



GEORGIA DEPARTMENT OF TRANSPORTATION  
One Georgia Center, 600 West Peachtree Street, NW  
Atlanta, Georgia 30308

Vance C. Smith, Jr., Commissioner

September 3, 2009

Thank you for attending the public information open house for CSSTP-0006-00(439), Gwinnett County, P.I. 0006439, the proposed SR 10/US 78 and SR 124 Intersection Improvement project. In this handout package you will find a project description, location map and comment card.

As you enter the room, you will notice displays of the proposed project. Department of Transportation (DOT) representatives, who can be identified by the nametags they are wearing, are available to discuss the project and answer your questions. Please take this opportunity to discuss the project with a DOT representative. There will be no formal presentation.

A court reporter will be available for those persons who would like to make a verbal statement about the project. You may also complete a comment card and deposit it into the box provided here or send in written comments about the project until September 17, 2009. Written comments should be sent to Mr. Glenn Bowman, P.E., State Environmental/Location Engineer, Georgia Department of Transportation, 3993 Aviation Circle, Atlanta, Georgia 30336-1593. Comments can also be made via the web at [www.dot.ga.gov](http://www.dot.ga.gov). Click on **Public Outreach** from the **Information Center** dropdown menu at the top right side of the page. All comments will be made a part of the project record. We hope you will take advantage of one of these opportunities to let the Department know your view of the proposal.

The displays will be available for review for ten days after the public information open house at the Department of Transportation District One Office located at 2505 Athens Highway, SE, Gainesville, Georgia 30507 and at the Department of Transportation Lawrenceville Area Office located at 145 Hurricane Shoals Road NW, Lawrenceville, Georgia 30045. A copy of all comments received will be available for public review at the Department of Transportation District One Office and at the Office of Urban Design, 600 Peachtree Street, 27th Floor, Atlanta, GA 30338, as soon as compilation is completed.

Again, thank you for attending this public information open house and for giving us your comments. If you should have any questions or need additional information, feel free to contact the project manager, Neal O'Brien, at (404) 631-1725 or Laura Rish at (404) 699-4439 of the Office of Environment/Location.

Sincerely,

*James B. Buchan*  
James B. Buchan, P.E.  
State Urban Design Engineer

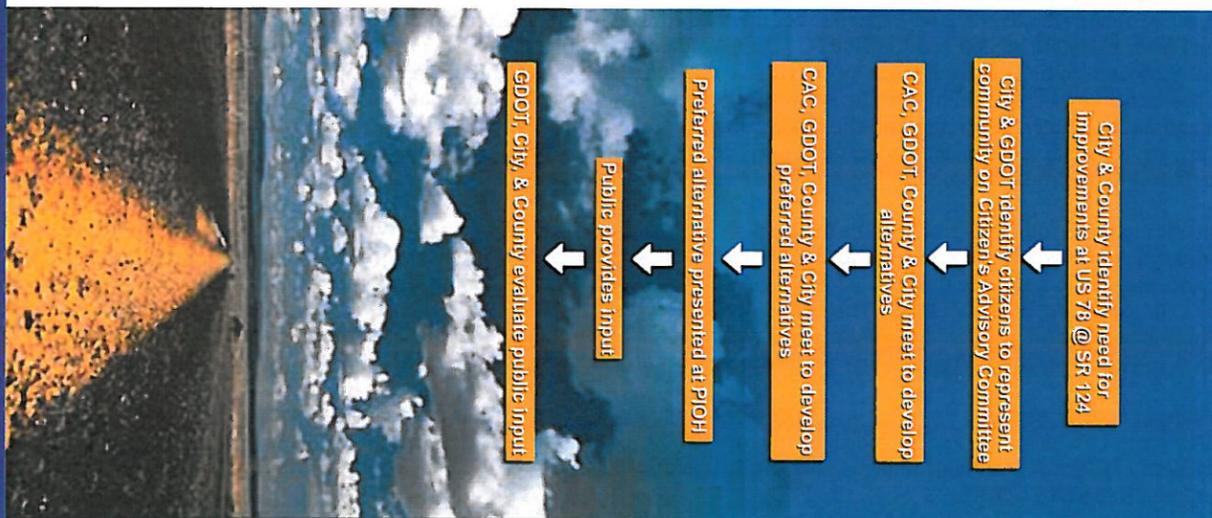
JBB/slt-EPEI  
Attachments

**CAC Meeting #1** February 12, 2008  
Composed of: 17 Community Members and 14 Staff & Project Team Members

- Identified Project Area
- Recognized Areas of Concern
- Developed Mission Statement
- Prioritized Areas of Concern

**CAC Meeting #2** May 15, 2008  
Composed of: 11 Community Members and 15 Staff & Project Team Members

- CAC worked in groups with Project Team & Staff
- Reviewed 15 Traffic & Operational Figures of the Area
- Reviewed 5 Different Types of Improvement Packages
- Evaluated Each Improvement Type
- Ranked and Provided Input on: Operations and Safety
- Community and Environment
- Business
- Feasibility and Cost
- Identified Preferred Type of Improvement Package



**CAC Meeting #3** October 17, 2008  
Composed of: 14 Community Members and 19 Staff & Project Team Members

- CAC Meeting #2 Identified Major at Grade Improvements as Preferred Intersection
- Worked in Groups with Project Team & Staff
- Evaluated Criteria to Judge Viable Alternatives
- Snellville North Bypass- Not a Viable Option
- (Low Benefit, High Cost)
- Review Fact Sheets, Traffic Simulations, and Aerial Layouts of 7 Viable Alternatives
- Community Work Group Ranked Viable Alternatives
- Shared Comments and Concerns with CAC Process

**CAC Meeting #4** May 21, 2009  
Composed of: 11 Community Members and 14 Staff & Project Team Members

- Results Presented from CAC Meeting #3
- Received Consensus on Preferred Alternative
- Reviewed PIOH Displays and Format
- CAC Members Shared Comments & Suggestions for PIOH



SR 10/US 78 @ SR 124  
Citizen Advisory Committee Process

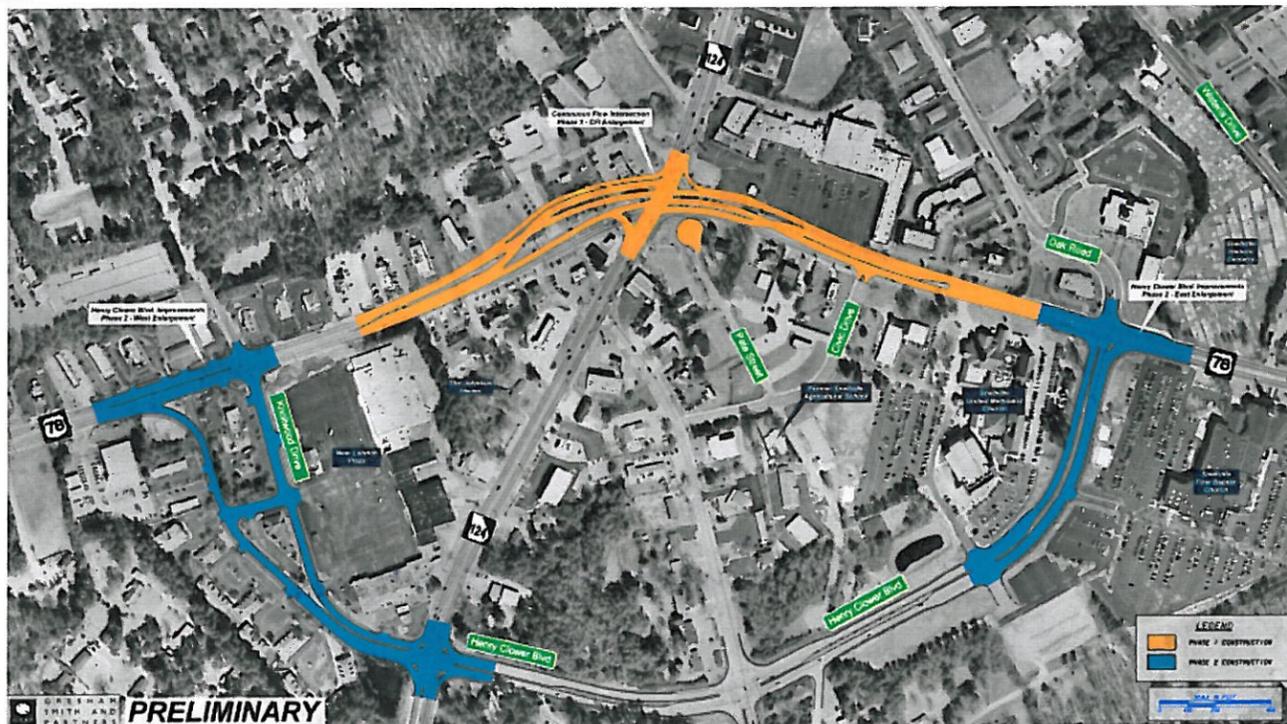


US 78/SR 124 Intersection Improvement Project  
CSSTP-0006-00(439), Gwinnett County, PI No. 0006439

### Where will the Improvements be Made? The Project Description...

The proposed project is a two phase project to improve the intersection of SR 10/US 78 and SR 124 in Snellville, Georgia. Phase 1 would construct a two-legged continuous flow intersection (CFI) at SR 10/US 78 and SR 124. The Phase 1 CFI would provide dual left-turn lanes offset from the through lanes on the east and west legs of SR 10/US 78 so that left-turn movements could occur at the same time through movements occur. Also, a free flow right-turn lane would be provided for southbound SR 124 traffic to travel west on SR 10/US 78. To protect the free flow right and CFI operation, limited access would be needed along the north side of SR 10/US 78 for approximately 1,300 feet west of SR 124, and approximately 400 feet on the south side of SR 10/US 78 east of SR 124. On SR 124, limited access would be needed -for approximately 120 feet on the east side south of SR 10/US 78. To improve the intersection efficiency, the SR 124 northbound left-turn lane onto SR 10/US 78 would be removed and relocated via signage to Henry Clower Boulevard. Pate Street would be converted to a cul-de-sac and the driveway on SR 10/US 78 would be closed. The CFI would have concrete and landscaped medians on the west. A 16-foot urban shoulder with sidewalk would be used throughout the project limits. Pedestrian accessibility would be provided via crosswalks and pedestrian signals at the SR 10/US 78 and SR 124 intersection. The project termini on SR 10/US 78 for Phase 1 would be Knollwood Drive west of SR 124 and Henry Clower Blvd east of SR 124. The termini on SR 124 would be approximately 1,000 feet north and south of the intersection with SR 10/US 78.

Phase 2 of the proposed project would make minor improvements to Henry Clower Boulevard to provide an eastbound bypass. The proposed project would add a dual right-turn lane for SR 10/US 78 eastbound traffic onto Henry Clower Boulevard. Pedestrian access would be provided via sidewalks and a signalized crossing on the eastbound bypass approximately 300 feet south of SR 10/US 78. At Henry Clower and SR 124, a right-turn lane would be added for eastbound traffic to turn south on SR 124, and a concrete median would be added on Henry Clower Boulevard west of SR 124. Concrete islands would be added at the SR 124 and Henry Clower Boulevard intersection to provide pedestrian refuge. Dual right-turn lanes would be added for northbound traffic on Henry Clower Boulevard to turn east onto SR 10/US 78, and pedestrian access would be provided via crosswalks. A 16-foot urban shoulder with sidewalk would be used throughout the project limits. The project termini for Phase 2 would include two segments on Henry Clower Boulevard. The first segment would be SR 10/US 78 to the north and SR 124 to the south. The second segment would be from Wesley Way to the south to SR 10/US 78 to the north.



US 78/SR 124 Intersection Improvement Project  
CSSTP-0006-00(439), Gwinnett County, PI No. 0006439

### Why is This Being Done? Purpose and Need...

The accident and injury rates at the intersection of SR 10/US 78 at SR 124 exceed the statewide average for similar facilities; furthermore, this intersection operates at an unacceptable level-of-service and the future traffic volume is predicted to increase. Therefore, the need exists to alleviate traffic congestion and decrease accidents at the SR 10/US 78 intersection with SR 124. In addition, the December 2003 Livable Centers Initiative (LCI) recommended upgrading the SR 10/US 78 at SR 124 intersection to improve traffic flow, reduce delay and reduce cut through traffic within the Snellville Town Center. The purpose of the proposed project is to enhance the safety and flow of all modes of travel, while being responsible to the residential and business communities and preserving the key historic, social and natural environments.

#### Safety

SR 10/US 78 and SR 124 are functionally classified as an Urban Minor Principal Arterials within the study area. A comparison of the crash rates on this section of the road with the statewide average for the similar functionally classified road for the years 2004-2006 shows that the crash and injury rates typically far exceed the statewide average in most sections along the roadway. In addition, about 85 percent of the crashes that occurred each year were angle intersection and rear end type crashes. These crashes occurred at the intersecting street and most were rear end collisions when the vehicles stopped for the traffic signal at the intersection.

#### Travel Demand and Operational Conditions

SR 10/US 78 is also known as Main Street and is a vital east-west corridor for the Snellville Metropolitan area transportation system. The most current traffic data (2009) indicates that the total traffic volume varies from 31,150 to 44,475 vehicles per day (vpd) for SR 10/US 78 and from 23,400 to 48,000 vpd for SR 124. These volumes, combined with the current configuration of the SR 10/US 78 intersection with SR 124, is resulting in poor levels of service at this location. Level of service (LOS) is defined as a qualitative measure describing operational conditions within a traffic streams. There are six defined LOS tiers at which a roadway can operate. Each of the six tiers are identified by a letter, "A" represents the best operating conditions and LOS "F" represents the worst. If a roadway is operating at LOS "A", "B", or "C", that is considered acceptable operating conditions. Current LOS analysis for the intersection of SR 10/US 78 and SR 124 indicates that, during peak hours of operation, the intersection operates at LOS F.

In addition, the volume of traffic at the intersection of SR 10/US 78 at SR 124 has grown significantly in the last few years. These increases in traffic volumes affect the intersection of SR 10/US 78 at SR 124 as well as other roadways and intersections within the study area, as motorists seek to minimize their delay by avoiding the SR 10/US 78 at SR 124 intersection. As such, they often seek alternative routes, such as Oak Road and Wisteria Drive. The effects of these driving patterns/behaviors can be seen by examining LOS at other locations in the study area. The SR 10/US 78 at Wisteria intersection has a LOS of E and the SR 124 at Wisteria intersection operates at LOS F. The poor LOS is a direct result of Wisteria Drive serving primarily cut-through traffic.

#### Planning Basis for Action

The project is identified and included in the Atlanta Regional Commission's 2008-2013 Transportation Improvement Program (TIP), *Envision 6*, which was adopted in September 2007. It is shown as TIP# GW-078C (PE is authorized and Right of Way and Construction are in Long Range 2021-2030).

#### Logical Termini

Henry Clower Boulevard is the proposed western terminus and Wisteria Drive is the proposed eastern terminus for the proposed intersection improvements at SR 10/US 78 and SR 124 on SR 10/US 78. Also, Henry Clower Boulevard is the proposed southern terminus and Wisteria Drive is the proposed northern terminus on SR 124.

### What is the Citizen's Advisory Committee (CAC)...



The Citizen Advisory Committee (CAC) for this project held its first of four meetings in February 2008. Since that time, this collection of representatives and stakeholders from the community has worked with the Georgia Department of Transportation and its consultant team to develop the alternative presented to you this evening. The Mission Statement of the CAC is...

*To identify and recommend transportation improvements for the US 78 at SR 124 intersection and immediate intersections to enhance the safety and flow of all modes of travel, while being responsible to the residential and business communities and preserving the key historic, social and natural environments.*

The information on the back of this packet provides greater detail on how the CAC was selected and the results of the four meetings that have been held over the past 18 months. This information is provided to help you understand how we have arrived at the alternative being presented to you this evening. If you have any additional questions, feel free to ask anyone from the CAC that is here tonight. We will be glad to assist you in understanding the project and the decision-making process.