



City of Hoschton Mayor Q&A

GDOT Updates

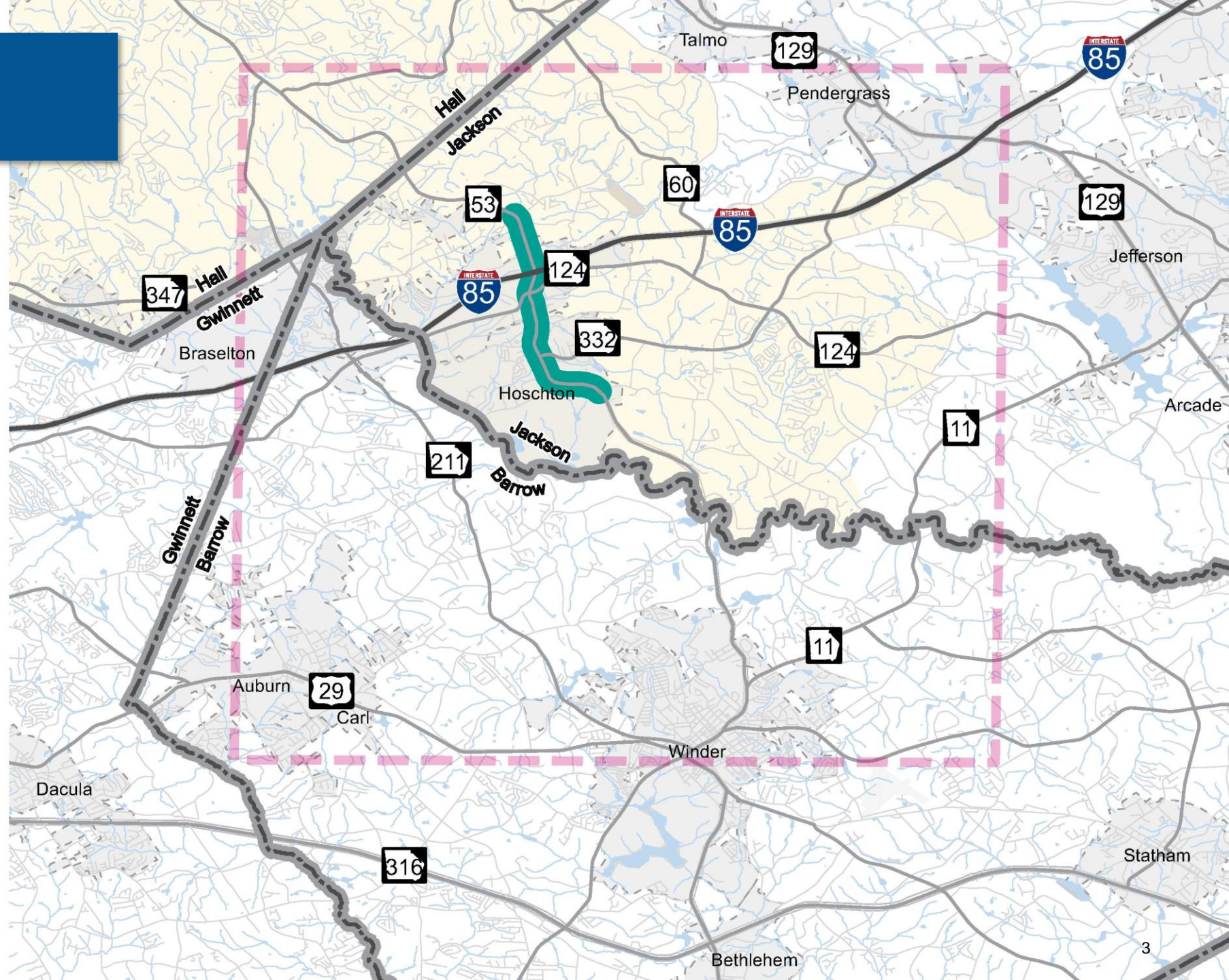
February 22, 2024

Agenda

- 1 Braselton-Hoschton Area Mobility (B-HAM) Study Update**
- 2 Local Projects Status**
- 3 Questions**

Study Overview

The objective of the Braselton-Hoschton Area Mobility Study is to **analyze existing and future travel conditions** in the area surrounding Braselton and Hoschton and **develop potential improvements and recommendations**, especially for the SR 53 corridor.



Issues Potential Improvements Should Address

Regional Connectivity

- Accommodate demand for north-south travel between I-85 and south of Braselton and Hoschton: **SR 53 and SR 211 operating at or over capacity by 2050**
- Accommodate freight demand access to I-85: **top route for freight traffic within study area is between I-85 and SR 53.**

Local Operational Improvements

- Preserve main street feel of SR 53 through Braselton and Hoschton: **most segments at LOS E or LOS F in 2050.**
- Maintain safe access to businesses and neighborhoods: **most stop-controlled intersections on SR 53 operate at LOS F in 2050.**

Evaluating Regional Improvements

Do the improvements reduce traffic on SR 53 through downtown Braselton and Hoschton?

- Reduction in daily traffic volume on SR 53 within Braselton and Hoschton.

Are the improvements cost-effective?

- Improvements with a benefit-cost ratio greater than 1.

Do the improvements reduce regional delay?

- Reduction in hours of delay within Barrow, Gwinnett, Hall, and Jackson counties.

Initial Insights

No single improvement will solve every problem.

Implementing SR 60 interchange on its own is not the highest performing for diverting traffic from SR 53.

The region will continue to experience economic growth. Transportation improvements can manage the congestion it brings, but not eliminate it.

Under highest performing combinations of regional improvements, some segments of SR 53 would continue to operate at LOS D and LOS E. LOS D in urban areas is considered acceptable.

A collection of improvements on SR 124, SR 60, and SR 211 addresses regional connectivity and reduces traffic on SR 53 in downtown Braselton and Hoschton.

The highest performing combinations included improvements on all roadways.

Improvements can be phased in over time to match availability of funding and provide incremental benefits.

Subsets of potential recommended improvements had B/C ratios greater than 1.0. Smaller scale operational improvements on SR 53 can provide delay savings in short and medium term.

A Combination of Improvements Reduces Downtown Congestion

SR 60 Interchange, SR 60 Extension (2 lanes), SR 211 Widening, SR 124 Widening

Total Cost

\$373 Million

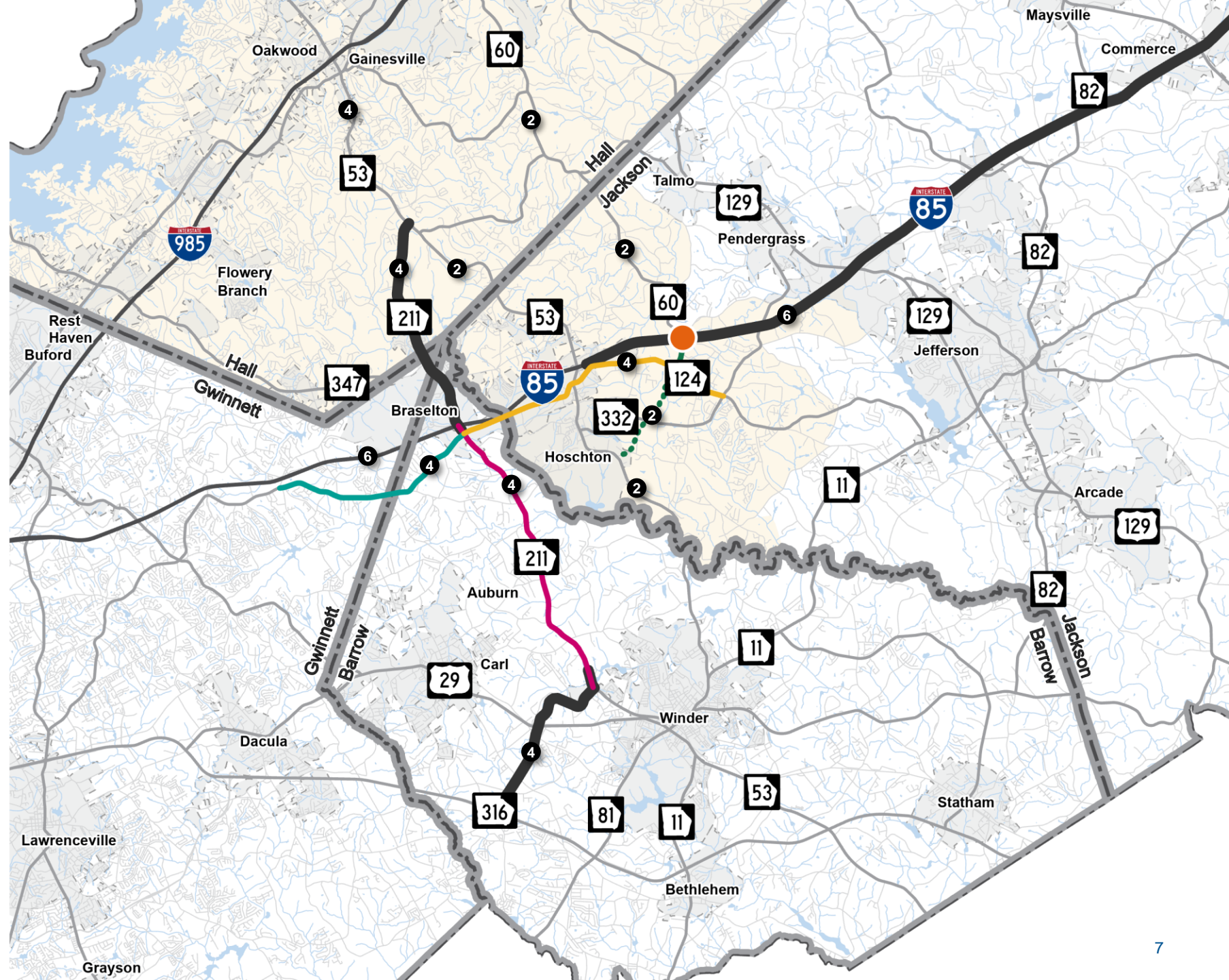
PE, UTL, ROW, CST

Cost estimates are preliminary and subject to change.

- # Number of lanes
- Counties
- Cities
- GHMPO boundary
- Projects Already Programmed for Construction
- I-85 at SR 60 interchange
- Widen SR 60 from I-85 to SR 124 (4 lanes)
- Extend SR 60 from SR 124 to SR 53 (2 lanes)
- Widen SR 124 from SR 211 to SR 332 (4 lanes)
- Widen SR 124 from SR 211 to Spout Spring Rd (4 lanes)
- Widen SR 211 from I-85 to West Winder Bypass (4-6 lanes)



Map of potential projects does not constitute a commitment of funding for projects. Potential project recommendations from the study would be considered for funding through GDOT's procedure for planning and programming projects.



A Combination of Improvements Reduces Downtown Congestion

SR 60 Interchange, SR 60 Extension (2 lanes), SR 211 Widening, SR 124 Widening

Provides high improvement to regional delay with high traffic diversion away from SR 53.

Total Cost

\$373 Million

PE, UTL, ROW, CST

Cost estimates are preliminary and subject to change.

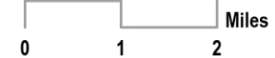
Benefit-Cost Ratio

1.5

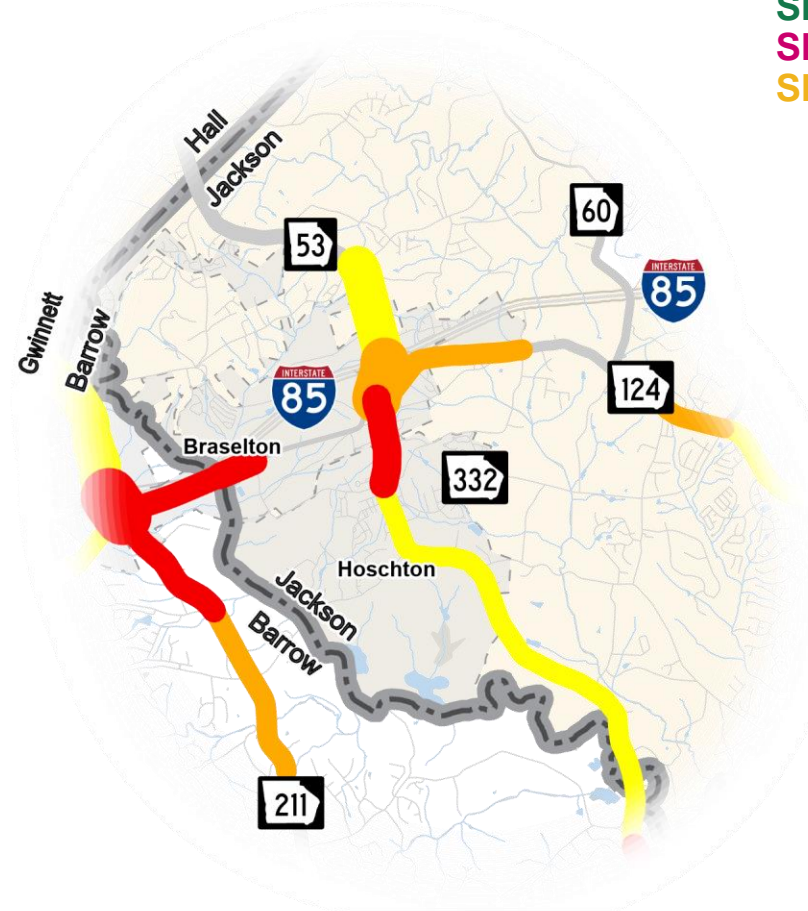
- Counties
 - Cities
 - GHMPO boundary
- Level of Service (LOS)

LOS D: v/c < 0.84
 LOS E: v/c < 1.00
 LOS F: v/c >= 1.00

2050 Daily Traffic



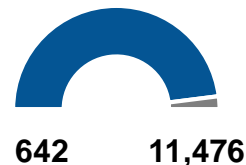
2050 Model Results Baseline



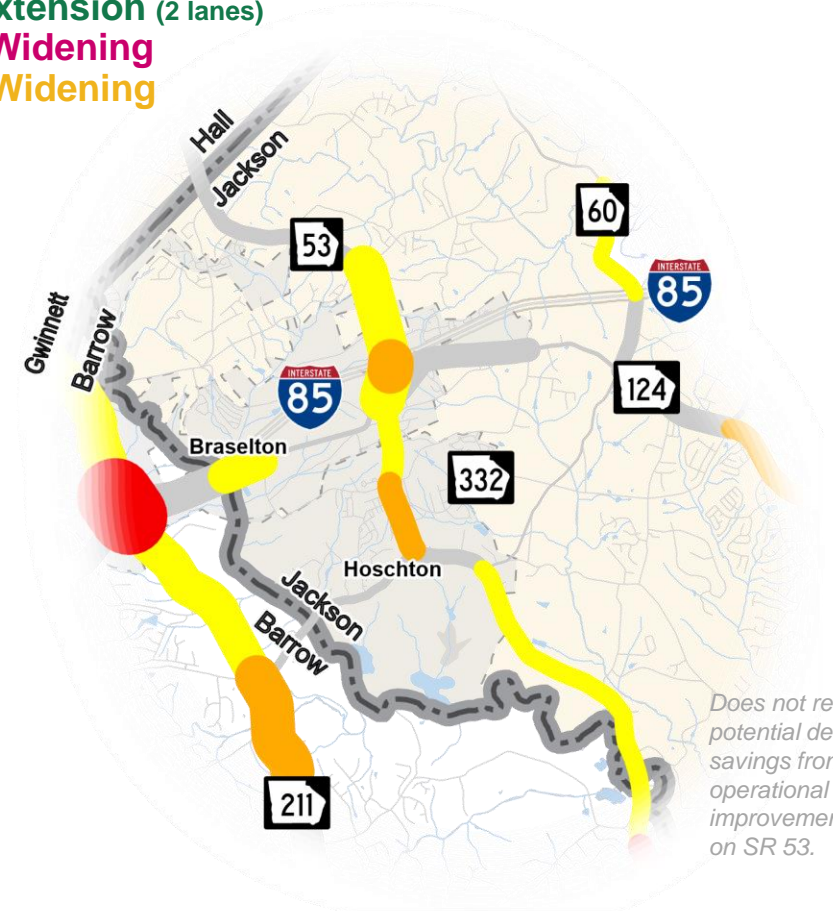
Delay Reduction

11,072

Reduction in daily hours of delay within Barrow, Gwinnett, Hall, and Jackson counties



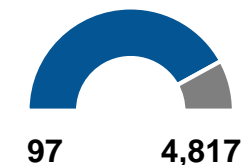
2050 Model Results SR 60 Interchange, SR 60 Extension (2 lanes), SR 211 Widening, SR 124 Widening



Traffic reduction

4,025

Reduction in daily traffic in 2050 in Downtown Braselton and Hoschton



Does not reflect potential delay savings from operational improvements on SR 53.

Map of potential projects does not constitute a commitment of funding for projects. Potential project recommendations from the study would be considered for funding through GDOT's procedure for planning and programming projects.

Potential Operational Improvements

Total Cost

\$34 Million

PE, UTL, ROW, CST

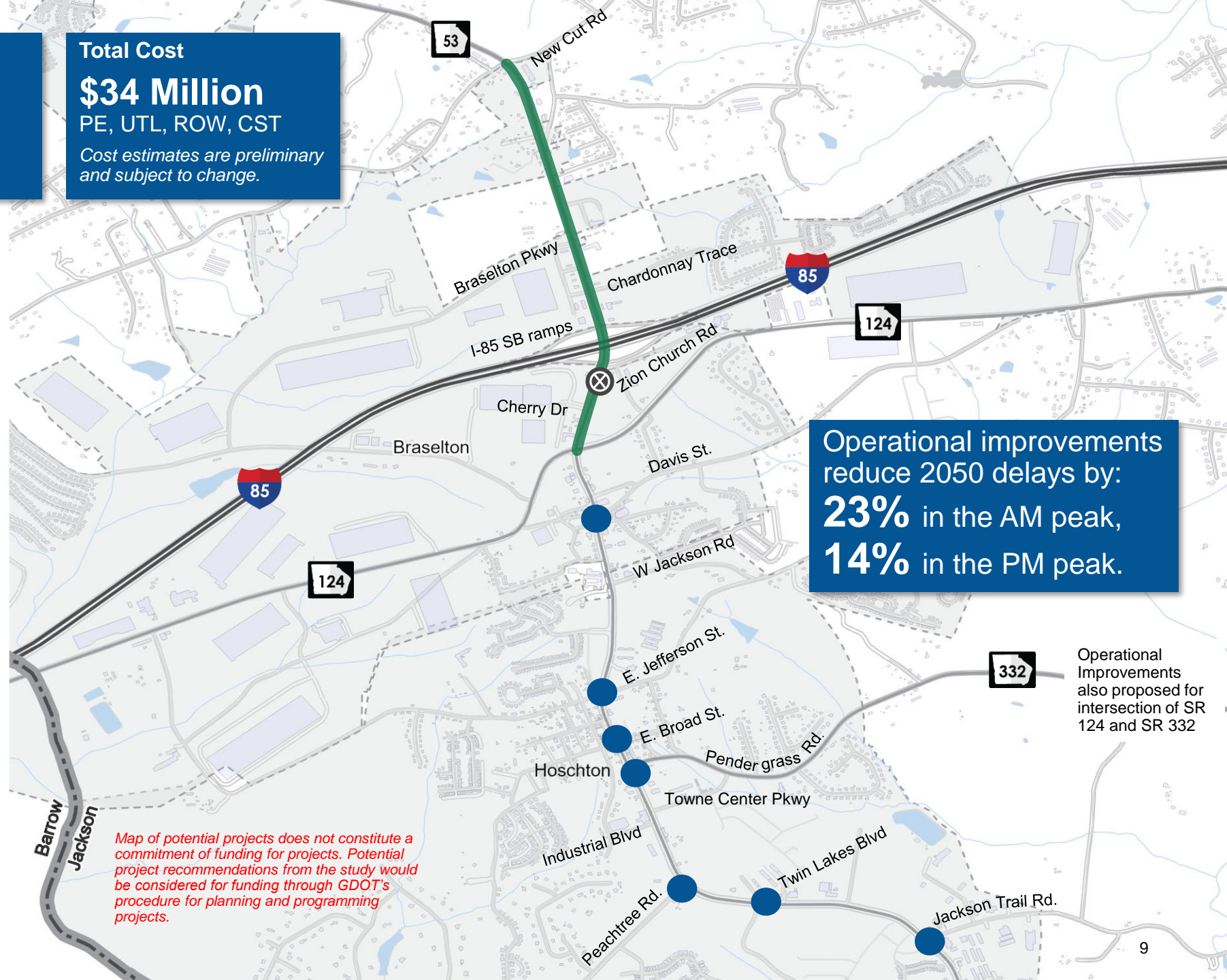
Cost estimates are preliminary and subject to change.

Intersection improvements may be traffic signal, roundabout, turn lanes, or retiming. Potential improvements identified are preliminary. A traffic engineering study and intersection control evaluation would need to be performed to identify a preferred intersection improvement.

Alternatives Legend

- Improvement
- Widening
- ⊗ Close

- Study Area
- Counties
- Cities



Operational improvements reduce 2050 delays by:
23% in the AM peak,
14% in the PM peak.

Map of potential projects does not constitute a commitment of funding for projects. Potential project recommendations from the study would be considered for funding through GDOT's procedure for planning and programming projects.

Operational Improvements also proposed for intersection of SR 124 and SR 332



Potential Recommendations

Potential Projects

Listing of potential projects does not constitute a commitment of funding for projects. Potential project recommendations from the study would be considered for funding through GDOT's procedure for planning and programming projects.

- **SR 211 Widening** provides continuous **4-lane facility** between **I-985 and SR 316**.
- **SR 124 Widening** provides **parallel 4-lane facility to I-85**. Connects adjacent warehousing to I-85 interchanges.
- **SR 211** and **SR 124** improvements can **reduce traffic on SR 53** in Downtown Braselton and Hoschton.
- **SR 60 Interchange** relieves traffic at SR 53 interchange. **Connects growing developments** in Jackson County to I-85.
- **SR 60 Extension** provides **opportunity for residential development to bypass** Downtown Braselton and Hoschton.
- **Operational Improvements** along SR 53 and at intersection of SR 124 and SR 332 can address congestion and safety in short and medium term.

Table does not constitute a commitment of funding for projects. Potential project recommendations from the study would be considered for funding through GDOT's procedure for planning and programming projects.

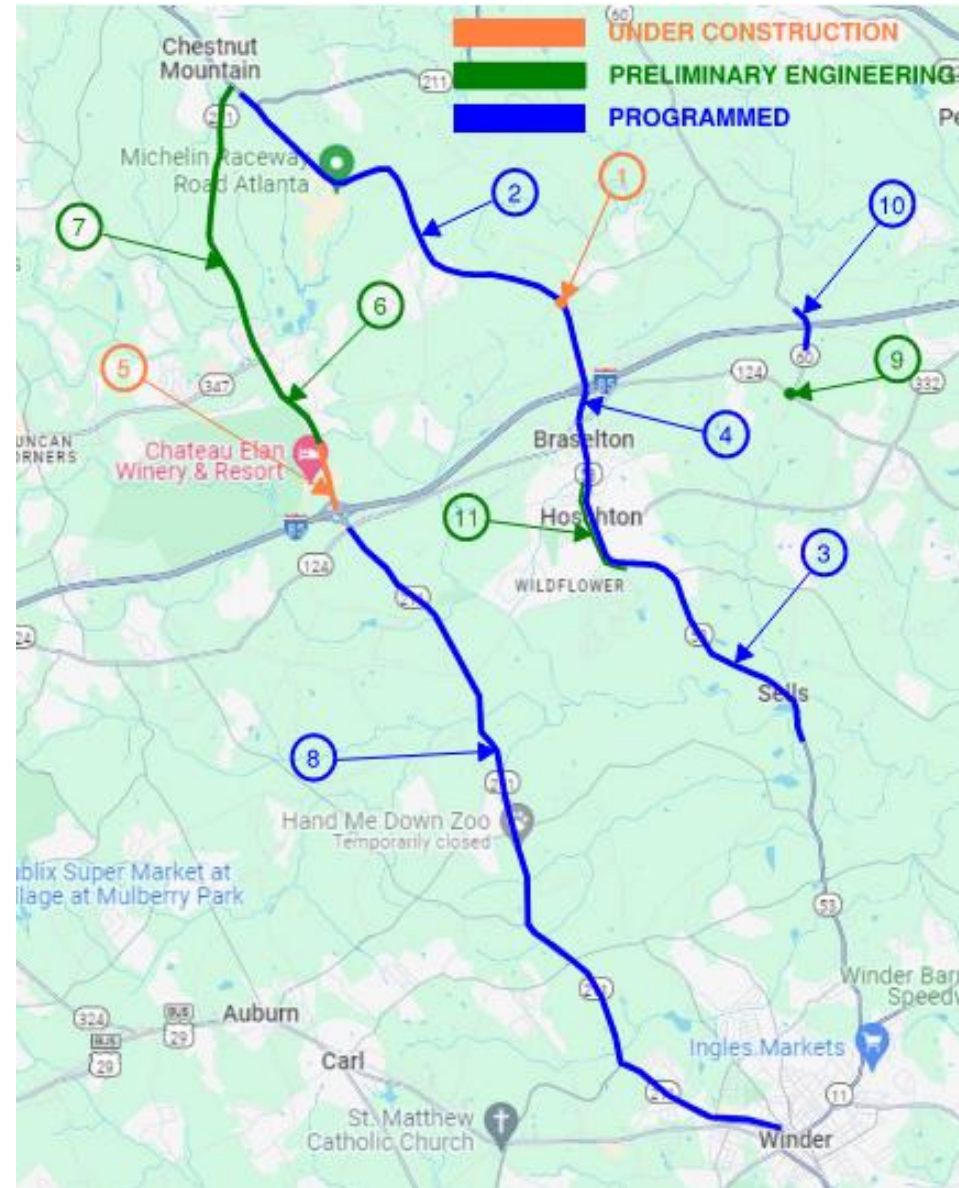
Potential Phasing of Projects

	Within 5 Years	Within 5-10 Years	10+ Years
Regional Connectivity			
Accommodate demand for north-south travel between I-85 and south of Braselton and Hoschton: SR 53 and SR 211 operating at or over capacity by 2050		SR 211 Widening	SR 60 Extension
Accommodate freight demand access to I-85: top route for freight traffic within study area is between I-85 and SR 53.		SR 124 Widening between SR 332 and SR 211	SR 60 Interchange SR 124 Widening between SR 211 and Spout Spring Rd
Local Operational Improvements			
Preserve main street feel of SR 53 through Braselton and Hoschton: most segments at LOS E or LOS F in 2050.		Widen SR 53 segment north of SR 124 Close Zion Church Rd Intersection improvements at Pendergrass Rd and at Peachtree Rd	
Maintain safe access to businesses and neighborhoods: most stop-controlled intersections on SR 53 operate at LOS F in 2050.	Intersection improvements at Twin Lakes Blvd, Davis St, Jackson Trail Rd, and SR 332 at SR 124		Intersection improvements at E Jefferson St and at Broad St

**Intersection improvements are preliminary. A traffic engineering study and intersection control evaluation would need to be performed to establish preferred intersection improvement.*

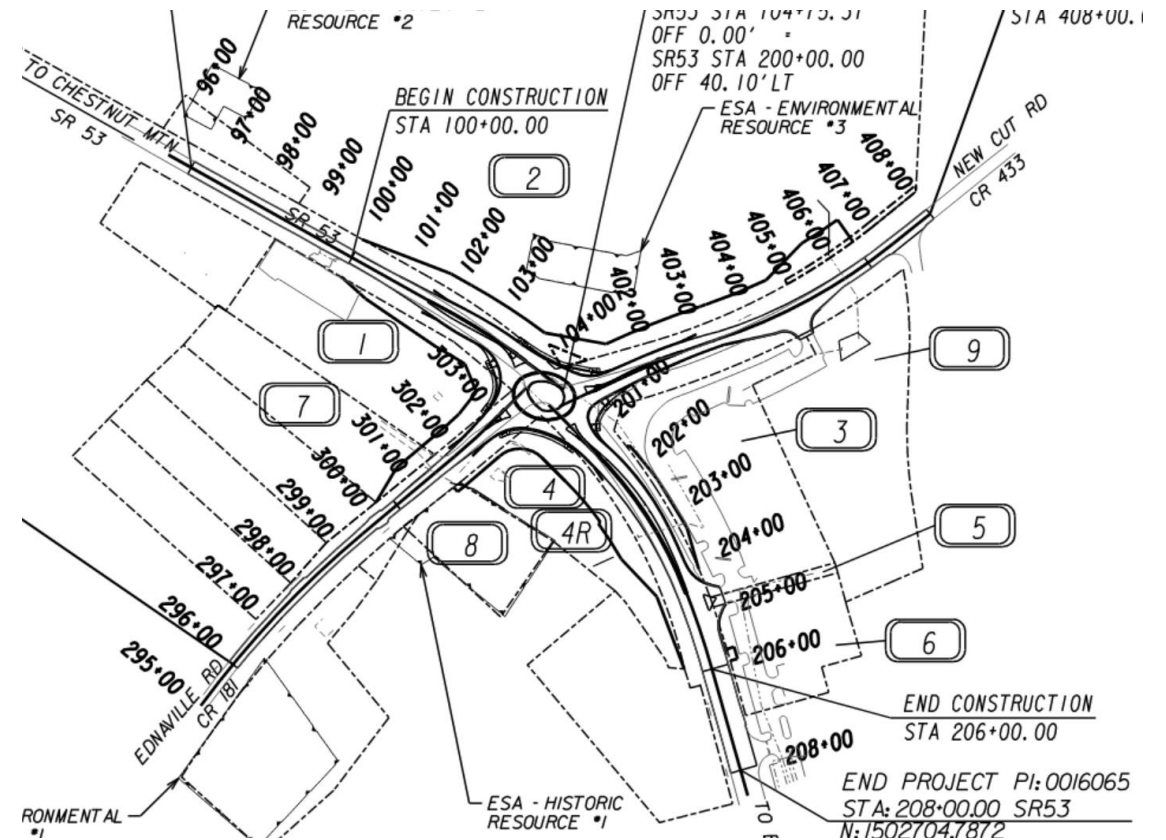
Project Location Map

1. **PI 0016065 – Roundabout SR 53 at New Cut Road**
2. PI 0013310 – SR 53 Widening from I-85 to SR 211
3. PI 0008434 – SR 53 Widening from I-85 to Tapp Wood Rd
4. PI 0020083 – SR 53 Operational Improvements from I-85 to SR 124
5. **PI 0013988 – SR 211 Widening from I-85 to Pinot Noir**
6. PI 0016089 – SR 211 Widening from Pinot Noir to SR 347
7. PI 0007233 – SR 211 Widening from SR 347 to SR 53
8. PI 0007830 – SR 211 Widening from SR 124 to SR 11
9. PI 0016166 – Roundabout SR 60 at SR 124
10. PI 0013086 – I-85 at SR 60 New Interchange
11. PI 0019862 – SR 53 Shared Use Path From Braselton to Twin Lakes Blvd



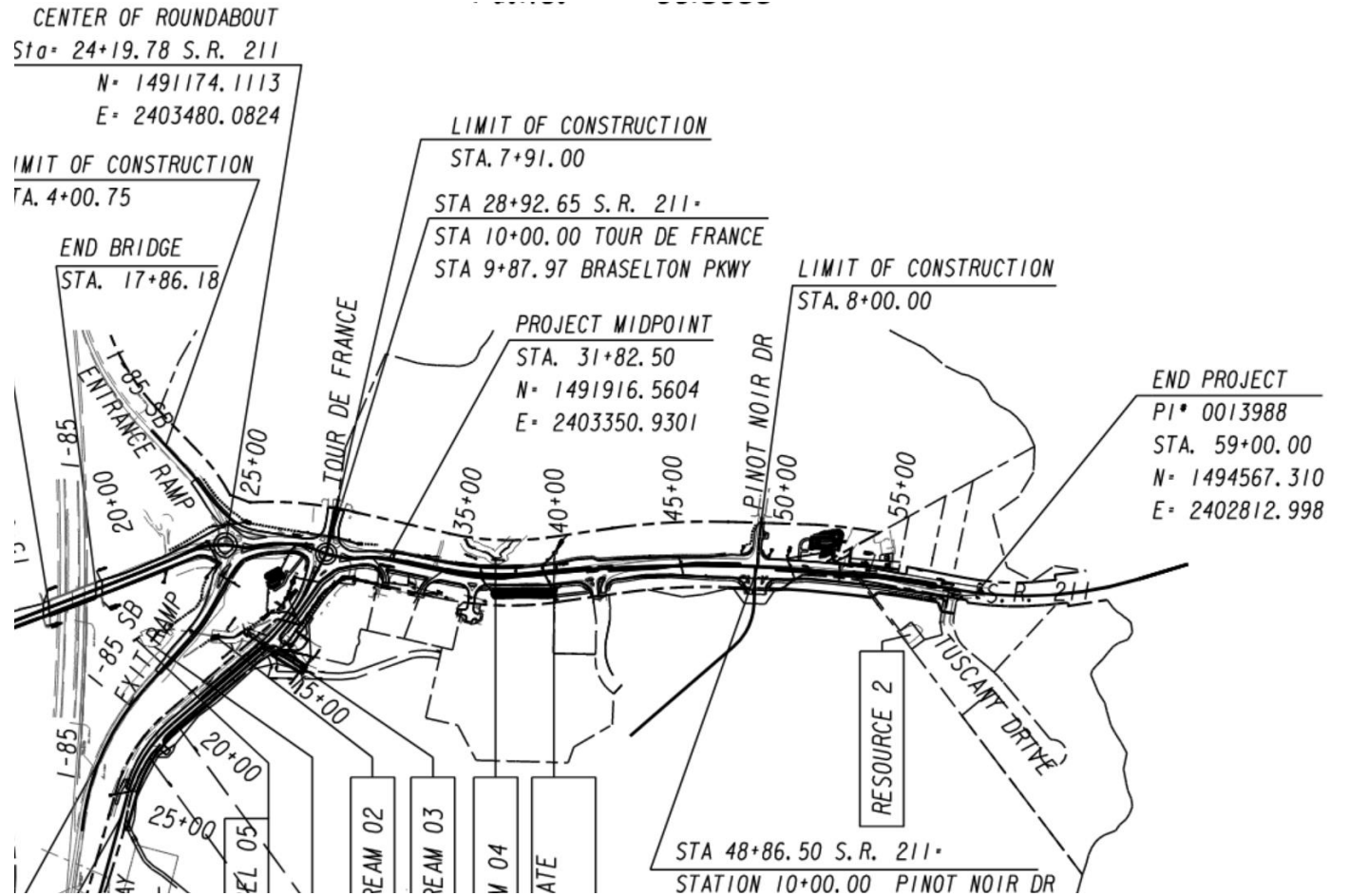
SR 53 @ New Cut Road Roundabout (PI 0016065)

- Contract Amount \$4,000,263.53
- Contractor: Wilson Construction Management, LLC
- Work Start Date: 7/24/2023
- Current Completion Date: 10/31/2024
- 48% Complete



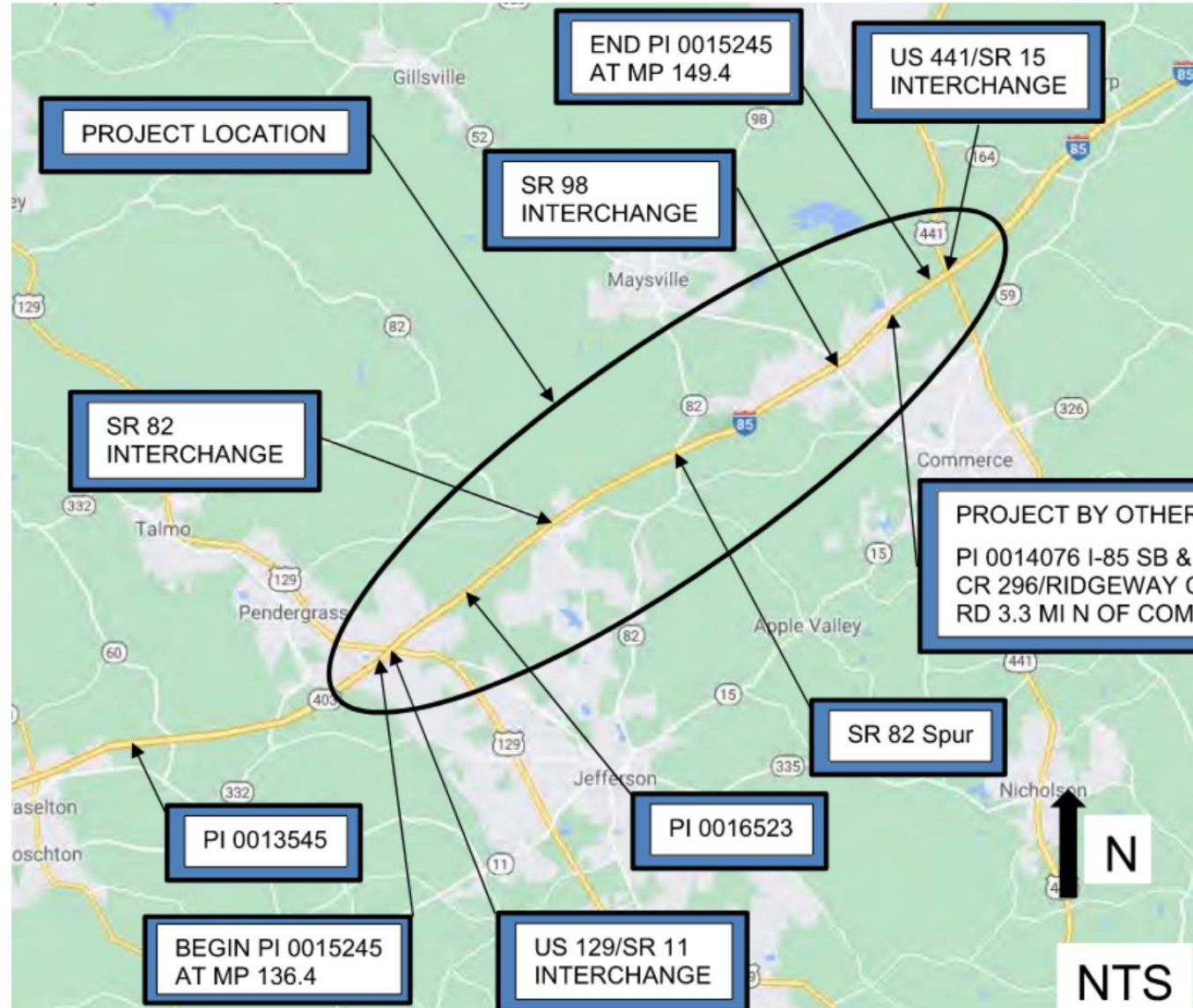
SR 211 Widening from I-85 to Pinot Noir (PI 0013988)

- Contract Amount
\$26,720,345.45
- Contractor: CMES, Inc
- Work Start Date: 1/19/2023
- Current Completion Date:
10/31/2025
- 39% Complete



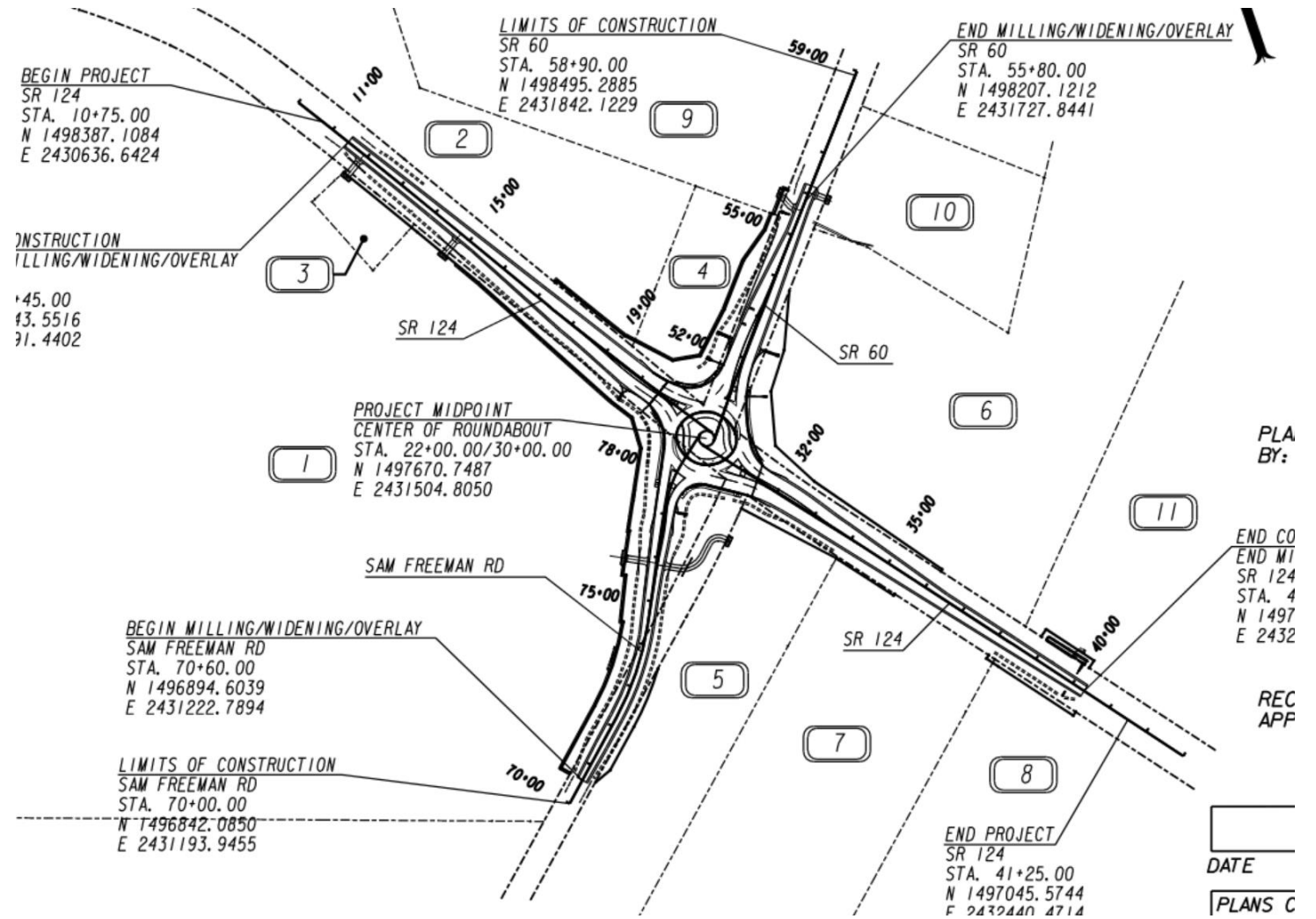
I-85 Widening from SR 11/US 129 to SR 15/US 441 (PI 0015245)

- Contract Amount
\$141,101,966.09
- Contractor: ER Snell
Contractor, Inc
- Work Start Date: 9/27/2021
- Current Completion Date:
12/21/2024
- 59% Complete



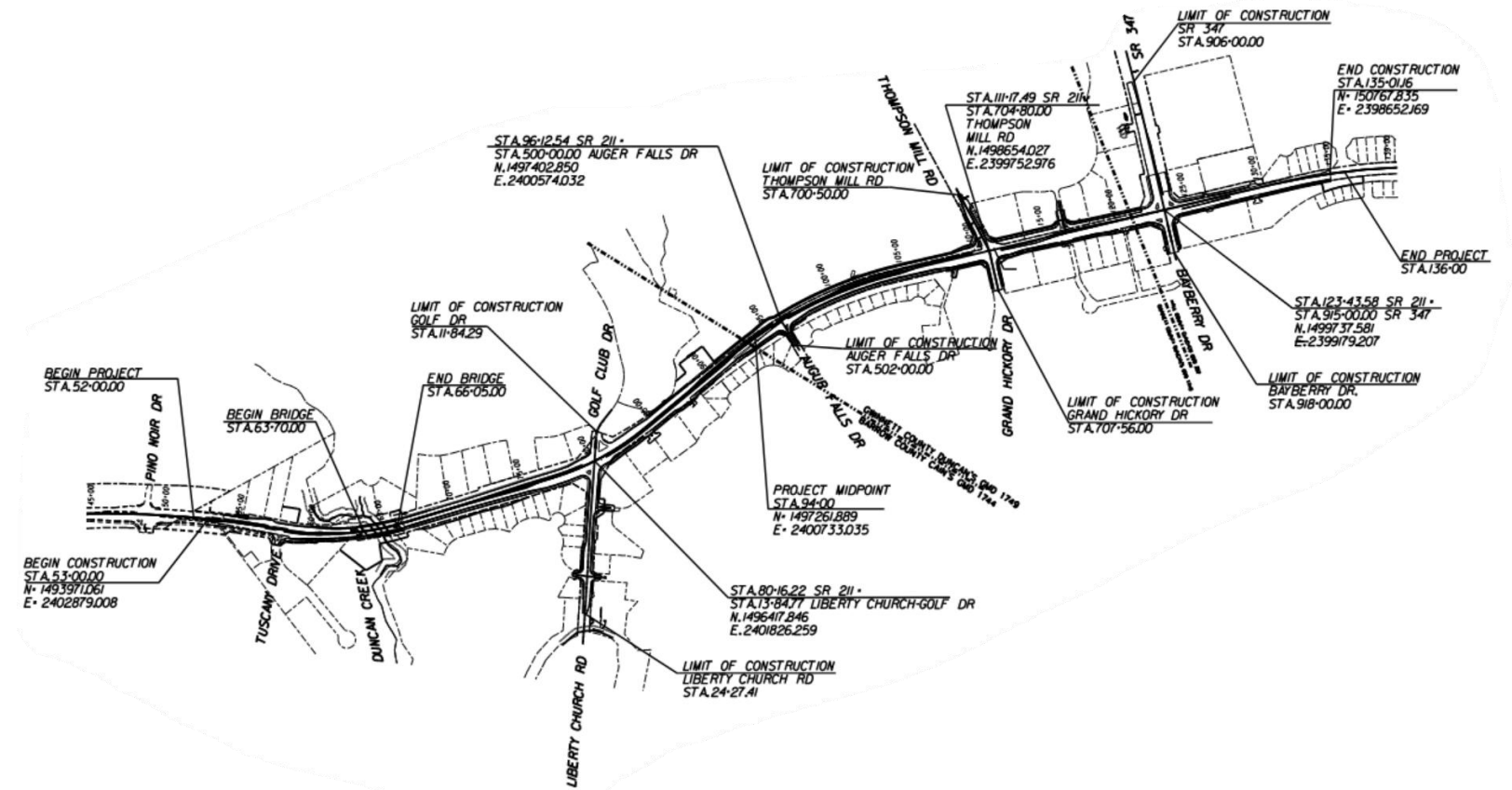
SR 124 at SR 60 Roundabout (PI 0016166)

- Estimated Construction Cost \$4,376,959.12
- Currently in Final Design and RW Acquisition
- Let Date: 11/22/2024
- Estimated Construction Time 18 Months
- Project Manager: Quondrekka Singleton



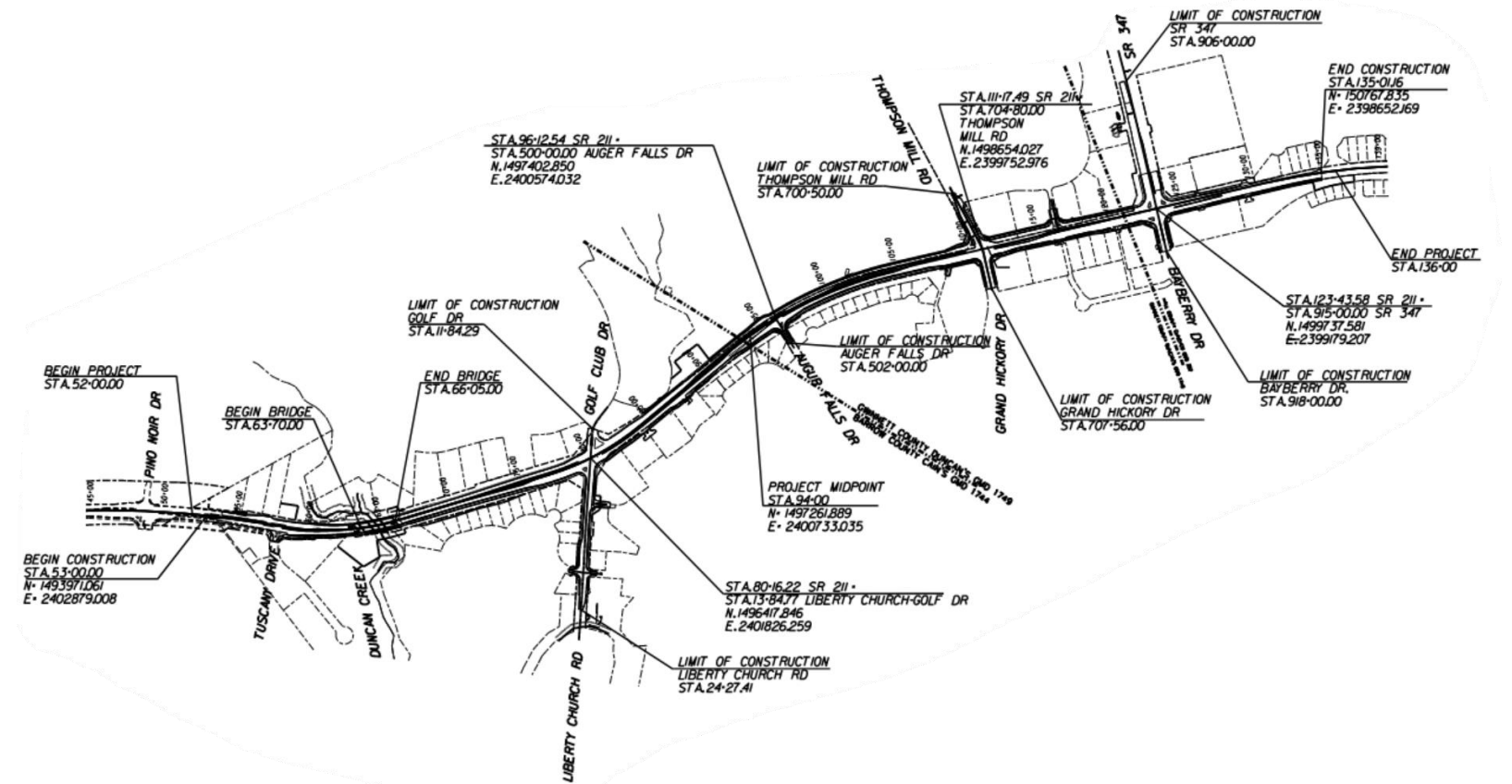
SR 211 Widening from Pinot Noir to SR 347 (PI 0016089)

- Estimated Construction Cost \$30,403,037.35
- Currently in Final Design and RW Acquisition
- Let Date: 9/15/2025
- Estimated Construction Time 36 Months
- Project Manager: Temitope Akinkunmi



SR 211 Widening from SR 347 to SR 53 (PI 0007233)

- Estimated Construction Cost \$72,346,178.78
- Currently in Preliminary Design
- Let Date: N/A
 - RW Funds 2028
 - CST Funds 2030
- Estimated Construction Time 36 Months
- Project Manager: Katyna Knapton



SR 53 Shared Use Path From Braselton to Twin Lakes Blvd (PI 0019862)

- \$720,000 in PE Funds Authorized June 2023
- Right of Way Funds in Fiscal Year 2028 (\$100,000)
- Construction and Utility Funds in Fiscal Year 2030 (\$3,010,000)
- Project Manager: Felicia Basolo
- Working on Scope with City of Hoschton



SR 53 Operational Improvement from I-85 to SR 124 (PI 0020083)

- PE Funds in Fiscal Year 2025 (\$650,000)
- Construction and Utility Funds in Fiscal Year 2027 (\$1,500,000)
- Project Manager: Stenley Mack
- Scope: Provide Dual Southbound Lefts onto I-85 and Add Additional Through Lane Capacity



Long Range Projects

- PI 0008434 – SR 53 Widening From I-85 to Tapp Wood Rd
 - Scoping, PE, RW, and CST: 2051
- PI 0013086 – SR 60 at I-85 Interchange
 - PE: 2015, 2047 RW: 2049 CST: 2051
- PI 0013310 – SR 53 Widening From SR 211 to I-85
 - PE: 2030 RW: 2051 CST: 2051
- PI 0007830 – SR 211 Widening From SR 124 to SR 11
 - PE, RW, CST, and UTL: 2051

Permitting for Developments

- SR 53 at Kroger Development – Signal Permit In Review
- SR 53 at Publix Development – Signal Permit Approved
- Permit Under Review for Old West Jackson Primary School
- SR 124 at Jesse Cronic Road Under Study for a Signal