

FACT SHEET

P.I. Nos.: 0013104 & 0017110

Project Location: Gwinnett County

Project Description: The project consists of two phases. Phase 1 (PI No. 0013104) will construct the south-facing ramps between McGinnis Ferry Road and I-85 to create a half-diamond interchange, and McGinnis Ferry Road will be modified to add turn lanes at the interchange. McGinnis Ferry Road will be widened and milled/inlaid on both sides approaching the bridge from Autumnbrooke Way to south of Old Peachtree Road. The existing bridge along McGinnis Ferry Road will remain. A 5-foot sidewalk and 10-foot asphalt shared-use path will be constructed along McGinnis Ferry Road. The intersection of McGinnis Ferry Road and Autumnbrooke Way will be converted to a Restricted Crossing U-Turn (RCUT), and a second left-turn lane will be added at Old Peachtree Road. Celebration Drive will be converted to a right-in-only from McGinnis Ferry Road and southbound traffic along Celebration Drive will have to turn onto Celebration Connector.

Phase 2 (PI No. 0017110) will construct the north-facing ramps to provide a full-diamond interchange and Collector-Distributor (CD) system south and north of McGinnis Ferry Road at I-85. Due to the proximity of SR 317, the north-facing ramps of McGinnis Ferry Road interchange will be bridged over the south-facing CD system for SR 317. The south facing ramps constructed in PI 0013104 will be modified to connect to the south facing CD roads from SR 317.

Brief Need & Purpose: The purpose of the interchange at I-85 and McGinnis Ferry Road is to reduce traffic congestion on SR 317; reduce the frequency and severity of crashes on SR 317 and I-85 mainline; reduce the queuing of traffic on the I-85 northbound auxiliary lane; and improve east-west mobility in central Gwinnett County.

Crash History on SR 317 (Lawrenceville-Suwanee Road) and McGinnis Ferry Road									
Arterial Section	Crash Frequency (2013-2017)				Crash Rate per 100M VMT (2013-2017)				Statewide Crash Rate (Total)
	Fatal	Injury	Property Damage	Total	Fatal	Injury	Property Damage	Total	
SR 317 Corridor	0	334	1494	1828	0	299	1336	1635	655*
McGinnis Ferry Road Corridor	0	137	359	496	0	160	420	580	

* Minor Arterial (Urbanized) – GDOT Statewide Mileage, Travel & Crash Data – 2017

Schedule:

PI 0013104 (Phase 1)

- **MGMT Right of Way Date: October 2021**
- **MGMT Let Date: November 2022**
- **Construction Time: 18-24 Months**

Cost Estimates:

Phase	Amount (\$)	Estimate Date	Fiscal Year
Preliminary Engineering	\$5,125,000	March 2018	2018
Right of Way	\$6,062,000	March 2021	2022
Construction	\$12,437,608	May 2020	2023
Utilities	\$117,420	May 2020	2023
Total	\$23,742,028		

PI 0017110 (Phase 2)

- **MGMT Right of Way Date: Wednesday, January 01, 2031**
- **MGMT Let Date: Saturday, January 01, 2033**
- **Construction Time: 30-36 Months**

Cost Estimates:

Phase	Amount (\$)	Estimate Date	Fiscal Year
Preliminary Engineering	\$4,000,000	N/A	Monday, January 01, 2029
Right of Way	\$7,691,000	N/A	Wednesday, January 01, 2031
Construction	\$44,380,000	N/A	Saturday, January 01, 2033
Utilities	\$0	N/A	Saturday, January 01, 2033
Total	\$56,071,000		

Road Classifications: McGinnis Ferry Road- Urban Minor Arterial and SR 317/Lawrenceville-Suwanee Road Urban Minor Arterial

Existing Typical Section: McGinnis Ferry Road is a four-lane facility with 12-foot lanes, two in each direction with a 20-foot raised grassed median and a 10-foot shared-use path on the north side and a 5-foot sidewalk on the south side. The bridge is 381 feet long x 118.50 feet wide with four 12-foot lanes, a 20-foot raised median (16-foot concrete with 2-foot shy distance each side), and an additional 14 feet of pavement on each side for future widening. The north side has a 10-foot shared-use path and the south side has a 6-foot sidewalk. I-85 is a 10-lane facility with 12-foot lanes, four in each direction along with one auxiliary lane in each direction. I-85 has recently completed construction to add the “Managed Lanes” in each direction. Northbound I-85 has an auxiliary lane that is an “Exit Only Lane” for SR 317/Lawrenceville-Suwanee Road. Northbound and southbound I-85 are separated by a concrete barrier wall.

Proposed Typical Section: Phase 1 (PI No. 0013104) McGinnis Ferry Road will retain its four through lanes, two in each direction. A 5-foot sidewalk and 10-foot asphalt shared-use path will be constructed along McGinnis Ferry Road. The south-facing ramps at McGinnis Ferry Road will consist of a 16-foot travel lane with a 12-foot outside shoulder (10-foot paved) and an 8-foot inside shoulder (4-foot paved). Phase 2 (PI 0017110) north-facing ramps for the McGinnis Ferry Road interchange will consist of a 16-foot travel lane with a 12-foot outside shoulder (10-foot paved) and an 8-foot inside shoulder (4-foot paved). The CD systems will consist of either a 16-foot single lane or two 12-foot travel lanes. The

outside shoulder will be 14 feet (12-foot paved) and a have 12-foot (10-foot paved) inside shoulder. The auxiliary lane on I-85 northbound will end at the northbound CD entrance (this is currently a drop lane that exits at SR 317/Lawrenceville-Suwanee Rd).

Projected Traffic: McGinnis Ferry Road

24 HR T: 6.0 % Current Year (2018): 25,600
 Open Year (2024): 37,550 Design Year (2044): 52,950

SR 317/Lawrenceville-Suwanee Road

24 HR T: 9.0 % Current Year (2018): 47,150
 Open Year (2024): 46,500 Design Year (2044): 65,500

Posted Speed: 45 mph – McGinnis Ferry Rd

Design Speed: 45 mph – McGinnis Ferry Rd

Existing Major Structures: McGinnis Ferry Road bridge over I-85 – to be retained (Phase 1 & Phase 2); SR 317/Lawrenceville-Suwanee Road over I-85 – to be retained (Phase 1 & Phase 2)

Proposed Major Structures:

Phase 1: Retaining wall, potential sound barrier

Phase 2: Two braided ramp bridges, multiple retaining walls, potential sound barriers

PI Number 0013104 (Phase 1 Property Impacts)

Anticipated total number of impacted parcels:		16
Displacements anticipated:	Businesses:	0
	Residences:	1
	Other:	0
Total Displacements:		1

Note: For Parcels along I-85 that fall within both phases, right of way will be purchased during Phase 1 (PI 0013104).

PI Number 0017110 (Phase 2 Property Impacts)

Anticipated total number of impacted parcels:		15
Displacements anticipated:	Businesses:	0
	Residences:	2
	Other:	0
Total Displacements:		2

Alternatives Considered:

- **Alternative #1:** Widening existing SR 317/Lawrenceville-Suwanee Road

- **Alternative #2:** Half Diamond at McGinnis and CD system connecting McGinnis to SR 317
- **Alternative #3:** Diverging Diamond Interchange

Environmental Considered:

- **Environmental Document Type:** NEPA – EA – FONSI (EA will be completed for both Phases)
- **Ecology:** There are 14 jurisdictional streams, 4 jurisdictional open waters, 10 state waters and 8 drainage ponds. No suitable habitat was identified for any federal species listed for Gwinnett County or any state species known to occur within three miles of the project.
- **Archaeology:** No eligible resources present
- **History:** One parcel has been recommended as eligible for listing in the National Register. As currently proposed, Phase 2 of the project is likely to have an adverse effect. The parcel is located in the northwest quadrant of the proposed interchange (Phase 2).
- **Air/Noise (*Are Noise Barriers Prudent*):** TBD

Other Projects in Area:

- PI 0007526 New Interchange on SR 400 at McGinnis Ferry Road (construction start time 2021)
- PI 0004634 Four lane widening of McGinnis Ferry Road from Union Hill Road to Sargent Rd (construction start time 2021)
- PI 0014130 I-985 widening from I-85/Gwinnett County line to SR 53 Hall County (proposed construction start time 2023)
- PI 0010814 I-985 interchange with northbound flyover from I-85 north to I-985, AR-962, (Long Range)
- Gwinnett SPLOST project: Intersection improvements at Peachtree Industrial Boulevard at Suwanee Dam Rd