



GWINNETT COUNTY
BOARD OF COMMISSIONERS

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GwinnettCounty.com

Nicole L. Hendrickson, Chairwoman

Kirkland Dion Carden, District 1

Ben Ku, District 2

Jasper Watkins III, District 3

Marlene M. Fosque, District 4

Official

Informal Presentation Minutes

Tuesday, December 6, 2022 – 3:00 PM

Present: Nicole L. Hendrickson, Kirkland Carden, Jasper Watkins III, Marlene M. Fosque

Via Teleconference: Ben Ku

1. Transportation

Sugarloaf Parkway Phase 2 Update

Department of Transportation Deputy Director Andrew Thompson provided an update on the Sugarloaf Parkway Phase 2 project. No official action taken.



Sugarloaf Parkway Phase 2 Update

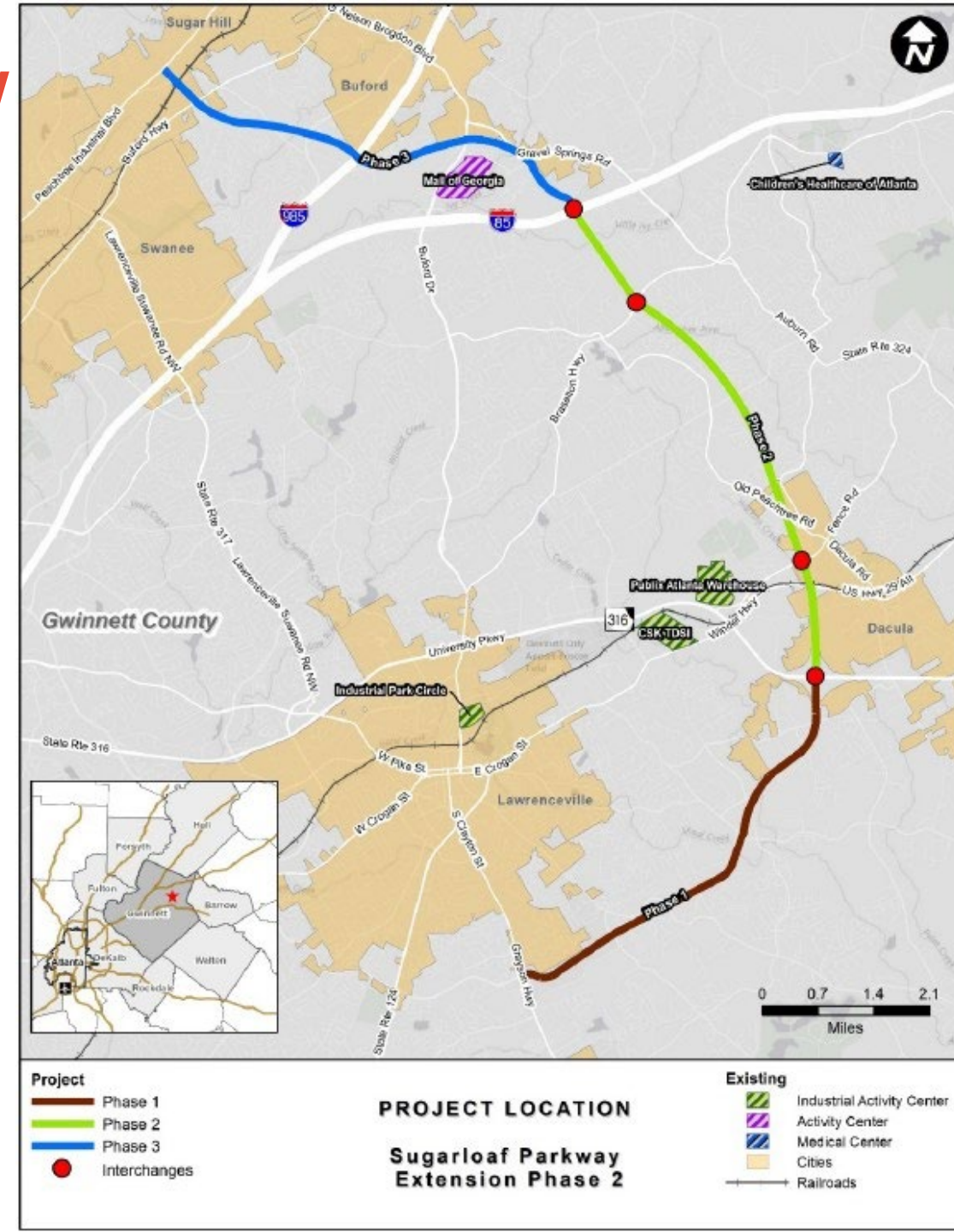
Lewis Cooksey, P.E.
Department Director



Sugarloaf Corridor Overview

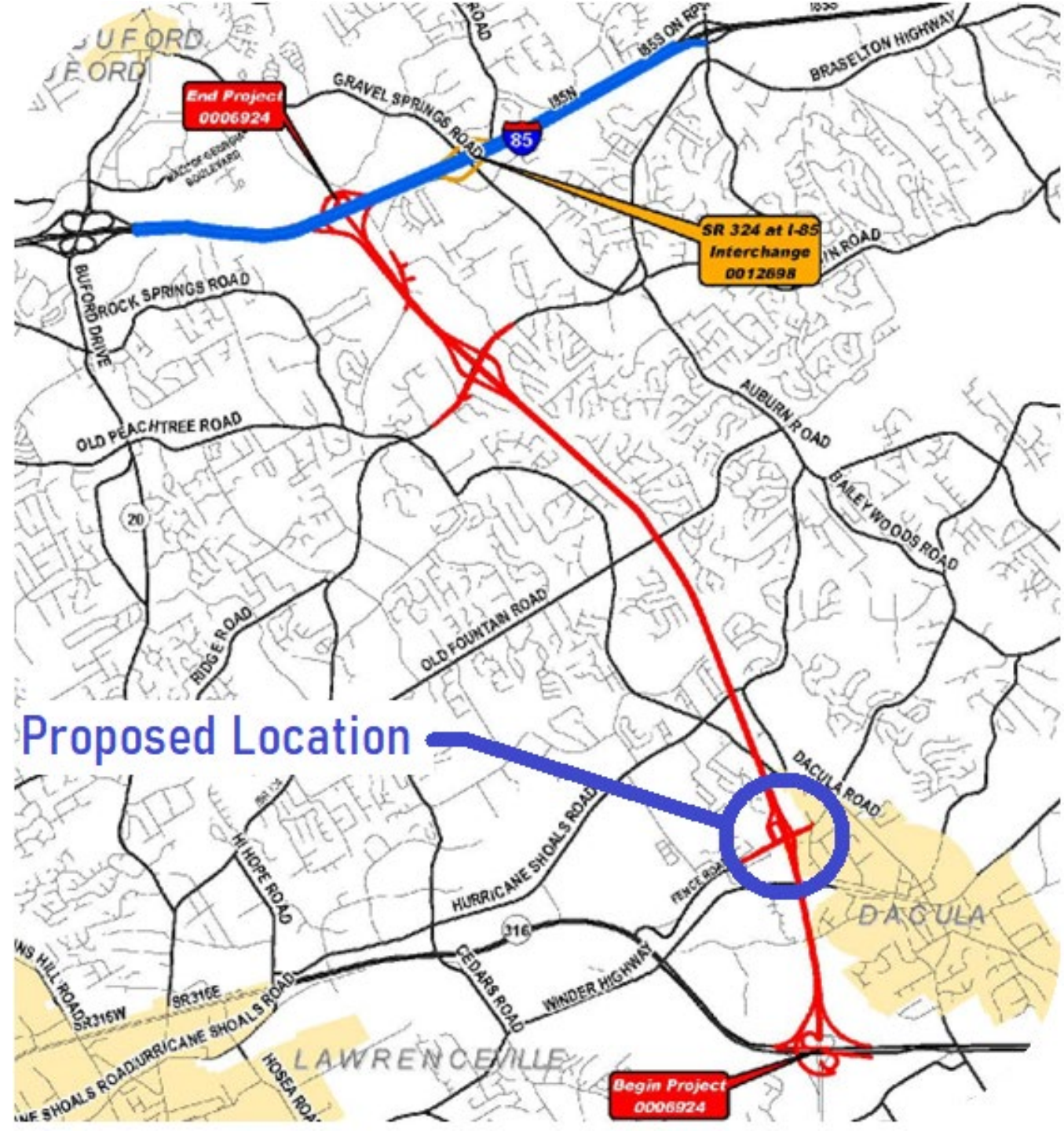
Corridor Overview:

- Limited access corridor has three phases:
 - **Phase 1:** SR 20 to SR 316 (Completed 2012)
 - \$136 million Gwinnett SPLOST
 - \$7.5 million GDOT
 - **Phase 2:** SR 316 to I-85 (Current Project)
 - Design & right-of-way phase (Design/Build)
 - **Phase 3:** I-85 to Peachtree Industrial Blvd
 - Long Range



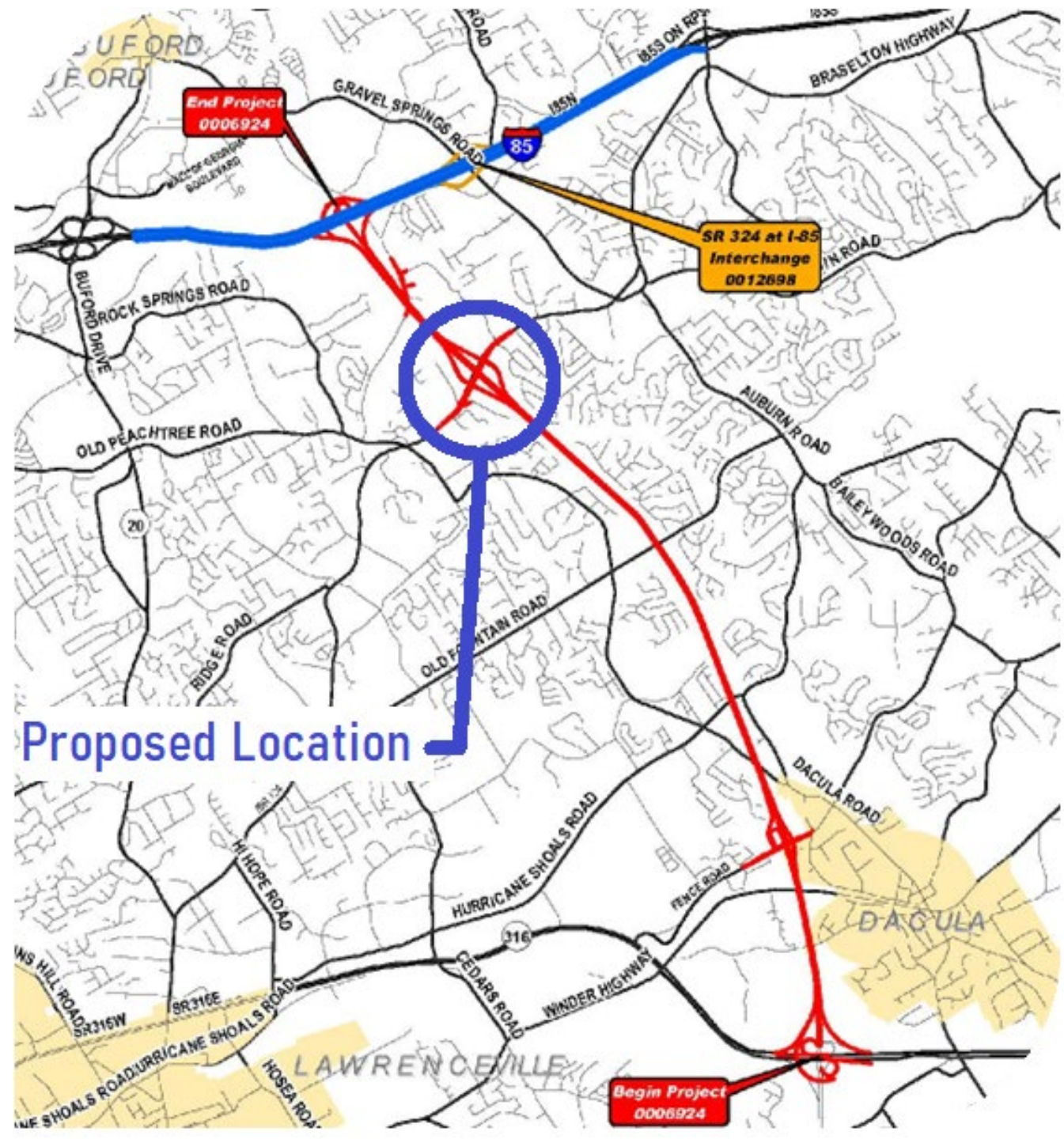
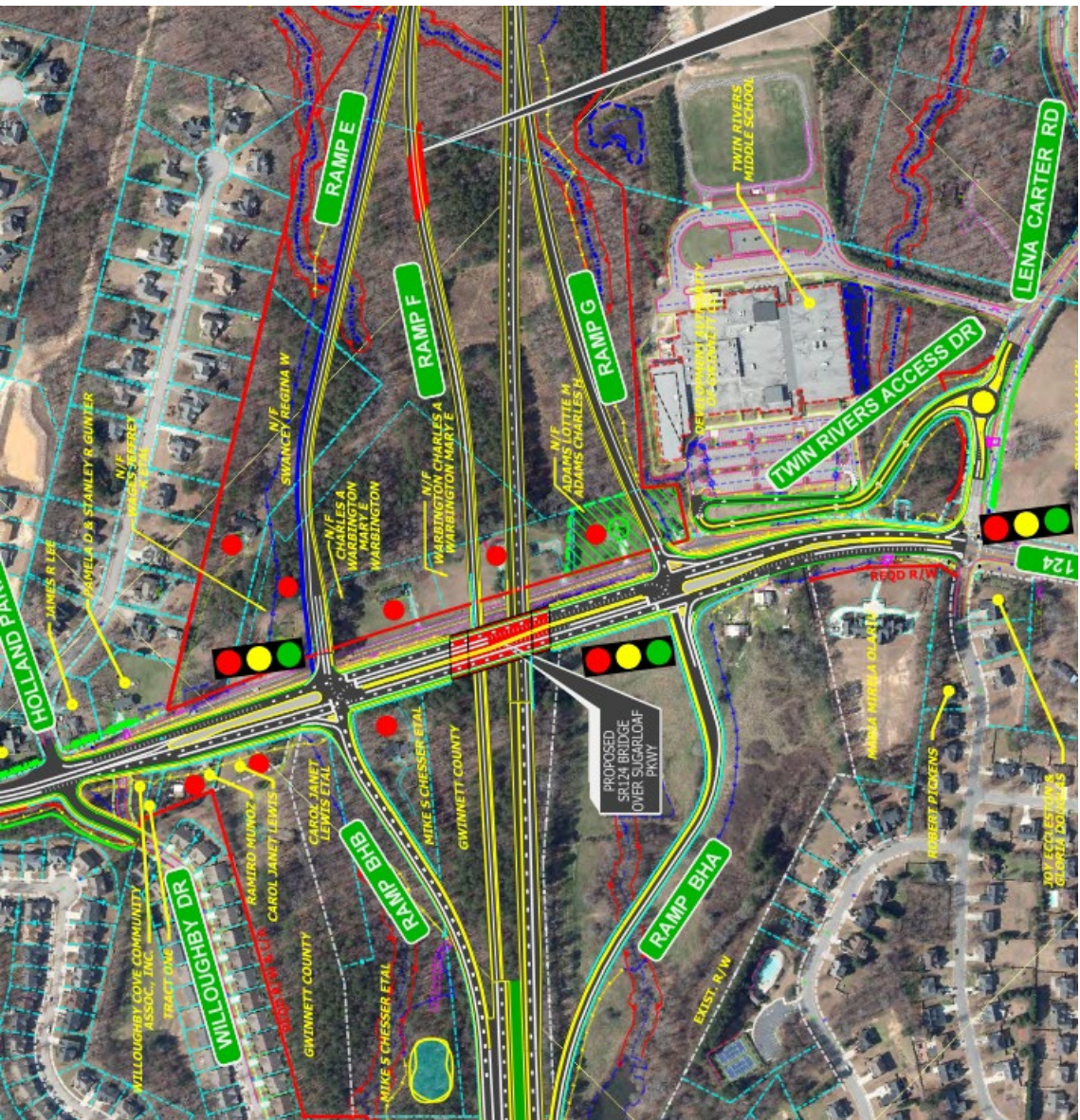
Project Overview

Sugarloaf Parkway at Fence Road

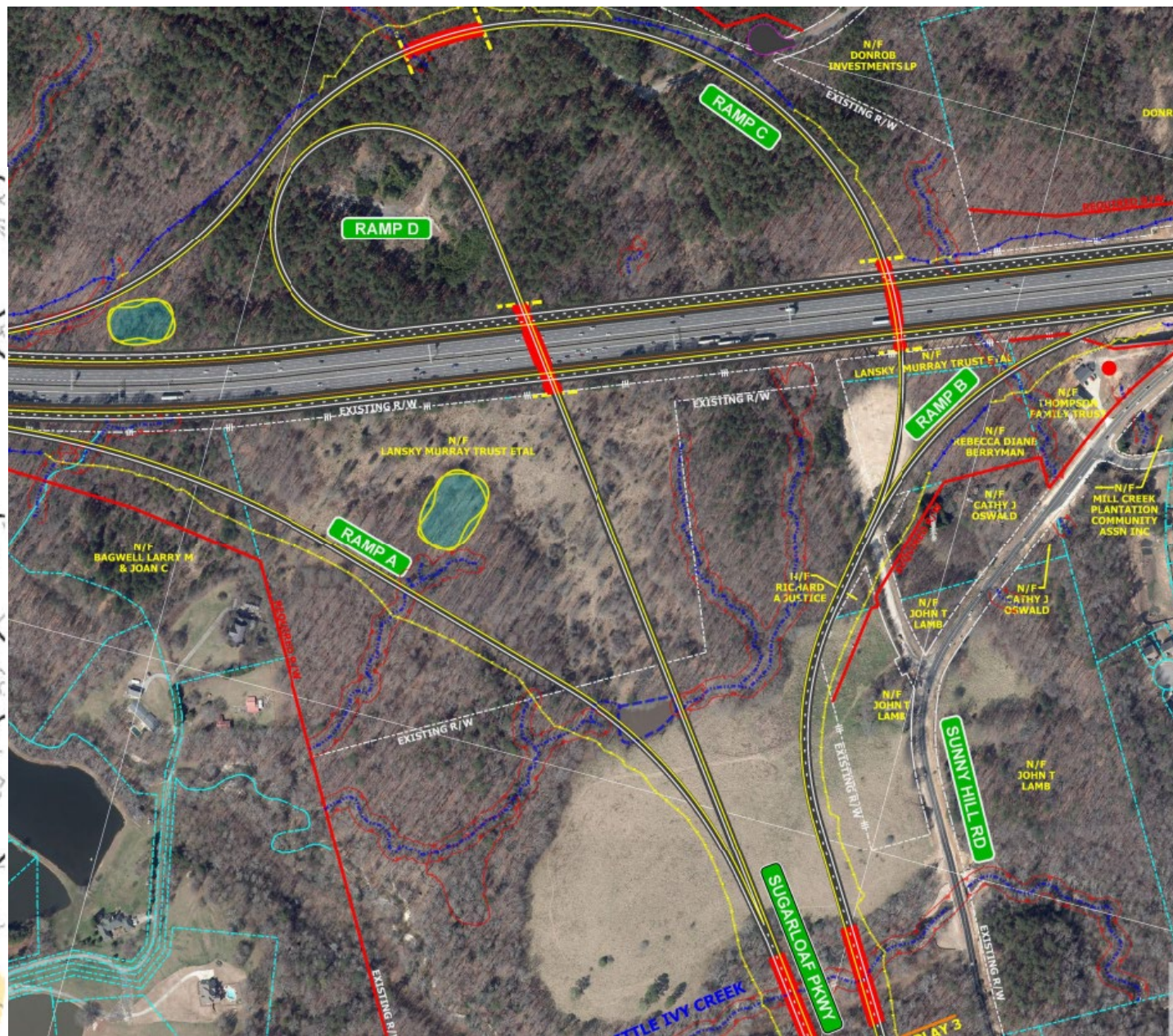
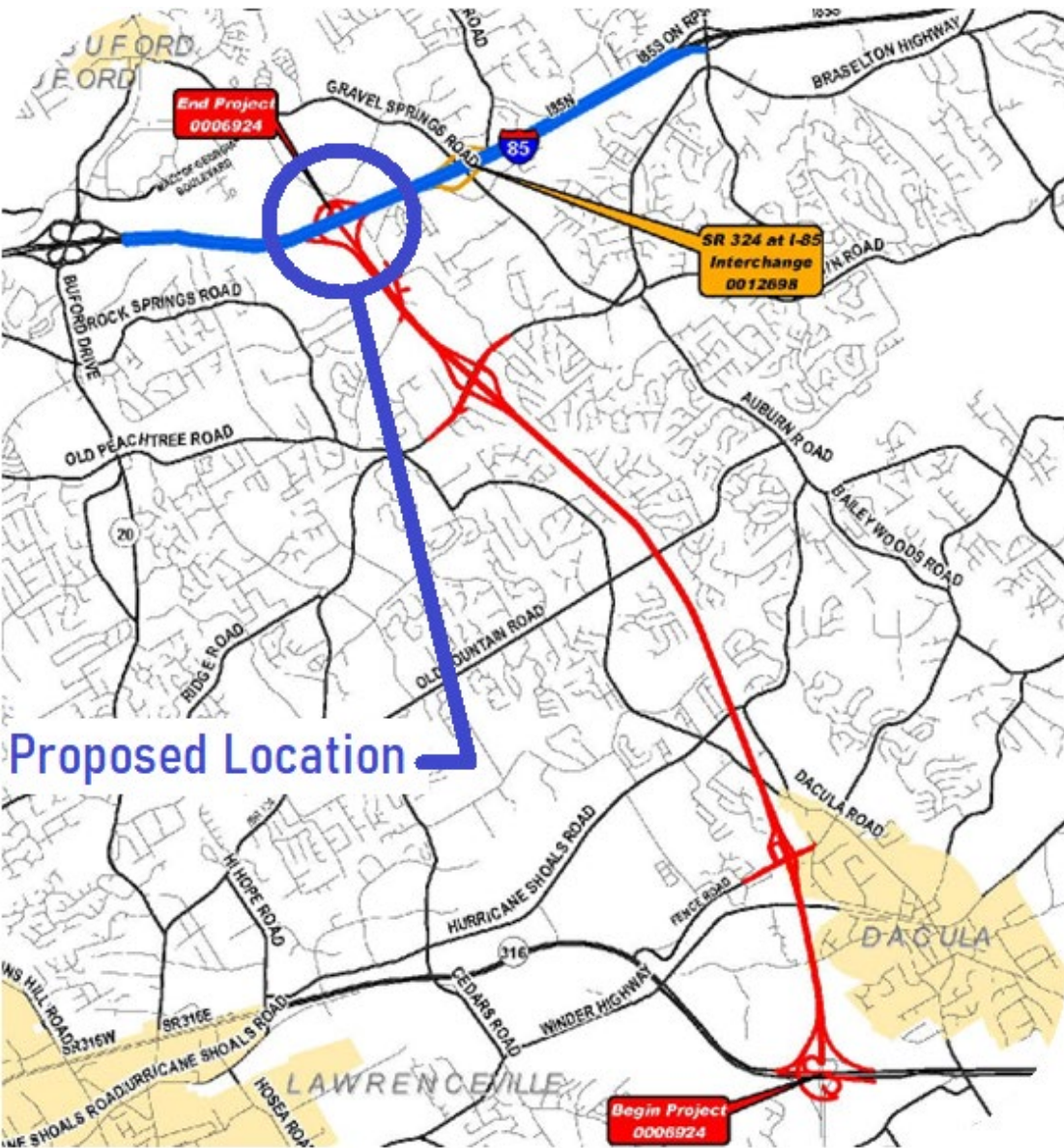


Project Overview

Sugarloaf Parkway at SR 124



Project Overview



Sugarloaf Parkway at I-85

Background

1980s
“Outer
Perimeter”
Envisioned

2005
Federal
Earmark
Established

2012
Sugarloaf
Parkway Phase
1 Complete

1990s
Initial Right of
Way Acquisition

2008
Gwinnett County
2030 CTP Completed

Background

March 2018

Sugarloaf Parkway Phase 2 and 3 revised concept report complete

September 2020

Interchange Justification Report Complete

June 2021

Public Information Open House (PIOH) Held

October 2018

Sugarloaf Parkway Phase 2 Traffic and Revenue (Toll) Study

February 2021

Conditional ROW Authorization

July 2022

Costing Plans Submitted



Grant Environment

Recent Legislation:

- Infrastructure Investment and Jobs Act (IIJA) November 2021
 - *Repair and rebuild our roads and bridges*
 - *Focus on climate change mitigation, resilience, equity, and safety for all users*
 - *Reauthorize surface transportation programs for five years*
 - **\$110 billion** in additional funding to repair our roads and bridges and support major, transformational projects.

Grant Environment

The Infrastructure for Rebuilding America (INFRA) is aimed at creating jobs by funding highway, multimodal freight and rail projects that position America to win the 21st century. Target projects will improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate supply chain bottlenecks and improve critical freight movements.

BIL/IIJA allocates \$8 billion for INFRA over 5 years

The National Infrastructure Project Assistance (MEGA) aims to fund major projects that are too large or complex for traditional funding programs, such as multijurisdictional or regional projects of significance that may also cut across multiple modes of transportation. Target projects could include highway, bridge, freight, port, passenger rail, and public transportation projects of national and regional significance that improve equity and reduce emissions while improving environmental justice.

DOT aims to award half of the available funder to **projects greater than \$500 million** in costs. The program will receive up to \$1 billion this year alone and be able to provide multi-year funding to projects.

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives.

Status: Sugarloaf Phase 2

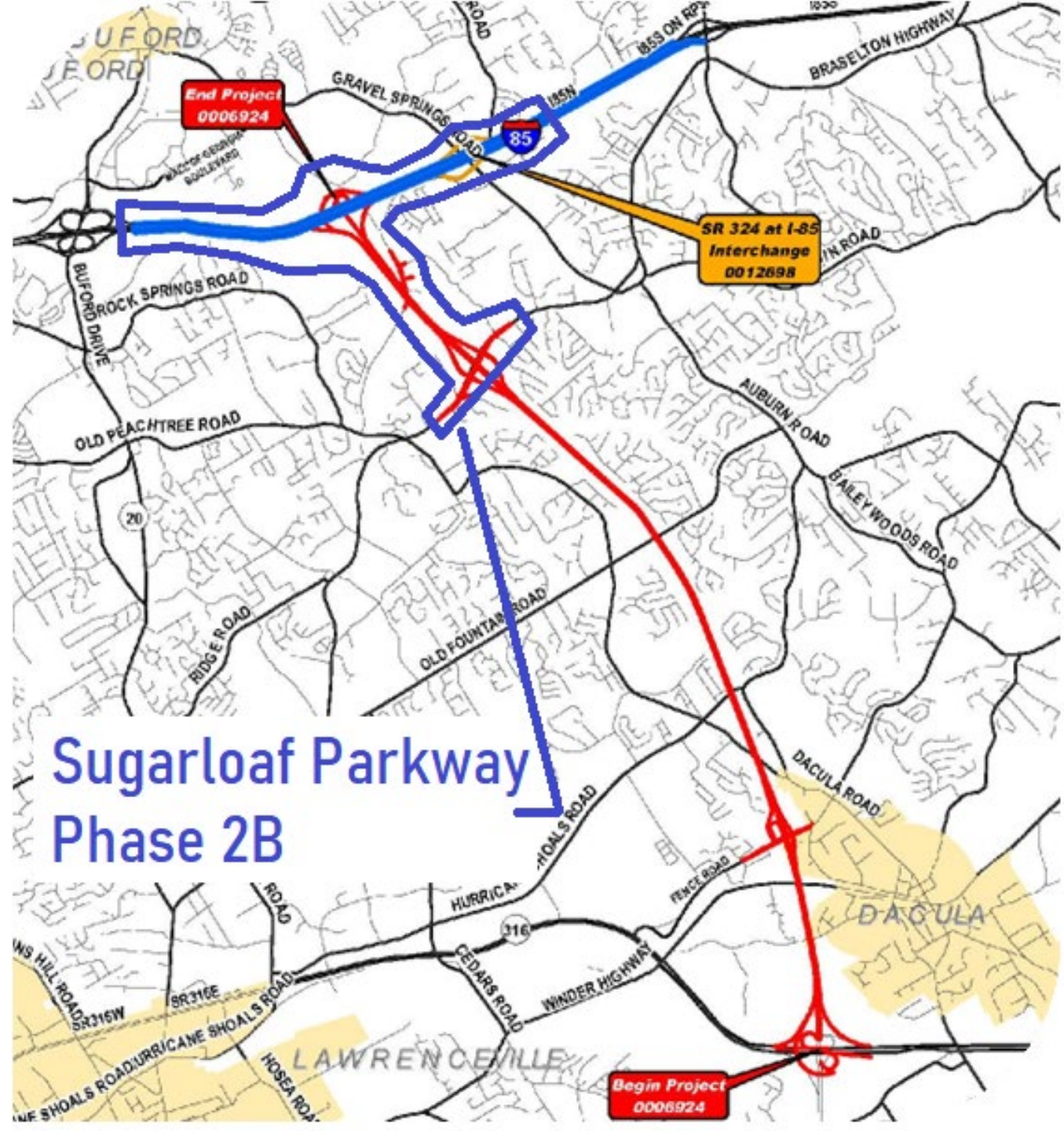
- Design:
 - Costing plans (50% plans) submitted July 2022
- ROW:
 - Acquired, Option Signed, or Deleted: 44%
- Environmental Permitting:
 - 40% Complete, forecasted completion December 2023
- *Design Build bid preferred conditions:*
 - *Costing plans*
 - *Request For Proposals (RFP)*
 - *50% completion of ROW & environmental permitting (Resource ID complete)*

Current Costs Estimates

- Sugarloaf Parkway Phase 2B (SR 124 to I-85)
 - Design/Build including ROW acquisition & utility costs:

\$331.5 million

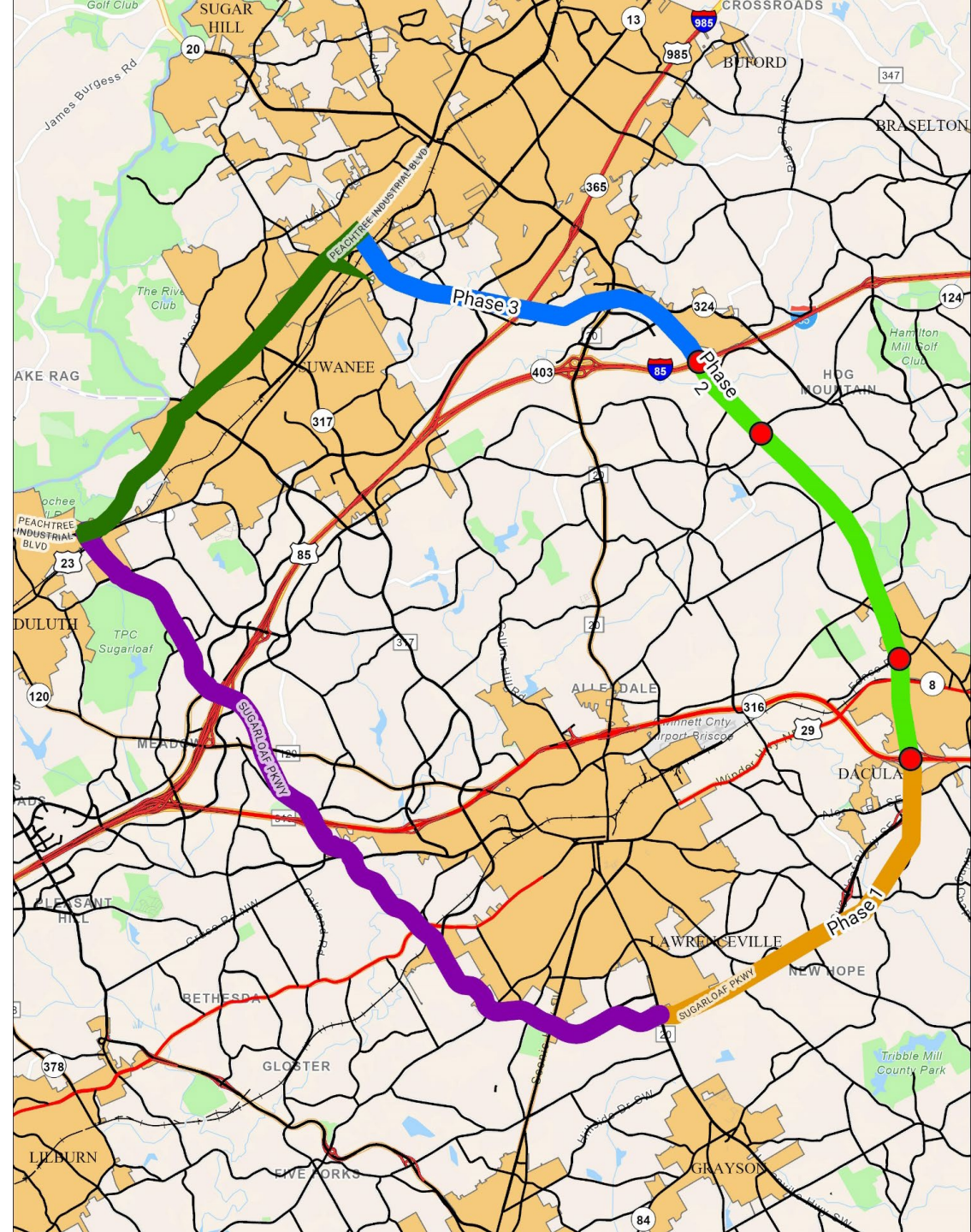
- Total Phase 2A & 2B
\$866.5 million



Project Benefits

Traffic Benefits:

- Limited-access bypass providing traffic relief and improved air quality to disadvantaged populations
- More direct access to developing Northeast Gwinnett including cities and employment centers such as Publix and Rowen
- New travel connection with alternative travel modes to support regional and interstate economic vitality
- Sugarloaf Parkway with Peachtree Industrial Blvd would provide **38 mile multi-lane Gwinnett Loop**



Project Benefits

Potential Sustainability Components:

- Solar power & lighting
- Recycled rubber asphalt
- Smart vehicle infrastructure
- Multi-use path for non-vehicular travel linked to:
 - County's core trail network
 - Transit facilities
 - Schools
- Transit Benefits:
 - Faster travel times for Route 411
 - Improved access to the existing Dacula and future Harbins Road park-and-ride facilities
 - Supports better overall connections and multimodal integration in this part of Gwinnett County






*** As a part of the plan development process additional options for sustainability will be researched and implemented into the project. ***

Project Benefits

USDOT Benefit-Cost Analysis Data (2021)

3.7
Benefit-Cost Ratio

BCA estimates anticipated benefits expected to accrue from a project over a specified period compared to anticipated costs of the project

Quantifiable Benefit		Summary of Economic Benefits (real 2019 dollars over 30-year operating period)
Reduction in travel time	 86% of benefits	Over 191 million hours of annual travel-time savings resulting in time savings valued at \$4,230 million for passenger car customers and \$1,159 million for freight
Travel-time reliability	 8% of benefits	12 minutes in planning-time savings , improving travel-time predictability and dependability for a total value of \$458 million in reliability benefits for passenger vehicles and \$62 million in freight benefits
Reduce traffic fatalities and serious injuries	 2% of benefits	Traffic fatalities and serious injuries will be reduced for an estimated value of avoided crashes of \$79 million for passenger vehicles and \$15 million for freight trucks
Operating cost savings	 3% of benefits	Over 74 million gallons of fuel saved , saving passenger car and freight customers over \$114 million and \$92 million in vehicle operating costs, respectively
Emission Reduction Benefits	 1% of benefits	408,100 metric tons saved in vehicle emissions (NOx, CO2, PM2.5) due to less congestion and faster travel times for an estimated value of damages avoided of \$47 million from passenger vehicles and \$30 million from freight trucks

Funding Strategy

- Build Sugarloaf Parkway Phase 2A
 - Seek Federal INFRA/RAISE/MEGA grant at 20% local match



- 20% Local Match
 - 2017 SPLOST \$48 million
 - 2023 SPLOST \$60 million

Funding Strategy Timeline

- Build Sugarloaf Parkway Phase 2A Timeline

August 2022

Continue with ROW & environmental permitting for Phase 2A

May 2023

Submit for Federal INFRA/RAISE /MEGA grant

February 2024

Design/Build RFP Advertisement

April 2023

Complete 2023 SPLOST project review

December 2023

Notice of Award Federal INFRA/RAISE /MEGA grant

June 2024

Design/Build RFP Award



Alternate Funding Strategies

If grant solicitation is ineffective:

- **Option 1:** Continue purchase of ROW for Sugarloaf Parkway Phase 2A (SR 316 to SR 124) try for future grants
 - ROW Estimate: \$8.5 million
- **Option 2:** Use local funding to construct multi-use path element of the project
 - Estimate: \$70 million
- **Option 3:** Shift funding to other Major Road SPLOST category projects



Questions & Input

