

# WELCOME!

---

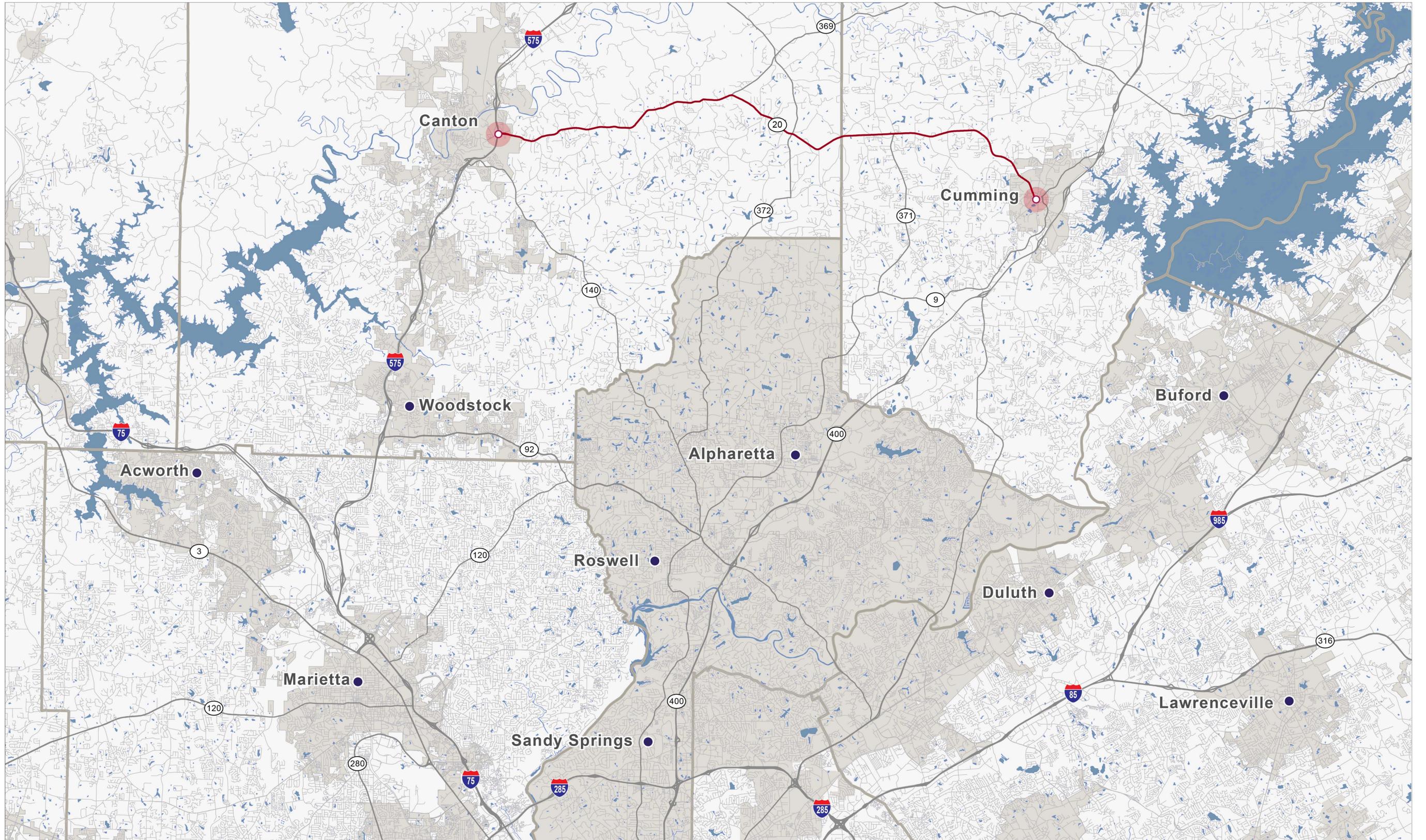
*Public Information Open House  
SR 20 Improvements from Canton to Cumming*

**GDOT Project # STP00-0002-00(862), STP00-0003-00(681), STP00-0003-00(682)**

**Cherokee and Forsyth Counties  
P.I. # 0002862, 0003681, 0003682**

*5:00 PM to 7:00 PM*



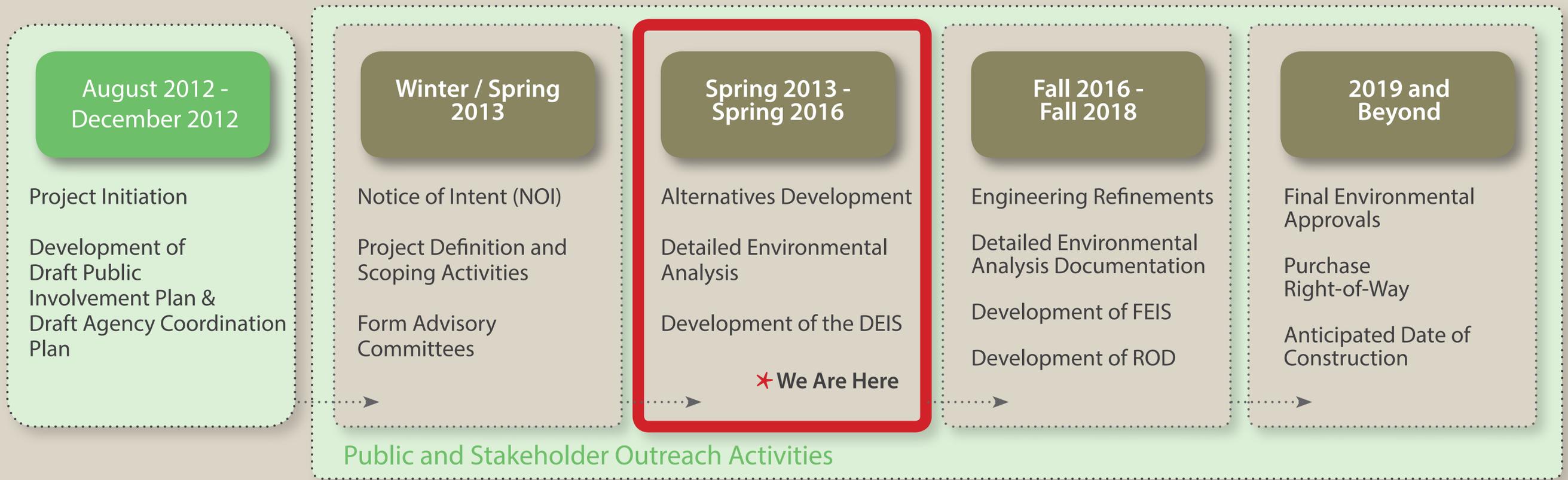


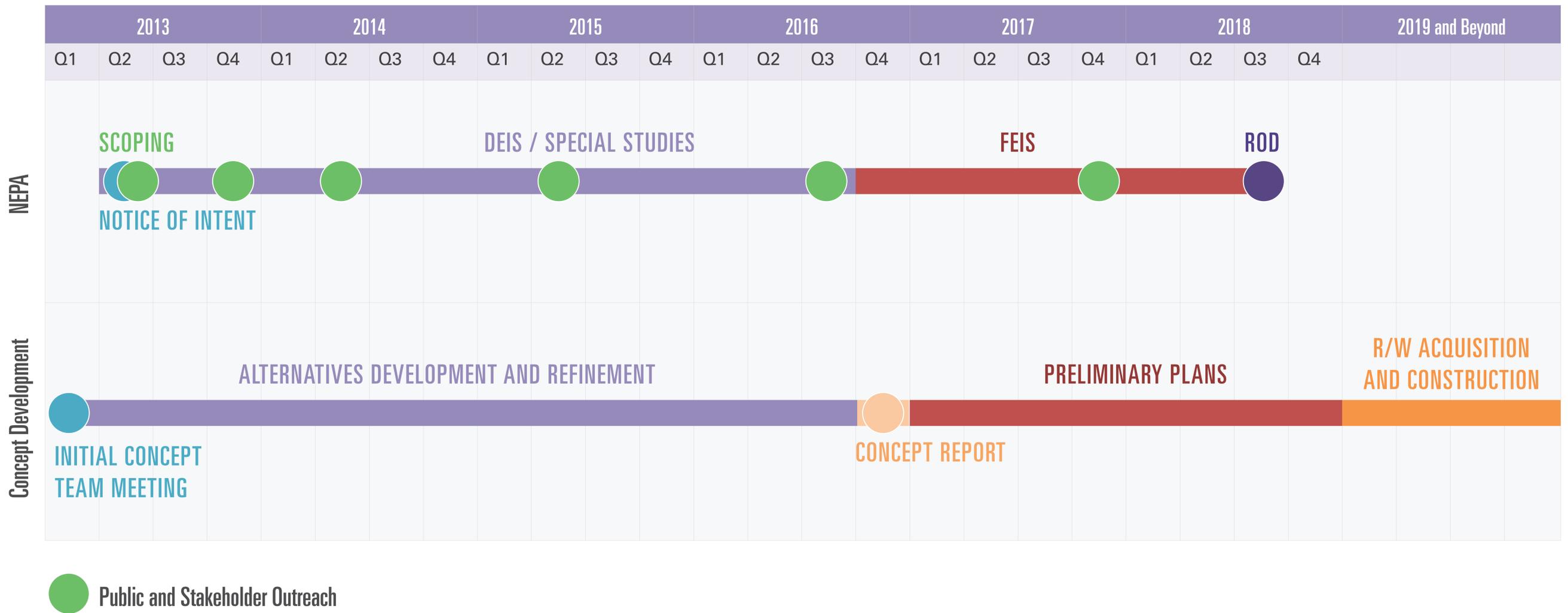
## Where Do You Live and Work?

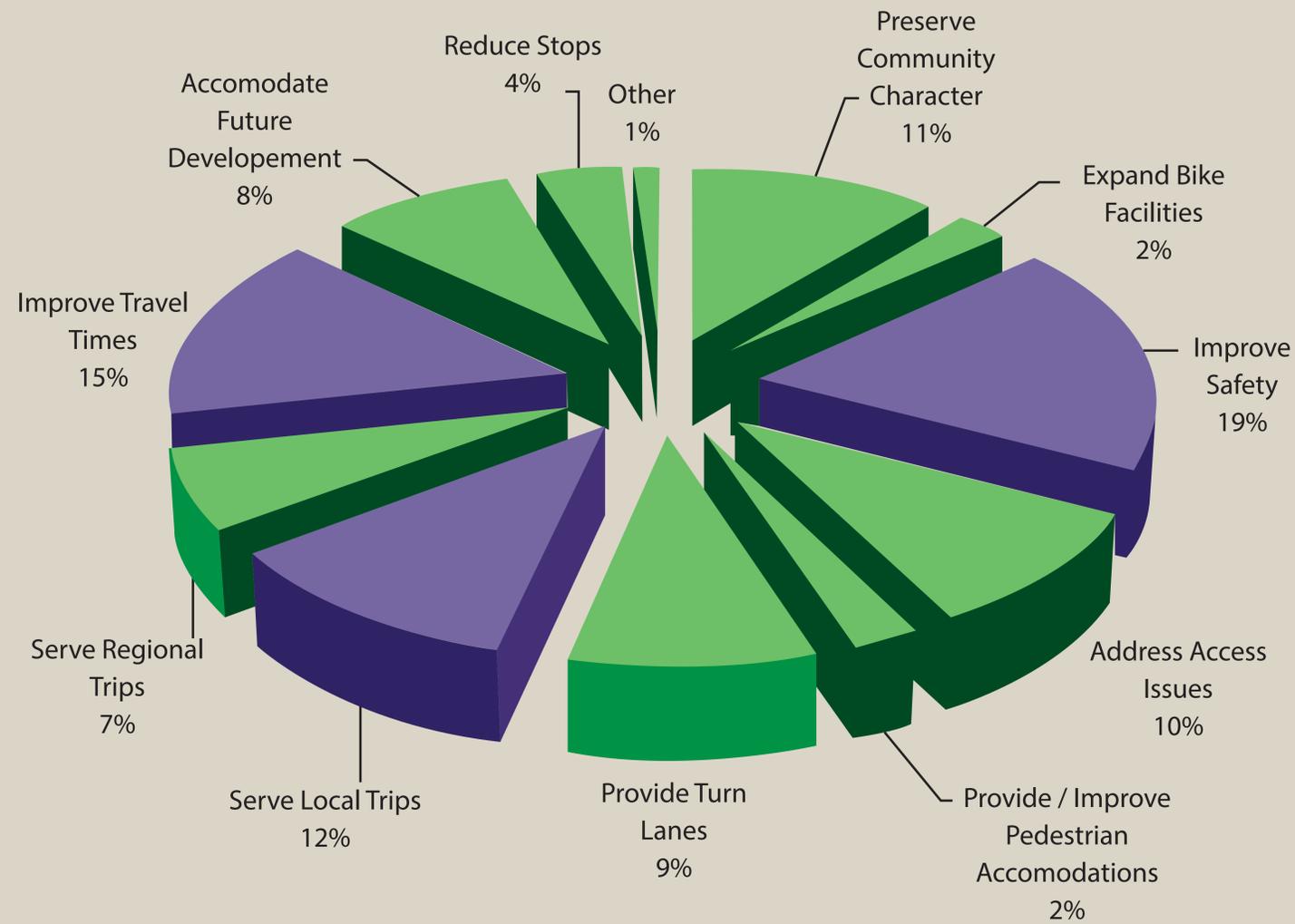
## WHAT IS AN ENVIRONMENTAL IMPACT STATEMENT (EIS)?

---

- *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.*







These categories comprise 46% of responses for the Top Prioritized Categories (sample size 713 priorities, 157 respondents)

## SCOPING COMMENTS

- Most who commented use SR 20 regularly for local trips.
- Safety is a top concern.
- More lanes are desired.
- Some support moving truck traffic further north.
- There are bottlenecks such as Canton Marketplace, Downtown Cumming, and other local intersections that need solutions.

## HOW DO WE USE THIS FEEDBACK?

- Informed the Project's Need and Purpose.
- Shaped the development of criteria for the alternatives screening methodology.
- Will be an important consideration during the alternatives analysis process.

## Scoping Key Points

## NEED and PURPOSE

---

- *Improve Mobility for People and Goods*

**Objectives:**

1. Accomodate local trip movements
2. Accomodate regional trip movements
3. Maximize operational efficiency
4. Improve access to regional activity centers for passenger and freight vehicles
5. Improve east-west mobility for passenger and freight vehicles

- *Address Safety*

**Objectives:**

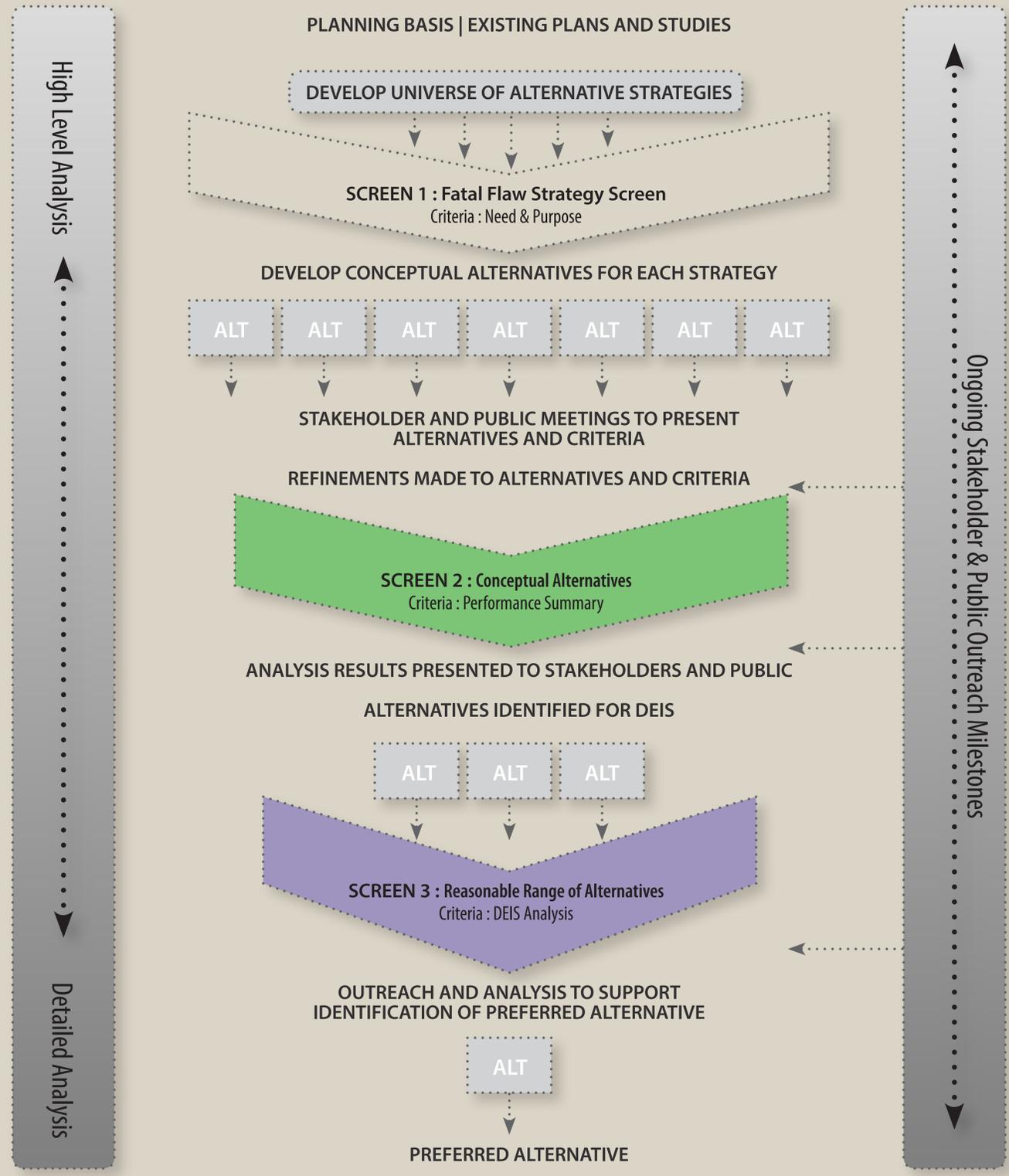
1. Reduce potential for severe crashes
2. Minimize conflicts  
(vehicle/vehicle, vehicle/non-vehicle, access [e.g. intersections, driveways, etc.] )

- *Reduce Congestion*

**Objectives:**

1. Accommodate current and future travel demand
2. Reduce traveler delay

## Need and Purpose



## Alternatives Analysis Process

		OBJECTIVES	CRITERIA	CONSIDERATIONS	No Build Alternative*	ALTERNATIVE STRATEGIES				
						S1. Transportation System Management	S2. Widen Existing Roadway	S3. New Location	S4. Widen Existing / Partial New Location	S5. Widen Existing / Rerouting \ Partial Rerouting
NEED AND PURPOSE STATEMENT GOALS	Improve Mobility for People and Goods	1. Accomodate local trip movements	Travel patterns	Can the strategy potentially address local trips?	○	●	●	○	●	○
		2. Accomodate regional trip movements	Travel patterns	Can the strategy potentially address regional trips?	○	○	○	●	●	○
		3. Maximize operational efficiency	Efficiency	Can the strategy potentially improve efficiency by increasing vehicular throughput?	○	○	●	●	●	○
		4. Improve access to regional activity centers for passenger and freight vehicles	Travel time savings	Can the strategy potentially decrease travel times?	○	○	●	●	●	○
		5. Improve east/west mobility for passenger and freight vehicles	Travel patterns	Can the strategy potentially address east/west movements?	○	●	●	●	●	○
Reduce Congestion	1. Accomodate current and future travel demand	Capacity	Can the strategy potentially enhance capacity by adding lanes or shifting traffic to parallel facilities?	○	○	●	●	●	○	
	2. Reduce traveler delay	Travel time savings	Can the strategy potentially decrease travel times?	○	○	●	●	●	○	
Address Safety	1. Reduce potential for severe crashes	Design features	Can the strategy potentially reduce the potential for severe crashes by adding shoulders, correcting skews, and other geometric improvements?	○	●	●	○	○	○	
	2. Minimize conflicts (vehicle/vehicle, vehicle/non-vehicle, access [e.g. intersections, driveways, etc.]	Access management	Can the strategy potentially reduce access conflicts and vehicular conflicts through access management treatments such as medians, reduced driveways and intersection improvements?	○	○	●	○	○	○	

**LEGEND**

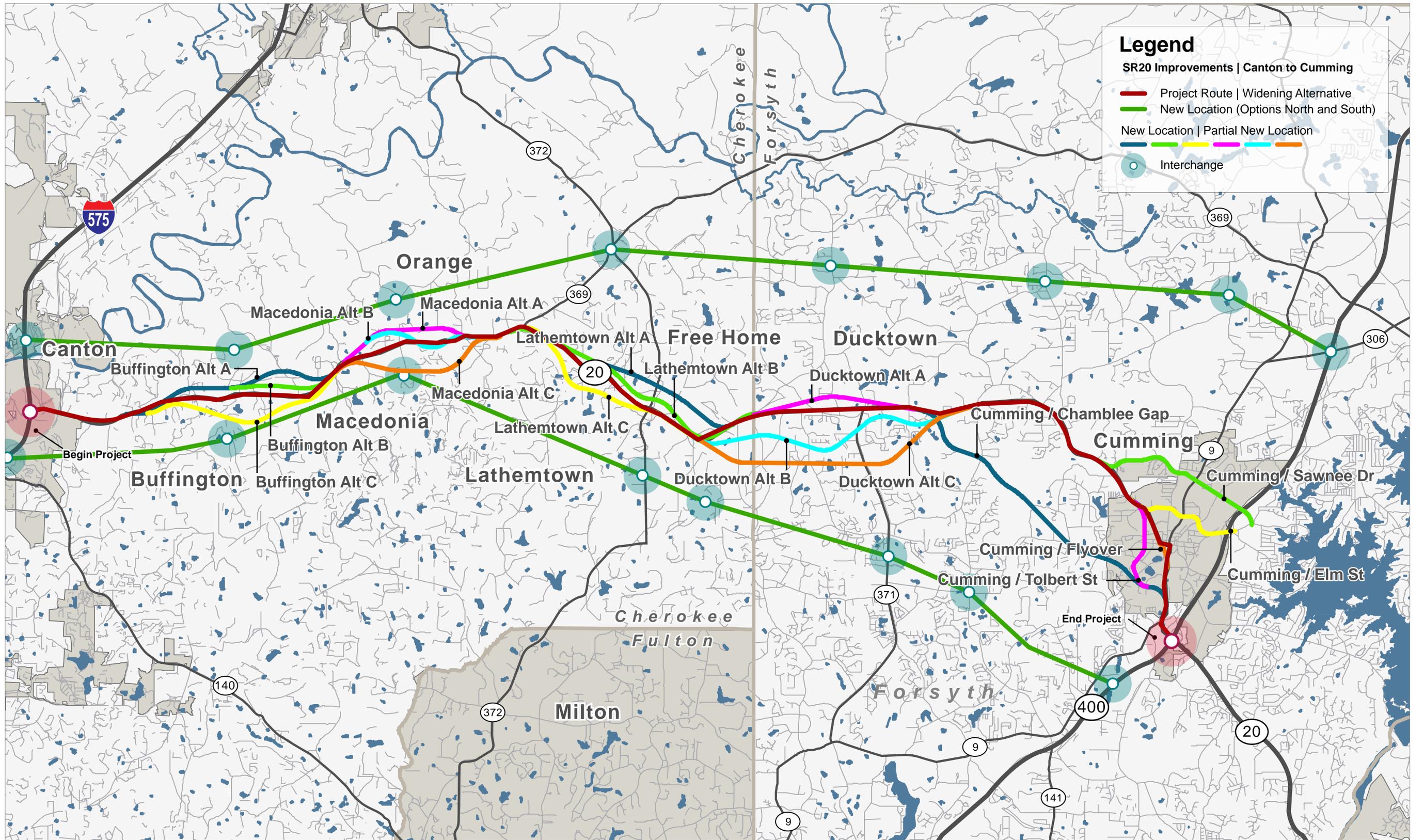
Exceeds = ● Meets = ○ Needs Improvement = ○

\* Required per NEPA for Comparative Analysis

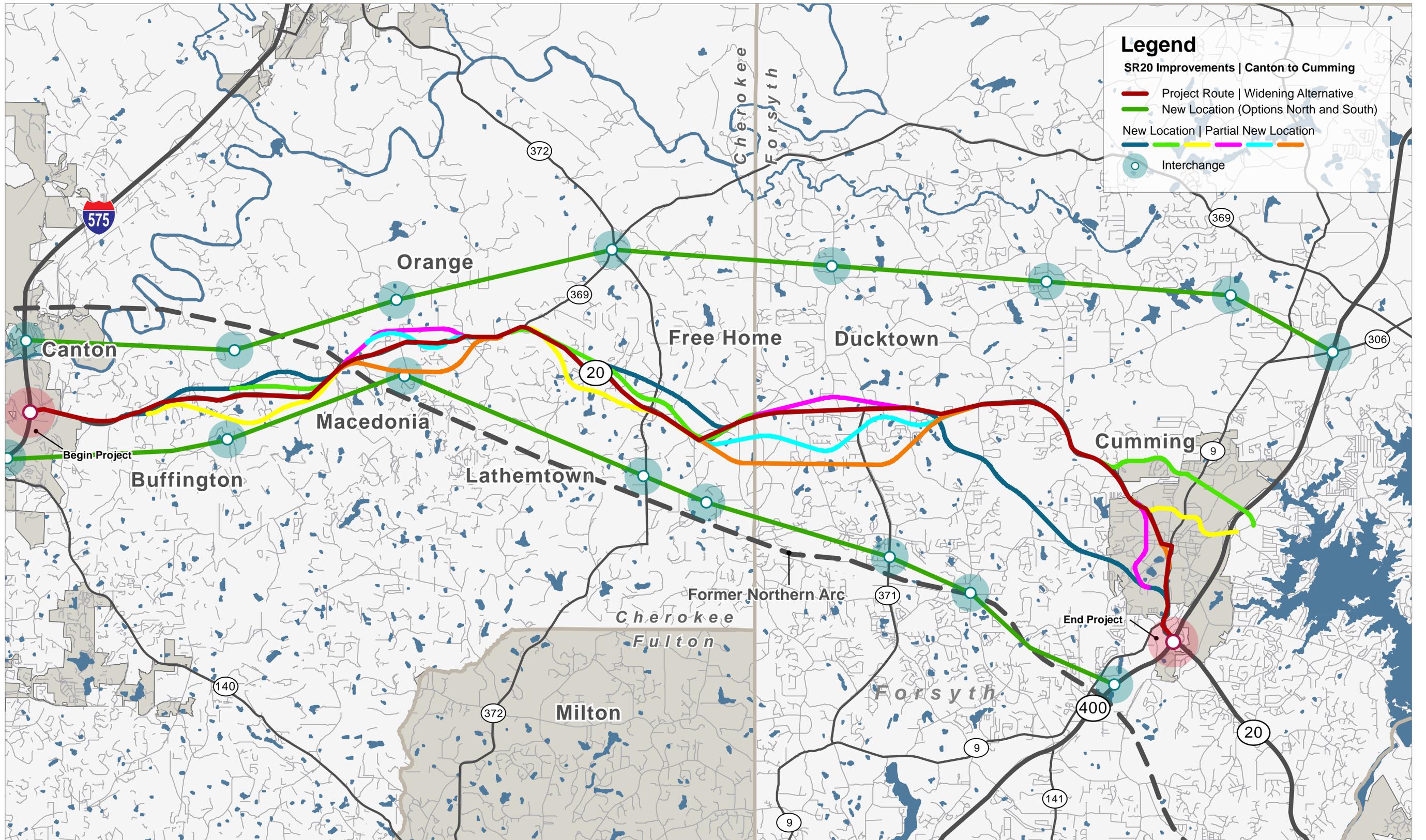
**Explanation of Ratings**  
 The 'Exceeds' rating is applied to an objective of the Need and Purpose when the strategy ( e.g. No Build, S1, S2, S3, S4 or S5) has a high potential to satisfy the objective based on the qualitative analysis provided herein.

The 'Meets' rating is applied to an objective of the Need and Purpose when the strategy has some potential to satisfy the objective based on the qualitative analysis provided herein.

The 'Needs Improvement' rating is applied to an objective of the Need and Purpose when the strategy has a low potential to satisfy the objective based on the qualitative analysis provided herein.



Potential Alternatives Map

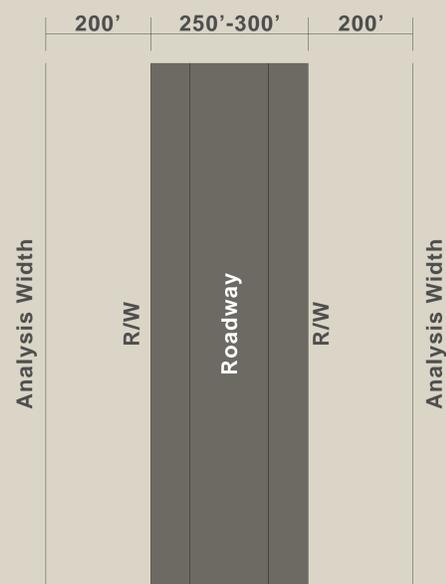


SCREEN 2 PERFORMANCE CRITERIA		UNITS	RESULTS		
PERFORMANCE	Travel Time Savings (2020,2040)*	Minutes (Passenger / Freight / Total)	Raw Score	Qualitative	
	User Benefits	Hours Saved (Passenger / Freight / Total) Fuel Saved (Passenger / Freight / Total)	TBD	TBD	
	Level of Service (2020,2040)*	Volume / Capacity Ratio (V/C)	TBD	TBD	
	Travel Time Index (2020,2040)*	Free Flow / Congested Travel Time (Passenger / Freight / Total)	TBD	TBD	
	Access to Employment Centers (2020,2040)*	# of Origin / Destination (O/D) Trips	TBD	TBD	
	Access Management	Qualitative (professional judgement based on AASHTO standards, ITE Handbook)	TBD	TBD	
	Safety	Qualitative (professional judgement based on AASHTO standards, ITE Handbook)	TBD	TBD	
	POTENTIAL ENVIRONMENTAL AND COMMUNITY IMPACTS	Streams	Linear Feet	TBD	TBD
Wetlands		Acres	TBD	TBD	
Lakes and Ponds		Acres	TBD	TBD	
Floodplains		Acres	TBD	TBD	
Conservation Areas / Parks / Section 4(f)		Acres	TBD	TBD	
Land and Water Conservation / Section 6(f)		#	TBD	TBD	
Protected Species Area		Acres	TBD	TBD	
Protected Species		#	TBD	TBD	
Noise Receptors		#	TBD	TBD	
Environmental Justice Population		# of Areas	TBD	TBD	
Farmland		Acres	TBD	TBD	
Number of Displacements		# of Structures	TBD	TBD	
Residential		# of Structures	TBD	TBD	
Commercial		# of Structures	TBD	TBD	
Industrial		# of Structures	TBD	TBD	
Institutional		# of Structures	TBD	TBD	
Potential Historic Properties / Section 4(f)		#	TBD	TBD	
Potential Archeological Sites / Section 4(f)		#	TBD	TBD	
Cemeteries		#	TBD	TBD	
Native American Interests		#	TBD	TBD	
Air Quality		Qualitative (conformity considerations)	TBD	TBD	
Indirect and Cumulative Impacts		Qualitative (potential to facilitate future development)	TBD	TBD	
Construction Impacts		Qualitative (detour potential, inconvenience to motorists and businesses)	TBD	TBD	
Mitigation /Avoidance Potential		Qualitative (cross-resource potential for avoidance / minimization / mitigation)	TBD	TBD	
Cost		Right of Way	\$ ( Million)	TBD	TBD
		Construction	\$ (M)	TBD	TBD
	Operations and Maintenance	\$ (M) / year	TBD	TBD	
Other	Benefit/Cost Ratio	B/C**	TBD	TBD	
	Constructability	Qualitative (professional judgement based on engineering and construction complexity)	TBD	TBD	

\* - 2020 and 2040 represent the ARC Travel Demand Model network years that will be used for the performance analysis.

\*\* - Will apply the GDOT Project Prioritization Process (PrPP methodology) for B/C calculation

## Screen 2 Criteria



**1st Pass Concept**  
GOAL: Identify General Corridors



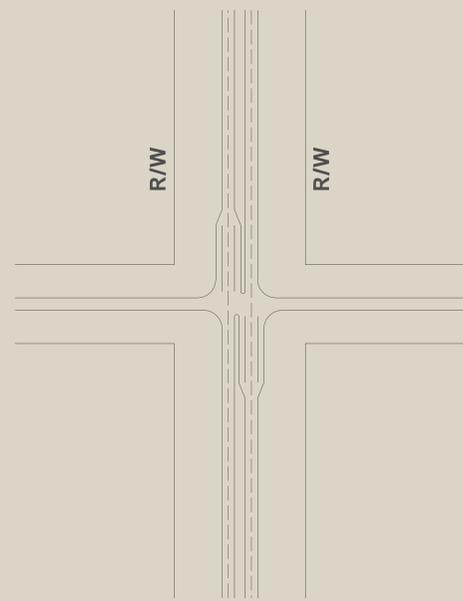
**Typical**

**WE ARE HERE**

**Alternatives Analysis**

Screen #2

- Impact Evaluation
- Performance evaluation
- Cost evaluation
- Benefit vs. Cost evaluation



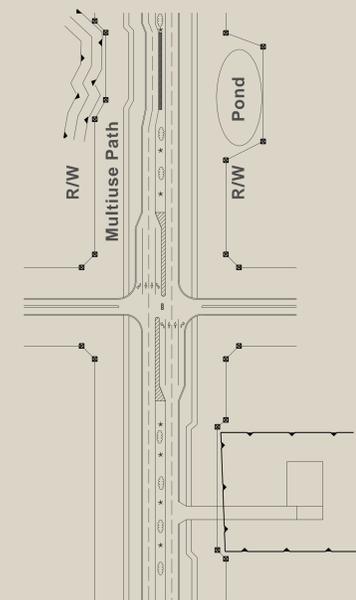
**2nd Pass**

GOAL: Further develop footprint for more accurate impact/performance analysis

**Alternatives Analysis**

Screen #3

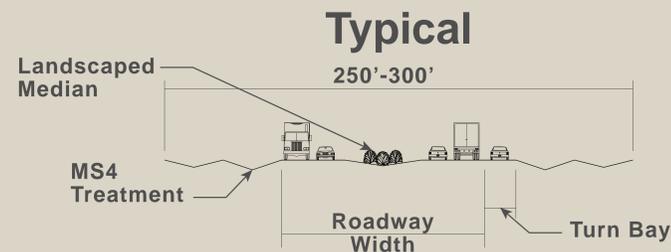
- Impact Evaluation
- Performance evaluation
- Cost evaluation
- Benefit vs. Cost evaluation



**Refined (context sensitive)**

GOAL: Develop realistic R/W requirements

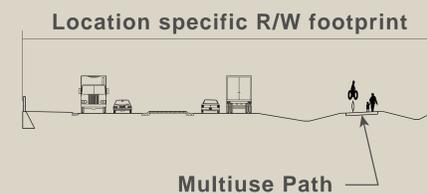
**2nd Pass**



**Typical**

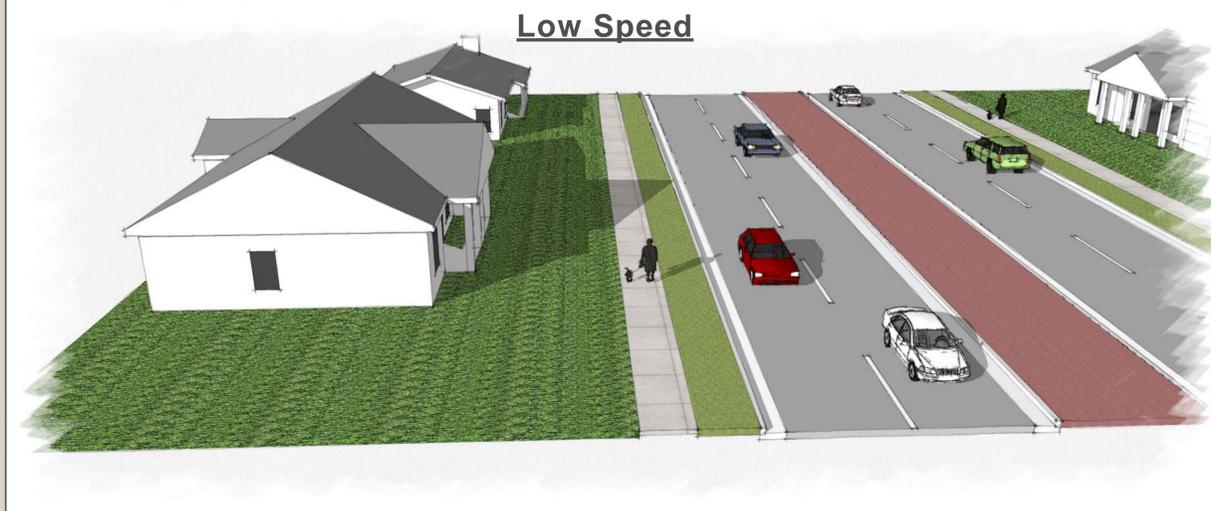
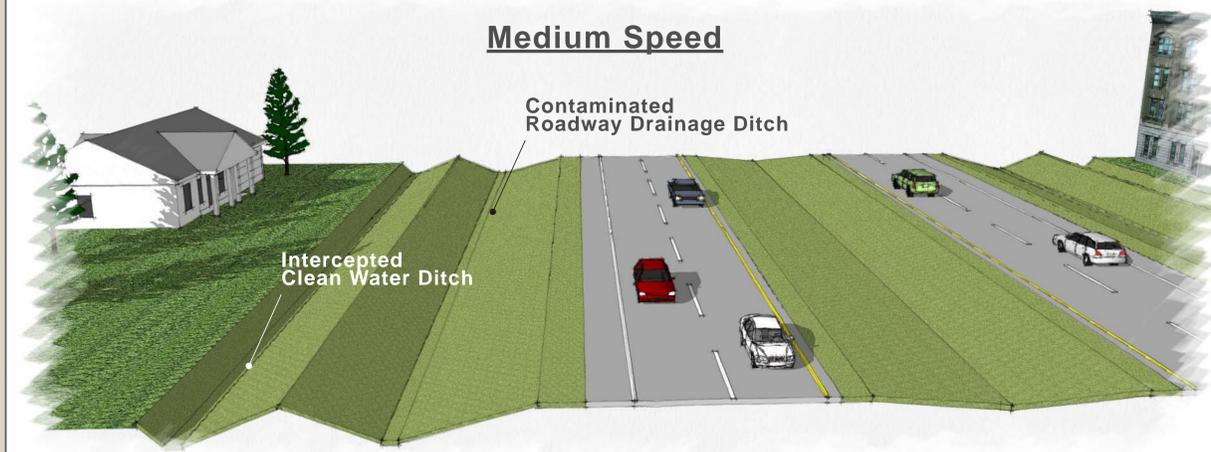
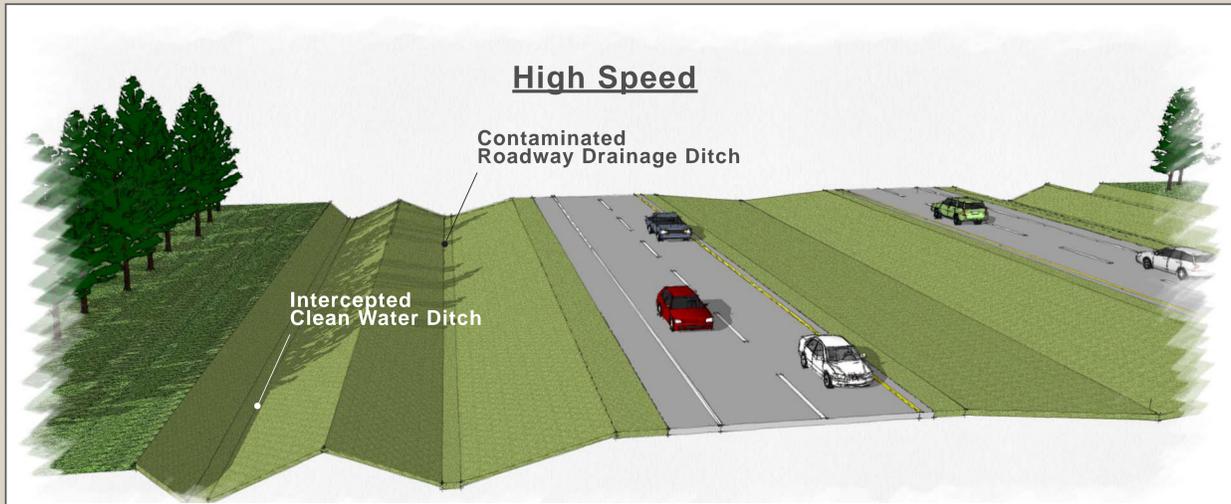
Additional details to be included:

- Turn bays & lengths identified (conservative)
- MS4 requirement identified (conservative)
- Typical median treatment identified



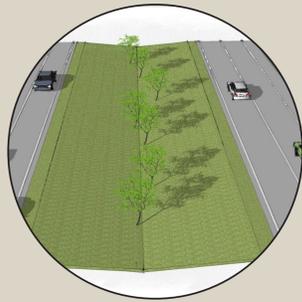
**Location specific R/W footprint**

**Multiuse Path**



**Depressed**  
High Speed

Landscaped

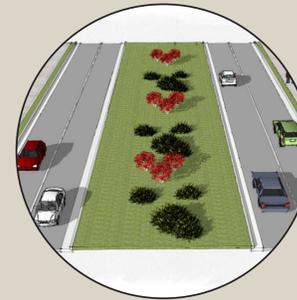


Grassed

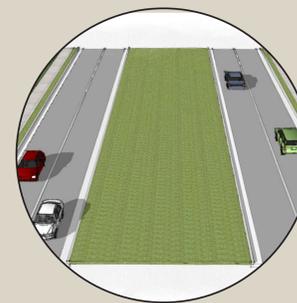


**Raised**  
Medium/Low Speed

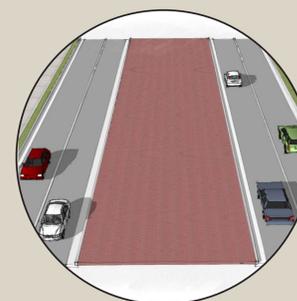
Landscaped



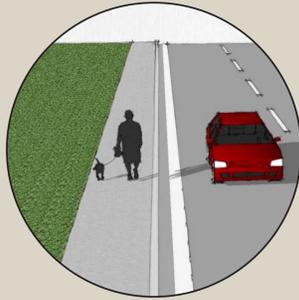
Grassed



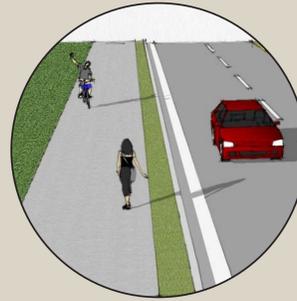
Paved



Sidewalk Adjacent to Curb and Gutter



Multi-Use Path



Sidewalk with Grass Strip



Designated Bike Lane



Sidewalk with Buffer



Bike Lane On Shoulder

