



SR 204 Corridor Study Report Appendices

SR 204 Corridor Study
Chatham County, Georgia

Prepared For:



July 2013





Appendix A – Public Involvement Materials

Study Fact Sheet

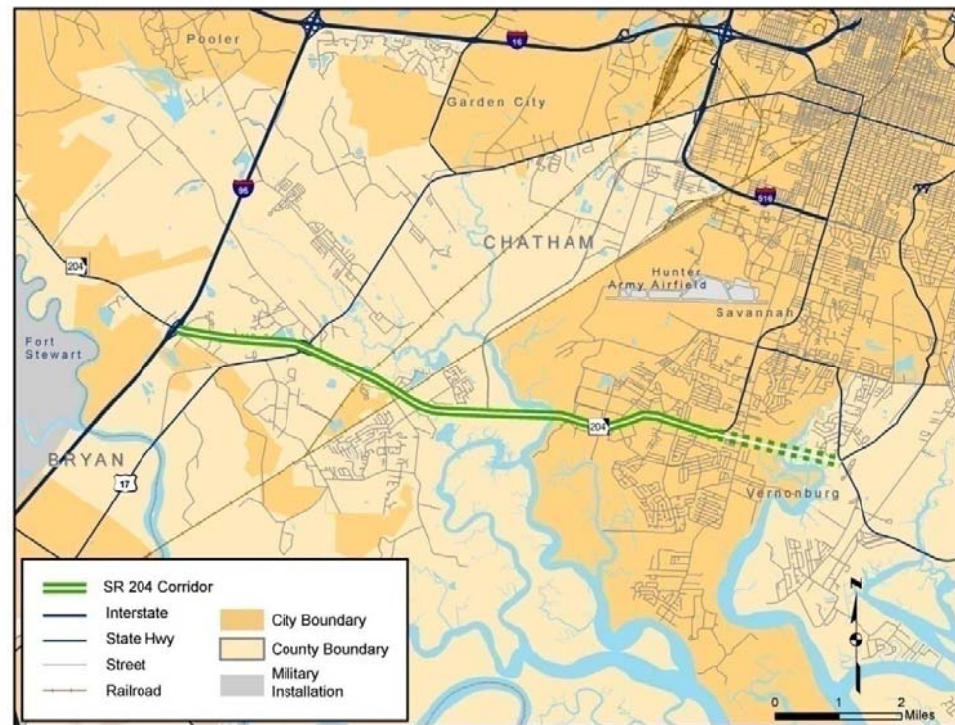


Study Overview

The SR 204 corridor is the key arterial connection across the southern part of Chatham County. The corridor links Truman Parkway and Veterans Parkway to US 17 and I-95. It is a primary commuter route and strategic route for access to the Hunter Army Airfield back gate. In addition, SR 204 serves a strategic purpose as a hurricane evacuation route. The SR 204 corridor accommodates through trips and provides access to regional activity centers such as the Savannah Mall, Armstrong Atlantic University and St. Joseph's Hospital.

Increasing traffic congestion has deteriorated the ability of the SR 204 corridor to serve as an effective link between regional activity centers. Strong growth anticipated over the next twenty years creates the need to expand capacity along the corridor. Previous studies examined several alternatives improving mobility in the corridor. These alternatives range from widening SR 204 and adding grade separated intersections to construction of an elevated viaduct to accommodate through traffic.

The purpose of this study is to further refine alternatives to improve the mobility and safety along the SR 204 corridor and weigh the costs and benefits of each alternative against key considerations of environmental conditions, constructability, impacts to residents and businesses. This study will examine potential funding options with special focus on the commercial portion of the corridor between Wilshire Boulevard and Rio Road utilizing both a context sensitive and complete streets approach to the alternatives developed. This study will assess opportunities for redevelopment and assess impacts to land use and community resources.



Study Objectives

The purpose of this study is to improve capacity along the corridor, reduce congestion, and improve safety while maintaining the character and cohesion of the community. This study will:

- Develop a viable and constructible alternative that improves mobility along the corridor and meets the needs of the community.
- Obtain community input to develop and evaluate the alternatives to define a preferred alternative supported by the community.
- Identify a fiscally feasible funding plan for the construction and operation of the preferred alternative.
- Coordinate with and obtain support from the Georgia Department of Transportation (GDOT) and Federal Highway Administration (FHWA).

Concept Study Schedule

The SR 204 Corridor Study will take approximately 18 months to complete and will include the following major tasks.

Data Collection and Evaluation of Previous Studies -----	Completed
Environmental Screening and Land Use Analysis -----	Completed
Determination and Evaluation of Alternatives -----	Completed
Definition and Selection of a Preferred Alternative -----	Completed
Identification and Evaluation of Potential Funding Options -----	On-Going
Proactive Public Participation Process -----	On-Going (3 rd Public Meeting – Nov 1 st 2012)

Project Development Timeline



Contact Information

David Kasbo, Project Manager
 JACOBS
 (678) 333-0140
david.kasbo@jacobs.com

Michael Adams, Project Manager
 Metropolitan Planning Commission
 912-651-1458
adamsm@thempc.org





Sign in Sheet for SR 204 Public Meeting September 7, 2010



NAME	AGENCY	PHONE	ADDRESS	EMAIL
Walter & Jennifer Pisaje		912 927 4001	107 Countrywalk Cir Sav GA 31419	
David Sorche		912-920-8254	3 Old South Ln 31411	
W. ROBERT HAMILTON	Forest Park Town Home Assn	925-9737	127 Windmill Ln 31419	w_r_h@bellsouth.net
Brittany Padgett		912-441-8975	258 Sweetwater Station Dr. 31419	
Thelma Padgett		912-441-8979	" " " " "	
DAN PRUITT		912 925 9849	13214 Coffee Bluff 31419	
Michael Wakely		912 920 6766	11708 Abercorn Ext 31419	kawakely@comcast.net
Michael A. DeCane		912 920-6766	11708 Abercorn Ext 31419	" "
Hubert & Cheri Keller	Keller's Flea Mkt	(912) 658-3260	590 Ogeechee Rd 31419	
Eric Johnson	HOBDO	912-354-4626		ejohnson@hgbd.com
Thom Richards	Cary Hilliards	912-925-2151	11111 Abercorn	
Gerald Emaly Sr		912-925-0893	2026 Grove Point Rd 31419	
CHARLIE MILMINE		352-8193	2611 Salcebo 31406	
Peter Schenk	St Joseph's Care	912-819-6144		schenkp@sjchs.org
JOHN Callen	Lamar Outdoor	912-232-4103	45 Tetlow's Place 31403	jcallen@lamar.com
BOB GANDHI	JG HOSPITALITY	912.604.3705	3 GATEWAY S. Sav. 31419	GANDHI51@msn.com
ANIL PATEL	HAMPTON INN	912.484.1158	17007 ABERCORN	country204@yahoo.com
Susan Broker	City	912-658-4378		sbroker@savannahga.gov
Tam & Lonane				
Cubernus				
Tini Hilliard			11111 Abercorn	
Helen Stone	Chatham County	912 692-0950	9974 Whitfield Ave	Helen_Stone3@hotmail.com
Steven Helmit		912-667-2504	6 Bayberry Ct Sav GA	
Drew Ambos		429-4313	15050 Abercorn	drewambos@gmail.com
Jane King			317 Brown Thrush Rd	
MIKE RUSSELL		912 921 0017	912 921 0017 53 Don 2-Ave	925R@comcast.net
JOHN B ZIPPERAR				
Dorothy Cooper		925-2631	12505 Largo Dr	

ROBERT L. JONES, CLU, ChFC
631 Rose Dhu Road
Savannah, Georgia 31419

Phone (912) 925-6240

RECEIVED

SEP 13 2010

METROPOLITAN PLANNING COMMISSION

September 10, 2010

Michael Adams
Project Manager
Chatham County Metropolitan Planning Commission
P. O. Box 8246
Savannah, Georgia 31412-8246

Re: SR 204 Corridor Study
Ref: Open House Information Meeting/Tuesday-09/07/10 05:30 PM/ET-07:30 PM/ET
Sub: Citizen Input

Dear Mr. Adams:

Following up I am on my phone call to you this morning (Friday-09/10/10 10:31 AM/ET), and your call back, and conversation, thereafter (Friday-09/10/10 12:15 PM/ET). Many thanks for the call back.

Restating, first, disappointed I was of the meeting, open house information meeting Tuesday-09/07/10 (05:30 PM/ET-07:30 PM/ET), largely because I anticipated finding explicit information, and displays on the inprogress phase 5 of the Truman Parkway, specifically of its configuration enjoining the Abercorn Street area. Instead, I found the meeting was entirely that of the long ago aired matter of the SR 204 corridor subject. Immediately, and puzzling, arose the mindful question why is this project being reincarnated from its very beginning, given the expanse of the subject broadly displayed in year 2006 (open house 11/14/06 and 11/15/06) and year 2007 (06/19/07). Frankly, as a citizen, one would expect to see something specific on the matter presently, given the background of the matter.

Nonetheless, my purpose presently is to restate my views on the project, which can be summed up by asking not an overkill to occur, forever destroying both the viability and its beauty as presently in place, recalling some of the display proposals of old (year 2006 and 2007 meetings), e.g., double decking of Abercorn Street or overpasses as certain intersections between Wilshire Boulevard and Rio Road.

It remains to be seen the development of west Chatham county and the real impact of Truman Parkway, the former especially in light of today's economy, one very likely to be slow recovering, and, once so, likely at a more moderate pace. Additionally, it is my view, while factoring in the west Chatham County development, even of the most extreme measures enacted upon the Abercorn Street corridor (SR 204), it alone will not alleviate the perimeter traffic picture. Thus, it is my view, emphasis should be heavily placed on the ingress/egress of west Chatham County traffic as relates to the residential and business planning, i.e., another way to the Savannah "city" hub rather than via Abercorn Street. It may be said Abercorn Street is suffering from the lack of foresight planning from long ago.

Like all concerned citizens, indeed, I have my opinions. Rather than restate them here, I have enclosed a copy of my letter to Harvey D. Keepler, State Environmental Engineer of the Georgia Department Of Transportation, mine to him of June 26, 2007, therein, including a copy of my prior letter similarly directed of November 15, 2006 to Todd I. Long, Director Of Preconstruction, Department Of Transportation State Of Georgia. You should find my views clear.

Page Two
Sep. 10, 2010

To: Michael Adams, Project Manager; Chatham County Metropolitan Planning Commission
P. O. Box 8246; Savannah, Georgia 31412-8246

Re: SR 204 Corridor Study
Ref: Open House Information Meeting/Tuesday-09/07/10 05:30 PM/ET-07:30 PM/ET
Sub: Citizen Input

Recalling you pointing out to me in our phone conversation (Friday-09/10/10 12:15 PM/ET), to my asking why this further meeting on a long ago aired project (year 2006 and 2007), the current study places emphasis upon the more localized impact of the project. I hope from this many of my concerns will be realized and addressed. Thus, to this purpose, I extend my thanks to those who prompted this most recent meeting (Tuesday-09/07/10 05:30 PM/ET-07:30 PM/ET Armstrong Atlantic State University/"Armstrong Center").

Sincerely,



Robert L. Jones
631 Rose Dhu Road
Savannah, Georgia 31419
Ph. 912-925-6240

Enc: (Original) Information Form (Feedback) "SR204 Corridor Study" (Public Meeting
September 7, 2010) "Questionnaire" (Executed 09/10/10)
Enc: (Copy) Letter RLJ-To-HDK/DOT 06/26/07
(Including Attachments)

PUBLIC MEETING: SEPTEMBER 7, 2010

QUESTIONNAIRE

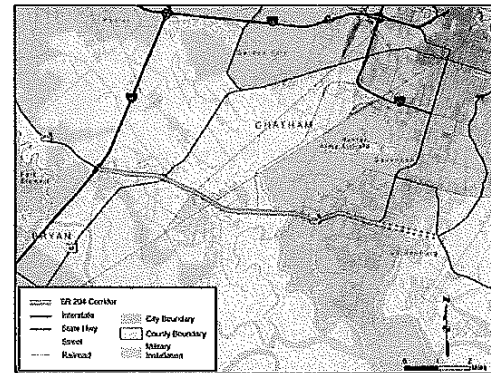
1. What sector of the community do you represent? (Choose all that apply.)

- Resident Elected/Appointed Official
 Commuter Truck Driver
 Private Business Owner Other: _____

2. Where do you live? 631 Rose Dhu Road, Savannah, GA 31419-3323

(5 miles south of intersection White Bluff Road & planned overpass of Truman Parkway)

3. Where do you work? The affected SR 204 Corridor area



SR 204 Corridor Map

4. Do you live within one mile of SR 204? Work within one mile of SR 204?

- Yes No Yes No

5. How many times per week (7 days) do you drive/use SR 204?

(Count each trip separately – i.e. each morning commute to work = 1 trip; to lunch = 1 trip)

- 1 to 4 times per week
 5 to 8 times per week
 9 to 14 times per week
 15 or more times per week

6. Do you avoid SR 204 at certain times of the day due to traffic conditions? (Choose all that apply.)

- Yes, if yes: 7:00 am to 9:00 am Weekdays (Monday – Friday)
 No 11:00 am to 1:00 pm Weekends (Saturday – Sunday)
 4:00 pm to 6:00 pm
 Other: Cited area avoidance is Apache Avenue To King George Blvd.

7. Additional comments: See letter attached RLJ-To-MA/CCMPC 09/10/10 (Including Attachments)

- (1) Time the traffic lights, (2) extend the "third lane" (Abercorn) to King George Blvd
(3) put in place a fly-over at King George Blvd, (4) otherwise, leave the corridor intact.



The CORE MPO is supported by staff of the Chatham County Savannah Metropolitan Planning Commission



Signed Robert L. Jones
Date September 10, 2010

ROBERT L. JONES, CLU, ChFC
631 Rose Dhu Road
Savannah, Georgia 31419
Phone (912) 925-6240

RD
09/10/10

June 26, 2007

Harvey D. Keeper
State Environmental/Location Engineer
Georgia Department Of Transportation
3993 Aviation Circle
Atlanta, Georgia 30336-1593

Re: Project NH-111-1(24), NHS-0002-00(922), Chatham County, P.I. No. 522870 & 0002922
SR204/Abercorn Street (From US 17 To Wilshire Boulevard)

Dear Mr. Keeper:

Having attended the prior GDOT "Public Information Open House" 11/14/06 and 11/15/06 on the initial introduction of the "SR204/Abercorn Street" project (above), I did so with groomed attention the most recent open house, that of June 19, 2007 (AASU Center/Savannah). Writing before on the matter, mine to Todd L. Long, P.E., of November 15, 2006, copy attached (excluding attachments), I am doing so again to make my views known. As a native Savannahian, and one that lives on the "soutside", thus, daily use of the SR204/Abercorn corridor on a mixed basis, I care very much about what is done to this road way. Hereafter, I wish to render my comments again.

First, well aware I am of two significant factors: (1) the current day traffic conjection that backs up traffic to a crawl in some areas, principally that of the area east and west of the Georgetown intersection (the King George traffic light), e.g., late afternoon southbound traffic back as far as Apache Avenue and (2) the projected increase in growth, particularly residential growth of outlying areas that likely would utilize SR204 for ingress/egress to Savannah, those areas of southwest Chatham County and northeast Bryan County (Richmond Hill area). Critical are these two points, to include emergency evacuation of the City Of Savannah, e.g., hurricane evacuation, care must be given in the roadway planning not to use one very big broad brush to paint a picture of resolution. There must be planned into the scheme the elements of traffic flow vs business commerce and area aesthetics. Of these two points, (1) current day traffic conjection and (2) projected traffic burdens, they should be painted with separate brushes.

Of the current day (1) traffic conjection, indeed, yes, no one will disagree something must be done. However, no one neither wants to cut off the arm to cure a sore finger. Restating my prior views, it is my belief this problem can easily be resolved, and within a far shorter period of time, thus, hastening the relief, and more inkeeping within current day GDOT budget restraints, by focusing on four points. though, and foremost, **leave Abercorn Street as it is, particularly from the futuristic entrance way of the long working Truman Parkway, that of Phase 5 at Holland Drive to Rio Road (Forest River Bridge), and with emphasis upon the section of Holland Drive to Middleground Road.** This sector is a viable area, both of its long established business community and its roadway beauty, the latter a real credit to the City Of Savannah's effort to beautify Savannah. While many things could be done to move traffic along, it should not be done at the expense of the quality of life so real to this area. I am very much against the "overpass" at various of current day intersections noted on one of the many proposed concepts. **Simply said, I want not Abercorn Street turned into a freeway!**

KA
6/26/07

To: Harvey D. Keepler, State Environmental/Location Engineer; Georgia Department
Of Transportation; 3993 Aviation Circle; Atlanta, Georgia 30336-1593
Re: Project NH-11101(24), NHS-0002-00(922), Chatham County, P.I., No. 522870 & 000922
SR204/Abercorn Street (From US 17 To Wilshire Boulevard)

First, Abercorn Street to Rio Road (Forest River bridge) should be left at its present day three lanes, except for the merge, and only, of Truman Parkway into Abercorn Street.

Second, at Rio Road, the Forest River bridge should be widened to accommodate three lane throughfare, both south bound and north bound, to eliminate the bottleneck that now prevails, especially of the southbound traffic flow.

Third, there should be newly erected a flyover at the Georgetown/King George Boulevard intersection to allow for non-stop through traffic, thereby, eliminating a major source of the traffic backup.

Fourth, the traffic lights, particularly of the area from Holland Drive through Rio Road should be timed to accommodate north bound and south bound traffic, particularly southbound traffic.

Of the projected traffic increase, reference the projected growth (business and residential) of southwest Chatham County and northeast Bryan County (Richmond Hill area) that, by its proximity to the SR204/Abercorn Street artery, indeed, I recognize the significant impact this suggests. However, it is my view, even of the most aggressive roadway concepts, like that of a raised highway, the SR204/Abercorn artery will not alone accommodate the traffic growth. In concert with attention to the SR204/Abercorn roadway, attention should be, too, focused on other arteries providing ingress/egress to the Savannah (city) interior. Not to do this will give rise to undue, and severe, changes to the SR204/Abercorn artery, doing more harm than good when the total picture is considered. It is my view, where excessive attention, near exclusively, is given to the SR204/Abercorn corridor, it will be so at the expense of the far greater overall traffic planning need.

It must be realized, of the SR204/Abercorn corridor, Wilshire Boulevard to Highway 17, the area is of two characters, that of the Wilshire to Rio Road area and that of the Rio Road to Highway 17. They are different in many ways, both of the present day occupation (business and residential) and physical status. Thus, they should be regarded separately when proposed roadway concepts are advanced. Indeed, what is needed, and fitting, for the Wilshire Boulevard to Rio Road area is far different than that of Rio Road to Highway 17.

Certainly I claim not the insight of traffic engineer visionaries, however, I challenge a point I hear being made over and over, that of the significant increase in traffic upon the SR204/Abercorn corridor once Truman Parkway is fully in place, thus, "phase 5" completed merging onto Abercorn Street. Given the east Chatham location of the Truman Parkway, i.e., in between the east Savannah (city) and the ocean, it is my view its use will be largely of traffic that now goes through the "city". Thus, for the SR204/Abercorn corridor, it will be of much the same traffic count. What I, too, envision is an increase in big truck traffic in the corridor area utilizing Truman Parkway. Here again, it is my opinion other arteries should be included in a total picture of ingress/egress of traffic so to share the movement, Highway 17, Interstate 16 and Highway 80 so not to overburden the SR204/Abercorn corridor. Not to do this, if aggressive roadway arrangements are implemented along the SR204/Abercorn corridor, like water taking the easiest route, so will the big trucks.

KA
6/26/07

To: Harvey D. Keepler, State Environmental/Location Engineer; Georgia Department
Of Transportation; 3993 Aviation Circle; Atlanta, Georgia 30336-1593
Re: Project NH-11101(24), NHS-0002-00(922), Chatham County, P.I., No. 522870 & 000922
SR204/Abercorn Street (From Highway 17 To Wilshire Boulevard)

Apologizing in advance for being somewhat cynical, it is my view those of the area population, southwest Chatham County and, in particular, those out of Chatham County, like of the northeast Bryan County area (Richmond Hill), and others, care not about the quality of life of the SR204/Abercorn Street corridor, instead, only concerned about getting to where they are going the fastest and easiest way. Such an attitude by this group gives no regard for the community impacted, cares not about the aesthetics of the area. Those of us who care and, in particular, those of us who reside in the area, become victimized.

To me, it is clear the overall picture is very broad and very reaching. Thus, it is my view fast track attention should be given to improvements to alleviate first the current day traffic congestion, and to take serious consideration for my suggestion (page 1/"Of the current day (1) traffic congestion"), herein, and its four points. Secondly, of the projected traffic growth by reason of futuristic development of southwest Chatham and northeast Bryan County, it is my opinion this should be looked at as a separate subject, therein, calling for a far broader resolution than that of the SR204/Abercorn corridor.

Overall, of the "fix", ruin not a good thing. Again, the existing SR204/Abercorn Street corridor, particularly from Holland Drive to Rio Road, is a viable business sector that is aesthetically pleasing and in harmony with the area. Improving traffic flow should/can be done while preserving these two points if the "fix" is not an overkill.

Sincerely,

Robert L. Jones

Robert L. Jones
631 Rose Dhu Road
Savannah, Georgia

Ph. 912-925-6240

Enc: (Copy) Letter JBB/GaDOT "Thank you for attending the Public Open House" (06/19-20/07)
Enc: (Copy) Letter RLJ-To-TIL/GaDOT 11/15/06
(Excluding Attachments)
Enc: (Original) GaDOT/"Public Information Open House Comment Card" (Executed 06/26/07)
[Project NH-111-1(24), NHS-0002-00(922), Chatham County, P.I. No. 522870 & 0002922]
(Open House June 19-20/07 Armstrong Atlantic State University/Savannah)

ROBERT L. JONES, CLU, ChFC

631 Rose Dhu Road
Savannah, Georgia 31419

Phone (912) 925-6240

November 15, 2006

Todd I. Long, P.E.
Director Of Preconstruction
Department Of Transportation
State Of Georgia
#2 Capital Square, S.W.
Atlanta, Georgia 30334-1002

Re: Project NH-111 (24) & NHS-0002 (922), Chatham County, P.I. No. 522870 & 0002922
Aka "SR 204 Corridor"
Ref: Public Information Open House/Savannah Tuesday-11/14/06 (AASU Site 4:00-7:00 PM)

Dear Mr. Long:

As a native Savannahian, and life long resident of Savannah and the adjacent "southside" region of the "SR 204 corridor" (above), to include daily use of the "SR 204 corridor", principally from the proposed northern end (Wilshire Boulevard vicinity) to Rio Road, and occasionally of Rio Road to U.S. Highway 17, I wish to make comment. Please know, I attended the Georgia DOT "Public Information Open House" display yesterday (Tuesday-11/04/06 04:00 PM/ET-07:00 PM/ET), therein, taking the time to review the many charts on the subject. I extend my thanks to the Georgia DOT making this preconstruction review available, and the opportunity for citizen comment. Such a major project as this will impact everyone, both personal and business, and resident and visitor. It should be thought out very carefully beforehand, both of impact (traffic flow and business) and cost, with an eye toward growth in the outlying adjacent counties, primarily Bryan County and the southwestern region of Chatham County whose traffic is likely to flow to/from Savannah via the "SR 204 corridor".

Of concern to me is erring in the planning process as I believe occurred in the decade past construction of the convergence of SR 204 and Veterans Parkway, a stop-light, instead of the more recent replacement interchange, adding millions of dollars to the matter. Too, of equal shortsightedness was the overlook of the mile distant intersection of SR 204 and King George Boulevard traffic light and the resulting of the continued back up of southbound traffic, negating much of the intended relief of the SR 204/Veterans Parkway interchange addition. It is noted, too, in the more recent years, there is occurring traffic backup in the northbound traffic west of the SR 204/King George Boulevard, again by reason of the SR 204/King George Boulevard traffic light.

From my discussions with other Savannah citizens regarding the "SR 204 corridor", it appears many people are expressing primary concern upon the eventual convergence of the Truman Parkway Phase V southern end into SR 204 (Abercorn Street) adding further traffic to the "SR 204 corridor". Only hindsight will tell, however, it is my view "Truman Parkway traffic will not significantly add to the traffic volume, instead, it will simply relieve SR 204 (Abercorn Street) north of the corridor, i.e., going via the Truman Parkway heading south vs now through-town traffic to reach the corridor heading to the south and southwest regions.

It is my view, the primary traffic outlook is a near explosive increase in the housing and business development in the said adjacent counties, Bryan County, and southwest Chatham County. The "SR 204 corridor" is, indeed, the backdoor route. This

Page Two
Nov. 15, 2006

To: Todd I. Long, P.E.; Department Of Transportation; State Of Georgia; State Of Georgia; #2 Capital Square, S.W.; Atlanta, Georgia 30334-1002
Re: Project NH-111 (24) & NHS-0002 (922), Chatham County, P.I. No. 522870 & 0002922
Aka "SR 204 Corridor"
Ref: Public Information Open House/Savannah Tuesday-11/14/06 (AASU Site 4:00-7:00 PM)

route is the through traffic to/from the City Of Savannah north of the "SR 204 corridor", and is "time of day" oriented, i.e., to/from work. Mixing, thus, is the inherent traffic normal to the corridor, residents and business, with this through traffic.

I witness the very severe backup of traffic in the late afternoon in the southbound lanes (3) from Science Drive/Armstrong Atlantic State University to the King George Boulevard traffic light. It can be said, once one gets through the King George Boulevard traffic light, it is easeful traveling there on out.

While already said the predicted traffic increase from the continued development of the Bryan County and southwest Chatham County regions will increase the traffic volume along the "SR 204 corridor", I am concerned about an overstatement of a proposed correction. From what I viewed of the many proposed corrections, it will badly disrupt many business sites now in place, principally between the north end of the corridor to Rio Road. I must question, thus, would not a correction of the SR 204/King George Boulevard intersection, like an overpass, largely relieve the situation, to include correcting the very thoughtless merging of (southbound) three lanes at Rio Road to two? For the most present, it makes sense to me, both in immediacy of relief and cost, to first make these two corrections before going further, allowing time and traffic flow to provide a clearer picture for any further changes.

Additionally, I continue to hear, and read, of the idea of rerouting Truman Parkway/Phase V south across Vernon River, east of Rose Dhu Island, following a southward swing south of the Forest River connecting to the said Veterans Parkway interchange. Massive a project this would be, both of environmental and cost considerations, if there is merit to this, such redirecting of the Truman Parkway traffic, now proposed to merge into the "SR 204 corridor" in the Holland Drive region, would greatly change the whole picture. Thus, with this as a thought, again, why would it not be more prudent to first make the suggested changes at the SR 204/King George Boulevard intersection and the southbound lanes at Rio road, thereby, avoiding what may prove out the needless disruption of the business community now in place between the north end of the corridor and Rio Road?

Further, I wish to cite another concern, that of the north end of the corridor, specifically that of the already problematic situation of exiting traffic from the United States Postal Service/Southside Station (west side of SR 204/Abercorn Street). One doing so, which I do daily, one is already confronting three lanes of southbound traffic. Especially for those whose travel must take them north, thus, having to make a U-turn somewhere to proceed northbound on SR 204/Abercorn Street, already one must cross two lanes to enter the third (far left lane). Adding a fourth lane will make worse this already dangerous situation.

Of one who lives in Savannah, and one who daily drives the "SR 204 corridor", thus, one with a vested interest in matters, and one well aware of the need for advance planning to address traffic growth, hopefully you will take my views in mind.

Enc: Letter/Todd I. Long Meeting
(11/14 & 15/06 Introduction)
Enc: GDOT/"Comment Card" (Blue)
RLJ-To-GDOT 11/15/06

Sincerely,

Robert L. Jones



Department of Transportation

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

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.

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

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CHIEF ENGINEER
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BUDDY GRATTON, P.E.
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

RLJ
06-26-07
RLJ
06-16-07

Georgia Department of Transportation

Public Information Open House Comment Card

Project NH-111-1(24), NHS-0002-00(922), Chatham County, P.I. No. 522870 & 0002922

June 19 & 20, 2007

RLJ
06-26-07

Please print responses.

Name Robert L. Jones (Address: 631 Rose Dhu Road; Savannah, GA 31419)

Do you live on or adjacent to the SR 204 corridor? Yes No

Do you own a business on the SR 204 corridor? Yes No

Do you work in a location on the SR 204 corridor? Yes No

How often do you drive on SR 204? Daily A Few Times a Week A Few Times a Month Rarely

Do you support improvements in this corridor? For Against Conditional Uncommitted

Please Explain See letter attached (Robert L. Jones-To-Harvey D. Keepler, State Environmental Engineer/Georgia Department Of Transportation) Dated June 26, 2007

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. Keepler, 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,

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

Which of the improvement alternatives would you prefer?

US 17 to Rio Rd	<input type="checkbox"/> Alternative C1 – Limited Access Freeway. Split Interchange with full access to King George Boulevard and Pine Grove Road
	<input type="checkbox"/> Alternative C3a – Limited Access Freeway. Interchange at King George Boulevard. Pine Grove access routed on Grove Point Road across new bridge over CSX Railroad to King George Boulevard.
	<input type="checkbox"/> Alternative C3b – Limited Access Freeway. Interchange at King George Boulevard. Pine Grove access routed on Grove Point Road across new bridge over CSX Railroad to US 17 via Fountain Road.
	<input checked="" type="checkbox"/> Other (please explain) - I am not sufficiently familiar with this section to render an opinion, nor do I live in the area, thus, yield to those most directly impacted, residents.

Rio Rd to Truman Pkwy	<input type="checkbox"/> Alternative L2n – Limited Access Freeway with Frontage Roads. Widen mainly to the north . Grade separations at Rio Road, Middleground Road, Mercy Blvd, and Truman Pkwy, including signalized intersections and free-flow U-turns for the Frontage Roads. Frontage Road entrance and exit ramps at various locations along the freeway.
	<input type="checkbox"/> Alternative L2s – Limited Access Freeway with Frontage Roads. Widen mainly to the south . Grade separations at Rio Road, Middleground Road, Mercy Blvd, and Truman Pkwy, including signalized intersections and free-flow U-turns for the Frontage Roads. Frontage Road entrance and exit ramps at various locations along the freeway.
	<input checked="" type="checkbox"/> Other (please explain) - See letter attached, aforesated (Robert L. Jones-To-Harvey D. Keepler, State Environmental/Location Engineer/State Of Georgia) dated June 26, 2007



Mail To:
Mr. Harvey D. Keepler, State Environmental/Location Engineer
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, GA 30336-1593

Signed *Robert L. Jones*
(Robert L. Jones)
Date June 26, 2007

Public Information Open House Meeting Evaluation Form

RA
09/10-10

Name Robert L. Jones
 Address 631 Rose Dhu Road
Savannah, Georgia 31419
 Email Not Applicable

How did you hear about this meeting? Radio Newspaper Signs Word of Mouth

Mailed Meeting Notice Other (please specify): _____

Was the location of the meeting convenient for you to attend? Yes No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? Yes No

If no, please suggest a time frame that is more convenient for you. _____

Were your questions answered by the DOT personnel? Yes No

Do you understand the project after attending this meeting? Yes No

Please share any additional comments about the SR 204 improvements:

See letter attached, aforesated (Robert L. Jones-To-Harvey D. Keepler, Environmental/
 Location Engineer/Georgia Department Of Transportation) of June 26, 2007

Mail To:

Mr. Harvey D. Keepler, State Environmental/Location Engineer
 Georgia Department of Transportation
 3993 Aviation Circle
 Atlanta, GA 30336-1593

Signed Robert L. Jones
 (Robert L. Jones)
 Date June 26, 2007

LIVE-WORK-PLAY QUESTIONNAIRE

SUMMARY OF RESPONSES

PUBLIC MEETING: SEPTEMBER 7, 2010



1. What sector of the community do you represent? (Choose all that apply.)

18 (58%) Resident 1 (3%) Elected/Appointed Official
 6 (19%) Commuter 0 (0%) Truck Driver
 5 (16%) Private Business Owner 1 (3%) Other: Property Owner

2. Where do you live?	3. Where do you work?
Bonnville Island	Abercorn Extension
805 Ft. Argyle Road	805 Fort Argyle Rd
Southern Woods, Georgetown	11708 Abercorn Street
Rendant Avenue	self-employed
Richmond Hill	204 Animal Hospital
Henderson Golf Community	Chatham Parkway and Home Office
Henderson Golf Community	Poppell Brothers - White Bluff Road
12500 Block of Largo Drive	-
Idlewood Drive	Downtown
Isle of Hope	The Landings
Ardsley Park	NA
43 Don Zipperer Drive	Retired
Landonga	Abercorn and Henry
Savannah	Gordon City
Whitefield Ave.	Downtown
Coffee Bluff Road	Retired
221 Mariners Way, Georgetown	Downtown
Near Isle of Hope/Sandfly	Retired
Sweetwater Station	Hogson Memorial Drive
Sweetwater Station	Whitfield Ave
2026 Grove Point Road	Southern Company - Mall Blvd
Holland Park Townhomes	Pooler
1229 Quacco Road, Pooler	5901 Ogeechee Rd
Midtown	Retired



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LIVE-WORK-PLAY QUESTIONNAIRE

SUMMARY OF RESPONSES

PUBLIC MEETING: SEPTEMBER 7, 2010



SUBJECT: Comment Sheet Responses from SR 204 Meetings

4. Do you live within one mile of SR 204? Work within one mile of SR 204?

9 (50%) Yes 9 (50%) No 10 (56%) Yes 8(44%) No

5. How many times per week (7 days) do you drive/use SR 204?

(Count each trip separately – i.e. each morning commute to work = 1 trip; to lunch = 1 trip)

5 (24%) **1 to 4 times per week**
4 (19%) **5 to 8 times per week**
7 (33%) **9 to 14 times per week**
5 (24%) **15 or more times per week**

6. Do you avoid SR 204 at certain times of the day due to traffic conditions? (Choose all that apply.)

21 (88%)	Yes, if yes:	7 (33%)	7:00 am to 9:00 am	3	Weekdays (Monday – Friday)
3(12%))	No	1(5%)	11:00 am to 1:00 pm	3	Weekends (Saturday – Sunday)
		16(76%)	4:00 pm to 6:00 pm		

Other: 6:00 pm to 7:00 pm, 5:00 pm to 6:30 pm, and 4:00 pm to 7:00 pm.
Noon trips are to be avoided on weekends.

7. Additional comments:

- Evening traffic going towards Georgetown heavy and backed up.
- Fix Georgetown bottleneck first.
- If 204 is widened, my septic system is just off SR 204. Would not be able to relocate it on-site.
- If limited access to Hwy 204 is mandated, it would decrease the public's ability to access my hospital.
- There is also a fire station (Southside Fire Station #7) and an ambulance station on Grove Point connector whose ability to access Hwy 204 would be severely diminished.
- A Georgetown flyover and highway widening is desperately needed for civilians as well as our medical, fire and law enforcement personnel.
- I don't have another way to go home. I just sit in traffic or go to the mall and wait. We need a flyover at King George Boulevard.
- Can't avoid using SR 204 to get to Veteran's Parkway.
- Traffic is impassible during rush hours on 204. When the new Wal-Mart opens it will be worse. It is poor planning to dump an expressway onto Abercorn. It should connect to a perimeter road around Savannah - Veteran's Parkway.
- We need to develop this to have an express lane and pedestrian/"local" traffic friendly lanes.
- Work for Lanor Outdoor Advertising, we have 11 sign structures along the corridor. How will this effect visibility and locations?
- I am concerned about the entrance of Phase 5 onto Abercorn.
- I would like to avoid SR 204 in the mornings as well, however, I have to go that way to work.

Stakeholders Meeting Number 1, Thursday, September 2, 2010

- Anonymous
 - We need to look at short term solutions as well. What can be done to facilitate traffic now.
 - The final proposal needs to be able to handle the anticipated volume of traffic projected by 2030.
 - We should review prior proposals that DOT have proposed.
 - Look at how other communities have handled traffic problems like the Abercorn corridor.
- Anonymous
 - Let's talk about flooding – will this issue be discussed before it's too late? There was severe flooding in some communities because of the Truman Parkway around the area that would affect and did affect Magnolia Park. We don't want that to be a concern around the apartments on Abercorn – Home Depot, Lowes-Deerfield, etc.
 - Have aesthetics in the plan since this corridor will run through neighborhoods.

Public Information Meeting Number 1, Tuesday, September 7, 2010

- Michael Wakely, 912-663-4867
 - Don't create something (design) that will kill business access, i.e., don't take out curb cuts, install walls that restrict access.
 - If your plan has an impact on a business, they need to be compensated for that loss whether or not they take the property.
- David B. Kicklighter, 912-920-4204, dbk24@comcast.net
 - The widening (potential) of 204 would impact 204 Animal Hospital and adjacent properties between Grove Point Road Connector and Hwy 17: would make the properties smaller and eliminate the ability for on-site sewage systems. The city/county would need to provide city sewer to the lift station at the west end of Grove Point Road.
 - There is a force main along Grove Point Road that would need to be moved if it was widened to provide parallel traffic to Hwy 204.
- Anonymous
 - Reduce congestion from Phase 5 to the Forest River.
 - Eliminate the traffic coming off 204 to the housing areas.
 - Support the local business and promote people to stop.
 - Not everyone can win. Do the best with what we have.
- C. Milmine
 - Your question #5 asks about frequency of use. I may use the corridor two times a month. Regardless of the frequency of use, it becomes part of my



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transportation plan for the day I use it. The easier it is to use the more I will use it without thinking (planning).

- We have limited access on Truman. This project is kind of an extension of the Truman. I think you can limit access to the corridor also. Between end of Truman and Veteran's Hwy, maybe four exits including St. Joseph's and AASW. Between Veterans and I-95, maybe limit to Rte 17 and one other.
- How can you involve public transportation in this?
- You are probably going to have to go business to business along the corridor to get their input. You would be wise to do this early.
- Anonymous
 - Too late – too shortsighted in not planning for connection with Veteran's Parkway.
 - If an eventual connection with Veteran's Parkway is planned, then keep the affect on 204 at a minimum. Because of my AASU connection, I would prefer to see any adjustments to 204 effect the north side of the highway, tho' hard on the commercial interests there.
 - The issue needs some of the best creative thinking – not just more lanes of pavement.
- Savannah Tree Foundation
 - The Savannah Tree Foundation is pleased that Context Sensitive Design and Complete Streets concepts are part of the planning process of the commercial portion of the corridor between Wilshire Boulevard and Rio Road. We suggest that the canopy trees be incorporated as part of the infrastructure of the entire roadway.
 - Funding and provisions for canopy trees should be included in the planning from the conceptual phase to the final design plans. Research has concluded that canopy trees are invaluable infrastructure in road construction. A few of the many benefits provided by canopy trees are the removal of air pollutants, reduction of storm water runoff, calming effect on drivers and reduction in surface repairs on a shaded roadway.
 - The Savannah Tree Foundation recommends that the City of Savannah's Park and Tree Department be included in the planning and construction process to advise on species selections and to assure best management practices for the planting and maintenance of the trees.
 - Representatives of the Savannah Tree Foundation will continue to participate in the study process.

SR 204 Corridor Study - Public Meeting 2 - September 12, 2011

Please rank the importance of the following in each section:

(1 - Not important; 6 - Very Important)

Area 1: West End	Average
Pedestrian Facilities	3.37
Bicycle Facilities	3.19
Trees and Landscaping	4.31

Area 2: Central Section	
Pedestrian Facilities	3.33
Bicycle Facilities	3.31
Trees and Landscaping	4.73

Area 3: East End	
Pedestrian Facilities	4.93
Bicycle Facilities	4.64
Trees and Landscaping	4.76
Separation of local traffic and through traffic	5.54

Area 1: West End - Which alternative do you prefer?	
A	7
B	0
C	17

Area 3: East End - Which alternative do you prefer?	
A	1
B	1
C	23

How did you hear about today's meeting?	
Road side sign	19
Email	1
newspaper	1
Word of mouth	3
Website	0
Other	5

Area 1: West End

Respondent	Likes, Dislikes, Comments
1	A B C By far better choice considering future needs and elimination of traffic congestion.
2	A B C Smooth flow of traffic.
3	A Smooth flow of traffic B C
4	A B C there is heavy traffic at 95/204 and alt. c allows a smooth flow of traffic
5	A B C there is heavy traffic at 95/204 and this alt. c would allow the flow of traffic smoother
7	A best for business near 95, comfort level high with less changes, but won't keep up with growth in traffic B most expensive when construction and right of way added together C best for increase of expected flow. Cost not exorbitant.
8	A bottleneck will become even worse at intersection of 204 & I-95 B like over-ramp to south. Don't like traffic will bottleneck on I-95 going south at off ramp to 204 C think this is closer to what will be needed in the future
9	A dislike B dislike C like
11	A less intrusive on the environment, really like the light (see picture) B flyover not needed C flyover not needed
12	A lowest impact B C
14	A dislike; too many lights B C best design
15	A little improvement from present - dislike B some improvement - dislike C most traffic flow, less construction disturbance - like
16	A I do like the simplicity but not feasible for future B don't like large loop C seems safer, more cost effective
17	A B C this intersection is the least of the issues and can wait til the end of the program
21	A no B no C no
22	A this plan keeps it simple and would be best for biz at interchange B too convoluted for north/south drivers to figure out C ditto - it will kill the motel biz; drivers will be confused
23	A like B C
24	A too many traffic lights causing delays B reduces/eliminates lights improving traffic flow C best alternative

25	A does not address congestion at McDonald's, Cracker Barrel intersection as you turn off 204 or try to access 204 - backup on Gateway Blvd B C
26	A nothing more than a widening B practical solution - get people to the south! C do this one!
27	A too many traffic lights B C like
28	A I think this would be far best way to go B C
29	A simple; cheapest? B complicated and possibly confusing C add fly-over exit 95Nto 204E and if possible new flyover 204W exit to I95N; complicated / confusing
30	A B C I prefer this alternative. This will allow on and off ramps to motorists without having to deal with local traffic and traffic signals. I also feel this is the more aesthetically pleasing .

Area 3: East End

Respondent	Likes, Dislikes, Comments
1	A Accomplishes express and local traffic needs B C
2	A B C Nonstop traffic
3	A B C Nonstop traffic
4	A B C takes no less land, keeps traffic flowing out of town
5	A B C this takes up less land and keeps traffic flowing out of town
7	A takes too much land and money B same as above C best plan by far. Lease impact on community business. Lowest cost.
8	A I like the least B lane changes seem confusing moving off the express lanes. More disruption to businesses. C makes the most sense. Gives express traffic lanes and still have local lanes below for shopping and local.
9	A dislike B dislike C like
11	A too wide B too wide C like everything about this one. It keeps the local area virtually unchanged.
12	A B C seems to be best alternative, lowest cost, and impact to existing land
14	A cost too much, impacts too much B cost too much, impacts too much C best design
15	A too much disruption of business and residential - dislike B not too much improvement - dislike C less construction disruption, best traffic flow, less business and residential disruption, best!
16	A takes up too much property B ?? Right of ways - more accidents C seems to keep community more intact, more visually appealing, I do like the idea of off-ramp at Armstrong
17	A B C this is the way to go!
19	A B best C
20	A B C similar to H1 elevated over Nimitz Highway in proximity to the Honolulu International Airport in Oahu, Hawaii
21	A no B no C similar to H1 (Nimitz Highway) in Honolulu - has revised highway and easy to travel thru along with ability to get to local areas - less invasive to environment - less effect on tax loss; going to be a mess during construction but the most logical approach to current dilemma
22	A too wide for space available B ditto C seems most cost effective and best plan from traffic flow and design
	A dislike - too many business displacements
23	B like C dislike
24	A cost B cost C minimal land impact; lowest cost
26	A too big B roller coaster anyone? C best out of all three, but not the best for the community. It's the one being pushed.
28	A this would be the vest way for less right of way (remainder illegible) B C
29	A No! B No! C this is obviously best alternative with what's been offered. Not sure of value and logic of Arts Drive off-ramp west and on ramp eastbound. Might be better and more efficiently located elsewhere - but I haven't studied situation in-depth. I'm sure final design would be tweaked carefully.
30	A B C Alternative C again is my preference. Aesthetics play a big part here, especially for thru motorists that will not have to travel on the same level as the local traffic. More importantly is the cost of construction and the comparative minor impact on businesses.

Respondent Comment

- 1 Let's get this done in my lifetime!
47 year old resident on Rio Road
- 2 Saw signs on road, TV, and word of mouth
- 4 need better advertisement and info in the daily newspaper
- 6a Hi, I am Dr. David Kicklighter. I own 204 Animal Hospital. I am just east of Highway 17 and west of Georgetown.
1. From US 17 South - Highway 204: I suggest a right in-right out at Grove Point Road connector. There is currently a deceleration lane in front of my facility.
2. There is an ambulance lane ?? At this intersection. Their response time to I-95 and US 17 would be delayed severely having to go east first, then west to join the new road.
(Note: He provided all contact info - email, cell)
3. Blocking access to my animal hospital could severely hamper my business (by blocking Grove Point Rd. connector)
(Note: Foms left together with paper clip)
- 6b 204 Animal Hospital, Bill Nelson's Grooming & Kennel, and fire station #7 have been there for 22 years. That's 3 businesses. We need a overpass also. 22 years should have some weight. Closing us off will hurt all of us very badly. People will not go left then right then over a overpass then turn again to get to us. This will put us out of business.
- 8 I think this should have had more advertisement
- 10 I live on Don Zipperer Drive. The preferred alternative for our area takes away a good part of our yard. If you move forward, please consider landscaping or walls to block the NOISE and VIEW of the new access road and highway. Also, I am not sure of how we will be impacted during the construction phase but it could be significant. Ultimately it would be best if you would buy out the properties along Don Zipperer Drive.
- 13 sound barriers/noise
- 16 appreciated the help with understanding the different roadway proposals. Great, friendly, and patient staff.
- 17 get it done!
- 18 extreme concern over loss of property in Grove Hill on Don Zipperer Drive, loss of property value and increased noise - we will need an attractive noise barrier and foliage. Why not buy us out and zone the property commercial?
- 20 these future needs and plans should have been addressed and planned for before completion of Truman Parkway improvements. If nothing is done the increased dumping of traffic from Truman to Abercorn will be an instant gridlock and problems for motorists and first responders. also there must be a better access to Richmond Hill which would alleviate a lot of present congestion.
- 21 This should have been decided and plans to go into action before you started on Phase 3 of Truman. It is a nightmare from 3p - 8p every night now going towards I-95 - by not doing this portion SR 204 the Truman will add even more traffic to the already overloaded roadways.
- 22 I think Georgetown and Grove Point/Pine Grove intersections as designed are real winners. Both seem to make the most sense and have lowest impact on area.
- 24 provide total mobility path from Pine Grove to Rio Road
- 28 written comments illegible
- 29 Thanks for the opportunity to look this over.
- 30 I feel that pedestrian and bicycle facilities are somewhat important. I also feel that these areas need to be addressed with a greater emphasis on safety for the people that will use them. This new corridor will not be as safe for these types of facilities.

Received via email or other input other than survey

- Email via website The Georgetown area on SR204 is badly in need of a flyover. The traffic is going to get worse when the Truman Parkway is finished. We need this done instead of tearing down the I 16 flyover at Martin Luther King Blvd.
Robert Lee, robert3399@comcast.net, 8/22/11
- Email via website Have you considered the method that Huntsville, Alabama has used? Developed by the same people who designed the Autobahn, Huntsville has overpasses at all of its intersections. On and off ramps allow all the businesses to still thrive. They also utilize right turn lanes at every intersection. A novelty here. You can literally travel from one end of Huntsville to the other, the same distance as Abercorn and it only takes 10 minutes.
Shannon Martin, Shannon.Martin@gulfstream.com, 10/04/11



SR 204 CORRIDOR STUDY



Public Involvement Meeting, Round 1 – September 7, 2010

Summary of Break-out Group Discussions

Group 1: Facilitated by Grady Smith, Bobby Vickery and Jeff Netzing

- Access to St Joseph's
- Widen Forrest River bridges
- Sound barrier/noise needs
- Maintain or minimize negative aspects of reduced access at Oak Grove/Grove Point
- Take traffic off Windsor Road
- Support for elevated lanes
- Ensure that Windsor Forrest is at the table
- Sports Arena (potential) at I-95/SR 204
- Where do we get information?
- Noise in Windsor Forrest – how would elevated lanes effect noise
- Involve Windsor Forrest Neighborhood Association
- Access/Collector-Distributor for Flea Market
- Limit points of Access
- Prefer idea of elevated to GDOT concept
- Fire Station/Ambulance access
- Timing of traffic signals and other quick fixes
- Extend left turn bays for EB and WB traffic
- SR 204 at US 17 – look at guidance on striping of WB left to US 17 SB

Group 2: Facilitated by Denise Grabowski

How would you like this project to improve the community?

- Landscaping
- Minimize property takes
- Loop road – regional
- Elevated highway where Truman ties into Abercorn
- Fast lanes for regional traffic
- Wide enough for future traffic
- Safe bike lanes – not necessarily near roadway
- Improved regional access to help businesses
- Transit option – in median?

Issues and Concerns

- Design of White Bluff crossing (bottleneck, multiple signals, how to improve traffic flow)
- Don't care about aesthetics – want it to work and it needs to be done soon



SR 204 CORRIDOR STUDY



- Bottlenecks at King George and Forrest River
- Need for access to remove vehicles involved in accidents
- More green time to SR 204 at King George
- Keeping traffic moving
- Impacts to businesses and compensation for impacts to access
- Tree impacts – should meet private development requirements
- Involve businesses early
- Walking and biking is not safe
- Property tax increases
- Congestion – Forrest River and Rio Rd
- Need for larger signage
- Commuters pay fair share of costs
- Impacts to Hunter Army Airfield
- Evacuations

Who should we hear from?

- Businesses

What would you like to see?

- No overpasses, they cause impacts to businesses, trees, ROW
- Good access to businesses
- Fix King George first and see what happens
- Beltway
- Better access roads – keep some traffic off of Abercorn
- Keep traffic moving smoothly

Group 3: Facilitated by Jennifer King and Jonathan Webster

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	Average
Area 1: West End																															
Pedestrian Facilities	6	1	1	2	2		1	1	4	5		1	1	6	5	3	6	3	6	6	6	1	2	6	4	2	6	3	1	3.37	
Bicycle Facilities	3	1	1	2	1		4	3	1	4		1	1	6	5	3	6	3	6	6	6	1	2	6		2	6	1	2	3.19	
Trees and Landscaping	5	6	6	5	5		3	6	6	6	6	1	1	2	5	5	6	3	6	3	6	3	2	3	4	4	6	3	4	4.31	
Area 2: Central Section																															
Pedestrian Facilities	6	1	1	2	2		1	1	4	5	6	1	1	6	2	3	6	1	6	6	6	1	3	6	4	2	4	4	3	3.33	
Bicycle Facilities	3	1	1	2	3		4	1	1	4	6	1	1	6	5	3	6	1	6	6	6	1	3	6		2	6	1		3.31	
Trees and Landscaping	5	6	6	5	5		3	6	6	6	6	1	6	6	5	3	6	6	6	3	6	3	3	3		4	5	3	4	4.73	
Area 3: East End																															
Pedestrian Facilities	6	6	6	6	6		5	1	6	5	3	3	1	6	5	6	6	6	6	6	6	3	5	6	4	6	6	3	4	4.93	
Bicycle Facilities	3	6	6	6	6		5	1	6	4	3	3	1	6	5	6	6	6	6	6	6	3	5	6	2	6	5	1	5	4.64	
Trees and Landscaping	5	6	6	6	6		5	1	6	6	5	1	1	6	5	6	6	6	6	6	3	6	4	5	5	3	6	5	3	5	4.76
Separation of local traffic and through traffic	6	6	6	6	6		6	6	6	6	6	6	1	5	5	5	6	6	6	6	5	6	5	5	6	6	5	5	6	5.54	
Area 1: West End - Which alternative do you prefer?																															
A											1	1						1				1	1					1		7	
B																															0
C	1	1	1	1	1		1	1	1					1	1	1	1							1		1	1			1	17
Area 3: East End - Which alternative do you prefer?																															
A	1																														1
B																							1								1
C		1	1	1	1		1	1	1		1	1		1	1	1	1	1		1	1	1		1	1	1	1	1	1	1	23
How did you hear about today's meeting?																															
Road side sign	1	1	1	1	1		1	1	1		1	1	1		1	1		1	1	1	1				1		1			19	
Email																													1	1	
newspaper																1														1	
Word of mouth		1	1										1																	3	
Website																														0	
Other		1	1	1	1																					1				5	

Please rank the importance of the following in each section:
(1 - Not important; 6 - Very Important)

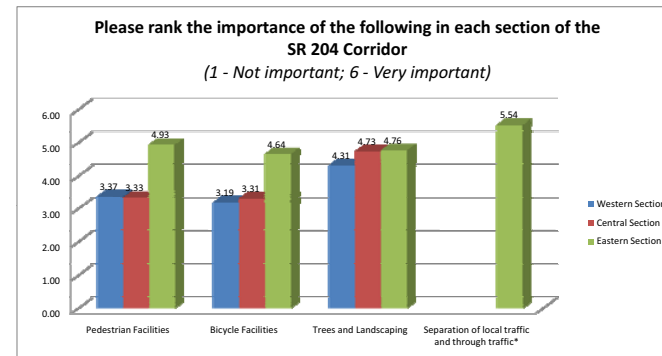
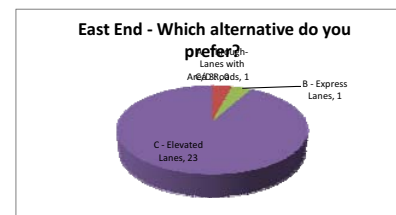
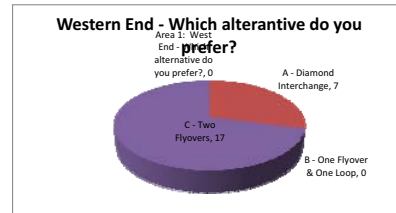
	Western Section	Central Section	Eastern Section
Pedestrian Facilities	3.37	3.33	4.93
Bicycle Facilities	3.19	3.31	4.64
Trees and Landscaping	4.31	4.73	4.76
Separation of local traffic and through traffic*			5.54

Area 1: West End - Which alternative do you prefer?

A - Diamond	7
B - One Fly	0
C - Two Fly	17

Area 3:

A - Through	1
B - Express	1
C - Elevate	23



November 1, 2012 – Public Meeting Comments

Do you support the recommended alternatives? Why or why not?

1. This is a very severe solution! The lack of planning with the Truman last link in not connecting to the Veteran's which would drop the roadway on the other side of the Forest River sparing phase one of this project. Then you need only from Forest River to I-95. No trees! Our signature.
2. The elevated portion of 204 is exciting and far different from what I imagined, e.g. elevated roads in Owens, NY, dark and dreary. I have a concern that changing the Forest River bridge to three lanes is not enough. The bridge itself should be widened.
3. Yes!!! Yes!!!Yes!!! I've driven these elevated roads in Tampa, FL, Houston, TX, San Antonio, and California. They are great. Thank you for forward thinking.
4. I support the elevated road, but the terminus is ludicrous.
5. Yes, the project makes sense and looks like the right solution.

Was this meeting helpful in learning more about the need for this study and the recommendations?

1. Yes. Recommendation is slanted. Uses a small scare tactics to encourage approval.
2. Yes.
3. Yes.
4. Yes and also an eye-opener
5. Yes, it showed further refinements.

Do you have additional questions?

1. So merchants down below lose all the potential sales form Bryan, Liberty, etc. why not a combination of reversible lanes and businesses (hospitals, colleges, industry) staggering work hours so folks don't come out at one time – save 220 million!
2. (no response)
3. Move it ASAP!
4. Yes and I asked them at the meeting (illegible) range, money is definitely a consideration, but it needs to be considered the cost if done later.
5. No questions, but two comments (see below)

What do you think is most important to consider as this project moves forward?

1. (no response)
2. (no response)
3. To get it completed ASAP!
4. I attended the meeting in Savannah. I am in favor of the elevated roadway, however to begin the project at the Truman Parkway exit onto Abercorn and end it at the Forest River bridge is unthinkable. The huge traffic jam is after the bridge is crossed. I was told that the money was the problem. A toll road would be feasible – but make the toll a low fee. The elevate road should (at a minimum) go to Georgetown. I was told that an extension would be done later. As

you know that will cost more money. Materials, labor, (illegible), etc. always rise. Please reconsider your plans to dump more traffic on the road after crossing the bridge. Someone or several people, either don't know the traffic problems or are not thinking long term.

5. The time to get it built – we should be able to start/build/finish in fewer years

Additional comments

1. (no response)
2. (no response)
3. (no response)
4. (no response)
5.
 1. At Grove Point Road on/ off ramp (west of Georgetown) there should not be a need for traffic lights at bottom of ramps.
 2. Highway 204 exists from I-95 are convoluted. It is too difficult for north/south bound traffic to get to NE quadrant. That area will die as it will be avoided after one try. This needs to be reconfigured. Suggest moving the Gateway intersection to ¼ to ½ mile east (at grade).

Contact information:

Respondent 3: Paul E. Ward
3 Rio Road, Savannah, GA 31419-2331
annpaulward@gmail.com
912-925-4805

Respondent 4: Anne Mueller
13013 Hermitage Circle
Savannah, GA 31419
Do not have email
912-657-4668

Respondent 5: Ray Gaster – Gaster Lumber
15010 Abercorn
Savannah, GA 31419
r.gaster@gasterlumber.com
912-921-5383

November 1, 2012 – Public Meeting Comments

Do you support the recommended alternatives? Why or why not?

1. This is a very severe solution! The lack of planning with the Truman last link in not connecting to the Veteran's which would drop the roadway on the other side of the Forest River sparing phase one of this project. Then you need only from Forest River to I-95. No trees! Our signature.
2. The elevated portion of 204 is exciting and far different from what I imagined, e.g. elevated roads in Owens, NY, dark and dreary. I have a concern that changing the Forest River bridge to three lanes is not enough. The bridge itself should be widened.
3. Yes!!! Yes!!!Yes!!! I've driven these elevated roads in Tampa, FL, Houston, TX, San Antonio, and California. They are great. Thank you for forward thinking.
4. I support the elevated road, but the terminus is ludicrous.
5. Yes, the project makes sense and looks like the right solution.

Was this meeting helpful in learning more about the need for this study and the recommendations?

1. Yes. Recommendation is slanted. Uses a small scare tactics to encourage approval.
2. Yes.
3. Yes.
4. Yes and also an eye-opener
5. Yes, it showed further refinements.

Do you have additional questions?

1. So merchants down below lose all the potential sales from Bryan, Liberty, etc. why not a combination of reversible lanes and businesses (hospitals, colleges, industry) staggering work hours so folks don't come out at one time – save 220 million!
2. (no response)
3. Move it ASAP!
4. Yes and I asked them at the meeting (illegible) range, money is definitely a consideration, but it needs to be considered the cost if done later.
5. No questions, but two comments (see below)

What do you think is most important to consider as this project moves forward?

1. (no response)
2. (no response)
3. To get it completed ASAP!
4. I attended the meeting in Savannah. I am in favor of the elevated roadway, however to begin the project at the Truman Parkway exit onto Abercorn and end it at the Forest River bridge is unthinkable. The huge traffic jam is after the bridge is crossed. I was told that the money was the problem. A toll road would be feasible – but make the toll a low fee. The elevate road should (at a minimum) go to Georgetown. I was told that an extension would be done later. As

you know that will cost more money. Materials, labor, (illegible), etc. always rise. Please reconsider your plans to dump more traffic on the road after crossing the bridge. Someone or several people, either don't know the traffic problems or are not thinking long term.

5. The time to get it built – we should be able to start/build/finish in fewer years

Additional comments

1. (no response)
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3. (no response)
4. (no response)
5. 1. At Grove Point Road on/ off ramp (west of Georgetown) there should not be a need for traffic lights at bottom of ramps.
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Comments

Thank you for your interest in the SR 204 Corridor Study. We welcome your comments and input. The following questions are provided as a guide, but please feel free to comment in any way you would like.

Do you support the recommended alternatives? Why or why not?

This is a very severe solution! No trees! Our signature
The lack of planning with the Truman last link in not connecting to the Veterans which would drop the roadway on the other side of the Forest River. Sparing phase one of this project. Then you need only from Forest River to I-95 —

Was this meeting helpful in learning more about the need for this study and the recommendations?

Yes. — Recommendation is slanted — uses a small scare tactics to encourage approval.

Do you have additional questions?

So Merchants down below lose all the potential sales from Bryan liberty etc. Why not a combination of reversal lanes + businesses (Hospitals, Colleges, Industry) staggering work hours, so folks don't come out at 1 time — Save 220 million!



What do you think is most important to consider as this project moves forward?

Additional comments

Your contact information (Optional)

Name _____

Address _____

Email _____

Daytime Phone _____

Thank You!



Comments

Thank you for your interest in the SR 204 Corridor Study. We welcome your comments and input. The following questions are provided as a guide, but please feel free to comment in any way you would like.

Do you support the recommended alternatives? Why or why not?

The elevated portion of 204 is exciting and far different from what I imagined: eg elevated roads in Queens, NY. Dark & messy.

I have a concern that changing the Forest River Budget to three lanes is not enough. The budget itself should be widened.

Was this meeting helpful in learning more about the need for this study and the recommendations?

Yes _____

Do you have additional questions?



What do you think is most important to consider as this project moves forward?

Additional comments

Your contact information (Optional)

Name _____
Address _____
Email _____
Daytime Phone _____

Thank You!



Comments

Thank you for your interest in the SR 204 Corridor Study. We welcome your comments and input. The following questions are provided as a guide, but please feel free to comment in any way you would like.

Do you support the recommended alternatives? Why or why not?

Yes!!! Yes!!! Yes!!!

*I've driven these elevated roads in Tampa, Houston TX, San Antonio & Calif. They are great -
Thank you for forward thinking -*

Was this meeting helpful in learning more about the need for this study and the recommendations?

Yes -

Do you have additional questions?

Move it ASAP!





Public Information Open House
November 1, 2012

What do you think is most important to consider as this project moves forward?

To get it completed ASAP!

Additional comments

Your contact information (Optional)

Name Paul E. Ward
Address 83 Rio Rd.
Sav., GA 31419-2331
Email annpaulward@gmail.com
Daytime Phone 912-925-4805

Thank You!



Public Information Open House
November 1, 2012

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DEC 04 2012
METROPOLITAN PLANNING
COMMISSION

Comments

Thank you for your interest in the SR 204 Corridor Study. We welcome your comments and input. The following questions are provided as a guide, but please feel free to comment in any way you would like.

Do you support the recommended alternatives? Why or why not?

I support the elevated road, but the terminus is ludicrous

Was this meeting helpful in learning more about the need for this study and the recommendations?

yes and also an eye opener

Do you have additional questions?

yes and I asked them at the meeting

range. Money is definitely a consideration, but it needs to be considered the cost if done later



What do you think is most important to consider as this project moves forward?

I attended the meeting in Savannah. I am in favor of the elevated roadway, however to begin the project at the Inman Parkway exit onto Aulicorn and end it at the Forest River Bridge is unthinkable. The huge traffic jam is after the bridge is crossed. I was told that the money was a problem. A toll road would be feasible — just make the toll a low fee. The elevated road should, (at a minimum) ~~not~~ go to Georgetown. I was ~~told~~ told that an extension would be done later. As you know that will cost more money, materials, labor, etc., always rise. Please reconsider your plans.

~~To dump~~ more traffic on the road after crossing the bridge. Someone or several people, either

Your contact information (Optional)

don't know the traffic problems or are not thinking long

Name Anne Muller (over)

Address 13013 Hermitage Circle

Savannah, GA 31419

Email do not have Email

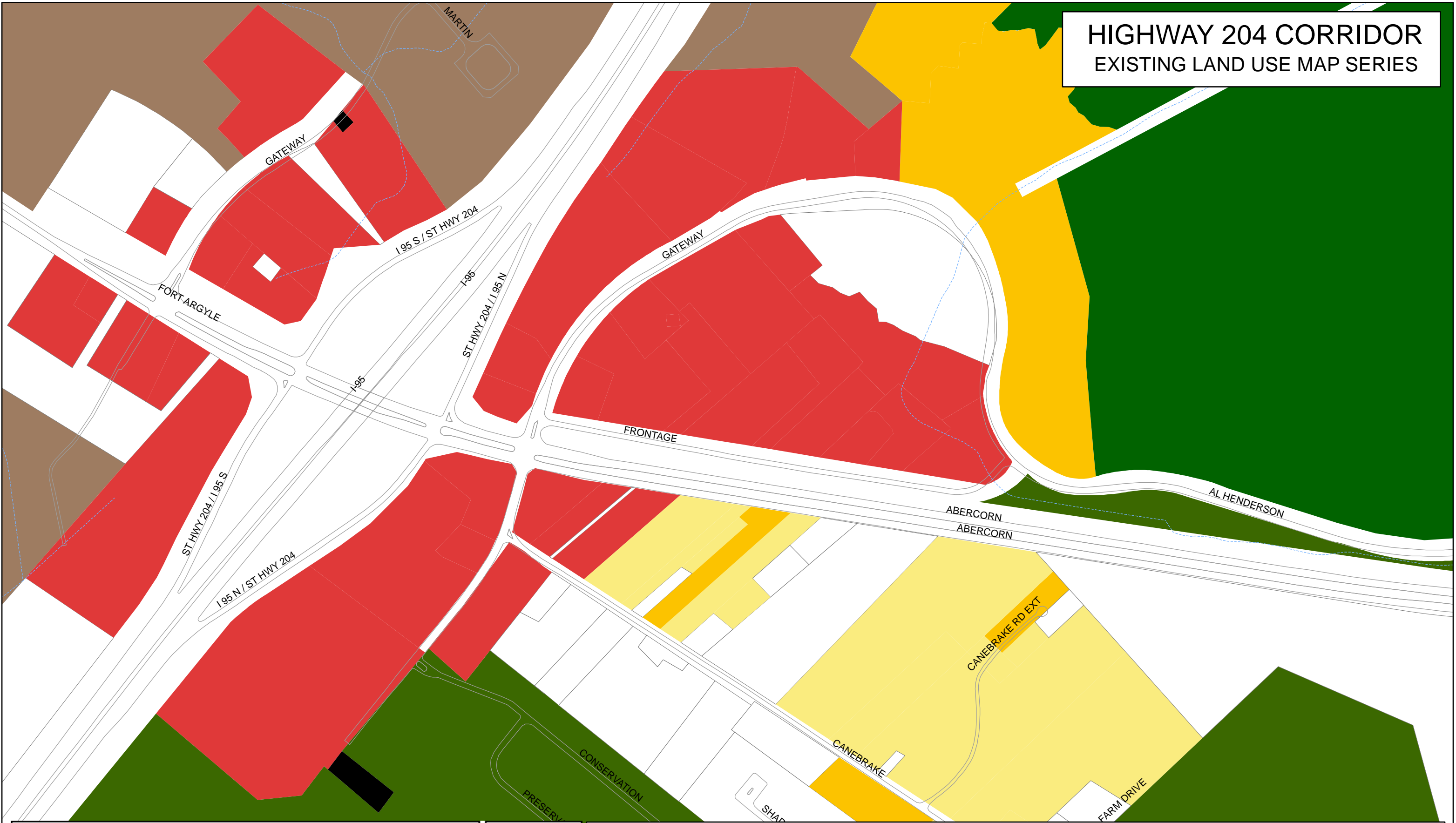
Daytime Phone 912-657-4668

Thank You!



Appendix B – Land Use Maps

HIGHWAY 204 CORRIDOR EXISTING LAND USE MAP SERIES



CHATHAM COUNTY - SAVANNAH
METROPOLITAN PLANNING COMMISSION
 110 E. STATE ST. SAVANNAH, GA 31412-8246 PHONE 912-651-1440

THIS MAP IS A COMPILATION OF INFORMATION FROM VARIOUS SOURCES AND SCALES. IN MOST CASES THE INFORMATION HAS NOT BEEN FIELD VERIFIED. USE THIS MAP FOR GENERAL PLANNING PURPOSES ONLY.



Legend

Residential- Single Family	Commercial- Office	Agriculture/Forestry	Parks/Recreation	Open Water
Residential- Multi-Family	Commercial- Retail/Services	Industry- Light	Conservation	Undeveloped Land/Other
Public/Institutional	Trans/Com/Utility	Industry- Heavy	Tidal Marsh	Right of Way

HIGHWAY 204 CORRIDOR EXISTING LAND USE MAP SERIES



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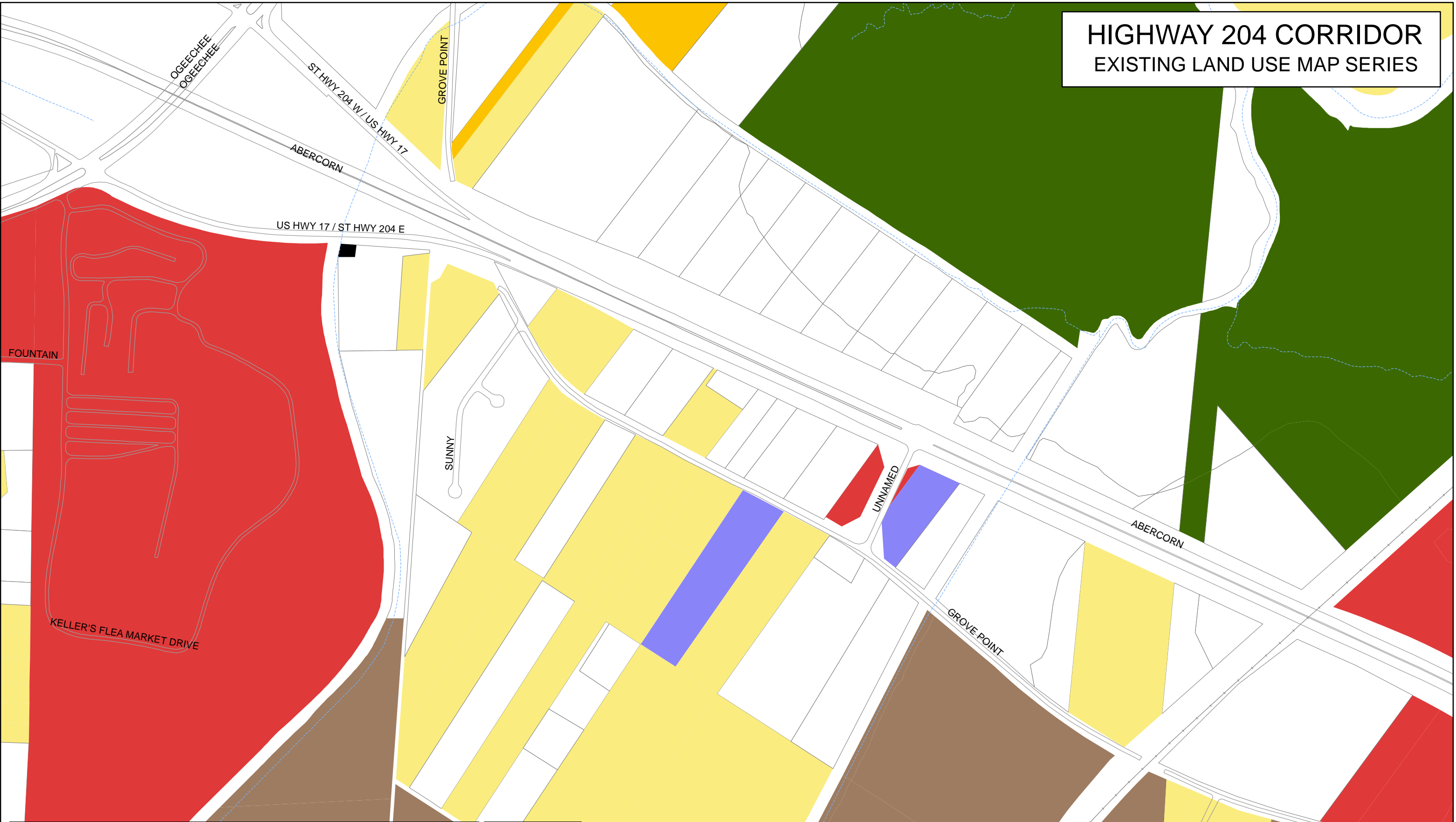
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Residential- Multi-Family	Commercial- Retail/Services	Industry- Light	Conservation	Undeveloped Land/Other
Public/Institutional	Trans/Com/Utility	Industry- Heavy	Tidal Marsh	Right of Way

HIGHWAY 204 CORRIDOR EXISTING LAND USE MAP SERIES



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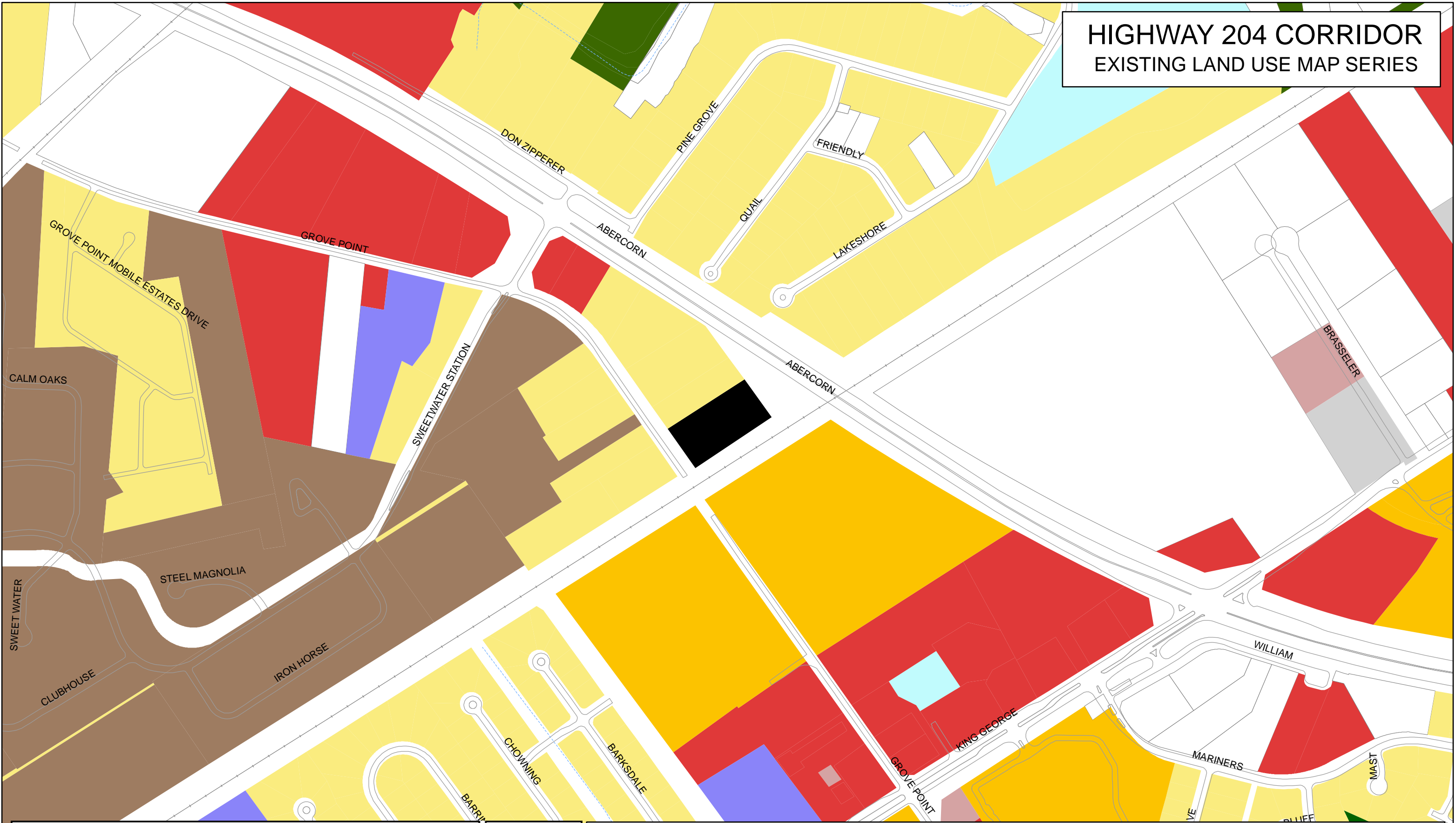
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Legend

- | | | | | |
|----------------------------|-----------------------------|----------------------|------------------|------------------------|
| Residential- Single Family | Commercial- Office | Agriculture/Forestry | Parks/Recreation | Open Water |
| Residential- Multi-Family | Commercial- Retail/Services | Industry- Light | Conservation | Undeveloped Land/Other |
| Public/Institutional | Trans/Com/Utility | Industry- Heavy | Tidal Marsh | Right of Way |

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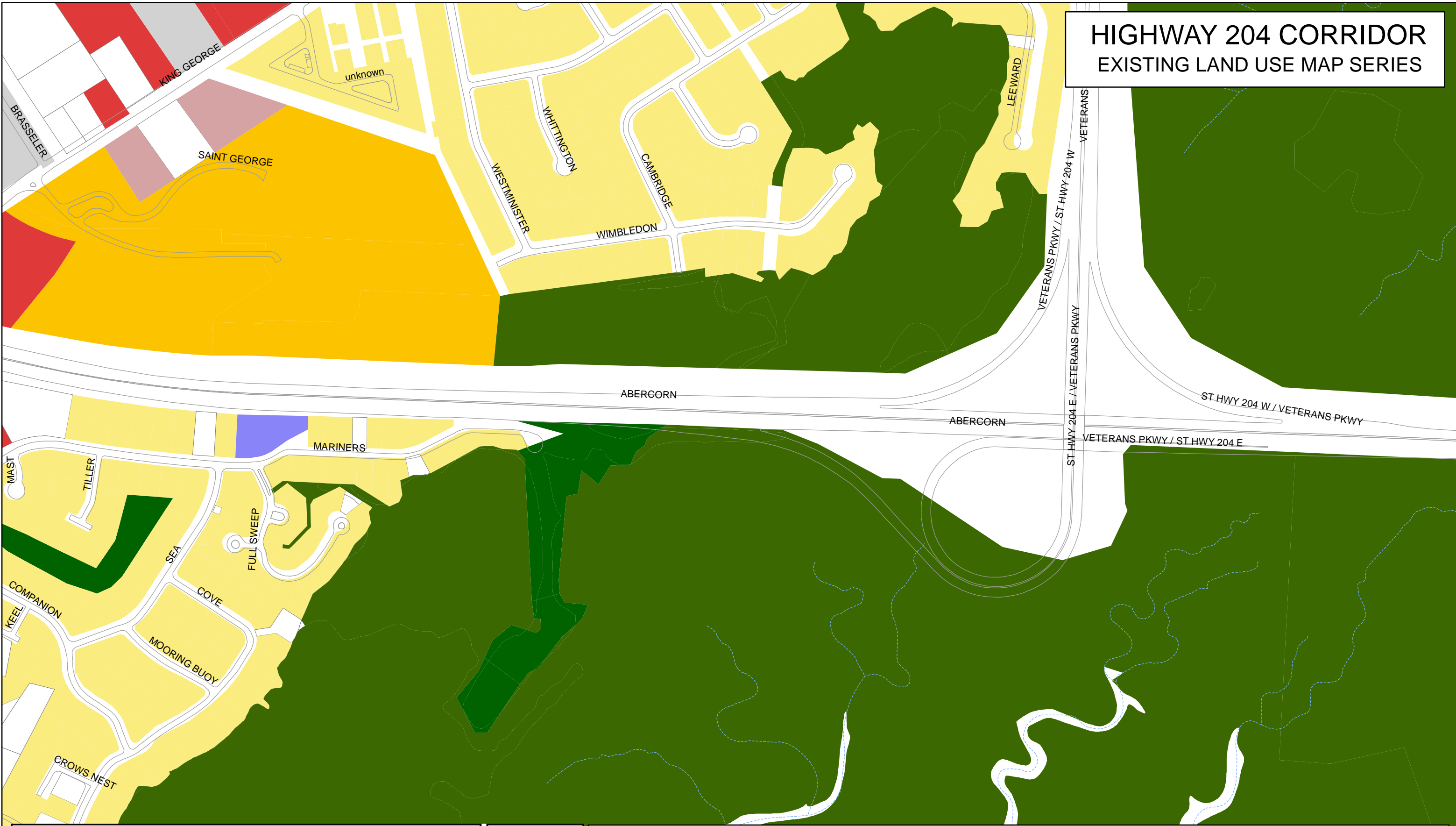


Legend					
Residential- Single Family	Commercial- Office	Agriculture/Forestry	Parks/Recreation	Open Water	Undeveloped Land/Other
Residential- Multi-Family	Commercial- Retail/Services	Industry- Light	Conservation	Right of Way	
Public/Institutional	Trans/Com/Utility	Industry- Heavy	Tidal Marsh		

4 OF 8

1 inch = 400 feet

HIGHWAY 204 CORRIDOR EXISTING LAND USE MAP SERIES



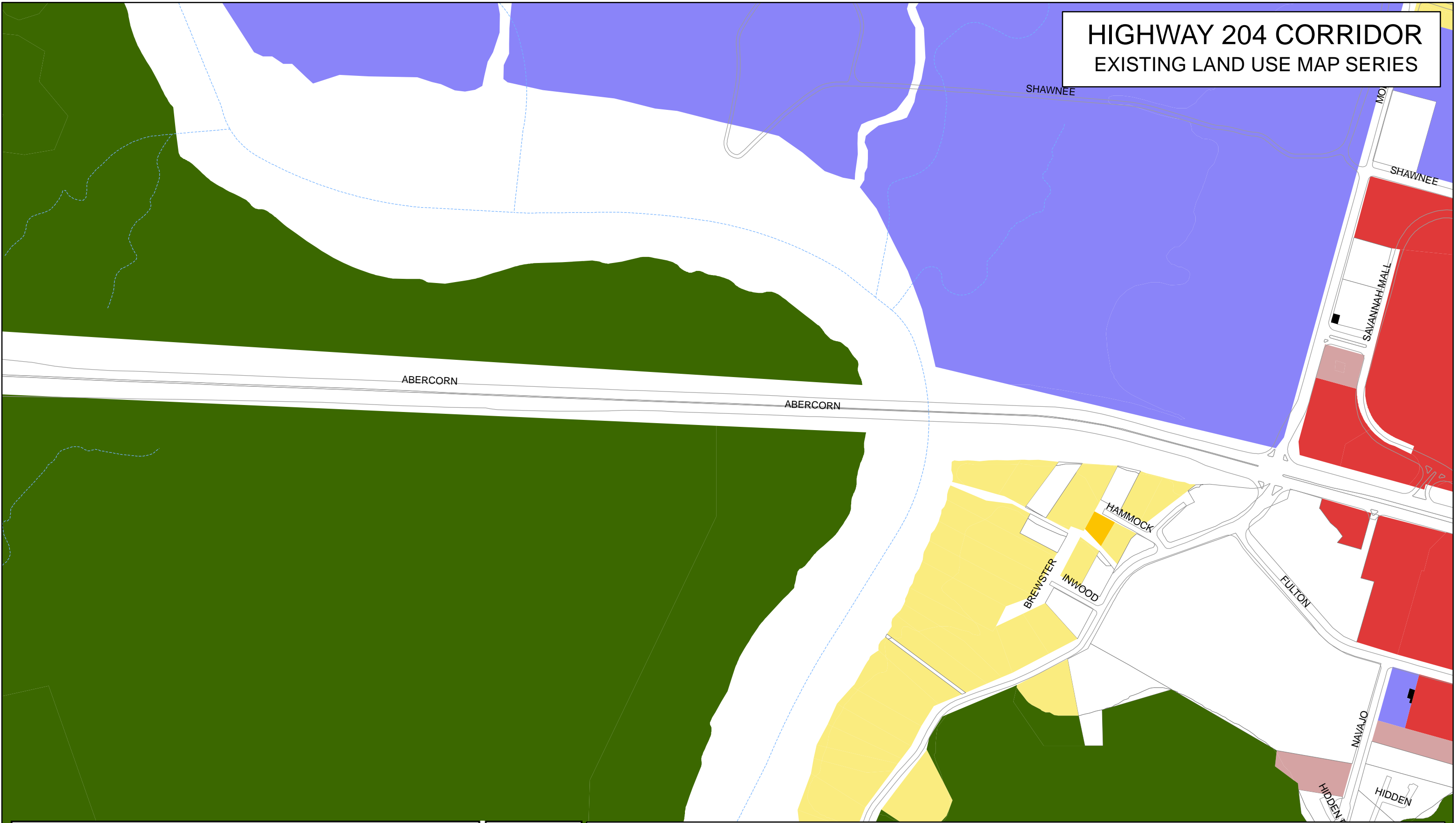

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Legend

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Residential- Multi-Family	Commercial- Retail/Services	Industry- Light	Conservation	Undeveloped Land/Other
Public/Institutional	Trans/Com/Utility	Industry- Heavy	Tidal Marsh	Right of Way

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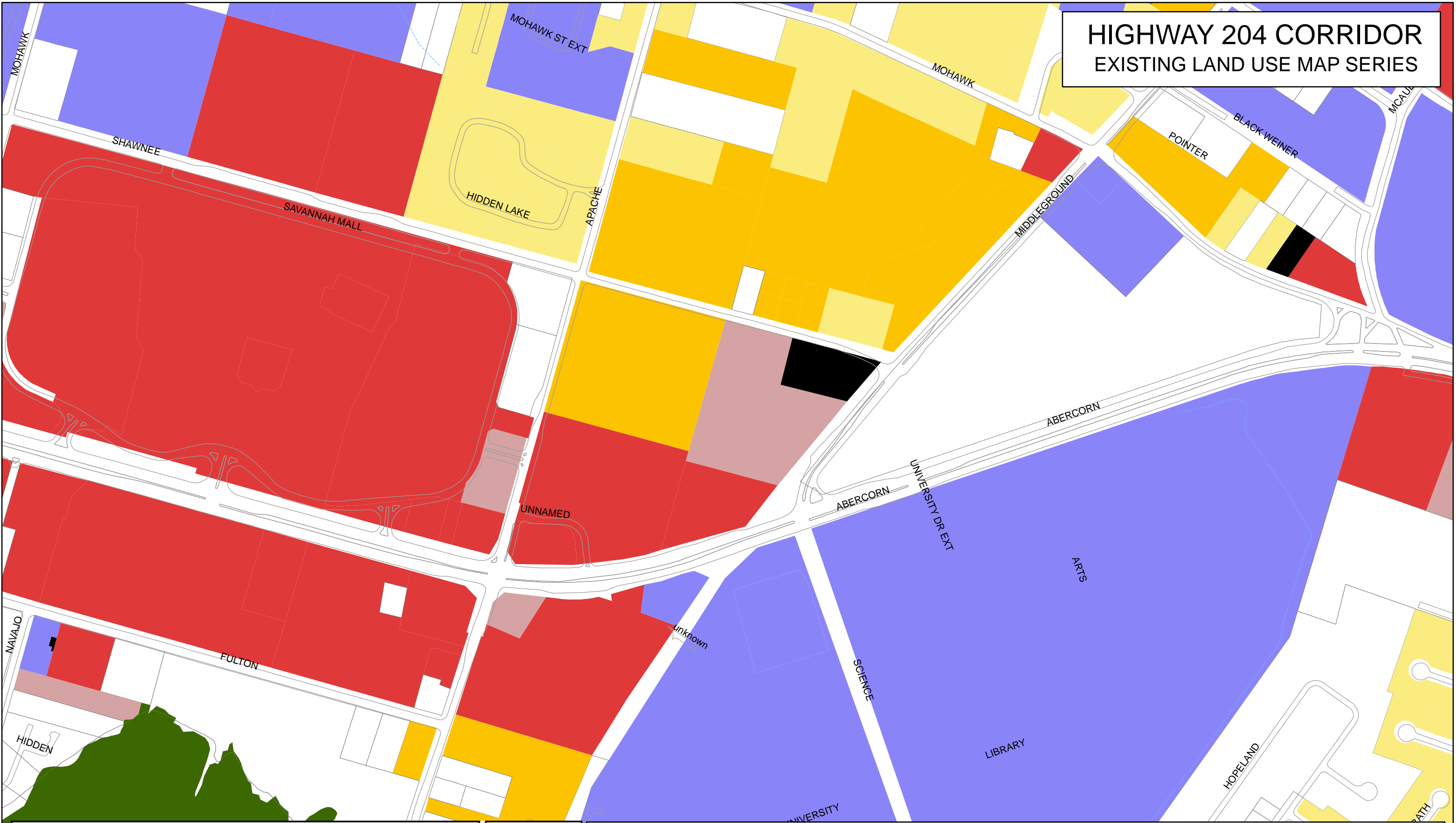
Legend

Residential- Single Family	Commercial- Office	Agriculture/Forestry	Parks/Recreation	Open Water
Residential- Multi-Family	Commercial- Retail/Services	Industry- Light	Conservation	Undeveloped Land/Other
Public/Institutional	Trans/Com/Utility	Industry- Heavy	Tidal Marsh	Right of Way

6 OF 8

1 inch = 400 feet

HIGHWAY 204 CORRIDOR EXISTING LAND USE MAP SERIES



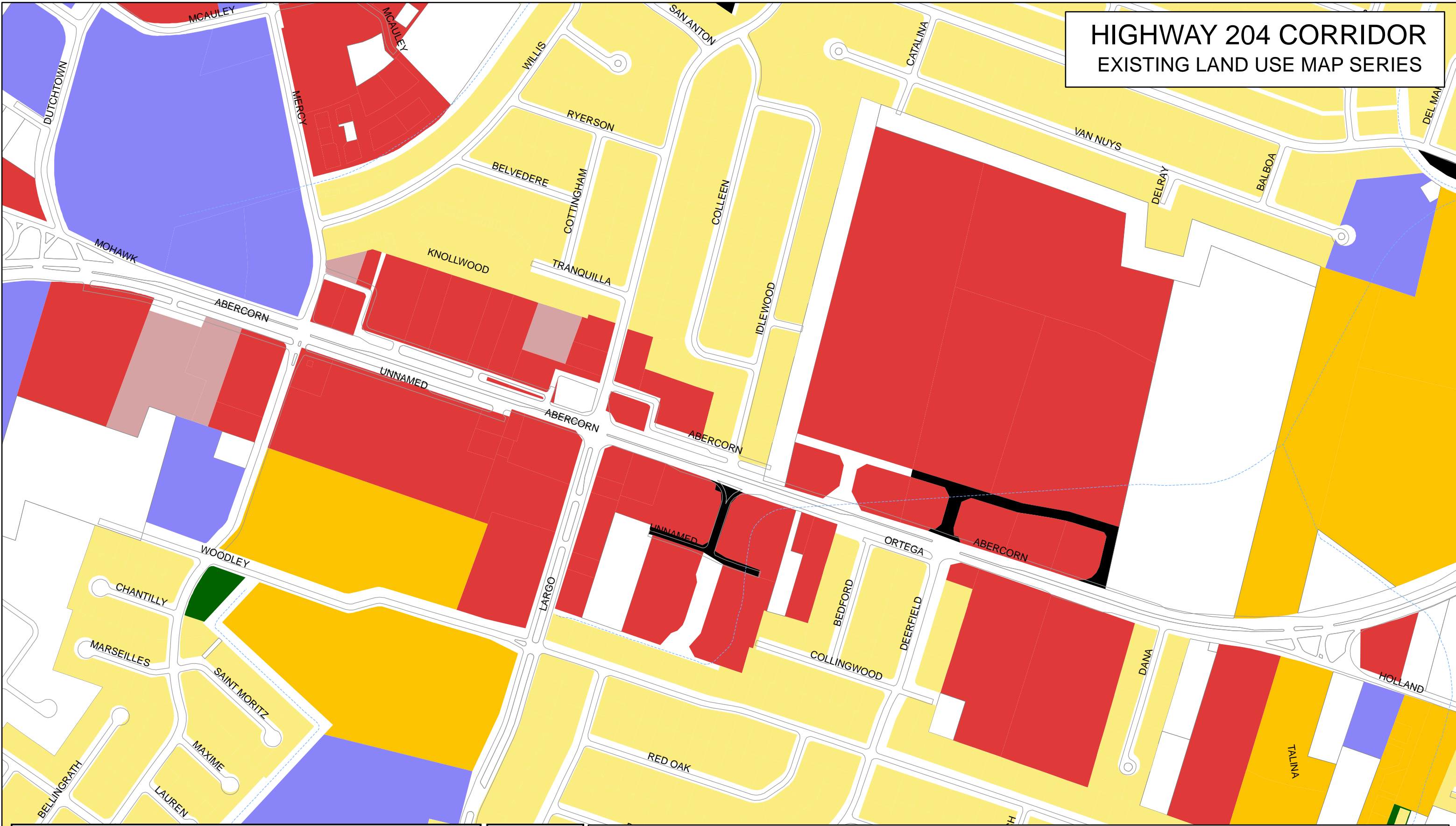

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Residential- Multi-Family	Commercial- Retail/Services	Industry- Light	Open Water
Public/Institutional	Trans/Com/Utility	Industry- Heavy	Conservation
		Tidal Marsh	Undeveloped Land/Other
			Right of Way

7 OF 8
 1 inch = 400 feet

HIGHWAY 204 CORRIDOR EXISTING LAND USE MAP SERIES

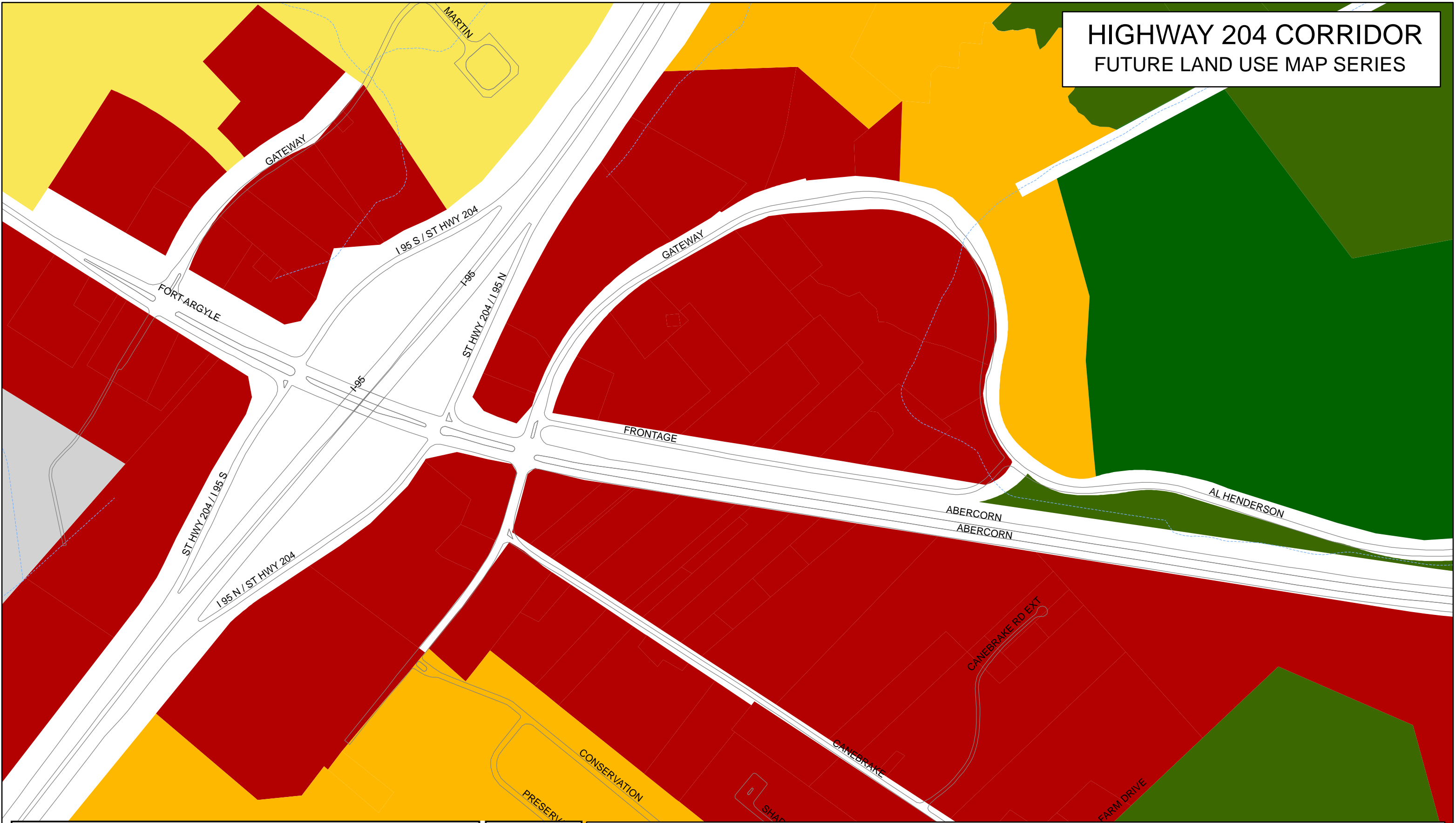



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Residential- Multi-Family	Trans/Com/Utility	Industry- Light	Conservation
Public/Institutional		Industry- Heavy	Tidal Marsh
			Open Water
			Undeveloped Land/Other
			Right of Way

HIGHWAY 204 CORRIDOR FUTURE LAND USE MAP SERIES



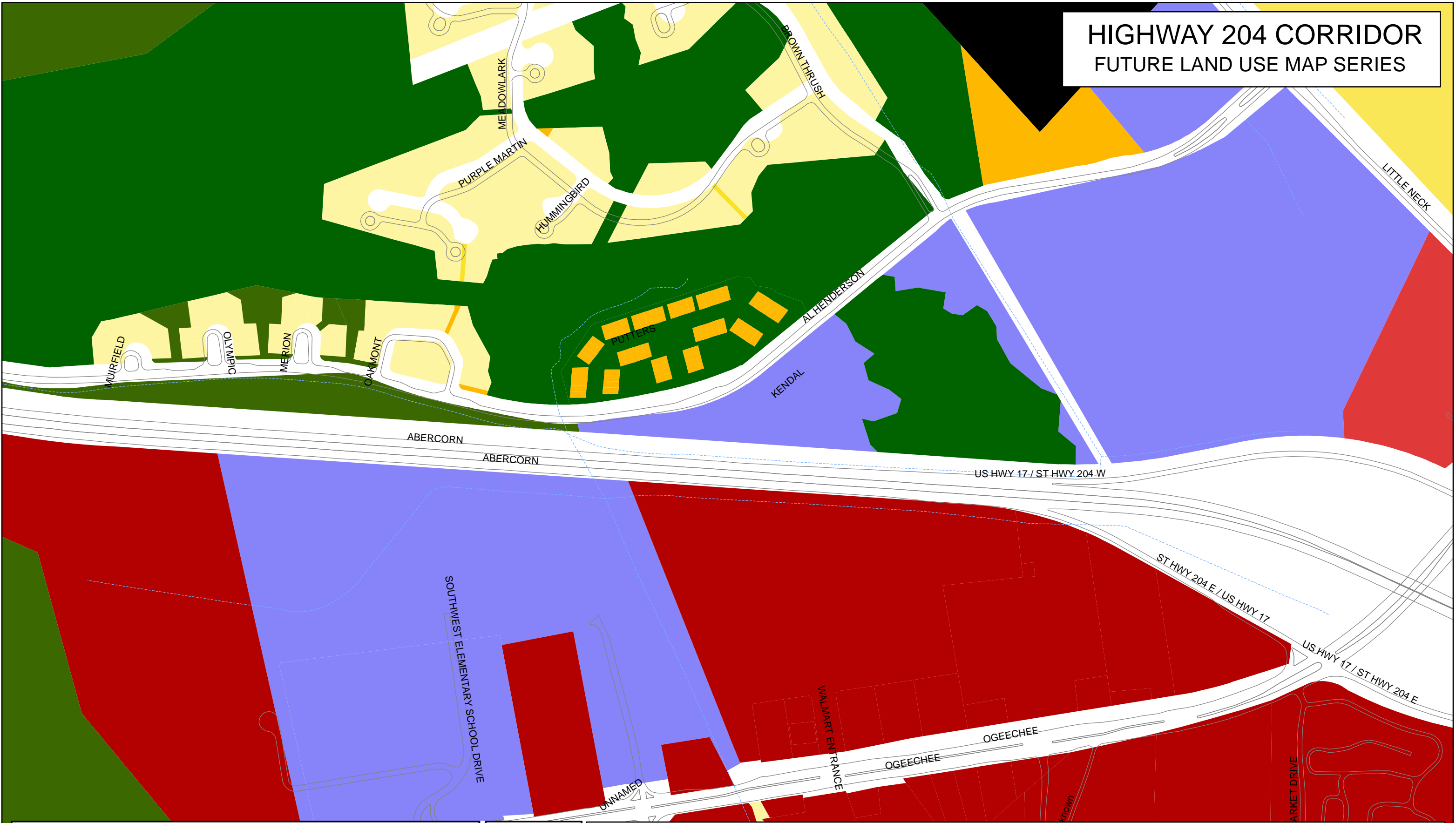
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Legend					
Downtown	Commercial- Regional	Planned Campus	Parks/Recreation	Surface Mine	AICO+Right of Way
Downtown- Expansion	Commercial- Marine	Agriculture/Forestry	Conservation	Landfill	AICO+Suburban Single Family Residential
Traditional Commercial	Residential- Suburban Single Family	Industry- Light	Conservation- Residential	Right of Way	
Traditional Neighborhood	Residential- Single Family	Industry- Heavy	Tidal Marsh	AICO+Marsh	
Commercial- Neighborhood	Residential- General	Civic/Institutional	Open Water	AICO+Water	
Commercial- Suburban	Planned Development	Transportation/Communication/Utilit	Transition	AICO+Industry- Light	

HIGHWAY 204 CORRIDOR FUTURE LAND USE MAP SERIES



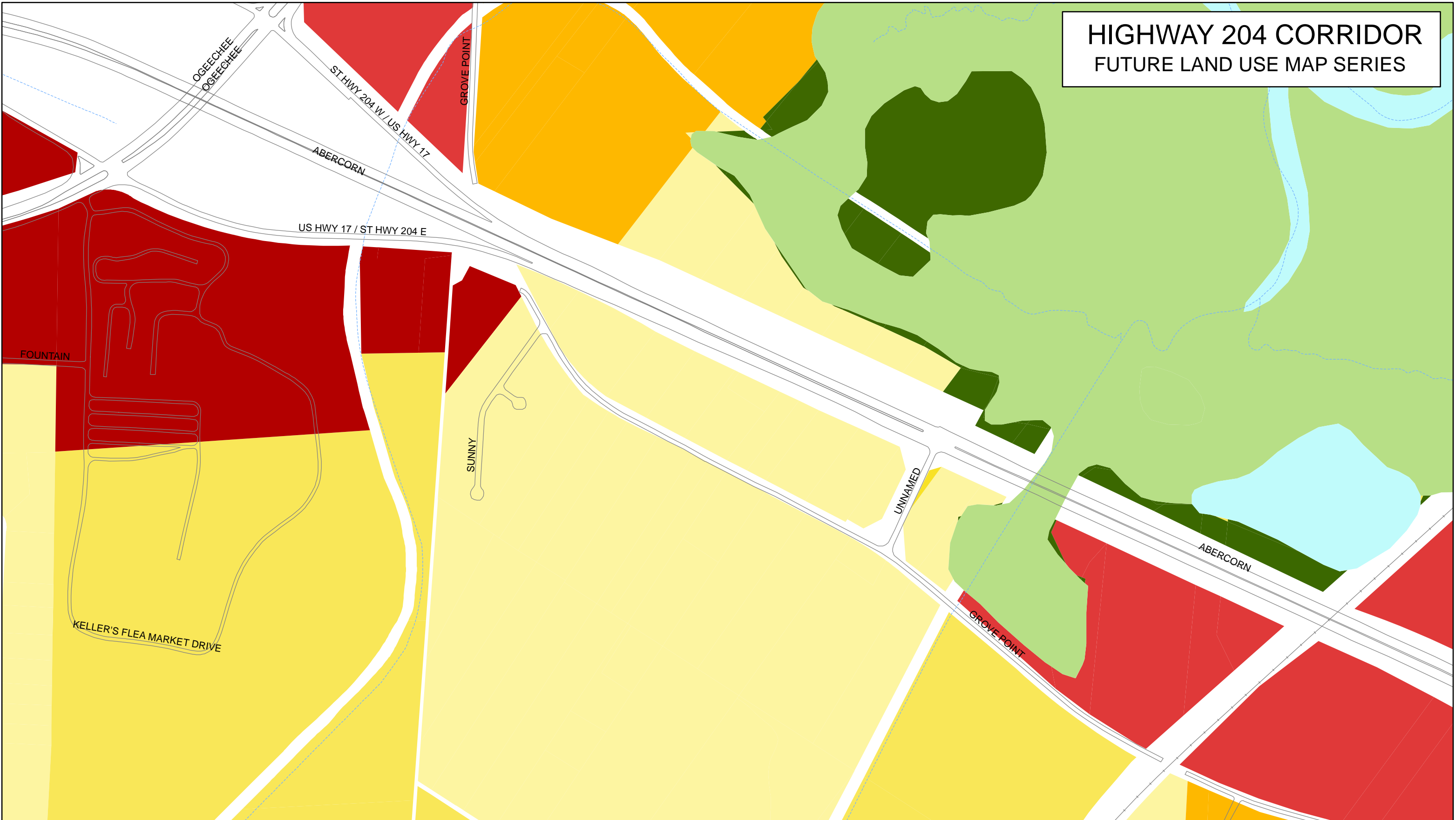
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Commercial- Neighborhood	Residential- General	Civic/Institutional	Open Water
Commercial- Suburban	Planned Development	Transportation/Communication/Utilit	AICO+Water
			AICO+Marsh
			AICO+Industry- Light
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			Landfill
			AICO+Right of Way
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			Right of Way

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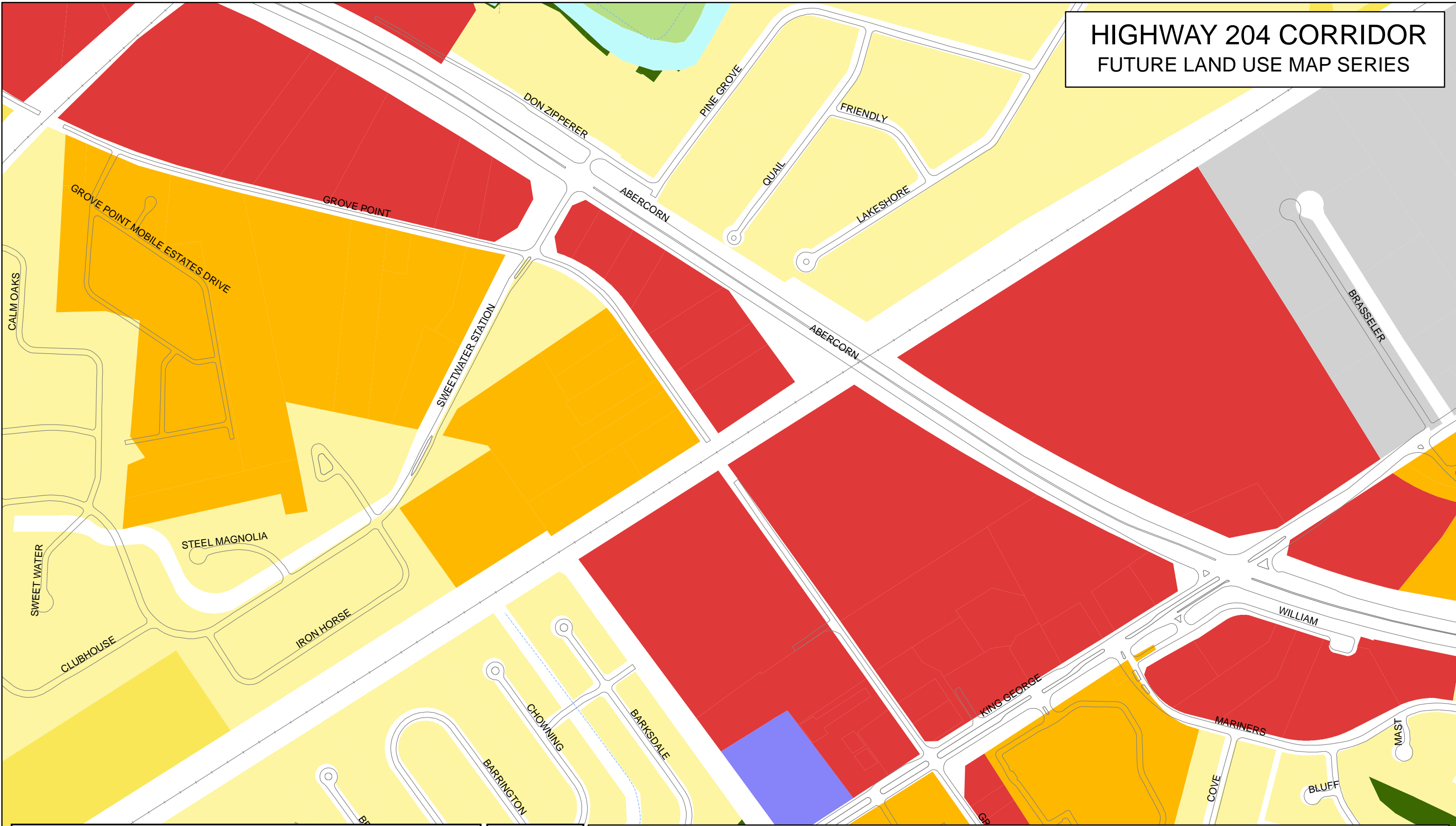



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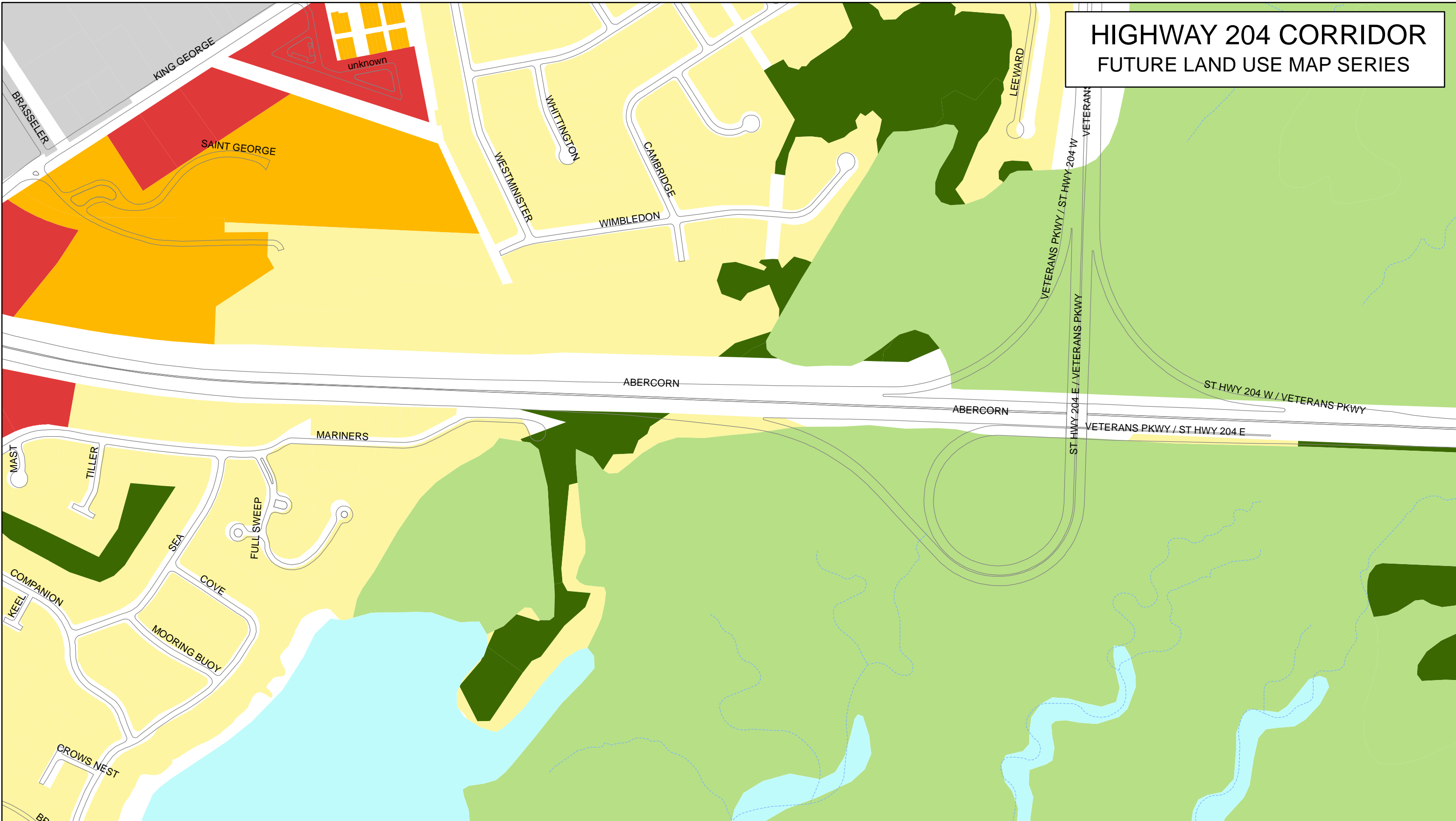
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HIGHWAY 204 CORRIDOR FUTURE LAND USE MAP SERIES



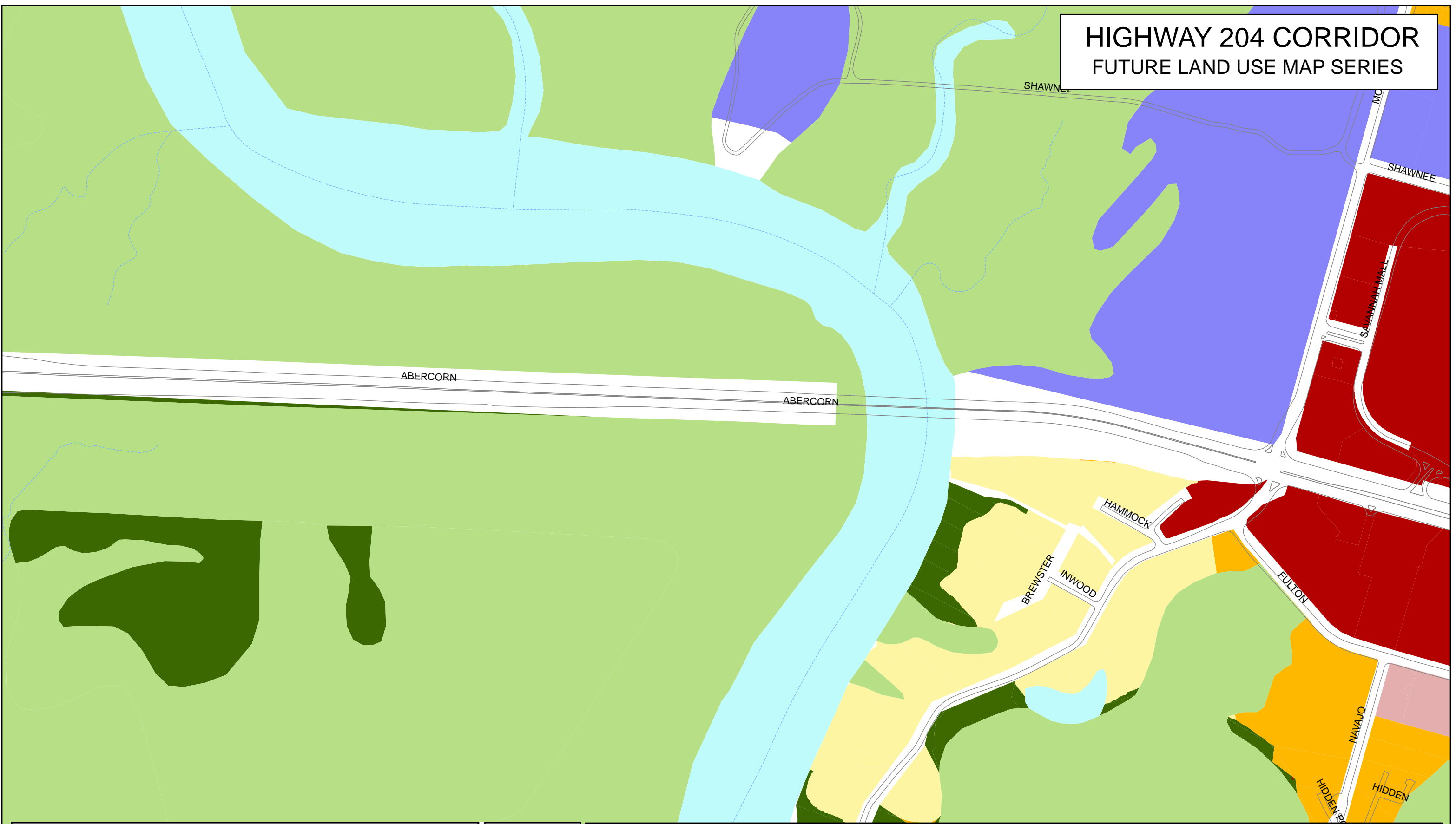
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HIGHWAY 204 CORRIDOR FUTURE LAND USE MAP SERIES



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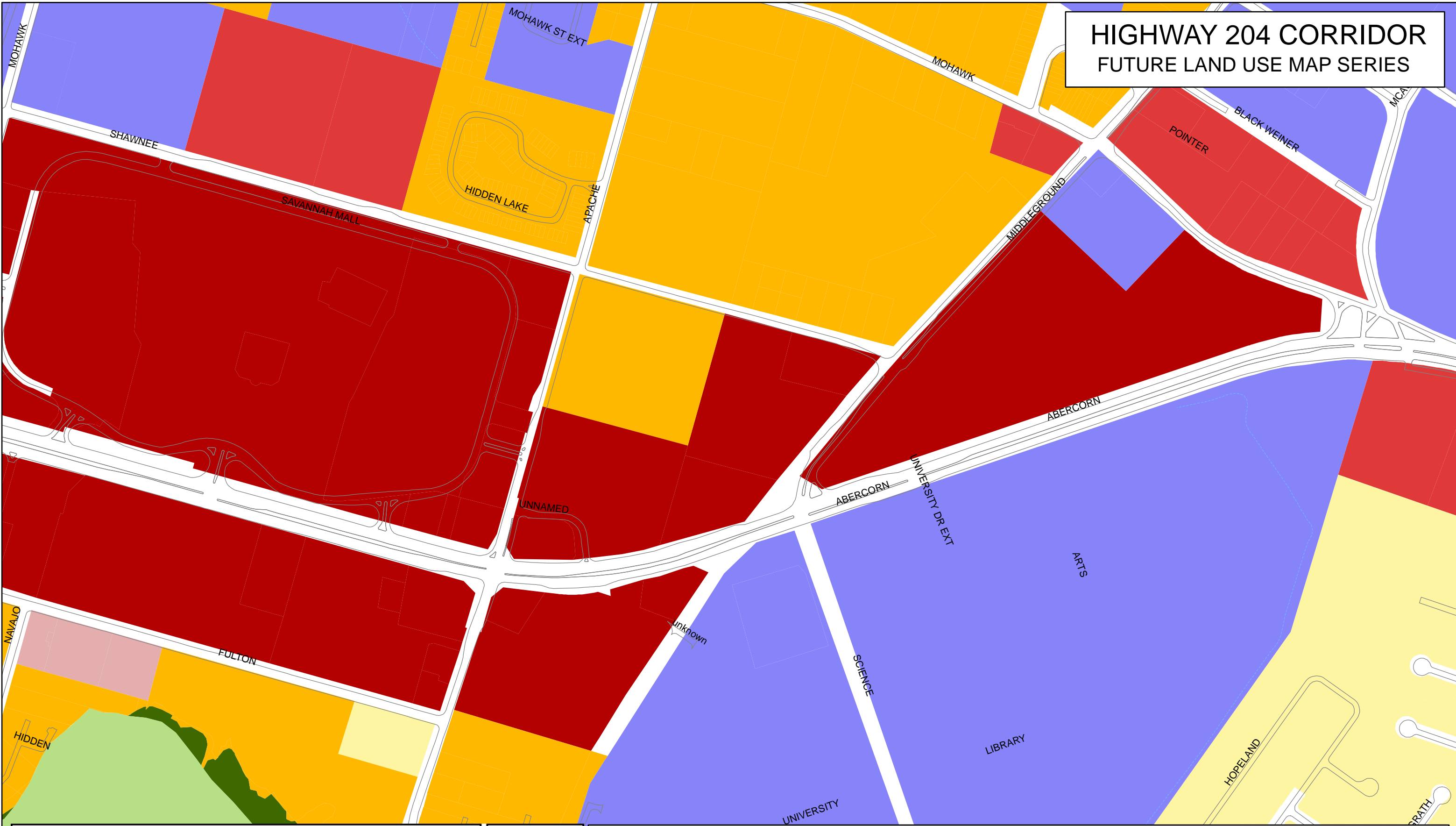


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6 OF 8

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HIGHWAY 204 CORRIDOR FUTURE LAND USE MAP SERIES

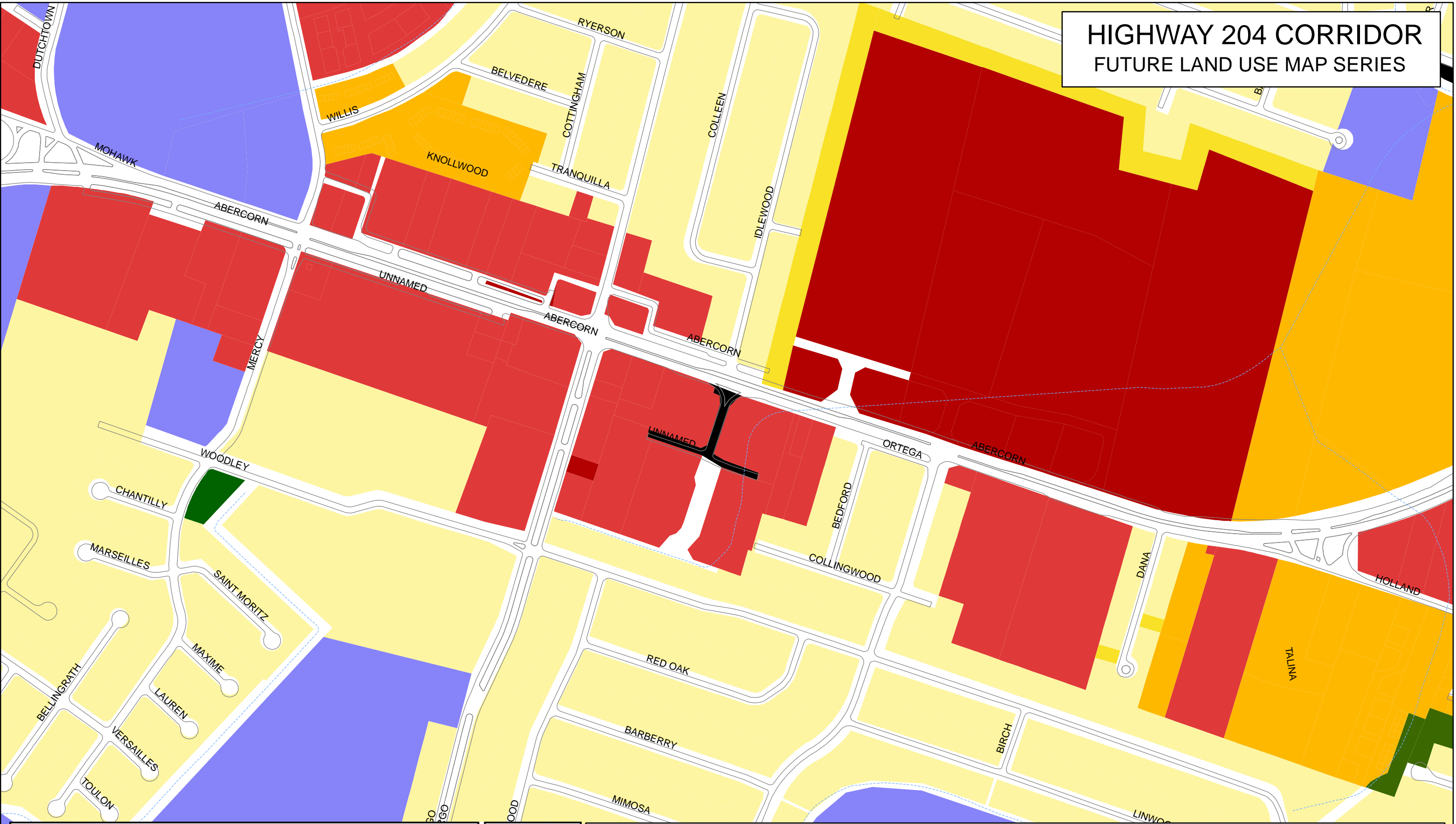



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Legend					
Downtown	Commercial- Regional	Planned Campus	Parks/Recreation	Surface Mine	AICO+Right of Way
Downtown- Expansion	Commercial- Marine	Agriculture/Forestry	Conservation	Landfill	AICO+Suburban Single Family Residential
Traditional Commercial	Residential- Suburban Single Family	Industry- Light	Conservation- Residential	Right of Way	
Traditional Neighborhood	Residential- Single Family	Industry- Heavy	Tidal Marsh	AICO+Marsh	
Commercial- Neighborhood	Residential- General	Civic/Institutional	Open Water	AICO+Water	
Commercial- Suburban	Planned Development	Transportation/Communication/Utilit	Transition	AICO+Industry- Light	

Appendix C – Concept Plans

Western Segment Alternative 1



SR 204 CONCEPTUAL LAYOUT
I-95 TO TRUMAN PKWY
CHATHAM COUNTY
GEORGIA

SHEET 1 OF 8
ALTERNATIVE 1 PREPARED BY:
JACOBS

SCALE IN FEET
0 100 200 400

LEGEND	
	BRIDGE
	SIDEWALK
	BARRIER
	RETAINING WALL
	EXISTING OR POTENTIAL TRAFFIC SIGNAL

Western Segment Alternative 2



SR 204 CONCEPTUAL LAYOUT
I-95 TO TRUMAN PKWY
CHATHAM COUNTY
GEORGIA

SHEET 2 OF 8
ALTERNATIVE 2 PREPARED BY:
JACOBS

SCALE IN FEET
100 0 100 200 400

LEGEND

- BRIDGE
- SIDEWALK
- BARRIER
- RETAINING WALL
- EXISTING OR POTENTIAL TRAFFIC SIGNAL

