

Welcome!

Paulding County is working with its residents and community stakeholders on two important transportation studies. Both of these studies build upon previous County plan, including the recently completed Comprehensive Transportation Plan.

Major Corridors Study

This study will determine locations for corridor improvements and potential new roadway connections to meet County's transportation needs and improve safety, mobility, and access for all roadway users. It provides a special focus on preparing major corridors for anticipated growth while protecting and preserving major corridors with significant historic or local characters. It will also align with the character areas and policy corridors identified in Paulding County's Comprehensive Plan, which guides future land use and development.



pauldingmajorcorridors.com

Comprehensive Safety Action Plan

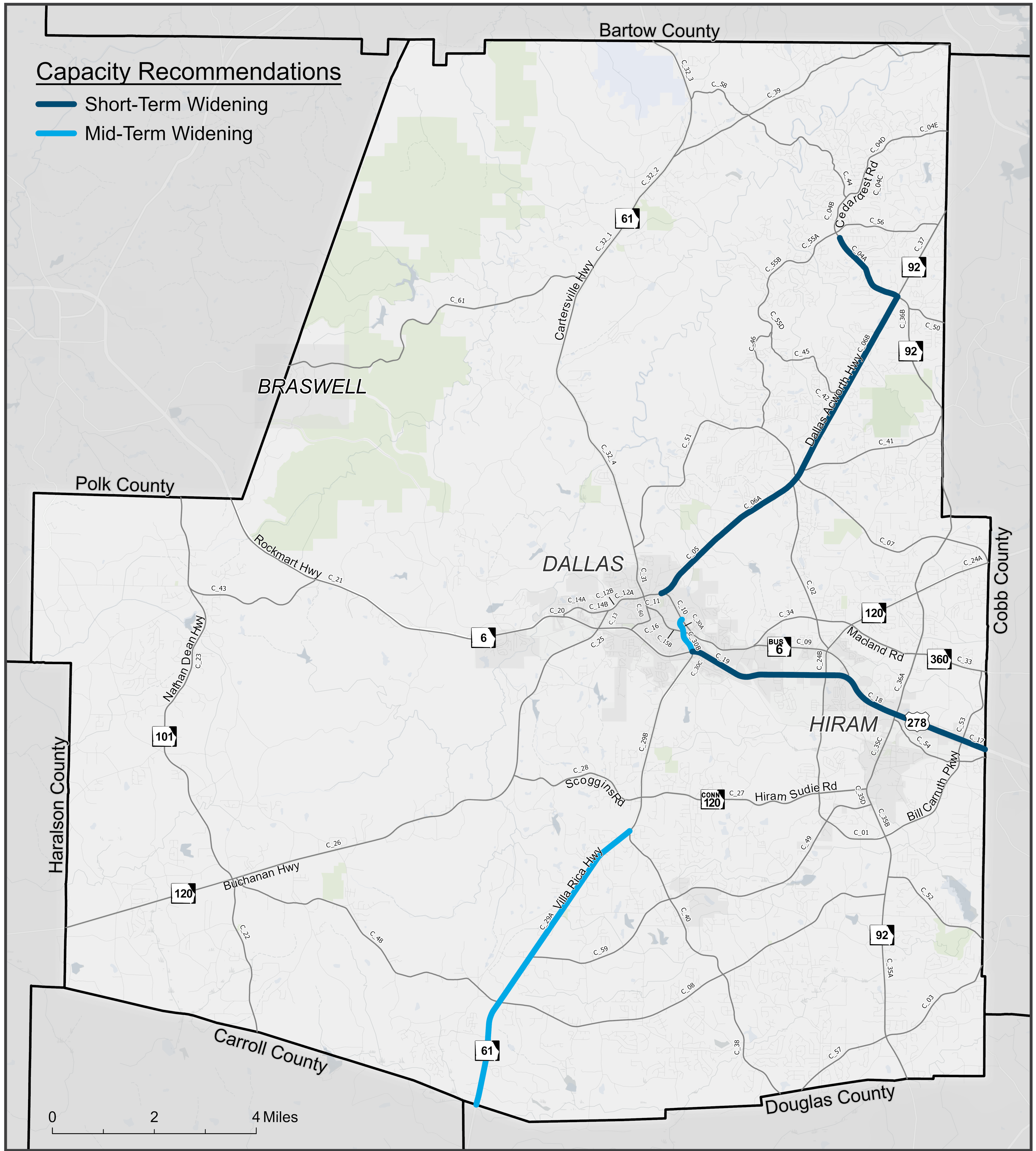
This plan will further the County's goal to provide a safe transportation system for all users. It will serve as an important step for affecting positive and significant change in roadway safety, with a focus on reducing and eliminating serious injury and fatal crashes. It will identify roadway safety issues and recommend projects and strategies that address the most significant safety risks in Paulding County.



pauldingcsap.com



Activity: Short and Mid-Term Capacity Projects



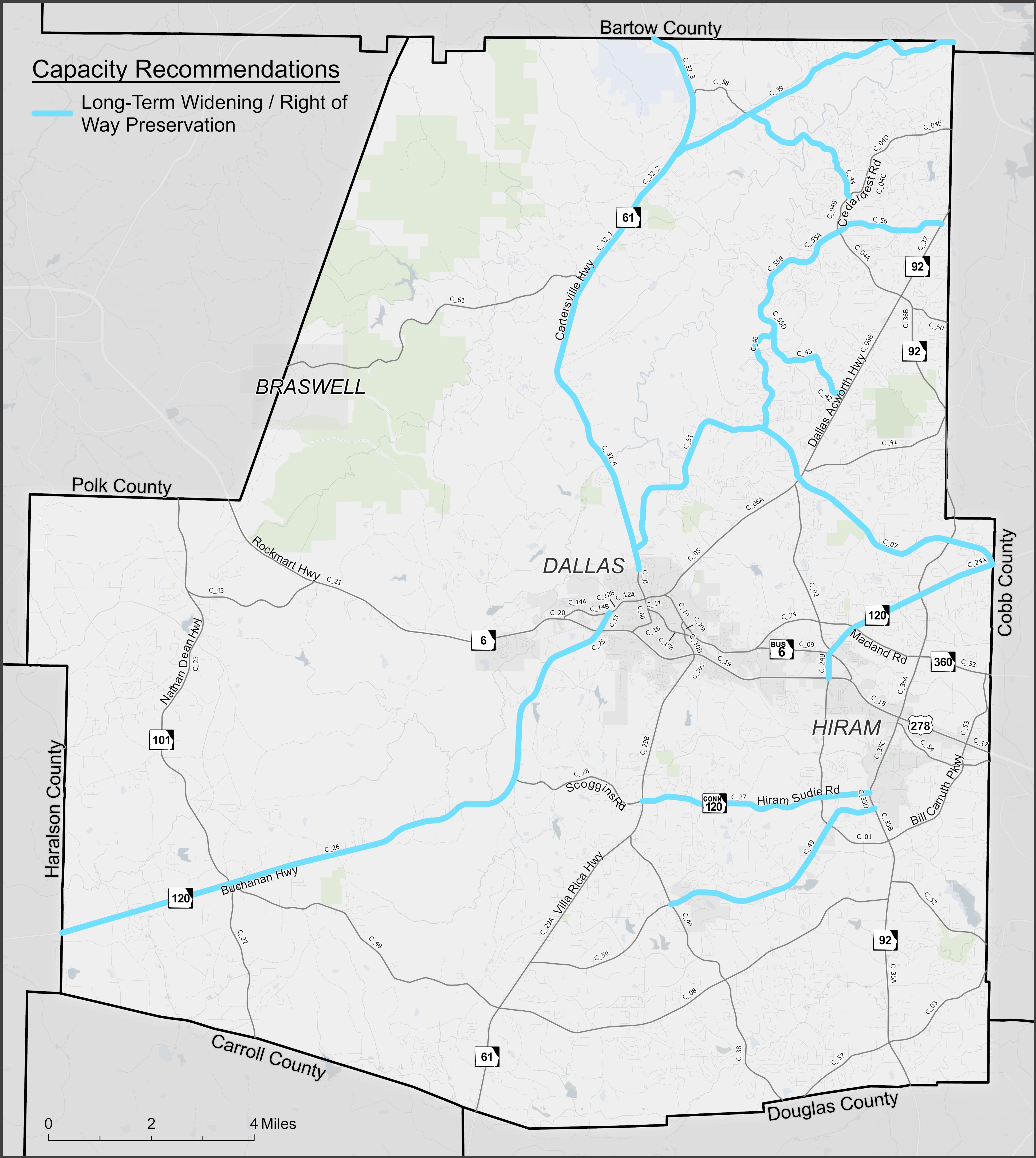
Voting	Major Corridor	Recommendation	Estimated Cost
	C_04a: Cedarcreek Rd from SR 92 (Dallas Acworth Hwy) to Oak Glen Dr	Short-Term Widening from 2 to 4 Lanes	\$ 28,000,000
	C_05: East Memorial Dr from Industrial Blvd N to Merchants Dr/ Lester Dr	Short-Term Widening from 2 to 4 Lanes	\$ 25,000,000
	C_06A: Dallas Acworth Hwy from Frey Rd to Industrial Blvd N	Short-Term Widening from 2 to 4 Lanes	\$ 63,000,000
	C_06B: Dallas-Acworth Hwy from SR 92 (Hiram-Acworth Hwy) to Frey Rd/Mt. Tabor Church Rd	Short-Term Widening from 2 to 4 Lanes	\$ 37,000,000
	C_17: US 278 (Wendy Bagwell Pkwy) from Cobb County Line to Metromont Rd/Greenfield Rd	Short-Term Widening from 4 to 6 Lanes	\$ 12,000,000
	C_18: US 278 (Jimmy Lee Smith Pkwy) from Metromont Rd to Palisades Pkwy	Short-Term Widening from 4 to 6 Lanes	\$ 42,000,000
	C_19: US 278 (Jimmy Campbell Pkwy E) from Palisades Pkwy to SR 61 (Nathan Dean Blvd)	Short-Term Widening from 4 to 6 Lanes	\$ 24,000,000
	C_29A: SR 61 (Villa Rica Hwy) from Wateredge Dr (Douglas County Line) to Dallas Nebo Rd	Mid-Term Widening from 2 to 4 Lanes	\$ 127,000,000
	C_30A: SR 61 (Nathan Dean Blvd) from SR 6 Bus (Merchants Dr) to Hardee St	Mid-Term Widening from 2 to 4 Lanes	\$ 5,000,000
	C_30B: SR 61 (Nathan Dean Blvd) from Hardee St to US 278 (Jimmy Campbell Pkwy)	Mid-Term Widening from 2 to 4 Lanes	\$ 9,000,000

We want to hear from you!

Select up to three major corridors that you think are the most critical projects to move forward and would benefit most from proposed capacity improvements. Sticky Notes are available to leave comments.



Activity: Long-Term Capacity Projects



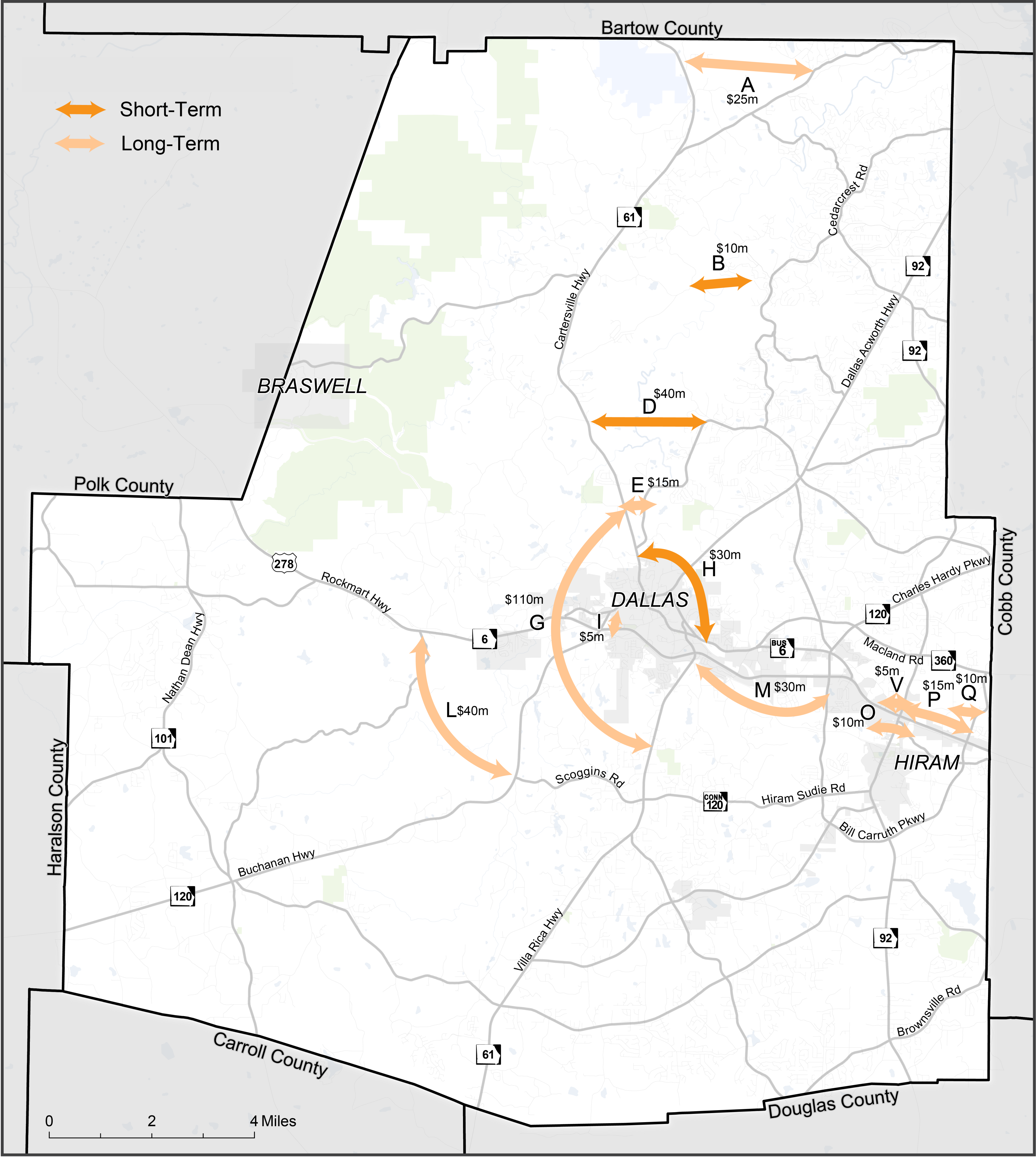
Voting	Major Corridor	Recommendation	Estimated Cost
	C_07: East Paulding Dr from SR 120 (Charles Hardy Pkwy) to Dallas-Acworth Hwy	Long-Term Widening from 2 to 4 Lanes	\$ 112,000,000
	C_13: SR 120 (Buchanan St) from SR 6 Bus (West Memorial Dr) to US 278 (Jimmy Campbell Pkwy)	Long-Term Widening from 2 to 4 Lanes	\$ 10,000,000
	C_24A: SR 120 (Charles Hardy Pkwy) from Village Blvd/ Hardy Springs Dr to Cobb County Line	Long-Term Widening from 4 to 6 Lanes	\$ 64,000,000
	C_24B: SR 120 (Charles Hardy Pkwy) from US 278 (Jimmy Lee Smith Pkwy) to Village Blvd/Hardy Springs	Long-Term Widening from 4 to 6 Lanes	\$ 13,000,000
	C_25: SR 120 (Buchanan St) from West Ave to US 278 (Jimmy Campbell Pkwy)	Long-Term Widening from 2 to 4 Lanes	\$ 6,000,000
	C_26: SR 120 (Buchanan Hwy) from Westside Cir to Haralson County Line	Long-Term Widening from 2 to 4 Lanes	\$ 200,000,000
	C_27: Hiram-Sudie Rd from SR 61 (Villa Rica Hwy) to SR 92 (Hiram Douglasville Hwy)	Long-Term Widening from 2 to 4 Lanes	\$ 111,000,000
	C_32_1: SR 61/Cartersville Hwy from Braswell Mountain Rd to Burnt Hickory Park	Long-Term Widening from 2 to 4 Lanes	\$ 40,000,000
	C_32_2: SR 61/Cartersville Hwy from Burnt Hickory Park to Dabbs Bridge Rd	Long-Term Widening from 2 to 4 Lanes	\$ 33,000,000
	C_32_3: SR 61/Cartersville Hwy from Dabbs Bridge Rd to Bartow County Line	Long-Term Widening from 2 to 4 Lanes	\$ 64,000,000
	C_32_4: SR 61/Cartersville Hwy from Westminster Rd (Dallas City Limits) to Braswell Mountain Rd	Long-Term Widening from 2 to 4 Lanes	\$ 151,000,000
	C_39: Dabbs Bridge Rd from SR 61 (Cartersville Hwy) to Bartow County Line	Long-Term Widening from 2 to 4 Lanes	\$ 151,000,000
	C_44: Harmony Grove Church Rd from Cedarcrest Rd to Dabbs Bridge Rd	Long-Term Widening from 2 to 4 Lanes	\$ 74,000,000
	C_45: Gulledge Rd from Frey Rd to Seven Hills Blvd	Long-Term Widening from 2 to 4 Lanes	\$ 54,000,000
	C_46: Gulledge Rd from Seven Hills Blvd to Old Cartersville Rd	Long-Term Widening from 2 to 4 Lanes	\$ 56,000,000
	C_49: Nebo Rd from Dallas Nebo Rd to SR 92 (Hiram Douglasville Hwy)	Long-Term Widening from 2 to 4 Lanes	\$ 120,000,000
	C_51: Old Cartersville Rd from Dallas Acworth Hwy to SR 61 (Cartersville Hwy)	Long-Term Widening from 2 to 4 Lanes	\$ 141,000,000
	C_55A: Seven Hills Blvd from Cedarcrest Rd to Treadstone Ln (continue widening SW of bridge)	Long-Term Widening from 2 to 4 Lanes	\$ 25,000,000
	C_55B: Seven Hills Blvd from Treadstone Ln to County Services Ln	Long-Term Widening from 2 to 4 Lanes	\$ 7,000,000
	C_55C: Seven Hills Blvd from County Services Ln to Serenity Ln	Long-Term Widening from 2 to 4 Lanes	\$ 20,000,000
	C_55D: Seven Hills Blvd from Serenity Ln to Gulledge Rd	Long-Term Widening from 2 to 4 Lanes	\$ 14,000,000
	C_56: Seven Hills Conn. from SR 92 (Dallas Acworth Hwy) to Cedarcrest Rd	Long-Term Widening from 2 to 4 Lanes	\$ 52,000,000

We want to hear from you!

Select up to three major corridors that you think should be prioritized in the short- or mid-term (green dots). Additionally, select up to three corridors you do not think should be widened (red dots).



Activity: Potential New Connections



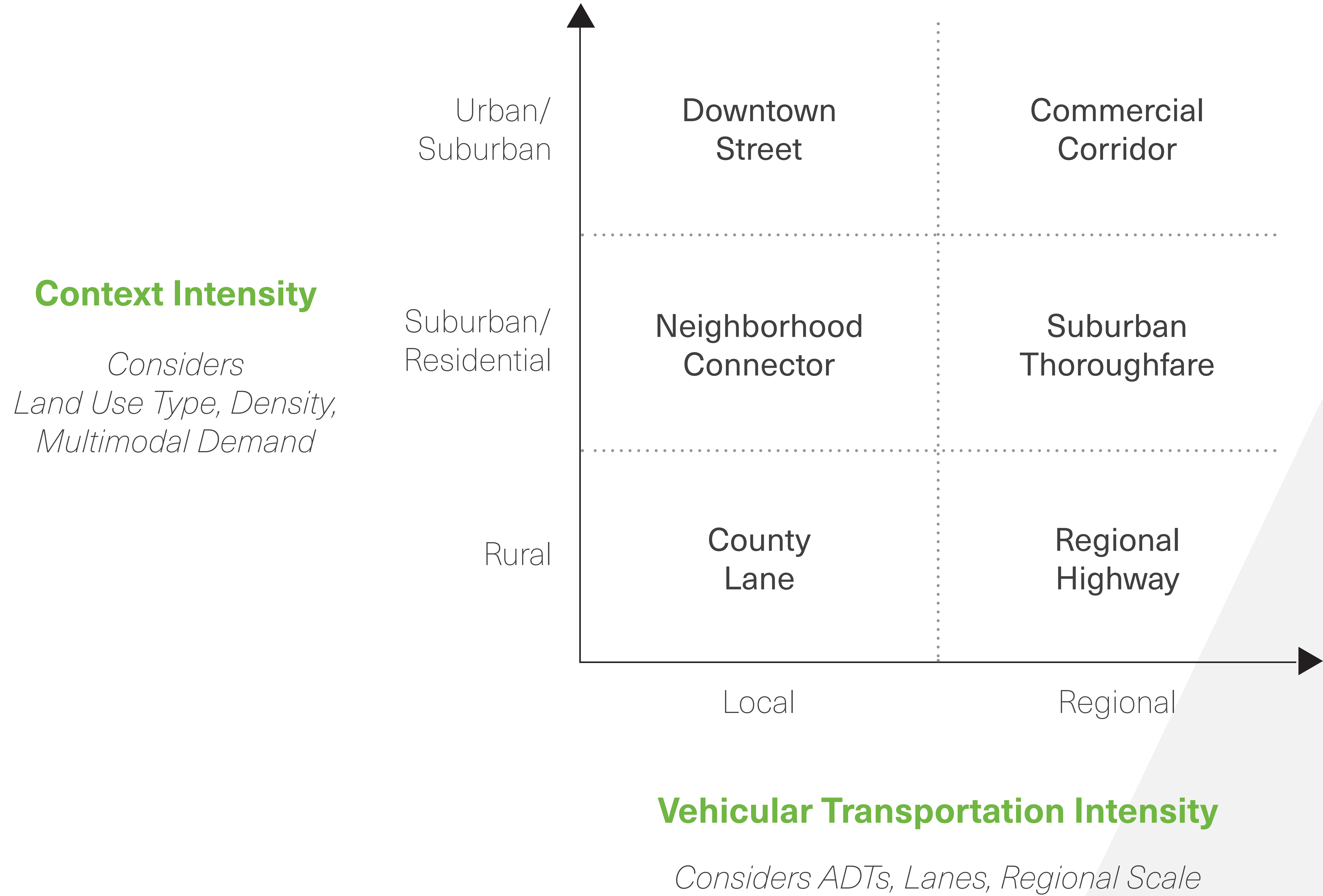
Voting	Potential New Connection	Priority	Volume	Cost
	B: New Roadway Connection between Mt. Moriah Rd and Naturewalk Pkwy	Short-Term	4,500 - 6,500	\$10,000,000
	D: West Paulding Connection from Old Cartersville Rd to SR 61 (Cartersville Hwy)	Short-Term	6,000 - 10,000	\$40,000,000
	H: East Dallas Bypass from SR Bus 6 (Merchants Dr) to SR 61 (Villa Rica Hwy)	Short-Term	6,000 - 8,000	\$25,000,000
	A: Dabbs Bridge Rd Area Connector	Long-Term	3,000 - 7,000	\$25,000,000
	E: New Roadway Connection between SR 61 (Cartersville Hwy) and Old Cartersville Rd	Long-Term	6,500 - 8,500	\$10,000,000
	G: West Dallas Bypass from SR 61 (Villa Rica Hwy) to SR 61 (Cartersville Hwy)	Long-Term	4,000 - 8,000	\$110,000,000
	I: Justice Center Dr connection from Constitution Blvd to US 278	Long-Term	250 - 1,500	\$5,000,000
	L: New Connection between SR 6/US 278 and SR 120 (Buchanan Hwy)	Long-Term	2,000 - 4,000	\$35,000,000
	M: New Connection South of US 278 between SR 61 (Villa Rica Hwy) to SR 92	Long-Term	2,500 - 7,500	\$30,000,000
	O: Rosedale Drive/Sims Rd Realignment	Long-Term	2,000 - 4,000	\$10,000,000
	P: Northern US 278 parallel route from SR 92 to Poplar Springs Rd	Long-Term	500 - 2,000	\$15,000,000
	Q: Lake Rd Extension to Poplar Springs Rd	Long-Term	1,000 - 2,000	\$10,000,000
	V: Northern US 278 parallel route (west of SR 92)	Long-Term	2,000 - 4,000	\$5,000,000

We want to hear from you!

The list of potential new roadway connections labeled A-V corresponds with the labels on the map. Use a green dot to show you'd prefer the new connection is higher priority and a red dot to show a new connection should be lower priority or not considered.



Typology Framework





Typology Design Elements



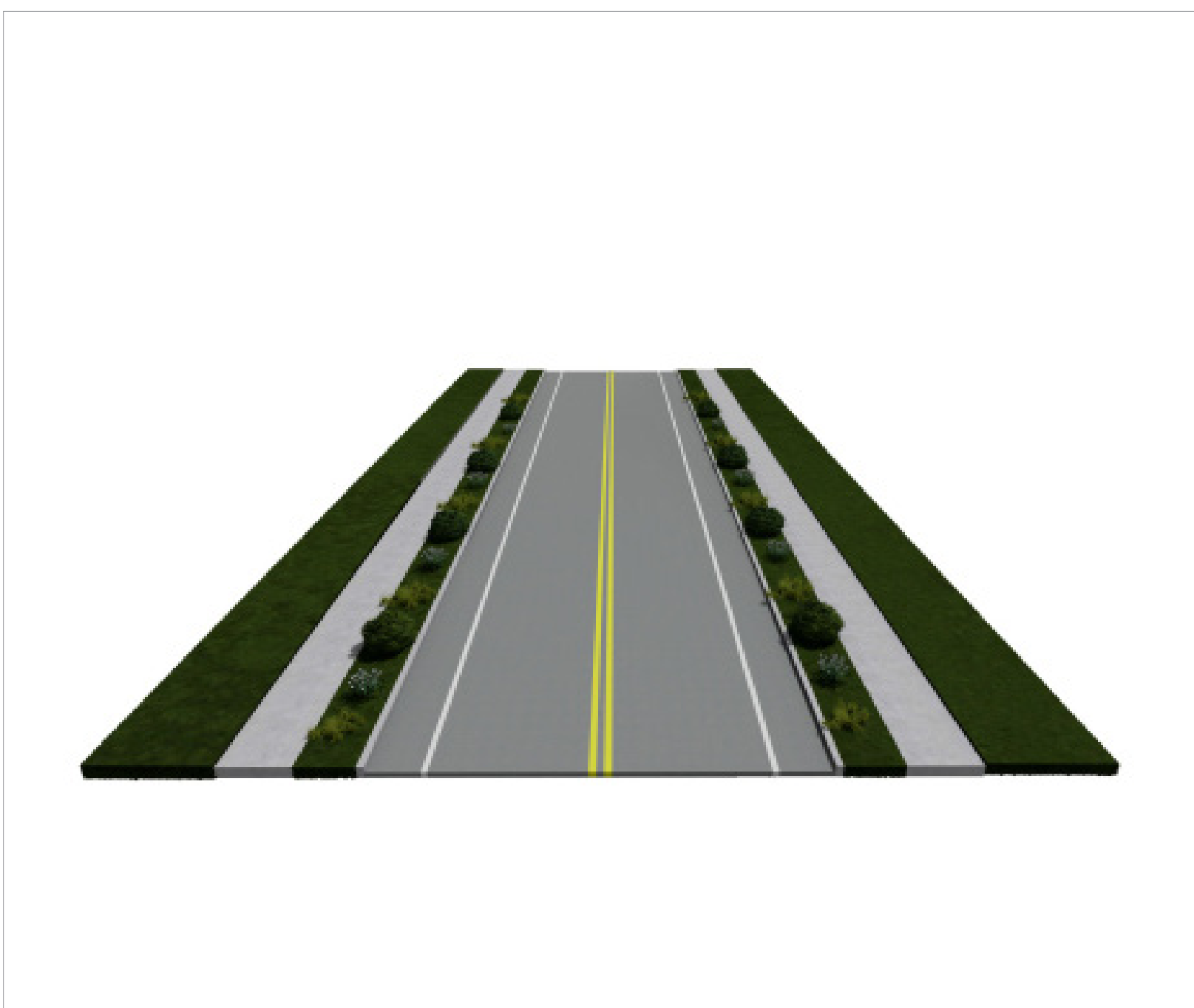
Downtown Street

- **Median:** Optional
- **Lanes:** Two, 11' wide
- **Buffer:** 4'-6'
- **Ped/Bike Facility:** Complete Street – wide sidewalks
- **Lighting:** Pedestrian Scale
- **Other Streetscaping:** Benches, trees, bike racks, street furniture, parking



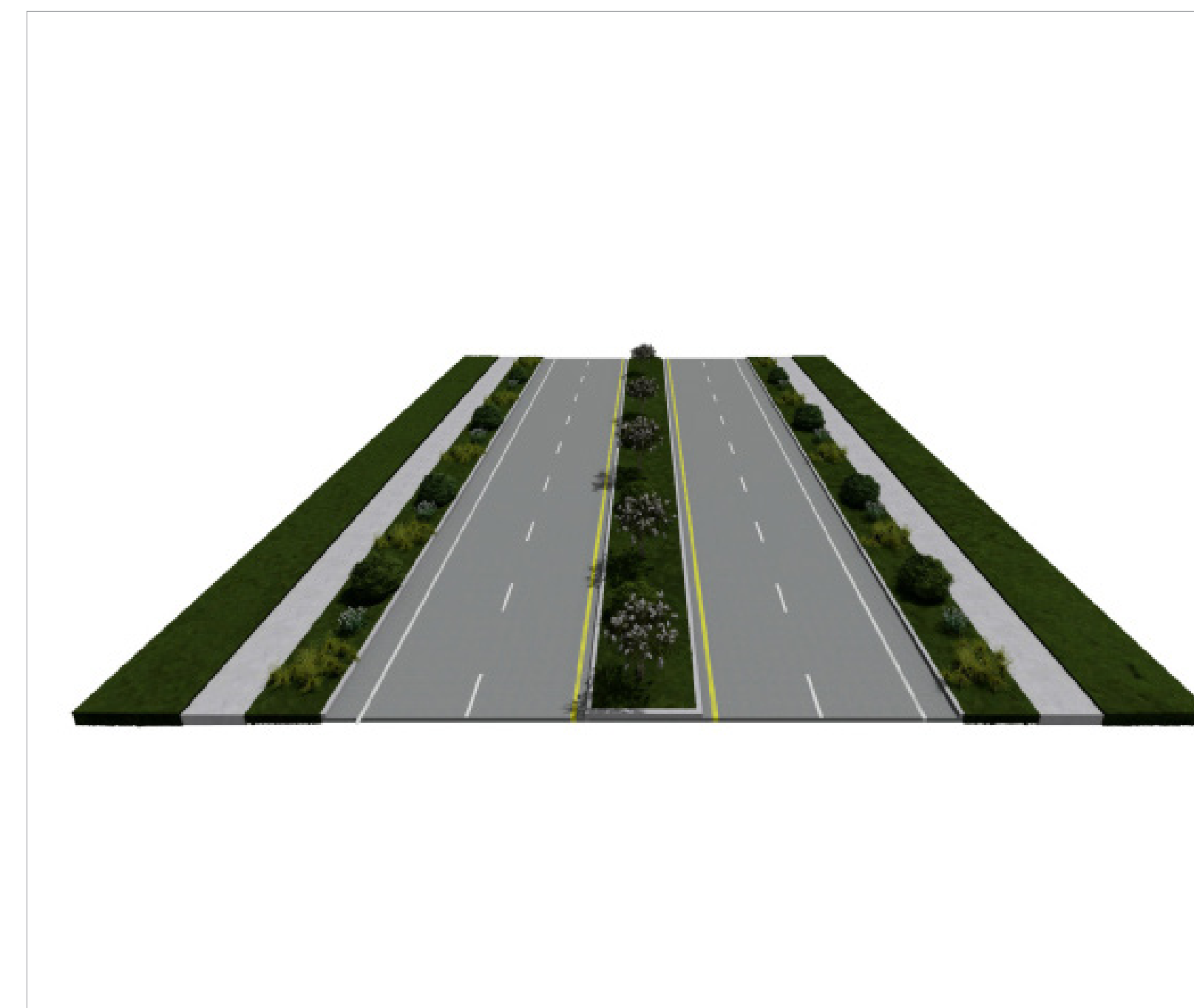
Commercial Corridor

- **Median:** Raised
- **Lanes:** Four, 12' wide
- **Buffer:** Raised with planting
- **Ped/Bike Facility:** Sidewalk or sidepath
- **Lighting:** Pedestrian Scale
- **Other Streetscaping:** Benches, shrubs, bike racks



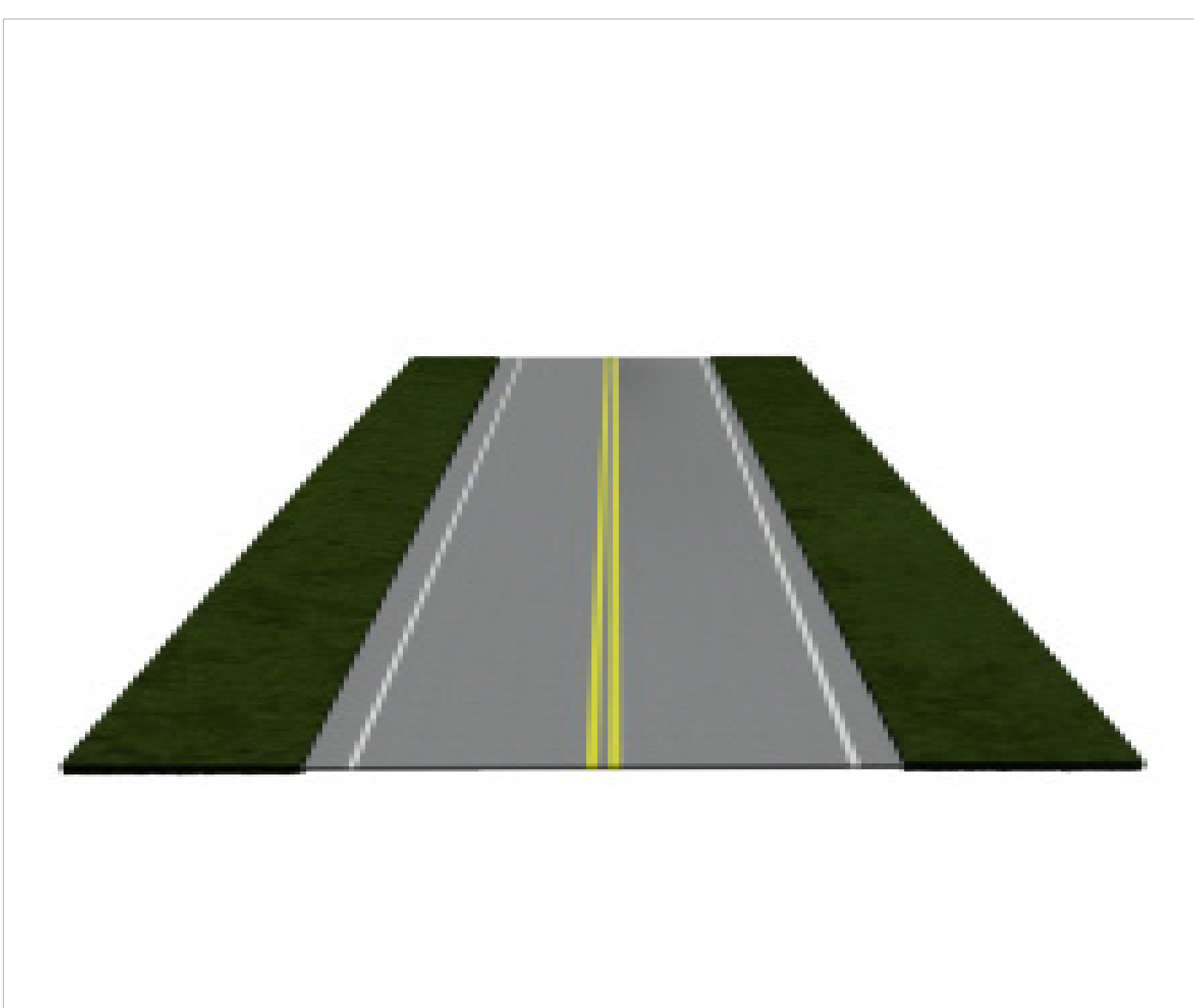
Neighborhood Connector

- **Median:** None
- **Lanes:** Two, 11'-12' wide
- **Buffer:** 5' to sidewalk
- **Ped/Bike Facility:** 6' sidewalk
- **Lighting:** None
- **Other Streetscaping:** Shrubs



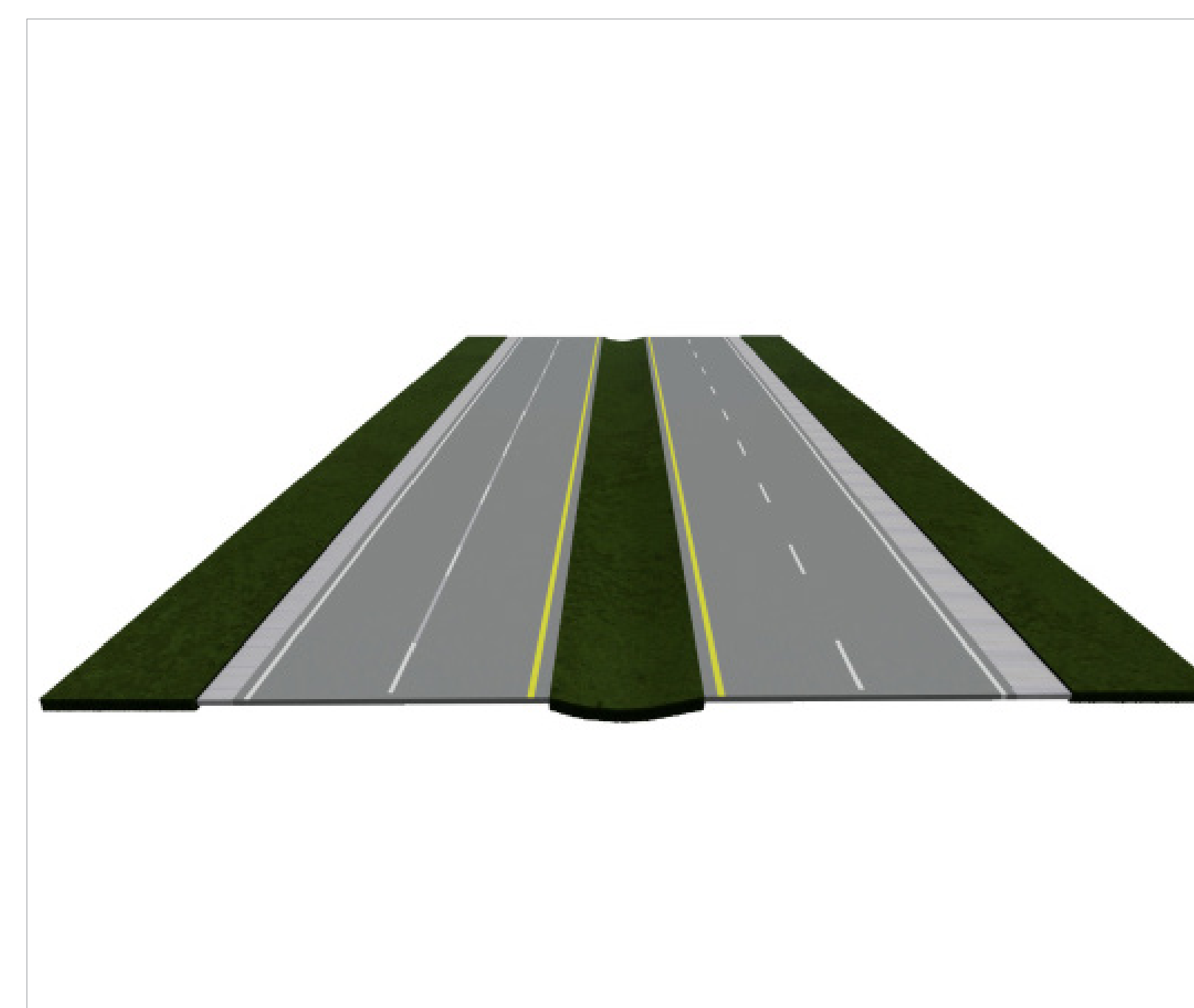
Suburban Thoroughfare

- **Median:** Raised
- **Lanes:** Four, 12' wide
- **Buffer:** 24' clear zone
- **Ped/Bike Facility:** Sidepath or sidewalk
- **Lighting:** Possibly, near intersections
- **Other Streetscaping:** Shrubs in median



County Lane

- **Median:** Optional
- **Lanes:** Two, 11'-12' wide
- **Buffer:** 18' clear zone
- **Ped/Bike Facility:** None
- **Lighting:** None
- **Other Streetscaping:** None



Regional Highway

- **Median:** Depressed
- **Lanes:** Four, 12' wide
- **Shoulder:** 6'-8'
- **Buffer:** 26' clear zone
- **Ped/Bike Facility:** None
- **Lighting:** None
- **Other Streetscaping:** None



Operations/Safety Treatments

Low-Cost Intersection Safety Improvements



Source: FHWA

Benefits

- Up to 27% reduction of fatal and serious injury crashes in rural areas
- Average cost-benefit ratio of 12:1

Cost: \$

Potential Location: Ridge Road

Segment Safety Improvements



Source: FHWA

Benefits

- Up to 51% reduction in run-off road crashes (shoulder rumble strips)
- Up to 64% reduction in head-on crashes (centerline rumble strips)

Cost: \$-\$\$

Potential Location: Dallas-Nebo Road

Turn Lanes at Key Intersections



Source: FHWA

Benefits

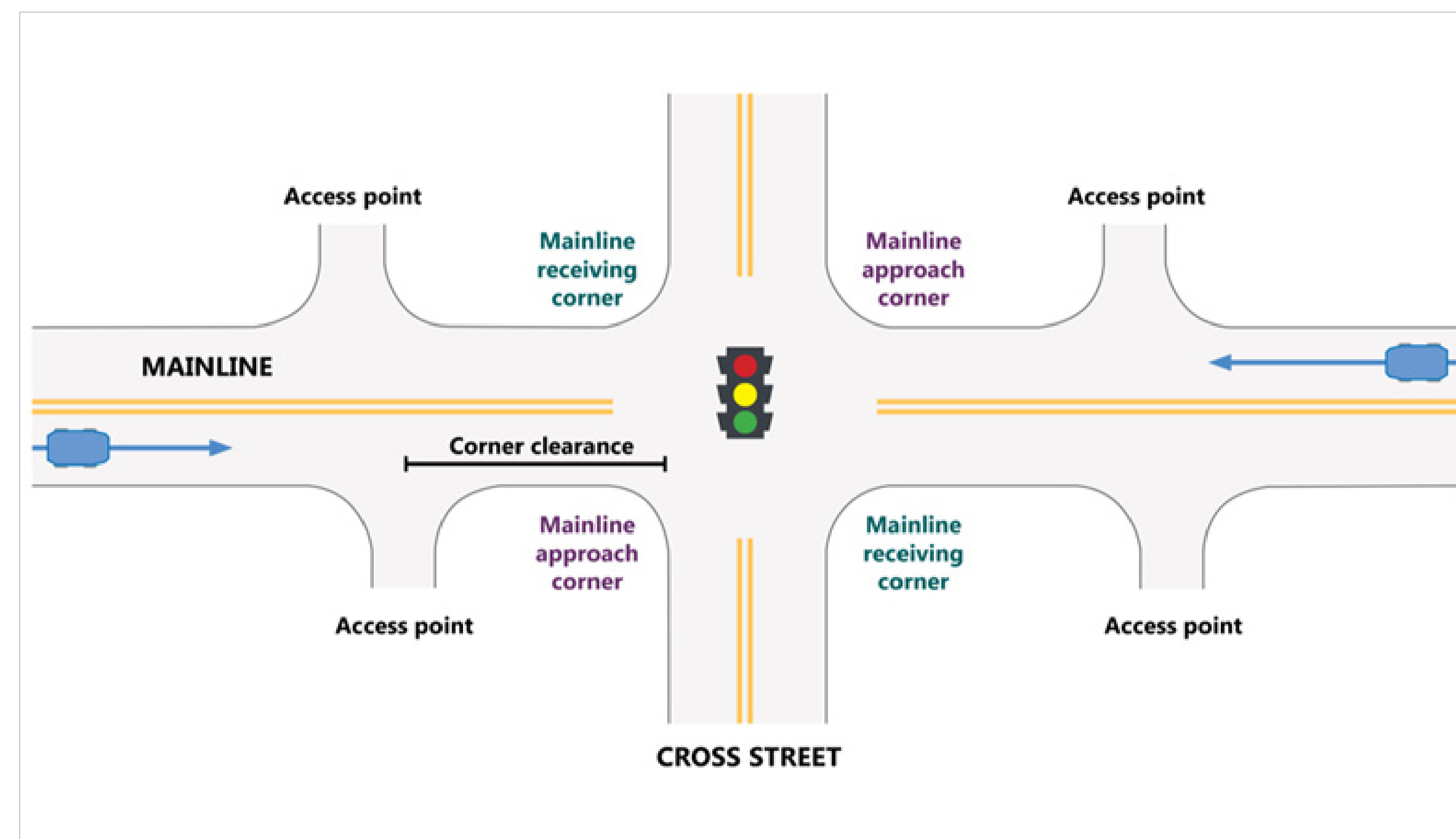
- Up to 48% reduction in total crashes with left turn lanes
- Up to 26% reduction with right turn lanes
- Potential congestion reduction

Cost: \$-\$\$\$

Potential Location: SR 61 (Cartersville Highway)

Operations/Safety Treatments

Access Management



Source: FHWA

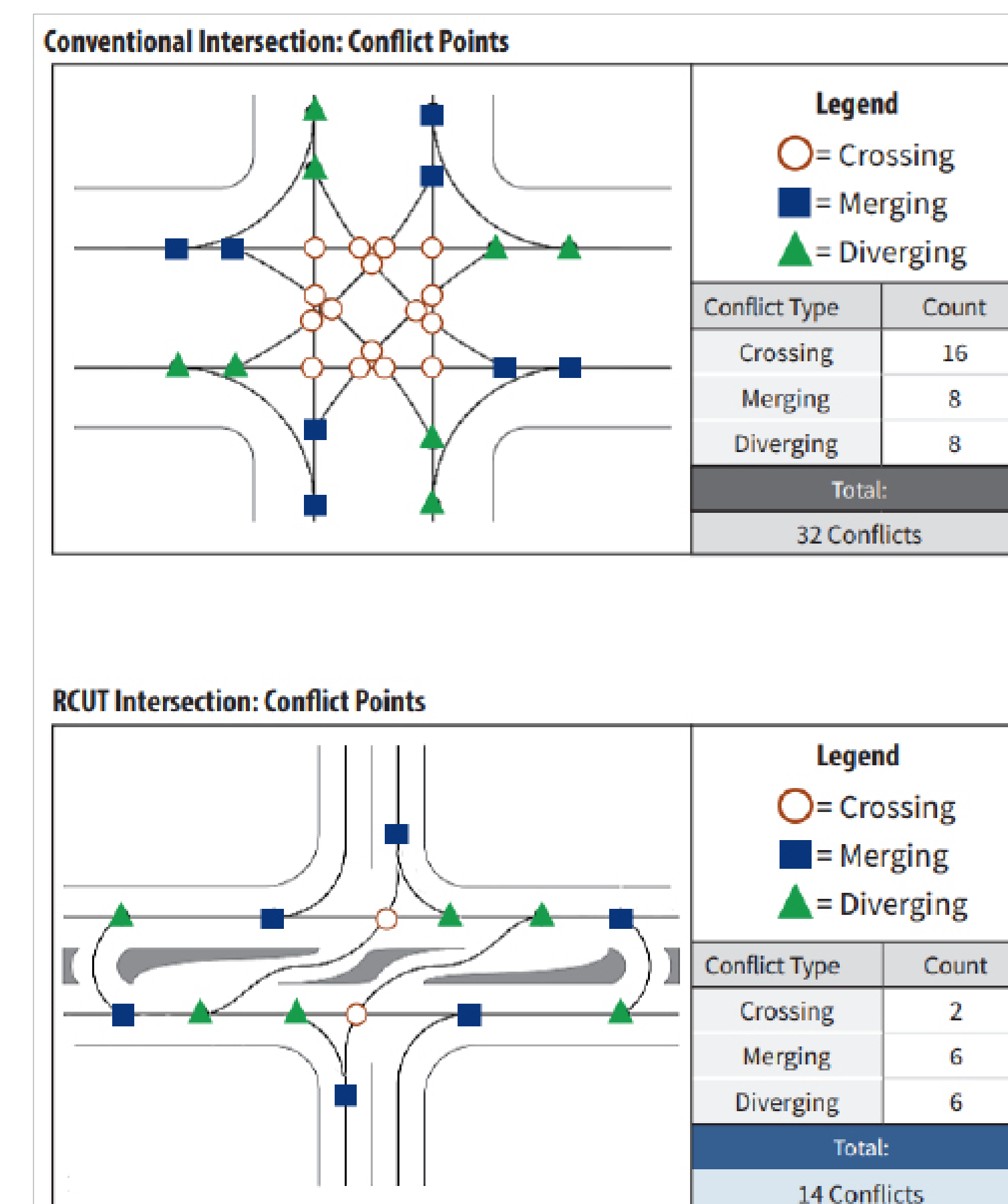
Benefits

- Up to 31% reduction in fatal and injury crashes
- Potential congestion reduction

Cost: \$-\$\$

Potential Location: SR 61 (Villa Rica Highway)

RCUT



Source: GDOT

Benefits

- Up to 63% reduction in fatal and injury crashes
- Potential congestion reduction

Cost: \$\$\$

Potential Location: SR 120 (Charles Hardy Parkway)

Roundabouts



Source: FHWA

Benefits

- Up to 82% reduction in fatal and injury crashes

Cost: \$\$\$\$

Potential Location: Gulledge Road



Multimodal Treatments

Pedestrian Hybrid Beacons



Source: City of Dunwoody

Benefits

- Up to 55% reduction in pedestrian crashes
- Up to 15% reduction in all fatal and serious injury crashes

Cost: \$\$

Potential Location: Cedarcrest Road

Rectangular Rapid Flashing Beacons



Source: Traffic Safety Supply

Benefits

- Up to 47% reduction in pedestrian crashes
- Increase motorist yield rates up to 98%

Cost: \$

Potential Location: Seven Hills Connector

Pedestrian Refuge islands



Source: NACTO

Benefits

- Up to 56% reduction in pedestrian crashes

Cost: \$\$

Potential Location: Bill Carruth Parkway