

Dear Citizens Advisory Group member:

I hope all is well with you. I'm sending this correspondence to update you on the status of the Ronald Reagan Parkway Extension Feasibility Study.

When we last met, Skanska was in the process of finalizing the Feasibility Level Traffic and Revenue (T&R) study. The results of the T&R study provided us with key data needed to determine if the project would be feasible as a toll-funded, public-private initiative. Simultaneously, Skanska was working with Gwinnett County and the Georgia Department of Transportation (at no additional cost to the County) to conduct an Interface study that would evaluate reversible, limited access toll lanes constructed within existing Interstate right-of-way. If these lanes could seamlessly connect to Ronald Reagan Parkway, then the Extension could become a more attractive option that may affect the feasibility of the roadway as part of a systematic toll-funded, public-private initiative.

As a stand-alone project, the Ronald Reagan Parkway Extension does not result in enough travel time savings to make paying a toll a perceived value-added option. Although the T&R study indicated that 45,000-50,000 vehicles per day would use the road if it were in place today with no toll, the traffic was projected to drop off dramatically at the initiation of any tolling. Toll sensitivity models take a variety of factors into account. In this case, the factors that negatively affected users' willingness to pay included the current state of the economy, an overall reduction of trips in the corridor (less congestion than anticipated) and the highly congested conditions on I-85 at the terminus.

As a result of these forecasts, it became apparent that it is not economically feasible to move the Ronald Reagan Parkway Extension project forward as a stand-alone toll-funded, public-private initiative at this time. However, the study did indicate that the project could have potential merit in the future and is worth considering at such time that traffic conditions and the economy dictate.

The Project has now concluded and Skanska submitted the Feasibility Study, which has been reviewed and accepted by the County. An Executive Summary of the results of this study is attached to this correspondence. In addition, the entire set of documents is available for your review at our office in Lawrenceville. Please let me know if you would like to view them and I'll make the arrangements.

Thank you for your participation and patience throughout this process and please do not hesitate to contact me if you have any questions.

Sincerely,

Martin K. Conroy, P.E., Director  
Gwinnett County Department of Transportation