

March 20, 2019

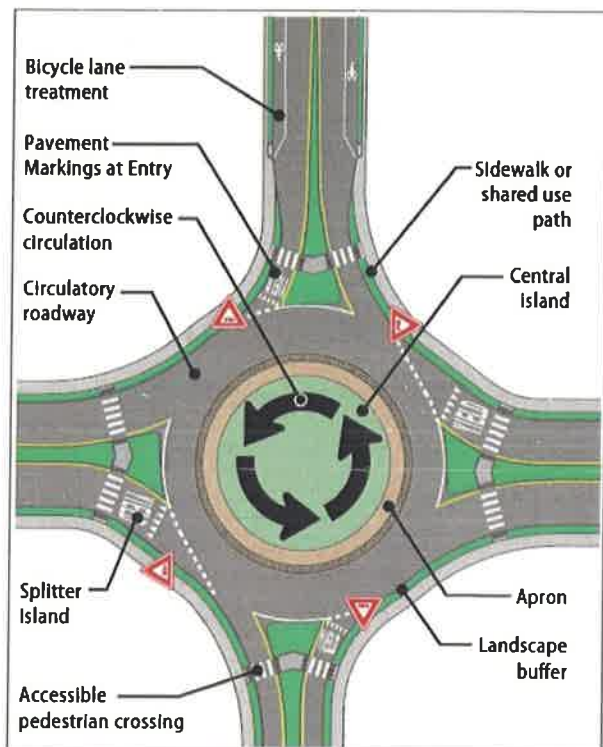
The Georgia Department of Transportation (GDOT) is considering the intersection of SR 90 and Lower Rebecca Road for a roundabout. Our goal is twofold: first, to provide you with information on the proposed roundabout project; and second, to provide an opportunity for you to give us your comments on the proposed project. In this letter, you will find a description of the proposed project, a location map, and instructions on how to provide comments.

Project Description

The proposed project would consist of SR 90 @ CR 250/Lower Rebecca Road. A traffic engineering study has determined that this intersection does not qualify for a traffic signal. The study analyzed traffic in several different ways, taking into account factors such as traffic volumes at peak periods; roadway geometry; number of pedestrians who cross the intersection, including children at school crossings; and crash history. The study has shown that a roundabout at this intersection would contribute to better traffic flow and create a safer environment for motorists as well as pedestrians.

About Roundabouts

The modern roundabout is a circular intersection that promotes safe and efficient traffic flow in which vehicles travel counterclockwise around a raised center island and traffic entering the roundabout yields the right-of-way to vehicles already in the roundabout. This keeps the traffic in the roundabout constantly moving and prevents much of the gridlock that plagues conventional intersections. Roundabouts have certain distinguishing characteristics, as shown in the diagram at right; however, not all of these features are always present, as roundabouts are adapted to meet the needs of the local context. Some are teardrop- or oval-shaped. Some roundabouts have three legs, while others



Typical Roundabout Configuration (source: FHWA, <https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/>)

Some roundabouts have three legs, while others

may have as many as six. Some roundabouts have one primary travel lane and some have multiple lanes. Regardless of these factors, all roundabouts have three essential characteristics:

- Counterclockwise flow – Vehicles travel counterclockwise around a center island.
- Yield control – Vehicles entering the roundabout yield to traffic already circulating.
- Low speed – Geometry that results in low vehicle speeds throughout the roundabout.

Roundabouts have been demonstrated to provide a number of safety, operational, and other benefits when compared to other types of intersections, with reductions in fatal and injury crashes of from 60 to 87 percent. Specifically, the geometry of roundabouts reduces vehicular speed and reduces the number of potential vehicle conflict points by eliminating crossing paths, offering substantial safety advantages. Roundabouts can also offer high capacity and excellent operational performance at intersections, creating a more stable flow of traffic, thereby reducing traffic delays and air pollution, and improving fuel consumption without the expense of constructing and maintaining a traffic signal.

Roundabouts are different from other circular intersections, such as rotaries and traffic circles and have been proven safer and more efficient than these other types of circular intersections. The benefits apply to roundabouts in urban and rural areas and freeway interchange ramp terminals under a wide range of traffic conditions. At intersections where roundabouts have been installed to replace existing conventional intersections in Georgia, accidents of all types have been reduced by over 35 percent, and injury accidents have been reduced by over 60 percent.

Roundabouts are designed to accommodate standard passenger vehicles, as well as buses in urban areas and single-unit trucks in rural areas. In some cases, special accommodations, such as wider truck aprons, can be made to meet the needs of oversized vehicles. In many cases, a roundabout can offer a safer environment for pedestrians than a traffic signal because pedestrians crossing at a roundabout only faces two crossings of one-way traffic moving at slower speeds. Crossing at a traffic signal may mean contending with vehicles turning right and/or left on green, vehicles turning right on red, and vehicles running red lights, generally at higher speeds than in a roundabout. It is a GDOT requirement that all roundabouts include lighting to draw attention to the traveling public and increase visibility of pedestrians, cyclists, and other vehicular traffic.

For additional information about roundabouts, including Frequently Asked Questions and instructional videos on how to drive in roundabouts, please visit the following websites:

- GDOT Roundabouts page - <http://www.dot.ga.gov/DS/SafetyOperation/Roundabouts>

- FHWA Roundabouts page -
<https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/>


Providing Comments

We hope you will take the opportunity to tell GDOT what you think – your comments are important to us. Listed below are two ways to provide comments. All comments submitted by May 22, 2019 will become part of the project's official record.

Option 1: Go online to https://www.surveymonkey.com/r/0013685_PropertyOwner and complete a brief online questionnaire; or

Option 2. Complete the enclosed comment card and mail to: *Jeremy T. Busby, Program Manager, Georgia Department of Transportation, Office of Program Delivery, 600 W. Peachtree St NW, Suite 1550, Atlanta, GA, 30308.*

Sincerely,

 for:

Kimberly W. Nesbitt
State Program Delivery Administrator

KWN:KESD:JTB:mt

Enclosure:

Location Map

Comment Card

cc: Ritchie Swindell, Eric Duff, Stenley Mack

GDOT | Roundabout Project Information Letter | Property Owners
PI# 0013685
PROJECT LOCATION: SR 90 @ CR 250/Lower Rebecca Road
COUNTY: Ben Hill

Please use the form below if you wish to provide comments in writing. For electronic comments, please see the link on the previous page.

Comment Card

Please print responses.

Name: _____

Email Address: _____

Address:

What is your age? (Check one response.)

- Under 18 18-29 30-44 45-59 60+

Are there roundabouts in your community? (Check one response.)

- Yes No Unsure

How familiar are you with the operations of a roundabout? (Check one response.)

- Very Familiar Somewhat Familiar Not Sure Somewhat Unfamiliar Very Unfamiliar

Do you agree that the intersection in question needs improvement? (Check one response.)

- Strongly Agree Agree Neutral Disagree
 Strongly Disagree

Do you support a roundabout at this intersection? (Check one response.)

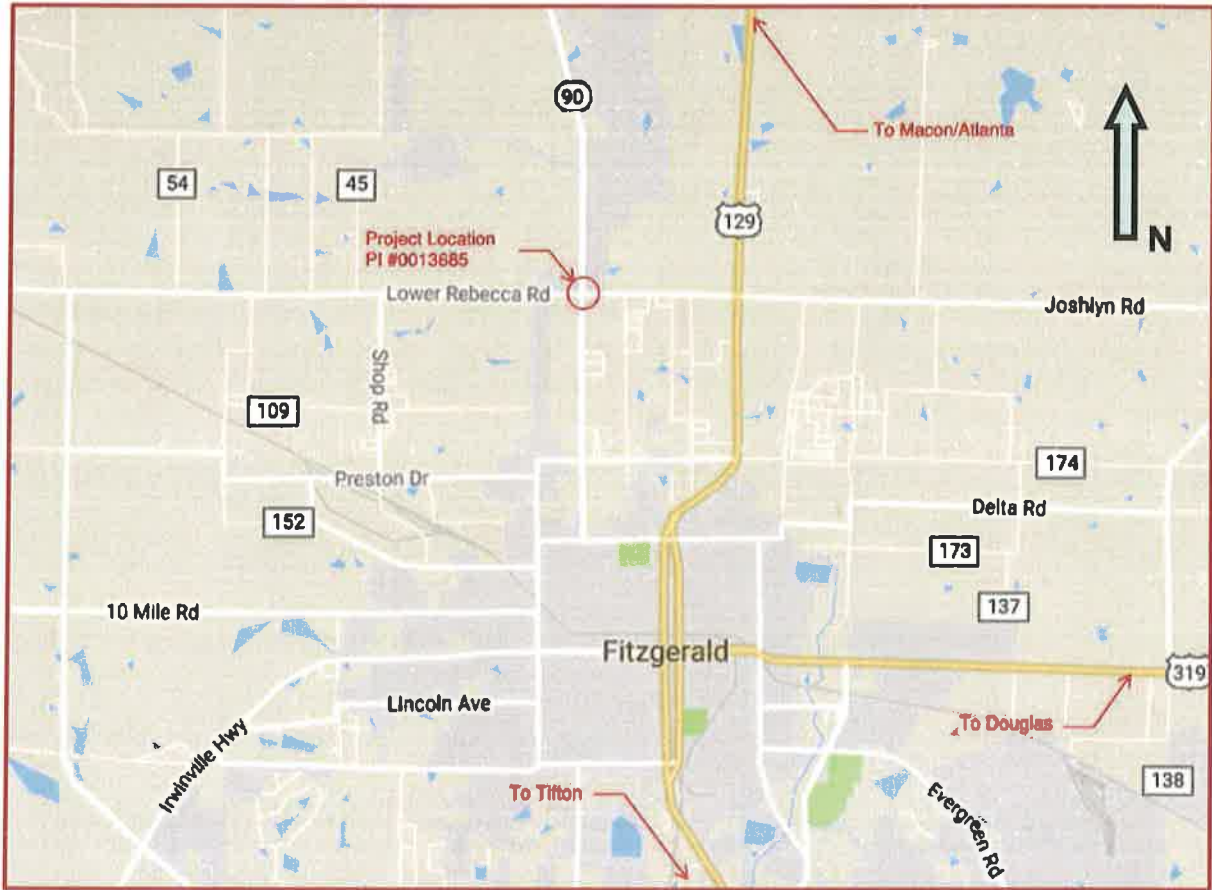
- For Against Conditional Uncommitted

Please provide your comments on the proposed roundabout using the space below.

Mail to:
Jeremy T. Busby, Program Manager
Georgia Department of Transportation - Office of Program Delivery
600 West Peachtree Street NW, Suite 1550
Atlanta, Georgia 30308

County: Ben Hill

PROJECT LOCATION MAP



PI #0013685, Ben Hill County
Location Map