



ENGINEERING AND ENVIRONMENTAL CONSIDERATIONS

The design team studied GIS contours and aerial imagery to develop approximate roadway profiles to minimize impacts to environmentally sensitive resources, existing utility facilities, and surrounding residences and businesses. Alignment locations were developed based on GDOT guidance for horizontal and vertical geometries. The proposed design will enhance connectivity and improve traffic operations while accommodating anticipated future development.

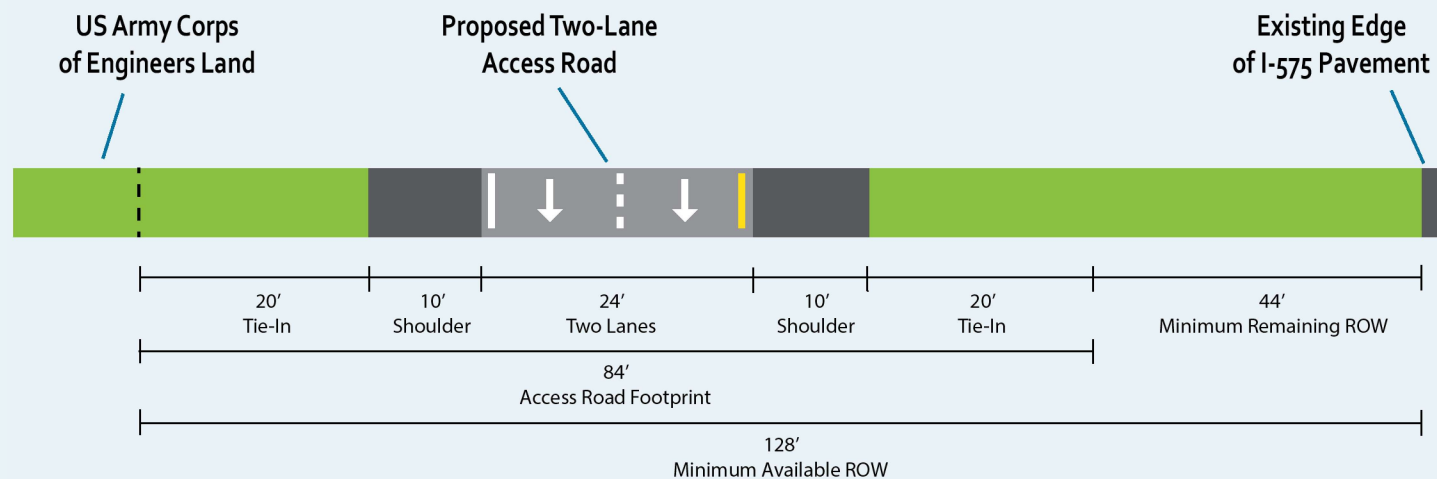
I-575 access lanes will separate local traffic from I-575. These lanes will utilize existing I-575 right-of-way and USACE easements to minimize impacts to the adjacent USACE property. Space exists to widen I-575 at a later date if traffic growth warrants it.

The proposed improvements are anticipated to be funded, designed, and constructed over a 20 year period. Ongoing coordination between Cherokee County, the City of Holly Springs, the City of Woodstock, and state and federal agencies will be needed to successfully implement this project.

Most transportation projects receiving state or federal funding are required to follow the GDOT Plan Development Process (PDP). With few exceptions, the PDP requires rigorous environmental studies to identify potential constraints across various topic areas. Our screening revealed that a number of environmental constraints exist within the study area; however, for each project proposed, none of the constraints would be expected to constitute a fatal flaw that would prevent the project from advancing, provided appropriate avoidance and minimization measures were implemented. Particular attention should be given to the federally owned Lake Allatoona property, as involvement would require close coordination with USACE under any funding scenario.

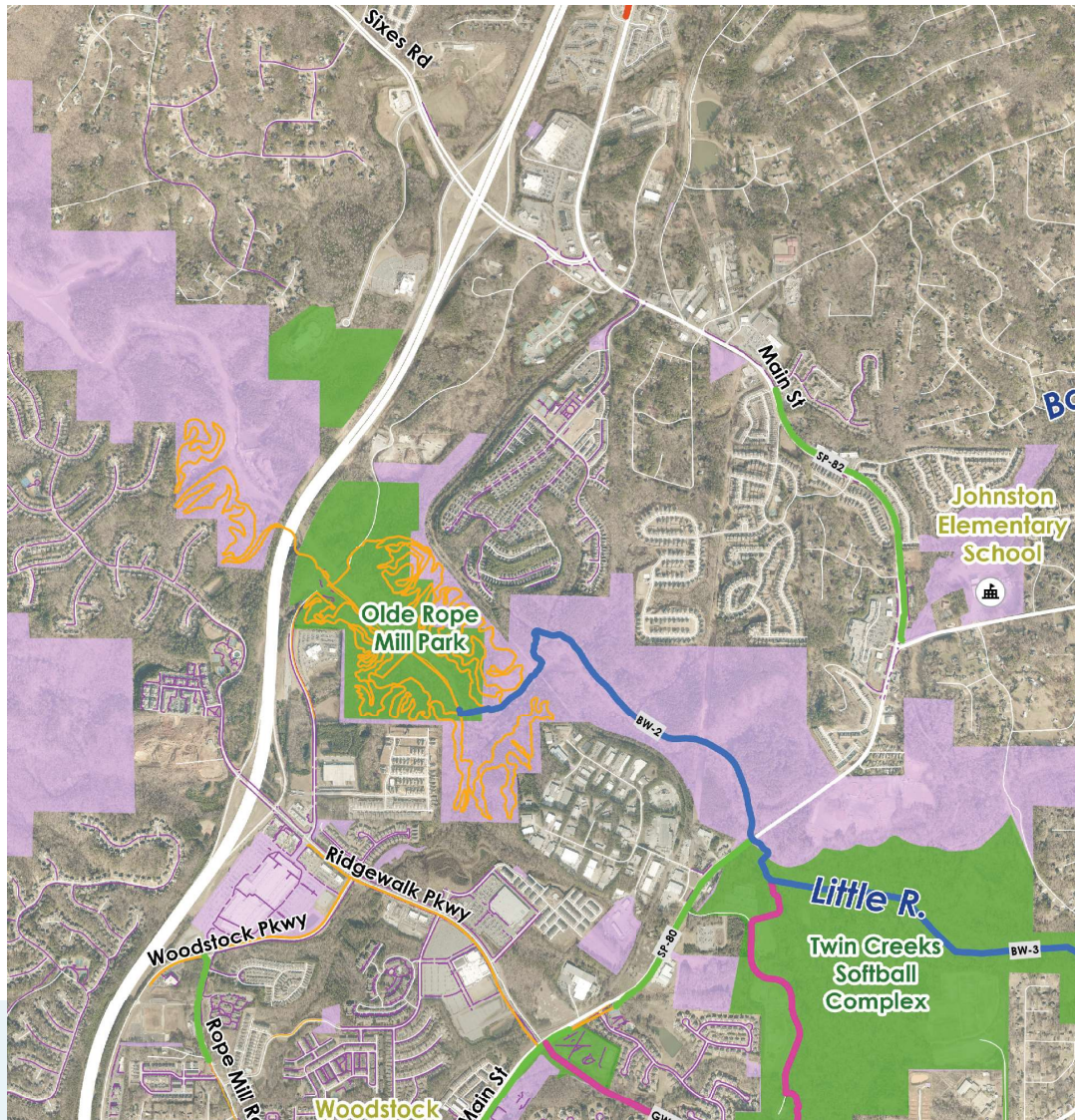
Proposed I-575 Access Lanes Cross Section

This figure shows the proposed cross section of the access lane system as it crosses Little River within the Army Corps parcel easement.

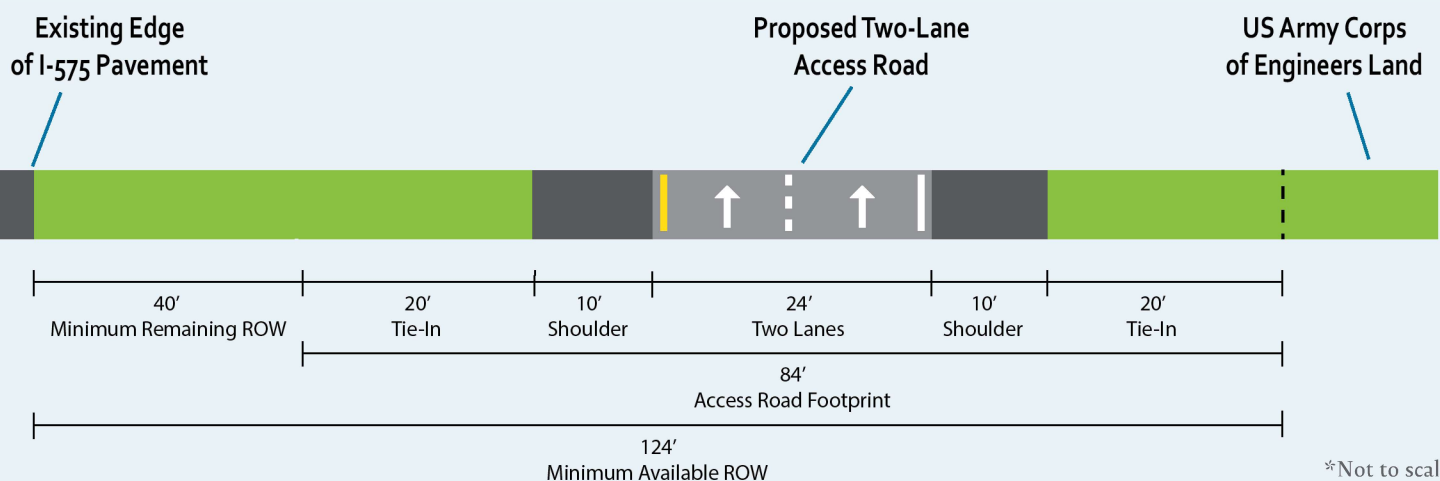


BICYCLE AND PEDESTRIAN RECOMMENDATIONS

This plan recommends building on the vision of the recently adopted Cherokee County Greenways and Trails Master Plan to improve multimodal mobility in the area. The following improvements are recommended:

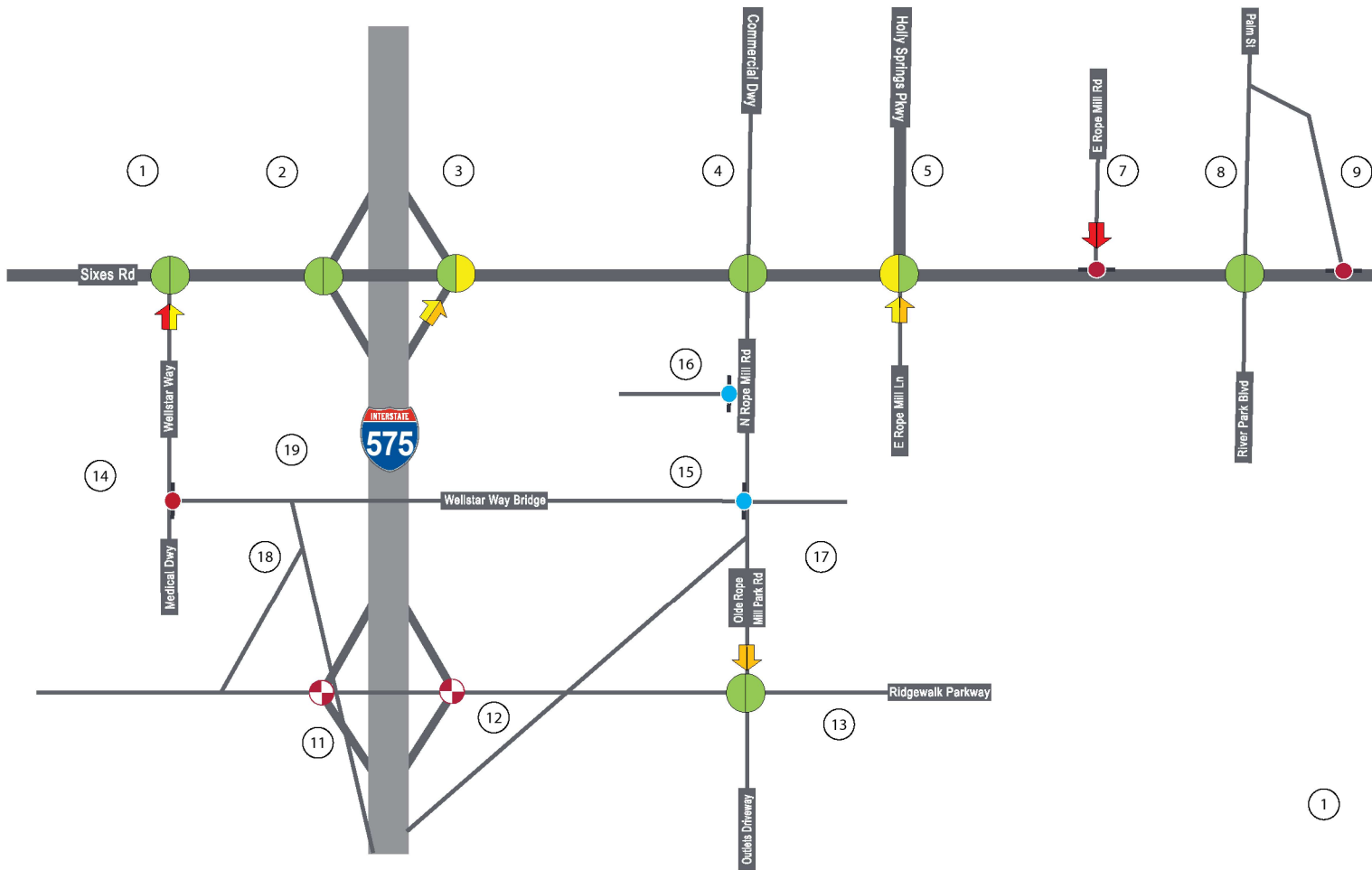


- Expand the sidepath network on Sixes Road, Holly Springs Parkway, and Main Street wherever possible.
- Construct a minimum of sidewalks along Wellstar Way, Wellstar Way Bridge, and N Rope Mill Road.
- Work with developers to deliver greenspaces as part of new developments near the interstate and complete trail connectivity.



*Not to scale

FUTURE TRAFFIC CONDITIONS



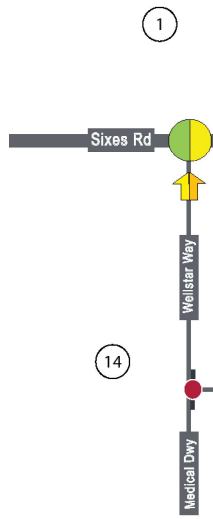
Cherokee 575 Sixes Study Area



Build Without Development (2044) Peak Hour Level of Service

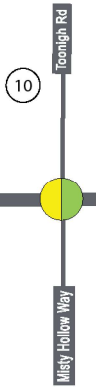
Build Without Development (2044) Traffic Conditions

The recommended improvements in the study area were designed to serve background traffic growth and new traffic from anticipated developments. As a result, traffic modeling shows excellent operations and low delay at all intersections, with few approaches experiencing more substantial delay.



Cherokee 575 Sixes Study Area

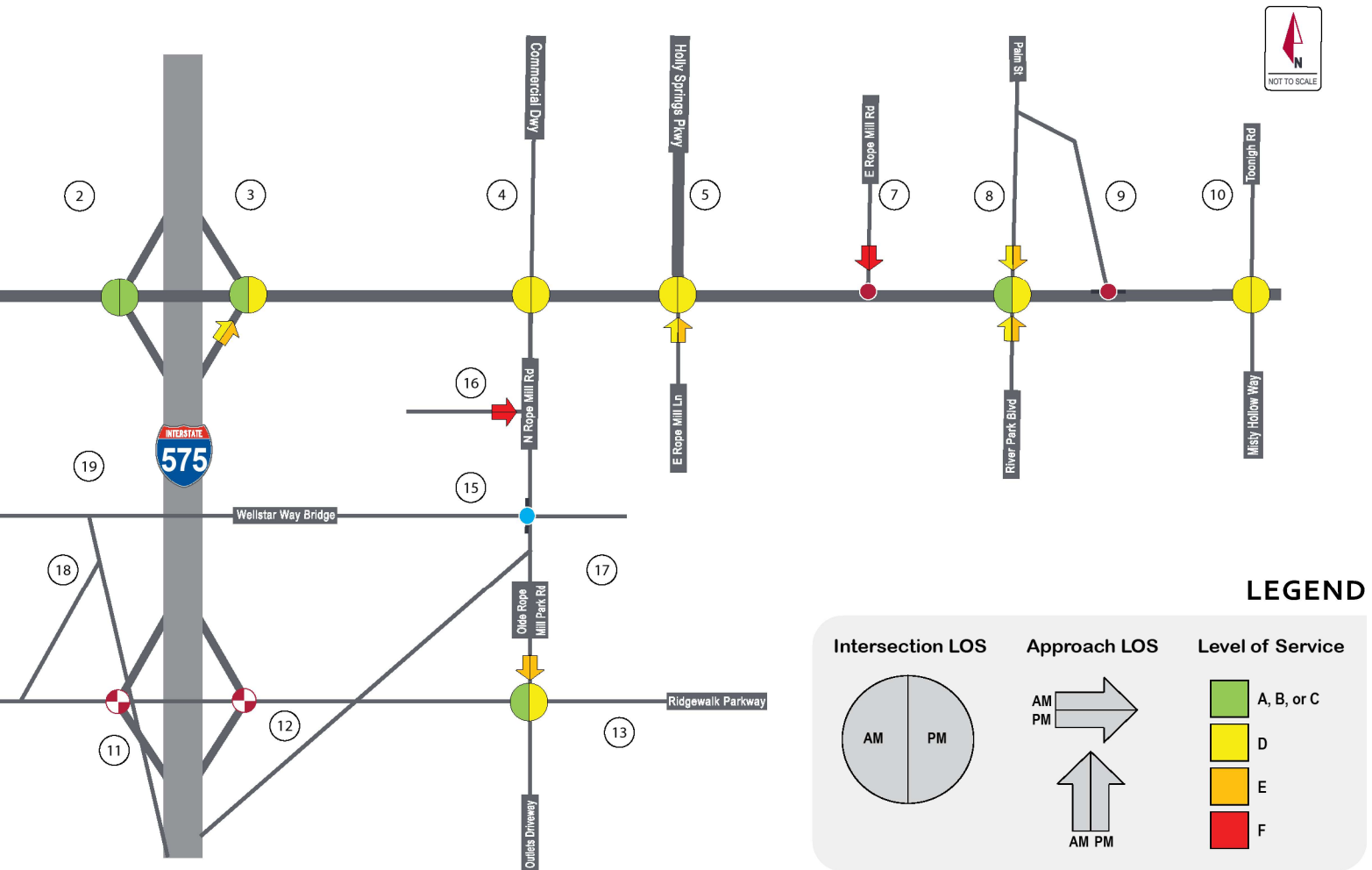
Build With Development (2044) Peak Hour Level of Service



Build With Development (2044) Traffic Conditions

Even with large amounts of new traffic from developments, the recommended improvements maintain satisfactory traffic conditions at all study intersections. Compared to no-build conditions, traffic modeling shows:

- Reduced time spent waiting at Sixes Road and Holly Springs Parkway by over 70% during both peak hours
- Reduced delays at River Park Boulevard and Toonigh Road by nearly 60% during both peak hours.
- Improved connectivity across the interstate for drivers and pedestrians
- 10% less traffic on the interstate between Ridgewalk Parkway and Sixes Road
- 20% less delay at the I-575 and Sixes Road interchange during the evening rush hour



PROJECT COSTS AND FUNDING OPPORTUNITIES

High-level cost estimates were developed for all recommended transportation improvements. Costs were inflated to the assumed year of expenditure of each project. Low (3%) and high (5%) inflation scenarios are presented here to reflect uncertainty in future inflationary effects.

Project ID	Abbreviated Project Name	Years to Expenditure	Cost (2025)	Total Cost (3% inflation)	Total Cost (5% inflation)
I-1	Sixes @ HSP Realignment	7	\$12,319,000	\$15,151,000	\$17,334,000
W-3	HSP Widening Phase I	10	\$33,935,000	\$45,606,000	\$55,277,000
W-4	HSP Widening Phase II	10	\$35,852,000	\$48,182,000	\$58,399,000
W-1	Wellstar Way Improvements	10	\$13,408,000	\$18,019,000	\$21,840,000
W-2	Commercial Drive Improvements	10	\$9,526,000	\$12,802,000	\$15,517,000
NC-1	I-575 Bridge Connector	12	\$30,890,000	\$44,042,000	\$55,474,000
NC-2	N Rope Mill Reconstruction	12	\$12,346,000	\$17,602,000	\$22,172,000
NC-3a	Access Lanes (east side)	20	\$25,380,000	\$45,839,000	\$67,341,000
NC-4a	Slip Lanes (east side)	20	\$18,413,000	\$33,256,000	\$48,855,000
NC-3b	Access Lanes (west side)	20	\$21,194,000	\$38,279,000	\$56,234,000
NC-4b	Slip Lanes (west side)	20	\$28,034,000	\$50,633,000	\$74,383,000
NC-5	Neighborhood Connector (optional)	20	\$20,052,000	\$36,216,000	\$53,204,000

MAJOR COST CATEGORIES:



Preliminary Engineering



Environmental Screening



ROW Acquisition



Utility Relocation



Construction



Inflation

Funding Opportunities

Cherokee County can explore funding sources at various levels to support the implementation of the recommended improvements. This may include a combination of local, state, federal, and other non-governmental or quasi-governmental opportunities:

- Local Sources: ATSPLOST program has the ability to raise local funds to support transportation investments. Local funds may be sufficient to fund some projects, or they can provide a local match for federal funds.
- State Sources: The state sometimes funds projects through state sales taxes or funds allocated through the governor’s budget.
- Federal Sources: The Atlanta Regional Commission (ARC) and the Georgia Department of Transportation (GDOT) have programming authority over federal formula funds in the region. Cherokee can qualify for these formula funds through the Regional Transportation Plan process. Other competitive federal grant programs like BUILD and MEGA may be options for some projects.
- Other Resources: Public-private partnerships may be a consideration for some of the Wildcat projects, especially as they are catalytic projects for redevelopment.

ACTION PLAN

The tables below detail action items that the project partners, including Cherokee County, the cities of Holly Springs and Woodstock, and COED, can take in the short-, mid-, and long-terms to advance the goals of the Plan.

Policy Action Items	Coordination
Short-Term Actions	
Adopt Wildcat Plan Cherokee County, Holly Springs, and Woodstock should adopt the Wildcat Plan	N/A
Explore Funding Sources Explore funding sources and develop a financial plan to support the implementation of recommended improvements	Project Partners
Sign Memorandum of Agreement (MoA) Create and sign an MoA between relevant authorities; The MoA should include commitments to collaborate on project implementation and plans for periodic coordination between the groups	Project Partners
Mid-Term Actions	
Update Zoning/Development Ordinances As Needed Review current zoning and development standards and revise code as needed to support transportation improvements and new developments	Project Partners
Access Management Evaluate existing access management standards; Consider an access management overlay zone for the Sixes Road area	Project Partners
Community Improvement District (CID) Explore the creation of a CID to leverage project funding, manage, and oversee the implementation of recommended and future improvements	Project Partners, Wildcat property owners, ARC, and GDOT
Project Action Items	Coordination
Short-Term Actions	
I-1: Engineering and Funding Advance engineering and design for intersection realignment and explore short-term funding sources	Project Partners
I-1: ROW Acquisition Acquire necessary ROW on impacted parcels	Project Partners
Mid-Term Actions	
Railroad Coordination Develop plan for railroad coordination; Make early contact with railroad owner(s) regarding impacts to railroad ROW	Project Partners, Railroad
USACE Coordination Coordinate with USACE regarding all projects that would impact Little River and USACE easements	Project Partners, USACE
W-3 and W-4: Engineering and Environmental Advance preliminary engineering and environmental screening for Holly Springs Parkway widening	Project Partners
Interstate Projects: EIS Begin environmental screening process and development of EIS for interstate-related projects (NC-1, NC-3, NC-4)	Project Partners, GDOT
NC-2, W-1, and W-2: Advance Engineering Begin preliminary engineering	Project Partners
Long-Term Actions	
NC-5: Neighborhood Coordination Coordinate with River Park Neighborhood to determine if NC-5 is a desired improvement	City of Woodstock, River Park Neighborhood



Acknowledgments

Project Wildcat would like to acknowledge those who made valuable contributions to the recommendations:

- Cherokee County Board of Commissioners, County Manager, and Community Development Agency Staff
- Woodstock City Staff and Elected Officials
- Holly Springs City Staff and Elected Officials
- Cherokee Office of Economic Development
- The stakeholders, property owners and members of the public who provided feedback throughout the study

