

SR 204 Improvements at King George Boulevard

NH000-0111-01(024), P.I. No. 522870, Chatham County



Project Need and Purpose

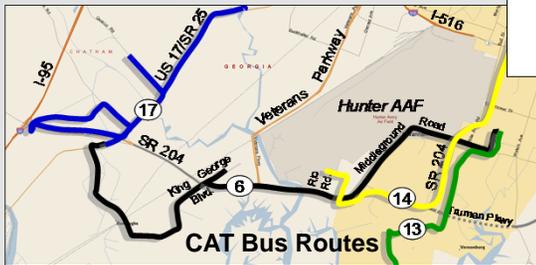
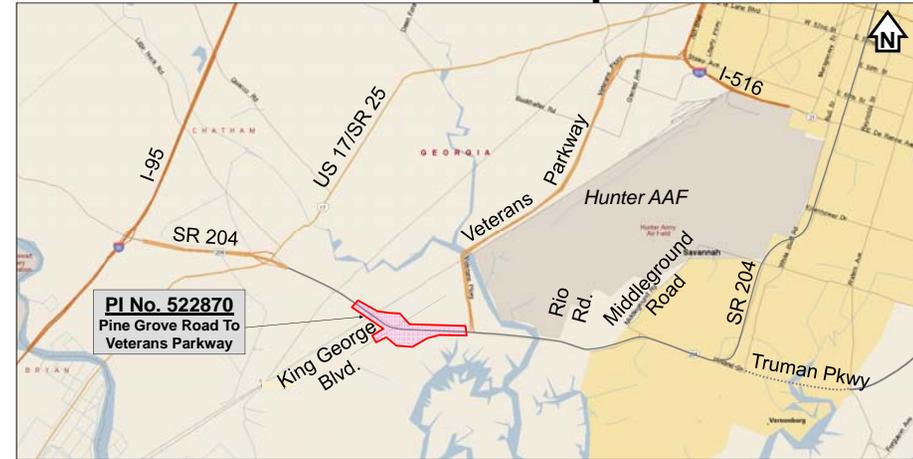
Project Objectives

- Reduce Congestion and Improve Traffic Operations by Constructing Grade Separated Interchange at King George
- Reduce Crashes by Eliminating Traffic Signal at King George
- Coordinate with CAT to Enhance Transit (Bus Service)

Safety Concerns

- Pine Grove Road to Veterans Pkwy.
- 481 Crashes, 141 Injuries, 2 Fatalities (2006-08)
 - 76% are Rear-End Crashes
 - Statewide Crash Rates for Urban Freeways are Less Than Half of the Rates for Signalized Arterials
 - Elimination of Traffic Signal and Conversion to Freeway Should Substantially Reduce Crashes on SR 204

Corridor Map



Travel Time Summary

Roadway Segment	Average Travel Time (min:sec.)		
	2009 Existing	2035 No Build	2035 Build
Eastbound AM			
SR 204 from US 17 to King George Blvd	4:46	18:56	6:42
SR 204 from King George Blvd to Rio Road	3:20	3:17	3:23
Eastbound AM TOTAL	8:06	22:13	10:05
Westbound PM			
SR 204 from Rio Road to King George Blvd	15:11	35:52	7:41
SR 204 from King George Blvd to US 17	2:51	3:09	8:04
Westbound PM TOTAL	18:02	39:01	15:45

Traffic Projections & Levels of Service

Roadway Segment	2009 Daily Volumes	2035 Projected Volumes	Level of Service	
			Existing	2035 No Build
SR 204 from Pine Grove to King George	53,400	69,900	D	F
SR 204 from King George to Veterans	63,300	82,800	F	F

Traffic Operations - Levels of Service

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	

Saves 12 Minutes – AM Peak

Saves 23 Minutes – PM Peak



Alternatives Considered

- No Build
- Transportation Systems Management (Signal/Turn Lane Improvements)
- At-Grade Signalized Intersection Improvements
 - Six-Lane SR 204
 - Eight-Lane SR 204
 - Continuous Flow Intersection

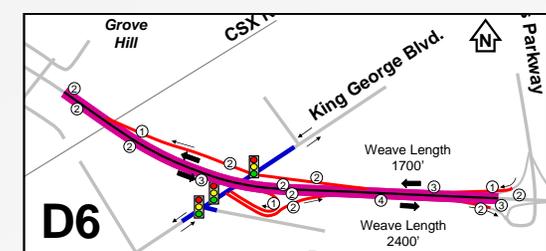
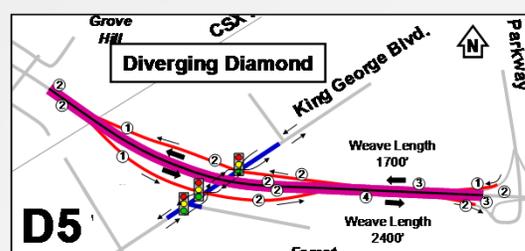
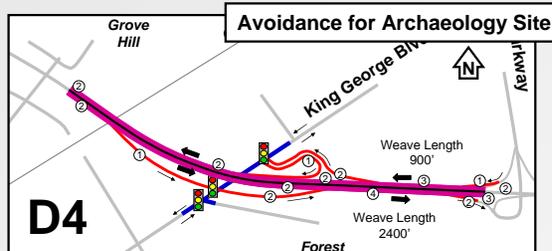
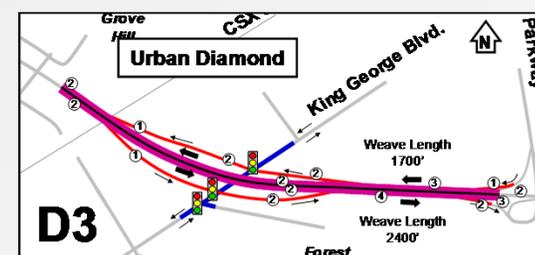
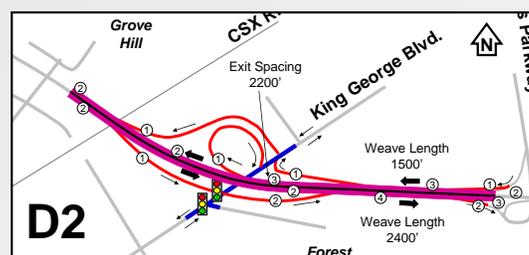
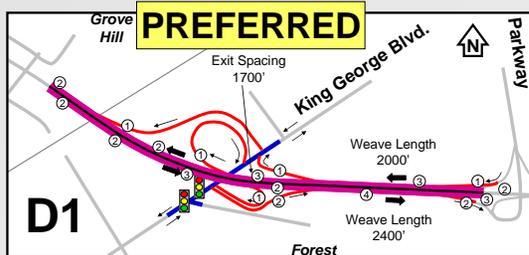
Do Not Meet Operational & Safety Needs

- Six Lane Freeway from US 17 to Rio Road with Interchanges at Pine Grove Road and King George Boulevard

Too Expensive

- Grade Separated Interchange at King George Boulevard
 - Partial Cloverleaf
 - Urban Diamond
 - Diverging Diamond

Preferred Alternative Chosen From Analysis of Operations, Environmental Impacts, Property Impacts and Cost



Public Involvement

Coordination to Date

- Concept Team Meeting in 2002
- Key Stakeholder Meetings Since April 2006
 - CORE (CUTS) Technical Coordinating Committee
 - CORE (CUTS) Policy Committee
 - CORE (CUTS) Citizens Advisory 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 Information Open House in Nov. 2006
- Forest Cove/Grove Hill Neighborhood Meeting in May 2007
- Public Information Open House in June 2007
- Concept Team Meeting in February 2010
- Public Information Open House in June 2010

Public Input

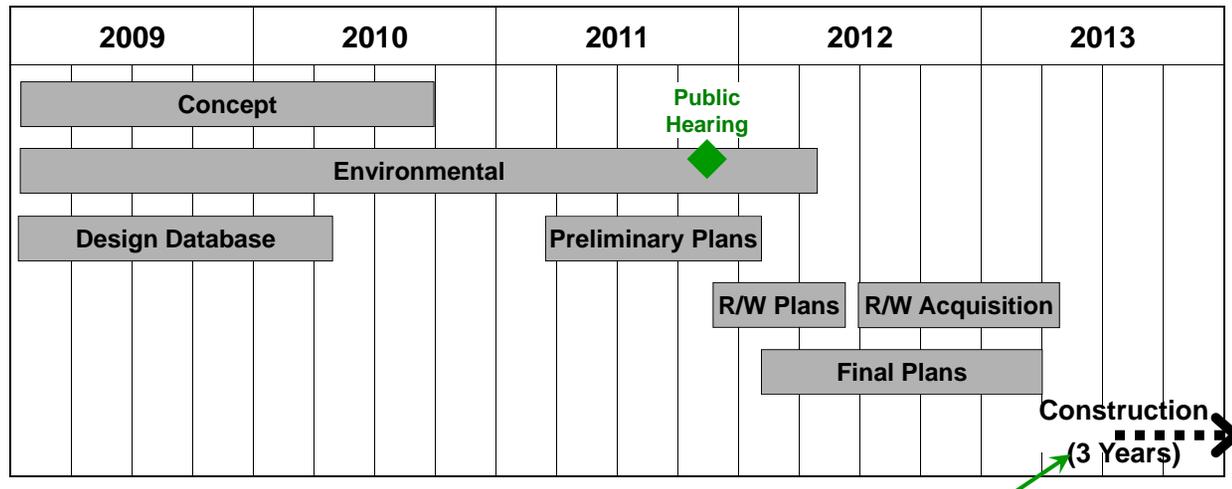
We are Interested in your Opinion!

- Options for providing input about this meeting:
 - Court Reporter
 - Comment Forms
 - Visit the GDOT's Public Outreach website
 - www.dot.ga.gov
 - Click on [Information Center](#)
 - Click on [Public Outreach](#)

Next Steps

- Incorporate public input
- Continue to coordinate with stakeholders
- Complete environmental documentation
- Complete preliminary design
- Complete Right of Way Plans
- Begin acquisition of Right of Way

Anticipated Project Schedule

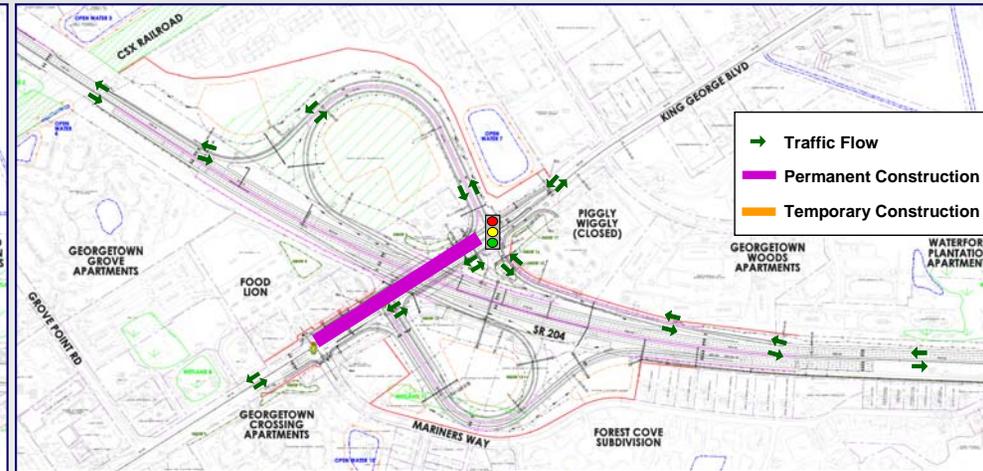
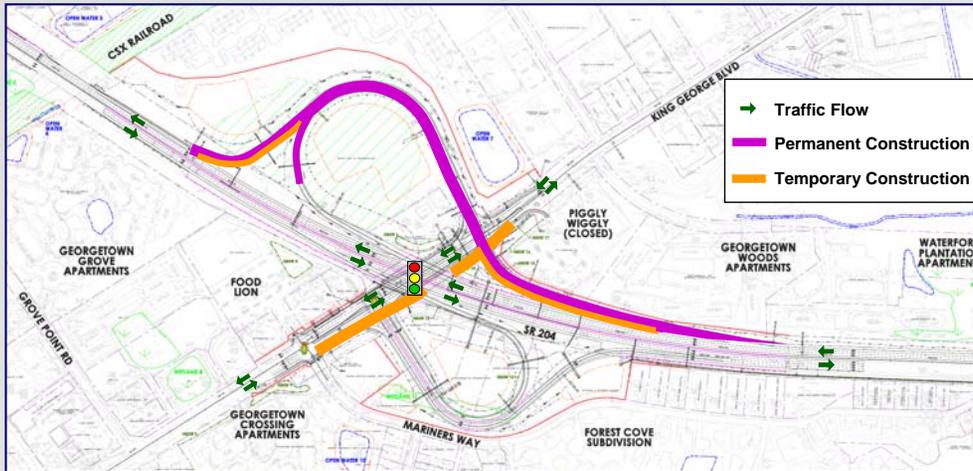


Construction Start Date
 Dependent on Funding Availability
 Currently Programmed in FY 2016

Construction Staging

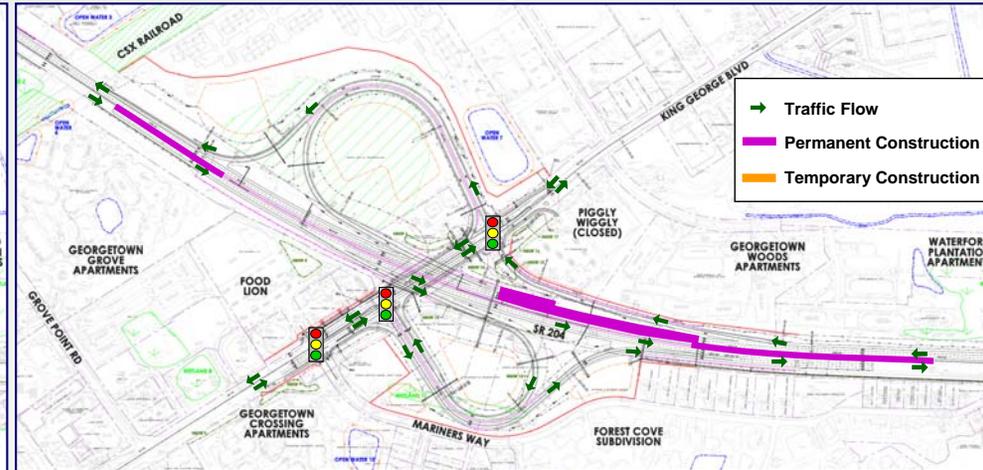
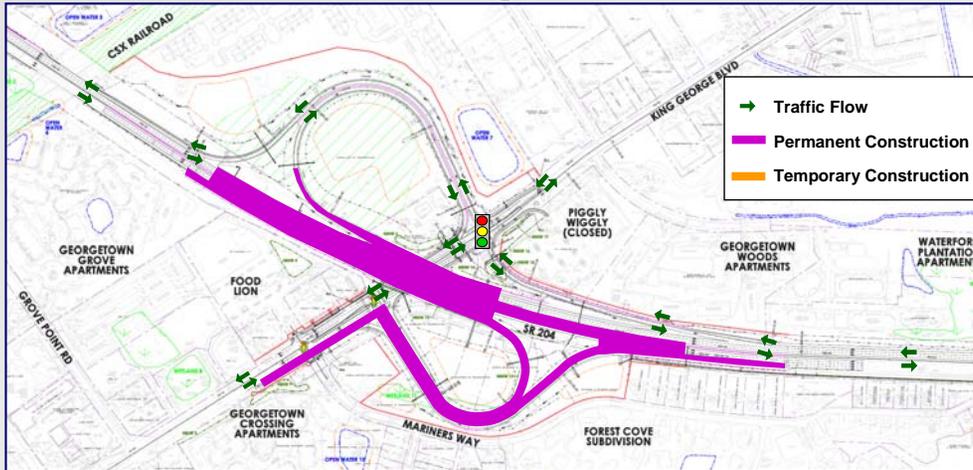
Stage 1

Stage 2



Stage 3

Stage 4

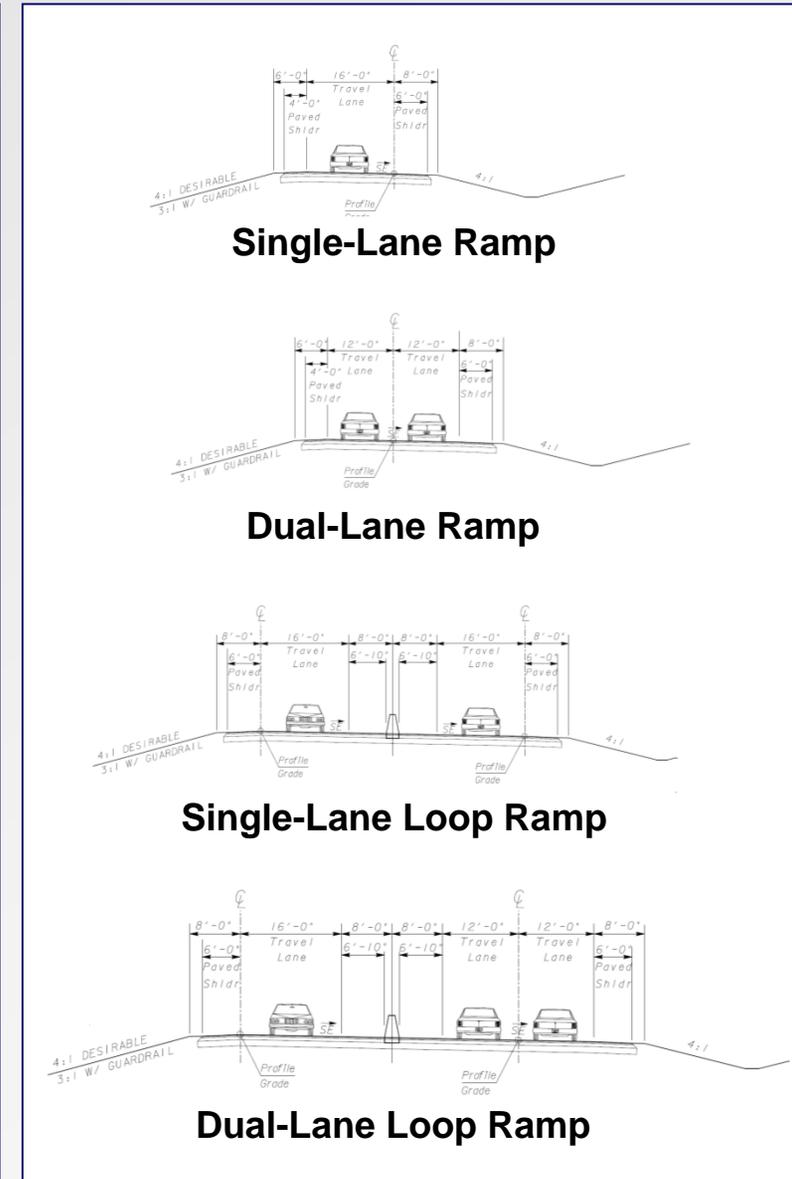
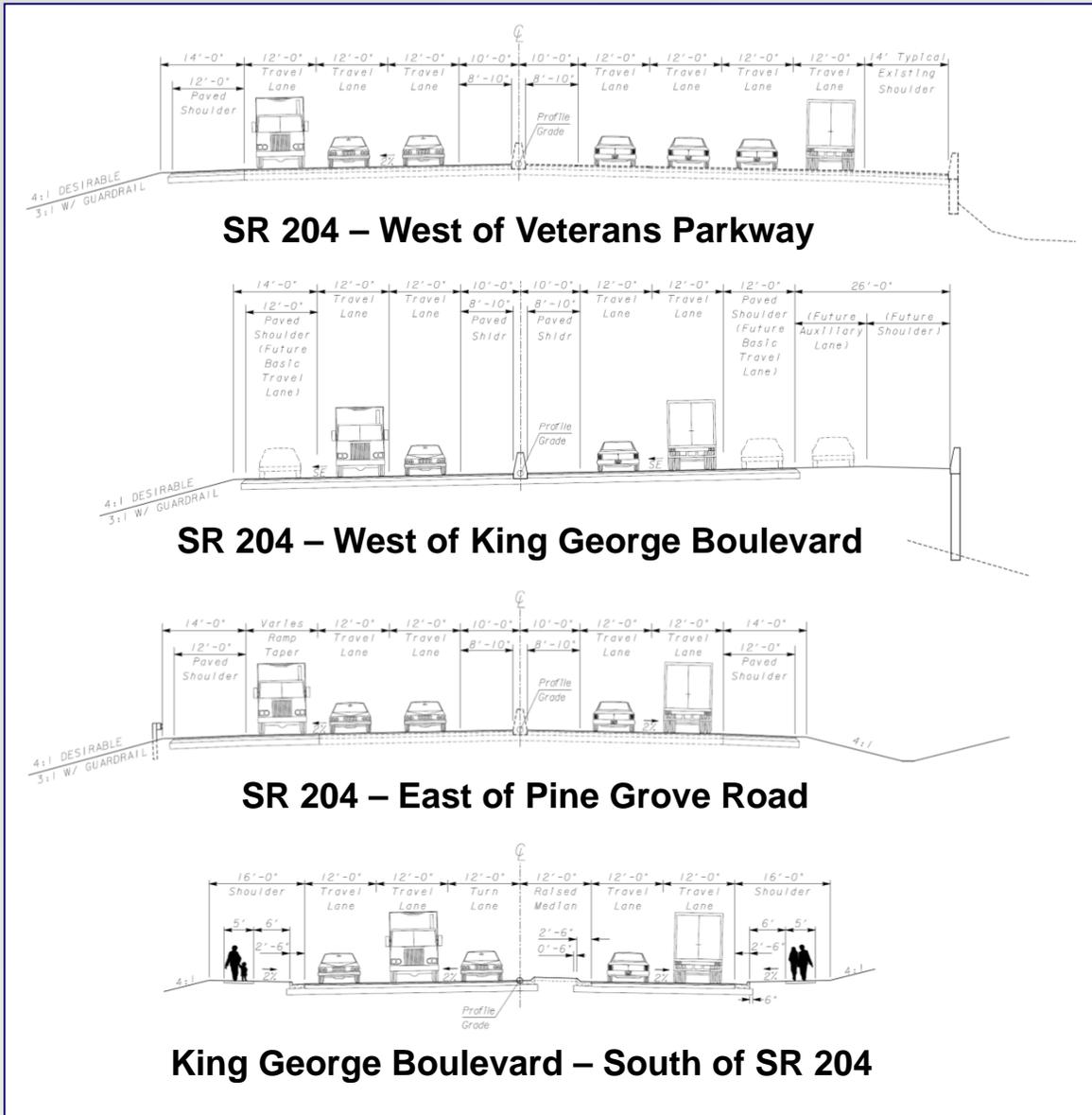


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Roadway Typical Sections



Noise Analysis

Noise Impact Assessment

1. Identification of existing activities, developed lands, and undeveloped lands for which development is planned, designed and programmed, which may be affected by noise from the highway.
2. Determination of existing noise levels.
3. Prediction of traffic noise levels.
4. Determination of traffic noise impacts. Considered an impact when:
 - a. Predicted level approaches or exceeds noise abatement criteria.
 - b. Predicted level increases by at least 15 decibels over existing level.
5. Examination and evaluation of alternative noise abatement measures for reducing or eliminating the noise impacts.

Noise Abatement Criteria

Activity Category	Activity Noise Level (decibels)	Evaluation Location	Activity Description
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67	Exterior	Residential
C	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4 (f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A-D or F.
F	-	-	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	-	-	Undeveloped lands that are not permitted.

