



**Paulding Comprehensive Transportation Plan  
Final Report**

Prepared by:

**JACOBS™**

March 2015

## RESOLUTION 15-12

### **Resolution Approving The Adoption Of The 2015 Paulding County Transportation Comprehensive Plan**

**WHEREAS**, Paulding County, Georgia, in conjunction with the Cities of Dallas, Hiram and Braswell, has prepared a Transportation Comprehensive Plan in accordance with the Minimum Planning Standards and Procedures for Local Comprehensive Transportation Planning; and

**WHEREAS**, in doing so, a selection committee including City of Dallas representative Kendall Smith; City of Hiram representative Robbie Rokovitz; Paulding County staff representatives George Jones, Erica Parish, and Chris Robinson reviewed and recommended Jacobs Engineering Group, as the most qualified proposer of a field of six firms responding to a Request For Proposals for the Comprehensive Transportation Plan (Proposal #13010-1504), and therefore, the Paulding County Board of Commissioners' subsequently awarded the contract to Jacobs Engineering Group on June 25, 2013 for the completion of same; and

**WHEREAS**, a stakeholders committee was created to assist with input as to the goals for the local and regional transportation needs; and

**WHEREAS**, in addition, the following hearings and meetings for citizen review and input of this plan were held:

Technical Committee Meetings:  
April 1, 2014 (Technical Committee)  
April 3, 2014 (Stakeholder Committee)  
July 10, 2014 (Joint Committee)  
October 23, 2014 (Joint Committee)

Public Meetings:  
May 8, 2014 (City of Hiram)  
August 14, 2014 (City of Dallas)

**WHEREAS**, as a result of the information it has received and reviewed, the Paulding County Department of Transportation has produced this Comprehensive Plan which includes a financially-constrained short range action plan of transportation projects for years 2015– 2019, a mid-range action plan for years 2020-2030, and a long range plan for years 2031-2040 for the local and regional transportation needs.

**BE IT THEREFORE RESOLVED**, that the Paulding County Board of Commissioners does hereby adopt the Paulding County 2015 Comprehensive Transportation Plan, which includes a financially-constrained short range action plan of transportation projects for years 2015– 2019, a mid-range action plan for years 2020-2030, and a long range plan for years 2031-2040.

**SO RESOLVED THIS** 14<sup>th</sup> **DAY OF** April, 2015.

**VOTE OF RESOLUTION**

	<u>Yes</u>	<u>No</u>	<u>Abstain/Absent</u>
Chairman David Austin	<u>✓</u>	<u>—</u>	<u>—</u>
Post 1 Dave Carmichael	<u>✓</u>	<u>—</u>	<u>—</u>
Post 2 Todd Pownall	<u>✓</u>	<u>—</u>	<u>—</u>
Post 3 Vernon Collett	<u>✓</u>	<u>—</u>	<u>—</u>
Post 4 Tony Crowe	<u>✓</u>	<u>—</u>	<u>—</u>

ATTEST:



\_\_\_\_\_  
Clerk, Paulding County Board of Commissioners



**Dallas City Council**  
129 East Memorial Drive  
Dallas, GA 30132  
<http://www.cityofdallasga.com>

Tina Clark  
770-443-8110 x.1209

## Regular Meeting 7:00 PM

### 1. Public Hearing

Prior to the regular meeting, a public hearing was held for Zoning App Z-2015-03, to rezone property located adjacent to the existing Dallas Industrial Park off W. Memorial Dr, (tax parcel 136.1.1.003.0000), from existing zoning R-2 High Density to H-1 Heavy Industrial.

Charles Rann, 2203 Charles Hardy Pkwy, Dallas discussed the request. Mayor Austin ask for questions, support or opposition on the application. Hearing none, the Mayor stated that the property was properly posted, advertised and the Planning and Zoning Board recommended approval. Public Hearing closed at 7:10 PM.

### 2. Call to Order

The 7:00 PM Meeting was called to order on March 30, 2015 at Dallas City Hall, 129 East Memorial Drive, Dallas, GA.

Attendee Name	Title	Status	Arrived
Boyd Austin Jr.	Mayor	Present	
James Kelly	Mayor Pro-Tem	Present	
Griffin White	Councilmember	Present	
Nancy Arnold	Councilmember	Present	
Mike Cason	Councilmember	Present	
James R Henson	Councilmember	Present	
Christopher B. Carter	Councilmember	Present	

### 3. Invocation and Pledge

Councilman Kelly led the Invocation and Pledge of Allegiance.

### 4. Recognition of Visitors and Comments

None

### 5. Minutes Approval

- A. Motion to approve minutes of Monday, March 2, 2015 7:00PM meeting.

**RESULT:** ADOPTED [UNANIMOUS]  
**MOVER:** James Kelly, Mayor Pro-Tem  
**SECONDER:** Mike Cason, Councilmember  
**AYES:** Austin Jr., Kelly, White, Arnold, Cason, Henson, Carter

## 6. Consent Agenda

### A. Motion to approve Consent Agenda.

**RESULT:** ADOPTED [UNANIMOUS]  
**MOVER:** Nancy Arnold, Councilmember  
**SECONDER:** Christopher B. Carter, Councilmember  
**AYES:** Kelly, White, Arnold, Cason, Henson, Carter

1.) Crosswalk - St Vincent De Paul Catholic Church April 3rd at 4pm.

2.) PC Comprehensive Transportation Plan.

## 7. Old Business

None

## 8. New Business

### A. Motion to approve Zoning App Z-2015-03, to rezone property located adjacent to the existing Dallas Industrial Park off W. Memorial Dr, (tax parcel 136.1.1.003.0000), from existing zoning R-2 High Density to H-1 Heavy Industrial.

**RESULT:** ADOPTED [UNANIMOUS]  
**MOVER:** James Kelly, Mayor Pro-Tem  
**SECONDER:** Mike Cason, Councilmember  
**AYES:** Kelly, White, Arnold, Cason, Henson, Carter

### B. Motion to approve Resolution 2015-06 Moratorium Group Homes

<b>RESULT:</b>	<b>ADOPTED [UNANIMOUS]</b>
<b>MOVER:</b>	Griffin White, Councilmember
<b>SECONDER:</b>	Mike Cason, Councilmember
<b>AYES:</b>	Kelly, White, Arnold, Cason, Henson, Carter

**C. Motion to approve appointment of Human Resources Director to Tina Clark**

<b>RESULT:</b>	<b>ADOPTED [UNANIMOUS]</b>
<b>MOVER:</b>	James R Henson, Councilmember
<b>SECONDER:</b>	Nancy Arnold, Councilmember
<b>AYES:</b>	Kelly, White, Arnold, Cason, Henson, Carter

**D. First Read - Ord Amd OA-2015-02 Vehicles for Hire**

<b>RESULT:</b>	<b>FIRST READ; NO VOTE</b>	<b>Next: 5/4/2015 7:00 PM</b>
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**E. First Read: Ord Amd OA-2015-03 Alcoholic Beverages**

Final approval by the City Attorney

<b>RESULT:</b>	<b>FIRST READ; NO VOTE</b>	<b>Next: 5/4/2015 7:00 PM</b>
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**F. Motion to rescind vote to contract for Christmas decorations with Lisa Rispoli.**

<b>RESULT:</b>	<b>ADOPTED [UNANIMOUS]</b>
<b>MOVER:</b>	Mike Cason, Councilmember
<b>SECONDER:</b>	Nancy Arnold, Councilmember
<b>AYES:</b>	Kelly, White, Arnold, Cason, Henson, Carter

City Attorney recommended denial after looking over the contract.

**9. Additional Items/Comments**

Mayor Austin announced the grand opening of the Dog Park on April 19th, Food Truck Friday on April 10th and "Dallas 5K Race for a Cure" on April 25th.

**10. Adjournment**

**1. Motion to adjourn.**

**RESULT:**       **ADOPTED [UNANIMOUS]**  
**MOVER:**       James Kelly, Mayor Pro-Tem  
**SECONDER:**   James R Henson, Councilmember  
**AYES:**        Kelly, White, Arnold, Cason, Henson, Carter

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Mayor Boyd L. Austin

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Date

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City Clerk, Tina Clark

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Date

STATE OF GEORGIA

CITY OF HIRAM

RESOLUTION NO. 2015-05

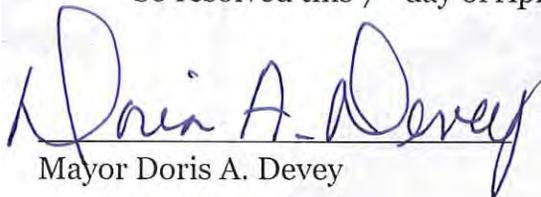
RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF HIRAM, GEORGIA FOR THE PURPOSE OF ADOPTING THE PAULDING COUNTY COMPREHENSIVE TRANSPORTATION PLAN UPDATE FOR 2015-2040.

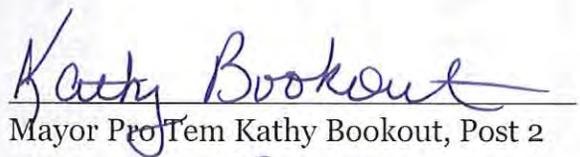
WHEREAS, The City of Hiram has reviewed the Project Overview and Recommendations presented in the final draft of the Paulding County Comprehensive Transportation Plan Update dated March 2015; and,

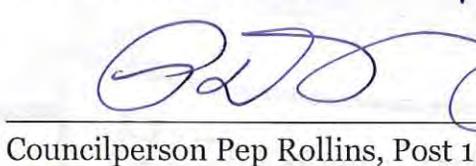
WHEREAS, The City of Hiram supports the recommendations and strategies presented in the Paulding County Comprehensive Transportation Plan (CTP) which comprises a three-phase action plan of transportation projects for years 2015-2040;

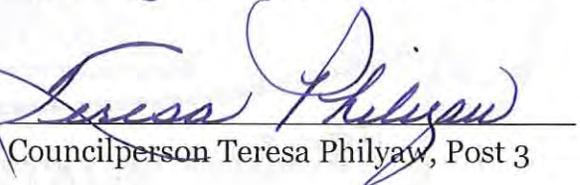
THEREFORE, BE IT RESOLVED that the Mayor and Council of the City of Hiram, Georgia, does hereby adopt the 2015 Comprehensive Transportation Plan as presented by the Paulding County Department of Transportation.

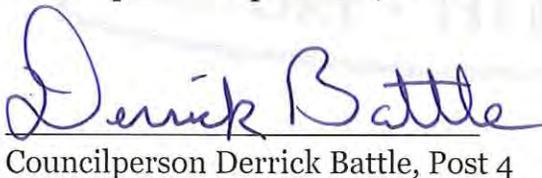
So resolved this 7<sup>th</sup> day of April 2015.

  
Mayor Doris A. Devey

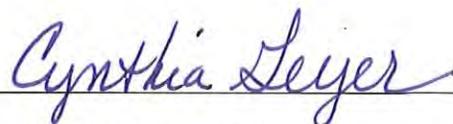
  
Mayor Pro Tem Kathy Bookout, Post 2

  
Councilperson Pep Rollins, Post 1

  
Councilperson Teresa Philyaw, Post 3

  
Councilperson Derrick Battle, Post 4

  
Councilperson Kathy Carter, Post 5

Attest:   
Cynthia Geyer, City Clerk



## RESOLUTION

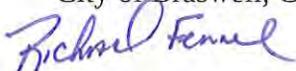
### ADOPTION OF THE PAULDING COMPREHENSIVE TRANSPORTATION PLAN FOR CITY OF BRASWELL, GEORGIA

WHEREAS, the governing authority of City of Braswell, now desires to adopt "Paulding Comprehensive Transportation Plan" attached hereto as Exhibit "A" and including any attachments thereto, said exhibit being by reference fully included in this resolution as if specifically set out herein:

NOW THEREFORE, BE IT RESOLVED that the said Paulding Comprehensive Transportation Plan is hereby adopted by the City of Braswell Mayor and Council.

RESOLVED, ADOPTED, AND EFFECTIVE, this 15<sup>th</sup> day of April, 2015.

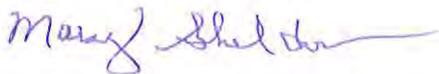
Richard Fennell, Mayor  
City of Braswell, Georgia



Leslie Hawkins, Mayor pro-tem  
City of Braswell, Georgia



Mary Sheldon, Council  
City of Braswell, Georgia



ATTEST:



Helen Waters, City Clerk  
City of Braswell, Georgia

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Appendix B – Inventory of Existing Conditions

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Appendix E – Project Prioritization

## Executive Summary

The Paulding Comprehensive Transportation Plan (CTP) Update has been funded through financial assistance from the Atlanta Regional Commission (ARC) and administered through their Comprehensive Transportation Program. The CTP program was initiated in 2005 to encourage joint planning between counties and their municipalities and ensure a comprehensive approach to improving transportation throughout the entire county. This plan represents a joint effort between Paulding County and the municipalities of Dallas, Hiram, and Braswell.

CTP updates are conducted every five years and are designed to be flexible plans that can be amended by local jurisdictions between updates as necessary. Changes in funding sources, project timelines or major new developments may require adjustments to the final implementation plan and recommendations.

### Planning Process and Purpose

The purpose of the CTP update is to develop a guide for Paulding County and its Municipalities to prioritize transportation improvements within short-term and long-term planning horizons. The planning process concludes with a 5-year action plan and a phased implementation plan for improvements to the year 2040. This CTP is designed to be used as a tool to aid local jurisdictions in pursuing transportation funding from state, regional, and federal sources. The technical analysis completed for this plan provides justification for investing in transportation improvements and for their inclusion in regional and state plans.

The CTP is a multi-step process that began with an inventory of existing conditions to assess the current and projected characteristics relevant to proposed transportation improvements within the county. Data from the inventory of existing conditions was incorporated into the needs assessment phase of the project, in which detailed transportation needs were identified throughout the county and distilled into a master list of potential transportation projects. Through the project prioritization phase a set of evaluation criteria was applied to each project to score and rank projects based upon the highest level of need and benefits to the county.

The next major project phase involves estimating the likely funding levels available to finance proposed projects. This is used to establish a realistic funding scenario to fiscally constrain the master list of potential transportation projects. Realistic funding levels are then used to develop the final implementation plan of projects.

### CTP Planning Process



Final recommendations include roadway widenings, intersection improvements, sidewalks, bicycle lanes, recreational trails, transit, travel demand management, freight mobility, bridges, and access management corridors.

### Vision and Goals

Twelve project goals were developed using the previous 2008 CTP and the major policy documents: Plan 2040 Plan 2040 (ARC’s Regional Transportation Plan), Map-21: Moving Ahead for Progress in the 21<sup>st</sup> Century (Federal Transportation Bill), and Georgia Department of Transportation’s Statewide Transportation Plan/Statewide Strategic Transportation Plan(SWTP/SSTP). From the twelve specific project goals an overall vision statement for the CTP was developed to serve as an overarching guide to the plan’s development.

#### Paulding CTP Project Goals

Emphasis Area	Goal Statement
<b>Congestion Reduction</b>	To reduce traffic congestion and travel times within Paulding County.
<b>Multi-modal Travel</b>	To develop an enhanced multi-modal transportation network including bike paths, sidewalks, and increased transit services in addition to roadways.
<b>Land Use/Transportation Connectivity</b>	To support and enhance existing and future land use plans with transportation improvements.
<b>Infrastructure Condition (State of Good Repair)</b>	To preserve and maintain the transportation infrastructure to the maximum extent possible.
<b>Major Corridor Prioritization</b>	To develop an integration transportation network that preserves and enhances mobility along existing and future major corridors.
<b>System Reliability</b>	To focus on cost effective improvements to improve system reliability.
<b>Freight Mobility</b>	To maintain or enhance the transportation network for goods movement in order to facilitate overall system functionality and promote economic development.
<b>Project Delivery</b>	To develop innovative transportation funding mechanisms to increase funding for transportation improvements, while streamlining project implementation.
<b>Economic Development</b>	To prioritize transportation improvements in employment centers and along major corridors throughout the county.
<b>Travel Demand Management</b>	To enhance travel demand management within Paulding County by improving communication and enhancing education between state and local agencies and county transportation system users.
<b>Safety</b>	To improve the safety of the county’s multi-modal transportation network for all users.
<b>Intergovernmental Coordination</b>	To improve inter-governmental coordination between government agencies to achieve Paulding County’s goals.

#### Paulding CTP Vision Statement

*To engage in a collaborative, transparent process with the purpose of enhancing multimodal mobility throughout the county in a manner that promotes safety, economic vitality and cost-effectiveness.*



## Community Outreach

To capture public input during the development of the CTP update, public outreach was conducted through stakeholder surveys/meetings, web surveys, a project website, library kiosks, and community event attendance. An overview of these activities is as follows:

- ▶ **Stakeholder Committee Guidance** - Three stakeholder committee meetings were held and used to provide local guidance and knowledge. Committee members included residents and representatives from local businesses, organizations and community institutions. Committee input favored a funding focus on intersection improvements and roadway widenings.
- ▶ **Public Open House # 1 – Hiram, GA (May 8, 2014):** Approximately 30 attendees provided input on transportation needs and priority corridors for improvement at this meeting. Participants confirmed previously identified transportation needs and also identified new needs.
- ▶ **Technical Committee Guidance** - A series of three technical committee meetings were held throughout the process. This committee was established to provide an avenue for professionals with planning expertise to provide input. Members of this committee included representatives from neighboring counties, GDOT, ARC, Georgia Commute Options and other Paulding County departments.
- ▶ **Public Open House #2 – Dallas, GA (August 14, 2014):** Approximately 90 attendees provided feedback on project prioritization and final recommendations. Interactive map exercises were used to provide opportunities for residents to vote on their top priorities.
- ▶ **Project Website** – A project website was established to serve as a communication portal, which provided a forum for residents to submit comments to project staff. Approximately 20 comments were received via the CTP website.
- ▶ **County-Wide Mailer** – A county-wide direct mailer was sent to all addresses in the county informing residents about on the August 14, 2014 public meeting in Dallas and about ways to submit comments electronically or contact project staff. Approximately 30 e-mail comments were received from the public.
- ▶ **Library Kiosks** – Interactive kiosks with prioritization surveys were made available at four local libraries within the county. A total of 96 survey responses were received through these kiosks.
- ▶ **Community Events** - The project team attended four community events in the spring of 2014. This included the grand opening of the Wellstar Paulding Hospital, a student fair at Chattahoochee Tech, the Relay for Life and the Touch-a-Truck Day at Mt. Tabor Park.

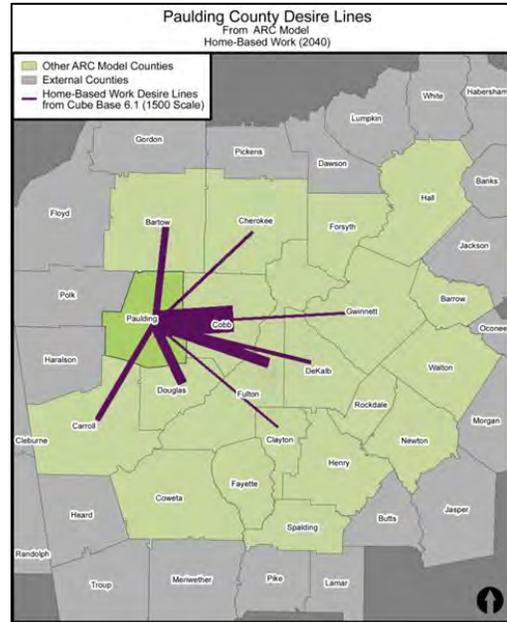


The public open house at the Dallas Civic Center was attended by approximately 90 people.

## Existing Conditions and Needs Assessment

An inventory of existing conditions and transportation needs assessment had the following key findings:

- ▶ **Population and Employment Growth** - Between 2010 and 2040, population is expected to increase 119% and employment is expected to increase 150%. This growth will further strain the congested transportation network, indicating the need for capacity improvements in high growth areas.
- ▶ **Vehicular Safety** - A crash hotspot analysis indicated high crash rate locations along US 278/SR 6, SR 92, SR Bus 6 and SR 120. This crash data was incorporated into detailed intersection analysis for 39 priority intersections in the county.
- ▶ **Commute Patterns** -The commuting patterns within the county are expected to remain relatively constant between 2015 and 2040 with the largest share of commuters traveling to Cobb County for employment.
- ▶ **Sidewalk Needs** – Paulding County continues to emphasize pedestrian connectivity around major destinations like parks, schools, libraries and other community facilities. A total of 80 priority pedestrian planning areas were examined, in which 49 sidewalk needs were identified.



**In 2040, Cobb County will remain the most frequent work destination outside of the county (thicker bars indicate most frequent work destinations), representing 19% of inter-county work based trips.**

## Recommendations

The final recommendations provides a phased implementation plan for transportation improvements including roadway widenings, intersections, new roadway corridors, access management options, transit, bridges, freight, and bicycle and pedestrian facilities.

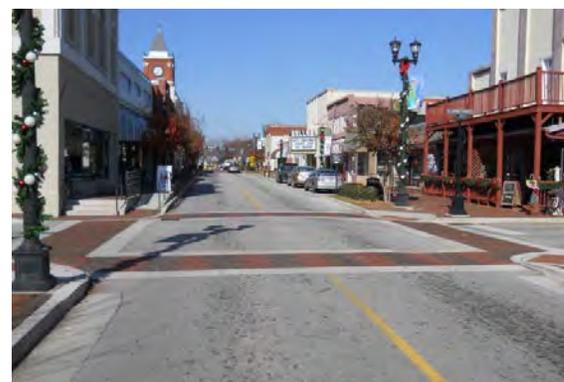
The phased implementation plan balanced the prioritized project list with the assumed available funding divided into funding tiers. Funding allocated by improvement type can be found in the table below. A map of the phased implementation plan can be found on the following page.

### CTP Project Costs by Phase

<b>Committed Projects (2015-2019)</b>	
Committed TIP Improvements	\$165.8 M
Committed SPLOST Improvements	\$9.0 M
<b>Total</b>	<b>\$174.8 M</b>
<b>Short-Range Projects (2015-2019)</b>	
Intersection Improvements	\$11.8 M
Pedestrian Improvements	\$1.1 M
Transportation Feasibility Studies	\$300 K
Roadway Maintenance	\$874 K
<b>Total</b>	<b>\$14.1 M</b>
<b>Mid-Range Projects (2020-2030)</b>	
Intersection Improvements	\$65.4 M
Capacity Improvements	\$247.5 M
Pedestrian Improvements	\$7.0 M
Roadway Maintenance	\$5.2 M
Human Services Transit	\$39.9 M
<b>Total</b>	<b>\$365.1 M</b>
<b>Long-Range Projects (2031-2040)</b>	
Intersection Improvements	\$46.0 M
Capacity Improvements	\$285.6 M
Pedestrian Improvements	\$8.0 M
Human Services Transit	\$50.8 M
Roadway Maintenance	\$6.0 M
New Roadway Scoping/PE	\$13.6 M
<b>Total</b>	<b>\$409.9 M</b>

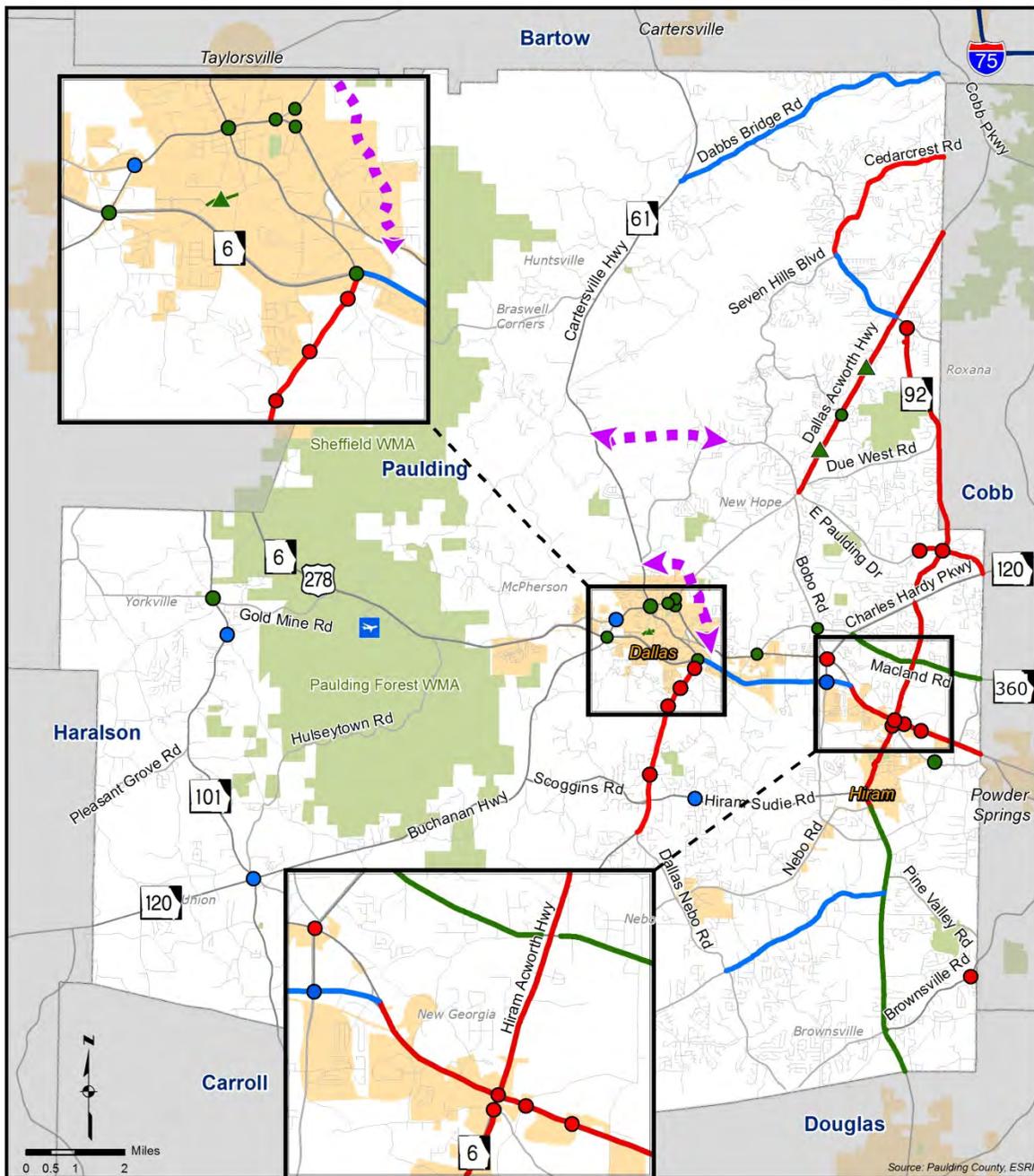


A detailed analysis of the Silver Comet Trail was conducted, which identified several locations suitable for trail spur connections. A trail spur linking Strickland Park in Hiram to the trail is a recommendation of this plan.



The downtown Dallas area currently features a robust sidewalk network. It is the recommendation of this plan to expand upon this network linking the Paulding County Government Center and Dallas City Park with new sidewalk connections along South Main Street, Lester Drive and Foster Avenue.

Phased Implementation Plan



		<p><b>Fiscally Constrained Implementation Plan</b></p> <p>Phase I (2015 - 2019) Phase II (2020 - 2030) Phase III (2031 - 2040)</p>	<ul style="list-style-type: none"> <li><span style="color: green;">●</span> Phase I Intersection Improvement</li> <li><span style="color: red;">●</span> Phase II Intersection Improvement</li> <li><span style="color: blue;">●</span> Phase III Intersection Improvement</li> <li><span style="color: green;">—</span> Phase I Capacity Improvement</li> <li><span style="color: red;">—</span> Phase II Capacity Improvement</li> <li><span style="color: blue;">—</span> Phase III Capacity Improvement</li> <li><span style="color: green;">▲</span> Bridge Replacement</li> <li><span style="color: green;">▲</span> Sidewalk Improvement &amp; New Bridge</li> </ul>	<ul style="list-style-type: none"> <li><span style="color: purple;">▶▶</span> Preliminary Engineering for Potential New Roadway</li> <li> Paulding Airport</li> <li><span style="background-color: lightgreen; border: 1px solid green; display: inline-block; width: 15px; height: 10px;"></span> Parks/WMA</li> <li><span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> City Boundary</li> <li><span style="border-bottom: 1px solid black; width: 15px; display: inline-block;"></span> County Boundary</li> <li><span style="border-bottom: 1px solid black; width: 15px; display: inline-block;"></span> Street</li> <li><span style="border-bottom: 2px solid blue; width: 15px; display: inline-block;"></span> Expressway</li> </ul>
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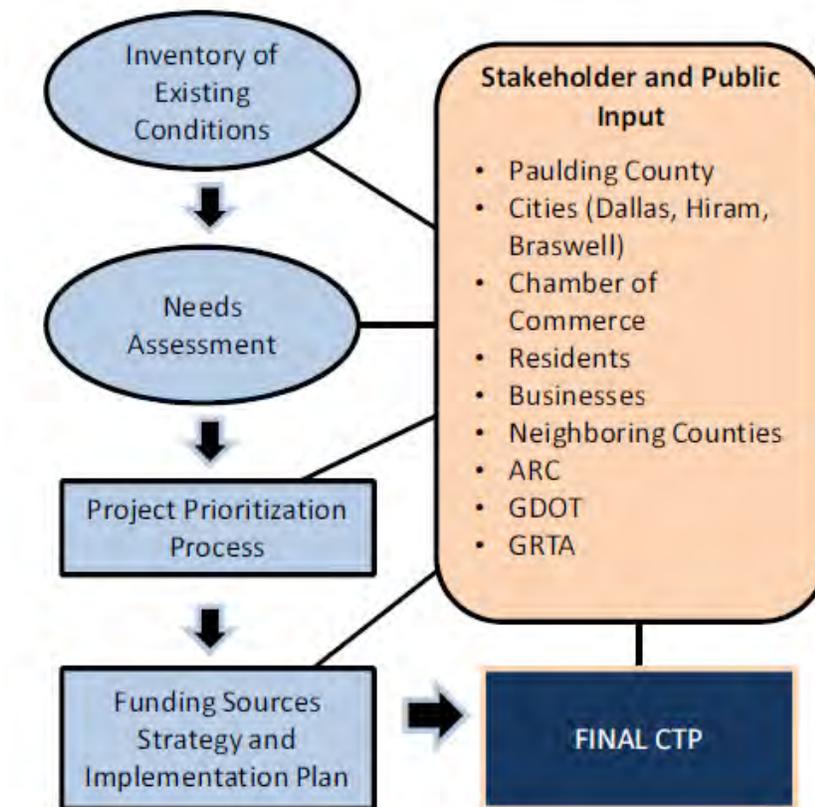


## 1.0 INTRODUCTION

The Paulding Comprehensive Transportation Plan (CTP) Update is a long-range plan with a planning horizon year of 2040. The initial CTP for unincorporated Paulding County and the Cities of Braswell, Dallas, and Hiram was completed in 2008. This CTP Update builds upon the foundation of the 2008 CTP and presents short-range, mid-range and long-range solutions for transportation improvements based on the level of need, available funding, and stakeholder and public input.

The workflow of the CTP Update is presented below in **Figure 1.0**. The CTP is a multi-step process beginning with an inventory of existing conditions, which helps identify transportation needs in the needs assessment phase. The process concludes with project prioritization, revenue forecasting and project phasing. Throughout the process, stakeholder and public input from a variety of sources have been incorporated, as detailed in **Figure 1.0**.

**Figure 1.0: CTP Development Process**



This *Final Report* is the culmination of a process initiated in August of 2013. It provides an overview of earlier project phases, including the existing conditions analysis and needs assessment. This consists of a summary of key findings from previous reports, including the *Inventory of Existing Conditions* and the *Assessment of Current and Future Needs*, which have led into the recommendations contained in this document. The *Final Report* was adopted by the Paulding County Board of Commissioners on April 14, 2015 and the City of Braswell on April, 15, 2015. The City of Hiram adopted the plan on April 7, 2015 and the City of Dallas approved the plan via consent agenda on March 30, 2015. Copies of the adoption resolutions and meeting minutes indicating consent have been included at the beginning of this document.

The main focus of this document is project prioritization, revenue forecasting, and the development of a fiscally constrained implementation plan of recommended projects. In addition to a recommended project list and phasing plan for roadway improvements, this report also includes the final recommendations for a variety of transportation need areas. This includes recommendations for transit service, travel demand management, bridge maintenance, access management corridors, freight transportation and bicycle and pedestrian facilities.

The Paulding CTP Update was made possible through financial assistance from the Atlanta Regional Commission (ARC). The ARC administers this program to encourage counties and their municipalities to develop joint comprehensive transportation plans. The ARC utilizes the final recommendations of these plans to help develop the project lists for the ARC's Transportation Improvement Plan (TIP) and Regional Transportation Plan (RTP). The recommendations of this plan will be instrumental in making sure that needs and priorities defined by Paulding County, its cities, residents, business community, and other local interests are reflected in regional and state plans.

## 2.0 PUBLIC AND STAKEHOLDER INPUT

Public and stakeholder input have been integral to identifying local priorities for transportation improvements. Input was gathered through public meetings, stakeholder and technical committee meetings and through prioritization surveys given to the public and committee members. The series of meetings about priorities and recommendations is described below. A summary of the entire outreach process supporting the CTP can be found in Appendix A. Summaries of each meeting mentioned whether public, stakeholder, or technical are included in Appendix A.

The first Technical Committee meeting was held on April 1, 2014 at the Paulding County Government Center. The meeting consisted of a presentation, questions and open forum, and next steps. Displays were located around the room with pertinent project information. Input was received on SR 92, US 278/SR 6, SR Bus 6, and SR 61.

The first Stakeholder Committee meeting was held on April 3, 2014 at the Paulding County Chamber of Commerce and the purpose was used to gather information from the steering committee on transportation needs. This meeting included a key pad voting exercise, a presentation, and a breakout session with table exercises. There were three breakout groups focusing on roadway needs, transit and travel demand management, and bicycle and pedestrian needs.

The first public meeting was held in Hiram on May 8, 2014 at the Events Place on SR 92. The purpose of the meeting was to get input on transportation needs based on the inventory of existing conditions and preliminary needs assessment. The meeting consisted of two components, a presentation of key findings from the Existing Conditions Report with a questions and answer period and a table exercise where attendees were asked to provide input on transportation needs based upon needs identified in the previous CTP. A key pad voting exercise was also conducted in which participants were polled on transportation preferences.

A joint Technical and Stakeholder Committee meeting was held on October 23, 2014. At this meeting, feedback was received from the committee members on project prioritization results and on reducing the number of proposed projects to a more fiscally feasible list. The results of the prioritization scoring were presented to the group for roadway capacity projects, intersection improvements, and new roadway connections. A post-meeting survey was distributed to committee members to provide additional information on project prioritization. A summary of the meeting and survey results are provided in Appendix A.

The second public meeting was held on August 14th, 2014 at the Dallas Civic Center. The focus of this meeting was to get public input on the prioritization of identified transportation needs. Each attendee was given a prioritization survey and was encouraged to participate in dot exercises in which they could vote on the most critical transportation projects within the county. Input stations were set up focusing on roadway capacity needs, new roadway

connections, multi-modal needs, and intersection needs. The prioritization survey was also made available on the project's website and at kiosk stations at local libraries. The public was informed of the public meeting, on-line survey, and library kiosks via a county-wide mailer. This mailer generated a high level of public engagement, interest, and survey responses.

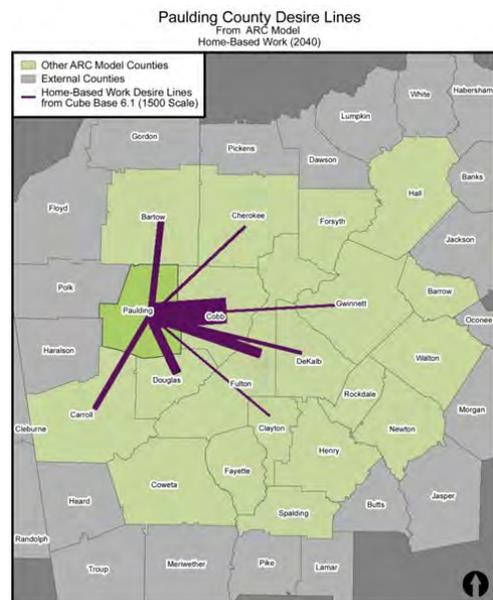
Public and stakeholder input were used to help prioritize transportation improvements. A score for public and committee support was factored into the overall priority score for each transportation need area. This includes roadway capacity, intersection improvements, new roadway connections, transit and travel demand management, and bicycle and pedestrian facilities. The results of the public and stakeholder outreach highlighted several projects and areas of high priority. US 278/SR 6 from SR Business 6 to the Cobb County line was identified as a roadway that is a priority for improvement. For new location roadways, the West Dallas Bypass was favored. However, participants emphasized that investment in existing roadways was more of a priority than new location roadways. Key intersections that were prioritized for improvement were US 278/SR 6 at SR 92 and East Memorial Drive at SR Business 6. The addition of sidewalks was seen as a high priority and maintaining the available Paulding Transit service was also a priority.

Throughout the planning process a series of public engagement activities were conducted outside of formal public meeting events. These activities include gathering input at community events that drew large crowds. This includes the opening of the WellStar Hospital on March 29<sup>th</sup>, 2014, the Touch a Truck Day event on April 26<sup>th</sup>, 2014, and a student engagement event at Chattahoochee Tech. In addition to receiving public input at these events there were other avenues pursued to receive public input. These include the project website and input kiosks at libraries through the county. To inform county residents of the planning process, upcoming public meeting and to solicit input a county-wide mailer was sent to every address within Paulding County. This mailer solicited a high degree of public input and survey responses.

### 3.0 INVENTORY OF EXISTING CONDITIONS

The first major component of the CTP planning process was an assessment of existing conditions in the county. This was used to update the data used in the previous CTP to account for any changes that may have occurred since 2008. A number of conditions were examined, including transportation, environmental, demographic, and land use characteristics. These factors have been examined in detail in the *Inventory of Existing Conditions Report* (Appendix B). This section presents a summary of key findings from this report that have had an impact on identifying transportation needs and developing potential transportation improvements. Relevant key findings are as follows:

- A comparison of 2015 and 2040 level of service (LOS) ratings from the regional travel demand model show a significant degradation of the transportation network, particularly within the eastern half of the county. This is particularly evident on SR 61 and other roads that provide a north-south connection to Douglas County, and on SR 120, SR 360 and other roads that provide an east-west connection with Cobb County. Roads that serve Dallas are projected to worsen in future years.
- Level of service (LOS) is a quality measure describing operational conditions and congestions on a roadway in general terms. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst.*
- To further assess existing congestion levels and travel delay, an analysis of real-time traffic data, called NAVTEQ, was conducted. Both the AM and PM peak period results show similarly congested conditions on many of the same corridors as the regional model data. Results for the PM peak period, however, depict more widespread and continuous congestion along the same roadways.
  - The existing and projected directional flow in the AM and PM peak hours demonstrated high east-west travel between Paulding and Cobb County, particularly along US 278/SR 6, SR 120, and SR 92.
  - The 2015 commute times for Paulding County commuters are relatively long. This is a function of the typical Paulding commute taking place on surface streets rather than the interstate system. In 2040 commute times to major employment centers throughout the region will increase, with most PM peak hour commute times taking over two hours.



- Corridors with high numbers of crash hotspots include US 278/SR 6, SR Bus 6 (Merchants Drive), SR 120 (Charles Hardy Parkway), SR 92, and SR 61 (Villa Rica Highway). This coincides with a roadway segment analysis which identified many segments in the southeastern portion of the county that exhibit crash rates above the state average.
- The most prominent commercial retail corridor is the US 278/SR 6 corridor, through Hiram, from the Cobb County line to US 61. Commercial uses are also located in Dallas, along the SR 120 corridor, and at intersections throughout the county. Because of the number of access points associated with these uses, safety improvements may be considered along these corridors.
- Concentrations of minority, low-income, and elderly persons, along with zero-car households, are located in areas within the city of Dallas. The high concentrations of low-income, elderly, and zero-vehicle households in this area are used as an indicator of transit dependent populations. High concentrations of minority and low-income populations can be found in the Hiram area.
- While ridership of GRTA services has trended down over the past few years, there are some demographic characteristics within Paulding County that suggest that the Xpress service may grow in ridership once the economy rebounds. Throughout the county, there are concentrations of transit dependent residents that rely on public transportation options for access to work and other trips.
- Many of the recommended transportation projects identified in the previous CTP have been moved forward through the planning and construction process. This includes two bridge projects (Dallas Acworth Highway at Possum Creek and Dallas Acworth Highway and Picketts Mill Creek), which are currently being funded through SPLOST funding. Proposed new roadways have also been moved forward, including the extension of Bill Carruth Parkway and two new roadways within the Paulding County Business and Technology Park. Recommended capacity enhancements and roadway widenings have also been moved forward in the process. These improvements include SR 92 throughout Paulding County and SR 61 from Dallas Nebo Road to US 278/SR 6. Proposed pedestrian improvements in the previous CTP have also been advanced in the downtown Dallas area.

## 4.0 ASSESSMENT OF CURRENT AND FUTURE NEEDS

Following the inventory of existing conditions, the next phase identified transportation needs for intersection improvements, roadway capacity improvements, new roadway connections, transit and travel demand management options, bicycle and pedestrian improvements, access management, and bridges. A detailed review of these needs is provided in the *Assessment of Current and Future Needs Report* (Appendix C). A summary of the key findings in this report are detailed in this section.

### 4.1 Intersection Improvements

Operational needs were identified within the needs assessment and are presented below in **Table 4.0**. These were identified through a combination of stakeholder and public input, the previous CTP and existing conditions analysis. Existing conditions analysis focused on intersections with high congestion levels, freight traffic and crash rates.

**Table 4.0: Universe of Intersection Operations Needs**

No.	Intersection Name	Existing Conditions Analysis			2008 CTP	Stakeholder Commit-tee	Public Input
		Safety	Freight	Delay			
O-1	SR 120 (Charles Hardy Parkway) - SR Business 6 (Atlanta Highway)	X	X	X	X		
O-2	SR 92 - East Paulding Drive	X	X	X	X		
O-3	SR 120 (Buchanan Highway) – SR 101						
O-7	SR 61 (Villa Rica Highway) - Hart Road		X	X			
O-8	SR 61 (Villa Rica Highway) - Old Villa Rica Road		X	X	X		
O-9	SR 61 (Villa Rica Highway) - Vernoy Aiken Road	X	X	X			
O-10	SR 61 (Villa Rica Highway) - Winndale Road	X	X	X			
O-11	SR 120 Conn/Hiram Sudie Road - Davis Mill Road		X	X			
O-12	SR 92 (Hiram Acworth Highway) - Old Burnt Hickory Road		X	X			X
O-13	Burnt Hickory Road - Brownsville Extension/Stout Parkway			X	X		
O-14	Rosedale Drive - Metromont Road	X					
O-15	East Paulding Drive - Brooks Rackley Road			X			
O-16	US 278/SR 6 (Jimmy Lee Smith Parkway) - SR Business 6 (Atlanta Highway)	X	X	X		X	
O-17	US 278/SR 6 (Jimmy Lee Smith Parkway) - Bill Carruth Parkway	X	X	X	X		
O-20	US 278/SR 6 (Jimmy Campbell Parkway - SR 61 (Villa Rica Highway)	X		X			X
O-21	US 278/SR 6 (Jimmy Campbell Parkway) – SR 120 (Buchanan Highway)	X	X		X		
O-22	West Memorial Drive – SR Business 6 (Buchanan Street)	X	X		X		
O-23	SR 61 (Confederate Avenue) – SR Business 6 (West Memorial Drive)		X	X			
O-24	E. Memorial Drive- Legion Road	X	X	X	X		

No.	Intersection Name	Existing Conditions Analysis			2008 CTP	Stakeholder Committee	Public Input
		Safety	Freight	Delay			
O-25	West Memorial Drive - SR 6 Business (Buchanan Street)			X			
O-26	SR 61 (Confederate Avenue) - SR Business 6 (West Memorial Drive)	X	X	X	X		
O-27	US 278/SR 6 (Jimmy Lee Smith Parkway) – Hiram Pavilion S	X	X	X	X		
O-29	US 278/SR 6 (Jimmy Lee Smith Parkway) – Depot Drive	X	X	X			
O-30/31	SR Business 6 – Old Harris Road and/or Business SR 6 – Coach Bobby Dodd Road	X	X	X		X	
O-32	Macland Road – SR Business 6 (Merchants Drive)	X	X	X		X	
O-33/34	SR 101 – Gold Mine Road and/or SR 101 – Holly Springs Road	X	X		X		
O-35	SR 101 – Old Yorkville Road	X	X	X	X	X	X
O-36/37	SR 92 – Rosedale Drive and/or Hiram Crossing Shopping Center	X		X	X	X	X
O-38	SR 92 – US 278/SR 6 (Jimmy Lee Smith Parkway)						
O-39	SR 92 – Paulding Commons Shopping Center (Hobby Lobby)	X	X	X		X	X

Source: ARC, GDOT, Jacobs

## 4.2 Roadway Capacity Improvements

Based on the roadway segment analysis there are 27 segments in need of additional capacity in the county. **Table 4.1** on the following pages lists the roadways that have been identified for potential additional capacity. Of these 27, eight were identified as needing improvements by the 2008 CTP, the stakeholder committee, and/or the public and are currently operating at LOS E or F. These eight roadway segments are projected to operate at this level in 2030. These include:

- Dallas-Acworth Highway from SR 92 to East Paulding Drive
- Dallas-Acworth Highway/Memorial Drive from East Paulding Drive to SR Business 6
- US 278/SR 6 from SR Business 6 to Cobb County Line
- SR 101/113 from Carroll County Line to SR 120 (Buchanan Highway)
- SR 61 (Villa Rica Highway) from the Douglas County Line to Ridge Road
- SR 61 (Cartersville Highway) from SR Business 6 to Old Cartersville Road
- Hiram-Sudie Road from SR 61 to SR 92
- East Paulding Drive from SR 92 to SR 120

**Table 4.1: Roadway Segments with Capacity Needs**

Roadway	From	To	Improvement	Existing Conditions Analysis						2008 CTP	Stakeholder Comm.	Public Input
				PM Peak Hour VC Ratio/LOS			Roadway Volume					
				2015	2030	2040	2015	2030	2040			
SR 92*	Cobb County Line	Cedarcrest Road/D-A Hwy	Widen to 4 lanes	0.96/E	0.97/E	1.05/F	19,800	33,600	37,600	X	X	X
SR 92*	SR 120	US 278/SR Bus 6	Widen to 4 lanes	0.93/E	0.92/E	0.96/E	18,500	35,200	37,500	X	X	X
SR 92*	US 278/SR 6	Hiram-Sudie Road	Widen to 4 lanes	0.98/E	0.99/E	1.10/F	19,000	34,300	37,600	X	X	X
SR 92*	Hiram-Sudie Rd	Douglas County Line	Widen to 6 lanes	1.18/F	0.90/E	1.03/F	26,500	52,500	58,700	X	X	X
Dallas Acworth Hwy	SR 92	E. Paulding Drive	Widen to 4 lanes	0.94/E	1.10/F	1.22/F	14,000	20,400	22,800			X
Dallas Acworth Hwy/Memorial Dr	E. Paulding Drive	SR Bus 6	Widen to 4 lanes	1.11/F	1.24/F	1.31/F	12,200	25,700	28,600			X
SR Bus 6/Buchanan St	US 278 (W of Dallas)	Memorial Dr	Widen to 4 lanes	0.97/E	1.17/F	1.34/F	14,200	18,000	19,300			
SR 6/Merchants Dr./Atlanta Hwy.	Memorial Drive	US 278 (E of Dallas)	Widen to 4 lanes	0.97/E	1.46/F	1.72/F	16,100	22,000	25,600			
US 278/SR 6	SR 61	SR Bus 6	Widen to 6 lanes	0.83/D	1.12/F	1.25/F	39,400	52,800	60,700			
US 278/SR 6	SR Bus 6	Cobb County	Widen to 6 lanes	0.89/E	0.99/E	1.05/F	36,800	47,300	53,600	X		
SR 101/113	Carroll County Line	SR 120 (Buchanan Hwy)	Widen to 4 lanes	0.92/E	1.14/F	1.28/F	16,200	22,100	25,200		X	
SR 360 (Macland Rd)*	Cobb County Line	SR 92	Widen to 4 lanes	0.94/E	1.02/F	1.11/F	20,200	27,800	30,700		X	
SR 61 (Villa Rica Hwy)	Douglas County Line	Ridge Road	Widen to 4 lanes	0.89/E	1.08/F	1.16/F	18,400	21,500	23,200	X	X	
SR 61 (Villa Rica Hwy)*	Dallas Nebo Road	US 278/SR Bus 6	Widen to 4 lanes	0.93/E	0.88/E	1.03/F	16,000	24,300	28,800		X	
SR 61 (Cartersville Hwy)	SR Bus 6	Old Cartersville Rd	Widen to 4 lanes	0.92/E	1.08/F	1.15/F	12,800	17,700	17,900	X	X	



Roadway	From	To	Improvement	Existing Conditions Analysis						2008 CTP	Stakeholder Comm.	Public Input
				PM Peak Hour VC Ratio/LOS			Roadway Volume					
				2015	2030	2040	2015	2030	2040			
SR 61 (Cartersville Hwy)	Mt. Moriah Rd	Dabbs Bridge Rd	Widen to 4 lanes	0.83/D	0.99/E	1.09/F	5,000	20,700	26,400	X	X	X
SR 61 (Cartersville Hwy)	Dabbs Bridge Rd	Bartow County Line	Widen to 4 lanes	0.75/D	0.96/E	1.04/F	13,000	17,000	18,600	X	X	
Dabbs Bridge Road**	SR 61	Bartow County Line	Widen to 4 lanes	0.16/A	1.04/F	1.08/F	4,100	11,300	20,300	X	X	
Ridge Road	Dallas-Nebo Road	SR 92	Widen to 4 lanes	0.76/D	1.19/F	1.30/F	9,600	17,500	19,700	X	X	
Nebo Road	Dallas-Nebo Road	SR 92	Widen to 4 lanes	0.96/E	1.17/F	1.31/F	11,800	15,300	18,000			
Bakers Bridge Road	Ridge Road	Douglas County Line	Widen to 4 lanes	0.95/E	1.11/F	1.28/F	12,000	18,700	19,500			
Sweetwater Church Road	Douglas County Line	SR 92	Widen to 4 lanes	0.81/D	1.23/F	1.36/F	10,000	15,100	17,500			
Hiram-Sudie Road	SR 61	SR 92	Widen to 4 lanes	1.00/F	1.25/F	1.40/F	12,800	20,700	23,400		X	X
Cedarcrest Road**	Harmony Grove Church Rd	US 41	Widen to 4 lanes	0.42/B	0.68/C	0.75/D	11,300	14,900	16,300	X	X	
Cedarcrest Road**	SR 92	Oak Glen Drive	Widen to 4 lanes	0.51/C	0.70/D	0.44/B	14,500	20,000	24,000	X	X	
East Paulding Drive	West of Brooks Rackley Rd	SR 120	Widen to 4 lanes	0.90/E	1.04/F	1.17/F	10,400	14,800	16,500	X		
Bobo Road	Dallas-Acworth Hwy	SR 120	Widen to 4 lanes	0.97/E	1.09/F	1.27/F	7,500	18,100	21,200			

Source: ARC TDM, Jacobs, Paulding County.

\*Previously programmed for improvements (2014-2019 TIP)

\*\* Planned for long range improvements (Plan 2040 RTP)



### 4.3 New Roadway Connections

An assessment of travel patterns indicates that the most demand for new investment in vehicular transportation, including new roadway connections and additional capacity, will exist primarily in the eastern portion of Paulding County or projects that facilitate east-west movement. Current and projected population and employment densities support that need as they are projected to occur primarily within the eastern portion of the county.

The growing percentage of commutes taking place within Paulding County will increase the need for additional capacity on already heavily-travelled roads. As existing roadways become congested, drivers may be well served by additional roadway options that can meet their connectivity needs. The roads that connect the City of Dallas, SR Business 6 and Jimmy Campbell Parkway, experience conflicts between through movement and local trips. New roadway alternatives could help to separate through traffic from local traffic and address this latent mobility need.

Based on the anticipated travel demand and lack of efficient direct connections between origins and destinations, five new roadway connections were identified as potential needs. These are listed below in **Table 4.2**, which indicates the source of the identified need.

**Table 4.2: New Roadway Connection Needs**

Connection Name	From	To	2008 CTP	Stakeholder Committee	Public Input
West Dallas Bypass	SR 61	SR 6/US 278	X		X
East Dallas Bypass	SR 6/US 278	SR 61		X	
Hiram Parallel Reliever - South	SR 92	Metromont Road		X	X
Hiram Parallel Reliever - North	SR 92	Lake Road		X	
West Paulding Connector	TBD	SR 61	X		

Source: Jacobs, 2008 CTP

### 4.4 Transit and Travel Demand Management

Transit needs identified within the *Assessment of Current and Future Needs Report* were grouped in four distinct areas: new transit improvements, locations for new shuttle service, locations for new park and ride lots or vanpool loading, and the continuation of human services transit. The need for new service in these four areas was evaluated in terms of inclusion in the 2008 CTP, support for the improvement from the Stakeholder Committee, confirmation of the need in the existing conditions analysis, and input regarding the improvement from the general public. Transit and travel demand management needs are detailed in **Tables 4.3, 4.4, and 4.5** on the following page.



**Table 4.3: New Transit or Shuttle Service Needs**

New Service	2008 CTP	Stakeholder Committee	Existing Conditions Analysis		Public Input
			Demographics	Travel Trends	
Paulding Northwest Atlanta Airport		X			
Paulding County Government Center		X	X	X	
WellStar Paulding Hospital		X	X	X	
Chattahoochee Technical Institute			X	X	X
Dallas Circulator	X		X		
Hiram Circulator	X		X		
Fixed Route Bus from Paulding Northwest Atlanta Airport to Dallas/Hiram along US 278/SR 6	X		X		
Arterial BRT/HOV - SR 120 Charles Hardy Pkwy	X		X	X	
Arterial BRT/ HOV/ or Truck Preferred Lanes US 278/SR 6	X		X	X	
Arterial BRT/HOV - SR 92/Dallas-Acworth Hwy	X				
Extend GRTA via SR 6 to Dallas	X		X	X	
New GRTA Service to Marietta (CCT Hub) via SR 120			X	X	
New GRTA Service to Cumberland via SR 360			X	X	

Source: Jacobs, 2008 CTP

**Table 4.4: New Park and Ride Lot Needs**

New Park and Ride Lots	2008 CTP	Stakeholder Committee	Existing Conditions Analysis		Public Input
			Demographics	Travel Trends	
Paulding Northwest Atlanta Airport		X			
Crossroads Community Center		X	X	X	X
US 278 and Seaboard Drive		X	X	X	
US 278 and SR 120 (Charles Hardy Parkway)		X	X		

Source: Jacobs, 2008 CTP

**Table 4.5: Vanpool Needs**

Vanpool Needs	2008 CTP	Stakeholder Committee	Existing Conditions Analysis		Public Input
			Demographics	Travel Trends	
Crossroads Community Center		X	X	X	
SR 120 and US 278		X	X	X	X
Development of Paulding County Vanpool Program	X		X	X	X
Development of Cobb-Paulding County Vanpool Location	X				
New Georgia Community		X			

Source: Jacobs, 2008 CTP

The needs assessment identified the need for access management treatments on eight priority corridors within the county. These are detailed on the following page in **Table 4.6**. The majority of these were identified in the previous plan and have been confirmed to be in need of access management through an analysis of existing conditions, that examined safety,

congestion and development characteristics. Recommendations for these corridors are provided in **Section 10** of this report.

**Table 4.6: Access Management Corridors**

Roadway	From	To	Previous Plan	Existing Conditions Analysis		
				Crash	Delay	Land Use
SR 120 (Charles Hardy Pkwy)	Cobb County Line	US 278/SR 6	X	X	X	X
SR 360 (Macland Road)	Cobb County Line	SR 120 (Charles Hardy Pkwy)	X	X	X	X
SR 92	Douglas County Line	Cobb County Line	--	X	X	X
Bill Carruth Pkwy	US 278/SR 6 (Jimmy Lee Smith Parkway)	SR 92	X	X	X	X
Bill Carruth Pkwy	SR 92	US 278/SR (Wendy Bagwell Parkway)	--	--	--	X
Rosedale Drive	SR 92	US 278/SR 6	X	X	--	X
US 278/SR 6	Cobb County Line	SR 120	X	X	X	X
SR Bus 6	US 278/SR 6 (East of Dallas)	US 278/SR 6 (West of Dallas)	X	X	X	X

Source: Jacobs, 2008 CTP

#### 4.5 Pedestrian Facilities, Bicycle Facilities and Multi-Use Trails

Needs were identified for bicycle and pedestrian facilities including sidewalk segments, multi-use trails, pedestrian crossings, trailheads, bicycle lanes, and extended bicycle shoulders. A detailed sidewalk analysis focused on one-quarter-mile radii around major pedestrian destinations, such as park entrances, commercial centers, schools, colleges, libraries, Silver Comet Trail access points and the GRTA park and ride lot (one-quarter mile is considered a comfortable walking distance). A detailed Silver Comet Trail analysis identified the need for new access points along the Silver Comet Trail. Bicycle needs were identified through stakeholder and public input. Some of these needs occur on designated northwest Georgia bicycle corridors, including Routes 125 and 145, which are mapped in the *Inventory of Existing Conditions Report*. Bicycle routes were evaluated per the Northwest Georgia Regional Commission.<sup>1</sup> Bicycle and pedestrian needs are detailed in the **Tables 4.7, 4.8, 4.9 and 4.10** below. Sidewalk segment needs are displayed in **Figure 4.0** following the tables.

**Table 4.7: Sidewalk Segment Needs**

Map Key	Sidewalk Segment	From	To	Source of Needs Identification		
				Pedestrian Analysis	Stakeholder Committee	Public Input
1	Bakers Bridge Road	Ridge Road	Charity Drive	X		X

<sup>1</sup>. <http://acarroll-gis.org/bikeWalkAlpha/bikeWalkX2.html>



Map Key	Sidewalk Segment	From	To	Source of Needs Identification		
				Pedestrian Analysis	Stakeholder Committee	Public Input
2	Brownsville Road	SR 92	Sweetwater Pass	X		
3	Cedarcrest Road	Floyd Shelton Elementary	The Shoppes at Cedarcrest Commons	X		
4	Cedarcrest Road	Harmony Grove Church Road	Arthur Hills Drive			X
5	Cedarcrest Road	Cobb County Line	Highcrest Drive			X
6	Center Street	Seaboard Avenue	SR 92	X		
7	Clonts Road	Wiley Drive	Hal Hutchens Elementary	X		
8	Colbert Road	Abney Elementary	Legacy Pointe Drive	X		
9	Cowboy Path	East Paulding Home Park	Forest Hills Drive	X		
10	Crossroads Church Road	Winterville Drive	Yorkville Park	X		
11	Depot Drive	Rosedale Drive	US 278/SR 6			X
12	Due West Road	Dallas-Acworth Highway	Autumn Creek Drive	X		
13	East Foster Avenue	Dallas City Park	Hardee Street	X	X	
14	East Paulding Drive	Lost Meadows Drive	Hope Drive	X	X	
15	East Paulding Drive	Dallas Acworth Highway	Mt. Tabor Park	X	X	
16	Graves Road	Graves Road Spur	Graves Road			X
17	Hiram-Sudie Road	SR 61	Southern Oaks Drive	X		
18	Holly Springs Road	Woodwind Drive	Highway 101		X	X
19	Lester Drive	Dallas City Park	SR 6	X	X	
20	Macland Road	SR 92	SR 120 (Charles Hardy Pkwy)		X	
21	Mein Mitchell Road	Ridge Road	Country Village Drive	X		
22	Metromont Road	US 278/SR 6	Rosedale Drive		X	X
23	Mulberry Rock Road	Doke Cochran Road	SR 61		X	
24	Mustang Drive	Heritage Way	Donbie Drive	X		
25	Nebo Road	Nebo Elementary School	Pine Shadows Drive	X		
26	Nebo Road	Dallas-Nebo Road	Swan Drive	X		
27	Oak Street	SR 92	Seaboard Avenue	X		
28	Old Villa Rica Road	SR 61	Ivy Trace Lane	X	X	
29	Old Villa Rica Road	SR 61	Station Drive	X	X	

Map Key	Sidewalk Segment	From	To	Source of Needs Identification		
				Pedestrian Analysis	Stakeholder Committee	Public Input
30	Pine Shadows Drive	Nebo Road	Smith Ferguson Road	X		
31	Pine Valley Road	Taylor Farm Park – West	Northview Lane	X		X
32	Pine Valley Road	Taylor Farm Park – East	Winter Park Lane	X		
33	Ridge Road	Dallas-Nebo Road	Austin Bridge Road	X		X
34	Ridge Road	Hughes Road	Ridge Run Drive	X		X
35	Ridge Road	Hughes Road	Farm Street	X		X
36	Scoggins Road	SR 61	Sugar Mill Drive	X		
37	South Main Street	Constitution Boulevard	Seaboard Drive	X		
38	SR 101	Crossroads Church Rd	Runnell Road	X		
39	SR 61	Oscar Way	Kirk Drive		X	
40	SR 92	Hardy Circle	East Paulding Middle School	X		
41	SR 92	Old Burnt Hickory Road	Royal Sunset Drive	X		
42	US 278/SR 6	Depot Drive	Cleburne Parkway	X		
43	Wayside Lane/Clear Creek Drive	US 278/SR 6	Poole Elementary School	X		
44	West Memorial Drive	Bagby Path	Paulding Memorial Hospital		X	
45	Williams Lake Road	JA Dobbins Middle	Four Oaks Drive	X	X	X

Source: Jacobs

**Table 4.8: Potential Trailheads on the Silver Comet Trail**

Location	Source of Needs Identification		
	Silver Comet Analysis	Stakeholder Committee	Public Input
Isley Stamper Road	X		
Bill Carruth Parkway (East Loop)	X		
Metromont Road	X		X
Thompson Road/Coppermine Road	X		
Bill Carruth Parkway (West Loop)	X		

Source: Jacobs

**Table 4.9: Multi-Use Trail Needs**

New Trail	Location	Source of Needs Identification		
		Silver Comet Trail Analysis	Stakeholder Committee	Public Input
North of Hulseytown Road	Between Paulding Northwest Atlanta Airport and Hulseytown Road		X	
Near Peg Cole Bridge Road	Between Georgian Parkway and Peg Cole Bridge Trail		X	
Strickland Park Connection	Between Weddington Rd and Strickland Park	X		

New Trail	Location	Source of Needs Identification		
		Silver Comet Trail Analysis	Stakeholder Committee	Public Input
South Main and US 278 (Dallas)	Between Government Center and Seaboard Trailhead	X		

Source: Jacobs

**Table 4.10: Bicycle Lane and Extended Shoulder Needs**

Pedestrian Crossing	Location	Source of Needs Identification	
		Stakeholder Committee	Public Input
Mulberry Rock Road	Near SR 61	X	
Ridge Road	Between Bakers Bridge Road and SR 61	X	X
SR 61 (Cartersville Hwy)	Between Mt. Moriah Road and Dabbs Bridge Rd		X
Cedarcrest Road	Between Harmony Grove Church Rd and Seven Hills Blvd		X
SR 61	Between Ridge Road and Georgian Parkway	X	

Source: Jacobs

## 4.6 Bridges

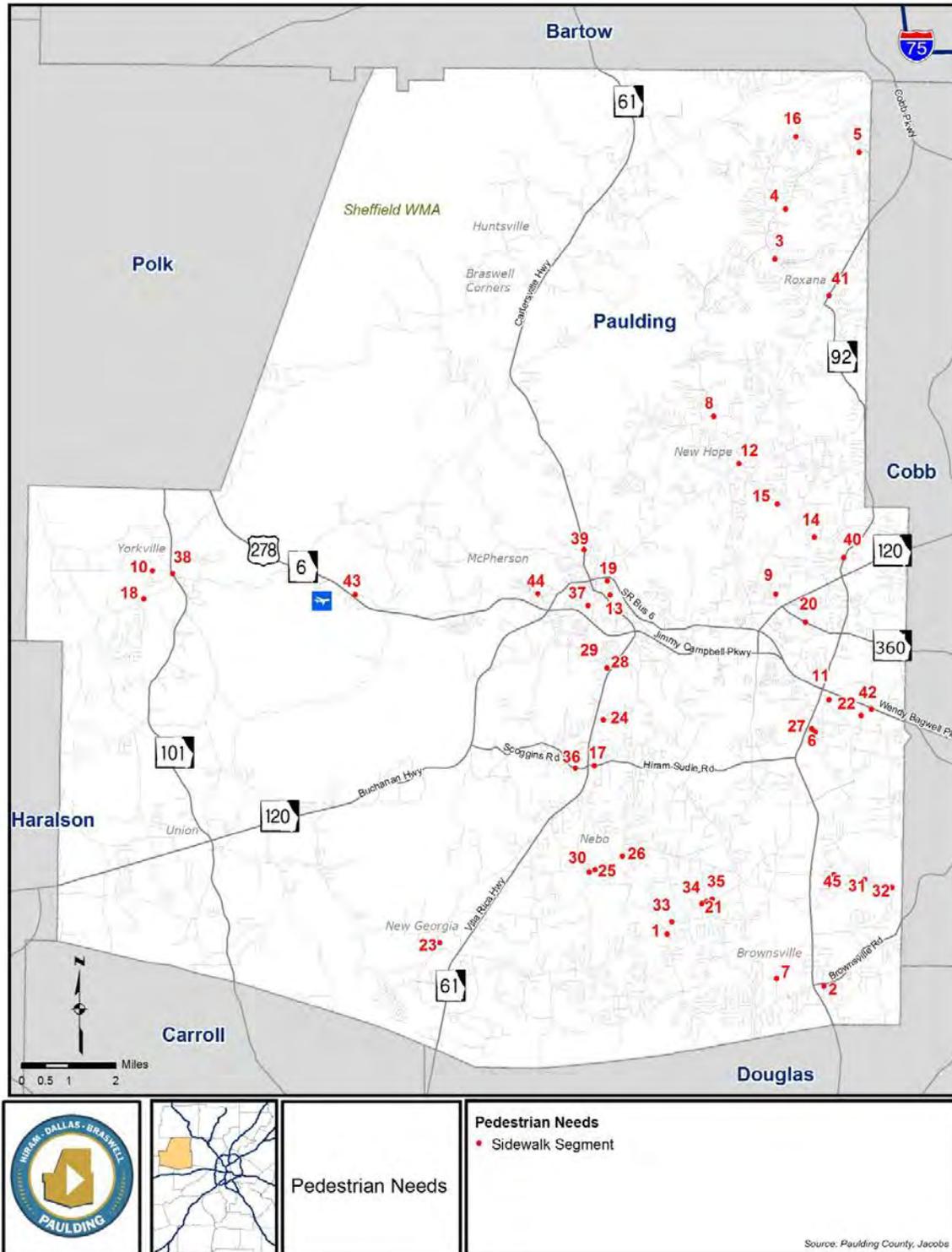
To identify bridge needs, this study coordinated with the GDOT Office of Bridges and Structures and Paulding County staff to identify bridges in need of replacement, rehabilitation, or maintenance. The analysis of bridge data identified eight bridges as being in need of replacement or rehabilitation. These are detailed below in **Table 4.11** below.

**Table 4.11: Bridges with Replacement and Maintenance/Rehabilitation Needs**

Structure ID	Facility Carried	Feature Intersected	Sufficiency Rating	Bridge Needs
223-5012-0	Willow Springs Road	Silver Comet Trail	15.88	Replacement completed 12-9-14
223-5040-0	Morningside Drive	Lick Log Creek	49.01	Replacement
223-0026-0	Dallas Acworth Highway	Picketts Mill Creek	49.95	Set to begin CST in 2016
223-5029-0	Pine Valley Road	Sweetwater Creek	56.28	Replacement/Maintenance/ Rehabilitation
223-0025-0	Dallas Acworth Highway	Possum Creek	57.42	Set to begin CST in 2016
223-5045-0	Due West Road	Picketts Mill Creek	60.64	Maintenance/Rehabilitation
223-5064-0	Carrington Lake/ Oberlochen Way	Sweetwater Creek Tributary	61.50	Maintenance/Rehabilitation performed in 2009, to be monitored for future needs
223-5011-0	Mt. Olivet Road	Pumpkinvine Creek	64.81	Replacement/Maintenance/ Rehabilitation

Source: GDOT, Paulding County

Figure 4.0 Pedestrian Needs



## 5.0 PROJECT COST ESTIMATING

To assist with project prioritization and development, phased project implementation plan planning-level cost estimates were developed for potential projects. Detailed cost estimates for each proposed transportation improvement can be found in Appendix D. The Atlanta Regional Commission's (ARC) Planning Level Cost Estimation Tool was used to develop these cost estimates. As explained in its user manual, the ARC tool uses the following ten, "standard and customary" elements to ascertain planning-level, long-range cost estimates:

- Freeway widening
- Managed lanes (HOV, HOT, TOT)
- General purpose roadway capacity
- Interchanges and grade separations
- Intersection improvements
- Bridges
- Non-motorized elements (sidewalks, trails, bike lanes)
- Walls (sound barrier, retaining)
- Intelligent Transportation Systems (ITS)
- Right-of-Way (ROW) acquisition

The ARC tool bases its costs in similar projects that have gone to let. Additional costs or cost savings may be determined during later phases of project development. For the purposes of project phasing project costs have been estimated for the beginning year of each implementation phase (2015, 2020, 2031).

## 6.0 PROJECT PRIORITIZATION

With limited funding available to address transportation needs, proposed improvements were prioritized to identify the most pressing transportation needs in the county. A detailed prioritization analysis was conducted that examined many key factors. These factors included a wide range of quantitative and qualitative measures. This section provides an overview of the prioritization measures, scoring, and weighting, and is organized by improvement type. This section includes a description of the overall scoring results. The complete prioritization scoring for each proposed improvement has been included in Appendix E. These rankings were used to assist with developing the fiscally constrained project list and phasing plan.

### 6.1 Intersection Improvements

A number of factors have been examined to prioritize proposed operational improvements. Quantitative measures included existing intersection delay (2014) and projected delay (2024) if no improvements were made (no-build). Traffic volumes were examined and priority was assigned to major corridors with high traffic volumes in 2015 and 2030. Public and stakeholder support was also factored into the analysis through the tallying of votes received at public and stakeholder meetings.

Qualitative measures included intersection safety and an assessment of surrounding land uses. To assess safety, a spatial analysis of crash hotspots was conducted to classify intersections with a high, medium, and low crash rate. Land use factors included intersections serving high growth areas, employment areas, and those found along major commuter routes.

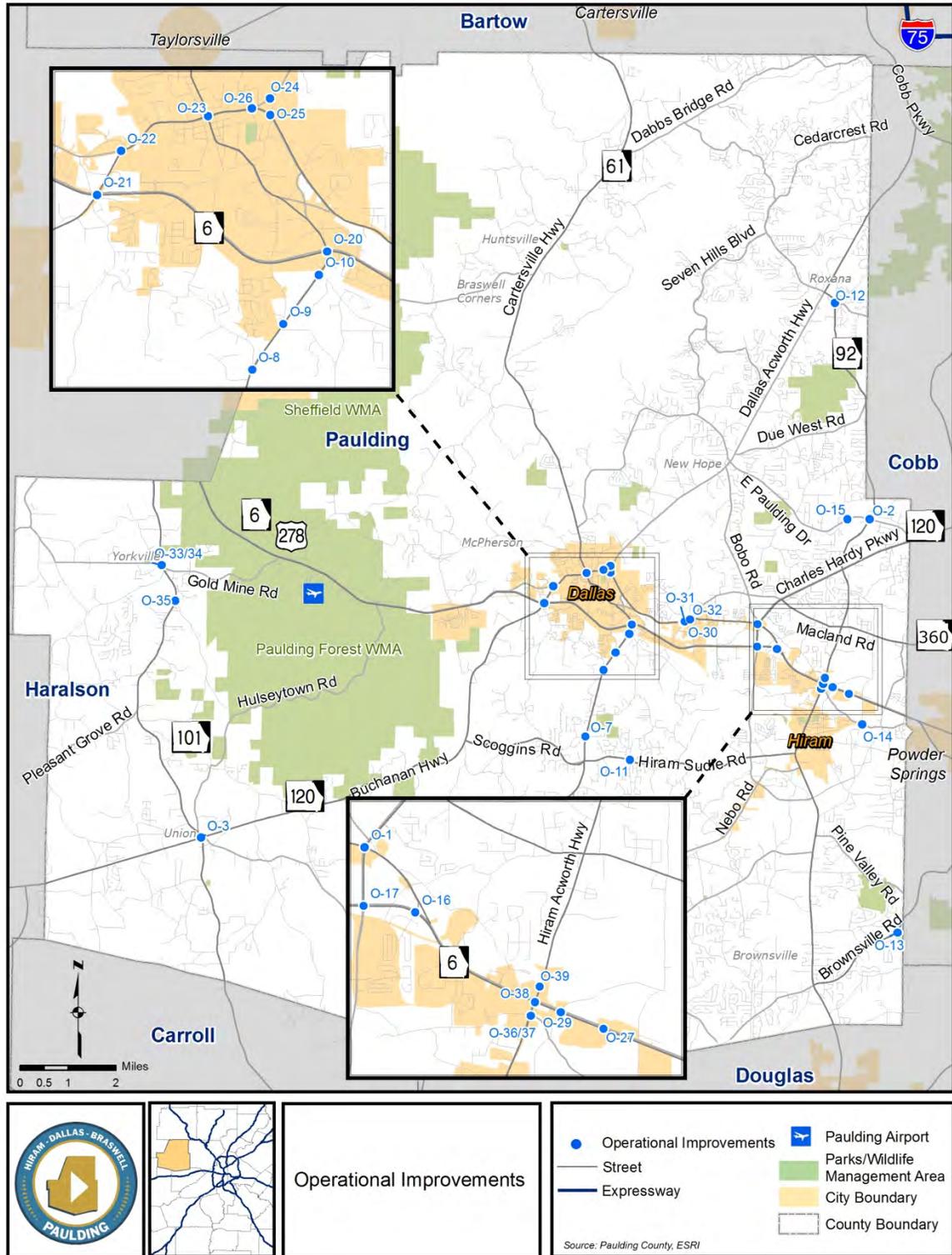
Each factor, regardless of being quantitative or qualitative, was assigned a numeric value and was weighted against others based upon an assessment of relative importance. Intersection safety, delay and composite land use characteristics were weighted equally and most heavily. Overall traffic volumes and public/stakeholder support were also weighted heavily, although to a slightly lesser extent than the previously mentioned factors. The results of the prioritization analysis are presented on the following page in **Table 6.0**. The table is organized by highest priority ranking to lowest based upon the overall priority score. These intersections are displayed geographically in **Figure 6.0** following the table.

**Table 6.0: Intersection Improvement Prioritization Results**

Priority Ranking	Project ID	Intersection Location	Overall Priority Score
1	O-38	SR 92 (Hiram Acworth Highway) at US 278/SR 6 (Jimmy Campbell Parkway)	29
2	O-1	SR 120 (Charles Hardy Parkway) at SR Business 6 (Atlanta Highway)	28
2	O-20	US 278/SR 6 (Jimmy Campbell Parkway) at SR 61 (Villa Rica Highway)	28
3	O-17	US 278/SR 6 (Jimmy Campbell Parkway) at Bill Carruth Parkway/SR 120	27
4	O-36	SR 92 (Hiram Acworth Highway) at Rosedale Drive	26
5	O-37	SR 92 (Hiram Acworth Highway) at Hiram Crossing Shopping Center	25
5	O-39	SR 92 (Hiram Acworth Highway) at Paulding Commons Shopping Center	25
5	O-29	US 278/SR 6 (Jimmy Campbell Parkway) at Depot Drive	25
6	O-32	Macland Road at SR Business 6	23
6	O-2	SR 92 (Hiram Acworth Highway) at E. Paulding Drive	23
7	O-27	US 278/SR 6 (Jimmy Campbell Parkway) at Hiram Pavilion S	22
7	O-16	US 278/SR 6 (Jimmy Lee Smith Parkway) at SR Business 6 (Atlanta Highway)	22
9	O-23	SR 61 (Confederate Avenue) at SR Business 6 (West Memorial Drive)	20
10	O-25	SR Business 6 (Merchants Drive) at Legion Road	18
10	O-31	SR Business 6 at Coach Bobby Dodd Road	18
11	O-21	US 278/SR 6 (Jimmy Campbell Parkway) at SR 120 (Buchanan Highway)	17
11	O-30	SR Business 6 at Old Harris Road	17
12	O-12	SR 92 (Hiram Acworth Highway) at Old Burnt Hickory Road	16
13	O-26	East Memorial Drive at SR Business 6 (Merchants Drive)	15
14	O-7	SR 61 (Villa Rica Highway) at Hart Road	14
15	O-34	SR 101 at Holly Springs Road	13
15	O-14	Rosedale Drive at Metromont Road	13
15	O-10	SR 61 (Villa Rica Highway) at Winndale Road	13
15	O-8	SR 61 (Villa Rica Highway) at Old Villa Rica Road	13
15	O-24	East Memorial Drive at Legion Road	13
16	O-13	Burnt Hickory Road at Brownsville Extension/Stout Parkway	11
17	O-15	East Paulding Drive at Brooks Rackley Road	10
18	O-9	SR 61 (Villa Rica Highway) at Vernoy Aiken Road	9
18	O-33	SR 101 at Gold Mine Road	9
19	O-3	SR 120 (Buchanan Highway) at SR 101	8
19	O-11	SR 120 (Hiram Sudie Road) at Davis Mill Road	8
19	O-22	West Memorial Drive at SR Business 6 (Buchanan Street)	8
22	O-35	SR 101 at Old Yorkville Road	3

Source: Jacobs

Figure 6.0: Intersection Improvements



## 6.2 Roadway Capacity Improvements

The roadway capacity projects, similar to the operational improvements, were also prioritized by both quantitative and qualitative measures. The quantitative measures consisted of congestion and delay, traffic volumes, and public comment/support. The congestion and delay measures were based on 2015 and 2030 levels of service (LOS) and 2030 and 2040 volume to capacity (V/C) ratios. Each LOS measure was attributed a score that was based on a 0 – 5 ranking (with 5 being worst/F) for the 2015 LOS and a 0 – 3 (with 3 being worst/F) ranking for the 2030 LOS. The roadway capacity projects were also measured by their 2030 V/C ratios that were based on a 1-3 score (with 3 being the most congested) and their 2040 V/C ratios that were based on a 0 – 2 score (with 2 being the most congested). Using the average score from these four criteria, a total congestion score was created to effectively rank the roadway capacity projects from a high of 13 to a low of 1. The traffic volumes were from 2015 (existing) and 2030 (projected) for both major corridors as well as for freight (truck) traffic and ranked based on possible score of 1 – 5 (for 2015 volumes) and 0 – 2 (for 2030 volumes). By adding the scores from both years for each project, a total score was calculated. The public and committee support was strictly based on combining total votes from an advisory committee meeting with total votes from a general public meeting for each of the projects to develop a total combined score.

Evaluation measures that were qualitative in nature consisted of land use, safety, and constructability factors. The land use factor was based on whether or not the project served high growth areas, was located along a major commuter route or served a Paulding County employment center. The safety factor was based on a spatial analysis to determine if the projects were located in a high accident location (crash hot spot) with a high, medium, and low crash rate. Finally, the constructability factor was simply based on whether there were any environmental constraints in the vicinity of the proposed improvements.

Despite being a quantitative or qualitative factor, each factor was weighted against others based on relative importance. Similar to the operational improvements, the safety, congestion (delay), and land use characteristics were weighted equally and most heavily. The traffic volumes and public/committee support were also weighted heavily, although to a slightly lesser extent than the previously mentioned factors. The results of the prioritization analysis are presented on the following page in **Table 6.1**. It is important to note that roadways already programmed for widening (i.e. SR 92 and SR 61) have been excluded from this analysis since it is assumed they will be widened in the near future and the need for such widening is well established and documented.

**Table 6.1: Roadway Capacity Improvement Prioritization Results**

Priority Ranking	Project ID	Project Location	Overall Priority Score
1	RC-6	US 278/SR 6 from SR Business 6 to Cobb County Line	37
2	RC-5	US 278/SR 6 from SR 61 to SR Business 6	36
3	RC-3	SR Bus 6 from US 278/SR 6 (West of Dallas) to Memorial Drive	33
4	RC-2	Dallas-Acworth Hwy/Memorial Drive from East Paulding Drive to SR Bus 6	32
5	RC-1	Dallas-Acworth Highway from SR 92 to East Paulding Drive	31
6	RC-4	SR Bus 6 from Memorial Drive to US 278/SR 6 (East of Dallas)	30
7	RC-9	SR 61 (Villa Rica Highway) from Hiram-Sudie Road to US 278/SR 6	28
8	RC-10	SR 61 (Cartersville Highway) from SR Business 6 to Old Cartersville Road	26
9	RC-8	SR 61 (Villa Rica Highway) from Douglas County Line to Ridge Road	25
10	RC-14	Ridge Road from Dallas Nebo Road to SR 92	24
11	RC-15	Nebo Road from Dallas Nebo Road to SR 92	21
12	RC-18	Hiram-Sudie Road from SR 61 (Villa Rica Highway) to SR 92	20
13	RC-12	SR 61 (Cartersville Highway) from Dabbs Bridge Road to Bartow County Line	18
14	RC-16	Bakers Bridge Road from Douglas County Line to Ridge Road	16
15	RC-22	Bobo Road from Dallas Acworth Highway to SR 120 (Charles Hardy Parkway)	15
16	RC-20	Cedarcrest Road from SR 92 to Seven Hills Boulevard	14
16	RC-17	Sweetwater Church Road from Douglas County Line to SR 92	14
17	RC-21	East Paulding Drive from SR 92 to SR 120 (Charles Hardy Parkway)	12
17	RC-19	Cedarcrest Road from Seven Hills Boulevard to Cobb County Line	12
18	RC-13	Dabbs Bridge Road from SR 61 (Cartersville Highway) to Bartow County Line	11
21	RC-11	SR 61 (Cartersville Highway) from Mt. Moriah Road to Dabbs Bridge Road	6
22	RC-7	SR 101/113 from Carroll County Line to SR 120 (Buchanan Highway)	6

Source: Jacobs

### 6.3 New Roadways

Unlike those used in prioritizing operational improvements and roadway capacity projects, the prioritization factors for the new roadway projects are all qualitative in nature. The same factors: congestion delay, land use, safety, traffic volumes (2015 & 2030), public comment, and constructability are all used in this process for new roadways. For this analysis, however, the performance of each proposed new roadway within each category was measured qualitatively, based on its projected performance relative to other proposed projects. For example, the LOS and V/C features were based on a threshold of low, medium, and high as were the assessments for the land use factor. Also, the crash data for the safety factor along with the 2015 and 2030 traffic volumes for cars and freight vehicles were assessed based on a spatial analysis of crash locations (hot spots) on a low, medium, or high threshold on existing parallel or adjacent facilities. Next, the public comment factor was, as for other project types, based on the amount of votes received from meeting attendees that were then broken down into three categories of low, medium, and high. Finally, the constructability factor was based on whether or not a proposed new roadway was located in an area with any environmental constraints. All evaluation factors were weighted equally in this analysis. The results of the prioritization analysis are presented on the next page in **Table 6.2**.



**Table 6.2: New Roadways Improvement Prioritization Results**

Priority Ranking	Project ID	Project Location	Overall Priority Score
1	NC-3	Hiram Parallel Reliever - South of US 278/SR 6 from SR 92 to Bill Carruth Parkway	26
1	NC-4	Hiram Parallel Reliever - North of US 278/SR 6 from SR 92 to Lake Road	26
2	NC-1	West Dallas Bypass from SR 61 (Cartersville Highway) to US 278/SR 6	23
3	NC-2	East Dallas Bypass from SR Business 6 to SR 61 (Cartersville Highway)	22
4	NC-5	West Paulding Connector	9

Source: Jacobs

## 6.4 Transit and Travel Demand Management

The transit and travel demand management element is composed of three factors, multimodal travel, land use, and public comment, which are prioritized using qualitative measures. The multimodal travel factor consists of elements from the 2010 Census, zero car households, low-income, elderly density, population density, and employment density, along with another qualitative element of whether or not a proposed project promotes bicycle and/or pedestrian travel. The five census elements are weighted on a low, medium, or high scale, while the promotion of bicycle and/or pedestrian travel is ranked from 1 to 2, based on whether a proposed project provides local service or commuter service. The land use factor is prioritized based on whether a proposed project serves a high-growth area (low, medium, or high growth) or is located along a major commuter route (yes or no). The public comment factor is based on two elements: one is voting by the advisory committee on proposed projects and the other is a three-question survey of the general public to gauge interest in expanding transit services. Each of the new transit and travel demand management project factors was weighted equally against each other. The results of the prioritization analysis are presented below in **Table 6.3**.

**Table 6.3: Transit and Travel Demand Management Improvements Prioritization Results**

Priority Ranking	Project ID	Project Location	Overall Priority Score
1	T-2	Transit Service to Paulding County Government Center	25
2	T-5	Dallas Circulator Shuttle	25
3	T-11	Extend GRTA via SR 6 to Dallas	25
4	T-3	Transit Service to Wellstar Paulding Hospital	24
5	T-4	Transit Chattahoochee Technical College	23
6	T-7	Fixed Route Bus from Silver Comet Field to Dallas/Hiram along US 278/SR 6	22
7	T-9	Arterial BRT/ HOV along US 278/SR 6	22
8	T-8	Arterial BRT /HOV along SR 120 (Charles Hardy Parkway)	18
9	T-6	Hiram Circulator Shuttle	14
10	T-13	New GRTA Service to Cumberland via SR 360	13
11	T-1	Silver Comet Field Shuttle	12
12	T-10	Arterial BRT/HOV along SR 92/Dallas-Acworth Highway	12
13	T-12	New GRTA Service to Marietta (CCT Hub) via SR 120	12

Source: Jacobs

## 6.5 Pedestrian Facilities, Bicycle Facilities, and Multi-Use Trails

The pedestrian facilities element is composed of five factors, multimodal travel, land use, safety, major transportation corridors, and public comment, which are prioritized using qualitative measures. Similar to the transit and travel demand management projects, the multimodal travel factor for pedestrian facilities consists of the following features from the 2010 census: zero car households, low income, population density, and employment density along with another qualitative element of whether or not a proposed facility promotes transit ridership by connecting to existing transit. The four demographic factors are ranked on a low, medium, or high scale, while the promotion of transit ridership is ranked from 0-1. The land use factor is prioritized based on whether a proposed project serves a high growth area (low, medium, or high) or if it provides connectivity to the Silver Comet Trail (yes or no). The safety factor is based on a spatial analysis to determine if a proposed facility is located along a route with significant pedestrian accidents. The final two factors, still qualitative, are based on the functional classification of the roadway along with public input. As in the case of the other proposed improvements, the public and committee support is ranked by combining the advisory committee votes with those of the general public. The evaluation measures used to prioritize pedestrian facilities were weighted equally against each other. The results of the prioritization analysis are presented below in **Table 6.4**.

**Table 6.4: Pedestrian Facilities Prioritization Results**

Priority Ranking	Project ID	Project Location	Overall Priority Score
1	BP-40	SR 61 from Oscar Way to Kirk Drive	23
2	BP-47	SR Bus 6/Old Harris Road from Merchants Drive to Commerce Drive	22
3	BP-45	West Memorial Drive from Bagby Path to Paulding Memorial Hospital	21
4	BP-11	Depot Drive from US 278/SR 6 (Jimmy Smith Parkway) to Rosedale Drive	20
4	BP-43	US 278/SR 6 from Depot Drive to Cleburne Parkway	20
5	BP-38	South Main Street from Constitution Boulevard to Seaboard Drive	19
6	BP-22	Metromont Road from US 278/SR 6 to Rosedale Drive	18
7	BP-24	Mustang Drive from Heritage Way to Donbie Drive	17
8	BP-13	East Foster Avenue from Dallas City Park to Hardee Street	16
8	BP-14	East Paulding Drive from Lost Meadows Drive to Hope Drive	16
8	BP-15	East Paulding Drive from Dallas Acworth Highway to Mt. Tabor Park	16
8	BP-28	Old Villa Rica Road from SR 61 to Ivy Trace Lane	16
9	BP-19	Lester Drive from Dallas City Park to SR Bus 6	15
9	BP-20	Macland Road from SR 92 to SR 120 (Charles Hardy Parkway)	15
9	BP-29	Old Villa Rica Road from SR 61 to Station Drive	15
9	BP-41	SR 92 from Hardy Circle to East Paulding Middle School	15
10	BP-2	Brownsville Road from SR 92 to Sweetwater Pass	14
10	BP-5	Cedarcrest Road from Cobb County Line to Highcrest Drive	14
10	BP-6	Center Street from Seaboard Avenue to SR 92	14
10	BP-16	Graves Road from Graves Road Spur to Graves Road	14
10	BP-17	Hiram-Sudie Road from SR 61 to Southern Oaks Drive	14
10	BP-42	SR 92 from Cedarcrest Road to Royal Sunset Drive	14
10	BP-46	Williams Lake Road from JA Dobbins Middle School to Four Oaks Drive	14
11	BP-9	Cowboy Path from East Paulding Home Park to Forest Hills Drive	13

Priority Ranking	Project ID	Project Location	Overall Priority Score
11	BP-27	Oak Street from SR 92 to Seaboard Avenue	13
11	BP-31	Pine Valley Road from Taylor Farm Park - West to Northview Lane	13
11	BP-37	Seaboard Avenue from Towne Park Drive to Powder Springs Street	13
12	BP-4	Cedarcrest Road from Harmony Grove Church Road to Arthur Hills Drive	12
12	BP-12	Due West Road from Dallas Acworth Highway to Autumn Creek	12
12	BP-26	Nebo Road from Dallas-Nebo Road to Swan Drive	12
12	BP-32	Pine Valley Road from Taylor Farm Park - West to Winter Park Lane	12
12	BP-33	Ridge Road from Dallas-Nebo Road to Austin Bridge Road	12
12	BP-34	Ridge Road from Hughes Road to Ridge Run Drive	12
12	BP-35	Ridge Road from Hughes Road to Farm Street	12
13	BP-1	Bakers Bridge Road from Ridge Road to Charity Drive	11
13	BP-3	Cedarcrest Road at Floyd Shelton Elementary	11
13	BP-7	Clonts Road from Wiley Drive to Hal Hutchins Elementary	11
13	BP-21	Mein Mitchell Road from Ridge Road to Country Village Drive	11
14	BP-23	Mulberry Rock Road from Doke Cochran Road to SR 61	10
14	BP-25	Nebo Road from Nebo Elementary School to Pine Shadows Road	10
14	BP-36	Scoggins Road from SR 61 to Sugar Mill Drive	10
15	BP-30	Pine Shadows Drive from Nebo Road to Smith Ferguson Road	9
16	BP-8	Colbert Road from Abney Elementary to Legacy Point Drive	8
16	BP-18	Holly Springs Road from Woodwind Drive to Highway 101	8
16	BP-48	Pedestrian Crossing at Williams Lake Road west of JA Dobbins Middle School	8
17	BP-10	Crossroads Church Road from Winterville Drive to Yorkville Park	6
17	BP-39	SR 101 from Crossroads Church Road to Runnell Road	6
18	BP-44	Wayside Lane/Clear Creek Drive from US 278/SR 6 to Poole Elementary School	5

Source: Jacobs

The evaluation criteria for the on-street bicycle facilities element is composed of only two qualitative factors, truck volumes (2015 & 2030) and public and committee support. For the four proposed projects, the 2015 and 2030 truck volumes were assessed on a low, medium, or high scale, while the public comment factor was based on the amount of votes received from meeting attendees that were then broken down into three categories of low, medium, and high.

Similar to the evaluation process for the sidewalk segments, each of the four proposed on-street bicycle facilities projects were weighted equally against each other. The results of the prioritization analysis are presented below in **Table 6.5**.

**Table 6.5: On-Street Bicycle Facilities Prioritization Results**

Priority Ranking	Project ID	Project Location	Overall Priority Score
1	BP-59	Ridge Road - Between Bakers Bridge Road and SR 61	16
2	BP-58	Mulberry Rock Road - Near SR 61	14
3	BP-61	Cedarcrest Road - Between Harmony Grove Church Road and Seven Hills Drive	13
4	BP-60	SR 61 (Cartersville Hwy) - Between Mt. Moriah Road and Dabbs Bridge Road	11

Source: Jacobs

The evaluation criterion for multi-use trails consists of three factors; multi-modal travel support, land use, and public/stakeholder committee support. These were scored using qualitative measures. The multi-modal travel support measure consists of three demographic factors from the 2010 Census, including zero-car households, low income populations, and overall population density. The three demographic factors were ranked on a low, medium, or high rating scale. The land use evaluation criteria assessed a proposed trail’s location within high growth areas (low, medium, or high ranking), ability to serve community facilities (yes or no), or if it provides connectivity to the Silver Comet Trail (yes or no). Stakeholder advisory committee support was another measure used to prioritize potential trail projects. The results of the prioritization analysis are presented below in **Table 6.6**.

**Table 6.6: Multi-Use Trail Facilities Prioritization Results**

Priority Ranking	Project ID	Project Location	Overall Priority Score
1	BP-57	Between Government Center and Seaboard Trailhead	21
2	BP-56	Strickland Park Connection - Between Weddington Road and Strickland Park	14
3	BP-54	North of Hulseytown Road - Between Silver Comet Field and Hulseytown Road	9
4	BP-52	Within the Paulding Forest WMA - South of Silver Comet Trail	6
4	BP-53	Within the Paulding Forest WMA - North of Silver Comet Trail	6
5	BP-55	Near Peg Cole Bridge Road - Between Georgian Parkway and Peg Cole Bridge Trail	3

Source: Jacobs

## 7.0 REVENUE FORECASTING

Three important steps were taken to arrive at a final recommended project list and implementation plan from the universe of transportation needs identified within the *Assessment of Current and Future Needs Report*. These steps were project cost estimation, project prioritization, and revenue forecasting. Revenue forecasting is required to determine the funding amounts that will realistically be available to fund transportation projects in the future. The CTP is a fiscally constrained plan which strives to achieve realistic project delivery based upon forecasted funding levels available within the 2040 planning horizon. The CTP also includes a fiscally unconstrained list of projects, which represents a more complete project list if more funding becomes available than is anticipated.

Transportation projects can be financed through federal, state, local, and occasionally private funds, and are often funded through a combination of sources. This revenue forecasting exercise provides estimates of likely funding levels from federal, state and local sources from 2015 through 2040. This was conducted through an analysis of projected Special Purpose Local Option Sales Tax (SPLOST) revenues. It also includes an analysis of projected Georgia Department of Transportation (GDOT) Local Maintenance and Improvement Grant (LMIG) funds and is based on historic spending trends in the ARC’s Transportation Improvement Plan (TIP). Private funding is usually located on a project-by-project basis and as result it is not included in this funding forecast.

**Table 7.0** below provides the estimated funding amounts arrived at by the revenue forecasting exercise by implementation phase and source. A description of each funding source and the methodology used to estimate the potential funding amounts are provided in the following sections devoted to federal, state and local resources.

**Table 7.0: Total Estimated Funding by Implementation Phase and Source**

Implementation Phase and Source	Estimated Funding
<b>Committed Short Term (2015-2019)</b>	<b>\$ 174.8M</b>
ARC TIP 2014-2019	\$ 165.8M
SPLOST IV (2015-2017)	\$ 9.0 M
<b>Available Short Term (2015-2019)</b>	<b>\$ 14.2 M</b>
SPLOST V (2018-2019)	\$ 14.2 M
<b>Mid-Term (2020-2030)</b>	<b>\$ 359.2 M</b>
Federal and State	\$ 264.1 M
SPLOST	\$ 95.1 M
<b>Long-Term (2031-2040)</b>	<b>\$ 400.1 M</b>
Federal and State	\$ 282.3 M
SPLOST	\$ 117.8 M

Source: Jacobs

### 7.1 Federal Funding

To forecast federal funding levels within the 2040 planning horizon it was assumed that historic levels of committed funding would continue in the future. Historic levels were estimated through

federal funding amounts committed in the 2014-2019 TIP. An annual growth rate of 1.4% was applied to federal funding levels within the TIP. This is the same growth rate the Atlanta Regional Commission uses to forecast regional federal funding. This is based upon the current funding climate and revenue increases in MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century Act).

The existing TIP (2014-2019) includes a series of SR 92 widening projects. These are recognized as being a special regional priority that would reflect an artificially high future funding level if projected into the future. It is not anticipated that this level of funding would be consistently available through the 2040 horizon. To account for this special existing priority in the trend analysis, one quarter of the funding amount allocated for SR 92 in the TIP was assumed to be available during the 2020-2030 and 2031-2040 forecast periods.

## 7.2 State Funding

GDOT provides financial assistance to local governments through LMIG funds collected through the state motor fuel tax. LMIG funds are administered based on a formula that determines a jurisdiction's share of a total statewide allotment. These funds require a 30% local match from the County. LMIG funds can be used for a wide variety of investments, including resurfacing, patching, intersection improvements, turn lanes, new location roads, widening, sidewalks/bike lanes within existing right-of-way, signal installation/improvement, bridge repair/replacement, preliminary engineering and construction. They are not permitted to be used to purchase right-of-way on state routes. Even though these funds may be used for a variety of uses it is assumed that they will be used for the purposes of roadway maintenance and pavement resurfacing within the county, which has been the historic pattern.

The formula used to determine LMIG funds is based on a comparison of the jurisdiction's population and road mileage of state routes within the jurisdiction to the state of Georgia total. While Paulding County's population is expected to grow faster than the state average (118.5% vs 71%, respectively) by 2040, the manner in which this is factored in the formula would not result in a significant increase in local allocation.

Paulding County's total allotment of LMIG funds in 2014 was \$1,371,834. To forecast this funding source within the planning horizon of 2040, a growth factor of 1.33% was used. This factor was sourced from GDOT's Statewide Transportation Plan Update (2005-2035) in which revenue forecasts for the statewide motor fuel tax revenues were conducted. These tax revenues do not track with inflation rates, because they are tied to increases in statewide VMT in addition to retail sales tax.

After the development of these funding estimates, House Bill 170 Passed the Georgia Legislature and is expected to be signed into law by Governor Deal. This bill has the potential to radically increase the amount of LMIG funding provided by the state. Early estimates from the ARC indicate an 80% increase resulting from the bill's passage. If this bill is signed into law and estimates are correct a much larger funding stream will be available to fund transportation investments within the county.

In this event LMIG revenue forecasts should be revised upward and any funds available to be used after general roadway maintenance should be applied to recommended transportation projects.

In addition to LMIG funding, other sources of state funding have been estimated from historic levels in the TIP. The state funding totals from the 2014-2019 TIP have been projected to increase at an annual growth rate 2.2%. This growth rate is used by the Atlanta Regional Commission (ARC) to forecast regional state funding levels within the RTP. As described in the previous section on federal funding, only a portion of the funding allocated to SR 92 projects (25%), has been included in funding calculations.

### **7.3 Local Funding**

Local governments in Georgia typically fund transportation projects through two main sources: county and city general funds and SPLOST revenues. Financing transportation improvements through Paulding County's general fund has not been the historic trend in Paulding County. As a result all future local revenues are assumed to be provided through the Paulding County's SPLOST program. The SPLOST program is in its fourth iteration, having been consistently approved through voter referendum. It is assumed that the SPLOST will be renewed and be in effect throughout the 2040 planning horizon.

The current SPLOST (SPLOST IV, 2011-2017) provides transportation revenues of \$47.5 M. This averages approximately \$7.9 M a year. These revenues are expected to remain at similar levels over the planning horizon and increase at an annual rate of 3% due to inflation. It is anticipated that a component of this funding will be used for local matching funds to access LMIG funding. As a result 30 % of the estimated LMIG funding amount is assumed to be unavailable from SPLOST revenues to fund proposed transportation improvements. LMIG funding is discussed in more detail in the previous section focusing on state funding.

## 8.0 PROJECT RECOMMENDATIONS AND IMPLEMENTATION PLAN

This section presents the recommended project list and phased implementation plan for operational improvements, roadway capacity improvements, and new roadway connections. It also includes a fiscally unconstrained list of proposed improvements identified through the need assessment analysis. The recommended project list and implementation plan represent the final culmination of the CTP planning process, built upon the needs identification analysis, project prioritization, and revenue forecasting analysis.

A fiscally unconstrained project list is detailed below in **Table 8.0** and the project locations are displayed geographically in **Figure 8.0**. Given the limited funding estimated through revenue forecasting, there was a need to fiscally constrain this universe of needs into a realistic multi-phase implementation plan. To develop the phased implementation plan, the results of the prioritization process were considered in conjunction with available funding in each time period.

The plan is phased over three time periods, which include Phase I - Short-range (2015-2019), Phase II - Mid-range (2020-2030), and Phase III - Long-range (2030-2040). The implementation plan is displayed in **Figure 8.1**. The individual project details including financial information are detailed in **Tables 8.1, 8.2** and **8.3** at the end of this section.

**Table 8.0: Fiscally Unconstrained Project List**

Project ID	Description	From	To
<b>Operational Improvements</b>			
O-1	SR 120 (Charles Hardy Parkway) at SR Bus 6	--	--
O-2	SR 92 (Hiram Acworth Highway) at E. Paulding Drive	--	--
O-3	SR 120 (Buchanan Highway) at SR 101	--	--
O-7	SR 61 (Villa Rica Highway) at Hart Road	--	--
O-8	SR 61 (villa Rica Highway) at Old Villa Rica Road	--	--
O-9	SR 61 (Villa Rica Highway) at Vernoy Aiken Road	--	--
O-10	SR 61 (Villa Rica Highway) at Winndale Road	--	--
O-11	SR 120 (Hiram Sudie Road) at Davis Mill Road	--	--
O-12	SR 92 (Hiram Acworth Highway) at Old Burnt Hickory Road	--	--
O-13	Burnt Hickory Rd at Brownsville Extension/Stout Parkway	--	--
O-14	Rosedale Drive at Metromont Road	--	--
O-15	East Paulding Drive at Brooks Rackley Road	--	--
O-17	US 278/SR 6 (Jimmy Lee Smith Pkwy) at Bill Carruth Pkwy/SR 120	--	--
O-20	US 278/SR 6 (Jimmy Campbell Parkway) at SR 61 (Villa Rica Hwy)	--	--
O-21	US 278/SR 6 (Jimmy Campbell Parkway) at SR 120 (Buchanan Street)	--	--
O-22	West Memorial Drive at SR Bus 6 (Buchanan Street)	--	--
O-23	SR 61 (Confederate Ave) at Business SR 6 (West Memorial Dr)	--	--
O-24	East Memorial Drive at Legion Road	--	--
O-25	SR Bus 6 (Merchants Dr) at Legion Road	--	--
O-26	East Memorial Drive at SR Business 6	--	--
O-27	US 278/SR 6 (Jimmy Lee Smith Pkwy) at Hiram Pavilion South	--	--
O-29	US 278/SR 6 (Jimmy Lee Smith Pkwy) at Depot Drive	--	--
O-32	SR 360 (Macland Road) at SR Bus 6	--	--
O-33	SR 101 at Gold Mine Road	--	--

Project ID	Description	From	To
O-35	SR 101 at Old Yorkville Road	--	--
O-36	SR 92 (Hiram Acworth Highway) at Rosedale Drive	--	--
O-38	SR 92 (Hiram Acworth Highway) at US 278/SR 6	--	--
<b>Roadway Capacity</b>			
RC-1	Dallas-Acworth Highway	SR 92	E. Paulding Dr.
RC-5	US 278/SR 6	SR 61	SR Bus 6
RC-6	US 278/SR 6	SR Bus 6	Cobb County Line
RC-9	SR 61 (Villa Rica Highway)	Dallas-Nebo Road	US 278
RC-13	Dabbs Bridge Road	SR 61	Bartow County Line
RC-14	Ridge Road	Dallas-Nebo Road	SR 92
RC-19	Cedarcrest Road	Harmony Grove Church Rd	Cobb County Line
RC-20	Cedarcrest Road	Oak Glen Drive	SR 92
RC-21	E. Paulding Drive	SR 120	West of Brooks Rackley Rd
<b>New Roadway Connections</b>			
NC-1	West Dallas Bypass	SR 61 (Cartersville Hwy)	US 278/SR 6
NC-2	East Dallas Bypass	SR Bus 6	SR 61
NC-3	Hiram Parallel Reliever - South	SR 92	Bill Carruth Pkwy
NC-4	Hiram Parallel Reliever - North	SR 92	Lake Road
NC-5	West Paulding Connector	Cedarcrest Road	SR 61
<b>SPLOST IV Projects (2015-2017)</b>			
SP-1	Picketts Mill Creek Bridge Replacement at Dallas Acworth Hwy	--	--
SP-2	Possum Creek Bridge Replacement at Dallas Acworth Hwy	--	--
SP-3	South Main Street Bridge and Sidewalk Improvements	Government Center	Seaboard Drive
SP-4	Bobo Road and Mt. Tabor Church Road at SR 360 Intersection	--	--
SP-5	Dallas Acworth Highway at Fry Road/Mt. Tabor Road Intersection	--	--

Source: Jacobs

Figure 8.0: Fiscally Unconstrained Projects

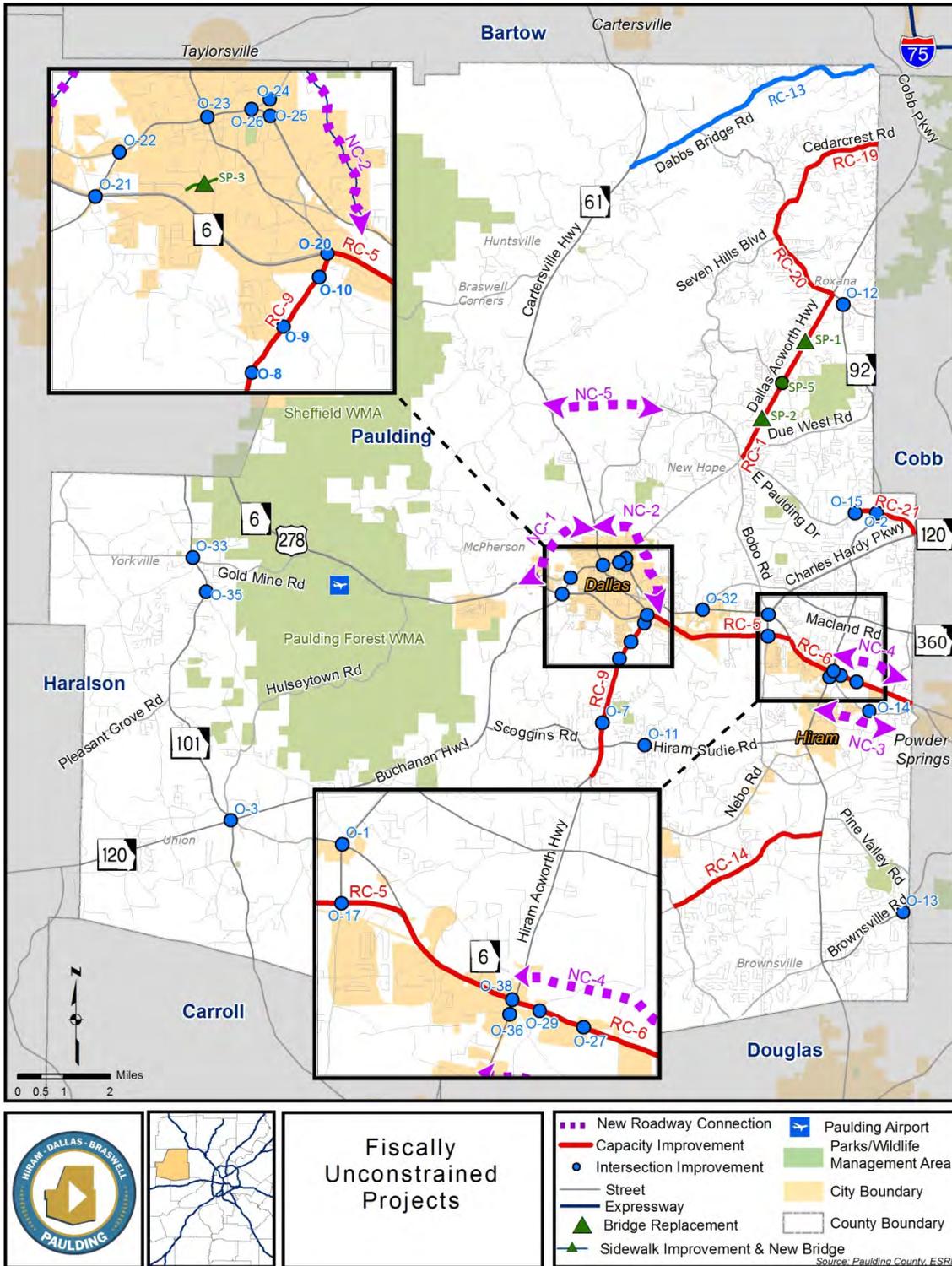




Table 8.1: Phase I – Short-Range Implementation Plan (2015-2019)

Phase I - Short Range - 2015-2019													
Project ID	Roadway/Location	From	To	Description	Jurisdiction	Sponsor	Phase	Total Estimated Cost	Federal	State	Local	Bond	Total Estimated Funding
<b>ARC TIP 2014-2019</b>													
PA-062	New Roadway at Technology Park (Ph 1)	Airport Parkway	New Cul de Sac	New Location Project	Paulding County	Paulding County	ROW, UTL	\$4,382,000	\$1,607,000	\$0	\$2,775,000	\$0	\$4,382,000
PA-063	New Roadway at Technology Park (Ph 2)	Airport Parkway	New Cul de Sac	New Location Project	Paulding County	Paulding County	ROW, CST	\$2,818,000	\$1,000,000	\$0	\$1,818,000	\$0	\$2,818,000
PA-027	SR 92 Bridge Replacement and Widening	Southern RR in Hiram	--	Roadway/Bridge Capacity	Paulding County	GDOT	CST	\$2,705,000	\$2,164,000	\$541,000	\$0	\$0	\$2,705,000
CO-367	SR 360 (Macland Road) Widening	SR 120 (Charles Hardy Pkwy)	Lost Mtn. Rd (Cobb)	Roadway/Capacity	Cobb County	Cobb County	UTL, CST	\$44,238,000	\$35,390,000	\$8,848,000	\$0	\$0	\$44,238,000
PA-061C1	SR 61 (Villa Rica Highway) - Segment 3 Widening	Dallas-Nebo Road	Jimmy Campbell Pkwy	Roadway/Capacity	Paulding County	GDOT	ROW	\$13,614,000	\$10,891,000	\$2,723,000	\$0	\$0	\$13,614,000
AR-5307-PA	FTA Section 5307/5340 Formula Funds	--	--	Transit/Formula Lump Sum	Paulding County	Paulding County	CST	\$2,438,000	\$1,950,000	\$0	\$488,000	\$0	\$2,438,000
PA-092A	SR 92 (Hiram Douglasville Highway) Widening	Brown/Malone St	Nebo Rd	Roadway/ Capacity	Regional - NWGA	GDOT	UTL, CST	\$47,543,000	\$38,034,000	\$9,509,000	\$0	\$0	\$47,543,000
PA-092B1	SR 92 (Hiram Douglasville Highway) Widening	Nebo Rd	SR 120 (Marietta Hwy)	Roadway/ Capacity	Regional - NWGA	GDOT	UTL, CST	\$19,867,000	\$15,894,000	\$3,973,000	\$0	\$0	\$19,867,000
PA-092C	SR 92 (Hiram Acworth Highway) Widening	E. Paulding Middle School	Old Burnt Hickory Rd	Roadway/ Capacity	Regional - NWGA	GDOT	PE, ROW	\$19,030,000	\$15,224,000	\$3,806,000	\$0	\$0	\$19,030,000
PA-092E	SR 92 (Dallas Acworth Highway) Widening	Cedarcrest Road	Cobb Co. Line	Roadway/ Capacity	Regional - NWGA	GDOT	PE, ROW	\$2,815,000	\$2,252,000	\$563,000	\$0	\$0	\$2,815,000
PA-095	Johnston St, Griffin St, Spring St, and Park St Ped Facility	--	--	Last Mile/Ped Facility	Paulding County	City of Dallas	ROW, UTL, CST	\$2,621,000	\$1,789,000	\$0	\$832,000	\$0	\$2,621,000
PA-101A	Paulding County ATMS System Expansion - Phase 1	--	--	Roadway/Ops & Safety	Paulding County	Paulding County	PE, CST	\$2,144,000	\$1,495,000	\$0	\$649,000	\$0	\$2,144,000
PA-101B	Paulding County ATMS System Expansion - Phase 2	--	--	Roadway/Ops & Safety	Paulding County	Paulding County	PE, CST	\$1,634,000	\$1,162,000	\$0	\$472,000	\$0	\$1,634,000
<b>Total TIP</b>								<b>\$165,849,000</b>	<b>\$128,852,000</b>	<b>\$29,963,000</b>	<b>\$7,034,000</b>	<b>\$0</b>	<b>\$165,849,000</b>
<b>SPLOST IV – Funded Projects 2015-2017</b>													
SP-1	Picketts Mill Creek Bridge Replacement at Dallas Acworth Hwy			Bridge Replacement	Paulding County	Paulding County	PE, ROW, CST	\$2,335,000	\$0	\$0	\$2,335,000	\$0	\$2,335,000
SP-2	Possum Creek Bridge Replacement at Dallas Acworth Hwy			Bridge Replacement	Paulding County	Paulding County	PE, ROW, CST	\$2,330,000	\$0	\$0	\$2,330,000	\$0	\$2,330,000
SP-3	South Main Street Bridge and Sidewalk Improvements	Government Center	Seaboard	Sidewalk and New Bridge	Paulding County	Paulding County	CST	\$527,000	\$0	\$0	\$527,000	\$0	\$527,000
SP-4	Bobo Rd and Mt. Tabor Church Rd at SR 360 (Macland Rd)			Intersection Improvements	Paulding County	Paulding County	PE, ROW, CST	\$1,800,000	\$0	\$0	\$1,800,000	\$0	\$1,800,000
SP-5	Dallas Acworth Highway at Fry Rd/Mt. Tabor Rd			Intersection Improvements	Paulding County	Paulding County	PE, ROW, CST	\$2,000,000	\$0	\$0	\$2,000,000	\$0	\$2,000,000
<b>Total SPLOST '15-'17</b>								<b>\$9,012,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,012,000</b>	<b>\$0</b>	<b>\$9,012,000</b>
<b>Phase 1 – CTP Recommended Projects (funded via SPLOST V 2018-2019)</b>													
<b>Intersection Improvements</b>													
O-20	US 278/SR 6 (Jimmy Campbell Pkwy) at SR 61 (Villa Rica Hwy)			Intersection Improvements	Paulding County	Paulding County	ALL	\$2,935,000	\$0	\$0	\$2,935,000	\$0	\$2,935,000
O-32	SR 360 (Macland Road) at SR Business 6			Intersection Improvements	Paulding County	Paulding County	ALL	\$576,000	\$0	\$0	\$576,000	\$0	\$576,000
O-24/25/26	E. Memorial Drive at Legion Rd, SR Bus 6 at Legion Rd, E. Memorial Drive at SR Bus 6			Intersection Improvements	Paulding County	Paulding County	ALL	\$3,521,000	\$0	\$0	\$3,521,000	\$0	\$3,521,000
O-23	SR 61 (Confederate Avenue) at SR Bus 6			Intersection Improvements	Paulding County	Paulding County	ALL	\$76,000	\$0	\$0	\$76,000	\$0	\$76,000
O-14	Rosedale Drive at Metromont Road			Intersection Improvements	Paulding County	Paulding County	ALL	\$168,000	\$0	\$0	\$168,000	\$0	\$168,000
O-33	SR 101 at Gold Mine Road			Intersection Improvements	Paulding County	Paulding County	ALL	\$3,790,000	\$0	\$0	\$3,790,000	\$0	\$3,790,000
O-21	US 278/SR 6 (Jimmy Campbell Pkwy) at SR 120 (Buchanan Hwy)			Intersection Improvements	Paulding County	Paulding County	ALL	\$749,000	\$0	\$0	\$749,000	\$0	\$749,000
<b>Roadway Maintenance</b>													
Countywide Roadway Maintenance – Local Matching Funds				LMIG Local Matching Funds	Paulding County	Paulding County	N/A	\$874,000	\$0	\$0	\$874,000	\$0	\$874,000
<b>Pedestrian Improvements</b>													
Construction of sidewalks in the vicinity of schools, parks, and other activity centers				Pedestrian Improvements	Paulding County	Paulding County	ALL	\$1,109,000	\$0	\$0	\$1,109,000	\$0	\$1,109,000
<b>Transportation Feasibility Studies</b>													
Corridor studies and feasibility studies for improving east to west connectivity within the county.				Transportation Studies	Paulding County	Paulding County	N/A	\$300,000	\$0	\$0	\$300,000	\$0	\$300,000
<b>Programmed Project Total</b>								<b>\$174,861,000</b>	<b>\$128,852,000</b>	<b>\$29,963,000</b>	<b>\$16,046,000</b>	<b>\$0</b>	<b>\$174,861,000</b>
<b>CTP Overall Project Total</b>								<b>\$14,098,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,098,000</b>	<b>\$0</b>	<b>\$14,098,000</b>
<b>Estimated Funding Total*</b>											<b>\$14,210,000</b>	<b>\$0</b>	<b>\$14,210,000</b>
<b>Difference</b>											<b>\$112,000</b>		<b>\$112,000</b>

\*Estimated funding totals correspond to the funding estimates given in Section 7.0 of this report.



Table 8.2: Phase II – Mid-Range Implementation Plan (2020-2030)

Phase II - Mid Range - 2020-2030													
Project ID	Roadway/Location/Project	From	To	Description	Jurisdiction	Sponsor	Phase	Total Estimated Cost	Federal	State	Local	Bond	Total Estimated Funding
<b>Roadway Capacity Improvements</b>													
PA-092B1	SR 92	Nebo Road	SR 120 (Charles Hardy Pkwy)	Widening from 2 to 4 lanes	Paulding County	GDOT	UTL, CST	\$36,747,000	\$29,398,000	\$7,349,000	\$0	\$0	\$36,747,000
PA-092C	SR 92	East Paulding Middle Sch	Old Burnt Hickory Rd	Widening from 2 to 4 lanes	Paulding County	GDOT	UTL, CST	\$33,848,000	\$27,078,000	\$6,770,000	\$0	\$0	\$33,848,000
PA-092E	SR 92	Cedarcrest Road	Cobb County Line	Widening from 2 to 4 lanes	Paulding County	GDOT	UTL, CST	\$19,586,000	\$16,870,000	\$2,716,000	\$0	\$0	\$19,586,000
SR 92 Project Totals are not calculated in Overall Project Total due to their use in developing the Estimated Funding Totals													
RC-9 (PA-061C1)	SR 61	Dallas-Nebo Road	US 278/SR 6	Widening 2 to 4 lanes	Paulding County	GDOT	UTL, CST	\$33,002,000	\$26,402,000	\$6,600,000	\$0	\$0	\$33,002,000
RC-6	US 278/SR 6	Cobb County Line	SR Bus 6	Widening 2 to 4 lanes	Paulding County	Paulding County	ALL	\$76,163,000	\$54,837,360	\$12,947,710	\$8,377,930	\$0	\$76,163,000
RC-1	Dallas-Acworth Highway	East Paulding Drive	SR 92	Widening from 2 to 4 lanes	Paulding County	Paulding County	ALL	\$55,895,000	\$37,729,125	\$11,458,475	\$6,707,400	\$0	\$55,895,000
RC-21	East Paulding Drive	SR 120	West of Brooks Rackley	Widening from 2 to 4 lanes	Paulding County	Paulding County	ALL	\$38,563,000	\$26,222,840	\$7,712,600	\$4,627,560	\$0	\$38,563,000
RC-19	Cedarcrest Road	Harmony Grove Church Rd	Cobb County Line	Widening from 2 to 4 lanes	Paulding County	Paulding County	ALL	\$43,924,000	\$18,000,000	\$4,500,000	\$21,424,000	\$0	\$43,924,000
<b>Intersection Improvements</b>													
O-36	SR 92 (Hiram Acworth Highway) at Rosedale Drive	--	--	Intersection Improvements	Paulding County	Paulding County	ALL	\$1,465,000	\$0	\$0	\$1,465,000	\$0	\$1,465,000
O-1	SR 120 (Charles Hardy Parkway) at SR Business 6	--	--	Intersection Improvements	Paulding County	Paulding County	ALL	\$1,445,000	\$0	\$0	\$1,445,000	\$0	\$1,445,000
O-2	SR 92 (Hiram Acworth Highway) at East Paulding Drive	--	--	Intersection Improvements	Paulding County	Paulding County	ALL	\$4,932,000	\$0	\$0	\$4,932,000	\$0	\$4,932,000
O-27	US 278/SR 6 (Jimmy Lee Smith Pkwy) at Hiram Pavilion South	--	--	Intersection Improvements	Paulding County	Paulding County	ALL	\$2,165,000	\$1,602,100	\$319,338	\$243,563	\$0	\$2,165,000
O-12	SR 92 (Hiram Acworth Highway) at Old Burnt Hickory Road	--	--	Intersection Improvements	Paulding County	Paulding County	ALL	\$266,000	\$0	\$0	\$266,000	\$0	\$266,000
O-7	SR 61 (Villa Rica Hwy) at Hart Road	--	--	Intersection Improvements	Paulding County	Paulding County	ALL	\$3,053,000	\$0	\$0	\$3,053,000	\$0	\$3,053,000
O-8	SR 61 at Old Villa Rica Road	--	--	Intersection Improvements	Paulding County	Paulding County	ALL	\$4,340,000	\$0	\$0	\$4,340,000	\$0	\$4,340,000
O-38	SR 92 Hiram Acworth Hwy) at US 278/SR 6	--	--	Intersection Improvements	Paulding County	Paulding County	ALL	\$11,742,000	\$8,571,660	\$1,996,140	\$1,174,200	\$0	\$11,742,000
O-9	SR 61 (Villa Rica Hwy) at Vernoy Aiken Road	--	--	Intersection Improvements	Paulding County	Paulding County	ALL	\$960,000	\$0	\$0	\$960,000	\$0	\$960,000
O-10	SR 61 (Villa Rica Highway) - Winndale Road	--	--	Intersection Improvements	Paulding County	Paulding County	ALL	\$528,000	\$0	\$0	\$528,000	\$0	\$528,000
O-13	Burnt Hickory Road at Brownsville Ext./Stout Pkwy	--	--	Intersection Improvements	Paulding County	Paulding County	ALL	\$1,382,000	\$0	\$0	\$1,382,000	\$0	\$1,382,000
O-29	US 278/SR 6 (Jimmy Lee Smith Parkway) at Depot Drive	--	--	Intersection Improvements	Paulding County	Paulding County	ALL	\$4,405,000	\$3,083,500	\$440,500	\$881,000	\$0	\$4,405,000
O-15	East Paulding Drive at Brooks Rackley Road	--	--	Intersection Improvements	Paulding County	Paulding County	ALL	\$254,000	\$0	\$0	\$254,000	\$0	\$254,000
General Fund for Safety and Operational Improvements – Specific locations to be determined through future analysis				Intersection Improvements	Paulding County	Paulding County	ALL	\$28,500,000	\$5,000,000	\$3,500,000	\$20,000,000	\$0	\$28,500,000
<b>Roadway Maintenance</b>													
Countywide Roadway Maintenance – Local Matching Funds				LMIG Matching Funds	Paulding County	Paulding County	ALL	\$5,240,000	\$0	\$0	\$5,240,000	\$0	\$5,240,000
<b>Pedestrian Improvements</b>													
Construction of sidewalks in the vicinity of schools, parks, and other activity centers				Pedestrian Improvements	Paulding County	Paulding County	N/A	\$7,042,000	\$0	\$0	\$7,042,000	\$0	\$7,042,000
<b>Human Services Transit</b>													
FTA Section 5307/5340 Formula Funds Allocation (FY 2020-2030)*				Transit	Paulding County	Paulding County	N/A	\$39,878,000	\$31,902,400	\$0	General Fund**	\$0	\$31,902,400
<b>Overall Project Total</b>								<b>\$365,144,000</b>	<b>\$213,350,985</b>	<b>\$49,474,763</b>	<b>\$94,342,653</b>	<b>\$0</b>	<b>\$357,168,400</b>
<b>Estimated Funding Total*</b>									<b>\$213,902,688</b>	<b>\$50,187,382</b>	<b>\$95,114,533</b>	<b>\$0</b>	<b>\$359,204,603</b>
<b>Difference</b>									<b>\$551,703</b>	<b>\$712,619</b>	<b>\$771,880</b>	<b>\$0</b>	<b>\$2,036,203</b>

\*Estimated funding totals correspond to the funding estimates given in Section 7.0 of this report

\*\*Local funds for FTA Section 5307/5340 are sourced from Paulding County's General Fund and are not a component of SPLOST revenues.



**Table 8.3: Phase III – Long-Range Implementation Plan (2031-2040)**

Phase III – Long-Range - 2031-2040													
Project ID	Roadway/Location	From	To	Description	Jurisdiction	Sponsor	Phase	Total Estimated Cost	Federal	State	Local	Bond	Total Estimated Funding
<b>Roadway Capacity Improvements</b>													
RC-5	US 278/SR 6	SR Bus 6	SR 61	Widening from 4 to 6 lanes	Paulding County	GDOT	ALL	\$89,351,000	\$62,545,700	\$10,722,120	\$16,083,180	\$0	\$89,351,000
RC-13 (PA-032A)	Dabbs Bridge Road	SR 61	US 41 in Cobb County	Widening from 2 to 4 lanes	Paulding County	Paulding County	ALL	\$93,279,000	\$60,631,350	\$16,323,825	\$16,323,825	\$0	\$93,279,000
RC-20 (PA-036C)	Cedarcrest Road	Oak Glen Drive	SR 92	Widening from 2 to 4 lanes	Paulding County	Paulding County	ALL	\$32,606,000	\$16,303,000	\$8,151,500	\$8,151,500	\$0	\$32,606,000
RC-14	Ridge Road	Dallas-Nebo Road	SR 92	Widening from 2 to 4 lanes	Paulding County	Paulding County	ALL	\$70,331,000	\$35,165,500	\$14,066,200	\$21,099,300	\$0	\$70,331,000
<b>Intersection Improvements</b>													
O-11	SR 120 (Hiram Sudie Road) at Davis Mill Road			Intersection Improvements	Paulding County	Paulding County	ALL	\$1,719,000	\$0	\$0	\$1,719,000	\$0	\$1,719,000
O-35	SR 101 at Old Yorkville Road			Intersection Improvements	Paulding County	Paulding County	ALL	\$385,000	\$0	\$0	\$385,000	\$0	\$385,000
O-3	SR 120 (Buchanan Hwy) at SR 101			Intersection Improvements	Paulding County	Paulding County	ALL	\$1,719,000	\$0	\$0	\$1,719,000	\$0	\$1,719,000
O-17	US 278/SR 6 (Jimmy Lee Smith Parkway) at Bill Carruth Parkway			Intersection Improvements	Paulding County	Paulding County	ALL	\$7,946,000	\$6,356,800	\$0	\$1,589,200	\$0	\$7,946,000
O-22	West Memorial Drive at SR Bus 6 (Buchanan Street)			Intersection Improvements	Paulding County	Paulding County	ALL	\$1,719,000	\$0	\$0	\$1,719,000	\$0	\$1,719,000
General Fund for Safety and Operational Intersection Improvements – Specific locations to be determined through future analysis				Intersection Improvements	Paulding County	Paulding County	ALL	\$32,500,000	\$3,100,000	\$4,400,000	\$25,000,000	\$0	\$32,500,000
<b>New Roadway Connections</b>													
NC-5	West Paulding Connector (PE Only)	Cedarcrest Road	SR 61	New Roadway	Paulding County	Paulding County	PE	\$3,564,000	\$0	\$3,564,000	\$0	\$0	\$3,564,000
NC-2	East Dallas Bypass (PE Only)	SR Bus 6	SR 61	New Roadway	Paulding County	Paulding County	PE	\$10,017,000	\$0	\$0	\$10,017,000	\$0	\$10,017,000
<b>Roadway Maintenance</b>													
Countywide Roadway Maintenance – Local Matching Funds				LMIG Local Matching Funds	Paulding County	Paulding County	N/A	\$5,980,000	\$0	\$0	\$5,980,000	\$0	\$5,980,000
<b>Pedestrian Improvements</b>													
Construction of sidewalks in the vicinity of schools, parks, and other activity centers				Pedestrian Improvements	Paulding County	Paulding County	ALL	\$8,042,000	\$0	\$0	\$8,042,000	\$0	\$8,042,000
<b>Human Services Transit</b>													
FTA Section 5307/5340 Formula Funds Allocation (FY 2031-2040)*				Transit/Formula Lump Sum	Paulding County	Paulding County	N/A	\$50,768,481	\$40,614,785	\$0	General Fund**	\$0	\$40,614,785
<b>Overall Project Total</b>								<b>\$409,926,481</b>	<b>\$224,717,135</b>	<b>\$57,227,645</b>	<b>\$117,828,005</b>	<b>\$0</b>	<b>\$399,772,785</b>
<b>Estimated Funding Total*</b>									<b>\$224,982,459</b>	<b>\$57,313,438</b>	<b>\$117,845,653</b>	<b>\$0</b>	<b>\$400,141,550</b>
<b>Difference</b>									<b>\$265,324</b>	<b>\$85,793</b>	<b>\$17,648</b>	<b>\$0</b>	<b>\$368,765</b>

\*Estimated funding totals correspond to the funding estimates given in Section 7.0 of this report.

\*\*Local funds for FTA Section 5307/5340 are sourced from Paulding County's General Fund and are not a component of SPLOST revenues



## 8.1 Implementation Plan Scenario Modeling

To evaluate the benefits of the capacity improvements proposed within the implementation plan, a series of modeling scenarios were tested within the ARC’s Travel Demand Model. Three scenarios, which included capacity improvements contained in Phase II (2030), a combined Phase II and Phase III (2040), and all capacity improvements within the unconstrained project list (2040), were compared to Base No-Build scenarios for the years 2030 and 2040. Base scenarios assume projects with funding committed in the TIP to be constructed and operational within the model. Capacity improvements and new roadways modeled in each build scenario are presented below in **Table 8.4**.

**Table 8.4: Roadway Capacity Improvements and New Roadway Scenarios**

Phase II (2030)	Phase III (2040)	Fiscally Unconstrained (2040)
<p><i>Roadway Capacity Improvements</i></p> <p><b>RC-1:</b> Dallas Acworth Highway from SR 92 to East Paulding Drive</p> <p><b>RC-6:</b> US 278/SR 6 from SR Bus 6 to Cobb County Line</p> <p><b>RC-9:</b> SR 61 from Dallas-Nebo Road to US 278/SR 6</p> <p><b>RC-19:</b> Cedarcrest Road from Harmony Grove Church Road to Cobb County Line</p> <p><b>RC-21:</b> East Paulding Drive from SR 120 to West of Brooks Rackley Road</p> <p><b>RC-21:</b> East Paulding Drive from SR 120 to West of Brooks Rackley Road</p>	<p><i>Roadway Capacity Improvements</i></p> <p><b>RC-1:</b> Dallas Acworth Highway from SR 92 to East Paulding Drive</p> <p><b>RC-6:</b> US 278/SR 6 from SR Bus 6 to Cobb County Line</p> <p><b>RC-9:</b> SR 61 from Dallas-Nebo Road to US 278/SR 6</p> <p><b>RC-19:</b> Cedarcrest Road from Harmony Grove Church Road to Cobb County Line</p> <p><b>RC-21:</b> East Paulding Drive from SR 120 to West of Brooks Rackley Road</p> <p><b>RC-5:</b> US 278/SR 6 from SR Bus 6 to SR 61</p> <p><b>RC-13:</b> Dabbs Bridge Road from SR 61 to US 41 in Cobb County</p> <p><b>RC-14:</b> Ridge Road from Dallas-Nebo Road to SR 92</p> <p><b>RC-20:</b> Cedarcrest Road from Oak Glen Drive and SR 92</p>	<p><i>Roadway Capacity Improvements</i></p> <p><b>RC-1:</b> Dallas Acworth Highway from SR 92 to East Paulding Drive</p> <p><b>RC-6:</b> US 278/SR 6 from SR Bus 6 to Cobb County Line</p> <p><b>RC-9:</b> SR 61 from Dallas-Nebo Road to US 278/SR 6</p> <p><b>RC-19:</b> Cedarcrest Road from Harmony Grove Church Road to Cobb County Line</p> <p><b>RC-21:</b> East Paulding Drive from SR 120 to West of Brooks Rackley Road</p> <p><b>RC-5:</b> US 278/SR 6 from SR Bus 6 to SR 61</p> <p><b>RC-13:</b> Dabbs Bridge Road from SR 61 to US 41 in Cobb County</p> <p><b>RC-14:</b> Ridge Road from Dallas-Nebo Road to SR 92</p> <p><b>RC-20:</b> Cedarcrest Road from Oak Glen Drive and SR 92</p> <p><i>New Roadway Connections</i></p> <p><b>NC-1:</b> West Dallas Bypass from SR 61 (Cartersville Highway) to US 278/SR 6</p> <p><b>NC-2:</b> East Dallas Bypass from SR Business 6 to SR 61 (Cartersville Highway)</p> <p><b>NC-3:</b> Hiram Parallel Reliever - South of US 278/SR 6 from SR 92 to Bill Carruth Parkway</p> <p><b>NC-4:</b> Hiram Parallel Reliever - North of US 278/SR 6 from SR 92 to Lake Road</p> <p><b>NC-5:</b> West Paulding Connector</p>

Source: Jacobs



Results from the modeling scenarios are presented in **Table 8.5** below. The modeling results for the Phase II improvements indicate that there is a small increase in daily Vehicle Miles Traveled (VMT) within the county (0.4%) that would result from these improvements. This shows that widenings will promote a very small uptick in driving within the county, although significant reductions in travel delay will be realized. The model indicates that daily hours of travel delay will decrease by 14.0% within the county. The estimated 20-year benefits of these improvements is \$109,251,000.

The modeling results for Phase III improvements indicate a similar small increase in county-wide VMT, although a more significant reduction in daily hours of delay is shown. Daily VMT is projected to increase by 1.1% and daily hours of delay are projected to decrease by 30.6%. The 20-year financial benefits of these projects are estimated to total \$469,544,000.

The unconstrained project list scenario shows similar slight increases in VMT with a very significant reduction in traffic delay. The modeling results indicate an increase in Daily VMT of 0.8% and a decrease in daily of hours of delay of 35.8%. The total 20-year financial benefits of all capacity improvements included within the unconstrained project list are estimated to be \$549,896,000. The fiscally unconstrained project list shows greater economic benefits and reductions in delay than the Phase III scenario due to the inclusion of new roadway connections within the modeling results.

**Table 8.5: Roadway Capacity Scenarios Modeling Results**

Phase II - 2030				
Performance Measure	Base (No-Build)	Phase II	Difference	% Difference
Daily VMT	3,785,800	3,799,100	13,300	0.4%
Daily Hours of Delay	21,500	18,500	-3,000	-14.0%
Estimated 20-Year Benefits	--	\$109,251,000	--	--
Phase III - 2040				
Performance Measure	Base (No-Build)	Phase III	Difference	% Difference
Daily VMT	4,525,500	4,575,200	49,700	1.1%
Daily Hours of Delay	42,200	29,300	-12,900	-30.6%
Estimated 20-Year Benefits	--	\$469,778,000	--	--
Fiscally Unconstrained Project List - 2040				
Performance Measure	Base (No-Build)	Unconstrained	Difference	% Difference
Daily VMT	4,525,500	4,560,900	35,400	0.8%
Daily Hours of Delay	42,200	27,100	-15,100	-35.8%
Estimated 20-Year Benefits	--	\$549,896,000	--	--

Source: Jacobs, Atkins

## 9.0 TRANSIT AND TRAVEL DEMAND MANAGEMENT RECOMMENDATIONS

Numerous transit and travel demand management needs have been identified within the county through the previous CTP and public or stakeholder involvement. These needs have been corroborated through demographic analysis which identified high concentrations of low-income persons, elderly, and zero-vehicle households in particular locations within the county, as detailed in the *Inventories of Existing Conditions Report*.

Transit and travel demand management needs were prioritized based upon numerous factors. These include serving transit dependent demographic groups, high density population and employment centers, major commuter corridors and projected growth areas. Other factors include stakeholder/public support and promoting bicycle or pedestrian travel. Prioritization identified the following as top priorities within the county:

- Providing transit service to major activity centers including the Wellstar Paulding Hospital, Paulding County Government Center, Paulding Airport and Chattahoochee Technical College.
- A shuttle circulator service in the greater Dallas and Hiram areas.
- Extending GRTA service deeper within the county along US 278/SR 6 to a location within Dallas.

Currently transit service in the county is provided by Georgia Regional Transit Authority (GRTA), Paulding Transit and Douglas County Rideshare. These agencies provide commuter express bus service, local human services transit, and commuter vanpool service, respectively. Given the lack of a local fixed route service provider, the ability to provide transit improvements is limited. Based upon the existing conditions analysis, needs identification, and project prioritization, recommendations for transit service and travel demand management are as follows:

- Continue to explore travel demand management opportunities through coordination with Georgia Commute Options. Travel demand management is defined as a means to assist people “to change their travel behavior to meet their travel needs by using different modes, traveling at different times, making fewer or shorter trips, or taking different routes.” Traditional transportation demand management techniques include employee-based rideshares, vanpools, and telecommuting. Additional techniques include promoting walking, bicycling and transit use.
- Expand vanpool opportunities within the county either through increasing the number of Douglas County Rideshare loading locations (Currently one location at SR 92 and

Brownsville Road exists) or explore opportunities to develop a Paulding County Vanpool program. Additional locations identified for vanpool loading areas include the Crossroads Community at SR 92 and Cedarcrest Road and in the vicinity of US 278 at SR 120 (Buchanan Highway).

- Maintain and strengthen Paulding Transit as the population of Paulding County grows and ages. Consider recommendations presented within the *Paulding County Rural Public Transit Plan*. Major recommendations include lengthening hours of operation, hiring more drivers and adding more buses to the existing fleet. Other recommendations include meeting GDOT goals for vehicle utilization, coordinate routing through Global Positioning System (GPS) technology, utilizing GDOT scheduling software when available, and mounting bicycle racks on buses to accommodate bicyclists.
- Work with GRTA to explore opportunities to expand commuter service deeper within the county. Potential locations for additional commuter bus loading lots include US 278/SR 6 at SR 120, US 278/SR 6 at the Paulding County Government Center, US 278/SR 6 at SR 120 (Charles Hardy Parkway) and the Crossroads Community (SR 92 at Cedarcrest Road).
- Pursue funding for a feasibility study to determine what financial and logistical requirements would be needed to create a circulator shuttle service in the Dallas and Hiram areas. Federal Transit Administration Urbanized Area Formula Grants Sections 5307 and 5340 would likely provide the funding to make this possible. These grants do require a percentage of local matching funds but may assist with some operating funds in certain circumstances.

## 10.0 ACCESS MANAGEMENT CORRIDORS

The *Assessment of Current and Future Needs Report* identified eight priority corridors in most need of access management strategies. These include:

- SR 120 (Charles Hardy Pkwy) from the Cobb County Line to US 278/SR 6
- SR 360 (Macland Rd) from the Cobb County Line to SR 120 (Charles Hardy Pkwy)
- SR 92 from the Douglas County Line to the Cobb County Line
- Bill Carruth Pkwy from US 278/SR 6 (Jimmy Lee Smith Parkway) to SR 92
- Bill Carruth Pkwy (East Hiram Parkway) from SR 92 to US 278/SR 6 (Wendy Bagwell Parkway)
- Rosedale Dr from SR 92 to US 278/SR 6
- US 278/SR 6 from Cobb County Line to SR 120
- SR Bus 6 from US 278/SR 6 (East of Dallas) to US 278/SR 6 (West of Dallas)

Of these corridors SR 120, Bill Carruth Parkway, US 278, SR 360 (Macland Road), and SR 92 are designated under the Corridor Overlay District within Paulding County's zoning ordinance. This overlay district establishes standards for the design of sites, buildings, structures, plantings, signs, street hardware and other such improvements. The policy recommendations presented within this section are particularly important and needed along SR 92, SR 360, US 278/SR 6, and the extension of Bill Carruth Parkway. These roadways are in need of proactive access management policies, in advance of planned widenings, or in the case of the extension of Bill Carruth Parkway, being a recently constructed roadway through an undeveloped area.

At this time, Paulding County does not have formally adopted access management policies in place, however access management strategies have been incorporated throughout the county. A formal development of access management regulations for use in development and land use review is recommended. The following section provides a summary of policies that Paulding County may consider in drafting access management regulations.

Paulding County, and municipalities within Paulding County, could adopt local zoning ordinances to direct future growth that supports access management policies. The location and nature of commercial development in particular can have great impact on traffic patterns and safety. Access management policies encourage the smooth flow of traffic by reducing the number of roadway access points through consolidating access into shared driveways, spaced at regular intervals along a roadway. To encourage smooth traffic flow, the number of driveways and curb cuts along a roadway could be reduced through the following means:

- Prohibit single-lot driveways along thoroughfares and require access points to be public through streets that also serve adjacent development.
- Limit commercial strip development access and prohibit single-lot residential access along thoroughfares.

- Implement zoning regulations that encourage new commercial developments to cluster together in locations set back from major roadways, preferably along access roads. This would permit businesses within the development the ability to share a consolidated access point. The cluster concept can be applied successfully to shopping centers, mini-malls, and multiple-use facilities.
- Require inter-parcel access between developments and stub-streets to link to future development when it occurs.
- Require traffic impact analyses for businesses that generate high traffic volumes along designated access management corridors. Traffic studies can be used to identify remedial measures to lessen the traffic impacts of new developments.

Managing access on those roadways that have been identified for access management, but which are not projected to undergo widening in the near future (Rosedale Drive, SR Bus 6, SR 120, Bill Carruth Parkway) pose greater challenges than managing access on newly developed or newly redesigned roadways. Along these corridors, access management implementation is likely to happen much more slowly, on a piecemeal basis as development or redevelopment occurs. Opposition by existing property and business owners may disrupt access management efforts. Access management regulations that Paulding County should consider pursuing on already developed corridors are as follows:

- Follow the Paulding County Corridor Overlay District, which limits access points, “curb cuts,” on major thoroughfares in the county. Facilities subject to access management under this overlay district are:
  - State Route 101 and State Route 113
  - State Route 120 a/k/a Buchanan Highway
  - State Route 120 a/k/a Marietta Highway
  - State Route 120 Connector a/k/a Scoggins Road and Hiram Sudie Road
  - US Highway 278
  - State Route 61 a/k/a Cartersville Highway and Villa Rica Highway
  - State Route 92 a/k/a Hiram-Acworth Highway, Hiram-Douglasville Highway and Dallas-Acworth Highway
  - East Hiram Parkway
  - Bill Carruth Parkway (West Hiram Parkway)
  - Business Route SR 6 a/k/a Atlanta Highway
  - Macland Road, including State Route 360
  - Dallas-Acworth Highway f/k/a/ State Route 381
  - Ridge Road
  - Access Road to the Paulding County General Aviation Airport, to be located off US 278

- Add center medians at appropriate locations to channelize traffic and reduce conflict points from turning maneuvers. This will improve traffic flow through the elimination of weave movements. The separation of left-turn median breaks from travel lanes would provide space for deceleration, thus improving traffic operations and reducing crash potential.
- Develop a supportive street network that could relieve traffic pressures on the main arterial. This could be achieved through frontage roads, backage roads, and service roads.

## 11.0 BICYCLE AND PEDESTRIAN RECOMMENDATIONS

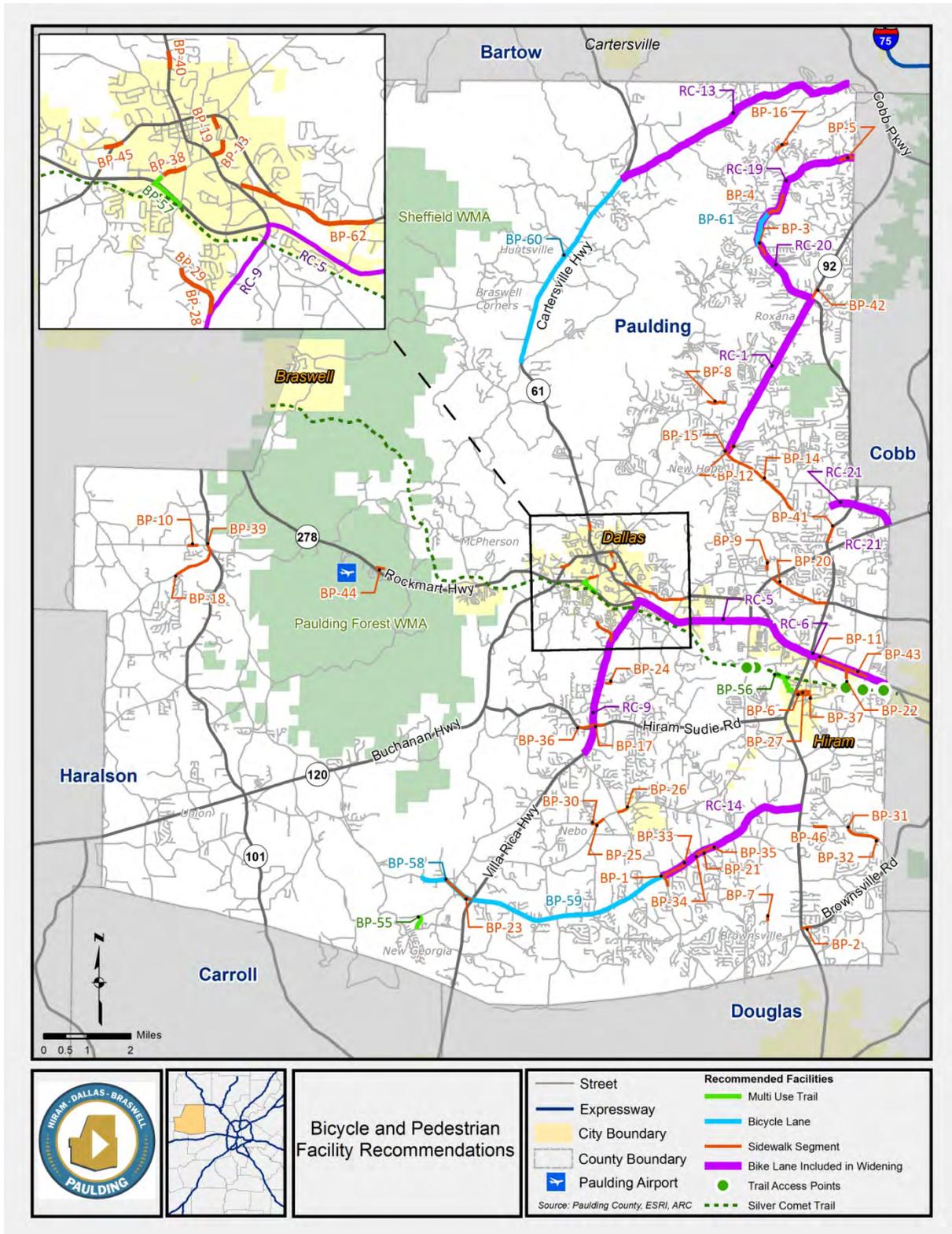
Bicycle and pedestrian facilities are an integral part of any effective transportation network. They allow for trip diversity among transportation modes and promote a healthy, sustainable, and active lifestyle among transportation users. Use of alternative modes can also reduce congestion and create economic activity centers where pedestrians and bicyclists begin to congregate. Improvements to alternative mode infrastructure also increase community livability by creating new access points to community and recreational facilities.

Paulding County is poised to implement a diverse range of bicycle and pedestrian enhancements. The Silver Comet Trail is a great asset and projects which increase access and amenities surrounding this facility are critical. Furthermore, Paulding County's many residential neighborhoods may be enhanced through implementation of sidewalk and bicycle facilities which allow residents to travel safely and remain healthy and active. Figure 11.0 displays all recommended bicycle and pedestrian projects in the Paulding County area. These include a variety of facility types and are located according to needs identified by the public and the CTP process. Improvements on existing, signed bicycle routes will be coordinated with the Northwest Georgia Regional Commission.

An overview by project type in the following section details the benefits associated with each project type, as well as the strategies used to develop these recommendations and the overall character of the proposed bicycle and pedestrian network. Implementation strategies and potential funding sources are also reviewed.

The City of Hiram is currently engaged in a Livable Centers Initiative (LCI) study for the downtown Hiram area. The goal of this study is to facilitate enhanced development and connectivity in central Hiram. The final recommendations for pedestrian and bicycle improvements identified within this small area study should be incorporated in future CTP updates to enhance multi-modal travel in this area.

Figure 11.0: Recommended Bicycle and Pedestrian Projects



## 11.1 Pedestrian Facilities

This section details recommendations for pedestrian facilities (sidewalk segments) within the county. While pedestrian projects have historically been the focus of the Parks and Recreation Department, this section provides a prioritized list of projects for implementation, should funding become available. This information is included in **Table 11.0**, which details the project location, extent, length, and estimated cost for each project.

Sidewalk segments were prioritized based on a variety of factors. These include factors that encourage multi-modal travel, such as population and employment density and service to transit-dependent populations. Other considerations included serving areas with noted pedestrian safety concerns and providing connections along major transportation corridors.

**Table 11.0: Priority Sidewalk Recommendations**

Priority Ranking/ Score	Project ID	Project Location	To / From	Project Length (Miles)	Estimated Cost
1 / 23	BP-40	SR 61	Oscar Way to Kirk Drive	.19	\$148,000
2 / 22	BP-62	SR Bus 6	Old Harris Road to Henry Holland Drive	1.52	\$1,139,000
3 / 21	BP-45	West Memorial Drive	Bagby Path to Paulding Memorial Hospital	.21	\$164,000
4 / 20	BP-11	Depot Drive	US 278/SR 6 (Jimmy Smith Parkway) to Rosedale Dr	.23	\$179,000
5 / 20	BP-43	US 278/SR 6	Depot Drive to Cleburne Parkway	1.17	\$1,596,000
6 / 19	BP-38	South Main Street	Constitution Boulevard to Seaboard Drive	.26	\$203,000
7 / 18	BP-22	Metromont Road	US 278/SR 6 (Jimmy Smith Pkwy) to Rosedale Dr	.53	\$413,000
8 / 17	BP-24	Mustang Drive	Heritage Way to Donbie Drive	.16	\$124,000
9 / 16	BP-13	East Foster Avenue	Dallas City Park to Hardee Street	.24	\$187,000
10 / 16	BP-14	East Paulding Drive	Lost Meadows Drive to Hope Drive	1.61	\$1,255,000
11 / 16	BP-15	East Paulding Drive	Dallas Acworth Highway to Mt. Tabor Park	.44	\$344,000
12 / 16	BP-28	Old Villa Rica Road	SR 61 to Ivy Trace Lane	.27	\$211,000
13 / 15	BP-19	Lester Drive	Dallas City Park to SR Bus 6	.14	\$109,000
14 / 15	BP-20	Macland Road	SR 92 to SR 120 (Charles Hardy Parkway)	1.42	\$1,106,000
15 / 15	BP-29	Old Villa Rica Road	SR 61 to Station Drive	.38	\$296,000
16 / 15	BP-41	SR 92	Hardy Circle to East Paulding Middle School	.43	\$335,000
17 / 14	BP-2	Brownsville Road	SR 92 to Sweetwater Pass	.22	\$171,000
18 / 14	BP-5	Cedarcrest Road	Cobb County Line to Highcrest Drive	.36	\$280,000
19 / 14	BP-6	Center Street	Seaboard Avenue to SR 92	.37	\$288,000
20 / 14	BP-16	Graves Road	Graves Road Spur to Graves Road	.33	\$257,000
21 / 14	BP-17	Hiram Sudie Road	SR 61 to Southern Oaks Drive	.28	\$218,000
22 / 14	BP-42	SR 92	Cedarcrest Road to Royal Sunset Drive	.26	\$203,000
23 / 14	BP-46	Williams Lake Road	JA Dobbins Middle School to Four Oaks Drive	.33	\$257,000
24 / 13	BP-9	Cowboy Path	East Paulding Home Park to Forest Hills Drive	.24	\$187,000
25 / 13	BP-27	Oak Street	SR 92 to Seaboard Avenue	.34	\$265,000
26 / 13	BP-31	Pine Valley Road	Taylor Farm Park - West to Northview Lane	.16	\$124,000

Priority Ranking/ Score	Project ID	Project Location	To / From	Project Length (Miles)	Estimated Cost
27 / 13	BP-37	Seaboard Avenue	Towne Park Drive to Powder Springs Street	.09	\$70,000
28 / 12	BP-4	Cedarcrest Road	Harmony Grove Church Rd to Arthur Hills Drive	.67	\$523,000
29 / 12	BP-12	Due West Road	Dallas Acworth Highway to Autumn Creek	.14	\$109,000
30 / 12	BP-26	Nebo Road	Dallas-Nebo Road to Swan Drive	.26	\$203,000
31 / 12	BP-32	Pine Valley Road	Taylor Farm Park -West to Winter Park Lane	.64	\$499,000
32 / 12	BP-33	Ridge Road	Dallas-Nebo Road to Austin Bridge Road	.59	\$459,000
33 / 12	BP-34	Ridge Road	Hughes Road to Ridge Run Drive	.16	\$124,000
34 / 12	BP-35	Ridge Road	Hughes Road to Farm Street	.29	\$226,000
35 / 11	BP-1	Bakers Ridge Road	Ridge Road to Charity Drive	.28	\$218,000
36 / 11	BP-3	Cedarcrest Road	at Floyd Shelton Elementary	.29	\$226,000
37 / 11	BP-7	Clonts Road	Wiley Drive to Hal Hutchins Elementary	.17	\$133,000
38 / 11	BP-21	Mein Mitchell Road	Ridge Road to Country Village Drive	.04	\$31,000
39 / 10	BP-23	Mulberry Rock Road	Doke Cochran Road to SR 61	.78	\$608,000
40 / 10	BP-25	Nebo Road	Nebo Elementary School to Pine Shadows Drive	.2	\$156,000
41 / 10	BP-36	Scoggins Road	SR 61 to Sugar Mill Drive	.35	\$273,000
42 / 9	BP-30	Pine Shadows Drive	Nebo Road to Smith Ferguson Road	.15	\$117,000
43 / 8	BP-8	Colbert Road	Abney Elementary to Legacy Point Drive	.44	\$344,000
44 / 8	BP-18	Holly Springs Road	Woodwind Drive to Highway 101	1.01	\$788,000
46 / 6	BP-10	Crossroad Church Road	Winterville Drive to Yorkville Park	.25	\$194,000
47 / 6	BP-39	SR 101	Crossroads Church Road to Runnell Road	.16	\$124,000
48 / 5	BP-44	Wayside Lane/Clear Creek Dr	US 278/SR 6 to Poole Elementary School	.21	\$164,000

Source: Jacobs

Several of these sidewalk projects are identified on roadways programmed or recommended for widening. This includes SR 92, Cedarcrest Road, US 278/SR 6, SR 360 (Macland Road), and East Paulding Drive. Where feasible, sidewalk improvements should be incorporated in the design of these projects to facilitate cost efficiency and help meet pedestrian needs within these corridors. Sidewalks have been assumed as a component of roadway widenings and included within cost estimates for these projects.

Recommended sidewalk projects for Paulding County are clustered in commercial and urbanized areas as well as more residential areas in need of access to nearby community and recreational facilities. The City of Dallas is recommended to receive multiple sidewalk segments in order to facilitate a more walkable downtown area and to connect civic and other uses to the commercial corridors nearby on SR Business 6. These projects are designed to create a more walkable corridor along Merchants Drive, tying into the existing sidewalk network along Main Street. This project would link the Merchants Square and Paulding Plaza shopping centers to the existing sidewalks in Dallas. This corridor has been noted by stakeholders as exhibiting a high level of pedestrian traffic and is currently lacking sidewalks.

Southeastern Paulding County near Nebo Road and along Ridge Road is another focal area for sidewalk improvements. The Ridge Road area is home to commercial uses which currently lack

safe pedestrian access from adjacent neighborhoods. Implementation of new sidewalks will allow residents to travel more safely and efficiently along Ridge Road.

To facilitate the construction of needed sidewalk segments, it is recommended that Paulding County allocate a portion of the local SPLOST revenues annually to a general sidewalk fund. The annual allocation required to construct all sidewalk segments by the 2040 planning horizon is approximately \$550,000 in 2018 dollars. An annual allocation has been added to the fiscally constrained implementation plan, presented in **Section 8.0** of this report.

## 11.2 Bicycle Lanes

Bicycle lanes provide multiple benefits wherever they are implemented. Striped and separated bicycle lanes create the safest environment for bicycle travel and may also serve to calm traffic along roadways where they are implemented. This creates both a safer and more comfortable environment for pedestrians, bicyclists and others to travel. Safety is the greatest priority for bicycle lane implementation. Bicycle crashes with large vehicles moving at high speeds are extremely dangerous and potentially fatal. The use of painted bicycle lanes rather than shared lanes or other facility types is an important safety measure that protects bicyclists from primary traffic and boosts the confidence of less experienced bicyclists.

With these characteristics of bicycle travel in mind, several key corridors were selected for the implementation of bicycle lanes. Many of these corridors are also recommended to receive widenings or capacity increases; implementation of bicycle lanes should be conducted as part of these widening projects whenever possible in order to balance transportation improvements across modes and create a multi-modal network. Simultaneous implementation of bicycle and capacity projects also creates opportunities for increased cost efficiency and sharing of funding sources. **Table 11.1** displays the recommended bicycle lanes for Paulding County, excluding those projects included as part of larger roadway widening and capacity projects. Bicycle lanes included in widenings are displayed in **Figure 11.0**.

**Table 11.1: Recommended Bicycle Lanes**

Priority Ranking	Project ID	Project Location	Extent	Length (Miles)	Estimated Cost
1	BP-59	Ridge Rd	Bakers Bridge Rd to SR 61	4.74	\$14,609,000
2	BP-58	Mulberry Rock Rd	Rock Crusher Rd to SR 61	1.36	\$4,192,000
3	BP-61	Cedarcrest Rd	Harmony Grove Church Road to Seven Hills Boulevard	0.78	\$2,404,000
4	BP-60	SR 61	Mt Moriah Rd to Dabbs Bridge Rd	4.90	\$15,103,000

Source: Jacobs

## 11.3 Multi-Use Trails

Multi-use trails are wide paved trails, typically 10 feet wide or greater, which provide recreation opportunities and commuting options for pedestrians and bicyclists. Motorized transportation on these types of trails is typically prohibited. The Silver Comet Trail is the major pedestrian

and bicycle amenity within the county. This multi-use trail runs approximately 17.6 miles within the county, transecting Paulding County from east to west. Two of the multi-use trail recommendations presented in this section involve building upon this amenity through trail spurs which would link major County parks to the existing trail.

The recommended trail projects are detailed in **Table 11.2** below, with estimated project costs. A spur from the Seaboard Drive trailhead of the Silver Comet Trail is recommended to connect to the newly constructed Veterans Park and Paulding County Government Center. Coupled with the planned expansion of sidewalks along South Main Street and funded through SPLOST, this would provide a continuous safe pedestrian connection to downtown Dallas from the Silver Comet Trail. The Strickland Park Connection would connect Strickland Park to the Silver Comet Trail at an access point off of Ragsdale Road. In addition to the two trail spurs, a multiuse trail in southern Paulding County is recommended in the wooded area between Georgian Parkway and Peg Cole Bridge Trail.

**Table 11.2: Recommended Multi-Use Trails**

Priority Ranking	Project ID	Project Location	Length (Miles)	Estimated Cost
1	BP-57	Between Government Center and Seaboard Drive Trailhead	0.48	\$373,000
2	BP-56	Strickland Park Connection - Between Weddington Road and Strickland Park	0.65	\$504,000
3	BP-55	Near Peg Cole Bridge Trail - Between Georgian Parkway and Peg Cole Bridge Trail	0.34	\$267,000

Source: Jacobs

### 11.4 Funding for Recommended Bicycle and Pedestrian Facilities

Bicycle and pedestrian facilities can be funded through a variety of sources. This includes local, state, and federal sources and through non-profit organizations. Private sector entities can also be required to fund these improvements through zoning requirements. This section details potential funding sources and programs to be pursued by Paulding County. These include:

- SPLOST Funding.** Paulding County has the potential to fund a significant number of proposed bicycle and pedestrian improvements through revenues collected through SPLOST initiatives. It is recommended that an annual allocation of SPLOST revenues is set aside to fund needed sidewalk segments within the county. It is recommended that approximately \$500,000 a year is allocated towards this purpose. At this funding level all recommended sidewalk segments could be funded within the planning horizon of 2040.
- MAP-21 – TAP Funds.** The federal transportation funding bill, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), provides funding for bicycle and pedestrian improvements through the Transportation Alternatives Program (TAP). This program combines previously separate funding programs, Transportation Enhancements,



Recreational Trails Program, and Safe Routes to Schools, into one funding source. These funds may be used construct on-road bicycle lanes, off-road multi-use trails, and sidewalks. TAP funds are administered by the state DOT and are awarded via a competitive application process. The Atlanta metropolitan region also receives a direct suballocation of TAP funds, which is used for gap closure of the regional trail network and supporting the development of spurs to connect to specific destinations.

- **Congestion Mitigation and Air Quality Improvement (CMAQ).** Due to metropolitan Atlanta's status as a non-attainment area for federal pollution standards the region is eligible for funding through the Congestion Mitigation and Air Quality Improvement (CMAQ) program. The purpose of this program is to fund surface transportation projects that contribute to air quality improvement and congestion relief. These funds may be used for the construction of bicycle and pedestrian facilities focused on reducing vehicle trips. CMAQ funding requires a high level of reporting related to emissions reduction and congestion relief and as a result, generally only regionally significant projects compete well. Small-scale localized bicycle/pedestrians projects typically do not compete well.
- **Federal and State Funded Capacity Improvements.** Bicycle and pedestrian facilities are recommended to accompany major road widening projects proposed within the county. This includes bicycle lanes and sidewalks along these corridors. The cost estimates provided in this plan for capacity projects assumes bicycle lanes and sidewalks will accompany these projects. In these situations, federal and state funding sources could be used to enhance pedestrian and bicycle infrastructure in the county.
- **PATH Foundation.** The PATH Foundation is a non-profit organization whose mission is to develop a system of interlinking multi-use trails throughout metro Atlanta. The organization funds trails through a combination of public sources, corporate donations and private gifts. The PATH Foundation was responsible for developing the Silver Comet Trail and may be in the position to expand upon this trail through the construction of recommended trail spurs to Veterans Park and Strickland Park.
- **Paulding County Parks and Recreation Department.** Paulding County's Parks and Recreation Department is tasked with ensuring quality recreational opportunities are available to all county residents. Bicycle and pedestrian facilities provide residents opportunities for recreation and are found at public parks throughout the county. There is the potential for local funding to be secured through this department for the development of bicycle and pedestrian infrastructure. Many recommended sidewalk segments and multi-use trails provide linkages to county and city parks and would aid in expanding recreational opportunities to county residents.

- **Private Sector.** The private sector provides another potential funding source for the construction of bicycle and pedestrian facilities. Developers can be required to build facilities as a condition of zoning approval. While this approach could result in an incomplete network of sidewalks or trails, proactive planning with an emphasis on network connectivity could be employed to help avoid this issue.

## 12.0 BRIDGE RECOMMENDATIONS

This section provides an overview of the recommendations for bridge projects and their relationship to the overall Paulding County roadway network. This study utilized information from the GDOT Office of Bridges and Structures as well as from Paulding County to inventory and identify all of the bridges within the county. In this process, bridges were evaluated in terms of their condition and functionality in what is referred to as a sufficiency rating. The state uses a rating formula based on a number between zero and 100, with zero indicating a fully deficient bridge and 100 representing a fully sufficient bridge. Some of the elements of a bridge's sufficiency rating include the number of lanes (relative to the roadway), traffic counts, structural condition, and deck condition.

Bridge sufficiency ratings were used to identify bridges in need of repair or replacement. A bridge must exhibit a rating of 50 or below to qualify for federal replacement funds. All other bridges list their recommended rehabilitation or maintenance recommendations from the January 16, 2013 GDOT Inspection Report. Those bridges with sufficiency ratings of 65 or below were identified as needing either replacement or rehabilitation. Rehabilitation can include maintenance or repair of bridge decks, expansion joints, bridge railings, foundations, and piers etc. Bridge rehabilitation can be a cost-efficient solution for bridges with sufficiency ratings below 50 if it can be demonstrated that the rehabilitation will improve the bridge to an acceptable sufficiency rating.

In the assessment process, bridges were divided into two categories once the data was compiled, those in need of rehabilitation/maintenance and those that need to be replaced. It's worth noting that some of the bridges did not have a complete National Bridge Inventory inspection performed and therefore do not have a sufficiency rating. These structures were mostly private use bridges that spanned public roads and GDOT is responsible for checking their clearance level as if there were significant deficiencies.

The needs assessment identified eight bridges needing to be either replaced, repaired or rehabilitated. The assessment also determined that three of the deficient bridges were already completed in 2014 or slated for construction in 2016. **Table 12.0** on the following page provides detail on these eight bridges.

**Table 12.0: Bridge Project/Improvement Recommendations**

Structure ID	Sufficiency Rating	Facility Carried	Feature Intersected	Comments/Recommendations
223-5012-0	15.18	Willow Springs Rd	Silver Comet Trail	Bridge built in 1941. This bridge was replaced in November 2014.
223-5040-0	48.20	Morningside Drive	Lick Log Creek	Bridge built in 1979. Bridge is in need of replacement.
223-0026-0	49.90	Dallas Acworth Highway	Picketts Mill Creek	Bridge built in 1940. Set for construction in 2016.
223-5029-0	57.40	Pine Valley Road	Sweetwater Creek	This bridge is recommended for replacement or maintenance/rehabilitation. This structure requires posting due to insufficient shear capacity of the concrete superstructure. A replacement structure is required to upgrade this structure to a point where posting is no longer required. Maintenance recommendations are provided to maintain this structure at the current rating.
223-0025-0	57.80	Dallas Acworth Highway	Possum Creek	Set for construction in 2016. Bridge structure is in fair condition with corrosion and minor section loss of the steel superstructure.
223-5045-0	60.60	Due West Road	Picketts Mill Creek	This bridge is recommended for maintenance or rehabilitation. The bridge structure is in fair condition; Concrete encasements on pile #1 and #2 and bent have undermined.
223-5064-0	61.50	Oberlochen Way – Carrington Lake	Sweetwater Creek Tributary	This bridge is recommended for maintenance or rehabilitation. This corrugated metal pipe culvert serves as a lake spillway and overflow. Maintenance recommendations have been identified.
223-5011-0	65.60	Mt. Olivet Road	Pumpkinvine Creek	This bridge is recommended for replacement or maintenance/rehabilitation. This structure requires posting due to insufficient shear capacity of the concrete superstructure. A replacement structure is required to upgrade this structure to a point where posting is no longer required. Maintenance recommendations have been identified to maintain current rating. At the time of inspection, the posting sign at the northern end of the structure was missing. This sign is required and must be replaced.

Source: GDOT

The maintenance, replacement, and repair of deficient bridges are critical to a safe transportation system. In order to achieve this, Paulding County should continue to coordinate with GDOT for routine bridge inspections every two years, while continuing to review the bridge reports for any potential next steps/activities. Since the former bridge replacement program active under SAFETEA-LU has expired, Paulding County should continue to adhere to the current MAP-21 legislation in determining the conditions and funding eligibility for their bridges. Additional recommendations for the County’s bridges include:

- All bridges with sufficiency ratings of 50 or lower should be further monitored and investigated.

- All bridges with substantial structural issues should be prioritized for replacement.
- All bridges with moderate issues should be considered for rehabilitation.
- For those bridges that are not on state routes, once a funding source is identified, the County should consider allocating a line-item dollar amount per year for maintenance and repair to preserve the life of bridges.

## 13.0 FREIGHT RECOMMENDATIONS

The *Assessment of Current and Future Needs Report* identified four major trucking routes within the county:

- SR 92
- US 278/SR 6
- SR 61
- SR Business 6

These freight corridors are able to adequately serve existing and projected future truck traffic in a safe and efficient manner. SR 92, US 278, and SR 61 have been designated as regional freight corridors within the ARC's AstroMap. These corridors exhibit design characteristics that facilitate heavy truck travel including wide turning radii, wide lane widths, and large turning storage.

The greatest potential for truck and passenger vehicles conflicts can be found within the City of Dallas. At this time heavy truck traffic is generally confined to SR 61 and SR Business 6, both of which provide reasonable throughput capacity, access management, and turning storage to safely and efficiently facilitate freight movement. As these routes become more congested in the coming decades, heavily congested intersections may benefit from operational improvements such as increased turning lane storage and access management, increased turning radii, and expanded shoulders.

The SR 92 corridor, within the greater Hiram area, exhibits some of the highest truck volumes and percentages in the county. Truck volumes within this area are anticipated to grow significantly from 2015 to future years 2030 and 2040, with volumes more than doubling on many segments. While there is potential for significant truck conflicts due to high volumes and percentages the planned improvements along SR 92 are anticipated to ameliorate many of these potential conflicts through increases in capacity, turning lane storage, and turning radii.

Increased growth in industrial and commercial land uses in coming decades will likely increase the demand for efficient and safe truck transportation. As these uses develop, Paulding County must continue to implement truck related design features along industrial and commercial growth corridors. Key truck design features include:

- Increased turning lane storage, which takes into account the impact of truck lengths (approximately 3.5 passenger cars) on intersection needs.
- Wider curb radii with pedestrian refuge islands. This permits trucks to turn safely and provides pedestrians with a safe crossing point and high visibility.

- Increased lane widths and shoulders, which reduces conflicts with other vehicles.
- Access management policies that consolidate driveways and curb cuts to increase freight mobility.
- Enhanced connections to interstates and other regional freight corridors, as well as intermodal connections (rail, air).

In addition to support for truck-friendly roadways, Paulding County may need to provide additional infrastructure in the future which permits heavy trucks to bypass urban centers, such as Dallas. Bypasses, like the proposed West and East Dallas Bypasses included in this plan's unconstrained project list may be used to divert truck traffic away from congested urban streets with smaller lanes and curb radii. Removing truck traffic from urban centers may make them safer and more attractive for pedestrians or bicyclists who may frequent the area for recreational or leisure activities.

While much of Paulding County's existing growth is not urban in nature, it is important to consider the possibility that trucks may still interfere with newly constructed neighborhoods and public facilities, whether those are parks, schools, or other centers. The provision of safe, dedicated truck infrastructure would permit new developments to succeed without the dangers and inefficiencies imposed on them by heavy trucks forced to operate on inadequate roadways.

## 14.0 CONCLUSIONS

The final recommendations of this plan should be used as a guide for Paulding County as it continues to build upon and improve the transportation system within the county. **Table 14.0** below provides a simplified list of recommended projects and a phasing plan to serve as this guide, in addition to the recommendations presented in previous sections addressing access management, freight, transit and bridge needs. On an annual basis Paulding County should review this implementation plan and make adjustments as needed. The findings of this report should be used as a foundation and starting point for future CTP updates, which should occur every five years or more often if circumstances require.

**Table 14.0: Recommended Project Implementation Plan**

Project ID	Roadway/Location	From	To
<b>Phase I – Short-Range – 2015-2019</b>			
<b>ARC TIP 2014-2019</b>			
PA-062	New Roadway at Technology Park (Ph 1)	Airport Parkway	New Cul de Sac
PA-063	New Roadway at Technology Park (Ph 2)	Airport Parkway	New Cul de Sac
PA-027	SR 92 Bridge Replacement and Widening	Southern RR in Hiram	--
CO-367	SR 360 (Macland Road)	SR 120	Lost Mountain Road
PA-061C1 (PE, ROW) RC-9	SR 61 (Villa Rica Highway) – Segment 3 Widening	Dallas-Nebo Road	Jimmy Campbell Parkway
AR-5307-PA	FTA Section 5307/5340 Formula Funds (Human Services Transit)	--	--
PA-092A (CST)	SR 92 Widening	Brown/Malone St	Nebo Rd
PA-092B1 (UTL, CST)	SR 92 Widening	Nebo Rd	SR 120 (Marietta Hwy)
PA-092C (PE, ROW)	SR 92 Widening	E. Paulding Middle School	Old Burnt Hickory Rd
PA-092E (PE, ROW)	SR 92 Widening	Cedarcrest Road	Cobb Co. Line
PA-095	Johnston St, Griffin St, Spring St, and Park St Ped Facility	--	--
PA-101A	Paulding County ATMS System Expansion –Phase 1	--	--
PA-101B	Paulding County ATMS System Expansion – Phase 2	--	--
<b>SPLOST IV – Funded Projects 2015-2017</b>			
SP-1	Picketts Mill Creek Bridge Replacement at Dallas Acworth Hwy	--	--
SP-2	Possum Creek Bridge Replacement at Dallas Acworth Hwy	--	--
SP-3	South Main Street Bridge and Sidewalk Improvements	Government Center	Seaboard Drive
SP-4	Bobo Road and Mt. Tabor Church Road at SR 360 (Macland Road)	--	--
SP-5	Dallas Acworth Highway at Fry Rd/Mt. Tabor Rd	--	--
<b>Intersection Improvements</b>			
O-14	Rosedale Drive at Metromont Road	-	-
O-20	US 278/SR 6 (Jimmy Campbell Parkway) at SR 61 (Villa Rica Hwy)	-	-
O-24/25/26	E. Memorial Drive at Legion Rd, SR Business 6 at Legion Rd, E. Memorial Drive and SR Business 6	-	-
O-23	SR 61 (Confederate Avenue) at SR Bus 6	-	-
O-33	SR 101 at Gold Mine Road	-	-
O-32	SR 360 (Macland Road) at SR Business 6	-	-

Project ID	Roadway/Location	From	To
O-21	US 278/SR 6 (Jimmy Campbell Parkway) at SR 120 (Buchanan Hwy)	-	-
<b>Roadway Maintenance</b>			
Countywide Roadway Maintenance – Local Matching Funds		LMIG Local Matching Funds	
<b>Pedestrian Improvements</b>			
Construction of sidewalks in the vicinity of schools, parks, and other activity centers		Pedestrian Improvements	
<b>Transportation Feasibility Studies</b>			
Corridor studies and feasibility studies for improving east to west connectivity within the county			
<b>Phase II – Mid Range – 2020- 2030</b>			
<b>Intersection Improvements</b>			
O-1	SR 120 (Charles Hardy Parkway) at SR business 6	-	-
O-2	SR 92 (Hiram Acwoth Highway) at E. Paulding Drive	-	-
O-12	SR 92 (Hiram Acworth Highway) at Old Burnt Hickory Road	-	-
O-7	SR 61 (Villa Rica Hwy) at Hart Road	-	-
O-8	SR 61 at Old Villa Rica Road	-	-
O-9	SR 61 (Villa Rica Hwy) at Vernoy Aiken Road	-	-
O-10	SR 61 (Villa Rica Hwy) at Winndale Road	-	-
O-13	Burnt Hickory Road at Brownsville Ext./Stout Pkwy	-	-
O-15	East Paulding Drive at Brooks Rackley Road	-	-
O-29	US 278/SR 6 (Jimmy Lee Smith Parkway) at Depot Drive	-	-
O-27	US 278/SR 6 (Jimmy Lee Smith Parkway) at Hiram Pavilion South	-	-
O-36	SR 92 (Hiram Acworth Highway) at Rosedale Drive	-	-
O-38	SR 92 (Hiram Acworth Highway) at US 278/SR 6	-	-
General Fund for Safety and Operational Intersection Improvements – specific locations to be determined through future analysis			
<b>Roadway Capacity Improvements</b>			
PA-092B1 (UTL, CST)	SR 92	Nebo Road	SR 120 (Charles Hardy Pkwy)
PA-092C (UTL, CST)	SR 92	East Paulding Middle School	Old Burnt Hickory Road
PA-092E (UTL, CST)	SR 92	Cedarcrest Road	Cobb County Line
RC-1	Dallas-Acworth Highway	East Paulding Drive	SR 92
RC-6	US 278/SR 6	SR Bus 6	Cobb County Line
PA-061C1 (UTL, CST) RC-9	SR 61 (Villa Rica Highway)	Dallas-Nebo Road	SR 92
RC-19	Cedarcrest Road	Harmony Grove Church Rd	Cobb County Line
RC-21	East Paulding Drive	SR 120	West of Brooks Rackley Road
<b>Roadway Maintenance</b>			
Countywide Roadway Maintenance – Local Matching Funds		LMIG Local Matching Funds	
<b>Pedestrian Improvements</b>			
Construction of sidewalks in the vicinity of schools, parks, and other activity centers		Pedestrian Improvements	
<b>Human Services Transit</b>			
FTA Section 5307/5340 Formula Funds Allocation (FY 2020-2030)			

Project ID	Roadway/Location	From	To
<b>Phase III – Long Range – 2031-2040</b>			
<b>Intersection Improvements</b>			
O-3	SR 120 (Buchanan Highway) at SR 101	-	-
O-11	Sr 120 (Hiram Sudie Road) at Davis Mill Road	-	-
O-17	US 278/SR 6 (Jimmy Lee Smith Pkwy) at Bill Carruth Pkwy	-	-
O-22	West Memorial Drive at SR Bus 6 (Buchanan Street)	-	-
O-35	SR 101 at Old Yorkville Road	-	-
<b>Roadway Capacity Improvements</b>			
RC-5	US 278/SR 6	SR Bus 6	SR 61
RC-13 (PA-032A)	Dabbs Bridge Road	SR 61	US 41/Cobb
RC-14	Ridge Road (PE only)	Dallas-Nebo Road	SR 92
RC-20 (PA-036C)	Cedarcrest Road	Seven Hills Ext.	SR 92
<b>New Roadways</b>			
NC-5	West Paulding Connector (PE only)	Cedarcrest Road	SR 61
NC-2	East Dallas Bypass (PE only)	SR Bus 6	SR 61
<b>Roadway Maintenance</b>			
Countywide Roadway Maintenance – Local Matching Funds		LMIG Local Matching Funds	
<b>Pedestrian Improvements</b>			
Construction of sidewalks in the vicinity of schools, parks, and other activity centers		Pedestrian Improvements	
<b>Human Services Transit</b>			
FTA Section 53007/5340 Formula Funds Allocation (FY 2031-2040)		Transit/Formula Lump Sum	

Source: Jacobs

To help realize the recommendations within this plan intergovernmental cooperation is essential. This includes continuing coordination with other County departments, local municipalities and the governments of neighboring counties. Coordination with state and regional agencies is also critical for successful project delivery. With transportation funding being limited cooperative and coordinated relationships with GDOT and the ARC should be fostered and maintained. In addition, joint efforts should be pursued with neighboring jurisdictions, such as Cobb and Douglas Counties, to help meet regional transportation needs and goals.

