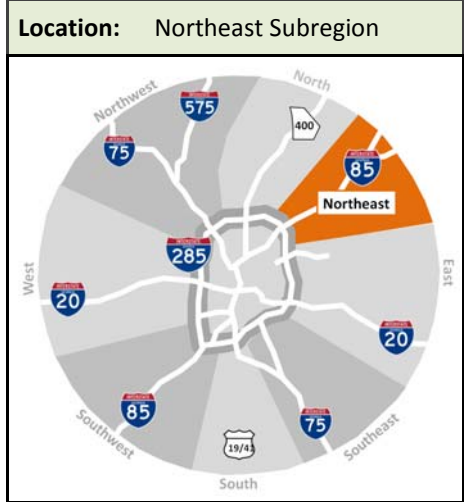




# Transportation Investment Act of 2010 Final Investment List Project Fact Sheet (FINAL - January 2012)\*

<b>Identification</b>	<b>TIA-GW-060</b>
<b>Project Name</b>	Sugarloaf Parkway Phase 2 Extension from SR 316 to SR 20 (Buford Drive) - New Alignment
<b>Project Type</b>	Roadway
	<input checked="" type="checkbox"/> Road Capacity Expansion <input checked="" type="checkbox"/> Aviation <input type="checkbox"/> Road Asset Management <input type="checkbox"/> Bicycle / Pedestrian <input checked="" type="checkbox"/> Road Safety / Operations <input type="checkbox"/> Transit Network Expansion <input checked="" type="checkbox"/> Freight / Logistics <input type="checkbox"/> Transit Operations / Maint.
<b>PLAN 2040 Status</b>	Project identified as a line item in PLAN 2040 with construction planned for 2018-2030  <i>Related Project Numbers: GW-308B</i>



**Description, Purpose and Benefits**

This project extends Sugarloaf Parkway as a four-lane roadway about 8.5 miles from SR 316 to SR 20 south of the City of Buford. The project would provide a limited-access route to reduce local traffic congestion in surrounding communities and commuter traffic congestion during rush hours by providing much needed cross-county connectivity. By providing an alternative to SR 20 through Lawrenceville, which is designated as a Regional Truck Route, this project will enhance related movement of goods and truck operations resulting in improved economic competitiveness of the state/county. Reduced vehicle miles on local two-lane roads will also likely result in fewer crashes as traffic shifts to a safer facility. The new alignment will likely be designated as a Regional Thoroughfare upon completion. ARC regional travel demand model calculations indicate that the completed project will reduce congestion on SR 20 south of I-85 by 11% compared to future conditions without the project. The total cost of the project is \$296,000,000, which will be entirely funded under TIA.

<b>Project Length</b>	8.5 miles	<i>These fields are only applicable to certain types of projects.</i>							
<b>Lanes (Current)</b>	0								
<b>Lanes (Proposed)</b>	4								
<b>Funding Commitments</b> <i>(all amounts shown in current year 2011 dollars)</i>	<table border="1"> <tr> <td>TIA Funds</td> <td>\$296,000,000</td> </tr> <tr> <td>Federal Funds</td> <td>\$0</td> </tr> <tr> <td>Local Funds*</td> <td>\$0</td> </tr> <tr> <td><b>Total Funding</b></td> <td><b>\$296,000,000</b></td> </tr> </table>	TIA Funds	\$296,000,000	Federal Funds	\$0	Local Funds*	\$0	<b>Total Funding</b>	<b>\$296,000,000</b>
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Federal Funds	\$0								
Local Funds*	\$0								
<b>Total Funding</b>	<b>\$296,000,000</b>								

\* Additional local funds may be identified prior to the referendum to deliver some projects.



<b>Implementation Band</b>	Construction likely to occur in Band 3 (2020-2022)
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\* This fact sheet provides supplemental scope information related to projects approved by the Atlanta Regional Roundtable on October 13, 2011. For certain project types, it may also include performance data derived through a technical analysis conducted by the Atlanta Regional Commission following approval of the investment list. Grammatical corrections and clarifications were also made to the text as necessary. No changes to project scopes, schedules or budgets were made. For the original fact sheets, as approved by the Roundtable, refer to the Final Report available at [www.atlantaregionalroundtable.com](http://www.atlantaregionalroundtable.com).