

RECOMMENDATIONS REPORT

CHEROKEE COUNTY CTP

DECEMBER 2022

Cherokee



MOVES

Cherokee County
2022 Comprehensive Transportation Plan

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1. CTP OVERVIEW

ABOUT THE CTP

The last Cherokee County Comprehensive Transportation Plan (CTP) was completed in 2016 and was an update from the preceding 2008 CTP. The 2016 CTP identified multi-modal transportation improvement opportunities through the horizon year of 2040. This CTP update will build upon the previous CTP and its recommended projects to a new horizon year of 2050.

The purpose of the Cherokee County CTP update is to identify a countywide transportation vision and to prioritize transportation improvements in the near, mid and long-term. The CTP will consider all forms of transportation including automobiles, transit, walking, biking, freight, and emerging transportation technologies.

The Cherokee County CTP has followed the following process and completed the following tasks:

- Established a clear transportation vision, goals, and objectives
- Developed an interactive transportation model for County use
- Updated the Trails Master Plan
- Completed a Transit Service Assessment
- Developed a prioritized list of transportation projects for the short, mid and long terms and created a list of recommended transportation programs and policies
- Completed a final recommendations documentation report

The CTP has incorporated the input and feedback from multiple public and stakeholder groups including a Technical Advisor Committee (TAC), a Citizen Advisory Group (CAG), and the general public. These groups have been engaged through public and committee meetings, an interactive project website, an online survey, and other engagement tactics. The TAC and CAG provided technical and practical feedback which guided the overall development of the CTP.

ABOUT THIS REPORT

The Recommendations Report provides an overview of the process for evaluating the full universe of potential projects and the final list of prioritized projects for the Cherokee County CTP. The projects in this report reflect the results of the existing conditions analysis, needs assessment, public engagement, and evaluation/prioritization process. More detailed information on the existing conditions analysis, needs assessment, and public engagement process can be found in the full document compendium.

The recommendations outlined in this document include both short-term and long-term project lists. The lists are also prioritized using the CTP evaluation framework to help the County make implementation decisions. This report also contains policy recommendations, to further assist the County with prioritization and implementation.



2. PROJECT EVALUATION & PRIORITIZATION PROCESS

The purpose of the project evaluation and prioritization process is to provide a consistent methodology to compare and rank projects in Cherokee County. This process will lead to creating the tiers of recommended projects in the CTP set of Final Recommendations. Projects will be scored according to their potential to adhere to the established Goals & Objectives.

UNIVERSE OF PROJECTS DEVELOPMENT

The first step in the project evaluation and prioritization process was developing a Universe of Project List. This is a comprehensive list that contains all projects that are to be considered for inclusion the CTP final recommendations. This list was built by pulling projects from the following sources:

- 2022 CTP Needs Assessment
- 2016 CTP Final Recommendations
- ARC TIP
- Arnold Mill Corridor Study
- Bells Ferry Corridor Study
- East Cherokee Corridor Study
- SR 140 Corridor Study
- SR 140 (North) Corridor Study
- Trickum Road Corridor Study
- Old Highway 5 Corridor Study
- Smart Woodstock Plan
- Public Feedback

Once all the Cherokee County projects included in the previous sources were compiled into one list, an initial filtering process was conducted. This screening removed any projects that were duplicate efforts, already completed, underway or funded by the County before the evaluation process began.

PROJECT EVALUATION, PRIORITIZATION, AND TIERING PROCESSES

Once the draft recommendations were identified, projects were evaluated based on their alignment with the goals of the study. Each project was scored and those with higher scores represent project that are better aligned with the goals of the CTP and are considered a higher priority. This chapter also provides the methodology and results of tiering the projects which is a process based on project readiness, the timeline to implement, and available local funding from Cherokee County's SPLOST program.

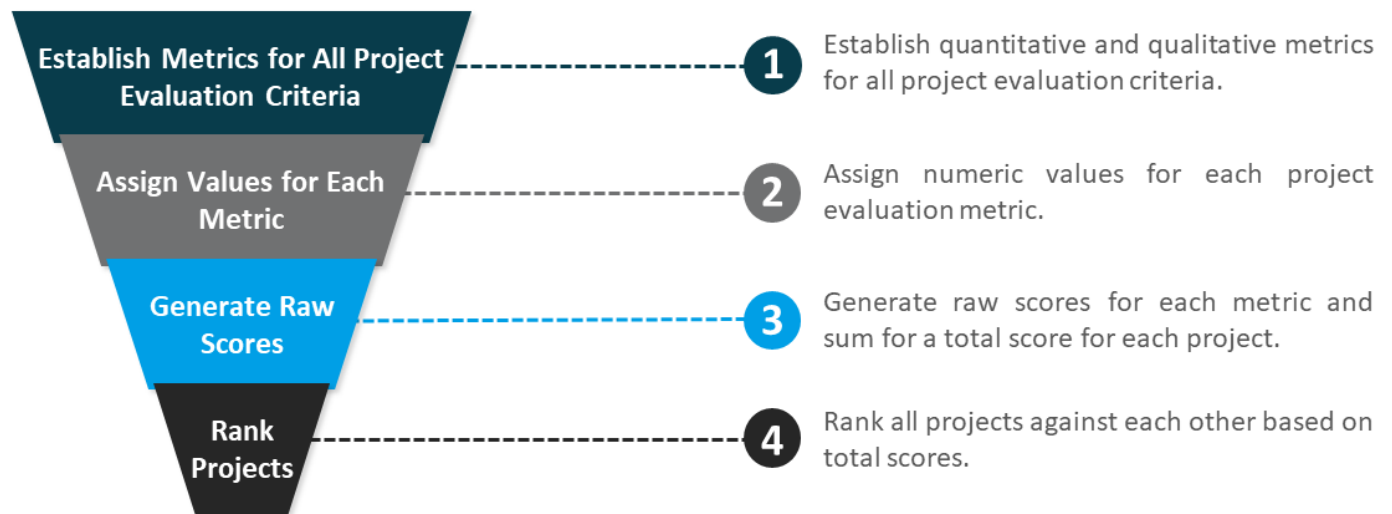


PROJECT EVALUATION AND PRIORITIZATION

METHODOLOGY

This section documents the Cherokee CTP process for evaluating projects. All projects were evaluated according to a project evaluation and prioritization process, summarized in Figure 1. This process was designed to support the plan's goals and objectives and to incorporate feedback from stakeholders and the public.

Figure 1 Project Evaluation and Prioritization Process



Five evaluation criteria were established based on Cherokee County's goals and objectives, for which all projects would be evaluated. These evaluation categories include:

- Improve Connectivity & Mobility
- Maintain Community Health, Safety, and Environment
- Align Transportation and Land Use Planning
- Infrastructure Preservation
- Increase Modal Options

The criteria were selected for their ability to capture each project's impacts on the transportation network, environment, and other critical areas important to Cherokee County. Each evaluation criterion, along with its metric and maximum score is shown in Table 1.



Table 1 Evaluation Performance Measures

Performance Measure	Metric	Maximum Score
Goal 1: Improve Connectivity & Mobility		
Connectivity Reliability	If project reduces congestion on the roadway network. Score based on Low, Medium, or High.	2
Cost Effective Connectivity	If project provides the most cost-effective improvements for transportation. Score based on Yes or No.	2
Parallel Relief	If project supports parallel relief of an existing transportation element. Score based on Yes or No.	2
Connectivity to Activity Centers	If project connects to activity centers within .25 miles of a project. Score based on Low, Medium, or High (<5: Low, 5-10: Medium, >10 High).	2
Enhanced Freight Movement	If project connects to enhanced freight movement land uses. Score based on Low, Medium, or High.	2
Goal 2: Maintain Community Health, Safety, and Environment		
High Crash Location	If project is located in a high crash location. Score based on Yes or No.	2
High Fatality Rate	If project is located in a high fatality area. Score based on Yes or No.	2
Proximity to Schools and/or EMS Facilities	If project is located near a school and/or EMS facility. Score based on Low, Medium, High (½ mile of facility: High, ½ - 2 miles: Medium, >2 miles: Low).	2
Anticipated Emissions Reductions	If project is expected to reduce emissions. Score based on Low, Medium, or High.	2
Potential Environmental Impacts	If project is expected to have environmental impacts. Score based on Low, Medium, or High. (Historic properties or floodplain located within ½ mile: High, ½- 2 miles: Medium, >2 miles: Low)	2
Goal 3: Align Transportation and Land Use Planning		
Complements Existing Development Patterns	If project correlates with existing land use. Score based on Yes or No.	2.5
Linkage to Planning Documents	If project is included in local, regional, or state planning documents. Score based on Yes or No.	2.5
Located in High Social Vulnerability Index (SVI) Areas	If project is located near High SVI areas. Score based on Low, Medium, or High. (>1 mile from a High SVI area: Low, ½-1 mile: Medium, <½ mile: High).	2.5



Performance Measure	Metric	Maximum Score
Improves Access to Environmental Justice Communities	If project is expected to improve access for environmental justice communities. Score based on Low, Medium, or High. (>1 mile from an EJ community: Low, ½-1 mile: Medium, <½ mile: High).	2.5
Goal 4: Infrastructure Preservation		
Poor Pavement Conditions	If project is located on a road that needs repaved. Score based on Yes or No.	5
Poor Bridge Conditions	If project is located on a bridge that needs improvement. Score based on Yes or No.	5
Goal 5: Increase Modal Options		
Provides New Modes of Transportation	If project provides new modes of transportation. Score based on Yes or No.	5
Improves Existing Bike/Pedestrian/Transit Facilities	If project improves existing bike/pedestrian/transit facilities. Score based on Yes or No.	5

In the project prioritization tool, each project received a score for every measure, resulting in a total project score. The final scores were then weighted against the public survey to provide additional insight into which goals were most important to residents of Cherokee County. Based on the results from the survey, Align Transportation with Land Use Planning was the most important goal to the residents of the County. This was followed by Infrastructure Preservation, Maintain Community Health, Safety, and Environment, Improve Connectivity and Mobility, and lastly, Increase Modal Options.

The weighted scores for each project are intended to act as a guide for Cherokee County staff and stakeholders to understand which proposed projects are best aligned with the goals and objectives of the CTP. These scores are not intended to indicate which should be implemented in a short-, medium-, or long-term time, because the phasing of projects have several factors to consider such as funding, community support, and project readiness that impact the implementation of each project.



PROJECT TIERING PROCESS

METHODOLOGY

Once the projects were scored and prioritized, they were grouped into four tiers to guide Cherokee County on when projects should be implemented. The tier's, time frames, and anticipated revenue are shown in Table 2.

Each tier has five considerations utilized to divide projects based on the corresponding set of needs listed below:

- Current status of project implementation
- Project score from evaluation and prioritization
- Immediacy of the need addressed by the project
- Distribution of the project's estimated capital costs among local jurisdictions
- Cherokee County's anticipated level of transportation funding available through the SPLOST program

Table 2 Project Tiers

Tier	Timing of Need	Implementation Period	Anticipated County Funding Available
Tier 0	Projects Already Underway	2022 – 2024	Current SPLOST Revenues
Tier 1	Immediate / Short-Term	2024– 2029	\$170,490,866
Tier 2	Mid-Term	2030 - 2036	\$228,474,060
Tier 3	Long-Term	2037 - 2050	\$882,200,685



ESTIMATING AVAILABLE SPLOST FUNDING

In order to estimate the available amount of SPLOST funding, Cherokee County provided a SPLOST collections breakdown by year. It assumes a 5% growth by year and was extended to the year 2050. Based on the collections breakdown by year, \$170,490,866 will be collected from SPLOST years 2024-2025 to 2029-2030 dedicated exclusively for Transportation projects. Assuming a consistent revenue stream beyond 2030, the funding for Tier 2 (2030-2036) and Tier 3 (2037-2050) were also estimated. The SPLOST distribution by Tiers is shown in Table 3 below.

Table 3 Proposed SPLOST Distribution Table

Jurisdiction	Tier 1	Tier 2	Tier 3
Cherokee County	\$119,242,765	\$159,796,705	\$617,018,679
Ball Ground	\$1,707,114	\$2,287,696	\$8,833,418
Canton	\$9,360,892	\$12,544,490	\$48,437,699
Holly Springs	\$9,000,000	\$12,060,860	\$46,570,273
Nelson	\$1,092,738	\$1,464,373	\$5,654,345
Woodstock	\$30,087,357	\$40,319,935	\$155,686,270
Total	\$170,490,866	\$228,474,060	\$882,200,685

For each project, tiering was determined by the following process shown in Figure 2.

Figure 2 Project Tiering Process



Projects are not assumed to be funded solely by the County or its jurisdictions; therefore, assumptions were made, based on project characteristics, a funding split between the local jurisdiction and other shares. Other shares include federal funding (formula or discretionary grants), state funded programs, and private funding such as public-private partnerships. Table 4 illustrates these cost shares by project characteristic.

Table 4 Cost Share Assumptions

Project Characteristic	Local Share	Other Share (e.g., state, federal, private)
State Route/Interstate/Interchange	20%	80%
Bridge Project	25%	75%
Local Road/Trail/Sidewalk	100%	0%
City Projects	100% (city)	0%
Traverses City and County boundary	50%/50% (city)	0%
Technology/ITS	50%	50%

RESULTS

The results of the project evaluation, prioritization and tiering process was a final tiered, prioritized list of transportation projects for Cherokee County. Project prioritization was completed during the above detailed evaluation process which was based on alignment with the CTP goals and objectives and weighting based on stakeholder and public input.

Project tiering was focused on fiscally constraining the CTP for Cherokee County and its projected SPLOST revenue. While city sponsored projects were tiered, they are not financially constrained and it recommended that each City review the project list, the priorities, and projected revenue and develop their own implementation plans. This allows each City to integrate other factors that may not be included in the prioritization process of the CTP.

A first draft of the project tiering was provided to Cherokee County and its Advisory Group for initial comments. A revised version of the project tiering was presented to the public on June 28, 2022 for review and comment. Based on those comments and the subsequent revisions, the tables of recommended projects in the Recommendations section provide the CTP projects by tier and jurisdiction.



BICYCLE AND PEDESTRIAN PROJECTS EVALUATION

Bicycle and pedestrian projects were evaluated on a different set of performance measures than the roadway projects are. This is because bicycle and pedestrian projects and roadway projects serve different users and different measures of success. The measures for the bicycle and pedestrian projects, listed below in Table 5 are also tied to each objective to qualitatively score each project's ability to achieve said outcome. A full report of how the bicycle and pedestrian projects scored can be found in the Trails Master Plan Report.

Table 5 Table of Recommended Performance Measures for Bicycle and Pedestrian Projects

Metric	Point Value
Connections to Key Activity Centers and Destinations*	
11 or more	20
6 – 10	10
1 – 5	5
Connections to Existing Bicycle and Pedestrian Facilities	
Connects to multiple existing and/or planned bicycle or pedestrian facilities	20
Connects to an existing bicycle or pedestrian facility	10
Connects to a planned bicycle or pedestrian facility	5
Bicycle and Pedestrian Safety	
4+ bike/ped crashes or roadway 50%+ above statewide crash rate average	20
1 – 3 bike/ped crashes or roadway 20 – 50% above statewide crash rate average	10
No bike/ped crashes or roadway 0 – 20% above statewide crash rate average	5
Improve Access to Transit Vulnerable Communities**	
Connects to Census Tract with more than 11 Transit Vulnerable Persons per Acre	20
Connects to Census Tract with more than 7.5 Transit Vulnerable Persons per Acre	10
Connects to Census Tract with more than 4 Transit Vulnerable Persons per Acre	5

*Activity Centers are defined as senior centers, public libraries, hospitals, courts, city halls, colleges/universities, schools, churches, parks, large commercial nodes, and downtown cores. Activity Centers within 500ft of projects are included in the scoring methodology

**Transit vulnerable persons include the following: Seniors (Aged 65+), Individuals with a disability, Low-income households, and Households without a vehicle



3. FINAL RECOMMENDATIONS

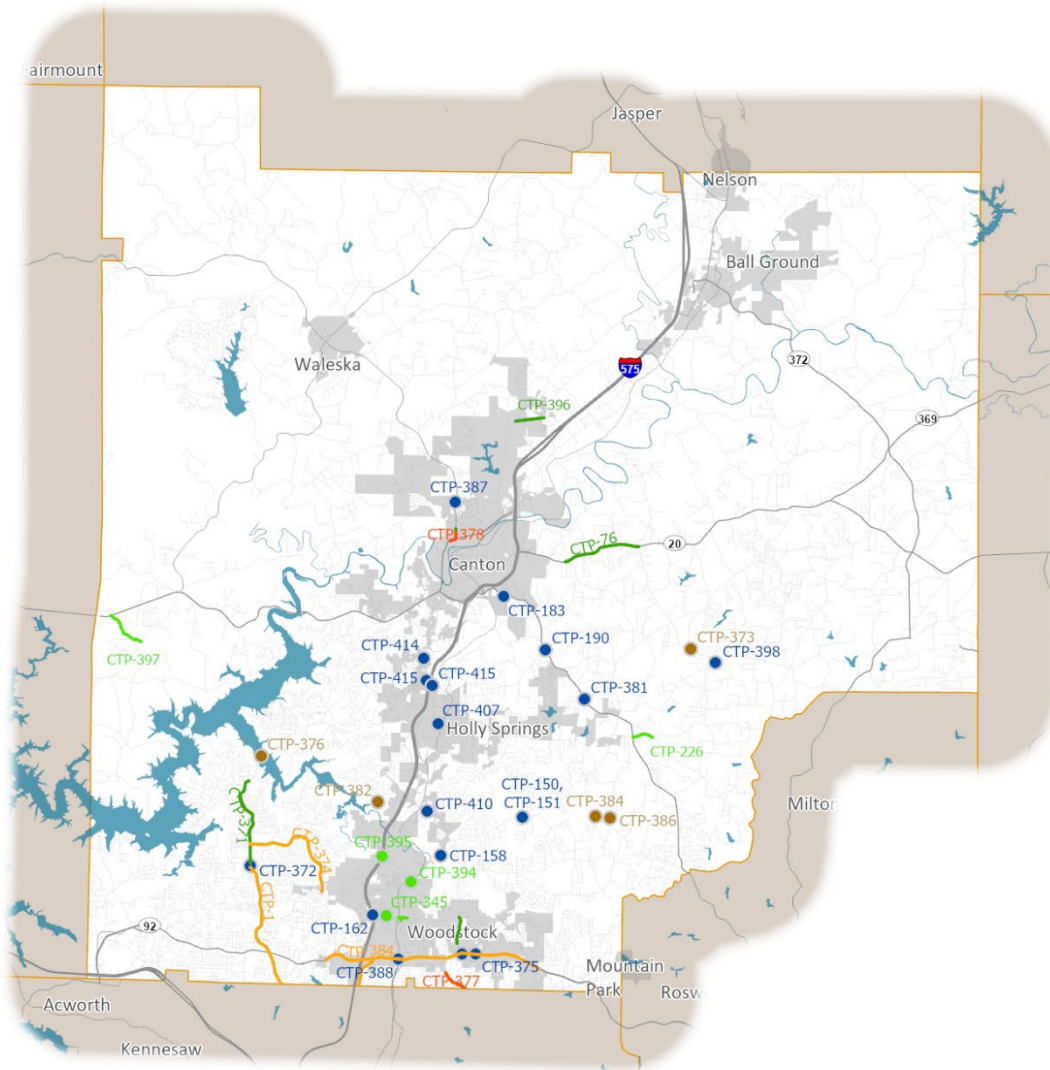
The following sections outline the recommended program of projects for the CTP update in categories of four tiers. These four tiers are Tier 0 (2022-2024), Tier 1 (2024-2029), Tier 2 (2030-2036), and Tier 3 (2037-2050). Each tier covers a specific time span and is tied to available funding within that time period.

TIER 0 PROJECTS (2022-2024)

Tier 0 projects are essentially projects already underway by the County or that are already programmed to be underway by/before 2024. These projects are relatively easy to implement, provide quick value, and should be prioritized first.



Figure 3: Tier 0 Recommended Projects



- | | | | |
|--|-------------------------|--|--------------------------|
| | Capacity | | Corridor |
| | Bicycle/Pedestrian | | Freight |
| | ITS/Emerging Technology | | Bridge |
| | Operational Improvement | | Intersection Improvement |
| | Safety | | |



Table 6 Tier 0 Project List

Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-1	Bicycle/ Pedestrian	Bells Ferry LCI Trail	Cobb County Line	Kellogg Creek Road	Shared use path along Bells Ferry Road within some of the current available ROW.	Cherokee County	\$1,200,000
CTP-76	Capacity	SR 20 - PI#0014131	Scott Road	Union Hill Road	Widening – CST complete in 2024	GDOT	\$52,820,000
CTP-150	Intersection Improvement	E Cherokee Drive	Ranchwood Trail	N/A	Signalization (Identified for 2022 Design); coordinate with CTP-151	Cherokee County	\$840,000
CTP-151	Intersection Improvement	E Cherokee Drive	Ranchwood Trail	N/A	EBL turn lane, WBR turn lane, SB dual lane (Identified for 2022 Design); coordinate with CTP-150	Cherokee County	\$570,000
CTP-158	Intersection Improvement	Holly Springs Pkwy	South Cherokee Park	N/A	Intersection Improvement - Left Turn Lane	Holly Springs	\$1,260,000
CTP-162	Intersection Improvement	I-575 - PI#0016016	Towne Lake Parkway	N/A	Interchange Improvements - turn lane additions/extensions and signal upgrades	GDOT/Cherokee County	\$9,500,000
CTP-183	Intersection Improvement	SR 140	Mountain Vista Boulevard	N/A	Side-street striping modification (GDOT Rapid Response Project)	GDOT	\$120,000
CTP-187	Intersection Improvement	SR 140 - PI#0017789	Riverstone Parkway/Marietta Highway	N/A	Operational improvements	GDOT/Canton	\$3,230,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-190	Intersection Improvement	SR 140 - PI#0017804	Univeter Rd	N/A	Additional travel lanes (SR 140) and dual WB left-turn lanes (SR140)	GDOT/Cherokee County	\$4,940,000
CTP-226	Operational Improvement	Hickory Road/Batesville Road	Hickory Flat Highway	Lower Birmingham Road	Operational Improvements at SR 140/Hickory Flat Highway at Hickory Road intersection	Cherokee County	\$3,300,000
CTP-345	Operational Improvement	Hub Transformation	Towne Lake Parkway, Mill Street, Pinehill Drive	N/A	Improves seven streets and the City Center Main intersection, creating more efficy traffic flow in downtown and increasing pedestrian mobility	Woodstock	\$3,600,000
CTP-369	Capacity	Neese Road Widening	Brentwood Lane	Driftwood Lane	Widening to add center turn lanes and alignment improvements	Woodstock	\$3,900,000
CTP-371	Capacity	Bells Ferry Rd Widening - PI#0013526	Southfork Way	Victoria Rd	GDOT design; HB 170 funded; County SPLOST ROW - FY 2020 ROW; FY 2023 CST	GDOT/Cherokee County	\$37,000,000
CTP-372	Intersection Improvement	Bells Ferry Rd @ Kellogg Creek Rd @ Victory Dr Intersection Improvement	Kellogg Creek Rd/Victory Dr	N/A	Design and ROW complete; CST in FY 2022 and 2023	Cherokee County	\$1,090,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-373	Bridge	Union Hill Rd Bridge Replacement - West (Hasty Trl)	Canton Creek	N/A	FY 2022 CST	Cherokee County	\$1,560,000
CTP-374	Bicycle/ Pedestrian	Towne Lake Pkwy Sidewalks	Towne Lake Hills South	Bells Ferry Rd	Design complete; Phase I CST in FY 2021	Woodstock	\$1,190,000
CTP-375	Intersection Improvement	SR-92 @ Trickum Rd Intersection Improvement - PI#0016365	Trickum Rd	N/A	In design; FY 2022 ROW; FY 2023 CST	GDOT/Cherokee County/Woodstock	\$7,780,000
CTP-376	Bridge	Bells Ferry Road Bridge Replacement - PI#0013525	Little River	N/A	GDOT design; ROW FY 2022; CST FY 2023	GDOT/Cherokee County	\$16,850,000
CTP-377	Safety	Hames Rd - South Jett Rd Realignment	Hames Rd @ South Jett Rd	Jamerson Rd	FY 2022 CST	Cherokee County	\$5,460,000
CTP-378	Safety	Safety Improvements on Reinhardt College Pkwy @ Riverstone Blvd - PI#0017789	Riverstone Blvd	N/A	City of Canton has had a project approved for this location - in procurement phase	Canton	\$2,865,000
CTP-379	Bicycle/ Pedestrian	Noonday Creek Trails Connector - PI#0016015	Noonday Creek Trail (South Side)	Noonday Creek Trail (Cobb County)	City of Woodstock - in design; ROW FY 2021; CST FY 2022	Woodstock	\$5,960,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-380	Intersection Improvement	SR-92 @ Neese Rd Intersection Improvement - PI#0015923	Neese Rd	N/A	GDOT and City of Woodstock - ROW - FY 2021, CST FY 2022	GDOT/Woodstock	\$1,060,000
CTP-381	Intersection Improvement	Traffic Signal Installation - SR 140 @ Stringer Rd	Stringer Rd	SR 140	Corridor Study completed and identifies specific improvements. Traffic study and signal design - FY 2022	Cherokee County	\$260,000
CTP-382	Bridge	Transart Pkwy Bridge Replacement	Toonigh Creek	N/A	FY 2022 CST	Cherokee County	\$1,980,000
CTP-384	Bicycle/Pedestrian	Pedestrian Upgrades	0	N/A	Pedestrian Infrastructure Improvements at 16 intersections - PI#0013692 (R 5 at I-575 NB Exit 20 SR 5 at I-575 SB Exit 20 SR 92 at I-575 NB Exit 7 SR 92 at I-575 SB Exit 7 SR 5 at SR 5 Conn/Reinhardt College Pkwy SR 5 at Riverstone Blvd SR 92 at Molly Lane SR 92 at Old 5/Main St SR 92 at Professional Way SR 92 at Trickum Road SR 92 at W. Wiley Bridge Rd SR 92 at Wal-Mart SR 92 at Woodpark Place SR 92 at Downsby Ln SR 92 at Hames Rd SR 92 at Woodlands Pkwy)	GDOT	\$2,000,000
CTP-406	Bridge Replacement	Waters Road Bridge Replacement - PI#0016597	Crossing: Mill Creek	N/A	ROW 2023, CST 2024	GDOT/Cherokee County	\$2,400,000
CTP-386	Bridge Replacement	Vaughn Road Bridge Replacement - PI#0016598	Crossing: Mill Creek	N/A	ROW 2023, CST 2024	GDOT/Cherokee County	\$2,300,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-387	Intersection Improvement	SR 140 at SR 5 Conn - PI#0017982	Reinhardt College Pkwy	N/A	GDOT and City of Canton - in procurement phase	GDOT/Canton	\$2,000,000
CTP-388	Intersection Improvement	SR 92 at Main Street Intersection Improvement - PI#0018024	Main Street	Stonecroft Ln/Springfield Dr	Restriping to provide 3 through lanes in each direction, extend WB LT lane at Main St, add 3rd NB LT lane	GDOT/Woodstock	\$1,300,000
CTP-392	Operational Improvement	Arnold Mill Road	Main Street	Bentley Pkwy	Widening, Trail Relocation, and AMR/Hubbard Intersection Improvements	Woodstock	\$1,700,000
CTP-393	Operational Improvement	Chambers Street Extension	Wheeler Street	Arnold Mill Road	Extension of Chambers Street to Arnold Mill Road	Woodstock	\$900,000
CTP-394	Operational Improvement	Ridgewalk at Main St Turn Lane Extensions	Main Street	N/A	Extend EB turn lanes	Woodstock	\$100,000
CTP-395	Operational Improvement	I-575/Ridgewalk Interchange - PI#0016017	Ridgewalk Parkway	Woodstock Pkwy	Reconstruct interchange to Diverging Diamond (DDI)	GDOT/Woodstock	\$11,800,000
CTP-396	Capacity	Technology Ridge Parkway Phase I	Bluffs Parkway	Fate Conn/Herald Rd	ROW acquisition in progress; FY 2023 CST	Cherokee County	\$7,400,000
CTP-397	Operational Improvement	Rhine Road Alignment & Drainage	Knox Bridge Hwy	Upper Sweetwater Trail	ROW complete; FY 2023 CST	Cherokee County	\$1,500,000

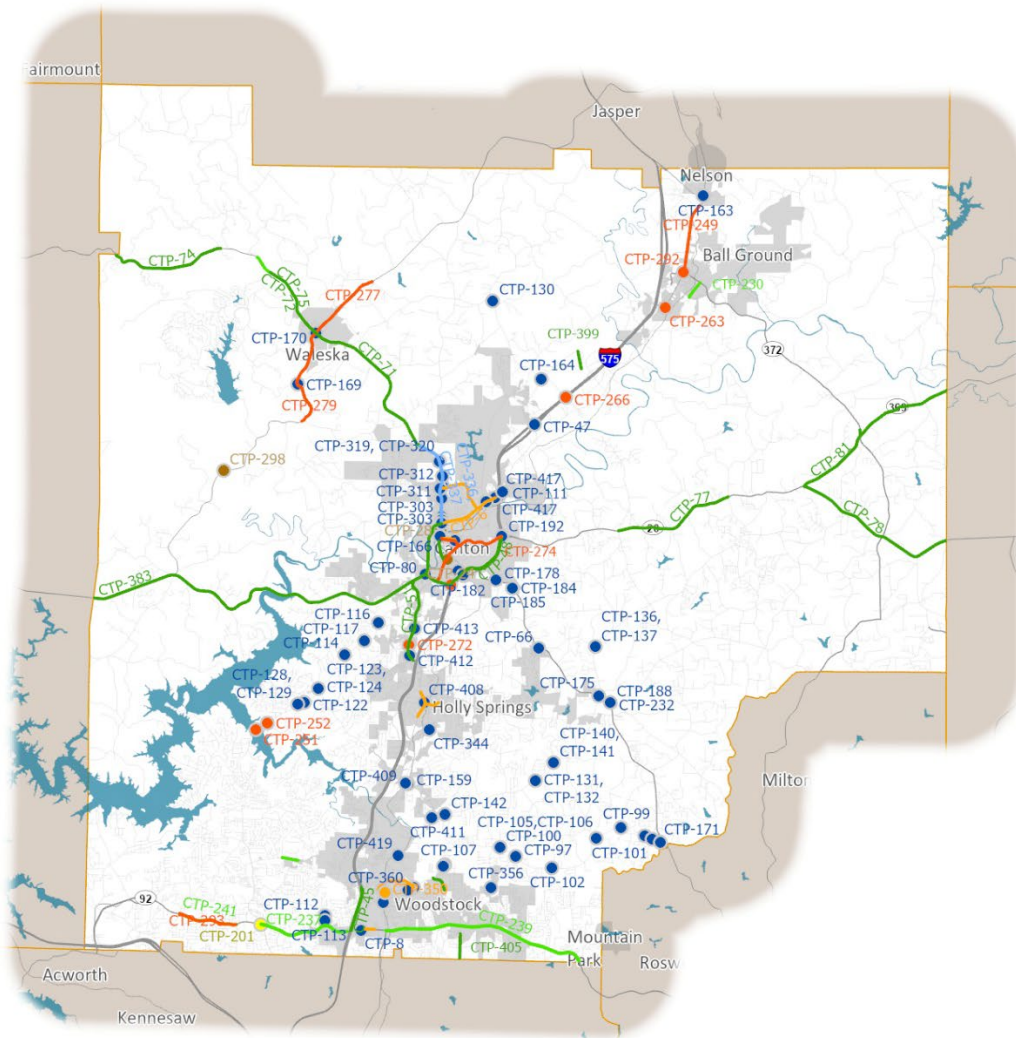


Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-398	Intersection Improvement	Union Hill Road/Lower Union Hill Road	Union Hill Road	Lower Union Hill Rd/Old Jones Rd	Roundabout	Cherokee County	\$2,500,000
CTP-407	Intersection Improvement	Holly Springs Pkwy	Holly St/Hickory Rd	N/A	From Old Hwy 5 Corridor Study - Add SB right turn lane, coordinate with CTP-408	Holly Springs	\$300,000
CTP-410	Intersection Improvement	Holly Springs Pkwy	Misty Hollow Way/Toonigh Rd	N/A	From Old Hwy 5 Corridor Study - Minor safety improvements	Holly Springs	\$250,000
CTP-414	Intersection Improvement	Marietta Hwy	Ridge Rd	N/A	From Old Hwy 5 Corridor Study - Add NBT, EBL, and WBL	Canton	\$600,000
CTP-415	Intersection Improvement	Holly Springs Pkwy/Marietta Hwy	I-575 SB Ramps	N/A	From Old Hwy 5 Corridor Study - Minor safety improvements	Canton	\$350,000



TIER 1 PROJECTS (2024-2029)

Figure 4 Tier 1 Project Map



- Bicycle/Pedestrian
- ITS/Emerging Technology
- Operational Improvement
- Safety
- Capacity
- Corridor
- Freight
- Bridge
- Intersection Improvement



Table 7 Tier 1 Project List

Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-100	Intersection Improvement	Arnold Mill Road	Farmington Dr	N/A	EBL turn lane	Cherokee County	\$360,000
CTP-101	Intersection Improvement	Arnold Mill Road	Grimes Rd	N/A	SBL turn lane	Cherokee County	\$140,000
CTP-102	Intersection Improvement	Arnold Mill Road	Hendon Rd	N/A	WBR turn lane	Cherokee County	\$180,000
CTP-103	Intersection Improvement	Arnold Mill Road	Little River Dr	N/A	WBL turn lane	Cherokee County	\$670,000
CTP-105	Intersection Improvement	Arnold Mill Road	N Arnold Mill Rd	N/A	EBL turn lane (Identified for 2022 Design)	Cherokee County	\$640,000
CTP-106	Intersection Improvement	Arnold Mill Road	N Arnold Mill Rd	N/A	WBR turn lane, SBR turn lane, roundabout (alt) (Identified for 2022 Design)	Cherokee County	\$810,000
CTP-107	Intersection Improvement	Arnold Mill Road	N River Dr	N/A	EBL turn lane	Cherokee County	\$670,000
CTP-108	Intersection Improvement	Arnold Mill Road	River Laurel Way	N/A	WBL turn lane	Cherokee County	\$360,000
CTP-109	Intersection Improvement	Arnold Mill Road	SR 140	N/A	Signalization	Cherokee County	\$270,000
CTP-111	Intersection Improvement	Ball Ground Highway	I-575 South	I-575 North	Additional Left Turn Lanes	GDOT/Canton	\$1,120,000
CTP-112	Intersection Improvement	Bascomb Carmel Road	Bascomb Dr	Dupree Rd	Install roundabout	Cherokee County	\$3,410,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-113	Intersection Improvement	Bascomb Carmel Road	Lovejoy Lane	N/A	Install roundabout	Cherokee County	\$2,560,000
CTP-114	Intersection Improvement	Bells Ferry Road	Bridge Mill Ave/Liberty Rd	N/A	Addition of EB LTL, upgrade the existing 5-section signal heads to 4-sections FYAs, signal timing	Cherokee County	\$480,000
CTP-115	Capacity	Bells Ferry Road	SR 20	Old Hwy 5	Widen Butterworth Road into a four-lane section between BFR and SR 20.	Cherokee County	\$17,600,000
CTP-116	Intersection Improvement	Bells Ferry Road	Butterworth Road	N/A	Addition of SB RTL, addition of EB RTL, extended NB LTL striping, upgrading existing 5-section signal heads to 4-section FYAs, signal timing adjustment (Identified for 2022 Design)	Cherokee County	\$800,000
CTP-117	Intersection Improvement	Bells Ferry Road	Gold Mill Ridge	N/A	Construct a single-lane roundabout (inscribed diameter 180')	Cherokee County	\$3,380,000
CTP-122	Intersection Improvement	Bells Ferry Road	Ridge Road	N/A	Adjustment of existing signal timing; extension of NB RTL	Cherokee County	\$240,000
CTP-124	Intersection Improvement	Bells Ferry Road	Sixes Rd/Bridgemill Pkwy	N/A	Leave intersection signalization and reconstruction the SB LTL movement to be a dual left; coordinate with later construction of CTP-123	Cherokee County	\$350,000
CTP-129	Intersection Improvement	Bells Ferry Road	Wooten Drive (north)	N/A	Addition of SB LTL, addition of WB LTL, improve sight distance (Identified for 2022 Design); coordinate with later construction of CTP-128	Cherokee County	\$690,000
CTP-130	Intersection Improvement	Upper/Lower Bethany Road -	Land Road	N/A	Intersection Realignment	Cherokee County	\$900,000
CTP-131	Intersection Improvement	E Cherokee Drive	Avery Creek Dr	N/A	NB left turn lane; coordinate with construction of CTP-132	Cherokee County	\$470,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-132	Intersection Improvement	E Cherokee Drive	Avery Creek Dr	N/A	EBL turn lane; coordinate with construction of CTP-131. Design FY 2022	Cherokee County	\$360,000
CTP-133	Intersection Improvement	E Cherokee Drive	Avery Road	N/A	Roundabout; coordinate with construction of CTP-135	Cherokee County	\$870,000
CTP-136	Intersection Improvement	E Cherokee Drive	Bart Manous Road	N/A	EB left turn lane; coordinate with construction of CTP-137	Cherokee County	\$1,980,000
CTP-138	Intersection Improvement	E Cherokee Drive	Beavers Road	N/A	NBL turn lane; coordinate with later construction of CTP-139	Cherokee County	\$540,000
CTP-140	Intersection Improvement	E Cherokee Drive	Bradshaw Club Dr	N/A	NB left turn lane; coordinate with construction of CTP-141. Design FY 2022	Cherokee County	\$1,980,000
CTP-141	Intersection Improvement	E Cherokee Drive	Bradshaw Club Dr	N/A	EBL turn lane; coordinate with construction of CTP-140	Cherokee County	\$360,000
CTP-142	Intersection Improvement	E Cherokee Drive	Copper Ridge Dr	N/A	EBL turn lane	Cherokee County	\$360,000
CTP-159	Intersection Improvement	Holly Springs Pkwy @ Palm St and River Park Blvd	Old Highway 5 / Holly Springs Pkwy	N/A	Realignment – Design FY 2023	Holly Springs/Cherokee County	\$4,100,000
CTP-163	Intersection Improvement	SR 372/Ball Ground Hwy at SR 372/Appalachian Hwy NB	SR 372/Appalachian Hwy NB	N/A	Potential signalization or roundabout, first phase planning/design, second phase engineering/construction	GDOT	\$2,580,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-164	Intersection Improvement	Lower Bethany Road	Bishop Rd	N/A	Intersection Realignment; first phase planning/design, second phase engineering/construction	Cherokee County	\$900,000
CTP-166	Intersection Improvement	Railroad St	Waleska St	N/A	Intersection Improvement - Add turn lanes	Canton	\$260,000
CTP-169	Intersection Improvement	SR-108	Cable Rd	N/A	Intersection Improvement - Add turn lanes and potential approaching traffic warning signals	GDOT	\$850,000
CTP-170	Intersection Improvement	Reinhardt College Pkwy	Fincher Rd/College St	N/A	Intersection Improvement - Potential Signalization or Roundabout	GDOT/Waleska	\$1,200,000
CTP-171	Intersection Improvement	SR 140	Arnold Mill Road	N/A	As part of widening project, potential multilane roundabout	GDOT/Cherokee County	\$2,560,000
CTP-175	Intersection Improvement	SR 140	E. Cherokee Dr	N/A	Convert right-turn lanes to shared through/right turn lanes along SR 140	GDOT/Cherokee County	\$6,350,000
CTP-178	Intersection Improvement	SR 140	Hillcrest Drive	N/A	Install dedicated EB left-turn lane	GDOT	\$350,000
CTP-179	Intersection Improvement	SR 140	I-575 NB Ramps	N/A	Additional turn lanes	GDOT	\$1,000,000
CTP-180	Intersection Improvement	SR 140	I-575 NB Ramps	N/A	GDOT signal upgrade	GDOT	\$880,000
CTP-181	Intersection Improvement	SR 140	I-575 SB On and Off Ramps	N/A	Potential multilane roundabout	GDOT	\$6,820,000
CTP-182	Intersection Improvement	SR 140	Lower Scott Mill Road	N/A	Realign and relocate intersection to east	GDOT	\$440,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-184	Intersection Improvement	SR 140	Northside Cherokee Blvd	N/A	Additional travel lanes (SR 140) and dual left-turn lanes (Northside Cherokee Blvd)	GDOT/Cherokee County	\$2,980,000
CTP-185	Intersection Improvement	SR 140	Northside Cherokee Blvd	N/A	GDOT signal upgrade	GDOT	\$440,000
CTP-188	Intersection Improvement	SR 140	Sharp Curve	N/A	Additional travel lanes (SR 140) and rebuild horizontal curve	GDOT/Cherokee County	\$4,490,000
CTP-192	Intersection Improvement	SR-20	I-575	N/A	Operational Improvement - turn lane extensions and signal upgrade	GDOT	\$1,540,000
CTP-201	ITS/Emerging Technology	Bells Ferry Road/SR 92 Pedestrian Crossing	-	N/A	Bike Signal Detection and Crossing Alert Detection. Coordinate project with CTP-1	Cherokee County	\$440,000
CTP-220	ITS/Emerging Technology	SR 92	0	N/A	DSRC Conversion and addition of signal preemption	GDOT	\$3,290,000
CTP-225	Operational Improvement	Eagle Drive	Etowah High School	N/A	Install double left turn lanes into Etowah High School and Booth Middle School from Eagle Drive	Cherokee County	\$470,000
CTP-230	Operational Improvement	Northridge Rd	Gilmer Ferry Rd	Cherokee Village Dr	Street Improvement	Ball Ground	\$1,000,000
CTP-232	Operational Improvement	SR 140	Batesville Road	N/A	Improve/reconstruction of sharp horizontal curve north of Batesville Road. Coordinate project with CTP-188.	GDOT/Cherokee County	\$760,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-234	Operational Improvement	SR 140/Waleska Street	Marietta Highway/Riverstone Parkway	Reinhardt College Parkway	Operational Improvements - add turn lanes	GDOT/Canton	\$1,540,000
CTP-237	Operational Improvement	SR 92	Bells Ferry Road	I-575	Operational Improvements at intersections, signal upgrades, and Improve pedestrian and bicycle infrastructure	GDOT	\$9,960,000
CTP-238	Operational Improvement	SR 92	Main Street	Trickum Road	Operational Improvements at intersections, signal upgrades, and Improve pedestrian and bicycle infrastructure - Coordinate with PI#0018024	GDOT	\$8,160,000
CTP-239	Operational Improvement	SR 92	Trickum Road	W Wylie Bridge Road	Operational Improvements at intersections, signal upgrades, and Improve pedestrian and bicycle infrastructure - Coordinate with PI#0016365	GDOT	\$8,160,000
CTP-24	Bridge Repair/Rehabilitation	Marietta Street	Crossing: Canton Creek	N/A	Rating less than 80. May qualify for federal repair funding. Fair condition	Canton	\$1,600,000
CTP-240	Operational Improvement	SR 92	W Wylie Bridge Road	Cobb C/L	Operational Improvements at intersections, signal upgrades, and Improve pedestrian and bicycle infrastructure	GDOT	\$5,760,000
CTP-241	Operational Improvement	SR 92	Woodstock Road	Wade Green Road	Operational Improvements at intersections, signal upgrades, and Improve pedestrian and bicycle infrastructure	GDOT	\$6,000,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-249	Safety	Ball Ground Highway	SR 372 Gilmer Ferry Road	Highway 372	Safety improvements for this segment could include: improving intersection spacing at Mineral Springs Rd., Densomre St., and Gilmer Ferry Road on the south end of the corridor and Fairview Rd, Jordan Rd, and SR 372 at the north end	Ball Ground/Cherokee County	\$600,000
CTP-251	Safety	Bells Ferry Road	Marina	N/A	Cut back trees/vegetation to improve sight distance until Bells Ferry Road is realigned	Cherokee County	\$1,000
CTP-252	Safety	Bells Ferry Road	Wooten Drive (south)	N/A	Improvement of sight distance looking north - may require R/W acquisition on SE quadrant	Cherokee County	\$500,000
CTP-256	Safety	E Main Street	Brown Street @ North Street	N/A	Safety improvement for this intersection could include: reconfiguring the intersection of North St., Brown St., and E Main St.	Canton	\$490,000
CTP-257	Safety	E Main Street	SR 140/Waleska Street	East Street	Core of Downtown Canton, One way-road with dense driveways and both angled and parallel parking along the street. Safety improvements can include: Increasing visibility at intersections and driveways and considering the addition of mid-block crossing locations for peds, improving intersection signage at North St., E Main St and Brown St.	Canton	\$1,780,000
CTP-263	Safety	Howell Bridge Road	Ball Ground Highway	N/A	Intersection Safety improvement - part of Ball Ground bypass project	Cherokee County/Ball Ground	\$950,000
CTP-264	Safety	I-575	Hickory Flat Highway	N/A	Safety improvements for this intersection could include: Reconfiguration of the Hickory Flat Highway interchange, addressing the closely spaced intersection with Lower Scott Mill Road and removing the tight loop onto I-575 SB	GDOT/Canton	\$3,600,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-266	Safety	I-575 Lower Bethany Rd Overpass	0	N/A	Safety improvements for this overpass include: conducting a study to determine the appropriate safety improvements	GDOT	\$600,000
CTP-272	Safety	Marietta Hwy	Travis Tritt Ln	N/A	Safety improvements for this intersection could include: reconfiguring the intersection to handle the traffic leaving the shopping center on Tritt Lane and the necking down of Marietta Hwy from two lanes to one	Canton	\$600,000
CTP-274	Safety	Marietta Rd, E Main St - SR 20 Canton	SR 20	I-575	Safety Improvements for this corridor could include: conducting a corridor study to identify appropriate safety improvements, including improvements at the SR 20, Bells Ferry Road, Univeter Road and Promience Point intersections	Cherokee County/Canton	\$1,200,000
CTP-276	Safety	Riverstone Parkway	I-575 Ramps (Exit 20)	N/A	Safety Improvements, ramp and intersection improvements, on the southbound side of I-575 at the Riverstone Intersection	GDOT/Canton	\$2,400,000
CTP-277	Safety	SR 108	SR 140	Fincher Rd	Safety improvements for this segment could include: conduct a signal warrant for the intersection of SR 108 and SR 140, assessing guardrail placement and height	GDOT	\$5,380,000
CTP-279	Safety	SR 108/Fincher Road	Sam Nelson Road	SR 140/Reinh ardt College Parkway	Safety improvements for this segment could include: realigning the intersection of Sam Nelson to remove the skew, conduct a signal warrant analysis for the intersection of SR 108 and SR 140, assessing guardrail height	GDOT	\$2,680,000
CTP-28	Bridge Repair/Rehabilitation	Waleska Street	Crossing: Etowah River	N/A	Rating less than 80. May qualify for federal repair funding. Fair condition	Canton	\$2,000,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-284	Safety	SR 140/Reinhardt College Parkway	SR 108/Fincher Road	Salacoa Road	Safety improvements for this segment could include: smoothing out some horizontal curves along the alignment and encouraging drivers to slow down, especially along the curves	GDOT	\$250,000
CTP-292	Safety	SR 5	SR 372	N/A	Safety Improvements for this intersection could include: Counting a study to determine appropriate safety improvements to this intersection, including updated striping	Ball Ground	\$120,000
CTP-293	Safety	SR-92	Woodstock Rd	West of Wade Green Rd	Safety Improvements for this intersection could include: conducting a corridor study to determine appropriate safety improvements	GDOT	\$600,000
CTP-298	Bridge Replacement	SR 108 - PI#0016509	Crossing: Shoal Creek	N/A	Bridge Replacement	GDOT	\$5,400,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-299, CTP-300, CTP-301, CTP-302, CTP-303, CTP-304, CTP-305, CTP-330, CTP-331, CTP-332, CTP-333, CTP-334	Intersection Improvement	SR 140/Waleska St	Riverstone Pkwy/Marietta Hwy Intersection	North of Mary Lane, including Shoal Creek Rd	Increase right turning lane storage on SR 140 SB, right-in and right-out improvements at Walgreens Driveway and Hospital Rd, Signal upgrade. Interim: provide median on SR 140 SB to restrict left turn movements to and from Walgreens Driveway and Hospital Rd, Realign Shoal Creek Rd with Mary Lane, provide left turning lane on SR 140 NB onto realigned Shoal Creek Rd, provide right turning lane on SR 140 NB onto Mary Lane, provide left turning lane on SR 140 SB onto Mary Lane, provide right turning lane on SR 140 SB onto realigned Shoal Creek Rd. Long term: provide a second left turning lane on Marietta Hwy EB, provide a second left turning lane on Waleska St NB, provide medians to restrict left turn movements to and from driveways on Riverstone Pkwy WB and Marietta Hwy EB, provide a second receiving lane on SR 140 NB, provide a second left turning lane on Riverstone Pkwy WB	GDOT	\$15,850,000
CTP-3	Bicycle/ Pedestrian	Holly Street Pedestrian Improvements	0	N/A	City of Holly Springs, ARC LCI project	Holly Springs	\$680,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-306, CTP-307, CTP-308, CTP-309, CTP-310	Intersection Improvement	SR 140/Waleska St	Hospital Rd/Old Donaldson	South of April Street	Realign Hospital Rd with Old Donaldson Rd, Provide left turning lane on SR 140 NB onto realigned Old Donaldson Rd, Provide left turning lane on SR 140 NB onto realigned Old Donaldson Rd, Provide left turning lane on SR 140 SB onto Hospital Rd, Provide right turning lane on ST 140 SB onto realign Old Donaldson Rd	GDOT/Canton	\$1,760,000
CTP-311, CTP-312, CTP-313, CTP-335	Intersection Improvement	SR 140/Waleska St	April Street	North of Vandiver Road	Provide continuous green T-intersection at SR 140 and Reinhardt College Parkway, provide right-in-right out at SR 140 and Mill Street, provide right-in right-out SR 140 at Vandiver Rd. Long term: provide a multilane roundabout	GDOT/Canton	\$6,380,000
CTP-314, CTP-315, CTP-316, CTP-317, CTP-318	Intersection Improvement	SR 140/Waleska St	Belletta Dr	North of Pearidge Road	Realign Belletta Dr and Pearidge Rd, provide right turning lane on SR 140 NB onto Belletta Dr, provide right turing lane on SR 140 NB onto Pearidge Dr, provide left turning lane on SR 140 SB onto Belletta Dr, provide left turning lane on SR 140 SB onto Pearidge Dr	GDOT/Canton	\$1,760,000
CTP-319, CTP-320	Intersection Improvement	SR 140/Waleska St	Cross St	N/A	Realign Cross St, provide right turing lane on SR 140 NB onto Pearidge Dr	GDOT/Canton	\$440,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-336, CTP-337	Corridor Improvement	SR 140/Waleska St	Riverstone Pkwy/Marie tta Hwy	Laurel Canyon/Great Sky	Provide 4-lane divided roadway with median, provide 8' wide multi-purpose paths to improve pedestrian connections	GDOT/Canton/Cherokee County	\$44,000,000
CTP-344	Intersection Improvement	Trickum Rd	Nocatee Trail	N/A	Add left turn lane at Nocatee Trail	Woodstock	\$400,000
CTP-348	Intersection Improvement	Dupree Road	0	N/A	Adding signalized ped crossing across Dupree Road, add left turn lane on Dupree, left turn lane on SB Main Street	Woodstock	\$700,000
CTP-349	Intersection Improvement	Dobbs Road	0	N/A	Roundabout	Woodstock	\$850,000
CTP-350	Bicycle/ Pedestrian	Elm Street	0	N/A	Create new pedestrian crossings of Main St at Elm St, signalize the crossings, limit vehicle turns	Woodstock	\$260,000
CTP-356	Intersection Improvement	Trickum Road	Nocatee Trail	N/A	Establish a four-way signalized intersection or roundabout; coordinate construction with CTP-344	Woodstock	\$850,000
CTP-357	Bicycle/ Pedestrian	Noonday Creek Trail	Woodpark Place	N/A	Provides 10' Multi-use trail along the northern shoulder of SR 92	Woodstock	\$340,000
CTP-36	Capacity	Hickory Flat Rd	Marietta St	Waleska St	Extension	Canton	\$4,320,000
CTP-360	Intersection Improvement	Arnold Mill Road	229-223 Arnold Mill Road west entrance	N/A	Add turn lane on EB Arnold Mill Road into west driveway	Woodstock	\$230,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-361	Intersection Improvement	Arnold Mill Road	229-223 Arnold Mill Road entrance	N/A	Add turn lane on EB Arnold Mill Road into east driveway	Woodstock	\$230,000
CTP-362	Intersection Improvement	Arnold Mill Road	238 and 240 Arnold Mill Road Shared entrance	N/A	Add turn lane WB Arnold Mill Road turning south into driveway	Woodstock	\$230,000
CTP-366	Bicycle/ Pedestrian	0	0	N/A	Address sidewalk gap	Woodstock	\$770,000
CTP-368	Bicycle/ Pedestrian	at UMC (109 Towne Lake Pkwy)	0	N/A	In-roadway illuminated crosswalk	Woodstock	\$60,000
CTP-370	Capacity	Neese Road Widening	Driftwood Lane	Arnold Mill Road	Widening to add center turn lanes and alignment improvements	Woodstock	\$4,600,000
CTP-383	Capacity	SR 20 Widening	Bartow County Line	I-575	Widening and Reconstruction of SR 20	GDOT	\$250,000,000
CTP-44	Capacity	I-575	SR 140/Hickory Flat Highway	SR 20/Cumming Highway	Widening	GDOT	\$51,600,000
CTP-45	Capacity	I-575	SR 92	Towne Lake Parkway	Widening	GDOT	\$3,340,000
CTP-47	Capacity	I-575	Fate Conn Rd	N/A	New Interchange - Option 1 (Fate Conn Rd)	GDOT	\$30,000,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-48	Capacity	I-575	SR-140	SR-20	Auxiliary Lanes	GDOT	\$25,320,000
CTP-5	Bicycle/ Pedestrian	North Street	SR 140/Waleska Street	E Main Street	Bike/Ped infrastructure improvements	Canton	\$850,000
CTP-51	Capacity	Marietta Hwy	I-575	Waleska St	Corridor Improvement	Canton	\$4,660,000
CTP-6	Bicycle/ Pedestrian	Riverstone Parkway	SR 20/Waleska Road	I-575	Bike/Ped infrastructure improvements	Canton	\$6,840,000
CTP-66	Capacity	SR 140	Harmony Lake Dr	N/A	Additional travel lanes (SR140)	GDOT	\$3,160,000
CTP-7	Bicycle/ Pedestrian	Reinhardt College Parkway	SR 140/Waleska Road	Riverstone Parkway	Bike/Ped infrastructure improvements	Canton	\$6,000,000
CTP-71	Capacity	SR 140	Riverstone Parkway	Fincher Road	Widening	GDOT	\$55,350,000
CTP-72	Capacity	SR 140 EB MP 0.75 to 2.0 - WB MP 4.8 to 6.0	Little Refuge Rd	Midpoint between Grady St and Land Rd	Passing Lanes	GDOT	\$12,600,000
CTP-74	Capacity	SR-140	E Valley Rd	Garland Mountain Trl	Passing Lanes - I	GDOT	\$21,120,000
CTP-75	Capacity	SR-140	Little Refuge Rd	Shoal Creek	Passing Lanes - II	GDOT	\$10,560,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-77	Capacity	SR 20 (Cumming Highway) - PI#0014132 & 0014133	Union Hill Road	SR 369	Widening	GDOT	\$109,580,000
CTP-78	Capacity	SR 20 (Cumming Highway) - PI#0002862	SR 369	Forsyth C/L	Widening – ROW complete	GDOT	\$87,000,000
CTP-8	Bicycle/ Pedestrian	SR 92	Parkway 575	N/A	Bike/Ped Infrastructure Improvements	Woodstock	\$1,060,000
CTP-80	Capacity	SR 20/SR 140	SR 20/Marietta Highway	N/A	SR 20 Widening Project	GDOT	\$25,200,000
CTP-81	Capacity	SR-369 (Matt Highway)	SR-20	SR-9	Widening	GDOT	\$59,640,000
CTP-97	Intersection Improvement	Arnold Mill Road	Barnes Rd/N Arnold Mill Rd	N/A	Right turn lane, all approaches (Identified for 2022 Design)	Cherokee County	\$980,000
CTP-98	Intersection Improvement	Arnold Mill Road	Drew Cameron Ct	N/A	EBL turn lane, SBR turn lane	Cherokee County	\$670,000
CTP-99	Intersection Improvement	Arnold Mill Road	English Ivy Way/Mountain Rd	N/A	Signalization + EBL turn lane + WBL turn lane	Cherokee County	\$1,125,000
CTP-399	Capacity	Technology Ridge Parkway Phase IV & V	Airport Rd	West Hangar Dr/Bishop Rd	New Roadway	Cherokee County	\$6,000,000
CTP-405	Capacity	Trickum Road Improvement	Sycamore Lane	Jamerson Rd	TWLT, curb and gutter and sidewalks; PE & ROW complete, CST FY2023. Need to coordinate project with CTP-375.	Cherokee County	\$3,000,000

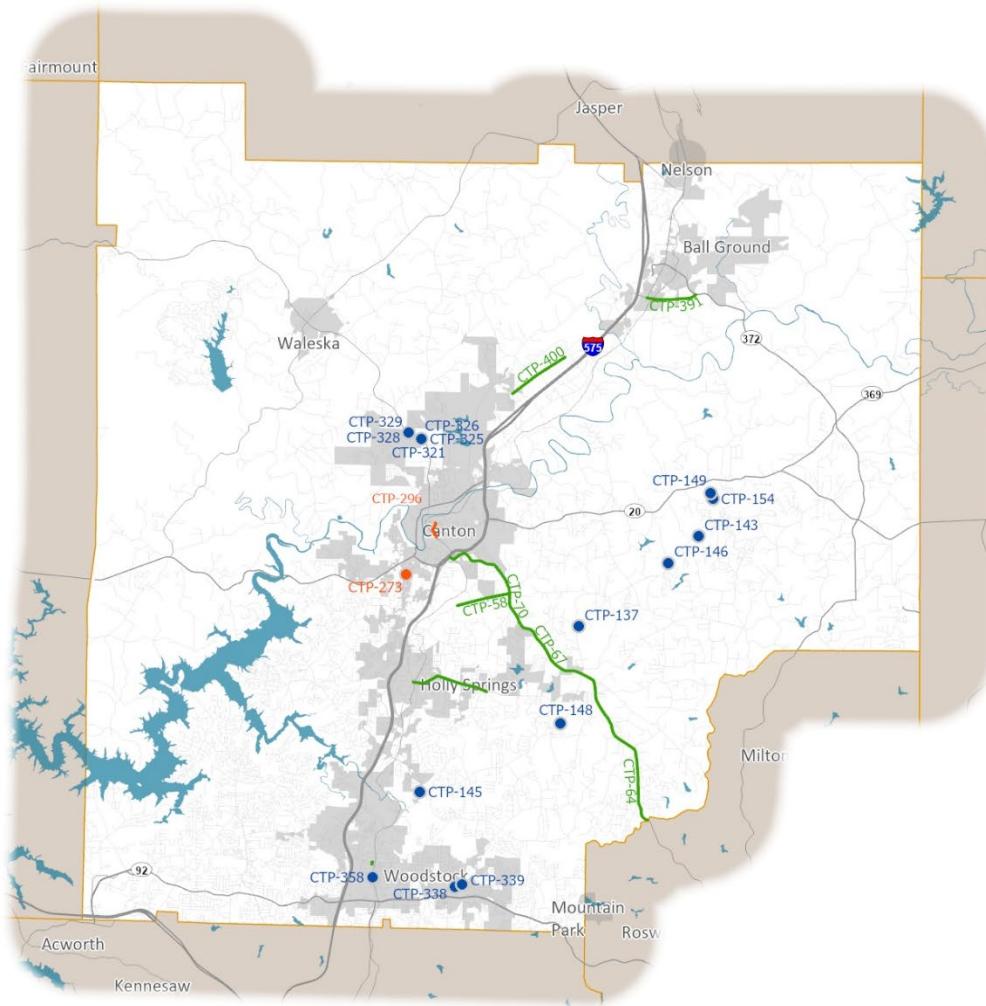


Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-408	Intersection Improvement	Holly Springs Parkway	Holly St/Hickory Rd	N/A	From Old Hwy 5 Corridor Study - Add SB right turn lane and dual SB left turn lanes. Coordinate with CTP-407	Holly Springs	\$1,250,000
CTP-409	Intersection Improvement	Holly Springs Parkway	Sixes Road	N/A	From Old Hwy 5 Corridor Study - Remove EBR, Add dual EBL, free-flow SBR, add minor safety improvements	Holly Springs	\$1,700,000
CTP-411	Intersection Improvement	Holly Springs Parkway	E Cherokee Dr	N/A	From Old Hwy 5 Corridor Study - Add dual NBR & WBR, minor safety improvements	Holly Springs	\$1,300,000
CTP-412	Intersection Improvement	Marietta Highway	Prominence Pt Pkwy	N/A	From Old Hwy 5 Corridor Study - Construct multilane roundabout	Canton	\$3,000,000
CTP-413	Intersection Improvement	Marietta Highway	Butterworth Rd/Univeter Rd	N/A	From Old Hwy 5 Corridor Study - Construct multilane roundabout	Canton	\$3,000,000
CTP-416	Intersection Improvement	SR 5 Bus/Riverstone Pkwy	I-575 SB Ramps	N/A	From Old Hwy 5 Corridor Study - Minor safety improvements and dual SBL	GDOT	\$1,150,000
CTP-417	Intersection Improvement	SR 5 Bus/Riverstone Pkwy	I-575 NB Ramps	N/A	From Old Hwy 5 Corridor Study - Minor safety improvements and free-flow right from ramp	GDOT	\$700,000
CTP-418	Intersection Improvement	SR 5 Bus/Riverstone Pkwy	Riverstone Blvd	N/A	From Old Hwy 5 Corridor Study - Minor safety improvements and triple EBL	GDOT	\$650,000
CTP-419	Intersection Improvement	Main Street	Ridgewalk Parkway	N/A	From Old Hwy 5 Corridor Study - Construct multilane roundabout	Woodstock	\$2,000,000



TIER 2 PROJECTS (2030-2036)

Figure 5 Tier 2 Project Map



- Capacity
- Bicycle/Pedestrian
- ITS/Emerging Technology
- Operational Improvement
- Safety
- Corridor
- Freight
- Bridge
- Intersection Improvement



Table 8 Tier 2 Project List

Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-134	Intersection Improvement	E Cherokee Drive	Avery Road	N/A	EB left turn lane	Cherokee County	\$1,980,000
CTP-135	Intersection Improvement	E Cherokee Drive	Avery Road	N/A	SBR turn lane; coordinate with construction of CTP-133	Cherokee County	\$360,000
CTP-137	Intersection Improvement	E Cherokee Drive	Bart Manous Road	N/A	NBL turn lane, SBL turn lane; coordinate with construction of CTP-136	Cherokee County	\$420,000
CTP-139	Intersection Improvement	E Cherokee Drive	Beavers Road	N/A	SBR turn lane; coordinate with earlier construction of CTP-138	Cherokee County	\$540,000
CTP-143	Intersection Improvement	E Cherokee Drive	Haley Farm Road	N/A	EBR turn lane	Cherokee County	\$180,000
CTP-145	Intersection Improvement	E Cherokee Drive	Holly Springs Parkway	N/A	Construct dedicated SBR turn lane into shopping center	Holly Springs	\$250,000
CTP-146	Intersection Improvement	E Cherokee Drive	Johnson Brady Road	N/A	NBL turn lane	Cherokee County	\$360,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-148	Intersection Improvement	E Cherokee Drive	Little Rd	N/A	EBL turn lane, WBL turn lane	Cherokee County	\$720,000
CTP-149	Intersection Improvement	E Cherokee Drive	Macedonia Elementary School	N/A	SBL Turn lane, fix driveway alignment	Cherokee County	\$420,000
CTP-153	Intersection Improvement	E Cherokee Drive	Village Ct/Little Brook Dr	N/A	EBL turn lane, EBR turn lane, WBL turn lane	Cherokee County	\$930,000
CTP-154	Intersection Improvement	E Cherokee Drive	Water Tank Road	N/A	NBL turn lane	Cherokee County	\$360,000
CTP-273	Safety	Marietta Hwy @ Marietta Rd @ Bells Ferry Rd	Bells Ferry Rd	Marietta Rd	Safety improvements for this corridor include: conducting a corridor study to determine the appropriate safety improvements	Canton	\$2,400,000
CTP-296	Safety	W Marietta Street	Marietta Road	E Main Street	Safety improvements for this segment could include: reconfiguring the 5 leg intersection at of Archer St., W Marietta St., and S Church St., filling the sidewalk gaps on the corridor and installing dedicated bike facilities	Canton	\$500,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-321, CTP-322, CTP-323, CTP-324, CTP-325, CTP-326, CTP-327	Intersection Improvement	SR 140/Waleska St	Pearidge Rd	N/A	Realign Pearidge Rd, provide right turning lane on SR 140 NB onto Pearidge Rd, provide left turning lane on SR 140 SB onto Pearidge Rd, provide left turning lane on SR 140 NB onto driveway at Pearidge Rd intersection, NB, provide left turn lane into future development parcel, provide left turning lane on SR 140 NB onto future development parcel driveway, provide right-in right-out at future development parcel driveway	GDOT/Canton	\$2,750,000
CTP-328, CTP-329	Intersection Improvement	SR 140/Waleska St	Laurel Canyon Pkwy/Great Sky Pkwy	N/A	Reduce Laurel Canyon Pkwy EB right turning radius, signal improvements	GDOT/Canton	\$280,000
CTP-338	Intersection Improvement	Trickum Rd	Abbey Cricle	N/A	Add left turn lane on Trickum Road to Abbey Circle	Woodstock	\$300,000
CTP-339	Intersection Improvement	Trickum Rd	Love Lane	N/A	Add left turn lane on Trickum Road at Love Lane	Woodstock	\$460,000
CTP-358	Intersection Improvement	Barnsdale Terrace	0	N/A	Add left-turn lane on NB Main street turning west to Barnsdale Terrance	Woodstock	\$230,000
CTP-38	Capacity	Hickory Rd	Holly Springs Pkwy	Toonigh Rd	Widening	Holly Springs/Cherokee County	\$25,800,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-391	Capacity	Ball Ground Bypass - PI#0002525	Howell Bridge Road	SR 372/Gilmer Ferry Road	ROW 2035, CST 2040	Ball Ground/Cherokee County/GDOT	\$28,600,000
CTP-53	Capacity	Market St	Mill St	Towne Lake Pkwy	Extension - II	Woodstock	\$3,240,000
CTP-58	Capacity	Northside Cherokee Blvd Extension	Hickory Flat Highway	Chattin Drive	New Roadway	Canton	\$18,990,000
CTP-63	Capacity	PI#0013892 - SR 140	Arnold Mill Road	south (Fulton County)	Widening - priority level 1	GDOT	\$3,410,000
CTP-64	Capacity	PI#0013892 - SR 140	Batesville Rd/Hickory Rd	Arnold Mill Road	Widening - priority level 4	GDOT	\$58,125,000
CTP-65	Capacity	PI#0013892 - SR 140	East Cherokee Drive	Batesville Rd/Hickory Rd	Widening - priority level 1	GDOT	\$10,700,000
CTP-67	Capacity	PI#0013891 - SR 140	Harmony Lake Dr	East Cherokee Drive	Widening - priority level 3	GDOT	\$43,700,000
CTP-69	Capacity	PI#0013891 - SR 140	I-575	Northside Cherokee Blvd	Widening - priority level 5	GDOT	\$31,145,000

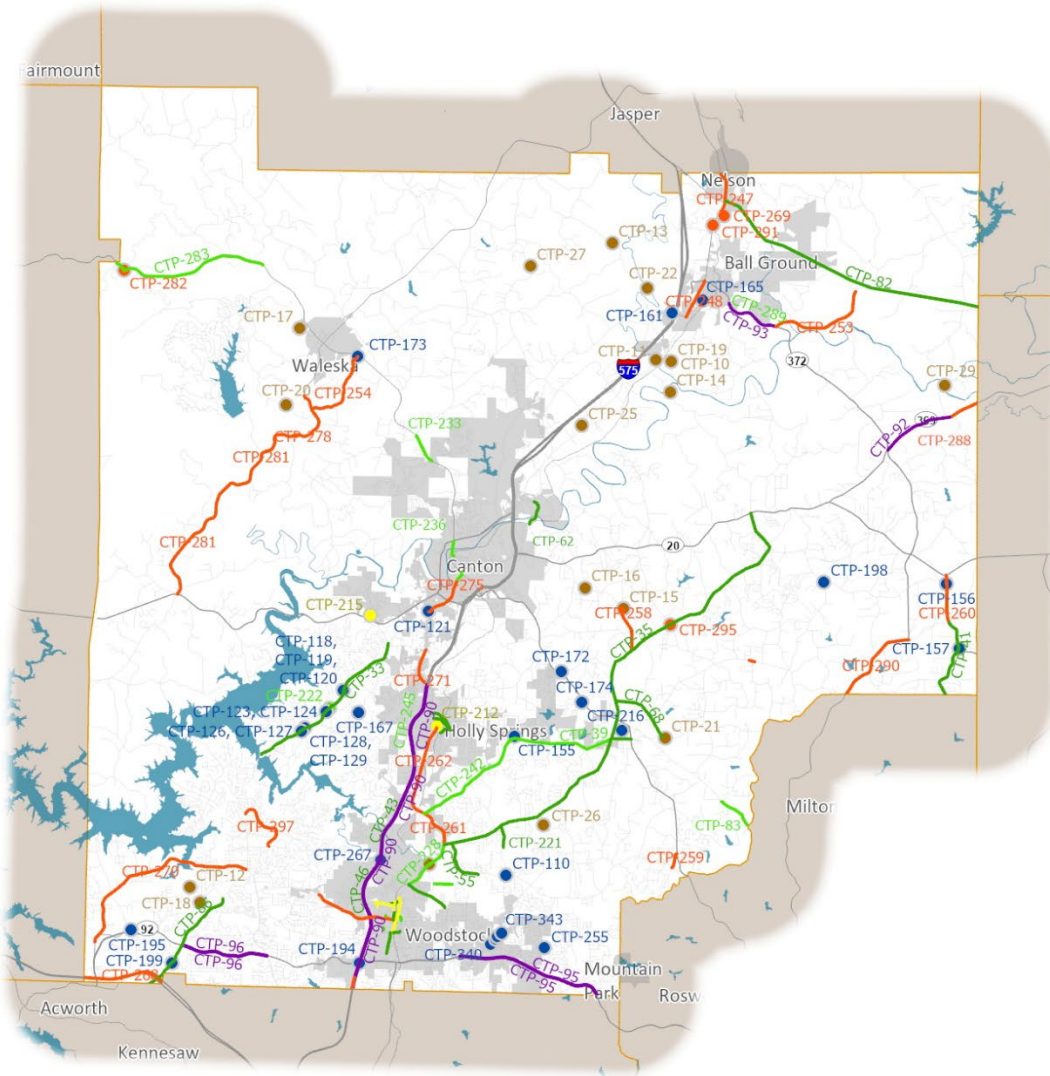


Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-70	Capacity	PI#0013891 - SR 140	Northside Cherokee Blvd	Harmony Lake Dr	Widening - priority level 2	GDOT	\$36,135,000
CTP-400	Capacity	Technology Ridge Parkway Phase II & III	Fate Conn Rd	Airport Rd/West Hangar Dr	New Roadway	Cherokee County	\$19,000,000



TIER 3 PROJECTS (2037+)

Figure 6 Tier 3 Project Map



- Bicycle/Pedestrian
- ITS/Emerging Technology
- Operational Improvement
- Safety
- Capacity
- Corridor
- Freight
- Bridge
- Intersection Improvement



Table 9 Tier 3 Project List

Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-10	Bridge Repair/Rehabilitation	Bradshaw Lane	Crossing: Toonigh Creek	N/A	Rating less than 80. May qualify for federal repair funding. Fair condition	Cherokee County	\$1,100,000
CTP-11	Bridge Repair/Rehabilitation	Canton Highway	Crossing: Sharp Mountain Creek	N/A	Rating less than 80. May qualify for federal repair funding. Fair condition	Cherokee County	\$1,700,000
CTP-110	Intersection Improvement	Arnold Mill Road	Trickum Rd	N/A	Widening, dual NBL turn lane and taper	Cherokee County	\$5,120,000
CTP-118	Intersection Improvement	Bells Ferry Road	Holly Street	N/A	Convert intersection into a High-T intersection. Coordinate with CTP-119	Cherokee County	\$1,470,000
CTP-119	Intersection Improvement	Bells Ferry Road	Holly Street	N/A	Convert intersection into an unsignalized restricted crossing U-turn intersection. Coordinate with CTP-118	Cherokee County	\$3,050,000
CTP-12	Bridge Repair/Rehabilitation	Chelsea Lane	Crossing: Kellogg Creek	N/A	Rating less than 80. May qualify for federal repair funding. Fair condition	Cherokee County	\$1,500,000
CTP-120	Intersection Improvement	Bells Ferry Road	Holly Street	N/A	Addition of NB RTL, addition of EB RTL, improve sight distance looking north. Coordinate with CTP-118 & CTP-119.	Cherokee County	\$690,000
CTP-121	Intersection Improvement	Bells Ferry Road	Marietta Highway	N/A	Addition of FYA signal heads for the Marietta Highway approaches, signal timing adjustment	Canton	\$510,000
CTP-123	Intersection Improvement	Bells Ferry Road	Sixes Rd/Bridgemill Pkwy	N/A	Construct a multilane roundabout while widening Bells Ferry Rd (180' inscribed diameter)	Cherokee County	\$6,650,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-126	Intersection Improvement	Bells Ferry Road	Steels Bridge Road	N/A	Restripe the single-lane into multi-lane when Bells Ferry Road is widened to four-lanes; coordinate with construction of CTP-127	Cherokee County	\$3,950,000
CTP-127	Intersection Improvement	Bells Ferry Road	Steels Bridge Road	N/A	Construct a single-lane roundabout (inscribed diameter 180'); coordinate with construction of CTP-126	Cherokee County	\$3,380,000
CTP-128	Intersection Improvement	Bells Ferry Road	Wooten Drive (north)	N/A	Cul-de-sac the existing Wooten Drive and realign road to intersect roundabout at Steels Bridge Rd intersection (Identified for 2022 Design)	Cherokee County	\$880,000
CTP-13	Bridge Repair/Rehabilitation	Damascus Road	Crossing: Soap Creek	N/A	Rating less than 80. May qualify for federal repair funding. Fair condition	Cherokee County	\$1,300,000
CTP-14	Bridge Repair/Rehabilitation	E Cherokee Dr	Crossing: Etowah River	N/A	Rating less than 80. May qualify for federal repair funding. Fair condition	Cherokee County	\$1,800,000
CTP-15	Bridge Repair/Rehabilitation	Epperson Road	Crossing: Canton Creek	N/A	Rating less than 80. May qualify for federal repair funding. Fair condition	Cherokee County	\$1,730,000
CTP-155	Intersection Improvement	Hickory Road	New Light Road	N/A	Minor	Holly Springs	\$440,000
CTP-156	Intersection Improvement	Holbrook Campground Road	Big Bagwell Drive	N/A	Add NB Left-Turn lane	Cherokee County	\$470,000
CTP-157	Intersection Improvement	Holbrook Campground Road	Midway Road	N/A	Intersection Improvement (Identified for 2022 Design)	Cherokee County	\$1,620,000
CTP-16	Bridge Repair/Rehabilitation	Epperson Road	Crossing: Canton Creek Tributary	N/A	Rating less than 80. May qualify for federal repair funding. Fair condition	Cherokee County	\$1,340,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-161	Intersection Improvement	I-575	SR-5 Business/Riverstone Parkway	N/A	Intersection improvements; potential Roundabout	GDOT/Canton	\$2,040,000
CTP-165	Intersection Improvement	Old Canton Rd	Ball Ground Elementary School (North Driveway)	N/A	Intersection Improvement - Potential Roundabout	Ball Ground	\$1,020,000
CTP-167	Intersection Improvement	Ridge Road	Holly Street	N/A	Replace 4-way stop at Ridge Rd and Holly Street with a roundabout	Cherokee County	\$3,410,000
CTP-17	Bridge Replacement	George Gray Lane	Crossing: Shoal Creek	N/A	Rating less than 50. May qualify for federal replacement funding. Fair condition	Cherokee County	\$2,000,000
CTP-172	Intersection Improvement	SR 140	Bart Manous Rd	N/A	Potential RCUT intersection	GDOT	\$2,370,000
CTP-173	Intersection Improvement	SR 140	Darby Rd/Land Rd	N/A	Intersection Realignment	GDOT	\$1,580,000
CTP-174	Intersection Improvement	SR 140	Darnell Road	Stringer Rd	County project to add center TWLTL from Darnell to Stringer Rd	Cherokee County	\$1,580,000
CTP-18	Bridge Replacement	Kemp Drive	Crossing: Kellogg Creek	N/A	Rating less than 50. May qualify for federal replacement funding. Fair condition	Cherokee County	\$2,000,000
CTP-19	Bridge Replacement	Leo Taylor Lane	Crossing: Sharp Mtn. Creek Tributary	N/A	Rating less than 50. May qualify for federal replacement funding. Fair condition	Cherokee County	\$1,800,000
CTP-194	Intersection Improvement	SR 92	I-575	N/A	Interchange Improvements - turn lane extensions and signal upgrades	GDOT	\$3,890,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-195	Intersection Improvement	SR 92	Old Alabama Rd	N/A	Intersection Improvement - Turn lane extensions and signal upgrades	GDOT/Cherokee County	\$940,000
CTP-198	Intersection Improvement	Trinity Church Rd/Arbor Hill Rd/Owens Store Rd	0	N/A	Intersection improvements - add turn lanes	Cherokee County	\$440,000
CTP-199	Intersection Improvement	Woodstock Road	Harvest Ridge Road	N/A	Intersection Improvement - potential signalization	Cherokee County	\$940,000
CTP-20	Bridge Repair/Rehabilitation	Little Refuge Road	Crossing: Shoal Creek	N/A	Rating less than 80. May qualify for federal repair funding. Fair condition	Cherokee County	\$1,500,000
CTP-21	Bridge Repair/Rehabilitation	Lower Birmingham	Crossing: Mill Creek	N/A	Rating less than 80. May qualify for federal repair funding. Fair condition	Cherokee County	\$1,400,000
CTP-210	ITS/Emerging Technology	Downtown Woodstock	-	N/A	Smart Parking Meters	Woodstock	\$240,000
CTP-212	ITS/Emerging Technology	Holly Street and Main Street	-	N/A	Railroad Event Broadcasting	Woodstock	\$250,000
CTP-214	ITS/Emerging Technology	Marietta Highway /Riverstone Parkway	0	N/A	Rectangular Rapid Flashing Beacons deployed along Marietta Highway/Riverstone Parkway	Canton	\$80,000
CTP-215	ITS/Emerging Technology	John Knox Elementary School on Riverbend Way	-	N/A	School Flashing Lights	Canton	\$10,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-216	ITS/Emerging Technology	SR 140	Hickory Flats Triangle area	N/A	interconnect/cellular communications at traffic signals in Hickory Flats Triangle area	GDOT	\$830,000
CTP-22	Bridge Repair/Rehabilitation	Lyon Dairy Road	Crossing: Sharp Mountain Creek	N/A	Rating less than 80. May qualify for federal repair funding. Fair condition	Cherokee County	\$750,000
CTP-221	Operational Improvement	Batesville Road	Rowe Road	Fulton Co line	Additional turn lanes/operational improvements	Cherokee County	\$1,140,000
CTP-222	Operational Improvement	Bells Ferry Road	The Market at Bridgemill Driveway	N/A	Convert intersection into a right-in-right-out	Cherokee County	\$20,000
CTP-223	Operational Improvement	Brooke Blvd	Druw Cameron Ct	N/A	New road connecting Brooke Blvd to Druw Cameron Court for easy access to J.J. Biello Parks	Cherokee County	\$3,160,000
CTP-228	Operational Improvement	Main Street/Holly Springs Parkway	Ridgewalk Parkway	E Cherokee Drive	Additional turn lanes/operational improvements	Holly Springs/Woodstock	\$1,590,000
CTP-229	Operational Improvement	Marietta Road	Hickory Flat Highway	East Marietta Street	Operational Improvement at Marietta Road at Hickory Flat Highway intersection - Signal upgrade	Canton	\$330,000
CTP-23	Bridge Repair/Rehabilitation	Main Street (M-9018)	Crossing: Little River	N/A	Rating less than 80. May qualify for federal repair funding. Fair condition	Woodstock	\$1,800,000
CTP-233	Operational Improvement	SR 140/Waleska Street	Laurel Canyon Park	Puckett Creek Road/Lower Burris Road	Operational Improvements - add and extend turn lanes, signal upgrade	GDOT/Canton	\$1,440,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-236	Operational Improvement	SR 140/Waleska Street	W Main Street	Marietta Highway/Riverstone Parkway	Operational Improvements - add and extend turn lanes	GDOT/Canton	\$670,000
CTP-242	Operational Improvement	Toonigh Rd	Holly Springs Pkwy/Main St	Hickory Road/New Light Rd	Operational Improvements - Add signal at Toonigh Rd/New Light Rd intersection and coordinate with Hickory Road intersection, add/extend storage lanes for turning movements	Holly Springs/Cherokee County	\$5,780,000
CTP-244	Operational Improvement	Woodstock Road	SR 92	Kemp Drive	Operational improvements at Woodstock Road at SR 92 intersection - extend turn lanes for storage at elementary school	Cherokee County	\$440,000
CTP-245	Operational Improvement	I-575	Mile Marker 12	Exit 14	Extend right lane that starts just past mile marker 12 on I-575 north to Exit 14	GDOT	\$12,240,000
CTP-246	Safety	Arnold Mill Road	Towne Lake Pkwy	Main Street	Safety improvements for this intersection could include: conducting a corridor study to identify improvements on the corridor, including access management, diverting traffic and bicycle/pedestrian needs	Woodstock	\$180,000
CTP-247	Safety	Ball Ground Highway	Highway 372	Baker Street	Safety improvements for this segment could include: conducting a corridor study to determine the cause of the high overall crash rate and high injury crash rate	Ball Ground	\$1,580,000
CTP-248	Safety	Ball Ground Highway	Howell Bridge Road	SR 372/Gilmer Ferry Road	Safety improvements for this segment could include: conducting a corridor study to determine the cause of the high overall crash rate	Ball Ground	\$1,090,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-25	Bridge Repair/Rehabilitation	Roberts Road	Crossing: Etowah River Tributary	N/A	Rating less than 80. May qualify for federal repair funding. Fair condition	Cherokee County	\$1,200,000
CTP-253	Safety	Conns Creek Rd	Ball Ground Rd	Moody Rd	Safety improvements for this corridor could include: the additional of guardrail	Cherokee County	\$300,000
CTP-254	Safety	Darby Rd	SR 140	Fincher Rd	Safety improvements for this corridor could include: striping and installation of guardrail	Cherokee County	\$300,000
CTP-255	Safety	Dials Dr	Rivendell Dr	N/A	Safety improvements for this intersection could include: conducting an intersection study to determine what safety improvements are appropriate for this intersection	Cherokee County	\$600,000
CTP-258	Safety	Epperson Road	Henson Rd	E Cherokee Dr	Safety improvements for this corridor could include: easing curves along the corridor and intersection improvements at East Cherokee	Cherokee County	\$3,070,000
CTP-259	Safety	Grimes Rd	SR-140	Arnold Mill Rd	Safety Improvements for this intersection could include: conducting a study to identify appropriate safety improvements for this corridor and intersections	Cherokee County	\$60,000
CTP-26	Bridge Repair/Rehabilitation	Tripp Road	Crossing: Mill Creek	N/A	Rating less than 80. May qualify for federal repair funding. Fair condition	Cherokee County	\$2,180,000
CTP-260	Safety	Holbrook Campground Rd Improvements	SR-20	Fulton County Line	Safety improvements for this corridor could include: minor intersection improvements, and guardrail installation	Cherokee County	\$2,460,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-261	Safety	Holly Springs Parkway	E Cherokee Drive	Sixes Road	Safety Improvements for this segment could include: realigning the intersection of Palm St to remove the skew, assessing access management along the corridor, as there are currently multiple driveways and crossing streets with high density residential traffic	Holly Springs/Cherokee County	\$1,390,000
CTP-262	Safety	Holly Springs Parkway	Sixes Road	Holly Street/Hickory Road	Safety Improvements for this segment could include: conducting a corridor study to determine the cause of the high total crash rate. The southern part of the corridor was resurface, a median added and some intersections reconfigured in 2018	Holly Springs	\$2,180,000
CTP-265	Safety	I-575	SR 92 Southbound Ramp	Cherokee County line	Safety Improvement - Lengthen merging lane	GDOT	\$2,050,000
CTP-267	Safety	I-575 near Ridgewalk Parkway	0	N/A	Safety improvements - lengthen NB merge/acceleration lane	GDOT	\$3,920,000
CTP-268	Safety	I-75 Safety Improvements	Cherokee Limits	N/A	Safety improvements for this intersection could include: extending ITS treatments onto this corridor, conducting a corridor study to identify safety needs	GDOT	\$4,140,000
CTP-269	Safety	Jordan Rd Rail Crossing	0	N/A	Signalization	Cherokee County	\$200,000
CTP-27	Bridge Repair/Rehabilitation	Upper Bethany Rd	Crossing: Bluff Creek	N/A	Rating less than 80. May qualify for federal repair funding. Fair condition	Cherokee County	\$1,000,000
CTP-270	Safety	Kellogg Creek Road	Old Alabama Road	Bells Ferry Road	Safety improvements for this corridor could include: conducting a study to determine appropriate safety improvements, including access management	Cherokee County	\$1,200,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-271	Safety	Marietta Highway	I-575	Butterworth Road/Univeter Road	Access Management/Safety Improvements	Canton	\$1,190,000
CTP-275	Safety	Marietta Road	Marietta Highway	Hickory Flat Highway	Safety improvements for this segment could include: reconfiguring the intersection of Marietta Road and Marietta Highway, and addressing driveway placement at that intersection. Sidewalks were installed on the corridor 2015-2016, but there are no existing bike facilities	Canton	\$990,000
CTP-278	Safety	SR 108	Cable Rd	Lost Town Trl	Safety improvements for this segment could include: the addition of truck climbing lanes	GDOT	\$7,010,000
CTP-281	Safety	SR 108/Fincher Road	SR 20/Knox Bridge Highway	Sam Nelson Road	Safety improvements for this segment could include: realigning the intersection of Sam Nelson to remove the skew, smoothing out some horizontal curves along the alignment and encouraging drivers to slow down, especially along the curves	GDOT	\$6,240,000
CTP-282	Safety	SR 140	Bolivar Creek Rd	N/A	Safety Improvements for this corridor could include: the addition of turn lanes	GDOT	\$600,000
CTP-283	Safety	SR 140/Reinhardt College Parkway	Salacoa Road	Bartow C/L	Safety improvements for this segment could include: smoothing out some horizontal curves along the alignment and encouraging drivers to slow down, especially along the curves	GDOT	\$4,160,000
CTP-288	Safety	SR 369/Hightower Road	SR 372/Ball Ground Highway	Yellow Creek Road	Safety improvements for this segment could include: conducting a corridor study to determine the cause of the high overall crash rate	GDOT	\$2,180,000
CTP-289	Safety	SR 372	Cherokee Village Drive	Conns Creek Road	Safety and Operational Study after construction of Ball Ground Bypass	GDOT	\$50,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-29	Bridge Repair/Rehabilitation	Yellow Creek Road	Crossing: Etowah River	N/A	Rating less than 80. May qualify for federal repair funding. Fair condition	Cherokee County	\$1,500,000
CTP-290	Safety	SR 372/Birmingham Highway	Liberty Grove Road	Birmingham Highway	Safety improvements for this segment could include: conducting a corridor study to determine the cause of the high overall crash rate and high injury crash rate	GDOT/Cherokee County	\$2,380,000
CTP-291	Safety	SR-372	Old Canton Rd/Marion Spence Rd	N/A	Safety improvements for this intersection could include: realigning the east and west approached of the intersection approximately 15'	GDOT/Ball Ground	\$2,080,000
CTP-294	Safety	Union Hill Rd	AJ Land Rd	N/A	Safety improvements for this intersection could include: conducting an intersection study to determine what safety improvements are appropriate for this intersection	Cherokee County	\$1,200,000
CTP-295	Safety	Union Hill Road	E Cherokee Drive	N/A	Safety Improvements for this intersection could include: conducting a corridor study to identify appropriate improvement for this intersection	Cherokee County	\$600,000
CTP-297	Safety	Wyngate Pkwy	Towne Lake Parkway	Bells Ferry Rd	Safety improvements for this corridor could include: turn lanes at intersections or a center left turn lane for Wyngate Parkway	Cherokee County	\$4,080,000
CTP-30	Capacity	Arnold Mill Road Extension/Corridor	Main Street South of Ridgeway Parkway	Arnold Mill Road at Neese Road	New Alignment	Woodstock	\$20,000,000
CTP-33	Capacity	Bells Ferry Road	Marina	Butterworth Rd	Widen corridor to four-lanes. Coordinate with intersection improvement projects, ensure that this project would be done in latter portion of Tier III.	Cherokee County	\$48,880,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-35	Capacity	E Cherokee Dr	Main Street	SR 20	Widening	Cherokee County	\$51,720,000
CTP-340	Intersection Improvement	Trickum Rd	Trickum Valley Dr	N/A	Add left turn lane at Trickum Valley Dr	Woodstock	\$460,000
CTP-341	Intersection Improvement	Trickum Rd	Regent Way	N/A	Add left turn lane at Regent Way	Woodstock	\$880,000
CTP-342	Intersection Improvement	Trickum Rd	Upland Estates Dr	N/A	Add left turn lane at Upland Estates Dr	Woodstock	\$880,000
CTP-343	Intersection Improvement	Trickum Rd	Apple Valley Dr	N/A	Add left turn lane at Apple Valley Dr	Woodstock	\$880,000
CTP-352	Operational Improvement	Mill Street Extension	Wheeler Street	N/A	Extend Mill Street to connect to Wheeler Street	Woodstock	\$900,000
CTP-353	Operational Improvement	Lyndee Lane Extension	Towne Lake Pkwy	Lyndee Ln	Extend Lyndee Lane to the roundabout planned at Mill and Towne Lake Parkway intersection	Woodstock	\$900,000
CTP-354	Operational Improvement	Paden Street Extension	Goshen Lane	Paden St	Extend the southern end of Paden Street to connect to Goshen Lane	Woodstock	\$970,000
CTP-355	Operational Improvement	Hubbard Street Extension	From Arnold Mill northwest to Main Street	N/A	Extend Hubbard road north from Arnold Mill and west to connect to Main street	Woodstock	\$1,320,000
CTP-37	Capacity	Hickory Rd	E Cherokee Dr	SR 140	Widening	Cherokee County	\$1,200,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-39	Operational Improvement	Hickory Rd	Toonigh Rd	E Cherokee Dr	Widening	Cherokee County	\$1,500,000
CTP-40	Capacity	Hickory Springs Parkway	Holly Springs Parkway	Hickory Road	New Alignment	Holly Springs	\$19,580,000
CTP-41	Capacity	Holbrook Campground Road	SR-20	Drew Rd	Widening	Cherokee County	\$13,560,000
CTP-42	Capacity	I-575	Cobb C/L	SR 92	Widening	GDOT	\$30,840,000
CTP-43	Capacity	I-575	Ridgewalk Parkway	Sixes Road	Widening	GDOT	\$43,800,000
CTP-46	Capacity	I-575	Towne Lake Parkway	Ridgewalk Parkway	Widening	GDOT	\$41,040,000
CTP-49	Capacity	Industrial Drive Extension	Holly Springs @ Barrett Road	Hickory Rd @ Hickory Springs	New alignment	Holly Springs	\$9,790,000
CTP-52	Capacity	Market St	Dupree Rd	SR-92	Extension - III	Woodstock	\$4,880,000
CTP-54	Capacity	Market St	Towne Lake Pkwy	Garden St	Extension - I	Woodstock	\$8,160,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-55	Capacity	Mill Creek Rd	E Cherokee Dr	Arnold Mill Rd	Widening	Cherokee County	\$21,840,000
CTP-56	Capacity	New Roadway (Dupree Rd - Fowler St)	Dupree Rd	Fowler St	0	Woodstock	\$8,280,000
CTP-57	Capacity	New Roadway (Rope Mill - Haney Rd)	Rope Mill Rd	Haney Rd	New Roadway	Woodstock	\$3,360,000
CTP-61	Capacity	Palm St	Walnut St	Hickory St	Extension	Holly Springs	\$3,720,000
CTP-62	Capacity	Point View Dr-Old Doss Dr Connector	Point View Dr	Old Doss Dr	0	Canton	\$4,080,000
CTP-68	Capacity	SR 140	Hickory Flats Area	N/A	additional road network in the Hickory Flats area	Cherokee County	\$21,520,000
CTP-82	Capacity	SR-400	Appalachian Hwy	SR-369 (Forsyth County)	Connector/Bypass	GDOT/Cherokee County	\$165,240,000
CTP-83	Capacity	Trickum Rd	Trickum Dr	E Cherokee Dr	Extension	Cherokee County	\$5,520,000
CTP-85	Capacity	Woodstock Rd	SR 92	Cobb County Line	Widening	Cherokee County	\$15,720,000



Project ID	Project Category	Project Name	Extents (From)	Extents (To)	Project Need/Description	Jurisdiction	Cost Estimate
CTP-86	Capacity	Woodstock Rd	Victory Dr	SR 92	Widening	Cherokee County	\$18,600,000
CTP-90	Freight	I-575	Holly Springs	Woodstock	Freight Capacity - Needs Further Study	GDOT	\$33,360,000
CTP-92	Freight	SR 360/Hightower Road	East of SR 372	Forsyth C/L	Freight Capacity - Needs Further Study	GDOT	\$21,360,000
CTP-93	Freight	SR 372	East of Ball Ground	Conns Creek Road	Freight Capacity - Needs Further Study	GDOT	\$3,960,000
CTP-95	Freight	SR 92	Neese Road	Cobb C/L	Freight Capacity - Needs Further Study	GDOT	\$31,800,000
CTP-96	Freight	SR 92	Woodstock Road	Bells Ferry Road	Freight Capacity - Needs Further Study	GDOT	\$97,200,000



POLICY RECOMMENDATIONS + STRATEGIES

Several of the recommended projects are policy or strategy based which are often countywide. These projects, while not directly calling for a change of physical infrastructure, will help guide the future development of Cherokee County's transportation network. The policy or strategy recommendations comprise fifteen projects in the freight, ITS/emerging technology and operational improvement categories.

FREIGHT POLICY AND STRATEGY RECOMMENDATIONS

TRUCK PARKING

While the Atlanta region's primary demand for warehousing and trucking support is to

Figure 7: Design for Charging Station for Battery Electric Trucks (Source: GreenBiz)



the south and east of Cherokee County, the SR 92 and I-75 interchange could provide an opportunity for long-haul and regional trucking support. The interchange is the confluence of a national freight highway with a regional freight network route. Both are high traffic volume corridors with heavy freight movements. Therefore, CTP-94 calls for a study analyzing the needs of additional truck parking at this location.

SIZE AND WEIGHT RESTRICTIONS

As of March 2022, Cherokee County prohibits¹ trucks over 18 tons, over 30 feet in length, or having more than three axles at 37 locations around the county. Furthermore, there are 10 bridges restricting weight to 18 tons. Violators are subject to fines up to \$1,000 or 60 days in jail. CTP-88 is recommending reevaluating the current freight restrictions in the county and considering restrictions for residential roads.

COUNTY PLANNERS AND OPERATIONS STAFF SHOULD ALSO ENSURE THAT THESE ROADS ARE WELL-SIGNED AND CONDUCT PERIODIC AWARENESS

¹

https://library.municode.com/ga/cherokee_county/ordinances/code_of_ordinances?nodeId=1140925



CAMPAIGNS TARGETING LOCAL FREIGHT COMPANIES. AS TRUCK RESTRICTIONS CAN CAUSE UNDUE BURDENS ON FREIGHT AND LOGISTICS SUPPLIERS, THEY SHOULD BE USED STRATEGICALLY TO ACHIEVE COUNTY GOALS RATHER THAN AS A SIMPLE REACTION TO THE OCCASIONAL CONCERNS OF RESIDENTS. COUNTY PLANNERS, ACCORDINGLY, SHOULD MAINTAIN A MAP OF TRUCK PROHIBITIONS IN RELATION TO NEEDED FREIGHT FLOWS TO ENSURE THAT DELIVERIES CAN CONTINUE TO OCCUR.

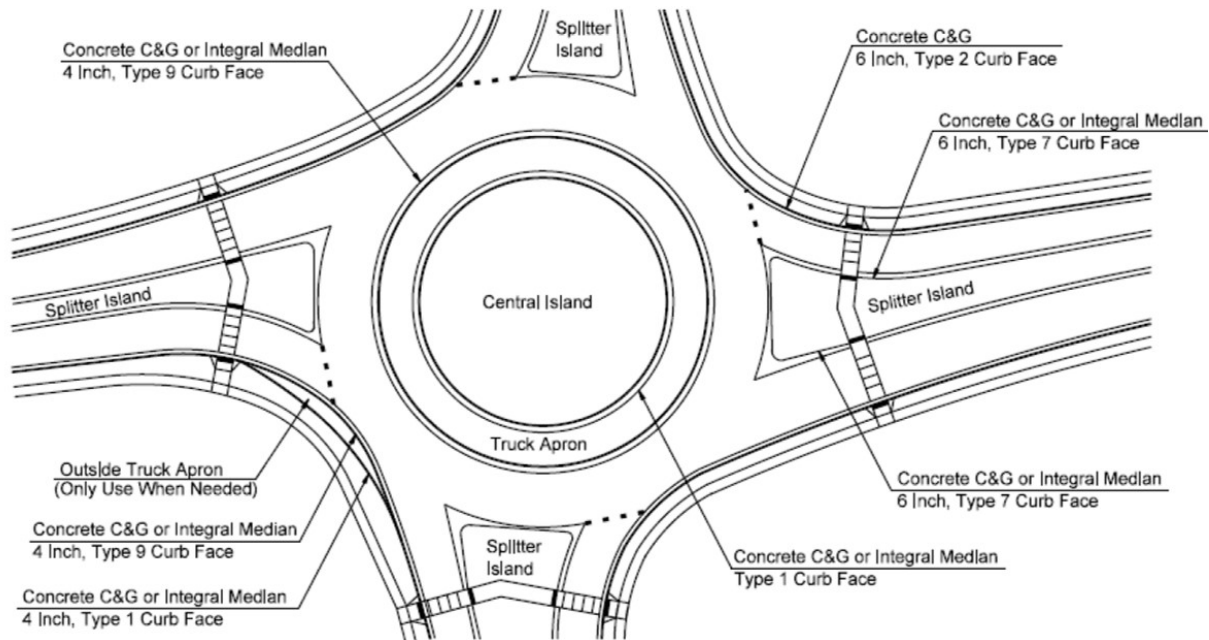
ROAD DESIGN

Figure 8: Truck Prohibition on Bart Manous Road in Cherokee County



The primary goals of freight road design are safety and efficiency. In Cherokee County, large freight movements are typically constrained to larger thoroughfares that have mostly been designed with the movement of trucks in mind. This recommendation specifically guides county planners and local public works departments to continue to look for evidence along the primary truck routes that could call for a change in roadway design.

Figure 9: Roundabout Design with Internal and External Truck Aprons (source: GDOT)



One example of such evidence is visible sign of encroachment onto curbs (broken concrete) or roadsides (rutting). This evidence indicates that the turning radius of trucks has not accommodated by the roadway design. Roadway designers should be cognizant of the type of truck using a particular roadway and design (or redesign) intersections accordingly. This can be overlaid with the future land use map to predict the freight needs generated by future development. If right-of-way exists and when budget is available, the corner radius should be increased to fully accommodate the truck turning movement. A subset of the curb/roadside radius encroachment issue is found at roundabouts, which have become popular intersection designs. In roundabouts, trucks can be accommodated with traversable aprons in the center island or truck blisters (outside aprons) without otherwise impacting the benefits of the design element. Truck blisters should not be deployed in areas with high pedestrian volumes. An example of this design is shown above in Figure 10: Roundabout Design with Internal and External Truck Aprons (source: GDOT).

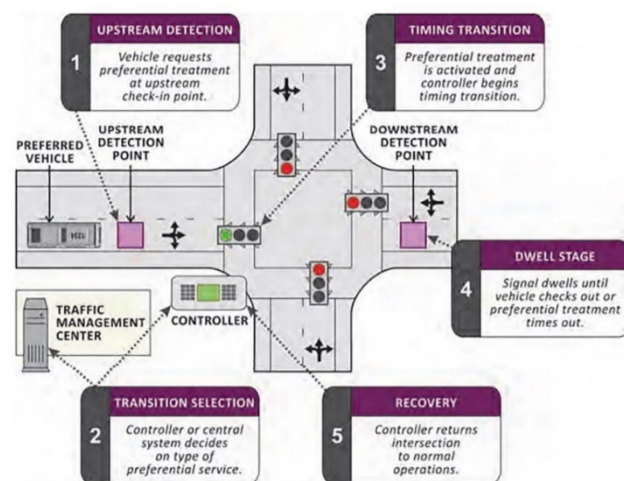
As Cherokee County continues to grow economically and in population, the demand for freight services will increase. The more rural areas of the county often have roadway characteristics that are not freight-friendly. County planners and traffic engineers should balance the safe movement of freight with the desire to limit right-of-way takings in road redesign projects.

ITS/EMERGING TECHNOLOGY POLICY AND STRATEGY RECOMMENDATIONS

FREIGHT SIGNAL PRIORITY

Intelligent transportation system (ITS) strategies such as signal priority help to reduce congestion along corridors with high volume of freight movement. Signal priority is a traffic signal preferential treatment of a particular vehicle class at a signalized intersection that provides extra green light time allowing safe travel through the intersection without stopping. The goal for providing freight signal priority is to move heavy vehicles more efficiently when traversing an intersection. Generally, heavy vehicles require longer start times to clear queues at the beginning of green intervals. This situation occurs because trucks require more time to react and accelerate at the beginning of green intervals resulting in longer time to clear the queues. When trucks are positioned at the beginning of a queue, the start-up lost time increases at a signalized intersection. The locations identified in Cherokee County that may benefit with this signal improvement are Ball Ground Highway (CTP-200), GA-20 (CTP-218), and

Figure 10: Source: NCHRP Report 812 - Signal Timing Manual (Second Edition, 2015), Exhibit 10-2: Preferential Treatment Process



GA-369 (CTP-219). The addition of freight signal priority to the mentioned locations will bring benefits such as:

- Reduction of truck stops and delay resulting in freight travel reliability improvement
- Reduction of truck red light running
- Decrease of intersection delay

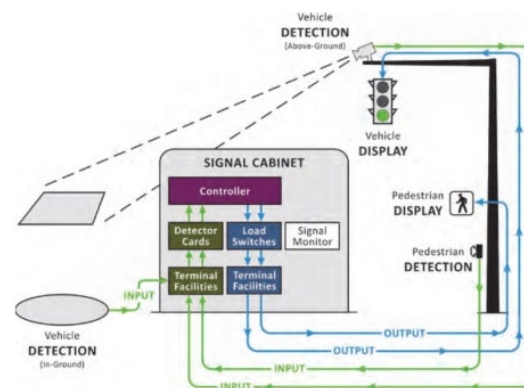
ADDITIONAL ITS DEPLOYMENTS AT SIGNALIZED INTERSECTIONS

The U.S. Department of Transportation defines intelligent transportation systems (ITS) and emerging transportation technologies as “those that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure and into vehicles”. Considering the traffic signal locations, fiber optic cables, and radio communications availability, the County could install ITS technologies at additional intersections to improve operations, per the recommendations in CTP-203. Cherokee County should continue to incorporate ITS into its extensive signal network to provide innovative solutions to accommodate current and future traffic needs. As the County implements more ITS devices, it will become more beneficial to develop its own traffic management center. These systems allow for better connectivity, more coordinated and smarter transportation networks. ITS systems include the use of CCTV, connected vehicle technologies, and wireless communications such as 4G and broadband radio.

ADAPTIVE SIGNALS WITH RADAR DETECTIONS – MAXTIME/MAXVIEW SOFTWARE

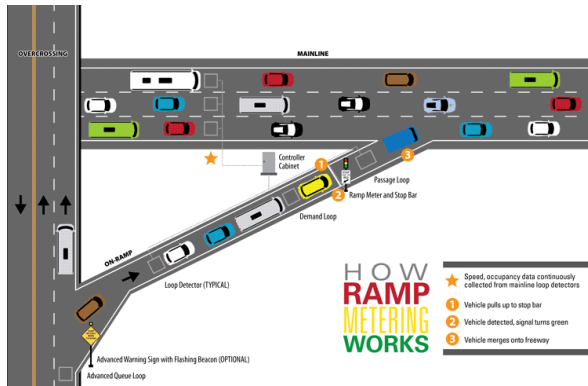
ITS technology allows Cherokee County the capability to communicate directly with traffic signals to coordinate corridors and alleviate congestion. Accidents, road work, and special events contribute to traffic congestion. With this innovative technology, those factors are quickly considered, and the intersection controller software adjusts the timing to the signals based on current traffic conditions. Because MaxTime allows for remote communication with signal equipment, it would prove beneficial to have this capability at all traffic signals in the County, as recommended in CTP-207. This system allows for signals to be monitored and controlled remotely and provides high quality data collection for system performance monitoring. Radar detection along with adaptive signals allow traffic engineers to constantly adjust signal timing throughout peak periods as well as accommodate one-off large traffic events. These technologies also provide the capability to easily measure traffic volumes and speeds. These capabilities work to reduce traffic congestion and vehicular emissions and improve travel times.

Figure 11: Source: NCHRP Report 812 - Signal Timing Manual (Second Edition, 2015), Exhibit 4-1: Flow of Inputs and Outputs among Detectors, Signal Cabinet Equipment, and Display.



RAMP METERS

Figure 12: Source: FHWA – Ramp Metering: A proven, cost-effective Operational Strategy, Report No. FHWA-HOP-14-020



Ramp meters are a freeway management tool for addressing common congestion and safety issues. Ramp meters are traffic signal devices located on limited access on ramps, placed strategically to control the flow of vehicles on freeways during peak hours. As congestion and volume build throughout the County, additional ramp meter locations should be identified based on projected traffic volumes, increased freight traffic percentages and demand, and presence of safety concerns on freeways. Freeway sections with weaving and merging conditions, regular traffic

queues in peak periods and high-speed differentials stand to benefit greatly with the implementation of ramp meters. These signal devices also use MaxTime firmware to allow for flexibility in traffic control. According to the GDOT ITS Design guide, there are two warrants for ramp meter justification: freeway right lane and entrance ramp flow rate and freeway speed. The freeway flowrate needs to be greater than 2,000 vehicles per hour and the ramp should have greater than 400 vehicles during a typical 15-minute period. The freeway speed warrant maintains that the general-purpose lanes' speed is less than 55 mph within two miles of the entrance ramps. The CTP recommendation is the addition of ramp meters specifically at the interchange of I-575 and SR 20, and generally countywide where the GDOT warrants are met.

ELECTRIC VEHICLE CHARGING STATION STUDY

Figure 13: Source: Ohio DOT Electric Vehicle Charging Study – DriveOhio (Prepared by HNTB)



According to the US Department of Energy, “Using more energy efficient vehicles like hybrid and electric vehicles supports the U.S. economy and helps diversify the U.S. transportation fleet”. An electric vehicle (EV) can help to save fuel consumption to drivers and decrease fuel costs and emissions because of the high efficiency of electric drive components. A barrier for drivers in adopting EV technology is the lack of charging stations, therefore CTP-205 calls for an EV charging station study in Cherokee County. The location of

charging stations influences the EV users' route choice decisions, resulting in an impact on transportation network performance. Motorists should be presented with the option of recharging their vehicles while visiting their destination. It is important to assess the needs for EV charging at highest priority sites along the Cherokee county. This study should include coordination with utilities, outreach to automotive original equipment

manufacturers (OEM) and electric vehicle supply equipment (EVSE) suppliers, a high-level charger site analysis, EV adoption forecast, EV equity analysis, commercial vs. residential application and overlap analysis, and assessment of fleet electrification opportunities. Developing a network of electric vehicle infrastructure will improve the zero-emission mobility in the county's roadways.

DRONE EXPLORATION

Drones, also referred as unmanned aerial systems (UAS), consist of multi-use aircrafts controlled from a licensed operator on the ground to gather geospatial data. Further study on drone safety and air access rights will help build the foundation to bringing this technology to Cherokee County. Some benefits of this technology include cost saving, safety improvement, efficiency and productivity increases. Recent advances in UAS have enhanced applications in the transportation field. The use of UAS in transportation increases accuracy, speeds up data collection and provide access to difficult to reach areas. Even though drones are an emerging technology, they have a broad application not only in surface transportation projects but also in several areas. Some of the uses of UAS in transportation are:

- Traffic monitoring and incident management
- Speed data collection
- Surveys or aerial photography
- Bridge and structural safety inspection
- Construction inspection

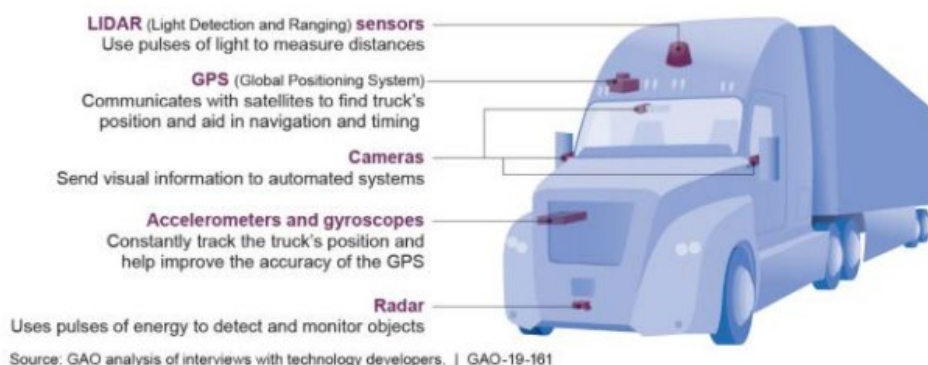
Figure 14: Source: FHWA: Unmanned Aerial Systems FactSheet



CAV AND EV SUPPORT

Connected and autonomous vehicles (CAV) consist of technology that allows a vehicle to connect with the roadway infrastructure and equipment improving safety and traffic flow. Autonomous and connected vehicles is a promising technology that is expected to bring significant impacts on various facets of society and mobility such as

Figure 15: Source: Autonomous Vehicles and Freight Transportation Analysis – Prepared for The North Central Texas Council of Governments



traffic safety and freight mobility. Similarly, it is anticipated to help reduce some of the most critical truck issues such as, labor load work and fatigue, driver distraction, finding authorized truck parking space, etc. Some of the identified challenges of this technology is the infrastructure needed to support the automated freight

transportation. In the same way, freight electric vehicles technology should be incorporated in the roadway infrastructure by providing high-powered charging systems at different truck parking or rest areas to minimize the EV dwell time required to charge. Other benefits of CAV and EV are reduced emissions, improved freight movements efficiency and deliveries in urban areas, reduction of shipping and loading delays. The CTP recommendation is to encourage Cherokee County to provide support for the adoption of CAV and EV technologies, especially in the lens of goods movement and freight.

RECTANGULAR RAPID FLASHING BEACONS (RRFB) DEPLOYED ALONG MARIETTA HIGHWAY/RIVERSTONE PARKWAY

The most vulnerable road users in the transportation system are pedestrians. The outcome of incidents involving pedestrians tends to be severe in term of injury or fatality. Uncontrolled pedestrian crossing locations yield higher pedestrian crash rates, often due to inadequate pedestrian crossing accommodations. Therefore, it is important to consider some combinations of pedestrian crossing countermeasures to increase safety performance by reducing risk to roadway user and pedestrians.

Rectangular rapid flashing beacons (RRFB) are pedestrian-actuated enhancements used in combination with other pedestrian safety improvements such as warning signs and crosswalk markings. The devices include two rectangular-shaped yellow indications flashing with high intensity when active and unlit when inactive. The proposed RRFB configuration recommended will allow pedestrians to safely cross the street and will alert motorists of pedestrians or bicyclists waiting to cross or already crossing the street. This proposed location would be on Riverstone Parkway spaced between Waleska Road and Hospital Drive (CTP ID: BikePed-907). Other locations that would be suitable for an RRFB mid-block crossing include:

- Highway 92 Trail Crossing for Noonday Creek Trail (BikePed-909)
- Highway 92 Trail Crossing for Rubes Creek Trail (BikePed-903)
- Trickum Road south of Gunnin Road (BikePed-906)

Figure 16: Source: The Greenway Collaborative Inc. – Best Practice Guidelines: Mid-Block Crosswalks for arterial five lane roadways

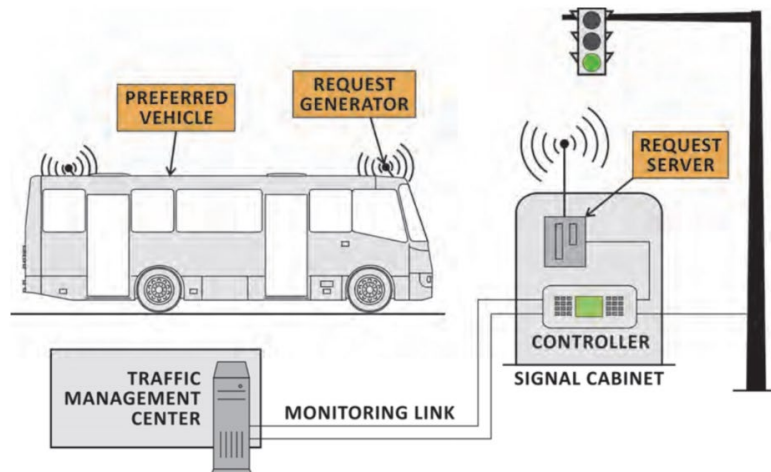


DSRC CONVERSION AN DADDITION OF SIGNAL PREEMPTION

Intelligent transportation systems (ITS) technologies aid in providing the traveling motorist with travel time information and allow traffic engineers to monitor and make real-time decisions for traffic conditions. One of the ITS technologies available in the transportation field includes wireless communication systems between vehicles. Dedicated short-range communications (DSRC) is a wireless protocol designed primarily for use in the automobile industry and for vehicle-to-vehicle communication. CTP-217

recommends DSRC conversion and the addition of signal preemption on SR 20. This wireless technology allows for high-speed data transmission between. DSRC should be considered to continuously provide performance data and allow for retiming of signal phasing. It is important to assess changes needed in the communication infrastructure to implement this ITS technology. Similarly, the addition of signal preemption plays an important role in SR 20. Under a preemption request, the normal operation at the intersection is interrupted to serve the preferred vehicle. This preferential treatment provides improvement for safety and reliability for vehicles receiving the preemption right of way.

Figure 17: Source: NCHRP Report 812 - Signal Timing Manual (Second Edition, 2015), Exhibit 10-3: Preferential Treatment Detection Equipment



OPERATIONAL IMPROVEMENTS

CITY OF WOODSTOCK GRID STREET PROGRAM

CTP-351 recommends the continuation of the Grid Street Program in Woodstock, as recommend in the city's transportation plan. The Grid Streets Program entails building up a high-capacity grid roadway network in the city through efficient north/south and east/west connections. The goal of the program is to add flexibility for traffic flows to dissipate into many different streets with multiple routes, instead of concentrating the entire volumes on major arteries, causing congestion and gridlock. Supporting the continuation of this policy will help the city promote mobility and build a resilient transportation network.



AREA STUDIES

A big component of the recommended policies are planning efforts that were identified for key corridors or areas in the County that need further study. These areas/corridors should be prioritized for further study and include (but are not limited to):

- **Bells Ferry LCI Plan Update:** Future update to the 2021 Bells Ferry LCI plan including roadway, pedestrian projects, and connectivity.
- **I-575 & Sixes Road Area Plan:** Conduct an area plan for I-575 and Sixes Road to develop interconnectivity among the quadrants with roadway and pedestrian improvements.
- **Hickory Flat Area Plan:** Future update to the 2021 area plan for the Hickory Flat area to increase connectivity for vehicular and pedestrian access.
- **Highway 20 Corridor Study and Plan:** Conduct a corridor study and plan for Highway 20 focusing on access control, inter-parcel access, and vehicular and pedestrian connectivity.



SUPPLEMENTAL STUDIES

TRAILS MASTER PLAN RECOMMENDATIONS

As part of the CTP process, the project team produced a Trails Master Plan for Cherokee County. The Trails Master Plan effort contains more detailed information specifically related to the state and future of multi-use paths and trails in Cherokee County and its municipalities. The document provides an existing conditions analysis, needs assessment and updated project prioritization for the trail system in Cherokee County and is intended to stand alone from the CTP.

The first step was conducting an inventory of existing and planned bicycle and pedestrian infrastructure and policies in Cherokee County. This includes elements like sidewalks, walking/hiking trails, multi-use paths, and bike lanes. The full existing conditions analysis for Cherokee County Trails can be found in Existing Conditions Report.

The existing conditions review showed a connected network of trails that could serve a transportation function in the County is currently lacking outside of Woodstock. The active transportation network is less connected in-between the downtown areas. Additionally, some frequently visited locations such as community parks, outdoor recreation opportunities, and schools are under-served by existing bicycle and pedestrian facilities. The southern portion of the County is generally better served with multi-use trail facilities than the northern portion of the County.

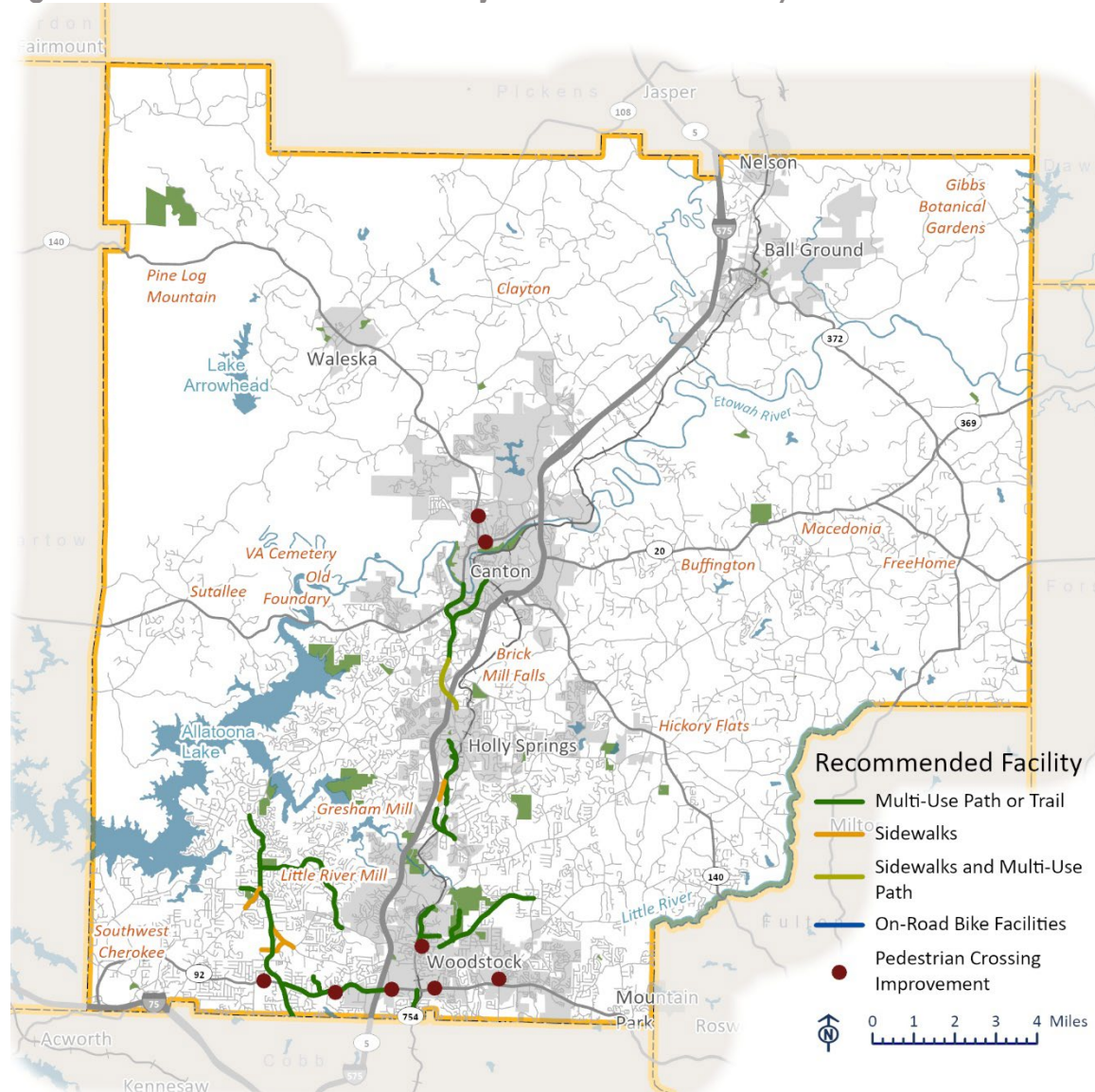
Following the existing conditions analysis, a needs assessment was conducted. The bicycle and pedestrian needs assessment involved a multifaceted analysis approach. The project team built off the review of previous bicycle, pedestrian, trail, and small area planning studies by documenting which facilities have been built. Parks, along with community destinations, were identified as part of a multi-phase bicycle and pedestrian needs selection analysis that looked at proposed facilities proximity to key destinations and land uses. The facilities were then cataloged based on their type. Initial findings were then presented to stakeholders for feedback to help identify additional recreation trails that are priority projects. The priority projects were then scored based on the plan's vision, goals, and objectives. Finally, the balance of previously recommended projects was carried forward as aspirational projects. For additional detailed descriptions and analysis of the bicycle and pedestrian needs analysis process, please refer to the full Trails Master Plan Report.

Finally, the trails master plan projects were prioritized. The prioritization process uses a four metric scoring rubric with a four-tier scoring system. Using the universe of projects identified in the existing conditions and needs assessment portion of the plan, projects are analyzed and scored in GIS. Projects are prioritized using a weighted scoring system based on four key factors. The criteria used are: connections to key activity centers and destinations, connections to bicycle and pedestrian facilities, bicycle and pedestrian safety, and improving access to transit vulnerable communities. Projects are then ranked based on their composite score where the top 30 projects are considered for prioritized implementation.



The final list of project recommendations consists of 29 linear bicycle and pedestrian facilities and seven pedestrian crossing improvements, which can be seen below in Figure 19. A detailed list of prioritized project recommendations can be seen in the full Trails Master Plan Report. Policy and program recommendations for active transportation in Cherokee County can also be found in Appendix C.

Figure 18 Final Recommended Trail Projects in Cherokee County



TRANSIT SERVICE STUDY RECOMMENDATIONS

An additional part of this CTP process was a Transit Service Assessment which built off the 2016 CTP Transit Feasibility Study. Since 2016, there have been significant advancements in transportation technologies, service modes, and changes in transportation patterns, transit usage and commuting trends. These factors have necessitated a reexamination of Cherokee's County transit services to ensure the current system is reflecting existing conditions and leveraging advancements in technology to provide the greatest benefits to the residents of Cherokee County.

The impacts of the COVID-19 pandemic on travel behavior and the rise in wide-scale use of transportation network companies (TNCs), like Uber and Lyft, are two other recent factors necessitating a reexamination of transit provision in the county. Developments in planned transit investments, the coordination of regional services, and the advancement of a regional fare policy are other important factors considered in this reevaluation of transit service.

Transit providers throughout the United States are considering new modes of public transportation to meet the mobility needs of residents. This includes microtransit, which is a new form of demand response transit that uses smartphone technology to match riders to vehicles to provide flexible, cost-effective, and timely transit service. The American Public Transit Association (APTA) defines microtransit as small-scale, on-demand public transit services that can offer fixed-routes and schedules, as well as flexible routes and on-demand scheduling. This form of transit is particularly suited to lower-density suburban areas where fixed-route bus service struggles to serve transit riders efficiently. This transit assessment has a special focus on the applicability of microtransit services in Cherokee County.

Another major focus of the assessment is an examination of Cherokee Area Transit System's (CATS) fare policy and fare recommendations. Other key components of this report include recommendations to improve regional transit connectivity and enhancements to fixed-route local bus service.

Among the recommendations for transit improvements in the County include:

- Low-performing existing fixed-route service may be better replaced with microtransit service
- If fixed-route service is preferred, there are several identified gaps in service where route expansion would be warranted
- Bus stop amenities, including shelters, benches, and trash cans, should be improved at high-use locations.
- Service recommendations to improve connectivity between CATS and the regional Xpress commuter service
- Potential for replacing fixed-route service with microtransit service
- Fare policy updates including:
 - Increasing fares
 - Utilization of regional fare payment system
 - Adopt complimentary regional transfer policy



The details of the Transit Assessment, including overview of existing conditions, needs analysis, fare policy, and microtransit assessment can be found in the Transit Assessment Report in Appendix D.

