

**GREATER DALTON  
METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM  
Fiscal Year 2018-2021**



In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to religion, age, race, color, national origin, sex, disability, familial, or income status.

Adopted: September 28, 2017

Prepared by: Whitfield County GDMPO Staff

In Cooperation with the:  
Georgia Department of Transportation (GDOT)  
Federal Highway Administration (FHWA)



Greater Dalton Metropolitan Planning Organization

**GDMPO Resolution No. 9-28-17**

**A RESOLUTION**

A Resolution Approving the FY 2018-2021 Transportation Improvement Program (TIP) for the Dalton-Tunnel Hill-Varnell-Cohutta-Whitfield County and a portion of Murray County area, known as the Greater Dalton Metropolitan/ Urbanized Area.

WHEREAS, on May 1, 2002, the U.S. Bureau of Census designated Dalton, Georgia as an Urbanized Area which, in accordance with Title 23, Section 134 of the United States Code requires the Greater Dalton Urban Area to have a transportation planning process to be eligible for federal transportation funds; and

WHEREAS, Federal regulations described in 23CFR 450.324(a) states that the metropolitan transportation planning process shall include development of a Transportation Improvement Program (TIP) for the metropolitan planning area by the Metropolitan Planning Organization (MPO) in cooperation with the State; and

WHEREAS, prior to the designation of the Dalton Urbanized Area, Dalton and Whitfield County, Georgia received federal transportation funds in accordance with the State Transportation Improvement Program (STIP); and

WHEREAS, now a separate Transportation Improvement Program is required for the Greater Dalton Metropolitan Area; and

WHEREAS, the Greater Dalton Metropolitan Planning Organization (GDMPO), the designated MPO for the Greater Dalton and Murray County Urbanized Area, has worked with the Georgia Department of Transportation in the development of the TIP for the Dalton-Whitfield County Area, and

WHEREAS, in accordance with 23 CFR 450.316(a) and in accordance with the GDMPO Participation Plan, a draft FY 2018-2021 TIP will be available for public review/comment for 30 days at Dalton City Library, Dalton City Hall, the Whitfield County Administrative Offices Building #1 and #2, the Whitfield County Chamber of Commerce, the North West Georgia Regional Commission office, the City Halls of Tunnel Hill and Varnell, and the Commissioner's Office in Murray County;

NOW THEREFORE, BE IT RESOLVED that the Policy Committee of the GDMPO does hereby approve the FY 2018-2021 Transportation Improvement Program for the Greater Dalton Metropolitan Area.

**CERTIFICATION**

I hereby certify that the above is a true and correct copy of the Resolution adopted by the Policy Committee of the Greater Dalton Metropolitan Planning Organization at the meeting held on TBD.



Kent Benson, Chairman  
GDMPO Policy Committee

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# I. Greater Dalton MPO Committees

## Whitfield County, Georgia Greater Dalton Metropolitan Planning Organization

### Policy Committee

Name	Appointment	Company	Term Expiration
Kent Benson	Chairman	Engineer, Whitfield County	*No Committee Terms
Lynn Laughter	Member	Chair, Whitfield County Borad of Comm.	*Officers elected annually
Mark Gibson	Vice - Chairman	Administrator, Whitfield County	
Mike Brown	Member	Administrator, City of Varnell	
Tate O' Gwin	Member	Councilman, City of Dalton	
Ken Gowin	Member	Mayor, City of Tunnel Hill	
Radney Simpson	Member	Assistant State Planner, GDOT	
TBD	Member	Murray County	
Ron Schinnick	Member	Mayor, City of Cohutta	

**Contact:** Jacob Bearden

**Purpose:** The function of the Policy Committee is to review and approve all transportation plans and programs resulting from the D - W Urban Transportation Study and to ensure a continuing, comprehensive, and cooperative transportation planning process is maintained.

**Terms:** Officers should be reelected annually, but members can serve without term limits.

### Technical Coordinating Committee

Name	Appointment	Company	Term Expiration
Benny Dunn	Member	Director, Dalton Public Works	*No Committee Terms
Krystal Harris	Member	West GA Planner, GDOT	*Officers elected annually
Charlie Morrow	Member	Dalton Utilities	
Tamara Christion	Member	FHWA	
Rick Holsomback	Member	Operations Director, Whitfield County Schools	
Rusty Lount	Member	Operations Director, Dalton City Schools	
DeWayne Hunt	Member	Director, Whitfield County Public Works	
Matt Risher	Member	Transportation Planner, GDOT	
Joe Ciavarro	Member	District 6 Engineer, GDOT	

**Contact:** Jacob Bearden

**Purpose:** The function of the Technical Coordinating Committee is to review and make recommendations regarding transportation plans, programs, and other special projects for the professional staff and Policy Committee of the MPO.

**Terms:** Officers should be reelected annually, but members can serve without term limits.

### Advisory Committee

Name	Appointment	Company	Term Expiration
Jean Garland	Member	Whitfield County Planning & Zoning Administration	*No Officers

### Staff

Name	Title	Company
Jacob Bearden	GDMPO Coordinator	Whitfield County

## **II. Greater Dalton Planning Area**

On May 1, 2002, the U.S. Bureau of Census designated Dalton, Georgia as a new urbanized area. On March 10, 2003 the Governor of Georgia designated the North Georgia Regional Development Center (NGRDC) as the MPO for Dalton and Whitfield County. The NGRDC (now recognized as the Northwest Georgia Regional Commission – NWGRC) managed the MPO until September 30, 2009, when the Governor re-designated Whitfield County as the agent to manage the Dalton and Whitfield County MPO, which was renamed the Greater Dalton MPO (GDMPO), to include Whitfield County, Murray County, and the Cities of Dalton, Tunnel Hill, Varnell, and Cohutta. On June 16, 2015, a memorandum of understanding was approved by Governor Nathan Deal designating the GDMPO as the planning body for the urbanized areas of Murray County. The new area will include the cities of Chatsworth and Eton. Whitfield County maintains technical and professional staff and is governed by a Board of Commissioners. On February 15, 2010, the GDMPO held its first Joint Policy Committee (PC) and Technical Coordinating Committee (TCC) meeting and formally established both of these committees to oversee the MPO 3-C planning process for the GDMPO. Figure 1 depicts the planning area.

## **III. The Planning Process**

There are three documents that form the foundation for the ongoing work of the GDMPO. The Unified Planning Work Program (UPWP) is the annual program outlining the tasks to be completed in the upcoming fiscal year and maintenance of the MPO. The Long Range Transportation Plan (LRTP) is the core plan for the MPO, and this document is currently required to be updated at least every five years. The Transportation Improvement Program (TIP) is the short-range program of transportation projects identified in the LRTP that are scheduled for implementation over the next four years, known as Tier I projects.

## **IV. Transportation Improvement Program**

The Transportation Improvement Program (TIP) shows the federally required four-year capital improvement program, relating to the State Transportation Improvement Program (STIP), but exclusively for projects within the GDMPO planning area. This TIP covers a four-year period from FY 2018 (beginning July 1, 2017) to FY 2021 (ending June 30, 2021). The TIP is updated at least once every four years and amended as frequently as necessary. The GDMPO Technical Coordinating Committee (TCC) is responsible for reviewing the TIP and recommending it for adoption to the GDMPO Policy Committee. The other committee, the Advisory Committee, as well as the public, are also invited to review and comment on the proposed TIP. In addition, the federal legislation, Fixing America's Surface Transportation (FAST) Act, requires that in the TIP development process, the MPO should consult with officials responsible for other types of planning activities that are affected by transportation in the area and governmental agencies and non-profit organizations that receive federal assistance from a source other than USDOT. GDMPO satisfies this requirement by inviting these agencies to participate in the TIP development process and by making the draft TIP available to them for review and comment. It should be understood that the TIP is a flexible program which may be modified in accordance with the procedures outlined in the adopted Participation Plan if priorities, area goals, or funding levels change.

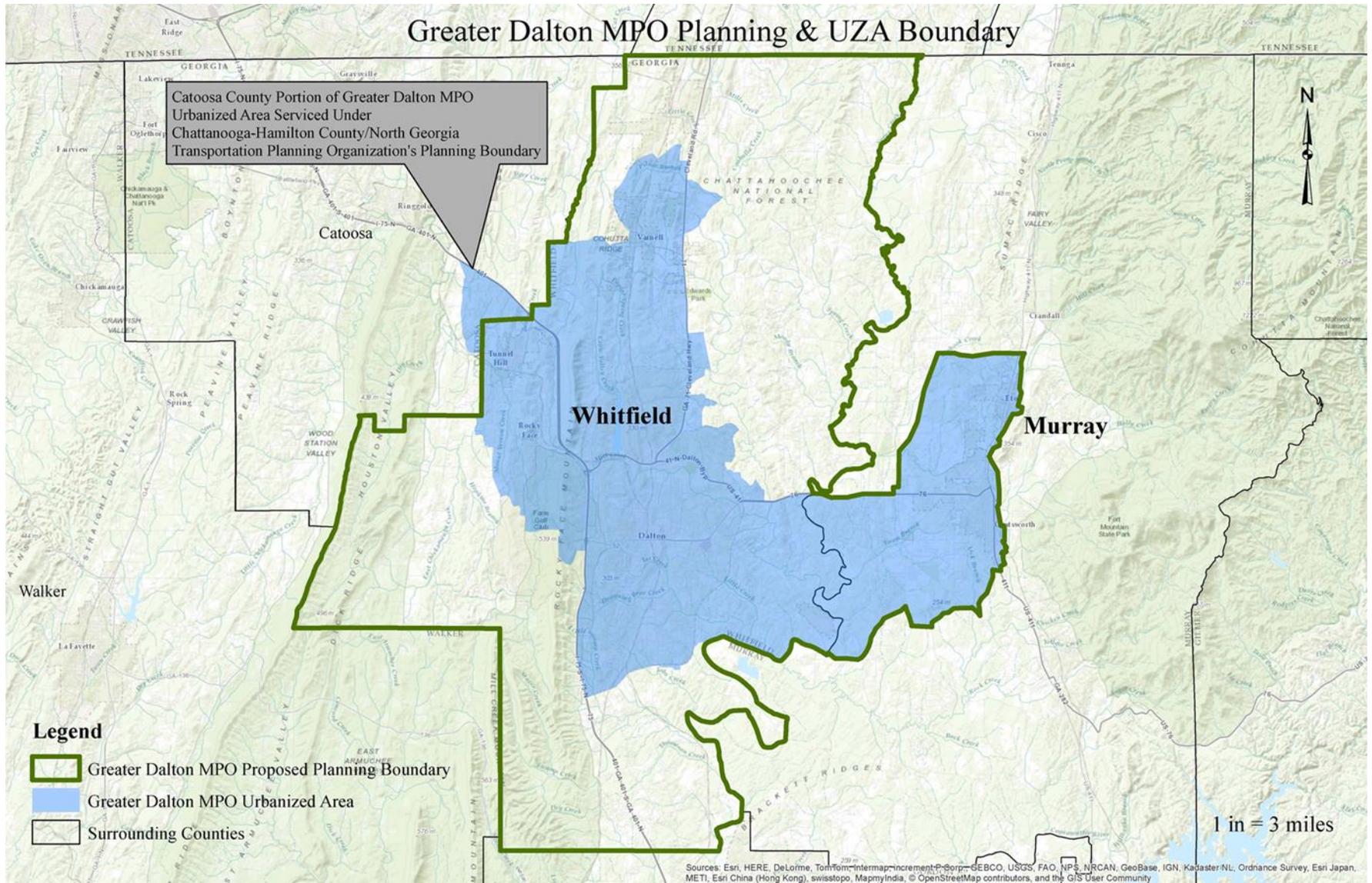


Figure 1: Greater Dalton MPO Planning Area

## **V. Fiscal Constraint**

Federal planning statutes require that the TIP must be financially constrained, which means that the estimated cost for all transportation improvements cannot exceed the amount of reasonably expected revenues projected from identified federal, state, and local funding sources. This requirement ensures that the TIP is based upon realistic assumptions and can be implemented.

## **VI. Public Participation**

The development of the TIP process involves an extensive public outreach effort to identify community issues, concerns, and priorities. A legal ad will be published in the Dalton Daily Citizen informing the public of the TIP. A 30-day public comment period will be conducted for review of the document. The draft TIP will be available for public review on the MPO website and distributed at nine public locations throughout the planning area.

## **VII. FAST Act Planning Factors**

The transportation planning process must explicitly address the eleven planning factors identified by the Fixing America's Surface Transportation Act (FAST Act), 23 CFR 450 Subpart C, 23 CFR 420 Subpart A, and 49 CFR Subtitle A, listed below:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the surface transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve transportation system resiliency and reliability; reduce (or mitigate) the storm water impacts of the surface transportation; and
10. Enhance travel and tourism.

The overall planning program is designed to comply with the requirements of FAST Act which was signed into law on December 4, 2015. It encourages MPOs to address the planning factors listed above when solving current and future transportation issues.

## **VIII. Statewide Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) Amendment Process**

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued the Final Rule to revise the Statewide and Metropolitan Transportation Planning regulations incorporating changes from the MAP 21 Act. The revised regulations clearly define administrative modifications and amendments as actions to update plans and programs. 23 Code of Federal Regulations (CFR) Part 450.104 defines administrative modifications and amendments as follows:

### **A. Administrative Modification (AM)**

“A minor revision to a long-range statewide or metropolitan transportation plan (MTP), TIP or STIP that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. AM is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in non-attainment and maintenance areas).”

The following actions are eligible as AMs to the STIP/TIP/LRTP:

1. Revise a project description without changing the project scope, conflicting with the environmental document or changing the conformity finding in nonattainment and maintenance areas (less than 10% change in project termini). This change would not alter the original project intent.
2. Splitting or combining projects.
3. Federal funding category change.
4. Minor changes in expenditures for transit projects.
5. Roadway project phases may have a cost increase less than \$2,000,000 or 20% of the amount to be authorized.
6. Shifting projects within the 4-year STIP as long as the subsequent annual draft STIP was submitted prior to September 30.
7. Projects may be funded from lump sum banks as long as they are consistent with category definitions.

AMs can be processed in accordance with these procedures provided:

1. It does not affect the air quality conformity determination.
2. It does not impact financial constraint.
3. It does not require public review and comment.

The AM process consists of a monthly list of notifications from the GDOT to all involved parties, with change summaries sent on a monthly basis to the FHWA and FTA by the GDOT. The GDOT will submit quarterly reports detailing projects drawn from each lump sum bank with remaining balance to the FHWA.

## **B. Amendment**

“A revision to a long-range statewide or MTP, TIP, or STIP that involves a major change to a project included in a MTP, TIP, or STIP, including the addition or deletion of a project or major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for MTPs and TIPs involving “non-exempt” projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.”

The following actions are eligible as Amendments to the STIP/TIP/LRTP:

1. Addition or deletion of a project.
2. Addition or deletion of a phase of a project.
3. Roadway project phases that increase in cost over the thresholds described in the Administrative Modification section.
4. Addition of an annual TIP.
5. Major change to scope of work of an existing project. A major change would be any change that alters the original intent i.e. a change in the number of through lanes, a change in termini of more than 10 percent.
6. Shifting projects within the 4-year STIP which require re-demonstration of fiscal constraint or when the subsequent annual draft STIP was not submitted prior to September 30 (See Administrative Modification item F.).

Amendments to the STIP/TIP/LRTP will be developed in accordance with the provisions of 23 CFR Part 450. This requires public review and responses to all comments, either individually or in summary form. For amendments in MPO areas, the public review process should be carried out in accordance with the procedures outlined in the Participation Plan. The GDOT will assure the amendment process and public involvement procedures have been followed. Cost changes made to the second, third and fourth years of the STIP will be balanced during the STIP yearly update process. All amendments should be approved by FHWA and/or FTA.

## **C. Lump Sum Funding**

A portion of the STIP funding is set aside for eleven groups of projects that do not affect the capacity of the roadway. The Lump Sum projects program is intended to give the Department and MPO flexibility to address projects of an immediate need while fulfilling the requirements of the STIP. Funds are set up in lump sum banks to undertake projects that are developed after the STIP is approved. These lump sums banks, located in the statewide or “All” county section of the STIP, are listed in a number of funding types for each year for the Department’s convenience in managing and accounting for the funding. These Lump Sum Banks are shown in the TIP/STIP with the words “Lump Sum” in the *project description* and contain an amount of funding for each year. Funds are drawn from these lump sums during the year and individual projects are programmed. The individual projects may include work at one or several locations for letting and accounting purposes. Listed below are these eleven groups and information about them. Except for groups for

preliminary engineering and rights of way protective buying, the total available funds are shown as construction for easy accounting but preliminary engineering and rights-of-way may be drawn from this amount when needed in that category.

Individual projects are programmed and funds drawn from the Lump Sum Bank at the time these funds are needed for Preliminary Engineering, Rights of Way and Construction. These projects may be funded in the current year or one of the other TIP/STIP years. Funds for these projects are not counted until authorization is requested for the funds. At that time the actual cost is deducted from the balance in the Lump Sum Bank.

To provide the readers of the TIP/STIP with as much information as possible, individual projects to be funded from the Lump Sum Bank in the future may be shown in the TIP/STIP with a program year of 2015 and a preliminary estimated cost. These projects are also denoted with the words "Uses Lump Sum Bank PI # 000xxxx" in the lower left area of the project listing. To avoid double counting, these projects are not included in the county total at the end of the county.

**Group: Maintenance**

Criteria: existing system maintenance only

This group has six funding/work types: two are for bridge painting/maintenance and the other four are for roadway maintenance. Major types of work undertaken are: resurfacing, pavement rehabilitation, median work, impact attenuators, signing, fencing, pavement markings, landscaping, rest areas, walls, guardrail and shoulder work. Also included is preliminary engineering necessary to prepare plans and rights-of-way needed for work such as landslide repair, sewer hookups and erosion control.

**Group: Safety**

Criteria: work qualifying for the High Hazard Safety Program and other safety projects

This group includes the following work types: signal installation/upgrades, guardrail installation, sign installation, railroad protection devices, operational improvements, railroad crossing hazard elimination, roadway hazard elimination and special safety studies and programs.

**Group: Preliminary Engineering**

Criteria: planning, studies and management systems

This group is a single item

**Group: Roadway/Interchange Lighting**

Criteria: lighting

This group is a single item.

**Group: Rights of Way - Protective Buying and Hardship Acquisitions**

Criteria: purchase of parcel(s) of rights of way (RW) for future projects that are in jeopardy of development and for hardship acquisition. Qualifying projects are those that have preliminary engineering (PE) underway or have a PE, RW or construction phase in

the STIP. For counties that are not in conformance for air quality the only qualifying projects are those that have a RW phase in the STIP. This group is a single item.

**Group: Transportation Enhancement**

Criteria: projects qualifying for the Transportation Enhancement program (TE) and the Recreational Trails & Scenic Byway programs

TE projects shown in the STIP will be funded on a first come first served basis. When a project is funded it is drawn down from the lump sum. When all funds are gone, no other projects can be funded until the next fiscal year, which begins on July 1.

This group has two funding types.

**Group: Safe Routes to Schools**

Criteria: To enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

This group has three items; Infrastructure & non-infrastructure & any project.

**Group: High Risk Rural Roads**

Criteria: States are required to identify these roadways (and expend the HRRR funds) according to the following definition: Any roadway functionally classified as a rural major or minor collector or a rural local road and:

1. On which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or
2. That will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitating injuries that exceeds the statewide average for those functional classes of roadway."

**Group: Regional Traffic Signal Optimization**

Criteria: Applies to maintenance and operation of traffic control devices statewide.

Candidate projects include:

1. Regional Traffic Operations Concepts
2. Micro-Regional Traffic Operations
3. Traffic Control Maintenance Contracts
4. Signal Timing
5. Identification of minor operational improvement projects to be submitted for Operational Projects under another Lump Sum category.

Projects will:

1. Have to support the Regional or Statewide Traffic Signal Concept of Operations
2. Focus on operating and maintaining the components of traffic control systems
3. Local or quasi-governmental agencies may be contracted with at the project level.
4. on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or that will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitating

**Group: Low Impact Bridges**

**Criteria:** Candidates for this process will require minimal permits, minor utility impacts, minimal FEMA coordination, no on-site detour, and meet other low-impact characteristics as identified in this document. Projects that ultimately qualify for this expedited process also must not exceed established environmental impact thresholds and thus qualify as Categorical Exclusion (CE) determinations in compliance with the National Environmental Policy Act (NEPA). The Program has been created with three major principles in mind – safety, stewardship and streamlining.

1. The safety of the travelling public is of paramount importance. It is the intent of this program to reduce risk associated with structurally deficient, scour-critical, temporarily shored, or fracture-critical structures.
2. Second only to safety, the program will foster stewardship of Georgia’s environmental and financial resources. Projects developed under the Program will seek to minimize the impact to the natural environment while providing long-term cost effective engineering solutions.
3. The Program will result in accelerated, streamlined delivery of all phases of the bridge replacement including, planning, design, environmental approval and construction.

**The following page lists Lump Sum Projects for the Greater Dalton MPO Area:**

Table 1: Greater Dalton MPO Lump Sum Projects

**Greater Dalton MPO Lump Sum Projects  
FY 2018 - FY 2021**

Whitfield County											
Project	Project Number	TIP Number	Description	PE		ROW		CST		UTL	
0004607	STP00-0004-00(607)	29	CR 3/HENRY OWENS ROAD @ NS# 719723E					CST	PRECST		
0013095			LOUISE LANE FM REDWINE COVERD TO BAKER RD; INC 6 NS RR LOCS	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
0013693			PEDESTRIAN UPGRADES @ 22 LOCS IN CATOOSA; MURRAY & WHITFIELD	PE	AUTHORIZED	ROW	PRECST	CST	PRECST		
M004922			I-75 FROM SR 156/GORDON TO SR 3/US 41/WHITFIELD								
M005635			SR 3/US 41 FROM CR 666/OLD DIXIE HWY TO SR 52								
M005640			SR 3 FROM CR 1290/WATERTOWER LANE TO CATOOSA COUNTY LINE								
M005644			SR 3/US 41 FROM SR 3 CONN TO CR 666/OLD DIXIE HWY								
M005677			SR 2; SR 3; SR 52 & SR 286 @ 15 LOCS - BRIDGE PRESERVATION								
M005701			I-59 @ 1 LOC & I-75 @ 2 LOCS - BRIDGE REHAB								
Murray County											
Project	Project Number	TIP Number	Description	PE		ROW		CST		UTL	
0010494			CR 34 FM CS 621 TO SR 52 & CR 106/109 FM SR 225 TO WHITFIELD	PE	PRECST			CST	PRECST		
Dade County											
Project	Project Number	TIP Number	Description	PE		ROW		CST		UTL	
M005569			I-59 @ 2 LOCS & I-75 @ 3 LOCS - BRIDGE REHAB								
Bartow County											
Project	Project Number	TIP Number	Description	PE		ROW		CST		UTL	
0014087			I-75 FM CR 633/NEW HOPE RD/GLADE RD TO TENNESSEE STATE LINE	PE	AUTHORIZED			CST	PRECST		
T002747			FRA-DTFR5306H00001-ATL-CHATT HSGT EIS - GRANT								

D. Greater Dalton MPO Authorized Projects

Table 2

**Greater Dalton MPO Authorized Projects  
FY 2015 - FY 2017**

Whitfield County						
Project	Project Number	TIP Number	Description	Phase Code	Program Year	Total Funding by CD
0008364	CSBRG-0008-00(364)		SR 3 @ LITTLE SWAMP CREEK	CST	2017	\$1,319,053.48
0008364	CSBRG-0008-00(364)		SR 3 @ LITTLE SWAMP CREEK	ROW	2015	\$220,000.00
0010685			CS 725/CS 874/CHATTANOOGA AVE;CS 726/SELVIDGE ST &RR @ 3 LOC	CST	2015	\$625,000.00
0010746			CARBONDALE BUSINESS PARK - LOCAL ACCESS ROAD	CST	2016	\$2,707,687.17
0012932			PL DALTON - FY 2015	PLN	2015	\$101,304.47
0013095			LOUISE LANE FM REDWINE COVE RD TO BAKER RD; INC 6 NS RR LOCS	PE	2017	\$110,000.00
0013326			OFF-SYSTEM SAFETY IMPROVEMENTS @ 74 LOCS IN DALTON	CST	2016	\$163,125.10
0013326			OFF-SYSTEM SAFETY IMPROVEMENTS @ 74 LOCS IN DALTON	PE	2015	\$25,000.00
0013327			OFF-SYSTEM SAFETY IMPROVEMENTS @ 14 LOCS IN WHITFIELD COUNTY	CST	2016	\$164,256.81
0013402			PL DALTON - FY 2016	PLN	2016	\$156,951.50
0013648			I-75 FM W NANCE SPRINGS RD TO TENNESSEE STATE LN @96 BCT LOC	CST	2016	\$780,709.80
0013648			I-75 FM W NANCE SPRINGS RD TO TENNESSEE STATE LN @96 BCT LOC	PE	2016	\$1,759.24
0013693			PEDESTRIAN UPGRADES @ 22 LOCS IN CATOOSA; MURRAY & WHITFIELD	PE	2016	\$0.00
0013701			CS 200/JORDAN STREET @ CSX #340562H	CST	2016	\$297,771.00
0013701			CS 200/JORDAN STREET @ CSX #340562H	PE	2016	\$25,000.00
0013816			SR 201 @ TANYARD CREEK IN NE TUNNEL HILL	PE	2016	\$400,000.00
0014108			PL DALTON - FY 2017	PLN	2017	\$160,408.30
610890-	IMSTP-0075-03(208)	2	I-75 INTERCHANGE @ CR 665/CARBONDALE ROAD; INC ROUNDABOUTS	CST	2016	\$19,642,513.56
M004906			SR 71 FM N OF CR 567/ROLAND HILLS RD TO N OF CS 274/WOLFE ST	MCST	2016	\$3,466,656.19
M005492			SR 201 FROM SR 136/WALKER TO SR 3/WHITFIELD	MCST	2017	\$2,049,209.51
M005677			SR 2; SR 3; SR 52 & SR 286 @ 15 LOCS - BRIDGE PRESERVATION	MPE	2017	\$35,000.00
M005701			I-59 @ 1 LOC & I-75 @ 2 LOCS - BRIDGE REHAB	MPE	2017	\$325,000.00

<b>Murray County</b>						
Project	Project Number	TIP Number	Description	Phase Code	Program Year	Total Funding by CD
0006064	CSSTP-0006-00(064)		SR 286 @ COBB ROAD AND @ TOM GREGORY ROAD	PE	2015	\$106,120.80
0007047	CSBRG-0007-00(047)		SR 52 ALT @ TOWN BRANCH	PE	2015	\$700,000.00
0009620			SR 225 @ CR 132/MT CARMEL CHURCH ROAD/MITCHELL BRIDGE ROAD	CST	2016	\$2,300,011.09
0009620			SR 225 @ CR 132/MT CARMEL CHURCH ROAD/MITCHELL BRIDGE ROAD	ROW	2015	\$300,000.00

<b>Dade County</b>						
Project	Project Number	TIP Number	Description	Phase Code	Program Year	Total Funding by CD
M005569			I-59 @ 2 LOCS & I-75 @ 3 LOCS - BRIDGE REHAB	MPE	2017	\$294,236.43

<b>Catoosa County</b>						
Project	Project Number	TIP Number	Description	Phase Code	Program Year	Total Funding by CD
M004923			I-75 FROM SR 3/US 41 TO TENNESSEE STATE LINE	MCST	2016	\$25,030,699.99
M005226			I-75 @ 14 LOCS IN CATOOSA & WHITFIELD - BRIDGE PRESERVATION	MCST	2015	\$2,245,980.00

<b>Bartow County</b>						
Project	Project Number	TIP Number	Description	Phase Code	Program Year	Total Funding by CD
0014087			I-75 FM CR 633/NEW HOPE RD/GLADERD TO TENNESSEE STATE LINE	PE	2016	\$401,280.00

**E. 5311 Operating/Capital Assistance**

**5311 Operating Assistance for:  
Non-Urbanized Area Transit - Whitfield County  
GDOT District 6 - Congressional District 14**

<b>Operating Assistance</b>			
<b>Period</b>	<b>Federal</b>	<b>Local</b>	<b>Operating Annual Total</b>
FY 2015	\$ 323,453.00	\$ 323,453.00	\$ 646,906.00
FY 2016	\$ 323,453.00	\$ 323,453.00	\$ 646,906.00
FY 2017	\$ 323,453.00	\$ 323,453.00	\$ 646,906.00
FY 2018	\$ 323,453.00	\$ 323,453.00	\$ 646,906.00
<b>Grand Total</b>	<b>\$ 1,293,812.00</b>	<b>\$ 1,293,812.00</b>	<b>\$ 2,587,624.00</b>

**5311 Capital Assistance for:  
Non-Urbanized Area Transit - Whitfield County**

<b>Capital Assistance</b>					
<b>Period</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>	<b>Capital Annual Total</b>	<b>Capital Items To Be Purchased</b>
FY 2015	\$ 106,603.20	\$ 13,325.40	\$ 13,325.40	\$ 133,254.00	Three Replacement Buses W/ Lift
FY 2016	\$ 114,823.20	\$ 14,352.90	\$ 14,352.90	\$ 143,529.00	Three Replacement Buses W/ Lift
FY 2017	\$ -	\$ -	\$ -	\$ -	
FY 2018	\$ 120,395.80	\$ 15,049.47	\$ 15,049.49	\$ 150,494.76	Three Replacement Buses W/ Lift
<b>Grand Total</b>	<b>\$ 341,822.20</b>	<b>\$ 42,727.77</b>	<b>\$ 42,727.79</b>	<b>\$ 427,277.76</b>	

**F. 5303 Planning Schedule**

<b>5303 Transit / Multimodal Planning</b>					
<b>Section 5303</b>					
<b>Grant Description</b>	<b>Summary</b>	<b>Congressional District 14</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>
FY 2018	Assistance in Planning Transit and Intermodal Transportation		\$ 25,000.00	\$ 3,125.00	\$ 3,125.00
FY 2019	Assistance in Planning Transit and Intermodal Transportation		\$ 25,000.00	\$ 3,125.00	\$ 3,125.00
FY 2020	Assistance in Planning Transit and Intermodal Transportation		\$ 25,000.00	\$ 3,125.00	\$ 3,125.00
FY 2021	Assistance in Planning Transit and Intermodal Transportation		\$ 25,000.00	\$ 3,125.00	\$ 3,125.00

## G. Funding Codes

<b>Program Codes for Apportioned Programs Under the FAST Act</b>	
<b>Fast Act Program Code</b>	<b>Description</b>
Z001	National Highway Performance Program (NHPP)
Z002	NHPP Exempt
Z240	Surface Transportation Block Grant (STBG) Program Flex
Z230	STBG Program - Urbanized Areas With Population Over 200K
Z231	STBG Program - Areas with Population Over 5K to 200K
Z232	STBG Program - Areas with Population 5K and Under
Z233	STBG Program Off-System Bridge
Z234	Special Rule for Areas of Less Than 5,000 Population
Z300	Transportation Alternatives (Section 133(h)) Flex
Z301	Transportation Alternatives (Section 133(h)) - Urbanized Areas With Population Over 200K
Z302	Transportation Alternatives (Section 133(h)) - Areas with Population Over 5K to 200K
Z303	Transportation Alternatives (Section 133(h)) - Areas with Population 5K and Under
Z304	Transportation Alternatives (Section 133(h)) - Areas > 200k STBG Program Eligibilities
Z940	Recreational Trails Program (RTP)
Z941	Return of 1% for RTP Administration
ZR10	State RTP Administration
ZR20	RTP Educational Programs
ZT30	Highway Use Tax Evasion Projects
Z290	On-the-Job Training
ZW10	Denali Access System
Z500	Border State Infrastructure
ZS30	Highway Safety Improvement Program (HSIP)
ZS60	High Risk Rural Roads Special Rule
ZS40	Railway-Highway - Hazard Elimination
ZS50	Railway-Highway - Protective Devices
Z400	Congestion Mitigation & Air Quality Improvement (CMAQ)
Z003	Projects to Reduce PM 2.5 Emissions
Z401	CMAQ Flexible Funding
Z450	Metropolitan Planning Program
Z460	National Highway Freight Program (NHFP)
Z470	Freight Intermodal & Rail Projects
Z550	State Planning and Research (SPR)
Z560	Research, Development, and Technology Transfer (RD&T)
ZS31	Section 154 Penalties - Use for HSIP Activities
ZS32	Section 164 Penalties - Use for HSIP Activities
Z030	Redistribution of Certain Authorized Funds

H. Dalton Project Cost Detail

Dalton Project Cost Detail

FY 2018 - FY 2021

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
0007047		SR 52 ALT @ TOWN BRANCH	Bridges	2018	ROW	BBOND	\$ -	\$ 410,000.00	\$ -	\$ 410,000.00
T005134		FY 2018-DALTON MPO-SEC.5303-PLANNING	MPO/Region Transit	2018	TPLN	5303	\$ 56,855.00	\$ 7,106.87	\$ 7,106.88	\$ 71,068.75
T006042		FY 2018-DALTON-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2018	TOPR	5307	\$ 1,026,055.20	\$ 128,257.00	\$ 128,257.00	\$ 1,282,569.20
T006057		FY 2018-NORTHWEST GEORGIA RC-SEC.5304-PLANNING	MPO/Region Transit	2018	TPLN	5304	\$ 30,393.00	\$ -	\$ 7,598.25	\$ 37,991.25
T006219		FY 2018-WHITFIELD COUNTY-SEC 5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2018	TCAP	5311	\$ 120,395.80	\$ 15,049.47	\$ 15,049.49	\$ 150,494.76
T006219		FY 2018-WHITFIELD COUNTY-SEC 5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2018	TOPR	5311	\$ 323,453.00	\$ -	\$ 323,453.00	\$ 646,906.00
<b>FY 2018 Totals:</b>							<b>\$ 1,557,152.00</b>	<b>\$ 560,413.34</b>	<b>\$ 481,464.62</b>	<b>\$ 2,599,029.96</b>
0007047		SR 52 ALT @ TOWN BRANCH	Bridges	2019	CST	BBOND	\$ -	\$ 1,796,735.57	\$ -	\$ 1,796,735.57
0007047		SR 52 ALT @ TOWN BRANCH	Bridges	2019	UTL	BBOND	\$ -	\$ 25,000.00	\$ -	\$ 25,000.00
632670-	56	SR 3 FROM SR 136/GORDON TO SR 3 CONN/WHITFIELD	Widening	2019	SCP	Z231	\$ 2,000,000.00	\$ 500,000.00	\$ -	\$ 2,500,000.00
T006025		FY 2019-DALTON MPO-SEC.5303-PLANNING	MPO/Region Transit	2019	TPLN	5303	\$ 56,855.00	\$ 7,106.87	\$ 7,106.88	\$ 71,068.75
T006070		FY 2019-NORTHWEST GEORGIA RC-SEC.5304-PLANNING	MPO/Region Transit	2019	TPLN	5304	\$ 30,393.00	\$ -	\$ 7,598.25	\$ 37,991.25
T006103		FY 2019-DALTON-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2019	TOPR	5307	\$ 1,026,055.20	\$ 128,257.00	\$ 128,257.00	\$ 1,282,569.20
<b>FY 2019 Totals:</b>							<b>\$ 3,113,303.20</b>	<b>\$ 2,457,099.44</b>	<b>\$ 142,962.13</b>	<b>\$ 5,713,364.77</b>
0013816		SR 201 @ TANYARD CREEK IN NE TUNNEL HILL	Bridges	2020	ROW	Z231	\$ 200,000.00	\$ 50,000.00	\$ -	\$ 250,000.00
T006032		FY 2020-DALTON MPO-SEC.5303-PLANNING	MPO/Region Transit	2020	TPLN	5303	\$ 56,855.00	\$ 7,106.87	\$ 7,106.88	\$ 71,068.75
T006082		FY 2020-NORTHWEST GEORGIA RC-SEC.5304-PLANNING	MPO/Region Transit	2020	TPLN	5304	\$ 30,393.00	\$ -	\$ 7,598.25	\$ 37,991.25
T006114		FY 2020-DALTON-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2020	TOPR	5307	\$ 1,026,055.00	\$ 128,257.00	\$ 128,257.00	\$ 1,282,569.00
<b>FY 2020 Totals:</b>							<b>\$ 1,313,303.00</b>	<b>\$ 185,363.87</b>	<b>\$ 142,962.13</b>	<b>\$ 1,641,629.00</b>
T006033		FY 2021-DALTON MPO-SEC 5303-PLANNING	MPO/Region Transit	2021	TPLN	5303	\$ 56,855.00	\$ 7,106.87	\$ 7,106.88	\$ 71,068.75
T006093		FY 2021-NORTHWEST GEORGIA RC-SEC.5304-PLANNING	MPO/Region Transit	2021	TPLN	5304	\$ 30,393.00	\$ -	\$ 7,598.25	\$ 37,991.25
T006125		FY 2021-DALTON-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2021	TOPR	5307	\$ 1,026,055.00	\$ 128,257.00	\$ 128,257.00	\$ 1,282,569.00
<b>FY 2021 Totals:</b>							<b>\$ 1,113,303.00</b>	<b>\$ 135,363.87</b>	<b>\$ 142,962.13</b>	<b>\$ 1,391,629.00</b>
<b>Dalton Totals:</b>							<b>\$ 7,097,061.20</b>	<b>\$ 3,338,240.52</b>	<b>\$ 910,351.01</b>	<b>\$ 11,345,652.73</b>

**I. Project Description Sheets**

**Greater Dalton Metropolitan Planning Organization  
FY 2018 - FY 2021 Transportation Improvement Plan**

**General Information**

<b>Project Name:</b>	SR 52 ALT @ Town Branch	<b>DOT District:</b>	6
<b>PI Number:</b>	0007047	<b>Congressional District:</b>	14
<b>Map Key Number:</b>		<b>City:</b>	Dalton
<b>MPO TIP Project Number:</b>	TBD	<b>County:</b>	Whitfield
<b>Local PI Number:</b>		<b>Regional Commission:</b>	Northwest Georgia
<b>State/US Number:</b>	State Route 52	<b>Local Road Name/Number:</b>	

**Considerations**

**Planning Measure and Need:** Bridge

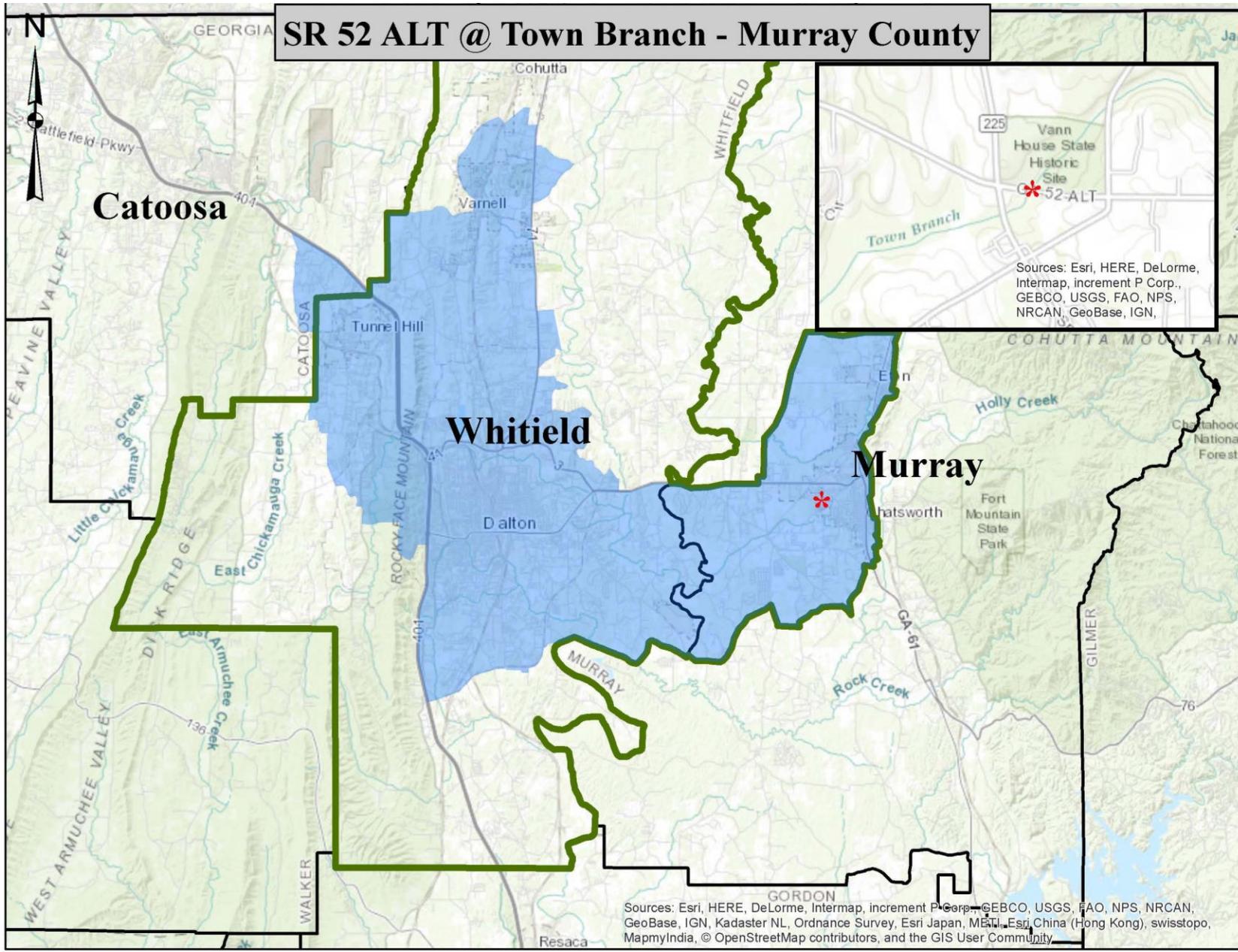
**Funding:**

Project Phase	Fiscal Year				Total Cost	Funding Source Code
	FY 2018	FY 2019	FY 2020	FY 2021		
Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	
ROW	\$ 410,000.00	\$ -	\$ -	\$ -	\$ 410,000.00	
Utility	\$ -	\$ 25,000.00	\$ -	\$ -	\$ 25,000.00	BBOND
Construction	\$ -	\$ 1,796,735.57	\$ -	\$ -	\$ 1,796,735.57	BBOND
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	
State	\$ 410,000.00	\$ 1,821,735.57	\$ -	\$ -	\$ 2,231,735.57	
Local	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>Total Project Cost</b>	<b>\$ 410,000.00</b>	<b>\$ 1,821,735.57</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,231,735.57</b>	

**Project Description**

<b>Type:</b>	Bridge	<b>2006 Volume (ADT):</b>	
<b>Purpose and Need:</b>	Safety Improvement	<b>2035 Volume (ADT):</b>	
<b>Length (mi):</b>		<b>2006 V/C Ratio:</b>	
<b>Number of Lanes:</b>		<b>2035 V/C Ratio:</b>	
<b>Number of Lanes Planned:</b>		<b>Connectivity/Related Projects:</b>	
<b>Termini Locations:</b>		<b>Bike/Pedestrian Additions:</b>	
<b>Functional Class/Comments/Remarks:</b>	Principal Arterial		

# SR 52 ALT @ Town Branch - Murray County



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN,

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

**Greater Dalton Metropolitan Planning Organization**  
**FY 2018 - FY 2021 Transportation Improvement Plan**

**General Information**

<b>Project Name:</b>	State Route 201 @ Tanyard Creek in NE Tunnel Hill	<b>DOT District:</b>	6
<b>PI Number:</b>	0013816	<b>Congressional District:</b>	14
<b>Map Key Number:</b>		<b>City:</b>	Dalton
<b>MPO TIP Project Number:</b>	TBD	<b>County:</b>	Whitfield
<b>Local PI Number:</b>		<b>Regional Commission:</b>	Northwest Georgia
<b>State/US Number:</b>	State Route 201	<b>Local Road Name/Number:</b>	

**Considerations**

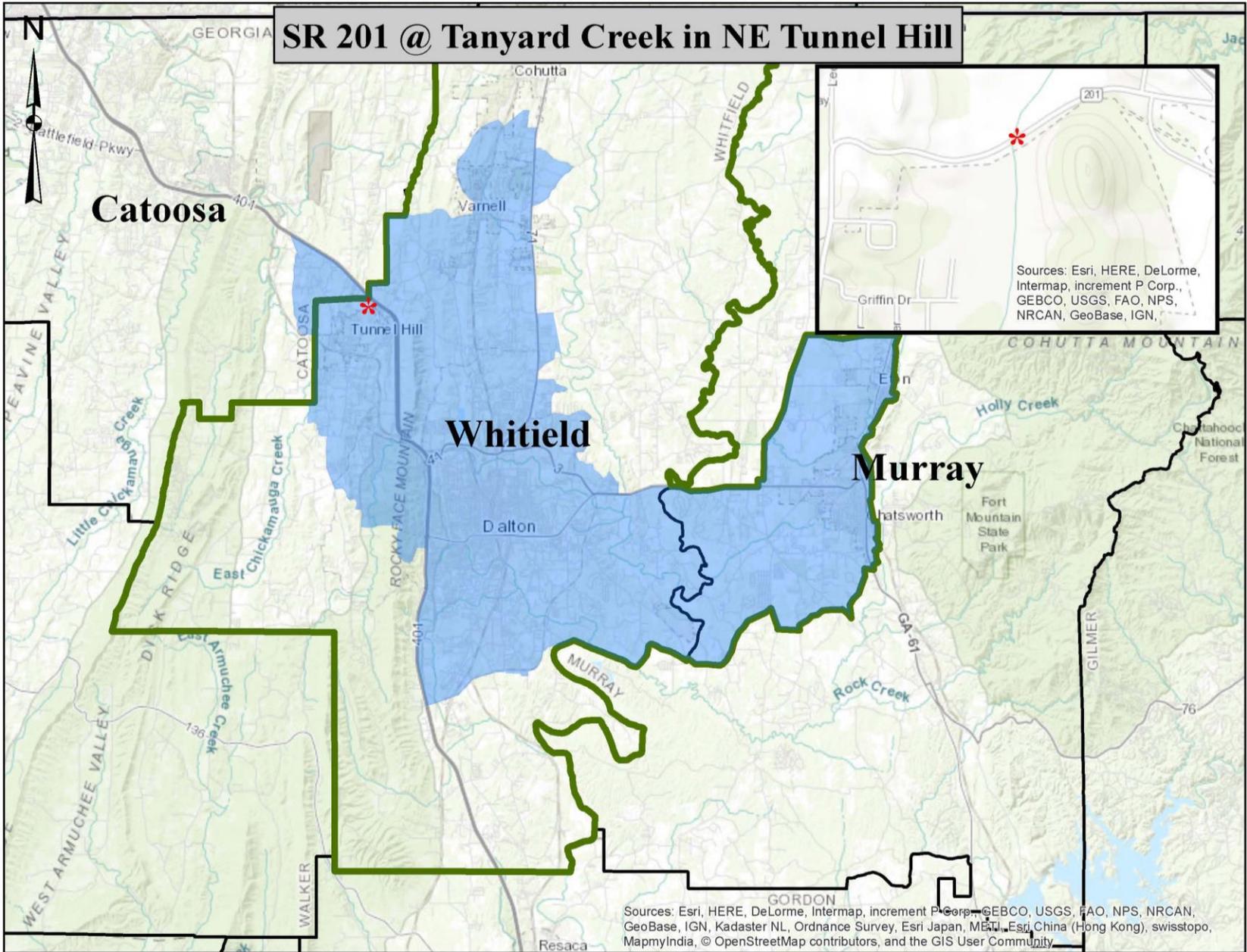
**Planning Measure and Need:** Bridge

**Funding:**

Project Phase	Fiscal Year				Total Cost	Funding Source Code
	FY 2018	FY 2019	FY 2020	FY 2021		
Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	
ROW	\$ -	\$ -	\$ 250,000.00	\$ -	\$ 250,000.00	Z231
Utility	\$ -	\$ -	\$ -	\$ -	\$ -	
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	Z231
Federal			\$ 200,000.00	\$ -	\$ 200,000.00	
State			\$ 50,000.00	\$ -	\$ 50,000.00	
Local	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>Total Project Cost</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 250,000.00</b>	<b>\$ -</b>	<b>\$ 250,000.00</b>	

**Project Description**

<b>Type:</b>	Bridge	<b>2006 Volume (ADT):</b>	
<b>Purpose and Need:</b>	Safety Improvement	<b>2035 Volume (ADT):</b>	
<b>Length (mi):</b>	0.400	<b>2006 V/C Ratio:</b>	
<b>Number of Lanes:</b>		<b>2035 V/C Ratio:</b>	
<b>Number of Lanes Planned:</b>		<b>Connectivity/Related Projects:</b>	
<b>Termini Locations:</b>		<b>Bike/Pedestrian Additions:</b>	
<b>Functional Class/Comments/Remarks:</b>	Principal Arterial		



**Greater Dalton Metropolitan Planning Organization  
FY 2018 - FY 2021 Transportation Improvement Plan**

**General Information**

<b>Project Name:</b>	SR 3 From SR 136/Gordon To SR 3 Conn/Whitfield	<b>DOT District:</b>	6
<b>PI Number:</b>	632670-	<b>Congressional District:</b>	14
<b>Map Key Number:</b>		<b>City:</b>	Dalton
<b>MPO TIP Project Number:</b>	56	<b>County:</b>	Whitfield
<b>Local PI Number:</b>		<b>Regional Commission:</b>	Northwest Georgia
<b>State/US Number:</b>	SR 3 to SR 136	<b>Local Road Name/Number:</b>	

**Considerations**

**Planning Measure and Need:** Bridge

**Funding:**

Project Phase	Fiscal Year					Total Cost	Funding Source Code
	FY 2018	FY 2019	FY 2020	FY 2021			
Scoping Phase	\$ -	\$ 2,500,000.00	\$ -	\$ -	\$ -	<b>2,500,000.00</b>	Z231
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	-	
Utility	\$ -	\$ -	\$ -	\$ -	\$ -	-	
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	-	
Federal		\$ 2,000,000.00		\$ -	\$ -	2,000,000.00	
State		\$ 500,000.00		\$ -	\$ -	500,000.00	
Local	\$ -	\$ -	\$ -	\$ -	\$ -	-	
<b>Total Project Cost</b>	<b>\$ -</b>	<b>\$ 2,500,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>2,500,000.00</b>	

**Project Description**

<b>Type:</b>	Widening	<b>2006 Volume (ADT):</b>	
<b>Purpose and Need:</b>	Safety Improvement	<b>2035 Volume (ADT):</b>	
<b>Length (mi):</b>		<b>2006 V/C Ratio:</b>	
<b>Number of Lanes:</b>		<b>2035 V/C Ratio:</b>	
<b>Number of Lanes Planned:</b>		<b>Connectivity/Related Projects:</b>	
<b>Termini Locations:</b>		<b>Bike/Pedestrian Additions:</b>	
<b>Functional Class/Comments/Remarks:</b>	Principal Arterial		

**J. Greater Dalton MPO Expected Highway STIP Funds**

<b>Funding Source</b>	<b>Funding Code</b>	<b>Lump Sum Description</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>TOTAL</b>
STP	Z231		\$ -	\$ 1,975,000	\$ 800,000	\$ -	\$ 2,775,000
Bond	BBOND		\$ 959,249	\$ 1,297,646	\$ -	\$ -	\$ 2,256,895
Transit	5303		\$ 71,069	\$ 71,069	\$ 71,069	\$ 71,069	\$ 284,276
Transit	5304		\$ 2,659	\$ 2,659	\$ 2,659	\$ 2,659	\$ 10,636
Transit	5307		\$ 1,282,569	\$ 1,282,569	\$ 1,282,569	\$ 1,282,569	\$ 5,130,276
Transit	5311		\$ 797,401	\$ -	\$ -	\$ -	\$ 797,401
NHPP	Z001	BRIDGE PAINT - INTERSTATE	\$ 264,000	\$ 264,000	\$ 264,000	\$ 264,000	\$ 1,056,000
NHPP	Z001	ROAD MAINT - NAT'L HWY	\$ 1,575,000	\$ 1,575,000	\$ 968,000	\$ 968,000	\$ 5,086,000
NHPP	Z001	ROADWAY LIGHTING	\$ 14,000	\$ 9,000	\$ 9,000	\$ 9,000	\$ 41,000
NHPP	Z001	TRAF CONTROL DEVICES - NHS	\$ 40,000	\$ 44,000	\$ 211,000	\$ 211,000	\$ 506,000
STP	L220	ENHANCEMENT	\$ 167,000	\$ 167,000	\$ 167,000	\$ 167,000	\$ 668,000
STP	Z240	CST MGMT	\$ 352,000	\$ 264,000	\$ 264,000	\$ 264,000	\$ 1,144,000
STP	Z240	OPERATIONS	\$ 106,000	\$ 106,000	\$ 106,000	\$ 106,000	\$ 424,000
STP	Z240	ROAD MAINT - ANY AREA	\$ 1,408,000	\$ 1,408,000	\$ 1,188,000	\$ 1,188,000	\$ 5,192,000
STP	Z240	BRIDGE PAINTING	\$ 132,000	\$ 132,000	\$ 132,000	\$ 132,000	\$ 528,000
STP	Z240	LOW IMPACT BRIDGES	\$ 229,000	\$ 229,000	\$ 229,000	\$ 229,000	\$ 916,000
STP	Z240	TRAF CONTROL DEVICES	\$ 268,000	\$ 264,000	\$ 53,000	\$ 53,000	\$ 638,000
STP	Z240	RW PROTECTIVE BUY	\$ 13,000	\$ 13,000	\$ 13,000	\$ 13,000	\$ 52,000
STP	Z240	WETLAND MITIGATION	\$ 11,000	\$ 11,000	\$ 11,000	\$ 11,000	\$ 44,000
Trails	Z940	RECREATIONAL TRAILS	\$ 11,000	\$ 11,000	\$ 11,000	\$ 11,000	\$ 44,000
HSIP	ZS30	SAFETY	\$ 836,000	\$ 880,000	\$ 880,000	\$ 880,000	\$ 3,476,000
HSIP	ZS40	RRX HAZARD ELIM	\$ 44,000	\$ 44,000	\$ 44,000	\$ 44,000	\$ 176,000
HSIP	ZS50	RRX PROTECTION DEV	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 140,000
<b>TOTAL</b>			<b>\$ 8,617,947</b>	<b>\$ 10,084,943</b>	<b>\$ 6,741,297</b>	<b>\$ 5,941,297</b>	<b>\$ 31,385,484</b>

**APPENDIX I. Greater Dalton MPO Self – Certification Form**

**CERTIFICATION  
OF THE  
GREATER DALTON METROPOLITAN PLANNING ORGANIZATION  
(GDMPO)**

Be it known to all, the below signees do hereby endorse and certify the Metropolitan Planning Process for the Dalton-Whitfield MPO, and further certify that the Metropolitan Planning Process is being conducted in accordance with all applicable requirements of:

**I. 23 U.S.C. 134, 49 U.S.C. 5305, and this subpart**

- Agreements are in place to address responsibilities of each MPO for its share of the overall Metropolitan Planning Area (MPA), where multiple Metropolitan Planning Organizations share geographic portions of a Transportation Management Area (TMA).
- All major modes of transportation are members of the MPO
- Any changes to the MPA boundaries were reflected in the Policy Board representation.
- Agreements or memorandums are signed and in place for identification of planning responsibilities among the MPO, GDOT, public transit operator(s), air quality agency(ies), or other agencies involved in the planning process.
- Roles and responsibilities are defined for the development of the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents.
  - UPWP
  - The UPWP documents in detail the activities to be performed with Title 23 and the Federal Transit Act.
  - The UPWP activities are developed, selected and prioritized with input from the State and public transit agency(ies).
  - The UPWP provides funding for the professional development of MPO staff.
  - The final UPWP is submitted in a timely manner to GDOT with authorization occurring by before the MPO's fiscal year begins.
  - Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
  - Planning activities and status reports are submitted quarterly by the MPO to GDOT.
    - LRTP
    - The LRTP incorporates a minimum 20-year planning horizon.
    - The LRTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
    - The LRTP is fiscally constrained.
    - The development of the LRTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators)
    - All of the Fixing America's Surface Transportation (FAST-Act) planning factors were considered in the planning process.

- The LRTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities in consultation with federal, state and tribal land management and regulatory agencies.
- The Congestion Management Process (CMP) was developed as part of the LRTP in TMA's.
- The MPO approves the LRTP in a timely manner without entering into a planning lapse.
- Amendments to the LRTP/STIP/TIP follow the approved Amendment Process.
- The MPO approves LRTP amendments in accordance with procedures outlined in the MPO's Participation Plan.
- The transit authority's planning process is coordinated with the MPO's planning process.
- In non-attainment and maintenance areas the MPO, as well as FHWA and FTA, must make a conformity determination on any updated or amended LRTP in accordance with 40 CFR Part 93.

TIP

- The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
- Each project included in the TIP is consistent with the LRTP.
- The MPO, GDOT and the transit operator collaborate on the development of the TIP.
- The TIP contains all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
- The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.
- The MPO TIP is included in the STIP by reference, without modification.
- Amendments to the LRTP/STIP/TIP follow the approved Amendment Process.
- In non-attainment and maintenance areas, the MPO as well as the FHWA and FTA must make a conformity determination on any updated or amended TIP in accordance with 40 CFR Part 93.

Participation Plan

- A 45-day comment period was provided before the Participation Plan process was adopted/revised.
- Transportation plans, programs and projects provide timely information about transportation issues and processes to citizens and others who may be affected.
- Opportunities are provided for participation for local, State, and federal environmental resource and permit agencies where appropriate.
- The public involvement process demonstrates explicit consideration and responsiveness to public input received during the planning and program development process.
- The transportation planning process identifies and addresses the needs of those traditionally underserved, including low-income and minority households.
- The disposition of comments and changes in the final LRTP and /or TIP are documented and reported when significant comments are submitted.
- Additional time is provided if the "final" document is significantly different from the draft originally made for public review.

- The MPO undertakes a periodic review of the public involvement process to determine if the process is efficient and provides full an open access for all.  
*CMP (applies to TMAs)*
- In TMA's, the planning process includes the development of a CMP that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies, thus meeting the requirements of 23 CFR Part 500.
- The CMP is fully integrated into the overall metropolitan planning process.
- The CMP has established performance measures.
- The MPO has a process for periodically evaluating the effectiveness of the CMP.
- The CMP is updated on a periodic basis to reevaluate network strategies and projects.
- The CMP work activities are included in the UPWP.  
*List of Obligated Projects*
- The MPO provides a listing for all projects for which funds are obligated each year, including bicycle and pedestrian facilities.
- The annual listing is made available to the public via the TIP or the LRTP.

**II. In non-attainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93**

- The MPO's UPWP incorporates all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA.
- Agreements exist to outline the process for cooperative planning within full nonattainment/maintenance areas that are not designated by the MPO planning area.
- The MPO coordinates the development of the LRTP with SIP development and the development of Transportation Control Measures (TCM) if applicable.
- The LRTP includes design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, to permit conformity determinations.
- The MPO's TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities.
- If applicable, the MPO ensures priority programming and expeditious implementation of TCMs from the STIP.

**III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21**

- The MPO has adopted goals, policies, approaches and measurements to address Title VI and related requirements.
- The public involvement process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance execution by the State.
- The MPO has processes, procedures, guidelines, and/or policies that address Title VI, ADA, and DBE.
- The MPO has a documented policy on how Title VI complaints will be handled.
- The MPO has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations.

- As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment of business opportunity**
- The MPO adheres to all requirements prohibiting discrimination against a person under, a project, program, or activity receiving financial assistance under because of race, color, creed, national origin, sex, or age.
- V. Section 1101(b) of the FAST-Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects**
- The GDOT establishes overall goals for the percentage of work to be performed by DBE's based on the projections of the number and types of federal-aid highway contracts to be awarded and the number and types of DBE's likely to be available to compete for the contracts.
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts**
- The MPO as required by Title VII of the Civil Rights Act of 1964, does not discriminate on employment opportunities based on race, color, religion, sex, or national origin;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38**
- The MPO as required by 49 U.S.C. 5332 prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity, otherwise known as Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act," 49 CFR part 21 at 21.7.
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance**
- The MPO has identified strategies and services to meet the needs of older persons' needs for transportation planning and programming.

**IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender**

- The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
- The MPO adheres to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage discrimination;

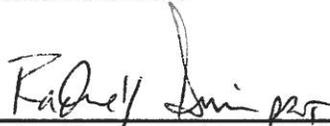
**X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.**

- The MPO adheres to Title I and Title V of the Americans with Disabilities Act of 1990 (ADA), which prohibits employment discrimination against qualified individuals with disabilities in the private sector, and in state and local governments

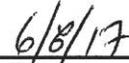


Mark Gibson, Director  
Greater Dalton MPO

  
Date



Radney Simpson, Assistant State Transportation Planning Administrator  
Georgia Department of Transportation, Office of Planning

  
Date



Cynthia L. VanDyke, State Transportation Planning Administrator  
Georgia Department of Transportation, Office of Planning

  
Date

**APPENDIX II. Greater Dalton MPO FY 2018 Meeting Schedule**

### Greater Dalton Metropolitan Planning Organization 2017 Meeting Schedule

<b>Date</b>	<b>MPO Committee</b>	<b>Day</b>	<b>Time</b>	<b>Location</b>
<b>January</b>	No Meeting	N/A	N/A	N/A
<b>February 23, 2017</b>	Joint Committee Meeting PC/TCC	Thursday	10:00 A.M. - 12:00 P.M.	218 North Fredrick Street, Dalton, Georgia 30720
<b>March 30, 2017</b>	Joint Committee Meeting PC/TCC	Thursday	10:00 A.M. - 12:00 P.M.	218 North Fredrick Street, Dalton, Georgia 30720
<b>April</b>	No Meeting	N/A	N/A	N/A
<b>May 25, 2017</b>	Joint Committee Meeting PC/TCC	Thursday	10:00 A.M. - 12:00 P.M.	218 North Fredrick Street, Dalton, Georgia 30720
<b>June 29, 2017</b>	Joint Committee Meeting PC/TCC	Thursday	10:00 A.M. - 12:00 P.M.	218 North Fredrick Street, Dalton, Georgia 30720
<b>July</b>	No Meeting	N/A	N/A	N/A
<b>August 31, 2017</b>	Joint Committee Meeting PC/TCC	Thursday	10:00 A.M. - 12:00 P.M.	218 North Fredrick Street, Dalton, Georgia 30720
<b>September 28, 2017</b>	Joint Committee Meeting PC/TCC	Thursday	10:00 A.M. - 12:00 P.M.	218 North Fredrick Street, Dalton, Georgia 30720
<b>October</b>	No Meeting	N/A	N/A	N/A
<b>November 30, 2017</b>	Joint Committee Meeting PC/TCC	Thursday	10:00 A.M. - 12:00 P.M.	218 North Fredrick Street, Dalton, Georgia 30720
<b>December 21, 2017</b>	Joint Committee Meeting PC/TCC	Thursday	10:00 A.M. - 12:00 P.M.	218 North Fredrick Street, Dalton, Georgia 30720

**APPENDIX III. Greater Dalton MPO MOUs**



June 22, 2015

The Honorable Nathan Deal, Governor  
State of Georgia  
State Capitol, Room 203  
Atlanta, Georgia 30334

Subject: Greater Dalton MPO, Revised Metropolitan Planning Area Boundary

Dear Governor Deal:

Attached is a Resolution passed by the Greater Dalton Metropolitan Planning Organization (GDMPO) amending the boundaries of their Metropolitan Planning Area that was received by the Department on June 16<sup>th</sup>, 2015. The boundary has been amended to include regions which were classified as "urbanized" under the 2010 Census and to include any regions which the GDMPO anticipates becoming "urbanized" over the next twenty years.

Attached to this letter you will find a map titled "Greater Dalton MPO Planning and UZA Boundary", which shows the proposed GDMPO boundary. The new proposed boundary would include the green outlined area. Also included is an updated Memorandum of Understanding between each county and jurisdiction covered by the MPO.

In accordance with CFR Title 23, Section 450.312(a) we respectfully request your approval of the proposed boundary change. If you have any questions, please feel free to call me or Mrs. Cynthia L. VanDyke, State Transportation Planning Administrator, at 404-631-1987.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jay Roberts", is written over a horizontal line.

Jay Roberts  
Director of Planning

Approved: Nathan Deal  
Nathan Deal, Governor

JR:CLV:mjw  
Enclosures



## Greater Dalton Metropolitan Planning Organization

### A Resolution by the Greater Dalton Metropolitan Planning Organization Policy Committee Adopting the Memorandum of Understanding between the Greater Dalton Metropolitan Planning Organization and Murray County

**WHEREAS**, the Greater Dalton Metropolitan Planning Organization (GDMPO) is the designated Metropolitan Planning Organization for the transportation planning within the Greater Dalton Metropolitan Planning Boundary following the 2010 Census; and

**WHEREAS**, the GDMPO boundary incorporates all of Whitfield County and a portion of Murray County; and

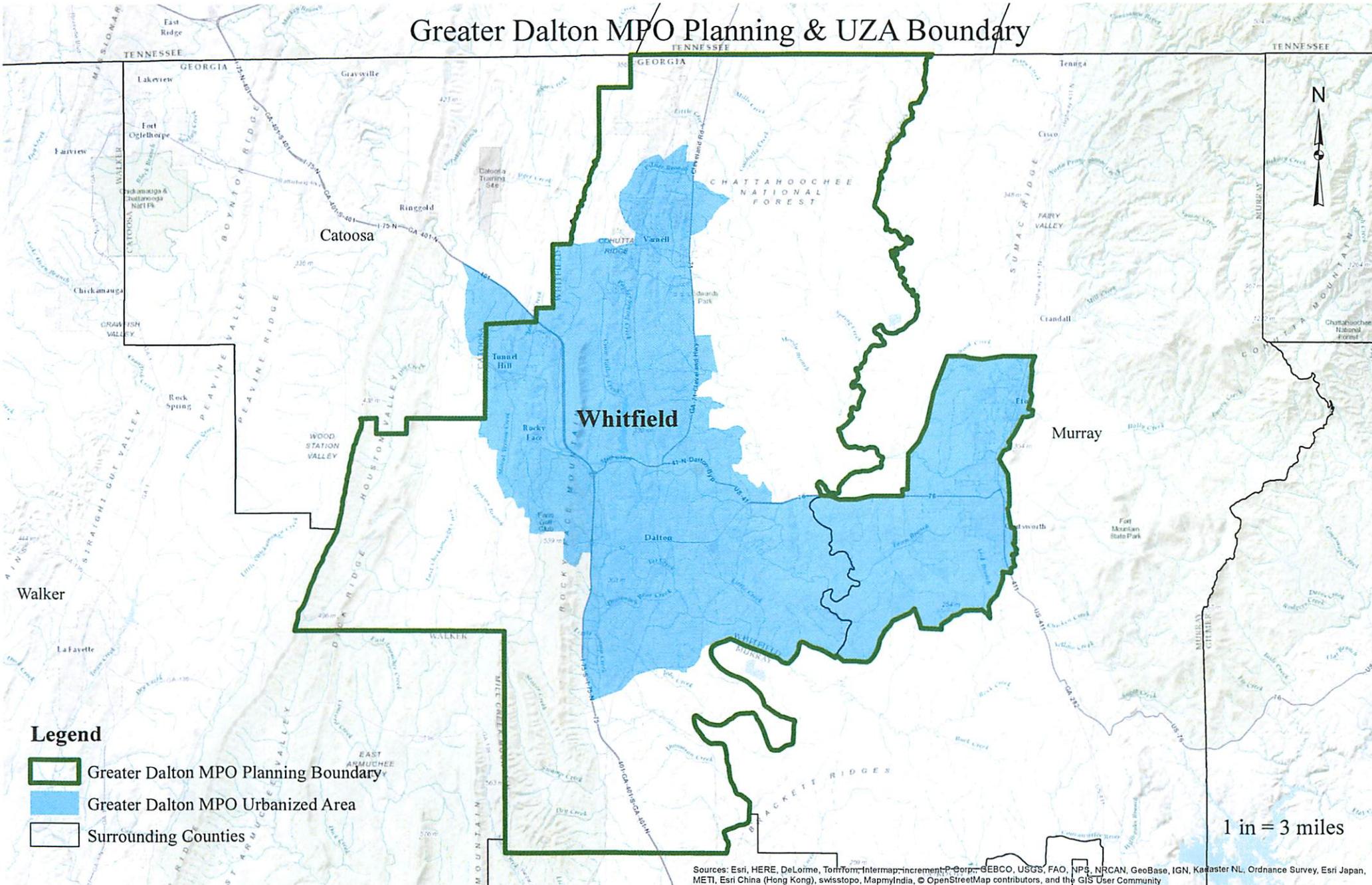
**WHEREAS**, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) requires the Metropolitan Planning Organization to develop and adopt a Long Range Transportation Plan (LRTP) and a short-range Transportation Improvement Program (TIP) to conform with the applicable metropolitan planning requirements; and

**WHEREAS**, the GDMPO did develop the Memorandum of Understanding in conformance with GDMPO's Policy Committee Bylaws and through a technical review process; and

**NOW, THERE, BE IT RESOLVED** the Greater Dalton Metropolitan Planning Organization adopts the Memorandum of Understanding between the Greater Dalton Metropolitan Planning Organization and Murray County

Ty Ross, Chair, GDMPO Policy Committee

# Greater Dalton MPO Planning & UZA Boundary



- Legend**
- Greater Dalton MPO Planning Boundary
  - Greater Dalton MPO Urbanized Area
  - Surrounding Counties

Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kaaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

**MEMORANDUM OF UNDERSTANDING**  
**FOR THE**  
**TRANSPORTATION PLANNING COORDINATION AND COOPERATION**  
**BETWEEN**  
**THE GREATER DALTON METROPOLITAN PLANNING ORGANIZATION**  
**AND**  
**MURRAY COUNTY**

---

**THIS MEMORANDUM OF UNDERSTANDING**, shall be between The Greater Dalton Metropolitan Planning Organization (GDMPO), a federally designated Metropolitan Planning Organization for the Greater Dalton Metropolitan Transportation Planning Area, and Murray County, a political subdivision of the State of Georgia, formed and existing pursuant to the Constitution of the State of Georgia;

**WHEREAS**, Chapter Eight of Title Fifty, *Official Code of Georgia Annotated*, mandate The GDMPO be comprised of officials of political subdivisions and private citizens to represent the districts of approximately the same population within the Greater Dalton Metropolitan Area;

**WHEREAS**, Title Twenty-Three USC Section 134 and Section 5303, *Federal Transit Act*, mandate Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) guides the planning process and maintains continuous, comprehensive, and cooperative planning by the state and local governments;

**WHEREAS**, the eight SAFETEA-LU Planning Factors are retained in MAP-21, as the scope of the planning process, and yields plans and programs consistent with comprehensive planning development of the urbanized area;

**WHEREAS**, the parties hereto agree the Memorandum of Understanding entered by and between The GDMPO and Murray County, with respect to Transportation Planning Coordination and Cooperation within the Greater Dalton Metropolitan Planning Area, should be amended, updated, and replaced by this Memorandum of Understanding.

**NOW, THEREFORE**, we, the undersigned, being duly authorized to act on behalf of the above-named parties, in consideration of the mutual covenants and promises contained herein, agree as follows concerning Transportation Planning Coordination and Cooperation within the Greater Dalton Metropolitan Planning Area:

**WITNESSETH**

**1. Description of Future Services to be Delivered With Respect to Transportation Planning Coordination and Cooperation.**

**A. The Greater Dalton Metropolitan Planning Organization, as the Metropolitan Planning Organization, shall be responsible for maintaining for the following required services:**

- a. Develop and maintain a Long Range Transportation Plan (LRTP), a Transportation Improvement Program (TIP) and a Unified Planning Work Program (UPWP) for the Greater Dalton Metropolitan Planning Area pursuant to federal regulations.
  - i. Prepare and publish a fiscally balanced twenty year or more multimodal LRTP to lead to the development of an integrated intermodal transportation system, which will facilitate the efficient movement of people and goods. Furthermore, the LRTP shall conform with updated planning goals, objectives, policies, or developments in areas including, but not limited to, sub-area and intermodal studies, Intelligent Transportation System (ITS) planning, and bicycle and pedestrian planning.
  - ii. Prepare, publish, and maintain a financially balanced multimodal TIP for a three year or more period.
  - iii. Prepare, in cooperation, with Georgia Department of Transportation (GDOT), Federal Highway Administration (FHWA), The Federal Transit Administration (FTA), local governments, and local government transit providers, acting through Transportation Coordinating Committee, an annual Unified Planning Work Program to document planning activities, to be performed in the next fiscal year, in sufficient detail to indicate the entity to perform the work, the schedule for completion, the associated project's budget, and the product(s) to be produced.
- b. Development of the LRTP and the TIP for the expanded Greater Dalton Metropolitan Transportation Planning Area will be as follows:
  - i. For the member counties of the GDMPO (Whitfield and Murray), the GDMPO will work cooperatively with county staff to develop the LRTP and the TIP.

- c. Develop, implement, and maintain the Congestion Management System (CMS) for the Greater Dalton Metropolitan Transportation Planning Area, and ensure to the extent appropriate, the CMS be included in the metropolitan planning process, and the CMS shall be considered in the development of the LRTP and TIP. The GDMPO will coordinate all CMS activities with Murray County, in regards to the portion of the Greater Dalton Urbanized Area within Murray County.
- d. Publish and revise, as necessary, the Transportation Public Involvement Plan (TPIP). The TPIP governs how the Metropolitan Planning Organization will provide complete information, timely public notices, full public access to key decisions, and support early and continuing involvement of the public in the development of plans and TIPs and the Program-of-Projects. All publications and revisions shall meet the criteria established in 23 CFR 450.
- e. The GDMPO will, with respect to federally required transportation certifications:
  - i. Triennially participate in a leadership role in the Greater Dalton Transportation Management Area certification review.
  - ii. Annually certify, concurrently with GDOT to FHWA and FTA, the planning process is addressing the major issues facing the area and is being conducted in accordance with all federal regulations.
- f. The GDMPO will, with respect to transportation planning data:
  - i. Develop and maintain base and projected population, housing, employment, economic, vehicle, land use data and special trip generators by traffic zone; and provide information to planning process participants as requested.
  - ii. Periodically review traffic zone boundaries and make appropriate recommendations to the Transportation Coordinating Committee (TCC) and cooperate with GDOT in revision of said boundaries.
  - iii. Update and maintain maps showing existing and proposed land use, and make appraisals of actual land use development in comparison with projections.
  - iv. Coordinate with Murray County on the development of data necessary for the transportation planning process.
- g. Provide available maps, aerial photographs, charts, records, and directories to the extent possible.
- h. For the GDMPO planning area, provide technical assistance to local governments as they prepare, update and implement local comprehensive plans as required by the Georgia Planning Act of 1989. GDMPO will also review comprehensive

plans for internal consistency; opportunities for cooperation; conflicts with other local plans; and conflicts with regional plans.

- i. Annually receive available federal transportation planning funds allocated to the ten full and three limited counties totally within the planning boundary.
- j. Provide other assistance as mutually agreed upon.

**B. Murray County**, shall be responsible for maintaining for the following required services:

- a. Participate in the Greater Dalton Metropolitan Transportation Planning Process, with a voting member on the Transportation Coordinating Committee and the Transportation & Air Quality committee.
- b. Demonstrate technical analysis of LRTP and TIP updates and amendments, to demonstrate to United States Department of Transportation and United States Environmental Protection Agency of anticipated emissions of pollutant precursors fall below set limits, GDMPO will defer all compliance to Murray County. This shall include, if applicable:
  - i. Perform the technical analysis to demonstrate conformity standards in the Non-Attainment Area under the one hour standard.
  - ii. Coordinate with GDOT and the suburban counties in the Non-Attainment Area, under the eight hour standard, to perform the technical analysis to demonstrate conformity in a manner to be determined.
  - iii. Coordinate with GDOT and the suburban counties, as applicable, to address the issue of conformity in the PM 2.5 Non-Attainment Area, once designated.
- c. Coordinate the development of plans and programs and related air quality conformity findings with transportation providers, GDOT, the Georgia Environmental Protection Division, citizens, affected parties, and local governments.
- d. Participate in the Greater Dalton Metropolitan Transportation Planning process as described in Section 3. A. 4. The county will develop a county-wide transportation plan, prioritize proposed transportation projects and submit project applications to the GDMPO for consideration. In transportation planning activities, the county will coordinate with municipalities and will include a public outreach element.

- e. Participate and provide required input in the development of the annual Unified Planning Work Program (UPWP) to document planning activities to be performed in the next fiscal year, in sufficient detail to indicate who will perform the work, the schedule for completion, associated budget and the projected outcomes.
- f. Participate in the triennial certification review of the Greater Dalton Transportation Management Area.
- g. Provide an annual monetary contribution equal to 10 percent of the match for the federal transportation planning funds attributable to the Greater Dalton urbanized area. Provide 10 percent of the required matching funds for any transportation study or project performed by the GDMPO at the request of Murray County.
- h. Coordinate with the GDMPO and GDOT to develop planning data.
- i. Provide other assistance as mutually agreed upon.

**2. Compliance with Applicable Laws and Regulations.**

All parties shall comply with all applicable local, state, and federal laws and regulations. Nothing in this Memorandum of Understanding alters, or seeks to alter, the existing statutory authority of any party under state or federal law. If any of the provisions of this Memorandum of Understanding are held to be illegal, invalid or unenforceable, the remaining provisions shall remain in full force and effect.

**3. Amendments and Modifications.**

Any party may request changes to this Memorandum of Understanding at any time by written notice to the other party's signatory of this agreement. Such changes as are mutually agreed upon by and between the parties shall be incorporated in written amendments to this Memorandum of Understanding executed in the same manner as the original Memorandum of Understanding approval.

**4. Notification.**

**IN WITNESS WHEREOF**, each of the undersigned has executed this Memorandum of Understanding on behalf of the respective party set forth below, pursuant to the authority granted to each of the undersigned in the resolution by which each party approved and adopted this Memorandum of Understanding.

In witness whereof, the parties hereto have executed this Memorandum of Understanding, this 22<sup>nd</sup> day of June, 2015.

APPROVED:

WHITFIELD COUNTY BOARD OF COMMISSIONERS

X Mike Babb

Mike Babb, Chairman, for the Board

Attest:

X Kent Benson

Witness

X Blanca Cardona

Notary Public



CITY OF DALTON

X [Handwritten Signature]  
Mayor

Attest:

X [Handwritten Signature]  
Witness

X [Handwritten Signature]  
Notary Public



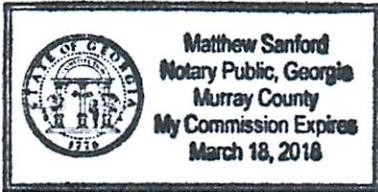
MURRAY COUNTY

X Brittany D. Patten  
Sole County Commissioner

Attest:

X Hannah Stanley  
Witness

X MS  
Notary Public



CITY OF CHATSWORTH

X Don Penland

Mayor

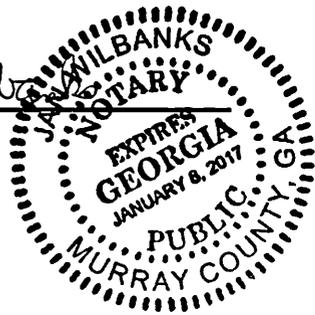
Attest:

X Werna Nalan

Witness

X Jan Wilbanks

Notary Public



CITY OF TUNNEL HILL

X Kenneth J. Jones  
Mayor

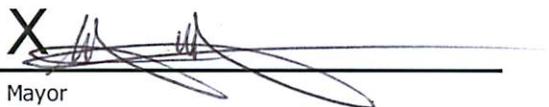
Attest:

X Zella Hill  
Witness

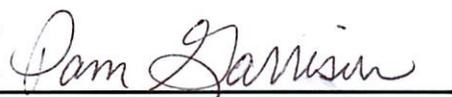
X Henry T. Crawley  
Notary Public



CITY OF VARNELL

X   
\_\_\_\_\_  
Mayor

Attest:

X   
\_\_\_\_\_  
Witness

X   
\_\_\_\_\_  
Notary Public





*Raymond H. Grossman*  
05/11/15

CITY OF COHUTTA

X *[Signature]*  
\_\_\_\_\_  
Mayor

Attest:

X *[Signature]*  
\_\_\_\_\_  
Witness



*Raymond H. Grossman*  
\_\_\_\_\_

CITY OF ETON

X  
\_\_\_\_\_  
Mayor

Attest:

CITY OF ETON

X



Mayor

Attest:

X



Witness

X



Notary Public



RECOMMENDED BY:

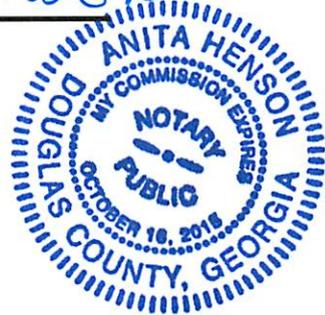
GEORGIA DEPARTMENT OF TRANSPORTATION

X   
\_\_\_\_\_  
Director of Planning

Attest:

X   
\_\_\_\_\_  
Witness

X   
\_\_\_\_\_  
Notary Public

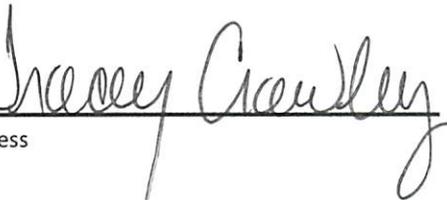


THE GREATER DALTON METROPOLITAN PLANNING ORGANIZATION

X   
\_\_\_\_\_

Director

Attest:

X   
\_\_\_\_\_

Witness

X   
\_\_\_\_\_

Notary Public

