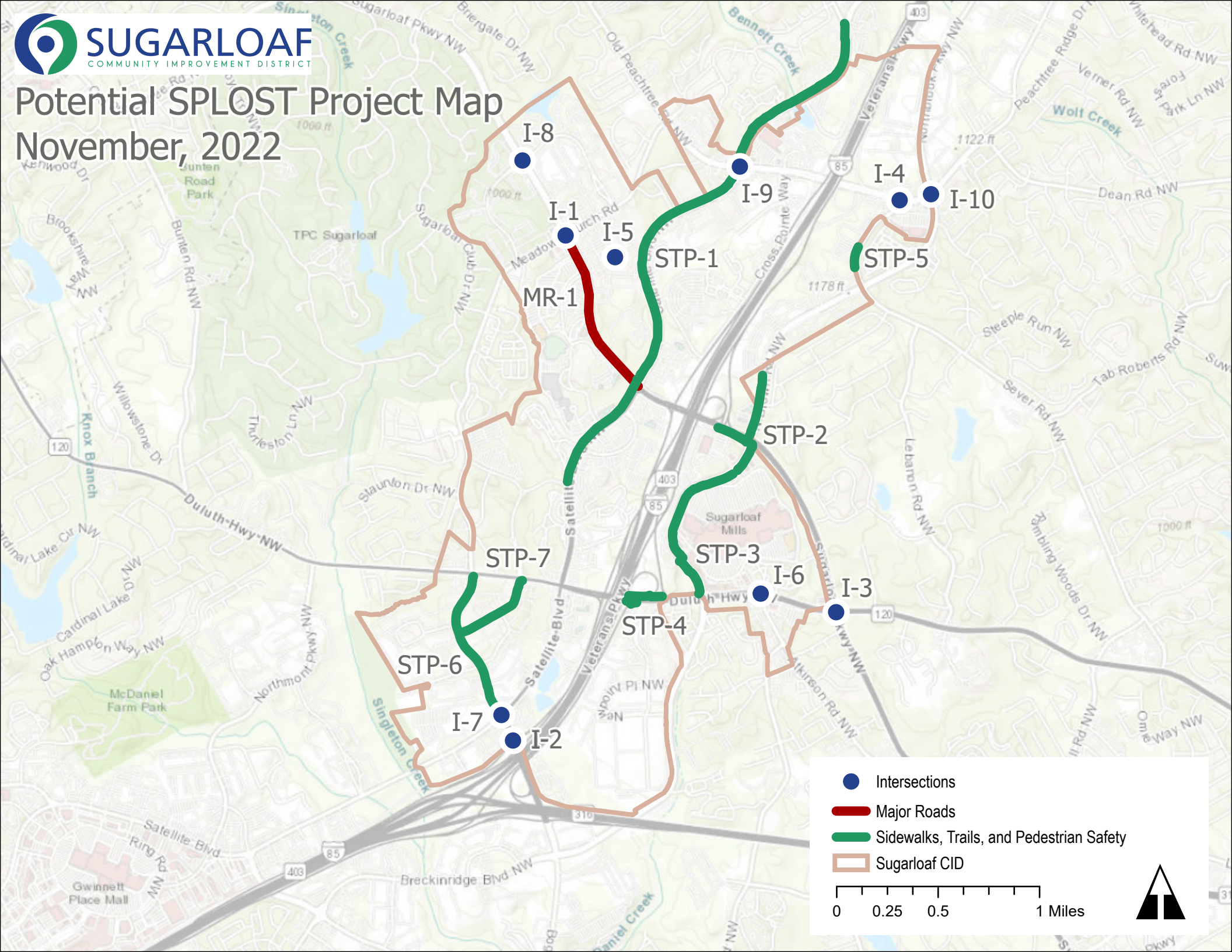


# Potential SPLOST Project Map

November, 2022





Major Roads	Project ID	Project Name	Project Limits	Project Description	Cost Estimate	Potential Funding Sources
	MR-1	Sugarloaf Parkway	West of Satellite Boulevard to Meadow Church Road	This project would extend three lanes in both directions across the frontage of the Gas South District through the Meadow Church Road intersection. Sidewalks or a multi-use path would be reestablished on both sides of Sugarloaf Parkway. Advanced traffic management technology would also be installed as part of the project. The intersection at Meadow Church Road would be improved with both this project and another project that would include improvements extending down Meadow Church to Premiere Parkway east of the intersection. Additional signage, roadway striping, and other traffic controls would be installed as well. The CID may partner with the County to include various enhancements such as decorative mast arms at traffic signals, landscaping along the corridor and decorative pedestrian lighting.	\$8 million	CID, SPLOST, GDOT - LMIG , SRTA - GTIB
	Estimated Total Cost: \$8 million					



Intersections	Project ID	Project Name	Project Description	Cost Estimate	Potential Funding Sources
	I-1	Sugarloaf Parkway at Meadow Church Road	The project would create a dual left turn from Meadow Church Road onto Sugarloaf Parkway. At the end of the dual left turn, a center turn lane would be constructed to east of Premiere Parkway.	\$1.5 million	SPLOST
	I-2	Boggs Road at South Bound I-85 off ramp	The project would include the addition of a third lane to the southbound off-ramp from the I-85 Collector Distributor to Boggs Road. The off ramp would be striped for dual left turns and a single right turn.	\$1.5 million	SPLOST
	I-3	Sugarloaf Parkway at SR 120	This project would increase left turn-lane storage on two approaches to the intersection. The left turn lanes for this project taper into medians that provide the opportunity for left turn lane storage to be extended, particularly on the southbound Sugarloaf Parkway approach. The right turn lane on the southbound Sugarloaf Parkway approach would also be extended.	\$400,000	SPLOST
	I-4	Sever Road at Old Peachtree Road	The additional width of roadway on Sever Road allows for several options for restriping the road with only two small areas of widening. A second southbound through lane could be constructed that would drop at or in the area of the southern UGA Gwinnett entrance. This would allow for free flow right turns from eastbound Old Peachtree Road to Sever Road or a dual left turn from westbound Old Peachtree Road to Sever Road using existing striped out pavement on Old Peachtree for the second left turn lane. Another alternative use of the additional width would be to provide a second left turn lane on northbound Sever Road at its intersection with Old Peachtree Road or to provide two dedicated left turn lanes, one northbound to turn onto Old Peachtree Road and the other for southbound left turns into the Publix shopping center.	\$1.5 million	SPLOST
	I-5	Sugarloaf Parkway to Satellite Boulevard Connector Road (Jug-handle through Kroger retail area)	This project would convert an existing private drive into a public road, bringing the road up to public road standards and improving the two intersections at either end of the connector road. The road pavement, lane and shoulder widths, signage and pavement striping would be evaluated and upgraded if needed for general public use including additional signage.	\$2 million	SPLOST
	I-6	Atkinson Road at SR 120	The project includes a restriping of the southbound Atkinson Road right turn lanes to create a second through lane from SR 120 to Herrington Road. The radius return at SR 120 and one short section of Atkinson Road just south of a commercial driveway would require reconstruction to provide for the additional through lane. As part of the Atkinson Road improvements, the northbound approach to SR 120 could be restriped for dual left turn lanes and a through/right lane if traffic counts indicate that this is a more efficient use of the lanes. This restriping would require the removal of the concrete island in the southeast corner of the intersection, which would also allow the right turn lane drop from SR 120 to Herrington Road to continue through the intersection as a third through lane on SR 120. The CID could also consider providing grassed medians on SR 120 or landscaping along Atkinson Road as part of the overall project.	\$2 million	SPLOST

	Project ID	Project Name	Project Description	Cost Estimate	Potential Funding Sources
	I-7	Boggs Road at Satellite Boulevard	The project includes a restriping of the northbound Boggs Road approach to provide dedicated dual left turn lanes, a dedicated through lane and either a dedicated right turn lane or a through/right turn lane. Traffic volumes and the geometric layout of the turning movements of the left turn lanes on Boggs Road dictate whether the right turn or through/right turn would be appropriate. The use of a single through lane would allow the southbound Boggs Road approach to be restriped for a single left turn in the current inside through lane, a single receiving lane, dual southbound through lanes and a right turn to southbound Satellite Boulevard. A right turn lane from Boggs to southbound Satellite should be considered even if widening is required. Dual left turns on both Satellite approaches should also be considered.	\$500,000	SPLOST
	I-8	Premiere Parkway at Sugarloaf Parkway	This project would add a traffic signal and full pedestrianization of the intersection including crosswalks on Sugarloaf Parkway on both the north and south sides of the intersection. Pedestrian signal poles would also be included. The landscaped center medians on both Premiere Parkway approaches would be removed to accommodate left turn lanes.	\$500,000	SPLOST
	I-9	Old Peachtree Road at Satellite Boulevard	This proposed project would add a third eastbound through lane on Old Peachtree Road from approximately 800 feet west of Satellite Boulevard to the southbound on ramp to I-85. The project also includes the addition of a second left turn lane to both Old Peachtree Road approaches to the intersection. The second left turn lanes would be added by shifting the through lanes to the north and utilizing the right turn lanes as outside through lanes. The right turn lane from westbound Old Peachtree Road to northbound Satellite Boulevard would need to be reestablished due to high right turn volumes.	\$3 million	SPLOST
	I-10	Old Peachtree Road at North Brook Parkway	This proposed project would add a second left turn lane on Old Peachtree Road to turn left onto northbound Northbrook Parkway. This is the movement that drivers exiting I-85 and continuing north use. Additional striped out pavement exists on westbound Old Peachtree Road west of the intersection that could be converted to the outside through lane, allowing the inside through lane to be converted to the second left turn lane. This work could be done within the existing curb line. The median of Old Peachtree Road would need to be relocated including a catch basin within the limits of the project.	\$300,000	SPLOST
	Estimated Total Cost:			\$13.2 million	

Sidewalk, Trails, and Pedestrian Safety	Project ID	Project Name	Project Limits	Project Description	Cost Estimate	Potential Funding Sources
	STP-1	Loop Trail Satellite Boulevard Segment	West side of Satellite Boulevard from Freedom Way Avenue to South of Wildwood Road	This project is a proposed side trail adjacent to Satellite Boulevard from Freedom Way Avenue to Wildwood Road. The trail would be constructed of concrete with a width varying from 8 to 12 feet. Aesthetic enhancements along the trail would be provided including potential low-profile landscaping, brick pavers, benches, and trail lighting.	\$6.8 million	SPLOST, TAP, LCI
	STP-2	Sugarloaf Mills to Gas South District Trail	Sugarloaf Parkway and North Brown Road near Sugarloaf Mills	A short extension of the trail to Sugarloaf Parkway's intersection with North Brown Road combined with two trail extensions on North Brown would provide pedestrian connections to Sugarloaf Mills, outparcel restaurants at Sugarloaf Mills with North Brown frontage and hotels on North Brown that are located directly north of Sugarloaf Parkway. The trail would be constructed of concrete with a width varying from 8 to 12 feet. Enhancements to the intersection of Sugarloaf Parkway and North Brown Road include the widening of the crosswalks on the west and south sides of the intersection. Aesthetic enhancements at the intersection and along the trail extension would be provided including potential low-profile landscaping, brick pavers, benches, and trail lighting.	\$1.9 million	SPLOST, TAP, LCI
	STP-3	North Brown Road Trail	Sugarloaf Mills Northern Entrance to Duluth Highway (SR 120)	This project would construct a multi-use trail on the east side of North Brown Road along the frontage of Sugarloaf Mills from the northern North Brown entrance into Sugarloaf Mills to the Southern North Brown entrance. At the southern entrance intersection (Cashback Bonus Boulevard) the trail crosses to the western side of North Brown and continues south to the intersection of North Brown and SR 120. Aesthetic enhancements along the trail would be provided including potential low-profile landscaping, brick pavers, benches, and trail lighting.	\$2.8 million	SPLOST, TAP, LCI
	STP-4	Duluth Highway (SR 120) Sidewalk	Both sides from I-85 bridge to Newpoint Parkway/I-85 Northbound on-ramp	This project would install sidewalks on the roadside shoulder on north and south sides of SR 120 just east of the SR 120 bridge over I-85, tying to sidewalks on the bridge. The sidewalks would be constructed on the north side of SR 120 from the northbound I-85 on-ramp to the bridge and on the south side of SR 120 from west of Newpoint Parkway to the bridge. The proposed project would add a narrow grass strip and a 5-foot sidewalk on the roadside shoulder. Curb and gutter and an established graded shoulder already exist, so grading and drainage work would be limited. Both segments of the project would require crossings of free flow ramp movements from the I-85 northbound collector-distributor roadway. Crosswalks, signage, and possibly other measures may be necessary to protect crossing pedestrians.	\$350,000	SPLOST
	STP-5	Sever Road Sidewalk	West side of Sever Road between North Brown Road and UGA Gwinnett	This project would install sidewalks on the roadside shoulder on the west side of Sever Road from just north of North Brown Road to existing sidewalks at the University of Georgia Gwinnett Campus. The proposed project would add a narrow grass strip and a 5-foot sidewalk on the roadside shoulder. Curb and gutter and an established graded shoulder already exist.	\$75,000	SPLOST Quick Fix
	STP-6	Boggs Road Sidewalk	East side of Boggs Road from north of Satellite Blvd. to south of SR 120	This project would install sidewalks on the roadside shoulder on the east side of Boggs Road from the existing sidewalks north of Satellite Boulevard to the existing sidewalks just south of SR 120. The proposed project would add a narrow grass strip and a 5-foot sidewalk on the roadside shoulder. Curb and gutter and an established graded shoulder already exist.	\$400,000	SPLOST
	STP-7	Meadowbrook Parkway Sidewalk	South side of Meadowbrook Pkwy. from Boggs Road to SR 120	This project would install sidewalks on the roadside shoulder on the south side of Meadowbrook Parkway from Boggs Road to SR 120. The project would add a narrow grass strip and a 5-foot sidewalk on the road shoulder. Curb and gutter and a graded shoulder already exist.	\$375,000	SPLOST
	Estimated Total Cost:				\$12.7 million	