

6. Intergovernmental Coordination

Intergovernmental Coordination

This section describes how local governments and government agencies in Gwinnett County coordinate their activities.

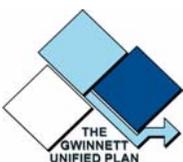
Gwinnett County 2020 Comprehensive Plan

The Gwinnett County 2020 Comprehensive Plan includes a goal on intergovernmental coordination:

Gwinnett County is committed to working with local, state and federal governments on planning issues in a spirit of cooperation to allow for the proper coordination of public services, to mitigate the adverse effects of any land use decisions, and to achieve mutually beneficial goals and objectives.

The four policies that follow from this goal require coordination between the County Department of Planning and Development and municipalities within Gwinnett:

- The Department of Planning and Development must notify municipalities of any upcoming zoning cases within their sphere of influence. The Gwinnett County Department of Planning and Development maintains a map showing these spheres of influence, which include areas outside of the city boundaries that affect the quality of life within the jurisdiction.
- The Gwinnett County Planning and Development staff coordinates with representatives of the corresponding municipality any changes to the County's Comprehensive Plan or "Long Range Road Classification Map" within the municipality's sphere of influence.
- Municipalities in the county may send one representative (appointed in accordance with Section 1-5028 of the Gwinnett County Code) to the Municipal-County Planning Commission, to vote on land use issues that affect their jurisdiction. The municipality also may send a representative to a Planning Commission public hearing to speak on a pending case, in accordance with the Planning Commission By-Laws.
- To promote information sharing and cooperation with municipal ongoing planning efforts, the Gwinnett County Department of Planning and Development sponsors and requests active participation from other government agencies in the Gwinnett County Planning Committee (GPC). The GPC meets monthly to discuss land use, environmental, and public service issues of countywide concern.



Municipal-County Coordination within Gwinnett

There are fifteen (15) municipalities within Gwinnett County. The Cities of Berkeley Lake, Dacula, Duluth, Grayson, Lawrenceville, Lilburn, Norcross, Snellville, Sugar Hill, and Suwanee fall entirely within the boundaries of Gwinnett County. Most of the cities of Buford and Rest Haven are located in Gwinnett County, although portions are located in Hall County. The city halls of Auburn, Braselton, and Loganville are primarily located in adjacent counties and only portions of their municipal boundaries extend into Gwinnett County.

Integrating the comprehensive plans of the municipalities follows the intent of the Local Government Service Delivery Strategy Act (House Bill 489), enacted in 1997 by the Georgia General Assembly. Table 6.1 overviews the City provided services in Gwinnett County

A principal goal of the Service Delivery Strategy Act adopted by the State Legislature in 1997 is to increase cooperation between local governments in developing compatible land use plans and resolving potential land use disputes. Largely in response to this legislation, the Gwinnett County Department of Planning and Development has implemented additional procedures to promote land use compatibility between unincorporated areas and Gwinnett municipalities. In addition, these efforts include maintaining a database of municipal annexations and reflecting changes in municipal land use plans on the county's Land Use Plan Map. These procedures are intended to resolve potential land use disputes that result from annexations, re-zonings, or land use plan updates. The Gwinnett Planning Committee meets monthly to share information, discuss issues of mutual concern, and provide technical assistance related to comprehensive planning activities in the County and individual Cities within the County.

Annexation Dispute Resolution Process

In 2004 the Georgia Legislature established a new annexation dispute resolution process replacing the process created through the Service Delivery Strategies Act. The new process can be utilized by a county when it objects to a change in zoning or land use at the time a property is annexed into a city or within one year after the property has been annexed.

The initial steps of the dispute resolution process require the city and county to work together in an effort to respond to the county's concerns over the rezoning. If a resolution is not reached, the county has the right to insist that a mediator be appointed. If mediation does not result in an agreement, a citizen review panel will be appointed to consider the dispute and possible ways to mitigate the county's concerns. The city ultimately has the authority to approve the annexation and rezoning over the county's objections. To date, several land use disputes associated with annexation have been resolved through the cooperation of city and county officials in developing mitigation measures.

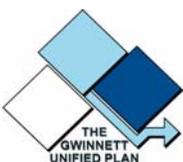


Table 6.1 City-Provided Services in Gwinnett County

	Public Utilities						Sanitation/Solid Waste Management	Parks & Recreation ¹	Schools	Transportation/Public Works ²	Sheriff's Department	Police Department ³	Fire	Planning & Development/Inspections/ Permitting/Zoning/Code Enforcement Land Use Compatibility
	Electrical	Gas	Water Distribution	Water Treatment	Wastewater Treatment	Wastewater Collection								
Berkeley Lake							✓	✓		✓				✓
Buford	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				✓
Dacula							✓			✓				✓
Duluth							✓	✓		✓		✓		✓
Grayson							✓	✓		✓				✓
Lawrenceville	✓	✓	✓	✓			✓	✓		✓		✓		✓
Lilburn							✓	✓		✓		✓		✓
Norcross	✓		✓	✓			✓	✓		✓		✓		✓
Rest Haven							✓			✓				✓
Snellville							✓	✓		✓		✓		✓
Sugar Hill		✓					✓	✓		✓				✓
Suwanee			✓				✓	✓		✓		✓		✓

✓ – City provides service.

¹ – Gwinnett County provides recreation county-wide funded by a special tax district. The checked Cities provide an additional higher level of service.

² – Gwinnett County maintains county roads that run into city limits and cities listed maintain city streets/roads.

³ – Gwinnett County provides this service in the unincorporated areas and in those Cities that chose not to directly provide the service. The checked Cities provide service within the incorporated limits at a higher level of service.



Water and Utility Authorities

The Local Government Service Delivery Strategy Act does not require that the water authority adopt the service delivery strategy. However, the Act bars them from receiving any state funds or permits for projects that are inconsistent with the strategy. Therefore, it is in the best interest of the authorities to work with local governments, become familiar with their adopted strategy, and operate their utilities consistent with the adopted service delivery strategy. Additionally, the Act encourages utility authorities to work with local governments as they develop their service delivery strategies, since they will typically have essential background information necessary to establish rational infrastructure policies and plan future service expansion projects.

Board of Education/Board of Commissioners Coordination Committee

As part of the 2003 Update to the Gwinnett County 2020 Comprehensive Plan, the Board of Education/Board of Commissioners Coordination Committee was formed. The Gwinnett County Board of Commissioners and Board of Education, along with a representative from the Chamber of Commerce, formed a joint citizen committee to discuss and find ways to improve communication and planning. At the conclusion of this study, the committee proposed eight recommendations:

1. Jointly lobby the local delegation to the General Assembly to support legislation that would allow school overcrowding to be the sole criterion for denying rezoning requests, when certain conditions are met;
2. Evaluate using greenspace and conservation easements as measures to manage school growth and protect greenspace;
3. Promote mandatory training in the planning process for county commissioners, school board members, and planning commission appointees;
4. Expand on-going discussions among planning staff from the county, the school system, and various other community entities and the representatives of land owners and developers;
5. Support the formation of “functional councils” in human resources, information management, and facilities maintenance that would be able to share best practices, develop preferred vendor lists, and engage in benchmarking;
6. Collaborate on cost saving ventures such as a joint vendor/purchasing network, an on-line catalog, and reverse auctions;
7. Appoint a group of individuals to track progress on the recommendations and communicate that to citizens and stakeholders;
8. Invite municipal officials and economic development staff of the local Chamber of Commerce to participate in the recommendations above.



Board of Commissioner's Revitalization Task Force

Phase I

Concerned about the signs of decline that were becoming evident in the in parts of county, the Gwinnett County Board of Commissioners established the Revitalization Task Force in 2001. The members of the Task Force were asked to develop recommendations for a comprehensive program that will promote economic opportunity and vitality in those areas experiencing decline. The Task Force, which represented various stakeholder groups including Gwinnett municipalities, met regularly from June 2001 to June 2002. To assist the Task Force, the county named a Technical Committee comprised of representatives of the various county departments and civic leaders who are active in addressing the issues of revitalization. The county also hired consultants to facilitate meetings and serve as a technical resource. The Task Force work program was organized to address the three basic charges of the Commission resolution that established the Task Force:

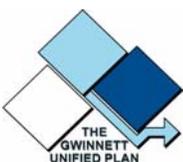
- Document the character and extent of decline;
- Analyze the governmental factors contributing to decline; and
- Recommend incentives that can be offered to encourage private investment in declining areas.

Phase II

In 2003, the Gwinnett County Board of Commissioners supported the further exploration of revitalization strategies by adopting a resolution extending the term of the Revitalization Task Force and calling for studies of specific areas. Three pilot area studies were approved in January 2003 by a second resolution. These pilot studies focused on ways to improve the physical characteristics of the areas and improve the quality of life of the residents. The three areas identified for study were the Highway 78 corridor from Snellville to Dekalb County, the Gwinnett Place Mall area, and a predominantly residential area between Norcross and Lilburn. The revitalization studies for the three areas were completed in the fall of 2004. Local support for revitalization in these areas has led to the establishment of Community Improvement Districts in each of the three areas. The Revitalization Task Force issued its Key Recommendations and Final Report in February 2005.

In addition, the Task Force leverages the diverse populations and the businesses located in the Revitalization Areas, promote the Arts for their stabilizing impact on Revitalizing Areas, and creates more parks, open spaces, and recreational opportunities in Revitalization Areas. The Task Force also improves pedestrian and vehicle mobility, adopts a set of design standards for Revitalization Areas, and conducts additional studies, as needed. The three areas that were studied are:

- Stone Mountain Highway 78 as an example of a commercial corridor
- Gwinnett Place Mall as an example of a “retail” or activity center
- Beaver Ruin as an example of a residential area with an aging housing stock



Community Improvement Districts

Three Community Improvement Districts (CIDs) operate in Gwinnett County: the Gwinnett Place CID, Gwinnett Village CID, and Highway 78 CID.

CID status allows local business organizations to obtain self-taxing powers to raise revenues and fund improvements to the designated area. Improvements include infrastructure and landscape improvements, safety and security enhancement, and street clean-up. The CIDs also partner with other government entities to enhance federal, state, and local projects by providing additional funds to generate a greater return on investment.

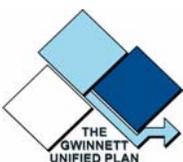
The Gwinnett Place CID, which encompasses 190 parcels owned by 160 companies in the Gwinnett Place Mall area, was formed in April 2005. Gwinnett Village CID, with a total property assessed value just under \$700 million, includes more than 400 property owners, representing just fewer than 600 commercial parcels. Gwinnett Village CID was formed in March 2006 and is more than three times as large as its neighboring Gwinnett Place CID. The Highway 78 CID which includes a 7-mile corridor of Highway 78 from Stone Mountain to Snellville and contains more than 380 properties and 750 businesses, was formed in April 2003.

Coordination under the Consolidated Plan

Coordination of housing programs, infrastructure improvements, and facility investment decisions are administrated by the Gwinnett County Department of Financial Services and are designed to benefit qualifying low and moderate income neighborhoods and persons. The housing policies and strategies support neighborhood preservation and property values by following the policies of the “Gwinnett County Land Use Plan” when making land use decisions. The Consolidated Plan addresses the federal Department of Housing and Urban Development Entitlement Grant planning requirements. The Consolidated Plan will be integrated into the Gwinnett County Unified Plan that will consolidate the Consolidated Plan, Gwinnett County Land Use Plan, and the Transportation Plan into one document.

Capital Improvement Program and the Comprehensive Plan

Gwinnett County has established a linkage between the Comprehensive Plan and Capital Improvement Program to coordinate capital improvement expenditures in an appropriately prioritized and justified approach. The Department of Planning and Development staff work closely with the staff from the Department of Financial Services and the Director of Planning is a permanent member of the Capital Improvement Budget Review Team.

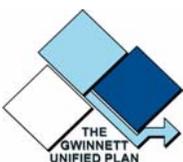


Coordination between the Department of Transportation and Planning and Development

The Gwinnett County Department of Transportation reviews newly proposed developments with the staff from the Department of Planning and Development on an on-going basis. This coordination strives to achieve an equitable and cost effective level of service for transportation improvements and seeks to provide the most suitable implementation of transportation systems to minimize impacts to residential, commercial, industrial, and environmentally sensitive areas throughout Gwinnett County. In addition to intra-county coordination, the County continues to be an active member of the Atlanta Regional Council (ARC) Transportation Planning Process. The Transportation Plan will be integrated into the Gwinnett County Unified Plan.

Coordination between the Department of Water Resources and Planning and Development

The Gwinnett County Department of Water Resources (DWR) reviews newly proposed developments on a regular basis. Coordination efforts include extensive review processes to ensure water availability and wastewater capacity, as well as adherence to all development regulations for water, wastewater and stormwater. DWR actively participates in the Gwinnett Planning Committee and Countywide planning efforts, striving to proactively plan for needed infrastructure to serve customers in the most efficient and cost effective manner possible, while minimizing impacts to residential, commercial, industrial, and environmentally sensitive areas throughout Gwinnett County. In addition to intra-county coordination, the Department of Water Resources is active in the Metropolitan North Georgia Water Planning District (MNGWPD) regional efforts, striving to ensure that the County proactively complies with all three of their planning documents. DWR is also in the process of updating the Gwinnett County Water & Wastewater Master Plan, ensuring compatibility with all aspects of the Gwinnett County Unified Plan.



7. Transportation Issues and Needs

7.1 Road network

7.1.1 Bridges

Maintenance of bridges and culverts in the County is a shared responsibility among the Gwinnett County Department of Transportation, the Department of Water Resources and the Georgia Department of Transportation. In addition, the FHWA sets aside a specific category of highway funding for bridge maintenance. The Georgia Department of Transportation maintains a bridge inventory within its Bridge Management System. GDOT provides condition reports for each bridge within the County.

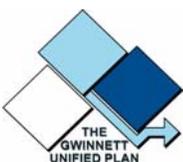
A general measure of the condition of each bridge is the sufficiency rating. The sufficiency rating is used to determine the need for maintenance, rehabilitation or reconstruction of a bridge structure. With adequate maintenance, any structure with a sufficiency rating of above 75 should maintain an acceptable rating for at least 20 years. Structures with a rating between 65 and 75 are less satisfactory and structure with a sufficiency rating of 65 or lower have a useful life of less than twenty years and will require major rehabilitation or reconstruction work during the study horizon. All bridges with a sufficiency rating of fifty (50) or lower are identified as deficient. The Map 7.1 shows deficient bridges in Gwinnett County.

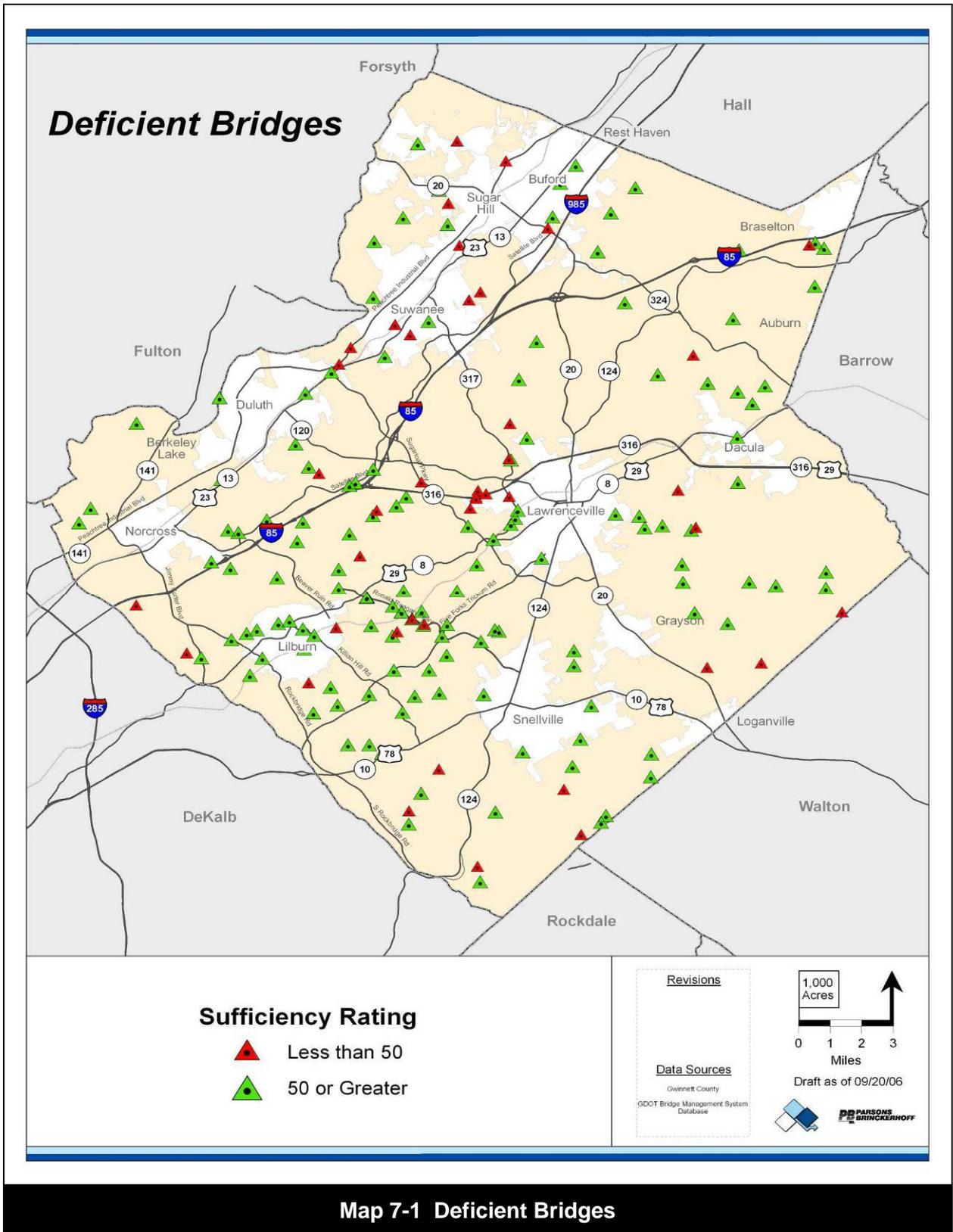
7.1.2 Arterial and Collector system

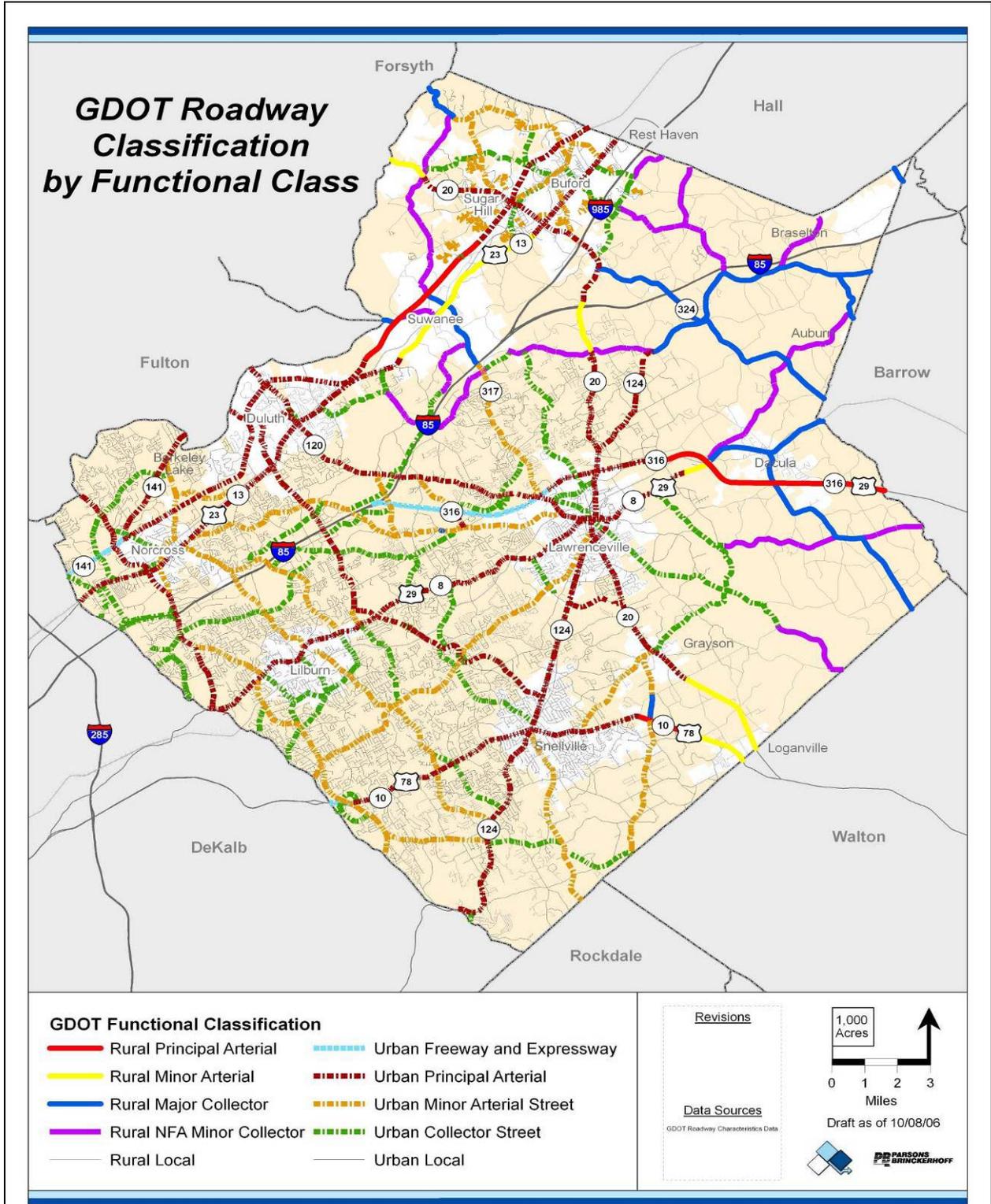
Roads in Gwinnett County are classified in a hierarchy according to the degree to which they are intended to serve through traffic or provide access to local streets and properties. The Georgia Department of Transportation (GDOT) and the Gwinnett County Department of Transportation each maintain separate functional classification data for roadways in Gwinnett County. Gwinnett County uses the following designations: Freeway; Principal Arterial; Major Arterial; Minor Arterial; Major Collector; and Residential Arterial. A practical application of the road classification map is that new development must provide right-of way based on the roads classification.

The Georgia Department of Transportation divides roadways into the following: Urban Interstate Principal Arterial; Urban Freeways and Expressways; Urban Principal Arterial; Urban Minor Arterials; Urban Collector Streets; and Urban Local Street.

Gwinnett County's networks of arterials are shown on Map 7.2 and roadways by lane miles are shown on Map 7.3. Several major arterials intersect in incorporated areas such as Lawrenceville, Snellville, Duluth, and Sugar Hill. The radial pattern in these Cities suggests potential bottleneck areas, where traffic is concentrated on major roads and at major intersections rather than being distributed over a network.

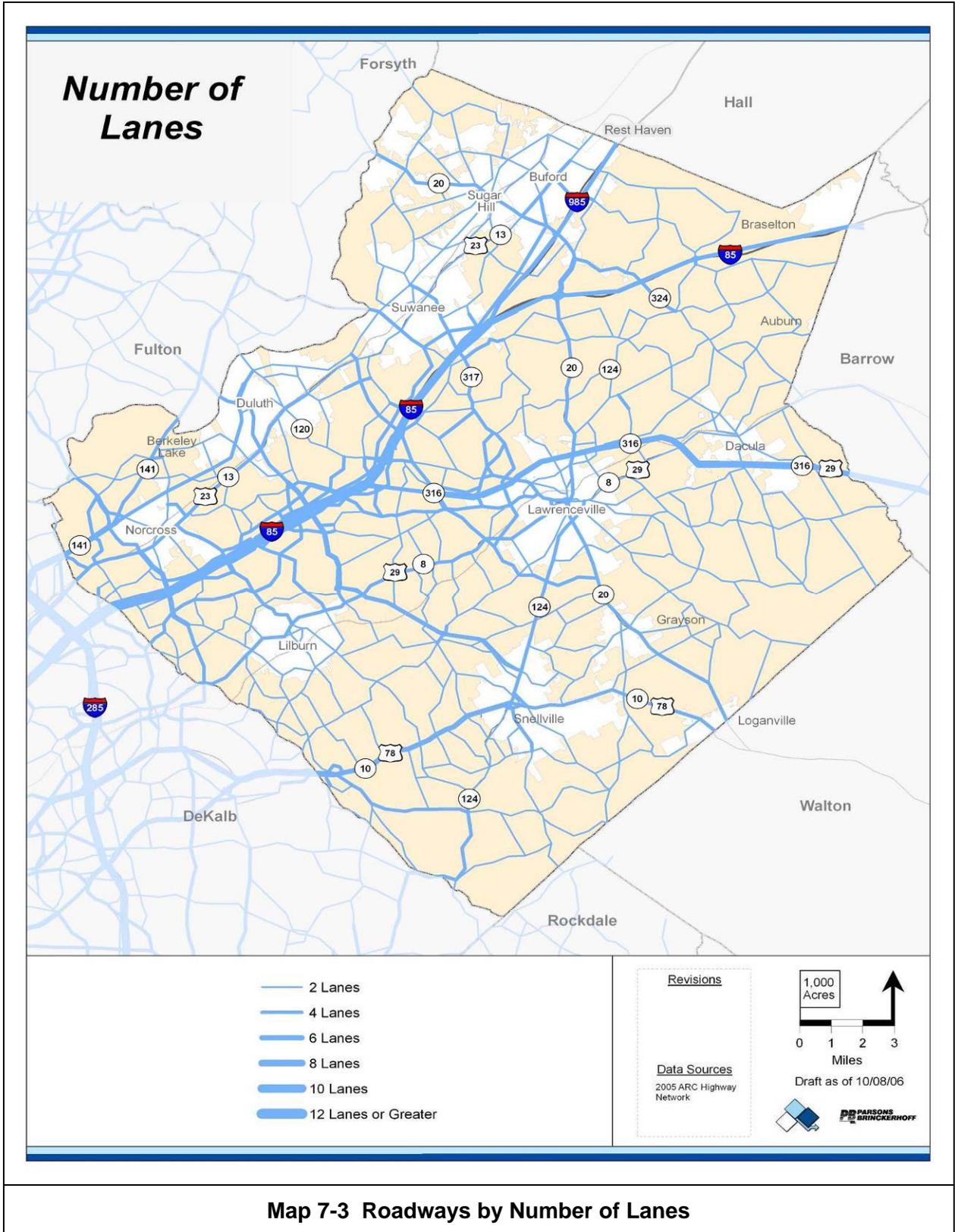






Map 7-2 GDOT Roadway Classification by Functional Class





7.1.3 Traffic Safety and Operations

The Atlanta region's Congestion Management System (CMS) extends into Gwinnett County and includes the County's expressways and arterial roads which are shown on Map 7.4. This system evaluates congestion levels on the affected roadways and attempts to mitigate the congestion. Mitigation efforts may include minor modifications to the roadway, encouragement of alternative modes, or capacity enhancement among other strategies. ARC is responsible for creating the region's Congestion Management Process (CMP), which identifies and attempts to mitigate roadway congestion by increasing the system's efficiency and providing alternatives to single occupancy vehicle trips. As a component of the CMP, ARC maintains the CMS database of congested roadways. The following is a list of the 2005 CMS roadways in the county:

- GA 10 (Stone Mountain Hwy/Athens Hwy)
- GA 120 (Duluth Hwy/West Pike St)
- GA 124 (Scenic Hwy/Centerville Hwy/Braselton Hwy)
- GA 13 (Buford Hwy)
- GA 140 (Jimmy Carter Blvd/Holcomb Bridge Rd)
- GA 141 (P'tree Industrial Blvd/P'tree Pkwy)
- GA 20 (Cumming Hwy/Buford Dr/Grayson Hwy/Loganville Hwy)
- GA 324 (Gravel Springs Rd/Auburn Rd)
- GA 378 (Beaver Ruin Rd)
- GA 84 (Grayson Pkwy)
- GA 864 (Pleasant Hill Rd/Ronald Reagan Pkwy)
- GA 8 (Lawrenceville Hwy/Winder Hwy)
- SR 316
- I 85 NE
- I 985
- Jimmy Carter Blvd
- Pleasant Hill Rd
- Killian Hill Rd
- Lawrenceville Suwanee Rd
- McGinnis Ferry Rd
- Medlock Bridge Rd
- Peachtree Industrial Blvd
- Rock Bridge Rd
- Spalding Rd
- Sugarloaf Pkwy
- Five Forks Trickum Rd

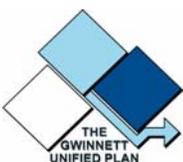
7.2 Alternative modes

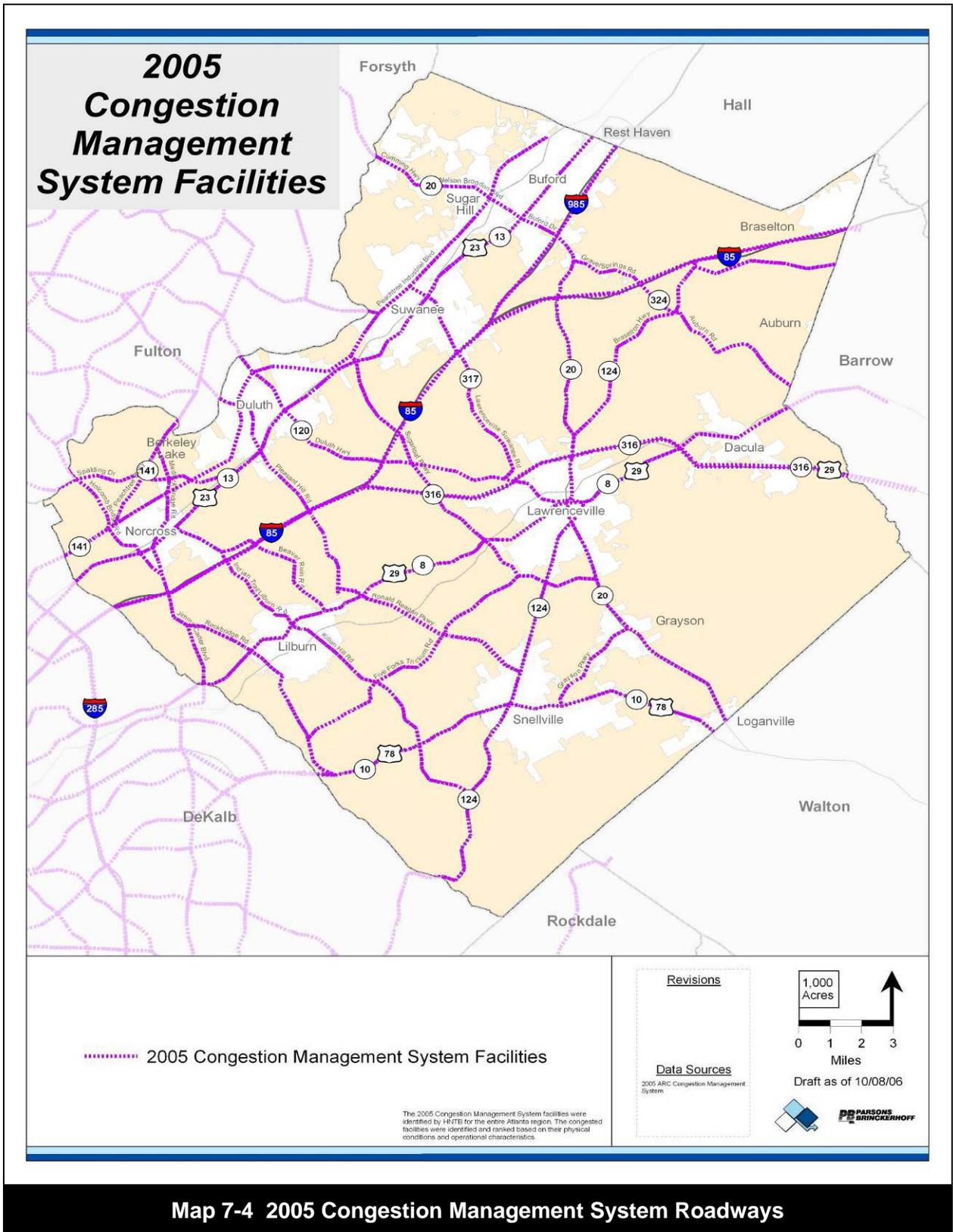
7.2.1 Local Bus Service

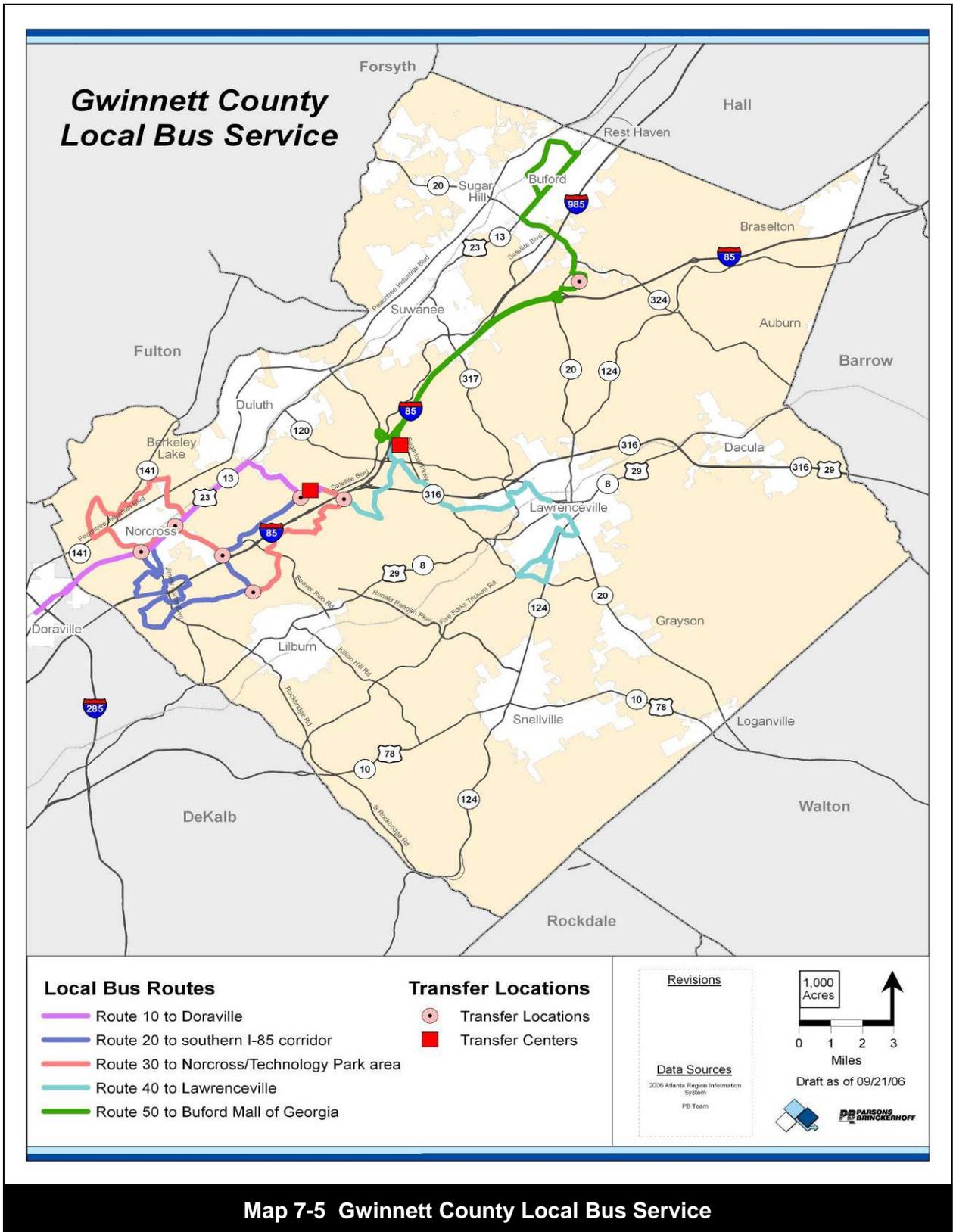
Gwinnett County provides local bus service through Gwinnett County Transit to much of the southern portion of the I-85 corridor including service to Norcross, Duluth, Lawrenceville, Buford, the Gwinnett Place Mall area, the Discover Mills Mall area, and the Mall of Georgia area which are shown on Map 7.5. Service is along five routes having headways varying from 15 minutes to 30 minutes in the peak period except for route 50 to Buford with a headway of one hour and thirty minutes. A transit center is located adjacent to Gwinnett Place Mall where transfers can be made between four of the five routes. Local service is also provided to the Doraville MARTA station in northern DeKalb County. Transit route data for the map was provided by ARC through the Atlanta Region Information System (ARIS) data CD and was verified on the Gwinnett County Transit website.

7.2.2 Commuter Bus Service

In addition to local service, Gwinnett County along with the Georgia Regional Transportation Authority (GRTA) provide commuter bus service in the County.



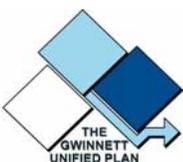




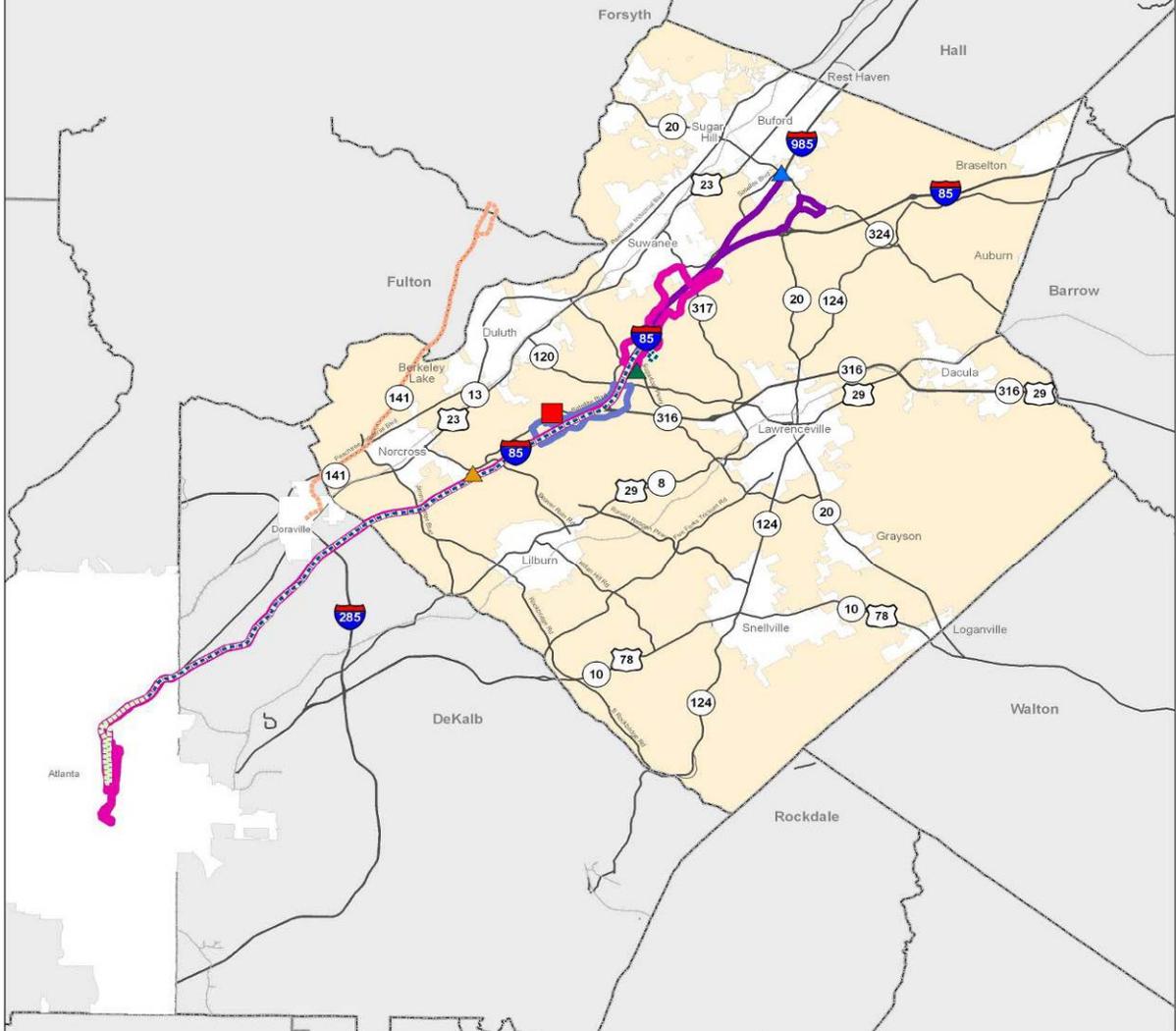
Gwinnett County Transit offers three commuter bus routes. These routes originate at the I-985 Park and Ride lot, the I-85 Indian Trail Park and Ride lot, and the Discover Mills Park and Ride lot and serve Downtown and Midtown with headways ranging from 10 minutes to 30 minutes. GRTA also offers three routes. Two of the routes originate at Discover Mills and one of the routes terminates service at the Lindbergh MARTA station; the other route also serves the I-85 Indian Trail Park and Ride facility and terminates service in Midtown. The third route originates from the John's Creek area near the Fulton County and Forsyth County boundary and extends through Gwinnett County to terminate service at the Doraville MARTA station; connections to local bus and heavy rail service are available at Doraville station. Express Bus Service routes are shown on Map 7.6. Headways on these routes vary between 30 minutes and 45 minutes. Data for the map was provided by ARC through the ARIS data CD and was verified on the Gwinnett County Transit and GRTA Express Bus website.

7.2.3 Bicycle and Pedestrian Planning

The County currently has an *Open Space and Greenway Master Plan*. The plan is a comprehensive document intended to inform and guide the County's ongoing greenspace preservation program. As bicycle and pedestrian planning are components of the plan, the Department of Parks and Recreation coordinates with the County DOT on elements affecting transportation. There are sixteen pedestrian and multi-use path projects in Gwinnett County that are included in the 2006-2011 TIP (See Table 7.1). All are scheduled for completion between 2007 and 2010.



Gwinnett County Express Bus Service



Park and Ride Lots			Gwinnett County Express Bus Routes		GRTA Express Bus Routes
	101 I-985 P&R		Route 101A Mall of Georgia		Route 408
	102 I-85 Indian Trail P&R		Route 102A Gwinnett Place Mall		Route 410
	103 Discover Mills P&R		Route 103A Discover Mills		Route 412
	Gwinnett Transit Center				

Revisions

Data Sources
 2006 Atlanta Region Information System
 FBI Team

Draft as of 09/21/06

Map 7-6 Gwinnett County Express Bus Service



Table 7.1 Programmed Bicycle and Pedestrian Projects in the Transportation Improvement Program (2006-2011)

RTP Project Number	Project Type	Description	From	To	Sponsor	Opening Year
GW-329	Pedestrian Facility	DAVENPORT ROAD EXTENSION SIDEWALKS	INTERSECTION OF BUFORD HIGHWAY	INTERSECTION OF HARDY INDUSTRIAL	City of Duluth	2008
GW-AR-245	Pedestrian Facility	GWINNETT ARENA/CIVIC CENTER PEDESTRIAN IMPROVEMENTS			Gwinnett County	2009
GW-AR-246	Pedestrian Facility	DOWNTOWN NORCROSS PEDESTRIAN IMPROVEMENTS			City of Norcross	2008
GW-AR-246	Pedestrian Facility	DOWNTOWN NORCROSS PEDESTRIAN IMPROVEMENTS			City of Norcross	2008
GW-AR-246	Pedestrian Facility	DOWNTOWN NORCROSS PEDESTRIAN IMPROVEMENTS			City of Norcross	2008
GW-AR-BP041	Pedestrian Facility	MILLER ROAD	HAMBRICK DRIVE	COLE DRIVE	Gwinnett County	2008
GW-AR-BP103	Pedestrian Facility	LILBURN CONNECTING SIDEWALKS-INDIAN TRAIL RD FROM HILLCREST RD TO BURNS RD; ARCADE RD FROM EMILY DR TO KILLIAN HILL RD, CHURCH ST FROM MIDBLOCK TO KILLIAN HILL RD	CHURCH STREET	BURNS ROAD	City of Lilburn	2007
GW-AR-BP106	Pedestrian Facility	DULUTH RESIDENTIAL LOOP ALONG IRVINDALE ROAD, HOWELL MEAD DRIVE, AND HOWELL SPRING DRIVE			City of Duluth	2009
GW-AR-BP107	Pedestrian Facility	SR 120 (WEST LAWRENCEVILLE STREET)	US 23 (BUFORD HIGHWAY)	DULUTH MIDDLE SCHOOL AND DULUTH HIGH SCHOOL	City of Duluth	2009
GW-327	Pedestrian Facility	JIMMY CARTER BOULEVARD PEDESTRIAN IMPROVEMENTS	SINGLETON ROAD		Gwinnett County	2007
GW-AR-243	Pedestrian Facility	PEDESTRIAN IMPROVEMENTS AND RAILROAD UNDERPASS	MAIN STREET	BUFORD HIGHWAY (US 23/SR 13)	City of Suwanee	2007
GW-AR-BP108	Pedestrian Facility	US 23 (BUFORD HIGHWAY)	SR 120 (DULUTH HIGHWAY)		City of Duluth	2010
GW-AR-BP104	Multi-Use Bike/Ped Facility	PEACHTREE INDUSTRIAL BOULEVARD MULTI-USE PATH	REPS MILLER ROAD	PINCKNEYVILLE PARK	Gwinnett County	2009
GW-AR-BP105	Multi-Use Bike/Ped Facility	WESTERN GWINNETT BIKEWAY: SEGMENT 1	BERKELEY LAKE ROAD	ABBOTTS BRIDGE ROAD	City of Duluth	2010



7.2.4 Areas with potential for alternative modes

Areas with mixed use, residential densities above certain thresholds and infrastructure that supports alternative modes create an opportunity for residents of Gwinnett County to travel without driving. Sidewalks, trails, paths, and transit service are all infrastructure that could support the use of alternative modes.

7.3 Freight movement

7.3.1 Activity Centers

The Future Land Use Map identifies areas for industrial land uses. These areas may be future or existing centers of freight traffic.

7.3.2 Truck routes

Both the commissioner of GDOT and the Federal Highway Administration designate truck routes on non-interstate facilities in Gwinnett County to serve oversized single and twin trailer trucks. These routes focus on access to interstate highways, major through highways, and industrial areas (see Map 7.7a). The US 78, SR 316, SR 20, and SR 141 corridors along with interstate connections in Suwanee and the Gwinnett Place area as well as industrial connections in the Norcross area are designated truck routes by GDOT or are Federally Designated National Network Truck Routes. GDOT's Road Characteristics database provided data concerning truck routes.

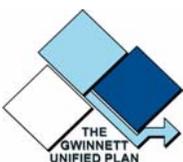
Gwinnett County also adopted a Truck Prohibition Ordinance and designates various roads in the County as Truck Routes. The truck route ordinance attempts to ensure that trucks are operated only on roads that have been designed and built to accommodate heavy vehicles. The ordinance is updated on an as-needed basis. The Truck Prohibition Ordinance was most recently amended and updated December 2005 (see Map 7.7b).

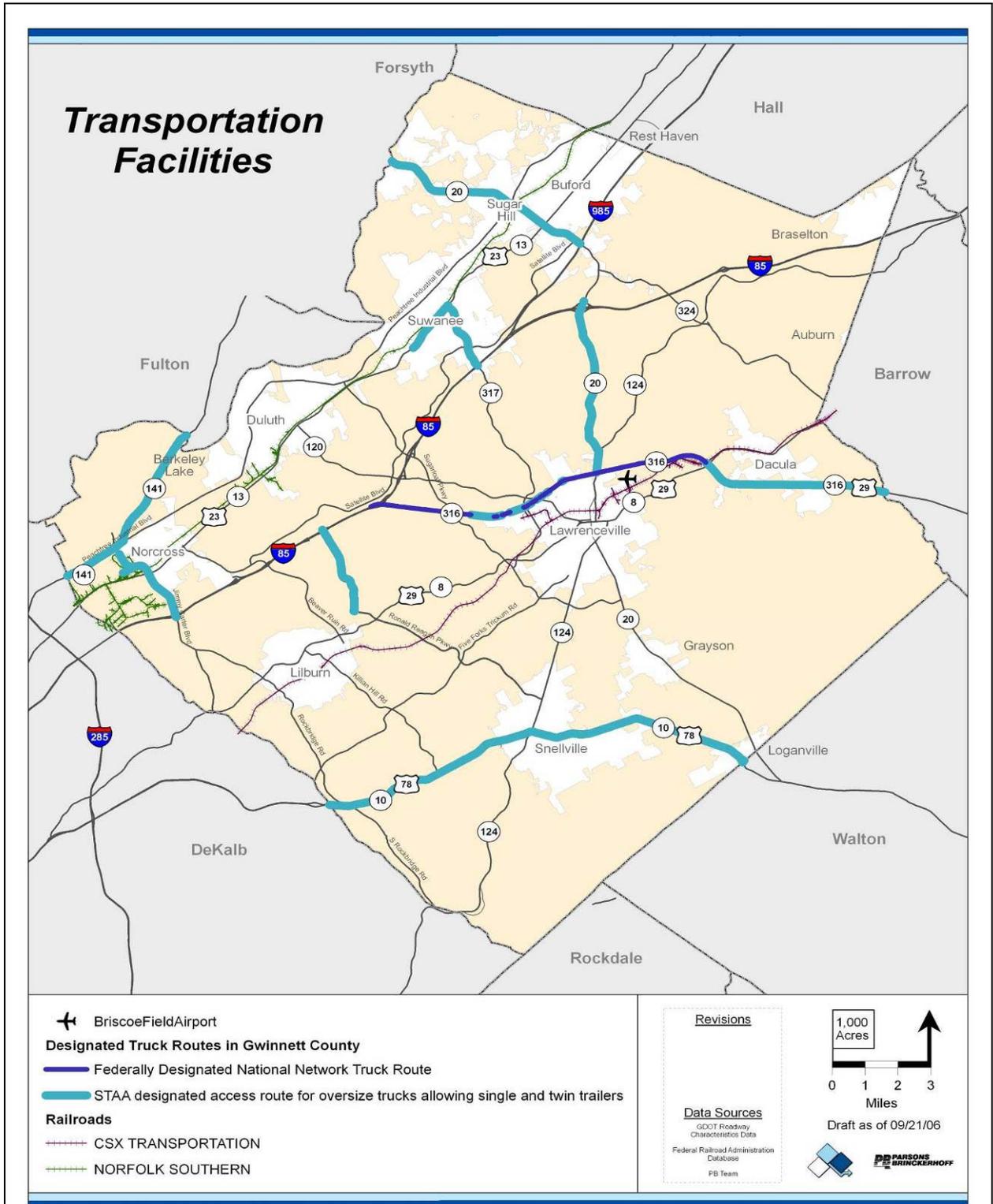
7.3.3 Rail

Rail freight service in Gwinnett County is provided by two Class I railroads, Norfolk Southern and CSX Transportation through separate corridors in the western and central portions of the County, shown on Map 7.8. The western corridor served by Norfolk Southern serves Norcross, Duluth, Suwanee, Sugar Hill, and Buford. The central corridor served by CSX Transportation serves Lilburn, Lawrenceville, and Dacula. Map 7.9 shows the heavily trafficked corridors carrying between 25 and 40 trains per day connecting Atlanta to the East Coast and the Northeast.

7.3.4 Intermodal Facilities

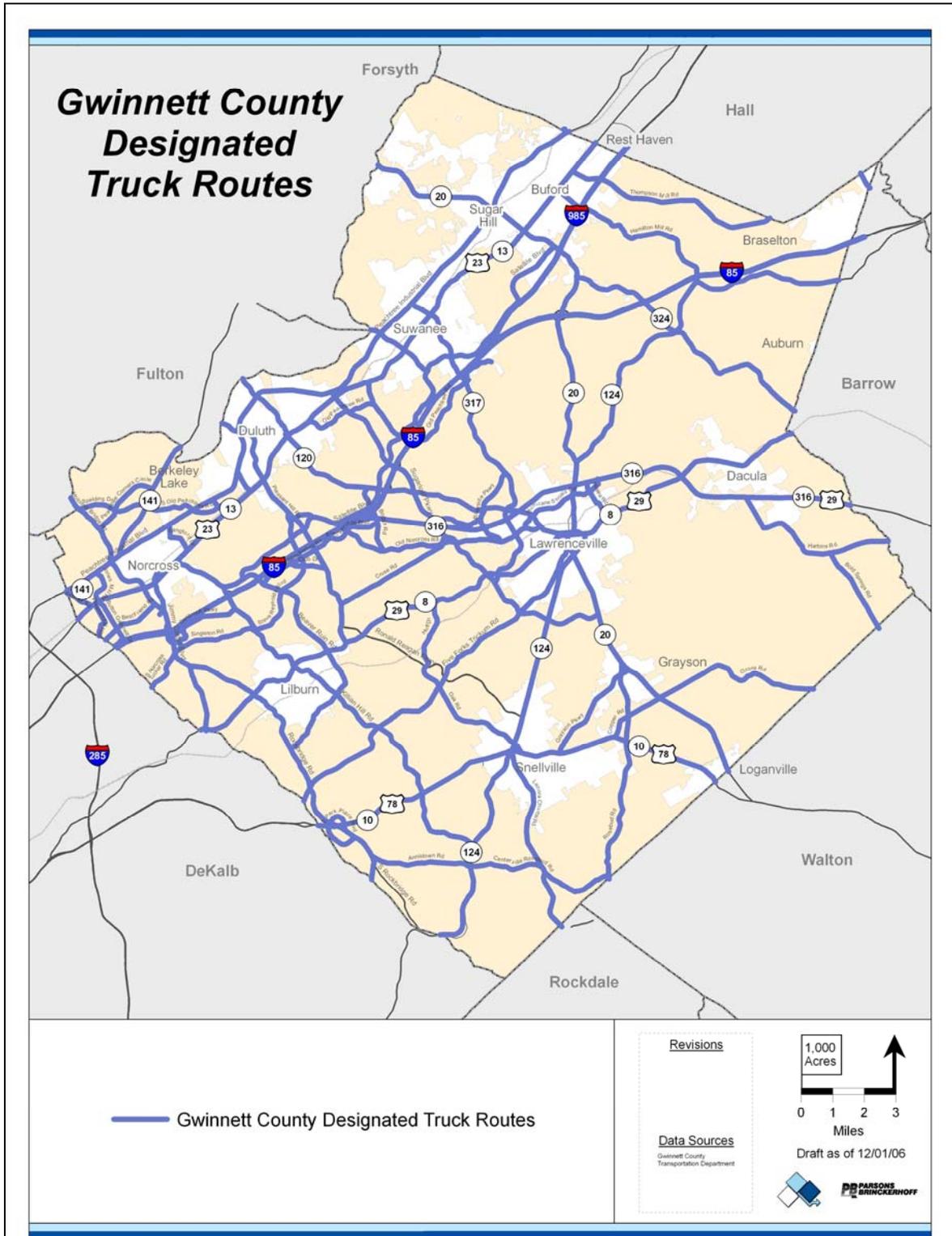
Though neither of the two railroads have major intermodal rail yards in the County, both provided a significant level of intermodal service through rail sidings that connect to area businesses. The largest collection of these rail sidings is located in the Norcross area along the Norfolk Southern line providing service to a large area of industrial and manufacturing facilities. Smaller sidings are located in the Duluth and Lawrenceville areas providing service to a variety of industries. Data concerning rail service was provided by the Federal Railroad Administration database.



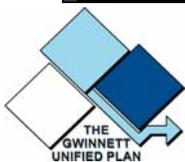


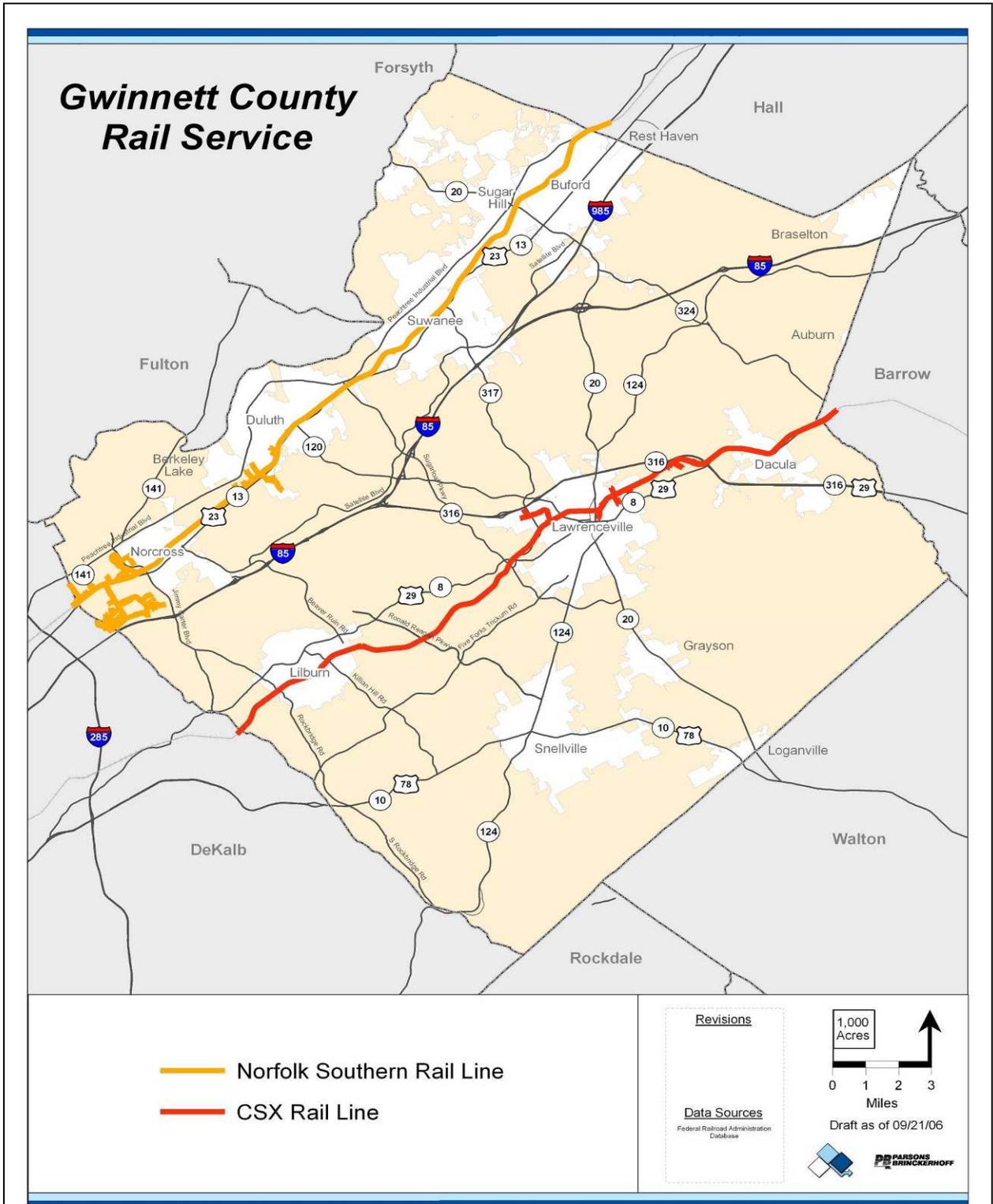
Map 7-7a Transportation Facilities





Map 7-7b Gwinnett County Designated Truck Routes





Map 7-8 Gwinnett County Rail Service



7.4 Airport

Gwinnett County's Briscoe Field is the County's only general aviation airfield (Map 7.7a). It is located on 500 acres one mile northeast of Lawrenceville. The airfield's 6,000 foot runway and air traffic control system services general aviation aircraft and most corporate jets. On average, there are approximately 300 operations per day. Charter flight services are available at the airfield as are flight schools, restaurants, fixed based operators, and hangar space. There is however no scheduled air carrier service.

7.5 Parking

Though Gwinnett County is home to more than 700,000 residents, has more than 300,000 people employed in the County, and has a host of non-residents who regularly visit the county, parking is generally considered to be more than adequate to serve the present demand. Fees are almost never assessed for parking and few parking structures exist in the County.

7.6 Transportation and Land Use Connection

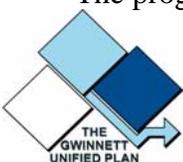
7.6.1 Gwinnett Development Patterns

Gwinnett County has a typical suburban pattern of development. There are some small downtown areas usually focused around railroads with the vast majority of the county being developed in a pattern of relative low density. Though the general pattern of development is low density, there are more densely developed places. Development density tends to be focused around major roads. The higher the traffic volume on the road, typically the more dense the development along that road. This is particularly the case in areas surrounding interstate exit ramps where regional attractions tend to be located. Correspondingly, as traffic volume decreases, so also does the development along the road.

In general, individual developments in Gwinnett County are often not connected to adjacent developments by either pedestrian or roadway connections. Thus to access virtually all developments, an automobile trip or a relatively long and often dangerous pedestrian trip must be made. Furthermore, the trip must exit one development onto a collector or arterial street and then enter another development even though the developments are adjacent. This is almost always the case with adjacent residential developments and is usually the case with adjacent commercial developments. Where residential and commercial developments are adjacent, there is also typically no connection. This pattern of development has led to the need for an automobile in order to perform even the most basic every day functions.

7.6.2 Livable Centers Initiatives

The Atlanta Regional Commission's (ARC) Livable Centers Initiative (LCI) program attempts to mitigate roadway congestion and reduce vehicle trips by encouraging a specific land use. Since March 2000, the ARC has committed over \$500 million towards studies and implementation projects that will result in areas that are pedestrian-friendly. The program allows local governments, development authorities, community



improvement districts, and other such agencies to leverage federal funds to initiate catalytic projects. Ideally, these publicly-funded projects spur private developers to invest in and build pedestrian- scale communities. The seven areas in Gwinnett County that have engaged in the ARC’s LCI program are shown on Map 7.10. Five LCI areas are located entirely within municipal boundaries. Two corridors, Highway 78 and Indian Trail-Lilburn Road qualified as LCI areas, and are currently seeking funding for implementation projects. An area in unincorporated Gwinnett County, in the vicinity of Gwinnett Place Mall, also qualified as an LCI area, and has been awarded \$1.5 million to implement pedestrian safety infrastructure in the immediate area of the Gwinnett Arena/Civic Center. Gwinnett County also funded a \$125,000 study of the Jimmy Carter Boulevard corridor that follows the requirements of an ARC LCI study, enabling the corridor to be eligible for LCI implementation funds.

	Land Use	Roads	Pedestrian	Parking	Economic Development
Norcross	Zoning Overlay District should allow mixed uses and provide standards for mixed -use development. The mixture of land uses should be coordinated with the design and implementation of transportation improvements	Instead of roadway capacity building projects, construct traffic calming measures	Include sidewalk and other amenities in any overlay zoning districts, zoning code amendments or development regulations	Install bicycle parking racks	Re-institute the Downtown Development Authority and pursue more active support from the nonprofits in the area, such as civic associations, neighborhood associations, business associations, and historic preservation groups
			Install pedestrian refuge islands		Formalize organization of Norcross Livable Communities Initiative stakeholders, including citizens and business leaders that participated in the plan development process, as well as working to expand outreach efforts
Duluth	Create a Mixed Use zoning classification	Straighten/connect roads to form more of a grid system of streets	Construct multi use trails to connect with Downtown sidewalks	Implement parking maximums	
	Increase allowable residential density Downtown from 2.5 units per acre to 6-8 units per acre	Improve urban design and streetscape requirements	Implement Traffic Calming devices	Fund municipal parking garages in central locations	
			Require buildings to be placed close to the street	Implement shared parking	
Suwanee	Use a comprehensive set of Smart Growth development standards aimed at encouraging more compact development in walkable settings		Protect and improve a series of greenway trails and identify future additions to the system.	Provide on street parking	Bond funds for the acquisition, preservation and enhancement of open space



	Land Use	Roads	Pedestrian	Parking	Economic Development
	Master plan for a major new town center park and performance area at the corner of Buford Highway and Lawrenceville-Suwanee Road				City has acquired property for construction of the park and development of an adjacent town center using a combination of the open space bonds and urban redevelopment bonds
Buford	Face primary building entrances to the public sidewalk and street		Create a pedestrian friendly sidewalk environment	Limit curb cuts to one per development street frontage.	
	Require commercial uses to front the sidewalk with storefronts			Place all parking behind or to the side of buildings and Permit shared parking	
Gwinnett Place	Include an LCI Activity Center Overlay district allowing for flexibility in building locations, streetscape standards, design standards, and parking standards	Amend development regulations to allow for inter-parcel connections forming a grid street pattern and require multi-modal access plans	Retrofit outdated sidewalks	Allow Development Authority to partner with CID to develop and finance parking structures	Create Economic Development entity to help attract business and housing activities
	Create design standards for Transit Oriented Development and offer density bonuses for compatible development	New arterial to serve as alternative to Satellite Blvd	Identify and reserve system of greenways		Form a Community Improvement District/Transportation Management Association
	Allow for density bonus for those a part of the TMA	Additional I-85 crossings			
Indian Trail-Lilburn Road	Create common "community look" with human-scaled streetscaping	Upgrade two interstate intersections	Promote pedestrian access by enhancing sidewalk network	Parking in the rear	
	Compact development at nodal points for a density and intensity of land uses to reduce traffic and stormwater impacts	Provide inter-parcel access and circulation options	Streetscapes include burying utilities underground, creating pocket parks, adding lighting and safe crossings.		
Lilburn	Revitalize the Town Center area while preserving the small-town character		Expand park and link to greenway		Downtown Development Authorities to facilitate development
	Expand downtown area and coordinate Old Town development with proposed commuter rail		Visible and convenient connection from downtown to proposed future commuter rail station location		

	Land Use	Roads	Pedestrian	Parking	Economic Development
Hwy 78	Concentrate growth in nodes, create revitalization zoning districts, and support flexibility in Mixed-Use Overlay District	Implement Access Management Plan that includes a median, reducing access, points and sharing remaining access points	Implement streetscaping projects to complement sidewalks being added by GDOT		Establish an identity for the corridor and promote the area as a destination
	Examine incentives for affordable housing incentives		Construct two multi-use paths		Build relationships with public and private sector to encourage desirable development

7.7 Transportation Planning Documents

7.7.1 Regional Transportation Plan Projects

The Regional Transportation Plan (RTP) is the long range transportation plan for the Atlanta region’s federally designated Metropolitan Planning Organization, including 13 counties and parts of 5 counties in the metro area. The current RTP, *Mobility 2030*, reflects the strategies and actions necessary to address the region’s transportation needs within federal regulations for fiscal constraints over at least the next 20 years. The Table 7.2 below shows those RTP projects that are in or that affect Gwinnett County. Map 7.11 depicts the transportation improvements programmed for 2006-2011.

Table 7.2 Gwinnett County Mobility 2030 Long Range Projects

PROJECT NUMBER	Project Type	Description	From	To	Fiscal Year
AR-905A	Transit Facility	I-85 NORTH BUS RAPID TRANSIT (BRT)	DORAVILLE MARTA STATION	SUGARLOAF PARKWAY [SPLIT FUNDED - SEE AR-905B]	LR 2021-2030
AR-905B	Transit Facility	I-85 NORTH BUS RAPID TRANSIT (BRT)	DORAVILLE MARTA STATION	SUGARLOAF PARKWAY [SPLIT FUNDED - SEE AR-905B]	LR 2021-2030
GW-020B	Roadway Capacity	SR 20 (BUFORD DRIVE / MALL OF GEORGIA PARKWAY): GWINNETT COUNTY SEGMENT 2	I-985	SR 324 (GRAVEL SPRINGS ROAD) [SEE ALSO OTHER GW-020 SERIES LINE ITEMS]	LR 2012-2020
GW-020C	Roadway Capacity	SR 20 (BUFORD DRIVE / MALL OF GEORGIA PARKWAY): SEGMENT 3	SR 324 (GRAVEL SPRINGS ROAD)	I-85 NORTH [SEE ALSO OTHER GW-020 SERIES LINE ITEMS]	LR 2012-2020
GW-020D	Roadway Capacity	SR 20 (BUFORD DRIVE): SEGMENT 4	I-85 NORTH	ROCK SPRINGS ROAD [SEE ALSO OTHER GW-020 SERIES LINE ITEMS]	LR 2021-2030
GW-078B	Study	US 78 MAJOR INVESTMENT STUDY	I-285 EAST IN DEKALB COUNTY	SR 81 IN WALTON COUNTY [SEE ALSO OTHER GW-078 SERIES LINE ITEMS]	LR 2012-2020
GW-078D	Roadway Capacity	US 78 (MAIN STREET IN CITY OF SNELLVILLE) - WIDEN AND ADD FRONTAGE ROADS	SR 124 (SCENIC HIGHWAY)	EAST OF SR 84 (GRAYSTON PARKWAY) [SEE ALSO OTHER GW-078 SERIES LINE ITEMS]	LR 2012-2020

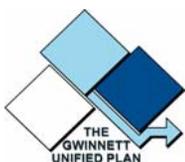
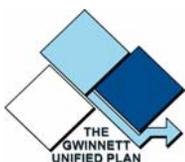


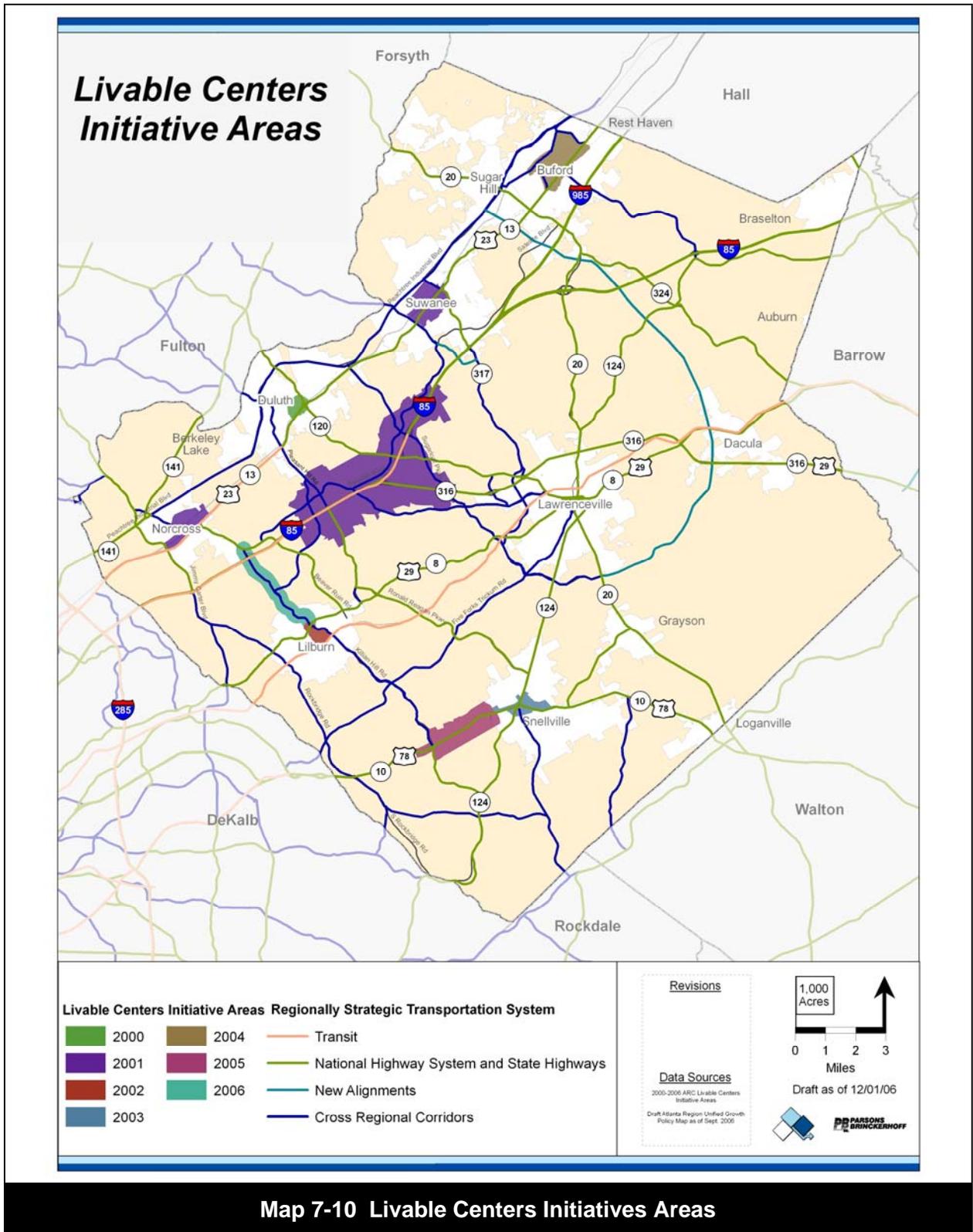
Table 7.2 Gwinnett County Mobility 2030 Long Range Projects

PROJECT NUMBER	Project Type	Description	From	To	Fiscal Year
GW-078E	Roadway Capacity	US 78 (ATHENS HIGHWAY)	EAST OF SR 84 (SCENIC HIGHWAY)	SR 81 IN WALTON COUNTY [SEE ALSO OTHER GW-078 SERIES LINE ITEMS]	LR 2021-2030
GW-099A	Roadway Capacity	US 23 (BUFORD HIGHWAY): SEGMENT 1	OLD PEACHTREE ROAD	SUGARLOAF PARKWAY [SEE ALSO GW-099B AND GW-099C]	LR 2012-2020
GW-137A	Roadway Capacity	CLYDE WILLIAMS BOULEVARD CONNECTOR	RONALD REAGAN PARKWAY	INTERSECTION OF PHARRS ROAD AND NORTH ROAD [SEE ALSO GW-137C]	AUTH
GW-308A	Roadway Capacity	SUGARLOAF PARKWAY EXTENSION: PHASE 1	INTERSECTION OF SUGARLOAF PARKWAY AND SR 20 (GRAYSON HIGHWAY) SOUTH OF CITY OF LAWRENCEVILLE	SR 316 EAST OF CITY OF LAWRENCEVILLE [SEE ALSO OTHER GW-308 SERIES LINE ITEMS]	AUTH
GW-316	Bridge Capacity	HILLCREST ROAD / SATELLITE BOULEVARD CONNECTOR	WILLOW TRAIL PARKWAY	SR 378 (BEAVER RUIN ROAD)	LR 2021-2030
GW-319	Roadway Operations	US 78 (ATHENS HIGHWAY) ATMS	SR 124 (SCENIC HIGHWAY)	LOGAN DRIVE	LR 2021-2030
GW-320	Roadway Operations	SHACKELFORD ROAD / BRECKINRIDGE BOULEVARD / NORTH BROWN ROAD CONNECTOR ATMS	STEVE REYNOLDS BOULEVARD	OLD PEACHTREE ROAD	LR 2021-2030
AR-926	Interchange Capacity	I-85 NORTH	SR 324 (GRAVEL SPRINGS ROAD) IN GWINNETT COUNTY		LR 2012-2020
GW-137C	Interchange Capacity	CLYDE WILLIAMS BOULEVARD CONNECTOR INTERCHANGE	SR 124 (SCENIC HIGHWAY) [SEE ALSO GW-137A]		LR 2021-2030
GW-309B	Bridge Capacity	WEST LIDDELL ROAD / CLUB DRIVE CONNECTOR	I-85 NORTH - BRIDGE [SEE ALSO GW-309A]		LR 2012-2020
GW-310	Interchange Capacity	ROCKBRIDGE ROAD GRADE SEPARATION	CSX RAIL LINE SOUTH OF WEBB PARKWAY		LR 2012-2020
GW-AR-186B	Other	I-85 NORTH REST AREA DEMOLITION: PHASE II			LR 2012-2020
GW-AR-250	Interchange Capacity	I-85 NORTH	MCGINNIS FERRY ROAD EXTENSION [SEE ALSO GW-119]		LR 2021-2030

7.7.2 Transportation Improvement Program Projects

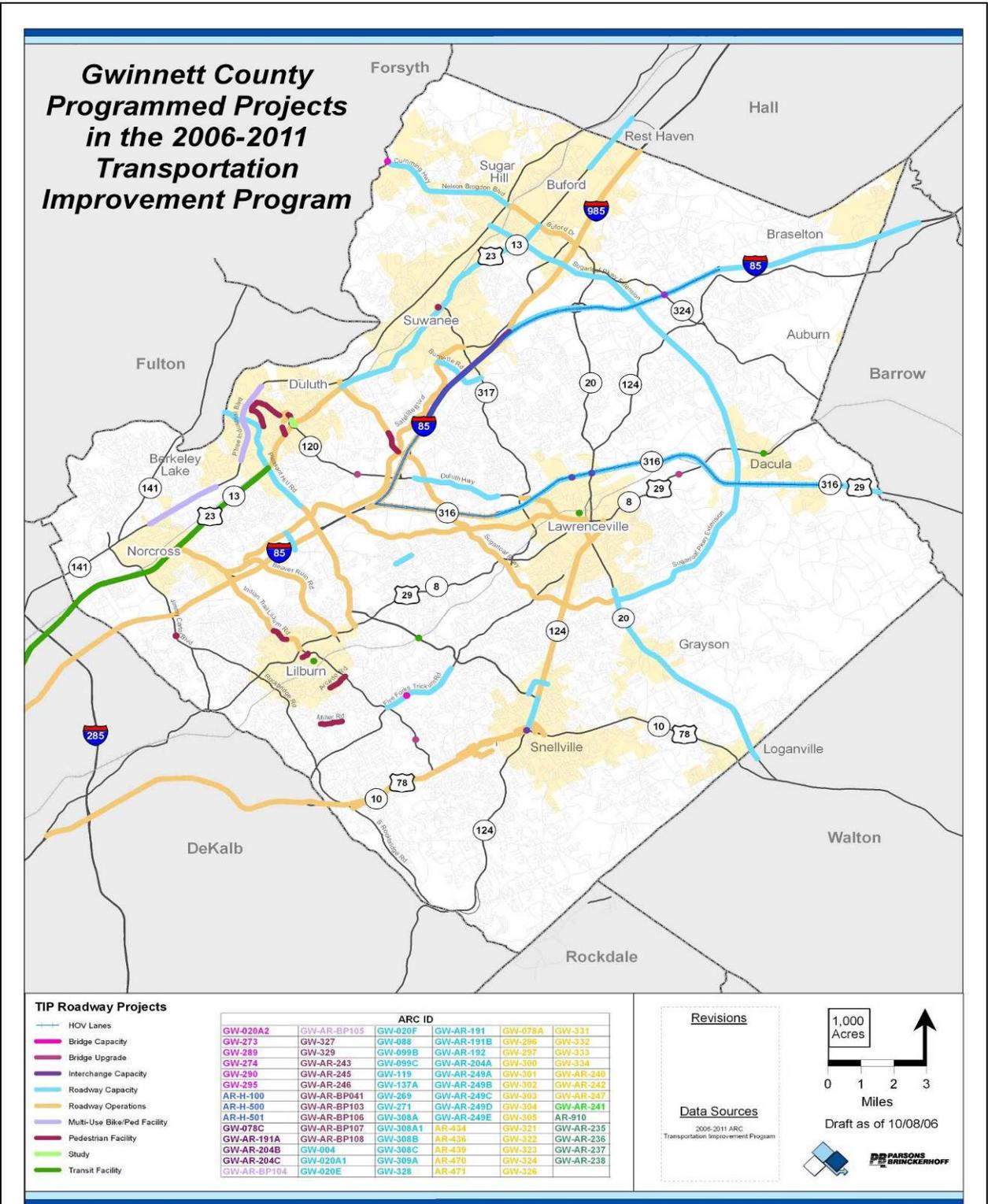
Projects in the Transportation Improvement Program (TIP) are Regional Transportation Plan projects that are planned to receive funding for all or part of the work on the project within the short term planning horizon. Generally projects in the TIP are funded by state and federal sources with the exception of some local projects funded by local governments. The list of TIP projects was summarized from ARC's 2006-2011 TIP documentation. The Table 7.3 below shows those projects in Gwinnett County included in the region's TIP along with Map 7.12.





Map 7-10 Livable Centers Initiatives Areas





Map 7-11 2006-2011 Transportation Improvement Program Programmed



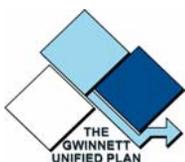
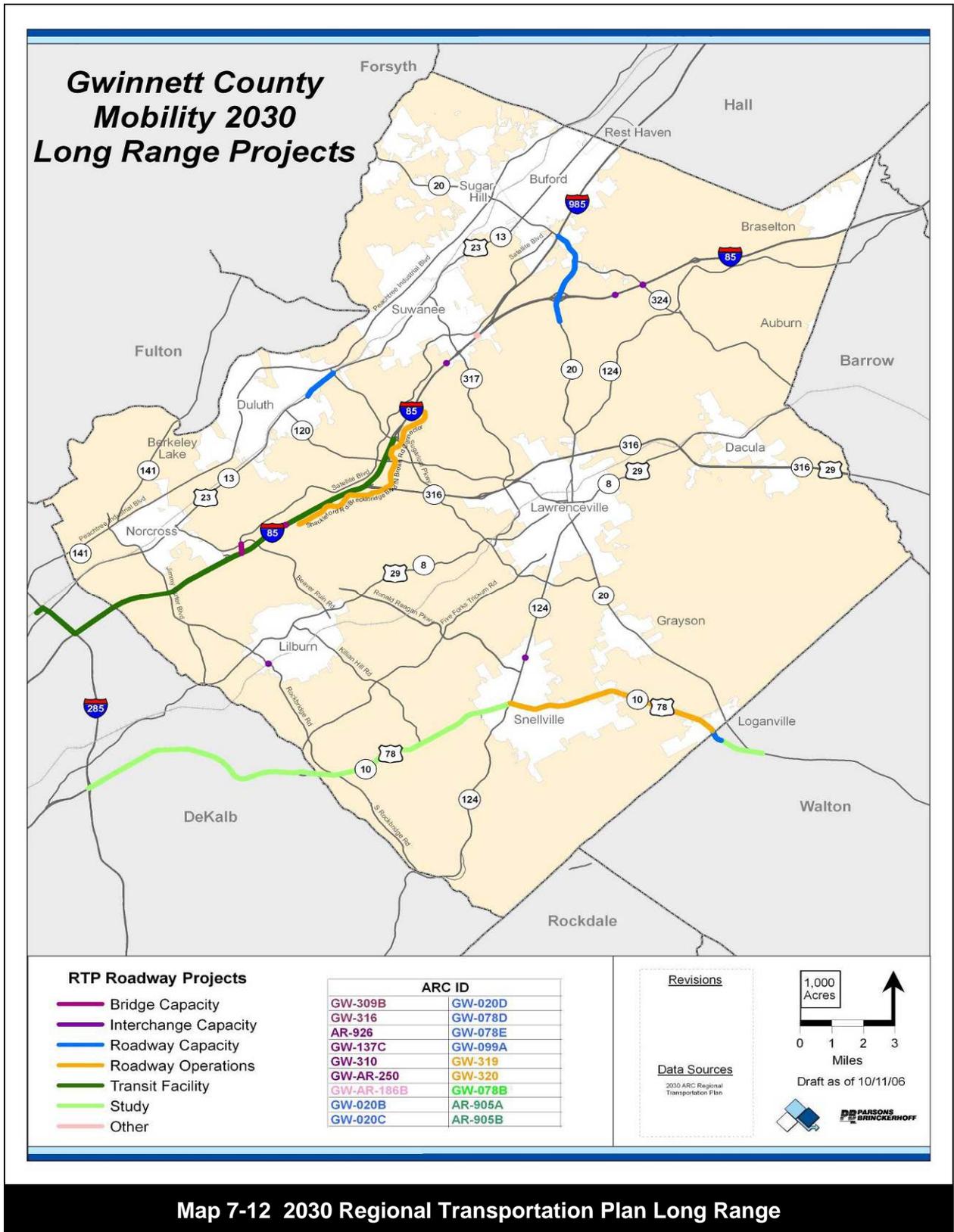


Table 7.3 Gwinnett County Programmed Projects in the 2006-2011 TIP

PROJECT NUMBER	Project Type	Description	From	To	Fiscal Year
AR-434	Roadway Operations	SR 316 ATMS COMMUNICATIONS / SURVEILLANCE	I-85 NORTH	SR 20 IN GWINNETT COUNTY	2006
AR-436	Roadway Operations	I-985 ATMS COMMUNICATIONS / SURVEILLANCE	I-85 NORTH	SPOUT SPRINGS ROAD IN HALL COUNTY	AUTH
AR-439	Roadway Operations	I-85 NORTH RAMP METERS / HIGHWAY ADVISORY RADIO	SR 13 (BUFORD HIGHWAY) IN CITY OF ATLANTA	PLEASANT HILL ROAD IN GWINNETT COUNTY	AUTH
AR-470	Roadway Operations	I-85 NORTH ATMS COMMUNICATION/SURVEILLANCE	SR 316	SR 20	2005
AR-471	Roadway Operations	US 78/SR 410 ATMS - COMMUNICATION AND SURVEILLANCE	LAWRENCEVILLE HIGHWAY IN DEKALB COUNTY	EAST PARK PLACE IN GWINNETT COUNTY	AUTH
AR-910	Transit Facility	SR 13 (BUFORD HIGHWAY) ARTERIAL BUS RAPID TRANSIT (BRT)	PLEASANT HILL ROAD IN GWINNETT COUNTY	MARTA LINDBERGH STATION IN CITY OF ATLANTA	2008
AR-H-100	HOV Lanes	I-85 NORTH HOV LANES	SR 316	HAMILTON MILL ROAD IN GWINNETT COUNTY	AUTH
AR-H-500	HOV Lanes	SR 316 HOV LANES	I-85 NORTH	SR 20 IN GWINNETT COUNTY	AUTH
AR-H-501	HOV Lanes	SR 316 HOV LANES	SR 20	DROWNING CREEK ROAD IN GWINNETT COUNTY	2007
GW-004	Roadway Capacity	FIVE FORKS TRICKUM ROAD	OAK ROAD	KILLIAN HILL ROAD	2009
GW-020A1	Roadway Capacity	SR 20 (CUMMING HIGHWAY / NELSON BROGDON BOULEVARD): SEGMENT 1	CHATTAHOOCHEE RIVER	PEACHTREE INDUSTRIAL BOULEVARD IN GWINNETT COUNTY - EXCLUDES CHATTAHOOCHEE RIVER BRIDGE [SEE ALSO GW-020A2 AND OTHER GW-020 SERIES LINE ITEMS]	AUTH
GW-020E	Roadway Capacity	SR 20 (GRAYSON HIGHWAY / LOGANVILLE HIGHWAY): SEGMENT 5	PLANTATION BOULEVARD	OZORA ROAD / COOPER ROAD [SEE ALSO OTHER GW-020 SERIES LINE ITEMS]	AUTH
GW-020F	Roadway Capacity	SR 20 (LOGANVILLE HIGHWAY): SEGMENT 6	OZORA ROAD/COOPER ROAD IN GWINNETT COUNTY	SR 81 (WINDER ROAD) IN WALTON COUNTY [SEE ALSO OTHER GW-020 SERIES LINE ITEMS AND WA-001]	AUTH
GW-078A	Roadway Operations	US 78 - REMOVE REVERSIBLE LANES	PARK PLACE	SR 124	2006
GW-088	Roadway Capacity	SR 120 (DULUTH HIGHWAY)	ATKINSON PARKWAY	RIVERSIDE PARKWAY - WIDENING ONLY 2>4 LANES FROM SUGARLOAF PARKWAY TO RIVERSIDE DRIVE	AUTH
GW-099B	Roadway Capacity	US 23 (BUFORD HIGHWAY): SEGMENT 2	SUGARLOAF PARKWAY	SR 20 (NELSON BROGDON BOULEVARD / BUFORD DRIVE) [SEE ALSO OTHER GW-099 SERIES LINE ITEMS]	2009



Table 7.3 Gwinnett County Programmed Projects in the 2006-2011 TIP

PROJECT NUMBER	Project Type	Description	From	To	Fiscal Year
GW-099C	Roadway Capacity	US 23 (BUFORD HIGHWAY): SEGMENT 3	THOMPSON MILL ROAD IN GWINNETT COUNTY	SR 347 (FRIENDSHIP ROAD) IN HALL COUNTY [SEE ALSO OTHER GW-099 SERIES LINE ITEMS]	2006
GW-119	Roadway Capacity	MCGINNIS FERRY ROAD EXTENSION	SATELLITE BOULEVARD	SR 317 (LAWRENCEVILLE SUWANEE ROAD) [SEE ALSO GW-AR-250]	AUTH
GW-269	Roadway Capacity	SR 124 (SCENIC HIGHWAY)	US 78 (MAIN STREET IN CITY OF SNELLVILLE)	RONALD REAGAN PARKWAY	2006
GW-271	Roadway Capacity	PLEASANT HILL ROAD	OLD NORCROSS ROAD	CHATTAHOOCHEE RIVER	2005
GW-300	Roadway Operations	US 23 (BUFORD HIGHWAY) ATMS	DEKALB COUNTY LINE	SUGARLOAF PARKWAY	2007
GW-301	Roadway Operations	SR 20 (NELSON BROGDON BOULEVARD/BUFORD DRIVE) ATMS		SATELLITE BOULEVARD	2009
GW-302	Roadway Operations	PLEASANT HILL ROAD ATMS	US 29 (LAWRENCEVILLE HIGHWAY)	STEVE REYNOLDS BOULEVARD	2009
GW-303	Roadway Operations	SATELLITE BOULEVARD ATMS	SR 378 (BEAVER RUIN ROAD)	SR 317 (LAWRENCEVILLE SUWANEE ROAD)	2006
GW-304	Roadway Operations	SUGARLOAF PARKWAY ATMS	SR 20 (GRAYSON HIGHWAY)	PEACHTREE INDUSTRIAL BOULEVARD	2008
GW-305	Roadway Operations	SR 120 (DULUTH HIGHWAY) ATMS	LAWRENCEVILLE SUWANEE ROAD	SR 20/124 - PROJECT CORRIDOR INCLUDES US 29 ONE-WAY PAIR IN DOWNTOWN LAWRENCEVILLE	2007
GW-308A1	Roadway Capacity	SUGARLOAF PARKWAY EXTENSION: PHASE I ROW PRESERVATION	INTERSECTION OF SUGARLOAF PARKWAY AND SR 20 (GRAYSON HIGHWAY) SOUTH OF CITY OF LAWRENCEVILLE	SR 316 EAST OF CITY OF LAWRENCEVILLE [SEE ALSO OTHER GW-308 SERIES LINE ITEMS]	2007
GW-308B	Roadway Capacity	SUGARLOAF PARKWAY EXTENSION: PHASE II-A	SR 316 EAST OF LAWRENCEVILLE	SR 20 (BUFORD DRIVE / MALL OF GEORGIA PARKWAY) [SEE ALSO OTHER GW-308 SERIES LINE ITEMS]	2006
GW-308C	Roadway Capacity	SUGARLOAF PARKWAY EXTENSION: PHASE II-B	SR 20 (BUFORD HIGHWAY / MALL OF GEORGIA PARKWAY)	PEACHTREE INDUSTRIAL BOULEVARD [SEE ALSO OTHER GW-308 SERIES LINE ITEMS]	2006
GW-309A	Roadway Capacity	WEST LIDDELL ROAD / CLUB DRIVE CONNECTOR	SATELLITE BOULEVARD	SHAKELFORD ROAD - DESIGN PHASE WILL INCLUDE ACCESS MANAGEMENT PLAN [SEE ALSO GW-309B]	2006
GW-321	Roadway Operations	INDIAN TRAIL ROAD ATMS	SR 378 (BEAVER RUIN ROAD)	US 29 (LAWRENCEVILLE HIGHWAY)	2009
GW-322	Roadway Operations	OLD NORCROSS ROAD ATMS	SATELLITE BOULEVARD	SR 120 (PIKE STREET IN CITY OF LAWRENCEVILLE)	2006
GW-323	Roadway Operations	SR 124 (SCENIC HIGHWAY) ATMS	US 78 (MAIN STREET IN CITY OF SNELLVILLE)	US 29 (CROGAN STREET IN CITY OF LAWRENCEVILLE)	AUTH

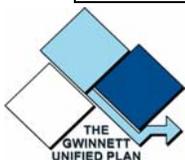


Table 7.3 Gwinnett County Programmed Projects in the 2006-2011 TIP

PROJECT NUMBER	Project Type	Description	From	To	Fiscal Year
GW-324	Roadway Operations	SR 378 (BEAVER RUIN RD) ATMS	US 23 (BUFORD HIGHWAY)	US 29 (LAWRENCEVILLE HIGHWAY) - CABLE AND CAMERA INSTALLATION	2006
GW-326	Roadway Operations	PLEASANT HILL ROAD ATMS	STEVE REYNOLDS BOULEVARD	FULTON COUNTY LINE	2006
GW-328	Roadway Capacity	CRUSE ROAD	CLUB DRIVE	HERRINGTON ROAD	2006
GW-329	Pedestrian Facility	DAVENPORT ROAD EXTENSION SIDEWALKS	INTERSECTION OF BUFORD HIGHWAY	INTERSECTION OF HARDY INDUSTRIAL	2007
GW-331	Roadway Operations	US 78 PARCEL ACCESS/MEDIAN/LIGHTING/BEAUTIFICATION			2007
GW-332	Roadway Operations	US 78 Corridor Improvements			2007
GW-333	Roadway Operations	US 78 CORRIDOR INFRASTRUCTURE - PHASE II			2007
GW-334	Roadway Operations	US 78 Corridor Improvements			2007
GW-AR-235	Transit Facility	LILBURN TRANSIT CENTER - LOCATED ALONG PROPOSED ATLANTA/ATHENS COMMUTER RAIL CORRIDOR			AUTH
GW-AR-236	Transit Facility	RONALD REAGAN PARKWAY TRANSIT CENTER - LOCATED ALONG PROPOSED ATLANTA/ATHENS COMMUTER RAIL CORRIDOR			AUTH
GW-AR-237	Transit Facility	DACULA TRANSIT CENTER - LOCATED ALONG PROPOSED ATLANTA/ATHENS COMMUTER RAIL CORRIDOR			AUTH
GW-AR-238	Transit Facility	LAWRENCEVILLE TRANSIT CENTER - LOCATED ALONG PROPOSED ATLANTA/ATHENS COMMUTER RAIL CORRIDOR			AUTH
GW-AR-191	Roadway Capacity	I-85 NORTH	I-985	HAMILTON MILL ROAD [SEE ALSO GW-AR-192]	2009

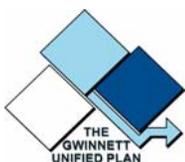


Table 7.3 Gwinnett County Programmed Projects in the 2006-2011 TIP

PROJECT NUMBER	Project Type	Description	From	To	Fiscal Year
GW-AR-191A	Interchange Capacity	I-985 AT I-85 NORTH INTERCHANGE IMPROVEMENTS INCLUDING COLLECTOR-DISTRIBUTOR LANES AND NEW INTERCHANGE AT MCGINNIS FERRY ROAD	HAMILTON MILL ROAD	SOUTH OF OLD PEACHTREE ROAD	AUTH
GW-AR-191B	Roadway Capacity	I-85 AUXILARY LANES	I-985	SR 20	AUTH
GW-AR-192	Roadway Capacity	I-85 NORTH	HAMILTON MILL ROAD IN GWINNETT COUNTY	SR 211 IN BARROW COUNTY [SEE ALSO GW-AR-191]	AUTH
GW-AR-204A	Roadway Capacity	SR 316	CEDARS ROAD	DROWNING CREEK ROAD - WIDENING, GRADE SEPARATION AND COLLECTOR/DISTRIBUTOR SYSTEM [SEE ALSO GW-AR-204B AND GW-AR-204C AND INCLUDES PI NUMBERS 122790, 122800, AND 122810]	2007
GW-AR-240	Roadway Operations	DAVENPORT ROAD EXTENSION	HILL STREET	BUFORD HIGHWAY (US 23/SR 13)	AUTH
GW-AR-241	Study	SR 120 REALIGNMENT			AUTH
GW-AR-242	Roadway Operations	RIDEWAY EXTENSION/HOSPITAL CONNECTOR ROAD			AUTH
GW-AR-245	Pedestrian Facility	GWINNETT ARENA/CIVIC CENTER PEDESTRIAN IMPROVEMENTS			2008
GW-AR-246	Pedestrian Facility	DOWNTOWN NORCROSS PEDESTRIAN IMPROVEMENTS			AUTH
GW-AR-247	Roadway Operations	SNELLVILLE TOWN CENTER TRANSPORTATION IMPROVEMENTS			AUTH
GW-AR-249A	Roadway Capacity	SR 316: SEGMENT 1	RIVERSIDE PARKWAY	EAST OF WALTHER BOULEVARD [SEE ALSO OTHER GW-AR-249 SERIES LINE ITEMS]	2007
GW-AR-249B	Roadway Capacity	SR 316: SEGMENT 2	EAST OF WALTHER BOULEVARD	EAST OF SR 20/124 (BUFORD DRIVE) - INCLUDES 4-LANE COLLECTOR/DISTRIBUTOR SYSTEM [SEE ALSO OTHER GW-AR-249 SERIES LINE ITEMS]	2007
GW-AR-249C	Roadway Capacity	SR 316: SEGMENT 3	EAST OF SR 20/124 (BUFORD DRIVE)	WEST OF PROGRESS CENTER AVENUE [SEE ALSO OTHER GW-AR-249 SERIES LINE ITEMS]	2009

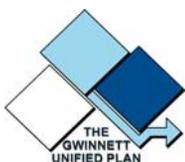


Table 7.3 Gwinnett County Programmed Projects in the 2006-2011 TIP

PROJECT NUMBER	Project Type	Description	From	To	Fiscal Year
GW-AR-249D	Roadway Capacity	SR 316: SEGMENT 4	WEST OF PROGRESS CENTER AVENUE	EAST OF CEDARS ROAD [SEE ALSO OTHER GW-AR-249 SERIES LINE ITEMS]	2009
GW-AR-249E	Roadway Capacity	SR 316	SR 20/124 (BUFORD DRIVE)	BARROW COUNTY LINE - ADVANCE ROW PURCHASE FOR GW-AR-249C AND GW-AR-249D [SEE ALSO OTHER GW-AR-249 SERIES LINE ITEMS]	2006
GW-AR-BP041	Pedestrian Facility	MILLER ROAD	HAMBRICK DRIVE	COLE DRIVE	2006
GW-AR-BP103	Pedestrian Facility	LILBURN CONNECTING SIDEWALKS-INDIAN TRAIL RD FROM HILLCREST RD TO BURNS RD; ARCADE RD FROM EMILY DR TO KILLIAN HILL RD, CHURCH ST FROM MIDBLOCK TO KILLIAN HILL RD	CHURCH STREET	BURNS ROAD	AUTH
GW-AR-BP104	Multi-Use Bike/Ped Facility	PEACHTREE INDUSTRIAL BOULEVARD MULTI-USE PATH	REPS MILLER ROAD	PINCKNEYVILLE PARK	2006
GW-AR-BP105	Multi-Use Bike/Ped Facility	WESTERN GWINNETT BIKEWAY: SEGMENT 1	BERKELEY LAKE ROAD	ABBOTTS BRIDGE ROAD	2006
GW-AR-BP106	Pedestrian Facility	DULUTH RESIDENTIAL LOOP ALONG IRVINDALE ROAD, HOWELL MEAD DRIVE, AND HOWELL SPRING DRIVE			2007
GW-AR-BP107	Pedestrian Facility	SR 120 (WEST LAWRENCEVILLE STREET)	US 23 (BUFORD HIGHWAY)	DULUTH MIDDLE SCHOOL AND DULUTH HIGH SCHOOL	2007
GW-020A2	Bridge Capacity	SR 20 (CUMMING HIGHWAY)	CHATTAHOOCHEE RIVER [SEE ALSO GW-020A1 AND OTHER GW-020 SERIES LINE ITEMS]		AUTH
GW-078C	Interchange Capacity	US 78 (MAIN STREET IN CITY OF SNELLVILLE) GRADE SEPARATION	SR 124 (SCENIC HIGHWAY) [SEE ALSO OTHER GW-078 SERIES LINE ITEMS]		2005
GW-273	Bridge Capacity	FIVE FORKS TRICKUM ROAD	YELLOW RIVER		2005
GW-274	Bridge Upgrade	KILLIAN HILL ROAD	YELLOW RIVER		AUTH
GW-289	Bridge Capacity	SR 324 (GRAVEL SPRINGS ROAD)	I-85 NORTH		AUTH
GW-290	Bridge Upgrade	SR 120 (DULUTH HIGHWAY)	SINGLETON CREEK		AUTH

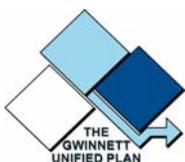


Table 7.3 Gwinnett County Programmed Projects in the 2006-2011 TIP

PROJECT NUMBER	Project Type	Description	From	To	Fiscal Year
GW-295	Bridge Upgrade	US 29 (WINDER HIGHWAY)	ALCOVY RIVER		AUTH
GW-296	Roadway Operations	US 29 (LAWRENCEVILLE HIGHWAY)	PLEASANT HILL ROAD / LESTER ROAD		AUTH
GW-297	Roadway Operations	US 29 (LAWRENCEVILLE HIGHWAY)	SR 378 (BEAVER RUIN ROAD)		AUTH
GW-327	Pedestrian Facility	JIMMY CARTER BOULEVARD PEDESTRIAN IMPROVEMENTS	SINGLETON ROAD		2006
GW-AR-204B	Interchange Capacity	SR 316 GRADE SEPARATION	SR 20/124 (BUFORD DRIVE) - FUNDING INCLUDED IN SCOPE OF AR-H-500 [SEE ALSO GW-AR-204A AND GW-AR-204C]		2009
GW-AR-204C	Interchange Capacity	SR 316 GRADE SEPARATION	COLLINS HILL ROAD PROJECT FUNDING INCLUDED IN SCOPE OF AR-H-500 [SEE ALSO GW-AR-204A AND GW-AR-204C]		2009
GW-AR-243	Pedestrian Facility	PEDESTRIAN IMPROVEMENTS AND RAILROAD UNDERPASS	MAIN STREET	BUFORD HIGHWAY (US 23/SR 13)	AUTH
GW-AR-BP108	Pedestrian Facility	US 23 (BUFORD HIGHWAY)	SR 120 (DULUTH HIGHWAY)		2006

7.7.3 Locally Planned Projects

In addition to funding from state and federal sources, Gwinnett County also funds some transportation projects with money collected from taxes levied locally. Usually, these funds come from a Special Local Option Sales Tax (SPLOST) which is a 1% sales tax levied on all retail sales in the County. Revenue from this tax funds improvements to local roads that have not received federal or state money for improvement. Locally planned projects are shown on Map 7.13 and listed in Table 7.4.

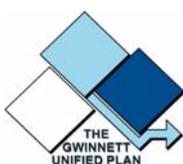
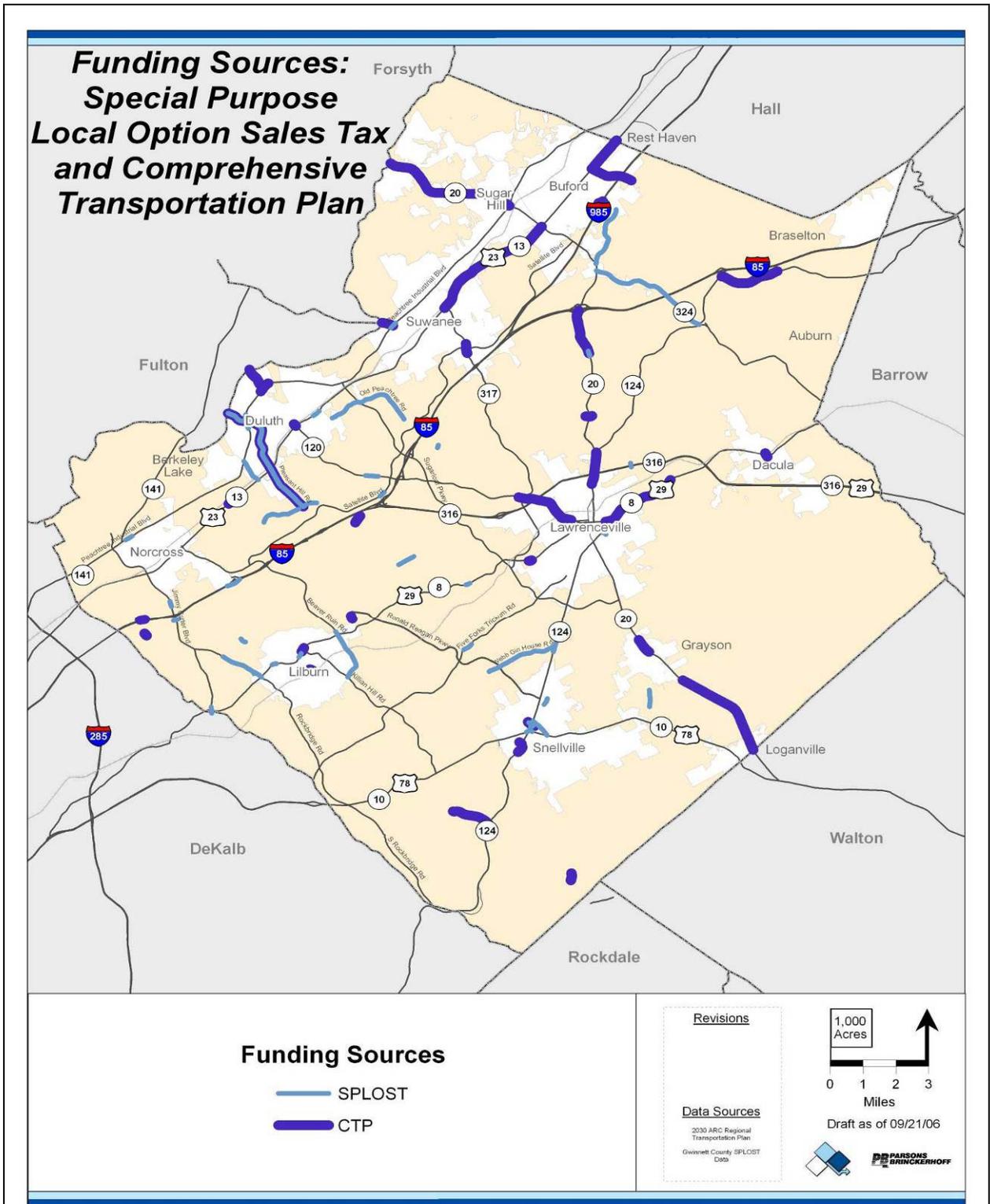


Table 7.4 Gwinnett County SPLOST Projects					
Gwinnett Project ID	Project Name	Start Point	End Point	Improvement Type	Completion Date
9613	Beaver Ruin Rd Turn lanes			Interchange Capacity	0
9648	Buford Highway Turn lanes			Interchange Capacity	0
9628	Harbins Road turn lanes			Interchange Capacity	0
9610	Jimmy Carter Blvd. Turn lanes			Interchange Capacity	0
9618	Jimmy Carter Blvd. Turn lanes			Interchange Capacity	0
9611	Jimmy Carter Right Turn lane	Oakbrook Pkwy	I-85	Interchange Capacity	0
9670	Lebanon Road	Sever Road	SR 120	Pedestrian Facility	0
9535	North Berkeley Lake Road	US 23	Peachtree Industrial	Roadway Capacity	0
9608	Pleasant Hill Road turn lanes			Interchange Capacity	0
9531	SR 324	Camp Branch	SR 20	Roadway Capacity	0
9532-00	SR324	Morgan Road	SR 124	Roadway Capacity	0
9649	US 29 at Arnold Road			Interchange Capacity	0
9622	US 29 @ Harbins Road Turn lanes			Interchange Capacity	0
4116	Arcado Road	US 29	Killian Hill Road	Roadway Capacity	0
4132	Jackson Street Turn Lanes			Roadway Capacity	0
4123	Lawrenceville Hwy dual lefts			Roadway Capacity	0
4113	Oak Road Right Turn Lane				2006
4129	Peachtree Industrial Blvd dual lefts			Roadway Capacity	0
4102	Pleasant Hill Road	Old Norcross Road	Chattahoochee River	Roadway Capacity	0
4107	Rockbridge Road	Williams Road	US 29	Roadway Capacity	0
4108	S. Bogan Road	Hamilton Mill Road	SR 20	Roadway Capacity	0
4109	Wisteria Drive	E. of North Road	SR 124	Roadway Capacity	0



Table 7.4 Gwinnett County SPLOST Projects					
Gwinnett Project ID	Project Name	Start Point	End Point	Improvement Type	Completion Date
N/A	Arcado Road			Interchange capacity	0
N/A	Woodward Mill Road			Interchange capacity	0
N/A	Cruse Drive	Club Drive	Bethesa Church Raod	Roadway Capacity	0
N/A	Five Forks Trickum Road			Interchange capacity	0
N/A	Indian Trail			Interchange capacity	0
N/A	North Road			Interchange capacity	0
N/A	Old Norcross Road	Pleasant Hill Road	McDaniels Road		0
N/A	Old Norcross Road	Steve Reynolds Blvd	Landington Way	Roadway Capacity	0
N/A	Old Peachtree Road	Bunton Road	Meadow Church Road	Roadway Capacity	0
N/A	Peachtree Industrial Blvd			Interchange capacity	0
N/A	Peachtree Industrial Blvd			Interchange capacity	0
N/A	Pleasant Hill Road	Old Norcross Road	Buford Highway	Roadway Capacity	0
N/A	Rosebud Road				0
N/A	Satellite Boulevard			Interchange capacity	0
N/A	SR 120			Interchange capacity	0
N/A	SR 124			Interchange capacity	0
N/A	SR 124			Interchange capacity	0
N/A	SR 20			Interchange capacity	0
N/A	SR 316 @ Airport Road			Interchange capacity	0
N/A	US 78			Roadway Capacity	0
N/A	Webb Gin House Road	SR 124	Dogwood Road	Roadway Capacity	0





Map 7-13 Funding Sources: Special Purpose Local Sales Option and Comprehensive Transportation Plan



7.7.4 Fast Forward Projects

On April 14, 2004 Governor Sonny Perdue introduced the Fast Forward Congestion Relief Program (FFCRP) to address Georgia's growing congestion problems. Fast Forward is a 6-year, \$15.5 billion transportation program intended to relieve congestion and spur economic growth through the acceleration of existing projects. GDOT is the primary agency responsible for implementing the program, along with cooperation from local governments. Projects in the State Transportation Improvement Program (STIP) are typically assigned to the FFCRP.

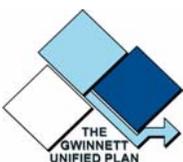
7.7.5 ARC Regionally Strategic Transportation System

Envision 6, the ARC's latest transportation and regional development planning effort, recommends focusing the limited transportation funds on a Regionally Strategic Transportation System (RSTS).

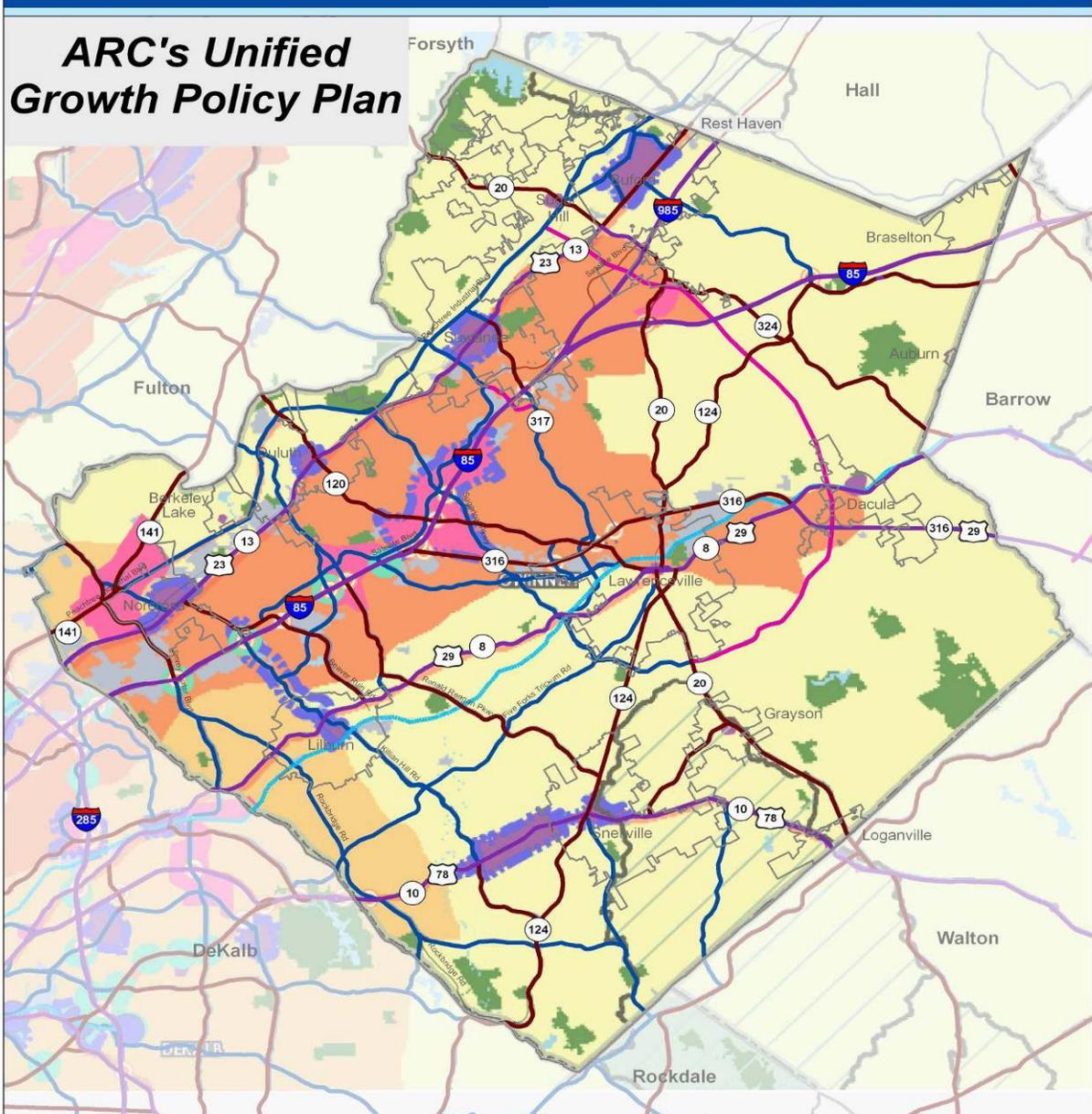
The regional systems that form the RSTS are designed to include the region's infrastructure:

- Interstate freeways and highways,
- Existing and future regional transit service, and
- Important principal arterials and other facilities that provide continuous, cross-regional mobility ensure adequate spacing of major roadways and connect regional activity centers, town centers and freight corridors.

According to an ARC fact sheet as of September 2006 "While all levels of the transportation system – interregional, regional, and local – are considered important, *Envision 6* identifies the RSTS as a strategic tool to help focus limited transportation funding." Gwinnett County contains several corridors that are part of the RSTS and are therefore likely to be priority corridors in the regional planning process, shown on Map 7.14.



ARC's Unified Growth Policy Plan



ARC's Draft Strategic Transportation System as of August 2, 2006

- State Highways (not on NHS)
- National Highway System
- Cross-Regional Arterials
- New Roadways
- Transit Lines

MARTA Stations	City Center
Future Transit Stops	Regional Center
Stream/River	Town Center
Interchange Nodes	Station Communities
Regional Water Resources	Mega Corridors
Interstates & Lta Access Facilities	Urban Neighborhoods
Regional Strategic Facilities	Suburban Neighborhoods
High Capacity Regional Transit	Rural Areas
Strategic New Alignments	Regional Parks
Environmental Areas	Flight Corridors
	Urban Redevelopment Corridors
	LCI Areas 2000-2004

Revisions

Data Sources

ARC's Division 6
"Atlanta Region Growth Policy Map"
(downloaded 09/06/06)

1,000 Acres

0 1 2 3 Miles

Draft as of 10/09/06

PARSONS BRINCKERHOFF

Map 7-14 ARC's Unified Growth Policy Plan



