



April 28, 2011

Thank you for attending the public information open house for NHS00-0002-00(923), P.I. No. 0002923, the proposed West Bay Street Improvements. In this handout package you will find project descriptions of the alternatives being considered, location map and comment card.

Pursuant to regulations under Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. 303), the Georgia Department of Transportation is reviewing potential impacts to historic resources and public parks for alternatives to improve West Bay Street. As you enter the room, you will notice displays of the alternatives being considered for the proposed project. The displays are identified as Alternatives C-2, D, E, F, and G. Descriptions of these alternatives are included in this handout package. 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 May 8, 2011. Written comments should be sent to Mr. Glenn Bowman, P.E., State Environmental Administrator, Georgia Department of Transportation, One Georgia Center, 16th Floor, 600 West Peachtree Street, Atlanta, Georgia 30308. Comments can also be made via the web at 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 and plans will be available for review for ten days after the public information open house at the Georgia Department of Transportation Savannah Area Office located at 630 West Boundary Street, Savannah, Georgia 31402, and at the Chatham County Engineering Department located at 124 Bull Street, Room 430, Savannah, Georgia 31401. A copy of all comments received will be available for public review at these locations and at the Office of Environmental Services, One Georgia Center, 16th Floor, 600 West Peachtree Street, Atlanta, Georgia 30308, as soon as compilation is completed.

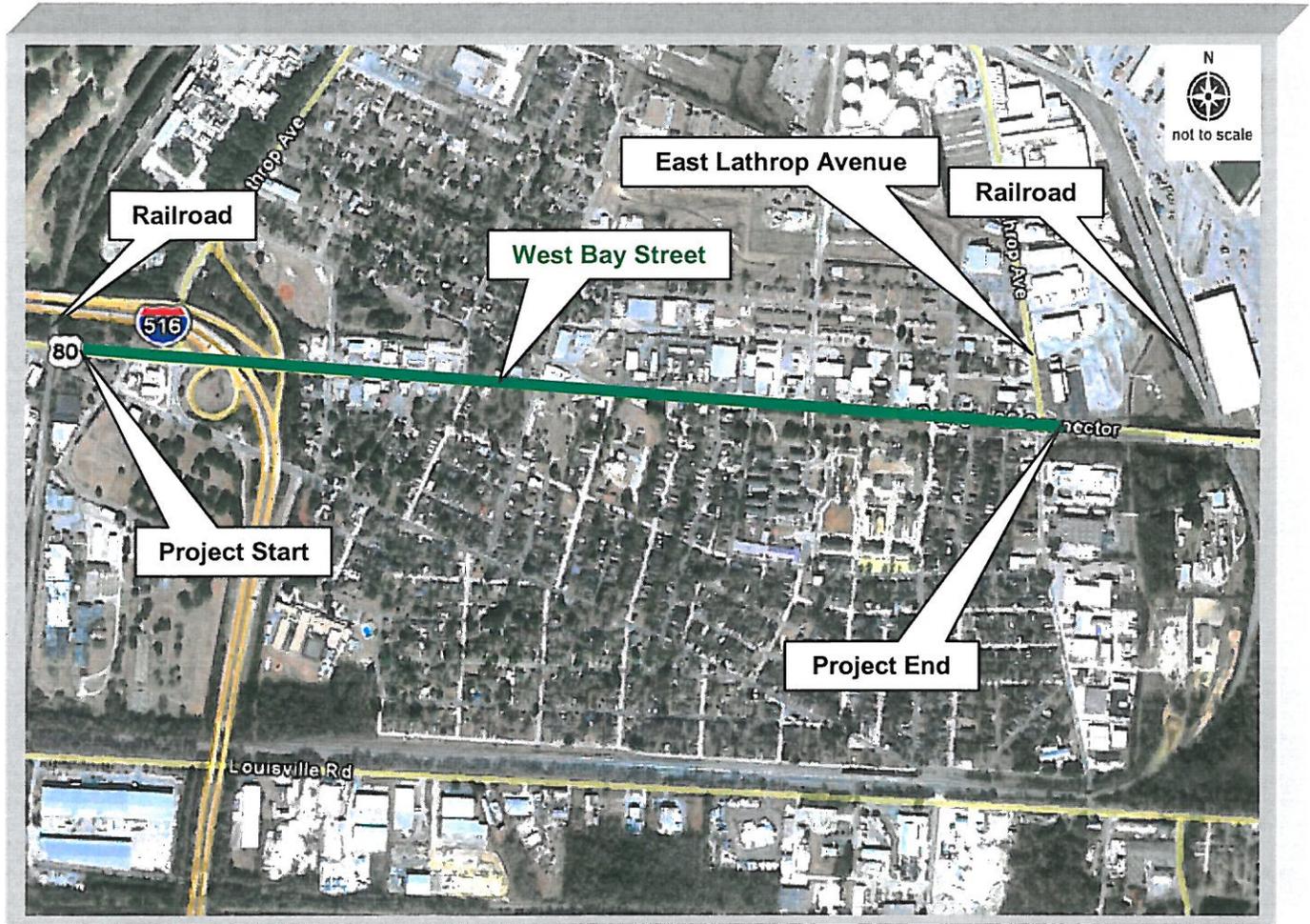
Again, thank you for attending this public information open house and for giving us your comments. If you should have any questions or need additional information, feel free to contact the project manager David G. Moyer, P.E. at 404-291-5880 or Larry Bowman at 404-631-1362 of the Office of Environmental Services.

Sincerely,

A handwritten signature in cursive script that reads "Bobby Hilliard".

Bobby Hilliard, P.E.
State Program Delivery Engineer

TC/rje-epei
Attachments



Source: Google Maps

Project Location
Savannah, Chatham County, Georgia

Alternative Descriptions

Alternative C-2

The existing four-lane section would remain, and lane widths would be widened from ten feet to 11 and 12 feet. The existing section is an undivided roadway; the preferred alternative would provide a raised median separating eastbound and westbound traffic. The proposed project would be constructed generally along the existing alignment, shifting only slightly to the north and south. The preferred alternative would consist of four 12-foot travel lanes separated by a variable width raised median, curb and gutter, and six to eight-foot sidewalks constructed within a 16 to 18-foot shoulders. The sidewalks would be separated from the back of curb by a six-foot grass strip. Median width would vary from 22 to 64 feet, with median cuts at the intersections of West Lathrop Avenue, Graham Street, Brittany Street/Tuten Avenue, Fell Street, Carolan Street, and East Lathrop Avenue. The median would be 22 feet wide from the beginning of the project to just east of Fell Street. From Hudson Street, continuing east to about Norton Street, the median would be widened to a maximum of 64 feet. From Norton Street to East Lathrop Avenue, the median would narrow to 22 feet wide. The median width would vary to meet GDOT minimum standards, to accommodate turn lanes at intersections, and to incorporate the live oak trees. Existing oak trees along the Fellwood Homes property would be protected and incorporated into the wider median in this area. Due to the narrow width beneath the I-516 interchange bridges, a barrier wall would separate eastbound and westbound traffic.

Existing traffic signals at West Lathrop Avenue, Graham Street, Carolan Street, and East Lathrop Avenue would remain. No additional signals would be installed along West Bay Street within the project limits. The project would also upgrade and improve pedestrian crossings with new striping and pedestrian signals and upgrade and add bus stops. The proposed right-of-way would increase from an existing 50 to 70-foot width to a 100 to 160-foot width.

The preferred alternative would shift slightly from the existing alignment. From the Graham Street intersection to immediately west of the Kenilworth Street intersection, the proposed alignment would be slightly to the north of the existing alignment. From this point to East Lathrop Avenue, the alignment would be south of the existing alignment, tying into the existing alignment at East Lathrop Avenue.

Alternative D

The alignment for Alternative D would remain the same as Alternative C-2, with the exception of an area between Fell Street and West Street. Beginning at Fell Street the alignment of West Bay Street would shift to the north a maximum distance of approximately 25 feet, measured from the centerline of Alternative C-2. At West Street the alignment would continue as described in Alternative C-2, with the larger median to accommodate live oak trees.

The median in the area of this shift between Fell Street and West Street would be narrowed to 10 feet, and the eight foot sidewalks would be set back from two to six feet behind the new curb gutter. The Millen Street intersection to West Bay Street would be closed, but an intersection for Hudson Street south of West Bay Street would be constructed approximately 350 feet east of Fell Street.

Alternative E

The alignment for Alternative E would remain the same as Alternative C-2, with the exception of an area between Fell Street and West Street. Beginning at Fell Street the alignment of West Bay Street would shift to the north a maximum distance of approximately 50 feet, measured from the centerline of Alternative C-2. At West Street the alignment would continue as described in Alternative C-2, with the larger median to accommodate live oak trees.

The median in the area of this shift between Fell Street and West Street would be narrowed to approximately 10 feet, and the eight foot sidewalks would be set back from two to six feet behind the new curb gutter. The Millen Street intersection to West Bay Street would be closed, but an intersection for Hudson Street south of West Bay Street would be constructed approximately 350 feet east of Fell Street.

Alternative F

The alignment for Alternative F would remain the same as Alternative C-2, with the exception of an area between Fell Street and West Street. Alternative F would construct a one-way pair alignment between Fell and West Streets. Beginning approximately 200 feet east of Fell Street, eastbound travel lanes would be shifted a maximum of approximately 120 feet to the south, measured from the centerline of Alternative C-2. Eastbound lanes would continue the alignment described in Alternative C-2 at West Street. Westbound travel lane alignment would remain as described in Alternative C-2.

The eight foot sidewalks would be set back six feet behind the new curb gutter. Millen Street would cross the eastbound one-way pair, and intersect the westbound one-way pair. West Street would intersect only the eastbound one-way pair. McIntyre Street, south of West Bay Street, would also intersect the eastbound one-way pair.

Alternative G

The alignment for Alternative G would remain the same as Alternative C-2, with the exception of the area between Cleland/Jenks Street and East Lathrop Avenue. Alternative G would construct one-way pairs using the existing West Bay Street alignment between Jenks Street and East Lathrop Avenue for eastbound traffic. Westbound travel lanes would begin to diverge north from West Bay Street 300 feet west of East Lathrop Avenue, and utilize the Rogers Street corridor for westbound traffic. The westbound one-way pair would merge again with West Bay Street at Jenks Street. Access to the eastbound one-way pair from south of West Bay Street would be maintained for Jenks Street, Fell Street, Hudson Street, Millen Street, West Street, Ferrill Street, Scarborough Street, and Norton Street. On the westbound one-way pair, access from north of Rogers Street would be maintained for Lehwald Street, Kirkland Street, Carolan Street, Nettles Street, and Hudson Street. Kirkland Street between the eastbound and westbound one-way pairs would be a cul de sac. Sidewalks would be constructed on both sides of each one-way pair, set back six feet behind the new curb gutter.

