



Develop effective solutions for the SR 204 corridor through robust planning and public involvement



Known Concerns

- Congestion
- Crashes



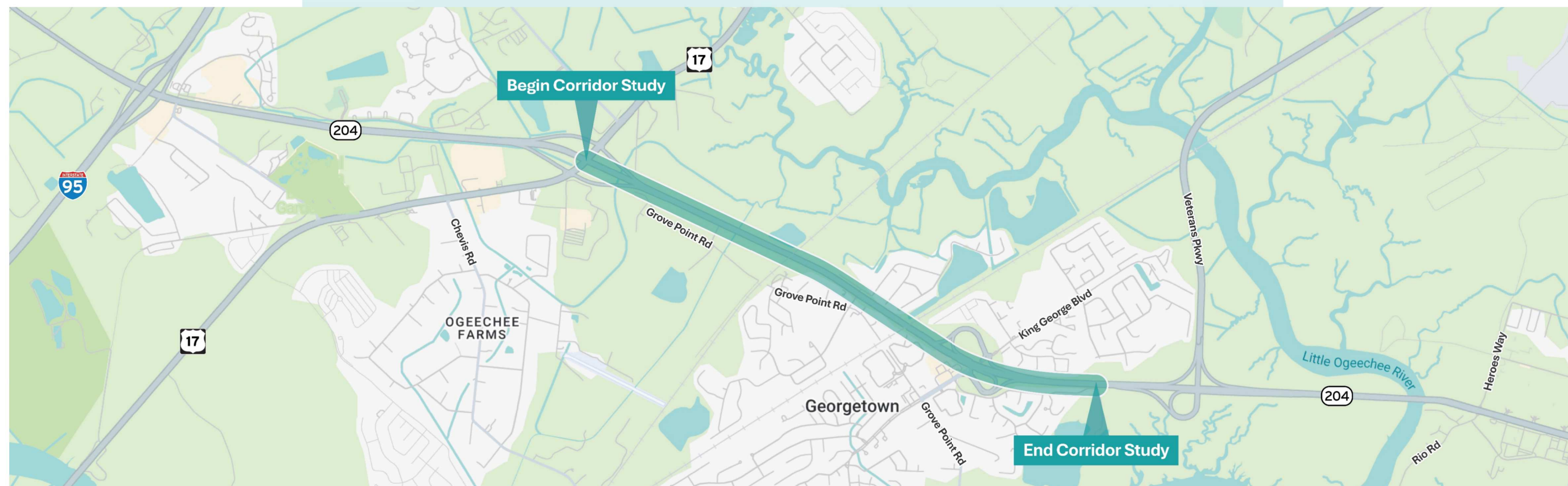
Goals

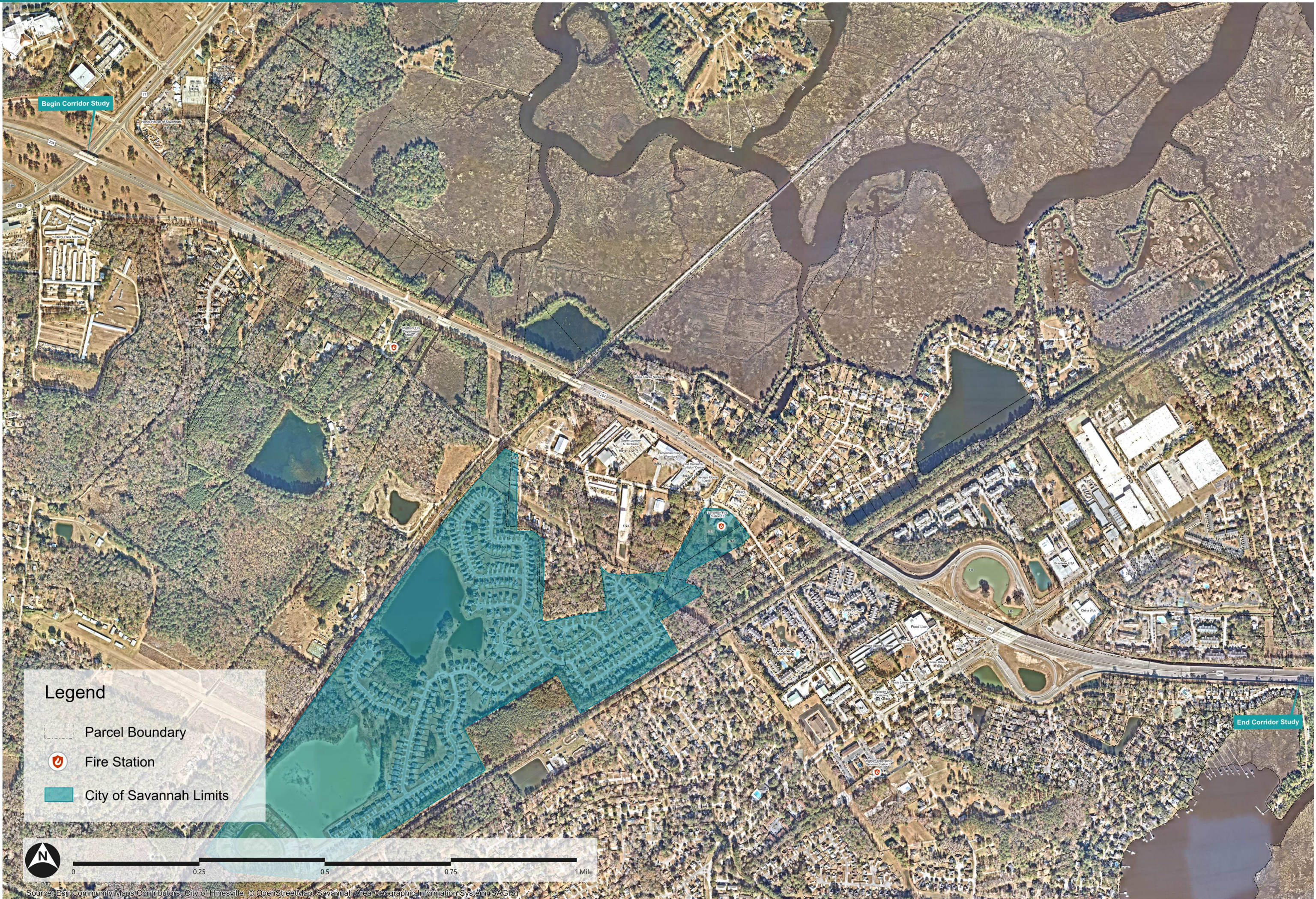
- Reduce congestion
- Minimize crash frequency and severity
- Maintain reasonable access

Study Limits

SR 204 from US 17 to east of King George Blvd, focusing on:

- SR 204/Ford Ave and SR 204/Pine Grove Intersections
- US 17 and King George Boulevard interchange ramp terminals with SR 204

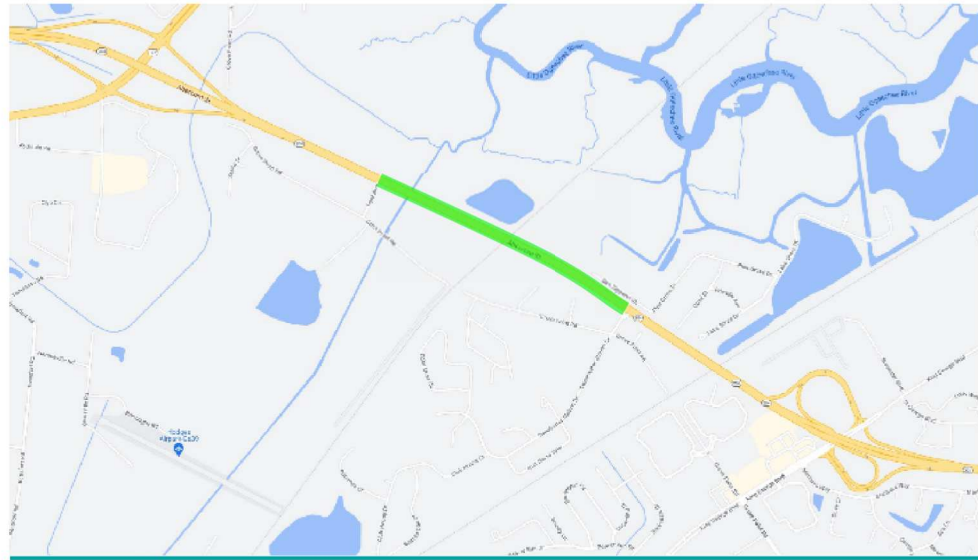




Legend

- Parcel Boundary
- Fire Station
- City of Savannah Limits

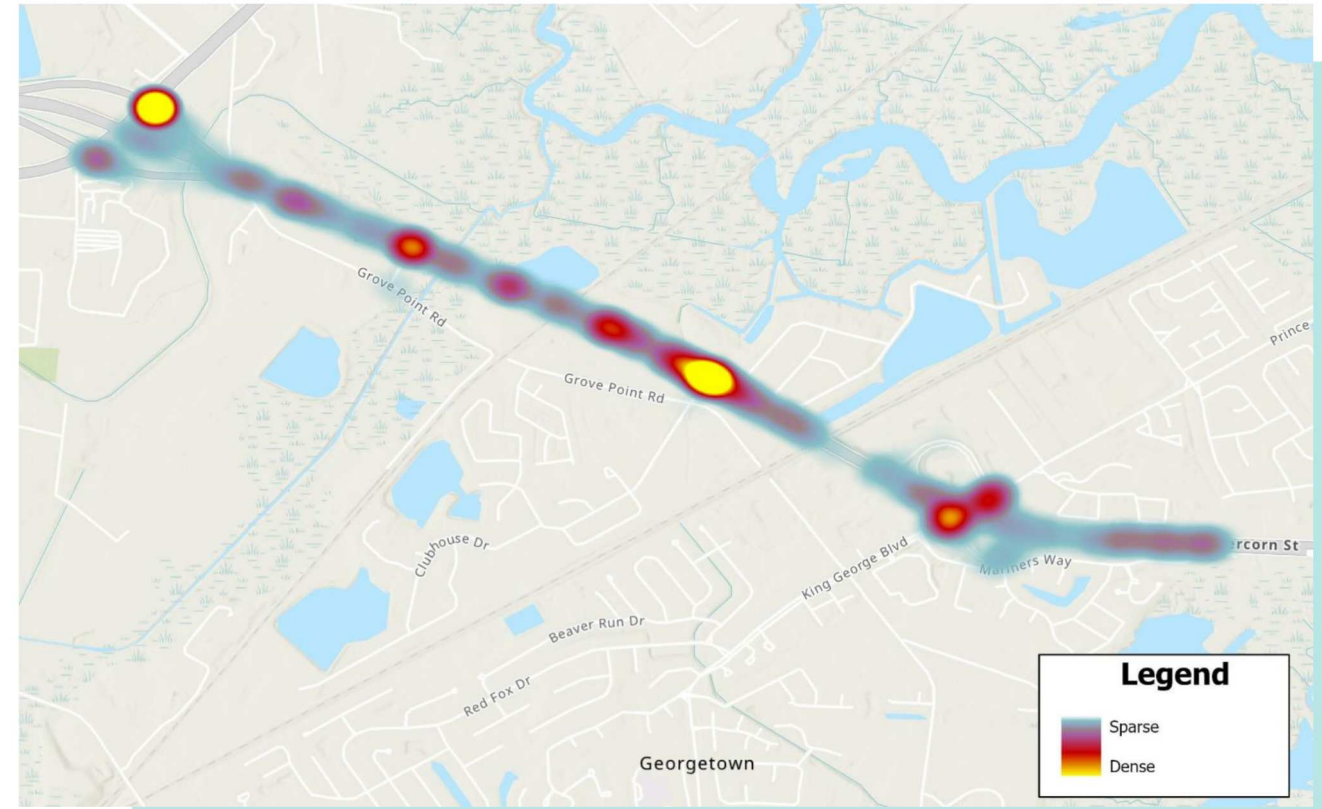




Existing and Projected Traffic Volumes

1. SR 204 Bi-Directional Volume shown for segment between Ford Ave and Pine Grove Dr
2. 1.0% growth rate was used to grow volumes

	Existing	Open Year	Design Year
	2023	2030	2050
AADT	57,600	61,750	75,350
AM Peak	4,585	4,915	5,995
PM Peak	4,755	5,095	6,215
Truck % (AM/PM)	22% / 15%	22% / 15%	22% / 15%



Most crashes occur near:
Pine Grove Dr • US 17 WB ramps

Arterial

- A major road designed for collecting and distributing traffic
- **Speed Limit:** Generally between 30-45 mph.
- **Controlled Access:** Provides permitted access to local streets, driveways, businesses, and houses.
- **Traffic Lights/Stops:** Features multiple traffic lights and stop signs.
- **Crosswalks:** Pedestrian crosswalks are common for people to cross the street.

Freeway

- A major highway designed for fast and efficient long-distance travel
- **Speed Limit:** Generally between 55-65 mph.
- **Limited Access:** Cars can only enter and exit using ramps; no direct access from local streets.
- **No Traffic Lights:** There are no traffic lights, allowing for continuous traffic flow.
- **No Crosswalks:** Pedestrians are not allowed to cross; crossing is done via overpasses or underpasses.

SR 204 Corridor Crash Rates

	2018	2019	2020	2021	2022
Total Crashes					
# of Crashes	135	141	80	169	166
Crash Rate*	304	314	176	369	359
<i>Arterial Statewide Average*</i>	581	559	469	542	568
<i>Freeway Statewide Average**</i>	199	176	152	161	155
Injury Crashes					
# of Crashes	32	38	24	50	44
Crash Rate	72	85	53	109	95
<i>Arterial Statewide Average*</i>	141	137	118	146	218
<i>Freeway Statewide Average**</i>	48	44	41	42	39

* Crash rate is crashes per 100 million vehicle miles

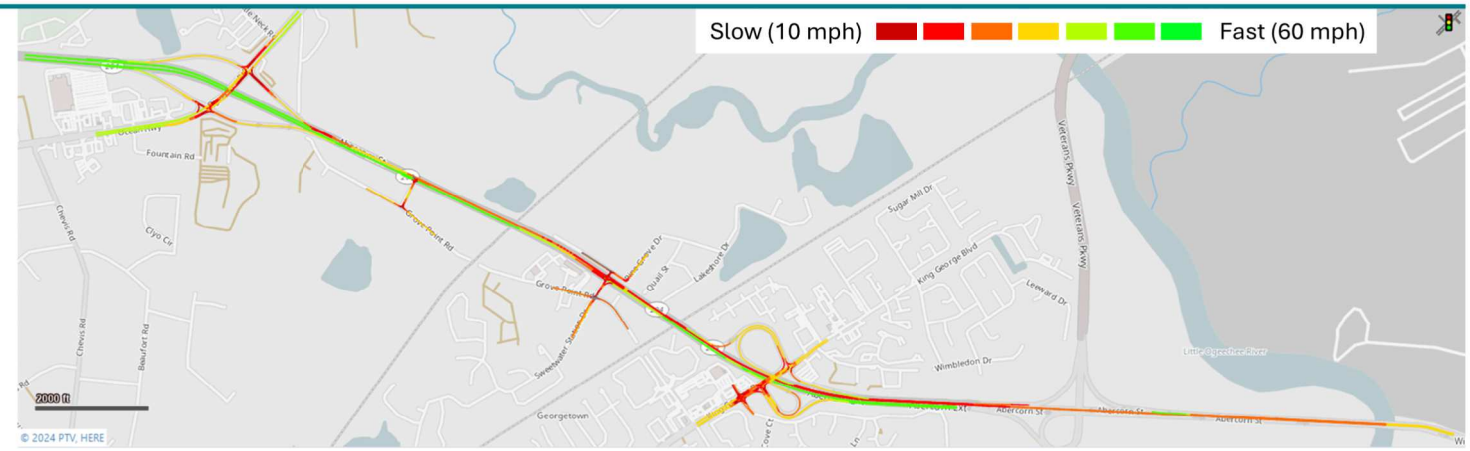
** Statewide average of Principal Arterial, Non-Freeway, Urbanized roadways

*** Statewide average of Principal Arterial, Freeway, Urbanized roadways

Existing AM



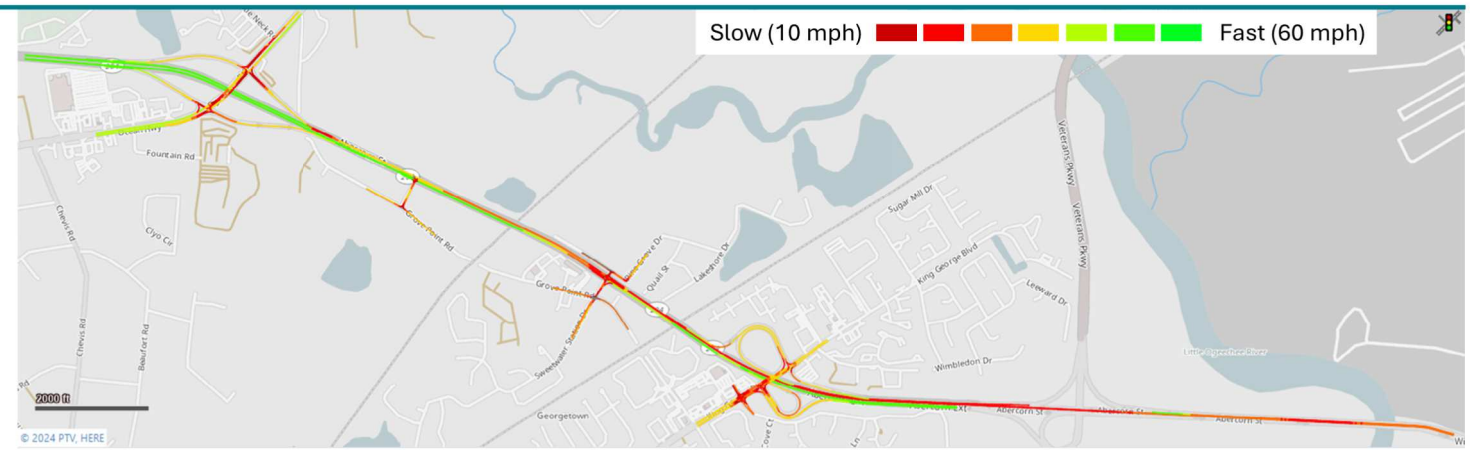
Existing PM



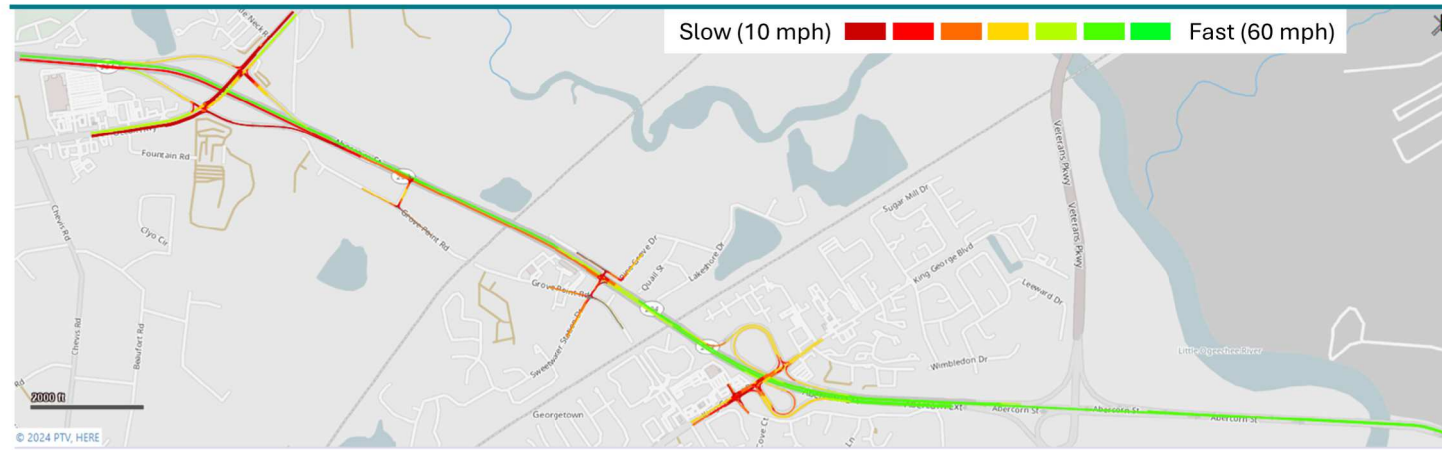
No Build 2030 AM



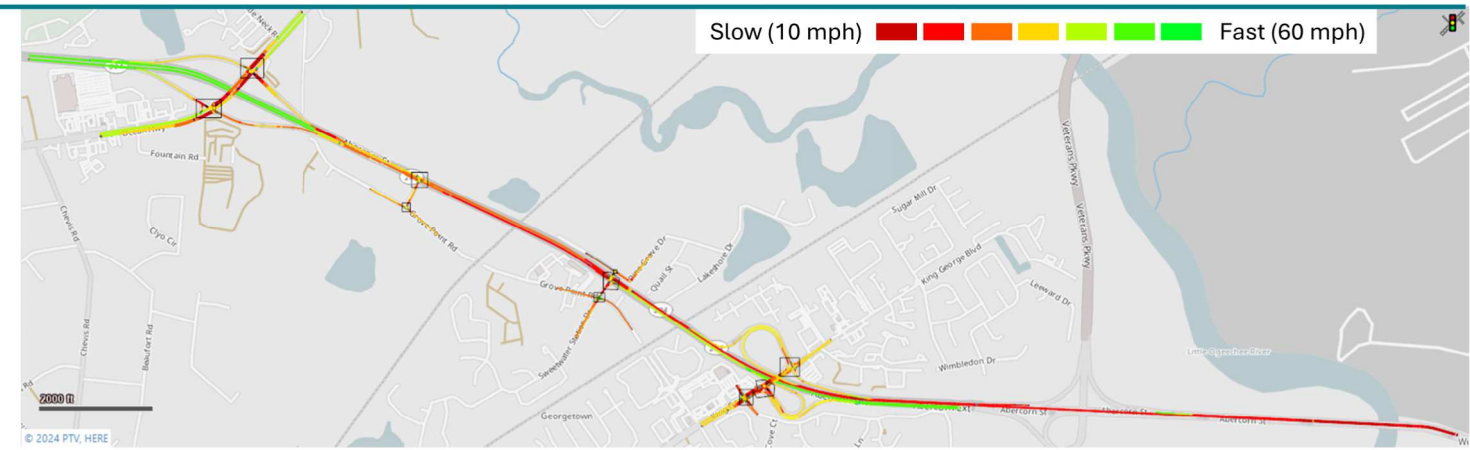
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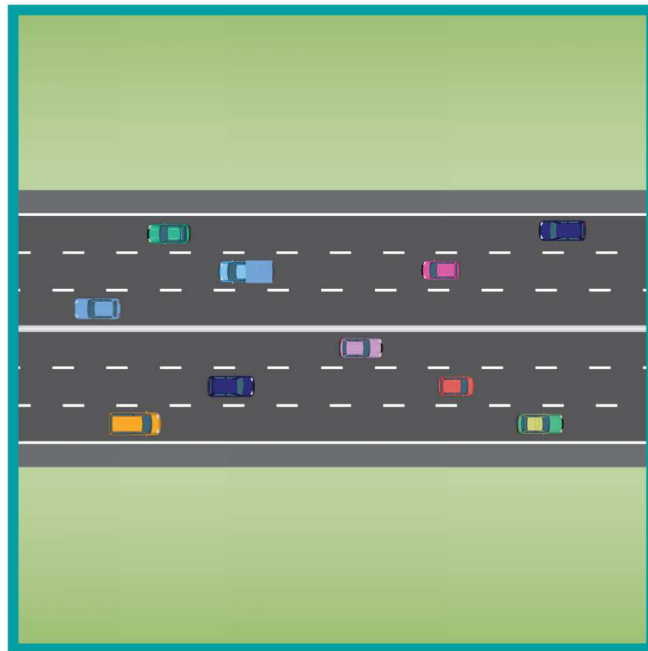


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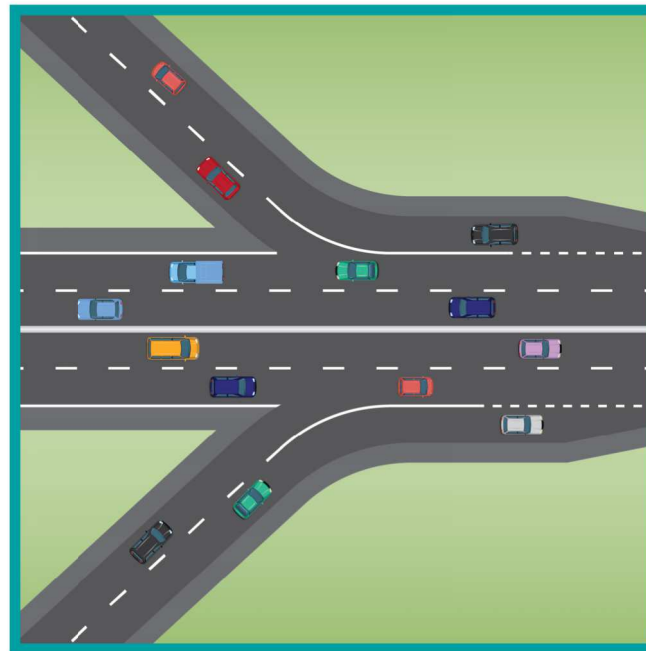
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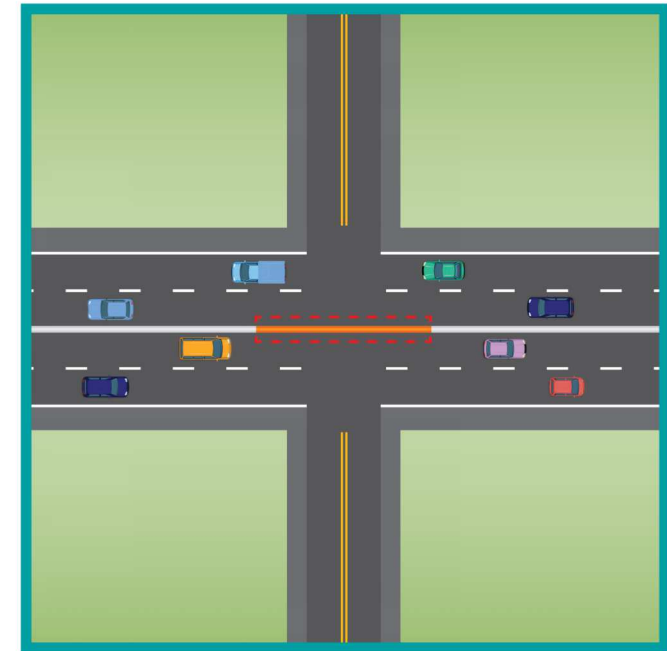
Widening SR 204

| 4 lanes to 6 lanes



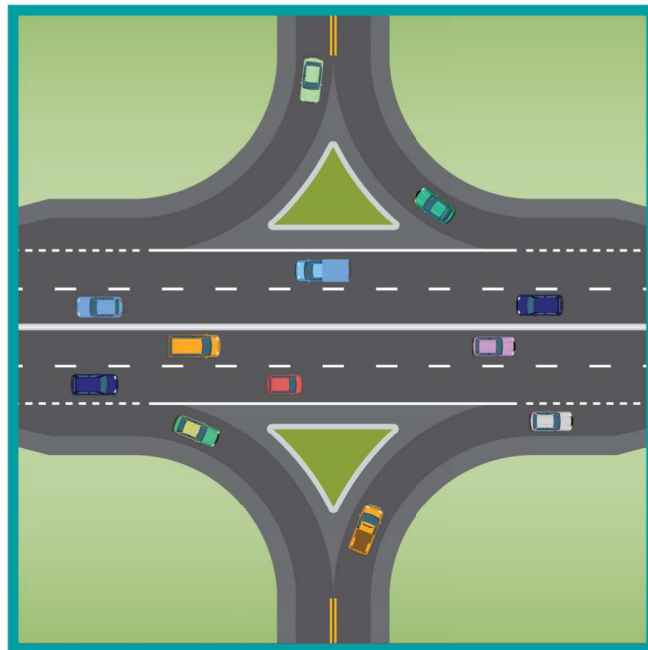
Improving Ramp Entrances and Exits

| SR 204 WB off ramp to US 17



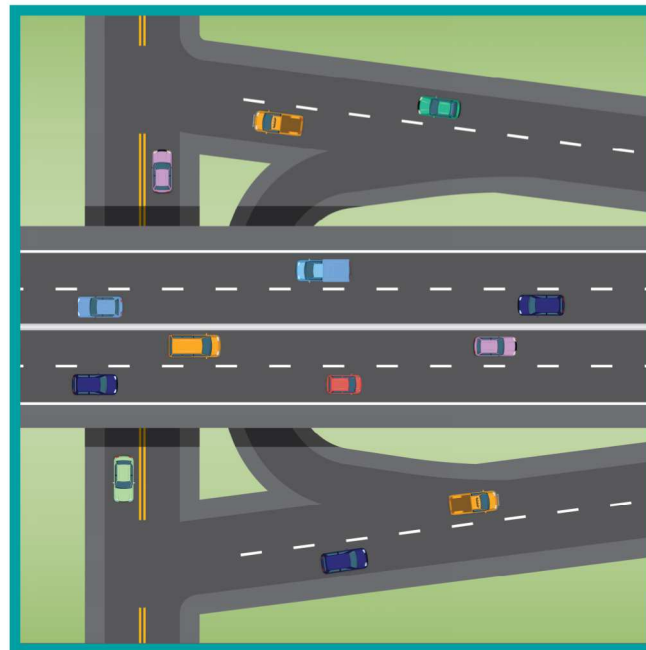
Closing Medians

| SR 204 at Ford Ave
| SR 204 at Pine Grove Dr



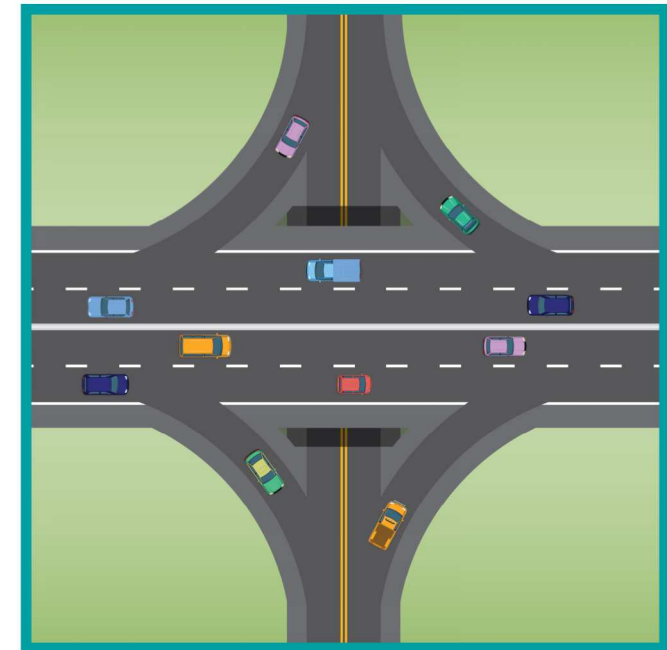
Adding Acceleration/Deceleration Lanes

| SR 204 at Ford Ave
| SR 204 at Pine Grove Dr



Adding U-Turn

| SR 204 WB to SR 204 EB at US 17



Adding an Interchange

| SR 204 at Pine Grove Dr

Analyzed for an Open Year of 2030

Alternative A

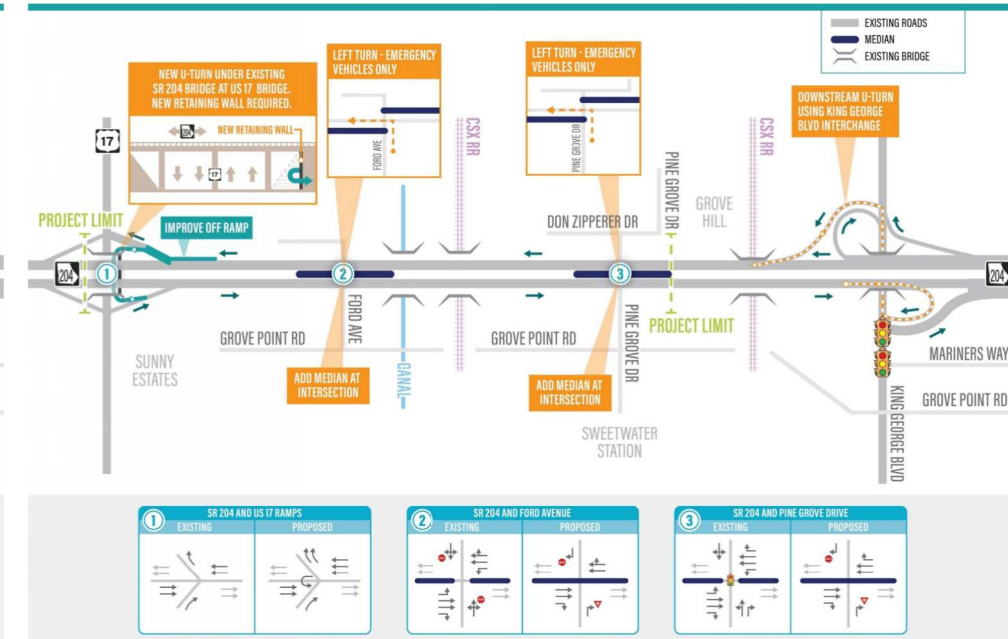
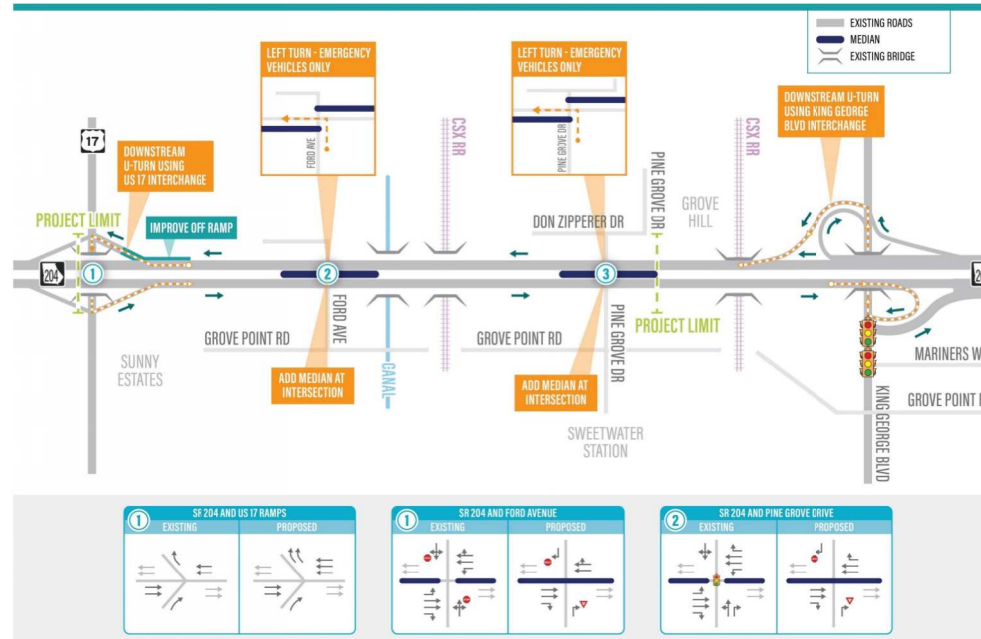
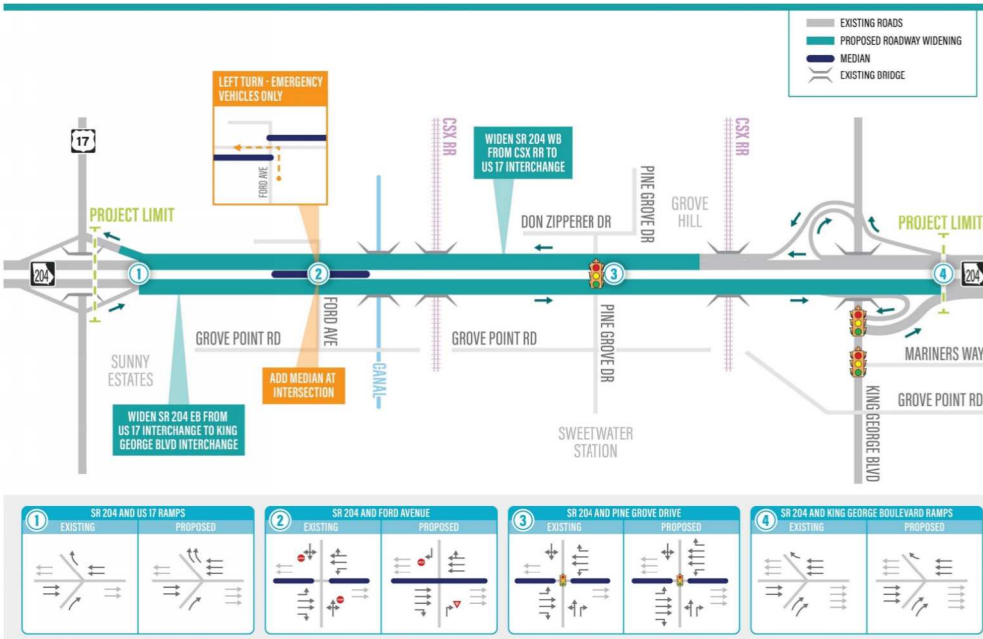
- Widen SR 204 from 4 to 6 lanes between US 17 and King George Blvd, closing median at Ford Ave, maintain signalized intersection at Pine Grove Dr

Alternative B

- Close median at Ford Ave and Pine Grove Dr; improve SR 204 WB off ramp to US 17

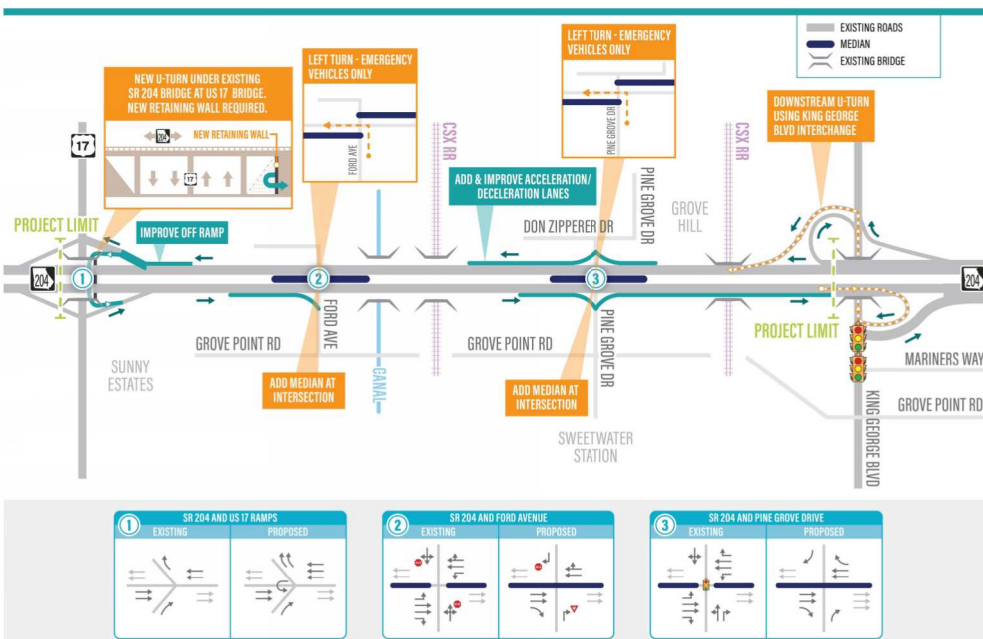
Alternative C

- Close median at Ford Ave and Pine Grove Dr; improve SR 204 WB off ramp to US 17; add U-turn underneath existing SR 204 bridge at US 17



Alternative D

- Close median at Ford Ave and Pine Grove Dr; improve SR 204 WB off ramp to US 17; add U-turn underneath existing SR 204 bridge at US 17; add acceleration/deceleration lanes along SR 204 at Ford Ave and Pine Grove Dr



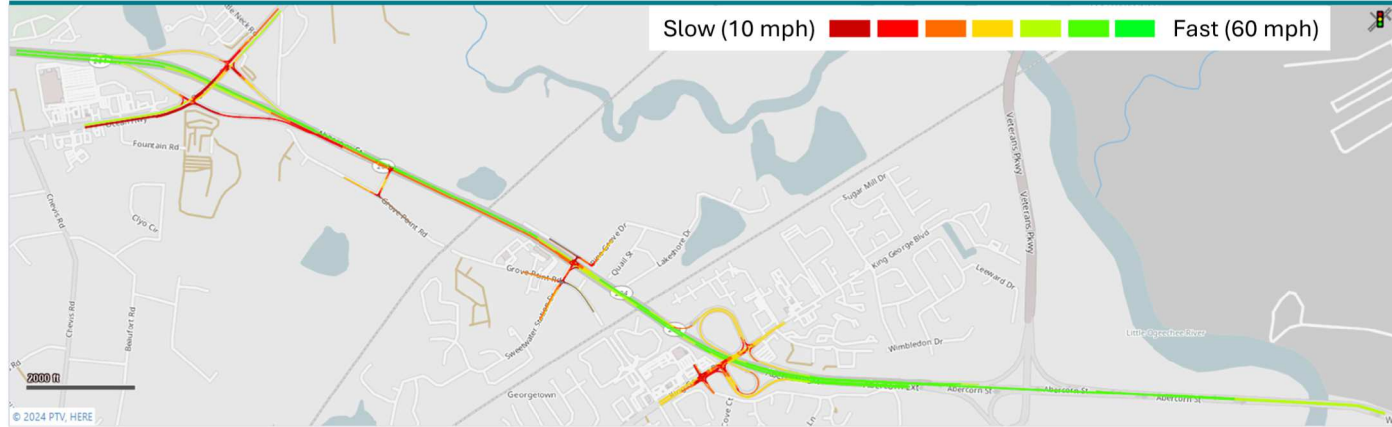
Short Term Alternatives Comparison

SR 204 Alternative Matrix - Short Term				
Alternatives	A	B	C	D
Safety Benefit	Low	Medium	Medium	High
Traffic Operations*				
Overall Delay	Medium Reduction	Medium Reduction	Medium Reduction	Medium Reduction
SR 204 Travel Time	Medium Reduction	Medium Reduction	Medium Reduction	Medium Reduction
Ford Ave Travel Time	Small Increase	Small Increase	Small Increase	Small Increase
Pine Grove Travel Time	Small Reduction	Medium Increase	Small Increase	Small Increase
Environmental Impacts	Medium	Small	Small	Small
Community Impact	Small	Small	Small	Small
Cost**	\$ 30,000,000	\$ 4,500,000	\$ 9,700,000	\$ 20,000,000

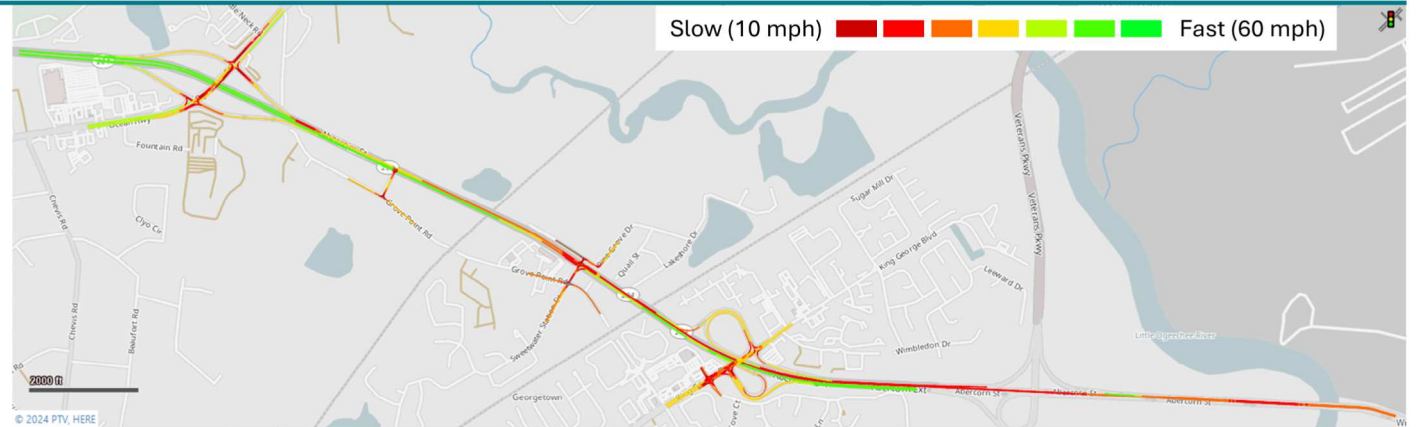
*Compared with Open Year No Build Conditions in 2030

**Cost is in today's dollars - does not include construction inflation

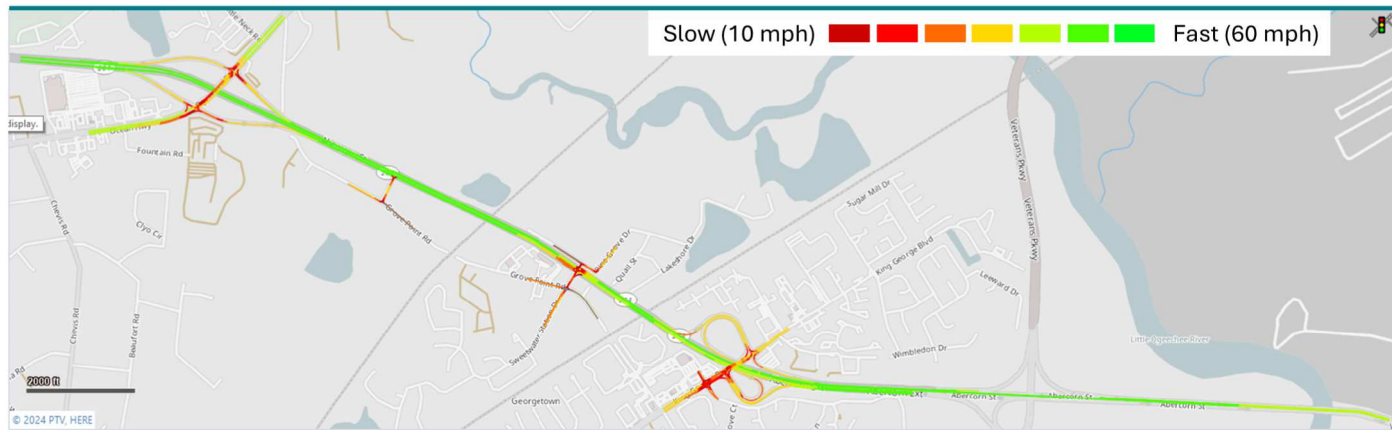
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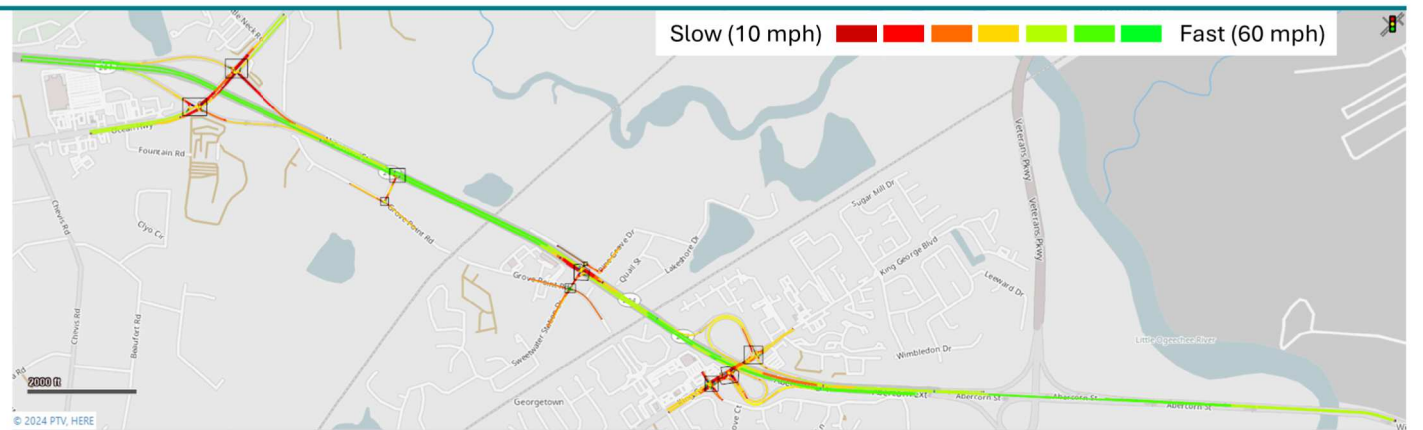
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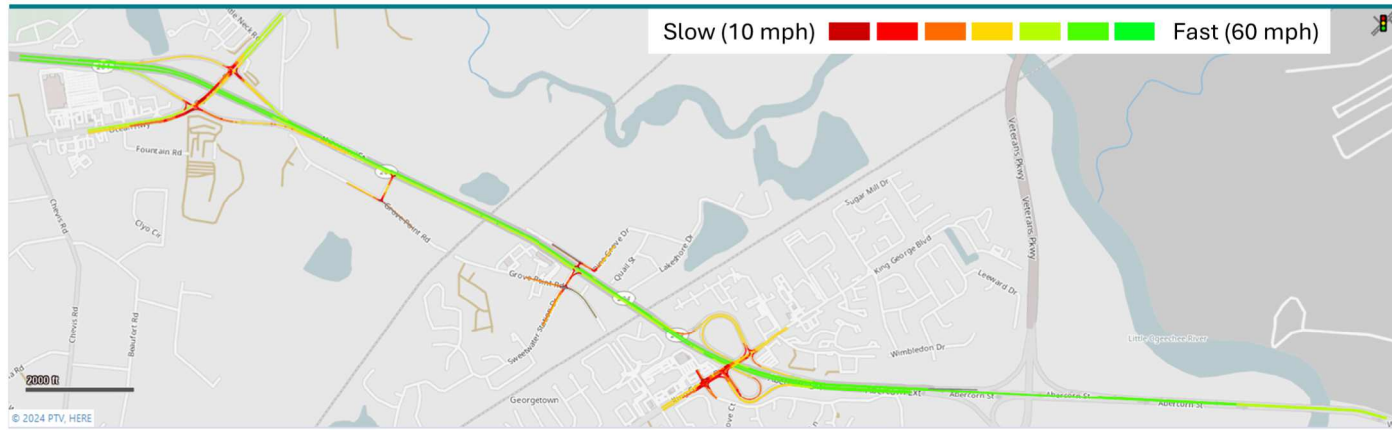
Alternative A - Build Year 2030 AM



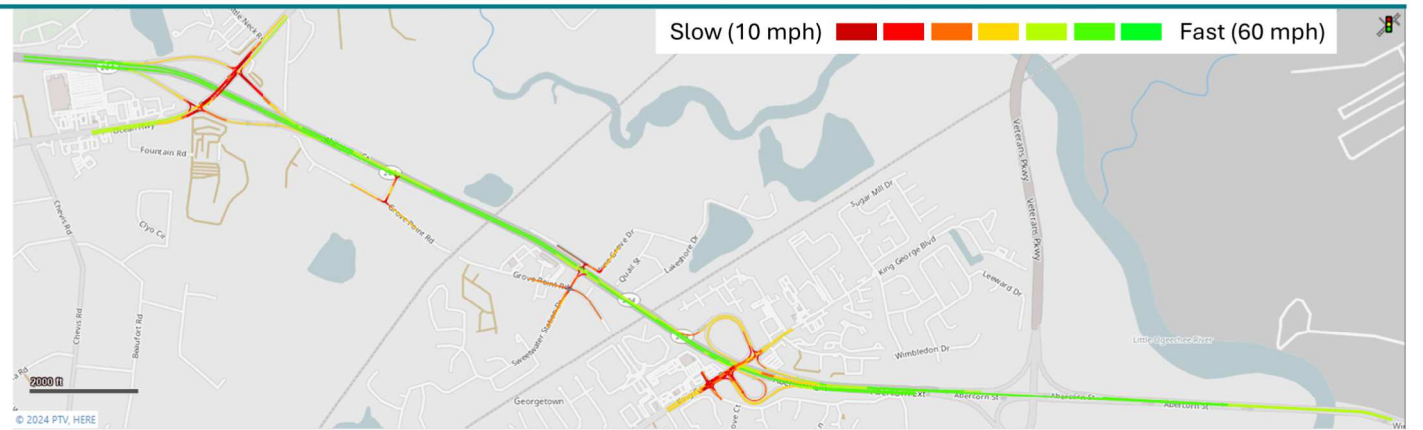
Alternative A - Build Year 2030 PM



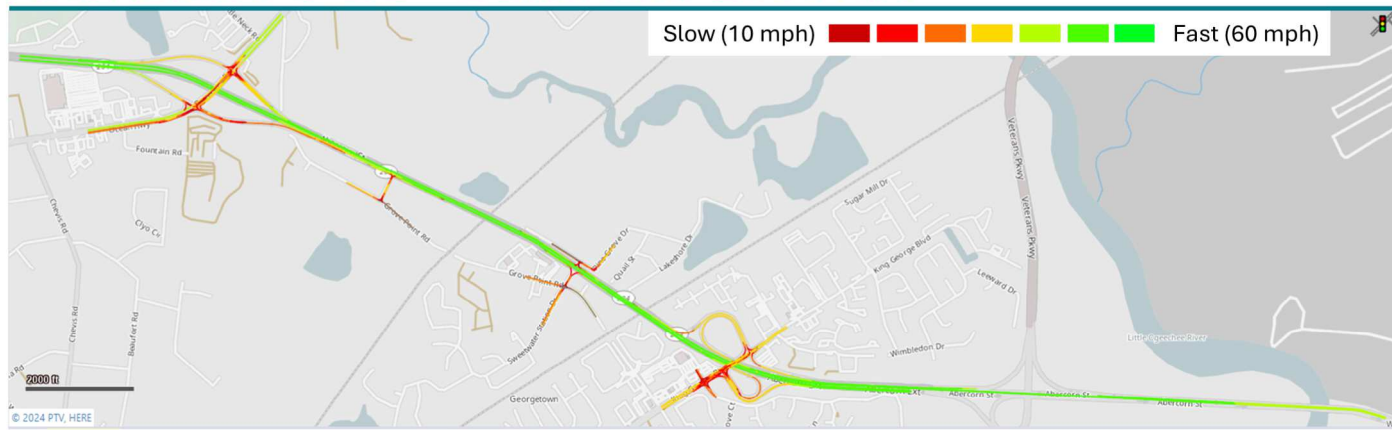
Alternative B - Build Year 2030 AM



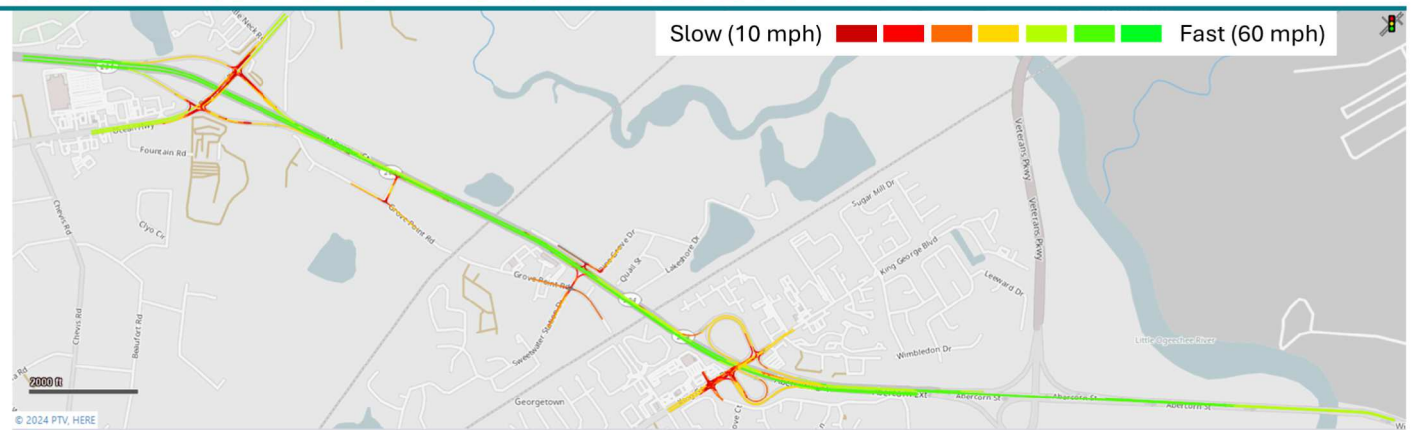
Alternative B - Build Year 2030 PM

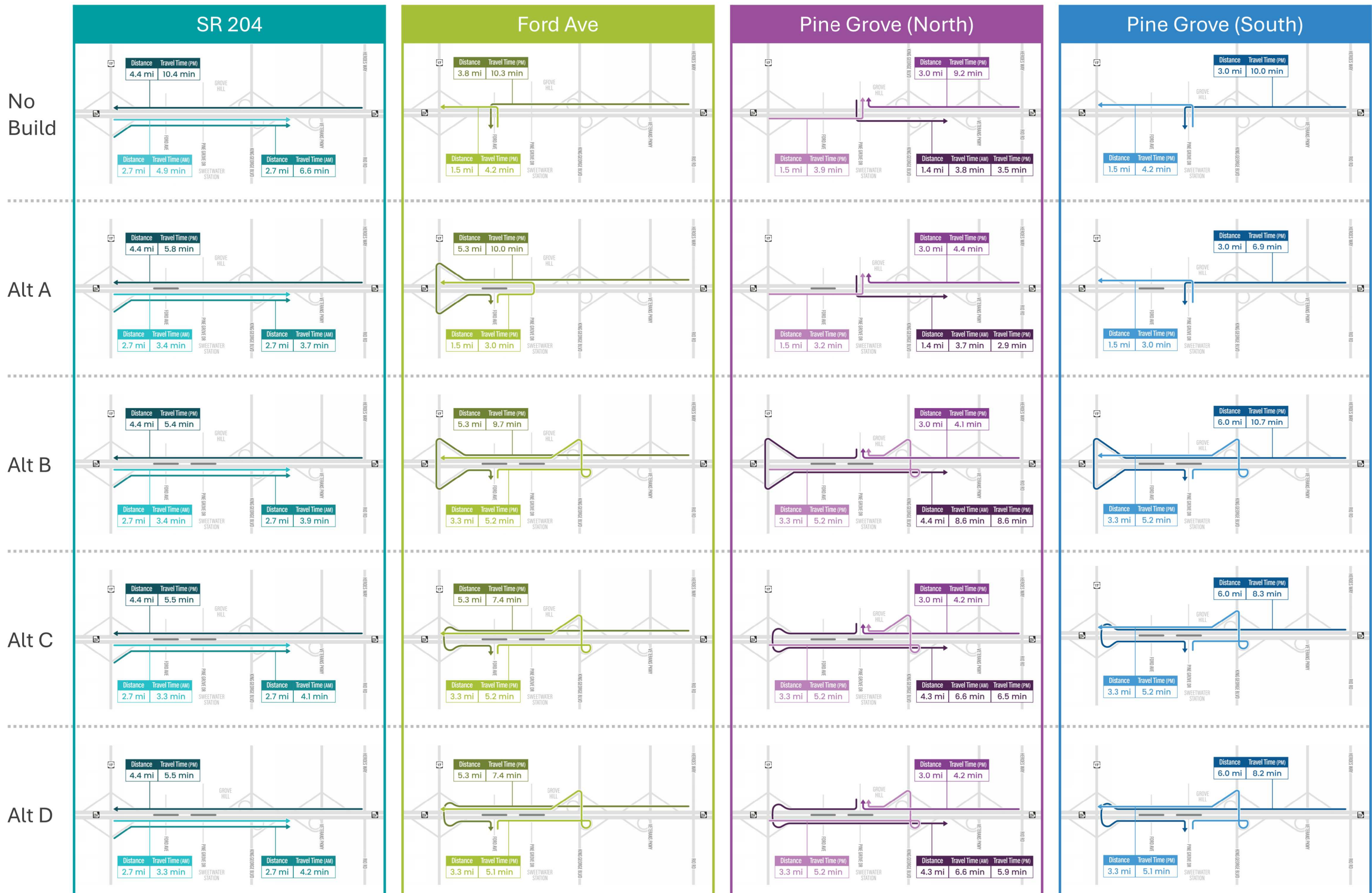


Alternative C & D - Build Year 2030 AM



Alternative C & D - Build Year 2030 PM





Analyzed for an Open Year of 2050

Alternative J

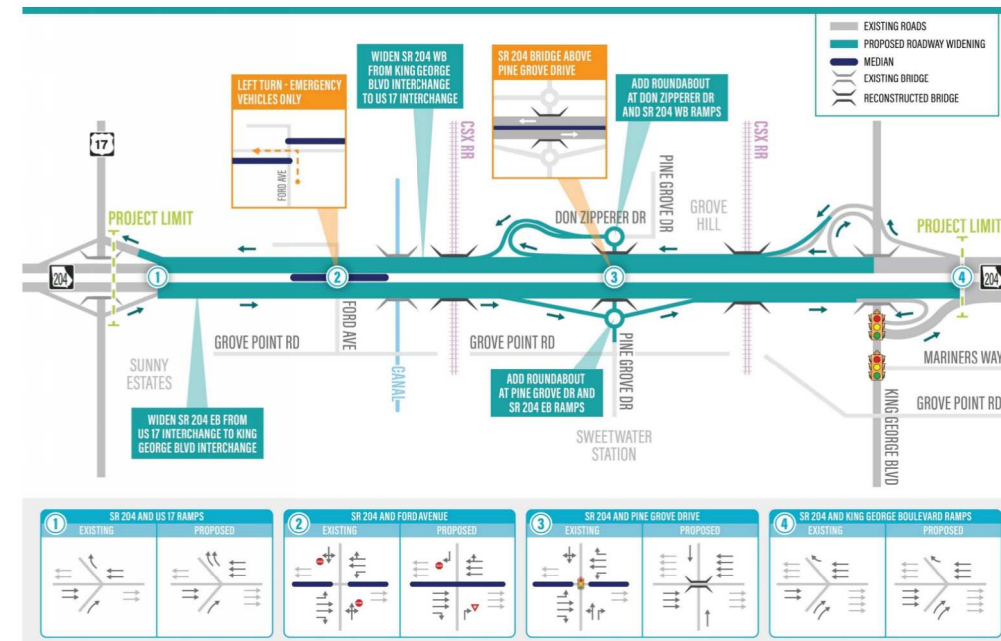
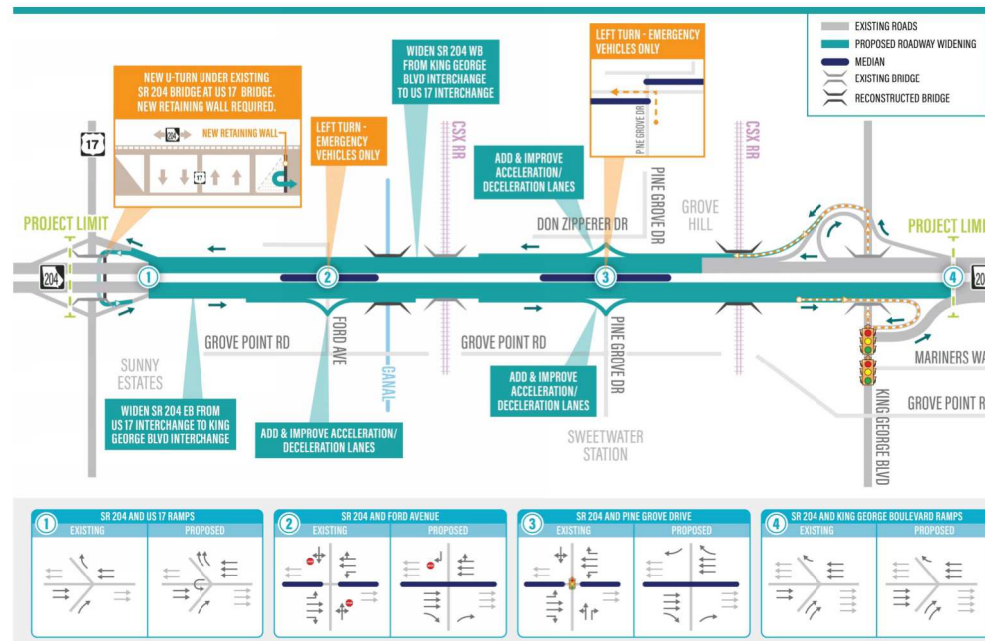
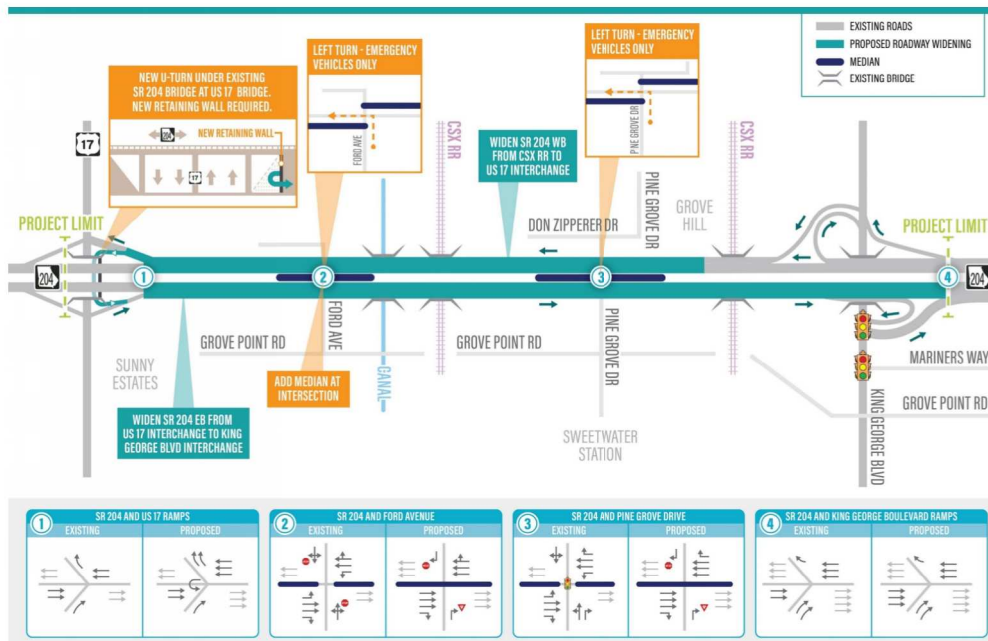
- Widen SR 204 from 4 to 6 lanes between US 17 and King George Blvd; close median at Ford Ave and Pine Grove Dr; add U-turn underneath existing SR 204 bridge at US 17

Alternative K

- Widen SR 204 from 4 to 6 lanes between US 17 and King George Blvd; close median and add acceleration/ deceleration lanes along SR 204 at Ford Ave and Pine Grove Dr; add U-turn underneath existing SR 204 bridge at US 17

Alternative L

- Widen SR 204 from 4 to 6 lanes between US 17 and King George Blvd; grade separate Pine Grove Dr with ramps and roundabout terminals



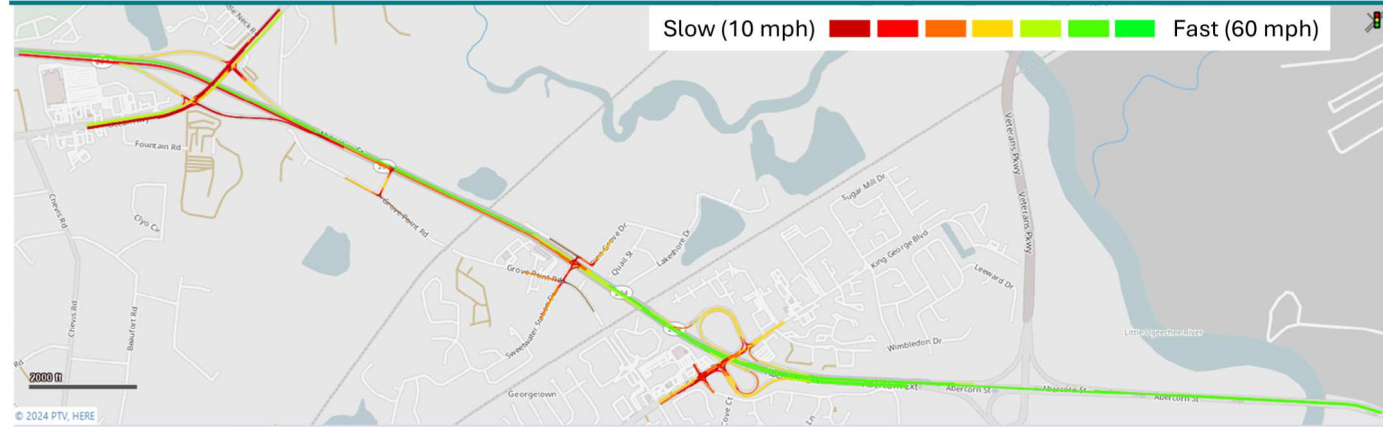
Long Term Alternatives Comparison

SR 204 Alternative Matrix - Long Term			
Alternatives	J	K	L
Safety Benefit	Medium	High	High
Traffic Operations*			
Overall Delay	Large Reduction	Large Reduction	Large Reduction
SR 204 Travel Time	Large Reduction	Large Reduction	Large Reduction
Ford Ave Travel Time	Medium Reduction	Medium Reduction	Medium Reduction
Pine Grove Travel Time	Medium Reduction	Medium Reduction	Large Reduction
Environmental Impacts	Medium	High	High
Community Impact	Small	Medium	Medium
Cost**	\$ 36,000,000	\$ 58,000,000	\$ 96,000,000

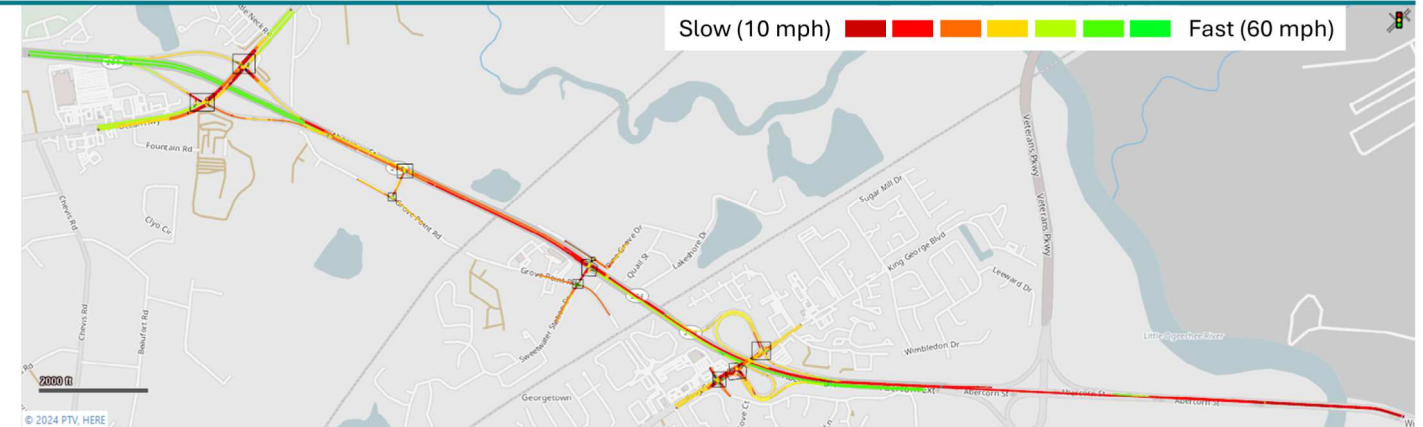
*Compared with Design Year No Build Conditions in 2050

**Cost is in today's dollars - does not include construction inflation

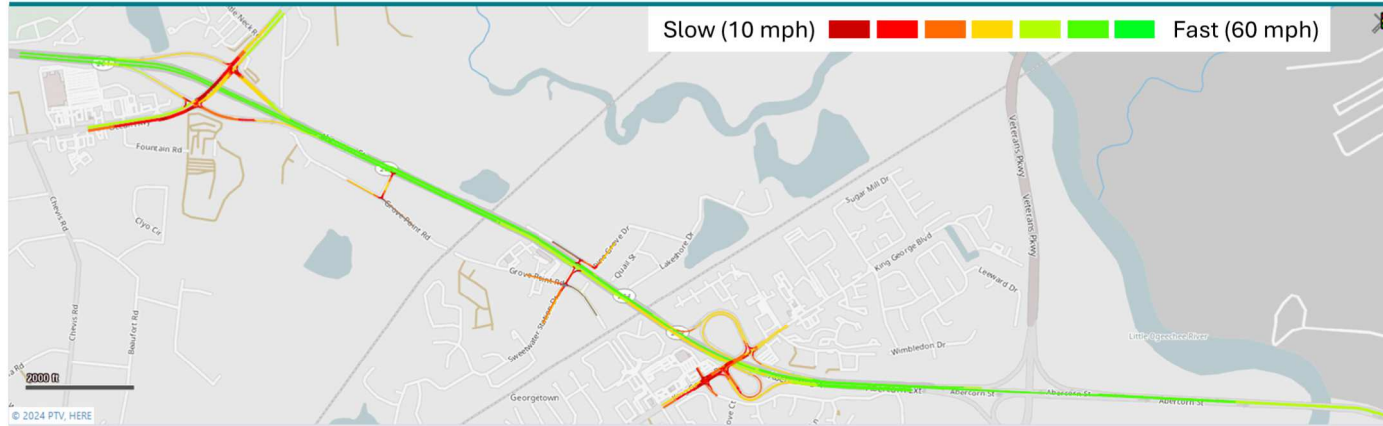
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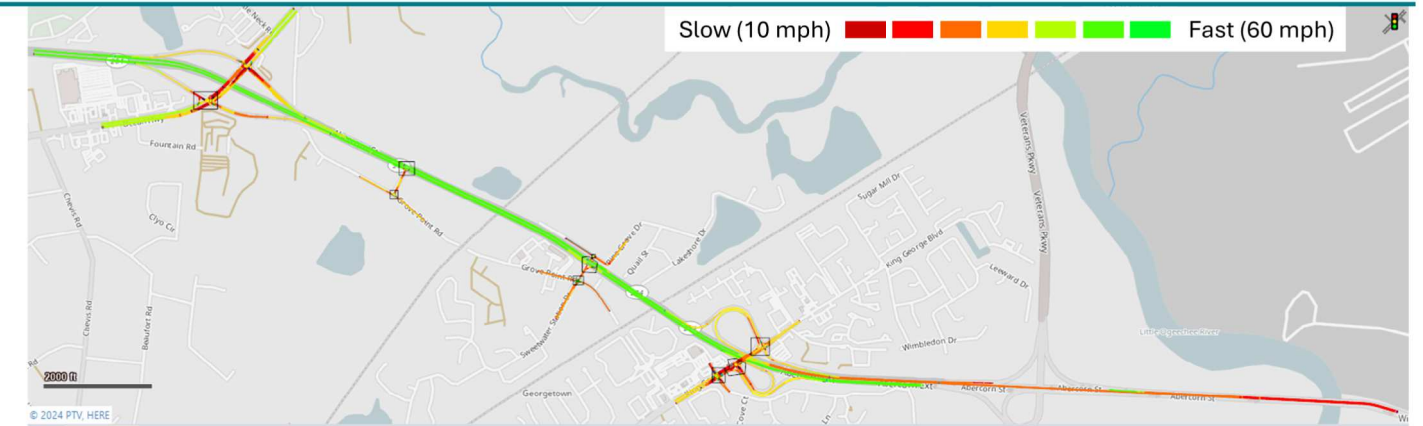
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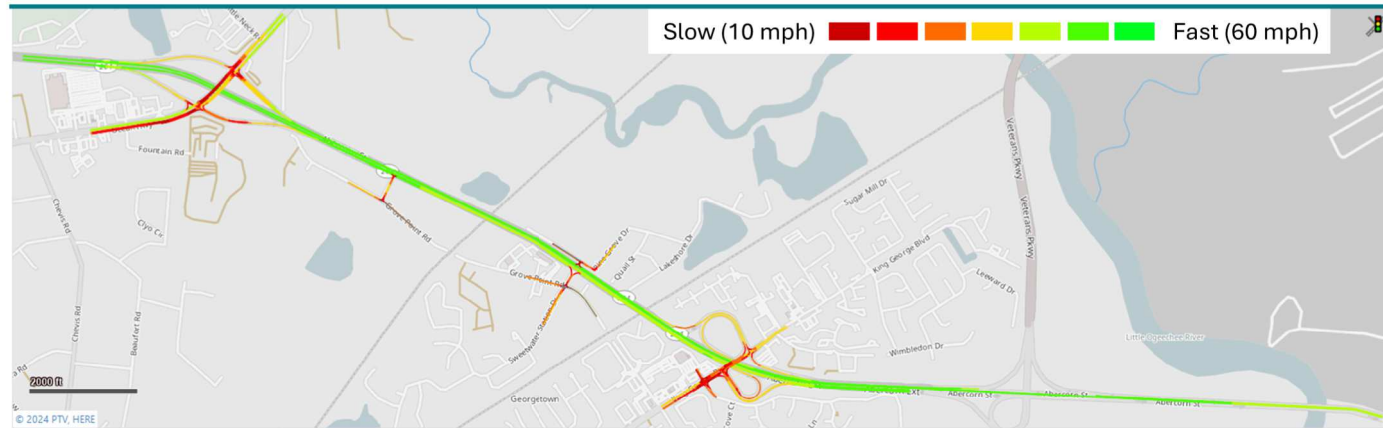
Alternative J - Build Year 2050 AM



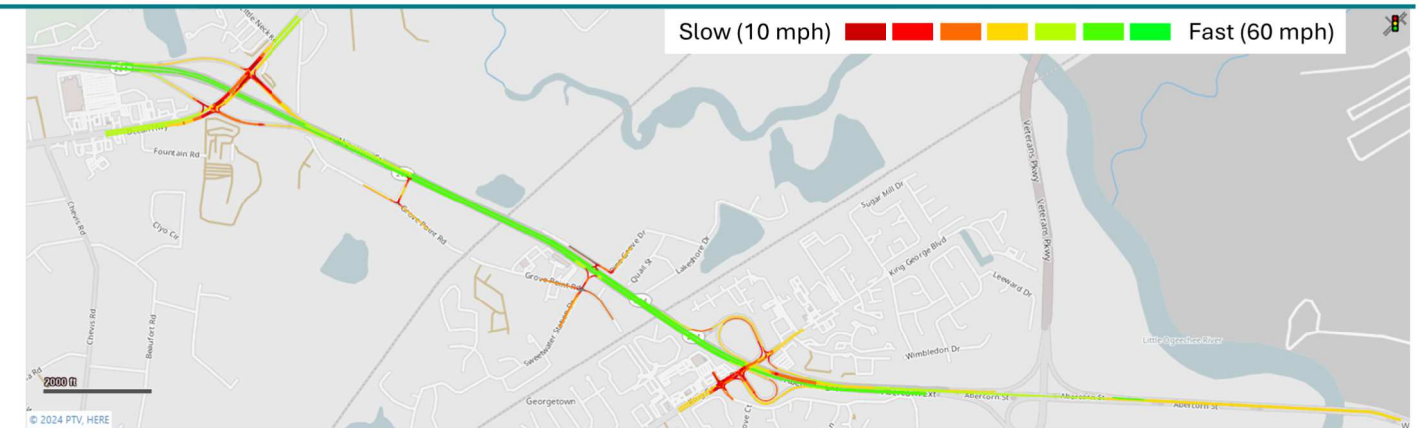
Alternative J - Build Year 2050 PM



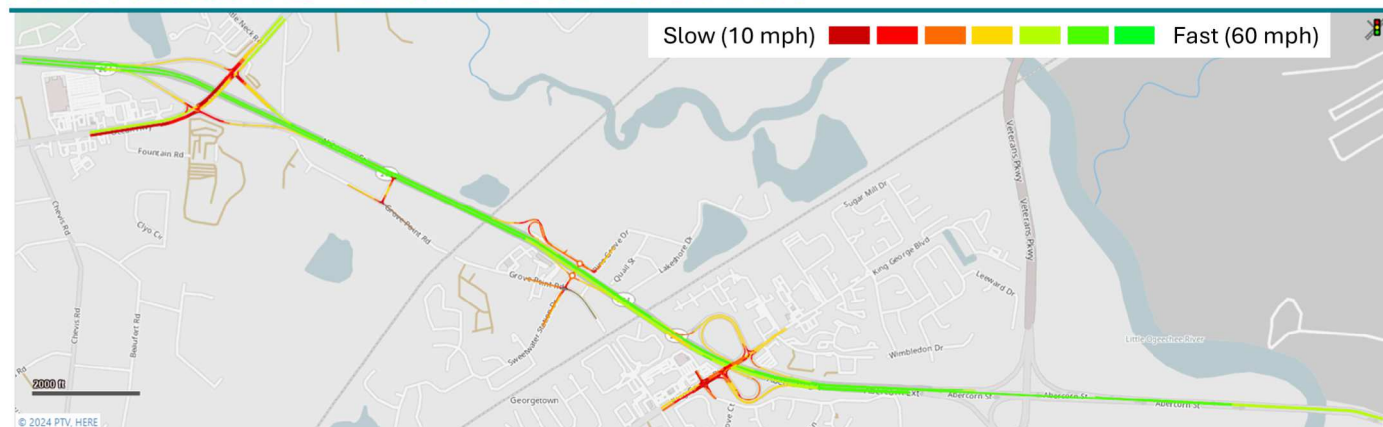
Alternative K - Build Year 2050 AM



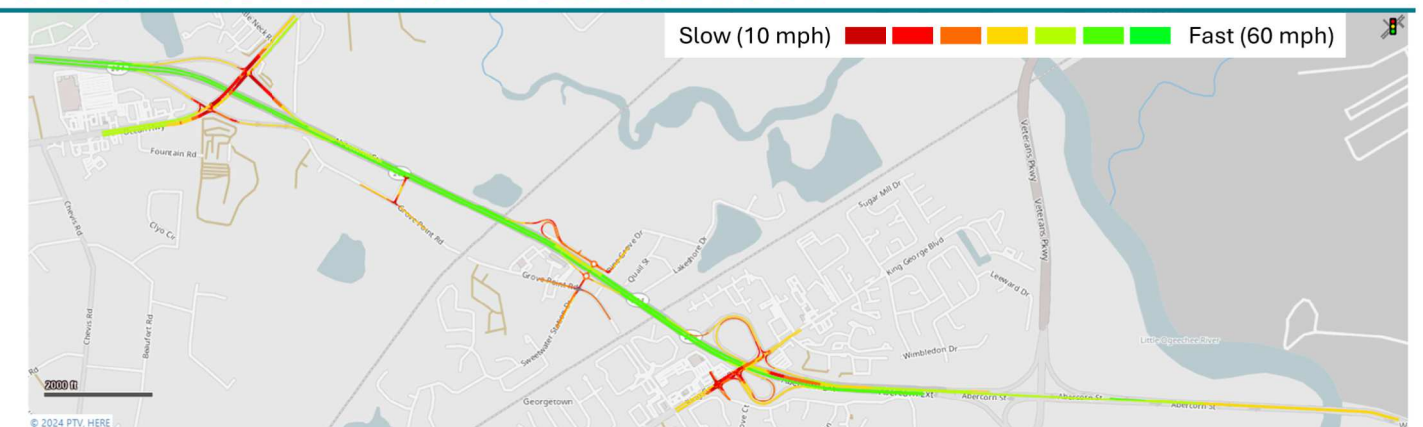
Alternative K - Build Year 2050 PM

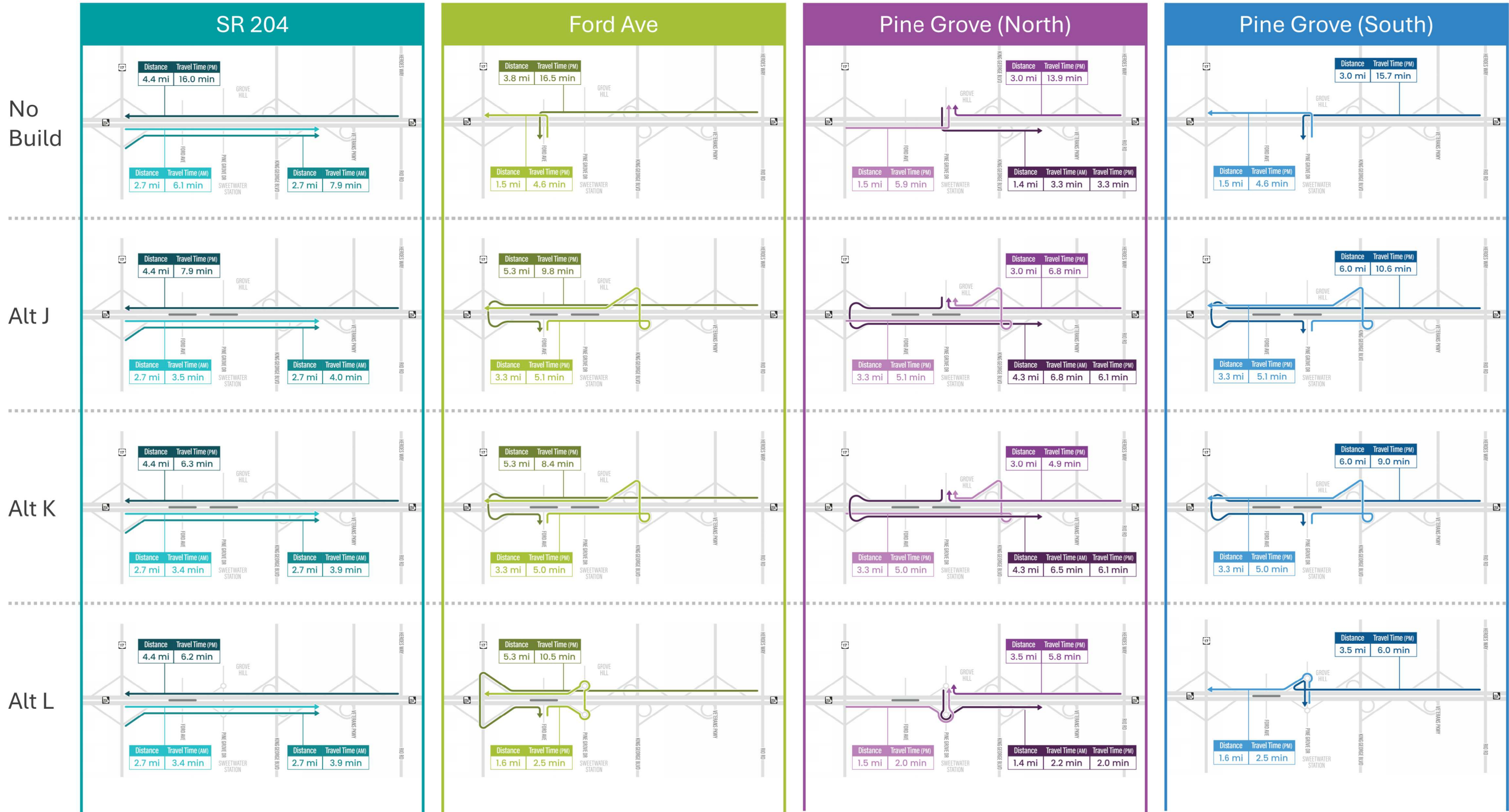


Alternative L - Build Year 2050 AM



Alternative L - Build Year 2050 PM





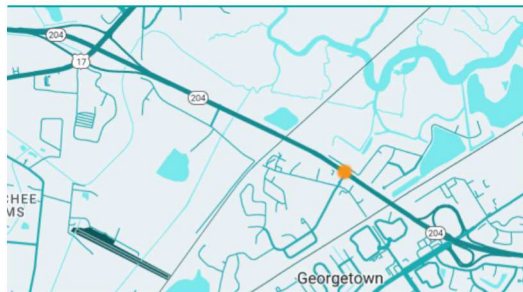
Alternative Design Concept

Considerations



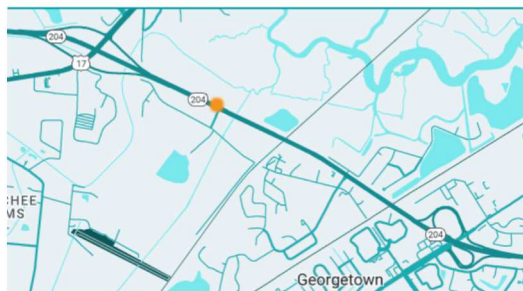
Widening SR 204 to three lanes in both directions from the CSX railroad bridge west of Pine Grove Dr to the King George Blvd interchange ramps. Install new traffic signal at Pine Grove Dr.

The partial widening would provide less benefit compared with Alternative A (widening US 17 to King George), and may increase crashes.



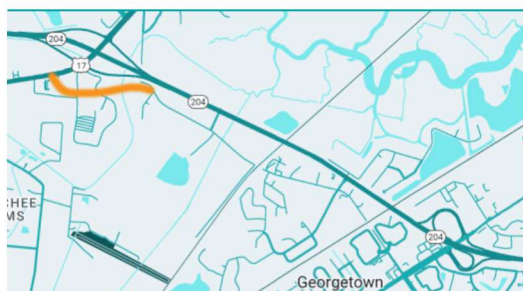
Convert the SR 204 at Pine Grove Dr intersection to a signalized restricted crossing U-turn intersection (RCUT). This would allow left turns from SR 204 onto Pine Grove Rd but no left turns out.

The signalized intersection would continue to cause excess delay on SR 204 and would see a much smaller reduction in crashes than fully closing the median (Alternatives B, C, D).



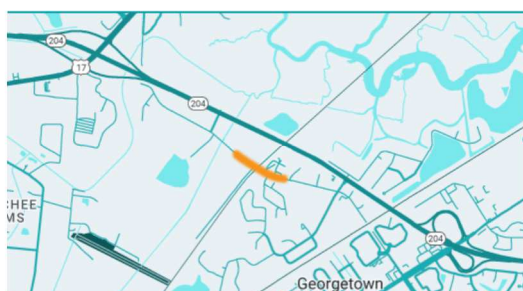
Convert the SR 204 at Ford Ave intersection to an unsignalized restricted crossing U-turn intersection (RCUT). This would allow left turns from SR 204 onto Ford Ave but no left turns out.

The RCUT would provide some reduction in crashes, but much less than fully closing the median (Alternatives A, B, C, D).



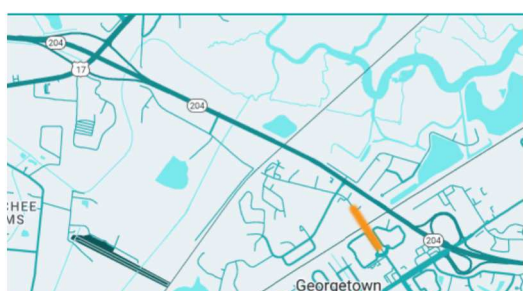
Connect Grove Point Rd with Fountain Rd and US 17 to the west.

The extension would impact commercial properties, especially Keller's Flea Market. Travel times to and from Ford Ave would typically be longer than Alternatives A, B, C, and D.



Connect Grove Point Road from Ford Ave to Pine Grove Dr/Sweetwater Station Dr using a bridge over the CSX railroad while closing the median and removing Ford Ave access to SR 204.

Bridge and its approaches would be costly and cause excessive impacts to surrounding properties and would conflict with the electric transmission line. Travel times to/from Ford Ave would typically be longer than Alternatives A, B, C, and D.

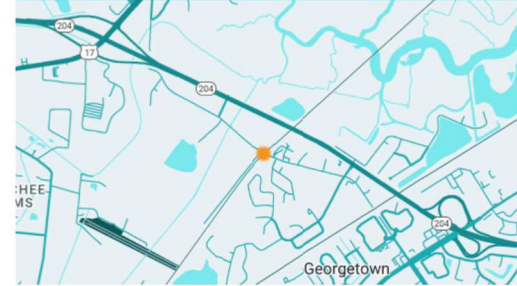


Connect Grove Point Road from Pine Grove Dr/ Sweetwater Station Dr to King George Blvd using a bridge over the CSX railroad while closing the median and removing the signal and Pine Grove Dr access to SR 204.

Bridge and its approaches would be costly and impactful to surrounding properties and the electric transmission line. Travel times to/from Pine Grove Dr/ Sweetwater Station Dr would typically be longer than Alternatives A, B, C, and D.

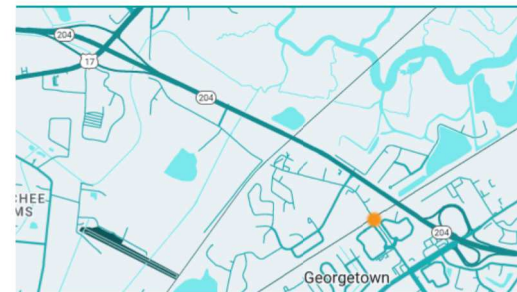
Alternative Design Concept

Considerations



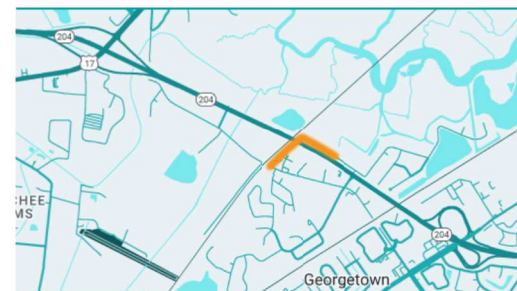
Connect Grove Point Road from Ford Ave to Pine Grove Dr/Sweetwater Station Dr using an at grade crossing of the CSX railroad while closing the median and removing Ford Ave access to SR 204.

An at grade railroad crossing risks collisions between vehicles and trains, leading to potential fatalities, injuries, and property damage. Travel times to/from Ford Ave would typically be longer than Alternatives A, B, C, and D.



Connect Grove Point Road from Pine Grove Dr/ Sweetwater Station Dr to King George Blvd using an at grade crossing of the CSX railroad while closing the median and removing the signal and Pine Grove Dr access to SR 204.

An at grade railroad crossing risks collisions between vehicles and trains, leading to potential fatalities, injuries, and property damage. Travel times to/from Pine Grove Dr/Sweetwater Station Dr would typically be longer than Alternatives A, B, C, and D.



In conjunction with alternatives that close the Pine Grove Dr median opening, connect Grove Point Rd to Don Zipperer Dr with a new roadway underneath the SR 204 bridge over the western branch of CSX railroad.

Cost of constructing the new roadway and impacts to commercial properties likely outweigh benefits of maintaining a direct connection between the Grove Hill neighborhood and Sweetwater Station and other properties south of SR 204.



Connect Lake Shore Drive at the rear of the Grove Hill neighborhood to King George Blvd using an at grade crossing of the CSX railroad while closing the median and removing the signal and Grove Hill access to SR 204.

An at grade railroad crossing risks collisions between vehicles and trains, leading to potential fatalities, injuries, and property damage. Travel times to/from Grove Hill would typically be longer than Alternatives A, B, C, and D.



Connect Lake Shore Drive at the rear of the Grove Hill neighborhood to King George Blvd using a bridge over the CSX railroad while closing the median and removing the signal and Grove Hill access to SR 204.

Bridge and its approaches would be costly and impactful to surrounding residences and commercial properties. It would require the acquisition of at least three residential lots and displace at least two existing property owners. Travel times to/from Grove Hill would typically be longer than Alternatives A, B, C, and D.

Summer 2024

- CORE MPO TCC and Policy Meetings
– August 2024
- Begin Stakeholder Meetings

Fall 2024



Public Meeting No. 1 – October 2024

- Continue Stakeholder Meetings
- Prepare Conceptual Plans for Alternatives

Winter 2025

- Refine Alternatives and Analysis

Spring 2025

- CORE MPO TCC and Policy Meetings
– March 2025
- Public Meeting No. 2
– April 2025

Summer 2025

- Finalize Recommendations
– June 2025



Your feedback is important to us!

Provide feedback today



Written comments

- Fill out comment card
- Drop in the comment box



Verbal comments

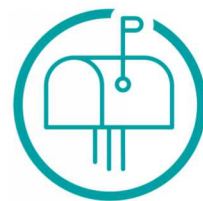
- Speak with court reporter
- Your comments will be transcribed

Provide feedback after the meeting



Online

- Chatham County website
- Scan the QR code



Mail

- Mail your comment card to
 - Mr. Nathaniel Panther, P.E.
Chatham County
Department of Engineering
124 Bull Street
Room 430
Savannah, GA 31401



Email

- Email your comment to
- Mr. Nathaniel Panther, P.E.,
npanther@chathamcounty.org

Please provide your feedback before Wednesday, November 27, 2024