SR 365 Corridor Study

March 4, 2008

PUBLIC MEETING HANDOUT

Welcome to the SR 365 Corridor Study Public Meeting. The information in this handout is intended to supplement the information displayed around the room. As you view the displays, you may reference this handout to get information and to help you better understand the impacts of the potential improvement scenarios.

SR 365 Scenario Fact Sheet

The following data was generated using the study travel demand model and a field review of various features located within the study corridor. Each of the data items are useful in providing a better understanding the potential positive and negative impacts of each potential scenario: the "no build" scenario, 6 lane partial freeway scenario, and 6 lane full freeway scenario. If you have any questions regarding the data, please ask any staff at the meeting and they will be happy to assist you in better understanding the significance of the data.

		Scenarios		
Data	**Existing Conditions**	**No Build**	**6 Lanes Partial Freeway**	**6 Lanes Full Freeway**
Miles over capacity				
• SR 365	0	12.9	7.1	6.0
• Other roads	1.78	28.8	28.0	29.0
Average speeds during peak periods				
• SR 365	59.0	44.0	53.3	58.9
• Other roads	36.0	29.3	29.8	29.8
# of vehicular conflicts				
• Driveways	53	53	37	0
• Intersections	21	21	3	0
• Interchanges	3	3	7	10
# of access points	97	97	20	20
# of new interchanges and/ or overpasses	n/a	n/a	10	13
Destination trip times (minutes)				
• Gainesville - Lula	16.6	31.1	24.3	24.3
• Alto - Demorest	9.6	10.3	12.2	11.5
• Gainesville - Demorest	30.2	46.8	39.5	36.3
Construction cost	n/a	n/a	$357,885,840	$449,873,840
Right-of-way cost	n/a	n/a	$150 to 350M	$250 - $450M
# of properties within 1,500 feet of new interchanges				
• hazardous sites	n/a	n/a	3	5
• potentially historic sites	n/a	n/a	0	4
• churches	n/a	n/a	0	0
• agricultural properties	n/a	n/a	0	2
• residential	n/a	n/a	4	9
• commercial	n/a	n/a	1	1

Frequently Asked Questions

Q: What is the purpose of this study of SR 400 and SR 365?

A: This study will examine existing transportation conditions, operations, and the limited access potential of the SR 400 and SR 365 corridors. It will also assess the future transportation needs based on population and employment growth projections for the study area. The study will allow GDOT to identify and prioritize transportation projects along the corridors to address safety, congestion, mobility enhancement, and the economic development potential of the SR 400 and SR 365 corridors through the proactive use of community input and technical analysis.

Q: What are the physical limits of the study area?

A: The SR 400 corridor study area begins at SR 306 in Forsyth County and continues through Dawson County to SR 60 in Lumpkin County. The SR 365 corridor study area begins where I-985 ends at SR 369 in Hall County and continues into Habersham County to Demorest-Mt. Airy Road, just beyond US 441.

Q: Why is GDOT studying these two corridors at the same time?

A: Both corridors provide connections between the transportation, government and economic center of metro-Atlanta and north Georgia. Though they provide access to different locations in north Georgia, SR 400 and SR 365 are very similar. Each corridor provides major linkages to areas that are experiencing significant population, employment, and economic growth. The two corridors also share many east/west linkages. Studying SR 400 and SR 365 together will provide GDOT with a more comprehensive understanding of the issues that impact both corridors.

Q: What is a "freeway"?

A: A freeway is a divided multi-lane road designed for high-speed travel by large numbers of vehicles. Access to freeways is fully controlled, with traffic entering and leaving only at grade-separated interchanges. Because traffic never crosses at-grade, there are no traffic signals, stop signs or yield signs on the main corridor. A four-lane rural freeway with full access control has the capacity to carry approximately 100,000 vehicles per day.

Q: What is a "managed lane"?

A: A managed lane is one where access to the lane is restricted based on occupancy, tolls, and/or vehicle classification. Examples of managed lanes include High-Occupancy Vehicle (HOV) Lanes, High-Occupancy Toll (HOT) Lanes and Truck-Only Lanes (TOL)/Truck-Only Toll (TOT) Lanes.

Q: What is a "general use lane"?

A: A general use lane is one in which all vehicles may travel.

Q: What is an "access road" or a "service road"?

A: Access and/or service roads are a non-limited access roads running parallel to a higher-speed road, usually a freeway, and feeding in at appropriate points of access by ramp. In many cases, the service road is a former highway already in existence when the limited access road was built. Service roads provide access to homes and businesses which would be cut off by a limited access road and connect these locations with roads which have direct access to the main highway.

Q: What is an interchange?

A: An interchange is a road junction that utilizes grade separation and one or more ramps to permit traffic on a limited or controlled access roadway to pass through the junction without crossing any other traffic stream.

Q: What purpose would bicycle or pedestrian connectivity serve on the corridors?

A: Bicycle and pedestrian connectivity improves safety on the roadway because it provides paths that are connected by a bridge or underpass to enable cyclists or pedestrians to move from one side of the roadway/freeway to the other without encountering motor vehicle traffic.

Q: I would like to request a traffic signal at an intersection along the corridor.

A: Comments regarding the need for a traffic signal at an intersection in the study area will be forwarded to the GDOT District One office in Gainesville for review.

Q: Shouldn't SR 400 and SR 365 simply be designed to eliminate all intersections and provide limited access and grade separated interchanges throughout the study area?

A: This study will examine existing transportation conditions, operations, and the limited access potential of the SR 400 and SR 365 corridors. The future design of SR 400 and SR 365 will be recommended based on the ability of the design to address safety, congestion, mobility enhancement, and the economic development potential of the SR 400 and SR 365 corridors.

Q: With many businesses locating along SR 400 and SR 365, the addition of service or frontage roads and the grade separation of intersecting roadways should be considered.

A: Several different alternatives, including service or frontage roads with grade separated interchanges, are being considered as possible future design alternatives.

Q: Enforcement of the speed limit on the roadway is needed.

A: This study is focused on the future infrastructure needs for SR 400 and SR 365 including evaluation of existing transportation conditions, operations, and the limited access potential of the SR 400 and SR 365 corridors. Concerns regarding enforcement of the existing posted speed limits along the corridor should be directed to the state highway patrol in your area.

Q: I would like to share my ideas about how to improve the study corridors. How can I do that?

A: Input to the corridor study can be provided a few ways:

- Take a comment form to complete and submit at this meeting or to send to the project team within 10 days of this meeting.
- Submit your comment online and join the project mailing list at www.dot.state.ga.us/dot/plan-prog/planning/studies/sr400-sr365/index.shtml
- Send us your question in writing to SR 400 and SR 365 Corridor Studies, c/o Sycamore Consulting, Inc.; 195 Arizona Avenue, NE; Unit LW-4; Atlanta, GA 30307 or via fax at 404-377-9091.

Q: When will the study be completed and how can I learn of the study results?

A: The anticipated completion date is spring 2008. Study results will be available on the study website.

Q: When will actual construction of the improvements begin?

A: Right now, a projected construction timeline is not known. However, this study will result in a program of projects to meet travel demand and to enhance mobility through 2035 as well as an evaluation of potential funding sources. Having these key components in place will facilitate implementation of the project.

What we heard from you

The study's public involvement plan includes a variety of opportunities for the public to participate in this study. The first round of public meetings was conducted as an open house and workshop held in August 2006, with one meeting held in each of the study corridors.

The open house and workshop attendees participated in two activities. The first activity allowed participants to offer input regarding major challenges and issues along the study corridors. In the second activity, participants were asked to choose potential design solutions to address the challenges and issues identified in the first exercise.

At the first public meeting, we asked you to tell us what improvements you'd like to see. Here's what we heard:

SR 365 Corridor

1. Freeway
2. Limited Access
3. Access Roads
4. Multi-Land Divided Highway

SR 400 Corridor

1. Freeway
2. Access Roads
3. Limited Access
4. Multi-Land Divided Highway

Responses ranked from highest to lowest response

The results of the first activity were very similar for both of the study corridors. Activity participants expressed roadway safety as the major issue for both corridors. The second most prevalent concern was traffic congestion issues. Bridge conditions were not an issue on either corridor.

In the second exercise, participants were asked to pick the type of improvements they would prefer for the study corridors. Participants were given seven options – freeway, access road, interchange, limited access highway, multi-lane divided highway, signalized intersection, and bicycle and/or pedestrian connectivity.

Participants who travel the SR 365 corridor chose the freeway option as the highest preferred followed by the limited access freeway option.

SR 400 users favored the freeway followed by the access road options. The least popular improvement options for both corridors were signalized intersections and bike/ped connectivity.

Input received from the first open house and workshop provided the study team with insight into the issues and opportunities in the study area.

How can I provide input?

This final open house meeting showcases the preferred improvement recommendations. All comments received will be used to help refine the preferred scenario. Public comments received from this meeting will be accepted **up to 10 (ten) days** after the meeting dates. You may submit comments tonight or via the study website at http://www.dot.state.ga.us/dot/plan-prog/planning/studies/SR400-SR365/index.shtml. You may also email, mail or fax comments to the public involvement team:

SR 400 and SR 365 Corridor Studies
c/o Sycamore Consulting, Inc.
195 Arizona Avenue, NE; Unit LW-4
Atlanta, GA 30307
404-377-9147 (phone)
404-377-9091 (fax)
SR400-365study@dot.state.ga.us

Additional study information can be received from the Georgia DOT project manager, Mr. Jason Crane at (404) 656-5360 *or jcrane@dot.ga.gov.*