

Vance C Smith, Jr., Commissioner



DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

March 22, 2011

Thank you for attending this Public Hearing Open House (PHOH) for Project CSMSL-0008-00(690), Chatham County, P.I. No. 0008690, the proposed construction of the Jimmy Deloach Connector from Bourne Avenue (SR 307) to the existing eastern end of Jimmy Deloach Parkway. In this handout package, you will find a project description, location map, need and purpose statement, impacts summary and comment card.

As you enter the room, you will notice displays of the proposed project. GDOT representatives, who can be identified by the name tags they are wearing, as well as members of the design and environmental consultant team, are available to discuss the project and answer your questions. Please take this opportunity to discuss the project with a GDOT 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 April 5, 2011. Written comments should be sent to Mr. Glenn Bowman, P.E., State Environmental Administrator, Georgia Department of Transportation, 600 West Peachtree Street NW, 16th Floor, 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 GDOT know your view of the proposal.

The displays and plans will be available for review for ten days after the Public Hearing Open House at the Georgia Department of Transportation District 5, Area 5 Office, 630 West Boundary Street, Savannah, Georgia 31402 and the City of Port Wentworth City Hall. A copy of all comments received will be available for public review at these same locations and at the Georgia Department of Transportation Office of Environment Services, 600 West Peachtree Street NW, 16th Floor, 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 Mr. Mike Dover, Project Manager at (404) 631-1733 or Mr. Paul Alimia of the Office of Environmental Services at (404) 631-1353.

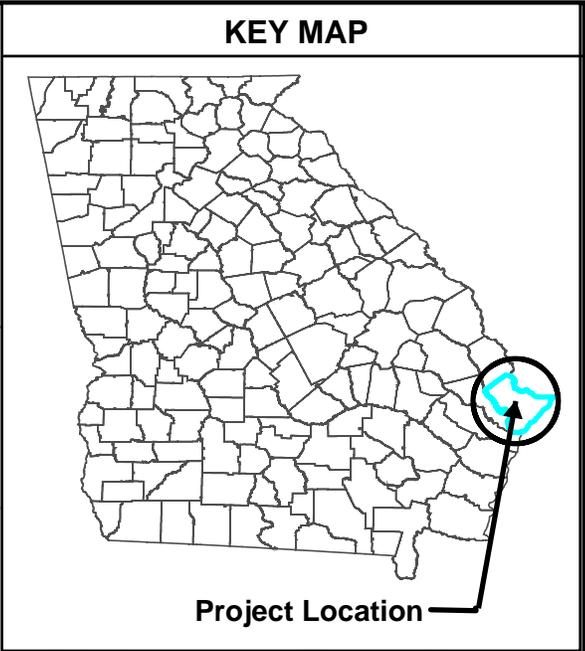
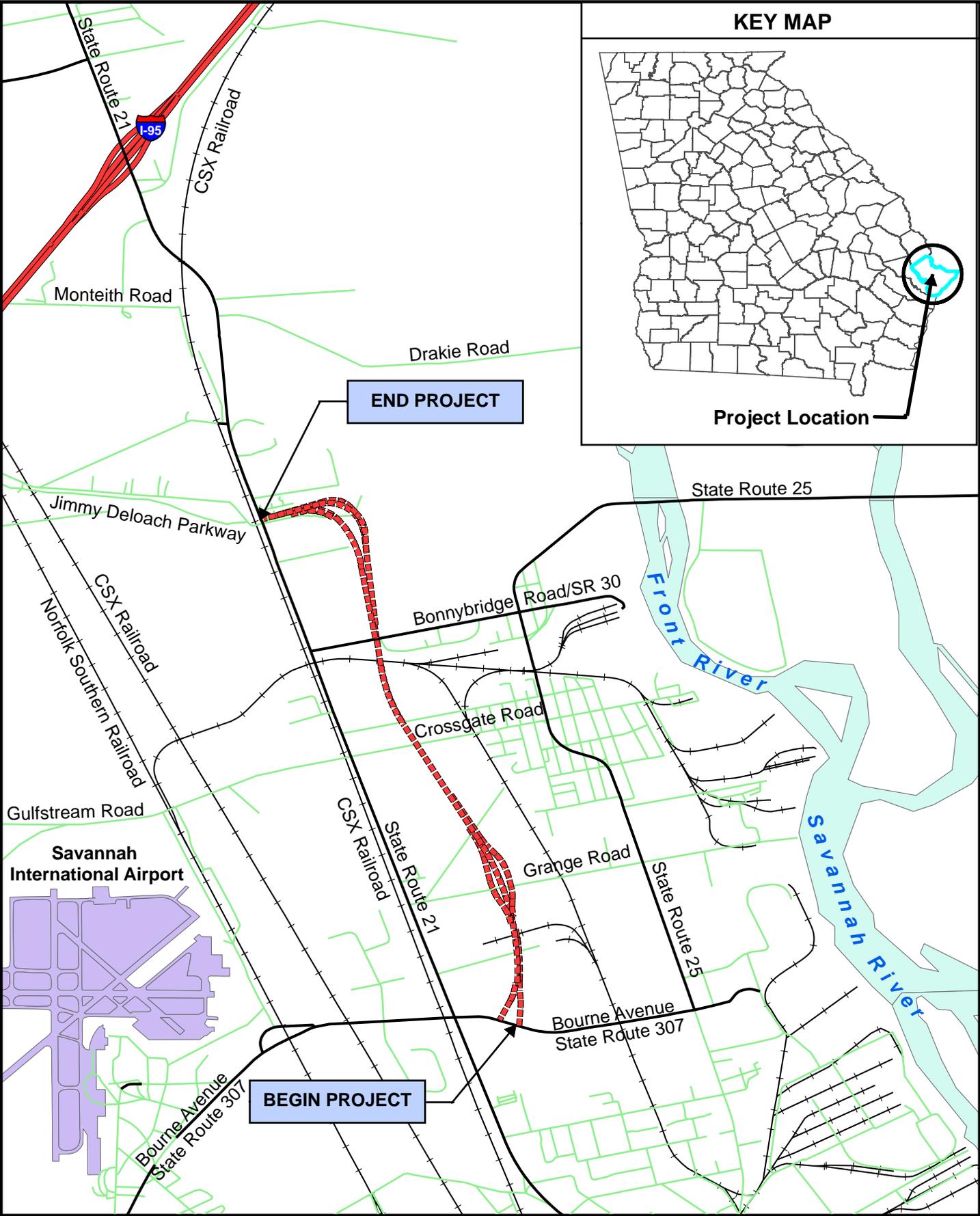
Sincerely,

A handwritten signature in black ink that reads 'Glenn Bowman, P.E.' with a stylized flourish at the end.

Glenn Bowman, P.E.
State Environmental Administrator

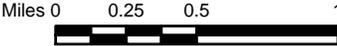
GB/MD/PTG

Attachments



PROJECT LOCATION MAP

CSMSL-0008-00(690), PI NO. 0008690
 CHATHAM COUNTY



Georgia Department of Transportation
Public Hearing Open House
Project CSMSL-0008-00(690), Chatham County, P.I. No. 0008690
Jimmy Deloach Parkway Connector
March 22, 2011

PROJECT DESCRIPTION

The proposed project would consist of the construction of the Jimmy Deloach Connector, a new roadway alignment that would begin at Bourne Avenue/SR 307 and terminate at the existing eastern end of Jimmy Deloach Parkway in Chatham County, Georgia (see attached Project Location Map). New interchanges would be constructed at Grange Road and Jimmy Deloach Parkway. The proposed project would be approximately 3.1 miles in length. The typical section of the proposed limited access roadway would consist of four 12-foot wide travel lanes (two in either direction) separated by a median barrier with 4-foot wide inside shoulders and 6.5-foot wide paved outside shoulders. From north of Bonnybridge Road to Jimmy Deloach Parkway, northbound and southbound lanes will be separated by a depressed median varying in width up to 250 feet. The posted speed limit would be 55 mph. The proposed right-of-way for the Jimmy Deloach Connector would vary from 200 feet along the mainline, up to 820 feet at interchange locations.

Limit of improvements on Bourne Avenue/SR 307 has been increased by approximately 320 feet to maintain a consistent roadway pavement type at the interface with the ongoing grade separation of SR 307 over New Port Authority Rail Line (GDOT P.I. No. 0000345)

In the vicinity of the proposed project, State Route (SR) 21 is a four-lane divided highway (two lanes in either direction) with a variable 16-foot wide to 42-foot wide median and 10-foot paved outside shoulders. The existing right-of-way varies from approximately 175 feet to 200 feet.

The new location roadway would run parallel to and east of SR 21 for approximately three miles beginning at Jimmy Deloach Parkway, and would allow direct access to the Port of Savannah gates. The purpose of the project is to improve travel time into the Savannah Port facilities from Interstate 95 and SR 21, as well as to provide an alternate route to accommodate increasing truck traffic entering and exiting the Savannah Port.

NEED & PURPOSE

The proposed project is primarily needed to provide improved efficiency and safer movement of commercial freight traffic into and out of the Port of Savannah, most of which originates from I-95 and utilizes the Jimmy Deloach Parkway intersection to reach the Port via SR 21. The project is also needed to accommodate the anticipated increase in truck traffic that is expected as a result of the future expansion of the Port of Savannah and the proposed deepening of the Savannah River Channel, maintaining the economic viability of the Port and the southeast region.

The proposed project stems from the GDOT Statewide Truck Lanes Identification Study (2007). Within this study, Savannah, a subarea of Chatham County, was studied for potential truck lanes and other truck travel improvements because of increased freight traffic through the Port of Savannah. The Georgia Ports Authority (GPA) studied the feasibility of constructing an express route from the SR 21/Jimmy Deloach Parkway intersection southeast to provide direct access to the Port gates. As a result of this study, GDOT and GPA have been working together to develop a project that would run parallel to SR 21, which would provide direct truck access to the Port facilities, thereby removing a large portion of truck traffic currently using SR 21.

GPA moved more than 2 million containers through the Port of Savannah in 2006, many of which were offloaded to interstate-bound trucks. Counts conducted in the summer of 2006 estimated 5,200 to 5,800 gate transactions per day involving container trucks, including movements into and out of the Port of Savannah's gates. Additional container berth capacity and Port upgrades, including a major channel deepening project expected to be complete in 2012, indicate that many years of strong growth are anticipated at the Port of Savannah. By 2018, total throughput capacity at the Garden City Terminal is forecast to increase more than 250 percent from current volumes.

The direct and indirect economic benefits due to the Port of Savannah's growth are immense. It is projected that 30 million to 50 million square feet of additional retail distribution space would be added in the Savannah area over the next 10 years, bringing additional distribution traffic and employment opportunities to the area. As such, it is imperative that freight-related access to the Port is enhanced and that safe and efficient mobility for local employees and commuters is maintained.

SUMMARY OF ENVIRONMENTAL EFFECTS REPORT
PROJECT: CSMSL-0008-00(690) CHATHAM COUNTY
P.I. NUMBER: 0008690

In compliance with the 1991 Georgia Environmental Policy Act, the Georgia Department of Transportation has conducted an assessment of the social, economic and environmental effects for the proposed Jimmy Deloach Connector from Bourne Avenue/SR 307 to Existing Jimmy Deloach Parkway. The total length of the proposed project is approximately 3.1 miles. The following information gives a summary of the environmental document.

1. Approximately four residential units and six businesses would be displaced by the proposed project. The roadway would be placed closer to remaining residences, and loss of yard area will occur.
2. The proposed project would result in the loss of both residential and business frontage as well as some business parking. However, owners would be compensated for these losses.
3. In accordance with Executive Order 11990, the proposed project was surveyed for wetland and stream involvement. Six jurisdictional wetlands and one jurisdictional stream were identified within the project's area of potential effect (APE). It is estimated that 63.52 acres of wetlands and 0 linear feet of streams would be impacted by the proposed project.
4. In accordance with Executive Order 11988, the proposed project was surveyed for floodplain involvement. The proposed project would not significantly encroach upon the floodplain associated with St. Augustine Creek or the Savannah River. The project would not have an adverse effect on water quality within the project corridor. A U.S. Army Corps of Engineers Section 404 permit would be required for this project.
5. All waters associated with the proposed project drain to St. Augustine Creek, a tributary of the Savannah River, or directly to the Savannah River, within the Lower Savannah River basin within Hydrologic Unit Code HUC 03060109. The Lower Savannah River basin extends from the Blue Ridge Province in North Carolina, through South Carolina into coastal Georgia. The Basin occupies an area of approximately 10,577 square miles. The Savannah River is formed by the confluence of Seneca and Tugaloo rivers in Hartwell Georgia at the South Carolina border. The Savannah River ultimately drains into the Atlantic Ocean
6. The proposed project would not exceed state and federal air quality standards, and it is consistent with the State Implementation Plan for the attainment of clean air quality in the state.
7. The existing noise levels in the corridor range from 39.8 to 63.6 decibels. Predicted noise levels for the no-build scenario in year 2032 range from 44.9 to 67.7 decibels. After the implementation of this project, noise levels in year 2032 would range from 51.3 to 70.9 decibels with an average increase of 4.8 decibels along the corridor by design year 2032. A total of thirty two sites would be impacted by the proposed project in the Build Alternative. Twenty five would be impacted due to substantial increase, and seven be impacted by both approaching the noise abatement criteria and substantial increase. No feasible noise abatement measures were identified for the thirty two sites, including analysis for two noise barrier walls.
8. In compliance with Section 106 of the National Historic Preservation Act of 1966, the project has been surveyed for existing and eligible National Register properties. No existing or eligible historic or archaeological resources were found to be located within the project's area of potential environmental effect.
9. The proposed project would not affect any threatened or endangered plant or wildlife species, as none are located in or frequent the project area, however, special provisions for the protection of Woodstorks and migratory birds would be used during construction.
10. The project would not involve any farmland as defined in the Farmland Protection Policy Act, 7 CFR Part 658, due to the land in this corridor being in or committed to urban development.

11. The proposed project has been surveyed for potential sites where contaminated soil and/or water from leaking underground storage tanks may exist. Five sites were identified as contaminated and applicable laws and regulations concerning the removal of toxic or hazardous material will be coordinated with concerned property owners and the Environmental Protection Division.
12. There are no proven energy reserves such as crude oil or natural gas in the project corridor; therefore, the project would have no impact upon any fossil fuel or other source of raw materials used for energy production.

Copies of the environmental document are available at this hearing for your review or by sending your request to:

Mr. Glenn Bowman, P.E.
State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308

Georgia Department of Transportation

Public Hearing Open House Comment Card

Project CSMSL-0008-00(690), Chatham County, P.I. No. 0008690

March 22, 2011

Please print responses.

Name _____

Address _____

Do you support the project? *For* *Against* *Conditional* *Uncommitted*

Comments _____

How did you hear about this meeting? *Radio* *Newspaper* *Signs* *Word of Mouth*

Was the location of the meeting convenient for you to attend? *Yes* *No*

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? *Yes* *No*

If no, please suggest a time frame that is more convenient for you. _____

Were your questions answered by the DOT personnel? *Yes* *No*

Do you understand the project after attending this meeting? *Yes* *No*

Please share your suggestions on improving the way Georgia DOT conducts public meetings?

Mail To:

*Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street NW, 16th Floor
Atlanta, GA 30308*