

00:00:00.000 --> 00:00:09.410

Ergle, Kevin

All recording this presentation. So this will be made available to a route this through. There are contacts at Peachtree Corners.

00:00:09.940 --> 00:00:13.650

Ergle, Kevin

Uhm but again my name is Kevin Ergle, I'm with Kimley Horn and Associates.

00:00:14.110 --> 00:00:25.100

Ergle, Kevin

Uh, purpose of this webinar is just to go over the project improvements, specifically targeting the residents and representatives of the Chattahoochee Station neighborhood.

00:00:25.610 --> 00:00:26.200

Ergle, Kevin

Uhm?

00:00:27.200 --> 00:00:38.180

Ergle, Kevin

As I mentioned, this was a GDOT project with Gwinnett County, Peachtree Corners in Sandy Springs. Participating GDOT is paying for construction and utilities. Gwinnett County is paying for the design.

00:00:38.590 --> 00:00:55.790

Ergle, Kevin

Uh, and when that county in the city of Sandy Springs are are paying for and handling the right of way acquisition within their respective jurisdictions, the the Holcomb Bridge Road and Spalding Drive, Westerville or South of Holcomb Bridge Rd, is is the county line.

00:00:56.470 --> 00:01:04.010

Ergle, Kevin

Uh, so Peachtree corners. If you're looking at this map is is really the the North East and South portion and.

00:01:04.070 --> 00:01:19.910

Ergle, Kevin

Dumb Fulton County City of Sandy Springs is the western portion, so there it's it's a joint project with multiple participants but we we appreciate everybody's help with this and it's it's been a good. It's been a good exercise so far.

00:01:20.430 --> 00:01:46.540

Ergle, Kevin

Come give everybody a brief background on on where this project came from. The concept work was originally generated out of the for the Georgia Department transportation in their office of Traffic operations. They were, they did the traffic studies. I believe the traffic was studied as early as 2015 and they do what they call a synopsis package where they where they review the traffic data. They they look at different intersection.

00:01:46.780 --> 00:02:14.630

Ergle, Kevin

Uh, of alternatives, you know they they called their ice analysis. They're intersection control evaluation. They look at, you know, this doesn't need to be a signal, doesn't need to be around about, does it need to be some other type of alternative design so that the intersection in question here is the intersection of State Route 140 Holcomb Bridge Rd at Spalding Drive so that that's kind of the key intersection here. To give you a little orientation. The Publix is right here the the bowling alley is back in here.

00:02:15.310 --> 00:02:22.410

Ergle, Kevin

Uhm, so I know it's it's kind of north South here, but for the for the purposes of this of this of this project.

00:02:22.880 --> 00:02:41.210

Ergle, Kevin

Uhm, Holcomb Bridge Rd is considered running east West and Spalding Drive is considered running north South so if I'm if I happen to mention a cardinal direction, that's why typically with the state route when the number is even, it's GDOT considers that an East West running roadway so, so that's why the the orientation. But I'll, I'll try to speak.

00:02:41.640 --> 00:02:44.380

Ergle, Kevin

Uh, in in other terms, if I can.

00:02:45.340 --> 00:03:05.670

Ergle, Kevin

Uhm, like so the concept work was was completed in 2018 or the yeah traffic synopsis was completed in 2018 and we began concept development shortly after that. Currently we just initiated the final design plans. So when I say final design plans, that's kind of between 60 and 90% design.

00:03:06.190 --> 00:03:10.070

Ergle, Kevin

Uh, we we had a public information open house. It was virtual.

00:03:10.700 --> 00:03:33.570

Ergle, Kevin

Uh, that went live on July 8th. There was a 30 day or CBA four week comment period for that that extended from July 14th through August 7th, we received the county received numerous comments from that. They are actually in the process. Now of compiling responses to those comments, so.

00:03:34.030 --> 00:03:57.100

Ergle, Kevin

Come in because because the partnership hear those comments or or the, the Gwinnett County has reviewed those comment responses to make sure they concur they are now at GDOT under review. We expect some feedback from GDOT. Next week will incorporate any of their comments, do their final review and approval and then those response letters will be mailed out to participants.

00:03:57.840 --> 00:03:58.420

Ergle, Kevin
Uhm?

00:03:59.330 --> 00:03:59.960

Ergle, Kevin
So I.

00:04:01.250 --> 00:04:03.530

Ergle, Kevin
That's just a general, so I I may cover some of the.

00:04:03.590 --> 00:04:21.280

Ergle, Kevin
Some some of the responses that were covered in that letter. I don't have a final copy of that later because it's not been finalized at this time, but I do have some draft responses and and I'll I'll touch on those later right of way acquisition is set to begin later this year.

00:04:22.190 --> 00:04:52.430

Ergle, Kevin
Come and final design is scheduled for spring of this of next year, so spring 2022. He project is supposed to let, which means it's going to be advertised and then awarded to a contractor that at that award period which we call a letting, is scheduled to be complete in November of 2022. So you know, when is everybody going to break ground. Typically you would need you know 345 months to get the contractor under under contract with the.

00:04:52.480 --> 00:05:04.130

Ergle, Kevin
With with GDOT and you know you may. They may have some agreements with utility owners to start moving their facilities early on, but you're you're generally looking at construction. It's called spring 2023.

00:05:06.180 --> 00:05:34.320

Ergle, Kevin
Uhm wanna go over because there is a partner project to this you can you can see the segment of it here with with the the blue sidewalks just graphically representative course. But this is Gwinnett County project. It's labeled F 105801 here. This is the project that's currently under construction and it goes from Winters Chapel Road to the South and ties in a long spotting drive.

00:05:34.910 --> 00:05:50.470

Ergle, Kevin
Uh, heading north all the way up to, but not including the Holcomb Bridge Rd intersection. So the main the main point of this project is to add capacity and operational and head prove ***** to the segment of Spalding Drive between Winners Chapel and.

00:05:50.860 --> 00:06:05.860

Ergle, Kevin

Uhm, Holcomb bridge. You can see there's there's a uh, a trail uh widen sidewalk if you will uh, running alongside river from river exchange to up to but not not but not onto Holcomb Bridge Rd.

00:06:07.690 --> 00:06:35.760

Ergle, Kevin

That this was the the the senior living facility. This is since been constructed. This was not part of the project, but it's shown on here for for for representation because aerial somewhat dated this project, the main one of the main components of it is the replacement of the existing bridge over Crooked Creek that will be widened. If you remember, this section is a two lane. You know. One lane in each direction section that's going to be widened to two lanes in each direction plus the left turn lane. This is kind of important for.

00:06:36.360 --> 00:06:54.550

Ergle, Kevin

For for our project, the left turn lane will be linked and up to 800 feet of storage as you approach. As you approach northbound towards river exchange drive. So so the left turn movement will will have the ability to Harvard that many cars 800 feet worth to be able to turn left onto river exchange so so.

00:06:55.090 --> 00:06:55.620

Ergle, Kevin

Uhm?

00:06:56.390 --> 00:07:25.100

Ergle, Kevin

A project that we're looking at now. It's called a quadrant intersection project because the the the the main I used to main change that would be noticed would be that the left turn movement will be prohibited from Spalding Drive to Holcomb Bridge Road or not. We will still be allowed to make left turns from Holcomb Bridge to Spalding in both directions, but both left turn movements from Spalding Drive. 2 Holcomb Bridge will be prohibited at the intersection so that left turn movement will be made.

00:07:26.000 --> 00:07:47.840

Ergle, Kevin

Via whether burnt to the South. So if you're turning, if you're heading South out on Spalding Drive and want to turn left eastbound Holcomb Bridge Rd, you would need to access that through Weatherburn way and then the opposite direction. If you're heading northbound on Spalding Drive and you want to turn left on Holcomb Bridge Rd, you would need to do that via River Exchange Drive.

00:07:48.220 --> 00:08:13.760

Ergle, Kevin

Uhm, people ask what happened. If if you miss your intersection, if you get up there and realize all of a sudden you're not allowed to turn left, you simply would turn right on Holcomb Bridge on weatherburn way and and turn right there and you'd be able to make that movement. Similarly on River exchange Drive if you if you're going southbound on Spalding Drive and you want to turn left, you you get to this point intersection. You can't make it. You would continue through turning right to river exchange and then turn right on the Holcomb Bridge Rd.

00:08:16.580 --> 00:08:33.860

Ergle, Kevin

So because this is a quadrant intersection project, meaning we're going to affect multiple quadrants. To serve this one, the main intersection you know what what this is going to do when you take out that left turn movement a, a traffic signal has a cycle that it's so many seconds in each direction, so many seconds.

00:08:34.280 --> 00:08:34.830

Ergle, Kevin

Uhm?

00:08:35.680 --> 00:08:47.930

Ergle, Kevin

That are given to the left turn movement to the through movement to the to the side street. You know movements as well. All of that is pushed that that the time saved on.

00:08:50.330 --> 00:08:52.440

Ergle, Kevin

Excuse me the the.

00:08:54.640 --> 00:08:59.870

Ergle, Kevin

The the time that would be used for the left turn movement at Spalding Drive will be.

00:09:00.260 --> 00:09:05.070

Ergle, Kevin

Uh, reallocated to the other movements at this intersection.

00:09:07.380 --> 00:09:12.950

Ergle, Kevin

So let's go over the, uh, improvements on an individual intersection by intersection basis.

00:09:19.180 --> 00:09:32.700

Ergle, Kevin

So the the first intersection is is the one you're probably most concerned about. It's the state Route 140 Holcomb Bridge Rd at River Exchange Drive, South Station Mill Drive to the north intersection improvements so.

00:09:33.040 --> 00:09:56.740

Ergle, Kevin

Uh, you're not going to notice a lot of change along Holcomb Bridge Rd. This intersection is going to go to mast arms signals. Currently it's has what you call span wires. It's where the signal heads are attached to a 3 eights inch steel wire that spans the intersection itself. These will be mast arm poles. So not I. I don't think they're going to be decorative, but they'll they'll it should look a little bit nicer than what's out there today.

00:09:57.310 --> 00:10:13.830

Ergle, Kevin

Uhm, no real change to the operation along Oakland Bridge Rd, though it's it's still going to operate from a signalized and language perspective like it does now. The only thing you may notice is that in order to save some right of way, you have these little acceleration lanes.

00:10:14.300 --> 00:10:38.040

Ergle, Kevin

Uhm, leaving the neighborhood and leaving river exchange. Those are going to be demolished and replaced with the sidewalk in in in the main reason for doing that is minimisation of property impacts. If we were to retain that and put in sidewalk and signal poles it would get up into these properties and require additional right away. So that's something we can do within the right away. Plus those those quote acceleration lanes aren't aren't exactly.

00:10:38.810 --> 00:10:45.610

Ergle, Kevin

They they don't work as well as their intended to. Sometimes they can create driver confusion and whatnot. So if we found, from an operational standpoint.

00:10:46.810 --> 00:10:51.690

Ergle, Kevin

Those aren't really necessary and you don't really see those being employed very much anymore.

00:10:52.640 --> 00:11:04.590

Ergle, Kevin

Uh, the main change that you're going to notice. Uhm, from Station Mill Dr heading to the intersection, is that currently the intersection operates with a through left movement and a dedicated right.

00:11:05.790 --> 00:11:10.800

Ergle, Kevin

That is going to be changed to a dedicated left and uh, through right?

00:11:12.360 --> 00:11:33.390

Ergle, Kevin

From a signalization standpoint that that dedicated left will have a protected green arrow, meaning that when you drive up stop, you wait for the for the light to turn. You will get a green arrow which is a protected movement that will allow you without having to worry about through traffic. To make that turn in a safe manner.

00:11:35.460 --> 00:11:43.410

Ergle, Kevin

The opposing movement is a dual left turn lane and that's that's being you you saw in the previous example that 800 foot long left turn.

00:11:43.670 --> 00:11:45.720

Ergle, Kevin

A left turn lane length.

00:11:46.490 --> 00:12:14.540

Ergle, Kevin

All those cars are coming up here and they're gonna need to be able to access this this intersection and there's two receiving lanes here on Holcomb Bridge Rd that the dual lefts will be able to access, so it's set up for it already on the main line. We're going to widen to to accommodate those dual lefts and we'll show you how that works in a few minutes or our traffic engineer jigsaw is going to take over here in a few minutes and run through some simulations so you can see how this actually is going to work.

00:12:15.180 --> 00:12:15.790

Ergle, Kevin
Uhm?

00:12:16.920 --> 00:12:35.630

Ergle, Kevin
That's that's the main change at this intersection. We are gonna wrap the sidewalks down river exchange. We are going to provide a crosswalk across Holcomb Bridge Rd. We are limiting that to one crosswalk on the eastern leg of the intersection. Keep in mind North is oriented this way.

00:12:36.260 --> 00:12:58.450

Ergle, Kevin
Uhm, we we we decided not to put a left turn lane estimate crosswalk across the western leg due to the operation of the dual lefts that would create a significant time lag and and and really really pushed down the operational capacity of the intersection. So we are going to accommodate pedestrians and there will be signage at this approach directing pedestrians who want across Holcomb Bridge to this crosswalk.

00:13:01.800 --> 00:13:25.900

Ergle, Kevin
At the second intersection that will be affected is Spalding Drive at Weatherburn Way. This this this intersection is probably the least impacted out of all of them. All the improvements are going to be within the right away. All this really is a re striping and median extension project in this area, so you're extending the left turn lane to accommodate the additional left turn movement onto weatherburn way and therefore onto.

00:13:25.950 --> 00:13:30.120

Ergle, Kevin
Uhm, State Route 140 Holcomb Bridge eastbound.

00:13:32.320 --> 00:13:34.570

Ergle, Kevin
No real, no real modifications to this signal.

00:13:38.910 --> 00:13:46.010

Ergle, Kevin
The third intersection affected is the State Route 140 Holcomb Bridge Rd at Weatherburn Way intersection.

00:13:46.440 --> 00:13:58.790

Ergle, Kevin

Uh, there's going to be a dedicated left turn lane added, so so this area will be widened where the the turn lane length is dictated by our traffic studies so.

00:14:00.320 --> 00:14:08.670

Ergle, Kevin

That's been given full consideration so that vehicles will obviously store in. Here they'll be able to turn left onto Holcomb Bridge Rd.

00:14:09.130 --> 00:14:15.910

Ergle, Kevin

Up the rest of the the the lane edge along the driveway and along Holcomb Bridge Rd is not going to change.

00:14:16.550 --> 00:14:21.320

Ergle, Kevin

Uh, one other operational changes that I want to note just out of full consideration.

00:14:21.860 --> 00:14:42.080

Ergle, Kevin

Uhm, the left turn movements onto into the shopping center and onto Weatherburn way they do meet GDOT warrants for a protected left turn. So these so these lanes can be operated with a, uh, a green arrow. Meaning though they'll they'll be out of turn and no other traffic will be opposing them.

00:14:42.600 --> 00:15:05.680

Ergle, Kevin

Uhm, how that actually operates in the field has yet to be determined. That's it. The way the signal is set up, it could be a yield condition where it's a flashing yellow arrow, which is what it is today. But we also have the ability to to use that green arrow either at all times or in a reduced capacity just during SEI peak hour volumes when they when the traffic is at the heaviest and then the M and in the PM.

00:15:07.390 --> 00:15:10.810

Ergle, Kevin

And and and some of that it will be implemented in the field and it'll be reviewed and.

00:15:11.180 --> 00:15:14.130

Ergle, Kevin

Uh, you have streamlined as necessary.

00:15:16.610 --> 00:15:43.450

Ergle, Kevin

And then the last intersection, of course is the main intersection of Spalding Drive at Holcomb Bridge Rd. There will be a raised median. They're currently is 1 on the northern leg. This will be extended down to the intersection and then a raise meeting will be added to the the southern leg so the northbound approach to to give some physical separation for the traffic and to prevent that left turn. There will be left turn no left turn signage. The signal will be revised to to account to reflect that.

00:15:45.500 --> 00:15:47.570

Ergle, Kevin

Other than that, there's no major change.

00:15:47.920 --> 00:15:48.490

Ergle, Kevin

Uhm?

00:15:49.500 --> 00:15:52.910

Ergle, Kevin

To the to the physical footprint of this intersection.

00:15:56.350 --> 00:15:56.930

Ergle, Kevin

Uhm?

00:15:59.540 --> 00:16:02.390

Ergle, Kevin

Jin, are you able to hop on and walk through?

00:16:07.510 --> 00:16:08.640

Ergle, Kevin

Walk through a simulation.

00:16:09.780 --> 00:16:19.190

Seo, Jinwoo

Yeah I can. I can share my screen real quick, so this this simulation is just high level just to kind of show the differences between.

00:16:19.900 --> 00:16:24.440

Seo, Jinwoo

Uh, existing conditions and the proposed conditions.

00:16:24.630 --> 00:16:28.820

Seo, Jinwoo

Uh, let me know if you could see my screen I can see you.

00:16:29.940 --> 00:16:55.390

Seo, Jinwoo

So on the left is the existing conditions and this is focusing on the future design year, PM, Peak Hour. When we ran our traffic analysis and got the level service results, which kind of measures how the intersections operating the PM peak was the one that operated worse compared to the AM peak.

00:16:56.100 --> 00:16:57.950

Seo, Jinwoo

Uh, so over on the left.

00:16:57.120 --> 00:17:27.510

Ergle, Kevin

It real quick Geno. One thing I want to say. 2. Just I know some of y'all are or or or understand the lingo here. But we engineer sometimes get carried away with this that the amp what we do we do the traffic, the traffic collection we look at about a three hour window 3 to 4 hour window in the morning AM sometimes will look during the midday so called the lunch peak and then the PM. It's typically 4:00 to 7:00 PM. We we look and we we find the the highest, uh, highest volume of hours. So so it may be from.

00:16:58.660 --> 00:16:59.000

Seo, Jinwoo

Yeah.

00:17:27.560 --> 00:17:39.330

Ergle, Kevin

4:45 to 5:45 it may be in, you know, in the afternoon it may be 7:30 AM to 8:30 AM, and we compile that, and we use that that you know, just from a pure volume standpoint we use that biggest.

00:17:40.050 --> 00:17:44.000

Ergle, Kevin

Volume and we run that through our simulations it's it's kind of a worst case scenario.

00:17:44.500 --> 00:17:46.640

Ergle, Kevin

Uh, look at things. I'm sorry, Jenn.

00:17:47.470 --> 00:17:54.260

Seo, Jinwoo

No, no, that's that's great. I mean, I, I definitely do get a little little technical sometimes so so appreciate that.

00:17:54.320 --> 00:18:24.740

Seo, Jinwoo

Uhm, so, so like Kevin wants explaining, uh, we looked at the two highest peak hours in the morning and in the afternoon. Typically the rush hour time and the afternoon rush hour was operating worse. So that that's kind of what I have on screen right now. So on the left that is with the existing lane configurations, existing conditions, no real changes to anything over on the right, similar to.

00:18:24.810 --> 00:18:31.770

Seo, Jinwoo

The concepts Kevin was showing earlier. We are showing A2 left turn lanes from river exchange onto Holcomb.

00:18:32.400 --> 00:18:41.450

Seo, Jinwoo

Uh, we are showing the lane configuration change over on Station Mill Drive as well where you have a left turn lane and uh, through right.

00:18:42.900 --> 00:18:54.190

Seo, Jinwoo

And over on the right. This includes the additional left turn lanes that were added to river exchange for the two left turn lanes and.

00:18:56.040 --> 00:19:01.970

Seo, Jinwoo

There was a there was a question from one of the comments that asked if.

00:19:02.870 --> 00:19:11.080

Seo, Jinwoo

Any of the left turn phasing or signals are going to change at this location, so with the proposed.

00:19:11.170 --> 00:19:40.590

Seo, Jinwoo

Uh, two left turns and lane changes. There will be a left turn signal provided for station mill, so they'll get a protected arrow. Kind of opposing the opposite traffic, and that's what's being modeled over on the right side over on the left you just get the green balls, so you can kind of see it. It backs up on a bit, and it it's really hard to tell whether they're making a left or through.

00:19:41.260 --> 00:19:58.960

Seo, Jinwoo

Come but over on the ride you could. You could see that there is a separate through right turn lane over on the right side. So those are the vehicles that are going through or making a right turn and there will be a protected left turn signal provided for that left turn lane as well.

00:20:02.700 --> 00:20:06.530

Seo, Jinwoo

Kevin was there. Was there anything else you wanted me to dive into?

00:20:07.810 --> 00:20:14.330

Ergle, Kevin

Ah no. I was kind of going through and trying to, uh, there's a few questions that have popped up and I was trying to go through and answer those.

00:20:26.960 --> 00:20:33.770

Ergle, Kevin

I guess one thing I can do is I wanna go through some of the Gen. Did you have anything else or you does that cover your presentation?

00:20:34.110 --> 00:20:40.860

Seo, Jinwoo

That that's mostly it, unless if if anyone got a question about in the center section and how it's going to operate.

00:20:35.710 --> 00:20:35.980

Ergle, Kevin

OK.

00:20:45.780 --> 00:20:52.670

Ergle, Kevin

OK, one of the questions were received and I don't. I was going to type this up. Will there be a protected green turn from Holcomb Bridge to river exchange?

00:20:53.310 --> 00:20:54.940

Ergle, Kevin

And station Mill from each direction.

00:20:55.440 --> 00:21:10.800

Ergle, Kevin

Uh, right now the answer is no. The traffic volumes did. GDOT has certain criteria of when a protected left turn is warranted and allowed, and it's based on traffic volumes and opposing volumes.

00:21:11.270 --> 00:21:23.640

Ergle, Kevin

Uh, we analyzed at that intersection. We did look at that, but the traffic volumes did not warrant that. So, and there's, there's not a pre-existing condition that would that were that were aware of that would warrant that.

00:21:26.170 --> 00:21:35.060

Ergle, Kevin

The next question from Mr Gallagher, believing will traffic leaving Chattahoochee station going across Holcomb Bridge to river exchange, have a protected green light.

00:21:35.930 --> 00:21:36.340

Ergle, Kevin

Uh.

00:21:36.970 --> 00:21:37.490

Ergle, Kevin

Yes.

00:21:38.860 --> 00:22:08.940

Ergle, Kevin

Yes, I I it. It may not operate green at all times, but there will be a protected green because just from a site distance standpoint, we thought that that warranted when you're opposing and from an operational standpoint of the intersection, you would have the ability to operate the left turns concurrently so the dual lefts from river exchange to Holcomb Bridge West would operate concurrently with the left turn movement from station Mill to Holcomb Bridge eastbound.

00:22:10.020 --> 00:22:10.530

Ergle, Kevin

Uhm?

00:22:10.290 --> 00:22:32.760

Seo, Jinwoo

And and Kevin, to add to that, these these left turns just got green arrows and once it goes red you can. You can get a green for the through movement and you're you're not gonna have to worry about any

conflicts from the left 'cause they they would not be allowed to make that left turn when the through movements have a green.

00:22:33.940 --> 00:22:34.270

Ergle, Kevin

OK.

00:22:43.330 --> 00:22:43.880

Ergle, Kevin

OK.

00:22:54.790 --> 00:22:55.010

Ergle, Kevin

They.

00:22:55.080 --> 00:22:56.390

Ergle, Kevin

Or some other comments coming in.

00:22:59.610 --> 00:23:04.920

Ergle, Kevin

Apologize for the awkward science, but uh, we have engineers running the show. It's it. Can be awkward I guess.

00:23:05.680 --> 00:23:16.360

Ergle, Kevin

Uhm, I'm going through right now and I'm looking through some of the, uh again, this is a draft response letter and apologize like I I'm I'm not allowed to share this right now because GDOT hasn't.

00:23:17.630 --> 00:23:26.310

Ergle, Kevin

In curd with it, but I'm it if there's an awkward silence here. This 'cause I'm going through trying to look at at some of the comments that that may have come up during the the POH.

00:23:28.590 --> 00:23:32.070

Ergle, Kevin

That would be pertinent to this really, specifically this intersection.

00:23:33.480 --> 00:23:35.520

Ergle, Kevin

Then I'll give you a few more minutes to come.

00:23:36.390 --> 00:23:38.400

Ergle, Kevin

Any comments if you if you see fit?

00:23:45.290 --> 00:23:51.060

Ergle, Kevin

There were some concerns about Ingress egress to Publix that's that's not really part of this project.

00:23:51.660 --> 00:23:52.170

Ergle, Kevin
Uhm?

00:23:55.610 --> 00:23:56.230

Ergle, Kevin
Say.

00:24:15.310 --> 00:24:16.220

Ergle, Kevin
OK the.

00:24:17.340 --> 00:24:20.380

Ergle, Kevin
Let's let's go. I see your I see your comment on the buses turn this so they turn.

00:24:21.030 --> 00:24:21.770

Ergle, Kevin
Left

00:24:22.950 --> 00:24:26.030

Ergle, Kevin
OK, so we're heading eastbound. They turn left into station Mill.

00:24:26.970 --> 00:24:30.850

Ergle, Kevin
Uhm, under though the the flashing yellow condition though the air.

00:24:35.860 --> 00:24:42.750

Ergle, Kevin
Yeah, well we can run that concern passed GDOT from an operational standpoint at their criteria is fairly specific.

00:24:43.460 --> 00:24:43.960

Ergle, Kevin
Uhm?

00:24:46.010 --> 00:24:49.920

Ergle, Kevin
OK, they're heading westbound and turn left onto river exchange so the opposite direction.

00:25:10.200 --> 00:25:10.400

Ergle, Kevin
The.

00:25:11.030 --> 00:25:41.120

Ergle, Kevin
Asking about putting sidewalks on the South side of Holcomb Bridge Rd from River exchange to guard. This project came out of it was not a short answers, it was not included in this project and the reason

being is because the the way the traffic operations so this this project again came out of Gdot's office of Traffic operations. The way they program projects or the way the funding came for this particular project was it had to do with a benefit cost ratio and that benefit has to do with is is.

00:25:41.420 --> 00:25:52.880

Ergle, Kevin

They're rooted in operant in operational improvements, and I realized pet operation is important. I I get that, but the the point is on that is is there are very late. They have to limit their scope.

00:25:53.580 --> 00:26:00.920

Ergle, Kevin

To the need purpose of the project that needed purpose is to improve the operation of Holcomb Bridge at Spalding.

00:26:01.640 --> 00:26:02.180

Ergle, Kevin

Uhm?

00:26:04.620 --> 00:26:08.740

Ergle, Kevin

So I I I don't know that anything that this project is doing excludes.

00:26:09.430 --> 00:26:13.090

Ergle, Kevin

Sidewalk from being built along Holcomb Bridge Rd. I'm not, uh, I'm not aware of any.

00:26:13.720 --> 00:26:15.600

Ergle, Kevin

Program projects from from.

00:26:17.040 --> 00:26:21.720

Ergle, Kevin

I guess if that's the South side that would be Sandy Springs or Fulton County and.

00:26:23.280 --> 00:26:26.720

Ergle, Kevin

Yeah, it it's unfortunately in it you'd like to go out there and fix everything.

00:26:28.480 --> 00:26:38.220

Ergle, Kevin

But that's that's worth noting. I I would say that's likely to come from, you know it's a state route, so it could be from. It could be if sidewalks were to go in there, that could be a GDOT project. If not, it would.

00:26:38.980 --> 00:26:48.440

Ergle, Kevin

Yeah, Fulton County or more likely city of Sandy Springs project. You know the the county line is again is the center of Holcomb Bridge Rd. So that would not be a Gwinnett County jurisdiction.

00:26:52.670 --> 00:27:15.090

Ergle, Kevin

Correct, yes, it would not preclude a sidewalk, and in fact we do have PED with the the the intersection will have the crosswalks as I mentioned across every leg except for the Western leg up the River Exchange Station Mill Drive. So so there will be pet accommodations at the intersection. I know Sandy Springs has some trail. Another pedestrian projects in the area that they want.

00:27:17.050 --> 00:27:22.370

Ergle, Kevin

To make sure that we're not precluding anything there, and we're in direct coordination with them so.

00:27:23.710 --> 00:27:25.180

Ergle, Kevin

Understood, understood.

00:27:26.750 --> 00:27:31.320

Seo, Jinwoo

Kevin, did you wanna pull up the concepts again at this location?

00:27:30.230 --> 00:27:30.900

Ergle, Kevin

I can yeah.

00:27:31.780 --> 00:27:33.310

Ergle, Kevin

That mesmerized by your.

00:27:34.190 --> 00:27:35.950

Ergle, Kevin

By your by your traffic SIM.

00:27:43.850 --> 00:27:45.140

Ergle, Kevin

OK, I'm going back to.

00:27:47.450 --> 00:27:50.430

Ergle, Kevin

Project here so you can see that zooming in.

00:27:52.650 --> 00:27:54.220

Ergle, Kevin

We're replacing the sidewalk.

00:27:55.060 --> 00:28:07.650

Ergle, Kevin

So this would be the northern shoulder focal bridge or replacing the sidewalk in this area and tying to sidewalk here we are not where we are. Improvements Up Station Mill Dr Our very limited. It's really just enough to.

00:28:08.490 --> 00:28:09.570

Ergle, Kevin

Adjust the striping.

00:28:10.270 --> 00:28:18.150

Ergle, Kevin

In the area, and there's some some minor drainage improvements. These blue lines. These are catch basins so so they're the little you know, kind of.

00:28:18.840 --> 00:28:43.420

Ergle, Kevin

Trapezoidal almost shaped inlets with manhole on him that they catch rainwater. We wanted to have those installed prior to that. Rainwater getting across the crosswalk. That's that's a fairly common design method and then the the the pink magenta lines are the the mast arm poles and so that's about where they're going to be situated again. This this area here is is the sidewalks being put in place of where the existing.

00:28:44.190 --> 00:28:49.930

Ergle, Kevin

End Quote unquote acceleration lane is going to be, and then you can see we are adding sidewalks back down river exchange.

00:28:50.450 --> 00:28:54.140

Ergle, Kevin

Uhm, and really just kind of wrapping the radius there with with your.

00:28:54.970 --> 00:28:57.850

Ergle, Kevin

Uh, 88 compliant ramps for pedestrians.

00:29:03.270 --> 00:29:20.960

Ergle, Kevin

This section right here we will. We are proposing a mill and inlay that so yeah. So so when I say melanin lawyer basically scraping off a layer of asphalt and about an inch and a half thick. And then you're you're replacing that with new asphalt that tends to come.

00:29:21.900 --> 00:29:25.270

Ergle, Kevin

It tends to help when you're updating this, the pavement markings, the striping.

00:29:25.900 --> 00:29:44.550

Ergle, Kevin

Uhm, otherwise you know some people could. You could demo just the striping, pressure wash or some other method, but it's it tends to show better and it's clear from a driver perspective to do a a little mill and inlay, but that's it. Again, it's it's a very limited section of the road that's going to be billed.

00:29:46.290 --> 00:29:47.300

Ergle, Kevin

Yeah so.

00:29:49.410 --> 00:30:19.270

Ergle, Kevin

I think one comment we had two about Axe was concerned with access GDOT is is very cognizant of access to driveways and roadways. The contract documents will specify that the contractor is not allowed to block an intersection or blocking driveway. Anything like that so you know, could there be a partial lane closure to do to to mill out some of this payment and restriped yes of course. But you're you're not talking about holistic.

00:30:19.320 --> 00:30:20.390

Ergle, Kevin

Shut down of the road.

00:30:21.300 --> 00:30:27.640

Ergle, Kevin

So I I know nobody asked that in in this chat, but that was that was a question that came up during the PIOH.

00:30:43.080 --> 00:31:00.530

Ergle, Kevin

Did anybody else have any acceptable people? OC MPI wage of public Information, open house? It's it's. It's basically a public meeting where the where the project is presented to the public. The PIH is is kind of a specific term that's used by GDOT in Federal Highway.

00:31:00.910 --> 00:31:15.050

Ergle, Kevin

Uhm and and I'm I'm sorry for slinging that around public information. Open House Public meeting is what it stands for and and. And in this case there was not an in person version. It was a virtual on Gdot's website.

00:31:16.770 --> 00:31:17.510

Ergle, Kevin

And.

00:31:18.130 --> 00:31:22.610

Ergle, Kevin

That the there is a project website for this. I don't have the address right in front of me, but.

00:31:23.870 --> 00:31:25.050

Ergle, Kevin

We can distribute that.

00:31:25.550 --> 00:31:37.510

Ergle, Kevin

Uh VMS lesko. If we need to that, that should have gone out to everybody via mail are a while back. They are no longer taking comments. They're required to do with. I believe it's a.

00:31:38.070 --> 00:31:56.750

Ergle, Kevin

30 day period in that period has expired, but if you if you need project updates I want to check in on it every now and then. GDOT does maintain a project website and as as there's any updates, any updates come available that that website will be updated it it's certainly not updated on a daily basis but is milestones are achieved.

00:31:57.920 --> 00:32:03.100

Ergle, Kevin

That they will update that they've been they've they've been good to work with for that. Especially, you know, even with locals so.

00:32:07.000 --> 00:32:17.570

Ergle, Kevin

Some of the other comments concerns. Let me let me go through those, and again, I can't apologize. I can't put it up on screen because it's just, you know they haven't been finalized by Jihad and GDOT has the, you know.

00:32:18.430 --> 00:32:19.110

Ergle, Kevin

Yes, right?

00:32:20.480 --> 00:32:28.870

Ergle, Kevin

And really experience to to go in there and and make sure that we're responding correctly that were consistent with what the project showing that you know, so on and so forth.

00:32:29.570 --> 00:32:30.110

Ergle, Kevin

Uhm?

00:32:31.920 --> 00:32:38.000

Ergle, Kevin

Yeah, we we had a couple comments about other project improvements in the area, and again that's you know where.

00:32:38.800 --> 00:32:42.410

Ergle, Kevin

Yeah, this this project has to be somewhat contained on on what it can do.

00:32:42.460 --> 00:32:42.710

Ergle, Kevin

Do.

00:32:45.200 --> 00:33:13.700

Ergle, Kevin

Comments asked if left turns will be prohibited from Holcomb Bridge to Spalding Drive. No. The the left turn movement from Holcomb Bridge will still be allowed to Spalding Drive, the only movement being removed would be the the the movement from Spalding 2 Holcomb Bridge. There will be signage, advanced signage as well as part of this project that goes in so it's you know that the first time you see no left turns is not gonna be right there at the Spalding Drive intersection there will be advanced signage prior to.

00:33:14.090 --> 00:33:22.460

Ergle, Kevin

Uhm on southbound Spalding priority Weatherburn and on northbound following prior to River exchange to facilitate that movement.

00:33:26.110 --> 00:33:26.720

Ergle, Kevin

Uhm?

00:33:30.680 --> 00:33:36.190

Ergle, Kevin

Some people come in at about Spalding Drive being widened South of Holcomb Bridge Rd. That's that's under construction.

00:33:36.980 --> 00:33:43.080

Ergle, Kevin

Come again that one the construction for that should be completed in spring of 2022.

00:33:43.710 --> 00:33:44.300

Ergle, Kevin

Uhm?

00:33:45.540 --> 00:33:51.670

Ergle, Kevin

That that is a Quinet county project. GDOT was not involved with that one. Spotting drive is not a state routes, so do you doubt wasn't involved.

00:33:53.630 --> 00:33:58.810

Ergle, Kevin

So yeah, Gwinnett County that would be the point of contact. If there's any questions about Spalding Drive.

00:34:05.610 --> 00:34:08.000

Ergle, Kevin

And I'm I'm go again going through.

00:34:11.710 --> 00:34:13.480

Ergle, Kevin

Simulation of Holcomb Bridge Spalding.

00:34:14.780 --> 00:34:17.740

Ergle, Kevin

Current proposed gender you have that that you could share as well.

00:34:19.840 --> 00:34:21.590

Seo, Jinwoo

Yeah I can, I can just.

00:34:23.350 --> 00:34:24.480

Seo, Jinwoo

Pan down.

00:34:25.710 --> 00:34:26.620

Seo, Jinwoo

Just kinda.

00:34:27.980 --> 00:34:29.250

Ergle, Kevin

Yeah, just put my screen off.

00:34:28.090 --> 00:34:30.560

Seo, Jinwoo

So this is the overall network.

00:34:32.360 --> 00:34:33.250

Seo, Jinwoo

Kind of looking at.

00:34:38.510 --> 00:34:41.440

Ergle, Kevin

Do you do you? I don't know if you have the the level of service.

00:34:41.790 --> 00:34:49.020

Ergle, Kevin

Some level of services at measure of traffic operational efficiency at an intersection gin. Unless you have the level of service.

00:34:49.970 --> 00:34:53.850

Ergle, Kevin

Maybe numbers like what? What that would do for that intersection?

00:34:52.050 --> 00:35:16.820

Seo, Jinwoo

Uh, so so level service. Typically we grade them from A to FA, being great at being really bad and 8th Rudy is typically acceptable sometimes E depending on how congested the area is. So for the main intersection, we're looking at Holcomb Bridge at Spalding Drive.

00:35:17.820 --> 00:35:22.520

Seo, Jinwoo

Existing today, they're they're both FS in AM and PM peak.

00:35:22.950 --> 00:35:45.720

Seo, Jinwoo

Uh, projected for the future and with the proposed build where we are able to remove the left turns from Spalding onto Oakland Bridge and re-route them to different intersections because we're able to give more time to all the other movements, they go from level service F2 level service.

00:35:50.310 --> 00:35:53.400

Ergle, Kevin

And and that may not sound like a great improvement, but it's.

00:35:54.400 --> 00:36:01.860

Ergle, Kevin

When you're pumping as much traffic through as as Holcomb Bridge is that that that is pretty significant? John, do you have the the actual?

00:36:02.640 --> 00:36:03.560

Ergle, Kevin

Number of seconds.

00:36:02.730 --> 00:36:14.550

Seo, Jinwoo

Yeah, I I so so existing future your 2044 design year no build. It's projected to have about 125 seconds.

00:36:15.580 --> 00:36:24.400

Seo, Jinwoo

Uh, of delay per vehicle, which is level service F in the amp and then in the PM peak it's about 85 seconds.

00:36:24.920 --> 00:36:42.620

Seo, Jinwoo

Uh, so with the proposed land configurations and removal of the left turns from Spalding onto Holcomb Bridge, the 1:25 in the AM goes down to about 67 seconds. So almost a 50% decrease in delay.

00:36:43.340 --> 00:36:53.110

Seo, Jinwoo

And the PM goes from about 85 seconds to 60 seconds, so another 25 seconds per vehicle saving.

00:36:57.070 --> 00:37:07.090

Ergle, Kevin

A man and I'm I'm gonna I'm skipping around here but a few other comments were related to construction activities. So a few commenters requested about the project being constructed during off peak hours.

00:37:07.830 --> 00:37:08.370

Ergle, Kevin
Uhm?

00:37:09.030 --> 00:37:13.940

Ergle, Kevin
The the improvements aren't dissipated to be constructed to be performed under traffic.

00:37:14.510 --> 00:37:21.080

Ergle, Kevin
Uhm, again, we're not talking about you know, shutting down Holcomb Bridge or shut down any major Rd things like that. It's it's.

00:37:22.840 --> 00:37:24.340

Ergle, Kevin
There will be some off peak.

00:37:24.980 --> 00:37:35.360

Ergle, Kevin
Uh, construction, that's generally when the when the when the when the operational changes will be limited to. We know that operations can sometimes you know as those operational changes are implemented that can cause.

00:37:36.020 --> 00:38:06.400

Ergle, Kevin
Yes, maybe more likely to have a little driver confusion prior to the operational change we're proposing to have a changeable message sign so so you know the big orange signs with the that that are backlit and and they they flash up. You know, with whatever message that their portable they're on their own, their own little trailer and wheels. Those will be installed at the intersection. Approaches along Spalding prior to the operational change. Typically they're installed about two weeks prior to give notice to the drivers of.

00:38:06.480 --> 00:38:13.770

Ergle, Kevin
Even a change in traffic operation and and they'll be left in place. They're typically left in place about a week after.

00:38:14.370 --> 00:38:15.970

Ergle, Kevin
The changes implemented.

00:38:16.540 --> 00:38:22.000

Ergle, Kevin
Uhm, you know in in the contractor also will have documentation about they may be limited during.

00:38:22.750 --> 00:38:28.300

Ergle, Kevin
School bus traffic or things like that I'm not aware of any special events in this area that would need.

00:38:29.130 --> 00:38:32.490

Ergle, Kevin

Any limitation you know and when I say special events, maybe like a.

00:38:33.390 --> 00:38:44.670

Ergle, Kevin

They were the Falcons game or a UGA home game. Or, you know, uh, you know something like that, or some major, you know, holiday or cultural event that would. That would put, we would want to avoid but.

00:38:45.820 --> 00:38:53.920

Ergle, Kevin

The contractors hours and what they're allowed to do and when are are pretty pretty tightly regulated by GDOT'S specifications.

00:38:54.550 --> 00:38:55.180

Ergle, Kevin

Uhm?

00:38:56.170 --> 00:39:02.660

Ergle, Kevin

And then the what's the duration of the construction and when's it supposed to start? So again, it's supposed to start.

00:39:03.270 --> 00:39:19.490

Ergle, Kevin

It's called spring summer of 2023 and we're anticipating that the construction will take approximately 9 months. There may be other things may be happening a little bit longer than that in terms of any utilities that read need to relocate, but that the physical roadway construction it's not supposed to be.

00:39:20.410 --> 00:39:38.670

Ergle, Kevin

You know super intensive and we don't. We don't know what's going to happen when at this stage, a lot of that's up to the contractor about you know when they build this lane or build that you know why than that or or so on. But nine months was was what we're looking at right now and that's in coordination again with with the GDOT and.

00:39:39.680 --> 00:39:43.600

Ergle, Kevin

Accounting when it county and city of Sandy Springs and density of Peachtree Corners as well.

00:39:46.250 --> 00:39:46.820

Ergle, Kevin

Uhm?

00:39:47.650 --> 00:40:04.290

Ergle, Kevin

The cost of the project people had questions about that. The right away is is currently estimated at 457 thousand. Utilities are estimated at 168 thousand. Destruction is approximately 1.4 million.

00:40:07.940 --> 00:40:18.770

Ergle, Kevin

And again, this this project was analyzed using cost benefit analysis and and that that number was very favorable and that's why this project went from more than from a concept study too.

00:40:20.840 --> 00:40:22.050

Ergle, Kevin

Total implementation.

00:40:36.350 --> 00:40:46.600

Ergle, Kevin

Someone asked about Marta. Bus stops. The only the only Marta improvement that we're proposing is along Holcomb Bridge Rd in. I'll share my screen again.

00:40:53.020 --> 00:41:17.950

Ergle, Kevin

We are going to show a this is something that Sandy Springs asked for as well. There will be a concrete pad somewhere north of this business driveway. So between the driveway and Holcomb Bridge Rd back a little bit so I can see where I am. So again this is river exchange that the drive the the pad will be somewhere right here. There. There's an existing bus stop sign that's all it is. There's no, there's no real.

00:41:18.840 --> 00:41:21.060

Ergle, Kevin

88 way way to access that today.

00:41:22.500 --> 00:41:33.250

Ergle, Kevin

I don't. I don't know that there will be any improvements other than that. I don't know that there were. There's no plans that I'm aware of to put a shelter there, or street furniture or anything like that, but there it should be an improvement over.

00:41:33.700 --> 00:41:35.410

Ergle, Kevin

Uh, over what's there today.

00:41:41.880 --> 00:41:46.180

Ergle, Kevin

That was a lot of the comments other than what I've kind of already gone over.

00:41:46.800 --> 00:41:47.360

Ergle, Kevin

Uhm?

00:41:52.080 --> 00:41:56.940

Ergle, Kevin

Appreciate everybody's participation is. Does anybody else have any additional comments? And we've got a few minutes left, but.

00:41:59.010 --> 00:42:00.250

Ergle, Kevin

Will keep you that I'll need to.

00:42:01.620 --> 00:42:05.120

Ergle, Kevin

OK, you know, maybe another 30 seconds to see if we have another comment come through.

00:42:16.210 --> 00:42:17.100

Ergle, Kevin

Thank you Mr Gallagher.

00:42:24.110 --> 00:42:32.680

Ergle, Kevin

And and thank you all for participating. I mean and having some of these. This public outreach is is good. We we appreciate y'all being active. We understand that there's concerns that you want to know what's going on.

00:42:33.170 --> 00:42:38.130

Ergle, Kevin

Uhm, good questions to from this group. Good questions at the the virtual PIH so.

00:42:39.140 --> 00:42:54.100

Ergle, Kevin

Thank you, I appreciate City of Peachtree Corners setting this up. I appreciate Gwinnett County, Alex Greg. Appreciate GDOT for jumping on. As I mentioned, this is recorded, we will. We will forward the transcription.

00:42:54.530 --> 00:42:58.180

Ergle, Kevin

Uh, uh to Miss Lesko and dumb.

00:42:59.590 --> 00:43:01.330

Ergle, Kevin

I think that's I think that's it.

00:43:01.990 --> 00:43:03.350

Ergle, Kevin

Thank you all for your time and uh.

00:43:04.070 --> 00:43:05.600

Ergle, Kevin

We'll go ahead and conclude the waiting the meeting.

00:43:07.420 --> 00:43:08.320

Ergle, Kevin

Have a good day everybody.

00:43:09.820 --> 00:43:12.190

Perez, Leo

Thank you Kevin. Have great day, thanks all.