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Cherokee County Airport Area Master Plan



Cherokee County Planning
Development Authority of Cherokee County
Cherokee County Airport Authority

**Cherokee County
Airport Area Master Plan**

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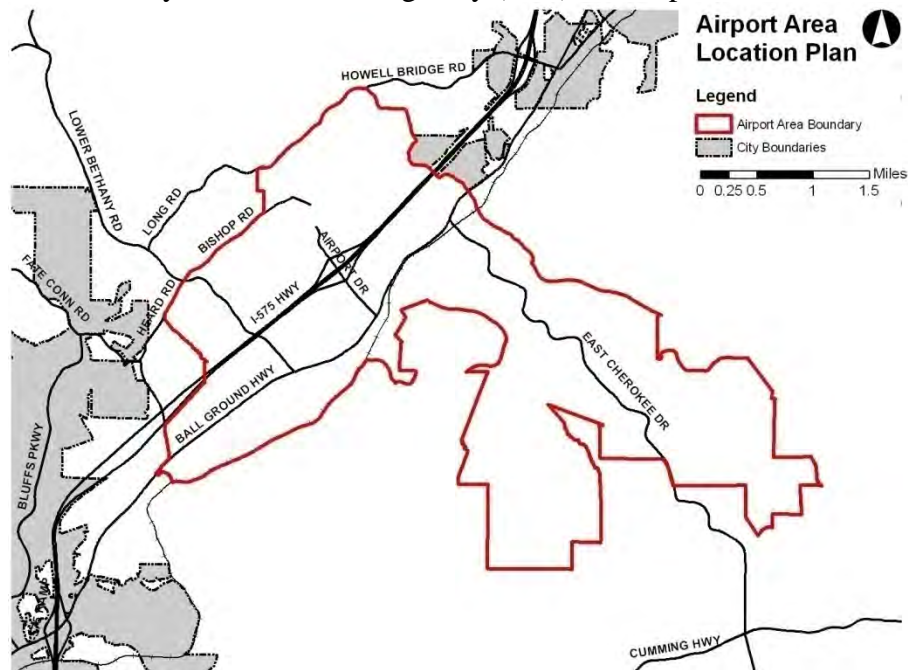
INTRODUCTION

With the creation of the Cherokee County Economic Strategic Plan in 2004 and the completion of the Cherokee County Comprehensive Plan in 2008, the community leaders have worked diligently to identify and capitalize on the strong economic attributes of Cherokee County. The purpose of this effort is to create a sustainable local economy that is responsive to the transition from manufacturing to service businesses, and is diversified into a variety of business sectors that can recover quickly from changes in the national economy. Both plans identified the area around the Cherokee County Regional Airport as having significant potential to attract new businesses and retain existing employers. The Airport Area Master Plan has been developed as a collaborative effort between the Cherokee County Planning and Zoning Department and the Development Authority of Cherokee County (DACC) to develop a coordinated vision for the development of this county asset and a road map for achieving the vision.

The purpose and intent of this document is to identify the airport area as a defined district in order to maximize the economic impact by facilitating business development / employment, coordinating investment in infrastructure, assuring land use compatible with the expanded airport, and creating a consistent look and feel for this new gateway into Cherokee County. The Planning and Zoning Department and the DACC have also worked in conjunction with the Cherokee County Board of Commissioners (CCBOC), Cherokee County Airport Authority (CCAA), the Cherokee County Water and Sewerage Authority (CCWSA), area stakeholders, and property owners to generate this master plan.

The airport area is shown in the map below and has the following boundaries:

- Southern Boundary - Ball Ground Highway (SR5) at Fate Conn Road.
- Western Boundary – Howell Bridge Road and Bishop Road.
- Eastern Boundary – East Cherokee Drive at the Pine Bluff Landfill and Atlanta Gas Light’s LNG Plant.
- Northern Boundary –Ball Ground Highway (SR5) at Sharp Mountain Creek.



HISTORY OF AIRPORT AREA

The Cherokee County Regional Airport began operation on October 1, 1968 without any hangars or an airport operator (also known as Fixed Base Operator or FBO). In the 1970's, with leadership from the DACC, industrial development began along Airport Drive. In the mid 1980's, I-575 was extended through Cherokee County and a full-diamond interchange (Exit 24) was created at Airport Drive to provide convenient access to the airport and the region around the airport. The airport attracted an FBO who built a limited number of hangars for small, private aircraft. The Airport Drive corridor began to attract the development of industrial sites causing the area to be identified as a major employment center. The DACC first started working to recruit industries to Cherokee County by creating the original Airport Industrial Park along Airport Drive.

In the early 1990's, the DACC purchased 122 acres adjacent to Airport Drive and developed the I-575/Airport Industrial Park. Bordering the interstate, the I-575/Airport Industrial Park has the advantage of good highway visibility and is served by all utilities. The Cherokee County Water and Sewerage Authority, in partnership with the DACC and the Board of Commissioners, extended sewer into this region to serve the needs of existing and future business and industry. The presence of the Regional Airport, the favorable access to I-575, good visibility from the interstate, and cooperative efforts of the local leadership to provide supportive infrastructure have all been instrumental in building the business base in this part of Cherokee County. Private developers have taken advantage of the infrastructure these investments by developing industrial parks and constructing numerous speculative buildings and build-to-suit projects within the airport area.

In early 2005, in an effort to “redevelop the airport into an economic engine for the region”, the Cherokee County Airport Authority (CCAA), in concert with the Cherokee County Board of Commissioners, developed an innovative plan to fund \$34 million in airport improvements by securing a commitment of \$15 million from the Board of Commissioners and \$19 million from state and federal authorities. The scope of work included extending the runway from 3,400 feet to 5,000 feet, widening the runway from 75 feet to 100 feet, installing a precision approach¹, and building a 10,000 square foot passenger terminal. The 50% financial commitment by the Board of Commissioners and the State of Georgia created a historical milestone for local funding of airports in the nation because it substantially exceeds the typical 5% local match required by FAA for similar projects.

¹ A type of air navigation that allows pilots to land in reduced visibility (known as Instrument Meteorological Conditions or IMC.) Precision approaches utilize both lateral (localizer) and vertical (glide slope) information.

COMMUNITY PROFILE

The Airport Area has many strengths and assets which the community can utilize to foster quality employment growth. The existing Infrastructure, Local Business Environment, Community Support and Strong Demographics represent the foundation for future development of the Airport Area.

Infrastructure:

◆ Easy access and connectivity to other parts of Cherokee County and Metro Atlanta via Ball Ground Highway (SR 5) and I-575. The section of I-575 around the Airport Drive interchange is very visible with an Annual Average Daily Traffic (AADT) of 22,410 vehicles (*GDOT 2008 estimate*).

◆ Internal Infrastructure (transportation, utilities, water and sewer) is in place with expansions under construction or planned.

◆ Roads in the Airport Area have the capacity to accommodate economic growth. See the table below for recent traffic counts:

Road	AADT
Ball Ground Hwy (Hwy 5) at Fate Conn Rd	4,634 vehicles
Ball Ground Hwy (Hwy 5) at E. Cherokee Dr	4,989 vehicles
East Cherokee Dr	3,146 vehicles
Airport Drive	1,143 vehicles

Source: 01/25/08 Traffic Analyzer Reports (Appendix)

◆ Georgia Northeastern Railroad operates an existing railroad lying parallel to Ball Ground Highway, servicing industry within the district.

Local Business Environment:

◆ 24 existing industrial businesses and 159 businesses from the construction, office, manufacturing, warehouse/distribution, and service categories with limited retail establishments are within a three (3) mile radius of the airport (*Airport Business Report - Appendix*).

◆ Over 4,300 employees within a three (3) mile radius (www.cherokeega.org/cherokeeprospector)

◆ Available workforce of 106,711 with an 8.5% unemployment rate within Cherokee County; and 2,127,760 with a 9.4% unemployment rate in the Cherokee Area (*Georgia DOL, 2009*). Historically, the unemployment rate has been between 3% and 4% in Cherokee County and 1% below the state average.

- ◆ Cherokee County experienced a 33% growth in employment from 2001 to 2008 (*Atlanta Regional Commission, 2009*).
- ◆ 64.6% of employed Cherokee County residents commute out of the county to work at primarily white collar jobs (*2000 U.S. Census and Georgia DOL*).

Community Support:

- ◆ The DACC is committed to the recruitment of target industries identified in the Economic Alliance Strategic Plan including: Information Technology, Bio-Technology, Health Care, Financial Services, Aluminum Manufacturing Support, and Automobile Parts Manufacturing as well as other areas of business development identified by the DACC including office, customer service, light manufacturing, and service/warehouse operations. (*2004 Economic Alliance Strategic Plan and 2008 DACC Business Plan*).
- ◆ Cherokee County was designated as an Entrepreneur Friendly community by the Georgia Department of Economic Development and was noted as a community with a commitment to support Small Business Development (*November, 2006*).
- ◆ Chattahoochee Technical College, Georgia's largest technical college by enrollment, has the Appalachian Campus in Jasper that is less than 20 minutes away, the Woodstock Campus is 25 minutes away and the new Canton Campus planned for The Bluffs is less than five (5) minutes away.

Demographics:

- ◆ 2008 Median Housing Value - \$ 201,456 (*EDIS, Economic Development Intelligence System, 2009*).
- ◆ 2008 Single-family housing permits- 426 / Average Cost: \$ 145,603 (*Cherokee County Building Department*).
- ◆ 2008 Per Capita Income - \$35,453 (*EDIS, Economic Development Intelligence System, 2009*).

AIRPORT EXPANSION PROJECT

The Cherokee County Regional Airport Redevelopment Project will lengthen the runway, create a dedicated taxiway parallel to the runway, build a 10,000 square foot passenger terminal, install advanced electronics to permit instrument landings, and develop new hangars. These infrastructure assets will become the home base for 200 corporate aircraft as well as 100 tie-downs for smaller aircraft. The ad valorem tax revenue from these 300 based aircraft will contribute to the repayment of the County's \$15 million investment in the project.

Project Feature (In 2005 Dollars)	Existing	Expansion
Runway Length	3,414	5,000
Runway Width	75	100
Number of Hangar Aircrafts	52	200
Number of Aircrafts at Tie Down	48	100
Annual State Property Tax Revenue on Based Aircraft	minimal	\$25K
Annual General Fund Tax Revenue on Based Aircraft	\$15K	\$725K
Annual School Board Tax Revenue on Based Aircraft	\$37K	\$1,985K

Total Airport Redevelopment Cost: \$34,000,000

Project Milestones	Completion Date
Complete Partial Parallel Taxiway beyond Fuel Farm	9/2007
Complete Passenger Ramp north of runway	12/2007
Complete Paving Extension to 4,130 feet	10/2008
Complete South Side Parallel Taxiway	10/2011
Complete 10,000 sq. Ft. Class A Passenger Terminal	12/2009
Complete new hanger for 15 additional aircraft	12/2009
Complete Grading Runway and Taxiway Extension to 5,000 Ft.	10/2010
Pave and Open Runway to 5,000 feet.	12/2010
Relocate FBO across Runway and a new hanger for 10 aircraft	1/2011
Complete a new 19,000 sq ft maintenance hangar (including retail/office space)	1/2011
Complete a new hangar for 12 aircraft	6/2012
Complete a new hangar for 10 aircraft	10/2014
Complete a new hangar for 10 aircraft	11/2016
Complete a new hangar for 10 aircraft	12/2017

ECONOMIC IMPACTS OF CHEROKEE REGIONAL AIRPORT

The economic influence of an airport extends well beyond the immediate vicinity of its physical location. Research² suggests that while the costs associated with an airport expansion may be an expense to the community on the front-end, the long-term economic benefits greatly exceed such costs. Moreover, research on airports as economic development tools identifies a strong positive correlation between the volume of passenger boarding, employment and population growth. These economic benefits are typically attributed to the direct and indirect impacts of airport business. Directly, more airport customers can cause those businesses providing goods and services at the airport to expand to meet demand. Indirectly, as more airport customers are exposed to a location, the greater the possibility they will consider locating a business there. Clients and customers of the Cherokee County Regional Airport currently originate from office and residential locations in North Fulton, Cherokee, Forsyth, and Pickens Counties. As the expansion of the airport is completed, a wider audience of customers will be attracted thus increasing opportunities for employment growth within the Airport Area.

The unprecedented level of local funding of the Airport Expansion Project represents the degree to which the community believes in the potential of the Airport to become an economic engine for Cherokee County. The modern infrastructure at the airport will justify the operation of corporate aircraft. It is anticipated that some of these aircraft will relocate their base into new hangars being built with private-sector funding. Subsequent to the relocation of the corporate aircraft base to the airport, it is anticipated that the owners of the corporate aircraft will relocate their offices, industrial facilities and employees to the airport area. The ad valorem tax revenue created by the relocation of aircraft and facilities to the airport area will help to offset the County's \$15 million investment in the redevelopment of the airport. The paving of the first extension of the airport runway from 3,400 feet to 4,130 feet (the minimum needed for corporate aircraft) will be completed in the fourth quarter 2008, opening the gateway for increased visibility of corporate executives to the Cherokee County as a place for business.

The owners and operators of corporate aircraft who are based outside Cherokee County typically are located in high quality, corporate campus environments (office and industrial). The Airport Area is well positioned to accommodate both types of campus development. The Bluffs development adjacent to the Airport Area is already developed with high quality office sites. It is reasonable to expect the Airport Area to include similar office development as well as complementary industrial parks because of its I-575 access and proximity to the Cherokee County Airport. In order for this type of development to take place, it is critical to organize the Airport Area in order to present the image of a planned office/light industrial park environment. Therefore, the Airport Area would be competitively positioned to attract corporate tenants and users who are drawn to the district because their aircraft will be based at the renovated and expanded Cherokee County Airport.

² Green, Richard K. *A Note on Airports and Economic Development*. University of Wisconsin-Madison School of Business. Madison, WI. 2002.

AIRPORT AREA MASTER PLAN

Vision

The Airport Area will be developed into a hub for business in Cherokee County that will attract and retain firms with quality employment opportunities and maximize the public investment in the Airport Expansion and other infrastructure.

The Cherokee Comprehensive Plan describes the Airport Area as a Workplace Center, a major employment center containing a mixture of office, commercial, and manufacturing land uses. The Airport Area should provide for light industrial, manufacturing, warehousing, distribution, office, retail and general commercial uses with housing for various income levels expected in close proximity and in balance with the jobs created. This diverse business base will aid the County and surrounding communities in weathering changes in the economy. New corporate development will address the existing out-commute of Cherokee County residents by offering the high-end employment opportunities to match the county's talented workforce.

Key Issues

While the Airport Area can lay claim to many attributes, the path to reach its full potential as a Workplace Center is vulnerable in several respects. The most critical challenges are as follows:

- Lack of an overall master plan
- Inconsistent look and feel of existing development
- Missing services and amenities.
- Current limited runway length and hanger space

To date, the DACC and private development interests have been active in the recruitment of business and industry to the Airport Area. Currently, there is no master plan for the area or any regulation in effect providing a common direction as to the desired type, quality, or location of development and infrastructure. It is especially critical that the land uses around the expanded airport be compatible with standard airport operations. For example, it would not be desirable to develop an intensive residential neighborhood adjacent to the airport because residents will be significantly impacted by the noise of take-offs and landings. As well, the height of buildings around an airport is important since buildings too close to the flight path could create a safety hazard. Land use around airports is so important that the Federal Aviation Administration (FAA) makes land use compatibility a requirement for grants (Grant Assurance 21 – *Compatible Land Use*, Directive 5190_6b_Chapter 20 *Compatible Land Use and Airspace Protection*).

The existing development is uncoordinated and has a somewhat haphazard appearance, which tends to deter significant corporate investment. The area consists of buildings constructed with a variety of architectural styles and building materials. The images below are a sample of the Existing Conditions Report in the Appendix. Some buildings have been built with private spaces such as loading docks and storage areas exposed to public view while others have discretely screened them with attractive landscaping. Signage could be improved by identifying the

Airport Area and providing consistent, high quality signage for businesses and industrial parks. A unifying accord for future development will further enhance the area's desirability as a corporate workplace center, providing additional jobs and services for Cherokee County and surrounding areas.



Outdated and faded signage, limited landscaping



Mismatched building color, limited landscaping, no architectural variation in structure



Outside storage not screened from view

As noted previously, the DACC and private developers have been successful in bringing industry and jobs to the district. However, the district needs additional commercial development to provide the services employees and employers need on a day-to-day basis. Some desired amenities for the area include dining establishments, convenience shopping, gas service stations, child care centers, and banks. These commercial establishments would help to meet the employer and employees' needs for the future.

The Cherokee County Regional Airport currently has a length of 3,414 feet and does not have a dedicated taxiway. This limits the number and type of aircraft that can operate from it. The physical limitation of the current arrangement of the airport hinders the usefulness of the airport as a tool for economic development in Cherokee County. Corporate jets cannot use the airport under its current design. Currently, the airport has capacity for only 100 aircraft, and area for additional hangar space is extremely limited. In addition, the airport does not have a passenger terminal through which professionals and corporate executives would travel.

Opportunities

Opportunities in the airport area stem not only from the \$34 million Airport Expansion Project, but also from other entities seeking to improve the region, including the Development Authority, the Cherokee County Board of Commissioners, and the Water and Sewer Authority. The Development Authority, along with private developers, has invested millions of dollars to create an employment base in this area. With the I-575/Airport Industrial Park, the Airport Industrial Park, the Wilbanks Industrial Park, and Cherokee Farms Business Park in place, the Airport Area is destined to become a major Workplace Center for Cherokee County.

The Cherokee County Water and Sewer Authority has planned a northeastern waste water treatment facility at East Cherokee Drive and Cokers Chapel Road. The new plant has a designed capacity of 2.0 MGD and will service the Northeast region of Cherokee County. The approximate completion date on the plant and infrastructure is 2010 at a cost of approximately \$20 million. This investment in infrastructure will provide ample sewer capacity to land within the airport area for future business growth.

The investments made by both the public and private sector in the Airport Area should be protected as future development comes to the area. Potential investments in infrastructure should be made to further support the area as a workplace generator, and policies on zoning and land use should be consistent in order to provide a measure of security to any business investing in this area. The creation and ratification of a unified vision statement which includes input from existing and potential business owners will increase the chances of consistent and harmonious future development.

Desired Outcomes

The development of a Master Plan signals to the community the level of commitment by public and private sectors to the area. The desired outcomes of Airport Area Master Plan are:

- Designation of a Regional Airport Area District to create an identity.
- Adoption of Airport Area Development Standards.
- Develop links between Airport Area and complementary developments, such as The Bluffs.
- Help business leaders see the Airport Area as a viable location for expanding or relocating their enterprises.

The designation of a Regional Airport Area District (RAAD) to implement the Master Plan enhances the tools available to shape the type and quality of growth envisioned by the community. It sends the message there is something unique about this place. The RAAD should seek to both strengthen existing development and create a consistent, corporate environment and identity for the area. Some common techniques, to create an identity for an area, include designing gateway features, or using a tag line or slogan for specific marketing materials. With the district centered upon the interchange of Airport Drive with I-575, a plan for the beautification of the area as well as creating a unique identity would be desirable.

Development standards are frequently used to implement any master plan. Standards typically include regulations for signage, landscaping, building materials, circulation, pedestrian linkages, permitted land uses, buffers, and storage. A portion of the Airport Area (indicated on the Airspace Plan in the Appendix) should have building height limits and land use restrictions to ensure the compatibility of future development. The FAA Model Ordinance could be integrated into any final development standards. Additional development standards include storm water and/or environmental measures, parking, drainage, and related transportation plans. The challenge is to insure that while the standards are increased, they do not simultaneously inhibit the type of development the district is trying to attract. The following photos illustrate some of the desired aesthetics for the Airport Area. More images can be found in the Desired Appearance portion of the Appendix.



Brick and stone construction and signage



Brick and stone building material, landscaping and architectural detail



Accessory amenities with variation in architecture, board fencing, brick, stone and siding building materials

The Airport Area lies in close proximity to The Bluffs of Technology Park. The Bluffs is home to the new Cherokee County Administrative Offices and 600-seat conference center along with the future Canton Campus of Appalachian Technical College. At present, there is no direct route between the Airport and The Bluffs. With the planned development in both areas, a connection between the two would better serve both areas and create a synergy to further encourage business development.

The Airport Area Master Plan will assist leaders within the community in creating an environment that fosters business growth. The majority of County residents travel out of the

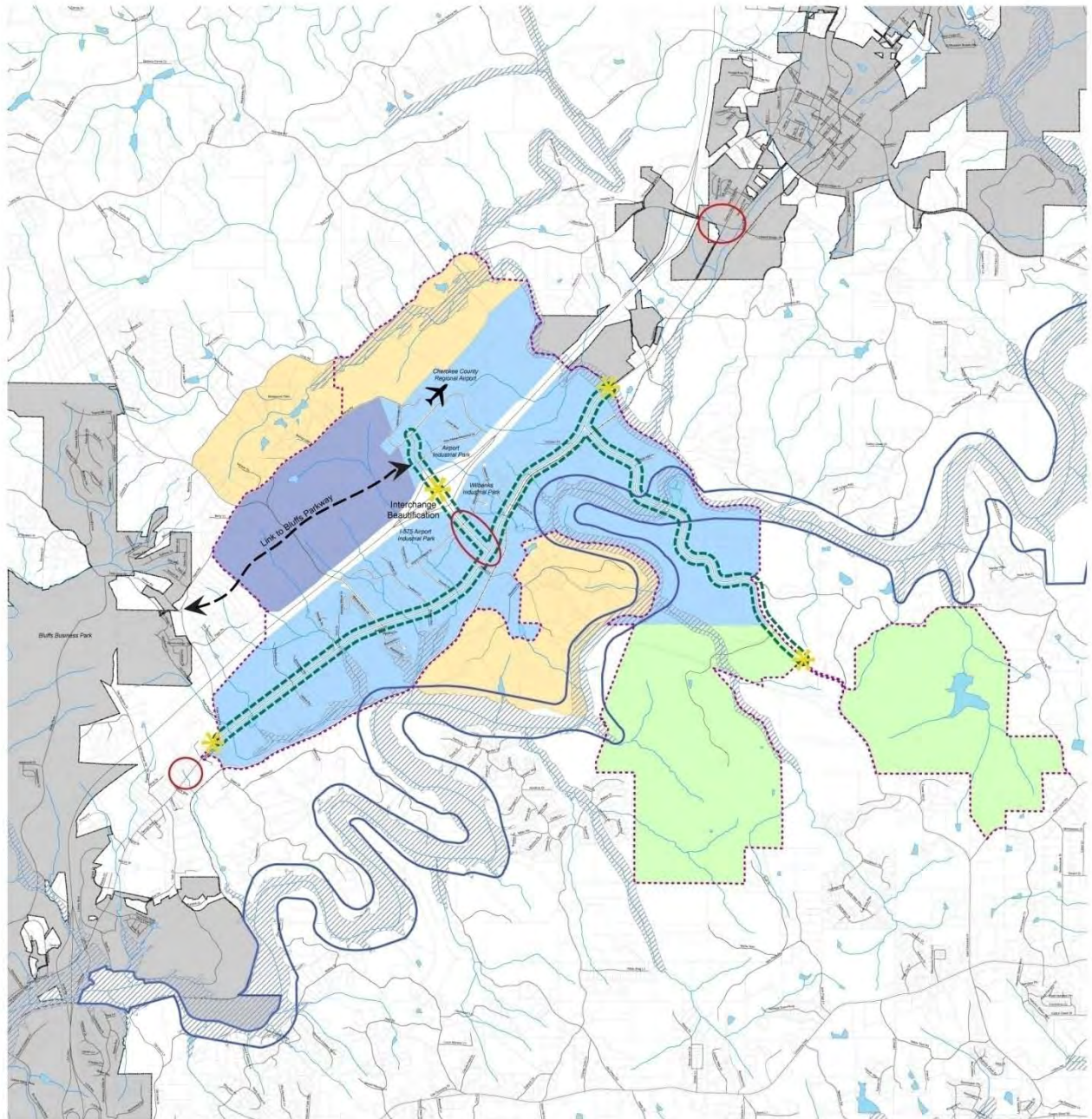
county for work according to the 2000 U.S. Census. The Department of Labor has identified these individuals as primarily “white and pink collar” employees. Using existing businesses and the airport’s expansion as a foundation, the Airport Area Master Plan will create an environment where corporate clients of the airport find the area favorable for securing a permanent location; thus bringing numerous employment opportunities to Cherokee County that match the skills of current residents.

Concept Plan

The Concept Plan, shown on the next page, illustrates the desired physical location of particular land uses as well as places that need more specific design standards because of their impact of the look and feel of the Airport Area. The Airport Area is divided into land use areas for Business Parks (primarily office buildings), a Workplace Zone (industrial and warehousing), and Service Management (including existing Landfill areas and the Atlanta Gas Light property), as well as low-intensity Executive Housing on the outer edges to provide a transition between the Airport Area and surrounding rural areas. Finally, major intersections were highlighted as good locations for the supportive commercial and retail development that this area currently lacks.

The Plan notes several areas that may need a combination of design standards and/or investment to begin shaping the identity of the area. The Landscape Corridors are areas that need a consistent, well-kept appearance to ensure that existing and new development is screened appropriately. The images in the Appendix illustrate this desired look. The Plan also notes Gateway Features and major entrance points to the Airport Area. These features could be a combination of signage, public art, and/or landscaping, which denotes entrance into the Regional Airport Area District.

Airport Area Master Plan



- Legend**
- Proposed Airport Overlay Boundary
 - Landscape Corridor
 - Flood Easement
 - 100 Year Flood Plain
 - City Boundaries
 - Business Park Area
 - Executive Housing
 - Service Management Buffer
 - Workplace Zone
 - Gateway to Airport Area
 - Commercial/Retail Node

CHEROKEE AIRPORT PLAN

Drawing Prepared by:
 CHEROKEE COUNTY
 PLANNING & ZONING DEPT.
 CANTON, GEORGIA
 DATE: 01/12/09

NOTICE:
 THIS MAP WAS COMPILED FROM VARIOUS SOURCES. NO
 WARRANTY OR REPRESENTATION IS EXPRESSED OR
 IMPLIED AS TO THE ACCURACY OR COMPLETENESS OF THE
 INFORMATION SHOWN HEREON. THE IMPLIED WARRANTIES OF MERCHANTABILITY AND
 FITNESS FOR A PARTICULAR PURPOSE.

0 0.25 0.5 1 Miles

Implementation Steps

To achieve the vision of the Airport Area Master Plan, there are several steps which must be taken:

- Development of a Regional Airport Area District as an overlay zoning district with development standards based on stakeholder input.
- Creation of a signage program to clearly identify the effort being put forth by the community and to establish the area as a Workplace Center.
- Continued support for the Airport Expansion Project to ensure its completion by 2012.
- Further expansion of water and sewer capabilities by CCWSA to prepare for future business growth.

APPENDIX

Desired Appearance-Airport Area

The following pictures depict sites in the Airport Master Plan and surrounding areas that provide examples of features to mimic and expound upon.

1



Fencing, heavy landscaping,
stone signage



Brick façade, variation in
architectural finish



Brick and stone construction
and signage



Brick and stone building material, landscaping and architectural detail



Signage, major intersection fencing, heavy landscaping



Accessory amenities with variation in architecture, board fencing, brick, stone and siding building materials



Architectural variation/features,
brick construction

The following pictures feature sites in the Airport Master Plan area that present opportunities for enhancement.



Mismatched building color, limited landscaping, no architectural variation in structure



Outside storage without any screening, no attempt at concealment



Old equipment in clear view, no landscaping, structure not maintained



Outside storage not screened from view, no landscaping, limited architectural variation in structure



Outside storage not screened from view, no landscaping, limited architectural variation in structure



Receptacles and accessory building structures in clear view, no landscaping or decorative features

Nu-Metrics Traffic Analyzer Study Computer Generated Summary Report

Street: Airport Dr (west of 575)

A study of vehicle traffic was conducted with HI-STAR unit number 7297. The study was done in the SB lane on Airport Dr (west of 575) in Ga in Cherokee county. The study began on 12/12/2007 at 12:00 AM and concluded on 12/19/2007 at 12:00 AM, lasting a total of 168 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 3,609 vehicles passed through the location with a peak volume of 103 on 12/13/2007 at 07:00 AM and a minimum volume of 0 on 12/12/2007 at 12:00 AM. The AADT Count for this study was 516.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0 to 9															
0	11	273	430	584	665	649	509	248	131	50	22	18	10	9	

At least half of the vehicles were traveling in the 0 - -1 mph range or a lower speed. The average speed for all classified vehicles was 0 mph with 100. percent exceeding the posted speed of mph. The HI-STAR found 0.00 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 0 mph and the 85th percentile was 0.00 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0 to 20	21 to 27	28 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 >
2897	391	201	63	32	14	7	4

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 3,288 which represents 91.10 percent of the total classified vehicles. The number of Small Trucks in the study was 201 which represents 5.60 percent of the total classified vehicles. The number of Trucks/Buses in the study was 63 which represents 1.70 percent of the total classified vehicles. The number of Tractor Trailers in the study was 57 which represents 1.60 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 12/13/2007 at 07:00 AM the average headway between the vehicles was 34.62 seconds. The slowest traffic period was on 12/12/2007 at 12:00 AM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 29 and 85 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Nu-Metrics Traffic Analyzer Study Computer Generated Summary Report

Street: E. Ch Dr.(300' north of bridge)

A study of vehicle traffic was conducted with HI-STAR unit number 3651. The study was done in the NB lane on E. Ch Dr.(300' north of bridge) in , Ga in Cherokee county. The study began on 01/24/2008 at 11:00 AM and concluded on 01/25/2008 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 1,593 vehicles passed through the location with a peak volume of 160 on 01/24/2008 at 05:00 PM and a minimum volume of 3 on 01/25/2008 at 12:00 AM. The AADT Count for this study was 1,593.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	>
9	14	19	24	29	34	39	44	49	54	59	64	69	74	
0	2	4	3	4	30	59	218	483	431	251	80	19	6	3

At least half of the vehicles were traveling in the 45 - 49 mph range or a lower speed. The average speed for all classified vehicles was 50 mph with 100. percent exceeding the posted speed of mph. The HI-STAR found 22.5 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 45 mph and the 85th percentile was 57.39 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
1284	158	64	31	42	11	3	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 1,442 which represents 90.50 percent of the total classified vehicles. The number of Small Trucks in the study was 64 which represents 4.00 percent of the total classified vehicles. The number of Trucks/Buses in the study was 31 which represents 1.90 percent of the total classified vehicles. The number of Tractor Trailers in the study was 56 which represents 3.50 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 01/24/2008 at 05:00 PM the average headway between the vehicles was 22.36 seconds. The slowest traffic period was on 01/25/2008 at 12:00 AM. During this slowest period, the average headway was 900.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 27 and 62 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Nu-Metrics Traffic Analyzer Study Computer Generated Summary Report

Street: Airport Dr (west of 575)

A study of vehicle traffic was conducted with HI-STAR unit number 7776. The study was done in the NB lane on Airport Dr (west of 575) in Ga in Cherokee county. The study began on 01/24/2008 at 11:00 AM and concluded on 01/25/2008 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 627 vehicles passed through the location with a peak volume of 96 on 01/25/2008 at 07:00 AM and a minimum volume of 0 on 01/24/2008 at 09:00 PM. The AADT Count for this study was 627.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	>
9	14	19	24	29	34	39	44	49	54	59	64	69	74	
0	17	181	140	99	70	44	25	30	7	5	3	3	0	1

At least half of the vehicles were traveling in the 20 - 24 mph range or a lower speed. The average speed for all classified vehicles was 27 mph with 100. percent exceeding the posted speed of mph. The HI-STAR found 1.92 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 15 mph and the 85th percentile was 37.76 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
529	52	25	13	2	4	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 581 which represents 93.00 percent of the total classified vehicles. The number of Small Trucks in the study was 25 which represents 4.00 percent of the total classified vehicles. The number of Trucks/Buses in the study was 13 which represents 2.10 percent of the total classified vehicles. The number of Tractor Trailers in the study was 6 which represents 1.00 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 01/25/2008 at 07:00 AM the average headway between the vehicles was 37.11 seconds. The slowest traffic period was on 01/24/2008 at 09:00 PM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 27 and 72 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Nu-Metrics Traffic Analyzer Study Computer Generated Summary Report

Street: E. Ch. Dr (300' north of bridge)

A study of vehicle traffic was conducted with HI-STAR unit number 7017. The study was done in the SB lane on E. Ch. Dr (300' north of bridge) in , Ga in Cherokee county. The study began on 01/15/2008 at 12:00 AM and concluded on 01/18/2008 at 12:00 AM, lasting a total of 72 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 4,658 vehicles passed through the location with a peak volume of 202 on 01/15/2008 at 07:00 AM and a minimum volume of 1 on 01/17/2008 at 01:00 AM. The AADT Count for this study was 1,553.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	>
9	14	19	24	29	34	39	44	49	54	59	64	69	74	
0	30	30	34	74	186	489	1055	1385	930	323	76	33	7	5

At least half of the vehicles were traveling in the 45 - 49 mph range or a lower speed. The average speed for all classified vehicles was 46 mph with 81.9 percent exceeding the posted speed of 40 mph. The HI-STAR found 9.53 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 45 mph and the 85th percentile was 53.63 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
3685	502	173	112	114	59	8	4

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 4,187 which represents 89.90 percent of the total classified vehicles. The number of Small Trucks in the study was 173 which represents 3.70 percent of the total classified vehicles. The number of Trucks/Buses in the study was 112 which represents 2.40 percent of the total classified vehicles. The number of Tractor Trailers in the study was 185 which represents 4.00 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 01/15/2008 at 07:00 AM the average headway between the vehicles was 17.73 seconds. The slowest traffic period was on 01/17/2008 at 01:00 AM. During this slowest period, the average headway was 1800.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 35 and 68 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Nu-Metrics Traffic Analyzer Study Computer Generated Summary Report

Street: Hwy 5 @ E. Cherokee Dr

A study of vehicle traffic was conducted with HI-STAR unit number 7776. The study was done in the SB lane on Hwy 5 @ E. Cherokee Dr in , Ga in Cherokee county. The study began on 01/15/2008 at 12:00 AM and concluded on 01/18/2008 at 12:00 AM, lasting a total of 72 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 7,055 vehicles passed through the location with a peak volume of 238 on 01/16/2008 at 07:00 AM and a minimum volume of 2 on 01/17/2008 at 01:00 AM. The AADT Count for this study was 2,352.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	>
9	14	19	24	29	34	39	44	49	54	59	64	69	74	
0	285	606	977	946	494	485	798	1088	905	324	65	22	3	3

At least half of the vehicles were traveling in the 35 - 39 mph range or a lower speed. The average speed for all classified vehicles was 36 mph with 34.4 percent exceeding the posted speed of 45 mph. The HI-STAR found 5.96 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 45 mph and the 85th percentile was 51.50 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
5905	688	245	89	35	27	9	3

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 6,593 which represents 94.20 percent of the total classified vehicles. The number of Small Trucks in the study was 245 which represents 3.50 percent of the total classified vehicles. The number of Trucks/Buses in the study was 89 which represents 1.30 percent of the total classified vehicles. The number of Tractor Trailers in the study was 74 which represents 1.10 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 01/16/2008 at 07:00 AM the average headway between the vehicles was 15.06 seconds. The slowest traffic period was on 01/17/2008 at 01:00 AM. During this slowest period, the average headway was 1200.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 35 and 68 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Nu-Metrics Traffic Analyzer Study Computer Generated Summary Report

Street: Hwy 5 @ E. Cherokee Dr

A study of vehicle traffic was conducted with HI-STAR unit number 3651. The study was done in the NB lane on Hwy 5 @ E. Cherokee Dr in , Ga in Cherokee county. The study began on 01/15/2008 at 12:00 AM and concluded on 01/18/2008 at 12:00 AM, lasting a total of 72 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 7,911 vehicles passed through the location with a peak volume of 312 on 01/15/2008 at 05:00 PM and a minimum volume of 2 on 01/17/2008 at 01:00 AM. The AADT Count for this study was 2,637.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	>
9	14	19	24	29	34	39	44	49	54	59	64	69	74	
0	182	820	1709	935	442	458	824	1115	831	371	113	25	17	10

At least half of the vehicles were traveling in the 30 - 34 mph range or a lower speed. The average speed for all classified vehicles was 35 mph with 31.6 percent exceeding the posted speed of 45 mph. The HI-STAR found 6.83 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 20 mph and the 85th percentile was 51.14 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
6732	652	303	107	37	17	3	1

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 7,384 which represents 94.00 percent of the total classified vehicles. The number of Small Trucks in the study was 303 which represents 3.90 percent of the total classified vehicles. The number of Trucks/Buses in the study was 107 which represents 1.40 percent of the total classified vehicles. The number of Tractor Trailers in the study was 58 which represents 0.70 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 01/15/2008 at 05:00 PM the average headway between the vehicles was 11.5 seconds. The slowest traffic period was on 01/17/2008 at 01:00 AM. During this slowest period, the average headway was 1200.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 35 and 64 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Nu-Metrics Traffic Analyzer Study Computer Generated Summary Report

Street: Hwy 5 @ Fate Conn Rd

A study of vehicle traffic was conducted with HI-STAR unit number 7297. The study was done in the SB lane on Hwy 5 @ Fate Conn Rd in , Ga in Cherokee county. The study began on 01/15/2008 at 12:00 AM and concluded on 01/18/2008 at 12:00 AM, lasting a total of 72 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 6,336 vehicles passed through the location with a peak volume of 229 on 01/15/2008 at 11:00 AM and a minimum volume of 2 on 01/16/2008 at 03:00 AM. The AADT Count for this study was 2,112.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	>
9	14	19	24	29	34	39	44	49	54	59	64	69	74	
0	16	17	21	40	80	263	999	2091	1798	723	207	59	14	8

At least half of the vehicles were traveling in the 45 - 49 mph range or a lower speed. The average speed for all classified vehicles was 49 mph with 77.3 percent exceeding the posted speed of 45 mph. The HI-STAR found 15.9 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 45 mph and the 85th percentile was 55.42 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
5653	481	112	46	21	15	7	1

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 6,134 which represents 96.80 percent of the total classified vehicles. The number of Small Trucks in the study was 112 which represents 1.80 percent of the total classified vehicles. The number of Trucks/Buses in the study was 46 which represents 0.70 percent of the total classified vehicles. The number of Tractor Trailers in the study was 44 which represents 0.70 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 01/15/2008 at 11:00 AM the average headway between the vehicles was 15.65 seconds. The slowest traffic period was on 01/16/2008 at 03:00 AM. During this slowest period, the average headway was 1200.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 33 and 62 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Nu-Metrics Traffic Analyzer Study Computer Generated Summary Report

Street: Hwy 5 @ Fate Conn Rd

A study of vehicle traffic was conducted with HI-STAR unit number 3806. The study was done in the NB lane on Hwy 5 @ Fate Conn Rd in , Ga in Cherokee county. The study began on 01/15/2008 at 12:00 AM and concluded on 01/18/2008 at 12:00 AM, lasting a total of 72 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 7,565 vehicles passed through the location with a peak volume of 272 on 01/15/2008 at 05:00 PM and a minimum volume of 2 on 01/17/2008 at 02:00 AM. The AADT Count for this study was 2,522.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	>
9	14	19	24	29	34	39	44	49	54	59	64	69	74	
0	25	25	48	66	107	257	591	1392	2072	1722	765	324	123	47

At least half of the vehicles were traveling in the 50 - 54 mph range or a lower speed. The average speed for all classified vehicles was 53 mph with 85.2 percent exceeding the posted speed of 45 mph. The HI-STAR found 39.4 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 50 mph and the 85th percentile was 60.81 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
6802	536	127	53	26	16	2	2

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 7,338 which represents 97.00 percent of the total classified vehicles. The number of Small Trucks in the study was 127 which represents 1.70 percent of the total classified vehicles. The number of Trucks/Buses in the study was 53 which represents 0.70 percent of the total classified vehicles. The number of Tractor Trailers in the study was 46 which represents 0.60 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 01/15/2008 at 05:00 PM the average headway between the vehicles was 13.19 seconds. The slowest traffic period was on 01/17/2008 at 02:00 AM. During this slowest period, the average headway was 1200.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 31 and 58 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Airport District Traffic Accidents 2006

Location	Cross Street
	Jan
East Cherokee Drive	Cokers Chapel Road
Hwy 5	Tippens Trail
I-575	Howell Bridge Rd
I-575	Airport Road
I-575	Hwy 5
I-575	Howell Bridge Rd
	Feb
E Cherokee Dr	Creekside Way
Hwy 5	Green Circle
	Mar
Hwy 5	Green Circle
	Apr
Hwy 5	Allison Lane
Hwy 5	Northridge Rd
E Cherokee Dr	Creekside Way
Hwy 5	Airport Road
Hwy 5	Fate Conn Rd
Hwy 5	Fate Conn Road
Hwy 5	York Drive
	May
Airport Rd	I-575
Hwy 5	Lower Bethany Road
Hwy 5	East Cherokee Drive
Hwy 5	East Cherokee Dr
I-575	Airport Road
I-575	Howell Bridge Road
I-575	Howell Bridge Road
I-575	Howell Bridge rd
	Jun
I-575	Airport Rd
I-575	Howell Bridge
	Jul
Airport Drive	Interstate 575
Airport Road	Hwy 5
East Cherokee Drive	Highway 5
Hwy 5	Leo Taylor Lane
I-575	Airport Drive
I-575	Old Page Place
	Aug
Airport Industrial Dr	Torrison
Hwy 5	Howell Bridge
I-575	Airport Drive
I-575	Airport Rd

Airport District Traffic Accidents 2006

I-575	Howell Bridge
I-575	Howell Bridge
I-575	Old Vandivier Road

Sep

Hwy 5	Airport Drive
Hwy 5	Lower Bethany Rd
York Dr	Hwy 5

Oct

East Cherokee Drive	River Mill Rd
Fate Conn	Hwy. 5
Hwy 5	Green Drive
Hwy 5	York Drive
I-575	Airport Dr
I-575	Howell Bridge Rd
I-575	Howell Bridge Rd
L. Bethany Rd	Old Hwy 5

Nov

E Cherokee Dr	Cokers Chapel Rd
Hwy 5	Aiport Rd
Hwy 5	Green Dr
I-575	Airport Rd
I-575	Airport Rd
I-575	Howell Bridge Rd
I-575	Howell Bridge Rd
I-575	Howell Bridge Rd
I-575	Howell Bridge Rd
I-575	Howell Bridge Rd
I-575	Howell Bridge Rd
I-575	Old Vandiver Drive

Dec

East Cherokee Dr	Hwy 5
East Cherokee Dr	Hwy 5
I-575	Airport Road
I-575	Howel Bridge Road
I-575	Howell Bridge Rd
I-575	Old Page Place
I-575	Old Page Place
I-575	Old Page Place
I-575	Old Vandiver Rd
I-575	Old Vandiver Rd
Hwy 5	Fate Conn Road

TOTAL INCIDENTS	72
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Airport District Traffic Accidents 2007

Location

Cross Street

Jan-07

Hwy 5	East Cherokee Dr
East Cherokee Drive	Hwy 5
East Cherokee Drive	Hwy 5
Hwy 5	Lower Bethhany
Hwy 5	Howell Bridge Rd
Hwy 5	E Cherokee Dr
Hwy 5	Airport Rd

Feb-07

East Cherokee Dr.	Henry Scott
Fate Conn Rd	Bluffs Creek Parkway
Hwy 5	Airport Rd
Hwy 5	Roland Dr
Hwy 5	Calls Drive
I-575	Howell Bridge Rd
I-575	Airport Dr

Mar-07

East Cherokee Dr	Cokers Chapel Road
East Cherokee Dr	Ga Highway 5
Hwy 5	Wilbanks Drive
Hwy 5	York Dr
I-575	Howell Bridge Rd
Lower Bethany Road	Ghorley Drive
Old Nelson Rd	Gibert Pettty Dr

Apr-07

East Cherokee Dr	Hwy 5
East Cherokee Dr	Autumn Glen Dr
East Cherokee Dr	NewCastle Walk
Fate Conn Rd	Hwy 5
Hwy 5	Cherokee Forrest Trl.
Hwy 5	Fairview Rd
I-575	Old Page Place Rd
I-575	Airport Road

May-07

Ball Ground Highway	East Cherokee Drive
E Cherokee Dr	Hwy 5
E Cherokee Dr	Cokers Chaper Road
E Cherokee Dr	Pump House Trail
E Cherokee Dr	Cokers Chaper Road
E Cherokee Dr	Autumn Glen
I-575	Airport Drive

Jun-07

East Cherokee Dr	Old Hwy 5
East Cherokee Dr	Old Hwy 5
East Cherokee Dr	River Mill Drive
Fate Conn Rd	Bluffs Pkwy

**Airport District Traffic Accidents
2007**

Hwy 5	Cherokee Forest Trl
Hwy 5	York Dr
Hwy 5	Georgia Ave
I-575	Howell Bridge Road

Jul-07

East Cherokee Dr	Cokers Chapel Rd
East Cherokee Dr	Necastle walk
East Cherokee Dr	Old Highway 5
Hwy 5	Airport Dr
Hwy 5	Calls Dr
Hwy 5	Fate Conn Road
I-575	Airport Dr
I-575	Airport Drive
I-575	Airport Drive
I-575	Airport Drive
I-575	Howell Bridge Rd
I-575	Howell Bridge Road
I-575	Howell Bridge Road
I-575	Howell Bridge Road
I-575	Little River Bridge
I-575	Lower Bethany Road
I-575	Old Page PI overpass
I-575	Old Page Place overpass

Aug-07

East Cherokee Drive	Carlan Drive
East Cherokee Drive	Creekside Way
East Cherokee Drive	Hwy 5
Hwy 5	Appalachian Hwy
Hwy 5	East Cherokee Dr.
Hwy 5	Old Vandiver Road
I-575	Old Page PI
I-575	Old Vandiver
I-575	Old Vandiver Road

Sep-07

Appalachian Hwy	Hwy 5
East Cherokee Dr	Cokers Chapel
East Cherokee Dr	Newcastle Walk
East Cherokee Dr	Old Hwy 5
Hwy 5	Diana Ave
Hwy 5	East Cherokee Dr.
Hwy 5	Safety Dr.
Hwy 5	York Dr
I-575	Howell Bridge Rd

Oct-07

E Cherokee Dr	Fairview Drive
E Cherokee Dr	Old Hwy 5
E Cherokee Dr	Old Hwy 5
Hwy 5	E Cherokee Dr
Hwy 5	Fate Conn Rd

Airport District Traffic Accidents 2007

I-575

Airport Dr.

E Cherokee Drive
E Cherokee Drive
Fate Conn Rd
Fate Conn Rd
Hwy 5
Hwy 5
Hwy 5
Hwy 5
Hwy 5
Hwy 5
Hwy 5 Conn
I-575
I-575
I-575
I-575

Nov-07

11833 E Cherokee Dr
Autumn Glen Dr
Stoney Hollow Rd
Stowers Road
Commerce Ln
East Cherokee Dr
Faulkner Rd
Georgia Ave
Hwy 372 Connector
Old Vandiver Dr
Waleska Rd
Airport Drive
Howell Bridge Rd
Howell Bridge Rd
Howell Bridge Road

E Cherokee Dr
E Cherokee Dr
Hwy 372
Hwy 372
Hwy 372
Hwy 372
Hwy 5
Hwy 5
Hwy 5
Hwy 5
I-575
I-575
I-575
I-575
I-575
I-575
I-575
Jade Trl

Dec-07

Hwy 5
Cokers Chapel Rd
Hwy 5
Trinity Church Rd
Conns Creek Rd
Freehome Rd
E Cherokee Dr
E Cherokee Dr
Northridge Rd
Airport Dr.
Airport Dr.
Airport Dr.
Airport Dr.
Airport Dr.
Airport Dr.
Howell Bridge Road
Jade Court

TOTAL INCIDENTS

118

Airport District Business Count

Business Counts

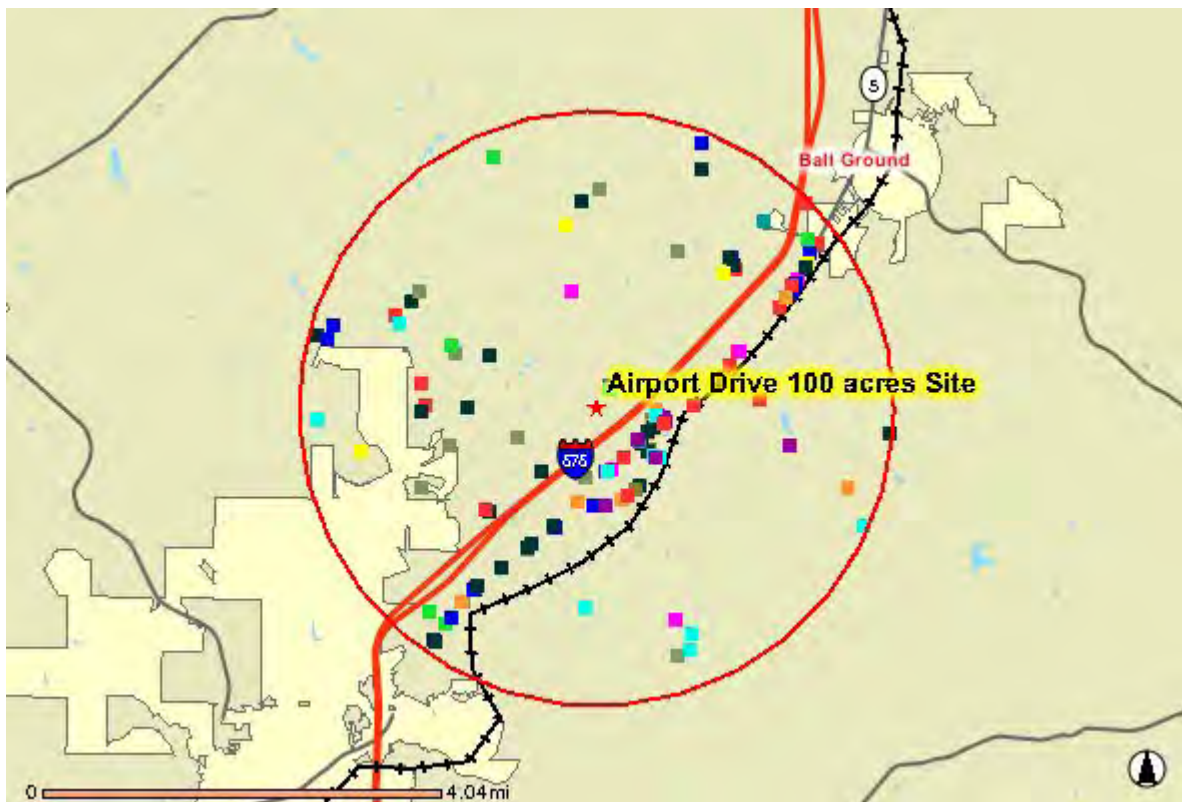
Click on business type for business list

Center: **Airport Drive 100 acres Site**

Distance: 3 miles

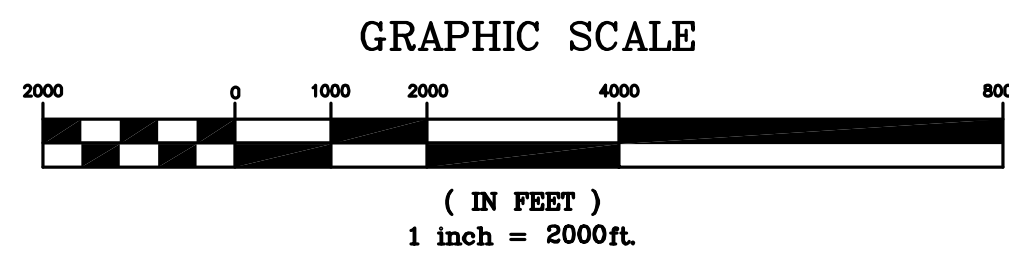
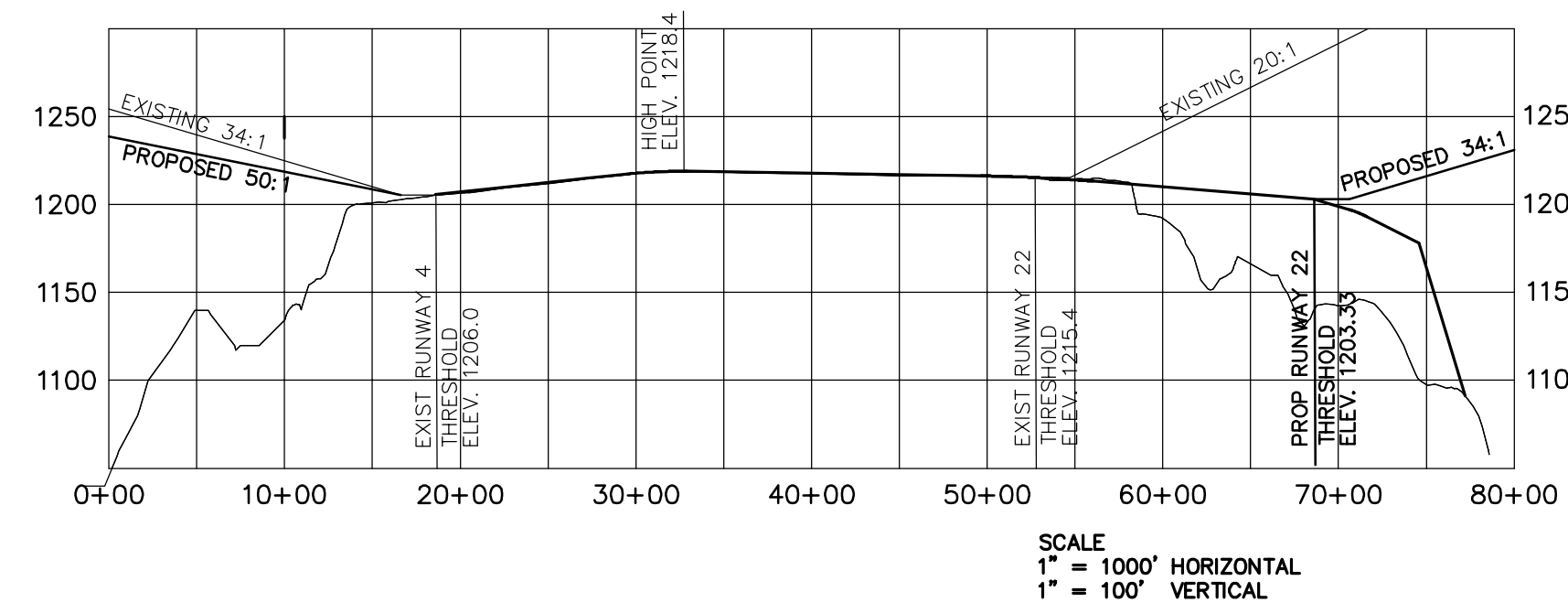
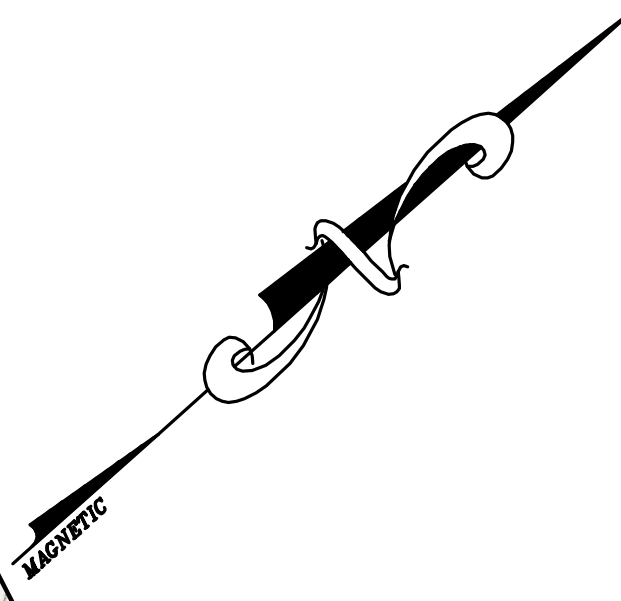
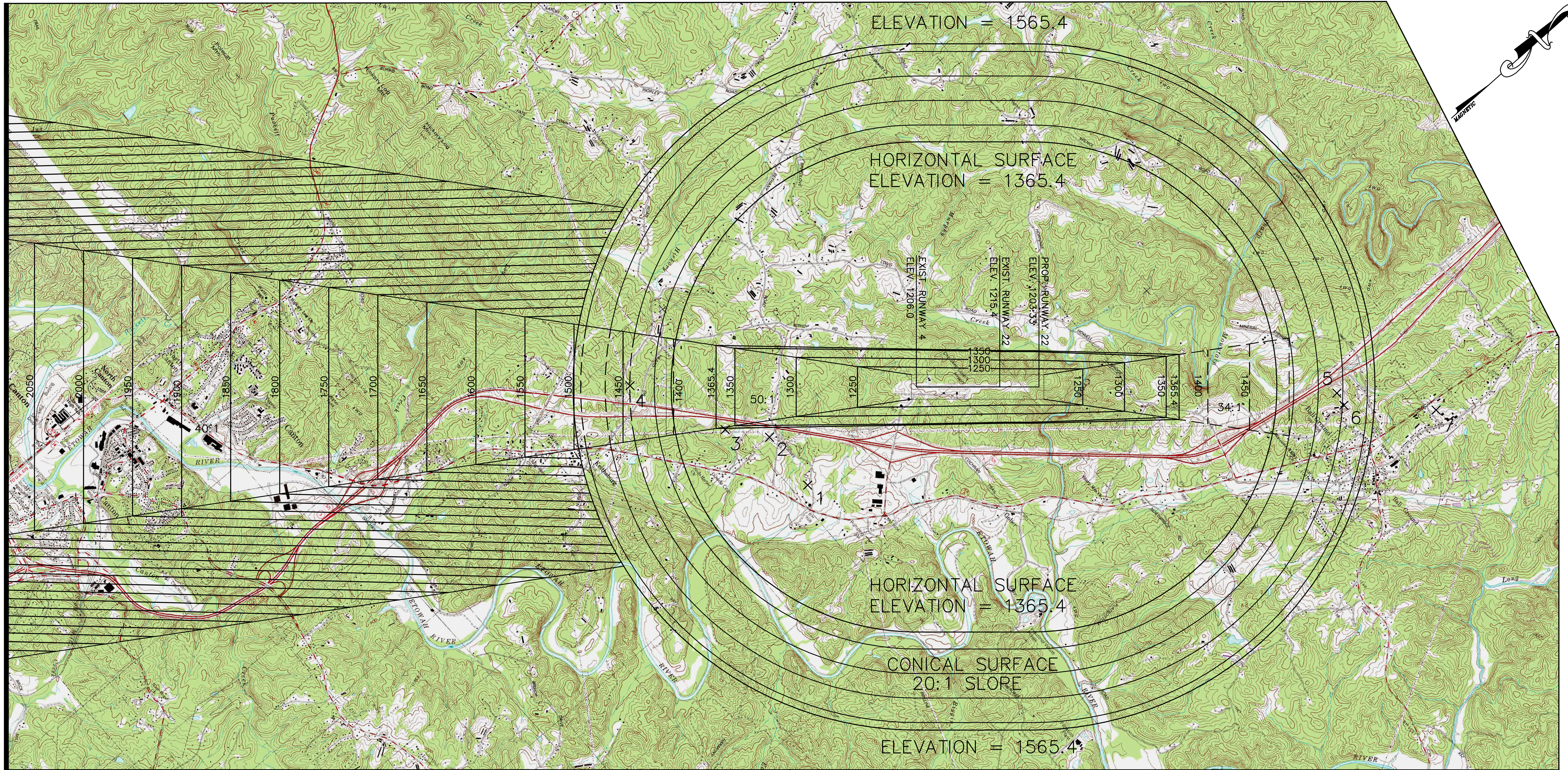
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<input type="checkbox"/> UTILITIES	1	0.6%
<input type="checkbox"/> ADMINISTRATIVE AND SUPPORT AND WASTE MANAGEMENT AND REMEDIATION SERVICES	15	9.4%
<input type="checkbox"/> UNCLASSIFIED	5	3.1%
<input type="checkbox"/> HEALTH CARE AND SOCIAL ASSISTANCE	1	0.6%
<input type="checkbox"/> WHOLESALE TRADE	7	4.4%
<input type="checkbox"/> OTHER SERVICES	16	10.1%
<input type="checkbox"/> FINANCE AND INSURANCE	2	1.3%
<input type="checkbox"/> INFORMATION	3	1.9%
<input type="checkbox"/> AGRICULTURE, FORESTRY, FISHING AND HUNTING	3	1.9%
<input type="checkbox"/> PUBLIC ADMINISTRATION	1	0.6%
<input type="checkbox"/> CONSTRUCTION	37	23.3%
<input type="checkbox"/> REAL ESTATE	4	2.5%
<input type="checkbox"/> MANUFACTURING	17	10.7%
<input type="checkbox"/> ARTS, ENTERTAINMENT, AND RECREATION	1	0.6%
<input type="checkbox"/> PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICES	18	11.3%
<input type="checkbox"/> TRANSPORTATION AND WAREHOUSING	4	2.5%

Source: Claritas, 2007.



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MATCH LINE SEE SHEET 3



NOTE:
THERE ARE NO KNOWN OBSTRUCTIONS TO THE HORIZONTAL, CONICAL OR TRANSITIONAL SURFACES OTHER THAN THOSE INDICATED.

STRUCTURE NUMBER	HEIGHT AMSL	HEIGHT AGL	OBSTRUCTION
1	1177	195	NO
2	1329	270	NO
3	1282	211	NO
4	1377	222	NO
5	1352	43	NO
6	1438	262	NO
7	1463	305	NO

REV. NO.	DESCRIPTION	DATE

PROJECT MANAGER: PSE
 DRAWN BY: JMG
 APPROVED BY: [Signature]
 FILE NAME: AIRSPACE PLAN



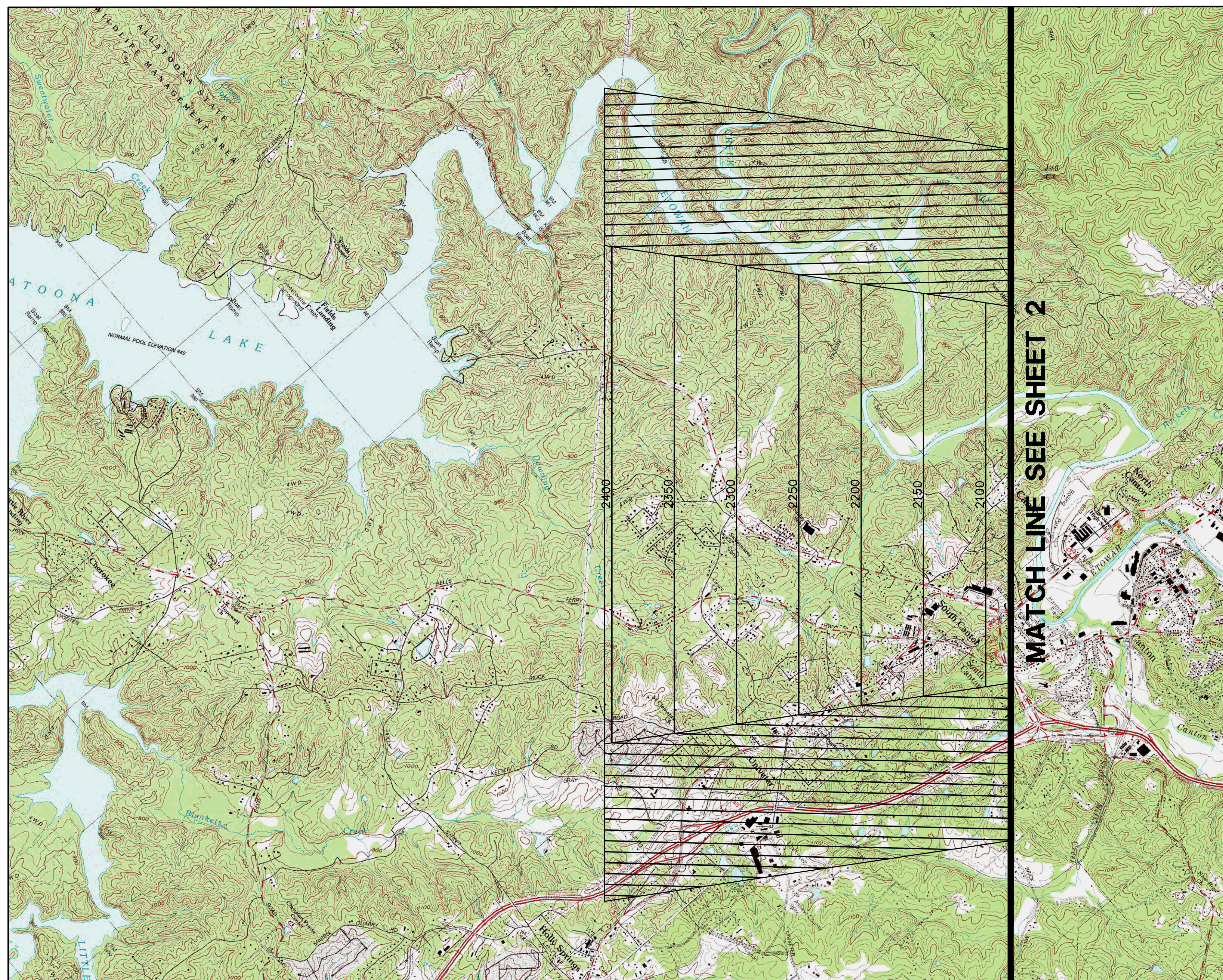
2120 POWERS FERRY RD., SUITE 100
 ATLANTA, GA 30339
 (770) 955-5574
 Office Locations: North Carolina, South Carolina, Georgia

RELEASED FOR: [Signature]
 APPROVALS: [Signature]
 BIDDING: [Signature]
 CONSTRUCTION: [Signature]
 RECORD DWG.

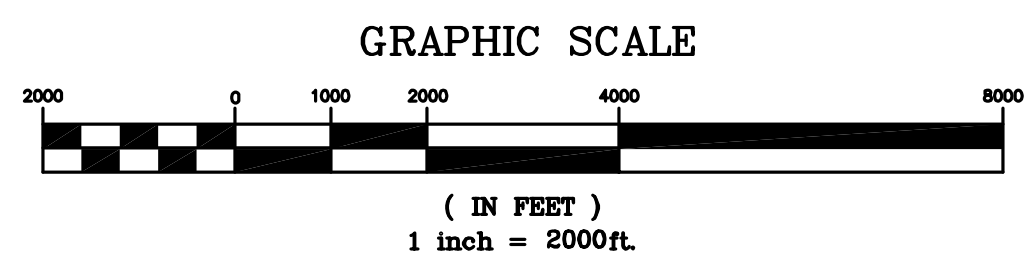
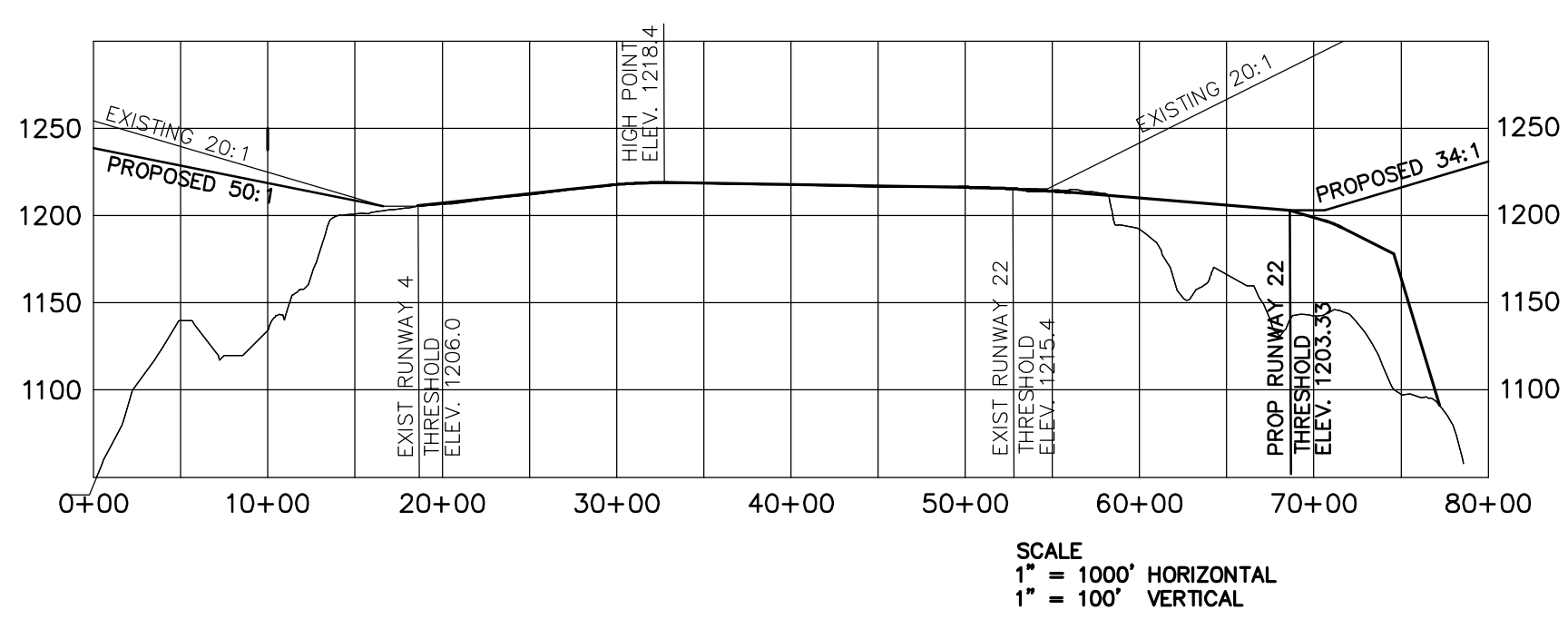
CHEROKEE COUNTY AIRPORT
CANTON, GEORGIA

AIRPORT AIRSPACE PLAN

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MATCH LINE SEE SHEET 2



NOTE:
THERE ARE NO KNOWN OBSTRUCTIONS TO THE
HORIZONTAL, CONICAL OR TRANSITIONAL
SURFACES OTHER THAN THOSE INDICATED.

STRUCTURE NUMBER	HEIGHT AMSL	HEIGHT AGL	OBSTRUCTION
1	1177	195	NO
2	1329	270	NO
3	1282	211	NO
4	1377	222	NO
5	1352	43	NO
6	1438	262	NO
7	1463	305	NO

REV. NO.	DESCRIPTION	DATE

PROJECT MANAGER PSE	DRAWING SCALE AS SHOWN	2120 POWERS FERRY RD. SUITE 100 ATLANTA, GA 30339 (770) 955-5574	RELEASED FOR APPROVALS	DATE
DRAWN BY JMG	PROJECT DATE 12-05	Office Locations: North Carolina South Carolina Georgia	BIDDING	
APPROVED BY	PROJECT NUMBER 98778.00		CONSTRUCTION	
FILE NAME AIRSPACE PLAN	PLOT DATE		RECORD DWG.	

CHEROKEE COUNTY AIRPORT
CANTON, GEORGIA

AIRPORT AIRSPACE PLAN