



Comprehensive
Transportation Plan

Paulding County Comprehensive Transportation Plan

Final Report
April 2023



RESOLUTION 23-08

Resolution Approving The Adoption Of The 2022 Paulding County Transportation Comprehensive Plan Update

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

WHEREAS, in doing so, a selection committee including City of Dallas representative Kendall Smith; City of Hiram representative Jody Palmer; Paulding County staff representatives George Jones, Erica Parish, and Ann Lippmann reviewed and recommended Vanasse Hangen Brustlin (VHB), as the most qualified proposer of a field of six firms responding to a Request For Proposals for the Comprehensive Transportation Plan (Proposal #22008-15006), and therefore, the Paulding County Board of Commissioners' subsequently awarded the contract to Vanasse Hangen Brustlin (VHB) on October 26, 2021 for the completion of same; and

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

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

Stakeholder Committee Meeting and Multijurisdictional Working Group Meetings:

January 26, 2022 (Multijurisdictional Working Group)

January 27, 2022 (Stakeholder Committee)

March 31, 2022 (Stakeholder Committee)

May 5, 2022 (Multijurisdictional Working Group)

July 11, 2022 (Stakeholder Committee)

September 7, 2022 (Stakeholder Committee)

Public Meetings:

February 15, 2022

May 10, 2022

September 29, 2022

Public Meetings Pop Up Events:

Burnt Hickory Park – April 23, 2022

East Paulding High School – September 16, 2022

Paulding Ride for Wishes – October 8, 2022

WHEREAS, as a result of the information it has received and reviewed, the Paulding County Department of Transportation has produced this Comprehensive Plan Update which includes a financially-constrained short range action plan of transportation projects for years 2024-2028, a mid-range action plan for years 2029-2040, and a long range plan for years 2041-2045 for the local and regional transportation needs.

BE IT THEREFORE RESOLVED, that the Paulding County Board of Commissioners does hereby adopt the Paulding County 2021 Comprehensive Transportation Plan Update, which includes a financially-constrained short range action plan of transportation projects for years 2024-2028, a mid-range action plan for years 2029-2040, and a long range plan for years 2041-2050.

SO RESOLVED THIS 25th **DAY OF** April, 2023.

VOTE OF RESOLUTION

	<u>Yes</u>	<u>No</u>	<u>Abstain/Absent</u>
Chairman David Carmichael	<u>✓</u>	—	—
Post 1 Keith Dunn	<u>✓</u>	—	—
Post 2 Sandy Kaecher	<u>✓</u>	—	—
Post 3 Virginia Galloway	<u>✓</u>	—	—
Post 4 Brian Stover	<u>✓</u>	—	—

ATTEST:

Rebecca Moidell
Clerk, Paulding County Board of Commissioners



RESOLUTION NO. 2023-07

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
DALLAS, GEORGIA FOR THE PURPOSE OF ADOPTING THE
2022 PAULDING COUNTY COMPREHENSIVE
TRANSPORTATION PLAN UPDATE.**

WHEREAS, The City of Dallas adopted the 2015 Paulding County Comprehensive Transportation Plan which was an update from the preceding 2008 Paulding County Comprehensive Transportation Plan during a regular meeting of the City Council of the City of Dallas on March, 30th 2015; and,

WHEREAS, The City of Dallas has reviewed the project overview and recommendations presented in the final draft of the 2022 Paulding County Comprehensive Transportation Plan Update from the preceding 2015 Paulding County Comprehensive Transportation Plan Update dated March 2023; and,

WHEREAS, The City of Dallas supports the recommendations and strategies presented in the 2022 Paulding County Comprehensive Transportation Plan Update which comprises an action plan of transportation projects for a 30-year planning horizon to the year 2050; and,

THEREFORE, BE IT RESOLVED that the Mayor and Council of the City of Dallas, Georgia, does hereby adopt the 2022 Comprehensive Transportation Plan as presented by the Paulding County Department of Transportation.

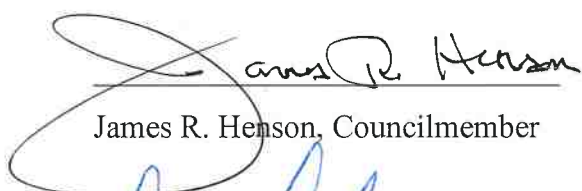
APPROVED, PASSED AND ADOPTED

THE 10 DAY OF April, 2023

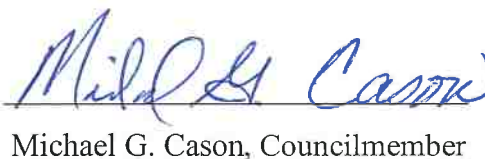
MAYOR AND COUNCIL OF THE CITY OF DALLAS, GEORGIA



L. James Kelly, Mayor



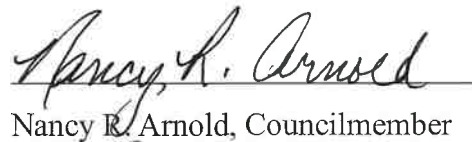
James R. Henson, Councilmember



Michael G. Cason, Councilmember



Cooper Cochran, Councilmember



Nancy R. Arnold, Councilmember



Christopher B. Carter, Councilmember



Leah Alls, Councilmember

ATTEST:

I, hereby certify that the forgoing resolution was regularly introduced, passed and adopted at a regular meeting of the City Council of the City of Dallas this 10 day of April, 2023



Tina Clark, City Clerk of the City of Dallas, GA

4/10/2023

Date



STATE OF GEORGIA

CITY OF HIRAM

RESOLUTION NO. 2023-02

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF HIRAM, GEORGIA, PLEDGING TO PRACTICE AND PROMOTE CIVILITY IN THE CITY OF HIRAM.

WHEREAS, the City Council of the City of Hiram, the governing body of the City of Hiram, Georgia (the "Municipality"), recognizes that robust debate and the right to self-expression, as protected by the First Amendment to the United States Constitution, are fundamental rights and essential components of democratic self-governance; and

WHEREAS, the City Council further recognizes that the public exchange of diverse ideas and viewpoints is necessary to the health of the community and the quality of governance in the Municipality; and

WHEREAS, the members of City Council as elected representatives of the community and stewards of the public trust, recognize their special role in modeling open, free and vigorous debate while maintaining the highest standards of civility, honesty and mutual respect; and

WHEREAS, City Council meetings are open to the public and thus how City officials execute their legal duties is on public display; and

WHEREAS, civility by City officials in the execution of their legislative duties and responsibilities fosters respect, kindness and thoughtfulness between City officials, avoiding personal ill will which results in actions being directed to issues made in the best interests of residents; and

WHEREAS, civility between City officials presents an opportunity to set a positive example of conduct and promotes thoughtful debate and discussion of legislative issues, resulting in better public policy and a more informed electorate while also encouraging civil behavior between residents; and

WHEREAS, civility between City officials is possible if each member of the elected body remembers that they represent not only themselves, but the constituents of their district and city; and

WHEREAS, in order to publicly declare its commitment to civil discourse and to express its concern for the common good and well-being of all of its residents, the City Council has determined to adopt this resolution.

BE IT RESOLVED by the Mayor and City Council of the City of Hiram, Georgia as follows:

SECTION 1. The City of Hiram pledges to practice and promote civility within the governing body as a means of conducting legislative duties and responsibilities.

SECTION 2. The elected officials of the City Council enact this civility pledge to build a stronger and more prosperous community by advocating for civil engagement, respecting others and their viewpoints, and finding solutions for the betterment of the City of Hiram.

SECTION 3. This pledge strives to ensure that all communication be open, honest, and transparent as this is vital for cultivating trust and relationships.

SECTION 4. This pledge strives to show courtesy by treating all colleagues, staff and members of the public in a professional and respectful manner whether in-person, online or in written communication, especially when we disagree.

SECTION 5. This pledge strives to ensure mutual respect to achieve municipal goals, recognizing that patience, tolerance and civility are imperative to success and demonstrates the City Council's commitment to respect different opinions, by inviting and considering different perspectives, allowing space for ideas to be expressed, debated, opposed, and clarified in a constructive manner.

SECTION 6. This pledge demonstrates our commitment against violence and incivility in all their forms whenever and wherever they occur in all our meetings and interactions.

SECTION 7. The City of Hiram expects members of the public to be civil in its discussion of matters under consideration by and before the City Council, with elected officials, staff, and each other.

SO ADOPTED this 7th day of March, 2023.

[Signatures on next page]

Frank Moran
Mayor Frank Moran

Teresa Philyaw
Mayor Pro Tem Teresa Philyaw, Post 1

Kathy Bookout
Councilmember Kathy Bookout, Post 2

Melissa Bayardelle
Councilmember Melissa R. Bayardelle, Post 3

Derrick Battle
Councilmember Derrick Battle, Post 4

Doris Devey
Councilmember Doris Devey, Post 5

Attest: Melissa Chosewood
Melissa Chosewood, City Clerk



TABLE OF CONTENTS

1 Introduction.....	1
1.1 About the CTP	1
1.2 About this Report	2
1.3 Coordinated CTP and Comprehensive Plan Development	2
<i>Land Use and Transportation Nexus.....</i>	<i>3</i>
<i>Intertwined Planning Processes</i>	<i>3</i>
1.4 Vision and Goals	7
2 Engagement Summary.....	8
2.1 Engagement Approach	8
2.2 Stakeholder Engagement	8
<i>Stakeholder Committee</i>	<i>8</i>
<i>Stakeholder Interviews</i>	<i>8</i>
2.3 Public Involvement	9
<i>Communications and Interactive Website.....</i>	<i>9</i>
<i>Public Involvement Activities</i>	<i>9</i>
3 Inventory and Needs Assessment.....	11
3.1 Existing Conditions and Needs Assessment Report.....	11
3.2 Key Findings.....	11
<i>Aligning Transportation and Land Use Policy.....</i>	<i>11</i>
<i>Roadway Needs</i>	<i>11</i>
<i>Safety</i>	<i>12</i>
<i>Freight.....</i>	<i>12</i>
<i>Multi-Modal Transportation</i>	<i>12</i>
<i>Composite Needs Map</i>	<i>13</i>
4 Special Area Studies.....	14
4.1 Overview	14
5 Project Evaluation & Prioritization.....	15
5.1 Universe of Projects.....	15
5.2 Project Scoring	15
5.3 Results.....	17
6 Cost Estimating.....	18
6.1 Cost Estimate Methodology	18



7 Funding Forecast 19

7.1 Federal and State Funding 19

LMIG Funding..... 19

7.2 Local Funding 20

7.3 Revenue Projections 20

8 Recommendations 21

8.1 Phased Implementation Plan 21

8.2 ITS Recommendations 35

8.3 Active Transportation Recommendations 35

Active Transportation Focus Areas..... 39

Pedestrian and Sidewalk Projects..... 39

Bicycle & Multi-Use Trail Projects..... 43

Funding for Active Transportation Projects..... 46

8.4 Freight Recommendations 47

8.5 Asset Management Recommendations..... 49

Bridges 49

Pavement Evaluation 49

Drainage Structures..... 50

8.6 Transit & TDM Recommendations 51

ATL Xpress Commuter Transit Services..... 51

Paulding Transit..... 52

Transportation Demand Management Recommendations..... 56

8.7 Aviation Recommendations 56

8.8 Studies Recommendations 57

9 Conclusions & Implementation..... 60



LIST OF FIGURES

Figure 1.1: Paulding CTP & Comprehensive Plan Updates Timeline	2
Figure 1.2: Paulding CTP & Comprehensive Plan Updates Joint Planning Benefits	3
Figure 1.3: Paulding Comprehensive Plan Future Development Map.....	5
Figure 1.4: Paulding Comprehensive Plan Supporting Policy Map.....	6
Figure 1.5: CTP Vision & Goals.....	7
Figure 2.1: Public Meeting #1 – February 2022.....	8
Figure 2.2: Paulding Charting the Course Website.....	9
Figure 2.3: Pop-Up #1 - April 2022	9
Figure 3.1: Crash Heat Map (2015-2020)	12
Figure 3.2: Composite Transportation Needs Map	13
Figure 4.1: Special Area Studies Locations	14
Figure 7.1: CTP Vision & Goals.....	21
Figure 8.2: Short-Range Projects (Countywide)	23
Figure 8.3: Short-Range Projects (Dallas Area).....	24
Figure 8.4: Short-Range Projects (Hiram Area)	25
Figure 8.5: Mid-Range Projects (Countywide).....	26
Figure 8.6: Mid-Range Projects (Dallas Area).....	27
Figure 8.7: Mid-Range Projects (Hiram Area)	28
Figure 8.8: Long-Range Projects (Countywide).....	29
Figure 8.9: Long-Range Projects (Dallas Area).....	30
Figure 8.10: Long-Range Projects (Hiram Area).....	31
Figure 8.11: Paulding County TCC	35
Figure 8.12: Active Transportation Projects (Countywide).....	36
Figure 8.13: Active Transportation Projects (Dallas Area)	37
Figure 8.14: Active Transportation Projects (Hiram Area).....	38
Figure 8.15: Silver Comet Trail in Dallas.....	39
Figure 8.16: Paulding County Truck Routes	48
Figure 8.17: Example Drainage Structure.....	51
Figure 8.18: Hiram Park & Ride Lot	51
Figure 8.19: Paulding Transit Daily Vehicle Trips for 10/4/2021	54
Figure 8.20: Georgia Commute Options.....	56
Figure 8.21: Paulding Northwest Atlanta Airport Future Development Projects.....	57
Figure 8.22: Recommended Planning Studies	59



LIST OF TABLES

Table 2.1: Summary of Public Engagement Activities.....	10
Table 4.1: Special Areas Studies Locations	14
Table 5.1: Project Evaluation Framework.....	16
Table 7.1: Revenue Projections	20
Table 8.1: Short-Range Implementation Plan.....	32
Table 8.2: Mid-Range Implementation Plan.....	33
Table 8.3: Long-Range Implementation Plan.....	34
Table 8.4: Tier 1 - Priority Pedestrian and Sidewalk Projects	40
Table 8.5: Tier 2 - Priority Pedestrian and Sidewalk Projects	42
Table 8.6: Tier 3 - Priority Pedestrian and Sidewalk Projects.....	43
Table 8.7: Tier 1 - Priority Bicycle & Multi-Use Trail Projects.....	44
Table 8.8: Tier 2 - Priority Bicycle & Multi-Use Trail Projects.....	45
Table 8.9: Tier 3 - Priority Bicycle & Multi-Use Trail Projects.....	45
Table 8.10: Paulding County Bridges with Load Postings.....	49
Table 8.11: Pavement Evaluation Study Scoring	50
Table 8.12: Recommended Planning Studies	58

APPENDICES

- Appendix A: Public & Stakeholder Engagement Summary
- Appendix B: Existing Conditions and Needs Assessment Report
- Appendix C: Asset Inventory
- Appendix D: Project Evaluation & Prioritization
- Appendix E: Special Area Studies



1 INTRODUCTION

1.1 *About the CTP*

The Paulding County Comprehensive Transportation Plan (CTP) is a long-range plan for Paulding County and the Cities of Dallas, Hiram, and Braswell. The CTP was last completed in 2015 and was an update from the preceding 2008 CTP. Since the 2015 CTP was adopted, Paulding County has made considerable progress in implementing the plan's vision through the completion of many recommended projects. The



2022 CTP builds upon the planning efforts of the 2015 CTP and brings the plan up-to-date and shifts the 30-year planning horizon from 2040 to the year 2050.

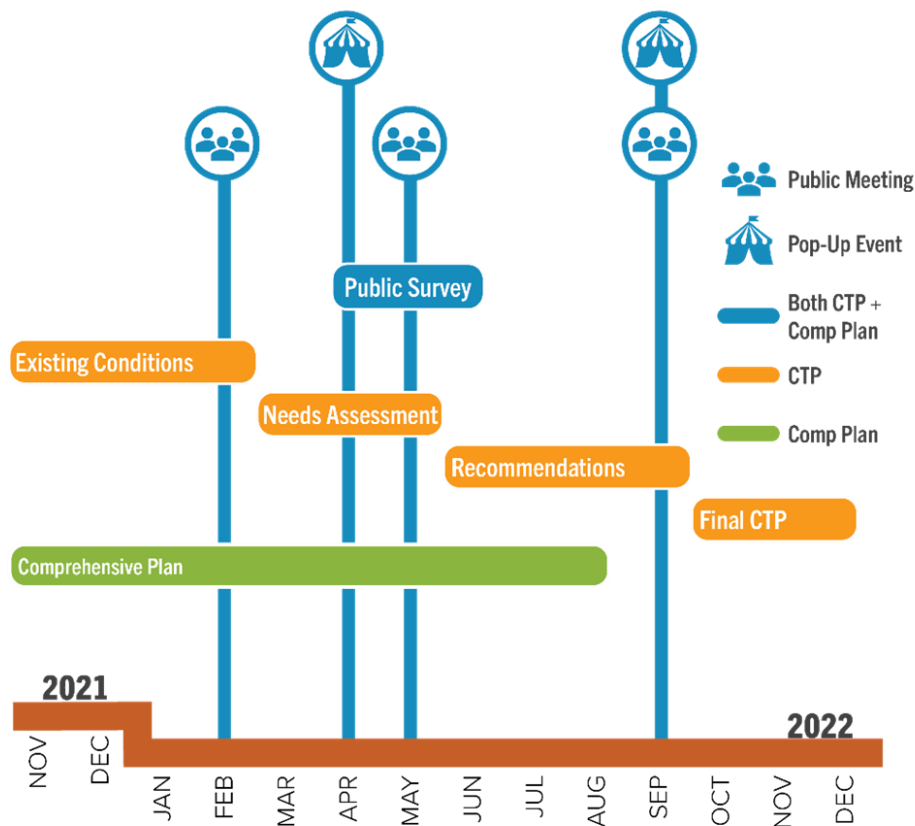
The 2022 CTP reevaluates the recommendations of the previous plan considering recent data, planning initiatives, and changing conditions that have an impact on the county's transportation system. The update also provides additional projects, policies, programs, strategies, and implementation plans needed to ensure the transportation network adequately meets the needs of county residents across a 30-year planning horizon.

The CTP identifies a transportation vision for the entire county and serves as a guide for future investments throughout unincorporated Paulding County and includes the cities of Dallas, Hiram, and Braswell. The CTP considers all forms of surface transportation including automobiles, public transit, walking, biking, freight, and emerging transportation technologies. The plan prioritizes transportation improvements in the near-, mid-, and long-term and provides a phased implementation plan that identifies key partners and responsible parties integral to project delivery.

The CTP has incorporated input and feedback from the public and stakeholders, including a Stakeholder Committee convened to help guide the plan's development. The public and stakeholders have been engaged through community meetings, committee meetings, an interactive website, online surveys and at community events, as shown in **Figure 1.1**. The public and stakeholders provided technical and practical feedback, which guided the overall development of the CTP.



Figure 1.1: Paulding CTP & Comprehensive Plan Updates Timeline



1.2 About this Report

The Final Report represents the culmination of the CTP planning process. It provides the synthesis of the technical analysis with the public and stakeholder feedback received through the engagement process. This report details the CTP's project recommendations and implementation plan development process which included identifying the universe of potential projects, project evaluation and prioritization, cost estimating and funding forecasting. The report concludes with the CTP's recommendations, which include a phased implementation plan and recommendations by transportation type. The Final Report is organized in chapters as follows:

- 2 - Engagement Summary
- 3 - Inventory and Needs Assessment
- 4 - Special Area Studies
- 5 - Project Evaluation and Prioritization
- 6 - Cost Estimating
- 7 - Funding Forecast
- 8 - Recommendations
- 9 - Conclusions and Implementation

1.3 Coordinated CTP and Comprehensive Plan Development

The 2022 CTP was updated alongside the Paulding County Comprehensive Plan, which facilitated the development of an over-arching vision for how land use, transportation,



housing, economic development, and community facilities all fit together. The Comprehensive Plan’s land use vision was used to guide the development of the CTP’s recommended projects.

Land Use and Transportation Nexus

Population and employment growth, along with land development, drives transportation demand and travel patterns. Similarly, the construction of and improvement of transportation infrastructure incites private investment in these same areas. By identifying areas likely to experience new development in tandem with areas where increased trips are projected, Paulding County and its municipalities can make more informed decisions for prioritizing transportation network improvements. To deliver improvements for safety, roadway capacity, and facilities for cyclists and pedestrians, the County and its municipalities must also continue to work closely with private developers to ensure connectivity between the public transportation network and private land uses, such as shops, places of employment, and housing. Aligning land use policy with transportation improvement projects better positions Paulding County to achieve sustainable economic growth, reduce transportation challenges, and facilitate high quality of life for its residents.

Intertwined Planning Processes

Both the Paulding County CTP and Comprehensive Plan are updated on a five-year frequency. Since both plan updates were due around the same time, Paulding County conducted the two planning processes together, allowing for efficient use of available funding, synergy and consistency in both plans, collaboration across various Paulding County and municipal departments, and coordinated public education and input activities as shown in **Figure 1.2**. The concurrent planning process, branded as “Paulding Charting the Course,” helped drive community recognition and awareness of both planning efforts.

During the Inventory and Assessment phases, the planning team conducted field visits and analyzed geographic data to identify the current conditions and established policies that guide Paulding’s future growth.

Reviewing recent trends in population, employment, and development helped the planning team to understand current travel patterns and anticipate areas where the transportation network may be further stressed as development continues.

The Recommendations phase entailed forming cohesive recommendations that further the county’s goals for both transportation and land use. The following subsections detail how each plan emphasizes the land use and transportation nexus and builds off one another.

Figure 1.2: Paulding CTP & Comprehensive Plan Updates
Joint Planning Benefits



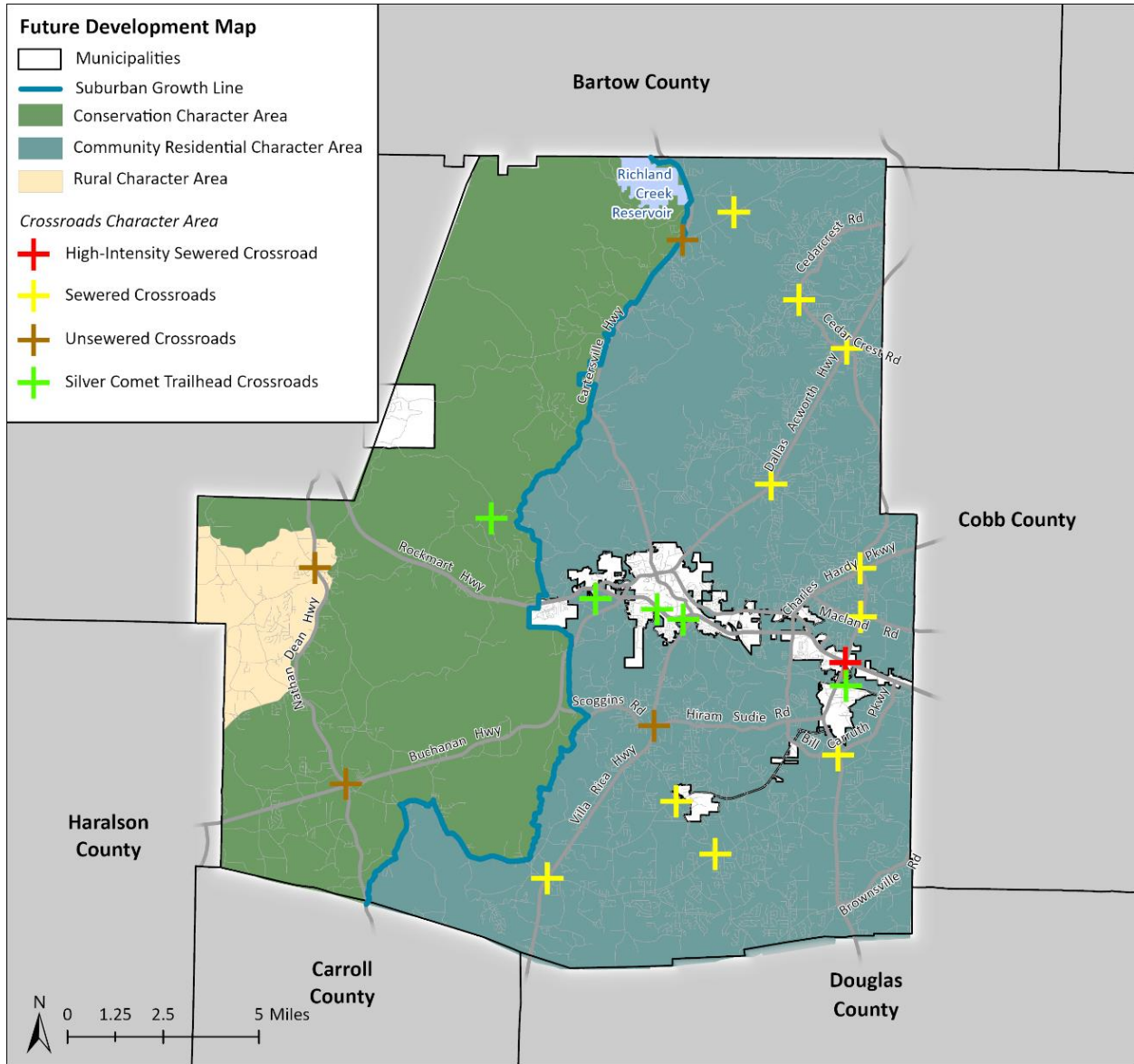
Comprehensive Plan Policies Related to Transportation

The countywide Future Development Map, shown in **Figure 1.3**, is the heart of the Comprehensive Plan. As the Board of Commissioners considers rezoning cases, the Future Development Map serves as the policy guide for deciding whether proposed rezonings are compatible with the community's vision for future land use and development. Paulding County's Future Development Map has four distinct character areas that communicate a specific long-term vision for appropriate land uses and development practices within each:

- The **Conservation Character Area** covers most of western Paulding,
- The **Rural Character Area** includes the Yorkville community near the western border with Polk County,
- The **Community Residential Character Area** comprises the eastern half of Paulding County, and
- The **Crossroads Character Area**, also known as the Crossroad Communities, is found at key intersections throughout the county.



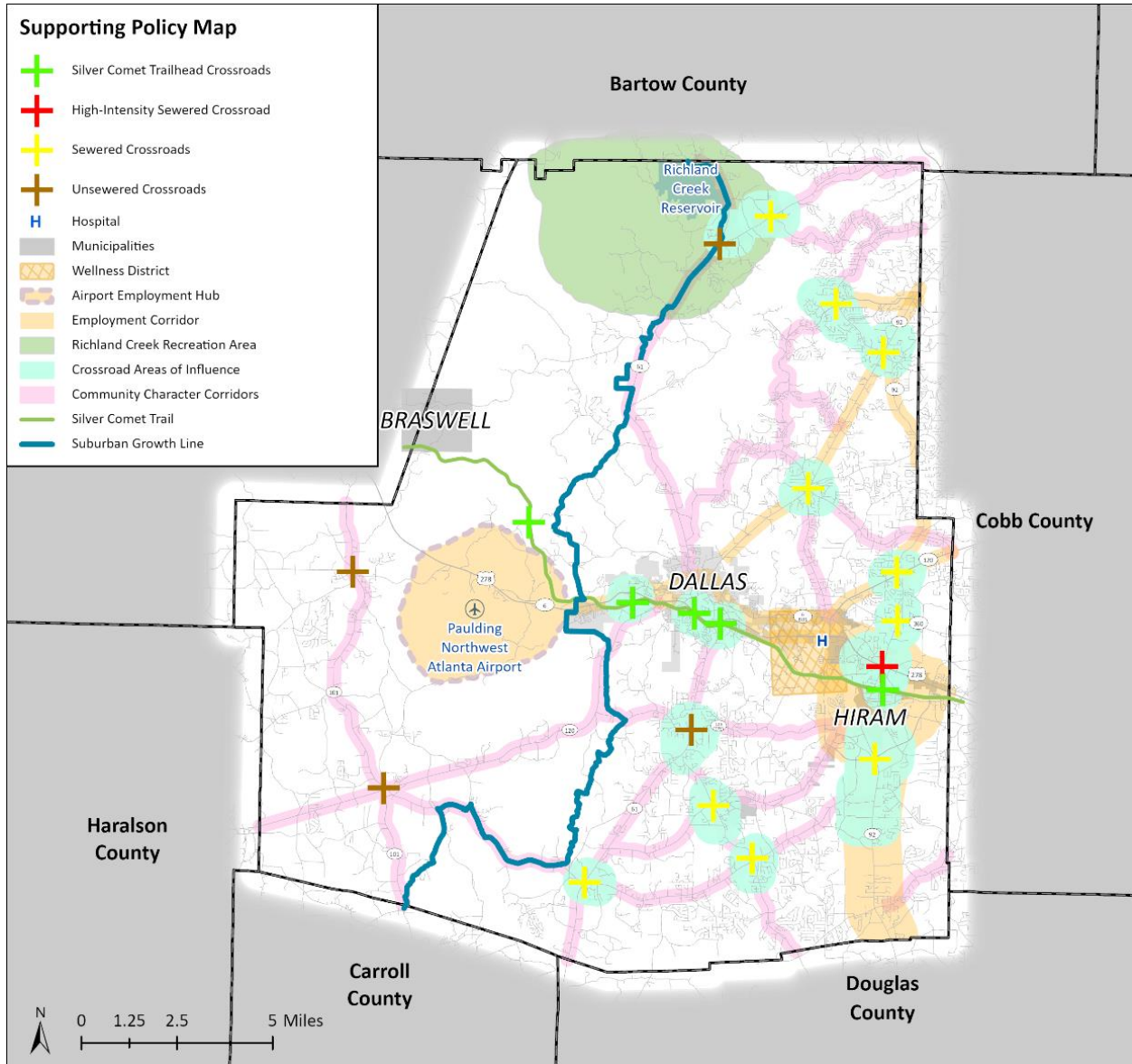
Figure 1.3: Paulding Comprehensive Plan Future Development Map



The Supporting Policy Map shown in **Figure 1.4** includes demarcation of areas for future economic growth, including Employment Corridors, the Airport Employment Hub, and Wellness District are envisioned as hubs of activity. Over time, the County should anticipate increased travel to and from jobs, medical offices, and supportive uses in these areas.



Figure 1.4: Paulding Comprehensive Plan Supporting Policy Map



The Future Development Map and Supporting Policy Map were integral pieces of the CTP. These maps provided guidance as complimentary transportation projects were developed, evaluated, and prioritized.



1.4 Vision and Goals

A CTP vision statement and set of six goals were developed and refined through public and stakeholder input to convey Paulding County’s desired future for its transportation and serve as an overarching guide the CTP’s development. The vision and goals shown in **Figure 1.5** are an update from the 2015 CTP’s and are aligned with regional and state transportation goals.

Figure 1.5: CTP Vision & Goals



2 ENGAGEMENT SUMMARY

2.1 Engagement Approach

Public engagement played a significant role in building awareness about and helping inform the update to the Paulding County CTP. Because the County updated the CTP and its Comprehensive Plan at the same time, several engagement activities served to inform both plans, helping build community understanding of the inter-relatedness of long-range land use and transportation decisions.

The engagement approach built upon the three core goals:

1. Build project awareness by executing strategic communications and leveraging existing communication lines when possible.
2. Gather community input representative of Paulding County.
3. Build partners and champions within the County and surrounding jurisdictions to build implementation support.

It's estimated that over 4,500 people participated in the planning process by either interacting with the project website and online survey and input activities, attending an in-person meeting, participating in stakeholder events, and/or engaging with a project pop-up booth at community events.

2.2 Stakeholder Engagement

Stakeholder Committee

The County formed a Stakeholder Committee (SC) to represent the public's interests throughout the CTP update. The SC consisted of 48 members, including mayors and City Council members; representatives from the Georgia Department of Transportation (GDOT), Atlanta Regional Commission (ARC), Georgia Regional Transportation Authority/State Road and Toll Authority (GRTA/ SRTA), Atlanta-Region Transit Link Authority (ATL), Northwest Georgia Regional Commission (NWGRC), Paulding County School District, neighborhood groups, advocacy organizations, economic development authorities, the Paulding Chamber of Commerce, neighboring jurisdictions, public safety entities, and non-profit organizations. The SC met four times at key junctures in the planning process, collecting input on key aspects of the plan, including existing conditions, CTP vision and goals, needs assessment and projects evaluation framework, and draft recommendations.

Stakeholder Interviews

Sixteen individual and group interviews were conducted during the inventory phase of the project allowing the project team to gather input from twenty-eight individual stakeholders, which included leaders from Hiram and Dallas governments, adjacent jurisdictions, elected officials, businesses, and educational institutes. Input gathered during these interviews

Figure 2.1: Public Meeting #1 – February 2022



provided information on the existing conditions and trends assessment and shaped identification of community needs, opportunities, and project recommendations. They also uncovered topics to bring forth to the public for feedback and helped identify community priorities for the CTP update. Several overarching themes emerged from the stakeholder interviews including safety (both pedestrian and automobile), congestion, connectivity, and land use and development preferences related to transportation.

2.3 Public Involvement

Communications and Interactive Website

An interactive project website (www.pauldingchartingthecourse.com) provided education regarding the planning process and publicized community engagement activities. During the project, there were over 4,400 unique visitors to the project website. Most people accessed the site via Facebook or a direct link to the site. The website experienced peak visits during the three rounds of focused, public input.

Community members were able to sign up for project updates on the website's "Get Involved" page. The outreach list grew to 377 people during the life of the project. All project announcements, such as public meeting 'save the dates,' were broadcasted to the outreach list through a total of 15 email campaigns published during the planning period. The County and its partners also promoted public input activities with social media, yard signs, and print materials.

Public Involvement Activities

A variety of in-person and web-based public involvement activities were strategically scheduled at key phases in the project to allow for public input at each step of the planning process. Activities included in-person meetings, project website-based online input periods, online surveys, and pop-up events. **Table 2.1** details activities during each round of engagement along with participation numbers. A more detailed overview of the public and stakeholder engagement process, along with summaries of each activity, are available in the **Appendix A**.

Figure 2.2: Paulding Charting the Course Website



Figure 2.3: Pop-Up #1 - April 2022



Table 2.1: Summary of Public Engagement Activities

Type	Description	Plan	Participants
Round 1 Input Period (Inventory Phase)			
In-Person	Open House Meeting, February 15, 2022, 5:00pm–7:00pm	CTP & Comprehensive Plan	44
Online	Online Input Period, February 17 – March 7, 2022		1,126
Online	Online Survey (ESRI Survey123), February 17 – March 7, 2022	CTP	213
In-Person	Pop-Up 1, April 23, 2022	CTP & Comprehensive Plan	25
Round 2 Input Period (Assessment Phase)			
In-Person	Open House Meeting, May 10, 2022, 5:00 pm–7:00 pm	CTP & Comprehensive Plan	21
Online	Online Input Period, May 18 – June 19, 2022		679
Online	Online Survey (Survey Monkey), May 18 – June 19, 2022	CTP	1,991
Round 3 Input Period (Documentation Phase)			
In-Person	Open House Meeting, September 29, 2022, 5:00 pm–7:00pm	CTP	47
Online	Online Input Period, September 29 – October 24, 2022		171
	Online Mapping Tool, September 29 -October 24, 2022		20
In-Person	Pop-up 2, September 28, 2022		15
	Pop-up 3, October 8, 2022		10



3 INVENTORY AND NEEDS ASSESSMENT

3.1 Existing Conditions and Needs Assessment Report

The first step in developing the CTP was analyzing the existing conditions in Paulding County that affect the transportation system. The conditions inventoried included community characteristics, travel trends, roadway infrastructure, safety, freight and goods movement, multi-modal mobility, aviation, previous transportation plans, and ongoing projects.

Once the existing conditions for the county were compiled, the transportation needs could be identified. In this phase of the CTP, gaps in the transportation infrastructure and areas that need improvement were listed as needs. The needs were then categorized as capacity, intersection, bicycle/pedestrian, bridge, operational or new roadway related, and this informed the development of the universe of potential projects. The existing conditions inventory and need assessment were documented in the Existing Conditions and Needs Assessment Report, which has been included in **Appendix B** of this report.

3.2 Key Findings

The following summarizes the key findings from the existing conditions inventory and needs assessment phase of the CTP process.

[Aligning Transportation and Land Use Policy](#)

To ensure balanced growth in the county, it is important to consider land use policy and infrastructure plans in tandem. Key areas where the integration of these two factors may bring new growth potential and unique development opportunities include: The Community Crossroads, The Wellness District Target Area, The Buchanan Highway area, and the County's new zoning districts related to e-commerce, logistics and manufacturing. This analysis is supported by an inventory of the current and projected demographics of Paulding County, including specific review of employment trends and transit-reliant populations, and a review of existing and future land use.

[Roadway Needs](#)

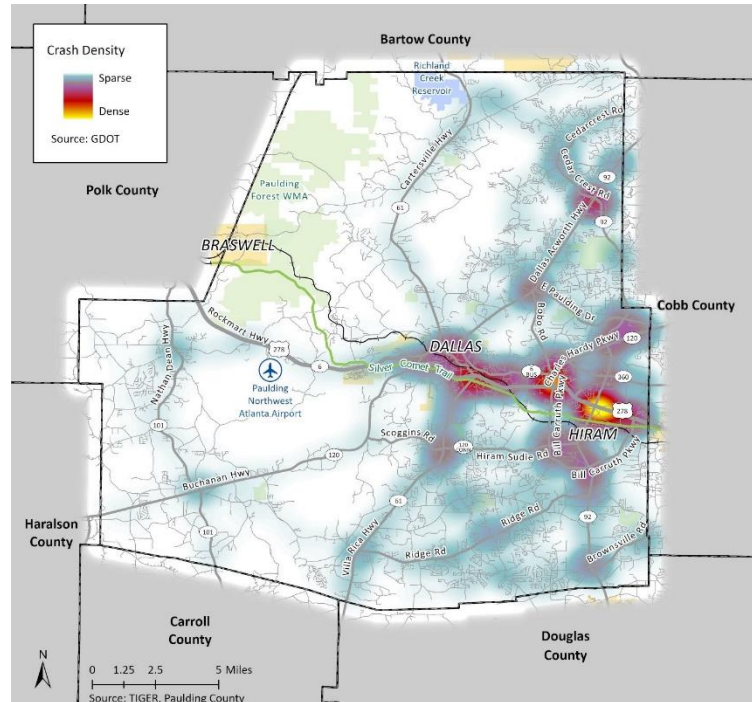
Roadway infrastructure in Paulding County was analyzed through the lens of historical, existing, and forecasted operational data. Existing congestion within the county is primarily located along the US 287/SR 6 corridor in Dallas and Hiram and in east and central Paulding along SR 92 north of Hiram, SR 61 north of Dallas, and SR 120/Hiram Sudie Road. This analysis showed a deterioration in the operations of Paulding County roadways between 2020 and 2050, which are characterized by more congestion on the roadways and longer delays throughout the county. The eastern part of the county, north of Dallas and Hiram is one of the areas projected to experience high levels of new congestion by 2050 due to continued growth and development in those areas. Congestion growing in the northeastern part of the county is expected as well, as the travel trends show Cobb County is the top external trip generator for Paulding County. The specific roadways expected to have the most congestion in 2050 are SR 61, Dallas Acworth Highway, SR 120, and US 278/SR 6.



Safety

Historical crash data for all of Paulding County between 2015 and 2020 was used to complete a safety analysis. This analysis included a spatial analysis of crashes and a screening for bicycle and pedestrian crashes, severe injury and fatal crashes, and truck crashes. The majority of high crash corridors are concentrated in the City of Dallas and the City of Hiram, as they have some of the highest traffic volumes in the county. Outside of Dallas and Hiram, in the more rural parts of the county, US 278/SR 6 west of Dallas, SR 61 and the intersection of Dallas Acworth Highway and Cedarcrest Road stood out with high safety needs. **Figure 3.1** shows the areas of Paulding County with the highest crash densities.

Figure 3.1: Crash Heat Map (2015-2020)



Freight

With freight and goods movement being vital to the economy of both Paulding County and the region, ensuring safety, connectivity and mobility for trucks is important. The freight existing conditions inventory and needs assessment considered current truck volumes, truck percentages and truck delay in Paulding County. High truck percentages were observed on several State Routes, including US 278/SR 6, SR 61, SR 120 and SR 92, all of which connect to Dallas and Hiram. These two cities experience the highest traffic volume in the county; therefore, congestion can affect the efficiency of freight and goods movement in the county. Outside of the cities, safety is more of an influence on truck movement than congestion. In rural areas there is a higher risk for roadway departure crashes and intersection crashes that can affect the safety of truck operations.

Multi-Modal Transportation

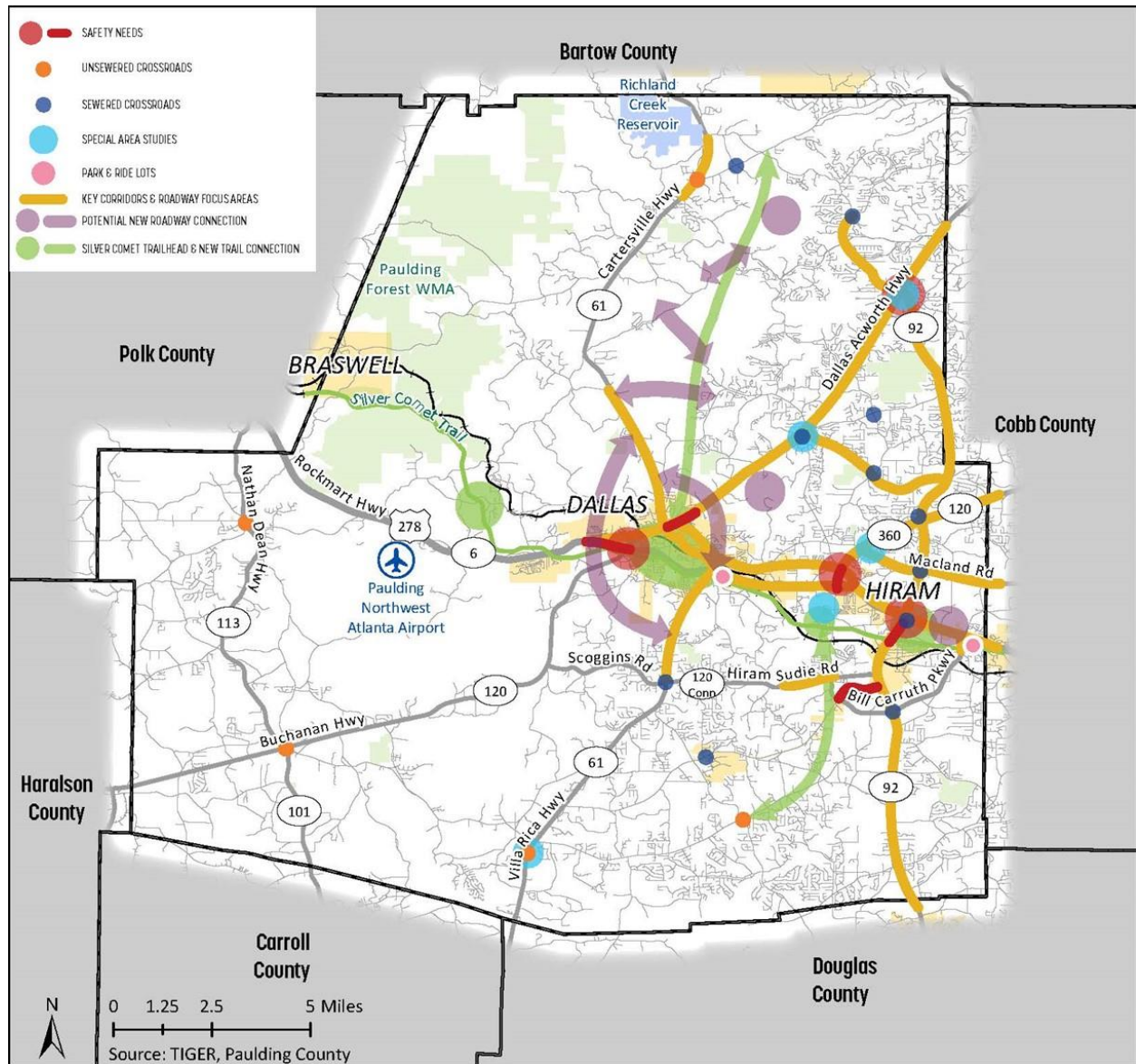
There is a significant need in the county to provide multi-modal (or active transportation) connections between residential communities and key activity centers, including the Silver Comet Trail. This includes providing a network of sidewalks, multi-use paths and bike routes to ensure safe connections throughout the county. Additionally, there is opportunity to work with the Paulding County school system to improve safe bicycle and pedestrian access to schools as 98% of students are bused to school. In addition to pedestrian and bicyclist facilities, transit needs were analyzed as well. Several needs identified included improving service capacity and efficiency to serve locations throughout the county and modifying dispatch procedures to assign vehicles to geographic zones.



Composite Needs Map

Figure 3.2 illustrates the composite transportation needs for Paulding County reflecting the alignment of land use focus areas, roadways, safety, and multi-modal connectivity. The highest need for transportation improvements is concentrated in the central and eastern portions of Paulding County near the centers of Dallas and Hiram. Additionally, major roadways providing traffic and freight mobility in and out of Paulding County to neighboring counties were consistently highlighted as needing transportation investments. Mapping these areas helps show the larger picture of where transportation infrastructure improvement needs are greater and where Paulding County might focus their investments on basic roadway maintenance and preservation of rural character.

Figure 3.2: Composite Transportation Needs Map



4 SPECIAL AREA STUDIES

4.1 Overview

The Paulding County CTP was conducted in conjunction with the Comprehensive Plan update. Through this joint process, five areas were identified for more in-depth analysis. These areas, referred to as Special Area Studies, were selected because they were identified as Crossroads Communities in the Comprehensive Plan, but had not yet been well defined. With growing economic development pressures at these locations, a more holistic analysis of land use and transportation was conducted for the areas shown in **Figure 4.1** and listed in **Table 4.1** to guide future development and transportation improvements in these unique areas of the county.

Figure 4.1: Special Area Studies Locations

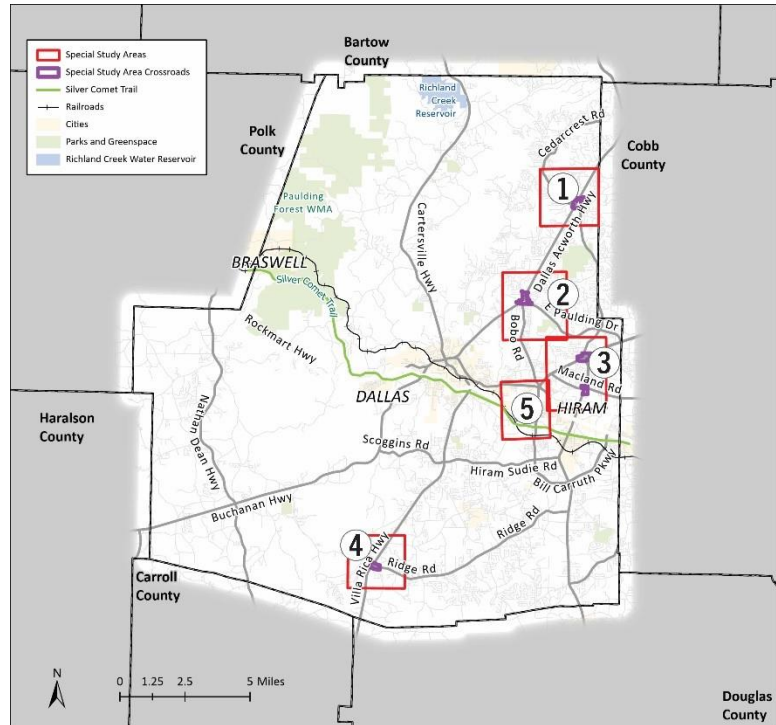


Table 4.1: Special Areas Studies Locations

Study Area	Study Area Name	Location
1	Crossroads	SR 92 at Cedarcrest Road
2	New Hope	Dallas Acworth Highway at East Paulding Drive
3	California	SR 120 at Macland Road
4	New Georgia	SR 61 (Villa Rica Highway) at Ridge Rd/Mulberry Rock Rd
5	Wellstar Wellness District	US 278 at Bill Carruth Parkway

Existing land use, zoning, and transportation conditions were identified, including current development that influences travel patterns into and from the study areas and available multi-modal infrastructure, traffic volumes, and crash history. An analysis of the needs and opportunities was completed, and a series of policy and projects were recommended for each study area to steer development toward a more walkable, connected form supporting these key commercial nodes.

The special area studies helped inform the updated future land use element of the Comprehensive Plan and were used in the refining transportation recommendations for the CTP. The full Special Area Studies Report is included in **Appendix F**.



5 PROJECT EVALUATION & PRIORITIZATION

The purpose of the CTP's project evaluation and prioritization process was to compare and rank potential projects for inclusion within the plan's final project list. The process led to the development of a prioritized and phased implementation plan for project delivery. Projects were scored based upon how well they met the established goals and objectives of the CTP.

5.1 Universe of Projects

The first step in the project evaluation and prioritization process was to develop a universe of projects list for consideration in the plan. This was a comprehensive list that included all potential projects to be considered for inclusion in the final project list. The list was developed by compiling projects from a variety of sources and plans, which included the following:

- The 2022 CTP's technical needs analysis
- Recommended projects from Paulding County's 2015 CTP
- ARC Transportation Improvement Plan (TIP) and Regional Transportation Plan (RTP)
- GDOT GeoPI project search
- The City of Hiram's 2015 Livable Centers Initiative (LCI)
- 2020 Downtown Dallas LCI Study
- US 278 Corridor Study
- Remaining SPLOST V projects
- Potential SPLOST VI projects
- The 2022 Comprehensive Plan's Community Work Program
- Public and stakeholder input

After all the projects were collected, a screening process was conducted. This process removed any projects that were duplicative, redundant, already completed, no longer feasible or desired or those that would be better combined with other projects. The resulting list of projects was then evaluated for consistency with the CTP's goals.

5.2 Project Scoring

A project evaluation framework was developed to score projects on their consistency with and support of the identified CTP goals. For each goal area, performance measures were identified, and a scoring system was developed. **Table 5.1** details the performance measures used to score and prioritize projects. It also indicates the applicable project types that were evaluated by each measure. Many of the measures utilized data and analysis conducted as part of the existing conditions and needs assessment, including Level of Service (LOS), which is the measure of traffic operational conditions, and Travel Time Index (TTI), which is the ratio of the speed of a segment during peak periods divided by free flow speeds. Additional information about the LOS and TTI analyses is available in **Appendix B**.



Table 5.1: Project Evaluation Framework

Performance Measure	Project Scoring
SAFETY - Provide a safe transportation system for all users.	
Is the project located at an intersection that is a crash hotspot?	Possible range: 0-2 points Applicable project types: intersection improvement, bike/ped
Is the project located on a high crash corridor or contains multiple crash hotspots?	Possible range: 0-2 points Applicable project types: roadway capacity, new roadway, operational improvement, bike/ped
Is the project located at a high crash risk location?	Possible range: 0-1 points Applicable project types: intersection improvements, roadway capacity, new roadway, operational improvement, bike/ped
EFFICIENT AND RELIABLE - Provide a connected transportation system that offers efficient and reliable mobility, leverages emerging technologies, and reduces congestion and travel times.	
Is the project located on a corridor that has a 2050 Level of Service of E or F?	Possible range: 0-2 points Applicable project types: intersection improvements, roadway capacity, new roadway, operational improvements
Is the project located on a corridor that has a 2019/2021 travel time index (TTI) of 1.3 or greater and/or an existing Level of Service of E or F?	Possible range: 0-2 points Applicable project types: intersection improvements, roadway capacity, new roadway, operational improvements
Is the project located on a high traffic volume corridor? (existing and/or future)	Possible range: 0-2 points Applicable project types: intersection improvements, roadway capacity, new roadway, operational improvements, bike/ped
Is the project located along a corridor segment with existing or planned ITS connections?	Possible range: 0-2 points Applicable project types: intersection improvements, roadway capacity, new roadway, operational improvements
MULTI-MODAL AND ACCESSIBLE - Provide a transportation system that is accessible to all modes of transportation.	
Does the project add new or improve existing bicycle and/or pedestrian facilities?	Possible range: 0-2 points Applicable project types: bike/ped
Does the project add or improve bicycle and/or pedestrian access to the Silver Comet Trail?	Possible range: 0-2 points Applicable project types: bike/ped
Does the project improve access to or improve the efficiency of regional transit?	Possible range: 0-1 points Applicable project types: intersection improvements, roadway capacity, new roadway, operational improvements, bike/ped
WELL-MAINTAINED - Preserve and maintain the transportation system in a state-of-good repair.	
Does the project address a bridge identified as poor or fair?	Possible range: 0-2 points Applicable project types: bridges, roadway capacity
Does the project address a corridor with poor or very poor pavement conditions?	Possible range: 0-2 points Applicable project types: roadway capacity
ECONOMIC DEVELOPMENT - Provide a transportation system that supports economic development, access to jobs, and efficient goods movement along major corridors and in existing and emerging activity centers.	
Is the project located on a corridor designated as a local, regional, or state truck route?	Possible range: 0-2 points Applicable project types: intersection improvements, roadway capacity, operational improvements
Does this project support the County's economic development focus on supporting job growth in priority areas/corridors or Silver Comet Trail tourism?	Possible range: 0-2 points Applicable project types: intersection improvements, roadway capacity, new roadway, operational improvements, bike/ped



BALANCED GROWTH - Provide a transportation system that supports balanced growth while preserving community character and minimizing impacts to the natural and built environment	
Is the project in keeping with the land use vision presented within the Comprehensive Plan?	Possible range: 0-2 points Applicable project types: intersection improvements, roadway capacity, new roadway, operational improvements, bike/ped
Is the project's general level of environmental impact low, medium, or high?	Possible range: 0-2 points Applicable project types: intersection improvements, roadway capacity, new roadway, operational improvements, bike/ped

5.3 Results

The scoring results were used to sort projects by general priority level (high, medium, and low). The highest scoring projects were considered to provide the greatest benefits and as top priorities. The priority scoring was used to arrange projects within the phased implementation plan with high, medium, and low priority score corresponding generally to projects in the short-, mid- and long-term. The prioritization scoring was one of several factors that determined a project's ultimate phasing along with community and stakeholder input, deliverability, and funding availability. The full results of the project scoring are provided in **Appendix E**.



6 COST ESTIMATING

6.1 Cost Estimate Methodology

Planning-level cost estimates were developed to guide project phasing and the prioritization of projects. Cost estimates were calculated for potential projects using a high-level engineering assessment and the ARC's cost estimation tool. Where applicable, prior cost estimates for projects planned in concurrent or earlier studies were reviewed and adjusted for recent inflation.

To accommodate recent inflation rates, the ARC's cost estimation tool was modified based on similar projects and roadway engineer judgement. Detailed cost estimates were provided by roadway engineers and per unit costs were updated in the cost estimating tool. Per unit cost updates were sourced from GDOT, and updated for:

- Street surface asphalt
- Sidewalk concrete
- Curb and gutter

The planning-level cost estimates are intended for the purpose of implementation phasing and project prioritization. More detailed and actual cost estimates may be determined to be less or greater as the project development begins.



7 FUNDING FORECAST

Developing revenue projections is a necessary step in the CTP process to identify realistic levels of funding available for future transportation projects. CTPs are not required to be fiscally constrained, but they should represent realistic project delivery under expected funding conditions. This chapter details the methodology and assumptions used to develop the revenue projects that informed the implementation plan.

Transportation projects are typically funded through a combination of federal, state, local and occasionally private sources. Funding projections were developed for federal, state and local sources through the plan's planning horizon of 2050.

7.1 Federal and State Funding

To project federal funding levels, it was assumed that historic levels of committed funding would remain consistent through the 2050 planning horizon. Historic funding levels were sourced from the federal contributions allocated towards programmed projects in ARC's Transportation Improvement Program (FY 2020-2025 TIP) for Paulding County. The funding projections assume approximately \$27M is available annually to fund transportation projects from state and federal sources.

The current TIP includes a series of roadway widenings on SR 92. These projects are recognized as being a special regional priority and this level of state and federal funding is not anticipated to continue at the same level across the 2050 planning horizon. To account for this only 75% of the historic funding levels allocated towards SR 92 projects are projected to continue.

Forecasting state funding levels used a similar approach. Historic state funding levels from the TIP were calculated for programmed projects in Paulding County. An average annual funding allocation was determined from the six-year TIP and this annual amount was projected forward through the 2050 planning horizon. Similarly state funding for SR 92 projects has been reduced by 75% and this level has been projected forward.

LMIG Funding

State funding forecasts also include projections for Local Maintenance and Improvement Grants (LMIG), administered by GDOT. These have been projected as a stand-alone category of state funding. Funding amounts are determined by a formula, which factors in a local jurisdiction's population size and lane miles maintained by the local government. LMIG funds are often used by local jurisdictions to finance roadway maintenance, although a variety of projects are permitted. Allowable projects include intersection improvements, turn lanes, new location roads, widening, sidewalks/bike lanes within existing right-of-way, signal installation/improvement, bridge repair/replacement, and preliminary engineering.

Historic LMIG allocations for the past three years (FY 2021-2023) for Paulding County and the municipalities of Dallas, Hiram, and Braswell were collected and averaged. The average annual LMIG funding allocations are assumed to continue at historic levels and have been included in the funding projections. LMIG funding requires local matching funds of 30% and this historically has been covered through the county's Special Purpose Local Sales Tax (SPLOST). The continuation of the local match funding source from SPLOST revenues is also assumed.



7.2 Local Funding

Local governments in Georgia typically fund transportation projects through two primary sources: county and city general funds and SPLOST programs. Financing transportation improvements through Paulding County's general fund has not been the historic trend in the county. Assuming this trend will continue, no contributions from the county's general fund have been assumed as a component of local funding projections.

SPLOST revenue, however, has been a reliable funding source for transportation projects in Paulding County for several decades. County voters have approved six SPLOST referendums consistently since the 1990's. It is assumed that SPLOST programs will continue in the future and similar funding levels and proportional allocated for transportation project types will remain consistent.

Revenue projections for the next SPLOST that voters passed on November 8, 2022 (SPLOST VI: 2024-2030) have been developed with a low end of \$164M and high end of \$212M. The middle point of \$188M was selected and the historic proportions of 85% allocated to unincorporated Paulding County, and of that 45.82% towards transportation projects, was assumed. This allows for approximately \$73.2M or an annual allocation of \$12.2M for transportation funding. The 30% local match for LMIG funding assumes approximately \$573,000 of SPLOST revenues will be allocated towards securing LMIG funding. This allows for \$11.6M available annually to fund discretionary transportation projects.

7.3 Revenue Projections

Future year revenue projections have been kept in current year dollars and have not been adjusted for future inflation. This was to align with project cost estimates developed in current year dollars and aid in developing the realistic phased implementation plan.

Funding projections were developed for the CTP's three implementation phases. These phases include the short-term (FY 2023-FY2026), mid-term (FY 2027-2040), and long-term (FY2041-2050) periods. This identifies funding levels that are anticipated to be available to fund transportation improvements throughout the 2050 planning horizon. Funding projections for each period are provided in **Table 7.1**.

Table 7.1: Revenue Projections

Implementation Phase and Source	Estimated Funding
Available Short-Term (FY 2023-2028)	Total \$140M
Federal and State	\$82M
GDOT LMIG	\$9.5M
SPLOST VI (FY 2024-2028)	\$61M
Mid-Term (FY 2029-2040)	Total \$490M
Federal and State	\$327.9M
GDOT LMIG	\$22.9M
SPLOST	\$139.6M
Long-Term (FY 2041-2050)	Total \$409M
Federal and State	\$273.2M
GDOT LMIG	\$19.1M
SPLOST	\$116.3M

Source: VHB



8 RECOMMENDATIONS

This chapter presents the recommendations that are the outcome of the existing conditions and needs assessment, project development and prioritization, cost estimation and revenue forecasting, and community and stakeholder engagement conducted over the course of the plan's development. The recommendations are the project and strategy priorities that Paulding County, its cities, and state and regional partners will act on to achieve the CTP's vision and goals discussed in **1.4 Vision and Goals** and shown in **Figure 7.1**.

The recommended projects include a phased implementation plan with project lists for the short-, mid- and long-range time periods to include:

- Roadway Capacity
- New Roadways
- Intersection Improvements
- Operational Improvements
- Bridges

Recommendations are also presented for the additional project types; however, they have not been included as line items in the phased implementation plan and are instead shown as funding buckets or strategies that are discussed in more detail within this chapter:

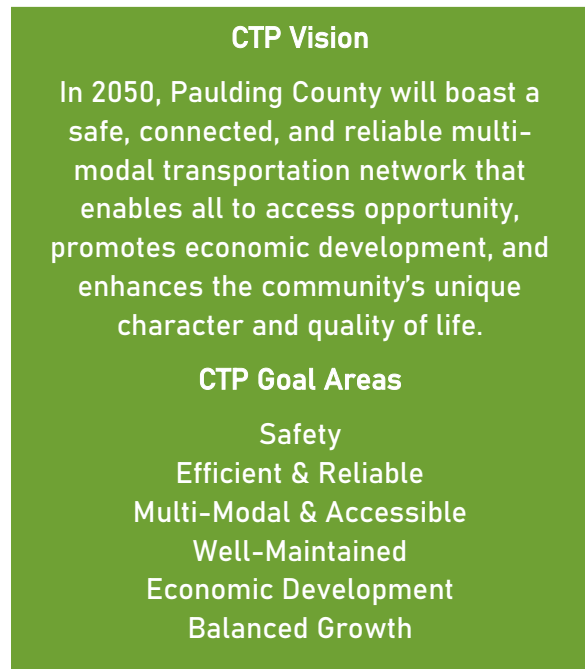
- Intelligent Transportation Systems (ITS)/Signals
- Active Transportation
- Freight
- Asset management (bridges, pavement, and drainage structures)
- Transit
- Aviation
- Studies

8.1 Phased Implementation Plan

The Phased Implementation Plan provides a prioritized list of recommended roadway projects within the county. Roadway projects have been organized by major project type or category and these include the following:

- **Roadway Capacity** – This project types typically adds through travel lanes to existing roadways to increase the capacity of the road and can also include safety countermeasures, intersection, operational, and active transportation upgrades.
- **New Roadways** – This project type includes new location roadway alignments or extensions of existing roadways. These roadways could provide vital missing

Figure 7.1: CTP Vision & Goals



connections within the county and help alleviate congestion on existing roadways through providing alternative routes.

- **Intersection Improvements** – This project type includes operational and/or safety improvements to intersections which may include signalization, adding turn lanes, signal retiming, roundabouts, medians and restricted crossing U-turn modifications (RCUTs).
- **Operational Improvements** – This project category includes roadway improvements to enhance traffic operations and/or safety along the length of a corridor. This may include a series of intersection improvements along a corridor, passing lanes, traffic signal coordination, expanding or adding a shoulder, realigning dangerous curves, raised medians, access management, lighting, speed limit changes, flashing warning signs and guardrails.
- **Bridges** – This project type includes bridge replacements or rehabilitation. Given that the majority of bridges are in good condition within the county, only a few bridge projects have been identified.

The final project recommendations have been prioritized within three implementation phases:

- Short-Range – FY 2023-2028
- Mid-Range – FY 2029-2040
- Long-Range – FY 2041-2050

The phased implementation plan has been mapped on the following pages. **Figure 8.2, Figure 8.3** and **Figure 8.4** show the Short-Range projects. **Figure 8.5, Figure 8.6,** and **Figure 8.7** show the Mid-Range projects. **Figure 8.8, Figure 8.9,** and **Figure 8.10** show the Long-Range projects.

The corresponding project lists for each of phase have been included in **Table 8.1, Table 8.2,** and **Table 8.3.** The project lists include information about each project such as:

- Project ID – corresponds to the IDs shown on the project maps
- Project Name – roadway the project is located on
- From/To Limits – the beginning and end points of a project
- Project Description – short description of the proposed improvements
- Jurisdiction – indicates whether the project is primarily located in Dallas, Hiram, or unincorporated Paulding County
- Sponsor – assumed project sponsor (this may change as projects advance and funding is confirmed)
- Project Cost – planning-level cost estimate and breakdown by assumed funding sources (Federal, State, Local, Private)



Figure 8.2: Short-Range Projects (Countywide)

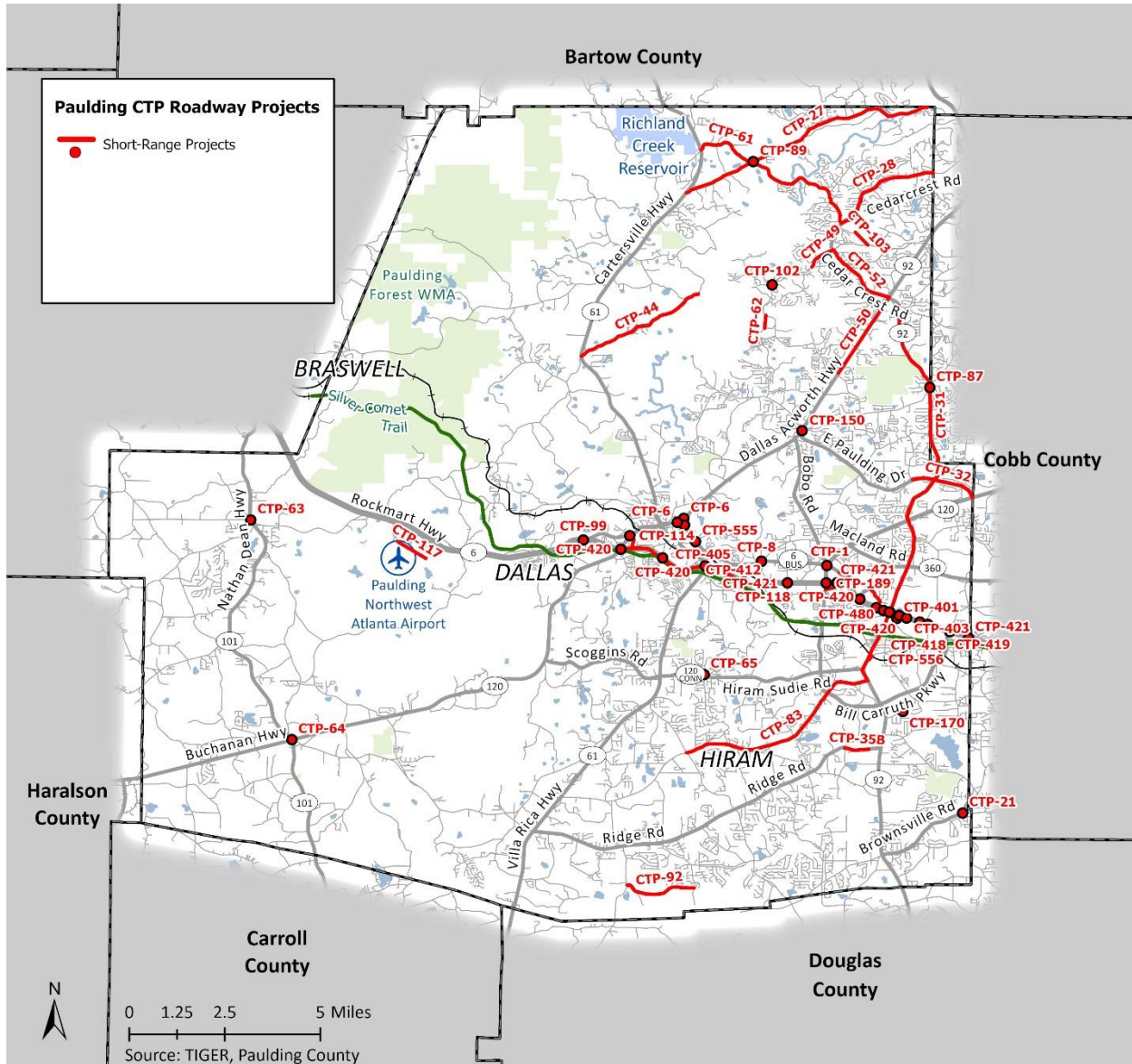


Figure 8.3: Short-Range Projects (Dallas Area)

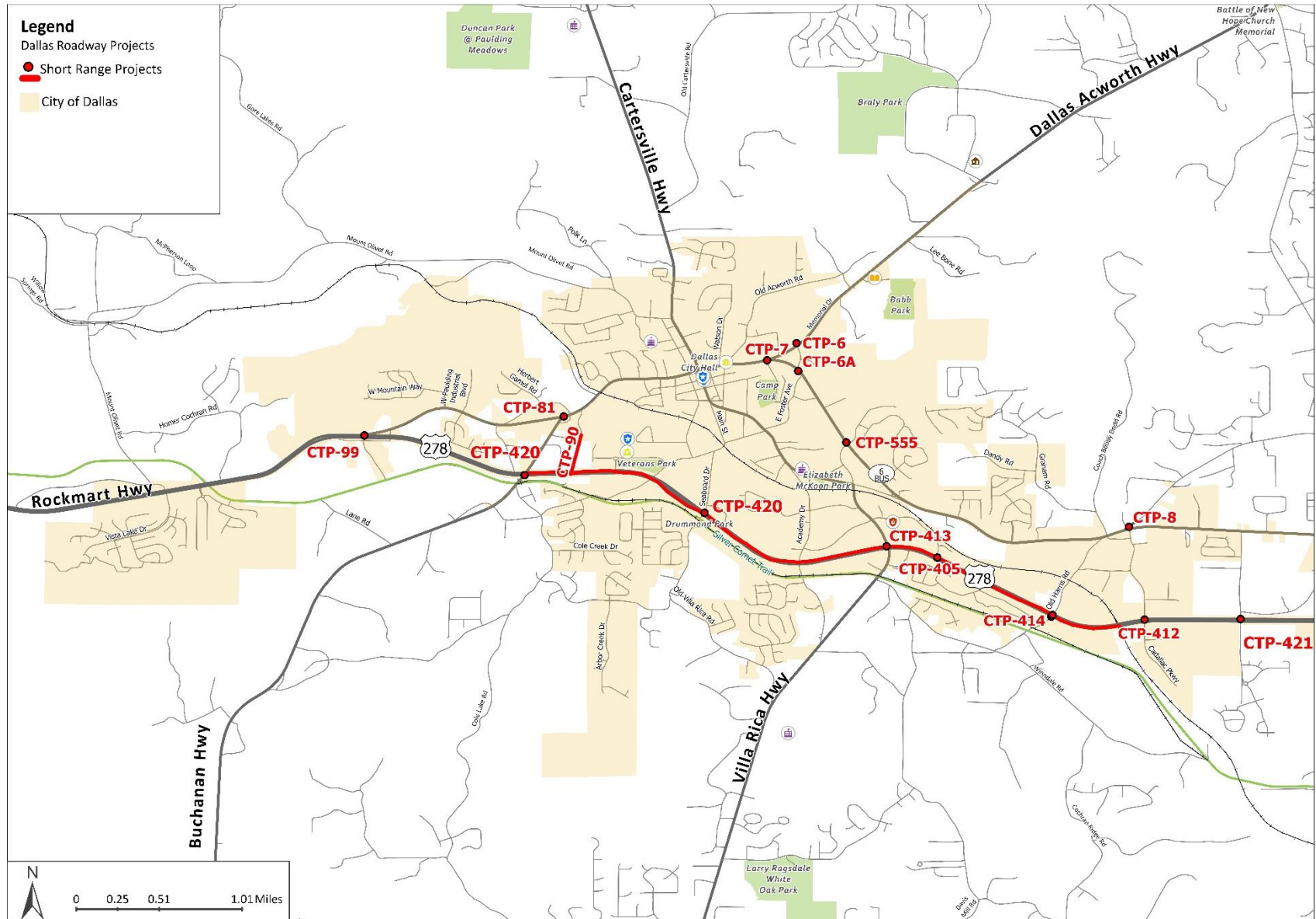


Figure 8.4: Short-Range Projects (Hiram Area)

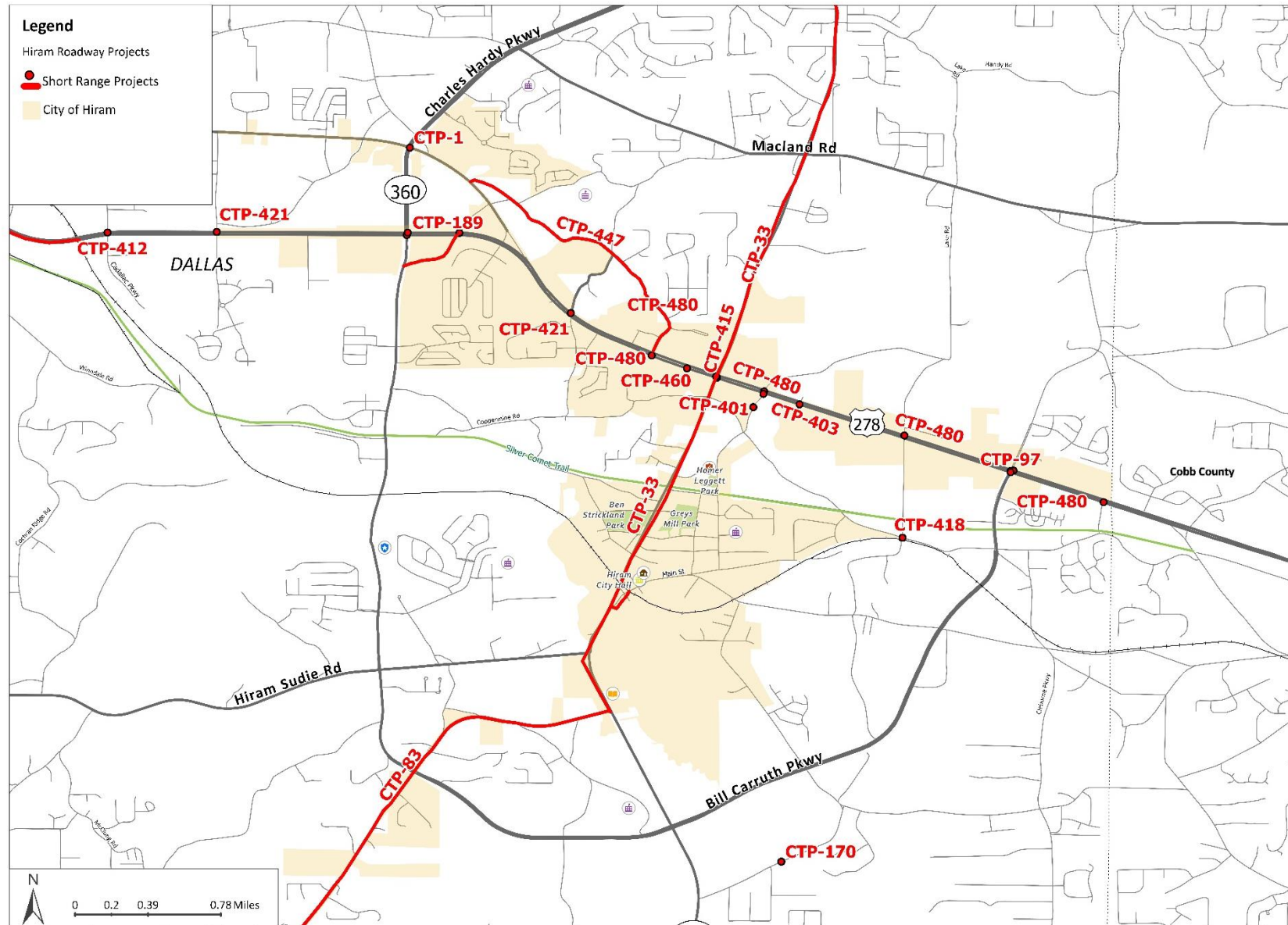


Figure 8.5: Mid-Range Projects (Countywide)

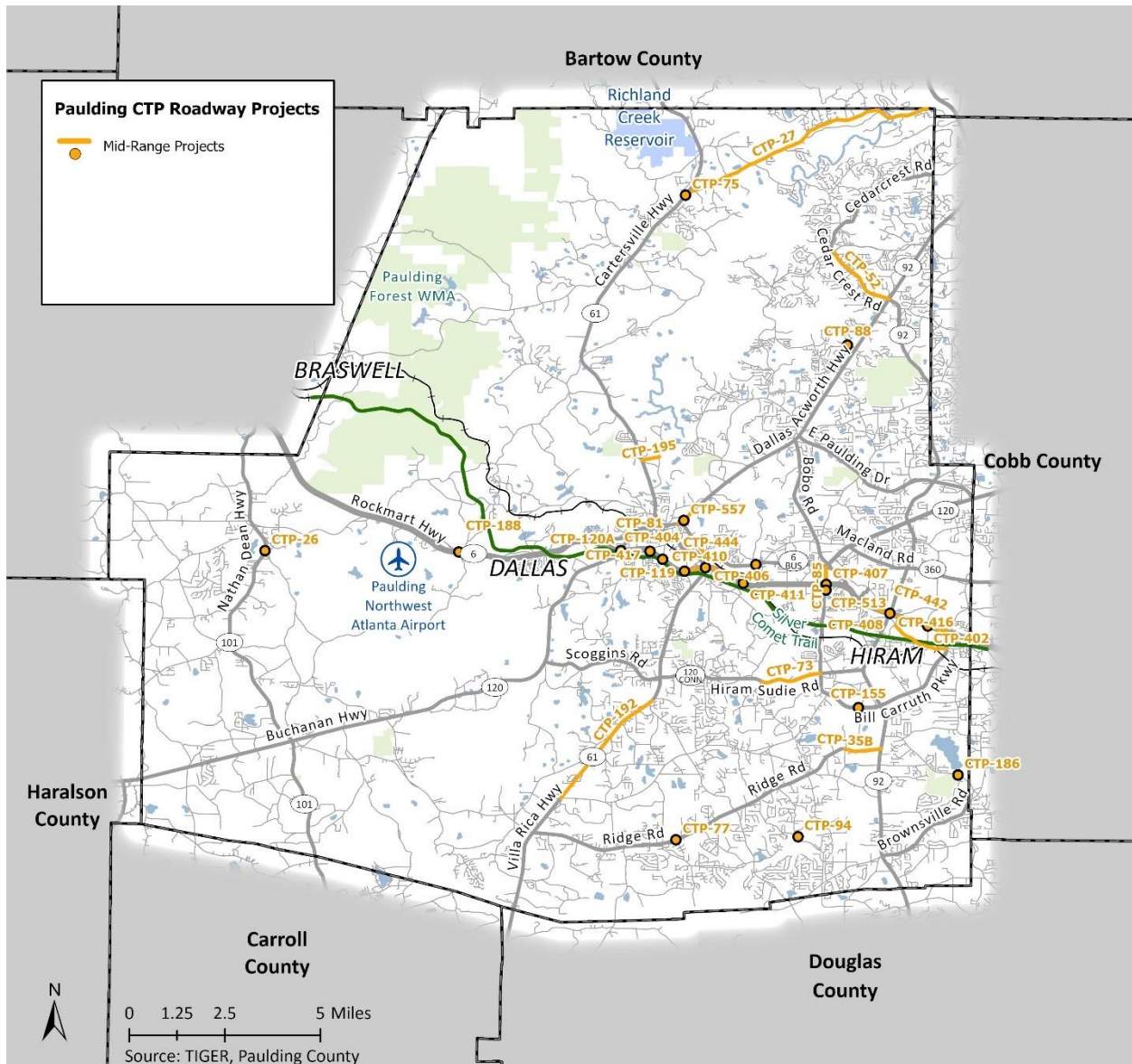


Figure 8.6: Mid-Range Projects (Dallas Area)

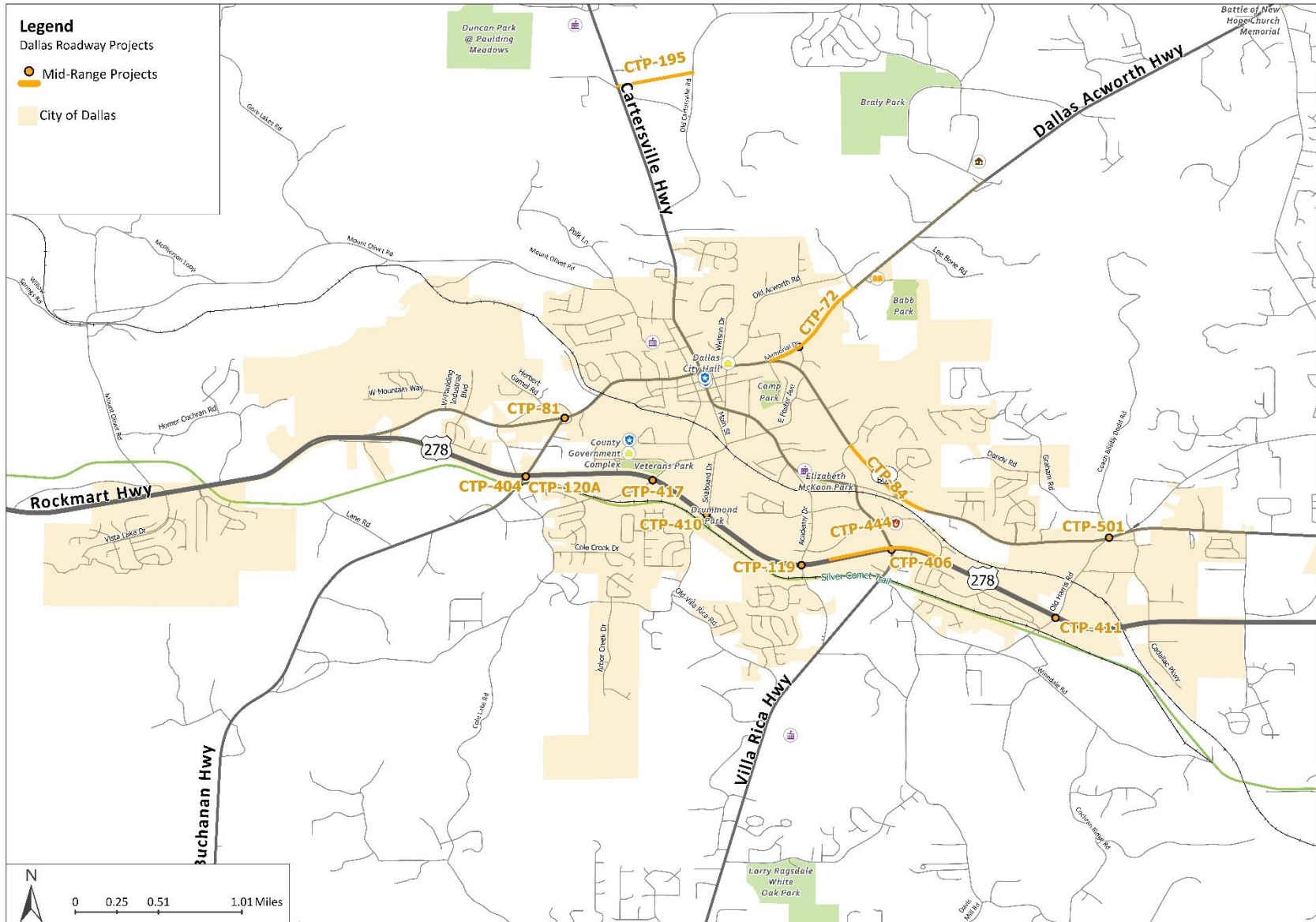


Figure 8.7: Mid-Range Projects (Hiram Area)

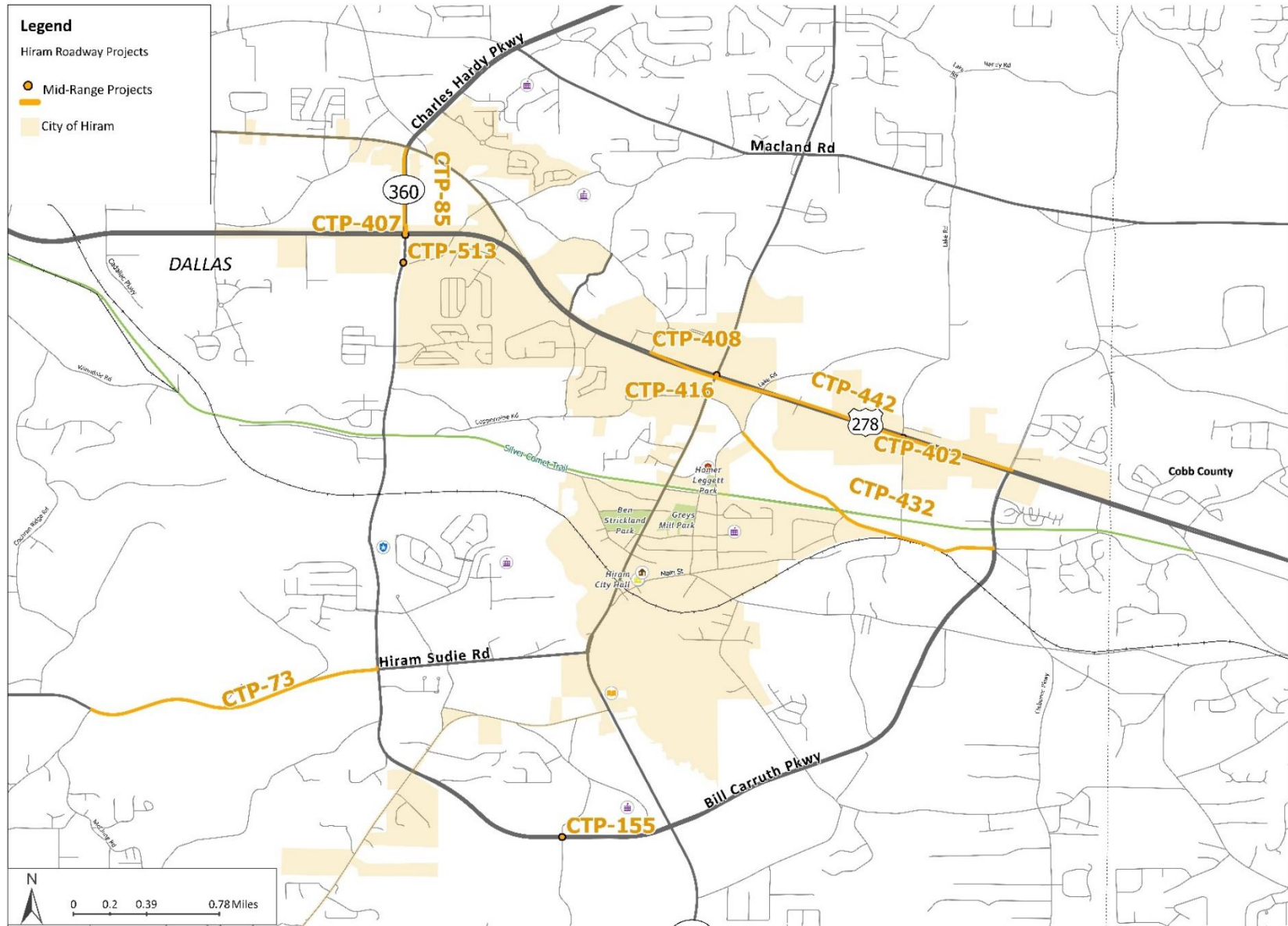


Figure 8.8: Long-Range Projects (Countywide)

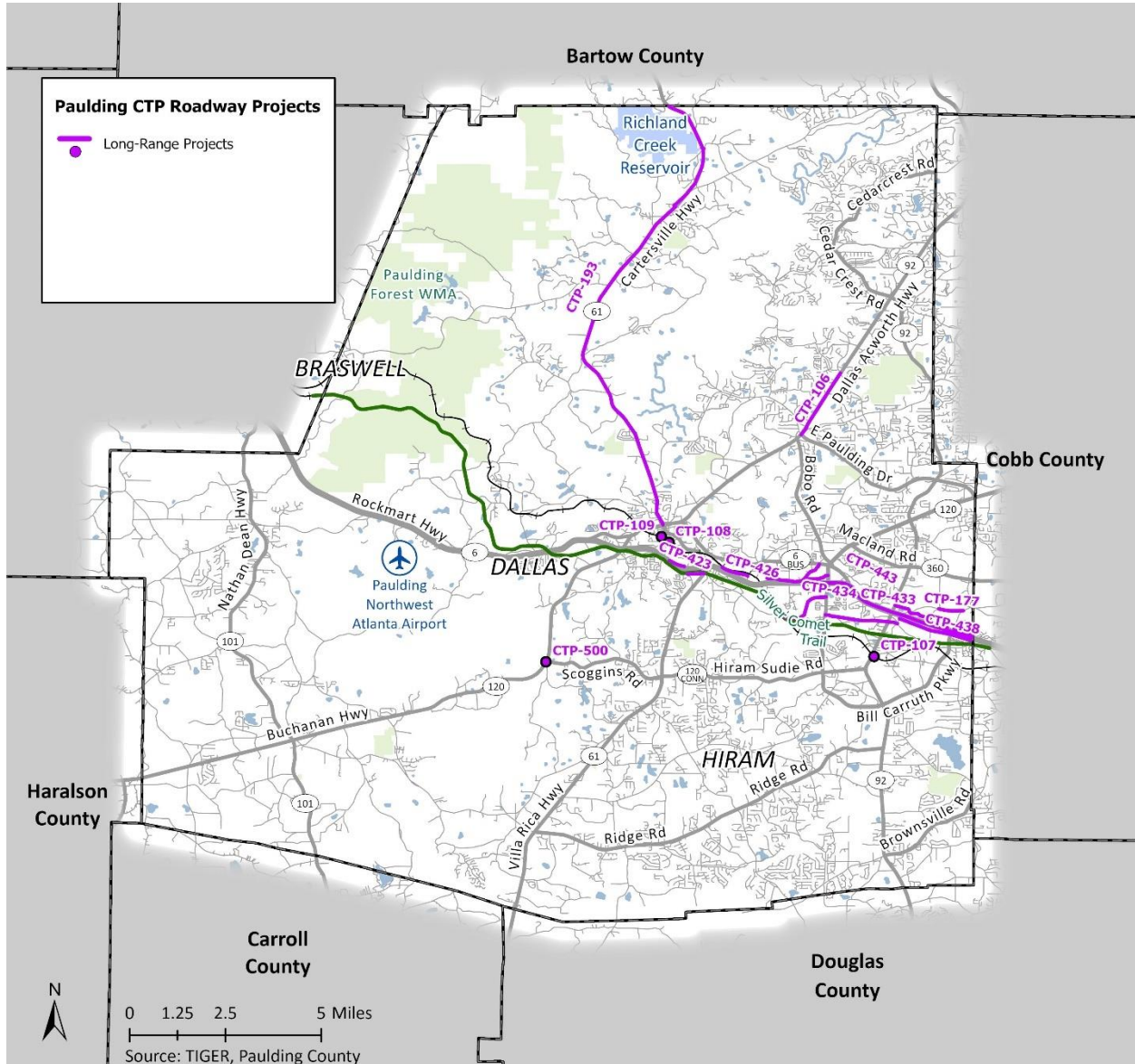
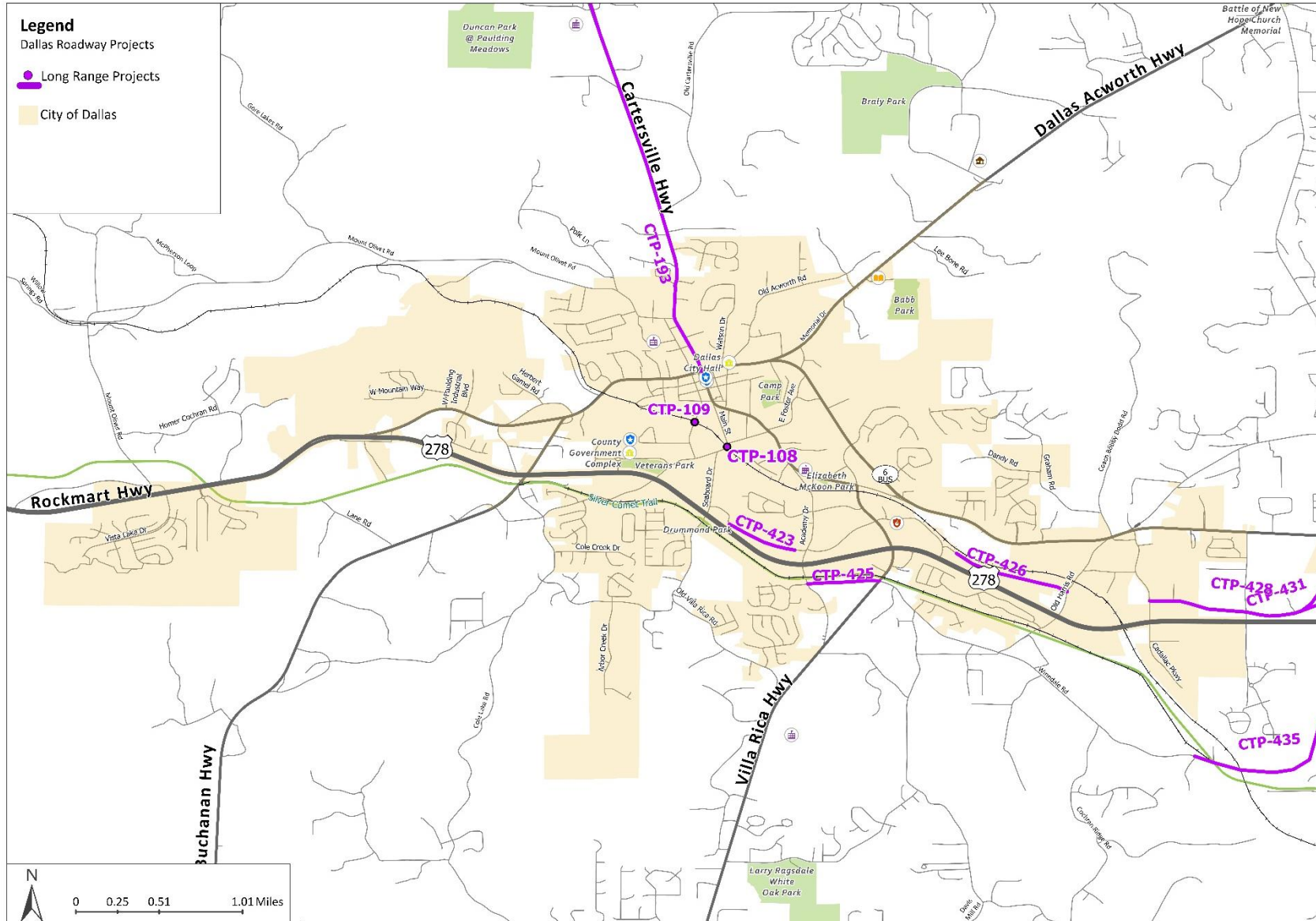


Figure 8.9: Long-Range Projects (Dallas Area)



**Paulding County Comprehensive Transportation Plan
Final Report**

Table 8.1: Short-Range Implementation Plan

Short-Range Implementation Plan (FY 2023-2028)												
Project ID	Project Name	From	To	Description	Jurisdiction	Sponsor*	Phase	Total Est. Cost	Federal	State	Local	Other
ARC TIP FY 2020-2025												
CTP-170	Morningside Dr Bridge Replacement (PA-103/0015604)			Bridge Replacement at Mill Creek	Paulding County	GDOT	UTL, CST	\$3,894,434	\$3,115,547	\$778,887	\$0	\$0
CTP-192	SR 61 (Villa Rica Hwy): Segment 3 - Widening (PA-061C1/0013702)	Dallas-Nebo Rd	US 278 (Jimmy Campbell Pkwy)	SR 61 Widening	Paulding County	GDOT	UTL, CST	\$44,279,134	\$0	\$44,279,134	\$0	\$0
CTP-266B	Dallas Battlefield Trail - Phase 3 (PA-100B/0012885)	Griffin Creek	Sara Babb Park	Multi-Use Trail	Paulding County	City of Dallas	CST	\$200,000	\$0	\$0	\$200,000	\$0
CTP-28	Cedarcrest Rd (Segment 1) (PA-036B/0013700)	Harmony Grove Church Rd	Cobb County Line	Cedarcrest Rd Widening	Paulding County	Paulding County	ROW	\$11,000,000	\$5,000,000	\$0	\$6,000,000	\$0
CTP-31	SR 92 (Hiram Acworth Hwy) Widening (PA-092C/0007692)	East Paulding Middle School	Old Burnt Hickory Rd	SR 92 Widening	Regional - NW	GDOT	ROW, UTL, CST	\$105,188,899	\$0	\$105,188,899	\$0	\$0
CTP-33	SR 92 (Hiram Acworth Hwy) Widening (PA-092B1/621720)	Nebo Rd	East Paulding Middle School	SR 92 Widening	Regional - NW	GDOT	ROW, UTL, CST	\$65,959,009	\$0	\$65,959,009	\$0	\$0
Transit	Available FTA Section 5307/5340 Federal Funding Allocation for Paulding County (FY 2020-2025)				Paulding County	Paulding County	CST	\$2,509,861	\$2,509,861	\$0	\$0	\$0
Total TIP								\$230,521,476	\$10,625,408	\$216,205,929	\$6,200,000	\$0
Short-Range - CTP Recommended Projects												
Roadway Capacity												
CTP-27	Dabbs Bridge Rd Widening (0001175)	SR 61	US 41	Dabbs Bridge widening	Paulding County	Paulding County	PE, ROW	\$2,500,000	\$0	\$0	\$2,500,000	\$0
CTP-28	Cedarcrest Rd (Segment 1) (PA-036B/0013700)	Harmony Grove Church Rd	Cobb County Line	Cedarcrest Rd Widening	Paulding County	Paulding County	CST	\$29,792,000	\$23,833,600	\$0	\$5,958,400	\$0
CTP-32	East Paulding Dr Widening	SR 120	Reece Rd	East Paulding Dr Widening	Paulding County	Paulding County	PE/Scoping	\$1,200,000	\$0	\$0	\$1,200,000	\$0
CTP-35A	Ridge Rd Widening - Segment 1	SR 92	Greystone Parkway	Ridge Rd Widening - Segment 1	Paulding County	Paulding County	CST	\$2,500,000	\$0	\$0	\$2,500,000	\$0
CTP-35B	Ridge Rd Widening - Segment 2	Greystone Parkway	Laird Rd	Ridge Rd Widening - Segment 2	Paulding County	Paulding County	PE	\$250,000	\$0	\$0	\$250,000	\$0
CTP-447	Pace Rd Widening and Complete Street	US 278	Atlanta Hwy	Standard width two-lane road with turn lanes, and multi-use trail	Paulding County	Paulding County	All	\$2,040,000	\$0	\$0	\$2,040,000	\$0
CTP-49	Seven Hills Blvd Widening	Little Pumpkinvine Creek	Naturewalk Parkway	Seven Hills Blvd widening with pedestrian connectivity	Paulding County	Paulding County	All	\$5,500,000	\$0	\$0	\$5,500,000	\$0
CTP-50A	Dallas Acworth Hwy Widening (PA-092F)	Mt. Tabor Church Rd	SR 92/Cedarcrest Rd	Dallas Acworth Hwy Widening	Paulding County	Paulding County	PE, ROW	\$12,200,000	\$700,000	\$0	\$11,500,000	\$0
CTP-52	Cedarcrest Rd Widening (Segment 2) (PA-036C)	SR 92	Seven Hills Boulevard	Cedarcrest Rd Widening	Paulding County	Paulding County	PE	\$1,800,000	\$0	\$0	\$1,800,000	\$0
CTP-89	Dabbs Bridge Rd at Harmony Grove Church Rd	Dabbs Bridge Rd	Bob Grogan Dr	Three lane roadway with turn lanes at intersections	Paulding County	Paulding County	All	\$7,100,000	\$0	\$0	\$7,100,000	\$0
New Roadway												
CTP-103	Harmony Grove Church Road Extension	Cedarcrest Road	Seven Hills Middle School	New location roadway to school	Paulding County	Paulding County	All	\$2,189,689	\$0	\$0	\$2,189,689	\$0
CTP-117	Airport Parkway Extension	Airport Pkwy	Technology Park	New location roadway at airport	Paulding County	Paulding County	All	\$7,200,000	\$0	\$0	\$7,200,000	\$0
CTP-469	Hiram Main St Connector	Norfolk Southern Railroad	SR 92	Rebuild existing roadway and intersection realignment	City of Hiram	City of Hiram	All	\$440,000	\$0	\$0	\$440,000	\$0
CTP-62	Seven Hills Blvd Realignment	Gulledge Rd	South of Bellwind Lane	Seven Hills Blvd Realignment including median divided roadway	Paulding County	Paulding County	All	\$4,000,000	\$0	\$0	\$1,000,000	\$3,000,000
CTP-503	Breezy Valley Connector Extension	Bill Carruth Parkway	US 278	Extension of Breezy Valley Connector from Bill Carruth Parkway to US 278	City of Hiram	Paulding County	All	\$400,000	\$0	\$0	\$400,000	\$0
CTP-90	Justice Center Dr Extension	Constitution Blvd	US 278	Extension of Justice Center Dr	City of Dallas	Paulding County	All	\$1,200,000	\$0	\$0	\$1,200,000	\$0
Intersection Improvements												
CTP-1	SR 120 (Charles Hardy Pkwy) at SR 6 Intersection Improvement			Intersection improvement	City of Hiram, Paulding County	Paulding County	All	\$1,162,792	\$0	\$0	\$1,162,792	\$0
CTP-6 & 6a	SR 6 Bus/Merchants Dr at Legion Drive and E. Memorial Dr Intersections Improvements			Intersections improvements	City of Dallas	GDOT	All	\$4,100,000	\$200,000	\$3,900,000	\$0	\$0
CTP-7	SR 6 Bus/W. Memorial Dr at SR 6 Bus/Buchanan St Intersection Improvement			Intersection improvement	City of Dallas	Paulding County	All	\$1,382,000	\$0	\$0	\$1,382,000	\$0
CTP-8	SR 6 Bus (Merchants Dr) at Macland Rd Intersection Improvement			Intersection improvement	City of Dallas, Paulding County	GDOT	All	\$2,140,000	\$0	\$1,240,000	\$900,000	\$0
CTP-21	Burnt Hickory Rd at Brownsville Extension/Stout Pkwy Intersection Improvement (0016122)			Intersection improvement	Paulding County	Paulding County	All	\$1,608,834	\$1,448,413	\$0	\$160,421	\$0
CTP-63	SR 101/SR 113 at Gold Mine Rd Intersection Improvement			Intersection improvement	Paulding County	Paulding County	All	\$2,000,000	\$0	\$0	\$2,000,000	\$0
CTP-64	SR 120 (Buchanan Hwy) at SR 101/SR 113 Intersection Improvement (0018367)			Intersection improvement	Paulding County	Paulding County	All	\$2,000,000	\$0	\$2,000,000	\$0	\$0
CTP-65	SR 120 Conn. (Hiram Sudie Rd) at Davis Mill Rd Intersection Improvement (0018047)			Intersection improvement	Paulding County	Paulding County	All	\$1,889,529	\$1,146,063	\$0	\$743,466	\$0
CTP-87	SR 92 at Due West Rd Intersection Improvement			Intersection improvement	Paulding County	Paulding County	All	\$750,000	\$0	\$0	\$750,000	\$0
CTP-99	US 278 (Jimmy Campbell Pkwy) at W. Memorial Dr Intersection Improvement			Intersection improvement	City of Dallas	Paulding County	All	\$1,060,000	\$0	\$1,060,000	\$0	\$0
CTP-100	Dabbs Bridge Rd/Third Army Road at US 41 Intersection Improvement			Intersection improvement with turn lane on Third Army Road	Cobb County	GDOT	All	\$1,000,000	\$0	\$1,000,000	\$0	\$0
CTP-102	Naturewalk Pkwy at Seven Hills Blvd Roundabout			Roundabout	Paulding County	Paulding County	All	\$3,665,000	\$0	\$0	\$3,665,000	\$0
CTP-114	SR 6 Bus (W. Memorial Dr) at SR 6 Bus (Buchanan St) Intersection Improvement (S015746)			Realign existing WSC intersection and install striping	City of Dallas	GDOT, Paulding County	All	\$83,500	\$0	\$83,500	\$0	\$0
CTP-189	US 278 (Jimmy Lee Smith Pkwy) at SR 120 (Charles Hardy Pkwy) Intersection Improvement (S015573)			Extend EB and WB left turn lane at SR 6 and Charles Hardy Pkwy	City of Hiram	GDOT	All	\$196,551	\$0	\$196,551	\$0	\$0
CTP-401	Depot Dr at Hiram Commercial Roundabout			Roundabout at Depot Dr and new street - Hiram Commercial	Paulding County	Paulding County	All	\$1,500,000	\$0	\$0	\$1,500,000	\$0
CTP-403	US 278 (Jimmy Lee Smith Pkwy) at Sams Club Intersection Improvement			Turn lane modifications and construction	City of Hiram	GDOT	All	\$15,000	\$0	\$15,000	\$0	\$0
CTP-405	US 278 at SR 61 (Nathan Dean Blvd) Intersection Improvement			Utilize Thomas B Murphy Dr as quadrant roadway diverting left turns	City of Dallas	GDOT	All	\$1,346,000	\$0	\$1,346,000	\$0	\$0
CTP-407	US 278/SR 6 at Bill Carruth Pkwy Intersection Improvement/ SR 120			Install displaced LT for EB LT lane, EB dual RT lanes, and SB free-flow RT lane	City of Hiram, Paulding County	GDOT	PE, ROW	\$2,000,000	\$0	\$2,000,000	\$0	\$0
CTP-409	US 278 (Wendy Bagwell Pkwy) at Poplar Springs Rd Intersection Improvement			Modify turn lanes on southbound approach	City of Hiram	GDOT	All	\$1,060,000	\$0	\$1,060,000	\$0	\$0
CTP-412	US 278 at Butler Industrial Dr Intersection Improvement			Intersection improvement	City of Dallas	GDOT	All	\$1,540,000	\$0	\$1,540,000	\$0	\$0
CTP-413	US 278 (Jimmy Campbell Pkwy) at SR 61 (Nathan Dean Blvd) Signal Retiming			Investigate signal timing for current capacity needs	City of Dallas	GDOT	All	\$1,610,000	\$0	\$1,610,000	\$0	\$0
CTP-414	US 278 at Old Harris Rd Signal Retiming			Investigate signal timing for current capacity needs	City of Dallas	GDOT	All	\$1,610,000	\$0	\$1,610,000	\$0	\$0
CTP-415	US 278 at SR 92 Signal Retiming			Reconfigure signal phasing for protected left turns on all approaches	City of Hiram	GDOT	All	\$1,610,000	\$0	\$1,610,000	\$0	\$0
CTP-418	US 278 (Wendy Bagwell Pkwy) at Poplar Springs Rd/Bill Carruth Pkwy Signage Improvement			Install reflective warning signage on EB approach median	City of Hiram	GDOT	All	\$300,000	\$0	\$300,000	\$0	\$0
CTP-419	US 278 (Wendy Bagwell Pkwy) at Poplar Springs Rd/Bill Carruth Pkwy Safety Improvement			Install guardrails on median along US 278 east of intersection	City of Hiram	GDOT	All	\$2,500,000	\$0	\$2,500,000	\$0	\$0
CTP-420	US 278/SR 6 Intersections Marking Improvements - SR 120 (Buchanan Street), Seaboard Dr, Bill Carruth Pkwy, Old Harris Rd, Lake Rd			Stripe intersection with turn movement lines for all approaches	City of Dallas, City of Hiram	GDOT	All	\$1,610,000	\$0	\$1,610,000	\$0	\$0
CTP-555	SR 6 at Hampton Drive/Nathan Dean Boulevard Intersection Improvement			Intersection improvement	City of Dallas, Paulding County	Paulding County	All	\$250,000	\$0	\$0	\$250,000	\$0
CTP-556	Metromont Road and Rosedale Road Intersection Improvement			Intersection improvement	City of Hiram, Paulding County	Paulding County	CST	\$700,000	\$0	\$0	\$700,000	\$0
Operational Improvements												
CTP-111	US 278 Operational Improvement (0016467)	Butler Industrial Dr	Buchanan St	R-Cuts at Butler Ind., Old Harris, Vernoy Aiken, Seaboard, and Buchanan	City of Dallas	GDOT	All	\$4,900,000	\$0	\$4,900,000	\$0	\$0
CTP-44	Mt. Moriah Rd Operational Improvement	Mt. Moriah Baptist Church	3800 Mt. Moriah Road	Standard width two lane roadway	Paulding County	Paulding County	All	\$575,000	\$0	\$0	\$575,000	\$0
CTP-480	US 278 Bottleneck Operational Improvement	Poplar Springs	Pace Rd	Signal conversions to unsignalized and signalized R-Cuts (8 full signals to 4)	City of Hiram	GDOT	All	\$8,800,000	\$0	\$8,800,000	\$0	\$0
CTP-421	US 278/SR 6 Intersection Safety & Operations Improvements	Paris Road	Isley Stamper Road	Unsignalized RCUt at Watts Rd, Hiram Dr, Paris Rd, Isley Stamper Rd	City of Hiram	GDOT	All	\$6,160,000	\$0	\$6,160,000	\$0	\$0
CTP-61	Harmony Grove Church Rd Operational Improvement	Cedarcrest Rd	SR 61	Shoulder needed and intersection improvement at SR 61	Paulding County	Paulding County	All	\$1,200,000	\$0	\$0	\$1,200,000	\$0
CTP-83	Nebo Rd Corridor Safety Improvement	Dallas Nebo Rd	SR 92	Add warning signs, investigate techniques to lower 85th percentile speeds	City of Hiram	Paulding County	All	\$250,000	\$0	\$0	\$250,000	\$0
CTP-92	Winn Rd Shoulder Improvement	Friendship Church Rd	S. Paulding High School	Widen shoulders	Paulding County	Paulding County	All	\$250,000	\$0	\$0	\$250,000	\$0
Roadway Maintenance												
Countywide roadway maintenance - local matching funds				LMIG match	Paulding County	Paulding County	All	\$9,553,163	\$0	\$0	\$9,553,163	\$0
Pedestrian and Bike Improvements												
Construction of sidewalks and bicycle facilities in the vicinity of Silver Comet Trail, schools, parks, and other activity centers					Paulding County	Paulding County & Cities	All	\$2,000,000	\$0	\$0	\$2,000,000	\$0
ITS Infrastructure												
Hardware and software upgrades (\$100k annually)				ITS improvements	Paulding County	Paulding County	N/A	\$500,000	\$0	\$0	\$500,000	\$0
Transportation Studies												
Corridor feasibility and scoping studies and other studies and plans				Studies and plans	Paulding County	Paulding County & Cities	N/A	\$500,000	\$250,000	\$0	\$250,000	\$0
Transit												
Available FTA Section 5307/5340 Federal Funding Allocation for Paulding County (FY 2026-2028)					Paulding County	Paulding County & Cities	N/A	\$1,170,000	\$1,170,000	\$0	General Fund**	\$0
CTP Overall Project Total								\$146,135,895	\$27,578,076	\$44,541,051	\$71,016,768	\$3,000,000
Estimated Funding Total**								\$130,391,804	\$14,668,613	\$67,264,010	\$48,459,181	\$0

*Project sponsor is subject to change contingent upon funding request and/or source, **Local matching funds for FTA 5307/5340 are sourced from Paulding County's General Fund and are not a component of SPLOST revenues



**Paulding County Comprehensive Transportation Plan
Final Report**

Table 8.2: Mid-Range Implementation Plan

Mid-Range Implementation Plan (FY 2029-2040)												
Project ID	Project Name	From	To	Description	Jurisdiction	Sponsor	Phase	Total Est. Cost	Federal	State	Local	Other
Roadway Capacity Improvements												
CTP-192	SR 61 (Villa-Rica Hwy) Widening (AR-176/0007864)	Punkintown Rd	Dallas-Nebo Rd	SR 61 Widening	Paulding County	GDOT	All	\$118,684,227	\$0	\$118,684,227	\$0	\$0
CTP-27	Dabbs Bridge Rd Widening (0001175)	SR 61	US 41	Dabbs Bridge widening	Paulding County	Paulding County	CST	\$78,500,000	\$39,250,000	\$0	\$39,250,000	\$0
CTP-358	Ridge Rd Widening - Segment 2	Greystone Parkway	Laird Rd	Ridge Rd Widening - Segment 2	Paulding County	Paulding County	CST	\$3,035,000	\$0	\$0	\$3,035,000	\$0
CTP-432	Rosedale Dr Widening	Seboard Ave	Bill Carruth Pkwy	Partial two-lane widening with intersection improvements and multiuse trail	Paulding County	Paulding County	All	\$6,450,000	\$0	\$0	\$6,450,000	\$0
CTP-442	US 278 Widening	Pace Rd	East of Bill Carruth Pkwy	Widening of US 278 to 6 lanes through the Hiram Commercial Area	City of Hiram	GDOT	All	\$32,183,205	\$0	\$32,183,205	\$0	\$0
CTP-444	US 278 Capacity Enhancement near SR 61	West of SR 61	East of Thomas B Murphy Dr	Widening of US 278 to 6 lanes and right turn lanes in vicinity of SR 61	City of Dallas	GDOT	All	\$7,279,500	\$0	\$7,279,500	\$0	\$0
CTP-508	Dallas Acworth Hwy Widening (PA-092F)	Mt. Tabor Church Rd	SR 92/Cedarcrest Rd	Dallas Acworth Hwy Widening	Paulding County	Paulding County	CST	\$20,000,000	\$16,000,000	\$0	\$4,000,000	\$0
CTP-52	Cedarcrest Rd Widening (Segment 2) (PA-036C)	SR 92	Seven Hills Blvd	Cedarcrest Rd Widening	Paulding County	Paulding County	CST	\$30,806,000	\$16,303,000	\$8,151,500	\$6,351,500	\$0
CTP-72	East Memorial Dr Widening	SR Bus 6	Croker Rd	TWTL/potential widening, coordinate with Legion Rd intersection project	City of Dallas	GDOT	All	\$2,675,000	\$0	\$0	\$2,675,000	\$0
CTP-73	SR 120 Conn (Hiram-Sudie Rd) Widening	Bill Carruth Pkwy	McClung Rd	SR 120 Connector (Hiram-Sudie Rd) widening	Paulding County	GDOT	All	\$14,465,000	\$0	\$14,465,000	\$0	\$0
New Roadway												
CTP-195	SR 61 to Old Carstersville New Roadway Connection	SR 61	Old Cartersville Road	New Roadway Connection between SR 61 to Old Cartersville Road	Paulding County	Paulding County	All	\$24,320,000	\$0	\$0	\$24,320,000	\$0
Intersections												
CTP-118	US 278 at Cadillac Pkwy/Butler Industrial Dr Intersection Improvement (S015526)			Extend EB/WB turn lanes on US 278 at Butler Ind. Pkwy and Cadillac Pkwy	City of Dallas	GDOT	All	\$137,334	\$0	\$137,334	\$0	\$0
CTP-120A	US 278 (Jimmy Campbell Pkwy) at SR 120 (Buchanan St) Improvement (S015391)			On US 278 - extend left turn lanes onto SR 120	City of Dallas	GDOT	All	\$74,041	\$0	\$74,041	\$0	\$0
CTP-120B	US 278 (Jimmy Campbell Pkwy) at SR 61 Intersection Improvement (S015391)			On US 278 - extend left turn lanes onto SR 61	City of Dallas	GDOT	All	\$74,041	\$0	\$74,041	\$0	\$0
CTP-155	Bill Carruth Pkwy at Laird Rd Intersection Improvement			Safety improvement - potential R-Cut	Paulding County	Paulding County	All	\$350,000	\$0	\$0	\$350,000	\$0
CTP-26	SR 101/SR 113 at Old Yorkville Rd Intersection Improvements			Intersection improvement	Paulding County	Paulding County	All	\$750,000	\$0	\$0	\$750,000	\$0
CTP-402	Metromont Rd at Hiram Commercial Roundabout			Unsignalized R-Cut on Metromont and teardrop roundabout	Paulding County	Paulding County	All	\$2,310,000	\$0	\$0	\$2,310,000	\$0
CTP-404	US 278 at SR 120 (Buchanan St) Intersection Improvement			Turn lanes, 5 lane section with multiuse path and sidewalk, median U-turn	City of Dallas	GDOT	All	\$9,600,000	\$0	\$9,600,000	\$0	\$0
CTP-406	US 278 (Jimmy Campbell Pkwy) at SR 61 (Nathan Dean Blvd) Intersection Improvement			GDOT project - Widen SR 61 to 4 lanes install turn lanes	City of Dallas	GDOT	All	\$3,020,000	\$0	\$3,020,000	\$0	\$0
CTP-407	US 278/SR 6 at Bill Carruth Pkwy Intersection Improvement/ SR 120			Install displaced LT for EB LT lane, EB dual RT lanes, and SB free-flow RT lane	City of Hiram, Paulding County	GDOT	CST	\$8,300,000	\$0	\$8,300,000	\$0	\$0
CTP-408	US 278 (Jimmy Lee Smith Pkwy) at SR 92 Intersection Improvement			GDOT project - Widen US 278 to 6 lanes install turn lanes	City of Hiram	GDOT	All	\$6,710,000	\$0	\$6,710,000	\$0	\$0
CTP-410	US 278/SR 6 at Seboard Dr Intersection Improvement			Install NB right lane and sidewalk on SE quadrant to trailhead parking lot	City of Dallas	Paulding County	All	\$1,800,000	\$0	\$1,800,000	\$0	\$0
CTP-411	US 278 at Old Harris Rd Intersection Improvement			Install nb left, sb left, and sb right turn lanes	City of Dallas	Paulding County	All	\$1,710,000	\$0	\$0	\$1,710,000	\$0
CTP-416	US 278/SR 6 at Seboard Dr Safety Intersection Improvement			Intersection improvement	City of Dallas	Paulding County	All	\$1,000,000	\$0	\$1,000,000	\$0	\$0
CTP-417	Signage Improvement at US 278/SR 6 at Main St and West Ave			Install automated speed management devices to mitigate speeds	City of Dallas	Paulding County	All	\$250,000	\$0	\$250,000	\$0	\$0
CTP-501	SR 6 Bus, Old Harris Rd and Coach Bobby Dodd Rd Intersection Improvement			Intersection improvement	City of Dallas	GDOT	All	\$2,900,000	\$0	\$2,900,000	\$0	\$0
CTP-513	Unsignalized R-Cut at Bill Carruth Pkwy at Breezy Valley Connector			Unsignalized R-Cut	City of Hiram	Paulding County	All	\$1,600,000	\$0	\$0	\$1,600,000	\$0
CTP-557	East Memorial Drive at Legion Road Intersection Improvement			Intersection Improvement	City of Dallas	Paulding County	All	\$600,000	\$0	\$200,000	\$400,000	\$0
CTP-75	SR 61 (Cartersville Hwy) at Dabbs Bridge Rd Intersection Improvement (0013950)			Intersection improvement	Paulding County	GDOT	All	\$6,949,599	\$0	\$6,949,599	\$0	\$0
CTP-77	Ridge Rd at Bramlett Meadows Dr Intersection Improvement			Improve lighting, potential roundabout	Paulding County	Paulding County	All	\$3,246,000	\$0	\$0	\$3,246,000	\$0
CTP-88	LM Wigley Rd at Frey Rd Intersection Realignment			Intersection realignment	Paulding County	Paulding County	All	\$250,000	\$0	\$0	\$250,000	\$0
CTP-94	Austin Bridge Rd at Mein Mitchell Rd Intersection Improvement			Roundabout, ICE analysis	Paulding County	Paulding County	All	\$1,100,000	\$0	\$0	\$1,100,000	\$0
Bridges												
CTP-186	Pine Valley Rd at Sweetwater Creek Bridge Replacement			Bridge Replacement on Pine Valley Rd over Sweetwater Creek	Paulding County	Paulding County	All	\$4,690,000	\$3,752,000	\$0	\$938,000	\$0
Operational Improvements												
CTP-119	US 278 (Jimmy Campbell Pkwy) at Academy Drive Operations	US 278	Academy Dr	US 278/SR 6 at Academy Dr-lengthen all mainline turn lanes	City of Dallas	Paulding County	All	\$124,755	\$0	\$124,755	\$0	\$0
CTP-81	SR 6 Bus Operational Improvement	US 278	W. Memorial Dr	Speed reduction techniques, lighting, reduce skew at Buchanan St	City of Dallas	GDOT	All	\$3,884,000	\$0	\$3,884,000	\$0	\$0
CTP-84	SR 6 Bus (Merchants Drive) Corridor Safety Improvement	SR 61 (Nathan Dean Blvd)	Hardee St	Improve lighting	City of Dallas	GDOT	All	\$50,000	\$0	\$50,000	\$0	\$0
CTP-85	SR 120 (Charles Hardy Pkwy)	US 278	SR Bus 6 (Atlanta Hwy)	Improve lighting	Paulding County	GDOT	All	\$339,700	\$0	\$339,700	\$0	\$0
Roadway Maintenance												
	Countywide roadway maintenance - local matching funds			LMIG match	Paulding County	Paulding County	All	\$22,927,592	\$0	\$0	\$22,927,592	\$0
ITS Infrastructure												
	Hardware and software upgrades (\$100k annually)			ITS improvements	Paulding County	Paulding County	N/A	\$1,200,000	\$0	\$0	\$1,200,000	\$0
Pedestrian Improvements												
	Construction of sidewalks and bicycle facilities in the vicinity of Silver Comet Trail, schools, parks, and other activity centers				Paulding County	Paulding County & Cities	All	\$8,000,000	\$0	\$0	\$8,000,000	\$0
Transportation Studies												
	Corridor feasibility and scoping studies and other studies and plans				Paulding County	Paulding County & Cities	N/A	\$1,000,000	\$500,000	\$0	\$500,000	\$0
Transit												
	Available FTA Section 5307/5340 Federal Funding Allocation for Paulding County (FY 2029-2040)				Paulding County	Paulding County & Cities	N/A	\$4,680,000	\$4,680,000	\$0	General Fund**	\$0
								Overall Project Total				
								Estimated Funding Total**				
								\$390,441,402	\$75,805,000	\$226,176,902	\$88,459,500	\$0
								\$467,372,931	\$58,754,450	\$269,056,040	\$139,562,442	\$0

*Project sponsor is subject to change contingent upon funding request and/or source, **Local matching funds for FTA 5307/5340 are sourced from Paulding County's General Fund and are not a component of SPLOST revenues



**Paulding County Comprehensive Transportation Plan
Final Report**

Table 8.3: Long-Range Implementation Plan

Long-Range Implementation Plan (FY 2041-2050)												
Project ID	Roadway/Location	From	To	Description	Jurisdiction	Sponsor*	Phase	Total Est. Cost	Federal	State	Local	Other
Roadway Capacity Improvements												
CTP-106	Dallas Acworth Hwy Widening	Mt. Tabor Church Rd	E. Paulding Dr	Widening of Dallas Acworth Hwy	Paulding County	Paulding County	All	\$20,000,000	\$8,000,000	\$8,000,000	\$4,000,000	\$0
CTP-193	SR 61 (Cartersville Hwy) Widening (0007866)	SR 6 Bus (E. Memorial Dr)	Bartow County Line	Widening of SR 61 (Cartersville Hwy)	Paulding County	GDOT	All	\$105,713,863	\$21,142,773	\$63,428,318	\$21,142,773	\$0
CTP-443	US 278 Capacity Enhancement	West of WellStar Hospital	East of Richard Sailors Pkwy	Widen US 278 to six lanes	City of Hiram, Paulding County	GDOT	All	\$93,484,547	\$18,696,909	\$56,090,728	\$18,696,909	\$0
CTP-434	Thompson Road and Coppermine Road	Bill Carruth Pkwy	CW Simms Rd	Two-lane widening with intersection improvements and MU Trail	Paulding County	Paulding County	All	\$3,800,000	\$0	\$0	\$5,030,000	\$0
New Roadways												
CTP-177	Lake Road Extension	Lake Rd	Poplar Springs Rd	Lake Rd Extension from Lake Rd to Poplar Springs Rd	City of Hiram	Paulding County	All	\$4,344,000	\$0	\$0	\$4,344,000	\$0
CTP-423	New Roadway from Village Walk to Whitfield Drive	East of Village Walk	West of Whitfield Dr	New roadway and multi-use path	City of Dallas	Paulding County	All	\$20,000,000	\$0	\$0	\$0	\$20,000,000
CTP-425	New Roadway from Academy Dr to SR 61	Academy Dr	SR 61	New three lane roadway and sidewalk	City of Dallas	Paulding County	All	\$3,750,000	\$0	\$0	\$0	\$3,750,000
CTP-426	New Roadway from Georgia Heritage Pl to Old Harris Rd	Georgia Heritage Pl	Old Harris Rd	New roadway and multi-use path	City of Dallas	Paulding County	All	\$5,830,000	\$0	\$0	\$0	\$5,830,000
CTP-428A	New Roadway from Butler Industrial Dr to US 278	Butler Industrial Dr	US 278	New roadway and multi-use path	City of Dallas	Paulding County	All	\$4,730,000	\$0	\$0	\$2,365,000	\$2,365,000
CTP-431	New Roadway from Summerhill Rd to SR 120	Summerhill Rd	SR 120	New roadway	Paulding County	Paulding County	All	\$3,420,000	\$0	\$0	\$1,710,000	\$1,710,000
CTP-433	Rosedale Dr and CW Sims Rd Realignments	CW Sims Rd	SR 92	New roadway from western leg of CW Sims Rd to SR 92	Paulding County	Paulding County	All	\$7,450,000	\$0	\$3,725,000	\$3,725,000	\$0
CTP-435	Winndale Rd Extension	Silver Comet Trail	Bill Carruth Pkwy	Extend Winndale Rd as a three lane road with multi-use trail	Paulding County	Paulding County	All	\$6,090,000	\$0	\$0	\$3,045,000	\$3,045,000
CTP-438	Convert private roadway at Hiram Commercial	Depot Rd	Bill Carruth Pkwy	Convert private roadway to public at Hiram Commercial	City of Hiram	Paulding County	All	\$13,000,000	\$0	\$0	\$0	\$13,000,000
CTP-439	New roadway from SR 92 to Greenfield Rd	SR 92	Greenfield Rd	New three lane roadway with multi-use trail	Paulding County	Paulding County	All	\$6,110,000	\$0	\$0	\$0	\$6,110,000
CTP-440	New roadway from Poplar Springs Rd to Sterlingbrooke Dr	Poplar Springs Rd	Sterlingbrooke Dr	Interparcel connection from Poplar Springs Rd to Sterlingbrooke Dr	Paulding County	Paulding County	All	\$5,700,000	\$0	\$0	\$0	\$5,700,000
CTP-441	New roadway from Commodore Path to Nancy Path	Commodore Path	Nancy Path	Roadway connection between Commodore Path and Nancy Path	City of Hiram, Paulding County	Paulding County	All	\$2,750,000	\$0	\$0	\$0	\$2,750,000
CTP-446	Interparcel connection between Bill Carruth Pkwy and Isley Stamper Rd	Bill Carruth Pkwy	Isley Stamper Rd	Interparcel connection from Bill Carruth Pkwy to Isley Stamper Rd	City of Hiram	Paulding County	All	\$16,830,000	\$0	\$0	\$0	\$16,830,000
Intersection Improvements												
CTP-107	Railroad Safety Improvement at Beatty Street and Main Street			Railroad Crossing Safety Improvement - Stop bar striping in Hiram	City of Hiram	GDOT	All	\$21,000	\$21,000	\$0	\$0	\$0
CTP-108	Railroad Safety Improvement at W. Foster Avenue at Seaboard Drive			Railroad Crossing Safety Improvement - Stop bar striping in Dallas	City of Dallas	GDOT	All	\$21,000	\$21,000	\$0	\$0	\$0
CTP-109	Railroad Safety Improvement at S. Johnston Street			Railroad Crossing Safety Improvement - Stop bar striping in Dallas	City of Dallas	GDOT	All	\$21,000	\$21,000	\$0	\$0	\$0
CTP-500	SR 120 (Buchanan Hwy) at Paul Harris Rd Intersection Improvement			Realignment of SR 120 (Buchanan Highway) at Paul Harris Rd	Paulding County	GDOT	All	\$485,000	\$0	\$485,000	\$0	\$0
Roadway Maintenance												
	Countywide roadway maintenance - local matching funds			LMIG match	Paulding County	Paulding County	All	\$19,106,327	\$0	\$0	\$19,106,327	\$0
ITS Infrastructure												
	Hardware and software upgrades (\$100k annually)			ITS improvements	Paulding County	Paulding County	N/A	\$1,000,000	\$0	\$0	\$1,000,000	\$0
Pedestrian Improvements												
	Construction of sidewalks and bicycle facilities in the vicinity of Silver Comet Trail, schools, parks, and other activity centers				Paulding County	Paulding County & Cities	All	\$10,000,000	\$0	\$0	\$10,000,000	\$0
Transit												
	Available FTA Section 5307/5340 Federal Funding Allocation for Paulding County (FY 2041-2050)				Paulding County	Paulding County & Cities	N/A	\$3,900,000	\$3,900,000	\$0	General Fund**	\$0
Overall Project Total								\$334,550,410	\$47,902,682	\$131,729,046	\$75,058,682	\$81,111,000
Difference								\$54,927,033	\$1,959,360	\$92,484,320	\$41,243,353	

*Project sponsor is subject to change contingent upon funding request and/or source, **Local matching funds for FTA 5307/5340 is sourced from Paulding County's General Fund and are not a component of SPLOST revenues



8.2 ITS Recommendations

Along critical corridors in Paulding County, development, right-of-way, and environmental constraints preclude roadway expansion options to more efficient and reliable travel. Technological advancements afford the most suitable opportunity to maximize the performance of the county's existing transportation infrastructure. The goal of Intelligent Transportation Systems (ITS) is to maintain the existing travel infrastructure while deploying detection, communication, to obtain real-time traffic information, etc. to reduce congestion and delays.

A key subfield within ITS are Advanced Traffic Management Systems (ATMS), which includes hardware, software, networking, and operations necessary to monitor and control traffic signals and other ITS devices. For Paulding County this operation is centralized within their Transportation Control Center (TCC) located at the Department of Transportation facility off Industrial Way N and shown in **Figure 8.11**.



Figure 8.11: Paulding County TCC

Paulding County's ITS-related infrastructure consists primarily of traffic signal systems (51 signalized intersections) and over 19.1 miles of fiber optic communication cable throughout the County. The following are recommendations for enhancing and expanding the ITS capabilities to contribute to travel enhancements:

- As there continues to be technological advancements in the ITS arena, the CTP has established the need for annual funding allocation of \$100,000 for both hardware and software upgrades, so that the county stays on the leading edge of deploying the most effective components.
- Critical corridors should be identified for communication installation independent of roadway improvement projects. An example would be for an installation along Dallas Acworth Highway from the New Hope area (Dallas Acworth Highway at East Paulding Drive) to the Crossroads area (SR 92 at Cedarcrest Road) and then along Cedarcrest Road and Seven Hills Boulevard.
- There should be consideration in the physical design of corridor and intersection improvement projects to include the installation of the fiber optic cable. There is an incremental cost to the overall project to add the cable that can ultimately be part of the countywide system.

8.3 Active Transportation Recommendations

Facilities to support safe and convenient trips on foot and by bicycle are an important part of a comprehensive transportation network. While many Paulding residents utilize these facilities for recreational purposes, they provide those who cannot or choose not to drive a way to access jobs, education, service, and shopping opportunities and support vibrant, healthy communities with a high quality of life.



Active transportation (pedestrian, bicycle, and multi-use trail) project recommendations are comprised of existing project recommendations from previous studies, the Comprehensive Plan’s Community Work Program, and new projects resulting from the needs analysis and consultation with stakeholders and the public. They were evaluated using the measures identified in Chapter 5 and were further prioritized by examining their proximity to existing bicycle and pedestrian facilities, parks, and schools and input from stakeholders and the public.

Figure 8.12 shows all active transportation projects recommended for Paulding County as part of the CTP process. Figure 8.13 and Figure 8.14 show the active transportation project recommendations in the Dallas and Hiram areas. These projects are not included as line items in the Phased Implementation Plan, which instead includes funding buckets for active transportation projects. The following section highlights the key focus areas for active transportation improvements and includes prioritized lists of sidewalk and bicycle & multi-use trail projects.

Figure 8.12: Active Transportation Projects (Countywide)

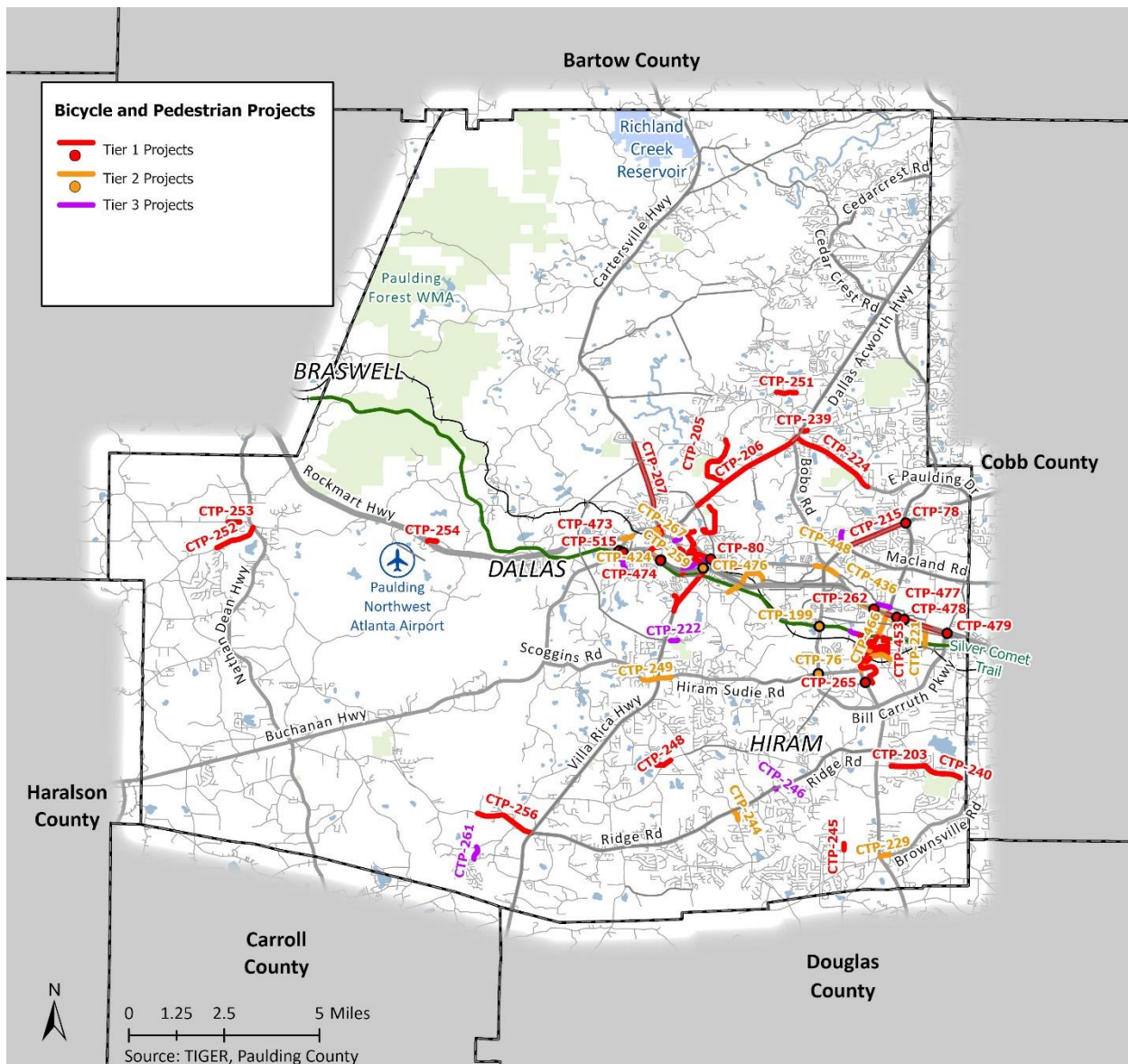
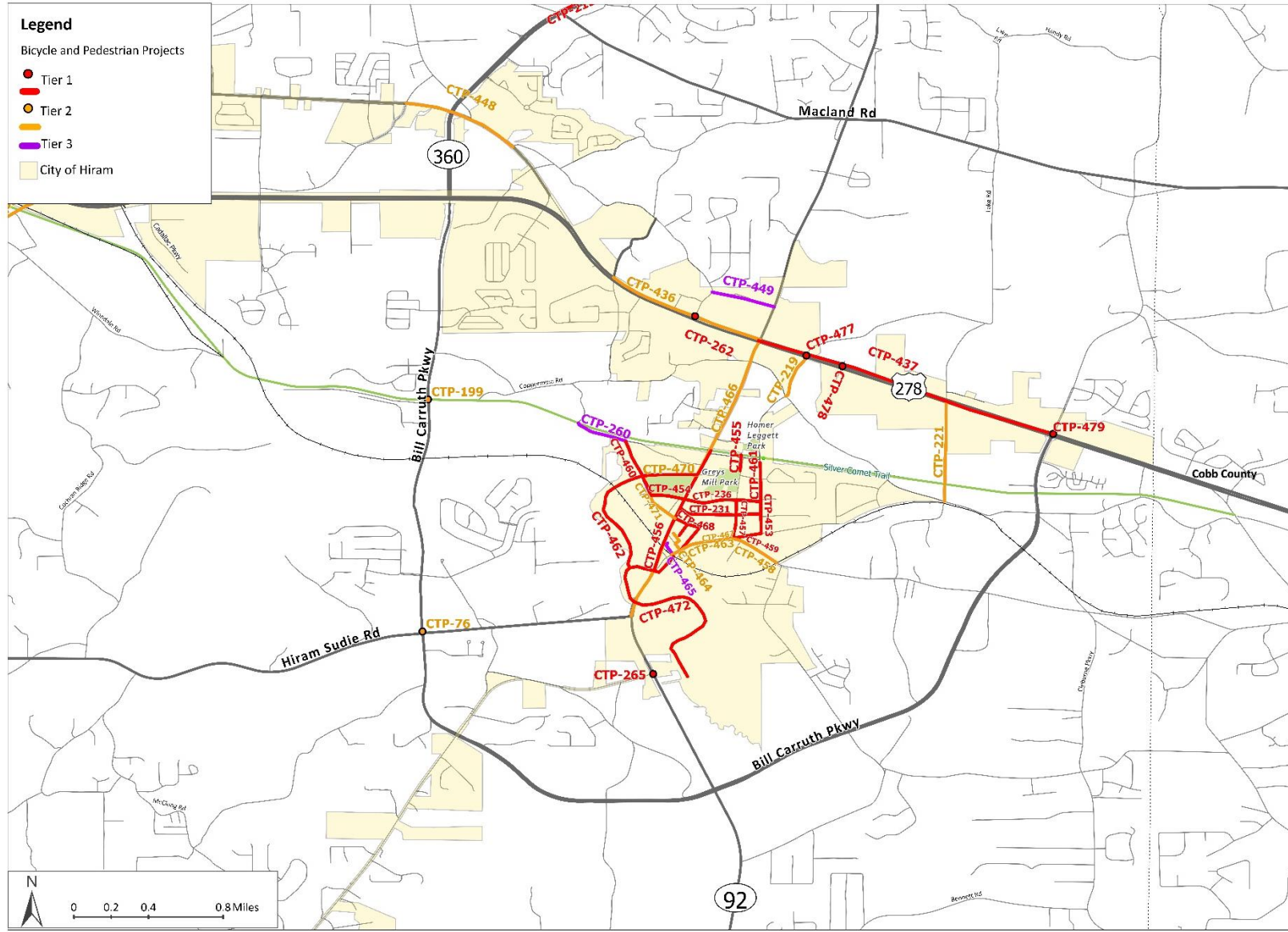


Figure 8.14: Active Transportation Projects (Hiram Area)



Active Transportation Focus Areas

Silver Comet Trail

Paulding County is fortunate to have one of the most recognized and utilized multi-use trails in the southeast running the entire east-west length of the county through each of its cities – the Silver Comet Trail. This tremendous community asset provides an important mobility and recreational amenity and supports economic development and tourism. Expanding safe and convenient access to the Silver Comet Trail is a priority recommendation. Project recommendations include new trailheads, sidewalks, new trails, bicycle facilities, and wayfinding signage, as shown in **Figure 8.15**, to provide additional connections with and between the cities and communities along the Silver Comet Trail.

Safe Crossings & Closing Key Gaps

Virtually every trip made by foot or by bicycle must cross a roadway to reach the intended destination.

Many of the recommended active transportation projects are focused making improvements to facilitate safe crossings and to close key gaps between existing pedestrian and bicycle facilities and key activity nodes throughout Paulding County, particularly in the central and eastern areas of the county.

Integration with Roadway Projects to Support Balanced Growth and Economic Development

It is recommended that active transportation modes be accommodated as part of roadway improvement projects, particularly in activity nodes and key corridors identified in the Comprehensive Plan's Supporting Policy Map to support the continued development of these locations as multi-modal, consistent with their Character Area land use visions.

Pedestrian and Sidewalk Projects

Pedestrian and sidewalk projects have been prioritized into three tiers – Tier 1, 2, and 3. Tier 1 represents the highest priority for implementation followed by Tiers 2 and 3. Project tiering was determined largely by project evaluation scoring, in consideration with several other factors. These other factors included public and stakeholder input, proximity to schools and parks, and local priorities identified within the Comprehensive Plan's short-term Community Work Program (CWP). Pedestrian and sidewalk projects are inclusive of sidewalks, pedestrian crossings and streetscape projects. **Table 8.4**, **Table 8.5**, and **Table 8.6** provide the project tiering for pedestrian and sidewalk projects. Lump sum funding allocations for pedestrian and bicycle improvements have been recommended within the CTP's phased implementation plan for each funding phase.

Figure 8.15: Silver Comet Trail in Dallas



Paulding County Comprehensive Transportation Plan
Final Report

Table 8.4: Tier 1 - Priority Pedestrian and Sidewalk Projects

CTP ID	Name	Extents		Estimated Cost	Priority Score
		To	From		
CTP-200	West Ave/S. Main St Sidewalks	West Ave/Silver Comet Trail	Main St existing sidewalk just north of the railroad tracks	\$625,000	8
CTP-203	Williams Lake Rd & Pine Valley Rd Sidewalk	Bessie Baggett Elementary (Peppertree Dr.)	Taylor Farm Park	\$915,000	5
CTP-205	Old Country Farm Rd & Industrial Blvd Sidewalk	Valley Brook Dr	Senior Community Center (N. Industrial Blvd and Dallas Acworth Hwy)	\$1,350,000	3
CTP-206	Dallas Acworth Hwy Sidewalk	Sara Babb Park (E. Memorial Drive & Recreation Dr.)	Old Cartersville Rd/E. Paulding Dr	\$2,500,000	7
CTP-207	SR 61/Cartersville Hwy Sidewalk	Northside Elementary School	Kirk Dr	\$1,500,000	5
CTP-209	SR Bus 6 (Merchants Dr) Main St Sidewalk	Henry Holland Dr	Macland Rd	\$1,320,000	6
CTP-210	SR 61 (Villa Rica Hwy) Nathan Dean Blvd Sidewalk	Henry Holland Dr	Old Villa Rica Rd/Paulding County High School	\$1,650,000	9
CTP-215	Macland Rd and Charles Hardy Pkwy Sidewalk	Ritch Middle School	SR 92	\$1,265,000	10
CTP-224	East Paulding Dr Sidewalk	Copper Stem Dr	Dallas Acworth Hwy	\$2,290,000	6
CTP-225	Old Villa Rica Rd Sidewalk	SR 61/Villa Rica Hwy	Ivy Trace Ln	\$235,000	5
CTP-231	Center St Sidewalks	Seaboard Ave	SR 92	\$325,000	6
CTP-234	Williams Lake Rd Sidewalks	JA Dobbins Middle School	Four Oaks Dr	\$285,000	7
CTP-236	Oak St Sidewalks	SR 92	Seaboard Ave	\$300,000	6
CTP-239	Due West Rd Sidewalks	Dallas Acworth Hwy	Autumn Creek	\$120,000	4
CTP-240	Pine Valley Rd Sidewalks	Taylor Farm Park - West	Winter Park Ln	\$560,000	2
CTP-245	Clonts Rd Sidewalks	Wiley Dr	Hal Hutchins Elementary	\$150,000	4
CTP-247	Mulberry Rock Rd Sidewalks	Doke Cochran Rd	SR 61/Villa Rica Hwy	\$675,000	6
CTP-248	Nebo Rd Sidewalks	Nebo Elementary School	Pine Shadows Dr	\$175,000	6
CTP-250	Pine Shadows Dr Sidewalks	Nebo Rd	Smith Ferguson Rd	\$130,000	6
CTP-251	Colbert Rd Sidewalks	Abney Elementary	Legacy Point Dr	\$380,000	4
CTP-252	Holly Springs Rd Sidewalks	Woodwind Dr	SR 101/SR 113	\$875,000	7
CTP-253	Crossroad Church Rd Sidewalks	Winterville Dr	Yorkville Park	\$220,000	5



Paulding County Comprehensive Transportation Plan
Final Report

CTP ID	Name	Extents		Estimated Cost	Priority Score
		To	From		
CTP-254	Wayside Ln/Clear Creek Dr Sidewalks	US 278 (Rockmart Hwy)	Poole Elementary School	\$185,000	6
CTP-267	Complete Street Upgrades and Connections: W. Cooper St & W. Spring St Extension, Hood, South & West Griffin	Redevelopment Area Complete Street upgrades and connections		\$1,745,000	2
CTP-437	Sidewalk: SR 92 to Bill Carruth Pkwy	SR 92	Bill Carruth Pkwy	TBD	9
CTP-451	Confederate Ave Traffic Calming/ Pedestrian Improvements	W Memorial Ave	Ducan Way	\$810,000	8
CTP-452	Central Village Green – sidewalks, on-street parking, sidewalks, lighting, landscaping and street furnishings	Dallas St	Church St	\$450,000	10
CTP-468	Dallas St Streetscape	SR 92	Church St	\$850,000	
CTP-473	Pedestrian Facilities: US 278 at Buchanan St	US 278	Buchanan St	TBD	10
CTP-474	Pedestrian Facilities: US 278 at Seaboard Dr	US 278	Seaboard Dr	TBD	12
CTP-477	Pedestrian Facilities: US 278 at Lake Rd	US 278	Lake Rd	TBD	8
CTP-478	Pedestrian Facilities: US 278 at Paulding Station/Hiram Pavilion (Sam's Club)	US 278	Hiram Pavilion (Sam's Club)	TBD	8
CTP-479	Pedestrian Facilities: Poplar Springs Rd/Bill Carruth Pkwy	Poplar Springs Rd	Bill Carruth Pkwy	TBD	7
CTP-262	US 278 (Jimmy Lee Smith Pkwy) Pedestrian Crossing at Pace Rd	Complete existing crosswalk and investigate pedestrian signal timing (high bike/ped crash rates)		\$395,000	12
CTP-80	SR 6 Bus (Merchants Dr) Pedestrian Crossing at Hardee St	Improve bike and pedestrian crossing experience through potential intersection realignment/roundabout, RRFB, no crossings in place today (high bike/ped crash rate)		\$310,000	5



Paulding County Comprehensive Transportation Plan
Final Report

Table 8.5: Tier 2 - Priority Pedestrian and Sidewalk Projects

CTP ID	Name	Extents		Estimated Cost	Priority Score
		To	From		
CTP-201	Academy Dr Sidewalk - Sidewalk infill along east side of road	Dallas Elementary School (Main St.)	Silver Comet Trail (Academy Dr. crossing)	\$250,000	7
CTP-218	West Memorial Dr Sidewalk	Bagby Path/ Copper Hill Dr	Paulding Memorial Hospital	\$2,700,000	8
CTP-219	Depot Dr Sidewalk	US 278 (Jimmy Lee Smith Pkwy)	Rosedale Dr	\$220,000	8
CTP-221	Metromont Rd Sidewalk	US 278 (Jimmy Lee Smith Pkwy)	Rosedale Dr	\$500,000	6
CTP-229	Brownsville Rd Sidewalks	SR 92	Sweetwater Pass	\$210,000	7
CTP-232	Hiram Sudie Rd Sidewalks	SR 61	Southern Oaks Dr	\$265,000	6
CTP-244	Bakers Ridge Rd Sidewalks	Ridge Road	Charity Dr	\$260,000	6
CTP-249	Scoggins Rd Sidewalks	SR 61 (Villa Rica Hwy)	Sugar Mill Dr	\$330,000	7
CTP-436	Sidewalk: SR 92 to Old Mill Rd	SR 92	Old Mill Rd	TBD	6
CTP-463	Main St Streetscape – Sidewalks, on-street parking, lighting, landscaping and furniture	Church St	North Ave	\$1,050,000	7
CTP-464	Church St Streetscape - Sidewalks, on-street parking, lighting, landscaping and furniture	SR 92	Main St	\$400,000	6
CTP-467	Main St Streetscapes – Roundabouts, sidewalks, lighting, landscaping and street furniture	Intersection of Main St, Powder Springs and Seaboard Ave		\$2,350,000	7
CTP-470	Ben Hill Strickland Sr. Park Streetscape – sidewalks, on-street parking, sidewalks, lighting, landscaping and street furnishings	Alexander St	Dallas St	\$1,615,000	6
CTP-471	Dallas Streetscape Phase II – Pedestrian improvements, on-street parking, sidewalks, lighting, landscaping and furnishings	Oak St	SR 92	\$485,000	6



Paulding County Comprehensive Transportation Plan
Final Report

CTP ID	Name	Extents		Estimated Cost	Priority Score
		To	From		
CTP-476	Pedestrian Facilities: US 278 at SR 61 – Infill sidewalks and ADA ramps	East bound approach	Commercial developments	TBD	7
CTP-76	Bill Carruth Pkwy Intersection Safety Improvement	Extend sidewalks along all legs on the intersection, ensure pedestrian crossing phase allows sufficient crossing time, provide lighting in the area		\$325,000	7
CTP-79	SR 92 Pedestrian Crossing	Pedestrian crossing on SR 92 at Seaboard Drive/Silver Comet Trail - Add pedestrian signage, consider RRFB crossing and sidewalks.		\$100,000	7
CTP-199	New SCT Trailhead at Bill Carruth Pkwy	New trailhead on the Silver Comet Trail at Bill Carruth Pkwy		\$1,105,000	8
CTP-424	Pedestrian/Bicycle Bridge: Silver Comet Trail Access	New Pedestrian Bridge - Extend connection from the northern leg of Seaboard Dr over US 278 to the Silver Comet Trail		TBD	7

Table 8.6: Tier 3 - Priority Pedestrian and Sidewalk Projects

CTP ID	Name	Extents		Estimated Cost	Priority Score
		To	From		
CTP-213	SR 92/Williams Lake Rd/Pine Valley Rd Multi-Use Path	SR 92/Silver Comet Trail	Taylor Farm Park	\$7,500,000	3
CTP-222	Mustang Dr Sidewalk	Heritage Way	Donbie Dr	\$200,000	4
CTP-223	East Foster Ave Sidewalk	Foster Pl	Hardy St/Main St	\$300,000	4
CTP-226	Lester Dr Sidewalk	Dallas City Park	SR 6 Bus/E. Memorial Dr/Merchants Dr	\$175,000	5
CTP-235	Cowboy Path Sidewalks	East Paulding Home Park	Forest Hills Dr	\$300,000	3
CTP-237	Pine Valley Rd Sidewalks	Taylor Farm Park - West	Northview Ln	\$200,000	4
CTP-246	Mein Mitchell Rd Sidewalks	Ridge Rd	Country Village Dr	\$50,000	5
CTP-465	Beatty St Streetscape – Sidewalks, lighting, landscaping, and street furnishings	SR 92	Church St	\$600,000	4

Bicycle & Multi-Use Trail Projects

In a similar manner to pedestrian and sidewalk projects, bicycle and multi-use trail projects have also been prioritized into three tiers. Tier 1 representing the highest priority for implementation, followed by Tiers 2 and 3. Project tiering was determined primarily from project prioritization scoring, with influences from several other factors. These other factors involved input from the community, proximity to schools and parks, and local priority projects



included within the Comprehensive Plan's CWP. Bicycle and multi-use trail projects are inclusive of multi-use paths, trailheads, bike lanes, sharrows and streetscape projects incorporating multi-use trails. **Table 8.7, Table 8.8, and Table 8.9** provide the project tiering for bicycle and multi-use trail projects. Lump sum funding allocations for pedestrian and bicycle improvements have been recommended within the CTP's phased implementation plan for each funding phase.

Table 8.7: Tier 1 - Priority Bicycle & Multi-Use Trail Projects

CTP ID	Name	Extents		Estimated Cost	Priority Score
		To	From		
CTP-202	Academy Dr Multi-Use Path	Dallas Elementary School (Main St)	Silver Comet Trail (Academy Dr crossing)	\$1,330,000	7
CTP-214	SR 120/Bill Carruth Pkwy/ Charles Hardy Pkwy Multi-Use Path	US 278/SR 6/Jimmy Lee Smith Pkwy/Wellstar Paulding Campus	SR 360/Maclang Rd/Ritch Middle School	\$1,615,000	11
CTP-256	Mulberry Rock Rd Bike Lanes	Rock Crusher Rd	SR 61/Villa Rica Hwy	\$4,190,000	6
CTP-271	City of Braswell Bicycle Station	--	--	\$50,000	NA
CTP-453	Seaboard Ave Sharrows	Main St	Oak St	\$10,000	7
CTP-454	Oak St Multi-Use Path	Seaboard Ave	Ben Strickland Sr. Park	\$620,000	7
CTP-455	North Ave Multi-Use Path	Silver Comet Trail	Ben Strickland Sr. Park	\$2,000,000	7
CTP-456	SR 92 Multi-Use Path	Silver Comet Trail	Main St	\$850,000	9
CTP-457	North Ave Sharrows	Main St	Oak St	\$12,000	7
CTP-459	Powder Springs Sharrows	Main St	Seaboard Ave	\$8,500	7
CTP-460	Dallas St Sharrows	Silver Comet Trail	SR 92	\$30,000	3
CTP-461	Seaboard Ave Multi-Use Path	Oak St	Ben Hill Strickland Sr. Memorial Park	\$1,650,000	5
CTP-462	Mill Creek Greenway Multi-Use Path	Silver Comet Trail	Downtown Hiram	\$2,250,000	8
CTP-472	Mill Creek Greenway Phase II	Trail Head	South on Mill Creek	\$1,735,000	7
CTP-515	New SCT Trailhead at Carter Rd	Install signage along Carter Rd indicating a shared use facility and construct a new trailhead with the Silver Comet Trail along the roadway		TBD	



Paulding County Comprehensive Transportation Plan
Final Report

CTP ID	Name	Extents		Estimated Cost	Priority Score
		To	From		
CTP-266A	Dallas Battlefield Trail - Phase II	10 ft. paved trail (8 ft. in constrained areas) from Chattahoochee Tech Spur of Silver Comet Trail ending along Orphan Brigade Dr, connecting to the existing Phase 1 portion of the trail		\$1,630,000	4
CTP-266B	Dallas Battlefield Trail - Phase III	Connects north end of existing Phase 1 trail through preserve area along Griffin Creek up to Sara Babb Park off E. Memorial Dr		\$1,365,000	3

Table 8.8: Tier 2 - Priority Bicycle & Multi-Use Trail Projects

CTP ID	Name	Extents		Estimated Cost	Priority Score
		To	From		
CTP-259	Government Center-Silver Comet Trail Multi-Use Path Connection	Government Center	Seaboard Ave/Tara Drummond Trailhead	\$635,000	8
CTP-266C	Dallas Battlefield Trail Phase IV	Over/Underpass connection to trail		TBD	
CTP-429	Multi-use Path on Thomas Murphy Dr – Boardwalk section north of Heritage Place & intersection improvements at Nathan Dean Blvd for trail crossing	Academy Dr	Heritage Pl	TBD	4
CTP-448	Complete Street Connection: Atlanta Hwy and SR 120	Pace Rd	SR 120 and to Summerhill Rd and Wellstar Hospital Entrance	TBD	6
CTP-458	Main St Sharrows	Railroad crossing	Railroad crossing	\$35,000	7
CTP-466	SR 92 Streetscape – Multi-use paths, lighting, and landscaping	US 278	Hiram Sudie Rd	\$2,100,000	6

Table 8.9: Tier 3 - Priority Bicycle & Multi-Use Trail Projects

CTP ID	Name	Extents		Estimated Cost	Priority Score
		To	From		
CTP-260	Strickland Park-Weddington Rd Multi-Use Path Connection	Weddington Rd/Silver Comet Trail	Strickland Park	\$1,150,000	5
CTP-261	Multi-Use Path	Georgian Pkwy	Ped Cole Bridge Trail	\$600,000	2
CTP-427	Complete St/Silver Comet Trail Access: Old Harris Rd, Commerce Dr, and Butler Industrial Dr	Winndale Rd	White Park Dr	TBD	5



CTP ID	Name	Extents		Estimated Cost	Priority Score
		To	From		
CTP-429	Parallel Route/ Complete Street: Thomas Murphy Dr from Academy Dr to Georgia Heritage Pl	Academy Dr	Georgia Heritage Place	TBD	4
CTP-445	Cole Lake Rd Multiuse Path: Silver Comet Trail Access	SR 120	W Memorial Dr	TBD	4
CTP-449	Multiuse Path from Pace Rd to SR 92	Pace Rd	SR 92	TBD	5

Funding for Active Transportation Projects

There are numerous potential funding sources to support the planning, design, and construction of active transportation projects. Traditionally in Paulding County, active transportation projects have been funded with local county and city sources, as well as some federal funding. They have also been funded as components of roadway projects. The following are some additional funding sources that Paulding County and cities could explore to support implementation of the recommended active transportation projects:

Federal Formula

- Highway Safety Improvement Program (HSIP) emphasizes safety of all roadway users. It is applicable to roadway projects and can have a bike, pedestrian, or transit component. Administered by GDOT, the program requires all projects be identified as prioritized projects in GDOT's Strategic Highway Safety Plan (SHSP). It can fund up to 80% of the project cost.
- Surface Transportation Block Grants (STBG) are applicable to bike, pedestrian, and roadway projects and are administered by GDOT for state-owned roads and by ARC for most other corridors. 10% of this funding is statutorily required to be set aside for Transportation Alternatives like bike and pedestrian projects. STBG Grants can fund up to 80% of the project cost.

Federal Discretionary

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants support implementation of a wide variety of transportation and infrastructure projects including roadway, sidewalks, trails, and transit. Previously known as TIGER and BUILD, RAISE grant funds can be used for planning, design, and construction of eligible projects. By federal law, the maximum combined federal funding share is 80% of the project cost.
- Safe Streets and Roads for All (SS4A) Grants are new federal grants aiming to enhance roadway user safety including bike, pedestrian, and transit users. Projects using SS4A Grants must follow a three-step sequence: the development of a Comprehensive Safety Action Plan, detailed planning and concept development in support of the Plan, and implementation of specific elements in the Plan. The maximum combined federal funding share is 80% of the project cost.



- Community Development Block Grants (CDGB) are administered by the Georgia Department of Community Affairs and can be used for various purposes, including improving public facilities.
- The Congestion Mitigation and Air Quality (CMAQ) Improvement Program is administered by the Georgia Department of Transportation (GDOT). CMAQ is a federally funded program intended to finance projects that improve air quality and reduce congestion. Within the Atlanta region GDOT works directly with the ARC to administer the CMAQ project selection process.
- Congressional Appropriations and Earmarks are a longstanding practice in which funding for specific projects can be appropriated in Congress at the request of Senators and Representatives. It can be used to fund a wide variety of infrastructure projects including bike, pedestrian, and transit. Paused in 2010, the earmark process resumed in 2022.

State

- Georgia Transportation Infrastructure Bank (GTIB) provides grants and low-interest loans to transportation projects that improve mobility, encourage innovation, and address critical local and state transportation needs. Funding can generally apply toward roadside pedestrian and bicycle improvements. In 2020, GTIB grant awards covered 12% of the project cost on average.
- GDOT Safety Program is an internal GDOT program aimed at reducing crashes and mitigating safety issues along state roads. While mostly geared toward state roads, some discretionary funding has been made available to non-state roads identified by local governments. Once potential projects are identified and studied, a subset is selected to advance into design and construction.

Regional

- Transportation Improvement Program (TIP) is ARC's regional six-year transportation capital improvement program. TIP funding can only be applied to specific projects within the TIP.
- ARC Livable Centers Initiative (LCI) provides planning and supplemental implementation grants to local jurisdictions in the Atlanta Region for the development of vibrant, walkable communities with enhanced mobility options, higher quality-of-life, and greater access to jobs and services. LCI grants may be used to fund up to 80 percent of study costs and can include transit, bike, and pedestrian improvements.

Other

- 501(c)(3) Non-Profit Organizations including American Trails Association, National Recreation and Park Association, Recreational Trail Program, and Georgia Outdoor Stewardship Program routinely provide funding to bike and pedestrian projects including multi-use trails. Some have been leveraged previously in Paulding County for the Silver Comet Trail.

8.4 Freight Recommendations

With freight and goods movement being vital to the economy of both Paulding County and the region, ensuring safety, connectivity and mobility for trucks is important. The freight needs analysis was conducted by looking at the current truck volumes, truck percentages, truck delay, and the designated truck routes in Paulding County, as shown in **Figure 8.16**.

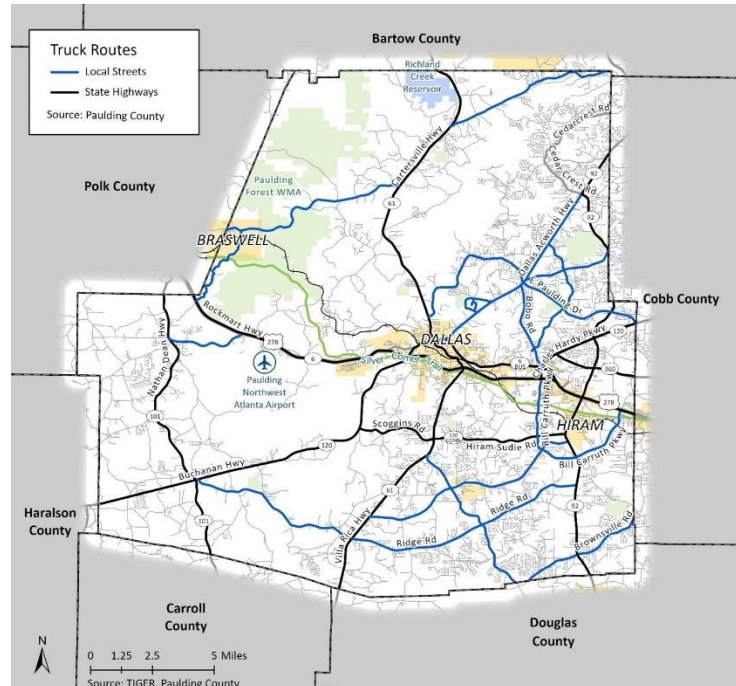


High truck percentages were observed on several of the major state routes in the county, including:

- US 278/SR 6
- SR 61
- SR 120
- SR 92

While these routes are mostly rural and suburban in nature, they all connect through either the City of Dallas or the City of Hiram. These two cities experience the highest traffic volume in the county, resulting in the most congestion and high crash occurrences involving trucks. As the roadway networks in Dallas and Hiram are improved, it is recommended truck friendly designs be taken into consideration to ensure trucks can navigate the cities safely and without undue delay. Example design choices that support a safe and efficient truck network include wider lanes, wider curb radii, and improved connections in and out of the cities to the rest of the county truck network.

Figure 8.16: Paulding County Truck Routes



Outside of the cities, safety is more of an influence on goods movement than congestion. The safety analysis showed that rural truck routes have an increased risk of both intersection and roadway departure crashes that result in a fatality or serious injury compared to city roadways. Roadway departure risk is highly correlated with the rural nature of these routes, and both roadway departure and intersection crashes are correlated with the higher speeds that are reached outside the city. It is recommended that the county and GDOT be proactive with employing safety countermeasures on the rural truck routes to mitigate safety hazards. Countermeasures that can help reduce intersection and roadway departure crashes in rural areas include advance warning signs and improving sight distances for intersections and curves, widening shoulders, and adjusting signal timing.

It is also important to note how the county's land use policy and future development will impact truck movement. With the county's new zoning districts related to e-commerce, manufacturing, and logistics, more truck traffic will be drawn into the area. It is crucial to maintaining a balanced and efficient transportation system that truck traffic be taken into consideration when early in the planning process for these developments. Truck friendly geometric design should be considered when roadways are being created or improved to



support new facilities. Also, safe and efficient connections for good movements should be provided both locally and regionally to promote mobility for goods movement in the county.

8.5 Asset Management Recommendations

Maintaining transportation facilities in a state of good repair improves the safety, reliability, and resiliency of the transportation system. As part of the CTP update, bridges, pavement, and drainage structures on county roads were examined for deficiencies and an updated inventory and assessment was prepared. The following presents the high-level findings along with recommendations for continued maintenance of Paulding County’s roadway assets.

Bridges

Due to their nature, regular bridge maintenance and rehabilitation is necessary to prolong the functional life of bridges and postpone reconstruction. Detours established to divert trips during bridge replacement cause a significant impact to local traffic, school bus movement, and freight circulation. Therefore, proper bridge maintenance is essential to the health of a transportation network.

The assessment of the condition of the bridges was based on the GDOT Inspection reports and FHWA’s National Bridge Inventory (NBI) from 2021. For the Paulding County bridges’ structural evaluation criteria, none of the bridges were rated in Poor Condition or less. There are however three bridges that have load postings and are weight restricted, as listed in **Table 8.10**.

Table 8.10: Paulding County Bridges with Load Postings

Bridge ID Number	Location
000000022350400	Morningside Drive over Mill Creek, 2 miles south of Hiram
000000022350110	Mount Olivet Road over Pumpkinvine Creek, 1 mile northwest of Dallas
0000000223502903	Pine Valley Road over Sweetwater Creek, 3.7 miles southwest of Hiram.

Given the general state of good repair for the bridges, Paulding County is encouraged to continue their well-functioning bridge maintenance and rehabilitation program. It is also recommended that the programming for the replacement of the load posted bridges be scheduled as part of the CTP.

Pavement Evaluation

The CTP update effort included a Pavement Evaluation Study (PES) survey of local roadways as directed by Paulding County. Approximately 560 miles of the 990 miles of county-owned roadway miles were included in the survey. This PES was a follow up evaluation from the previous evaluation performed as part of the 2015 CTP. The result of the PES will be used to make recommendations and provide schematic cost estimates for potential paving and roadway rehabilitation projects for the Paulding County Road Maintenance Division. The data focuses on 10 common road pavement distresses, which include:

- Transverse cracking
- Longitudinal cracking
- Alligator cracking
- Patching/potholes
- Rutting
- Edge raveling
- Roughness
- Bleeding
- Missing stones
- Oxidation



Each identified road was visually inspected at several points and was given a numerical score for each distress category and a rating was derived from this score about the general condition of the roadway. **Table 8.11** presents the 0-60 scale used for scoring in the PES.

Table 8.11: Pavement Evaluation Study Scoring

Score	Rating	Maintenance Needs
0-9	Very Good	None
10-19	Good	No short-term maintenance
20-33	Fair	Roadway resurfacing would be ideal
34-43	Poor	Patching and resurfacing is recommended
44+	Very Poor/No Topping	Significant patching and isolation rehabilitation is recommended before resurfacing can be done

The PES found that 70% of roads evaluated required no short-term maintenance. This included 34% of the roads rated in very good condition and 36% rated in good condition. Of the roadways in need of maintenance, 21% were rated as fair condition, 9% as poor, and less than 1% as very poor category.

To continue maintenance of existing roadways, the County is advised to implement improvements based on the updated pavement conditions analysis. The pavement evaluation report provides a review of the pavement conditions by various criteria for county managed roads. Roads with very poor and poor ratings should be considered foremost for patching and resurfacing. The complete evaluation report has been included in **Appendix C**.

Drainage Structures

A drainage structure assessment of culverts was also conducted as part of the CTP update. Paulding County provided the approximate locations of the structures to be assessed. The result of this assessment provides recommendations and schematic cost estimates for potential projects carried to be out by Paulding County's DOT. The data provides 15 attributes of each structure including:

- Size
- Pipe material
- Number of lines
- Wall type
- Surface type
- Approximate skew
- Approximate cover
- Apron condition
- Armoring
- Coordinates
- Flow direction
- Notation
- A photo
- Overall condition
- Remarks and comments



An updated review of drainage structures was provided to the County with an overall condition analysis to guide the state of good repair. Where necessary, very poor and poor condition drainage should be evaluated for repairs to improve the conditions. It is also necessary to maintain the database over time to ensure timely maintenance and build evaluations year over year.

It is recommended that Paulding County continue to maintain and monitor the existing drainage structures and encourage new development in accordance with the Unified Development Ordinance (UDO) to increase stormwater infrastructure. The County's newly adopted UDO provides detailed requirements regarding site grading, stormwater detention, culverts, and pipe drainage systems. These requirements are intended to protect the public right-of-way from damage.

Figure 8.17: Example Drainage Structure



8.6 Transit & TDM Recommendations

Through the CTP's stakeholder and public engagement efforts, support for expanded transit services and options in Paulding County was low. However, the community did identify the county's existing transit services as providing an important mobility option for those who commute into Downtown and Midtown Atlanta and locally for those who may not have access to a personal vehicle to get to medical appointments, work, school, and senior services. That combined with the technical analysis of these existing services identified the need and desire for modest improvements to existing transit services. As a result, the CTP's transit recommendations focus primarily on improvements to local demand response services provided by Paulding Transit.

[ATL Xpress Commuter Transit Services](#)

The ATL Authority serves the regional transit commuter through Xpress bus and commuter vanpool services. Xpress operates one commuter bus route from the Hiram Park-and-Ride lot, shown in **Figure 8.18**, to downtown Atlanta. The ATL also provides vanpool services through the COMMUTE with Enterprise program, which operates from various pick-up locations throughout the county.

Figure 8.18: Hiram Park & Ride Lot



The impacts of the COVID-19 pandemic have dramatically reduced demands for regional commuter services in Paulding County and the region with only modest increases in ridership levels in 2022. While future ridership demands remain uncertain, ATL service planners do not anticipate a return to pre-pandemic levels for at least three to five years. This is likely given the significant shift towards hybrid and remote work throughout the region since the pandemic. Prior to the pandemic Xpress



park-and-ride capacity and bus capacities were not identified as pre-existing issues within the county.

Given these factors, no major needs have been identified for Xpress commuter services at this time. However, the CTP does recommend a continued focus on roadway operational improvements along the existing commuter bus route to support safe and on-time service. Additionally, bicycle and pedestrian connectivity improvements to increase access to the Hiram Park-and-Ride are also recommended. The need for improvements to regional commuter services should be reexamined in future CTP updates, as ridership demands change over time.

Paulding Transit

Paulding Transit provides countywide dial-a-ride services through a fleet of five service vans. The service largely provides trips to seniors and individuals with disabilities to the senior center, medical appointments, employment, shopping, and community services. Top trip destinations include the Paulding Senior Center, Wellstar Paulding Hospital, and four dialysis centers within the county. Throughout the planning process several service needs and issues have been identified for Paulding Transit. These include the following:

- Ridership demands currently exceed the number of trips that can be provided with existing service vehicles and drivers.
- Due to high ridership demands Paulding Transit is unable to provide service to pick-up locations in northwest Paulding County and maintain scheduled service.
- Operations funding is a limiting factor in meeting ridership demands, and the agency should explore options to increase their operations budget and revenue.
- The current service hours of 7:30 a.m. to 4:00 p.m. make accessing employment opportunities with a traditional 9am to 5pm schedule or evening shifts difficult.
- Existing services do not meet the needs of individuals with disabilities who would like to access job opportunities outside of the 7:30 a.m. to 4:00 p.m. time period. Facilitating transfers to CobbLinc paratransit to provide access to vocational training centers and additional job opportunities in Cobb County is another identified need for disabled individuals.
- Dialysis patients, which average 40 per day, are a major priority for the agency and resource commitment. Opportunities to serve these trips demands more efficiently should be explored.
- Traffic congestion in southeastern Paulding County on SR 61 (Villa Rica Highway) and in the greater Hiram area affect service delivery and require consolidated pick-up times in areas to maintain trip schedules.

Recommended transit improvements to address Paulding Transit's service needs include the following:

Consider Implementing Transit Fares

Paulding Transit could consider a policy change to instituting fares to provide an additional revenue source for operations funding. Implementing a \$2.00 fare at pre-pandemic ridership levels (~15,000 annual unlinked trips) could generate approximately \$30,000 in revenues, which could be used towards operating funds. Paulding Transit is the only operator in the



Atlanta region that does not charge a fare for demand response services. Similar operators in the Atlanta region charge the following for a regular one-way demand response trip:

- Bartow Transit - \$1.00 and \$2.50 cross-county
- Forsyth Transit - \$2.00
- Cherokee Area Transit System (CATS) -\$1.50 and \$0.30 per mile over 5 miles
- Coweta Transit - \$3.00
- Henry County - \$4.00

At this time there is no regional standard for demand response fares. The ATL Authority is currently conducting a Regional Fare Policy Study, which will establish regional fare standards by trip type for all operators. When regional standards are established, Paulding Transit could consider implementing fares that align with other regional providers, likely in the \$2.00-\$4.00 range. Paulding Transit could also consider adopting fare payment technologies, mobile application trip reservations, and web-based fare payment options in alignment with regional providers to support seamless regional fare payment and transfers between operators.

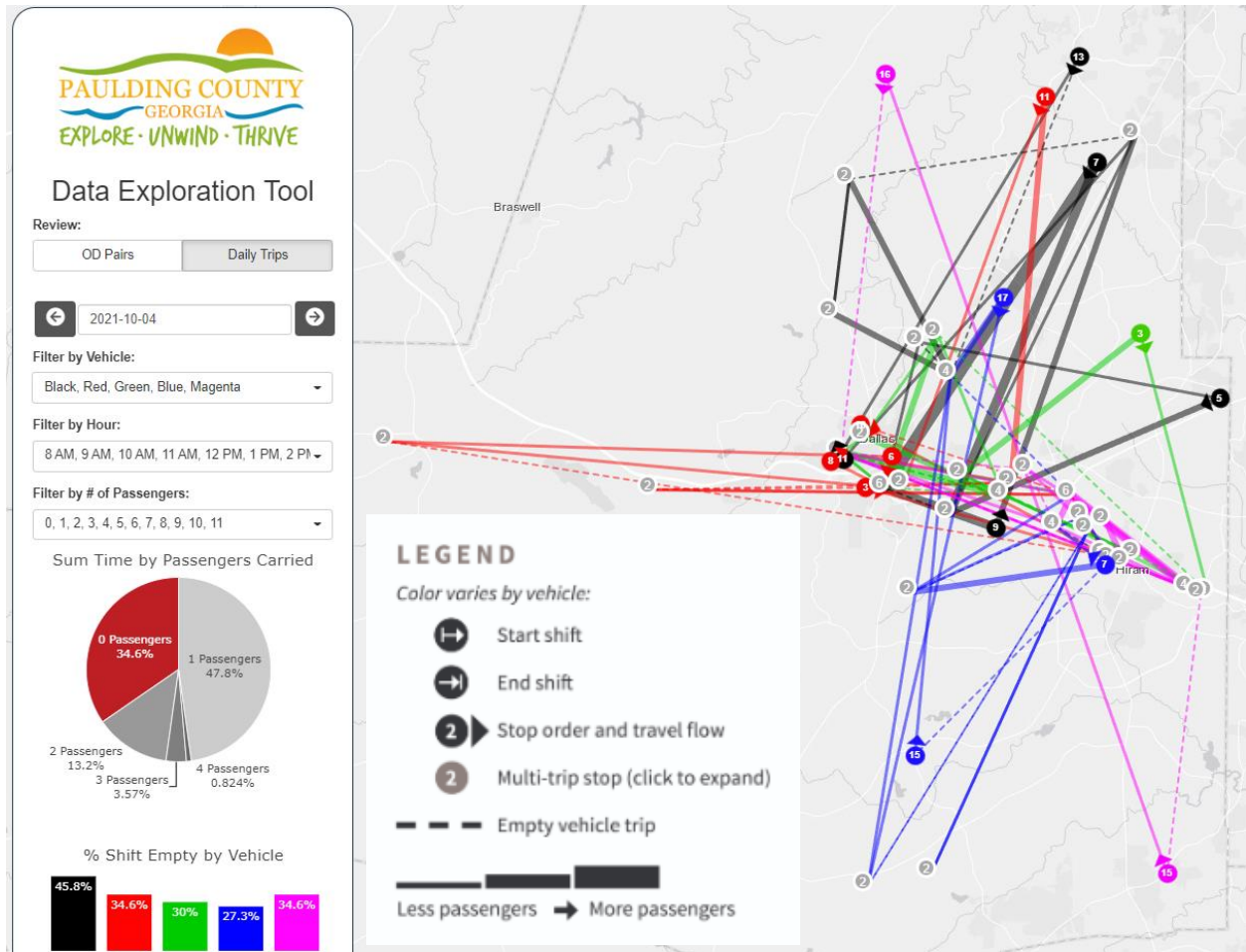
Regional fare standards will also be developed for reduced fares for seniors, low-income individuals, disabled individuals and Medicare recipients. Paulding Transit should consider offering reduced fare products to ensure services remain affordable for economically vulnerable population groups.

Conduct Operational Analysis

A preliminary review of Paulding Transit's ridership using VHB's DataTripper tool indicated several opportunities to improve service efficiencies through modifications to service. Vehicle itinerary data from trip manifests were loaded into the tool for the time periods between December 2019-April 2020 and October 2021-December 2021 and each vehicle's pick-up and drop-off locations and times throughout each service day were displayed. DataTripper made inferences to calculate the number of passengers on board at any time. This provided valuable insights into vehicle capacity utilization and identified the locations and times when vehicles are traveling with zero passengers on board (deadheading). Deadhead trips use agency resources without the benefit of providing passenger service and should be avoided whenever possible. Daily vehicle trips for a sample service day (10/4/2021) are displayed in **Figure 8.19**. DataTripper illustrates deadhead trips with a dashed line and trip links with a line thickness that corresponds to the number of passengers on board. It also calculates passenger load percentages dynamically based upon the filter criteria. The tool allowed for trip data to be filtered by service day, vehicle, hour and number of passengers on board.



Figure 8.19: Paulding Transit Daily Vehicle Trips for 10/4/2021



The illustrated service day is typical and indicates that during 34.6% of the service day vehicles operate with zero passengers on board. The graphic also indicates 20 deadhead trips on this day. Passenger loads vary by service day, but are typically within the following ranges:

- 0 passengers - 30-40% of vehicle hours
- 1 passenger - 30-50% of vehicle hours
- 2 passengers - 15-25% of vehicle hours
- 3 or more passengers - 5-10% of vehicle hours

Given that Paulding Transit's passenger vans have a seated capacity of 16-persons, there is the potential to utilize existing vehicle capacity more efficiently. A preliminary analysis of trip patterns indicated that modifications to the following service areas may be warranted to better utilize existing resources:

- Consider assigning morning pick-ups to the Paulding Senior Center to three vehicles, each serving specific geographic zones. Assigning one vehicle to pick-ups north of US 278, one to pick-ups south of US 278 and one to west Paulding/US 278 corridor would increase passenger loads in the a.m. Beginning service 30 minutes earlier in the a.m. may be warranted to maximize service efficiency.



- A comparison of service days with various vehicle dispatch strategies indicates that strictly assigning vehicles to geographic zones of the county may be warranted to achieve greater service efficiencies. On days when vehicles travel long distances across the US 278 corridor from south to north Paulding and vice versa, there is a marked increase in deadheading and low passenger loads. Assigning one or two vehicles north of US 278, one to south of US 278, and one to west Paulding/west US 278 would facilitate shorter trip lengths and higher passenger loads.
- Dialysis trips comprise a large percentage of all trips and require a significant commitment of the Paulding County's resources. Investigating service delivery alternatives and strategies that serve trips more efficiently with fewer resources is recommended. These trips have unique characteristics and are often booked through standing subscriptions. An examination of how these subscriptions could be serviced with fewer vehicles should be pursued, particularly given the impact they have on the ability to provide service throughout the entire county.

An initial review of Paulding Transit's ridership trends indicated the need for service modifications to improve efficiency. A more detailed operational analysis is recommended to examine service issues in greater detail and develop a comprehensive listing of suggested service modifications. It is recommended that Paulding County coordinate with the ATL Authority to utilize available regional transit funding to conduct this operational analysis for Paulding Transit.

Expand Service Fleet

A major factor affecting Paulding Transit's ability to meet trip demands is a limited-service fleet. With only five vehicles operating at maximum service, the agency is severely constrained in the number of daily trips they can provide. In the years prior to the COVID-19 pandemic, the agency operated seven vehicles at maximum service. For comparison purposes, the demand response fleet sizes of regional peers and their population and land area served are listed below:

- Paulding Transit – 5 passenger vans, 173,780 pop. (2021), 314 sq. mi.
- Bartow Transit – 12 passenger vans, 110,843 pop. (2021), 470 sq. mi.
- Cherokee Area Transit System – 16 passenger vans, 274,615 pop. (2021), 434 sq. mi.
- Henry County Transit – 29 passenger vans, 245,235 pop. (2021), 327 sq. mi.
- Forsyth Transit – 9 passenger vans, 260,206 pop. (2021), 247 sq. mi.

Compared to regional peers, Paulding Transit's fleet size is not consistent with the population served or geographic size of the county. To meet existing trip demands, expanding the vehicle fleet is recommended to improve services and expand coverage to all areas of the county.



Transportation Demand Management Recommendations

Transportation Demand Management (TDM) is a set of strategies that provide alternatives to driving alone in single-occupancy vehicles. A major goal of TDM is to maximize the efficient use of the transportation network by providing options that may shift modes or reduce demand during peak commuting periods. TDM strategies include remote teleworking, flexible work schedules, carpooling, vanpooling, walking, biking, and transit use.

Recommendations for TDM include continuing to support and build upon the measures Paulding County currently engages in:

- Continue to work in partnership with Georgia Commute Options (GCO), the Atlanta region's TDM resource to encourage commute alternatives. GCO works with employers, local governments, and commuters to promote carpooling, vanpooling, walking/biking and transit. GCO provides carpool and vanpool matching services and financial incentives.
- Maintain and build upon the service offerings of Paulding Transit to provide transportation alternatives for county residents and vital transportation connections for seniors and individuals with disabilities.
- Continue to work in coordination with the ATL's Xpress commuter bus and commuter vanpool programs to provide convenient and accessible commute options for Paulding County residents.
- Further invest in the county's bicycle and pedestrian network, through the active transportation projects, to increase the viability of walking and biking as a travel alternative.

Figure 8.20: Georgia Commute Options



8.7 Aviation Recommendations

The Paulding Northwest Atlanta Airport – Silver Comet Field (PUJ) located in western section of the county off US 278 opened in 2008. The airfield has a single runway oriented in a northwest/southeast direction. The runway is equipped with high intensity runway lighting, runway end identifier lights, precision approach path indicators, and an instrument landing system. The County operates the Fixed Base Operator (FB) offering full-service and self-service fueling. There is a 23,000-sf terminal building with a pilot's lounge, restrooms, and a conference area. There are 27 tie-down spaces as well as a set of T-hangars and a bulk hangar.

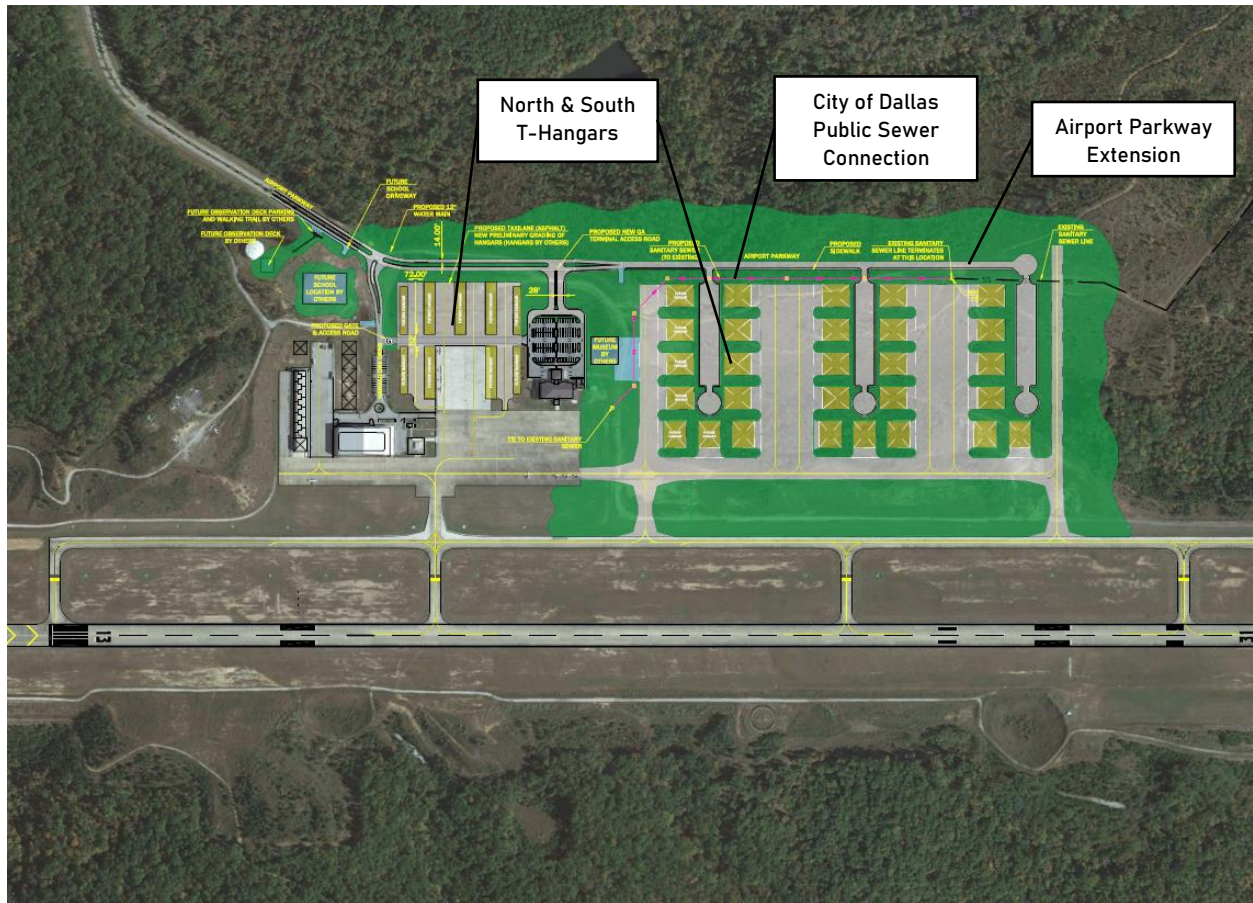
Operations have more than doubled in the past two years and are expected to double again in the next two years. There are currently three private flights schools, and an A&P school (airframe and powerplant mechanics) is under construction, opening in 2024, that will serve approximately 100 students at a time. The airport also houses the only convention meeting space in west Paulding.

The Paulding Northwest Atlanta Airport High-Level Strategic Plan is Silver Comet Field's guiding document for the development and expansion of both infrastructure and operations. The plan's mission statement includes managing and operating an efficient facility that meets



the aviation needs of the community; supporting economic development opportunities; and enhancing the educational experience of students of all levels. **Figure 8.21** shows the future development projects planned for the airport including south and north t-hangars, Airport Parkway extension, terminal area expansion, City of Dallas public sewer connection, and more.

Figure 8.21: Paulding Northwest Atlanta Airport Future Development Projects



The area around the airport is also designated as the Airport Employment Hub on the Comprehensive Plan's Supporting Policy Map indicating it has been prioritized for continued employment growth. It is recommended that Paulding County continue to identify necessary surface transportation improvements to support the airport and surrounding area's growth. This may include new roadway connections, traffic control and safety improvements, pedestrian and bicycle connections, and transit service considerations as demand to access the area grows.

8.8 Studies Recommendations

Through the CTP planning process, a series of additional studies were identified. These key corridors, areas, and modal planning require a more detailed level of analysis than can be provided within a CTP. Recommended planning studies have been detailed in **Table 8.12**. These include several new location roadway feasibility studies, traffic operations and safety studies, and countywide or citywide studies. New roadway feasibility studies and traffic operations and safety studies have been mapped in **Figure 8.22**.



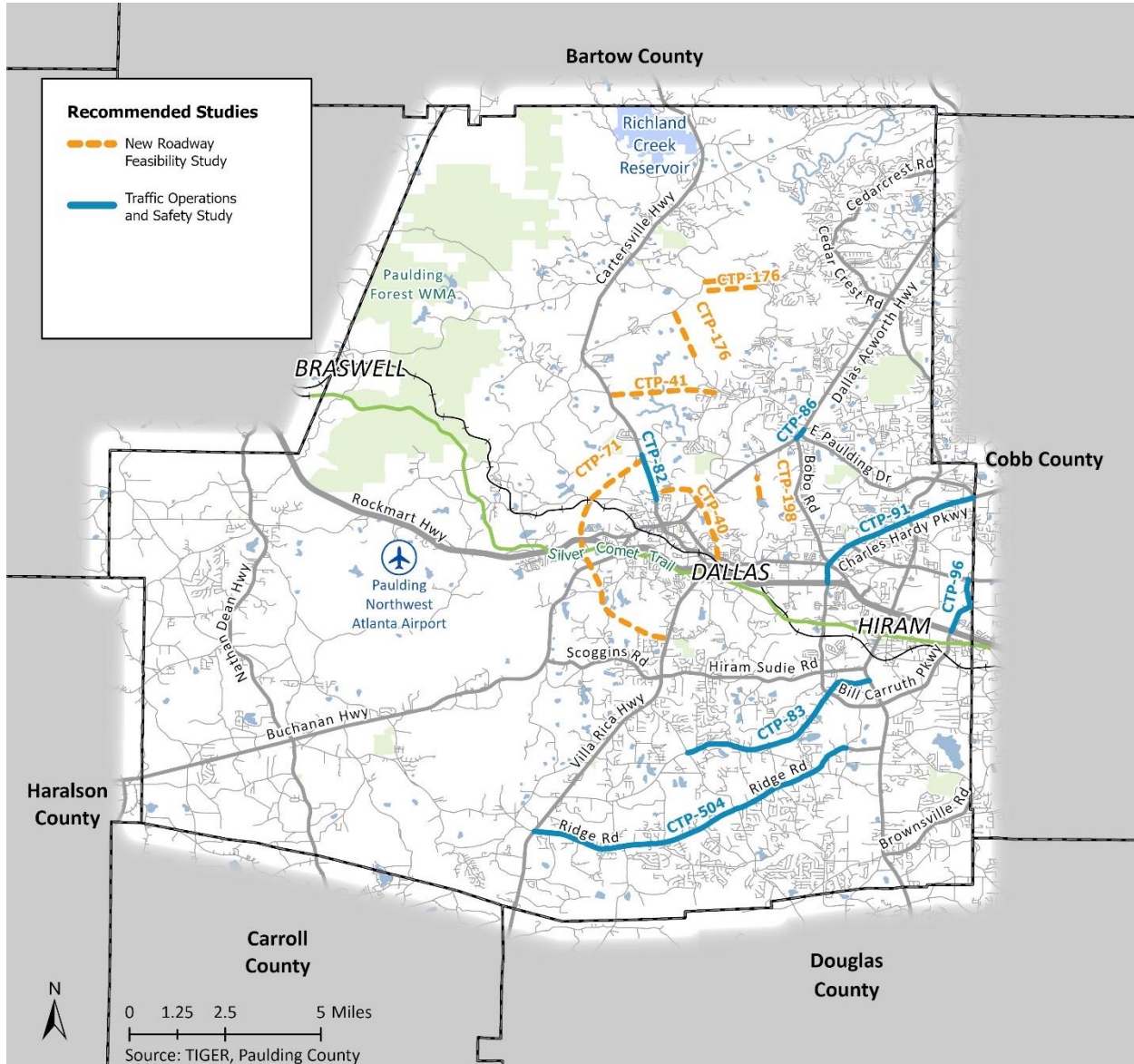
Paulding County Comprehensive Transportation Plan
Final Report

Table 8.12: Recommended Planning Studies

CTP ID	Name	Description	Estimated Cost
New Roadway Feasibility Studies			
CTP-40	East Dallas Bypass Study	Feasibility study of new location roadway that would serve as a downtown Dallas bypass road from the SR Business 6 (Merchants Dr) to SR 61 (Villa Rica Hwy)	\$50,000
CTP-41	West Paulding Connector Study	Feasibility study of new roadway connection from Old Cartersville Rd to SR 61 (Cartersville Hwy)	\$50,000
CTP-71	West Dallas Bypass Study	Feasibility study of a west Dallas bypass from SR 61 (Villa Rica Hwy) to SR 61 (Cartersville Hwy)	\$50,000
CTP-176	Mt. Moriah Rd Connectivity Study	Feasibility study of the new east-west connection to Mount Moriah Rd in the Pumpkinvine Creek area. Three candidate connections include Electric Dam Rd, Naturewalk Blvd and Pine Ridge Path	\$100,000
CTP-198	New Roadway Study at Coach Bobby Dodd Rd	Feasibility study of new roadway connection north of Coach Bobby Dodd Rd and Dodd Lake	\$50,000
Traffic Operations and Safety Studies			
CTP-82	SR 61 (Cartersville Hwy) Speed Study	Consider speed limit reduction (55 mph currently), improve lighting along corridor	\$125,000
CTP-83	Nebo Rd Corridor Safety Study	Safety study to address elevated crash rate (injury and all crashes) and recommend appropriate countermeasures.	\$50,000
CTP-96	Poplar Springs Rd Scoping Study	Scoping study for operational/capacity improvements on Poplar Springs Road from US 278 (Wendy Bagwell Pkwy) to SR 360 (Macland Rd)	\$100,000
CTP-86	New Hope Area – Dallas Acworth Hwy	Scoping study for operational/capacity improvements in the New Hope area of Dallas Acworth Hwy from south of Bobo Rd to north of Due West Rd	\$1,000,000
CTP-91	SR 120 (Charles Hardy Pkwy) Scoping Study	Scoping study for operational/capacity improvements on SR 120 (Charles Hardy Pkwy) from US 278 (Jimmy Lee Smith Pkwy) to the Cobb County line	\$250,000
CTP-504	Ridge Rd Scoping Study	Scoping study for operational/capacity improvements on Ridge Road from Laird Road to SR 61 (Villa Rica Hwy)	\$200,000
Countywide and Citywide Studies (Not Mapped)			
CTP-217	Countywide Comprehensive Bike/Ped Master Plan	Build upon the CTP recommendations to develop a comprehensive bike and pedestrian master plan	\$200,000
CTP-273	City of Braswell Silver Comet Trailhead Development Plan	City of Braswell trailhead development plan	\$30,000
CTP-274	City of Dallas Wayfinding and Signage Master Plan	City of Dallas wayfinding and signage master plan	\$25,000
CTP-571	Safe Streets and Roads for All – Safety Action Plan	A Safety Action Plan focusing on a reduction of fatalities and crashes, along with an overall increase in safety for all users of the Paulding County roadway network.	\$250,000
CTP-572	Paulding Transit Operational Analysis	Comprehensive operational analysis of Paulding Transit to identify service improvements	\$50,000



Figure 8.22: Recommended Planning Studies



9 CONCLUSIONS & IMPLEMENTATION

The final recommendations of the CTP should be used as a roadmap for Paulding County and its cities as they continue to plan, design, construct, operate, and maintain the transportation system within in the county and in coordinating with state and regional partners in securing funding to implement improvements. The recommendations outlined in Chapter 8 provide a list of projects, phased implementation plan, and other strategies to serve as this guide

This CTP should be used as a foundation and starting point for future CTP updates, which should occur roughly every five years in conjunction with comprehensive plan updates. Paulding County should review the CTP's implementation plan annually to make adjustments for projects moving forward and changing needs. As recommended projects and strategies advance into additional study, concept development, and design, the Comprehensive Plan's Future Development Map and Supporting Policy Map should be reviewed to ensure the transportation strategies of those areas are integrated into the project's development.

To help realize the recommendations within this plan regular coordination and partnerships are essential. State and regional agencies such as GDOT, ARC, the ATL Authority, SRTA, GRTA, and others like the PATH Foundation will be critical partners in helping to fund the CTP's recommendations via federal and state grants, calls for projects, through formula funding programs, and other sources. Continuing coordination with Paulding County departments, the cities, and neighboring jurisdictions on joint efforts to conduct additional planning, scoping, funding, and project delivery should also be pursued as appropriate.

