PAULDING COUNTY, GEORGIA

2017 Comprehensive Plan

"Charting a Course"

BOOK TWO

REFERENCE DOCUMENTS

Kay B. Lee,
Church Street Services, LLC.

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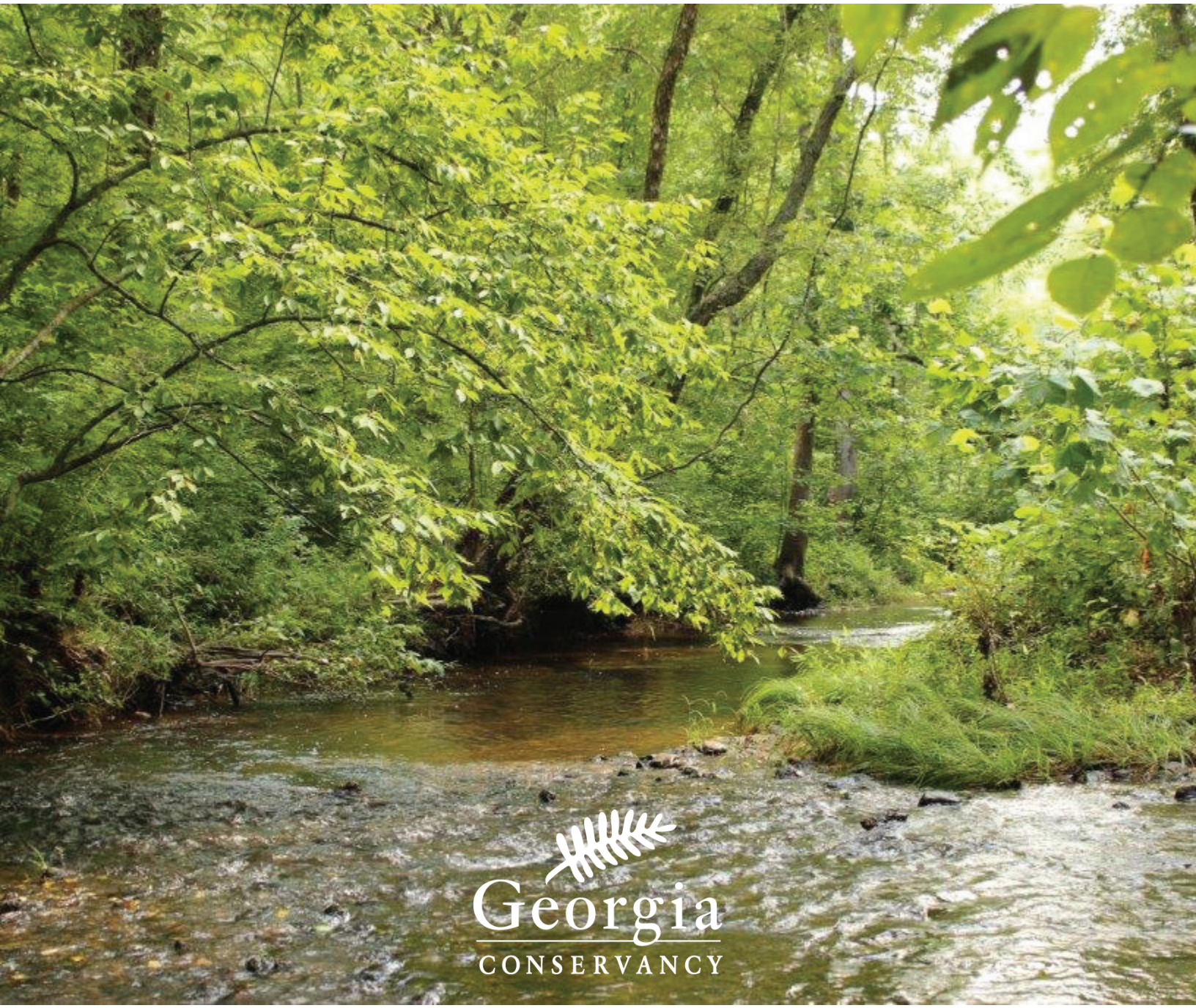
PAULDING COUNTY LAND USE STUDY

Charting a Course

PAULDING COUNTY, GEORGIA

Land Use Plan

2017 Comprehensive Plan



PAULDING COUNTY, GEORGIA

Land Use Plan

PREPARED BY:

Georgia CONSERVANCY

Our mission is to protect and conserve Georgia's natural resources through advocacy, engagement and collaboration.

MARCH 2017

THIS REPORT WAS CREATED IN PARTNERSHIP WITH

The College of Design
Georgia Institute of Technology
245 4th St. NW | Atlanta, GA 30332

GEORGIA CONSERVANCY SUSTAINABLE GROWTH

In its 21 years, the Sustainable Growth program has conducted over 37 community-based planning projects in neighborhoods, communities, cities and counties focusing on issues surrounding natural resource protection, green space accessibility, sustainable land use, and live-work connectivity. Typically, this process is done in coordination with an academic partner; in this case, Georgia Institute of Technology's College of Design was engaged in the planning process. This process is one of the most highly respected planning processes in our state because of its inclusiveness, transparency and technical quality.

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INTRODUCTION

Pressures on Paulding County's natural resources, communities, infrastructure and quality of life are continual as the county's population continues growing, markets and lifestyles naturally evolve, and infrastructure ages daily. Planning for Paulding County's future is not only required through the Georgia Department of Community Affairs but is also a pragmatic exercise in good governance, as the county looks to maintain its assets, competitiveness as an affordable community, and quality character as one the Metro Atlanta area's green counties.

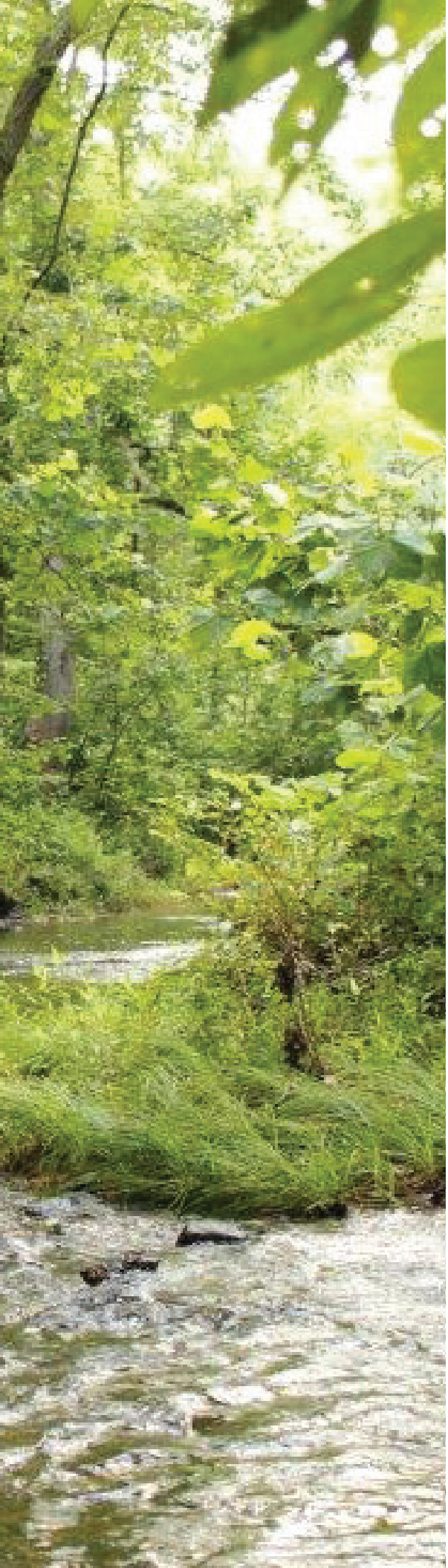
Planning for a county's future necessitates an initial step of evaluating current conditions and then considering the future pressures anticipated by best data on population growth, economic development, and water impacts, among other factors. By understanding the fundamental position of the county in providing basic services to its current residents, it can then be better understood how population change impacts those service demands. Layered onto these considerations are responsibilities of maintaining aspects of the county which are valued by current residents and will be in demand by future residents. A way forward in managing resources, both natural and man-made, to accommodate change while investing in treasured community characteristics becomes evident.

This land use study, while complex in its detail and scope, followed a simple, logical process of identifying natural and man-made features, understanding why the county has developed in the manner that it has, and then considering how county leadership might best address future development and economic demands with an eye towards good natural resource stewardship. Good natural resource stewardship is both a pragmatic, cost-conscious consideration—access to quality drinking water can become a cost burden of immense proportion and an economic development killer, for example—but is also a leadership commitment the county has clearly established through its role in preserving the Sheffield and Paulding Forest Wildlife Management Areas, among other investments in quality of life assets.

Thus, this land use study relied heavily on GIS to identify and map current conditions, with a base map of the county's watersheds. It was critical to not only understand current conditions in order to evaluate accommodation of future change, but to also understand where current conditions existed within a drainage basin context. Development of land and provision of services via infrastructure are heavily influenced by the contour of the land. Wastewater and drinking water systems optimize downslope flow; land development is less expensive on flat land; and central travel corridors often follow ridge lines. Arguably, the most significant challenge for Paulding County's future—not unlike state and global challenges—is the management of water. As previously stated, access to drinking water will be a limiting factor on the county's growth while obligations to manage wastewater and stormwater can easily become crippling government costs, passed along to businesses, residents, and tourists therefore making the county an expensive place to live and conduct business.

The methodology undertaken to perform this land use study is discussed in greater detail in the following Analysis section. However, it is important to note that the process involved consideration of existing natural and built environment/infrastructure conditions; involved the review of previous, relevant plans and studies; and included interviews with representatives of authorities and entities having various responsibilities related to Paulding County's natural and built environment, environmental compliance, and service provision to the county's citizens and businesses. This approach was undertaken in order to identify common goals and opportunities, to arrive at multi-benefit investments of time and effort through land use recommendations, and to uncover any conflicts among the previous plans and responsibilities in order to address those conflicts within the land use plan. The study team found common goals and critical leverage opportunities among the various plans and relevant authorities, adding further merit and importance to the recommendations documented in this report.

This land use study revealed the value in continuing to direct future growth in areas already supplied with water and wastewater services, while encouraging future development to be impact-conscious in its footprint and connections. In prioritizing new development on vacant lots already served by water and sewer and prioritizing redevelopment in both established residential and commercial centers, both county government and future residents benefit from cost savings while natural resource impacts are minimized. This study also uncovered the challenges in development patterns that would worsen traffic and erode natural amenities highly valued among residents. As a result, the recommendations contained in this report reflect strategies which leverage existing infrastructure and established neighborhoods while accommodating growth in more natural or rural expanses through moderation and character-sensitive approaches.



ANALYSIS

Paulding County is at a critical point in deciding its future – growth is inevitable, but the county has also retained natural and rural character elements that are recognized as invaluable. New growth cannot occur at the expense of the natural environment, and in truth, these elements can coexist through thoughtful planning.

To understand the conditions currently existing in the county and to work toward its future vision, the land use team studied both the existing environmental and infrastructure elements. This analysis informed the plan on where growth and development should occur, areas that need special consideration, and where new growth is not appropriate.

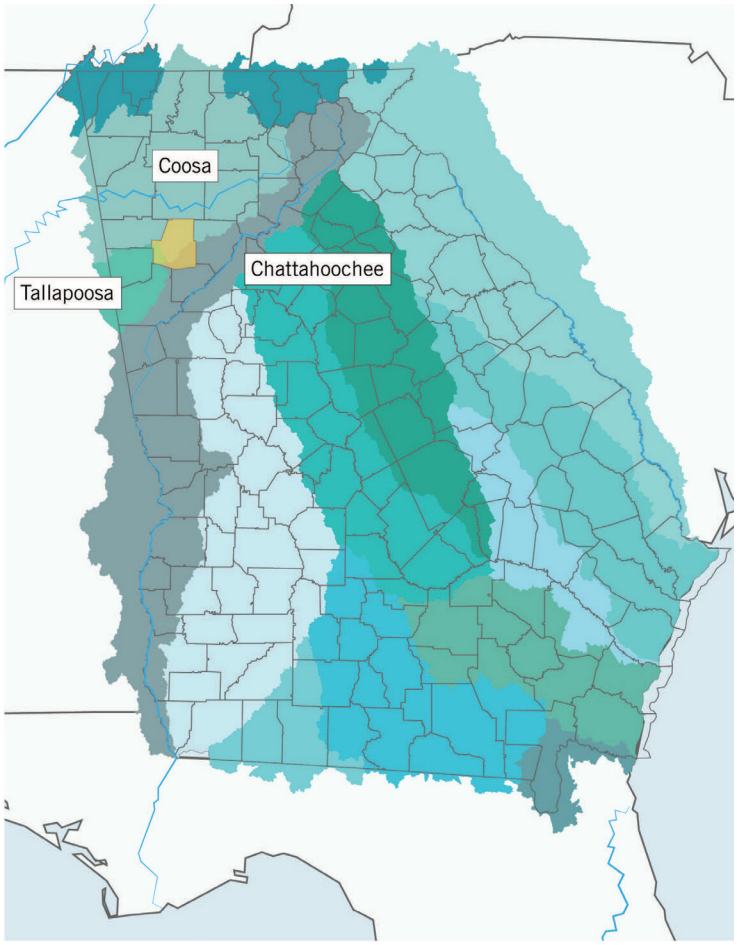
First, we must understand the facts of the land – where has infrastructure been provided by the county for growth expansion and investment; where are key assets to the county; and what areas could be capitalized on for future growth? The predicted growth is far above the current capacity the county can provide water service. This challenge can begin to be addressed through this land use plan. By clearly understanding from an ecological and investment perspective where growth can and should occur, we establish a future land use plan. Only then can future projects around economic development and transportation plans can be identified.

LAND AND WATER ECOLOGY

Water effects everyone by aspects of both quality and quantity. This land use study utilized the framework of the larger watersheds within Paulding County, and the smaller sub-drainage basins within the county.

Watershed boundaries tend to be designated by topography and ridge lines, meaning that the water which falls in a specific area will stay within that defined area. Development patterns within these areas affect the water quality, adding to impervious surface area and causing water to run more quickly off surfaces and into creeks and rivers. This can cause erosion, sediment issues, and pollution. Paulding has experienced significant flooding issues in the past and continued growth could intensify these events into the future. Understanding how to live and work with water is critical to understanding how to manage the land.

There are 46 sub-drainage basins in Paulding County that feed the larger watershed and are impacted by human development.



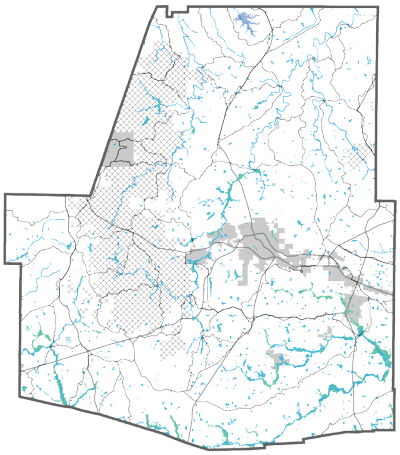
MAP 1.1

Paulding County is included in the Metro North Georgia Water Planning District (Metro Water District) and required to adhere to the District's plans and policies. The District was created by the Georgia General Assembly in 2001 as a planning agency focusing on regional water resources. Analyzing current land use conditions and potential future land use impacts through the perspective of drainage basins and watersheds, the land use team ensures that Paulding County is meeting its management responsibilities towards water supply and conservation, wastewater and stormwater.

WATERSHEDS AND DRAINAGE BASINS

MAP 1.2

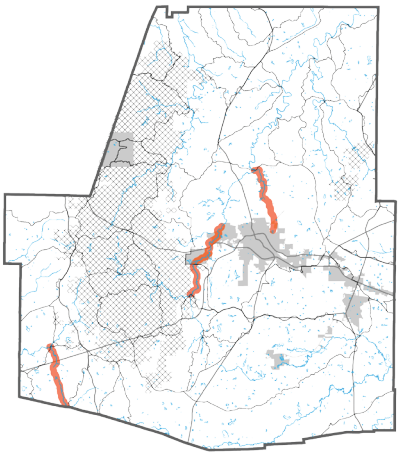
ENVIRONMENTAL ANALYSIS



MAP 2.1

HYDROLOGY & WETLANDS

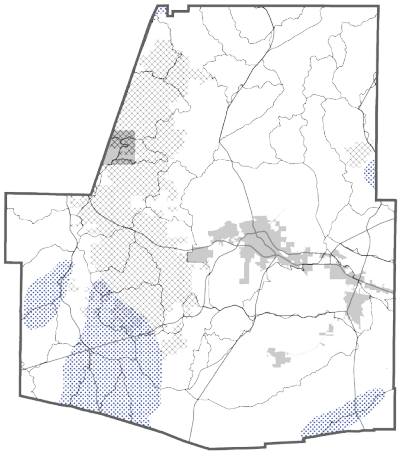
This highlights the County's water features and low lying land areas.



MAP 2.2

IMPAIRED STREAMS

There are three impaired streams listed on the Georgia Environmental Protection Division website; these impairments are due to water quality issues related to runoff.

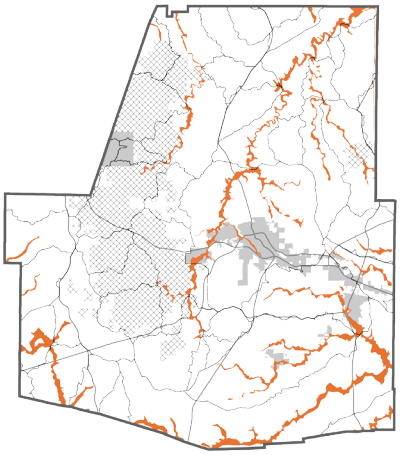


MAP 2.3

GROUNDWATER RECHARGE AREAS

Groundwater recharge areas are important for replenishing the aquifer.

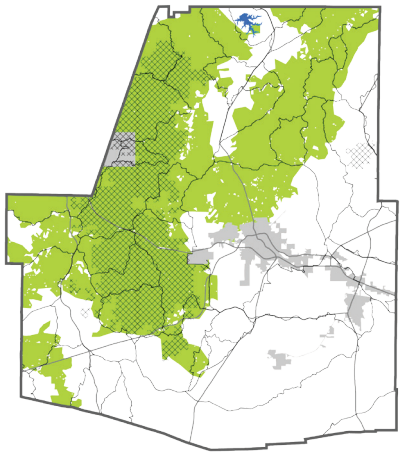
The ecological components of the county are more permanent components, unchanging without human intervention. Over 40 years ago the county entered into agreements with the State of Georgia Department of Natural Resources (DNR) to manage wildlife on a certain property in the county, and then leased an additional 15,000 acres to create a 25,000 acre Wildlife Management Area (WMA). These protections,



MAP 24

FEMA FLOODPLAINS

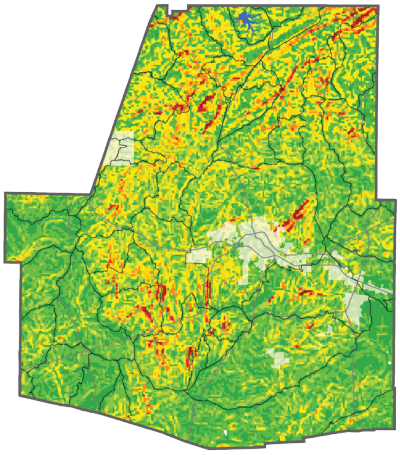
The national designation of floodplains highlights areas which are inappropriate for or difficult to build on because of susceptibility to flooding.



MAP 2.5

SEF'S PRIORITY ECOLOGICAL AREAS

The Southeastern Ecological Framework (SEF) determined by the Environmental Protection Agency signals these areas of significant importance for maintaining ecological diversity.



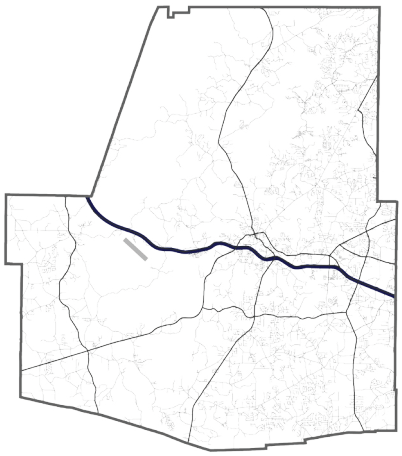
MAP 2.6

SLOPE ANALYSIS

Darker red and yellow areas show where future development would be difficult because of significant slopes.

while not permanent, have significantly limited development on the western portion of the county, and should remain an ecological boundary. The impact of these WMAs combined with limited infrastructure, have protected Paulding County from rapid growth to this point and should remain an important contributor to the character of the county.

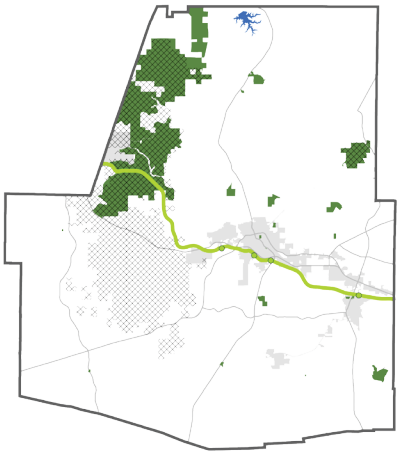
INFRASTRUCTURE ANALYSIS



MAP 2.7

ROAD NETWORK

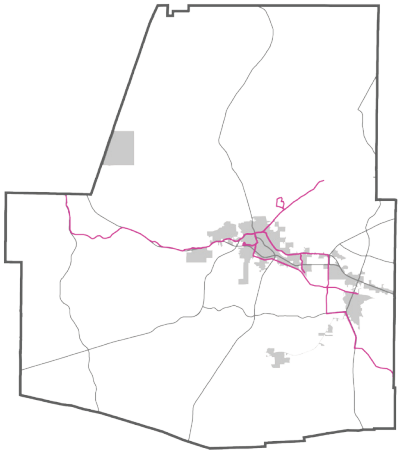
The road network includes all state and county roads, and all the local roads and paths that lead to subdivisions and within subdivisions. The road network is not extensive or well-connected, which is a concern because the roads should be linking things together – creating ways to get from place to place.



MAP 2.8

SILVER COMET TRAIL GREENSPACE & RECREATION

The Silver Comet Trail is a major resource for the county because it is a protected public area and the amount of travelers using it annually make it important for both economic development and tourism.

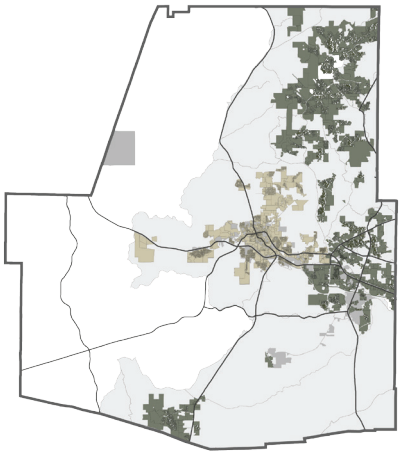


MAP 2.9

FIBER NETWORK

The fiber network begins to tell us where development is likely to occur in the future, as the new technology expands and is in higher demand. Major developments dependent on information technology will begin to cluster along those areas.

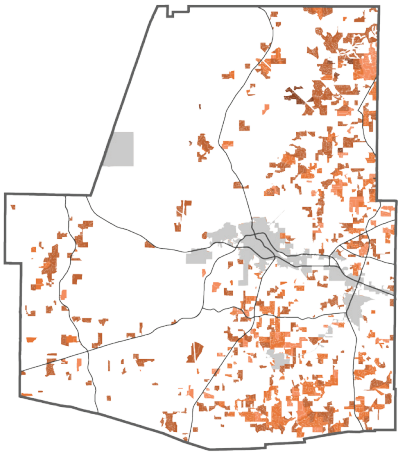
Following an analysis of the environmental conditions, the team studied the infrastructure system in the county to determine where future development is appropriate, and where it may be less desirable in terms of provision of service and infrastructure capacity. Infrastructure includes all the framework elements for development to occur – a road network, sewer and water pipes, schools – as well as a history of development to see existing development patterns that have resulted from past county decisions.



MAP 2.10

PARCELS SERVED BY SEWER

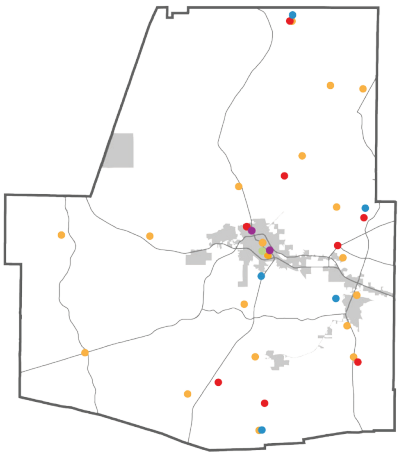
The distribution of these locations is a problem because sewer locations appear to be responding to developer demand rather than intention by the county. Many of the sewer lines go through vacant parcels and are detached from one another. The entire drainage basin in gray is effected by any parcel served by sewer.



MAP 2.11

SUBDIVISION HISTORY

The suburban development map does not show a strong trend of development in a particular area, but is scattered across the county. When this information is combined with the sewer data, it is revealed that there is a significant reliance on septic tanks or slow connection to the sewer system.



MAP 2.12

SCHOOL LOCATIONS

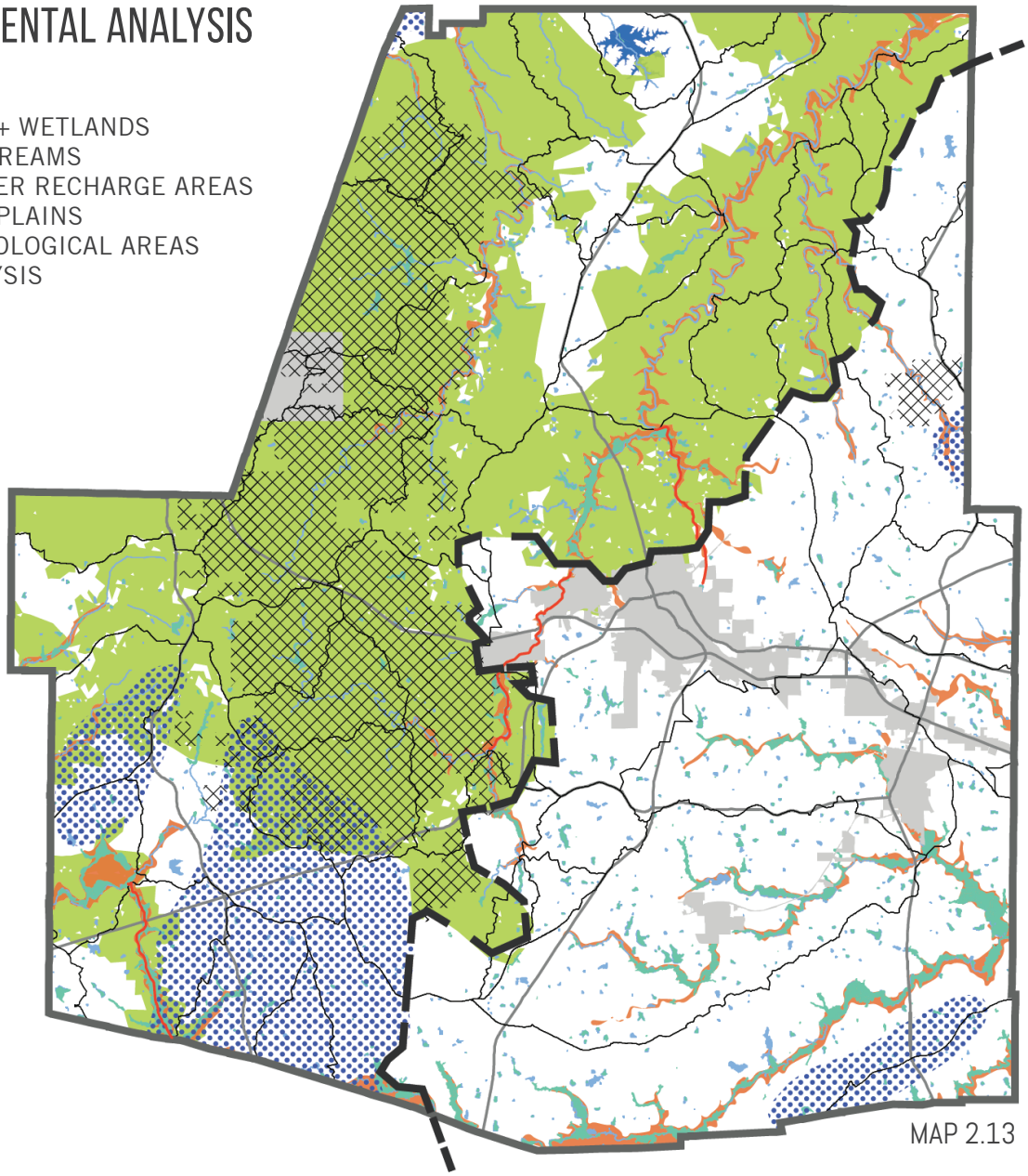
Schools are a part of public infrastructure because their locations influence development and traffic.

Growth influences are from the southern edge of the county closer to Interstate 20, as well as from the east, closer to metropolitan Atlanta. Regionally, Paulding County is still relatively rural as compared to other counties surrounding the City of Atlanta.

However, the location of sewer in the county has been the primary driver of both residential and commercial development over the past 30-40 years. Sewer line locations are scattered across the eastern and southern portions of the county – through vacant lots, and sometimes not connected to a larger network. This appears to have been “on-demand” by developers rather than a planned approach to growth that is both logical and cost-effective.

ENVIRONMENTAL ANALYSIS

HYDROLOGY + WETLANDS
IMPAIRED STREAMS
GROUNDWATER RECHARGE AREAS
FEMA FLOODPLAINS
PRIORITY ECOLOGICAL AREAS
SLOPE ANALYSIS



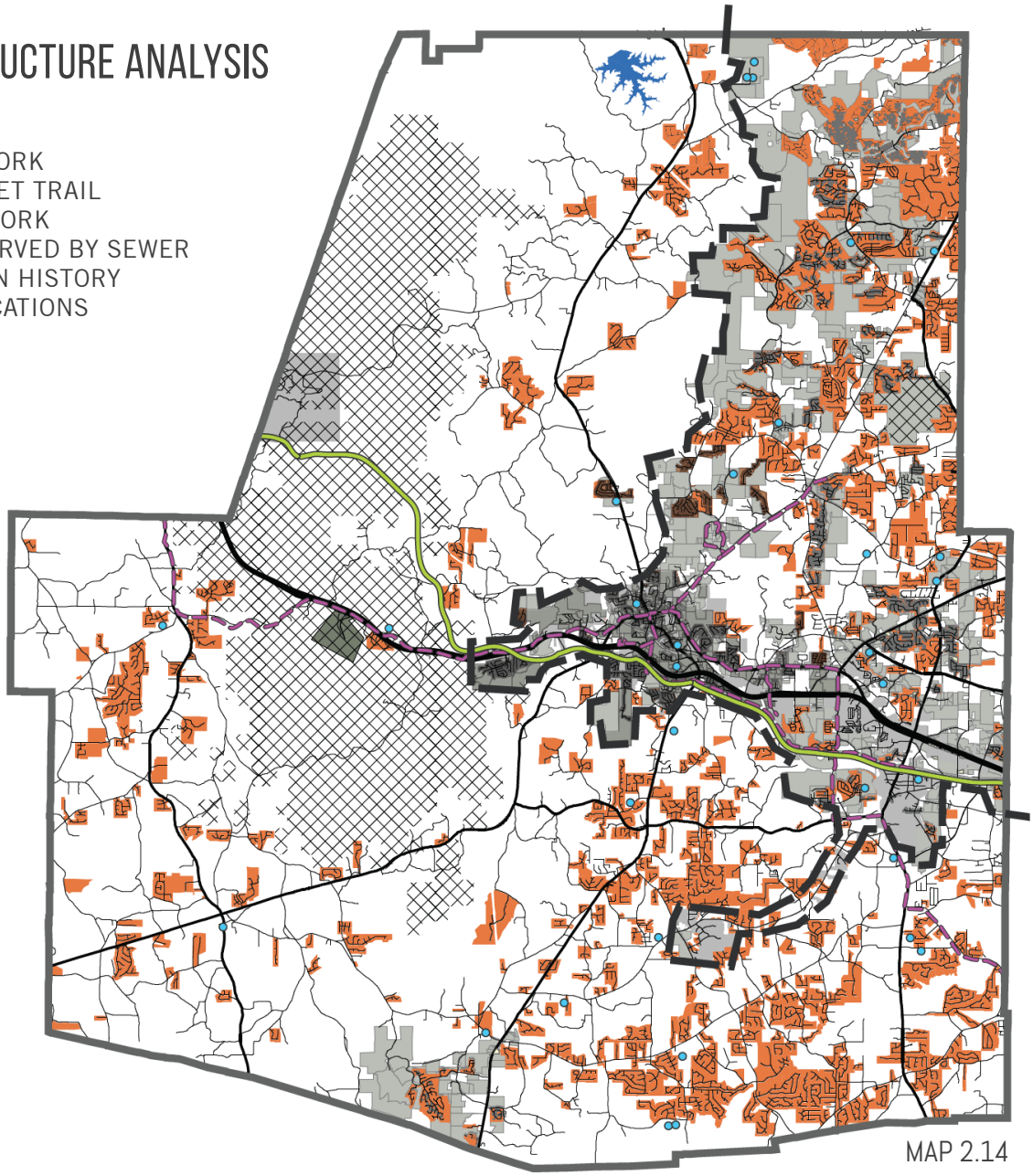
MAP 2.13

When the infrastructure data is layered, concentration of these systems within the eastern portion of the county is revealed. This suggests that about a quarter of the county is already served by sewer, and the southern half of that is an area that is primarily on septic.

The development in these areas should be appropriately controlled so that sewer system expansion is planned in a logical and effective way, and new septic opportunities are carefully considered in light of their location.

INFRASTRUCTURE ANALYSIS

ROAD NETWORK
SILVER COMET TRAIL
FIBER NETWORK
PARCELS SERVED BY SEWER
SUBDIVISION HISTORY
SCHOOL LOCATIONS



MAP 2.14

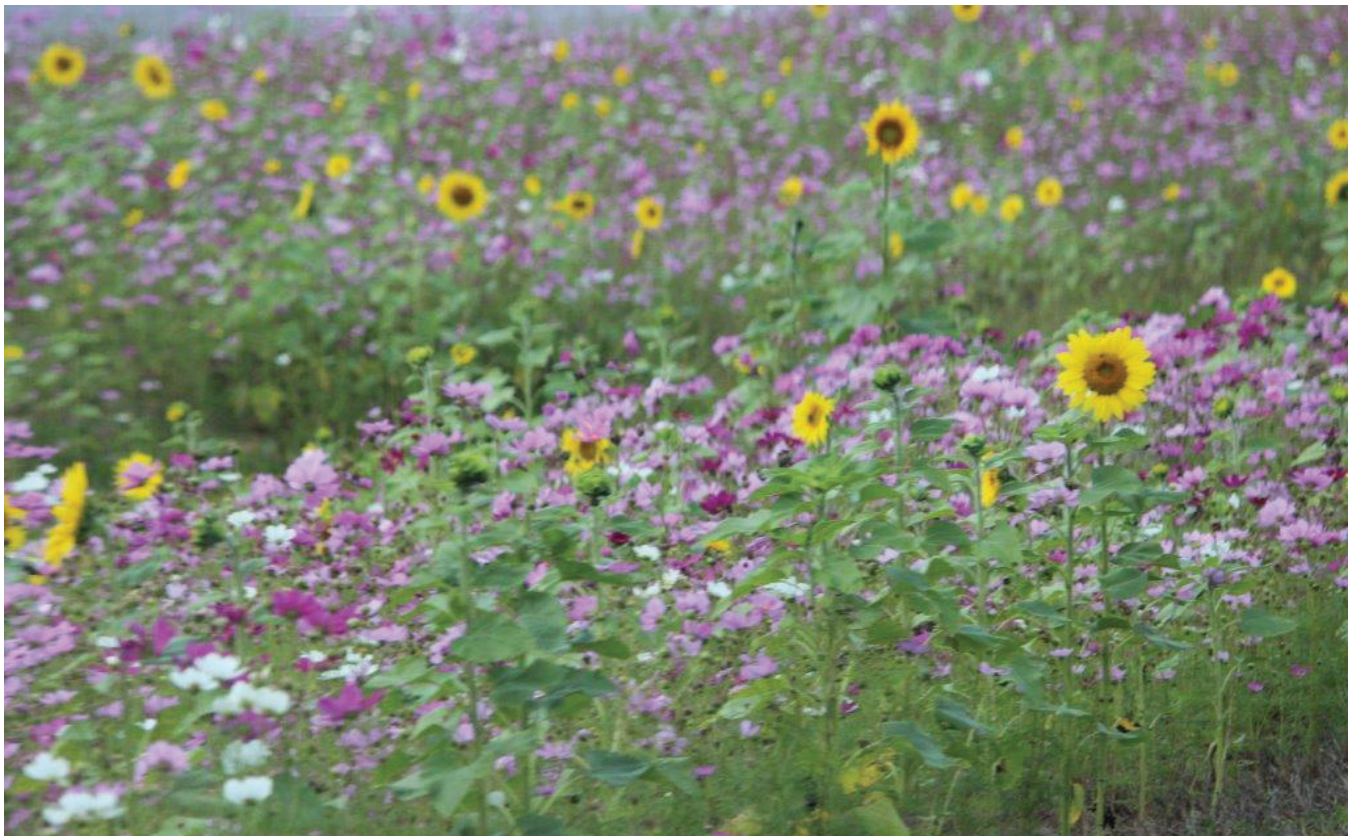
The environmental and infrastructure analysis suggest that the western half the county should remain in a conservation area with limited development, and the other eastern half of the county is the more logical location for future development, as services, most significantly sewer, have already been invested in here and the capacity to absorb development still exists in those systems.

SPEED
HUMP
25
DODGE

FUTURE DEVELOPMENT

The vision for the future of Paulding County creates a pattern of development and growth that builds upon existing services and infrastructure. This focus will allow for the County's other goals to be achieved as well: greater protection of natural resources, better connectivity for all transportation modes, and maintaining fiscal viability. The vision is based on the needs demonstrated in the residential population forecasts and economic development potentials. The Comprehensive Plan's Character Areas create a framework for the future for Paulding County to be a vibrant live, work, and play community – highlighting its existing assets and improving the quality of future developments.

The Paulding County Character Areas are based on four critical concerns. First is existing infrastructure – roads, sewer and water – and the need to infill new development where infrastructure now exists and the necessity to wisely manage any future extensions. Second are environmental and ecological issues which help to define where future development should or should not occur. Third is to provide for economic development in ways that are fiscally and environmentally appropriate for Paulding County.



The Character Areas are as follows:

- Conservation
- Community Residential
- Rural
- Corridors
- Crossroad Communities

In addition, Target Areas identify developments/projects that need attention because of their potential to catalyze growth in sustainable ways.

This emphasis on fiscal and environmental stewardship for Paulding County's future must be accompanied by sound regulations for subdivisions of land, land-uses, and infrastructure planning. Of particular importance is subdivision regulation because of its role in binding land use regulations and provisions of infrastructure. The Character Areas are defined in such a way that enable subdivision regulations to take a primary role in the future planning and development. This means that each Character Area would have one "district" within the overall County subdivision regulations. This is an innovation in the County's land use controls, but will be essential for a fiscally and environmentally sustainable future.

CONSERVATION

SPECIFIC LAND USES ALLOWED IN THE CONSERVATION CHARACTER AREA::

Agriculture; Conservation; Municipal or public use; Bicycles / Pedestrian trails; Passive recreation; Wildlife and fisheries management

COMPATIBLE ACTIVE ZONING CLASSIFICATIONS:

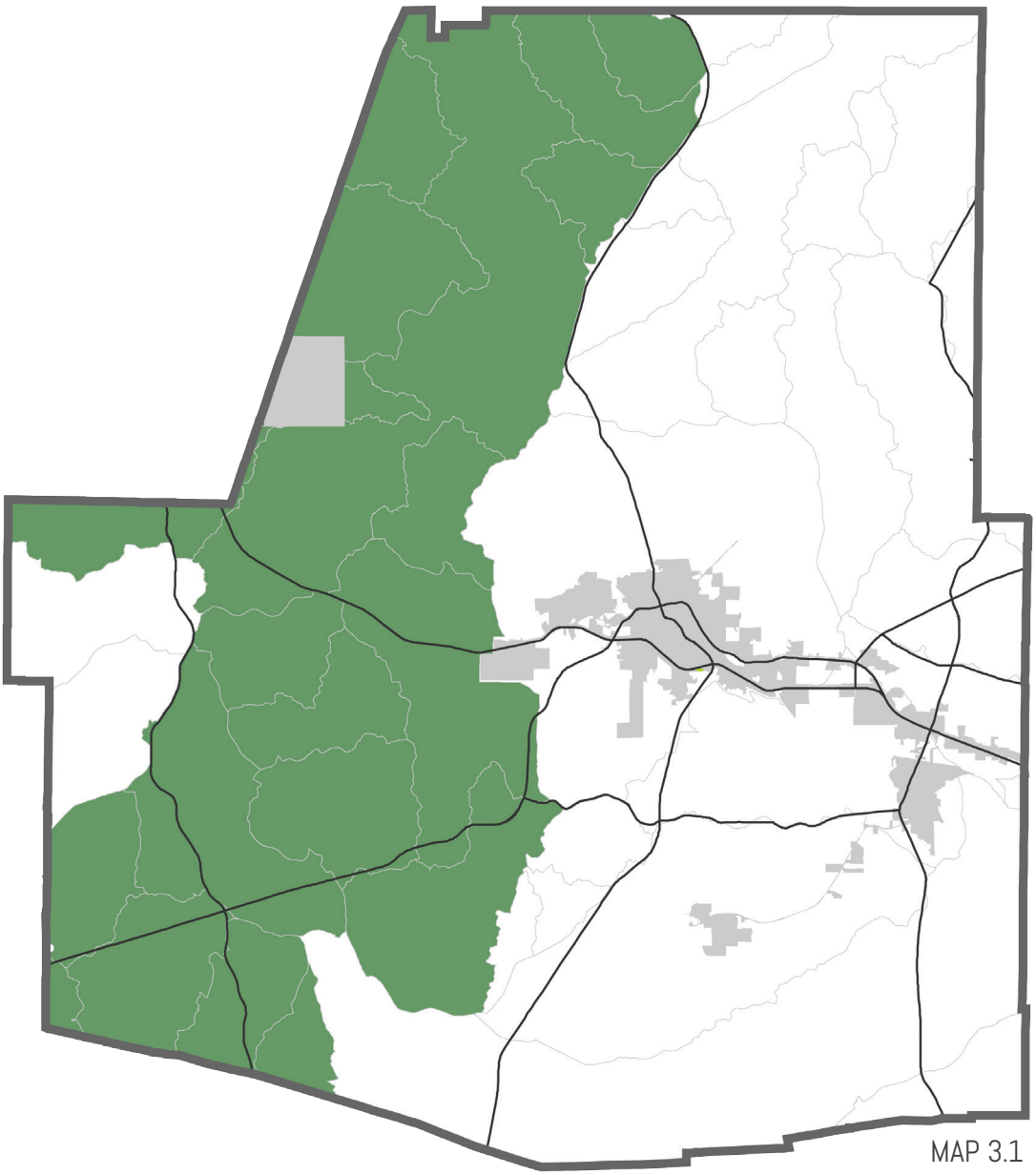
A-1: Agricultural

CONSERVATION VISION STATEMENT:
Maintain natural, rural character and protect and enhance environmentally sensitive areas.

The Conservation Character Area is defined by the specific boundaries of hydrologic drainage basins that have significant environmental or hydraulic importance and are not currently served by sewer. Driven by the environmental analysis described in the previous section, the Conservation Character Area covers the majority of the western portion of Paulding County and includes groundwater recharge areas, existing WMA and preserved lands, priority ecological areas, and the future reservoir. Environmental Planning Criteria developed by the Department of Natural Resources and enforced by DCA require local governments to protect groundwater recharge areas within their jurisdictions. If followed, the proposed subdivision regulations for this Character Area would ensure the County is complying with this aspect of the Criteria.

SUBDIVISION REGULATIONS / KEY DEVELOPMENT PATTERNS

- Prepare and adopt a district-based subdivision ordinance for this specific Character Area.
- Very large minimum lot size requirements (10+ acres) to limit development density and protect, environmental resources, farmland and rural character
- Preservation of environmentally sensitive areas by setting them aside as public parks, trails, or greenbelts or various means of land conservation and protection.
- Establish a policy to prohibit sewer and water extensions “on demand” by developers and coordinate with new subdivision district regulations and zoning amendments.



MAP 3.1

RURAL

SPECIFIC LAND USES ALLOWED IN THE RURAL CHARACTER AREA:

Agricultural
Conservation
Residential
1 Unit or Less per 2 acres
Bicycles / Pedestrian trails;
Passive recreation;
Wildlife and fisheries management

COMPATIBLE ACTIVE ZONING CLASSIFICATIONS:

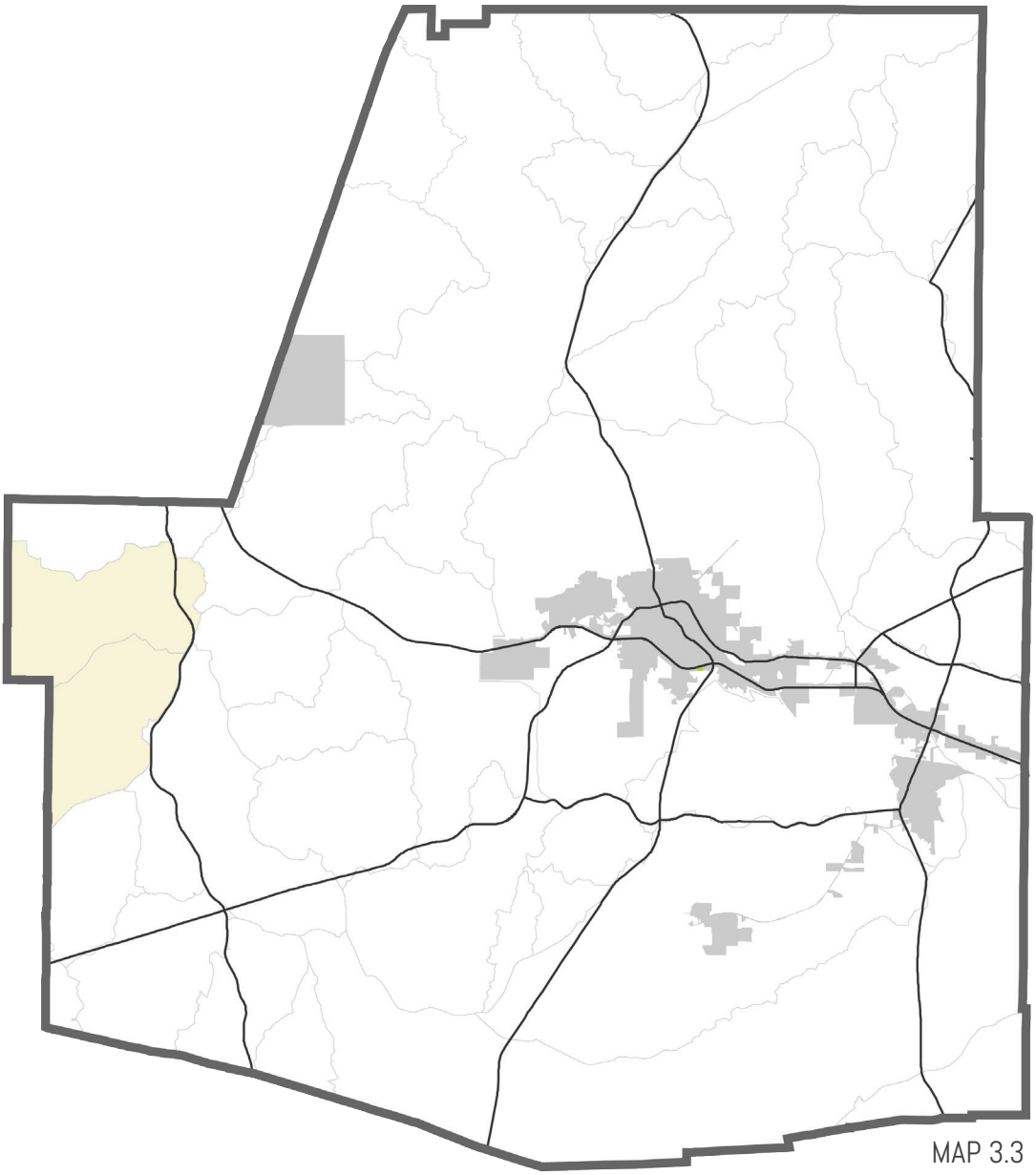
A-1: Agricultural
R-2: Suburban Residential District
NB: Neighborhood Business

RURAL VISION STATEMENT:
Maintain rural character while allowing for residential development on septic tank.

The Rural Character Area is defined by drainage basins that have neither significant environmental nor hydraulic importance and are not currently served by sewer. However, the location is disconnected from major infrastructure networks. Any future development must limit demand on county resources, specifically avoiding the need for sewer or water extensions.

SUBDIVISION REGULATIONS / KEY DEVELOPMENT PATTERNS

- Prepare and adopt a district-based subdivision ordinance for this specific Character Area.
- Large minimum lot size requirements (2+ acres) or cluster development specifically designed for septic tank development. The aim is to limit development density and protect farmland and rural character, while prohibiting sewer and water extensions.
- Enlisting significant site features (view corridors, water features, farmland, wetlands, etc.) as amenities that shape the identity and character of new development.
- Septic use should be carefully monitored based on State regulations and annual inspections.
- Hamlet type developments with buildings clustered at center, clearly defined edges surrounded by open space, as defined in a new district in the Paulding County Subdivision Regulations.



MAP 3.3

COMMUNITY RESIDENTIAL

COMMUNITY RESIDENTIAL VISION STATEMENT:
Encourage walkable and interconnected residential developments that highlight the natural environment.

The Community Residential Character Area is defined by specific hydrologic drainage basins that are currently served or expected to be served by sewer. Driven by the existing infrastructure and development mapped in the previous section, the Community Residential Character Area includes the majority of eastern Paulding County. Development should be concentrated around sewer access and the existing undeveloped subdivisions. Any future developments must protect floodplains, stream buffers and any other environmental concerns. This Character Area currently includes two impaired streams, resulting from nonpoint source pollution impacts. Following recommended subdivision regulations/key development patterns for this Character Area is consistent with efforts to manage the Total Maximum Daily Loads (TMDLs) in these streams and, ultimately, remove them from impaired status. The recommendations also contemplate future nonpoint source pressures from additional development and the need to keep other streams from being listed as impaired.

SUBDIVISION REGULATIONS / KEY DEVELOPMENT PATTERNS

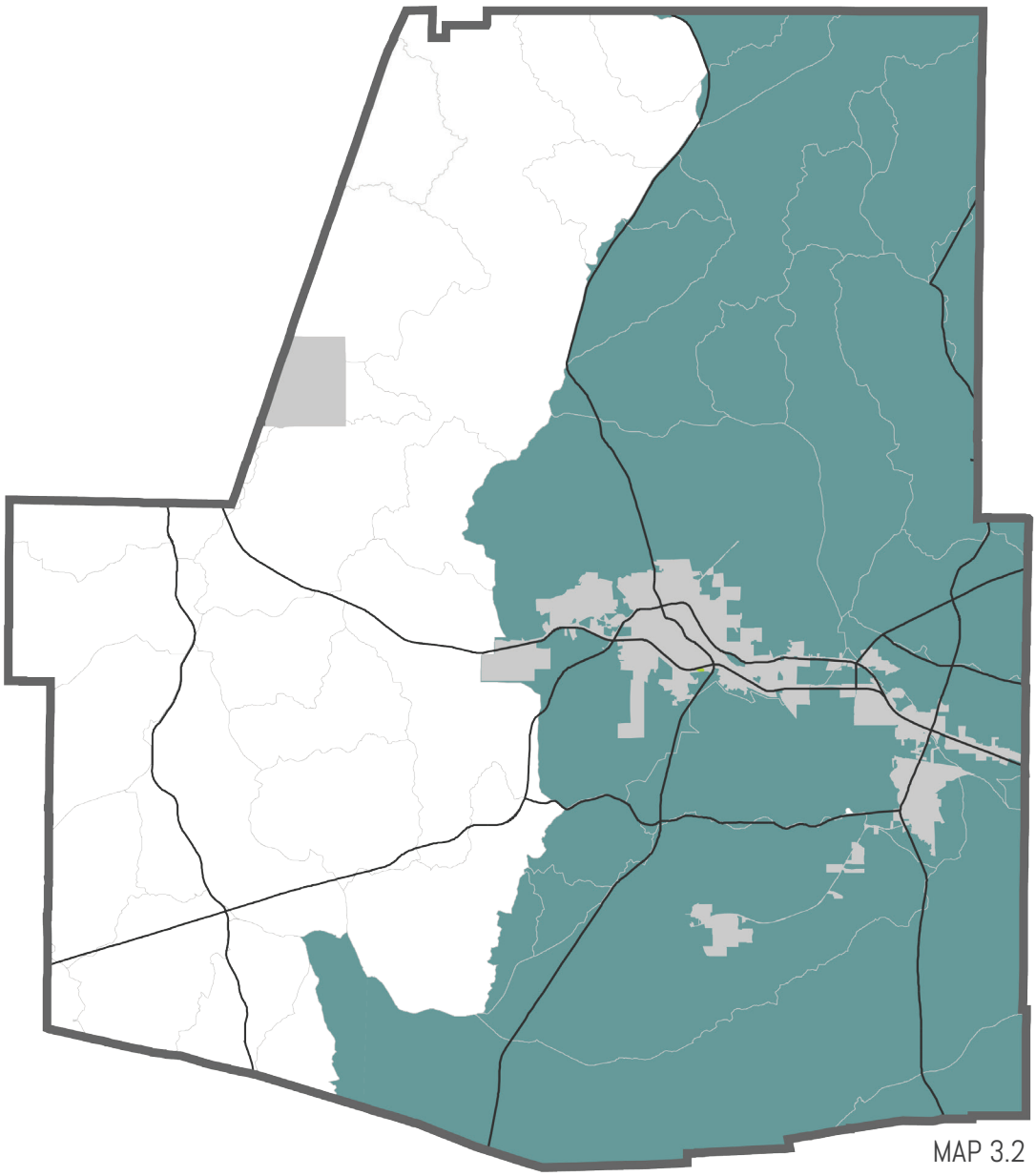
- Prepare and adopt a district-based subdivision ordinance for this specific Character Area.
- Encourage clustered developments where appropriate.
- Support infill development by creating new subdivision regulation.
- New developments should contain a mix of residential, commercial uses and community facilities at a small enough scale and proximity to encourage walking between destinations.
- New developments should have smaller lots, orientation to the street, a mix of housing types, and pedestrian access to neighborhood amenities.
- New developments should contemplate every opportunity for green infrastructure and/or low impact design (LID) elements aspects of stormwater management to reduce the potential for Character Area streams to become impaired.

SPECIFIC LAND USES ALLOWED IN THE COMMUNITY RESIDENTIAL CHARACTER AREA:

Residential, Public, Semi-Public, Institutional

COMPATIBLE ACTIVE ZONING CLASSIFICATIONS:

R-4: Multi-Family
R-6: Manufactured Homes
R-7: Multi-Family
PRD: Planned Residential Development
NB: Neighborhood Business
PSC: Planned Shopping Center



MAP 3.2

CORRIDORS

SPECIFIC LAND USES ALLOWED IN THE COMMUNITY RESIDENTIAL CHARACTER AREA:

Bicycles / Pedestrian trails; Passive recreation; Public, Semi-Public, & Institutional, Commercial

COMPATIBLE ACTIVE ZONING CLASSIFICATIONS:

PRD: Planned Residential Development
NB: Neighborhood Business
PSC: Planned Shopping Center
B-1: General Business
B-2: Highway Business

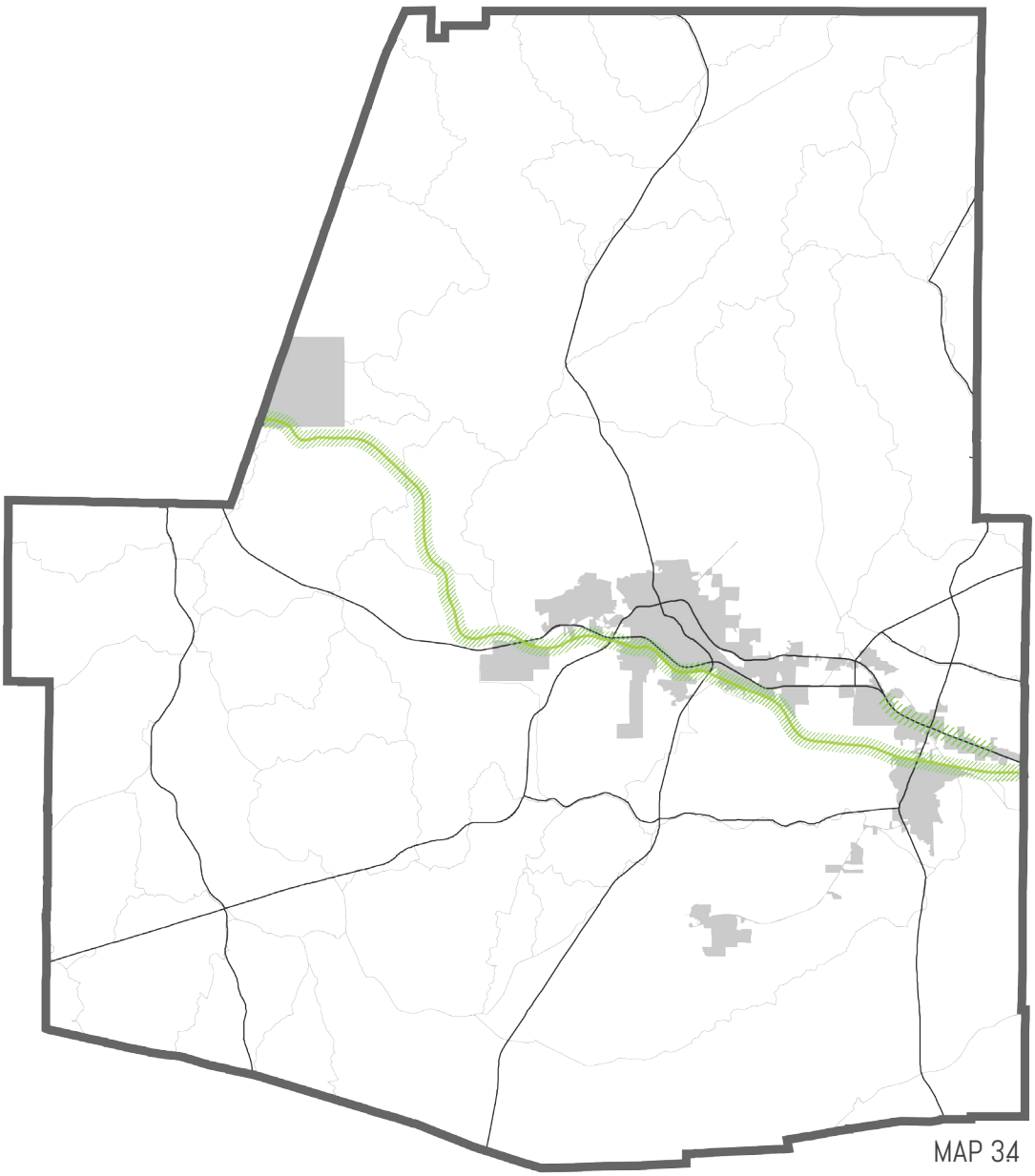
CORRIDORS VISION STATEMENT:

Maintain natural, rural character and protect and enhance environmentally sensitive areas.

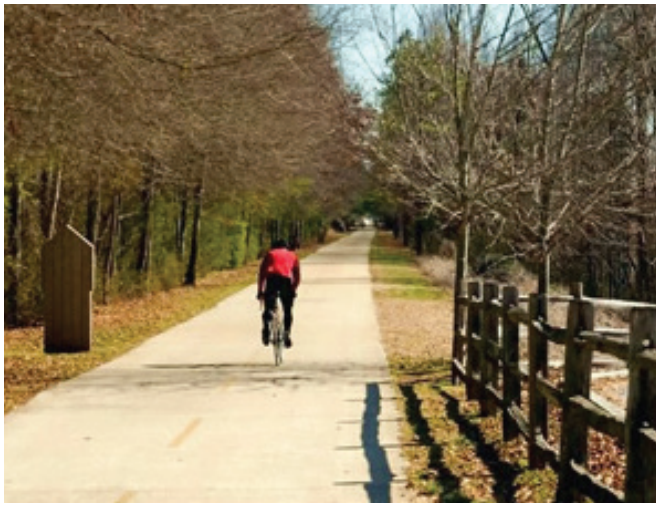
The Corridors Character Area is defined by both the Silver Comet Trail as well as a section of Highway 278 from the eastern county line to Atlanta Highway (SR 6). Though these corridors are significantly different, both should be treated as arteries of the county where new development can have significant impacts. Given the significant amount of impervious area in the Highway 278 corridor, stormwater management, with an emphasis on green infrastructure and/or low impact design (LID) should be a priority.

SUBDIVISION REGULATIONS / KEY DEVELOPMENT PATTERNS

- Prepare and adopt a district-based subdivision ordinance for this specific Character Area.
- Commercial structures (shopping, offices, etc.) located near street front, with parking in rear of buildings, making community more attractive and more pedestrian friendly.
- Co-joining of all parking lots to encourage park-once operations of commercial businesses to reduce or eliminate mid-block curb cuts.
- Tree lawns or tree wells, with trees required on 25’ centers between sidewalks and roadway for pedestrian safety.
- Redevelopment of older strip commercial centers in lieu of new construction further down the strip.
- Improvement of sidewalk and street appearance and amenities of commercial centers.
- Facilities for bicycles, including bikeways or bike lanes, frequent storage racks, etc.
- Developments have easy access to nearby transit, shopping, schools and other areas where residents travel daily.
- Street layouts that match those in older parts of the community and connect to the existing street network at many points.
- Urban design considerations of nodal development, shared parking, and integrating green infrastructure and/or LID should be employed to combat potential for large areas of impervious surface in these Character Areas.



MAP 34



CROSSROAD COMMUNITIES

SPECIFIC LAND USES ALLOWED IN THE RURAL CHARACTER AREA:

Commercial
Multi-Family
Bicycles / Pedestrian trails;
Passive recreation;

COMPATIBLE ACTIVE ZONING CLASSIFICATIONS:

R-7: Multi-Family
PRD: Planned Residential Development
NB: Neighborhood Business
PSC: Planned Shopping Center
B-1: General Business

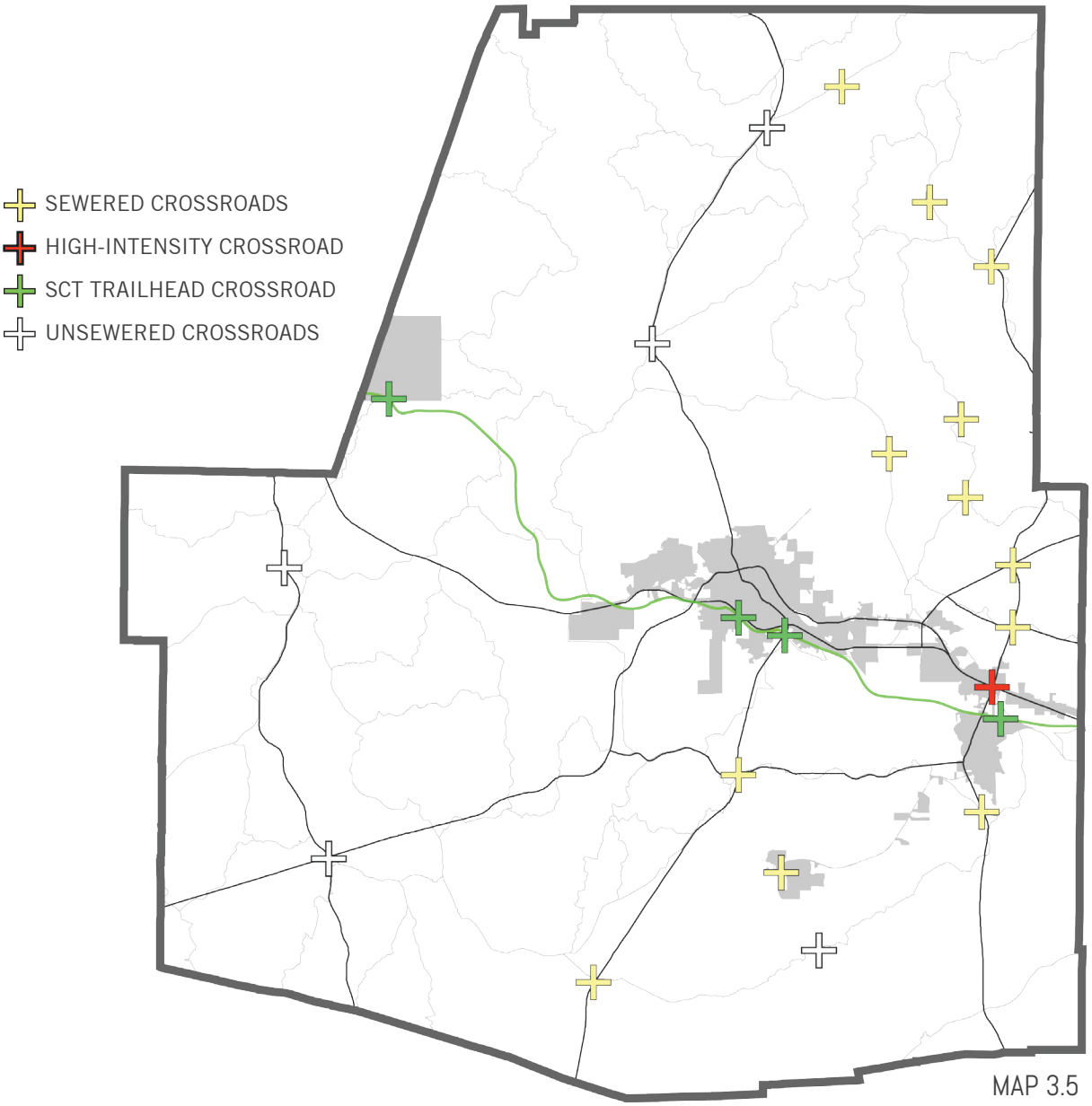
CROSSROADS VISION STATEMENT:

Needed amenities will be within close proximity to populations and reflect the scale and character appropriate to surrounding neighborhoods.

The Crossroads Character Area is defined by the appropriate locations of current or future nodal-based development for surrounding residential communities. Some of these locations already have small commercial areas that currently exist and have developed to serve local needs. By adding more Crossroad locations, and clustering slightly higher-density development at these nodes and major corridor intersections, citizens can drive less and meet their needs closer to home. Development types will depend on the Character Area surrounding the Crossroad location, but should adhere to the key patterns below. Given the potential for significant amounts of impervious area in heavily-developed Crossroads, stormwater management, with an emphasis on green infrastructure and/or low impact design (LID) should be a priority.

SUBDIVISION REGULATIONS / KEY DEVELOPMENT PATTERNS

- Prepare and adopt a district-based floating subdivision ordinance for this specific Character Area.
- Develop village-like crossroads shopping and commercial service nodes. Although automobile related, parking should clustered for joint use among tenants following a park-once means of parking requirements and regulations.
- Examine required parking in related zoning districts to allow parking reductions for mixed use projects where business intensity varies across the day and week.
- Redevelopment of older strip commercial centers at these locations in lieu of new construction further along the corridor.
- Well-designed development that blends into existing neighborhoods by disguising its density.
- Tree lawns or tree wells, with trees required on 25’ centers between sidewalks and roadway for pedestrian safety.
- Urban design considerations of nodal development, shared parking, and integrating green infrastructure and/or LID should be employed to combat potential for large areas of impervious surface in these Character Areas.


SEWERED CROSSROADS
HIGH-INTENSITY CROSSROAD
SCT TRAILHEAD CROSSROAD
UNSEWERED CROSSROADS

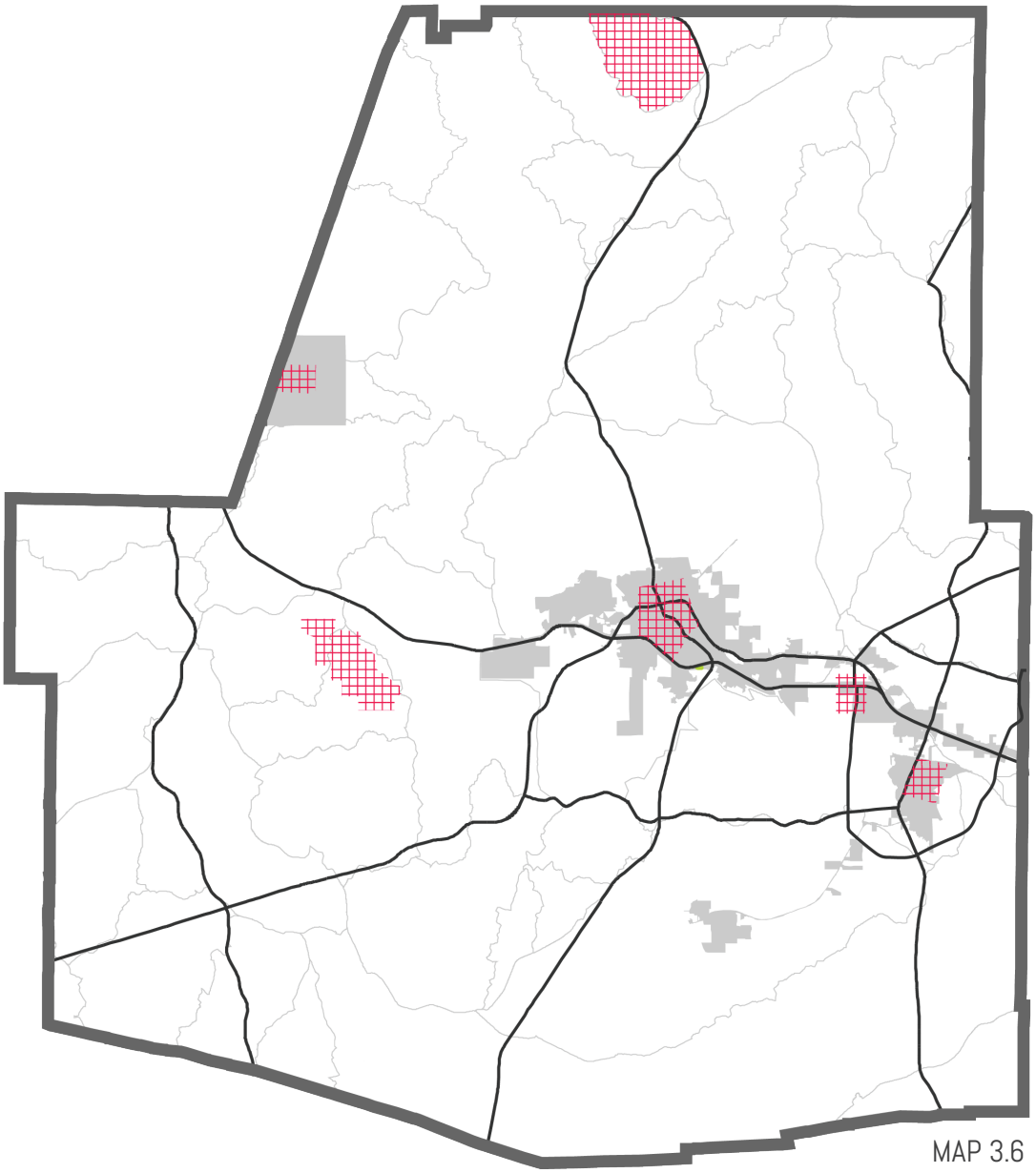
MAP 3.5

TARGET AREAS

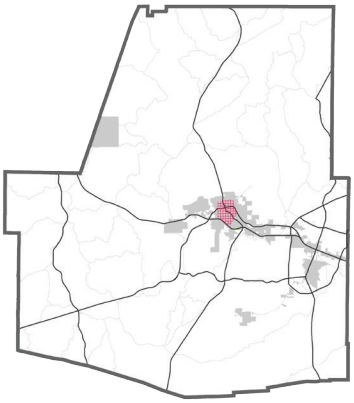
As stated, Target Areas identify developments and/or projects that need attention because of their potential to catalyze growth in the County. Target Areas descriptions outline clear paths toward a more sustainable Paulding County and take into account their locations within the drainage basins. Details on how the County can be proactive about potential future development patterns and growth in these areas are outlined in this section.

THESE AREAS INCLUDE:

- The Cities of Dallas, Hiram, and Braswell
- Richland Creek Reservoir
- Silver Comet Trailheads
- Wellness District and WellStar Hospital
- Paulding County Airport



MAP 3.6



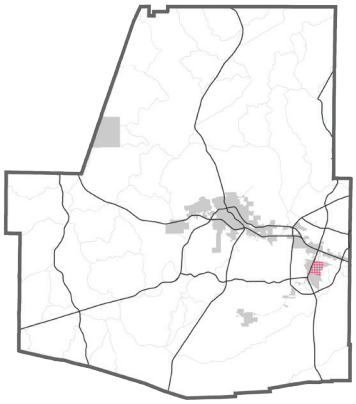
THE CITY OF DALLAS

These historic municipalities are character-defining amenities within the county and should be considered as key assets to highlight and enhance. In addition to the Key Development Patterns listed for the Community Residential Character Area, these downtown areas should also consider:

KEY DEVELOPMENT PATTERNS

- Enhance pedestrian-friendly environment by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to other neighborhood amenities, such as libraries, neighborhood centers, health facilities, parks, schools, etc.
- Prioritize development in size, scale, and character of existing historic buildings.
- Parking lots should not be visible from the street and shared parking opportunities should be available and encouraged.
- Street furniture should be implemented at appropriate locations downtown as well as nearing the Silver Comet Trail trailheads.
- Design features that encourage safe, accessible streets should be employed – such as narrower streets, on-street parking, sidewalks, street trees, and landscaped medians for minor collectors and wider streets.
- The downtown areas should include a mix of retail, services, offices, and housing as appropriate to serve neighborhood residents' daily needs.

THE CITY OF HIRAM



These historic municipalities are character-defining amenities within the county and should be considered as key assets to highlight and enhance. In addition to the Key Development Patterns listed for the Community Residential Character Area, these downtown areas should also consider:

KEY DEVELOPMENT PATTERNS

- Enhance pedestrian-friendly environment by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to other neighborhood amenities, such as libraries, neighborhood centers, health facilities, parks, schools, etc.
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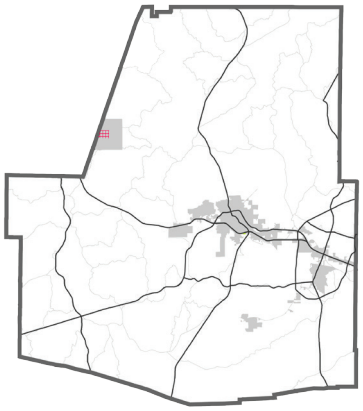


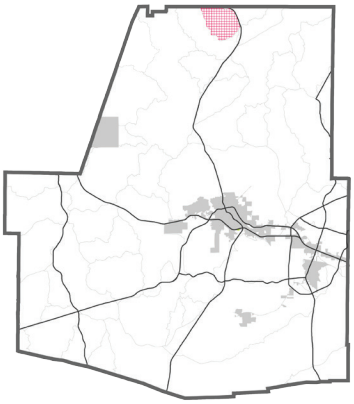
THE CITY OF BRASWELL

These historic municipalities are character-defining amenities within the county and should be addressed as key assets to highlight and enhance. In addition to the Key Development Patterns listed for the Community Residential Character Area, these downtown areas should also consider:

KEY DEVELOPMENT PATTERNS

- Enhance pedestrian-friendly environment by adding sidewalks and creating other pedestrian-friendly trail/bike routes linking to other neighborhood amenities, such as libraries, neighborhood centers, health facilities, parks, schools, etc.
- Prioritize development in size, scale, and character of existing historic buildings.
- Parking lots should not be visible from the street and shared parking opportunities should be available and encouraged.
- Design features that encourage safe, accessible streets should be employed – such as narrower streets, on-street parking, sidewalks, street trees, and landscaped medians for minor collectors and wider streets.
- The downtown areas should include a mix of retail, services, offices, and housing as appropriate to serve neighborhood residents' daily needs.

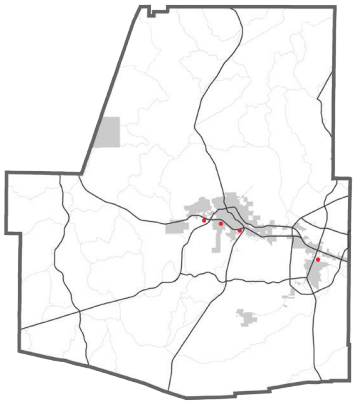
RICHLAND CREEK RESERVOIR



The Richland Creek Reservoir project is a new 305-acre reservoir that will store over three billion gallons of drinking water to supply existing and future populations in Paulding County. It is anticipated to be completed by 2019. Because this water source is vital to future populations in the county, the water quality and quantity must be protected through careful surrounding development. A master plan for this drainage basin should be pursued to protect the water source. Environmental Planning Criteria developed by DNR and enforced by DCA require local governments to protect water supply watersheds within their jurisdictions. If the recommendation to create a master plan for this drainage basin is followed, the County would ensure compliance with this aspect of the Criteria.

KEY DEVELOPMENT PATTERNS

- Promote use of conservation easements by landowners.
- Residential subdivisions should be severely limited, but if minor exceptions are made, they should be required to follow a rural cluster zoning or conservation subdivision design.
- Promote this area for passive-use tourism and recreation destination.
- Protect land and open land by maintaining large lot sizes (at least 5 acres).
- Ensure adoption of drinking water supply watershed buffers in applicable ordinances (Environmental Planning Criteria, Part V).
- Ensure regular coordination throughout the year of the County's community development, zoning, and stormwater management personnel in relation to the Reservoir Target Area on priorities for supply watershed protection and any challenges to protection (recommendation of the Metro Water District).



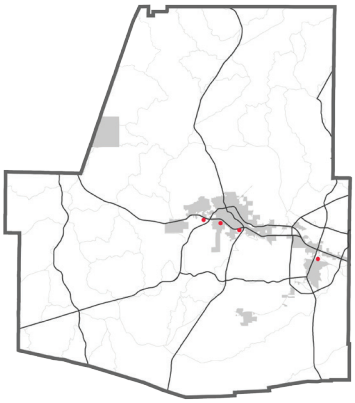
SILVER COMET TRAILHEADS

Silver Comet Trailheads are the key locations for a user to access the trail and travel along it. These trailheads should accommodate the needs of residents and visitors with water, restrooms, and other amenities. The development surrounding a trailhead should respond to the more pedestrian- and bike-friendly environment. There are four trailheads located within Paulding County. These are:

- Hiram at Homer Leggett Park
  (includes nearby restrooms (at park), a dog park, but there is an at-grade crossing with a road)
  Seaboard Ave, Hiram, GA 30141
- Paulding Chamber of Commerce
  (includes porta potties, parking)
  455 Jimmy Campbell Pkwy, Dallas, GA 30132
- Tara Drummond Park
  (includes restrooms, parking, benches, rose gardens and fountains)
  820 Seaboard Ave, Dallas, GA 30157
- Rambo Road Nursery
  (includes parking, porta potties, benches)
  25 Tucker Blvd, Dallas, GA 30157

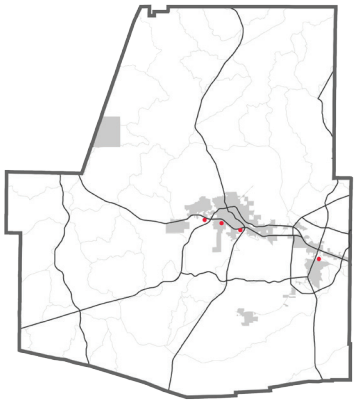
Because of their proximity to the historic cities of Dallas and Hiram, the key development patterns for the Hiram and Tara Drummond Trailheads will be addressed differently.

CHAMBER OF COMMERCE AND RAMBO ROAD NURSERY TRAILHEADS



KEY DEVELOPMENT PATTERNS

- Design should be very pedestrian-oriented, with clear, walkable connections between different uses.
- Provide bike lanes or wide curb lanes to encourage bicycling and provide additional safety, provide conveniently located, preferably sheltered bicycle parking at retail and office destinations and in multi-family dwellings.
- Design features that encourage safe, accessible streets should be employed – such as narrower streets, on-street parking, sidewalks, street trees, and landscaped medians for minor collectors and wider streets.
- Particular attention should be paid to signage to prevent visual clutter. Encourage way-finding signage at an appropriate scale.
- Road edges should be clearly defined by locating buildings at roadside with parking in the rear. Shared parking and maximum parking limits should be encouraged.

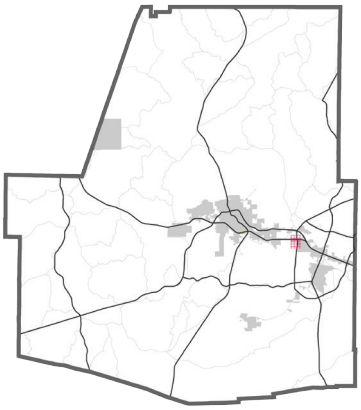


HIRAM & TARA DRUMMOND TRAILHEADS

KEY DEVELOPMENT PATTERNS

- Design should be very pedestrian-oriented, with clear, walkable connections between different uses.
- Provide bike lanes or wide curb lanes to encourage bicycling and provide additional safety, provide conveniently located, preferably sheltered bicycle parking at retail and office destinations and in multi-family dwellings.
- Design features that encourage safe, accessible streets should be employed -- such as narrower streets, on-street parking, sidewalks, street trees, and landscaped medians for minor collectors and wider streets.
- Particular attention should be paid to signage to prevent visual clutter. Encourage way-finding signage at an appropriate scale.
- Road edges should be clearly defined by locating buildings at roadside with parking in the rear. Shared parking and maximum parking limits should be encouraged.

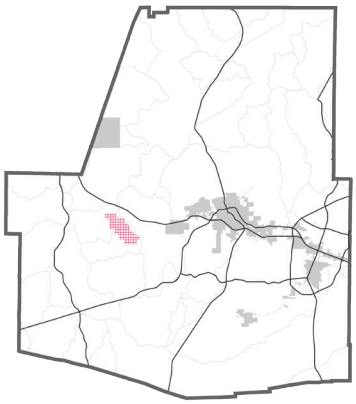
WELLNESS DISTRICT and WELLSTAR HOSPITAL



The WellStar Hospital is a key amenity within Paulding County, providing jobs as well as hospital services for a wide-ranging area. Growth has already been seen around the hospital, and the county should be proactive about this growth to maintain a quality district that is accessible and attractive for all users and creates a resilient employment center.

KEY DEVELOPMENT PATTERNS

- Design should be very pedestrian oriented, with clear, walkable connections between different uses.
- Design features that encourage safe, accessible streets should be employed -- such as narrower streets, on-street parking, sidewalks, street trees, and landscaped medians for minor collectors and wider streets.
- Include a diverse mix of higher-density housing types, such as multi-family town homes, apartments, lofts, condominiums, including affordable and workforce housing.
- Particular attention should be paid to signage to prevent visual clutter. Encourage way-finding signage at an appropriate scale.
- Parking should be handled on a district basis and parking structures should be faced with retail at ground level when possible.



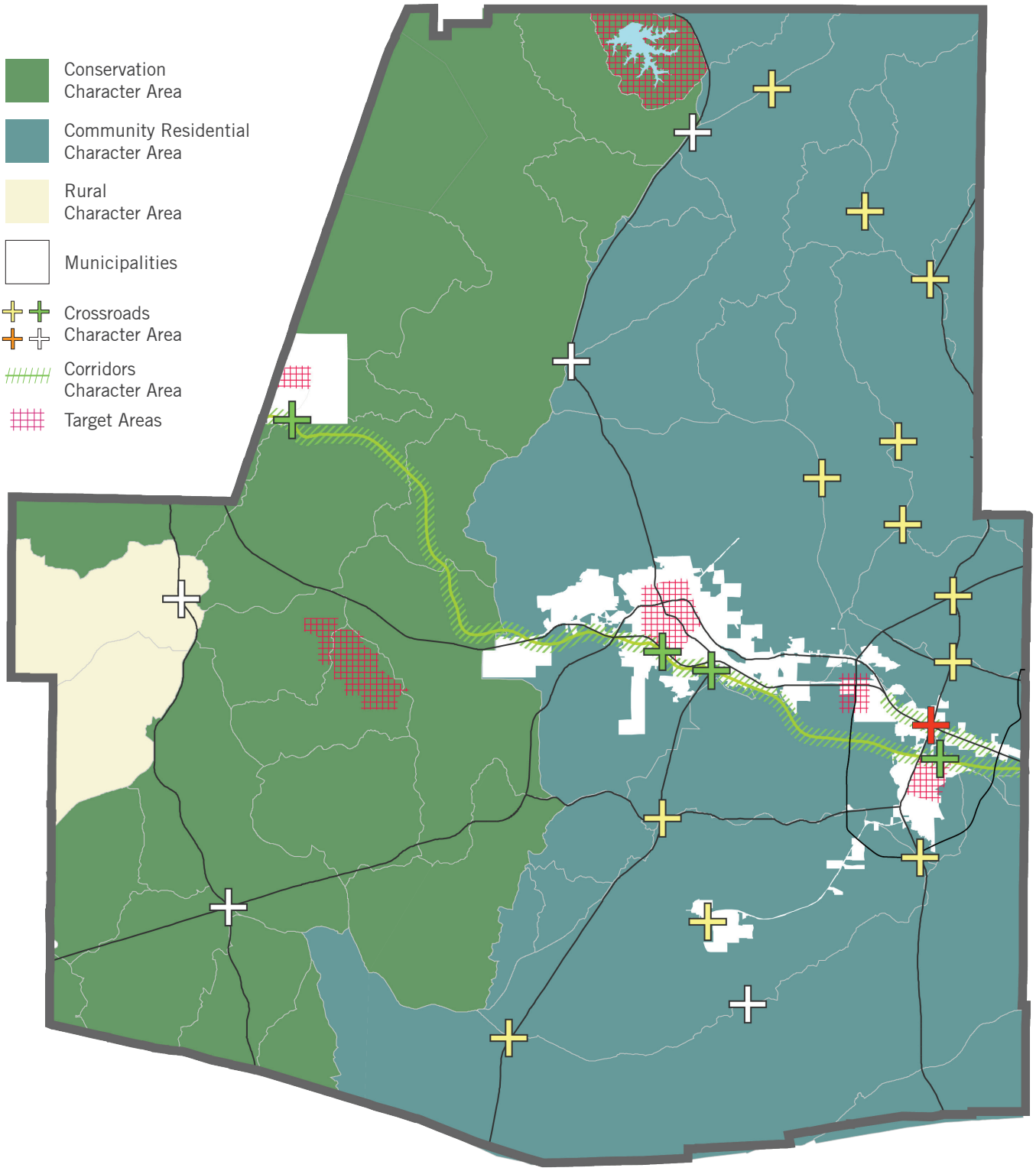
PAULDING COUNTY AIRPORT

The Paulding Airport is located in the western-middle portion of the county, surrounded primarily by greenspace and lands that are not currently served by sewer. In advance of development in this Target Area, a growth plan should be created to consolidate infrastructure and influence the type of development the county desires in this environmentally sensitive location.

KEY DEVELOPMENT PATTERNS

- Continue county investment in the special environment of this larger Conservation Character Area through mindfulness of the slopes, priority ecological areas, and habitat and watershed impacts of any new development.
- New developments should be clustered or otherwise sited thoughtfully so as to minimize disturbed areas and resulting impervious surfaces.
- New developments should be considered in light of the limited infrastructure services in this area of the county. Service demands related to unplanned growth could unduly burden county services.
- Prioritize green infrastructure and/or low impact design (LID) for any new development in this area.
- Prepare and adopt a growth plan for this Target Area.

FUTURE DEVELOPMENT MAP



RECOMMENDATIONS

The land use study involved consideration of existing natural and built environment/infrastructure conditions; involved the review of previous, relevant plans and studies; and included interviews with representatives of authorities and entities having various responsibilities related to Paulding County's natural and built environment, environmental compliance, and service provision to the county's citizens and businesses. This approach was undertaken in order to identify common goals and opportunities, to arrive at multi-benefit investments of time and effort through land use recommendations, and to uncover any conflicts among the previous plans and responsibilities in order to address those conflicts within the land use plan. The study team found common goals and critical leverage opportunities among the various plans and relevant authorities, adding further merit and importance to the recommendations documented in this report.

Existing plans and relevant documents reviewed included, among others: City of Dallas Livable Centers Imitative (2010) and its 2013 Update; City of Hiram Livable Centers Initiative (2014); Paulding County Comprehensive Plan (2007); Paulding County Comprehensive Transportation Plan (2016); Economic Development Study undertaken concurrent with this land use study (2016-17); Georgia Stormwater Management Manual; Metro Water District's Water Supply and Water Conservation Management Plan; Metro Water District's Watershed Management Plan; Metro Water District's Wastewater Management Plan; and Paulding County's Municipal Separate Storm Sewer System (MS4) NPDES permit.

The major recommendations contained within this land use study are consistent with the themes and goals of the reviewed plans and documents, with differences existing only in recommended execution to achieve those goals and themes. All the Metro Water District's plans emphasize the need for a watershed-based approach to land use planning as a remedy for water quality and quantity challenges. Further, interviews with Metro Water District staff indicate the increased reliance the Metro Water District will make in its upcoming plan revision (2017) on green infrastructure and/or low impact design (LID) and land conservation in addressing stormwater management. Staff also

indicated that the December 2017 renewal of Paulding's MS4 permit will rely on the County's increased investment in managed growth, green infrastructure/LID, and land/greenspace conservation. LCI plans for Dallas and Hiram clearly highlight the need for downtown infill, residential opportunity, relative density and connections to the respective Silver Comet trailheads as redevelopment strategies. Finally, the economic development study findings, undertaken concurrent to this land use study, heavily emphasize infill, Hiram and Dallas revitalization, Silver Comet investment, character retention, the hospital district, the airport and fiscal responsibility with public infrastructure investments as priorities to realize optimum economic activity in the county. All of these plan priorities are reflected in this land use study and its Work Program.

Compact development, strategic infrastructure decisions and a new emphasis on green infrastructure and/or low impact design (LID) will maintain the fiscal capabilities of the county while accommodating growth, retaining character and cost of living that makes it a competitive location for residents and businesses. It is imperative that the County direct its future growth and avoid situations of having individual property needs generate piecemeal County investment. To accommodate anticipated growth, the County must firmly be in the decision-maker role relative to all infrastructure decisions. Further, growing emphasis by various regulatory entities centers on managed land-use development through a watershed planning perspective of a responsible water steward. Adopting this plan's recommendations positions the county to simultaneously be fiscally responsible, compliant with water resource management requirements, and a savvy guardian of the county's key competitive advantage—its green character and attractive landscape.

Central to the recommendations of this land use study are creation and adoption of the district-based subdivision ordinances recommended for each character area. The adoption of these districts will then direct all related land development elements such as infrastructure investment and connectivity, among others. This, then, establishes the framework by which the county will achieve the necessary growth

accommodation, fiscal accountability and competitive edge among Metro Atlanta counties that this report has repeatedly stressed. The scattered subdivision and commercial area development example of other Metro Atlanta counties should serve as cautionary tales for Paulding. Further, as detailed in the Economic Development Strategic Plan, Paulding County will likely remain predominantly residential aside from key employment centers and opportunities. It is a fact that residential-based tax income will not cover the County's full cost of residential service demands. The more money that saved through the county's strategic infrastructure investments and managed growth, the more fiscally stable the county will be in the long-term while also keeping down costs passed to residents and businesses.

The county's current subdivision ordinance is a quality ordinance that this report simply finds needs to reflect the different conditions across the county. As documented in previous report sections, Paulding County has diverse environmental conditions to which a one-size-fits-all subdivision ordinance is not best positioned to address. Creating and adopting the recommended Character Area districts will best address this need. The land use report does not recommend a cessation to development in the county but, rather, recommends directing it to accommodate the projected population growth while keeping the county financially stable while retaining, on the whole, the landscape character citizens cited as invaluable throughout the extensive comprehensive planning process public engagement.

Finally, the other gems of Paulding County are its small towns, Silver Comet Trail, highly-respected hospital facility, crossroad communities and new reservoir. Findings in this report align with findings in the Economic Development Strategic Plan that emphasize these resources as key character, development and economic opportunities. Recommendations in the land use report were tailored to supporting these resources and cultivating greater benefit from them.

The following work program specifies action items recommended to arrive at the future land use management found most appropriate for the county. Several of these recommendations are no- or low-cost and center around formalizing coordination and relationships with existing government, institutional, and civic partners. Several of these recommendations are achievable with existing county staff labor. The success of all land use study recommendations will require the county to fully embrace public education and awareness-building around the over arching comprehensive plan's goals and necessities to reach those goals. Specific interaction with major property owners in the county would be of tremendous benefit in successfully adopting the recommendations. This land use team endeavored to affirm county responsibilities and opportunities while being innovative in how to best honor those responsibilities and leverage opportunities with manageable costs.

Taxes do not pay for services for residential development. The more money that can be saved by the county in building roads and infrastructure and maintaining roads and infrastructure, the better off the county will be in the long-term and will keep taxes down. This is a fiscal issue that is very important.

WORK PROGRAM

Project / Activity Description	Time Frame					Responsible Agency/ Dept.	Cost Estimate	Funding Source	Status	Need / Opp Reference #	Notes
	2017	2018	2019	2020	2021						
CG-1: PROTECT and PRESERVE NATURAL RESOURCES											EDSP = Economic Development Strategic Plan
Create clear and user-friendly Zoning Ordinances and Development Regulations for Character Areas consistent with the 2017 Comprehensive Plan land use recommendations including: 1) Large lot zoning in areas with sensitive soils, steep slopes and no public sewer 2) Incentives for use of green infrastructure/LID as stormwater management 3) Water plan for the reservoir watershed area in advance of growth influences 4) District planning where growth in different areas of the county matches the character area and does not overcommit sewer capacity 5) More mixed use housing types - including work force and missing middle 6) Multifamily housing standards 7) Promotion of quality growth 8) Examine steps taken by Douglas County to protect the Dog R. Reservoir as a positive example to apply to the new Paulding Reservoir	×	×	×	×	×	Community Development	$200,000	General Fund		NO-1,2,3,4,7	
In partnership with the DNR, develop a process to: 1) Identify WMA encroachment issues 2) Minimize the impact of growth on the WMA 3) Evaluate potential of WMA (educational and economic) 4) Monitor land use along WMA border 5) Collaborate on WMA-related issues long term	×	×	×	×	×	Paulding County + Georgia DNR	$0.00	Fixed Labor		NO-3, 4, 12,13, 15, 16, 19,20, 27,29,36	
Develop a Parks and Recreation Master Plan to include: 1) Feasibility of developing a "Sports" industry sector beginning with a major regional competitive sports facility (recommended in the recently completed Economic Development Strategic Plan) 2) Utilization of greenspace opportunities	×	×				Parks & Recreation	$100,000	General Fund		NO-3,12 16, 19,36,38	EDSP 3.3.2
1) Utilize watershed approach as referenced in the Land Use Plan and is required by the Metro Water District 2) Incentivize or mandate green infrastructure as stormwater management and continuation of County character.	x	x				Community Development	$0.00	Fixed Labor			

WORK PROGRAM

Project / Activity Description	Time Frame					Responsible Agency/ Dept.	Cost Estimate	Funding Source	Status	Need / Opp Reference #	Notes
	2017	2018	2019	2020	2021						
CG-2: TARGET GROWTH											
Create clear and user-friendly Character Area Zoning Ordinances and Development Regulations consistent with the updated Comprehensive Plan land use recommendations to include: 1) District planning where growth in different areas of the county matches the character area and does not overcommit sewer capacity 2) More mixed use housing types - including work force and missing middle 3) Multi-family housing standards 4) Promotion of quality growth 5) Subdivision road connectivity Broadly communicate the changes	×	×				Community Development	$200,000	General Fund		NO-1,2,4,5 6,7,11,13, 17,18,19, \31,35	EDSP 1.2.6, 3.1.2, 5.2.1, 5.2.2
Develop, in partnership with Hiram, WellStar Hospital and other stakeholders a Wellness Corridor overlay district to include: 1) Quality growth and development 2) Connectivity 3) Related medical and health services uses 4) Potential for LCI corridor funding 5) Consideration of special funding district	×	×				Paulding County and City of Hiram	$100,000	Grant plus local match		NO-8,9,10, 11,15,16, 19	EDSP 3.1.2
Conduct a Sewer System Master Plan as part of the Water System Master Plan	×	×	×	×		Water & Sewer System	$6,000,000	Water Enterprise Fund		NO-9,17, 35	EDSP 2.3.2

WORK PROGRAM

Project / Activity Description	Time Frame					Responsible Agency/ Dept.	Cost Estimate	Funding Source	Status	Need / Opp Reference #	Notes
	2017	2018	2019	2020	2021						
CG-3 LEVERAGE ASSETS											
Create a County-Wide Brand	×	×				Community Development	$25,000	General Fund		NO-10,19,20	EDSP 1.1.2
Design and install gateway signs at Paulding County boundaries on major access highways; especially Highway 278 approaching from the East		×	×	×	×	Community Development	$300,000	General Fund		NO-10,19	EDSP 4.4.1
In partnership with MJW agencies, design and install directional signage from the Silver Comet Trail to downtown Dallas, Hiram, Braswell and other PC locations (in partnership with PC, Hiram, Braswell, PC DOT)	×	×				Paulding County + MJW Partners	$15,000	Local + MJW Partners		NO-10,14, 16 19,33,36	
Promote Silver Comet Trail in county printed and on-line material	×	×	×	×	×	Paulding County All Departments	$0	Fixed Labor		NO-10,12,14 15,16,19,20	
Engage Dallas and Hiram leadership (or other appropriate entity) to ensure there is regular programming of events on the SCT that also come off the trail into the cities or county.	x	x	x	x	x	Community Development	$0	Fixed Labor			
Include discussion of the SCT in conversation with higher education institutions to ensure SCT is also heavily featured in their student and faculty marketing.	x	x	x	x	x	Community Development	$0	Fixed Labor			
Update the airport area master plan to include a plan to continue development of the business/technology park and promotion of the airport's new, clean and safe facilities	×	×	×	×	×	Community Development + Economic Development Office + Airport Authority	$25,000	General Fund		NO-9,10,13, 19,20,35,38	Carryover EDSP 2.6 + 2.6.1 The County contributes annual funding towards the operations of the Airport (is that the 350,000)
CG-4: CREATE CONNECTION											
In partnership with MJW agencies, build upon the CTP recommendations to develop and implement a comprehensive bike and pedestrian master plan	×	×				Cities of Dallas and Hiram, Community Development, PC DOT, Other	SG?	TBD		NO-25,26, 27,28	
Create centers of density for future GRTA or other transit service pick-up points											Multimodal Project Need years and cost

WORK PROGRAM

Project / Activity Description	Time Frame					Responsible Agency/ Dept.	Cost Estimate	Funding Source	Status	Need / Opp Reference #	Notes
	2017	2018	2019	2020	2021						
CG-5 FISCAL VIABILITY/IMPLEMENTATION											
INTER-GOVERNMENTAL COORDINATION											
In partnership with the Paulding County School System, develop a formal process for joint consideration of school siting. Issues to include including infrastructure availability, capacity and investment, alignment of priorities and project schedules Process Examples: 1) School system requests insight, data (building permits) and assessment from County staff on issues such site locations, campus designs, infrastructure - water, sewer and multimodal access options 2) School system includes county staff in regular long-range facility planning process - acknowledging inter-related issues between the two organizations and potential for increasing efficiencies while decreasing cost 3) Work with the school district and Transportation to encourage satellite busing, carpooling, Safe Routes to School participation and retrofitting campus access points, where appropriate, to minimize school traffic issues 4) Explore incentives for greater land development density and sidewalk/road network connectivity around existing and future schools to maximize mode options n and minimize traffic.	×	×	×	×	×	Community Development + Paulding County School District	$0	Fixed Labor		NO-9,26,27 28,35,38	

WORK PROGRAM

Project / Activity Description	Time Frame					Responsible Agency/ Dept.	Cost Estimate	Funding Source	Status	Need / Opp Reference #	Notes
	2017	2018	2019	2020	2021						
DALLAS											
1) Review Dallas LCI for recommendations not yet implemented and work with city leadership to accelerate implementation	x					Community Development	$0	Fixed Labor			
2) Work with PATH Foundation to ensure signage on SCT directs visitors to services in downtown	x	x				Community Development	$0	Fixed Labor			Seek assistance from the Georgia Conservancy
3) Advertise Silver Comet in all City material	x	x	x	x	x	City Manager, DDA, Chamber of Commerce	$0	Fixed Labor			
4) Program activities on SCT regularly - several per year and market events heavily	x	x	x	x	x	DDA, City of Dallas	$2,000	DDA			
5) Keep empty storefronts activated	x	x	x	x	x	City Manager, DDA, Property Owners	$2,000	DDA			Seek assistance from the Georgia Conservancy
6) Install signage to direct visitors to higher education institutions	x	x				City of Dallas	$10,000	City of Dallas			
7) Work with higher education institutions to investigate student and housing needs that could be marketed as opportunities to potential developers	x	x	x	x	x	City Manager, DDA	$0	Fixed Labor			
8) Explore shared use parking opportunities and shuttles/bike options so downtown does not become a sea of parking as an unintended consequence of growth at higher densifications	x		x		x	City Manager, DDA, Higher Ed Reps	$0	Fixed Labor			
9) Explore opportunities for higher education institutions to continue utilizing existing buildings vs. building new; keep new facilities in downtown and in character with existing building scale and type	x		x		x	City Manager, DDA, Higher Ed Reps	$0	Fixed Labor			
10) Evaluate empty former county facilities and their potential to meet needs of higher education institutions	x					Community Development	$0	Fixed Labor			

WORK PROGRAM

Project / Activity Description	Time Frame					Responsible Agency/ Dept.	Cost Estimate	Funding Source	Status	Need / Opp Reference #	Notes
	2017	2018	2019	2020	2021						
HIRAM											
1) Review Dallas LCI for recommendations not yet implemented and work with city leadership to accelerate implementation	x					Community Development	$0	Fixed Labor			
2) Work with PATH Foundation to ensure signage on SCT directs visitors to services in downtown	x	x				Community Development	$0	Fixed Labor			Seek assistance from the Georgia Conservancy
3) Advertise Silver Comet in all City material	x	x	x	x	x	City Manager	$0	Fixed Labor			
4) Program activities on SCT regularly - several per year and market events heavily	x	x	x	x	x	City Manager, Chamber of Commerce	$0	Fixed Labor			
5) Keep empty storefronts activated	x	x	x	x	x	City Manager, Property Owners	$500.00	City of Hiram			Seek assistance from the Georgia Conservancy

GEORGIA CONSERVANCY SUSTAINABLE GROWTH

The Sustainable Growth Program is an education and technical assistance program of the Georgia Conservancy designed to facilitate community-based planning across the state. The program is committed to achieving successful communities by creating sound conservation and growth strategies, and building consensus for action.

Georgia is home to an abundance of natural and cultural resources. Our development patterns over the last 50 years present a very real threat to these resources and to quality of life as a whole. Sprawling, decentralized development, where people must depend on automobiles, is expensive for local governments to serve and has a staggering effect on the environment. Vehicle emissions create toxic air pollution. Stormwater runoff from asphalt poisons rivers and streams. Thousands of acres of farms, woodlands, and open space are lost to wasteful, non-sustainable forms of development.

Prior to this Paulding County Land Use Plan, the program has addressed multi-jurisdictional watershed planning, heritage corridor preservation, location of commuter rail stations, inner city neighborhood issues, coastal sea level rise research and other planning opportunities all through a collaborative planning process.

Georgia CONSERVANCY

GEORGIA CONSERVANCY 50 OUR PAST IS YOUR PRESENT

B2.3.1

Paulding County Comprehensive Transportation Plan

Charting a Course

Paulding Comprehensive Transportation Plan
Final Report

Prepared by:

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 14th **DAY OF** April **, 2015.**

VOTE OF RESOLUTION

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

ATTEST:

Pat Mitchell

Clerk, Paulding County Board of Commissioners

MINUTES
Monday, March 30, 2015
Dallas City Hall

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

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Griffin White, Councilmember
SECONDER:	Mike Cason, Councilmember
AYES:	Kelly, White, Arnold, Cason, Henson, Carter

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

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

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

RESULT:	**FIRST READ; NO VOTE**	**Next: 5/4/2015 7:00 PM**

E. First Read: Ord Amd OA-2015-03 Alcoholic Beverages

Final approval by the City Attorney

RESULT:	**FIRST READ; NO VOTE**	**Next: 5/4/2015 7:00 PM**

F. Motion to rescind vote to contract for Christmas decorations with Lisa Rispoli.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Mike Cason, Councilmember
SECONDER:	Nancy Arnold, Councilmember
AYES:	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

_____ _____

Mayor Boyd L. Austin Date

_____ _____

City Clerk, Tina Clark 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 7th day of April 2015.

Doris A. Devey

Mayor Doris A. Devey

Kathy Bookout

Mayor Pro Tem Kathy Bookout, Post 2

Councilperson Pep Rollins, Post 1

Teresa Philyaw

Councilperson Teresa Philyaw, Post 3

Derrick Battle

Councilperson Derrick Battle, Post 4

Kathy Carter

Councilperson Kathy Carter, Post 5

Attest: Cynthia Geyer

Cynthia Geyer, City Clerk

CITY OF HIRAM SEAL EST. 1891 GEORGIA

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 15th 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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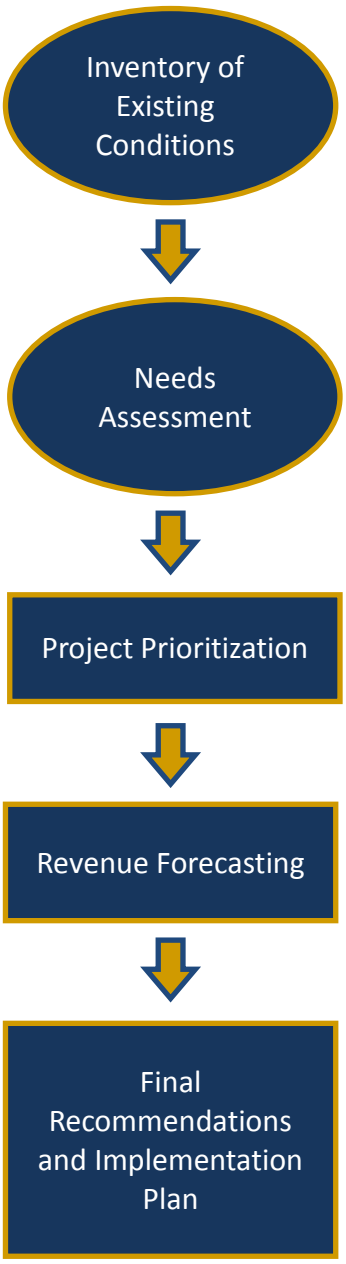
Executive Summary

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.

CTP Planning Process



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 aide 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.

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 21st 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

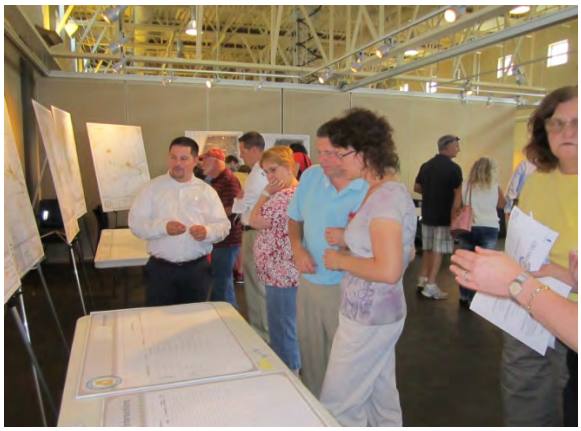
Emphasis Area	Goal Statement
Congestion Reduction	To reduce traffic congestion and travel times within Paulding County.
Multi-modal Travel	To develop an enhanced multi-modal transportation network including bike paths, sidewalks, and increased transit services in addition to roadways.
Land Use/Transportation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

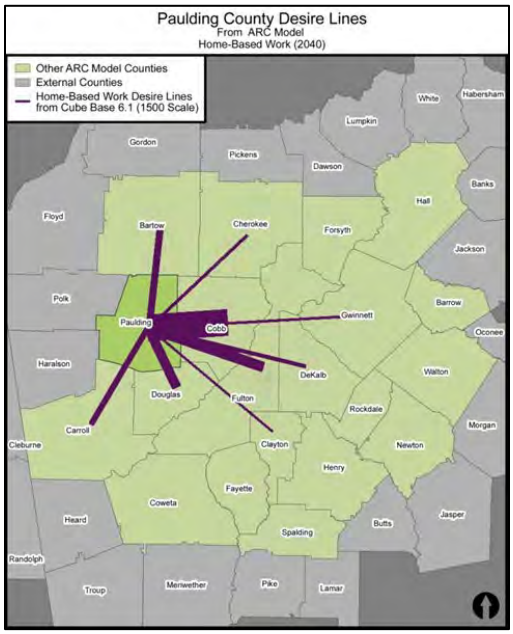


The public open house at the Dallas Civic Center was attended by approximately 90 people.

- **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.

Existing Conditions and Needs Assessment

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



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.

- **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.

Recommendations

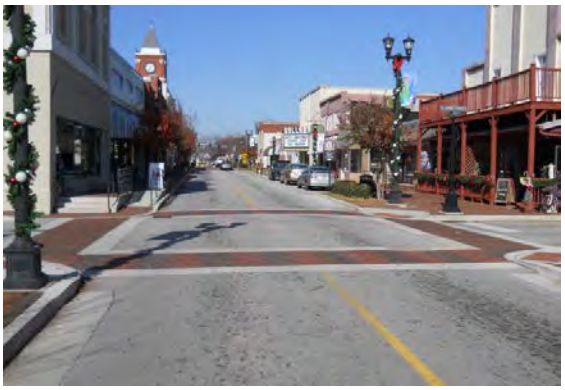
The final recommendations provides a phased implementation plan for transportation improvements including roadway widenings, intersections, new roadway corridors, access management options, transit, bridges, freight, and bicycle and pedestrian facilities.

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

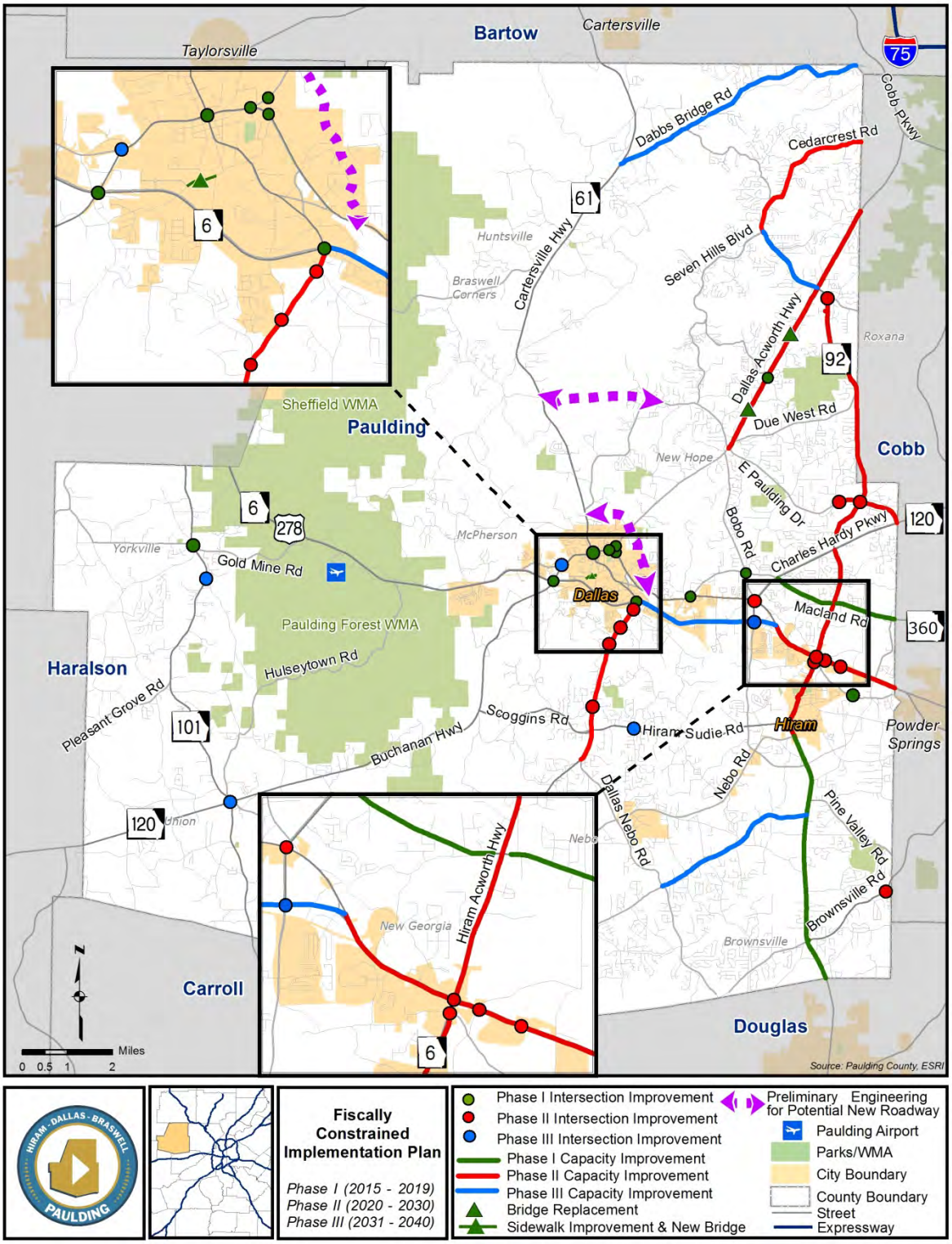
Committed Projects (2015-2019)	
Committed TIP Improvements	$165.8 M
Committed SPLOST Improvements	$9.0 M
Total	**$174.8 M**
Short-Range Projects (2015-2019)	
Intersection Improvements	$11.8 M
Pedestrian Improvements	$1.1 M
Transportation Feasibility Studies	$300 K
Roadway Maintenance	$874 K
Total	**$14.1 M**
Mid-Range Projects (2020-2030)	
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
Total	**$365.1 M**
Long-Range Projects (2031-2040)	
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
Total	**$409.9 M**

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

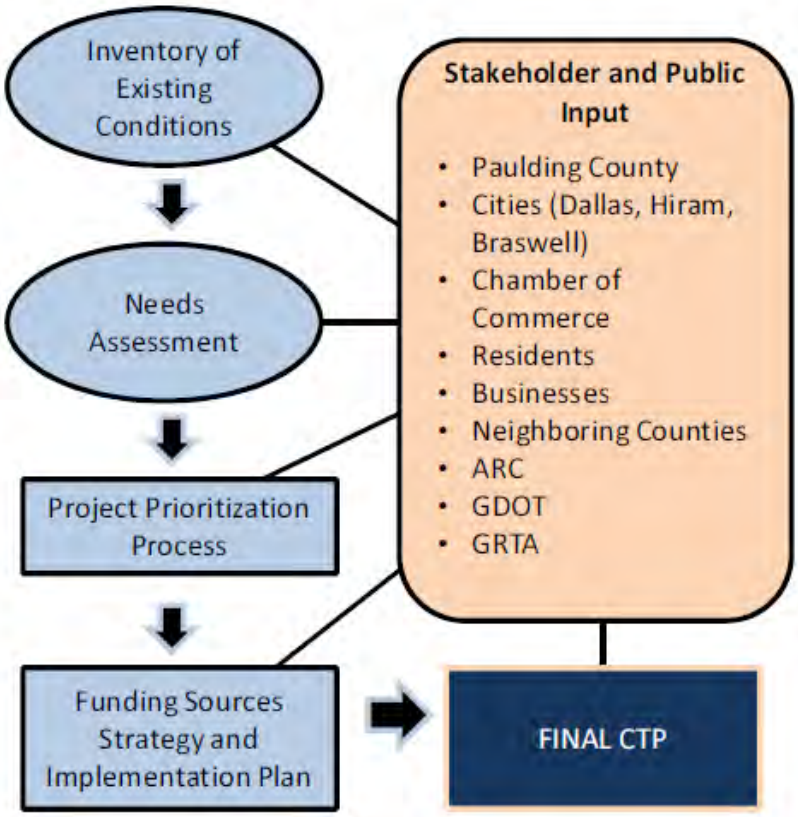


1.0 INTRODUCTION

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 29th, 2014, the Touch a Truck Day event on April 26th, 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.

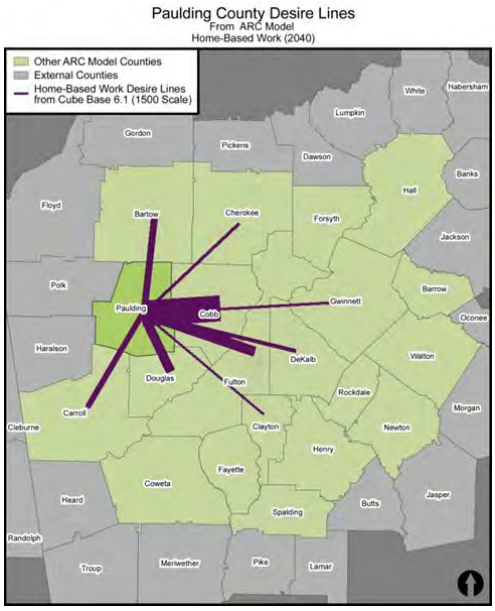
3.0 INVENTORY OF EXISTING CONDITIONS

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 particularity 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 thorough 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	Stake-holder 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	Stake-holder Commit-tee	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		
0-27	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			
0-30/31	SR Business 6 – Old Harris Road and/or Business SR 6 – Coach Bobby Dodd Road	X	X	X		X	
0-32	Macland Road – SR Business 6 (Merchants Drive)	X	X	X		X	
0-33/34	SR 101 – Gold Mine Road and/or SR 101 – Holly Springs Road	X	X		X		
0-35	SR 101 – Old Yorkville Road	X	X	X	X	X	X
0-36/37	SR 92 – Rosedale Drive and/or Hiram Crossing Shopping Center	X		X	X	X	X
0-38	SR 92 – US 278/SR 6 (Jimmy Lee Smith Parkway)						
0-39	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	Stake-holder 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	Stake-holder 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.[1] 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

[1] . 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

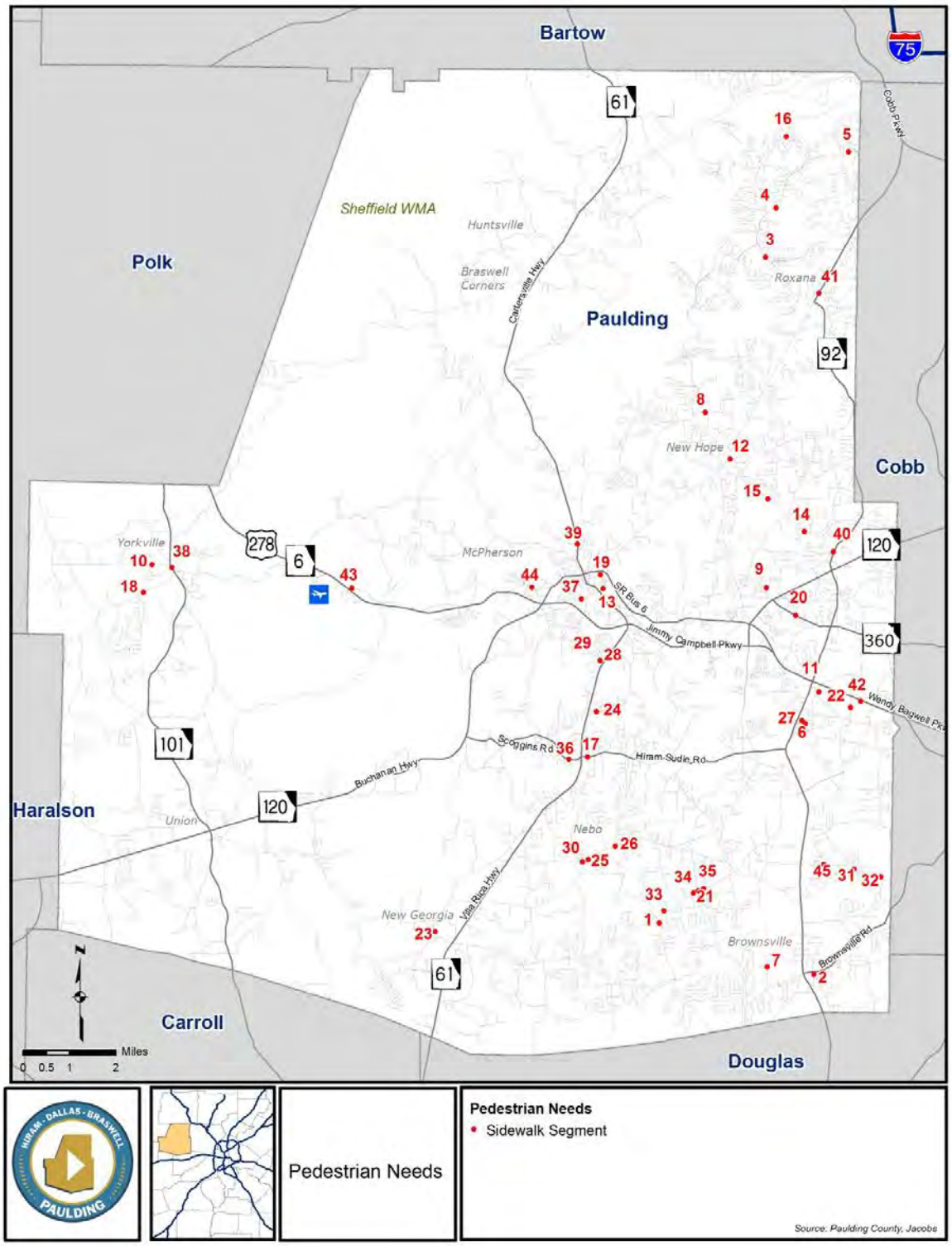
To identify bridge needs, this study coordinated with the GDOT Office of Bridges and Structures and Paulding County staff to identify bridges in need of replacement, rehabilitation, or maintenance. The analysis of bridge data identified eight bridges as being in need of replacement or rehabilitation.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

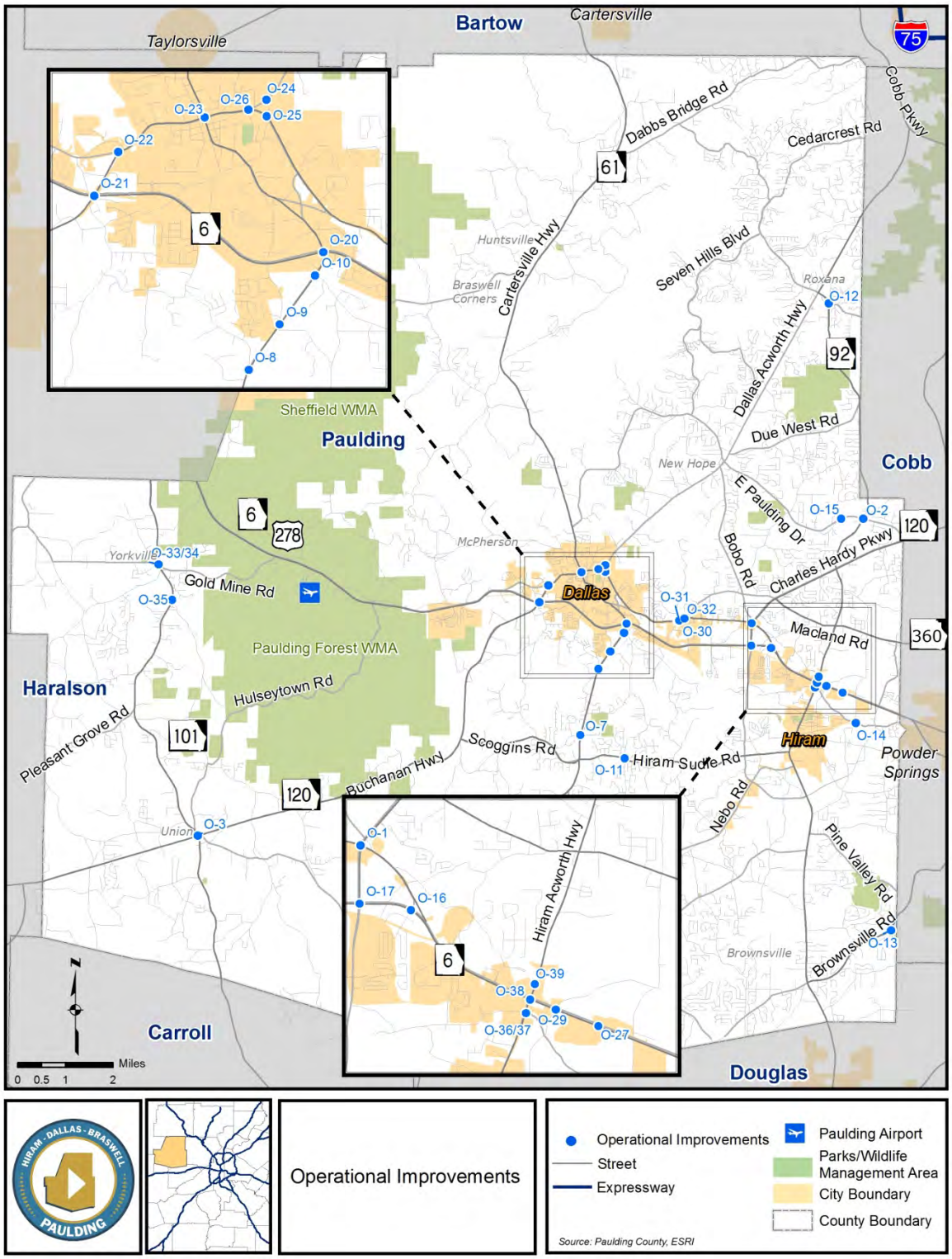
Each factor, regardless of being quantitative or qualitative, was assigned a numeric value and was weighted against others based upon an assessment of relative importance. Intersection safety, delay and composite land use characteristics were weighted equally and most heavily. Overall traffic volumes 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, of 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
Committed Short Term (2015-2019)	**$ 174.8M**
ARC TIP 2014-2019	$ 165.8M
SPLOST IV (2015-2017)	$ 9.0 M
Available Short Term (2015-2019)	**$ 14.2 M**
SPLOST V (2018-2019)	$ 14.2 M
Mid-Term (2020-2030)	**$ 359.2 M**
Federal and State	$ 264.1 M
SPLOST	$ 95.1 M
Long-Term (2031-2040)	**$ 400.1 M**
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 21st 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.

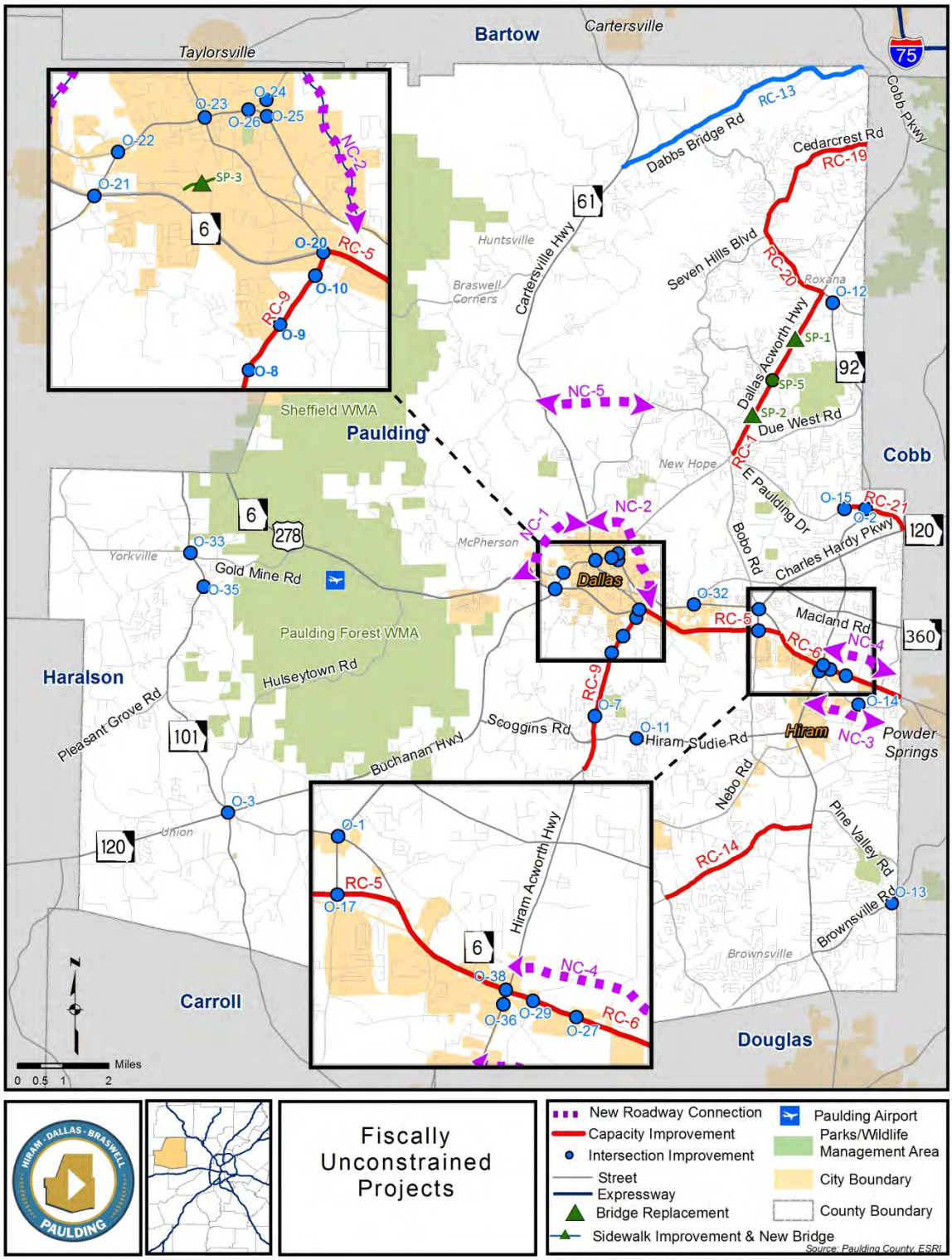
Table 8.0: Fiscally Unconstrained Project List

Project ID	Description	From	To
Operational Improvements			
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	--	--
Roadway Capacity			
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
New Roadway Connections			
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
SPLOST IV Projects (2015-2017)			
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



Fiscally Unconstrained Projects

Figure 8.1: Fiscally Constrained Implementation Plan

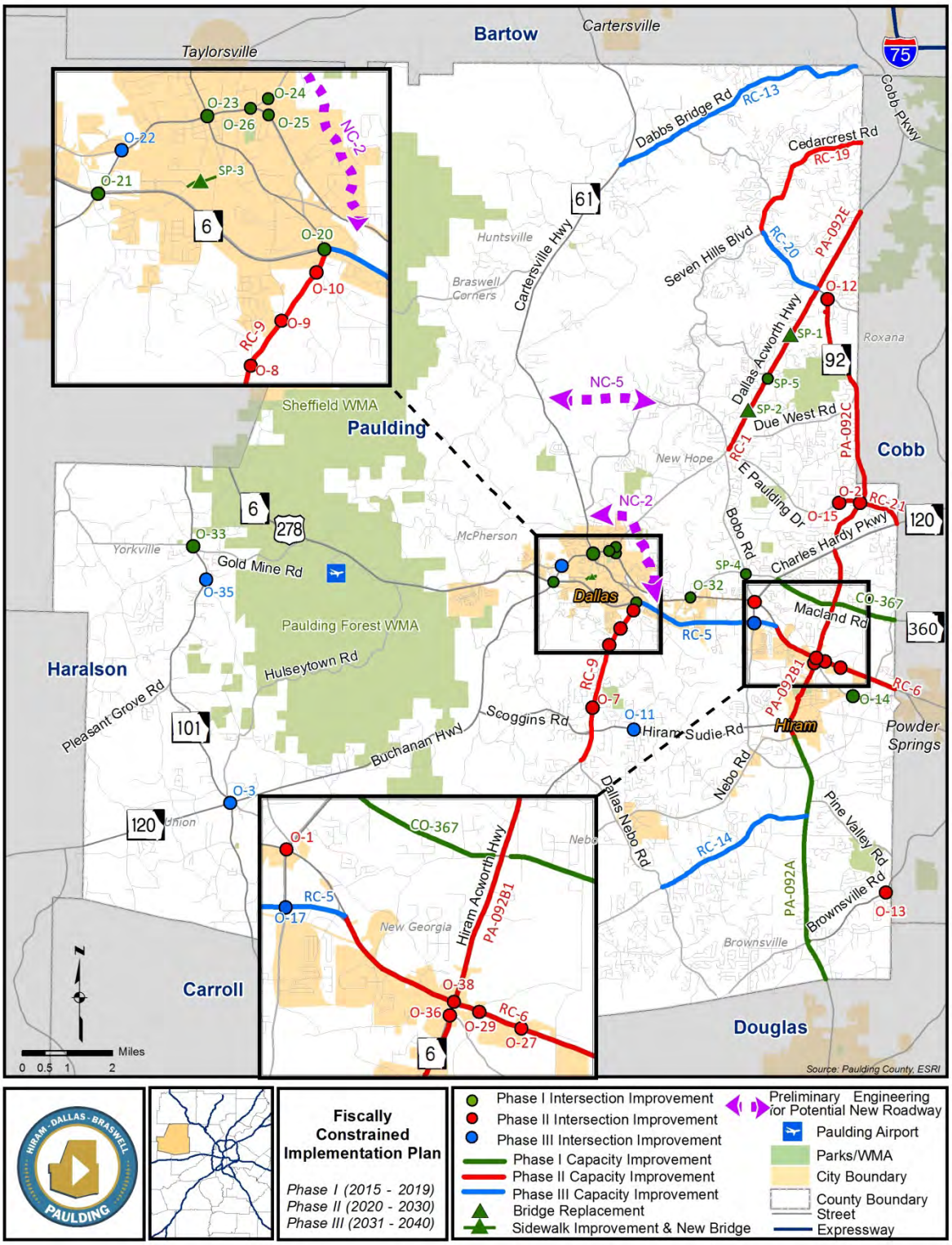


Table 8.1: Phase I – Short-Range Implementation Plan (2015-2019)

Project ID	Roadway/Location	From	To	Description	Jurisdiction	Sponsor	Phase	Total Estimated Cost	Federal	State	Local	Bond	Total Estimated Funding
Phase I - Short Range - 2015-2019													
ARC TIP 2014-2019													
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	$1,789,00	$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
							Total TIP	**$165,849,000**	**$128,852,000**	**$29,963,000**	**$7,034,000**	**$0**	**$165,849,000**
SPLOST IV – Funded Projects 2015-2017													
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	$2,330,00
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
							Total SPLOST '15-'17	**$9,012,000**	**$0**	**$0**	**$9,012,000**	**$0**	**$9,012,000**
Phase 1 – CTP Recommended Projects (funded via SPLOST V 2018-2019)													
Intersection Improvements													
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
Roadway Maintenance													
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
Pedestrian Improvements													
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
Transportation Feasibility Studies													
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
Programmed Project Total								**$174,861,000**	**$128,852,000**	**$29,963,000**	**$16,046,000**	**$0**	**$174,861,000**
CTP Overall Project Total								**$14,098,000**	**$0**	**$0**	**$14,098,000**	**$0**	**$14,098,000**
Estimated Funding Total*											**$14,210,000**	**$0**	**$14,210,000**
Difference											**$112,000**		**$112,000**

*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**
Roadway Capacity Improvements													
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
Intersection Improvements													
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
Roadway Maintenance													
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
Pedestrian Improvements													
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
Human Services Transit													
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
Overall Project Total								**$365,144,000**	**$213,350,985**	**$49,474,763**	**$94,342,653**	**$0**	**$357,168,400**
Estimated Funding Total*									**$213,902,688**	**$50,187,382**	**$95,114,533**	**$0**	**$359,204,603**
Difference									**$551,703**	**$712,619**	**$771,880**	**$0**	**$2,036,203**

*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**
Roadway Capacity Improvements													
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
Intersection Improvements													
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
New Roadway Connections													
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
Roadway Maintenance													
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
Pedestrian Improvements													
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
Human Services Transit													
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
Overall Project Total								**$409,926,481**	**$224,717,135**	**$57,227,645**	**$117,828,005**	**$0**	**$399,772,785**
Estimated Funding Total*									**$224,982,459**	**$57,313,438**	**$117,845,653**	**$0**	**$400,141,550**
Difference									**$265,324**	**$85,793**	**$17,648**	**$0**	**$368,765**

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

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 *Inventory 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 (RosedaleDrive, 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

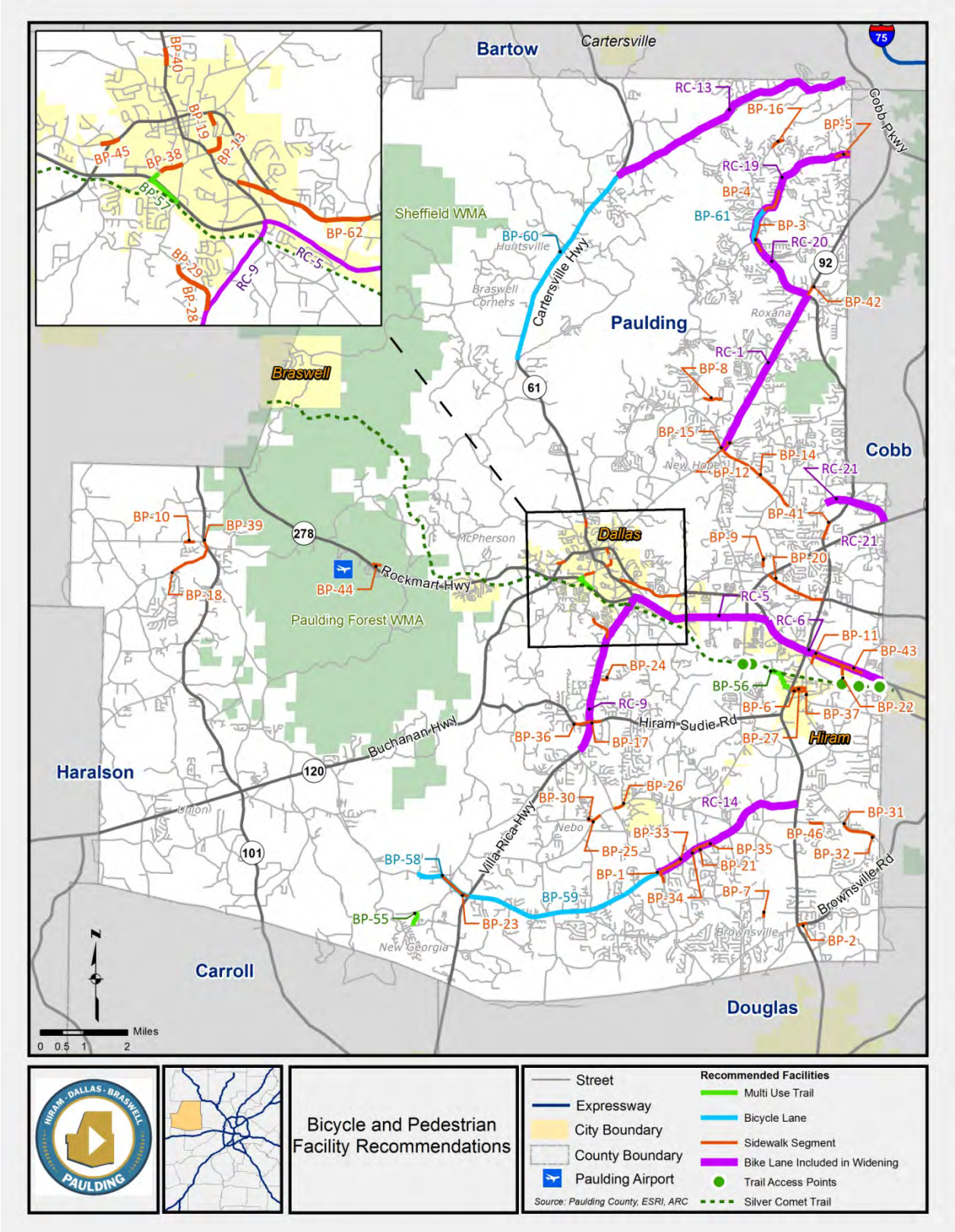
Bicycle and pedestrian facilities are an integral part of any effective transportation network. They allow for trip diversity among transportation modes and promote a healthy, sustainable, and active lifestyle among transportation users. Use of alternative modes can also reduce congestion and create 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 21st 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
Phase I – Short-Range – 2015-2019			
ARC TIP 2014-2019			
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	--	--
SPLOST IV – Funded Projects 2015-2017			
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	--	--
Intersection Improvements			
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)	-	-
Roadway Maintenance			
Countywide Roadway Maintenance – Local Matching Funds		LMIG Local Matching Funds	
Pedestrian Improvements			
Construction of sidewalks in the vicinity of schools, parks, and other activity centers		Pedestrian Improvements	
Transportation Feasibility Studies			
Corridor studies and feasibility studies for improving east to west connectivity within the county			
Phase II – Mid Range – 2020- 2030			
Intersection Improvements			
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			
Roadway Capacity Improvements			
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
Roadway Maintenance			
Countywide Roadway Maintenance – Local Matching Funds		LMIG Local Matching Funds	
Pedestrian Improvements			
Construction of sidewalks in the vicinity of schools, parks, and other activity centers		Pedestrian Improvements	
Human Services Transit			
FTA Section 5307/5340 Formula Funds Allocation (FY 2020-2030)			

Project ID	Roadway/Location	From	To
Phase III – Long Range – 2031-2040			
Intersection Improvements			
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	-	-
Roadway Capacity Improvements			
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
New Roadways			
NC-5	West Paulding Connector (PE only)	Cedarcrest Road	SR 61
NC-2	East Dallas Bypass (PE only)	SR Bus 6	SR 61
Roadway Maintenance			
Countywide Roadway Maintenance – Local Matching Funds		LMIG Local Matching Funds	
Pedestrian Improvements			
Construction of sidewalks in the vicinity of schools, parks, and other activity centers		Pedestrian Improvements	
Human Services Transit			
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.

Appendix A – Public Outreach Summary

Paulding Comprehensive Transportation Plan Update
Public Involvement Summary

Overview

The purpose of this summary is to provide an overview of the public involvement activities conducted as a component of the planning process for the CTP update. Individual summaries of each major meeting have also been produced. Effective public involvement is important to ensuring the community's vision, needs and goals are incorporated into the plan. Within this CTP update extensive public involvement activities were undertaken. These include standard techniques such as stakeholder interviews, stakeholder and technical committee engagement, and public meetings. This also included advanced techniques such as a project website and web-surveys, library kiosks, community events and a county-wide mailer. This summary is organized by major public involvement activity including stakeholder committee, technical committee, public meetings, etc.

Stakeholder Committee

To help ensure local guidance and knowledge were adequately incorporated into the plan a steering committee was established. This committee included numerous county residents and representatives from local businesses, organizations and community institutions. Representatives from Chattahoochee Technical Institute, Keep Paulding Beautiful, First Baptist Church - Dallas, Westside Bank, Builders Association and the Paulding chapter of the Southern Off-Road Bicycle Association (SORBA) were included on the committee.

The first stakeholder meeting was held on April 3, 2014 at the Paulding Chamber of Commerce in Dallas. The purpose of this meeting was to provide an overview of the CTP process and gather input on transportation needs. This meeting included a key pad voting exercise, overview presentation, question and answer period and an interactive breakout session with table exercises. The presentation focused on the project overview and schedule, public involvement activities, existing conditions analysis, bicycle and pedestrian connectivity, and SR 92.

During the breakout session, input and feedback were gathered at three input stations. These stations included roadway needs, transit and Travel Demand Management (TDM) needs, and bicycle and Pedestrian needs. Participants were instructed to visit each table and provide feedback by placing dots on maps indicating transportation needs. Roadway needs included roadway widenings, intersection

improvements, signal improvements, and pavement improvements. Transit and TDM needs included transit or shuttle service, park and ride lots, and a vanpool loading area. Participants were polled on a variety of Bicycle and Pedestrian needs including new trailheads and multi-use trails, sidewalks, bike lanes, extended shoulder, and share the road signs.

A joint Stakeholder and Technical Committee meeting was held on October 23, 2014. The purpose of the meeting was to gather feedback from committee members on the prioritization of proposed roadway capacity improvements, operational improvements, and new roadway connections that were shown as map displays. At this meeting the project manager gave a presentation to bring the committee members up to date on the project's progress since their last meeting, particularly the results of the final public meeting and the ongoing prioritization of projects. It was explained that the public survey, which collected nearly 300 responses, indicated a public preference for the funding of road widening, intersection improvements, and new roadways.

At this meeting it was determined that a prioritization survey should be developed and provided to all committee members. A web-based survey was developed and provided to all members via email so the participants who could not attend the meeting were given the opportunity to vote on the priorities. The overall results of this survey have been included within this appendix (Appendix A).

Technical Committee

The purpose of the Technical Committee was to ensure professionals with planning expertise and a connection to the plan had the ability to provide technical input on the plan. Committee members included staff from GDOT, ARC, and the Clean Air Campaign (Georgia Commute Options). Representatives from other Paulding County departments/entities were also members; this includes the Parks and Recreation Department, Community Development Department, Paulding County Schools, and Paulding Sheriff's Department. Representatives from neighboring counties and Paulding municipalities were also members including Douglas County, Cobb County, City of Hiram and City of Dallas.

The first Technical Committee meeting was held on April 1, 2014 at the Paulding County Government Complex. The purpose of the meeting was to introduce the project to the committee and get feedback on transportation issues relating to need areas. The meeting began with a presentation detailing project overview, schedule, public involvement activities, existing conditions, bicycle and pedestrian connectivity, and SR 92. Feedback was requested from attendees on key corridors, transit and TDM issues, and bicycle and pedestrian issues and opportunities.

Committee members were also asked to identify potential transportation improvements if funding levels were unconstrained. Committee members identified the need for transit connections to Cobb Community Transit (CCT) and to provide service to hospitals in Cobb and Douglas Counties. A spur trail from the Silver Comet Trail to the new hospital was identified as a need. Other improvements include expanding sidewalks near schools and improving signalized intersections.

As previously discussed in the Stakeholder Committee section above, a joint Stakeholder and Technical Committee Meeting was held on October 23, 2014. Input from the Technical Committee was collected at this meeting and through the web-survey provided to members after the meeting. The detailed results can be found within this appendix (Appendix A).

Public Meeting #1

The first public meeting was held on May 8, 2014 at the Events Place in Hiram, Georgia with a purpose to provide an overview of the CTP update and gather input on transportation issues/concerns based on the inventory of existing conditions and preliminary needs assessment to date. Approximately 30 persons attended this meeting. The meeting featured two main components, a presentation of key findings from the Existing Conditions Report with a question and answer period and an input gathering exercise where attendees identified transportation needs with colored dots on display boards. Feedback from meeting attendees were received via comment forms, e-mails to the project team and via map displays and discussion.

The presentation included a key pad voting exercise to help identify transportation issues and priorities and to facilitate group discussion. This voting exercise polled participants on the need for specific road and intersection improvements, along with feedback on audience travel patterns. The exercise found that there was not significant support for expanded transit and travel demand management in the county.

The map displays were grouped by transportation need area at five input stations. Stations focused on capacity improvements (road widenings), new roadway connections, transit-TDM, bicycle/ pedestrian improvements and intersection improvements. The stations were staffed by project staff to assist with the dot voting exercise, answer questions, and collect additional input. Public input from this meeting was carried forward and analyzed during the needs assessment portion of this study. A more detailed summary of this meeting is available in this appendix (Appendix A).

Public Meeting #2

The second public meeting was held on August 14, 2014 at the Dallas Civic Center in downtown Dallas, Georgia. Approximately 90 persons attended this meeting. The purpose of this meeting was to provide a status of the CTP findings to date, discuss the prioritization of project needs and receive feedback from attendees. The first half of the meeting was conducted in a town hall format with a presentation containing a summary of the project findings and recommended projects and a briefing on the public feedback gathered to date. The second half of the meeting was an open house format with boards and displays set up for input on transportation priorities and recommendations.

Input stations were set up giving members of the public the ability to prioritize transportation improvements with a limited number of colored voting dots. Stations were set up based upon project

type with stations set up for roadway capacity projects, new roadway connections, multi-modal projects, and intersection improvement projects. The results of this prioritization exercise were factored into the overall project prioritization component of the CTP.

Advanced Public Involvement Activities

In addition to stakeholder, technical and public participation within committee and public meetings the Paulding CTP project team utilized advanced public involvement activities to further engage the public. These included a project website, web-surveys, a county-wide mailer, library kiosks and community events.

Project Website and Web-Survey

The Paulding CTP maintained a project website (www.pauldingcountyctp.us) which served as a communication portal providing a forum for residents to submit comments to project staff. It included information on the planning process and upcoming public meetings. The website contained project documents for downloading and an informational video. The brief informational video was developed to provide a project overview and educate the public on ways to plug into the process. This video ran on local access television in addition to the being available on the website. In addition to the project website, a CTP Facebook page (www.facebook.com/pages/Paulding-Comprehensive-Transportation-Plan) was also established. This page provided general information on the plan and kept the public informed of upcoming meetings.

The website also contained a link to a web-survey, which was made available for residents and stakeholders who could not attend meetings to provide an avenue for feedback. The community survey was available online through SurveyMonkey and had approximately 300 responses that indicated a public preference for the funding of roadway widenings, intersection improvements, and new roadways over other types of transportation improvements.

County-wide Mailer

A direct mailer was sent out to every address in Paulding County that announced the second public meeting and encouraged participation in the community survey. This dramatically increased public engagement observed in attendance at the second public meeting on August 14, 2014, where approximately 90 people attended. The mailer also improved participation in the community survey.

Library Kiosks

Informational kiosks with project prioritization surveys were made available at local libraries for residents who were unable to attend the public meetings and those without home internet access. The library kiosks contained printed materials for viewers to take that educated residents on the planning process. A total of four kiosks were placed in libraries across the county at Crossroads Library, Dallas Library, Hiram Library, and New Georgia Library.

Community Events

To collect citizen input outside of the normal channels the project team attended three community events in the spring of 2014. These included the WellStar Paulding Hospital Opening (March 29, 2014),

Student Fair at Chattahoochee Tech (April, 2014), and Touch-a-Truck Day (April 26th, 2014) at Mt. Tabor Park. At all three events an input board was used to gather feedback from the public on transportation needs within the county. Feedback was collected on safety concerns, poor road conditions, and congestion. Specific areas in need of capacity, intersection and signal improvements were identified. Areas in need of bicycle, pedestrian and transit improvements were also identified.

Paulding Comprehensive Transportation Plan Update
Stakeholder Committee Meeting #1 – April 3, 2014

Committee Attendees

Terry Johnson, Resident	Rick Leger, Resident
Ford Thigpen, Westside Bank	Glenn Johnson, Builders Association
Tommy Leonard, Keep Paulding Beautiful	Tony Destefano, Resident
Jeremy Lundy, First Baptist Church - Dallas	Wayne Bennett, Chattahoochee Tech
Ron Crist, Crist Roofing	Mel and Sandy Long, Residents
Hugh Smith, WeCareMD	Jennifer Matthews, Resident
Lasonja Fillingame, Resident	Mike Mason, Resident
Joseph Gullett, Resident	Dave Senecal, SORBA
Sam Elrod, Elrods	

Paulding DOT and Consultant Attendees

Scott Greene, Paulding DOT	Erica Parish, Paulding DOT
Wade Carroll, Jacobs Engineering	Jonathan Webster, Jacobs Engineering
Amanda Hatton, Jacobs Engineering	Derrick Vincent, Jacobs Engineering
Inga Kennedy, PEQ	Barkley Russell, PEQ

Handouts: *Power Point Presentation, Project Map Packet*

Welcome and Project Introduction

The meeting was opened by Scott Greene, Director of the Paulding County Department of Transportation who welcomed attendees, thanked them for their participation and provided introductions of the Committee members and consultant team. He iterated the importance of their attendance and encouraged them to provide feedback throughout the meeting as well as the project process. Mr. Greene also emphasized that the study process is inclusive of the entire County including the cities of Dallas, Hiram and Braswell.

Informational Presentation

Following the key pad exercise, Mr. Carroll continued with an overview of the remaining agenda activities including the following:

- Presentation
- Questions and Breakout Session
- Reconvene to Present Results and Next Steps

Mr. Carroll also explained the nine displays set up throughout the room and the handouts that included copies of each display. He then conducted the informational presentation which included the following project topics:

- Project Overview and Schedule
- Public Involvement Activities
- Existing Conditions
- Bicycle and Pedestrian Connectivity
- SR 92

Table Exercises

Following the presentation, Mr. Carroll asked if there were any questions regarding the project process. He then explained the next agenda item which was an exercise to receive input and feedback on three specific topics including:

- Roadway Area
- Transit and Transportation Demand Management (TDM) Area
- Bicycle and Pedestrian Area

Mr. Carroll instructed participants to visit each table and provide feedback by placing dots on the displays as described below. Consultant team members were also available at each table to assist and take additional comments.

Roadway Areas

Participants were asked to review the surrounding display boards and place colored dots up a roadway map (that also shows signals) for areas in most need of:

- Roadway Widening - Green
- Intersection Improvements (Turn Lanes, Turn Radii. Etc.) - Blue
- Signal Improvements (New Signal, Better Timing) - Red
- Pavement Improvements - Brown

Map: Aerial base map of roadway network with traffic signals

Roadway Widening Needs

- Ridge Road
- Bill Carruth Parkway
- Bakers Bridge Road
- Mirror Lake Boulevard (Note: this roadway is in Carroll County)
- SR 101
- Macland Road
- Dabbs Bridge Road

- SR 61 North (Cartersville Hwy)
- Cedarcrest Road
- SR 61 (Villa Rica Highway)
- Rosedale Drive

Intersection Improvement Needs

- Gold Mine Road and SR 101
- Mt. Olivet Loop and US 278/SR 6 (Rockmart Highway)
- SR 61 (Villa Rica Highway) and Scoggins Road
- Bobo Road and Mt. Tabor Church Road (off-set four way stop is dangerous and congested, 4 dots)
- US 278/SR 6 (Jimmy Lee Smith Parkway) and Hiram Pavillion
- US 278/SR 6 (Jimmy Lee Smith Parkway) and Depot Drive
- Macland Road and SR 92
- SR 61 and Scoggins Road

Signal Improvement Needs

- Traffic signals in need of improvement:
    - US 278/SR 6 (Jimmy Lee Smith Parkway) and SR Business 6 (Atlanta Highway)
- Intersections where traffic signals are needed:
    - SR 101 and SR 120 (Buchanan Highway)
    - SR 61 (Villa Rica Highway) and Nebo Road

Pavement Needs

- No pavement needs were identified.

Transit and Transportation Demand Management (Area)

Participants were asked to mark areas of the County that they feel would be appropriate for:

- Transit or Shuttle Service - Green
- Park and Ride Lots – Blue
- Vanpool Loading Area - Red

Map: Aerial base map of roadway network with traffic signals

Transit or Shuttle Service

- Silver Comet Field
- New Georgia Community (at Ridge Road and Mulberry Rock Road)

- Paulding County Government Complex
- International Parkway
- Along US 278/SR 6 from Dallas to Hiram

Park and Ride Lots

- Silver Comet Field
- SR 92 and Dallas-Acworth Highway - Roxana Community
- US 278/SR 6 (Jimmy Campbell Parkway) at South Main Street – Paulding County Government Complex
- US 278/SR 6 (Jimmy Lee Smith Parkway) at SR 61 (Nathan Dean Boulevard)- Dallas Commons Shopping Center
- US 278/SR 6 (Jimmy Lee Smith Parkway) at SR 120 (Charles Hardy Parkway) – Near WellStar Hospital

Vanpool Loading Areas

- US 278/SR 6 (Jimmy Lee Smith Parkway) at SR 120 (Charles Hardy Parkway) – Near WellStar Hospital
- SR 92 and Dallas-Acworth Highway - Roxana Community
- SR 92 and Brownsville Road

Bicycle and Pedestrian Area

Participants were asked to mark areas where they feel the following were most needed for:

- New Trailheads and Multi-Use Trails- Green
- Sidewalks - Red
- Bike Lane - Blue
- Extended Shoulder - Brown
- Share the Road Signs - Dots

Map: Includes Silver Comet Trail, trail heads, crossings, and pedestrian nodes

New Trailhead or Multi-Use Trail Needs

- New trailheads on the Silver Comet Trail at:
    - Willow Springs Road
    - Mt. Olivet Road
    - McPherson Church Road
- New multi-use trails:
    - Within the WMA connecting to the Silver Comet Trail
    - Along Old Villa Rica Road
    - In the vicinity of Peggy Cole Bridge Trail
- Trail connections to connect existing parks and trails including:
    - Mt. Tabor Park
    - Earl Duncan Park
    - Holly Trails
    - Sam Braly Trails

Sidewalks

- Mulberry Rock Road in the vicinity of the New Georgia Community Center
- In the vicinity of JA Dobbins Middle School along Williams Lake Road
- Pool Road
- East Paulding Drive between Dallas Acworth Highway and Mt. Tabor Park
- Macland Road
- Cole Lake Road
- West Memorial Drive
- SR 61 (Cartersville Highway)
- SR Business 6 (Merchants Drive)

Bike Lanes

- Along Ridge Road and Mulberry Rock Road in the vicinity of the New Georgia Community

Extended Shoulder Needs

- An extended shoulder is desired to connect residential areas along Holly Springs Drive to the Yorkville Community Center.
- An extended shoulder is also desired on SR 61 just south of the New Georgia Community.

No input was received for Share the Road signs.

Other Comments Received

- A bypass north of Dallas is needed.
- Access to the Silver Comet Trail is needed at SR 61 (Nathan Dean Boulevard).
- Roadway widening is needed on Hiram-Sudie Road to correct flow running from SR 92.
- There is bad flow at the four way stops on Bobo Road (at Macland Road and Mt. Tabor Church Road)
- A roundabout should be considered at Macland Road and SR Business 6 (Merchants Highway).
- The red light at SR Business 6 (Merchants Highway) and East Memorial Drive causes major backups. (Note: There is currently no traffic signal at this intersection).
- A median opening is needed for Outlook Drive in front of the Vista Overlook subdivision.
- Move truck traffic along Bill Carruth Parkway.
- SR 61 is a safety hazard narrow and freight traffic
- Turn lane too short on 92 North, going into Macland Road
- SR 92 to SR 120 – needs signage for intermodal truck traffic
- Truck traffic is causing extra congestion on SR 92.
- The CTP needs to proactively planned for the Lakepoint development in Bartow County, will cause additional congestion in the northern portion of the county.

Following the table input, Mr. Carroll reconvened the group to present results from each table and concluded the meeting agenda. Mr. Greene thanked participants for their feedback and attendance. Inga Kennedy, Public Involvement Coordinator with the consultant team indicated that the first public meeting was being scheduled for May 8 and requested their assistance in getting the word out. She also asked if there were upcoming community events that were suitable for the team's participation, they would like to be invited.

The meeting was adjourned.

Paulding Comprehensive Transportation Plan Update
Technical Committee Meeting #1 – April 1, 2014

Committee Attendees

Scott Greene, Paulding DOT	Erica Parish, Paulding DOT
George Jones, Paulding DOT	Kendall Smith, City of Dallas
Robbie Rokovitz, City of Hiram	Ann Lippman, Paulding Community Development
Ashley Henson, Paulding Sheriff's Department	Marshall Willis, ARC
Brian Otott, Paulding County Schools	Libby Spencer, Paulding County Parks and Rec
Michael Justus, Paulding County Parks and Rec	Lee Brett, Clean Air Campaign
Steven Sheffield, Douglas County DOT	Bessie Reina, GDOT

Paulding DOT and Consultant Attendees

Scott Greene, Paulding DOT	Erica Parish, Paulding DOT
George Jones, Paulding DOT	Wade Carroll, Jacobs Engineering
Inga Kennedy, PEQ	Jonathan Webster, Jacobs Engineering

Handouts: *Power Point Presentation, Project Map Packet*

Welcome and Project Introduction

The meeting was opened by Scott Greene, Director of the Paulding County Department of Transportation who welcomed attendees, thanked them for their participation and provided introductions of the Committee members and consultant team. He iterated the importance of their attendance and encouraged them to provide feedback throughout the meeting as well as the project process. Mr. Greene also emphasized that the study process is inclusive of the entire County including the cities of Dallas, Hiram and Braswell.

Informational Presentation

Mr. Greene turned the meeting over to Wade Carroll, Project Manager from Jacobs Engineering, who discussed the meeting's agenda and goals including:

- Presentation
- Questions and Open Forum
- Next Steps

Mr. Carroll also explained the nine displays set up throughout the room and the handouts that included copies of each display. The informational presentation included the following project topics:

- Project Overview and Schedule

- Public Involvement Activities
- Existing Conditions
- Bicycle and Pedestrian Connectivity
- SR 92

Following the presentation, Mr. Carroll asked for feedback in an open forum format and requested attendees to provide input on the following project issues:

- Key Corridors
- Transit and TDM Issues and Opportunities
- Bicycle and Pedestrian Issues and Opportunities

Feedback and Comments

Committee members provided the following feedback on the issues identified above:

<u>SR 92</u>

- Improved signalization at the intersection of US 278/SR 6 (Jimmy Lee Smith) and SR 92 will help with traffic backups.
- A new trailhead for the Silver Comet Trail with new sidewalks at SR 92 would help accessibility to the Trail.
- Older projects from previous studies should be considered in this analysis.
- GDOT's Regional Traffic Operations Program (RTOP) should be considered for US 278/SR 6 (already on network) and SR 120 (Charles Hardy Parkway).
- Freight is a big issue along SR 92 and through the County in general and should be analyzed in the CTP process.

<u>US 278/SR 6</u>

- Solutions to some of the traffic issues in related to accessing the commercial properties along US 278/SR 6 in Hiram should be developed.
- There are numerous crashes at US 278/SR 6 (Jimmy Lee Smith Parkway) and SR 120 (Charles Hardy Parkway) – the study should look at the causes of these crashes.
- Other roads that can be used as alternatives, such as Rosedale Drive, as potential bypasses to US 278/SR 6 in Hiram should be investigated.
- Better coordination with land use/zoning and transportation is needed.
- The location of new roadways should focus on potential redevelopment areas with good access before building on undisturbed property.

<u>SR Business 6 (Merchants Drive)</u>

- An analysis of the three intersections of SR Business 6 (Merchants Drive), Legion Road, and Memorial Drive is needed.
- Pedestrian access and an analysis for a turn lane out of the old hospital area is needed.
- While a warrant study for a roundabout at SR Business 6 (Merchants Drive) and Legion Road did not show the need, the study should re-evaluate this option.

<u>SR 61 (Cartersville Highway)</u>

- A bypass of downtown Dallas to the east of town should be considered.

Mr. Greene asked each committee member to identify any unconstrained desires for transportation and the follow responses were provided:

- More transit options in the County should be considered. A 5311 Grant could assist with additional shuttle service and other types of urban transit. Potential riders are primarily going to Dallas and Hiram for services and shopping.
- There are some plans for additional bike and pedestrian amenities including adjacent and parallel to US 278/SR 6. Similar facilities along South Main Street would be desirable.
- A spur trail from US 278/SR 6 to the new hospital would be nice. Building amenities that would allow access from the trail heads to commercial areas in Dallas and Hiram is also desirable.
- Connections to CCT and other bus routes that will provide service to the hospitals in both Cobb and Douglas Counties are needed.
- Dedicated lanes at intersections and fly overs should be evaluated.
- Awareness of existing commute options (GRTA, CCT, shuttle services, vanpools, etc.) should be increased.
- Technology such as blue tooth to develop corridor plans (time of day signal plans, etc.) which could be useful at traffic control centers should be increased.
- Sidewalks are needed near area schools including Paulding Middle School, Russell Middle School, Dobbins Mill Middle School and Hiram High School.
- The school system attempted to mandate sidewalks within a half mile of schools, particularly newly constructed facilities, but that initiative were unsuccessful.
- The CTP should plan for the eventual development of more than 8,000 residential lots throughout the County that were left undeveloped after the down turn in the economy. Traffic will increase significantly.
- Examine crash data and plan for high pedestrian areas.
- Look at a grid network and provide alternatives to the left turn at the intersection of US 278/SR 6 and SR 92. The County received CMAQ funds for signalization improvements to address some of these challenges.

Mr. Greene thanked the Committee members for their attendance and indicated that a Stakeholder Committee meeting was scheduled for two days later (April 3). Inga Kennedy, Public Involvement Coordinator with the consultant team, asked attendees to consider taking some of the surveys and fact sheets and placing them at public locations to increase awareness of the study. She also asked that the team be invited to any public events in the County that could further engage the community.

The meeting was adjourned.

Paulding Comprehensive Transportation Plan Update
Public Meeting #1 Summary- May 8, 2014
Events Place – Hiram, GA

Committee Attendees

Terry Johnson, Resident	Rick Leger, Resident
Ford Thigpen, Westside Bank	Glenn Johnson, Builders Association
Tommy Leonard, Keep Paulding Beautiful	Tony Destefano, Resident
Jeremy Lundy, First Baptist Church - Dallas	Wayne Bennett, Chattahoochee Tech
Ron Crist, Crist Roofing	Mel and Sandy Long, Residents
Hugh Smith, WeCareMD	Jennifer Matthews, Resident
Lasonja Fillingame, Resident	Mike Mason, Resident
Joseph Gullett, Resident	Dave Senecal, SORBA
Sam Elrod, Elrods	

Paulding DOT and Consultant Attendees

Scott Greene, Paulding DOT	Erica Parish, Paulding DOT
Wade Carroll, Jacobs Engineering	Jonathan Webster, Jacobs Engineering
Amanda Hatton, Jacobs Engineering	Kalanos Johnson, Jacobs Engineering
Audra Rojek, Jacobs Engineering	Jody Peace, Arcadis
Jonathan Nicholson, Atkins	Marla Hill, PEQ
Inga Kennedy, PEQ	

Handouts: *Community Survey*

Overview

The first public meeting of the Paulding CTP was hosted by the City of Hiram. The purpose of this meeting was to provide an overview of the CTP update and gather input on transportation needs based on the inventory of existing conditions and preliminary needs assessment to date. The meeting featured two components:

- A presentation of key findings from the Inventory of Existing Conditions Report and a question and answer session; and
- A participation exercise where attendees were asked to provide input on where certain types of improvements were needed throughout the County. Each station featured a map of needs previously identified by the Technical and Steering Committees. These maps served as springboards to further discussion as attendees validated and supplemented the list of existing needs.

Scott Greene, Director of the Paulding County Department of Transportation welcomed attendees, and thanked them for their participation. He provided a general overview of the process and encouraged attendees to stay engaged. Mr. Greene also emphasized that the study process is inclusive of the entire County including the cities of Dallas, Hiram and Braswell. Mr. Greene turned the meeting over to Mr. Carroll Carroll, Project Manager from Jacobs Engineering, who introduced the process and invited attendees to participate in the Key Pad exercise that included a series of questions on transportation preferences in the County. The exercise was conducted by Amanda Hatton. Mr. Carroll continued with the presentation and attendees were also encouraged to complete the written community survey that was handed out upon their arrival.

Feedback from meeting attendees was received via two means: 1) table exercises and 2) E-mails to the project team subsequent to the meeting.

Table Exercise Input

In order to gather input, the stations were set up to get input on the following improvement areas:

- Capacity Improvements (Roadway Widenings)
- New Roadway Connections
- Intersection Improvements
- Transit and Transportation Demand Management (TDM)
- Bicycle and Pedestrian Area

Following the presentation, Mr. Carroll instructed participants to visit each table and provide feedback by placing dots on the displays as described above. Consultant team members were also available at each table to assist and take additional comments. Listed below are improvements that were either suggested and/or confirmed by meeting attendees. For ease of review, they have been organized by improvement type.

<u>Capacity Improvements (Roadway Widenings)</u>

- SR 92 from SR 120 (Charles Hardy Parkway) to Ridge Road
- SR 92 from US 278/SR 6 (Jimmy Lee Smith Parkway) to SR 360 (Macland Road)
- East Memorial Drive from SR Business 6 (Merchants Drive) to East Paulding Drive
- Hiram Sudie Road from SR 61 (Villa Rica Highway) to SR 92
- SR 120 (Buchanan Highway) from SR 101 to Scoggins Road
- SR 61 (Villa Rica Highway) from Ridge Road to Hiram Sudie Road
- SR 360 (Macland Road) from SR 92 to SR 120 (Charles Hardy Parkway)

<u>New Roadway Connections</u>

- From SR Business 6 (Merchants Drive) to SR 61 (Cartersville Highway) east of Dallas
- From SR 61 (Cartersville Highway) to US 278/SR 6 (Jimmy Campbell Parkway) west of Dallas
- From US 278/SR 6 (Jimmy Campbell Parkway) to Scoggins Road
- From Old Cartersville Road to SR 61 (Cartersville Highway)
- From Seven Hills Boulevard to SR 61 (Cartersville Highway)

Note: One attendee also proposed a new bypass from SR 120 at SR 101 north to SR 61 (Cartersville Highway), but it was largely opposed by other attendees because it traversed the Paulding Forest WMA.

Intersection Improvements

- SR 120 (Buchanan Highway) at SR 101
- SR 101 at Gold Mine Road
- SR 92 at US 278/SR 6 (Jimmy Lee Smith Parkway)
- SR 92 at Old Burnt Hickory Road
- SR 92 at Dallas Acworth Highway
- Due West Road at Bethel Church Road
- Cedarcrest Road at Seven Hills Boulevard
- SR 61 (Cartersville Highway) at Braswell Mountain Road
- Hiram Sudie Road at Bill Carruth Parkway
- SR 61 at SR 120 and at Dallas Nebo Road
- Ridge Road at Bob Hunton Road

Transit and TDM

- New vanpool and park and ride area at SR 120 (Charles Hardy Parkway) at US 278/SR 6 (Jimmy Lee Smith Parkway)
- New shuttle service in and around Dallas.

Note: There was also some attendees that voiced opposition to transit services of any kind in the county.

Sidewalks

- Dallas Nebo Road to Chandler Ridge Drive
- Pine Valley Road between Taylor Farm Park-West Entrance and Northview Lane
- Bakers Bridge Road from Senator Road to Ridge Road
- Williams Lake Road between Dobbins Middle School and Four Oaks Drive (along with a pedestrian crossing to connect to another existing sidewalk on the other side of the street)
- Metromont Road connecting to the Silver Comet Trail
- Cedarcrest Road from Harmony Grove Church Road to Arthur Hills Drive (with bicycle lanes)
- Graves Road to complete the loop near Graves Road Spur
- Cedarcrest Road from the Cobb County Line to Highcrest Drive
- Seaboard Ave/Depot Drive to connect Hiram to the commercial area along US 278/SR 6 (Jimmy Lee Smith Parkway)
- Ridge Road between Austin Bridge Road and Dallas Nebo Road

E-mails to Project Team

The following are E-mails that were sent to the project team (verbatim).

- The intersection in Hiram of 278 and 92 has got to be the biggest traffic nightmare. There is only one lane coming from 120 to the 278 intersection, and once you arrive there is a very short left turn lane to get onto 278 and to the stores- cars get backed up for miles! The same holds true along 92 coming from Douglasville, though the turn lane is not as bad. Desperately needed is a double much longer left turn lane from 120! There is a lot of vacant land on the corner and with Hobby Lobby opening soon, plus I see another new building going up in front of Hobby Lobby; the traffic is only going to get a lot worse at that intersection. Take the vacant land, expand the left turn lane to two left turning lanes! I have learned never to try to turn out of the old Kmart area- can take forever till you can get out and only if an oncoming motorist is nice enough to let me out.

- I used to come down to Hiram to shop a lot but hate the traffic so have cut back on my trips. Have discovered sadly to say that going to Acworth saves me time.

- I recently saw an article stating that Paulding County was seeking info on traffic problems in county. Suggest a hazard exists at the subject intersection. Left turn traffic lights need to be added. There have been two accidents that I am aware of, the latest with injuries and I just noticed the one sign in the intersection has been mowed down, possibly by someone trying to avoid a near miss.

- I regret that I couldn't attend the meeting on May 8th. I would like you to take a consideration of putting a traffic light at the intersection of Merchants Drive and Coach Bobby Dodd Rd. this intersection has become more and more busy and dangerous. A few years ago I totaled my car while trying to turn onto this intersection. Also, Old Harris road has become a "short cut" to Hwy 278, which adds even more traffic. Please consider adding a traffic light here.

- We live on Poplar Springs Road (PSR) @ Macland Rd,(SR360) off Macland Circle. Poplar Springs is an up and coming route of choice that connects two Arterial road, Macland Rd and 278. Traffic on PSR has grown dramatically since the 20 years we've been here. Macland Circle is a narrow, 15' wide cut-thru from PSR to Macland. We are excited about the completion of E Hiram Pky, however, it will by-pass traffic directly to PSR, a two lane road to get to Macland Rd. With Macland Rd widening by GDOT to begin within 2 years, I can see PSR will take a load of traffic, the current 2 lanes cannot support. I see a need for Poplar Springs Rd to become a median divided 4-lane. It was on a previous TIP but no action has occurred. Along with that could we could correct the cur thru problem we have.

Paulding Comprehensive Transportation Plan Update
Technical and Stakeholder Committee Meeting- July 10, 2014

Committee Attendees

Scott Greene, Paulding DOT	Erica Parish, Paulding DOT
George Jones, Paulding DOT	Kendall Smith, City of Dallas
Terry Johnson, Resident	Ann Lippman, Paulding Community Development
Wayne Bennett, Chattahoochee Tech	Ken Thigpen, Westside Bank
Jennifer Matthews, Resident	Julia Billings, GDOT
Charles Rann, PCBOC	Rick Leger, Resident
Wendy Turnbill, Resident	Marty Sewell, Cobb County DOT
Jessica Guinn, Resident	Kaycee Mertz, GDOT

Consultant Attendees

Scott Greene, Paulding DOT	Erica Parish, Paulding DOT
Barkley Russell, PEQ	Wade Carroll, Jacobs
Kalanos Johnson, Jacobs	Jonathan Webster, Jacobs
Jonathan Cox, Jacobs	Jason Novsam, Jacobs
Jonathan Nicolson, Atkins	Jody Peace, Arcadis

Handouts: *Agenda, Presentation, 2015 LOS Map, 2040 LOS Map, Crash Map (2012-2040), Delay Map (Avg. Speed vs. Posted Speed)*

Overview

The room was set up in an open house format with a combination of informational displays and interactive sessions to gather input to help prioritize the needs for recommended projects. The following display boards were set up to view during the input session and to illustrate the following:

- 2015 LOS
- 2040 LOS
- Planned and Programmed Improvements
- Crashes 2010-2012
- Delay (Travel Times vs. Posted Speeds)
- Existing Bicycle and Pedestrian Facilities
- Population and Employment Growth Areas

Welcome and Project Introduction

The meeting was opened by Scott Greene, Director of the Paulding County Department of Transportation, who welcomed attendees, thanked them for their participation and provided introductions of the Committee members and consultant team. He reminded the attendees that the meeting was a joint gathering of both the project's Technical and Stakeholder Committees and encouraged them to provide feedback throughout the meeting.

Informational Presentation

Mr. Greene turned the meeting over to Wade Carroll, Project Manager from Jacobs Engineering, who discussed the meeting's agenda and goals including:

- Presentation
- Questions and Input Session
- Reconvene to Present Results and Next Steps

Mr. Carroll also explained the nine displays set up throughout the room and the handouts that included copies of each display. The informational presentation included the following project topics:

- Agenda
- Project Schedule
- Results from Public Input
- Universe of Needs Overview
    - Roadway Capacity
    - New Roadway Connections
    - Intersection Needs
    - Bicycle and Pedestrian Needs
    - Transit and Travel Demand Management Needs
    - Access Management Corridors
    - Bridge Needs
- Questions and Break Out Session
- Next Steps

Following the presentation, Mr. Carroll asked invited attendees to view and identify priorities for transportation needs including new roadways /roadway connection needs, intersection needs, roadway capacity needs, intersection needs, access management corridors, transit and travel demand management (TDM) needs, and bicycle and pedestrian needs.

New Roadway Connections

Committee members were given two dots to place next to priority projects in this category. (Throughout the meeting, committee members were allowed to place more than one dot next to projects they felt were very high priorities.) The East Dallas Bypass received the most committee support with ten votes, and the West Dallas bypass had the second most support, with six votes.

New Roadway Connections						
Priority Votes	Connection Name	From	To	2008 CTP	Advisory Committee	Public Input
6	W. Dallas Bypass	SR 61	US 278	X		X
10	E. Dallas Bypass	SR 6	SR 61		X	
1	Hiram Parallel Reliever - South of Jimmy Campbell	SR 92	Metromont Road		X	
0	Hiram Parallel Reliever - North of Jimmy Campbell	SR 92	Lake Road		X	
2	West Paulding Connector	Seven Hills Blvd	SR 61	X		
0	Mt. Moriah Connector	Seven Hills Blvd	Mt. Moriah Rd	X		
1	Old Cartersville Connector	Old Cartersville Road	SR 61	X		X
4	Scoggins Road Extension	US 278	Scoggins Road			X

Transit

New Transit or Shuttle Service Needs

Committee members received two dots for the transit exercise, which included transit and shuttle needs, park and ride lot needs, and vanpool needs. The most committee support for new transit of shuttle service was for extension of the GRTA service via SR 6 to Dallas and a connection to WellStar Hospital.

New Transit or Shuttle Service Needs						
Priority Votes	New Service	2008 CTP	Advisory Committee	Existing Conditions Analysis		Public Input
				Demographics	Travel Trends	
0	Silver Comet Field		X			
0	Paulding County Government Complex		X	X	X	
3	WellStar Paulding Hospital		X	X	X	
0	Chattahoochee Technical Institute			X	X	X
1	Dallas Circulator	X		X		
1	Hiram Circulator	X		X		
0	Fixed Route Bus from Silver Comet Field to Dallas/Hiram along US 278/SR 6	X		X		
0	Arterial BRT /HOV - SR 120 Charles Hardy Pkwy	X		X	X	
0	Arterial BRT/ HOV/ or Truck Preferred Lanes US 278/SR 6	X		X	X	
0	Arterial BRT/HOV - SR 92/Dallas-Acworth Hwy	X				
4	Extend GRTA via SR 6 to Dallas	X		X	X	
1	New GRTA Service to Marietta (CCT Hub) via SR 120			X	X	
0	New GRTA Service to Cumberland via SR 360			X	X	

New Park and Ride Lot Needs

New park and ride lots at Roxana Community Center and at US 278 and SR 120 received committee support.

New Park and Ride Lot Needs						
Priority Votes	New Park and Ride Lots	2008 CTP	Advisory Committee	Existing Conditions Analysis		Public Input
				Demographics	Travel Trends	
0	Silver Comet Field		X			
4	Roxana Community Center		X	X	X	X
1	US 278 and Seaboard Drive		X	X	X	
3	US 278 and SR 120 (Charles Hardy Blvd)		X	X		

Vanpool Needs

The committee did not see any vanpool needs as priorities in the county.

Vanpool Needs						
				Existing Conditions Analysis		
Priority Votes	Vanpool Needs	2008 CTP	Advisory Committee	Demographics	Travel Trends	Public Input
0	New Georgia Community		X			
0	SR 120 and US 278		X	X	X	X
0	Development of Paulding County Vanpool Program	X		X	X	X
0	Cross Road (Roxana) Community		X	X	X	X
0	Development of Paulding County Vanpool Location	X				

Corridors in Need of Access Management

Committee members received two dots for this exercise. Access management received the most support along US 278/SR 6 from the Cobb County Line to SR 120 and SR 92 from the Douglas County Line to the Cobb County Line. It was recommended that Jacobs research access management law in Georgia to give more teeth to access management regulations within the CTP.

Corridors in Need of Access Management							
					Existing Conditions Analysis		
Priority Votes	Roadway	From	To	Previous Plan	Crash	Delay	Land Use
1	SR 120 (Charles Hardy Pkwy)	Cobb County Line	US 278/SR 6	X	X	X	X
3	SR 360 (Macland Rd)	Cobb County Line	SR 120 (Charles Hardy Pkwy)	X	X	X	X
8	SR 92	Douglas County Line	Cobb County Line	--	X	X	X
1	Bill Carruth Pkwy	US 278/SR 6	US 278/SR 6	X	X	X	X
0	Rosedale Dr/ Warren Farm Rd/ Elliott Rd	SR 92	US 278/SR 6	X	X	--	X
9	US 278/SR 6	Cobb County Line	SR 120	X	X	X	X
0	SR Bus 6	US 278/SR 6 (East of Dallas)	US 278/SR 6 (West of Dallas)	X	X	X	X

Bike/Pedestrian Needs

Sidewalk Segment Needs

Committee members received two dots for this exercise, which included pedestrian and sidewalk needs, new trail heads, new multiuse trails, and new bicycle lane needs. Among previously identified sidewalk needs, no segment received more than three priority votes; however, an additional missing sidewalk segment was identified along Merchants Drive/Hardee Street from Merchants Square into Downtown Dallas at Henry Holland Drive which received 7 priorities.

Sidewalk Segment Needs						
Priority Votes	Sidewalk Segment	From	To	Source of Needs Identification		
				Pedestrian Analysis	Advisory Committee	Public Input
0	Bakers Bridge Road	Ridge Road	Charity Drive	X		X
0	Brownsville Road	SR 92	Sweetwater Pass	X		
0	Cedarcrest Road	Floyd Shelton Elementary	Cedarcrest Blvd	X		
0	Cedarcrest Road	Harmony Grove Church Road	Arthur Hills Drive			X
0	Cedarcrest Road	Cobb County Line	Highcrest Drive			X
0	Center Street	Seaboard Avenue	SR 92	X		
0	Clonts Road	Wiley Drive	Hal Hutchens Elementary	X		
0	Colbert Rd	Abney Elementary	Legacy Point Drive	X		
0	Cowboy Path	East Paulding Home Park	Forest Hills Drive	X		
0	Crossroads Church Road	Winterville Drive	Yorkville Park	X		
3	Depot Drive	Rosedale Drive	US 278/SR 6			X
0	Due West Road	Dallas-Acworth Highway	Autumn Creek Drive	X		
0	E. Foster Avenue	Dallas City Park	Hardee Street	X	X	
0	East Paulding Drive	Lost Meadows Dr	Hope Drive	X	X	
0	East Paulding Drive	Dallas Acworth Highway	Mt. Tabor Park	X	X	
0	Graves Road	Graves Road Spur	Graves Road			X
0	Hiram-Sudie Road	SR 61	Southern Oaks Drive	X		
0	Holly Springs Road	Woodwind Drive	Highway 101		X	X
0	Lester Drive	Dallas City Park	SR 6	X	X	
0	Macland Road	SR 92	SR 120 (Charles Hardy Pkwy)		X	
0	Mein Mitchell Road	Ridge Road	Country Village Drive	X		
2	Metromont Road	US 278/SR 6	Rosedale Drive		X	X

Sidewalk Segment Needs						
Priority Votes	Sidewalk Segment	From	To	Source of Needs Identification		
				Pedestrian Analysis	Advisory Committee	Public Input
0	Mulberry Rock Road	Doke Cochran Road	SR 61		X	
1	Mustang Drive	Heritage Way	Donbie Drive	X		
0	Nebo Road	Nebo Elementary School	Pine Shadows Road	X		
0	Nebo Road	Dallas-Nebo Road	Swan Drive	X		
0	Oak Street	SR 92	Seaboard Avenue	X		
1	Old Villa Rica Road	SR 61	Ivy Trace Lane	X	X	
0	Old Villa Rica Road	SR 61	Station Drive	X	X	
0	Pine Shadows Drive	Nebo Road	Smith Ferguson Road	X		
1	Pine Valley Road	Taylor Farm Park - West	Northview Lane	X		X
1	Pine Valley Road	Taylor Farm Park - East	Winter Park Lane	X		
0	Ridge Road	Dallas-Nebo Road	Austin Bridge Road	X		X
0	Ridge Road	Hughes Road	Ridge Run Drive	X		X
0	Ridge Road	Hughes Road	Farm Street	X		X
0	Scoggins Road	SR 61	Sugar Mill Drive	X		
0	Seaboard Avenue	Towne Park Drive	Powder Springs Street	X		
3	South Main Street	Constitution Boulevard	Seaboard Drive	X		
0	SR 101	Crossroads Church Rd	Runnell Road	X		
0	SR 61	Oscar Way	Kirk Drive		X	
0	SR 92	Hardy Circle	East Paulding Middle School	X		
0	SR 92	Cedarcrest Road	Royal Sunset Drive	X		
0	US 278/SR 6	Depot Drive	Cleburne Parkway	X		
1	Wayside Lane/Clear Creek Drive	US 278/SR 6	Poole Elementary School	X		
1	West Memorial Drive	Bagby Path	Paulding Memorial Hospital		X	
3	Williams Lake Road	JA Dobbins Middle School	Four Oaks Drive	X	X	X

New Trailhead Locations

In addition to the trailhead locations previously identified above, two additional trailheads were identified at the meeting. These include near the Vista Lake Subdivision at US 278/SR 6 (10) and McPherson Church Road (8).

New Trailhead Locations				
		Source of Needs Identification		
Priority Votes	Location	Silver Comet Analysis	Advisory Committee	Public Input
2	Isley Stamper Road	X		
2	East Hiram Parkway	X		
1	Metromont Road	X		X
0	Thompson Road/Coppermine Road	X		
3	Bill Carruth Parkway	X		

Multi-Use Trail Needs

The need for a new trail within the Paulding Forest WMA receives very strong committee support with eleven priority votes.

Multi-Use Trail Needs					
			Source of Needs Identification		
Priority Votes	New Trail	Location	Silver Comet Trail Analysis	Advisory Committee	Public Input
11	Within the Paulding Forest WMA	South of Silver Comet Trail		X	
7	Within the Paulding Forest WMA	North of Silver Comet Trail		X	
2	North of Hulsey Town Road	Between Silver Comet Field and Hulsey Town Road		X	
0	Near Peggy Cole Bridge Road	Between Georgia Parkway and Peggy Cole Bridge Trail		X	
2	Strickland Park Connection	Between Weddington Road and Strickland Park	X		
4	S. Main and US 278 (Dallas)	Between Government Complex and Seaboard Trailhead	X		

Bicycle Lane Needs

Concerns were heard regarding the proposed bike lanes along Ridge Road. It was suggested that they would not be used because these tend to fill up with debris and are not cleared appropriately. Bicyclists in the county use loops from the Silver Comet Trail on small local roads with lighter traffic volumes.

Bicycle Lane Needs				
			Source of Needs Identification	
Priority Votes	Pedestrian Crossing	Location	Advisory Committee	Public Input
1	Mulberry Rock Road	Near SR 61	X	
0	Ridge Road	Between Bakers Bridge Road and SR 61	X	X
1	SR 61 (Cartersville Hwy)	Between Mt. Moriah Road and Dabbs Bridge Road		X
2	Cedarcrest Road	Between Harmony Grove Church Road and Seven Hills Drive		X

Roadway Segments with Capacity Needs

Committee members received four dots for this exercise. Bus SR 6/Merchants Dr./Atlanta Highway from Memorial Drive to SR 278 east of Dallas and SR Bus 6/Buchanan Street from SR 278 west of Dallas to Memorial Drive were the top two priorities among committee members for road widening.

Intersection Needs

Committee members each received eight dots for this exercise. Three intersection needs received six priority votes a piece, making them all top priorities: US 278/SR 6 (Jimmy Campbell Parkway) - Mount Olivet Loop, US 278/SR 6 (Jimmy Campbell Parkway) - SR 120 (Buchanan Highway), SR 92 - US 278/SR 6 (Jimmy Lee Smith Parkway).

Roadway Segments with Capacity Needs													
					Existing Conditions Analysis								
					PM Peak Hour VC Ratio/LOS			Roadway Volume					
Priority Votes	Roadway	From	To	Improvement	2015	2030	2040	2015	2030	2040	Previous Plan	Advisory Comm.	Public Input
3	Dallas-Acworth Highway	SR 92	E. Paulding Drive	Widen to 4 lanes	0.94/E	1.10/F	1.22/F	17,000	20,400	22,800			Y
0	D-A Hwy/Memorial Drive	E. Paulding Drive	SR Bus 6	Widen to 4 lanes	1.11/F	1.24/F	1.31/F	21,200	25,700	28,600			Y
6	SR Bus 6/Buchanan Street	US 278 (W of Dallas)	Memorial Drive	Widen to 4 lanes	0.97/E	1.17/F	1.34/F	14,200	18,000	19,300			
7	Bus 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			
5	US 278/SR 6	SR 61	Business 6	Widen to 6 lanes	0.83/D	1.12/F	1.25/F	39,400	52,800	60,700			
5	US 278/SR 6	Business 6	Cobb County	Widen to 6 lanes	0.89/E	0.99/E	1.05/F	36,800	47,300	53,600	Y		
1	SR 101/113	Carroll County	SR 120	Widen to 4 lanes	0.92/E	1.14/F	1.28/F	16,200	22,100	25,200		Y	
3	SR 61 (Villa Rica Highway)	Douglas County Line	Ridge Road	Widen to 4 lanes	0.89/E	1.08/F	1.16/F	18,400	21,500	23,200	Y	Y	
1	SR 61 (Villa Rica Highway)	Hiram-Sudie Road	US 278/SR 6	Widen to 4 lanes	0.93/E	0.88/E	1.03/F	16,000	24,300	28,800		Y	
1	SR 61 (Cartersville Highway)	Business SR 6	Old Cartersville Road	Widen to 4 lanes	0.92/E	1.08/F	1.15/F	12,800	17,700	17,900	Y	Y	
0	SR 61 (Cartersville Highway)	Mt. Moriah Road	Dabbs Bridge Road	Widen to 4 lanes	0.83/D	0.99/E	1.09/F	15,300	20,700	26,400	Y	Y	Y
0	SR 61 (Cartersville Highway)	Dabbs Bridge Road	Bartow County Line	Widen to 4 lanes	0.75/D	0.96/E	1.04/F	13,000	17,000	18,600	Y	Y	

Roadway Segments with Capacity Needs													
					Existing Conditions Analysis								
					PM Peak Hour VC Ratio/LOS			Roadway Volume					
Priority Votes	Roadway	From	To	Improvement	2015	2030	2040	2015	2030	2040	Previous Plan	Advisory Comm.	Public Input
3	Dabbs Bridge Road	SR 61	Bartow County Line	Widen to 4 lanes	0.77/D	1.04/F	1.08/F	8,400	11,300	20,300	Y	Y	
3	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	Y	Y	
0	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			
2	Bakers Bridge Road	Ridge Road	Douglas County Line	Widen to 4 lanes	0.95/E	1.11/F	1.28/F	15,500	18,700	19,500			
0	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			
5	Hiram-Sudie Road	SR 61	SR 92	Widen to 4 lanes	1.00/F	1.25/F	1.40/F	16,900	20,700	23,400		Y	Y
2	Cedarcrest Road	Seven Hills Boulevard	US 41	Widen to 4 lanes	0.67/C	0.68/C	0.75/D	9,400	14,900	16,300	Y	Y	
0	Cedarcrest Road	SR 92	Seven Hills Boulevard	Widen to 4 lanes	0.37/B	0.53/C	0.42/B	6,600	9,400	13,200	Y	Y	
2	East Paulding Drive	SR 92	SR 120	Widen to 4 lanes	0.90/E	1.04/F	1.17/F	12,200	14,800	16,500	Y		
1	Bobo Road	Dallas-Acworth Highway	SR 120	Widen to 4 lanes	0.97/E	1.09/F	1.27/F	19,800	18,100	21,200			

Intersection Needs							
Priority Votes	Intersection Name	Existing Conditions Analysis			Previous Plan	Advisory Committee	Public Input
		Safety	Freight	Delay			
5	SR 120 (Charles Hardy Parkway) - SR Business 6 (Atlanta Highway)	X	X	X	X		
5	SR 92 - E. Paulding Drive	X	X	X	X		
1	SR 120 (Buchanan Highway) - SR 101		X	X	X	X	X
6	US 278/SR 6 (Jimmy Campbell Parkway) - Mount Olivet Loop		X	X		X	
2	SR 61 (Cartersville Highway) - Mount Moriah Road		X		X		
5	SR 61 (Cartersville Highway) - Shady Grove Church Road		X	X			
1	SR 61 (Villa Rica Highway) - Hart Road		X	X			
1	SR 61 (Villa Rica Highway) - Old Villa Rica Road		X	X	X		
0	SR 61 (Villa Rica Highway) - Vernoy Aiken Road	X	X	X			
2	SR 61 (Villa Rica Highway) - Winndale Road	X	X	X			
0	Hiram Sudie Road - Davis Mill Road		X	X			
1	SR 92 (Hiram Acworth Highway) - Old Burnt Hickory Road		X	X			X
1	Burnt Hickory Road - Brownsville Extension/Stout Parkway			X	X		
2	Rosedale Drive - Metromont Road	X					
1	East Paulding Drive - Brooks Rackley Road			X			
2	US 278/SR 6 (Jimmy Lee Smith Parkway) - SR Business 6 (Atlanta Highway)	X	X	X		X	
2	US 278/SR 6 (Jimmy Lee Smith Parkway) - Bill Carruth Parkway	X	X	X	X		
0	Cedarcrest Road - Seven Hills Boulevard						X
1	SR 61 (Cartersville Road) - Braswell Mountain Road	X	X	X			X
2	SR 61 (Villa Rica Highway) - Dallas Nebo Road	X	X	X			X
1	Ridge Road - Bob Hunton Road	X		X			X
1	US 278/SR 6 (Jimmy Campbell Parkway) - Cadillac Parkway	X	X		X		
1	US 278/SR 6 (Jimmy Campbell Parkway) - Old Harris Road	X	X		X		

Intersection Needs							
Priority Votes	Intersection Name	Existing Conditions Analysis			Previous Plan	Advisory Committee	Public Input
		Safety	Freight	Delay			
4	US 278/SR 6 (Jimmy Campbell Parkway) - SR 61 (Villa Rica Highway)		X	X			
6	US 278/SR 6 (Jimmy Campbell Parkway) - SR 120 (Buchanan Highway)	X	X	X	X		
2	West Memorial Drive - SR Business 6 (Buchanan Street)			X			
1	SR 61 (Confederate Avenue) - SR Business 6 (West Memorial Drive)	X	X	X	X		
1	East Memorial Drive - Legion Road	X	X	X	X		
0	SR Business 6 (Merchants Drive) - Legion Road	X	X	X	X		
3	East Memorial Drive - Business SR 6 (Merchants Drive)	X	X	X			
1	US 278/SR 6 (Jimmy Lee Smith Parkway) - Hiram Pavilion S	X	X	X		X	
2	US 278/SR 6 (Jimmy Lee Smith Parkway) - Hiram Pavilion N	X	X	X		X	
3	US 278/SR 6 (Jimmy Lee Smith Parkway) - Depot Drive	X	X	X		X	
1	SR Business 6 - Old Harris Road	X	X		X		
1	SR Business 6 - Coach Bobby Dodd Road	X	X	X	X		
5	SR 360 (Macland Road) - SR Business 6 (Merchants Drive)	X	X	X	X	X	X
1	SR 101 - Gold Mine Road	X		X	X	X	X
1	SR 101 - Holly Springs Road	X		X			X
1	SR 101 - Old Yorkville Road						
2	SR 92 - Rosedale Drive	X	X	X		X	X
1	SR 92 - Hiram Crossing Shopping Center	X	X	X		X	X
6	SR 92 - US 278/SR 6 (Jimmy Lee Smith Parkway)	X	X	X		X	X
2	SR 92 - Paulding Commons Shopping Center	X	X	X		X	X

Paulding Comprehensive Transportation Plan Update
Public Meeting #2 Summary- August 14, 2014
Dallas Civic Center – Dallas, GA

Paulding DOT and Consultant Attendees

Scott Greene, Paulding DOT	Erica Parish, Paulding DOT
Wade Carroll, Jacobs	Jonathan Webster, Jacobs
Amanda Hatton, Jacobs	Kalanos Johnson, Jacobs
Audra Rojek, Jacobs	Rebecca Hester, Jacobs
Jonathan Cox, Jacobs	Jonathan Nicholson, Atkins
Jody Peace, Arcadis	Tim Preece, Arcadis
Inga Kennedy, PEQ	Marla Hill, PEQ

Handouts: *Prioritization Survey*

Overview

The second public meeting of the Paulding CTP was hosted by the City of Dallas. The purpose of this meeting was to provide a status of the CTP update, discuss prioritization of project needs and receive feedback from attendees. A total of 87 people attended. Each attendee was provided a survey containing questions with prioritization exercises related to each one. A copy of the survey form distributed is provided in Appendix A.

The first half of the meeting was conducted in a town hall format with a presentation containing a summary of the findings and recommendations. Erica Parish with the Paulding County Department of Transportation welcomed attendees, and thanked them for their participation. She provided a general overview of the process and encouraged attendees to stay engaged. Erica also emphasized that the study process is inclusive of the entire County including the cities of Dallas, Hiram and Braswell. She turned the meeting over to Wade Carroll, Project Manager from Jacobs Engineering who presented the current project status including existing conditions and needs in the County. He also included a briefing of the feedback received from the public about transportation improvements. At the end of the presentation, questions and comments were taken and instructions provided on how to provide feedback at the stations during the open house segment.

The second half of the meeting was an open house format set up with boards and displays for input on transportation needs and priorities. Attendees were encouraged to interact with staff and provide input through dot exercises at each station. The exercises identified problem areas in the county and priorities within each of the following categories:

- Roadway Segments with Capacity Needs
- New Roadway Connections
- Multi-Modal Needs

- New Roadway Connections
- Intersection Needs

For each category, participants were asked to place a colored dot on the table next to those capacity needs they felt were most needed. Within each category, meeting attendees were given a specific number of dots (varied per station), and were able to place from one to all on any particular improvement.

Roadway Segments with Capacity Needs

Participants were asked to review the map of county capacity needs and place any number of their four colored dots next to their priority areas on the table. Participants placed a priority on widening US 278/SR 6 from Business 6 to Cobb County, Bakers Bridge Road from Ridge Road to Douglas County Line, and Dallas Acworth Highway from SR 92 to East Paulding Drive. Response results can be found in **Table 1**.

New Roadway Connections

Participants were asked to review the map of new roadway needs and place one or both of their two colored dots next to their priority areas on the table. Participants placed a priority on the West Dallas Bypass, with the East Dallas Bypass and the Hiram Parallel Reliever – south of Jimmy Campbell tied for a relatively distant second place. Response results can be found in **Table 2**.

Multi Modal Needs

Participants were asked to review the display boards and place one dot with their answer to each question below.

(1) Their preference on the types of bicycle and pedestrian needs that should be prioritized;
(2) Whether they would ride GRTA Xpress if service was extended to their residence and/or place of employment;
(3) On a scale of 1 to 5, please rank the need for new local transit service in Paulding County?
(4) On a scale of 1 to 5, how important is it that the County continues to fund on-demand transit services (Paulding Transit)?

Meeting attendees prioritized sidewalks among bike and pedestrian needs (**Table 3**). Attendees were split as to whether they would utilize a GRTA Xpress Bus if it were more convenient (**Table 4**) but somewhat supportive of transit and very supportive of on-demand transit services in the county (**Tables 5 and 6**).

Intersection Needs

Participants were asked to review the maps of intersection needs and place any number of their eight dots next to their priority areas on the table. Participants placed a priority on the intersections at US 278/SR 6 (Jimmy Lee Smith Parkway) at SR Business 6 (Atlanta Highway), at East Memorial Drive at Business SR 6 (Merchants Drive), and at SR 92 - US 278/SR 6 (Jimmy Lee Smith Parkway). Response results can be found in Table 7.

Other Comments Submitted

Paulding residents also provided comments on the project web site regarding transportation improvements as follows:

- The intersection in Hiram of 278 and 92 has got to be the biggest traffic nightmare. There is only one lane coming from 120 to the 278 intersection, and once you arrive there it is a very short left turn lane to get onto 278 and to the stores- cars get backed up for miles! The same holds true along 92 coming from Douglasville, though the turn lane is not as bad. Desperately needed is a double much longer left turn lane from 120! There is a lot of vacant land on the corner and with Hobby Lobby opening soon, plus I see another new building going up in front of Hobby Lobby, the traffic is only going to get a lot worse at that intersection. Take the vacant land, expand the left turn lane to two left turning lanes! I have learned never to try to turn out of the old Kmart area- can take forever till you can get out and only if an oncoming motorist is nice enough to let me out. I used to come down to Hiram to shop a lot but hate the traffic so have cut back on my trips. Have discovered sadly to say that going to Acworth saves me time.

- I recently saw an article stating that Paulding County was seeking info on traffic problems in county. Suggest a hazard exists at the subject intersection. Left turn traffic lights need to be added. There have been two accidents that I am aware of, the latest with injuries and I just noticed the one sign in the intersection has been mowed down, possibly by someone trying to avoid a near miss.

- I regret that I couldn't attend the meeting. I would like you to take a consideration of putting a traffic light at the intersection of Merchants Drive and Coach Bobby Dodd Rd. This intersection has become more and more busy and dangerous. A few years ago I totaled my car while trying to turn onto this intersection. Also, Old Harris Road has become a "short cut" to Hwy 278, which adds even more traffic. Please consider adding a traffic light here.

- We live on Poplar Springs Road @ Macland Rd (SR360) off Macland Circle. Poplar Springs is an up and coming route of choice that connects two Arterial roads, Macland Rd and US 278. Traffic on Poplar Springs has grown dramatically since the 20 years we've been here. Macland Circle is a narrow, 15' wide cut-thru from Poplar Springs to Macland Rd.

- We are excited about the completion of E Hiram Pky, however, it will by-pass traffic directly to Poplar Springs Road, a two lane road to get to Macland Rd. With Macland Rd widening by GDOT to begin within 2 years, I can see Poplar Springs Road will take a load of traffic, the current 2 lanes cannot support. I see a need for Poplar Springs Rd to become a median divided 4-lane. It was on a previous TIP but no action has occurred. Along with that, we could correct the cut thru problem we have.

- I would like to comment that the city of Dallas desperately needs a bypass that involves better connecting SR.61 with a loop around Dallas. Too many semi trucks have to converge into town from all directions only to negotiate turns in front of the old courthouse and coming onto Bus.6 which aren't properly designed for big truck traffic. The traffic coming off of Dallas-Acworth Rd. into town in the afternoons is also a big headache as I've seen it back up all the way from the square to the post office. Sometimes I've taken a short cut through Main St. only to be blocked

off by a parade or classic car show on the square. This leaves everyone paralyzed since they usually occur during rush hour and holiday weekends.

- The new end of the Bill Carruth parkway that was previously known as Cleburne Parkway traffic light times need to be reevaluated. I work at an office on this road. The turning light allowing people to get back onto 278 W is severely under-timed and causes a large back up in the afternoon traffic.

- Although I was very excited to see all of the projects you have planned, I would be remiss if I didn't point out that there are many Paulding County taxpayers living in subdivisions that haven't been paved in close to 20 years! Our surface roads in this county are poorly maintained, full of potholes, cracks, etc., and just plain hazardous for drivers. The DOT needs to take care of these roads first, before undertaking any other projects. I live in the Cedar Creek Subdivision off of Hwy. 61 near the New Georgia Community, and our subdivision hasn't been paved in 18 years!! There are potholes everywhere, and most of the roads are full of cracks. Nebo Road, Hiram Sudie Road and Ridge Road also need paving. It is important to take care of what we already have before we try new projects.

- My husband and I are the owners of a home in the Ivy Crest subdivision off Old Villa Rica Rd. For 15 years I have prayed that Old Villa Rica Rd. from Hwy 278 to Hwy 61 close to Paulding Co. High School would be widened, improved, sidewalks added and the intersection at Hwy 61 made much safer. I was very disappointed that it was not on your survey list of proposed improvements. It is not a very long distance but in my opinion, it is a very dangerous stretch of road. Please consider it for improvement.

- Why is there no info on the Brushy Mtn Road paving project? It has been mentioned that some property owners have not given the ok for the use of the right away. The right away in concern is for the property owners on the other side of the tracks of Norfolk Southern Railway or the north side of the tracks. This should have no effect on completing the paving of Brushy Mtn road from the point at where new paving stop and up to the south side of the tracks of Norfolk Southern Railway or Hwy 278 side. All property owners from Hwy 278 to the tracks of Norfolk Southern Railway, south side have sign the necessary documents to release the use of the right away for paving and improving our road. By all rights it should be completed for those property owners. Please explain this injustice and why this section of the road cannot be completed. I look forward to your response.

- Please finish the projects you have already started, before starting additional projects and spending the Money which has already been allotted for project that are at this time incomplete, as in the paving or surfacing project of Brushy Mountain Road. Please complete the Brushy Mountain Road Paving project.

- Paulding County will be a trashed county if public transportation is brought in and established as a tax payor subsidized alternative to autos. Bike trails are ridiculous, don't go there. Widening of roads, traffic lights sync would be the best way to undo the congestion all over Hiram. Acworth, Georgia and Kennesaw, Georgia know and understand how to keep traffic moving without bike trails and tax payer funded public transportation, get with these folks, duplicate what they do and the traffic mess in Hiram will be positively affected. Public transportation ruined every

county it touches just like Section 8 public housing does. I wish I could have attended these meetings but I work. Most of the squeaking wheels do not have to be at work or do not have jobs. People who have experience public transportation understand who rides and the character they exhibit. Be smart, not politically correct. Keep Paulding from becoming another high crime county.

- Personally, I would like to see a crosswalk signal added in front of Shelton Elementary and the Oak Glen subdivision. I live in Oak Glen and am a regular jogger. I'm constantly amazed at how few cars stop at the crosswalk - even while I am in the middle of the road. My kids are not school-aged yet, but I look forward to the fact that I will be able to walk them to school one day with the exception that I am horrified at the thought that there is nothing at this crosswalk to warn cars. Seven Hills has a flashing light. Can something like this be added to Cedarcrest Road in front of the school?

- I have completed the online priority survey. I feel that Nebo Road between Bill Carruth and Dallas Nebo needs to be a priority, the road appears to be falling into disrepair and the patches fail quickly.

- I too agree with a request for a traffic light and turn lane improvement at Merchants Dr and the Coach Bobby Dodd / Old Harris Rd intersection. It is a very scary and challenging drive through that area every weekday morning.

- There is a major problem with not enough speed limit signs on several roads in Paulding County. Hwy 61 from Dallas to Villa Rica is horrible. The speed limit for most of the ride is 55. No signs keep the speed at 45. Hwy 92 from Acworth to Douglasville is bad also. Hwy 61 has no where near enough speed limit signs and 45 seems to be the speed. If this is checked out you will see I'm correct.

Table 1: Roadway Capacity Needs

Votes	Roadway	From	To	Improvement
13	Dallas Acworth Highway	SR 92	E. Paulding Drive	Widen to 4 lanes
3	Dallas Acworth Hwy/Memorial Drive	E. Paulding Drive	SR Bus 6	Widen to 4 lanes
0	SR Business 6/Buchanan Street	US 278 (W of Dallas)	Memorial Drive	Widen to 4 lanes
7	SR Business 6/Merchants Dr./Atlanta Hwy.	Memorial Drive	US 278 (E of Dallas)	Widen to 4 lanes
7	US 278/SR 6	SR 61	Business 6	Widen to 6 lanes
15	US 278/SR 6	Business 6	Cobb County	Widen to 6 lanes
3	SR 101/113	Carroll County	SR 120	Widen to 4 lanes
8	SR 61 (Villa Rica Highway)	Douglas County Line	Ridge Road	Widen to 4 lanes
4	SR 61 (Villa Rica Highway)	Hiram Sudie Road	US 278/SR 6	Widen to 4 lanes
5	SR 61 (Cartersville Highway)	SR Business 6	Old Cartersville Road	Widen to 4 lanes
2	SR 61 (Cartersville Highway)	Mt. Moriah Road	Dabbs Bridge Road	Widen to 4 lanes
3	SR 61 (Cartersville Highway)	Dabbs Bridge Road	Bartow County Line	Widen to 4 lanes
3	Dabbs Bridge Road	SR 61	Bartow County Line	Widen to 4 lanes
4	Ridge Road	Dallas Nebo Road	SR 92	Widen to 4 lanes
5	Nebo Road	Dallas Nebo Road	SR 92	Widen to 4 lanes
13	Bakers Bridge Road	Ridge Road	Douglas County Line	Widen to 4 lanes
0	Sweetwater Church Road	Douglas County Line	SR 92	Widen to 4 lanes
8	Hiram Sudie Road	SR 61	SR 92	Widen to 4 lanes
3	Cedarcrest Road	Seven Hills Boulevard	Cobb County Line	Widen to 4 lanes
11	Cedarcrest Road	SR 92	Seven Hills Boulevard	Widen to 4 lanes
2	East Paulding Drive	SR 92	SR 120	Widen to 4 lanes
1	Bobo Road	Dallas-Acworth Highway	SR 120	Widen to 4 lanes

Table 2: New Roadway Connections

Priority Votes	Connection Name	From	To
20	W. Dallas Bypass	SR 61	US 278
10	E. Dallas Bypass	SR 6	SR 61
10	Hiram Parallel Reliever - South of Jimmy Campbell	SR 92	Metromont Road
8	Hiram Parallel Reliever - North of Jimmy Campbell	SR 92	Lake Road
9	West Paulding Connector	Seven Hills Blvd	SR 61
4	Scoggins Road Extension	US 278	Scoggins Road

Table 3: Bike/Pedestrian Needs

Which types of bicycle and/or pedestrian improvements deserve the highest priority?	
Vote Total	**Type of Improvement**
18	Sidewalks
8	Multi-Use Trails
2	Bike Lanes or Bike-Friendly Shoulders
1	New Silver Comet Trail Access Points

Table 4: Willingness to Ride GRTA Express Bus

Would you ride GRTA Xpress Bus if…			
The pickup location was closer to your home?		**The drop off location was closer to your work?**	
Yes	No	Yes	No
11	9	9	10

Table 5: Need for New Local Transit Service

How important is the need for new local transit service in the county?				
Very Unimportant	Unimportant	Somewhat important	Important	Very important
4	4	1	6	6

Table 6: County Funding for On-Demand Transit Service

How important is the need to continue on-demand transit services (Paulding Transit)?				
Very Unimportant	Unimportant	Somewhat important	Important	Very important
1	3	3	3	16

Table 7: Intersection Needs

Votes for Improvement	Intersection Name
5	SR 120 (Charles Hardy Parkway) - SR Business 6 (Atlanta Highway)
6	SR 92 - E. Paulding Drive
4	SR 120 (Buchanan Highway) - SR 101
0	US 278/SR 6 (Jimmy Campbell Parkway) - Mount Olivet Loop
2	SR 61 (Cartersville Highway) - Mount Moriah Road
1	SR 61 (Cartersville Highway) –Shady Grove Church Road
1	US 278/SR 6 (Jimmy Campbell Parkway) - SR 120 (Buchanan Highway)
0	SR 61 (Villa Rica Highway) - Old Villa Rica Road
0	SR 61 (Villa Rica Highway) - Vernoy Aiken Road
1	SR 61 (Villa Rica Highway) - Winndale Road
1	Hiram Sudie Road - Davis Mill Road
4	SR 92 - Old Burnt Hickory Road
4	SR 61 (Confederate Avenue) - SR Business 6 (West Memorial Drive)
2	Rosedale Drive - Metromont Road
0	US 278/SR 6 - Old Harris Road
0	US 278/SR 6 (Jimmy Campbell Parkway) - Cadillac Parkway
3	East Paulding Drive - Brooks Rackley Road
9	US 278/SR 6 (Jimmy Campbell Parkway) - SR 61 (Villa Rica Highway)
7	US 278/SR 6 (Jimmy Lee Smith Parkway) - Bill Carruth Parkway
1	US 278/SR 6 (Jimmy Lee Smith Parkway) - Hiram Pavilion S
3	US 278/SR 6 (Jimmy Lee Smith Parkway) - Hiram Pavilion N
1	US 278/SR 6 (Jimmy Lee Smith Parkway) - Depot Drive
2	Burnt Hickory Road - Brownsville Extension/Stout Parkway
12	SR 92 - US 278/SR 6 (Jimmy Lee Smith Parkway)
6	SR 92 - Paulding Commons Shopping Center
5	SR 61 (Villa Rica Highway) - Dallas Nebo Road
6	SR 360 (Macland Road) - SR Business 6 (Merchants Drive)
16	US 278/SR 6 (Jimmy Lee Smith Parkway) - SR Business 6 (Atlanta Highway)
2	Cedarcrest Road - Seven Hills Boulevard
2	SR 61 (Villa Rica Highway) - Hart Road
1	SR 101 - Old Yorkville Road
5	SR 101 - Holly Springs Road
4	SR 101 - Gold Mine Road
1	SR Business 6 - Coach Bobby Dodd Road
1	SR Business 6 - Old Harris Road
15	East Memorial Drive - Business SR 6 (Merchants Drive)
3	East Memorial Drive – Legion Road
8	SR Business 6 (Merchants Drive) - Legion Road
2	West Memorial Drive - SR Business 6 (Buchanan Street)
2	SR 92 - Hiram Crossing Shopping Center
2	SR 92 - Rosedale Drive

Paulding Comprehensive Transportation Plan Update
Technical and Stakeholder Committee Meeting- October 23, 2014

Committee Attendees

Jessica Guinn, resident	Julia Billings, GDOT
Eric Meyer, Cobb DOT	Michael Kray, ARC
Sam Elrod, Elrods	Robbie Rokaritz, City of Hiram
Ashley Henson, Paulding County Sherriff's Office	Wayne Bennett, Chattahoochee Technical College

Consultant Attendees

Scott Greene, Paulding DOT	Erica Parish, Paulding DOT
Emily Ritzler, Jacobs	Jonathan Webster, Jacobs
Audra Rojek, Jacobs	Inga Kennedy, PEQ

Overview
At the front of the room, three maps, showing the proposed roadway capacity, operational, and new roadway projects were set up. Each map included a table that listed the proposed projects in terms of their ranking from an initial prioritization process. As attendees arrived, they were encouraged to view the maps and discuss the projects.

Informational Presentation
The meeting was opened by Inga Kennedy, who welcomed attendees, thanked them for their participation and introduced Emily Ritzler of Jacobs. Ms. Ritzler explained that her presentation would bring the committees up to date on the project's progress since their last meeting, particularly the results of the final public meeting and the ongoing prioritization of projects. She explained that the public survey, which collected nearly 300 responses, indicated a public preference for the funding of road widening, intersection improvements, and new roadways, and therefore, those categories were the focus of tonight's meeting.

Following the presentation, Ms. Ritzler asked for the committee's feedback on the ranking of projects. Scott Greene, Director of the Paulding County Department of Transportation, asked about the total cost of the unconstrained project list. Ms. Ritzler confirmed that the total cost of all the projects proposed by the study thus far would be at least $1 billion. Mr. Greene responded that the study would then need to pare back its recommendations to fit those that the county could afford. He asked the committee to review the prioritized project lists for projects that did not pass their "gut check:" projects that did not seem feasible or needed.

The need for a new roadway connecting between US 278 and SR 120 was questioned. Mr. Greene responded that this proposed new roadway may not be needed immediately, but perhaps, with continued growth in that area, it would be needed at a later time. For such projects, he acknowledged that the county could implement a "planning corridor," which would extend along the new roadway's intended alignment. The County could then ensure that the corridor was not obstructed by new

residential development, rending the project impractical in later years. He also announced that the County was not worried about creating new roadways for the purposes of economic development, as has been done elsewhere in the past.

Michael Kray, with the Atlanta Regional Commission, asked if there were any major safety hotspots that were being addressed with operational improvements. Ms. Ritzler explained that safety was an element of the project evaluation, but that projects had not been evaluated purely on that criterion.

Ms. Ritzler noted that the currently funding situation is dynamic, but that new sources of funding do open up, and the plan would help prepare the county to go after funds as they became available. She confirmed for Mr. Greene that the CTP would list projects to be undertaken in the first five years as well as a list of projects through the horizon year of 2040. Mr. Greene asked Mr. Kray if projects could be eliminated from the recommendations or if everything that was not appropriate for short term action would be included in the 2040 recommendations list. Mr. Kray noted that the long term project list does not need to be constrained by available funding, but that it did not need to include projects that were deemed infeasible or unnecessary. Having projects in the long term recommendations list, he explained, allowed the county to champion them as funds became available, even if they do not seem like they currently lack funding for implementation.

Mr. Greene recognized that the current investment in the widening of SR 92 and Macland Road would occupy most of the county's funds while that project was ongoing, which would further limit the number and size of the projects the county could support. With so much state and federal money going toward these large projects, Mr. Kray acknowledged that other projects would likely need to be implemented by the county itself. Mr. Greene also noted that transportation funding in Georgia is distributed through congressional district balancing, so that investments are made throughout the state, rather than by need. Mr. Kray advised that the county should select two or three top new capacity projects for inclusion in the CTP, and then relentlessly champion those projects.

Ms. Ritzler explained that she was interested in hearing if the projects that were at the top of the roadway capacity priorities list reflected the most important widening projects in the county. Two segments of US 278 are currently at the top of the capacity projects list. Mr. Greene noted that US 278 is a very important facility for east-west travel, but that is was already four lanes with signalized intersections. He wondered if there were two lane roadways out there that might be widened to four lanes for a bigger impact. He also supported investments in north-south travel in the county.

Ashley Henson, with the Paulding County Sherriff's office, named the intersection of SR 61 and SR 6 in Dallas as being dangerous for turning truck traffic. Mr. Green said that there is a fear that SR 61 and SR 101 will become truck routes, which would put more truck traffic through Dallas. Ms. Ritzler noted that there are issues with improving that intersection due to its proximity to a historic property. Mr. Greene explained that a bypass around the city would help remove truck traffic from that intersection, effectively making that location safer without having the make changes to the intersection itself.

Mr. Henson also had safety concerns about several other intersections in the county. He asked what could be done about those intersections while the county waiting for funds to make major widening improvements. He said money spent on safety improvements, like realigning intersections to ninety-degree angles, or on operations improvements like turn lanes, were easy, cheap and quick and made a difference in people's lives. Mr. Kray remarked that since the county's SPLOST does not operate from a

firm project list, those funds could be used for intersection improvements in the near term. A Committee member was concerned that the eventual widening of a major roadway could negate some of the investments made in improving intersections along the roadway. More often, the intersection improvement has aged out of its efficacy or was designed with the future widening in mind, explained Mr. Greene, so little of real value is lost.

Ms. Ritzler reported that intersections can be realigned to make them safer, but that there was no controlling human behavior. A committee member responded with the example of the new red light at the Paulding High School, which operates at only peak hours. Mr. Greene said that getting that signal approved as a part time signal was at least a first step in the installation of a full time signal at that location.

The need for NC-5, a new road connecting Seven Hills Boulevard to SR 61, was questioned. Ms. Ritzler reported that is performed poorly in the Travel Demand Model. She reported that NC-6, connecting SR 6/US 278 and Buchanan Highway (Scoggins road Extension) performed slightly better but not well.

Mr. Greene suggested distributing an exercise to the committee via email that would allow them to sort projects into tiers, with dollar cost limits. Mr. Ritzler agreed that such an exercise would be valuable in eliminating recommendations and selecting a few for the top tier. Mr. Greene reported to the committees that they would be emailed a copy of the final report before it was made available to the public. He asked for their help in crafting that final document with their comments and edits.

Paulding Comprehensive Transportation Plan Update
Paulding County Project Prioritization
Stakeholder Survey
Combined Committee Member Survey Results

The Paulding County Comprehensive Transportation Plan (CTP) Update has proposed a range of projects based on needs identified through stakeholder and public input as well as analytical methods. These projects must be prioritized to provide financially constrained project recommendations for the transportation plan.

Please answer the questions below regarding intersection improvement, roadway widening, and new roadway projects. Your responses help to prioritize Paulding County's proposed projects, and narrow down the universe of potential projects into a short term work plan and financially constrained long range plan. Projects not included in the financially constrained plan will be included as known future needs.

Intersection Improvement Prioritization

The Paulding County CTP has identified a number of intersections in need of improvement in Paulding County. Multiple intersections were considered for each corridor. Intersections are labeled by Project ID on the map on page 4 of this survey.

This exercise is being done to determine which intersections on those corridors are of the highest priority. Please prioritize the intersections along the corridors listed below in order of the importance of their improvement. (Please note that in places where intersections are combined, they would be treated as one intersection for realignment and improvements.)

SR 278/SR 6/Jimmy Campbell Parkway/Jimmy Lee Smith Parkway

Please rank the need for improving the following intersections in this corridor from 1 to 7, where 1=most important and 7=least important.

Priority	Project ID.	Intersection Name
60	O-16	US 278/SR 6 (Jimmy Lee Smith Parkway) - SR Business 6 (Atlanta Highway)
53	O-17	US 278/SR 6 (Jimmy Lee Smith Parkway) - Bill Carruth Parkway
58	O-20	US 278/SR 6 (Jimmy Campbell Parkway) - SR 61 (Villa Rica Highway)
57	O-21	US 278/SR 6 (Jimmy Campbell Parkway) - SR 120 (Buchanan Highway)
35	O-27	US 278/SR 6 (Jimmy Lee Smith Parkway) - Hiram Pavilion S (Best Buy/JC Penny's/Target/Chilis/Wild Wings Intersection)
44	O-29	US 278/SR 6 (Jimmy Lee Smith Parkway) - Depot Drive

29	O-38	SR 92 - US 278/SR 6 (Jimmy Lee Smith Parkway)

SR 61/Cartersville Highway/Villa Rica Highway

Please rank the need for improving the following intersections in this corridor from 1 to 5, where 1=most important and 5=least important.

Priority	Project ID.	Intersection Name
37	O-7	SR 61 (Villa Rica Highway) - Hart Road
31	O-8	SR 61 (Villa Rica Highway) - Old Villa Rica Road
41	O-9	SR 61 (Villa Rica Highway) - Vernoy Aiken Road
36	O-10	SR 61 (Villa Rica Highway) - Winndale Road
18	O-23	SR 61 (Confederate Avenue) - SR Business 6 (West Memorial Drive)

SR 92

Please rank the need for improving the following intersections in this corridor from 1 to 3, where 1=most important and 3=least important.

Priority	Project ID.	Intersection Name
28	O-12	SR 92 – Old Burnt Hickory Road
25	O-36/37	SR 92 - Rosedale Drive and/or Hiram Crossing Shopping Center
19	O-39	SR 92 - Paulding Commons Shopping Center (Hobby Lobby)

SR Business 6

Please rank the need for improving the following intersections in this corridor from 1 to 5, where 1=most important and 5=least important.

Priority	Project ID.	Intersection Name
40	O-1	SR 120 (Charles Hardy Parkway) - SR Business 6 (Atlanta Highway)
39	O-22	West Memorial Drive - SR Business 6 (Buchanan Street)
29	O-24/25/26	East Memorial Drive - Legion Road, SR Business 6 (Merchants Drive) - Legion Road, and/or East Memorial Drive - Business SR 6 (Merchants Drive)
41	O-30/31	SR Business 6 - Old Harris Road and/or SR Business 6 - Coach Bobby Dodd Road
31	O-32	Macland Road - SR Business 6 (Merchants Drive)

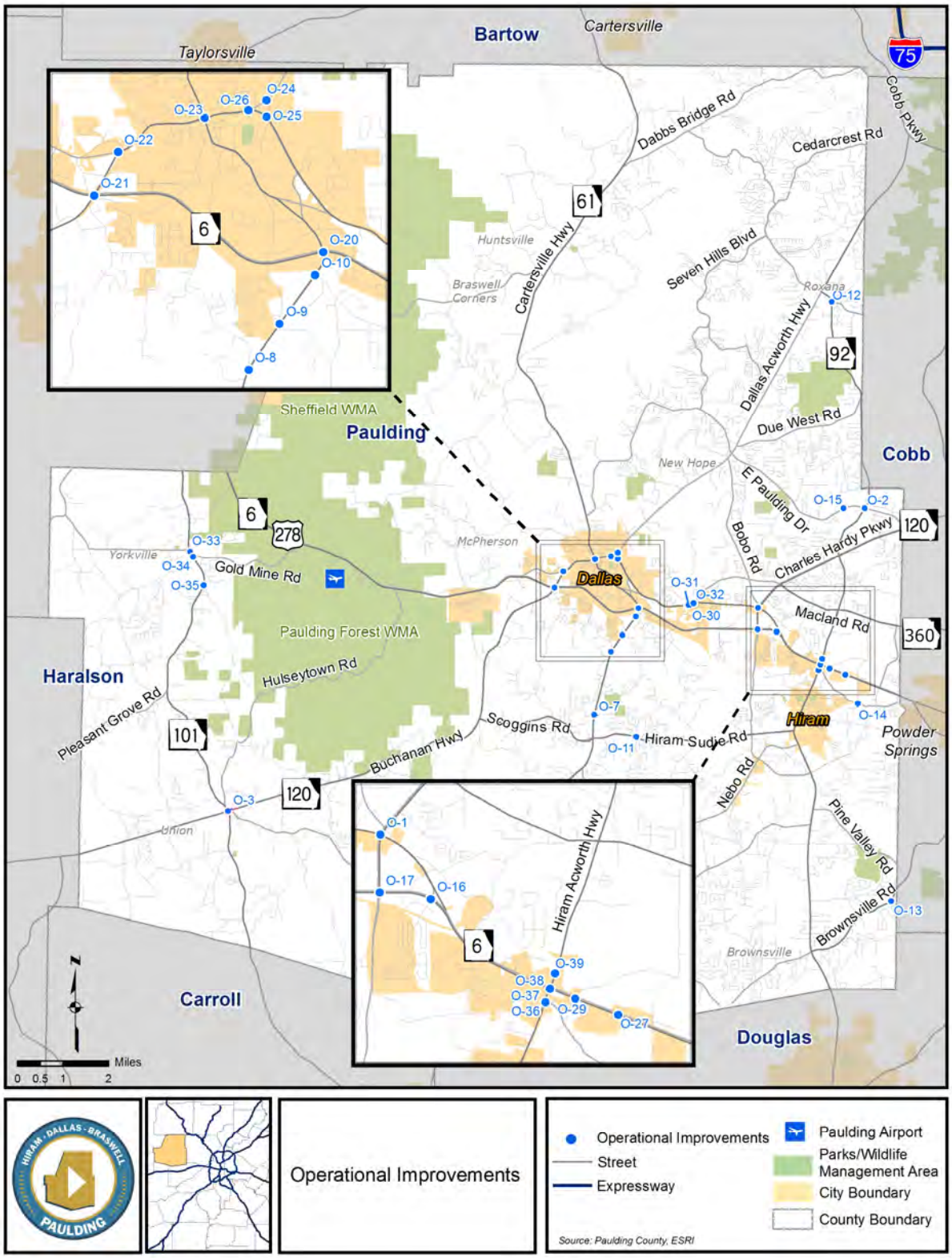
Other Corridors

Place a checkmark on each of the preferred intersection improvement for each of the corridors below.

SR 120/Buchanan Highway/Hiram Sudie Road

Priority	Project ID.	Intersection Name
6	O-3	SR 120 (Buchanan Highway) - SR 101
6	O-11	Hiram Sudie Road - Davis Mill Road
East Paulding Drive		
12	O-2	SR 92 - East Paulding Drive
0	O-15	East Paulding Drive - Brooks Rackley Road
SR 101		
9	O-33/34	SR 101 - Gold Mine Road and/or SR 101 - Holly Springs Road
2	O-35	SR 101 - Old Yorkville Road
Other		
7	O-13	Burnt Hickory Road - Brownsville Extension/Stout Parkway
5	O-14	Rosedale Drive - Metromont Road

Additional Comments on the intersection improvements:

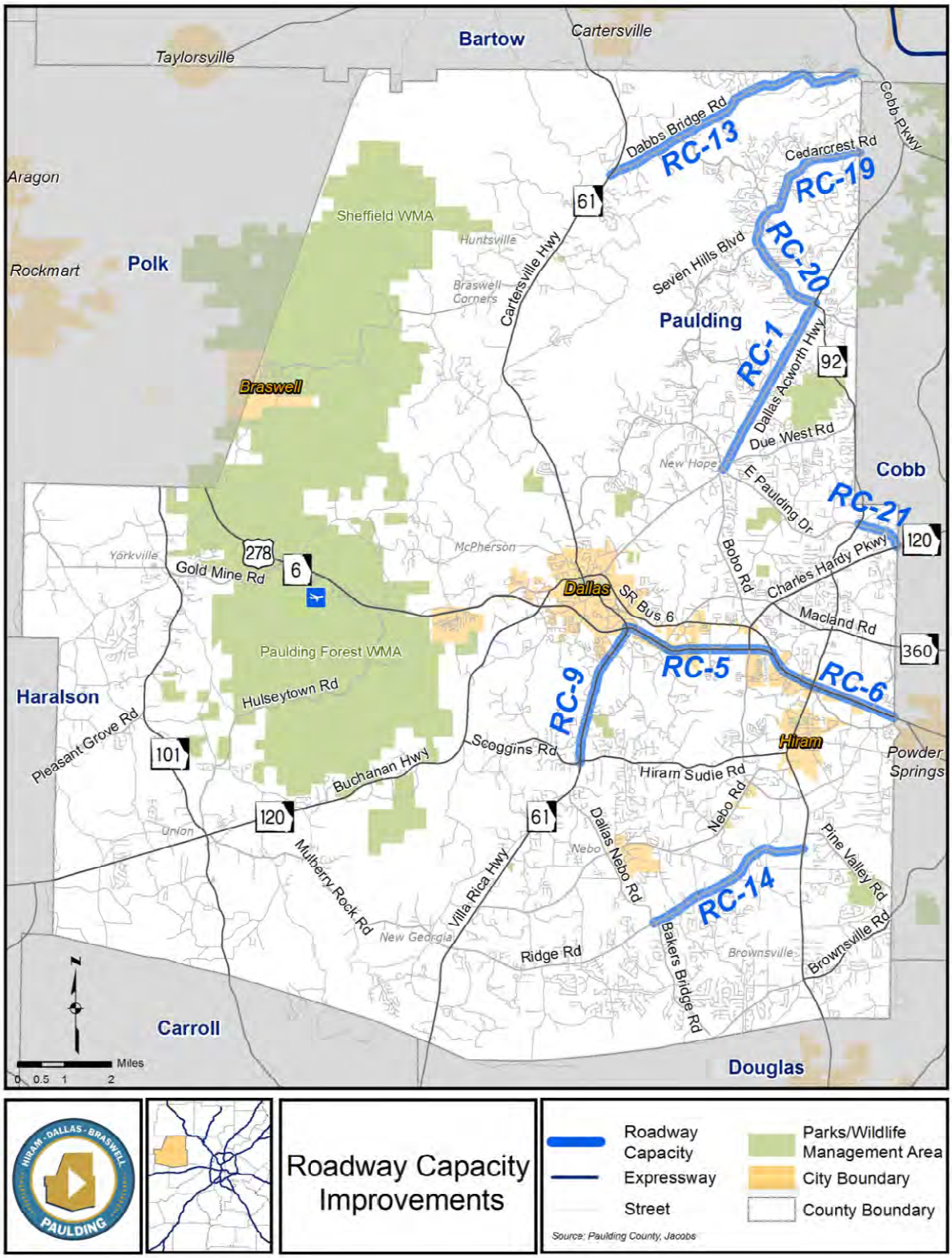

Bartow
Cartersville
Taylorsville
75
Cobb Pkwy
Dabbs Bridge Rd
Cedarcrest Rd
61
Huntsville
Braswell Corners
Cartersville Hwy
Seven Hills Blvd
Roxana
O-12
92
Dallas Acworth Hwy
Due West Rd
Sheffield WMA
Paulding
Cobb
New Hope
E Paulding Dr
O-15
O-2
120
Charles Hardy Pkwy
Bobo Rd
6
278
O-33
Yorkville
O-34
O-35
Gold Mine Rd
McPherson
Dallas
O-31
O-32
O-30
Macland Rd
360
Paulding Forest WMA
Haralson
Hulseytown Rd
Pleasant Grove Rd
101
O-7
Scoggins Rd
O-11
Hiram-Sudie Rd
Hiram
O-14
Powder Springs
Buchanan Hwy
120
O-3
Union
Nebo Rd
Pine Valley Rd
Brownsville Rd
O-13
Brownsville
O-1
O-17
O-16
Hiram Acworth Hwy
6
O-39
O-38
O-37
O-36
O-29
O-27
Carroll
Douglas
Miles
0 0.5 1 2
O-24
O-26
O-23
O-25
O-22
O-21
6
O-20
O-10
O-9
O-8
HIRAM · DALLAS · BRASWELL
PAULDING
Operational Improvements
Operational Improvements
Street
Expressway
Paulding Airport
Parks/Wildlife Management Area
City Boundary
County Boundary
Source: Paulding County, ESRI

Roadway Capacity Improvement Prioritization

The Paulding County CTP Update analyzed nine roadway capacity improvement projects. These projects are displayed on the next page by their Project ID numbers. **In the table below, please place *P* next to your three most preferred projects, and place *LP* next to your three least preferred projects. Provide any comments you have in the space provided below.**

Priority	Project ID	Project Location
3	RC-1	Dallas-Acworth Highway from SR 92 to E. Paulding Drive
7	RC-5	US 278/SR 6 from SR 61 to SR Business 6
5	RC-6	US 278/SR 6 from SR Business 6 to Cobb County Line
1	RC-9	SR 61 (Villa Rica Highway) from Hiram-Sudie Road to US 278/SR 6
-3	RC-13	Dabbs Bridge Road from SR 61 (Cartersville Highway) to Bartow County Line
0	RC-14	Ridge Road from Dallas Nebo Road to SR 92
0	RC-19	Cedarcrest Road from Seven Hills Boulevard to Cobb County Line
-1	RC-20	Cedarcrest Road from SR 92 to Seven Hills Boulevard
-6	RC-21	East Paulding Drive from west of Brooks Rackley Road to SR 120

Additional Comments:


Bartow
Cartersville
Taylorsville
Aragon
Rockmart
Polk
Sheffield WMA
Huntsville
Braswell Corners
Braswell
Paulding
Cobb
Dabbs Bridge Rd
RC-13
Cedarcrest Rd
RC-19
RC-20
Seven Hills Blvd
Cartersville Hwy
61
RC-1
Dallas Acworth Hwy
92
Due West Rd
New Hope
E Paulding Dr
RC-21
120
Charles Hardy Pkwy
Bobo Rd
Cobb Pkwy
Yorkville
Gold Mine Rd
278
6
McPherson
Dallas
SR Bus 6
Macland Rd
360
Paulding Forest WMA
RC-5
RC-6
Haralson
Hulseytown Rd
RC-9
Pleasant Grove Rd
101
Scoggins Rd
Hiram
Powder Springs
Buchanan Hwy
Hiram Sudie Rd
Nebo Rd
Union
Dallas Nebo Rd
Nebo
Pine Valley Rd
Mulberry Rock Rd
Villa Rica Hwy
RC-14
New Georgia
Ridge Rd
Bakers Bridge Rd
Brownsville
Brownsville Rd
Carroll
Douglas
Miles
0 0.5 1 2
Roadway Capacity Improvements
Roadway Capacity
Expressway
Street
Parks/Wildlife Management Area
City Boundary
County Boundary
Source: Paulding County, Jacobs

New Roadway Prioritization

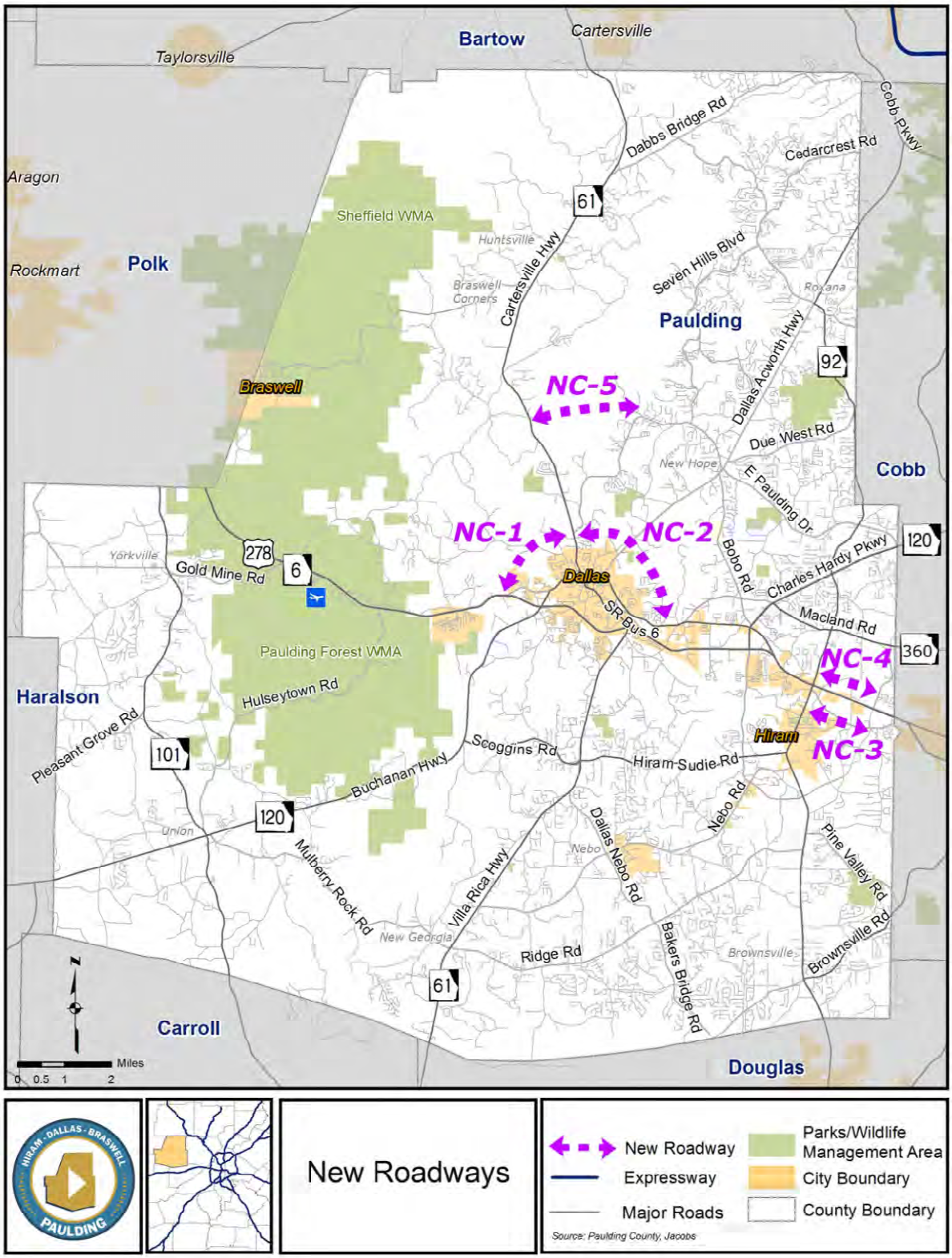
The Paulding County CTP Update identified the need for five new roadway projects. These projects are displayed in on the next page by their Project ID numbers.

Please rank these projects from 1 to 5, where 1= most important and 5=least important. Put your answers in the "Priority" column to the left of the table.

Priority	Project ID	Project Location
41	NC-1	W. Dallas Bypass from SR 61 (Cartersville Highway) to US 278/SR 6
28	NC-2	E. Dallas Bypass from SR Business 6 to SR 61 (Cartersville Highway)
26	NC-3	Hiram Parallel Reliever - South of US 278/SR 6 from SR 92 to Bill Carruth Parkway
25	NC-4	Hiram Parallel Reliever - North of US 278/SR 6 from SR 92 to Lake Road
45	NC-5	West Paulding Connector

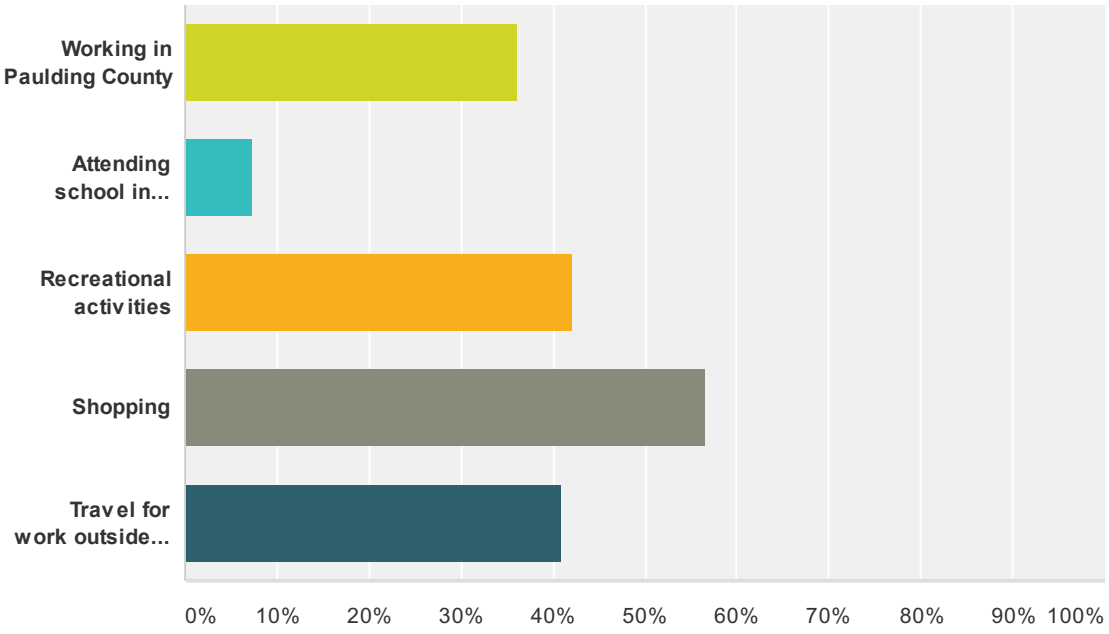
With limited funding resources, which type of project should have a higher priority?

1. New roadways - 4
2. Road widening - 8


Bartow
Cartersville
Taylorsville
Aragon
Rockmart
Polk
Sheffield WMA
Huntsville
Braswell Corners
Cartersville Hwy
Dabbs Bridge Rd
Cedarcrest Rd
Cobb Pkwy
Seven Hills Blvd
Roxana
Paulding
Dallas Acworth Hwy
Braswell
NC-5
Due West Rd
New Hope
E Paulding Dr
Cobb
NC-1
NC-2
Yorkville
Gold Mine Rd
Dallas
Bobo Rd
Charles Hardy Pkwy
SR Bus 6
Macland Rd
Paulding Forest WMA
NC-4
Haralson
Hulseytown Rd
Pleasant Grove Rd
Hiram
NC-3
Scoggins Rd
Hiram-Sudie Rd
Buchanan Hwy
Nebo Rd
Union
Dallas Nebo Rd
Pine Valley Rd
Mulberry Rock Rd
Villa Rica Hwy
Nebo
New Georgia
Ridge Rd
Bakers Bridge Rd
Brownsville
Brownsville Rd
Carroll
Douglas
Miles
0 0.5 1 2
New Roadways
New Roadway
Expressway
Major Roads
Parks/Wildlife Management Area
City Boundary
County Boundary
Source: Paulding County, Jacobs

Q1 My primary purposes for travel in Paulding County are due to (select only 2 answers)

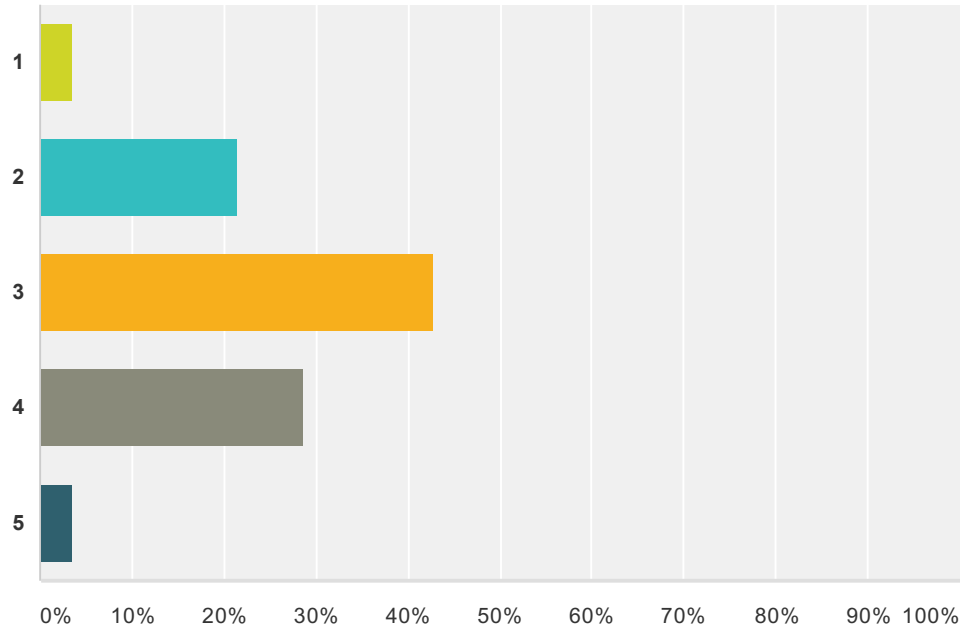
Answered: 83 Skipped: 1



Answer Choices	Responses	
Working in Paulding County	**36.14%**	30
Attending school in Paulding County	**7.23%**	6
Recreational activities	**42.17%**	35
Shopping	**56.63%**	47
Travel for work outside of Paulding County	**40.96%**	34
Total Respondents: 83		

Q2 What would you rate the level of traffic congestion in Paulding County? (1=Minimal, 5=Extreme)

Answered: 84 Skipped: 0



Answer Choices	Responses	
1	**3.57%**	3
2	**21.43%**	18
3	**42.86%**	36
4	**28.57%**	24
5	**3.57%**	3
Total		**84**

Q3 Are there any roads or intersections where you feel safety is a concern?

Answered: 70 Skipped: 14

#	Responses	Date
1	NO	5/21/2014 10:50 AM
2	Highway 92	5/13/2014 10:10 AM
3	Cedar Crest, , Hwy 92 Dallas Hwy, Hwy 278	5/12/2014 9:19 PM
4	GA 61 (confederate ave) - actual speed (not posted speed) is WAY to fast for a residential street with busy sidewalks on both sides.	5/11/2014 7:51 PM
5	41 and 92, 92 and 278,	5/10/2014 11:49 PM
6	lake road and macland, handy and poplar springs	5/10/2014 7:10 AM
7	Vista Lake Drive and Rt. 278... Far too often the residents of Overlook have to make a U-turn at this intersection, which is at the crest of a hill where traffic is traveling at least 65 mph. In the past 2 years there has been one fatal accidents and I have personally witnessed about five near misses. It would be nice if there was a traffic light installed at this intersection or a separate turn lane installed for the Overlook community.	5/9/2014 2:21 PM
8	Bill Carruth and Hiram Sudie 92 & Rosedale	5/9/2014 1:02 PM
9	61 and Dallas Nebo	5/9/2014 12:54 PM
10	School Road at Hwy 61...always a wreck for those coming fast over hill on 61	5/9/2014 10:53 AM
11	Macland Rd. near Old Mill / Macland Springs traffic travels too fast, there is a blind hill just in front of Old Lost Mtn Power Equipment making it unsafe to turn left out of Macland Springs subdivision	5/9/2014 1:56 AM
12	Downtown Hiram is too congested.	5/8/2014 3:37 PM
13	Yield sign from 381 to 61 merge	5/8/2014 12:55 PM
14	none	5/8/2014 9:19 AM
15	corner of Hwy 101 and Goldmine Rd at night - not clear to new people how to turn from Goldmine to take left and go south on 101, several at night have driven in the wrong lane and almost hit another car. If nothing else it needs more light and signage there.	5/8/2014 7:59 AM
16	None particularly come to mind as a safety concern.	5/7/2014 10:39 PM
17	No	5/7/2014 8:36 PM
18	All of them! Especially in Hiram around all the stores	5/7/2014 8:04 PM
19	The turn onto Homer Cochran Rd. From Nathan Dean... There needs to be a turn lane into this road.	5/7/2014 7:13 PM
20	None	5/7/2014 6:26 PM
21	Highway 92	5/7/2014 3:58 PM
22	Hwy 92 & 278; Hwy 92 & E. Paulding Blvd.	5/7/2014 1:49 PM
23	No	5/7/2014 1:36 PM
24	Hwy 61 and Hwy 278 intersection Hwy120 and Hwy 278 intersection	5/7/2014 1:07 PM
25	Hiram, in front of Best Buy.	5/7/2014 1:07 PM
26	Hwy 92 @ Due West (the part of Due West where there is no light), multiple spots on 92 between East Paulding Drive and Hwy 278 in Hiram.	5/7/2014 11:46 AM
27	Hwy 278 in Hiram from 92 to the new East Hiram Parkway Hwy 61 at Windale Road	5/7/2014 11:19 AM

28	School rd and 61 Braswell Mtn and 61	5/7/2014 11:19 AM
29	Hwy. 278 in Hiram	5/7/2014 11:17 AM
30	Speeding on the rockmart end of 278	5/7/2014 11:16 AM
31	Windale Rd and Hwy 61 Mustang Dr and hwy 61	5/7/2014 11:11 AM
32	All of Hwy 61 and every intersection on that rd. Most of Hwy 92 and the intersections on it. Every intersection on 278 through Hiram.	5/7/2014 11:10 AM
33	Hwy 278 corridor through Hiram.	5/7/2014 10:46 AM
34	Old Cartersville Road-Speeding Intersection of Old Cartersville/SR 61-Traffic Volune/Traffic Light needed Happy Valley Church Road-Speeding	5/7/2014 8:13 AM
35	Hart Road where it comes out onto Hwy 61-there is a bad blind spot due to the hill and people fly over that hill.	5/7/2014 3:15 AM
36	Poole Bridge Road at Ridge Road.	5/6/2014 7:51 PM
37	278 in front of Best Buy, merchants dr at the intersection of 61 going towards Chattahoochee Tech at the light. There needs to be a turn light	5/6/2014 5:30 PM
38	All stop sign intersections on major highways. Merging down to 2-lanes on Bill Carruth Pkwy when traveling south.	5/6/2014 4:30 PM
39	Hwy 278 and Dallas Hwy at Macland	5/6/2014 3:31 PM
40	East Paulding at 120. The light backs traffic up from 120 all the way to 92 most mornings and the cycle takes F O R E V E R to change!	5/6/2014 2:53 PM
41	92 @ Macland	5/6/2014 1:05 PM
42	Hwy 92 and Hwy 278 Intersection.	5/6/2014 12:54 PM
43	Hwy 92 and Ridge Road	5/6/2014 12:33 PM
44	Merchants / Coach Bobby Dodd / Old Harris is dangerous sometimes during peak hours. A part time traffic light might help; similar to the one at PCHS	5/6/2014 12:16 PM
45	Business 6 and Legion Road	5/6/2014 12:10 PM
46	Dabbs Bridge @ Cartersville Highway Mt. Tabor @ Dallas-Acworth Highway Winndale @ Villa Rica Highway	5/6/2014 11:27 AM
47	GA92	5/6/2014 11:14 AM
48	Hwy 278 in front if Target shopping center. The traffic signals do not work together.	5/6/2014 10:54 AM
49	Old Villa Rica Rd. @ GA 61 Frey Rd. @ Dallas Acworth Highway/Mt. Tabor Church Rd. PCHS/Aiken Dr. @ GA 61 (new red light)	5/6/2014 10:44 AM
50	Coach bobby Dodd/memorial intersection by the old huddle house	5/6/2014 9:57 AM
51	Highway 278 at Highway 92	5/6/2014 9:52 AM
52	any intersection with HW 92	5/6/2014 9:09 AM
53	Hwy 92 can be dangerous at peak traffic times (Rush hours)	5/5/2014 10:12 PM
54	Highway 61 south of Dallas to the county line	5/5/2014 9:16 PM
55	coming out of the shopping centers onto 92 at the intersection of 92 and 278 (i.e. Academy, Staples, Walmart, and OfficeMax shopping centers)v	5/5/2014 1:40 PM
56	Hwy 92/Dallas Hwy	5/5/2014 11:15 AM
57	Yes, Most of the roads getting onto Hwy 92 near Hwy 278. Most lights on Hwy 278.	5/3/2014 5:58 PM
58	Hwy 61S and Hart Rd Hwy 61S and Dallas Nebo Rd Hwy 92S and Rosedale Dr Hwy 278 in front of Best Buy	5/3/2014 8:53 AM
59	Bill Carruth at Hiram Sudie Rd.	5/2/2014 8:56 AM
60	BILL CARRUTH AND HIRAM SUDIE; HIRAM SUDIE AND MCCLUNG	4/29/2014 12:08 PM

61	US HWY 278 from Cobb County line to SR 120 because of high volume of traffic, poor access to numerous businesses, and the grade differences between the eastbound and westbound travel lanes. SR 61 from Dallas city limits to Bartow County line because of steep shoulders. SR 61 from Hwy 278 to Nebo Road because of traffic volume, numerous access points, and lack of turn lanes. Hiram-Sudie Road because of steep shoulders.	4/29/2014 11:48 AM
62	E. Foster Avenue, Dallas	4/29/2014 7:33 AM
63	Hwy 278 and Bill Carruth	4/28/2014 11:47 PM
64	Wolfpen Path and Hwy 278 numerous others.	4/15/2014 3:27 PM
65	Hwy 278 & Mt. Olivet Loop Road	4/10/2014 6:30 PM
66	Yes Highway 61. I live off this road, between speed and all the pulloffs its very dangerous.	4/9/2014 11:18 AM
67	no.	4/9/2014 9:25 AM
68	92 going towards Douglasville is CRAZY.	4/7/2014 10:27 AM
69	east Pauling drive and Hwy 92 Hwy 92 and Antioch road intersections	3/31/2014 8:58 AM
70	The fork at business 6 and 360 is frightening.	3/26/2014 7:43 PM

Q4 What roads do you think need improvement other than maintenance? Some examples: wider or additional lanes, wider shoulders, etc. (Please rank in order of need)

Answered: 65 Skipped: 19

#	Responses	Date
1	NO	5/21/2014 10:50 AM
2	Highway 92 from new hope to hiram	5/13/2014 10:10 AM
3	Cedar Crest, additional Lanes, Hwy 92 More Lanes, Wider Shoulders	5/12/2014 9:19 PM
4	Any intersections with "smarter" traffic signals would be an improvement.	5/11/2014 7:51 PM
5	highway 92 needs to be widened and the lights on 278 need to be timed better	5/10/2014 11:49 PM
6	intersection safety, signage, drainage/potholes.	5/10/2014 7:10 AM
7	HIram Acworth Hwy (Hwy 92) needs additional lanes. Hwy 278 West needs more turning or merging lanes.	5/9/2014 9:34 PM
8	None	5/9/2014 2:21 PM
9	Widen Hwys 92 & 61 from 278 going south	5/9/2014 1:02 PM
10	Halsey Town	5/9/2014 12:54 PM
11	Highway 92 needs additional lanes	5/8/2014 3:51 PM
12	I think we need more sidewalks	5/8/2014 3:37 PM
13	Cedarcrest (wider shoulders)	5/8/2014 12:55 PM
14	I have to say that road maintenance and improvements have been exellent, especially compared to other counties I travel through.	5/8/2014 9:19 AM
15	Ogle Rd paved	5/8/2014 7:59 AM
16	Hwy 92!! :)	5/7/2014 10:39 PM
17	NONE	5/7/2014 6:26 PM
18	Hwy 61 and Hwy 92	5/7/2014 4:43 PM
19	Widen Highway 92	5/7/2014 3:58 PM
20	Hwy 92	5/7/2014 1:47 PM
21	Hiram Bypass should have tied into Powder Springs road in Cobb county and not back into Hwy 278. Bad decision there	5/7/2014 1:07 PM
22	Various parts of highway 61	5/7/2014 1:07 PM
23	Something needs to be done about the congestion in Hiram on 278 during rush hours. I don't know what to recommend, though. Highway 92 needs to be widened from Cobb Parkway to Highway 278 in Hiram.	5/7/2014 11:46 AM
24	There are still many unpaved or poorly paved roads in Paulding.	5/7/2014 11:19 AM
25	hwy 92, additional lanes	5/7/2014 11:11 AM
26	Hiram-Acworth Highway - Shoulder widening, turn lane lengthened, additional lanes. Nebo Rd. Same as above with the exception of additional lanes.	5/7/2014 10:46 AM
27	Macland Road WB west of Circle Hill Drive... wider shoulders/guardrails	5/7/2014 8:13 AM

28	Need a yellow flashing light at Hart Rd on Hwy 61(Villa Rica Hwy) due to a hill. Can't see cars coming out of that road until you're at the top of the hill- then it's too late. Some people don't know there is a road there.	5/7/2014 3:15 AM
29	92 Through Hiram needs a center turn lane.	5/6/2014 7:51 PM
30	Cedarcrest should be wider from 381 to the county line	5/6/2014 5:30 PM
31	Highway 61 widened, Bill Carruth Pkwy widened at 2-lane portion, 278 in Hiram needs 3rd lane from 120 intersection to Cobb line.	5/6/2014 4:30 PM
32	Reese Road is not wide enough for two cars in most every curve. It's a hazard because there is no side of the road for kids to walk to school and they have to walk in the road in parts and if there are two cars coming from opposite directions it's dangerous!	5/6/2014 2:53 PM
33	Widening of 92 straight into Cobb from Douglasville. Additional lanes on Macland into Cobb.	5/6/2014 1:05 PM
34	278 hwy 92	5/6/2014 1:00 PM
35	Hwy 92 from all of the tractor trailer trucks. HUGE potholes. Also need additional turn lanes on Hwy 92 onto Hwy 278.	5/6/2014 12:54 PM
36	Ridge Road gets backed up due to people making left turns. Left turn lanes at intersections would greatly improve traffic flow.	5/6/2014 12:33 PM
37	Graham Rd definitely needs wider roads and guard rails. Old Harris needs to be widened or at very least the road be brought to the same level as the gutters. The concrete for the gutters are higher making the road narrower. Every afternoon I nearly get hit driving down there. Another entrance into the subdivisions off Graham Road would be great. Any time there is an event blocking Graham Rd, no one can get in or out of the neighborhoods. HWY 61/Villa Rica Hwy also needs more guard rails where there are ditches and large drop offs. With it being a 55mph zone I worry about ending up down an embankment.	5/6/2014 12:16 PM
38	Widen Hwy 92 - long, long overdue.	5/6/2014 12:10 PM
39	Buchannan Highway - Right Turn Lane onto 278 (N) & Left Turn Lanes (N & S) Highway 92 and Highway 61 - four lanes needed	5/6/2014 11:27 AM
40	GA92	5/6/2014 11:14 AM
41	Highway 92 north of Hiram-Sudie to 278 Highway 61 north of Hiram-Sudie to 278	5/6/2014 11:01 AM
42	Cedarcrest needs additional lanes and major curves taken out.	5/6/2014 10:54 AM
43	Old Villa Rica @ GA 61 (re-design the intersection, it is very dangerous) Frey Rd. @ Dallas Acworth Highway/Mt. Tabor Church Rd. (re-design the intersection, it is very dangerous) GA 61 needs to be widened. There needs to be a GA 61 bypass of the city of Dallas. Traffic is gridlocked in the afternoons with motorist trying to go northbound on GA 61 through Dallas.	5/6/2014 10:44 AM
44	278 Hiram corridor-It is pathetic how long it takes you to navigate 3.5 through Hiram during rush hours	5/6/2014 10:05 AM
45	Graham rd need widening or at a minimum repaved. It is so bouncy, when it rains people (even going slow) skip right off the road or into oncoming traffic.	5/6/2014 9:57 AM
46	Highway 92	5/6/2014 9:52 AM
47	macland road	5/6/2014 9:09 AM
48	1. Hwy 92 - All the above.	5/5/2014 10:12 PM
49	Ridge Road needs widening	5/5/2014 9:16 PM
50	1. Widening from Crossroads through to Douglasville 2. Widen 61 from Dallas into Villa Rica	5/5/2014 1:40 PM
51	Macland: additional lanes	5/5/2014 11:15 AM
52	Hwy 92	5/3/2014 5:58 PM
53	Hwy 92 S: Needs more lanes Hwy 61 S: Needs more lanes; Dallas Nebo Rd at Hwy 61S needs traffic signal with excell lanes to egress North bound toward Dallas. Old Harris Rd : Needs turning lane added to egress West bound Hwy 278.	5/3/2014 8:53 AM

54	Dabbs Bridge Rd and Harmony Grove Church Rd - wider (lanes and shoulders - a single wreck makes the roads impassable - see the results of the winter storm)	5/2/2014 1:13 PM
55	Hwy 61 at 278 needs widening. Hwy 92 at Cedarcrest needs widening	5/2/2014 8:56 AM
56	92 SOUTH; POPLAR SPRINGS	4/29/2014 12:08 PM
57	1. Hwy 92 needs additional lanes throughout its entire length in Paulding County. 2. Hwy 278 through Hiram business district needs additional lanes, safety improvements, and profile realignment of eastbound lanes.	4/29/2014 11:48 AM
58	E. Foster Avenue, Dallas	4/29/2014 7:33 AM
59	Wider lanes on Bill Carruth in front of the hospital to divert those from turning right from the major roadway	4/28/2014 11:47 PM
60	Butler Industrial needs to be wider.	4/15/2014 3:27 PM
61	McPherson Curch Road and Hanlin Road need to be paved. Both roads wash out after the first rain after the roads are graded. There is a lot of traffic on McPherson Church Road.	4/10/2014 6:30 PM
62	61 and 92!!!!!! additional lanes for each of these. I live off 61 and in particular my neighborhood is St. Charles Estates, almost across from Hart Rd (Allgood Elem). When heading N. there is a turn lane into my subdivision in which SEVERAL accidents have occurred because a car is at a stand still trying to turn left on Hart Rd and decide to pass the car in the turn lane into my subdivision. I brace myself anytime a car is trying to make a left at Hart because they swerve out when I am trying to turn into my subdivision and an accident did occurr that almost included me. I was turning in my neighborhood and a car swerved out and I laid on my horn (my 2 children in the backseat) and the car got back over and hit the sitting car trying to make the left on Hart Rd. All cars even semis come plowing throught the turn lane of my subdivision just to get right back over on 61. When I try to make a right out of my subdivision (because we are not able to make a left legally) and a car is stopped to make a left on Hart, you have to turn with caution as again the cars will not wait behind the car trying to turn left on Hart Rd and plow throught the "white lines" on the right and proceed to get right back on 61N. VERY DANGEROUS and I have considered moving because of 61. If 61 could be widend that may help but as a temp fix, I feel there should be some type of tall white pillars to block people from being able to pass in this space.	4/9/2014 11:18 AM
63	none.	4/9/2014 9:25 AM
64	92 wider lanes	4/7/2014 10:27 AM
65	Hwy 92, Hwy 61 Dallas Road wider because of Walmart traffic from cobb county their side has been widened !!!	3/31/2014 8:58 AM

Q5 What are the major areas of concern in your town that need improvement? (Please rank in order of most needed in your opinion)

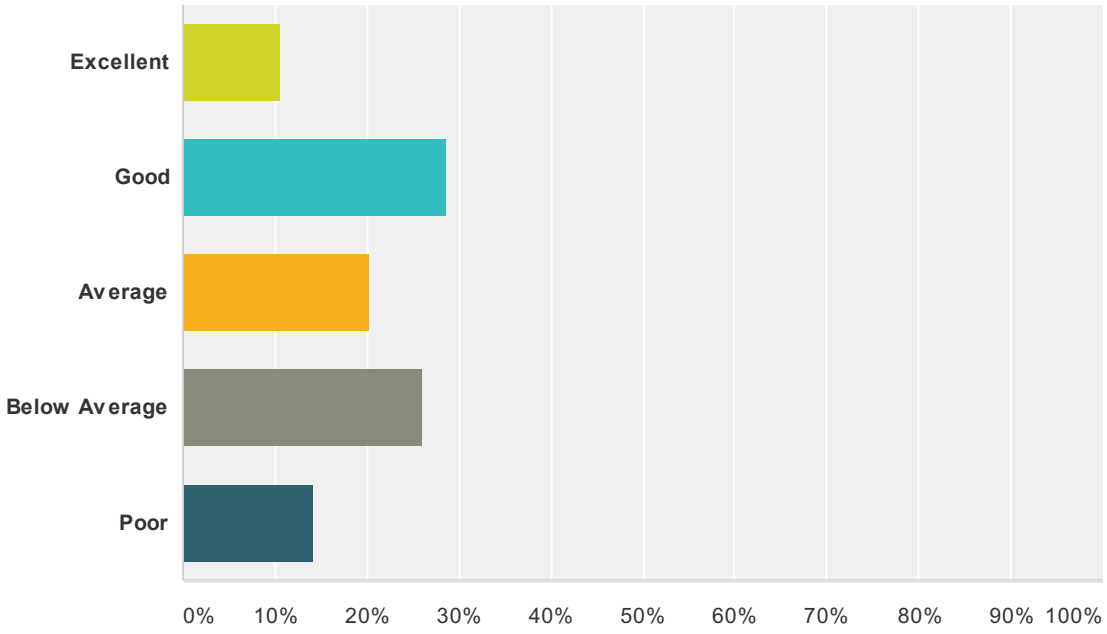
Answered: 53 Skipped: 31

#	Responses	Date
1	SHUT DOWN THE AIRPORT	5/21/2014 10:50 AM
2	Fixing our roads that we have now before building new ones. Including our major highways into and out of the county. Highways 278 and 92.	5/13/2014 10:10 AM
3	Sidewalks, wider roads, more turn lanes BetterTraffic signals	5/12/2014 9:19 PM
4	Slower traffic speed thru Dallas.	5/11/2014 7:51 PM
5	41 turning onto 92 now is an accident waiting to happen ! public transit ,	5/10/2014 11:49 PM
6	light timing on 278, new traffic on my street created by new hiram bypass	5/10/2014 7:10 AM
7	The timing of traffic lights on Rt.278 west from Rt.120 need to adjusted so that the cars who hit one traffic light don't the rest of the red traffic lights. I am not a traffic engineer but there has to be a way to time the lights so that as you get to the next traffic light it's turning green, not red. It would greatly increase the traffic flow and save the drivers wear and tear on their vehicles. Not, to mention it's more fuel efficient for the lights to be timed properly. I would like for the Paulding County and Cobb County DOTs to figure out how to time traffic so drivers in rush hour traffic in the morning and evening don't have to sit through rapid light cycling at the Mars Hill Road and Rt. 120 intersection, which can take drivers sometimes 15-20 minutes make through the intersection. Since there is a high volume of people driving to work on Rt.120 and Rt.278 into Cobb County, you all may want to see what they can do to help with traffic patterns that work for both counties.	5/9/2014 2:21 PM
8	relieve congestion in Hiram along the 278 corridor.	5/9/2014 1:02 PM
9	Congestion on 278 in Hiram	5/9/2014 12:54 PM
10	I love the library's...please don't shut those down. A skate park and/or water fountain park (where kids can run through) would be fun for kids.....senior walking area would be good.	5/9/2014 10:53 AM
11	Congestion on 278 Congestion on 92 Need sidewalks/bike lanes everywhere!	5/8/2014 3:51 PM
12	Running/biking trails Wider roads in places	5/8/2014 12:55 PM
13	A better calendar of events, things going on locally, in each town and county wide. Also a consolidated calendar of what government meetings citizens can attend--too many are kept quiet that we could attend but never know about. The county webpages could be more infomative of both of these.	5/8/2014 9:19 AM
14	Too much congestion/traffic in Hiram - takes too long esp. at rush hour to get through that section. Way too much sprawl and not enough planning there. Should have more green space/parks there to break up congestion	5/8/2014 7:59 AM
15	We need a Good Samaritan Health Clinic to offer health care at a sliding scale rate. We need a maternity ward! I can't understand why the new hospital STILL didn't implement one...	5/7/2014 10:39 PM
16	1. Ask citizens for their input on anything that concerns out county, i.e., the airport.	5/7/2014 8:04 PM
17	None	5/7/2014 6:26 PM
18	Hwy 61 area	5/7/2014 4:43 PM
19	Congestion on Highway 92	5/7/2014 3:58 PM
20	Intersection of 92 and 278	5/7/2014 1:47 PM
21	Hiram and Hwy 278 and Hwy 92	5/7/2014 1:07 PM

22	Pavement of all roads Widening of SR 92 and SR61 All roads that are near schools	5/7/2014 11:19 AM
23	Traffic congestion	5/7/2014 11:17 AM
24	Not enough pedestrian walk way Streets too narrow	5/7/2014 10:46 AM
25	East Paulding Drive at the light where you go in and out of East Paulding High School. There needs to be longer lanes for turning into the school so not to back up the flow of traffic that's not going into the school. It's a mess right there. 2- Could use a flashing light at Ivey Rd on Due West Rd because of a hill there. Very dangerous pulling out of that road. 3- Redo the lines on the road going from main red light in Dallas out 61 north. They are confusing. Not marked clearly. Do away with the lines that don't need to be there.	5/7/2014 3:15 AM
26	Education for the drivers on local traffic speeds and what traffic signs mean.	5/6/2014 7:51 PM
27	Turn signal at intersection of Merchants Dr/Bus 6 and Hwy 61 to turn onto 61 to go towards 278	5/6/2014 5:30 PM
28	pavement maintenance	5/6/2014 4:39 PM
29	Many road projects to widen existing roads, replace all stop sign intersections on major roads with lights.	5/6/2014 4:30 PM
30	Traffic getting out of East Paulding Drive to 120 in the morning and getting home on 120 to East Paulding in the evening.	5/6/2014 2:53 PM
31	Better East to West road options	5/6/2014 1:05 PM
32	public transportation	5/6/2014 1:00 PM
33	Graham Road, Old Harris, Villa Rica Hwy, Macland Road	5/6/2014 12:16 PM
34	more roundabouts instead of 4-way stops synchronized traffic signals road maintenance	5/6/2014 12:10 PM
35	Hiram (Target) Crossroads (Hwy 92 and Dallas Acworth Hwy)	5/6/2014 10:54 AM
36	US 278 through Hiram is backed up every day. We need some continuity for our red lights. We need a Dallas bypass. Widening the Macland Road corridor into Cobb would help alot.	5/6/2014 10:44 AM
37	Graham road Complete the road from memorial drive to graham road that was started.	5/6/2014 9:57 AM
38	Highway 278 at Highway 92 Highway 61 at Business 6 (Downtown Dallas)	5/6/2014 9:52 AM
39	major highway improvements infrastructure	5/6/2014 9:09 AM
40	Deterioration of the roads, ie, pot holes	5/5/2014 10:12 PM
41	Ridge Road Highway 61	5/5/2014 9:16 PM
42	Additional lanes Traffic signals need to be changed during peak travel times into Hiram.	5/5/2014 11:15 AM
43	Public Transportation Additional sidewalks (especially around the shopping areas and hospital)	5/5/2014 11:03 AM
44	Better flow of traffic on Hwy 278 in Hiram area.	5/3/2014 5:58 PM
45	Hwy 278 West Bound still needs great improvement in the afternoon and evenings. The new road has helped although there is still a tremendous amount of volume	5/3/2014 8:53 AM
46	More pedestrian (sidewalks) bike trails.	5/2/2014 8:56 AM
47	none	4/29/2014 11:48 AM
48	Hwy 278 and Hwy 93 intersection. Backs up traffic for miles during peak traffic	4/28/2014 11:47 PM
49	Traffic flow through Hiram traffic lights should be synchronized to reduce congestion.	4/10/2014 6:30 PM
50	61 additional lanes (I live off this) and 92 additional lanes. Traffic is continually backed up on 92 crawling through downtown Hiram and intersection of 92 and 278 (both directions) just too many cars and not enough space.	4/9/2014 11:18 AM
51	none,	4/9/2014 9:25 AM
52	I believe the leadership of Paulding needs to look at other county's mistakes and learn from it. I believe Peachtree City did a great job in planning their area.	4/7/2014 10:27 AM
53	general upgrade of roads around major shopping areas and near schools to provide smother flow and better interconnections.	3/31/2014 8:58 AM

Q6 What would you rate existing bicycle and pedestrian facilities in Paulding County?

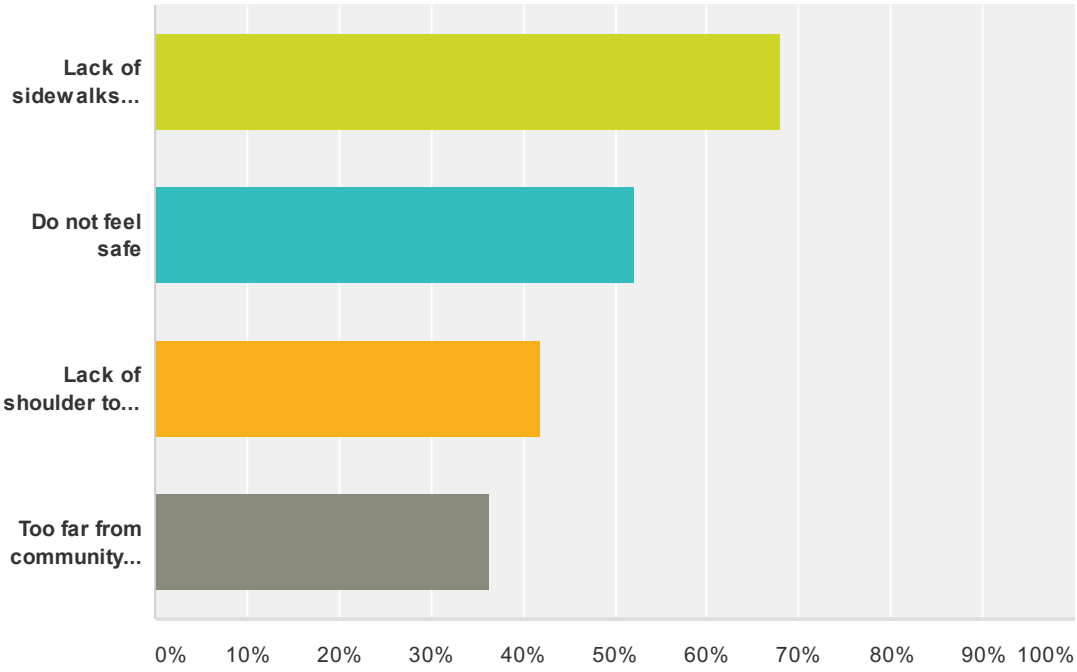
Answered: 84 Skipped: 0



Answer Choices	Responses	
Excellent	**10.71%**	9
Good	**28.57%**	24
Average	**20.24%**	17
Below Average	**26.19%**	22
Poor	**14.29%**	12
Total		**84**

Q7 What currently prevents you from walking or bicycling? (Choose all that apply)

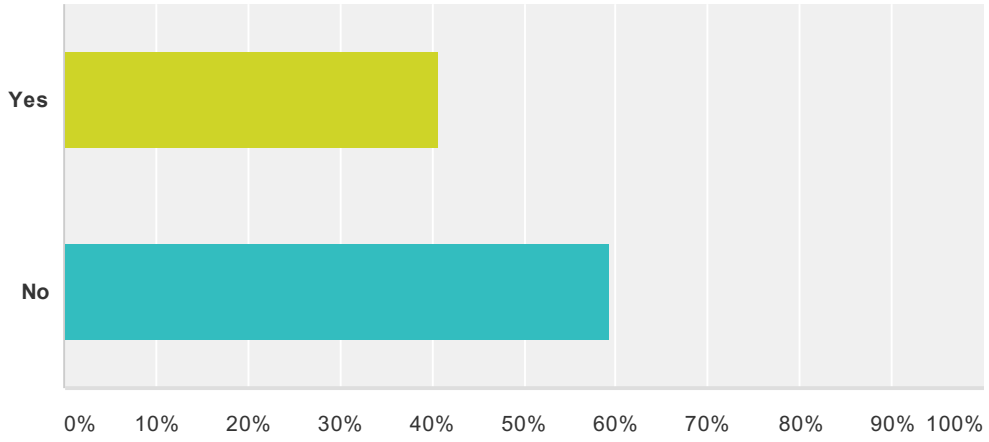
Answered: 69 Skipped: 15



Answer Choices	Responses	
Lack of sidewalks combined with too much traffic	**68.12%**	47
Do not feel safe	**52.17%**	36
Lack of shoulder to cycle on combined with too much traffic	**42.03%**	29
Too far from community destinations	**36.23%**	25
Total Respondents: 69		

Q8 Do you feel transit service is needed for public and human service transportation in Paulding County (being transit programs or transit facilities for meeting basic health, welfare, or other needs of a society of group)?

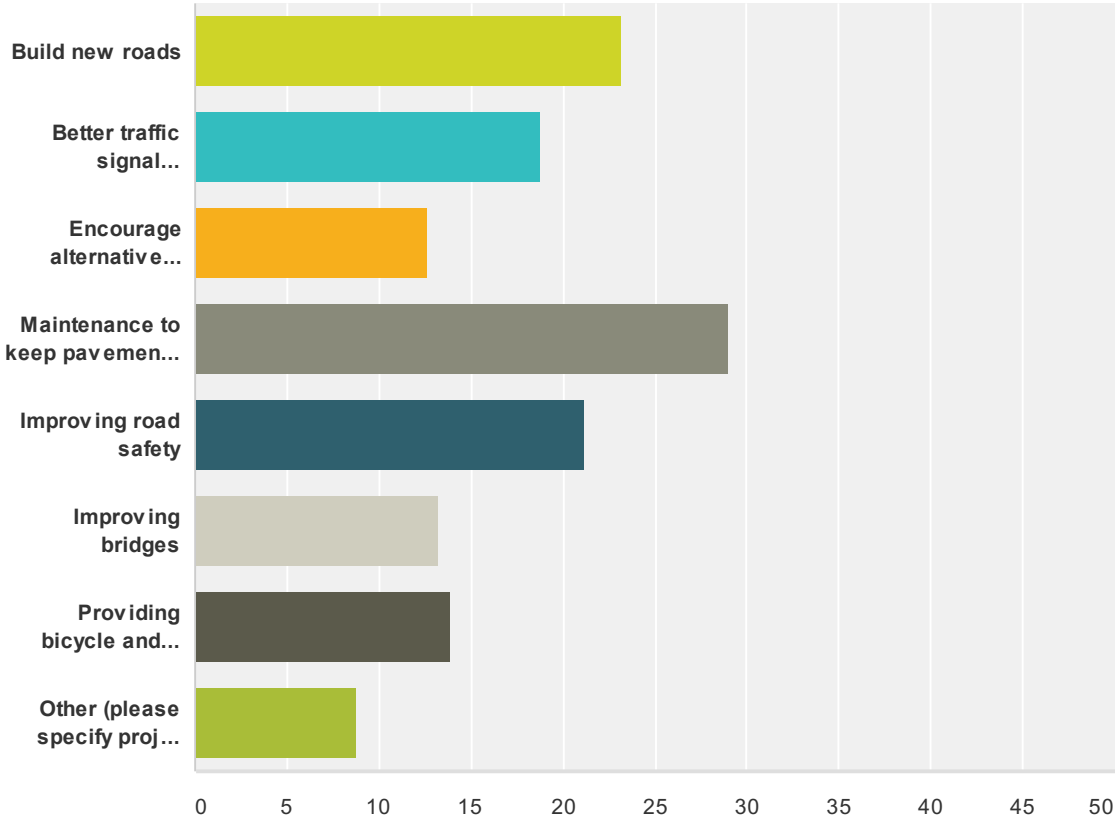
Answered: 81 Skipped: 3



Answer Choices	Responses	
Yes	**40.74%**	33
No	**59.26%**	48
Total		**81**

Q9 If you were given 100% of the funds in the transportation budget, how would you distribute the percentages of the funds among these project types? Please make sure that all the numbers total 100%.

Answered: 80 Skipped: 4



Answer Choices	Average Number	Total Number	Responses
Build new roads	23	1,347	58
Better traffic signal operation	19	1,071	57
Encourage alternative transportation (transit, human services, etc.)	13	558	44
Maintenance to keep pavement in good condition	29	2,205	76
Improving road safety	21	1,293	61
Improving bridges	13	664	50
Providing bicycle and pedestrian facilities	14	748	54
Other (please specify project type and percentage)	9	114	13
Total Respondents: 80			

Q10 What municipality do you live in?

Answered: 79 Skipped: 5

#	Responses	Date
1	DALLAS	5/21/2014 10:50 AM
2	Northwest Paulding	5/13/2014 10:10 AM
3	Dallas	5/12/2014 9:19 PM
4	Dallas	5/11/2014 7:51 PM
5	none, unincorporated cobb	5/10/2014 7:10 AM
6	Dallas (Yorkville community)	5/9/2014 9:34 PM
7	City of Dallas	5/9/2014 2:21 PM
8	I live in the New Ga area, not in a municipality	5/9/2014 1:02 PM
9	Dallas	5/9/2014 12:54 PM
10	Dallas	5/9/2014 10:53 AM
11	Dallas	5/9/2014 1:56 AM
12	Unincorporated Paulding (southeast Paulding)	5/8/2014 3:51 PM
13	dallas	5/8/2014 3:37 PM
14	Dallas	5/8/2014 12:55 PM
15	Rockmart (Yorkville)	5/8/2014 9:19 AM
16	Rockmart/ PC/ Yorkville area	5/8/2014 7:59 AM
17	Dallas	5/7/2014 10:39 PM
18	District II	5/7/2014 8:36 PM
19	Dallas	5/7/2014 8:04 PM
20	Dallas	5/7/2014 7:13 PM
21	Yorkville	5/7/2014 6:26 PM
22	North Paulding	5/7/2014 4:43 PM
23	Hiram	5/7/2014 3:58 PM
24	Temple (Union) - yes we are Paulding County	5/7/2014 1:49 PM
25	Dallas	5/7/2014 1:47 PM
26	Dallas	5/7/2014 1:36 PM
27	New Georgia / Dallas address	5/7/2014 1:07 PM
28	Dallas	5/7/2014 1:07 PM
29	Burnt Hickory	5/7/2014 12:11 PM
30	Dallas	5/7/2014 11:46 AM
31	Yorkville, Paulding County	5/7/2014 11:19 AM
32	Dallas	5/7/2014 11:19 AM
33	Dallas/Yorkville	5/7/2014 11:17 AM
34	East Paulding area	5/7/2014 11:11 AM

35	N/A	5/7/2014 10:46 AM
36	Dallas	5/7/2014 8:13 AM
37	?? I live right off Hwy 278 - close to Krogers at Hwy 61	5/7/2014 3:15 AM
38	Hiram	5/6/2014 7:51 PM
39	City of Dallas	5/6/2014 5:30 PM
40	Douglasville	5/6/2014 4:39 PM
41	Dallas, South Paulding.	5/6/2014 4:30 PM
42	Dallas	5/6/2014 3:31 PM
43	Paulding County	5/6/2014 2:53 PM
44	Dallas	5/6/2014 1:58 PM
45	Dallas	5/6/2014 1:05 PM
46	dallas east	5/6/2014 1:00 PM
47	Dallas	5/6/2014 12:54 PM
48	Unincorporated Paulding County	5/6/2014 12:33 PM
49	Dallas	5/6/2014 12:16 PM
50	Dallas	5/6/2014 12:10 PM
51	Draketown Area	5/6/2014 11:27 AM
52	Hiram	5/6/2014 11:01 AM
53	Dallas	5/6/2014 10:54 AM
54	I live in unincorporated Paulding County.	5/6/2014 10:44 AM
55	Hiram	5/6/2014 10:05 AM
56	Dallas	5/6/2014 9:57 AM
57	Kennesaw	5/6/2014 9:52 AM
58	dallas, but actually closer to hiram	5/6/2014 9:09 AM
59	Off Bakers Bridge Road, Canterbury Lane Community	5/5/2014 10:12 PM
60	unincorporated Paulding County	5/5/2014 9:16 PM
61	New Hope	5/5/2014 1:40 PM
62	Dallas	5/5/2014 11:15 AM
63	Dallas	5/5/2014 11:03 AM
64	Hiram, GA	5/3/2014 5:58 PM
65	Dallas	5/3/2014 8:53 AM
66	Unincorporated	5/2/2014 1:13 PM
67	Unincorporated Paulding	5/2/2014 8:56 AM
68	HIRAM	4/29/2014 12:08 PM
69	unincorporated Paulding, Dallas address	4/29/2014 11:48 AM
70	City of Dallas	4/29/2014 7:33 AM
71	Hiram (not in the municipality)	4/28/2014 11:47 PM
72	Dallas	4/28/2014 7:37 PM
73	I live in rural Paulding, but Dallas would be closest city.	4/15/2014 3:27 PM
74	Dallas	4/10/2014 6:30 PM

75	Dallas, off 61	4/9/2014 11:18 AM
76	dallas	4/9/2014 9:25 AM
77	I live in the Dallas City limits	4/7/2014 10:27 AM
78	30157	3/31/2014 8:58 AM
79	Dallas	3/26/2014 7:43 PM

Q11 Please list below additional general comments and/or concerns that you feel may have been left off of this list that needs additional discussion or consideration.

Answered: 39 Skipped: 45

#	Responses	Date
1	THE TRAFFIC THE AIRPORT WILL BRING	5/21/2014 10:50 AM
2	I feel to much consideration has been given to build roads to an airport. We have major highways with big traffic issues and those need to be addressed. Officials should not spend time and money on the future when the present is crumbling underneath us.	5/13/2014 10:10 AM
3	Roads are too narrow & too many curves without proper shoulders & sidewalks.	5/12/2014 9:19 PM
4	A 61 bypass around Dallas would be a major improvement.	5/11/2014 7:51 PM
5	Paulding county has done well with projects like brushy mountain road, hiram, bypass, ga 120, us278 and many smaller projects over the years. keep looking ahead and making it an easy way to commute. looking ahead ga 92, 61, and 360 need to be widened and corridors like east Paulding drive, old Cartersville road, poplar springs, should be improved as well	5/10/2014 7:10 AM
6	Do I want the Commercial Airport? NO Should Paulding county voters be given the chance to vote on whether to have a Commercial Airport? YES	5/9/2014 9:34 PM
7	None	5/9/2014 2:21 PM
8	We need funding to provide transportation from residences to services available in Paulding County and a link to services outside the county.	5/9/2014 1:02 PM
9	The light needs to hold longer for those on Hwy 278 in Hiram....there isn't that much traffic on 92, while there are miles of backup on 278.	5/9/2014 10:53 AM
10	What I am certain of is adding in a commercial airport will only add to the total chaos of poor planning that has already occurred. Be sure whatever you do that you do a better job of allowing citizens to VOTE on these projects and you do a better job of announcing these meetings. Keeping the people in the dark is the best way to gain enemies.	5/8/2014 3:37 PM
11	A real explanation needs to be made to the citizens of what a commercial airport (no matter the scale) would cost the county in new traffic, new roads needed, noise, etc. I bet more people would approve of this and other projects if everything was "on the table" and not seen as being sneakily pushed through. Explain not only the pluses but also the minuses of every project, don't let people find out the hard way...be more open, the webpages for the county could be greatly expanded to be more informative.	5/8/2014 9:19 AM
12	Roads good, would like Nature park in west Paulding where you can hike, see animals, and have more activities for kids	5/8/2014 7:59 AM
13	We do not need a commercial airport to bring jobs to this county. I am NOT in favor of ANY rapid transit (MARTA). This is Paulding County, not Cobb, Fulton etc. This is a "bedroom" community and our officials are trying to make it something it's not. I choose to move to Paulding County for peace and quite KNOWING I have to drive 40 miles to my office.	5/7/2014 8:04 PM
14	None	5/7/2014 6:26 PM
15	Please reopen Spring rd before shutting down Willow Springs Rd for the new bridge construction. It has made it increasingly difficult	5/7/2014 4:43 PM
16	Please do something about Highway 92 congestion!	5/7/2014 3:58 PM
17	The shoulder areas on roads that lead to schools should be given priority.	5/7/2014 1:49 PM

18	BADLY NEEDED: Laws to require open and transparent communication of county officials with citizens and getting a chance to vote when large projects like airports,public transit, toll roads and super highways are being considered.	5/7/2014 1:36 PM
19	Don't spend money on commercialization of the airport but invest that money to better our existing transportation. This will help develop the county more than the airport!	5/7/2014 1:07 PM
20	No commercialization at paulding airport	5/7/2014 12:11 PM
21	Do I want/need a toll road? NO!! Do I want/need a commercial airport? NO!!	5/7/2014 11:17 AM
22	I would NOT like to see transit come into our county. I don't see that it's needed here. It would not work well for the 2 lane roads we have. Most all of our business are in Hiram and close together, so it's not needed. We don't need our 2 lane roads turned into 4 lane roads because they don't have enough traffic on them for that. They are just people that live on them headed to Hwy 278. That's where our traffic is and it's already 4 laned and works well. Also Hwy 120 going to Marietta (4 laned) works well. Traffic flows good. Then we have the new 4 lane to go around Hiram that has took alot of that traffic out of Hiram. I would not want Paulding to look like Cobb or Douglas counties.	5/7/2014 3:15 AM
23	bus service to the rest of the world	5/6/2014 1:00 PM
24	The county DOT does a great job and with additional funding they would make Paulding safer and easier to travel.	5/6/2014 12:10 PM
25	Paulding County is a great place to live, work, and raise a family. With that being said, I applaud our DOT in formulating this program to get input from our citizens to see what we think is important.	5/6/2014 10:44 AM
26	I moved here from VA about 5 yrs ago. Road maintenance is so poor here - not just in this county, but all over. It needs to be more of a priority for heavy traffic areas and for safety concerns every where.	5/5/2014 10:12 PM
27	Bus service to Atlanta area for transportation to the airport, events, etc.	5/5/2014 9:16 PM
28	Human services/public transportation is vitally needed!	5/5/2014 11:03 AM
29	Traffic lights on Hwy 278 need to be updated to better technology that can detect and change as traffic patterns change. It takes to long to get off side roads and street during non rush hours.	5/3/2014 5:58 PM
30	I feel the main State roads in the county, esp. Dallas and Hiram needs to be four laned now before anymore delvopment comes in. This will reduce the furture negative impact of future projects. Future projects will be able to design according to the current models at the time of building. Growth is coming to Paulding. The Airport expansion and population growth will be larger numbers here. We need to prepare for this growth and take a proactive approach to what lies before us. Thank you for providing access for public opionion on this item. The oppertunity is much appericated.	5/3/2014 8:53 AM
31	I believe more attention should be paid to general maintenance of existing roads	5/2/2014 1:13 PM
32	As indicated above, there is virtually no sidewalks or trails to allow alternate transportation. Even in the retail corridors such as Hiram, the area is not pedestrian friendly. Environmentally and economically we need more options.	5/2/2014 8:56 AM
33	none	4/29/2014 11:48 AM
34	Why was no more space allotted to things other than roads (widening, maintenance, more shoulders, etc) when we should be discussing ways to get the traffic OFF the roads?? We need a rapid transit system into Atlanta (and how you explained transit in this survey was abysmal. Nothing to describe transit- what kind, where, when, etc. and what in the heck is human services and why does transit and "meeting basic health, welfare or other need of a society of group" even mean? I hold a doctorate and you've stumped me.	4/28/2014 11:47 PM
35	Please, please, please take into consideration the requests/recommendations from the surveys. We have lived here for 9 years and the amount of growth this county has grown in this time frame is a large amount I am quite sure. I know they surveyed up and down 61 last summer in which we were hopeful of additional lanes but I was advised the county had done this before years ago and nothing was done with it. Thank you for the opportunity to voice my opinion.	4/9/2014 11:18 AM
36	Buses and other transportation would only slow down traffic and cause more congestion, based on my 30 year driving professionally career.	4/9/2014 9:25 AM
37	Develop Paulding so other county seek to be like us and some to us for wisdom and direction on how to develop their area.	4/7/2014 10:27 AM

38	Pauling is not keeping up with work done by other counties in matching up with road improvements coming into the Pauling. We are not a real metro county!	3/31/2014 8:58 AM
39	Paulding has a homeless population. We need a food pantry and shelter to assist them when it is cold	3/26/2014 7:43 PM

Appendix B – Inventory of Existing Conditions

Inventory of Existing Conditions Report

Prepared by:

January 2014

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1.0 INTRODUCTION AND BACKGROUND

1.1 Project Overview

The Paulding Comprehensive Transportation Plan (CTP) effort serves to update the initial CTP completed in 2008 for unincorporated Paulding County and the Cities of Braswell, Dallas, and Hiram through the 2040 horizon year. The plan will build upon the initial CTP and develop short-term and long-term solutions for transportation improvements based on the level of overall need, available funding, and stakeholder and community input. This CTP Update will re-evaluate the previous CTP recommendations and their current status of development and implementation. Data from the previous CTP will be updated based on newly available information and changes in trends. Based on the updated information, modifications may be made to previous project recommendations and additional improvements may be proposed.

This CTP Update will address connections between land use and transportation, while giving consideration to the ability of recommendations to support local and regional land use plans. This CTP Update will be fully coordinated with, and will continue to serve as, the transportation element of the *Paulding County Comprehensive Plan*.

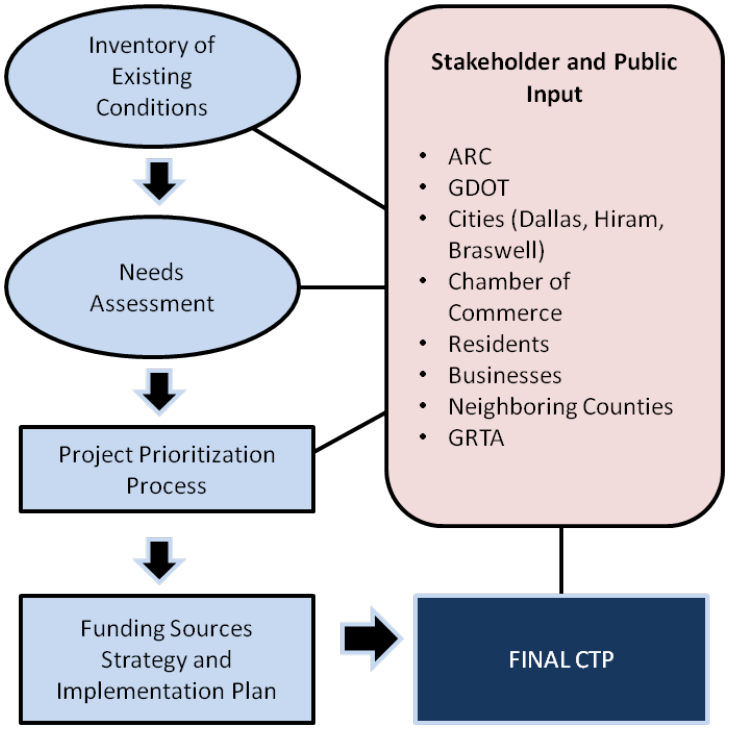
The results of this CTP will be incorporated into the overall long range transportation plan for the Atlanta region developed by the Atlanta Regional Commission (ARC), currently called PLAN 2040, which serves as the constrained financial plan for federal, state and local funds through the year 2040. This is important because some of the recommendations from this update will require federal and state funding for implementation.

1.2 Report Overview

This *Inventory of Existing Conditions Report* represents the initial technical step in development of project recommendations. As reflected in **Figure 1**, the results of the existing conditions analysis, in conjunction with the input received from the public outreach program, will provide the foundation for the identification of the overall transportation needs of Paulding County for the short-term (horizon year 2015), mid-term (horizon year 2030), and long-term (horizon year 2040).

Because the end goal of the CTP Update is to develop an effective implementation strategy for the prioritized transportation needs, factors that could impact the implementation process, such as environmental resources and environmental justice populations were inventoried.

Figure 1: CTP Development Process

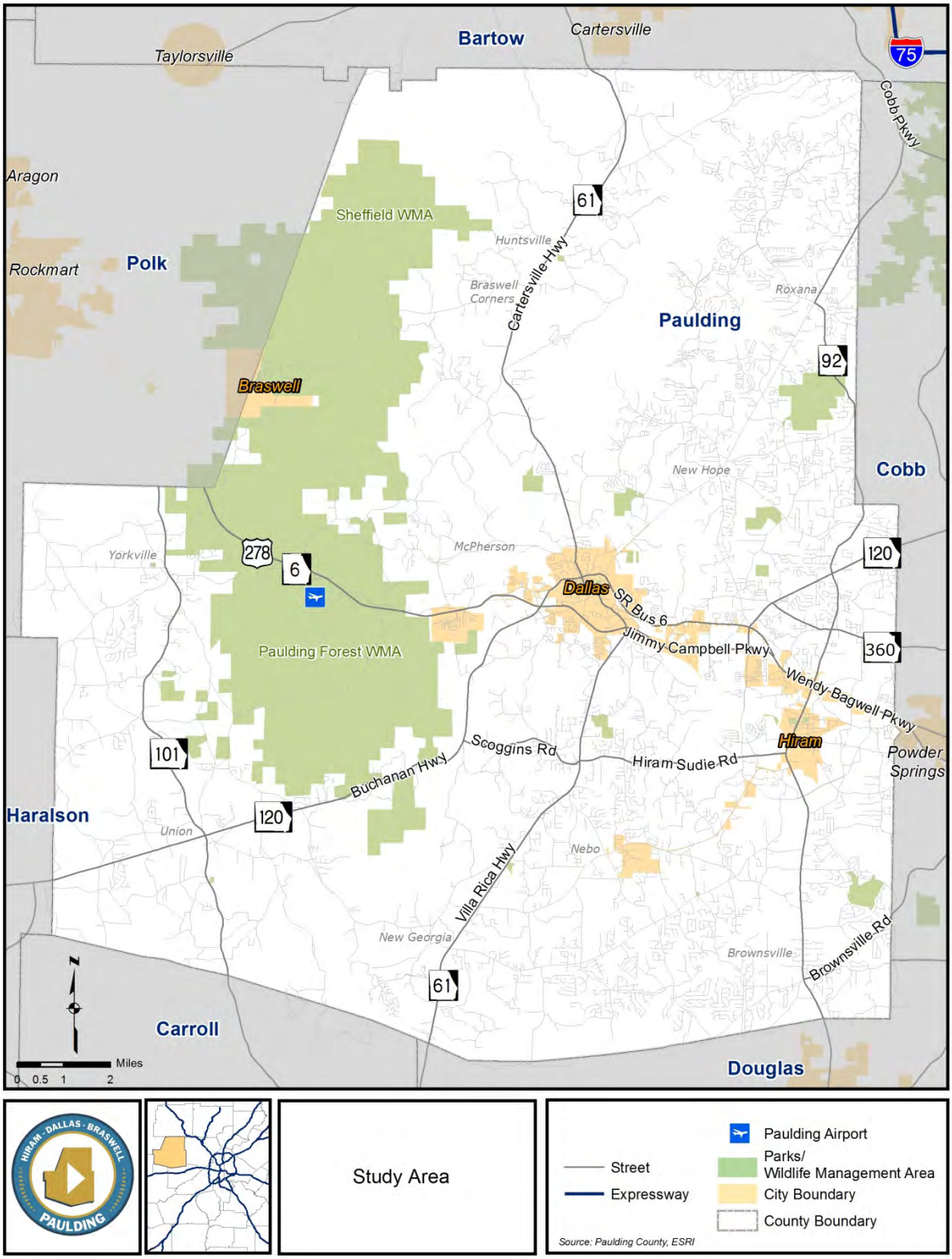


This report is organized as follows:

- Section 2.0 contains an assessment of the context and environment that influences demand and potential expansion of the transportation network and mobility options such as land use, environmental conditions and demographics.
- Section 3.0 provides an overview of the transportation network characteristics that form a baseline to assess current and future needs.
- Section 4.0 provides a summary of key findings from this baseline assessment and how these findings will be incorporated into the needs assessment.
- Section 5.0 provides information on next steps and project milestones.

The study area for the CTP is presented in **Figure 2** and includes the land area within the Paulding County boundary and within the cities of Hiram, Dallas, and Braswell. This figure serves as the map template used to display the various transportation and development characteristics within this report. This map includes the locations of local communities within the unincorporated county and other key points of interests.

Figure 2: Study Area



1.3 Review of Previous Transportation Studies

This section provides a brief review of previously completed transportation studies that influence the CTP Update. This includes local initiatives such as the previous Paulding CTP completed in 2008, the Dallas Livable Center Initiative (LCI) Study and Silver Comet Trail Economic Impact Analysis and Planning Study as well as regional initiatives such as the ARC PLAN 2040, Strategic Regional Thoroughfare Plan (SRTP), Freight Mobility Plan, and Atlanta Strategic Truck Route Master Plan (ASTRoMaP).

1.3.1 2007 Paulding Comprehensive Transportation Plan

Much like this update, the previous CTP presented detailed information on transportation needs within the county to develop a set of 'needs-based' recommendations. It consisted of a set of recommended transportation projects including new location projects, roadway capacity improvements, realignments, intersection improvements, bridge improvements, transit service needs, and bicycle/pedestrian enhancements. As an update to this document, this effort will re-evaluate the previously identified goals, needs and projects to ensure previous planning efforts are continued when appropriate and issues that have arisen since 2008 are addressed.

This plan incorporated coordination between water infrastructure planning and transportation planning to develop the list of recommended projects. The Paulding County Master Sewer Study and Plan, which includes maps of anticipated future sewer infrastructure, was consulted in this effort.

The previous CTP identified a series of Access Management Corridors recommended for access management techniques based upon projected levels of service, planned improvements, and environmental and geometric constraints. These corridors have been grouped into three tiers based upon the recommended year of implementation. The Tier II corridors, planned for 2014-2020, include segments of SR 6/US 278 and SR 120 (Charles Hardy Parkway). Tier III corridors, planned for 2021-2030, include segments of East Paulding Drive, Bobo Road, East Memorial Drive/Dallas-Acworth Highway, East Memorial Drive/West Memorial Drive and Buchanan Street, SR 6 Business, SR 61, SR 120, SR 120 Connector/Hiram-Sudie Road/Scoggins Road, Nebo Road, and Bill Carruth Parkway. Tier IV corridors, planned for beyond 2030, include segments of Macland Road, Angham Road/Main Street, Pine Valley Road, Dallas Nebo Road, Bakers Bridge Road, Gold Mine Road, SR 101/SR 113, Sweetwater Church Road, Brownsville Road, and Rosedale Drive.

The previous CTP also included an Access Management Toolkit as an appendix to the report. The toolkit included detailed information on access management strategies and techniques. It also included proposed language for an access management ordinance. The toolkit applies access management strategies to roadways in Paulding County. Strategies are applied broadly to functional classification type and also to specific

roadway segments. The strategies noted within this toolkit will be revisited during the Needs Assessment phase of the study.

1.3.2 Dallas, Georgia Livable Centers Initiative Study

The city of Dallas conducted a LCI study for the central Dallas area in 2006. The study area included downtown Dallas and extended to US 278 and the area surrounding the (then-future) Paulding County Government Center. The major focus of the study was to guide downtown redevelopment in a way that would support the long term vitality of the historic downtown area. The plan included a short and long-term concept plan, which tied together a series of land use changes and transportation improvements.

The LCI plan identified a number of proposed transportation projects needed within the study area. **Table 1** lists these projects along with their status as of the five-year LCI update completed in 2012.

1.3.3 Silver Comet Trail Economic Impact Analysis and Planning Study

The purpose of the *Silver Comet Trail Economic Impact Analysis and Planning Study* is to assess the increasing economic impact of the trail and integrate this plan with the future bicycle plans of local jurisdictions. Improving connectivity between the trail and nearby cities and destinations is another major goal of the plan.

The plan identifies the need for new trail connections to several destinations within Paulding County. This includes:

- A 0.8 mile on-road bicycle facility and sidewalk connection from the Seaboard Drive trailhead to the Main Street Dallas commercial area to connect the trail to downtown Dallas via Seaboard Drive and South Main Street.
- A 0.7 mile segment of Old Harris Road that would include on-road bicycle facilities and sidewalks to the Dallas Days Inn to serve out-of-town trail users.
- A 2.2 mile sidepath connection along Coppermine Road and Rosedale Drive to connect the Hiram Crossroads commercial area to the trail in the form of a loop to help support the current businesses along the US 278 corridor, including lodging options, and generate the potential for additional trail-serving businesses.

Table 1: Dallas, Georgia LCI - List of Transportation Projects

Project Name	Project Type	Const. Year	Total Project Costs	Responsible Party	Funding Source	2012 Status
Downtown Parking Structure	Parking	2009	$4.8 M	City, Private	City, Private	No Longer Relevant, Not Needed at this Time
Main Street Sidewalk and Pedestrian Improvements	Pedestrian and Bicycle	2010	$4.1 M	City of Dallas	LCI, GDOT, Others	Complete
Connector Road from Memorial Drive to Paulding County Government Center (through Paulding WellStar Hospital area)	Roadway	2010	$812,500	Paulding County	Paulding County	Not Started, Waiting on Hospital Relocation
Dallas Downtown Pedestrian Improvement Extensions (Johnston, Griffin, and Spring Streets)	Pedestrian	2011	$1.4 M	City of Dallas	LCI	Underway
Downtown Dallas Wayfinding and Signage	Wayfinding-Signage	2011	$250,000	City of Dallas	LCI	Underway
Downtown Dallas Gateways on Main Street and Memorial Drive	Signage	2010	$200,000	City of Dallas	LCI	Underway
Memorial Drive to Main Street Loop Road	Roadway and Pedestrian	2011	$1.2 M	City of Dallas	City of Dallas	Not Started
Johnston Street Connector Road and Bridge	Roadway, Bridge, Pedestrian, and Bicycle	2011	$9.9M	City of Dallas	City of Dallas	Not Started
West Memorial and Buchanan Realignment	Intersection	2011	$14.2 M	City of Dallas	City of Dallas	Not Started
Main Street and South Hardee Street Realignment	Intersection	2011	$659,000	City of Dallas	City of Dallas	Complete
North Confederate Pedestrian Improvements (Watson Drive to W. Polk Ave.)	Pedestrian	2013	$2.0 M	City of Dallas	City of Dallas	Underway
Memorial Drive Pedestrian Improvements (N. Griffin Street to Merchants Drive)	Pedestrian	2013	$2.6 M	City of Dallas	City of Dallas	Not Started
SR 6 Business (Memorial Drive) Widening	Roadway Widening	2030	$26 M	GDOT	GDOT	Not-Relevant
Dallas Connecting Sidewalks	Sidewalks/ Pedestrian	2007	$1 M	City of Dallas	CMAQ	Complete
Dallas Trailhead	Bicycle/ Pedestrian	2010	$625,000	City of Dallas	TE	Complete
SR 120 Bridge at Silver Comet Trail	Bridge Upgrade	2007	$532,000	GDOT	GDOT	Complete

Source: Dallas, Georgia LCI, Five Year Update – Dallas, Georgia LCI

1.3.4 ARC PLAN 2040

PLAN 2040 is a comprehensive, holistic policy document produced by the ARC to guide the growth of the Atlanta region in a sustainable manner. Pursuant to the ARC website, the plan serves is focused on "serving people, building community, enhancing mobility, preserving the environment, and growing the economy." There are two components of PLAN 2040 that specifically tie into this CTP update:

- Regional Transportation Plan (RTP) – This is a $61 billion financially constrained plan of transportation improvements that are meant to support the overall vision for the region. Projects in the RTP primarily include those that are to receive federal funding for implementation. Given that the ARC encompasses 18 counties, the CTP process was established to gain consensus and provide local input into the overall RTP. Therefore, the recommendations and findings that result from this Paulding CTP update will be incorporated into the overall RTP during the next update, scheduled in 2014. The planned and programmed improvements currently in PLAN 2040 based on the 2007 CTP are discussed in further detail in Subsection 3.13.
- Unified Growth Policy Map (UGPM) – As discussed in Subsection 2.2, the UGPM was developed by the ARC to guide future development throughout the region. Given that local jurisdictions have authority to set their own development policies, the UGPM is solely advisory in nature.

1.3.5 ARC Strategic Regional Thoroughfare Plan

The SRTP for the ARC was undertaken in recognition that arterials are the most challenged facilities in the Atlanta region. The primary task associated with the SRTP relevant to the Paulding CTP effort was the identification and classification of a prioritized regional roadway network - called the Regional Thoroughfare Network (RTN) - for improvements and congestion management related activities. The following Paulding County roadways are RTN facilities:

- SR 92 – Entire length through Paulding County
- US 278/SR 6 – Entire length through Paulding County
- SR 61 – Entire length through Paulding County
- SR 360 (Macland Road) – From SR 120 to Cobb County Line
- SR 120 – From US 278/SR 6 to Cobb County Line

1.3.6 Atlanta Regional Freight Mobility Plan

The *Atlanta Regional Freight Mobility Plan* identified and prioritized improvements and strategies that accommodate and enhance freight mobility while mitigating their negative impacts. The study was undertaken jointly by the ARC and GDOT in support of the region's economic competitiveness via the facilitation of freight transportation.

The plan found that congestion and capacity limitation, resulting from roadway congestion, bottlenecks at key interchanges and intersections, lack of a regional truck route system, at-grade train crossings, and deficient rail capacity, were the major issue affecting freight mobility in the Atlanta region. In particular, the creation of a regional truck route system would reduce truck reliance on I-285, I-75 and I-85, and provide alternative regional crossings, especially east-west crossings, that could be utilized in the event of congestion on the interstates.

The plan identifies SR 92, SR 61 and US 278/SR 6 within its Regional Freight Priority Highway Network (RFPHN) as critical Stem Routes within the region. Stem Routes are defined as major regional trucking routes which connect freight generating land uses and industrial centers to the interstate network. These routes are not described as being particularly 'truck friendly,' but rather the most direct and practical routes available. Stem Routes are recommended for land use and access management to promote efficient freight movement within the region.

The plan identifies US 278/SR 6, within Paulding County, as a corridor in need of special attention regarding signal timing and other measures to support safe truck movement. The plan recommends, among its improvement strategies, truck-friendly lanes on US 278/SR 6 from SR 61 in Paulding County to I-85 South. The study also recommended the improvement and modernization of signalization equipment and software along the US 278/SR 6 corridor from SR 61 in Paulding County to I-20.

1.3.7 Atlanta Strategic Truck Route Master Plan (ASTRoMaP)

The ASTRoMaP was developed by ARC in response to the *Atlanta Regional Freight Mobility Plan* recommendation of a regional truck route network. ASTRoMaP, building upon the RFPHN from that study, identified preferred routes and developed strategies to "support the efficient movement of goods without disproportionately impacting existing communities, the environment or the transportation network." The RFPHM began as a set of state routes and interstates designated for truck traffic. From this, the final ASTRoMaP network was developed based upon evaluation criteria that included community input, private industry input, jurisdictional input, land use concerns, and environmental justice impacts. The network developed by this plan focused on cross-town travel and linkages among economic centers. Several roadway facilities in Paulding County are identified in the plan's truck network, as described in greater detail in Subsection 3.5.

2.0 TRANSPORTATION NETWORK CONTEXT AND ENVIRONMENT

The purpose of this section is to provide an overview of demographic patterns, land use and development characteristics, and environmental conditions that influence the transportation network.

2.1 Demographic Profile

Existing and projected demographic conditions are important considerations within the CTP planning process. A demographic assessment is needed for two primary reasons:

1) to adequately plan for projected growth; and
2) to minimize the potential for negative impacts to low-income and minority communities, called Environmental Justice (EJ) populations, within the county that could result from proposed transportation improvements.

2.1.1 Population, Households and Employment

Socioeconomic data contained within the ARC Travel Demand Model (TDM) was used to assess projected population, household and employment growth within the county. These data sets result from projections derived by the ARC on a regular basis that are integrated into the model. The data used for this analysis is at a Traffic Analysis Zone (TAZ) level of geography for the years 2010 and 2040.

Overall County Projections

Table 2 details existing and projected population, household and employment within the county. The county is anticipated to add 153,893 residents between 2010 and 2040, representing a 118.5 percent increase over the base year. The number of households is expected to grow at the similarly high rate of 128.3 percent. The number of employees is projected to increase at a higher rate, 150.1 percent, adding 30,625 jobs to the county between 2010 and 2040. The average household size is projected to decrease slightly from 2.81 to 2.68 persons, which is consistent with historic trends nationally and within the region. In general, this would indicate a need to improve the county transportation network as a whole to prepare for this growth. Understanding where this growth will occur is critical in prioritizing transportation needs.

The county's jobs-to-housing ratio is included in **Table 2**. This ratio is calculated by dividing the total number of jobs by the total number of housing units. This ratio is a planning tool used to assess the economic base and development character of a jurisdiction. It is also an indicator of peak hour travel trends for county residents accessing their places of employment.

Table 2: Paulding County Population, Household, and Employment Projections

	2010	2040	Change	Percent Change
Population	129,003	281,896	153,893	118.5%
Households	45,957	104,901	58,944	128.3%
Employees	20,425	51,077	30,625	150.1%
Average Household Size	2.81	2.69	-0.12	-4.3%
Jobs-to-Housing Ratio	0.44	0.49	0.05	11.4%

Source: ARC TDM

Based upon the American Planning Association's *Jobs to Housing Balance* guidance document, the average number of workers per household is 1.5, the recommended standard target ratio is 1.5. Given the suburban and rural character of Paulding County, it is unlikely that a 1.5 jobs-to-housing ratio is in keeping with community desires. The county currently exhibits a jobs-to-housing ratio of 0.44. Given that employment is projected to grow more quickly than households or population, this ratio is projected to improve to 0.49 in 2040. However, this ratio still suggests the county will remain a suburban residential community, which will require the majority of workers to commute across county lines. This development pattern contributes to high vehicle miles traveled (VMT) and congested conditions on county arterials. A detailed analysis of commuting patterns within the county is presented in Subsection 3.2.

Specific Area Projections

Figure 3 illustrates existing population densities, showing higher concentrations of residents located in the eastern portion of the county, primarily east of SR 61. The highest population densities can be found within the city of Dallas and in areas bordering Cobb County adjacent to the SR 120 corridor. **Figure 4** indicates that this trend is expected to continue in 2040 with higher residential densities remaining in the eastern portion of the county. An overall increase in residential densities can be seen throughout the county, although the majority of growth is projected for areas east of SR 61. Even with the density increases projected in the eastern portion of the county, the overall densities projected are consistent with single-family residential development. Furthermore, there is an abundance of housing stock in the more densely-populated areas that would suggest a significant level of new development would not be needed to fill this unmet demand.

Most of the employment in Paulding County is associated with commercial/retail uses and/or light industrial uses and, therefore, employment densities are relatively low throughout the county. Existing 2010 employment densities are presented in **Figure 5.** This figure shows the highest concentrations of jobs are located in the central eastern portion of the county in the greater Dallas and Hiram areas. The projected 2040 employment densities, shown in **Figure 6**, illustrate that this trend is expected to continue. Employment growth is primarily projected to occur within the eastern portions of the county, east of SR 61.

Figure 3: Existing (2010) Population Density

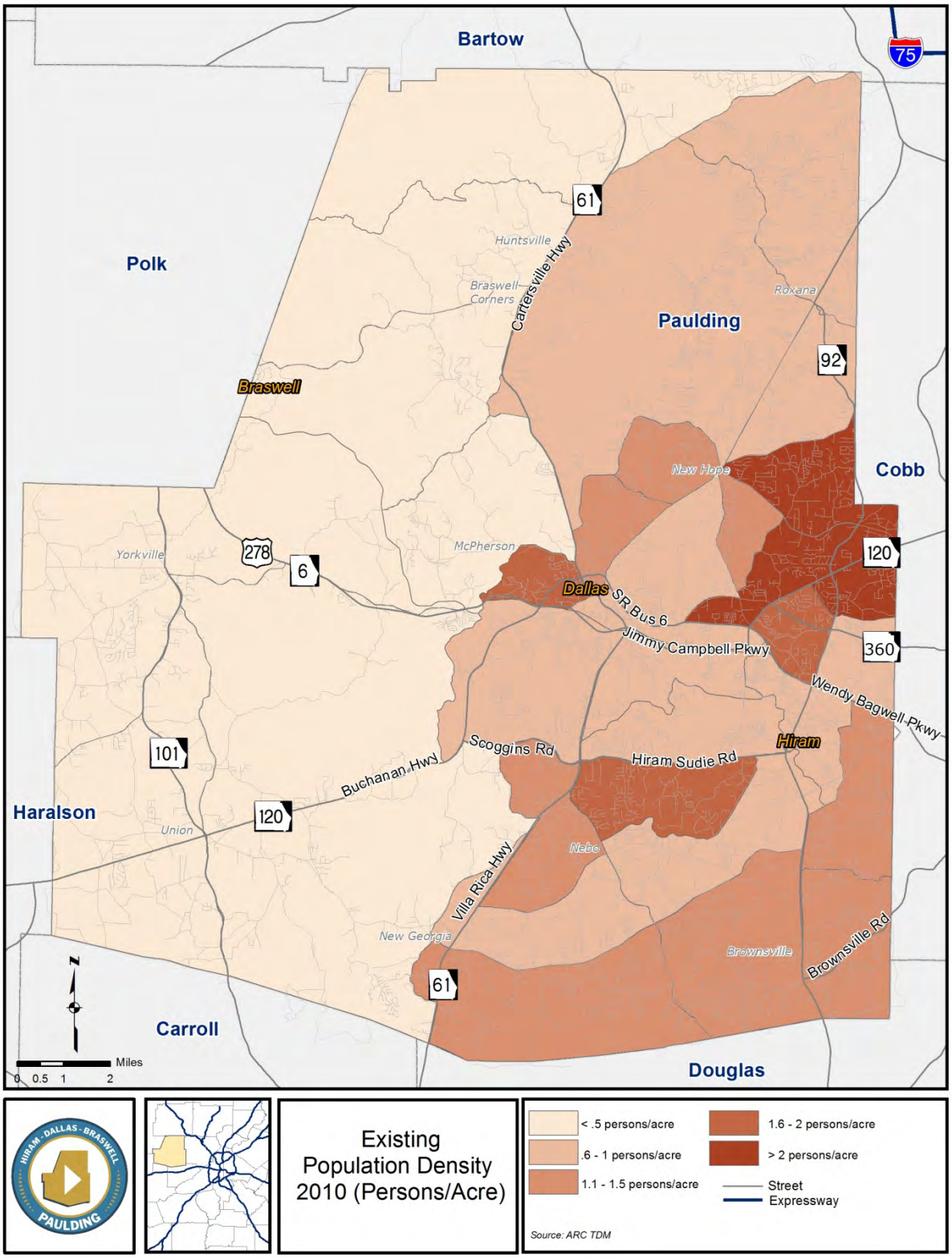


Figure 4: Projected (2040) Population Density

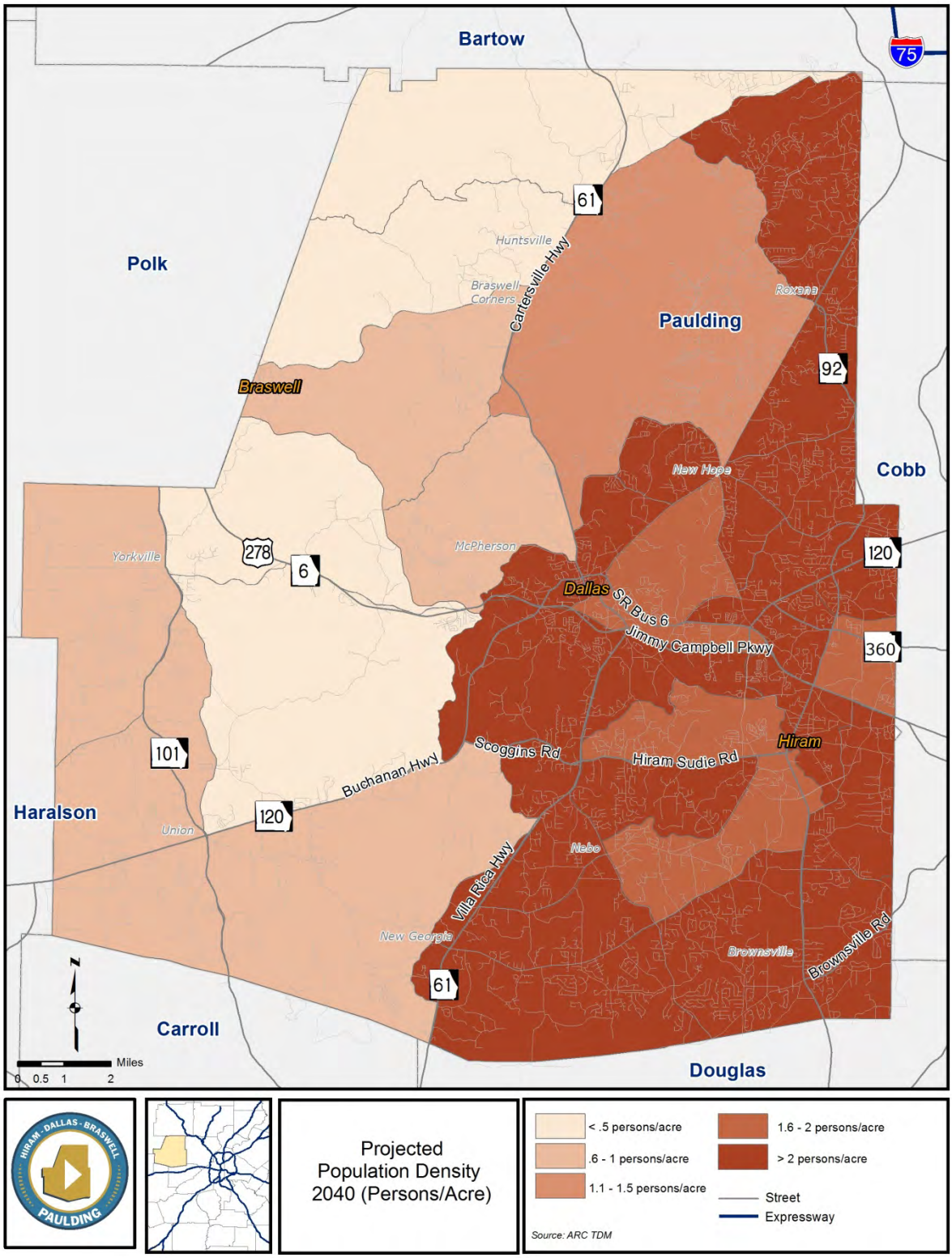


Figure 5: Existing (2010) Employment Density

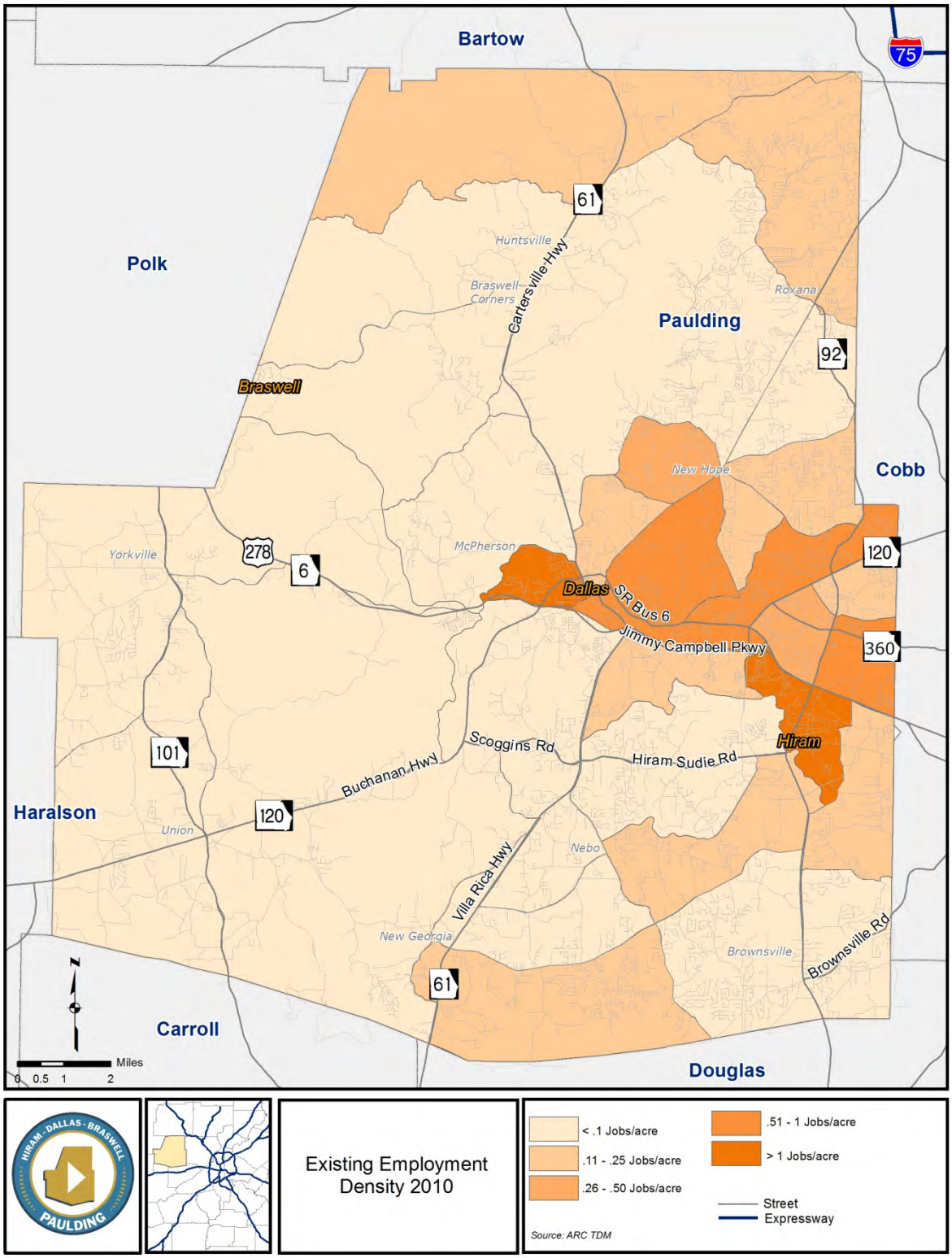
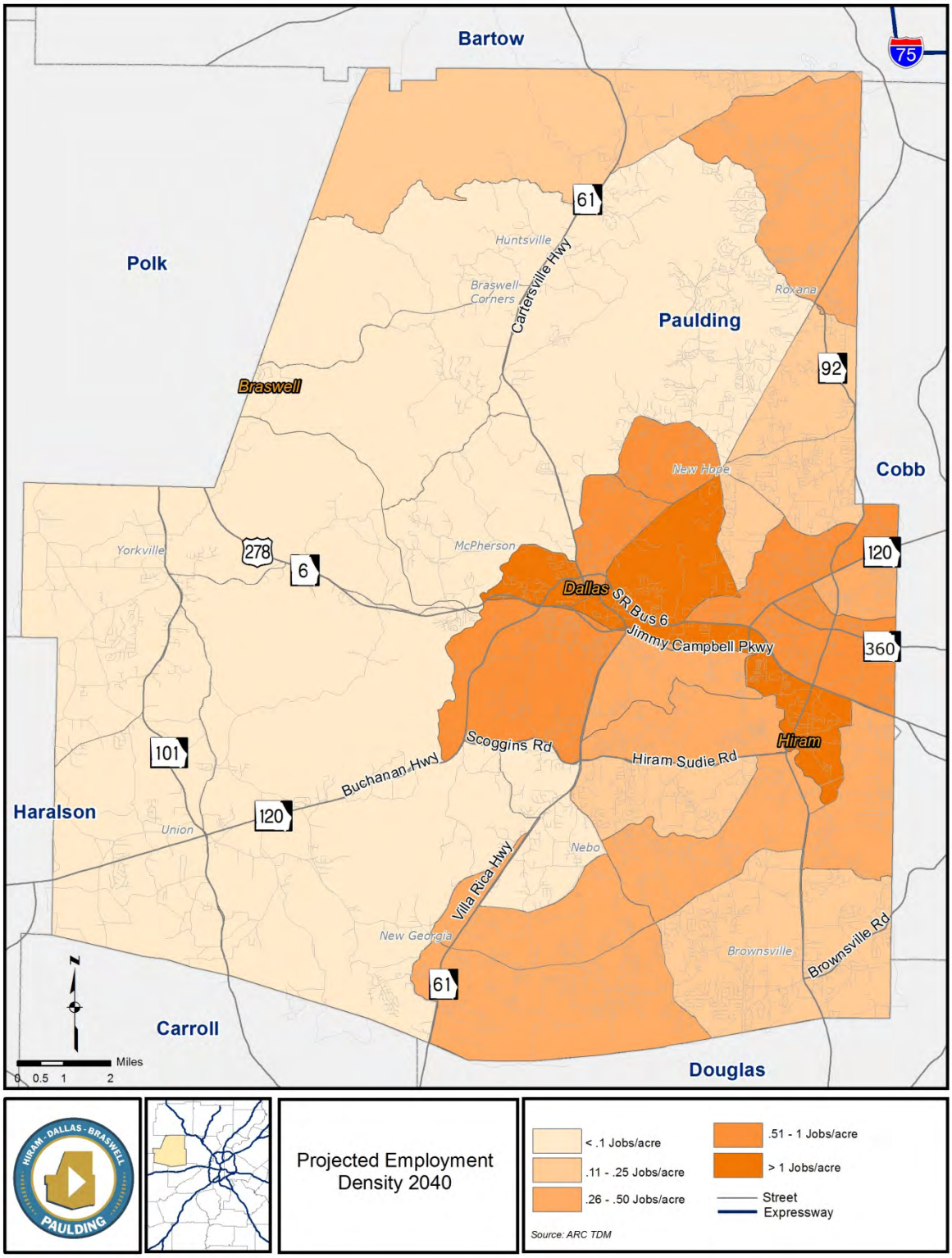


Figure 6: Projected (2040) Employment Density



It is likely that the employment projections are somewhat understated given recent economic development initiatives. This is particularly true for the areas near the Paulding County Northwest Atlanta Airport, also known as Silver Comet Field. The runway capacity in conjunction with its relatively close location (21 miles) to the Whitaker Intermodal Facility in Austell certainly increase the potential for employment growth in the vicinity of Silver Comet Field, along the US 278 Corridor, at industrial parks in Dallas and along Bill Carruth Parkway. Should the planned avionics industry expansion in the vicinity of Silver Comet Field become a reality, employment projections in Paulding could be altered significantly from those presented in **Table 2**.

2.1.2 Environmental Justice and Traditionally Underserved Populations

Executive Order 12898, signed by President Clinton on February 16, 1994, directs federal agencies to identify and address, as appropriate, high and adverse impacts on Environmental Justice (EJ) populations as a result of implementing federally funded projects, programs and/or policies. EJ populations consist of minority and low-income persons who are defined as: minority persons, who include individuals who have identified as Hispanic, Latino or a race other than White; and low-income persons who are defined as those whose median household income is at or below the U.S. Department of Health and Human Services poverty line. This analysis also identifies concentrations of traditionally-underserved (TU) populations such as the elderly and zero-car households. The overall purpose of this assessment is to identify potential areas where negative impacts could result from proposed transportation projects. In addition, identifying low-income, elderly, and zero-car populations also provides a baseline for identifying transit needs in the county. This assessment also helps identify the potential benefits to these populations that may result from recommended improvements.

Data from the 2010 US Census was used to assess minority populations in the county and the American Community Survey (ACS) for 2010 was used to analyze the low-income population and elderly populations. The 2011 ACS was consulted to determine zero-car households. **Table 3** shows a comparison of the county percentage for EJ populations against those for the Atlanta region. The total county populations for the EJ groups vary given the differing data sets and sample populations (2010 US Census, 2010 ACS, 2011 ACS). While the populations for all of these groups within Paulding County are rare lower than the regional average across the board, it is still important to identify where these populations are concentrated. More detail regarding the specific locations and transportation corridors where these populations reside is provided in the subsections that follow.

Table 3: Environmental Justice/Traditionally Underserved Populations

EJ/TU Population Groups	Total Population	Group Population	EJ/TU Percentage	Atlanta Region EJ/TU Percentage
Minority Persons[1]	142,324	31,807	22.3%	43.4%
Low-Income Persons[2]	134,120[4]	10,967	8.2%	13.5%
Zero-Car Households[3]	47,691[5]	1,090	2.3%	6.1%
Elderly Persons[2]	134,875[6]	10,220	6.7%	9.0%

Sources: [1]2010 US Census; [2]2010 American Community Survey; [3]2011 American Community Survey; [4]Population estimate for whom poverty status determined; [5]Estimate for occupied housing units; [6]Population estimate for whom age determined.

Minority Persons

Figure 7 depicts the distribution of minority populations within the county. In 2010, minority persons made up 22.3 percent of the county population, which was considerably lower than the region average of 43.4 percent. The highest concentrations of minority populations are found in the city of Dallas and in the southeastern portion of the county bordering Douglas and Cobb Counties. Other areas with higher minority concentrations include the greater Hiram area and the local community of Brownsville. Roadways serving these areas include SR 92, US 278/SR6 and SR 360.

Low-Income Persons

Figure 8 depicts the distribution of low-income populations within the county. Approximately 8.2 percent of the population is considered low-income, which is below the average of 13.5 percent for the region. The highest concentrations of low-income individuals can be found within the Dallas area, along the US 278/SR 6 corridor. Another notable concentration of low-income persons is found adjacent to Hiram, along Hiram-Sudie Road.

Zero-Car Households

In 2011, approximately 2.7 percent of the households within the county did not maintain auto ownership. This percentage is lower than the regional average for zero-car households, which is 6.1 percent. This is consistent with the lower population densities within the county and the fact that transit service is not currently available throughout Paulding County. **Figure 9** displays the distribution of zero-car households within the county. The highest concentrations of zero-car households can be found in the greater Dallas area. This mirrors high EJ concentration areas.

Elderly Populations

Elderly persons are defined as persons aged 65 or older. According to **Figure 10**, larger shares of the elderly population appear to reside in the Dallas area and in an area immediately east of Bobo Road. Other notable concentrations of elderly population can be found in the Yorkville area and adjacent to SR 120 (Buchanan Highway) in the

southern portion of the county. However, this area is very rural in nature and that the percentage of elderly persons in this portion of the county is likely somewhat skewed due to a lower population overall.

Summary

The following characteristics from this analysis can play a potential role with regard to developing recommendations to meet the transportation needs as identified through this analysis:

- Concentrations of all four EJ population groups – minority, low income, elderly and zero-car households - are located in the same areas in Dallas. This would indicate that improvements along SR 6 Business, US 278/SR 6, and other roadways within the city will have greater potential for EJ-related impacts. However, improvements to these areas may also be beneficial to these populations. The concentrations of low-income, zero-vehicle, and elderly households in this area are a preliminary indicator of a need for human services transportation or transit options in the area.

- While the city of Hiram has areas with EJ populations, there are few elderly and zero-car households. This is reflective of the relatively new housing stock in combination with the suburban development patterns in the area. While this development pattern is not conducive to fixed route transit service, this would indicate a need to continue if not increase the GRTA *Xpress* Service as well as other travel demand management activities such as carpooling, vanpooling, and ridesharing, for residents of the Hiram area.

- As depicted in **Figure 10**, there are higher concentrations of elderly persons residing in the rural southern and western portions of Paulding County – particularly in the Yorkville area and along the US 278/SR 6 (Rockmart Highway) and SR 120 (Buchanan Highway) corridors. As such, consideration of future improvements in these areas should focus on safety. In addition, more human services transportation may be required to serve these areas.

Figure 7: Minority Population

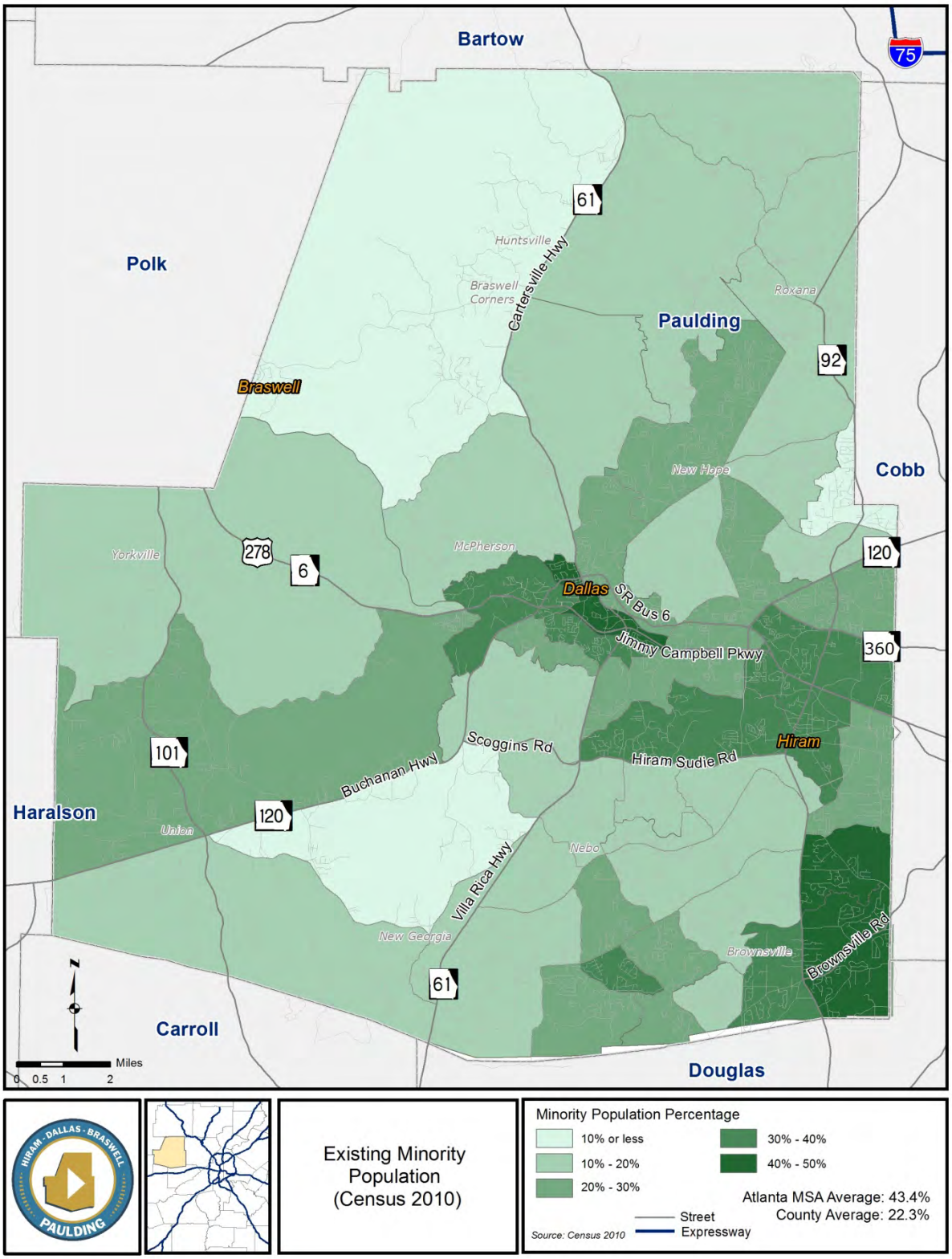


Figure 8: Low-Income Population

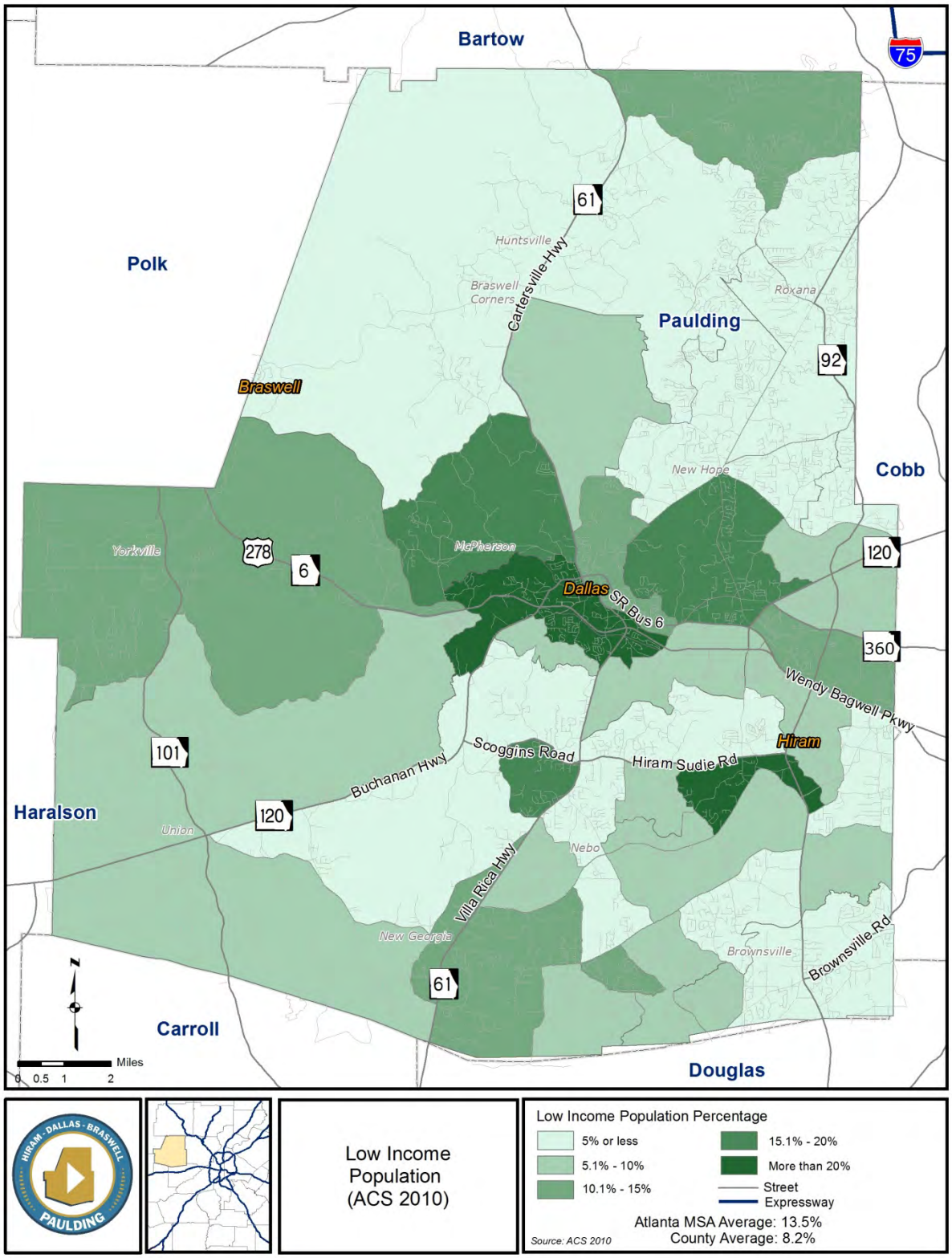


Figure 9: Zero-Car Households

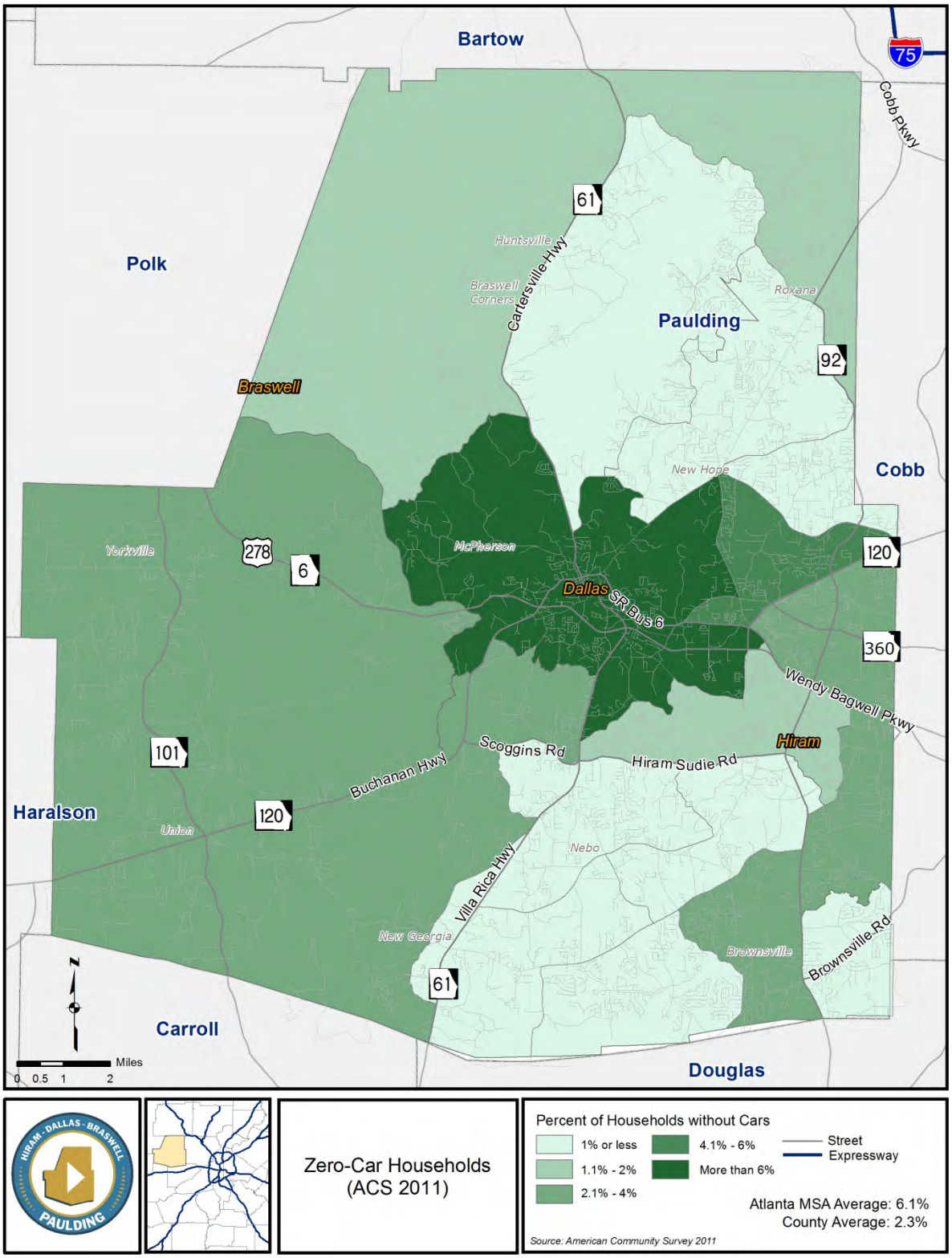
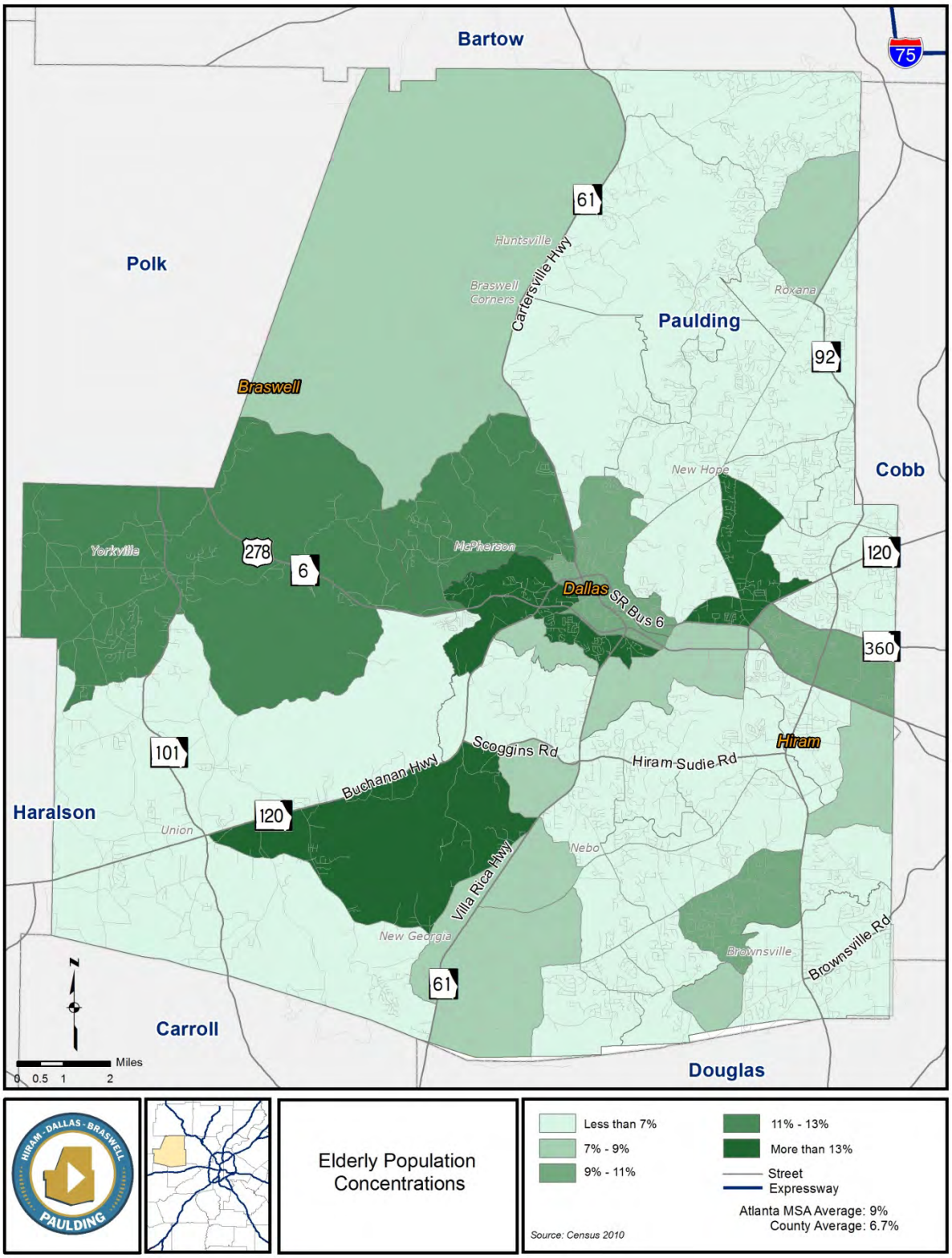


Figure 10: Elderly Population Concentrations



2.2 Land Use and Development Characteristics

This section focuses on land use characteristics and development policies within the county and their potential influence on the transportation network. It includes an analysis of existing land uses to assess current development patterns and identify major employment centers. An assessment of Paulding County's Future Development Map is also included to ensure proposed transportation improvements support Paulding County's development vision and long-range plans.

2.2.1 Existing Land Use

The following section details existing land use patterns within the county. The analysis is based upon the ARC's most recent regional data set, LandPro 2010. This data source is useful because it provides a common data set for the unincorporated county and the cities of Hiram, Dallas, and Braswell. The acreages of major land use types within the county are detailed below in **Table 4**.

Table 4: Paulding County Existing Land Use Composition

Land Use Type	Acreage	Percent of County
Agriculture-Forestry	97,907.68	48.6%
Single-Family Residential	53,401.20	26.5%
Park-Recreation-Conservation	36,481.88	18.1%
Transitional (Under Construction)	7,578.87	3.8%
Commercial	2,714.75	1.3%
Public-Institutional	1,737.65	0.9%
Industrial	885.10	0.4%
Transportation-Communications-Utilities	529.07	0.3%
Multi-Family Residential	399.62	0.2%
County Total	**201,635.80**	**100%**

Source: ARC LandPro 2010

Agriculture-Forestry is the most common land use in the county, comprising 48.6 percent of the total land area. This category includes agriculture, including cropland, pasture land, areas dedicated to livestock production and equestrian facilities. It also includes heavily forested undeveloped land. The majority of this land use type is found in the western portions of the county, west of SR 61. Significant expanses can be found adjacent to the Paulding Forest and Sheffield Wildlife Management Areas (WMAs). These uses typically generate very little traffic.

The second most common land use type in the county is Single-Family Residential. This category includes single-family residential development in a variety of forms. This includes planned residential subdivisions, large-lot (1-2 acres) rural residential development, and mobile home parks. These uses are found throughout the county, but it is heavily concentrated in the eastern portions of the county, east of SR 61. The

abundance of this land use type is relevant because these uses typically generate single-occupied vehicle (SOV) trips during peak hours.

Park-Recreation-Conservation land uses are another major land use type within the county, comprising 18.1 percent of the land area. This category includes parks, wildlife management areas, wetlands, floodplains and golf courses. Major land uses in this category include the Paulding Forest and Sheffield WMAs. Much like the Agricultural-Forest land use, roadways serving this low-density development type are also characterized by higher speed travel given fewer access points along the roadway.

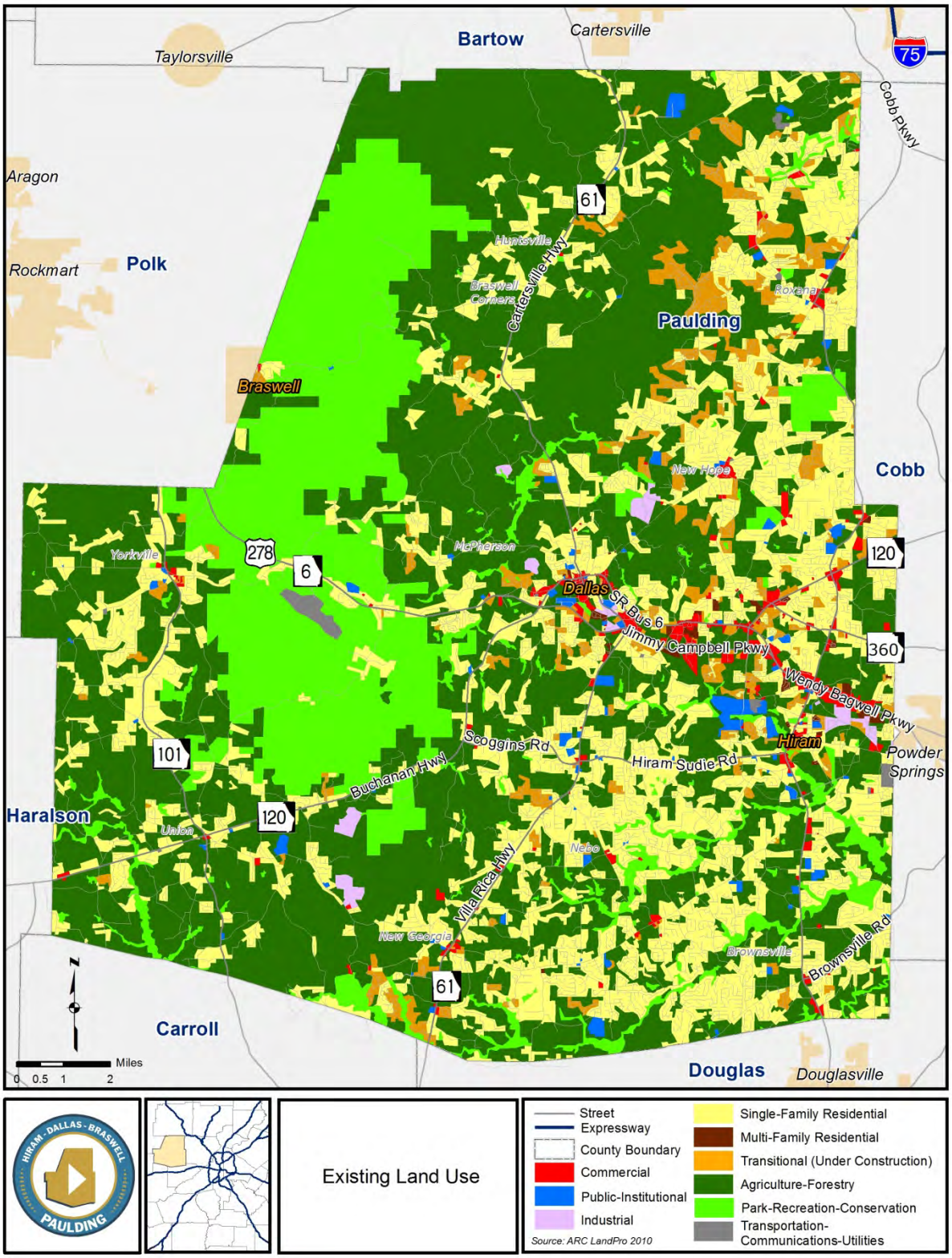
Transitional land uses are the fourth most common land use type, comprising 3.8 percent of the county. This category includes land areas that have been cleared for construction, are currently under construction or partially built-out. Many of these land uses are comprised of partially built residential subdivisions with roads and utilities in place but with many vacant lots. These areas are typically adjacent to other single-family developments and, therefore, are likely to generate similar travel patterns once developed.

While commercial land uses comprise 1.3 percent of the land area within the county, they have a heavy influence on the transportation network. Since this category consists primarily of strip shopping centers, restaurants, and convenience retail, they generate a large amount of trips for short-term purposes. As shown in **Figure 11**, the most prevalent commercial retail corridor is the US 278/SR 6 corridor from the Cobb County line to SR 61. Commercial uses are also located in Dallas, along the SR 120 corridor, and at intersections throughout the county. Because of the amount of ingress and egress associated with these uses, access management is usually a priority at these locations to promote safe and efficient travel.

Public-Institutional land uses constitute 0.9 percent of the total land uses within the county. These land uses include schools, churches, cemeteries, libraries, hospitals, police stations, fire stations and government facilities. They are widely dispersed throughout the county. These can be significant traffic generators as employment centers and uses with multiple visitors throughout the day for institutional needs. Schools also impact the transportation network due to the fact that most of their trips occur at the same time and during peak hours, particularly the AM peak hour. School zones often present some of the more dangerous traffic conditions as well.

Industrial land uses include warehousing and distribution centers, manufacturing facilities, and quarries. These land uses comprise 0.4 percent of the total land area in the county. Large quarries are located in the southern portion of the county off of SR 120 and Mulberry Rock Road. Two large industrial parks can be found within the county.

Figure 11: Existing Land Use



One is located just north of Dallas off of Dallas-Acworth Highway at Industrial Boulevard North. The other is located just east of Hiram off of Rosedale Drive. Areas with industrial uses also have much higher share of truck traffic. As such, operational issues can arise with trucks accessing roads with a general traffic – particularly at high speeds – due to their turning and deceleration/acceleration requirements.

The Transportation-Communication-Utilities (TCU) land category incorporates a diverse set of land uses. The most significant TCU land use in the county is Silver Comet Field. The airport facility currently generates a minimal amount of traffic; however, there is significant expansion planned for the facility and commercial flights are being considered. Should this occur, improvements will almost surely be needed at the Silver Comet Field entrance off of US 278/SR 6, especially given the high travel speeds along that section of the roadway with a posted speed limit of 65 mph. Other TCU uses include large areas dedicated to utility infrastructure (water pumping stations, electrical substations), and communications uses (cell phone towers, antennas, satellite dish). Overall TCU land uses constitute a small fraction of the county land area (0.3 percent) and, other than Silver Comet Field, generate very little traffic.

Multi-Family Residential is the smallest land use component within the county, comprising only 0.2 percent. This land use category includes apartments, condominiums, and townhouse communities. These land uses are primarily located in the eastern central portion of the county within the Dallas and Hiram areas and the US 278/SR 6 corridor. From a transportation perspective, multi-family residential development tends to generate a concentrated amount of SOV trips during peak hour. However, dependent on their surrounding uses, these areas may also be suitable for transit, pedestrian improvements or ridesharing opportunities.

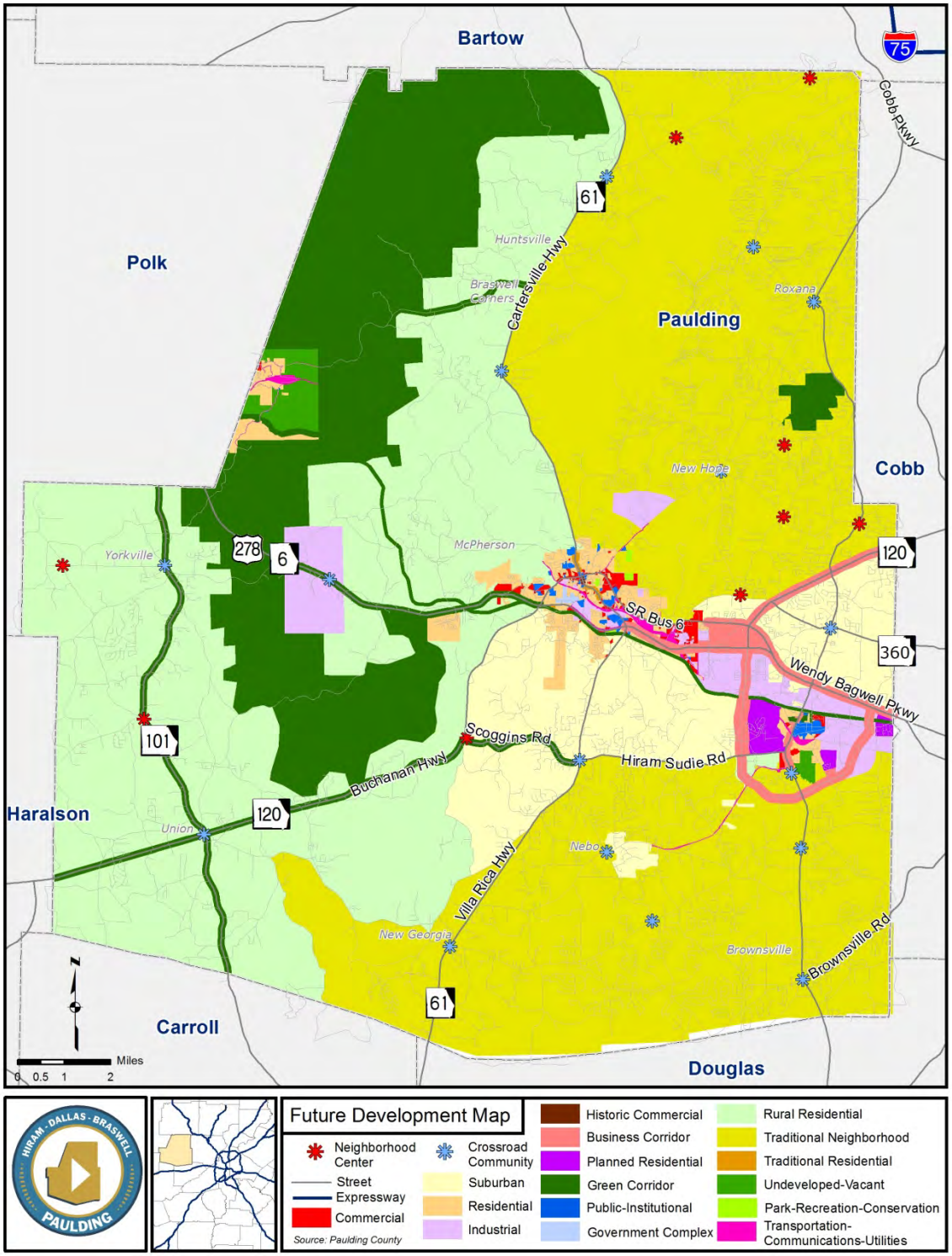
2.2.2 Future Land Use Policy

The following section details land use policy framework with specific importance to future transportation planning that influence growth in Paulding County. To assess this, regional and local plans were reviewed; these include the Paulding County Comprehensive Plan 2007-2027 and the ARC's Plan 2040 UGPM. A survey of historic farms within the county has also been included in this section.

Paulding County Comprehensive Plan 2007-2027 – Future Development Map

Paulding County's Future Development Map (shown in **Figure 12**) establishes a set of special planning corridors of particular importance to transportation planning. These include Green Corridors and Business Corridors.

Figure 12: Future Development Map



Green Corridors are also referred to as Scenic Corridors within the Comprehensive Plan. These corridors are currently rural in character, but will likely face strong development pressures in the future. These corridors are recommended to incorporate bike lanes, bike ways, raised pedestrian crossings, and landscaped buffers between roadways and pedestrian walkways. Green Corridors are mainly located in the western portion of the county and include US 278/SR 6, Braswell Mountain Road, SR 101, and SR 120 (Buchanan Highway). The Silver Comet Trail corridor is also identified as a Green Corridor.

The Business Corridor designation has been applied to SR 120, Bill Carruth Parkway, East Hiram Parkway, and US 278/SR 6 east of SR 61. These corridors currently exhibit various levels of development, but are all seen as being appropriate for future commercial, office, and public-institutional land uses. Land use recommendations include improving 'big-box' retail design, redeveloping aging shopping centers, and locating building facades near the street with rear parking. Transportation recommendations include bike lanes, frequent bicycle storage racks, driveway consolidation with inter-parcel access, and streetscape improvements in commercial centers.

The Future Development Map encourages a nodal development pattern along major roadways through a series of Crossroads Communities and Neighborhood Centers. The map identifies 16 Crossroad Communities. These include many of the small unincorporated communities (New Hope, Brownsville, Union, etc.) within the county. Neighborhood Centers have been identified at nine currently undeveloped crossroads where small village centers are desired. Transportation recommendations for both Crossroads Communities and Neighborhood Centers include sidewalk improvements, bicycle facilities, and traffic calming. These locations are likely to require pedestrian safety improvements including signalization, signage, crosswalks, and refuge islands to help mitigate potential conflicts with vehicles on heavily-traveled thoroughfares.

In addition to the Business Corridor designation on the Future Development Map, Paulding County utilizes a Corridor Overlay zoning designation on major transportation corridors within the county. These include US 278/SR 6, SR 92, SR 120 (Buchanan Highway), SR 101, SR 61, SR 120 (Charles Hardy Parkway), SR 360 (Macland Road), Bill Carruth Parkway, and the new East Hiram Parkway, Hiram-Sudie Road, Nebo Road, Dallas-Acworth Highway and Scoggins Road. The purpose of the overlay district is to establish standards for site design, buildings, structures, plantings, signs, and street hardware. These standards ensure a cohesive high-quality aesthetic for development along major roadways. Sidewalks and stub streets are required for all new developments within the overlay.

Paulding County Comprehensive Plan 2007-2027 – Relevant Development Policies

The Paulding County Comprehensive Plan 2007-2027 establishes many land use and development policies with direct importance to transportation planning within the

county. These policies include coordinating land use with transportation planning, improving connectivity for bicyclists and pedestrians and linking developments to the Silver Comet Trail through spur trails.

A guiding principle of the plan is to coordinate transportation infrastructure expansion with future land use planning. The expansion of infrastructure should correspond with growth areas designated on Paulding County's Future Development Map. Growth areas generally include land east of SR 61 and specifically the US278/SR6 and SR 120 corridors. The greater Hiram and Dallas areas are also identified as high growth areas. To maintain consistency with the Comprehensive Plan these areas should receive significant transportation investment within the county.

Compact nodal development is a major focus of the plan, which designates Crossroad Communities and Neighborhood Centers at major intersections. Inter-parcel connections in these centers are encouraged to reduce the impact of vehicle trips on the roadway network and encourage alternative transportation modes. Pedestrian and bicycle connectivity are recommended in these areas and are an important concern for future transportation planning.

The plan identifies transportation issues and opportunities of critical importance to the county. Issues include transportation congestion on major roads, inadequate facilities for pedestrians/alternative modes, and the need for sidewalk connectivity in Dallas, Hiram, and Braswell. Another major issue is the need for improved access to the Silver Comet Trail, specifically a Dallas trailhead and spur.

Opportunities include developing spur trails off of the Silver Comet Trail to create more connectivity between residential neighborhoods, commercial areas, downtowns, schools, parks, and community facilities. Another opportunity involves continuing to require vehicle and pedestrian connectivity between residential developments and between residential and commercial developments.

The comprehensive plan also identifies an overarching transportation goal and multiple strategies to achieve this. The goal is to "provide a transportation system that continues to keep pace with growth and integrates various modes of travel (automobile, bus, bicycle and pedestrian) in order to allow mobility options." Strategies to achieve this goal include examining the possibility of creating additional park and ride lots for commuter buses.

2.2.3 Plan 2040 – Unified Growth Policy Map

The ARC has created the UGPM to serve as a regional development guide for local jurisdictions to accommodate growth, limit suburban sprawl and protect natural resources. This map is a component of the recently completed Plan 2040, which was adopted in 2011, and is much more general in terms of land use categories. Furthermore, as a guide, it has no legal binding over how local jurisdictions plan their

communities. **Figure 13** illustrates the UGPM land use designations within the county. The eastern portion of the county is primarily designated under the Developing Suburbs classification, with a small piece classified as Established Suburbs. The western portion of the county is primarily designated as Rural Areas. A relatively small area between the two is designated as Developing Rural. The map also identifies special place areas including those with Town Center, Major Retail District, and Crossroads Community designations.

Developing Suburbs is the most common land use category in the county. These areas are defined as those where suburban development has occurred but a conventional development pattern is not set. Multi-use path connectivity between residential neighborhoods, schools, and other community facilities are promoted in these areas.

A small component of the county is designated as Established Suburbs. This area includes several residential neighborhoods adjacent to the Cobb County border near SR 92. These areas are considered 'built-out,' with few vacant parcels available for development. Implementation priorities in these areas include Safe Routes to Schools Programs, improved sidewalk connectivity, and bicycle lanes.

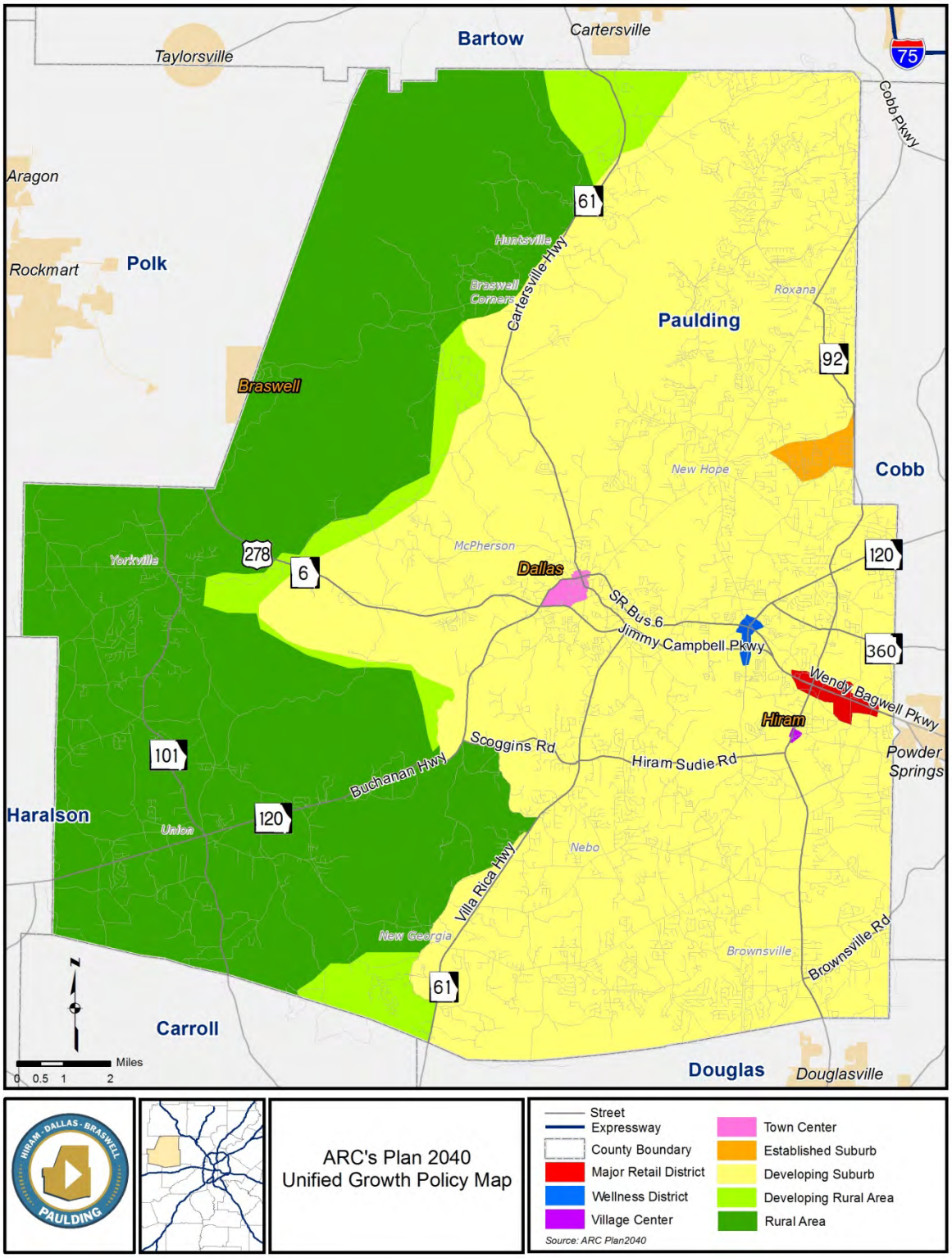
Rural Areas are defined as areas in the region in which no development has occurred or where there is little development pressure. These areas are desired to remain rural in character and should feature protections to preserve agriculture and forestry uses. There is a need to maintain transportation infrastructure in these areas, but care should be taken when adding capacity to ensure new growth is not spurred in these areas.

Developing Rural areas are defined as area. An emphasis on maintaining the rural road characteristics and protecting scenic corridors is promoted in these areas.

The Town Center category has been designated for the downtown Dallas area. These types of areas are defined as traditional small towns without high concentrations of employment. Local plans should encourage these areas to become mixed-use centers with a mix of employment, retail, residential, and cultural amenities. Complete streets are advocated in these areas that accommodate all modes of transportation (cars, transit, bicycles, and pedestrians.)

Historic downtown Hiram is identified as a Village Center on the UGPM. Village Centers are similar to Town Centers although on a smaller scale. Similar land uses are seen as appropriate for these areas at lower intensities. Implementation priorities in these centers include prioritizing enhancements and operations improvements rather than capacity expansion or development of new alignments.

Figure 13: ARC's Plan 2040 Unified Growth Policy Map



The area surrounding the intersection of SR 120 and US 278/SR 6 (Jimmy Lee Smith Parkway) and is identified as a Wellness District. The district is centered on the new WellStar Paulding Hospital, which is currently under construction and is expected to open in spring of 2014. It is important that these areas maintain adequate ingress and egress for emergency vehicles. These locations are also ideal locations for senior housing.

A Major Retail District is designated for the Hiram Crossroads area, located along the US 278/SR 6 corridor. This designation is defined as a concentration of retail and commercial uses outside of regional or community centers. These areas serve as regional destinations for shopping and entertainment. Incorporating residential development, public streets, and access management techniques are all recommended for these areas.

2.2.4 Historic Farms in Agriculture Context Survey: Paulding County (2008)

This study of the remaining historic, agricultural farm complexes located in unincorporated Paulding County was prompted by an impact to a historic agricultural property by the design of GDOT's proposed East Hiram Parkway project. Its purpose was to summarize the history of agriculture in the county, inventory the remaining extant historic agricultural buildings and structures, and recommend appropriate properties as eligible for the National Register. The study surveyed 135 historic agricultural resources and found that the majority were present in the southern, less mountainous portion of the county, and that the greater number of these were on the eastern side of the county. Of the resources surveys, 22 appeared to be eligible for the National Register of Historic Places (NRHP). Avoiding, minimizing and mitigating impacts to these and other historic resources is important in recommending and prioritizing transportation improvement recommendations resulting from this plan.

2.3 Environmental Factors

This section describes the existing environmental conditions in Paulding County. As projects are recommended and considered a general understanding of environmental conditions is important in determining next steps. It is also necessary to know if there any potential environmental concerns that would impact project implementation. The review of environmental conditions includes the natural, physical and social environments. The demographic and social conditions are described in Subsection 2.1.

2.3.1 Natural Environment

Ecoregion and Riverbasins

Paulding County is situated in the Piedmont Ecoregion, with the northwest portion of the county in the Ridge and Valley Ecoregion. An Ecoregion is an area of geographically distinct gouping of natural communities and species. The topography includes hilly terrain dissected by many streams that flow into the three subbasins that comprise the

county. These three subbasins include the Etowah River (HUC 03150104), Upper Tallapoosa River (HUC 03150108), and the Middle Chattahoochee-Lake Harding (HUC 03130002). River Basin Management Plans identify protection of watersheds and detail the total maximum daily loads (TMDLs) of pollutants that affect water quality. Transportation recommendations need to be consistent with the management plans to ensure that water quality is maintained or improved and that additional run-off would not alter the TMDLs.

Waters

There are numerous streams and creeks located throughout Paulding County. Identifying the locations of the waters within Paulding County is important when recommending transportation improvements because crossing water features and potential impacts to water features can influence design. Impacts to waters are monitored closely by regulatory agencies such as the US Army Corps of Engineers and the Georgia Environmental Protection Division. Even if a transportation project is funded locally, impacts to waters may need to be permitted through these agencies to minimize potential harm to water quality.

The major perennial streams (streams with continuous flow) are:

- Raccoon Creek – A north/south creek in the northwest section of the county and runs through the conservation area.
- Pumpkinvine Creek – A north/south creek within the center of the county.
- Sweetwater Creek – An east/west creek along the southern edge of the county near the border with Douglas County.
- Mud Creek – A creek that flows through the southwest corner of the county and connects to the Tallapoosa River.
- Tallapoosa River – A small portion of this creek is located in the southwest corner of Paulding County and continues into Haralson County.

The full length of Raccoon Creek, Pumpkinvine Creek, Mud Creek and the Tallapoosa River within the county are listed on the state list of impaired waters. Impaired waters are shown on **Figure 14**. Other creeks included on the list within the county include; Cracker Creek, Gothards Creek, Lawrence Creek, Pegamore Creek, Picketts Mill Creek, Possum Creek, Pyle Creek, Powder Springs Creek, Thomasson Creek, Ward Creek and White Creek. The impaired waters are monitored in accordance with Section 303d of the Clean Water Act and have controlled levels of permitted discharges in order to maintain or improve water quality. This is important when planning for transportation improvements because the stormwater run-off from roadways and bridges are a major contributor to pollutants within these areas. Additional design considerations are often required to control not only the stormwater run-off but also to control erosion and sedimentation.

The Georgia Department of Natural Resources has identified high priority streams to protect aquatic biodiversity as part of a comprehensive wildlife conservation strategy for the state. Raccoon Creek is one of the high priority streams and lies within the high priority watersheds in this part of Paulding County. The creek is within the Paulding Forest and part of conservation efforts within this area.

Protected Species

Species are protected federally under the Endangered Species Act and through the state under the Georgia Endangered Wildlife Act. Species are given a Federal Status by the US Fish and Wildlife Service and ranks them as endangered or threatened. Candidate species are those that are under consideration for inclusion on the list. At the state level, species are ranked as endangered or threatened (same as federal), or with a state rank as rare, unusual or of special concern. **Table 5** lists the federally and state protected species that occur within Paulding County.

Figure 14: Impaired Waters and High Priority Watersheds

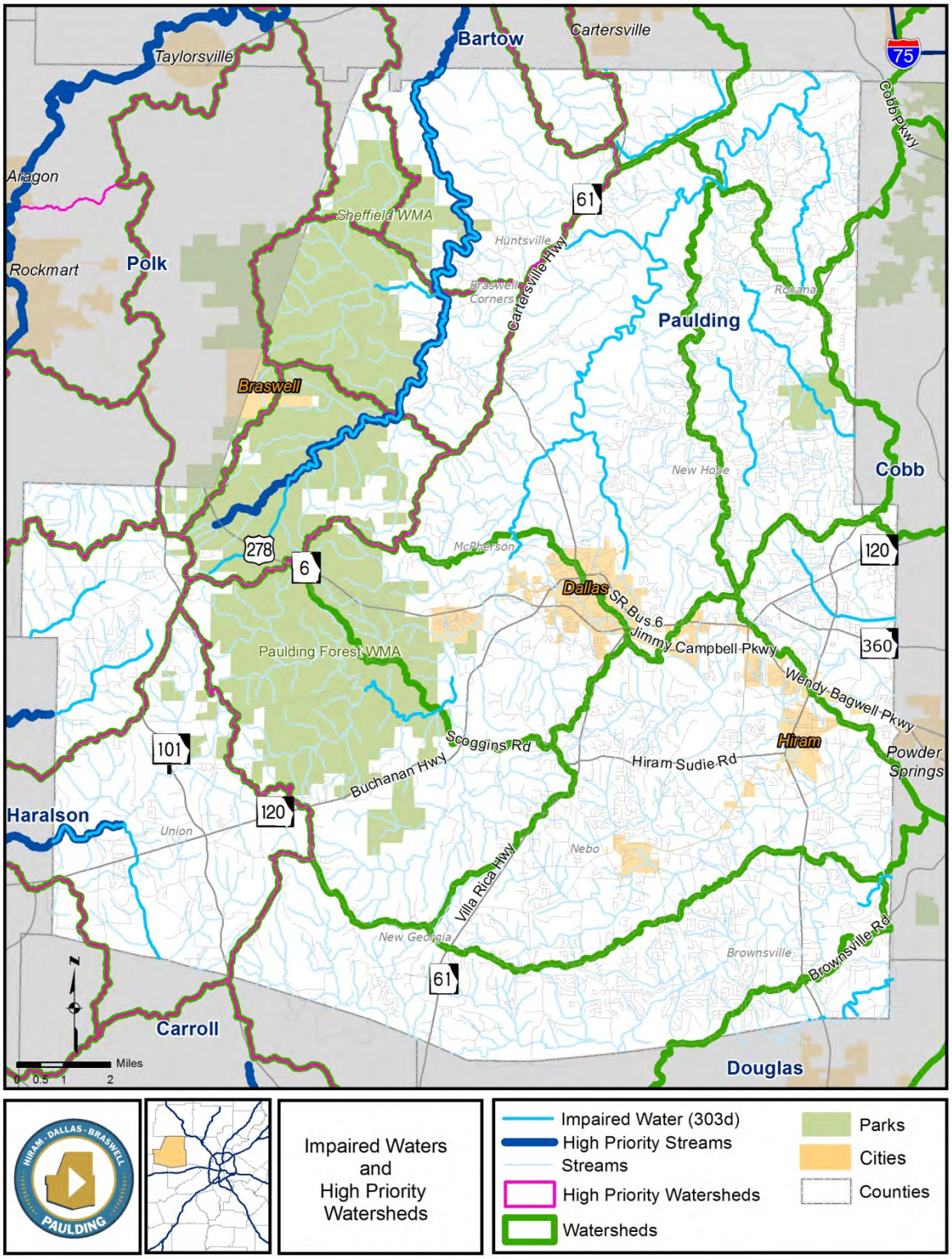


Table 5: Federal and State Protected Species Paulding County

Species Name	Common Name	Federal Rank	State Rank	Habitat Description
Cambarus englishi	Tallapoosa Crayfish	N/A	Rare	This species is found primarily in fast moving water under and among large rocks.
Cambarus fasciatus	Etowah Crayfish	N/A	Threatened	The Etowah crayfish is usually found beneath rocks in moderately to swiftly flowing areas of streams. It is occasionally found in association with woody debris or aggregations of leaves.
Etheostoma etowahae	Etowah Darter	Endangered	Endangered	The Etowah darter typically occurs in swift riffle habitat over cobble and gravel substrata.
Etheostoma scotti	Cherokee Darter	Threatened	Threatened	Cherokee darters typically inhabit small to medium-sized streams where they are found in association with gravel and cobble bed sediments. Cherokee darters may also occur in pools at the head or tail of riffles. The Cherokee darter is not found in streams with moderate or thick deposits of silt and sediment, as they require clean bed sediments for spawning. As with most darter species, the Cherokee darter requires moderate to swiftly flowing stream habitat, and it cannot survive in impoundments.
Etheostoma tallapoosae	Tallapoosa Darter	N/A	Rare	This species is found primarily in relatively silt-free riffles around gravel, cobble and boulder substrata in stream sizes ranging from creeks to small rivers.
Hamiota altilis	Finelined Pocketbook	Threatened	Threatened	Typically occupies small streams to large rivers in sandy to muddy sand substrates or gravel shoals with slight to moderate current.
Hybopsis lineapunctata	Lined Chub	N/A	Rare	The lined chub is usually found in pools in small and medium-sized streams and near the shoreline in sections of rivers with moderate current. It is commonly collected over sandy substrates.
Cypripedium acaule	Pink Ladyslipper	N/A	Unusual	Upland pine and mixed pine-hardwood forests with acidic soils; in the mountains, near edges of rhododendron thickets and mountain bogs.
Schisandra glabra	Bay Star-vine	N/A	Threatened	Moist, deciduous hardwood forests, often with beech, usually on lower slopes, stream terraces, and floodplains.
Symphyotrichum georgianum	Georgia Aster	Candidate	Threatened	Edges and openings in rocky, upland oak-hickory-pine forests, and rights-of-way through these habitats. Usually with circumneutral soils.
Triphora trianthophora	Three-birds Orchid	N/A	Special Concern	Floodplain terraces along creeks in the Piedmont, moist hardwood forests and rhododendron thickets in the mountains, moist hardwood hammocks in the Coastal Plain. In northern states, three birds orchid is usually associated with beech trees.

Source: Georgia Department of Natural Resources

2.3.1 Physical Environment

This section discusses the existing conditions of the physical environment as related to environmental concerns. The location of hazardous materials sites and cultural resources are identified.

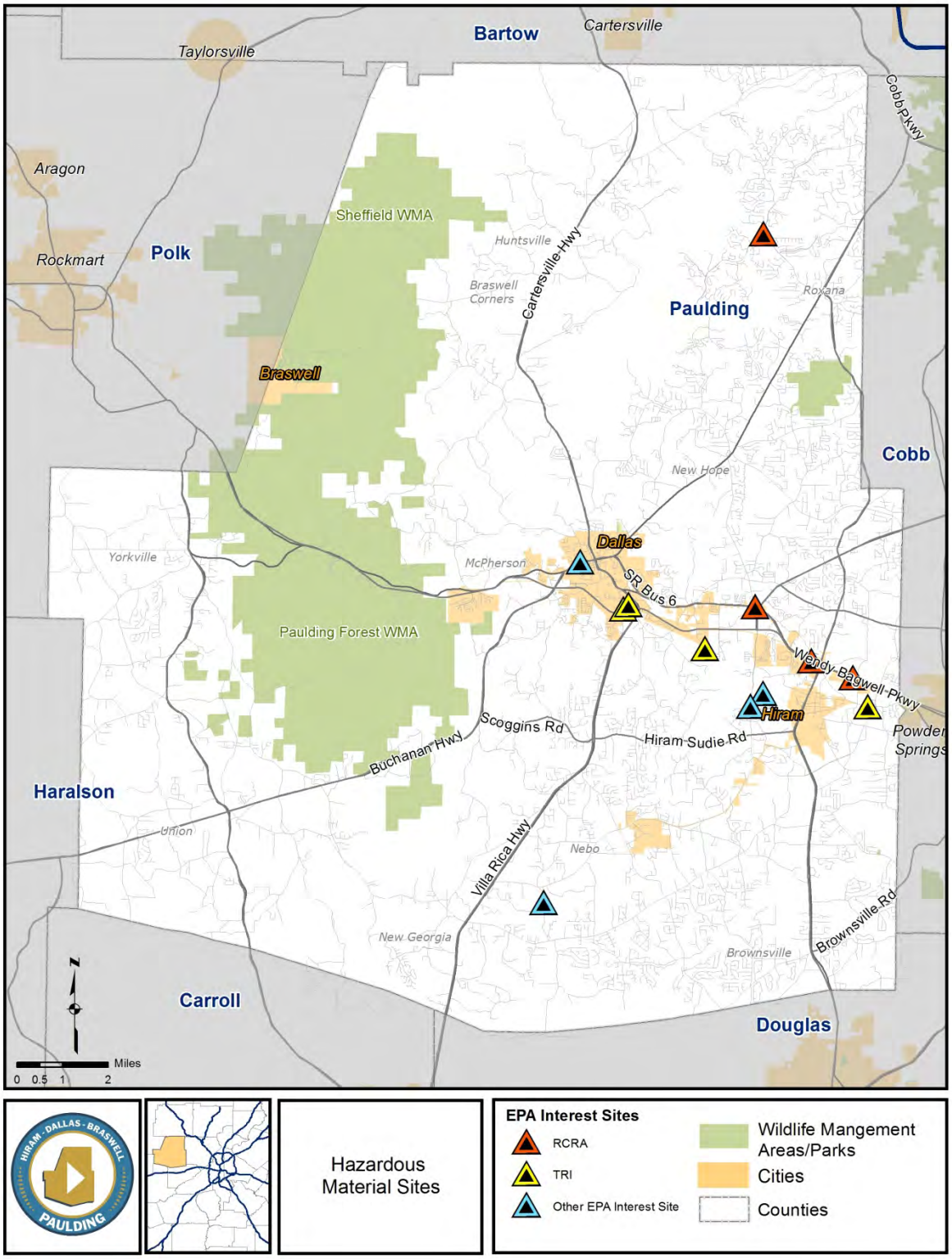
Hazardous Materials

The US Environmental Protection Agency (US EPA)regulates the discharge of hazardous materials into the ground, water and air. The primary regulation of hazardous materials is set under two federal laws; Resource Conservation and Recovery Act (RCRA) and Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). CERCLA identifies Superfund sites (brownfields) that are eligible for clean-up funding. The US EPA compiles the datasets for the different types of facilities. RCRA system documents hazardous waste generators, transporters, treaters, storers and disposers of hazardous waste are required to provide information on their activities to state environmental agencies. There are four RCRA sites identified within Paulding County and no CERCLA sites. There are several other monitoring programs for toxic and pesticide release sites and pollutant discharge sites. US EPA Region 4 tracks facilities and manages changes to datasets year to year. **Figure 15** shows the current sites from the RCRA inventory, TRI and other EPA Sites of Interest (pesticide and pollutant discharges) according to US EPA Region 4. Hazardous waste sites are reviewed when considering proposed transportation improvements to determine if there is potential to disturb contaminated soils, which would then require remediation.

Historic Resources

Despite Paulding County's rich history, only four resources have been listed on the NRHP. The NRHP was established as part of the National Historic Preservation Act and is the official national list of districts, sites, buildings, structures, and objects deemed worthy of preservation. Two of the sites are located in Dallas, Georgia; the Paulding County Courthouse and the Picketts Mill Battlefield Site (US Civil War). The other two sites are in Hiram, Georgia, the Hiram Colored School and the Fannin-Cooper Farm. As infrastructure investments are made in an area, assessments for the location of cultural resources is typically conducted if state or federal money is used. The records of these surveys are maintained by the State Historic Preservation Office. An online search for cultural resources surveys was conducted using Georgia's Natural, Archaeological, and Historic Resources GIS. The search returned almost 500 results in the county, and includes additional properties that may be eligible for inclusion on the NRHP. As project recommendations are made for the CTP, specific locations of resources may be identified in relation to the recommended improvements. By identifying cultural resources during the planning stage, efforts to avoid, minimize or mitigate impacts can be considered and guide the next steps of project development.

Figure 15: Hazardous Material Sites



Air Quality

Paulding County is part of the Atlanta nonattainment area for ozone and particulate matter 2.5. The Clean Air Act requires that, in areas experiencing air quality problems, transportation planning must be consistent with air quality goals. This is determined through the transportation conformity process. Generally this is done through implementing projects that reduce vehicle emissions; these are projects that improve operations, and more specifically reduce congestion. Transportation conformity is determined through the regional planning process and as such projects recommended through this CTP would be carried into the regional plan and undergo a conformity analysis.

While Paulding County is considered to be within the Atlanta nonattainment area, it is important to note that poor air quality has never been measured within the county. The Environmental Protection Agency classifies Paulding County within non-attainment area as a result of the commuting patterns of residents who travel into Atlanta metro areas with poor air quality. The air quality monitoring location in Paulding County is located in the unincorporated community of Yorkville.

3.0 TRANSPORTATION NETWORK CHARACTERISTICS

This section contains a comprehensive review of transportation network characteristics that lays the foundation for the identification of transportation needs. It features an in-depth analysis of transportation characteristics, including roadway congestion, transit service, pedestrian and bicycle facilities, bridge sufficiency, travel patterns, and traffic crashes. The following section, Section 4.0**,** presents a summary of the key findings from this analysis. As previously stated, the primary purpose of this section is to present the baseline information to assist in identifying transportation needs and further refine projects as they are identified later in the CTP development process.

3.1 Streets, Roads, and Highways

This section provides an analysis of major roadway facilities within the county. This includes an:

- Inventory of major facilities and the identification of the role each play in the transportation network.
- Analysis of existing and projected traffic congestion along these roadways to help identify transportation needs.
- Assessment of travel speeds on major corridors using real-time data.

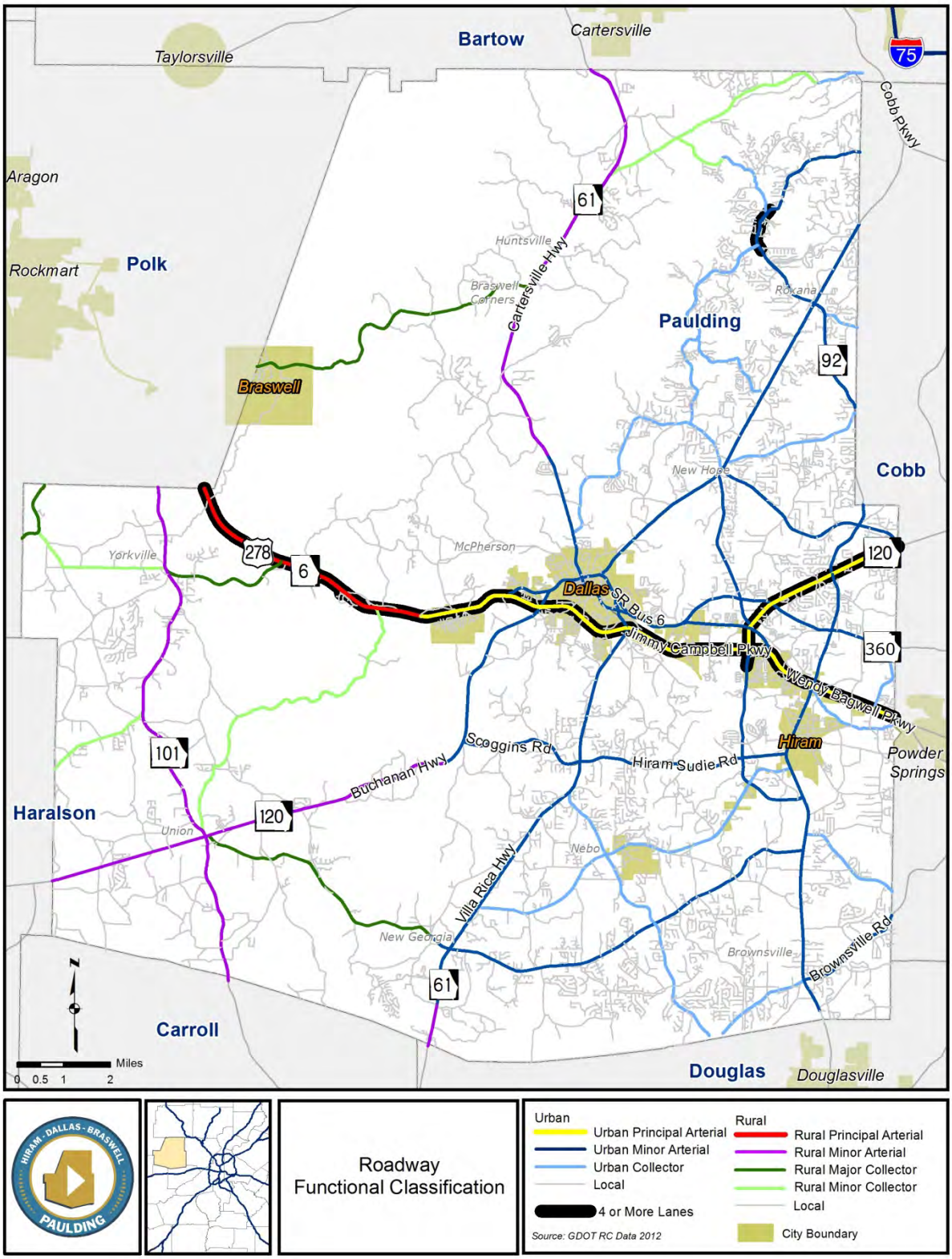
3.1.1 Major Roadway Inventory and Functional Classification

Major roadway facilities within Paulding County are displayed in **Figure 16**. This map illustrates the functional classification of each major roadway. Functional classification is the process by which street and highway facilities are grouped into classes, or systems, according to the character of traffic service that they are intended to provide. They consist of the following:

- Arterials – Roads that typically carry higher volumes at higher speeds that are characterized with more traffic and/or access devices that are intended for longer trips.
- Collectors – Roads that typically connect local roads with arterials that operate at intermediate speeds with shorter trips than those on arterials.
- Local Roads – All other roads not classified as an arterial or collector that provide access to specific properties with little or no through movement.

There are no 'hard and fast' criteria for these classifications and, therefore, they will vary throughout the region. However, these designations are closely coordinated through GDOT in conjunction with federal guidelines.

Figure 16: Major Roadway Functional Classification



The functional classifications of major roads, along with other characteristics, including speed limits, presence of center medians, and number of lanes, are detailed in **Table 6**. This table provides an inventory of the most important transportation facilities within the county and describes their role within the transportation network. Not surprisingly, given its location on along the suburban edge of metro Atlanta, Paulding County includes both urban and rural functional classifications. Urban classifications are found in the more developed eastern portion of the county and rural classifications can be found in the less developed western portion.

Table 6: Inventory of Major Roadways

Name	Functional Classification	Number of Lanes	Center Median	Speed Limit (MPH)
US 278/SR 6 (Rockmart Highway)	Rural Principal Arterial	4	Yes	65
US 278/SR 6 – East of Dallas	Urban Principal Arterial	4	Yes	45/55
SR 120 (Charles Hardy Parkway)	Urban Principal Arterial	4	Yes	55/45
SR 92	Urban Minor Arterial	2	No	55
Ridge Road	Urban Minor Arterial	2	No	45
Brownsville Road	Urban Minor Arterial	2	No	45
SR 120 Connector (Hiram-Sudie Road)	Urban Minor Arterial	2	No	45
SR 120 Connector (Scoggins Road)	Urban Minor Arterial	2	No	45
Bill Carruth Parkway	Urban Minor Arterial	2	No	45
Merchants Drive	Urban Minor Arterial	2	No	45
Macland Road	Urban Minor Arterial	2	No	45
East Paulding Drive	Urban Minor Arterial	2	No	45
Bobo Road	Urban Minor Arterial	2	No	45
East Memorial Drive	Urban Minor Arterial	2	No	35
Dallas-Acworth Highway	Urban Minor Arterial	2	No	40/45
SR 61	Urban/Rural Minor Arterial	2	No	55
SR 120/Buchanan Highway	Urban/Rural Minor Arterial	2	No	55
Cedarcrest Road	Urban Minor Arterial	2/4	Partial	45
Nebo Road	Urban Collector	2	No	45/50
Dallas-Nebo Road	Urban Collector	2	No	45
Bakers Bridge Road	Urban Collector	2	No	45
Sweetwater Church Road	Urban Collector	2	No	45
Pine Valley Road	Urban Collector	2	No	35
Poplar Springs Road	Urban Collector	2	No	40
Rosedale Drive	Urban Collector	2	No	35
Harmony Grove Church Road	Urban/Rural Minor Collector	2	No	35
Seven Hills Boulevard	Urban Collector	2	No	45
Old Cartersville Road	Urban Collector	2	No	45
Due West Road	Urban Collector	2	No	45
SR 101	Rural Minor Arterial	2	No	55
Brushy Mountain Road	Rural Major Collector	2	No	35
Vinson Mountain Crossing	Rural Major Collector	2	No	45
New Vinson Mountain Road	Rural Major Collector	2	No	35
Mulberry Rock Road	Rural Major Collector	2	No	45
Gold Mine Road	Rural Major Collector	2	No	45/55
Old Yorkville Road/ Hulseytown Road	Rural Minor Collector	2	No	35/45
Dabbs Bridge Road	Urban/Rural Minor Collector	2	No	45
Crossroads Church Road	Rural Minor Collector	2	No	40
Pleasant Grove Road	Rural Minor Collector	2	No	45

Source: GDOT RC Data

Two roadways within the county are designated as urban principal arterials. These include the portion of US 278/SR 6 from Cobb County to Dallas and SR 120 from Cobb County to US 278/SR 6. Urban principal arterials serve major centers of activity in a metropolitan area and carry a high proportion of the total urban travel. They are often the highest volume corridors in the region.

The segment of US 278/SR 6 located to the west of Dallas, primarily called Rockmart Highway, is designated as a rural principal arterial. These facilities serve substantial interstate, statewide, and cross-regional travel. These roadways emphasize regional mobility and connecting larger urban areas. These roads typically feature a high rate of speed and have limited access to adjacent land uses. They are typically multi-lane highways with wide center medians. US 278/SR 6 exhibits these characteristics with four or more lanes, center medians, and speed limits ranging from 55 to 65 mph.

Within the county there are 15 roadways designated as urban minor arterials. Examples of these include SR 92, Ridge Road, Hiram-Sudie Road and Bobo Road. Urban minor arterials connect to and support principal arterials. They usually serve smaller geographic areas, provide more local access, and generally do not feature limited or controlled access.

There are 11 urban collector roads designated throughout the county. Some examples include Nebo Road, Seven Hills Boulevard, and Due West Road. The role of this classification is to typically distribute trips from arterials to their ultimate destination. They feature a high degree of land use access and moderate speeds.

Three roadways within the county are designated as rural minor arterials. These include SR 101, SR 120 (Buchanan Highway) and portions of SR 61 near the Douglas County line and north of Dallas. Rural minor arterials in conjunction with rural principal arterials comprise a rural roadway network that connects cities and towns. While generally not designed with limited or controlled access, these facilities allow for relatively high speeds and mobility.

The county contains five rural major collectors and four rural minor collectors. Examples of these include Brushy Mountain Road, Dabbs Bridge Road, and Mulberry Rock Road. These roadways primarily serve intra-county trips and strive to provide a balance between land use access and mobility. Trips on these roadways are generally shorter in length than those utilizing principal or minor arterials. Posted speed limits also tend to be lower. Speed limits on rural collector roads within the county range from 35-45 mph.

3.1.2 Roadway Levels of Service

Level of service (LOS) is a qualitative measure of traffic flow describing operational conditions and driver perceptions within a traffic stream. Six levels of service have been defined by the Federal Highway Administration within the Highway Capacity Manual.

These range from A to F, with a LOS A representing free-flow conditions and LOS F representing severe congestion with long vehicle delays. LOS ratings are generally regarded as a standard measure of congestion. A generalized description of LOS is provided in **Figure 17**.

Figure 17: Level of Service Description

LEVELS OF SERVICE
for Two-Lane Highways

Level of Service	Flow Conditions	Operating Speed (mph)	Technical Descriptions
A		55+	Highest quality of service. Free traffic flow with few restrictions on maneuverability or speed. **No delays**
B		50	Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability. **No delays**
C		45	Stable traffic flow, but less freedom to select speed, change lanes or pass. **Minimal delays**
D		40	Traffic flow becoming unstable. Speeds subject to sudden change. Passing is difficult. **Minimal delays**
E		35	Unstable traffic flow. Speeds change quickly and maneuverability is low. **Significant delays**
F			Heavily congested traffic. Demand exceeds capacity and speeds vary greatly. **Considerable delays**

Source: 2000 HCM, Exhibit 20-2, LOS Criteria for Two-Lane Highways in Class 1

LEVELS OF SERVICE
for Multi-Lane Highways

Level of Service	Flow Conditions	Operating Speed (mph)	Technical Descriptions
A		60	Highest level of service. Traffic flows freely with little or no restrictions on maneuverability. **No delays**
B		60	Traffic flows freely, but drivers have slightly less freedom to maneuver. **No delays**
C		60	Density becomes noticeable with ability to maneuver limited by other vehicles. **Minimal delays**
D		57	Speed and ability to maneuver is severely restricted by increasing density of vehicles. **Minimal delays**
E		55	Unstable traffic flow. Speeds vary greatly and are unpredictable. **Minimal delays**
F		<55	Traffic flow is unstable, with brief periods of movement followed by forced stops. **Significant delays**

Source: 2000 HCM, Exhibit 21-3, Speed-Flow Curves with LOS Criteria for Multi-Lane Highways

LOS ratings for roadway segments are based upon volume to capacity (V/C) ratios. This ratio compares the traffic volumes on a roadway with the carrying capacity of that segment of road. V/C is the quantitative measure generated by the travel demand model that is utilized to determine the LOS of a given roadway segment.

To assess existing and projected congestion levels on roadways in Paulding County, LOS ratings have been mapped for 2015 and 2040. The 2015 ARC TDM projections were used as existing conditions because the data more accurately reflects short-term needs by presenting the conditions for when those recommendations would be implemented. While this is an existing conditions report, predicted future conditions as they pertain to roadways provide a baseline to assess future needs. For urban counties, the ARC

considers LOS ratings of D or better as acceptable, while ratings of E or F are deficient. However, for this analysis, LOS D roadway segments are highlighted because they represent congested areas that would likely continue to degrade. Deficient LOS segments can be seen in **Figures 18** and **19**.

A comparison of 2015 and 2040 LOS ratings show a significant degradation of the roadway network, particularly within the eastern half of the county. This is particularity evident on SR 61 and other roads that provide a north-south connection to Douglas County, as well as on SR 120, SR 360 and other roads that provide an east-west connection with Cobb County. In addition, roads that serve Dallas are projected to worsen across the board. Dallas-Acworth Highway in north Dallas, Memorial Drive in northeast Dallas, and Merchants Drive and US 278/SR 6 in east Dallas are all projected to operate at LOS F in 2040.

Table 7 presents daily traffic volumes and 2015, 2030 and 2040 AM/PM peak LOS ratings for major roadways and roadway segments within the county. Deficient LOS ratings of D, E, or F are highlighted in red. The table indicates that on the available capacity will not support the projected volumes on most major roadway facilities between 2015 and 2040. LOS ratings for 2015 show that 20 roadway segments are functioning at LOS C or better during both AM and PM peak hours. In 2040, just two roadway segments are expected to operate at sufficient LOS during both AM and PM peak hours. Information included within this table will be used to help identify transportation needs within the upcoming Needs Assessment phase of this study.

Figure 18: Existing Level of Service (2015)

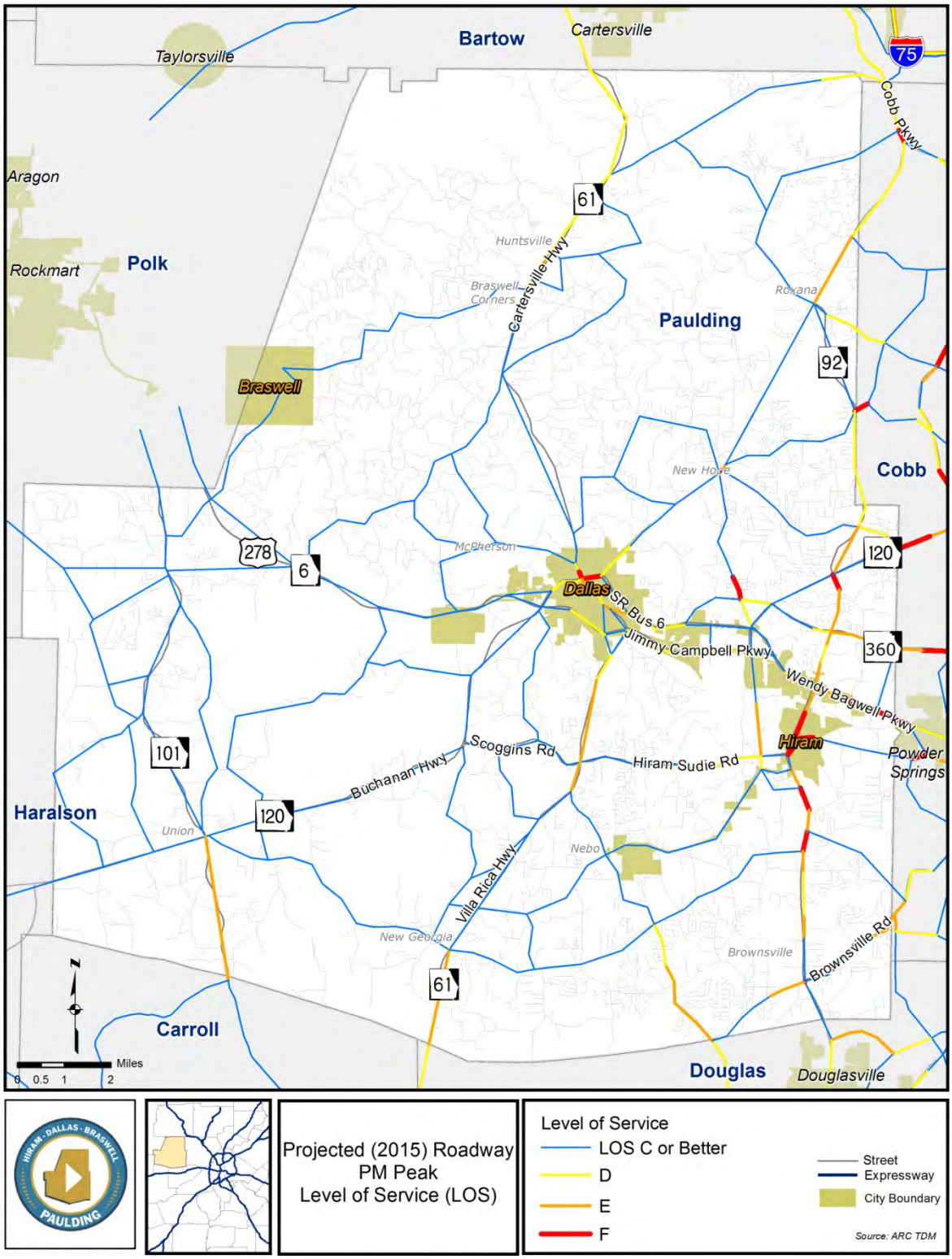


Figure 19: Projected Level of Service (2040)

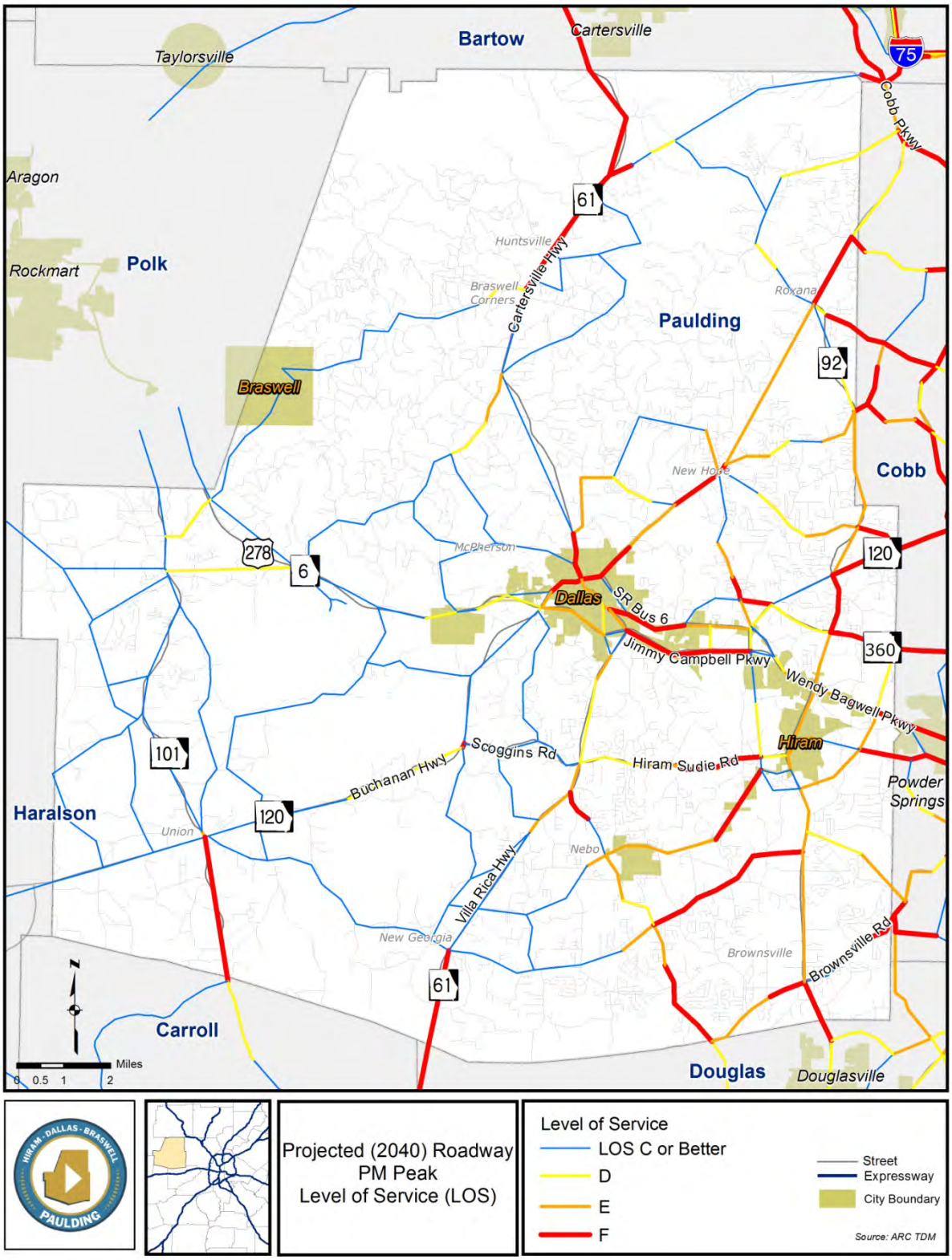


Table 7: Major Roadway LOS and Daily Volumes

Major Roadway	From	To	Number of Lanes Modeled			Daily Volume 2015	Daily Volume 2030	Daily Volume 2040	2015 AM V/C & LOS	2015 PM V/C & LOS	2030 AM V/C & LOS	2030 PM V/C & LOS	2040 AM V/C & LOS	2040 PM V/C & LOS
			2015	2030	2040									
SR 92	Cobb County Line	Hiram-Acworth Hwy	2	4	4	18,400	34,400	36,900	0.85/E	0.95/E	0.89/E	1.06/F	0.97/E	1.13/F
	Dallas-Acworth Hwy	Cobb County Line	2	4	4	10,900	21,700	26,600	0.5/C	0.59/C	0.46/B	0.68/C	0.58/C	0.82/D
	Cobb County Line	SR 120	2	4	4	18,300	32,900	37,200	0.78/D	0.93/E	0.71/D	0.91/E	0.82/D	0.97/E
	SR 120	US 278/SR6	2	4	4	21,100	38,800	41,500	0.8/D	0.99/E	0.75/D	0.99/E	0.84/D	1.04/F
	US 278/SR 6	Hiram-Sudie Rd	2	4	4	17,100	27,400	30,400	0.92/E	1.02/F	0.75/D	0.9/E	0.85/E	0.95/E
	Hiram-Sudie Rd	Douglas County Line	4	6	6	21,700	44,600	50,000	0.94/E	1.08/F	0.78/D	0.95/E	0.89/E	1.08/F
Dallas-Acworth Hwy/ E. Memorial Dr	Hiram-Acworth Highway	E. Paulding Drive	2	2	2	9,200	12,700	14,000	0.76/D	0.98/E	1/E	1.36/F	1.2/F	1.58/F
	E. Paulding Drive	SR Bus 6	2	2	2	11,600	15,400	17,000	0.88/E	1.02/F	1.21/F	1.2/F	1.55/F	1.36/F
SR Bus 6/ Buchanan St	Memorial Drive	US 278/SR6	2	2	2	11,600	16,000	18,600	0.96/E	1.05/F	1.19/F	1.28/F	1.49/F	1.6/F
SR 120 (Buchanan Hwy)	US 278/SR 6	SR 120 (Conn)	2	2	2	6,800	8,100	10,600	0.48/B	0.58/C	0.51/C	0.58/C	0.64/C	0.73/D
	SR 120 (Conn)	Haralson County Line	2	2	2	6,000	8,200	9,900	0.68/C	0.57/C	0.86/E	0.78/D	1.09/F	0.84/E
SR 120 (Charles Hardy Pkwy)	Cobb County Line	SR 92	4	4	4	35,500	44,900	50,800	0.65/C	0.71/D	0.79/D	0.87/E	0.93/E	1.02/F
	SR 92	US 278/SR 6	4	4	4	31,100	37,900	42,600	0.55/C	0.64/C	0.66/C	0.72/D	0.69/C	0.78/D
SR 101	SR 120	Carroll County Line	2	2	2	15,100	19,100	21,800	0.72/D	0.88/E	0.91/E	1.04/F	1.01/F	1.16/F
	SR 120	Polk County Line	2	2	2	5,600	7,400	8,600	0.51/C	0.6/C	0.72/D	0.83/D	0.77/D	0.9/E
US 278/ SR 6	Polk County Line	SR 120	4	4	4	17,500	24,600	26,900	0.49/B	0.54/C	0.7/D	0.75/D	0.75/D	0.83/D
	SR120	SR 61	4	4	4	25,300	32,100	39,000	0.65/C	0.74/D	0.78/D	0.88/E	0.87/E	0.97/E
	SR 61	Business 6	4	4	4	36,500	48,100	52,700	0.74/D	0.85/E	1.04/F	1.15/F	1.18/F	1.31/F
	Business 6	Cobb County	4	4	4	38,300	46,300	51,500	0.78/D	1.01/F	1.05/F	1.06/F	1.14/F	1.10/F
SR Bus 6/ Merchants Dr	US 278/SR 6	Memorial Drive	2	2	2	5,900	9,400	11,900	0.7/C	0.75/D	0.97/E	1.03/F	1.15/F	1.23/F
SR 360	Cobb County Line	SR 92	2	4	4	22,800	30,200	33,300	0.85/E	0.99/E	0.85/E	0.98/E	0.93/E	1.06/F
	SR 92	SR 120	2	4	4	15,300	19,200	21,900	0.64/C	0.77/D	0.56/C	0.75/D	0.64/C	0.81/D
SR 61	Douglas County	Ridge Road	2	2	2	15,900	19,500	21,100	0.72/D	0.88/E	0.93/E	1.06/F	1.01/F	1.15/F

Major Roadway	From	To	Number of Lanes Modeled			Daily Volume 2015	Daily Volume 2030	Daily Volume 2040	2015 AM V/C & LOS	2015 PM V/C & LOS	2030 AM V/C & LOS	2030 PM V/C & LOS	2040 AM V/C & LOS	2040 PM V/C & LOS
			2015	2030	2040									
SR 61	Ridge Road	Hiram-Sudie Road	2	2	2	9,200	12,000	13,000	0.86/E	0.85/E	0.72/D	0.82/D	0.85/E	0.97/E
	Hiram-Sudie Rd	US 278/SR 6	2	4	4	13,700	21,600	22,300	0.72/D	0.86/E	0.72/D	0.85/E	0.84/D	0.96/E
	US 278/SR 6	Old Cartersville Road	2	2	2	12,500	15,500	16,600	0.95/E	1.05/F	1.07/F	1.16/F	1.15/F	1.31/F
	Old Cartersville Rd	Mt. Moriah Rd	2	2	2	8,100	9,600	10,600	0.3/B	0.42/B	0.4/B	0.51/C	0.42/B	0.54/C
	Mt. Moriah Rd	Dabbs Bridge Road	2	2	2	11,900	15,300	17,400	0.68/C	0.86/E	0.91/E	1.08/F	1.2/F	1.18/F
	Dabbs Bridge Rd	Bartow County Line	2	2	2	14,100	18,400	20,200	0.62/C	0.78/D	0.79/D	0.95/E	0.86/E	1.04/F
Dabbs Bridge Rd	SR 61	Bartow County Line	2	2	4	4,700	5,700	14,400	0.72/D	0.84/D	0.92/E	1.05/F	0.81/D	1.00/F
Ridge Road	SR 61	Dallas-Nebo Road	2	2	2	4,900	8,000	10,300	0.35/B	0.43/B	0.66/C	0.83/D	0.75/D	0.93/E
	Dallas-Nebo Road	SR 92	2	2	2	8,500	16,000	18,300	0.56/C	0.65/C	1.01/F	1.12/F	1.11/F	1.24/F
Nebo Road	SR 61	Dallas-Nebo Road	2	2	2	4,300	5,500	7,200	0.55/C	0.47/B	0.75/D	0.57/C	0.88/E	0.68/C
	Dallas-Nebo Road	SR 92	2	2	2	6,000	9,600	12,400	0.56/C	0.6/C	0.95/E	1.06/F	1.09/F	1.2/F
Dallas-Nebo Rd/Bakers Bridge Rd	SR 61	Nebo Road	2	2	2	9,600	13,300	15,600	0.48/B	0.6/C	0.76/D	0.92/E	0.95/E	1.05/F
	Nebo Road	Ridge Road	2	2	2	7,800	9,100	10,400	0.43/B	0.58/C	0.57/C	0.78/D	0.7/C	0.87/E
	Ridge Road	Douglas County Line	2	2	2	12,900	16,200	17,100	0.75/D	0.88/E	0.97/E	1.11/F	1.07/F	1.25/F
Sweetwater Church Rd	Douglas County Line	SR 92	2	2	2	6,700	11,000	11,800	0.73/D	0.9/E	0.82/D	0.95/E	0.91/E	1.04/F
Brownsville Rd	SR 92	Cobb County Line	2	2	2	6,600	6,300	6,300	0.78/D	0.9/E	0.82/D	0.96/E	0.9/E	1.03/F
Scoggins Rd	SR 120	SR 61	2	2	2	3,300	5,200	6,900	0.25/B	0.33/B	0.38/B	0.51/C	0.47/B	0.66/C
Hiram-Sudie Rd	SR 61	SR 92	2	2	2	10,800	14,200	16,800	0.75/D	0.84/E	1.04/F	1.15/F	1.19/F	1.33/F
Bill Carruth Pkwy	US 278/SR 6	SR 92	4	4	4	19,500	23,600	28,800	0.64/C	0.77/D	0.61/C	0.76/D	0.67/C	0.84/E
Cedarcrest Rd	US 41	SR 92	2	4	4	9,400	14,900	16,300	0.54/C	0.67/C	0.54/C	0.68/C	0.57/C	0.75/D
E. Paulding Dr	Dallas-Acworth Hwy	SR 120	2	2	2	12,200	14,800	16,500	0.76/D	0.9/E	0.92/E	1.04/F	1.0/F	1.17/F

Source: ARC TDM

3.1.3 Real-Time Travel Data

To further assess existing congestion levels and travel delay an analysis of real-time data, called NAVTEQ, has been conducted. This data was made available through the ARC and includes average vehicular travel speeds for hourly increments throughout the day. NAVTEQ data is developed through the consolidation of travel data from personal GPS-enabled devices, including in-car navigation systems and smart phones.

Real-time data offers several advantages for assessing existing congestion levels over travel demand model data. Real-time data accurately records congested travel conditions as they occur. Model data provides a simplified interpretation of existing conditions and has the potential to exhibit data distortions. Another advantage is that real-time data can pinpoint congested areas within very small sections of roadway as opposed to the larger roadway segments which comprise the model network.

Real-time travel speed data from 2010 for the AM and PM peak commuting periods is shown in **Figures 20** and **21**. The differences in speeds indicate where there are specific areas of delay along roadways and the degree to which delay occurs. Both the AM and PM peak period maps show similarly congested conditions on many of the same corridors as the model data. The PM peak period, however, depicts more widespread and continuous congestion along the same roadways. An example of this is more travel delay evident in the PM peak near major intersections along Ridge Road.

The most highly congested corridors can be found primarily in the eastern portion of the county, particularly within the greater Dallas and Hiram areas. These include SR 92, US 278/SR 6 (through Hiram), SR 360 (Macland Road), Memorial Drive, Business 6/Merchants Drive, East Paulding Drive and Hiram-Sudie Road. SR 120 (Charles Hardy Parkway) and Bill Carruth Parkway also feature high levels of congestion and reduced travel speeds.

Real-time data can be particularly useful for identifying roadways with reduced travel speeds resulting from intersection delay. **Figures 20** and **21** illustrate that travel delay can be consistently found along roadway segments near major intersections. This is evident on many major roadway facilities including SR 92, US 278/SR 6 (through Hiram), East Paulding Drive, SR 120 and SR 360. This data will be consulted to help identify problem intersections in need of improvements within the upcoming Needs Assessment phase of this study.

Figure 20: Average Daily Speed – AM Peak (2010)

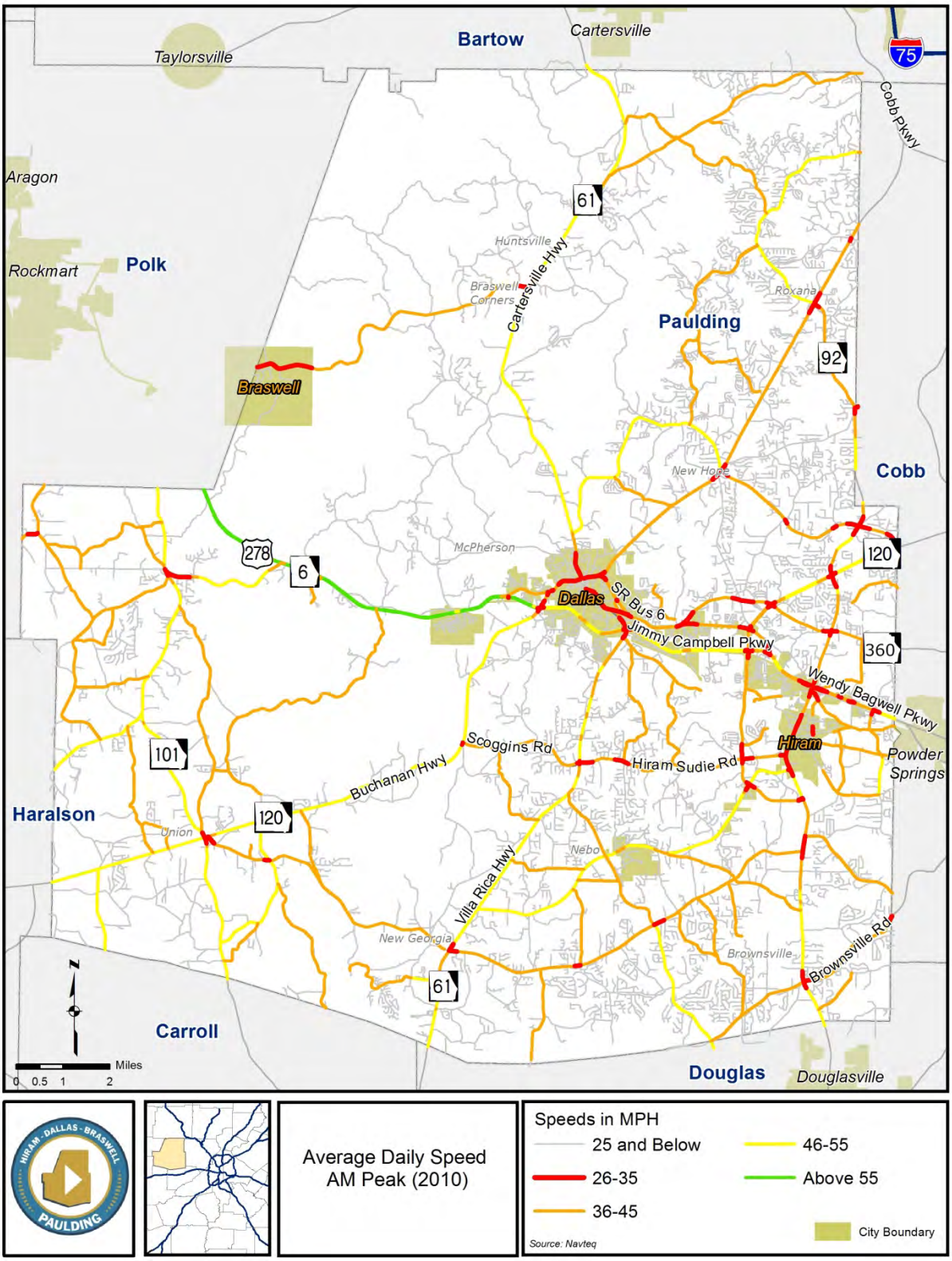
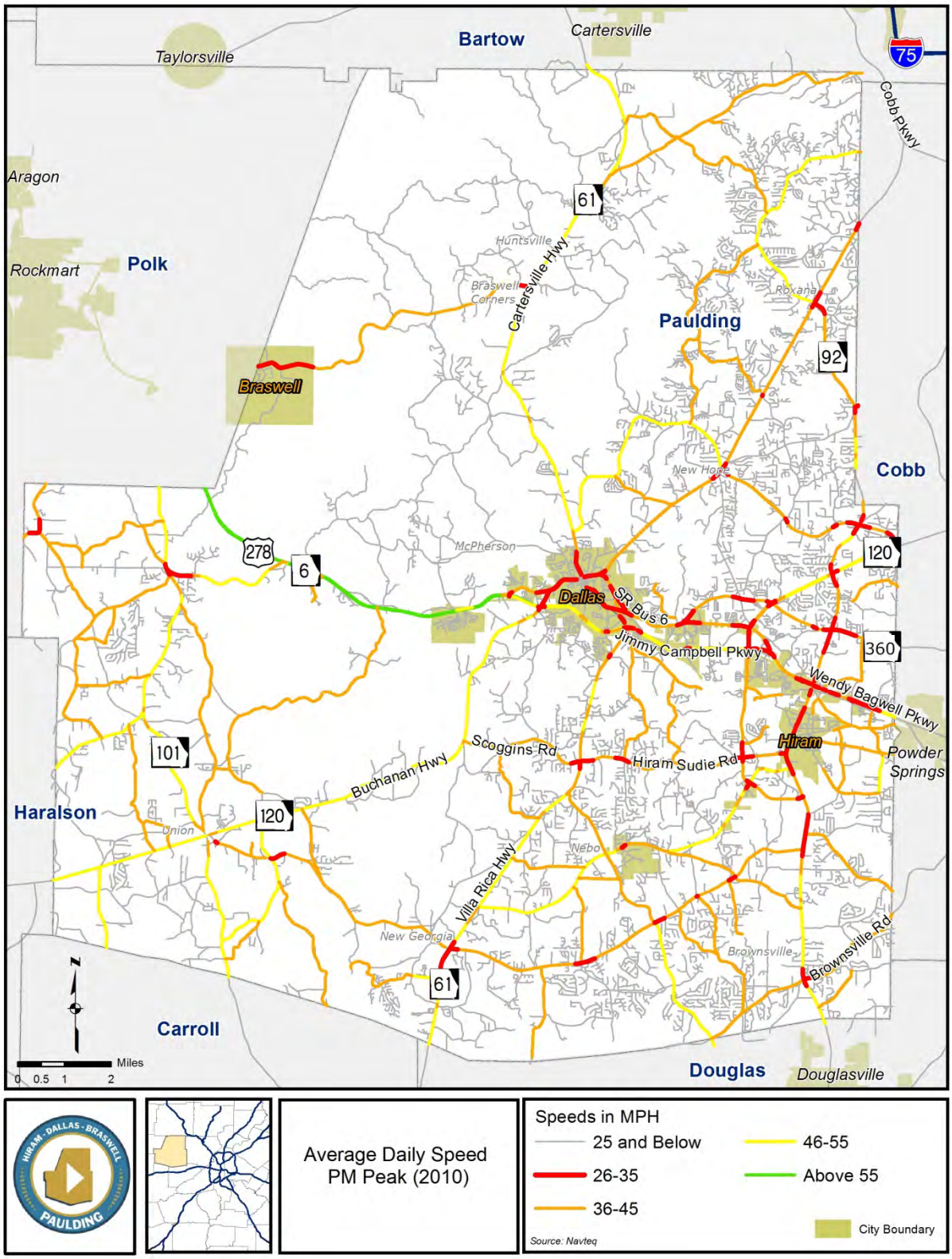


Figure 21: Average Daily Speed – PM Peak (2010)



3.2 Travel Patterns

Understanding travel patterns both to and from Paulding County is critical for meeting the travel needs of its residents and businesses. The purpose of this section is to document the existing and projected regional travel trends based on output from the ARC TDM. These travel patterns were derived based on more than 10,000 household travel surveys conducted by the ARC. The two variables assessed in this analysis are:

- Origins and Destinations – Where are people going and how many are going there?
- Travel Times – How much time is it taking to access other parts of the region?

In addition to data from the TDM, journey to work data from the US Census was consulted to provide supplementary information on travel patterns within the county.

3.2.1 Trip Origins and Destinations

Understanding the dynamic of travel to and from the county and the magnitude at which inter-county travel occurs is important when prioritizing transportation needs. For this analysis, there are three categories of trips taken into account:

- Home Based Work (HBW) – Commuter trips to employment
- Home Based Other (HBO) – All other trips generated from a person's home
- Non-Home Based (NHB) – All other trips besides HBW and HBO

Table 8 presents the distribution of these three trips between Paulding County and other portions of the region for 2015, 2030, and 2040. As shown, approximately 30 percent of HBW trips originating in Paulding County in 2015 are to jobs in Paulding County, while a slightly higher percentage of Paulding commuters are destined for Cobb County. **Figure 22** shows the distribution of trips traveling to and from Paulding County to other parts of the region for HBO and HBW trips. As shown, the bulk of the travel for both HBW and HBO that leave the county are destined for Cobb County. Furthermore, those trips destined for Fulton, Cherokee, DeKalb and other eastern portions of the region must travel through Cobb to reach those destinations. As shown in Table 8, the trip characteristics for NHB trips are very similar to those of HBO. In the horizon years, the trip distribution characteristics are projected to be very similar with one exception: the share of internal commuter trips is projected to increase through 2040. This reflects an assumption of employment growth within Paulding. This may also be a function of the increased travel times projected in 2040 during the peak hours, which is discussed in the next subsection.

Table 9 shows the distribution of vehicle trips between the AM and PM peak hours in 2015 and 2040. The higher trip origins in the AM peak and higher trip destinations in the PM peak reflect more people leaving the county in the AM and returning in the PM peak. This trend is projected to continue through 2040.

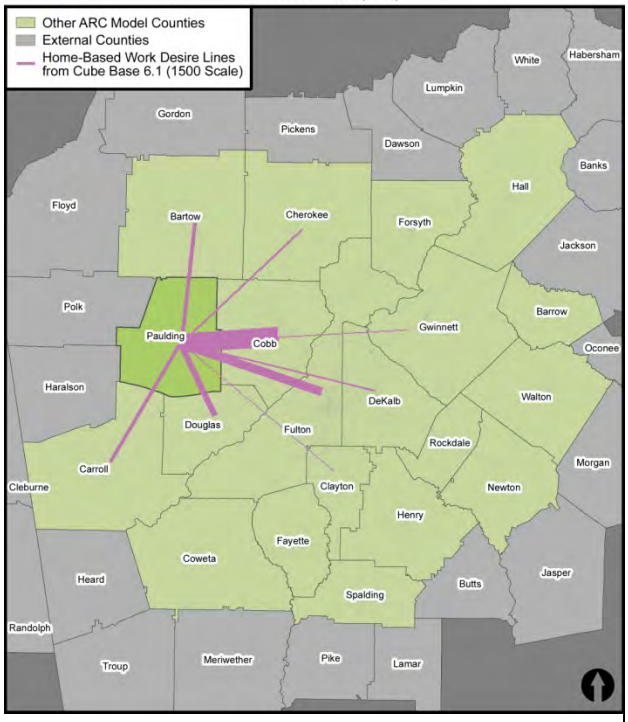
Table 8: Travel Demand between Paulding County and Other ARC Counties – 2015, 2030, 2040

	Home Based Work		Home Based Other		Non-Home Based		Total	
2015	**Total Trips**	**Percentage**	**Total Trips**	**Percentage**	**Total Trips**	**Percentage**	**Total Trips**	**Percentage**
Paulding (Internal)	37,056	29%	308,294	71%	130,168	68%	475,519	63%
Cobb	39,314	31%	75,177	17%	39,532	21%	154,023	20%
Douglas	10,013	8%	21,762	5%	10,178	5%	41,952	6%
Fulton	16,698	13%	7,146	2%	3,473	2%	27,317	4%
Bartow	7,283	6%	8,955	2%	3,767	2%	20,006	3%
Carroll	6,477	5%	8,264	2%	2,860	1%	17,600	2%
Cherokee	3,059	2%	3,127	1%	1,749	1%	7,935	1%
DeKalb	2,798	2%	1,293	0%	630	0%	4,721	1%
2030	**Total Trips**	**Percentage**	**Total Trips**	**Percentage**	**Total Trips**	**Percentage**	**Total Trips**	**Percentage**
Paulding (Internal)	69,270	36%	471,200	73%	190,719	69%	731,190	65%
Cobb	57,805	30%	102,832	16%	51,845	19%	212,482	19%
Douglas	16,867	9%	30,852	5%	14,405	5%	62,124	6%
Fulton	19,205	10%	11,289	2%	4,472	2%	34,966	3%
Bartow	11,007	6%	12,105	2%	5,254	2%	28,366	3%
Carroll	8,500	4%	11,975	2%	4,313	2%	24,788	2%
Cherokee	4,041	2%	4,907	1%	2,527	1%	11,474	1%
DeKalb	3,202	2%	2,053	0%	772	0%	6,027	1%
2040	**Total Trips**	**Percentage**	**Total Trips**	**Percentage**	**Total Trips**	**Percentage**	**Total Trips**	**Percentage**
Paulding (Internal)	97,188	40%	574,316	74%	234,077	71%	905,581	67%
Cobb	62,971	26%	116,613	15%	59,482	18%	239,066	18%
Douglas	19,588	8%	34,536	4%	16,657	5%	70,781	5%
Fulton	21,218	9%	13,811	2%	5,033	2%	40,062	3%
Bartow	14,222	6%	12,500	2%	6,405	2%	33,127	2%
Carroll	8,656	4%	15,072	2%	5,309	2%	29,038	2%
Cherokee	4,374	2%	5,851	1%	3,038	1%	13,264	1%
DeKalb	6,155	3%	2,474	0%	857	0%	9,486	1%

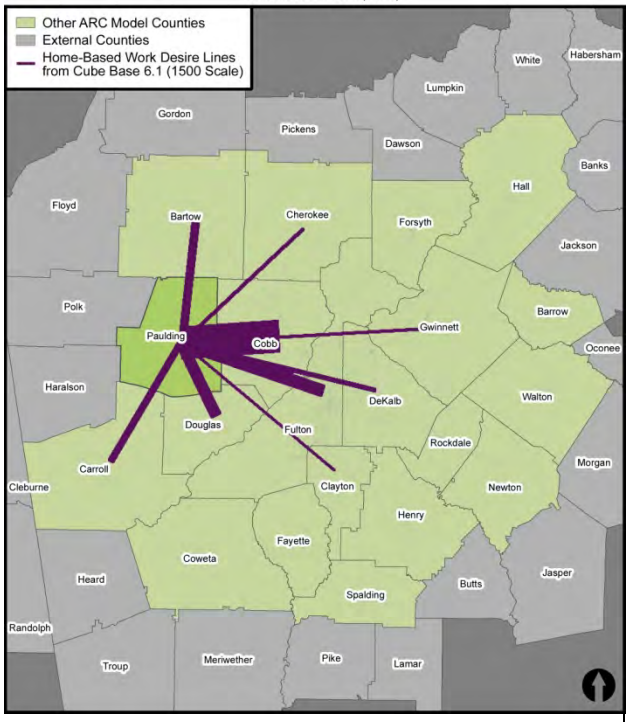
Source: ARC TDM

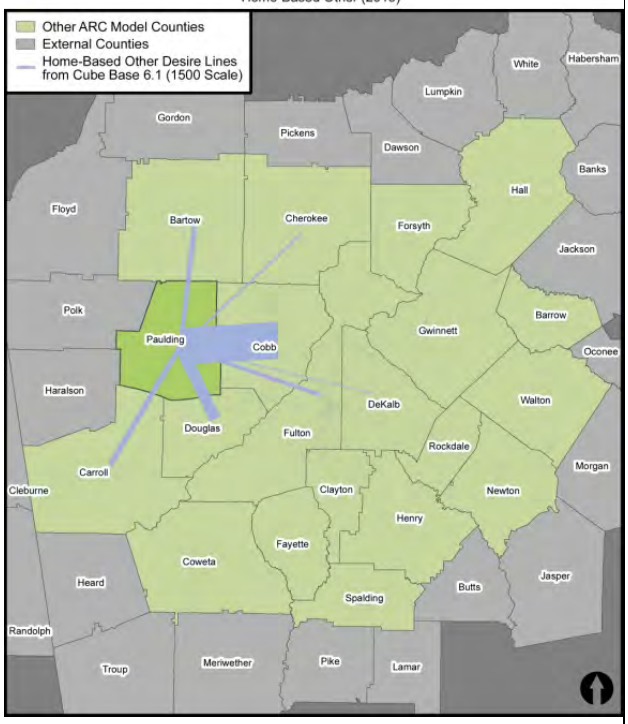
Figure 22: Origins and Destination – 2015 and 2040

2015



2040





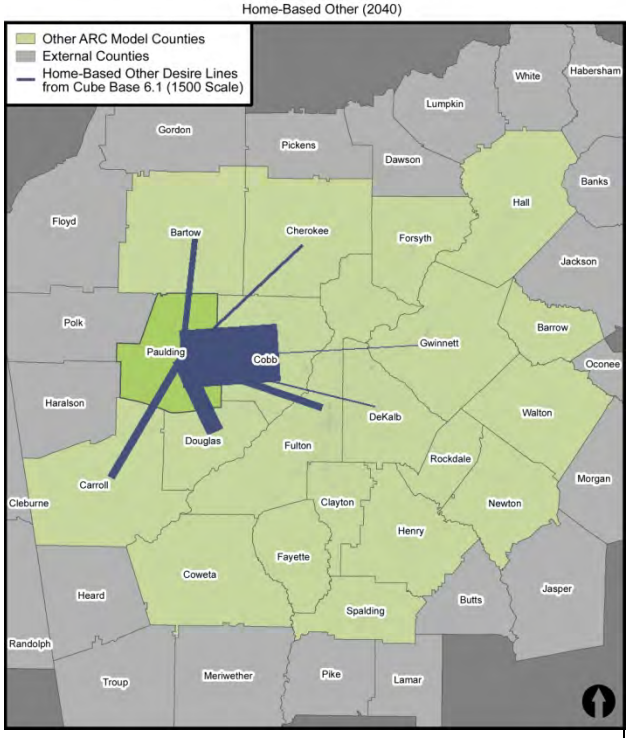


Table 9: Origins and Destinations – Peak Hour Vehicle Trips – 2015 and 2040

Peak Hour	2015 Origins	2015 Destinations	2040 Origins	2040 Destinations
AM Peak	82,678	57,608	151,927	103,951
PM Peak	106,572	127,034	191,161	229,999

Source: ARC TDM

In conjunction, the existing and projected disparity of directional flow in the AM and PM peak hours suggests a continued need for emphasis on peak hour treatments to roadways – particularly those to Cobb County, such as US 278/SR 6, SR 120, and SR 92 – to accommodate unbalanced directional flow. For example, this could include increased signal coordination and/or reversible lanes. Furthermore, the disparity between internal and external commuter trips suggests a continued need to promote commuter-oriented travel demand management programs now and into the future.

In addition to TDM data, data from the US Census was analyzed to further assess travel patterns within the county. Journey to work data was collected from the American Community Survey for the period between 2006 to 2010. This data is shown below in **Table 10**. This data represents the average number of home based work trips to destination counties over a year period but cannot be attributed to any one year within the five year period.

Table 10: US Census Journey to Work Destinations (2006-2010)

Destination County	Number	Percentage
Paulding (Internal)	16,392	26%
Cobb	23,055	37%
Douglas	4,609	7%
Fulton	10,045	16%
Bartow	1,201	2%
Carroll	1,090	2%
Cherokee	806	1%
DeKalb	1,638	3%
Gwinnett	1,132	2%
Other	3,095	5%
Total	63,064	100%

Source: American Community Survey 2006-2010

The census data largely tracks with the data pulled from the TDM, with some variations. Cobb, Paulding, Fulton, and Douglas Counties are found to be the top four destination counties within both data sets in the same order and general magnitude. However, the ACS data shows Cobb destinations to be a higher percentage of total trips compared to Paulding destinations (37% vs 26%), when compared to the more even split found within the TDM (29% to 31%). The most striking difference between the data sets involves the total number of home based work trips. The TDM projects close to twice as many home based work trips in 2015 to the data presented within the 2006-2010 ACS.

A discrepancy is expected and can likely be attributed to projected residential growth in 2015 and the effects of reduced labor participation during the 2006-2010 survey years, which resulted from the recent economic recession.

3.2.2 Travel Times

As an outlying county, Paulding County faces challenges with respect to competitive travel times to most of the ARC region. **Figure 23** shows the travel times projected for 2015 and 2040. For a central reference point, downtown Dallas was used as the starting node. Therefore, some of these times will vary based on proximity to Cobb County. **Table 11** below shows the range of travel times for 2015 to major activity centers in the region.

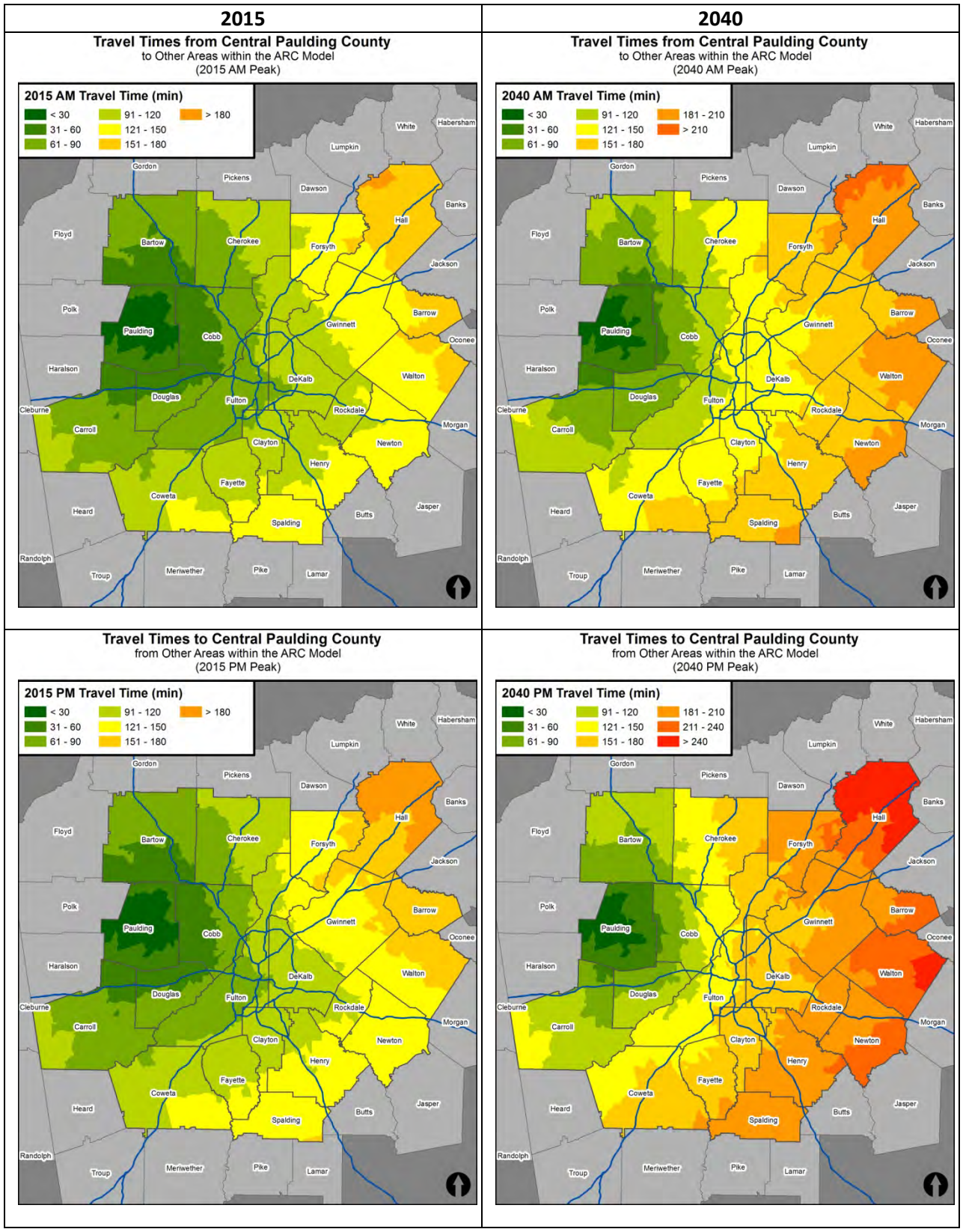
Table 11: Travel Times between Employment Centers - 2015 and 2040

Activity Centers	2015 AM Peak from Paulding (min)	2015 PM Peak to Paulding (min)	2040 AM Peak from Paulding (min)	2040 PM Peak to Paulding (min)
Downtown Marietta	45-55	55-65	80-90	100-110
Town Center	60-70	65-75	90-100	110-120
Cumberland	70-80	80-90	110-120	130-140
Downtown Atlanta	75-85	80-90	120-130	150-160
Midtown Atlanta	80-90	85-95	125-135	155-165
Buckhead	90-100	95-105	125-135	150-160
Perimeter Center	95-105	100-110	130-140	155-165

Source: ARC TDM

As shown in **Table 11**, the 2015 commute times – even to close activity centers in neighboring Cobb County – for Paulding County commuters are 45 minutes or above. These travel times are a function of the typical Paulding commute taking place on surface streets. In 2040 commute times to the major employment centers throughout the region will increase dramatically, with most PM peak hour commute times taking over two hours. This increase reinforces the need for peak hour treatments along some of the key arterials such as US 278/SR 6, SR 120, and SR 92 and continued travel demand management strategies into these major employment centers.

Figure 23: Peak Hour Travel Times – 2015 and 2040



3.3 Safety

Crashes occur most frequently at intersections, but they can also occur along segments of a street or highway for many reasons. Understanding where and why crashes occur is useful in measuring relative need and prioritizing projects. Crash data was analyzed using two distinct approaches. A crash hotspot analysis was conducted to identify high crash locations, in addition to a roadway segment analysis.

Using GIS, crash locations in close proximity to each other were grouped together to identify crash hotspot locations. These are shown in **Figure 24.** This data was sourced from GDOT's statewide crash database and is distributed by the GDOT Office of Traffic Safety and Design. The data includes the years 2010-2012. Crash hotspots occur frequently on US 278/SR 6, Merchants Drive, SR 120, SR 92, and SR 61. A particularly heavy concentration of hotspots can be found in the proximity of the US 278/SR6 and SR 92 intersection in the Hiram Crossroads area.

A segment analysis was also conducted to identify major roadway segments with crash rates higher than the state average per 100 million vehicle miles (MVM) for their respective functional classification type. Segments with averages above the state average have been identified on **Figure 25**. **Table 12** below details the average crash rates compared to the state average for the roadway classification. The majority of above-average segments are found in the more densely populated eastern portion of the county.

Table 12: Major Roadway Segments with Above-Average Crash Rates

Roadway	From	To	Functional Classification	Average Crash Rate (100 MVM)	Statewide Average (100 MVM)
SR 92	Cobb County Line	Hiram-Acworth Hwy	Urban Minor Arterial	831	463
	Hiram-Acworth Hwy	Cobb County Line	Urban Minor Arterial	308	463
	Cobb County Line	SR 120	Urban Minor Arterial	756	463
	SR 120	US 278/SR 6	Urban Minor Arterial	344	463
	US 278/SR 6	Hiram-Sudie Rd	Urban Minor Arterial	1,006	463
	Hiram-Sudie Rd	Douglas County Line	Urban Minor Arterial	884	463
Dallas-Acworth Highway	Hiram-Acworth Highway	E. Paulding Drive	Urban Minor Arterial	551	463
	E. Paulding Drive	SR Business 6	Urban Minor Arterial	346	463
Business 6/Buchanan Street/SR 120	Memorial Drive	SR 120 (Conn)	Urban Minor Arterial	622	463
SR 120	SR 120 (Conn)	SR 101	Rural Minor Arterial	260	142
SR 101	Polk County Line	SR 120	Rural Minor Arterial	531	142
	SR 120	Carroll County Line	Rural Minor Arterial	118	142
US 278/ SR 6	Polk County Line	SR 120	Rural Principal Arterial – National Highway System	176	113
	SR 120	SR 61	Urban Principal Arterial – National Highway System	109	461
	SR 61	Business 6	Urban Principal Arterial –	347	461

Roadway	From	To	Functional Classification	Average Crash Rate (100 MVM)	Statewide Average (100 MVM)
			National Highway System		
	Business 6	Cobb County Line	Urban Principal Arterial – National Highway System	1,216	461
Business 6/Merchants Drive	US 278/SR 6	Memorial Drive	Urban Minor Arterial	1,562	463
SR 120	Cobb County Line	SR 92	Urban Principal Arterial – National Highway System	420	461
	SR 92	US 278/SR 6	Urban Principal Arterial – National Highway System	757	461
SR 360	Cobb County Line	SR 92	Urban Minor Arterial	337	463
	SR 92	SR120	Urban Minor Arterial	1,130	463
SR 61	Douglas County Line	Ridge Road	Rural Minor Arterial	263	187
	Ridge Road	Hiram-Sudie Road	Urban Minor Arterial	779	463
	Hiram-Sudie Road	US 278/SR 6	Urban Minor Arterial	988	463
	US 278/SR 6	Old Cartersville Road	Urban Minor Arterial	3,205	463
	Old Cartersville Road	Mt. Moriah Road	Urban Minor Arterial	335	463
	Mt. Moriah Road	Dabbs Bridge Road	Rural Minor Arterial	274	187
	Dabbs Bridge Road	Bartow County Line	Rural Minor Arterial	154	187
Dabbs Bridge Road	SR 61	Bartow County Line	Rural Minor Collector	354	160
Ridge Road	SR 61	Dallas-Nebo Road	Urban Minor Arterial	818	463
	Dallas-Nebo Road	SR 92	Urban Minor Arterial	784	463
Nebo Road	SR 61	Dallas-Nebo Road	Urban Collector	523	431
	Dallas-Nebo Road	SR 92	Urban Collector	1,363	431
Dallas-Nebo Road	SR 61	Nebo Road	Urban Collector	332	431
	Nebo Road	Ridge Road	Urban Collector	405	431
	Ridge Road	Douglas County Line	Urban Collector	291	431
Sweetwater Church Road	Douglas County Line	SR 92	Urban Collector	454	431
Brownsville Road	SR 92	Cobb County Line	Urban Minor Arterial	518	463
SR 120 (Conn)	SR 120	SR 61	Urban Minor Arterial	646	463
Hiram-Sudie Road	SR 61	SR 92	Urban Minor Arterial	608	463
Bill Carruth Parkway	US 278/SR6	SR 92	Urban Minor Arterial	232	463

Source: GDOT, Jacobs

In addition to vehicular crashes, crashes involving pedestrians and bicycles were also examined. These are displayed in **Figure 26**. Pedestrian crashes are found throughout the county on major arterials, collectors and local roads. The largest cluster is found on US 278/SR 6 in the vicinity of SR 92 in the Hiram Crossroads area, which has signalized crosswalks but is lacking in sidewalks and has multiple curb cuts. Bicycle crashes are relatively rare within the county with only three occurring in the three year period between 2010 and 2012. These accidents are found in the southern portion of the county near residential areas along Glenn Eagles Way, Bakers Bridge Road, and Laird Road.

Figure 24: Crash Hotspots (2010-2012)

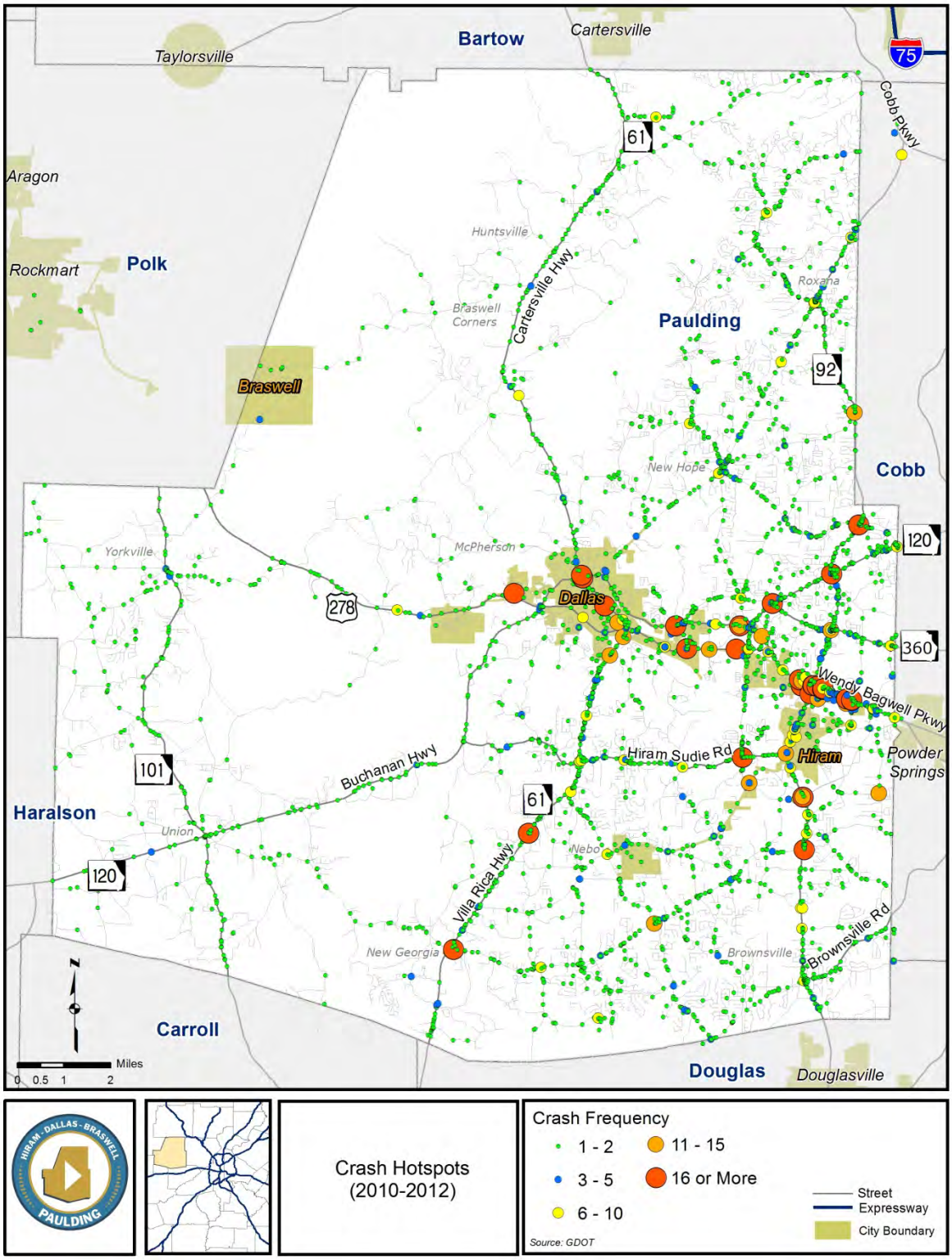


Figure 25: Major Roadway Segments with Above-Average Crash Rates

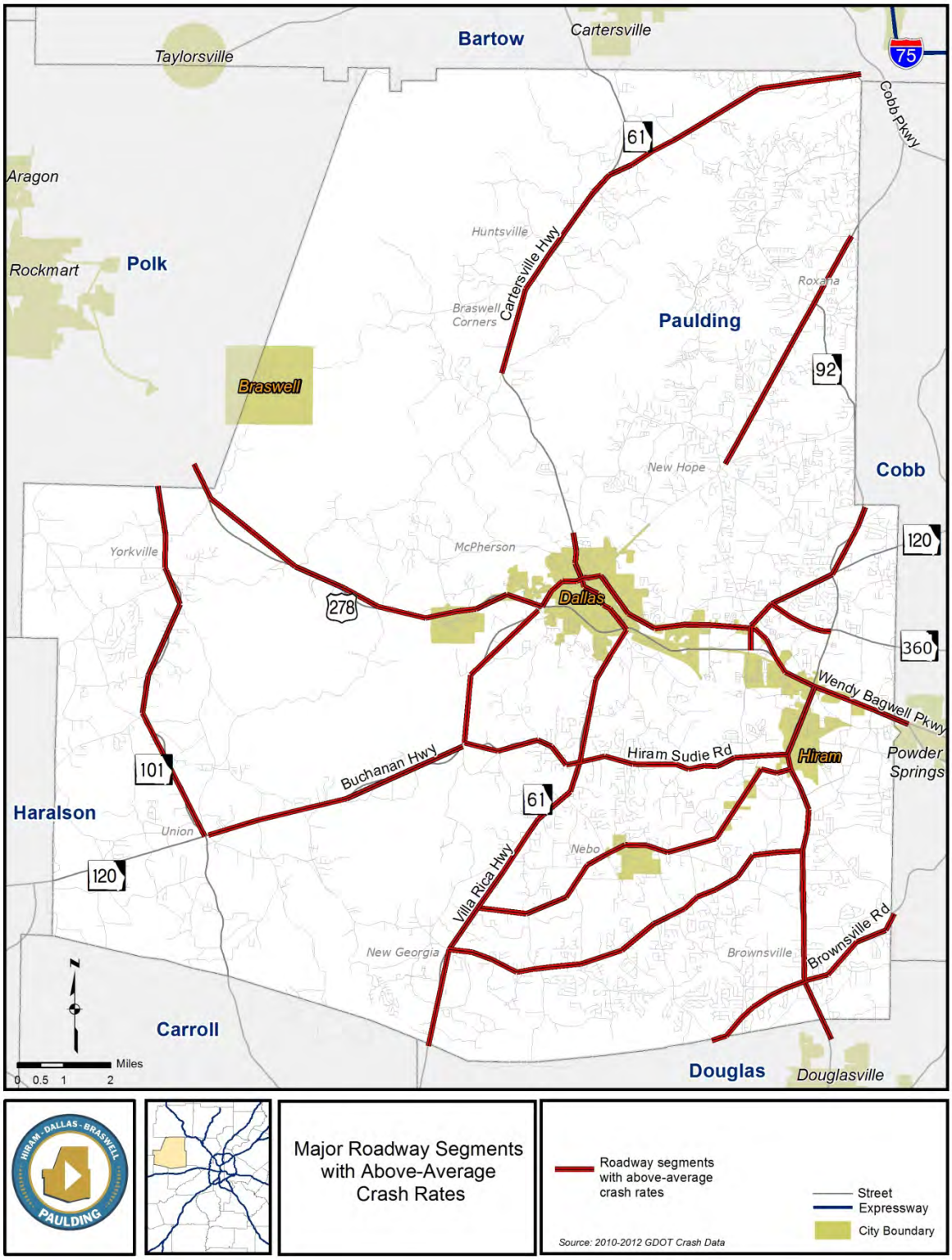
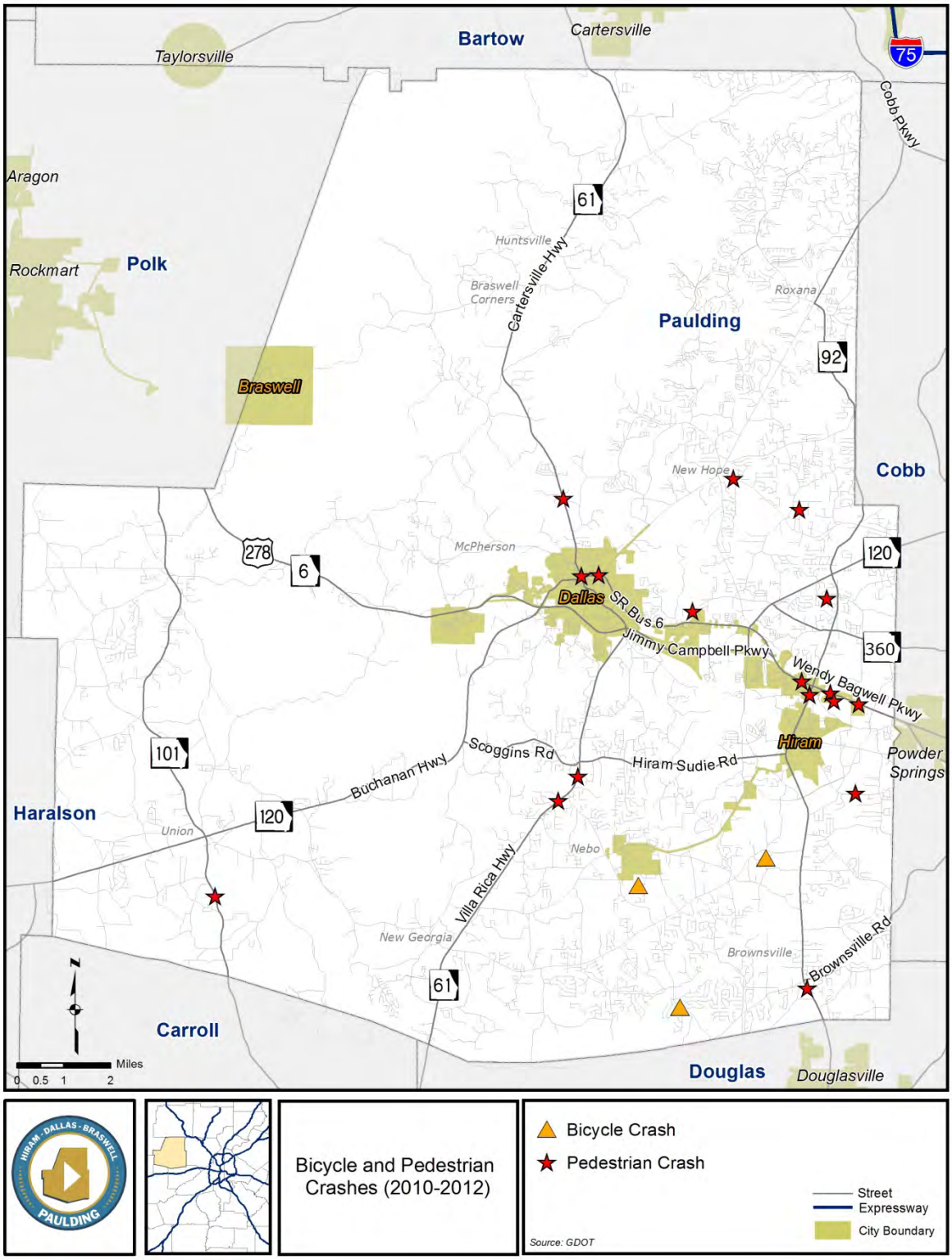


Figure 26: Bicycle and Pedestrian Crashes (2010-2012)



3.4 Bridge Inventory and Conditions

The following section provides an analysis of current bridge conditions relative to sufficiency and importance to the overall roadway network. Maintaining bridges in good condition is important for safety and to avoid delays due to road closures and weight limits. Bridges are evaluated through a universally accepted rating formula which indicates a bridge's condition and its ability to remain in service. The result of the standardized formula is a number between zero and 100, for which 100 represents an entirely sufficient bridge and zero represents an entirely insufficient or deficient bridge.

The collective factors which form a sufficiency rating are collected by GDOT and submitted to the FHWA on an annual basis. Key factors which make up a sufficiency rating include the number of lanes relative to the roadway it carries, Average Annual Daily Traffic, structural condition and deck condition.

Sufficiency ratings do not necessarily indicate a bridge's ability to safely carry traffic loads. Measures used to determine a bridge's sufficiency also include metrics not related to the structural integrity. These include under-clearances, the bridge's location on the national highway system, conditions of the bridge approaches, and traffic safety features, like railing height and potential detour length should the bridge be closed. In total, there are 18 key factors used to calculate sufficiency ratings.

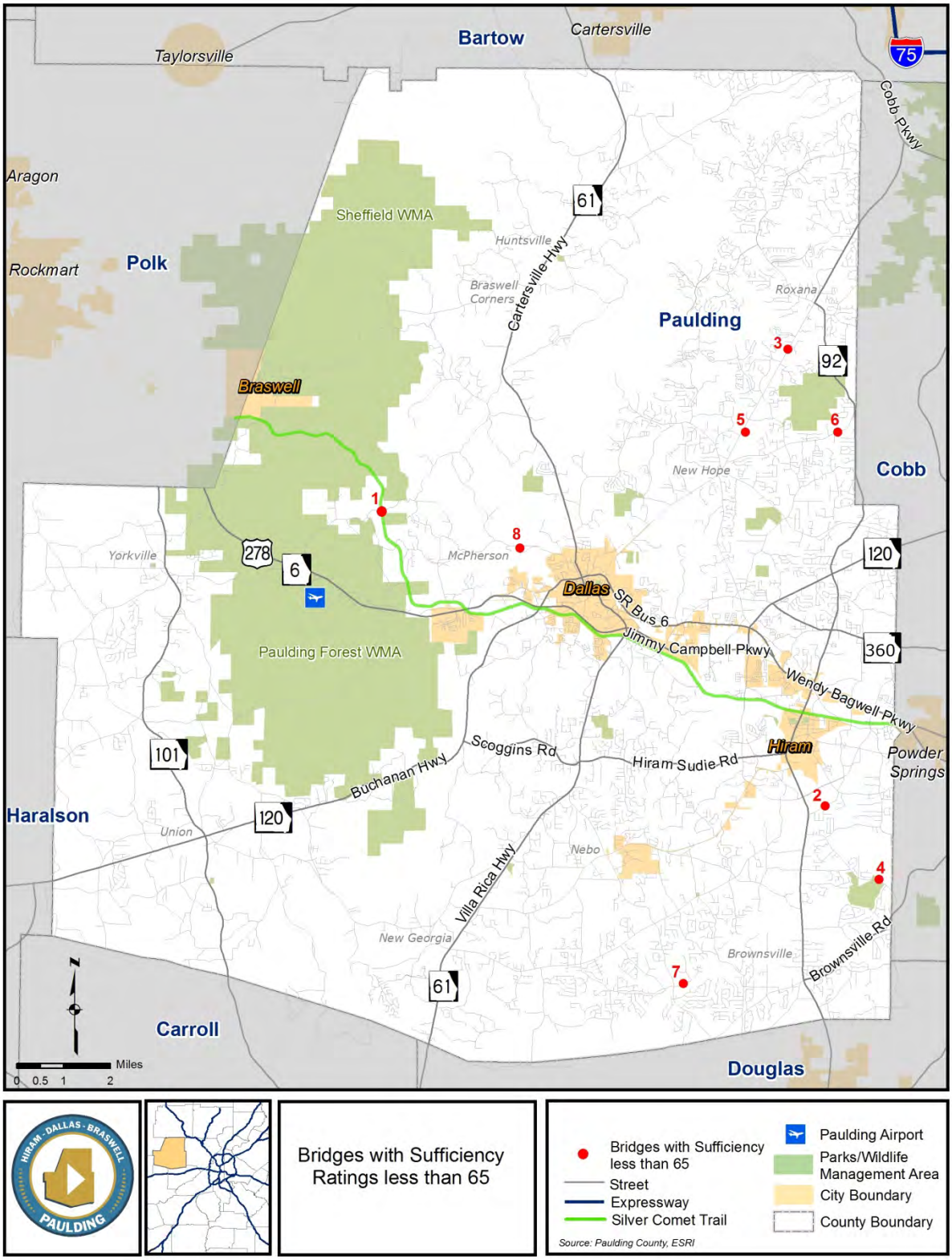
To determine bridge sufficiency ratings within the county, bridge data were collected from the Bridge Maintenance Unit of the GDOT Office of Bridges and Structures. The data identifies eight bridges with sufficiency ratings below 65 indicating their eligibility for replacement or rehabilitation. These bridges are described in **Table 13** and located on **Figure 27**.

Table 13: Bridges with Replacement and Maintenance/Rehabilitation Needs

Map ID	Structure ID	Facility Carried	Feature Intersected	Sufficiency Rating	Bridge Needs
1	223-5012-0	Willow Springs Road	Silver Comet Trail	15.88	Replacement completed 12-9-14
2	223-5040-0	Morningside Drive	Lick Log Creek	49.01	Replacement
3	223-0026-0	Dallas/Acworth Highway	Picketts Mill Creek	49.95	Set to begin CST in 2015-16
4	223-5029-0	Pine Valley Road	Sweetwater Creek	57.4	Replacement-Maintenance-Rehabilitation
5	223-0025-0	Dallas/Acworth Highway	Possum Creek	57.8	Set to begin CST in 2015-16
6	223-5045-0	Due West Road	Picketts Mill Creek	60.64	Maintenance-Rehabilitation
7	223-5064-0	Oberlochen Way/Carrington Lake	Sweetwater Creek Tributary	61.5	Maintenance/Rehabiltation performed in 2009, to be monitored for future needs
8	223-5011-0	Mt. Olivet Road	Pumpkinvine Creek	64.81	Replacement-Maintenance-Rehabilitation

Source: GDOT 2012 Bridge Inventory Data

Figure 27: Bridges with Sufficiency Ratings less than 65



In January of 2013, GDOT issued an inspection letter to Paulding County addressing the condition of County-owned and locally owned federal aid bridges within the county. This letter includes a report detailing the results of the inspection. The results have been summarized in **Table 14** and **Table 15** below. The vast majority of bridges are in good or fair condition. However, a vast majority also require some form of maintenance.

The inspection identified that four bridges require changes to weight limit signage. These include the bridges at Morningside Drive over Lick Log Creek, Pine Valley Road over Sweetwater Creek, Mt. Olivet Road over Pumpkinvine Creek and Willow Springs Road over the Silver Comet Trail. Replacement structures will be required for these facilities to no longer require weight limit signage. Maintenance recommendations have been made to maintain their current rating.

Table 14: Locally Owned Federal Aid Route Bridge Inspections

Structure ID	Facility Carried	Feature Intersected	Comments
223-5072-0	Nebo Road	Lick Log Creek	The bridge culvert is in good condition with no reported structural defects.
223-0031-0	East Paulding Drive	Possum Creek	The bridge culvert is in good condition.
223-0027-0	Braswell Mountain Road	Raccoon Creek	The bridge culvert is in fair condition.
223-0023-0	East Memorial Drive	Griffin Creek	The metal pipe culvert is in fair condition.
223-0024-0	East Memorial Drive	Lawrence Creek	The bridge culvert is in fair condition.
223-0025-0	Dallas-Acworth Highway	Possum Creek	This bridge structure is in fair condition with corrosion and minor section loss of the steel superstructure.
223-0026-0	Dallas-Acworth Highway	Pickett's Mill Creek	This bridge structure is in poor condition with cracking and spalling of the caps at bents #2 and #3.
223-5092-0	Harmony Grove Church Road	Pumpkinvine Creek	This all concrete bridge structure is in good condition with no reported deficiencies.

Source: GDOT

Table 15: Locally Owned Bridge Inspections

Structure ID	Facility Carried	Feature Intersected	Comments
223-5053-0	Poplar Springs Road	Rakestraw Creek	This bridge culvert is in good condition. Maintenance recommendations have been identified.
223-5078-0	Silver Comet Trail	Metronmont Road	This non-highway pedestrian structure is in good condition with no reported structural defects. Maintenance recommendations have been identified.
223-5008-0	Cedarcrest Road	Westbrook Creek	This bridge culvert is in fair condition. Maintenance recommendations have been identified.
223-5009-0	Dabbs Bridge Road	Pumpkinvine Creek	The bridge structure is in good condition. Maintenance recommendations have been identified.
223-5010-0	High Shoals Road	Raccoon Creek	This bridge culvert is in fair condition. Maintenance recommendations have been identified.
223-5054-0	Southern Railroad	Mt. Olivet Road	This non-highway structure has been inspected for clearance purposes only. The minimum vertical clearance is substandard and requires posting.

Structure ID	Facility Carried	Feature Intersected	Comments
223-5011-0	Mt. Olivet Road	Pumpkinvine Creek	At the present time post this structure for 19 Tons H-Truck; 19 Tons Type 3 Truck; 26 Tons Timber Truck; 23 Tons HS-Truck and 32 Tons Type 3S2 Truck. 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 the inspection, the posting sign at the northern end of the structure was missing. This sign is required and must be replaced.
223-5012-0	Willow Spring Road	Silver Comet Trail	At the present time post this structure for 08 Tons H-Truck; 09 Tons Type 3 Truck; 13 Tons Timber Truck; 13 Tons HS-Truck and 18 Tons Type 3S2 Truck. This structure requires posting due to the low original design capacity of the structure. 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.
223-5014-0	Holly Springs Road	White Creek	The bridge culvert is in good condition. Maintenance recommendations have been identified.
223-5068-0	Woodrow Kay Road	White Creek	The corrugated metal pipe culvert is in fair condition. Maintenance recommendations have been identified.
223-5016-0	Goldin Road	Tallapoosa River	This bridge structure is in fair condition. Maintenance recommendations have been identified.
223-5017-0	Allgood Church Road	Tallapoosa River	This bridge structure is on good condition. Maintenance recommendations have been identified.
223-5019-0	McGarity Road	McClendon Creek	This bridge structure is in good condition. Maintenance recommendations have been identified.
223-5056-0	Silver Comet Trail	West Avenue	This non-roadway structure is in good condition. Maintenance recommendations have been identified.
223-5057-0	Silver Comet Trail	Academy Drive	This non-roadway structure is in good condition. Maintenance recommendations have been identified.
223-5071-0	Paul Harris Road	Little Pumpkinvine Creek	The bridge structure is in fair condition. Maintenance recommendations have been identified.
223-5072-0	Paul Harris Road	Little Pumpkinvine Creek	The bridge structure is in good condition. Maintenance recommendations have been identified.
223-5025-0	Friendship Church Road	Sweetwater Creek	The bridge structure is in fair condition. Maintenance recommendations have been identified.
223-5064-0	Carrington Lake	Sweetwater Creek Tributary	This corrugated metal pipe culvert serves as a lake spillway and overflow. Maintenance recommendations have been identified.
223-5028-0	Perkins Road	Lick Log Creek	This bridge culvert is in satisfactory condition with no reported structural deficits. Maintenance recommendations have been identified.
223-5029-0	Pine Valley Road	Sweetwater Creek	At present time, Post this structure for 16 Tons H-Trucks; 18 Tons Type 3 Truck and 25 Tons Timber Truck. 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.
223-5030-0	Mill Creek Road	Sweetwater Creek	This bridge structure is in fair condition. Maintenance recommendations have been identified.
223-5085-0	Mill Creek Road	Lick Log Creek	This corrugated metal pipe culvert is in good condition with no reported structural deficiencies. Maintenance recommendations have been identified.
223-5068-0	Hughes Road	Lick Log Creek	This corrugated metal pipe culvert is in good condition. Maintenance recommendations have been identified.

Structure ID	Facility Carried	Feature Intersected	Comments
223-5033-0	Bennett Road	Mill Creek	This bridge structure is in fair condition. Maintenance recommendations have been identified.
223-5073-0	Laird Road	Lick Log Creek	This bridge structure is in fair condition. Maintenance recommendations have been identified.
223-5036-0	Cochran Road	Mill Creek	This bridge culvert is in fair condition. Maintenance recommendations have been identified.
223-5037-0	Davis Mill Road	Mill Creek	This corrugated metal pipe culvert is in fair condition.
223-5040-0	Morningside Drive	Lick Log Creek	At present time post this structure for 14 Tons H-Truck; 14 Tons Type 3 Truck and 17 Tons Timber Truck. This structure requires posting due to insufficient flexural capacity of the superstructure and insufficient lateral stability of bent #5. A replacement structure is required to upgrade this structure to a point where posting is no longer required. Maintenance is recommended to maintain this structure at the current rating.
223-5043-0	Old Cartersville Road	Lawrence Creek	The bridge culvert is in fair condition. Maintenance recommendations have been identified.
223-5044-0	Old Cartersville Road	Bone Creek	The bridge culvert is in fair condition. Maintenance recommendations have been identified.
223-5045-0	Due West Road	Pickett's Mill Creek	The bridge structure is in fair condition. The bridge culvert is in fair condition. Maintenance recommendations have been identified.
223-5094-0	Bakers Bridge Road	Sweetwater Creek	The bridge structure is in good condition with no reported structural deficiencies.
223-5047-0	Bakers Bridge Road	Sweetwater Creek Tributary	The bridge culvert is in fair condition. The bridge culvert is in fair condition. Maintenance recommendations have been identified.
223-5048-0	Nebo Road	Davis Mill Creek	This bridge culvert is in fair condition with no reported deficiencies. Vegetation growing in vicinity of the structure should be cut and removed.
223-5049-0	Nebo Road	Davis Mill Creek	The bridge culvert is in good condition. Maintenance recommendations have been identified.
223-5050-0	Hulsey Town Road	Bluffy Creek	This bridge culvert is in fair condition. Maintenance recommendations have been identified.
223-5076-0	Thompson Road	McClendon Creek Tributary	This corrugated metal pipe culvert is in good condition.
223-5069-0	Nebo Road	Davis Mill Creek	This bridge culvert is in good condition with no reported structural defects. Vegetation growing in vicinity of the structure should be cut and removed.
223-5093-0	Old Harris Road	Silver Comet Road	This all concrete bridge structure is in good condition with no reported structural deficiencies. However, the northern right sidewalk has settled and should be repaired.
223-5087-0	Old Harris Road	Norfolk Southern Railroad	This bridge structure is in good condition.
223-5070-0	Swan Drive	Davis Mill Creek	This metal pipe culvert is in fair condition with no reported structural defects. Maintenance recommendations have been identified.
223-5081-0	Bill Carruth Parkway	Silver Comet Trail	The bridge structure is in good condition with no reported structural defects. Maintenance recommendations have been identified.
223-5082-0	West Hiram Parkway	Silver Comet Trail	This bridge structure is in good condition. Maintenance recommendations have been identified.
223- 5084-0	Silver Comet Trail	Seaboard Drive	This non-highway pedestrian structure is in good condition with no reported structural defects.
223-5095-0	Seaboard Drive	Griffin Creek	This corrugated metal pipe culvert is in good condition with no reported structural deficiencies.
223-5088-0	Seven Hills Blvd	Little Pumpkinvine Creek	This bridge structure is in good condition. Maintenance recommendations have been identified.
223-5089-0	Double Branches Lane	Possum Creek	This bridge structure is in good condition with no reported structural deficiencies. Maintenance recommendations have been identified.

Structure ID	Facility Carried	Feature Intersected	Comments
223-5091-0	Double Branches Lane	Possum Creek	This all concrete bridge structure is in good condition with no reported structural deficiencies. However, vegetation growing in the vicinity of the structure should be cut and removed.

Source: GDOT

3.5 Freight Corridors and Centers

The ARC developed the ASTRoMaP network, as discussed in Subsection 1.3, to identify preferred truck routes and develop strategies to support the efficient movement of truck traffic without disproportionately impacting existing communities, the environment, or the transportation network.

Two North-South Corridors are designated on the ASTRoMaP in Paulding County, SR 92 and SR 61. One East-West Corridor is designated in the county and is comprised of combined segments of US 278/SR 6 and SR 120 (Charles Hardy Parkway). The segment of US 278/SR 6 from SR120 (Charles Hardy Parkway) to the Cobb County line is classified as a 'Connector.' The 'Connector' classification consists of specific roadways that provide access to freight generating clusters or nodes of activity. These corridors may be multi-jurisdictional, but do not provide cross regional access. These trucking corridors are graphically displayed in **Figure 28**, in addition to freight generating land uses.

Freight generating land uses include industrial land uses (primarily light manufacturing and warehousing/distribution centers) and quarries. Two large quarries are located in the southwestern portion of the county off of SR 120 and Mulberry Rock Road. Two large industrial parks are located within the county - an industrial park north of Dallas located adjacent to Dallas Acworth Highway at Industrial Boulevard North and another east of Hiram adjacent to Rosedale Drive. Commercial land uses have also been included in this analysis. Large clusters of commercial uses can be found in Hiram and greater Dallas areas along the US 278/SR 6 and Merchants Drive corridors.

To help identify major freight corridors within the county, an analysis of existing and projected truck volumes and percentages was completed. **Table 16** shows the volumes of heavy duty truck traffic in addition to the percentages of heavy duty trucks compared to all other vehicles. This analysis focuses on heavy duty truck volumes and percentages, as opposed to medium duty trucks (box trucks) and commercial vehicles (landscaping trucks, plumbers, taxis, police, etc.) for major roadway segments within the county. Heavy duty trucks are the focus of this analysis since they are primarily responsible for major freight movements within the county.

Figure 28: Freight Corridors and Centers

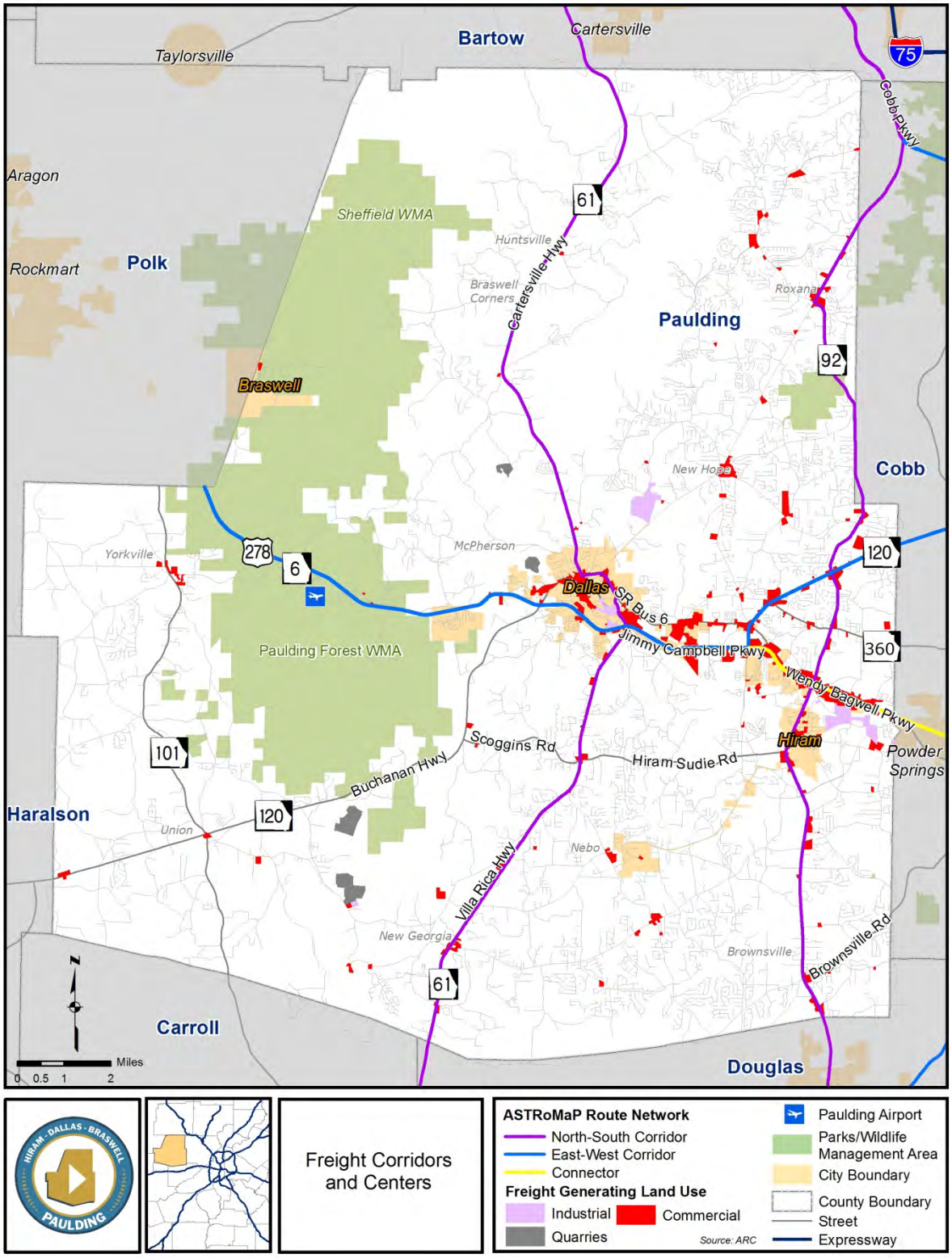


Table 16: Major Roadway Heavy Truck Volumes and Percentages

Major Roadway	From	To	Daily Truck Volume 2015	Daily Truck Volume 2030	Daily Truck Volume 2040	Truck % 2015	Truck % 2030	Truck % 2040
SR 92	Cobb County Line	Hiram-Acworth Hwy	2,100	3,600	3,900	11%	10%	11%
	Dallas-Acworth Hwy	Cobb County Line	1,500	2,900	3,400	14%	13%	13%
	Cobb County Line	SR 120	1,600	3,100	3,600	9%	9%	10%
	SR 120	US 278/SR6	1,600	3,200	3,700	8%	8%	9%
	US 278/SR 6	Hiram-Sudie Rd	1,400	2,500	2,900	8%	9%	10%
	Hiram-Sudie Rd	Douglas County Line	1,500	2,900	3,500	7%	7%	7%
Dallas-Acworth Highway/ East Memorial Drive	SR 92	E. Paulding Drive	600	700	600	7%	6%	4%
	E. Paulding Drive	Bus SR 6	500	600	600	4%	4%	4%
Business 6/Buchanan Street	Memorial Drive	US 278/SR6	300	300	300	3%	2%	2%
SR 120 (West)	US 278/SR 6	SR 120 (Conn)	300	200	300	4%	2%	3%
	SR 120 (Conn)	Haralson County Line	200	200	300	3%	2%	3%
SR 101/113	Polk County Line	SR 120	200	200	300	4%	3%	3%
	SR 120	Carroll County Line	700	800	1,000	5%	4%	5%
US 278/ SR 6	Polk County Line	SR 120	400	600	700	2%	2%	3%
	SR120	SR 61	600	800	1,000	2%	2%	3%
	SR 61	Business 6	1,200	1,500	1,500	3%	3%	3%
	Business 6	Cobb County Line	1,400	2,000	2,100	4%	4%	4%
Bus SR 6/Merchants Drive	US 278/SR 6	Memorial Drive	100	200	200	2%	2%	2%
SR 120	Cobb County Line	SR 92	600	900	1,000	2%	2%	2%
	SR 92	US 278/SR 6	700	800	900	2%	2%	2%
SR 360	Cobb County Line	SR 92	500	700	800	2%	2%	2%
	SR 92	SR 120	300	400	500	2%	2%	2%
SR 61	Douglas County Line	Ridge Road	1,000	1,200	1,300	6%	6%	6%
	Ridge Road	Hiram-Sudie Road	600	800	800	7%	7%	6%
	Hiram-Sudie Road	US 278/SR 6	600	900	800	4%	4%	4%

Major Roadway	From	To	Daily Truck Volume 2015	Daily Truck Volume 2030	Daily Truck Volume 2040	Truck % 2015	Truck % 2030	Truck % 2040
	US 278/SR 6	Old Cartersville Road	400	600	600	3%	4%	4%
	Old Cartersville Road	Mt. Moriah Rd	200	300	400	2%	3%	4%
	Mt. Moriah Rd	Dabbs Bridge Road	500	600	800	4%	4%	5%
	Dabbs Bridge Road	Bartow County Line	600	700	700	4%	4%	3%
Dabbs Bridge Road	SR 61	Bartow County Line	100	200	600	2%	4%	4%
Ridge Road	SR 61	Dallas-Nebo Road	100	200	200	2%	3%	2%
	Dallas-Nebo Road	SR 92	100	400	400	1%	3%	2%
Nebo Road	SR 61	Dallas-Nebo Road	100	100	200	2%	2%	3%
	Dallas-Nebo Road	SR 92	100	200	200	2%	2%	2%
Dallas-Nebo Road/Bakers Bridge Road	SR 61	Nebo Road	200	200	200	2%	2%	1%
	Nebo Road	Ridge Road	400	100	200	3%	1%	2%
	Ridge Road	Douglas County Line	400	400	500	3%	2%	3%
Sweetwater Church Road	Douglas County Line	SR 92	200	400	400	3%	4%	3%
Brownsville Road	SR 92	Cobb County Line	200	100	100	3%	2%	2%
Scoggins Rd	SR 120	SR 61	0	100	100	0%	2%	1%
Hiram-Sudie Road	SR 61	SR 92	200	300	300	2%	2%	2%

Source: ARC TDM

The analysis presented in **Table 16** coincides with the ARC's ASTRoMaP corridors, which identify SR 92, US 278/SR 6, and SR 61 as major freight corridors. The highest truck volumes and percentages within the county are found along SR 92, and are anticipated to grow significantly from 2015 to future years 2030 and 2040, with volumes more than doubling on many segments. Segments of SR 92 exhibit the highest truck percentages in the county with many in the 10-14 percent range. Typical arterials in the region carry approximately 3-5 percent trucks.

Several segments of US 278/SR 6 also exhibit high levels of truck volumes. This is particularly evident in the eastern portion of the county from the Cobb County line to SR 61. Truck volumes along these segments have volumes ranging from 1,200-1,400 trucks in 2015. These volumes are anticipated to grow to 1,500-2,100 trucks in 2040.

The analysis indicates that SR 61 is another major freight corridor within the county. Segments of SR 61, particularly in the southern portion of the county, exhibit high truck volumes and percentages ranging between six to seven percent. These segments are found between the Douglas County line and Hiram-Sudie Road.

Major trucking corridors are important to identify given their unique planning requirements. While rarely feasible, ideal roadway design for large trucks include lane widths of at least 12 feet, wide turning radii (75 ft) and clear-zones of 10 feet. Posted speed limits should be greater than 45 mph on truck routes to facilitate freight mobility. Traffic signals on freight corridors should be timed and coordinated to favor through traffic. Access management policies and regulations have been shown to maximize traffic flow on these types of corridors.

3.6 Traffic Signalization

Traffic signalization is an important element to reducing travel delay, maintaining mobility, and promoting safety along heavily-traveled corridors. As capacity improvements become less feasible due to funding limitations, operations planning will become a greater focus in the development of future transportation networks.

Figure 29 shows the locations of traffic signals throughout the Paulding County roadway network. There are currently 63 signals within the county. Most of the signals are along the US and state route highways within in the county (such as US 278/SR 6, SR 92, and SR 120) which are also the county's most heavily-traveled roadways.

As shown in **Figure 29**, within developed areas such as the cities of Dallas and Hiram, many the traffic signals along these corridors are located in close proximity to one another. Closely-spaced traffic signals are more greatly affected by the degree of traffic signal coordination along the travel corridor; well-timed traffic signals can process larger amounts of traffic more smoothly, where poorly-timed traffic signals will have vehicle queue spillback through adjacent intersections and lead to delays and driver frustration.

Increasing the number of access points (which are both side streets and driveway access points) per mile also impacts roadway operation and the effectiveness of traffic signal coordination. These conditions typically indicate the need for improved signal coordination efforts and access management along developed corridors.

The Regional Traffic Operations Program (RTOP) is a GDOT initiative intended to maximize the efficiency of a roadway through effective intelligent transportation systems (ITS) and signalization treatments. The US 278/SR 6 corridor in Paulding County is currently being maintained under the RTOP 2 program.

The latest federal transportation bill passed in 2012, *Moving Ahead for Progress in the 21st Century* (MAP-21), emphasizes operations and monitoring the performance of roadways. This emphasis would indicate the potential for more funding to expedite the

implementation of the RTOP program and expand its corridors. Paulding County currently has an *ITS Master Plan* scheduled to be completed in March 2014. When complete and available, the recommendations will be incorporated into the overall needs assessment.

3.7 Bicycle and Pedestrian Facilities

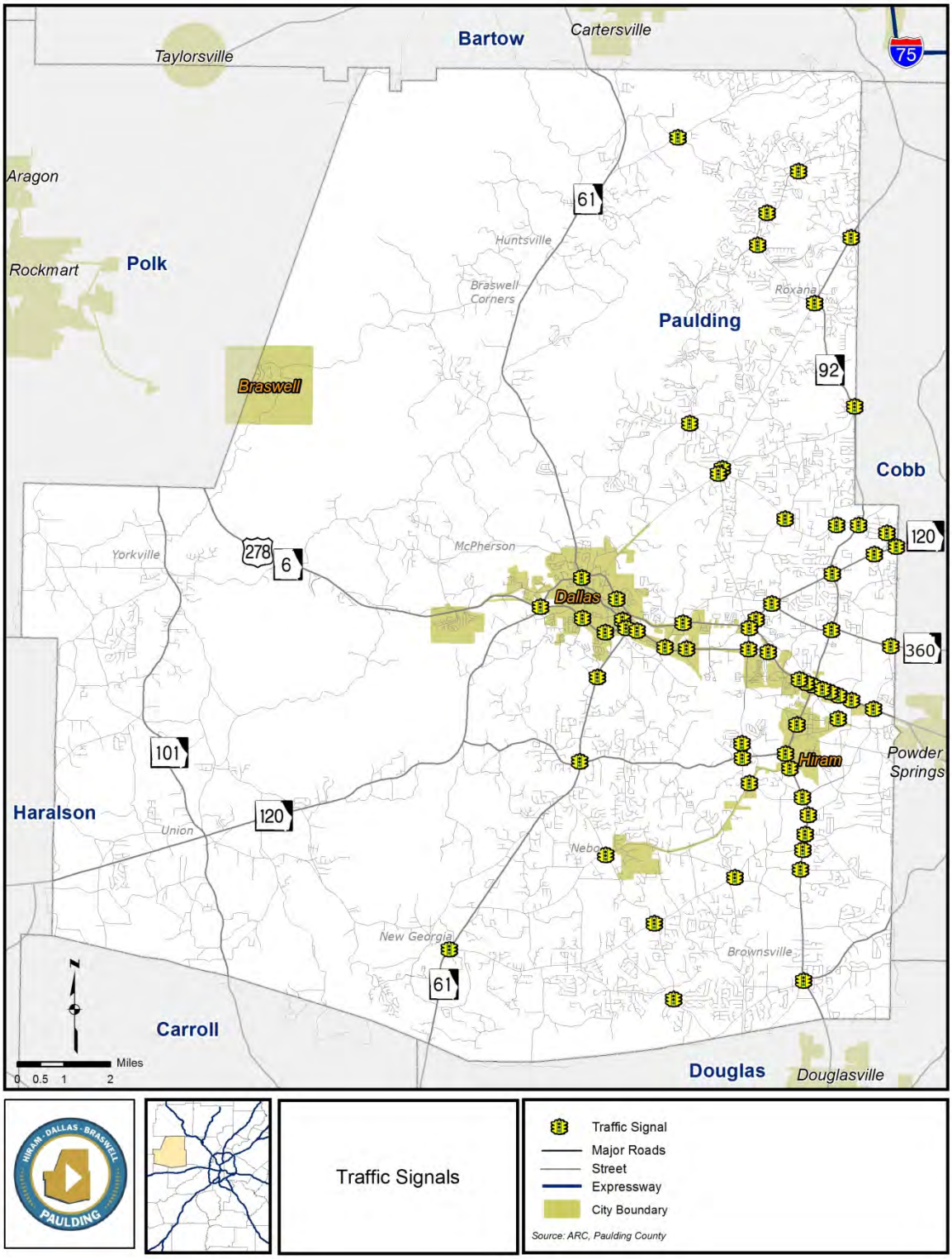
The Silver Comet Trail is the major bicycle and pedestrian amenity within the county. The trail runs approximately 17.6 miles within the county and travels through Hiram, Dallas, and the Paulding WMA. The trail includes six trail heads within the county. One is located within Hiram and the other five are located in or near Dallas. Within the county the Silver Comet Trail crosses 23 roadways as shown in **Table 17**. The crossings are numbered from east to west within the county. These crossings will be examined within the Needs Assessment to determine where safety and connectivity improvements are needed.

Table 17: Inventory of Silver Comet Trail Crossings

Number	Roadway
1	Isley Stamper Road
2	East Hiram Parkway
3	Metromont Road
4	Rosedale Drive
5	Seaboard Avenue
6	Hiram-Douglasville Highway
7	Weddington Road
8	Thompson Road
9	Coppermine Road
10	Bill Carruth Parkway
11	Old Harris Road
12	Nathan Dean Boulevard
13	Academy Drive
14	Seaboard Avenue
15	West Avenue
16	SR 120 (Buchanan Highway)
17	Tucker Boulevard
18	Lane Road
19	US 278 /SR 6 (Jimmy Campbell Parkway)
20	Mt. Olivet Road
21	Willow Springs Road
22	McPherson Church Road
23	Brushy Mountain Road

Source: Jacobs

Figure 29: Signalized Intersections



Traffic Signals

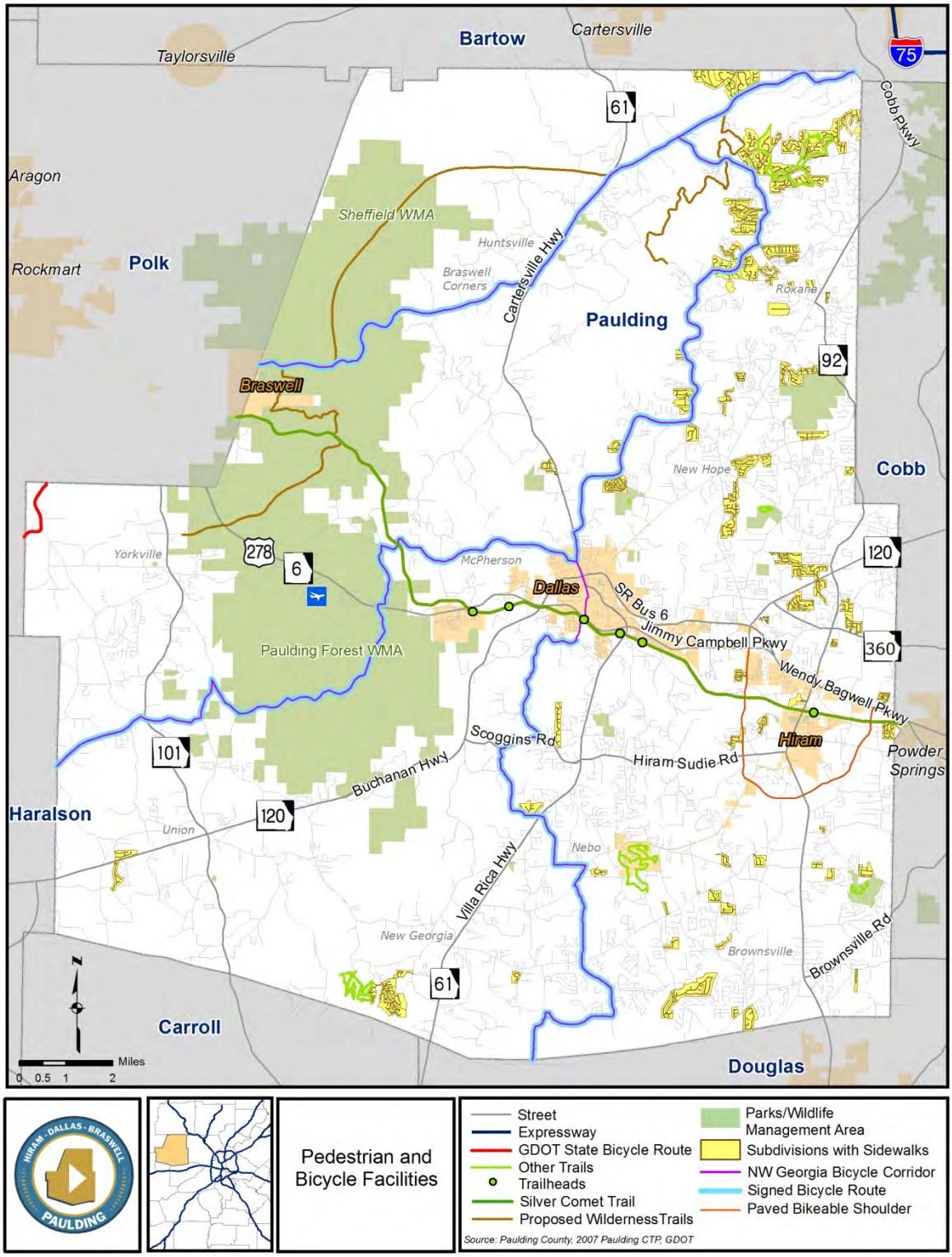
In 2007, the ARC completed the Atlanta Region Bicycle Transportation & Pedestrian Walkways Plan. This is a policy- and project-oriented plan that encourages the regional coordination of non-motorized planning efforts. The study established a bicycle study network. This network includes roadways determined to be regionally strategic bicycle corridors which serve as links between regionally significant nodes and activity centers. These roadways also have a high priority for federal funding. Within Paulding County the study network includes US 278/SR 6 from the Cobb County Line to Merchants Drive and continues along Merchants Drive and East Memorial Drive to downtown Dallas. The plan makes recommendations for this corridor that include adding paved shoulders along US 278/SR 6 and Merchants Drive to accommodate bicyclists. A segment of Merchants Drive from Paris Road to Macland Road and East Memorial Drive from Merchants Drive to Main Street and indicated as having a DCSN designation (Detailed Corridor Study Needed). These areas need further study to determine the best solutions after a detailed operational-level investigation of opportunities and constraints.

The Paulding County Trail and Greenway Plan was completed concurrently with the previous CTP. This plan involved detailed trail and greenway connectivity analysis. The plan prioritized trail and greenway corridors to link key activity centers, parks, and schools within Paulding County and in neighboring counties. The plan recommends adding numerous major and minor trails, new trailheads, bike/pedestrian routes, and proposed wilderness trails. This network of proposed trails will be assessed to determine if changes need to be made to this plan in light of development and transportation changes since the previous CTP was completed in 2007.

Major pedestrian and bicycle facilities are shown in **Figure 30**. These include subdivisions with sidewalks, which have been inventoried and compiled by the county. The Silver Comet Trail and trailheads, along with other smaller trail systems in the county are also included. In addition proposed wilderness trails from the Paulding County Trails and Greenways Master Plan have been included. During the Needs Assessment portion of this effort, a more detailed examination of sidewalks along major roadways connecting uses such as schools, parks, and the Silver Comet Trail will be conducted.

The GDOT state bicycle routes have also been included on this map. There is one small segment of one of these routes located in the far western corner of the state. This is located on Vinson Mountain Crossing. This segment is a section of Route 5 – Chattahoochee Trace, which runs 408 miles from Lookout Mountain to Lake Seminole.

Figure 30: Pedestrian and Bicycle Facilities



3.8 Public Transportation and Human Services Transportation

Transit service within Paulding County is currently limited. The services provided at this time include express bus commuter service to Atlanta and local human services transportation. Express bus service is administered by the Georgia Regional Transportation Authority (GRTA) and human services transportation is provided by Paulding Transit. Fixed-route local bus service is not provided.

GRTA currently operates two *Xpress*-branded express bus routes within the county, routes 470 and 477. Route 470 runs from Hiram and Powder Springs to downtown Atlanta. The pick-up location in Hiram is located at Movies 278 at 185 Metromont Road and US 278. This park-and-ride lot features 159 spots, 20 percent of which were used on an average weekday, according to the ARC's 2012 *Transportation Fact Book*. This route operates Monday through Friday and provides six departure trips in the morning and six return trips in the afternoon.

Route 477 shares a similar route to 470, with identical pick-up locations in Hiram and Powder Springs. However, this route serves additional MARTA stations in midtown Atlanta including the North Avenue, Midtown and Arts Center Stations. This route provides four trips in the morning and four return trips in the afternoon. In addition, a single 'reverse-commute' trip is offered in the afternoon.

Table 18 below details the average daily ridership by year from 2008 to 2013 (January-August) for the GRTA routes that serve Paulding County. On Route 470, the average daily ridership has decreased by 114 persons, a decrease of 30 percent from 2008 to 2013. The average daily ridership on Route 477 has decreased by 45 persons (17 percent) from 2008 to 2013. This trend suggests that demand for commuter bus within the county has declined slightly over the past six years. This can likely be attributed to a variety of factors including fare increases, reduced traffic resulting from the recession, improved traffic flow resulting from RTOP and an increase in teleworking.

Table 18: GRTA *Xpress* Average Daily Ridership (2008-2013)

Route	2008	2009	2010	2011	2012	2013 (Jan-Aug)	2008-2013 Change	Percentage Change
470	384	338	321	294	272	270	-114	-30%
477	272	251	236	221	220	227	-45	-17%

Source: GRTA

While ridership of GRTA services has trended down over the past few years, there are some demographic characteristics within Paulding County that suggests that the *Xpress* service can grow in ridership once the economy rebounds. Throughout the county, there are concentrations of populations that are low-income with automobiles. As jobs continue to develop in the Atlanta core areas of Midtown and Downtown, it would be reasonable to assume that the *Xpress* service can be a viable commute option.

Paulding Transit provides local human services transportation to county residents and is a public service of the Paulding County Board of Commissioners. This service provides a means of transportation for residents to access hospitals, health departments, the Department of Family and Children Services, doctor's office, pharmacies, services and shopping areas. For passengers to be eligible to utilize this service they must complete an application to establish ridership privileges. This service is intended to provide residents access to critical needs rather than support regular job commuting.

Paulding Transit typically provides service for an average of 40 riders per day. The agency employs four full-time drivers and one part-time driver. The locations for pick-ups and destinations are widely dispersed throughout the county. Paulding Transit provides service only within Paulding County and does not transport riders to locations outside of the county.

3.9 Airports

This section focuses on Silver Comet Field and Hartsfield-Jackson Atlanta International Airport (H-JAIA). H-JAIA has been included in this analysis due to its proximity and importance to Paulding County in regards to air cargo and freight movement.

3.9.1 Silver Comet Field

Silver Comet Field is a county-owned, regional, general and business aviation airport on 600 acres in western Paulding County. It is located on US 278/SR 6 within the Paulding Forest WMA. The airport opened in 2010 and is the newest regional airport in Georgia, as well as the first jet-capable airport to be built in Georgia in over thirty years. Silver Comet Field is located 40 miles from Hartsfield-Jackson Atlanta International Airport and 30 miles from downtown Atlanta. The airport features a 23,000 square foot terminal and a 6,000 foot runway with 7,500 feet of expansion capability.

Adjacent to the airport is the proposed Airport Technology Park, a 190-acre county-owned property suitable for aerospace and aviation company occupation. A total of 80 acres of the park feature direct runway access. The Paulding County Industrial Building Authority is also currently constructing a 35,000 foot hangar for aircraft and corporate offices at this site.

Paulding County has adopted the Paulding Airport Master Overlay District to create a mixed-use zoning district which enhances and promotes economic development in the area surrounding the airport, while maintaining flexibility in design and development standards. The overlay boundaries are very sizable, encompassing a large area between US 278/SR 6 and SR 120 (Buchanan Highway). Regulations within this overlay promote high quality development through required building materials, site design standards, and architectural guidelines. Specific land uses are prohibited in areas with the potential for accidents and substantial noise impact areas.

Development of the airport and the surrounding area will likely have a major influence on the transportation network. While the segment of US 278/SR 6 where the airport is located has relatively low traffic volumes, it does operate at high speeds. Therefore, as development of the airport continues, there will ultimately be a need for a signal at its entrance. The ability to accommodate freight air traffic could also have an impact along the entire US 278/SR 6 corridor. This is particularly relevant to the potential for truck traffic between the airport and Norfolk Southern intermodal facility located approximately 20 miles from the airport. As noted within Section 2, there have been recent discussions to begin commercial airline flights out of Silver Comet Field. Should this occur, there would be more of an impact to the entrance intersection and increased travel demand on all of the roadways leading to Silver Comet Field.

3.9.2 Hartsfield-Jackson Atlanta International Airport

H-JAIA is the major airport for passenger travel within the metropolitan region and is the primary passenger airport terminal for Paulding County residents. Since 1998, Hartsfield-Jackson has claimed the title of the world's busiest passenger airport, averaging more than 250,000 passengers a day. It is located approximately 40 miles from Dallas in College Park. The airport also houses three main air cargo complexes, and has a total of 2 million square feet of cargo handling space.

The primary roadways used to access this facility from Paulding County are US 278/SR 6 and SR 92. As a potential freight connection, this further enhances the importance of maintaining adequate LOS and operability along these roadways.

3.10 Transportation Demand Management Programs

Pursuant to the *ARC Regional TDM Inventory Baseline Report*, 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." In other words, it is a means to reduce the number of single-occupied vehicles in order to promote efficient use of the transportation network. Traditional transportation demand management techniques include employee-based rideshares, vanpools, and telecommuting. However, the ARC is working to expand the practice, known as TDM+, to include other means of reducing travel demand such as promoting walking and transit use. Promoting Transit Oriented Development (TOD) and mixed-use development can also be seen as a transportation demand management strategy.

As noted in Subsection 3.2, the majority of Paulding residents commute out of Paulding County for work trips during peak hours. Therefore, transportation demand management practices can help reduce congestion and help with air quality along major commuter corridors such as SR 120, SR 92 and US 278/SR 6.

Current TDM initiatives within Paulding County include:

- GRTA *Xpress* – As noted in Subsection 3.8, GRTA operates two routes from the Movies 278 lot in Hiram to downtown Atlanta and midtown Atlanta. In August 2013, these routes combined averaged approximately 400 riders per day. While not in Paulding County, Routes 460 and 461 operate out of Douglasville and also provide a commute option to those residents of the Brownsville area and southern Paulding County.
- Clean Air Campaign - The Clear Air Campaign runs the Georgia Commute Options program which serves the Atlanta region, including Paulding County. This program encourages commuters to carpool, vanpool, telework, and ride transit as part of a regional strategy to reduce traffic and improve air quality. The program is utilized by many major employers in the county, including WellStar Hospital, the State of Georgia, or the Paulding County School District. The program provides cash incentives and prizes to employees that use the service.
- Douglas County Rideshare – Douglas County Rideshare also coordinates transportation demand management activities that can serve Paulding residents – particularly those in the Brownsville area. While the Clean Air Campaign coordinates several vanpooling initiatives through Douglas County Rideshare, there are several other routes coordinated through various Community Improvement Districts (CIDs) that also coordinate routes to activity centers throughout the Atlanta region. Douglas County Rideshare is currently providing service from the intersection of SR 92 and Brownsville Road.

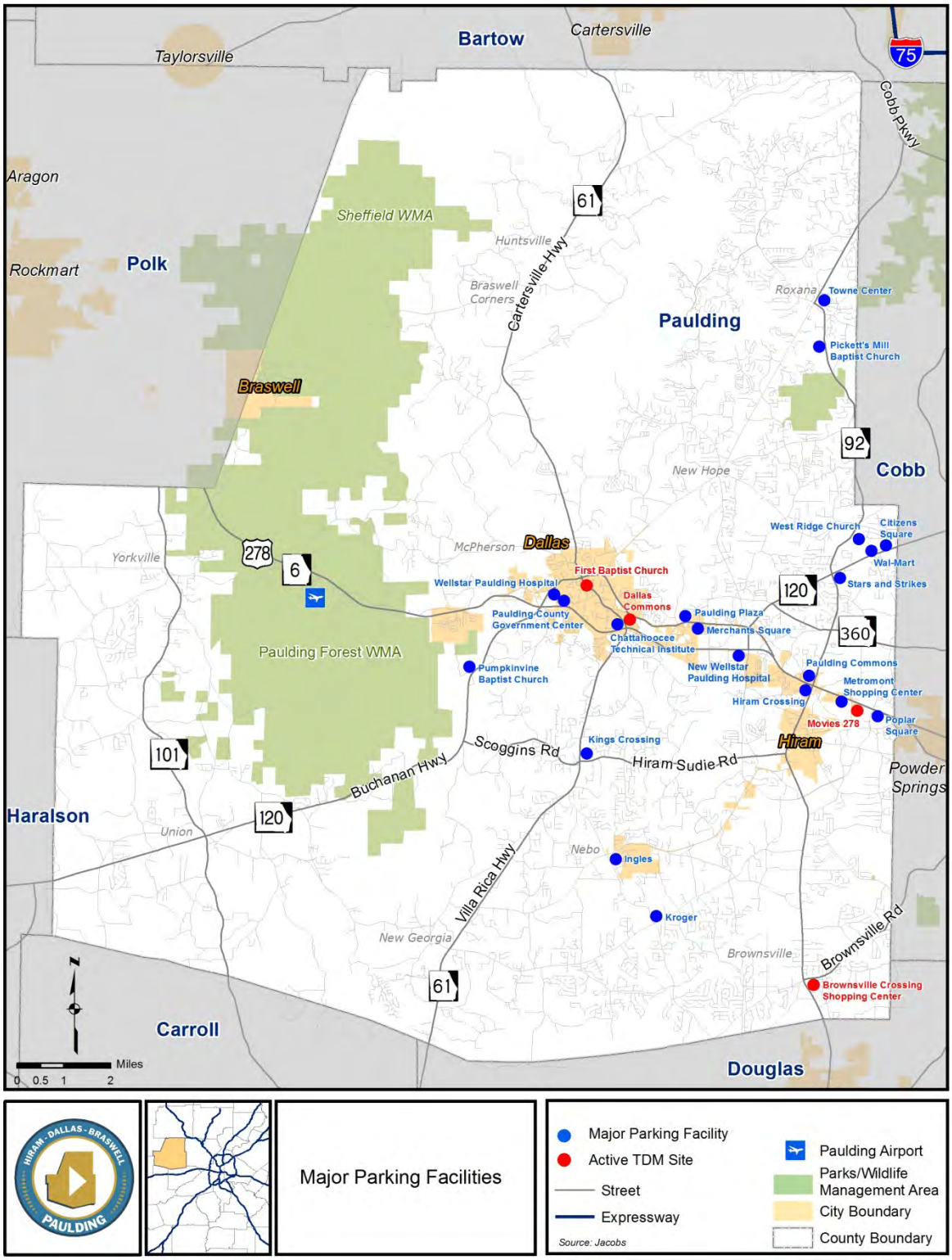
The Clean Air Campaign utilizes two Georgia Rideshare lots for carpooling or vanpooling within the county. These include a lot at the First Baptist Church in downtown Dallas and a lot adjacent to Simmon Industrial Boulevard at the Dallas Commons Shopping Center. The First Baptist Church lot features 34 spaces and an average weekday usage of 10 percent. The Simmon Industrial Boulevard lot features 167 spaces and an average weekday usage of 16 percent. Information on lot sizes and usage rates have been sourced from the ARC's *2012 Transportation Fact Book*.

As noted throughout this report, both the demographics and existing and projected travel patterns lend themselves to the feasibility of increased participation in transportation demand management programs – particularly ridesharing and/or vanpooling.

3.11 Major Parking Facilities

This section provides an inventory of large parking areas located along major roadways within the county. To develop this inventory, recent aerial photography (2013) was reviewed to identify major parking facilities. This inventory was completed to identify locations were additional TDM initiatives could be considered. These locations have been mapped and are displayed in **Figure 31**.

Figure 31: Major Parking Facilities



Retail parking areas on greater than five acres are included in the inventory. This includes parking areas large enough to accommodate 'big-box' retailers or anchor multi-tenant shopping centers. Smaller parking areas supporting modest strip malls or stand-alone restaurants were not considered to be large enough accommodate a major parking facility. In addition to large retail centers, sizable parking areas associated with public-institutional land uses are also included in the inventory. These land uses include churches, hospitals, government buildings, and educational facilities.

The majority of major parking facilities can be found in the greater Dallas and Hiram areas. They are primarily located adjacent to the commercial corridors of US 278/SR 6 and SR 120 and mainly consist of parking areas associated with large shopping centers. The current and future sites of the WellStar Paulding Hospital is included, in addition to the campus of the Chattahoochee Technical Institute. The Paulding County Government Center is included as a potential park-and-ride location given the sizable surface parking lots surrounding the buildings.

Within the southern portion of the county major parking facilities are located at several prominent crossroads, where they are associated with large retail centers. These include Brownsville Crossing Shopping Center at SR 92 and Brownsville Road, Kroger at Ridge Road and Dallas-Nebo Road, Ingles at Nebo Road and Dallas-Nebo Road, and Kings Crossing at SR 61 and Hiram-Sudie Road.

In the northeastern portion of the county large parking areas are located adjacent to SR 92 at the West Ridge Church and Pickett's Mill Baptist Church. Church parking areas frequently serve as ideal locations for park-n-ride lots because they are typically underutilized during the week. The unincorporated local community of Roxana, located at SR 92 and Dallas-Acworth Highway, also features a major parking facility associated with the Towne Center Shopping Center.

Figure 31 also identifies parking facilities currently used for transportation demand management. This includes the Movies 278 parking lot utilized by GRTA Xpress commuter buses. The Brownsville Crossing Shopping Center is also included which is served by the Douglas County Rideshare. Two Georgia Rideshare lots have also been indicated within the county. These are found at the Dallas Commons Shopping Center and the First Baptist Church in downtown Dallas.

3.12 Potential Transportation Funding Mechanisms

This section provides an overview of the potential funding sources for projects recommended through the CTP Update. The Needs Assessment will include an assessment of how federal, state, and local funds have been used within Paulding County to fund transportation and incorporate transportation funding trends at the state and federal levels to identify potential funding opportunities moving forward.

3.12.1 ARC Federal Funding Programs

As the designated Metropolitan Planning Organization for the Atlanta region, the ARC is responsible for the distribution of federal funds in the region. The latest transportation bill passed in 2012, MAP-21, created three distinct programs for federal funding.

- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality (CMAQ)
- Transportation Alternatives Program (TAP)

The following subsections describe the goals and emphasis areas of these different programs.

Surface Transportation Program

Of the three programs, the STP program has the greatest amount of funding. ARC estimates the projected funding available for the region at approximately $70 million annually. Since these programs are federally-funded, a 20 percent local match is required. Most of these funds are passed along to GDOT for improvements; however, the ARC does have discretionary STP funds. As discretionary funds, the ARC filters these funds through these program areas:

- Roadway Safety Program – This program supplements other operations and safety programs in the region by implementing projects that improve traffic operations and safety along roadways and at key intersections. Potential projects include cost-effective solutions such as intersection improvements and signal upgrades. The program objectives address congestion relief, safety, and support for economic development.
- Freight Safety Program – The purpose of this program is to enhance, as quickly and efficiently as possible, the regional freight transportation network that serves the regional economy. Such thoroughfares include US 278/SR 6, SR 92, SR 61. The focus of this program is on short term projects with high cost/benefit ratios that can be implemented without excessive delays.
- Last Mile Connectivity Program – This program implements planning and capital improvements for safe bicycle and pedestrian travel in the region, with an emphasis on correcting “hot spots” near schools. The program is also used to provide pedestrian connections to transit. Therefore, pedestrian facilities along US 278 to improve access to the *Xpress* facility at Movies 278 would be eligible.
- LCI studies – Projects within LCI areas, such as the Dallas LCI area, to link transportation and land use.
- Transit Capital and Preventive Maintenance – Transit infrastructure projects to maintain state of good repair and/or improve overall patron experience. While their

applicability in Paulding County is somewhat limited, it can be used for improvements to park-and-ride facilities such as the *Xpress* facility at Movies 278.

Congestion Mitigation and Air Quality

The purpose of CMAQ funds is to significantly reduce emissions and congestion in the region. Projects must be able to demonstrate a measureable emissions or congestion benefit immediately upon completion. The ARC distributes these funds through a "call for projects" that requires applications that are evaluated on a competitive basis. This program is anticipated to receive approximately $29 million annually and is focused in the following emphasis areas:

- Transportation Demand Management – Physical assets and services that provide real-time information network performance and support better decision-making for travelers. While this program is more suitable for interstate facilities, it can be used for dynamic message signs to warn of accidents and alert drivers of travel times along critical corridors such as US 278/SR 6 and SR 92.
- Clean Vehicle & Technology Programs – Purchase alternative fuel vehicles or convert fleets to run on alternative fuels. While not necessarily a CTP issue, this fund could be used for upgrades to Paulding County fleet vehicles if so desired.
- Transit Service Start-up Operation – Transit facilities, operation assistance (three year maximum), or vehicles (bus, rail, or van) associated with new mass transit service that expands current system. These can potentially be used for expanding vanpool services or new *Xpress* service.
- Roadway ITS/Ops/Incident Management – Signal synchronization, traffic management, and traveler information systems, with emphasis on thoroughfare and truck routes. Of the CMAQ programs, this is probably the most applicable program as US 278/SR 6 and SR 92 are heavily signalized corridors.
- Managed Lanes – Tolling infrastructure such as transponders, roadway modifications to enable tolling, marketing, public outreach, and support services. Given the roadway characteristics of Paulding County, this program is not applicable and is more suitable for the interstate system of other access controlled facilities such as GA 400.

Transportation Alternatives Program

The TAP program is focused primarily on expanding mobility options for transit, pedestrian and bicycle travel that are of regional significance. The ARC anticipates approximately $7.5 million per year available for this program. Like the CMAQ program, it solicits applications and awards funding from this program on a competitive basis. The emphasis areas for this program include:

- Regional Trail Networks – Shared-use paths that enhance mobility & access in the region. With the presence of the Silver Comet Trail, this is an area that could be utilized for trail connections throughout the county.
- Safe Routes to Schools – Enhancing safe & convenient access to elementary and middle schools; can be projects that compliment education, outreach, and planning efforts to enhance safe access to schools.
- Transit & Station Area Access – Increase the safe and convenient access to regional transit systems, including rail, bus (local or express), and the first-mile and last-mile connectivity to the regional transit network. While the areas surrounding the GRTA lot in Hiram are very auto-oriented, this fund could be used to provide better pedestrian connectivity to any new lots should the *Xpress* service be expanded.
- Other – Any other federally-eligible transportation alternative project types as defined by FHWA that significantly and comprehensively enhance safety, accessibility, and mobility for bicyclists, pedestrians, and transit riders.

3.12.2 Georgia Department of Transportation

GDOT also offers programs that could potentially fund the recommended improvements. Some of these programs are federally funded and, as such, may not be eligible for a local match for ARC programs.

- Operational Improvement Program (GDOT State Traffic Operations Office) – This program is a federally funded program that focuses on projects that provide operational improvements for state routes with minimal environmental and right-of-way impacts.
- Safety Program (GDOT State Traffic Operations Office) – This program is a federally-funded program designed to reduce the number and severity of lane departure crashes, improve pedestrian safety and improve design and operation of intersections.
- Quick Response Program – This program is state-funded and designed to address quick maintenance, safety, or operational concerns. At the present time, there is $1 million allocated to each GDOT District each year. Each quick response project has a $200,000 individual cap.
- Local Maintenance and Improvement Grant (LMIG) – LMIG is a program funded by GDOT for improvements such as engineering, utility adjustments, resurfacing, adding turn lanes, etc. A 30 percent local match is required for these funds.
- GDOT Maintenance Program – GDOT routinely performs maintenance activities state roadways. Primary activities include resurfacing, restriping and bridge maintenance.
- GATEway Grant Program – GATE, an acronym for Georgia Transportation Enhancements, is a GDOT program targeted for roadside enhancements and

beautification as long as the improvements meet specific landscaping requirements. The most an applicant can seek under this program is $50,000. There were no grants awarded in 2012 due to a lack of funds. Therefore, this funding source would be somewhat unreliable for implementation purposes.

- House Bill 202 - Another potential funding opportunity lies in the passage of House Bill 202, which waives the requirement to balance funds by congressional districts for all interstate improvements, certain freight corridor projects and projects of regional significance. The law was intended to prepare Georgia for increased freight flow as a result of the deepening of the Savannah River at the port.

3.12.3 State Road and Tollway Authority

The State Road and Tollway Authority (SRTA) is responsible for administrating funds from the Georgia Transportation Infrastructure Bank (GTIB). While SRTA offers both a loan and grant program from the GTIB funding pool, the grant program is usually that accessed by CIDs due to their finite timeframe as an agency. Therefore, the GTIB loan program is typically preferred by SRTA to provide transportation projects to local governments throughout the state. These funds can be used as matching funds for ARC federal funds. Much like the ARC, SRTA solicits applications for GTIB funding and rates them based on: 1) mobility improvement; 2) match being provided against their funds; and 3) economic development potential. Pursuant to interviews with SRTA staff, it is anticipated that this funding source will be available for the foreseeable future.

3.12.4 Local Funds

There are two sources of local funding for transportation improvements within Paulding County, the Paulding Special Purpose Local Option Sales Tax (SPLOST) Program and the local general funds. Of these two, the SPLOST program is the most utilized – especially for larger projects – given that local funds are often needed for more general purposes such as parks, police, etc.

The SPLOST is a one percent sales tax designated to fund transportation that is approved by voters every five years. It has been in place since 1987 and is set to expire in 2017. It will be up for voter reinstatement in 2016.

3.13 Planned and Programmed Improvements

One of the primary purposes of this CTP Update is to assess the current and projected conditions and re-evaluate the programming of improvements based on current factors and public will. This section provides an overview of transportation improvements that are either programmed for short-term implementation or planned for long-term implementation. The two primary sources for planned and programmed improvements in Paulding County are:

- ARC PLAN 2040 – This contains a complete list of projects for which federal funds are to be expended for their implementation.

- Paulding County SPLOST Work Program – Projects either fully funded or partially funded through the SPLOST funds. Many of the projects within the ARC PLAN 2040 are partially funded through the SPLOST (in most cases as a local match to federal funds).

3.13.1 ARC Planned and Programmed Improvements

As shown in **Figure 32** and **Table 19**, there are a total of fifteen improvements within Paulding County in the ARC Plan 2040. Of these improvements, all but three of them have are programmed for some phase of implementation within the next five years in the 2012-2017 Transportation Improvement Program (TIP). Most of these projects are capacity improvements to existing roadways; however, there are two new roadways near Silver Comet Field and pedestrian improvements associated with the Dallas LCI study that are also programmed.

The most significant of these improvements is the series of projects that constitute the widening of SR 92 throughout the entire length of Paulding County between Douglas and Cobb Counties. The series of projects includes four separate widening projects and a bridge project over the Southern Railroad in Hiram. Over the past few years there have been project delays associated with environmental concerns and funding shortfalls. The progression of this project through the development phase will have a profound influence on the short-term and long-term recommendations of this update.

3.13.2 Paulding County SPLOST Program

The Paulding County SPLOST has been an effective means of providing funding for the implementation of projects. In the current SPLOST program, which has a budget of approximately $48 million from 2011 to 2017, there are several projects including, but not limited to, new roadways, roadway widening, intersection improvements and bridge improvements. SPLOST funds also provide a local match to some PLAN 2040 projects. While the current implementation schedule is under evaluation, the most prominent roadway currently under construction is the East Hiram Bypass from the intersection of SR 92 and Bill Carruth Parkway to US 278/SR 6 near the Cobb County line.

Figure 32: ARC Planned and Programmed Improvements

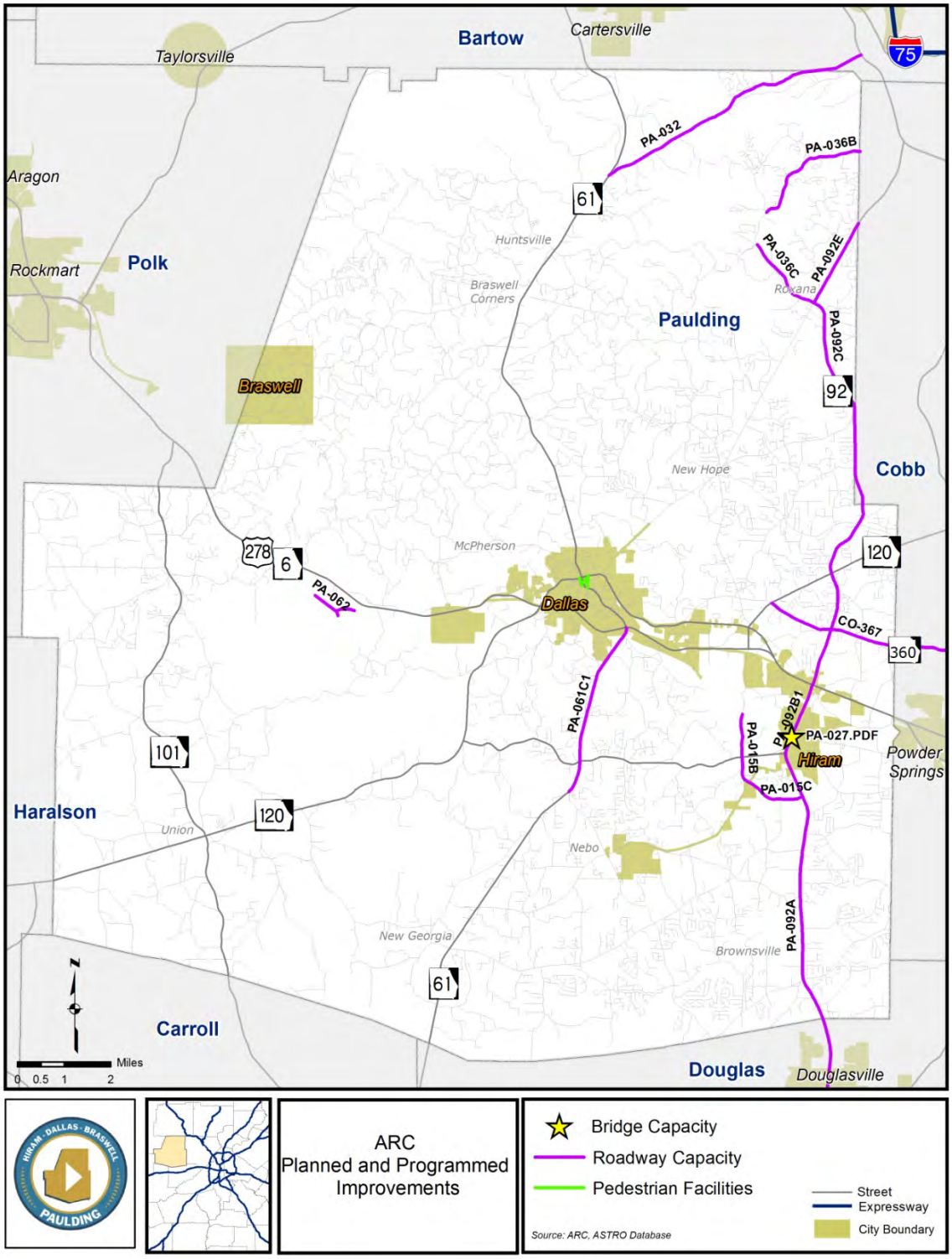


Table 19: ARC Planned and Programmed Improvements

ARC Project Number	Project Description	From	To	Project Status	Program Year	Project Sponsor	Project Description
CO-367	SR 360 (Macland Road)	SR 120	SR 176 (New Macland Road)	Programmed	2020	GDOT	Widen from 2 to 4 lanes
PA-015B	Bill Carruth Parkway –Phase 2	Railroad Bridge	Nebo Road	Programmed	2030	Paulding County	Widen from 2 to 4 lanes
PA-015C	Bill Carruth Parkway –Phase 3	Nebo Road	SR 92 (Hiram-Acworth Highway)	Programmed	2030	Paulding County	Widen from 2 to 4 lanes
PA-027	SR 92	Southern Rail Line in Downtown Hiram		Programmed	2020	GDOT	Widen from 2 to 4 lanes
PA-061C1	SR 61 (Villa Rica Highway)-Segment 3	Dallas-Nebo Road	US 278 (Jimmy Campbell Highway)	Programmed	2030	TBD	Widen from 2 to 4 lanes
PA-062	Paulding County Business and Technology Parkway	End of Existing Airport Parkway on New Location to a Cul-De-Sac		Programmed	2020	Paulding County	New 3-4 lane roadway
PA-063	Paulding County Technology Park	Paulding County Business and Technology Park Roadway on New Location to a Cul-De-Sac		Programmed	2020	Paulding County	New 2 lane roadway
PA-092A	SR 92 (Hiram-Douglasville Highway)	Between Brown and Malone Streets	Nebo Road	Programmed	2020	GDOT	Widen from 2 to 4 lanes
PA-092B1	SR 92 (Hiram-Acworth Highway)	Nebo Road	SR 120	Programmed	2020	GDOT	Widen from 2 to 4 lanes
PA-092C	SR 92 (Hiram-Acworth Highway)	SR 120	Cedarcrest Road	Programmed	2030	GDOT	Widen from 2 to 4 lanes
PA-092E	SR 92 (Dallas-Acworth Highway)	Cedarcrest Road	Cobb County Line, North of Old Stilesboro Road	Programmed	2030	GDOT	Widen from 2 to 4 lanes
PA-095	Johnston Street, Griffin Street, Spring Street, and Park Street Pedestrian Facilities			Programmed	2020	City of Dallas	Pedestrian Facilities
PA-032	Dabbs Bridge Road	SR 61 (Cartersville Highway)	US 41 (North Cobb Parkway)	Long Range	2040	Paulding County	Widen from 2 to 4 lanes
PA-036B	Cedarcrest Road	Harmony Grove Church road	Cobb County Line	Long Range	2030	Paulding County	Widen from 2 to 4 lanes
PA-036C	Cedarcrest Road	SR 92	Seven Hill Extension	Long Range	2040	Paulding County	Widen from 2 to 4 lanes

Source: ARC PLAN 2040

4.0 MAJOR FINDINGS

The following represents the major highlights of this inventory for consideration during the Needs Assessment phase of the CTP update.

4.1 Transportation Context and Environment

- The county is anticipated to add 153,893 residents between 2010 and 2040, representing a 118.5 percent increase. The number of households is expected to grow at the similarly high rate of 128.3 percent. The number of employees is projected to increase at a higher rate, 150.1 percent, adding 30,625 jobs to the county between 2010 and 2040. In general, this would indicate a need to improve the county transportation network as a whole to prepare for this growth. Understanding where this growth is to occur is critical in prioritizing transportation needs.
- The county currently exhibits a jobs-to-housing ratio of 0.44. This ratio is projected to improve to 0.49 in 2040. This ratio suggests the county will remain a suburban residential community, which will require many workers to commute across county lines to access jobs.
- It is likely that the employment projections are somewhat understated given recent economic development initiatives. This is particularly true for the areas near Silver Comet Field. While commercial flights are currently being discussed at the facility, the runway capacity in conjunction with its relatively close location (21 miles) to the Whitaker Intermodal Facility in Austell certainly increase the potential for employment growth in the vicinity of Silver Comet Field, along the US 278 Corridor, and industrial parks in Dallas and along Bill Carruth Parkway. Should commercial flights become a reality at Silver Comet Field, employment projections in Paulding could be altered significantly.
- Concentrations of minority, low-income, and elderly persons, along with zero-car households, are located in areas within the city of Dallas. This would indicate that improvements along SR 6 Business, US 278/SR 6, and other roadways within the city will have greater potential for negative or disproportionate EJ-related impacts. However, improvements to these areas will also likely be beneficial these populations. The high concentrations of low-income, elderly, and zero-vehicle households in this area are a preliminary indicator of a need for some sort of transit service in the area.
- Agriculture and Single Family Residential are the two most prevalent land uses within Paulding County – with most agricultural uses being in the western portion of the county and residential in the eastern portion. The abundance of single-family residential uses is relevant because these uses typically generate SOV trips during peak hours.

- The most prominent commercial retail corridor is the US 278/SR 6 corridor 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 amount of ingress and egress associated with these uses, access management is usually a priority at these locations to promote safe and efficient travel.
- Both the previous CTP and the *Silver Comet Trail Economic Impact Analysis and Planning Study* have recommendations for future bicycle facilities to connect to the Silver Comet Trail and other activity centers throughout the county.
- The *Atlanta Regional Freight Mobility Plan* identifies US 278/SR 6, a portion of which is in Paulding County, as a potential freight corridor in need of special attention regarding signal timing and other measures to support safe truck movement. The plan recommends among its improvement strategies were truck-friendly lanes on US 278/SR 6 from SR 61 in Paulding County to I-85 South. The study also recommended the improvement and modernization of signalization equipment and software along the US 278/SR 6 corridor from SR 61 in Paulding County to I-20.

4.2 Transportation Network Characteristics

- A comparison of 2015 and 2040 LOS ratings show a significant degradation of the roadway network, particularly within the eastern half of the county. This is particularity 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. In addition, roads that serve Dallas are projected to worsen significantly.
- To further assess existing congestion levels and travel delay, an analysis of real-time data, called NAVTEQ, has been conducted. Both the AM and PM peak period results show similarly congested conditions on many of the same corridors as the model data. The PM peak period, however, depicts more widespread and continuous congestion along the same roadways. An example of this is more travel delay evident in the PM peak near major intersections along Ridge Road.
- The existing and projected disparity of directional flow in the AM and PM peak hours suggests a continued need for emphasis on peak hour treatments to roadways – particularly those to Cobb County, such as US 278/SR 6, SR 120, and SR 92 – to accommodate unbalanced directional flow. For example, this could include increased signal coordination and/or reversible lanes. Furthermore, the disparity between internal and external commuter trips suggests a continued need to promote commuter-oriented transportation demand management programs now and into the future.
- The 2015 commute times – even to activity centers in neighboring Cobb County – 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 the major employment centers throughout the region

will increase dramatically, with most PM peak hour commute times taking over two hours. This would also indicate the need for peak hour treatments along some of the key arterials such as US 278/SR 6, SR 120, and SR 92. Furthermore, this reinforces the continued need for transportation demand management strategies into these major employment centers.

- Corridors with high numbers of crash hotspots include US 278/SR 6, Merchants Drive, SR 120, SR 92, and SR 61. This coincides with a roadway segment analysis which has identified many segments in the southeastern portion of the county to exhibit crash rates above the state average.
- Pedestrian crash locations can be found dispersed throughout the county, with one prominent concentration found along US 278/SR 6 in the Hiram Crossroads commercial area. This area is in need of further study to help identify pedestrian needs and potential safety improvements.
- GDOT Bridge Inventory data from 2012 indicate three bridges with sufficiency ratings below 50 and 14 bridges with sufficiency ratings between 50 and 80. Insufficient bridges are primarily found carrying local or collector roads, with none found on the state route system. Only two arterial roadways within the county, East Memorial Drive and Dallas-Acworth Highway, contain low sufficiency rated bridges.
- The highest truck volumes and percentages within the county are found along SR 92, which has been identified as a regional north-south trucking corridor by the ARC. Truck volumes along SR 92 are anticipated to grow significantly from 2015 to future years 2030 and 2040, with volumes more than doubling on many segments. Segments of SR 92 exhibit the highest truck percentages in the county with many in the 10-14 percent range. Several segments of US 278/SR 6 also exhibit high levels of truck volumes. This is particularly evident in the eastern portion of the county from the Cobb County line to SR 61. Truck volumes along these segments have volumes ranging from 1,200-1,400 trucks in 2015. These volumes are anticipated to grow significantly to 1,500-2,100 trucks in 2040.
- Most traffic signals are along the most heavily traveled roadways in the county, such as US 278/SR 6, SR 92, and SR 120. Many signals are in close proximity to one another. This would indicate the need for improved signal coordination and access management along these corridors. Paulding County is currently undertaking an *ITS Master Plan* scheduled for completion in March 2014. The recommendations of this plan will be incorporated into the Needs Assessment.
- The Silver Comet Trail is the major bicycle and pedestrian amenity within the county. The trail runs approximately 17.6 miles within the county and travels through Hiram, Dallas, and the Paulding WMA. The trail includes six trail heads, one located within Hiram and another five located in or near Dallas. These crossings will be examined closely within the Needs Assessment to determine where improved access and connectivity are needed to serve surrounding developments. During the Needs

Assessment of this effort, a more detailed examination of sidewalks along major roadways connecting uses such as schools, parks, and the Silver Comet Trail will be conducted.

- While ridership of GRTA services has trended down over the past few years, there are some demographic characteristics within Paulding County that suggests that the *Xpress* service can grow in ridership once the economy rebounds. Throughout the county, there are concentrations of populations that are low-income with automobiles. As jobs continue to develop in the Atlanta core areas of Midtown and Downtown, it would be reasonable to assume that the *Xpress* service can be more a viable commute option for Paulding citizens.
- Both the demographics and existing and projected travel patterns lend themselves to the feasibility of increased participation in transportation demand management programs – particularly ridesharing and/or vanpooling.
- All but three of the 23 proposed projects in the county are programmed for some phase of implementation within the next five years. Most of these projects are capacity improvements to existing roadways. The most significant of these improvements is the series of projects that constitute the widening of SR 92 throughout the entire length of Paulding County between Douglas and Cobb Counties. The series of projects includes four separate widening projects and a bridge project over the Southern Railroad in Hiram. Over the past few years there have project delays associated with environmental concerns and funding shortfalls. The progression of this project through the development phase will have a profound influence on the short-term and long-term recommendations of this update.

5.0 NEXT STEPS

As noted throughout the report, the next step in the CTP Update will be to take the findings of this report and vet them with key stakeholders and technical staff to develop an overall assessment of transportation needs. This will also include some technical activities that add to the findings of this report. More specifically:

- Coordinate with a pavement conditions analysis to be conducted for County roadways over the next couple of months in order to identify deficiencies and maintenance needs. These needs will be considered and prioritized during the development of project recommendations.
- An operational analysis will be conducted to identify operational needs throughout the county. These intersections will be identified and prioritized based on factors such as their operational deficiencies, existing and projected LOS and safety issues. The end result will be conceptual improvements for these locations. The findings of the *ITS Master Plan* will be incorporated into the Needs Assessment.
- Based on the findings of this report, specific corridors will be identified for an assessment of access management strategies.
- A more detailed analysis of sidewalk deficiencies will be conducted based on the recommendations of the previous CTP and the *Silver Comet Economic Development Study*.
- A more detailed funding analysis and implementation history of project funding will be conducted to gain a heighted perspective of implementation issues within Paulding County.
- Coordination with GDOT on the status of the SR 92 widening project will be sought. As documented throughout this report, there are several mobility issues along the roadway that would suggest the need for substantial intersection improvements that may be included in the design of the widening. Along with representatives from Cobb and Douglas County, Paulding County staff will be meeting with GDOT on project status.

With the beginning of the needs assessment phase of the CTP update, the public outreach program will be initiated. This will include:

- Interviews with key stakeholders and meetings of the Stakeholder Committee and Technical Committee and with the general public to provide input on preliminary needs
- Launching of the project web site to provide opportunities for greater input.

Appendix C – Assessment of Current and Future Needs

Assessment of Current and Future Needs Report

Prepared by:

December 2014

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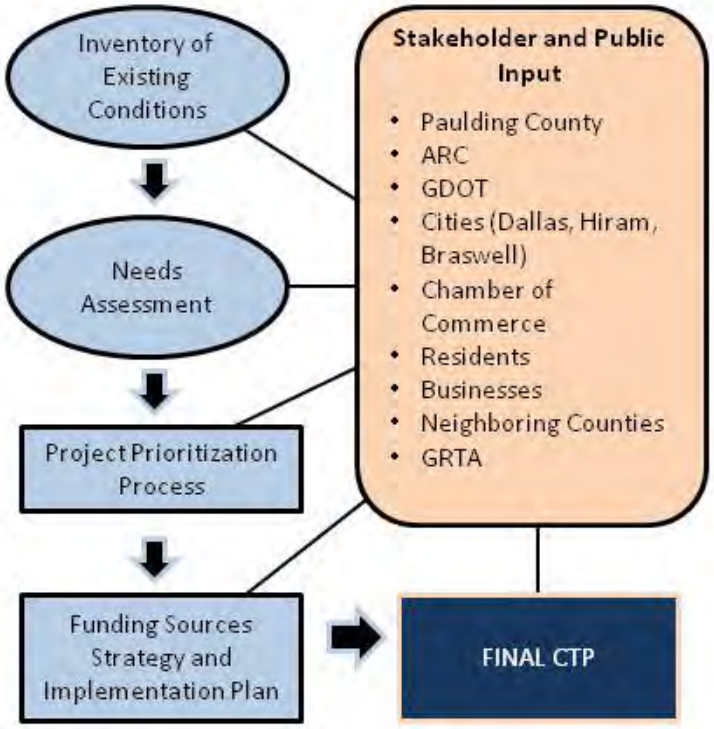
1.0 INTRODUCTION

1.1 Project Overview

The Paulding Comprehensive Transportation Plan (CTP) update revises the initial 2008 CTP for unincorporated Paulding County and the Cities of Braswell, Dallas, and Hiram through the 2040 horizon year. The plan builds upon the initial CTP and develops short-term and long-term solutions for transportation improvements based on the level of need, available funding, and stakeholder and community input. The workflow of the CTP Update is presented in **Figure 1**. This CTP Update will reevaluate the previous CTP recommendations and their current status of development and implementation. Data from the previous CTP was updated based on recent information and changes in trends to reassess needed transportation improvements.

Figure 1: CTP Development Process



This CTP Update addresses connections between land use and transportation by considering the ability of recommendations to support local and regional land use plans. This CTP Update will be fully coordinated with, and continue to serve as the transportation element of, the *Paulding County Comprehensive Plan*.

The Atlanta Regional Commission (ARC) developed the CTP Program in 2005 "to encourage counties and their municipalities to develop joint long-range transportation plans." CTPs provide the ARC input into the regional transportation plan (RTP). The

adopted PLAN 2040 serves as the financially constrained plan of transportation projects for federal, state and local funds through the year 2040. Some recommendations from this update will require federal and state funding for implementation, which is secured through the regional planning process.

1.2 Report Overview

This report identifies the need for transportation projects in Paulding County through the year 2040. The report is organized as follows:

- Section 1: Introduction
- Section 2: Vision and goals identified to guide the CTP update
- Section 3: Stakeholder outreach and public engagement
- Section 4: Needs identified by the 2008 CTP
- Section 5: New roadways
- Section 6: Roadway capacity
- Section 7: Pavement conditions
- Section 8: Intersection needs
- Section 9: Transit and travel demand management
- Section 10: Bicycle and pedestrian facilities
- Section 11: Freight
- Section 12: System-wide needs
- Section 13: Assessment of potential funding options available to address the needs identified; funds include ARC, Georgia Department of Transportation (GDOT), State Road and Tollway Authority (SRTA), and local funds

2.0 CTP VISION AND GOALS UPDATE

The vision and associated goals for the CTP provides a framework for identifying and evaluating transportation needs. The goals from the 2008 CTP were assessed and revised based on changes in relevant policies at the local, regional, state and federal levels. Then, the goals were incorporated into a vision statement.

The 2008 CTP goals are compared to transportation-related goals from the following relevant policy documents in **Table 1**:

- PLAN 2040 – The current ARC RTP.
- Moving Ahead for Progress in the 21st Century (MAP-21) – The federal transportation bill that sets policy for federal transportation funding.
- Statewide Transportation Plan/Statewide Strategic Transportation Plan (SWTP/SSTP) – A statewide transportation plan that combines the long range transportation plan with a strategy for transportation investment from a business perspective, prepared by the Georgia Department of Transportation (GDOT).

The following conclusions were drawn from this comparison of goals and policy:

- None of the policy documents reviewed names land use and development connectivity as a goal; however, it is important that this plan recognizes and accommodates future planned developments in its recommendations given the impact future residential growth (an estimated population increase of 118.5% from 2010 to 2040) will have on the transportation network.
- Intergovernmental coordination was included among the 2008 CTP goals and will continue to be a goal of this CTP update. Understanding the priorities of state and regional agencies as well as neighboring jurisdictions can help streamline project implementation.
- The 2008 CTP did not have a specific goal relating to system reliability. However, that plan supported the goal of promoting Travel Demand Management as a component of promoting system reliability. As available funding has decreased over the last few years, there has been an increasing emphasis on lower-cost improvements as an alternative to capacity improvements. Therefore, a policy statement specifically prioritizing operational improvements was added to equitably prioritize lower-cost improvements given the disparity between available funds (e.g., SPLOST) and the extensive list of transportation needs identified.
- Recent policy has increased focus on state of good repair, or maintenance, of the existing transportation network. A focus of the CTP will be to examine the need for asset management and consider the associated maintenance when developing recommended actions. To this end, this needs assessment includes a pavement conditions analysis to identify roadways with the greatest maintenance needs.

Table 1: Goals and Related Policy Matrix

Emphasis Area	2008 CTP Goals	PLAN 2040	MAP-21	SWTP/SSTP
Congestion Reduction	Reduce traffic congestion and travel times within Paulding County	Assure the preservation, maintenance and operation of the existing multimodal transportation system Strategically target roadway capacity improvements to serve regionally significant corridors and centers	Achieve a significant reduction in congestion on the National Highway System	Improve the movement of people and goods across and within the State
Multimodal Travel	Develop an enhanced multi-modal transportation network including bike paths, sidewalks, and increased transit services in addition to roadways	Continue to implement cost effective improvements such as sidewalks, multi-use trails, bicycle lanes, and roadway operational upgrades to expand transportation alternatives, improve safety, and maximize existing assets		Support accessible care and active lifestyles
Land Use / Transportation Connectivity	Improve development patterns within Paulding County by integrating existing and future land use plans with transportation improvements			
Infrastructure Condition (State of Good Repair)	*Not specifically addressed*	Assure the preservation, maintenance and operation of the existing multimodal transportation system	Maintain the highway infrastructure asset system in a state of good repair	
Major Corridor Prioritization	Develop an integrated transportation network that preserves and enhances mobility along existing and future major corridors	Strategically target roadway capacity improvements to serve regionally significant corridors and centers	Achieve a significant reduction in congestion on the National Highway System	
System Reliability	*Not specifically addressed*	Continue to implement cost effective improvements such as sidewalks, multi-use trails, bicycle lanes, and roadway operational upgrades to expand transportation alternatives, improve safety, and maximize existing assets	Improve the efficiency of the surface transportation system	

Emphasis Area	2008 CTP Goals	PLAN 2040	MAP-21	SWTP
Freight Mobility and Economic Vitality	*Not specifically addressed*	Maintain industrial and freight land uses at strategic locations with efficient access and mobility Maintain and expand infrastructure to support air and rail travel and transport	Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development	Expand Georgia's role as a major logistics hub for global commerce Create jobs and grow businesses
Innovative/ Streamlined Financing/Project Delivery	Develop innovative transportation funding mechanisms to increase funding for transportation improvements, while streamlining project implementation		Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices	
Travel Demand Management	Enhance travel demand management within Paulding County by improving communication and enhancing education between state and local agencies and county transportation system users			
Safety	Improve the safety of the county's multi-modal transportation network for all users	Continue to implement cost effective improvements such as sidewalks, multi-use trails, bicycle lanes, and roadway operational upgrades to expand transportation alternatives, improve safety, and maximize existing assets	Achieve a significant reduction in traffic fatalities and serious injuries on all public roads	Reduce injury and loss of life on Georgia's roads
Intergovernmental Coordination	Improve inter-governmental coordination among government agencies to achieve Paulding County goals			Leverage public-private partnerships and improve intergovernmental cooperation for successful infrastructure development

One goal from the 2008 CTP was revised and four new goals were added for the CTP Update. The new goals were intended to reflect the shift in policy to include concerns about the condition of existing infrastructure, system reliability, freight mobility, and economic development. The resulting recommended goals are presented in **Table 2**.

Table 2: Recommended Goals Based on Policy Changes

Emphasis Area	2008 CTP Goals	Current Policy Support			Recommended Change: Resulting Goal
		PLAN 2040	MAP -21	SWTP	
Congestion Reduction	To reduce traffic congestion and travel times within Paulding County	X	X	X	**Leave goal as is**
Multimodal Travel	To develop an enhanced multi-modal transportation network including bike paths, sidewalks, and increased transit services in addition to roadways	X		X	**Leave goal as is**
Land Use / Transportation Connectivity	To improve development patterns within Paulding County by integrating existing and future land use plans with transportation improvements				**Amend goal to read:** *To support and enhance existing and future land use plans with transportation improvements*
Infrastructure Condition (State of Good Repair)	*Not specifically addressed*	X	X		**Add goal:** *To preserve and maintain the transportation infrastructure to the maximum extent possible*
Major Corridor Prioritization	To develop an integrated transportation network that preserves and enhances mobility along existing and future major corridors	X	X		**Leave goal as is:**
System Reliability	*Not specifically addressed*	X	X		**Add goal:** *To focus on cost effective improvements to improve system reliability*
Freight Mobility	*Not specifically addressed*	X	X	X	**Add goal:** *To maintain or enhance the transportation network for goods movement in order to facilitate overall system functionality and promote economic development*
Innovative/ Streamlined Financing/Proj -ect Delivery	To develop innovative transportation funding mechanisms to increase funding for transportation improvements, while streamlining project implementation		X		**Leave goal as is**
Economic Development	*Not specifically addressed*	X	X	X	**Add goal:** *To prioritize transportation improvements in employment centers and along major corridors throughout the county*
Travel Demand Management	To enhance travel demand management within the county by improving communication and enhancing education between state and local agencies and county transportation system users				**Leave goal as is**
Safety	To improve the safety of the county's multi-modal transportation network for all users	X	X	X	**Leave goal as is**
Intergovern-mental Coordination	To improve inter-governmental coordination between government agencies to achieve county goals				**Leave goal as is**

Based on the goals as revised for the CTP Update, and supported by current transportation policy, the vision for the Paulding CTP Update is as follows:

> *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.*

3.0 STAKEHOLDER AND PUBLIC INPUT

3.1 Public Outreach

An understanding of the public's most pressing transportation needs is essential to the assessment of Paulding County's transportation network. The study gathered input from the Technical Committee, Stakeholder Committee, and the general public to inform the process and determine needs.

The Technical Committee is an advisory group to the CTP responsible for contributing to the plan from a technical and professional perspective. The committee is comprised of representatives from state and regional agencies and neighboring jurisdictions. The Stakeholder Committee is responsible for identifying needs from the perspective of a local transportation user, and is comprised of community and business leaders in the county. These committees meet regularly over the course of the update. A joint technical and stakeholder committee meeting was held on April 3, 2014; Committee members were asked to identify transportation needs in the county using maps that depicted the county's roadways, transit facilities, and pedestrian and bicycle facilities.

Throughout the needs assessment process, input was gathered from the public via a public meeting, survey, and events. At the public meeting held on May 8, 2014, at the Events Place in Hiram, attendees were invited to review the transportation needs that had been previously identified by the stakeholder and technical committees, and attendees were asked to confirm these needs identify additional needs. A community survey, which was made available on the project web site and distributed throughout the county, gauged opinion on traffic congestion and public transportation in Paulding County. At the public meeting held on August 14, 2014 at the Dallas Civic Center, attendees were asked to complete a survey on the prioritization of identified needs to help determine recommended projects for inclusion in the final plan. Finally, members of the study team attended a series of public events, including the WellStar Pre Grand Opening, the Chattahoochee Technical College Student Event, Touch-a-Truck Event, and the Paulding Relay for Life Event. Input maps were displayed at these events to capture the public's transportation needs.

3.2 Publicly Identified Transportation Needs

The following needs were identified during the public outreach effort:

- Roadway safety is a concern, especially in areas where there is regular queuing or a lot of turning traffic.
- Additional capacity is needed on SR 92, which carries a great deal of traffic in the eastern portion of the county.
- Support for a highway bypass to the north and west of the City of Dallas.
- Support for new connections to the Silver Comet Trail and new sidewalks near residential and commercial areas around the county.

- Interest in extending GRTA Xpress Bus Service further into the county with a new park and ride lot and in constructing better access to I-20.

These, and many more responses, were included in the evaluation and analysis of needs across Paulding County. The use of public input is described in the methodologies for the various categories in the following sections. The detailed results of public outreach efforts, including full survey results, are presented in greater detail in **Appendix A**.

4.0 NEEDS IDENTIFIED BY THE PREVIOUS CTP

The 2008 CTP identified area-specific needs across several categories of transportation. The needs were identified by the public and that study's stakeholders. In this Update report, needs that were addressed with proposed projects in the 2008 CTP are referenced in each category.

Area and facility-specific roadway needs identified by the 2008 CTP include:

- **SR 61**
  - Alternative options to SR 61 north from Dallas
  - Alternative option from SR 61 North to SR 6 without going through Dallas
  - Four-lane SR 61 from SR 6/US 278 to Hiram Sudie Road
  - SR 61 near Dallas - and bottlenecks
  - Upcoming growth along SR 61 North needs to be addressed
  - Relocation of mainline SR 61
  - Improve safety and congestion along SR 61
  - Relieve congestion on SR 61
  - SR 61 adjacent to Harmony Grove Church Road and three schools - safety concerns due to high frequency of accidents

- **SR 61 & SR 92**
  - SR 92 and SR 61 need to be four-laned throughout the county

- **SR 92**
  - SR 92
  - SR 92 - difficult to enter or exit at intersections - Rosedale and C.W. Sims at SR 92, Church St and Main St intersections in Downtown Hiram

- **SR 6 & SR 92**
  - SR 6 & SR 92 SR 6/US 278 and SR 92 are primary corridors that need to be addressed

- **SR 6/US 278**
  - Too many lights along SR 6 from intersection of SR 92
  - Rush hour traffic along SR 6/US 278 in Hiram
  - Frontage road along SR 6/US 278
  - Traffic congestion along SR 6/US 278 through Hiram - backs up into Cobb County at Florence Road

- **SR 6**
  - SR 6/US 278 through Hiram and into Cobb County
  - Connect 6 (SR 6) Project
  - Traffic calming along SR 6/US 278 (grass median, trees) to improve traffic
  - More alternatives to SR 6/US 278 (better street network)

  - SR 6 Business truck-use

- **East/West Hiram Parkway (now Bill Carruth Parkway)**
  - West Hiram Pkwy as alternate to SR 6/US 278 and SR 92
  - Complete East Hiram Parkway
  - East Hiram Parkway is potential reliever and needs to be finished
  - Traveling from SR 92 to SR 6/US 278

- **Proposed Dallas Bypass**
  - City of Dallas bypass - critical need
  - Need bypass for SR 61
  - Possible loop around Dallas
  - Southern bypass around Dallas (similar to East Hiram Parkway's function for Hiram)

- **Macland Road**
  - Major improvements needed along Macland Road to mitigate peak hour congestion
  - Macland Road has safety issues
  - Rosedale Drive and Macland Road, which carry traffic overflow from congested streets

- **Poplar Springs Road**
  - Poplar Springs (but depends on status of SR 360)

- **Cedarcrest Road**
  - Cedarcrest Road needs to be four-laned

- **Nebo Road**
  - Nebo Road - traffic needs to be slowed, and congestion improved - carries higher volumes than many city streets

- **Hiram**
  - Frontage road in Hiram
  - Poor signage and directions in Hiram
  - Hiram should handle its own development approval (currently Paulding County)
  - Access management in Hiram, for example, along SR 92 and SR 6/US 278

- **Downtown Dallas**
  - Downtown Dallas
  - LCI Project Completion
  - Right turn lane from Business 6 to SR 6 in Downtown Dallas
  - Parking in Downtown Dallas

  - City interested in parking decks, looking to federal government for additional funding
  - Peak period back-up at Post Office
  - Install new red light at Courthouse, because existing one does not work

- **Access to Interstate Highways**
  - Dallas Acworth Highway (Old SR 381) and access to I-75
  - Provide access to I-20 (i.e., Bakers Bridge Rd)
  - Better access from SR 92 to I-75 and I-20
  - Need more limited access roads
  - Direct connection to interstate - would like proposed Memphis to Atlanta interstate to run through Paulding

- **Intersections**
  - Old Harris Road at Winndale Drive (new bridge)
  - Improve intersection of Winndale Drive and SR 61
  - North and South Industrial Drives at Dallas-Acworth Highway (left turn lane needed)
  - Intersection of SR 61 North and Dabbs Bridge Rd PM
  - Intersection of SR 360/Poplar Springs Rd and East Hiram Parkway
  - Coordinate with cities and counties adjacent to Paulding for intersection improvements

- **Other**
  - Cut through roads such as Lake Road
  - C.W. Sims is becoming a truck route
  - Straighten curvy roads such as Harmony Grove Church Rd
  - Need better access to freeways (SR 92, SR 6/US 278, SR 61)

The non-roadway needs identified by the 2008 CTP include:

- **Transit**
  - Park and Ride lots and Express Coaches at the Airport and in Hiram
  - Bus Rapid Transit, HOV lanes, and truck lanes along SR 6/US 278
  - On-demand intracounty transit for seniors, Chattahoochee Tech students, and others
  - Trolley Bus for "Downtown Historic Circulator" to the new college, senior center, new courthouse
  - Potential GRTA route from central Paulding (Dallas) to Lockheed Plant and back
  - Rubber tire transit on Silver Comet Trail
  - Need to expand Park and Ride Lot at fire station (space was reduced by a new Kroger)
  - Chattahoochee Tech property is option for a transit lot

  - Express bus downtown through LCI Study
  - GRTA route has high ridership in Paulding, but newcomers do not want transit

- **Sidewalks**
  - Better sidewalks in Downtown Dallas and Hiram
  - Increase sidewalks in City areas
  - More sidewalks needed in Hiram and throughout county

- **Trails**
  - Better access from activity centers to Silver Comet Trail
  - Bike and trail connections to the Silver Comet Trail
  - More trailheads along Silver Comet Trail
  - More connectivity between Ben Hill Strickland Park and Silver Comet Trail
  - Better pedestrian connections across SR 92 for Ben Hill Strickland Park
  - Recreation needs
  - More connections from developments to Silver Comet Trail
  - Sidewalk connections and pedestrian bridges in Hiram
  - Potential pedestrian bridges along SR 6/US 278 and SR 92
  - Silver Comet Trail bridge

- **Access Management**
  - Access management in Hiram, along SR 92 and SR 6/US 278
  - Non-Area Specific
  - Better access management and stop lights
  - Limited access with connectivity
  - Possible new limited access roads
  - Need more limited access roads
  - Restricted highways
  - Increased and improved access to Interstates
  - Limited access corridors to connect entire county
  - Service roads with new commercial development that exhibit access management practices
  - Need ways to reduce congestion within shopping centers; vehicle paths are used as shortcuts
  - Block or grid network

- **Funding**
  - Traffic impact fees for county roads
  - ARC Grants for transportation funding
  - Look to Connect 6 Study as potential funding justification through the ARC.
  - Coordinate with cities and counties adjacent to Paulding for intersection improvements

5.0 POTENTIAL NEW ROADWAY CONNECTIONS

Construction of new roadways could meet the demand for travel between locations not efficiently linked by the existing roadway network. At this phase of the CTP Update, proposed roadways represent the perceived need for new connections. In the next phase of this study, the demand for these roadways, along with the cost and feasibility of their construction, will be assessed prior to any project's inclusion as a recommendation.

5.1 Methodology and Assessment

The needs analysis considered the demand for new roadway connections in terms of existing and projected future travel patterns throughout Paulding County. The study first considered travel patterns illustrated by the origins and destinations identified in the ARC Travel Demand Model. It then considered the data regarding residents' journey to work (2006-2010), available from the US Census American Community Survey (ACS).

5.1.1 Travel Patterns

The travel patterns from the ARC Travel Demand Model were derived from more than 10,000 household travel surveys conducted by the ARC. Understanding the dynamic of travel to and from the county and the magnitude at which inter-county travel occurs is important when prioritizing transportation needs. For this analysis, there are three categories of trips taken into account:

- Home Based Work (HBW) – Commuter trips from a person's home to their place of employment
- Home Based Other (HBO) – All other trips generated from a person's home
- Non-Home Based (NHB) – All other trips

Based on output from the ARC Travel Demand Model, 29 percent of HBW trips originating in Paulding County in 2015 are projected to be to jobs within the county, and another 31 percent of HBW trips are projected to be to Cobb County (**Table 3**). This is the result of limited employment opportunities within the county compared with greater opportunities in the nearest county to the east. Over time, as the number of jobs in Paulding increases, the number of HBW trips that stay within the county is projected to increase to the point Paulding is the largest county of employment, at as well, to 40 percent by 2040. This is a positive trend resulting from continued implementation of policies supporting goals and emphasis areas. Nevertheless, more than one-quarter of 2040 HBW trips are projected to be bound for Cobb County.

As shown in **Figure 2**, the bulk of trips for both HBW and HBO that leave the county are destined for Cobb County. Furthermore, trips destined for Fulton, Cherokee, DeKalb, and other eastern portions of the region must travel through Cobb to reach those destinations. These patterns indicate 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 support east/west movement. Population and employment densities will support that need and occur primarily within the eastern portion of the county.

Table 3: Travel Demand between Paulding County and Other ARC Counties – 2015, 2030, 2040

	Home Based Work		Home Based Other		Non-Home Based		Total	
2015	**Total Trips**	**Percent**	**Total Trips**	**Percent**	**Total Trips**	**Percent**	**Total Trips**	**Percent**
Paulding*	37,056	29%	308,294	71%	130,168	68%	**475,519**	**63%**
Cobb	39,314	31%	75,177	17%	39,532	21%	**154,023**	**20%**
Douglas	10,013	8%	21,762	5%	10,178	5%	**41,952**	**6%**
Fulton	16,698	13%	7,146	2%	3,473	2%	**27,317**	**4%**
Bartow	7,283	6%	8,955	2%	3,767	2%	**20,006**	**3%**
Carroll	6,477	5%	8,264	2%	2,860	1%	**17,600**	**2%**
Cherokee	3,059	2%	3,127	1%	1,749	1%	**7,935**	**1%**
DeKalb	2,798	2%	1,293	0%	630	0%	**4,721**	**1%**

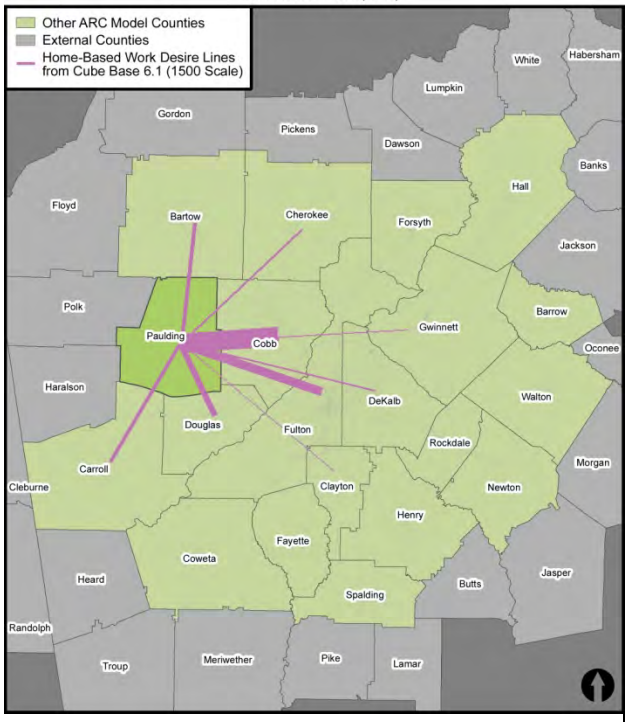
	Home Based Work		Home Based Other		Non-Home Based		Total	
2030	**Total Trips**	**Percent**	**Total Trips**	**Percent**	**Total Trips**	**Percent**	**Total Trips**	**Percent**
Paulding*	69,270	36%	471,200	73%	190,719	69%	**731,190**	**65%**
Cobb	57,805	30%	102,832	16%	51,845	19%	**212,482**	**19%**
Douglas	16,867	9%	30,852	5%	14,405	5%	**62,124**	**6%**
Fulton	19,205	10%	11,289	2%	4,472	2%	**34,966**	**3%**
Bartow	11,007	6%	12,105	2%	5,254	2%	**28,366**	**3%**
Carroll	8,500	4%	11,975	2%	4,313	2%	**24,788**	**2%**
Cherokee	4,041	2%	4,907	1%	2,527	1%	**11,474**	**1%**
DeKalb	3,202	2%	2,053	0%	772	0%	**6,027**	**1%**

	Home Based Work		Home Based Other		Non-Home Based		Total	
2040	**Total Trips**	**Percent**	**Total Trips**	**Percent**	**Total Trips**	**Percent**	**Total Trips**	**Percent**
Paulding*	97,188	40%	574,316	74%	234,077	71%	**905,581**	**67%**
Cobb	62,971	26%	116,613	15%	59,482	18%	**239,066**	**18%**
Douglas	19,588	8%	34,536	4%	16,657	5%	**70,781**	**5%**
Fulton	21,218	9%	13,811	2%	5,033	2%	**40,062**	**3%**
Bartow	14,222	6%	12,500	2%	6,405	2%	**33,127**	**2%**
Carroll	8,656	4%	15,072	2%	5,309	2%	**29,038**	**2%**
Cherokee	4,374	2%	5,851	1%	3,038	1%	**13,264**	**1%**
DeKalb	6,155	3%	2,474	0%	857	0%	**9,486**	**1%**

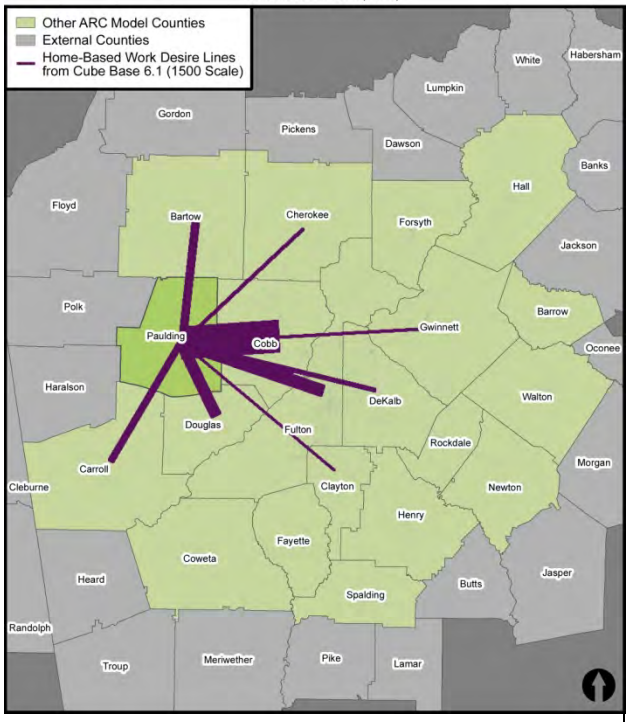
** Internal trips*
Source: ARC Travel Demand Model (2040)
Note: Totals may not equal 100% due to rounding.

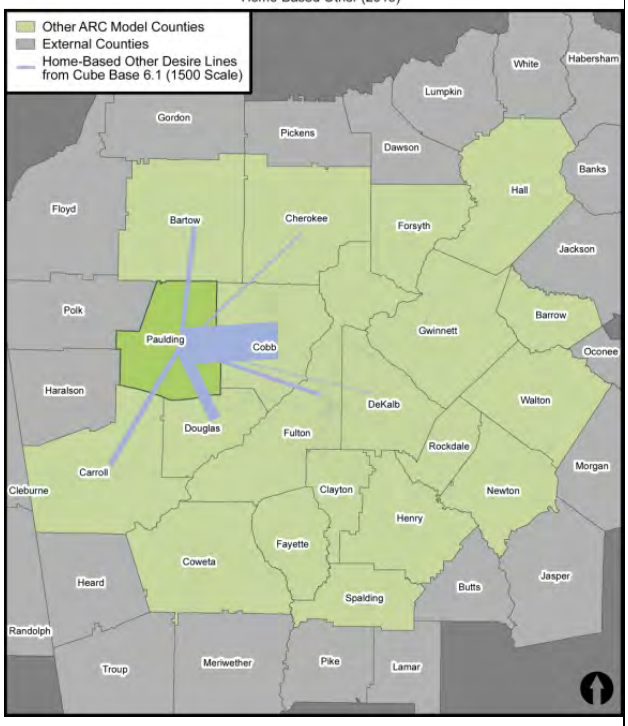
Figure 2: Origins and Destination – 2015 and 2040

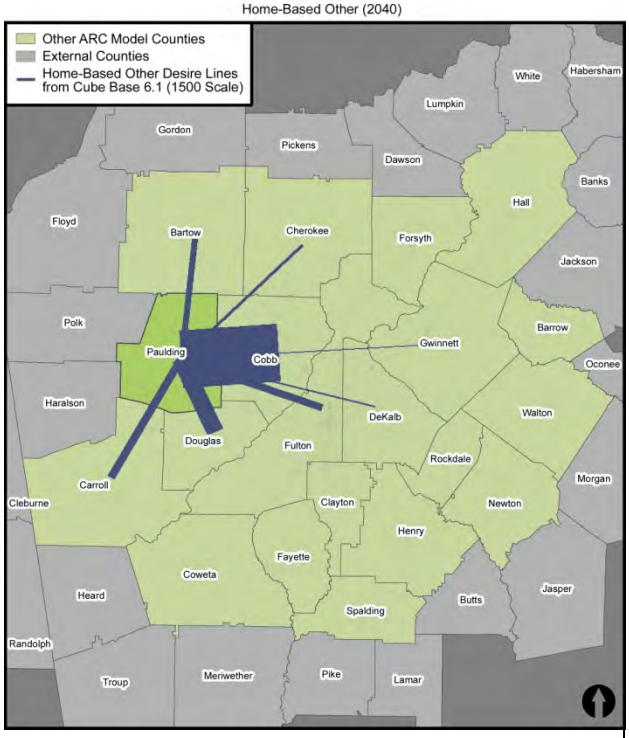
2015



2040







5.1.2 Journey to Work

In addition to ARC Travel Demand Model data, journey to work data from the previously mentioned US Census American Community Survey for 2006 to 2010 were analyzed to further assess travel patterns within the county (**Table 4**). This data represents the annual average of HBW trips to destination counties over the five-year period.

Table 4: US Census Annual Average of Journey to Work Destinations (2006-2010)

Destination County	Annual Average HWB Trips	Percent
Paulding*	16,392	26%
Cobb	23,055	37%
Douglas	4,609	7%
Fulton	10,045	16%
Bartow	1,201	2%
Carroll	1,090	2%
Cherokee	806	1%
DeKalb	1,638	3%
Gwinnett	1,132	2%
Other	3,095	5%
Total	**63,064**	**100%**

** Internal trips*
Source: American Community Survey 2006-2010

The US Census data largely agrees with the data pulled from the ARC Travel Demand Model, with some variations. Cobb, Paulding, Fulton, and Douglas Counties are found to be the top four destination counties within both data sets in the same order and general magnitude. However, the ACS estimates that more trips are destined for Cobb County than Paulding County (37% vs. 26%), while the ARC Travel Demand Model reports a similar share of total trips to each county (31% to 29%). The most striking difference between the data sets is that the ARC Travel Demand Model projects close to twice as many 2015 HBW trips that projected by the 2006-2010 ACS. The discrepancy is likely attributed to projected residential growth in 2015 and the effects of reduced labor participation resulting from the economic recession during the 2006-2010 survey years.

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.

5.2 New Roadway Needs

Based on the anticipated travel demand and lack of efficient direct connections between origins and destinations, a total of eight new roadway connections were identified as needs. The new roadway needs are listed in **Table 5** and mapped in **Figure 3**.

Table 5: Proposed New Roadway Connections

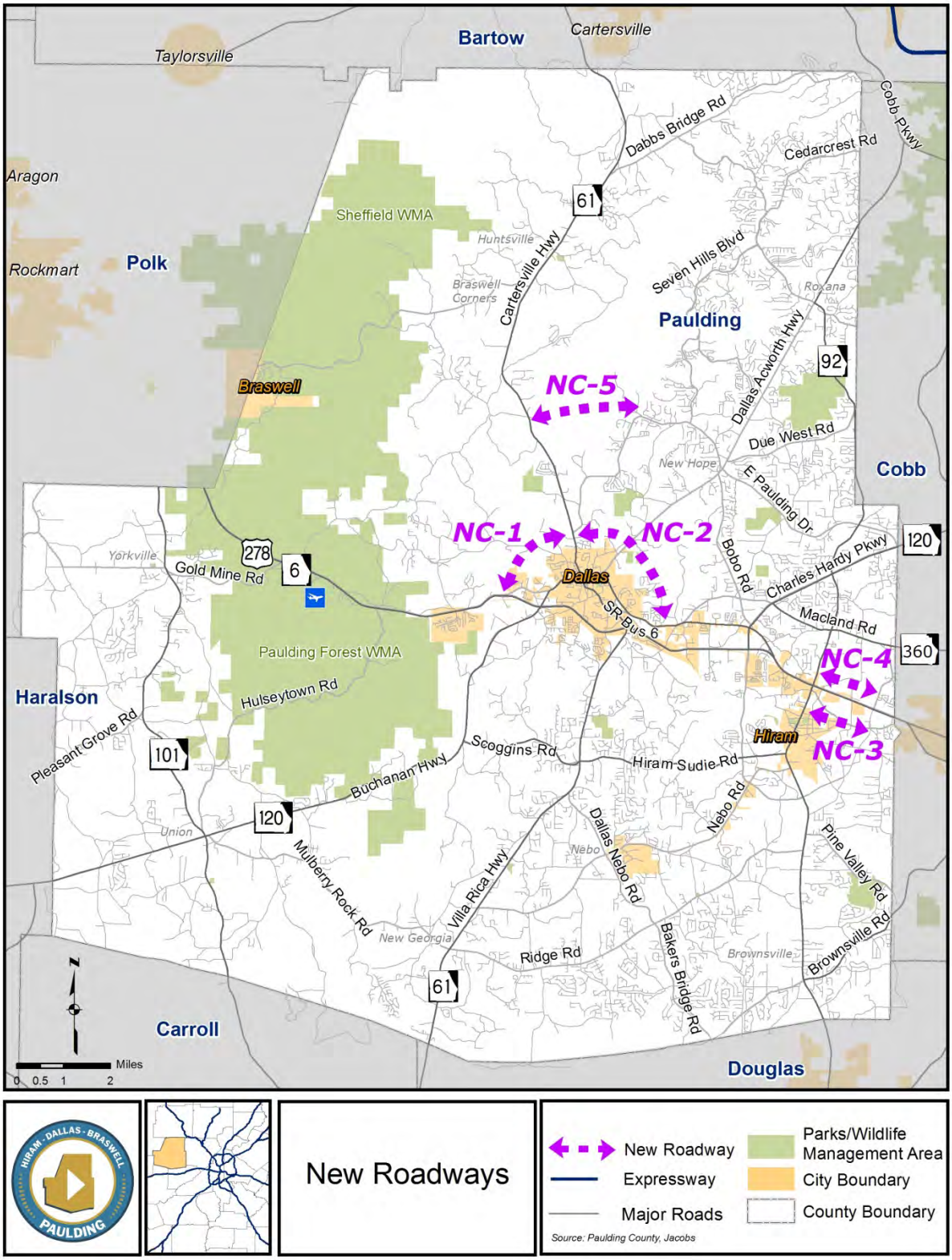
Connection Name	From	To	2008 CTP	Stakeholder Committee	Public Input
W. Dallas Bypass	SR 61	SR 6/US 278	X		X
E. Dallas Bypass	SR 6/US 278	SR 61		X	
Hiram Parallel Reliever - South of Jimmy Campbell	SR 92	Metromont Road		X	X
Hiram Parallel Reliever - North of Jimmy Campbell	SR 92	Lake Road		X	
West Paulding Connector	TBD	SR 61	X		
Mt. Moriah Connector	Seven Hills Blvd	Mt. Moriah Rd	X		
Old Cartersville Connector	Old Cartersville Road	SR 61	X		X
Scoggins Road Extension	US 278	SR 61 or SR 120			X

Source: Jacobs, 2008 CTP

Four of the proposed new roadway connections were included in the 2008 CTP, the Mt. Moriah Connector, Old Cartersville Connector, West Paulding Connector, and West Dallas Bypass. The West Dallas Bypass was proposed in the 2008 CTP to meet a major connectivity need that was identified. The 2008 CTP called for a feasibility study to assess the viability of a bypass and determine if it provides an improvement to traffic conditions in the area. A more detailed analysis of the bypass is in the *West Dallas Bypass Technical Memorandum*.

Four more connections were identified by the stakeholder committee and public input. Three of the connections were identified from the Stakeholder Committee: East Dallas Bypass, an east-west reliever road north of US 278/SR 6 (Jimmy Lee Smith Parkway), and an east-west reliever road south of US 278/SR 6 (Jimmy Lee Smith Parkway). Public input identified a final need for the Scoggins Road Extension.

Figure 3: New Roadway Connection Needs



6.0 ROADWAY CAPACITY

6.1 Methodology and Assessment

Roadway segments in need of additional capacity were identified through the analysis of current and projected level of service (LOS) and through discussions with the Stakeholder Committee and the public. LOS is a widely-used measure of roadway congestion, assigning a numeric assessment to traffic flow conditions. LOS ratings for roadway segments are based upon volume to capacity (V/C) ratios. This ratio compares the traffic volumes on a roadway with the carrying capacity of that segment of road. To assess existing and projected congestion levels on county roadways, LOS ratings were developed for 2015, 2030, and 2040 using the ARC Travel Demand Model (TDM). If 2015 LOS ratings were found to be an E or F rating, or if significant degradation was projected to occur from 2015 to 2030 or 2040, the need for additional roadway capacity was identified. The analysis compared whether segments were also identified by the 2008 CTP, the stakeholder committee, and/or the public to gauge overall priorities.

6.1.1 Impact of Programmed Projects

The need for additional capacity on some roadways will be met by several widening projects already programmed with committed funding in the Transportation Improvement Program (TIP). These projects are listed in **Table 6**. These projects have been included in the base TDM for the appropriate years, as existing or committed projects, due to their high likelihood of construction. Longer range projects that are planned but not programmed have not been included in the base TDM because they do not have secured funding and as a result future construction is more uncertain. These longer range projects will be analyzed in future modeling scenarios however to determine the impacts these projects will have on the transportation network and if there is a future need for these projects.

Table 6: Programmed Capacity Projects

Corridor/Route	Termini	ROW Year	CST Year	Network Year	GDOT PI#/ARC TIP #
State Route 92	Douglasville to Nebo Road	Auth	2017	2020	GDOT PI# 0007691/ARC TIP # PA-092A (GDOT Let Scheduled for January 2017)
State Route 92	Cedarcrest Road to Cobb County Line	2017	LR	2024	GDOT PI# 0006857/ARC TIP # PA-092E (GDOT Let Scheduled for June 2016)
State Route 360	SR 120 (Charles Hardy Parkway) to SR 176 (New Macland Road)	Auth	2018	2020	GDOT PI# 0006049/ARC TIP # CO-367 (Cobb County Jurisdiction Project) (GDOT Let Scheduled for July 2015)
State Route 61	Dallas-Nebo Road to US 278	2018	LR	2030	GDOT PI# 621570/ARC TIP # PA-061C1 (GDOT anticipate Let in 2020.)
State Route 92	Nebo Road to SR 120 (includes the bridge widening in Hiram – GDOT PI# 632921/ARC PA-027)	2018	LR	2030	GDOT PI# 621720/ARC TIP # PA-092B1 (GDOT Let Scheduled for October 2017)
State Route 92	Approx. East Paulding Middle School to Old Burnt Hickory Road	2018	LR	2030	GDOT PI# 0007692/ARC TIP # PA-092C (GDOT Let Scheduled for September 2019)
Cedarcrest Road	Harmony Grove Church Road to Cobb County Line	LR	LR	2030	Not in GDOT's Work Program/ARC TIP # PA-036B
Dabbs Bridge Road	SR 61 to US 41	LR	LR	2040	GDOT PI# 0001175/ARC TIP # PA-032 (GDOT Let Scheduled for February 2018)
Cedarcrest Road	SR 92 to Seven Hills Blvd	LR	LR	2040	Not in GDOT's Work Program/ARC TIP # PA-036C

LR = Action would take place beyond 2020; Auth = right-of-way acquisition is underway/completed

Source: GDOT Geotraqs, ARC TIP

6.2 Roadway Capacity Needs

Analysis of the segments that currently or are projected to experience poor LOS through 2040 reveals a significant need for increased roadway capacity through much of the county. Consistent with anticipated growth described in the *Existing Conditions Report*, the majority of segments are found in the more developed eastern portion of the county. Committee and public input confirmed the capacity needs on these segments. **Table 7** details the list of roadway segments with capacity needs identified through this process, as well as through input from the advisory committee and the public, and includes existing and projected LOS and traffic volumes. **Figure 4** displays these segments on a map.

Based on the roadway segment analysis, and exempting roadways already programmed for widening, there are eighteen segments in need of additional capacity in the county. Of these eighteen, 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 (Map ID #5)
- Dallas-Acworth Highway /Memorial Drive from East Paulding Drive to SR Business 6 (#6)
- US 278/SR 6 from SR Business 6 to Cobb County Line (#10)
- SR 101/113 from Carroll County Line to SR 120 (Buchanan Highway) (#11)
- SR 61 (Villa Rica Highway) from the Douglas County Line to Ridge Road (#13)
- SR 61 (Cartersville Highway) from SR Business 6 to Old Cartersville Road (#15)
- Hiram-Sudie Road from SR 61 to SR 92 (#23)
- East Paulding Drive from SR 92 to SR 120 (#26)

Additional review during the project recommendations phase will determine the priority ranking of capacity projects.

Figure 4: Roadway Capacity Needs

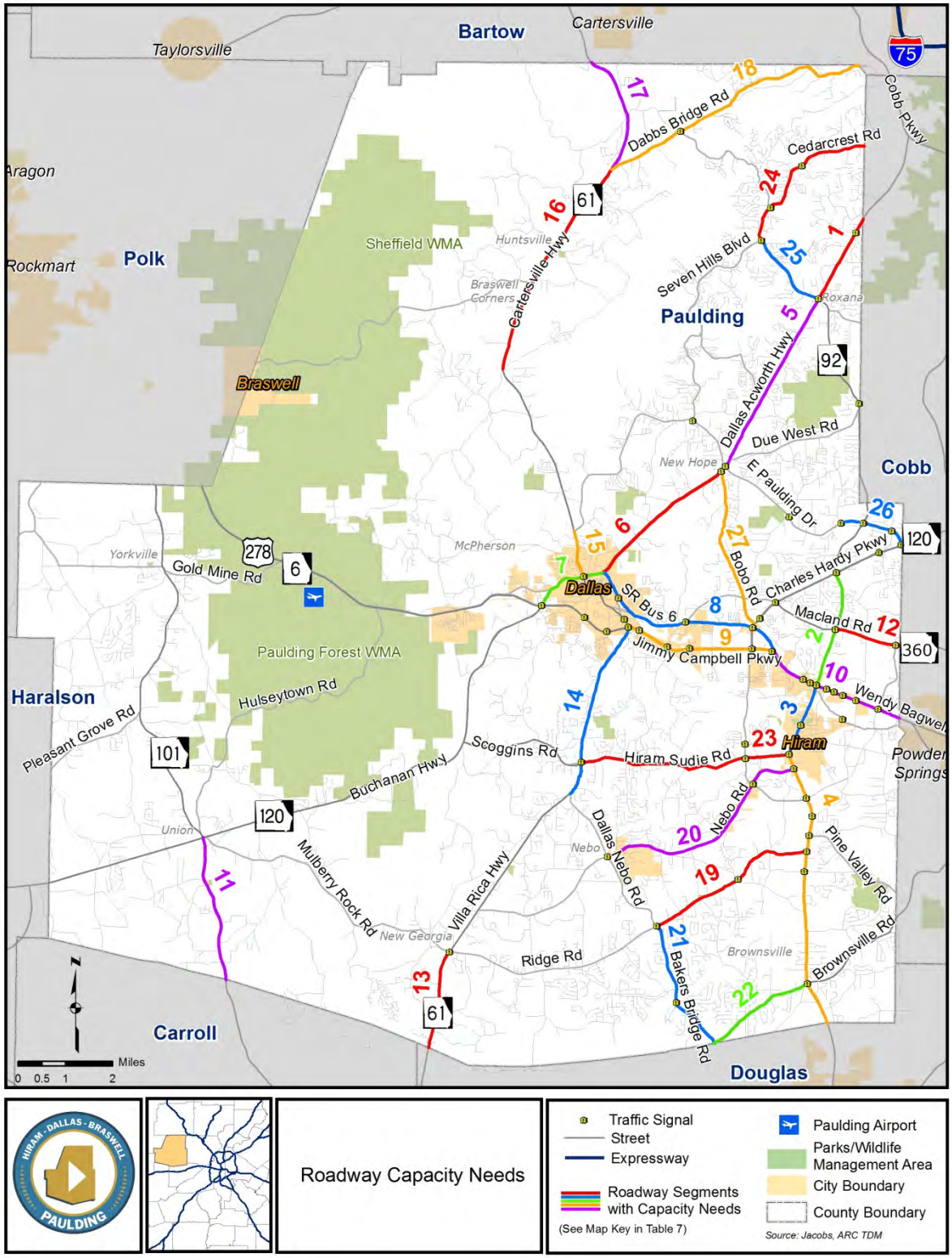


Table 7: Roadway Segments with Capacity Needs

Map Key	Roadway	From	To	Improvement	Existing Conditions Analysis						2008 CTP	Stake-holder Comm.	Public Input
					PM Peak Hour VC Ratio/LOS			Roadway Volume					
					2015	2030	2040	2015	2030	2040			
1*	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	Y	Y	Y
2*	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	Y	Y	Y
3*	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	Y	Y	Y
4*	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	Y	Y	Y
5	Dallas Acworth Highway	SR 92	E. Paulding Drive	Widen to 4 lanes	0.94/E	1.10/F	1.22/F	14,000	20,400	22,800			Y
6	Dallas Acworth Highway/Memorial Drive	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			Y
7	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			
8	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			
9	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			
10	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	Y		
11	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		Y	
12*	SR 360 (Macland Road)	Cobb County Line	SR 92	Widen to 4 lanes	0.94/E	1.02/F	1.11/F	20,200	27,800	30,700		Y	
13	SR 61 (Villa Rica Highway)	Douglas County Line	Ridge Road	Widen to 4 lanes	0.89/E	1.08/F	1.16/F	18,400	21,500	23,200	Y	Y	
14*	SR 61 (Villa Rica Highway)	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		Y	
15	SR 61 (Cartersville Highway)	SR Bus 6	Old Cartersville Road	Widen to 4 lanes	0.92/E	1.08/F	1.15/F	12,800	17,700	17,900	Y	Y	

Map Key	Roadway	From	To	Improvement	Existing Conditions Analysis						2008 CTP	Stake-holder Comm.	Public Input
					PM Peak Hour VC Ratio/LOS			Roadway Volume					
					2015	2030	2040	2015	2030	2040			
16	SR 61 (Cartersville Highway)	Mt. Moriah Road	Dabbs Bridge Road	Widen to 4 lanes	0.83/D	0.99/E	1.09/F	5,000	20,700	26,400	Y	Y	Y
17	SR 61 (Cartersville Highway)	Dabbs Bridge Road	Bartow County Line	Widen to 4 lanes	0.75/D	0.96/E	1.04/F	13,000	17,000	18,600	Y	Y	
18**	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	Y	Y	
19	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	Y	Y	
20	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			
21	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			
22	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			
23	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		Y	Y
24**	Cedarcrest Road	Harmony Grove Church Road	US 41	Widen to 4 lanes	0.42/B	0.68/C	0.75/D	11,300	14,900	16,300	Y	Y	
25**	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	Y	Y	
26	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	Y		
27	Bobo Road	Dallas-Acworth Highway	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)*

7.0 PAVEMENT CONDITION NEEDS

7.1 Methodology

A pavement evaluation and rating study was conducted to evaluate pavement conditions of roads in Paulding County. Based on recommendations from the Paulding County Department of Transportation, approximately 560 miles of the current 990 County-owned road miles (1500 of 3040 individual roads) were evaluated to determine the current condition within the existing County street system and assist in determining pavement maintenance needs.

The condition of the pavement for each of the roads was rated numerically using visual surface observation. All roads were rated by one person to reduce subjectivity. Ten distress types were used to rate the pavement condition (**Table 8**). Road condition scores represent the sum of all distresses where 60 is the worst possible rating, the best rating is 0, and 60 represents the worst conditions in every category.

Table 8: Road Rating Distress Scoring Guide

	Very Good	Good	Fair	Poor	Very Poor
Transverse Cracking	0	2	4	6	8
Longitudinal Cracking	0	2	4	6	8
Alligator Cracking	0	3	6	9	12
Patching/Potholes	0	2	4	6	8
Rutting	0	1	2	3	4
Edge Raveling	0	1	2	3	4
Roughness	0	1	2	3	4
Oxidation	0	1	2	3	4
Bleeding	0	1	2	3	4
Missing Stone	0	1	2	3	4

Source: August 2014 Paulding County Pavement Evaluation and Rating Study

The roadway condition rating assumed that all roads have to meet the standards of a newly paved road. Therefore dirt, gravel, and surface treated roads were rated poor. Roads within subdivisions which only had binder placed (and no topping) were also rated poor.

7.2 Analysis

Ratings were summed for each road based on the data collected. Roads ranked between a score of 0 to 9 (very good condition) and 55 to 60 (no topping condition). See **Table 9** for a summary of the conditions and needs associated with the road pavement ratings.

Table 9: Road Pavement Ratings in 2014

Score	Condition	Needs
60-55	No Topping	Rehabilitation, milling and/or full depth paving needed.
54-44	Very Poor	Significant patching & isolated rehabilitation before resurfacing.
43-34	Poor	Patching and resurfacing
33-20	Fair	Resurfacing
19-10	Good	Assume to be in good condition
9-0	Very Good	Assume to be in good condition

Roads ranking between 0 and 19 were assumed to be in good condition and not in need of immediate attention. 106 roads rated between 55 and 60 were assumed to need more than resurfacing. These roads were then excluded from further needs determination analysis.

7.3 Pavement Condition Needs

Out of the 1500 roads selected for the rating, the 70 roads that scored between 34 and 54 and that should be considered for future resurfacing are listed in **Table 10**. (Road segment termini markers include intersecting roadways, facility end points, and addresses of nearby structures.) These roads all scored in the 'Very Poor' or 'Poor' condition category and need patching prior to resurfacing. Fifty one of the 70 pavement resurfacing needs roads are located within subdivisions. None of the roads are currently included in the Paulding County DOT projects that are listed under construction, under design, or long range projects under design.

Table 10. Selected Roads with Pavement Resurfacing Needs

No.	Road Name	From	To	Rating Miles/ Subdivision*	Pavement Condition (score)
1	Berkshire Lane	Berkleigh Trails Dr	End	0.213/ Berkleigh Trails*	Very Poor (52)
2	Berkten Court	Bershire Ln	End	0.061/Berkleigh Trails*	Very Poor (52)
3	Coalson Corner Rd	Haralson County Line	Garner Rd	0.064	Very Poor (50)
4	Patrick Dr	Atcheson Rd	173 Patrick Dr	0.3	Very Poor (50)
5	Ruff Rd	Haralson County Line	Garner Rd / Marks Rd	0.363	Very Poor (50)
6	Toms Dr	Frey Rd	Enice Path	0.079	Very Poor (50)
7	Mary Lane	Hitchcock Rd	252 Mary Lane	0.23/Lake Avalon*	Very Poor (44)
8	Taff Rd	Bartow County Line	End	0.008	Very Poor (44)
9	Mulberry Way	Cedar Creek Dr	111 Mulberry Way	0.11/Cedar Creek*	Poor (43)
10	Summer Glen Way	Dogwood Trail	107 Summer Glen Way	0.087/Summer Glen*	Poor (43)
11	Glenmark Lane	Holland Rd	118 Glenmark Lane	0.103/Summer Glen*	Poor (42)
12	Plantation Lane	Picketts Ridge	166 Plantation Lane	0.163/Picketts Plantation*	Poor (42)
13	Walker Court	Timothy Dr	35 Walker Court	0.026/Burnt Hickory Estates*	Poor (42)
14	Zion Church Rd	R C Thompson Rd	Old Yorkville Rd	1.21	Poor (42)
15	Limestone Ln	Cobblestone Ct	110 Limestone Ln	0.104/Fieldstone Lane*	Poor (41)
16	Bethel Church Rd	Ridge Road	Hwy 92	1.651	Poor (40)
17	Holder Rd	E. Memorial Dr	End	0.41	Poor (40)
18	Meadowview Lane	Highpoint Crossing	End	0.165/Meadowbrook*	Poor (40)
19	Mindy Court	Nellrose Ln	37 Mindy Court	0.031/Burnt Hickory Estates*	Poor (40)
20	Park Ave W	Mt. Tabor Church Rd	Parkway Ct	0.187/Park Place Estates*	Poor (40)
21	Benson Dr	Durham St	Buchanan St	0.185	Poor (39)
22	Cobblestone Ct	Cohran Store Road	255 Cobblestone Ct	0.245/Fieldstone Walk*	Poor (39)
23	Kimball Ct	Abbington Ln	70 Kimball Ct	0.061/Abington*	Poor (39)
24	Linda Lane	Cleburne Pkwy	End	0.582/Greenfield Chase*	Poor (39)
25	Nebo Dr	Nebo Rd	End	0.09/Nebo Gardens*	Poor (39)
26	Park Ave E	Parkway Ct	264 Park Ave E	0.256/Park Place Estates*	Poor (39)
27	Stallion Run	Derby Run	End	0.207/Saddle Brooke Farms*	Poor (39)
28	Stephen Ct	Tracey Lane	41 Stephen Ct	0.034/Burnt Hickory Farms*	Poor (38)
29	Thomason Rd	Buchannan Hwy	End	0.305	Poor (38)
30	Timber Chase Dr	Marietta Hwy	144 Timber Chase Dr	0.185/Timber Chase*	Poor (38)
31	Chadds Vw	Picketts Ridge	294 Chadds Vw	0.284/Picketts Plantation*	Poor (37)
32	Cove Drive	258 Cove Drive	Spring Dr	0.247/Hiram Cove*	Poor (37)
33	Misty Ridge Trail	128 Misty Ridge Trail	Misty Ridge Place	0.125/Misty Ridge*	Poor (37)
34	Summer Creek Dr	Due West Road	520 Summer Creek Dr	0.502/Summer Creek*	Poor (37)
35	Sunset Ct	Park Ave E	97 Sunset Ct	0.16/Park Place Estates*	Poor (37)
36	Brooks Rackley Rd	East Paulding Dr	Holland Road	1.233	Poor (36)
37	Crabapple Trail	Cedar Creek Dr.	227 Crabapple Trail	0.222/Cedar Creek*	Poor (36)
38	Crown Ct	Highpoint Crossing	End	0.045/Northcrest*	Poor (36)
39	Greenhill Dr	Holland Rd	206 Greenhill Dr	0.194/Holland Hills*	Poor (36)
40	Lead Mountain Rd	Bartow County Line	Dabbs Bridge Rd	0.099	Poor (36)
41	Legend Dr	Mary Ln	288 Legend Dr	0.274/Lake Avalon*	Poor (36)
42	Mill Creek Hollow	5 Mill Creek Hollow	369 Mill Creek Hollow	0.424/Mill Creek Station*	Poor (36)
43	Prince Ct	Prince Ln	End	0.162/Barrington Farms*	Poor (36)

No.	Road Name	From	To	Rating Miles/ Subdivision*	Pavement Condition (score)
44	Savanna Ct	Creston Ct	End	0.122/The Meadows @ Northcrest*	Poor (36)
45	Settlers Ridge Lane	Old Mill Point	Settlers Ridge Lane	0.67/Settlers Mill*	Poor (36)
46	Singleton Rd	Carroll County Line	Haralson County Line	0.592	Poor (36)
47	Southern Springs Dr	Spring Meadows Ave	83 Southern Springs Dr	0.073/Sunset Peak*	Poor (36)
48	Steeple Chase Trl	Right End	End	0.242/Saddle Brooke Farms*	Poor (36)
49	Amber Trace	Williams Rd	Harbin Dr	0.295/Burnt Hickory Estates*	Poor (35)
50	Brandi Dr	Garmon Rd	282 Brandi Drive	0.277/Brandi Valley*	Poor (35)
51	Crestworth Crossing	Crestworth Place	End	1.073/The Meadows at Northcrest*	Poor (35)
52	Floyd Creek Church Rd	Polk County Line	Bartow County Line	0.576	Poor (35)
53	Millers Dr	131 Millers Drive	1 Millers Drive	0.119/Settlers Mill*	Poor (35)
54	Monticello Court	Senators Ridge Rd	181 Monticello Court	0.169/Senators Ridge*	Poor (35)
55	New Home Rd	New Vinson Mtn. Rd	Crawford Rd.	0.349	Poor (35)
56	Riders Rd	Trotter Way	End	0.089/Saddle Brooke Farms*	Poor (35)
57	Ruff Harris Rd	Marshall Fuller Rd.	Hwy 61	0.131	Poor (35)
58	Summer Glen Place	Dogwood Trail	134 Summer Glen Place	0.105/Summer Glen*	Poor (35)
59	Sunset Dr	Macland Rd	FH @ 299	0.396	Poor (35)
60	Wellspring Point	185 Wellspring Point	2 Wellspring Point	0.177/Settlers Mill*	Poor (35)
61	American Ave	Braswell Mt. Road	3563 American Ave.	0.297	Poor (34)
62	Eaves Dr	Buchanan Hwy	Goodman Rd	0.05	Poor (34)
63	Harrison Lane	Timothy Dr	End	0.085/Burnt Hickory Estates*	Poor (34)
64	Lake Avalon Court	102 Lake Avalon Ct	Mary Lane	0.087/Lake Avalon*	Poor (34)
65	Paris Ct	Gail St	158 Paris Court	0.134/Denton Manor*	Poor (34)
66	Pilgrim Lane	Hiram Douglasville Hwy	End	0.462/Pilgrims North*	Poor (34)
67	Russell Drive	3 Russell Drive	Crocker Lane	0.31/Carrington Chase*	Poor (34)
68	Sleepy Hollow Trail	Hickory Glen Way	End	0.133/Hickory Glenn*	Poor (34)
69	Willowbrook Ct	Left End	End	0.222/Cedar Crest Plantation*	Poor (34)
70	Woodwind Drive	Holly Springs Rd	1212 Woodwind Drive	1.159/Sunset Mountain*	Poor (34)

*Subdivisions where study roads are located

8.0 INTERSECTIONS

8.1 Methodology and Assessment

Even roadways with sufficient capacity may experience delays and bottlenecks due to operational issues at intersections. This needs analysis identified intersections in need of potential improvements using data gathered for the Existing Conditions Report, the previous 2008 CTP, and from committee and public input, as follows:

- Analysis from the *Inventory of Existing Conditions Report* – Three areas of the existing conditions analysis were considered in the intersection analysis: the number of crashes, the level of freight traffic, and the amount of delay.
- Recommended for improvement in the 2008 CTP – All of the intersections identified from the existing conditions analysis were previously identified for improvement in the 2008 CTP. Other intersections identified in the previous plan have been since improved or are in the Paulding SPLOST work program.
- Committee and Public Input – Most of the input received during the committee and public meetings confirmed the needs identified through the existing conditions analysis. This input is noted in **Table 11**.

This analysis focused on identifying projects needed to fix operational and safety issues and could be completed in the next ten years with County funds. Intersection improvement projects were therefore planned and evaluated on an individual basis, not as a network.

8.2 Intersections Improvement Needs

Three intersections identified as being in need of improvement within the 2008 CTP, which have not yet been completed, were also identified by the public or stakeholders for this effort:

- SR 120 (Buchanan Highway) - SR 101
- SR 360 (Macland Road) - SR Business 6 (Merchants Drive)
- SR 101 - Gold Mine Road

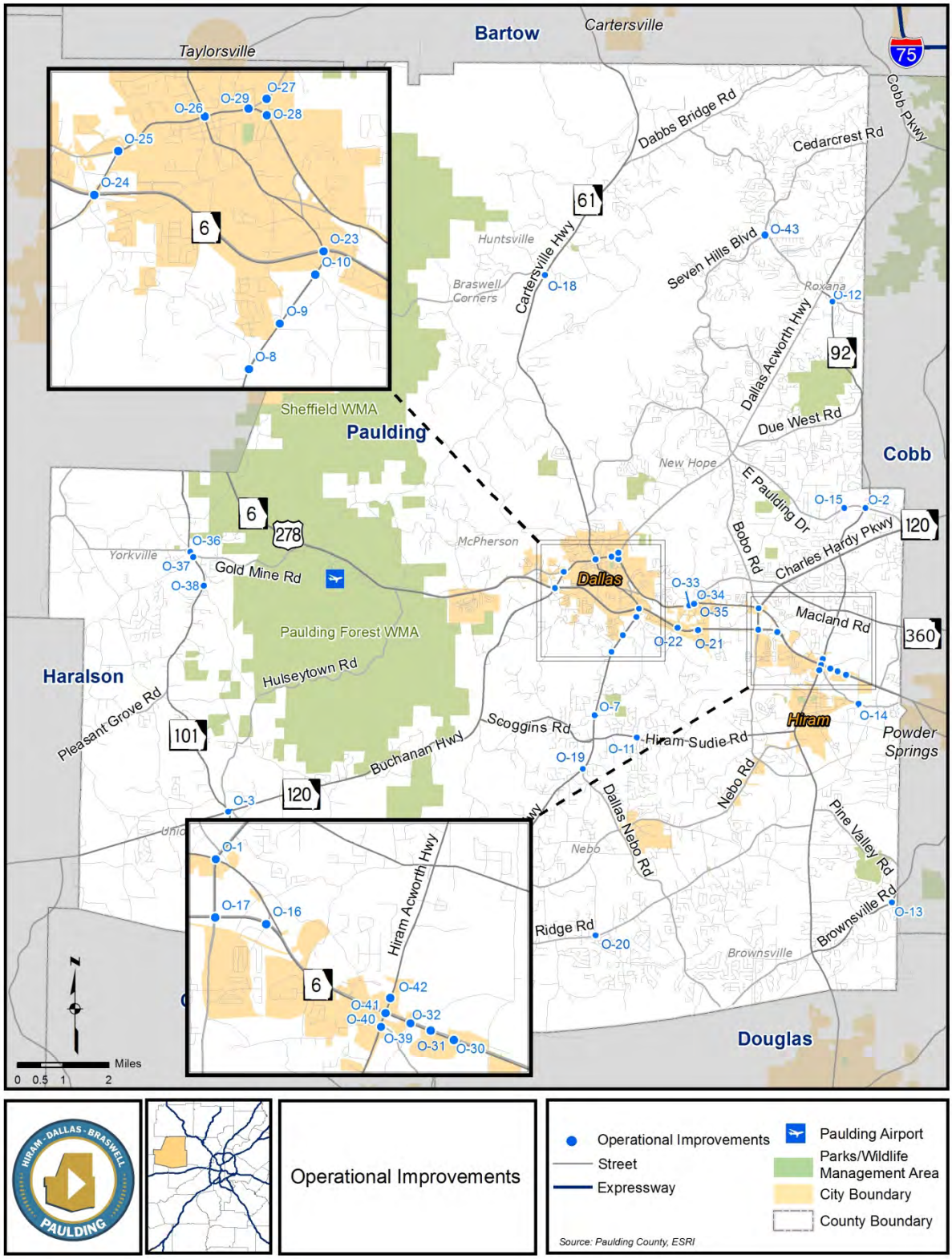
These needs should be considered priorities. Overall, 42 intersections needing improvement were identified (**Table 11**). As can be seen from **Figure 5**, most of the identified intersections are along major roadways that have also been identified as in need of capacity improvements. Intersection improvements may improve operations in the short term along these facilities until they can be widened. Detailed analysis of the identified intersections, along with potential improvements for each, is presented in the *Intersection Analysis Technical Memorandum* and will be utilized in determining this study's recommendations.

Table 11: Universe of Intersection Operations Needs

No.	Intersection Name	Existing Conditions Analysis			2008 CTP	Stakeholder Committee	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		
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		
0-27	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			
0-30/31	SR Business 6 – Old Harris Road and/or Business SR 6 – Coach Bobby Dodd Road	X	X	X		X	
0-32	Macland Road – SR Business 6 (Merchants Drive)	X	X	X		X	
0-33/34	SR 101 – Gold Mine Road and/or SR 101 – Holly Springs Road	X	X		X		
0-35	SR 101 – Old Yorkville Road	X	X	X	X	X	X
0-36/37	SR 92 – Rosedale Drive and/or Hiram Crossing Shopping Center	X		X	X	X	X
0-38	SR 92 – US 278/SR 6 (Jimmy Lee Smith Parkway)						
0-39	SR 92 – Paulding Commons Shopping Center (Hobby Lobby)	X	X	X		X	X

Source: ARC, GDOT, Jacobs

Figure 5: Universe of Intersection Operations Needs



9.0 TRANSIT AND TRAVEL DEMAND MANAGEMENT NEEDS

9.1 Transit Needs Identification Methodology

Transit needs were identified in four 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.

9.2 Transit Needs

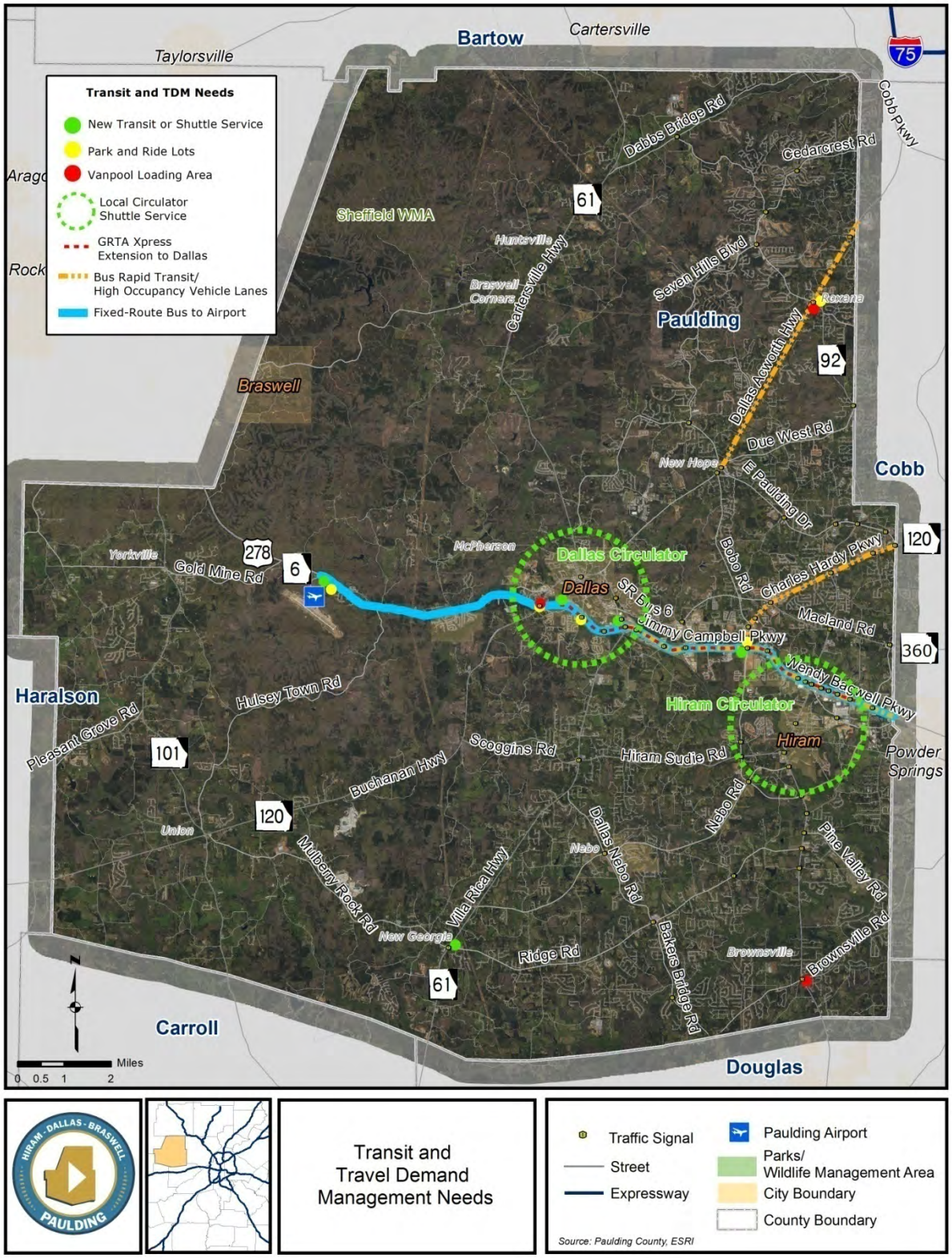
Identified needs for new service are listed in **Table 12** and mapped in **Figure 6**. The 2008 CTP identified a need for circulator systems in Dallas and Hiram, fixed-route bus along US 278/SR 6, arterial Bus Rapid Transit (BRT)/High Occupancy Vehicle Lanes (HOV) on several major roadways, and new GRTA service within the county and to locations in Cobb County. Except for the need for arterial BRT/HOV service along SR 92/Dallas Acworth Highway, all of the needs from the previous CTP were reaffirmed by existing conditions analysis.

Table 12: New Transit or Shuttle Service Needs

New Service	2008 CTP	Stake-holder 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

Figure 6: Transit and Travel Demand Management Needs



In addition, the need for new transit or shuttle service to the Paulding Government Center, Wellstar Paulding Hospital, was identified by existing conditions analysis and stakeholder or public input. The need for new GRTA service to Marietta via SR 120 or Cumberland via SR 360 was substantiated by existing conditions analysis but not supported by stakeholders or the public.

The continued need for human services transit was identified within the 2008 CTP completed in 2008 and was confirmed by the Stakeholder Committee. This was also corroborated by the demographic analysis, which identified a growing senior population which increases the demand for this type of service.

9.3 Travel Demand Management Needs Identification Methodology and Analysis

The goal of Travel Demand Management (TDM) is to reduce or accommodate traffic on existing facilities without additional investments in infrastructure. TDM strategies include carpooling or encouraging telecommuting. This analysis explored the need for investment in park and ride lots and vanpool lots to accommodate ridesharing in the county.

As elsewhere, the need for new service in these four areas was evaluated in terms of inclusion in the previous 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. (The 2008 CTP did not consider the need for new park and ride lots.)

9.4 Travel Demand Management Needs

The Stakeholder Committee identified four locations where new park and ride lots may be needed: Crossroads Community Center, US 278 at Seaboard Drive, and US 278 at SR 120. Locations were confirmed by the existing conditions analysis. The new park and ride lot needs are listed in **Table 13** and mapped in Figure 5.

Table 13: New Park and Ride Lot Needs

New Park and Ride Lots	2008 CTP	Stake-holder 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

The need for the development of a Paulding County Vanpool program was identified by the 2008 CTP and confirmed by existing conditions analysis. Two new vanpool lot location needs were identified by the stakeholder committee and confirmed by existing conditions analysis, at Crossroads Community Center and SR 120 at US 278. New vanpool lot needs are listed in **Table 14** and mapped in Figure 5.

Table 14: Vanpool Needs

Vanpool Needs	2008 CTP	Stake-holder 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

10.0 BICYCLE AND PEDESTRIAN NEEDS

10.1 Methodology for Identifying Bicycle and Pedestrian Needs

The types of bicycle and pedestrian facilities assessed for this analysis are:

- Sidewalk segments
- Multi-use trails
- Pedestrian crossings of roadways
- Trailheads (access points along the Silver Comet Trail with parking facilities)
- Bicycle lanes
- Extended bicycle shoulders along roadways

10.1.1 Sidewalk Analysis

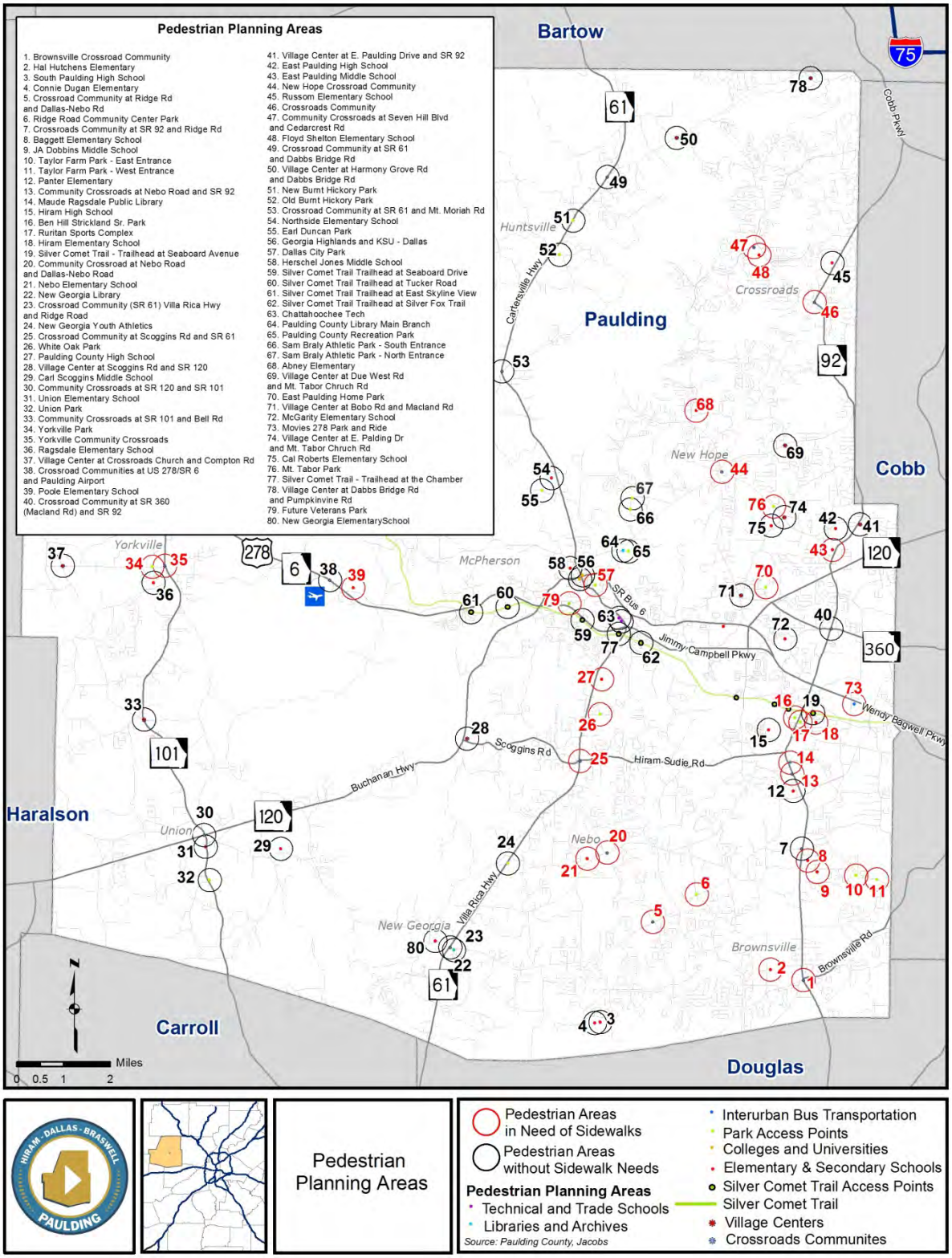
This analysis involved identifying missing sidewalk segments in pedestrian-priority areas where sidewalk connections are most needed. Pedestrian priority areas are located within one-quarter-mile radii around major pedestrian destinations, such as park entrances, schools, colleges, libraries, Silver Comet Trail access points and the GRTA park and ride lot (one-quarter mile is considered a comfortable walking distance). Commercial areas identified as future Village Centers or Crossroads Communities on the Future Development Map were also considered to be priority pedestrian planning areas. There are 80 pedestrian priority planning areas in the county, as shown in **Figure 7**. Sidewalk connections to large-lot rural residential areas were not identified as a priority need given their low residential densities.

10.1.2 Silver Comet Accessibility Analysis

A detailed analysis of potential enhancements and opportunities to improve overall accessibility to the Silver Comet Trail, was documented in the *Silver Comet Trail Accessibility Analysis Technical Memo*. The analysis had two components:

- Crossings Access Analysis – An assessment of existing roadway crossings of the Silver Comet Trail for potential new trailheads to the facility. For the purpose of this analysis, a trailhead is defined as an access point with parking facilities.
- Existing Trail Access Analysis – An assessment of existing accessibility and visibility of existing trailheads and access points (trail connections without parking facilities) to surrounding land uses and their need and potential for expansion.

Figure 7: Pedestrian Planning Areas



10.1.3 Other Bicycle and Pedestrian Needs

Other bicycle and pedestrian needs were beyond sidewalks and access to the Silver Comet Trail was identified through Stakeholder Committee and public input, through the use of map-based needs identification exercises at meetings and events, and through the community survey. Input was collected regarding needs in the following areas: pedestrian crossings, sidewalk segments, trailheads on the Silver Comet Trail, multi-use trails, bike lanes, and extended shoulders.

10.2 Summary of Pedestrian and Bicycle Needs

10.2.1 Sidewalk Segments

The sidewalk network within pedestrian priority areas was analyzed for gaps. Areas without sidewalks, or segments of these networks that were missing sidewalks, were inventoried to create a list of needed sidewalk segments (**Table 15**). Needed sidewalk segments, along with the remainder of the bicycle and pedestrian needs discussed in this section, are shown in **Figure 8**.

A total of 46 sidewalk connections were identified for new construction. These deficiencies are typically missing sidewalk segments between residential subdivisions and pedestrian destinations (schools, parks, libraries, etc.). The missing segments are needed to create a complete sidewalk network in the pedestrian priority areas, and would allow pedestrians to walk from one point to another on continuous sidewalk.

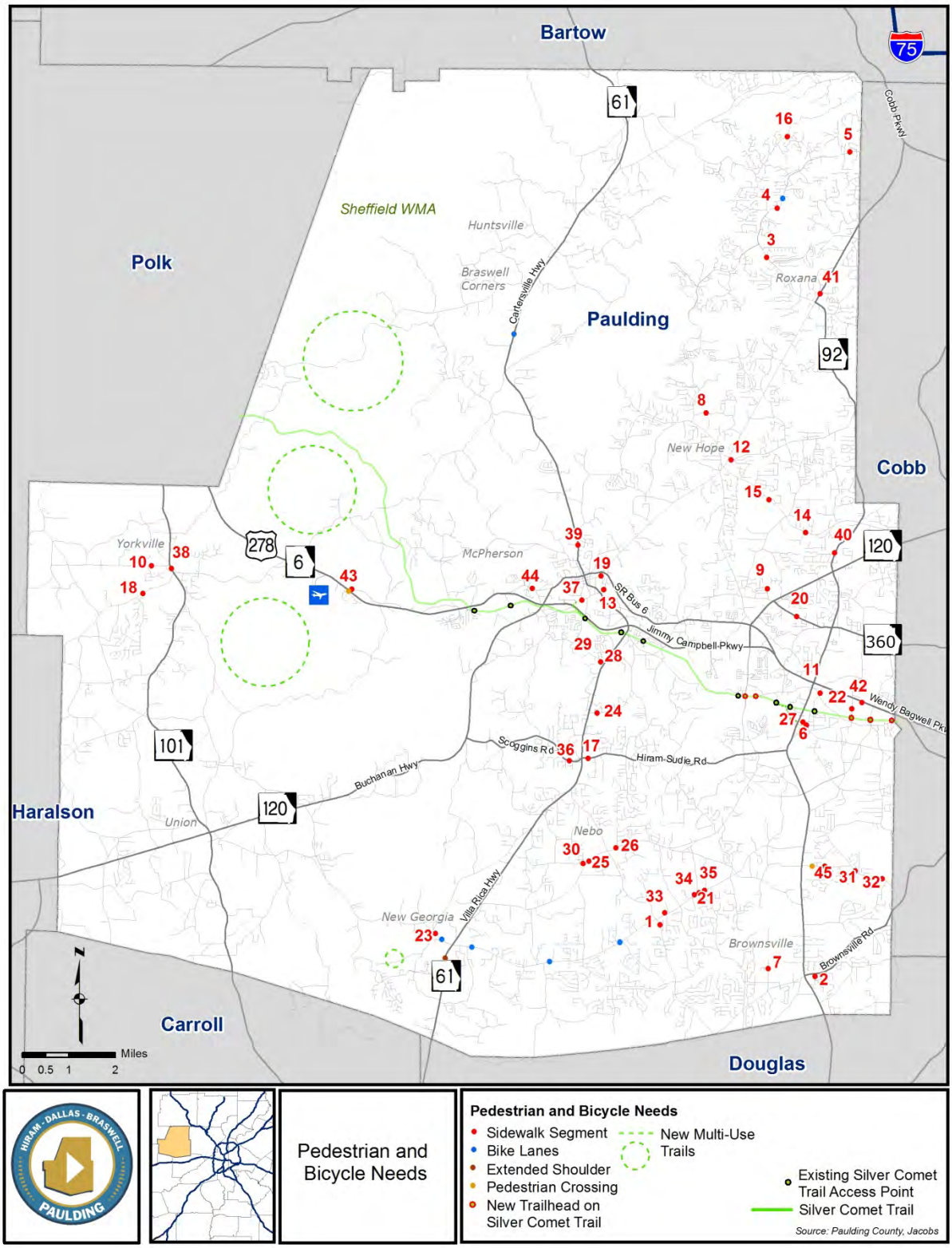
Table 15: Sidewalk Segment Needs

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
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 Rd	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	E. Foster Avenue	Dallas City Park	Hardee Street	X	X	
14	East Paulding Drive	Lost Meadows Dr	Hope Drive	X	X	

Map Key	Sidewalk Segment	From	To	Source of Needs Identification		
				Pedestrian Analysis	Stakeholder Committee	Public Input
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	
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 School	Four Oaks Drive	X	X	X

Source: Jacobs

Figure 8: Pedestrian and Bicycle Needs



10.2.2 Pedestrian Crossings

The need for two pedestrian crossings was identified. In both cases, there were two locations that the public expressed an interest in walking between, but had found the crossing of an existing roadway unsafe. The first need is for a pedestrian crossing of Williams Lake Drive that would connect sidewalk segments on opposite sides of the road just east of JA Dobbins Middle School. The second need is for a pedestrian connection across US 278/SR 6 between the residential subdivision on Clear Creek Drive and Poole Elementary School on Wayside Lane. However, it should be noted that an at-grade connection at this location would be unsafe.

10.2.3 New Silver Comet Trail Trailheads

The need for a new trailhead, or an area where users can drive and park along the trail, exists in those areas where the public wishes to have access to the Silver Comet Trail but where there is no access point currently available. This analysis found the most need was for a trailhead at Metromont Road, but identified six locations where new trailheads for the Silver Comet Trail may be needed (**Table 16**). For more detail, please access the *Silver Comet Accessibility Analysis Technical Memorandum.*

Table 16: Potential Trailheads on 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

10.2.4 Multi-Use Trails

New multi-use trails are needed in areas where the public wishes to walk or bike between two points, either for transportation or recreation, but existing connections are either absent or unsafe for modes other than automobiles. The needed multi-use trails are listed in **Table 17**. Many of these proposed trails include extensions or trail spurs connecting to the Silver Comet Trail.

Table 17: Multi-Use Trail Needs

New Trail	Location	Source of Needs Identification		
		Silver Comet Trail Analysis	Stake-holder Comm-ittee	Public Input
Within the Paulding Forest WMA	South of Silver Comet Trail		X	
Within the Paulding Forest WMA	North of Silver Comet Trail		X	
North of Hulseytown Road	Between Paulding Northwest Atlanta Airport and Hulsetown Road		X	
Near Peg Cole Bridge Road	Between Georgian Parkway and Peg Cole Bridge Trail		X	
Strickland Park Connection	Between Weddington Road and Strickland Park	X		
S. Main and US 278 (Dallas)	Between Government Complex and Seaboard Trailhead	X		

Source: Jacobs

10.2.5 Bicycle Lanes

The need for bicycle lanes exists in areas where the public wishes to bicycle but existing roadways are unsafe for bicyclists in mixed traffic. Four corridors, Mulberry Rock Road, Ridge Road, Old Burnt Hickory Road, and SR 61 (Cartersville Road), have been identified as in need of bicycle lanes (**Table 18**). The need for bicycle lanes along Ridge Road was initially identified by the advisory committee and has been confirmed through public input. The SR 61 corridor between Ridge Road and Georgian Parkway was identified as be in need of an extended shoulder rather than bicycle lanes due to roadway geometry.

The ARC's *Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan* recommends paved shoulder along US 278 from the Cobb County Line to Dallas to accommodate bicycle travel in Paulding County.

Table 18: 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 Road		X
Cedarcrest Road	Between Harmony Grove Church Road and Seven Hills Boulevard		X
SR 61	Between Ridge Road and Georgian Parkway		

Source: Jacobs

11.0 FREIGHT NEEDS

11.1 Methodology and Analysis

Heavy duty trucks exert a greater impact on the maintenance and design requirements of roadways than smaller vehicles. Their weight and need for turning radius require special accommodations along roadways designated as freight corridors and others with a high percentage of truck traffic. This analysis of freight needs in Paulding County considers existing commercial and industrial (freight-generating) land uses, previously identified AstroMap freight corridors, and truck percentages from the ARC Travel Demand Model to determine Paulding County's current and future freight capacity and safety needs.

This analysis identified multiple freight corridors in Paulding County, several clusters of potentially freight generating land uses, and several arterial corridors carrying a greater than average percentage of heavy truck traffic. These areas of interest were used to identify potential needs in terms of heavy truck accommodations and conflicts.

11.1.1 Freight Generating Land Uses

The presence of freight-generating commercial and industrial land uses was analyzed to help identify intersections and corridors in need of improvements to accommodate potential current and future truck traffic. Areas with significant commercial and industrial uses without access to high speed, managed access roadways designed to accommodate truck traffic demonstrate a need for freight-related improvements.

Freight generating land uses include industrial land uses (primarily light manufacturing and warehousing/distribution centers) and quarries. Two large quarries are located in the southwestern portion of the county off of SR 120 and Mulberry Rock Road. Two large industrial parks are located within the county - an industrial park north of Dallas located adjacent to Dallas Acworth Highway at Industrial Boulevard North and another east of Hiram adjacent to Rosedale Drive. Commercial land uses have also been included in this analysis. Large clusters of commercial uses can be found in Hiram and greater Dallas areas along the US 278/SR 6 and Merchants Drive corridors.

11.1.2 AstroMap Corridors

All ARC-identified AstroMap freight corridors were analyzed in terms of their ability to safely, efficiently carry heavy duty truck traffic. In Paulding County, there are two north-south corridors designated on the ASTRoMaP, SR 92 and SR 61, and one east-west corridor, comprised of combined segments of US 278/SR 6 and SR 120 (Charles Hardy Parkway). These corridors are mapped and discussed in greater detail in the *Existing Conditions Report*. Deficiencies such as narrow lanes, small turning radii, poorly marked and signalized intersections, and other obstructions were considered when determining current and future freight needs along these corridors.

11.1.3 Truck Volumes

A large percentage of truck trips along a roadway can result in a significant maintenance impact, as well as a need for access management policies, wide lanes, and significant turning lane storage. Truck volumes along major corridors in Paulding County were considered in order to identify all areas of major truck traffic, including those outside of the AstroMap plan. This analysis determined that the highest truck volumes and percentages within the county are found AstroMap-designated freight corridors, SR 92, US 278/SR 6, and SR 61, in that order. Truck volumes on Paulding County roadways are presented in **Table 19**.

Table 19: Major Roadway Heavy Truck Volumes and Percentages

Major Roadway	From	To	Daily Truck Volume 2015	Daily Truck Volume 2030	Daily Truck Volume 2040	Truck % 2015	Truck % 2030	Truck % 2040
SR 92	Cobb County Line	Hiram-Acworth Hwy	2,100	3,600	3,900	11%	10%	11%
	Dallas-Acworth Hwy	Cobb County Line	1,500	2,900	3,400	14%	13%	13%
	Cobb County Line	SR 120	1,600	3,100	3,600	9%	9%	10%
	SR 120	US 278/SR6	1,600	3,200	3,700	8%	8%	9%
	US 278/SR 6	Hiram-Sudie Rd	1,400	2,500	2,900	8%	9%	10%
	Hiram-Sudie Rd	Douglas County Line	1,500	2,900	3,500	7%	7%	7%
Dallas-Acworth Highway/ Memorial Drive	SR 92	E. Paulding Drive	600	700	600	7%	6%	4%
	E. Paulding Drive	Bus SR 6	500	600	600	4%	4%	4%
Business 6/Buchanan Street	Memorial Drive	US 278/SR6	300	300	300	3%	2%	2%
SR 120 (West)	US 278/SR 6	SR 120 (Conn)	300	200	300	4%	2%	3%
	SR 120 (Conn)	Haralson County Line	200	200	300	3%	2%	3%
SR 101/113	SR 120	Polk County Line	200	200	300	4%	3%	3%
	SR 120	Carroll County Line	700	800	1,000	5%	4%	5%
US 278/ SR 6	Polk County Line	SR 120	400	600	700	2%	2%	3%
	SR120	SR 61	600	800	1,000	2%	2%	3%
	SR 61	Business 6	1,200	1,500	1,500	3%	3%	3%
	Business 6	Cobb County	1,400	2,000	2,100	4%	4%	4%
Bus SR 6/Merchants Drive	US 278/SR 6	Memorial Drive	100	200	200	2%	2%	2%

Major Roadway	From	To	Daily Truck Volume 2015	Daily Truck Volume 2030	Daily Truck Volume 2040	Truck % 2015	Truck % 2030	Truck % 2040
SR 120	Cobb County Line	SR 92	600	900	1,000	2%	2%	2%
	SR 92	US 278/SR 6	700	800	900	2%	2%	2%
SR 360	Cobb County Line	SR 92	500	700	800	2%	2%	2%
	SR 92	SR 120	300	400	500	2%	2%	2%
SR 61	Douglas County Line	Ridge Road	1,000	1,200	1,300	6%	6%	6%
	Ridge Road	Hiram-Sudie Road	600	800	800	7%	7%	6%
	Hiram-Sudie Road	US 278/SR 6	600	900	800	4%	4%	4%
	US 278/SR 6	Old Cartersville Road	400	600	600	3%	4%	4%
	Old Cartersville Road	Mt. Moriah Rd	200	300	400	2%	3%	4%
	Mt. Moriah Rd	Dabbs Bridge Road	500	600	800	4%	4%	5%
	Dabbs Bridge Road	Bartow County Line	600	700	700	4%	4%	3%
Dabbs Bridge Road	SR 61	Bartow County Line	100	200	600	2%	4%	4%
Ridge Road	SR 61	Dallas-Nebo Road	100	200	200	2%	3%	2%
	Dallas-Nebo Road	SR 92	100	400	400	1%	3%	2%
Nebo Road	SR 61	Dallas-Nebo Road	100	100	200	2%	2%	3%
	Dallas-Nebo Road	SR 92	100	200	200	2%	2%	2%
Dallas-Nebo Road/Bakers Bridge Road	SR 61	Nebo Road	200	200	200	2%	2%	1%
	Nebo Road	Ridge Road	400	100	200	3%	1%	2%
	Ridge Road	Douglas County Line	400	400	500	3%	2%	3%
Sweetwater Church Road	Douglas County Line	SR 92	200	400	400	3%	4%	3%
Brownsville Road	SR 92	Cobb County Line	200	100	100	3%	2%	2%
Scoggins Road	SR 120	SR 61	0	100	100	0%	2%	1%
Hiram-Sudie Road	SR 61	SR 92	200	300	300	2%	2%	2%

Source: ARC TDM

11.2 Truck and Freight Needs

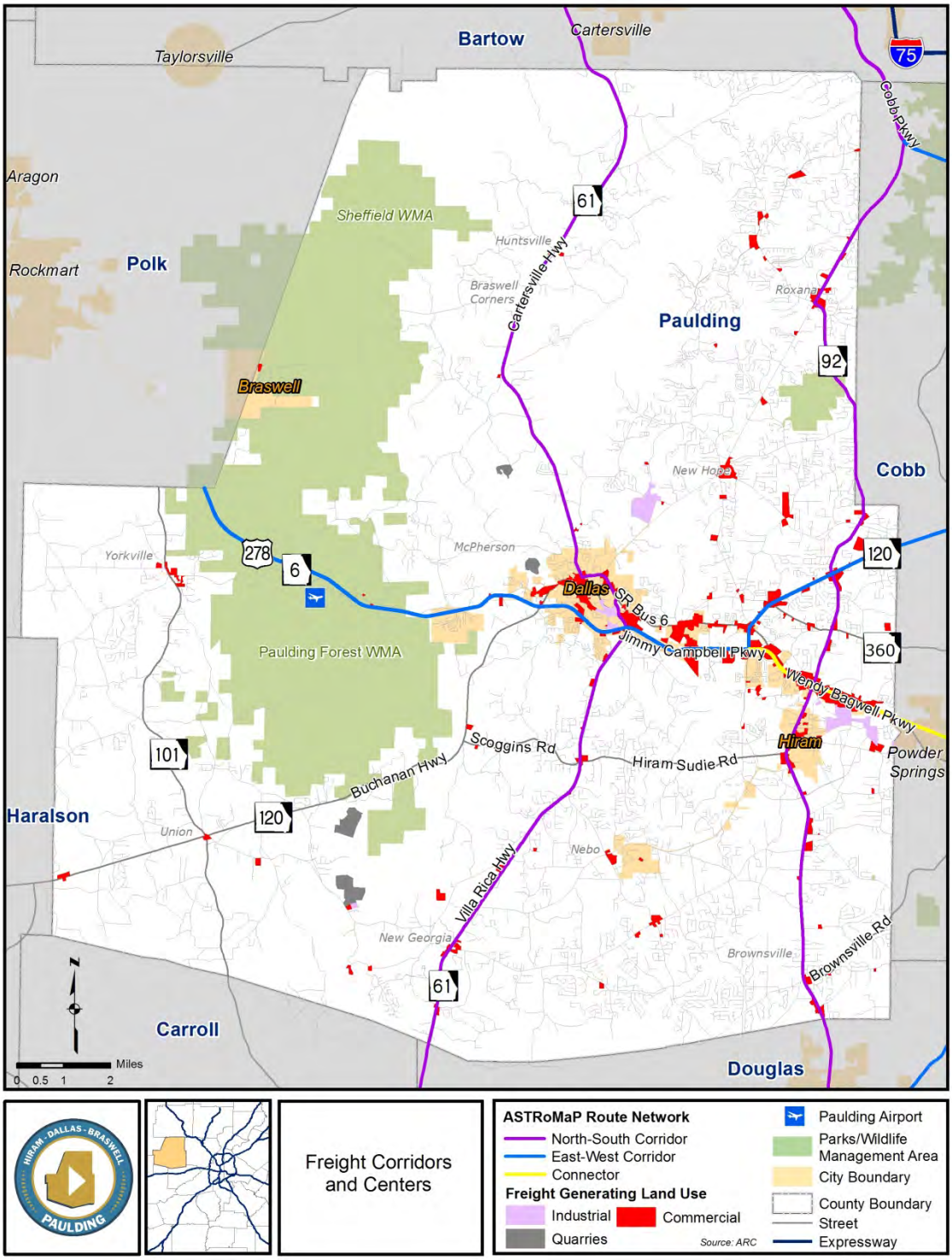
Freight related items of interest and areas with potential heavy truck related needs are mapped in **Figure 9**. The identified needs areas are primarily located where truck routes intersect town centers. Currently, these areas are adequately equipped to deal with truck traffic, but they may require maintenance or enhancements as they grow. Primary freight corridors such as SR 92 and SR 61 are already well equipped to deal with freight

traffic, featuring wide lanes, ample turning lane storage, and well paved and marked roadways. Features such as the bridge at the intersection of SR 92 and the Silver Comet trail prevent truck conflicts with pedestrian traffic.

Major trucking corridors are important to identify given their unique planning requirements. While rarely feasible, ideal roadway design for large trucks include lane widths of at least 12 feet, wide turning radii of 75 ft and clear-zones of 10 feet. Posted speed limits should be greater than 45 mph on truck routes to facilitate freight mobility. Traffic signals on freight corridors should be timed and coordinated to favor through traffic. Access management policies and regulations have been shown to maximize traffic flow on these types of corridors.

Due to Paulding County's continued residential growth, it is important to continue the access management and other policies which contribute to the effective separation of trucks from residential and town centers. Where trucks must pass through developing town centers, as in the case of SR 92 through Hiram, it is even more critical to ensure that these types of truck accommodations are built and maintained. As future roadways develop, truck-friendly bypasses may be considered in order to allow freight traffic to avoid conflicts with town centers in Dallas, Hiram, and elsewhere.

Figure 9: Freight Needs Areas



12.0 SYSTEM NEEDS

With limited available funding it is more important than ever to consider lower cost solutions that provide system improvements. Smaller investments in access management, signal optimization, intersection modifications, and bridge rehabilitation can improve safety and offer more efficient operations to relieve or manage problem areas. Not all needs can be met by new construction. The transportation network, as it now exists in Paulding County, would continue to work safely and efficiently with investments in access management, bridges, and its network of signalized intersections.

12.1 Access Management Methodology

The process used to identify access management corridors began with those identified in the 2008 CTP. Many of these corridors were identified under the Business Corridor designation within the city of Dallas's Future Development Map, including SR 120 (Charles Hardy Parkway), US 278/SR 6, SR Bus 6, and Bill Carruth Parkway. Several other corridors were added to the analysis, including SR 92 (likely omitted from the previous plan due to planned widening) and Bill Carruth Parkway Extension (which did not exist in 2008).

Corridors were analyzed based upon a series of existing conditions to assess their level of need for access management strategies. Three existing conditions -- crash rates, travel delay and existing/future land uses -- were examined. Only corridors with high crash rates, significant travel delay and existing or future land uses that would require access management were identified as targeted access management corridors. This review reduced 24 potential access management corridors to eight priority corridors.

12.2 Access Management Needs

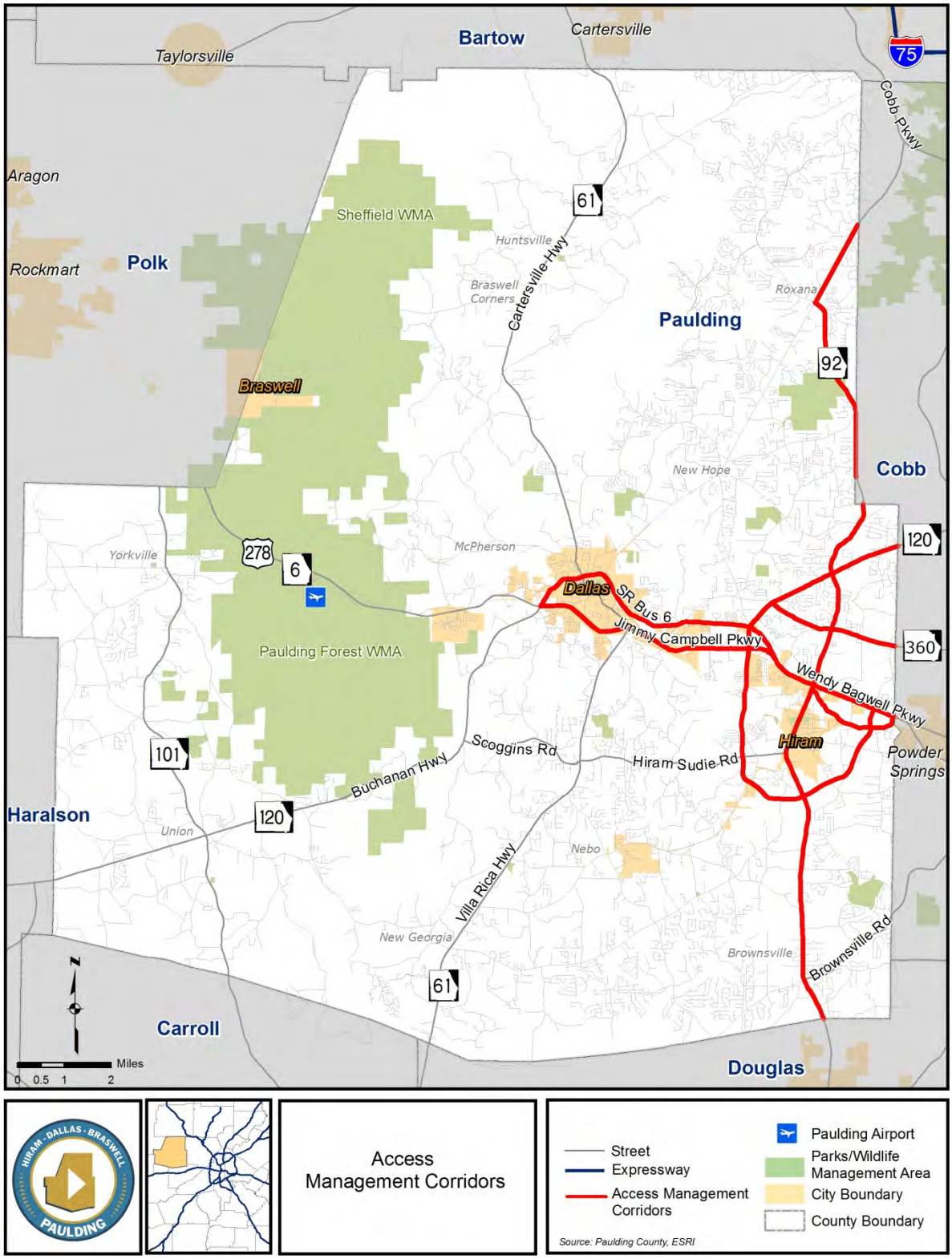
The eight corridors in need of access management strategies are listed in **Table 20** and shown in **Figure 10.** Land use recommendations for these corridors include improving 'big-box' retail design, redeveloping aging shopping centers, and locating building facades near the street with parking in the rear. Access management recommendations include driveway consolidation and providing inter-parcel access between developments.

Table 20: 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 Rd)	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	SR 92	X	X	X	X
Bill Carruth Pkwy (FKA East Hiram Parkway)	Bill Carruth Parkway	US 278/SR 6	--	--	--	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

Figure 10: Access Management Corridors



12.3 Bridge Needs

12.3.1 Methodology and Assessment

This study coordinated with the GDOT Office of Bridges and Structures and Paulding County to identify all bridges and culverts located in Paulding County. For all bridges and culverts identified, data was collected to assist in the determination of needs including the Bridge Inventory Rating Sheet.

Sufficiency ratings were utilized in the identification of 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 listed 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.

Once all data was compiled, bridge needs were categorized into two categories:

1. Bridges in need of replacement.
2. Bridges in need or rehabilitation or maintenance.

Some of the listed bridges lack a sufficiency rating because they did not have a complete National Bridge Inventory inspection performed. Since the full inspection was not performed, all the data needed to calculate the sufficiency rating is not included. These structures are typically in private use over a public road. In those cases, GDOT checked clearances and looked for any significant deficiency that could cause a failure.

12.3.2 Summary of Bridge Needs

Analysis of the bridge data in Paulding County identified eight bridges as being in need of replacement or rehabilitation (see **Table 21** and **Figure 11**). Of these, three were listed as either currently under construction or under design:

223-5012-0, Willow Springs over Silver Comet Trail

223-5026-0, Dallas Acworth Highway at Picketts Mill Creek

223-5025-0, Dallas Acworth Highway at Possum Creek

One bridge was identified as needing replacement:

223-5040-0, Morningside Drive at Mill Creek

Traffic on this bridge was largely relocated to Bill Carruth Parkway with the opening of the new segment east of SR 92. The need for this replacement may be deferred due to a major reduction in traffic volume.

Two bridges were identified as in need of rehabilitation/maintenance:

223-5045-0, Due West Road at Picketts Mill Creek

223-5064-0, Oberlochen Way at Carrington Lake

Finally, two bridges were identified as in need of replacement of rehabilitation/maintenance:

223-5011-0, Mt. Olivet Road at Pumpkinvine Creek

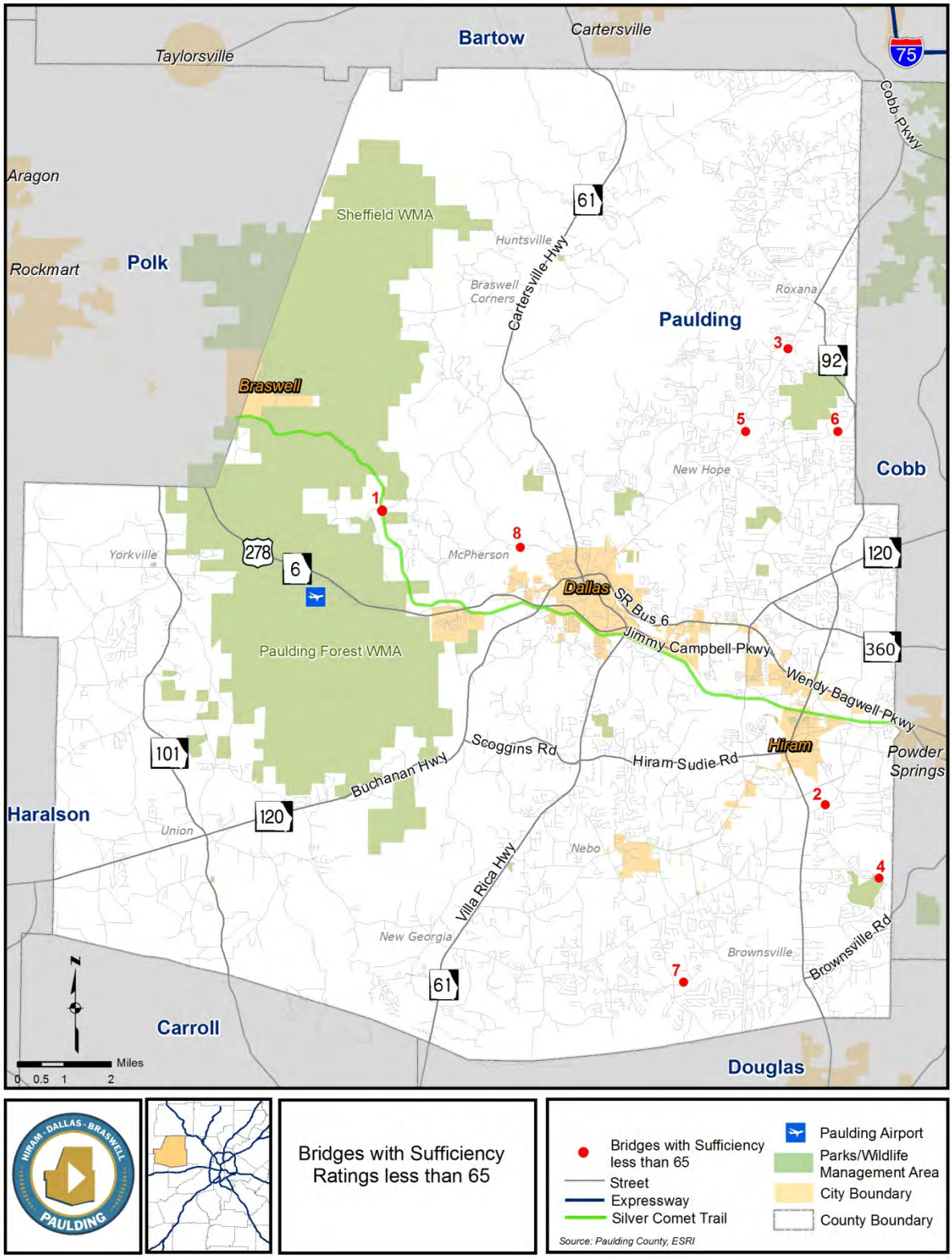
223-5029-0, Pine Valley Road at Sweetwater Creek

Table 21: Bridges with Replacement and Maintenance/Rehabilitation Needs

Map ID	Structure ID	Facility Carried	Feature Intersected	Sufficiency Rating	Noted Inspection concern	Bridge Needs
1	223-5012-0	Willow Springs Road	Silver Comet Trail	15.88	Build in 1941	Replacement completed 12-9-14
2	223-5040-0	Morningside Drive	Lick Log Creek	49.01	Build in 1979	Replacement
3	223-0026-0	Dallas Acworth Highway	Picketts Mill Creek	49.95	Build in 1940	Set to begin CST in 2015-16
4	223-5029-0	Pine Valley Road	Sweetwater Creek	56.28	Structure posted for 16 Tons H-Trucks; 18 Tons Type 3 Truck and 25 Tons Timber Truck; 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.	Replacement/ Maintenance/Rehabilitation
5	223-0025-0	Dallas Acworth Highway	Possum Creek	57.42	Bridge structure in fair condition with corrosion and minor section loss of the steel superstructure.	Set to begin CST in 2015-16
6	223-5045-0	Due West Road	Picketts Mill Creek	60.64	Bridge in fair condition; Concrete encasements on pile #1 and #2 at bent 3 have undermined.	Maintenance/Rehabilitation
7	223-5064-0	Carrington Lake/ Oberlochen Way	Sweetwater Creek Tributary	61.50	Corrugated metal pipe culvert serves as a lake spillway and overflow. Maintenance recommendations have been identified.	Maintenance/Rehabilitation performed in 2009, to be monitored for future needs
8	223-5011-0	Mt. Olivet Road	Pumpkinvine Creek	64.81	At the present time post this structure for 19 Tons H-Truck; 19 Tons Type 3 Truck; 26 Tons Timber Truck; 23 Tons HS-Truck and 32 Tons Type 3S2 Truck. 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 t10o maintain current rating. At the time of the inspection, the posting sign at the northern end of the structure was missing. This sign is required and must be replaced.	Replacement/ Maintenance/Rehabilitation

Source: GDOT, Paulding County

Figure 11: Bridge Needs



12.4 Intelligent Transportation Systems and Signalization Needs Methodology and Analysis

Traffic signalization and Intelligent Transportation Systems (ITS) are important elements in reducing travel delay, maintaining mobility, and promoting safety along heavily-traveled corridors. As capacity improvements have become less feasible due to funding limitations, there is a greater focus on maintaining and improving the sound operation of existing transportation networks. ITS improves transportation safety and mobility through the integration of advanced communications into transportation infrastructure and vehicles. In the case of Paulding County, ITS specifically applies to communications among signalized intersections.

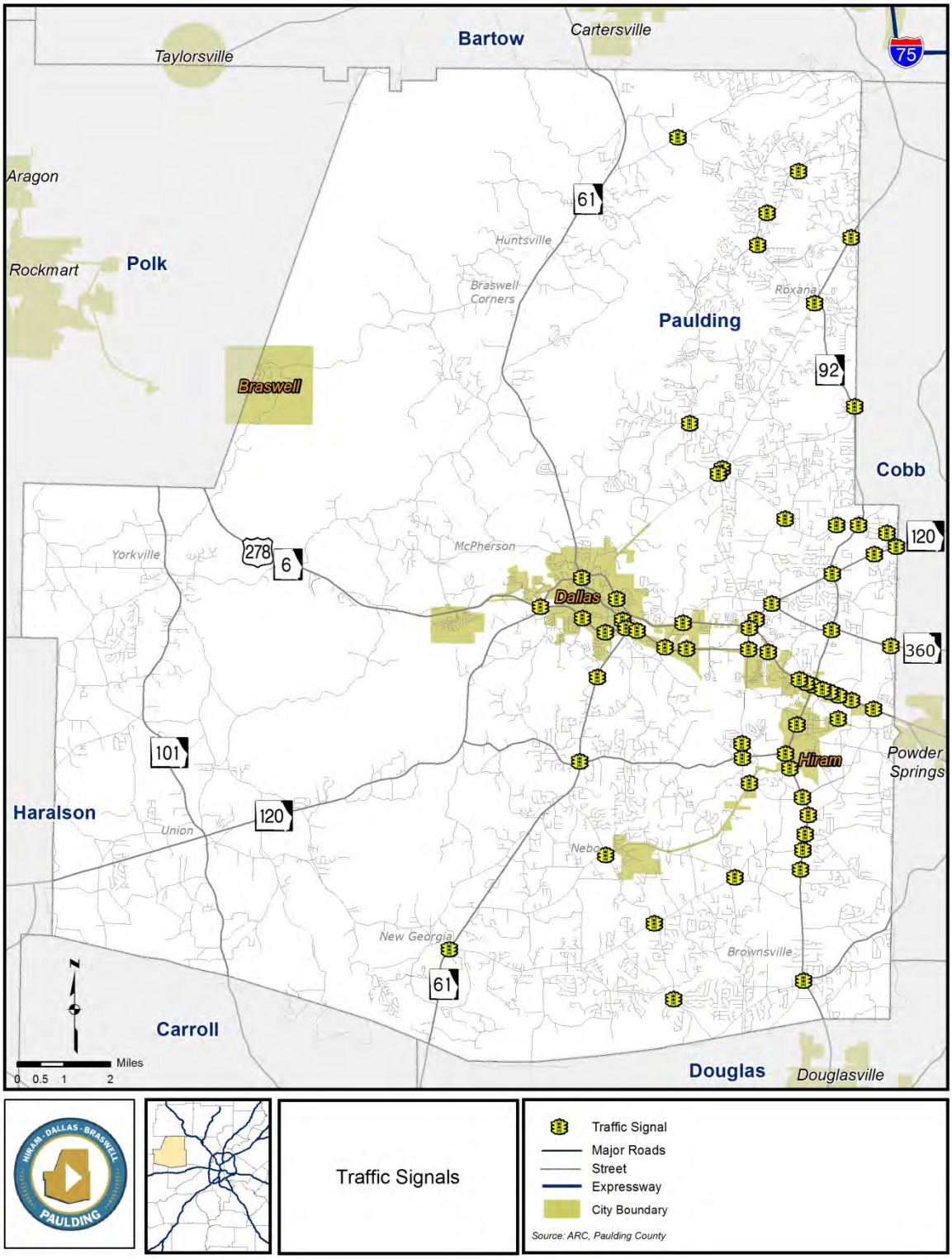
Closely-spaced traffic signals are more greatly affected by the degree of traffic signal coordination along the travel corridor; well-timed traffic signals can process larger amounts of traffic more smoothly, where poorly-timed traffic signals will have vehicle queue spillback through adjacent intersections and lead to delays. Therefore, this analysis identified areas where signalized intersections were located close together. The 2008 CTP did not identify ITS needs or improvements.

12.5 Summary of Intelligent Transportation Systems and Signalization Needs

Figure 12 shows the locations of all traffic signals on the Paulding County roadway network. As shown, within developed areas such as the cities of Dallas and Hiram, many of the traffic signals along these corridors are located in close proximity to one another. In these areas, there may be a need for coordination of signals using ITS. It should also be noted that the recommended intersection improvements resulting from this study will include intersections in potential need of signalization.

Paulding County was awarded federal grant money for a number of ITS improvements. This includes the construction of a traffic control center (TCC) and the installation of detection and monitoring equipment (fiber-optic interconnect, cameras, etc.) along most of major roadways in the county. At its completion, the project will interconnect 46 out of the 61 signals within the county to a new TCC to provide for better traffic operations.

Figure 12: Signalized Intersections



13.0 FUNDING OPTIONS

A thorough understanding of potential funding sources is necessary for a realistic transportation work plan. A full inventory of potential sources and eligibility for their use is provided within the *Inventory of Existing Conditions Report*. The primary sources for transportation funding are federal funds through the ARC, state funds administered through GDOT, and local funds through either the SPLOST or local jurisdiction general funds.

In today's constrained fiscal landscape, it will be essential for Paulding County to look beyond its traditional sources of funding to invest in the infrastructure demanded by its transportation needs. This section presents an overview of available funding programs. These potential funding sources will be assessed in the next phase of this study, along with revenue forecasts that will help determine the projects in the five-year work plan.

13.1 ARC Federal Funding Programs

As the designated Metropolitan Planning Organization for the Atlanta region, the ARC is responsible for the distribution of federal funds in the region. MAP-21 created three distinct programs for federal funding:

- Surface Transportation Program (STP) - Of the three programs, the STP program has the greatest amount of funding. ARC estimates the projected funding available for the region at approximately $70 million annually. Since these programs are federally-funded, a 20 percent local match is required. Most of these funds are passed along to GDOT for improvements; however, the ARC does have discretionary STP funds.
- Congestion Mitigation and Air Quality (CMAQ) - The purpose of CMAQ funds is to significantly reduce emissions and congestion in the region. Projects must be able to demonstrate a measureable emissions or congestion benefit immediately upon completion. The ARC distributes these funds through a "call for projects" that requires applications that are evaluated on a competitive basis. This program is anticipated to receive approximately $29 million annually.
- Transportation Alternatives Program (TAP) - The TAP program is focused primarily on expanding mobility options for transit, pedestrian and bicycle travel that are of regional significance. The ARC anticipates approximately $7.5 million per year available for this program. Like the CMAQ program, it solicits applications and awards funding from this program on a competitive basis.

13.2 Georgia Department of Transportation

GDOT also offers programs that could potentially fund the recommended improvements. Some of these programs are federally funded and, as such, may not be eligible for a local match for ARC programs. The GDOT programs are:

- Operational Improvement Program (GDOT State Traffic Operations Office) – This program is a federally funded program that focuses on projects that provide operational improvements for state routes with minimal environmental and right-of-way impacts.
- Safety Program (GDOT State Traffic Operations Office) – This program is a federally-funded program designed to reduce the number and severity of lane departure crashes, improve pedestrian safety and improve design and operation of intersections.
- Quick Response Program – This program is state-funded and designed to address quick maintenance, safety, or operational concerns. At the present time, there is $1 million allocated to each GDOT District each year. Each quick response project has a $200,000 individual cap.
- Local Maintenance and Improvement Grant (LMIG) – LMIG is a program funded by GDOT for improvements such as engineering, utility adjustments, resurfacing, adding turn lanes, etc. A 30 percent local match is required for these funds.
- GDOT Maintenance Program – GDOT routinely performs maintenance activities state roadways. Primary activities include resurfacing, restriping and bridge maintenance.
- GATEway Grant Program – GATE, an acronym for Georgia Transportation Enhancements, is a GDOT program targeted for roadside enhancements and beautification as long as the improvements meet specific landscaping requirements. The most an applicant can seek under this program is $50,000. There were no grants awarded in 2012 due to a lack of funds. Therefore, this funding source would be somewhat unreliable for implementation purposes.
- House Bill 202 - Another potential funding opportunity lies in the passage of House Bill 202, which waives the requirement to balance funds by congressional districts for all interstate improvements, certain freight corridor projects and projects of regional significance. The law was intended to prepare Georgia for increased freight flow as a result of the deepening of the Savannah River at the port.

13.3 State Road and Tollway Authority

The SRTA is responsible for administrating funds from the Georgia Transportation Infrastructure Bank (GTIB). While SRTA offers both a loan and grant program from the GTIB funding pool, the GTIB loan program is typically preferred by SRTA to provide transportation projects to local governments throughout the state. These funds can be used as matching funds for ARC federal funds. Much like the ARC, SRTA solicits applications for GTIB funding and rates them based on: 1) mobility improvement; 2) match being provided against their funds; and 3) economic development potential.

13.4 Local Funds

There are two sources of local funding for transportation improvements within Paulding County, the Paulding SPLOST Program and the local general funds. Of these two, the SPLOST program is the most utilized – especially for larger projects – given that local funds are often needed for more general purposes such as parks, police, etc. The SPLOST is a one percent sales tax designated to fund transportation that is approved by voters every five years. It has been in place since 1987 and is set to expire in 2017. It is expected to be reconsidered for voter reinstatement in 2016. If approved, approximate funding of at least $7 million per year should be allocated for transportation projects (city and county share).

Appendix D – Project Cost Estimates

Project ID	Project Location	Category	PE YR	PE	ROW YR	ROW	CST YR	CST	Contingency	Total, YOE
BP-1	Bakers Bridge Road from Ridge Road to Charity Drive	Sidewalk Segments	2016	$16,000	2018	$0	2020	$184,000	$18,000	$218,000
BP-2	Brownsville Road from SR 92 to Sweetwater Pass	Sidewalk Segments	2016	$12,000	2018	$0	2020	$145,000	$14,000	$171,000
BP-3	Cedarcrest Road from Floyd Shelton Road	Sidewalk Segments	2016	$16,000	2018	$0	2020	$191,000	$19,000	$226,000
BP-4	Cedarcrest Road from Harmony Grove Church Road to Arthur Hills Drive	Sidewalk Segments	2016	$38,000	2018	$0	2020	$441,000	$44,000	$523,000
BP-5	Cedarcrest Road from Cobb County Line to Highcrest Drive	Sidewalk Segments	2016	$20,000	2018	$0	2020	$237,000	$23,000	$280,000
BP-6	Center Street from Seaboard Avenue to SR 92	Sidewalk Segments	2016	$21,000	2018	$0	2020	$243,000	$24,000	$288,000
BP-7	Clonts Road from Wiley Drive to Hal Hutchins Elementary	Sidewalk Segments	2016	$10,000	2018	$0	2020	$112,000	$11,000	$133,000
BP-8	Colbert Road from Abney Elementary to Legacy Point Drive	Sidewalk Segments	2016	$25,000	2018	$0	2020	$290,000	$29,000	$344,000
BP-9	Cowboy Path from East Paulding Home Park to Forest Hills Drive	Sidewalk Segments	2016	$13,000	2018	$0	2020	$158,000	$16,000	$187,000
BP-10	Crossroads Church Road from Winterville Drive to Yorkville Park	Sidewalk Segments	2016	$14,000	2018	$0	2020	$164,000	$16,000	$194,000
BP-11	Depot Drive from US 278/SR 6 (Jimmy Smith Parkway) to Rosedale Drive	Sidewalk Segments	2016	$13,000	2018	$0	2020	$151,000	$15,000	$179,000
BP-12	Due West Road from Dallas Acworth Highway to Autumn Creek	Sidewalk Segments	2016	$8,000	2018	$0	2020	$92,000	$9,000	$109,000
BP-13	East Foster Avenue from Dallas City Park to Hardee Street	Sidewalk Segments	2016	$13,000	2018	$0	2020	$158,000	$16,000	$187,000
BP-14	East Paulding Drive from Lost Meadows Drive to Hope Drive	Sidewalk Segments	2016	$91,000	2018	$0	2020	$1,059,000	$105,000	$1,255,000
BP-15	East Paulding Drive from Dallas Acworth Highway to Mt. Tabor Park	Sidewalk Segments	2016	$25,000	2018	$0	2020	$290,000	$29,000	$344,000
BP-16	Graves Road from Graves Road Spur to Graves Road	Sidewalk Segments	2016	$19,000	2018	$0	2020	$217,000	$21,000	$257,000
BP-17	Hiram-Sudie Road from SR 61 to Southern Oaks Drive	Sidewalk Segments	2016	$16,000	2018	$0	2020	$184,000	$18,000	$218,000
BP-18	Holly Springs Road from Woodwind Drive to Highway 101	Sidewalk Segments	2016	$57,000	2018	$0	2020	$665,000	$66,000	$788,000
BP-19	Lester Drive from Dallas City Park to SR 6	Sidewalk Segments	2016	$8,000	2018	$0	2020	$92,000	$9,000	$109,000
BP-20	Macland Road from SR 92 to SR 120 (Charles Hardy Parkway)	Sidewalk Segments	2016	$80,000	2018	$0	2020	$934,000	$92,000	$1,106,000
BP-21	Mein Mitchell Road from Ridge Road to Country Village Drive	Sidewalk Segments	2016	$2,000	2018	$0	2020	$26,000	$3,000	$31,000
BP-22	Metromont Road from US 278/SR 6 to Rosedale Drive	Sidewalk Segments	2016	$30,000	2018	$0	2020	$349,000	$34,000	$413,000
BP-23	Mulberry Rock Road from Doke Cochran Road to SR 61	Sidewalk Segments	2016	$44,000	2018	$0	2020	$513,000	$51,000	$608,000
BP-24	Mustang Drive from Heritage Way to Donbie Drive	Sidewalk Segments	2016	$9,000	2018	$0	2020	$105,000	$10,000	$124,000
BP-25	Nebo Road from Nebo Elementary School to Pine Shadows Road	Sidewalk Segments	2016	$11,000	2018	$0	2020	$132,000	$13,000	$156,000
BP-26	Nebo Road from Dallas-Nebo Road to Swan Drive	Sidewalk Segments	2016	$15,000	2018	$0	2020	$171,000	$17,000	$203,000
BP-27	Oak Street from SR 92 to Seaboard Avenue	Sidewalk Segments	2016	$19,000	2018	$0	2020	$224,000	$22,000	$265,000
BP-28	Old Villa Rica Road from SR 61 to Ivy Trace Lane	Sidewalk Segments	2016	$15,000	2018	$0	2020	$178,000	$18,000	$211,000
BP-29	Old Villa Rica Road from SR 61 to Station Drive	Sidewalk Segments	2016	$21,000	2018	$0	2020	$250,000	$25,000	$296,000
BP-30	Pine Shadows Drive from Nebo Road to Smith Ferguson Road	Sidewalk Segments	2016	$8,000	2018	$0	2020	$99,000	$10,000	$117,000
BP-31	Pine Valley Road from Taylor Farm Park - West to Northview Lane	Sidewalk Segments	2016	$9,000	2018	$0	2020	$105,000	$10,000	$124,000
BP-32	Pine Valley Road from Taylor Farm Park - West to Winter Park Lane	Sidewalk Segments	2016	$36,000	2018	$0	2020	$421,000	$42,000	$499,000
BP-33	Ridge Road from Dallas-Nebo Road to Austin Bridge Road	Sidewalk Segments	2016	$33,000	2018	$0	2020	$388,000	$38,000	$459,000
BP-34	Ridge Road from Hughes Road to Ridge Run Drive	Sidewalk Segments	2016	$9,000	2018	$0	2020	$105,000	$10,000	$124,000
BP-35	Ridge Road from Hughes Road to Farm Street	Sidewalk Segments	2016	$16,000	2018	$0	2020	$191,000	$19,000	$226,000
BP-36	Scoggins Road from SR 61 to Sugar Mill Drive	Sidewalk Segments	2016	$20,000	2018	$0	2020	$230,000	$23,000	$273,000
BP-37	Seaboard Avenue from Towne Park Drive to Powder Springs Street	Sidewalk Segments	2016	$5,000	2018	$0	2020	$59,000	$6,000	$70,000
BP-38	South Main Street from Constitution Boulevard to Seaboard Drive	Sidewalk Segments	2016	$15,000	2018	$0	2020	$171,000	$17,000	$203,000
BP-39	SR 101 from Crossroads Church Road to Runnell Road	Sidewalk Segments	2016	$9,000	2018	$0	2020	$105,000	$10,000	$124,000
BP-40	SR 61 from Oscar Way to KirK Drive	Sidewalk Segments	2016	$11,000	2018	$0	2020	$125,000	$12,000	$148,000
BP-41	SR 92 from Hardy Circle to East Paulding Middle School	Sidewalk Segments	2016	$24,000	2018	$0	2020	$283,000	$28,000	$335,000
BP-42	SR 92 from Cedarcrest Road to Royal Sunset Drive	Sidewalk Segments	2016	$15,000	2018	$0	2020	$171,000	$17,000	$203,000
BP-43	US 278/SR 6 from Depot Drive to Cleburne Parkway	Sidewalk Segments	2016	$66,000	2018	$0	2020	$770,000	$760,000	$1,596,000
BP-44	Wayside Lane/Clear Creek Drive from US 278/SR 6 to Poole Elementary School	Sidewalk Segments	2016	$12,000	2018	$0	2020	$138,000	$14,000	$164,000
BP-45	West Memorial Drive from Bagby Path to Paulding Memorial Hospital	Sidewalk Segments	2016	$12,000	2018	$0	2020	$138,000	$14,000	$164,000
BP-46	Williams Lake Road from JA Dobbins Middle School to Four Oaks Drive	Sidewalk Segments	2016	$19,000	2018	$0	2020	$217,000	$21,000	$257,000
BP-62	SR 6/Merchants Drive - Between Old Harris Road and Henry Holland Drive	Sidewalk Segments	2016	$82,000	2018	$0	2020	$962,000	$95,000	$1,139,000
BP-47	Isley Stamper Road	New Trailhead Location								
BP-48	East Hiram Parkway	New Trailhead Location								
BP-49	Metromont Road	New Trailhead Location								
BP-50	Thompson Road/Coppermine Road	New Trailhead Location								
BP-51	Bill Carruth Parkway	New Trailhead Location								
BP-52	Within the Paulding Forest WMA - South of Silver Comet Trail	New Multi-Use Trail	2016	$51,000	2018	$834,000	2020	$596,000	$57,000	$1,538,000
BP-53	Within the Paulding Forest WMA - North of Silver Comet Trail	New Multi-Use Trail	2016	$51,000	2018	$840,000	2020	$599,000	$57,000	$1,547,000
BP-54	North of Hulsey Town Road - Between Silver Comet Field and Hulsey Town Road	New Multi-Use Trail	2016	$57,000	2018	$927,000	2020	$663,000	$63,000	$1,710,000
BP-55	Near Peggy Cole Bridge Road - Between Georgia Parkway and Peggy Cole Bridge Trail	New Multi-Use Trail	2016	$9,000	2018	$146,000	2020	$102,000	$10,000	$267,000
BP-56	Strickland Park Connection - Between Weddington Road and Strickland Park	New Multi-Use Trail	2016	$17,000	2018	$272,000	2020	$196,000	$19,000	$504,000
BP-57	Between Government Complex and Seaboard Trailhead	New Multi-Use Trail	2016	$12,000	2018	$202,000	2020	$145,000	$14,000	$373,000
BP-58	Mulberry Rock Road - Near SR 61	On-Street Facility	2016	$303,000	2018	$0	2020	$3,540,000	$349,000	$4,192,000
BP-59	Ridge Road - Between Bakers Bridge Road and SR 61	On-Street Facility	2016	$1,055,000	2018	$0	2020	$12,337,000	$1,217,000	$14,609,000
BP-60	SR 61 (Cartersville Hwy) - Between Mt. Moriah Road and Dabbs Bridge Road	On Street Facility	2016	$1,090,000	2018	$0	2020	$12,754,000	$1,259,000	$15,103,000
BP-61	Cedarcrest Road - Between Harmony Grove Church Road and Seven Hills Drive	On Street Facility	2016	$174,000	2018	$0	2020	$2,030,000	$200,000	$2,404,000

Roadway Capacity Projects

		Base Cost Estimates							
PID	**Location**	**Base PE**	**Base ROW**	**Base CST**	**Contingency**	**Base Total**	2018	2025	2035
RC-1	Dallas-Acworth Hwy from SR 92 to E Paulding Dr	$2,453,329	$11,501,500	$24,533,288	$5,547,057	**$44,035,174**	$44,535,000	$55,895,000	$82,476,000
RC-2	Dallas-Acworth Hwy from E Paulding Dr to SR Bus 6	$2,459,135	$9,823,500	$24,591,350	$5,805,901	**$42,679,886**	$44,938,000	$53,056,000	$65,953,000
RC-3	SR Bus 6 from US 278/SR 6 to Memorial Dr	$1,467,970	$15,412,500	$14,679,700	$3,059,666	**$34,619,836**	$36,320,000	$43,035,000	$53,498,000
RC-4	SR Bus 6 from Memorial Dr to US 278/SR 6	$2,881,720	$34,245,000	$28,817,200	$7,100,766	**$73,044,686**	$76,594,000	$90,802,000	$112,877,000
RC-5	US 278/SR 6 from SR 61 to SR Bus 6	$2,244,425	$29,010,000	$22,444,250	$5,363,806	**$59,062,481**	$60,605,000	$71,878,000	$89,351,000
RC-6	US 278/SR 6 from SR Bus 6 to Cobb Co. Line	$2,143,245	$32,625,000	$21,432,450	$5,067,724	**$61,268,419**	$64,182,000	$76,163,000	$94,679,000
RC-7	SR 101/113 from Carroll Co. Line to SR 120	$1,845,372	$10,135,000	$18,453,716	$4,212,805	**$34,646,893**	$36,440,000	$43,070,000	$53,541,000
RC-8	SR 61 from Douglas Co. Line to Ridge Rd	$1,078,661	$6,825,000	$10,786,612	$2,679,828	**$21,370,101**	$22,465,000	$26,565,000	$33,024,000
RC-9	SR 61 from Dallas Nebo Rd to US 278/SR 6	The cost estimate for RC-9 (PA-061C1) was taken from ARC RTP					--	$33,002,000	--
RC-10	SR 61 from SR Bus 6 to Old Cartersville Rd	$734,455	$7,920,000	$7,344,550	$1,688,900	**$17,687,905**	$18,555,000	$21,987,000	$27,334,000
RC-11	SR 61 From Mt. Moriah Rd to Dabbs Bridge Rd	$2,630,626	$16,150,000	$26,306,264	$6,330,732	**$51,417,622**	$54,057,000	$63,918,000	$79,457,000
RC-12	SR 61 from Dabbs Bridge Rd to Bartow Co. Line	$1,763,260	$8,522,500	$17,632,600	$3,761,890	**$31,680,250**	$33,337,000	$39,381,000	$48,956,000
RC-13	Dabbs Bridge Rd from SR 61 to Bartow Co. Line	$3,126,132	$19,685,000	$31,261,324	$7,667,171	**$61,739,627**	$64,434,000	$75,039,000	$93,279,000
RC-14	Ridge Road from Dallas Nebo Rd to SR 92	$2,441,735	$12,597,500	$24,417,350	$6,056,013	**$45,512,598**	$47,880,000	$56,576,000	$70,331,000
RC-15	Nebo Rd from Dallas Nebo Road to SR 92	$3,146,945	$16,185,000	$31,469,450	$7,848,468	**$58,649,863**	$61,702,000	$72,909,000	$90,632,000
RC-16	Bakers Bridge Rd from Douglas Co. Line to Ridge Rd	$2,264,740	$9,755,000	$22,647,400	$5,104,189	**$39,771,329**	$41,866,000	$49,440,000	$61,460,000
RC-17	Sweetw.Church Rd from Douglas Co. Line to Ridge Rd	$1,697,810	$7,995,000	$16,978,100	$4,007,967	**$30,678,877**	$32,285,000	$38,139,000	$47,410,000
RC-18	Hiram-Sudie Rd from SR 61 to SR 92	$2,857,570	$19,242,500	$28,575,700	$7,200,818	**$57,876,588**	$60,828,000	$71,947,000	$89,439,000
RC-19	Cedarcrest Rd from 7 Hills Blvd to Cobb Co. Line	$2,348,875	$11,397,500	$23,488,750	$5,668,890	**$42,904,015**	$37,177,000	$43,924,000	$54,604,000
RC-20	Cedarcrest Rd from SR 92 to Oak Glen Drive	$1,182,990	$6,140,000	$11,829,900	$2,923,729	**$22,076,619**	$22,196,000	$26,229,000	$32,606,000
RC-21	E Paulding Dr from SR 92 to SR 120	$833,815	$4,625,000	$8,338,150	$1,795,903	**$15,592,868**	$32,632,000	$38,563,000	$47,936,000
RC-22	Bobo Rd from Dallas-Acworth Hwy to SR 120	$2,258,070	$11,332,500	$22,580,700	$5,550,378	**$41,721,648**	$43,896,000	$51,865,000	$64,472,000

PAULDING COMPREHENSIVE TRANSPORTATION PLAN

Intersection Cost Estimates Methods

Intersection cost estimates are based on the improvements recommended in the Intersection Analysis Technical Memorandum. The assumptions made in this process are provided below. All costs, except where notes, were derived using the ARC Transportation Project Cost Estimation Tool. All intersection projects were assumed to be in Paulding County in a rural environment. For all cost estimates, restriping was omitted from the capital costs and assumed to be function of the County's maintenance program. When new alignment was necessary, 30 feet of right of way width was supposed.

I. Methodology and Assumptions for Cost Estimates

O-1. SR 120 (Charles Hardy Parkway) - SR Business 6 (Atlanta Highway)

- Additional receiving through lane (1,800 ft) added to westbound approach from SR 120 to Cobbler Cove Drive. It will be dropped as left turn lane or right turn lane. General Purpose Roadway Capacity:
- SR Business 6 westbound right turn lane converted to a shared through-right lane (restriping).
- *Used .18 miles of widening to approximate .36 miles of new lanes (widening assumes both sides of street, from 2 to four lanes).*
- *Assumed no cost from restriping.*
- *0.52 acres of ROW, 50% Commercial and 50% Residential*

O-2. SR 92 - East Paulding Drive

- Additional receiving through lane added to SR 92 southbound approach (3,500 ft) from East Paulding Drive to East Paulding Middle School. It will be dropped as right turn lane to school.
- Additional receiving through lane (2,200 ft) added to East Paulding Drive westbound approach from Hwy 92 to Brooks Rackley Road. It will be dropped at Brooks Rackley Road as left turn to East Paulding High School
- Additional through lane storage (500 ft) is added to SR 92 southbound approach at intersection
- Single SR 92 northbound lane converted to dual left turn lane (200 ft)
- Additional through lane (500 ft) storage is added to East Paulding Drive westbound approach at intersection
- Extended East Paulding Drive eastbound right turn lane to SR 92 southbound (250 ft)
- *Used .63 miles of widening to approximate 1.27 miles of new lanes (6700 feet of new through lane)*
- *One 250' right turn lane,*
- *1.85 acres of ROW, 25% Commercial, 75% Residential*

O-3. SR 120 (Buchanan Highway) - SR 101

- Converted to roundabout
- *One roundabout - intersection improvement*
- *Assumes no new ROW needed*

O-4. US 278/SR 6 (Jimmy Campbell Parkway) - Mount Olivet Loop

- Converted to signalized intersection.
- *Added one signal*
- *Assume no other improvements or ROW*

O-5. SR 61 (Cartersville Highway) - Mount Moriah Road

- No operational improvements needed. However side streets realigned to address the safety and sight distance issues.
- *Assume realignment of Mt Moriah Road for a 90 degree intersection with SR 61, requiring 580 feet of new road. 0.11 miles of new alignment.*
- *0.40 acres of ROW, 100% Residential*

O-6. SR 61 (Cartersville Highway) - Shady Grove Church Road

- Converted High Shoals Road eastbound right turn lane to a channelized yield movement.
- Realigned side streets to address the safety and sight distance issues.
- *Assume realignment of Shady Grove Church Road for a 90 degree intersection with SR 61, requiring 460 feet of new road. 0.09 miles of new alignment. (0.32 acres of ROW)*
- *One 250' right turn lane (0.07 acres of ROW)*
- *0.39 acres of ROW, 100% Residential*

O-7. SR 61 (Villa Rica Highway) - Hart Road

- Converted to signalized intersection.
- Hart Road will be realigned further south to address sight distance and safety issues.
- *Added one signal*
- *Realignment of Hart Road would require 2200 feet or new roadway. 0.42 miles of new alignment.*
- *1.52 acres of ROW, 100% Residential*

O-8. SR 61 (Villa Rica Highway) - Old Villa Rica Road

- Converted to signalized intersection.
- Old Villa Rica Road will be realigned to address sight distance and safety issues.
- *Added one signal*
- *Realignment of Old Villa Rica Road would require 2800 feet or new roadway. 0.52 miles of new alignment.*
- *1.92 acres of ROW, 100% Residential, one residential taking@ $200,000*

O-9. SR 61 (Villa Rica Highway) - Vernoy Aiken Road

- Converted to signalized intersection.

- Vernoy Aiken Road will be realigned to address sight distance and safety issues.
- *Added signal*
- *Realignment of Vernoy Aiken Road would require 550 feet or new roadway. 0. 1 miles of new alignment to connect at an intersection with Old Vernoy Aiken. Old Vernoy Aiken would dead end rather than intersect with SR 61.*
- *0.38 acres of ROW, 100% Residential.*

O-10. SR 61 (Villa Rica Highway) - Winndale Road

- Converted to signalized intersection with current geometry.
- Converted Winndale Road westbound right turn lane to a channelized approach with yield sign to SR 61 northbound.
- If a SR 61 southbound left turn lane is going to be constructed, due to high cost of bridge replacement it can be delayed until SR 61 widening.
- *Added one signal*
- *One 450' right turn lane*
- *Left turn not included since recommendation is for it to wait for widening.*
- *0.12 acres of ROW, 100% residential.*

O-11. Hiram Sudie Road - Davis Mill Road

- Converted to roundabout.
- Considerations should be made to the fiber optic cabinet on the north-western part of the intersection.
- *One roundabout - intersection improvement*
- *Assumes no new ROW needed*
- *Treatment of fiber optics not included in cost estimate*

O-12. SR 92 - Old Burnt Hickory Road

- Converted to Florida T signalized Intersection.
- SR 92 northbound receiving approach (200 ft) converted to two receiving lanes making the Old Burnt Hickory Road westbound approach onto SR 92 northbound FREE movement. This additional lane will be tied to Old Burnt Hickory Road westbound right turn storage lane 200 feet downstream.
- *Added 200 feet additional receiving northbound on SR 92 using .02 miles of widening to approximate 0.038 miles of new lane*
- *200' right turn*
- *0.11 acres ROW, 25% Commercial, 75% Residential*

O-13. Burnt Hickory Road - Brownsville Extension/Stout Parkway

- Converted to roundabout
- *One roundabout - intersection improvement*

- *Assumes no new ROW needed*

O-14. Rosedale Drive - Metromont Road

- No improvement needed. However due to safety issues with train track, additional turn lanes have been provided for Rosedale Drive westbound right turn lane (200ft) and Metromont Road southbound left turn lane (150ft).
- *One 150' left turn lane*
- *One 200' right turn lane*
- *0.10 acres ROW, 50% Residential, 50% Industrial.*

O-15. East Paulding Drive - Brooks Rackley Road

- No improvement needed. However the East Paulding Drive left turn lane will be converted from a storage lane to a lane drop due to the lane addition described in intersection #2 (SR 92 - East Paulding Drive).
- Brooks Rackley Road northbound right turn lane approach converted to a channelized approach with yield sign to East Paulding Drive.
- *No capital cost assumed for left lane conversion.*
- *Assume 350' right turn lane with 0.07 miles of sidewalk/curb and gutter replacement*
- *0.10 acres ROW, 100% Residential*

O-16. US 278/SR 6 (Jimmy Campbell Parkway) - SR Business 6 (Atlanta Highway)

- No improvement needed. SR Business 6 southbound left turn lane (175ft) approach has been converted to dual left turn with protected phase recently.
- *No cost estimate completed.*

O-17. US 278/SR 6 (Jimmy Campbell Parkway) - Bill Carruth Parkway

- A Continuous Flow Intersection (CFI) has been proposed and analyzed for this intersection. Level of Service (LOS) and Delay are imported from VISSIM.
- The geometry details of this proposed design is located in the Attachment A.
- *Right of way=.771 acres*
- *Two new through lanes, 1000 foot each, on US 278 on each side of Bill Carruth Parkway=.76 miles of new roadway*
- *Signalized Intersections - 4*

O-18. US 278/SR 61 (Jimmy Campbell Parkway) – Cadillac Parkway/Butler Industrial Drive

- Provide right turn lane for Cadillac Parkway northbound approach (150 ft).
- Provide left turn lane for Cadillac Parkway northbound approach (150 ft).

- Provide left turn lane for Butler Industrial Drive southbound approach (125 ft).
- *Two 150' left turn lanes*
- *One 150' right turn lane*
- *0.12 acres of ROW, 100% Commercial*

O-19. US 278/SR 61 (Jimmy Campbell Parkway) – Old Harris Rd

- Provide left turn lane for Old Harris Rd northbound approach (125 ft).
- Provide right turn lane for Old Harris Rd southbound approach (150 ft).
- *One 125' left turn lane*
- *One 150' right turn lane*
- *0.08 acres of ROW, 50% Commercial, 50% Residential*

O-20. US 278/SR 61 (Jimmy Campbell Parkway) – SR 61 (Villa Rica Highway)

- Single left turn lane converted to dual left turn lane for US 278 westbound approach (500 ft).
- Extend right turn lane (200 ft) to right-in at QuikTrip / Dallas Commons Shopping Center for US 278 westbound approach.
- Provide additional through lane storage to SR 61 southbound approach (550 ft) from entrance at Dallas Commons Shopping Center to US 278.
- Provide additional through lane storage to SR 61 northbound approach by restriping existing northbound right turn lane (800 ft).
- Provide right turn lane to SR 61 northbound approach (300 ft).
- Provide new receiving through lane for the SR 61 northbound departure (550ft) from US 278 to Dallas Commons Shopping Center entrance (drop as a right only).
- Provide new receiving through lane for the SR 61 southbound departure by restriping existing right turn only to a through right (750 ft) from US 278 to Ridgeview Complex (drop as a right only).
- Restripe US 278 eastbound departure leg right turn lane to receive SR 61 northbound right turn as free-flow with merge.
- See more details in Attachment A.
- *0.45 miles of new through lane storage (2350' total length) – cost out as widening*
- *One 500' left turn lane*
- *One 500' right turn lane to account for the 200' and 300' right turn lanes*
- *0.65 acres of ROW, 100% Commercial*
- *Assume restriping has no capital cost*

O-21. US 278/SR 61 (Jimmy Campbell Parkway) – SR 120 (Buchanan Highway)

- Extend right turn lane for SR 120 northbound approach (350 ft).
- Provide left turn lane for SR 120 northbound approach (125 ft).
- Provide right turn lane for SR 120 southbound approach (100 ft).
- Provide left lane for SR 120 southbound approach (100 ft).
- Extend left turn lane for US 278 westbound approach (100 ft).
- *One 325' left turn lane to account for one 125' left turn lane, and two 100' left turn lanes*
- *One 450' right turn lane to account for one 350' right turn lane and one 100 right turn lane*
- *0.21 acres of ROW, 50% Commercial, 50% Residential*

O-22. West Memorial Drive – SR Business 6 (West Memorial Drive)

- Convert to roundabout.
- *One roundabout - intersection improvement*
- *Assumes no new ROW needed*

O-23. SR 61 (Confederate Avenue) – SR Business 6 (West Memorial Drive)

- Extend right turn lane for SR Business 6 westbound approach (150 ft).
- Intersection needs additional capacity for Main St northbound right turns but ROW issues. Consider improvements to parallel streets.
- *One 150' right turn lane*
- *No costs assumed for improvements to parallel streets.*
- *0.04 acres ROW, 100% Residential*

O-24. East Memorial Drive – Legion Road/ O-25. SR Business 6 (Merchants Drive) – Legion Road/ O-26. East Memorial Drive – SR Business 6 (Merchants Drive)

- Channelize Legion Road with East Memorial Drive (potential ROW impacts).
- Cul-de-sac East Memorial Drive approach west of current intersection.
- Signalize intersection (will require traffic signal warrant).
- Provide right turn lane for Legion Rd southbound approach (100 ft).
- Use existing turn lanes for SR Business 6 eastbound and westbound approaches.
- T-stop Memorial Drive into SR Business 6.
- *0.136 mile of new alignment (one lane each direction for 400 feet) for rerouting of Legion Road*
- *Add Signal to SR 6 at Legion Rd intersection*
- *One 100' right turn lane*

- *0.30 acre ROW, 100% commercial, one commercial taking*

O-27. US 278/SR 61 (Jimmy Campbell Parkway) – Hiram Pavilion S

- Provide right turn lane for the Hiram Pavilion S southbound approach (100 ft) as an add lane for the additional westbound through lane on US 278.
- Additional eastbound through lane on US 278 drops as a right only lane.
- *One 100' right turn lane*
- *Widen US 278 to add one eastbound lane from Best Buy Access Road to Lake Road, where it will function as Right Turn Lane, 1900 feet by 12' wide (0.360 mile, entered as .18 to account for doubling)*
- *ROW =.55 acres all commercial*

O-28. US 278/SR 61 (Jimmy Campbell Parkway) – Hiram Pavilion N

- Provide additional eastbound and westbound through lanes for US 278.
- *Widen US 278 to add one eastbound and one westbound lane from Best Buy Access Road to Lake Road, 1900 feet by 12' wide (0.360 mile each)*
- *Assume ROW is already owned, widening through lane in median.*

O-29. US 278/SR 61 (Jimmy Campbell Parkway) – Depot Drive

- Provide additional eastbound and westbound through lanes for US 278.
- Provide right turn lane for US 278 westbound approach (150 ft).
- Provide left turn lane for Depot Drive southbound approach (100 ft).
- Provide additional left turn lane for Depot Drive northbound approach (185 ft).
- Restripe existing left-through as through only for Depot Drive northbound approach.
- Remove split phasing.
- *Widen US 278 to add one eastbound and one westbound lane from 2000 feet by 12' wide (0.379 mile each)from Hiram Pavillion to SR 92*
- *One 150' right turn lane*
- *One 285' left turn lane to represent one 185' lt lane, and one 100' left turn lane.*
- *Split phasing removal not accounted for in capital cost estimate.*
- *ROW: 0.67 acres all commercial*

O-30 and O-31. SR Business 6 – Old Harris Rd & SR Business 6 – Coach Bobby Dodd Road

- Realign Coach Bobby Dodd Road and Old Harris Road to form single intersection.
- Signalize new intersection (will require traffic signal warrant).
- Provide right turn lane for SR Business 6 eastbound approach (100 ft).

- Using existing pavement for other SR Business 6 eastbound and westbound approach turn lanes.
- *New alignment to account for Coach Bobby Dodd Road realignment – 1,200 linear feet, one lane in each direction (0.227) for a 30' wide typical section.*
- *Signalize intersection*
- *One 100' right turn lane*
- *.85 acres ROW, 100% residential.*

O-32. Macland Road – SR Business 6

- Realign right turn into the intersection for Macland Rd southbound approach (safety issues with skewed merge).
- Provide right turn lane for Macland Rd southbound approach (300 ft).
- Provide left turn lane for Macland Rd southbound approach (100 ft).
- Provide left turn lane for Butler Industrial Drive northbound approach (100 ft).
- Provide right turn lane for SB Business 6 westbound approach (100 ft).
- *400' of Right turn Lane: one 300' turn lane and one 100' turn lane*
- *200' of left turn lane: two 100' turn lanes*
- *Realignment of intersection not included in cost estimate – very short connection at present.*
- *.17 acres ROW, 100% Commercial*

O-33 and 34. SR 101 – Gold Mine Road & SR 101 – Holly Springs Road

- Realign SR 101 as a T-intersection with Gold Mine Road.
- Realign Holly Springs Road to form four-leg intersection at the current SR 101 – Golden S Parkway three-leg intersection.
- Remove access from existing roads to SR 101 at the current intersection of Holly Springs.
- *0.68 miles of new alignment: Realignment of Holly Springs: 600 feet, extension of Golden S Parkway: 3000 feet (30 feet ROW width)*
- *2.48 acres ROW, 100% residential*

O-35 : SR 101 – Old Yorkville Road

- Realign Old Yorkville Road to a 90 degree intersection with SR 101 (skewed angle and crest on SR 101 south of Old Yorkville present sight distance issues).
- *Assume 250' new alignment to correct skew*
- *.17 acres ROW, 100% residential*

O-36. SR 92 - Rosedale Drive

- Converted to signalized intersection.
- SR 92 northbound left turn lane volume at the Hiram Crossing Intersection will be rerouted to this intersection's SR 92 northbound left turn.
- There will be a new connection on Sims Road to shopping center before Walmart to give access to SR 92 northbound left turn movement at Hiram Crossing Rd.
- Added a SR 92 northbound left turn lane (150ft) and SR 92 southbound left turn lane (restriping of the current 175ft segment) storage lanes.
- Converted Rosedale Drive westbound right turn lane to channelized FREE movement with added lane to SR 92 northbound (175ft).
- *Added signal*
- *No cost assumed for left turn rerouting, or restriping*
- *680 ' new alignment (0.129 miles) one lane each way, 30' Row width) for Sims Rd connection to Walmart on west side of Walmart. (20400 sq ft row)*
- *175' right turn lane*
- *150' left turn lane (both turn lanes 3900 sq ft row)*
- *0.56 total ROW 50% residential, 50% commercial*

O-37. SR 92 - Hiram Crossing Shopping Center

- Converted to Right-in Right-out.
- Synchro does not provide results for this kind of improvement.
- *No Cost Estimate Prepared.*

O-38. SR 92 - US 278/SR 6 (Jimmy Campbell Parkway)

- Converted US 278/SR 6 eastbound right turn lane to SR 92 southbound from yield to FREE movement with added lane downstream (450ft). Additional lane will end as southbound right turn lane at Rosedale Intersection.
- Converted SR 92 northbound left turn (200ft), US 278/SR 6 westbound left turn (200ft), and SR 92 southbound left turn (125ft) movements to dual left turn lanes.
- Additional US 278/SR 6 westbound (4,800 ft) and US 278/SR 6 eastbound (4,800 ft) through lanes added from Pace Road to Hiram Pavilion S.
- *450' new right turn lane lane*
- *525' left turn lane: Two 200' turn lanes and one 125' turn lane (11,100 sq feet of row for all turn lanes)*
- 4800 feet of roadway widening (0.909 miles) on both sides to accommodate new through lane (144,000 sq ft)
- 3.56 acres of ROW, 100% commercial

O-39. SR 92 - Paulding Commons Shopping Center

- Converted to Right-in Right-out.
- Synchro does not provide results for this kind of improvement
- *No Cost Estimate Prepared.*

Operational Improvements

Project ID	Project Location	PE	ROW	CST	Contingency	Total Base Cost	2018	2025	2035
O-1	SR 120 (Charles Hardy Parkway) - SR Business 6 (Atlanta Highway)	$67,878	$212,500	$678,780	$203,634	$1,162,792	$1,224,000	$1,445,000	$1,797,000
O-2	SR 92 (Hiram Acworth Highway) - E. Paulding Drive	$245,073	$550,000	$2,450,730	$720,219	$3,966,022	$4,183,000	$4,932,000	$6,129,000
O-3	SR 120 (Buchanan Highway) - SR 101	$92,700	$0	$927,000	$92,700	$1,112,400	$1,177,000	$1,382,000	$1,719,000
O-4	US 278/SR 6 (Jimmy Campbell Parkway) - Mount Olivet Loop	$20,000	$0	$200,000	$20,000	$240,000	$253,000	$299,000	$371,000
O-5	SR 61 (Cartersville Highway) - Mount Moriah Road	$36,135	$75,000	$361,350	$108,405	$580,890	$612,000	$722,000	$897,000
O-6	SR 61 (Cartersville Highway) - Shady Grove Church Road	$37,065	$72,500	$370,650	$96,195	$576,410	$607,000	$717,000	$891,000
O-7	SR 61 (Villa Rica Highway) - Hart Road	$88,985	$142,500	$889,850	$226,955	$1,348,290	$2,592,000	$3,053,000	$3,795,000
O-8	SR 61 (Villa Rica Highway) - Old Villa Rica Road	$108,695	$680,000	$1,086,950	$286,085	$2,161,730	$3,582,000	$4,340,000	$5,396,000
O-9	SR 61 (Villa Rica Highway) - Vernoy Aiken Road	$52,850	$72,500	$528,500	$118,550	$772,400	$815,000	$960,000	$1,194,000
O-10	SR 61 (Villa Rica Highway) - Winndale Road	$33,500	$22,500	$335,000	$33,500	$424,500	$448,000	$528,000	$657,000
O-11	SR 120 (Hiram Sudie Road) - Davis Mill Road	$92,700	$0	$927,000	$92,700	$1,112,400	$1,177,000	$1,382,000	$1,719,000
O-12	SR 92 (Hiram Acworth Highway) - Old Burnt Hickory Road	$13,542	$36,500	$135,420	$28,626	$214,088	$226,000	$266,000	$330,000
O-13	Burnt Hickory Road - Brownsville Extension/Stout Parkway	$92,700	$0	$927,000	$92,700	$1,112,400	$1,177,000	$1,382,000	$1,719,000
O-14	Rosedale Drive - Metromont Road	$10,500	$34,000	$105,000	$10,500	$160,000	$168,000	$199,000	$247,000
O-15	East Paulding Drive - Brooks Rackley Road	$14,140	$34,000	$141,400	$14,140	$203,680	$214,000	$254,000	$316,000
O-16	US 278/SR 6 (Jimmy Campbell Parkway) - SR Business 6 (Atlanta Highway)								
O-17	US 278/SR 6 (Jimmy Campbell Parkway) - Bill Carruth Parkway/SR 120	$209,000	$737,500	$2,090,000	$209,000	$3,245,500	$5,423,000	$6,394,000	$7,946,000
O-18	US 278/SR 6 (Jimmy Campbell Parkway) - Cadillac Parkway	$13,500	$75,000	$135,000	$13,500	$237,000	$249,000	$295,000	$367,000
O-19	US 278/SR 6 (Jimmy Campbell Parkway) - Old Harris Road	$8,250	$32,500	$82,500	$8,250	$131,500	$139,000	$163,000	$203,000
O-20	US 278/SR 6 (Jimmy Campbell Parkway) - SR 61 (Villa Rica Highway)	$67,710	$362,500	$677,100	$143,130	$1,250,440	$2,935,000	$3,460,000	$4,301,000
O-21	US 278/SR 6 (Jimmy Campbell Parkway) - SR 120 (Buchanan Highway)	$51,700	$85,000	$517,000	$52,000	$706,000	$749,000	$877,000	$1,090,000
O-22	West Memorial Drive - SR Business 6 (Buchanan Street)	$92,700	$0	$927,000	$92,700	$1,112,400	$1,177,000	$1,382,000	$1,719,000
O-23	SR 61 (Confederate Avenue) - SR Business 6 (West Memorial Drive)	$4,500	$17,500	$45,000	$4,500	$71,500	$76,000	$90,000	$111,000
O-24	East Memorial Drive - Legion Road	$52,355	$2,687,500	$523,550	$111,065	$3,374,470	$3,521,000	$4,195,000	$5,215,000
O-25	SR Business 6 (Merchants Drive) - Legion Road								
O-26	East Memorial Drive - SR Business 6 (Merchants Drive)								
O-27	US 278/SR 6 (Jimmy Campbell Parkway) - Hiram Pavillion S	$100,182	$0	$1,001,820	$294,546	$1,396,548	$1,834,000	$2,165,000	$2,691,000
O-28	US 278/SR 6 (Jimmy Campbell Parkway) - Hiram Pavillion N	$194,364	$0	$1,943,640	$583,092	$2,721,096	$2,878,000	$383,000	$4,205,000
O-29	US 278/SR 6 (Jimmy Campbell Parkway) - Depot Drive	$226,222	$0	$2,262,221	$635,466	$3,123,909	$3,740,000	$4,405,000	$5,477,000
O-30	SR Business 6 - Old Harris Road	$77,570	$160,000	$775,695	$226,709	$1,239,974	$1,307,000	$1,541,000	$1,916,000
O-31	SR Business 6 - Coach Bobby Dodd Road								
O-32	Macland Road - SR Business 6	$18,000	$107,500	$180,000	$18,000	$323,500	$576,000	$677,000	$841,000
O-33	SR 101 - Gold Mine Road	$124,502	$260,000	$1,245,015	$373,505	$2,003,022	$3,790,000	$4,466,000	$5,552,000
O-34	SR 101 - Holly Springs Road					$0			
O-35	SR 101 - Old Yorkville Road	$15,440	$32,500	$154,395	$46,319	$248,654	$263,000	$308,000	$385,000
O-36	SR 92 (Hiram Acworth Highway) - Rosedale Drive	$72,127	$227,500	$721,265	$156,880	$1,177,772	$1,241,000	$1,465,000	$1,820,000
O-37	SR 92 (Hiram Acworth Highway) - Hiram Crossing Shopping Center					$0			
O-38	SR 92 (Hiram Acworth Highway) - US 278/SR 6 (Jimmy Campbell Parkway)	$520,019	$2,225,000	$5,200,191	$1,501,557	$9,446,767	$9,944,000	$11,742,000	$14,598,000
O-39	SR 92 (Hiram Acworth Highway) - Paulding Commons Shopping Center					$0			

New Roadway Projects

		Base Cost Estimates									
PID	**Location**	**PE**	**ROW**	**CST**	**Contingency**	**Total**	**2018**	**2025**	**2035**	**2040**	
NC-1 ALT 2	West Dallas Bypass SR 61 to US 278/SR 6	$2,688,423	$8,150,000	$26,884,226	$5,555,571	$43,278,220	$48,895,000	$57,665,000	$71,685,000	$79,926,000	
NC-2	E. Dallas Bypass from SR Business 6 to SR 61 (Cartersville Highway)	$6,482,045	$26,590,000	$64,820,451	$17,364,531	$115,257,027	$121,346,000	$143,277,000	$178,109,000	$198,581,000	PE in 2035
NC-3	Hiram Parallel Reliever - South of US 278/SR 6 from SR 92 to Bill Carruth Parkway	$1,573,752	$21,745,000	$15,737,516	$3,947,201	$43,003,469	$45,065,000	$53,457,000	$66,454,000	$74,093,000	
NC-4	Hiram Parallel Reliever - North of US 278/SR 6 from SR 92 to Lake Road	$1,506,594	$5,550,000	$15,065,937	$3,756,361	$25,878,892	$27,255,000	$32,171,000	$39,992,000	$44,588,000	
NC-5	West Paulding Connector	$2,306,232	$26,370,000	$23,062,320	$5,938,424	$57,676,976	$61,568,000	$71,699,000	$89,130,000	$99,375,000	PE in 2035
NC-6	Scoggins Road Extension from US 278/SR 6 to SR 120 (Buchanan Highway)	$2,664,662	$11,510,000	$26,646,617	$631,628	$41,452,907	$49,952,000	$58,989,000	$73,331,000	$81,759,000	

Appendix E – Project Prioritization

Improvement Type	Paulding Comprehensive Transportation Plan Evaluation Framework								
	Congestion and Delay			Multimodal Travel			Land Use		Safety
	2015 LOS	2030 LOS	2030 V/C	Promotes Transit Ridership	Promotes Travel Demand Management	Promotes Bicycle and Ped Travel	Serves High Growth Area	Serves Employment Centers	Crash Rates
Roadway Capacity	X	X	X				X	X	X
Operational Improvements	X	X	X				X	X	X
New Roadways	X	X	X				X	X	X
New Transit Service				X	X		X	X	
New Park and Ride Lot	Policy Statement								
Vanpool Loading Area									
New Vanpool Service									
Human Service Transportation	Policy Statement								
Sidewalk Segments/Ped Crossing					X	X	X	X	X
New Trailheads						X	X		
New Multi-Use Trails									
On-Street Facilities					X	X	X	X	X
Access Management	X		X				X	X	X
Bridge Repair									
Pavement Maintenance	Policy Statement								

Improvement Type	Paulding Comprehensive Transportation Plan Evaluation Framework						
	System Preservation	Major Transportation Corridors		Freight Mobility	Public and Committee Support		Constructability
	Promotes State of Good Repair	Existing (2015) Volumes	Projected 2030 Volumes	Truck Volumes	Advisory Committee Support	Public Comment	Env Complexity
Roadway Capacity		X	X	X	X	X	X
Operational Improvements		X	X		X	X	
New Roadways		X	X	X	X	X	X
New Transit Service		X	X		X	X	
New Park and Ride Lot	Policy Statement						
Vanpool Loading Area							
New Vanpool Service							
Human Service Transportation	Policy Statement						
Sidewalk Segments/Ped Crossing		X	X		X	X	
New Trailheads					X	X	
New Multi-Use Trails					X	X	
On-Street Facilities					X	X	
Access Management	X	X	X	X	X	X	
Bridge Repair	X	X		X			
Pavement Maintenance	Policy Statement						

Summary of Prioritization Results

Roadway Capacity Improvements

ID	Location	Improvement	Overall Score	Previous Score
RC-6	US 278/SR 6 from SR Business 6 to Cobb County Line	Widen to 6 lanes	37	36
RC-5	US 278/SR 6 from SR 61 to SR Business 6	Widen to 6 lanes	36	36
RC-3	SR Bus 6 from US 278/SR 6 (W. of Dallas) to Memorial Drive	Widen to 4 lanes	33	33
RC-2	Dallas-Acworth Hwy/Memorial Drive from E. Paulding Drive to SR Bus 6	Widen to 4 lanes	32	34
RC-1	Dallas-Acworth Highway from SR 92 to E. Paulding Drive	Widen to 4 lanes	31	35
RC-4	SR Bus 6 from Memorial Drive to US 278/SR 6 (E. of Dallas)	Widen to 4 lanes	30	31
RC-9	SR 61 (Villa Rica Highway) from Hiram-Sudie Road to US 278/SR 6	Widen to 4 lanes	28	26
RC-10	SR 61 (Cartersville Highway) from SR Business 6 to Old Cartersville Road	Widen to 4 lanes	26	26
RC-8	SR 61 (Villa Rica Highway) from Douglas County Line to Ridge Road	Widen to 4 lanes	25	31
RC-14	Ridge Road from Dallas Nebo Road to SR 92	Widen to 4 lanes	24	22
RC-15	Nebo Road from Dallas Nebo Road to SR 92	Widen to 4 lanes	21	18
RC-18	Hiram-Sudie Road from SR 61 (Villa Rica Highway) to SR 92	Widen to 4 lanes	20	32
RC-12	SR 61 (Cartersville Highway) from Dabbs Bridge Road to Bartow County Line	Widen to 4 lanes	18	12
RC-16	Bakers Bridge Road from Douglas County Line to Ridge Road	Widen to 4 lanes	16	21
RC-22	Bobo Road from Dallas Acworth Highway to SR 120 (Charles Hardy Parkway)	Widen to 4 lanes	15	20
RC-17	Sweetwater Church Road from Douglas County Line to SR 92	Widen to 4 lanes	14	13
RC-20	Cedarcrest Road from SR 92 to Seven Hills Boulevard	Widen to 4 lanes	14	10
RC-21	East Paulding Drive from SR 92 to SR 120 (Charles Hardy Parkway)	Widen to 4 lanes	12	16
RC-19	Cedarcrest Road from Seven Hills Boulevard to Cobb County Line	Widen to 4 lanes	12	7
RC-13	Dabbs Bridge Road from SR 61 (Cartersville Highway) to Bartow County Line	Widen to 4 lanes	11	13
RC-7	SR 101/113 from Carroll County Line to SR 120 (Buchanan Highway)	Widen to 4 lanes	6	25
RC-11	SR 61 (Cartersville Highway) from Mt. Moriah Road to Dabbs Bridge Road	Widen to 4 lanes	6	14

Operational/Intersection Improvements

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

New Roadways

ID	Location	Improvement	Overall Score
NC-4	Hiram Parallel Reliever - North of US 278/SR 6 from SR 92 to Lake Road	New Roadway	26
NC-3	Hiram Parallel Reliever - South of US 278/SR 6 from SR 92 to Bill Carruth Parkway	New Roadway	26
NC-1	W. Dallas Bypass from SR 61 (Cartersville Highway) to US 278/SR 6	New Roadway	23
NC-2	E. Dallas Bypass from SR Business 6 to SR 61 (Cartersville Highway)	New Roadway	22
NC-6	Scoggins Road Extension from US 278/SR 6 to SR 120 (Buchanan Highway)	New Roadway	18
NC-5	West Paulding Connector	New Roadway	9

Operational Improvements

Project ID	Project Location	Congestion and Delay					Land Use							Safety		Major Transportation Corridors					Public and Committee Support					
		2014 Delay	SCORE	2024 No Build Delay	SCORE	TOTAL DELAY SCORE	Serves High Growth Area	SCORE	Serves Paulding Employment Area	SCORE	Along Commuter Route	SCORE	TOTAL LAND USE SCORE	Number of Crashes	SCORE	2015 Volumes	SCORE	2030 Volumes	SCORE	TOTAL MAJOR CORR SCORE	Advisory Committee Support (Votes)	SCORE	Public Input (Votes from 8/14 Meeting)	SCORE	TOTAL P&C SUPPORT SCORE	TOTAL SCORE
O-1	SR 120 (Charles Hardy Parkway) - SR Business 6 (Atlanta Highway)	56.9	5	83.9	1	6	High	3	High	3	Yes	1	7	High	6	38200	3	47500	2	5	5	2	5	2	4	28
O-2	SR 92 (Hiram Acworth Highway) - E. Paulding Drive	49.2	5	106.8	1	6	Medium	2	Medium	2	Yes	1	5	High	6	13800	1	28000	1	2	5	2	6	2	4	23
O-3	SR 120 (Buchanan Highway) - SR 101	25.3	3	59.5	1	4	Low	0	Low	0	No	0	0	Low	1	9500	1	13900	0	1	1	0	4	2	2	8
O-4	US 278/SR 6 (Jimmy Campbell Parkway) - Mount Olivet Loop	39.4	3	140.4	2	5	Low	0	Low	0	No	0	0	Medium	3	24700	3	33500	1	4	6	2	0	0	2	14
O-5	SR 61 (Cartersville Highway) - Mount Moriah Road	18.3	1	24.8	0	1	Low	0	Low	0	No	0	0	Low	1	15300	2	20700	0	2	2	1	2	1	2	6
O-6	SR 61 (Cartersville Highway) - Shady Grove Church Road	24.9	3	32.9	0	3	Low	0	Low	0	No	0	0	Low	1	10300	1	12500	0	1	5	2	1	0	2	7
O-7	SR 61 (Villa Rica Highway) - Hart Road	284	5	637.3	2	7	Medium	2	Low	0	No	0	2	Low	1	16000	2	24300	1	3	1	0	2	1	1	14
O-8	SR 61 (Villa Rica Highway) - Old Villa Rica Road	48.4	5	126.5	2	7	Medium	2	Low	0	No	0	2	Low	1	16000	2	24300	1	3	1	0	0	0	0	13
O-9	SR 61 (Villa Rica Highway) - Vernoy Aiken Road	23.1	1	36.3	0	1	Medium	2	Low	0	No	0	2	Medium	3	16000	2	24300	1	3	0	0	0	0	0	9
O-10	SR 61 (Villa Rica Highway) - Winndale Road	41.1	3	80.8	1	4	Medium	2	Low	0	No	0	2	Medium	3	16000	2	24300	1	3	2	1	1	0	1	13
O-11	SR 120 (Hiram Sudie Road) - Davis Mill Road	21.3	1	38.5	0	1	Medium	2	Low	0	No	0	2	Medium	3	16900	2	20700	0	2	0	0	1	0	0	8
O-12	SR 92 (Hiram Acworth Highway) - Old Burnt Hickory Road	158.7	5	900	2	7	High	3	Low	0	Yes	1	4	Low	1	14200	1	26900	1	2	1	0	4	2	2	16
O-13	Burnt Hickory Road - Brownsville Extension/Stout Parkway	34.5	3	43.4	1	4	High	3	Low	0	No	0	3	Low	1	6000	1	7400	0	1	1	0	4	2	2	11
O-14	Rosedale Drive - Metromont Road	17.5	1	34.6	0	1	High	3	High	3	No	0	6	Medium	3	5000	1	6500	0	1	2	1	2	1	2	13
O-15	East Paulding Drive - Brooks Rackley Road	38.5	3	89.5	1	4	Medium	2	Medium	2	No	0	4	Low	1	7900	1	10300	0	1	1	0	0	0	0	10
O-16	US 278/SR 6 (Jimmy Campbell Parkway) - SR Business 6 (Atlanta Highway)	35.5	3	49.6	1	4	Medium	2	High	3	Yes	1	6	High	6	39400	3	52800	2	5	2	1	0	0	1	22
O-17	US 278/SR 6 (Jimmy Campbell Parkway) - Bill Carruth Parkway/SR 120	63.2	5	112.4	2	7	High	3	High	3	Yes	1	7	High	6	39400	3	52800	2	5	2	1	3	1	2	27
O-18	US 278/SR 6 (Jimmy Campbell Parkway) - Cadillac Parkway	38.2	3	86.6	1	4	Medium	2	High	3	Yes	1	6	High	6	39400	3	52800	2	5	1	0	0	0	0	21
O-19	US 278/SR 6 (Jimmy Campbell Parkway) - Old Harris Road	23.9	3	49.8	1	4	Medium	2	High	3	Yes	1	6	High	6	39400	3	52800	2	5	1	0	0	0	0	21
O-20	US 278/SR 6 (Jimmy Campbell Parkway) - SR 61 (Villa Rica Highway)	66.1	5	108.2	2	7	Medium	2	High	3	Yes	1	6	High	6	39400	3	52800	2	5	4	2	9	2	4	28
O-21	US 278/SR 6 (Jimmy Campbell Parkway) - SR 120 (Buchanan Highway)	33.9	3	38.7	1	4	Medium	2	Medium	2	Yes	1	5	Low	1	28300	3	37500	2	5	6	2	1	0	2	17
O-22	West Memorial Drive - SR Business 6 (Buchanan Street)	11.6	1	12.4	0	1	Medium	2	Medium	2	No	0	4	Low	1	14200	1	18000	0	1	0	0	2	1	1	8
O-23	SR 61 (Confederate Avenue) - SR Business 6 (West Memorial Drive)	47.7	5	57.6	1	6	Medium	2	High	3	No	0	5	High	6	14200	1	18000	0	1	1	0	4	2	2	20
O-24	East Memorial Drive - Legion Road	19	1	34.7	0	1	Medium	2	High	3	Yes	1	6	Low	1	21200	3	25700	1	4	1	0	3	1	1	13
O-25	SR Business 6 (Merchants Drive) - Legion Road	80.9	5	246.8	2	7	Medium	2	High	3	No	0	5	Low	1	16100	2	22000	1	3	0	0	8	2	2	18
O-26	East Memorial Drive - SR Business 6 (Merchants Drive)	21.4	1	30	0	1	Medium	2	High	3	Yes	1	6	Low	1	21200	3	25700	1	4	3	1	15	2	3	15
O-27	US 278/SR 6 (Jimmy Campbell Parkway) - Hiram Pavillion S	28.1	3	62.4	1	4	High	3	High	3	Yes	1	7	High	6	36800	3	47300	2	5	1	0	1	0	0	22
O-28	US 278/SR 6 (Jimmy Campbell Parkway) - Hiram Pavillion N	23.8	1	80.7	1	2	High	3	High	3	Yes	1	7	High	6	36800	3	47300	2	5	2	1	3	1	2	22
O-29	US 278/SR 6 (Jimmy Campbell Parkway) - Depot Drive	40	3	96.7	1	4	High	3	High	3	Yes	1	7	High	6	36800	3	47300	2	5	3	2	3	1	3	25
O-30	SR Business 6 - Old Harris Road	37.3	3	462.4	2	5	Medium	2	High	3	Yes	1	6	Medium	3	16100	2	22000	1	3	1	0	0	0	0	17
O-31	SR Business 6 - Coach Bobby Dodd Road	183.1	5	900	2	7	Medium	2	High	3	No	0	5	Medium	3	16100	2	22000	1	3	1	0	1	0	0	18
O-32	Macland Road - SR Business 6	36.2	3	52	1	4	Medium	2	High	3	Yes	1	6	High	6	16100	2	22000	1	3	5	2	6	2	4	23
O-33	SR 101 - Gold Mine Road	15.5	1	24	0	1	Low	0	Medium	2	No	0	2	Medium	3	9900	1	14800	0	1	1	0	4	2	2	9
O-34	SR 101 - Holly Springs Road	60.6	5	293	2	7	Low	0	Low	0	No	0	0	Medium	3	9900	1	14800	0	1	1	0	5	2	2	13
O-35	SR 101 - Old Yorkville Road	10.7	1	11.8	0	1	Low	0	Low	0	No	0	0	Low	1	9900	1	14800	0	1	1	0	1	0	0	3
O-36	SR 92 (Hiram Acworth Highway) - Rosedale Drive	248.3	5	900	2	7	High	3	High	3	Yes	1	7	High	6	19000	2	34300	2	4	2	1	2	1	2	26
O-37	SR 92 (Hiram Acworth Highway) - Hiram Crossing Shopping Center	84.7	5	900	2	7	High	3	High	3	Yes	1	7	High	6	19000	2	34300	2	4	1	0	2	1	1	25
O-38	SR 92 (Hiram Acworth Highway) - US 278/SR 6 (Jimmy Campbell Parkway)	60.4	5	123.5	2	7	High	3	High	3	Yes	1	7	High	6	36800	3	47300	2	5	6	2	12	2	4	29
O-39	SR 92 (Hiram Acworth Highway) - Paulding Commons Shopping Center	42.3	3	572.9	2	5	High	3	High	3	Yes	1	7	High	6	18500	2	35200	2	4	2	1	6	2	3	25

Scoring Template

Delay
2014 Delay — Top 1/3 = 5, Middle 1/3 = 3, Bottom 1/3 = 1
2024 Delay — Top 1/3 = 2, Middle 1/3 = 1, Bottom 1/3 = 0

Total Possible Delay Points = 7

Land Use
Serves High Growth Area — High = 3, Medium = 2, Low = 0

Serves Employment Centers
Along Commuter Routes — Yes =1; No =0
Serves Paulding Emp Centers — High = 3, Medium = 2, Low = 0

Total Possible LU Points = 7

Safety
Hot Spot Analysis
High = 6
Medium = 3
Low = 1

Total Possible Safety Points = 7

Major Corridors
2015 Volumes — Top 1/3 = 3, Middle 1/3 = 2, Bottom 1/3 = 1
2030 Volumes — Top 1/3 = 2, Middle 1/3 = 1, Bottom 1/3 = 0

Total Possible MC Points = 5

Public Comment
Public Comment — Top 1/3 Vote Getters = 2, Middle Vote Getters = 1, Others = 0

Advisory Committee — 4-6 Responses = 2, 2-3 responses = 1, Others = 0

Total Possible Public Comment = 4

Roadway Capacity Improvements

Project ID	Project Location	Description	Congestion and Delay									Land Use							Safety		Major Transportation Corridors					Freight Mobility					Public and Committee Support					Constructability		Total Score
			2015 LOS	Score	2030 LOS	Score	2030 V/C	Score	2040 V/C	Score	TOTAL CONGESTION SCORE	Serves High Growth Area	Score	Along Commuter Route	Score	Serves Paulding Employment	Score	TOTAL LAND USE SCORE	High Accident Locations	Score	Existing (2015) Volumes	Score	Projected 2030 Volumes	Score	TOTAL MAJOR CORR SCORE	2015 Truck Volumes	Score	2030 Truck Volumes	Score	TOTAL FREIGHT SCORE	Advisory Committee Support (Votes)	Score	Public Input (Votes from 8/14 Meeting)	Score	TOTAL P&C SUPPORT SCORE	Environmental Complexity	Score	
RC-1	Dallas-Acworth Highway from SR 92 to E. Paulding Drive	Widen to 4 lanes	C	0	E	2	0.84	1	1.07	1	4	Yes	1	Yes	1	Low	0	2	High	6	13300	5	17800	2	7	1100	5	1300	2	7	3	2	13	2	4	No	1	31
RC-2	Dallas-Acworth Hwy/Memorial Drive from E. Paulding Drive to SR Bus 6	Widen to 4 lanes	E	3	F	3	1.07	3	1.09	1	10	Yes	1	Yes	1	Medium	2	4	Medium	3	16000	5	21000	2	7	900	5	1200	2	7	0	0	3	0	0	No	1	32
RC-3	SR Bus 6 from US 278/SR 6 (W. of Dallas) to Memorial Drive	Widen to 4 lanes	F	5	F	3	1.35	3	1.62	2	13	Yes	1	No	0	High	3	4	High	6	18700	5	23500	2	7	100	1	200	0	1	6	2	0	0	2	Yes	0	33
RC-4	SR Bus 6 from Memorial Drive to US 278/SR 6 (E. of Dallas)	Widen to 4 lanes	D	0	F	3	1.08	3	1.24	2	8	Yes	1	No	0	High	3	4	High	6	11900	3	16300	1	4	300	3	500	1	4	7	2	7	2	4	Yes	0	30
RC-5	US 278/SR 6 from SR 61 to SR Business 6	Widen to 6 lanes	D	0	F	3	1.04	2	1.17	1	6	Yes	1	Yes	1	High	3	5	High	6	36200	5	48900	2	7	800	5	1100	2	7	5	2	7	2	4	No	1	36
RC-6	US 278/SR 6 from SR Business 6 to Cobb County Line	Widen to 6 lanes	E	3	E	2	0.96	2	1	0	7	Yes	1	Yes	1	High	3	5	High	6	34600	5	45800	2	7	1200	5	1600	2	7	5	2	15	2	4	No	1	37
RC-7	SR 101/113 from Carroll County Line to SR 120 (Buchanan Highway)	Widen to 4 lanes	B	0	C	0	0.64	1	0.88	0	1	No	0	No	0	Low	0	0	Low	1	5800	1	11200	0	1	200	1	400	1	2	1	0	3	0	0	No	1	6
RC-8	SR 61 (Villa Rica Highway) from Douglas County Line to Ridge Road	Widen to 4 lanes	D	0	E	2	0.93	1	0.99	0	3		0	Yes	1	Low	0	1	Medium	3	13300	5	17600	1	6	1400	5	1700	2	7	3	2	8	2	4	No	1	25
RC-9	SR 61 (Villa Rica Highway) from Hiram-Sudie Road to US 278/SR 6	Widen to 4 lanes	D	0	F	3	1.08	3	1.22	2	8	Yes	1	No	0	Low	0	1	Medium	3	15400	5	18000	2	7	900	5	1100	2	7	1	0	4	1	1	No	1	28
RC-10	SR 61 (Cartersville Highway) from SR Business 6 to Old Cartersville Road	Widen to 4 lanes	E	3	F	3	1.06	2	1.1	1	9	Yes	1	No	0	Low	0	1	High	6	11000	3	15900	1	4	300	3	400	1	4	1	0	5	1	1	No	1	26
RC-11	SR 61 (Cartersville Highway) from Mt. Moriah Road to Dabbs Bridge Road	Widen to 4 lanes	B	0	D	0	0.72	1	0.95	0	1	No	0	No	0	Low	0	0	Low	1	6500	1	11600	0	1	200	1	300	1	2	0	0	2	0	0	No	1	6
RC-12	SR 61 (Cartersville Highway) from Dabbs Bridge Road to Bartow County Line	Widen to 4 lanes	D	0	E	2	0.98	2	1.14	1	5	No	0	No	0	Low	0	0	Low	1	13000	3	17200	1	4	400	5	600	2	7	0	0	3	0	0	No	1	18
RC-13	Dabbs Bridge Road from SR 61 (Cartersville Highway) to Bartow County Line	Widen to 4 lanes	C	0	E	2	0.87	1	1.11	1	4	Yes	1	No	0	Low	0	1	Low	1	6300	1	9400	0	1	200	1	200	0	1	3	2	3	0	2	No	1	11
RC-14	Ridge Road from Dallas Nebo Road to SR 92	Widen to 4 lanes	C	0	F	3	1.18	3	1.3	2	8	Yes	1	No	0	Low	0	1	High	6	10600	1	18200	2	3	100	1	300	1	2	3	2	4	1	3	No	1	24
RC-15	Nebo Road from Dallas Nebo Road to SR 92	Widen to 4 lanes	E	3	F	3	1.16	3	1.3	2	11	Yes	1	No	0	Low	0	1	Medium	3	12700	3	16300	1	4	100	1	200	0	1	0	0	5	1	1	Yes	0	21
RC-16	Bakers Bridge Road from Douglas County Line to Ridge Road	Widen to 4 lanes	D	0	E	2	0.95	2	1.04	1	5	Yes	1	No	0	Low	0	1	Medium	3	10900	3	13800	0	3	200	1	200	0	1	2	1	13	2	3	Yes	0	16
RC-17	Sweetwater Church Road from Douglas County Line to SR 92	Widen to 4 lanes	D	0	F	3	1.20	3	1.34	2	8	Yes	1	No	0	Low	0	1	Low	1	9300	1	14000	0	1	200	1	300	1	2	0	0	0	0	0	No	1	14
RC-18	Hiram-Sudie Road from SR 61 (Villa Rica Highway) to SR 92	Widen to 4 lanes	D	0	F	3	1.06	2	1.19	2	7	Yes	1	No	0	Low	0	1	Medium	3	10400	1	16000	1	2	200	1	300	1	2	5	2	8	2	4	No	1	20
RC-19	Cedarcrest Road from Seven Hills Boulevard to Cobb County Line	Widen to 4 lanes	D	0	E	2	0.89	1	0.99	0	3	Yes	1	No	0	Low	0	1	Low	1	12200	3	15700	1	4	200	1	200	0	1	2	1	3	0	1	No	1	12
RC-20	Cedarcrest Road from SR 92 to Seven Hills Boulevard	Widen to 4 lanes	C	0	D	0	0.78	1	0.9	0	1	Yes	1	No	0	Medium	2	3	Low	1	12200	3	15600	1	4	200	1	300	1	2	0	0	11	2	2	No	1	14
RC-21	East Paulding Drive from SR 92 to SR 120 (Charles Hardy Parkway)	Widen to 4 lanes	D	0	E	2	0.93	1	1.02	0	3	Yes	1	No	0	Medium	2	3	Medium	3	9600	1	12600	0	1	100	1	200	0	1	2	1	2	0	1	Yes	0	12
RC-22	Bobo Road from Dallas Acworth Highway to SR 120 (Charles Hardy Parkway)	Widen to 4 lanes	D	0	E	2	1.00	2	1.13	1	5	Yes	1	No	0	Medium	2	3	Low	1	10800	3	14300	0	3	300	3	200	0	3	1	0	1	0	0	Yes	0	15

Scoring Template

Congestion
2015 LO: F= 5, E= 3, D= 0
2030 LO: F=3, E=2, D=0
2030 V/C Top 1/3 = 3, Middle 1/3 = 2, Bottom 1/3 = 1
2040 V/C Top 1/3 = 2, Middle 1/3 = 1, Bottom 1/3 = 0

Total Possible Congestion Points = 13

Land Use
Serves High Growth Area — High = 3, Medium = 2, Low = 0

Serves Employment Centers
Along Commuter Routes — Yes =1; No =0
Serves Paulding Emp Centers — High = 3, Medium = 2, Low = 0

Total Possible Land Use Points = 7

Safety
Hot Spot Analysis
High = 6
Medium = 3
Low = 1

Major Corridors
2015 Volumes — Top 1/3 = 5, Middle 1/3 = 3, Bottom 1/3 = 1
2030 Volumes — Top 1/3 = 2, Middle 1/3 = 1, Bottom 1/3 = 0

Total Possible Major Corridor Points = 7

Freight
2015 Truck Volumes — Top 1/3 = 5, Middle 1/3 = 3, Bottom 1/3 = 1
2030 Truck Volumes — Top 1/3 = 2, Middle 1/3 = 1, Bottom 1/3 = 0

Total Possible Major Corridor Points = 7

Public Comment
Public Comment — Top 1/3 Vote Getters = 2, Middle Vote Getters = 1, Others = 0

Advisory Committee — Top 1/3 Vote Getters = 2, Middle Vote Getters = 1, Others = 0

Total Possible Public Comment = 4

Environmental Constraints
Yes = 0; No=1

New Roadways

Project ID	Project Location	Congestion and Delay					Land Use					Safety		Major Transportation Corridors					Freight Mobility					Public and Committee Input					Constructability		TOTAL SCORE
Project ID	Project Location	2015 LOS on Parallel Roadways	Score	2030 LOS on Parallel Roadways	Score	TOTAL CONGESTION SCORE	Serves High Growth Area	Score	Serves Employment Centers	Score	TOTAL LAND USE SCORE	Crashes Along Parallel Routes	Score	Existing (2015) Volumes	Score	Projected 2030 Volumes	Score	TOTAL MAJOR CORR SCORE	2015 Truck Volumes	Score	2030 Truck Volumes	Score	TOTAL FREIGHT SCORE	Advisory Committee Input	Score	Public Input (Votes from 8/14 Meeting)	Score	TOTAL P&C SUPPORT SCORE	Environmental Complexity	Score	
NC-1	W. Dallas Bypass from SR 61 (Cartersville Highway) to US 278/SR 6	Medium	2	High	2	4	Medium	2	High	3	5	High	3	Medium	2	Medium	1	3	Medium	3	Medium	1	4	6	2	20	2	4	Yes	0	23
NC-2	E. Dallas Bypass from SR Business 6 to SR 61 (Cartersville Highway)	Medium	2	High	2	4	Medium	2	High	3	5	High	3	Medium	2	Medium	1	3	Medium	3	Medium	1	4	10	2	10	1	3	Yes	0	22
NC-3	Hiram Parallel Reliever - South of US 278/SR 6 from SR 92 to Bill Carruth Parkway	Medium	2	Medium	1	3	High	3	High	3	6	High	3	High	3	High	2	5	High	5	High	2	7	1	0	10	1	1	No	1	26
NC-4	Hiram Parallel Reliever - North of US 278/SR 6 from SR 92 to Lake Road	Medium	2	Medium	1	3	High	3	High	3	6	High	3	High	3	High	2	5	High	5	High	2	7	0	0	8	1	1	No	1	26
NC-5	West Paulding Connector	Low	1	Low	0	1	High	3	Low	0	3	Low	1	Low	1	Low	0	1	Low	1	Low	0	1	2	1	9	1	2	Yes	0	9
NC-6	Scoggins Road Extension from US 278/SR 6 to SR 120 (Buchanan Highway)	Medium	2	Medium	1	3	Medium	2	Low	0	2	Medium	2	Medium	2	Medium	1	3	High	5	High	2	7	4	1	4	0	1	Yes	0	18

List of Roadways Subject to Comparative Analysis

NC-1
SR Bus 6 from US 278/SR 6 to SR 61 North
SR 61 North from Memorial Drive to Old Cartersville Road

NC-2
SR Business 6 from US 278/SR 6 to SR 61 (Cartersville Highway)

NC-3 and NC-4
US 278/SR 6 from from SR 92 to Bill Carruth Parkway (E)

NC-5
Old Cartersville Road/Ivey Gulledge Road from SR 61 to Seven Hills Boulevard
SR 61 North from Old Cartersville Road to Dabbs Bridge Road

NC-6
SR 61 South from Scoggins Road to US 278/SR 6
US 278/SR 6 from SR 61 to SR Business 6 (W)

Scoring Template

Congestion
Qualitative Assessment based on LOS
2015 V/C High = 3; Med. = 2; Low = 1
2030 LOS High = 2; Med. = 1; Low = 0

Total Possible Congestion Points = 3

Land Use
Serves High Growth Area High = 3
Medium = 2
Low = 0

Serves Paulding Emp Centers High = 3
Medium = 2
Low = 0

Total Possible Safety Points = 3

Safety
Qualitative Hot Spot Analysis
High = 3
Medium = 2
Low = 1

Total Possible Safety Points = 3

Major Corridors
Qualitative Assessment of Volumes
2015 Volume High = 3; Med. = 2; Low = 1
2030 Volume High = 2; Med. = 1; Low = 0

Total Possible MC Points = 5

Freight
Qualitative Assessment of Truck Volumes
2015 Volume High = 5; Med. = 3; Low = 1
2030 Volume High = 2; Med. = 1; Low = 0

Total Possible Freight Points = 7

Public Comment
Public Comment Top 1/3 Vote Getters = 2
Middle Vote Getters = 1
Others = 0

Advisory Committee Top 1/3 Vote Getters = 2
Middle Vote Getters = 1
Others = 0

Total Possible Public Comment = 4

Environmental Constraints
No = 1; Yes=0

Bicycle and Pedestrian Projects: Sidewalks and Crossings

Project ID	Project Location	Category	Multimodal Travel											Land Use					Safety		Major Transportation Corridors	Public and Committee Support					
			2010 Zero Car Households	SCORE	2010 Low Income	SCORE	2010 Population Density	SCORE	2010 Employment Density	SCORE	Promotes Transit Ridership	SCORE	TOTAL MULTIMODAL SCORE	Serves High Growth Area	SCORE	Connects to Silver Comet Trail	SCORE	TOTAL LAND USE SCORE	Pedestrian Accident Locations	SCORE	Functional Classification	Advisory Committee Support (Votes)	SCORE	Public Comment	SCORE	TOTAL P&C SUPPORT SCORE	TOTAL SCORE
BP-1	Bakers Bridge Road from Ridge Road to Charity Drive	Sidewalk Segments	Low	1	Medium	3	Medium	2	Low	0	No	0	6	High	3	No	0	3	No	0	1	0	0	Yes	1	1	11
BP-2	Brownsville Road from SR 92 to Sweetwater Pass	Sidewalk Segments	Low	1	Medium	3	Medium	2	Low	0	No	0	6	High	3	No	0	3	Yes	3	2	0	0	No	0	0	14
BP-3	Cedarcrest Road at Floyd Shelton Elementary	Sidewalk Segments	Low	1	Medium	3	Medium	2	Low	0	No	0	6	High	3	No	0	3	No	0	2	0	0	No	0	0	11
BP-4	Cedarcrest Road from Harmony Grove Church Road to Arthur Hills Drive	Sidewalk Segments	Low	1	Medium	3	Medium	2	Low	0	No	0	6	High	3	No	0	3	No	0	2	0	0	Yes	1	1	12
BP-5	Cedarcrest Road from Cobb County Line to Highcrest Drive	Sidewalk Segments	Medium	3	Medium	3	Medium	2	Low	0	No	0	8	High	3	No	0	3	No	0	2	0	0	Yes	1	1	14
BP-6	Center Street from Seaboard Avenue to SR 92	Sidewalk Segments	Medium	3	Medium	3	Medium	2	High	3	No	0	11	High	3	No	0	3	No	0	0	0	0	No	0	0	14
BP-7	Clonts Road from Wiley Drive to Hal Hutchins Elementary	Sidewalk Segments	Medium	3	Medium	3	Medium	2	Low	0	No	0	8	High	3	No	0	3	No	0	0	0	0	No	0	0	11
BP-8	Colbert Road from Abney Elementary to Legacy Point Drive	Sidewalk Segments	Low	1	Medium	3	Medium	2	Low	0	No	0	6	Medium	2	No	0	2	No	0	0	0	0	No	0	0	8
BP-9	Cowboy Path from East Paulding Home Park to Forest Hills Drive	Sidewalk Segments	Medium	3	Medium	3	High	3	Medium	2	No	0	11	Medium	2	No	0	2	No	0	0	0	0	No	0	0	13
BP-10	Crossroads Church Road from Winterville Drive to Yorkville Park	Sidewalk Segments	Medium	3	Low	1	Low	0	Low	0	No	0	4	Medium	2	No	0	2	No	0	0	0	0	No	0	0	6
BP-11	Depot Drive from US 278/SR 6 (Jimmy Smith Parkway) to Rosedale Drive	Sidewalk Segments	Medium	3	Medium	3	Medium	2	High	3	No	0	11	High	3	Yes	2	5	No	0	0	3	3	Yes	1	4	20
BP-12	Due West Road from Dallas Acworth Highway to Autumn Creek	Sidewalk Segments	Low	1	Medium	3	High	3	Medium	2	No	0	9	Medium	2	No	0	2	No	0	1	0	0	No	0	0	12
BP-13	East Foster Avenue from Dallas City Park to Hardee Street	Sidewalk Segments	High	5	Medium	3	Medium	2	Medium	2	No	0	12	High	3	No	0	3	No	0	0	1	1	No	0	1	16
BP-14	East Paulding Drive from Lost Meadows Drive to Hope Drive	Sidewalk Segments	Medium	3	Medium	3	High	3	Medium	2	No	0	11	Medium	2	No	0	2	No	0	2	1	1	No	0	1	16
BP-15	East Paulding Drive from Dallas Acworth Highway to Mt. Tabor Park	Sidewalk Segments	Medium	3	Medium	3	High	3	Medium	2	No	0	11	Medium	2	No	0	2	No	0	2	1	1	No	0	1	16
BP-16	Graves Road from Graves Road Spur to Graves Road	Sidewalk Segments	Medium	3	Medium	3	Medium	2	Medium	2	No	0	10	High	3	No	0	3	No	0	0	0	0	Yes	1	1	14
BP-17	Hiram-Sudie Road from SR 61 to Southern Oaks Drive	Sidewalk Segments	Low	1	Medium	3	Medium	2	High	3	No	0	9	High	3	No	0	3	No	0	2	0	0	No	0	0	14
BP-18	Holly Springs Road from Woodwind Drive to Highway 101	Sidewalk Segments	Medium	3	Low	1	Low	0	Low	0	No	0	4	Medium	2	No	0	2	No	0	0	1	1	Yes	1	2	8
BP-19	Lester Drive from Dallas City Park to SR Bus 6	Sidewalk Segments	High	5	Medium	3	Medium	2	Medium	2	No	0	12	Medium	2	No	0	2	No	0	0	1	1	No	0	1	15
BP-20	Macland Road from SR 92 to SR 120 (Charles Hardy Parkway)	Sidewalk Segments	Medium	3	Medium	3	Medium	2	Medium	2	No	0	10	Medium	2	No	0	2	No	0	2	1	1	No	0	1	15
BP-21	Mein Mitchell Road from Ridge Road to Country Village Drive	Sidewalk Segments	Medium	3	Medium	3	Medium	2	Low	0	No	0	8	High	3	No	0	3	No	0	0	0	0	No	0	0	11
BP-22	Metromont Road from US 278/SR 6 to Rosedale Drive	Sidewalk Segments	Medium	3	Medium	3	Medium	2	High	3	Yes	1	12	Medium	2	No	0	2	No	0	0	3	3	Yes	1	4	18
BP-23	Mulberry Rock Road from Doke Cochran Road to SR 61	Sidewalk Segments	Medium	3	Low	1	Medium	2	Low	0	No	0	6	Medium	2	No	0	2	No	0	1	1	1	No	0	1	10
BP-24	Mustang Drive from Heritage Way to Donbie Drive	Sidewalk Segments	High	5	High	5	Medium	2	Medium	2	No	0	14	Medium	2	No	0	2	No	0	0	1	1	No	0	1	17
BP-25	Nebo Road from Nebo Elementary School to Pine Shadows Road	Sidewalk Segments	Low	1	Medium	3	Medium	2	Low	0	No	0	6	High	3	No	0	3	No	0	1	0	0	No	0	0	10
BP-26	Nebo Road from Dallas-Nebo Road to Swan Drive	Sidewalk Segments	Low	1	Medium	3	Medium	2	Medium	2	No	0	8	High	3	No	0	3	No	0	1	0	0	No	0	0	12
BP-27	Oak Street from SR 92 to Seaboard Avenue	Sidewalk Segments	Medium	3	Medium	3	Medium	2	High	3	No	0	11	Medium	2	No	0	2	No	0	0	0	0	No	0	0	13
BP-28	Old Villa Rica Road from SR 61 to Ivy Trace Lane	Sidewalk Segments	High	5	High	5	Medium	2	Low	0	No	0	12	Medium	2	No	0	2	No	0	0	2	2	No	0	2	16
BP-29	Old Villa Rica Road from SR 61 to Station Drive	Sidewalk Segments	High	5	High	5	Medium	2	Low	0	No	0	12	Medium	2	No	0	2	No	0	0	1	1	No	0	1	15
BP-30	Pine Shadows Drive from Nebo Road to Smith Ferguson Road	Sidewalk Segments	Low	1	Medium	3	Medium	2	Low	0	No	0	6	High	3	No	0	3	No	0	0	0	0	No	0	0	9
BP-31	Pine Valley Road from Taylor Farm Park - West to Northview Lane	Sidewalk Segments	Medium	3	Medium	3	Medium	2	Low	0	No	0	8	Medium	2	No	0	2	No	0	1	1	1	Yes	1	2	13
BP-32	Pine Valley Road from Taylor Farm Park - West to Winter Park Lane	Sidewalk Segments	Medium	3	Medium	3	Medium	2	Low	0	No	0	8	Medium	2	No	0	2	No	0	1	1	1	No	0	1	12
BP-33	Ridge Road from Dallas-Nebo Road to Austin Bridge Road	Sidewalk Segments	Low	1	Medium	3	Medium	2	Low	0	No	0	6	High	3	No	0	3	No	0	2	0	0	Yes	1	1	12
BP-34	Ridge Road from Hughes Road to Ridge Run Drive	Sidewalk Segments	Low	1	Medium	3	Medium	2	Low	0	No	0	6	High	3	No	0	3	No	0	2	0	0	Yes	1	1	12
BP-35	Ridge Road from Hughes Road to Farm Street	Sidewalk Segments	Low	1	Medium	3	Medium	2	Low	0	No	0	6	High	3	No	0	3	No	0	2	0	0	Yes	1	1	12
BP-36	Scoggins Road from SR 61 to Sugar Mill Drive	Sidewalk Segments	Low	1	Medium	3	Medium	2	Low	0	No	0	6	Medium	2	No	0	2	No	0	2	0	0	No	0	0	10
BP-37	Seaboard Avenue from Towne Park Drive to Powder Springs Street	Sidewalk Segments	Medium	3	Medium	3	Medium	2	High	3	No	0	11	Medium	2	No	0	2	No	0	0	0	0	No	0	0	13
BP-38	South Main Street from Constitution Boulevard to Seaboard Drive	Sidewalk Segments	High	5	High	5	Medium	2	Medium	2	No	0	14	Medium	2	No	0	2	No	0	0	3	3	No	0	3	19
BP-39	SR 101 from Crossroads Church Road to Runnell Road	Sidewalk Segments	Medium	3	Low	1	Low	0	Low	0	No	0	4	Low	0	No	0	0	No	0	2	0	0	No	0	0	6
BP-40	SR 61 from Oscar Way to Kirk Drive	Sidewalk Segments	High	5	High	5	Medium	2	Medium	2	No	0	14	High	3	No	0	3	Yes	3	2	1	1	No	0	1	23
BP-41	SR 92 from Hardy Circle to East Paulding Middle School	Sidewalk Segments	Medium	3	Medium	3	High	3	Medium	2	No	0	11	Medium	2	No	0	2	No	0	2	0	0	No	0	0	15
BP-42	SR 92 from Cedarcrest Road to Royal Sunset Drive	Sidewalk Segments	Medium	3	Medium	3	Medium	2	Medium	2	No	0	10	Medium	2	No	0	2	No	0	2	0	0	No	0	0	14
BP-43	US 278/SR 6 from Depot Drive to Cleburne Parkway	Sidewalk Segments	Medium	3	Medium	3	Medium	2	High	3	Yes	1	12	Medium	2	No	0	2	Yes	3	3	0	0	No	0	0	20
BP-44	Wayside Lane/Clear Creek Drive from US 278/SR 6 to Poole Elementary School	Sidewalk Segments	Medium	3	Low	1	Low	0	Low	0	No	0	4	Low	0	No	0	0	No	0	0	1	1	No	0	1	5
BP-45	West Memorial Drive from Bagby Path to Paulding Memorial Hospital	Sidewalk Segments	High	5	High	5	Medium	2	High	3	No	0	15	Medium	2	No	0	2	No	0	2	2	2	No	0	2	21
BP-46	Williams Lake Road from JA Dobbins Middle School to Four Oaks Drive	Sidewalk Segments	Medium	3	Medium	3	Medium	2	Low	0	No	0	8	Medium	2	No	0	2	No	0	0	4	3	Yes	1	4	14
BP-47	SR Bus 6/Old Harris Road from Merchants Drive to Commerce Drive	Sidewalk Segments	High	5	Medium	3	Medium	2	Medium	2	No	0	12	High	2	No	0	2	Yes	3	2	7	3	No	0	3	22
BP-48	Pedestrian Crossing at Williams Lake Road west of JA Dobbins Middle School	Pedestrian Crossing	Medium	3	Medium	3	Medium	2	Low	0	No	0	8	Medium	0	No	0	0	No	0	0	0	0	No	0	0	8

Multimodal Travel

2010 Zero Car	High = 5; Medium = 3; Low = 1
2010 Low Income	High = 5; Medium = 3; Low = 1
2010 Pop. Density	High = 3; Medium = 2; Low = 1
2010 Emp. Density	High = 2; Medium = 1; Low = 0

Promotes Transit Ridership
Connection to Existing Transit = 1
No Connection = 0

Land Use

Serves High Growth Area	High = 3
	Medium = 2
	Low = 0

Connectivity to Silver Comet Trail
Yes =2; No =0

Safety
Pedesrtrian Crashes
Yes = 3; No = 0

Major Corridors

Functional Classification	
Principal Arterial = 3	
Minor Arterial = 2	
Collector = 1	
Local = 0	

Public Support/Comment

Public Support	Yes = 1; No=0
Advisory Committee	3 or More Votes = 3
	2 Votes = 2
	1 Vote = 1
	Not Recommended = 0

Bicycle and Pedestrian Projects: Multi Use Trails

Project ID	Project Location	Multimodal Travel							Land Use							Public and Committee Support			TOTAL SCORE
		2010 Zero Car Households	SCORE	2010 Low Income	SCORE	2010 Population Density	SCORE	TOTAL MULTIMODAL CORE	Serves High Growth Area	SCORE	Serves Community Facilities	SCORE	Connects to Silver Comet Trail	SCORE	TOTAL LAND USE SCORE	Advisory Committee Support	SCORE	TOTAL P&C SUPPORT SCORE	
BP-52	Within the Paulding Forest WMA - South of Silver Comet Trail	Low	1	Low	1	Low	1	3	No	0	No	0	No	0	0	11	3	3	4
BP-53	Within the Paulding Forest WMA - North of Silver Comet Trail	Low	1	Low	1	Low	1	3	No	0	No	0	No	0	0	7	3	3	4
BP-54	North of Hulsey Town Road - Between Silver Comet Field and Hulsey Town Road	Low	1	Low	1	Low	1	3	No	0	No	0	Yes	5	5	2	1	1	7
BP-55	Near Peg Cole Bridge Road - Between Georgian Parkway and Peg Cole Bridge Trail	Low	1	Low	1	Low	1	3	No	0	No	0	No	0	0	0	0	0	1
BP-56	Strickland Park Connection - Between Weddington Road and Strickland Park	Low	1	Medium	3	Medium	2	6	Yes	1	Yes	1	Yes	5	7	2	1	1	10
BP-57	Between Government Complex and Seaboard Trailhead	High	5	High	5	Medium	2	12	Yes	1	Yes	1	Yes	5	7	4	2	2	11

Multimodal Travel
2010 Zero Car High = 5; Medium = 3; Low = 1
2010 Low Income High = 5; Medium = 3; Low = 1
2010 Pop. Density High = 5; Medium = 3; Low = 1

Land Use
Serves High Growth Area Yes =1; No =0

Serves Community Facilities
Yes =1; No =0

Connectivity to Silver Comet Trail
Yes =5; No =0

Public Support
Public Support Yes = 1; No=0
Advisory Committee Top 1/3 Vote Getters = 3
Middle Vote Getters = 2
No Votes = 0

Transit and TDM Projects

Project ID	Project Location	Category	Multimodal Travel													Land Use						Public and Committee Input					TOTAL SCORE
			2010 Zero Car Households	SCORE	2010 Low Income	SCORE	2010 Elderly Density	SCORE	2010 Population Density	SCORE	2010 Employment Density	SCORE	Promotes Bicycle and Ped Travel	SCORE	TOTAL MULTIMODAL SCORE	Serves High Growth Area	SCORE	Serves Employment Centers	Along Commuter Route	SCORE	TOTAL LAND USE SCORE	Advisory Committee Support	SCORE	Public Comment	SCORE	TOTAL P&C SUPPORT SCORE	
T-1	Silver Comet Field Shuttle	New Transit Service	Medium	3	Low	1	High	2	Medium	2	Low	1	Local/Shuttle	2	11	Low	0		No	0	0	0	0	See results below	1	1	12
T-2	Transit Service to Paulding County Government Complex	New Transit Service	High	5	High	5	High	2	High	3	High	3	Local/Shuttle	2	20	High	3		Yes	1	4	0	0	See results below	1	1	25
T-3	Transit Service to Wellstar Paulding Hospital	New Transit Service	High	5	High	5	High	2	Low	1	High	3	Local/Shuttle	2	18	Medium	2		Yes	1	3	3	2	See results below	1	3	24
T-4	Transit Chattahoochee Technical College	New Transit Service	High	5	High	5	High	2	Medium	2	High	3	Local/Shuttle	2	19	Medium	2		Yes	1	3	0	0	See results below	1	1	23
T-5	Dallas Circulator Shuttle	New Transit Service	High	5	High	5	High	2	High	3	High	3	Local/Shuttle	2	20	High	3		No	0	3	1	1	See results below	1	2	25
T-6	Hiram Circulator Shuttle	New Transit Service	Low	1	Medium	3	Low	0	Low	1	High	3	Local/Shuttle	2	10	Medium	2		No	0	2	1	1	See results below	1	2	14
T-7	Fixed Route Bus from Silver Comet Field to Dallas/Hiram along US 278/SR 6	New Transit Service	High	5	High	5	High	2	Low	1	High	3	Local/Shuttle	2	18	Medium	2		Yes	1	3	0	0	See results below	1	1	22
T-8	Arterial BRT /HOV along SR 120 (Charles Hardy Parkway)	New Transit Service	Medium	3	Medium	3	High	2	High	3	Medium	2	Commuter	1	14	Medium	2		Yes	1	3	0	0	See results below	1	1	18
T-9	Arterial BRT/ HOV along US 278/SR 6	New Transit Service	High	5	High	5	High	2	Medium	2	High	3	Commuter	1	18	Medium	2		Yes	1	3	0	0	See results below	1	1	22
T-10	Arterial BRT/HOV along SR 92/Dallas-Acworth Highway	New Transit Service	Low	1	Low	1	Medium	1	Medium	2	Low	1	Commuter	1	7	High	3		Yes	1	4	0	0	See results below	1	1	12
T-11	Extend GRTA via SR 6 to Dallas	New Transit Service	High	5	High	5	High	2	High	3	High	3	Commuter	1	19	Medium	2		Yes	1	3	4	2	See results below	1	3	25
T-12	New GRTA Service to Marietta (CCT Hub) via SR 120	New Transit Service	Low	1	Low	1	High	0	Medium	2	Medium	2	Commuter	1	7	Medium	2		Yes	1	3	1	1	See results below	1	2	12
T-13	New GRTA Service to Cumberland via SR 360	New Transit Service	Low	1	Low	1	High	2	Medium	2	Medium	2	Commuter	1	9	Medium	2		Yes	1	3	0	0	See results below	1	1	13
T-14	New Park and Ride Lot at Silver Comet Field	New Park and Ride Lot	POLICY-RELATED SOLUTIONS - PRIORITIES WILL EVOLVE THROUGH MORE EDUCATION AND COORDINATION WITH GEORGIA COMMUTE OPTIONS																								
T-15	New Park and Ride Lot at Roxana Community (Dallas-Acworth Highway and SR 92)	New Park and Ride Lot																									
T-16	New Park and Ride Lot at US 278/SR 6 (Jimmy Campbell Parkway) and Seaboard Drive	New Park and Ride Lot																									
T-17	New Park and Ride Lot at US 278/SR 6 and SR 120 (Charles Hardy Parkway)	New Park and Ride Lot																									
T-18	New Vanpool Lot at Roxana Community (Dallas-Acworth Highway and SR 92)	Vanpool Loading Area																									
T-19	New Vanpool Lot at SR 120 (Charles Hardy Parkway) and US 278/SR 6 (Jimmy Campbell Parkway)	Vanpool Loading Area																									
T-20	New Vanpool Lot at SR 61 (Villa Rica Highway) and Ridge Road	Vanpool Loading Area																									
T-21	Paulding County Vanpool Program	New Vanpool Service																									
T-22	Cobb-Paulding Vanpool Location	New Vanpool Service																									
T-23	Paulding Transit Funding	Funding	POLICY-RELATED SOLUTION - CONTINUE TO MONITOR THE DEMAND FOR PAULDING TRANSIT AND SEEK ADDITIONAL FEDERAL FUNDING WHEN LOCAL MATCH IS AVAILABLE																								

Multimodal Travel

2010 Zero Car	High = 5; Medium = 3; Low = 1
2010 Low Income	High = 5; Medium = 3; Low = 1
2010 Elderly	High = 2; Medium = 1; Low = 0
2010 Pop. Density	High = 3; Medium = 2; Low = 1
2010 Emp. Density	High = 3; Medium = 2; Low = 1

Promotes Bike/Ped Travel
Local Service/Shuttles = 2
Commuter Related Services = 1

Land Use

Serves High Growth Area	High = 3
	Medium = 2
	Low = 0
Along Commuter Route	Yes = 1; No = 0

Public Comment

Public Input	Based on results below: Public split on transit overall. Human services transit very popular though.
Advisory Committee	Top 1/3 Vote Getters = 2
	Middle Vote Getters = 1
	Others = 0

Total Possible Public Comment = 4

PUBLIC MEETING RESULTS

Would you ride GRTA Xpress Bus if...

The pickup location was closer to your		The drop off location was closer to your	
Yes	No	Yes	No
11	9	9	10

How important is the need for new local transit service in the county?

Very Unimportant	Unimportant	Somewhat important	Important	Very important
4	4	1	6	6

How important is the need to continue on-demand transit services (Paulding Transit)?

Very Unimportant	Unimportant	Somewhat important	Important	Very important
1	3	3	3	16

Glossary of Transportation and Land Use Planning Terms

Access Management – The process of providing and managing access to land development while preserving safe and efficient traffic flow.

Activity Center – An area of a community where office, retail, service, residential or civic uses are concentrated.

Aesthetic Zoning – The regulation of building or site design to achieve desirable appearance.

Affordable Housing – Housing units where the occupant is paying no more than 30% of gross income for housing costs.

Annexation – The act or process of adding land to a governmental unit, usually an incorporated place, by an ordinance, a court order or other legal activity.

Atlanta Regional Commission (ARC) – The Atlanta area's MPO or regional planning agency that covers ten counties and the City of Atlanta.

Arterial – A class of roadway that serves major traffic movement and that feeds into the interstate freeway system.

Average Daily Traffic (ADT) – The average number of vehicles passing a fixed point in a 24-hour period.

Annual Average Daily Traffic (AADT) –ADT averaged over a one-year period.

Bikeway – A facility designed to accommodate bicycle travel for recreational or commuting purposes (also called a bike lane).

Block Grant – A grant that can be used to fund a wide range of community improvement projects or programs.

Buffer – A strip of land, fence or border of trees between one use and another designed to set apart one use area from another.

Bus Rapid Transit (BRT) – A type of transit service that uses buses like rail cars. BRT usually operates on an exclusive track and loads passengers at stations where the platform is level with the bus floor. By operating a bus on a route that is used exclusively by buses, the speed and quality of the transit trip can be improved.

Comprehensive Plan (Comp. Plan) – A Countywide document mandated by the Georgia Department of Community Affairs (DCA). Local Comp. Plans address community needs and objectives for economic development, community facilities, natural and historic resources, housing, and land use over a 20-year horizon. The Comp. Plan includes both policy and short-term project recommendations. Paulding County and the cities of Braswell, Dallas, and Hiram are currently updating the County Comp. Plan in coordination with the Coosa Valley RDC.

Comprehensive Transportation Plan (CTP) – A document that summarizes the 16-month long process of identifying long range transportation deficiencies and developing a multimodal program to meet transportation needs.

Circulators – Trolleys or people-movers that usually operate within a major employment or residential area as part of a commuter's journey. Circulators generally move people between bus and rail stops.

Clustered – Term describing development that is oriented to create a small, functional, well-connected group of uses. These clustered areas of development should have interconnected street networks, pedestrian access and scale, pedestrian connections to residential areas, and possibly civic or recreational uses.

Collector – A class of roadway that facilitates thru movement as well as access to land, and connects highways and arterials to local streets & roads.

Community Improvement District (CID) – A self-taxing district that uses tax revenue to finance improvements within its respective boundaries.

Community Participation Program (CPP) – The public participation program for the Paulding County CTP that includes community leader interviews, fact sheets, web site updates, Stakeholders Task Force committee meetings, and several rounds of public information meetings, and forms of communication.

Commuter Bus – Commuter bus systems usually have several buses that connect cities or activity centers along major freeways or arterials with few stops in between.

Commuter Rail – Commuter rail uses multiple cars along an existing rail corridor (mainly, freight lines). Commuter rail usually connects cities and does not have a large number of stops.

Congestion Management System (CMS) – The federally required Congestion Management System is developed by ARC and includes a list of congested roadways in the region. The CMS is part of the ongoing ARC Congestion Management Process (CMP).

Conservation Subdivision – A residential subdivision that sites housing units on smaller lots away from sensitive environmental areas. The sensitive environmental features are protected as open areas or greenspace, which are commonly owned and/or protected by a third party through a conservation easement.

Corridor – A broad area of land that follows a general direction and connects major sources of trips. It may contain a number of streets, highways, transit lines and routes. It generally follows an interstate, freeway or major roadway.

Department of Community Affairs (DCA) – The Georgia Department of Community Affairs – the state agency responsible for monitoring and reviewing local and regional comprehensive plans.

Density – The number of units, or square footage of development per acre of land used for residential, commercial or industrial purposes. Unless otherwise specified, density figures are to be set forth in terms of net acres or the amount of land devoted to residential, commercial or industrial use exclusive of streets or other public lands.

Express High Occupancy Vehicle (HOV) Lanes – Lanes for use by multi-occupant vehicles only, such as buses, carpools and vanpools. In Georgia, motorcycles and alternatively-fueled cars, such as electric vehicles, can also use these lanes.

FHWA – Federal Highway Administration

FTA – Federal Transit Administration

Flexible Design Standards – Standards that provide a builder or developer with options and alternatives to strict regulatory limits, if the alternatives create a positive impact.

Freeway – A divided highway having two or more lanes for the exclusive use of traffic in each direction, full control of access, and uninterrupted flow.

Functional Classification – Ranking for streets and roads based on the degree of mobility and access that they provide, (i.e., arterials, collectors and local streets).

GDOT – Georgia Department of Transportation

GRTA – Georgia Regional Transportation Authority – a regional transportation authority "charged with combating air pollution, traffic congestion and poorly planned development in the metropolitan Atlanta region, which is currently designated nonattainment under the federal Clean Air Act.

HOV Lane – High-occupancy vehicle (carpool) lane – An additional roadway lane reserved for vehicles with more than one occupant, such as carpools.

Infill development – New development that utilizes vacant or underutilized parcels of property within a previously developed area to typically provide a more intense use of the property.

Intelligent Transportation Systems (ITS) – The use of different technologies on the existing transportation system to save time, improve safety and reduce congestion without adding new lanes or widening the existing network (i.e., changeable message signs, video cameras, detectors embedded in the pavement).

Level-of-Service (LOS) – Roadway LOS indicates the quality of service provided by a facility. Similar to a student's report card, LOS is represented by the letters "A" through "F", with "A" representing the most favorable driving conditions and "F" representing the least favorable. Methodologies for determining LOS vary for roadways versus signalized and unsignalized intersections.

Mixed-Use Development – Type of development that sites a number of uses in close proximity. Provides opportunities for walking, biking or using transit to create transportation and life-style benefits. Mixed-use is most often applied by siting residential areas near commercial and office areas. This mix of uses may provide the opportunity to live, work and shop in one area, thereby reducing the number or length of travel trips.

MPO – Metropolitan Planning Organization. ARC is the MPO for the Atlanta Region. Paulding County is included as part of ARC due to air quality issues.

Paulding DOT – Paulding County Department of Transportation

Redevelopment – Redevelopment is the reuse of existing developed property. Redevelopment would generally require changes to the existing structure and site. For example, redevelopment of a former industrial site may be redeveloped to accommodate office, commercial and/or residential uses, such as Atlanta's Atlantic Station.

Regional Development Center (RDC) – A Regional Development Centers assists member local governments with implementing the Georgia Planning Act of 1989, including development of local Comp. Plans. Paulding County is part of the Coosa Valley RDC, which serves as the regional planning and development instrument for Northwest Georgia.

Regional Transportation Plan (RTP) – ARC's Regional Transportation Plan. The current RTP is *Mobility 2030* highlighting recommended long-range projects through the year 2030. *Envision 6* is the version of the current RTP under development.

Right-of-Way (ROW) – Publicly owned property, including roadway, sidewalks, rail lines, public utilities and the buffer between transportation infrastructure and private property.

Stakeholder Task Force (STF) – A group of citizens representing the unincorporated Paulding County and the cities of Braswell, Dallas and Hiram to help guide the transportation plan. The STF represents a diversity of stakeholder groups and individuals.

Special Purpose Local Option Sales Tax (SPLOST) – Special Purpose Local Option Sales Tax – an additional one (1) cent sales tax used for special purposes such as transportation. Paulding County's current SPLOST covers years 2006-2011.

Technical Committee (TC) – A group of approximately 20 members comprising staff from Paulding County, the cities of Braswell, Dallas, and Hiram, ARC, GDOT, GRTA, Coosa Valley RDC, and planning staff from adjacent counties.

Transportation Improvement Program (TIP) – ARC's six year Transportation Improvement Program that includes funded transportation projects throughout the region. The current TIP period covers years 2006-2011. The next TIP period will cover years 2008-2011.

Traditional Neighborhood Development (TND) – A residential or mixed-use development that incorporates historic design features and pedestrian access/scale typical of cities or neighborhoods that existed prior to the widespread use of the automobile.

Transit-Oriented Development (TOD) – Development that is located adjacent to transit stations or within walking distance of a transit route, providing direct access and accommodations from the development to transit.

Traffic Calming – A term applied to a range of techniques intended to reduce the speeds or impact of automobile traffic on adjoining pedestrian areas.

Vehicle Miles Traveled (VMT) – A measurement of the total miles traveled by all vehicles in the area for a specified time period.

Vehicle Hours Traveled (VHT) – A measurement of the total hours traveled by all vehicles in the area for a specified time period.

Volume-to-Capacity (V/C) Ratio – Compares the amount of traffic on the road to the amount of traffic the road was built to carry. A lower V/C ratio indicates less congestion on a road than does a higher V/C ratio.