



Department of Transportation

State of Georgia

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June 19 & 20, 2007

NH-111-1(24) and NHS-0002-00(922), Chatham County
P.I. Nos. 522870 and 0002922
SR204/Abercorn St. from US 17 to Wilshire Blvd.

Thank you for attending the Public Information Open House for NH-111-1(24) and NHS-0002-00(922), P.I. Nos. 522870 and 0002922, which will develop alternatives to make capacity, operational and safety improvements along SR 204 (Abercorn Street) from US 17 to Rio Road, and from Rio Road to Wilshire Boulevard/Truman Parkway Phase V. In this handout package you will find project information and a comment form.

As you enter the room, you will notice displays that describe the planning process and the proposed projects. Georgia Department of Transportation (GDOT) representatives, who can be identified by the name tags they are wearing, are available to discuss the project and answer your questions. Please take this opportunity to discuss the projects 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 projects. You may also complete a comment card and deposit it into the box provided here or send in written comments about the project until July 3, 2007. Written comments should be sent to Mr. Harvey D. Keeper, State Environmental/Location Engineer, 3993 Aviation Circle, Atlanta, GA 30336-1593. Comments can also be made via the web at www.dot.state.ga.us. Click on **Public Outreach** from the list of Featured Links. 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 and can be viewed at www.dot.state.ga.us following the **Public Outreach** link from the list of Featured Links. Displays and plans will also be available for review for ten days after the Public Information Open House at the Georgia Department of Transportation, Office of Urban Design, located at No. 2 Capitol Square, S.W. Room 356, Atlanta, Georgia 30334-1002; the GDOT District Office, located at 204 North Highway 301, Jesup, GA 31546; and at the GDOT Area Office, located at 630 West Boundary Street, Savannah, Georgia 31401. A copy of all comments received will be available for public review at these same locations as soon as compilation is completed.

Again, thank you for attending this Public Information Open House and for giving us your comments.

Sincerely,

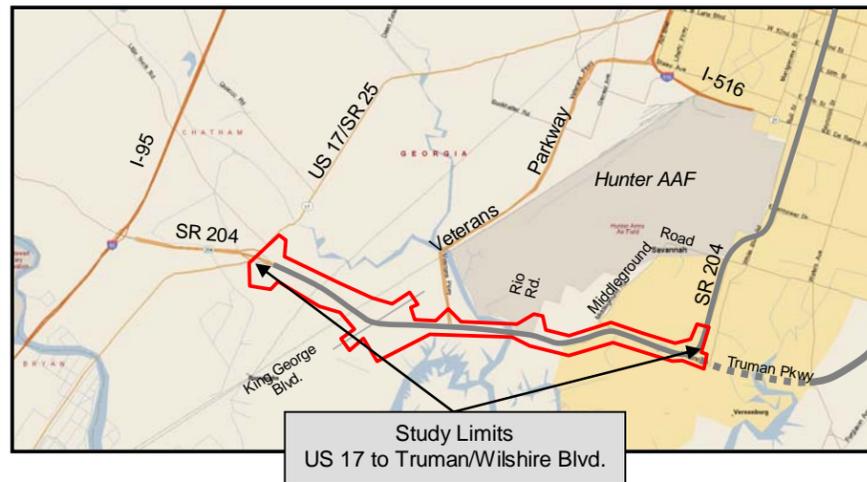
A handwritten signature in blue ink that reads "James B. Buchan" with a stylized flourish at the end.

James B. Buchan, P.E.
State Urban Design Engineer

Where will Improvements be Made?

The SR 204 corridor provides an important link between the planned Truman Parkway Phase V and Oglethorpe Mall activity center to the east, and Highway 17 and I-95 to the west. The corridor includes several key destinations, including Savannah Mall, Atlantic Armstrong University and St. Joseph's – Candler Hospital. The SR 204 improvements will examine existing conditions and future needs for this major corridor in the southern portion of Chatham County. Specifically, capacity, safety and operational characteristics will be examined, as well as the relationships between transit (buses), bicycles, and pedestrians where applicable.

The study area is essentially two projects –one that extends from US 17 to Rio Road, and another that begins at Rio Road and extends to the proposed Truman Parkway Phase V extension. The study corridor covers approximately 7.5 miles.



Why are these Improvements Needed?

The purpose of the SR 204 project is to improve the capacity, operational, and safety aspects of the corridor. The proposed project would increase capacity along this section of SR 204. There are significant to excessive delays on this section of the roadway during much of the day.



The combination of high traffic volumes and several at-grade intersections along SR 204 causes accident rates to rise above the statewide average for similar roadway types. Safety along SR 204 needs to be improved as part of this project.

The Alternatives Evaluation Process

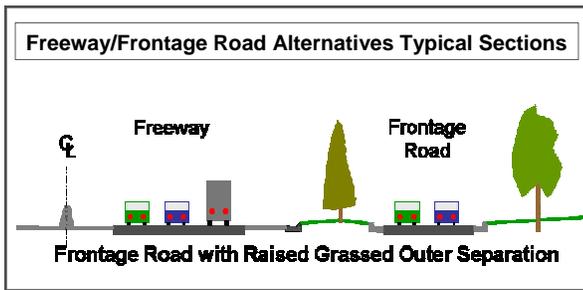
Since the November 2006 meetings, the study team has conducted an evaluation of the first-round alternatives. The alternatives evaluation process is part of the National Environmental Policy Act (NEPA), which establishes a process that must be followed on projects receiving federal funds. NEPA factors including environmental impacts, property impacts (including relocations), impacts to traffic operations, safety, and cost are considered during the evaluation of alternatives. Alternatives that minimize negative impacts, that provide benefits by way of improved travel, and that are the most reasonable are carried forward for public consideration. Using this process, the following alternatives have been evaluated for each of the two SR 204 projects.

Four basic alternatives were developed for the section from US 17 to Rio Road. After the alternatives evaluation process, three alternatives are being carried forward.

Alternative	2035 Traffic Operations	Safety (Crash Rate)	Meet Need & Purpose?	Impacts				Relocations		Cost			
				Wetlands (acres)	Steams (lin. feet)	Environ. Justice	Historic	Residential	Commercial	Construction	Right of Way	Total	
No Build	Do Nothing	Undesirable	Worse	No	NO BUILD is Always Considered as an Alternative								
TSM	Transportation Systems Management, Intersection & Signal Upgrades	Undesirable	Worse	No	ELIMINATED – Undesirable Operations & Increased Crash Rates								
A1	Eight-Lane w/Signalized Intersections	Undesirable	Worse	No	ELIMINATED – Undesirable Operations & Increased Crash Rates								
B1	Eight-Lane w/Signalized Intersections, "Continuous Flow Intersection" at King George	Undesirable	Worse	No	ELIMINATED – Undesirable Operations & Increased Crash Rates								
C1	Split Diamond Interchange at King George and Pine Grove	Desirable/Acceptable	Better	Yes	6.1	700	Not Significant	No Adverse Affect	14	4	\$115,000,000	\$47,000,000	\$162,000,000
C2	Diamond Interchange at King George, Pine Grove Access to King George	Desirable/Acceptable	Better	Yes	ELIMINATED – Concerned With Congestion on SR 204 Mainline Due to Short Weaving Distance Between Veterans Parkway and King George Boulevard								
C3a	Partial Cloverleaf Interchange at King George, Pine Grove Access to King George	Desirable/Acceptable	Better	Yes	7.2	250	Not Significant	No Adverse Affect	14	4	\$113,000,000	\$45,000,000	\$158,000,000
C3b	Partial Cloverleaf Interchange at King George, Pine Grove Access to US 17	Desirable/Acceptable	Better	Yes	8.0	300	Not Significant	No Adverse Affect	8	5	\$113,000,000	\$49,000,000	\$162,000,000

Five basic alternatives were initially developed for the section from Rio Road to Truman Parkway/Wilshire Boulevard. After the alternatives evaluation process, two alternatives are being carried forward.

Alternative	2035 Traffic Operations	Safety (Crash Rate)	Meet Need & Purpose?	Impacts				Relocations		Cost			
				Wetlands (acres)	Steams (lin. feet)	Environ. Justice	Historic	Residential	Commercial	Construction	Right of Way	Total	
No Build	Do Nothing	Undesirable	Worse	No	NO BUILD is Always Considered as an Alternative								
TSM	Transportation Systems Management, Intersection & Signal Upgrades	Undesirable	Worse	No	ELIMINATED – Undesirable Operations & Increased Crash Rates								
J1	Eight-Lane w/Signalized Intersections	Undesirable	Worse	No	ELIMINATED – Undesirable Operations & Increased Crash Rates								
K1	Eight-Lane w/Signalized Intersections, "Continuous Flow Intersection" at Middleground	Undesirable	Worse	No	ELIMINATED – Undesirable Operations & Increased Crash Rates								
L1	Freeway/Frontage Roads, (Bridges @ Rio, Middleground, Hospital, Largo, Truman)	Desirable/Acceptable	Better	Yes	ELIMINATED – Less Efficient than L2, Constructability Problems								
L2 North	Freeway/Frontage Roads, (Bridges @ Rio, Middleground, Mercy, Truman)	Desirable/Acceptable	Better	Yes	2.1	170	Not Significant	N/A	4	42	\$120,000,000	\$252,000,000	\$372,000,000
L2 South	Freeway/Frontage Roads, (Bridges @ Rio, Middleground, Mercy, Truman)	Desirable/Acceptable	Better	Yes	6.1	840	Not Significant	N/A	26	44	\$123,000,000	\$281,000,000	\$404,000,000
L3	Freeway/Frontage Roads, (Bridges @ Rio, Middleground, Truman)	Desirable/Acceptable	Better	Yes	ELIMINATED – Less Efficient & Less Desirable Access than L2								
L4	Freeway/Frontage Roads, (Bridges @ Rio, Middleground, Largo, Truman)	Desirable/Acceptable	Better	Yes	ELIMINATED – Less Efficient than L2 & Constructability Problems								
M1	Truman Viaduct (Rio to Truman)	Undesirable	Same	No	ELIMINATED – Undesirable Operations & High Cost				2	32	\$300,000,000	\$148,000,000	\$448,000,000
M2	Truman Viaduct (Middleground to Truman), Freeway/Frontage Roads (Rio to Middleground)	Desirable/Acceptable	Better	Yes	ELIMINATED – Less Efficient than L2 & High Cost								



Public comments are also a consideration in the alternatives evaluation process. Feedback from the November 2006 PIOHs show that the **majority** of those commenting on the project prefer a freeway alternative.

What are the Phases of the Project?

The project began with concept development, which included data collection efforts, the development of concept layouts and costs, and a presentation of preliminary concepts to the public (we are here). An environmental document that assesses the potential impacts to the built and natural environment will be developed and additional opportunities for public input and involvement will be provided.



Based on public input and a technical analysis, a preferred alternative will be chosen and presented to the public at a final public hearing. Comments from this meeting will be incorporated into the final environmental document. In the next phases, design for the project will be developed and GDOT may begin acquiring the necessary right-of-way, after which construction can begin.



How can I be involved in the Process?

Cooperation with those who work, live and travel within the study area is essential to the success of these improvement projects. Our public involvement plan includes a variety of opportunities for the public to participate in this study.

Help us Keep in Contact with You: Sign up to be on the mailing list at any open house or contact the public involvement team using the contact information below.

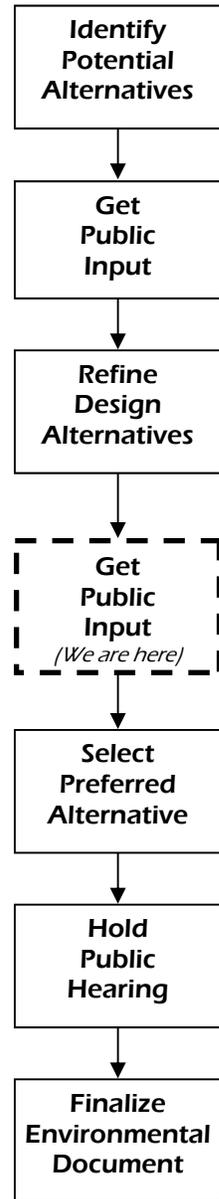
Your Opinion Counts!

Please remember to visit the **Comment Station** to submit your feedback.

Attend the Public Hearing: The Public Hearing Open House will be the public's final opportunity to weigh-in on the improvement alternatives. Comments recorded at this open house will go on record and become a part of the final document.

Tell us what You Think: Up to ten (10) business days after each open house, the public may provide comments via the GDOT website. You may also call the project hotline or write a letter to the public involvement team within the 10-day period. Contact information is provided below.

The NEPA Process



Call the Project Hotline to Speak with the Public Involvement Team or Leave a Message:
1-800-470-2344

Submit your Comment via the GDOT Website:
Go to: www.dot.state.ga.us
Click on "Public Outreach"
Select "Chatham County"

Write to us:
SR 204 Improvements
c/o Sycamore Consulting, Inc.
909 Church Street
Decatur, GA 30030