



Russell R. McMurry, P.E., Commissioner
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600 West Peachtree NW
Atlanta, GA 30308
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Thank you for visiting the public meeting website for the proposed State Route (SR) 8/SR 316/United States (US) 29 at Jimmy Daniel Road Reconstruction Project, PI Number 0013767. The goals of this website are two-fold: 1) to provide information on the proposed project and 2) to provide you an opportunity to give us your comments. In this handout package, you will find a description of the project, a location map, and a comment card.

This website is designed to look and feel like an in-person open house with various subject rooms representing key areas of the project development. You may tour through each of the subject rooms (Welcome, Project Design, etc.), just as you would the stations at an in-person meeting. In each subject room, you may click on project staff avatars, displays, handouts, posters, and/or videos for information.

After reviewing the information, we hope you will take the opportunity to tell the Georgia Department of Transportation (Georgia DOT) what you think of the project. Your comments are important to us and, should you provide comments by one of the methods noted below, we will respond to you in writing within approximately 30 days of the close of the comment period. All comments will become part of the project's official record.

You can **provide your comments** by June 10, 2022, by any of the following methods:

- Submit comments through the survey link on the public meeting webpage:
<https://transformingsr316-gdot.hub.arcgis.com>
- Print and fill out the comment card in this handout and submit:
 - By mail to the following address:
Mr. Eric Duff, State Environmental Administrator
Georgia Department of Transportation,
600 West Peachtree Street NW,
16th Floor, Atlanta, Georgia 30308
 - By email to P3Division@dot.ga.gov
- Call the project hotline at (404) 631-1733 to leave a message with your comment.

Following the public comment period, a copy of all comments received will be available by request at the Atlanta address listed above.

The project displays and plans will be available for comment at <https://transformingsr316-gdot.hub.arcgis.com> until June 10, 2022. If you would like to review paper copies of the materials posted online, please contact the Georgia DOT District 1 Preconstruction Engineer, SueAnne Decker, at (770) 533-8490 to make arrangements.

Georgia DOT will host a virtual presentation and Q&A session on May 26, 2022, from 4 p.m. to 6 p.m. Interested parties may join the virtual event by visiting <https://transformingsr316-gdot.hub.arcgis.com>. A recording of the presentation will be uploaded to the project website following the virtual meeting.

Again, thank you for visiting this public meeting webpage. If you should have any questions or need additional information, feel free to contact the project team at P3Division@dot.ga.gov or (404) 631-1733.

Sincerely,

A handwritten signature in black ink that reads 'Eric Duff / DB'. The signature is written in a cursive, slightly slanted style.

Eric Duff
State Environmental Administrator
Georgia Department of Transportation

Why are we here and what is the issue we are seeking to address within your community?

Georgia Department of Transportation (Georgia DOT) is seeking feedback about a proposed solution to improve mobility, reduce the potential for crashes, and improve traffic flow conditions along approximately 1.2 miles of State Route (SR) 8/SR 316/United States (US) 29 and the current at-grade, signalized intersection with Jimmy Daniel Road in Oconee County.

Current conditions along the SR 8/SR 316/US 29 corridor:

- SR 8/SR 316/US 29 is an east-west running highway consisting of four, 12-foot concrete travel lanes (two lanes in each direction), a 44-foot depressed (grassed) median, 10-foot outside shoulders (4-foot paved) and 8-foot inside shoulders (4-foot paved). There is currently one, at-grade intersection within the project's limits. This intersection consists of SR 8/SR 316/US 29 at Jimmy Daniel Road.
- According to the Traffic Analysis and Data Application (TADA), this portion of SR8/SR 316/US 29 in Oconee County serves approximately 42,750 vehicles per day with 6 percent of that total volume being truck traffic.
- Crash data from 2015 to 2019 indicated that 118 crashes occurred in the vicinity of the project intersection. Of those crashes, rear end crashes accounted for 75% of all crashes, angle crashes accounted for 15% of the crashes, non-vehicle collisions were 6% of all crashes, sideswipe collisions accounted for 3% of all crashes, and head-on collisions consisted of 1% of all crashes.
- Existing year (2020) Level of Service (LOS), which is a measurement of traffic congestion, was analyzed and determined that Jimmy Daniel Road currently performs at LOS C in the AM peak hour and LOS D in the PM peak hours. [For more information on LOS ratings, click here.](#)
- According to traffic data collected in 2020, the average morning (AM) peak hour delay on Jimmy Daniel Road at its intersection with SR 8/SR 316/US 29 is approximately 30.9 seconds per vehicle and the average PM peak hour delay is approximately 50.0 seconds per vehicle.

Proposed Solution: (Also See Project Location Map attached)

The proposed improvements would be a continuation of a series of reconstruction projects along SR 8/SR 316/US 29, from SR 20 in Gwinnett County to SR 10 in Athens/Oconee County that would improve mobility, reduce the potential for crashes, and improve traffic flow conditions. PI No. 0013767 proposes the following:

- Remove the existing signalized, at-grade crossing at SR 8/SR 316/US 29 and Jimmy Daniel Road.
- Create a grade-separated diamond interchange with a single-lane roundabout to be located at the SR 8/SR 316/US 29 eastbound ramp intersection with Jimmy Daniel Road and the westbound ramp intersection with Jimmy Daniel Road.

Without this Project (No Build):

- SR 8/SR 316/US 29 would remain a four-lane highway with a grassed median, 10-foot outside shoulders (4-foot paved) and 8-foot inside shoulders (2-foot paved). The intersection of SR 8/SR 316/US 29 at Jimmy Daniel Road would remain a signalized, at-grade crossing.
- Because traffic volumes are expected to increase in the future, the number of crashes occurring in the future are also likely to increase.
- This portion of SR 8/SR 316/US 29 in Oconee County is expected to serve approximately 49,400 vehicles in the project's open year (2028) and approximately 70,550 vehicles per day in the project's design year (2048).
- In the open year (2028), the intersection of SR 8/SR 316/US 29 and Jimmy Daniel Road is expected to perform at LOS E in the AM peak hour and LOS F in the PM peak hour. In the design year (2048), the intersection of SR 8/SR 316/US 29 and Jimmy Daniel Road is expected to perform at a LOS F in the AM peak hour and LOS F in the PM peak hour.
- In the design year (2048), vehicle delays would continue to increase for the intersection of SR 8/SR 316/US 29 and Jimmy Daniel Road. At the intersection, the average peak hour delay in 2048 is expected to be approximately 223.2 seconds per vehicle in the AM peak hour and approximately 319.0 seconds per vehicle in the PM peak hour.

Benefits of Project Implementation:

- The proposed project would be a continuation of the goal to improve SR 316 as a key transportation facility in the region.
- Within the project corridor, congestion would be reduced and traffic flow improved.
- Eliminating the at-grade intersection would reduce the number of vehicle conflict points; therefore, potentially reducing the number of crashes at the intersection.
- In the open year (2028), the SR 316 eastbound ramp intersection and the SR 316 westbound ramp intersection with Jimmy Daniel Road would operate at a LOS A.
- In the open year (2028), the proposed project would reduce the delays experienced by drivers traveling through the SR 316 eastbound and westbound ramp intersections with Jimmy Daniel Road. For example, the average delay per second at the SR 316 eastbound ramp intersection with Jimmy Daniel Road would be 5.2 seconds per vehicle in the AM peak hour and 6.5 seconds per vehicle in the PM peak hour. Additionally, the average delay per second at the SR 316 westbound ramp intersection with Jimmy Daniel Road would be 5.5 seconds per vehicle in the AM peak hour and 8.0 seconds per vehicle in the PM peak hour.
- In the design year (2048), the SR 316 eastbound ramp intersection and the SR 316 westbound ramp intersection with Jimmy Daniel Road would operate at a LOS A to LOS C.
- In the design year (2048), the proposed project would reduce the delays experienced by drivers traveling through the SR 316 eastbound and westbound ramp intersections with Jimmy Daniel Road. For example, the average delay per second at the SR 316 eastbound ramp intersection with Jimmy Daniel Road would be 7.2 seconds per vehicle in the AM peak hour and 10.4 seconds per vehicle per vehicle in the PM peak hour. Additionally, the average delay per second at the SR 316 westbound ramp intersection with Jimmy Daniel Road would be 7.9 seconds per vehicle in the AM peak hour and 25.3 seconds per vehicle in the PM peak hour.

How Can You Assist: Please provide feedback about our proposed solution as well as information about any resources important to you or to the community. Are there events that future construction may affect once it begins?

Where is this project in the process? This project is currently in the concept phase. The concept phase defines the existing issue seeking to be resolved along with a proposed solution that will meet the community's needs.

What are the Next Steps? After the public meeting is held, feedback will be assessed, revisions may occur to the proposed plan initially brought to the public or the no build alternative will be selected. Comments and questions received during the public comment period will be addressed in a response letter that will be provided within 30 days of the end of the public comment period. If major changes occur to what was previously shown to the community, additional public outreach would occur. If no major changes are proposed, the project would advance to right-of-way acquisition and into final design. After all right-of-way acquisition occurs, project design is finalized, and the project would advance to construction.



Levels of Service (LOS)

LOS A



Low volume,
traffic flowing
freely

LOS B



Steady volume,
other cars
noticeable

LOS C



Balance
between the
most cars and
the highest
speed

LOS D



Heavier volume,
speed &
maneuverability
restricted

LOS E



Volume at
capacity,
uniformly slow
speed

LOS F



Volume
exceeds
capacity,
lengthy delays
occur

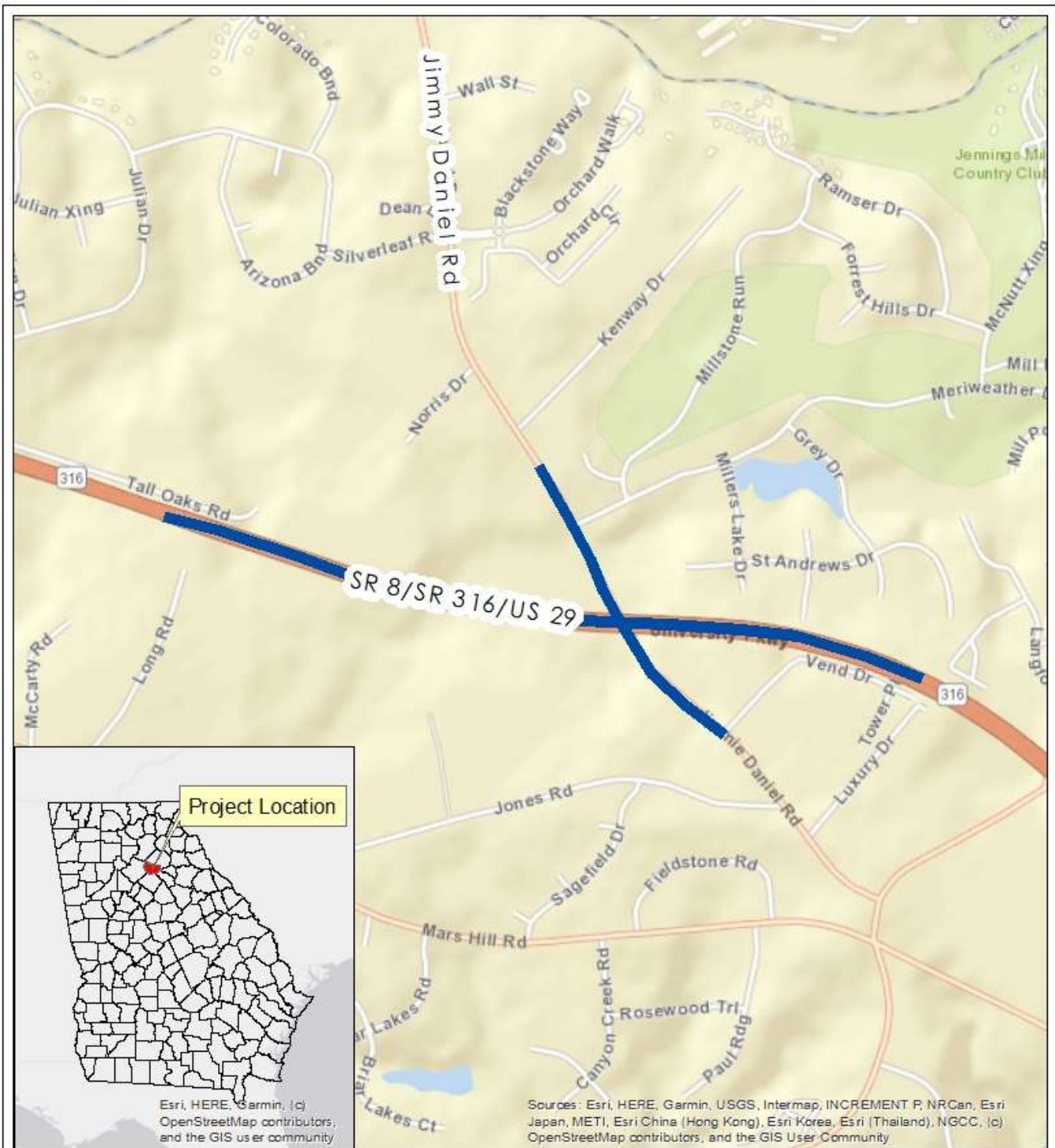


Figure 1. Project Location Map
PI #: 0013767, Oconee County
SR 8/SR 316/US 29 at Jimmy Daniel Road

Comment Card

Please print responses.

Name _____

Address _____

Email _____

Do you support the project? (check your response)

For Against Conditional (I would support this project if... describe below) Uncommitted

Comments:

Help GDOT Improve Future Meetings:

Advertising: How did you hear about the meeting: Newspaper Signs GDOT Website Radio
Word of mouth Social Media Post card Other_____

Attendance: Did you visit the online information for the project? Yes No

Questions:	Answer	If answer is no, please provide a suggestion/comment
Was the website convenient?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Was the time convenient?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Were your questions answered?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Do you understand the project?	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Were materials (in person or virtual) understandable?	<input type="checkbox"/> Yes <input type="checkbox"/> No	

Please share your suggestions on improving the ways GDOT conducts or advertises online open houses:

Mail to:
Mr. Eric Duff, State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308