



Cobb County Comprehensive Transportation Plan Update 2040

RECOMMENDATIONS REPORT





This publication is an official publication of the Cobb County Board of Commissioners prepared in conjunction with the cities of Acworth, Austell, Kennesaw, Marietta, Powder Springs, and Smyrna.

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Recommendations Report

Acknowledgements	iii
Preface	1
Introduction	15
Public Involvement Effort	19
Existing Conditions and Needs	23
Recommendations	31
Funding	37
Implementation	51
Financially Constrained Recommendations	
Project List Tables and Maps	52



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Record of Official Action

<u>Jurisdiction</u>	<u>Date of Approval</u>
Cobb County Board of Commissioners	_____
Acworth Board of Alderman	_____
Austell City Council	_____
Kennesaw City Council	_____
Marietta City Council	_____
Powder Springs City Council	_____
Smyrna City Council	_____

Sharing our Story: Driving Cobb's Success with Transportation

Preface to CTP 2040



In Cobb County, we have a great story to share.

Home to more than 710,000 residents, 30,000 businesses, numerous Fortune 500 companies and premier institutions, our county is vibrant and diverse. Our neighborhoods are linked to jobs, shops, hospitals, parks and schools by a cohesive transportation system that makes it possible to safely walk, ride a bicycle, ride transit or drive using well-planned sidewalks, trails and roadways. We are always in motion and moving toward progress.

While portions of Cobb are developed and becoming increasingly urban, other areas embrace a quiet, suburban charm. With a unique mix of powerful economic expansion, natural recreation opportunities, and ever-growing entertainment options, exciting things are happening in Cobb County.



Cobb Transportation at a Glance

More than
2,500 miles of roadway

Home to Georgia's
**second-largest general
aviation airport**

Transit provides than **3.6 million
passenger trips** each year

**100 CCTV roadway
cameras** monitor
traffic conditions



CTP 2040 will drive Cobb County's future.

As we begin the next chapter of our impressive story, our transportation system must grow and adapt. Transportation paved the way for prosperity in the past, and we will be ready for continued success in the future. The Comprehensive Transportation Plan Update 2040 (CTP 2040) provides us with a blueprint for the future mobility of our county and cities guided by the voices of our citizens who took part in this monumental effort. It prioritizes responsible transportation solutions that optimize and preserve existing infrastructure, improve operational efficiency, and enhance transit service. These choices will drive our growth for years to come while maintaining the character that makes us proud to call Cobb home.

CTP Guiding Principles

Maximize performance of the transportation system

Improve access and manage traffic congestion

Achieve traveler safety and security

Drive economic competitiveness

Lead with cost-effective solutions

Cobb: Our Success Story

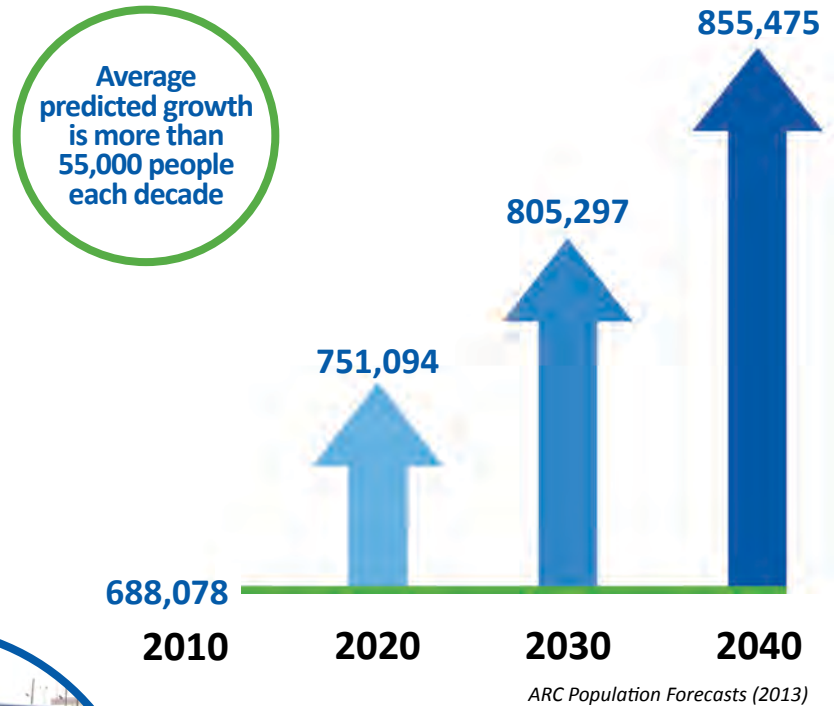
Cobb County is booming.

Our county has benefited from extraordinary population growth, economic expansion and land development over the past four decades. From 1970 to 2014, Cobb's population grew by an unprecedented 264 percent, making the county one of the fastest growing areas in the U.S. People flocked to Cobb because of our favorable business climate, thriving economy, excellent schools, and diverse quality of life, entertainment and recreation options. Because of this success, our county outpaced the 10-county Atlanta region, which grew 185 percent during the same period.

We are planning and will be ready for even more growth over the next 25 years. According to the Atlanta Regional Commission (ARC), Cobb's population is expected to increase by 27 percent and jobs to increase by nearly 50 percent by 2040.



Cobb County Projected Population



Cobb has diverse economic opportunities.

The economic expansion in each of Cobb's three major markets is unique. South Cobb's location advantage to interstates and rail primes the area for development and redevelopment opportunities in logistics, transportation and distribution. Cumberland has evolved into a popular play-work-stay community bolstered by an increase in professional job opportunities, a variety of housing options, and the 2017 arrival of the Atlanta Braves in the mixed-use development surrounding SunTrust Park. The Town Center area thrives with commerce associated with Kennesaw State University - Georgia's third-largest university - and Cobb County Airport, which is the second-largest general aviation airport in Georgia.

Cobb is also home to institutions and industries that help defend our freedom: Dobbins Air Reserve Base and a facility for Lockheed Martin, a global security and aerospace company. Our county offers world-class healthcare facilities anchored by WellStar Health System. Three community improvement districts (CID) - Cumberland, Town Center Area and Gateway Marietta - provide support to communities and are great contributors to Cobb's infrastructure and economic expansion.



Play, Work, Stay
model for mixed-
use development

More than
700,000 sq. feet
of mixed-use
space

\$400 million
private
investment in
Cumberland

365-day
destination and
activity center

Iconic communities thrive in Cobb.

The mature, suburban neighborhoods of East Cobb thrive with a sense of community and proximity to commercial arterials. West Cobb has witnessed the growth of new neighborhoods, but has kept an eye toward maintaining a rural flavor that celebrates its recent past. Marietta, the center of Cobb County government, has a vibrant town center with shops and restaurants lining the historic Marietta Square. Historic downtowns like Kennesaw and Acworth have expanded to include a mix of new activity near town centers and large neighborhoods on the cities' edges. From Powder Springs to Smyrna to Austell, each community in our county has its own flair that makes it a unique part of Cobb.



The Blossoming Atlanta Region

Home to more than
4.2 million people

Added **seventh-most new residents** compared to cities nationwide

Metro Atlanta boasts the **seventh-largest job growth** in the nation

Nearly **two-thirds** rated Atlanta as an "excellent" or "good" **place to live**

ARC State of the Region (2014)

Transportation Writes the Future



Continued growth starts with transportation.

The roads, bridges, sidewalks, trails, airport and transit system built to accommodate the influx of people during the last four decades transformed Cobb from a rural landscape to a mix of urban and suburban communities. Now, our infrastructure is reaching maturity at the same time more population and job growth is predicted by the Atlanta Regional Commission. Additionally, the demographic market and business trends all point to a need to think differently about Cobb's development, including transportation.

The largest demographic groups in our county – seniors and young professionals – have unique and complementary transportation needs. Our future as a rapidly growing county will bring challenges. From supporting high expectations for quality of life to supporting developments that are symbolic of our character and provide choice, transportation is at the center of these solutions. We are ready to tackle these challenges. CTP 2040 will guide our county's next chapter.

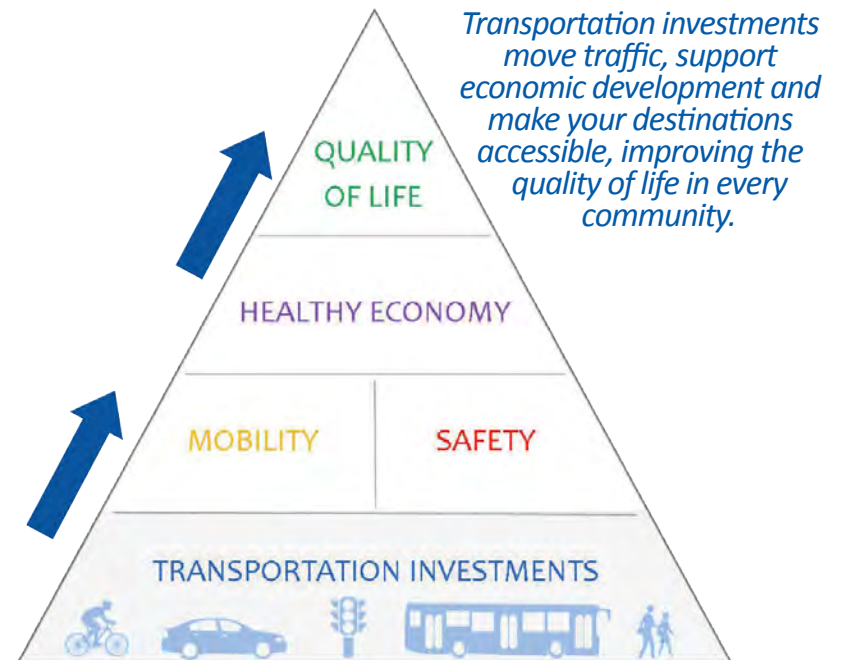


CTP 2040 will support Cobb's story.

As the story of our future unfolds, our long-term success relies on a world-class network of roadways, sidewalks, trails and transit responsive to the needs of the 21st century. As Cobb continues to change and grow, our transportation investment strategies must adapt accordingly.

Since our communities and economic drivers vary across the county, our continued development must reflect their unique needs and opportunities. Our transportation investments must keep people moving, support economic competitiveness and enhance accessibility of destinations to continue to improve the quality of life in every community. CTP 2040 supports this aim in conjunction with the Comprehensive Plans for Cobb and each of our cities.

To do this, CTP 2040 identifies a variety of projects - from transit to roadway to trails - that will help us reach our goals. The projects and strategies offer lasting benefits to Cobb for the short-, mid- and long-term future. Continuation of the county's SPLOST will enable Cobb to continue to leverage available state and federal resources and realize full implementation of this plan. Our transportation investments will help us turn the page and continue our county's story of success.





Roadway investments will keep Cobb in motion.

CTP 2040 also identifies innovative improvements to maximize the effectiveness of our excellent roadway system. CTP 2040 pinpoints Cobb's roadway needs in different areas of the county. Roadway expansion projects, such as the widening of Windy Hill Road in Cumberland, will make room for more trips and enhance safety in the bustling corridor. The addition of truck-friendly lanes and intersections in South Cobb improves access and traffic flow for truck traffic, helping us enjoy continued economic growth in the busy logistics and distribution sector.

New roadways, such as the South Barrett Reliever project near Town Center, alleviate congestion and provide more choices for moving east-west, which links retail, jobs and housing. Strategies and improvements are also outlined for bridges, traffic signals, traffic safety and keep a heavy focus on maintaining our existing infrastructure. These and other projects work together to better serve Cobb residents through enhanced safety, reduced congestion and improved traffic flow and make us ready for the future.



Transit will increase connectivity in Cobb.

Transit capacity improvements, similar to roadway expansions, improve the overall system and benefit more than just the immediate service area. CTP 2040 includes projects that would significantly enhance the availability and reliability of transit in Cobb County by tailoring to the unique transit needs of each area.

By 2040, transit use in Cobb will grow dramatically. Strategic investments in our transit network – including supportive sidewalks and trails that link jobs and houses to transit routes – will make it possible for us to serve an additional 40,000 transit trips per day for a total of 83,000 trips. That's 40,000 trips that won't require a car, allowing our roadways to move as many people and complete as many trips as possible.

Connect Cobb is a new, high-capacity transit service that will empower our residents, employees and visitors in their travels. Using dedicated lanes, Connect Cobb will quickly and reliably connect Kennesaw, Cumberland and Atlanta. The service would enhance access to employment centers, living choices and shopping opportunities, while also maintaining the character of nearby East and West Cobb neighborhoods. Transit thrives in mixed-use environments, and studies confirmed the I-75/Cobb Parkway (U.S. 41) corridor as the best choice in Cobb for high-capacity transit. During CTP public outreach, citizens consistently expressed a need and desire for better transit in this corridor. Connect Cobb answers the call with features that will best suit the area and give riders a new freedom in their transportation.



About 60% of
all Cobb County
residents live
within five miles
of Cobb
Parkway



New and improved bus service is also planned for other areas of our county. The projects include more frequent bus service and a new transfer center in the Austell Road corridor near the area of East-West Connector and a new route connecting Acworth, Kennesaw and KSU. A new route will also run through the heart of the South Cobb market, beginning at the Cumberland Transfer Center and ending at the H.E. Holmes MARTA station.

These investments improve local and regional connections and increase our residents' access to employment, living, educational and recreational opportunities. The new routes and improvements take into account the unique needs of each area, and will deliver a product that meets the needs of Cobb residents. Investment in transit in these corridors supports continued job growth in the areas identified in CTP 2040 and Cobb's Competitive EDGE economic development strategy.



Continued airport investment will support economic expansion.

Cobb County Airport has undergone considerable growth and is putting Cobb on international maps. With the completion of its new customs inspection facility in Summer 2015, international flights will be able to land directly in Cobb County. The airport also completed a new air traffic control tower, extended its runway length, and is collaborating with Kennesaw State University on an aviation management major. An economic force, Cobb County Airport supports 842 jobs and has a \$112.4 million impact on the regional economy.

Trails and sidewalks will build opportunity.

Our communities are connected by more than just roadway and transit. Multi-use trails and sidewalks play a vital role in our county's overall transportation network. Besides providing recreational opportunities, walking and biking routes create links between Cobb destinations. Improving pedestrian and bicycle access to transit expands residents' travel choices, and making regional activity centers accessible by foot or bicycle enhances quality of life in our county.

Current Transportation Concerns

CTP 2040 tackles Cobb's current transportation issues to create a better Cobb. Some of the most pressing concerns addressed in CTP 2040:

- Supporting** population and job growth
- Managing** roadway congestion
- Understanding** travel and inter-county commute patterns
- Connecting** the bicycle and pedestrian network
- Meeting** demand for transit
- Accommodating** freight transportation needs

CTP 2040 includes projects, like the completion of the Bob Callan Trail in Cumberland and Rottenwood Creek Trail in Marietta, that will continue the growth of Cobb's extensive trail network. Other work, such as the improvements to Sardis Street in Kennesaw, create pedestrian-friendly zones that can encourage business. Overall, continued investment in sidewalks and paths will help connect and complete our county's multimodal system.





Citizens are the authors of Cobb's story.

You live, work and play here. You drive on our roads, ride our buses and bike on our multi-use trails and bike lanes. When it comes to how transportation affects your daily life, nobody knows the answers better than you.

Because CTP 2040 will guide our transportation choices, we depended on hearing from you. Our extensive public outreach efforts ensured the voices of Cobb residents and businesses were heard. Our outreach included a listening tour with community leaders, two public opinion polls, stakeholder interviews, focus groups and public meetings that engaged more than 10,000 people.

You spoke and we listened. Your ideas, thoughts and concerns guided the development of CTP 2040 and will steer the future of transportation in Cobb.

Signal timing and
turn lanes

Improving local
bus and
commuter service

Adding sidewalks

Public Opinion: Top Transportation Needs

“What should Cobb
be in 2040?”

Improved
existing
transportation

Provide
transportation
options

Friendly
toward
transit

Accessible,
safe for cars,
bikes and
pedestrians



Continuing Cobb's Story

Critical transportation planning built the vibrant communities that exist in Cobb today. It fostered our economic expansion and supported our flourishing markets. When opportunity knocked, we were ready to answer the door. Now, as population and employment growth continues, we again stand ready to answer.

Careful transportation planning and investment choices defined in CTP 2040 offer solutions that keep our communities connected, improve quality of life, and benefit long-term goals. Aligning our transportation and economic expansion supports our future. With our county's needs and goals in mind, transportation will continue writing Cobb's story of success. We are ready.



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Introduction

The Cobb County Comprehensive Transportation Plan 2040 (CTP 2040) has been prepared to serve as the blueprint for all transportation investments — vehicular, transit, freight, pedestrian, and bicycle—by Cobb County and its municipalities for the next 25 years. CTP 2040 integrally links land use and transportation within the County and its incorporated areas to efficiently and effectively address the needs identified for the transportation network through 2040.

Jointly developed with Cobb County and the cities of Austell, Acworth, Kennesaw, Marietta, Smyrna, and Powder Springs, CTP 2040 is the result of an extensive public involvement process and represents an understanding and agreement among policy makers and staff for the policies and information included herein. CTP 2040 systematically reviewed Cobb’s transportation program in the context of local land use, economic development, and public expectations and priorities. Financial



considerations, social and environmental impacts, implementation feasibility and other factors were considered in developing a financially constrained list of recommended projects, programs and policies to ensure the efficient movement of people and goods on the transportation system over the next 25 years.

Components of this report

This Recommendations Report is the summary document that concludes the development of CTP 2040. It provides an overview of the planning process, the resulting recommendations and the necessary actions for ensuring ongoing implementation. A primary component of this report is CTP 2040’s financially constrained list of recommended transportation investments (i.e. infrastructure projects) that has been commonly supported by county and municipal representatives. Regionally significant recommended projects can be used to provide input for the regional transportation planning process where additional funding is available. These identified projects should form the basis of future funding requests submitted to the Atlanta Regional Commission (ARC) and the Georgia Department of Transportation (GDOT) during the Transportation Improvement Program and Regional Transportation Plan update cycles.

Implications of Adopting

CTP 2040 updates and replaces the Cobb County 2030 CTP adopted by each jurisdiction in 2008. CTP 2040 sets the direction for transportation decision making until the next plan update, which will occur in approximately five to seven years. CTP 2040 identifies priorities for monetary investments in

The Comprehensive Transportation Plan serves as a blueprint for all transportation investments for the next 25 years.

Recommendations Report

capital projects as well as in asset management. It also identifies policy guidance on a wide range of transportation-related topics. CTP 2040 positions the County to obtain outside funding at the regional, state, and federal levels to implement projects.

Because this planning process is intended to result in an overarching directional document for transportation in Cobb County, policy discussions within CTP 2040 — presented in this report or associated supplemental study products— are intended as guidance for future decision-making. Adoption of CTP 2040 does not formally incorporate recommendations into codes of ordinances or formally authorize funds for recommended projects. The implementation of priority projects will depend on many external factors, such as available funding from outside the County and revenue availability within the County.

Connect Cobb ART

Adoption of CTP 2040 by the Cobb County Board of Commissioners (BOC) and governing bodies within each municipality does not authorize funds to construct the Connect Cobb ART project (described on page 35). Potential future construction would require additional action by both the BOC and Cobb County voters. A vote by the BOC is necessary to initiate a ballot referendum seeking voter approval of a finance package to generate funds that the BOC could authorize to construct components of the Connect Cobb project that are exclusive to the future operation of high capacity transit. If the BOC votes to place a referendum on the ballot, Cobb County voters would subsequently have to pass the referendum in order for funds to become available for the project. If voters approve the referendum, future votes by the BOC would be required to approve authorization of funds for construction.

Atlanta Regional Commission's Comprehensive Transportation Plan Program

As part of the federally mandated transportation planning process, metropolitan planning organizations (MPOs) prepare long range transportation plans for their region.

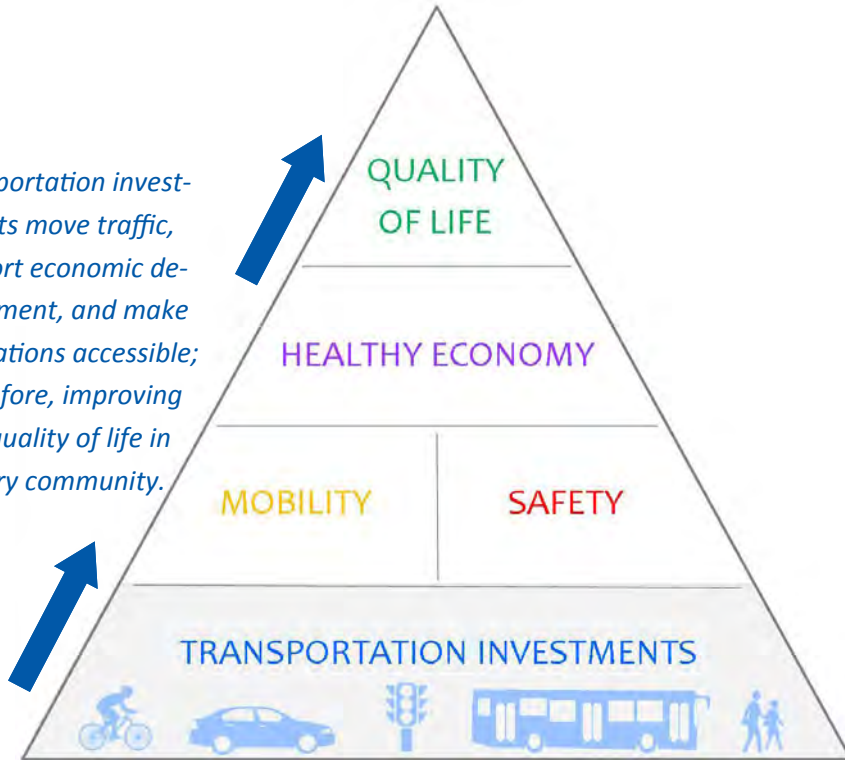
The Atlanta Regional Commission (ARC), the designated MPO for the Atlanta Region, initiated a funding assistance program in 2005 to encourage member counties and their municipalities to develop joint long-range transportation plans.

ARC's comprehensive transportation planning process culminates with the recommendations report that serves as input in developing future regional transportation plans. Working cooperatively with ARC and county municipalities, the comprehensive transportation plan development process is a vehicle to implement short-term and long-range strategies, policy, and program planning.

By financially supporting both CTP 2040 as well as the 2030 CTP, this ARC program has provided Cobb County and its municipalities with an excellent opportunity to meet transportation challenges head-on and to proactively anticipate countywide future multimodal demands within the local and regional framework.



Transportation investments move traffic, support economic development, and make destinations accessible; therefore, improving the quality of life in every community.



Guiding Principles

The participation of all stakeholders was integral to ensuring that final recommendations reflected shared priorities and a unified transportation strategy. From the outset, public outreach and participation was a critical, ongoing element of the study. Through a facilitated, collaborative process, stakeholders defined guiding principles and objectives, listed below, that led and shaped the CTP 2040 planning effort that produced the recommended projects, policies, and priorities included in this report.

Principle: Maximize performance of the transportation system

- Operate the transportation system efficiently and effectively
- Give priority to investment that preserves existing infrastructure
- Protect and enhance transportation connections to key resources
- Protect and enhance existing community character

Principle: Improve access and manage traffic congestion

- Focus on improving traffic times rather than reducing congestion
- Provide increased travel choices (routes and modes of travel)
- Focus on key travel patterns

Principle: Achieve traveler safety and security

- Reduce the number and/or severity of crashes
- Balance safety considerations across all users

Principle: Drive economic competitiveness

- Enhance and serve redevelopment areas
- Compliment growth sectors and areas¹

¹See EDGE Core Cluster in Figure 2

Recommendations Report

Principle: Lead with cost effective solutions

- Seek partnerships
- Seek innovative solutions
- Apply value-engineering principles as appropriate
- Select actions that reduce life-cycle costs not just capital costs
- Select strategies that allow future flexibility

Supplemental Products

This report additionally highlights key points synthesized from supplemental study products (e.g. various memos and technical documents) that supported development of CTP 2040's recommendations. Referenced throughout this summary document with an underline, these supplemental study products provide more detailed descriptions of activities, technical analysis and findings related to the transportation network.

Preceding this report was an additional technical document called the Existing Conditions and Needs Assessment Report (published in May 2014). It provides a thorough review of the existing transportation network and provides an assessment of current and future transportation deficiencies in the context of economic market conditions and population and employment forecasts.

Additional study products referenced within this report are a Health Impact Assessment, Market Assessment and Target Cluster Summary, Active Transportation Technical Memorandum, and Human Services Transportation Plan.





Public Involvement Effort

CTP 2040's approach to public engagement was simple: Every Citizen Counts. More than 10,000 citizens throughout the county were engaged, including meetings with business owners, employers, religious leaders, home owner associations, non-profit groups and colleges/universities. The proactive public engagement program reached a diverse audience, was accessible to all citizens, and gave special attention to traditionally non-represented groups, such as non-English speakers. Engagement tools included:

- Project website
- Listening tour
- Public opinion polls
- CCT customer survey
- Committees
- HST Outreach
- Community leader interviews
- Focus groups
- Library bookmarks
- Citizen groups presentations
- Public meeting

The public engagement program consisted of three phases: Ready. Set. Go! Each phase corresponded with a technical phase, as shown in Figure 1. Public Engagement Plan documents the complete public engagement plan. Public Outreach provides a complete list outreach activities conducted, including interviews, events, and communications. See the Public Comment Database for all comments received.

READY		PHASE I MAY 2013-OCT 2013		SET		PHASE II OCT 2013-MAR 2014		GO		PHASE III MAR 2014-NOV 2014		
Activities	Engagement	<ul style="list-style-type: none">-Identify Stakeholders & Groups-Listening Tour-Public Opinion Polls-2 Day Stakeholder/ PMT Workshop-Online Surveys-Communication Blitz-Video	Technical	<ul style="list-style-type: none">-Data Collection-Existing Conditions-Assessing Needs	Engagement	<ul style="list-style-type: none">-Public Meeting-Stakeholder Committee-Website & Social Media-Technical Committee-Project Management Team	Technical	<ul style="list-style-type: none">-Transportation Assessment-Health Impact Assessment-Economic Impact Assessment-Potential Transportation Project Recommendations	Engagement	<ul style="list-style-type: none">-Public Meeting-Stakeholder Committee-Project Management Team-Public Opinion Polls-Online Survey	Technical	<ul style="list-style-type: none">-Final Project Recommendations-Prioritization of Projects
	Outputs	<ul style="list-style-type: none">-Guiding Principles-Public Involvement Program	<ul style="list-style-type: none">-Existing Conditions Report-Needs Assessment Report	<ul style="list-style-type: none">-Goals, and Objectives	<ul style="list-style-type: none">-Preliminary Project Recommendations	<ul style="list-style-type: none">-Priorities	<ul style="list-style-type: none">-Recommendations Report-Final CTP Report-Human Services Transportation Plan					

Figure 1: Public Engagement by Technical Phase

Recommendations Report

Project Website

Using online capabilities was essential to provide 24-hour access to information regarding the development of CTP 2040. The project website, www.cobbinmotion.com served as a clearinghouse for all study information and provided a means for citizens to review documents and offer feedback.

Listening Tour

The Listening Tour kicked off the public engagement effort with a series of listening sessions that involved stakeholders and community leaders from throughout Cobb County. These stakeholders and leaders represented each municipality, community improvement districts, businesses and advocacy groups. [Listening Tour Summary](#) provides a complete overview of the tour.

Public Opinion Polls

Two scientific public opinion polls were conducted. The first poll, conducted in September 2013, included 400 county residents via telephone addressed opinions of the transportation system, priorities, funding, and public transit ridership. The second poll, conducted in March 2014, surveyed 400 Cobb County voters by landline and cell phone-only households and addressed opinions of the transportation system, priorities, and transportation funding. The public opinion polls are summarized in [Public Opinion Surveys](#).

CCT Customer Survey

A scientific survey of CCT customers was conducted November and December 2013 and included a paper survey of 315 CCT Riders (165 on local routes, 150 on express routes). The survey addressed CCT service, buses, drivers, and call center, priorities of future service, and travel patterns. [Public Opinion Surveys](#) summarizes the survey.

Committees

Three committees were formed and served as a sounding board to the public engagement team as well as the entire project team. Each committee met several times over the course of the CTP 2040 process, particularly at major milestones where input and feedback was important to the process. The committees included:

- **Project Management Team (PMT):** The purpose of the PMT was to direct the consultant project team, review data, analysis, reports, and provide input. The PMT was comprised of staff representing Cobb County Department of Transportation (DOT) and each municipality.
- **Stakeholder Committee:** The purpose of this committee was to advise and provide input to the consultant team. This committee was comprised of citizens, community leaders, business leaders, major employers, and advocacy groups designated by county and city elected officials and the PMT.
- **Technical Committee:** The committee's purpose was to advise, review, and comment on technical data and assessments. It was comprised of staff representatives from Cobb DOT and each municipality, and partner organizations including ARC, Georgia DOT, CCT, and Georgia Regional Transportation Authority (GRTA).
- **Health Impact Assessment (HIA) Stakeholder Committee:** A HIA was developed as a separate supporting CTP 2040 study product. The HIA committee's purpose was to provide input and direction into development of the HIA study products. The committee was comprised of professional and community leaders including Cobb Community Services Board, Austell Community Task Force, Renovacion Conyugal,



Inc., Cobb County School District, Marietta City Schools, Kennesaw State University, Cobb County Public Safety, and Georgia Department of Public Health and Cobb and Douglas Public Health.

The Stakeholder and Technical Committees met four times through joint meetings. A summary of the meetings can be found in [Stakeholder and Technical Committee Meeting Summaries](#).

Human Services Transportation Outreach

Stakeholders involved in the development of the [Human Services Transportation Plan](#) (HST), a CPT 2040 study product, included public and private transportation providers, organizations that provide the funds for transportation, agencies that direct federal and state funding, and the HST populations themselves. The project team engaged stakeholders via phone conversations, in-person interviews, and presentations. The purpose of the outreach was to understand the role of each stakeholder and document needs specific to HST planning.

Community Leader Interviews

During the summer and fall of 2013, the project team interviewed various organization and community leaders to introduce the CTP 2040 and explain the engagement process and solicit opinions about transportation. In December 2014, the project team followed up with several of the interviewees to provide a brief overview of the project phases, review the recommended project list and provide feedback.

Focus Groups

The project team facilitated three focus group discussions in May 2014 to gauge perceptions of transportation conditions and needs. The discussion identified participants' likes, dislikes, and ideas for improvements. The three focus groups represented a cross-section of community interests in the following strategic demographic categories — young professionals age 19-30 who are registered county voters, owners of businesses in the county who may or may not live in Cobb and voters of various ages, incomes, and residences. [Focus Group Discussion Summary](#) provides a complete summary of the discussions.

Library Bookmarks

During the summer of 2013, the project team partnered with the Cobb County Library System to distribute more than 1,000 CTP 2040 bookmarks displaying the project logo and website. The bookmarks directed library patrons to the project website to provide input.



Recommendations Report

Citizen Group Presentations

The project team presented to interested citizen groups throughout the county to provide updates and project status and solicit input and feedback. These meetings allowed the project team to tailor presentations and focus on specific areas of interest to the various citizen groups such as homeowners association and advocacy organizations. Presentations were given to approximately 13 citizen groups; however, over 80 organizations/groups were engaged throughout the public involvement.

Public Meeting

A public information open house held on December 4, 2014 provided an opportunity for the public to review and provide feedback on the project recommendations and priorities. Attendees could review the project list and project maps and provide feedback via a comment form. The meeting materials, displays and comment form were posted on CTP 2040's website, providing an additional opportunity to offer feedback. Of the comments received, most agreed with the project recommendations and its priorities. Projects that should be considered for higher priority included bike and sidewalk projects, public transit (including Connect Cobb ART), roundabouts, projects that ease interstate congestion. For a summary of the public meeting comments, see [December 2014 Public Meeting Summary](#).

Cobb County Growth Trends

Population	1990	2000	2010	%Change 2000-10
Cobb County	447,745	607,751	688,078	13.2%
Unincorporated	348,114	455,067	509,499	12.0%
Acworth	4,519	13,422	20,425	52.2%
Austell	4,173	5,359	6,581	22.8%
Kennesaw	8,936	21,675	29,783	37.4%
Marietta	44,129	58,748	56,579	-3.7%
Powder Springs	6,893	12,481	13,940	11.7%
Smyrna	30,981	40,999	5,271	25.1%

Source: U.S. Census Bureau

Population Forecast	2020	2030	2040	% Change 2010-40
Cobb County	751,094	805,297	855,475	24.3%

Employment	2000	2009	%Change 2000-09
Cobb County	313,800	311,082	-0.9%

Employment Forecast	2020	2030	2040	%Change 2009-40
Cobb County	364,538	407,283	458,382	47.4%

Source: 2013 Atlanta Regional Commission

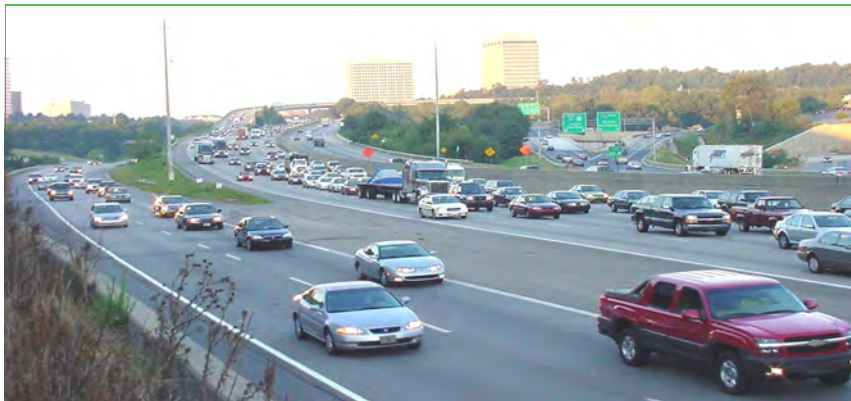


Existing Conditions and Needs

Growth Trends

Although Cobb County's population continues to grow, the rate of growth is slowing. Regional forecasts call for an increase of 170,000 residents between 2010 and 2040 — an average of about 56,000 per decade — and notably less than the increase of 80,000 between 2000 and 2010. Population growth was especially strong in Acworth and Kennesaw between 2000 and 2010.

The distribution of age groups varies by community. Older populations (over 65) are greatest in Marietta and Powder Springs. Acworth, Austell, and Powder Springs have the highest concentrations of those under 20. Overall the population is aging, with the over 55 years old population growing faster than any other age group. The current transportation system needs to adapt to better accommodate older drivers and to provide alternate transportation for those no longer physically able to drive.



The county as a whole lost population in the 25-34 age cohort. This young professional age cohort is an integral component for attracting new businesses to the county. Attention should be given to providing a transportation system and community design that meets the expectations of and attracts growth in this vital 25-34 age cohort that includes the young professionals sought by the county's current and future employers.

Declining household sizes coupled with population growth results in increased household formation. Between 2000 and 2010 in Cobb County, the average household size declined and the number of households increased. This trend results in more trips per household on average. Growth in households leads to continued growth in travel demands.

Cobb County is becoming increasingly diverse in both race and ethnicity as the county continues to mature. Educational attainment is high in Cobb County on average, with over 50% of the population having a college degree. This statistic does vary widely, however, in different portions of the county.

Places

Much of the county is dominated by established single-family neighborhoods. However, there has been increased market demand towards somewhat denser development in the most highly sought-after areas. Townhome and apartment development has taken place in the areas with easy access to job centers, including Cumberland and Town Center. Cities, town centers, and employment centers of mixed use infill opportunities. These infill opportunities allow Cobb County to continue to capture growth while minimizing the need for new infrastructure.

Recommendations Report

A key economic competitiveness need is to maintain quality access to the regional transportation system serving industrial, manufacturing and warehousing uses that provide a steady source of local jobs. Additionally, established residential areas and newer, dense, mixed use centers need to be well connected so that these areas complement one another and shorten trip distance.

Travel Patterns

Cobb County residents are commuting to jobs throughout the region, according to data compiled from the U.S. Census. Top employment destinations include: Town Center area, I-75 and US 41 corridors (within Cobb and also Buckhead, midtown Atlanta, downtown Atlanta, and Hartsfield-Jackson Atlanta International Airport), I-285 corridor (including Vinings, Cumberland and Perimeter area), Dobbins Air Reserve Base, and Emory University/Centers for Disease Control.

Both I-75 and I-285 serve as critical connections for residents and jobs, as does Cobb Parkway (US 41) and to a lesser extent South Cobb Drive (SR 280). Cobb experiences a significant number of outbound and inbound commuters. Transportation investments will need to serve both county residents and employees from around the region who work in the county.

Single-occupancy vehicle (SOV) is the dominant mode choice in Cobb; however, the percentage of SOV, high-occupancy vehicle (HOV) and public transit varies by area. Generally, SOV mode share is highest outside of Marietta and HOV and public transit mode shares are the highest in Marietta. Transit mode share is influenced by the availability of transit, so it is understandable that areas of the county not currently well served by transit show low transit use.



While the SOV and HOV commute shares are currently much higher than the transit mode share, the analysis of job locations for Cobb residents and residence locations for workers employed in Cobb County indicate that a substantial percentage of commuters are traveling to fairly defined areas. Transit services could serve these commute flows, especially between Cobb County and Atlanta. Commuters in Marietta and Austell could benefit most from HOV improvements, and Marietta and Smyrna commuters could benefit the most from transit improvements.

Vehicular

Improvements in roadway design, education, and enforcement have led to a steady decline in crash rates. Cobb crash rates have steadily declined since 2005 resulting in a 34% reduction in crash frequency from 2005-2009. Despite crash rate improvements, fatal crash locations as well as general crash hotspots need to be addressed for improved safety.



Regular, peak period congestion is experienced on roads such as Dallas Highway (SR 120), Barrett Parkway, Austell Road (SR 5), Canton Road, Cobb Parkway (US 41), Johnson Ferry Road, Mars Hill Road, Powder Springs Road, Roswell Road (SR 120) and Windy Hill Road. While some level of congestion is expected in any urbanized area, the most congested areas warrant special attention. In the short term, intersection and traffic operational improvements are needed to improve congestion.

The 521 roadway bridges in Cobb County are regularly inspected. Only 2.7% are currently classified as structurally deficient. However, 17.8% of the bridges, which are currently classified as functionally obsolete, will need to be rehabilitated or replaced.



Transit

Cobb Community Transit (CCT), the second-largest transit system in Georgia, provides fixed route, express and paratransit services. CCT operates about 147 miles of express bus routes and nearly 330 miles of local bus service. CCT does not currently provide high capacity transit service. In 2011, total CCT system ridership was 4.37 million trips. Some transit services in Cobb are also provided by GRTA and MARTA.

While many CCT routes perform well, those serving the Cobb Parkway (US 41) corridor perform especially well. In fact, CCT Route 10, which operates primarily along Cobb Parkway linking transfer centers in Marietta and Cumberland to MARTA Arts Center Station, is often standing room only. This corridor contains and connects some of the county's densest concentrations of origins and destinations, and therefore, sees the greatest transit demand. Within this corridor, improved, high capacity transit service is warranted. More transit needs include queue jumper lanes at intersections, transit signal preemption, expanded hours and days of operation, and wider-reaching local bus service within the county with additional links to adjacent counties and the MARTA system.

Bike and Pedestrian

Findings from the Cobb County Bicycle and Pedestrian Improvement Plan indicate that high vehicular volumes, geometric obstacles, lack of paved shoulders, gaps in sidewalks and other factors contribute to a countywide bicycle and pedestrian level of service (LOS) D. Significant improvement could be facilitated through road widening to provide for bicycle-friendly shoulders, road diets, and resurfacing.

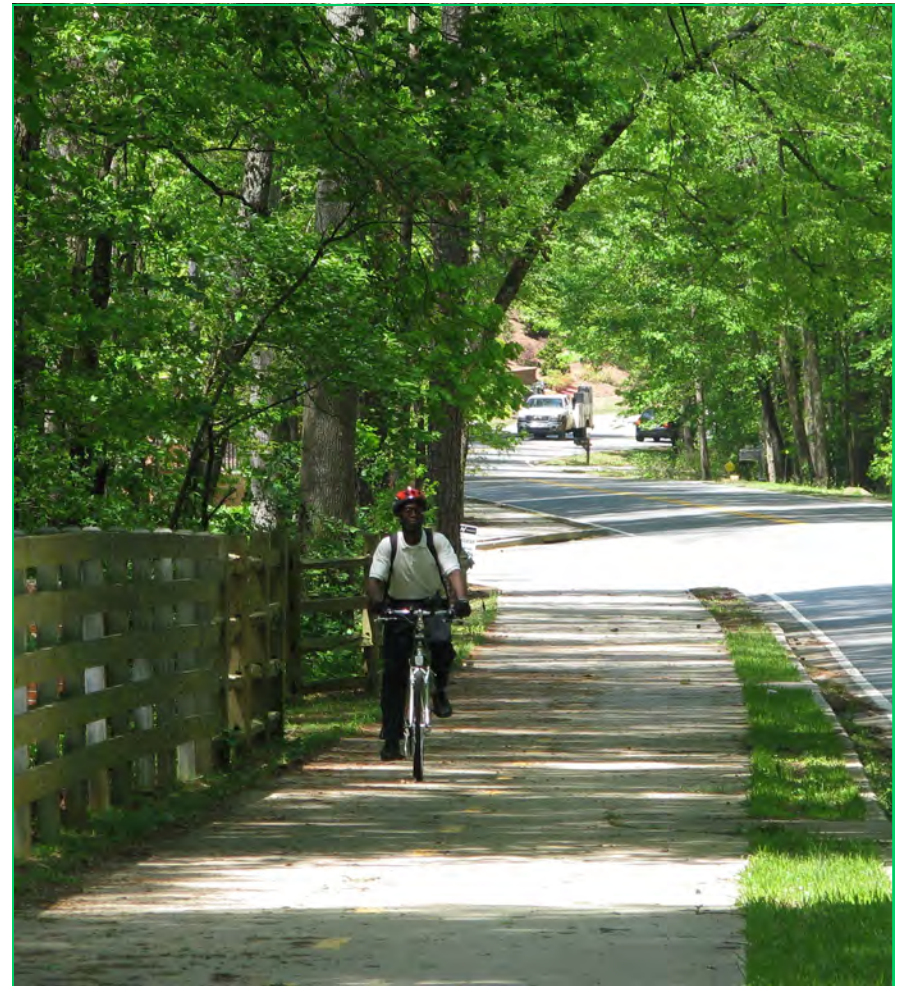
Recommendations Report

The county has an extensive 48-mile network of shared use paths and side paths, including Silver Comet, Kennesaw Mountain-to-Chattahoochee River and Noonday Creek trails. The growing network provides connectivity between several activity centers.

A 2013 inventory documented 733 miles of existing sidewalk, which equals a 21.7% roadway coverage rate. However, the actual coverage rate is higher because that total does not include sidewalks along roads designated as “local” by the Major Thoroughfare Plan. Gaps and deficiencies in the sidewalk system have been carefully studied, identified, and mapped. There exists significant need to continue to refine and complete the sidewalk system. Those sidewalk investments should pay particular attention to completing facilities with high pedestrian demand, along transit routes, and those with access to grocery stores. Improvements to walking and biking facilities in proximity to colleges and universities can alleviate some parking demand, and serve to improve student health and quality of life.

Freight

Freight generators are generally found near interstate and state highways. Interstates carry highest volumes of truck freight traffic. In addition to interstates, five arterial corridors in Cobb are classified as Regional Freight Corridors. Two of those, Allatoona Road, Lake Acworth Drive, and Dallas Acworth Highway (SR 92) and Veterans Memorial Highway (US 78) each carry over 2,000 trucks per day. Other corridors, such as C.H. James Parkway (SR 6), Dallas Highway, Whitlock Avenue, South Marietta Parkway, and Roswell Road (SR 120) and Austell Road (SR 5), link truck freight generators to the interstates.





An important economic competitiveness need exists reduce congestion and improve traffic flow along major truck freight routes. Congestion creates significant impacts for heavy trucks due to their slow acceleration and deceleration speeds. Increasing capacity or improving operations through roadway widening or signal timing programs would improve travel times and eliminate the number of times heavy trucks must accelerate and decelerate. More innovative ideas, such as the planned truck friendly lanes on SR 6, should be considered on additional corridors.

The majority of rail freight moved through the county is through-traffic with occasional spurs linking businesses to the mainline. Important intermodal facilities within the county facilitate the transfer of freight from rail cars to the trucks that deliver to final destinations. The nearly 82 miles of rail in the county includes approximately 56 at-grade rail intersections. Between 2000 and 2008, 32 motor vehicle crashes involving trains occurred. At-grade crossings can present a safety hazard to crossing vehicles and pedestrians. In addition, at-grade crossings present an operational issue when trains block the crossings and thus cause traffic delays.

Freight needs include evaluation of locations that exhibit a high frequency of truck crashes to identify potential safety improvements. Truck crashes typically take longer than passenger vehicle crashes for emergency responders to clear, which causes additional congestion. Additionally, is a need remains to reduce at-grade railroad crossings to reduce safety hazards and eliminate delays caused when trains block the crossings.

Human Services Transportation (HST)

HST refers to mobility services that provide transportation for disadvantaged populations such as persons with disabilities, persons with low income, and senior citizens. In many cases, these individuals are dependent upon others to obtain access to health care, employment, education, shopping, social outings, and other life-sustaining activities. HST is an important service for populations that are not always met by fixed route public transportation. A separate HST Summary Technical Memorandum provides an overview of existing plans and HST services available in Cobb County, identifies HST needs countywide, and presents recommendations for improved services and operations.

Cobb County Existing HST Providers and Funding Sources

In Cobb County during 2013, county, state, federal, and private entities invested over \$6.7 million to provide more than 160,000 paratransit trips. In addition to paratransit, over \$50,000 was provided to supply human services populations with passes to ride fixed route transit.

- **Cobb County Government:** provides paratransit through Cobb Community Transit (CCT) and Cobb Senior Services (CSS) and subsidies for eligible residents through the Cobb Freedom Voucher Program. The Georgia Department of Human Services (DHS) contracts with CCT and Cobb-Douglas Community Service Board (CSB) to provide transportation for their clients.
- **Georgia DHS:** oversees the federal Medicaid Program for the state.
- **Private Transportation Providers:** provide full price paratransit service and either accept the Freedom Vouchers, serve DHS clients, serve Medicaid clients, or serve any combination of those.

Recommendations Report

Economic Impact Assessment

An economic impact assessment that included separate CTP 2040 study products Market Assessment and Target Cluster Summary was prepared to document economic conditions and needs. Additionally, Key Market Findings Presentation, October 2013, was given to the Cobb County Board of Commissioners.

Cobb Competitive EDGE

Cobb Competitive EDGE, the county's economic and community development strategy, completed a competitive assessment of the county's position in the economy. The most important existing and promising emerging targets are identified in Figure 2: Cobb's Competitive EDGE: Target Cluster Analysis.

Retail Market Conditions

The mature retail market in Cobb County, on the whole, performs well. Areas with underperforming, older strip center development represent opportunities for redevelopment. Cobb County is located within two retail market clusters: North Cobb and South Cobb. The North and South Cobb retail market clusters account for approximately 17.9% of the metro Atlanta retail market. The North

and South Cobb retail market clusters have a total of 4,153 shopping centers, comprising approximately 62.3 million square feet of retail space.

Office Market Conditions

Cobb has a healthy office market. The Cumberland area is the largest and strongest office area, and the area surrounding Town Center at Cobb and the Windy Hill area east of I-75 also have extensive office development. Over the longer term; Cobb County should continue to grow as an office market. The Northwest Atlanta office market cluster accounts for approximately 15.8% of the metro Atlanta office market.

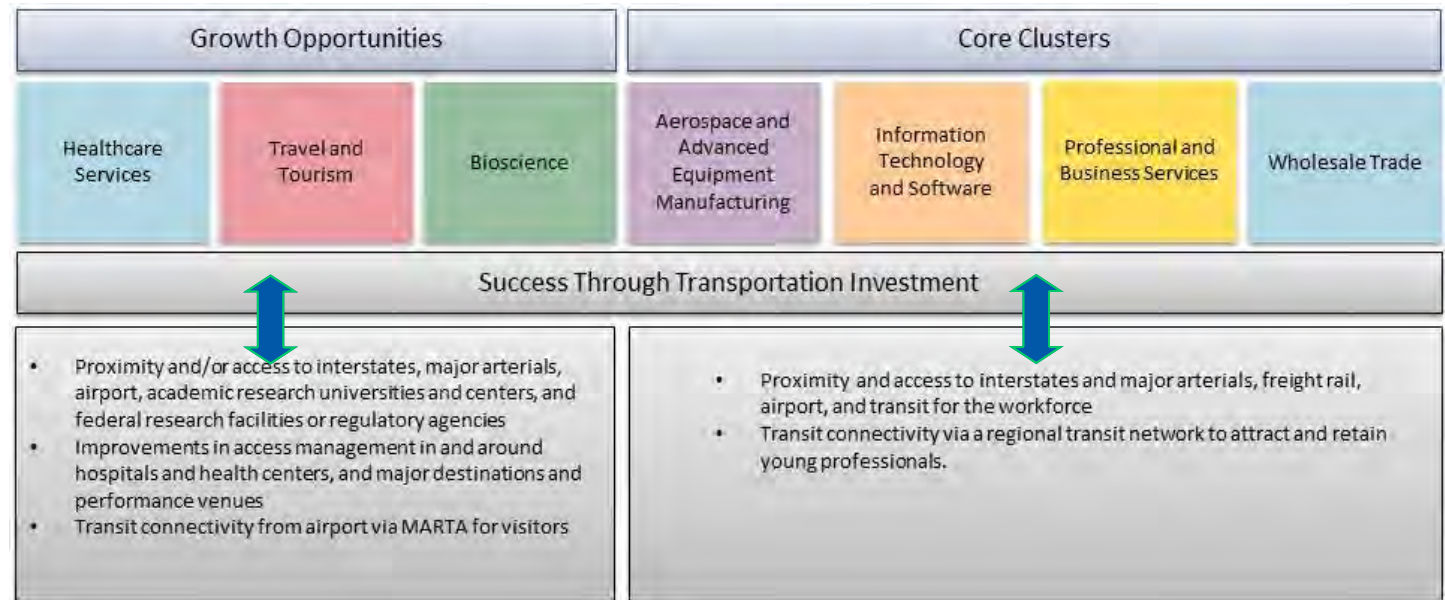


Figure 2: Cobb's Competitive EDGE: Target Cluster Analysis



Industrial Market Conditions

Cobb County accounts for approximately 11.0% of the metro Atlanta industrial market. Similar to the rest of the Atlanta area, the industrial market is remaining fairly constant and not showing any significant growth currently. Industrial uses help to diversify both the job market and the tax base, and these uses should be supported where viable and appropriate.

Residential Market Conditions

The number of sales of homes has increased following the Great Recession. The number of home sales in 2010 and 2011 marked the reversal of a downward trend since 2005. Existing home resales accounted for 89% of sales in 2011. New home sales prices have performed much better than existing homes. Cobb County includes approximately 73,700 apartment units with an average occupancy rate of 93.0%. While single family residential growth dominated growth in the past, current trends suggest that future demands lead to development of more mixed-use and multi-family developments than in the past.

Health Impact Assessment

The health of a population can be strongly affected by the environment surrounding it. An HIA is used to consider the adverse health effects a policy, program, or project may have before it is implemented. The HIA relied on the data and findings from Cobb2020 Initiative and the Existing Conditions and Needs Assessment Report.

Cobb2020 Initiative is a community partnership to promote healthy lifestyles and delivery of essential health services. It assessed the current health status of Cobb and developed a health improvement plan to build a healthier community.

The HIA relied on Cobb and Douglas Public Health data and input from the HIA Committee. The separate supporting CTP 2040 study product consisted of three memorandums and one flyer produced at specific times during the CTP 2040 process. The memorandums and flyer include: HIA: Screening and Scoping, HIA: Assessment of Project Recommendations, HIA: Monitoring and Evaluation, and HIA Flyer. Key health indicators were reviewed in the analysis of existing health conditions and the assessments of transportation project recommendations. The HIA Committee identified the following public health concerns within Cobb County:

- Access to grocery stores, transit, healthcare, schools, and parks
- Safety and accidents
- Vulnerable populations
- Chronic disease
- Obesity and physical activity

Recommendations Report

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Recommendations

Project Identification, Evaluation and Prioritization Process

The development of the list of recommended transportation infrastructure improvement projects started with a consolidated, comprehensive, financially unconstrained project list compiled from adopted plans/studies, needs assessment analyses conclusions (including review of traffic and crash data), travel demand modeling, and stakeholder and community input.

Adopted comprehensive plans, small area plans (including Livable Centers Initiative (LCIs)), corridor studies, other studies and capital improvement programs established a baseline of previously identified transportation needs. Cobb County projects included in PLAN 2040, the Atlanta Regional Commission's (ARC) current Regional Transportation Plan (RTP)/Transportation Improvement Program (TIP), established a list of regionally significant projects.

Existing Conditions and Needs Assessment provided input into bicycle, pedestrian, transit, and vehicular modes of travel. Travel demand model analysis primarily informed roadway and transit recommendations. Roadways that were projected to be over capacity in the year 2040 were candidates for potential widening, new connection, or grade separation.

The consolidated, comprehensive, financially unconstrained list of projects included hundreds of projects. Through the next steps the list evolved into the recommended financially constrained short-term, mid-term, long-range, and aspirations project tables presented in the Implementation section of this report. Measures used to filter and prioritize the project lists are described in the Scenario and Project Evaluation Technical Memorandum.

CTP 2040 recommendations take the form of projects, programs, and/or policies. The specific line item projects are organized into different categories including:

- Roadway (safety and operational, capacity, new connection, grade separation)
- Transit
- Bicycle and Pedestrian
- Bridge

In addition, CTP 2040 recommendations include programmatic "bucket" categories. A bucket is one line item recommendation with a total cost for a group of projects within one category. The specific projects within the bucket are not yet determined. These programmatic "buckets" are:

- Advanced Transportation Management Systems
- Incident Management
- Inclement Weather Management and Supply Storage
- Integrated Corridor Management
- Pedestrian and Bicycle Improvements
- Planning Studies
- Safety and Operational Intersection Improvements
- Safety and Operational Roadway Improvements
- System Preservation— Drainage
- System Preservation— Resurfacing
- Traffic Signal Timing
- Traffic Signals, Transportation Technology
- School Zone Improvements

Recommendations Report

While recommended projects are categorized into one specific category or programmatic bucket, a project's scope may contain other improvements that, on their own, might fall within other categories. For example, a roadway capacity project may also include bicycle and pedestrian category facilities such as the addition of sidewalks and protected bicycle lanes.

Scenarios

While there are many projects that would improve county transportation in various ways, the CTP 2040 five-year action plan must be financially constrained. This requires that the projects in CTP 2040 are those most aligned with the guiding principles. To assist project prioritization, three scenarios were modeled and evaluated against performance measures. The Scenario and Project Evaluation Technical Memorandum details this evaluation.

Three scenarios tested:

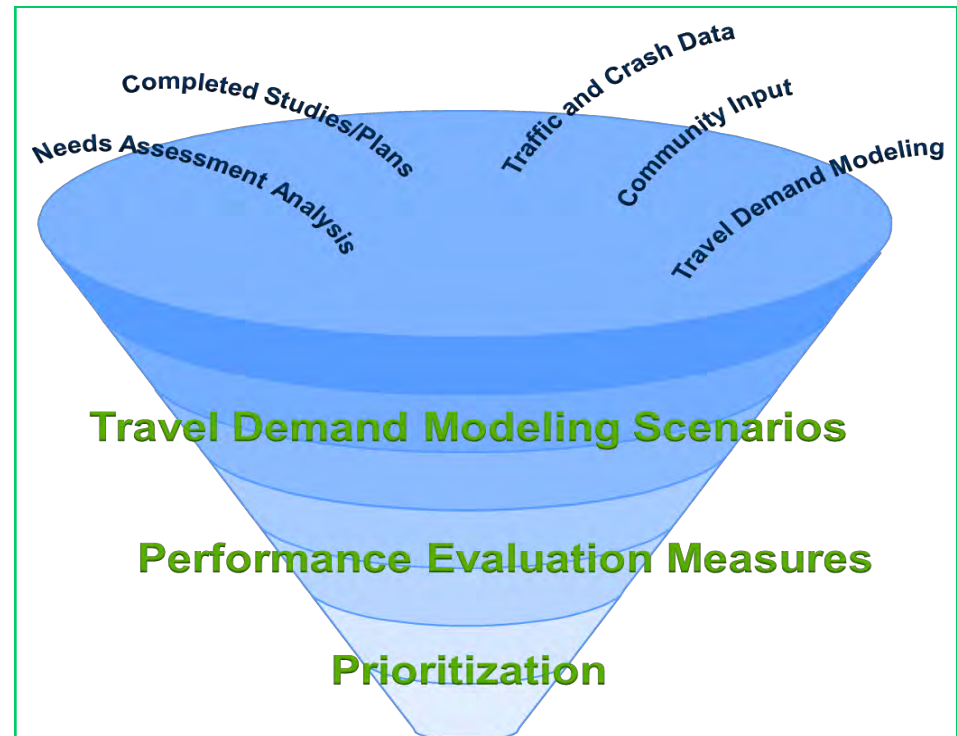
BASE
STATUS QUO
INNOVATION

A Base Scenario was evaluated to understand what conditions would be without implementation of any new projects. The Base Scenario is the year 2040 and is comprised of existing

transportation infrastructure, committed projects contained in the current FY 2014-2019 TIP, and any local capital improvement program projects with expected completion by 2040.

Two build scenarios were tested: Status Quo and Innovation. The Status Quo scenario included all projects from the Base Scenario plus roadway capacity and transit projects that were included in the Cobb County 2030 CTP as well as the most current PLAN 2040 TIP/RTP/Aspirations project lists.

Figure 3: Project Prioritization Process



The Innovation Scenario included the Base Scenario projects plus roadway capacity and transit projects that focused on economic development and innovation in key destinations and along major thoroughfares. The Innovation project list includes other projects identified in the Existing Conditions and Needs Assessment, recent plans, and stakeholder input that clearly support economic development or provide new innovative concepts. In some cases, Innovative projects were replacements to projects in the Status Quo scenario.



SCENARIO LEVEL MEASURES	ROADWAY CAPACITY MEASURES	TRANSIT MEASURES
Congested Speed Total Transit Trips Congestion Cost Reliable Trips Accessibility ETA Areas & Projects Vehicle Hours of Delay Crash Hotspots & Projects Key Destinations & Projects	V/C Ratio Vehicle Hours of Delay Annual Cost per User Project located on regional top 10% congested corridor Project located in corridor with crash hotspots Project located in or connected to a key destination	Daily Boardings Vehicle Hours of Delay Population within ¼ mile of transit route Employment within ¼ mile of transit route EJ population within ¼ mile of transit route Project located on regional top 10% congested corridor Project located in or connected to a key destination

Figure 4: Performance Measures

Performance Measures

The three scenarios were evaluated against performance measures to assess their relative values. This analysis included scenario-level measures as well as project-level measures for both roadway and transit projects. The performance measures used are listed in Figure 4: Performance Measures.

Evaluation of Scenarios

The evaluation of the Base Scenario as compared to existing 2015 measures, demonstrated that continued growth in Cobb County without continued investment in transportation will result in increased congestion, decreased mobility, and decreased accessibility.

The Status Quo Scenario performed well by reducing overall congestion and increasing the number of reliable trips, but fell short on increasing accessibility to the county’s major centers via automobile. Accessibility to major centers via transit increases slightly. Curiously, the Status Quo did not improve accessibility to jobs. This scenario included extensive roadway improvements; the result suggests that further transit improvements and/or land use changes might have more of a positive impact to job accessibility.

Certain roadway projects evaluated performed well, but at a significant cost. Examples of this include the widening of Cobb Parkway (US 41) near Kennesaw and Acworth and the widening of Dallas Highway (SR 120) west to Paulding County. These results suggest the need to examine alternatives which might serve those needs at a lesser cost. The Status Quo Scenario totaled \$4.1 billion.

The Innovation Scenario reduces congestion and improves mobility over the Base Scenario and the 2015 existing conditions, but not quite as well as the Status Quo. However, the Innovation Scenario costs less and improves access to jobs and transit. The Innovation Scenario, like the Status Quo Scenario, does not improve accessibility to jobs by automobile. However, it does increase access to jobs via transit compared to the Base and Status Quo.

The Innovation Scenario includes a more focused strategy for roadway expansions and grade separations on corridors serving employment centers, paired with extensive transit service expansion and targeted transit operational enhancements, the results suggest that this approach can have a more positive impact on job accessibility.

Recommendations Report

Several innovative projects were tested and found to be feasible and more cost effective. For example, grade separation projects at intersections cost considerably less than large widening for miles of roadway. Certain transit projects, such as the Austell Road bus rapid transit, performed well, but at a significant cost. This suggests the need to examine alternatives and phased approaches to implementing transit expansion to serve those needs at a lesser cost. The Innovative Scenario totaled \$3.6 billion.

Roadways

Cobb County has a robust system of roadways in place today. In order to maintain this important existing infrastructure, buckets for system preservation for resurfacing and drainage are recommended. Specific roadway projects were evaluated in three travel demand modeling scenarios: Base Scenario, Status Quo Scenario, and Innovation Scenario.

The Status Quo scenario includes all projects from the Base Scenario plus roadway capacity and transit projects that were included in the 2008 Cobb CTP as well as the most current PLAN 2040 TIP/RTP/Aspirations project lists. The Innovation Scenario includes the Base Scenario projects plus an array of economic development- and innovation-focused roadway capacity and transit projects in key destinations and along major thoroughfares.

Results of the travel demand model analysis, detailed in the Scenario and Project Evaluation Technical Memorandum, primarily provided insight into the development of the roadway recommendations. Roadway recommendations are organized by safety and operational projects, roadway capacity projects, new connections, and grade separations.



Transit

CCT, the second-largest transit system in Georgia, provides fixed route, express and paratransit services. The demand for transit service in certain areas suggests that additional infrastructure is both needed and cost effective. In particular, transit demand on the Cobb Parkway (US 41) corridor suggests that improvements in transit service, frequency, reliability, and availability are warranted. Existing service is well used, but is currently hampered by increasing congestion.



Recommendations for transit include an upgrade from local bus only to high capacity transit service along Cobb Parkway (US 41), increased route frequency on particular routes, introduction of new local bus routes, new express skip-stop services, new transfer centers, a new park-and-ride lot and a new pedestrian/transit bridge. Two of the most significant transit recommendations include Connect Cobb Arterial Rapid Transit (ART) and the Austell Transfer Center.

Connect Cobb ART

The purpose of the proposed Connect Cobb ART is to introduce high capacity transit service to the northwest area of metropolitan Atlanta that will satisfy the long-term regional mobility and accessibility needs for residents, businesses, and the traveling public. The project area exhibits two transportation needs related to transit service within Cobb County and between Cobb County and the City of Atlanta:

- Need for transit alternative options to provide access to population and employment growth in activity centers now and in the future
- Need for faster, more reliable, and more effective transportation.

The proposed project includes 25.3 miles of arterial rapid transit (ART) service and associated improvements on Cobb Parkway (US 41). The term ART is descriptive of a system that would operate on arterial roads and is now a common term for similar transit systems. The majority of the ART system would operate on dedicated guideway from the Kennesaw area to Cumberland, would have continuing service to the existing MARTA Arts Center Station primarily via existing I-75 HOV lanes, and would begin at the terminus station at KSU near the Chastain Road/Frey Road intersection.

The route transverses Cobb and Fulton counties as well as the cities of Marietta, Smyrna, and Atlanta, and the CIDs of Town Center, Gateway Marietta, Cumberland and the Midtown Alliance. The corridor also includes KSU campuses in Kennesaw and Marietta, two national parks, historic and recreational sites, residential enclaves, and major commercial centers. The corridor is also the home of SunTrust Park, a new stadium for Major League Baseball's Atlanta Braves, and adjacent mixed use development.

Adoption of CTP 2040 does not authorize funds to construct Connect Cobb ART. Potential future advancement of the project to construction would require additional action by both the BOC and Cobb County voters. A vote by the Cobb County Board of Commissioners (BOC) is required to initiate a ballot referendum seeking voter approval of a finance package to generate funds that the BOC could authorize to construct components of the Connect Cobb project that are exclusive to the future operation of high capacity transit such as dedicated guideway, transit stations and vehicles. If the BOC votes to place a referendum on the ballot, Cobb County voters would subsequently have to pass the referendum in order for funds to become available for the project. If voters approve the referendum, future votes by the BOC would be required to approve authorization of funds for construction.

Some components often described as part of the Connect Cobb project are not exclusive to the future operation of a high capacity transit such as sidewalks, queue jumper lanes, traffic signal upgrades that accommodate signal preemption for transit vehicles and bicycle facilities and their implementation is not dependent upon a referendum for future funding. However, like any other transportation infrastructure project, a BOC vote is required to authorize potential future funding of these projects.

Recommendations Report

Austell Transfer Center

Austell Transfer Center Multimodal Improvements (ATC) includes construction of a CCT multimodal transfer facility with transit supportive pedestrian and bicycle improvements that connect the ATC to destinations within the existing node. This activity area is located near WellStar Cobb Hospital at the intersection of Austell Road and East-West Connector, which is within the study area for the Austell Road Corridor LCI Study. The ATC will bring together existing, new and modified transit routes, Flex Route service, and other transit services for efficient transit operation in south Cobb.

Bicycle and Pedestrian

Bicycle and Pedestrian improvements are recommended through projects, programs, and policies. Projects are represented both as specific line item projects as buckets of funding that allow for greater flexibility in implementation. Policies and programs represent existing ones that could be improved and new ones that could be implemented. The Active Transportation Technical Memorandum provides detailed bicycle and pedestrian program and policy recommendations. Recommended bicycle and pedestrian programs and policies include:

- Complete Streets Policy, Implementation, and Oversight
- Standard Design Parameters
- Development Regulations
- Finalize and Adopt the Complete Streets Implementation Guidebook
- Update the Cobb County Bicycle and Pedestrian Improvement Plan
- Project Improvements with Adjacent Bike and Pedestrian Routes
- Pedestrian Safety Programs
- Sharing the Road: On-Street Cyclists and Motorists





An overarching goal, specifically for Cobb County's Commission District 4 is for a highly walkable, bikeable transit-oriented and pedestrian safe community conducive for communities that have a higher predominance of dependency on transit alternatives to get to employment and local amenities. Access to sidewalks, trails, and safety help connect people to each other and improve health outcomes making the area a much more vibrant and attractive community than it would be without these amenities.

ITS/ TDM

Intelligent transportation system (ITS) is a term used for technological systems which improve safety and efficiency in transportation infrastructure. In addition to improving safety, ITS devices can increase the efficiency of roadways without requiring the significant investment associated with roadway widening. The following recommendations can be implemented:

- Regular Signal Timing and Maintenance
- Traffic Signals
- Signal Coordination
- Emergency Signal Pre-emption
- Changeable Message Sign (CMS)
- Closed Circuit Television Cameras (CCTV) Maintenance and Equipment
- Truck Sensors

Transportation demand management (TDM) is the general term for strategies that result in more efficient use of transportation resources. TDM strategies reduce automobile trips through elimination or shortening trips and spreading demand. Examples include vanpooling, carpooling, bicycling, walking, transit, teleworking, and alternative work schedules.



Recommendations for improvements that accommodate bicycling, walking, and transit enable TDM strategies to be more effective by allowing users to reduce automobile trips and spread demand. Recommended projects for managed lanes that give priority to transit, carpools, and vanpools allow TDM to be more successful. It is recommended that the CIDs continue to partner with Georgia Commute Options to support TDM and vanpools.

Freight

The CTP 2040 Existing Conditions and Needs Assessment discussed the importance and economic impacts of efficient freight movement. The Atlanta Region serves as a transportation hub for commerce and freight in the southeast. National trends indicate that the region and Cobb County have economic competitiveness advantages that position both well for expansion associated with logistics and freight.

Recommendations Report

CTP 2040's project selection process gave priority to projects that addressed travel needs in key freight locations. These include specific freight corridors and locations near concentrations of shippers and freight providers. These specific technical analyses are discussed further in the Scenario and Project Evaluation Technical Memorandum. Specific examples of projects that received priority due to their role in freight movement include the planned improvements to SR 6 in South Cobb and the replacement of a critical Old Highway 41 railroad overpass bridge in Marietta.

Maintenance

The county's transportation system has been expanded over time to serve the growing economy and population, and is now substantial with major roadways in place. Therefore, a greater portion of resources must be used to maintain the existing roads and bridges to extend their useful life and provide a quality product for citizens. Numerous factors including weather, amount of traffic, and vehicle weight have an impact on pavement life. Maintenance recommendations include pavement, bridge, and drainage projects. A bucket for system preservation is included in the recommendations to provide for these needs.

Airport

Cobb County Airport—McCollum Field (RYY) is a public use facility owned and operated by Cobb DOT. Airport development is guided by FAA, Georgia DOT, and the Cobb County Board of Commissioners. Big changes are underway including the General Aviation Customs Facility and the new Air Traffic Control Tower both under construction. Current planning with U.S. Customs and Border Protection anticipates customs inspection services beginning in July 2015.

The airport plays a significant role in supporting major employers in the region, including Goodwin Pumps and Yamaha. The airport plays a vital role in Cobb County with 842 jobs and an annual payroll of over \$25 million, and \$112 million in economic output for the local and regional economies. Major road projects adjacent to the airport entrance are recommended in this CTP. These projects will provide better access as well as support the airport's growth and development.

Access Management

Access management is the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges and street connections to a roadway. The benefits of quality access management plans and rules include: improve roadway safety, preserve roadway capacity, support land development, prolong roadway life, maintain roadway travel speed, reduce travel delay, and reduce fuel consumption.

Opportunities for Accelerated Project or Program Delivery

SPLOST and local funds can be used for accelerated delivery of transportation projects, because they are only subject to federal and state rules and regulations that require less lengthy review.

In addition to using SPLOST and local funds, the county could explore more use of the GTIB. An example where this has successfully been used in Cobb includes Big Shanty Connector in Town Center and improvements to Windy Hill Road in Cumberland.



Ideally, access management policies should be applied in the semi-rural/emergent suburban phase of corridor development. In this phase, right-of-way is still available, access along the corridor is consolidated, and there is the potential to adopt techniques early on to influence future travel behavior. Access management policies can also be effectively implemented as an area redevelopments. A collection of suitable access management solutions can provide consistency along a corridor. These solutions can generally be broken into two groups, transportation infrastructure and land use and zoning.

Transportation Infrastructure Solutions

- **Driveway alignment** is a means of controlling access and reducing vehicular conflict points. Driveways that are offset from each other can create driver confusion. Aligning driveways directly across from each other with minimum spacing, concentrates turning movements to fewer points allowing drivers to better predict the movements of other vehicles.
- **Medians** have been proven to improve traffic flow, reduce congestion, and lower crash rates; mostly a result of managing the left-turn and U-turn movements. The reduced number of conflict points between vehicles, pedestrians, and bicyclists also reduces the frequency of crashes.
- **Traffic signal coordination** refers to both the physical spacing and the optimized timing of traffic signals along a corridor. Providing adequate spacing creates similar benefits to driveway and median break spacing. Coordination of signals can improve travel time, safety, and emissions.
- **Grade-separated** interchanges can dramatically improve the operations of an overcapacity intersection. The high cost and big impacts to adjacent properties make this not the best solution everywhere.

Land Use and Zoning

- **On-site traffic circulation** can be improved to prevent traffic from within a development backing up onto the public roadway. Lengthening the throat, the section between the roadway and the first internal site intersection, allows exiting vehicles to not obstruct another vehicle's movement within the site, and allows entering vehicles a longer distance to decide what their next movement will be.
- **Inter-Parcel Access** - Land development regulations should require connections to the local rather than major street as well as connections to adjacent properties to decrease the traffic on the major corridors.
- **Policy Implementation** on minimum sight distance, minimum turning radii, minimum driveway widths, minimizing the number of driveways, minimum street spacing, and maximum driveway slopes will improve access management. Cul-de-sac and permanent dead ends should be discouraged; instead, stub-outs should be provided within developments to allow for future connections with adjacent parcels.

In addition, the following access management recommendations would benefit the county as a whole, if implemented:

- Implement the Austell Road Access Management Study
- Identify priority corridors on which to focus and uniformly protect
- Complete detailed corridor studies for each identified corridor
- Adopt a uniform policy across all cities and the county
- Apply access management principles to intersections and roadways through design and permitting

Recommendations Report

Land Use

At its core, transportation is inextricably linked to land use. Other than for recreation, people use the transportation system to get from one place to another. The land use creates the demand for the trip and the transportation infrastructure serves as the supply that influences the decision-making behavior of individuals. Local governments have the ability to affect both the supply and demand of the transportation system through a combination of projects and policies.

Land use and development patterns affect trip distance, mode split, and commute patterns. Land use regulations have the ability to improve or reduce transportation efficiency, trip time reliability, and mode choice across the county. In the Existing Conditions and Needs Assessment, the need to invest in a multi-modal transportation systems to serve all users was identified. The results of the future scenarios developed and tested for the CTP fell short on increasing accessibility to the county's major centers via automobile. However, the scenarios tested do increase access to jobs via transit. In all the future scenarios tested, the growth forecast was held constant. Alternate land use scenarios were not tested.

Changes in transportation infrastructure alone will have a limited effect in reducing personal auto travel without a complimentary land use plan. Future land use planning by the county and each of the cities should examine a greater mix and intensity of uses along the Cobb Parkway (US 41) corridor. From a transportation perspective, these changes should further improve transit use, decrease auto travel per capita, and improve job accessibility.

The results of the future scenarios suggest that further transit improvements along with land use changes might have a more positive impact to job accessibility. Creating an environment with a mix of uses, including housing, commercial, and office in current activity centers, such as Cumberland, Marietta, and Town Center; and future activity centers, such as areas surrounding the future Austell Transfer Center and the Connect Cobb ART corridor which links several activity centers together, is important to improving accessibility to job centers. Land use in these areas should contribute to shorter automobile trips and/or trips by alternative mode.





Activity centers defined in comprehensive plans should continue to be areas where the county seeks mixed use development and provides for transportation alternatives. Areas along premium transit corridors, such as Cobb Parkway (US 41), should be considered for vibrant communities offering transportation choices at one's door step, such as transit, sidewalks, and cycling amenities. Specifically, the areas around proposed transfer centers in the Town Center Area, Marietta, and Austell Road should be developed or redeveloped at densities that consider community context and design in an effort to create walkable environments that encourage transportation choices, shorter trips, and trip time reliability.

Human Service Transportation Plan

A separate HST Summary Technical Memorandum presents recommendations for improved services and operations in Cobb County. HST refers to mobility services that provide transportation for disadvantaged populations such as persons with disabilities, persons with low income, and senior citizens. HST is an important service for populations that are not always met by fixed route public transportation. The short-term recommendations are focused on improving the quality, accuracy, and accessibility of the services information, while the long-term recommendations focus on improving the efficiency of the operations.

Short-term recommendations include maintaining a consistent mobility manager, online transportation options database, coordination with Southeastrans to provide Medicaid paratransit services and maintenance of regional and state HST coordination efforts. A medium term recommendation is to partner with county agencies and organizations. A long-term recommendation is to combine CCT and Cobb Senior Service services into one contract for a private provider.

Health Impact Assessment

The outcome of an HIA is a list of recommendations that provide the best available evidence to decision makers for considering the health impact of a program or project that are included within the following study products: HIA: Assessment of Project Recommendations. The HIA includes a qualitative analysis of each category of projects included in the transportation infrastructure project recommendations.

Roadways

Safety and Operational examples include intersection improvements, turn lanes, and the construction of roundabouts.

- Decrease walking distance at intersections and adjust signal times to allow seniors, children, and disabled citizens to safely cross during the designated signal timing.
- Provide pedestrian refuge islands or medians in large intersections to decrease crossing distance.
- Improve site distance for turning cars where applicable to decrease pedestrian-auto crashes.

New Roadway Connections contribute to alternate routes and potentially a more grid-like system.

- Opportunities to provide pedestrian facilities, streetscaping, and on-street bicycle facilities should be considered in design.
- Implement traffic calming that may reduce vehicular speeds, improve safety, and encourage pedestrian and bicycle use and physical activity.
- Implement Complete Streets Policy in design of new connections.

Capacity projects (i.e. road widening) have many negative health outcomes including increased vehicle speed and accidents, more vehicle use leading to chronic diseases and obesity. These projects need extensive mitigation.

- Discourage speeding with appropriate lane widths and enforcement.
- Implement Complete Streets Policy in design of all roadway projects.
- Provide traffic calming, lighting, and safety features along corridors with road widening.

Grade Separation projects provide congestion relief. The shorter trip times allow time for being active, social interaction, and less stress and back pain. With increased vehicle speed, more accidents can result.

- Discourage speeding with appropriate lane widths and enforcement.

Traffic Signal Timing improvements can lead to shorter trip times, more free time for physical activity, less stress, and mental health benefits. Conversely, it can lead to increased speed and more accidents.

- Provide traffic calming, lighting, and other safety features on corridors with signal timing.
- Provide signal prioritization for transit where possible.
- Allow for enough time for safe crossing of all persons including elderly, disabled, and children.

Bicycle and Pedestrian

More and better pedestrian and bike facilities are needed to improve safety, facilitate active and alternative modes, and connect to transit. All five identified health factors are positively impacted.

- On-street bike facilities should be considered in the design or reconstruction of streets. They should follow low-volume streets with linkages to high-volume streets. Include road markings, signage, and wayfinding signs. Provide bike parking at major destinations.
- Pedestrian facilities should include traffic calming, and amenities such as benches, shade trees, water fountains, and wayfinding signs particularly near transit stops. Re-design large intersections to decrease walking distances; provide appropriate spacing between safe pedestrian crossings.

Transit

More and better transit will ensure access to needs and services, especially for vulnerable populations. It increases physical activity, and reduces emissions, pollutants and chronic disease.

- Provide amenities at transit stops such as wide sidewalks, passenger waiting space, shelters, and lighting.
- Accommodate transit in the design of roadway projects.

Evaluating whether the HIA has influenced the decision making process is an important component of HIA, and is described by a study product entitled HIA: Monitoring and Evaluation. As with any intervention, evaluation is required to see if it has worked. Monitoring the implementation of the proposal is critical to ensure that any recommendations that decision makers agreed to actually occur.



Project Tracking Process

In order to most effectively and efficiently implement the recommendations of this plan, local governments must actively work together. Pointedly, this includes clear and up to date records of project scopes, costs, changes, and status.

Local officials understand the importance of collaborating on transportation projects, and city and county staff engineers meet quarterly as a group together to develop and discuss significant, cross-jurisdictional transportation projects. Because no other formal umbrella organization exists to coordinate the cities, CIDs, and the county for transportation planning and implementation, this quarterly meeting is a good starting point. A sub-committee could be formed to discuss coordination of transportation plans for short, mid, and long range, and conduct periodic reviews of the CTP status. This committee could meet after the quarterly meeting and could also include staff from the cities, the county, and CID representatives. Possible goals of this new committee could include:

- Keep records of implementation for transportation projects and policies
- Discuss funding priorities and new funding opportunities that can be considered jointly
- Coordinate access management and uses along corridors
- Periodic review of the Cobb CTP Update 2040 status
- Coordinate strategic transportation studies
- Coordinate walking, biking, transit, and trail facilities
- Coordinate efforts on transportation demand management strategies
- Conduct before and after studies of key corridors to assess the results of implemented projects

Coordination with Adjacent Jurisdictions

Cobb County shares borders with five counties and three cities. Since transportation corridors do not stop at Cobb County lines, it is imperative that there be early and thoughtful coordination on transportation projects, policies, and land uses at and adjacent to the county borders. Following are description of the adjacent jurisdictions and their recommended projects that connect to Cobb County.

Cobb CTP Connectivity Review

The Cobb County transportation network connects with eight neighboring jurisdictions. Seven of these neighbors currently have comprehensive transportation plans and the remaining jurisdiction is currently in the process of completing their first long range transportation plan. This section provides an overview of transportation projects planned by cities and counties adjacent to Cobb County. Jurisdictions are organized in alphabetical order.

Bartow County

The Cartersville Bartow Metropolitan Planning Organization is currently developing their first long range transportation plan. No comprehensive transportation plans have been prepared by Bartow County prior to this effort. Anticipated future coordination efforts with Bartow County include the development of the proposed interchange at I-75 and Third Army Road that will provide benefits to each county and the Atlanta Region, as a whole.

City of Atlanta

The City of Atlanta completed Connect Atlanta: Atlanta's Comprehensive Transportation Plan in 2008. Recommendations from this plan that connect with Cobb County include a Northwest Regional Light Rail Transit Corridor — prepared prior to the Northwest Atlanta Corridor/Connect Cobb Alternatives

Recommendations Report

Analysis study that was prepared in coordination with the City of Atlanta — from Cobb County to Georgia Tech and the Coca-Cola headquarters and a bicycle lane on Marietta Boulevard from Cobb County to Bolton Road.

Cherokee County

The Cherokee County Comprehensive Transportation Plan, completed in 2008, includes the following roadway widening projects that connect with Cobb County: I-75 from the Cobb County Line to the Bartow County Line, Trickum Road from the Cobb County Line to Arnold Mill Road, and Woodstock Road from Cobb County Line to Victory Drive. No transit or bicycle and pedestrian plans listed in the CTP connect with Cobb County. Though not included in the CTP, the City of Woodstock in Cherokee County has plans to construct multi-use shared path/greenway trails that connect to Cobb County. The Noonday Creek trail in Cherokee County is planned to connect to the proposed Noonday Creek Cherokee Connector Trail in Cobb County.

Douglas County

The Douglas County Comprehensive Transportation Plan, dated 2008, identified the following roadway projects that connect with Cobb County: I-20 West Managed Lanes from the Cobb County Line to Bright Star Road, SR 6 widening from the Cobb County Line to Bankhead Highway (US 278), and Burnt Hickory Road capacity improvement from the Cobb/Paulding County Line to I-20. The Douglas County CTP does not include any transit, bicycle, or pedestrian recommendations that connect to Cobb County.

Fulton County

The South Fulton Comprehensive Transportation Plan of Fulton, County, completed in 2013, does not include any project recommendations that connect to Cobb County. However, ARC's *Plan 2040* includes I-20 West

Managed Lanes in Fulton County from the Cobb County Line to the City of Atlanta.

Paulding County

Paulding County is currently developing their first Comprehensive Transportation Plan. No comprehensive transportation plans have previously been prepared in Paulding County.

City of Roswell

The City of Roswell participated in the North Fulton County Transportation Resource Implementation Program (TRIP), completed in 2010. TRIP recommendations in the Roswell that connect to Cobb County include enhanced regional east-west transit service, such as express bus along Marietta Highway (SR 120)/Alpharetta Highway (SR 120)/Old Milton Parkway (SR 120)/State Bridge Road. There are no roadway, bicycle, or pedestrian recommendations in TRIP within the city of Roswell that link to Cobb County.

City of Sandy Springs

The City of Sandy Springs also participated in the North Fulton County Transportation Resource Implementation Program (TRIP). TRIP recommendations in Sandy Springs that connect with Cobb County include support I-285 managed lanes as well as transit recommendations along the corridor and the Morgan Falls/Power Easement Multiuse trail — construct a multiuse trail from the existing trail system in Cobb County with a new crossing the Chattahoochee River.



Funding

Implementation of the entire package of recommended transportation investments would require significant financial investment. Recent funding levels offer insight into the estimated amount of funding likely to be available into the future, thereby facilitating development of a financially realistic program of projects offering the best potential for full implementation.

The following summarizes forecasted local, state, and federal funding availability into the future. Along with cost estimates, these forecasts are used to develop prioritized short-term (five-year), mid-term (10-year), and long-range lists of transportation infrastructure improvement projects.

The Atlanta Regional Commission (ARC) requires of its Comprehensive Transportation Plan Program participants a financial analysis with realistic projections of future transportation funding at the local, state, and federal levels. For CTP 2040, the total estimated cost of the recommended short, mid, and long term projects through 2040 is \$5,261,604,680. As discussed further in this section, based on current trends, a total of approximately \$5,261,604,680 in revenue through 2040 is forecasted to be available from the local, state, and federal government sources.

Estimated cost of
CTP 2040's
recommended short
-term, mid-term and
long-range projects:
\$5.3 billion

Forecasted revenue
available from local,
state and federal:
\$5.3 billion

The number and scale of transportation projects that are needed to keep up with travel demand is growing across the country, the state, and Cobb County. While at the same time, the financial resources available for transportation projects are dwindling. Competition among states and counties for transportation funding is increasingly competitive – fewer dollars available and more projects needed than ever.

Local Forecast

Local transportation funds for local governments in Cobb County typically come from a Special Purpose Local Option Sales Tax (SPLOST), general funds, sale of bonds and through collaboration with community improvement districts. Each is explored below.

SPLOST

Historically, Cobb County has funded most transportation capital improvements through a SPLOST. This is anticipated to continue. A SPLOST is enacted via voter referendum and expires after a set amount of time. Additionally, a list of projects included in the SPLOST is provided to the citizens prior to the referendum. If voters approve the SPLOST, only those projects on the list can be built with SPLOST revenues. SPLOST referendums are not a guaranteed funding source in the future.

Cobb voters have approved six SPLOST referendums (1985, 1990, 1994, 2005, 2011, and 2014) and rejected one (1998). Most recently, in November 2014, voters approved the 2016 SPLOST, which will initiate as the 2011 SPLOST expires. The 2011 SPLOST dedicated slightly less than \$251 million to transportation projects.

Recommendations Report

General Fund

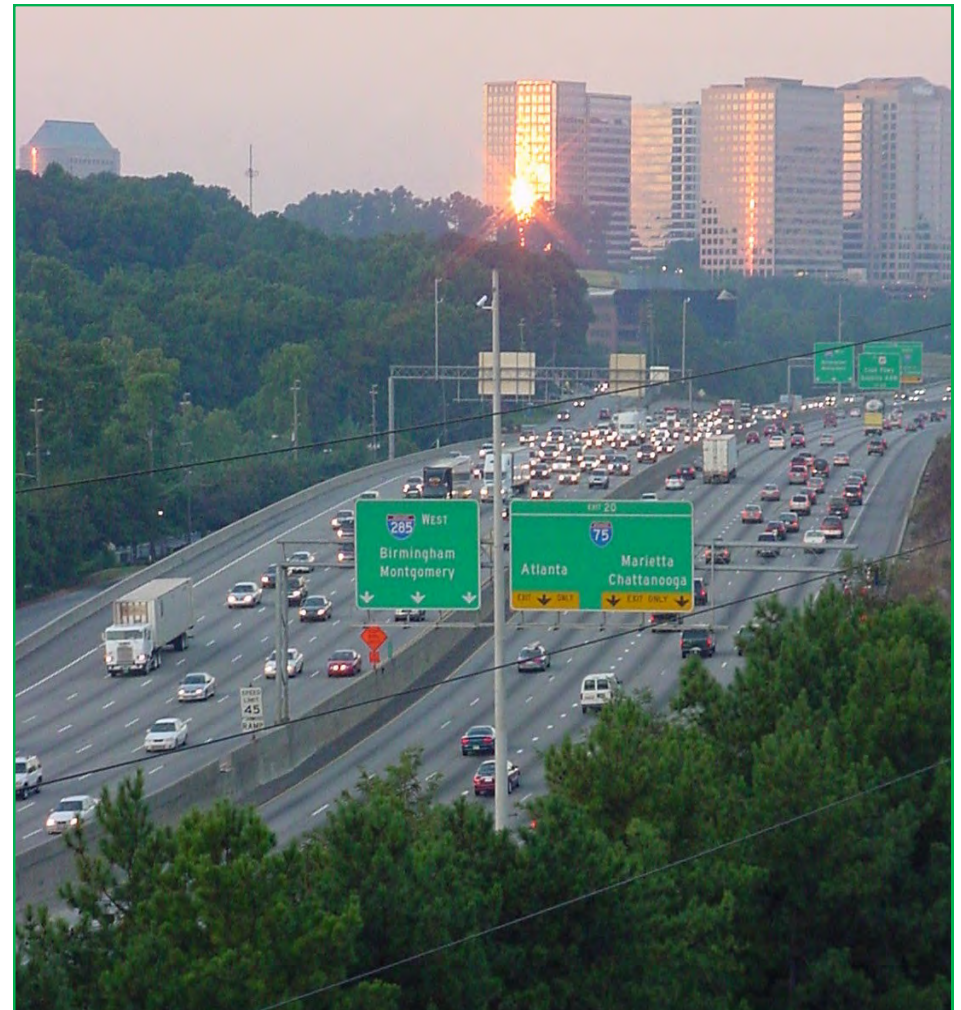
In contrast, local government funding for infrastructure investments from general funds are allocated at the discretion of the elected body for each jurisdiction. Elected bodies are not required to fund transportation at the same levels in every budget, therefore this revenue sources is variable as well. Cobb County has historically funded operating expenses through the general fund.

Cobb County Government's FY2014 budget projected total general fund revenue of approximately \$325 million for the fiscal year. It allocated operating funds of \$14.7 million and \$18.8 million to Cobb DOT and CCT, respectively. It allocated no capital funds to Cobb DOT or CCT. However, the FY2013 budget allocated roughly \$1.9 million in capital funds to Cobb DOT.

CCT relies primarily on local funds and fares for its operations. According to the National Transit Database, local and state funds accounted for 26% and 27% of the 2012 annual operating funds of the top 50 U.S. transit agencies. Federal funds are the major source of operating funding for CCT, accounting for 39% of 2012 annual operating funds. State funds accounted for just 3.0% of the operating budget. Fares, the second largest source of CCT revenue, made up 35% of the agency's annual budget, which is just short of the average 36% for the top 50 U.S. transit agencies.

Bonds

Bond referendums are another source of funding for transportation projects, however, money raised requires pay back with interest from future revenue streams. In 2013, Marietta residents passed a \$68 million general obligation bond referendum to fund projects in two areas of the city: Franklin Road Corridor and Whitlock Avenue (SR 120). Of the \$68 million, \$4 million will go towards the improvement and beautification of Whitlock Avenue.





At the county level, a bond referendum to finance the local portion of the Connect Cobb ART (described on page 35) could be held, but has not been added to the ballot at this time. A vote by the Cobb County Board of Commissioners (BOC) is necessary to initiate a ballot referendum seeking voter approval of a finance package to generate funds that the BOC could authorize to construct components of the Connect Cobb project that are exclusive to the future operation of high capacity transit (e.g. dedicated guideway, transit stations, vehicles, etc.). If the BOC votes to place a referendum on the ballot, Cobb County voters would subsequently have to pass the referendum in order for funds to become available for the project. If voters approve the referendum, future votes by the BOC would be required to approve authorization of funds for construction.



Community Improvement Districts

Cobb County is home to three Community Improvement Districts (CIDs) which are self taxing districts that fund infrastructure improvements within their boundaries. The three CIDs are: Cumberland CID founded in 1988, Town Center Area CID established in 1997, and Gateway Marietta CID formed in June 2014. Both the Cumberland and Town Center Area CIDs have previously provided a local match for transportation projects and leveraged state and federal funds in their districts. From their inception through 2014, the Cumberland and Town Center Area CIDs have historically spent an average of \$5.6 million annually on transportation improvements. The Gateway Marietta CID was formed in 2014, so no historical data was available and it is excluded from the local forecast. While included in the local forecast, CID funds are allocated at the discretion of the CID boards and historical levels of investment are not guaranteed.

Local Funding Summary

Based on current trends and historical levels of transportation funding, a local forecast was developed. Key assumptions underlying the local forecast are: Cobb County, local jurisdictions, and the CIDs continue funding transportation at the same level as past recent years, voters pass future SPLOST referendums, and the CIDs continue to vote for renewal every six years. Any changes that occur to these assumptions will require revised local funding forecasts in future updates of the CTP. Projecting current funding levels into the future², \$1.3 billion in total funding from local sources is forecasted to be available during the period from 2015 through 2040. This

²Through 2021, the 2016 SPLOST projections were combined with the historic average transportation outlays of the CIDs. From 2022 through 2040, it was assumed annual transportation revenues would remain the same as the 2016 2021 period.

Recommendations Report

forecast is intended to be conservative and therefore does not include potential funding mechanisms such as future bond referendums or other financing vehicles such as tax allocation district. If Cobb County chooses to increase transportation funding through these or other means in the future, projects can be pulled forward from the mid- and long-term tiers or the aspirations plan.

State Forecast

State funding for transportation accounts for roughly 14.7% of total transportation funding in the Atlanta Region, an estimated \$300 million annually. To help fund transportation improvements, the state collects two types of taxes on motor fuels: Motor Fuel Excise Tax and Prepaid Motor Fuel Sales Tax. The funds generated from the taxes are programmed by Georgia DOT. By law, revenues from the motor fuel taxes are dedicated to the building and maintenance of roads and bridges.

Local Maintenance and Improvement Grant (LMIG)

GDOT provides funding to local governments through the LMIG program. A detailed description of the LMIG program is included in the Existing Conditions and Needs Assessment. Cobb County and its cities receive approximately \$5 million per year in LMIG grants.

Georgia Transportation Infrastructure Bank (GTIB)

The State Road and Tollway Authority (SRTA) administers GTIB loans and grants to state, regional, and local jurisdictions, including CIDs, for transportation projects. Approximately \$9.4 million is currently available for loans. Bridge, road, rail, bicycle, and transit projects can all be funded through GTIB with loans or grants. Currently only projects that are motor

fuel tax eligible (e.g. roads and bridges) can be funded because the motor fuel tax was the source of GTIB funds.

GTIB gives priority to funding projects that are under or near construction, although all project phases are eligible for funding. Additionally, preference is given to projects with federal and local matches, but 100% of a project could be funded through GTIB. The maximum funding request amount for a grant for a single project is limited to 25% of the total grant funds currently available. Based on current finances, the maximum grant request amount is \$4 million. Historically, typical grants have been for \$1 million or less.

State Funding Summary

The state is likely to continue funding transportation at current levels. However, these levels are unlikely to meet the transportation needs throughout the state and new revenue sources and funding mechanisms may be implemented in the future. At this time, any new revenue streams at the state level rely on the state legislature and cannot be predicted as to timing and amount. Cobb County will need to proactively monitor the state funding situation and apply for additional funding if and when it becomes available. This forecast was prepared prior to the close of the 2015 legislative session. Therefore, it does not account for legislation adopted during the 2015 term.

Federal Forecast

The federal government spends an estimated \$600 to \$800 million on transportation projects in the Atlanta Region, comprising an average of 35% of all funding spent in the region on transportation. Federal transportation funding is authorized through a transportation bill that authorizes funding levels for highway and transit facilities.



The Existing Conditions and Needs Assessment report includes a detailed overview of the federal transportation legislation, revenue sources, and funding programs.

Federal Funding Trends

For over a decade expenditures from the highway trust fund have exceeded revenues.³ As the highway trust fund is the primary source for federal funding of surface transportation, its continued depletion will negatively affect future federal surface transportation outlays to states and local jurisdictions. The federal gasoline tax makes up the majority of revenue for the highway trust fund. Inflation, increases in fuel efficiency and decreases in vehicle miles traveled (VMT) all influence the amount of gas tax receipts collected. The federal gas tax is a flat rate of 18.4 cents per gallon.

Decreases in revenue brought about by inflation, improved fuel efficiency, and VMT trends have contributed to a decline in transportation infrastructure investment. Spending on surface transportation at all levels of government declined \$27 billion or 12% in real terms from 2002 to 2011. This trend in funding is anticipated to continue over the next 10 years, with funding shortfalls at the federal level increasing to \$162 billion.

While uncertainty associated with future authorization makes forecasting availability of federal transportation funding difficult, because this infrastructure is crucial to the nation's economic health, this funding forecast assumes that the federal government will continue to fund transportation at the same or slightly lower levels through 2040.

³ Intergovernmental Challenges in Surface Transportation Funding, The Pew Charitable Trusts, September 2014.

The 2016 SPLOST, Cobb County set aside \$50 million as a local match for federal and state funds. Using this figure as a starting point and a split of 20% local and 80% state and federal funds, a minimum of \$1.25 billion is forecasted to be available in state and federal funds for the period from 2015 to 2040. Under this scenario, Cobb County would be paying 51% of project costs, with the state and federal share at 49%. A state and federal match of 75% is achievable and \$3.9 billion in state and federal funding could be leveraged.

Combined Funding Forecast

Combining the local, state, and federal forecasts, total projected funding for the period from 2015 to 2040 is forecasted to be \$5.3 billion. This forecast assumes that voters pass future SPLOST referendums and that Cobb County continues to set aside the same amount for a local match. While alternative sources of revenue have been identified in the local funding section, in the recent past Cobb County has funded transportation capital improvements through the SPLOST and this is likely to continue through at least 2021, which is the sunset year of the most recently approved SPLOST.

This forecast will fund the projects in the short-term, mid-term, and long-range transportation infrastructure improvement project tables. If revenues exceed the forecast, projects can be moved forward from the aspirations project tier. In contrast, if local revenues are below expectations or budget cuts at the state and federal levels occur, some lower priority projects may need to be moved into the aspirations project tier.

Recommendations Report

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Implementation

Financially Constrained Recommendations

The recommendations were determined based needs documented by the Existing Conditions and Needs Assessment, the public engagement process, and the travel demand modeling of different scenarios and resulting project evaluations as documented in Scenario and Project Evaluation Technical Memorandum.

Tables 1 through 15 present the recommended policy actions and transportation infrastructure improvement projects. The jurisdiction-based tables organize the recommendations by priority—short-term (five-year), mid-term (10-year), long-range (more than 10 years) and aspirations. The tables include the following columns, as defined below:

- **Map ID:** unique ID generated for each project.
- **Project Name:** short title given to each project.
- **Category:** CTP project categories include: bridge, interchange and grade separation, managed lanes, multi-use trail, new connection, pedestrian, roadway capacity, safety and operational, streetscape enhancement, transit, and bucket.
- **From:** starting termini of the project.
- **To:** ending termini of the project.
- **Cobb County Funding:** project cost to be paid using revenue collected by Cobb County government (amounts shown primarily from the 2016 SPLOST Project list).

- **Other Local Funding:** project cost to be paid using revenue collected by city governments and CIDs (amounts shown primarily from the 2016 SPLOST Project list).
- **Total Cost:** total project cost collected from known project costs or costs generated by ARC's cost estimate tool.
- **Funding Source:** Government/organization responsible for providing money to fund the project.

The recommended transportation infrastructure improvement projects are mapped in Figures 4-15 for unincorporated Cobb County, each city, and each CID.

FIGURE 5 | CTP Projects Located within Acworth

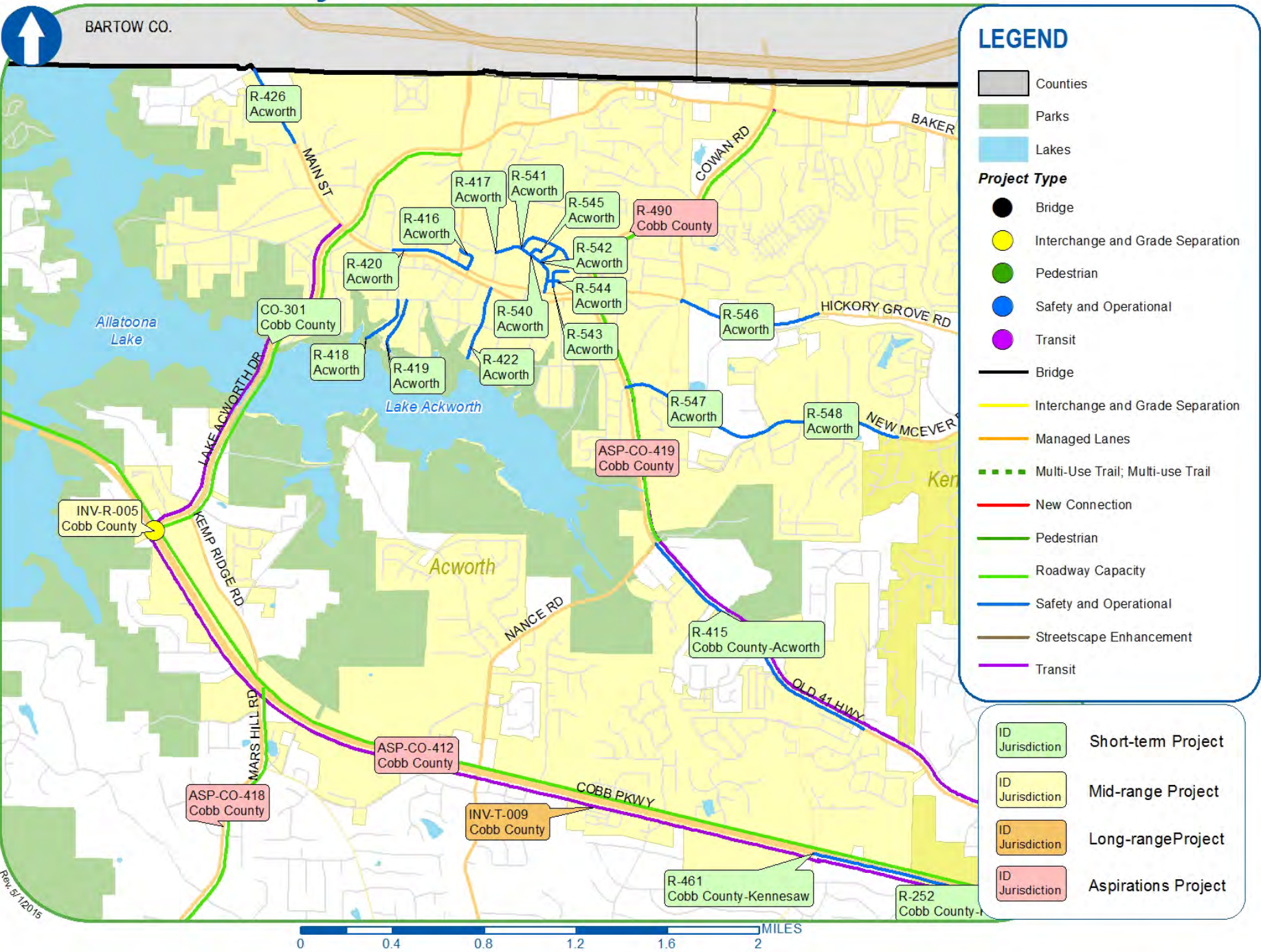


FIGURE 6 | CTP Projects Located within Austell

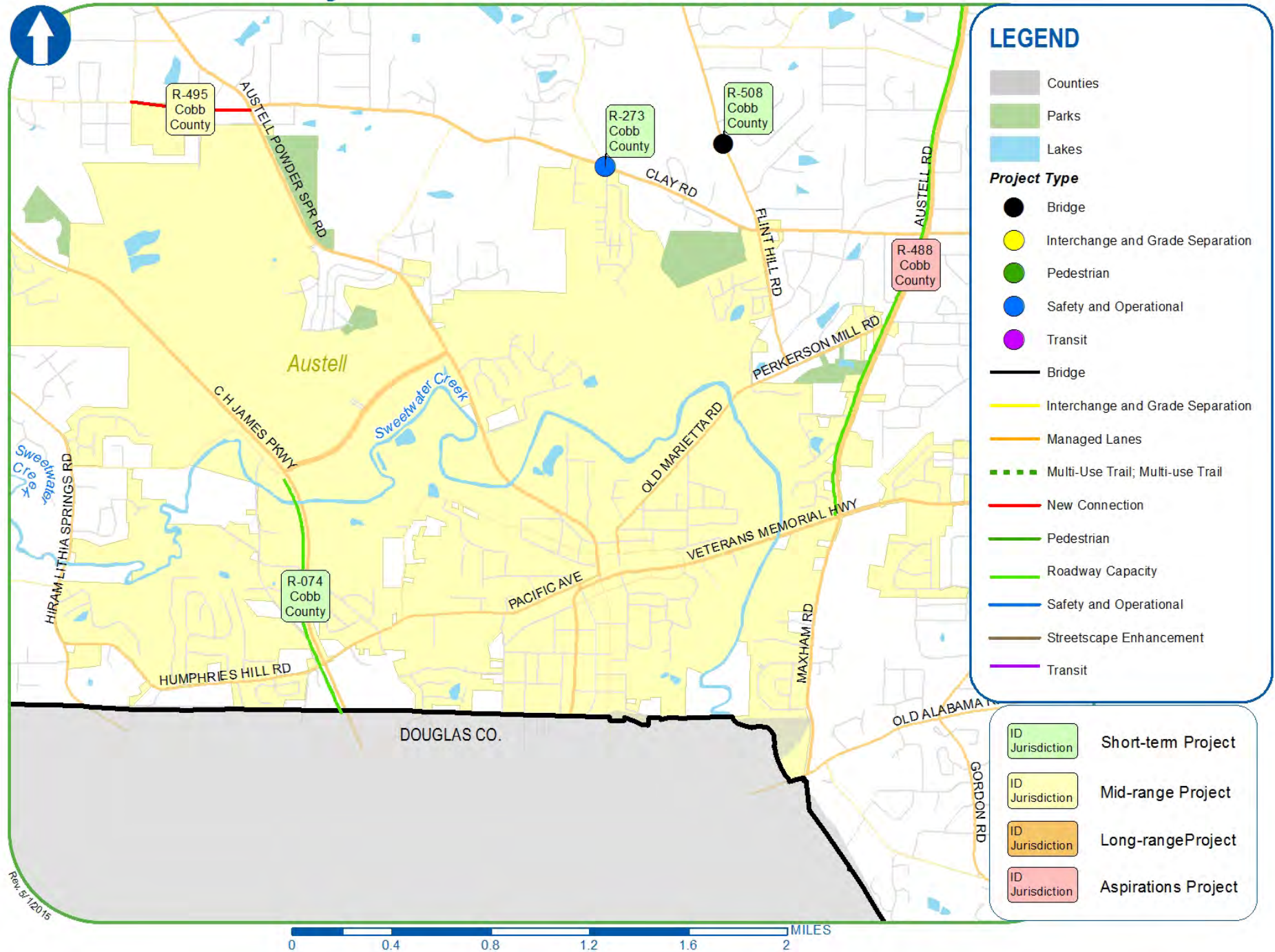
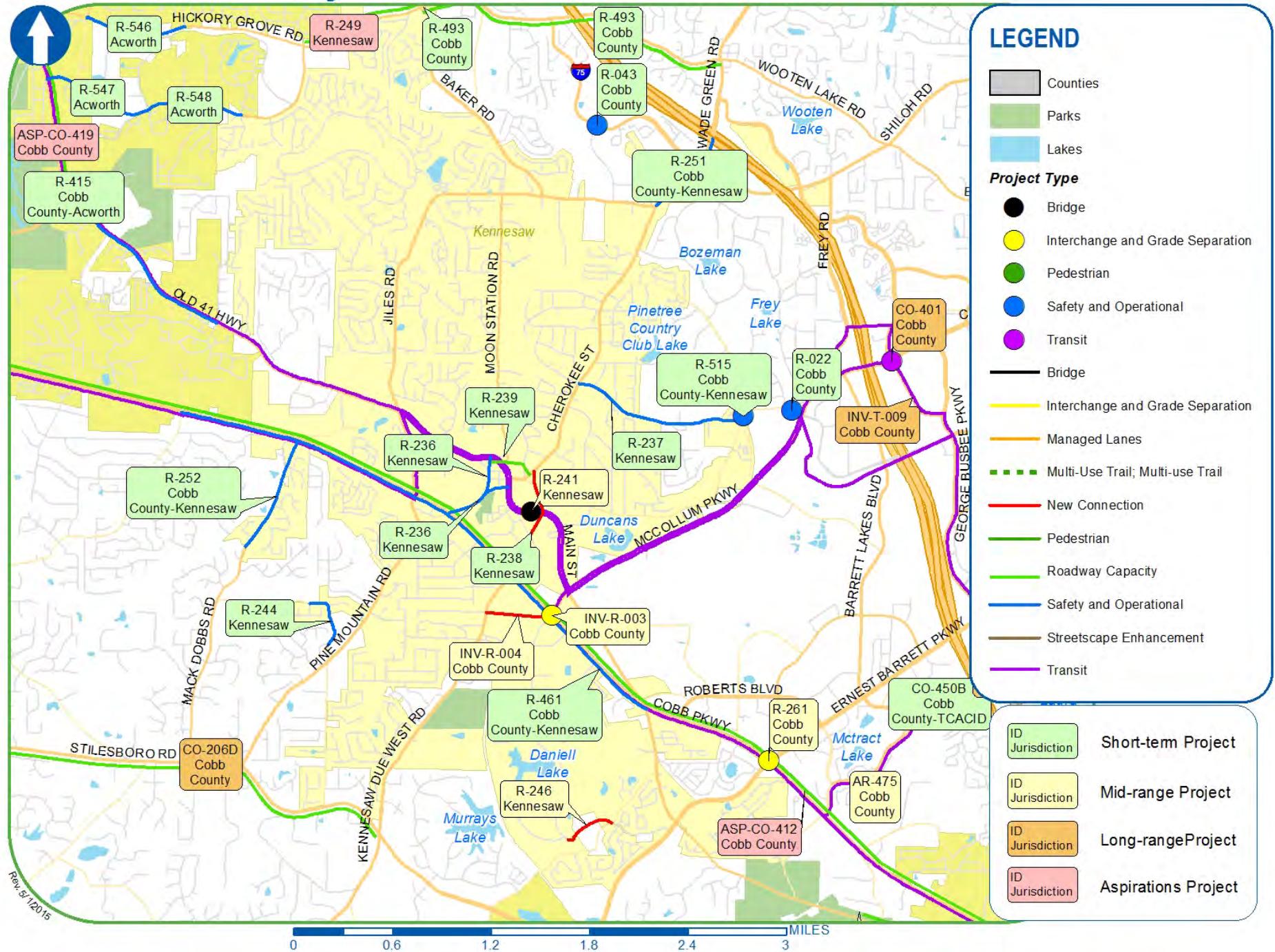


FIGURE 7 | CTP Projects Located within Kennesaw



Legend

County

- Counties
- Parks
- Lakes

Project Type

- Bridge
- Interchange and Grade Separation
- Pedestrian
- Safety and Operational
- Transit

Line Style

- Bridge
- Interchange and Grade Separation
- Managed Lanes
- Multi-Use Trail; Multi-use Trail
- New Connection
- Pedestrian
- Roadway Capacity
- Safety and Operational
- Streetscape Enhancement
- Transit

ID Jurisdiction	Short-term Project
ID Jurisdiction	Mid-range Project
ID Jurisdiction	Long-range Project
ID Jurisdiction	Aspirations Project

FIGURE 9 | CTP Projects Located within Powder Springs

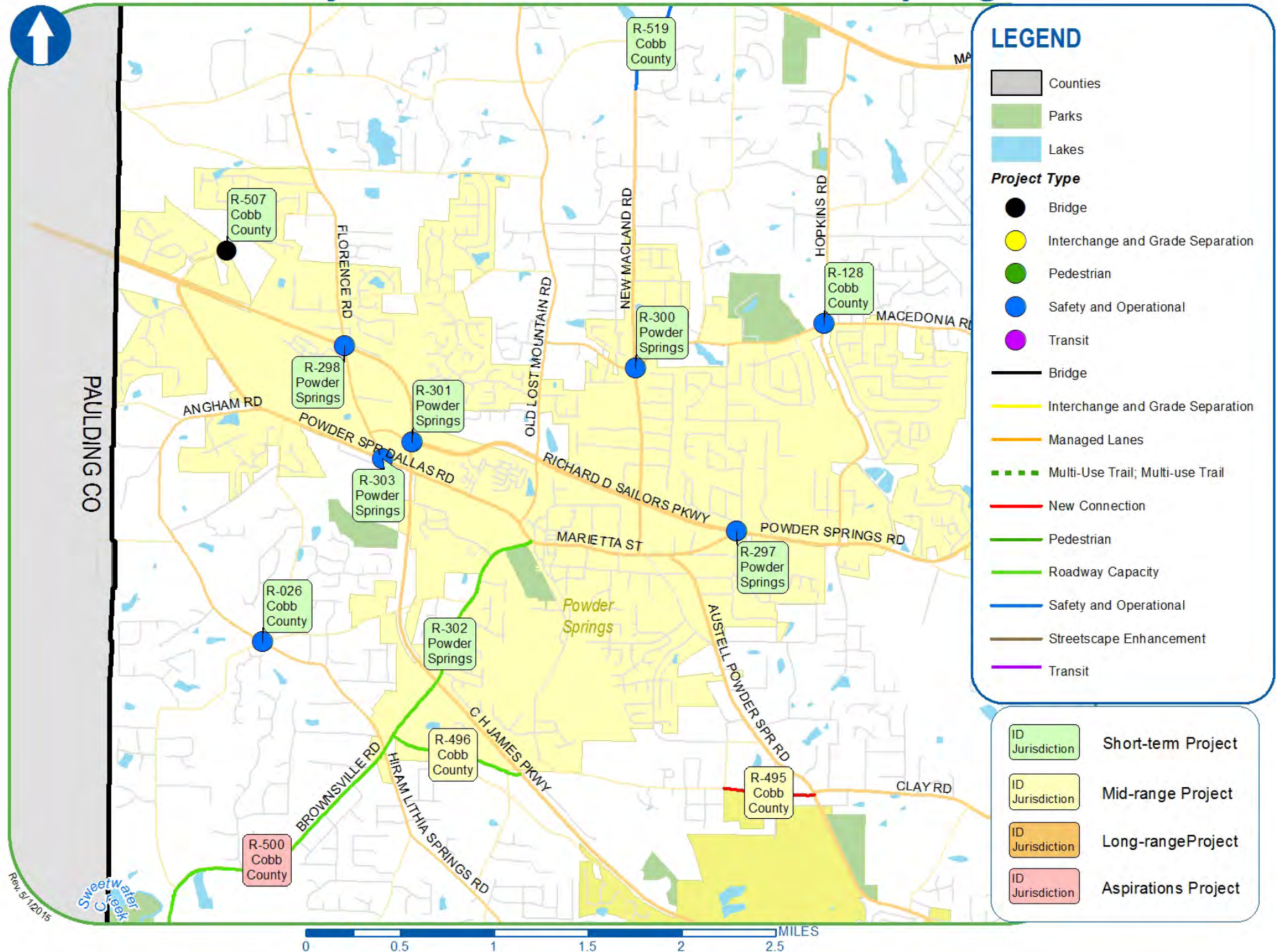


FIGURE 10 | CTP Projects Located within Smyrna

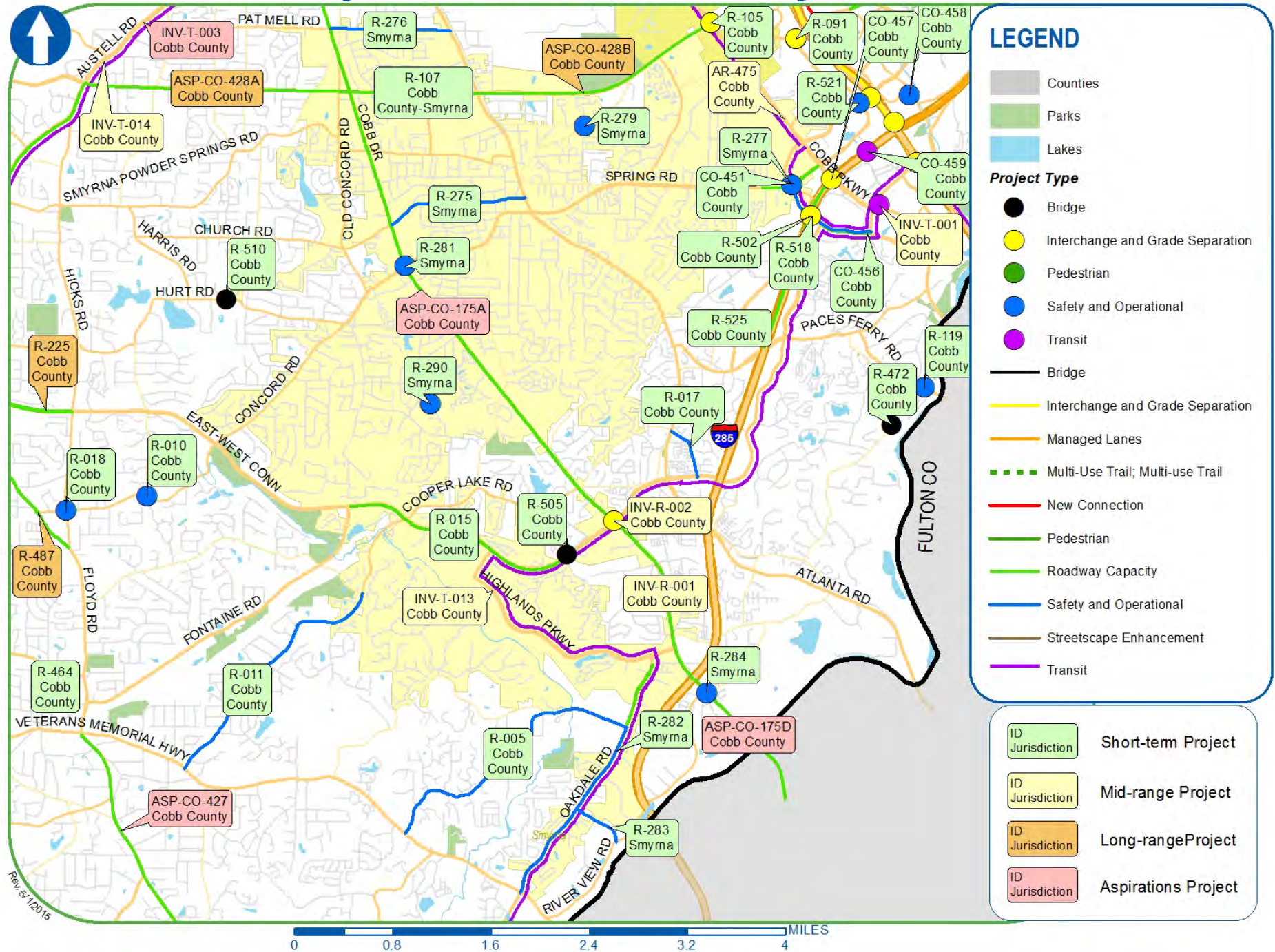
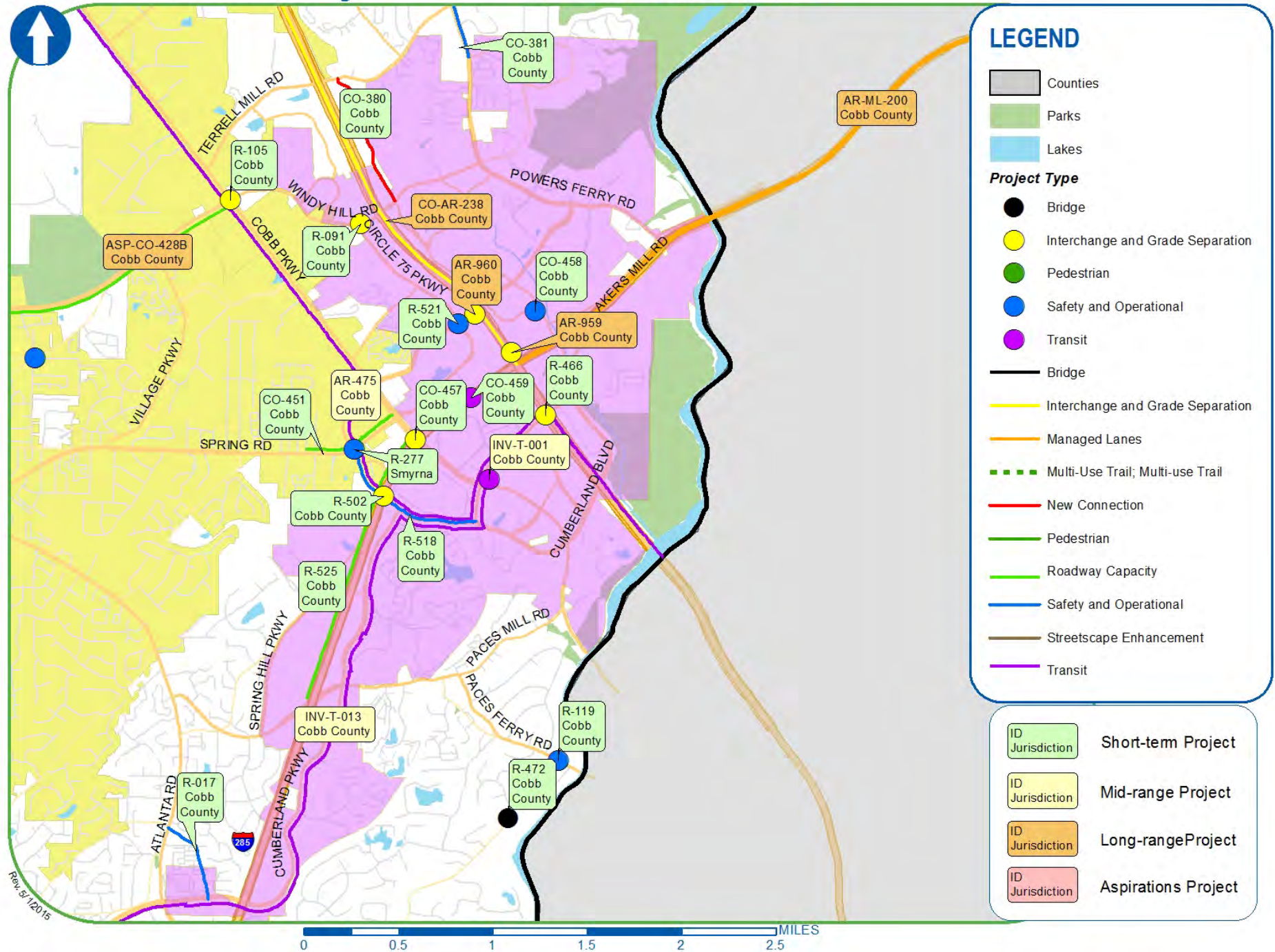
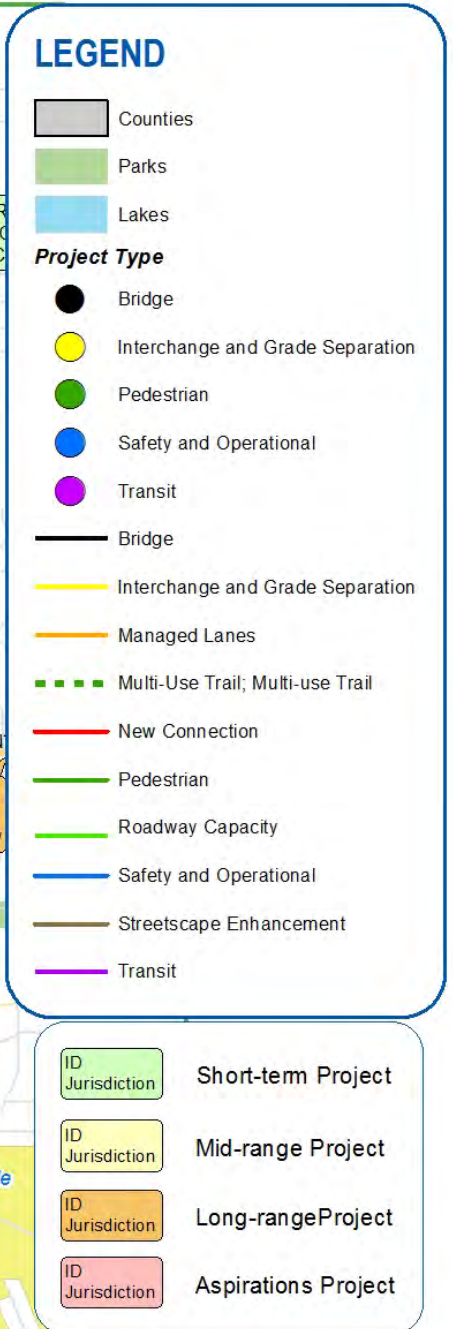


FIGURE 11 | CTP Projects Located within CCID





LEGEND

Counties
Parks
Lakes

Project Type

- Bridge
- Interchange and Grade Separation
- Pedestrian
- Safety and Operational
- Transit

Bridge
Interchange and Grade Separation
Managed Lanes
Multi-Use Trail; Multi-use Trail
New Connection
Pedestrian
Roadway Capacity
Safety and Operational
Streetscape Enhancement
Transit

ID Jurisdiction

- Short-term Project
- Mid-range Project
- Long-range Project
- Aspirations Project

0 1.5 3 4.5 6 7.5 MILES





Cobb County

Short-Term Project Recommendations

Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Other Local Funding	Total Cost	Funding Source
	Advanced Transportation Management Systems	Bucket	Continue to expand and upgrade the ATMS to include upgrading the Transportation Management Center control room infrastructure, expansion of the fiber optic cable network and travel time monitoring system, IP/Ethernet network conversion and add vehicle infrastructure integration.				\$2,000,000	\$0	\$2,000,000	County
	Incident Management	Bucket	Expand coverage and upgrade CCTV cameras and dynamic message boards; enhanced wayfinding signage; 24-hour response vehicle				\$2,500,000	\$0	\$2,500,000	County
	Inclement Weather Equipment and Supply Shortage	Bucket	Salt storage barns, street sweeper, sprayer, storage tanks, tailgate spreaders, plow attachments, spreader, spreader hoppers, chippers, and other related equipment				\$1,018,000	\$0	\$1,018,000	County
	Integrated Corridor Management	Bucket	Provide cross network travel management for parallel corridors to include I-75, Cobb Pkwy(US 41/SR 3), I-575, Bells Ferry Rd, Canton Rd, and Powers Ferry Rd				\$1,000,000	\$0	\$1,000,000	County
	Local Match for Future Federal/ State/Other Funding	Bucket	Required local match for Federal/ State Grants and other funding sources				\$50,000,000	\$0	\$50,000,000	County
	Pedestrian and Bicycle Improvements	Bucket	Construction of sidewalks, trails, and other pedestrian and bike path improvements along roadways in the vicinity of schools, activity centers, multi-modal facilities (transit stops/ shelters, etc.) and other congested areas; includes pedestrian bridges where needed				\$18,500,000	\$0	\$18,500,000	County
	Pedestrian Improvements	Bucket	Construction of sidewalks and other pedestrian improvements along roadways in the vicinity of schools, activity centers, multi modal facilities (transit stops/shelters, etc.) and other congested areas; includes pedestrian bridges where needed				\$1,600,000	\$0	\$1,600,000	County
	Multi-use Trail Connections	Bucket	Construction of new multi-use trails that extend existing trails or link to existing major truck trails. Note: priority trails are listed in Table 1 of CTP 2040 study product <u>Active Transportation Technical Memorandum</u>				\$10,000,000	\$0	\$10,000,000	County
	Pedestrian Improvements (only funding category divided equally by District)	Bucket	Construction of sidewalks and other pedestrian improvements along roadways in the vicinity of schools, activity centers, multi modal facilities (transit stops/shelters, etc.) and other congested areas; includes pedestrian bridges where needed				\$15,000,000	\$0	\$15,000,000	County
	Planning Studies	Bucket	Long and short term multimodal transportation studies				\$2,000,000	\$0	\$2,000,000	County
	Safety and Operational Intersection Improvements	Bucket	Typical safety and operational intersection improvements or roundabout construction - Specific locations to be determined from future analysis				\$2,000,000	\$0	\$2,000,000	County
	Safety and Operational Roadway Improvements	Bucket	Corridor safety and operational improvements - Specific locations to be determined from future analysis				\$6,000,000	\$0	\$6,000,000	County
	System Preservation - Drainage Improvements	Bucket	Repair and replacement of roadway drainage systems throughout the County				\$8,900,000	\$0	\$8,900,000	County
	System Preservation - Resurfacing	Bucket	Milling, patching, leveling, and resurfacing, of various roadways throughout the County			\$20,000,000	\$64,263,467	\$0	\$84,263,467	Federal/ State, County

Table 1: Cobb County Short-Term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Other Local Funding	Total Cost	Funding Source
	Traffic Signal Timing	Bucket	Upgrade or replace timing software, retime traffic signal corridors, optimize SCATS timing, implement County regional traffic operations program (RTOP), and upgrade and transfer operations of GDOT traffic signals				\$2,000,000	\$0	\$2,000,000	County
	Traffic Signals	Bucket	Upgrade traffic signal infrastructure to include adding and upgrading uninterruptible power supply (UPS), adding flashing arrow LT displays, and rebuilding traffic signal supports				\$1,500,000	\$0	\$1,500,000	County
	Transportation Technology	Bucket	Upgrade information systems to include Geographic Information Systems (GIS), Program/Project/Contract management system (ProjectView), and transportation management system (Cartegraph)				\$1,000,000	\$0	\$1,000,000	County
	Various School Zone Improvements Throughout the County	Bucket	Additional turn lane and school entrance improvements as determined from future analysis				\$4,000,000	\$0	\$4,000,000	County
	System Preservation - Resurfacing (Tier 2)	Bucket	Milling, patching, leveling, and resurfacing, of various roadways throughout the County				\$50,000,000	\$0	\$50,000,000	County
	Pedestrian Improvements (Tier 2)	Bucket	Construction of sidewalks and other pedestrian improvements along roadways in the vicinity of schools, activity centers, multi modal facilities (transit stops/shelters, etc.) and other congested areas; includes pedestrian bridges where needed				\$36,000,000	\$0	\$36,000,000	County
	System Preservation - Drainage Improvements (Tier 2)	Bucket	Repair and replacement of roadway drainage systems throughout the City				\$4,000,000	\$0	\$4,000,000	County
	Advanced Transportation Management Systems (Tier 2)	Bucket	Continue to expand and upgrade the ATMS to include upgrading the Transportation Management Center control room infrastructure, expansion of the fiber optic cable network and travel time monitoring system, IP/Ethernet network conversion and add vehicle infrastructure integration				\$2,000,000	\$0	\$2,000,000	County
	Incident Management (Tier 2)	Bucket	Expand coverage and upgrade CCTV cameras and dynamic message boards; enhanced wayfinding signage; 24-hour response vehicle				\$2,500,000	\$0	\$2,500,000	County
	Integrated Corridor Management (Tier 2)	Bucket	Provide cross network travel management for parallel corridors to include I-75, Cobb Pkwy(US 41/SR 3), I-575, Bells Ferry Rd, Canton Rd, and Powers Ferry Rd				\$1,000,000	\$0	\$1,000,000	County
	Traffic Signal Timing (Tier 2)	Bucket	Upgrade or replace timing software, retime traffic signal corridors, optimize SCATS timing, implement County regional traffic operations program (RTOP), and upgrade and transfer operations of GDOT traffic signals				\$2,000,000	\$0	\$2,000,000	County
	Traffic Signals (Tier 2)	Bucket	Upgrade traffic signal infrastructure to include adding and upgrading uninterruptible power supply (UPS), adding flashing arrow LT displays, and rebuilding traffic signal supports				\$1,500,000	\$0	\$1,500,000	County
	Transportation Technology (Tier 2)	Bucket	Upgrade information systems to include Geographic Information Systems (GIS), Program/Project/Contract management system (ProjectView), and transportation management system (Cartegraph)				\$2,000,000	\$0	\$2,000,000	County
	Safety and Operational Intersection Improvements (Tier 2)	Bucket	Typical safety and operational intersection improvements or roundabout construction - Specific locations to be determined from future analysis				\$4,000,000	\$0	\$4,000,000	County

Table 1: Cobb County Short-Term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Other Local Funding	Total Cost	Funding Source
	Safety and Operational Roadway Improvements (Tier 2)	Bucket	Corridor safety and operational improvements - Specific locations to be determined from future analysis				\$4,000,000	\$0	\$4,000,000	County
	Online Transportation Database	Bucket	Online transportation options database				n/a	n/a	\$0	n/a
	Medicaid Paratransit Services	Bucket	Coordinate with Southeastrans to provide Medicaid paratransit services				n/a	n/a	\$0	n/a
	Regional and Statewide HST Coordination Efforts	Bucket	Remain up to date on regional and statewide HST coordination efforts				n/a	n/a	\$0	n/a
	Planning Studies (Tier 2)	Bucket	Long and short term multimodal transportation studies				\$1,000,000	\$0	\$1,000,000	County
Policy										
	ADA Transition Plan for Public Rights of Way (PROW)	Pedestrian	Evaluate the sidewalk network for ADA compliance so that a detailed plan can be developed for balancing the expenditure of financial resources for maintenance, rehabilitation, and new facilities.							County
	Implement Asset Management System to Track Condition of the Pedestrian Network	Pedestrian	Implementation of a GIS based asset management system to track and monitor sidewalks, ramps, crosswalks, pedestrian signal heads, push buttons, and signs.							County
	Modify development regulations to incorporate bike facilities	Bicycle	Modify regulations to include bicycle lockers, racks and showers etc. with all new large office and retail development.							County
	Update County Design Standards for Biking	Bicycle	Modify Cobb County design guidelines to reference details in the Updated Bike and Pedestrian Improvement Plan, and AASHTO, and NACTO guidelines for the design of bike and trail facilities; consider creating a minimum bike lane width of 5' for county roads instead of the generally accepted 4' for greater safety and rider comfort; encourage cities to adopt similar design guidelines							County
	E Marietta Family Friendly Route	Bike & Pedestrian	Conduct feasibility study for the E Marietta Family Friendly Route described in the 2010 Bicycle and Pedestrian Improvement Plan (2010 BPIP). The location of this route is generally in the northeast of Marietta, roughly bounded by Marietta Pkwy, Roswell Rd, and Clubland Pkwy. Destinations served by this route include: E Cobb Park, Fullers Park, Sewell Park, E Marietta Library, E Cobb Middle, Wheeler High.							County

Table 1: Cobb County Short-Term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Other Local Funding	Total Cost	Funding Source
	S Mableton Family Friendly Route	Bike & Pedestrian	Conduct feasibility study for the S Mableton Family Friendly Route described in the 2010 BPIP. The location of this route is the area roughly bounded by Mableton Pkwy, Dodgen Rd, S Gordon Rd, Dillon Rd and James Rd. Destinations served by this route include: Wallace Park, Bartlett Property, Lions Park, S Cobb Community Center, Lucius Clay Elem, Skyview Elem, Lindley Middle, Pebblebrook High, Chattahoochee Technical College (S Cobb Campus).							Mableton
	Update the Bike and Pedestrian Improvement Plan (2010 BPIP)	Bike & Pedestrian	Update the 2010 BPIP							County
Safety and Operational Recommendations										
CO-458	Interstate North Pkwy Realignment and Pedestrian Corridor	Safety and Operational	Roadway operational and pedestrian improvements	Interstate North Pkwy	Windy Ridge Pkwy	\$4,000,000		\$0	\$4,000,000	Federal/ State, County
R-001	Acworth Due West Rd at Jim Owens Rd/ Mars Hill Church Rd Roundabout	Safety and Operational	Construct roundabout to replace existing 4-legged all-way stop intersection, improve school entrance	n/a	n/a		\$2,300,000	\$0	\$2,300,000	County
R-003	Beech Rd/West Side Dr	Safety and Operational	Operational and pedestrian improvements for improved access to Chattahoochee Tech	S Cobb Dr (SR 280)	Sandtown Rd		\$2,250,000	\$0	\$2,250,000	County
R-004	Blackwell Rd at Autumn Ridge Pkwy	Safety and Operational	Intersection improvements	n/a	n/a		\$650,000	\$0	\$650,000	County
R-005	Buckner Rd	Safety and Operational	Intersection improvements including turn lanes and sidewalks	Oakdale Rd	Veterans Memorial Hwy (US 78/US 278/SR 8)		\$9,200,000	\$0	\$9,200,000	County
R-006	Bullard Rd	Safety and Operational	Intersection improvements, turn lanes and sidewalks	Lost Mountain Rd	Villa Rica Rd		\$2,500,000	\$0	\$2,500,000	County
R-007	Canton Rd at Shallowford Rd/ Highland Ter (southern intersection)	Safety and Operational	Add right turn lane to north-bound Canton Rd	n/a	n/a		\$800,000	\$0	\$800,000	County
R-008	Canton Rd Corridor	Safety and Operational	Improvements including turn lanes and sidewalks	Canton Rd Conn	Cherokee Co Line	\$2,000,000	\$3,000,000	\$0	\$5,000,000	Federal/ State, County
R-010	Concord Rd at Hurt Rd/ Windsor Dr	Safety and Operational	Realign Hurt Rd and Windsor Dr to create two "T" intersections	n/a	n/a		\$750,000	\$0	\$750,000	County
R-011	Cooper Lake Rd	Safety and Operational	Safety and operational improvements, turn lanes, sidewalks	Veterans Memorial Hwy(US 78/US 278/SR 8)	Nickajack Rd		\$3,600,000	\$0	\$3,600,000	County

Table 1: Cobb County Short-Term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Other Local Funding	Total Cost	Funding Source
R-014	Dallas Hwy (SR 120) at Lost Mountain Rd/Mars Hill Rd	Safety and Operational	Lengthen EB & WB LT lanes, reassign lanes on north leg, widen south leg and reassign lanes	n/a	n/a	\$2,900,000	\$2,900,000	\$0	\$5,800,000	Federal/ State, County
R-017	Gilmore Rd	Safety and Operational	Intersection improvements, turn lanes, and sidewalks	Atlanta Rd	Cumberland Pkwy		\$850,000	\$0	\$850,000	County
R-018	Hicks Rd at Concord Rd	Safety and Operational	Construction of roundabout in lieu of adding turn lanes	n/a	n/a		\$1,200,000	\$0	\$1,200,000	County
R-020	Lost Mountain Rd at Midway Rd/ Mirror Lake Dr	Safety and Operational	Realign Midway Rd to align with Mirror Lake Dr, add LT and RT lanes	n/a	n/a		\$1,700,000	\$0	\$1,700,000	County
R-022	Campus Loop Rd/ Big Shanty Rd/ Chastain Rd	Safety and Operational	Improve connection. Campus Loop Rd to Big Shanty Rd, possible connection under Chastain Rd	n/a	n/a		\$2,500,000	\$0	\$2,500,000	County
R-023	Old Canton Rd at Holly Springs Rd	Safety and Operational	Construct roundabout with bypass lane to replace existing 3-legged intersection	n/a	n/a		\$2,200,000	\$0	\$2,200,000	County
R-026	Hiram Lithia Springs Rd at Hill Rd	Safety and Operational	Construct roundabout to replace existing 4-legged all-way stop intersection	n/a	n/a		\$1,500,000	\$0	\$1,500,000	County
R-028	Hurt Rd	Safety and Operational	Improvements including turn lanes and sidewalks	Powder Springs Rd	Austell Rd (SR 5)		\$9,500,000	\$0	\$9,500,000	County
R-029	Jim Owens Rd (Lewis Elem School)	Safety and Operational	Additional turn lane and school entrance improvements	n/a	n/a		\$1,000,000	\$0	\$1,000,000	County
R-030	John Ward Rd at Irwin Rd (Cheatham Hill Elem School)	Safety and Operational	Construct a roundabout to replace existing 3-legged intersection.	n/a	n/a		\$1,000,000	\$0	\$1,000,000	County
R-034	New Chastain Rd	Safety and Operational	Corridor safety and operational improvements	Bells Ferry Rd	Chastain Corner Rd		\$8,000,000	\$0	\$8,000,000	County
R-037	Old Hamilton Rd/Casteel Rd	Safety and Operational	Improvements including turn lanes and sidewalks	Due West Rd	Casteel Park Dr		\$5,900,000	\$0	\$5,900,000	County
R-042	Shallowford Rd	Safety and Operational	Improvements including turn lanes and sidewalks	Canton Rd	Blackwell Rd		\$6,600,000	\$0	\$6,600,000	County
R-043	Shiloh Rd at Royal Dr/Apartment Dr	Safety and Operational	Signalize intersection, reassign lanes	n/a	n/a		\$400,000	\$0	\$400,000	County
R-045	Stilesboro Rd	Safety and Operational	Improvements including turn lanes and sidewalks	Rosehedge Wy	Stilesboro Ln		\$6,000,000	\$0	\$6,000,000	County
R-119	Paces Ferry Rd at Woodland Brook Dr	Safety and Operational	Construct roundabout to replace existing signalized 3-legged road	n/a	n/a		\$2,100,000	\$0	\$2,100,000	County
R-121	Six Flags Pkwy at Hillcrest Dr	Safety and Operational	Intersection improvements (possible roundabouts)	n/a	n/a		\$1,000,000	\$0	\$1,000,000	County
R-128	Macedonia Rd at Hopkins Rd	Safety and Operational	Construct roundabout to replace existing 4-legged all-way stop intersection	n/a	n/a		\$2,050,000	\$0	\$2,050,000	County
R-227	Austell Rd (SR 5) at Mulkey Dr	Safety and Operational	Intersection Improvements, turn lanes	n/a	n/a	\$750,000		\$0	\$750,000	Federal/ State, County

Table 1: Cobb County Short-Term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Other Local Funding	Total Cost	Funding Source
R-228	Austell Rd at Hospital South Dr	Safety and Operational	Intersection improvements, turn lanes	n/a	n/a	\$750,000		\$0	\$750,000	Federal/ State, County
R-251	Cherokee St (Joint project with Kennesaw)	Safety and Operational	Extend RT lane	Jiles Rd	I-75		\$2,400,000	\$2,400,000	\$4,800,000	County, Kennesaw
R-252	Mack Dobbs Rd (Joint project with Kennesaw)	Safety and Operational	Improvements including turn lanes and sidewalks	Cobb Pkwy (US 41/SR 3)	Kennesaw City Limit		\$1,000,000	\$2,284,394	\$3,284,394	County, Kennesaw
R-267	Chastain Rd at I-575	Safety and Operational	Additional RT lanes at Chastain Rd and I-575 SB off ramp.			\$750,000	\$750,000	\$750,000	\$2,250,000	Federal/State, County, TCACID
R-273	Clay Rd at Ewing Rd/ Sweetwater Rd	Safety and Operational	Construct roundabout to replace existing signalized intersection	n/a	n/a		\$1,500,000		\$1,500,000	County
R-305	Powder Springs Rd at Flint Hill Rd/ Pine Grove Dr/ Deer Creek Dr (Joint project with Powder Springs)	Safety and Operational	Intersection improvement				\$550,000	\$500,000	\$1,050,000	County, Powder Springs
R-348	Sandtown Rd (Joint project with Marietta)	Safety and Operational	Safety and operational improvements, turn lanes, sidewalks	Westside Dr	Powder Springs St		\$1,250,000	\$1,125,000	\$2,375,000	County, Marietta
R-415	Main St (Joint project with Acworth)	Safety and Operational	Safety and operational roadway improvements	Nance Rd	Nowlin Rd		\$1,500,000	\$1,500,000	\$3,000,000	County, Acworth
R-461	Cobb Pkwy (US 41/SR 3)	Safety and Operational	Corridor safety and operational improvements including widening, intersection improvements, and sidewalks	Old 41 Hwy	Jim Owens/Blue Springs Rd	\$6,000,000		\$500,000	\$6,500,000	Federal/ State, County, Kennesaw
R-464	Walker Dr, Phase 2	Safety and Operational	Corridor Safety and operational improvement, pedestrian safety improvements, and construction of second Mableton Town Square	Church St	Old Floyd Rd		\$10,000,000	\$0	\$10,000,000	County
R-465	Sandtown Rd (Joint project with Marietta)	Safety and Operational	Safety and operational improvements, turn lanes, sidewalks	Powder Springs St	Austell Rd (SR 5)		\$1,700,000	\$1,125,000	\$2,825,000	County, Marietta
R-467	Dallas Hwy (SR 120)	Safety and Operational	Operational and intersection improvements	John Ward Rd	Paulding Co Line	\$10,000,000		\$0	\$10,000,000	Federal/ State, County
R-486	S Cobb Dr (SR 280) at Fairground St (Air Force Plan 6/Lockheed)	Safety and Operational	Intersection improvement	n/a	n/a	\$4,000,000		\$0	\$4,000,000	Federal/ State, County
R-514	Factory Shoals Rd at Six Flags Dr	Safety and Operational	Intersection improvements (new signal/upgrade pedestrian signals; add RT lane)	n/a	n/a		\$1,000,000	\$0	\$1,000,000	County
R-515	McCollum Pkwy at Ben King Rd (Joint project with Kennesaw)	Safety and Operational	Intersection improvement	n/a	n/a		\$1,400,000	\$600,000	\$2,000,000	County, Kennesaw
R-516	Post Oak Tritt at Hembree Rd	Safety and Operational	Intersection improvements near Pope High School	n/a	n/a		\$2,200,000	\$0	\$2,200,000	County
R-518	Cumberland Blvd	Safety and Operational	Safety and operational improvements, turn lanes, sidewalks	Akers Mill Rd	Spring Rd		\$5,500,000	\$0	\$5,500,000	County

Table 1: Cobb County Short-Term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Other Local Funding	Total Cost	Funding Source
R-519	New Macland Rd	Safety and Operational	Improvements, turn lanes, sidewalks	Macland Rd (SR 360)	Arapaho Dr		\$2,500,000	\$0	\$2,500,000	County
R-521	Circle 75 Pkwy Realignment	Safety and Operational	Operational improvements including adding lanes, reassigning lanes, channelizing right turn lanes	Windy Ridge Pkwy	Circle 75 Pkwy	\$4,000,000		\$0	\$4,000,000	Federal/ State, County
R-522	I-20 WB Exit at Six Flags Pkwy	Safety and Operational	Signal upgrade and crosswalks or possible roundabout	n/a	n/a	\$500,000		\$0	\$500,000	Federal/ State, County
R-523	I-20 WB Exit at Riverside Pkwy	Safety and Operational	Signal upgrade and crosswalks	n/a	n/a	\$500,000		\$0	\$500,000	Federal/ State, County
R-531	Liberty Hill Rd/Westerly Way at Canton Rd	Safety and Operational	Realign intersection for safety and operational improvements	n/a	n/a		\$3,000,000	\$0	\$3,000,000	County
R-532	Hartman Rd at Factory Shoals Rd	Safety and Operational	Intersection improvements	n/a	n/a		\$500,000	\$0	\$500,000	County
R-533	Hartman Rd at Riverside Pkwy	Safety and Operational	Intersection improvements. Increase turning radius.	n/a	n/a		\$500,000	\$0	\$500,000	County
R-534	Troon Cir (All Entrance/Exit) at Riverside Pkwy	Safety and Operational	Intersection improvements. Increase turning radius.	n/a	n/a		\$500,000	\$0	\$500,000	County
R-535	Factory Shoals Rd	Safety and Operational	Improve so this road is suitable for truck traffic. Possible widen. Review vertical alignment for proper intersection sight distance and stopping sight distance	Six Flags Dr	Douglas Co Line		\$6,000,000	\$0	\$6,000,000	County
R-536	Phillips Dr at Factory Shoals Rd	Safety and Operational	Intersection improvements. Increase turning radius.	n/a	n/a		\$1,000,000	\$0	\$1,000,000	County
R-537	Riverside Pkwy/ Six Flags Rd	Safety and Operational	Improve so this road is suitable for truck traffic. Widen to 5 lane to match roadway east of start location.	Troon Cir/Phillip Dr	Douglas Co Line		\$5,000,000	\$0	\$5,000,000	County
R-538	Six Flags Pkwy at Riverside Pkwy	Safety and Operational	Intersection improvements	n/a	n/a		\$500,000	\$0	\$500,000	County
R-539	White Rd at Factory Shoals Rd	Safety and Operational	Intersection improvements that include sight distance improvement.	n/a	n/a		\$2,000,000	\$0	\$2,000,000	County
	Railroad Quiet Zone (Joint project with Smyrna)	Safety and Operational	Railroad quiet zone installation at a crossing to be determined	n/a	n/a		\$400,000	\$0	\$400,000	County
Roadway Capacity Recommendations										
ASP-CO- 175B	S Cobb Dr (SR 280)	Roadway Capacity	Safety improvement project to provide traffic separation, intersection capacity improvements	Atlanta Rd (SR 5)	Cobb Pkwy (US 41/SR 3)	\$28,000,000		\$0	\$28,000,000	Federal/ State, County
CO-297B	Big Shanty Rd	Roadway Capacity	Widening and intersection improvements related to I-75 managed lanes traffic	Chastain Meadows Pkwy	Bells Ferry Rd	\$5,400,000		\$0	\$5,400,000	Federal/ State, County

Table 1: Cobb County Short-Term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Other Local Funding	Total Cost	Funding Source
CO-367	Macland Rd (SR 360) Widening	Roadway Capacity	Widen from 2 to 4 lanes	Marietta Hwy (SR 120) in Paulding Co	New Macland Rd/Lost Mtn Rd in Cobb Co	\$33,443,800	\$8,360,950	\$0	\$41,804,750	Federal/ State, County
CO-451	Spring Rd Widening	Roadway Capacity	Widen with additional westbound through lane on Spring Rd to accommodate need for an additional northbound left turn lane on Cobb Pkwy (US 41/SR 3) at Spring Rd	Cobb Pkwy (US 41/SR 3)	Bell Dr		\$3,000,000	\$0	\$3,000,000	County
CO-456	Cumberland Blvd Widening	Roadway Capacity	Widen with additional westbound through lane on Cumberland Blvd. Restriping and elimination of existing split-phase traffic signal at Cumberland Pkwy and Akers Mill Rd/Stillhouse Rd.	Akers Mill Rd	Cumberland Pkwy		\$6,000,000	\$0	\$6,000,000	County
R-015	East-West Conn	Roadway Capacity	Widen to 6 lane divided; intersection improvement	Camp Highland Rd	Fontaine Rd		\$9,500,000	\$0	\$9,500,000	County
R-036	Old 41 Hwy	Roadway Capacity	Convert existing intersections to roundabouts or relocate White Rd to align with Kennesaw Ave	Kennesaw Ave	Stilesboro Rd		\$4,300,000	\$0	\$4,300,000	County
R-074	C.H. James Pkwy (SR 6)	Roadway Capacity	Widen to 6 lane divided (truck friendly lanes)	Luke Glenn Garrett Jr. Memorial Hwy	Douglas Co Line	\$26,500,000		\$0	\$26,500,000	Federal/ State, County
CO-301	Lake Acworth Dr (SR 92)	Roadway Capacity	Widening and safety and operational improvements; includes bridge replacements	Cobb Pkwy (US 41/SR 3)	Cherokee St	\$30,000,000		\$0	\$30,000,000	Federal/ State, County
R-092	Bells Ferry Rd	Roadway Capacity	Intersection and capacity improvements (widening) related to I-75 managed lanes traffic	Cobb Pkwy (US 41/SR 3)	I-575	\$12,000,000		\$0	\$12,000,000	Federal/ State, County
R-107	Windy Hill Rd (Joint project with Smyrna)	Roadway Capacity	Bldv concept that includes widening, addition of medians, intersection and pedestrian improvements	S Cobb Dr (SR 280)	Atlanta Rd		\$18,000,000	\$20,000,000	\$38,000,000	County, Smyrna
R-493	Hickory Grove Rd	Roadway Capacity	Intersection and capacity improvements (widening) related to I-75 managed lanes traffic	Baker Rd	Wade Green Rd	\$10,000,000		\$0	\$10,000,000	Federal/ State, County
R-525	I-285 EB/WB Auxiliary Lanes	Roadway Capacity	Additional lanes	Cobb Pkwy (US 41/SR 3)	Paces Ferry Rd	\$5,000,000		\$0	\$5,000,000	Federal/ State, County
New Connection Recommendations										
CO-380	Windy Hill Rd/ Terrell Mill Rd Conn	New Connection	New 4-lane roadway	Windy Hill Rd	Terrell Mill Rd		\$20,000,000	\$0	\$20,000,000	County
CO-450B	South Barrett Reliever, Phase 3	New Connection	New connector road over I-75(also known as Barrett Pkwy Reliever: Phase 3 – New Alignment)	Barrett Lakes Pkwy	Roberts Ct	\$16,000,000		\$2,000,000	\$18,000,000	Federal/ State, County, TCACID
Interchange and Grade Separation Recommendations										
ASP- CO-411	I-75 North at Third Army Rd Interchange	Interchange and Grade Separation	New I-75 interchange in the general vicinity of Third Army Rd with a multi-lane connector to Cobb Pkwy (US 41/ SR3) at Dabbs Bridge Rd	Cobb Pkwy (US 41/SR 3)	I-75	\$60,000,000		\$0	\$60,000,000	Federal/ State, County
CO-AR- 304	I-285 at S Cobb Dr (SR 280) Interchange	Interchange and Grade Separation	Interchange improvements	n/a	n/a	\$30,000,000		\$0	\$30,000,000	Federal/State, County

Table 1: Cobb County Short-Term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Other Local Funding	Total Cost	Funding Source
R-091	Circle 75 Pkwy	Interchange and Grade Separation	I-75 Exit ramp improvements	I-75	Circle 75 Pkwy	\$12,500,000		\$0	\$12,500,000	Federal/ State, County
R-105	Cobb Pkwy (US 41/SR 3) at Windy Hill Rd Intersection	Interchange and Grade Separation	Grade separation	Cobb Pkwy (US 41/SR 3)	Windy Hill Rd	\$60,000,000		\$0	\$60,000,000	Federal/ State, County
R-466	I-75 Managed Lanes Exit Ramp at Akers Mill Rd	Interchange and Grade Separation	I-75 Managed Lanes Exit Ramp at Akers Mill	I-75	Akers Mill Rd	\$15,000,000		\$0	\$15,000,000	Federal/ State, County
R-485	I-20 EB Ramps at Riverside Pkwy	Interchange and Grade Separation	Add right turn lane, signal upgrade and crosswalks	n/a	n/a	\$2,000,000		\$0	\$2,000,000	Federal/ State, County
CO-457	I-285 at Cobb Pkwy (US 41/SR 3) Interchange	Interchange and Grade Separation	Improvements to I-285/Cobb Pkwy (US 41/SR 3) interchange to include access with Spring Rd and Cumberland Blvd	Cobb Pkwy (US 41/SR 3)	Cumberland Blvd	\$30,000,000		\$0	\$30,000,000	Federal/ State, County
Transit Recommendations										
CO-459	I-285 Pedestrian and Transit Bridge	Transit	Addition of pedestrian/transit bridge over I-285	n/a	n/a	\$4,500,000	\$4,500,000	\$0	\$9,000,000	Federal/ State, County
PT-028	Austell Transfer Center - Multi modal	Transit	Transit infrastructure to include transfer center in the vicinity of Austell Rd (SR 5) and East-West Conn	n/a	n/a	\$8,000,000		\$0	\$8,000,000	Federal/ State, County
	CCT Route 10X	Transit	University-focused route with limited-stop service linking Kennesaw State (main and Marietta campuses) to Georgia Tech, Georgia State, SCAD in Atlanta.	Kennesaw State	MARTA Arts Center Station	\$4,000,000	\$1,000,000	\$0	\$5,000,000	Federal, County
Bridge Recommendations										
R-103	Old 41 Bridge Replacement (Joint project with Marietta)	Bridge	Replace bridge over CSX RR	CSX RR	Church St Extension		\$4,000,000	\$4,000,000	\$8,000,000	County, Marietta
R-468	Macedonia Rd over Noses Creek	Bridge	Replace deficient bridge	n/a	n/a		\$1,500,000	\$0	\$1,500,000	County
R-469	Casteel Rd over Sewell Creek	Bridge	Replace deficient bridge	n/a	n/a		\$1,500,000	\$0	\$1,500,000	County
R-470	Little Willeo Rd over Willeo Creek	Bridge	Replace deficient bridge	n/a	n/a		\$1,300,000	\$0	\$1,300,000	County
R-471	Mars Hill Rd over Allatoona Creek	Bridge	Replace deficient bridge	n/a	n/a		\$1,700,000	\$0	\$1,700,000	County
R-472	Woodland Brook Dr over Vinings Branch	Bridge	Replace deficient bridge with culvert	n/a	n/a		\$500,000	\$0	\$500,000	County
R-473	Brookwood Dr over Clay Branch	Bridge	Replace deficient bridge with culvert.	n/a	n/a		\$550,000	\$0	\$550,000	County

Table 1: Cobb County Short-Term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Other Local Funding	Total Cost	Funding Source
R-474	Powers Ferry Rd over Rottenwood Creek Trib	Bridge	Replace deficient bridge	n/a	n/a		\$1,300,000	\$0	\$1,300,000	County
R-505	Camp Highland Rd over Silver Comet Trail	Bridge	Repair/rehabilitate deficient bridge	n/a	n/a		\$100,000	\$0	\$100,000	County
R-506	Candy Ln over Olley Creek	Bridge	Repair/rehabilitate deficient bridge	n/a	n/a		\$150,000	\$0	\$150,000	County
R-507	Elliott Rd over Powder Springs Creek	Bridge	Repair/rehabilitate deficient bridge	n/a	n/a		\$150,000	\$0	\$150,000	County
R-508	Flint Hill Rd over Noses Creek Trib	Bridge	Repair/rehabilitate deficient bridge	n/a	n/a		\$50,000	\$0	\$50,000	County
R-509	Greenfield Dr over Sope Creek	Bridge	Repair/rehabilitate deficient bridge	n/a	n/a		\$100,000	\$0	\$100,000	County
R-510	Hurt Rd over Nickajack Creek	Bridge	Repair/rehabilitate deficient bridge	n/a	n/a		\$150,000	\$0	\$150,000	County
R-511	James Rd over Pine Creek	Bridge	Repair/rehabilitate deficient bridge	n/a	n/a		\$50,000	\$0	\$50,000	County
R-512	Little John Trib over Powers Creek	Bridge	Repair/rehabilitate deficient bridge	n/a	n/a		\$50,000	\$0	\$50,000	County
R-513	Lower Roswell Rd over Sope Creek	Bridge	Repair/rehabilitate deficient bridge	n/a	n/a		\$100,000	\$0	\$100,000	County
R-530	Willeo Rd over Willeo Creek (Joint project with Roswell)	Bridge	Replace deficient bridge	n/a	n/a		\$1,500,000	\$0	\$1,500,000	County, Roswell
R-557	Piedmont Rd over Little Noonday Creek	Bridge	Repair/rehabilitate deficient bridge	n/a	n/a		\$100,000	\$0	\$100,000	County
R-558	Wright Rd over Mill Creek	Bridge	Repair/rehabilitate deficient bridge	n/a	n/a		\$50,000	\$0	\$50,000	County
	County Bridges/ Box Culverts	Bucket	Repair/rehabilitate deficient bridges and box culverts - Specific locations to be determined from future GDOT and County inspections	n/a	n/a		\$3,500,000	\$0	\$3,500,000	County
	Silver Comet Trail Bridges	Bridge	Repairs to existing Structural bridges along the Silver Comet Trail	n/a	n/a		\$2,700,000	\$0	\$2,700,000	County
Multi-use Trail Recommendations										
M-071	Cheatham Hill Multi-use Trail (Kennesaw Mountain National Battlefield Park Connector)	Multi-use Trail	Multi-use trail along Cheatham Hill Road providing access to Cheatham Hill and Kolb Farm sites, interpretive facilities and trailheads from Powder Springs Rd (SR 360) and Dallas Hwy (SR 120)	Powder Springs Rd (SR 360)	Dallas Hwy (SR 120)	\$12,000,000		\$0	\$12,000,000	Federal/ State, County

Table 1: Cobb County Short-Term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Other Local Funding	Total Cost	Funding Source
Streetscape Recommendations										
	Gateway Improvements	Streetscape Enhancement	Enhancements of Gateway Corridors at various locations with hardscaping, landscaping, monuments, and signage	n/a	n/a	\$2,000,000		\$0	\$2,000,000	Federal/ State, County
	Six Flags Pkwy Gateway	Streetscape Enhancement	Enhancements in Six Flags Pkwy corridor (hardscaping, landscaping, monuments, signage)	n/a	n/a		\$100,000	\$0	\$100,000	County

Mid-Term Recommendations

Table 2: Cobb County Mid-Term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Other Local Funding	Total Cost	Funding Source
	Infrastructure Preservation - Resurfacing	Bucket	Provide funding for the resurfacing of a portion of the Cobb County roadway network.				\$53,552,889.17	\$13,388,222	\$66,941,111	County, Cities
	Pedestrian Improvements - Sidewalks	Bucket	Provide pedestrian facilities that are safe transportation alternatives to the automobile.				\$29,250,000	\$7,312,500	\$36,562,500	County, Cities
	Infrastructure Preservation - Drainage Systems	Bucket	Provide for the repair and replacement of existing drainage facilities				\$7,416,667	\$1,854,167	\$9,270,833	County, Cities
	Infrastructure Preservation - Bridges and Culverts	Bucket	Provide for the repair and replacement of existing bridges and culverts to ensure structural integrity and operational safety				\$16,333,333	\$4,083,333	\$20,416,667	County, Cities
	Safety and Operational - Intersections	Bucket					\$18,500,000	\$4,625,000	\$23,125,000	County, Cities
	Safety and Operational - Roadways	Bucket					\$26,056,667	\$6,514,167	\$32,570,833	County, Cities
	Safety and Operational - School Zones	Bucket					\$5,000,000	\$1,250,000	\$6,250,000	County, Cities
	Congestion Relief and Mobility Improvements - Traffic Management, Traffic Signals, and Planning	Bucket					\$10,000,000	\$2,500,000	\$12,500,000	County, Cities
	Regional and Statewide HST Coordination Efforts	Bucket	Remain up to date on regional and statewide HST coordination efforts				n/a	\$0	\$0	County, Cities
	Create HST Partnerships	Bucket	Partner with county agencies and organizations				n/a	\$0	\$0	County, Cities
Roadway Capacity Recommendations										
CO-329	Metro Arterial Connector - Dallas Acworth Hwy (SR 92)	Roadway Capacity	Widening to at least 4 lanes from Paulding County Line to Cobb Pkwy (US 41/SR 3)	Paulding Co Line	Cobb Pkwy (US 41/SR 3)	\$7,812,712	\$7,812,712	\$0	\$15,625,424	Federal/ State, County
INV-R-001	S Cobb Dr (SR 280)	Roadway Capacity	Widen from 4 to 6 lanes	I-285	East-West Conn	\$11,280,000	\$2,820,000	\$0	\$14,100,000	Federal/ State, County

Table 2: Cobb County Mid-Term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Other Local Funding	Total Cost	Funding Source
R-035	Oakdale Rd Widening	Roadway Capacity	Widen to 5 lanes; create dual LT lanes on Buckner Rd at Oakdale Rd.	Buckner Rd	Oak Dr		\$10,500,000	\$0	\$10,500,000	County
R-224	Barrett Pkwy Widening	Roadway Capacity	Barrett Pkwy widening. Continuing the widening and trail project that was started in the 2005 SPLOST before the scope was reduced)	Dallas Hwy (SR 120)	Burnt Hickory Rd	\$10,880,000	\$2,720,000	\$0	\$13,600,000	Federal/ State, County
R-496	Oglesby Rd Widening	Roadway Capacity	Widen to 4 lanes from Brownsville Rd to CH James Pkwy	Brownsville Rd	CH James Pkwy		\$20,000,000	\$0	\$20,000,000	County
CO-426	Roswell Rd (SR 120)	Roadway Capacity	Widening and streetscaping to 6 lanes with supporting community design involvement plan	E Piedmont Rd	Fulton Co Line	\$63,000,000		\$0	\$63,000,000	Federal/ State, County
New Connection Recommendations										
CO-384B	Mulkey Rd Ext - East	New Connection	New roadway	Brookwood Rd	Floyd Rd		\$700,000	\$0	\$700,000	County
INV-R-004	McCollum Pkwy to Kennesaw Due West Rd	New Connection	New connection connecting McCollum Pkwy to Kennesaw Due West Rd over RR tracks	McCollum Pkwy	Kennesaw Due West Rd		\$6,100,000	\$0	\$6,100,000	County
R-495	Clay Rd/ Oglesby Rd Conn	New Connection	Connector (2 lanes) from Eastern terminus of Oglesby Rd to Clay Rd at Austell Powder Springs Rd	Eastern Terminus of Oglesby Rd	Clay Rd		\$20,000,000	\$0	\$20,000,000	County
Interchange and Grade Separation Recommendations										
INV-R-002	S Cobb Dr (SR 280) at East-West Conn	Interchange and Grade Separation	Grade separation at S Cobb Dr (SR 280) and East-West Conn	n/a	n/a	\$10,880,000	\$2,720,000	\$0	\$13,600,000	Federal/ State, County
INV-R-003	US 41 (Cobb Pkwy) at McCollum Pkwy	Interchange and Grade Separation	Grade separation at Cobb Pkwy (US 41/SR 3)and McCollum Pkwy	n/a	n/a	\$10,880,000	\$2,720,000	\$0	\$13,600,000	Federal/ State, County
INV-R-005	Cobb Pkwy (US 41/SR3) at Lake Acworth Dr (SR 92)	Interchange and Grade Separation	Grade separation at Cobb Pkwy (US 41/SR 3)and Lake Acworth Dr (SR 92)	n/a	n/a	\$10,880,000	\$2,720,000	\$0	\$13,600,000	Federal/ State, County
INV-R-006	Cobb Pkwy (US 41/SR3) at Hiram Acworth Hwy (SR 92)	Interchange and Grade Separation	Grade separation at Cobb Pkwy (US 41/SR 3)and Hiram Acworth Hwy (SR 92)	n/a	n/a	\$10,880,000	\$2,720,000	\$0	\$13,600,000	Federal/ State, County
INV-R-007	Dallas Hwy (SR 120) at Mars Hill Rd	Interchange and Grade Separation	Grade separation at Dallas Hwy (SR 120) and Mars Hill Rd	n/a	n/a	\$10,880,000	\$2,720,000	\$0	\$13,600,000	Federal/ State, County
INV-R-008	East-West Conn at Austell Rd (SR 5)	Interchange and Grade Separation	Grade separation at East-West Conn and Austell Rd (SR 5)	n/a	n/a	\$10,880,000	\$2,720,000	\$0	\$13,600,000	Federal/ State, County
R-261	Grade Separated ramps on Barrett Pkwy at Cobb Pkwy (US 41/SR 3)	Interchange and Grade Separation	Construct grade separation ramps on Barrett Pkwy at Cobb Pkwy(US 41/SR 3)	n/a	n/a	\$44,000,000	\$11,000,000	\$0	\$55,000,000	Federal/ State, County
R-489	Dallas Hwy (SR 120) at Barrett Pkwy	Interchange and Grade Separation	Grade separation at Dallas Hwy (SR 120)	n/a	n/a	\$32,400,000	\$8,100,000	\$0	\$40,500,000	Federal/ State, County

Table 2: Cobb County Mid-Term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Other Local Funding	Total Cost	Funding Source
Transit Recommendations										
INV-T-001	Cumberland Transfer Center Relocation	Transit	Relocate Cumberland Transfer Center to Cobb Pkwy (US 41/SR 3) at Akers Mill Rd	n/a	n/a	\$3,000,000	\$12,000,000	\$0	\$15,000,000	Federal/ State, County
INV-T-002	Marietta Transfer Center Relocation	Transit	Relocated Marietta Transfer Center to US 41 at S Marietta Pkwy (SR 120)	n/a	n/a	\$3,000,000	\$12,000,000	\$0	\$15,000,000	Federal/ State, County
INV-T-006	Local Bus Service	Transit	Redirect local bus service to relocated transfer centers	n/a	n/a	n/a	n/a	\$0	\$0	County
INV-T-007	Bus Service Frequency	Transit	Increase service frequency for key local bus routes with purchase of 10 new local buses	n/a	n/a	\$500,000	\$3,700,000	\$0	\$4,200,000	Federal/ State, County
INV-T-008	Connect Cobb Local Bus Service	Transit	Provide local bus service to compliment Connect Cobb ART	n/a	n/a		\$1,100,000	\$0	\$1,100,000	County
INV-T-010	Austell Transfer Center Expansion	Transit	Expand upon the Austell Transfer Center to accommodate more buses and a potential ART	n/a	n/a	\$2,000,000	\$8,000,000	\$0	\$10,000,000	Federal/ State, County
INV-T-013	CCT Local Bus Route	Transit	New local route	MARTA Holmes Station	Cumberland Transfer Center		\$2,000,000	\$0	\$2,000,000	County
INV-T-014	Austell Transit Corridor	Transit	New skip stop express service to Austell along Austell Rd (SR 5) including signal preemption and queue jumper lanes	Austell Transfer Center	Marietta Transfer Center		\$10,000,000	\$0	\$10,000,000	County
AR-475	Connect Cobb High Capacity Transit (ART) Phase 1	Transit	Arterial rapid transit (ART) from Kennesaw to Cumberland - New Starts fixed guide way	Cumberland	Kennesaw	\$394,000,000	\$100,000,000	\$0	\$494,000,000	Federal/ State, County

Long-range Recommendations

Table 3: Cobb County Long-range Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Other Local Funding	Total Cost	Funding Source
	Combine CCT and CSS paratransit services into one contract for a Private Vendor	Bucket	Combine the paratransit services into one contract to minimize expenses and improve operational efficiency.				n/a	\$0	\$0	County
	Congestion Relief and Mobility Improvements - Traffic Management, Traffic Signals, and Planning	Bucket					\$18,000,000	\$4,500,000	\$22,500,000	County, Cities
	Infrastructure Preservation - Bridges and Culverts	Bucket	Provide for the repair and replacement of existing bridges and culverts to ensure structural integrity and operational safety				\$29,400,000	\$7,350,000	\$36,750,000	County, Cities
	Infrastructure Preservation - Drainage Systems	Bucket	Provide for the repair and replacement of existing drainage facilities				\$13,350,000	\$3,337,500	\$16,687,500	County, Cities

Table 3: Cobb County Long-range Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Other Local Funding	Total Cost	Funding Source
Infrastructure Preservation - Resurfacing		Bucket	Provide funding for the resurfacing of a portion of the Cobb County roadway network.				\$96,395,201	\$24,098,800	\$120,494,001	County, Cities
Pedestrian Improvement- Sidewalks		Bucket	Provide pedestrian facilities that are safe transportation alternatives to the automobile.				\$52,650,000	\$13,162,500	\$65,812,500	County, Cities
Safety and Operational - Intersections		Bucket					\$33,300,000	\$8,325,000	\$41,625,000	County, Cities
Safety and Operational - Roadways		Bucket					\$46,902,000	\$11,725,500	\$58,627,500	County, Cities
Safety and Operational - School Zones		Bucket					\$9,000,000	\$2,250,000	\$11,250,000	County, Cities
Roadway Capacity Recommendations										
ASP-CO-428A	Windy Hill Rd Widening	Roadway Capacity	Widen from 4 to 6 lanes	Austell Rd (SR 5)	S Cobb Dr (SR 280)	\$10,031,700	\$10,031,700	\$0	\$20,063,400	Federal/ State, County
ASP-CO-428B	Windy Hill Rd Widening	Roadway Capacity	Widen from 4 to 6 lanes	Atlanta Rd	Cobb Pkwy (US 41/SR 3)	\$4,944,000	\$4,944,000	\$0	\$9,888,000	Federal/ State, County
CO-206D	Stilesboro Rd Widening	Roadway Capacity	Widen with addition of one general purpose lane in each direction	Rosehedge Way	Kennesaw Due West Rd	\$14,000,000	\$14,000,000	\$0	\$28,000,000	Federal/ State, County
CO-341	Due West Rd (SR 120)	Roadway Capacity	Widen from 2 to 4 lanes	Dallas Hwy (SR 120)	Kennesaw Due West Rd	\$4,350,000	\$4,350,000	\$0	\$8,700,000	Federal/ State, County
INV-R-011	Piedmont Rd	Roadway Capacity	Widen to 6 lanes	Bells Ferry Rd	Canton Rd		\$12,600,000	\$0	\$12,600,000	County
R-130	Shallowford Rd	Roadway Capacity	Widen to add right lane WB	Blackwell Rd	Trickum Rd		\$1,420,000	\$0	\$1,420,000	County
R-209	Powder Springs Rd from Cedar Dr to Hurt Rd	Roadway Capacity	Widen from 4 to 6 lanes	Cedar Dr	Hurt Rd		\$3,296,000	\$0	\$3,296,000	County
R-225	East-West Conn Widening	Roadway Capacity	Widen from 4 to 6 lanes	Powder Springs Rd	Hicks Rd	\$10,000,000	\$10,000,000	\$0	\$20,000,000	Federal/ State, County
R-333	Delk Rd Widening	Roadway Capacity	Widen on south side to continue 3 lanes of travel	Bentley Rd	Powers Ferry Rd		\$500,000	\$500,000	\$1,000,000	County, Marietta
R-487	Floyd Rd Widening	Roadway Capacity	Widen to 4 lanes	Hicks Rd	Austell Rd (SR 5)		\$9,554,000	\$0	\$9,554,000	County
R-497	Piedmont Rd/ E Piedmont Rd Widening	Roadway Capacity	Widen to 6 lanes	Bells Ferry Rd	Sewell Mill Rd		\$29,140,000	\$0	\$29,140,000	County
R-499	Barrett Pkwy Widening	Roadway Capacity	Widen to 6 lanes	Chastain Meadows Pkwy	Piedmont Rd/ Bells Ferry Rd		\$2,866,200	\$0	\$2,866,200	County
New Connections Recommendations										
CO-384A	Mulkey Rd Ext - West	New Connection	New roadway	East-West Conn	Cliff Pl		\$4,400,000	\$0	\$4,400,000	County

Table 3: Cobb County Long-range Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Other Local Funding	Total Cost	Funding Source
R-256	South Barrett Reliever Phase 4	New Connection	Extend the Reliever eastward over I-575 northward to tie into Barrett Pkwy across from Chastain Meadows. New roadway built with context-sensitive design. Design preferences include 4 lanes divided with median, sidewalks, and bicycle lanes.	Roberts Ct	Barrett Pkwy/ Chastain Meadows Pkwy		\$22,000,000	\$0	\$22,000,000	County
INV-R-010	South Barrett Reliever Phase 5	New Connection	New roadway connecting South Barrett Reliever Phase 4 east of I-575 eastward to Bells Ferry Rd	Roberts Ct	Bells Ferry Rd		\$12,000,000	\$0	\$12,000,000	County
R-260	New Connection along Wilson Rd to Big Shanty Rd	New Connection	Build new connection to Big Shanty Road and to Town Center Mall along Wilson Road. New roadway built with context-sensitive design. Design preferences include 2 lanes divided with median and pedestrian/bicycle facilities.	Town Center Dr	Wilson Rd		\$6,800,000	\$0	\$6,800,000	County
Interchange and Grade Separation Recommendations										
AR-959	Revive 285 - I-75 North/I-285 Interchange	Interchange and Grade Separation	Flyover ramp from I-75 NB to I-285 WB	n/a	n/a	\$10,900,000		\$0	\$10,900,000	Federal/ State
AR-960	Revive 285 – I-75 North/I-285 Interchange	Interchange and Grade Separation	Flyover ramp from I-75 SB to I-285 WB	n/a	n/a	\$28,100,000		\$0	\$28,100,000	Federal/ State
CO-AR-238	I-75 North Interchange	Interchange and Grade Separation	This project is part of reconstruction of the interchange at I-75 North and Windy Hill Rd. It will be a 10 lane collector distributor system along I-75 from I-285 North to Delk Rd. In addition, the project will reconfigure the Delk Rd exit at I-75 North and provide HOV in the corridor.	I-285	Delk Rd	\$117,600,000	\$29,400,000	\$0	\$147,000,000	Federal/ State, County
INV-R-009	East-West Conn	Interchange and Grade Separation	Grade separation at East-West Conn and Powder Springs Rd	n/a	n/a	\$10,880,000	\$2,720,000	\$0	\$13,600,000	Federal/ State, County
Transit Recommendations										
CO-401	North Cobb Park and Ride Lot	Transit	Multi-level park and ride facility in northern Cobb County to accommodate transit, carpools and vanpools.	n/a	n/a		\$15,000,000	\$0	\$15,000,000	County
INV-T-009	Acworth to KSU Local Service Route	Transit	Provide local bus service from Acworth to KSU	Kennesaw State	Acworth		\$1,100,000	\$0	\$1,100,000	County
PT-022	Bus Route Development - Connection to Perimeter Market	Transit	Provide local bus service from Marietta Transfer Center to Perimeter Center	Marietta Transfer Center	MARTA Dunwoody Station	\$3,000,000	\$3,000,000	\$0	\$6,000,000	Federal/ State, County

Table 3: Cobb County Long-range Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Other Local Funding	Total Cost	Funding Source
Managed Lanes Recommendations										
AR-ML-200	I-285 North Managed Lanes and CD Improvements	Managed Lanes	Project will serve as an umbrella for a number of isolated but critical near-term fixes in the project corridor, guiding these efforts in a way that provides the most benefit for the corridor and anticipates the transportation needs of future generations. This project will identify, evaluate, and possibly enhance the most appropriate projects and programs that provide safe and efficient travel along the I-285 corridor from the I-75/I-285 interchange in Cobb County to the I-285/I-85 interchange in DeKalb County. It will also develop and advance concepts through the environmental phase of Georgia DOT's PDP, including completion of an environmental document and receipt of a Record of Decision.	I-75	I-85	\$2,178,000,000		\$0	\$2,178,000,000	Federal/ State

Aspirations Recommendations

Table 4: Cobb County Aspirations Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Other Local Funding	Total Cost	Funding Source
Roadway Capacity Recommendations										
ASP-CO-175A	S Cobb Dr (SR 280)	Roadway Capacity	Add one general purpose lane in each direction	East-West Conn	Atlanta Rd (SR 5)	\$35,349,500	\$35,349,500	\$0	\$70,699,000	Federal/ State, County
ASP-CO-175D	S Cobb Dr (SR 280) Widening	Roadway Capacity	Add one general purpose lane in each direction	Bolton Rd	I-285	\$6,210,000	\$6,210,000	\$0	\$12,420,000	Federal/ State, County
ASP-CO-338A	Lost Mountain Rd Widening	Roadway Capacity	Widen from 2 to 4 lanes	Macland Rd (SR 360)	Dallas Hwy (SR 120)	\$19,300,000	\$19,300,000	\$0	\$38,600,000	Federal/ State, County
ASP-CO-412	Cobb Pkwy (US 41/SR 3) Widening	Roadway Capacity	Widen from Third Army Rd Connector to SR 5 Connector	SR 5 Conn	Third Army Rd Conn	\$70,000,000	\$70,000,000	\$0	\$140,000,000	Federal/ State, County
ASP-CO-417	Dallas Hwy (SR 120) Widening	Roadway Capacity	Widen from 4 to 6 lanes.	Mars Hill Rd	John Ward Rd	\$62,000,000	\$62,000,000	\$0	\$124,000,000	Federal/ State, County
ASP-CO-418	Mars Hill Rd/ Lost Mountain Rd Widening	Roadway Capacity	Widen from 2 to 4 lanes.	Dallas Hwy (SR 120)	Cobb Pkwy (US 41/SR 3)	\$40,000,000	\$40,000,000	\$0	\$80,000,000	Federal/ State, County
ASP-CO-419	S Main St Widening	Roadway Capacity	Widen from 2 to 4 lanes.	Nance Rd	Cowan Rd	\$5,650,000	\$5,650,000	\$0	\$11,300,000	Federal/ State, County

Table 4: Cobb County Aspirations Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Other Local Funding	Total Cost	Funding Source
ASP-CO-425	Dallas Hwy (SR 120) Widening	Roadway Capacity	Widen from 4 to 6 lanes.	Paulding Co Line/EPaulding Dr	Mars Hill Rd	\$12,900,000	\$12,900,000	\$0	\$25,800,000	Federal/ State, County
ASP-CO-427	Mableton Pkwy (SR 139) Widening	Roadway Capacity	Widen from 4 to 6 lanes.	Dodgen Rd	Veterans Memorial Hwy (US 78/US 278/SR 8)	\$11,300,000	\$11,300,000	\$0	\$22,600,000	Federal/ State, County
CO-382	Windy Hill Road Widening - WB Only	Roadway Capacity	Widen from 2 to 3 lanes	East of Powers Ferry	Spectrum Cir	\$1,007,029	\$1,007,029	\$0	\$2,014,057	Federal/ State, County
R-249	Hickory Grove Rd Improvement Project	Roadway Capacity	Widen road; drainage improvement; add sidewalk along Hickory Grove from Baker Road to McEver Rd.	Baker Rd	McEver Rd		\$1,466,618	\$1,466,618	\$2,933,236	County, Kennesaw
R-334	Lower Roswell Rd	Roadway Capacity	Widen to 4 lanes	Lott Ave	S Marietta Pkwy (SR 120)		\$800,000	\$800,000	\$1,600,000	County, Marietta
R-488	Austell Rd (SR 5) Widening	Roadway Capacity	Widen to 6 lanes	Veterans Memorial Hwy US 78/US 278/SR 8)	Windy Hill Rd	\$14,865,000	\$14,865,000	\$0	\$29,730,000	Federal/ State, County
R-490	Cowan Rd Widening	Roadway Capacity	Widen to 4 lanes	Main St	Baker Rd		\$6,210,000	\$0	\$6,210,000	County
R-492	Allgood Rd/ Scufflegrit Rd	Roadway Capacity	Widen to 4 lanes	Cobb Pkwy (US 41/SR 3)	Sandy Plains Rd		\$13,376,000	\$0	\$13,376,000	County
R-500	Brownsville Rd Widening	Roadway Capacity	Widen to 4 lanes	Burnt Hickory Rd	Hiram Lithia Springs Rd		\$12,000,000	\$0	\$12,000,000	County
R-503	Powers Ferry Rd Widening	Roadway Capacity	Widen to 6 lanes divided	Terrell Mill Rd	Delk Rd		\$6,844,000	\$0	\$6,844,000	County
Transit Recommendations										
INV-T-003	Austell Rd (SR 5) Bus Rapid Transit	Transit	New route along Austell Rd (SR 5) from Marietta Transfer Center (INV-T-002) to new Austell Rd (SR 5)/East-West Conn Transfer Center	East-West Conn	Marietta Transfer Center	\$105,000,000	\$105,000,000	\$0	\$210,000,000	County

Short-term Recommendations

Table 5: Acworth Short-term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Acworth Funding	Total Cost	Funding Source
	Misc. Sidewalks citywide	Bucket						\$750,000	\$750,000	Acworth
	Misc. Stormwater Improvements citywide	Bucket						\$1,800,000	\$1,800,000	Acworth
	Misc. Paving citywide	Bucket						\$3,308,827	\$3,308,827	Acworth
	Local Match for Future Federal/ State/Other Funding	Bucket	Required local match for Federal/ State Grants and other funding sources					\$1,000,000	\$1,000,000	Acworth
	Downtown Parking & Streetscape Improvements	Bucket						\$1,500,000	\$1,500,000	Acworth
	Misc. Paving citywide (Tier 2)	Bucket						\$5,000,000	\$5,000,000	Acworth
	Misc. Stormwater Improvements citywide (Tier 2)	Bucket						\$4,000,000	\$4,000,000	Acworth
Safety and Operational Recommendations										
R-415	Main St (Joint project with County)	Safety and Operational	Safety and operational roadway improvements	Nance Rd	Nowlin Rd		\$1,500,000	\$1,500,000	\$3,000,000	County, Acworth
R-416	Lemon St	Safety and Operational	Improvements	Main St	Cherokee St			\$1,000,000	\$1,000,000	Acworth
R-417	Taylor Conn	Safety and Operational	Improvements	Taylor St	Mitchell Hill Dr			\$1,000,000	\$1,000,000	Acworth
R-418	Academy St	Safety and Operational	Improvements	Dixie Ave	Dead End			\$1,000,000	\$1,000,000	Acworth
R-419	Dallas St	Safety and Operational	Improvements	Dixie Ave	Beach St			\$1,000,000	\$1,000,000	Acworth
R-420	Northside Dr	Safety and Operational	Improvements	Old Cherokee St	McLain Cir N			\$1,225,000	\$1,225,000	Acworth
R-422	Winn St	Safety and Operational	Improvements	Main St S	Dead End			\$1,300,000	\$1,300,000	Acworth
R-426	Main St	Safety and Operational	Improvements	Enclave Dr N	City Limits			\$1,000,000	\$1,000,000	Acworth
R-540	Mitchell Hill Dr	Safety and Operational	Improvements	n/a	n/a			\$2,500,000	\$2,500,000	Acworth
R-541	Hillview Dr	Safety and Operational	Improvements	n/a	n/a			\$1,750,000	\$1,750,000	Acworth
R-542	Overlook Dr	Safety and Operational	Improvements	n/a	n/a			\$1,000,000	\$1,000,000	Acworth
R-543	Wexford Downs Wy	Safety and Operational	Improvements	n/a	n/a			\$750,000	\$750,000	Acworth
R-544	Kildare Ct	Safety and Operational	Improvements	n/a	n/a			\$500,000	\$500,000	Acworth
R-545	Ridgecrest Ct	Safety and Operational	Improvements	n/a	n/a			\$400,000	\$400,000	Acworth
R-546	Hickory Grove Rd	Safety and Operational	Improvements	Old Cowan Rd	Baker Grove Rd			\$1,000,000	\$1,000,000	Acworth
R-547	New McEver Rd	Safety and Operational	Improvements	Main St	Cantrell Rd			\$2,500,000	\$2,500,000	Acworth

Table 5: Acworth Short-term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Acworth Funding	Total Cost	Funding Source
R-548	New McEver Rd	Safety and Operational	Improvements	Cantrell Rd	Huddlestone Bridge			\$2,500,000	\$2,500,000	Acworth

Mid-Term Recommendations

Table 6: Acworth Mid-term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Acworth Funding	Total Cost	Funding Source
	Intersection/Traffic Light	Bucket						\$8,000,000	\$8,000,000	Acworth
	Miscellaneous ROW Maintenance Equipment	Bucket						\$1,000,000	\$1,000,000	Acworth
	Trail System	Bucket						\$5,000,000	\$5,000,000	Acworth

City of Austell

Short-term Recommendations

Table 7: Austell Short-term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Austell Funding	Total Cost	Funding Source
	Maintenance Equipment	Bucket	Purchase of backhoe, grapple bucket truck					\$801,922	\$801,922	Austell
	Public Works Facility	Bucket	Roof repair/replacement					\$84,413	\$84,413	Austell
	Public Works Facility IT Upgrades	Bucket	Upgrades to internal computer systems for financial management, budgeting, project tracking, asset management					\$168,826	\$168,826	Austell
	Roadway Drainage System Improvements	Bucket	Repair and replacement of roadway drainage systems citywide					\$193,309	\$193,309	Austell
	Roadway Resurfacing	Bucket	Milling, patching, leveling, and resurfacing, various roadways citywide					\$1,113,486	\$1,113,486	Austell
	Roadway Striping	Bucket	Stripe (traffic and thermoplastic) striping of roadways citywide					\$211,032	\$211,032	Austell
	Sidewalks	Bucket	Construction of sidewalks along roadways citywide					\$844,128	\$844,128	Austell
	Sign Replacement and Upgrades	Bucket	Replace and upgrade road signs citywide					\$126,619	\$126,619	Austell

Mid-term Recommendations

Table 8: Austell Mid-term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Austell Funding	Total Cost	Funding Source
	Public Works Vehicle Shelter Upgrade	Bucket	Enclosure to include front metal panel and roll up doors					\$126,619	\$126,619	Austell

Short-term Recommendations

Table 9: Kennesaw Short-term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Kennesaw Funding	Total Cost	Funding Source
Infrastructure Preservation		Bucket	Stormwater infrastructure upgrades citywide					\$3,000,000	\$3,000,000	Kennesaw
Resurfacing and Sidewalks		Bucket	Resurfacing of various streets and sidewalk repairs					\$698,867	\$698,867	Kennesaw
Zoning		Bucket	Multiuse trails					\$2,409,600	\$2,409,600	Kennesaw
Safety and Operational Improvements										
R-236	Dallas St/ Watts Dr	Safety and Operational	Road improvements include a roundabout at Watts Dr and Dallas St intersection, street parking, and drainage improvements. Includes streetscape, center median islands, landscaping and street lighting.	Main St	Cobb Pkwy (US 41/SR 3)			\$2,619,072	\$2,619,072	Kennesaw
R-237	Ben King Rd	Safety and Operational	Focus on reducing congestion and safety considerations from Cherokee St to McCollum Pkwy	Cherokee St	McCollum Pkwy			\$3,133,431	\$3,133,431	Kennesaw
R-244	Ellis Rd Safety	Safety and Operational	Realign road curvature and intersection at Confederate Trl to provide better site distance. Add sidewalk along the west side from Arlington Pointe to Nottingham Dr for a total distance of approximately 1,700-linear feet.	n/a	n/a			\$563,975	\$563,975	Kennesaw
R-251	Cherokee St Auxiliary Lane Addition and Traffic Signal at Home Depot and Shops of Shiloh (Joint project with County)	Safety and Operational	Extend right lane on Cherokee St between Jiles Rd and I-75 ramp; tie into existing lane constructed as part of Jiles Rd project. Install traffic signal on Cherokee St, between Jiles Rd and Shiloh Rd at intersection of Home Depot & Shops of Shiloh.	Jiles Rd	I-75		\$2,400,000	\$2,400,000	\$4,800,000	County, Kennesaw
R-252	Mack Dobbs Rd (Joint project with County)	Safety and Operational	Curb, gutters, drain culvert, stormwater drainage and sewer upgrade	Cobb Pkwy (US 41/SR 3)	Kennesaw City Limit		\$1,000,000	\$2,284,394	\$3,284,394	County, Kennesaw
R-461	Cobb Pkwy (US 41/SR 3)	Safety and Operational	Safety and operational improvements	Old 41 Hwy	Jim Owens/Blue Springs Rd	\$6,000,000		\$500,000	\$6,500,000	Federal/ State, County, Kennesaw
R-515	McCollum Pkwy at Ben King Rd (Joint project with County)	Safety and Operational	Construct roundabout at intersection of McCollum and Ben King. Project will improve traffic operations and safety at intersection	n/a	n/a		\$1,400,000	\$600,000	\$2,000,000	County, Kennesaw

Table 9: Kennesaw Short-term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Kennesaw Funding	Total Cost	Funding Source
R-239	Sardis St Overpass	Roadway Capacity	Construct a new overpass over the CSX Railroad, realign Whitfield Pl from Main St to Moon Station Rd and connect to the Sardis St Ext project. Total project length approximately 1,658 feet. Project further encompasses closing the railroad crossing at Main St and Cherokee St. Project involves transforming the Depot area into a "pedestrian friendly zone" with access to the Southern Museum and other community events held at the Depot.	Moon Station Rd	Sardis St Extension			\$6,000,000	\$6,000,000	Kennesaw
New Connection Recommendations										
R-238	Sardis St Extension Project	New Connection	Construct new road from Main St that intersects with Cherokee St, Shirley Dr and overpass to Moon Station Rd. A bypass will also be built between the extension at Shirley Dr to N. Cherokee St just south of Ben King Rd to reduce the impact on the Cherokee Street Historical District.	Main St	Moon Station Rd			\$2,500,000	\$2,500,000	Kennesaw
Streetscape Recommendations										
	Downtown Rd	Streetscape Enhancement	Replace brick roads, install landscaped median and upgrade streetlights.	n/a	n/a			\$556,179	\$556,179	Kennesaw

Mid-term Recommendations

Table 10: Kennesaw Mid-Term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Kennesaw Funding	Total Cost	Funding Source
R-246	Cobb International Rd Extension	New Connection	Extend Cobb International to new roundabout at Stanley & Collins Roads	n/a	n/a			\$7,846,404	\$7,846,404	Kennesaw
R-241	Main St Bridge at Summer St	Bridge	Bridge expansion is approximately 100'. Add a third lane (turning lane), sidewalks and a bicycle lane. The total project length would be approximately 800 feet.	n/a	n/a			\$1,899,383	\$1,899,383	Kennesaw

Short-term Recommendations

Table 11: Marietta Short-term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Marietta Funding	Total Cost	Funding Source
	Bridge Rehabilitation	Bucket	Bridge rehabilitation					\$900,000	\$900,000	Marietta
	Street Marking Reflectivity	Bucket	Street markings replacement and installation					\$600,000	\$600,000	Marietta
	Annual Street Resurfacing	Bucket	Street resurfacing and rehabilitation					\$12,469,797	\$12,469,797	Marietta
	ATM/ITS	Bucket	Traffic system infrastructure					\$3,600,000	\$3,600,000	Marietta
	General Streets and Drainage	Bucket	Street and drainage rehabilitation and construction					\$4,410,600	\$4,410,600	Marietta
	ATM/ITS (Tier 2)	Bucket	Traffic system infrastructure					\$2,000,000	\$2,000,000	Marietta
	Sidewalk and Multi-use Trails (Tier 2)	Bucket	Sidewalk and multi-use trail rehabilitation and construction					\$3,000,000	\$3,000,000	Marietta
	Annual Street Resurfacing (Tier 2)	Bucket	Street resurfacing and rehabilitation					\$2,005,203	\$2,005,203	Marietta
	General Streets and Drainage (Tier 2)	Bucket	Street and drainage rehabilitation and construction					\$3,775,000	\$3,775,000	Marietta
Safety and Operational Recommendations										
R-175	S Marietta Pkwy (SR 120) at Cobb Pkwy (US 41/SR 3)	Safety and Operational	Intersection improvement, 2 left turn lanes to south bound Cobb Pkwy(US 41/SR 3)	n/a	n/a			\$400,000	\$400,000	Marietta
R-177	Cobb Pkwy (US 41/SR 3) at Allgood Rd	Safety and Operational	Intersection and pedestrian improvements	n/a	n/a			\$200,000	\$200,000	Marietta
R-318	Merritt Rd at Barnes Mill Rd	Safety and Operational	Intersection improvements to remove hump in roadway at the request of Marietta Fire Dept.	n/a	n/a			\$425,000	\$425,000	Marietta
R-320	Powder Springs St (SR 360) at Laurel Springs Ln	Safety and Operational	Intersection improvement	n/a	n/a			\$300,000	\$300,000	Marietta
R-321	Sawyer Rd at Canton Rd	Safety and Operational	Intersection improvement	n/a	n/a			\$300,000	\$300,000	Marietta
R-322	S Marietta Pkwy (SR 120) at Lower Roswell Rd	Safety and Operational	Intersection improvement	n/a	n/a			\$400,000	\$400,000	Marietta
R-342	Powder Springs St(SR 360) Streetscape	Safety and Operational	2-11' travel lanes/ protective left turn lanes/ Intersection improvements/ 14' planted area in medians/ 6' sidewalk upgrades/ decorative lighting/ landscaping.	S Marietta Pkwy (SR 120)	Sandtown Rd			\$2,575,000	\$2,575,000	Marietta
R-344	Roswell St	Safety and Operational	2-11' travel lanes/ protective left turn lanes/ Intersection improvements/ 14' planted area in medians/ 6' sidewalk upgrades/ decorative lighting/ landscaping.	Barnes St	Dodd St			\$4,500,000	\$4,500,000	Marietta

Table 11: Marietta Short-term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Marietta Funding	Total Cost	Funding Source
R-348	Sandtown Rd (Joint project with County)	Safety and Operational	Safety improvements along roadway to Westside Dr including Westside Dr. realignment.	Westside Dr	Powder Springs St (SR 360)		\$1,250,000	\$1,125,000	\$2,375,000	County, Marietta
R-463	Allgood Rd at Scufflegrit Rd	Safety and Operational	Intersection improvement and gateway enhancements	n/a	n/a			\$250,000	\$250,000	Marietta
R-465	Sandtown Rd (Joint project with County)	Safety and Operational	Safety and operational improvements, turn lanes, sidewalks	Powder Springs St (SR 360)	Austell Rd (SR 5)		\$1,700,000	\$1,125,000	\$2,825,000	County, Marietta
R-526	Allgood Rd at Merritt Rd	Safety and Operational	Intersection improvement and gateway enhancements	n/a	n/a			\$250,000	\$250,000	Marietta
R-527	Allgood Rd at Sawyer Rd	Safety and Operational	Intersection improvement and gateway enhancements	n/a	n/a			\$250,000	\$250,000	Marietta
R-528	Church St and Cherokee St	Safety and Operational	Traffic calming and pedestrian improvements	N Marietta Pkwy (SR 120 Alt)	Chicopee Dr			\$200,000	\$200,000	Marietta
R-529	Manget St at Lakewood Dr	Safety and Operational	Intersection improvements and sight distance improvements approaching the intersection	n/a	n/a			\$250,000	\$250,000	Marietta
R-549	Church St and Cherokee St	Safety and Operational	Traffic calming and pedestrian improvements from N Marietta Pkwy (SR 120 Alt) to Chicopee Dr	N Marietta Pkwy SR 120 Alt)	Chicopee Dr			\$50,000	\$50,000	Marietta
R-551	Polk St at Mountain View Rd Roundabout	Safety and Operational	Additional funding to complete the 2011 SPLOST project	n/a	n/a			\$750,000	\$750,000	Marietta
	Sign Reflectivity	Safety and Operational	Replacement of signage throughout the City that does not meet new FHWA standards	n/a	n/a			\$360,000	\$360,000	Marietta
Bridge Recommendations										
R-103	Old 41 Bridge Replacement (Joint project with County)	Bridge	Join project with Cobb County at 50% each. Bridge needs replacement to eliminate weight restriction.	CSX RR	Church St Extension		\$4,000,000	\$4,000,000	\$8,000,000	County, Marietta
Pedestrian Recommendations										
P-061	Cherokee St Sidewalks	Pedestrian	Sidewalk pedestrian improvements and drainage improvements	Margaret St	Fryer Dr			\$650,000	\$650,000	Marietta
P-068	Pedestrian Crossing – S Marietta Pkwy (SR 120) near Crescent Cr.	Pedestrian	Pedestrian bridge access to the east	n/a	n/a			\$750,000	\$750,000	Marietta
P-097	Kennesaw Ave	Pedestrian	Sidewalks and streetscapes along Kennesaw Ave within the city limits	n/a	n/a			\$1,000,000	\$1,000,000	Marietta
P-098	N Marietta Pkwy (SR 120 Alt) Pedestrian	Pedestrian	Pedestrian and streetscape improvements along with additional sidewalks along Cole St	Fairground St	Cherokee St			\$650,000	\$650,000	Marietta
P-099	Renaissance District Sidewalks	Pedestrian	5' minimum sidewalks and street lighting along Frasier St from Lakewood Dr to Alexander St, along Waterman St from Lakewood Dr to Alexander St, and along Alexander St from Frasier to Waterman St.	n/a	n/a			\$400,000	\$400,000	Marietta

Table 11: Marietta Short-term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Marietta Funding	Total Cost	Funding Source
P-102	Roswell Rd Pedestrian Improvements	Pedestrian	Sidewalk and or multi-use trail improvements on south side of Roswell Rd	Lower Roswell Rd	S Marietta Pkwy (SR 120)			\$250,000	\$250,000	Marietta
				Cobb Pkwy (US 41/SR 3)	Powers Ferry Rd					
	Sidewalks and Multi-use Trails	Pedestrian	Sidewalk and multi-use trail rehabilitation and construction	n/a	n/a			\$3,600,000	\$3,600,000	Marietta
Multi-use Trail Recommendations										
M-009	Burnt Hickory Road Trail	Multi-Use Trail	Multi-use trail proposed to run national park. Utilize parks as trailhead facility.	Old Mountain Rd	Whitlock Ave			\$1,250,000	\$1,250,000	Marietta
Streetscape Recommendations										
R-350	Campbell Hill Rd, Sessions Rd, Radium, St Joseph Wy	Streetscape Enhancement	Sidewalks, streetscape and intersection improvements	n/a	n/a			\$500,000	\$500,000	Marietta
	CBD Brick Sidewalks	Streetscape Enhancement	Continuation of plan for conversion to brick sidewalks within the CBD	n/a	n/a			\$950,000	\$950,000	Marietta

Mid-term Recommendations

Table 12: Marietta Mid-term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Marietta Funding	Total Cost	Funding Source
R-329	University Pkwy North, Phase 1	New Connection	New complete street with two lanes, with 12 ft. travel lanes, a 8 ft. planted median, 4 ft. bike lanes in both directions, 5 ft. landscape strip and 5 ft. sidewalks on both sides with lighting.	Cobb Pkwy (US 41/SR 3)	Wylie Rd		\$1,184,093	\$1,184,093	\$2,368,186	County, Marietta
R-330	University Pkwy North, Phase 2	New Connection	New complete street with two lanes with 12 ft. travel lanes, a 8 ft. planted median, 4 ft. bike lanes in both directions, 5 ft. landscape strip, and 5 ft. sidewalks on both sides with lighting	Wylie Rd	Franklin Rd		\$3,436,399	\$3,436,399	\$6,872,798	County, Marietta

City of Powder Springs

Short-term Recommendations

Table 13: Powder Springs Short-term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Powder Springs Funding	Total Cost	Funding Source
Misc. General Streets		Bucket	Storm drainage, curb and gutter, sidewalks, striping and marking and intersection improvements					\$804,120	\$804,120	Powder Springs
Resurfacing		Bucket	Asphalt resurfacing and pavement markings					\$6,000,000	\$6,000,000	Powder Springs
Streetscape Projects		Bucket	Streetscape, pedestrian facilities, pedestrian lighting					\$1,327,600	\$1,327,600	Powder Springs
General Street Improvements (Tier 2)		Bucket	Storm drainage, curb and gutter, sidewalks, striping and marking and intersection improvements					\$500,000	\$500,000	Powder Springs
Safety and Operational Recommendations										
R-297	Powder Springs Rd at Forest Hill Rd/Sailors Pkwy	Safety and Operational	Intersection improvements	n/a	n/a			\$500,000	\$500,000	Powder Springs
R-298	Florence Rd at C.H James Pkwy (SR 6)	Safety and Operational	Intersection improvements	n/a	n/a			\$600,000	\$600,000	Powder Springs
R-300	New Macland Rd at Macedonia Rd	Safety and Operational	Intersection improvements	n/a	n/a			\$500,000	\$500,000	Powder Springs
R-301	Sailors Pkwy at C.H. James Pkwy (SR 6)	Safety and Operational	Intersection improvements	n/a	n/a			\$500,000	\$500,000	Powder Springs
R-303	Florence Rd at Powder Springs Dallas Rd	Safety and Operational	Intersection improvements	n/a	n/a			\$250,000	\$250,000	Powder Springs
R-305	Powder Springs Rd at Flint Hill Rd/ Pine Grove Dr/ Deer Creek Dr (Joint project with County)	Safety and Operational	Intersection improvement				\$550,000	\$500,000	\$1,050,000	County, Powder Springs
Roadway Capacity Recommendations										
R-302	Brownsville Rd Widening	Roadway Capacity	Improvements	Hiram Lithia Rd	CH James Pkwy (SR 6)			\$1,000,000	\$1,000,000	Powder Springs

Mid-term Recommendations

Table 14: Powder Springs Mid-Term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Powder Springs Funding	Total Cost	Funding Source
City Traffic Signal Maintenance		Bucket	Maintenance of city-owned traffic signals					\$600,000	\$600,000	Powder Springs
Upgrade all GDOT signals		Bucket	Marietta St, New Macland Rd and Austell Powder Springs Rd					\$900,000	\$900,000	Powder Springs

Short-term Recommendations

Table 15: Smyrna Short-term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Smyrna Funding	Total Cost	Funding Source
Pedestrian Access Improvements		Bucket	Pedestrian crossing improvements at Spring St and Hawthorne Ave railroad crossings; Multi-use trail on Windy Hill Rd from Atlanta Rd to Village Pkwy; Pedestrian crossing improvements along S Cobb Dr (SR 280)					\$2,500,000	\$2,500,000	Smyrna
Traffic Calming		Bucket	Install traffic calming devices at various locations throughout the city					\$200,000	\$200,000	Smyrna
Studies		Bucket	Various engineering and land planning studies to evaluate the Smyrna transportation system					\$250,000	\$250,000	Smyrna
Resurfacing		Bucket	Various streets will be resurfaced as needed					\$4,000,203	\$4,000,203	Smyrna
Pavement marking		Bucket	Various streets will be restriped as needed					\$250,000	\$250,000	Smyrna
Curb and gutter		Bucket	Curb and gutter will be installed or replaced as needed					\$500,000	\$500,000	Smyrna
Street signage and signal pole upgrades		Bucket	Replace and rehabilitate existing street signage, signal poles and mast arms					\$300,000	\$300,000	Smyrna
Stormwater drainage rehabilitation		Bucket	General stormwater drainage rehabilitation					\$300,000	\$300,000	Smyrna
Congestion Relief		Bucket	Various improvements to relieve traffic					\$2,273,000	\$2,273,000	Smyrna
Traffic and pedestrian crossing signal upgrades		Bucket	Install LED filaments in traffic signals and pedestrian crossing signals					\$150,000	\$150,000	Smyrna
Paths/Sidewalks		Bucket	Various paths and sidewalks, including new sidewalks and upgrades to existing sidewalks					\$1,000,000	\$1,000,000	Smyrna
Congestion Relief (Tier 2)		Bucket	Various improvements to relieve traffic					\$1,000,000	\$1,000,000	Smyrna
Resurfacing (Tier 2)		Bucket	Various streets will be resurfaced as needed					\$1,000,000	\$1,000,000	Smyrna
Safety and Operational Recommendations										
R-275	Church St	Safety and Operational	Curb and gutter, storm drainage, sidewalks and resurfacing	S Cobb Dr (SR 280)	Atlanta Rd			\$900,000	\$900,000	Smyrna
R-276	Pat Mell Rd	Safety and Operational	Curb and gutter, storm drainage, sidewalks and resurfacing	S Cobb Dr (SR 280)	Atlanta Rd			\$900,000	\$900,000	Smyrna
R-277	Spring Rd and Cumberland Blvd	Safety and Operational	Intersection improvements, median and electronic message signs	n/a	n/a			\$4,000,000	\$4,000,000	Smyrna
R-279	Roswell St / Hawthorne St / N Matthews St	Safety and Operational	Improve the safety and function of the intersection	n/a	n/a			\$1,000,000	\$1,000,000	Smyrna
R-281	Concord Rd at S Cobb Dr (SR 280)	Safety and Operational	Improve safety and function of the intersection	n/a	n/a			\$3,000,000	\$3,000,000	Smyrna
R-282	Oakdale Rd	Safety and Operational	Road improvements from Buckner Rd to Veterans Memorial Pkwy (US 78/US 278/SR 8), congestion relief study	Highlands Pkwy	Veterans Memorial Pkwy (US 78/US 278/SR 8)			\$1,500,000	\$1,500,000	Smyrna

Table 15: Smyrna Short-term Recommendations										
Map ID	Project Name	Category	Description	From	To	Federal/ State Funding	Cobb County Funding	Smyrna Funding	Total Cost	Funding Source
R-283	Dickerson Dr	Safety and Operational	Road improvements	Riverview Rd	Oakdale Rd			\$1,000,000	\$1,000,000	Smyrna
R-284	Riverview Rd at S Cobb Dr (SR 280)	Safety and Operational	Improve safety and function of the intersection	n/a	n/a			\$150,000	\$150,000	Smyrna
R-290	Gann Rd Culvert Replacement	Safety and Operational	Culvert replacement on Gann Rd at the creek crossing	n/a	n/a			\$600,000	\$600,000	Smyrna
	Railroad Quiet Zone (Joint project with County)	Safety and Operational	Railroad quiet zone installation at a crossing to be determined	n/a	n/a		\$400,000		\$400,000	County
Roadway Capacity Recommendations										
R-107	Windy Hill Rd (Joint project with County)	Roadway Capacity	Blvd concept that includes widening, , intersection and pedestrian improvements	S Cobb Dr (SR 280)	Atlanta Rd		\$18,000,000	\$20,000,000	\$38,000,000	County, Smyrna

Mid-Term Recommendations

None