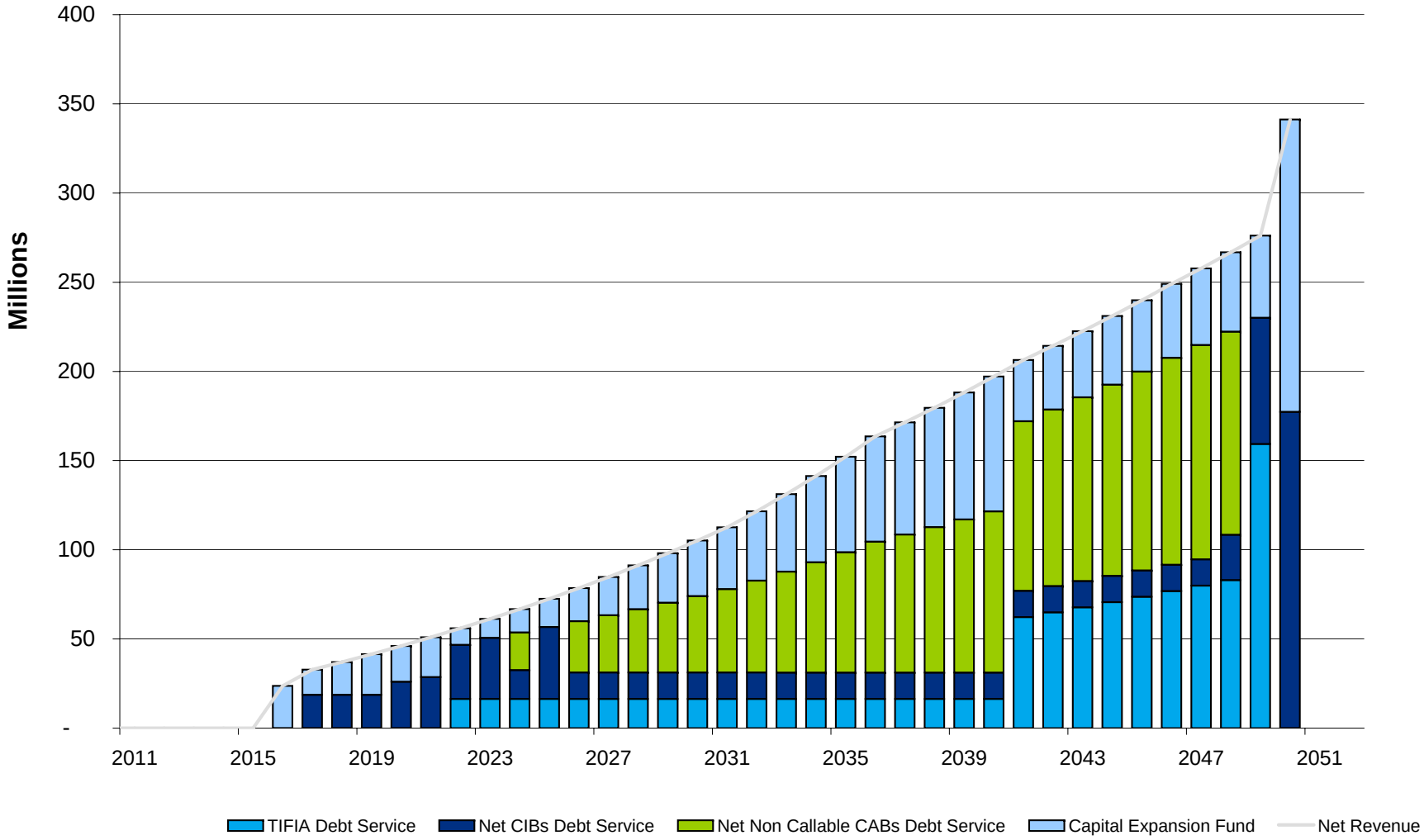
SOURCES		
Series A - Current Interest Bonds		305,497,667
Series B - Non Callable Capital Appreciation Bonds		249,027,424
Subordinate TIFIA - Bond Anticipation Notes (BANs)		554,525,092
Premium / (Discount)		-
Total Debt		1,109,050,184
Total Sources		**1,109,050,184**
USES		
Total Deposit to Construction Fund		1,364,562,700
Bond Insurance Payment	2.00%	53,863,235
All-In Costs of Issuance on Bonds	0.50%	5,545,251
Debt Service Reserve Fund	5.00%	55,452,509
Underwriter's Discount	1.00%	11,090,502
Net Capitalized Interest Deposit / Capitalized BAN Interest	2.45%	147,038,715
Total Uses		**1,637,552,911**
Surplus / (Deficit)		**(528,502,728)**
Percentage Feasible		**67.73%**
Excess Revenues through 2050		1,373,485,875
Present Value of Excess Revenues through 2050 @ 5.5%		366,349,029
Statistics		
Senior Debt - Arbitrage Yield		7.35%
Seniot Debt - True Interest Cost		7.47%
Senior Debt - All-in TIC		7.53%
Dated Date		5/1/2010
Delivery Date		5/1/2010
First Interest Payment Date		1/1/2011
Final Maturity Date		1/1/2050
Call Date		1/1/2020
Capitalized Interest Through		1/1/2016
First Construction Draw		5/1/2010
Final Construction Draw		12/1/2013
First Debt Service Payment		1/1/2017
TIFIA Accreted Through		1/1/2020
Current Interest Bonds Weighted Average Life (WAL)		33 years
Non Callable Capital Appreciation Bonds WAL		29 years

Assumptions
Reinvestment Rates for Construction Fund & CAPI Fund are 2.45%
Debt Service Reserve Fund sized based on the Lesser of Three test . Reinvestment rate is 5.%
Revenue & Toll Collection forecasts from estimates provided on 12/5/2008
Construction draw schedule provided by GTP on 12/5/2008
Net Capitalized Interest Deposit includes PV of BAN interest payments and deposit to Capitalized Interest Fund

RESULTS PRELIMINARY, SUBJECT TO CHANGE

Georgia Transportation Partners
I-75/575 HOT Lanes - Conversion Configuration - Base Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Application of Net Revenue



Georgia Transportation Partners
I-75/575 HOT Lanes - Conversion Configuration - Base Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Net Revenue

Year Ending	Gross Toll Revenues	DSRF Earnings	Operating Expenses	Toll Collection Expenses	Total Expenses	Cash Flow Avail for DS
	-					
5/1/2010		-				
1/1/2011	-	-	-	-	-	-
1/1/2012	-	-	-	-	-	-
1/1/2013	-	-	-	-	-	-
1/1/2014	-	-	-	-	-	-
1/1/2015	-	-	-	-	-	-
1/1/2016	25,028,792	-	-	1,350,459	1,350,459	23,678,333
1/1/2017	31,593,532	2,772,625	-	1,561,435	1,561,435	32,804,723
1/1/2018	35,910,888	2,772,625	-	1,643,944	1,643,944	37,039,570
1/1/2019	40,425,467	2,772,625	-	1,729,616	1,729,616	41,468,477
1/1/2020	45,144,461	2,772,625	-	1,818,558	1,818,558	46,098,528
1/1/2021	50,075,296	2,772,625	-	1,910,881	1,910,881	50,937,041
1/1/2022	55,225,644	2,772,625	-	2,006,697	2,006,697	55,991,572
1/1/2023	60,603,431	2,772,625	-	2,106,126	2,106,126	61,269,930
1/1/2024	66,216,838	2,772,625	-	2,209,286	2,209,286	66,780,177
1/1/2025	72,074,317	2,772,625	-	2,316,305	2,316,305	72,530,638
1/1/2026	78,184,597	2,772,625	-	2,427,309	2,427,309	78,529,913
1/1/2027	84,556,688	2,772,625	-	2,542,433	2,542,433	84,786,881
1/1/2028	91,199,898	2,772,625	-	2,661,812	2,661,812	91,310,711
1/1/2029	98,123,833	2,772,625	-	2,785,589	2,785,589	98,110,869
1/1/2030	105,338,414	2,772,625	-	2,913,909	2,913,909	105,197,130
1/1/2031	112,853,883	2,772,625	-	3,046,923	3,046,923	112,579,586
1/1/2032	122,020,903	2,772,625	-	3,184,784	3,184,784	121,608,744
1/1/2033	131,749,445	2,772,625	-	3,327,653	3,327,653	131,194,418
1/1/2034	142,066,282	2,772,625	-	3,475,695	3,475,695	141,363,212
1/1/2035	152,999,282	2,772,625	-	3,629,080	3,629,080	152,142,827
1/1/2036	164,577,458	2,772,625	-	3,787,982	3,787,982	163,562,101
1/1/2037	172,545,780	2,772,625	-	3,900,601	3,900,601	171,417,805
1/1/2038	180,863,716	2,772,625	-	4,016,489	4,016,489	179,619,853
1/1/2039	189,545,141	2,772,625	-	4,135,738	4,135,738	188,182,029
1/1/2040	198,604,444	2,772,625	-	4,258,446	4,258,446	197,118,624
1/1/2041	208,056,540	2,772,625	-	4,384,710	4,384,710	206,444,456
1/1/2042	216,059,585	2,772,625	-	4,499,918	4,499,918	214,332,292
1/1/2043	224,373,427	2,772,625	-	4,618,147	4,618,147	222,527,905
1/1/2044	233,009,640	2,772,625	-	4,739,477	4,739,477	231,042,789
1/1/2045	241,980,210	2,772,625	-	4,863,989	4,863,989	239,888,847
1/1/2046	251,297,546	2,772,625	-	4,991,766	4,991,766	249,078,406
1/1/2047	260,101,581	2,772,625	-	5,118,728	5,118,728	257,755,478
1/1/2048	269,231,778	2,772,625	-	5,248,920	5,248,920	266,755,484
1/1/2049	278,700,040	2,772,625	-	5,382,422	5,382,422	276,090,243
1/1/2050	288,518,685	58,225,135	-	5,519,319	5,519,319	341,224,500
Total	4,978,857,463	149,721,775	-	118,115,146	118,115,146	5,010,464,092

Georgia Transportation Partners
I-75/575 HOT Lanes - Conversion Configuration - Base Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Bond Debt Service Coverage and Proforma

Year Ending	Cash Flow Avail for DS	Net Senior Debt Service	Senior Coverage	Aggregate Debt Service	Aggregate Coverage	Excess Revenues	Present Value of Excess Revs 5.50%
5/1/2010		-		-	-		
1/1/2011	-	-	-	-	-	-	-
1/1/2012	-	-	-	-	-	-	-
1/1/2013	-	-	-	-	-	-	-
1/1/2014	-	-	-	-	-	-	-
1/1/2015	-	-	-	-	-	-	-
1/1/2016	23,678,333	-	-	-	-	23,678,333	17,481,842
1/1/2017	32,804,723	18,639,047	1.76	18,639,047	1.76	14,165,676	9,913,361
1/1/2018	37,039,570	18,639,047	1.99	18,639,047	1.99	18,400,523	12,205,661
1/1/2019	41,468,477	18,639,047	2.22	18,639,047	2.22	22,829,430	14,354,027
1/1/2020	46,098,528	25,971,002	1.78	25,971,002	1.78	20,127,526	11,995,452
1/1/2021	50,937,041	28,616,315	1.78	28,626,815	1.78	22,310,226	12,603,110
1/1/2022	55,991,572	30,250,388	1.85	46,659,644	1.20	9,331,929	4,996,809
1/1/2023	61,269,930	34,229,011	1.79	50,636,007	1.21	10,633,924	5,397,124
1/1/2024	66,780,177	37,203,441	1.80	53,608,182	1.25	13,171,995	6,336,770
1/1/2025	72,530,638	40,294,799	1.80	56,697,293	1.28	15,833,345	7,219,990
1/1/2026	78,529,913	43,506,877	1.81	59,907,130	1.31	18,622,783	8,049,262
1/1/2027	84,786,881	46,843,581	1.81	63,241,601	1.34	21,545,280	8,826,960
1/1/2028	91,310,711	50,308,932	1.82	66,704,726	1.37	24,605,984	9,555,365
1/1/2029	98,110,869	53,907,071	1.82	70,300,648	1.40	27,810,221	10,236,666
1/1/2030	105,197,130	57,642,263	1.83	74,033,630	1.42	31,163,500	10,872,962
1/1/2031	112,579,586	61,518,899	1.83	77,908,064	1.45	34,671,522	11,466,268
1/1/2032	121,608,744	66,271,795	1.84	82,658,766	1.47	38,949,978	12,209,670
1/1/2033	131,194,418	71,301,314	1.84	87,686,099	1.50	43,508,319	12,927,560
1/1/2034	141,363,212	76,619,627	1.85	93,002,235	1.52	48,360,977	13,620,306
1/1/2035	152,142,827	82,239,366	1.85	98,619,806	1.54	53,523,021	14,288,280
1/1/2036	163,562,101	88,173,640	1.86	104,551,920	1.56	59,010,181	14,931,857
1/1/2037	171,417,805	92,160,110	1.86	108,536,241	1.58	62,881,564	15,081,959
1/1/2038	179,619,853	96,310,913	1.87	112,684,904	1.59	66,934,949	15,217,205
1/1/2039	188,182,029	100,632,101	1.87	117,003,961	1.61	71,178,068	15,338,245
1/1/2040	197,118,624	105,129,933	1.88	121,499,672	1.62	75,618,952	15,445,703
1/1/2041	206,444,456	109,810,881	1.88	172,037,046	1.20	34,407,409	6,661,569
1/1/2042	214,332,292	113,704,134	1.89	178,610,244	1.20	35,722,049	6,555,540
1/1/2043	222,527,905	117,739,632	1.89	185,439,921	1.20	37,087,984	6,451,384
1/1/2044	231,042,789	121,922,316	1.90	192,535,657	1.20	38,507,131	6,349,044
1/1/2045	239,888,847	126,257,288	1.90	199,907,373	1.20	39,981,475	6,248,468
1/1/2046	249,078,406	130,749,819	1.91	207,565,338	1.20	41,513,068	6,149,603
1/1/2047	257,755,478	134,950,512	1.91	214,796,232	1.20	42,959,246	6,032,071
1/1/2048	266,755,484	139,297,903	1.92	222,296,237	1.20	44,459,247	5,917,244
1/1/2049	276,090,243	70,800,005	3.90	230,075,203	1.20	46,015,041	5,805,033
1/1/2050	341,224,500	177,259,481	1.93	177,259,481	1.93	163,965,020	19,606,661
Total	5,010,464,092	2,587,540,489		3,636,978,217		1,373,485,875	366,349,029

	Net Senior DS	Senior Coverage	Aggregate DS	Aggregate Coverage
Minimum	18,639,047	1.76	18,639,047	1.20
Maximum	177,259,481	3.90	230,075,203	2.22
Average	76,104,132	1.92	106,969,948	1.45

Georgia Transportation Partners
I-75/575 HOT Lanes - Conversion Configuration - Base Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Net Debt Service

Year Ending	Current Interest Bond Debt Service	Non Callable CAB Debt Service	Total Senior Debt Service	Subordinate TIFIA Debt Service	Aggregate Debt Service	Capitalized Interest	DSRF Earnings	Net Debt Service
5/1/2010								
1/1/2011	12,426,031	-	12,426,031	-	12,426,031	12,426,031	-	-
1/1/2012	18,639,047	-	18,639,047	-	18,639,047	18,639,047	-	-
1/1/2013	18,639,047	-	18,639,047	-	18,639,047	18,639,047	-	-
1/1/2014	18,639,047	-	18,639,047	-	18,639,047	18,639,047	-	-
1/1/2015	18,639,047	-	18,639,047	-	18,639,047	18,639,047	-	-
1/1/2016	18,639,047	-	18,639,047	-	18,639,047	18,639,047	-	-
1/1/2017	18,639,047	-	18,639,047	-	18,639,047	-	-	18,639,047
1/1/2018	18,639,047	-	18,639,047	(0)	18,639,047	-	-	18,639,047
1/1/2019	18,639,047	-	18,639,047	(0)	18,639,047	-	-	18,639,047
1/1/2020	25,971,002	-	25,971,002	(0)	25,971,002	-	-	25,971,002
1/1/2021	28,616,315	-	28,616,315	10,500	28,626,815	-	-	28,626,815
1/1/2022	30,250,388	-	30,250,388	16,409,256	46,659,644	-	-	46,659,644
1/1/2023	34,229,011	-	34,229,011	16,406,995	50,636,007	-	-	50,636,007
1/1/2024	16,141,849	21,061,592	37,203,441	16,404,741	53,608,182	-	-	53,608,182
1/1/2025	40,294,799	-	40,294,799	16,402,494	56,697,293	-	-	56,697,293
1/1/2026	14,767,546	28,739,331	43,506,877	16,400,253	59,907,130	-	-	59,907,130
1/1/2027	14,767,546	32,076,034	46,843,581	16,398,020	63,241,601	-	-	63,241,601
1/1/2028	14,767,546	35,541,385	50,308,932	16,395,795	66,704,726	-	-	66,704,726
1/1/2029	14,767,546	39,139,525	53,907,071	16,393,577	70,300,648	-	-	70,300,648
1/1/2030	14,767,546	42,874,717	57,642,263	16,391,367	74,033,630	-	-	74,033,630
1/1/2031	14,767,546	46,751,353	61,518,899	16,389,165	77,908,064	-	-	77,908,064
1/1/2032	14,767,546	51,504,249	66,271,795	16,386,971	82,658,766	-	-	82,658,766
1/1/2033	14,767,546	56,533,767	71,301,314	16,384,785	87,686,099	-	-	87,686,099
1/1/2034	14,767,546	61,852,081	76,619,627	16,382,608	93,002,235	-	-	93,002,235
1/1/2035	14,767,546	67,471,820	82,239,366	16,380,440	98,619,806	-	-	98,619,806
1/1/2036	14,767,546	73,406,093	88,173,640	16,378,281	104,551,920	-	-	104,551,920
1/1/2037	14,767,546	77,392,564	92,160,110	16,376,131	108,536,241	-	-	108,536,241
1/1/2038	14,767,546	81,543,367	96,310,913	16,373,991	112,684,904	-	-	112,684,904
1/1/2039	14,767,546	85,864,554	100,632,101	16,371,860	117,003,961	-	-	117,003,961
1/1/2040	14,767,546	90,362,386	105,129,933	16,369,739	121,499,672	-	-	121,499,672
1/1/2041	14,767,546	95,043,334	109,810,881	62,226,166	172,037,046	-	-	172,037,046
1/1/2042	14,767,546	98,936,587	113,704,134	64,906,110	178,610,244	-	-	178,610,244
1/1/2043	14,767,546	102,972,086	117,739,632	67,700,289	185,439,921	-	-	185,439,921
1/1/2044	14,767,546	107,154,770	121,922,316	70,613,341	192,535,657	-	-	192,535,657
1/1/2045	14,767,546	111,489,741	126,257,288	73,650,085	199,907,373	-	-	199,907,373
1/1/2046	14,767,546	115,982,273	130,749,819	76,815,519	207,565,338	-	-	207,565,338
1/1/2047	14,767,546	120,182,966	134,950,512	79,845,720	214,796,232	-	-	214,796,232
1/1/2048	25,362,282	113,935,621	139,297,903	82,998,334	222,296,237	-	-	222,296,237
1/1/2049	70,800,005	-	70,800,005	159,275,198	230,075,203	-	-	230,075,203
1/1/2050	177,259,481	-	177,259,481	(0)	177,259,481	-		177,259,481
Total	935,349,561	1,757,812,194	2,693,161,756	1,049,437,728	3,742,599,484	105,621,267	-	3,636,978,217

Georgia Transportation Partners
I-75/575 HOT Lanes - Conversion Configuration - Base Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Current Interest Bonds (CIBs)

Date	Principal	Rate	Yield	Price	Interest	Total Debt Service
5/1/10						
1/1/11	-	1.900%	1.900%	100.000	12,426,031	12,426,031
1/1/12	-	3.010%	3.010%	100.000	18,639,047	18,639,047
1/1/13	-	3.210%	3.210%	100.000	18,639,047	18,639,047
1/1/14	-	3.490%	3.490%	100.000	18,639,047	18,639,047
1/1/15	-	3.730%	3.730%	100.000	18,639,047	18,639,047
1/1/16	-	3.920%	3.920%	100.000	18,639,047	18,639,047
1/1/17	-	4.110%	4.110%	100.000	18,639,047	18,639,047
1/1/18	-	4.360%	4.360%	100.000	18,639,047	18,639,047
1/1/19	-	4.630%	4.630%	100.000	18,639,047	18,639,047
1/1/20	7,331,955	4.870%	4.870%	100.000	18,639,047	25,971,002
1/1/21	10,334,334	5.130%	5.130%	100.000	18,281,981	28,616,315
1/1/22	12,498,558	5.350%	5.350%	100.000	17,751,830	30,250,388
1/1/23	17,145,855	5.490%	5.490%	100.000	17,083,157	34,229,011
1/1/24	-	5.610%	5.610%	100.000	16,141,849	16,141,849
1/1/25	24,152,950	5.690%	5.690%	100.000	16,141,849	40,294,799
1/1/26	-	5.770%	5.770%	100.000	14,767,546	14,767,546
1/1/27	-	5.850%	5.850%	100.000	14,767,546	14,767,546
1/1/28	-	5.930%	5.930%	100.000	14,767,546	14,767,546
1/1/29	-	6.010%	6.010%	100.000	14,767,546	14,767,546
1/1/30	-	6.080%	6.080%	100.000	14,767,546	14,767,546
1/1/31	-	6.140%	6.140%	100.000	14,767,546	14,767,546
1/1/32	-	6.180%	6.180%	100.000	14,767,546	14,767,546
1/1/33	-	6.210%	6.210%	100.000	14,767,546	14,767,546
1/1/34	-	6.240%	6.240%	100.000	14,767,546	14,767,546
1/1/35	-	6.260%	6.260%	100.000	14,767,546	14,767,546
1/1/36	-	6.270%	6.270%	100.000	14,767,546	14,767,546
1/1/37	-	6.280%	6.280%	100.000	14,767,546	14,767,546
1/1/38	-	6.290%	6.290%	100.000	14,767,546	14,767,546
1/1/39	-	6.300%	6.300%	100.000	14,767,546	14,767,546
1/1/40	-	6.310%	6.310%	100.000	14,767,546	14,767,546
1/1/41	-	6.310%	6.310%	100.000	14,767,546	14,767,546
1/1/42	-	6.310%	6.310%	100.000	14,767,546	14,767,546
1/1/43	-	6.310%	6.310%	100.000	14,767,546	14,767,546
1/1/44	-	6.310%	6.310%	100.000	14,767,546	14,767,546
1/1/45	-	6.310%	6.310%	100.000	14,767,546	14,767,546
1/1/46	-	6.310%	6.310%	100.000	14,767,546	14,767,546
1/1/47	-	6.310%	6.310%	100.000	14,767,546	14,767,546
1/1/48	10,594,736	6.310%	6.310%	100.000	14,767,546	25,362,282
1/1/49	56,700,986	6.310%	6.310%	100.000	14,099,019	70,800,005
1/1/50	166,738,294	6.310%	6.310%	100.000	10,521,186	177,259,481
Total	305,497,667		6.101%	100.000	629,851,894	935,349,561

Total Par	305,497,667	Weighted Average Life	33.07
Premium	-	Insurance Premium	18,706,991
		Capitalized Interest	68,343,173
Production	305,497,667		

Georgia Transportation Partners
I-75/575 HOT Lanes - Conversion Configuration - Base Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Non-Callable Capital Appreciation Bonds (CABs)

Date	Proceeds	Yield	Price	Accreted Interest	Total Debt Service
5/1/10					
1/1/11	-	2.900%	98.098	-	-
1/1/12	-	4.010%	93.596	-	-
1/1/13	-	4.210%	89.484	-	-
1/1/14	-	4.490%	84.975	-	-
1/1/15	-	4.730%	80.399	-	-
1/1/16	-	4.920%	75.924	-	-
1/1/17	-	5.110%	71.434	-	-
1/1/18	-	5.360%	66.662	-	-
1/1/19	-	5.630%	61.804	-	-
1/1/20	-	5.870%	57.162	-	-
1/1/21	-	6.130%	52.516	-	-
1/1/22	-	6.350%	48.223	-	-
1/1/23	-	6.490%	44.529	-	-
1/1/24	8,659,684	6.610%	41.116	12,401,908	21,061,592
1/1/25	-	6.690%	38.092	-	-
1/1/26	10,126,591	6.770%	35.236	18,612,740	28,739,331
1/1/27	10,438,825	6.850%	32.544	21,637,210	32,076,034
1/1/28	10,666,681	6.930%	30.012	24,874,705	35,541,385
1/1/29	10,815,425	7.010%	27.633	28,324,100	39,139,525
1/1/30	10,912,902	7.080%	25.453	31,961,815	42,874,717
1/1/31	10,967,867	7.140%	23.460	35,783,485	46,751,353
1/1/32	11,170,241	7.180%	21.688	40,334,007	51,504,249
1/1/33	11,350,850	7.210%	20.078	45,182,918	56,533,767
1/1/34	11,490,880	7.240%	18.578	50,361,201	61,852,081
1/1/35	11,618,647	7.260%	17.220	55,853,172	67,471,820
1/1/36	11,741,305	7.270%	15.995	61,664,789	73,406,093
1/1/37	11,495,891	7.280%	14.854	65,896,672	77,392,564
1/1/38	11,246,461	7.290%	13.792	70,296,905	81,543,367
1/1/39	10,994,098	7.300%	12.804	74,870,457	85,864,554
1/1/40	10,738,666	7.310%	11.884	79,623,720	90,362,386
1/1/41	10,512,743	7.310%	11.061	84,530,591	95,043,334
1/1/42	10,184,532	7.310%	10.294	88,752,055	98,936,587
1/1/43	9,865,756	7.310%	9.581	93,106,330	102,972,086
1/1/44	9,554,991	7.310%	8.917	97,599,779	107,154,770
1/1/45	9,252,534	7.310%	8.299	102,237,208	111,489,741
1/1/46	8,958,471	7.310%	7.724	107,023,802	115,982,273
1/1/47	8,639,953	7.310%	7.189	111,543,012	120,182,966
1/1/48	7,623,432	7.310%	6.691	106,312,188	113,935,621
1/1/49	-	7.310%	6.228	-	-
1/1/50	-	7.310%	5.796	-	-
Total	249,027,424			1,508,784,770	1,757,812,194

Total Par	249,027,424	Average Life	29.031
Premium	-	Insurance Prem	35,156,244
		CAPI	-
Production	249,027,424		

Georgia Transportation Partners
I-75/575 HOT Lanes - Conversion Configuration - Base Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

BANs for TIFIA

Date	Notional Value	Principal/ Maturity Value	Initial Proceeds	Coupon	Yield	Price	Interest	Less Interest Draws	BAN Converted To TIFIA
5/1/10	554,525,092								
1/1/11	554,525,092		-	1.00%	1.00%	100.000	10,462,040	10,462,040	-
1/1/12	554,525,092		-	2.11%	2.11%	100.000	15,693,060	15,693,060	-
1/1/13	554,525,092		-	2.31%	2.31%	100.000	15,693,060	15,693,060	-
1/1/14	554,525,092		-	2.59%	2.59%	100.000	15,693,060	15,693,060	-
1/1/15	554,525,092	554,525,092	554,525,092	2.83%	2.83%	100.000	15,693,060	15,693,060	554,525,092
Total	3,327,150,551	554,525,092	554,525,092				73,234,280	73,234,280	554,525,092

Total Par	554,525,092
Premium	-
Production	554,525,092

TIFIA Calculation Area		
Estimated Cost of Construction	1,426,500,000	
Bond Insurance Payment	53,863,235	
Debt Service Reserve Fund	55,452,509	
Net Capitalized Interest Deposit / Capitalized BAN Interest	147,038,715	
Cost of Issuance Expenses	5,545,251	
Underwriter's Discount	11,090,502	
Total	1,699,490,212	
	Lesser of	
Max Allowable TIFIA (1/3 Total Project Cost)	566,496,737	33.333%
	or	
Max Allowable TIFIA (less than Total Senior Lien Par)	554,525,092	
Actual TIFIA Par	554,525,092	32.629%

Georgia Transportation Partners
I-75/575 HOT Lanes - Conversion Configuration - Base Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

TIFIA Loan

Date	Notional Value	Principal/ Maturity Value	Yield	Interest	Accreted Interest	Interest Paid	TIFIA Payments	2.50% Ongoing TIFIA Servicing Costs	Total TIFIA Payments	Ending Balance
5/1/10	-	-	-							-
1/1/11	-	-	2.530%	-		-	-	-	-	-
1/1/12	-	-	2.530%	-		-	-	-	-	-
1/1/13	-	-	2.530%	-		-	-	-	-	-
1/1/14	-	-	2.530%	-		-	-	-	-	-
1/1/15	-	-	2.530%	-		-	-	-	-	-
1/1/16	554,525,092	-	2.530%	14,029,485	14,029,485	-	-	-	-	568,554,577
1/1/17	568,554,577	-	2.530%	14,384,431	14,384,431	-	-	-	-	582,939,007
1/1/18	582,939,007	-	2.530%	14,748,357	14,748,357	(0)	(0)	-	(0)	597,687,364
1/1/19	597,687,364	-	2.530%	15,121,490	15,121,490	(0)	(0)	-	(0)	612,808,855
1/1/20	612,808,855	-	2.530%	15,504,064	15,504,064	(0)	(0)	-	(0)	628,312,919
1/1/21	628,312,919	-	2.530%	15,896,317	15,896,317	0	0	10,500	10,500	644,209,235
1/1/22	644,209,235	100,000	2.530%	16,298,494		16,298,494	16,398,494	10,763	16,409,256	644,109,235
1/1/23	644,109,235	100,000	2.530%	16,295,964		16,295,964	16,395,964	11,032	16,406,995	644,009,235
1/1/24	644,009,235	100,000	2.530%	16,293,434		16,293,434	16,393,434	11,307	16,404,741	643,909,235
1/1/25	643,909,235	100,000	2.530%	16,290,904		16,290,904	16,390,904	11,590	16,402,494	643,809,235
1/1/26	643,809,235	100,000	2.530%	16,288,374		16,288,374	16,388,374	11,880	16,400,253	643,709,235
1/1/27	643,709,235	100,000	2.530%	16,285,844		16,285,844	16,385,844	12,177	16,398,020	643,609,235
1/1/28	643,609,235	100,000	2.530%	16,283,314		16,283,314	16,383,314	12,481	16,395,795	643,509,235
1/1/29	643,509,235	100,000	2.530%	16,280,784		16,280,784	16,380,784	12,793	16,393,577	643,409,235
1/1/30	643,409,235	100,000	2.530%	16,278,254		16,278,254	16,378,254	13,113	16,391,367	643,309,235
1/1/31	643,309,235	100,000	2.530%	16,275,724		16,275,724	16,375,724	13,441	16,389,165	643,209,235
1/1/32	643,209,235	100,000	2.530%	16,273,194		16,273,194	16,373,194	13,777	16,386,971	643,109,235
1/1/33	643,109,235	100,000	2.530%	16,270,664		16,270,664	16,370,664	14,121	16,384,785	643,009,235
1/1/34	643,009,235	100,000	2.530%	16,268,134		16,268,134	16,368,134	14,474	16,382,608	642,909,235
1/1/35	642,909,235	100,000	2.530%	16,265,604		16,265,604	16,365,604	14,836	16,380,440	642,809,235
1/1/36	642,809,235	100,000	2.530%	16,263,074		16,263,074	16,363,074	15,207	16,378,281	642,709,235
1/1/37	642,709,235	100,000	2.530%	16,260,544		16,260,544	16,360,544	15,587	16,376,131	642,609,235
1/1/38	642,609,235	100,000	2.530%	16,258,014		16,258,014	16,358,014	15,977	16,373,991	642,509,235
1/1/39	642,509,235	100,000	2.530%	16,255,484		16,255,484	16,355,484	16,376	16,371,860	642,409,235
1/1/40	642,409,235	100,000	2.530%	16,252,954		16,252,954	16,352,954	16,786	16,369,739	642,309,235
1/1/41	642,309,235	45,958,537	2.530%	16,250,424		16,250,424	62,208,960	17,205	62,226,166	596,350,699
1/1/42	596,350,699	49,800,801	2.530%	15,087,673		15,087,673	64,888,474	17,636	64,906,110	546,549,897
1/1/43	546,549,897	53,854,500	2.530%	13,827,712		13,827,712	67,682,212	18,076	67,700,289	492,695,398
1/1/44	492,695,398	58,129,619	2.530%	12,465,194		12,465,194	70,594,813	18,528	70,613,341	434,565,778
1/1/45	434,565,778	62,636,579	2.530%	10,994,514		10,994,514	73,631,093	18,992	73,650,085	371,929,200
1/1/46	371,929,200	67,386,244	2.530%	9,409,809		9,409,809	76,796,052	19,466	76,815,519	304,542,956
1/1/47	304,542,956	72,120,830	2.530%	7,704,937		7,704,937	79,825,767	19,953	79,845,720	232,422,126
1/1/48	232,422,126	77,097,602	2.530%	5,880,280		5,880,280	82,977,882	20,452	82,998,334	155,324,524
1/1/49	155,324,524	155,324,524	2.530%	3,929,710		3,929,710	159,254,234	20,963	159,275,198	(0)
1/1/50	(0)	-	2.530%	(0)		(0)	(0)	-	(0)	(0)
Total		644,209,235		494,473,145	89,684,144	404,789,002	1,048,998,237	439,491	1,049,437,728	

Georgia Transportation Partners
I-75/575 HOT Lanes - Conversion Configuration - Base Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Construction Fund

Date	Beginning Balance	Deposits from Bond Proceeds	Interest Earnings 2.450%	Construction Draws from Debt	Draw Percentage	Ending Balance
5/1/2010	-	1,364,562,700	-	30,814,000		1,333,748,700
6/1/2010	1,333,748,700		2,709,274	41,896,000		1,294,561,974
7/1/2010	1,294,561,974		2,629,674	19,246,000		1,277,945,648
8/1/2010	1,277,945,648		2,595,920	18,348,000		1,262,193,568
9/1/2010	1,262,193,568		2,563,923	11,615,000		1,253,142,491
10/1/2010	1,253,142,491		2,545,537	11,438,000		1,244,250,028
11/1/2010	1,244,250,028		2,527,474	10,845,000		1,235,932,502
12/1/2010	1,235,932,502		2,510,578	12,367,000		1,226,076,080
1/1/2011	1,226,076,080		2,490,557	27,783,000		1,200,783,636
2/1/2011	1,200,783,636		2,439,179	28,644,000		1,174,578,816
3/1/2011	1,174,578,816		2,385,949	43,600,000		1,133,364,765
4/1/2011	1,133,364,765		2,302,230	37,556,000		1,098,110,995
5/1/2011	1,098,110,995		2,230,618	35,395,000		1,064,946,613
6/1/2011	1,064,946,613		2,163,251	41,596,000		1,025,513,863
7/1/2011	1,025,513,863		2,083,150	38,333,000		989,264,013
8/1/2011	989,264,013		2,009,515	53,593,000		937,680,528
9/1/2011	937,680,528		1,904,732	51,562,000		888,023,260
10/1/2011	888,023,260		1,803,862	46,152,000		843,675,122
11/1/2011	843,675,122		1,713,777	42,407,000		802,981,899
12/1/2011	802,981,899		1,631,116	36,998,000		767,615,014
1/1/2012	767,615,014		1,559,274	41,561,000		727,613,288
2/1/2012	727,613,288		1,478,018	38,017,000		691,074,306
3/1/2012	691,074,306		1,403,795	42,549,000		649,929,101
4/1/2012	649,929,101		1,320,216	42,170,000		609,079,317
5/1/2012	609,079,317		1,237,237	46,549,000		563,767,554
6/1/2012	563,767,554		1,145,194	44,309,000		520,603,748
7/1/2012	520,603,748		1,057,514	33,485,000		488,176,262
8/1/2012	488,176,262		991,644	34,258,000		454,909,906
9/1/2012	454,909,906		924,069	24,728,000		431,105,975
10/1/2012	431,105,975		875,715	36,270,000		395,711,690
11/1/2012	395,711,690		803,818	32,760,000		363,755,509
12/1/2012	363,755,509		738,905	30,377,000		334,117,414
1/1/2013	334,117,414		678,700	35,174,000		299,622,114
2/1/2013	299,622,114		608,629	23,846,000		276,384,743
3/1/2013	276,384,743		561,427	20,866,000		256,080,170
4/1/2013	256,080,170		520,182	31,503,000		225,097,351
5/1/2013	225,097,351		457,245	31,825,000		193,729,597
6/1/2013	193,729,597		393,527	26,362,000		167,761,124
7/1/2013	167,761,124		340,777	17,852,000		150,249,901
8/1/2013	150,249,901		305,206	23,885,000		126,670,107
9/1/2013	126,670,107		257,308	18,678,000		108,249,415
10/1/2013	108,249,415		219,890	16,497,000		91,972,305
11/1/2013	91,972,305		186,825	12,479,000	-	79,680,130
12/1/2013	79,680,130		161,856	10,955,000		68,886,986
1/1/2014	68,886,986		139,932	13,172,000		55,854,918
2/1/2014	55,854,918		113,459	13,278,000		42,690,377
3/1/2014	42,690,377		86,718	14,452,000		28,325,095
4/1/2014	28,325,095		57,537	13,208,000		15,174,633
5/1/2014	15,174,633		30,825	6,448,000		8,757,457
6/1/2014	8,757,457		17,789	2,369,000		6,406,247
7/1/2014	6,406,247		13,013	2,595,000		3,824,260
8/1/2014	3,824,260		7,768	2,369,000		1,463,028
9/1/2014	1,463,028		2,972	1,466,000		0
Total		1,364,562,700	61,937,300	1,426,500,000	53 draws	

Georgia Transportation Partners
I-75/575 HOT Lanes - Conversion Configuration - Base Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Capitalized Interest Fund

Date	Beginning Balance	Deposits	Interest Earnings 2.45%	Inflow from DSRF	Capitalized Interest	Ending Balance
5/1/10		83,045,573				83,045,573
1/1/11	83,045,573		1,350,932	1,848,417	12,426,031	73,818,890
1/1/12	73,818,890		1,808,563	2,772,625	18,639,047	59,761,032
1/1/13	59,761,032		1,464,145	2,772,625	18,639,047	45,358,755
1/1/14	45,358,755		1,111,290	2,772,625	18,639,047	30,603,623
1/1/15	30,603,623		749,789	2,772,625	18,639,047	15,486,990
1/1/16	15,486,990		379,431	2,772,625	18,639,047	-
1/1/17	-		-	-	-	-
1/1/18	-		-	-	-	-
1/1/19	-		-	-	-	-
1/1/20	-		-	-	-	-
1/1/21	-		-	-		-
1/1/22	-		-			-
1/1/23	-		-			-
1/1/24	-		-			-
1/1/25	-		-			-
1/1/26	-		-			-
1/1/27	-		-			-
1/1/28	-		-			-
1/1/29	-		-			-
1/1/30	-		-			-
1/1/31	-		-			-
1/1/32	-		-			-
1/1/33	-		-			-
1/1/34	-		-			-
1/1/35	-		-			-
1/1/36	-		-			-
1/1/37	-		-			-
1/1/38	-		-			-
1/1/39	-		-			-
1/1/40	-		-			-
1/1/41	-		-			-
1/1/42	-		-			-
1/1/43	-		-			-
1/1/44	-		-			-
1/1/45	-		-			-
1/1/46	-		-			-
1/1/47	-		-			-
1/1/48	-		-			-
1/1/49	-		-			-
1/1/50	-		-			-
Total		83,045,573	6,864,149	15,711,544	105,621,267	

Georgia Transportation Partners
I-75/575 HOT Lanes - Conversion Configuration - Base Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Debt Service Reserve Fund (DSRF)

Date	Beginning Balance	Deposits	Interest Earnings 5.00%	DSRF Draws to CAPI	DSRF Draws to Debt Service during CAPI Period	DSRF Draws to Debt Service	Ending Balance
5/1/10		55,452,509					55,452,509
1/1/11	55,452,509		1,848,417	(1,848,417)	-	-	55,452,509
1/1/12	55,452,509		2,772,625	(2,772,625)	-	-	55,452,509
1/1/13	55,452,509		2,772,625	(2,772,625)	-	-	55,452,509
1/1/14	55,452,509		2,772,625	(2,772,625)	-	-	55,452,509
1/1/15	55,452,509		2,772,625	(2,772,625)	-	-	55,452,509
1/1/16	55,452,509		2,772,625	(2,772,625)	-	-	55,452,509
1/1/17	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/18	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/19	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/20	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/21	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/22	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/23	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/24	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/25	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/26	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/27	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/28	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/29	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/30	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/31	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/32	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/33	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/34	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/35	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/36	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/37	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/38	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/39	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/40	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/41	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/42	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/43	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/44	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/45	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/46	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/47	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/48	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/49	55,452,509		2,772,625	-	-	(2,772,625)	55,452,509
1/1/50	55,452,509		2,772,625	-	-	(58,225,135)	-
-	-		-	-		-	-
Total		55,452,509	109,980,810	(15,711,544)	-	(149,721,775)	

DSRF Calculation Area	
10% of par	55,452,509
Maximum Annual Debt Service	177,259,481
125% of Average Annual Debt Service	95,130,165
DSRF Deposit	55,452,509

Georgia Transportation Partners
I-75/575 HOT Lanes - Conversion Configuration - Base Case
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Summary of Bond Yields - Senior Lien Only

Description	Amount	Date	Time Factor from Delivery (30/360)	Total Debt Service	Arb Yield DS	Arbitrage Yield 7.348726%	True Interest Cost (TIC) 7.470952%	All-In Bond Yield 7.533493%
						(500,661,857)	(489,571,355)	(484,026,104)
ARBITRAGE YIELD		5/1/10	-					
		1/1/11	0.67	12,426,031	12,426,031	11,842,333	11,833,032	11,828,278
Par Amount of Bonds	554,525,092	1/1/12	1.67	18,639,047	18,639,047	16,526,686	16,494,254	16,477,692
Plus: Premium / Less: Original Issue Discount	-	1/1/13	2.67	18,639,047	18,639,047	15,375,988	15,327,738	15,303,119
Plus: Accrued Interest	-	1/1/14	3.67	18,639,047	18,639,047	14,305,409	14,243,721	14,212,274
Less: Bond Insurance Premium	(53,863,235)	1/1/15	4.67	18,639,047	18,639,047	13,309,371	13,236,369	13,199,186
		1/1/16	5.67	18,639,047	18,639,047	12,382,684	12,300,259	12,258,315
		1/1/17	6.67	18,639,047	18,639,047	11,520,518	11,430,353	11,384,510
		1/1/18	7.67	18,639,047	18,639,047	10,718,383	10,621,969	10,572,993
		1/1/19	8.67	18,639,047	18,639,047	9,972,098	9,870,756	9,819,323
Present Value Target	500,661,857	1/1/20	9.67	25,971,002	25,971,002	12,927,328	12,780,882	12,706,623
Arbitrage Yield	7.348726%	1/1/21	10.67	28,616,315	28,616,315	13,252,293	13,086,732	13,002,856
		1/1/22	11.67	30,250,388	30,250,388	13,033,633	12,855,644	12,765,552
		1/1/23	12.67	34,229,011	34,229,011	13,721,013	13,517,695	13,414,874
TRUE INTEREST COST (TIC)		1/1/24	13.67	37,203,441	37,203,441	13,874,974	13,653,273	13,541,256
		1/1/25	14.67	40,294,799	40,294,799	13,981,549	13,741,940	13,620,982
Par Amount of Bonds	554,525,092	1/1/26	15.67	43,506,877	43,506,877	14,044,991	13,788,034	13,658,435
Plus: Premium / Less: Original Issue Discount	-	1/1/27	16.67	46,843,581	46,843,581	14,069,248	13,795,579	13,657,673
Plus: Accrued Interest	-	1/1/28	17.67	50,308,932	50,308,932	14,057,987	13,768,300	13,622,453
Less: Bond Insurance Premium	(53,863,235)	1/1/29	18.67	53,907,071	53,907,071	14,014,610	13,709,650	13,556,250
Less: Underwriter's Discount	(11,090,502)	1/1/30	19.67	57,642,263	57,642,263	13,942,272	13,622,821	13,462,275
		1/1/31	20.67	61,518,899	61,518,899	13,843,897	13,510,766	13,343,495
		1/1/32	21.67	66,271,795	66,271,795	13,875,089	13,525,257	13,349,757
		1/1/33	22.67	71,301,314	71,301,314	13,888,707	13,522,585	13,339,076
Present Value Target	489,571,355	1/1/34	23.67	76,619,627	76,619,627	13,885,501	13,503,539	13,312,262
True Interest Cost (TIC)	7.470952%	1/1/35	24.67	82,239,366	82,239,366	13,866,234	13,468,918	13,270,130
		1/1/36	25.67	88,173,640	88,173,640	13,831,676	13,419,524	13,213,498
		1/1/37	26.67	92,160,110	92,160,110	13,450,433	13,034,271	12,826,424
ALL-IN COST OF BORROWING (ALL-IN)		1/1/38	27.67	96,310,913	96,310,913	13,077,539	12,657,987	12,448,635
		1/1/39	28.67	100,632,101	100,632,101	12,712,891	12,290,543	12,079,984
Par Amount of Bonds	554,525,092	1/1/40	29.67	105,129,933	105,129,933	12,356,384	11,931,809	11,720,329
Plus: Premium / Less: Original Issue Discount	-	1/1/41	30.67	109,810,881	109,810,881	12,007,916	11,581,657	11,369,527
Plus: Accrued Interest	-	1/1/42	31.67	113,704,134	113,704,134	11,567,933	11,144,150	10,933,441
Less: Bond Insurance Premium	(53,863,235)	1/1/43	32.67	117,739,632	117,739,632	11,144,470	10,723,555	10,514,458
Less: Underwriter's Discount	(11,090,502)	1/1/44	33.67	121,922,316	121,922,316	10,736,858	10,319,168	10,111,859
Less: Costs of Issuance	(5,545,251)	1/1/45	34.67	126,257,288	126,257,288	10,344,457	9,930,322	9,724,961
Other Adjustments	-	1/1/46	35.67	130,749,819	130,749,819	9,966,659	9,556,379	9,353,111
		1/1/47	36.67	134,950,512	134,950,512	9,570,625	9,165,838	8,965,472
Present Value Target	484,026,104	1/1/48	37.67	139,297,903	139,297,903	9,191,102	8,791,999	8,594,622
All-In Cost Of Borrowing (All-In)	7.533493%	1/1/49	38.67	70,800,005	70,800,005	4,346,238	4,152,616	4,056,945
		1/1/50	39.67	177,259,481	177,259,481	10,123,880	9,661,472	9,433,196
		Total		2,693,161,756	2,693,161,756	0	0	0

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SENIOR COVERAGE SENSITIVITY

BASE CASE WITH 2.0 COVERAGE

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
2.0x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Sources and Uses of Funds

SOURCES		
Series A - Current Interest Bonds		189,422,357
Series B - Non Callable Capital Appreciation Bonds		131,300,354
Subordinate TIFIA - Bond Anticipation Notes (BANs)		320,722,710
Premium / (Discount)		-
Total Debt		641,445,420
Total Sources		**641,445,420**
USES		
Total Deposit to Construction Fund		999,679,626
Bond Insurance Payment	2.00%	32,845,127
All-In Costs of Issuance on Bonds	0.50%	3,207,227
Debt Service Reserve Fund	5.00%	32,072,271
Underwriter's Discount	1.00%	6,414,454
Net Capitalized Interest Deposit / Capitalized BAN Interest	2.45%	89,327,491
Total Uses		**1,163,546,196**
Surplus / (Deficit)		**(522,100,776)**
Percentage Feasible		**55.13%**
Excess Revenues through 2050		1,204,743,303
Present Value of Excess Revenues through 2050 @ 5.5%		339,916,173
Statistics		
Senior Debt - Arbitrage Yield		7.87%
Seniot Debt - True Interest Cost		8.00%
Senior Debt - All-in TIC		8.07%
Dated Date		5/1/2010
Delivery Date		5/1/2010
First Interest Payment Date		1/1/2011
Final Maturity Date		1/1/2050
Call Date		1/1/2020
Capitalized Interest Through		1/1/2015
First Construction Draw		5/1/2010
Final Construction Draw		12/1/2013
First Debt Service Payment		1/2/2016
TIFIA Accreted Through		1/1/2020
Current Interest Bonds Weighted Average Life (WAL)		24.5 years
Non Callable Capital Appreciation Bonds WAL		29.9 years

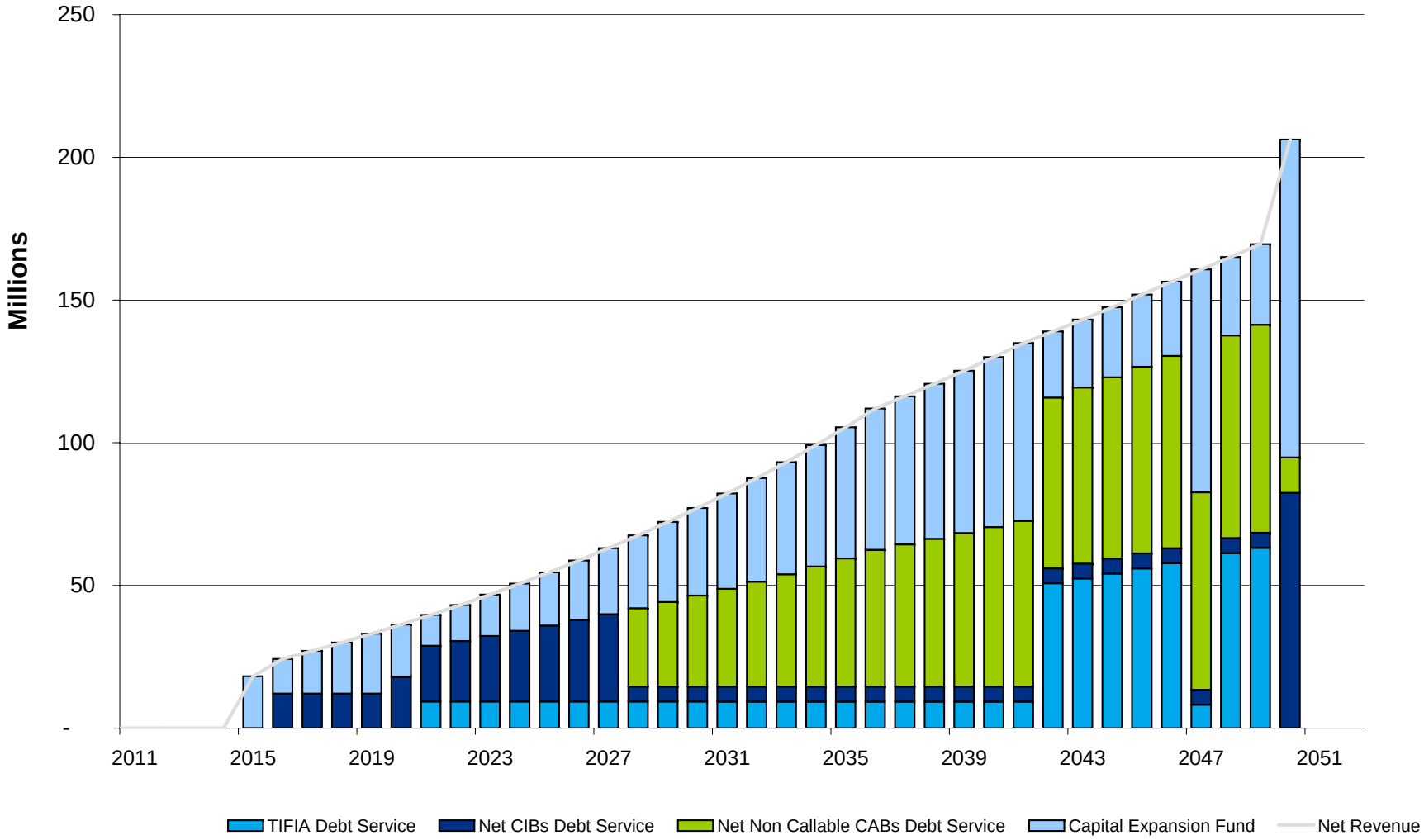
Assumptions

Reinvestment Rates for Construction Fund & CAPI Fund are 2.45%
Debt Service Reserve Fund sized based on the Lesser of Three test . Reinvestment rate is 5.%
Revenue & Toll Collection forecasts from estimates provided on 12/5/2008
Construction draw schedule provided by GTP on 12/5/2008
Net Capitalized Interest Deposit includes PV of BAN interest payments and deposit to Capitalized Interest Fund

RESULTS PRELIMINARY, SUBJECT TO CHANGE

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
2.0x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Application of Net Revenue



Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
2.0x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Net Revenue

Year Ending	Gross Toll Revenues	DSRF Earnings	Operating Expenses	Toll Collection Expenses	Total Expenses	Cash Flow Avail for DS
	-					
5/1/2010		-				
1/1/2011	-	-	-	-	-	-
1/1/2012	-	-	-	-	-	-
1/1/2013	-	-	-	-	-	-
1/1/2014	-	-	-	-	-	-
1/1/2015	18,820,829	-	-	635,035	635,035	18,185,794
1/1/2016	23,399,675	1,603,614	-	747,919	747,919	24,255,370
1/1/2017	26,270,570	1,603,614	-	801,081	801,081	27,073,102
1/1/2018	29,271,098	1,603,614	-	856,444	856,444	30,018,267
1/1/2019	32,405,965	1,603,614	-	914,086	914,086	33,095,493
1/1/2020	35,680,032	1,603,614	-	974,086	974,086	36,309,559
1/1/2021	39,098,317	1,603,614	-	1,036,527	1,036,527	39,665,404
1/1/2022	42,666,005	1,603,614	-	1,101,492	1,101,492	43,168,127
1/1/2023	46,388,450	1,603,614	-	1,169,070	1,169,070	46,822,993
1/1/2024	50,271,179	1,603,614	-	1,239,351	1,239,351	50,635,442
1/1/2025	54,319,902	1,603,614	-	1,312,428	1,312,428	54,611,088
1/1/2026	58,540,513	1,603,614	-	1,388,398	1,388,398	58,755,729
1/1/2027	62,939,098	1,603,614	-	1,467,359	1,467,359	63,075,353
1/1/2028	67,521,940	1,603,614	-	1,549,414	1,549,414	67,576,139
1/1/2029	72,295,526	1,603,614	-	1,634,670	1,634,670	72,264,470
1/1/2030	77,266,553	1,603,614	-	1,723,234	1,723,234	77,146,933
1/1/2031	82,441,933	1,603,614	-	1,815,219	1,815,219	82,230,327
1/1/2032	87,893,973	1,603,614	-	1,910,742	1,910,742	87,586,844
1/1/2033	93,634,956	1,603,614	-	2,009,922	2,009,922	93,228,647
1/1/2034	99,677,650	1,603,614	-	2,112,883	2,112,883	99,168,380
1/1/2035	106,035,324	1,603,614	-	2,219,753	2,219,753	105,419,185
1/1/2036	112,721,770	1,603,614	-	2,330,662	2,330,662	111,994,722
1/1/2037	117,063,977	1,603,614	-	2,403,406	2,403,406	116,264,185
1/1/2038	121,562,773	1,603,614	-	2,478,335	2,478,335	120,688,051
1/1/2039	126,223,526	1,603,614	-	2,555,513	2,555,513	125,271,626
1/1/2040	131,051,781	1,603,614	-	2,635,006	2,635,006	130,020,389
1/1/2041	136,053,266	1,603,614	-	2,716,881	2,716,881	134,939,999
1/1/2042	140,183,186	1,603,614	-	2,789,222	2,789,222	138,997,578
1/1/2043	144,436,132	1,603,614	-	2,863,484	2,863,484	143,176,262
1/1/2044	148,815,713	1,603,614	-	2,939,717	2,939,717	147,479,610
1/1/2045	153,325,644	1,603,614	-	3,017,974	3,017,974	151,911,284
1/1/2046	157,969,746	1,603,614	-	3,098,307	3,098,307	156,475,053
1/1/2047	162,298,566	1,603,614	-	3,177,380	3,177,380	160,724,800
1/1/2048	166,745,400	1,603,614	-	3,258,470	3,258,470	165,090,544
1/1/2049	171,313,451	1,603,614	-	3,341,629	3,341,629	169,575,436
1/1/2050	176,006,009	33,675,885	-	3,426,910	3,426,910	206,254,983
Total	3,372,610,429	88,198,745	-	71,652,008	71,652,008	3,389,157,166

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
2.0x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Bond Debt Service Coverage and Proforma

Year Ending	Cash Flow Avail for DS	Net Senior Debt Service	Senior Coverage	Aggregate Debt Service	Aggregate Coverage	Excess Revenues	Present Value of Excess Revs 5.50%
5/1/2010		-		-	-		
1/1/2011	-	-	-	-	-	-	-
1/1/2012	-	-	-	-	-	-	-
1/1/2013	-	-	-	-	-	-	-
1/1/2014	-	-	-	-	-	-	-
1/1/2015	18,185,794	-	-	-	-	18,185,794	14,165,137
1/1/2016	24,255,370	12,097,441	2.00	12,097,441	2.00	12,157,928	8,976,265
1/1/2017	27,073,102	12,097,441	2.24	12,097,441	2.24	14,975,661	10,480,201
1/1/2018	30,018,267	12,097,441	2.48	12,097,441	2.48	17,920,826	11,887,463
1/1/2019	33,095,493	12,097,441	2.74	12,097,441	2.74	20,998,051	13,202,546
1/1/2020	36,309,559	17,930,646	2.02	17,930,646	2.02	18,378,913	10,953,327
1/1/2021	39,665,404	19,539,608	2.03	28,844,119	1.38	10,821,285	6,112,975
1/1/2022	43,168,127	21,212,839	2.03	30,515,082	1.41	12,653,045	6,775,110
1/1/2023	46,822,993	22,952,448	2.04	32,252,430	1.45	14,570,563	7,395,119
1/1/2024	50,635,442	24,760,607	2.04	34,058,336	1.49	16,577,106	7,974,897
1/1/2025	54,611,088	26,639,555	2.05	35,935,036	1.52	18,676,052	8,516,262
1/1/2026	58,755,729	28,591,596	2.05	37,884,836	1.55	20,870,893	9,020,954
1/1/2027	63,075,353	30,619,103	2.06	39,910,111	1.58	23,165,242	9,490,647
1/1/2028	67,576,139	32,724,523	2.06	42,013,305	1.61	25,562,834	9,926,944
1/1/2029	72,264,470	34,910,372	2.07	44,196,936	1.64	28,067,534	10,331,380
1/1/2030	77,146,933	37,179,245	2.07	46,463,599	1.66	30,683,334	10,705,431
1/1/2031	82,230,327	39,533,811	2.08	48,815,963	1.68	33,414,364	11,050,511
1/1/2032	87,586,844	42,008,079	2.08	51,288,037	1.71	36,298,807	11,378,606
1/1/2033	93,228,647	44,607,008	2.09	53,884,780	1.73	39,343,866	11,690,182
1/1/2034	99,168,380	47,335,742	2.09	56,611,338	1.75	42,557,042	11,985,695
1/1/2035	105,419,185	50,199,612	2.10	59,473,039	1.77	45,946,146	12,265,589
1/1/2036	111,994,722	53,204,143	2.10	62,475,412	1.79	49,519,310	12,530,300
1/1/2037	116,264,185	55,101,509	2.11	64,370,628	1.81	51,893,557	12,446,517
1/1/2038	120,688,051	57,062,909	2.11	66,329,887	1.82	54,358,165	12,357,959
1/1/2039	125,271,626	59,090,390	2.12	68,355,237	1.83	56,916,389	12,264,980
1/1/2040	130,020,389	61,186,065	2.12	70,448,792	1.85	59,571,596	12,167,918
1/1/2041	134,939,999	63,352,112	2.13	72,612,729	1.86	62,327,270	12,067,093
1/1/2042	138,997,578	65,104,252	2.13	115,831,315	1.20	23,166,263	4,251,362
1/1/2043	143,176,262	66,904,795	2.14	119,313,551	1.20	23,862,710	4,150,873
1/1/2044	147,479,610	68,755,063	2.14	122,899,675	1.20	24,579,935	4,052,732
1/1/2045	151,911,284	70,656,411	2.15	126,592,737	1.20	25,318,547	3,956,886
1/1/2046	156,475,053	72,610,233	2.15	130,395,877	1.20	26,079,175	3,863,280
1/1/2047	160,724,800	74,409,630	2.16	82,602,471	1.95	78,122,329	10,969,454
1/1/2048	165,090,544	76,254,293	2.16	137,575,453	1.20	27,515,091	3,662,084
1/1/2049	169,575,436	78,145,362	2.17	141,312,863	1.20	28,262,573	3,565,468
1/1/2050	206,254,983	94,829,877	2.17	94,829,877	2.17	111,425,106	13,324,027
Total	3,389,157,166	1,585,801,603		2,184,413,863		1,204,743,303	339,916,173

	Net Senior DS	Senior Coverage	Aggregate DS	Aggregate Coverage
Minimum	12,097,441	2.00	12,097,441	1.20
Maximum	94,829,877	2.74	141,312,863	2.74
Average	45,308,617	2.13	62,411,825	1.68

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
2.0x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Net Debt Service

Year Ending	Current Interest Bond Debt Service	Non Callable CAB Debt Service	Total Senior Debt Service	Subordinate TIFIA Debt Service	Aggregate Debt Service	Capitalized Interest	DSRF Earnings	Net Debt Service
5/1/2010								
1/1/2011	8,064,961	-	8,064,961	-	8,064,961	8,064,961	-	-
1/1/2012	12,097,441	-	12,097,441	-	12,097,441	12,097,441	-	-
1/1/2013	12,097,441	-	12,097,441	-	12,097,441	12,097,441	-	-
1/1/2014	12,097,441	-	12,097,441	-	12,097,441	12,097,441	-	-
1/1/2015	12,097,441	-	12,097,441	-	12,097,441	12,097,441	-	-
1/1/2016	12,097,441	-	12,097,441	(0)	12,097,441	-	-	12,097,441
1/1/2017	12,097,441	-	12,097,441	(0)	12,097,441	-	-	12,097,441
1/1/2018	12,097,441	-	12,097,441	0	12,097,441	-	-	12,097,441
1/1/2019	12,097,441	-	12,097,441	-	12,097,441	-	-	12,097,441
1/1/2020	17,930,646	-	17,930,646	-	17,930,646	-	-	17,930,646
1/1/2021	19,539,608	-	19,539,608	9,304,511	28,844,119	-	-	28,844,119
1/1/2022	21,212,839	-	21,212,839	9,302,244	30,515,082	-	-	30,515,082
1/1/2023	22,952,448	-	22,952,448	9,299,983	32,252,430	-	-	32,252,430
1/1/2024	24,760,607	-	24,760,607	9,297,728	34,058,336	-	-	34,058,336
1/1/2025	26,639,555	-	26,639,555	9,295,481	35,935,036	-	-	35,935,036
1/1/2026	28,591,596	-	28,591,596	9,293,241	37,884,836	-	-	37,884,836
1/1/2027	30,619,103	-	30,619,103	9,291,008	39,910,111	-	-	39,910,111
1/1/2028	5,256,417	27,468,106	32,724,523	9,288,782	42,013,305	-	-	42,013,305
1/1/2029	5,256,417	29,653,955	34,910,372	9,286,564	44,196,936	-	-	44,196,936
1/1/2030	5,256,417	31,922,828	37,179,245	9,284,354	46,463,599	-	-	46,463,599
1/1/2031	5,256,417	34,277,394	39,533,811	9,282,152	48,815,963	-	-	48,815,963
1/1/2032	5,256,417	36,751,662	42,008,079	9,279,958	51,288,037	-	-	51,288,037
1/1/2033	5,256,417	39,350,591	44,607,008	9,277,772	53,884,780	-	-	53,884,780
1/1/2034	5,256,417	42,079,325	47,335,742	9,275,595	56,611,338	-	-	56,611,338
1/1/2035	5,256,417	44,943,195	50,199,612	9,273,427	59,473,039	-	-	59,473,039
1/1/2036	5,256,417	47,947,726	53,204,143	9,271,268	62,475,412	-	-	62,475,412
1/1/2037	5,256,417	49,845,092	55,101,509	9,269,118	64,370,628	-	-	64,370,628
1/1/2038	5,256,417	51,806,492	57,062,909	9,266,978	66,329,887	-	-	66,329,887
1/1/2039	5,256,417	53,833,973	59,090,390	9,264,847	68,355,237	-	-	68,355,237
1/1/2040	5,256,417	55,929,648	61,186,065	9,262,727	70,448,792	-	-	70,448,792
1/1/2041	5,256,417	58,095,695	63,352,112	9,260,617	72,612,729	-	-	72,612,729
1/1/2042	5,256,417	59,847,835	65,104,252	50,727,063	115,831,315	-	-	115,831,315
1/1/2043	5,256,417	61,648,378	66,904,795	52,408,756	119,313,551	-	-	119,313,551
1/1/2044	5,256,417	63,498,646	68,755,063	54,144,612	122,899,675	-	-	122,899,675
1/1/2045	5,256,417	65,399,994	70,656,411	55,936,325	126,592,737	-	-	126,592,737
1/1/2046	5,256,417	67,353,816	72,610,233	57,785,644	130,395,877	-	-	130,395,877
1/1/2047	5,256,417	69,153,213	74,409,630	8,192,842	82,602,471	-	-	82,602,471
1/1/2048	5,256,417	70,997,876	76,254,293	61,321,160	137,575,453	-	-	137,575,453
1/1/2049	5,256,417	72,888,945	78,145,362	63,167,501	141,312,863	-	-	141,312,863
1/1/2050	82,443,156	12,386,721	94,829,877	(0)	94,829,877	-		94,829,877
Total	495,175,222	1,147,081,107	1,642,256,329	598,612,260	2,240,868,589	56,454,726	-	2,184,413,863

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
2.0x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Current Interest Bonds (CIBs)

Date	Principal	Rate	Yield	Price	Interest	Total Debt Service
5/1/10						
1/1/11	-	2.400%	2.400%	100.000	8,064,961	8,064,961
1/1/12	-	3.510%	3.510%	100.000	12,097,441	12,097,441
1/1/13	-	3.710%	3.710%	100.000	12,097,441	12,097,441
1/1/14	-	3.990%	3.990%	100.000	12,097,441	12,097,441
1/1/15	-	4.230%	4.230%	100.000	12,097,441	12,097,441
1/1/16	-	4.420%	4.420%	100.000	12,097,441	12,097,441
1/1/17	-	4.610%	4.610%	100.000	12,097,441	12,097,441
1/1/18	-	4.860%	4.860%	100.000	12,097,441	12,097,441
1/1/19	-	5.130%	5.130%	100.000	12,097,441	12,097,441
1/1/20	5,833,205	5.370%	5.370%	100.000	12,097,441	17,930,646
1/1/21	7,755,410	5.630%	5.630%	100.000	11,784,198	19,539,608
1/1/22	9,865,270	5.850%	5.850%	100.000	11,347,569	21,212,839
1/1/23	12,181,997	5.990%	5.990%	100.000	10,770,450	22,952,448
1/1/24	14,719,859	6.110%	6.110%	100.000	10,040,749	24,760,607
1/1/25	17,498,190	6.190%	6.190%	100.000	9,141,365	26,639,555
1/1/26	20,533,368	6.270%	6.270%	100.000	8,058,227	28,591,596
1/1/27	23,848,318	6.350%	6.350%	100.000	6,770,785	30,619,103
1/1/28	-	6.430%	6.430%	100.000	5,256,417	5,256,417
1/1/29	-	6.510%	6.510%	100.000	5,256,417	5,256,417
1/1/30	-	6.580%	6.580%	100.000	5,256,417	5,256,417
1/1/31	-	6.640%	6.640%	100.000	5,256,417	5,256,417
1/1/32	-	6.680%	6.680%	100.000	5,256,417	5,256,417
1/1/33	-	6.710%	6.710%	100.000	5,256,417	5,256,417
1/1/34	-	6.740%	6.740%	100.000	5,256,417	5,256,417
1/1/35	-	6.760%	6.760%	100.000	5,256,417	5,256,417
1/1/36	-	6.770%	6.770%	100.000	5,256,417	5,256,417
1/1/37	-	6.780%	6.780%	100.000	5,256,417	5,256,417
1/1/38	-	6.790%	6.790%	100.000	5,256,417	5,256,417
1/1/39	-	6.800%	6.800%	100.000	5,256,417	5,256,417
1/1/40	-	6.810%	6.810%	100.000	5,256,417	5,256,417
1/1/41	-	6.810%	6.810%	100.000	5,256,417	5,256,417
1/1/42	-	6.810%	6.810%	100.000	5,256,417	5,256,417
1/1/43	-	6.810%	6.810%	100.000	5,256,417	5,256,417
1/1/44	-	6.810%	6.810%	100.000	5,256,417	5,256,417
1/1/45	-	6.810%	6.810%	100.000	5,256,417	5,256,417
1/1/46	-	6.810%	6.810%	100.000	5,256,417	5,256,417
1/1/47	-	6.810%	6.810%	100.000	5,256,417	5,256,417
1/1/48	-	6.810%	6.810%	100.000	5,256,417	5,256,417
1/1/49	-	6.810%	6.810%	100.000	5,256,417	5,256,417
1/1/50	77,186,739	6.810%	6.810%	100.000	5,256,417	82,443,156
Total	189,422,357		6.386%	100.000	305,752,865	495,175,222

Total Par	189,422,357	Weighted Average Life	24.53
Premium	-	Insurance Premium	9,903,504
		Capitalized Interest	44,357,285
Production	189,422,357		

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
2.0x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Non-Callable Capital Appreciation Bonds (CABs)

Date	Proceeds	Yield	Price	Accreted Interest	Total Debt Service
5/1/10					
1/1/11	-	3.400%	97.777	-	-
1/1/12	-	4.510%	92.836	-	-
1/1/13	-	4.710%	88.325	-	-
1/1/14	-	4.990%	83.466	-	-
1/1/15	-	5.230%	78.589	-	-
1/1/16	-	5.420%	73.856	-	-
1/1/17	-	5.610%	69.152	-	-
1/1/18	-	5.860%	64.222	-	-
1/1/19	-	6.130%	59.256	-	-
1/1/20	-	6.370%	54.543	-	-
1/1/21	-	6.630%	49.870	-	-
1/1/22	-	6.850%	45.576	-	-
1/1/23	-	6.990%	41.883	-	-
1/1/24	-	7.110%	38.487	-	-
1/1/25	-	7.190%	35.486	-	-
1/1/26	-	7.270%	32.668	-	-
1/1/27	-	7.350%	30.028	-	-
1/1/28	7,569,935	7.430%	27.559	19,898,170	27,468,106
1/1/29	7,488,513	7.510%	25.253	22,165,442	29,653,955
1/1/30	7,389,815	7.580%	23.149	24,533,012	31,922,828
1/1/31	7,278,462	7.640%	21.234	26,998,932	34,277,394
1/1/32	7,180,172	7.680%	19.537	29,571,490	36,751,662
1/1/33	7,083,106	7.710%	18.000	32,267,485	39,350,591
1/1/34	6,974,648	7.740%	16.575	35,104,677	42,079,325
1/1/35	6,871,815	7.760%	15.290	38,071,381	44,943,195
1/1/36	6,776,932	7.770%	14.134	41,170,795	47,947,726
1/1/37	6,511,264	7.780%	13.063	43,333,828	49,845,092
1/1/38	6,253,562	7.790%	12.071	45,552,930	51,806,492
1/1/39	6,003,565	7.800%	11.152	47,830,408	53,833,973
1/1/40	5,761,313	7.810%	10.301	50,168,335	55,929,648
1/1/41	5,542,910	7.810%	9.541	52,552,785	58,095,695
1/1/42	5,289,352	7.810%	8.838	54,558,483	59,847,835
1/1/43	5,046,536	7.810%	8.186	56,601,842	61,648,378
1/1/44	4,814,467	7.810%	7.582	58,684,179	63,498,646
1/1/45	4,593,042	7.810%	7.023	60,806,953	65,399,994
1/1/46	4,381,366	7.810%	6.505	62,972,451	67,353,816
1/1/47	4,166,481	7.810%	6.025	64,986,732	69,153,213
1/1/48	3,962,391	7.810%	5.581	67,035,484	70,997,876
1/1/49	3,767,630	7.810%	5.169	69,121,315	72,888,945
1/1/50	593,076	7.810%	4.788	11,793,645	12,386,721
Total	131,300,354			1,015,780,754	1,147,081,107

Total Par	131,300,354	Average Life	29.972
Premium	-	Insurance Prem	22,941,622
		CAPI	-
Production	131,300,354		

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
2.0x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

BANs for TIFIA

Date	Notional Value	Principal/ Maturity Value	Initial Proceeds	Coupon	Yield	Price	Interest	Less Interest Draws	BAN Converted To TIFIA
5/1/10	320,722,710								
1/1/11	320,722,710		-	1.50%	1.50%	100.000	7,120,044	7,120,044	-
1/1/12	320,722,710		-	2.61%	2.61%	100.000	10,680,066	10,680,066	-
1/1/13	320,722,710		-	2.81%	2.81%	100.000	10,680,066	10,680,066	-
1/1/14	320,722,710		-	3.09%	3.09%	100.000	10,680,066	10,680,066	-
1/1/15	320,722,710	320,722,710	320,722,710	3.33%	3.33%	100.000	10,680,066	10,680,066	320,722,710
Total	1,924,336,261	320,722,710	320,722,710				49,840,309	49,840,309	320,722,710

Total Par	320,722,710
Premium	-
Production	320,722,710

TIFIA Calculation Area		
Estimated Cost of Construction	1,045,000,000	
Bond Insurance Payment	32,845,127	
Debt Service Reserve Fund	32,072,271	
Net Capitalized Interest Deposit / Capitalized BAN Interest	89,327,491	
Cost of Issuance Expenses	3,207,227	
Underwriter's Discount	6,414,454	
Total	1,208,866,570	
	Lesser of	
Max Allowable TIFIA (1/3 Total Project Cost)	402,955,523	33.333%
	or	
Max Allowable TIFIA (less than Total Senior Lien Par)	320,722,710	
Actual TIFIA Par	320,722,710	26.531%

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
2.0x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

TIFIA Loan

Date	Notional Value	Principal/ Maturity Value	Yield	Interest	Accreted Interest	Interest Paid	TIFIA Payments	2.50% Ongoing TIFIA Servicing Costs	Total TIFIA Payments	Ending Balance
5/1/10	-	-	-							-
1/1/11	-	-	2.530%	-		-	-	-	-	-
1/1/12	-	-	2.530%	-		-	-	-	-	-
1/1/13	-	-	2.530%	-		-	-	-	-	-
1/1/14	-	-	2.530%	-		-	-	-	-	-
1/1/15	-	-	2.530%	-		-	-	-	-	-
1/1/16	320,722,710	-	2.530%	8,114,285	8,114,285	(0)	(0)	-	(0)	328,836,995
1/1/17	328,836,995	-	2.530%	8,319,576	8,319,576	(0)	(0)	-	(0)	337,156,571
1/1/18	337,156,571	-	2.530%	8,530,061	8,530,061	0	0	-	0	345,686,632
1/1/19	345,686,632	-	2.530%	8,745,872	8,745,872	-	-	-	-	354,432,504
1/1/20	354,432,504	-	2.530%	8,967,142	8,967,142	-	-	-	-	363,399,646
1/1/21	363,399,646	100,000	2.530%	9,194,011		9,194,011	9,294,011	10,500	9,304,511	363,299,646
1/1/22	363,299,646	100,000	2.530%	9,191,481		9,191,481	9,291,481	10,763	9,302,244	363,199,646
1/1/23	363,199,646	100,000	2.530%	9,188,951		9,188,951	9,288,951	11,032	9,299,983	363,099,646
1/1/24	363,099,646	100,000	2.530%	9,186,421		9,186,421	9,286,421	11,307	9,297,728	362,999,646
1/1/25	362,999,646	100,000	2.530%	9,183,891		9,183,891	9,283,891	11,590	9,295,481	362,899,646
1/1/26	362,899,646	100,000	2.530%	9,181,361		9,181,361	9,281,361	11,880	9,293,241	362,799,646
1/1/27	362,799,646	100,000	2.530%	9,178,831		9,178,831	9,278,831	12,177	9,291,008	362,699,646
1/1/28	362,699,646	100,000	2.530%	9,176,301		9,176,301	9,276,301	12,481	9,288,782	362,599,646
1/1/29	362,599,646	100,000	2.530%	9,173,771		9,173,771	9,273,771	12,793	9,286,564	362,499,646
1/1/30	362,499,646	100,000	2.530%	9,171,241		9,171,241	9,271,241	13,113	9,284,354	362,399,646
1/1/31	362,399,646	100,000	2.530%	9,168,711		9,168,711	9,268,711	13,441	9,282,152	362,299,646
1/1/32	362,299,646	100,000	2.530%	9,166,181		9,166,181	9,266,181	13,777	9,279,958	362,199,646
1/1/33	362,199,646	100,000	2.530%	9,163,651		9,163,651	9,263,651	14,121	9,277,772	362,099,646
1/1/34	362,099,646	100,000	2.530%	9,161,121		9,161,121	9,261,121	14,474	9,275,595	361,999,646
1/1/35	361,999,646	100,000	2.530%	9,158,591		9,158,591	9,258,591	14,836	9,273,427	361,899,646
1/1/36	361,899,646	100,000	2.530%	9,156,061		9,156,061	9,256,061	15,207	9,271,268	361,799,646
1/1/37	361,799,646	100,000	2.530%	9,153,531		9,153,531	9,253,531	15,587	9,269,118	361,699,646
1/1/38	361,699,646	100,000	2.530%	9,151,001		9,151,001	9,251,001	15,977	9,266,978	361,599,646
1/1/39	361,599,646	100,000	2.530%	9,148,471		9,148,471	9,248,471	16,376	9,264,847	361,499,646
1/1/40	361,499,646	100,000	2.530%	9,145,941		9,145,941	9,245,941	16,786	9,262,727	361,399,646
1/1/41	361,399,646	100,000	2.530%	9,143,411		9,143,411	9,243,411	17,205	9,260,617	361,299,646
1/1/42	361,299,646	41,568,546	2.530%	9,140,881		9,140,881	50,709,427	17,636	50,727,063	319,731,100
1/1/43	319,731,100	44,301,483	2.530%	8,089,197		8,089,197	52,390,680	18,076	52,408,756	275,429,617
1/1/44	275,429,617	47,157,714	2.530%	6,968,369		6,968,369	54,126,084	18,528	54,144,612	228,271,903
1/1/45	228,271,903	50,142,055	2.530%	5,775,279		5,775,279	55,917,334	18,992	55,936,325	178,129,848
1/1/46	178,129,848	53,259,493	2.530%	4,506,685		4,506,685	57,766,178	19,466	57,785,644	124,870,355
1/1/47	124,870,355	5,013,669	2.530%	3,159,220		3,159,220	8,172,889	19,953	8,192,842	119,856,687
1/1/48	119,856,687	58,268,334	2.530%	3,032,374		3,032,374	61,300,709	20,452	61,321,160	61,588,352
1/1/49	61,588,352	61,588,352	2.530%	1,558,185		1,558,185	63,146,538	20,963	63,167,501	(0)
1/1/50	(0)	-	2.530%	(0)		(0)	(0)	-	(0)	(0)
Total		363,399,646		277,450,059	42,676,936	234,773,123	598,172,769	439,491	598,612,260	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
2.0x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Construction Fund

Date	Beginning Balance	Deposits from Bond Proceeds	Interest Earnings 2.450%	Construction Draws from Debt	Draw Percentage	Ending Balance
5/1/2010	-	999,679,626	-	17,974,000		981,705,626
6/1/2010	981,705,626		1,994,161	22,877,000		960,822,787
7/1/2010	960,822,787		1,951,741	13,837,000		948,937,529
8/1/2010	948,937,529		1,927,599	14,225,000		936,640,127
9/1/2010	936,640,127		1,902,619	13,544,000		924,998,746
10/1/2010	924,998,746		1,878,971	21,146,000		905,731,717
11/1/2010	905,731,717		1,839,834	20,625,000		886,946,551
12/1/2010	886,946,551		1,801,675	12,783,000		875,965,226
1/1/2011	875,965,226		1,779,368	19,908,000		857,836,594
2/1/2011	857,836,594		1,742,543	20,637,000		838,942,137
3/1/2011	838,942,137		1,704,162	31,419,000		809,227,300
4/1/2011	809,227,300		1,643,802	29,485,000		781,386,102
5/1/2011	781,386,102		1,587,248	31,896,000		751,077,349
6/1/2011	751,077,349		1,525,681	33,649,000		718,954,030
7/1/2011	718,954,030		1,460,428	25,771,000		694,643,458
8/1/2011	694,643,458		1,411,045	27,503,000		668,551,503
9/1/2011	668,551,503		1,358,044	24,179,000		645,730,547
10/1/2011	645,730,547		1,311,687	24,471,000		622,571,234
11/1/2011	622,571,234		1,264,643	25,237,000		598,598,878
12/1/2011	598,598,878		1,215,948	24,187,000		575,627,825
1/1/2012	575,627,825		1,169,286	25,380,000		551,417,111
2/1/2012	551,417,111		1,120,106	24,699,000		527,838,218
3/1/2012	527,838,218		1,072,210	27,746,000		501,164,428
4/1/2012	501,164,428		1,018,027	27,198,000		474,984,454
5/1/2012	474,984,454		964,847	28,599,000		447,350,301
6/1/2012	447,350,301		908,713	27,861,000		420,398,014
7/1/2012	420,398,014		853,964	27,716,000		393,535,978
8/1/2012	393,535,978		799,399	28,277,000		366,058,377
9/1/2012	366,058,377		743,583	23,175,000		343,626,960
10/1/2012	343,626,960		698,017	27,098,000		317,226,977
11/1/2012	317,226,977		644,390	22,716,000		295,155,368
12/1/2012	295,155,368		599,556	22,868,000		272,886,924
1/1/2013	272,886,924		554,321	29,183,000		244,258,245
2/1/2013	244,258,245		496,167	30,187,000		214,567,412
3/1/2013	214,567,412		435,856	34,062,000		180,941,268
4/1/2013	180,941,268		367,550	19,220,000		162,088,818
5/1/2013	162,088,818		329,255	19,154,000		143,264,073
6/1/2013	143,264,073		291,016	14,702,000		128,853,089
7/1/2013	128,853,089		261,742	13,467,000		115,647,831
8/1/2013	115,647,831		234,918	20,873,000		95,009,749
9/1/2013	95,009,749		192,995	23,159,000		72,043,744
10/1/2013	72,043,744		146,344	31,265,000		40,925,089
11/1/2013	40,925,089		83,132	24,379,000	-	16,629,221
12/1/2013	16,629,221		33,779	16,663,000		0
Total		999,679,626	45,320,374	1,045,000,000	44 draws	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
2.0x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Capitalized Interest Fund

Date	Beginning Balance	Deposits	Interest Earnings 2.45%	Inflow from DSRF	Capitalized Interest	Ending Balance
5/1/10		45,776,330				45,776,330
1/1/11	45,776,330		744,660	1,069,076	8,064,961	39,525,104
1/1/12	39,525,104		968,365	1,603,614	12,097,441	29,999,642
1/1/13	29,999,642		734,991	1,603,614	12,097,441	20,240,805
1/1/14	20,240,805		495,900	1,603,614	12,097,441	10,242,877
1/1/15	10,242,877		250,950	1,603,614	12,097,441	-
1/1/16	-		-	-	-	-
1/1/17	-		-	-	-	-
1/1/18	-		-	-	-	-
1/1/19	-		-	-	-	-
1/1/20	-		-	-	-	-
1/1/21	-		-	-		-
1/1/22	-		-			-
1/1/23	-		-			-
1/1/24	-		-			-
1/1/25	-		-			-
1/1/26	-		-			-
1/1/27	-		-			-
1/1/28	-		-			-
1/1/29	-		-			-
1/1/30	-		-			-
1/1/31	-		-			-
1/1/32	-		-			-
1/1/33	-		-			-
1/1/34	-		-			-
1/1/35	-		-			-
1/1/36	-		-			-
1/1/37	-		-			-
1/1/38	-		-			-
1/1/39	-		-			-
1/1/40	-		-			-
1/1/41	-		-			-
1/1/42	-		-			-
1/1/43	-		-			-
1/1/44	-		-			-
1/1/45	-		-			-
1/1/46	-		-			-
1/1/47	-		-			-
1/1/48	-		-			-
1/1/49	-		-			-
1/1/50	-		-			-
Total		45,776,330	3,194,866	7,483,530	56,454,726	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
2.0x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Debt Service Reserve Fund (DSRF)

Date	Beginning Balance	Deposits	Interest Earnings 5.00%	DSRF Draws to CAPI	DSRF Draws to Debt Service during CAPI Period	DSRF Draws to Debt Service	Ending Balance
5/1/10		32,072,271					32,072,271
1/1/11	32,072,271		1,069,076	(1,069,076)	-	-	32,072,271
1/1/12	32,072,271		1,603,614	(1,603,614)	-	-	32,072,271
1/1/13	32,072,271		1,603,614	(1,603,614)	-	-	32,072,271
1/1/14	32,072,271		1,603,614	(1,603,614)	-	-	32,072,271
1/1/15	32,072,271		1,603,614	(1,603,614)	-	-	32,072,271
1/1/16	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/17	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/18	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/19	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/20	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/21	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/22	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/23	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/24	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/25	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/26	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/27	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/28	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/29	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/30	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/31	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/32	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/33	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/34	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/35	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/36	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/37	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/38	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/39	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/40	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/41	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/42	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/43	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/44	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/45	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/46	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/47	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/48	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/49	32,072,271		1,603,614	-	-	(1,603,614)	32,072,271
1/1/50	32,072,271		1,603,614	-	-	(33,675,885)	-
-	-		-	-		-	-
Total		32,072,271	63,610,004	(7,483,530)	-	(88,198,745)	

DSRF Calculation Area	
10% of par	32,072,271
Maximum Annual Debt Service	94,829,877
125% of Average Annual Debt Service	56,635,772
DSRF Deposit	32,072,271

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
2.0x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Summary of Bond Yields - Senior Lien Only

Description	Amount	Date	Time Factor from Delivery (30/360)	Total Debt Service	Arb Yield DS	Arbitrage Yield 7.872096%	True Interest Cost (TIC) 8.002872%	All-In Bond Yield 8.069837%
						(287,877,584)	(281,463,129)	(278,255,902)
ARBITRAGE YIELD		5/1/10	-					
		1/1/11	0.67	8,064,961	8,064,961	7,660,327	7,653,906	7,650,622
Par Amount of Bonds	320,722,710	1/1/12	1.67	12,097,441	12,097,441	10,636,682	10,614,407	10,603,024
Plus: Premium / Less: Original Issue Discount	-	1/1/13	2.67	12,097,441	12,097,441	9,846,317	9,813,345	9,796,512
Plus: Accrued Interest	-	1/1/14	3.67	12,097,441	12,097,441	9,114,679	9,072,738	9,051,347
Less: Bond Insurance Premium	(32,845,127)	1/1/15	4.67	12,097,441	12,097,441	8,437,407	8,388,025	8,362,863
		1/1/16	5.67	12,097,441	12,097,441	7,810,460	7,754,987	7,726,747
		1/1/17	6.67	12,097,441	12,097,441	7,230,098	7,169,723	7,139,017
		1/1/18	7.67	12,097,441	12,097,441	6,692,861	6,628,629	6,595,993
		1/1/19	8.67	12,097,441	12,097,441	6,195,543	6,128,371	6,094,273
Present Value Target	287,877,584	1/1/20	9.67	17,930,646	17,930,646	8,500,597	8,397,863	8,345,763
Arbitrage Yield	7.872096%	1/1/21	10.67	19,539,608	19,539,608	8,575,055	8,460,772	8,402,871
		1/1/22	11.67	21,212,839	21,212,839	8,617,623	8,492,084	8,428,541
		1/1/23	12.67	22,952,448	22,952,448	8,631,481	8,495,048	8,426,056
TRUE INTEREST COST (TIC)		1/1/24	13.67	24,760,607	24,760,607	8,619,562	8,472,653	8,398,435
		1/1/25	14.67	26,639,555	26,639,555	8,584,568	8,427,649	8,348,449
Par Amount of Bonds	320,722,710	1/1/26	15.67	28,591,596	28,591,596	8,528,988	8,362,559	8,278,639
Plus: Premium / Less: Original Issue Discount	-	1/1/27	16.67	30,619,103	30,619,103	8,455,108	8,279,700	8,191,336
Plus: Accrued Interest	-	1/1/28	17.67	32,724,523	32,724,523	8,365,032	8,181,196	8,088,674
Less: Bond Insurance Premium	(32,845,127)	1/1/29	18.67	34,910,372	34,910,372	8,260,691	8,068,992	7,972,605
Less: Underwriter's Discount	(6,414,454)	1/1/30	19.67	37,179,245	37,179,245	8,143,856	7,944,868	7,844,912
		1/1/31	20.67	39,533,811	39,533,811	8,016,149	7,810,451	7,707,223
		1/1/32	21.67	42,008,079	42,008,079	7,884,924	7,672,936	7,566,652
		1/1/33	22.67	44,607,008	44,607,008	7,750,601	7,532,744	7,423,621
Present Value Target	281,463,129	1/1/34	23.67	47,335,742	47,335,742	7,613,583	7,390,275	7,278,529
True Interest Cost (TIC)	8.002872%	1/1/35	24.67	50,199,612	50,199,612	7,474,254	7,245,913	7,131,757
		1/1/36	25.67	53,204,143	53,204,143	7,332,981	7,100,020	6,983,665
		1/1/37	26.67	55,101,509	55,101,509	7,030,176	6,798,278	6,682,564
ALL-IN COST OF BORROWING (ALL-IN)		1/1/38	27.67	57,062,909	57,062,909	6,739,446	6,508,946	6,394,039
		1/1/39	28.67	59,090,390	59,090,390	6,460,331	6,231,533	6,117,585
Par Amount of Bonds	320,722,710	1/1/40	29.67	61,186,065	61,186,065	6,192,386	5,965,570	5,852,715
Plus: Premium / Less: Original Issue Discount	-	1/1/41	30.67	63,352,112	63,352,112	5,935,184	5,710,601	5,598,964
Plus: Accrued Interest	-	1/1/42	31.67	65,104,252	65,104,252	5,646,120	5,425,645	5,316,156
Less: Bond Insurance Premium	(32,845,127)	1/1/43	32.67	66,904,795	66,904,795	5,371,129	5,154,905	5,047,628
Less: Underwriter's Discount	(6,414,454)	1/1/44	33.67	68,755,063	68,755,063	5,109,526	4,897,669	4,792,659
Less: Costs of Issuance	(3,207,227)	1/1/45	34.67	70,656,411	70,656,411	4,860,658	4,653,263	4,550,563
Other Adjustments	-	1/1/46	35.67	72,610,233	72,610,233	4,623,906	4,421,048	4,320,690
		1/1/47	36.67	74,409,630	74,409,630	4,386,396	4,188,686	4,090,969
Present Value Target	278,255,902	1/1/48	37.67	76,254,293	76,254,293	4,161,124	3,968,573	3,873,495
All-In Cost Of Borrowing (All-In)	8.069837%	1/1/49	38.67	78,145,362	78,145,362	3,947,455	3,760,058	3,667,615
		1/1/50	39.67	94,829,877	94,829,877	4,434,317	4,218,498	4,112,135
		Total		1,642,256,329	1,642,256,329	0	0	0

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SENIOR BOND YIELD SENSITIVITY

BASE CASE WITH CURRENT MARKET RATES PLUS 100 BASIS POINTS

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates + 100 bps (12/18/08)

Sources and Uses of Funds

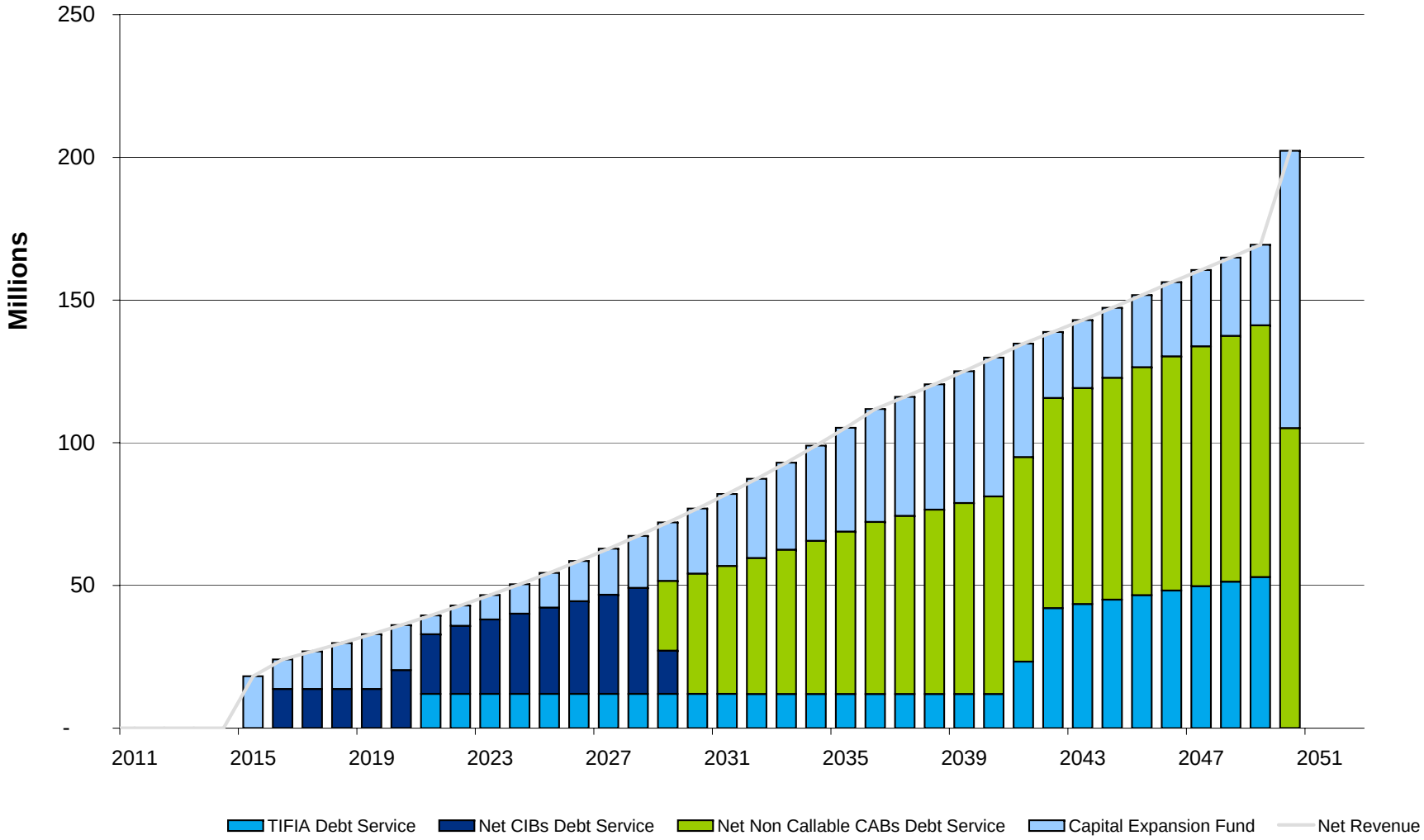
SOURCES		
Series A - Current Interest Bonds		178,159,226
Series B - Non Callable Capital Appreciation Bonds		105,089,194
Subordinate TIFIA - Bond Anticipation Notes (BANs)		283,248,419
Premium / (Discount)		-
Total Debt		566,496,839
Total Sources		**566,496,839**
USES		
Total Deposit to Construction Fund		999,679,626
Bond Insurance Payment	2.00%	37,109,394
All-In Costs of Issuance on Bonds	0.50%	2,832,484
Debt Service Reserve Fund	5.00%	28,324,842
Underwriter's Discount	1.00%	5,664,968
Net Capitalized Interest Deposit / Capitalized BAN Interest	2.45%	109,433,235
Total Uses		**1,183,044,549**
Surplus / (Deficit)		**(616,547,710)**
Percentage Feasible		**47.88%**
Excess Revenues through 2050		945,319,002
Present Value of Excess Revenues through 2050 @ 5.5%		266,677,378
Statistics		
Senior Debt - Arbitrage Yield		9.59%
Seniot Debt - True Interest Cost		9.74%
Senior Debt - All-in TIC		9.82%
Dated Date		5/1/2010
Delivery Date		5/1/2010
First Interest Payment Date		1/1/2011
Final Maturity Date		1/1/2050
Call Date		1/1/2020
Capitalized Interest Through		1/1/2015
First Construction Draw		5/1/2010
Final Construction Draw		12/1/2013
First Debt Service Payment		1/2/2016
TIFIA Accreted Through		1/1/2020
Current Interest Bonds Weighted Average Life (WAL)		15.2 years
Non Callable Capital Appreciation Bonds WAL		30.8 years

Assumptions
Reinvestment Rates for Construction Fund & CAPI Fund are 2.45%
Debt Service Reserve Fund sized based on the Lesser of Three test . Reinvestment rate is 5.%
Revenue & Toll Collection forecasts from estimates provided on 12/5/2008
Construction draw schedule provided by GTP on 12/5/2008
Net Capitalized Interest Deposit includes PV of BAN interest payments and deposit to Capitalized Interest Fund

RESULTS PRELIMINARY, SUBJECT TO CHANGE

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates + 100 bps (12/18/08)

Application of Net Revenue



Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates + 100 bps (12/18/08)

Net Revenue

Year Ending	Gross Toll Revenues	DSRF Earnings	Operating Expenses	Toll Collection Expenses	Total Expenses	Cash Flow Avail for DS
	-					
5/1/2010		-				
1/1/2011	-	-	-	-	-	-
1/1/2012	-	-	-	-	-	-
1/1/2013	-	-	-	-	-	-
1/1/2014	-	-	-	-	-	-
1/1/2015	18,820,829	-	-	635,035	635,035	18,185,794
1/1/2016	23,399,675	1,416,242	-	747,919	747,919	24,067,998
1/1/2017	26,270,570	1,416,242	-	801,081	801,081	26,885,731
1/1/2018	29,271,098	1,416,242	-	856,444	856,444	29,830,896
1/1/2019	32,405,965	1,416,242	-	914,086	914,086	32,908,121
1/1/2020	35,680,032	1,416,242	-	974,086	974,086	36,122,188
1/1/2021	39,098,317	1,416,242	-	1,036,527	1,036,527	39,478,033
1/1/2022	42,666,005	1,416,242	-	1,101,492	1,101,492	42,980,755
1/1/2023	46,388,450	1,416,242	-	1,169,070	1,169,070	46,635,622
1/1/2024	50,271,179	1,416,242	-	1,239,351	1,239,351	50,448,070
1/1/2025	54,319,902	1,416,242	-	1,312,428	1,312,428	54,423,716
1/1/2026	58,540,513	1,416,242	-	1,388,398	1,388,398	58,568,358
1/1/2027	62,939,098	1,416,242	-	1,467,359	1,467,359	62,887,981
1/1/2028	67,521,940	1,416,242	-	1,549,414	1,549,414	67,388,768
1/1/2029	72,295,526	1,416,242	-	1,634,670	1,634,670	72,077,099
1/1/2030	77,266,553	1,416,242	-	1,723,234	1,723,234	76,959,561
1/1/2031	82,441,933	1,416,242	-	1,815,219	1,815,219	82,042,956
1/1/2032	87,893,973	1,416,242	-	1,910,742	1,910,742	87,399,473
1/1/2033	93,634,956	1,416,242	-	2,009,922	2,009,922	93,041,275
1/1/2034	99,677,650	1,416,242	-	2,112,883	2,112,883	98,981,008
1/1/2035	106,035,324	1,416,242	-	2,219,753	2,219,753	105,231,814
1/1/2036	112,721,770	1,416,242	-	2,330,662	2,330,662	111,807,350
1/1/2037	117,063,977	1,416,242	-	2,403,406	2,403,406	116,076,813
1/1/2038	121,562,773	1,416,242	-	2,478,335	2,478,335	120,500,680
1/1/2039	126,223,526	1,416,242	-	2,555,513	2,555,513	125,084,255
1/1/2040	131,051,781	1,416,242	-	2,635,006	2,635,006	129,833,017
1/1/2041	136,053,266	1,416,242	-	2,716,881	2,716,881	134,752,627
1/1/2042	140,183,186	1,416,242	-	2,789,222	2,789,222	138,810,206
1/1/2043	144,436,132	1,416,242	-	2,863,484	2,863,484	142,988,890
1/1/2044	148,815,713	1,416,242	-	2,939,717	2,939,717	147,292,238
1/1/2045	153,325,644	1,416,242	-	3,017,974	3,017,974	151,723,912
1/1/2046	157,969,746	1,416,242	-	3,098,307	3,098,307	156,287,682
1/1/2047	162,298,566	1,416,242	-	3,177,380	3,177,380	160,537,429
1/1/2048	166,745,400	1,416,242	-	3,258,470	3,258,470	164,903,172
1/1/2049	171,313,451	1,416,242	-	3,341,629	3,341,629	169,388,064
1/1/2050	176,006,009	29,741,084	-	3,426,910	3,426,910	202,320,182
Total	3,372,610,429	77,893,315	-	71,652,008	71,652,008	3,378,851,736

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates + 100 bps (12/18/08)

Bond Debt Service Coverage and Proforma

Year Ending	Cash Flow Avail for DS	Net Senior Debt Service	Senior Coverage	Aggregate Debt Service	Aggregate Coverage	Excess Revenues	Present Value of Excess Revs 5.50%
5/1/2010		-		-	-		
1/1/2011	-	-	-	-	-	-	-
1/1/2012	-	-	-	-	-	-	-
1/1/2013	-	-	-	-	-	-	-
1/1/2014	-	-	-	-	-	-	-
1/1/2015	18,185,794	-	-	-	-	18,185,794	14,165,137
1/1/2016	24,067,998	13,713,959	1.76	13,713,959	1.76	10,354,039	7,644,443
1/1/2017	26,885,731	13,713,959	1.96	13,713,959	1.96	13,171,772	9,217,811
1/1/2018	29,830,896	13,713,959	2.18	13,713,959	2.18	16,116,937	10,690,885
1/1/2019	32,908,121	13,713,959	2.40	13,713,959	2.40	19,194,162	12,068,348
1/1/2020	36,122,188	20,350,528	1.78	20,350,528	1.78	15,771,659	9,399,475
1/1/2021	39,478,033	20,895,358	1.89	32,898,361	1.20	6,579,672	3,716,876
1/1/2022	42,980,755	23,817,561	1.80	35,817,296	1.20	7,163,459	3,835,695
1/1/2023	46,635,622	26,053,420	1.79	38,049,895	1.23	8,585,727	4,357,586
1/1/2024	50,448,070	28,104,775	1.80	40,097,995	1.26	10,350,075	4,979,204
1/1/2025	54,423,716	30,235,398	1.80	42,225,371	1.29	12,198,345	5,562,434
1/1/2026	58,568,358	32,447,844	1.81	44,434,576	1.32	14,133,781	6,108,996
1/1/2027	62,887,981	34,744,741	1.81	46,728,241	1.35	16,159,740	6,620,540
1/1/2028	67,388,768	37,128,798	1.82	49,109,072	1.37	18,279,696	7,098,646
1/1/2029	72,077,099	39,602,801	1.82	51,579,858	1.40	20,497,241	7,544,831
1/1/2030	76,959,561	42,169,623	1.83	54,143,469	1.42	22,816,093	7,960,547
1/1/2031	82,042,956	44,832,216	1.83	56,802,860	1.44	25,240,096	8,347,187
1/1/2032	87,399,473	47,629,140	1.84	59,596,590	1.47	27,802,882	8,715,384
1/1/2033	93,041,275	50,565,911	1.84	62,530,175	1.49	30,511,101	9,065,716
1/1/2034	98,981,008	53,648,243	1.85	65,609,330	1.51	33,371,678	9,398,744
1/1/2035	105,231,814	56,882,062	1.85	68,839,981	1.53	36,391,833	9,715,010
1/1/2036	111,807,350	60,273,504	1.86	72,228,264	1.55	39,579,086	10,015,039
1/1/2037	116,076,813	62,406,889	1.86	74,358,499	1.56	41,718,314	10,006,015
1/1/2038	120,500,680	64,611,625	1.87	76,560,095	1.57	43,940,585	9,989,593
1/1/2039	125,084,255	66,889,976	1.87	78,835,315	1.59	46,248,940	9,966,238
1/1/2040	129,833,017	69,244,276	1.88	81,186,495	1.60	48,646,522	9,936,395
1/1/2041	134,752,627	71,676,930	1.88	94,983,577	1.42	39,769,050	7,699,629
1/1/2042	138,810,206	73,639,367	1.89	115,675,172	1.20	23,135,034	4,245,631
1/1/2043	142,988,890	75,655,497	1.89	119,157,409	1.20	23,831,482	4,145,441
1/1/2044	147,292,238	77,726,775	1.90	122,743,532	1.20	24,548,706	4,047,583
1/1/2045	151,723,912	79,854,691	1.90	126,436,594	1.20	25,287,319	3,952,005
1/1/2046	156,287,682	82,040,778	1.91	130,239,735	1.20	26,047,947	3,858,653
1/1/2047	160,537,429	84,051,010	1.91	133,781,191	1.20	26,756,238	3,756,945
1/1/2048	164,903,172	86,111,317	1.92	137,419,310	1.20	27,483,862	3,657,928
1/1/2049	169,388,064	88,222,950	1.92	141,156,720	1.20	28,231,344	3,561,529
1/1/2050	202,320,182	105,101,393	1.93	105,101,393	1.93	97,218,789	11,625,259
Total	3,378,851,736	1,791,471,231		2,433,532,735		945,319,002	266,677,378

	Net Senior DS	Senior Coverage	Aggregate DS	Aggregate Coverage
Minimum	13,713,959	1.76	13,713,959	1.20
Maximum	105,101,393	2.40	141,156,720	2.40
Average	51,184,892	1.88	69,529,507	1.47

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates + 100 bps (12/18/08)

Net Debt Service

Year Ending	Current Interest Bond Debt Service	Non Callable CAB Debt Service	Total Senior Debt Service	Subordinate TIFIA Debt Service	Aggregate Debt Service	Capitalized Interest	DSRF Earnings	Net Debt Service
5/1/2010								
1/1/2011	9,142,639	-	9,142,639	-	9,142,639	9,142,639	-	-
1/1/2012	13,713,959	-	13,713,959	-	13,713,959	13,713,959	-	-
1/1/2013	13,713,959	-	13,713,959	-	13,713,959	13,713,959	-	-
1/1/2014	13,713,959	-	13,713,959	-	13,713,959	13,713,959	-	-
1/1/2015	13,713,959	-	13,713,959	-	13,713,959	13,713,959	-	-
1/1/2016	13,713,959	-	13,713,959	-	13,713,959	-	-	13,713,959
1/1/2017	13,713,959	-	13,713,959	-	13,713,959	-	-	13,713,959
1/1/2018	13,713,959	-	13,713,959	-	13,713,959	-	-	13,713,959
1/1/2019	13,713,959	-	13,713,959	-	13,713,959	-	-	13,713,959
1/1/2020	20,350,528	-	20,350,528	-	20,350,528	-	-	20,350,528
1/1/2021	20,895,358	-	20,895,358	12,003,003	32,898,361	-	-	32,898,361
1/1/2022	23,817,561	-	23,817,561	11,999,736	35,817,296	-	-	35,817,296
1/1/2023	26,053,420	-	26,053,420	11,996,475	38,049,895	-	-	38,049,895
1/1/2024	28,104,775	-	28,104,775	11,993,220	40,097,995	-	-	40,097,995
1/1/2025	30,235,398	-	30,235,398	11,989,973	42,225,371	-	-	42,225,371
1/1/2026	32,447,844	-	32,447,844	11,986,733	44,434,576	-	-	44,434,576
1/1/2027	34,744,741	-	34,744,741	11,983,500	46,728,241	-	-	46,728,241
1/1/2028	37,128,798	-	37,128,798	11,980,274	49,109,072	-	-	49,109,072
1/1/2029	15,175,028	24,427,773	39,602,801	11,977,056	51,579,858	-	-	51,579,858
1/1/2030	-	42,169,623	42,169,623	11,973,846	54,143,469	-	-	54,143,469
1/1/2031	-	44,832,216	44,832,216	11,970,644	56,802,860	-	-	56,802,860
1/1/2032	-	47,629,140	47,629,140	11,967,450	59,596,590	-	-	59,596,590
1/1/2033	-	50,565,911	50,565,911	11,964,264	62,530,175	-	-	62,530,175
1/1/2034	-	53,648,243	53,648,243	11,961,087	65,609,330	-	-	65,609,330
1/1/2035	-	56,882,062	56,882,062	11,957,919	68,839,981	-	-	68,839,981
1/1/2036	-	60,273,504	60,273,504	11,954,760	72,228,264	-	-	72,228,264
1/1/2037	-	62,406,889	62,406,889	11,951,610	74,358,499	-	-	74,358,499
1/1/2038	-	64,611,625	64,611,625	11,948,470	76,560,095	-	-	76,560,095
1/1/2039	-	66,889,976	66,889,976	11,945,339	78,835,315	-	-	78,835,315
1/1/2040	-	69,244,276	69,244,276	11,942,219	81,186,495	-	-	81,186,495
1/1/2041	-	71,676,930	71,676,930	23,306,648	94,983,577	-	-	94,983,577
1/1/2042	-	73,639,367	73,639,367	42,035,805	115,675,172	-	-	115,675,172
1/1/2043	-	75,655,497	75,655,497	43,501,911	119,157,409	-	-	119,157,409
1/1/2044	-	77,726,775	77,726,775	45,016,757	122,743,532	-	-	122,743,532
1/1/2045	-	79,854,691	79,854,691	46,581,903	126,436,594	-	-	126,436,594
1/1/2046	-	82,040,778	82,040,778	48,198,957	130,239,735	-	-	130,239,735
1/1/2047	-	84,051,010	84,051,010	49,730,181	133,781,191	-	-	133,781,191
1/1/2048	-	86,111,317	86,111,317	51,307,993	137,419,310	-	-	137,419,310
1/1/2049	-	88,222,950	88,222,950	52,933,770	141,156,720	-	-	141,156,720
1/1/2050	-	105,101,393	105,101,393	0	105,101,393	-		105,101,393
Total	387,807,762	1,467,661,945	1,855,469,707	642,061,504	2,497,531,211	63,998,476	-	2,433,532,735

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates + 100 bps (12/18/08)

Current Interest Bonds (CIBs)

Date	Principal	Rate	Yield	Price	Interest	Total Debt Service
5/1/10						
1/1/11	-	3.900%	3.900%	100.000	9,142,639	9,142,639
1/1/12	-	5.010%	5.010%	100.000	13,713,959	13,713,959
1/1/13	-	5.210%	5.210%	100.000	13,713,959	13,713,959
1/1/14	-	5.490%	5.490%	100.000	13,713,959	13,713,959
1/1/15	-	5.730%	5.730%	100.000	13,713,959	13,713,959
1/1/16	-	5.920%	5.920%	100.000	13,713,959	13,713,959
1/1/17	-	6.110%	6.110%	100.000	13,713,959	13,713,959
1/1/18	-	6.360%	6.360%	100.000	13,713,959	13,713,959
1/1/19	-	6.630%	6.630%	100.000	13,713,959	13,713,959
1/1/20	6,636,569	6.870%	6.870%	100.000	13,713,959	20,350,528
1/1/21	7,637,331	7.130%	7.130%	100.000	13,258,027	20,895,358
1/1/22	11,104,075	7.350%	7.350%	100.000	12,713,485	23,817,561
1/1/23	14,156,084	7.490%	7.490%	100.000	11,897,336	26,053,420
1/1/24	17,267,730	7.610%	7.610%	100.000	10,837,045	28,104,775
1/1/25	20,712,427	7.690%	7.690%	100.000	9,522,971	30,235,398
1/1/26	24,517,659	7.770%	7.770%	100.000	7,930,185	32,447,844
1/1/27	28,719,578	7.850%	7.850%	100.000	6,025,163	34,744,741
1/1/28	33,358,122	7.930%	7.930%	100.000	3,770,676	37,128,798
1/1/29	14,049,651	8.010%	8.010%	100.000	1,125,377	15,175,028
1/1/30	-	8.080%	8.080%	100.000	-	-
1/1/31	-	8.140%	8.140%	100.000	-	-
1/1/32	-	8.180%	8.180%	100.000	-	-
1/1/33	-	8.210%	8.210%	100.000	-	-
1/1/34	-	8.240%	8.240%	100.000	-	-
1/1/35	-	8.260%	8.260%	100.000	-	-
1/1/36	-	8.270%	8.270%	100.000	-	-
1/1/37	-	8.280%	8.280%	100.000	-	-
1/1/38	-	8.290%	8.290%	100.000	-	-
1/1/39	-	8.300%	8.300%	100.000	-	-
1/1/40	-	8.310%	8.310%	100.000	-	-
1/1/41	-	8.310%	8.310%	100.000	-	-
1/1/42	-	8.310%	8.310%	100.000	-	-
1/1/43	-	8.310%	8.310%	100.000	-	-
1/1/44	-	8.310%	8.310%	100.000	-	-
1/1/45	-	8.310%	8.310%	100.000	-	-
1/1/46	-	8.310%	8.310%	100.000	-	-
1/1/47	-	8.310%	8.310%	100.000	-	-
1/1/48	-	8.310%	8.310%	100.000	-	-
1/1/49	-	8.310%	8.310%	100.000	-	-
1/1/50	-	8.310%	8.310%	100.000	-	-
Total	178,159,226		7.698%	100.000	209,648,536	387,807,762

Total Par	178,159,226	Weighted Average Life	15.20
Premium	-	Insurance Premium	7,756,155
		Capitalized Interest	50,284,517
Production	178,159,226		

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates + 100 bps (12/18/08)

Non-Callable Capital Appreciation Bonds (CABs)

Date	Proceeds	Yield	Price	Accreted Interest	Total Debt Service
5/1/10					
1/1/11	-	4.900%	96.824	-	-
1/1/12	-	6.010%	90.602	-	-
1/1/13	-	6.210%	84.952	-	-
1/1/14	-	6.490%	79.121	-	-
1/1/15	-	6.730%	73.425	-	-
1/1/16	-	6.920%	68.010	-	-
1/1/17	-	7.110%	62.765	-	-
1/1/18	-	7.360%	57.457	-	-
1/1/19	-	7.630%	52.258	-	-
1/1/20	-	7.870%	47.417	-	-
1/1/21	-	8.130%	42.739	-	-
1/1/22	-	8.350%	38.505	-	-
1/1/23	-	8.490%	34.881	-	-
1/1/24	-	8.610%	31.598	-	-
1/1/25	-	8.690%	28.718	-	-
1/1/26	-	8.770%	26.061	-	-
1/1/27	-	8.850%	23.614	-	-
1/1/28	-	8.930%	21.364	-	-
1/1/29	4,714,316	9.010%	19.299	19,713,457	24,427,773
1/1/30	7,354,382	9.080%	17.440	34,815,240	42,169,623
1/1/31	7,070,041	9.140%	15.770	37,762,176	44,832,216
1/1/32	6,811,920	9.180%	14.302	40,817,221	47,629,140
1/1/33	6,568,512	9.210%	12.990	43,997,399	50,565,911
1/1/34	6,325,664	9.240%	11.791	47,322,579	53,648,243
1/1/35	6,098,895	9.260%	10.722	50,783,167	56,882,062
1/1/36	5,888,721	9.270%	9.770	54,384,783	60,273,504
1/1/37	5,554,837	9.280%	8.901	56,852,052	62,406,889
1/1/38	5,238,064	9.290%	8.107	59,373,560	64,611,625
1/1/39	4,938,487	9.300%	7.383	61,951,489	66,889,976
1/1/40	4,655,293	9.310%	6.723	64,588,983	69,244,276
1/1/41	4,399,530	9.310%	6.138	67,277,400	71,676,930
1/1/42	4,126,750	9.310%	5.604	69,512,617	73,639,367
1/1/43	3,870,535	9.310%	5.116	71,784,962	75,655,497
1/1/44	3,630,618	9.310%	4.671	74,096,157	77,726,775
1/1/45	3,405,803	9.310%	4.265	76,448,888	79,854,691
1/1/46	3,194,668	9.310%	3.894	78,846,110	82,040,778
1/1/47	2,988,013	9.310%	3.555	81,062,996	84,051,010
1/1/48	2,795,173	9.310%	3.246	83,316,144	86,111,317
1/1/49	2,614,928	9.310%	2.964	85,608,022	88,222,950
1/1/50	2,844,044	9.310%	2.706	102,257,350	105,101,393
Total	105,089,194			1,362,572,751	1,467,661,945

Total Par	105,089,194	Average Life	30.832
Premium	-	Insurance Prem	29,353,239
		CAPI	-
Production	105,089,194		

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates + 100 bps (12/18/08)

BANs for TIFIA

Date	Notional Value	Principal/ Maturity Value	Initial Proceeds	Coupon	Yield	Price	Interest	Less Interest Draws	BAN Converted To TIFIA
5/1/10	283,248,419								
1/1/11	283,248,419		-	3.00%	3.00%	100.000	9,120,599	9,120,599	-
1/1/12	283,248,419		-	4.11%	4.11%	100.000	13,680,899	13,680,899	-
1/1/13	283,248,419		-	4.31%	4.31%	100.000	13,680,899	13,680,899	-
1/1/14	283,248,419		-	4.59%	4.59%	100.000	13,680,899	13,680,899	-
1/1/15	283,248,419	283,248,419	283,248,419	4.83%	4.83%	100.000	13,680,899	13,680,899	283,248,419
Total	1,699,490,516	283,248,419	283,248,419				63,844,194	63,844,194	283,248,419

Total Par	283,248,419
Premium	-
Production	283,248,419

TIFIA Calculation Area		
Estimated Cost of Construction	1,045,000,000	
Bond Insurance Payment	37,109,394	
Debt Service Reserve Fund	28,324,842	
Net Capitalized Interest Deposit / Capitalized BAN Interest	109,433,235	
Cost of Issuance Expenses	2,832,484	
Underwriter's Discount	5,664,968	
Total	1,228,364,923	
	Lesser of	
Max Allowable TIFIA (1/3 Total Project Cost)	409,454,974	33.333%
	or	
Max Allowable TIFIA (less than Total Senior Lien Par)	283,248,419	
Actual TIFIA Par	283,248,419	23.059%

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates + 100 bps (12/18/08)

TIFIA Loan

Date	Notional Value	Principal/ Maturity Value	Yield	Interest	Accreted Interest	Interest Paid	TIFIA Payments	2.50% Ongoing TIFIA Servicing Costs	Total TIFIA Payments	Ending Balance
5/1/10	-	-	-							-
1/1/11	-	-	3.530%	-		-	-	-	-	-
1/1/12	-	-	3.530%	-		-	-	-	-	-
1/1/13	-	-	3.530%	-		-	-	-	-	-
1/1/14	-	-	3.530%	-		-	-	-	-	-
1/1/15	-	-	3.530%	-		-	-	-	-	-
1/1/16	283,248,419	-	3.530%	9,998,669	9,998,669	-	-	-	-	293,247,089
1/1/17	293,247,089	-	3.530%	10,351,622	10,351,622	-	-	-	-	303,598,711
1/1/18	303,598,711	-	3.530%	10,717,034	10,717,034	-	-	-	-	314,315,745
1/1/19	314,315,745	-	3.530%	11,095,346	11,095,346	-	-	-	-	325,411,091
1/1/20	325,411,091	-	3.530%	11,487,012	11,487,012	-	-	-	-	336,898,103
1/1/21	336,898,103	100,000	3.530%	11,892,503		11,892,503	11,992,503	10,500	12,003,003	336,798,103
1/1/22	336,798,103	100,000	3.530%	11,888,973		11,888,973	11,988,973	10,763	11,999,736	336,698,103
1/1/23	336,698,103	100,000	3.530%	11,885,443		11,885,443	11,985,443	11,032	11,996,475	336,598,103
1/1/24	336,598,103	100,000	3.530%	11,881,913		11,881,913	11,981,913	11,307	11,993,220	336,498,103
1/1/25	336,498,103	100,000	3.530%	11,878,383		11,878,383	11,978,383	11,590	11,989,973	336,398,103
1/1/26	336,398,103	100,000	3.530%	11,874,853		11,874,853	11,974,853	11,880	11,986,733	336,298,103
1/1/27	336,298,103	100,000	3.530%	11,871,323		11,871,323	11,971,323	12,177	11,983,500	336,198,103
1/1/28	336,198,103	100,000	3.530%	11,867,793		11,867,793	11,967,793	12,481	11,980,274	336,098,103
1/1/29	336,098,103	100,000	3.530%	11,864,263		11,864,263	11,964,263	12,793	11,977,056	335,998,103
1/1/30	335,998,103	100,000	3.530%	11,860,733		11,860,733	11,960,733	13,113	11,973,846	335,898,103
1/1/31	335,898,103	100,000	3.530%	11,857,203		11,857,203	11,957,203	13,441	11,970,644	335,798,103
1/1/32	335,798,103	100,000	3.530%	11,853,673		11,853,673	11,953,673	13,777	11,967,450	335,698,103
1/1/33	335,698,103	100,000	3.530%	11,850,143		11,850,143	11,950,143	14,121	11,964,264	335,598,103
1/1/34	335,598,103	100,000	3.530%	11,846,613		11,846,613	11,946,613	14,474	11,961,087	335,498,103
1/1/35	335,498,103	100,000	3.530%	11,843,083		11,843,083	11,943,083	14,836	11,957,919	335,398,103
1/1/36	335,398,103	100,000	3.530%	11,839,553		11,839,553	11,939,553	15,207	11,954,760	335,298,103
1/1/37	335,298,103	100,000	3.530%	11,836,023		11,836,023	11,936,023	15,587	11,951,610	335,198,103
1/1/38	335,198,103	100,000	3.530%	11,832,493		11,832,493	11,932,493	15,977	11,948,470	335,098,103
1/1/39	335,098,103	100,000	3.530%	11,828,963		11,828,963	11,928,963	16,376	11,945,339	334,998,103
1/1/40	334,998,103	100,000	3.530%	11,825,433		11,825,433	11,925,433	16,786	11,942,219	334,898,103
1/1/41	334,898,103	11,467,539	3.530%	11,821,903		11,821,903	23,289,442	17,205	23,306,648	323,430,564
1/1/42	323,430,564	30,601,071	3.530%	11,417,099		11,417,099	42,018,170	17,636	42,035,805	292,829,493
1/1/43	292,829,493	33,146,953	3.530%	10,336,881		10,336,881	43,483,835	18,076	43,501,911	259,682,539
1/1/44	259,682,539	35,831,435	3.530%	9,166,794		9,166,794	44,998,229	18,528	45,016,757	223,851,104
1/1/45	223,851,104	38,660,967	3.530%	7,901,944		7,901,944	46,562,911	18,992	46,581,903	185,190,137
1/1/46	185,190,137	41,642,279	3.530%	6,537,212		6,537,212	48,179,490	19,466	48,198,957	143,547,858
1/1/47	143,547,858	44,642,988	3.530%	5,067,239		5,067,239	49,710,228	19,953	49,730,181	98,904,870
1/1/48	98,904,870	47,796,199	3.530%	3,491,342		3,491,342	51,287,541	20,452	51,307,993	51,108,671
1/1/49	51,108,671	51,108,671	3.530%	1,804,136		1,804,136	52,912,807	20,963	52,933,770	0
1/1/50	0	-	3.530%	0		0	0	-	0	0
Total		336,898,103		358,373,594	53,649,683	304,723,910	641,622,013	439,491	642,061,504	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates + 100 bps (12/18/08)

Construction Fund

Date	Beginning Balance	Deposits from Bond Proceeds	Interest Earnings 2.450%	Construction Draws from Debt	Draw Percentage	Ending Balance
5/1/2010	-	999,679,626	-	17,974,000		981,705,626
6/1/2010	981,705,626		1,994,161	22,877,000		960,822,787
7/1/2010	960,822,787		1,951,741	13,837,000		948,937,529
8/1/2010	948,937,529		1,927,599	14,225,000		936,640,127
9/1/2010	936,640,127		1,902,619	13,544,000		924,998,746
10/1/2010	924,998,746		1,878,971	21,146,000		905,731,717
11/1/2010	905,731,717		1,839,834	20,625,000		886,946,551
12/1/2010	886,946,551		1,801,675	12,783,000		875,965,226
1/1/2011	875,965,226		1,779,368	19,908,000		857,836,594
2/1/2011	857,836,594		1,742,543	20,637,000		838,942,137
3/1/2011	838,942,137		1,704,162	31,419,000		809,227,300
4/1/2011	809,227,300		1,643,802	29,485,000		781,386,102
5/1/2011	781,386,102		1,587,248	31,896,000		751,077,349
6/1/2011	751,077,349		1,525,681	33,649,000		718,954,030
7/1/2011	718,954,030		1,460,428	25,771,000		694,643,458
8/1/2011	694,643,458		1,411,045	27,503,000		668,551,503
9/1/2011	668,551,503		1,358,044	24,179,000		645,730,547
10/1/2011	645,730,547		1,311,687	24,471,000		622,571,234
11/1/2011	622,571,234		1,264,643	25,237,000		598,598,878
12/1/2011	598,598,878		1,215,948	24,187,000		575,627,825
1/1/2012	575,627,825		1,169,286	25,380,000		551,417,111
2/1/2012	551,417,111		1,120,106	24,699,000		527,838,218
3/1/2012	527,838,218		1,072,210	27,746,000		501,164,428
4/1/2012	501,164,428		1,018,027	27,198,000		474,984,454
5/1/2012	474,984,454		964,847	28,599,000		447,350,301
6/1/2012	447,350,301		908,713	27,861,000		420,398,014
7/1/2012	420,398,014		853,964	27,716,000		393,535,978
8/1/2012	393,535,978		799,399	28,277,000		366,058,377
9/1/2012	366,058,377		743,583	23,175,000		343,626,960
10/1/2012	343,626,960		698,017	27,098,000		317,226,977
11/1/2012	317,226,977		644,390	22,716,000		295,155,368
12/1/2012	295,155,368		599,556	22,868,000		272,886,924
1/1/2013	272,886,924		554,321	29,183,000		244,258,245
2/1/2013	244,258,245		496,167	30,187,000		214,567,412
3/1/2013	214,567,412		435,856	34,062,000		180,941,268
4/1/2013	180,941,268		367,550	19,220,000		162,088,818
5/1/2013	162,088,818		329,255	19,154,000		143,264,073
6/1/2013	143,264,073		291,016	14,702,000		128,853,089
7/1/2013	128,853,089		261,742	13,467,000		115,647,831
8/1/2013	115,647,831		234,918	20,873,000		95,009,749
9/1/2013	95,009,749		192,995	23,159,000		72,043,744
10/1/2013	72,043,744		146,344	31,265,000		40,925,089
11/1/2013	40,925,089		83,132	24,379,000	-	16,629,221
12/1/2013	16,629,221		33,779	16,663,000		0
Total		999,679,626	45,320,374	1,045,000,000	44 draws	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates + 100 bps (12/18/08)

Capitalized Interest Fund

Date	Beginning Balance	Deposits	Interest Earnings 2.45%	Inflow from DSRF	Capitalized Interest	Ending Balance
5/1/10		53,645,282				53,645,282
1/1/11	53,645,282		872,667	944,161	9,142,639	46,319,471
1/1/12	46,319,471		1,134,827	1,416,242	13,713,959	35,156,581
1/1/13	35,156,581		861,336	1,416,242	13,713,959	23,720,200
1/1/14	23,720,200		581,145	1,416,242	13,713,959	12,003,628
1/1/15	12,003,628		294,089	1,416,242	13,713,959	-
1/1/16	-		-	-	-	-
1/1/17	-		-	-	-	-
1/1/18	-		-	-	-	-
1/1/19	-		-	-	-	-
1/1/20	-		-	-	-	-
1/1/21	-		-	-		-
1/1/22	-		-			-
1/1/23	-		-			-
1/1/24	-		-			-
1/1/25	-		-			-
1/1/26	-		-			-
1/1/27	-		-			-
1/1/28	-		-			-
1/1/29	-		-			-
1/1/30	-		-			-
1/1/31	-		-			-
1/1/32	-		-			-
1/1/33	-		-			-
1/1/34	-		-			-
1/1/35	-		-			-
1/1/36	-		-			-
1/1/37	-		-			-
1/1/38	-		-			-
1/1/39	-		-			-
1/1/40	-		-			-
1/1/41	-		-			-
1/1/42	-		-			-
1/1/43	-		-			-
1/1/44	-		-			-
1/1/45	-		-			-
1/1/46	-		-			-
1/1/47	-		-			-
1/1/48	-		-			-
1/1/49	-		-			-
1/1/50	-		-			-
Total		53,645,282	3,744,064	6,609,130	63,998,476	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates + 100 bps (12/18/08)

Debt Service Reserve Fund (DSRF)

Date	Beginning Balance	Deposits	Interest Earnings 5.00%	DSRF Draws to CAPI	DSRF Draws to Debt Service during CAPI Period	DSRF Draws to Debt Service	Ending Balance
5/1/10		28,324,842					28,324,842
1/1/11	28,324,842		944,161	(944,161)	-	-	28,324,842
1/1/12	28,324,842		1,416,242	(1,416,242)	-	-	28,324,842
1/1/13	28,324,842		1,416,242	(1,416,242)	-	-	28,324,842
1/1/14	28,324,842		1,416,242	(1,416,242)	-	-	28,324,842
1/1/15	28,324,842		1,416,242	(1,416,242)	-	-	28,324,842
1/1/16	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/17	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/18	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/19	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/20	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/21	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/22	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/23	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/24	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/25	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/26	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/27	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/28	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/29	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/30	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/31	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/32	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/33	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/34	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/35	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/36	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/37	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/38	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/39	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/40	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/41	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/42	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/43	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/44	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/45	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/46	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/47	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/48	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/49	28,324,842		1,416,242	-	-	(1,416,242)	28,324,842
1/1/50	28,324,842		1,416,242	-	-	(29,741,084)	-
-	-		-	-		-	-
Total		28,324,842	56,177,603	(6,609,130)	-	(77,893,315)	

DSRF Calculation Area	
10% of par	28,324,842
Maximum Annual Debt Service	105,101,393
125% of Average Annual Debt Service	63,981,115
DSRF Deposit	28,324,842

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates + 100 bps (12/18/08)

Summary of Bond Yields - Senior Lien Only

Description	Amount	Date	Time Factor from Delivery (30/360)	Total Debt Service	Arb Yield DS	Arbitrage Yield 9.585381%	True Interest Cost (TIC) 9.738057%	All-In Bond Yield 9.816401%
						(246,139,025)	(240,474,057)	(237,641,573)
ARBITRAGE YIELD		5/1/10	-					
		1/1/11	0.67	9,142,639	9,142,639	8,589,415	8,581,080	8,576,808
Par Amount of Bonds	283,248,419	1/1/12	1.67	13,713,959	13,713,959	11,732,563	11,704,118	11,689,557
Plus: Premium / Less: Original Issue Discount	-	1/1/13	2.67	13,713,959	13,713,959	10,683,927	10,642,514	10,621,337
Plus: Accrued Interest	-	1/1/14	3.67	13,713,959	13,713,959	9,729,016	9,677,200	9,650,733
Less: Bond Insurance Premium	(37,109,394)	1/1/15	4.67	13,713,959	13,713,959	8,859,454	8,799,444	8,768,825
		1/1/16	5.67	13,713,959	13,713,959	8,067,611	8,001,304	7,967,509
		1/1/17	6.67	13,713,959	13,713,959	7,346,542	7,275,557	7,239,418
		1/1/18	7.67	13,713,959	13,713,959	6,689,921	6,615,639	6,577,863
		1/1/19	8.67	13,713,959	13,713,959	6,091,988	6,015,577	5,976,761
Present Value Target	246,139,025	1/1/20	9.67	20,350,528	20,350,528	8,232,085	8,117,002	8,058,605
Arbitrage Yield	9.585381%	1/1/21	10.67	20,895,358	20,895,358	7,697,009	7,578,361	7,518,222
		1/1/22	11.67	23,817,561	23,817,561	7,989,277	7,854,676	7,786,526
		1/1/23	12.67	26,053,420	26,053,420	7,958,166	7,812,701	7,739,133
TRUE INTEREST COST (TIC)		1/1/24	13.67	28,104,775	28,104,775	7,817,472	7,663,411	7,585,580
		1/1/25	14.67	30,235,398	30,235,398	7,658,434	7,496,580	7,414,903
Par Amount of Bonds	283,248,419	1/1/26	15.67	32,447,844	32,447,844	7,484,247	7,315,413	7,230,307
Plus: Premium / Less: Original Issue Discount	-	1/1/27	16.67	34,744,741	34,744,741	7,297,757	7,122,748	7,034,628
Plus: Accrued Interest	-	1/1/28	17.67	37,128,798	37,128,798	7,101,485	6,921,097	6,830,367
Less: Bond Insurance Premium	(37,109,394)	1/1/29	18.67	39,602,801	39,602,801	6,897,667	6,712,672	6,619,729
Less: Underwriter's Discount	(5,664,968)	1/1/30	19.67	42,169,623	42,169,623	6,688,274	6,499,423	6,404,646
		1/1/31	20.67	44,832,216	44,832,216	6,475,042	6,283,054	6,186,810
		1/1/32	21.67	47,629,140	47,629,140	6,264,164	6,069,583	5,972,146
		1/1/33	22.67	50,565,911	50,565,911	6,056,005	5,859,350	5,760,983
Present Value Target	240,474,057	1/1/34	23.67	53,648,243	53,648,243	5,850,890	5,652,657	5,553,610
True Interest Cost (TIC)	9.738057%	1/1/35	24.67	56,882,062	56,882,062	5,649,107	5,449,767	5,350,278
		1/1/36	25.67	60,273,504	60,273,504	5,450,909	5,250,910	5,151,202
		1/1/37	26.67	62,406,889	62,406,889	5,139,407	4,943,632	4,846,138
ALL-IN COST OF BORROWING (ALL-IN)		1/1/38	27.67	64,611,625	64,611,625	4,845,395	4,654,037	4,558,847
		1/1/39	28.67	66,889,976	66,889,976	4,567,910	4,381,126	4,288,314
Par Amount of Bonds	283,248,419	1/1/40	29.67	69,244,276	69,244,276	4,306,043	4,123,956	4,033,579
Plus: Premium / Less: Original Issue Discount	-	1/1/41	30.67	71,676,930	71,676,930	4,058,934	3,881,638	3,793,736
Plus: Accrued Interest	-	1/1/42	31.67	73,639,367	73,639,367	3,797,350	3,626,196	3,541,432
Less: Bond Insurance Premium	(37,109,394)	1/1/43	32.67	75,655,497	75,655,497	3,552,623	3,387,562	3,305,906
Less: Underwriter's Discount	(5,664,968)	1/1/44	33.67	77,726,775	77,726,775	3,323,665	3,164,630	3,086,042
Less: Costs of Issuance	(2,832,484)	1/1/45	34.67	79,854,691	79,854,691	3,109,461	2,956,366	2,880,797
Other Adjustments	-	1/1/46	35.67	82,040,778	82,040,778	2,909,058	2,761,805	2,689,200
		1/1/47	36.67	84,051,010	84,051,010	2,713,961	2,572,834	2,503,326
Present Value Target	237,641,573	1/1/48	37.67	86,111,317	86,111,317	2,531,972	2,396,815	2,330,322
All-In Cost Of Borrowing (All-In)	9.816401%	1/1/49	38.67	88,222,950	88,222,950	2,362,209	2,232,859	2,169,294
		1/1/50	39.67	105,101,393	105,101,393	2,562,614	2,418,766	2,348,153
		Total		1,855,469,707	1,855,469,707	0	0	0

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SOCIOECONOMIC GROWTH SENSITIVITY

LOW GROWTH CASE

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case C
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Sources and Uses of Funds

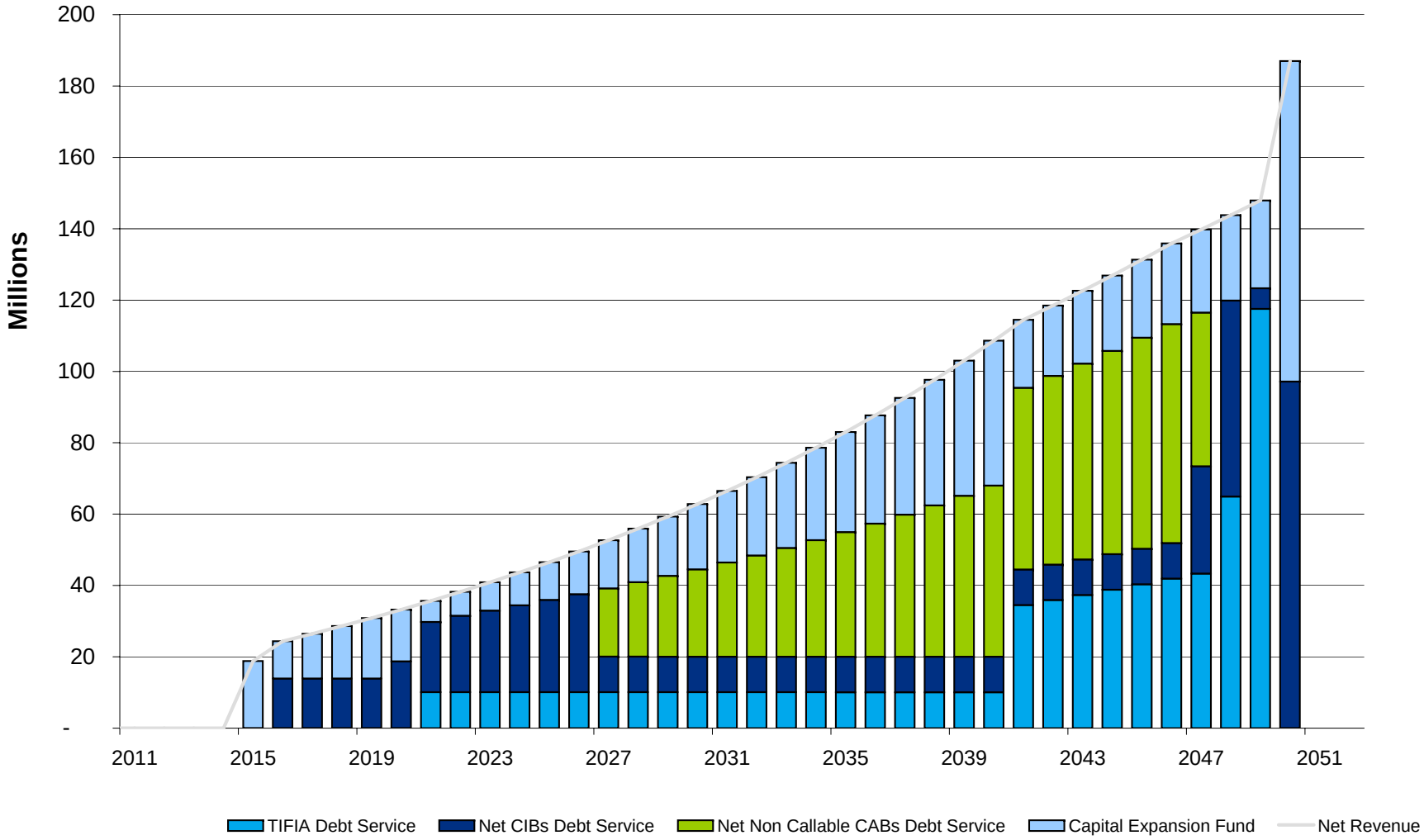
SOURCES		
Series A - Current Interest Bonds		229,123,738
Series B - Non Callable Capital Appreciation Bonds		118,901,818
Subordinate TIFIA - Bond Anticipation Notes (BANs)		348,025,556
Premium / (Discount)		-
Total Debt		696,051,112
Total Sources		**696,051,112**
USES		
Total Deposit to Construction Fund		999,679,626
Bond Insurance Payment	2.00%	29,992,187
All-In Costs of Issuance on Bonds	0.50%	3,480,256
Debt Service Reserve Fund	5.00%	34,802,556
Underwriter's Discount	1.00%	6,960,511
Net Capitalized Interest Deposit / Capitalized BAN Interest	2.45%	93,200,214
Total Uses		**1,168,115,349**
Surplus / (Deficit)		**(472,064,238)**
Percentage Feasible		**59.59%**
Excess Revenues through 2050		787,676,396
Present Value of Excess Revenues through 2050 @ 5.5%		226,567,920
Statistics		
Senior Debt - Arbitrage Yield		7.20%
Seniot Debt - True Interest Cost		7.33%
Senior Debt - All-in TIC		7.40%
Dated Date		5/1/2010
Delivery Date		5/1/2010
First Interest Payment Date		1/1/2011
Final Maturity Date		1/1/2050
Call Date		1/1/2020
Capitalized Interest Through		1/1/2015
First Construction Draw		5/1/2010
Final Construction Draw		12/1/2013
First Debt Service Payment		1/2/2016
TIFIA Accreted Through		1/1/2020
Current Interest Bonds Weighted Average Life (WAL)		30.8 years
Non Callable Capital Appreciation Bonds WAL		28.5 years

Assumptions
Reinvestment Rates for Construction Fund & CAPI Fund are 2.45%
Debt Service Reserve Fund sized based on the Lesser of Three test . Reinvestment rate is 5.%
Revenue & Toll Collection forecasts from estimates provided on 12/5/2008
Construction draw schedule provided by GTP on 12/5/2008
Net Capitalized Interest Deposit includes PV of BAN interest payments and deposit to Capitalized Interest Fund

RESULTS PRELIMINARY, SUBJECT TO CHANGE

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case C
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Application of Net Revenue



Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case C
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Net Revenue

Year Ending	Gross Toll Revenues	DSRF Earnings	Operating Expenses	Toll Collection Expenses	Total Expenses	Cash Flow Avail for DS
	-					
5/1/2010		-				
1/1/2011	-	-	-	-	-	-
1/1/2012	-	-	-	-	-	-
1/1/2013	-	-	-	-	-	-
1/1/2014	-	-	-	-	-	-
1/1/2015	19,473,719	-	-	639,815	639,815	18,833,904
1/1/2016	23,399,675	1,740,128	-	747,919	747,919	24,391,884
1/1/2017	25,517,591	1,740,128	-	795,568	795,568	26,462,150
1/1/2018	27,727,256	1,740,128	-	845,142	845,142	28,622,242
1/1/2019	30,031,947	1,740,128	-	896,706	896,706	30,875,369
1/1/2020	32,435,045	1,740,128	-	950,329	950,329	33,224,844
1/1/2021	34,940,044	1,740,128	-	1,006,084	1,006,084	35,674,089
1/1/2022	37,550,550	1,740,128	-	1,064,041	1,064,041	38,226,637
1/1/2023	40,270,286	1,740,128	-	1,124,279	1,124,279	40,886,135
1/1/2024	43,103,094	1,740,128	-	1,186,873	1,186,873	43,656,349
1/1/2025	46,052,944	1,740,128	-	1,251,905	1,251,905	46,541,167
1/1/2026	49,123,931	1,740,128	-	1,319,458	1,319,458	49,544,601
1/1/2027	52,320,284	1,740,128	-	1,389,618	1,389,618	52,670,793
1/1/2028	55,646,365	1,740,128	-	1,462,473	1,462,473	55,924,020
1/1/2029	59,106,679	1,740,128	-	1,538,113	1,538,113	59,308,694
1/1/2030	62,705,875	1,740,128	-	1,616,634	1,616,634	62,829,369
1/1/2031	66,448,751	1,740,128	-	1,698,132	1,698,132	66,490,747
1/1/2032	70,376,445	1,740,128	-	1,782,707	1,782,707	70,333,866
1/1/2033	74,496,797	1,740,128	-	1,870,463	1,870,463	74,366,462
1/1/2034	78,817,947	1,740,128	-	1,961,506	1,961,506	78,596,569
1/1/2035	83,348,348	1,740,128	-	2,055,946	2,055,946	83,032,530
1/1/2036	88,096,773	1,740,128	-	2,153,896	2,153,896	87,683,006
1/1/2037	93,072,331	1,740,128	-	2,255,473	2,255,473	92,556,986
1/1/2038	98,284,475	1,740,128	-	2,360,797	2,360,797	97,663,806
1/1/2039	103,743,016	1,740,128	-	2,469,993	2,469,993	103,013,150
1/1/2040	109,458,135	1,740,128	-	2,583,190	2,583,190	108,615,073
1/1/2041	115,440,398	1,740,128	-	2,700,518	2,700,518	114,480,008
1/1/2042	119,519,633	1,740,128	-	2,781,868	2,781,868	118,477,892
1/1/2043	123,736,993	1,740,128	-	2,865,603	2,865,603	122,611,519
1/1/2044	128,096,998	1,740,128	-	2,951,789	2,951,789	126,885,337
1/1/2045	132,604,308	1,740,128	-	3,040,499	3,040,499	131,303,937
1/1/2046	137,263,733	1,740,128	-	3,131,804	3,131,804	135,872,057
1/1/2047	141,253,256	1,740,128	-	3,214,385	3,214,385	139,778,998
1/1/2048	145,357,477	1,740,128	-	3,299,140	3,299,140	143,798,464
1/1/2049	149,579,664	1,740,128	-	3,386,125	3,386,125	147,933,667
1/1/2050	153,923,177	36,542,683	-	3,475,399	3,475,399	186,990,461
Total	2,852,323,943	95,707,028	-	69,874,189	69,874,189	2,878,156,781

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case C
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Bond Debt Service Coverage and Proforma

Year Ending	Cash Flow Avail for DS	Net Senior Debt Service	Senior Coverage	Aggregate Debt Service	Aggregate Coverage	Excess Revenues	Present Value of Excess Revs 5.50%
5/1/2010		-		-	-		
1/1/2011	-	-	-	-	-	-	-
1/1/2012	-	-	-	-	-	-	-
1/1/2013	-	-	-	-	-	-	-
1/1/2014	-	-	-	-	-	-	-
1/1/2015	18,833,904	-	-	-	-	18,833,904	14,669,958
1/1/2016	24,391,884	13,898,509	1.75	13,898,509	1.75	10,493,375	7,747,315
1/1/2017	26,462,150	13,898,509	1.90	13,898,509	1.90	12,563,641	8,792,232
1/1/2018	28,622,242	13,898,509	2.06	13,898,509	2.06	14,723,733	9,766,728
1/1/2019	30,875,369	13,898,509	2.22	13,898,509	2.22	16,976,859	10,674,217
1/1/2020	33,224,844	18,718,222	1.77	18,718,222	1.77	14,506,622	8,645,548
1/1/2021	35,674,089	19,641,218	1.82	29,728,407	1.20	5,945,681	3,358,732
1/1/2022	38,226,637	21,415,483	1.78	31,500,404	1.21	6,726,232	3,601,581
1/1/2023	40,886,135	22,841,416	1.79	32,924,077	1.24	7,962,058	4,041,050
1/1/2024	43,656,349	24,321,086	1.79	34,401,492	1.27	9,254,857	4,452,317
1/1/2025	46,541,167	25,856,204	1.80	35,934,363	1.30	10,606,804	4,836,692
1/1/2026	49,544,601	27,448,532	1.80	37,524,451	1.32	12,020,150	5,195,428
1/1/2027	52,670,793	29,099,886	1.81	39,173,572	1.34	13,497,222	5,529,723
1/1/2028	55,924,020	30,812,132	1.81	40,883,593	1.37	15,040,427	5,840,725
1/1/2029	59,308,694	32,587,194	1.82	42,656,437	1.39	16,652,257	6,129,530
1/1/2030	62,829,369	34,427,052	1.82	44,494,084	1.41	18,335,285	6,397,191
1/1/2031	66,490,747	36,333,742	1.83	46,398,572	1.43	20,092,176	6,644,712
1/1/2032	70,333,866	38,329,082	1.83	48,391,718	1.45	21,942,147	6,878,216
1/1/2033	74,366,462	40,416,555	1.84	50,477,006	1.47	23,889,456	7,098,237
1/1/2034	78,596,569	42,599,766	1.84	52,658,040	1.49	25,938,529	7,305,284
1/1/2035	83,032,530	44,882,449	1.85	54,938,554	1.51	28,093,976	7,499,849
1/1/2036	87,683,006	47,268,467	1.85	57,322,413	1.53	30,360,593	7,682,403
1/1/2037	92,556,986	49,761,821	1.86	59,813,617	1.55	32,743,369	7,853,401
1/1/2038	97,663,806	52,366,652	1.86	62,416,308	1.56	35,247,498	8,013,279
1/1/2039	103,013,150	55,087,246	1.87	65,134,772	1.58	37,878,378	8,162,456
1/1/2040	108,615,073	57,928,039	1.87	67,973,444	1.60	40,641,629	8,301,339
1/1/2041	114,480,008	60,893,621	1.88	95,400,007	1.20	19,080,001	3,694,052
1/1/2042	118,477,892	62,852,993	1.88	98,731,577	1.20	19,746,315	3,623,750
1/1/2043	122,611,519	64,873,819	1.89	102,176,265	1.20	20,435,253	3,554,673
1/1/2044	126,885,337	66,957,961	1.89	105,737,781	1.20	21,147,556	3,486,803
1/1/2045	131,303,937	69,107,335	1.90	109,419,948	1.20	21,883,990	3,420,119
1/1/2046	135,872,057	71,323,915	1.90	113,226,714	1.20	22,645,343	3,354,603
1/1/2047	139,778,998	73,182,721	1.91	116,482,498	1.20	23,296,500	3,271,150
1/1/2048	143,798,464	54,917,500	2.62	119,832,054	1.20	23,966,411	3,189,777
1/1/2049	147,933,667	5,765,593	25.66	123,278,055	1.20	24,655,611	3,110,432
1/1/2050	186,990,461	97,137,902	1.92	97,137,902	1.92	89,852,559	10,744,418
Total	2,878,156,781	1,434,749,642		2,090,480,385		787,676,396	226,567,920

	Net Senior DS	Senior Coverage	Aggregate DS	Aggregate Coverage
Minimum	5,765,593	1.75	13,898,509	1.20
Maximum	97,137,902	25.66	123,278,055	2.22
Average	40,992,847	2.56	59,728,011	1.45

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case C
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Net Debt Service

Year Ending	Current Interest Bond Debt Service	Non Callable CAB Debt Service	Total Senior Debt Service	Subordinate TIFIA Debt Service	Aggregate Debt Service	Capitalized Interest	DSRF Earnings	Net Debt Service
5/1/2010								
1/1/2011	9,265,673	-	9,265,673	-	9,265,673	9,265,673	-	-
1/1/2012	13,898,509	-	13,898,509	-	13,898,509	13,898,509	-	-
1/1/2013	13,898,509	-	13,898,509	-	13,898,509	13,898,509	-	-
1/1/2014	13,898,509	-	13,898,509	-	13,898,509	13,898,509	-	-
1/1/2015	13,898,509	-	13,898,509	-	13,898,509	13,898,509	-	-
1/1/2016	13,898,509	-	13,898,509	-	13,898,509	-	-	13,898,509
1/1/2017	13,898,509	-	13,898,509	0	13,898,509	-	-	13,898,509
1/1/2018	13,898,509	-	13,898,509	0	13,898,509	-	-	13,898,509
1/1/2019	13,898,509	-	13,898,509	-	13,898,509	-	-	13,898,509
1/1/2020	18,718,222	-	18,718,222	0	18,718,222	-	-	18,718,222
1/1/2021	19,641,218	-	19,641,218	10,087,189	29,728,407	-	-	29,728,407
1/1/2022	21,415,483	-	21,415,483	10,084,922	31,500,404	-	-	31,500,404
1/1/2023	22,841,416	-	22,841,416	10,082,661	32,924,077	-	-	32,924,077
1/1/2024	24,321,086	-	24,321,086	10,080,407	34,401,492	-	-	34,401,492
1/1/2025	25,856,204	-	25,856,204	10,078,159	35,934,363	-	-	35,934,363
1/1/2026	27,448,532	-	27,448,532	10,075,919	37,524,451	-	-	37,524,451
1/1/2027	9,952,615	19,147,271	29,099,886	10,073,686	39,173,572	-	-	39,173,572
1/1/2028	9,952,615	20,859,518	30,812,132	10,071,460	40,883,593	-	-	40,883,593
1/1/2029	9,952,615	22,634,580	32,587,194	10,069,242	42,656,437	-	-	42,656,437
1/1/2030	9,952,615	24,474,437	34,427,052	10,067,032	44,494,084	-	-	44,494,084
1/1/2031	9,952,615	26,381,127	36,333,742	10,064,830	46,398,572	-	-	46,398,572
1/1/2032	9,952,615	28,376,467	38,329,082	10,062,636	48,391,718	-	-	48,391,718
1/1/2033	9,952,615	30,463,941	40,416,555	10,060,451	50,477,006	-	-	50,477,006
1/1/2034	9,952,615	32,647,152	42,599,766	10,058,274	52,658,040	-	-	52,658,040
1/1/2035	9,952,615	34,929,834	44,882,449	10,056,105	54,938,554	-	-	54,938,554
1/1/2036	9,952,615	37,315,852	47,268,467	10,053,946	57,322,413	-	-	57,322,413
1/1/2037	9,952,615	39,809,206	49,761,821	10,051,797	59,813,617	-	-	59,813,617
1/1/2038	9,952,615	42,414,037	52,366,652	10,049,656	62,416,308	-	-	62,416,308
1/1/2039	9,952,615	45,134,631	55,087,246	10,047,526	65,134,772	-	-	65,134,772
1/1/2040	9,952,615	47,975,424	57,928,039	10,045,405	67,973,444	-	-	67,973,444
1/1/2041	9,952,615	50,941,007	60,893,621	34,506,385	95,400,007	-	-	95,400,007
1/1/2042	9,952,615	52,900,378	62,852,993	35,878,584	98,731,577	-	-	98,731,577
1/1/2043	9,952,615	54,921,205	64,873,819	37,302,446	102,176,265	-	-	102,176,265
1/1/2044	9,952,615	57,005,347	66,957,961	38,779,819	105,737,781	-	-	105,737,781
1/1/2045	9,952,615	59,154,721	69,107,335	40,312,612	109,419,948	-	-	109,419,948
1/1/2046	9,952,615	61,371,300	71,323,915	41,902,800	113,226,714	-	-	113,226,714
1/1/2047	30,073,445	43,109,277	73,182,721	43,299,777	116,482,498	-	-	116,482,498
1/1/2048	54,917,500	-	54,917,500	64,914,553	119,832,054	-	-	119,832,054
1/1/2049	5,765,593	-	5,765,593	117,512,463	123,278,055	-	-	123,278,055
1/1/2050	97,137,902	-	97,137,902	(0)	97,137,902	-		97,137,902
Total	667,642,642	831,966,711	1,499,609,353	655,730,743	2,155,340,095	64,859,711	-	2,090,480,385

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case C
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Current Interest Bonds (CIBs)

Date	Principal	Rate	Yield	Price	Interest	Total Debt Service
5/1/10						
1/1/11	-	1.900%	1.900%	100.000	9,265,673	9,265,673
1/1/12	-	3.010%	3.010%	100.000	13,898,509	13,898,509
1/1/13	-	3.210%	3.210%	100.000	13,898,509	13,898,509
1/1/14	-	3.490%	3.490%	100.000	13,898,509	13,898,509
1/1/15	-	3.730%	3.730%	100.000	13,898,509	13,898,509
1/1/16	-	3.920%	3.920%	100.000	13,898,509	13,898,509
1/1/17	-	4.110%	4.110%	100.000	13,898,509	13,898,509
1/1/18	-	4.360%	4.360%	100.000	13,898,509	13,898,509
1/1/19	-	4.630%	4.630%	100.000	13,898,509	13,898,509
1/1/20	4,819,712	4.870%	4.870%	100.000	13,898,509	18,718,222
1/1/21	5,977,429	5.130%	5.130%	100.000	13,663,789	19,641,218
1/1/22	8,058,335	5.350%	5.350%	100.000	13,357,147	21,415,483
1/1/23	9,915,390	5.490%	5.490%	100.000	12,926,026	22,841,416
1/1/24	11,939,414	5.610%	5.610%	100.000	12,381,671	24,321,086
1/1/25	14,144,333	5.690%	5.690%	100.000	11,711,870	25,856,204
1/1/26	16,541,475	5.770%	5.770%	100.000	10,907,058	27,448,532
1/1/27	-	5.850%	5.850%	100.000	9,952,615	9,952,615
1/1/28	-	5.930%	5.930%	100.000	9,952,615	9,952,615
1/1/29	-	6.010%	6.010%	100.000	9,952,615	9,952,615
1/1/30	-	6.080%	6.080%	100.000	9,952,615	9,952,615
1/1/31	-	6.140%	6.140%	100.000	9,952,615	9,952,615
1/1/32	-	6.180%	6.180%	100.000	9,952,615	9,952,615
1/1/33	-	6.210%	6.210%	100.000	9,952,615	9,952,615
1/1/34	-	6.240%	6.240%	100.000	9,952,615	9,952,615
1/1/35	-	6.260%	6.260%	100.000	9,952,615	9,952,615
1/1/36	-	6.270%	6.270%	100.000	9,952,615	9,952,615
1/1/37	-	6.280%	6.280%	100.000	9,952,615	9,952,615
1/1/38	-	6.290%	6.290%	100.000	9,952,615	9,952,615
1/1/39	-	6.300%	6.300%	100.000	9,952,615	9,952,615
1/1/40	-	6.310%	6.310%	100.000	9,952,615	9,952,615
1/1/41	-	6.310%	6.310%	100.000	9,952,615	9,952,615
1/1/42	-	6.310%	6.310%	100.000	9,952,615	9,952,615
1/1/43	-	6.310%	6.310%	100.000	9,952,615	9,952,615
1/1/44	-	6.310%	6.310%	100.000	9,952,615	9,952,615
1/1/45	-	6.310%	6.310%	100.000	9,952,615	9,952,615
1/1/46	-	6.310%	6.310%	100.000	9,952,615	9,952,615
1/1/47	20,120,830	6.310%	6.310%	100.000	9,952,615	30,073,445
1/1/48	46,234,510	6.310%	6.310%	100.000	8,682,990	54,917,500
1/1/49	-	6.310%	6.310%	100.000	5,765,593	5,765,593
1/1/50	91,372,309	6.310%	6.310%	100.000	5,765,593	97,137,902
Total	229,123,738		6.066%	100.000	438,518,904	667,642,642

Total Par	229,123,738	Weighted Average Life	30.83
Premium	-	Insurance Premium	13,352,853
		Capitalized Interest	50,961,201
Production	229,123,738		

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case C
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Non-Callable Capital Appreciation Bonds (CABs)

Date	Proceeds	Yield	Price	Accreted Interest	Total Debt Service
5/1/10					
1/1/11	-	2.900%	98.098	-	-
1/1/12	-	4.010%	93.596	-	-
1/1/13	-	4.210%	89.484	-	-
1/1/14	-	4.490%	84.975	-	-
1/1/15	-	4.730%	80.399	-	-
1/1/16	-	4.920%	75.924	-	-
1/1/17	-	5.110%	71.434	-	-
1/1/18	-	5.360%	66.662	-	-
1/1/19	-	5.630%	61.804	-	-
1/1/20	-	5.870%	57.162	-	-
1/1/21	-	6.130%	52.516	-	-
1/1/22	-	6.350%	48.223	-	-
1/1/23	-	6.490%	44.529	-	-
1/1/24	-	6.610%	41.116	-	-
1/1/25	-	6.690%	38.092	-	-
1/1/26	-	6.770%	35.236	-	-
1/1/27	6,231,288	6.850%	32.544	12,915,983	19,147,271
1/1/28	6,260,358	6.930%	30.012	14,599,159	20,859,518
1/1/29	6,254,613	7.010%	27.633	16,379,966	22,634,580
1/1/30	6,229,478	7.080%	25.453	18,244,959	24,474,437
1/1/31	6,189,012	7.140%	23.460	20,192,115	26,381,127
1/1/32	6,154,288	7.180%	21.688	22,222,179	28,376,467
1/1/33	6,116,550	7.210%	20.078	24,347,391	30,463,941
1/1/34	6,065,188	7.240%	18.578	26,581,964	32,647,152
1/1/35	6,014,917	7.260%	17.220	28,914,917	34,929,834
1/1/36	5,968,671	7.270%	15.995	31,347,181	37,315,852
1/1/37	5,913,259	7.280%	14.854	33,895,947	39,809,206
1/1/38	5,849,744	7.290%	13.792	36,564,293	42,414,037
1/1/39	5,779,038	7.300%	12.804	39,355,593	45,134,631
1/1/40	5,701,399	7.310%	11.884	42,274,025	47,975,424
1/1/41	5,634,585	7.310%	11.061	45,306,422	50,941,007
1/1/42	5,445,565	7.310%	10.294	47,454,813	52,900,378
1/1/43	5,262,001	7.310%	9.581	49,659,204	54,921,205
1/1/44	5,083,167	7.310%	8.917	51,922,180	57,005,347
1/1/45	4,909,250	7.310%	8.299	54,245,470	59,154,721
1/1/46	4,740,319	7.310%	7.724	56,630,981	61,371,300
1/1/47	3,099,126	7.310%	7.189	40,010,151	43,109,277
1/1/48	-	7.310%	6.691	-	-
1/1/49	-	7.310%	6.228	-	-
1/1/50	-	7.310%	5.796	-	-
Total	118,901,818			713,064,892	831,966,711

Total Par	118,901,818	Average Life	28.555
Premium	-	Insurance Prem	16,639,334
		CAPI	-
Production	118,901,818		

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case C
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

BANs for TIFIA

Date	Notional Value	Principal/ Maturity Value	Initial Proceeds	Coupon	Yield	Price	Interest	Less Interest Draws	BAN Converted To TIFIA
5/1/10	348,025,556								
1/1/11	348,025,556		-	1.00%	1.00%	100.000	6,566,082	6,566,082	-
1/1/12	348,025,556		-	2.11%	2.11%	100.000	9,849,123	9,849,123	-
1/1/13	348,025,556		-	2.31%	2.31%	100.000	9,849,123	9,849,123	-
1/1/14	348,025,556		-	2.59%	2.59%	100.000	9,849,123	9,849,123	-
1/1/15	348,025,556	348,025,556	348,025,556	2.83%	2.83%	100.000	9,849,123	9,849,123	348,025,556
Total	2,088,153,336	348,025,556	348,025,556				45,962,575	45,962,575	348,025,556

Total Par	348,025,556
Premium	-
Production	348,025,556

TIFIA Calculation Area		
Estimated Cost of Construction	1,045,000,000	
Bond Insurance Payment	29,992,187	
Debt Service Reserve Fund	34,802,556	
Net Capitalized Interest Deposit / Capitalized BAN Interest	93,200,214	
Cost of Issuance Expenses	3,480,256	
Underwriter's Discount	6,960,511	
Total	1,213,435,724	
	Lesser of	
Max Allowable TIFIA (1/3 Total Project Cost)	404,478,575	33.333%
	or	
Max Allowable TIFIA (less than Total Senior Lien Par)	348,025,556	
Actual TIFIA Par	348,025,556	28.681%

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case C
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

TIFIA Loan

Date	Notional Value	Principal/ Maturity Value	Yield	Interest	Accreted Interest	Interest Paid	TIFIA Payments	2.50% Ongoing TIFIA Servicing Costs	Total TIFIA Payments	Ending Balance
5/1/10	-	-	-							-
1/1/11	-	-	2.530%	-		-	-	-	-	-
1/1/12	-	-	2.530%	-		-	-	-	-	-
1/1/13	-	-	2.530%	-		-	-	-	-	-
1/1/14	-	-	2.530%	-		-	-	-	-	-
1/1/15	-	-	2.530%	-		-	-	-	-	-
1/1/16	348,025,556	-	2.530%	8,805,047	8,805,047	-	-	-	-	356,830,603
1/1/17	356,830,603	-	2.530%	9,027,814	9,027,814	0	0	-	0	365,858,417
1/1/18	365,858,417	-	2.530%	9,256,218	9,256,218	0	0	-	0	375,114,635
1/1/19	375,114,635	-	2.530%	9,490,400	9,490,400	-	-	-	-	384,605,035
1/1/20	384,605,035	-	2.530%	9,730,507	9,730,507	0	0	-	0	394,335,542
1/1/21	394,335,542	100,000	2.530%	9,976,689		9,976,689	10,076,689	10,500	10,087,189	394,235,542
1/1/22	394,235,542	100,000	2.530%	9,974,159		9,974,159	10,074,159	10,763	10,084,922	394,135,542
1/1/23	394,135,542	100,000	2.530%	9,971,629		9,971,629	10,071,629	11,032	10,082,661	394,035,542
1/1/24	394,035,542	100,000	2.530%	9,969,099		9,969,099	10,069,099	11,307	10,080,407	393,935,542
1/1/25	393,935,542	100,000	2.530%	9,966,569		9,966,569	10,066,569	11,590	10,078,159	393,835,542
1/1/26	393,835,542	100,000	2.530%	9,964,039		9,964,039	10,064,039	11,880	10,075,919	393,735,542
1/1/27	393,735,542	100,000	2.530%	9,961,509		9,961,509	10,061,509	12,177	10,073,686	393,635,542
1/1/28	393,635,542	100,000	2.530%	9,958,979		9,958,979	10,058,979	12,481	10,071,460	393,535,542
1/1/29	393,535,542	100,000	2.530%	9,956,449		9,956,449	10,056,449	12,793	10,069,242	393,435,542
1/1/30	393,435,542	100,000	2.530%	9,953,919		9,953,919	10,053,919	13,113	10,067,032	393,335,542
1/1/31	393,335,542	100,000	2.530%	9,951,389		9,951,389	10,051,389	13,441	10,064,830	393,235,542
1/1/32	393,235,542	100,000	2.530%	9,948,859		9,948,859	10,048,859	13,777	10,062,636	393,135,542
1/1/33	393,135,542	100,000	2.530%	9,946,329		9,946,329	10,046,329	14,121	10,060,451	393,035,542
1/1/34	393,035,542	100,000	2.530%	9,943,799		9,943,799	10,043,799	14,474	10,058,274	392,935,542
1/1/35	392,935,542	100,000	2.530%	9,941,269		9,941,269	10,041,269	14,836	10,056,105	392,835,542
1/1/36	392,835,542	100,000	2.530%	9,938,739		9,938,739	10,038,739	15,207	10,053,946	392,735,542
1/1/37	392,735,542	100,000	2.530%	9,936,209		9,936,209	10,036,209	15,587	10,051,797	392,635,542
1/1/38	392,635,542	100,000	2.530%	9,933,679		9,933,679	10,033,679	15,977	10,049,656	392,535,542
1/1/39	392,535,542	100,000	2.530%	9,931,149		9,931,149	10,031,149	16,376	10,047,526	392,435,542
1/1/40	392,435,542	100,000	2.530%	9,928,619		9,928,619	10,028,619	16,786	10,045,405	392,335,542
1/1/41	392,335,542	24,563,091	2.530%	9,926,089		9,926,089	34,489,180	17,205	34,506,385	367,772,452
1/1/42	367,772,452	26,556,305	2.530%	9,304,643		9,304,643	35,860,948	17,636	35,878,584	341,216,147
1/1/43	341,216,147	28,651,601	2.530%	8,632,769		8,632,769	37,284,370	18,076	37,302,446	312,564,546
1/1/44	312,564,546	30,853,408	2.530%	7,907,883		7,907,883	38,761,291	18,528	38,779,819	281,711,138
1/1/45	281,711,138	33,166,329	2.530%	7,127,292		7,127,292	40,293,621	18,992	40,312,612	248,544,809
1/1/46	248,544,809	35,595,150	2.530%	6,288,184		6,288,184	41,883,333	19,466	41,902,800	212,949,659
1/1/47	212,949,659	37,892,197	2.530%	5,387,626		5,387,626	43,279,824	19,953	43,299,777	175,057,462
1/1/48	175,057,462	60,465,148	2.530%	4,428,954		4,428,954	64,894,101	20,452	64,914,553	114,592,314
1/1/49	114,592,314	114,592,314	2.530%	2,899,186		2,899,186	117,491,500	20,963	117,512,463	(0)
1/1/50	(0)	-	2.530%	(0)		(0)	(0)	-	(0)	(0)
Total		394,335,542		307,265,696	46,309,986	260,955,709	655,291,252	439,491	655,730,743	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case C
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Construction Fund

Date	Beginning Balance	Deposits from Bond Proceeds	Interest Earnings 2.450%	Construction Draws from Debt	Draw Percentage	Ending Balance
5/1/2010	-	999,679,626	-	17,974,000		981,705,626
6/1/2010	981,705,626		1,994,161	22,877,000		960,822,787
7/1/2010	960,822,787		1,951,741	13,837,000		948,937,529
8/1/2010	948,937,529		1,927,599	14,225,000		936,640,127
9/1/2010	936,640,127		1,902,619	13,544,000		924,998,746
10/1/2010	924,998,746		1,878,971	21,146,000		905,731,717
11/1/2010	905,731,717		1,839,834	20,625,000		886,946,551
12/1/2010	886,946,551		1,801,675	12,783,000		875,965,226
1/1/2011	875,965,226		1,779,368	19,908,000		857,836,594
2/1/2011	857,836,594		1,742,543	20,637,000		838,942,137
3/1/2011	838,942,137		1,704,162	31,419,000		809,227,300
4/1/2011	809,227,300		1,643,802	29,485,000		781,386,102
5/1/2011	781,386,102		1,587,248	31,896,000		751,077,349
6/1/2011	751,077,349		1,525,681	33,649,000		718,954,030
7/1/2011	718,954,030		1,460,428	25,771,000		694,643,458
8/1/2011	694,643,458		1,411,045	27,503,000		668,551,503
9/1/2011	668,551,503		1,358,044	24,179,000		645,730,547
10/1/2011	645,730,547		1,311,687	24,471,000		622,571,234
11/1/2011	622,571,234		1,264,643	25,237,000		598,598,878
12/1/2011	598,598,878		1,215,948	24,187,000		575,627,825
1/1/2012	575,627,825		1,169,286	25,380,000		551,417,111
2/1/2012	551,417,111		1,120,106	24,699,000		527,838,218
3/1/2012	527,838,218		1,072,210	27,746,000		501,164,428
4/1/2012	501,164,428		1,018,027	27,198,000		474,984,454
5/1/2012	474,984,454		964,847	28,599,000		447,350,301
6/1/2012	447,350,301		908,713	27,861,000		420,398,014
7/1/2012	420,398,014		853,964	27,716,000		393,535,978
8/1/2012	393,535,978		799,399	28,277,000		366,058,377
9/1/2012	366,058,377		743,583	23,175,000		343,626,960
10/1/2012	343,626,960		698,017	27,098,000		317,226,977
11/1/2012	317,226,977		644,390	22,716,000		295,155,368
12/1/2012	295,155,368		599,556	22,868,000		272,886,924
1/1/2013	272,886,924		554,321	29,183,000		244,258,245
2/1/2013	244,258,245		496,167	30,187,000		214,567,412
3/1/2013	214,567,412		435,856	34,062,000		180,941,268
4/1/2013	180,941,268		367,550	19,220,000		162,088,818
5/1/2013	162,088,818		329,255	19,154,000		143,264,073
6/1/2013	143,264,073		291,016	14,702,000		128,853,089
7/1/2013	128,853,089		261,742	13,467,000		115,647,831
8/1/2013	115,647,831		234,918	20,873,000		95,009,749
9/1/2013	95,009,749		192,995	23,159,000		72,043,744
10/1/2013	72,043,744		146,344	31,265,000		40,925,089
11/1/2013	40,925,089		83,132	24,379,000	-	16,629,221
12/1/2013	16,629,221		33,779	16,663,000		0
Total		999,679,626	45,320,374	1,045,000,000	44 draws	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case C
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Capitalized Interest Fund

Date	Beginning Balance	Deposits	Interest Earnings 2.45%	Inflow from DSRF	Capitalized Interest	Ending Balance
5/1/10		53,037,471				53,037,471
1/1/11	53,037,471		862,779	1,160,085	9,265,673	45,794,663
1/1/12	45,794,663		1,121,969	1,740,128	13,898,509	34,758,250
1/1/13	34,758,250		851,577	1,740,128	13,898,509	23,451,446
1/1/14	23,451,446		574,560	1,740,128	13,898,509	11,867,625
1/1/15	11,867,625		290,757	1,740,128	13,898,509	-
1/1/16	-		-	-	-	-
1/1/17	-		-	-	-	-
1/1/18	-		-	-	-	-
1/1/19	-		-	-	-	-
1/1/20	-		-	-	-	-
1/1/21	-		-	-		-
1/1/22	-		-			-
1/1/23	-		-			-
1/1/24	-		-			-
1/1/25	-		-			-
1/1/26	-		-			-
1/1/27	-		-			-
1/1/28	-		-			-
1/1/29	-		-			-
1/1/30	-		-			-
1/1/31	-		-			-
1/1/32	-		-			-
1/1/33	-		-			-
1/1/34	-		-			-
1/1/35	-		-			-
1/1/36	-		-			-
1/1/37	-		-			-
1/1/38	-		-			-
1/1/39	-		-			-
1/1/40	-		-			-
1/1/41	-		-			-
1/1/42	-		-			-
1/1/43	-		-			-
1/1/44	-		-			-
1/1/45	-		-			-
1/1/46	-		-			-
1/1/47	-		-			-
1/1/48	-		-			-
1/1/49	-		-			-
1/1/50	-		-			-
Total		53,037,471	3,701,643	8,120,596	64,859,711	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case C
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Debt Service Reserve Fund (DSRF)

Date	Beginning Balance	Deposits	Interest Earnings 5.00%	DSRF Draws to CAPI	DSRF Draws to Debt Service during CAPI Period	DSRF Draws to Debt Service	Ending Balance
5/1/10		34,802,556					34,802,556
1/1/11	34,802,556		1,160,085	(1,160,085)	-	-	34,802,556
1/1/12	34,802,556		1,740,128	(1,740,128)	-	-	34,802,556
1/1/13	34,802,556		1,740,128	(1,740,128)	-	-	34,802,556
1/1/14	34,802,556		1,740,128	(1,740,128)	-	-	34,802,556
1/1/15	34,802,556		1,740,128	(1,740,128)	-	-	34,802,556
1/1/16	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/17	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/18	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/19	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/20	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/21	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/22	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/23	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/24	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/25	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/26	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/27	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/28	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/29	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/30	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/31	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/32	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/33	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/34	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/35	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/36	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/37	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/38	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/39	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/40	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/41	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/42	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/43	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/44	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/45	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/46	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/47	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/48	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/49	34,802,556		1,740,128	-	-	(1,740,128)	34,802,556
1/1/50	34,802,556		1,740,128	-	-	(36,542,683)	-
-	-		-	-		-	-
Total		34,802,556	69,025,069	(8,120,596)	-	(95,707,028)	

DSRF Calculation Area	
10% of par	34,802,556
Maximum Annual Debt Service	97,137,902
125% of Average Annual Debt Service	51,241,059
DSRF Deposit	34,802,556

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case C
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Summary of Bond Yields - Senior Lien Only

Description	Amount	Date	Time Factor from Delivery (30/360)	Total Debt Service	Arb Yield DS	Arbitrage Yield 7.200607%	True Interest Cost (TIC) 7.330828%	All-In Bond Yield 7.397498%
						(318,033,369)	(311,072,858)	(307,592,602)
ARBITRAGE YIELD		5/1/10	-					
		1/1/11	0.67	9,265,673	9,265,673	8,838,847	8,831,445	8,827,660
Par Amount of Bonds	348,025,556	1/1/12	1.67	13,898,509	13,898,509	12,352,783	12,326,940	12,313,736
Plus: Premium / Less: Original Issue Discount	-	1/1/13	2.67	13,898,509	13,898,509	11,509,136	11,470,636	11,450,984
Plus: Accrued Interest	-	1/1/14	3.67	13,898,509	13,898,509	10,723,108	10,673,816	10,648,680
Less: Bond Insurance Premium	(29,992,187)	1/1/15	4.67	13,898,509	13,898,509	9,990,762	9,932,349	9,902,589
		1/1/16	5.67	13,898,509	13,898,509	9,308,433	9,242,388	9,208,772
		1/1/17	6.67	13,898,509	13,898,509	8,672,704	8,600,356	8,563,566
		1/1/18	7.67	13,898,509	13,898,509	8,080,392	8,002,923	7,963,567
		1/1/19	8.67	13,898,509	13,898,509	7,528,534	7,446,992	7,405,606
Present Value Target	318,033,369	1/1/20	9.67	18,718,222	18,718,222	9,446,800	9,332,746	9,274,915
Arbitrage Yield	7.200607%	1/1/21	10.67	19,641,218	19,641,218	9,235,629	9,112,667	9,050,378
		1/1/22	11.67	21,415,483	21,415,483	9,382,182	9,245,645	9,176,544
		1/1/23	12.67	22,841,416	22,841,416	9,323,457	9,176,236	9,101,800
TRUE INTEREST COST (TIC)		1/1/24	13.67	24,321,086	24,321,086	9,249,427	9,091,944	9,012,394
		1/1/25	14.67	25,856,204	25,856,204	9,161,669	8,994,371	8,909,943
Par Amount of Bonds	348,025,556	1/1/26	15.67	27,448,532	27,448,532	9,061,642	8,884,999	8,795,940
Plus: Premium / Less: Original Issue Discount	-	1/1/27	16.67	29,099,886	29,099,886	8,950,700	8,765,199	8,671,763
Plus: Accrued Interest	-	1/1/28	17.67	30,812,132	30,812,132	8,830,096	8,636,235	8,538,682
Less: Bond Insurance Premium	(29,992,187)	1/1/29	18.67	32,587,194	32,587,194	8,700,988	8,499,275	8,397,867
Less: Underwriter's Discount	(6,960,511)	1/1/30	19.67	34,427,052	34,427,052	8,564,448	8,355,395	8,250,397
		1/1/31	20.67	36,333,742	36,333,742	8,421,464	8,205,584	8,097,260
		1/1/32	21.67	38,329,082	38,329,082	8,277,208	8,054,898	7,943,453
		1/1/33	22.67	40,416,555	40,416,555	8,131,912	7,903,567	7,789,206
Present Value Target	311,072,858	1/1/34	23.67	42,599,766	42,599,766	7,985,802	7,751,813	7,634,737
True Interest Cost (TIC)	7.330828%	1/1/35	24.67	44,882,449	44,882,449	7,839,093	7,599,847	7,480,255
		1/1/36	25.67	47,268,467	47,268,467	7,691,990	7,447,869	7,325,956
		1/1/37	26.67	49,761,821	49,761,821	7,544,690	7,296,070	7,172,029
ALL-IN COST OF BORROWING (ALL-IN)		1/1/38	27.67	52,366,652	52,366,652	7,397,379	7,144,631	7,018,649
		1/1/39	28.67	55,087,246	55,087,246	7,250,235	6,993,721	6,865,984
Par Amount of Bonds	348,025,556	1/1/40	29.67	57,928,039	57,928,039	7,103,425	6,843,500	6,714,188
Plus: Premium / Less: Original Issue Discount	-	1/1/41	30.67	60,893,621	60,893,621	6,957,107	6,694,120	6,563,408
Plus: Accrued Interest	-	1/1/42	31.67	62,852,993	62,852,993	6,690,534	6,429,539	6,299,942
Less: Bond Insurance Premium	(29,992,187)	1/1/43	32.67	64,873,819	64,873,819	6,434,018	6,175,265	6,046,903
Less: Underwriter's Discount	(6,960,511)	1/1/44	33.67	66,957,961	66,957,961	6,187,183	5,930,900	5,803,884
Less: Costs of Issuance	(3,480,256)	1/1/45	34.67	69,107,335	69,107,335	5,949,669	5,696,062	5,570,493
Other Adjustments	-	1/1/46	35.67	71,323,915	71,323,915	5,721,130	5,470,386	5,346,353
		1/1/47	36.67	73,182,721	73,182,721	5,469,317	5,223,043	5,101,337
Present Value Target	307,592,602	1/1/48	37.67	54,917,500	54,917,500	3,823,959	3,647,187	3,559,911
All-In Cost Of Borrowing (All-In)	7.397498%	1/1/49	38.67	5,765,593	5,765,593	374,045	356,306	347,556
		1/1/50	39.67	97,137,902	97,137,902	5,871,474	5,585,994	5,445,315
		Total		1,499,609,353	1,499,609,353	0	0	0

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VALUE OF TIME SENSITIVITY

$15/HR, 1% REAL ESCALATION

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case B
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Sources and Uses of Funds

SOURCES		
Series A - Current Interest Bonds		258,393,392
Series B - Non Callable Capital Appreciation Bonds		187,781,762
Subordinate TIFIA - Bond Anticipation Notes (BANs)		416,723,433
Premium / (Discount)		-
Total Debt		862,898,587
Total Sources		**862,898,587**
USES		
Total Deposit to Construction Fund		999,679,626
Bond Insurance Payment	2.00%	40,721,535
All-In Costs of Issuance on Bonds	0.50%	4,314,493
Debt Service Reserve Fund	5.00%	44,617,515
Underwriter's Discount	1.00%	8,628,986
Net Capitalized Interest Deposit / Capitalized BAN Interest	2.45%	106,887,771
Total Uses		**1,204,849,926**
Surplus / (Deficit)		**(341,951,339)**
Percentage Feasible		**71.62%**
Excess Revenues through 2050		1,079,196,241
Present Value of Excess Revenues through 2050 @ 5.5%		306,990,683
Statistics		
Senior Debt - Arbitrage Yield		7.29%
Seniot Debt - True Interest Cost		7.41%
Senior Debt - All-in TIC		7.47%
Dated Date		5/1/2010
Delivery Date		5/1/2010
First Interest Payment Date		1/1/2011
Final Maturity Date		1/1/2050
Call Date		1/1/2020
Capitalized Interest Through		1/1/2015
First Construction Draw		5/1/2010
Final Construction Draw		12/1/2013
First Debt Service Payment		1/2/2016
TIFIA Accreted Through		1/1/2020
Current Interest Bonds Weighted Average Life (WAL)		32.2 years
Non Callable Capital Appreciation Bonds WAL		28.3 years

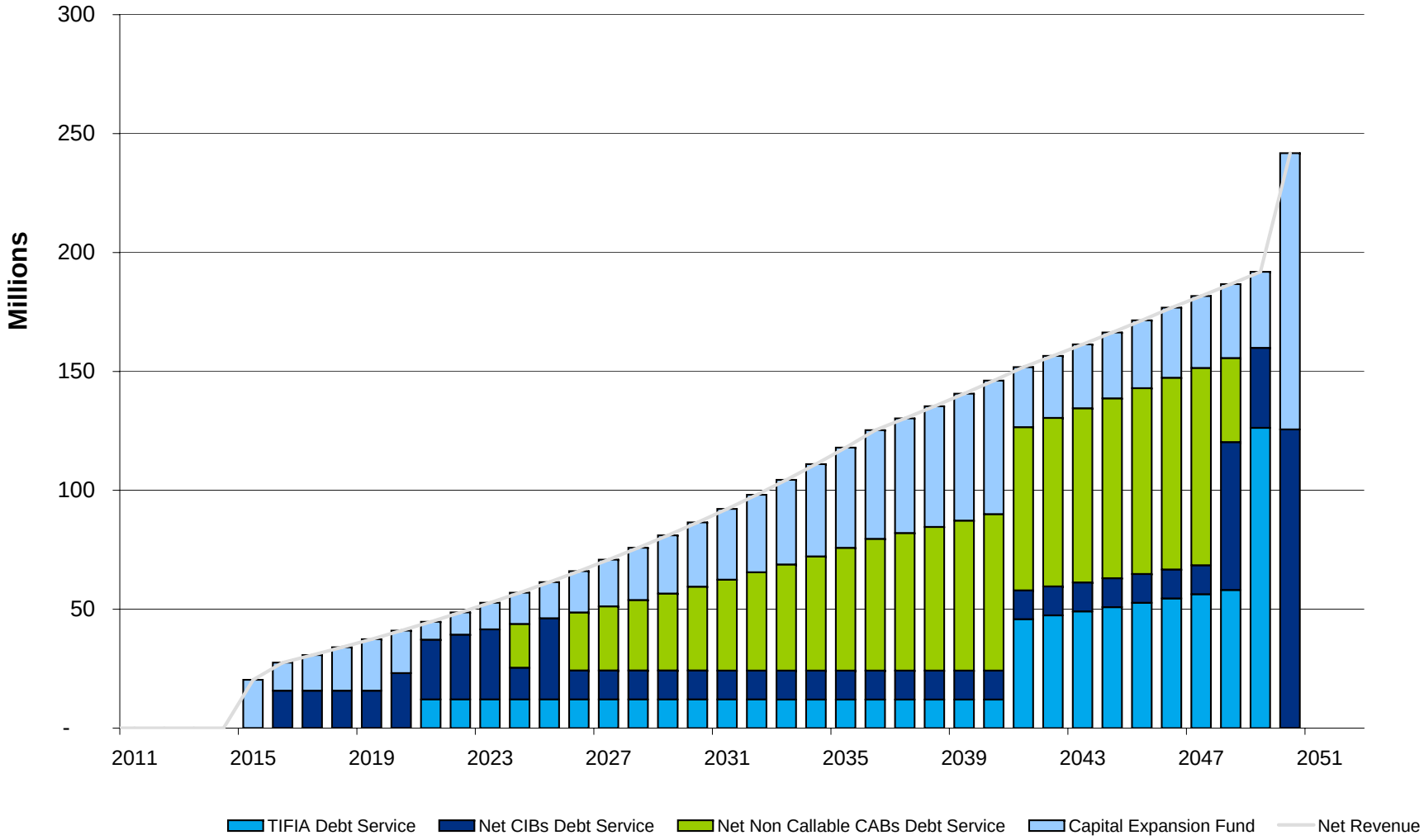
Assumptions

Reinvestment Rates for Construction Fund & CAPI Fund are 2.45%
Debt Service Reserve Fund sized based on the Lesser of Three test . Reinvestment rate is 5.%
Revenue & Toll Collection forecasts from estimates provided on 12/5/2008
Construction draw schedule provided by GTP on 12/5/2008
Net Capitalized Interest Deposit includes PV of BAN interest payments and deposit to Capitalized Interest Fund

RESULTS PRELIMINARY, SUBJECT TO CHANGE

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case B
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Application of Net Revenue



Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case B
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Net Revenue

Year Ending	Gross Toll Revenues	DSRF Earnings	Operating Expenses	Toll Collection Expenses	Total Expenses	Cash Flow Avail for DS
	-					
5/1/2010		-				
1/1/2011	-	-	-	-	-	-
1/1/2012	-	-	-	-	-	-
1/1/2013	-	-	-	-	-	-
1/1/2014	-	-	-	-	-	-
1/1/2015	21,063,598	-	-	709,919	709,919	20,353,679
1/1/2016	26,164,107	2,230,876	-	824,600	824,600	27,570,383
1/1/2017	29,351,931	2,230,876	-	871,937	871,937	30,710,870
1/1/2018	32,683,585	2,230,876	-	921,134	921,134	33,993,327
1/1/2019	36,164,288	2,230,876	-	972,255	972,255	37,422,909
1/1/2020	39,799,431	2,230,876	-	1,025,365	1,025,365	41,004,942
1/1/2021	43,594,580	2,230,876	-	1,080,531	1,080,531	44,744,925
1/1/2022	47,555,487	2,230,876	-	1,137,824	1,137,824	48,648,538
1/1/2023	51,688,088	2,230,876	-	1,197,316	1,197,316	52,721,647
1/1/2024	55,998,516	2,230,876	-	1,259,082	1,259,082	56,970,310
1/1/2025	60,493,102	2,230,876	-	1,323,197	1,323,197	61,400,781
1/1/2026	65,178,384	2,230,876	-	1,389,741	1,389,741	66,019,519
1/1/2027	70,061,112	2,230,876	-	1,458,795	1,458,795	70,833,193
1/1/2028	75,148,255	2,230,876	-	1,530,445	1,530,445	75,848,687
1/1/2029	80,447,008	2,230,876	-	1,604,776	1,604,776	81,073,108
1/1/2030	85,964,798	2,230,876	-	1,681,878	1,681,878	86,513,795
1/1/2031	91,709,291	2,230,876	-	1,761,844	1,761,844	92,178,323
1/1/2032	97,757,501	2,230,876	-	1,844,769	1,844,769	98,143,608
1/1/2033	104,122,811	2,230,876	-	1,930,751	1,930,751	104,422,936
1/1/2034	110,819,130	2,230,876	-	2,019,892	2,019,892	111,030,114
1/1/2035	117,860,910	2,230,876	-	2,112,296	2,112,296	117,979,490
1/1/2036	125,263,167	2,230,876	-	2,208,070	2,208,070	125,285,972
1/1/2037	130,263,835	2,230,876	-	2,274,545	2,274,545	130,220,166
1/1/2038	135,446,853	2,230,876	-	2,342,966	2,342,966	135,334,763
1/1/2039	140,818,485	2,230,876	-	2,413,390	2,413,390	140,635,970
1/1/2040	146,385,197	2,230,876	-	2,485,875	2,485,875	146,130,198
1/1/2041	152,153,671	2,230,876	-	2,560,480	2,560,480	151,824,067
1/1/2042	156,919,837	2,230,876	-	2,627,985	2,627,985	156,522,728
1/1/2043	161,830,932	2,230,876	-	2,697,266	2,697,266	161,364,542
1/1/2044	166,891,267	2,230,876	-	2,768,370	2,768,370	166,353,772
1/1/2045	172,105,277	2,230,876	-	2,841,344	2,841,344	171,494,809
1/1/2046	177,477,532	2,230,876	-	2,916,238	2,916,238	176,792,170
1/1/2047	182,438,224	2,230,876	-	2,990,476	2,990,476	181,678,624
1/1/2048	187,536,388	2,230,876	-	3,066,602	3,066,602	186,700,661
1/1/2049	192,775,804	2,230,876	-	3,144,667	3,144,667	191,862,013
1/1/2050	198,160,361	46,848,391	-	3,224,718	3,224,718	241,784,034
Total	3,770,092,745	122,698,167	-	69,221,337	69,221,337	3,823,569,575

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case B
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Bond Debt Service Coverage and Proforma

Year Ending	Cash Flow Avail for DS	Net Senior Debt Service	Senior Coverage	Aggregate Debt Service	Aggregate Coverage	Excess Revenues	Present Value of Excess Revs 5.50%
5/1/2010		-		-	-		
1/1/2011	-	-	-	-	-	-	-
1/1/2012	-	-	-	-	-	-	-
1/1/2013	-	-	-	-	-	-	-
1/1/2014	-	-	-	-	-	-	-
1/1/2015	20,353,679	-	-	-	-	20,353,679	15,853,730
1/1/2016	27,570,383	15,709,620	1.75	15,709,620	1.75	11,860,763	8,756,866
1/1/2017	30,710,870	15,709,620	1.95	15,709,620	1.95	15,001,250	10,498,108
1/1/2018	33,993,327	15,709,620	2.16	15,709,620	2.16	18,283,707	12,128,173
1/1/2019	37,422,909	15,709,620	2.38	15,709,620	2.38	21,713,289	13,652,252
1/1/2020	41,004,942	23,101,376	1.77	23,101,376	1.77	17,903,566	10,670,033
1/1/2021	44,744,925	25,137,598	1.78	37,194,118	1.20	7,550,807	4,265,472
1/1/2022	48,648,538	27,254,083	1.78	39,308,335	1.24	9,340,203	5,001,239
1/1/2023	52,721,647	29,453,434	1.79	41,505,426	1.27	11,216,222	5,692,662
1/1/2024	56,970,310	31,738,334	1.79	43,788,071	1.30	13,182,239	6,341,698
1/1/2025	61,400,781	34,111,545	1.80	46,159,035	1.33	15,241,746	6,950,222
1/1/2026	66,019,519	36,575,911	1.80	48,621,161	1.36	17,398,359	7,520,033
1/1/2027	70,833,193	39,134,361	1.81	51,177,377	1.38	19,655,816	8,052,859
1/1/2028	75,848,687	41,789,910	1.81	53,830,701	1.41	22,017,986	8,550,355
1/1/2029	81,073,108	44,545,664	1.82	56,584,237	1.43	24,488,871	9,014,110
1/1/2030	86,513,795	47,404,819	1.82	59,441,182	1.46	27,072,613	9,445,649
1/1/2031	92,178,323	50,370,668	1.83	62,404,829	1.48	29,773,494	9,846,434
1/1/2032	98,143,608	53,484,255	1.83	65,516,222	1.50	32,627,386	10,227,724
1/1/2033	104,422,936	56,751,596	1.84	68,781,377	1.52	35,641,559	10,590,121
1/1/2034	111,030,114	60,178,924	1.84	72,206,528	1.54	38,823,586	10,934,211
1/1/2035	117,979,490	63,772,697	1.85	75,798,133	1.56	42,181,357	11,260,557
1/1/2036	125,285,972	67,539,608	1.85	79,562,885	1.57	45,723,088	11,569,709
1/1/2037	130,220,166	70,010,842	1.86	82,031,969	1.59	48,188,197	11,557,798
1/1/2038	135,334,763	72,565,557	1.86	84,584,543	1.60	50,750,220	11,537,717
1/1/2039	140,635,970	75,206,401	1.87	87,223,257	1.61	53,412,713	11,509,968
1/1/2040	146,130,198	77,936,105	1.87	89,950,841	1.62	56,179,357	11,475,029
1/1/2041	151,824,067	80,757,483	1.88	126,520,056	1.20	25,304,011	4,899,073
1/1/2042	156,522,728	83,035,930	1.88	130,435,607	1.20	26,087,121	4,787,384
1/1/2043	161,364,542	85,378,064	1.89	134,470,452	1.20	26,894,090	4,678,176
1/1/2044	166,353,772	87,785,632	1.89	138,628,144	1.20	27,725,629	4,571,393
1/1/2045	171,494,809	90,260,426	1.90	142,912,341	1.20	28,582,468	4,466,985
1/1/2046	176,792,170	92,804,289	1.90	147,326,808	1.20	29,465,362	4,364,897
1/1/2047	181,678,624	95,119,699	1.91	151,398,854	1.20	30,279,771	4,251,698
1/1/2048	186,700,661	97,493,818	1.91	155,583,884	1.20	31,116,777	4,141,446
1/1/2049	191,862,013	33,625,587	5.71	159,885,011	1.20	31,977,002	4,034,063
1/1/2050	241,784,034	125,602,095	1.92	125,602,095	1.92	116,181,938	13,892,841
Total	3,823,569,575	1,962,765,190		2,744,373,334		1,079,196,241	306,990,683

	Net Senior DS	Senior Coverage	Aggregate DS	Aggregate Coverage
Minimum	15,709,620	1.75	15,709,620	1.20
Maximum	125,602,095	5.71	159,885,011	2.38
Average	56,079,005	1.98	78,410,667	1.48

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case B
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Net Debt Service

Year Ending	Current Interest Bond Debt Service	Non Callable CAB Debt Service	Total Senior Debt Service	Subordinate TIFIA Debt Service	Aggregate Debt Service	Capitalized Interest	DSRF Earnings	Net Debt Service
5/1/2010								
1/1/2011	10,473,080	-	10,473,080	-	10,473,080	10,473,080	-	-
1/1/2012	15,709,620	-	15,709,620	-	15,709,620	15,709,620	-	-
1/1/2013	15,709,620	-	15,709,620	-	15,709,620	15,709,620	-	-
1/1/2014	15,709,620	-	15,709,620	-	15,709,620	15,709,620	-	-
1/1/2015	15,709,620	-	15,709,620	-	15,709,620	15,709,620	-	-
1/1/2016	15,709,620	-	15,709,620	-	15,709,620	-	-	15,709,620
1/1/2017	15,709,620	-	15,709,620	(0)	15,709,620	-	-	15,709,620
1/1/2018	15,709,620	-	15,709,620	(0)	15,709,620	-	-	15,709,620
1/1/2019	15,709,620	-	15,709,620	-	15,709,620	-	-	15,709,620
1/1/2020	23,101,376	-	23,101,376	0	23,101,376	-	-	23,101,376
1/1/2021	25,137,598	-	25,137,598	12,056,520	37,194,118	-	-	37,194,118
1/1/2022	27,254,083	-	27,254,083	12,054,252	39,308,335	-	-	39,308,335
1/1/2023	29,453,434	-	29,453,434	12,051,991	41,505,426	-	-	41,505,426
1/1/2024	13,345,463	18,392,871	31,738,334	12,049,737	43,788,071	-	-	43,788,071
1/1/2025	34,111,545	-	34,111,545	12,047,490	46,159,035	-	-	46,159,035
1/1/2026	12,163,873	24,412,038	36,575,911	12,045,250	48,621,161	-	-	48,621,161
1/1/2027	12,163,873	26,970,487	39,134,361	12,043,017	51,177,377	-	-	51,177,377
1/1/2028	12,163,873	29,626,037	41,789,910	12,040,791	53,830,701	-	-	53,830,701
1/1/2029	12,163,873	32,381,791	44,545,664	12,038,573	56,584,237	-	-	56,584,237
1/1/2030	12,163,873	35,240,946	47,404,819	12,036,363	59,441,182	-	-	59,441,182
1/1/2031	12,163,873	38,206,795	50,370,668	12,034,161	62,404,829	-	-	62,404,829
1/1/2032	12,163,873	41,320,382	53,484,255	12,031,967	65,516,222	-	-	65,516,222
1/1/2033	12,163,873	44,587,722	56,751,596	12,029,781	68,781,377	-	-	68,781,377
1/1/2034	12,163,873	48,015,050	60,178,924	12,027,604	72,206,528	-	-	72,206,528
1/1/2035	12,163,873	51,608,824	63,772,697	12,025,436	75,798,133	-	-	75,798,133
1/1/2036	12,163,873	55,375,734	67,539,608	12,023,277	79,562,885	-	-	79,562,885
1/1/2037	12,163,873	57,846,969	70,010,842	12,021,127	82,031,969	-	-	82,031,969
1/1/2038	12,163,873	60,401,683	72,565,557	12,018,987	84,584,543	-	-	84,584,543
1/1/2039	12,163,873	63,042,528	75,206,401	12,016,856	87,223,257	-	-	87,223,257
1/1/2040	12,163,873	65,772,232	77,936,105	12,014,736	89,950,841	-	-	89,950,841
1/1/2041	12,163,873	68,593,609	80,757,483	45,762,573	126,520,056	-	-	126,520,056
1/1/2042	12,163,873	70,872,057	83,035,930	47,399,677	130,435,607	-	-	130,435,607
1/1/2043	12,163,873	73,214,191	85,378,064	49,092,387	134,470,452	-	-	134,470,452
1/1/2044	12,163,873	75,621,759	87,785,632	50,842,512	138,628,144	-	-	138,628,144
1/1/2045	12,163,873	78,096,552	90,260,426	52,651,915	142,912,341	-	-	142,912,341
1/1/2046	12,163,873	80,640,415	92,804,289	54,522,520	147,326,808	-	-	147,326,808
1/1/2047	12,163,873	82,955,825	95,119,699	56,279,155	151,398,854	-	-	151,398,854
1/1/2048	62,171,055	35,322,763	97,493,818	58,090,066	155,583,884	-	-	155,583,884
1/1/2049	33,625,587	-	33,625,587	126,259,424	159,885,011	-	-	159,885,011
1/1/2050	125,602,095	-	125,602,095	-	125,602,095	-		125,602,095
Total	777,557,488	1,258,519,261	2,036,076,750	781,608,144	2,817,684,894	73,311,559	-	2,744,373,334

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case B
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Current Interest Bonds (CIBs)

Date	Principal	Rate	Yield	Price	Interest	Total Debt Service
5/1/10						
1/1/11	-	1.900%	1.900%	100.000	10,473,080	10,473,080
1/1/12	-	3.010%	3.010%	100.000	15,709,620	15,709,620
1/1/13	-	3.210%	3.210%	100.000	15,709,620	15,709,620
1/1/14	-	3.490%	3.490%	100.000	15,709,620	15,709,620
1/1/15	-	3.730%	3.730%	100.000	15,709,620	15,709,620
1/1/16	-	3.920%	3.920%	100.000	15,709,620	15,709,620
1/1/17	-	4.110%	4.110%	100.000	15,709,620	15,709,620
1/1/18	-	4.360%	4.360%	100.000	15,709,620	15,709,620
1/1/19	-	4.630%	4.630%	100.000	15,709,620	15,709,620
1/1/20	7,391,756	4.870%	4.870%	100.000	15,709,620	23,101,376
1/1/21	9,787,957	5.130%	5.130%	100.000	15,349,641	25,137,598
1/1/22	12,406,564	5.350%	5.350%	100.000	14,847,519	27,254,083
1/1/23	15,269,666	5.490%	5.490%	100.000	14,183,768	29,453,434
1/1/24	-	5.610%	5.610%	100.000	13,345,463	13,345,463
1/1/25	20,766,082	5.690%	5.690%	100.000	13,345,463	34,111,545
1/1/26	-	5.770%	5.770%	100.000	12,163,873	12,163,873
1/1/27	-	5.850%	5.850%	100.000	12,163,873	12,163,873
1/1/28	-	5.930%	5.930%	100.000	12,163,873	12,163,873
1/1/29	-	6.010%	6.010%	100.000	12,163,873	12,163,873
1/1/30	-	6.080%	6.080%	100.000	12,163,873	12,163,873
1/1/31	-	6.140%	6.140%	100.000	12,163,873	12,163,873
1/1/32	-	6.180%	6.180%	100.000	12,163,873	12,163,873
1/1/33	-	6.210%	6.210%	100.000	12,163,873	12,163,873
1/1/34	-	6.240%	6.240%	100.000	12,163,873	12,163,873
1/1/35	-	6.260%	6.260%	100.000	12,163,873	12,163,873
1/1/36	-	6.270%	6.270%	100.000	12,163,873	12,163,873
1/1/37	-	6.280%	6.280%	100.000	12,163,873	12,163,873
1/1/38	-	6.290%	6.290%	100.000	12,163,873	12,163,873
1/1/39	-	6.300%	6.300%	100.000	12,163,873	12,163,873
1/1/40	-	6.310%	6.310%	100.000	12,163,873	12,163,873
1/1/41	-	6.310%	6.310%	100.000	12,163,873	12,163,873
1/1/42	-	6.310%	6.310%	100.000	12,163,873	12,163,873
1/1/43	-	6.310%	6.310%	100.000	12,163,873	12,163,873
1/1/44	-	6.310%	6.310%	100.000	12,163,873	12,163,873
1/1/45	-	6.310%	6.310%	100.000	12,163,873	12,163,873
1/1/46	-	6.310%	6.310%	100.000	12,163,873	12,163,873
1/1/47	-	6.310%	6.310%	100.000	12,163,873	12,163,873
1/1/48	50,007,182	6.310%	6.310%	100.000	12,163,873	62,171,055
1/1/49	24,617,167	6.310%	6.310%	100.000	9,008,420	33,625,587
1/1/50	118,147,018	6.310%	6.310%	100.000	7,455,077	125,602,095
Total	258,393,392		6.080%	100.000	519,164,096	777,557,488

Total Par	258,393,392	Weighted Average Life	32.28
Premium	-	Insurance Premium	15,551,150
		Capitalized Interest	57,601,940
Production	258,393,392		

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case B
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Non-Callable Capital Appreciation Bonds (CABs)

Date	Proceeds	Yield	Price	Accreted Interest	Total Debt Service
5/1/10					
1/1/11	-	2.900%	98.098	-	-
1/1/12	-	4.010%	93.596	-	-
1/1/13	-	4.210%	89.484	-	-
1/1/14	-	4.490%	84.975	-	-
1/1/15	-	4.730%	80.399	-	-
1/1/16	-	4.920%	75.924	-	-
1/1/17	-	5.110%	71.434	-	-
1/1/18	-	5.360%	66.662	-	-
1/1/19	-	5.630%	61.804	-	-
1/1/20	-	5.870%	57.162	-	-
1/1/21	-	6.130%	52.516	-	-
1/1/22	-	6.350%	48.223	-	-
1/1/23	-	6.490%	44.529	-	-
1/1/24	7,562,413	6.610%	41.116	10,830,458	18,392,871
1/1/25	-	6.690%	38.092	-	-
1/1/26	8,601,826	6.770%	35.236	15,810,212	24,412,038
1/1/27	8,777,275	6.850%	32.544	18,193,212	26,970,487
1/1/28	8,891,366	6.930%	30.012	20,734,671	29,626,037
1/1/29	8,948,060	7.010%	27.633	23,433,730	32,381,791
1/1/30	8,969,878	7.080%	25.453	26,271,068	35,240,946
1/1/31	8,963,314	7.140%	23.460	29,243,481	38,206,795
1/1/32	8,961,564	7.180%	21.688	32,358,817	41,320,382
1/1/33	8,952,323	7.210%	20.078	35,635,399	44,587,722
1/1/34	8,920,236	7.240%	18.578	39,094,814	48,015,050
1/1/35	8,887,039	7.260%	17.220	42,721,785	51,608,824
1/1/36	8,857,349	7.270%	15.995	46,518,386	55,375,734
1/1/37	8,592,589	7.280%	14.854	49,254,380	57,846,969
1/1/38	8,330,600	7.290%	13.792	52,071,083	60,401,683
1/1/39	8,071,965	7.300%	12.804	54,970,563	63,042,528
1/1/40	7,816,372	7.310%	11.884	57,955,860	65,772,232
1/1/41	7,587,139	7.310%	11.061	61,006,470	68,593,609
1/1/42	7,295,570	7.310%	10.294	63,576,487	70,872,057
1/1/43	7,014,652	7.310%	9.581	66,199,540	73,214,191
1/1/44	6,743,192	7.310%	8.917	68,878,566	75,621,759
1/1/45	6,481,233	7.310%	8.299	71,615,320	78,096,552
1/1/46	6,228,666	7.310%	7.724	74,411,750	80,640,415
1/1/47	5,963,694	7.310%	7.189	76,992,131	82,955,825
1/1/48	2,363,446	7.310%	6.691	32,959,317	35,322,763
1/1/49	-	7.310%	6.228	-	-
1/1/50	-	7.310%	5.796	-	-
Total	187,781,762			1,070,737,500	1,258,519,261

Total Par	187,781,762	Average Life	28.322
Premium	-	Insurance Prem	25,170,385
		CAPI	-
Production	187,781,762		

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case B
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

BANs for TIFIA

Date	Notional Value	Principal/ Maturity Value	Initial Proceeds	Coupon	Yield	Price	Interest	Less Interest Draws	BAN Converted To TIFIA
5/1/10	416,723,433								
1/1/11	416,723,433		-	1.00%	1.00%	100.000	7,862,182	7,862,182	-
1/1/12	416,723,433		-	2.11%	2.11%	100.000	11,793,273	11,793,273	-
1/1/13	416,723,433		-	2.31%	2.31%	100.000	11,793,273	11,793,273	-
1/1/14	416,723,433		-	2.59%	2.59%	100.000	11,793,273	11,793,273	-
1/1/15	416,723,433	416,723,433	416,723,433	2.83%	2.83%	100.000	11,793,273	11,793,273	416,723,433
Total	2,500,340,601	416,723,433	416,723,433				55,035,275	55,035,275	416,723,433

Total Par	416,723,433
Premium	-
Production	416,723,433

TIFIA Calculation Area		
Estimated Cost of Construction	1,045,000,000	
Bond Insurance Payment	40,721,535	
Debt Service Reserve Fund	44,617,515	
Net Capitalized Interest Deposit / Capitalized BAN Interest	106,887,771	
Cost of Issuance Expenses	4,314,493	
Underwriter's Discount	8,628,986	
Total	1,250,170,300	
	Lesser of	
Max Allowable TIFIA (1/3 Total Project Cost)	416,723,433	33.333%
	or	
Max Allowable TIFIA (less than Total Senior Lien Par)	446,175,153	
Actual TIFIA Par	416,723,433	33.333%

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case B
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

TIFIA Loan

Date	Notional Value	Principal/ Maturity Value	Yield	Interest	Accreted Interest	Interest Paid	TIFIA Payments	2.50% Ongoing TIFIA Servicing Costs	Total TIFIA Payments	Ending Balance
5/1/10	-	-	-							-
1/1/11	-	-	2.530%	-		-	-	-	-	-
1/1/12	-	-	2.530%	-		-	-	-	-	-
1/1/13	-	-	2.530%	-		-	-	-	-	-
1/1/14	-	-	2.530%	-		-	-	-	-	-
1/1/15	-	-	2.530%	-		-	-	-	-	-
1/1/16	416,723,433	-	2.530%	10,543,103	10,543,103	-	-	-	-	427,266,536
1/1/17	427,266,536	-	2.530%	10,809,843	10,809,843	(0)	(0)	-	(0)	438,076,380
1/1/18	438,076,380	-	2.530%	11,083,332	11,083,332	(0)	(0)	-	(0)	449,159,712
1/1/19	449,159,712	-	2.530%	11,363,741	11,363,741	-	-	-	-	460,523,453
1/1/20	460,523,453	-	2.530%	11,651,243	11,651,243	0	0	-	0	472,174,696
1/1/21	472,174,696	100,000	2.530%	11,946,020		11,946,020	12,046,020	10,500	12,056,520	472,074,696
1/1/22	472,074,696	100,000	2.530%	11,943,490		11,943,490	12,043,490	10,763	12,054,252	471,974,696
1/1/23	471,974,696	100,000	2.530%	11,940,960		11,940,960	12,040,960	11,032	12,051,991	471,874,696
1/1/24	471,874,696	100,000	2.530%	11,938,430		11,938,430	12,038,430	11,307	12,049,737	471,774,696
1/1/25	471,774,696	100,000	2.530%	11,935,900		11,935,900	12,035,900	11,590	12,047,490	471,674,696
1/1/26	471,674,696	100,000	2.530%	11,933,370		11,933,370	12,033,370	11,880	12,045,250	471,574,696
1/1/27	471,574,696	100,000	2.530%	11,930,840		11,930,840	12,030,840	12,177	12,043,017	471,474,696
1/1/28	471,474,696	100,000	2.530%	11,928,310		11,928,310	12,028,310	12,481	12,040,791	471,374,696
1/1/29	471,374,696	100,000	2.530%	11,925,780		11,925,780	12,025,780	12,793	12,038,573	471,274,696
1/1/30	471,274,696	100,000	2.530%	11,923,250		11,923,250	12,023,250	13,113	12,036,363	471,174,696
1/1/31	471,174,696	100,000	2.530%	11,920,720		11,920,720	12,020,720	13,441	12,034,161	471,074,696
1/1/32	471,074,696	100,000	2.530%	11,918,190		11,918,190	12,018,190	13,777	12,031,967	470,974,696
1/1/33	470,974,696	100,000	2.530%	11,915,660		11,915,660	12,015,660	14,121	12,029,781	470,874,696
1/1/34	470,874,696	100,000	2.530%	11,913,130		11,913,130	12,013,130	14,474	12,027,604	470,774,696
1/1/35	470,774,696	100,000	2.530%	11,910,600		11,910,600	12,010,600	14,836	12,025,436	470,674,696
1/1/36	470,674,696	100,000	2.530%	11,908,070		11,908,070	12,008,070	15,207	12,023,277	470,574,696
1/1/37	470,574,696	100,000	2.530%	11,905,540		11,905,540	12,005,540	15,587	12,021,127	470,474,696
1/1/38	470,474,696	100,000	2.530%	11,903,010		11,903,010	12,003,010	15,977	12,018,987	470,374,696
1/1/39	470,374,696	100,000	2.530%	11,900,480		11,900,480	12,000,480	16,376	12,016,856	470,274,696
1/1/40	470,274,696	100,000	2.530%	11,897,950		11,897,950	11,997,950	16,786	12,014,736	470,174,696
1/1/41	470,174,696	33,849,948	2.530%	11,895,420		11,895,420	45,745,368	17,205	45,762,573	436,324,748
1/1/42	436,324,748	36,343,025	2.530%	11,039,016		11,039,016	47,382,041	17,636	47,399,677	399,981,723
1/1/43	399,981,723	38,954,773	2.530%	10,119,538		10,119,538	49,074,311	18,076	49,092,387	361,026,950
1/1/44	361,026,950	41,690,001	2.530%	9,133,982		9,133,982	50,823,983	18,528	50,842,512	319,336,948
1/1/45	319,336,948	44,553,699	2.530%	8,079,225		8,079,225	52,632,923	18,992	52,651,915	274,783,250
1/1/46	274,783,250	47,551,037	2.530%	6,952,016		6,952,016	54,503,053	19,466	54,522,520	227,232,213
1/1/47	227,232,213	50,510,227	2.530%	5,748,975		5,748,975	56,259,202	19,953	56,279,155	176,721,986
1/1/48	176,721,986	53,598,548	2.530%	4,471,066		4,471,066	58,069,614	20,452	58,090,066	123,123,438
1/1/49	123,123,438	123,123,438	2.530%	3,115,023		3,115,023	126,238,461	20,963	126,259,424	-
1/1/50	-	-	2.530%	-		-	-	-	-	-
Total		472,174,696		364,445,220	55,451,263	308,993,957	781,168,653	439,491	781,608,144	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case B
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Construction Fund

Date	Beginning Balance	Deposits from Bond Proceeds	Interest Earnings 2.450%	Construction Draws from Debt	Draw Percentage	Ending Balance
5/1/2010	-	999,679,626	-	17,974,000		981,705,626
6/1/2010	981,705,626		1,994,161	22,877,000		960,822,787
7/1/2010	960,822,787		1,951,741	13,837,000		948,937,529
8/1/2010	948,937,529		1,927,599	14,225,000		936,640,127
9/1/2010	936,640,127		1,902,619	13,544,000		924,998,746
10/1/2010	924,998,746		1,878,971	21,146,000		905,731,717
11/1/2010	905,731,717		1,839,834	20,625,000		886,946,551
12/1/2010	886,946,551		1,801,675	12,783,000		875,965,226
1/1/2011	875,965,226		1,779,368	19,908,000		857,836,594
2/1/2011	857,836,594		1,742,543	20,637,000		838,942,137
3/1/2011	838,942,137		1,704,162	31,419,000		809,227,300
4/1/2011	809,227,300		1,643,802	29,485,000		781,386,102
5/1/2011	781,386,102		1,587,248	31,896,000		751,077,349
6/1/2011	751,077,349		1,525,681	33,649,000		718,954,030
7/1/2011	718,954,030		1,460,428	25,771,000		694,643,458
8/1/2011	694,643,458		1,411,045	27,503,000		668,551,503
9/1/2011	668,551,503		1,358,044	24,179,000		645,730,547
10/1/2011	645,730,547		1,311,687	24,471,000		622,571,234
11/1/2011	622,571,234		1,264,643	25,237,000		598,598,878
12/1/2011	598,598,878		1,215,948	24,187,000		575,627,825
1/1/2012	575,627,825		1,169,286	25,380,000		551,417,111
2/1/2012	551,417,111		1,120,106	24,699,000		527,838,218
3/1/2012	527,838,218		1,072,210	27,746,000		501,164,428
4/1/2012	501,164,428		1,018,027	27,198,000		474,984,454
5/1/2012	474,984,454		964,847	28,599,000		447,350,301
6/1/2012	447,350,301		908,713	27,861,000		420,398,014
7/1/2012	420,398,014		853,964	27,716,000		393,535,978
8/1/2012	393,535,978		799,399	28,277,000		366,058,377
9/1/2012	366,058,377		743,583	23,175,000		343,626,960
10/1/2012	343,626,960		698,017	27,098,000		317,226,977
11/1/2012	317,226,977		644,390	22,716,000		295,155,368
12/1/2012	295,155,368		599,556	22,868,000		272,886,924
1/1/2013	272,886,924		554,321	29,183,000		244,258,245
2/1/2013	244,258,245		496,167	30,187,000		214,567,412
3/1/2013	214,567,412		435,856	34,062,000		180,941,268
4/1/2013	180,941,268		367,550	19,220,000		162,088,818
5/1/2013	162,088,818		329,255	19,154,000		143,264,073
6/1/2013	143,264,073		291,016	14,702,000		128,853,089
7/1/2013	128,853,089		261,742	13,467,000		115,647,831
8/1/2013	115,647,831		234,918	20,873,000		95,009,749
9/1/2013	95,009,749		192,995	23,159,000		72,043,744
10/1/2013	72,043,744		146,344	31,265,000		40,925,089
11/1/2013	40,925,089		83,132	24,379,000	-	16,629,221
12/1/2013	16,629,221		33,779	16,663,000		0
Total		999,679,626	45,320,374	1,045,000,000	44 draws	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case B
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Capitalized Interest Fund

Date	Beginning Balance	Deposits	Interest Earnings 2.45%	Inflow from DSRF	Capitalized Interest	Ending Balance
5/1/10		58,797,176				58,797,176
1/1/11	58,797,176		956,475	1,487,251	10,473,080	50,767,821
1/1/12	50,767,821		1,243,812	2,230,876	15,709,620	38,532,889
1/1/13	38,532,889		944,056	2,230,876	15,709,620	25,998,200
1/1/14	25,998,200		636,956	2,230,876	15,709,620	13,156,412
1/1/15	13,156,412		322,332	2,230,876	15,709,620	-
1/1/16	-		-	-	-	-
1/1/17	-		-	-	-	-
1/1/18	-		-	-	-	-
1/1/19	-		-	-	-	-
1/1/20	-		-	-	-	-
1/1/21	-		-	-		-
1/1/22	-		-			-
1/1/23	-		-			-
1/1/24	-		-			-
1/1/25	-		-			-
1/1/26	-		-			-
1/1/27	-		-			-
1/1/28	-		-			-
1/1/29	-		-			-
1/1/30	-		-			-
1/1/31	-		-			-
1/1/32	-		-			-
1/1/33	-		-			-
1/1/34	-		-			-
1/1/35	-		-			-
1/1/36	-		-			-
1/1/37	-		-			-
1/1/38	-		-			-
1/1/39	-		-			-
1/1/40	-		-			-
1/1/41	-		-			-
1/1/42	-		-			-
1/1/43	-		-			-
1/1/44	-		-			-
1/1/45	-		-			-
1/1/46	-		-			-
1/1/47	-		-			-
1/1/48	-		-			-
1/1/49	-		-			-
1/1/50	-		-			-
Total		58,797,176	4,103,630	10,410,754	73,311,559	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case B
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Debt Service Reserve Fund (DSRF)

Date	Beginning Balance	Deposits	Interest Earnings 5.00%	DSRF Draws to CAPI	DSRF Draws to Debt Service during CAPI Period	DSRF Draws to Debt Service	Ending Balance
5/1/10		44,617,515					44,617,515
1/1/11	44,617,515		1,487,251	(1,487,251)	-	-	44,617,515
1/1/12	44,617,515		2,230,876	(2,230,876)	-	-	44,617,515
1/1/13	44,617,515		2,230,876	(2,230,876)	-	-	44,617,515
1/1/14	44,617,515		2,230,876	(2,230,876)	-	-	44,617,515
1/1/15	44,617,515		2,230,876	(2,230,876)	-	-	44,617,515
1/1/16	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/17	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/18	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/19	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/20	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/21	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/22	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/23	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/24	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/25	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/26	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/27	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/28	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/29	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/30	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/31	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/32	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/33	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/34	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/35	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/36	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/37	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/38	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/39	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/40	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/41	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/42	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/43	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/44	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/45	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/46	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/47	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/48	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/49	44,617,515		2,230,876	-	-	(2,230,876)	44,617,515
1/1/50	44,617,515		2,230,876	-	-	(46,848,391)	-
-	-		-	-		-	-
Total		44,617,515	88,491,405	(10,410,754)	-	(122,698,167)	

DSRF Calculation Area	
10% of par	44,617,515
Maximum Annual Debt Service	125,602,095
125% of Average Annual Debt Service	70,098,757
DSRF Deposit	44,617,515

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case B
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Summary of Bond Yields - Senior Lien Only

Description	Amount	Date	Time Factor from Delivery (30/360)	Total Debt Service	Arb Yield DS	Arbitrage Yield 7.285376%	True Interest Cost (TIC) 7.407006%	All-In Bond Yield 7.469199%
						(405,453,618)	(396,824,633)	(392,510,140)
ARBITRAGE YIELD		5/1/10	-					
		1/1/11	0.67	10,473,080	10,473,080	9,985,187	9,977,380	9,973,392
Par Amount of Bonds	446,175,153	1/1/12	1.67	15,709,620	15,709,620	13,943,446	13,916,208	13,902,308
Plus: Premium / Less: Original Issue Discount	-	1/1/13	2.67	15,709,620	15,709,620	12,980,541	12,939,994	12,919,319
Plus: Accrued Interest	-	1/1/14	3.67	15,709,620	15,709,620	12,084,132	12,032,260	12,005,835
Less: Bond Insurance Premium	(40,721,535)	1/1/15	4.67	15,709,620	15,709,620	11,249,627	11,188,204	11,156,940
		1/1/16	5.67	15,709,620	15,709,620	10,472,751	10,403,357	10,368,068
		1/1/17	6.67	15,709,620	15,709,620	9,749,525	9,673,567	9,634,974
		1/1/18	7.67	15,709,620	15,709,620	9,076,243	8,994,972	8,953,715
		1/1/19	8.67	15,709,620	15,709,620	8,449,457	8,363,979	8,320,626
Present Value Target	405,453,618	1/1/20	9.67	23,101,376	23,101,376	11,567,076	11,436,635	11,370,535
Arbitrage Yield	7.285376%	1/1/21	10.67	25,137,598	25,137,598	11,717,426	11,571,705	11,497,928
		1/1/22	11.67	27,254,083	27,254,083	11,826,675	11,665,901	11,584,575
		1/1/23	12.67	29,453,434	29,453,434	11,898,431	11,722,920	11,634,218
TRUE INTEREST COST (TIC)		1/1/24	13.67	31,738,334	31,738,334	11,936,048	11,746,193	11,650,327
		1/1/25	14.67	34,111,545	34,111,545	11,942,644	11,738,904	11,636,118
Par Amount of Bonds	446,175,153	1/1/26	15.67	36,575,911	36,575,911	11,921,116	11,704,004	11,594,569
Plus: Premium / Less: Original Issue Discount	-	1/1/27	16.67	39,134,361	39,134,361	11,874,154	11,644,228	11,528,437
Plus: Accrued Interest	-	1/1/28	17.67	41,789,910	41,789,910	11,804,253	11,562,108	11,440,272
Less: Bond Insurance Premium	(40,721,535)	1/1/29	18.67	44,545,664	44,545,664	11,713,729	11,459,988	11,332,431
Less: Underwriter's Discount	(8,628,986)	1/1/30	19.67	47,404,819	47,404,819	11,604,727	11,340,035	11,207,091
		1/1/31	20.67	50,370,668	50,370,668	11,479,231	11,204,249	11,066,259
		1/1/32	21.67	53,484,255	53,484,255	11,347,069	11,062,267	10,919,476
		1/1/33	22.67	56,751,596	56,751,596	11,208,784	10,914,640	10,767,296
Present Value Target	396,824,633	1/1/34	23.67	60,178,924	60,178,924	11,064,900	10,761,898	10,610,253
True Interest Cost (TIC)	7.407006%	1/1/35	24.67	63,772,697	63,772,697	10,915,925	10,604,554	10,448,858
		1/1/36	25.67	67,539,608	67,539,608	10,762,346	10,443,097	10,283,603
		1/1/37	26.67	70,010,842	70,010,842	10,385,714	10,065,821	9,906,148
ALL-IN COST OF BORROWING (ALL-IN)		1/1/38	27.67	72,565,557	72,565,557	10,021,305	9,701,248	9,541,634
		1/1/39	28.67	75,206,401	75,206,401	9,668,770	9,348,997	9,189,667
Par Amount of Bonds	446,175,153	1/1/40	29.67	77,936,105	77,936,105	9,327,769	9,008,699	8,849,860
Plus: Premium / Less: Original Issue Discount	-	1/1/41	30.67	80,757,483	80,757,483	8,997,969	8,679,991	8,521,837
Plus: Accrued Interest	-	1/1/42	31.67	83,035,930	83,035,930	8,612,921	8,298,808	8,142,715
Less: Bond Insurance Premium	(40,721,535)	1/1/43	32.67	85,378,064	85,378,064	8,244,292	7,934,309	7,780,405
Less: Underwriter's Discount	(8,628,986)	1/1/44	33.67	87,785,632	87,785,632	7,891,384	7,585,765	7,434,163
Less: Costs of Issuance	(4,314,493)	1/1/45	34.67	90,260,426	90,260,426	7,553,527	7,252,479	7,103,277
Other Adjustments	-	1/1/46	35.67	92,804,289	92,804,289	7,230,080	6,933,784	6,787,067
		1/1/47	36.67	95,119,699	95,119,699	6,898,715	6,608,241	6,464,535
Present Value Target	392,510,140	1/1/48	37.67	97,493,818	97,493,818	6,582,600	6,298,043	6,157,390
All-In Cost Of Borrowing (All-In)	7.469199%	1/1/49	38.67	33,625,587	33,625,587	2,113,552	2,019,815	1,973,523
		1/1/50	39.67	125,602,095	125,602,095	7,349,581	7,015,388	6,850,494
		Total		2,036,076,750	2,036,076,750	0	0	0

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HOV3+ SENSITIVITY

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HOV3+ Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Sources and Uses of Funds

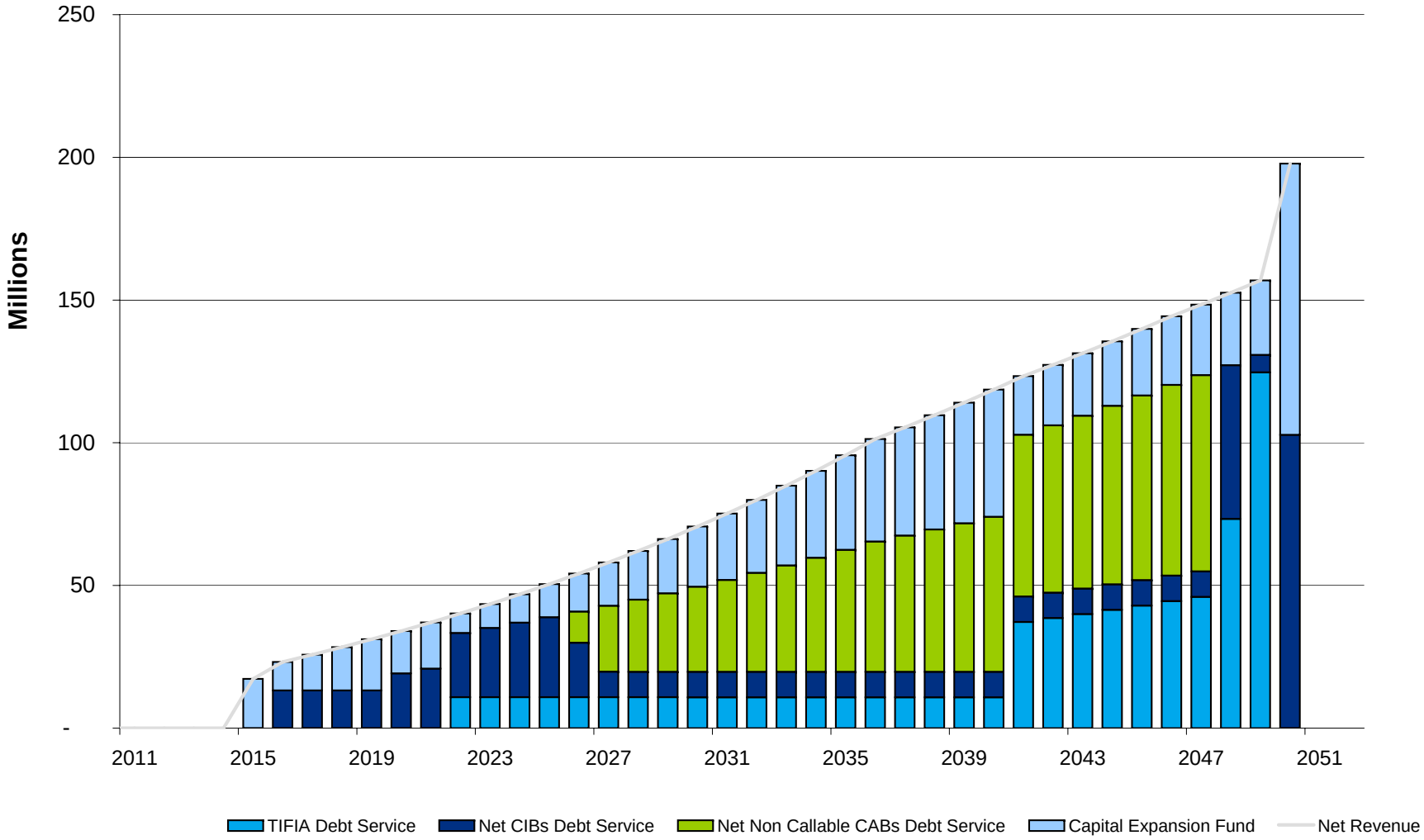
SOURCES		
Series A - Current Interest Bonds		219,631,073
Series B - Non Callable Capital Appreciation Bonds		145,016,244
Subordinate TIFIA - Bond Anticipation Notes (BANs)		364,647,317
Premium / (Discount)		-
Total Debt		729,294,635
Total Sources		**729,294,635**
USES		
Total Deposit to Construction Fund		999,679,626
Bond Insurance Payment	2.00%	32,332,231
All-In Costs of Issuance on Bonds	0.50%	3,646,473
Debt Service Reserve Fund	5.00%	36,464,732
Underwriter's Discount	1.00%	7,292,946
Net Capitalized Interest Deposit / Capitalized BAN Interest	2.45%	91,792,089
Total Uses		**1,171,208,097**
Surplus / (Deficit)		**(441,913,462)**
Percentage Feasible		**62.27%**
Excess Revenues through 2050		872,642,852
Present Value of Excess Revenues through 2050 @ 5.5%		251,003,238
Statistics		
Senior Debt - Arbitrage Yield		7.26%
Seniot Debt - True Interest Cost		7.38%
Senior Debt - All-in TIC		7.45%
Dated Date		5/1/2010
Delivery Date		5/1/2010
First Interest Payment Date		1/1/2011
Final Maturity Date		1/1/2050
Call Date		1/1/2020
Capitalized Interest Through		1/1/2015
First Construction Draw		5/1/2010
Final Construction Draw		9/1/2014
First Debt Service Payment		1/2/2016
TIFIA Accreted Through		1/1/2020
Current Interest Bonds Weighted Average Life (WAL)		29.8 years
Non Callable Capital Appreciation Bonds WAL		28.3 years

Assumptions
Reinvestment Rates for Construction Fund & CAPI Fund are 2.45%
Debt Service Reserve Fund sized based on the Lesser of Three test . Reinvestment rate is 5.%
Revenue & Toll Collection forecasts from estimates provided on 12/5/2008
Construction draw schedule provided by GTP on 12/5/2008
Net Capitalized Interest Deposit includes PV of BAN interest payments and deposit to Capitalized Interest Fund

RESULTS PRELIMINARY, SUBJECT TO CHANGE

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HOV3+ Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Application of Net Revenue



Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HOV3+ Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Net Revenue

Year Ending	Gross Toll Revenues	DSRF Earnings	Operating Expenses	Toll Collection Expenses	Total Expenses	Cash Flow Avail for DS
	-					
5/1/2010		-				
1/1/2011	-	-	-	-	-	-
1/1/2012	-	-	-	-	-	-
1/1/2013	-	-	-	-	-	-
1/1/2014	-	-	-	-	-	-
1/1/2015	18,063,794	-	-	792,010	792,010	17,271,784
1/1/2016	22,279,511	1,823,237	-	903,242	903,242	23,199,506
1/1/2017	24,846,972	1,823,237	-	938,501	938,501	25,731,707
1/1/2018	27,529,509	1,823,237	-	974,964	974,964	28,377,782
1/1/2019	30,331,288	1,823,237	-	1,012,667	1,012,667	31,141,858
1/1/2020	33,256,609	1,823,237	-	1,051,649	1,051,649	34,028,196
1/1/2021	36,309,915	1,823,237	-	1,091,952	1,091,952	37,041,199
1/1/2022	39,495,795	1,823,237	-	1,133,618	1,133,618	40,185,414
1/1/2023	42,818,987	1,823,237	-	1,176,689	1,176,689	43,465,535
1/1/2024	46,284,382	1,823,237	-	1,221,209	1,221,209	46,886,409
1/1/2025	49,897,032	1,823,237	-	1,267,225	1,267,225	50,453,044
1/1/2026	53,662,153	1,823,237	-	1,314,782	1,314,782	54,170,607
1/1/2027	57,585,131	1,823,237	-	1,363,931	1,363,931	58,044,436
1/1/2028	61,671,523	1,823,237	-	1,414,721	1,414,721	62,080,039
1/1/2029	65,927,071	1,823,237	-	1,467,202	1,467,202	66,283,105
1/1/2030	70,357,697	1,823,237	-	1,521,429	1,521,429	70,659,504
1/1/2031	74,969,518	1,823,237	-	1,577,456	1,577,456	75,215,299
1/1/2032	79,792,159	1,823,237	-	1,635,339	1,635,339	79,980,056
1/1/2033	84,833,892	1,823,237	-	1,695,135	1,695,135	84,961,993
1/1/2034	90,103,291	1,823,237	-	1,756,906	1,756,906	90,169,622
1/1/2035	95,609,236	1,823,237	-	1,820,711	1,820,711	95,611,762
1/1/2036	101,360,926	1,823,237	-	1,886,615	1,886,615	101,297,547
1/1/2037	105,520,865	1,823,237	-	1,939,227	1,939,227	105,404,875
1/1/2038	109,829,339	1,823,237	-	1,993,292	1,993,292	109,659,284
1/1/2039	114,291,274	1,823,237	-	2,048,850	2,048,850	114,065,661
1/1/2040	118,911,749	1,823,237	-	2,105,941	2,105,941	118,629,045
1/1/2041	123,696,009	1,823,237	-	2,164,609	2,164,609	123,354,637
1/1/2042	127,693,430	1,823,237	-	2,220,521	2,220,521	127,296,145
1/1/2043	131,814,169	1,823,237	-	2,277,876	2,277,876	131,359,530
1/1/2044	136,061,915	1,823,237	-	2,336,711	2,336,711	135,548,441
1/1/2045	140,440,462	1,823,237	-	2,397,065	2,397,065	139,866,633
1/1/2046	144,953,715	1,823,237	-	2,458,977	2,458,977	144,317,975
1/1/2047	149,092,764	1,823,237	-	2,521,249	2,521,249	148,394,752
1/1/2048	153,348,395	1,823,237	-	2,585,097	2,585,097	152,586,534
1/1/2049	157,723,855	1,823,237	-	2,650,562	2,650,562	156,896,529
1/1/2050	162,222,482	38,287,968	-	2,717,685	2,717,685	197,792,765
Total	3,082,586,814	100,278,012	-	61,435,613	61,435,613	3,121,429,214

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HOV3+ Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Bond Debt Service Coverage and Proforma

Year Ending	Cash Flow Avail for DS	Net Senior Debt Service	Senior Coverage	Aggregate Debt Service	Aggregate Coverage	Excess Revenues	Present Value of Excess Revs 5.50%
5/1/2010		-		-	-		
1/1/2011	-	-	-	-	-	-	-
1/1/2012	-	-	-	-	-	-	-
1/1/2013	-	-	-	-	-	-	-
1/1/2014	-	-	-	-	-	-	-
1/1/2015	17,271,784	-	-	-	-	17,271,784	13,453,203
1/1/2016	23,199,506	13,219,092	1.75	13,219,092	1.75	9,980,414	7,368,594
1/1/2017	25,731,707	13,219,092	1.95	13,219,092	1.95	12,512,616	8,756,523
1/1/2018	28,377,782	13,219,092	2.15	13,219,092	2.15	15,158,691	10,055,249
1/1/2019	31,141,858	13,219,092	2.36	13,219,092	2.36	17,922,766	11,268,957
1/1/2020	34,028,196	19,170,815	1.77	19,170,815	1.77	14,857,381	8,854,591
1/1/2021	37,041,199	20,809,663	1.78	20,820,163	1.78	16,221,037	9,163,310
1/1/2022	40,185,414	22,512,837	1.78	33,341,242	1.21	6,844,171	3,664,732
1/1/2023	43,465,535	24,282,422	1.79	35,108,566	1.24	8,356,968	4,241,482
1/1/2024	46,886,409	26,120,562	1.79	36,944,453	1.27	9,941,957	4,782,866
1/1/2025	50,453,044	28,029,469	1.80	38,851,112	1.30	11,601,932	5,290,470
1/1/2026	54,170,607	30,011,417	1.80	40,830,820	1.33	13,339,788	5,765,811
1/1/2027	58,044,436	32,068,749	1.81	42,885,919	1.35	15,158,517	6,210,345
1/1/2028	62,080,039	34,203,878	1.81	45,018,823	1.38	17,061,217	6,625,468
1/1/2029	66,283,105	36,419,288	1.82	47,232,015	1.40	19,051,090	7,012,517
1/1/2030	70,659,504	38,717,537	1.82	49,528,053	1.43	21,131,452	7,372,775
1/1/2031	75,215,299	41,101,256	1.83	51,909,570	1.45	23,305,729	7,707,470
1/1/2032	79,980,056	43,585,862	1.83	54,391,982	1.47	25,588,075	8,021,107
1/1/2033	84,961,993	46,174,996	1.84	56,978,931	1.49	27,983,063	8,314,564
1/1/2034	90,169,622	48,872,424	1.84	59,674,181	1.51	30,495,441	8,588,686
1/1/2035	95,611,762	51,682,033	1.85	62,481,623	1.53	33,130,139	8,844,282
1/1/2036	101,297,547	54,607,842	1.85	65,405,272	1.55	35,892,275	9,082,133
1/1/2037	105,404,875	56,669,288	1.86	67,464,568	1.56	37,940,307	9,099,871
1/1/2038	109,659,284	58,798,544	1.86	69,591,684	1.58	40,067,600	9,109,096
1/1/2039	114,065,661	60,997,679	1.87	71,788,689	1.59	42,276,972	9,110,314
1/1/2040	118,629,045	63,268,824	1.87	74,057,713	1.60	44,571,332	9,104,008
1/1/2041	123,354,637	65,614,169	1.88	102,795,531	1.20	20,559,106	3,980,419
1/1/2042	127,296,145	67,531,112	1.88	106,080,121	1.20	21,216,024	3,893,464
1/1/2043	131,359,530	69,502,397	1.89	109,466,275	1.20	21,893,255	3,808,290
1/1/2044	135,548,441	71,529,520	1.89	112,957,034	1.20	22,591,407	3,724,864
1/1/2045	139,866,633	73,614,018	1.90	116,555,528	1.20	23,311,106	3,643,155
1/1/2046	144,317,975	75,757,467	1.90	120,264,979	1.20	24,052,996	3,563,128
1/1/2047	148,394,752	77,693,588	1.91	123,662,294	1.20	24,732,459	3,472,779
1/1/2048	152,586,534	53,850,263	2.83	127,155,445	1.20	25,431,089	3,384,717
1/1/2049	156,896,529	6,098,667	25.73	130,747,108	1.20	26,149,422	3,298,884
1/1/2050	197,792,765	102,749,488	1.92	102,749,488	1.92	95,043,277	11,365,115
Total	3,121,429,214	1,554,922,440		2,248,786,362		872,642,852	251,003,238

	Net Senior DS	Senior Coverage	Aggregate DS	Aggregate Coverage
Minimum	6,098,667	1.75	13,219,092	1.20
Maximum	102,749,488	25.73	130,747,108	2.36
Average	44,426,355	2.58	64,251,039	1.48

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HOV3+ Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Net Debt Service

Year Ending	Current Interest Bond Debt Service	Non Callable CAB Debt Service	Total Senior Debt Service	Subordinate TIFIA Debt Service	Aggregate Debt Service	Capitalized Interest	DSRF Earnings	Net Debt Service
5/1/2010								
1/1/2011	8,812,728	-	8,812,728	-	8,812,728	8,812,728	-	-
1/1/2012	13,219,092	-	13,219,092	-	13,219,092	13,219,092	-	-
1/1/2013	13,219,092	-	13,219,092	-	13,219,092	13,219,092	-	-
1/1/2014	13,219,092	-	13,219,092	-	13,219,092	13,219,092	-	-
1/1/2015	13,219,092	-	13,219,092	-	13,219,092	13,219,092	-	-
1/1/2016	13,219,092	-	13,219,092	(0)	13,219,092	-	-	13,219,092
1/1/2017	13,219,092	-	13,219,092	0	13,219,092	-	-	13,219,092
1/1/2018	13,219,092	-	13,219,092	0	13,219,092	-	-	13,219,092
1/1/2019	13,219,092	-	13,219,092	0	13,219,092	-	-	13,219,092
1/1/2020	19,170,815	-	19,170,815	0	19,170,815	-	-	19,170,815
1/1/2021	20,809,663	-	20,809,663	10,500	20,820,163	-	-	20,820,163
1/1/2022	22,512,837	-	22,512,837	10,828,406	33,341,242	-	-	33,341,242
1/1/2023	24,282,422	-	24,282,422	10,826,145	35,108,566	-	-	35,108,566
1/1/2024	26,120,562	-	26,120,562	10,823,890	36,944,453	-	-	36,944,453
1/1/2025	28,029,469	-	28,029,469	10,821,643	38,851,112	-	-	38,851,112
1/1/2026	19,089,171	10,922,246	30,011,417	10,819,403	40,830,820	-	-	40,830,820
1/1/2027	8,932,949	23,135,800	32,068,749	10,817,170	42,885,919	-	-	42,885,919
1/1/2028	8,932,949	25,270,929	34,203,878	10,814,944	45,018,823	-	-	45,018,823
1/1/2029	8,932,949	27,486,339	36,419,288	10,812,726	47,232,015	-	-	47,232,015
1/1/2030	8,932,949	29,784,587	38,717,537	10,810,516	49,528,053	-	-	49,528,053
1/1/2031	8,932,949	32,168,307	41,101,256	10,808,314	51,909,570	-	-	51,909,570
1/1/2032	8,932,949	34,652,912	43,585,862	10,806,120	54,391,982	-	-	54,391,982
1/1/2033	8,932,949	37,242,047	46,174,996	10,803,934	56,978,931	-	-	56,978,931
1/1/2034	8,932,949	39,939,475	48,872,424	10,801,757	59,674,181	-	-	59,674,181
1/1/2035	8,932,949	42,749,084	51,682,033	10,799,589	62,481,623	-	-	62,481,623
1/1/2036	8,932,949	45,674,893	54,607,842	10,797,430	65,405,272	-	-	65,405,272
1/1/2037	8,932,949	47,736,338	56,669,288	10,795,280	67,464,568	-	-	67,464,568
1/1/2038	8,932,949	49,865,595	58,798,544	10,793,140	69,591,684	-	-	69,591,684
1/1/2039	8,932,949	52,064,730	60,997,679	10,791,009	71,788,689	-	-	71,788,689
1/1/2040	8,932,949	54,335,874	63,268,824	10,788,889	74,057,713	-	-	74,057,713
1/1/2041	8,932,949	56,681,219	65,614,169	37,181,362	102,795,531	-	-	102,795,531
1/1/2042	8,932,949	58,598,162	67,531,112	38,549,010	106,080,121	-	-	106,080,121
1/1/2043	8,932,949	60,569,447	69,502,397	39,963,878	109,466,275	-	-	109,466,275
1/1/2044	8,932,949	62,596,571	71,529,520	41,427,514	112,957,034	-	-	112,957,034
1/1/2045	8,932,949	64,681,068	73,614,018	42,941,510	116,555,528	-	-	116,555,528
1/1/2046	8,932,949	66,824,518	75,757,467	44,507,512	120,264,979	-	-	120,264,979
1/1/2047	8,932,949	68,760,638	77,693,588	45,968,706	123,662,294	-	-	123,662,294
1/1/2048	53,850,263	-	53,850,263	73,305,182	127,155,445	-	-	127,155,445
1/1/2049	6,098,667	-	6,098,667	124,648,441	130,747,108	-	-	130,747,108
1/1/2050	102,749,488	-	102,749,488	0	102,749,488	-		102,749,488
Total	624,870,754	991,740,781	1,616,611,535	693,863,921	2,310,475,456	61,689,094	-	2,248,786,362

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HOV3+ Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Current Interest Bonds (CIBs)

Date	Principal	Rate	Yield	Price	Interest	Total Debt Service
5/1/10						
1/1/11	-	1.900%	1.900%	100.000	8,812,728	8,812,728
1/1/12	-	3.010%	3.010%	100.000	13,219,092	13,219,092
1/1/13	-	3.210%	3.210%	100.000	13,219,092	13,219,092
1/1/14	-	3.490%	3.490%	100.000	13,219,092	13,219,092
1/1/15	-	3.730%	3.730%	100.000	13,219,092	13,219,092
1/1/16	-	3.920%	3.920%	100.000	13,219,092	13,219,092
1/1/17	-	4.110%	4.110%	100.000	13,219,092	13,219,092
1/1/18	-	4.360%	4.360%	100.000	13,219,092	13,219,092
1/1/19	-	4.630%	4.630%	100.000	13,219,092	13,219,092
1/1/20	5,951,723	4.870%	4.870%	100.000	13,219,092	19,170,815
1/1/21	7,880,420	5.130%	5.130%	100.000	12,929,243	20,809,663
1/1/22	9,987,860	5.350%	5.350%	100.000	12,524,977	22,512,837
1/1/23	12,291,795	5.490%	5.490%	100.000	11,990,627	24,282,422
1/1/24	14,804,755	5.610%	5.610%	100.000	11,315,807	26,120,562
1/1/25	17,544,209	5.690%	5.690%	100.000	10,485,260	28,029,469
1/1/26	9,602,176	5.770%	5.770%	100.000	9,486,995	19,089,171
1/1/27	-	5.850%	5.850%	100.000	8,932,949	8,932,949
1/1/28	-	5.930%	5.930%	100.000	8,932,949	8,932,949
1/1/29	-	6.010%	6.010%	100.000	8,932,949	8,932,949
1/1/30	-	6.080%	6.080%	100.000	8,932,949	8,932,949
1/1/31	-	6.140%	6.140%	100.000	8,932,949	8,932,949
1/1/32	-	6.180%	6.180%	100.000	8,932,949	8,932,949
1/1/33	-	6.210%	6.210%	100.000	8,932,949	8,932,949
1/1/34	-	6.240%	6.240%	100.000	8,932,949	8,932,949
1/1/35	-	6.260%	6.260%	100.000	8,932,949	8,932,949
1/1/36	-	6.270%	6.270%	100.000	8,932,949	8,932,949
1/1/37	-	6.280%	6.280%	100.000	8,932,949	8,932,949
1/1/38	-	6.290%	6.290%	100.000	8,932,949	8,932,949
1/1/39	-	6.300%	6.300%	100.000	8,932,949	8,932,949
1/1/40	-	6.310%	6.310%	100.000	8,932,949	8,932,949
1/1/41	-	6.310%	6.310%	100.000	8,932,949	8,932,949
1/1/42	-	6.310%	6.310%	100.000	8,932,949	8,932,949
1/1/43	-	6.310%	6.310%	100.000	8,932,949	8,932,949
1/1/44	-	6.310%	6.310%	100.000	8,932,949	8,932,949
1/1/45	-	6.310%	6.310%	100.000	8,932,949	8,932,949
1/1/46	-	6.310%	6.310%	100.000	8,932,949	8,932,949
1/1/47	-	6.310%	6.310%	100.000	8,932,949	8,932,949
1/1/48	44,917,314	6.310%	6.310%	100.000	8,932,949	53,850,263
1/1/49	-	6.310%	6.310%	100.000	6,098,667	6,098,667
1/1/50	96,650,821	6.310%	6.310%	100.000	6,098,667	102,749,488
Total	219,631,073		6.019%	100.000	405,239,681	624,870,754

Total Par	219,631,073	Weighted Average Life	29.82
Premium	-	Insurance Premium	12,497,415
		Capitalized Interest	48,470,003
Production	219,631,073		

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HOV3+ Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Non-Callable Capital Appreciation Bonds (CABs)

Date	Proceeds	Yield	Price	Accreted Interest	Total Debt Service
5/1/10					
1/1/11	-	2.900%	98.098	-	-
1/1/12	-	4.010%	93.596	-	-
1/1/13	-	4.210%	89.484	-	-
1/1/14	-	4.490%	84.975	-	-
1/1/15	-	4.730%	80.399	-	-
1/1/16	-	4.920%	75.924	-	-
1/1/17	-	5.110%	71.434	-	-
1/1/18	-	5.360%	66.662	-	-
1/1/19	-	5.630%	61.804	-	-
1/1/20	-	5.870%	57.162	-	-
1/1/21	-	6.130%	52.516	-	-
1/1/22	-	6.350%	48.223	-	-
1/1/23	-	6.490%	44.529	-	-
1/1/24	-	6.610%	41.116	-	-
1/1/25	-	6.690%	38.092	-	-
1/1/26	3,848,562	6.770%	35.236	7,073,683	10,922,246
1/1/27	7,529,315	6.850%	32.544	15,606,485	23,135,800
1/1/28	7,584,311	6.930%	30.012	17,686,618	25,270,929
1/1/29	7,595,300	7.010%	27.633	19,891,039	27,486,339
1/1/30	7,581,071	7.080%	25.453	22,203,516	29,784,587
1/1/31	7,546,685	7.140%	23.460	24,621,622	32,168,307
1/1/32	7,515,524	7.180%	21.688	27,137,389	34,652,912
1/1/33	7,477,458	7.210%	20.078	29,764,589	37,242,047
1/1/34	7,419,956	7.240%	18.578	32,519,519	39,939,475
1/1/35	7,361,392	7.260%	17.220	35,387,692	42,749,084
1/1/36	7,305,699	7.270%	15.995	38,369,194	45,674,893
1/1/37	7,090,756	7.280%	14.854	40,645,583	47,736,338
1/1/38	6,877,463	7.290%	13.792	42,988,132	49,865,595
1/1/39	6,666,368	7.300%	12.804	45,398,362	52,064,730
1/1/40	6,457,275	7.310%	11.884	47,878,599	54,335,874
1/1/41	6,269,510	7.310%	11.061	50,411,710	56,681,219
1/1/42	6,032,095	7.310%	10.294	52,566,067	58,598,162
1/1/43	5,803,159	7.310%	9.581	54,766,289	60,569,447
1/1/44	5,581,736	7.310%	8.917	57,014,835	62,596,571
1/1/45	5,367,882	7.310%	8.299	59,313,186	64,681,068
1/1/46	5,161,526	7.310%	7.724	61,662,992	66,824,518
1/1/47	4,943,202	7.310%	7.189	63,817,436	68,760,638
1/1/48	-	7.310%	6.691	-	-
1/1/49	-	7.310%	6.228	-	-
1/1/50	-	7.310%	5.796	-	-
Total	145,016,244			846,724,536	991,740,781

Total Par	145,016,244	Average Life	28.352
Premium	-	Insurance Prem	19,834,816
		CAPI	-
Production	145,016,244		

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HOV3+ Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

BANs for TIFIA

Date	Notional Value	Principal/ Maturity Value	Initial Proceeds	Coupon	Yield	Price	Interest	Less Interest Draws	BAN Converted To TIFIA
5/1/10	364,647,317								
1/1/11	364,647,317		-	1.00%	1.00%	100.000	6,879,679	6,879,679	-
1/1/12	364,647,317		-	2.11%	2.11%	100.000	10,319,519	10,319,519	-
1/1/13	364,647,317		-	2.31%	2.31%	100.000	10,319,519	10,319,519	-
1/1/14	364,647,317		-	2.59%	2.59%	100.000	10,319,519	10,319,519	-
1/1/15	364,647,317	364,647,317	364,647,317	2.83%	2.83%	100.000	10,319,519	10,319,519	364,647,317
Total	2,187,883,904	364,647,317	364,647,317				48,157,756	48,157,756	364,647,317

Total Par	364,647,317
Premium	-
Production	364,647,317

TIFIA Calculation Area		
Estimated Cost of Construction	1,045,000,000	
Bond Insurance Payment	32,332,231	
Debt Service Reserve Fund	36,464,732	
Net Capitalized Interest Deposit / Capitalized BAN Interest	91,792,089	
Cost of Issuance Expenses	3,646,473	
Underwriter's Discount	7,292,946	
Total	1,216,528,471	
	Lesser of	
Max Allowable TIFIA (1/3 Total Project Cost)	405,509,490	33.333%
	or	
Max Allowable TIFIA (less than Total Senior Lien Par)	364,647,317	
Actual TIFIA Par	364,647,317	29.974%

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HOV3+ Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

TIFIA Loan

Date	Notional Value	Principal/ Maturity Value	Yield	Interest	Accreted Interest	Interest Paid	TIFIA Payments	2.50% Ongoing TIFIA Servicing Costs	Total TIFIA Payments	Ending Balance
5/1/10	-	-	-							-
1/1/11	-	-	2.530%	-		-	-	-	-	-
1/1/12	-	-	2.530%	-		-	-	-	-	-
1/1/13	-	-	2.530%	-		-	-	-	-	-
1/1/14	-	-	2.530%	-		-	-	-	-	-
1/1/15	-	-	2.530%	-		-	-	-	-	-
1/1/16	364,647,317	-	2.530%	9,225,577	9,225,577	(0)	(0)	-	(0)	373,872,895
1/1/17	373,872,895	-	2.530%	9,458,984	9,458,984	0	0	-	0	383,331,879
1/1/18	383,331,879	-	2.530%	9,698,297	9,698,297	0	0	-	0	393,030,175
1/1/19	393,030,175	-	2.530%	9,943,663	9,943,663	0	0	-	0	402,973,839
1/1/20	402,973,839	-	2.530%	10,195,238	10,195,238	0	0	-	0	413,169,077
1/1/21	413,169,077	-	2.530%	10,453,178	10,453,178	-	-	10,500	10,500	423,622,254
1/1/22	423,622,254	100,000	2.530%	10,717,643		10,717,643	10,817,643	10,763	10,828,406	423,522,254
1/1/23	423,522,254	100,000	2.530%	10,715,113		10,715,113	10,815,113	11,032	10,826,145	423,422,254
1/1/24	423,422,254	100,000	2.530%	10,712,583		10,712,583	10,812,583	11,307	10,823,890	423,322,254
1/1/25	423,322,254	100,000	2.530%	10,710,053		10,710,053	10,810,053	11,590	10,821,643	423,222,254
1/1/26	423,222,254	100,000	2.530%	10,707,523		10,707,523	10,807,523	11,880	10,819,403	423,122,254
1/1/27	423,122,254	100,000	2.530%	10,704,993		10,704,993	10,804,993	12,177	10,817,170	423,022,254
1/1/28	423,022,254	100,000	2.530%	10,702,463		10,702,463	10,802,463	12,481	10,814,944	422,922,254
1/1/29	422,922,254	100,000	2.530%	10,699,933		10,699,933	10,799,933	12,793	10,812,726	422,822,254
1/1/30	422,822,254	100,000	2.530%	10,697,403		10,697,403	10,797,403	13,113	10,810,516	422,722,254
1/1/31	422,722,254	100,000	2.530%	10,694,873		10,694,873	10,794,873	13,441	10,808,314	422,622,254
1/1/32	422,622,254	100,000	2.530%	10,692,343		10,692,343	10,792,343	13,777	10,806,120	422,522,254
1/1/33	422,522,254	100,000	2.530%	10,689,813		10,689,813	10,789,813	14,121	10,803,934	422,422,254
1/1/34	422,422,254	100,000	2.530%	10,687,283		10,687,283	10,787,283	14,474	10,801,757	422,322,254
1/1/35	422,322,254	100,000	2.530%	10,684,753		10,684,753	10,784,753	14,836	10,799,589	422,222,254
1/1/36	422,222,254	100,000	2.530%	10,682,223		10,682,223	10,782,223	15,207	10,797,430	422,122,254
1/1/37	422,122,254	100,000	2.530%	10,679,693		10,679,693	10,779,693	15,587	10,795,280	422,022,254
1/1/38	422,022,254	100,000	2.530%	10,677,163		10,677,163	10,777,163	15,977	10,793,140	421,922,254
1/1/39	421,922,254	100,000	2.530%	10,674,633		10,674,633	10,774,633	16,376	10,791,009	421,822,254
1/1/40	421,822,254	100,000	2.530%	10,672,103		10,672,103	10,772,103	16,786	10,788,889	421,722,254
1/1/41	421,722,254	26,494,584	2.530%	10,669,573		10,669,573	37,164,157	17,205	37,181,362	395,227,671
1/1/42	395,227,671	28,532,114	2.530%	9,999,260		9,999,260	38,531,374	17,636	38,549,010	366,695,557
1/1/43	366,695,557	30,668,404	2.530%	9,277,398		9,277,398	39,945,802	18,076	39,963,878	336,027,153
1/1/44	336,027,153	32,907,498	2.530%	8,501,487		8,501,487	41,408,985	18,528	41,427,514	303,119,655
1/1/45	303,119,655	35,253,591	2.530%	7,668,927		7,668,927	42,922,519	18,992	42,941,510	267,866,063
1/1/46	267,866,063	37,711,034	2.530%	6,777,011		6,777,011	44,488,046	19,466	44,507,512	230,155,029
1/1/47	230,155,029	40,125,831	2.530%	5,822,922		5,822,922	45,948,753	19,953	45,968,706	190,029,198
1/1/48	190,029,198	68,476,991	2.530%	4,807,739		4,807,739	73,284,730	20,452	73,305,182	121,552,207
1/1/49	121,552,207	121,552,207	2.530%	3,075,271		3,075,271	124,627,478	20,963	124,648,441	0
1/1/50	0	-	2.530%	0		0	0	-	0	0
Total		423,622,254		328,777,113	58,974,937	269,802,176	693,424,430	439,491	693,863,921	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HOV3+ Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Construction Fund

Date	Beginning Balance	Deposits from Bond Proceeds	Interest Earnings 2.450%	Construction Draws from Debt	Draw Percentage	Ending Balance
5/1/2010	-	999,679,626	-	17,974,000		981,705,626
6/1/2010	981,705,626		1,994,161	22,877,000		960,822,787
7/1/2010	960,822,787		1,951,741	13,837,000		948,937,529
8/1/2010	948,937,529		1,927,599	14,225,000		936,640,127
9/1/2010	936,640,127		1,902,619	13,544,000		924,998,746
10/1/2010	924,998,746		1,878,971	21,146,000		905,731,717
11/1/2010	905,731,717		1,839,834	20,625,000		886,946,551
12/1/2010	886,946,551		1,801,675	12,783,000		875,965,226
1/1/2011	875,965,226		1,779,368	19,908,000		857,836,594
2/1/2011	857,836,594		1,742,543	20,637,000		838,942,137
3/1/2011	838,942,137		1,704,162	31,419,000		809,227,300
4/1/2011	809,227,300		1,643,802	29,485,000		781,386,102
5/1/2011	781,386,102		1,587,248	31,896,000		751,077,349
6/1/2011	751,077,349		1,525,681	33,649,000		718,954,030
7/1/2011	718,954,030		1,460,428	25,771,000		694,643,458
8/1/2011	694,643,458		1,411,045	27,503,000		668,551,503
9/1/2011	668,551,503		1,358,044	24,179,000		645,730,547
10/1/2011	645,730,547		1,311,687	24,471,000		622,571,234
11/1/2011	622,571,234		1,264,643	25,237,000		598,598,878
12/1/2011	598,598,878		1,215,948	24,187,000		575,627,825
1/1/2012	575,627,825		1,169,286	25,380,000		551,417,111
2/1/2012	551,417,111		1,120,106	24,699,000		527,838,218
3/1/2012	527,838,218		1,072,210	27,746,000		501,164,428
4/1/2012	501,164,428		1,018,027	27,198,000		474,984,454
5/1/2012	474,984,454		964,847	28,599,000		447,350,301
6/1/2012	447,350,301		908,713	27,861,000		420,398,014
7/1/2012	420,398,014		853,964	27,716,000		393,535,978
8/1/2012	393,535,978		799,399	28,277,000		366,058,377
9/1/2012	366,058,377		743,583	23,175,000		343,626,960
10/1/2012	343,626,960		698,017	27,098,000		317,226,977
11/1/2012	317,226,977		644,390	22,716,000		295,155,368
12/1/2012	295,155,368		599,556	22,868,000		272,886,924
1/1/2013	272,886,924		554,321	29,183,000		244,258,245
2/1/2013	244,258,245		496,167	30,187,000		214,567,412
3/1/2013	214,567,412		435,856	34,062,000		180,941,268
4/1/2013	180,941,268		367,550	19,220,000		162,088,818
5/1/2013	162,088,818		329,255	19,154,000		143,264,073
6/1/2013	143,264,073		291,016	14,702,000		128,853,089
7/1/2013	128,853,089		261,742	13,467,000		115,647,831
8/1/2013	115,647,831		234,918	20,873,000		95,009,749
9/1/2013	95,009,749		192,995	23,159,000		72,043,744
10/1/2013	72,043,744		146,344	31,265,000		40,925,089
11/1/2013	40,925,089		83,132	24,379,000	-	16,629,221
12/1/2013	16,629,221		33,779	16,663,000		0
1/1/2014	0		0	-		0
2/1/2014	0		0	-		0
3/1/2014	0		0	-		0
4/1/2014	0		0	-		0
5/1/2014	0		0	-		0
6/1/2014	0		0	-		0
7/1/2014	0		0	-		0
8/1/2014	0		0	-		0
9/1/2014	0		0	-		0
Total		999,679,626	45,320,374	1,045,000,000	53 draws	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HOV3+ Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Capitalized Interest Fund

Date	Beginning Balance	Deposits	Interest Earnings 2.45%	Inflow from DSRF	Capitalized Interest	Ending Balance
5/1/10		49,711,167				49,711,167
1/1/11	49,711,167		808,669	1,215,491	8,812,728	42,922,599
1/1/12	42,922,599		1,051,604	1,823,237	13,219,092	32,578,348
1/1/13	32,578,348		798,170	1,823,237	13,219,092	21,980,662
1/1/14	21,980,662		538,526	1,823,237	13,219,092	11,123,333
1/1/15	11,123,333		272,522	1,823,237	13,219,092	-
1/1/16	-		-	-	-	-
1/1/17	-		-	-	-	-
1/1/18	-		-	-	-	-
1/1/19	-		-	-	-	-
1/1/20	-		-	-	-	-
1/1/21	-		-	-		-
1/1/22	-		-			-
1/1/23	-		-			-
1/1/24	-		-			-
1/1/25	-		-			-
1/1/26	-		-			-
1/1/27	-		-			-
1/1/28	-		-			-
1/1/29	-		-			-
1/1/30	-		-			-
1/1/31	-		-			-
1/1/32	-		-			-
1/1/33	-		-			-
1/1/34	-		-			-
1/1/35	-		-			-
1/1/36	-		-			-
1/1/37	-		-			-
1/1/38	-		-			-
1/1/39	-		-			-
1/1/40	-		-			-
1/1/41	-		-			-
1/1/42	-		-			-
1/1/43	-		-			-
1/1/44	-		-			-
1/1/45	-		-			-
1/1/46	-		-			-
1/1/47	-		-			-
1/1/48	-		-			-
1/1/49	-		-			-
1/1/50	-		-			-
Total		49,711,167	3,469,490	8,508,437	61,689,094	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HOV3+ Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Debt Service Reserve Fund (DSRF)

Date	Beginning Balance	Deposits	Interest Earnings 5.00%	DSRF Draws to CAPI	DSRF Draws to Debt Service during CAPI Period	DSRF Draws to Debt Service	Ending Balance
5/1/10		36,464,732					36,464,732
1/1/11	36,464,732		1,215,491	(1,215,491)	-	-	36,464,732
1/1/12	36,464,732		1,823,237	(1,823,237)	-	-	36,464,732
1/1/13	36,464,732		1,823,237	(1,823,237)	-	-	36,464,732
1/1/14	36,464,732		1,823,237	(1,823,237)	-	-	36,464,732
1/1/15	36,464,732		1,823,237	(1,823,237)	-	-	36,464,732
1/1/16	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/17	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/18	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/19	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/20	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/21	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/22	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/23	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/24	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/25	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/26	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/27	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/28	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/29	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/30	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/31	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/32	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/33	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/34	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/35	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/36	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/37	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/38	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/39	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/40	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/41	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/42	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/43	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/44	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/45	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/46	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/47	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/48	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/49	36,464,732		1,823,237	-	-	(1,823,237)	36,464,732
1/1/50	36,464,732		1,823,237	-	-	(38,287,968)	-
-	-		-	-		-	-
Total		36,464,732	72,321,718	(8,508,437)	-	(100,278,012)	

DSRF Calculation Area	
10% of par	36,464,732
Maximum Annual Debt Service	102,749,488
125% of Average Annual Debt Service	55,532,944
DSRF Deposit	36,464,732

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - HOV3+ Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Summary of Bond Yields - Senior Lien Only

Description	Amount
ARBITRAGE YIELD	
Par Amount of Bonds	364,647,317
Plus: Premium / Less: Original Issue Discount	-
Plus: Accrued Interest	-
Less: Bond Insurance Premium	(32,332,231)
Present Value Target	332,315,087
Arbitrage Yield	7.255636%
TRUE INTEREST COST (TIC)	
Par Amount of Bonds	364,647,317
Plus: Premium / Less: Original Issue Discount	-
Plus: Accrued Interest	-
Less: Bond Insurance Premium	(32,332,231)
Less: Underwriter's Discount	(7,292,946)
Present Value Target	325,022,140
True Interest Cost (TIC)	7.383062%
ALL-IN COST OF BORROWING (ALL-IN)	
Par Amount of Bonds	364,647,317
Plus: Premium / Less: Original Issue Discount	-
Plus: Accrued Interest	-
Less: Bond Insurance Premium	(32,332,231)
Less: Underwriter's Discount	(7,292,946)
Less: Costs of Issuance	(3,646,473)
Other Adjustments	-
Present Value Target	321,375,667
All-In Cost Of Borrowing (All-In)	7.448270%

Date	Time Factor from Delivery (30/360)	Total Debt Service	Arb Yield DS	Arbitrage Yield 7.255636%	True Interest Cost (TIC) 7.383062%	All-In Bond Yield 7.448270%
				(332,315,087)	(325,022,140)	(321,375,667)
5/1/10	-					
1/1/11	0.67	8,812,728	8,812,728	8,403,790	8,396,906	8,393,387
1/1/12	1.67	13,219,092	13,219,092	11,738,531	11,714,506	11,702,237
1/1/13	2.67	13,219,092	13,219,092	10,931,029	10,895,256	10,877,003
1/1/14	3.67	13,219,092	13,219,092	10,179,076	10,133,299	10,109,963
1/1/15	4.67	13,219,092	13,219,092	9,478,850	9,424,629	9,397,015
1/1/16	5.67	13,219,092	13,219,092	8,826,793	8,765,520	8,734,344
1/1/17	6.67	13,219,092	13,219,092	8,219,591	8,152,506	8,118,404
1/1/18	7.67	13,219,092	13,219,092	7,654,160	7,582,363	7,545,899
1/1/19	8.67	13,219,092	13,219,092	7,127,624	7,052,092	7,013,768
1/1/20	9.67	19,170,815	19,170,815	9,625,672	9,511,968	9,454,328
1/1/21	10.67	20,809,663	20,809,663	9,729,775	9,603,030	9,538,839
1/1/22	11.67	22,512,837	22,512,837	9,802,014	9,662,442	9,591,821
1/1/23	12.67	24,282,422	24,282,422	9,845,196	9,693,086	9,616,193
1/1/24	13.67	26,120,562	26,120,562	9,861,936	9,697,639	9,614,663
1/1/25	14.67	28,029,469	28,029,469	9,854,664	9,678,584	9,589,738
1/1/26	15.67	30,011,417	30,011,417	9,825,638	9,638,221	9,543,743
1/1/27	16.67	32,068,749	32,068,749	9,776,954	9,578,683	9,478,828
1/1/28	17.67	34,203,878	34,203,878	9,710,558	9,501,946	9,396,980
1/1/29	18.67	36,419,288	36,419,288	9,628,255	9,409,837	9,300,039
1/1/30	19.67	38,717,537	38,717,537	9,531,717	9,304,045	9,189,701
1/1/31	20.67	41,101,256	41,101,256	9,422,492	9,186,130	9,067,533
1/1/32	21.67	43,585,862	43,585,862	9,304,727	9,060,175	8,937,582
1/1/33	22.67	46,174,996	46,174,996	9,179,355	8,927,117	8,800,789
1/1/34	23.67	48,872,424	48,872,424	9,047,247	8,787,830	8,658,028
1/1/35	24.67	51,682,033	51,682,033	8,909,215	8,643,125	8,510,107
1/1/36	25.67	54,607,842	54,607,842	8,766,014	8,493,754	8,357,778
1/1/37	26.67	56,669,288	56,669,288	8,471,147	8,197,960	8,061,650
1/1/38	27.67	58,798,544	58,798,544	8,184,805	7,911,122	7,774,690
1/1/39	28.67	60,997,679	60,997,679	7,906,829	7,633,052	7,496,701
1/1/40	29.67	63,268,824	63,268,824	7,637,058	7,363,565	7,227,482
1/1/41	30.67	65,614,169	65,614,169	7,375,326	7,102,470	6,966,830
1/1/42	31.67	67,531,112	67,531,112	7,068,623	6,798,750	6,664,719
1/1/43	32.67	69,502,397	69,502,397	6,774,512	6,507,863	6,375,556
1/1/44	33.67	71,529,520	71,529,520	6,492,483	6,229,273	6,098,794
1/1/45	34.67	73,614,018	73,614,018	6,222,047	5,962,467	5,833,907
1/1/46	35.67	75,757,467	75,757,467	5,962,735	5,706,954	5,580,393
1/1/47	36.67	77,693,588	77,693,588	5,694,460	5,443,491	5,319,428
1/1/48	37.67	53,850,263	53,850,263	3,675,382	3,509,083	3,426,951
1/1/49	38.67	6,098,667	6,098,667	387,612	369,619	360,741
1/1/50	39.67	102,749,488	102,749,488	6,081,195	5,791,783	5,649,116
Total		1,616,611,535	1,616,611,535	0	0	0

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2.75% TOLL RATE ESCALATION SENSITIVITY

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A - 2.75% Inflator
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Sources and Uses of Funds

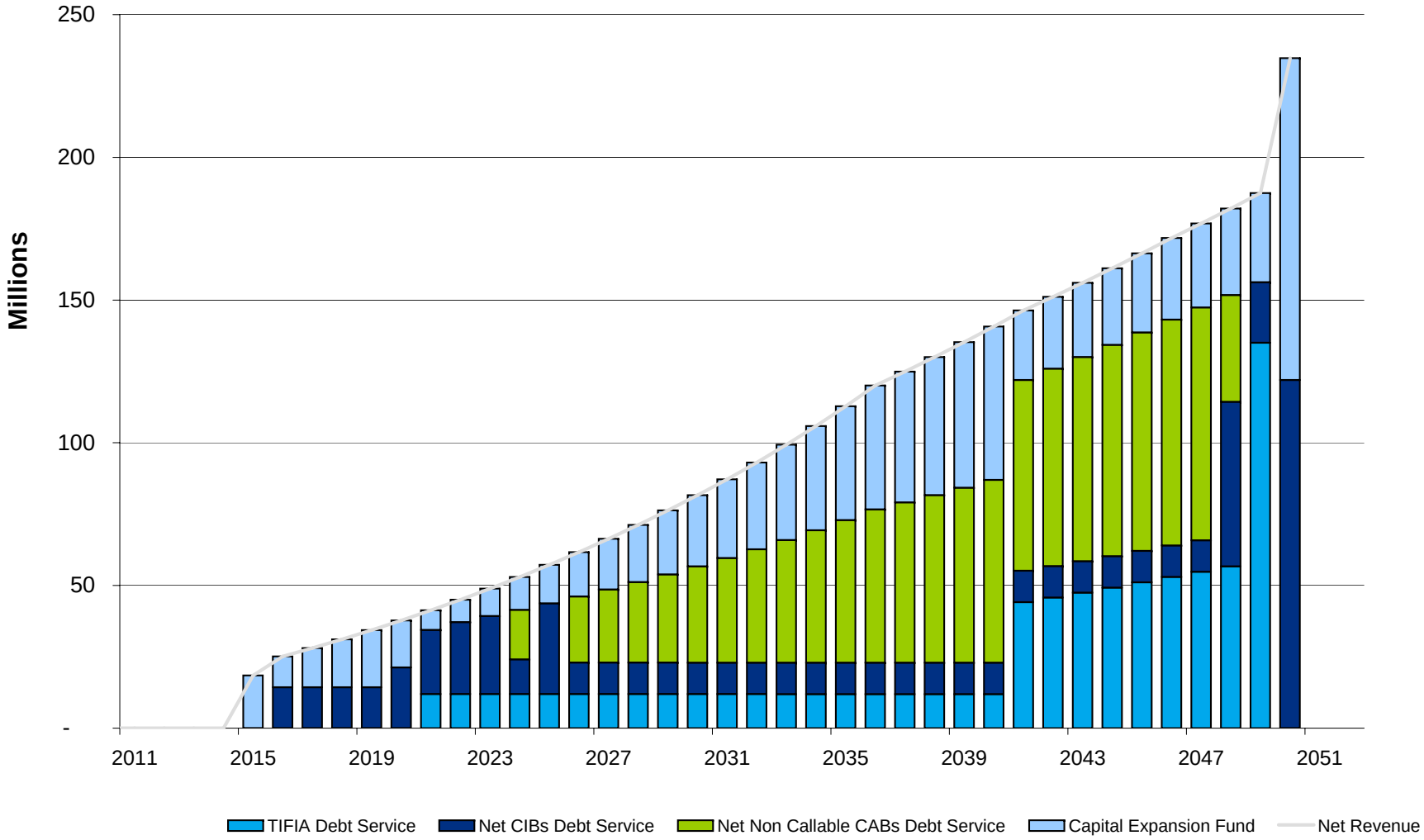
SOURCES		
Series A - Current Interest Bonds		235,700,494
Series B - Non Callable Capital Appreciation Bonds		181,589,562
Subordinate TIFIA - Bond Anticipation Notes (BANs)		412,951,011
Premium / (Discount)		-
Total Debt		830,241,067
Total Sources		**830,241,067**
USES		
Total Deposit to Construction Fund		999,679,626
Bond Insurance Payment	2.00%	38,646,619
All-In Costs of Issuance on Bonds	0.50%	4,151,205
Debt Service Reserve Fund	5.00%	41,729,006
Underwriter's Discount	1.00%	8,302,411
Net Capitalized Interest Deposit / Capitalized BAN Interest	2.45%	101,023,793
Total Uses		**1,193,532,659**
Surplus / (Deficit)		**(363,291,593)**
Percentage Feasible		**69.56%**
Excess Revenues through 2050		1,019,632,977
Present Value of Excess Revenues through 2050 @ 5.5%		286,008,122
Statistics		
Senior Debt - Arbitrage Yield		7.31%
Seniot Debt - True Interest Cost		7.43%
Senior Debt - All-in TIC		7.49%
Dated Date		5/1/2010
Delivery Date		5/1/2010
First Interest Payment Date		1/1/2011
Final Maturity Date		1/1/2050
Call Date		1/1/2020
Capitalized Interest Through		1/1/2015
First Construction Draw		5/1/2010
Final Construction Draw		12/1/2013
First Debt Service Payment		1/2/2016
TIFIA Accreted Through		1/1/2020
Current Interest Bonds Weighted Average Life (WAL)		32.1 years
Non Callable Capital Appreciation Bonds WAL		28.4 years

Assumptions
Reinvestment Rates for Construction Fund & CAPI Fund are 2.45%
Debt Service Reserve Fund sized based on the Lesser of Three test . Reinvestment rate is 5.%
Revenue & Toll Collection forecasts from estimates provided on 12/5/2008
Construction draw schedule provided by GTP on 12/5/2008
Net Capitalized Interest Deposit includes PV of BAN interest payments and deposit to Capitalized Interest Fund

RESULTS PRELIMINARY, SUBJECT TO CHANGE

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A - 2.75% Inflator
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Application of Net Revenue



Georgia Transportation Partners
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1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Net Revenue

Year Ending	Gross Toll Revenues	DSRF Earnings	Operating Expenses	Toll Collection Expenses	Total Expenses	Cash Flow Avail for DS
	-					
5/1/2010		-				
1/1/2011	-	-	-	-	-	-
1/1/2012	-	-	-	-	-	-
1/1/2013	-	-	-	-	-	-
1/1/2014	-	-	-	-	-	-
1/1/2015	19,101,557	-	-	644,507	644,507	18,457,050
1/1/2016	23,807,375	2,086,450	-	760,950	760,950	25,132,876
1/1/2017	26,794,327	2,086,450	-	817,052	817,052	28,063,725
1/1/2018	29,928,438	2,086,450	-	875,677	875,677	31,139,211
1/1/2019	33,215,567	2,086,450	-	936,923	936,923	34,365,094
1/1/2020	36,661,785	2,086,450	-	1,000,889	1,000,889	37,747,347
1/1/2021	40,273,383	2,086,450	-	1,067,679	1,067,679	41,292,155
1/1/2022	44,056,876	2,086,450	-	1,137,400	1,137,400	45,005,927
1/1/2023	48,019,015	2,086,450	-	1,210,163	1,210,163	48,895,302
1/1/2024	52,166,792	2,086,450	-	1,286,084	1,286,084	52,967,159
1/1/2025	56,507,450	2,086,450	-	1,365,282	1,365,282	57,228,619
1/1/2026	61,048,490	2,086,450	-	1,447,879	1,447,879	61,687,061
1/1/2027	65,797,681	2,086,450	-	1,534,004	1,534,004	66,350,127
1/1/2028	70,763,068	2,086,450	-	1,623,788	1,623,788	71,225,730
1/1/2029	75,952,983	2,086,450	-	1,717,368	1,717,368	76,322,065
1/1/2030	81,376,053	2,086,450	-	1,814,886	1,814,886	81,647,618
1/1/2031	87,041,210	2,086,450	-	1,916,487	1,916,487	87,211,174
1/1/2032	93,026,680	2,086,450	-	2,022,323	2,022,323	93,090,807
1/1/2033	99,347,766	2,086,450	-	2,132,551	2,132,551	99,301,665
1/1/2034	106,020,429	2,086,450	-	2,247,332	2,247,332	105,859,547
1/1/2035	113,061,308	2,086,450	-	2,366,835	2,366,835	112,780,924
1/1/2036	120,487,753	2,086,450	-	2,491,233	2,491,233	120,082,971
1/1/2037	125,438,269	2,086,450	-	2,575,336	2,575,336	124,949,384
1/1/2038	130,580,716	2,086,450	-	2,662,186	2,662,186	130,004,980
1/1/2039	135,922,210	2,086,450	-	2,751,872	2,751,872	135,256,788
1/1/2040	141,470,118	2,086,450	-	2,844,483	2,844,483	140,712,086
1/1/2041	147,232,075	2,086,450	-	2,940,113	2,940,113	146,378,412
1/1/2042	152,076,132	2,086,450	-	3,025,856	3,025,856	151,136,727
1/1/2043	157,077,020	2,086,450	-	3,114,093	3,114,093	156,049,377
1/1/2044	162,239,748	2,086,450	-	3,204,897	3,204,897	161,121,302
1/1/2045	167,569,487	2,086,450	-	3,298,341	3,298,341	166,357,597
1/1/2046	173,071,571	2,086,450	-	3,394,503	3,394,503	171,763,518
1/1/2047	178,253,542	2,086,450	-	3,489,736	3,489,736	176,850,256
1/1/2048	183,589,999	2,086,450	-	3,587,640	3,587,640	182,088,809
1/1/2049	189,085,528	2,086,450	-	3,688,290	3,688,290	187,483,688
1/1/2050	194,744,855	43,815,456	-	3,791,764	3,791,764	234,768,547
Total	3,622,807,259	114,754,765	-	76,786,401	76,786,401	3,660,775,623

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A - 2.75% Inflator
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Bond Debt Service Coverage and Proforma

Year Ending	Cash Flow Avail for DS	Net Senior Debt Service	Senior Coverage	Aggregate Debt Service	Aggregate Coverage	Excess Revenues	Present Value of Excess Revs 5.50%
5/1/2010		-		-	-		
1/1/2011	-	-	-	-	-	-	-
1/1/2012	-	-	-	-	-	-	-
1/1/2013	-	-	-	-	-	-	-
1/1/2014	-	-	-	-	-	-	-
1/1/2015	18,457,050	-	-	-	-	18,457,050	14,376,422
1/1/2016	25,132,876	14,320,727	1.76	14,320,727	1.76	10,812,149	7,982,668
1/1/2017	28,063,725	14,320,727	1.96	14,320,727	1.96	13,742,998	9,617,564
1/1/2018	31,139,211	14,320,727	2.17	14,320,727	2.17	16,818,484	11,156,243
1/1/2019	34,365,094	14,320,727	2.40	14,320,727	2.40	20,044,367	12,602,916
1/1/2020	37,747,347	21,266,111	1.78	21,266,111	1.78	16,481,236	9,822,363
1/1/2021	41,292,155	22,461,752	1.84	34,410,129	1.20	6,882,026	3,887,676
1/1/2022	45,005,927	25,213,404	1.79	37,159,514	1.21	7,846,412	4,201,385
1/1/2023	48,895,302	27,315,811	1.79	39,259,660	1.25	9,635,642	4,890,458
1/1/2024	52,967,159	29,508,166	1.80	41,449,761	1.28	11,517,397	5,540,778
1/1/2025	57,228,619	31,793,677	1.80	43,733,025	1.31	13,495,594	6,153,978
1/1/2026	61,687,061	34,175,657	1.81	46,112,764	1.34	15,574,297	6,731,625
1/1/2027	66,350,127	36,657,529	1.81	48,592,403	1.37	17,757,724	7,275,223
1/1/2028	71,225,730	39,242,827	1.82	51,175,475	1.39	20,050,255	7,786,216
1/1/2029	76,322,065	41,935,201	1.82	53,865,631	1.42	22,456,434	8,265,990
1/1/2030	81,647,618	44,738,421	1.83	56,666,641	1.44	24,980,976	8,715,876
1/1/2031	87,211,174	47,656,379	1.83	59,582,397	1.46	27,628,776	9,137,151
1/1/2032	93,090,807	50,730,685	1.84	62,654,509	1.49	30,436,298	9,540,882
1/1/2033	99,301,665	53,968,296	1.84	65,889,935	1.51	33,411,730	9,927,576
1/1/2034	105,859,547	57,376,448	1.85	69,295,910	1.53	36,563,637	10,297,722
1/1/2035	112,780,924	60,962,661	1.85	72,879,955	1.55	39,900,968	10,651,794
1/1/2036	120,082,971	64,734,755	1.86	76,649,890	1.57	43,433,081	10,990,248
1/1/2037	124,949,384	67,177,088	1.86	79,090,073	1.58	45,859,311	10,999,221
1/1/2038	130,004,980	69,707,764	1.87	81,618,609	1.59	48,386,372	11,000,312
1/1/2039	135,256,788	72,329,833	1.87	84,238,547	1.61	51,018,241	10,993,981
1/1/2040	140,712,086	75,046,446	1.88	86,953,039	1.62	53,759,047	10,980,664
1/1/2041	146,378,412	77,860,858	1.88	121,982,010	1.20	24,396,402	4,723,352
1/1/2042	151,136,727	80,178,635	1.89	125,947,272	1.20	25,189,454	4,622,649
1/1/2043	156,049,377	82,565,808	1.89	130,041,148	1.20	26,008,230	4,524,082
1/1/2044	161,121,302	85,024,434	1.90	134,267,752	1.20	26,853,550	4,427,605
1/1/2045	166,357,597	87,556,630	1.90	138,631,330	1.20	27,726,266	4,333,174
1/1/2046	171,763,518	90,164,576	1.91	143,136,265	1.20	28,627,253	4,240,743
1/1/2047	176,850,256	92,591,757	1.91	147,375,214	1.20	29,475,043	4,138,703
1/1/2048	182,088,809	95,085,540	1.92	151,740,674	1.20	30,348,135	4,039,144
1/1/2049	187,483,688	21,233,161	8.83	156,236,407	1.20	31,247,281	3,942,005
1/1/2050	234,768,547	121,957,687	1.93	121,957,687	1.93	112,810,860	13,489,733
Total	3,660,775,623	1,865,500,904		2,641,142,647		1,019,632,977	286,008,122

	Net Senior DS	Senior Coverage	Aggregate DS	Aggregate Coverage
Minimum	14,320,727	1.76	14,320,727	1.20
Maximum	121,957,687	8.83	156,236,407	2.40
Average	53,300,026	2.07	75,461,218	1.47

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A - 2.75% Inflator
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Net Debt Service

Year Ending	Current Interest Bond Debt Service	Non Callable CAB Debt Service	Total Senior Debt Service	Subordinate TIFIA Debt Service	Aggregate Debt Service	Capitalized Interest	DSRF Earnings	Net Debt Service
5/1/2010								
1/1/2011	9,547,151	-	9,547,151	-	9,547,151	9,547,151	-	-
1/1/2012	14,320,727	-	14,320,727	-	14,320,727	14,320,727	-	-
1/1/2013	14,320,727	-	14,320,727	-	14,320,727	14,320,727	-	-
1/1/2014	14,320,727	-	14,320,727	-	14,320,727	14,320,727	-	-
1/1/2015	14,320,727	-	14,320,727	-	14,320,727	14,320,727	-	-
1/1/2016	14,320,727	-	14,320,727	-	14,320,727	-	-	14,320,727
1/1/2017	14,320,727	-	14,320,727	0	14,320,727	-	-	14,320,727
1/1/2018	14,320,727	-	14,320,727	(0)	14,320,727	-	-	14,320,727
1/1/2019	14,320,727	-	14,320,727	0	14,320,727	-	-	14,320,727
1/1/2020	21,266,111	-	21,266,111	(0)	21,266,111	-	-	21,266,111
1/1/2021	22,461,752	-	22,461,752	11,948,378	34,410,129	-	-	34,410,129
1/1/2022	25,213,404	-	25,213,404	11,946,110	37,159,514	-	-	37,159,514
1/1/2023	27,315,811	-	27,315,811	11,943,849	39,259,660	-	-	39,259,660
1/1/2024	12,133,230	17,374,937	29,508,166	11,941,595	41,449,761	-	-	41,449,761
1/1/2025	31,793,677	-	31,793,677	11,939,348	43,733,025	-	-	43,733,025
1/1/2026	11,014,550	23,161,107	34,175,657	11,937,107	46,112,764	-	-	46,112,764
1/1/2027	11,014,550	25,642,979	36,657,529	11,934,874	48,592,403	-	-	48,592,403
1/1/2028	11,014,550	28,228,276	39,242,827	11,932,649	51,175,475	-	-	51,175,475
1/1/2029	11,014,550	30,920,650	41,935,201	11,930,431	53,865,631	-	-	53,865,631
1/1/2030	11,014,550	33,723,870	44,738,421	11,928,221	56,666,641	-	-	56,666,641
1/1/2031	11,014,550	36,641,829	47,656,379	11,926,018	59,582,397	-	-	59,582,397
1/1/2032	11,014,550	39,716,135	50,730,685	11,923,824	62,654,509	-	-	62,654,509
1/1/2033	11,014,550	42,953,746	53,968,296	11,921,639	65,889,935	-	-	65,889,935
1/1/2034	11,014,550	46,361,898	57,376,448	11,919,462	69,295,910	-	-	69,295,910
1/1/2035	11,014,550	49,948,111	60,962,661	11,917,294	72,879,955	-	-	72,879,955
1/1/2036	11,014,550	53,720,205	64,734,755	11,915,135	76,649,890	-	-	76,649,890
1/1/2037	11,014,550	56,162,538	67,177,088	11,912,985	79,090,073	-	-	79,090,073
1/1/2038	11,014,550	58,693,214	69,707,764	11,910,845	81,618,609	-	-	81,618,609
1/1/2039	11,014,550	61,315,283	72,329,833	11,908,714	84,238,547	-	-	84,238,547
1/1/2040	11,014,550	64,031,895	75,046,446	11,906,593	86,953,039	-	-	86,953,039
1/1/2041	11,014,550	66,846,307	77,860,858	44,121,153	121,982,010	-	-	121,982,010
1/1/2042	11,014,550	69,164,085	80,178,635	45,768,637	125,947,272	-	-	125,947,272
1/1/2043	11,014,550	71,551,258	82,565,808	47,475,340	130,041,148	-	-	130,041,148
1/1/2044	11,014,550	74,009,883	85,024,434	49,243,318	134,267,752	-	-	134,267,752
1/1/2045	11,014,550	76,542,080	87,556,630	51,074,701	138,631,330	-	-	138,631,330
1/1/2046	11,014,550	79,150,026	90,164,576	52,971,689	143,136,265	-	-	143,136,265
1/1/2047	11,014,550	81,577,207	92,591,757	54,783,456	147,375,214	-	-	147,375,214
1/1/2048	57,688,921	37,396,619	95,085,540	56,655,134	151,740,674	-	-	151,740,674
1/1/2049	21,233,161	-	21,233,161	135,003,246	156,236,407	-	-	156,236,407
1/1/2050	121,957,687	-	121,957,687	0	121,957,687	-		121,957,687
Total	707,496,825	1,224,834,138	1,932,330,963	775,641,742	2,707,972,705	66,830,059	-	2,641,142,647

Georgia Transportation Partners
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1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Current Interest Bonds (CIBs)

Date	Principal	Rate	Yield	Price	Interest	Total Debt Service
5/1/10						
1/1/11	-	1.900%	1.900%	100.000	9,547,151	9,547,151
1/1/12	-	3.010%	3.010%	100.000	14,320,727	14,320,727
1/1/13	-	3.210%	3.210%	100.000	14,320,727	14,320,727
1/1/14	-	3.490%	3.490%	100.000	14,320,727	14,320,727
1/1/15	-	3.730%	3.730%	100.000	14,320,727	14,320,727
1/1/16	-	3.920%	3.920%	100.000	14,320,727	14,320,727
1/1/17	-	4.110%	4.110%	100.000	14,320,727	14,320,727
1/1/18	-	4.360%	4.360%	100.000	14,320,727	14,320,727
1/1/19	-	4.630%	4.630%	100.000	14,320,727	14,320,727
1/1/20	6,945,384	4.870%	4.870%	100.000	14,320,727	21,266,111
1/1/21	8,479,265	5.130%	5.130%	100.000	13,982,487	22,461,752
1/1/22	11,665,904	5.350%	5.350%	100.000	13,547,500	25,213,404
1/1/23	14,392,437	5.490%	5.490%	100.000	12,923,375	27,315,811
1/1/24	-	5.610%	5.610%	100.000	12,133,230	12,133,230
1/1/25	19,660,447	5.690%	5.690%	100.000	12,133,230	31,793,677
1/1/26	-	5.770%	5.770%	100.000	11,014,550	11,014,550
1/1/27	-	5.850%	5.850%	100.000	11,014,550	11,014,550
1/1/28	-	5.930%	5.930%	100.000	11,014,550	11,014,550
1/1/29	-	6.010%	6.010%	100.000	11,014,550	11,014,550
1/1/30	-	6.080%	6.080%	100.000	11,014,550	11,014,550
1/1/31	-	6.140%	6.140%	100.000	11,014,550	11,014,550
1/1/32	-	6.180%	6.180%	100.000	11,014,550	11,014,550
1/1/33	-	6.210%	6.210%	100.000	11,014,550	11,014,550
1/1/34	-	6.240%	6.240%	100.000	11,014,550	11,014,550
1/1/35	-	6.260%	6.260%	100.000	11,014,550	11,014,550
1/1/36	-	6.270%	6.270%	100.000	11,014,550	11,014,550
1/1/37	-	6.280%	6.280%	100.000	11,014,550	11,014,550
1/1/38	-	6.290%	6.290%	100.000	11,014,550	11,014,550
1/1/39	-	6.300%	6.300%	100.000	11,014,550	11,014,550
1/1/40	-	6.310%	6.310%	100.000	11,014,550	11,014,550
1/1/41	-	6.310%	6.310%	100.000	11,014,550	11,014,550
1/1/42	-	6.310%	6.310%	100.000	11,014,550	11,014,550
1/1/43	-	6.310%	6.310%	100.000	11,014,550	11,014,550
1/1/44	-	6.310%	6.310%	100.000	11,014,550	11,014,550
1/1/45	-	6.310%	6.310%	100.000	11,014,550	11,014,550
1/1/46	-	6.310%	6.310%	100.000	11,014,550	11,014,550
1/1/47	-	6.310%	6.310%	100.000	11,014,550	11,014,550
1/1/48	46,674,370	6.310%	6.310%	100.000	11,014,550	57,688,921
1/1/49	13,163,763	6.310%	6.310%	100.000	8,069,397	21,233,161
1/1/50	114,718,923	6.310%	6.310%	100.000	7,238,764	121,957,687
Total	235,700,494		6.076%	100.000	471,796,332	707,496,825

Total Par	235,700,494	Weighted Average Life	32.17
Premium	-	Insurance Premium	14,149,937
		Capitalized Interest	52,509,332
Production	235,700,494		

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A - 2.75% Inflator
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Non-Callable Capital Appreciation Bonds (CABs)

Date	Proceeds	Yield	Price	Accreted Interest	Total Debt Service
5/1/10					
1/1/11	-	2.900%	98.098	-	-
1/1/12	-	4.010%	93.596	-	-
1/1/13	-	4.210%	89.484	-	-
1/1/14	-	4.490%	84.975	-	-
1/1/15	-	4.730%	80.399	-	-
1/1/16	-	4.920%	75.924	-	-
1/1/17	-	5.110%	71.434	-	-
1/1/18	-	5.360%	66.662	-	-
1/1/19	-	5.630%	61.804	-	-
1/1/20	-	5.870%	57.162	-	-
1/1/21	-	6.130%	52.516	-	-
1/1/22	-	6.350%	48.223	-	-
1/1/23	-	6.490%	44.529	-	-
1/1/24	7,143,879	6.610%	41.116	10,231,058	17,374,937
1/1/25	-	6.690%	38.092	-	-
1/1/26	8,161,048	6.770%	35.236	15,000,059	23,161,107
1/1/27	8,345,251	6.850%	32.544	17,297,728	25,642,979
1/1/28	8,471,870	6.930%	30.012	19,756,406	28,228,276
1/1/29	8,544,303	7.010%	27.633	22,376,347	30,920,650
1/1/30	8,583,737	7.080%	25.453	25,140,134	33,723,870
1/1/31	8,596,173	7.140%	23.460	28,045,656	36,641,829
1/1/32	8,613,635	7.180%	21.688	31,102,499	39,716,135
1/1/33	8,624,253	7.210%	20.078	34,329,493	42,953,746
1/1/34	8,613,113	7.240%	18.578	37,748,784	46,361,898
1/1/35	8,601,065	7.260%	17.220	41,347,046	49,948,111
1/1/36	8,592,547	7.270%	15.995	45,127,658	53,720,205
1/1/37	8,342,383	7.280%	14.854	47,820,154	56,162,538
1/1/38	8,094,968	7.290%	13.792	50,598,246	58,693,214
1/1/39	7,850,809	7.300%	12.804	53,464,474	61,315,283
1/1/40	7,609,550	7.310%	11.884	56,422,345	64,031,895
1/1/41	7,393,870	7.310%	11.061	59,452,437	66,846,307
1/1/42	7,119,751	7.310%	10.294	62,044,334	69,164,085
1/1/43	6,855,326	7.310%	9.581	64,695,932	71,551,258
1/1/44	6,599,461	7.310%	8.917	67,410,422	74,009,883
1/1/45	6,352,227	7.310%	8.299	70,189,852	76,542,080
1/1/46	6,113,548	7.310%	7.724	73,036,478	79,150,026
1/1/47	5,864,585	7.310%	7.189	75,712,622	81,577,207
1/1/48	2,502,208	7.310%	6.691	34,894,411	37,396,619
1/1/49	-	7.310%	6.228	-	-
1/1/50	-	7.310%	5.796	-	-
Total	181,589,562			1,043,244,576	1,224,834,138

Total Par	181,589,562	Average Life	28.404
Premium	-	Insurance Prem	24,496,683
		CAPI	-
Production	181,589,562		

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A - 2.75% Inflator
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

BANs for TIFIA

Date	Notional Value	Principal/ Maturity Value	Initial Proceeds	Coupon	Yield	Price	Interest	Less Interest Draws	BAN Converted To TIFIA
5/1/10	412,951,011								
1/1/11	412,951,011		-	1.00%	1.00%	100.000	7,791,009	7,791,009	-
1/1/12	412,951,011		-	2.11%	2.11%	100.000	11,686,514	11,686,514	-
1/1/13	412,951,011		-	2.31%	2.31%	100.000	11,686,514	11,686,514	-
1/1/14	412,951,011		-	2.59%	2.59%	100.000	11,686,514	11,686,514	-
1/1/15	412,951,011	412,951,011	412,951,011	2.83%	2.83%	100.000	11,686,514	11,686,514	412,951,011
Total	2,477,706,067	412,951,011	412,951,011				54,537,064	54,537,064	412,951,011

Total Par	412,951,011
Premium	-
Production	412,951,011

TIFIA Calculation Area		
Estimated Cost of Construction	1,045,000,000	
Bond Insurance Payment	38,646,619	
Debt Service Reserve Fund	41,729,006	
Net Capitalized Interest Deposit / Capitalized BAN Interest	101,023,793	
Cost of Issuance Expenses	4,151,205	
Underwriter's Discount	8,302,411	
Total	1,238,853,033	
	Lesser of	
Max Allowable TIFIA (1/3 Total Project Cost)	412,951,011	33.333%
	or	
Max Allowable TIFIA (less than Total Senior Lien Par)	417,290,055	
Actual TIFIA Par	412,951,011	33.333%

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A - 2.75% Inflator
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

TIFIA Loan

Date	Notional Value	Principal/ Maturity Value	Yield	Interest	Accreted Interest	Interest Paid	TIFIA Payments	2.50% Ongoing TIFIA Servicing Costs	Total TIFIA Payments	Ending Balance
5/1/10	-	-	-							-
1/1/11	-	-	2.530%	-		-	-	-	-	-
1/1/12	-	-	2.530%	-		-	-	-	-	-
1/1/13	-	-	2.530%	-		-	-	-	-	-
1/1/14	-	-	2.530%	-		-	-	-	-	-
1/1/15	-	-	2.530%	-		-	-	-	-	-
1/1/16	412,951,011	-	2.530%	10,447,661	10,447,661	-	-	-	-	423,398,672
1/1/17	423,398,672	-	2.530%	10,711,986	10,711,986	0	0	-	0	434,110,658
1/1/18	434,110,658	-	2.530%	10,983,000	10,983,000	(0)	(0)	-	(0)	445,093,658
1/1/19	445,093,658	-	2.530%	11,260,870	11,260,870	0	0	-	0	456,354,527
1/1/20	456,354,527	-	2.530%	11,545,770	11,545,770	(0)	(0)	-	(0)	467,900,297
1/1/21	467,900,297	100,000	2.530%	11,837,878		11,837,878	11,937,878	10,500	11,948,378	467,800,297
1/1/22	467,800,297	100,000	2.530%	11,835,348		11,835,348	11,935,348	10,763	11,946,110	467,700,297
1/1/23	467,700,297	100,000	2.530%	11,832,818		11,832,818	11,932,818	11,032	11,943,849	467,600,297
1/1/24	467,600,297	100,000	2.530%	11,830,288		11,830,288	11,930,288	11,307	11,941,595	467,500,297
1/1/25	467,500,297	100,000	2.530%	11,827,758		11,827,758	11,927,758	11,590	11,939,348	467,400,297
1/1/26	467,400,297	100,000	2.530%	11,825,228		11,825,228	11,925,228	11,880	11,937,107	467,300,297
1/1/27	467,300,297	100,000	2.530%	11,822,698		11,822,698	11,922,698	12,177	11,934,874	467,200,297
1/1/28	467,200,297	100,000	2.530%	11,820,168		11,820,168	11,920,168	12,481	11,932,649	467,100,297
1/1/29	467,100,297	100,000	2.530%	11,817,638		11,817,638	11,917,638	12,793	11,930,431	467,000,297
1/1/30	467,000,297	100,000	2.530%	11,815,108		11,815,108	11,915,108	13,113	11,928,221	466,900,297
1/1/31	466,900,297	100,000	2.530%	11,812,578		11,812,578	11,912,578	13,441	11,926,018	466,800,297
1/1/32	466,800,297	100,000	2.530%	11,810,048		11,810,048	11,910,048	13,777	11,923,824	466,700,297
1/1/33	466,700,297	100,000	2.530%	11,807,518		11,807,518	11,907,518	14,121	11,921,639	466,600,297
1/1/34	466,600,297	100,000	2.530%	11,804,988		11,804,988	11,904,988	14,474	11,919,462	466,500,297
1/1/35	466,500,297	100,000	2.530%	11,802,458		11,802,458	11,902,458	14,836	11,917,294	466,400,297
1/1/36	466,400,297	100,000	2.530%	11,799,928		11,799,928	11,899,928	15,207	11,915,135	466,300,297
1/1/37	466,300,297	100,000	2.530%	11,797,398		11,797,398	11,897,398	15,587	11,912,985	466,200,297
1/1/38	466,200,297	100,000	2.530%	11,794,868		11,794,868	11,894,868	15,977	11,910,845	466,100,297
1/1/39	466,100,297	100,000	2.530%	11,792,338		11,792,338	11,892,338	16,376	11,908,714	466,000,297
1/1/40	466,000,297	100,000	2.530%	11,789,808		11,789,808	11,889,808	16,786	11,906,593	465,900,297
1/1/41	465,900,297	32,316,670	2.530%	11,787,278		11,787,278	44,103,947	17,205	44,121,153	433,583,627
1/1/42	433,583,627	34,781,336	2.530%	10,969,666		10,969,666	45,751,002	17,636	45,768,637	398,802,291
1/1/43	398,802,291	37,367,565	2.530%	10,089,698		10,089,698	47,457,263	18,076	47,475,340	361,434,726
1/1/44	361,434,726	40,080,491	2.530%	9,144,299		9,144,299	49,224,789	18,528	49,243,318	321,354,235
1/1/45	321,354,235	42,925,447	2.530%	8,130,262		8,130,262	51,055,709	18,992	51,074,701	278,428,788
1/1/46	278,428,788	45,907,974	2.530%	7,044,248		7,044,248	52,952,222	19,466	52,971,689	232,520,814
1/1/47	232,520,814	48,880,727	2.530%	5,882,777		5,882,777	54,763,503	19,953	54,783,456	183,640,088
1/1/48	183,640,088	51,988,588	2.530%	4,646,094		4,646,094	56,634,682	20,452	56,655,134	131,651,500
1/1/49	131,651,500	131,651,500	2.530%	3,330,783		3,330,783	134,982,283	20,963	135,003,246	0
1/1/50	0	-	2.530%	0		0	0	-	0	0
Total		467,900,297		362,251,240	54,949,286	307,301,954	775,202,251	439,491	775,641,742	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A - 2.75% Inflator
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Construction Fund

Date	Beginning Balance	Deposits from Bond Proceeds	Interest Earnings 2.450%	Construction Draws from Debt	Draw Percentage	Ending Balance
5/1/2010	-	999,679,626	-	17,974,000		981,705,626
6/1/2010	981,705,626		1,994,161	22,877,000		960,822,787
7/1/2010	960,822,787		1,951,741	13,837,000		948,937,529
8/1/2010	948,937,529		1,927,599	14,225,000		936,640,127
9/1/2010	936,640,127		1,902,619	13,544,000		924,998,746
10/1/2010	924,998,746		1,878,971	21,146,000		905,731,717
11/1/2010	905,731,717		1,839,834	20,625,000		886,946,551
12/1/2010	886,946,551		1,801,675	12,783,000		875,965,226
1/1/2011	875,965,226		1,779,368	19,908,000		857,836,594
2/1/2011	857,836,594		1,742,543	20,637,000		838,942,137
3/1/2011	838,942,137		1,704,162	31,419,000		809,227,300
4/1/2011	809,227,300		1,643,802	29,485,000		781,386,102
5/1/2011	781,386,102		1,587,248	31,896,000		751,077,349
6/1/2011	751,077,349		1,525,681	33,649,000		718,954,030
7/1/2011	718,954,030		1,460,428	25,771,000		694,643,458
8/1/2011	694,643,458		1,411,045	27,503,000		668,551,503
9/1/2011	668,551,503		1,358,044	24,179,000		645,730,547
10/1/2011	645,730,547		1,311,687	24,471,000		622,571,234
11/1/2011	622,571,234		1,264,643	25,237,000		598,598,878
12/1/2011	598,598,878		1,215,948	24,187,000		575,627,825
1/1/2012	575,627,825		1,169,286	25,380,000		551,417,111
2/1/2012	551,417,111		1,120,106	24,699,000		527,838,218
3/1/2012	527,838,218		1,072,210	27,746,000		501,164,428
4/1/2012	501,164,428		1,018,027	27,198,000		474,984,454
5/1/2012	474,984,454		964,847	28,599,000		447,350,301
6/1/2012	447,350,301		908,713	27,861,000		420,398,014
7/1/2012	420,398,014		853,964	27,716,000		393,535,978
8/1/2012	393,535,978		799,399	28,277,000		366,058,377
9/1/2012	366,058,377		743,583	23,175,000		343,626,960
10/1/2012	343,626,960		698,017	27,098,000		317,226,977
11/1/2012	317,226,977		644,390	22,716,000		295,155,368
12/1/2012	295,155,368		599,556	22,868,000		272,886,924
1/1/2013	272,886,924		554,321	29,183,000		244,258,245
2/1/2013	244,258,245		496,167	30,187,000		214,567,412
3/1/2013	214,567,412		435,856	34,062,000		180,941,268
4/1/2013	180,941,268		367,550	19,220,000		162,088,818
5/1/2013	162,088,818		329,255	19,154,000		143,264,073
6/1/2013	143,264,073		291,016	14,702,000		128,853,089
7/1/2013	128,853,089		261,742	13,467,000		115,647,831
8/1/2013	115,647,831		234,918	20,873,000		95,009,749
9/1/2013	95,009,749		192,995	23,159,000		72,043,744
10/1/2013	72,043,744		146,344	31,265,000		40,925,089
11/1/2013	40,925,089		83,132	24,379,000	-	16,629,221
12/1/2013	16,629,221		33,779	16,663,000		0
Total		999,679,626	45,320,374	1,045,000,000	44 draws	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A - 2.75% Inflator
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Current Market Rates - 100 bps (12/18/08)

Capitalized Interest Fund

Date	Beginning Balance	Deposits	Interest Earnings 2.45%	Inflow from DSRF	Capitalized Interest	Ending Balance
5/1/10		53,368,541				53,368,541
1/1/11	53,368,541		868,165	1,390,967	9,547,151	46,080,522
1/1/12	46,080,522		1,128,973	2,086,450	14,320,727	34,975,218
1/1/13	34,975,218		856,893	2,086,450	14,320,727	23,597,834
1/1/14	23,597,834		578,147	2,086,450	14,320,727	11,941,705
1/1/15	11,941,705		292,572	2,086,450	14,320,727	-
1/1/16	-		-	-	-	-
1/1/17	-		-	-	-	-
1/1/18	-		-	-	-	-
1/1/19	-		-	-	-	-
1/1/20	-		-	-	-	-
1/1/21	-		-	-		-
1/1/22	-		-			-
1/1/23	-		-			-
1/1/24	-		-			-
1/1/25	-		-			-
1/1/26	-		-			-
1/1/27	-		-			-
1/1/28	-		-			-
1/1/29	-		-			-
1/1/30	-		-			-
1/1/31	-		-			-
1/1/32	-		-			-
1/1/33	-		-			-
1/1/34	-		-			-
1/1/35	-		-			-
1/1/36	-		-			-
1/1/37	-		-			-
1/1/38	-		-			-
1/1/39	-		-			-
1/1/40	-		-			-
1/1/41	-		-			-
1/1/42	-		-			-
1/1/43	-		-			-
1/1/44	-		-			-
1/1/45	-		-			-
1/1/46	-		-			-
1/1/47	-		-			-
1/1/48	-		-			-
1/1/49	-		-			-
1/1/50	-		-			-
Total		53,368,541	3,724,749	9,736,768	66,830,059	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A - 2.75% Inflator
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Current Market Rates - 100 bps (12/18/08)

Debt Service Reserve Fund (DSRF)

Date	Beginning Balance	Deposits	Interest Earnings 5.00%	DSRF Draws to CAPI	DSRF Draws to Debt Service during CAPI Period	DSRF Draws to Debt Service	Ending Balance
5/1/10		41,729,006					41,729,006
1/1/11	41,729,006		1,390,967	(1,390,967)	-	-	41,729,006
1/1/12	41,729,006		2,086,450	(2,086,450)	-	-	41,729,006
1/1/13	41,729,006		2,086,450	(2,086,450)	-	-	41,729,006
1/1/14	41,729,006		2,086,450	(2,086,450)	-	-	41,729,006
1/1/15	41,729,006		2,086,450	(2,086,450)	-	-	41,729,006
1/1/16	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/17	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/18	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/19	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/20	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/21	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/22	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/23	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/24	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/25	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/26	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/27	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/28	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/29	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/30	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/31	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/32	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/33	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/34	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/35	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/36	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/37	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/38	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/39	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/40	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/41	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/42	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/43	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/44	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/45	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/46	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/47	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/48	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/49	41,729,006		2,086,450	-	-	(2,086,450)	41,729,006
1/1/50	41,729,006		2,086,450	-	-	(43,815,456)	-
-	-		-	-		-	-
Total		41,729,006	82,762,528	(9,736,768)	-	(114,754,765)	

DSRF Calculation Area	
10% of par	41,729,006
Maximum Annual Debt Service	121,957,687
125% of Average Annual Debt Service	66,625,032
DSRF Deposit	41,729,006

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Revenue Case A - 2.75% Inflator
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Summary of Bond Yields - Senior Lien Only

Description	Amount
ARBITRAGE YIELD	
Par Amount of Bonds	417,290,055
Plus: Premium / Less: Original Issue Discount	-
Plus: Accrued Interest	-
Less: Bond Insurance Premium	(38,646,619)
Present Value Target	378,643,436
Arbitrage Yield	7.305250%
TRUE INTEREST COST (TIC)	
Par Amount of Bonds	417,290,055
Plus: Premium / Less: Original Issue Discount	-
Plus: Accrued Interest	-
Less: Bond Insurance Premium	(38,646,619)
Less: Underwriter's Discount	(8,302,411)
Present Value Target	370,341,025
True Interest Cost (TIC)	7.429333%
ALL-IN COST OF BORROWING (ALL-IN)	
Par Amount of Bonds	417,290,055
Plus: Premium / Less: Original Issue Discount	-
Plus: Accrued Interest	-
Less: Bond Insurance Premium	(38,646,619)
Less: Underwriter's Discount	(8,302,411)
Less: Costs of Issuance	(4,151,205)
Other Adjustments	-
Present Value Target	366,189,820
All-In Cost Of Borrowing (All-In)	7.492815%

Date	Time Factor from Delivery (30/360)	Total Debt Service	Arb Yield DS	Arbitrage Yield 7.305250%	True Interest Cost (TIC) 7.429333%	All-In Bond Yield 7.492815%
				(378,643,436)	(370,341,025)	(366,189,820)
5/1/10	-					
1/1/11	0.67	9,547,151	9,547,151	9,101,229	9,093,971	9,090,262
1/1/12	1.67	14,320,727	14,320,727	12,706,640	12,681,320	12,668,392
1/1/13	2.67	14,320,727	14,320,727	11,826,877	11,789,194	11,769,970
1/1/14	3.67	14,320,727	14,320,727	11,008,027	10,959,829	10,935,263
1/1/15	4.67	14,320,727	14,320,727	10,245,871	10,188,809	10,159,752
1/1/16	5.67	14,320,727	14,320,727	9,536,484	9,472,030	9,439,239
1/1/17	6.67	14,320,727	14,320,727	8,876,212	8,805,676	8,769,823
1/1/18	7.67	14,320,727	14,320,727	8,261,655	8,186,200	8,147,881
1/1/19	8.67	14,320,727	14,320,727	7,689,647	7,610,304	7,570,047
1/1/20	9.67	21,266,111	21,266,111	10,628,423	10,506,176	10,444,206
1/1/21	10.67	22,461,752	22,461,752	10,448,736	10,316,203	10,249,079
1/1/22	11.67	25,213,404	25,213,404	10,916,691	10,765,331	10,688,742
1/1/23	12.67	27,315,811	27,315,811	11,008,117	10,842,506	10,758,781
1/1/24	13.67	29,508,166	29,508,166	11,068,290	10,888,735	10,798,043
1/1/25	14.67	31,793,677	31,793,677	11,099,885	10,906,756	10,809,297
1/1/26	15.67	34,175,657	34,175,657	11,105,394	10,899,119	10,795,119
1/1/27	16.67	36,657,529	36,657,529	11,087,143	10,868,193	10,757,903
1/1/28	17.67	39,242,827	39,242,827	11,047,300	10,816,184	10,699,872
1/1/29	18.67	41,935,201	41,935,201	10,987,882	10,745,142	10,623,091
1/1/30	19.67	44,738,421	44,738,421	10,910,767	10,656,970	10,529,474
1/1/31	20.67	47,656,379	47,656,379	10,817,704	10,553,434	10,420,797
1/1/32	21.67	50,730,685	50,730,685	10,718,257	10,443,910	10,306,340
1/1/33	22.67	53,968,296	53,968,296	10,612,838	10,328,821	10,186,531
1/1/34	23.67	57,376,448	57,376,448	10,501,851	10,208,580	10,061,788
1/1/35	24.67	60,962,661	60,962,661	10,385,694	10,083,592	9,932,516
1/1/36	25.67	64,734,755	64,734,755	10,264,753	9,954,249	9,799,112
1/1/37	26.67	67,177,088	67,177,088	9,914,517	9,603,108	9,447,660
1/1/38	27.67	69,707,764	69,707,764	9,575,708	9,263,848	9,108,316
1/1/39	28.67	72,329,833	72,329,833	9,247,974	8,936,087	8,780,683
1/1/40	29.67	75,046,446	75,046,446	8,930,971	8,619,453	8,464,373
1/1/41	30.67	77,860,858	77,860,858	8,624,365	8,313,586	8,159,015
1/1/42	31.67	80,178,635	80,178,635	8,266,201	7,958,799	7,806,045
1/1/43	32.67	82,565,808	82,565,808	7,922,950	7,619,189	7,468,382
1/1/44	33.67	85,024,434	85,024,434	7,593,987	7,294,104	7,145,356
1/1/45	34.67	87,556,630	87,556,630	7,278,712	6,982,917	6,836,330
1/1/46	35.67	90,164,576	90,164,576	6,976,552	6,685,031	6,540,694
1/1/47	36.67	92,591,757	92,591,757	6,668,322	6,382,039	6,240,424
1/1/48	37.67	95,085,540	95,085,540	6,373,795	6,092,861	5,954,017
1/1/49	38.67	21,233,161	21,233,161	1,324,761	1,264,856	1,235,276
1/1/50	39.67	121,957,687	121,957,687	7,082,256	6,753,910	6,591,929
Total		1,932,330,963	1,932,330,963	0	0	0

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THREE ADDITIONAL RAMPS SENSITIVITY

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Ramp Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Sources and Uses of Funds

SOURCES		
Series A - Current Interest Bonds		287,673,089
Series B - Non Callable Capital Appreciation Bonds		149,708,657
Subordinate TIFIA - Bond Anticipation Notes (BANs)		437,381,746
Premium / (Discount)		-
Total Debt		874,763,493
Total Sources		**874,763,493**

USES		
Total Deposit to Construction Fund		1,047,511,187
Bond Insurance Payment	2.00%	37,090,940
All-In Costs of Issuance on Bonds	0.50%	4,373,817
Debt Service Reserve Fund	5.00%	43,738,175
Underwriter's Discount	1.00%	8,747,635
Net Capitalized Interest Deposit / Capitalized BAN Interest	2.45%	130,538,475
Total Uses		**1,272,000,229**

Surplus / (Deficit)	**(397,236,736)**
Percentage Feasible	**68.77%**
Excess Revenues through 2050	999,981,417
Present Value of Excess Revenues through 2050 @ 5.5%	291,210,710

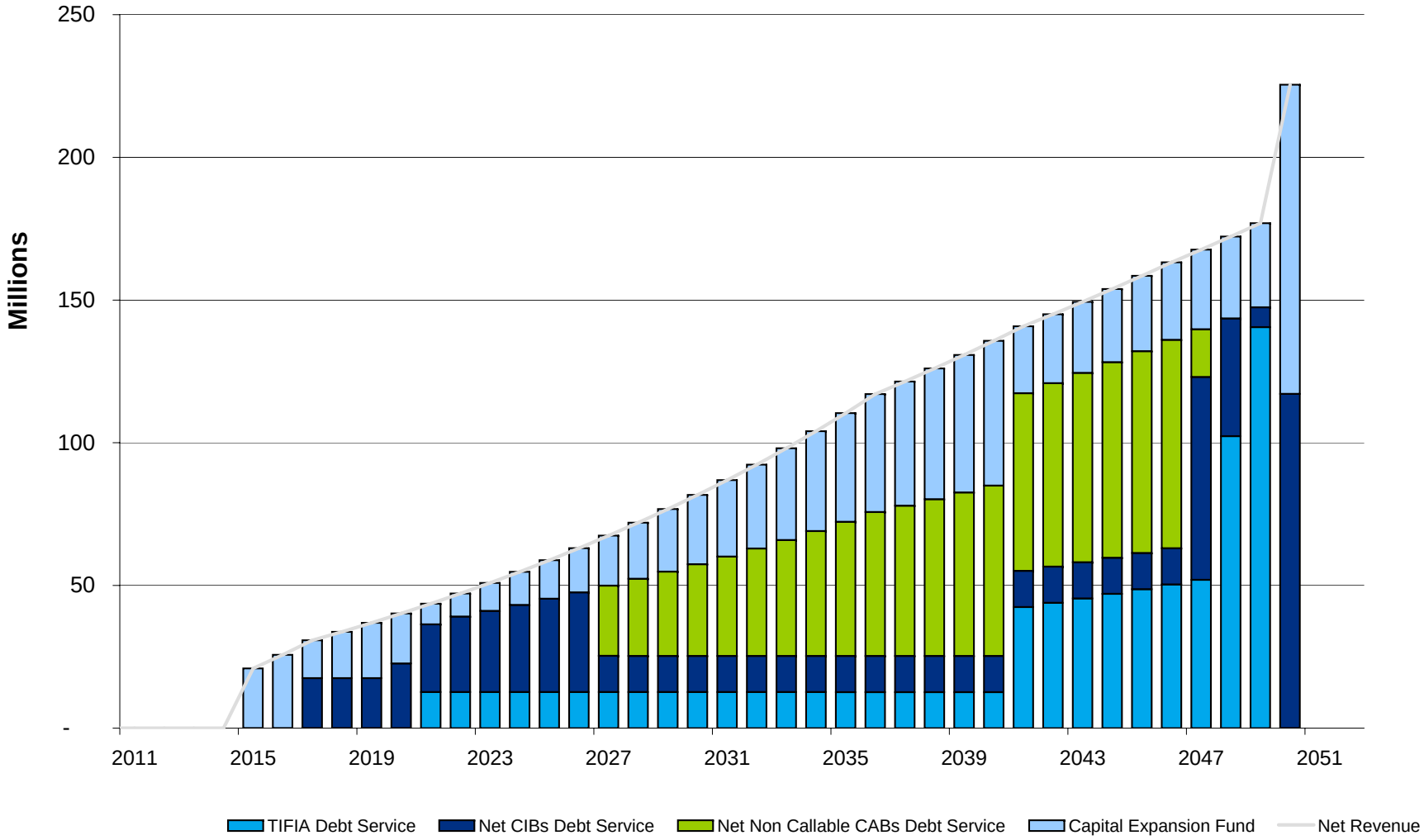
Statistics	
Senior Debt - Arbitrage Yield	7.19%
Seniot Debt - True Interest Cost	7.32%
Senior Debt - All-in TIC	7.39%
Dated Date	5/1/2010
Delivery Date	5/1/2010
First Interest Payment Date	1/1/2011
Final Maturity Date	1/1/2050
Call Date	1/1/2020
Capitalized Interest Through	1/1/2016
First Construction Draw	5/1/2010
Final Construction Draw	9/1/2014
First Debt Service Payment	1/1/2017
TIFIA Accreted Through	1/1/2020
Current Interest Bonds Weighted Average Life (WAL)	30.9 years
Non Callable Capital Appreciation Bonds WAL	28 years

Assumptions
Reinvestment Rates for Construction Fund & CAPI Fund are 2.45%
Debt Service Reserve Fund sized based on the Lesser of Three test . Reinvestment rate is 5.%
Revenue & Toll Collection forecasts from estimates provided on 12/5/2008
Construction draw schedule provided by GTP on 12/5/2008
Net Capitalized Interest Deposit includes PV of BAN interest payments and deposit to Capitalized Interest Fund

RESULTS PRELIMINARY, SUBJECT TO CHANGE

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Ramp Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Application of Net Revenue



Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Ramp Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Net Revenue

Year Ending	Gross Toll Revenues	DSRF Earnings	Operating Expenses	Toll Collection Expenses	Total Expenses	Cash Flow Avail for DS
	-					
5/1/2010		-				
1/1/2011	-	-	-	-	-	-
1/1/2012	-	-	-	-	-	-
1/1/2013	-	-	-	-	-	-
1/1/2014	-	-	-	-	-	-
1/1/2015	21,656,336	-	-	741,864	741,864	20,914,472
1/1/2016	26,571,569	-	-	865,730	865,730	25,705,840
1/1/2017	29,503,752	2,186,909	-	919,425	919,425	30,771,236
1/1/2018	32,566,645	2,186,909	-	975,274	975,274	33,778,280
1/1/2019	35,764,968	2,186,909	-	1,033,351	1,033,351	36,918,526
1/1/2020	39,103,598	2,186,909	-	1,093,733	1,093,733	40,196,774
1/1/2021	42,587,569	2,186,909	-	1,156,498	1,156,498	43,617,980
1/1/2022	46,222,081	2,186,909	-	1,221,730	1,221,730	47,187,260
1/1/2023	50,012,504	2,186,909	-	1,289,511	1,289,511	50,909,901
1/1/2024	53,964,381	2,186,909	-	1,359,930	1,359,930	54,791,360
1/1/2025	58,083,437	2,186,909	-	1,433,075	1,433,075	58,837,271
1/1/2026	62,375,583	2,186,909	-	1,509,040	1,509,040	63,053,451
1/1/2027	66,846,920	2,186,909	-	1,587,921	1,587,921	67,445,908
1/1/2028	71,503,747	2,186,909	-	1,669,814	1,669,814	72,020,842
1/1/2029	76,352,568	2,186,909	-	1,754,824	1,754,824	76,784,653
1/1/2030	81,400,095	2,186,909	-	1,843,053	1,843,053	81,743,951
1/1/2031	86,653,257	2,186,909	-	1,934,611	1,934,611	86,905,555
1/1/2032	92,181,689	2,186,909	-	2,029,609	2,029,609	92,338,989
1/1/2033	97,997,489	2,186,909	-	2,128,163	2,128,163	98,056,235
1/1/2034	104,113,227	2,186,909	-	2,230,390	2,230,390	104,069,745
1/1/2035	110,541,965	2,186,909	-	2,336,414	2,336,414	110,392,460
1/1/2036	117,297,275	2,186,909	-	2,446,361	2,446,361	117,037,822
1/1/2037	121,794,406	2,186,909	-	2,521,017	2,521,017	121,460,297
1/1/2038	126,452,634	2,186,909	-	2,597,881	2,597,881	126,041,661
1/1/2039	131,277,448	2,186,909	-	2,677,017	2,677,017	130,787,339
1/1/2040	136,274,514	2,186,909	-	2,758,490	2,758,490	135,702,932
1/1/2041	141,449,685	2,186,909	-	2,842,369	2,842,369	140,794,225
1/1/2042	145,755,175	2,186,909	-	2,917,584	2,917,584	145,024,500
1/1/2043	150,189,054	2,186,909	-	2,994,786	2,994,786	149,381,177
1/1/2044	154,755,088	2,186,909	-	3,074,025	3,074,025	153,867,972
1/1/2045	159,457,155	2,186,909	-	3,155,355	3,155,355	158,488,708
1/1/2046	164,299,241	2,186,909	-	3,238,832	3,238,832	163,247,318
1/1/2047	168,814,897	2,186,909	-	3,321,360	3,321,360	167,680,446
1/1/2048	173,453,954	2,186,909	-	3,405,990	3,405,990	172,234,872
1/1/2049	178,219,767	2,186,909	-	3,492,777	3,492,777	176,913,899
1/1/2050	183,115,783	45,925,083	-	3,581,774	3,581,774	225,459,092
Total	3,538,609,458	118,093,072	-	76,139,579	76,139,579	3,580,562,950

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Ramp Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Bond Debt Service Coverage and Proforma

Year Ending	Cash Flow Avail for DS	Net Senior Debt Service	Senior Coverage	Aggregate Debt Service	Aggregate Coverage	Excess Revenues	Present Value of Excess Revs 5.50%
5/1/2010		-		-	-		
1/1/2011	-	-	-	-	-	-	-
1/1/2012	-	-	-	-	-	-	-
1/1/2013	-	-	-	-	-	-	-
1/1/2014	-	-	-	-	-	-	-
1/1/2015	20,914,472	-	-	-	-	20,914,472	16,290,538
1/1/2016	25,705,840	-	-	-	-	25,705,840	18,978,761
1/1/2017	30,771,236	17,483,657	1.76	17,483,657	1.76	13,287,579	9,298,855
1/1/2018	33,778,280	17,483,657	1.93	17,483,657	1.93	16,294,623	10,808,750
1/1/2019	36,918,526	17,483,657	2.11	17,483,657	2.11	19,434,869	12,219,693
1/1/2020	40,196,774	22,646,070	1.78	22,646,070	1.78	17,550,704	10,459,737
1/1/2021	43,617,980	23,699,594	1.84	36,348,316	1.20	7,269,663	4,106,653
1/1/2022	47,187,260	26,435,440	1.79	39,081,895	1.21	8,105,366	4,340,042
1/1/2023	50,909,901	28,441,286	1.79	41,085,479	1.24	9,824,422	4,986,271
1/1/2024	54,791,360	30,524,435	1.80	43,166,374	1.27	11,624,986	5,592,536
1/1/2025	58,837,271	32,687,373	1.80	45,327,065	1.30	13,510,206	6,160,641
1/1/2026	63,053,451	34,932,660	1.81	47,570,112	1.33	15,483,339	6,692,311
1/1/2027	67,445,908	37,262,933	1.81	49,898,152	1.35	17,547,756	7,189,201
1/1/2028	72,020,842	39,680,905	1.82	52,313,898	1.38	19,706,944	7,652,896
1/1/2029	76,784,653	42,189,370	1.82	54,820,145	1.40	21,964,508	8,084,917
1/1/2030	81,743,951	44,791,206	1.83	57,419,771	1.42	24,324,180	8,486,719
1/1/2031	86,905,555	47,489,374	1.83	60,115,737	1.45	26,789,817	8,859,698
1/1/2032	92,338,989	50,320,975	1.84	62,945,144	1.47	29,393,845	9,214,104
1/1/2033	98,056,235	53,291,432	1.84	65,913,416	1.49	32,142,819	9,550,546
1/1/2034	104,069,745	56,406,366	1.85	69,026,173	1.51	35,043,573	9,869,614
1/1/2035	110,392,460	59,671,600	1.85	72,289,238	1.53	38,103,221	10,171,875
1/1/2036	117,037,822	63,093,166	1.86	75,708,645	1.55	41,329,177	10,457,879
1/1/2037	121,460,297	65,301,235	1.86	77,914,564	1.56	43,545,733	10,444,316
1/1/2038	126,041,661	67,582,660	1.87	80,193,850	1.57	45,847,812	10,423,188
1/1/2039	130,787,339	69,939,754	1.87	82,548,812	1.58	48,238,527	10,394,977
1/1/2040	135,702,932	72,374,897	1.88	84,981,835	1.60	50,721,097	10,360,141
1/1/2041	140,794,225	74,890,545	1.88	117,328,521	1.20	23,465,704	4,543,161
1/1/2042	145,024,500	76,936,074	1.89	120,853,750	1.20	24,170,750	4,435,701
1/1/2043	149,381,177	79,037,660	1.89	124,484,314	1.20	24,896,863	4,330,762
1/1/2044	153,867,972	81,196,819	1.90	128,223,310	1.20	25,644,662	4,228,284
1/1/2045	158,488,708	83,415,110	1.90	132,073,924	1.20	26,414,785	4,128,210
1/1/2046	163,247,318	85,694,130	1.91	136,039,432	1.20	27,207,886	4,030,483
1/1/2047	167,680,446	87,790,809	1.91	139,733,705	1.20	27,946,741	3,924,108
1/1/2048	172,234,872	41,224,775	4.18	143,529,060	1.20	28,705,812	3,820,561
1/1/2049	176,913,899	6,951,720	25.45	147,428,249	1.20	29,485,650	3,719,766
1/1/2050	225,459,092	117,121,606	1.93	117,121,606	1.93	108,337,486	12,954,814
Total	3,580,562,950	1,755,472,947		2,580,581,533		999,981,417	291,210,710

	Net Senior DS	Senior Coverage	Aggregate DS	Aggregate Coverage
Minimum	6,951,720	1.76	17,483,657	1.20
Maximum	117,121,606	25.45	147,428,249	2.11
Average	51,631,557	2.62	75,899,457	1.43

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Ramp Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Net Debt Service

Year Ending	Current Interest Bond Debt Service	Non Callable CAB Debt Service	Total Senior Debt Service	Subordinate TIFIA Debt Service	Aggregate Debt Service	Capitalized Interest	DSRF Earnings	Net Debt Service
5/1/2010								
1/1/2011	11,655,771	-	11,655,771	-	11,655,771	11,655,771	-	-
1/1/2012	17,483,657	-	17,483,657	-	17,483,657	17,483,657	-	-
1/1/2013	17,483,657	-	17,483,657	-	17,483,657	17,483,657	-	-
1/1/2014	17,483,657	-	17,483,657	-	17,483,657	17,483,657	-	-
1/1/2015	17,483,657	-	17,483,657	-	17,483,657	17,483,657	-	-
1/1/2016	17,483,657	-	17,483,657	-	17,483,657	17,483,657	-	-
1/1/2017	17,483,657	-	17,483,657	0	17,483,657	-	-	17,483,657
1/1/2018	17,483,657	-	17,483,657	-	17,483,657	-	-	17,483,657
1/1/2019	17,483,657	-	17,483,657	(0)	17,483,657	-	-	17,483,657
1/1/2020	22,646,070	-	22,646,070	-	22,646,070	-	-	22,646,070
1/1/2021	23,699,594	-	23,699,594	12,648,722	36,348,316	-	-	36,348,316
1/1/2022	26,435,440	-	26,435,440	12,646,455	39,081,895	-	-	39,081,895
1/1/2023	28,441,286	-	28,441,286	12,644,194	41,085,479	-	-	41,085,479
1/1/2024	30,524,435	-	30,524,435	12,641,940	43,166,374	-	-	43,166,374
1/1/2025	32,687,373	-	32,687,373	12,639,692	45,327,065	-	-	45,327,065
1/1/2026	34,932,660	-	34,932,660	12,637,452	47,570,112	-	-	47,570,112
1/1/2027	12,672,182	24,590,750	37,262,933	12,635,219	49,898,152	-	-	49,898,152
1/1/2028	12,672,182	27,008,722	39,680,905	12,632,993	52,313,898	-	-	52,313,898
1/1/2029	12,672,182	29,517,188	42,189,370	12,630,775	54,820,145	-	-	54,820,145
1/1/2030	12,672,182	32,119,024	44,791,206	12,628,565	57,419,771	-	-	57,419,771
1/1/2031	12,672,182	34,817,192	47,489,374	12,626,363	60,115,737	-	-	60,115,737
1/1/2032	12,672,182	37,648,793	50,320,975	12,624,169	62,945,144	-	-	62,945,144
1/1/2033	12,672,182	40,619,250	53,291,432	12,621,984	65,913,416	-	-	65,913,416
1/1/2034	12,672,182	43,734,184	56,406,366	12,619,807	69,026,173	-	-	69,026,173
1/1/2035	12,672,182	46,999,418	59,671,600	12,617,638	72,289,238	-	-	72,289,238
1/1/2036	12,672,182	50,420,984	63,093,166	12,615,479	75,708,645	-	-	75,708,645
1/1/2037	12,672,182	52,629,053	65,301,235	12,613,330	77,914,564	-	-	77,914,564
1/1/2038	12,672,182	54,910,478	67,582,660	12,611,189	80,193,850	-	-	80,193,850
1/1/2039	12,672,182	57,267,571	69,939,754	12,609,059	82,548,812	-	-	82,548,812
1/1/2040	12,672,182	59,702,715	72,374,897	12,606,938	84,981,835	-	-	84,981,835
1/1/2041	12,672,182	62,218,363	74,890,545	42,437,976	117,328,521	-	-	117,328,521
1/1/2042	12,672,182	64,263,892	76,936,074	43,917,676	120,853,750	-	-	120,853,750
1/1/2043	12,672,182	66,365,478	79,037,660	45,446,654	124,484,314	-	-	124,484,314
1/1/2044	12,672,182	68,524,637	81,196,819	47,026,491	128,223,310	-	-	128,223,310
1/1/2045	12,672,182	70,742,927	83,415,110	48,658,814	132,073,924	-	-	132,073,924
1/1/2046	12,672,182	73,021,948	85,694,130	50,345,301	136,039,432	-	-	136,039,432
1/1/2047	71,090,484	16,700,325	87,790,809	51,942,896	139,733,705	-	-	139,733,705
1/1/2048	41,224,775	-	41,224,775	102,304,285	143,529,060	-	-	143,529,060
1/1/2049	6,951,720	-	6,951,720	140,476,529	147,428,249	-	-	147,428,249
1/1/2050	117,121,606	-	117,121,606	0	117,121,606	-		117,121,606
Total	840,724,111	1,013,822,891	1,854,547,002	825,108,585	2,679,655,587	99,074,055	-	2,580,581,533

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Ramp Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Current Interest Bonds (CIBs)

Date	Principal	Rate	Yield	Price	Interest	Total Debt Service
5/1/10						
1/1/11	-	1.900%	1.900%	100.000	11,655,771	11,655,771
1/1/12	-	3.010%	3.010%	100.000	17,483,657	17,483,657
1/1/13	-	3.210%	3.210%	100.000	17,483,657	17,483,657
1/1/14	-	3.490%	3.490%	100.000	17,483,657	17,483,657
1/1/15	-	3.730%	3.730%	100.000	17,483,657	17,483,657
1/1/16	-	3.920%	3.920%	100.000	17,483,657	17,483,657
1/1/17	-	4.110%	4.110%	100.000	17,483,657	17,483,657
1/1/18	-	4.360%	4.360%	100.000	17,483,657	17,483,657
1/1/19	-	4.630%	4.630%	100.000	17,483,657	17,483,657
1/1/20	5,162,413	4.870%	4.870%	100.000	17,483,657	22,646,070
1/1/21	6,467,347	5.130%	5.130%	100.000	17,232,247	23,699,594
1/1/22	9,534,968	5.350%	5.350%	100.000	16,900,472	26,435,440
1/1/23	12,050,934	5.490%	5.490%	100.000	16,390,352	28,441,286
1/1/24	14,795,679	5.610%	5.610%	100.000	15,728,755	30,524,435
1/1/25	17,788,655	5.690%	5.690%	100.000	14,898,718	32,687,373
1/1/26	21,046,117	5.770%	5.770%	100.000	13,886,543	34,932,660
1/1/27	-	5.850%	5.850%	100.000	12,672,182	12,672,182
1/1/28	-	5.930%	5.930%	100.000	12,672,182	12,672,182
1/1/29	-	6.010%	6.010%	100.000	12,672,182	12,672,182
1/1/30	-	6.080%	6.080%	100.000	12,672,182	12,672,182
1/1/31	-	6.140%	6.140%	100.000	12,672,182	12,672,182
1/1/32	-	6.180%	6.180%	100.000	12,672,182	12,672,182
1/1/33	-	6.210%	6.210%	100.000	12,672,182	12,672,182
1/1/34	-	6.240%	6.240%	100.000	12,672,182	12,672,182
1/1/35	-	6.260%	6.260%	100.000	12,672,182	12,672,182
1/1/36	-	6.270%	6.270%	100.000	12,672,182	12,672,182
1/1/37	-	6.280%	6.280%	100.000	12,672,182	12,672,182
1/1/38	-	6.290%	6.290%	100.000	12,672,182	12,672,182
1/1/39	-	6.300%	6.300%	100.000	12,672,182	12,672,182
1/1/40	-	6.310%	6.310%	100.000	12,672,182	12,672,182
1/1/41	-	6.310%	6.310%	100.000	12,672,182	12,672,182
1/1/42	-	6.310%	6.310%	100.000	12,672,182	12,672,182
1/1/43	-	6.310%	6.310%	100.000	12,672,182	12,672,182
1/1/44	-	6.310%	6.310%	100.000	12,672,182	12,672,182
1/1/45	-	6.310%	6.310%	100.000	12,672,182	12,672,182
1/1/46	-	6.310%	6.310%	100.000	12,672,182	12,672,182
1/1/47	58,418,302	6.310%	6.310%	100.000	12,672,182	71,090,484
1/1/48	32,238,788	6.310%	6.310%	100.000	8,985,987	41,224,775
1/1/49	-	6.310%	6.310%	100.000	6,951,720	6,951,720
1/1/50	110,169,886	6.310%	6.310%	100.000	6,951,720	117,121,606
Total	287,673,089		6.078%	100.000	553,051,022	840,724,111

Total Par	287,673,089	Weighted Average Life	30.94
Premium	-	Insurance Premium	16,814,482
		Capitalized Interest	64,106,741
Production	287,673,089		

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Ramp Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Non-Callable Capital Appreciation Bonds (CABs)

Date	Proceeds	Yield	Price	Accreted Interest	Total Debt Service
5/1/10					
1/1/11	-	2.900%	98.098	-	-
1/1/12	-	4.010%	93.596	-	-
1/1/13	-	4.210%	89.484	-	-
1/1/14	-	4.490%	84.975	-	-
1/1/15	-	4.730%	80.399	-	-
1/1/16	-	4.920%	75.924	-	-
1/1/17	-	5.110%	71.434	-	-
1/1/18	-	5.360%	66.662	-	-
1/1/19	-	5.630%	61.804	-	-
1/1/20	-	5.870%	57.162	-	-
1/1/21	-	6.130%	52.516	-	-
1/1/22	-	6.350%	48.223	-	-
1/1/23	-	6.490%	44.529	-	-
1/1/24	-	6.610%	41.116	-	-
1/1/25	-	6.690%	38.092	-	-
1/1/26	-	6.770%	35.236	-	-
1/1/27	8,002,814	6.850%	32.544	16,587,937	24,590,750
1/1/28	8,105,858	6.930%	30.012	18,902,865	27,008,722
1/1/29	8,156,484	7.010%	27.633	21,360,703	29,517,188
1/1/30	8,175,255	7.080%	25.453	23,943,769	32,119,024
1/1/31	8,168,113	7.140%	23.460	26,649,079	34,817,192
1/1/32	8,165,270	7.180%	21.688	29,483,522	37,648,793
1/1/33	8,155,533	7.210%	20.078	32,463,717	40,619,250
1/1/34	8,124,937	7.240%	18.578	35,609,247	43,734,184
1/1/35	8,093,300	7.260%	17.220	38,906,118	46,999,418
1/1/36	8,064,836	7.270%	15.995	42,356,147	50,420,984
1/1/37	7,817,519	7.280%	14.854	44,811,533	52,629,053
1/1/38	7,573,253	7.290%	13.792	47,337,225	54,910,478
1/1/39	7,332,540	7.300%	12.804	49,935,032	57,267,571
1/1/40	7,095,071	7.310%	11.884	52,607,644	59,702,715
1/1/41	6,881,973	7.310%	11.061	55,336,390	62,218,363
1/1/42	6,615,325	7.310%	10.294	57,648,567	64,263,892
1/1/43	6,358,476	7.310%	9.581	60,007,001	66,365,478
1/1/44	6,110,342	7.310%	8.917	62,414,295	68,524,637
1/1/45	5,870,956	7.310%	8.299	64,871,972	70,742,927
1/1/46	5,640,215	7.310%	7.724	67,381,733	73,021,948
1/1/47	1,200,586	7.310%	7.189	15,499,739	16,700,325
1/1/48	-	7.310%	6.691	-	-
1/1/49	-	7.310%	6.228	-	-
1/1/50	-	7.310%	5.796	-	-
Total	149,708,657			864,114,234	1,013,822,891

Total Par	149,708,657	Average Life	28.049
Premium	-	Insurance Prem	20,276,458
		CAPI	-
Production	149,708,657		

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Ramp Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

BANs for TIFIA

Date	Notional Value	Principal/ Maturity Value	Initial Proceeds	Coupon	Yield	Price	Interest	Less Interest Draws	BAN Converted To TIFIA
5/1/10	437,381,746								
1/1/11	437,381,746		-	1.00%	1.00%	100.000	8,251,936	8,251,936	-
1/1/12	437,381,746		-	2.11%	2.11%	100.000	12,377,903	12,377,903	-
1/1/13	437,381,746		-	2.31%	2.31%	100.000	12,377,903	12,377,903	-
1/1/14	437,381,746		-	2.59%	2.59%	100.000	12,377,903	12,377,903	-
1/1/15	437,381,746	437,381,746	437,381,746	2.83%	2.83%	100.000	12,377,903	12,377,903	437,381,746
Total	2,624,290,479	437,381,746	437,381,746				57,763,549	57,763,549	437,381,746

Total Par	437,381,746
Premium	-
Production	437,381,746

TIFIA Calculation Area		
Estimated Cost of Construction	1,095,000,000	
Bond Insurance Payment	37,090,940	
Debt Service Reserve Fund	43,738,175	
Net Capitalized Interest Deposit / Capitalized BAN Interest	130,538,475	
Cost of Issuance Expenses	4,373,817	
Underwriter's Discount	8,747,635	
Total	1,319,489,042	
	Lesser of	
Max Allowable TIFIA (1/3 Total Project Cost)	439,829,681	33.333%
	or	
Max Allowable TIFIA (less than Total Senior Lien Par)	437,381,746	
Actual TIFIA Par	437,381,746	33.148%

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Ramp Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

TIFIA Loan

Date	Notional Value	Principal/ Maturity Value	Yield	Interest	Accreted Interest	Interest Paid	TIFIA Payments	2.50% Ongoing TIFIA Servicing Costs	Total TIFIA Payments	Ending Balance
5/1/10	-	-	-							-
1/1/11	-	-	2.530%	-		-	-	-	-	-
1/1/12	-	-	2.530%	-		-	-	-	-	-
1/1/13	-	-	2.530%	-		-	-	-	-	-
1/1/14	-	-	2.530%	-		-	-	-	-	-
1/1/15	-	-	2.530%	-		-	-	-	-	-
1/1/16	437,381,746	-	2.530%	11,065,758	11,065,758	-	-	-	-	448,447,505
1/1/17	448,447,505	-	2.530%	11,345,722	11,345,722	0	0	-	0	459,793,226
1/1/18	459,793,226	-	2.530%	11,632,769	11,632,769	-	-	-	-	471,425,995
1/1/19	471,425,995	-	2.530%	11,927,078	11,927,078	(0)	(0)	-	(0)	483,353,073
1/1/20	483,353,073	-	2.530%	12,228,833	12,228,833	-	-	-	-	495,581,906
1/1/21	495,581,906	100,000	2.530%	12,538,222		12,538,222	12,638,222	10,500	12,648,722	495,481,906
1/1/22	495,481,906	100,000	2.530%	12,535,692		12,535,692	12,635,692	10,763	12,646,455	495,381,906
1/1/23	495,381,906	100,000	2.530%	12,533,162		12,533,162	12,633,162	11,032	12,644,194	495,281,906
1/1/24	495,281,906	100,000	2.530%	12,530,632		12,530,632	12,630,632	11,307	12,641,940	495,181,906
1/1/25	495,181,906	100,000	2.530%	12,528,102		12,528,102	12,628,102	11,590	12,639,692	495,081,906
1/1/26	495,081,906	100,000	2.530%	12,525,572		12,525,572	12,625,572	11,880	12,637,452	494,981,906
1/1/27	494,981,906	100,000	2.530%	12,523,042		12,523,042	12,623,042	12,177	12,635,219	494,881,906
1/1/28	494,881,906	100,000	2.530%	12,520,512		12,520,512	12,620,512	12,481	12,632,993	494,781,906
1/1/29	494,781,906	100,000	2.530%	12,517,982		12,517,982	12,617,982	12,793	12,630,775	494,681,906
1/1/30	494,681,906	100,000	2.530%	12,515,452		12,515,452	12,615,452	13,113	12,628,565	494,581,906
1/1/31	494,581,906	100,000	2.530%	12,512,922		12,512,922	12,612,922	13,441	12,626,363	494,481,906
1/1/32	494,481,906	100,000	2.530%	12,510,392		12,510,392	12,610,392	13,777	12,624,169	494,381,906
1/1/33	494,381,906	100,000	2.530%	12,507,862		12,507,862	12,607,862	14,121	12,621,984	494,281,906
1/1/34	494,281,906	100,000	2.530%	12,505,332		12,505,332	12,605,332	14,474	12,619,807	494,181,906
1/1/35	494,181,906	100,000	2.530%	12,502,802		12,502,802	12,602,802	14,836	12,617,638	494,081,906
1/1/36	494,081,906	100,000	2.530%	12,500,272		12,500,272	12,600,272	15,207	12,615,479	493,981,906
1/1/37	493,981,906	100,000	2.530%	12,497,742		12,497,742	12,597,742	15,587	12,613,330	493,881,906
1/1/38	493,881,906	100,000	2.530%	12,495,212		12,495,212	12,595,212	15,977	12,611,189	493,781,906
1/1/39	493,781,906	100,000	2.530%	12,492,682		12,492,682	12,592,682	16,376	12,609,059	493,681,906
1/1/40	493,681,906	100,000	2.530%	12,490,152		12,490,152	12,590,152	16,786	12,606,938	493,581,906
1/1/41	493,581,906	29,933,148	2.530%	12,487,622		12,487,622	42,420,770	17,205	42,437,976	463,648,758
1/1/42	463,648,758	32,169,726	2.530%	11,730,314		11,730,314	43,900,040	17,636	43,917,676	431,479,031
1/1/43	431,479,031	34,512,158	2.530%	10,916,419		10,916,419	45,428,578	18,076	45,446,654	396,966,873
1/1/44	396,966,873	36,964,701	2.530%	10,043,262		10,043,262	47,007,963	18,528	47,026,491	360,002,172
1/1/45	360,002,172	39,531,767	2.530%	9,108,055		9,108,055	48,639,822	18,992	48,658,814	320,470,404
1/1/46	320,470,404	42,217,934	2.530%	8,107,901		8,107,901	50,325,835	19,466	50,345,301	278,252,471
1/1/47	278,252,471	44,883,155	2.530%	7,039,788		7,039,788	51,922,942	19,953	51,942,896	233,369,316
1/1/48	233,369,316	96,379,590	2.530%	5,904,244		5,904,244	102,283,833	20,452	102,304,285	136,989,726
1/1/49	136,989,726	136,989,726	2.530%	3,465,840		3,465,840	140,455,566	20,963	140,476,529	0
1/1/50	0	-	2.530%	0		0	0	-	0	0
Total		495,581,906		387,287,348	58,200,159	329,087,189	824,669,094	439,491	825,108,585	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Ramp Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Construction Fund

Date	Beginning Balance	Deposits from Bond Proceeds	Interest Earnings 2.450%	Construction Draws from Debt	Draw Percentage	Ending Balance
5/1/2010	-	1,047,511,187	-	18,834,000		1,028,677,187
6/1/2010	1,028,677,187		2,089,576	23,971,593		1,006,795,169
7/1/2010	1,006,795,169		2,045,126	14,499,057		994,341,238
8/1/2010	994,341,238		2,019,828	14,905,622		981,455,444
9/1/2010	981,455,444		1,993,653	14,192,038		969,257,059
10/1/2010	969,257,059		1,968,874	22,157,770		949,068,163
11/1/2010	949,068,163		1,927,864	21,611,842		929,384,185
12/1/2010	929,384,185		1,887,879	13,394,627		917,877,437
1/1/2011	917,877,437		1,864,506	20,860,536		898,881,407
2/1/2011	898,881,407		1,825,918	21,624,416		879,082,909
3/1/2011	879,082,909		1,785,701	32,922,301		847,946,309
4/1/2011	847,946,309		1,722,453	30,895,766		818,772,997
5/1/2011	818,772,997		1,663,192	33,422,124		787,014,065
6/1/2011	787,014,065		1,598,680	35,259,000		753,353,744
7/1/2011	753,353,744		1,530,305	27,004,062		727,879,987
8/1/2011	727,879,987		1,478,559	28,818,933		700,539,613
9/1/2011	700,539,613		1,423,022	25,335,890		676,626,746
10/1/2011	676,626,746		1,374,447	25,641,861		652,359,332
11/1/2011	652,359,332		1,325,153	26,444,512		627,239,972
12/1/2011	627,239,972		1,274,127	25,344,273		603,169,827
1/1/2012	603,169,827		1,225,233	26,594,354		577,800,705
2/1/2012	577,800,705		1,173,700	25,880,770		553,093,635
3/1/2012	553,093,635		1,123,512	29,073,560		525,143,587
4/1/2012	525,143,587		1,066,736	28,499,340		497,710,983
5/1/2012	497,710,983		1,011,012	29,967,373		468,754,622
6/1/2012	468,754,622		952,192	29,194,062		440,512,752
7/1/2012	440,512,752		894,824	29,042,124		412,365,451
8/1/2012	412,365,451		837,647	29,629,967		383,573,132
9/1/2012	383,573,132		779,161	24,283,852		360,068,441
10/1/2012	360,068,441		731,415	28,394,555		332,405,301
11/1/2012	332,405,301		675,223	23,802,890		309,277,634
12/1/2012	309,277,634		628,243	23,962,163		285,943,714
1/1/2013	285,943,714		580,844	30,579,316		255,945,242
2/1/2013	255,945,242		519,907	31,631,354		224,833,796
3/1/2013	224,833,796		456,710	35,691,761		189,598,745
4/1/2013	189,598,745		385,136	20,139,617		169,844,264
5/1/2013	169,844,264		345,009	20,070,459		150,118,813
6/1/2013	150,118,813		304,940	15,405,445		135,018,308
7/1/2013	135,018,308		274,266	14,111,354		121,181,220
8/1/2013	121,181,220		246,158	21,871,708		99,555,670
9/1/2013	99,555,670		202,230	24,267,086		75,490,814
10/1/2013	75,490,814		153,346	32,760,933		42,883,227
11/1/2013	42,883,227		87,110	25,545,459	-	17,424,877
12/1/2013	17,424,877		35,396	17,460,273		0
1/1/2014	0		0	-		0
2/1/2014	0		0	-		0
3/1/2014	0		0	-		0
4/1/2014	0		0	-		0
5/1/2014	0		0	-		0
6/1/2014	0		0	-		0
7/1/2014	0		0	-		0
8/1/2014	0		0	-		0
9/1/2014	0		0	-		0
Total		1,047,511,187	47,488,813	1,095,000,000	53 draws	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Ramp Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Capitalized Interest Fund

Date	Beginning Balance	Deposits	Interest Earnings 2.45%	Inflow from DSRF	Capitalized Interest	Ending Balance
5/1/10		80,063,875				80,063,875
1/1/11	80,063,875		1,302,427	1,457,939	11,655,771	71,168,471
1/1/12	71,168,471		1,743,628	2,186,909	17,483,657	57,615,350
1/1/13	57,615,350		1,411,576	2,186,909	17,483,657	43,730,178
1/1/14	43,730,178		1,071,389	2,186,909	17,483,657	29,504,820
1/1/15	29,504,820		722,868	2,186,909	17,483,657	14,930,940
1/1/16	14,930,940		365,808	2,186,909	17,483,657	-
1/1/17	-		-	-	-	-
1/1/18	-		-	-	-	-
1/1/19	-		-	-	-	-
1/1/20	-		-	-	-	-
1/1/21	-		-	-		-
1/1/22	-		-			-
1/1/23	-		-			-
1/1/24	-		-			-
1/1/25	-		-			-
1/1/26	-		-			-
1/1/27	-		-			-
1/1/28	-		-			-
1/1/29	-		-			-
1/1/30	-		-			-
1/1/31	-		-			-
1/1/32	-		-			-
1/1/33	-		-			-
1/1/34	-		-			-
1/1/35	-		-			-
1/1/36	-		-			-
1/1/37	-		-			-
1/1/38	-		-			-
1/1/39	-		-			-
1/1/40	-		-			-
1/1/41	-		-			-
1/1/42	-		-			-
1/1/43	-		-			-
1/1/44	-		-			-
1/1/45	-		-			-
1/1/46	-		-			-
1/1/47	-		-			-
1/1/48	-		-			-
1/1/49	-		-			-
1/1/50	-		-			-
Total		80,063,875	6,617,697	12,392,483	99,074,055	

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Ramp Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Debt Service Reserve Fund (DSRF)

Date	Beginning Balance	Deposits	Interest Earnings 5.00%	DSRF Draws to CAPI	DSRF Draws to Debt Service during CAPI Period	DSRF Draws to Debt Service	Ending Balance
5/1/10		43,738,175					43,738,175
1/1/11	43,738,175		1,457,939	(1,457,939)	-	-	43,738,175
1/1/12	43,738,175		2,186,909	(2,186,909)	-	-	43,738,175
1/1/13	43,738,175		2,186,909	(2,186,909)	-	-	43,738,175
1/1/14	43,738,175		2,186,909	(2,186,909)	-	-	43,738,175
1/1/15	43,738,175		2,186,909	(2,186,909)	-	-	43,738,175
1/1/16	43,738,175		2,186,909	(2,186,909)	-	-	43,738,175
1/1/17	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/18	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/19	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/20	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/21	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/22	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/23	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/24	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/25	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/26	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/27	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/28	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/29	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/30	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/31	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/32	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/33	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/34	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/35	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/36	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/37	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/38	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/39	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/40	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/41	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/42	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/43	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/44	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/45	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/46	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/47	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/48	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/49	43,738,175		2,186,909	-	-	(2,186,909)	43,738,175
1/1/50	43,738,175		2,186,909	-	-	(45,925,083)	-
-	-		-	-		-	-
Total		43,738,175	86,747,380	(12,392,483)	-	(118,093,072)	

DSRF Calculation Area	
10% of par	43,738,175
Maximum Annual Debt Service	117,121,606
125% of Average Annual Debt Service	64,539,447
DSRF Deposit	43,738,175

Georgia Transportation Partners
I-75/575 HOT Lanes - Reversable Lanes Alternative - Ramp Sensitivity
1.75x Sr. Coverage; 1.20x TIFIA Coverage
Current Market Rates - 100 bps (12/18/08)

Summary of Bond Yields - Senior Lien Only

Description	Amount	Date	Time Factor from Delivery (30/360)	Total Debt Service	Arb Yield DS	Arbitrage Yield 7.191424%	True Interest Cost (TIC) 7.322167%	All-In Bond Yield 7.389096%
						(400,290,806)	(391,543,171)	(387,169,354)
ARBITRAGE YIELD		5/1/10	-					
		1/1/11	0.67	11,655,771	11,655,771	11,119,501	11,110,153	11,105,372
Par Amount of Bonds	437,381,746	1/1/12	1.67	17,483,657	17,483,657	15,541,503	15,508,857	15,492,180
Plus: Premium / Less: Original Issue Discount	-	1/1/13	2.67	17,483,657	17,483,657	14,481,363	14,432,724	14,407,900
Plus: Accrued Interest	-	1/1/14	3.67	17,483,657	17,483,657	13,493,540	13,431,262	13,399,508
Less: Bond Insurance Premium	(37,090,940)	1/1/15	4.67	17,483,657	17,483,657	12,573,099	12,499,290	12,461,692
		1/1/16	5.67	17,483,657	17,483,657	11,715,445	11,631,985	11,589,512
		1/1/17	6.67	17,483,657	17,483,657	10,916,294	10,824,862	10,778,376
		1/1/18	7.67	17,483,657	17,483,657	10,171,656	10,073,743	10,024,009
		1/1/19	8.67	17,483,657	17,483,657	9,477,812	9,374,743	9,322,441
Present Value Target	400,290,806	1/1/20	9.67	22,646,070	22,646,070	11,438,923	11,300,261	11,229,964
Arbitrage Yield	7.191424%	1/1/21	10.67	23,699,594	23,699,594	11,154,488	11,005,380	10,929,859
		1/1/22	11.67	26,435,440	26,435,440	11,593,424	11,424,026	11,338,311
		1/1/23	12.67	28,441,286	28,441,286	11,622,267	11,438,008	11,344,862
TRUE INTEREST COST (TIC)		1/1/24	13.67	30,524,435	30,524,435	11,622,664	11,423,977	11,323,632
		1/1/25	14.67	32,687,373	32,687,373	11,597,236	11,384,611	11,277,330
Par Amount of Bonds	437,381,746	1/1/26	15.67	34,932,660	34,932,660	11,548,421	11,322,397	11,208,464
Plus: Premium / Less: Original Issue Discount	-	1/1/27	16.67	37,262,933	37,262,933	11,478,481	11,239,636	11,119,356
Plus: Accrued Interest	-	1/1/28	17.67	39,680,905	39,680,905	11,389,519	11,138,464	11,012,155
Less: Bond Insurance Premium	(37,090,940)	1/1/29	18.67	42,189,370	42,189,370	11,283,486	11,020,855	10,888,849
Less: Underwriter's Discount	(8,747,635)	1/1/30	19.67	44,791,206	44,791,206	11,162,191	10,888,637	10,751,271
		1/1/31	20.67	47,489,374	47,489,374	11,027,310	10,743,498	10,601,118
		1/1/32	21.67	50,320,975	50,320,975	10,887,762	10,594,167	10,447,020
		1/1/33	22.67	53,291,432	53,291,432	10,743,936	10,441,038	10,289,374
Present Value Target	391,543,171	1/1/34	23.67	56,406,366	56,406,366	10,596,211	10,284,494	10,128,563
True Interest Cost (TIC)	7.322167%	1/1/35	24.67	59,671,600	59,671,600	10,444,956	10,124,906	9,964,959
		1/1/36	25.67	63,093,166	63,093,166	10,290,529	9,962,634	9,798,923
		1/1/37	26.67	65,301,235	65,301,235	9,924,147	9,595,812	9,432,038
ALL-IN COST OF BORROWING (ALL-IN)		1/1/38	27.67	67,582,660	67,582,660	9,570,255	9,241,961	9,078,364
		1/1/39	28.67	69,939,754	69,939,754	9,228,451	8,900,645	8,737,447
Par Amount of Bonds	437,381,746	1/1/40	29.67	72,374,897	72,374,897	8,898,342	8,571,441	8,408,850
Plus: Premium / Less: Original Issue Discount	-	1/1/41	30.67	74,890,545	74,890,545	8,579,551	8,253,942	8,092,147
Plus: Accrued Interest	-	1/1/42	31.67	76,936,074	76,936,074	8,212,664	7,891,016	7,731,344
Less: Bond Insurance Premium	(37,090,940)	1/1/43	32.67	79,037,660	79,037,660	7,861,484	7,544,066	7,386,644
Less: Underwriter's Discount	(8,747,635)	1/1/44	33.67	81,196,819	81,196,819	7,525,336	7,212,386	7,057,328
Less: Costs of Issuance	(4,373,817)	1/1/45	34.67	83,415,110	83,415,110	7,203,575	6,895,300	6,742,705
Other Adjustments	-	1/1/46	35.67	85,694,130	85,694,130	6,895,581	6,592,165	6,442,118
		1/1/47	36.67	87,790,809	87,790,809	6,582,415	6,284,845	6,137,829
Present Value Target	387,169,354	1/1/48	37.67	41,224,775	41,224,775	2,880,123	2,746,454	2,680,478
All-In Cost Of Borrowing (All-In)	7.389096%	1/1/49	38.67	6,951,720	6,951,720	452,545	430,998	420,373
		1/1/50	39.67	117,121,606	117,121,606	7,104,321	6,757,531	6,586,690
		Total		1,854,547,002	1,854,547,002	0	0	0

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