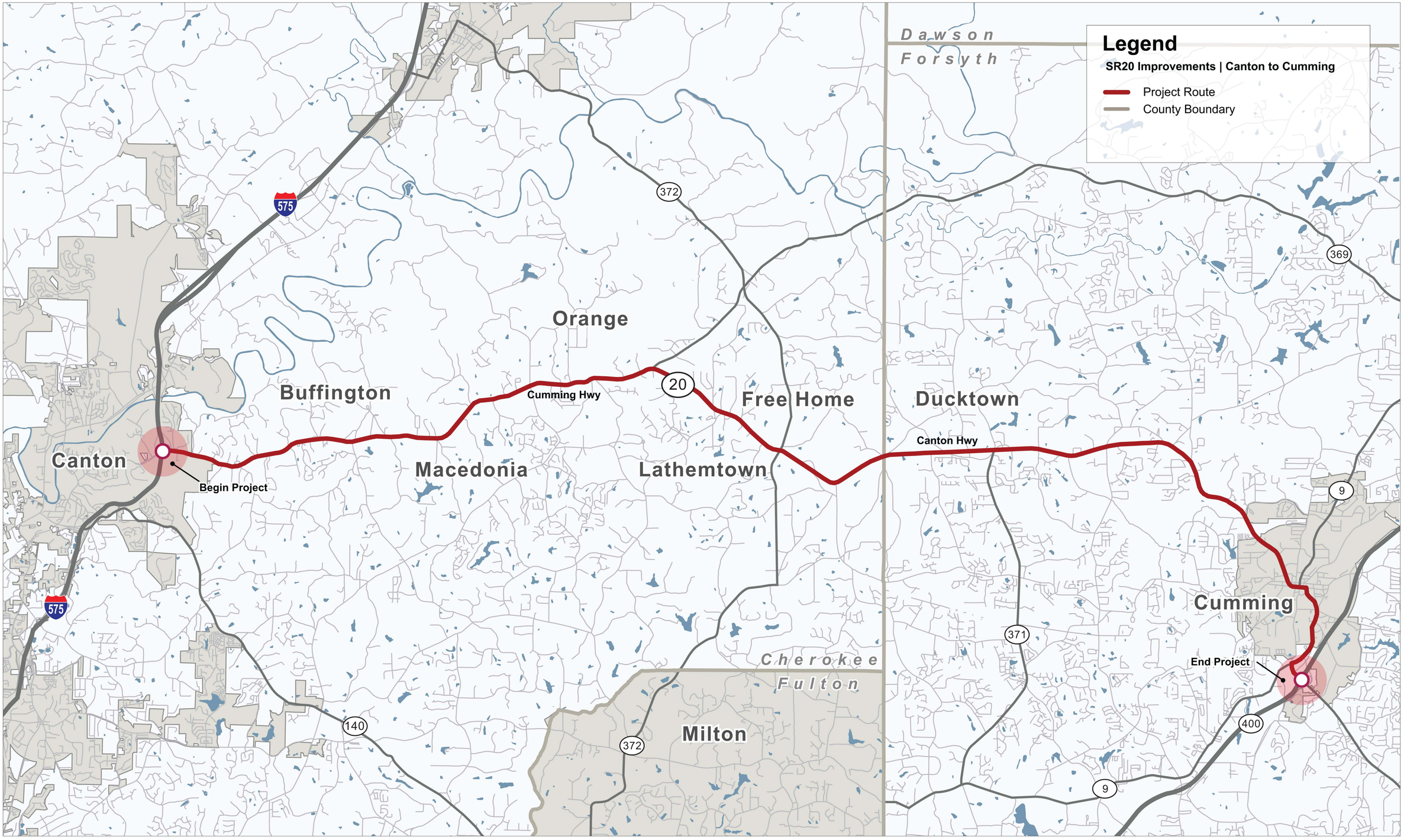
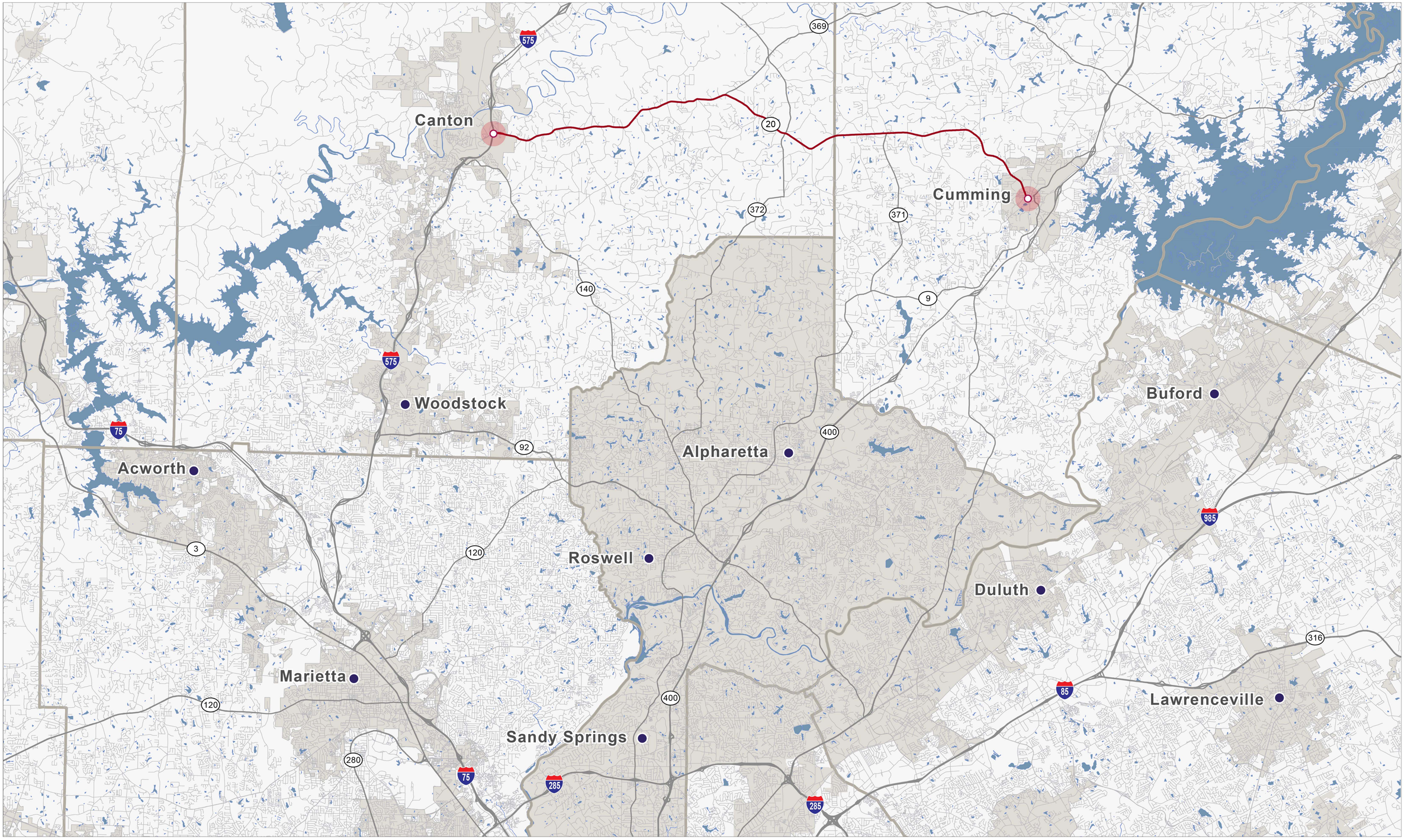


SR20 IMPROVEMENTS CANTON TO CUMMING

Study Area Map

Miles 0 1 2 North

Georgia Department of Transportation



SR20
IMPROVEMENTS
CANTON TO CUMMING

Where Do You Live and Work?

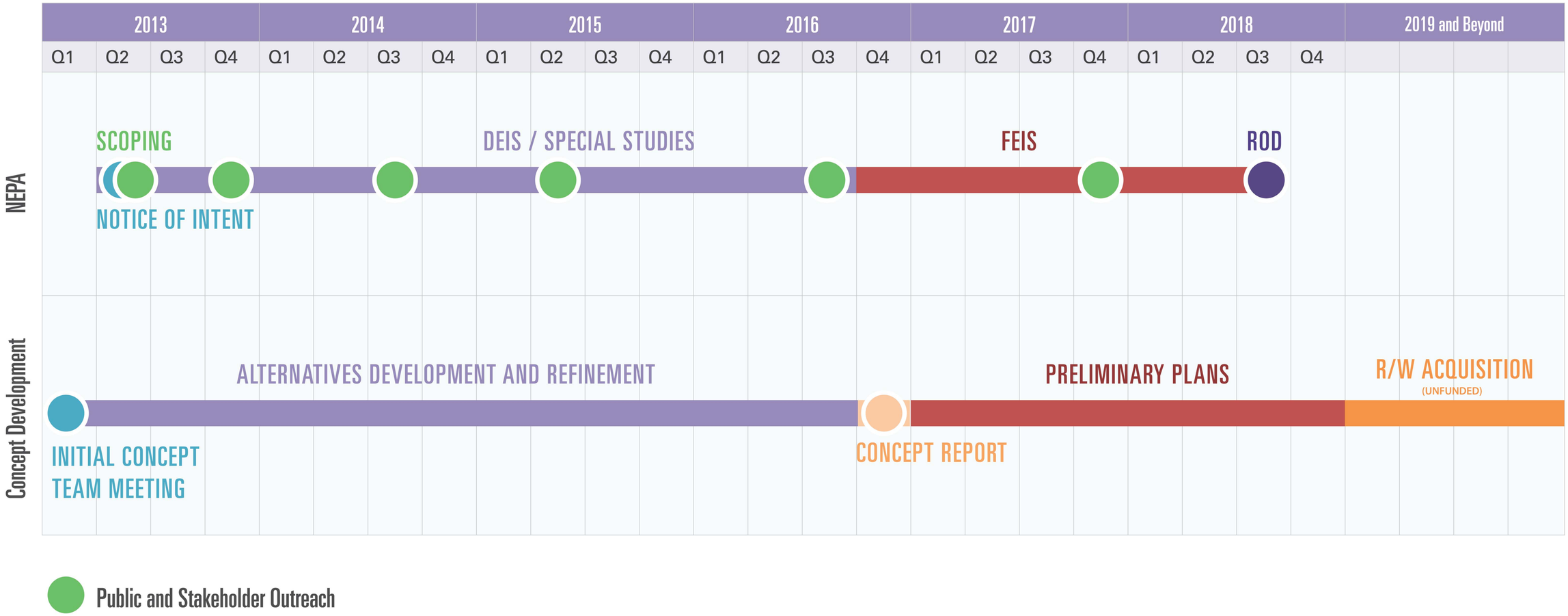
GDOT
Georgia Department of Transportation

WHAT IS AN ENVIRONMENTAL IMPACT STATEMENT (EIS)?

- *Required by the National Environmental Policy Act (NEPA) for certain Federal actions which significantly affect the quality of the human and natural environment.*
- *Includes one or more alternative actions that may be selected to address the transportation needs identified in the corridor.*
- *A tool for decision making that describes the positive and negative environmental effects of each transportation alternative.*

LIST OF NEPA TOPICS

- *Social Environment*
  - Community Impacts
  - Economic Impacts
  - Environmental Justice
- *Cultural Environment*
  - Historic Resources
  - Archaeological Resources
- *Natural Environment*
  - Streams, Wetlands and Open Waters
  - Water Quality and Stormwater
  - Protected Species
- *Physical Environment*
  - Noise
  - Air Quality
  - Energy and Climate Change
  - Visual and Aesthetic Conditions
  - Construction Impacts/Utilities
  - Hazardous Materials
- *Indirect and Cumulative Impacts*
- *Mitigation*



SR20 IMPROVEMENTS CANTON TO CUMMING

Project Schedule

Georgia Department of Transportation

Project Framework

August 2012 - December 2012

Project Initiation

Development of Draft Public Involvement Plan & Draft Agency Coordination Plan

Winter / Spring 2013

Notice of Intent (NOI)

Project Definition and Scoping Activities

Form Advisory Committees

Spring 2013 - Spring 2016

Alternatives Development

Detailed Environmental Analysis

Fall 2016 - Fall 2018

Engineering Refinements

Detailed Environmental Analysis Documentation

Final Environmental Approvals

2019 and Beyond

Purchase Right-of-Way

Construction Begins

Public and Stakeholder Outreach Activities

Alternatives Development Process

Data Collection

Existing Conditions

Draft Need and Purpose

Agency / Public Input

Refine Need and Purpose

Draft Project Evaluation Criteria

Draft Alternatives to Consider

Agency / Public Input

Refine Project Evaluation Criteria

Refine Alternatives to Consider

Technical Analysis

First Alternatives Screening Results

Agency / Public Input

Technical Analysis

Second Alternatives Screening Results

Propose Alternatives for detailed study in DEIS

Agency / Public Input

Finalize preferred alternatives

Begin detailed study and concept development

Agency Meetings
Committee Meetings
Public Meetings and Events

Agency Meetings
Committee Meetings
Public Meetings and Events

Agency Meetings
Committee Meetings
Public Meetings and Events

Agency Meetings
Committee Meetings
Public Meetings and Events

SR20 IMPROVEMENTS CANTON TO CUMMING

Project Framework + Alternatives Development Process

Georgia Department of Transportation

LOCAL HEADLINES:

Northern Arc of Outer Perimeter still Alive

March 10, 1997
Atlanta Business Chronical

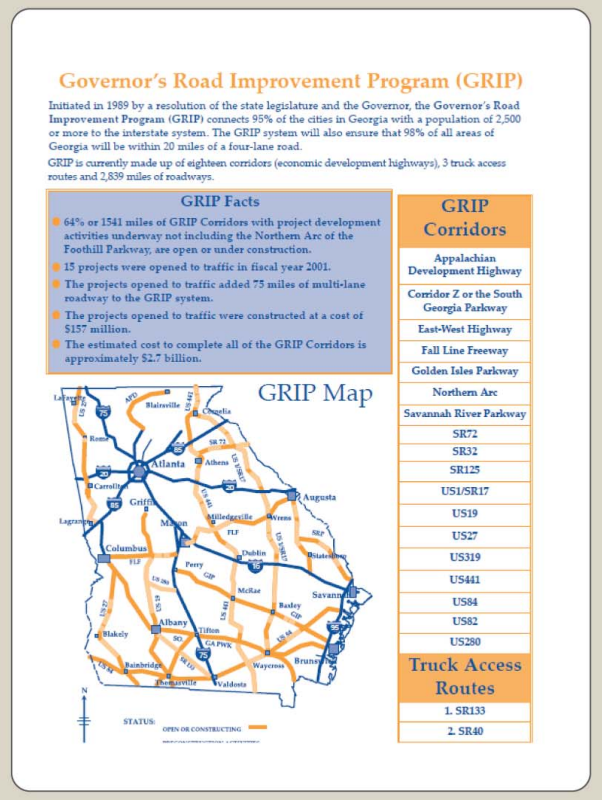
DOT moves ahead with outer perimeter, commuter rail

Posted: Wed., June 30, 1999
Online Athens, Athens Banner-Herald

Is the Northern Arc the answer? The question, as always, is how to relieve Metro Atlanta gridlock. Not everyone is sure a big new road is the solution.

Northern Arc fight spreads to Bartow County

Road project resurrects fears of Northern Arc



Governor's Road Improvement Program (GRIP)

Initiated in 1989 by a resolution of the state legislature and the Governor, the Governor's Road Improvement Program (GRIP) connects 95% of the cities in Georgia with a population of 2,500 or more to the interstate system. The GRIP system will also ensure that 98% of all areas of Georgia will be within 20 miles of a four-lane road.

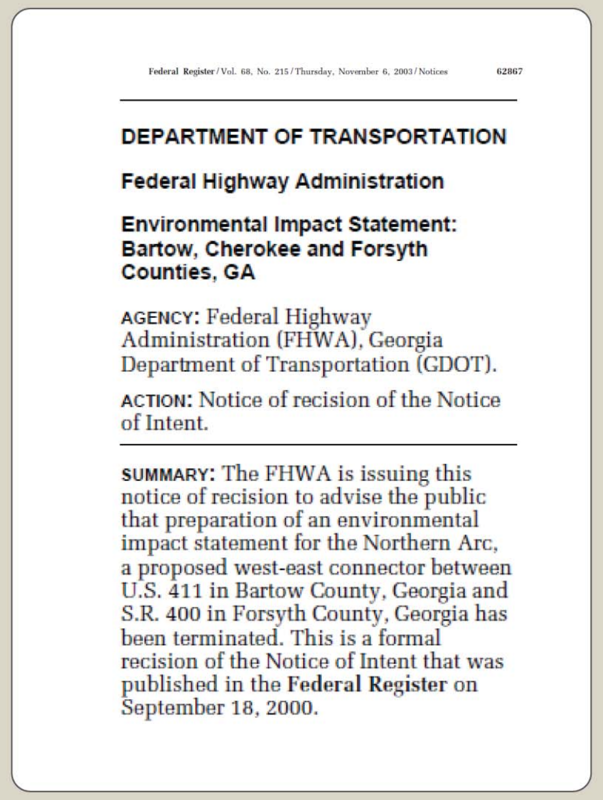
GRIP is currently made up of eighteen corridors (economic development highways), 3 truck access routes and 2,839 miles of roadways.

GRIP Facts

- 64% or 1541 miles of GRIP Corridors with project development activities underway not including the Northern Arc of the Foothill Parkway, are open or under construction.
- 15 projects were opened to traffic in fiscal year 2001.
- The projects opened to traffic added 75 miles of multi-lane roadway to the GRIP system.
- The projects opened to traffic were constructed at a cost of $157 million.
- The estimated cost to complete all of the GRIP Corridors is approximately $2.7 billion.

GRIP Map

GRIP Corridors
Appalachian Development Highway
Corridor Z or the South Georgia Parkway
East-West Highway
Fall Line Freeway
Golden Isles Parkway
Northern Arc
Savannah River Parkway
SR72
SR32
SR125
US1/SR17
US19
US27
US319
US441
US84
US82
US280
Truck Access Routes
1. SR133
2. SR40



Federal Register / Vol. 68, No. 215 / Thursday, November 6, 2003 / Notices 62867

DEPARTMENT OF TRANSPORTATION

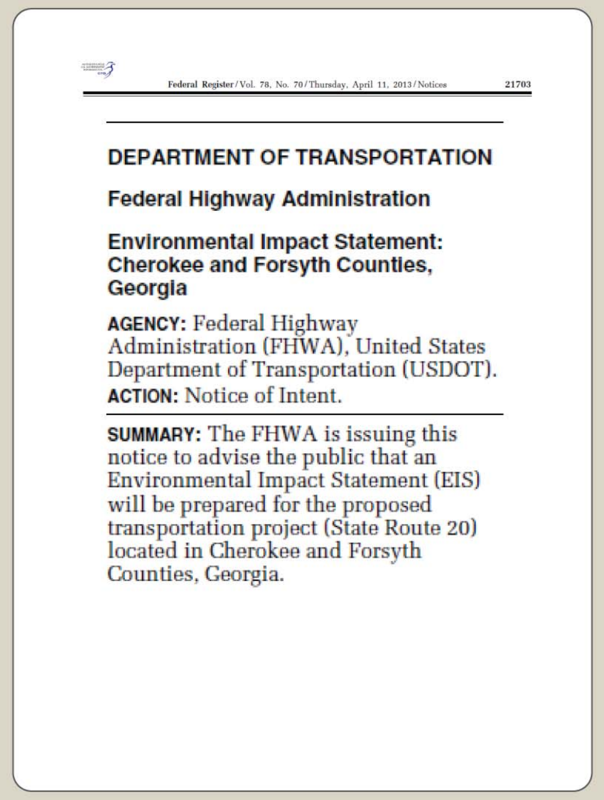
Federal Highway Administration

Environmental Impact Statement: Bartow, Cherokee and Forsyth Counties, GA

AGENCY: Federal Highway Administration (FHWA), Georgia Department of Transportation (GDOT).

ACTION: Notice of recision of the Notice of Intent.

SUMMARY: The FHWA is issuing this notice of recision to advise the public that preparation of an environmental impact statement for the Northern Arc, a proposed west-east connector between U.S. 411 in Bartow County, Georgia and S.R. 400 in Forsyth County, Georgia has been terminated. This is a formal recision of the Notice of Intent that was published in the **Federal Register** on September 18, 2000.



Federal Register / Vol. 78, No. 70 / Thursday, April 11, 2013 / Notices 21703

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Cherokee and Forsyth Counties, Georgia

AGENCY: Federal Highway Administration (FHWA), United States Department of Transportation (USDOT).

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for the proposed transportation project (State Route 20) located in Cherokee and Forsyth Counties, Georgia.

Outer Perimeter Studies

1 9 9 0 s

EIS Initiated for the Northern Arc

2 0 0 0

Northern Arc EIS Terminated by FHWA

2 0 0 3

Environmental Assessments Along SR20

2 0 0 6

Environmental Assessments Discontinued

2 0 0 8

EIS Intiated for SR20 Canton to Cumming Improvements

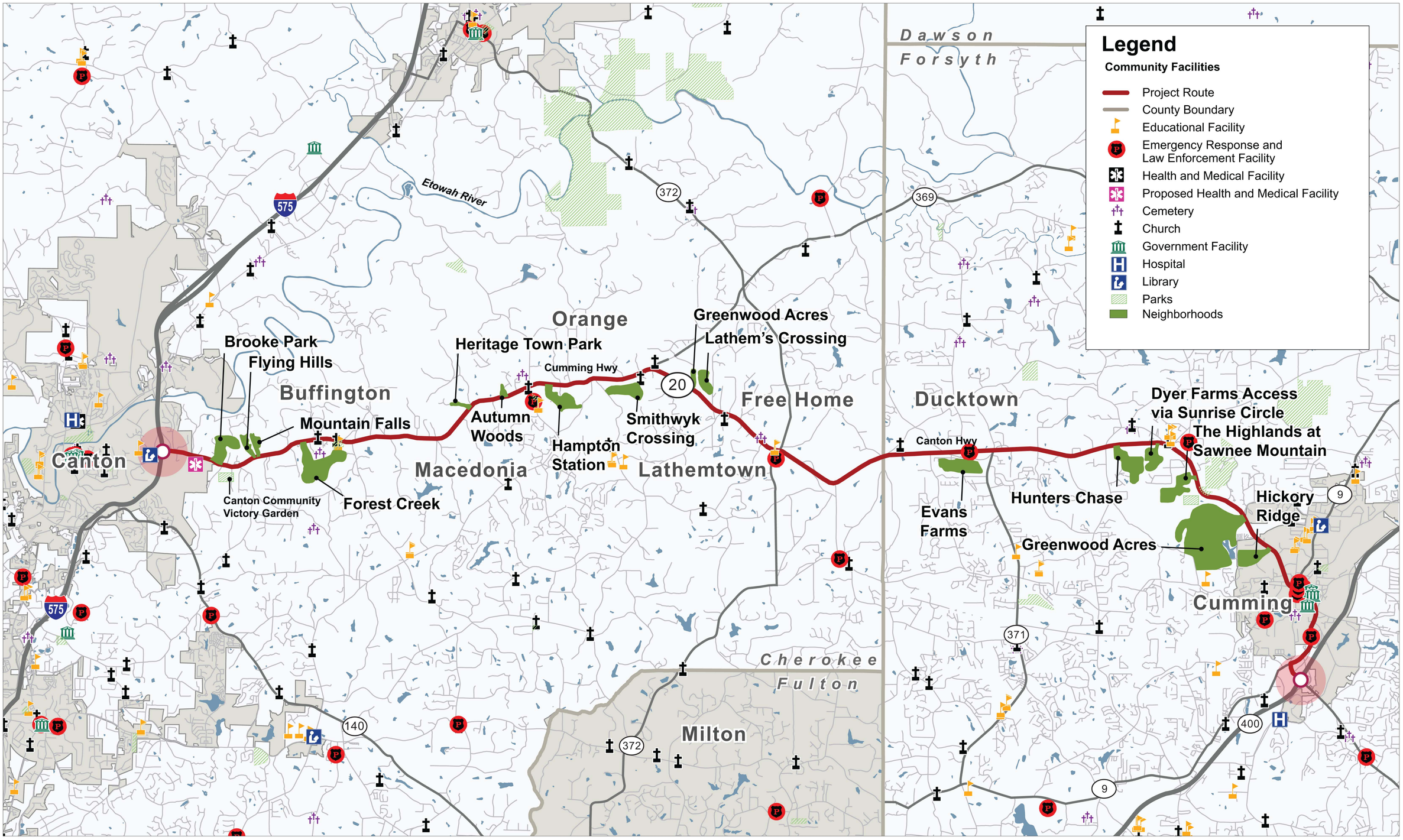
2 0 1 3

T I M E L I N E

SR20 IMPROVEMENTS CANTON TO CUMMING

History

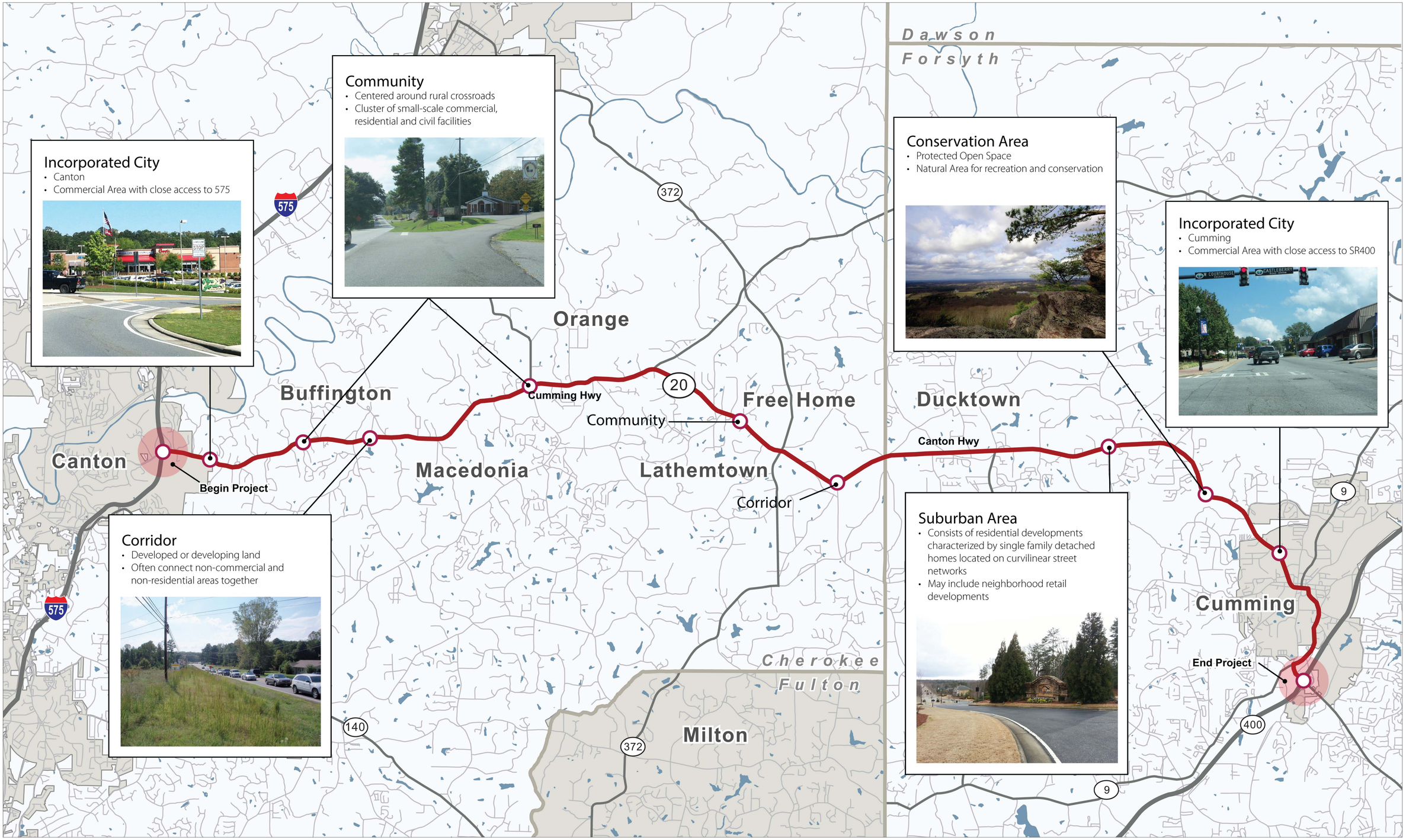
Georgia Department of Transportation



SR20 IMPROVEMENTS CANTON TO CUMMING

Community Facilites

Georgia Department of Transportation

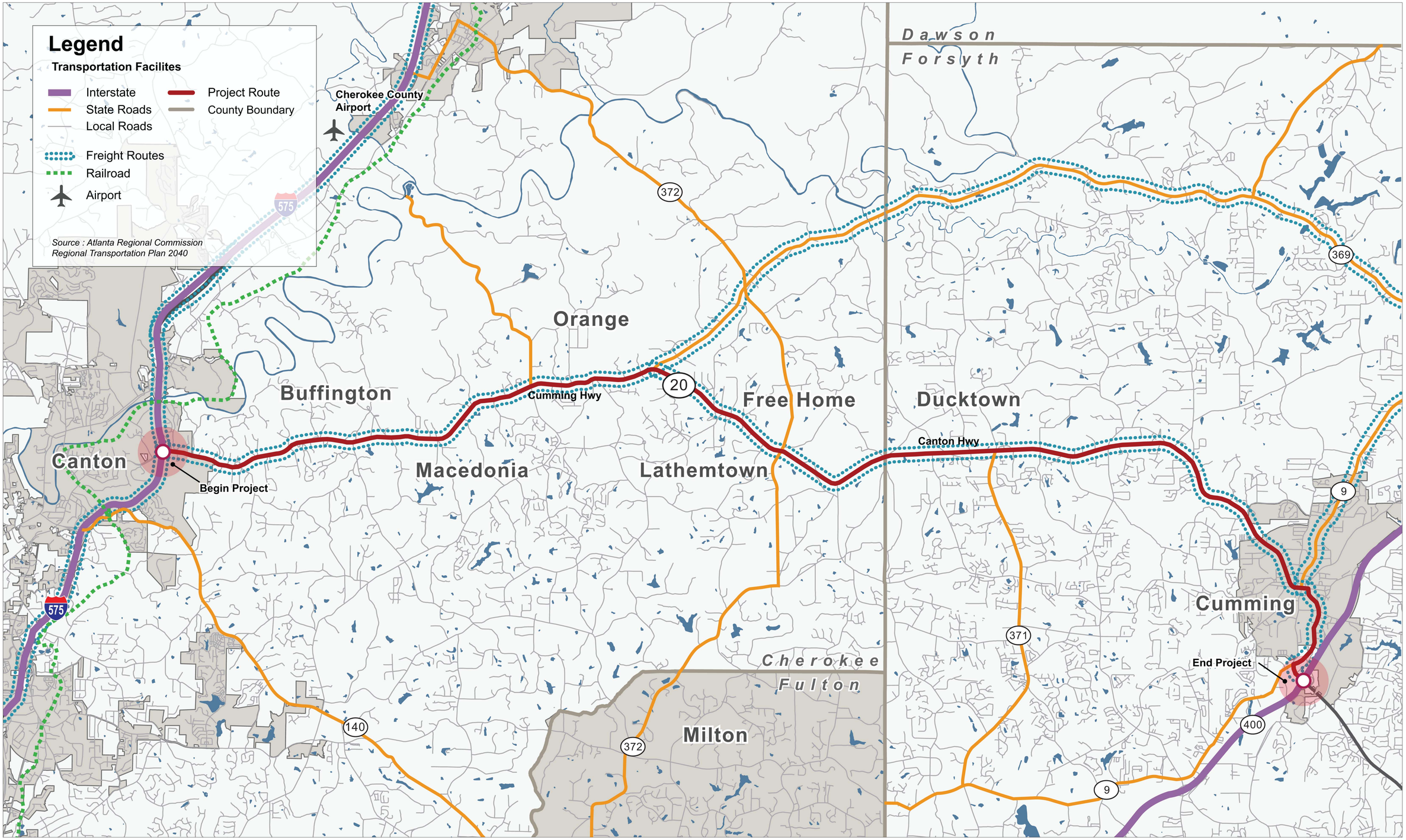


SR20 IMPROVEMENTS
CANTON TO CUMMING

Character Areas

0 1 2 Miles
North

Georgia Department of Transportation

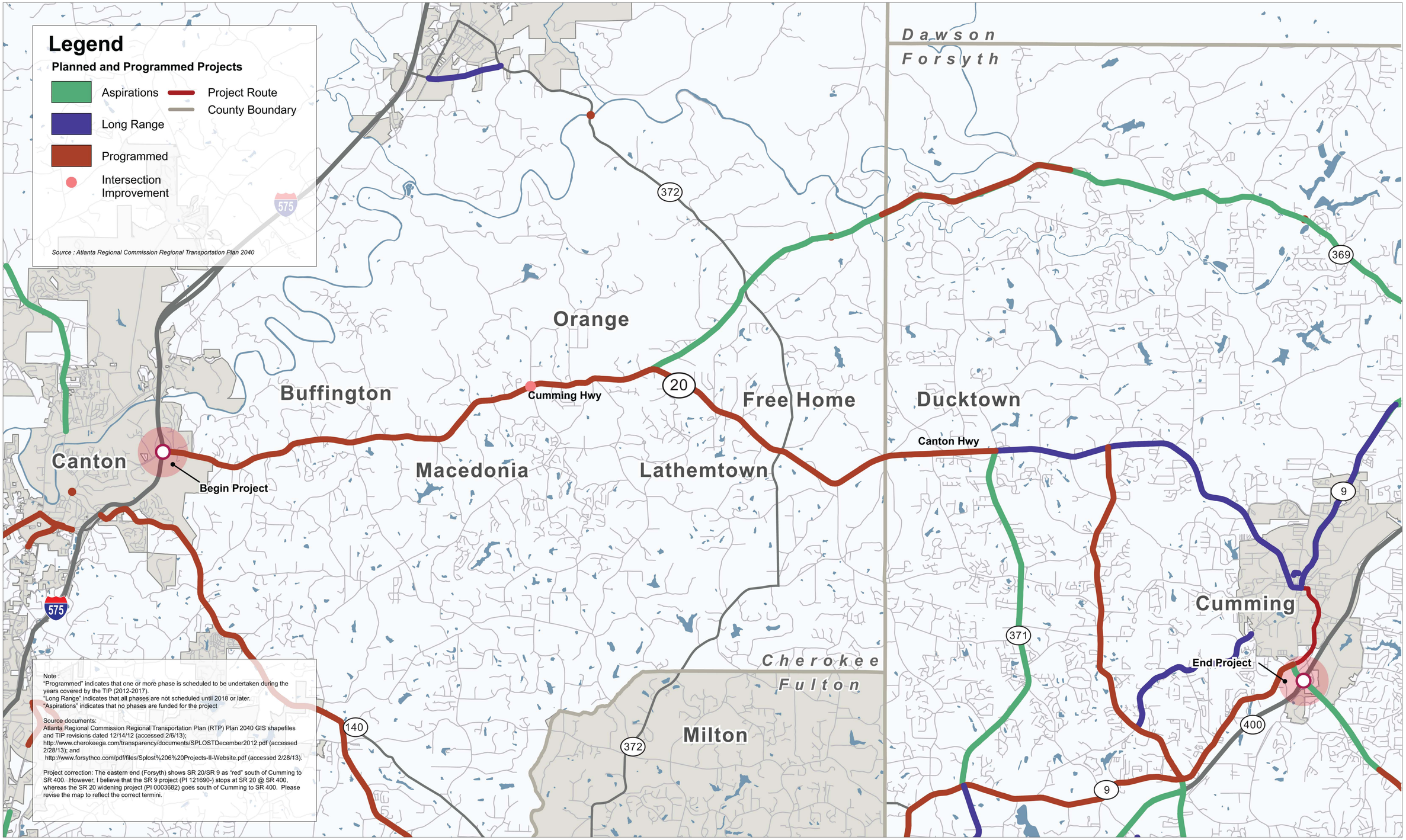


SR20
IMPROVEMENTS
CANTON TO CUMMING

Transportation Facilities

0 1 2 Miles
North

Georgia Department of Transportation



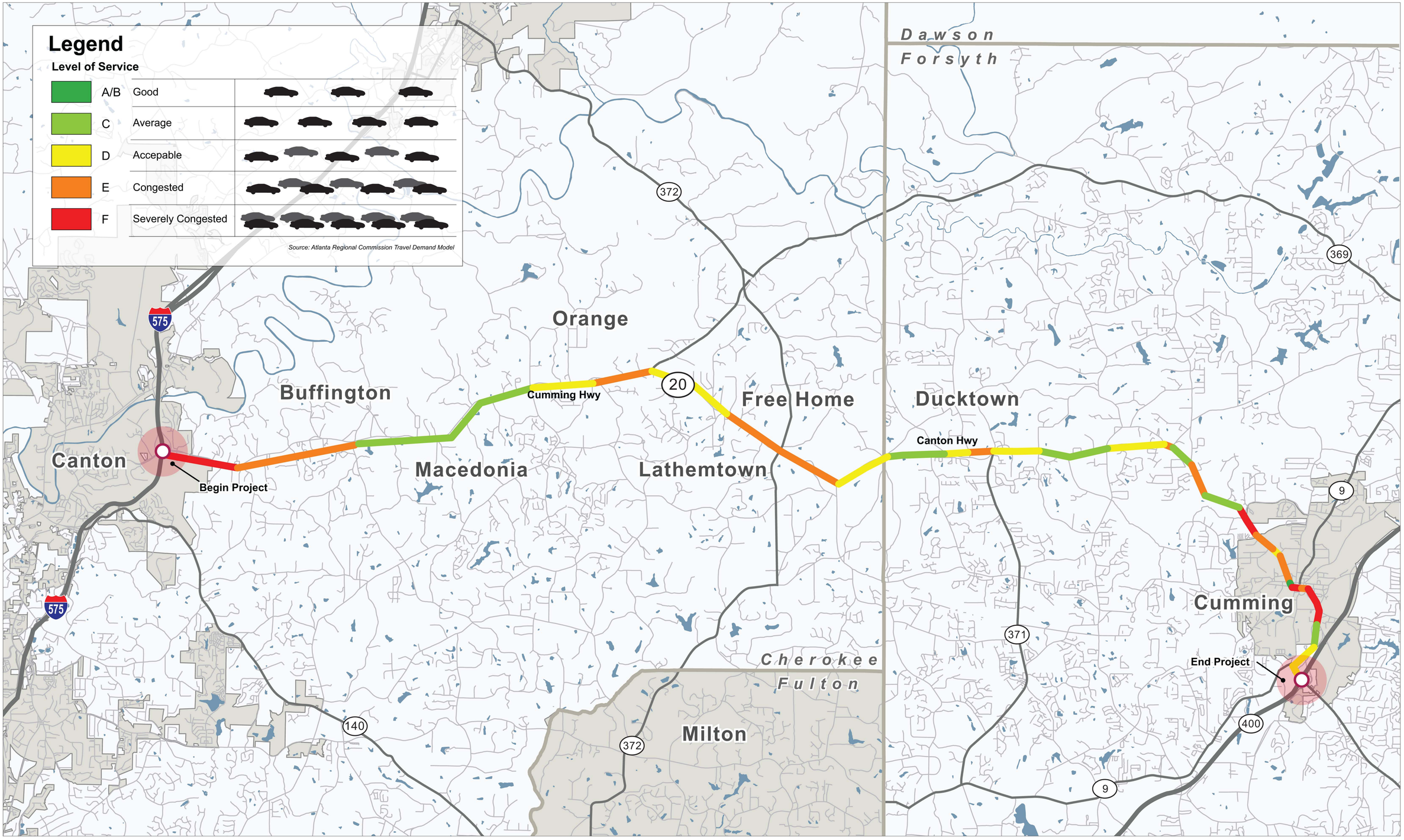
SR20 IMPROVEMENTS CANTON TO CUMMING

Planned and Programmed Projects

0 1 2 Miles

North

Georgia Department of Transportation



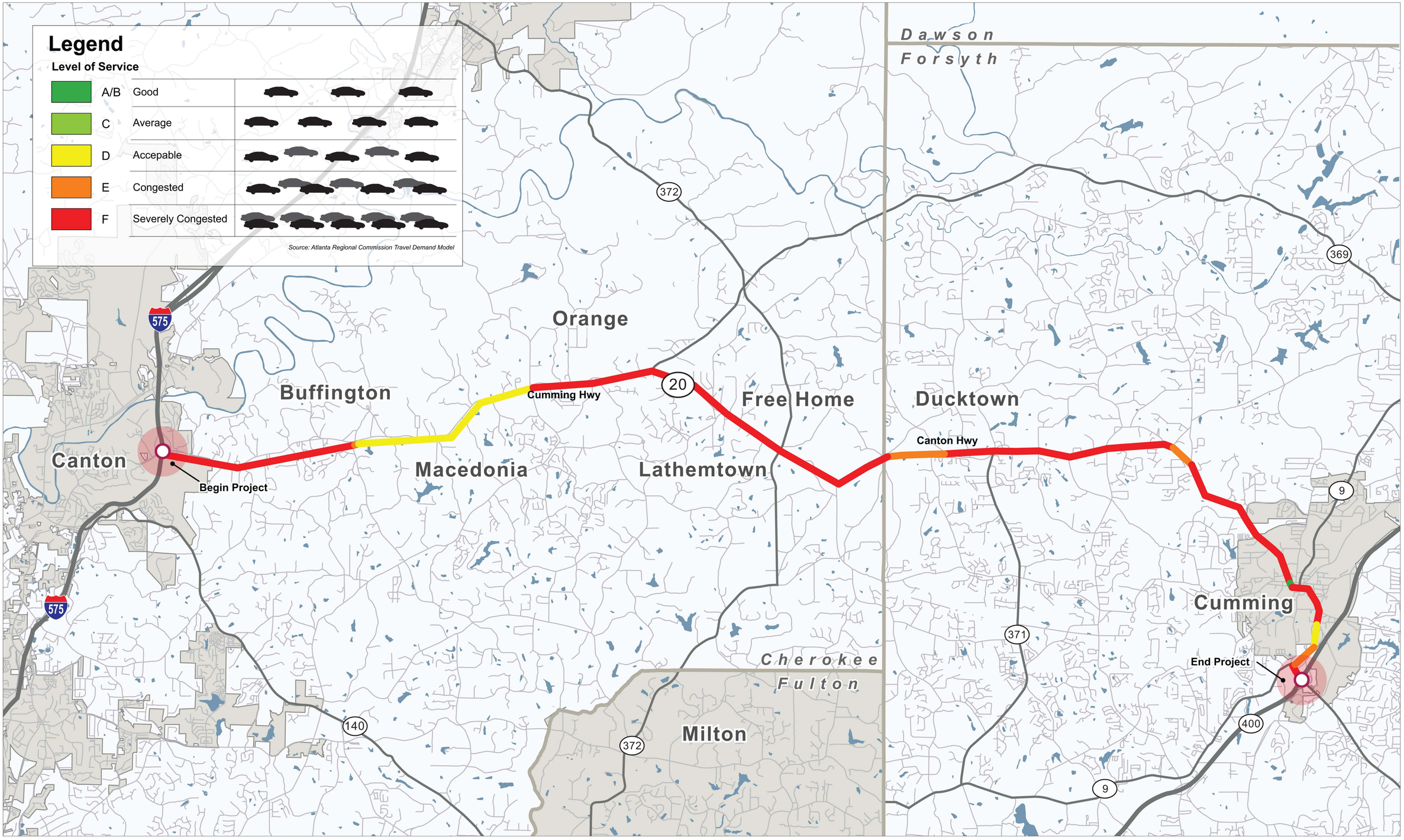
SR20 IMPROVEMENTS CANTON TO CUMMING

Level of Service 2010

0 1 2 Miles

North

Georgia Department of Transportation

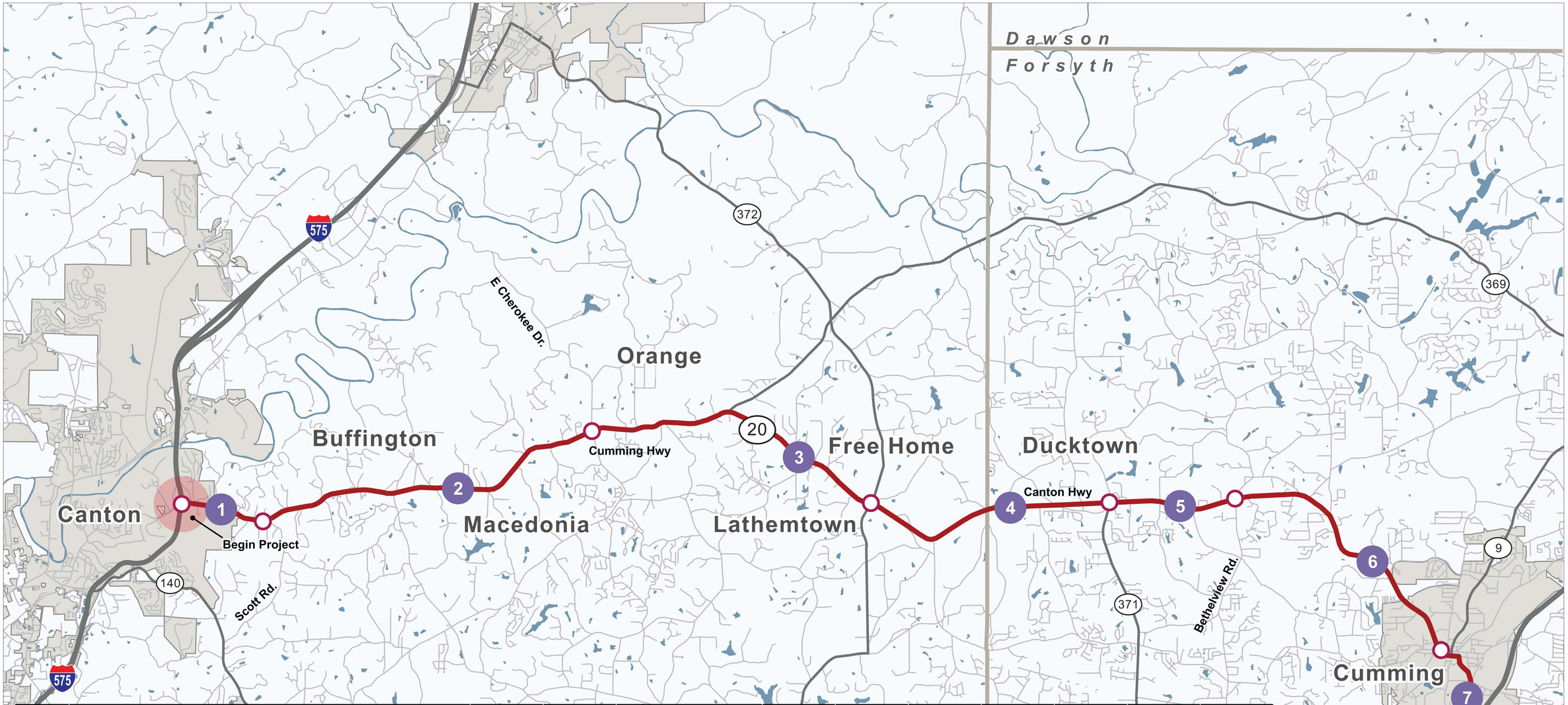


SR20 IMPROVEMENTS CANTON TO CUMMING

Level of Service 2040

Miles 0 1 2 North

Georgia Department of Transportation



	SR 20 Segment	2012 - Travel Times (Minutes)				2040 - Travel Times (Minutes) without improvements							
		AM		PM		AM				PM			
		Eastbound (7:00-9:00)	Westbound (7:00-9:00)	Eastbound (5:00-6:00)	Westbound (5:00-6:00)	Eastbound (7:00-9:00)	Increase from today	Westbound (7:00-9:00)	Increase from today	Eastbound (5:00-6:00)	Increase from today	Westbound (5:00-6:00)	Increase from today
1	I-575 to Scott Rd	2.50	2.17	4.39	2.68	3.94	58%	7.7	255%	9.96	127%	9.07	238%
2	Scott Rd to East Cherokee Dr	7.95	7.36	5.14	7.48	8.25	4%	7.66	4%	10.73	109%	8.30	11%
3	E Cherokee Dr to SR 372/Ball Ground Rd	7.28	5.83	6.96	6.13	14.04	93%	12.69	118%	17.12	146%	17.05	178%
4	SR 372/Ball Ground Rd to SR 371/Post Rd	5.20	4.79	5.60	5.50	13.03	151%	9.81	105%	13.84	147%	16.15	194%
5	SR 371/Post Rd to Bethelview Rd	2.62	2.62	3.17	2.67	9.16	250%	4.61	76%	7.62	140%	6.72	152%
6	Bethelview Rd to Kelly Mill Rd	6.99	7.14	6.17	7.18	22.36	220%	18.48	159%	20.66	235%	34.48	380%
7	Kelly Mill Rd to SR 400 (Exit 14)	4.99	5.44	5.77	5.78	19.03	281%	9.35	72%	26.48	359%	18.29	216%
Total	Total corridor length from SR 575 to SR 400 (Exit 14)	37.53	35.35	37.20	37.42	89.81	139%	70.30	99%	106.41	186%	110.06	194%

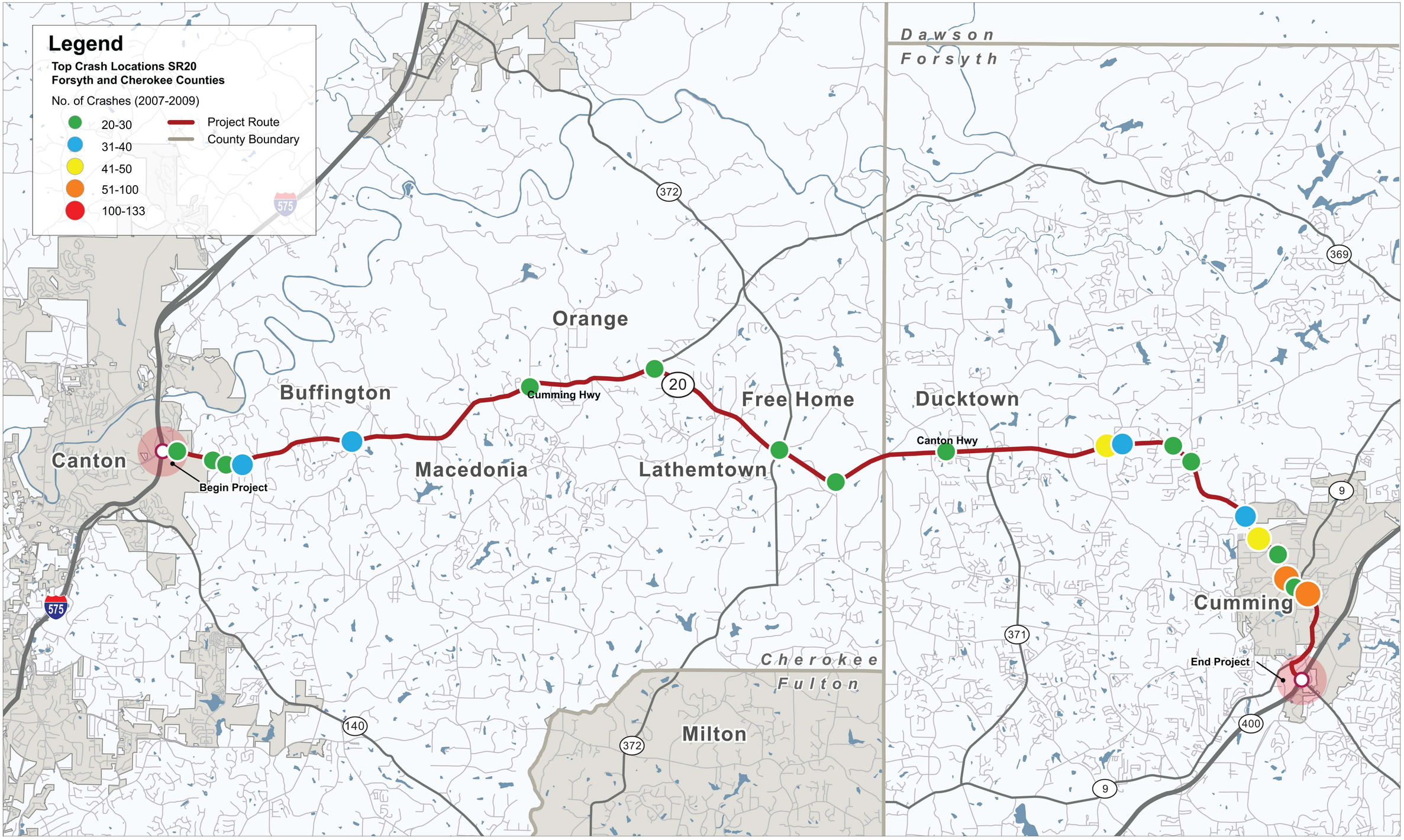
SR20 IMPROVEMENTS CANTON TO CUMMING

Travel Times Today (2013) and in the Future (2040)

0 1 2 Miles

North

Georgia Department of Transportation



SR20 IMPROVEMENTS CANTON TO CUMMING

Top Crash Locations

0 1 2 Miles

North

Georgia Department of Transportation

NEED AND PURPOSE DRIVE SOLUTIONS

- *The Draft **Needs** of the Project are Based on:*

  Population and Employment Growth

  Constrained Access to Economic Activity Centers

  Inefficient Movements of People and Goods

  Constrained East-West Travel and Mobility

  Local Arterial Traffic Congestion

  High Crash Rates

- *The Proposed Project **Purpose** is to:*

  Address Future Travel Demand

  Provide Access to Economic Activity Centers

  Accomodate the Movement of People and Goods

  Improve Travel and Mobility

  Reduce Local Arterial Traffic Congestion

  Reduce the Frequency and Severity of Crashes