

Project Need and Purpose

Project Objectives

- Reduce Congestion by Increasing Capacity
 - Existing traffic volumes are projected to increase by 60% by 2035.
- Improve Safety
- Improve Operational Characteristics
- Coordinate with CAT to Enhance Transit (Bus Service)

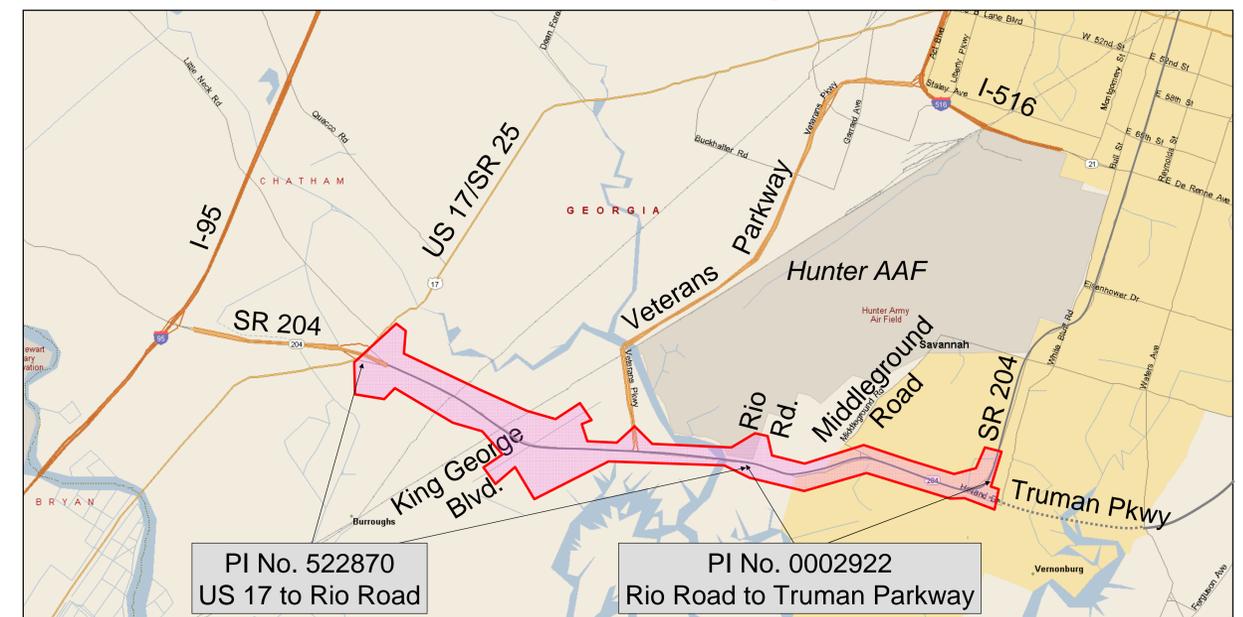


Safety Concerns

- US 17 to Rio Road (2002-2004)
 - 780 Crashes, 295 Injuries, 2 Fatalities
 - At or Above Statewide Averages for Similar Type Facilities
- Rio Road to Wilshire Blvd. (2002-2004)
 - 1314 Crashes, 504 Injuries, 2 Fatalities
 - Over 50% Above Statewide Averages for Similar Type Facilities**



Corridor Map



Traffic Projections & Levels of Service

| Roadway Segment | 2006 Daily Volumes | 2035 Projected Volumes | Level of Service | |
|---|--------------------|------------------------|------------------|---------------|
| | | | Existing | 2035 No Build |
| SR 204 west of SR 25/US 17 to I-95 | 27,300 | 55,200 | C | D |
| SR 204 from SR 25/US 17 to King George Blvd. | 46,800 | 83,700 | F | F |
| SR 204 from King George Blvd. to Veterans Parkway | 44,900 | 100,000 | F | F |
| SR 204 from Veterans Parkway to Rio Rd. | 46,000 | 87,800 | F | F |
| SR 204 from Rio Road to Middleground Rd. | 46,800 | 73,800 | D | F |
| SR 204 from Middleground Rd. to Truman Parkway | 42,400 | 56,700 | D | F |

(1) 2006 Average Daily Traffic Volume (weekday)
 (2) 2035 Average Daily Traffic Volume (Based on Chatham Co. 2030 Travel Demand Model)

Levels of Service

(Characterizes Traffic Operating Conditions)

| | | |
|----------|--|-------------|
| A | Free Flowing, Low Volumes | Desirable |
| B | Reasonably Free Flowing, Slight Restrictions | |
| C | Mostly Stable Flow, Some Restrictions | |
| D | Approaching Unstable Flow, Some Delays | Acceptable |
| E | Unstable Flow, Significant Delays | Undesirable |
| F | Forced or Breakdown Flow, Excessive Delay | |

Evaluation of Alternatives

NEPA Process

Under the National Environmental Policy Act (NEPA) federally funded projects with potential environmental impacts must adhere to the following process:

- Identify alternatives
- **Obtain public/agency comments (we are here)**
- Refine & evaluate alternatives
- Obtain public/agency comments
- Select preferred alternative
- Assess impacts of preferred alternative
- Prepare draft environmental document
- Obtain public/agency comments in a public hearing
- Incorporate comments to produce the final environmental document

Environmental Evaluation

The environmental evaluation must consider all impacts on the environment that would be affected by the alternatives. Studies will be conducted to determine potential impact of the alternatives in the following areas:

- Natural Environment
 - Wetlands and Waters
 - Threatened & Endangered Species
- Cultural Resources
 - Historic Properties
 - Archaeological Sites
- Air Quality
- Noise
- Water Quality and Floodplains
- Hazardous Materials
- Community Resources
- Socio-Economic
 - Income
 - Race & Ethnicity
 - Environmental Justice Communities
 - Land Use
- Residential and Commercial Relocations
- Indirect and Cumulative Impacts
- Impact during Construction

Factors to Consider During Evaluation of Alternatives

- Environmental Impacts
- Property Impacts, Including Relocations
- Traffic Operations
- Safety
- Cost

Sample Alternatives Matrix

| Alternative | Traffic Operations | Safety | Meet Need & Purpose? | Impacts | | | Relocations | | Cost | |
|-------------|--------------------|--------|----------------------|----------|------------------|----------|--------------|-------------|---------------|--------------|
| | | | | Wetlands | Environ. Justice | Historic | Residen-tial | Commer-cial | Construc-tion | Right of Way |
| A | | | | | | | | | | |
| B | | | | | | | | | | |
| C | | | | | | | | | | |

Public Involvement

Coordination to Date

- Concept Team Meeting in 2002
- Key Stakeholder Meetings Since April 2006
 - CUTS Technical Coordinating Committee
 - CUTS Policy Committee
 - Armstrong Atlantic State University
 - Hunter Army Air Field
 - St. Joseph's Candler Hospital
 - Savannah Mall
- Concept Team Meeting in August 2006
- Various Conversations with Property Owners and Community Leaders

Public Input

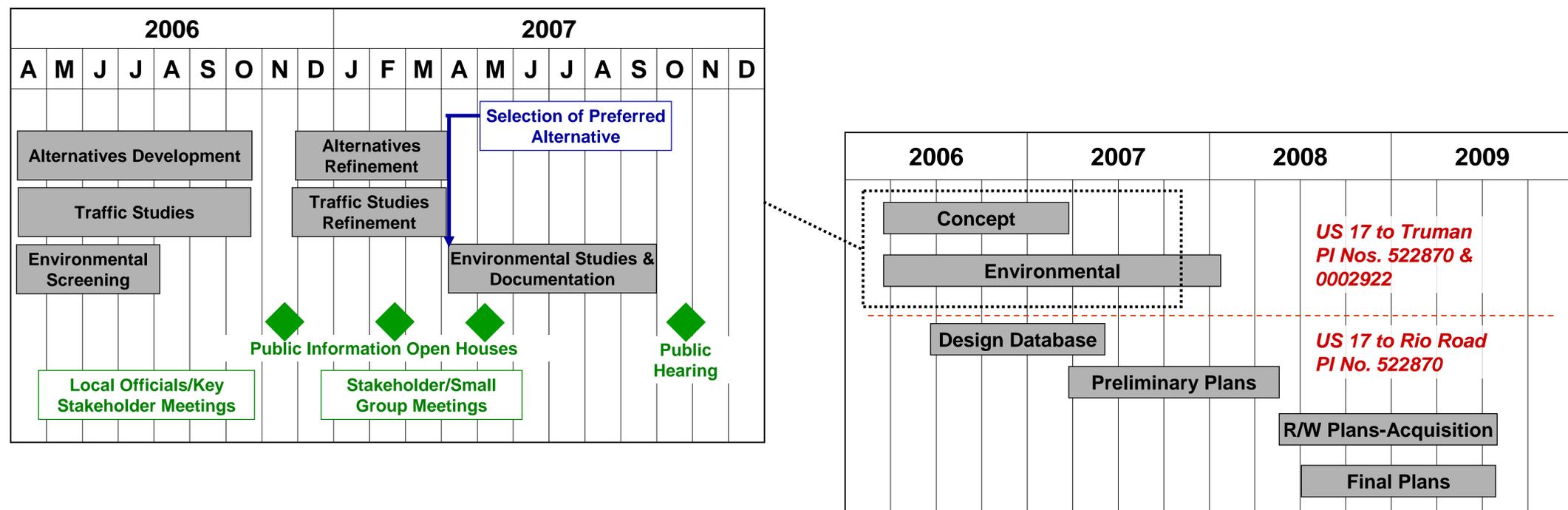
We are Interested in your Opinion!

- Options for providing input about this meeting:
 - Court Reporter
 - Comment Forms
 - Visit the GDOT's Public Outreach website
 - www.dot.state.us
 - Click on [Public Outreach](#)
- Upcoming opportunities for providing input:
 - Small Group meetings
 - Public Information Open Houses
 - Public Hearing

Next Steps

- Incorporate public input
- Refine design alternatives
- Complete alternatives evaluation process
- Complete environmental analysis
- Continue to identify & coordinate with key stakeholders
- Hold additional public meetings

Anticipated Project Schedule



Crash Data

US 17 to East of King George Blvd.

- Rates are just below Statewide Average Rates for similar facilities
- Concerned with number of crashes along this section of SR 204 without any driveways

| CRASH HISTORY | | | | | | |
|---|---------|------------|----------|-------------|------------|---------------|
| US 17 to East of King George Blvd. (milelog 10.48 to 12.64) | | | | | | |
| Year | Crashes | Crash Rate | Injuries | Injury Rate | Fatalities | Fatality Rate |
| 2002 | 173 | 481 (588) | 56 | 156 (233) | 1 | 2.78 (1.75) |
| 2003 | 162 | 483 (613) | 58 | 173 (243) | 1 | 2.98 (1.27) |
| 2004 | 175 | 476 (515) | 66 | 179 (203) | 0 | 0.00 (1.21) |

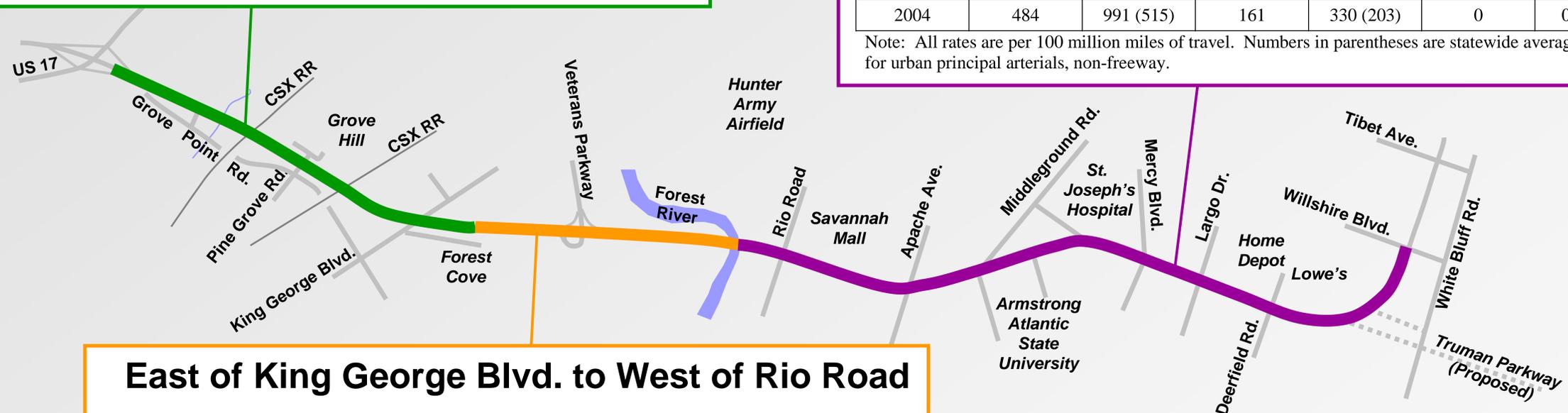
Note: All rates are per 100 million miles of travel. Numbers in parentheses are statewide average rates for urban principal arterials, non-freeway.

Forest River to Wilshire Boulevard

- Rates are about 50% above Statewide Average Rate for similar facilities
- Concerned with high crash rate considering this is a six-lane roadway which already has a raised median & reduced number of access points

| CRASH HISTORY | | | | | | |
|---|---------|------------|----------|-------------|------------|---------------|
| Forest River to Wilshire Blvd. (milelog 14.67 to 17.87) | | | | | | |
| Year | Crashes | Crash Rate | Injuries | Injury Rate | Fatalities | Fatality Rate |
| 2002 | 416 | 863 (588) | 135 | 280 (233) | 1 | 2.07 (1.75) |
| 2003 | 414 | 840 (613) | 208 | 422 (243) | 1 | 2.03 (1.27) |
| 2004 | 484 | 991 (515) | 161 | 330 (203) | 0 | 0.00 (1.21) |

Note: All rates are per 100 million miles of travel. Numbers in parentheses are statewide average rates for urban principal arterials, non-freeway.



East of King George Blvd. to West of Rio Road

- Rates are about 40% above Statewide Average Rate for similar facilities
- Concerned with crashes due to backups at King George and Rio Road

| CRASH HISTORY | | | | | | |
|--|---------|------------|----------|-------------|------------|---------------|
| East of King George Blvd. to Forest River (milelog 12.64 to 14.67) | | | | | | |
| Year | Crashes | Crash Rate | Injuries | Injury Rate | Fatalities | Fatality Rate |
| 2002 | 116 | 343 (170) | 55 | 163 (57) | 0 | 0.00 (0.26) |
| 2003 | 61 | 194 (184) | 29 | 92 (58) | 0 | 0.00 (0.26) |
| 2004 | 93 | 269 (202) | 31 | 90 (66) | 0 | 0.00 (0.70) |

Note: All rates are per 100 million miles of travel. Numbers in parentheses are statewide average rates for urban principal arterials, freeway.