



Destination 2050

Gwinnett County's 2050 Comprehensive Transportation Plan

Executive Summary

MARCH 2024



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The Gwinnett County Department of Transportation would like to thank our project partners for their continued support of the Comprehensive Transportation Plan, including the ARC, Georgia Department of Transportation (GDOT), our sixteen municipalities, our six Community Improvement Districts (CIDs), stakeholder groups, the public at large, and the public's elected representatives on the Board of Commissioners.

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Atlanta Regional Commission

Georgia Department of Transportation

Community Improvement Districts - Braselton, Evermore, Gateway85, Gwinnett Place, Lilburn, and Sugarloaf

Cities of Auburn, Berkley Lake, Town of Braselton, Buford, Dacula, Duluth, Grayson, Lawrenceville, Lilburn, Loganville, Norcross, Peachtree Corners, Rest Haven, Snellville, Sugar Hill, and Suwanee

Consultant Team

Pond & Company

Modern Mobility Partners

Planners for Environmental Quality

Hummingbird

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Executive Summary

OVERVIEW OF PLAN ACCOMPLISHMENTS

Destination 2050 takes a significant stride toward Gwinnett County's goal of creating a well-connected, equitable, and secure mobility framework. This comprehensive transportation plan serves as a blueprint that aligns with the County's mission statement:

“ Gwinnett proudly supports our vibrantly connected community by delivering superior services. ”

A transportation system that facilitates multimodal travel and improves safety for all road users ensures increased community connectivity and operational efficiency. This plan strives for equitable service delivery through prioritization of projects that consider impacts and benefits to federally designated disadvantaged communities and provides last-mile connectivity to support transit initiatives.

The plan is divided into short-term projects that can yield immediate benefits, medium-term endeavors that require more comprehensive implementation, and long-term visions that account for future needs and a comprehensive outlook on how the mobility landscape may evolve over the coming decades. By presenting an array of initiatives spanning different timelines, along with policies to enhance transportation effectiveness, Destination 2050 emerges as a strategy designed to foster a dynamic and interconnected transportation system.

KEY HIGHLIGHTS INCLUDE

- **Multimodal improvements are included in all recommendation types**
- **Equity is considered in all aspects of the transportation plan and service to traditionally underserved communities is factored into project prioritization**
- **20% of improvement funding is for safety to improve highest crash intersections and roadway sections**
- **Pedestrian improvements provide needed last mile connectivity**
- **Recommended strategies include improvements for walkability in activity centers**
- **Expanded investment in technology provides improvements for mobility and safety**
- **Improvements to access and movement across Freeways (I-85, I-985, and SR 316)**

Additionally, the inclusion of aspirational projects acknowledges the county's goal of continued improvements and also reflects the reality of fiscal constraints and the need for prioritizing improvements.

PROJECT DEVELOPMENT

The recommendations within this plan are not arbitrary; rather, they are firmly rooted in a multi-faceted approach that combines thorough community involvement and meticulous technical evaluation.

Community Involvement

Community engagement has played an instrumental role in shaping these proposals, ensuring that the desires and necessities of Gwinnett County residents are at the forefront of decision-making. This inclusionary process not only builds a sense of ownership among residents but ensures that the mobility plan is genuinely reflective of their needs.

- Multi-faceted and continuous public outreach (virtual, in communities, in collaboration with the Transit Development Plan)

Technical Analysis

In parallel, the technical analysis underpinning Destination 2050 underscores its effectiveness and feasibility. The strategic projects outlined in the plan are the result of rigorous scrutiny and evaluation, considering factors like equity, traffic patterns, infrastructure requirements, resiliency, and economic viability.

Recommendations Overview

This community input in combination with technical diligence results in a practical roadmap to emphasize multimodal transportation and safety into the future.

- Examination of transportation demand based on anticipated future land use and development intensity
- Corridor Studies report, which includes an in-depth investigation and recommendations for 10 roadway corridors with lessons learned applied throughout the County
- Guidance on \$4 billion of investment over 28 years
- Policy recommendations for:
 - » Equity
 - » Resilience
 - » Electric vehicle readiness
 - » Economic development
 - » Technology
 - » Land use

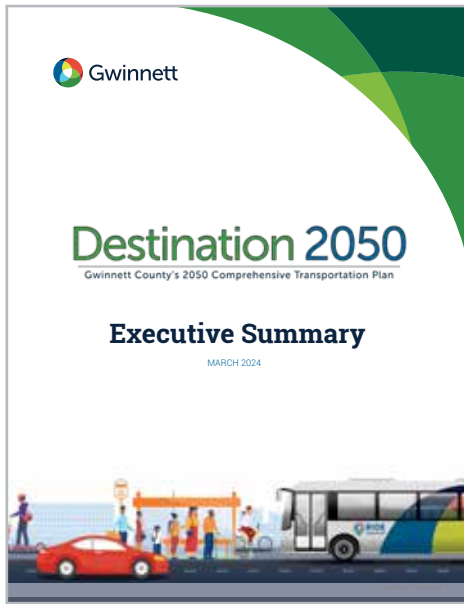
Through its balanced blend of community engagement and technical analysis, Destination 2050 signifies a step forward, harnessing the power of collective wisdom to lay the foundation for a mobility network that embodies connectivity, equity, and safety.

PLANNING CONCURRENCY

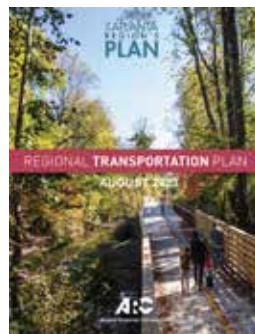
How does the Comprehensive Transportation Plan fit into Gwinnett's past, ongoing, and future planning framework?

The **CTP** provides a consolidated transportation vision and action plan that incorporates efforts across the County.

Significant efforts have been directed towards collaboration with the **Community Improvement Districts (CIDs) and the Georgia Department of Transportation (GDOT)** to ensure concurrency with their planning efforts.



The **Transit Development Plan** was developed in parallel with the CTP



The CTP will ultimately feed into the **Atlanta Regional Commission's Regional Transportation Plan**, thus making Gwinnett's projects eligible for additional federal funding.

The overall vision and land use plans in the **Gwinnett 2040 Unified Plan** served as a key input into the CTP, and the CTP will subsequently feed into the ongoing **Gwinnett 2045 Unified Plan's** updated vision for how the County wants to grow.

NEEDS

For more information on the Needs Assessment, see Chapter 3 of Existing Conditions and Needs Assessment Report and Appendix D.

In response to the continuing growth in our region, the plan addresses pressing needs. High-growth areas are targeted for efficient transportation solutions. By aligning with the Justice40 initiative, which seeks to ensure that 40 percent of the overall benefits of federal investments in climate and clean energy are directed towards underserved and marginalized communities, Gwinnett County is actively addressing historical disparities in transportation infrastructure.



2050 traffic projections show that programmed improvements will not be sufficient to mitigate congestion across the county. Key corridors may need multimodal capacity and operational improvements to improve traffic flow and mobility and reduce delays.



Walking and biking activity continues to grow. Growth in Gwinnett County has increased the density of many areas to provide origins and destinations within reasonable walking distance, and the number of households with limited access to an automobile has grown over time. However, the need for sidewalks and bicycle facilities is prevalent throughout the county.



Transit service has been one of the primary topics and requests in public outreach for the Comprehensive Transportation Plan. The needs for transit and recommended services to be provided in the short and long-term are being developed as part of the Gwinnett County Transit Development Plan.



Rideshare services are becoming an increasingly important mode of travel in urban and suburban areas. One limitation to rideshare in a county the size of Gwinnett is that the cost of trips across the county can be high, with the services being more economical for shorter trips, for example within an activity center or city.



Gwinnett County faces **freight transportation challenges and opportunities as a result of industrial growth and increasing employment density** in the area. The identification of existing and forecasted future deficiencies in the freight network could help to identify locations for project recommendations to improve freight movement.



Transportation Systems Management and Operations uses traditional traffic signal technology and system management techniques to provide a **multimodal transportation system that can meet the needs of the corridor as they vary and change.**



Gwinnett County should **focus its resources on creating multimodal networks within, and between, its five regional activity centers and community nodes**, as defined in the Gwinnett County Unified Plan (Update 2022).

COMMUNITY INPUT

Extensive community engagement included public meetings, interactive pop-up events, and online outreach. Stakeholder and Transit Development Plan team meetings were thoughtfully coordinated. Community input was a cornerstone, driving decisions within the Comprehensive Transportation Plan. The engagement efforts listed below are a starting point for ongoing dialogue between the County and the community.

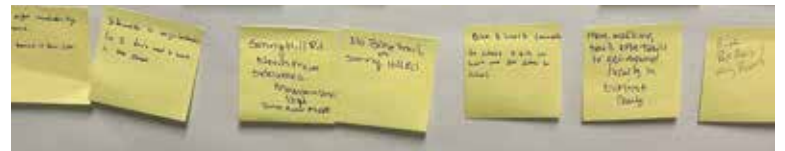
Public Outreach

- **More than 14 Open Houses**
Information was provided to the community and the format allowed for one-on-one discussions with the consulting team and County staff.
- **Over 20 Pop-Up Events**
Opportunity for public to provide input at organized gatherings from July 2022 to June 2023
- **Multiple Rounds of Virtual Engagement**
An interactive map and survey were hosted on an online platform to make it easier for a diverse range of community members to participate in the engagement process. The online platform received more than 2,300 total visits.

WHAT DID WE HEAR?

The feedback indicated that **providing multimodal improvements in conjunction with other transportation improvements was important and necessary** in the County, especially continuing to provide sidewalk, pedestrian crossing, and bicycle facilities on intersection and roadway projects.

The community also expressed a **desire to expand transit options, both fixed-route and on-demand/micro-transit**. Other recurring themes included a desire for more roundabouts, an opposition to widening roads, and safety-related comments for specific roadways.



Stakeholder Outreach

- **Periodic Stakeholder Committee Meetings**
Meetings were held at the beginning, mid-point, and end of the planning process. Tabletop work sessions included agency and community stakeholders.



Multimodal Emphasis for Projects

Public input stressed the need for multimodal solutions and the integration of vehicular travel modes with transit and active transportation modes throughout the county. Therefore, a multimodal emphasis was considered for all categories during project development. This holistically considers all road users and contributes to a more efficient, sustainable, and equitable

transportation system. Incorporating a multimodal perspective into transportation planning ensures that investments address the diverse needs and preferences of all people while fostering sustainable, resilient, and inclusive communities. The figures below show multimodal improvements such as roundabout conversions and new crosswalks.



Cross Section of a Multimodal Corridor Example

BEFORE



AFTER



Before and After Images of SR 84/Grayson Parkway at Ridgedale Drive

BEFORE



AFTER



Before and After Images of Five Forks Trickum Road at Hasty Court and Oleander Road

GOALS

Safety

Enhance safety for all people across all modes of travel

Objectives:

- Enhance safety and mobility to educational and cultural centers
- Leverage technology to enhance safety
- Use innovative design practices
- Implement best practices used by others



Resilience/Climate

Preserve community livability and attractiveness; respect and value existing community open spaces and prioritize transportation projects that positively impact the human and natural environment

Objectives:

- Ensure adequate transportation options for emergencies and extreme weather/climate impact
- Seek to reduce carbon emissions through multimodal investments



Innovation

Proactively embrace future transportation opportunities

Objectives:

- Expand infrastructure to support electric vehicles
- Advance technology to support connected and automated vehicles
- Collaborate with partners to progress projects and enhance operations
- Accommodate innovation in future development through new policies



System Preservation

Continue to be a good steward of transportation resources

Objectives:

- Expand sustainability practices
- Maintain a state of good repair
- Enhance asset management practices and software
- Leverage alternative funding sources
- Preserve community livability and attractiveness



Connectivity

Improve connectivity

Objectives include improving connections to:

- Economic/employment centers
- Activity centers/public amenities
- Neighboring communities
- Transit stops and bike lanes
- Regional corridors



Freight/Economic Vitality

Leverage the County's transportation system to improve economic vitality and quality of life

Objectives include supporting:

- Economic/employment centers
- Activity centers/public amenities
- Reliable and consistent commuting options
- Efficient movement of goods and services
- Redevelopment opportunities








RECOMMENDATIONS

Short-Term Projects (2024 – 2030)

The CTP defines short-term projects as those intended for implementation from 2024 to 2030. These projects, shown in the figure below, are exclusively drawn from Gwinnett’s existing SPLOST project list, and as such, are already in the process of development.

These projects have undergone prior review and have been earmarked to receive local funding or serve as local matches for state and federal funding. Consequently, these projects have not been subjected to evaluation or review within the scope of this current process.

-  Multimodal Corridor Project
-  Multimodal Corridor/ITS Improvement
-  Safety Project
-  Safety Project
-  Intersection Project

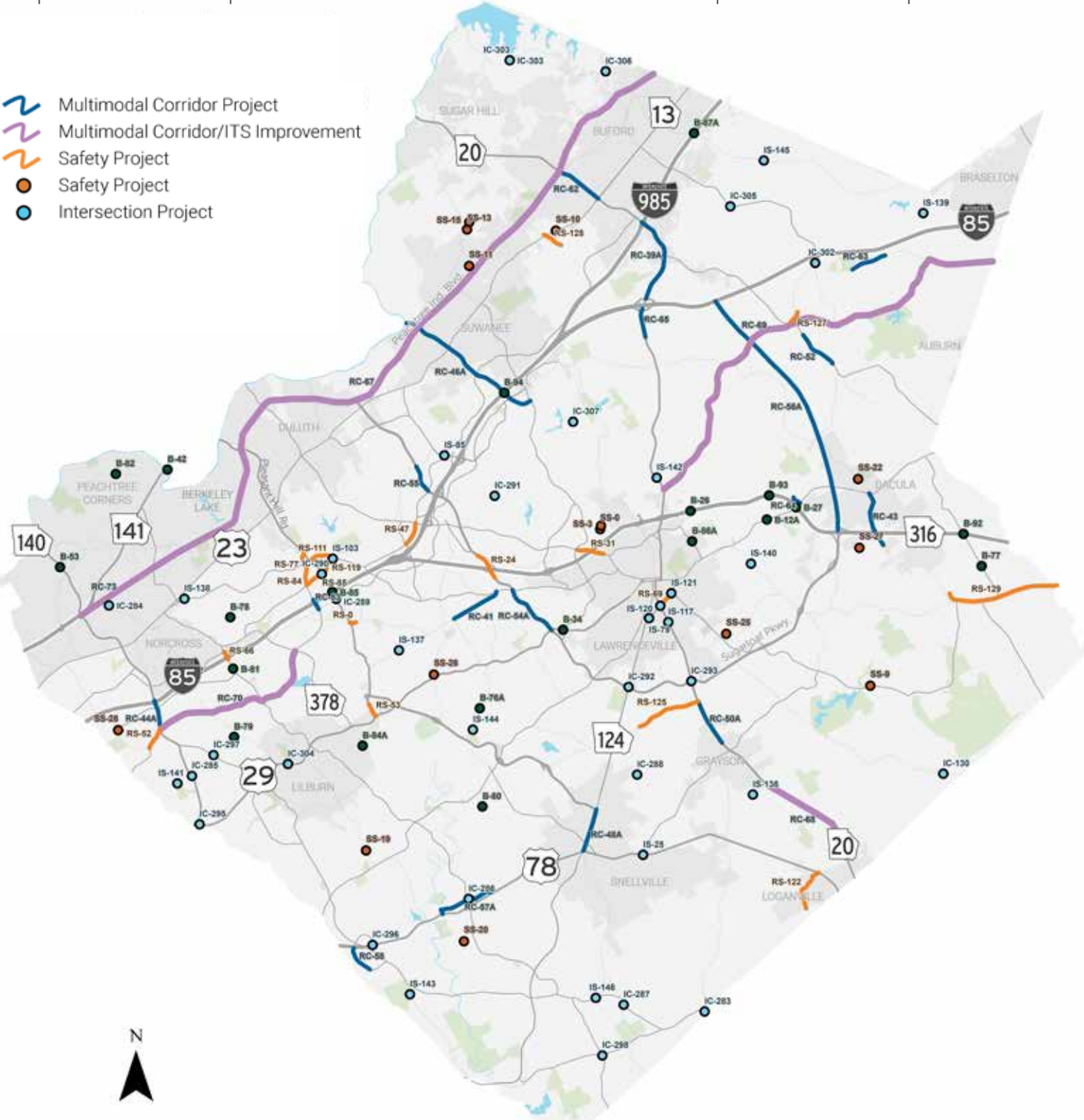


Table 0.1. Short-Term Active Mobility Bucket Funding (2024-2030)

ID	Project Name/Description	Cost
M-0A	Funding for Multiuse Path and Trail Projects	\$80,093,584
S-0A	Funding for Sidewalk Projects	\$59,581,425

Table 0.2. Short-Term Multimodal Corridor Projects (2024-2030)

ID	Project Name/Description	Cost
RC-100	Activity Center Multimodal Transportation Plans	\$600,000
RC-39A	SR 20 Corridor and Connection Improvements from Mall of GA to I-985 (Phase 1)	\$126,880,000
RC-41	Cruse Rd Widening from Paden Dr to Oakland Rd (2 to 4 Lanes)	\$21,400,000
RC-43	Harbins Rd Widening from W Drowning Creek Rd to SR 8/Winder Hwy (2 to 5 Lanes)	\$13,600,000
RC-44A	Jimmy Carter Blvd Corridor Improvements from I-85 to Singleton (Phase 1)	\$15,000,000
RC-45A	Major Crossings of I-85 - Jimmy Carter Blvd to Lawrenceville-Suwanee [Design] (Phase 1)	\$27,600,000
RC-45B	Major Crossings of I-85 - Jimmy Carter Blvd to Lawrenceville-Suwanee [ROW/CST] (Phase 2)	\$64,400,000
RC-45C1	Major Crossings (SR 316) - GDOT Programmed (High Hope, Others) (Phase 1)	\$179,062,167
RC-45C2	Major Crossings (SR 316) - GDOT Programmed (High Hope, Others) (Phase 2)	\$179,062,167
RC-46A	McGinnis Ferry Rd Widening from Lawrenceville-Suwanee Rd to Chattahoochee River (4 to 6 Lanes) (Phase 1)	\$7,360,000
RC-48A	SR 124/Scenic Highway (US 78 to Sugarloaf Parkway) (Phase 1)	\$25,000,000
RC-50A	SR 20/Grayson Hwy Widening from Webb Gin to Rose Bud (4 to 6 Lanes) (Phase 1)	\$30,000,000
RC-52	SR 324/Auburn Rd Widening from Fort Daniels Dr to Old Fountain Rd/Jim Moore Rd (2 to 4 Lanes)	\$15,000,000
RC-53	Steve Reynolds Blvd Ln Restriping from I-85 SB Ramps to Shackelford Rd	\$1,000,000
RC-54A	Sugarloaf Pkwy Widening from Old Norcross Rd to SR 124/Scenic Hwy (4 to 6 Lanes) (Phase 1)	\$30,000,000
RC-55	Sugarloaf Pkwy Widening from Meadow Church Rd to Satellite Blvd (4 to 6 Lanes)	\$14,000,000
RC-56A	Sugarloaf Pkwy Extension - SR 316/University Pkwy to I-85 (0 to 4 Lanes) (Phase 1)	\$60,000,000
RC-57A	US 78/SR 10/Stone Mountain Hwy Parallel Rd (Ross Road to Hewatt Road)	\$12,000,000
RC-58	West Park Place Widening from US 78 to Amazon Facility (4 to 6 Lanes)	\$5,000,000
RC-59	Road Improvements at Major Activity Centers	\$7,620,000
RC-62	SR 20 Widening from Peachtree Industrial Blvd to SR 13 (4 to 6 Lanes)	\$19,874,000
RC-63	SR 124 Widening from Pine Rd to Spout Springs Rd (2 to 4 Lanes) - 3M LMIG, 12M Local	\$15,000,000
RC-64	Fence Rd Realignment	\$9,215,000
RC-65	SR 20 Widening from I-85 to Old Peachtree Road (4 to 6 Lanes)	\$38,000,000
RC-67	Peachtree Industrial Blvd Smart Corridor Improvements from Holcomb Bridge Rd to Hall County Line	\$2,646,650
RC-68	SR 20 ITS Enhancements from Ozra Rd to Brand Rd	\$962,500
RC-69	SR 124 ITS Expansion from SR 20 to Barrow County Line	\$2,900,000
RC-70	Singleton Rd ITS Expansion from Old Norcross Tucker Rd to Steve Reynolds Blvd	\$1,500,000
RC-73	Peachtree Industrial Blvd NB Widening from SR 141 to Medlock Bridge Rd (2 to 3 Lanes)	\$6,460,000
RC-91A	SR 120/Duluth Hwy Bridge at SR 316/University Pkwy (Phase 1)	\$14,000,000
RC-92A	Hamilton Mill Rd at I-85 (Phase 1)	\$10,000,000

Multimodal Corridor

Table 0.3. Short-Term Intersection Projects (2024-2030)

		ID	Project Name/Description	Cost
Intersection	IC-282	Brook Hollow Pkwy @ Center Way	\$2,250,000	
	IC-283	Rosebud Rd/Centerville Rosebud Rd	\$3,000,000	
	IC-284	Holcomb Bridge Rd @ Atlantic Blvd	\$4,000,000	
	IC-285	Jimmy Carter Blvd @ Britt Rd/Williams Rd	\$4,000,000	
	IC-286	Killian Hill Rd @ Paxton Ln	\$5,000,000	
	IC-287	Lenora Church Rd @ Centerville-Rosebud Rd	\$3,000,000	
	IC-288	Pharrs Rd/Hillside Dr @ Lakeview Rd	\$3,000,000	
	IC-289	Pleasant Hill Rd @ Breckenridge Blvd/Shackleford Rd and Gwinnett Place Dr	\$5,000,000	
	IC-290	Pleasant Hill Rd @ Satellite Blvd and Surrounding Intersections	\$8,000,000	
	IC-291	Sever Rd @ Tab Roberts Rd	\$4,000,000	
	IC-292	SR 124/Scenic Hwy @ Sugarloaf Pkwy	\$10,000,000	
	IC-293	SR 20/Grayson Hwy @ Sugarloaf Pkwy	\$8,000,000	
	IC-295	US 29/SR 8/Lawrenceville Hwy @ Jimmy Carter Blvd	\$3,000,000	
	IC-296	US 78/SR 10/Stone Mountain Hwy @ E Park Place Blvd	\$7,000,000	
	IC-297	Williams Rd @ Rockbridge Rd	\$4,000,000	
	IC-298	Lee Rd @ Mink Livsey Rd	\$3,000,000	
	IC-302	SR 124 @ Hamilton Mill Rd	\$8,000,000	
	IC-303	Buford Dam Rd @ Sycamore Rd	\$3,000,000	
	IC-304	US 29 @ Hood Rd/Bryson Park	\$3,600,000	
	IC-305	Hamilton Mill Rd @ Camp Branch Rd	\$5,000,000	
	IC-306	Buford Dam Rd @ Shadburn Ferry Rd	\$3,000,000	
	IC-307	Richland Pkwy @ Taylor Rd	\$2,500,000	
	IC-313	Suwanee Dam Rd @ SR 20	\$8,000,000	
	IC-308	ATMS/ITS and Traffic Signals	\$5,000,000	
	IC-309	Major Activity Centers	\$4,000,000	
	IC-310	Queuing Lanes/Quick Fix	\$3,330,000	
	IC-311	OFS Area Improvements	\$4,000,000	
	IC-130	Ozora Rd @ Callie Still Rd	\$1,970,000	
	IS-103	Satellite Blvd @ Old Norcross Rd	\$3,500,000	
	IS-117	SR 20 @ Gwinnett Dr	\$3,500,000	
	IS-120	SR 20 @ SR 124	\$3,500,000	
	IS-121	SR 124 @ New Hope Rd	\$3,500,000	
	IS-25	US 78/SR 10/E Main St/Athens Hwy @ SR 84/Grayson Pkwy	\$3,290,000	
	IS-136	Cooper Rd @ Hope Hollow Rd/Moon Rd	\$1,500,000	
	IS-137	Cruse Rd @ James Rd	\$2,500,000	
IS-138	Old Norcross Rd @ Whistle Stop Dr	\$3,000,000		
IS-139	Spout Springs Rd @ Flowery Branch Rd and Duncan Creek Rd	\$5,000,000		

Table 0.3 (Cont'd). Short-Term Multimodal Corridor Projects (2024-2030)

	ID	Project Name/Description	Cost
Intersection	IS-140	Sweetgum Rd @ Springlake Rd	\$3,290,000
	IS-141	Britt Rd @ Lucky Shoals Park	\$580,000
	IS-142	Rivershyre Pkwy @ SR 20	\$500,000
	IS-143	South Rockbridge Rd @ N Deshong Rd	\$3,000,000
	IS-144	Hutchins Rd @ Oak Rd	\$2,500,000
	IS-145	Ridge Rd @ Thompson Mill Rd	\$4,000,000
	IS-146	Centerville Rosebud Rd @ Caleb Rd and Lenna Dr	\$7,000,000
	IS-147	Spot Safety Improvements	\$3,000,000
	IS-79	Gwinnett Dr @ SR 124/Scenic Hwy	\$3,500,000
	IS-85	Satellite Blvd @ Old Peachtree Rd	\$3,500,000

Table 0.4. Short-Term Bridge Projects (2024-2030)

	ID	Project Name/Description	Cost
Bridge	B-12A	Winder Hwy Bridge @ Alcovy River (Phase 1)	\$5,260,000
	B-26	Hi Hope Rd/Cedars Rd Bridge @ SR 316/University Pkwy	\$110,782,000
	B-27	SR 316 @ Winder Hwy Grade Separation	\$62,875,000
	B-34	US 29 / SR 8 @ Redland Creek	\$25,230,000
	B-42	Peachtree Pkwy @ Chattahoochee River	\$25,230,000
	B-53	Jimmy Carter (SR 140) @ Crooked Creek Tributary	\$25,230,000
	B-76A	Oak Rd @ CSX Railroad (Phase 1)	\$2,000,000
	B-77	Drowning Creek Rd Bridge @ Drowning Creek	\$4,000,000
	B-78	Ingram Rd Bridge @ Bromolow Creek Tributary	\$4,000,000
	B-79	Williams Rd Bridge @ Jackson Creek	\$4,000,000
	B-80	Martin Nash Rd @ Turkey Creek	\$4,000,000
	B-81	Indian Trail Rd Bridge @ I-85 Pedestrian Bridge	\$3,000,000
	B-82	E Jones Bridge Rd Bridge @ Chattahoochee River Tributary	\$4,000,000
	B-84A	Arcado Rd @ CSX Railroad (Phase 1)	\$2,000,000
	B-85	Pleasant Hill Rd @ Gwinnett Place Bridge	\$5,000,000
	B-86A	Hosea Rd @ CSX Rail Line (Phase 1)	\$2,000,000
	B-87A	Thompson Mill Rd @ I-985	\$2,000,000
	B-92	SR 316 @ Drowning Creek Rd Grade Separation	\$52,366,695
	B-93	SR 316 @ Hurricane Trail Grade Separation	\$68,927,000
	B-94	I-85 @ McGinnis Ferry Rd Interchange	\$32,235,288

Table 0.5. Short-Term Safety Projects (2024-2030)

		ID	Project Name/Description	Cost
Safety	RS-0	Club Dr - Pleasant Hill Rd to Greenview Way	\$130,000	
	RS-111	Old Norcross - Pleasant Hill Rd to Satellite Blvd NW	\$4,223,000	
	RS-119	Satellite Blvd - Pleasant Hill Rd to Old Norcross Rd NW	\$3,329,000	
	RS-122	Old Loganville Rd SW - Harrison Rd SW to Athens Hwy	\$7,408,000	
	RS-125	Webb Gin House Rd - Bennett Rd to Grayson Hwy	\$10,912,000	
	RS-127	SR 124/Braselton Hwy - SR 324/Gravel Springs Rd to Hog Mountain Church Rd	\$4,610,000	
	RS-128	Woodward Mill Rd - US 23/SR 13/Buford Hwy to Old Suwanee Rd	\$3,000,000	
	RS-129	Harbins Rd - Crystal Ridge Dr to Barrow County Line	\$8,000,000	
	RS-200	Safety Action Plan	\$250,000	
	RS-24	Sugarloaf Pkwy - Tanglewood Park Apartments to 5030 Sugarloaf Pkwy	\$750,000	
	RS-31	Duluth Hwy/120 - L'ville-Suwanee Rd to Professional Dr	\$4,553,000	
	RS-47	Satellite Blvd - Boggs Rd NW to Duluth Hwy	\$4,001,000	
	RS-52	Norcross Tucker Rd NW - Jimmy Carter Blvd to Graves Rd NW	\$3,725,000	
	RS-53	Pleasant Hill Rd - US 29 to Burns Rd NW	\$2,341,000	
	RS-66	Indian Trail Lilburn Rd NW - Brook Hollow Pkwy to I-85	\$1,429,000	
	RS-69	124 Scenic Hwy N - New Hope Rd to Grayson Hwy	\$2,794,000	
	RS-77	Steve Reynolds Blvd - Pleasant Hill Rd to Old Norcross Rd	\$1,756,000	
	RS-84	Steve Reynolds Blvd - Old Norcross Rd to Satellite Blvd	\$3,761,000	
	RS-85	Satellite Blvd - Steve Reynolds Blvd to Pleasant Hill Rd	\$3,199,000	
	SS-3	Georgia Gwinnett College - Lonnie Harvell Blvd at Tree Creek Blvd/Collins Industrial Way	\$2,630,000	
	SS-0	Georgia Gwinnett College - Walther Blvd at Tree Creek Blvd	\$2,960,000	
	SS-10	US 23/SR 13/Buford Hwy at Lanier High School	\$750,000	
	SS-11	Tench Rd at Level Creek Elementary School	\$750,000	
	SS-13	Level Creek Rd at North Gwinnett High School	\$500,000	
	SS-15	West Price Rd at N Gwinnett High School	\$750,000	
	SS-19	Cole Dr at Parkview Soccer Field	\$300,000	
	SS-20	Shiloh School Cluster Improvements	\$4,500,000	
	SS-22	Dacula Middle School Improvements	\$1,000,000	
	SS-25	Simonton Elementary School Improvements	\$1,000,000	
	SS-26	Bethseda Elementary School Improvements	\$500,000	
	SS-27	Alcova Elementary School	\$200,000	
	SS-29	Improvements at New Schools	\$3,500,000	
	SS-28	Grave Elementary School	\$1,000,000	
	SS-30	Improvements at Existing Schools	\$3,300,000	
	SS-9	Archer Cluster School	\$2,713,000	

Mid-Term Projects (2031 – 2040)

The mid-term phase encompasses projects slated for execution between 2031 and 2040. These projects encompass projects with partial funding

from the 2023 SPLOST Program and those that ranked highest in each project category, fitting within the mid-term’s financial expectations.

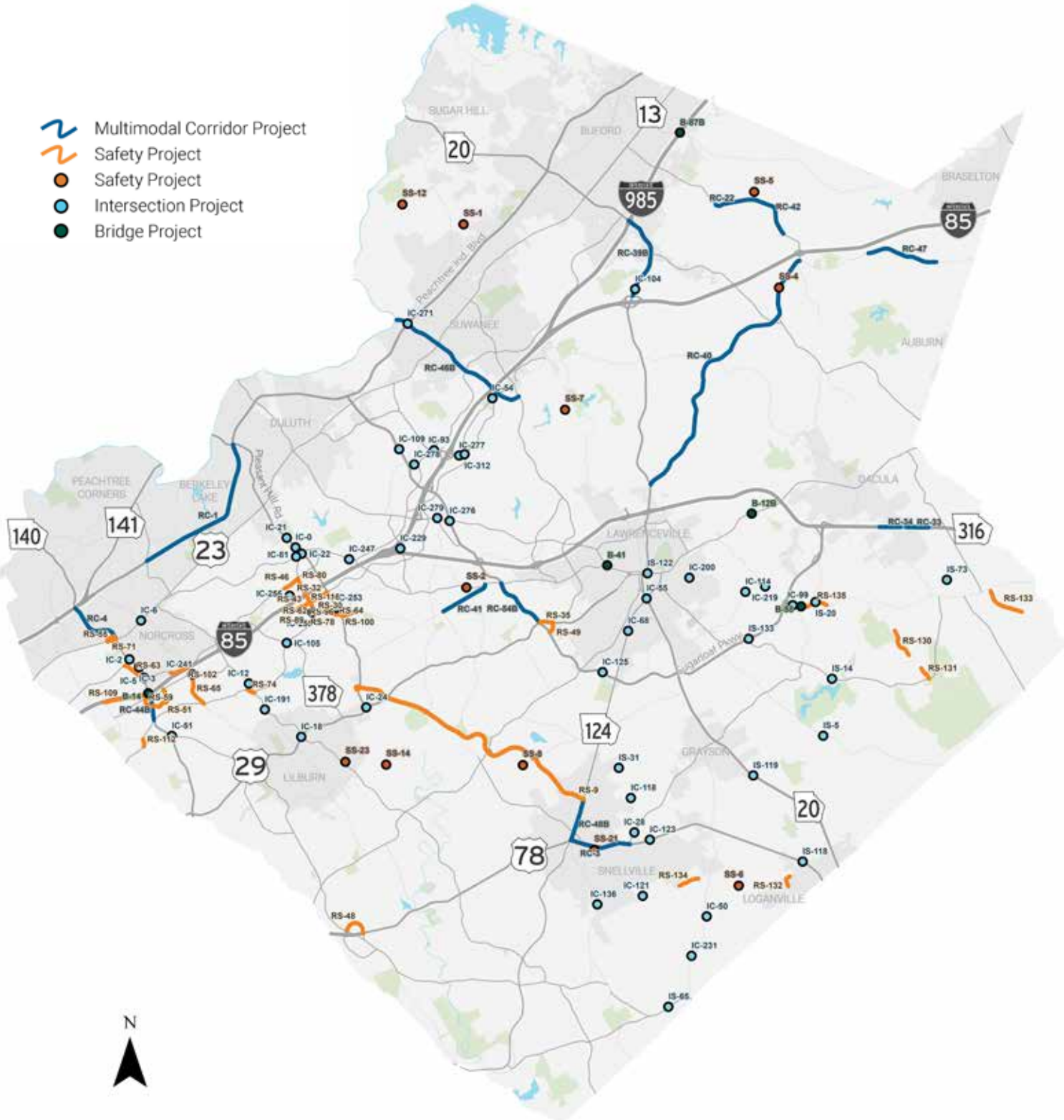


Table 0.6. Mid-Term Active Mobility Bucket Funding (2031-2040)

ID	Project Name/Description	Cost
M-0B	Funding for Multiuse Path and Trail Projects	\$121,508,430
S-0B	Funding for Sidewalk Projects	\$45,655,447

Table 0.7. Mid-Term Multimodal Corridor Projects (2031-2040)

ID	Project Name/Description	Cost	
Multimodal Corridor	RC-1	Peachtree Industrial Blvd widening from N Peachtree St to South Berkeley Lake Rd	\$35,000,000
	RC-22	Hamilton Mill Rd widening from Ridge Rd to Camp Branch Rd	\$25,875,000
	RC-3	US 78/SR 10/East Main Street widening from SR 124 to Rockdale Cir	\$37,260,000
	RC-33	SR 316 @ William Farms Dr - New Interchange	\$5,142,000
	RC-34	SR 316 @ Oak Valley Rd - New Interchange	\$6,588,900
	RC-39B	SR 20 Corridor and Connection Improvements from Mall of GA to I-985 (Phase 2)	\$126,880,000
	RC-4	SR 140/Jimmy Carter Blvd widening from SR 141 to SR 13	\$34,925,500
	RC-42	Hamilton Mill Rd Widening from Ridge Rd to Pucketts Mill Rd	\$34,000,000
	RC-44B	Jimmy Carter Blvd Corridor Improvements from Singleton to US 29 (Phase 2)	\$66,976,000
	RC-45C	Major Crossings of I-85 (Phase 3)	\$200,000,000
	RC-46B	McGinnis Ferry Rd Widening from Lawrenceville-Suwanee Rd to Chattahoochee River (Phase 2)	\$39,330,000
	RC-47	SR 124/Braselton Hwy Widening from Spout Springs Rd to Mount Moriah Rd	\$53,143,000
	RC-48B	SR 124/Scenic Hwy Widening from US 78/SR 10/West Main Street to Sugarloaf Pkwy (Phase 2)	\$44,923,000
	RC-54B	Sugarloaf Pkwy Widening from Old Norcross Rd to SR 124/Scenic Hwy (Phase 1)	\$53,010,000
	RC-92B	Hamilton Mill Rd @ I-85 (Phase 2)	\$55,000,000

Table 0.8. Mid-Term Intersection Projects (2031-2040)

ID	Project Name/Description	Cost	
Intersection	IC-0	Pleasant Hill Rd @ Steve Reynolds Blvd	\$6,000,000
	IC-5	Jimmy Carter Blvd @ Brook Hollow Pkwy	\$6,000,000
	IC-51	Jimmy Carter Blvd @ Rockbridge Rd	\$6,750,000
	IC-18	Lawrenceville Hwy @ Killian Hill Rd NW/Indian Trail Lilburn Rd NW	\$6,000,000
	IC-2	Jimmy Carter Blvd @ Best Friend Rd	\$6,000,000
	IC-21	Pleasant Hill Rd @ Hill Dr NW	\$6,000,000
	IC-24	Lawrenceville Hwy @ Pleasant Hill Rd/Lester Rd	\$6,000,000
	IC-6	Buford Hwy @ Holcomb Bridge Rd	\$6,000,000
	IC-22	Pleasant Hill Rd @ Old Norcross Rd	\$6,000,000
	IC-253	Pleasant Hill Rd @ Sweetwater Rd	\$1,750,000
	IC-229	I-85 @ Boggs Rd	\$4,500,000
	IC-105	SR 378/Beaver Ruin Rd @ Steve Reynolds Blvd	\$5,620,000
	IC-12	Indian Trail Lilburn Rd NW @ Tech Dr/Hillcrest Rd	\$6,000,000
	IC-191	Indian Trail-Lilburn Rd @ Dickens Rd	\$4,500,000

Table 0.8 (Cont'd). Mid-Term Intersection Projects (2031-2040)

	ID	Project Name/Description	Cost
Intersection	IC-255	Steve Reynolds Blvd @ Club Dr	\$1,000,000
	IC-3	Jimmy Carter Blvd @ N Norcross Tucker Rd	\$6,000,000
	IC-55	SR 20/Buford Dr @ SR 124/Braselton Hwy	\$6,750,000
	IC-81	Steve Reynolds Blvd @ Old Norcross Rd	\$5,620,000
	IC-247	Satellite Blvd @ Commerce Ave	\$1,000,000
	IC-68	SR 124/Scenic Highway @ Longleaf Dr	\$2,810,000
	IC-200	Paper Mill Rd @ Springlake Rd	\$2,500,000
	IC-241	Oakbrook Pkwy @ Pirkle Rd	\$750,000
	IC-256	West Liddell Rd @ Venture Dr	\$1,000,000
	IC-93	Satellite Blvd @ Old Peachtree Rd	\$6,000,000
	IC-50	Old Loganville Rd @ Rosebud Rd	\$2,960,000
	IC-121	Temple Johnson Rd @ Skyland Dr	\$2,810,000
	IC-231	Rosebud Rd @ Pate Rd / Knight Rd	\$3,290,000
	IC-28	Grayson Pkwy @ 3 Bars Dr	\$3,370,000
	IC-109	Sugarloaf Pkwy @ Premiere Pkwy	\$2,810,000
	IC-104	SR 20/Buford Dr @ Mall of Georgia Blvd	\$6,750,000
	IC-123	US 78/SR 10/Athens Hwy @ N Crestview Dr/South Crestview Dr	\$1,120,000
	IC-136	Lenora Church Rd @ Springdale Rd	\$2,250,000
	IC-99	Martins Chapel/Brooks Rd @ Bramlett Shoals Rd	\$3,370,000
	IC-54	Old Peachtree Rd @ Northbrook Pkwy	\$2,810,000
	IC-118	Ridgedale Dr @ Pinehurst Rd	\$2,810,000
	IC-114	Paper Mill Rd / Hiram Davis Rd @ Simonton Rd	\$2,250,000
	IC-271	McGinnis Ferry Rd @ Peachtree Industrial Blvd	\$40,000,000
	IC-272	ITS Improvements	\$20,000,000
	IC-276	Sugarloaf Pkwy @ SR 120	\$6,000,000
	IC-277	Sever Rd @ Old Peachtree Rd	\$1,500,000
	IC-278	Sugarloaf Pkwy @ Satellite Blvd Connector Rd	\$2,000,000
	IC-125	Sugarloaf Pkwy @ Old Snellville Hwy	\$4,500,000
	IC-279	Atkinson Rd @ SR 120	\$2,000,000
	IC-312	N Brown Rd @ Old Peachtree Rd	\$6,000,000
	IC-219	Simonton Rd @ Martins Chapel Rd	\$1,970,000
	IC-274	Intersection Capacity Scoping Studies	\$2,000,000
	IS-31	Pharrs Rd near Brookstone Dr	\$3,290,000
IS-73	Franklin Circle @ Crowe Rd	\$3,000,000	
IS-122	Buford Dr @ E Crogan St	\$3,500,000	
IS-118	US 78 @ Brand Rd	\$3,500,000	
IS-119	SR 20 @ Cooper Rd	\$3,500,000	

Table 0.8 (Cont'd). Mid-Term Intersection Projects (2031-2040)

	ID	Project Name/Description	Cost
Intersection	IS-133	New Hope Rd @ Sugarloaf Pkwy	\$3,500,000
	IS-14	New Hope Rd @ Tribble Walk Dr	\$3,290,000
	IS-20	Brooks Rd @ Campbell Rd	\$3,950,000
	IS-5	Ozora Rd @ Chandler Rd	\$2,630,000
	IS-65	Centerville-Rosebud Rd @ Cannon Rd	\$4,000,000

Table 0.9. Mid-Term Bridge Projects (2031-2040)

	ID	Project Name/Description	Cost
Bridge	B-14	I-85 @ GA 140	\$5,000,000
	B-58	Martins Chapel Rd @ Alcovy River	\$4,020,000
	B-87B	Thompson Mill Rd @ I-985	\$37,311,000
	B-41	SR 120 @ CSX Railroad	\$25,230,000
	B-12B	Winder Hwy Bridge @ Alcovy River (Phase 2)	\$25,230,000

Table 0.10. Mid-Term Safety Projects (2031-2040)

	ID	Project Name/Description	Cost
Safety	RS-130	Luke Edwards Rd near Cammie Wages Rd	\$2,630,000
	RS-131	Luke Edwards Rd near New Hope Rd	\$1,970,000
	RS-132	Old Loganville Rd @ 325 Old Loganville Rd near Lake Carlton Rd	\$3,290,000
	RS-133	Berry Hall Rd near Indian Shoals Rd	\$2,300,000
	RS-134	Temple Johnson Rd near Stephens Rd	\$3,290,000
	RS-135	Brooks Rd near Alcovy River	\$3,950,000
	RS-10	US 23/SR 13/Buford Hwy from SR 378/Beaver Ruin Rd to Langford Rd	\$13,160,000
	RS-100	Club Dr from Pleasant Hill Rd to Sweetwater Club Dr	\$2,317,000
	RS-102	Brook Hollow Pkwy from Center Way to Mitchell Rd NW	\$3,317,000
	RS-109	Dawson Blvd from Graves Rd to McDonough Dr NW	\$7,539,000
	RS-112	Norcross Tucker Rd from Old Norcross Tucker Rd to Graves Rd NW	\$1,262,000
	RS-116	Shackleford Rd from Club Dr to Steve Reynolds Blvd	\$2,436,000
	RS-126	Roadway Safety Project Scoping	\$2,000,000
	RS-19	US 23 / SR 13 / Buford Hwy from SR 20 / Buford Dr to Old Suwanee Rd	\$5,000,000
	RS-30	Club Dr from Steve Reynolds Blvd to Sweetwater Rd	\$2,957,000

Table 0.10 (Cont'd). Mid-Term Safety Projects (2031-2040)

	ID	Project Name/Description	Cost
Safety	RS-32	Shackleford Rd from Steve Reynolds Blvd to Pleasant Hill Rd	\$3,417,000
	RS-35	Lawrenceville Hwy from Sugarloaf Pkwy to Lester Rd	\$2,321,000
	RS-41	SR-120 from Atkinson Rd NW to Sugarloaf Pkwy	\$2,183,000
	RS-43	Steve Reynolds Blvd from Shackleford Rd to Venture Dr	\$2,716,000
	RS-46	Satellite Blvd from W Liddell Rd to Steve Reynolds Blvd	\$2,843,000
	RS-48	Park Pl Blvd from US 78 to SR 10	\$4,665,000
	RS-49	Lester Rd from Sugarloaf Pkwy to Lawrenceville Hwy	\$1,889,000
	RS-51	Live Oak Pkwy from Jimmy Carter Blvd to Oakbrook Pkwy	\$5,205,000
	RS-55	Buford Hwy from Jimmy Carter Blvd to Peachtree St	\$1,510,000
	RS-59	Dawson Blvd from Jimmy Carter Blvd to McDonough Dr NW	\$1,841,000
	RS-62	Steve Reynolds Blvd from Shackleford Rd to Club Dr	\$1,825,000
	RS-63	Brook Hollow Pkwy from Best Friend Rd to Jimmy Carter Blvd	\$4,039,000
	RS-64	Sweetwater Rd from Club Dr to Pleasant Hill Rd	\$1,578,000
	RS-65	Pirkle Rd/Harbins Rd NW from Oakbrook Pkwy to Singleton Rd	\$5,826,000
	RS-71	Peachtree St from Buford Hwy to SR 140/Jimmy Carter Blvd	\$1,666,000
	RS-74	Singleton Rd from Tech Dr to Indian Trail Lilburn Rd NW	\$1,332,000
	RS-78	Club Dr from Pleasant Hill Rd to Sweetwater Rd	\$1,815,000
	RS-80	Steve Reynolds Blvd from Venture Rd to Satellite Blvd	\$1,797,000
	RS-89	Club Dr from Shackleford Rd to Steve Reynolds Blvd	\$2,739,000
	RS-9	Ronald Reagan Pkwy from Pleasant Hill Rd to SR 124/Scenic Hwy	\$7,000,000
	RS-96	Pleasant Hill Rd from Club Dr to Sweetwater Rd	\$1,383,000
	SS-14	North River Dr @ Ashley Trace Crt / Knight Elementary School	\$500,000
	SS-7	Taylor Rd @ Walnut Grove Elementary School	\$750,000
	SS-12	Johnson Rd @ Riverside Elementary School	\$500,000
	SS-5	Ivy Creek Elementary School from Ridge Rd to South Puckett Rd	\$3,950,000
	SS-8	Webb Gin House Rd @ Dogwood Rd	\$2,713,000
	SS-4	Puckett's Mill Elementary School from SR 124/Braselton Hwy to S Pucketts Mill Rd	\$1,320,000
	SS-2	Baggett Elementary School from Oakland Rd to Old Norcross Rd	\$1,320,000
	SS-1	North Gwinnett High School from Level Creek Rd to W Price Rd	\$6,580,000
	SS-16	School Safety Study	\$800,000
	SS-21	South Gwinnett High School	\$200,000
	SS-23	Trickum Middle School	\$200,000
	SS-6	Brushy Fork Rd @ Aster Fall Rd / Grace Snell Middle School	\$750,000

Long-Term Projects (2041 – 2050)

The long-term phase encompasses projects intended for execution between 2041 and 2050. Projects not included in the mid-term phase were automatically designated for the long-term phase. Following that, the highest-scoring projects that had not yet received a

funding allocation were also placed in this category. These projects, shown in the figure below, could undergo evaluation during future planning endeavors, which may result in adjustments to their scheduled implementation phase.

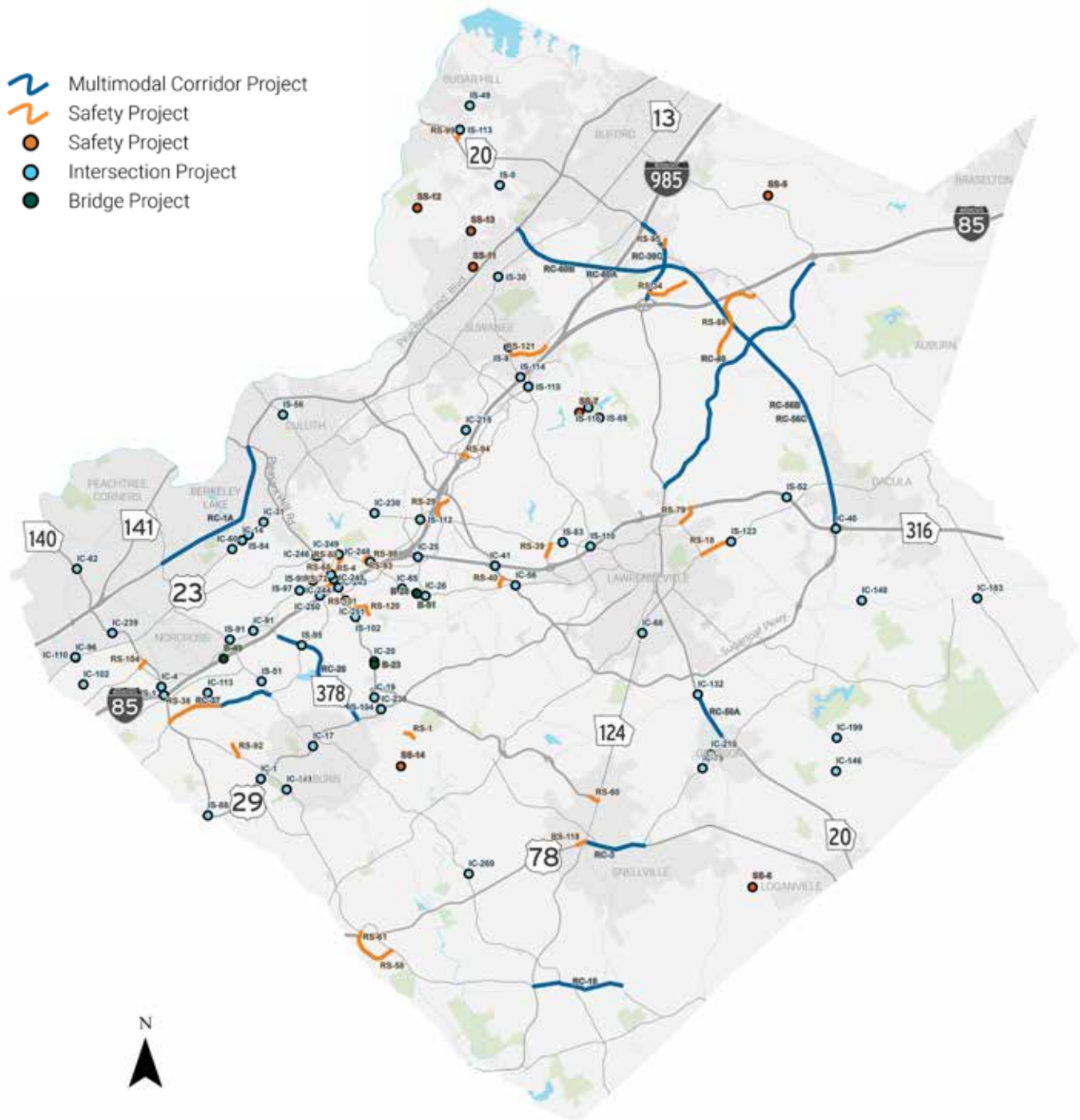


Table 0.11. Long-Term Active Mobility Bucket Funding (2041-2050)

ID	Project Name/Description	Cost
M-0C	Funding for Multiuse Path and Trail Projects	\$112,636,130
S-0C	Funding for Sidewalk Projects	\$45,655,447

Table 0.12. Long-Term Multimodal Corridor Projects (2041-2050)

ID	Project Name/Description	Cost	
Multimodal Corridor	RC-18	Centersville Rosebud Rd Widening from SR 124 to Lenora Church Rd	\$35,707,500
	RC-1A	Peachtree Industrial Blvd Widening from South Berkeley Lake Rd to Pleasant Hill Rd	\$57,046,000
	RC-26	SR 378 Widening from US 29 to Shackelford Rd	\$62,192,000
	RC-37	Singleton Rd Corridor Improvements from Jimmy Carter Blvd to Indian Trail Lilburn Rd	\$18,400,000
	RC-39C	SR 20 Corridor and Connection Improvements from Mall of GA to I-985 (Phase 3)	\$126,880,000
	RC-3A	US 78/SR 10 from SR 124 to Rosebud Rd	\$78,000,000
	RC-40	SR 124 Widening from SR 20 to Hamilton Mill Rd	\$60,671,000
	RC-50B	SR 20/Grayson Hwy Widening from Rosebud to Ozora Rd (Phase 2)	\$44,923,000
	RC-56B	Sugarloaf Pkwy Extension - SR 316/University Pkwy to I-85 (Phase 2)	\$437,000,000
	RC-56C	Sugarloaf Pkwy Extension - SR 316/University Pkwy to I-85 (Phase 3)	\$437,000,000
	RC-60A	Sugarloaf Pkwy Extension - I-85 to Satellite Blvd (Phase 1)	\$68,261,043
	RC-60B	Sugarloaf Pkwy Extension - Satellite Blvd to Peachtree Industrial Blvd (Phase 2)	\$68,261,043

Table 0.13. Long-Term Intersection Projects (2041-2050)

ID	Project Name/Description	Cost	
Intersection	IC-146	Briscoe Rd @ Camp Mitchell Rd	\$2,810,000
	IC-148	Brooks Rd @ Ewing Chapel Rd	\$2,810,000
	IC-199	Ozora Rd @ Chandler Rd	\$2,000,000
	IC-210	SR 84 @ Bennett Rd	\$500,000
	IC-215	Wildwood Rd @ Satellite Blvd	\$200,000
	IC-236	Pleasant Hill Rd (Signal #344) @ US 29 / SR 8 / Lawrenceville Hwy	\$5,500,000
	IC-246	Pleasant Hill Rd @ Old Norcross Rd	\$1,500,000
	IC-251	Koger Blvd / Crestwood Pkwy @ Pleasant Hill Rd	\$2,000,000
	IC-239	SR 140/Jimmy Carter Blvd @ Corley Rd	\$500,000
	IC-91	SR 378/Beaver Ruin Rd @ Satellite Blvd	\$5,620,000
	IC-40	Sugarloaf Parkway & Univeristy Parkway (Hwy 316) EB	\$3,370,000
	IC-41	Sugarloaf Parkway & Univeristy Parkway (Hwy 316) WB	\$3,370,000
	IC-14	Buford Hwy and S Old Peachtree Rd NW	\$3,370,000

Table 0.13 (Cont'd). Long-Term Intersection Projects (2041-2050)

	ID	Project Name/Description	Cost
Intersection	IC-17	Lawrenceville Hwy and Hillcrest Rd SW/Main St	\$3,370,000
	IC-19	Pleasant Hill Rd and Burns Rd NW	\$3,370,000
	IC-20	Pleasant Hill Rd and Cruse Rd /Bob Hannah Cir	\$3,370,000
	IC-26	Old Norcross Rd and Boggs Rd NW	\$3,370,000
	IC-4	Jimmy Carter Blvd and Goshen Springs Rd	\$3,370,000
	IC-60	US 23 / SR 13 / Buford Hwy @ South Berkeley Lake Rd / Simpson Cir	\$2,250,000
	IC-75	SR 84 / Grayson Pkwy @ Lakeview Rd	\$2,530,000
	IC-31	N Berkeley Lake Rd NW and Buford Hwy	\$3,370,000
	IC-250	Steve Reynolds Blvd @ I-85 On-Ramp	\$1,800,000
	IC-1	Lawrenceville Hwy and Harmony Grove Rd	\$3,370,000
	IC-244	Pleasant Hill Rd @ I-85	\$60,000,000
	IC-65	Old Norcross Rd @ Sweetwater Rd	\$2,250,000
	IC-248	Satellite Blvd @ Old Norcross Rd E	\$750,000
	IC-249	Satellite Blvd @ Old Norcross Rd W	\$3,000,000
	IC-102	Pleasantdale Rd @ Mimms Dr	\$2,810,000
	IC-110	Jones Mill Rd @ Norfolk Southern Railroad	\$27,000,000
	IC-62	SR 140/Holcomb Bridge Rd @ Peachtree Corners Cir	\$5,260,000
	IC-96	US 23/SR 13/Buford Hwy @ Jones Mill Rd	\$3,370,000
	IC-141	Rockbridge Rd @ CSX Railroad	\$27,000,000
	IC-245	Pleasant Hill Rd @ Mall Blvd	\$1,500,000
	IC-25	Boggs Rd NW and University Pkwy (Hwy 316)	\$3,370,000
	IC-243	Pleasant Hill Rd @ Gwinnett Place Dr	\$750,000
	IC-230	SR 120/Duluth Highway @ McDaniel Rd	\$3,370,000
	IC-113	Harbins Rd @ Pirkle Rd	\$2,810,000
	IC-269	Killian Hill Rd @ McDaniels Bridge Rd	\$2,050,000
	IC-132	SR 20 / Grayson Highway @ Webb Gin House Rd	\$4,500,000
	IC-183	Harbins Rd @ Bold Springs Rd	\$3,370,000
	IC-273	ITS Improvements	\$24,000,000
	IS-0	Whitehead Rd @ Oaks Landing Ct	\$2,630,000
	IS-49	Suwanee Dam Rd @ Austin Garner Rd	\$1,970,000
	IS-69	Collins Hill Rd @ Camden Creek Ct	\$500,000
	IS-113	Suwanee Dam Rd @ Riverside Rd	\$3,500,000
	IS-116	Collins Hill Rd @ Taylor Rd	\$3,500,000
	IS-56	Britt Rd @ Old Norcross Tucker Rd	\$3,500,000

Table 0.13 (Cont'd). Long-Term Intersection Projects (2041-2050)

	ID	Project Name/Description	Cost
Intersection	IS-8	Gwinnett Dr @ SR 124/Scenic Hwy	\$4,000,000
	IS-115	SR 317 @ Old Peachtree Rd	\$3,500,000
	IS-84	US 23/SR 13/Buford Hwy @ E Mount Tabor Cir	\$2,630,000
	IS-30	US 23/SR 13/Buford Hwy @ Ruby Forest Pkwy	\$2,630,000
	IS-123	Winder Hwy @ Sweetgum Rd	\$3,500,000
	IS-52	SR 316 @ Fence Rd	\$3,500,000
	IS-114	I-85 SB @ SR 316	\$3,500,000
	IS-83	SR 120 @ Mckendree Church Rd	\$3,500,000
	IS-112	SR 120 @ Satellite Blvd	\$3,500,000
	IS-110	SR 316 WB @ SR 119	\$3,500,000
	IS-51	Indian Trail Rd @ Tree Trail Apartments	\$2,960,000
	IS-95	SR 378 @ Steve Reynolds Blvd	\$3,500,000
	IS-97	Satellite Blvd @ W Liddel Rd	\$3,500,000
	IS-91	SR 378 @ Indian Trail Lilburn Rd	\$3,500,000
	IS-88	US 29 @ Mountain Industrial Blvd	\$3,500,000
	IS-102	Pleasant Hill Rd @ Club Dr	\$3,500,000
	IS-104	US 29 @ Pleasant Hill Rd	\$3,500,000
	IS-1	SR 140/Jimmy Carter Blvd @ I-85	\$5,000,000
IS-99	Steve Reynolds Blvd @ Satellite Blvd	\$3,500,000	

Table 0.14. Long-Term Bridge Projects (2041-2050)

	ID	Project Name/Description	Cost
Bridge	B-23	Pleasant Hill Rd Bridge @ Beaver Ruin Creek	\$26,320,000
	B-28	Old Norcross Rd @ Sweetwater Creek	\$7,900,000
	B-49	I-85 @ Beaver Ruin Creek	\$25,230,000
	B-51	Old Norcross Rd @ Sweetwater Creek	\$25,230,000

Table 0.15. Long-Term Safety Projects (2041-2050)

	ID	Project Name/Description	Cost
Safety	RS-1	Lester Rd from Manchester Dr to Safehaven Dr	\$2,630,000
	RS-101	Sweetwater Rd from Pleasant Hill Rd to Sweetwater Club Dr.	\$2,549,000
	RS-104	Best Friend Rd from Brook Hollow Pkwy to Jimmy Carter Blvd	\$1,428,000
	RS-118	US 78 from Henry Clower Blvd SW to Scenic Hwy S	\$1,530,000
	RS-120	Sweetwater Club Dr from Sweetwater Rd to Club Dr	\$1,541,000
	RS-121	Satellite Blvd from Lawrenceville-Suwanee Rd to Smithtown Rd	\$6,492,000

Table 0.15 (Cont'd). Long-Term Safety Projects (2041-2050)

	ID	Project Name/Description	Cost
Safety	RS-18	SR 8 / Winder Hwy from Sweetgum Rd to Hosea Rd	\$27,630,000
	RS-29	N Brown Rd NW from Cashback Bonus Blvd NW to Credit Card Ct	\$3,467,000
	RS-34	Mall of Georgia Blvd from Buford Dr to Woodward Crossing Blvd	\$6,843,000
	RS-38	Singleton Rd from Jimmy Carter Blvd to Harbins Rd NW	\$9,250,000
	RS-39	Riverside Pkwy from Lakes Pkwy to Duluth Hwy	\$2,362,000
	RS-4	Pleasant Hill Rd Parallel Rd from Satellite Blvd to Gwinnett Place Dr	\$3,950,000
	RS-40	Cruse Rd NW from Old Norcross Rd to Sugarload Pkwy	\$1,624,000
	RS-58	W Park Pl Blvd from SR-10 to Rockbridge Rd SW	\$5,376,000
	RS-60	Ronald Reagan Pkwy from SR-124 to Presidential Cir	\$1,585,000
	RS-61	Park Pl Blvd from SR-10 to Bermuda Rd SW	\$3,610,000
	RS-68	Mall Blvd NW from Pleasant Hill Rd to Ring Rd NW	\$2,045,000
	RS-72	Venture Dr from Pleasant Hill Rd to Steve Reynolds Blvd	\$3,462,000
	RS-79	Hurricane Shoals Rd NE from Hi Hope Rd to Hosea Rd	\$3,401,000
	RS-86	Sunny Hill Rd/ Morgan Rd from Old Peachtree Rd NE to Gravel Springs Rd	\$16,483,000
	RS-88	Ring Rd NW from Mall Blvd NW to Old Norcross Rd	\$1,708,000
	RS-92	Tug Dr from Rockbridge Rd NW to Williams Rd	\$2,400,000
	RS-93	Commerce Ave NW from Satellite Blvd to Old Norcross Rd	\$1,271,000
	RS-94	Old Norcross Rd NW from I-85 on-ramp to I-85 off-ramp	\$1,284,000
	RS-95	S Bogan Rd from Sudderth Rd NE to Buford Dr	\$1,342,000
RS-98	Old Norcross Rd E from Satellite Blvd to Commerce Ave NW	\$1,535,000	
RS-99	Suwanee Dam Rd from Riverside Rd to Cumming Hwy NE	\$1,814,000	

Aspirational Projects (2050+)

The aspirational projects are those that are needed, but are not included in the cost constrained portion of the plan. These are projects to improve roads into multimodal corridors, including pedestrian, bicycle, and transit access improvements, as well as roadway and intersection capacity improvements. In addition, the aspirations plan includes significant trail investment and continued improvement of intersections and bridges, as well as roadway, intersection, and school safety projects (see Chapter 5).

Transit Recommendations

Integrated Implementation

Gwinnett County's Transit Development Plan and Comprehensive Transportation Plan may be distinct in focus, but their shared commitment to enhancing mobility, accessibility, and economic vitality underscores their complementary nature. The success of these plans lies in their coordinated implementation. The integration of transit and transportation infrastructure requires careful coordination of schedules, routes, and infrastructure projects.

The figure below shows the local transit routes, referred to as County Ride in the Gwinnett Transit Development Plan. These local routes are overlaid with information on Gwinnett CTP projects that are planned for the short-, mid-, or long-term that have a multimodal component. These multimodal CTP projects provide last mile connectivity along the local transit routes.



TRANSIT DEVELOPMENT PLAN RECOMMENDATIONS

Phase I + II

COUNTY RIDE

- 102 OFS to Tucker
- 103 Peachtree Corners to Dorville
- 106 GTC - Dorville via Norcross (20 & 35)
- 107 GTC - Dorville via Pleasant Hill (20 & 30)
- 108 Suwanee - Gwinnett Medical Center
- 109 Suwanee - GTC via Duluth
- 110 Cooltray Field - Sugar Loaf Mills Mall
- 113 Lawrenceville - Mall of Georgia
- 114 Lawrenceville - John's Creek (40)
- 115 Lawrenceville - GTC (40)
- 117 Georgia Gwinnett College to Tucker
- 118 Lilburn - Amazon Warehouse (25)
- 120 Centerville - Loganville
- 121 Loganville - Dacula
- 122 Dacula - Mall of Georgia
- 123 Dacula - Lawrenceville
- 209 Dorville to Sugarloaf Mills

QUICK RIDE

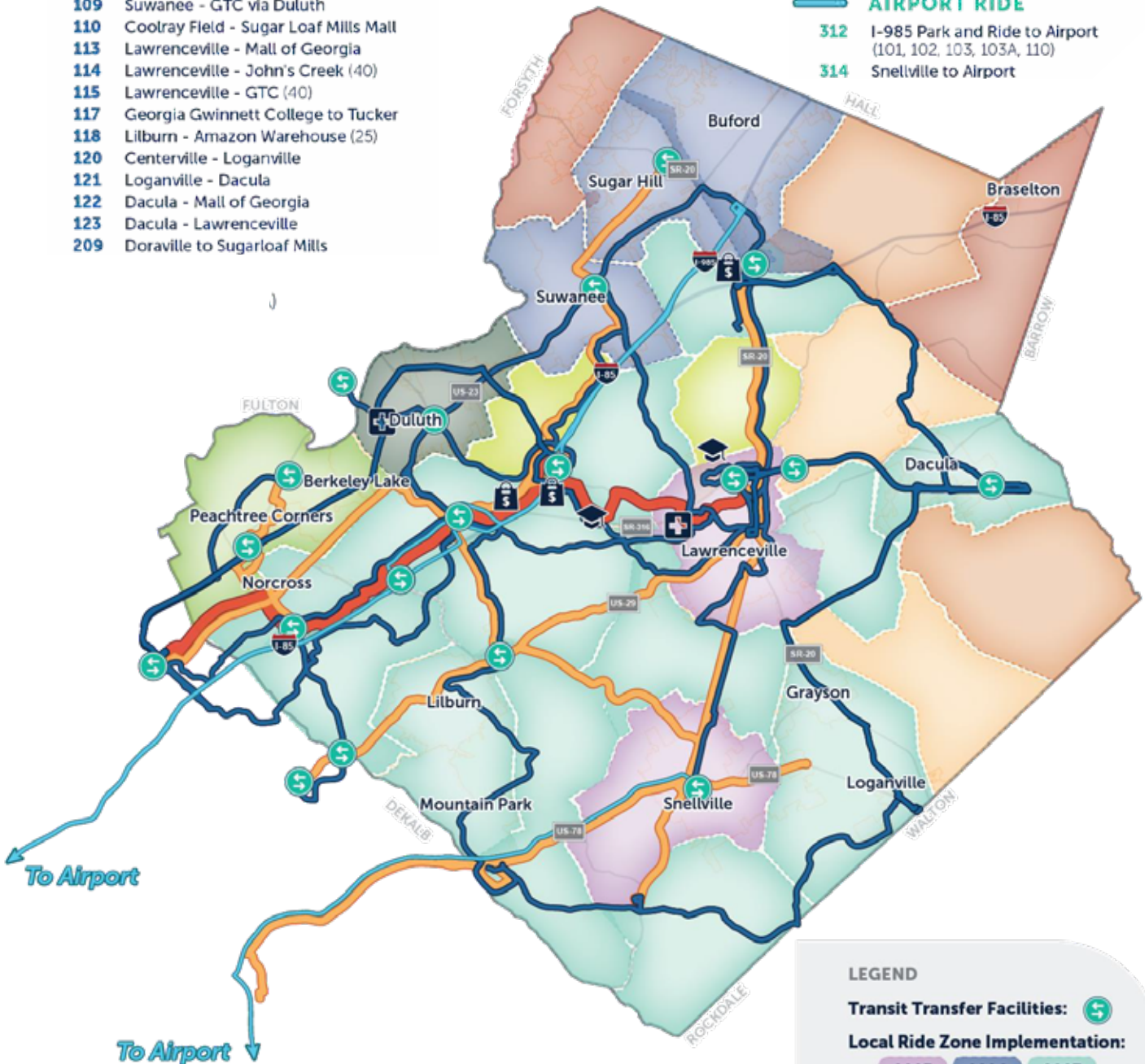
- 105 Sugarloaf - Dorville via Norcross (10A & 10B)
- 116 Lawrenceville - Tucker (30)
- 201 Mall of Georgia - Lawrenceville
- 202 GGC - Centerville
- 204 Peachtree Corners - OFS
- 205 Gwinnett Place Mall - Snellville via Lilburn
- 206 Snellville to Indian Creek
- 251 Sugar Hill - Gwinnett Place Mall via Satellite Boulevard (50)

RAPID RIDE

- 253 Lawrenceville - Gwinnett Place TC via University Parkway (40)
- 254 Dorville - GTC via Buford Highway (10A)

AIRPORT RIDE

- 312 I-985 Park and Ride to Airport (101, 102, 103, 103A, 110)
- 314 Snellville to Airport



LEGEND

Transit Transfer Facilities:

Local Ride Zone Implementation:

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IMPROVEMENT POLICIES

For more information on the Policy Recommendations, see Chapter 7.

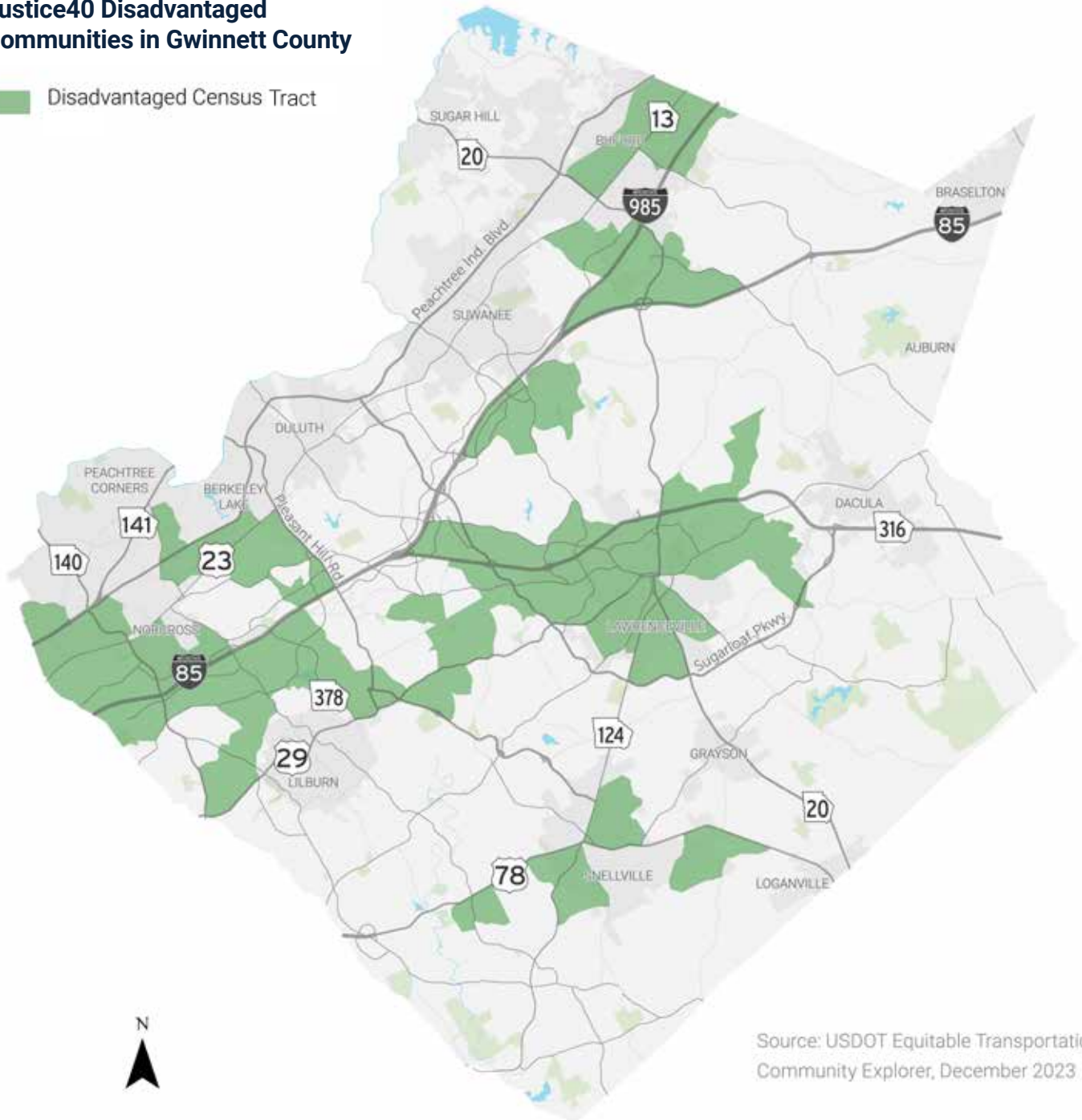
In addition to project recommendations, the Gwinnett CTP provides guidance on a variety of policies to provide a safe, equitable, resilient, and efficient transportation network.

Equity

This is a critical component to providing a transportation system that serves all residents of Gwinnett, connects communities, and provides economic benefits. The map below identifies disadvantaged communities based on criteria provided by US DOT for use in identifying need for federal funding awards.

Justice40 Disadvantaged Communities in Gwinnett County

Disadvantaged Census Tract



Source: USDOT Equitable Transportation Community Explorer, December 2023

Resilience

This plan looked at resilience through a multitude of lenses. Climate related resilience is linked to the need to improve bridges and other low-lying infrastructure in areas prone to flooding or impact from storms. System resilience is the need to provide multiple travel paths in areas that are subject to disruptions via climate related factors or traffic congestion/growth related factors.

Electric Vehicle Readiness

Planning efforts for the transition to electric vehicles must use a multifaceted approach, including:

- Charging infrastructure deployment
- Public charging stations
- Zoning and permitting support
- Partnership with utilities
- Workplace charging programs
- Incentives for EV infrastructure

Economic Development

Facilitating economic development through transportation can happen indirectly through aspects such as freight efficiency, planning for infrastructure as an asset, and creation of walkable communities. Transportation more often impacts economic development directly through aspects such as:

- Transit oriented development
- Accessibility to employment centers

Technology

Technology connects people like never before and this connection is likely to strengthen in the future. Gwinnett is a leader in connected vehicle technology, with connections between the traffic signal systems and emergency vehicles to improve operations and safety. This system will be expanded in the future to connect with transit, as well as automobiles, trucks, and active travel modes (pedestrians and bicycles). Gwinnett is the recipient of a federal grant that will look at the application of technology to pedestrian safety. Building on these past and ongoing efforts to expand the connected vehicle program's reach and scope has the potential to improve safety and traffic operations significantly into the future.

Technology can also be applied to include new traffic management systems for efficiency, autonomous vehicles, the ability for continuous monitoring and evaluation of safety and operations, active traffic management, and provisions for multimodal travel integration. The CTP recommends updating the Connected Vehicles Plan and expanding it to cover the full range of Intelligent Transportation Systems applications.



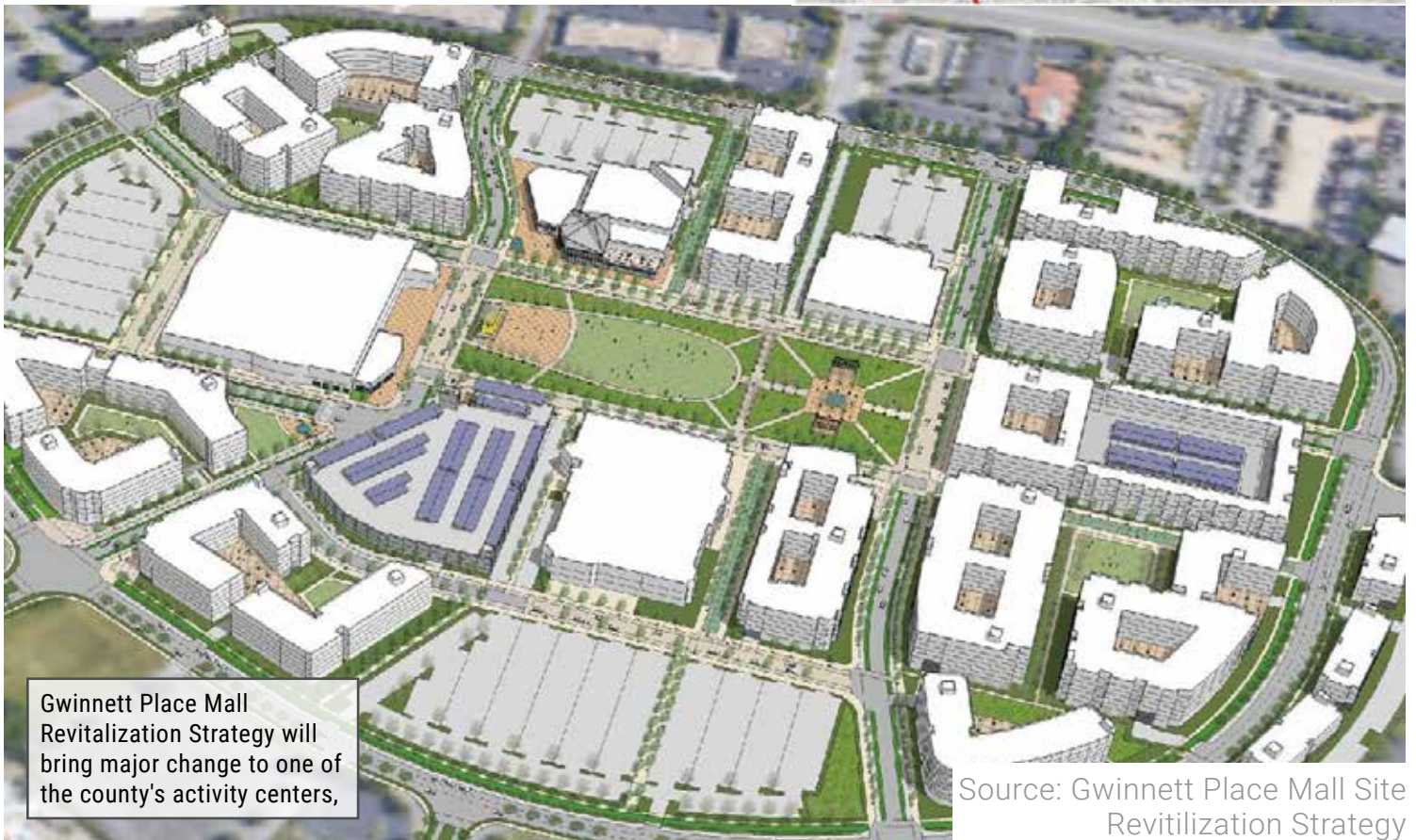
Land Use

For more information on the Policy Recommendations, see Chapter 6.

The interaction between land use and transportation is inextricably linked. Additional land use intensity generates additional trips that need to be accommodated to prevent the negative effects of congestion. At the same time, increased density of trips allows trips to be captured more readily through alternative travel modes, such as walking, cycling, or transit. It also allows trips to be chained more effectively, where one trip from home out and back again will satisfy multiple trip purposes.

- **Activity Center Strategies** – one opportunity is to develop specific strategies for traffic within Gwinnett’s identified regional activity centers. High trip density and flexible land use can transform these areas into places with high percentages of travel via alternative modes, reducing overall infrastructure needs.

- **Unified Development Ordinance (UDO)** – Another area where policy changes can affect transportation needs is in the UDO transportation requirements. Providing provisions for pedestrian and bicycle travel, incentives for travel demand management, or support for transit-oriented development are examples of land use policies that can be enacted through the UDO. Please note that the Unified Plan is currently being updated.



Gwinnett Place Mall Revitalization Strategy will bring major change to one of the county's activity centers,

Source: Gwinnett Place Mall Site Revitalization Strategy

Destination 2050

Gwinnett County's 2050 Comprehensive Transportation Plan

