

DATE: February 9, 2024  
TO: Mayor and City Council  
FROM: Assistant City Manager  
SUBJECT: SR20 at Stanley Street Traffic Signal



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## BACKGROUND

The City Council, Downtown Development Authority and Staff have been focused on building the vision expressed by the community over the last few years through documents like our Comprehensive & Downtown Master Plans. These documents and the recommendations include transportation improvement projects like the Alton Tucker Boulevard realignment. Former iterations of the plan identified an extension of Level Creek Road (the Alton Tucker Realignment) to Highway 20 and was planned in the SPLOST 2017 project list, prepared in 2016 in anticipation of future traffic demand and transportation need. It has taken time some eight (8) years to get to this point, but the 11<sup>th</sup> hour is here.

*ZONING/LAND USE CONSIDERATIONS.* To clarify comments at the work session, the Novare project relies on Stanley Street as its primary means of egress with Hillcrest for emergency access only. Staff sought to be responsive to the traffic concerns by the Hillcrest residents to reroute Novare trips generated to Highway 20 directly and not Hillcrest. Additionally, the church's day care program and regular services access Highway 20 via Stanley as well, producing many of the existing trips generated by that side of the intersection. The zoning action for this project required the developer to fund \$250,000 toward the cost of the stop and go signal at this location if warranted (signal met the warrants).

## TECHNICAL CONSIDERATIONS

The process of evaluating a location for a traffic signal is determined by federal highway administration standards, called warrants. These warrants involve traffic volumes, number of crashes, delay and other variables. That process is completed and certified by professional engineers, licensed by the state of Georgia. Kimley-Horn, a well-respected engineering firm in Georgia completed such an analysis in 2022, finding the intersection as constructed met the warrants for signalization, improving its level of service against a no-build scenario for east-west travel. Georgia and Gwinnett DOT engineering professionals reviewed and approved the documents, agreeing with those findings.

## CURRENT STATUS

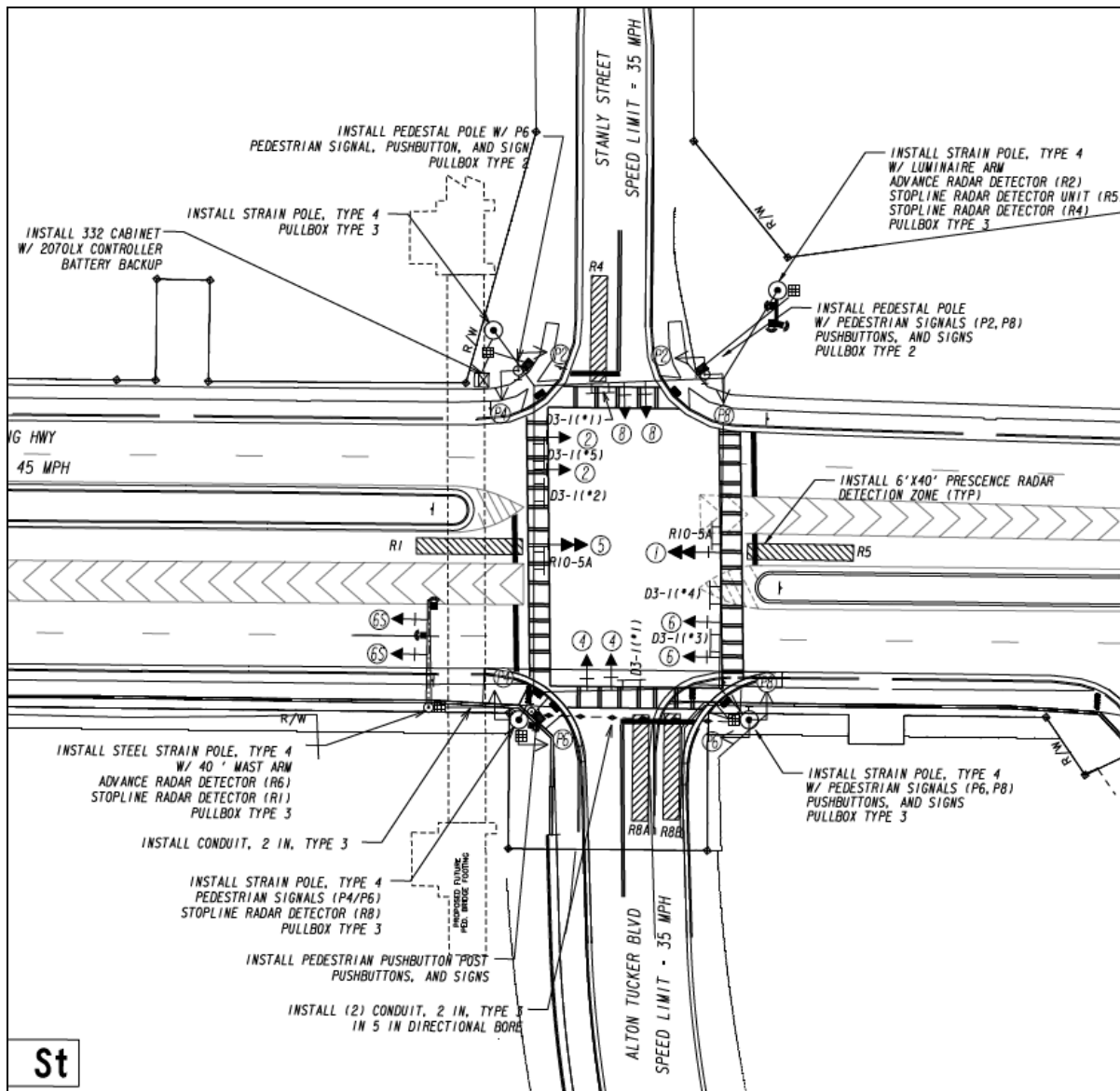
The contract to complete the road improvements (including signalization at the intersection with Highway 20) was approved last summer. Work commenced in August and is set to conclude in May of this year. The contract elements under the signal sub-contractor amounts to about \$320,000 of which Novare is required to contribute \$250,000 as a condition of zoning. The road and signal project under construction is funded by SPLOST, Joint Transportation funds from Gwinnett County, and these developer funds.

## TERMINATION CONSIDERATIONS

The steps involved in cancelling this part of the contract would be covered under the termination provisions of the construction agreement, involve some amount of financial settlement, and requesting Gwinnett County cancel the signal permit. The signal permit is tied to the encroachment permit but held under Gwinnett County's name with Georgia Department of Transportation. Additionally, there would necessarily be some coordination and cost for any new lane configuration as a result of the elimination of the signal (like EB decel lane; combining NB right/thru lane, etc.). The cancellation of the signal portion of the contract does not prevent the County or the state from installing at a later date since the warrants for the same are met.

## RECOMMENDED ACTION

Staff is recommending continuing the project and installing the signal as planned.



Attachments  
Signal Permit, Aerial View – 2024.02.07

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
TRAFFIC SIGNAL AUTHORIZATION**

**APPROVED DATE**

**11/2/2023**

The Georgia Department of Transportation hereby approves, subject to the conditions set forth herein, the use of Traffic Signal device as described below and as shown at the attached drawing.

LOCATION OF SIGNAL

Latitude: 34 . 107690

Longitude: -84 . 033242

County: Gwinnett City: Sugar Hill Mile Point: 3 . 96

Local Highway or Street Names: Buford Hwy at Stanley St./ Alton Tucker Blvd

State Route and U.S. Route Numbers: SR 20 (00002000) at \_\_\_\_\_

GDOT Intersection Number: S-135-002529-1 Asset Number: \_\_\_\_\_

SIGNAL TYPE(S)

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Advanced Warning Beacon        | <input type="checkbox"/> Emergency Vehicles Pre-emption     | <input type="checkbox"/> Flashing Beacon             |
| <input type="checkbox"/> LED Enhanced Device            | <input type="checkbox"/> Other                              | <input checked="" type="checkbox"/> Pedestrian Heads |
| <input type="checkbox"/> Pedestrian Hybrid Beacon       | <input checked="" type="checkbox"/> Pedestrian Push Buttons | <input type="checkbox"/> Rail Road Pre-emption       |
| <input type="checkbox"/> Rectangular Rapid Flash Beacon | <input type="checkbox"/> School Zone Flasher                | <input checked="" type="checkbox"/> Stop and Go      |

Controller shall meet Georgia D.O.T Specifications. Controller phasing and signal heads shall conform to the details on the attached drawing.

The signal device as described in this document is to be maintained and operated by:

- The Georgia Department of Transportation  
 GWINNETT COUNTY

Special Requirements: **Signal will be reevaluated after one year of operation to determine if it meets signal warrants based on field conditions. If the signal does not meet warrants, it will be removed.**

Stop and Go signals shall flash during all times when not in Stop and Go operation and during emergency repairs. Signal heads, except for School Beacons, are to be hooded or taken down when for any reason the signal is not operating as a Stop and Go Signal or Flasher during a period of more than six consecutive days or when requested by the District Traffic Engineer. The traffic control signal equipment installation and operation covered by this authorization shall not be materially altered without the written approval of the Georgia Department of Transportation.

NOTE: This authorization is valid only so long as equipment used is standard equipment as specified and is maintained and operated in accordance with the terms of this authorization and the requirements of the current Manual on Uniform Traffic Control Devices.

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RECOMMENDED: \_\_\_\_\_

State Traffic Engineer  
DocuSigned by:  
  
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RECOMMENDED: \_\_\_\_\_

Director Of Operations

DocuSigned by:  
  
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APPROVED: \_\_\_\_\_

Chief Engineer



