SR 204 Corridor Study

Background

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

Known Concerns

- Congestion
- Crashes

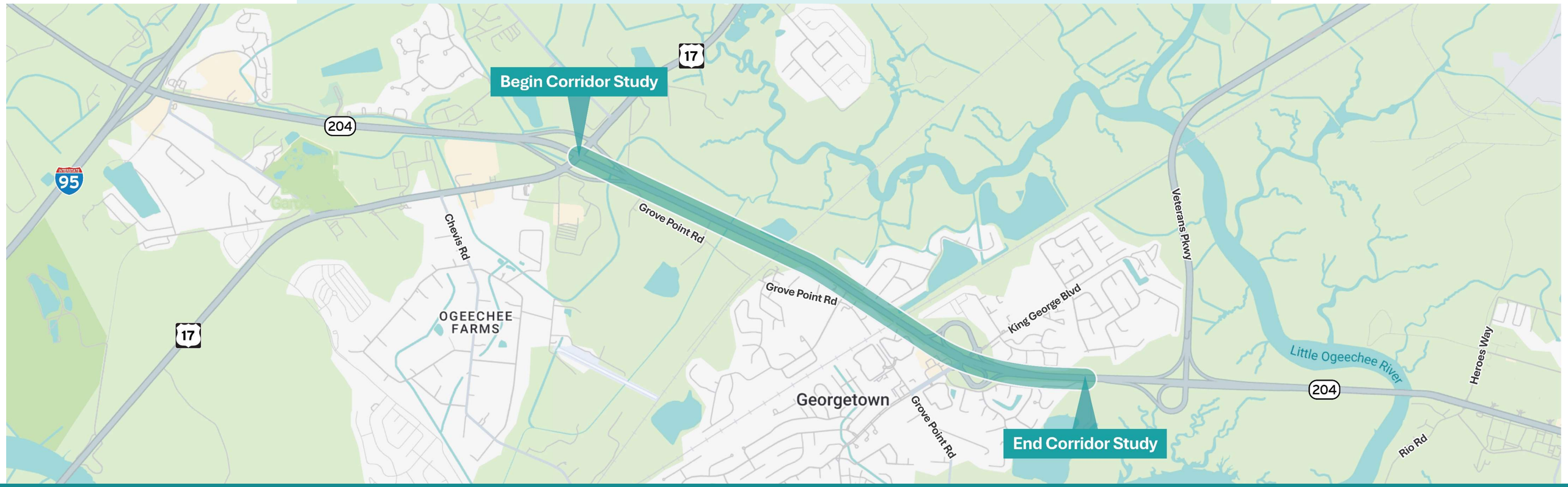
Goals

- 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:

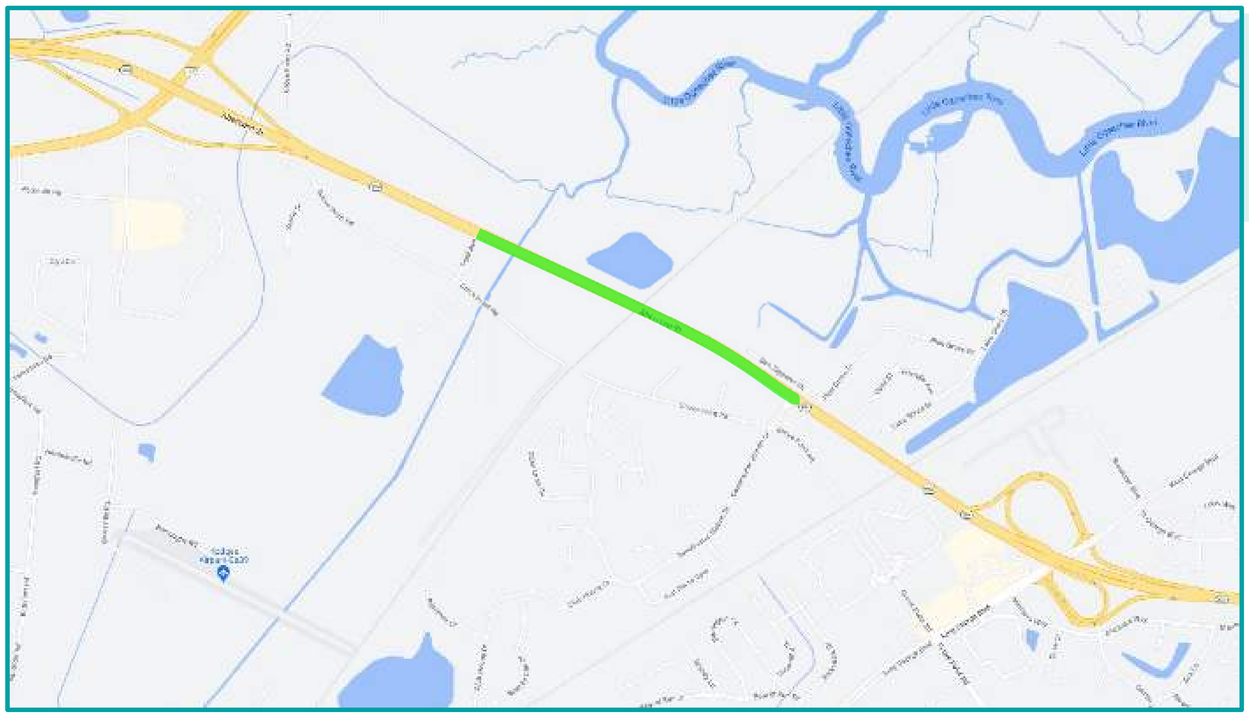
- SR 204/Ford Ave and SR 204/Pine Grove Intersections
- US 17 and King George Boulevard interchange ramp terminals with SR 204



SR 204 Corridor Study

Aerial Map

Traffic & Speeds



Existing and Projected Traffic Volumes

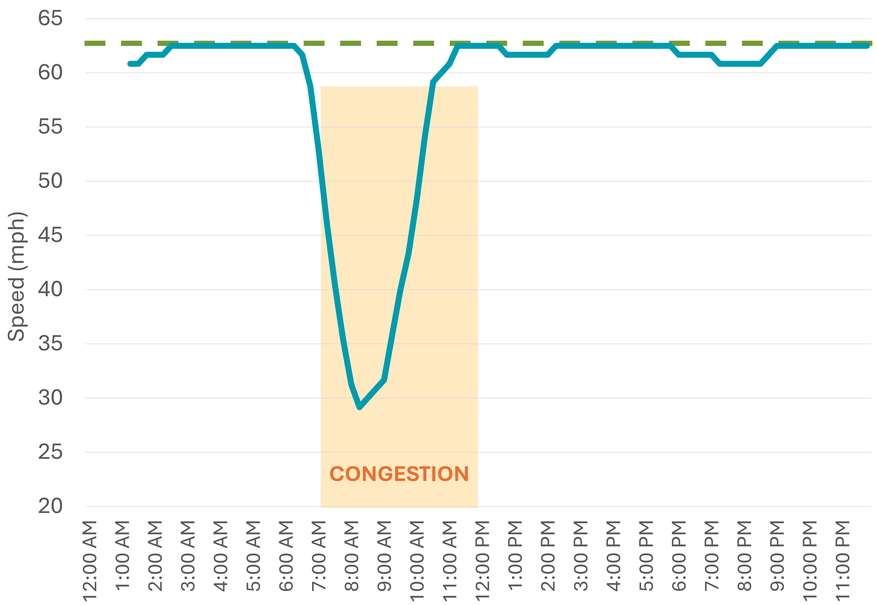
1. SR 204 Bi-Directional Volume shown for segment between Ford Ave and Pine Grove Dr
2. 1.0% growth rate was used to grow volumes

	Existing	Open Year	Design Year
	2023	2030	2050
AADT	57,600	65,400	87,050
AM Peak	5,285	5,810	7,360
PM Peak	5,490	6,055	7,895
Truck % (AM/PM)	22% / 15%	22% / 15%	22% / 15%

Traffic volumes from 2030 Open Year and 2050 Design Year have increased 10-15% from values shown in October 2024 due to proposed developments west of the Study Area.

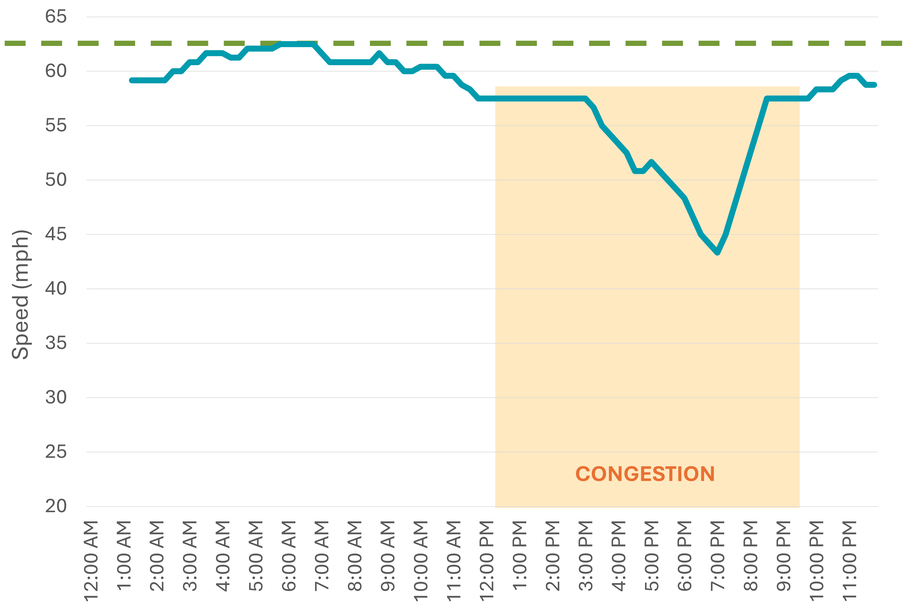
SR 204 Eastbound Speed
(Median)

9% of vehicles traveling 70 mph or higher



SR 204 Westbound Speed
(Median)

2% of vehicles traveling 70 mph or higher



63 mph
median speed without congestion

**Speeds captured between Ford Ave and Pine Grove Dr*
***Posted speed limit is 55 mph*

Traffic & Crashes

Most crashes occur near:

Pine Grove Dr • US 17 WB ramps

SR 204 Corridor Crash Rates

Note: 2023 increasing crash and injury rates over 2021 and 2022

	2019	2020	2021	2022	2023
Total Crashes					
# of Crashes	141	80	169	166	237
Crash Rate*	314	176	369	359	507
*Arterial Statewide Average**	*559*	*469*	*542*	*568*	*526*
*Freeway Statewide Average***	*176*	*152*	*161*	*155*	*135*
Injury Crashes					
# of Crashes	38	24	50	44	61
Crash Rate	85	53	109	95	130
*Arterial Statewide Average**	*137*	*118*	*146*	*218*	*136*
*Freeway Statewide Average***	*44*	*41*	*42*	*39*	*33*

** 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*

Arterial

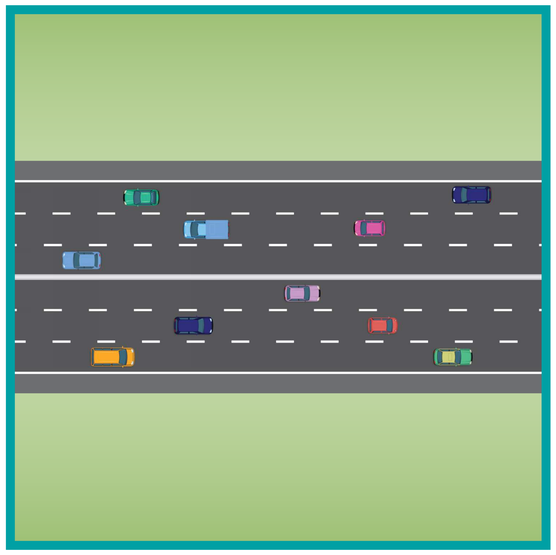
- **A major road designed for collecting and distributing traffic**
- **Speed Limit:** Generally between 35-45 mph.
- **Controlled Access:** Provides permitted access to local streets, driveways, businesses, and houses.
- **Traffic Lights/Stops:** Features multiple traffic lights and stop signs.
- **Crosswalks:** Pedestrian crosswalks are common on lower speed arterials for people to cross the street.

Freeway

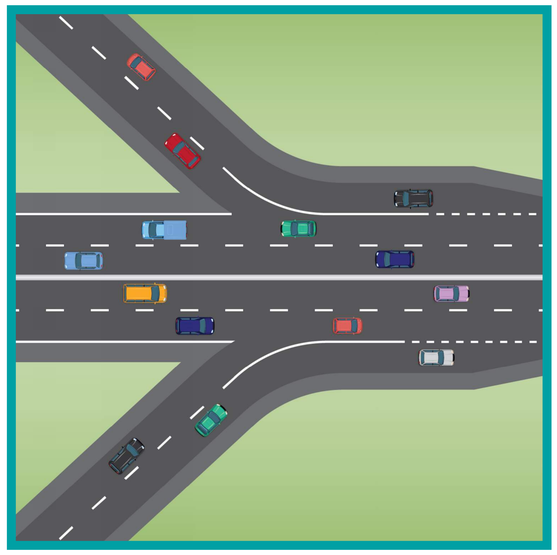
- **A major highway designed for fast and efficient long-distance travel**
- **Speed Limit:** Generally between 55-65 mph.
- **Limited Access:** Cars can only enter and exit using ramps; no direct access from local streets.
- **No Traffic Lights:** There are no traffic lights, allowing for continuous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

Crash rates are generally lower on freeways than on arterial roads due to design features that minimize conflict points, such as controlled access, and separation of opposing traffic, which promote safer traffic flow.

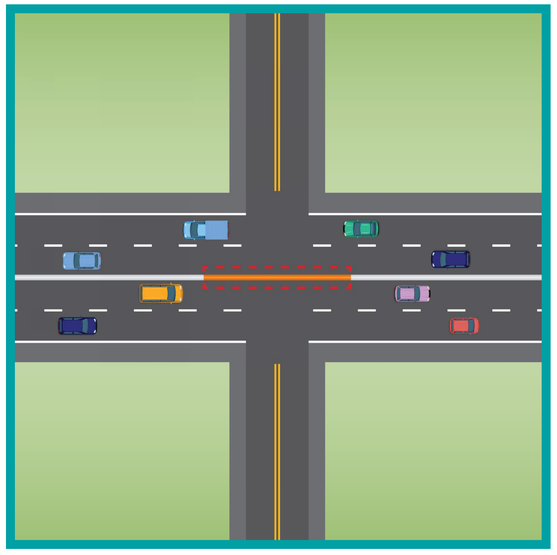
Types of Improvements



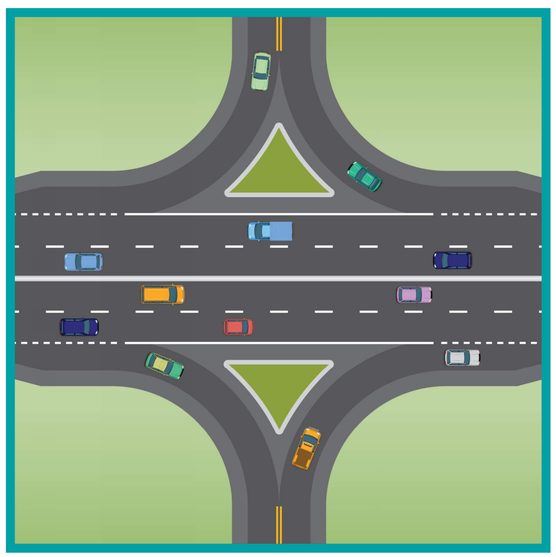
Widening SR 204



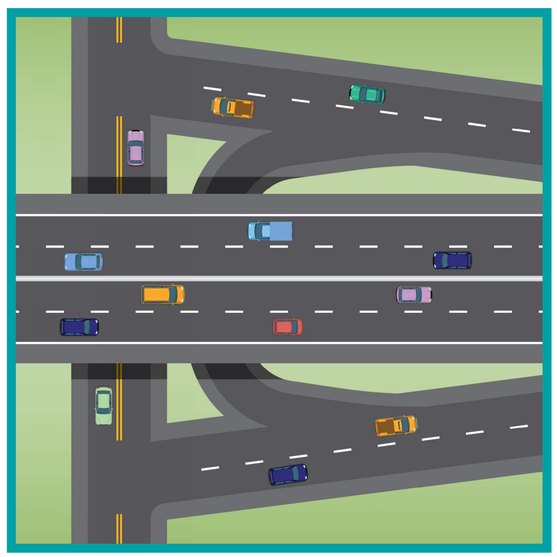
Improving Ramp Entrances and Exits



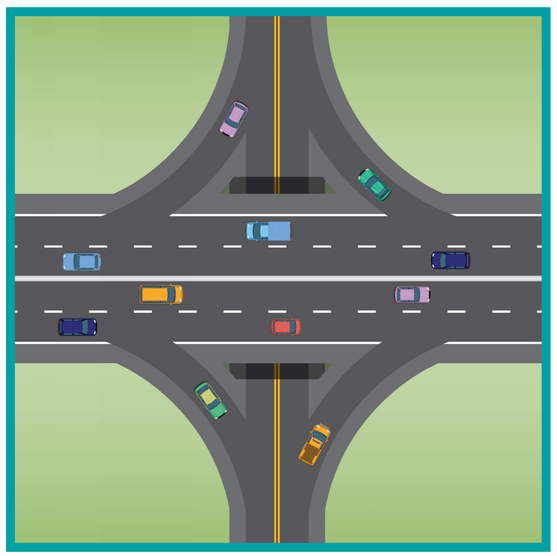
Closing Existing Median Openings



Adding Acceleration/ Deceleration Lanes



Adding Dedicated U-Turn Lane



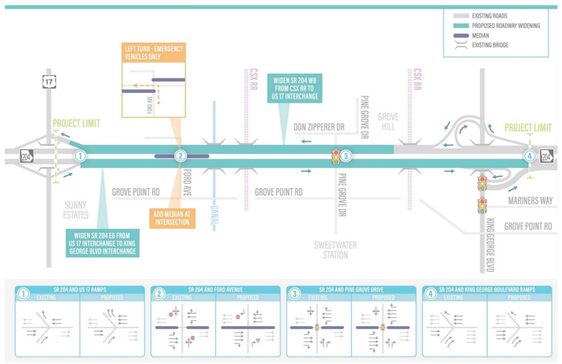
Adding an Interchange

Short Term Alternatives

Analyzed for an Open Year of 2030

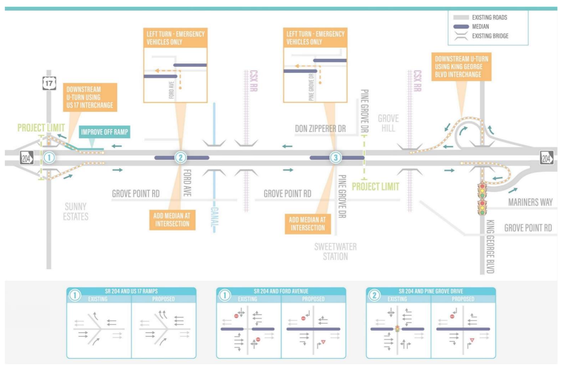
× Alternative A

– Does not reduce crash frequency and severity. Leaving the signal at Pine Grove Dr will cause increasing congestion as traffic volumes increase. Less desirable access to Ford Ave than Alternatives B, C and D.



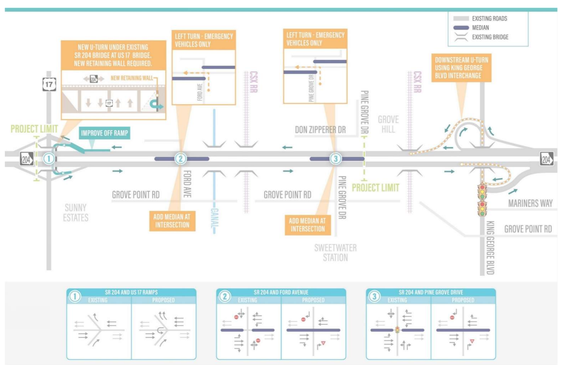
× Alternative B

– Does not reduce crash frequency and severity as much as Alternative D. Less desirable access to Ford Ave and Pine Grove Dr than Alternatives C and D.



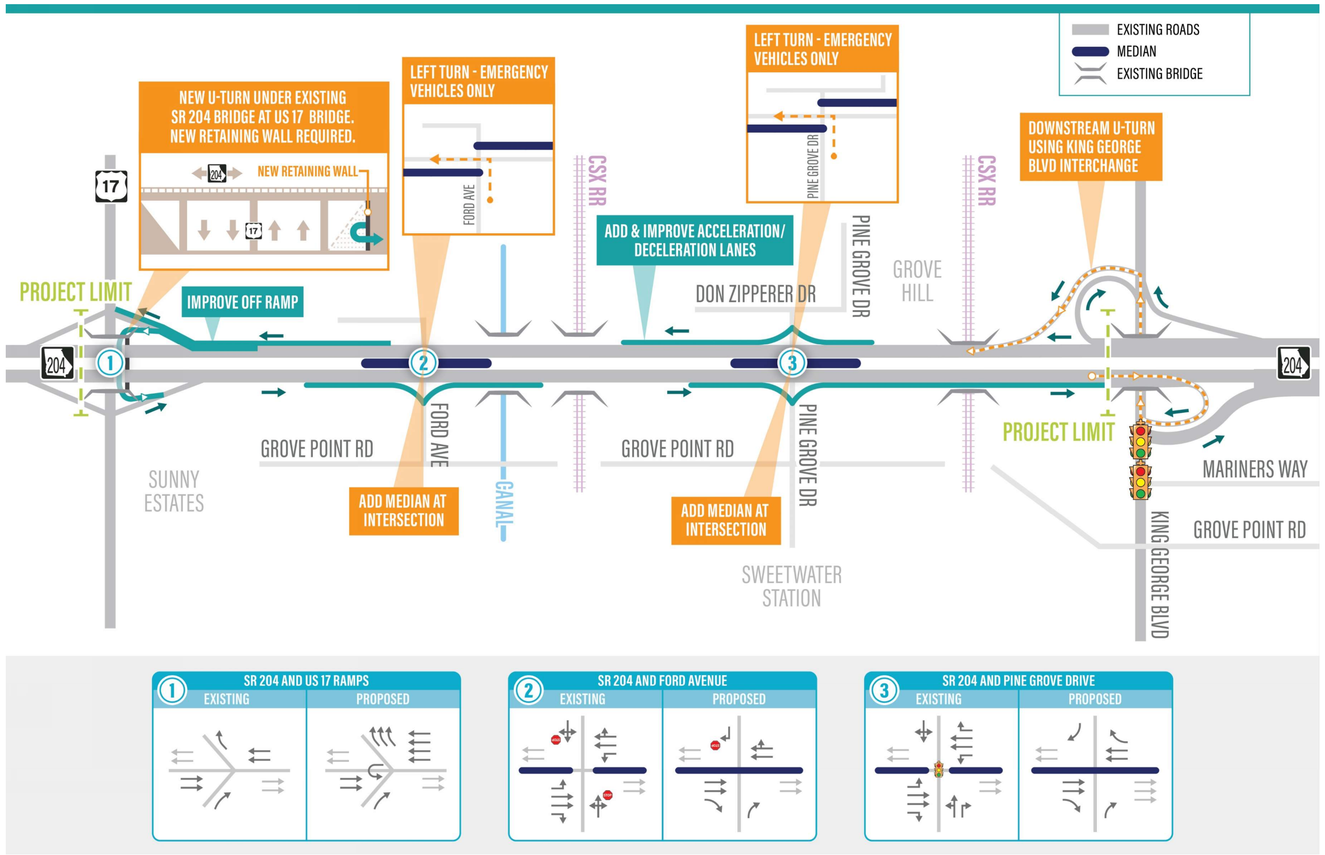
× Alternative C

– Does not reduce crash frequency and severity as much as Alternative D. Less desirable access to Ford Ave and Pine Grove Dr than Alternative D.



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



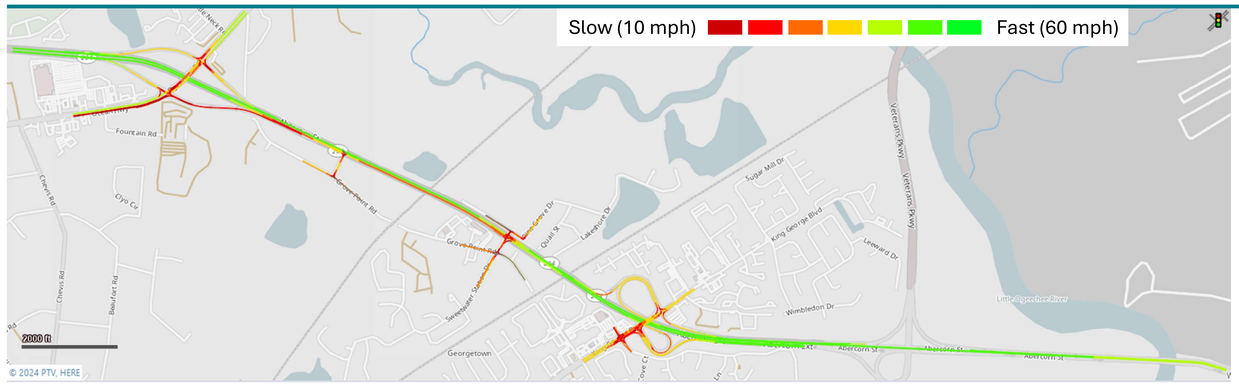
Short Term Alternatives Comparison

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
Residential and Commercial Displacements	None	None	None	None
Cost**	$ 32,000,000	$ 4,700,000	$ 9,800,000	$ 22,000,000

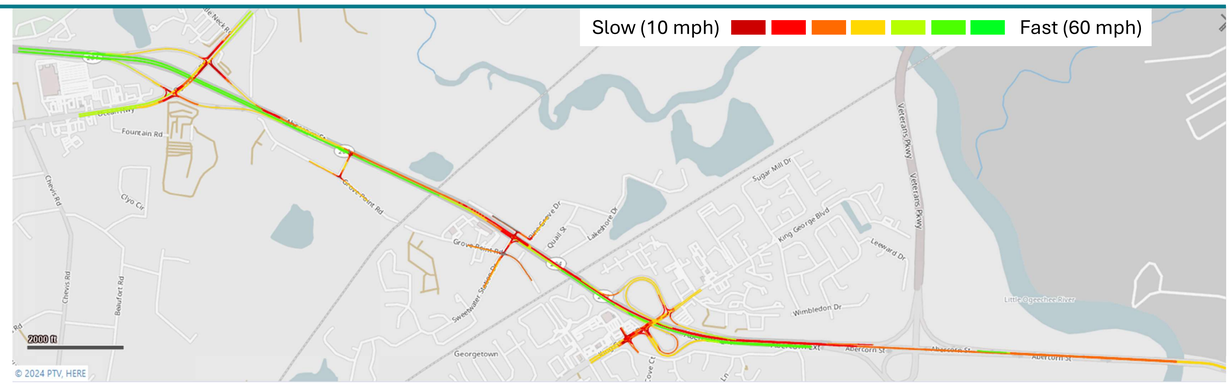
*Compared with Open Year No Build Conditions in 2030 **Cost is in today's dollars - does not include construction inflation

Existing and Future Traffic Conditions

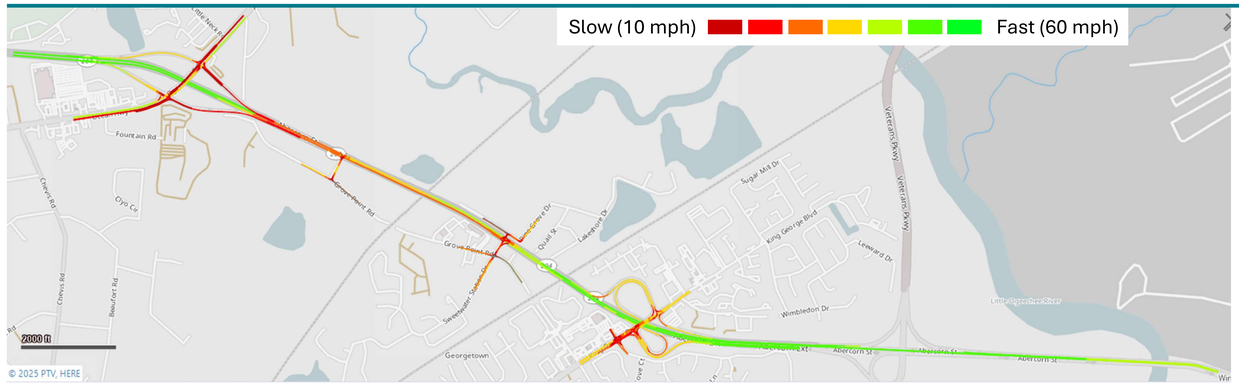
Existing AM



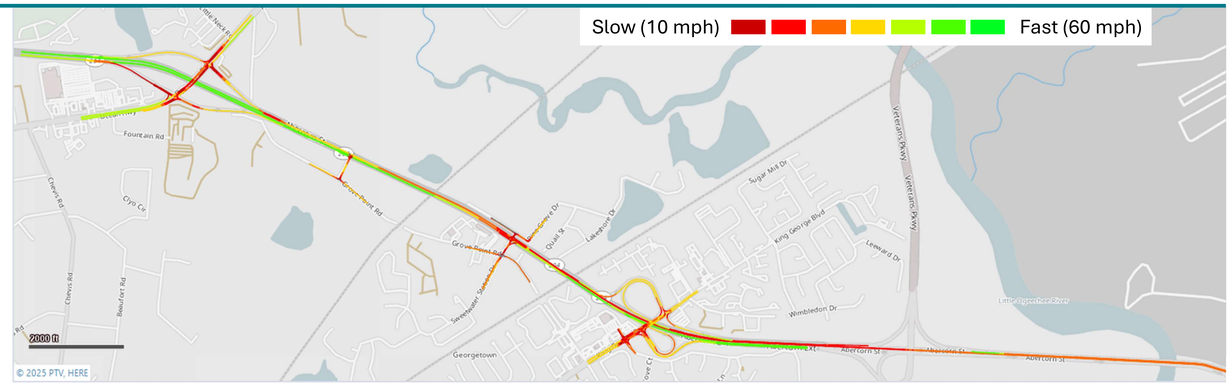
Existing PM



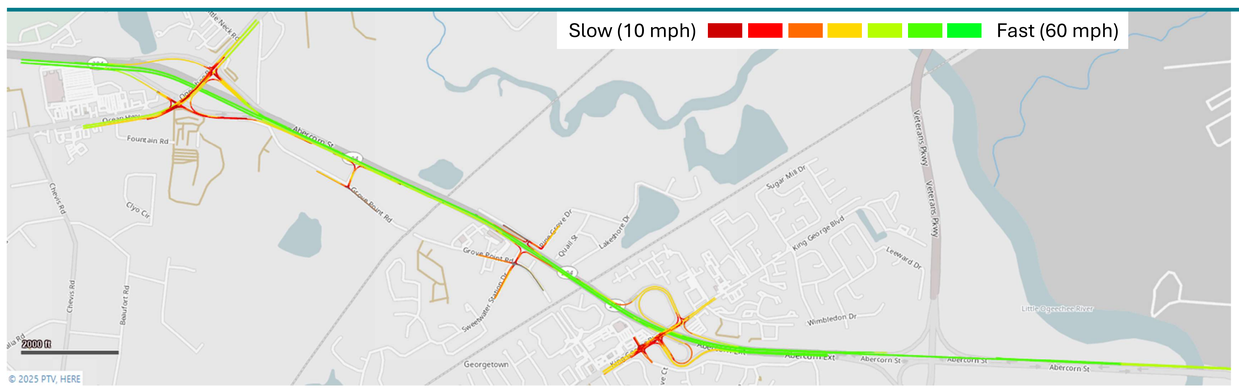
No Build 2030 AM



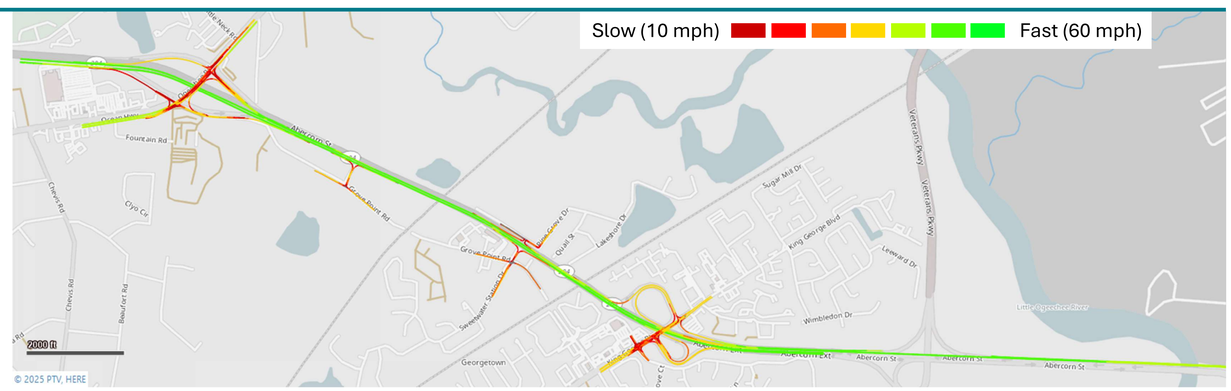
No Build 2030 PM



Alternative D Build Year 2030 AM



Alternative D Build Year 2030 PM

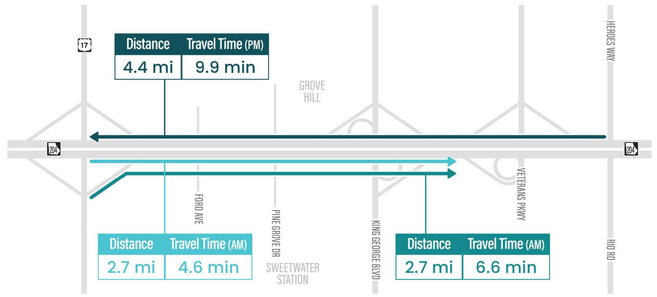


SR 204 Corridor Study

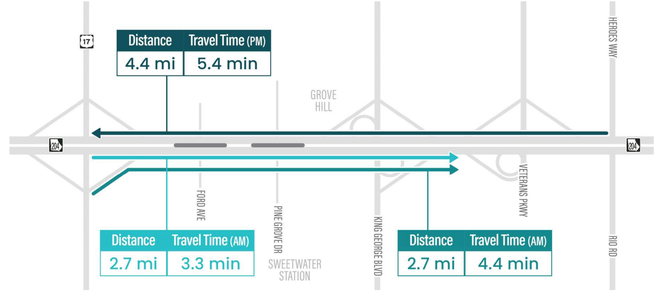
Travel Time Comparisons (Short Term)

SR 204

No Build

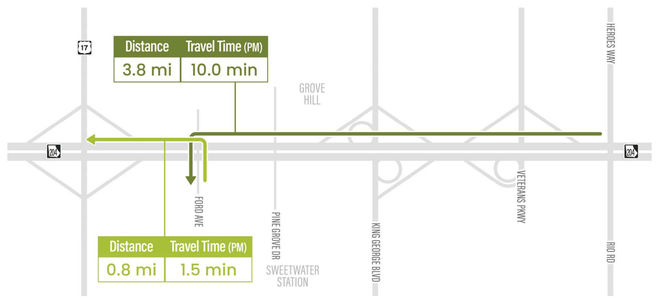


Alt D



Ford Ave

No Build



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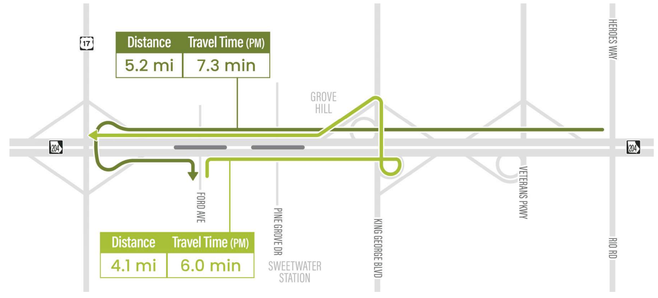
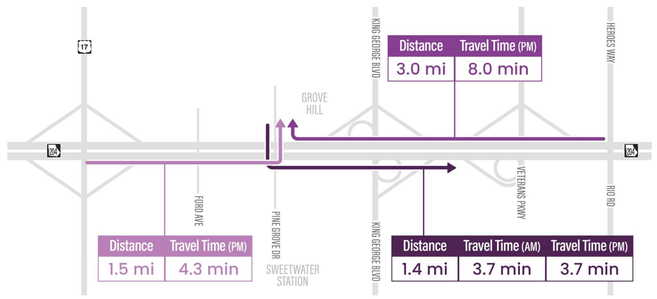


Pine Grove (North)

No Build



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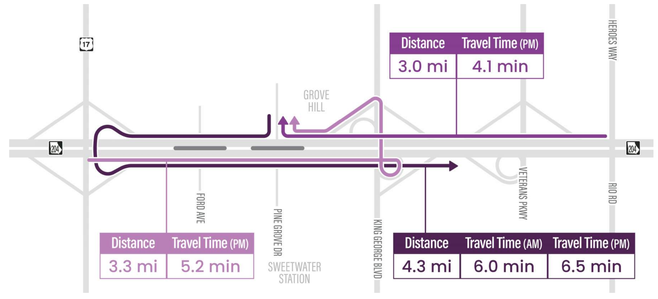
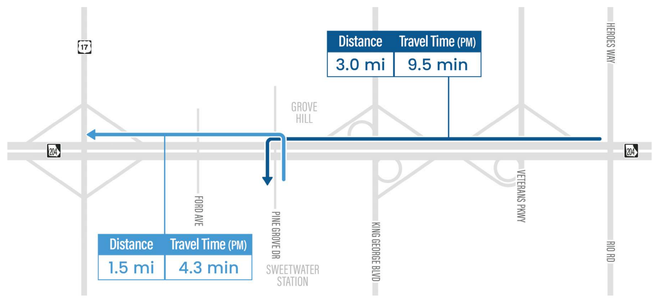
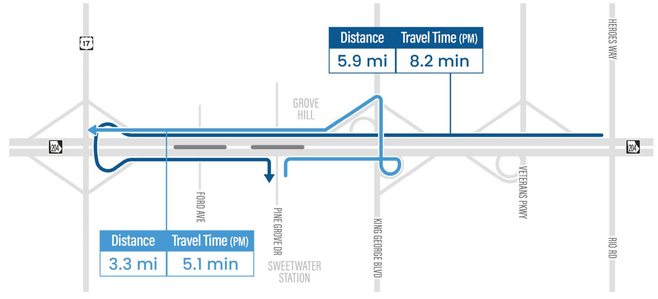


Pine Grove (South)

No Build



Alt D

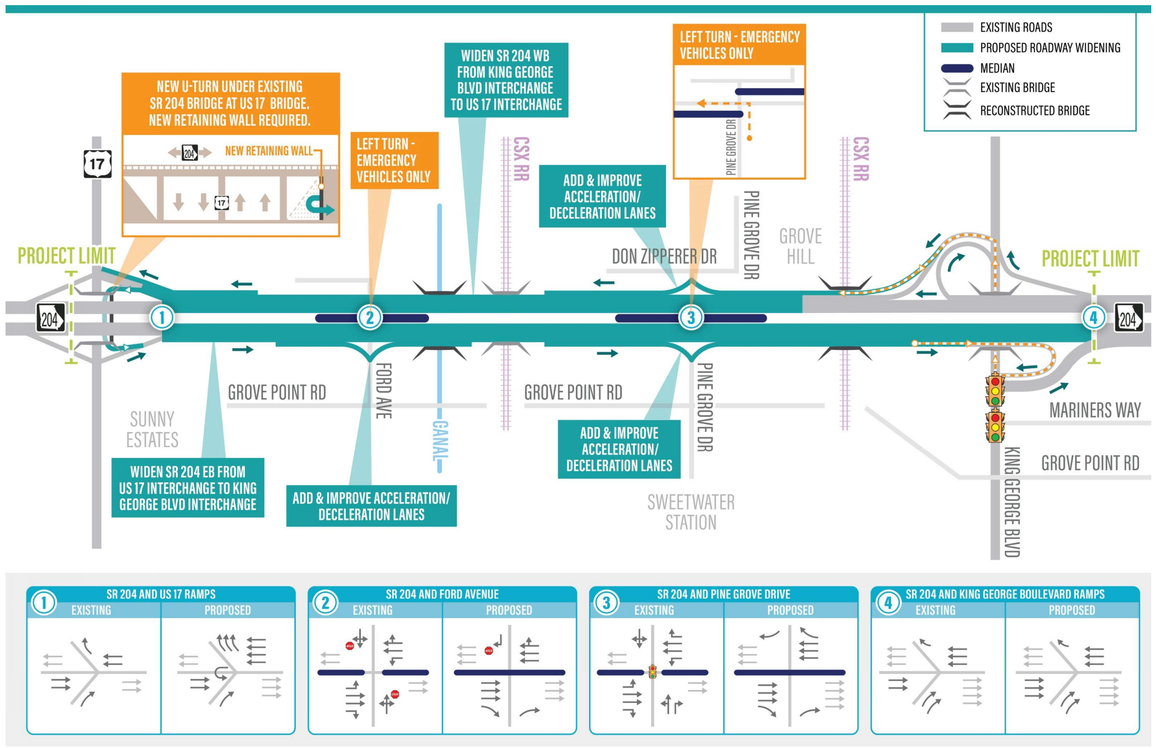


Long Term Alternatives

Analyzed for an Open Year of 2050

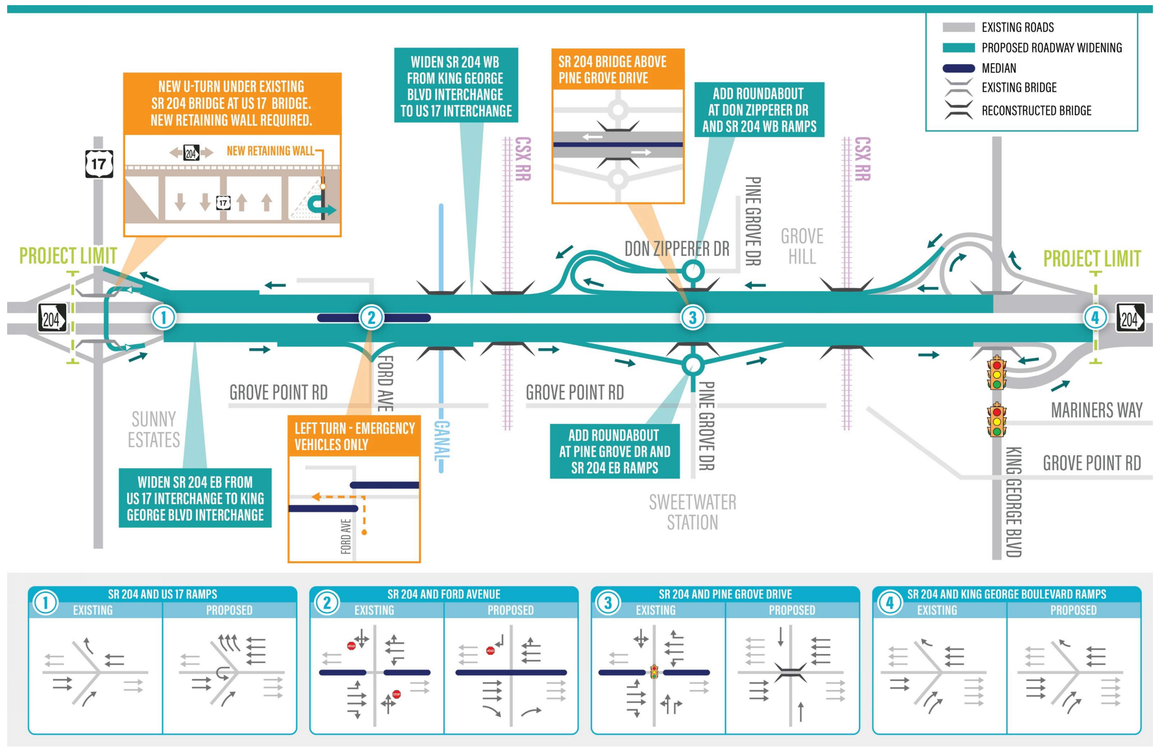
Alternative K

- 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



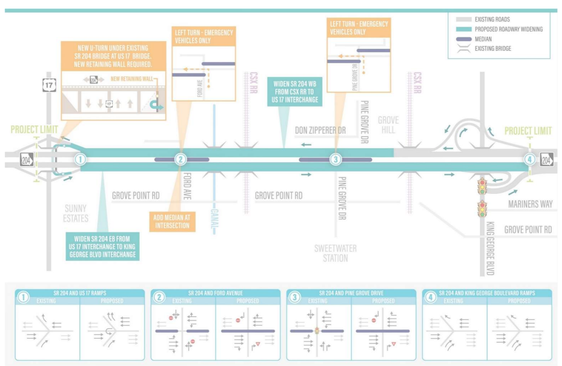
Alternative L

- 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



× Alternative J

- Does not reduce crash frequency and severity as much as Alternatives K and L. Less desirable access to Ford Ave and Pine Grove Dr than Alternatives K and L.



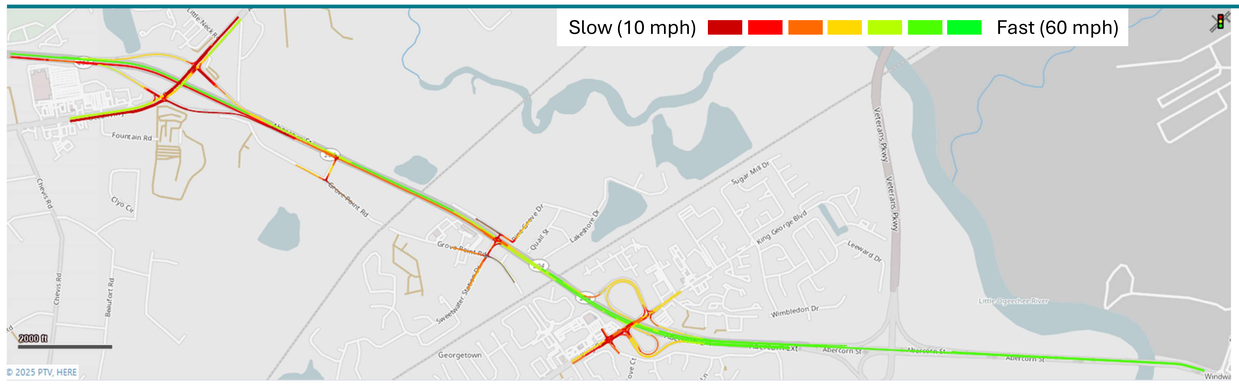
Long Term Alternatives Comparison

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	▼ Small Reduction	▼ Small Reduction	▼ Medium Reduction
Pine Grove Travel Time	▼ Medium Reduction	▼ Medium Reduction	▼ Large Reduction
Environmental Impacts	Medium	High	High
Community Impact	Small	Medium	Medium
Residential and Commercial Displacements	None	None	5 to 7
Cost**	$ 37,000,000	$ 68,000,000	$ 135,000,000

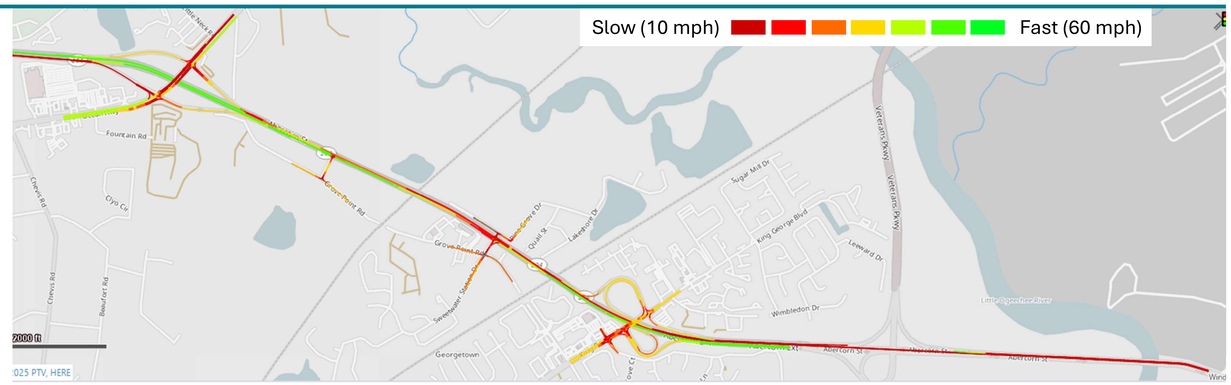
*Compared with Design Year No Build Conditions in 2050 **Cost is in today's dollars - does not include construction inflation

Future Traffic Conditions

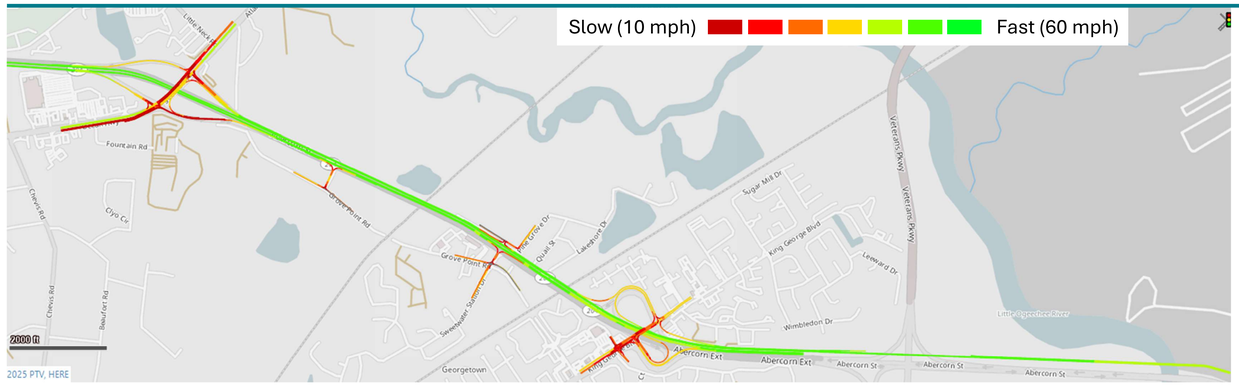
No Build 2050 AM



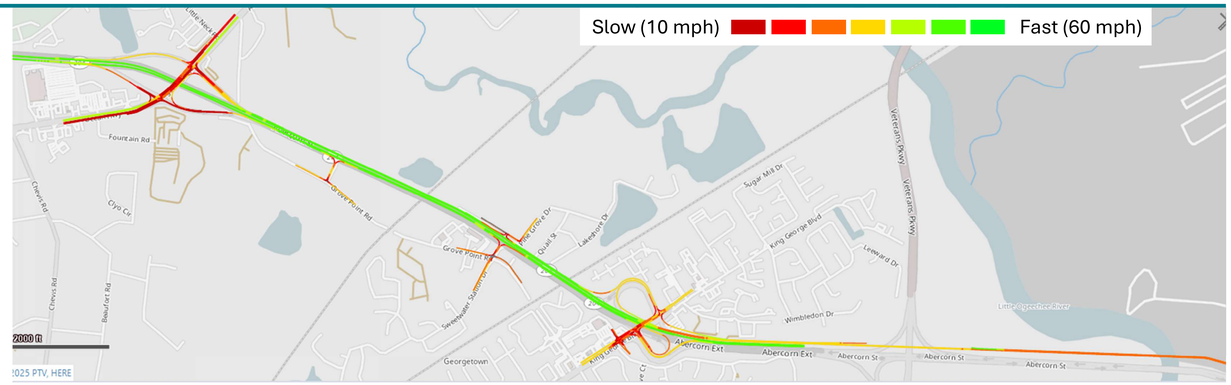
No Build 2050 PM



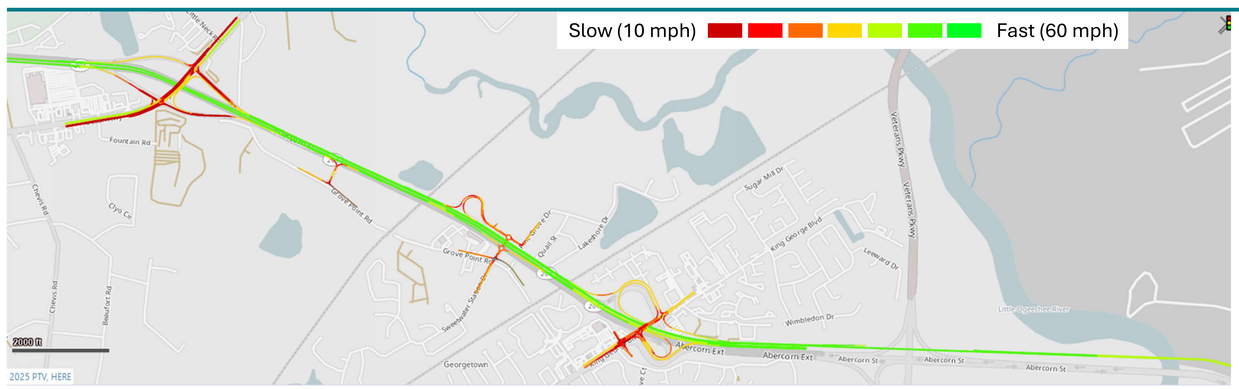
Alternative K Build Year 2050 AM



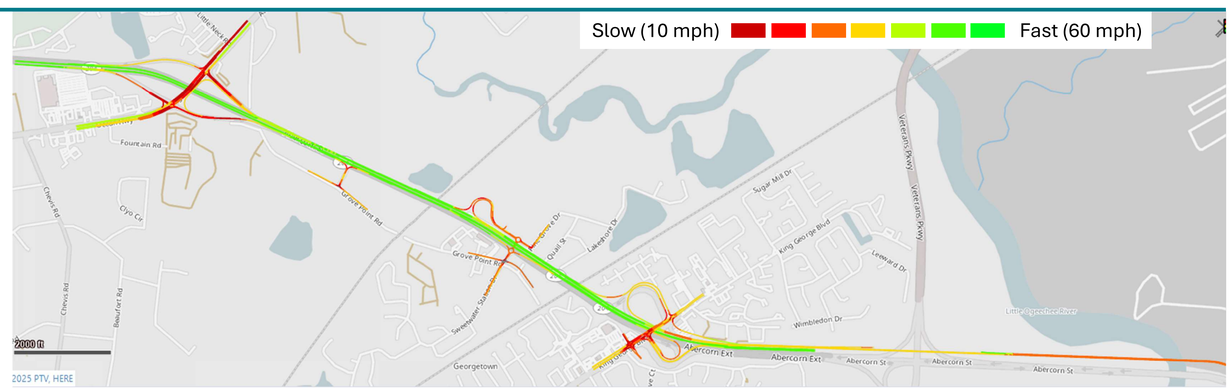
Alternative K Build Year 2050 PM



Alternative L Build Year 2050 AM



Alternative L Build Year 2050 PM

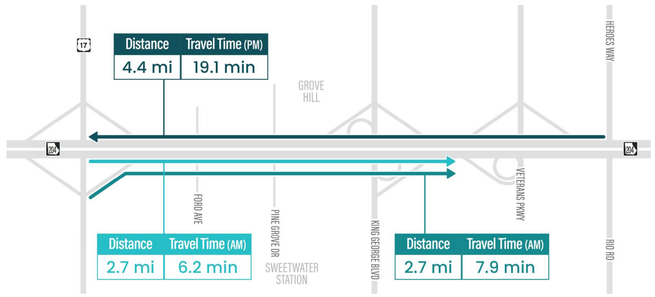


SR 204 Corridor Study

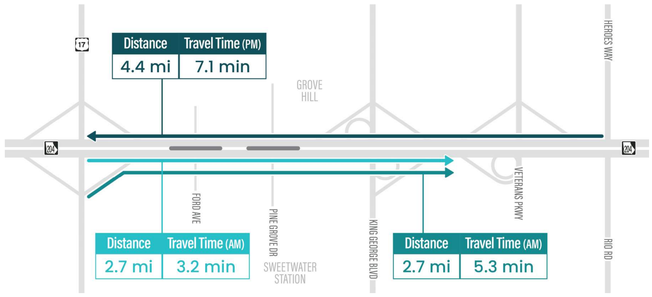
Travel Time Comparisons (Long Term)

SR 204

No Build



Alt K



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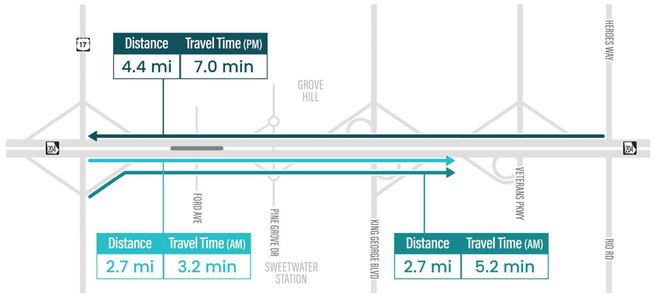
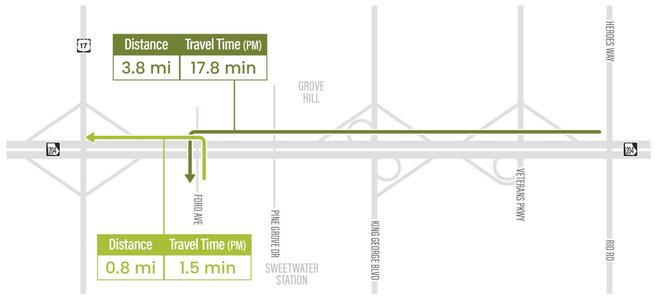


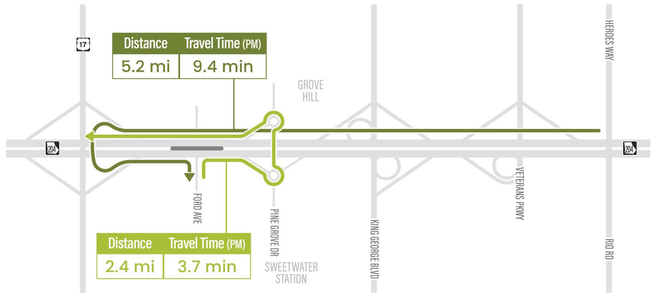
Ford Ave

No Build



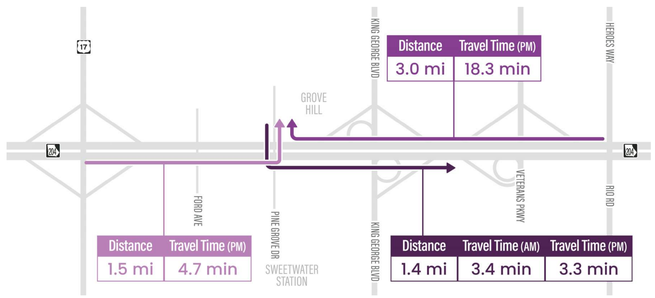
Alt K

Alt L



Pine Grove (North)

No Build



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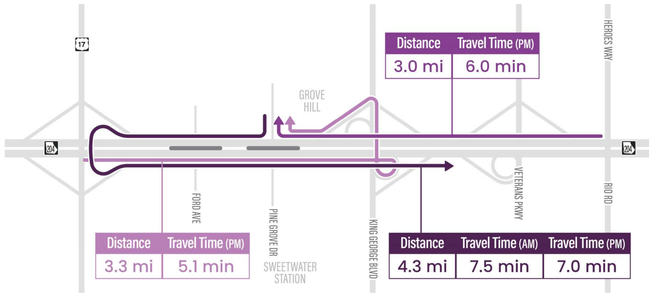

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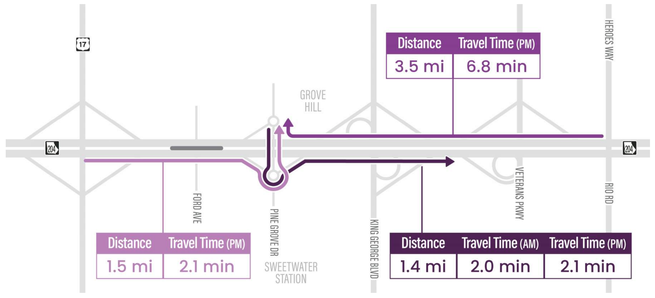
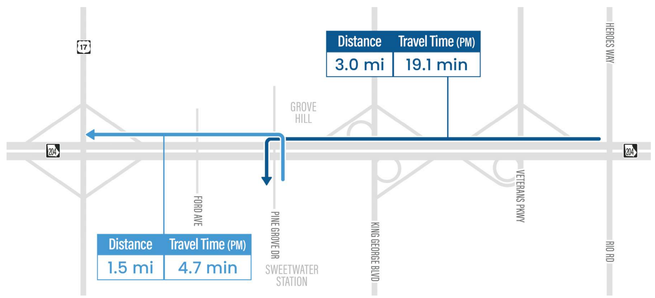
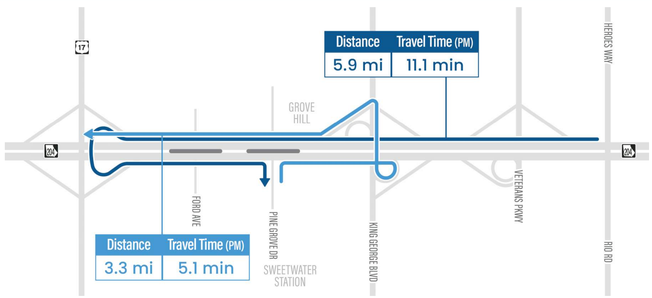


Pine Grove (South)

No Build



Alt K



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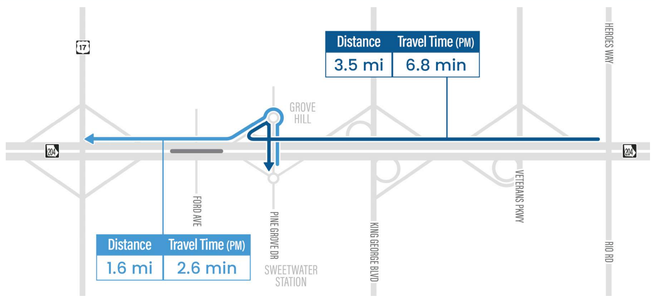
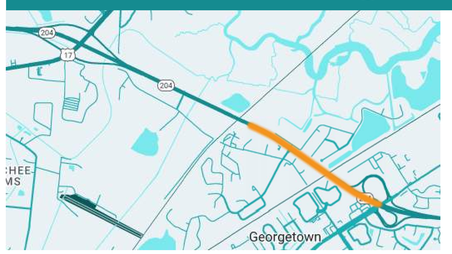
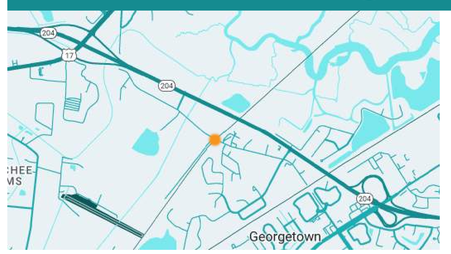


Other Short Term Alternatives Considered

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 the proposed alternatives (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.
	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.
	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 the proposed alternatives.
	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 the proposed alternatives.
	Connect Grove Point Road from Pine Grove Dr/ Sweet-water 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 the proposed alternatives.

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 the proposed alternatives.
	Connect Grove Point Road from Pine Grove Dr/ Sweet-water 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 the proposed alternatives.
	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 the proposed alternatives.
	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 the proposed alternatives.

Public Involvement and Study Schedule

Summer 2024

- **July – September 2024**
  Met with key stakeholders including Chatham County, City of Savannah, CORE MPO and GDOT
- **August 2024**
  Presented initial alternatives to CORE MPO TCC and Board meetings

Fall 2024

- **October 29, 2024**
  Held Public Meeting No. 1
  - 94 people
  - 34 comments
  - Concerns: safety, high speeds, traffic congestion, delays, property impacts
  - Some concern over removing traffic signal at Pine Grove Dr, others want it removed
  - Requested acceleration/ deceleration lanes

Winter 2025

- **December 2024**
  Held workshop with key stakeholders from Chatham County, City of Savannah, CORE MPO and GDOT
  - Identified alternatives for further study

Spring 2025

- **April 2025**
  CORE MPO TCC and Board Meetings

Summer 2025

- **August 2025**
  Public Meeting No. 2

Fall 2025

- **Finalize Recommendations**

Feedback and Comments

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 Friday, September 19, 2025