

The Georgia DOT invites you to review updated project information online for the SR 20 Improvements project between Canton and Cumming at:

www.dot.ga.gov/SR20Improvements

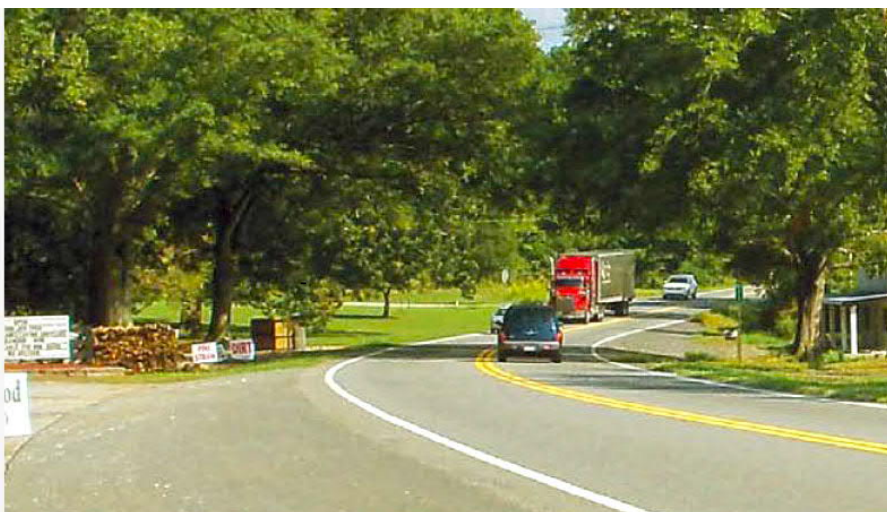
You can review current project information, including a drive through simulation of the project corridor and updated detailed concept roll plots. Substantive changes since we last met include:

- Revisions to multiple RCUT locations
- Removal of Median U-Turn (MUT) intersections and conversion of Bethelview Road and Post Road to traditional intersections.
- Revisions to and additions of truck turn-around locations
- Revisions to multiple detention pond locations and sizes

For more information, contact:

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Design Changes

During the last Public Information Open House (PIOH) held in May of 2017, Georgia DOT received numerous public comments related specifically to Median U-Turn (MUT) intersections and requests for traditional intersections at Bethelview Road and at Post Road. In response to those comments, Georgia DOT revised the concept to remove MUT intersections at the locations of Bethelview Road and Post Road. Those intersections will now be traditional signalized intersections.

Additionally, there were several specific design requests made related to detention ponds, median access points, and right-of-way concerns. Each request was reviewed, and changes incorporated, where possible, while maintaining accepted design standards.

Growth

The Need and Purpose of the proposed project is provided in the Project Documents under the Archives Section of the project website: <http://www.dot.ga.gov/BS/Projects/SpecialProjects/SR20Improvements/I575NCorners> . Due to the age of traffic, updates have been made and are provided below.

The existing and future traffic volumes show that SR 20 is congested, and the facility operates with high traffic volumes that exceed the corridor's capacity. Long delays are currently experienced at intersections and are projected to continue in the future. If no improvements occur by the 2045 design year, portions of the project corridor will experience major operational breakdowns and most of the corridor will worsen to increasingly unacceptable levels of congestion resulting in additional travel time delays between destinations. In addition to congestion concerns along the project study area, safety needs are documented. Between 2015 and 2017 injury crashes for PI's 0014133, 0002862, and 0003682 were above the statewide average. Fatal crashes are consistently above the statewide average in PI 0002862 while PI 0014133 and 0003682 have at least one year above the statewide average. PI 0014131 and 0014132 do not show crash rates above the statewide average in any category¹. According to the Atlanta Regional Commission (ARC) Plan 2040, the populations in Cherokee and Forsyth Counties are expected to increase between 94 to 114 percent by 2040. This anticipated growth is likely to further increase traffic demand volumes and congestion, which will limit the efficiency of movement for motorists, goods and access to economic activity centers for commuters, local traffic, and freight.

¹ PI 0014131 and 0014132 are classified as Urban Principal Arterials which have a much higher statewide average crash rates than Rural Principal Arterials which is how PI 00014133 and 0002862 are classified. If they were classified as rural, they would be over the statewide average .