

**What are the major changes since the Dec. 2016 PIOHs?**

<i>Buffington</i>
<ul style="list-style-type: none"> <li>• <b>Forest Creek Subdivision-</b> Alignment shifted away from subdivision to protect entrance monument. Reviewed traffic and due to traffic levels intersection does not warrant a signal. A full median break is also being considered at this location.</li> </ul>
<i>Macedonia</i>
<ul style="list-style-type: none"> <li>• <b>Hampton Station</b> – Reviewed traffic and due to traffic levels, intersection does not warrant a signal. A full median break is also being considered at this location.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Multi-use trail-</b> Reviewed request to extend multi-use trail along SR 20 in all of Cherokee County; however, this project not in master plan and will not be included in this project.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Cherokee Veterans Park</b> – There is no signal planned, but the need for a traffic signal will be reviewed once the park opens and traffic volumes normalize.</li> </ul>
<i>Lathemtown</i>
<ul style="list-style-type: none"> <li>• <b>Old Mill Road-</b> Removed realignment as traffic was reviewed and this intersection would not warrant a signal. A full median break will not be provided.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Lathemtown–</b> Reviewed area and retained alignment as proposed in 2016</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Holbrook Campground Rd</b> - Flattened curve to meet design speed.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Holbrook Campground Rd and Cherokee Ranch</b> - Alignment shift</li> </ul>
<i>Ducktown</i>
<ul style="list-style-type: none"> <li>• <b>Franklin Goldmine Rd</b> - Removed realignment as traffic was reviewed and this intersection would not warrant a signal.</li> </ul>
<i>Cumming</i>
<ul style="list-style-type: none"> <li>• <b>Bethelview Road Intersection</b> – Reviewed requests for a traditional intersection and this is still under review. The disadvantages of a traditional intersection are that it fails in the design year with triple left turn lanes, results in a larger footprint due to the increased number of lanes that would be required, and would result in greater right of way impacts.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Mountain View Church–</b> Added left turn in for direct access.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>River of Life Church-</b> Added left turn in for direct access and shifted alignment to save parking.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Highlands at Sawnee</b> – Reviewed traffic and due to traffic levels intersection does not warrant a signal.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Sawnee Mountain</b> - Flattened curve to meet design speed</li> </ul>
<i>General</i>
<ul style="list-style-type: none"> <li>• Typical section reduced from three, 12-foot lanes to two, 11-foot lanes and one, 12-foot lane in each direction</li> <li>• Refinement of project limits</li> <li>• Added more RCUTS to allow more options for U-turn movements. We are still open to adjustments.</li> <li>• Revised detention pond locations and sizes</li> <li>• Canton Exchange (PI 0009164) traffic signal approved. Continued evaluation of traffic signals.</li> </ul>