

GREATER DALTON

METROPOLITAN PLANNING ORGANIZATION

2040 LONG RANGE TRANSPORTATION PLAN



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In Cooperation With:
Georgia Department of Transportation
Federal Highway Administration
Federal Transit Administration

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Greater Dalton Metropolitan Planning Organization

A Resolution by the Greater Dalton Metropolitan Planning Organization Policy Committee Adopting the 2040 Long Range Transportation Plan

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 21st 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 LRTP in conformance with GDMPO's Participation Plan and through a technical review process; and

WHEREAS, the GDMPO did conduct a required thirty (30) day public comment period on the GDMPO 2040 Long Range Transportation Plan. Comments were received and addressed.

NOW, THERE, BE IT RESOLVED the Greater Dalton Metropolitan Planning Organization adopts the 2040 Long Range Transportation Plan.



Ty Ross, Chair, GDMPO Policy Committee



Date

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**Greater Dalton
Metropolitan Planning Organization
Committees
June 2015**

Policy Committee

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Mike Babb, Chairman, Whitfield County Board of Commissioners
Mark Gibson, Administrator, Whitfield County
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Brittany Pittman, Sole Commissioner, Murray County
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Ben Kinsey, Assistant VP of Watershed Engineering, Dalton Utilities
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Tamara Christon, Transportation Planner, FHWA – Georgia
Frank Hubbs, Manager, Dalton Municipal Airport
Palmer Griffin, Director of Operations, Dalton Public Schools
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Will Miller, Norfolk Southern Railroad

Greater Dalton Metropolitan Planning Organization 2040 Long Range Transportation Plan

I. Introduction

A. Purpose

The 2040 Long Range Transportation Plan (LRTP) for the Greater Dalton Metropolitan Planning Organization (GDMPO) outlines the goals, objectives, policies, and proposed improvements needed to maintain a safe, effective, and efficient multimodal transportation system for the movement of people and goods throughout the area which includes all of Whitfield County and the urbanized portion of Murray County. Critical to the MPO area is a multi-year program of transportation improvements that will enhance the economic, social, and environmental assets of the community.

B. Study Area Description

The study area of the Long Range Transportation Plan is the geographic area within the jurisdictional boundaries of Whitfield County plus the urbanized portion of Murray County that borders Whitfield County to the east. Figure 1 depicts the study area of the LRTP. The study area is located in North Georgia, 25 miles southeast of Chattanooga, Tennessee and 90 miles northwest of Atlanta, Georgia. Whitfield County and Murray County are located in the foothills of the Blue Ridge Mountains and are bordered on the north by Tennessee and are bordered on the south by Gordon County, Georgia. These counties are predominantly rural, yet the landscape is increasingly becoming suburban. There are four municipalities in Whitfield County: Dalton, the county seat, Cohutta, Tunnel Hill, and Varnell. The municipalities of Murray County include Chatsworth, the county seat and Eton just north of Chatsworth.

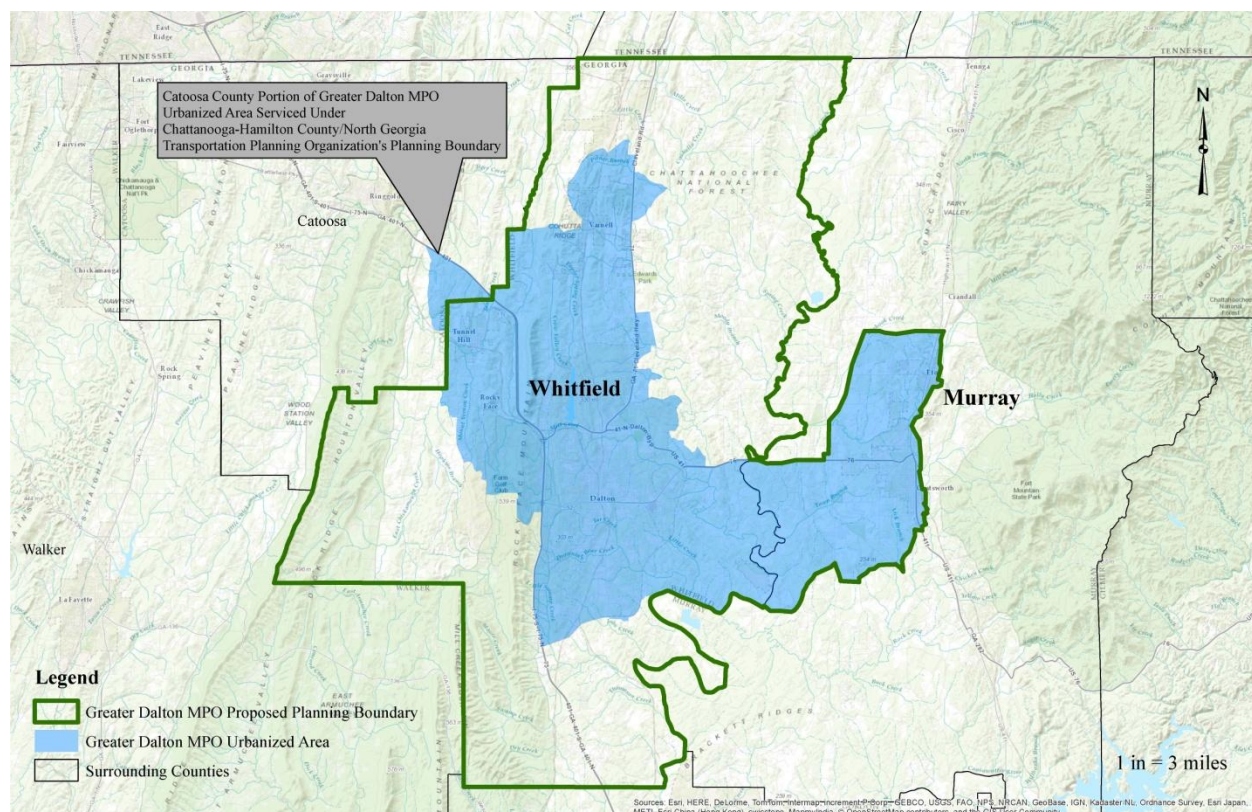
Whitfield/Murray County region divides into two districts on the Ridge and Valley Province of the Appalachian Highlands, with the Armuchee Ridge District to the west and the Great Valley District to the east. The Conasauga River divides the recharge areas. Significant natural resources in the area include Fort Mountain State Park, Chattahoochee National Forest, Cohutta Wilderness Area, Carter's Lake, and Lake Conasauga. Steep slopes of 15 to 25 percent on elevations ranging from 800 to 1,800 feet above sea level are common, and constrain transportation. Local topography provides abundant scenic forest, agriculture, water, and wildlife resources providing unique recreational and tourism opportunities.

C. Planning Context and Study Process

Before the establishment of a Metropolitan Planning Organization (MPO) in 2003 in compliance with Federal legislation for urban areas with a population greater than 50,000 or more, the Georgia Department of Transportation completed the Whitfield County/City of Dalton Multimodal Transportation Plan in September 2003 through the professional services of Greenhorne & O'Mara, Inc. The recommendations of this plan served as a basis in the development of the first MPO Long Range Transportation Plans: the 2030 Long Range Transportation Plan (LRTP) approved in June 2005 and the 2035 LRTP approved in June 2010.

For purposes of preparing the 2040 Long Range Transportation, the following map shows the proposed GDMPO Planning Area boundaries (Whitfield County and a portion of Murray County). This boundary is expected to be approved by the Governor.

Figure 1: GDMPO Planning and Urbanized Area Boundary



Following the 2000 US Census, the City of Dalton was officially classified as a metropolitan statistical area (MSA) and became an urbanized area which is defined as a “densely settled territory that contains 50,000 or more people”. The initial Dalton urbanized area recorded a population of 57,666 people in 2000. The 2010 Census recorded the Dalton/Whitfield’s Urbanized Area (UA) population as 98,037. The existing UA encompasses the City of Dalton as well as areas outside the city limits in Whitfield County, including a portion of Murray County, Tunnel Hill and developments along Cleveland Highway and a fragment in Catoosa County. However, a Memorandum of Understanding (MOU) between the Chattanooga-Hamilton County/North Georgia Transportation Planning Organization (CHCNGATPO) and the Greater Dalton Metropolitan Planning Organization (GDMPO) gives CHCNGATPO the transportation planning activities and responsibilities for that small portion of Catoosa County, Georgia

that lies within the GDMPO UA and extends into the study area boundaries of the CHCNGATPO. See Figure 1 which depicts the coverage of the present Dalton Urbanized Area. The urbanized area in Murray County includes the city limits of Chatsworth, the city limits of Eton and developments along US 411 between Chatsworth and Eton.

Federal law requires the creation of a Metropolitan Planning Organization (MPO) for all urbanized areas to ensure that transportation investments are based on a comprehensive, cooperative, and continuing (3-C) planning process. The Governor of Georgia initially designated the North Georgia Regional Development Center (NGRDC) as the MPO for Dalton and Whitfield County in March 2003. In August 2009, the NGRDC merged with the Coosa Valley Regional Development Center to form the Northwest Georgia Regional Commission (NWGRC) per Georgia House Bill 1216. This merger nullified NGRDC's MPO designation for the Dalton urbanized area. On September 30, 2009, the Governor of Georgia approved the designation of the Dalton-Tunnel Hill-Varnell-Whitfield County (Greater Dalton) Urban Transportation Study as the MPO and approved Whitfield County as the entity to staff the MPO. This designation along with an approved Memorandum of Understanding among the affected governments allowed the GDMPO to be recipients of Federal transportation planning funds.

The GDMPO's primary objective is the development of plans and programs that address transportation needs of Dalton, Whitfield County and a portion of Murray County. The planning process is conducted in accordance with 23 CFR, section 450.112 and in cooperation with the Georgia Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, the City of Dalton, Whitfield County, and Murray County. This cooperation and guidance is conducted through the activities of two GDMPO committees whose memberships are identified on Page v. Brief descriptions of the functions of these committees are as follows:

Policy Committee (PC): The PC is composed of the principal elected and/or appointed officials of participating governments and agencies that oversee or operate major transportation modes within the GDMPO area. This committee reviews and approves all transportation plans and programs resulting from the Greater Dalton MPO Transportation Study.

Technical Coordinating Committee (TCC): The TCC provides professional technical assistance to the PC and recommends transportation plans and programs for consideration and approval by the PC.

In addition, the GDMPO receives guidance and advice from the **Advisory Committee**: These advisors are a group of professionals who can aid and assist the Committees and are selected due to background, experience, and expertise in a variety of fields needed to help the PC and TCC committees make the best possible decisions for the GDMPO to facilitate the improvement of all modes of transportation throughout the area. The persons presently serving as advisors are listed on Page v.

The study process consists of three phases:

Phase 1: Establish the LRTP process and create the 2040 travel demand model (TDM). This phase consists of the collection of population and socio-economic data for use in the TDM. The GDMPO collected and provided 2010 data and 2040 projected data for use in the TDM. The TDM was calibrated to match the base year travel flows, and then used to test various alternatives with proposed road improvements and land use changes. The findings and recommendations of the 2035 LRTP, the FY 2015-FY 2018 Transportation Improvement Program (TIP), the Transit Feasibility Study report, and other transportation documents were also reviewed in this Phase.

Phase 2: Assess the existing conditions, the findings and road improvement recommendations of the 2035 LRTP, the TIP, the Transit Feasibility Report, various transportation reports, and the newly identified needs resulting from the 2040 TDM. The GDMPO committees and staff also met with local stakeholders to determine existing and future transportation needs of all modes of transportation, and identify proposed improvements. The 2040 TDM will evaluate various alternatives during this phase.

Phase 3: Prioritize the identified project improvements: This phase evaluates the ability of proposed projects to satisfy future travel demand and/or affect positive change in travel behavior. Cost and funding estimates over the planning period are determined. A program of recommended projects and strategies are developed and presented to local citizens for review and comment before adoption by the GDMPO.

D. Participation Plan

On November 6, 2014, following a 45- day public review, the GDMPO Policy Committee adopted a Participation Plan. The purpose of the Participation Plan is to assure that the concerns and issues of everyone with a stake in transportation decisions are identified and addressed in the development of the policies, programs, plans and projects being proposed for the area. The Participation Plan is developed through a consultation process to provide realistic opportunities for interested parties to express their views on transportation issues and to become active participants in the regional comprehensive, continuing, cooperative (3-C) transportation planning process. This plan provided a public involvement guide in the development of the 2040 LRTP.

Meaningful public participation is important because there is a risk of making less than optimal decisions due to lack of input from interested parties who can bring comments and opinions to edify the local transportation decision process. Neglecting public participation can result in unnecessary delays, litigation, and erode public trust. True public participation is central to good decision-making. The following are the meetings and other actions that were taken to gain public input to the planning process:

Kick-off Meeting

The Kick-off meeting was held on August 27, 2013 at the Whitfield County Administration Building at 1:30 p.m. In attendance were the MPO coordinator, Whitfield County Engineer and Moreland Altobelli Associates, Inc, (transportation consultants). The participation plan, public involvement, stakeholders, and other transportation planning studies were discussed. Notes of this meeting are contained in Appendix A.

Public Meeting I

The first 2040 LRTP Update public meeting was held on November 14, 2013 at 5:00 p.m. at the Whitfield County Courthouse. There were 10 people in attendance. Two people provided comments on future transportation needs.

Thrive 2055 Meeting

A three-year citizen based planning process for a region including 8 counties in Tennessee, 5 counties in Northwest Georgia, and 2 counties in Northeast Alabama with a planning horizon year of 2055, held a meeting in Dalton, Georgia on June 10, 2014. At this meeting questionnaires were distributed to attendees related to preferences, issues, and concerns that should be addressed in the GDMPO 2040 LRTP. A total of 10 surveys were returned with citizen comments, preferences and concerns.

Public Meeting II

The second 2040 LRTP Update public meeting was held on January 8, 2015 at 5:00 p.m. at the Whitfield County Courthouse. There were five people in attendance.

Public Meeting III

The third 2040 LRTP Update public meeting was held on March 12, 2015 at 5:00 at the Whitfield County Courthouse. There was only one person in attendance.

Attendance sheets of the public meetings and completed surveys received from the public are contained in Appendix A: Public Involvement & Articles.

II. Overall Goal, Guiding Principles, and MAP-21 Transportation Planning Provisions

A. Overall Goal of the 2040 Long Range Transportation Plan

The following is the overall goal of the 2040 LRTP:

Develop a guide for the orderly development of a safe and efficient multimodal transportation system for the movement of people and goods which supports the land use and economic goals of the area and promotes quality of life.

In addition to developing the Major Road Plan as described in Chapter VIII on pages 75-81, specific strategies and goals are listed on page 82 that address all modes of transportation. These specific strategies and goals support the overall goal stated above. The accomplishment of these goals will be done through monitoring and performance measure activities outlined in the annual Unified Planning Work Program (UPWP) of the GDMPO and the periodic evaluation of GDMPO staff activities by members of the GDMPO policy and technical coordinating committees.

B. Guiding Principles

A transportation system that is effective in providing an infrastructure and maintaining efficiently its quality and performance for the future needs of an urban area should be developed with the following guiding principles:

1. Includes all modes.
2. Be safe, convenient, and efficient.
3. Serve and enhance existing land use and planned growth.
4. Sustain the quality of the environment and preserve community values.
5. Be financially feasible, and support all sectors of the area's economy.
6. Provide access and connectivity with diverse land uses and modes.
7. Maintain performance measures to maintain the quality of the transportation system.
8. Be maintained through local official/citizen participation in transportation decision-making.

C. MAP-21 Transportation Planning Provisions

Previous to the recently enactment of the federal law known as Moving Ahead for Progress in the 21st Century (MAP-21), the MPO was responsible for conducting the transportation planning process in accordance with the Safe, Accountable, Flexible, and Efficient Transportation Equity Act, a Legacy of Users (SAFETEA-LU). On July 6, 2012, the new transportation law, MAP-21(P.L. 112-141) was enacted. This legislation creates a streamlined, performance-based, multimodal program to address needed transportation improvements related to safety, infrastructure maintenance, traffic congestion reduction, freight movement, environmental protection, and delay reduction in project delivery. MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

MAP-21 provides needed funds and represents a milestone for the U.S. economy as follows:

- First authorization of transportation funds on a multi-year basis enacted since 2005
- Funds surface transportation programs at over \$105 billion for fiscal years 2013 and 2014.
- Transforms the framework for investments to guide the growth and development of the country's vital transportation infrastructure.

MAP-21 provides a transportation planning process that includes consideration of projects and strategies that will:

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 transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
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; and
8. Emphasize the preservation of the existing transportation system

The GDMPO has and will continue to implement highway and street improvement activities and strategies as described in Chapter VIII, Section B on Page 82 to support provisions of MAP-21 as listed above.

MAP-21 provides for the establishment and use of a performance-based approach to transportation decision making through the following:

1. Performance targets- The metropolitan planning organization shall establish performance targets that address the performance measures described in section 150(c), where applicable, to use in tracking progress towards attainment of critical outcomes for the region of the metropolitan planning organization.
2. Coordination- Performance targets selected by the metropolitan planning organization shall be coordinated with the relevant State and with providers of public transportation to ensure consistency, to the maximum extent practicable.
3. Timing- The metropolitan planning organization shall establish the performance targets under not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets.
4. Integration of other performance-based plans. – The metropolitan planning organization shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes.

The GDMPO will establish performance targets and performance measures in coordination with GDOT so that street and highways in the study area will operate effectively and efficiently. These performance targets would be to maintain a level of service of “D” or above by annually conducting traffic counts on major roads and intersections and performing capacity analysis. Other targets would include a reduction in the frequency and severity of traffic crashes by monitoring high crash locations.

Similarly to the requirements for a performance measures, MAP-21 encourages the utilization of operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods. The following chart, Table 1, gives a brief synopsis of examples using operational and management strategies in the transportation planning process:

Table 1: Transportation Planning Process and Operations and Management Strategies

Transportation Planning Process	Operations and Management Strategies
Integrate and Engage Stakeholders	Engage relevant operating agencies, committees or stakeholders
Develop Goals and Objectives	Engage operations managers in developing goals and objectives specific to Operations and Management
Define Performance Measures Criteria and Data Needs	Include measures for information accuracy and determine relevant resources
Evaluate Deficiencies	Evaluate deficiencies for systems management and interagency coordination
Develop Alternative Plan Scenarios	Involve operations managers to help develop systems management alternatives
Evaluate Alternatives to Select Best Options	Involve operations managers in evaluation management and operations strategies

MAP-21 requires that the MPO consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation concerning the development of the LRTP. Consultation will involve a comparison of transportation plans with State conservation plans or maps and inventory inventories of natural and/or historic resources.

Under MAP-21, the MPO is encouraged to consult with officials responsible for various planning activities that are affected by transportation in the area, including State and local planned growth, economic development, environmental protection, airport operations, and freight movements. MAP-21 requires that transportation plans and transportation improvement programs be developed with due consideration of governmental agencies and nonprofit organizations that receive Federal assistance from sources other than the US Department of Transportation. The GDMPO Participation Plan outlines measures that will be taken to consult with other agencies in the development of the LRTP.

Regarding safety and transportation planning, MAP-21 continued the Highway Safety Program (HSP) as a core Federal-aid program. The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads. The HSP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. A review of the Georgia's Strategic Highway Safety Plan (SHSP) is included in section VII-E of this report.

MAP-21 requires that the LRTP include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain functions affected by the projects of the plan. This discussion will be developed in consultation with Federal, State, land management, and regulatory agencies.

All federally funded projects of the 2040 LRTP are required to follow the specific regulatory guidelines for each individual subject matter. These include the National Environmental Policy Act, Section 106 of the National Historic Preservation Act, Clean Water Act, Endangered Species Act, Section 4F of the National Transportation Act, 1990 Clean Air Act, and Noise Control Act of 1972.

Each of the proposed projects would be environmentally evaluated. Impacts to resources will be avoided where prudent and feasible. Impacts that cannot be avoided will be minimized or mitigated. The following mitigation measures would be undertaken.

- Impacts to archaeology and historical resources would receive mitigation under guidelines of the memorandum of agreement that would define the mitigation necessary.
- Impacts to waters of the US would be addressed under the jurisdiction of the US Corp of Engineers, Section 404
- Potential impacts to endangered species would be conducted under the guidance of the US Fish and Wildlife Service.
- Severe impacts to air quality could result in design modifications.
- Noise abatement and other types of mitigation are considered.

III. The Transportation System's Strengths, Constraints, and Issues

A. The Transportation System's Strengths

The existing transportation system in Whitfield County and Murray County includes a network of physical structures of roads, bridges, sidewalks, rail lines, and a general aviation airport. These structures provide for the various trip purposes of motorists, bicyclists, pedestrians, truck users, airplane passengers, and users of rail. Particularly these structures serve local public transportation operations and state bicycles routes within both counties. Together Whitfield and Murray Counties have approximately 1550 miles of public roads in its transportation system. The worker commuting patterns and the extensive truck freight shipping make continued maintenance and upgrading of the road system important. Interstate 75 with five exits to the Whitfield and Murray Counties area supports the area as a major commercial and industrial center for North Georgia. The bypass around Dalton provides access and connectivity to diverse land use activities along its route and while its original intent was for efficient movement for people and goods, there are congestion problems at some of the intersections with the surrounding network of local streets.

B. The Transportation System's Constraints

- Mountainous terrain
- CSX/Norfolk Southern Railroad at-grade crossings
- Conasauga River and Wetlands
- Funding limitations at the federal, state, and local levels of government
- Traffic signals that are not coordinated on main arterials
- Heavy congested traffic on I-75
- Historic districts and Civil War historic areas
- School bus schedules

C. The Transportation System's Issues

The comments received from public meetings during the planning process revealed the following transportation issues and concerns:

Mobility of People

- Reduce traffic congestion along Walnut Avenue particularly from I-75 to Tibbs/Dug Gap Rd.
- Improve access to development in south Whitfield and Murray Counties
- Create a bypass in the south section of Murray County through the new construction of the Airport Road Connector from SR 3 Bypass to Brown Bridge Road
- The intersection of North Glenwood at MLK Jr. Blvd. need turn lanes and the northbound left-turn towards the west needs a protected left-turn signal.
- The intersection of North Glenwood Avenue/Cleveland Highway at Smith Industrial Blvd. needs improved vehicular detections to change the traffic signal.
- The intersection of SR 71/Cleveland Highway at the North Bypass needs improvements
- Airport Road at Sane Road needs intersection and traffic signal improvements.
- Extension and road widening is needed for Veterans Drive from Morris Street to Walnut Avenue at Riverbend Road.
- Improve the synchronization of traffic lights along major corridors like Walnut Avenue.

- Reed Road north of SR 201 needs to be improved.
- Improve Rauschenberg Road at Reed Road and Rauschenberg Road at Sonya Drive

Movement of Goods

- Need improved turn radii at intersections near truck freight terminals in Dalton
- Need improved truck routing in Dalton.

Other Modes of Transportation

- Lack of public transportation for low income families.
- In Chatsworth and Eton, there are not enough sidewalks and bicycle routes to provide adequate connectivity between neighborhoods and schools, parks, and shopping areas.
- In Cohutta, there are no continuous sidewalks and bicycle routes in the city.
- Additional sidewalks are needed on SR 71.

Safety

- Improve schedules of work shifts, truck freight movements, and school traffic due to start times and dismissals
- Need more warning/information signs and way finding signs at strategic locations

Maintenance

- Need improved maintenance along Buckingham Street.

IV. Socio-Economic Analysis

A. Existing conditions of the Base Year 2010

1. Population Characteristics

The 2010 Base Year population for Whitfield County as reported by the U.S. Census was 102,578, an increase of 22.8 % from the 2000 population of 83,525. The 2010 Census reported a population of 33,128 for the City of Dalton, an increase of 18.7% from the 2000 population of 27,912 for the City of Dalton. The 2010 Base Year population for Murray County as reported by the U.S. Census was 39,637, an increase of 8.6% from the 2000 population of 36,506. The 2010 Census reported a population of 4,299 for the City of Chatsworth, and increase of 21.7% from the 2000 population of 3,531 for the City of Chatsworth. Table 2 and Table 3 show Whitfield and Murray Counties' population for 1980 to 2010, with estimates of future populations.

Table 2: Whitfield County Population 1980 -2040

Year	Population	Percent Change
1980	65,775	Base
1990	72,462	10.2%
2000	83,525	15.3%
2010	102,578	22.8%
2040*	148,996	45.2%

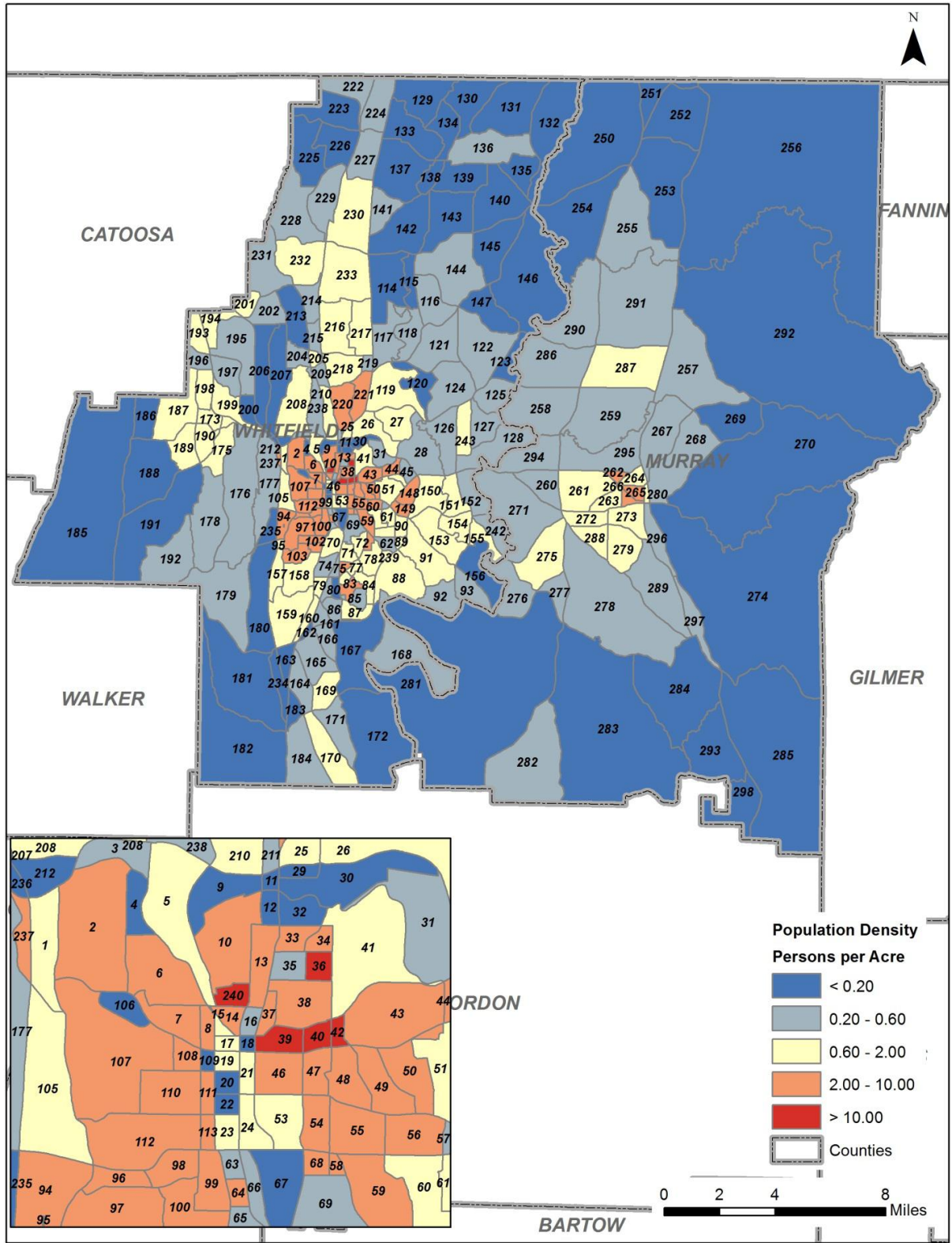
Source: U.S. Census Bureau Statistics/GDMPO Staff

Table 3: Murray County Population 1980 -2040

Year	Population	Percent Change
1980	19,685	Base
1990	26,147	32.8%
2000	36,506	39.6%
2010	39,637	8.5%
2040*	48,901	23.4%

Source: U.S. Census Bureau Statistics/GDMPO Staff

Figure 2: 2010 Population Density per TAZ



2. Households

The U.S. Census Bureau defines Households as a group of people sharing a dwelling unit. A household may or may not, constitute a family. Household sizes declined at the national and State levels due to lifestyle and changes in housing design, the aging population and fragmentation of family units through divorce, causing more individual housing units to be needed in 2000 to accommodate the same number of people in 1990. In Whitfield County the ratio of persons to households increased from 2.82 in the year 2000 to 2.91 in 2010. In Murray County, the ratio of persons to households remained the same as 2.8 from the year 2000 to 2010.

3. Employment

In 2010, manufacturing accounts for nearly one in three jobs in Whitfield County which is more than the national average. Approximately 42.2% of the Whitfield County labor force worked inside the County in the year 2010, leaving 57.8% commuting to jobs outside of the County. Total employment in Whitfield County declined from 60,279 employees in 2000 to 46,783 employees in 2010¹. This represents a decrease in employment of 23% in Whitfield County.

Dalton-Whitfield County produces the majority of the world's carpeting, in addition to many other types of floor covering. The importance of the floor covering industry in the County extends beyond direct employment since important clusters in the area are largely supported by the floor covering industry (e.g. chemicals and plastics firms and wholesaling firms).

Whitfield County industries are supported by a network of transportation facilities including I-75, state highways, rail, and airports in Whitfield County, Chattanooga, and Atlanta. Also, these businesses have the support of nearby strong education and job training resources in Dalton State College and the Georgia Northwestern Technical College as well as various educational institutions in Chattanooga.

In recent years the number of jobs and companies in the floor covering industry has decreased because of reductions in the housing market; therefore, local leaders in economic development are planning to diversify through the development of new industrial parks which could provide growth in employment through attracting industries that would provide support to the new Volkswagen plant near Chattanooga.

Total employment in Murray County grew steadily in the 1990s, from 8,914 employees in 1990 to 13,189 employees in 2000. However, because of the recession, the total number of employees declined to 9,419 employees in 2010.² This represents a decrease in employment of 28% in Murray County. Approximately 39.8% of the Murray County labor force worked inside the County in the year 2010, leaving 60.2% commuting to jobs outside of the County. The manufacturing sector has been the dominant employer in Murray County, representing 43.9% of all jobs in the county. Most of the manufacturing jobs in Murray County are in carpet or carpet related industries.

¹ The Infogroup, 1020 East 1st Street, Papillion, Nebraska 68046

² The Infogroup, 1020 East 1st Street, Papillion, Nebraska 68046

Figure 3: 2010 Household Density per TAZ

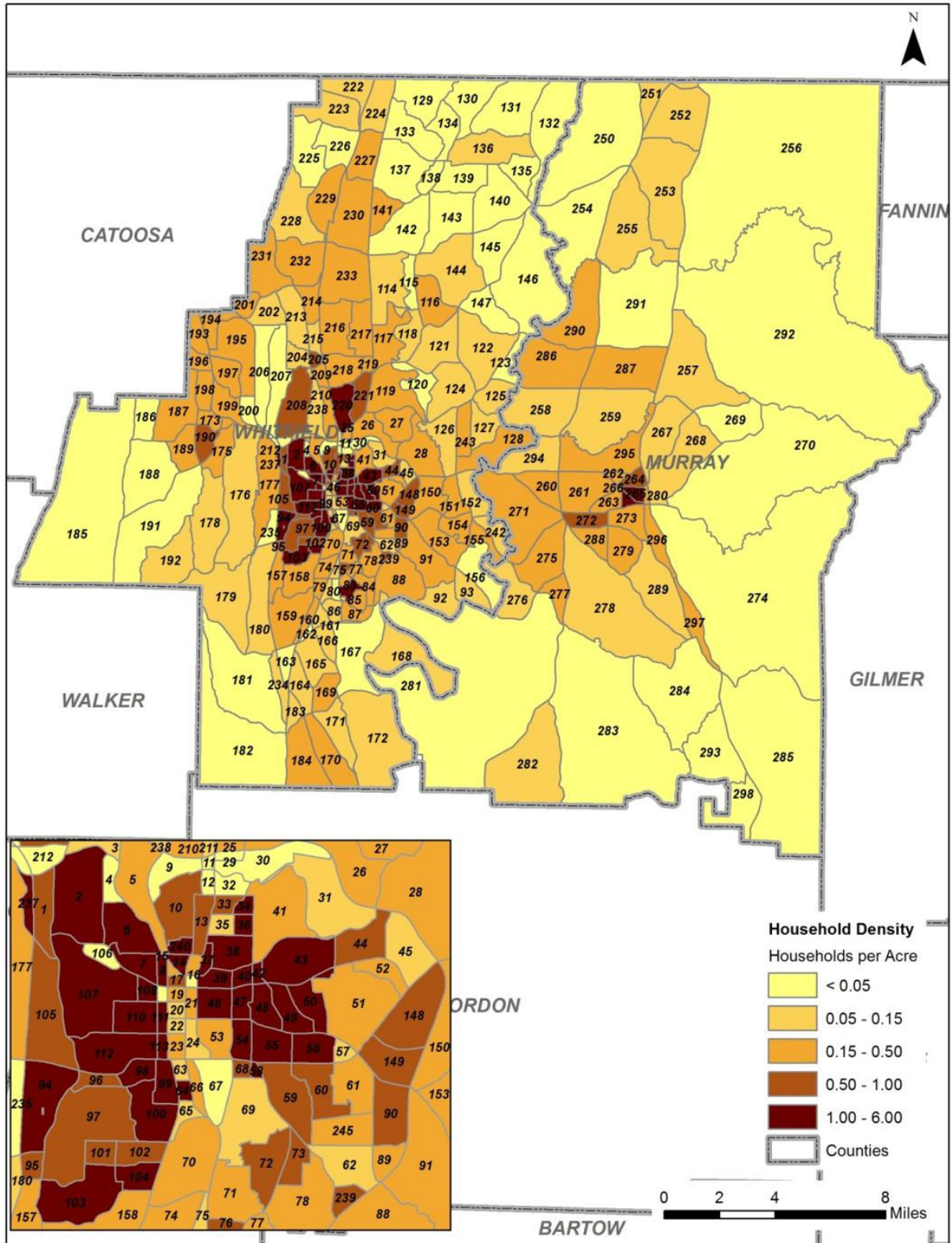
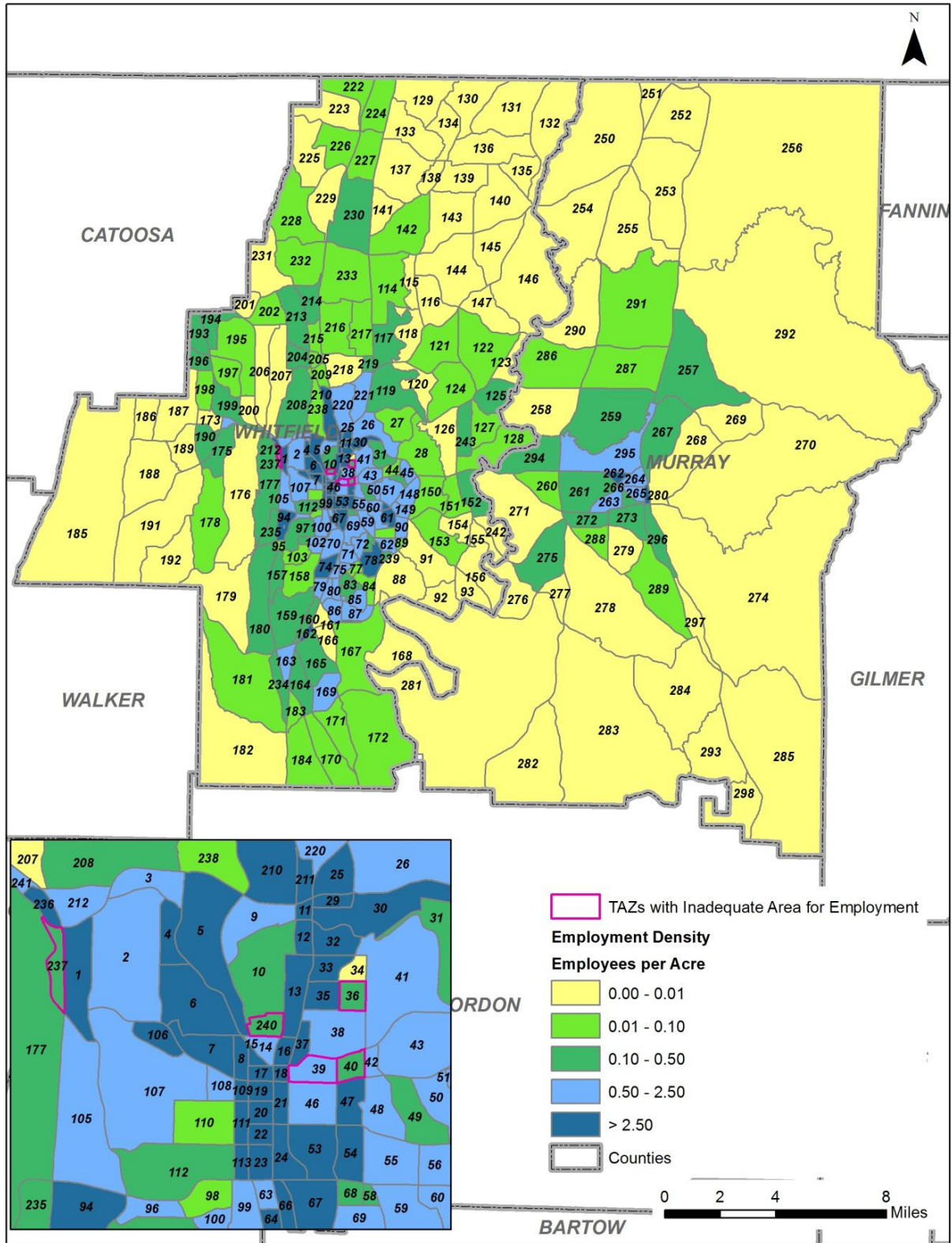


Figure 4: 2010 Employment Density per TAZ



4. Schools

Whitfield County School System is the 26th-largest of Georgia's 180 public school districts. More than 13,000 students attend 24 schools that include:

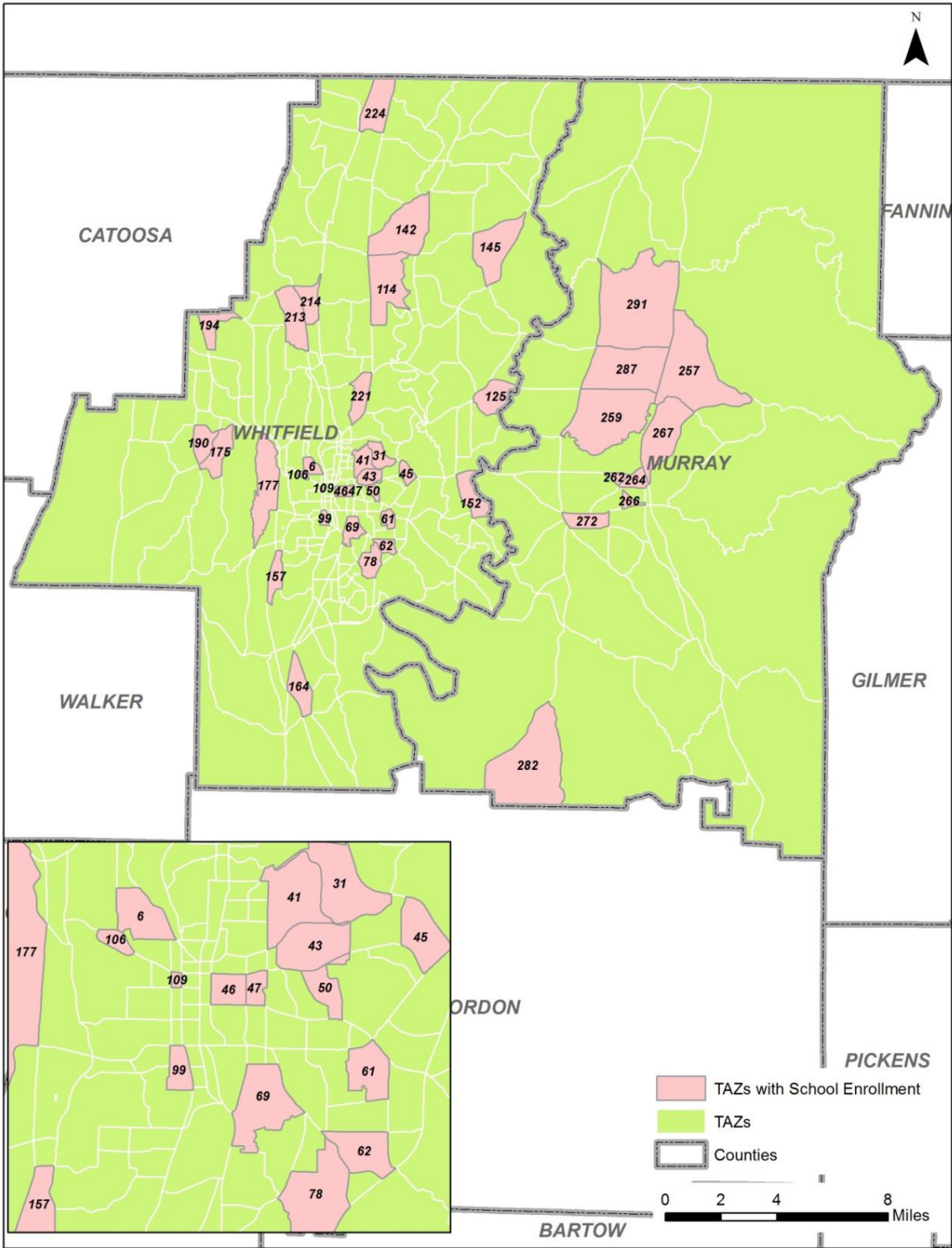
- 13 elementary schools
- 5 middle schools
- 3 comprehensive high schools
- 1 charter high school career academy
- 1 special-purpose high school

The Dalton School System has an enrollment of approximately 5,700 students and includes 9 schools. These schools include 6 elementary schools, 1 middle school and 2 high schools.

Dalton State College is also located in Whitfield County with an annual enrollment of approximately 5,000 students. In addition, Dalton/ Whitfield County provide technical training through one of the campuses of the Georgia Northwestern Technical College. The other four campuses have locations in Rome, Calhoun, Rockmart, and Rock Springs. These 5 campuses together have an annual credit enrollment of 8,200 students, which makes this college the largest technical college in Northwest Georgia and the fifth largest in Georgia.

The Murray County System serves the municipalities of Chatsworth and Eton with an enrollment of approximately 4,400 students and includes 6 elementary schools, 2 middle schools, 1 academy, 1 pre-school center, and 2 high schools.

Figure 5: 2010 School Locations



5. Journey to Work

Characteristics of the 2010 Base Year

Whitfield County Means of transportation to work:

- Drove a car alone: 29,972 (77%)
- Carpooled: 7,072 (18%)
- Bus or trolley bus: 66 (0%)
- Streetcar or trolley car: 32 (0%)
- Taxi: 119 (0%)
- Motorcycle: 15 (0%)
- Bicycle: 51 (0%)
- Walked: 638 (2%)
- Other means: 270 (1%)
- Worked at home: 674 (2%)

Murray County Means of transportation to work:

- Drove a car alone: 13,985 (80%)
- Carpooled: 2,992 (17%)
- Bus or trolley bus: 31 (0%)
- Taxi: 8 (0%)
- Motorcycle: 8 (0%)
- Bicycle: 9 (0%)
- Walked: 77 (0%)
- Other means: 92 (1%)
- Worked at Home: 239 (1%)

Table 4: Commuting Patterns in Whitfield County, Base Year 2010

Employed Residents of Whitfield			Persons Working in Whitfield		
County where Employed	Number	Percent of Total	County of Residence	Number	Percent of Total
Whitfield, GA	37,331	85.2	Whitfield, GA	37,331	64.4
Murray, GA	2,102	4.8	Murray, GA	6,844	11.8
Hamilton, TN	1,209	2.8	Catoosa, GA	3,444	5.9
Gordon, GA	1,125	2.6	Gordon, GA	2,602	4.5
Catoosa, GA	877	2.0	Hamilton, TN	2,104	3.6
Walker, GA	241	0.5	Walker, GA	1,729	3.0
Bradley, TN	173	0.4	Bradley, TN	805	1.4
Bartow, GA	101	0.2	Bartow, GA	548	0.9
Other	661	1.5	Other	2,539	4.4
Total Residents	43,820	100.0		57,946	100.0

Table 5: Commuting Patterns in Murray County, Base Year 2010

Employed Residents of Murray			Persons Working in Murray		
County where Employed	Number	Percent of Total	County of Residence	Number	Percent of Total
Murray, GA	7,664	47.0	Murray, GA	7,664	65.9
Whitfield, GA	6,844	42.0	Whitfield, GA	2,102	18.1
Gordon, GA	616	3.8	Bradley, TN	333	2.9
Hamilton, TN	324	2.0	Gilmer, GA	298	2.6
Bartow, GA	121	0.7	Catoosa, GA	207	1.8
Walker, GA	116	0.7	Hamilton, TN	197	1.7
Gilmer, GA	115	0.7	Polk, TN	197	1.7
Fulton, GA	109	0.7	Gordon, GA	179	1.5
Other	405	2.5	Other	363	3.1
Total Residents	16,314	100.0		11,635	100.0

B. Area Wide Projections for the Horizon Year 2040

1. Population Projections

The projected population for 2040 for Whitfield County is 148,996, an increase of 45.2% from 2010 population of 102,599. The projected population for 2040 for Murray County is 48,901, an increase of 23.4% from 2010 population of 39,628. The majority of the projected population is expected to occur in unincorporated areas of Whitfield and Murray Counties. The Latino population is likely to be the major component of future growth. The median age is rising, making persons age 65 and over a larger portion of the population. Figure 6 shows the distribution of projections for the year 2040 in Whitfield and Murray counties by traffic zone.

2. Household Projections

For Whitfield County, from 1990 to 2000 the average household size increased to 2.82 due to Hispanic in-migration. From 2000 to 2010 the average household size increased to 2.91 and the projected average household size for the year 2040 is 2.93. The projection for persons to households in Whitfield County for the year 2040 is 2.93. From 1990 to 2000 the average household size in Murray County decreased to 2.75. This ratio increased to 2.81 in 2010. The projection for persons to households in Murray County for the year 2040 is 2.79.

3. Employment Projections

The projected employment for 2040 for Whitfield County is 67,944, an increase of 45.2% from 2010 employment of 46,783³. The projected employment for 2040 for Murray County is 11,629, an increase of 23.5% from 2010 employment of 9,419⁴.

Figures 7 and 8 show the distribution of household projections and employment projections, respectively; for the year 2040 in Whitfield and Murray counties by traffic zone

³ The Infogroup, 1020 East 1st Street, Papillion, Nebraska 68046

⁴ The Infogroup, 1020 East 1st Street, Papillion, Nebraska 68046

Figure 6: 2040 Population Density by TAZ

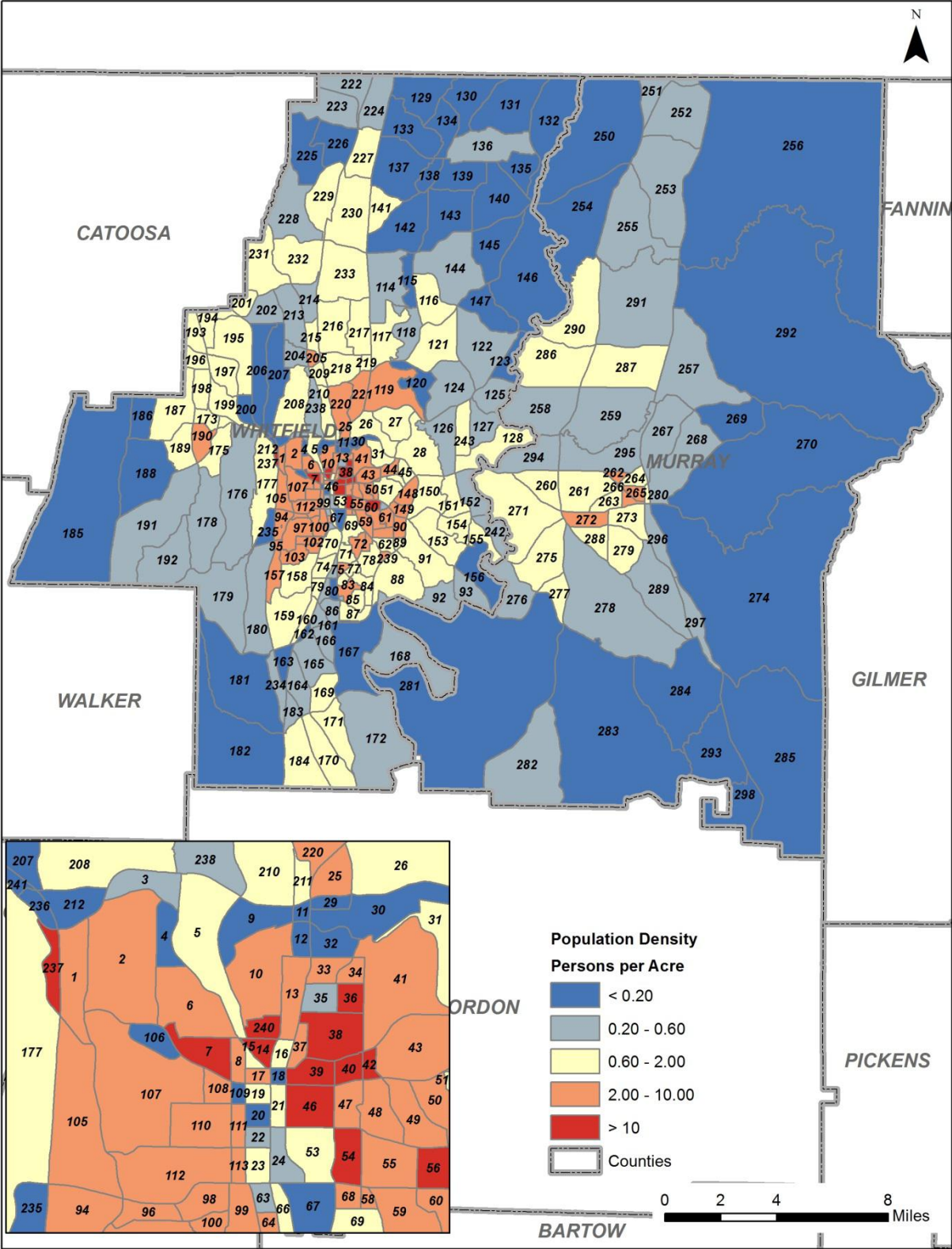


Figure 7: 2040 Households Density by TAZ

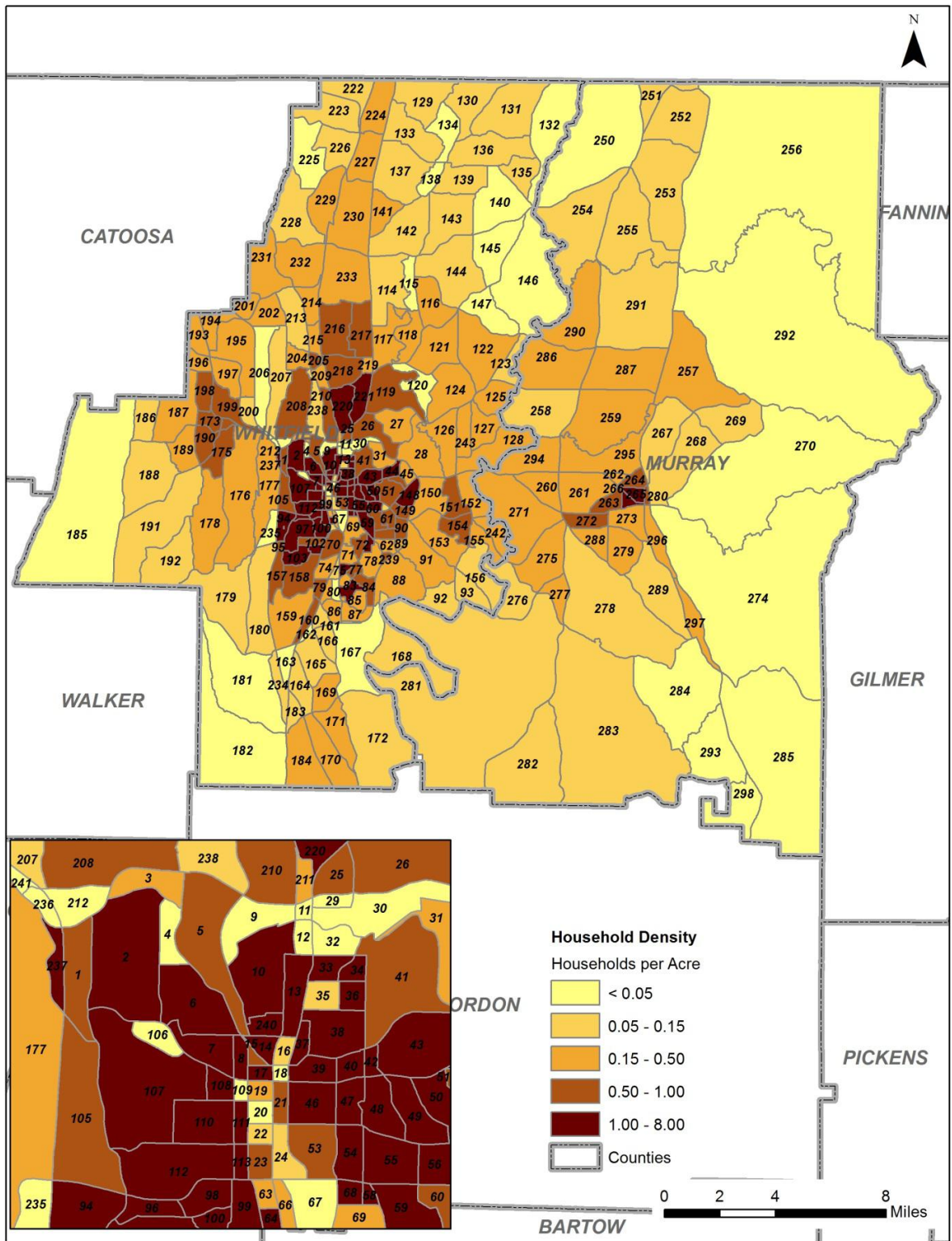
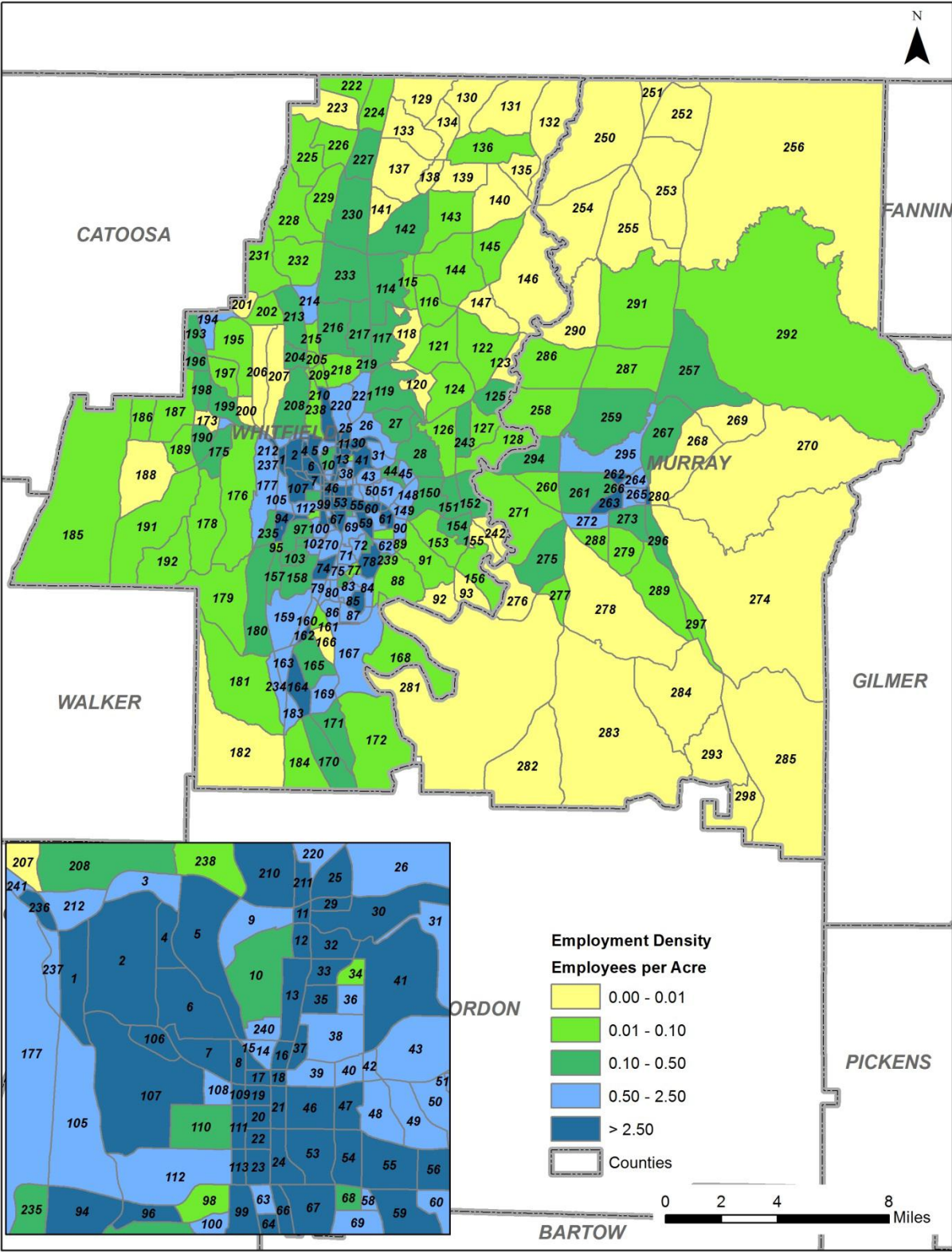


Figure 8: 2040 Employment Density by TAZ



4. School Enrollment Projections

The projected 2040 total school enrollment for Whitfield County was calculated to be 40,044. This total was determined as a result of dividing the base year 2010 enrollment (27,569) by the base year 2010 population (102,578) and multiplying that ratio by the projected population (148,996).⁵ The 2040 school enrollment projection of 40,044 is an increase of 45.2%.

The projected 2040 total school enrollment for Murray County was calculated to be 9,627. This total was determined as a result of dividing the base year 2010 enrollment (7,803) by the base year 2010 population (39,637) and multiplying that ratio by the projected population (48,901).⁶ The 2040 school enrollment projection of 9,627 is an increase of 23.4%.

V. Land Use

A. Existing Land Use - Whitfield County

Whitfield County contains 179,569 acres with 111, 567 acres that include Agricultural/Rural/Undeveloped areas (62.1%). Figure 9 and Table 6 depicts Whitfield County Land Use for 2008. Unincorporated areas make up roughly 90.9% of the County's 291.5 square miles

Land classified as Agricultural/Rural/Undeveloped makes up the largest part of both the County as a whole (62.1%) and the unincorporated areas (66.3%).

Land classified as Residential makes up 16.1% of the County and 15.6% of the unincorporated areas of the County. The bulk of these residential classifications are represented by the 1-to-5 acre category.

Land classified as Parks, Recreation, and Conservation makes up almost 8.2% of the County's total area. In addition to conservation land, this category includes golf courses, public and private ball fields as well as public parks.

Properties classified as Public/Institutional account for approximately 4.3% of the total county and 3.5% of the unincorporated area. Public/Institutional uses include schools and places of worship.

Commercial classification properties make up only 3.4% of the total County area. Commercial land uses are primarily within the cities. Commercial properties account for 2.4% of the unincorporated area of the County. Commercial land use is located primarily along the corridors of SR 71/Cleveland Highway, SR 52 near I-75, SR 52.ChatsworthHighway, and the I-75/SR 3 Connector.

Properties classified as Industrial account for approximately 3.3% of the total County and 2.3% of the unincorporated area. Industrial uses include light and heavy manufacturing and warehousing/distribution.

The following are General Land Use Policies that have been adopted by Whitfield County:

⁵ Procedures outlined in GDOT's *Summary of Recommended Travel Demand Model Development Guide*.

⁶ Procedures outlined in GDOT's *Summary of Recommended Travel Demand Model Development Guide*.

General Land Use Policies

- Achieve compatibility between county and municipality land use regulations to attract development in all appropriate locations throughout the county and to minimize land use conflicts between adjoining governments.
- Promote quality development

Commercial Land Use Policies

- Promote development of the following four basic commercial development patterns:
 - Enhancement/expansion of the Central Business Districts of the municipalities in the County.
 - General commercial nodes located at intersections of arterial and major collector thoroughfares.
 - Infill existing commercial corridors where development is evident.
 - Neighborhood commercial nodes at appropriated intersections of collector roads.
- Encourage “cluster/nodal development” instead of “strip development” along major highways.
- Promote an orderly transition between commercial and single-family residential through the development of multi-family residential, offices, lower intensity land uses, green spaces, screening and other buffer treatments.

Industrial Land Use Policies

- Encourage development of industrial land uses in locations that:
 - Have convenient access to the Interstate, arterials, and major collector roads;
 - Are in proximity to existing and planned water, sewer, and other utilities; and,
 - Are in areas requiring minimum grading, drainage, and similar site improvements.
- Promote development of planned industrial parks that incorporate a combination of manufacturing, office, and related mixed-use activities.
- Promote and orderly transition between industrial areas and other uses through the use of transitional zone districts and appropriate landscaping, screening, and other buffer treatments.

Residential Land Use Policies

- Development of compact, pedestrian friendly and socially interactive neighborhoods.
- Provide for planned unit development, zero lot line, and other cluster housing, where the net density, landscaping, design, and buffer areas are compatible with surrounding neighborhoods.
- Encourage high-density residential development in areas where adequate transportation, utilities, and public services exist or are planned.
- Limit the placement of manufactured housing to residential zoning districts where the majority of housing is of comparable cost, size, and characteristics.
- Encourage the use of alternative wastewater treatment systems rather than the use of septic tanks.

Recreation/Open Space Policies

- Encourage the preservation of open space in or near developed sites in order to preserve the land’s natural features and provide opportunities for active recreation facilities.

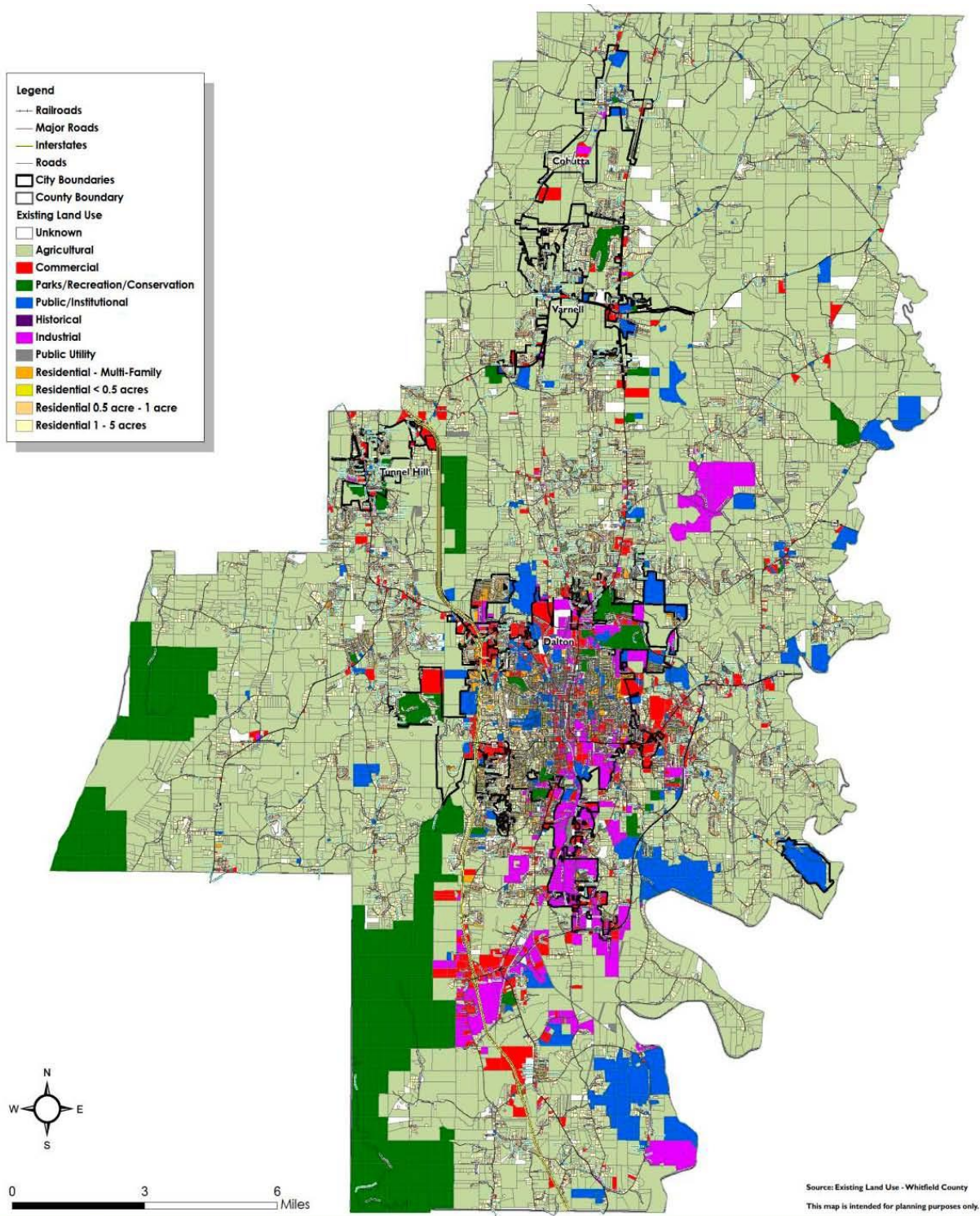
Public Facilities and Institutional Land Use Policies

- Provide adequate land use areas for future public and semi-public institutional uses.

Agriculture/Forestry Land Use Policies

- Preserve agriculture and forested lands and other “rural” characteristics of the County.

Figure 9: Whitfield County Existing Land Use 2008



Source: Whitfield County Comprehensive Plan Update 2008-2018

Table 6: Existing Land Use – Whitfield County 2008

Land Use Classification	Unincorporated Whitfield County		Whitfield County	
	Acres	% of Total	Acres	% of Total
Unknown	3,698.9	2.3%	4,181.0	2.3%
Agriculture/Rural/Undeveloped	108,575.9	66.3%	111,567.1	62.1%
Commercial	3,948.4	2.4%	6,103.2	3.4%
Parks/Recreation/Conservation	13,545.2	8.3%	14,744.8	8.2%
Public/Institutional	5,748.2	3.5%	7,793.6	4.3%
Historical	0.0	0.0%	6.4	0.0%
Industrial	3,838.7	2.3%	5,878.2	3.3%
Public Utility	460.1	0.3%	527.7	0.3%
Residential-Multi-Family	288.2	0.2%	811.9	0.5%
Residential Less than 0.5 acres	2,035.4	1.2%	3,561.0	2.0%
Residential 0.5-to-1 acre	5,384.7	3.3%	6,502.2	3.6%
Residential 1-to-5 acres	16,225.6	9.9%	17,892.2	10.0%
Total	163,749.3	100.0%	179,569.2	100.0%

Table 7 depicts the land use for the municipalities of Dalton, Tunnel Hill, and Varnell. The City of Dalton is the primary urban center for Whitfield County and is the major regional economic center that provides commercial, manufacturing, and service employment to populations in Whitfield County and adjoining counties. Commercial land use occupy approximately 16.4% of the city's land area with the majority of this activity located in the Central Business District, along Walnut, Thornton, and Glenwood Avenues and Morris Street. Industrial land uses occupy approximately 17% of the land area with the majority located along the South Dalton Bypass. A majority of the residential area in Dalton is classified as Single Family on lots less than a half acre. Multi-family residential land uses make up only 4.4% of the land area in Dalton and are scattered throughout the city.

Table 7: Existing Land Use Dalton, Tunnel Hill, and Varnell - 2008

Land Use Classification						
	Dalton	Percent	Tunnel Hill	Percent	Varnell	Percent
	Acres	of Total	Acres	of Total	Acres	of Total
Unknown	417.3	3.6%	12.0	1.3%	35.9	2.0%
Agriculture/Rural/Undeveloped	860.2	7.4%	424.0	48.2%	787.8	44.9%
Commercial	1,909.9	16.4%	90.2	10.0%	79.0	4.5%
Parks/Recreation/Conservation	1,058.7	9.1%	99.2	3.6%	15.7	0.9%
Public/Institutional	1,732.2	14.9%	32.8	0.3%	161.7	9.2%
Historical	6.4	0.1%	0.0	0.0%	0.0	0.0%
Industrial	1,975.8	17.0%	2.7	0.3%	6.5	0.4%
Public Utility	61.5	0.5%	0.0	0.0%	1.8	0.1%
Residential-Multi-Family	517.3	4.4%	0.3	0.0%	3.2	0.2%
Residential Less than 0.5 acres	1,355.8	11.6%	79.1	8.7%	71.8	4.1%
Residential 0.5-to-1 acre	830.4	7.1%	70.3	7.8%	166.8	9.5%
Residential 1-to-5 acres	912.8	7.8%	94.7	10.5%	425.4	24.2%
Total	11,638.3	100.0%	905.4	100.0%	1,755.7	100.0%

B. Existing Land Use - Murray County

Murray County contains 221,054 acres with 176,117 acres that includes the major land uses of Parks/Recreation/Agriculture/ Forestry/Undeveloped areas (77.5%). Figure 10 and Table 8 depicts Murray County, Chatsworth, and Eton Land Use for 2005.

Approximately 12% of the land, or 26,289 acres, in Murray County is used for residential purposes. Nearly 95% of the residential land use is single-family in nature. Residential land uses account for 26% of the land area in Chatsworth and 11% in Eton.

Less than 1% of the land in Murray County (767 acres) is used for commercial purposes. Most of the commercial development is located within the limits of Chatsworth and Eton, with 8.3% of the land in Chatsworth and 2.2% of the land in Eton being used for commercial purposes. Commercial areas outside the city limits are generally found along the major road corridors.

Just under 1% of the land in Murray County is used for industrial purposes. Approximately 1.4% of the land (3,094 acres) is used for public and institutional purposes. The land owned by the Corps of Engineers surrounding Carters Lake comprises much of the acreage and public land uses outside the city limits include the landfill, the county park, and public schools.

Approximately 6% of the land in Murray County is used for transportation, communication, and utilities and slightly less than 2% of the land is used for parks and recreation, while just over 23% is in conservation. The largest park is Fort Mountain State Park and the majority of land under conservation is in the Chattahoochee National Forest.

Almost 17% of the land in Murray County (36,957 acres) is used for agriculture and just over 8% of the land (18,601 areas) is used for active forestry purposes.

Approximately 28% of the land in Murray County (62,761 acres) is undeveloped, with the majority (57,219 acres) being wooded.

Table 8 shows the percent acreage of different types of land uses in Murray County, Chatsworth and Eton in 2005.

Figure 10: Murray County Existing Land Use Map

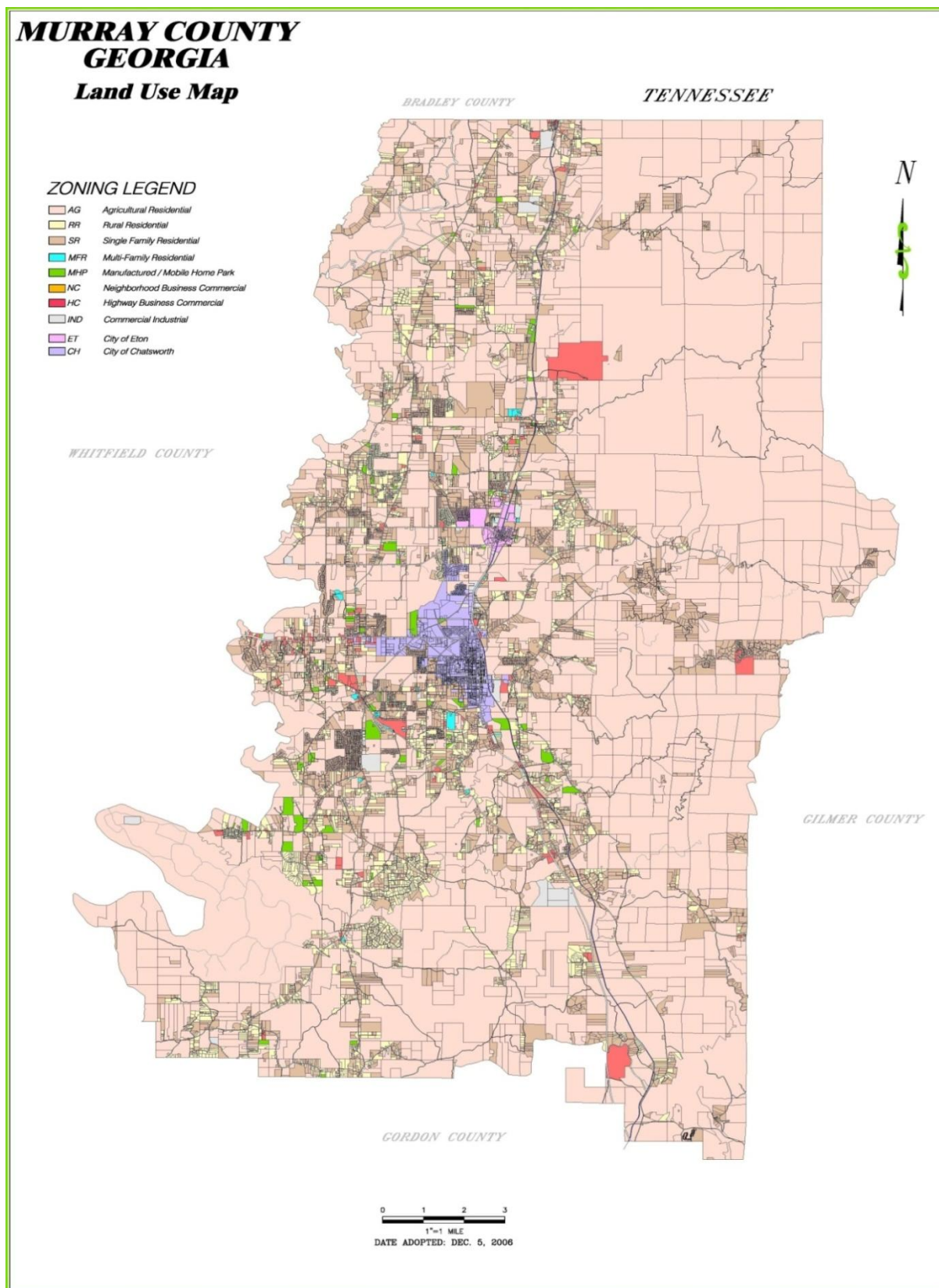


Table 8: Land Use Murray County, Chatsworth, and Eton 2005

Land Use	Murray County		Chatsworth		Eton	
	Acres	%	Acres	%	Acres	%
Residential	26,289	12.0%	788	26.0%	79	11.0%
Single Family	25,054	11.3%	709	23.6%	75	10.3%
Multi Family	203	0.1%	64	2.1%	3	0.4%
Mobile Home Park	1,032	0.5%	15	0.5%	1	0.1%
Commercial	767	0.3%	250	8.3%	16	2.2%
Industrial	1,651	0.7%	600	20.0%	111	15.3%
Public or Institutional	3,094	1.4%	278	9.3%	53	7.3%
Transportation, Communication, or Utilities	13,136	5.9%	345	11.5%	96	13.2%
Road Right-of-Way	4,641	2.1%	313	10.4%	79	10.9%
Rail Right-of-Way	314	0.1%	27	0.9%	17	2.3%
Utilities	8,181	3.7%	5	0.2%	0	0.0%
Parks, Recreation, Conservation	55,411	25.1%	30	1.0%	4	0.6%
Parks and Recreation	4,126	1.9%	30	1.0%	4	0.6%
Conservation	51,285	23.2%	0	0.0%	0	0.0%
Agriculture	36,957	16.7%	164	5.5%	161	22.2%
Forestry	18,601	8.4%	0	0.0%	0	0.0%
Undeveloped	62,761	28.4%	547	18.2%	205	28.3%
Subdivided	2,715	1.2%	239	8.0%	10	1.4%
Mostly Wooded	2,827	1.3%	186	6.2%	118	16.3%
Mostly Unwooded	57,219	25.9%	122	4.1%	77	10.6%
Water	2,387	1.1%	30	1.0%	0	0.0%
Total	221,054	100%	3,032	100%	725	100%

On October 5, 2010, Murray County adopted a Partial Plan Update of the Murray County, City of Chatsworth, and the City of Eton Joint Comprehensive Plan. This document identified the following eight policies related to Land Use for Murray County:

- Acknowledgement and protection of the county's environment and historic resources.
- Planning water and sewer expansions in concert with planned growth initiatives.
- Acknowledge and protection of the county's mountain views that make the community unique.
- Landscaping development projects to enhance the attractiveness of the community.
- Collaboration with of educational leadership and all citizens to promote education and to instill local pride.
- Creation of opportunities for planned, mixed use developments.
- Enhancement of opportunities for bicycle, pedestrian, and transportation connectivity in all commercial and residential developments.
- Utilization of education, incentives, and regulation to help keep prime agriculture and forestry land uses principally intact.

C. Land Use Plan – Whitfield County

Table 9 below shows the minimum amount of land expected to be needed to accommodate future population and economic growth and the various types of zoning required to meet these demands through the year of 2018. This information was projected forward based on historical development patterns and the residential, commercial and industrial development expected to take place by 2040.

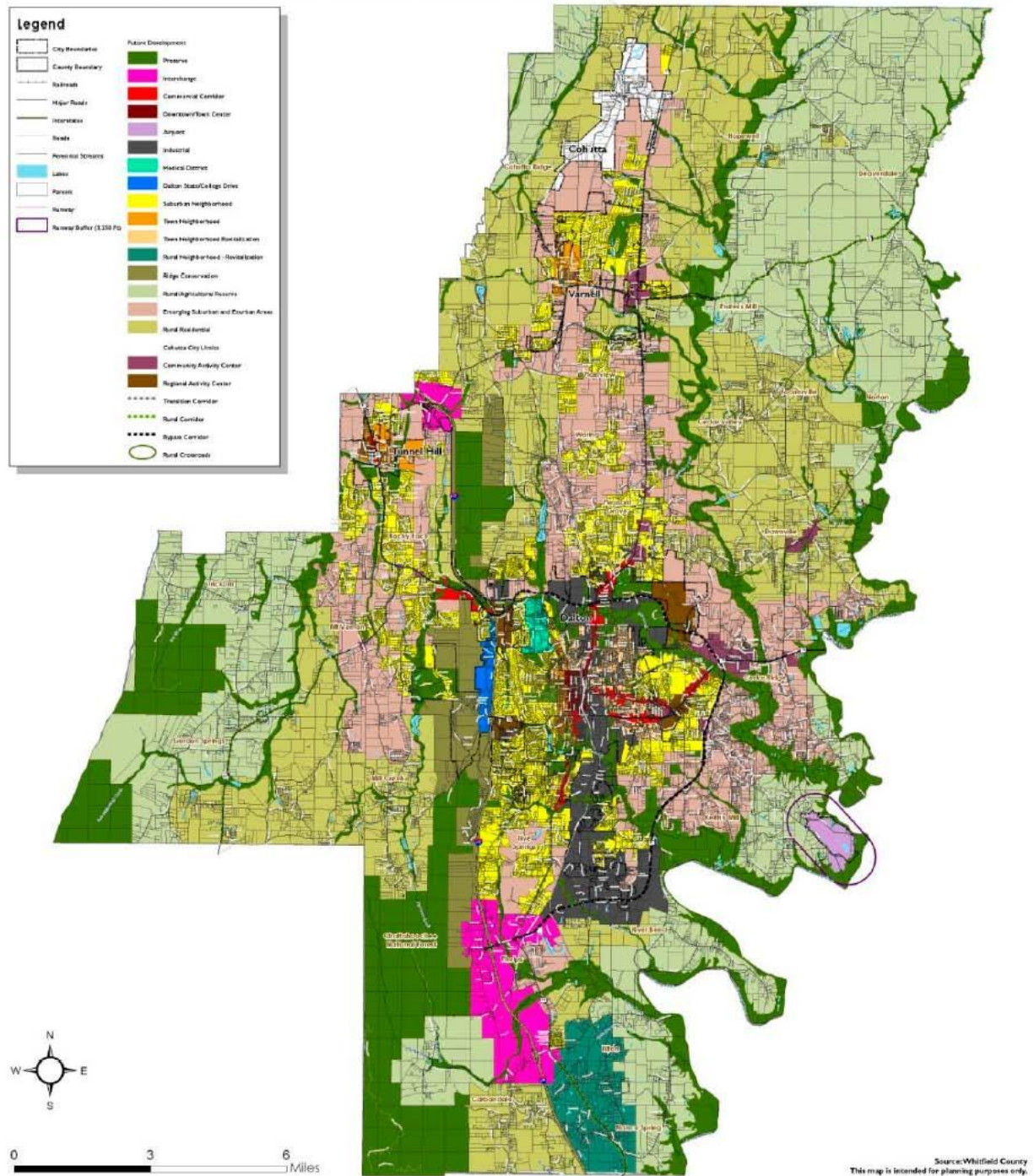
The Future Land Use Maps for Whitfield County and City of Dalton, as shown in Figure 11 and Figure 12 on the following pages, depict the desired development pattern through 2018. These maps were generated by the professional staff and consultants charged with creating the Joint Comprehensive Master Plan for Whitfield County and the cities of Dalton, Tunnel Hill, Varnell and Cohutta. The amount of land indicated on the Future Land Use Map for the various land use categories is higher than will be actually developed. This was done for two reasons: 1) *A larger allocation allows maximum flexibility in choosing development sites while still being consistent with plan policies, and 2) it is impossible to account for every factor, whether internal or external, that might influence the rate, intensity or location of development.*

Table 9: Future Land Use Projections Through 2018 For Whitfield County

Land Use	Existing Acreage	Percent of Total	Projected Acreage	Percent of Total	Net Change
Agriculture and Forestry	45,000	24.43	42,300	22.70	(3,100)
Commercial	2,424	1.32	4,181	2.23	1,757
Industrial	4,699	2.32	6,943	3.72	2,244
Residential	26,205	14.04	36,200	19.40	9,995
Multi-Family	661	0.35	899	0.46	238
Single Family	25,544	13.68	35,301	18.70	9,757
Parks, Rec. and Conservation	12,033	6.43	41,162	22.20	29,129
Public / Institutional	1,579	0.85	2,502	1.32	923
Transport, Commun.,Utilities	7,869	4.32	9,569	5.13	1,700
Undeveloped	86,386	46.30	43,738	23.4	(46,648)
Total Acres	186,595	100.00	186,595	100.00	

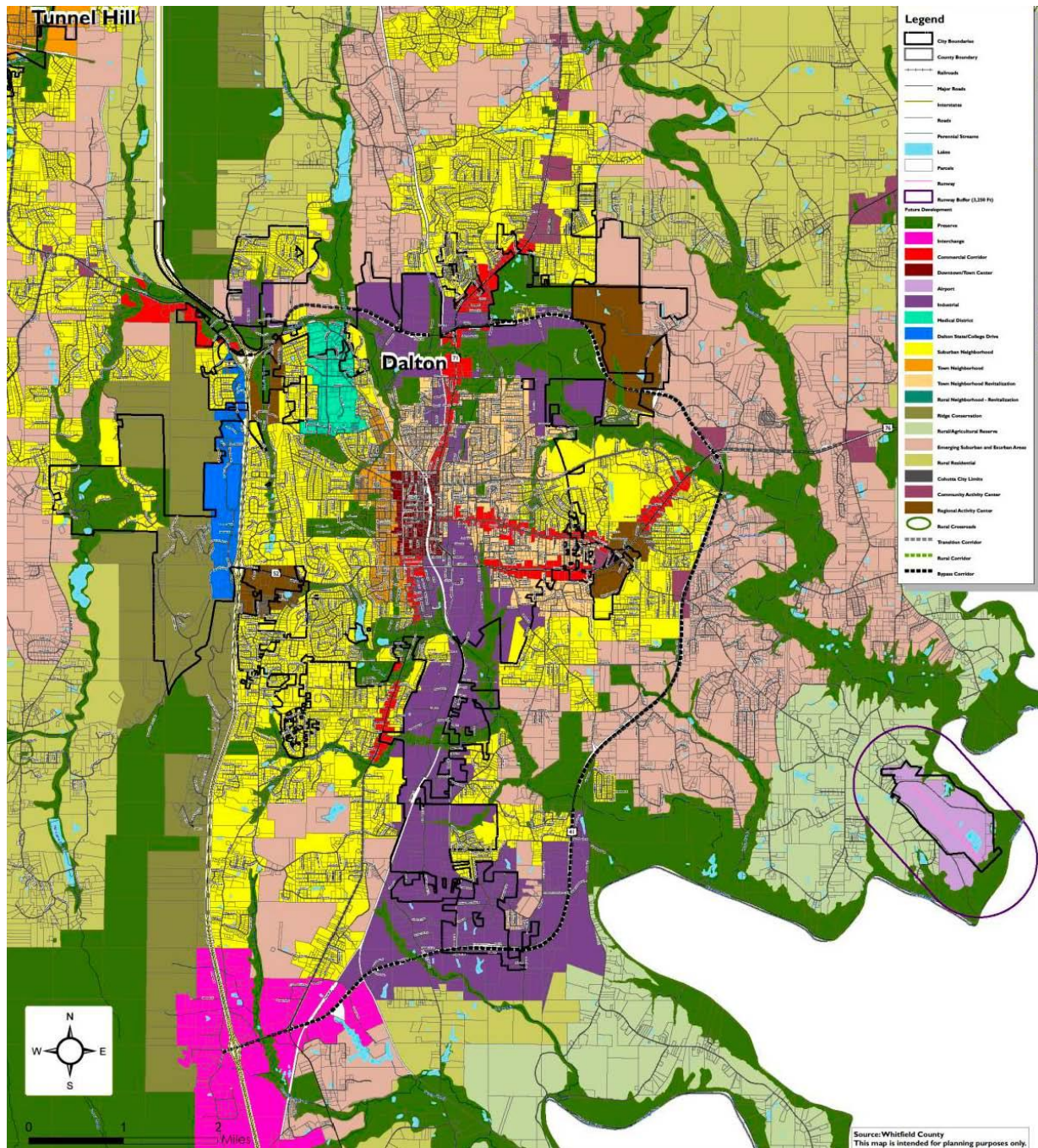
Projection prepared by the NWGRC staff and affirmed by the GDMPO and Whitfield County Planning staff.

Figure 11: Whitfield County Future Development Map



Source: Whitfield County Comprehensive Plan Update 2008-2018

Figure 12: City of Dalton Future Development Map

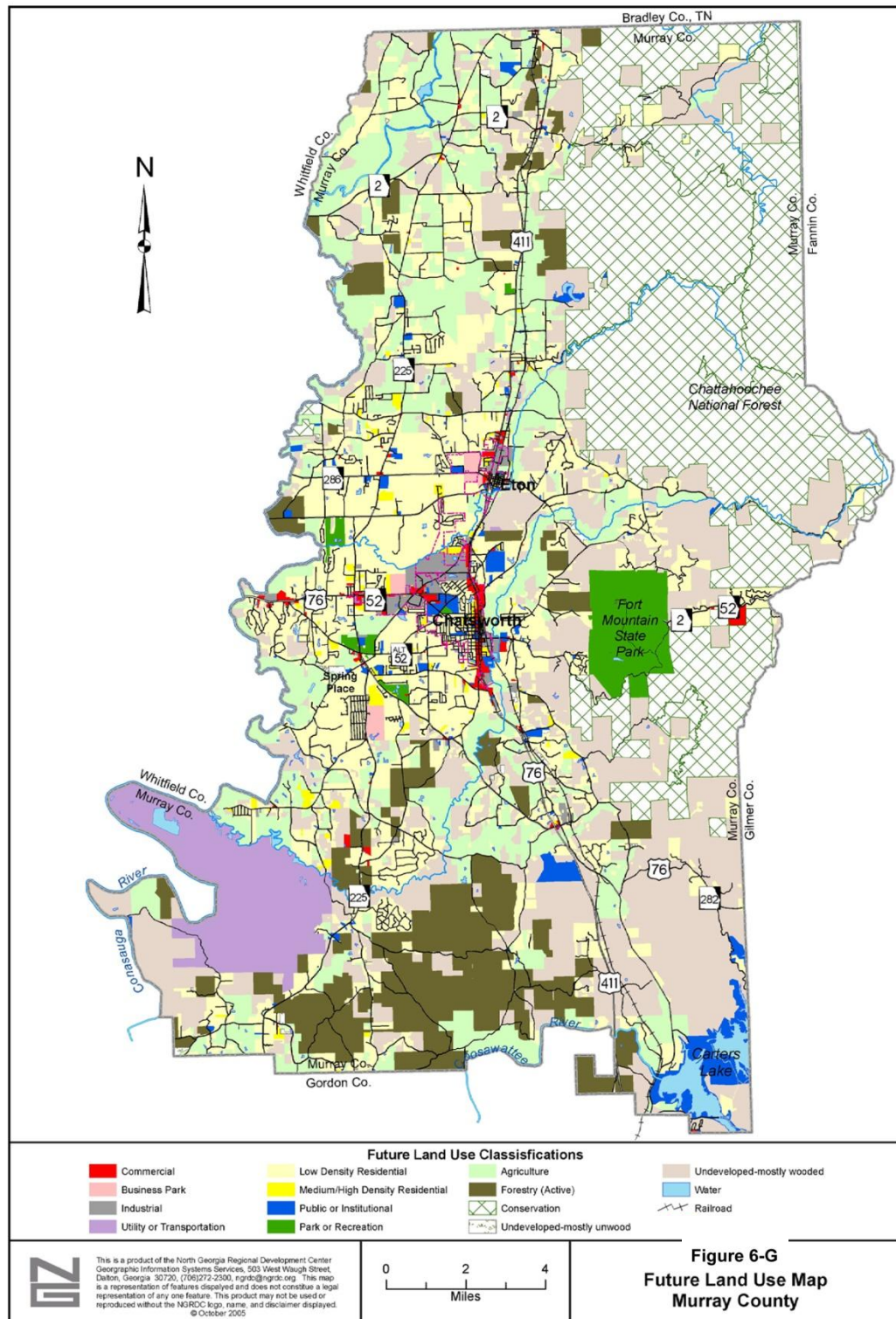


Source: Whitfield County Comprehensive Plan Update 2008-2018

D. Land Use Plan – Murray County

Figure 13 shows the Land Use Plan for Murray County.

Figure 13: Murray County Future Land Use Plan



Future land use needs for Murray County, Chatsworth, and Eton were prepared for the years 2015 and 2025. Tables 10 and 11 show the amounts of land that will be needed to accommodate the anticipated future population and economic growth.

Table 10: Amount of Land in Murray County Needed to Accommodate Anticipated Growth

Land Use	Murray County					
	2005		2015 (Projected)		2025 (Projected)	
	Acres	%	Acres	%	Acres	%
Residential	26,289	12.0%	42,775	19.0%	57,909	26.0%
Commercial	767	0.3%	1,003	0.0%	1,275	1.0%
Industrial	1,651	1.4%	1,651	1.0%	2,015	1.0%
Public or Institutional	3,094	5.9%	3,174	1.0%	3,254	1.0%
Transportation, Communication, Utilities	13,136	0.7%	18,236	8.0%	21,425	10.0%
Parks and Recreation	4,126	1.9%	4,186	2.0%	4,246	2.0%
Conservation	51,285	23.2%	51,535	23.0%	51,785	23.0%
Agriculture	36,957	16.7%	35,457	16.0%	33,957	15.0%
Forestry	18,601	8.4%	17,101	8.0%	15,601	7.0%
Undeveloped	62,761	28.4%	43,549	20.0%	27,200	12.0%
Water	2,387	1.1%	2,387	1.0%	2,387	1.0%
TOTAL	221,054	100%	221,054	100%	221,054	100%

Table 11: Amount of Land in Chatsworth and Eton Needed to Accommodate Anticipated Growth

Land Use	Chatsworth			Eton		
	2005	2015	2025	2005	2015	2025
Residential	788	1,112	1,307	79	131	147
Commercial	250	331	421	16	70	89
Industrial	600	594	725	111	165	201
Public or Institutional	278	293	308	53	68	83
Transportation, Communication, Utilities	345	503	594	96	109	131
Parks and Recreation	30	40	50	4	14	24
Conservation	-	-	-	-	-	-
Agriculture	164	64	-	161	111	61
Forestry	-	-	-	-	-	-
Undeveloped	547	215	197	205	152	184
Water	30	30	30	-	5	5
TOTAL	3,032	3,182	3,632	725	825	925

VI. Transportation Needs Analysis

A. Review of the Existing Transportation System

Existing information was used to evaluate the existing and future multimodal needs of Whitfield and Murray Counties and the municipalities within these counties.

1. Inventory of Roads

The roadway network, composed of freeways (I-75), arterials, collectors, and local streets serves the basic trip purposes of the counties' work commuters, tourists, and its business and commercial activities. This network of roads provides access to properties and provides major connections between major land use activities throughout the counties.

The existing major roads in Whitfield County include the following:

- **Interstate-75** – This major north-south corridor and gateway into Whitfield County from the urban areas of Chattanooga, Tennessee and Atlanta, Georgia. This corridor serves commuters, tourists, and major goods movements by trucks through the county.
- **State Route 71**- This arterial also known as the Cleveland Highway runs from the North Dalton Bypass to the Tennessee state line
- **US 76/US 41/SR 3 (The Dalton Bypass) and the State Route 3 Connector**- This bypass provides a multi-lane route around central Dalton along the north, east, and south sides. Due to mountainous terrain, the bypass does not extend west of I-75.
- **State Route 2**- This arterial enters Whitfield County from the west at the Catoosa County line and extends through Varnell and exits Whitfield County into Murray County on the east side.
- **State Route 201** – This road enters Whitfield County from the east in Walker County and extends through Tunnel Hill, where it terminates in Varnell at State Route 2.
- **State Route 3/US 41**- This major road enters Whitfield County on the south from Gordon County and extends north to the South Dalton Bypass/SR 3 Connector and traverses north through Tunnel Hill and into Catoosa County on the west side.
- **State Route 52/Walnut Avenue**- This major east-west road begins at I-75 and extends through Dalton.
- **State Route 52/US 76/Chatsworth Highway**- This road extends east and west through Dalton into Murray County.
- **State Route 286**- This route begins at SR 52/US76 in Dalton and extends east into Murray County.

The existing major roads in Murray County include the following:

- **US Highway 411** – This major north-south corridor enters the county from Bradley County, Tennessee and extends south to Chatsworth where it connects with US Hwy 76 and continues in a southeastern direction to enter Gordon County, Georgia. This highway connects the two major municipalities of Chatsworth and Eton within the county.
- **US Highway 76/SR 52** – This major highway enters Murray County from Whitfield County in an easterly direction and joins with US Highway 411 where it turns in a southeastern direction and leaves US Highway 411 at Smyrna Ramhurst Road and continues in a southeastern and eastern direction and enters Gilmer County.
- **Alternate GA Highway 52** – This highway begins at US Highway 76/SR 52 just east of Whitfield County and traverses in a southeasterly and easterly direction towards Chatsworth and

continues through Chatsworth and then meanders through the Chattahoochee National Forest to Gilmer County.

- **State Route 225** – This north-south highway, which parallels the western boundary of Murray County and US Highway 411 towards the east, enters Murray County from Bradley County, Tennessee and traverses in a southern direction through the county to Gordon County line.
- **State Route 286** – This east-west highway enters the county from Whitfield County and terminates at US Highway 411 in the municipality of Eton.
- **State Route 2** – This highway enters the county from Whitfield County and traverses in a northeasterly direction towards SR 225 where it joins SR 225 in a northern direction and then turns east to its terminus at US Highway 411.

The following tables depict the classification of roads in Whitfield and Murray Counties:

Table 12: Whitfield County Road Classifications 2012

Road Classification	State Routes Mileage	County Roads Mileage	City Streets Mileage	Class Total
Urban Interstate	3.06	0.00	0.00	3.06
Urban Freeway	0.00	0.00	0.00	0.00
Urban Principal Arterial	20.50	5.17	2.59	28.26
Urban Minor Arterial	31.04	29.12	7.76	67.92
Urban Collector	0.00	49.80	8.32	58.12
Urban Local	0.00	278.16	130.03	408.19
Urban Total	54.60	362.25	148.70	565.55
Rural Interstate	15.56	0.00	0.00	15.56
Rural Principal Arterial	3.26	0.00	0.00	3.26
Rural Minor Arterial	17.58	0.00	0.00	17.58
Rural Major Collector	8.35	30.99	0.00	39.34
Rural Minor Collector	0.00	39.46	0.00	39.46
Rural Local	0.00	287.01	0.00	287.01
Rural Total	44.75	357.46	0.00	401.21
Grand Totals	99.35	719.71	148.70	967.76

Table 13: Murray County Road Classifications 2012

Road Classification	State Routes Mileage	County Roads Mileage	City Streets Mileage	Class Total
Urban Interstate	0.00	0.00	0.00	0.00
Urban Freeway	0.00	0.00	0.00	0.00
Urban Principal Arterial	0.00	0.00	0.00	0.00
Urban Minor Arterial	0.00	0.00	0.00	0.00
Urban Collector	0.00	0.00	0.00	0.00
Urban Local	0.00	0.00	0.00	0.00
Urban Total	0.00	0.00	0.00	0.00
Rural Interstate	0.00	0.00	0.00	0.00
Rural Principal Arterial	19.23	0.00	0.00	19.23
Rural Minor Arterial	53.06	4.07	0.00	57.13
Rural Major Collector	27.83	37.96	0.00	65.79
Rural Minor Collector	0.00	16.10	0.00	16.10
Rural Local	0.00	376.67	44.43	421.10
Rural Total	100.12	434.80	44.43	579.35
Grand Totals	100.12	434.80	44.43	579.35

Source: Georgia Department of Transportation

2. Crash Data

Crash data for Whitfield and Murray counties was obtained from the Georgia Electronic Accident Record Statistics (GEARS). The most recent years 2012, 2013 and 2014 were compiled and sorted to present the top ten intersections in each county that have the highest number of traffic crashes. Additionally, the type of crashes was also listed for each intersection to identify the possible cause of the crashes. Tables 14 and 15 present the crashes for Whitfield and Murray counties, respectively.

Rear-end collisions make up the highest percentage (37%) of traffic crashes by type in Whitfield County. Rear-end collisions are an indicator of traffic congestion. The second highest collision type is angle collisions that represent 26% of the total crashes in Whitfield. Angle collisions could indicate a possible need for a change in traffic control, sight distance limitations at intersections or the need for access control.

The highest percentage (43%) of traffic crashes by type in Murray County is “other” which represents loss of control crashes, single vehicle crashes, crashes involving animals and all other types not defined as angle, rear-end, head-on or sideswipe. Murray County is more rural than Whitfield County and has a higher percentage of hilly and mountainous terrain. These features are a contributing factor in many of the crashes on the rural roadways. However, within the urbanized area of Murray County, like Whitfield County, rear-end and angle collisions represent the highest percentage of traffic crashes.

Table 14: Top 10 intersection locations for crashes occurring in Whitfield County

Rank	Location	Total	Severity		Type				
			Injury	Fatal	Angle	Rear-end	Head-on	Sideswipe	Other
	All of Whitfield County	8302	3535	35	2119	3050	262	842	2029
1	SR 71/Cleveland Hwy/Glenwood Ave @ SR 3/North Bypass	149	58		24	101	2	14	8
2	SR52/Walnut Ave @ Tibbs Rd/Dug Gap Rd	145	33		40	84	1	16	4
3	Chatanooga Rd @ Shugart Rd	128	46	2	34	63	3	25	3
4	SR52/Hwy76/E.Walnut/Chatsworth @ Hwy76/Gaston/S.Dalton Bypass	113	65	1	32	58	5	13	5
5	SR 52/Walnut Ave @ Market St	73	5		22	39	1	9	2
6	E.Walnut Ave@ E.Morris St./Airport Rd	70	32		19	36	3	10	2
7	Hwy 71/Cleveland Hwy @ Flemming St	60	33		7	50		3	
8	N.Glenwood Ave. @ Legion Dr./Springdale Rd	55	24		21	22	1	8	
9	W. Waugh St @ Shugart Rd.	55	19		16	27	1	6	5
10	S. Tibbs Rd @ Maple Way	26	20		2	22	2		

Table 15: Top 10 intersection locations for crashes occurring in Murray County

Rank	Location	Total	Severity		Type				
			Injury	Fatal	Angle	Rear-end	Head-on	Sideswipe	Other
	All of Murray County	2172	1055	38	482	479	122	163	926
1	SR 52/US 76 @ Duval Rd/Treadwell Rd	50	13		10	26	8	3	3
2	SR 52/US 76 @ SR 225	40	18		12	19	5	4	
3*	US 76, curve east of Dennis Mill Rd	39**	36	2	2		4	1	32
4	SR 52 Alt @ Treadwell Rd/Ellijay St	23	15		10	4	2		7
5	Fort St (52 Alt) @ 3rd Ave (US 411, US 76, SR 61)	21	2		9	6	1	4	1
6	SR 286/CoffeyRd/Old CCC Camp Rd @ US 411/SR 61/SR 2	20	2		6	10			4
7	US 411/SR 61/SR 2 @ SR 52/SR 520/Maddox Pkwy	19	3		5	6	1	6	1
8	SR 225 @ Tibbs Bridge Rd/Elijay St	18	12		9	5		1	3
9*	US 411/US 76/SR 61 @ Smyrna Ramhurst Rd	17	8		6	3	4	1	3
10	SR 225 @ Pinhook Creek Rd	16	11		3	5	1	1	6

*Outside the Planning and Urbanized Boundary of the MPO

**All crashes occurred in wet conditions.

The crash data was also obtained from the Public Works Department of the City of Dalton. Within the city limits of Dalton there were 1,198 vehicle crashes in 2013. Of these incidents 366 resulted in injuries, 11 of which were serious and 5 were fatal. 72 or 6 % of the crashes were contributed to speed, 39 or 3% of the crashes were contributed to driving under the influence of alcohol or drugs (DUI). 27 or 7% of the injuries were related to speed and 12 or 3% of the injuries were related to DUI. Of the 1,198 crashes during 2013, 507 or 42% were rear-end crashes, 372 or 31% were angle crashes.

Table 16 shows the location of the top ten intersections that have the highest number of crashes. Table 16 shows the top three roadways in the City of Dalton with the most number of crashes. These areas points to the intersections and roadway that need improvement to reduce the frequency and severity of traffic crashes.

Table 16: Top 10 intersection locations for crashes occurring in the city limits of Dalton

Rank	Location	Crashes	Injuries
1	Walnut Ave. @ Dug Gap/Tibbs	49	15
2	Chattanooga Rd. @ Shugart Rd.	40	13
3	Waugh St. @ Shugart Rd.	22	10
4	Walnut Ave.@ Airport Rd.	21	11
5	Glenwood Ave. @ Legion Dr.	17	4
6	Walnut Ave. @ Market St.	16	0
7	Walnut Ave @ Thornton Ave.	15	6
8	Glenwood Ave. @ Hawthorne St.	14	8
9	Walnut Ave. @ Sheridan Ave.	12	4
10	Thornton Ave. @ Waugh St.	11	3
Total		217	74

Table 17: Top Three Crash Locations by Street, Dalton, GA, 2013

Rank	Location	Crashes	%	Injuries	%
1	Walnut Avenue	212	18	80	22
2	Glenwood Avenue	116	10	46	13
3	Chattanooga Road	79	7	27	7
Total		407	34	153	42

3. Base Year 2010 Existing Conditions of Road Network

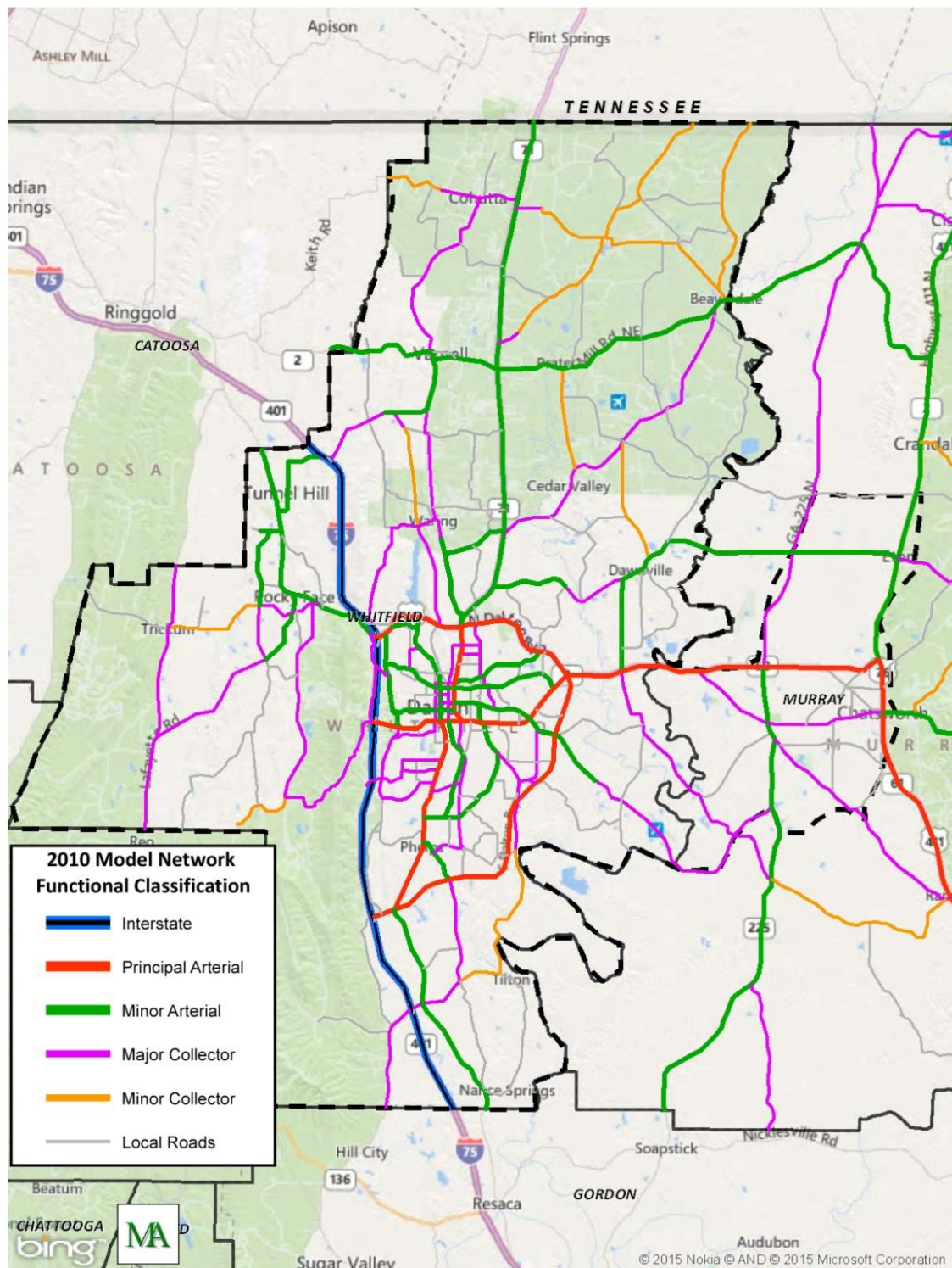
The Georgia Department of Transportation provided technical assistance in generating the Travel Demand Model (TDM) to be utilized in the development of the 2040 Long Range Transportation Plan (LRTP). Information used to create the TDM included the classification (type), the number of lanes, travel times, and traffic volumes on the major roads in the study area. Existing socio-economic base year (2010) data was collected and/or estimated; and the horizon year (2040) socio-economic data was projected by the GDMPO staff. All socio-economic data was reviewed and approved by GDMPO prior to use in the TDM. The data included population, households, employment, income, school enrollment, and acreage within the study area (Whitfield and Murray Counties).

The U.S. Census Bureau was the primary source for population, households, and income, with secondary information from local sources. Employment was divided into retail, service, manufacturing, and wholesale. School data was obtained through the offices of the school boards from the City of Dalton, Whitfield County, and Murray County. Enrollments in private schools were also gathered through telephone contacts. This data which impacts traffic generation was collected county-wide for Whitfield and Murray Counties.

The county-wide data collected was allocated by Traffic Analysis Zones (TAZs) which represent areas of traffic generation. Through the use of traffic forecasting/modeling software, the 2010 Base Year person trip interchanges between all of the TAZs were generated and converted to traffic volume equivalents and distributed along a computerized network which represented the road/street network between the TAZs. These computer generated “traffic volumes” were compared to “actual traffic counts” to determine the degree of similarity between the computer- generated counts and the actual traffic counts. Adjustments were made to the model so that the model traffic counts matched the actual counts within acceptable ranges

With the adjustments made, the model was considered “calibrated” and ready to be used in the analyses of existing conditions and the testing of various scenarios or proposed road improvements to alleviate road deficiencies and traffic congestion. Figure 14 shows the existing base year Highway/Major Road Network.

Figure 14: Highway/Major Road Network



The travel demand model was utilized in testing and evaluating the impacts of defined network scenarios on traffic flows. The following network scenarios were developed by the GDMPO and GDOT.

1. **2010 Base Year (1st Network)** – Includes all functionally classified roads in the study area base on the GDOT Road Classification System.
2. **Do-nothing system projects (2nd Network)** – Includes the 2010 Base Year (1st Network) plus any projects which either opened to traffic since the base year or currently under construction (CST). The results of the testing of this network are intended to show the impact on the 2040 network if no new projects were built.
3. **Existing plus Committed (E+C) system projects (3rd Network)** – Includes the Do-nothing (2nd Network) plus projects with the construction phase funded in the Surface Transportation Improvement Program (STIP) years of 2014 through 2017. The results of the testing of this network are intended to show the impact on the 2040 network if only existing and presently committed projects were built.
4. **Completion of the STIP system projects (4th Network)**- Includes the E+C (3rd Network) plus projects with preliminary engineering (PE) and right-of-way (ROW) funded in the STIP years 2014 through 2017.
5. **STIP plus Remainder of system projects prior to long range (5th Network)**- Includes completion of the STIP (4th Network) plus projects programed for PE, ROW, and CST funding in the years 2018 through 2020.
6. **Long Range Transportation Plan System projects (6th Network)**- Includes different projects identified for long range (LR) 1 and LR 2. Includes completion of STIP (4th Network) plus LR 1 (2021-2030). Includes completion of STIP (4th Network) plus LR 1 (2021-2030) + LR 2 (2031-2040)
7. **Financially Constrained (7th Network)**- This network includes all the projects whose costs are within the projected available funds allocated by GDOT, plus any additional local projected funds. All proposed projects including roads, bridges, bike/pedestrian facilities, transit, and road maintenance were accounted for in the project cost/available fund analysis in order to show a financially constrained plan.
8. **Recommended financially constrained plan post public comment (8th Network – if needed)**

Network 1 which is the 2010 Base Year network includes all functionally classified roads opened to traffic during the 2010 base year. This network is the network used to develop the “calibrated” Travel Demand Model whose computer-generated traffic volumes are closely matched with actual traffic volumes. With this model other networks were tested to determine where traffic flow deficiencies exist. Tables 18 through 20 show what projects were included in each Network as described above.

Table 18: Scenarios of Networks 1-5 Tested by the GDOT – Travel Demand Model

Network 1 -2010 Base Year					
Existing Network					
Project ID	County	Project	From	TO	Type of Project
		All functionally classified roads			
Network 2 -Do Nothing System Projects					
Network 1 (2010 Base Year) + Projects that have been built since 2010 or under construction (CST)					
Project ID	County	Project	From	TO	Type of Project
0000931	Whitfield	I-75 @ SR 3/US 41/Rocky Face Exit -Interchange Reconstruction Phase II			Interchange
3.12 SPLOST	Whitfield	Brooker Rd Connector	SR 3 Bypass	Dawnville Rd	New Construction
Network 3 - Existing Plus Committed (E+C) System Projects					
Network 2 (2040 Do Nothing) + Projects with Construction funding in the Surface Transportation Improvement Program (STIP) years 2014-2017					
Project ID	County	Project	From	TO	Type of Project
0013095	Whitfield	CR 688/Louise Lane Extension	Baker Rd	Postelle Rd	New Construction
0010746	Whitfield	Carbondale Business Park Rd - Local Access Rd	Carbondale Rd	E. Carbondale Business Park Rd	New Construction
610890	Whitfield	I-75 Interchange @ CR 665/Carbondale Rd; Including Roundabouts	Dug Gap Rd	S. Dixie Rd	Widening
Network 4 - Completion of STIP System Projects					
Network (E+C) + Projects with Preliminary Engineering (PE) and Right-of-Way (ROW) funded in the STIP years 2014-2017					
Project ID	County	Project	From	TO	Type of Project
		No projects to add to this network.			
Network 5 - STIP + Remainder of System Projects Prior to Long Range					
Completion of STIP (Network 4) + projects with PE, ROW, and CST funded in 2018-2020					
Project ID	County	Project	From	TO	Type of Project
631550	Murray	SR 225	SR 52 Alt/Clarence Ridley Hwy	Spring Place Smyrna Rd	Widening

Table 19: Scenario of Network 6 Tested by the GDOT – Travel Demand Model

Network 6 - Long Range Transportation System Projects					
Projects of Networks 2-5 + All Proposed Capacity Improvement Projects Listed Below					
Project ID	County	Project	From	TO	Type of Project
0003061	Murray	SR 225 Bypass (North & South)	SR 225 @ Imperial Blvd	SR 225 north of SR 52	New Construction
631550	Murray	SR 225	Spring Place Smyrna Rd	SR 52 Alt.	Widening
632670	Whitfield	SR 3/South Dixie Rd	SR 136 in Gordon County	South Dalton Bypass	Widening
MPO-1	Whitfield	North Bypass/SR 3	Chattanooga Ave/Reed Rd	SR 71/Cleveland Hwy	Widening
MPO-2	Whitfield	US 76/Chatsworth Hwy	SR 3 Bypass	Alt. SR 52	Widening
MPO-3	Whitfield	SR 201	I-75 Interchange	Reed Rd	Widening
MPO-4	Whitfield	SR 201	Reed Rd	SR 2/Prater Mill Rd	Widening
MPO-5	Whitfield	Lake Francis Rd	Good Hope Rd	SR 2/Prater Mill Rd	Widening
MPO-6	Whitfield	Dawnville-Beaverdale Rd	SR 286	Cherokee Estate Rd	Widening
MPO-7	Whitfield	Airport Rd Connector	South Dalton Bypass	Airport Rd	New Construction
MPO-8	Murray	Airport Rd/Brown Bridge Rd/New Hope Rd	Airport Rd Connector	SR 225	Widening
MPO-9	Whitfield	SR 201 Extension & Improve SR 201	US 41	I-75 Interchange	Widening
MPO-10	Whitfield	SR 3/North Bypass overpass	SR 71/Cleveland Hwy		Grade Separation
MPO-11	Whitfield	Carbondale Rd	Redwine Cove Rd	I-75 Interchange	Widening
MPO-12	Whitfield	South Bypass Including I-75 Ramps	I-75 Interchange	SR 3	Widening
MPO-13	Murray	SR 52 Alt.	SR 225	SR 52/US 76	Widening
MPO-15	Whitfield	Rauschenberg Rd	Sonya Dr	Waring Rd	Widening
MPO-16	Whitfield	N. Tibbs Rd	SR 3	Shugart Rd	Widening
MPO-17	Whitfield	SR 3	SR 201	N. Tibbs Rd	Widening
0007897	Whitfield/Gordon	I-75	SR 156	Carbondale Rd	Widening
0007898	Whitfield	I-75	Carbondale Rd	SR 3	Widening
0007899	Whitfield/Catoosa	I-75	SR 3	SR 151	Widening
0004298	Whitfield/Catoosa	SR 560/East-West Hwy	SR 151/Catoosa	SR 3/Whitfield	New Construction
0004299	Whitfield	SR 560/East-West Hwy	I-75	SR 52	Widening
0004300	Whitfield/Murray	SR 560/East-West Hwy	SR 3/Whitfield	US 441/Murray	New Construction

Table 20: Scenario of Network 7 Tested by the GDOT – Travel Demand Model

Network 7 - Financially Constrained Long Range Transportation Projects					
Projects of Networks 2-5 + all capacity projects that are funded with STIP funds or Local funds					
Project ID	County	Project	From	TO	Type of Project
0003061	Murray	SR 225 Bypass (North & South)	SR 225 @ Imperial Blvd	SR 225 north of SR 52	New Construction
631550	Murray	SR 225	Spring Place Smyrna Rd	SR 52 Alt.	Widening
632670	Whitfield	SR 3/South Dixie Rd	Carbondale Rd	South Dalton Bypass	Widening
MPO-1	Whitfield	North Bypass/SR 3	Chattanooga Ave/Reed Rd	SR 71/Cleveland Hwy	Widening
MPO-2	Whitfield	US 76/Chatsworth Hwy	SR 3 Bypass	Alt. SR 52	Widening
MPO-3	Whitfield	SR 201	I-75 Interchange	Reed Rd	Widening
MPO-4	Whitfield	SR 201	Reed Rd	SR 2/Prater Mill Rd	Widening
MPO-5	Whitfield	Lake Francis Rd	Good Hope Rd	SR 2/Prater Mill Rd	Widening
MPO-6	Whitfield	Dawnville-Beaverdale Rd	SR 286	Cherokee Estate Rd	Widening
MPO-7	Whitfield	Airport Rd Connector	South Dalton Bypass	Airport Rd	New Construction
MPO-8	Murray	Airport Rd/Brown Bridge Rd/New Hope Rd	Airport Rd Connector	SR 225	Widening
MPO-9	Whitfield	SR 201 Extension & Improve SR 201	US 41	I-75 Interchange	Widening
MPO-10	Whitfield	SR 3/North Bypass overpass	SR 71/Cleveland Hwy		Grade Separation
MPO-11	Whitfield	Carbondale Rd	Redwine Cove Rd	I-75 Interchange	Widening
MPO-12	Whitfield	South Bypass Including I-75 Ramps	I-75 Interchange	SR 3	Widening
MPO-13	Murray	SR 52 Alt.	SR 225	SR 52/US 76	Widening
MPO-15	Whitfield	Rauschenberg Rd	Sonya Dr	Waring Rd	Widening
MPO-16	Whitfield	N. Tibbs Rd	North of College Drive	Shugart Rd	Widening
MPO-17	Whitfield	SR 3	SR 201	N. Tibbs Rd	Widening

The results of the testing of the Networks 2 through 8 are shown as Levels of Service (LOS). The level of service of roads is identified by determining the ratio of traffic volume to the traffic carrying capacity of the road. The volume to capacity (V/C) ratio is a numerical representation of the ability of the road to handle either the present volume or projected volume of traffic at a given time. A V/C of 1.0 represents a roadway that has reached its maximum traffic flow capacity. A V/C ratio below 1.0 indicates the amount of the road's capacity that is being utilized. For example, a V/C ratio of 0.8 for a road indicates that the road is providing a Level of Service (LOS) at 80% of its capacity. Theoretically, a road cannot exceed a V/C ratio of 1.0. Figures 15, 16 and 17 depict the projected LOS for Network 1(Base Year), Network 2 (Do-nothing) and Network 7 (the financially constrained). Table 21 shows the descriptions of LOS experienced by motorists driving on roads with various capacities.

Table 21: Level of Service (LOS) Descriptions

V/C	LOS	Description
0-0.60	A	LOS A denotes the most favorable condition of traffic flow with the least amount of congestion. There is little to no delay associated with this traffic flow.
0.60-0.65	B	LOS B represents reasonably free-flow conditions. Traffic flow is stable. More vehicles stop in this condition than LOS A, causing higher average delays. There are short delays with this condition
0.65-0.70	C	LOS C provides for stable operations, but traffic flows approach the range in which small increases in flow will cause substantial deterioration in service. The traffic experiences average delays in this condition
0.70-0.85	D	LOS D borders on unstable flow. In this range, small increases in traffic flow cause substantial deterioration in service. The influence of congestion becomes more noticeable to the driver who will experience long traffic delays .
0.85-1.0	E	LOS E operations are extremely unstable because there are virtually no useable gaps in the traffic stream. At capacity, the traffic stream has no ability to dissipate even the most minor disruptions. Any incident can be expected to produce a serious breakdown with extensive queuing. The driver will experience very long delays .
1.0 Plus	F	LOS F describes the worst possible condition of traffic. The "LOS" designation is used to identify the point of breakdown. In forecasting situations, the location represents a problem when the projected peak hour flow rate exceeds the estimated capacity of the location along the road. LOS F is considered to be extreme traffic delay .

Figure 15: LOS for Network 1 (Base Year 2010)

**2010 LOS
Based on Modeled Volume**

- LOS C of Better
- LOS D
- LOS E
- LOS F

- $LOS = \text{Modeled Daily Traffic} / \text{Daily Capacity}$
- Daily Capacity is estimated using peak-hour factor (K-factor) and directional split factor (D-factor)
- K-factor and D-factor are based on HCM 2010

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Figure 16: LOS for Network 2 (Do Nothing Year 2040)

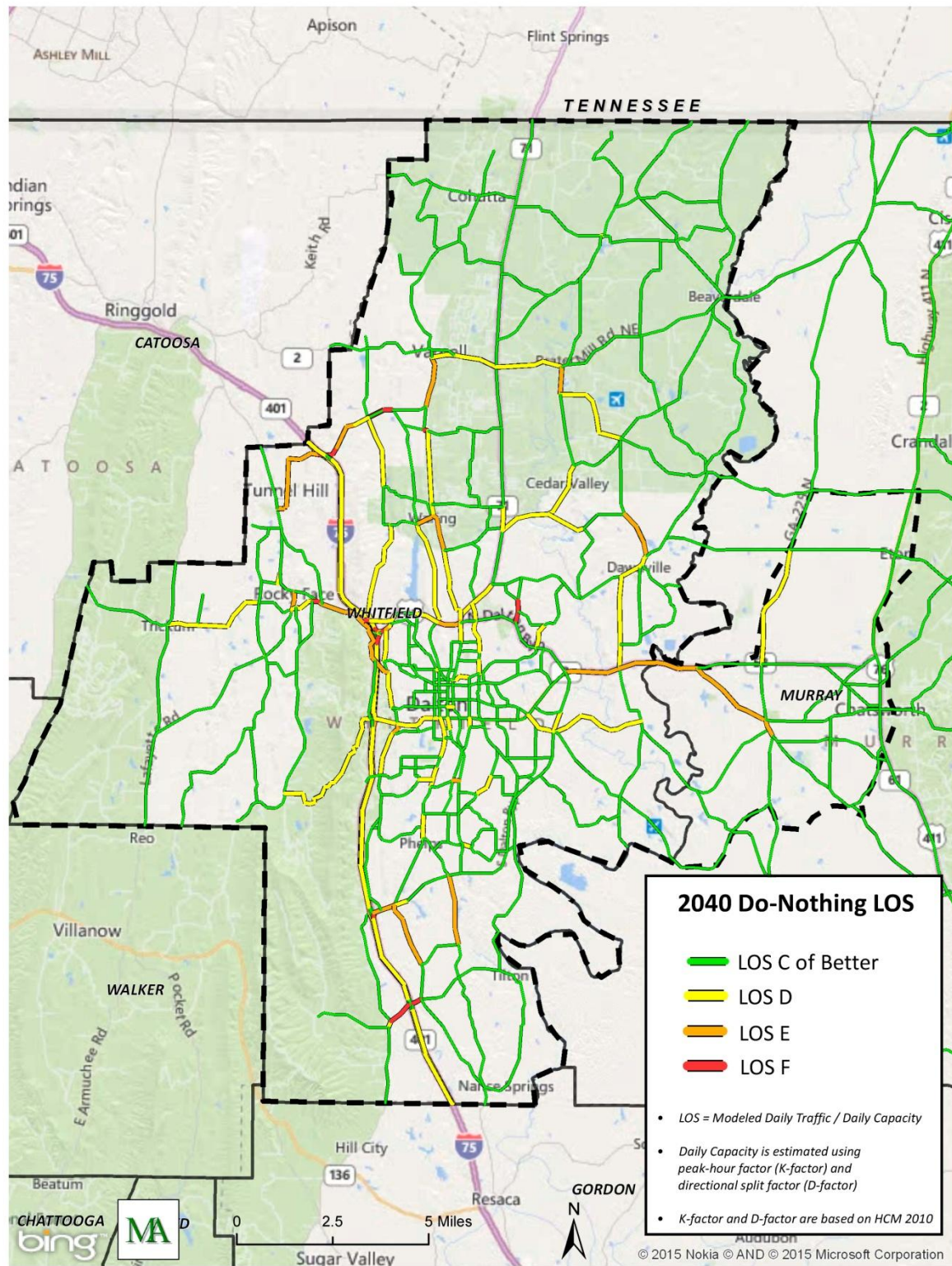
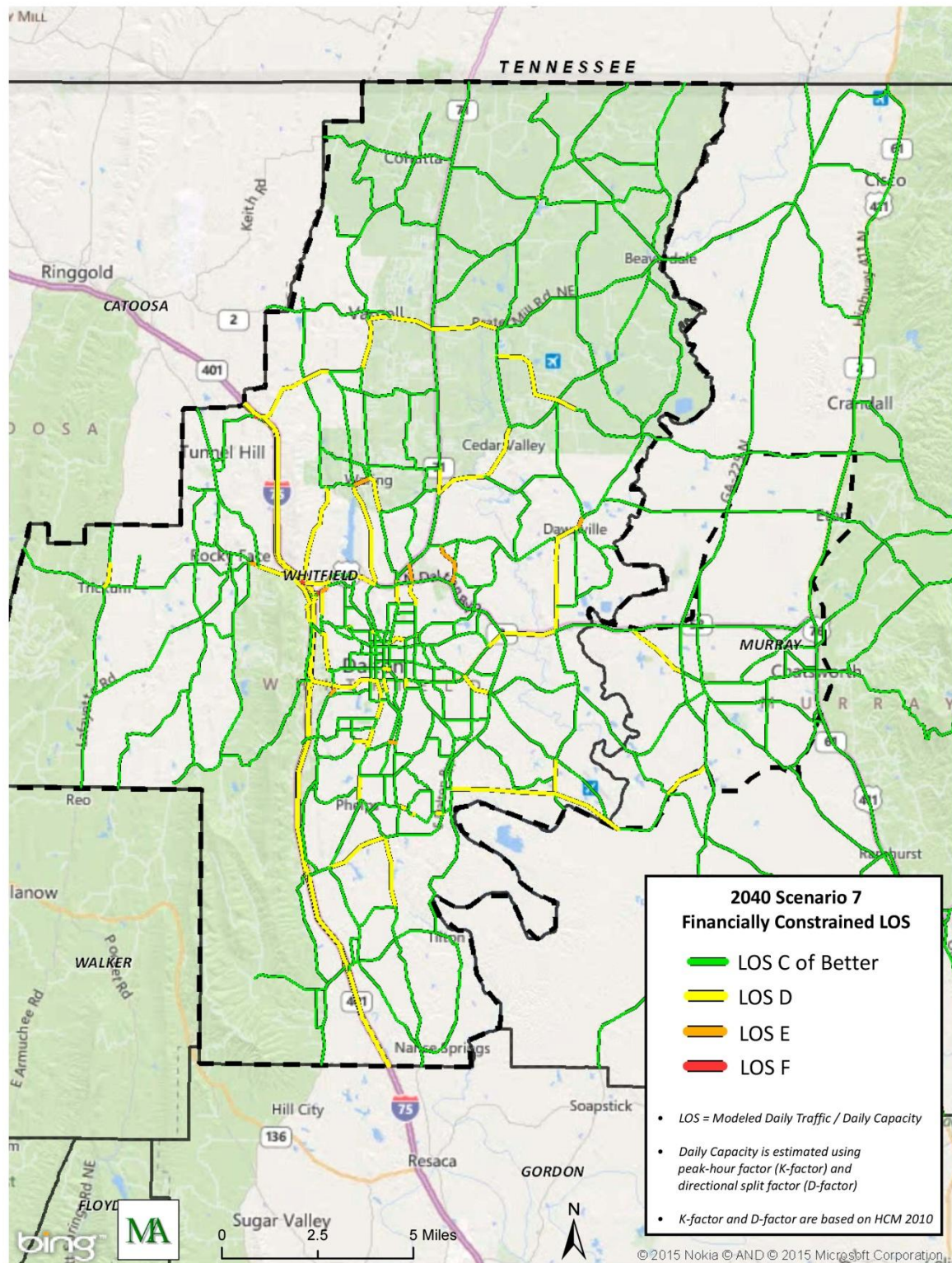


Figure 17: LOS for Network 7 (Financially Constrained Year 2040)



4. Current Bridges

The GDOT calculates sufficiency ratings for each bridge by evaluating its overall condition, taking into account all factors from low load to field/visual observation of deficiencies. From a project perspective, GDOT's Office of Bridge Maintenance suggests structures with a sufficiency rating less than 50 be replaced rather than improved. This rating is used to estimate when a bridge would need rehabilitation or reconstruction. With a 30-year planning horizon, bridge structures with a rating above 70 should be in acceptable condition as long as routine maintenance is provided. Bridges with a rating between 60 and 70 are candidates for rehabilitation or reconstruction by 2025 and bridges with ratings between 50 and 60 are candidates for reconstruction by 2020. Tables 22 through 24 reveal the bridge ID number, location, and Sufficiency Ratings for bridges in Whitfield County and the portion of Murray County within the MPO boundary.

Table 22: Bridge Sufficiency Rating below 50

Bridge ID	County	Roadway	Feature Intersection	Sufficiency Rating
313-0063-0	Whitfield	Gordon Street	NS Railroad (719083G)	49.60

Source for Bridge Sufficiency Ratings: GDOT.

Table 23: Bridge Sufficiency Rating between 50 and 60

Bridge ID	County	Roadway	Feature Intersection	Sufficiency Rating
313-0006-0	Whitfield	US 41	Little Swamp Creek	51.60
313-5008-0	Whitfield	Old Tilton Road	Swamp Creek	54.40
313-5002-0	Whitfield	Redwine Cove Road	Swamp Creek	54.90
313-5050-0	Whitfield	McGaughey Chapel Road	Coahulla Creek	55.60

Source for Bridge Sufficiency Ratings: GDOT.

Table 24: Bridge Sufficiency Ratings between 60 and 70

Bridge ID	County	Roadway	Feature Intersection	Sufficiency Rating
313-5031-0	Whitfield	Reed Pond Road	Poplar Spring Creek	61.90
313-0004-0	Whitfield	SR 2	Conasauga River	62.00
313-0043-0	Whitfield	I-75	SR 3(US 41)	64.00
313-0068-0	Whitfield	Dawnville Road	Coahulla Creek	64.10
313-0020-0	Whitfield	SR 52	Mill Creek	66.00
313-5053-0	Whitfield	Nance Springs Circle	Conasauga River Tributary	66.00
313-5080-0	Whitfield	SR 3 Conn	I-75	66.00
313-0026-0	Whitfield	Glenwood Avenue	Mill Creek	66.60
313-0009-0	Whitfield	Old US 41	Tar Creek	67.00
313-5043-0	Whitfield	Gordon Springs Road	East Chickamauga Creek	68.00
313-5015-0	Whitfield	Underwood Street	Mill Creek	68.70
313-5028-0	Whitfield	Putnam Road	Mills Creek	68.70
313-5040-0	Whitfield	Houston Valley Road	Dry Creek	69.00
313-5019-0	Whitfield	Boyles Mill Road	Spring Creek	69.50
313-0047-0	Whitfield	I-75	M-1506-CSX RR (340554R)	69.80
313-0050-0	Whitfield	I-75	SR 201	69.90
313-0073-0	Whitfield	US 41/SR 3	CSX RR-Mill Creek	69.90
213-0007-0	Murray	SR 52 Alt.	Town Branch	63.00

Source for Bridge Sufficiency Ratings: GDOT.

5. Existing Public Transportation System

Through a Federal Transit Administration (FTA) 5311 grant, the Whitfield County Transit Service (WCTS) operates 11 vehicles in their curb-to curb, demand-response, and route-deviation transportation operations with service available Monday through Friday, from 6:30 a.m. to 6:00 p.m. to all County residents for various trip purposes, including medical, nutrition, shopping, education, social, and recreation. In addition, WCTS provides services by a contract agreement through the Georgia Department of Human Services (DHS) with Transit Alliance, Inc., acting as the main contractor for DHS.

The FTA 5311 grant program recipients may use the funding for capital, operating, and administrative expenses on a formula based agreement whereas the Federal share of eligible capital and administrative expenses may not exceed 80 percent of the net project cost. Federal share of operating expenses may not exceed 50 percent of the net project operating costs. Up to 90 percent of Federal match funds may be used for projects that meet the requirements of the American with Disabilities Act, the Clean Air Act, or bicycle access projects.

As of January 1, 2014, Whitfield County provides all operational and administrative services in house. About **80%** of service is provided for trips in Dalton, but this service is available countywide. The cost to ride for general public is \$4.00 for each one-way trip. Reservations for service are required 48 hours in advance.

While service is available to all County residents, primary beneficiaries of the County's transit service are disadvantaged populations such as elderly, handicapped, and persons with low-income status. WCTS is providing this population with improved and affordable accessibility to shopping, educational, and medical and social service centers throughout Whitfield County.

Table 25 shows the operations of WCTS for the year 2013.

Table 25: Whitfield County Transit Service Operations

Item	Amount	Item	Amount
Operating Days	252	Service Hours	18,185
One Way Trips	40,322	Revenue Hours	16,686
Attendants	646	Non Revenue Hours	1,500
Guests	7	Service Miles	264,616
No Show Trips	1,269	Revenue Miles	235,721
Trips (One way+No Show)	41,591	Non Revenue Miles	28,895
Total Passengers	40,975	Passengers/Service Hour	2.25
Cancels	4,385	Service Miles/Service Hour	14.55
New Customers	395	Passengers/Service Mile	0.15
Revenue	\$243,854.53		

Multimodal transportation options for the Dalton-Whitfield County area have been studied over the last several years. The *2006 Public Transportation Needs Study*, completed in January 2006 investigated the feasibility of a fixed-route transit service. Five service options were developed as part of this study. Options 1 and 2 were demand-response options to serve all of Whitfield County, expanding upon the existing Whitfield County transit service. Options 3, 4, and 5 were various types of services for the entire urbanized area of Dalton, including a range of possible service levels. Option 5 was recommended which included a fixed route service in the City of Dalton, with complimentary ADA paratransit service. This

option included six proposed fixed routes which would operate 12 hours a day, Monday through Friday. This recommended option included the removal of the current demand responsive service. The plan also outlined four management options:

- Local Government Owned and Operated
- Contract Service
- Local Government Owned/Operations Contracted Out
- Multi-Agency Operating Agreement

Due to the costs involved, neither the City of Dalton nor Whitfield County followed the recommendations of the study.

In July 2012, through a Federal Transit Act (FTA) 5307 grant, a draft Transit Feasibility Study was completed. This study investigated 4 alternatives and reviewed 11 candidate routes for a flexible-route system for Alternatives 2, 3, and 4 that would radiate from a multi-modal transit center to be located in the center of the City of Dalton.

Alternative 1 included maintaining the existing demand-responsive service. Alternative 2 maintained the existing service, included a local flexible-route service within the Dalton area, included a paratransit service for eligible persons, and proposed operating Monday through Saturday from 6 a.m. to 7 p.m. with frequency of service at 30 minutes in the a.m. and p.m. peak periods and 60 minutes during midday and off-peak periods. Alternative 2 included seven routes. Alternative 3 proposed the same features with the exception of proposing a different set of seven routes. Alternative 4, the recommended alternative, keeps the existing service; adds a paratransit service for eligible persons; includes Monday through Friday operations from 6 o'clock in the morning to 7 o'clock in the evening; serves with a frequency of 30 minutes during peak periods and 60 minutes during off-peak periods; and includes 5 routes for the local flexible-route service within the Dalton area.

The 5 routes included in the recommended alternative are as follows:

Route 1-Dalton State College/W. Walnut Ave., routing from the transit center to W. Cuyler St. to S. Thornton Ave. to W. Walnut Ave. to College Dr. to George Rice Dr. (4.5 miles, one-way length);

Route 4-Medical Center/Thornton Ave, routing from the transit center to W. Cuyler St. to the north on Thornton Ave. to Memorial and looping back via Memorial to Broadrick Dr. to Professional to south on Thornton Ave. (2.8 miles, one-way length);

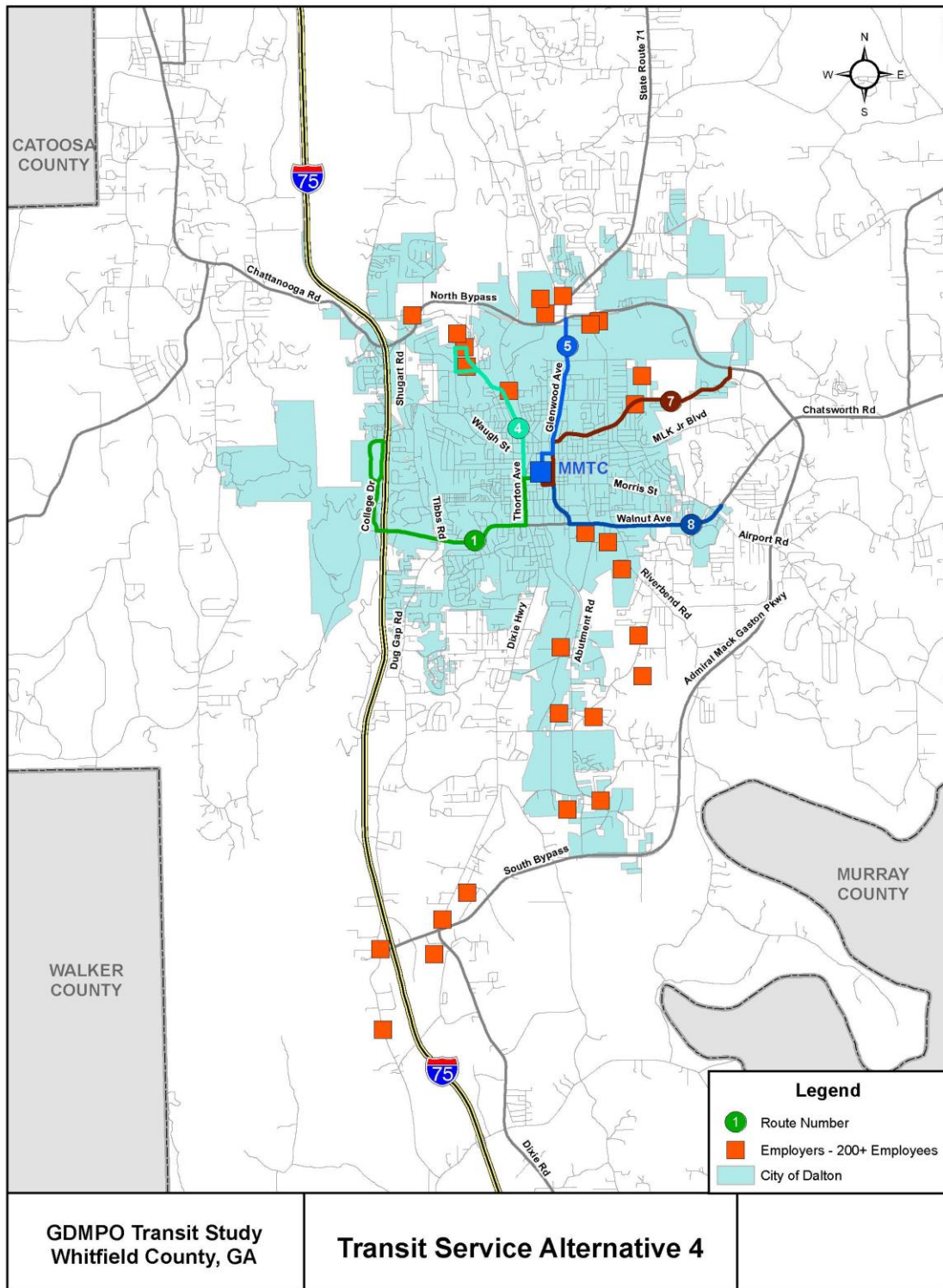
Route 5-Bi-Lo/Glenwood Ave., routing from the transit center to N. Hamilton to W. Waugh St. to N. Glenwood Ave. to US 41/N. Dalton Bypass (2.3 miles, one-way length);

Route 7-Underwood St., routing from the transit center to W. Morris to N. Glenwood Ave. to east on Underwood St. to North Dalton Bypass (3.3 miles, one-way length); and

Route 8-Wal-Mart/Walnut Square Mall/E. Walnut Ave., routing from the transit center to W. Morris to south on Glenwood to east on E. Walnut Ave. to the Wal-Mart Super Center (2.7 miles, one-way length)

The system map for this preferred alternative is illustrated in Figure 18. The detailed analysis of the alternatives considered, including the recommended alternative, are contained in American Consulting Professional, LLC report which can be reviewed on Whitfield County's website, www.whitfieldcountyga.com.

Figure 18: Transit Service – Alternative 4 (Preferred)



Source: Draft Transit Feasibility Report; American Consulting Professional, LLC.

The estimated start-up costs of the recommended alternative outlined in the report are as follows:

- Annual Operating and Maintenance Costs: \$1,223,861
- Capital Costs:
 - New Vehicles: From \$364,000 to \$1,920,000
 - Bus Maintenance Facility: From \$ 2.4 to \$6 million
 - Transit Center Costs: From \$200 per square foot to \$450 per square foot depending on whether the Transit Center is a new construction or a renovation of an existing facility.

The GDMPO, upon approval of the final plan, will develop an implementation plan that refines and details the preferred transit alternative, including ridership projections, an operating plan, a financial plan, social impacts, and legal/regulatory/institutional considerations. Funding options for implementation of this recommended alternative are included in the public transportation section of VIII Plan Recommendations.

Murray County Transit is the demand-responsive public transportation service in Murray County. The transit service operated with a fleet of six buses which are wheelchair-accessible. This service is available to all residents of Murray County and is open to the general public. Murray County Transit provides transportation to the Senior Citizen Center, to doctor's offices, grocery stores, pharmacies, and anywhere in Murray County. Also transportation service is also available for medical appointments in Dalton. The hours of service are Monday through Friday 8 a.m. to 5 p.m. Murray County Transit operates on an advanced reservation basis at least 24 hours before the requested trip.

Wheel chair-accessible service is available upon request. Fares for the service depend on the distance of the requested trip. The charge for each one-way trip is as follows: \$1.00 for 0 to 5 miles, \$2.00 for 5.1 to 10 miles, and \$3.00 for 10.1 miles and over. Additional stops cost \$1.00. In addition to fares, the transit service receives funds from the Federal Transit Administration (FTA), the Georgia Department of Transportation, and Murray County government.

6. Private Transit System

Greyhound provides intercity/interstate bus services to and from the Whitfield/Murray urban area. There are also taxicab services operating within Whitfield County and Murray County serving both counties, several of which are Hispanic owned and operated.

7. Existing Bicycle and Pedestrian System

The “March to the Sea” and the “Mountain Crossing” are two state bicycle routes in Whitfield County. Figure 19 shows the locations of these state bicycle routes that traverse the county.

March to the Sea - State Route 35, runs northwest/southeast between the Tennessee State line near Chattanooga and downtown Savannah. Within Whitfield County the route traverses 11.7 miles. The route crosses Tunnel Hill and Mount Vernon and follows these roadways through Whitfield County:

**US 41/US 71/GA 3
GA 201
Mount Vernon Road**

**Utility Road
White Road
Mill Creek Road**

Mountain Crossing - State Route 90 runs east/west across the mountains and north between Walker County (south of Chattanooga) and Rabun County, in the northeast corner of the state. Within Whitfield County, the Mountain Crossing Route traverses 21.4 miles. The route crosses Dalton State College, I-75, the City of Dalton, and the Conasauga River, the eastern boundary of Whitfield County. The route follows these roadways through Whitfield County:

**Lower Mill Creek Road
Mill Creek Road
Bradberry Hill Road
Sam Love Road
Old Lafayette Road
US 41
Tibbs Road**

**College Drive/Holiday Avenue
Walnut Avenue
Thornton Avenue
Morris Street/Murray Avenue
Airport Road
Tibbs Bridge Road
Keith Mill Road**

The Chattahoochee National Forest in Whitfield County contains a number of hiking and/or biking trails, including the Pinhoti Trail. The Pinhoti Trail is the connecting link between the Appalachian Trail and the Appalachian National Scenic Trail via the Benton MacKaye Trail, making it possible to hike the entire southern Appalachian Range. The completed section of the Georgia Pinhoti Trail follows the Armuchee Ridges near Rome and enters Whitfield County from Mill Creek Mountain along the Walker County line, and continues north along Middle Mountain and Rocky Face Ridge at Dalton, where it effectively ends at Dug Gap Road. Upon completion, it will cross the Great Valley to the Cohuttas and connect to the Benton MacKaye Trail.

Whitfield County has a relatively good sidewalk network within downtown Dalton and along SR 71/Cleveland Highway. Figure 21 shows the sidewalk system within the city limits of Dalton. A sufficient portion of the existing sidewalk system covers most of the major activity centers along SR 52/Walnut Avenue, Thornton Avenue, and Glenwood Avenue.

Murray County has mostly excellent and good sidewalks in Chatsworth, but some sidewalks need repair. Figure 22 shows the sidewalk system within the city limits of Chatsworth.

Figure 19: Existing and Proposed Bike Lanes & Routes

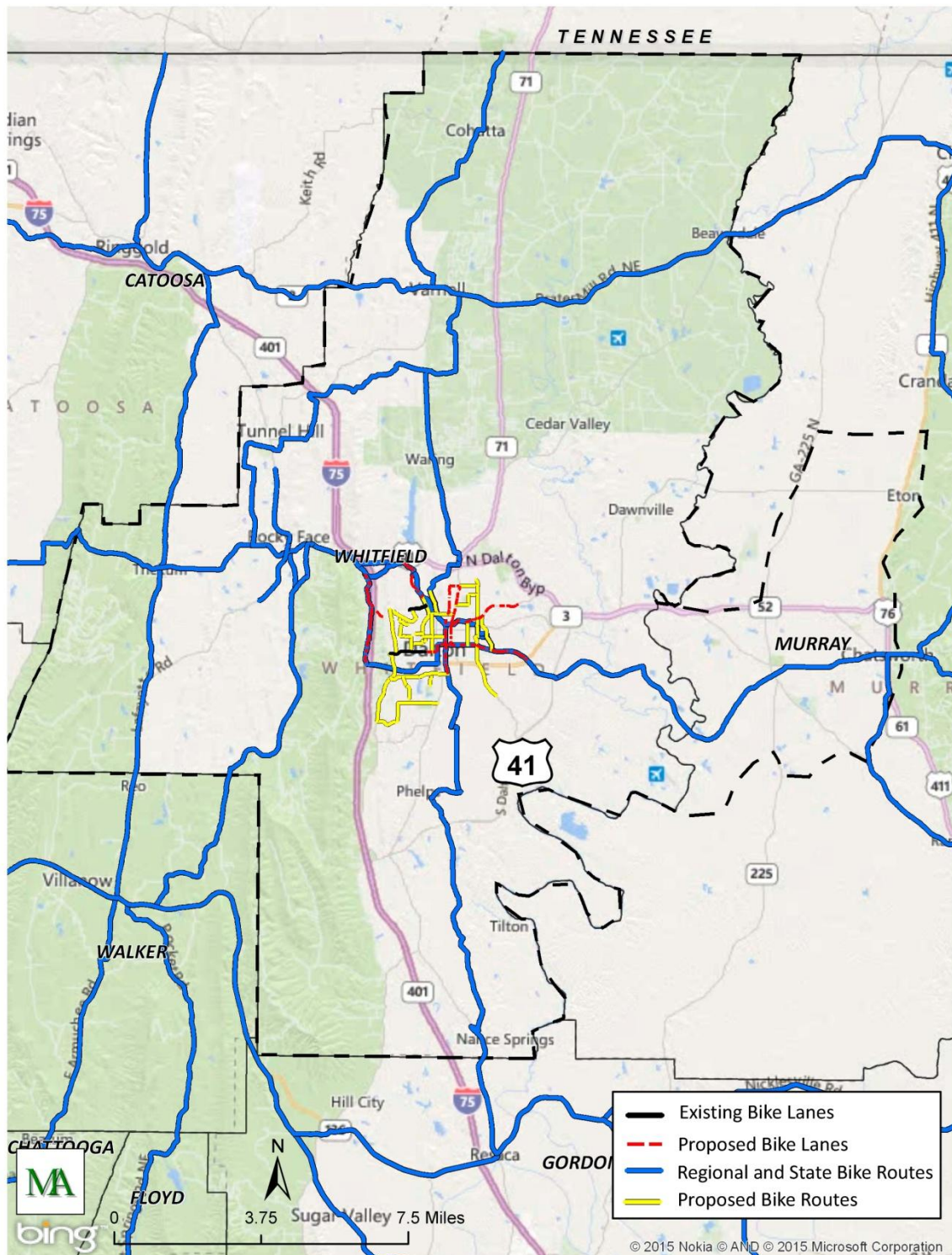


Figure 20: Existing and Proposed Sidewalks

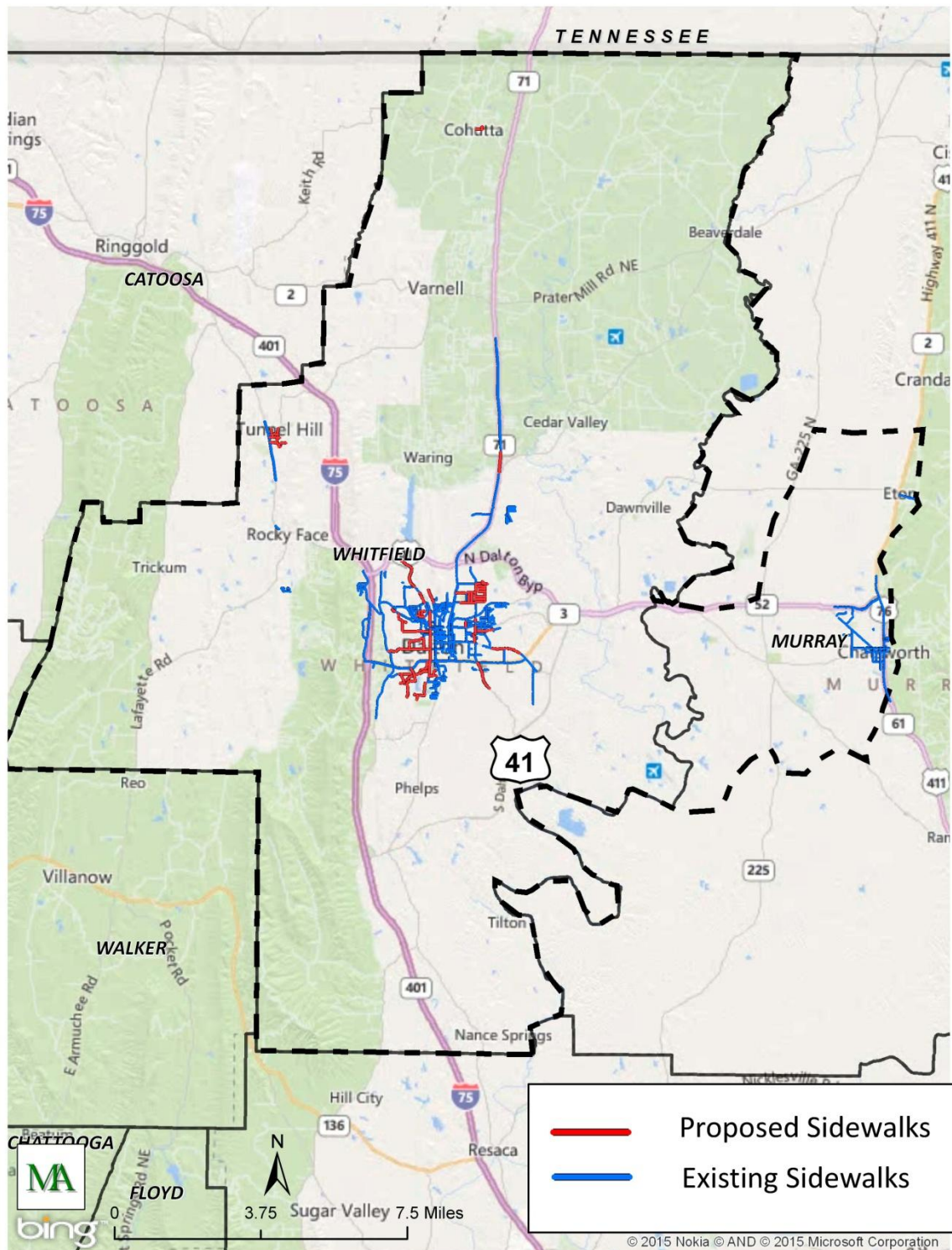


Figure 21: Sidewalks in the City of Dalton

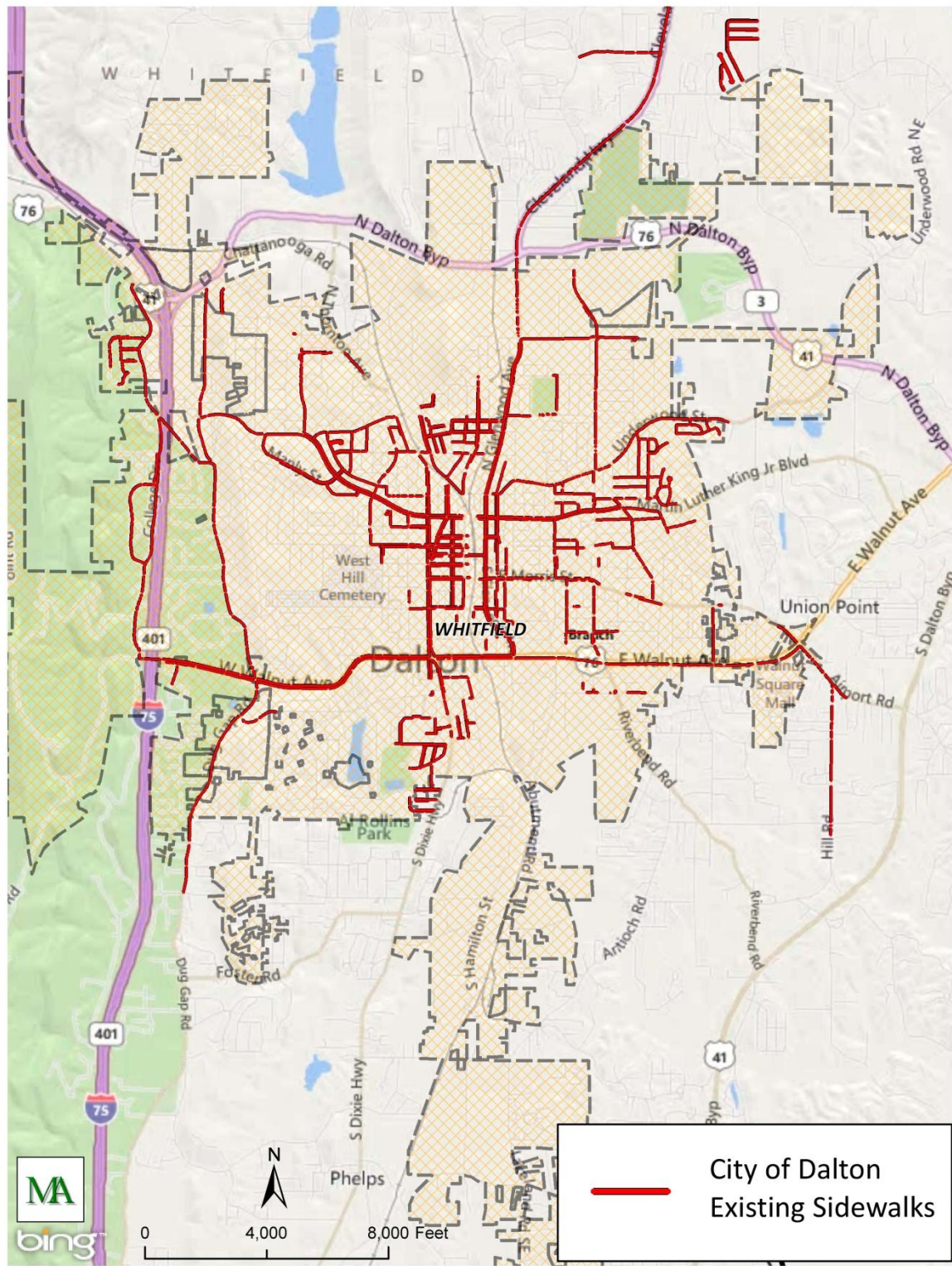
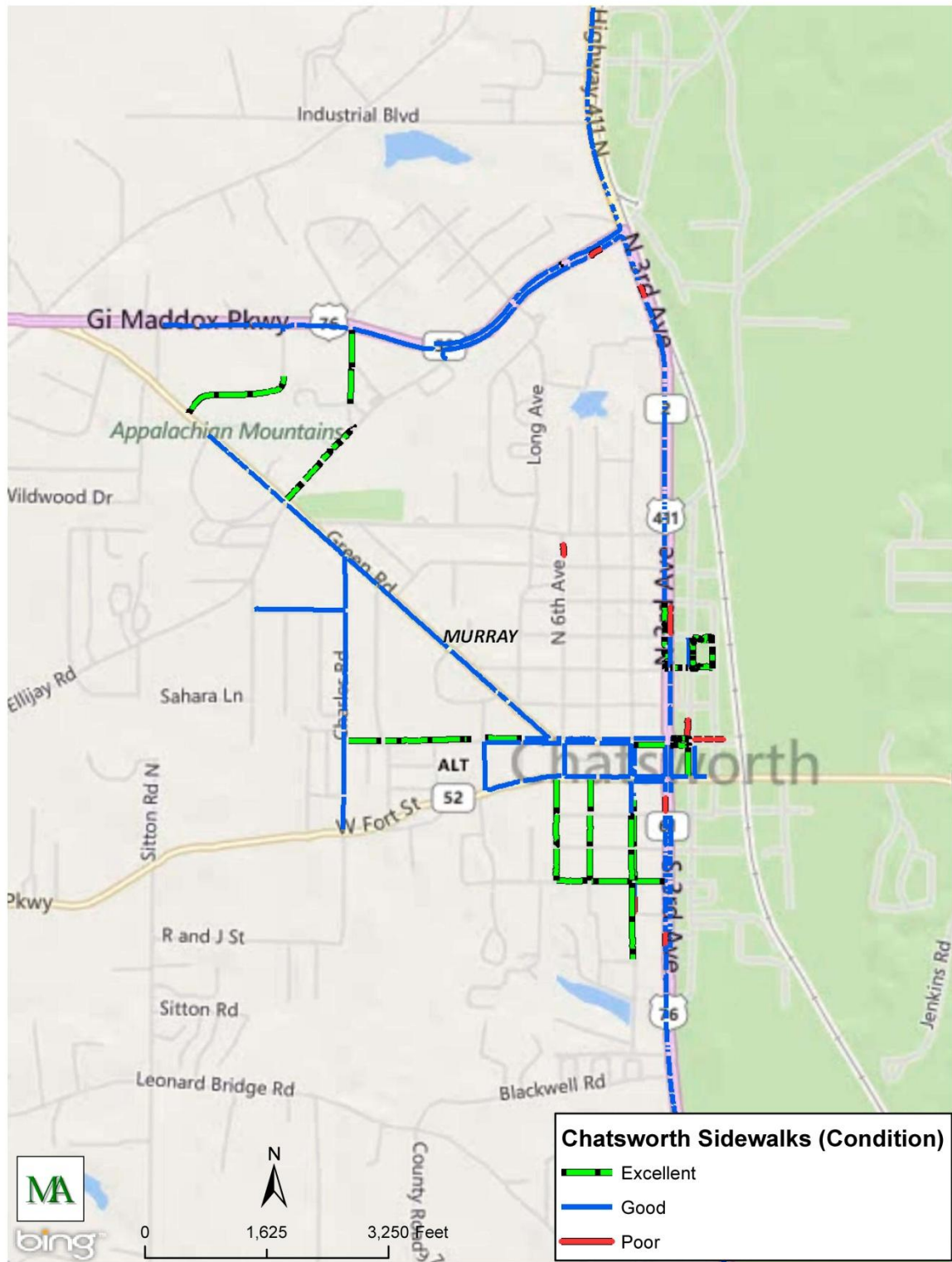


Figure 22: Sidewalks in Downtown Chatsworth



8. Air Transportation Facilities and Services

The closest commercial jet air carrier service to Whitfield County is in Chattanooga, Tennessee at Lovell Field. The Dalton Municipal Airport, situated on 554 acres, is located 6 miles southeast of the Central Business District, adjacent to Airport Road (see Figure 23: Dalton Municipal Airport).

The operating hours of the airport is 8 a.m. to 5 p.m., 7 days a week. The airport can accommodate aircraft up to the size of a Gulfstream V. There are 28 hangars and four corporate/multiple use hangars that provide space for the storage of one jet, three turbo prop twins, four piston twins and 38 single engine aircraft currently based at the airport. The airport accommodates a variety of aviation related activities including recreational flying, police/law enforcement, corporate/business jets, ultra lights, and experimental aircraft. The airport has one runway (Runway 14/32) 5,496 feet long by 100 feet wide with high intensity runway lighting (HIRL), precision approach path indicators (PAPI), and a full parallel taxiway with medium-intensity taxiway lighting (MITL). The airport has a rotating beacon, segmented circle, wind cone, and an Automated Weather Observation System (AWOS). The airport has a non-directional beacon (NDB), and a geographical positioning system (GPS) approach to runway 14, a GPS approach to Runway 32 and an Instrumental Landing System (ILS) approach for runway 14. Current landside facilities and services include a full-service fixed-base operator (FBO) and maintenance facility with a fuel concession that provides AvGas and Jet A fuels. The airport has a 2,450 square foot terminal/administration building and 75 auto parking spaces, 46 hangar spaces, and 35 apron parking spaces. The airport also provides rental cars. A review of the airport's historic demand levels shows based aircraft decreased from 78 in 1990 to a current level of 47. By 2021, the airport's based aircraft are expected to reach 69. The airport has approximately 22,995 annual aircraft takeoffs and landings divided between local and itinerant operations. This figure is projected to increase to 26,081 by 2021. By the end of the planning period, the airport is expected to reach **12%** of its available annual operational capacity. Table 26 below shows the current and forecasted demand levels of the airport.

Table 26: Current and Forecast Demand Level – Dalton Municipal Airport

Dalton Municipal	Current	2021
Based Aircraft	47	69
Operations	22,995	26,081
Local	11,957	14,490
Itinerant	11,038	11,592
Enplanements	N/A	N/A
Demand/Capacity Ratio	10%	12%

Source for data: Dalton Municipal Airport.

Recent improvements to the Dalton Municipal Airport include:

- Completed a 500 ft runway and parallel taxiway extension for the Runway 14 end in 2004.
- Installed high intensity lighting on new runway extension and parallel taxiway.
- Replaced Automated Weather Observation System (AWOS), lighting system, and control vault.
- Installation of medium intensity approach lights for 2,400 feet off Runway 14.
- Installation of a glide slope antenna and related equipment on Runway 14.
- System was upgraded from Visual Approach Path Indicators (VASI) to PAPI.
- 20 hangars were replaced with new structures.
- Full perimeter security fencing has been completed.
- Replaced the underground avgas farm with an above ground self-serve system
- Acquired and cleared obstacles from approximately 70 acres of land north of the airport which consisted of 50 acres in navigation easements and 20 acres fee simple.

Figure 23: Dalton Municipal Airport



9. Truck/Rail Freight-Goods Movement

a) Truck Freight

Goods movement by truck is essential for commerce in the Whitfield/Murray urban area, especially for the carpet industry. The four I-75 interchanges provide adequate access to various carpet related businesses. These highway facilities provide excellent linkages to economic markets in the surrounding region and to ocean ports primarily the Savannah port for international connections.

In 2006, Whitfield County had approximately 46 motor freight carriers, including intrastate and interstate freight haulers, liquid/dry bulk carriers, heavy haulers and local cartage. There were 1,337 trucks over 18,000 pounds registered in Whitfield County. This number does not adequately reflect the total number of heavy trucks that travel through the area because the carpet industry in the region have plants in numerous surrounding counties and many of the trucks are registered in those counties. A total of 19 freight terminals were identified in Whitfield County and 7 freight terminals were identified in Murray County. The freight terminals are shown Figure 24 and named in Table 27.

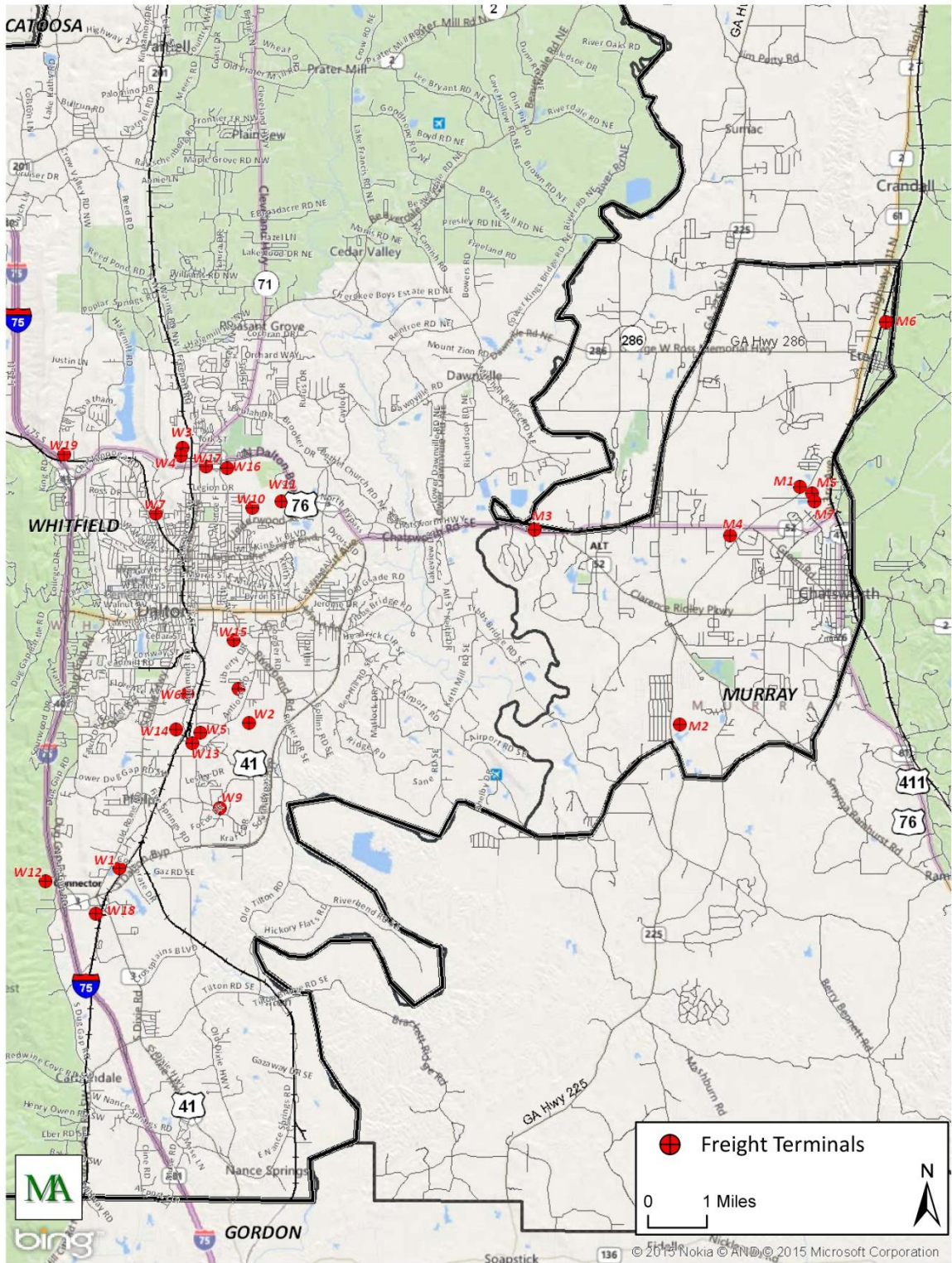
A large percentage of truck traffic in Whitfield County is intra-county trips between carpet manufacturing sites, such as when raw materials are shipped into and stored in Whitfield County and Murray County warehouses before trucks pick them up and deliver them to a carpet tufting plant, followed by trips to the next processing plant for finishing and finally to distribution centers for shipments from Whitfield County to ocean ports and markets worldwide. Shaw Incorporated, the largest manufacturer headquartered in Whitfield County, has 63 manufacturing plants and warehouses in Dalton, Cartersville, Calhoun, Chatsworth and Ringgold, with distribution centers in Dalton, Cartersville and Ringgold. Truck trips generate over 600 intrastate trailer moves each weekday from dry vans, liquid tankers and dry bulk tankers to straight trucks. Shaw Inc. in Dalton generates 120 interstate shipments a day with about 700 interstate shipments a week from all distribution centers to points across the U.S. The local intrastate trailer moves of Shaw Inc, are made with company trucks based in Dalton. Roughly **50%** of Shaw's interstate shipments are made using their company trucks, with the remainder of shipments being made by common carriers. Proposed improvements and strategies to enhance trucking operations in Whitfield/Murray urban area are included in the Transportation Recommendation Section of this plan.

Table 27: Freight Terminals in Whitfield and Murray Counties

ID*	Name	ID*	Name	ID*	Name
W1	Aladdin Manufacturing	W11	Madison Industries, Inc	M1	Aladdin Manufacturing
W2	Aladdin Mills, Inc.	W12	Marketing Alliance Group, Inc	M2	Beaulieu Group, LLC
W3	Beaulieu Group LLC (PA)	W13	Mohawk Industries, Inc.	M3	Beaulieu Group, LLC
W4	Beaulieu Group LLC	W14	Mohawk Industries, Inc.	M4	Georgia Carpet Finishers
W5	Brown Industries	W15	Shaw Industries Group, Inc.	M5	Mohawk Industries, Inc.
W6	Chem-Tech Finishers Inc.	W16	Shiroki North America, Inc.	M6	Oak Lonesome Trading Co.
W7	Columbia Recycling Corp.	W17	Tandus Flooring, Inc. (HQ)	M7	Shaw Industries Group, Inc.
W8	Garland Sales Inc.	W18	Textile Rubber & Chemical Co.		
W9	Indian Summer Carpet Mills	W19	TI Acquisition, LLC		
W10	J & J Industries, Inc.				.

*Labeling "W" for Whitfield, "M" for Murray.

Figure 24: Freight Terminals in Whitfield and Murray Counties



b) Rail Freight

Two freight rail systems operate in Whitfield County. Norfolk Southern (NS) connects Dalton, Varnell and Cohutta with Cleveland, Tennessee and Rome, Georgia. CSX connects Dalton with Chattanooga, TN and Cartersville, GA and operates more than 2,000 piggyback cars per month. A rail yard in Dalton serves both CSX and NS lines running north/south through Dalton. The two railroad lines actually cross in Dalton. At this crossing, one train must wait on the other, adding delays at upstream crossings. Train officials should work with Dalton officials to find solutions such as “breaking the trains” when more than a 15 minute delay is expected. There are three grade separations at railroad crossings in Dalton at SR 52/Walnut Ave., Gordon St., and Waugh St./MLK Blvd., which provide adequate east-west access in the mid and southern part of Dalton. The northern part of Dalton does not have a grade separation and frequent delays occur in this area.

Tables 28 and 29 provide the most current railroad crossing inventories in Whitfield and Murray counties, respectively. Within Dalton, the NS and CSX railroads run on a common track carrying 50 trains per day with speeds from 15 to 50 miles per hour. Within Tunnel Hill, CSX operates 22-26 trains per day with speeds from 22 to 45 miles per hour. Within Varnell, NS operates 27-36 trains per day with speeds from 5 to 50 miles per hour. Within Cohutta, CSX operates 44 trains per day and Norfolk Southern operates between 18 to 27 trains per day with speeds ranging from 1 to 30 miles per hour and 5 to 50 miles per hour respectively.

Table 28: Whitfield County Railroad Inventory

USDOT ID	City (Locale)	Route	Road Name	Railroad	Trains Per Day	Min Speed (mph)	Max Speed (mph)	Warning Devices
340563P	Tunnel Hill	SR3	Chattanooga Road	CSXT	---	---	---	Overpass
340562H	Tunnel Hill	CS200	Oak St (Jordan St)	CSXT	18	35	40	Flashers
340561B		PVT	Private	CSXT	---	---	---	---
340560U		CR282	Lake Katherine Road	CSXT	20	45	50	Gates
340559A		CR290	Beaver Road	CSXT	20	45	50	Gates
340556E		CR279	Willow Dale Road	CSXT	20	45	50	Gates
340554R		SR401	Interstate 75	CSXT	---	---	---	Overpass
928705H	Dalton	SR3	N. Dalton Bypass	CSXT	---	---	---	Overpass
928706P	Dalton	CR905	N. Thornton Ave	CSXT	---	---	---	Overpass
340551V	Dalton	CS723	W. Tyler Street	CSXT	20	40	45	Cant Gates
340550N	Dalton	CS726	N. Selvidge Street	CSXT	20	20	25	Gates
340549U	Dalton	CS716	W. Hawthorne Street	CSXT	20	20	25	Gates
340547F	Dalton	CS845	N. Hamilton Street	CSXT	20	20	25	Cant Gates
928601B	Dalton	CS715	MLK Jr. Blvd (Waugh St)	CSXT	---	---	---	Overpass
340545S	Dalton	CS759	E. Morris Street	CSXT	21	20	25	Cant Gates
340544K	Dalton	CS789	E. Emery Street	CSXT	21	20	25	Cant Gates
904135E	Dalton	SR52	Walnut Avenue	CSXT	---	---	---	Overpass
340543D	Dalton	CS1003	Industrial Boulevard	CSXT	23	35	40	Gates
340542W	Dalton	CS1004	McFarland Road	CSXT	23	35	40	Gates
340541P	Dalton	CR48	Brickyard Road	CSXT	23	35	40	Gates
340540H	(Five Springs)	CR666	Five Springs Road	CSXT	23	45	50	Gates
340539N	(Five Springs)	PVT	Fred Miller	CSXT	---	---	---	---
936003H	Dalton	PVT	CSXT Transflo	CSXT	---	---	---	---
936002B	Dalton	CS1004	McFarland Road	CSXT	0	1	5	Crossbucks
936001U	Dalton	CS1004	McFarland Road	CSXT	0	1	10	Crossbucks
351174P		SR3	S. Dalton Byp (US41)	CSXT	---	---	---	Overpass
340538G		CR666	Old Dixie Highway	CSXT	23	45	50	Gates
340537A	(Tilton)	CR33	Old Tilton Road	CSXT	23	45	50	Gates
340536T	(Tilton)	CR31	Tilton Bridge Road	CSXT	20	45	50	Gates
340535L	(Tilton)	CR672	Tilton Road	CSXT	20	45	50	Gates
340534E		PVT	Taylorville Way	CSXT	---	---	---	---
340533X		CR672	Nance Spring Road	CSXT	20	45	50	Gates
340531J		CR497	Prosser Drive SE	CSXT	---	---	---	---
340530C		CR497	Prosser Drive SE	CSXT	---	---	---	---
340529H		PVT	Private	CSXT	---	---	---	---
340528B		PVT	Private	CSXT	---	---	---	---
340527U		PVT	Private	CSXT	---	---	---	---
719726A		CR972	Baker Road	NS	---	---	---	Crossbucks
719725T		PVT	Private	NS	---	---	---	---
719724L		CR4	Eber Road	NS	38	5	50	Gates
719723E		CR3	Owen Road	NS	38	5	50	Crossbucks
719722X	(Carbondale)	CR2	Postelle Road	NS	38	5	50	Crossbucks
719721R	(Carbondale)	CR6	Redwine Cove Road	NS	38	5	50	Gates
719720J	(Carbondale)	CR1032	Dug Gap Road	NS	38	5	50	Gates
719719P		SR401	Interstate 75	NS	---	---	---	Overpass
719718H		CR17	East Field Rd (Dead end)	NS	38	5	50	Crossbucks

Table 28: Whitfield County Railroad Inventory (Continued)

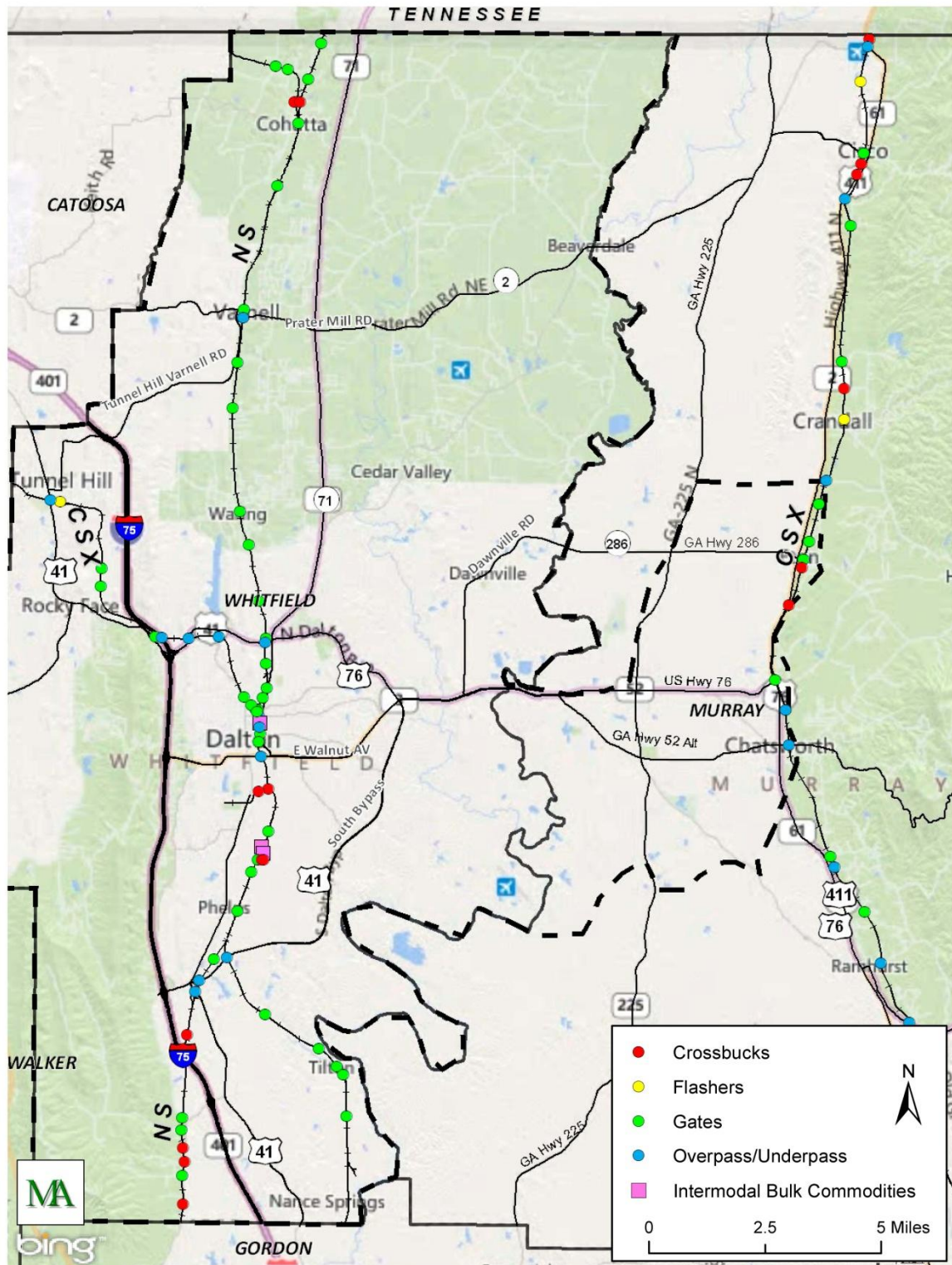
USDOT ID	City (Locale)	Route	Road Name	Railroad	Trains Per Day	Min Speed (mph)	Max Speed (mph)	Warning Devices
719716U		SR3	South Dixie Rd (US41)	NS	---	---	---	Overpass
925490B		SR3	S. Dalton Bypass (US41)	NS	---	---	---	Overpass
719715M	(Phelps)	CR488	Corporate Drive	NS	38	5	50	Gates
719714F	(Five Springs)	PVT	Fred Miller	NS	---	---	---	---
719713Y	(Five Springs)	CR666	Five Springs Road	NS	38	5	50	Gates
719712S	Dalton	CR48	Brickyard Road	NS	38	5	50	Gates
719711K	Dalton	CS1004	McFarland Road	NS	38	5	50	Gates
---	Dalton	PVT	NS Bulk Commodity Transfer Facility	NS	---	---	---	---
719089X	Dalton	CS1003	Industrial Boulevard	NS	38	5	50	Gates
915974M	Dalton	CS604	Hamilton Street	NS	2	1	5	Crossbucks
719087J	Dalton	CR416	Dee St (Needham Dr)	NS	---	---	---	Crossbucks
904135E	Dalton	SR52	Walnut Avenue (SR3 Bus–US76 Bus)	NS	---	---	---	Overpass
719085V	Dalton	CS789	E. Emery Street	NS	38	1	20	Cant Gates
719084N	Dalton	CS759	E. Morris Street	NS	38	1	20	Cant Gates
719083G	Dalton	CS899	E. Gordon Street	NS	---	---	---	Overpass
719082A	Dalton	CS715	E. Waugh Street	NS	---	---	---	Overpass
719081T	Dalton	CS716	Hawthorne Street	NS	38	1	30	Cant Gates
719080L	Dalton	CS723	E. Tyler Street	NS	38	1	30	Cant Gates
719078K	Dalton	CS737	E. Long Street	NS	38	1	30	Cant Gates
719073B	Dalton	CS845	Springdale Road	NS	38	1	30	Gates
904117G	Dalton	SR3	North Dalton Bypass (US76)	NS	---	---	---	Overpass
719072U	Dalton	CR539	Rosen Drive	NS	38	1	50	Gates
719070F		CR239	Freeport Road	NS	38	1	50	Gates
719709J	(Waring)	CR239	Freeport Road	NS	38	5	50	Gates
719708C	(Waring)	CR239	Poplar Springs Road	NS	38	5	50	Gates
719704A		CR235	Rauschenberg Road	NS	38	5	50	Gates
719702L		CR235	Rauschenberg Road	NS	38	5	50	Gates
719701E		PVT	Farm Crossing	NS	---	---	---	---
719700X	Varnell	SR2	GA Hwy 2	NS	---	---	---	Overpass
719699F	Varnell	CS313	Main Street	NS	38	5	50	Gates
719695D	Cohutta	CR209	Wheeler Dam Road	NS	38	5	50	Gates
719692H	Cohutta	CR19	Wolfe Street	NS	38	5	50	Gates
719691B	Cohutta	CS256	Pleasant Valley Road	NS	38	5	50	Crossbucks
719690U	(Parrot Crossing)	CR202	Old Apison Pike	NS	38	5	50	Gates
719689A		CR712	Dry Valley Road	NS	38	5	50	Gates
719673D	Cohutta	CS256	Pleasant Valley Road	NS	4	1	35	Crossbucks
719672W	Cohutta	PVT	Farm/one residence	NS	---	---	---	---
719671P	Cohutta	CR203	Red Clay Road	NS	4	5	35	Gates
719670H	Cohutta	CR189	Wilson Caldwell Road	NS	4	5	35	Gates
719669N		PVT	Farm/one residence	NS	---	---	---	---

Table 29: Murray County Railroad Inventory

USDOT ID	City (Locale)	Route	Road Name	Railroad	Trains Per Day	Min Speed (mph)	Max Speed (mph)	Warning Devices
340635R	(Tennnga)	CR220	Giles Street	CSXT	14	55	60	Crossbucks
340636X	(Tennnga)	SR61	US 411	CSXT	---	---	---	Overpass
340637E		CR181	Booger Branch Rd Spur	CSXT	14	55	60	Flashers
340638L		PVT	Perry Creek Road	CSXT	---	---	---	---
340639T	(Cisco)	SR2	SR2	CSXT	14	45	50	Gates
340640M		CR170	Turvey Nichols Road	CSXT	14	45	50	Crossbucks
340641U		CR313	Higdon Road	CSXT	14	45	50	Crossbucks
340642B	(Cohutta Springs)	SR61	US411	CSXT	---	---	---	Overpass
340643H		CR171	Brush Town Road	CSXT	14	45	50	Cant Gates
340646D		PVT	Private	CSXT	---	---	---	---
340647K		CR25	Cohutta Springs Road	CSXT	14	45	50	Gates
340648S	(Crandall)	CR26	Summerour Church Rd	CSXT	14	45	50	Crossbucks
340649Y	(Crandall)	CR165	Grassy Street	CSXT	14	45	50	Flashers
350283P		PVT	Michael Mathis	CSXT	---	---	---	---
340650T		CR23	Pat Loughridge Road	CSXT	---	---	---	Overpass
340652G		CR22	Pat Loughridge Road	CSXT	14	55	60	Gates
351829C		CR359	Eton Industrial Drive	CSXT	14	55	60	Gates
340653N	Eton	CR299	CCC Camp Road	CSXT	14	55	60	Gates
340654V	Eton	CS579	First Avenue	CSXT	14	55	60	Crossbucks
340655C	Chatsworth	CR79	CSX Road	CSXT	14	55	60	Crossbucks
340657R	Chatsworth	PVT	Hiawassee Lumber	CSXT	---	---	---	---
340660Y	Chatsworth	CR232	Jackson Lake Road	CSXT	14	40	45	Gates
340661F	Chatsworth	CR19	Old Federal Road	CSXT	14	55	60	Flashers
340663U	Chatsworth	SR2-SR52	E. Fort Street	CSXT	---	---	---	Overpass
340664B		PVT	Private	CSXT	---	---	---	---
340665H		PVT	Private	CSXT	---	---	---	---
340667W		PVT	Private	CSXT	---	---	---	---
340669K		CR311	Old Landfill Road	CSXT	14	40	45	Gates
340670E		CR9	Wilbanks Road	CSXT	---	---	---	Overpass
340671L		CR7	Piney Hill Road	CSXT	14	40	45	Gates
340672T	(Ramhurst)	CR301	Old Federal Road	CSXT	---	---	---	Overpass
340673A		SR282	Old Hwy 411 (US76)	CSXT	---	---	---	Overpass
340675N		CR351	Closed to public	CSXT	---	---	---	---
340676V	(Coniston)	PVT	Coniston Road	CSXT	---	---	---	---
340677C	(Carters)	CR69	Carters Road	CSXT	---	---	---	Overpass
340678J		CR67	Hiawassee Road	CSXT	14	45	50	Crossbucks

Figure 25 shows the two rail lines, Norfolk Southern and CSXT extending through Whitfield and Murray counties and each railroad crossing for the two lines.

Figure 25: Railroads & Crossings



10. Operations and Maintenance

Currently there is no GDOT maintenance facility in the Whitfield/Murray urban area. GDOT maintenance crews from Ringgold and Chatsworth perform the work needed on the state routes in the area. The maintenance activities performed on state routes includes the following:

- Repair and maintenance of pothole, shoulders and bridges.
- Mowing of state rights of ways.
- Remediation of drainage problems, including culvert maintenance.
- Removal of dead animals, litter and natural debris.
- Cutting of trees and brush that are hazardous to motorists
- Installation and replacement of raised pavement markers.
- Restriping of state routes.
- Milling and inlay work at intersections.
- Response to major traffic accidents to quickly open and clear the roadway.
- Removal of ice and snow.
- Installation and maintenance of signs and guardrail
- Installation and maintenance of traffic signals.

Paving state routes in Whitfield and Murray counties is managed through the GDOT District 6 Office in Cartersville, Georgia, which is responsible for seventeen counties. Surface conditions of state routes are rated annually on degree of deterioration and traffic (mainly truck) volume. A list of priority resurfacing projects is prepared and from it, projects are contracted for resurfacing within the current year budget limitations.

Whitfield and Murray counties are eligible to receive funds to resurface local roads through the Local Assistance Road Program (LARP). Funding is based on population, road mileage and available funds. A priority list of local roads is submitted annually to the District Office for review and rating of resurfacing needs.

The City of Dalton has recently estimated an annual cost of \$993,000 to properly sustain a 20-Year Street Resurfacing Program for its 180 miles of streets. This program includes resurfacing of local and minor collector streets once during the 20 year period and resurfacing major collector and urban arterials (approximately seven streets) once every 10 years. The current estimated funding sources for this program include the following:

- GDOT LMIG - \$264,000/yr. requiring 30% mandatory local government match.
- Whitfield County LOST Agreement - \$102,500/yr. assuming the County will budget \$500,000 in their General Budget for resurfacing.
- City of Dalton - \$626,500/year

The City of Dalton Public Works Department uses the Manual of Uniform Traffic Control Devices (MUTCD) standards to perform traffic control installation and maintenance with recommendations from GDOT. The City is responsible for the installation, operation and maintenance of traffic signals within the city limits.

In 2015, there were 88 traffic signals which are maintained by the City of Dalton, 62 on local streets and 26 on the State Highway System within the City limits. These traffic signals are located at various intersections along the following streets:

<i>Abutment Rd.</i>	<i>Altamount Ave.</i>	<i>Andasol Way</i>	<i>Battle Creek Way</i>	<i>Chipmunk Way</i>
<i>Hammond Parkway</i>	<i>MLK Blvd.</i>	<i>Reed Rd.</i>	<i>Turf Drive</i>	<i>Underwood St.</i>
<i>Hamilton St.</i>	<i>Crawford St.</i>	<i>Morris St.</i>	<i>S. Dixie Hwy.</i>	<i>US 41</i>
<i>Pentz St.</i>	<i>Dug Gap Rd.</i>	<i>Murray Ave.</i>	<i>Shugart Rd.</i>	<i>Veterans Ave.</i>
<i>Waugh St.</i>	<i>Glenwood Ave.</i>	<i>N. Dalton Bypass</i>	<i>Thornton Ave.</i>	<i>Walnut Ave.</i>
<i>Tibbs Rd.</i>	<i>Zoysia Way</i>			

The City of Dalton and Whitfield County has recently signed a Street Maintenance Agreement between Public Works Departments that define the termini of roads/streets for routine maintenance purposes. The County could maintain a road/street that has a termini within the City Limits; vice versa, the City may maintain a road/street that has it's termini outside the City Limits.

It is important for all governmental entities in the area to develop a good working relationship to maintain a high level of maintenance and to continuously improve the quality of the transportation system for all citizens living in and traveling through the Whitfield/Murray urban area.

VII. Project Considerations

In addition to the results of the Travel Demand Model, recommendation of projects to be included in the Long Range Transportation Plan were derived through considerations of other factors such as goals and objectives, the FHWA planning factors, and review of proposed projects by MPO members and the public. Other factors considered were the estimated costs, environmental impact, and environmental justice and civil rights concerns as specified in Title VI, and the Americans Disability Act (ADA).

A. Goals, Objectives, and FHWA Planning Factors

The goals and objectives and the FHWA Planning Factors listed previously were considered for all proposed projects based on input from the public and MPO members.

B. Review by MPO Committees

Proposed projects for testing by the Travel Demand Model were reviewed by the GDMPO staff, the Technical Coordinating Committee (TCC) and the Policy Committee (PC). After the testing of proposed projects to determine the impact of traffic congestion reduction, the MPO members evaluated and prioritized the projects for inclusion in the Long Range Transportation Plan. The evaluation criteria used in the prioritization included traffic congestion reduction, safety, land use access, environmental impact, local support, estimated costs, and availability of funds

C. Public Review

Public review of the LRTP included public meetings, access to the LRTP on the GDMPO Website, and placement of the LRTP at locations in the Whitfield/Murray urban area for review before the adoption of the LRTP by the GDMPO Policy Committee. Public comments through surveys, questionnaires, and personal contact with planners were used in the consideration and selection of projects including roads, sidewalks, bicycle facilities, and transit. The proceedings of these meetings are summarized in Appendix A of this report.

D. Environmental Justice, Title VI, and ADA

Title VI, Executive Order 12898 and the TEA-21 legislation established environmental justice requirements for Federal agencies and federally funded programs. The three major principles of environmental justice are:

- Provide full and fair participation by traditionally underserved communities.
- Avoid, minimize or mitigate disproportional impact to traditionally underserved communities.
- Ensure the share in the benefits of transportation improvements to traditionally underserved communities.

Figures 26 and 27 show the percent African-American minority and percent Hispanic minority in Whitfield and Murray counties, respectively.

Proposed projects listed in the Road Improvement Plan will be evaluated prior to implementation on the basis of their impact on the physical environment and traditionally underserved communities. Mitigation measures to be used in the implementation of projects where physical environmental impacts cannot be avoided are described on pages 8 and 9. The location of proposed projects relative to the location of traditionally underserved communities as generally shown on Figures 26 and 27 will be considered in the implementation stages to avoid or mitigate adverse impacts.

Figure 26: Percent African-American Minority in Whitfield and Murray Counties

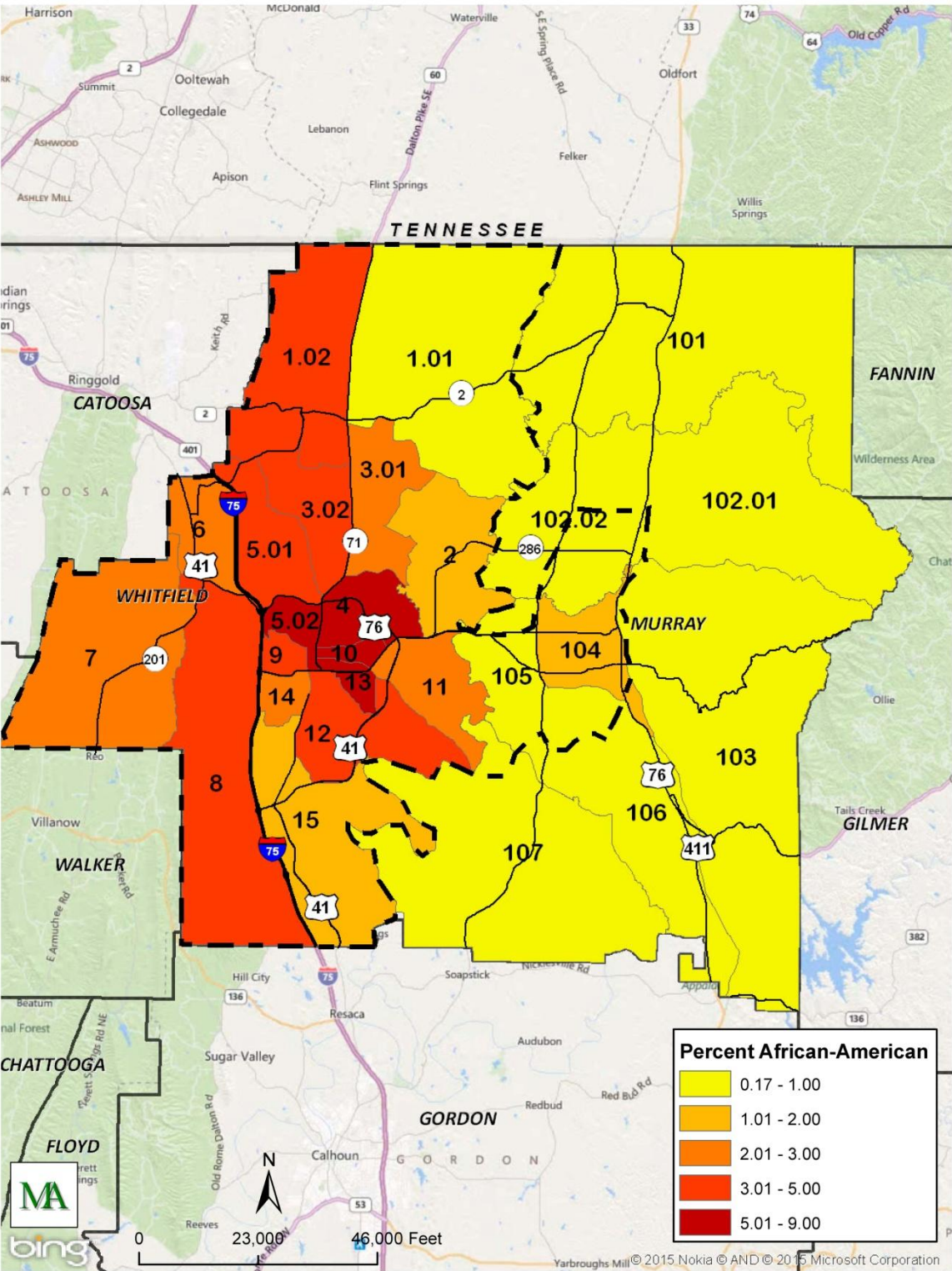


Figure 27: Percent Hispanic in Whitfield and Murray Counties

The map displays the percent Hispanic population by census tract in Whitfield and Murray Counties, Georgia. The legend indicates five ranges: 1.39 - 5.00 (yellow), 5.01 - 15.00 (orange), 15.01 - 26.00 (light orange), 26.01 - 41.00 (red-orange), and 41.01 - 70.00 (red). The map shows surrounding counties including Catoosa, Fannin, Gilmer, Walker, Chattooga, and Floyd. A scale bar indicates 0 to 46,000 feet, and a north arrow is present.

VIII. Plan Recommendations

The development of the 2040 Long Range Transportation Plan is a cooperative effort among planners with the GDOT as well as planners and stakeholders representing local public works departments, transit agencies, GDMPO members, and the general public. A key element of the multimodal plan is the Road Improvement Plan (RIP) which supports all modes of transportation. The Road Improvement Plan as described below includes recommended projects and policies for streets and highways to be implemented over the next 25 years.

A. Streets and Highways

Recommendations for street and highway improvements to be included in the Road Improvement Plan (RIP) were based on evaluation of the reduction of traffic congestion through the employment of the Travel Demand Model that tested various highway and street networks that included proposed improvements. In addition to the determination of the degree of Level of Service by proposed improvements through the use of the Travel Demand Model (TDM), the proposed improvements were evaluated by members of the GDMPO who considered other factors such as safety, land use impact, local support, and availability of funds.

All recommended projects in the Road Improvement Plan are required by Federal legislation to be financially constrained and estimated at costs in Year-of Expenditure (YOE) dollars. Financially constrained projects are those that are financially feasible: (1) remain within the Federal revenue assumptions approved by the MPO with the assistance of GDOT, and (2) remain within the projected available local funding through the 25-year planning period. To allow for inflation and the ever-increasing costs of construction, expected revenues to pay for projects were projected at an annual rate of 1% and the project costs were projected at an annual rate of 2.0% to the expected YOE for each project.

In addition to the projects listed in the financially-constrained RIP, this document includes a list of additionally needed, and important projects which are listed in the Illustrative Project Plan (IPP). Projects from the IPP could be moved to the financially constrained RIP and eventually be implemented should additional funding become available.

Proposed improvements which were in the 2035 LRTP and which were newly identified as needed were tested relative to their effectiveness by the TDM, prioritized by order of need, and evaluated relative to costs and available revenue source. These proposed improvements were further categorized into Short-Range, Mid-Range, and Long-Range time periods. The projects were also broken down into the following phases, as required, for completion: professional engineering (PE) phase; rights-of-ways (ROW) acquisition phase; utilities (UTL) phase, and construction (CST) phase.

The projects and/phases of each RIP project were reviewed by the GDMPO staff to determine which of the following three time periods best fit the priority, funding, and schedule of each project or phase:

- Short-Range – 2016-2020: This period coincides with the GDOT short-range period. The projects have a YOE of 2020 and include current GDOT cost estimates which are already inflation-escalated. Local projects were inflation-escalated to 2020, the expected Year-of-Expenditure from the base year project costs, provided in the 2035 LRTP.
- Mid-Range – 2021- 2030: These projects include inflation-escalated project costs to the year 2025 (the midpoint), from the base year project costs.
- Long-Range – 2031-2040: These projects were inflation-escalated to a 2035 YOE, the midpoint of the Long-Range time period.

Due to ever-increasing costs of construction and the decrease in available Federal, State and local revenues for projects, some projects listed in the current 2035 LRTP RIP were, after evaluation by the GDMPO staff, moved to the IPP in the 2040 LRTP RIP. Projects from the IPP could eventually be transferred into the RIP if more funding becomes available in the future.

After projects were tested in Network 6 of the Traffic Demand Model (TDM), the lower ranking projects and projects whose costs would exceed available funding during the 25-year planning period as estimated by GDOT were removed and a Financially Constrained Network (Network 7) was tested by the TDM. This Network became the Recommended Plan Improvements Scenario.

The Level of Service (LOS) map created after the testing of Network 7 can be compared with the Do Nothing Scenario (Network 2). Traffic congestion is noted along roads marked in red, indicating a volume to capacity (V/C) ratio equal to or greater than 0.80. While some roads shown in the “Recommended Plan Improvements Scenario” still exhibit some traffic congestion, there is great improvement compared to roads that exhibit traffic congestion in the “No-Build Scenario.”

Therefore, based on the evaluation of proposed road improvements in the Whitfield/Murray urban area during the 25-year planning period, the projects shown on Figure 28 and in Tables 32, 34 and 35 make up the financially-constrained 2040 Road Improvement Plan. These tables also list maintenance projects that are part of the Road Improvement Plan. All capital improvement projects in this plan are within the estimated Surface Transportation Program (STP) Federal/State funding allocation of \$304,219,584 and all maintenance projects are within the estimated STP maintenance allocation of \$31,516,926 (see Appendix D).

There are four projects that are listed in Table 33. These are projects in the Short-Range Improvement Plan that are funded with a combination of Federal, State and Local funds. However, the Federal funding is from three alternative sources: The Transportation Alternatives Program (TAP), Section 130 Program and Appalachian Regional Commission (ARC) Grant Program.

The TAP is codified at 23 USC. 101(a)(29) and 213(b). The TAP provides funding for programs and projects defined as transportation alternatives, including on-and-off road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Section 130 derived its name from the program’s basis in 23 USC 130. Section 130 Program provides funds for the elimination of hazards at railway-highway crossings via a set-aside funding source from the Highway Safety Improvement Program.

The Appalachian Regional Commission (ARC) Grant Program was established to support and encourage economic development including the construction of transportation infrastructure within the Appalachian Region. The Dalton-Whitfield County Joint Development Authority applied for and received a development grant to fund the construction of Carbondale Business Park Road (a new local roadway) that would provide access to the planned industrial sites. One million dollars of the funds would be provided by an Appalachian Development Project (ADP) grant for the construction of the proposed project. A stipulation of the ADP grant is that Whitfield County will provide matching funds to construct the access road.

The projects shown in Table 36 make up the Illustrative Projects Plan, which are important projects needed by the GDMPO, but which did not make it into the Financially-Constrained Road Improvement Plan. Table 30 is a summary of project capital improvement costs and the projected and proposed funding for

the Road Improvement Projects for each planning period over the 25-year LRTP. Table 31 is a summary of the project maintenance costs and the projected and proposed funding for the maintenance projects for each planning period over the 25-year LRTP.

**Table 30: Summary of Improvement Project Costs and Funding
2040 Road Improvement Plan**

Planning Period	Estimated Project Costs	Matching Funds from State and/or Local	Federal Funding	STP Estimated Revenue	Difference in Cost versus Revenue
Short-Term (1 to 5 years)	\$97,114,724	\$33,881,493	\$63,233,231	\$63,387,754	\$154,523
Mid-Term (6 to 10 years)	\$145,861,800	\$31,537,160	\$114,324,640	\$114,429,962	\$105,322
Long-Term (11 to 25 years)	\$149,801,900	\$42,743,260	\$107,058,640	\$126,401,868	\$19,343,228
Totals	\$392,778,424	\$108,161,913	\$284,616,511	\$304,219,584	\$19,603,073

Local funds come from Dalton, Tunnel Hill, Varnell, Cuhotta, Chatsworth, Eton and Whitfield and Murray counties general funds, as appropriate. Other possible local funding sources include General Obligation Bonds (GOB) and the Special Purpose Local Option Sales Tax (SPLOST). See Appendix D for more details regarding funding.

**Table 31: Summary of Maintenance Project Costs and Funding
2040 Road Improvement Plan**

Planning Period	Estimated Maintenance Costs	Matching Funds from State and/or Local	Federal Maintenance Funding	Available Maintenance Revenue Per Tier	Difference in Cost versus Revenue
Short-Term (1 to 5 years)	\$7,906,000	\$1,581,200	\$6,324,800	\$6,566,925	\$242,125
Mid-Term (6 to 10 years)	\$14,023,000	\$2,804,600	\$11,218,400	\$11,854,860	\$636,460
Long-Term (11 to 25 years)	\$16,348,500	\$3,269,700	\$13,078,800	\$13,095,141	\$16,341
Totals	\$38,277,500	\$7,655,500	\$30,622,000	\$31,516,926	\$894,926

Figure 28: 2040 Road Improvement Plan Map

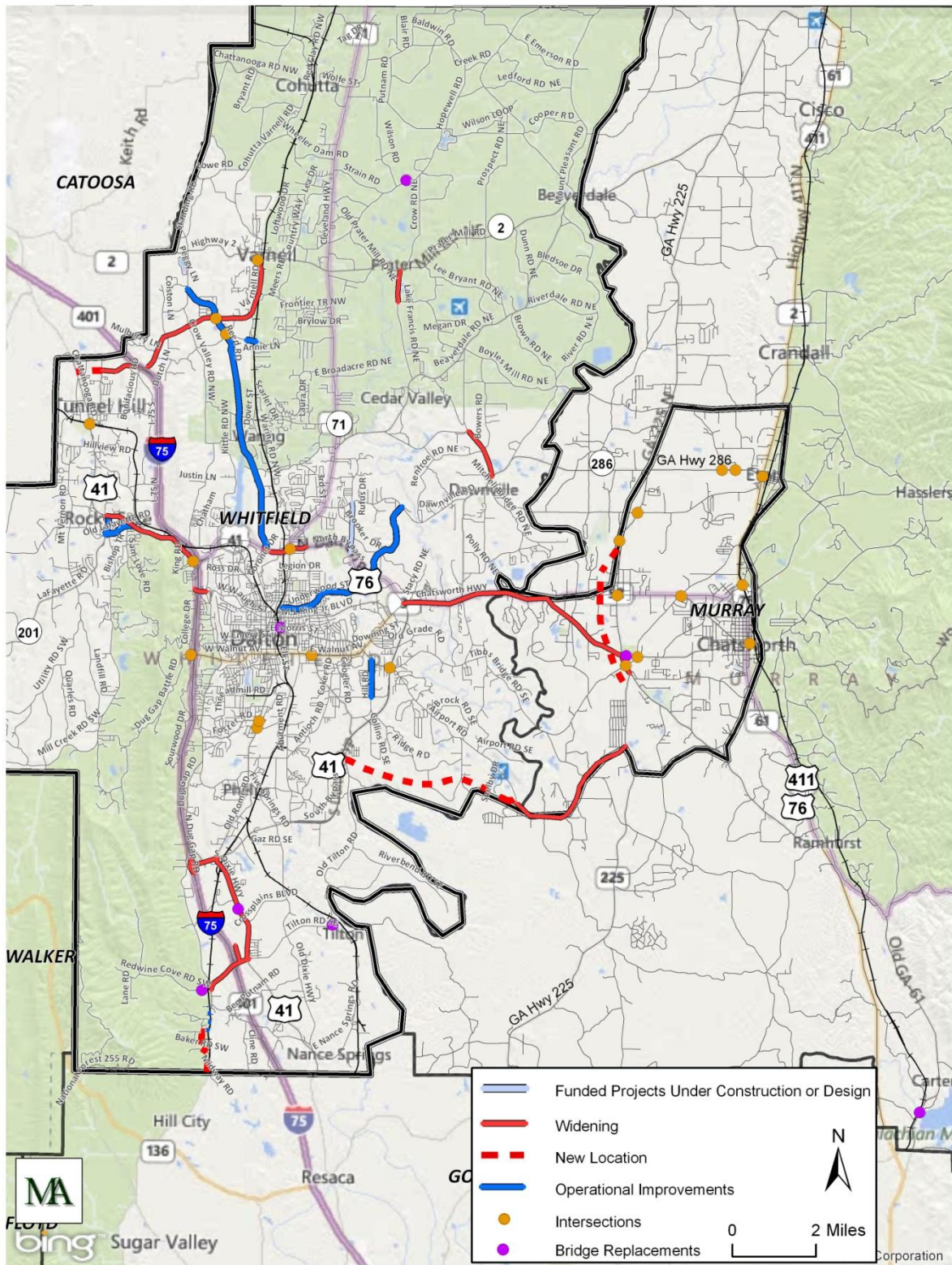


Table 32: Road Improvement Plan - Short-Range Projects (2016-2020)

CAPITAL IMPROVEMENT PROJECTS														
#	Project ID	County	Project	Location/Termini	Length	Type of Project	PE	ROW	UTIL	CST	Federal Funding	State Funding	Local Funding	Total Cost
1	610890	Whitfield	I-75 Interchange @ Carbondale Rd;	South Dug Gap Rd to South Dixie Rd	0.58	Widening	\$0	\$0	\$624,240	\$15,565,873	\$12,952,090	\$3,238,023	\$0	\$16,190,113
2	631550	Murray	SR 225	SR 52 ALT to Spring Place Smyrna Rd	0.50	Widening	\$210,000	\$1,000,000	\$200,000	\$3,000,000	\$3,528,000	\$882,000	\$0	\$4,410,000
3	0003061	Murray	SR225 Bypass (North & South)	SR 225 @ Imperial Blvd to SR52/US76 & N to SR 225	4.24	New Construction	\$600,000	\$12,645,372	\$0	\$0	\$10,596,298	\$0	\$2,649,074	\$13,245,372
4	0009620	Murray	SR 225	CR132/Mt Carmel Church Rd	0.33	Roundabout	\$0	\$0	\$39,000	\$2,263,006	\$1,841,605	\$460,401	\$0	\$2,302,006
5	0008364	Whitfield	SR 3	Swamp Creek	0.40	Bridges	\$0	\$0	\$75,480	\$898,086	\$778,853	\$194,713	\$0	\$973,566
6	0007047	Murray	SR 52 ALT	Town Branch	0.40	Bridges	\$0	\$53,060	\$0	\$192,782	\$196,674	\$49,168	\$0	\$245,842
7	2.6 SPLOST	Whitfield	College Dr	Dug Gap Mountain Rd	0.35	Intersection	\$0	\$510,652	\$0	\$1,000,000	\$1,000,000	\$0	\$510,652	\$1,510,652
8	0006064	Murray	SR 286	Cobb Rd and at Tom Gregory Rd	0.80	Turn Lanes	\$106,120	\$378,213	\$656,538	\$298,871	\$0	\$0	\$1,439,742	\$1,439,742
9	3.7 SPLOST	Whitfield	SR 201 Realignment & Improve SR 201	US 41 to I-75 Interchange	1.51	Widening	\$350,000	\$850,000	\$0	\$5,300,000	\$0	\$0	\$6,500,000	\$6,500,000
10	3.10 SPLOST	Whitfield	Hill Rd	Eastbrook Rd to Airport Rd	0.84	vertical align	\$0	\$650,000	\$0	\$1,600,000	\$0	\$0	\$2,250,000	\$2,250,000
11	MPO-27	Whitfield	Riverbend Rd	Walnut Ave/US 76	0.20	Turn Radii	\$20,000	\$0	\$0	\$100,000	\$96,000	\$0	\$24,000	\$120,000
12	MPO-25	Whitfield	SR 2 AT SR 201	SR 201	0.20	Roundabout	\$70,000	\$300,000	\$50,000	\$500,000	\$736,000	\$0	\$184,000	\$920,000
13	MPO-30	Whitfield	Old Tilton Rd	Swamp Creek	0.30	Bridges	\$80,000	\$50,000	\$0	\$1,000,000	\$904,000	\$226,000	\$0	\$1,130,000
14	MPO-32	Whitfield	McGaughey Chapel Rd	Coahulla Creek	0.30	Bridges	\$80,000	\$50,000	\$0	\$1,000,000	\$904,000	\$226,000	\$0	\$1,130,000
15	MPO-16	Whitfield	N. Tibbs Rd	College Drive to Shugart Rd	0.55	Widening	\$318,640	\$658,000	\$117,500	\$4,552,000	\$4,516,912	\$0	\$1,129,228	\$5,646,140
16	MPO-36	Whitfield	SR 3 (Chattanooga Rd)	N. Tibbs Rd	0.11	Right Turn Lane	\$40,000	\$1,300,000	\$50,000	\$350,000	\$1,392,000	\$348,000	\$0	\$1,740,000
17	MPO-24	Whitfield	Reed Rd	SR 201 to SR 2	1.06	Minor Widen	\$160,000	\$150,000	\$100,000	\$2,270,000	\$0	\$0	\$2,680,000	\$2,680,000
18	MPO-26	Whitfield	Reed Rd	SR 3 to SR 201	5.78	Turn Lanes, Vertical Align	\$385,000	\$1,100,000	\$1,445,000	\$5,500,000	\$6,744,000	\$0	\$1,686,000	\$8,430,000
19	MPO-18	Whitfield	SR 201	SR 3 TO Old Lafayette Rd	0.45	Improve	\$126,000	\$150,000	\$100,000	\$1,800,000	\$1,740,800	\$435,200	\$0	\$2,176,000
20	MPO-19	Whitfield	Old Lafayette Rd	SR 201 TO SR 3	0.71	Improve	\$200,000	\$150,000	\$100,000	\$2,840,000	\$0	\$0	\$3,290,000	\$3,290,000
21	3.3 SPLOST	Whitfield	Underwood St	Glenwood to Bypass	2.41	Reconstruction	\$50,000	\$300,000	\$0	\$1,302,791	\$0	\$0	\$1,652,791	\$1,652,791
22	MPO-29	Whitfield	Gordon St	NS Railroad (719083G)	0.13	Bridges	\$150,000	\$30,000	\$0	\$2,100,000	\$1,824,000	\$456,000	\$0	\$2,280,000
23	MPO-12	Whitfield	South Bypass Including I-75 Ramps	I-75 Interchange to SR 3	0.70	Widening	\$315,000	\$4,800,000	\$587,500	\$4,500,000	\$8,162,000	\$2,040,500	\$0	\$10,202,500
24	MPO-36	Murray	Intersection Improvements - 8 locations in Murray County	SR 52/US 76 @ Duval Rd/Treadwell Rd and @ SR 225; SR 52 Alt @ Treadwell Rd/Elijay St; SR 52 Alt @ 3rd Ave. (US 411, US 76, SR 61); SR 286/Coffey Rd/Old CC Camp Rd @ US 411/SR 61/SR2; US 411/SR 61/SR 2 @ SR 52/SR 520/Maddox Pkwy; SR 225 @ Tibbs Bridge Rd/Elijay St; SR 225 @ Pinhook Creek Rd		Upgrade Traffic Signal Equipment, Install traffic signals, construct turn lanes	\$350,000	\$900,000	\$400,000	\$5,000,000	\$5,320,000	\$1,330,000	\$0	\$6,650,000
						SHORT-RANGE TOTALS – CAPITAL IMPROVEMENTS					\$63,233,231	\$9,886,005	\$23,995,487	\$97,114,724
MAINTENANCE PROJECTS														
#	Project ID	County	Project	Location/Termini	Length	Type of Project					Federal Funding	State Funding	Local Funding	Total Cost
25	MPO-37	Murray	SR 52/US 76/Maddox Pkwy	SR 52 Alt to SR 61 (3 rd Avenue)	4.74	Resurfacing					\$1,896,000	\$474,000	\$0	2,370,000
26	MPO-38	Whitfield	Bridge Rehabilitation	SR 52 @ Mill Creek, SR 71/Glenwood Ave @ Mill Creek, US 41/SR 3 @ CSX RR and Mill Creek		Bridge Maintenance					\$1,600,000	\$400,000	\$0	\$2,000,000
27	MPO-39	Whitfield	Bridge Rehabilitation	I-75 @ SR 3 (US 41), SR 3 Connector @ I-75, I-75 CSX RR (340554R), I-75 @ SR 201		Bridge Maintenance					\$1,600,000	\$400,000	\$0	\$2,000,000
28	MPO-40	Whitfield	US 41/SR 3/South Dixie Rd	SR 52 to South Dalton Bypass	5.12	Resurfacing					\$1,228,800	\$307,200	\$0	\$1,536,000
						SHORT-RANGE TOTALS – MAINTENANCE					\$6,324,800	\$1,581,200	\$0	\$7,906,000

Table 33: Road Improvement Plan - Short-Range Projects (2016-2020) with Alternative Federal Funding

#	Project ID	County	Project	Location/Termini	Length	Type of Project	PE	ROW	UTIL	CST	Federal Funding (Source)	State Funding	Local Funding	Total Cost
29	13095	Whitfield	CR 688/Louise Lane Extension	Baker Rd To Postelle Rd	0.72	New Construction	\$110,000	\$350,000	\$50,000	\$4,000,000	\$3,608,000 (Section 130)	\$552,000	\$350,000	\$4,510,000
30	10746	Whitfield	Carbondale Business Park Rd	Local Access Rd	0.26	New Construction	\$43,000	\$0	\$0	\$2,616,571	\$1,000,000 (ARC Grant)	\$0	\$1,659,571	\$2,659,571
31	MPO-33	Whitfield	Chattanooga Rd/Wolfe St & Red Clay Rd	City of Cohutta	0.50	Sidewalks, Bike Paths, Streetscapes	\$150,000	\$850,000	\$500,000	\$2,000,000	\$2,800,000 (TAP)	\$0	\$700,000	\$3,500,000
32	MPO-34	Whitfield	SR 71	Beaverdale Rd to Williams Dr & Frontier Trail to Prater Mill Rd	1.36	Sidewalks	\$100,000	\$150,000	\$50,000	\$1,700,000	\$1,600,000 (TAP)	\$400,000	\$0	\$2,000,000
						SHORT-RANGE TOTALS					\$9,008,000	\$952,000	\$2,709,571	\$12,669,571

Table 34: Road Improvement Plan - Mid-Range Projects (2021-2030)

CAPITAL IMPROVEMENT PROJECTS														
#	Project ID	County	Project	Location/Termini	Length	Type of Project	PE	ROW	UTIL	CST	Federal Funding	State Funding	Local Funding	Total Cost
33	0003061	Murray	SR 225 Bypass (North & South)	SR 225 @ Imperial Blvd to SR52/US76 & N to SR 225	4.24	New Construction	\$0	\$0	\$3,342,600	\$16,013,500	\$15,484,880	\$0	\$3,871,220	\$19,356,100
34	MPO-1	Whitfield	North Bypass/SR 3	Chattanooga Ave/Reed Rd to SR 71	0.63	Widening	\$264,600	\$4,032,000	\$157,500	\$3,780,000	\$6,587,280	\$1,646,820	\$0	\$8,234,100
35	1.4 SPLOST	Whitfield	South Dixie Hwy	W. Industrial Blvd and at Foster Rd	0.30	Intersections	\$100,000	\$400,000	\$0	\$1,300,000	\$0	\$0	\$1,800,000	\$1,800,000
36	MPO-35	Whitfield	N. Dalton Bypass	Cleveland Hwy	0.29	Grade Separation	\$541,800	\$2,740,000	\$1,000,000	\$7,199,000	\$9,184,640	\$2,296,160	\$0	\$11,480,800
37	3.2 SPLOST	Whitfield	Underwood Rd	N Dalton Bypass to Dawnville Rd (State Poss)	2.08	Reconstruction	\$56,000	\$300,000	\$0	\$800,000	\$0	\$0	\$1,156,000	\$1,156,000
38	MPO-7	Whitfield	Airport Rd Connector	South Dalton Bypass to Airport Rd	4.36	New Construction	\$1,090,000	\$6,104,000	\$1,831,200	\$26,160,000	\$28,148,160	\$0	\$7,037,040	\$35,185,200
39	MPO-8	Murray	Airport Rd/Brown Bridge Rd/New Hope Rd	Airport Rd Connector to SR 225	3.85	Widening	\$1,617,000	\$5,390,000	\$962,500	\$23,100,000	\$24,855,600	\$6,213,900	\$0	\$31,069,500
40	MPO-23	Whitfield	SR 3/Admiral Mack Gaston Pkwy	Airport Rd	0.20	Intersection	\$50,000	\$100,000	\$50,000	\$500,000	\$560,000	\$140,000	\$0	\$700,000
41	MPO-31	Whitfield	Redwine Cove Rd	Swamp Creek	0.20	Bridges	\$80,000	\$50,000	\$0	\$1,000,000	\$904,000	\$226,000	\$0	\$1,130,000
42	MPO-3	Whitfield	SR 201	I-75 Interchange to Reed Rd	2.23	Widening	\$936,600	\$3,122,000	\$557,500	\$13,380,000	\$14,396,880	\$3,599,220	\$0	\$17,996,100
43	MPO-4	Whitfield	SR 201	Reed Rd to SR 2/Prater Mill Rd	2.20	Widening	\$924,000	\$3,080,000	\$550,000	\$13,200,000	\$14,203,200	\$3,550,800	\$0	\$17,754,000
						MID-RANGE TOTALS – CAPITAL IMPROVEMENTS					\$114,324,640	\$17,672,900	\$13,864,260	\$145,861,800
MAINTENANCE PROJECTS														
#	Project ID	County	Project	Location/Termini	Length	Type of Project					Federal Funding	State Funding	Local Funding	Total Cost
44	MPO-41	Whitfield	W. Waugh St	Shugrat Rd to US 41 (Glenwood Ave)	2.01	Resurfacing					\$804,000	\$0	\$201,000	1,005,000
45	MPO-42	Whitfield	E. Morris St	US 41 (Glenwood Ave) to SR 52 (Walnut Ave)	2.05	Resurfacing					\$492,000	\$0	\$123,000	615,000
46	MPO-43	Whitfield	N. Thornton Ave	SR 52 (Walnut Ave) to SR 3 (North Bypass)	2.93	Resurfacing					\$703,200	\$0	\$175,800	879,000
47	MPO-44	Whitfield	SR 52 (Walnut Ave)	I-75 to US 76/SR 3 (Admiral Mack Pkwy)	5.57	Resurfacing					\$2,228,000	\$557,000	\$0	2,785,000
48	MPO-45	Whitfield	Antioh Rd	Abutment Rd to Riverbend Rd	2.06	Resurfacing					\$494,400	\$0	\$123,600	618,000
49	MPO-46	Whifield	Abutment Rd	SR 3 (S. Dalton Bypass) to SR 52 (Walnut St)	4.11	Resurfacing					\$1,644,000	\$0	\$411,000	2,055,000
50	MPO-47	Whitfield/Murray	US 76/SR 52 (Chatsworth Hwy)	SR 3 to SR 52 Alt	3.46	Resurfacing					\$1,660,800	\$415,200	\$0	2,076,000
51	MPO-48	Murray	SR 286 (Coffey Rd)	SR 225 to SR 61	2.68	Resurfacing					\$643,200	\$160,800	\$0	804,000
52	MPO-49	Murray	SR 225	New Hope Church Rd to SR 286	6.86	Resurfacing					\$1,646,400	\$411,600	\$0	2,058,000
53	MPO-50	Murray	Duval Rd	SR 520 to SR 61	1.94	Resurfacing					\$465,600	\$0	\$116,400	582,000
54	MPO-51	Murray	Treadmill Rd	SR 52 to SR 520/US 76	1.82	Resurfacing					\$436,800	\$0	\$109,200	546,000
						MID-RANGE TOTALS - MAINTENANCE					\$11,218,400	\$1,544,600	\$1,260,000	\$14,023,000

Table 35: Road Improvement Plan - Long-Range Projects (2031-2040)

CAPITAL IMPROVEMENT PROJECTS														
#	Project ID	County	Project	Location/Termini	Length	Type of Project	PE	ROW	UTIL	CST	Federal Funding	State Funding	Local Funding	Total Cost
55	632670	Whitfield	SR 3/South Dixie Rd	Carbondale Rd to S Dalton Bypass	2.60	Widening	\$1,092,000	\$3,640,000	\$650,000	\$15,600,000	\$16,785,600	\$4,196,400	\$0	\$20,982,000
56	MPO-13	Murray	SR 52 Alt.	SR 225 to SR 52/US 76	2.26	Widening	\$949,200	\$14,464,000	\$65,000	\$13,560,000	\$23,230,560	\$5,807,640	\$0	\$29,038,200
57	MPO-2	Whitfield	US 76/Chatsworth Hwy	SR 3 Bypass to Alt. SR 52	3.51	Widening	\$1,474,200	\$22,464,000	\$877,500	\$21,060,000	\$36,700,560	\$9,175,140	\$0	\$45,875,700
58	MPO-5	Whitfield	Lake Francis Rd	Good Hope Rd to SR 2/Prater Mill Rd	0.72	Widening	\$302,400	\$1,008,000	\$180,000	\$4,320,000	\$0	\$0	\$5,810,400	\$5,810,400
59	MPO-6	Whitfield	Dawnville-Beaverdale Rd	SR 286 to Cherokee Estate Rd	1.26	Widening	\$529,200	\$1,764,000	\$315,000	\$7,560,000	\$0	\$0	\$10,168,200	\$10,168,200
60	MPO-11	Whitfield	Carbondale Rd	Redwine Cove Rd to I-75 Interchange	0.80	Widening	\$336,000	\$1,120,000	\$200,000	\$4,800,000	\$5,164,800	\$0	\$1,291,200	\$6,456,000
61	MPO-15	Whitfield	Rauschengerg Rd	Sonya Dr to Waring Rd	0.21	Widening	\$90,000	\$400,000	\$50,000	\$1,260,000	\$1,440,000	\$0	\$360,000	\$1,800,000
62	MPO-17	Whitfield	SR 3 (Chattanooga Rd)	SR 201 to North Tibbs Drive	2.72	Widening	\$953,400	\$14,528,000	\$570,000	\$13,620,000	\$23,737,120	\$5,934,280	\$0	\$29,671,400
						LONG-RANGE TOTALS – CAPITAL IMPROVEMENTS					\$107,058,640	\$25,113,460	\$17,629,800	\$149,801,900
MAINTENANCE PROJECTS														
#	Project ID	County	Project	Location/Termini	Length	Type of Project					Federal Funding	State Funding	Local Funding	Total Cost
63	MPO-52	Whitfield	SR 3 (North Bypass)	I-75 to SR 52/US 76	5.76	Resurfacing					\$2,764,800	\$691,200	\$0	3,456,000
64	MPO-53	Whitfield	South Dalton Bypass	I-75 to SR 52/US 76	9.25	Resurfacing					\$4,440,000	\$1,110,000	\$0	5,550,000
65	MPO-54	Whitfield	Airport Rd	SR 52/US 76 to Murray County Line	5.48	Resurfacing					\$2,630,400	\$0	\$657,600	3,288,000
66	MPO-55	Whitfield	Shugart Rd	SR 52 (Walnut Ave) to SR 3 (North Bypass)	2.49	Resurfacing					\$498,000	\$0	\$124,500	622,500
67	MPO-56	Whitfield	SR 71 (Cleveland Hwy)	SR 3 (North Bypass) to SR 2	7.04	Resurfacing					\$1,689,600	\$422,400	\$0	2,112,000
68	MPO-57	Whitfield	SR 201 (Tunnel Hill Varnell Rd)	I-75 to SR 2 (Prater Mill Rd)	4.40	Resurfacing					\$1,056,000	\$264,000	\$0	1,320,000
						LONG-RANGE TOTALS – MAINTENANCE					\$13,078,800	\$2,487,600	\$782,100	\$16,348,500

Table 36: Illustrative Project Plan

Project ID	County	Project	Location/Termini	Length	Type of Project	PE	ROW	UTIL	CST	Federal Funding	State Funding	Local Funding	Total Cost	
632670	Whifield/Gordon	SR 3 / South Dixie Rd	SR136 in Gordon to Carbondale Rd	5.97	Widening	\$0	\$0	\$0	\$35,820,000	\$28,656,000	\$7,164,000	\$0	\$35,820,000	
0007897	Whitfield/Gordon	I-75	SR 156 to CR 665/Carbondale Rd	10.68	Widening	\$14,902,952	\$2,683,585	\$0	\$201,642,938	\$175,383,580	\$43,845,895	\$0	\$219,229,475	
0007898	Whitfield	I-75	CR 665/Carbondale Rd to SR 3	9.98	Widening	\$15,201,011	\$22,966,032	\$0	\$205,675,797	\$195,074,272	\$48,768,568	\$0	\$243,842,840	
0007899	Whitfield/Catoosa	I-75	SR 3 to SR 151	8.76	Widening	\$5,790,911	\$50,940,129	\$0	\$78,353,362	\$108,067,522	\$27,016,880	\$0	\$135,084,402	
0004298	Whitfield/Catoosa	SR 560/East-West Hwy	SR 151 to SR 3	10.00	Widening	\$13,942,746	\$2,343,318	\$0	\$139,427,466	\$124,570,824	\$31,142,706	\$0	\$155,713,530	
0004299	Whitfield	SR 560/East-West Hwy	I-75 to SR 2	3.50	Widening	\$6,869,539	\$27,473,395	\$11,776,290	\$85,869,203	\$105,590,742	\$26,397,685	\$0	\$131,988,427	
0004300	Murray	SR 560/East-West Hwy	SR 3 to US 411	14.00	Widening	\$5,975,462	\$2,437,988	\$0	\$59,754,628	\$54,534,462	\$13,633,616	\$0	\$68,168,078	
					ILLUSTRATIVE LIST TOTALS						\$791,877,402	\$197,969,350	\$0	\$989,846,752

B. Consideration for All Modes of Transportation

While the major mode of transportation in the study area is vehicular, other modes of transportation are increasing in use. The 2040 Long Range Transportation Plan includes the following types of improvements to other transportation facilities besides road and street widening:

- Efficiency recommendations to improve the Highway and Street System.
- Proposed bicycle and pedestrian facilities.
- Rail transportation recommendations and strategies.
- Trucking improvement recommendations and strategies.
- Airport improvements
- Public Transportation Improvements
- Improvements in intelligent transportation systems (ITS)

C. Recommended Highway & Street Improvement Strategies

Maintenance and operational improvements to highways and streets are important in meeting the travel needs of residents and businesses in the Whitfield and Murray urban area. Efficient highway and streets are essential for the movement of people and goods. To improve the traffic flow in Whitfield and Murray Counties, local governments have worked cooperatively with GDOT to upgrade and standardize traffic signals, controllers, and other related equipment. The City of Dalton has installed road signs above recently installed mast arms supporting traffic signals along various streets to assist motorists in finding their desired destinations. This practice of installation of way-finding signs to assist motorists should continue in key areas in Whitfield and Murray Counties to enhance economic growth and foster a desirable quality of life for its citizens and tourists. Other efficiency recommendations to improve the Highway and Street Systems for the Whitfield/Murray urban area are as follows:

- The transportation network should be maintained through annual repaving programs
- Traffic signals at intersections should be monitored regularly to improve signal timing and synchronization with other affected signals.
- Construct/reconstruct/ add lanes to streets to improve traffic flow and safety.
- Reconstruct curved sections of streets and provide improved shoulders to increase safety.
- Construct sidewalks (in accordance with ADA standards) to provide easy access and use for wheel chairs and pedestrians.
- Designate bike routes through signage, shoulder improvements, and bike lanes.
- Increase capacity of intersections through improved traffic signals, left –turn bays, and exclusive right-turn lanes.
- In new residential areas, encourage the development of roads in a grid pattern to provide more travel pattern options
- Consider the improvement of roads that are parallel to highly traveled roads to distribute traffic flow more evenly and efficiently through north-south and east-west corridors.
- Encourage subdivision regulations that require access roads to be aligned with existing roads to avoid “dog legs” which create unsafe turning movements and congestion.
- Encourage standards that enhance street connectivity to high activity areas such as schools, parks, residential areas, medical centers, and social service centers.
- Discourage additional access points/curb cuts on major streets that connect to high activity centers to reduce congestion caused by left turns at mid-block.
- Encourage the installation of way-finding signage to assist tourist to find local points of interest and to assist emergency responders.

D. Proposed Bicycle & Pedestrian Facilities

The bicycle is an increasingly important mode of transportation in communities across the United States. Walkways are also important facilities for persons who want to make short trips and also enjoy the health and recreational benefits of walking. Section 217 of Title 23 U.S.C. of the Federal Highway Administration (FHWA) states that bicycle and pedestrian facilities shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization. This provision also states that bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted. A well-balanced transportation system should include bicycle and pedestrian facilities to provide a range of mobility options. The State of Georgia, and the Greater Dalton MPO area have made substantial progress in planning for bicycle and pedestrian facilities.

With existing state bicycle routes going through the Greater Dalton Area, opportunities exist to build facilities that link to the state routes. The overall goal of building new bicycle facilities is to create a network that serves commuting and recreational needs. Bicycle facilities include three classes: Class I (off-street greenways and bikeways); Class II (bike lanes along roadway shoulders); and Class III (street and roads designated for bicycle use through the installation of “Share the Road” signs.) Figure 19 shows the location of existing and proposed bicycle routes in the area. Increasing mobility options through the provision of bicycle and pedestrian facilities will benefit everyone, especially select population groups who rely on bicycling and walking as their only mode of transportation. Adequate bicycle and pedestrian facilities are also important near schools to provide safe transportation for children and for older persons who desire a transportation mode without the need to depend upon an automobile

The following Bicycle Facilities goals were included in the 2035 Long Range Transportation Plan:

- Promote and encourage bicycle travel as a viable form of transportation, as healthy forms of exercise, and as a positive benefit to the environmental and the community.
- Provide a system of bicycle facilities that is safe, convenient, and accessible for all users.
- Promote coordinated and continuous bicycle facility planning and development.

In June 2010, the Northwest Georgia Regional Commission completed the Dalton Bicycle and Pedestrian Facilities Analysis. This report includes a community assessment which reviewed pedestrian and bicycle travel behavior, and design guidelines; a community agenda which outlined accommodations for pedestrian and bicycle travel, planning and design policies, and school transportation policies; maintenance policies; and an implementation structure.

The planning and design policies included in this report include recommendations to be implemented over a five-year time frame for travel along road corridors; for travel across roadway corridors; for travel on off-road and multi-user pathways; for travel within mixed-use developments, for travel within residential neighborhoods and for travel and parking within downtown Dalton.

E. Georgia Governor’s Highway Safety Plan

The goals of the Georgia Governor’s Office of Highway Safety (GOHS) has been to increase safety belt use, reduce alcohol related fatalities, maintain or reduce the percentage of speed related crashes, and to continue to implement the Strategic Highway Safety Plan with all roadway safety stakeholders in Georgia. Safety belt use for drivers and front seat passengers in recent years has been observed at 93%.

In 2009 (the baseline year for comparison basis for future goals) the fatality rate for alcohol related crashes was .36 per 100 million vehicle miles traveled (VMT). This represented 392 fatalities which included pedestrians and bicyclists and represented 31% of all traffic related fatalities. It has been the goal of the GOHS to reduce the alcohol related fatality rate to .34 per million vehicle miles traveled or less by 2012. In 2009, 238 fatalities were related to speed representing 19% of all traffic related fatalities. It was predicted that by 2011 there would be a reduction of speed related fatalities to 226, maintaining a 7% average decrease since 2005 and it has been the goal to have 215 or less speeding related fatalities by the end of 2012. Regarding the implementation of the Strategic Highway Safety Plan, the GOHS will utilize education and enforcement countermeasures in reducing crashes, injuries, and fatalities and will employ in collaboration with other agencies efforts related to engineering and emergency medical services. This “4-E (education, enforcement, engineering, and emergency)” approach will result in a balanced and effective strategy to saving lives on Georgia’s roadways. Tragically, 1,284 people died on Georgia roadways during 2009 according to the National Center for Statistics and Analysis. Motor vehicles crashes cost Georgia over \$1.55 billion in 2005 (National Center for Injury Prevention and Control)

F. Rail Transportation Recommendations & Strategies

CSX Railroad and Norfolk Southern have no long-range plans for the addition of new railroad tracks in the Whitfield/Murray urban area. To provide a quality infrastructure for the operations of freight movement by rail, maintenance of existing rail and replacement of railroad ties are the major activities of these railroad companies.

Scheduled Infrastructure Upgrade Improvements:

Norfolk Southern – Dalton - Upgrade passing track and construct yard improvements \$5,000,000

CSXT - Atlanta to Chattanooga - TM & W&A - Capacity Expansion, Bridge Upgrades/connectivity.

Rail Transportation Strategies

- Establish a Goods Movement Task Force composed of representatives of major trucking firms, organizations related to the transportation of carpet goods, and Norfolk Southern and CSX Railroads. The task force would identify related issues of the representatives and explore solutions that would enhance the movement of goods.
- Encourage local governments to work with Norfolk Southern and CSX railroads to reduce the amount of time needed for switching operations that cause motorist delays at railroad crossings.
- Explore ways to correct the downtown crossing (overlap) of CSX and Norfolk Southern lines.
- Review the level of warning devices for at-grade crossings and upgrade as and where needed.

G. Trucking Improvement Recommendations, Goals and Strategies

1. Establish a Goods Movement Task Force

Truck transportation in the Whitfield/Murray urban area offers important intermodal linking capability with rail transportation. Because of the impact on the local economy, it is essential the trucking industry continually strive to be efficient in expediting the movement of freight. A Goods Movement Task Force would identify solutions to enhance the movement of goods. The GDMPO, in developing improvements for streets and highways, should consider truck freight hauling needs as identified by the Goods Movement Task Force to provide improved linkages of truck operations to the street and highway system and thus create a more integrated transportation system.

2. Encourage Truck Transportation's Role in the Time-specific Transport of Goods

In the past, stockpiled warehouses have been a major competitive disadvantage, hindering efficient manufacturing operations in the United States. In recent years, a manufacturing concept called “just-in-time” delivery service has emerged. To eliminate wasteful and stagnant inventory, “just-in-time” deliveries allow essential materials to arrive at the exact time they are needed in the manufacturing process. This allows for smooth product flow while reducing storage and reshipping costs to the manufacturer and ultimately the consumer. The GDMPO, in developing improvements for streets and highways, should consider “just-in-time” delivery for the street and highway system.

3. Explore operational and regulatory solutions to provide for efficient flow of trucks

It is imperative for the GDMPO to explore solutions to the efficient flow of trucks to and from terminal sites in Whitfield/Murray urban area to reduce traffic congestion in residential, educational and recreational areas through possible restrictions of truck traffic during certain hours of the day. To accomplish a system of time-specific deliveries, drivers must have an adequate highway and street system. The establishment of a truck route system is necessary to maintain residential neighborhood livability, protect public safety, and minimize the cost of maintaining the area's route system.

H. Airport Improvements

Future projects for the Dalton Municipal Airport include the following:

- Land and easement acquisition for areas on the approach ends of the runway to comply with FAA clearance requirements associated with obstacles that might pose a hazard to landing aircraft in poor weather conditions. Approximate cost: \$3,000,000.
- Rehabilitation of the apron and ramp area. Approximate cost: \$3,000,000.
- Replacement of the underground jet fuel farm. Approximate cost: \$150,000.
- Repaving of the runway. Approximate cost: \$2,000,000

Airport Improvement Goals and Strategies include the following:

- Construct one 80 ft. by 80ft. corporate hangar
- Construct two 10 unit T-hangars
- Update the Master Plan/Airport Layout Plan in 2020

These improvements will allow the airport to better serve the carpet and other industries in the Whitfield/Murray urban area while also attracting additional industries to northwest Georgia. Table 37 shows the proposed Capital Improvement Program of the Dalton Municipal Airport “Jolly Field” for 2016 through 2019.

Table 37: Dalton Municipal Airport Projects**Jolly Field, Dalton, Georgia**

PROJECT	FUNDING				
	Quantity	Federal	State	Local/Private	Total
2016					
1. Obstruction Cleaning RW 14" Approach –Phase I	LS	\$135,000	\$7,500	\$7,500	\$150,000
2. Runway/Taxiway Remarking	LS	\$144,000	\$8,000	\$8,000	\$180,000
3. Apron Overlay/Rehab – Phase I	LS	\$645,611	\$35,867	\$35,867	\$717,345
4. Land Acquisition Services Phase IV (Easement) Approach RW 32 and Obstruction Removal (includes Survey/Appraisal/Design)	LS	\$135,000	\$7,500	\$7,500	\$150,000
5. Jet A Fuel Farm	LS	\$0	\$0	\$153,000	\$153,000
TOTAL 2016		\$1,059,611	\$50,867	\$211,867	\$1,330,345
2017					
1. Apron Overlay/Rehab – Phase II	LS	\$1,334,390	\$74,133	\$74,133	\$1,482,655
2. RSA Improvements (Runway Safety Areas)	LS	\$160,000	\$10,000	\$10,000	\$200,000
3. Land Acquisition Services Phase V (Fee/Easement) RPZ/Approach RW 14 and Obstruction Removal (includes Survey/Appraisals)	LS	\$450,000	\$25,000	\$25,000	\$500,000
TOTAL 2017		\$1,954,390	\$109,133	\$109,133	\$2,182,655
2018					
1. Land Acquisition Services Phase VI (Fee/Easement) RPZ/Approach RW 14 and Obstruction Removal (includes Survey/Appraisals)	LS	\$450,000	\$25,000	\$25,000	\$500,000
2. ALP Update	LS	\$90,000	\$5,000	\$5,000	\$100,000
TOTAL 2018		\$540,000	\$30,000	\$211,867	\$600,000
2019					
1. Design (Rehab/Overlay Runway)	LS	\$135,000	\$7,500	\$7,500	\$150,000
2. Land Acquisition Services Phase VII (Fee/Easement) RPZ/Approach RW 14 and Obstruction Removal (includes Survey/Appraisals)	LS	\$450,000	\$25,000	\$25,000	\$500,000
TOTAL 2019		\$585,000	\$32,500	\$32,500	\$650,000
2020					
1. Land Acquisition Services Phase VIII (Fee/Easement) RPZ/Approach RW 14 and Obstruction Removal (includes Survey/Appraisals)	LS	\$450,000	\$25,000	\$25,000	\$500,000
2. Construct RW Rehab/Overlay	LS	\$1,800,000	\$100,000	\$100,000	\$2,000,000
TOTAL 2020		\$2,250,000	\$125,000	\$211,867	\$2,500,000
GRAND TOTAL		\$6,399,000	\$355,000	\$508,500	\$7,263,000

I. Public Transportation Improvements

As previously described, in Chapter VI of this report, a Draft Transit Feasibility Study was conducted in July 2012. Four alternatives were studied and the preferred alternative (Alternative 4) is described on Page 53 and shown in Figure 18 on Page 54. Federal, State, and local funding options for the preferred alternative (Alternative 4) are outline in detail in the Draft Transit Feasibility Study, which is accessible from Whitfield County's website.

A summary of these funding options are listed below:

Federal Funding Sources:

Federal Transit Administration (FTA) Bus and Facilities: U.S.C. Section 5309(Discretionary)
USDOT Transportation Investment Generating Economic Recovery (TIGER) (Discretionary)
FTA Formula Metropolitan Planning Assistance (49 U.S.C. Section 5303)
FTA Urbanized Area Formula (49 U.S.C. Section 5307)
FTA Formula Transportation for Elderly Persons & Persons with Disabilities (U.S.C. 49 Section 5310)
FTA Formula Other than Urbanized Area Program (Section 5311)
FTA Formula Job Access & Reverse Commute Program (Section 5316)
FTA Formula New Freedom Program (Section 5317)
FHWA Flex Funds

State Funding

The state of Georgia does not provide any transit funding that is not funneled through federal sources or used as a match for federal funds. The 5307 and 5310 grant programs mentioned in the Federal Funding options above are examples of grants that use federal dollars but are funneled through GDOT, which contributed \$52 million in matching transit funds in FY 2011.

Local Funding

The GDMPO and City of Dalton can choose from a number of different mechanisms to raise local funding for transit service. These mechanisms include a wide range of different taxes and fees that could be established either independently or in conjunction. While property tax, sales tax, and general fund appropriations are the most common sources to fund transit systems, the possibilities are virtually endless. Some possibilities described in detailed in the Draft Feasibility Study are as follows:

Farebox Revenues
Vehicle Taxes
Fuel Taxes
Local Sales Taxes
Property Taxes
Occupational Taxes
Selective Taxes
Parking Fees
Safety & Violation Fees
General Appropriations
Advertising Revenue
Public Private Partnerships
Value Capture Mechanisms

J. Intelligent Transportation Systems (ITS)

ITS represents the next generation of a more efficient transportation system with new and widened roads providing improved connectivity and capacity; however, these often generate new traffic that eventually requires additional improvements and increases the cost of infrastructure and negatively impacts the environment. Employment of the communication and information processing through ITS can help improve the management of existing and future traffic on the existing street system.

The goal of a Regional ITS program is to manage and improve the performance of the existing transportation system. Measures of improved management and performance are reduction in traffic

congestion and reduced emergency response times. The following are some examples of ITS projects which can improve the management of traffic on the highway and street network:

- **Traffic signal control:** ITS traffic controllers and closed loop equipment can automatically adjust operations of traffic signals to optimize traffic flow in response to changing traffic conditions.
- **Freeway management:** Provision of information to motorists through changeable signage and real-time traffic updates to minimize congestion.
- **Incident management:** Enable authorities to identify and respond to crashes or breakdowns with best emergency response practices in a timely manner, minimizing clean-up and clearance of the roadway while reducing the occurrence of secondary crashes.
- **Railroad crossings:** Coordination of railroad crossings over streets with improved signalization that will notify drivers of approaching trains through advanced warning devices.
- **Regional multi-modal traveler information systems:** Provision of real-time travel information through computerized kiosk centers or internet websites that allow commuters to predict trip times accurately and make informed route and mode choices.

Current ITS Projects:

The City of Dalton installed 18 cameras to observe traffic flow through closed circuit television and make adjustments to signal operations to improve traffic flow and notify emergency responders in the event of accidents or breakdowns. The following list shows where these cameras are located:

I-75 Northbound at Mile Marker 327.37
I-75 Southbound at S. Dalton Bypass
I-75 Southbound at Mile Marker 328.66
I-75 Southbound at Mile Marker 330.9
I-75 Southbound at West Walnut Ave.
I-75 Southbound at Mile Marker 334.34
I-75 Southbound at Mile Marker 335.73
I-75 Southbound at Mile Marker 337.58
N. Dalton Bypass at Shugart Rd.

N. Dalton Bypass at Willowdale Rd.
N. Dalton Bypass at Cleveland Hwy/Glenwood
Cleveland Ave. at Dawnville Rd.
S. Dalton Bypass at Chatsworth Hwy.
Walnut Ave. at Airport Rd/Murray Ave.
Walnut Ave. at Glenwood Ave./Abutment Rd.
Walnut Ave. at S. Thornton Ave./S. Dixie Hwy.
Walnut Ave. at Tibbs Rd./Dug Gap Rd.
S. Dalton Bypass at Lakeland Rd.

Statewide ITS Architecture:

The GDOT has developed a Statewide ITS Architecture known as the Georgia Regional ITS (GRITS) Architecture. GRITS provides an organized way in which ITS projects for the state can be implemented and evaluated from the point of its completion. The goals for GRITS are as follows:

- Create a unified view of all existing and planned ITS deployments for the State of Georgia.
- Provide a framework to integrate new ITS systems with existing ITS systems statewide.
- Provide a framework that supports interoperability, interchangeability and expandability of ITS systems through the use of national ITS standards.
- Coordinate regional ITS architectures throughout the state and across state borders.
- Create partnerships between the ITS stakeholders from various agencies throughout the state.
- Satisfy US Department of Transportation Final Rule 940 on ITS Architecture and Standards, so agencies across the state can qualify for federal funding for ITS projects.

The Statewide ITS Architecture includes state/local agencies (stakeholders), systems, connections and information flows. Examples of agencies include local engineering offices, transit and emergency response agencies, etc. Systems include activities of agencies like law enforcement receiving incident information or a traffic engineering office receiving information on the operation of traffic signals.

Connections include the electronic information and communication equipment employed to provide or receive information. Examples of information flows include data, and information such as traffic flow information, detection of incidents along a highway or warnings given to motorists through changeable message boards.

Transportation Management Control Center:

The GDOT Transportation Management Center (TMC), located on East Confederate Avenue in Atlanta, Georgia, can detect incidents via cameras located along heavily traveled roads in the Atlanta Metropolitan Region and provide information to motorists and emergency responders. While their operations and capability does not directly impact the Whitfield/Murray urban area, travelers from the area with destinations in the Atlanta Metro Region can be assisted. Also communication connections to traffic operations in the City of Dalton could help advise motorists in the event of traffic congestion along I-75 due to major traffic accidents or other catastrophic events.

The TMC operates the Advanced Transportation Management System (ATMS) also known as the NaviGator system and the Advanced Traveler Information System (ATIS) in the Atlanta region. The ATMS integrates the management of freeway and surface streets, allows state and local engineers to interact and participate in real-time transportation decisions, provides a high speed/high capacity communications network, and serves as a clearinghouse for public information.

The NaviGator provides a comprehensive level of integration and includes intelligent transportation infrastructure components of traffic signal control systems, freeway management systems, transit management systems, incident management programs, and regional multi-modal traveler information centers.

The ATIS relays information received from the ATMS to the public through many components and allows the public to make efficient and timesaving transportation decisions.

The TMC provides the coordination and cooperation with other agencies necessary for a seamless transportation network across multiple jurisdictions.

The components of NaviGator are:

- Pan/Tilt/Zoom Color Monitoring Cameras
- Video Detection System (VDS)
- *DOT (*368) (free cellular phone service) and (404) 635-6800 (landline)
- NaviGator website, www.georgianavigator.com
- Changeable Message Signs (CMS)
- Highway Emergency Response Operators (HEROs)
- Cable Television broadcasting
- Ramp Meters
- Traffic Signal Upgrades
- Motor Vehicle Emergency Response (MOVER) Team
- Accident Investigation Sites (AIS)
- Traveler Information Kiosks

Incident Management Task Force:

Meetings have been held in Dalton to address problems related to traffic incidents occurring along I-75 between Chattanooga and Dalton. Representatives from the TDOT freeway patrol service known as the HELP program, and representatives from the GDOT HERO program have met with state and local persons interested and involved in incident management along the I-75 corridor to share common concerns, and to explore ways in which to cooperate and communicate during incidents along I-75 which affect the traffic flow of both states. It is anticipated these meetings will evolve into an Incident Management Task Force and include representatives of state and local emergency response agencies who will exchange information and practices to improve operations between agencies in responding effectively and quickly to incidents.

IX. 2040 Road Improvement Plan - Project Information Sheets

Below is a listing of the projects information sheets with their corresponding page number.

No.	Project Name	Page	No.	Project Name	Page
1	I-75 @ Carbondale Rd; incl roundabouts	92	29	CR 688/Louise Lane Extension	116
2	SR 225 Widening	93	30	Carbondale Business Park Rd	117
3	SR 225 Bypass (north & south)	94	31	Chattanooga Rd/Wolfe St & Red Clay Rd – sidewalks, bike paths, streetscapes	118
4	SR 225 @ CR132/Mt Carmel Church Rd	95	32	SR 71 – sidewalks	119
5	SR 3 @ Swamp Creek – bridge	96	33	SR 225 Bypass (north & south) – Sheet 3	---
6	SR 52 Alt @ Town Branch – bridge	97	34	North Bypass/SR 3 – Reed Rd to SR 71	120
7	College Dr @ Dug Gap Mountain Rd	98	35	South Dixie Hwy @ W. Industrial Blvd & Foster Rd	121
8	SR 286 @ Cobb Rd and @ Tom Gregory Rd	99	36	N.Dalton Bypass @ SR 71/Cleveland Hwy	122
9	SR 201 Realignment	100	37	Underwood Rd – Reconstruction	123
10	Hill Road – vertical alignment	101	38	Airport Rd Connector	124
11	Riverbend Rd @ Walnut Ave/US 76	102	39	Airport Rd/Brown Bridge Rd/New Hope Rd	125
12	SR 2 @ SR 201- roundabout	103	40	SR 3/Admiral Mack Gaston Pkwy @ Airport Rd	126
13	Old Tilton Rd @ Swamp Creek	104	41	Redwine Cove Rd @ Swamp Creek	127
14	McGaughey Chapel Rd @ Coahulla Creek	105	42	SR 201 – I-75 to Reed Rd	128
15	N. Tibbs Rd – College Dr to Shugart Rd	106	43	SR 201 – Reed Rd to SR 2/Prater Mill Rd	129
16	SR 3 (Chattanooga Rd) at N. Tibbs Rd	107	44-54	Maintenance Projects 2021-2030	----
17	Reed Rd – SR 201 to SR 2	108	55	SR 3/South Dixie Rd –Carbondale Rd to South Dalton Bypass	130
18	Reed Rd – SR 3 to SR 201	109	56	SR 52 Alt – SR 225 to SR 52/US 76	131
19	SR 201 – SR 3 to Old Lafayette Rd	110	57	US 76/Chatsworth Hwy – widening	132
20	Old Lafayette Rd – SR 201 to SR 3	111	58	Lake Francis Rd – Good Hope Rd to SR 2	133
21	Underwood St – Reconstruction	112	59	Dawnville-Beaverdale Rd	134
22	Gordon St @ NS Railroad – bridge	113	60	Carbondale Rd – Redwine Cove Rd to I-75	135
23	South Bypass Widening	114	61	Rauschenberg Rd – Sonya Dr to Waring Rd	136
24	Intersection Improvements – 8 locations	115	62	SR 3 – SR 201 to N. Tibbs Rd	137
25-28	Maintenance Projects 2016-2020	-----	63-68	Maintenance Projects 2031-2040	----

**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: I-75 Interchange @ Carbondale Rd; including roundabouts	P.I. No. 610890	Map Key Number: 1
	Local PI No.	DOT District: 6
Local Rd. Name/Number: CR 665	City: Dalton	Congressional District: 14
State/US Number: SR 401	County: Whitfield	RC: Northwest Georgia

Considerations

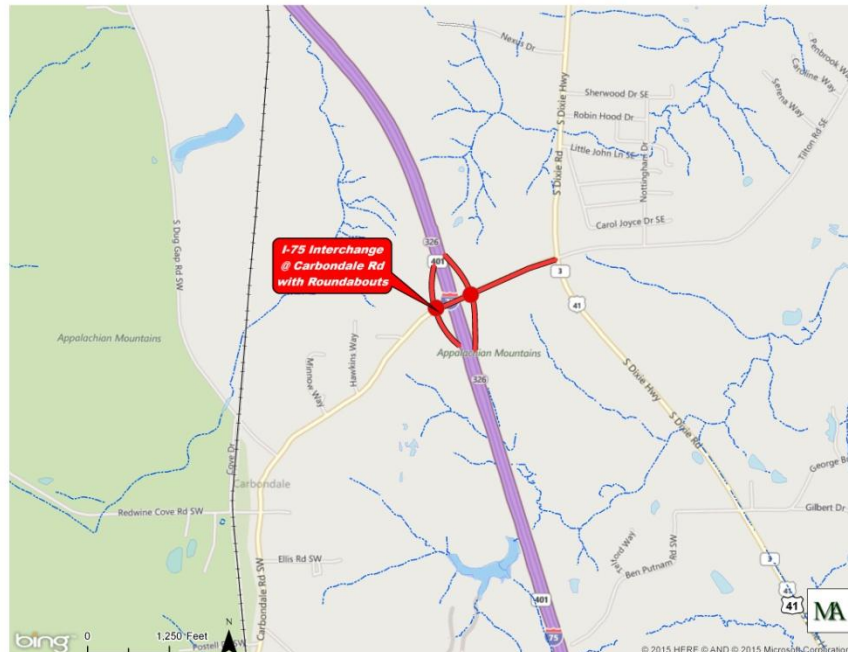
Planning Measure and Need: Reduce Traffic Congestion

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)					
Right-of-Way (000's)					
Utilities (000's)		\$624,240			\$624,240
Construction (000's)		\$15,565,873			\$15,565,873
Project Cost (000's)		\$16,190,113			\$16,190,113
Federal Cost (000's)	STP	\$12,952,090			\$12,952,090
State Cost (000's)		\$3,238,023			\$3,238,023
Local Cost (000's)		\$0			\$0

Project Description: Widening Carbondale Road and bridge over I-75 from I-75 southbound ramps to S. Dixie Road. Construct roundabouts at I-75 ramps and at SR 3 (S. Dixie Rd)

Length, Miles: 0.58	Purpose and Need: Reduce traffic congestion
# of Lanes: 2 lanes	Logical Termini Locations: West of I-75 to SR 3 (S. Dixie Rd)
# of Lanes Planned/Modeled: 3 lanes WB, 2 lanes EB	2010 LOS D
2010 Volume, ADT: 13,870	2040 LOS F (No-Build) LOS C (Build)
2040 Volume, ADT: 27,640	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: SR 225 Widening from SR 52 Alt to Spring Place Smyrna Rd	P.I. No. 631550	Map Key Number: 2
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Chatsworth	Congressional District: 14
State/US Number: SR 225, SR 52 Alt	County: Murray	RC: Northwest Georgia

Considerations

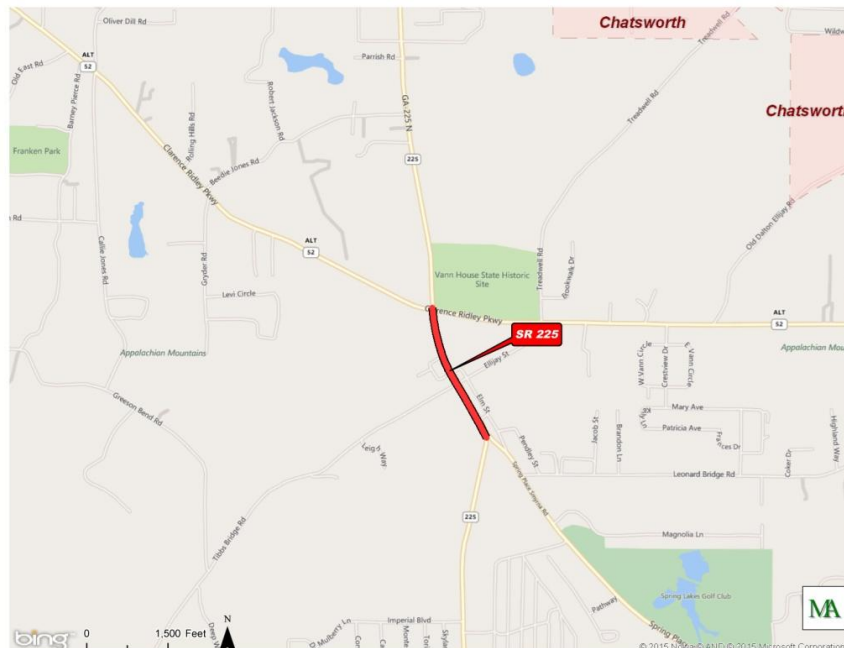
Planning Measure and Need: Reduce Traffic Congestion on SR 225

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$210,000			\$210,000
Right-of-Way (000's)		\$1,000,000			\$1,000,000
Utilities (000's)		\$200,000			\$200,000
Construction (000's)		\$3,000,000			\$3,000,000
Project Cost (000's)		\$4,410,000			\$4,410,000
Federal Cost (000's)	STP	\$3,528,000			\$3,528,000
State Cost (000's)		\$882,000			\$882,000
Local Cost (000's)		\$0			\$0

Project Description: Widening SR 225 from 2 to 4 lanes from SR 52 Alt to Spring Place Smyrna Rd

Length, Miles: 0.50	Purpose and Need: Reduce traffic congestion on SR 225
# of Lanes: 2 lanes	Logical Termini Locations: SR 52 Alt to Spring Place Smyrna Rd
# of Lanes Planned/Modeled: 4 lanes	2010 LOS E
2010 Volume, ADT: 9,371	2040 LOS E (No-Build), LOS C (Build)
2040 Volume, ADT: 18,570	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: SR 225 Bypass (North & South)	P.I. No. 0003061	Map Key Number: 3
	Local PI No.	DOT District: 6
Local Rd. Name/Number: CR 105	City: Chatsworth	Congressional District: 14
State/US Number: SR 225, SR 52, US 76	County: Murray	RC: Northwest Georgia

Considerations

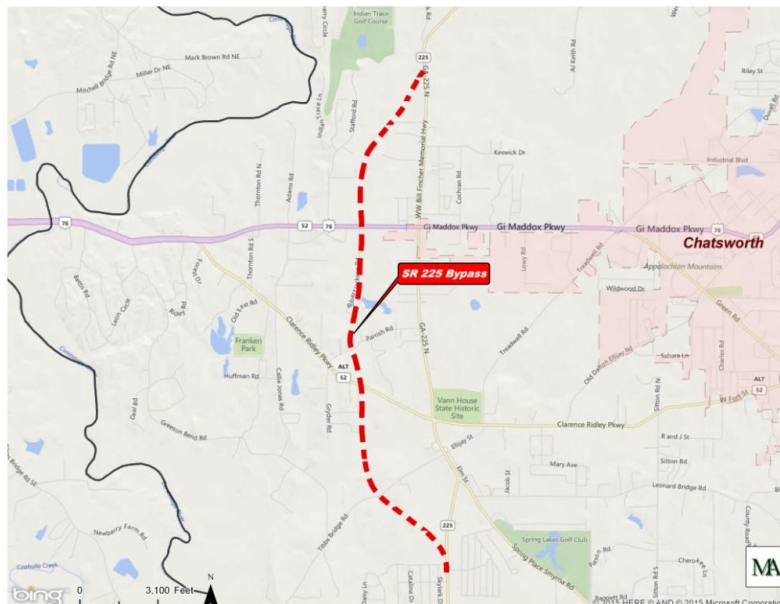
Planning Measure and Need: Provide an alternate route for truck traffic, facilitate economic development and reduce traffic congestion on SR 225 and SR 52 Alt.

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$600,000			\$600,000
Right-of-Way (000's)		\$12,645,372			\$12,645,372
Utilities (000's)		\$0	\$3,342,600		\$3,342,600
Construction (000's)		\$0	\$16,013,500		\$16,013,500
Project Cost (000's)		\$13,245,372	\$19,356,100		\$32,601,472
Federal Cost (000's)	STP	\$10,596,298	\$15,484,880		\$26,081,178
State Cost (000's)		\$0	\$0		\$0
Local Cost (000's)		\$2,649,074	\$3,871,220		\$6,520,294

Project Description: New Construction of 2 lanes from SR 225 @ CR 105/Imperial Blvd to SR 52/US 76 and north to SR 225 @ Pinhook Creek Rd

Length, Miles: 4.24	Purpose and Need: provide an alternate route for truck traffic, Economic development and reduce traffic congestion on SR 225.
# of Lanes: 0 lanes	Logical Termini Locations: SR 225 @ Imperial Blvd to SR 225 north @ Pinhook Creek Rd
# of Lanes Planned/Modeled: 2 lanes	2010 LOS: N/A
2010 Volume, ADT: 0	2040 LOS B (Build)
2040 Volume, ADT: 8,737	Functional Class: New Minor Arterial
Bike/Pedestrian Additions: Bike Provisions	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: SR 225 @ CR 132/Mt Carmel Church Rd	P.I. No. 0009620	Map Key Number: 4
	Local PI No.	DOT District: 6
Local Rd. Name/Number: CR 132	City: Chatsworth	Congressional District: 14
State/US Number: SR 225	County: Murray	RC: Northwest Georgia

Considerations

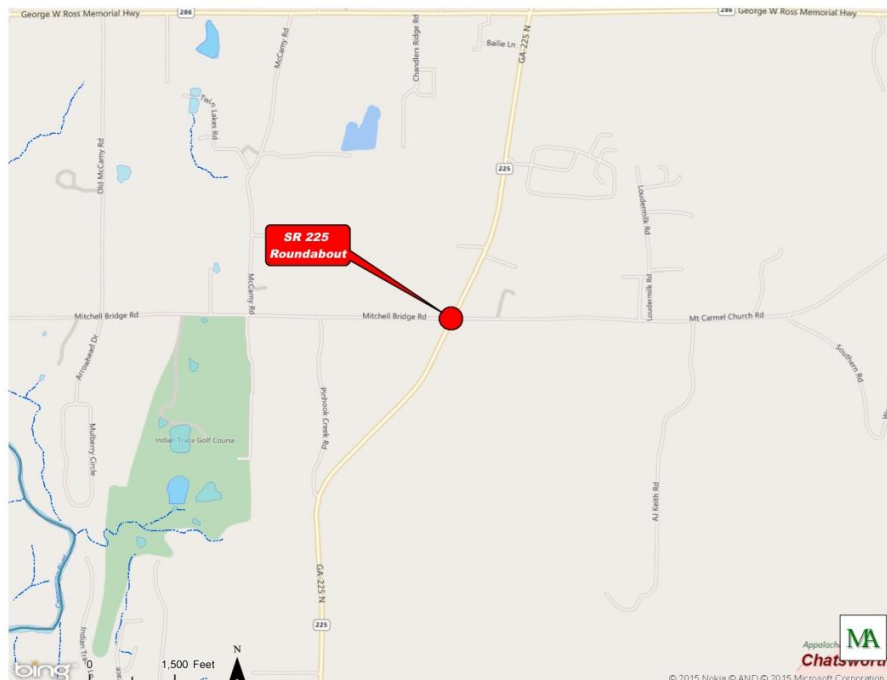
Planning Measure and Need: Safety & Operational Improvement

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)					
Right-of-Way (000's)					
Utilities (000's)		\$39,000			\$39,000
Construction (000's)		\$2,263,006			\$2,263,006
Project Cost (000's)		\$2,302,006			\$2,302,006
Federal Cost (000's)	STP	\$1,841,605			\$1,841,605
State Cost (000's)		\$460,401			\$460,401
Local Cost (000's)		\$0			\$0

Project Description: Construction Roundabout at intersection

Length, Miles: 0.33	Purpose and Need: Safety & Operational Improvement
# of Lanes: 2 lanes	Logical Termini Locations: N/A
# of Lanes Planned/Modeled: 2 lanes	2010 LOS: A
2010 Volume, ADT: 6,099	2040 LOS: B
2040 Volume, ADT: 9,042	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: SR 3 @ Swamp Creek	P.I. No. 0008364	Map Key Number: 5
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number: SR 3	County: Whitfield	RC: Northwest Georgia

Considerations

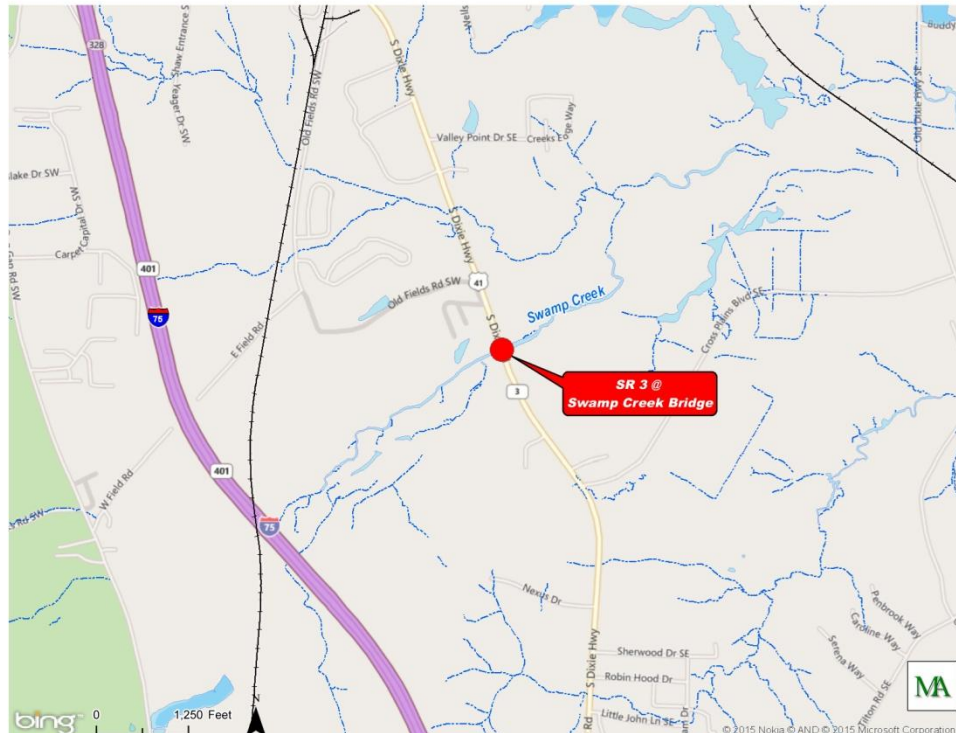
Planning Measure and Need: Maintain Infrastructure

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$0			\$0
Right-of-Way (000's)		\$0			\$0
Utilities (000's)		\$75,480			\$75,480
Construction (000's)		\$898,086			\$898,086
Project Cost (000's)		\$973,566			\$973,566
Federal Cost (000's)	STP	\$778,853			\$778,853
State Cost (000's)		\$194,713			\$194,713
Local Cost (000's)		\$0			\$0

Project Description: Replacement of a structurally deficient culvert.

Length, Miles: 0.40	Purpose and Need: Maintain Infrastructure
# of Lanes: 2 Lanes	Logical Termini Locations: N/A
# of Lanes Planned/Modeled: 4 Lanes	2010 LOS: C
2010 Volume, ADT: 10,282	2040 LOS: B
2040 Volume, ADT: 19,529	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: SR 52 Alt @ Town Branch	P.I. No. 0007047	Map Key Number: 6
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Chatsworth	Congressional District: 14
State/US Number: SR 52 Alt	County: Murray	RC: Northwest Georgia

Considerations

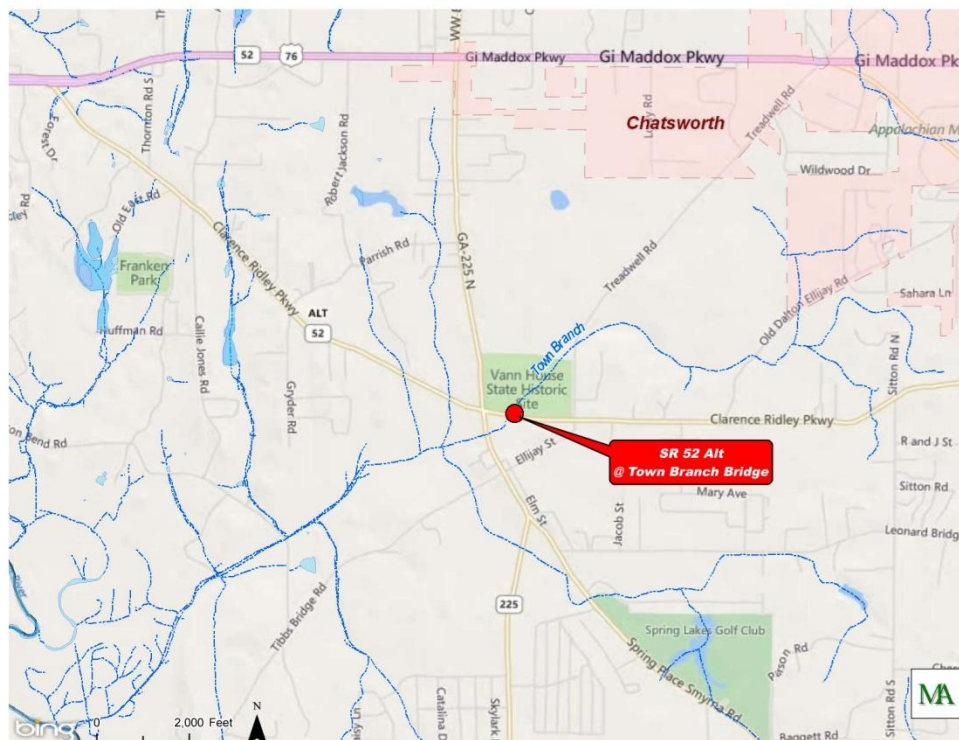
Planning Measure and Need: Maintain Infrastructure

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$0			\$0
Right-of-Way (000's)		\$53,060			\$53,060
Utilities (000's)		\$0			\$0
Construction (000's)		\$192,782			\$192,782
Project Cost (000's)		\$245,842			\$245,842
Federal Cost (000's)	STP	\$196,674			\$196,674
State Cost (000's)		\$49,168			\$49,168
Local Cost (000's)		\$0			\$0

Project Description: Bridge Rehabilitation

Length, Miles: 0.40	Purpose and Need: Maintain Infrastructure
	Logical Termini Locations: N/A
# of Lanes: 2 Lanes	
# of Lanes Planned/Modeled: 2 Lanes	2010 LOS: B
2010 Volume, ADT: 6,346	2040 LOS: C
2040 Volume, ADT: 10,671	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: College Dr @ Dug Gap Mountain Rd	P.I. No.	Map Key Number: 7
	Local PI No. 2.6 SPLOST	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number:	County: Whitfield	RC: Northwest Georgia

Considerations

Planning Measure and Need: Operational Improvement

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$0			\$0
Right-of-Way (000's)		\$510,652			\$510,652
Utilities (000's)		\$0			\$0
Construction (000's)		\$1,000,000			\$1,000,000
Project Cost (000's)		\$1,510,652			\$1,510,652
Federal Cost (000's)	STP	\$1,000,000			\$1,000,000
State Cost (000's)		\$0			\$0
Local Cost (000's)	SPLOST	\$510,652			\$510,652

Project Description: Intersection Improvement

Length, Miles: 0.35

Purpose and Need: Operational Improvement

Logical Termini Locations: N/A

of Lanes: 4 Lanes

of Lanes Planned/Modeled: 4 Lanes

2010 LOS: A

2010 Volume, ADT: 6,035

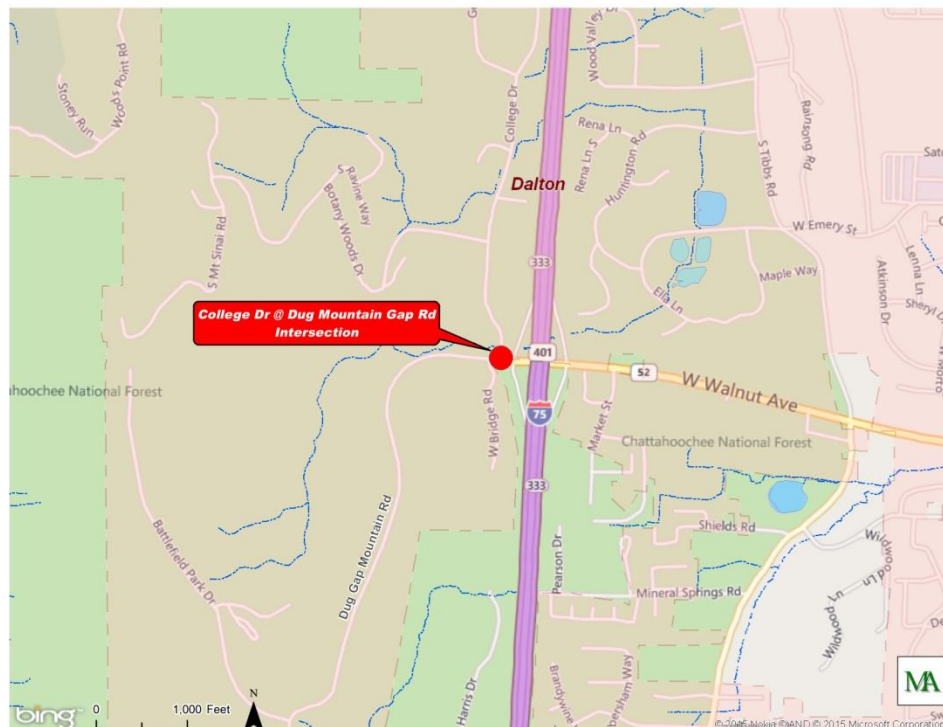
2040 LOS: A

2040 Volume, ADT: 7,548

Functional Class: Minor Arterial

Bike/Pedestrian Additions:

Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: SR 286 @ Cobb Rd & Tom Gregory Rd	P.I. No. 0006064	Map Key Number: 8
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Chatsworth	Congressional District: 14
State/US Number: SR 286	County: Murray	RC: Northwest Georgia

Considerations

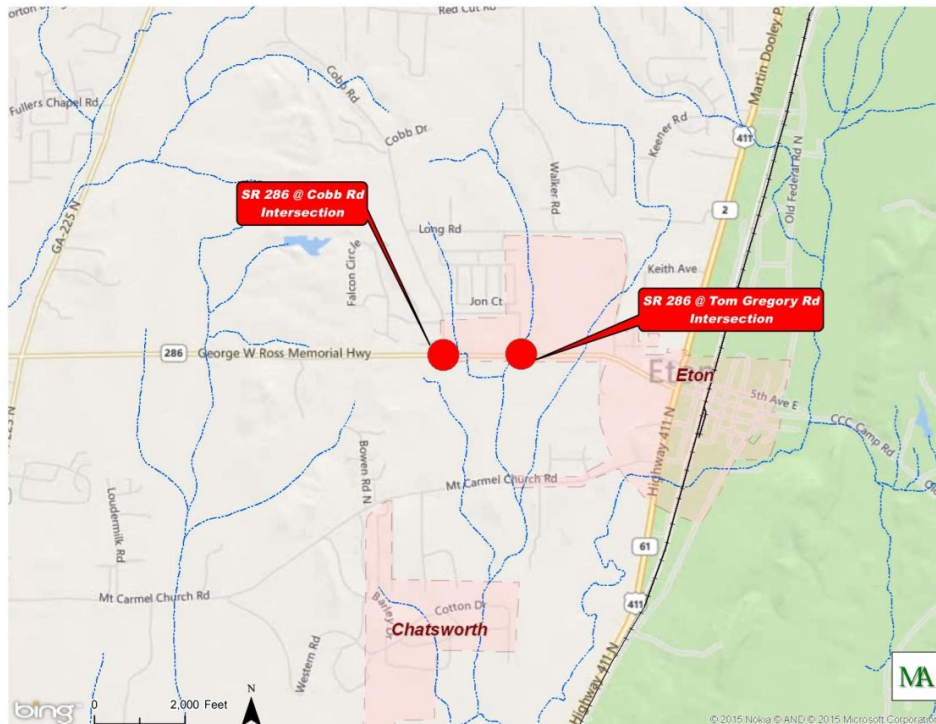
Planning Measure and Need: Operational Improvement

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$106,120			\$106,120
Right-of-Way (000's)		\$378,213			\$378,213
Utilities (000's)		\$656,538			\$656,538
Construction (000's)		\$298,871			\$298,871
Project Cost (000's)		\$1,439,742			\$1,439,742
Federal Cost (000's)		\$0			\$0
State Cost (000's)		\$0			\$0
Local Cost (000's)		\$1,439,742			\$1,439,742

Project Description: Turn Lanes

Length, Miles: 0.80	Purpose and Need: Operational Improvement
# of Lanes: 2 Lanes	Logical Termini Locations: Cobb Rd and at Tom Gregory Rd
# of Lanes Planned/Modeled: 2 Lanes	2010 LOS: A
2010 Volume, ADT: 5,758	2040 LOS: A
2040 Volume, ADT: 7,440	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: SR 201 Realignment	P.I. No.	Map Key Number: 9
	Local PI No. 3.7 SPLOST	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 9
State/US Number: SR 201, SR 401, US 41	County: Whitfield	RC: Northwest Georgia

Considerations

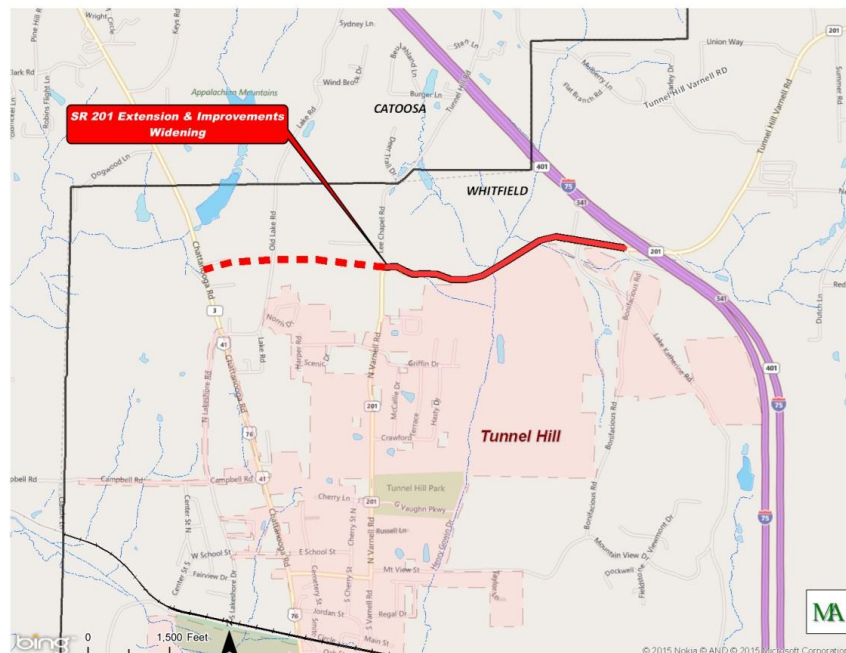
Planning Measure and Need: Reduce Traffic Congestion

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$350,000			\$350,000
Right-of-Way (000's)		\$850,000			\$850,000
Utilities (000's)		\$0			\$0
Construction (000's)		\$5,300,000			\$5,300,000
Project Cost (000's)		\$6,500,000			\$6,500,000
Federal Cost (000's)		\$0			\$0
State Cost (000's)		\$0			\$0
Local Cost (000's)	SPLOST	\$6,500,000			\$6,500,000

Project Description: Realignment and widening of SR 201 from 2 to 4 lanes from US 41 to I-75 Interchange

Length, Miles: 1.51	Purpose and Need: Reduce Traffic Congestion
# of Lanes: 2 Lanes	Logical Termini Locations: US 41 to I-75 Interchange
# of Lanes Planned/Modeled: 4 Lanes	2010 LOS C
2010 Volume, ADT: 7,109	2040 LOS E (No-Build), LOS B (Build)
2040 Volume, ADT: 9,771	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: Hill Road	P.I. No.	Map Key Number: 10
	Local PI No. 3.10 SPLOST	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number:	County: Whitfield	RC: Northwest Georgia

Considerations

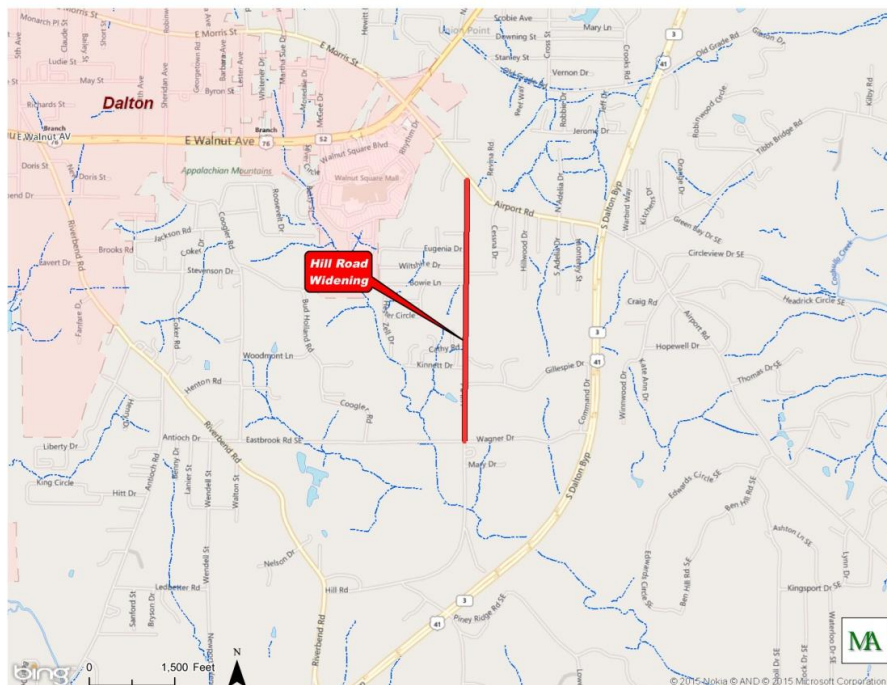
Planning Measure and Need: Safety & Operational Improvement

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$0			\$0
Right-of-Way (000's)		\$650,000			\$650,000
Utilities (000's)		\$0			\$0
Construction (000's)		\$1,600,000			\$1,600,000
Project Cost (000's)		\$2,250,000			\$2,250,000
Federal Cost (000's)		\$0			\$0
State Cost (000's)		\$0			\$0
Local Cost (000's)	SPLOST	\$2,250,000			\$2,250,000

Project Description: Vertical alignment improvement from Eastbrook Rd to Airport Rd

Length, Miles: 0.84	Purpose and Need: Safety & Operational Improvement
# of Lanes: 2 Lanes	Logical Termini Locations: Eastbrook Rd to Airport Rd
# of Lanes Planned/Modeled: 2 Lanes	2010 LOS: A
2010 Volume, ADT: 2,173	2040 LOS: A
2040 Volume, ADT: 3,093	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: Walnut Ave/SR 52/US 76 at Riverbend Road	P.I. No.	Map Key Number: 11
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 35
State/US Number: SR 52, US 76	County: Whitfield	RC: Northwest Georgia

Considerations

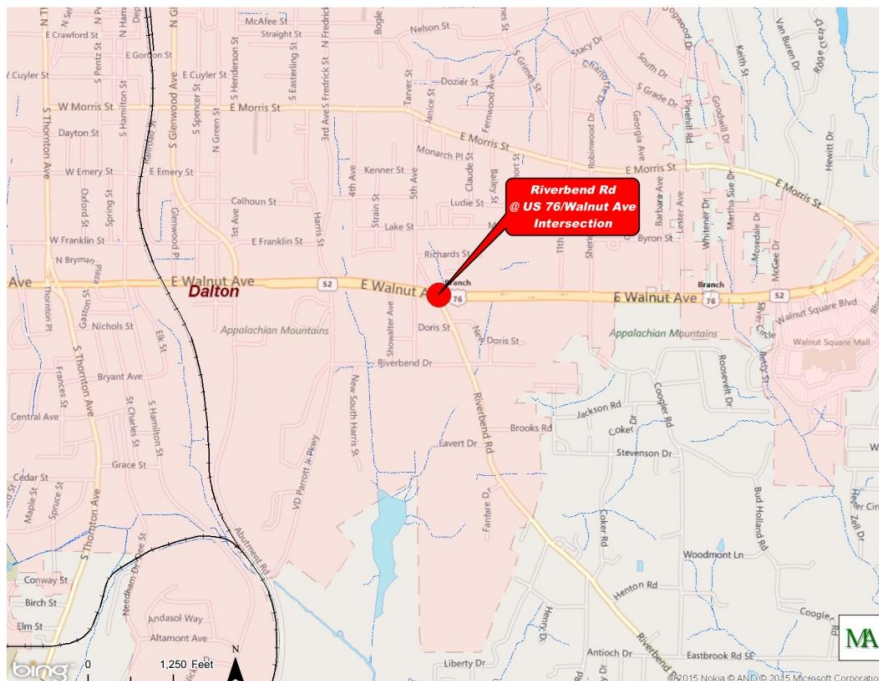
Planning Measure and Need: Operational Improvement

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$20,000			\$20,000
Right-of-Way (000's)		\$0			\$0
Utilities (000's)		\$0			\$0
Construction (000's)		\$100,000			\$100,000
Project Cost (000's)		\$120,000			\$120,000
Federal Cost (000's)	STP	\$96,000			\$96,000
State Cost (000's)		\$0			\$0
Local Cost (000's)		\$24,000			\$24,000

Project Description: Intersection improvement, increase corner radii for truck traffic

Length, Miles: 0.2	Purpose and Need: Operational Improvement
# of Lanes: 6 Lanes	Logical Termini Locations: N/A
# of Lanes Planned/Modeled: 6 Lanes	2010 LOS: C
2010 Volume, ADT: 32,346	2040 LOS: C
2040 Volume, ADT: 34,976	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: SR 2 at SR 201	P.I. No.	Map Key Number: 12
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number: SR 2, SR 201	County: Whitfield	RC: Northwest Georgia

Considerations

Planning Measure and Need: Operational Improvement

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$70,000			\$70,000
Right-of-Way (000's)		\$300,000			\$300,000
Utilities (000's)		\$50,000			\$50,000
Construction (000's)		\$500,000			\$500,000
Project Cost (000's)		\$920,000			\$920,000
Federal/State Cost (000's)		\$736,000			\$736,000
State Cost (000's)		\$0			\$0
Local Cost (000's)		\$184,000			\$184,000

Project Description: Intersection improvement – Roundabout

Length, Miles: 0.2	Purpose and Need: Operational Improvement
# of Lanes: 2 Lanes	Logical Termini Locations: N/A
# of Lanes Planned/Modeled: 4 Lanes	2010 LOS: D
2010 Volume, ADT: 6,707	2040 LOS: D (No-Build), B (Build)
2040 Volume, ADT: 12,018	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: Old Tilton Rd @ Swamp Creek	P.I. No.	Map Key Number: 13
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number:	County: Whitfield	RC: Northwest Georgia

Considerations

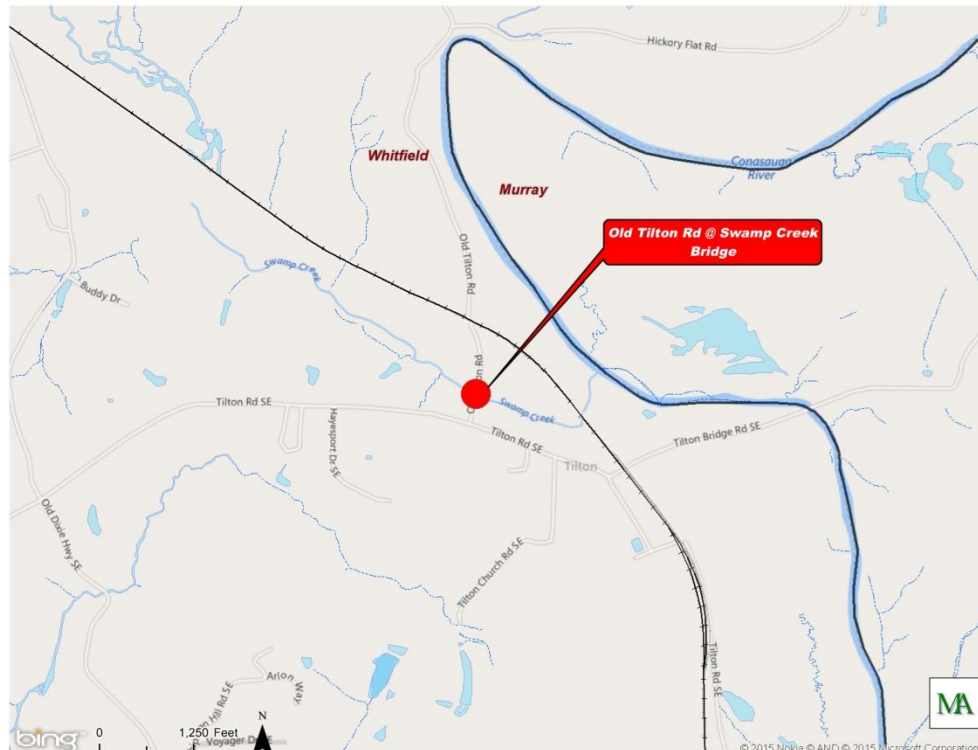
Planning Measure and Need: Maintain Infrastructure

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$80,000			\$80,000
Right-of-Way (000's)		\$50,000			\$50,000
Utilities (000's)		\$0			\$0
Construction (000's)		\$1,000,000			\$1,000,000
Project Cost (000's)		\$1,130,000			\$1,130,000
Federal Cost (000's)	STP	\$904,000			\$904,000
State Cost (000's)		\$226,000			\$226,000
Local Cost (000's)		\$0			\$0

Project Description: Bridge Reconstruction

Length, Miles: 0.3	Purpose and Need: Maintain Infrastructure
	Logical Termini Locations: N/A
# of Lanes: 2 Lanes	
# of Lanes Planned/Modeled: 2 Lanes	2010 LOS: A
2010 Volume, ADT: 1,866	2040 LOS: A
2040 Volume, ADT: 7,084	Functional Class: Minor Collector
Bike/Pedestrian Additions:	Comments/Remarks:



GREATER DALTON METROPOLITAN PLANNING ORGANIZATION

2040 LONG RANGE TRANSPORTATION PLAN

General Information

Project Name: McGaughey Chapel Rd @ Coahulla Creek	P.I. No.	Map Key Number: 14
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number:	County: Whitfield	RC: Northwest Georgia

Considerations

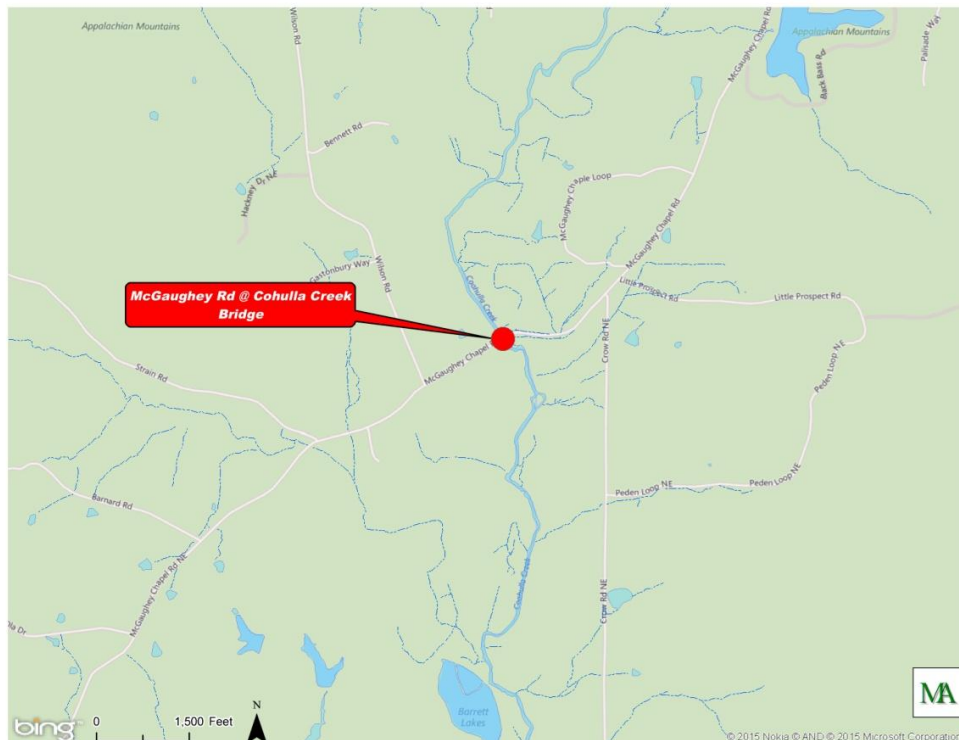
Planning Measure and Need: Maintain Infrastructure

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$80,000			\$80,000
Right-of-Way (000's)		\$50,000			\$50,000
Utilities (000's)		\$0			\$0
Construction (000's)		\$1,000,000			\$1,000,000
Project Cost (000's)		\$1,130,000			\$1,130,000
Federal Cost (000's)	STP	\$904,000			\$904,000
State Cost (000's)		\$226,000			\$226,000
Local Cost (000's)		\$0			\$0

Project Description: Bridge Reconstruction

Length, Miles: 0.3	Purpose and Need: Maintain Infrastructure
	Logical Termini Locations: N/A
# of Lanes: 2 Lanes	
# of Lanes Planned/Modeled: 2 Lanes	2010 LOS: A
2010 Volume, ADT: 2,482	2040 LOS: A
2040 Volume, ADT: 3,516	Functional Class: Minor Collector
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: N. Tibbs Rd Widening from North of College Drive to Shugart Road	P.I. No.	Map Key Number: 15
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number:	County: Whitfield	RC: Northwest Georgia

Considerations

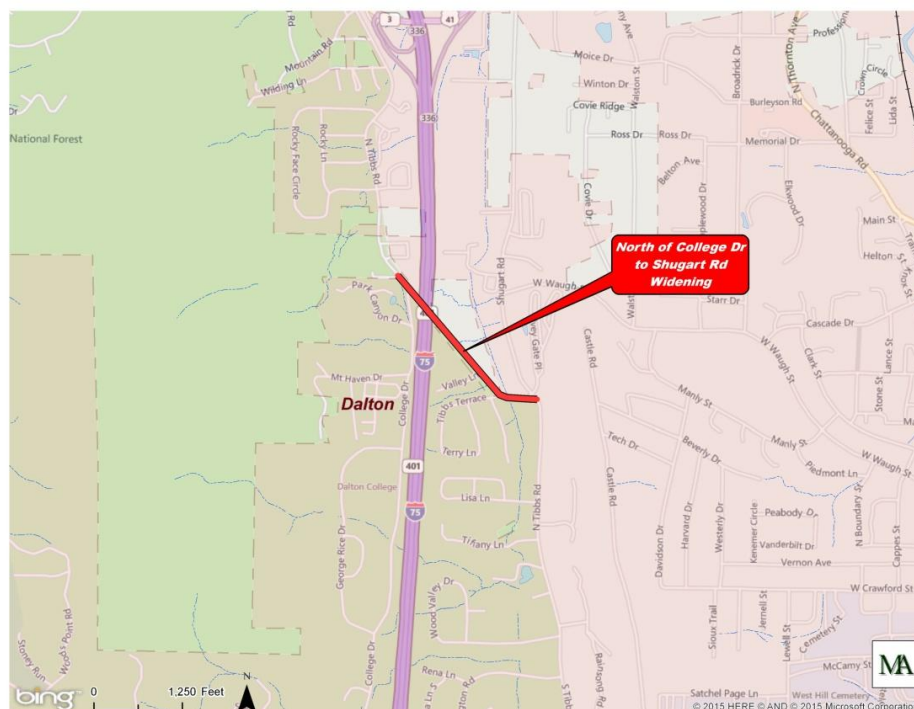
Planning Measure and Need: Operational Improvement

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$318,640			\$318,640
Right-of-Way (000's)		\$658,000			\$658,000
Utilities (000's)		\$117,500			\$117,500
Construction (000's)		\$4,552,000			\$4,552,000
Project Cost (000's)		\$5,646,140			\$5,646,140
Federal Cost (000's)	STP	\$4,516,912			\$4,516,912
State Cost (000's)		\$0			\$0
Local Cost (000's)		\$1,129,228			\$1,129,228

Project Description: Widening-N. Tibbs Rd from North of College Drive to Shugart Rd with auxiliary turn lanes, widen bridge over I-75

Length, Miles: 0.55	Purpose and Need: Operational Improvement
# of Lanes: 2 Lanes	Logical Termini Locations: North of College Drive to Shugart Road
# of Lanes Planned/Modeled: 2 Lanes plus 2 auxiliary lanes	2010 LOS: A
2010 Volume, ADT: 6,892	2040 LOS E (No-Build) LOS B (Build)
2040 Volume, ADT: 13,856	Functional Class: Major Collector
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: SR 3 at N. Tibbs Rd	P.I. No.	Map Key Number: 16
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number:	County: Whitfield	RC: Northwest Georgia

Considerations

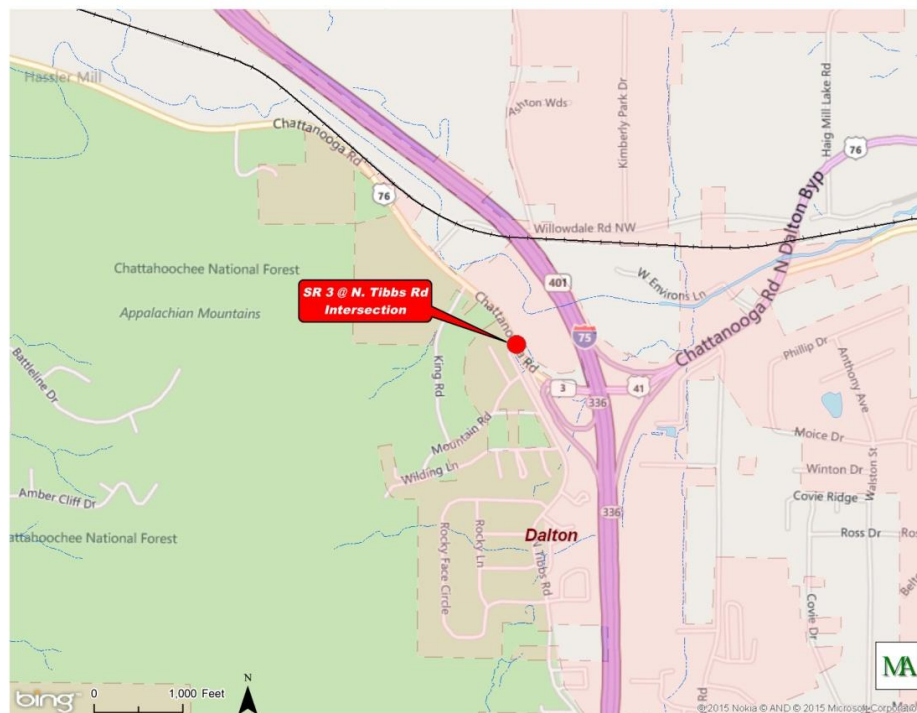
Planning Measure and Need: Operational Improvement

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$40,000			\$40,000
Right-of-Way (000's)		\$1,300,000			\$1,300,000
Utilities (000's)		\$50,000			\$50,000
Construction (000's)		\$350,000			\$350,000
Project Cost (000's)		\$1,740,000			\$1,740,000
Federal Cost (000's)	STP	\$1,392,000			\$1,392,000
State Cost (000's)		\$348,000			\$348,000
Local Cost (000's)		\$0			\$0

Project Description: Intersection Improvement – Add Right-turn lane on SR 3 to N. Tibbs Rd

Length, Miles: 0.11	Purpose and Need: Operational Improvement
	Logical Termini Locations: N/A
# of Lanes: 4 lanes	
# of Lanes Planned/Modeled: 6 lanes	2010 LOS D
2010 Volume, ADT: 25,539	2040 LOS E (No-Build), LOS D (Build)
2040 Volume, ADT: 39,847	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: Reed Rd Improvement from SR 201 to SR 2	P.I. No.	Map Key Number: 17
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number:	County: Whitfield	RC: Northwest Georgia

Considerations

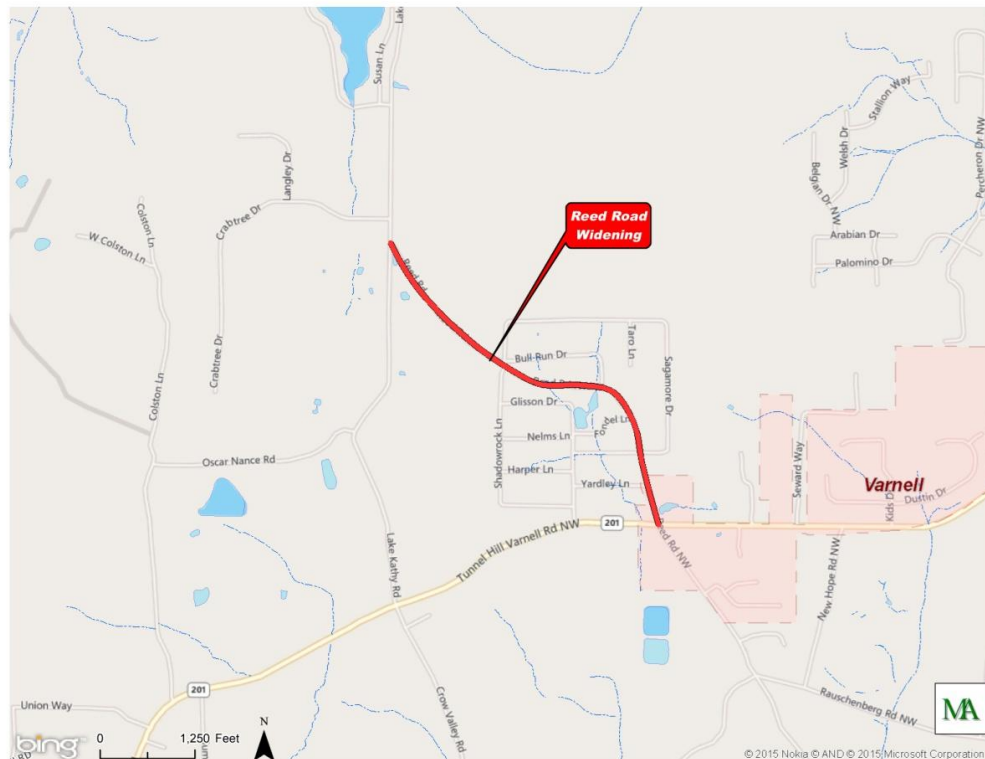
Planning Measure and Need: Operational Improvement

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$160,000			\$160,000
Right-of-Way (000's)		\$150,000			\$150,000
Utilities (000's)		\$100,000			\$100,000
Construction (000's)		\$2,270,000			\$2,270,000
Project Cost (000's)		\$2,680,000			\$2,680,000
Federal Cost (000's)		\$0			\$0
State Cost (000's)		\$0			\$0
Local Cost (000's)		\$2,680,000			\$2,680,000

Project Description: Minor Widening and improvement

Length, Miles: 1.06	Purpose and Need: Operational Improvement
	Logical Termini Locations: SR 201 to SR 2
# of Lanes: 2 Lanes	
# of Lanes Planned/Modeled: 2 Lanes	2010 LOS: N/A
2010 Volume, ADT: N/A	2040 LOS: N/A
2040 Volume, ADT: N/A	Functional Class: Local
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: Reed Rd Improvement from SR 3 Connector (North Bypass) to SR 201	P.I. No.	Map Key Number: 18
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number: SR 3 Conn., SR 201	County: Whitfield	RC: Northwest Georgia

Considerations

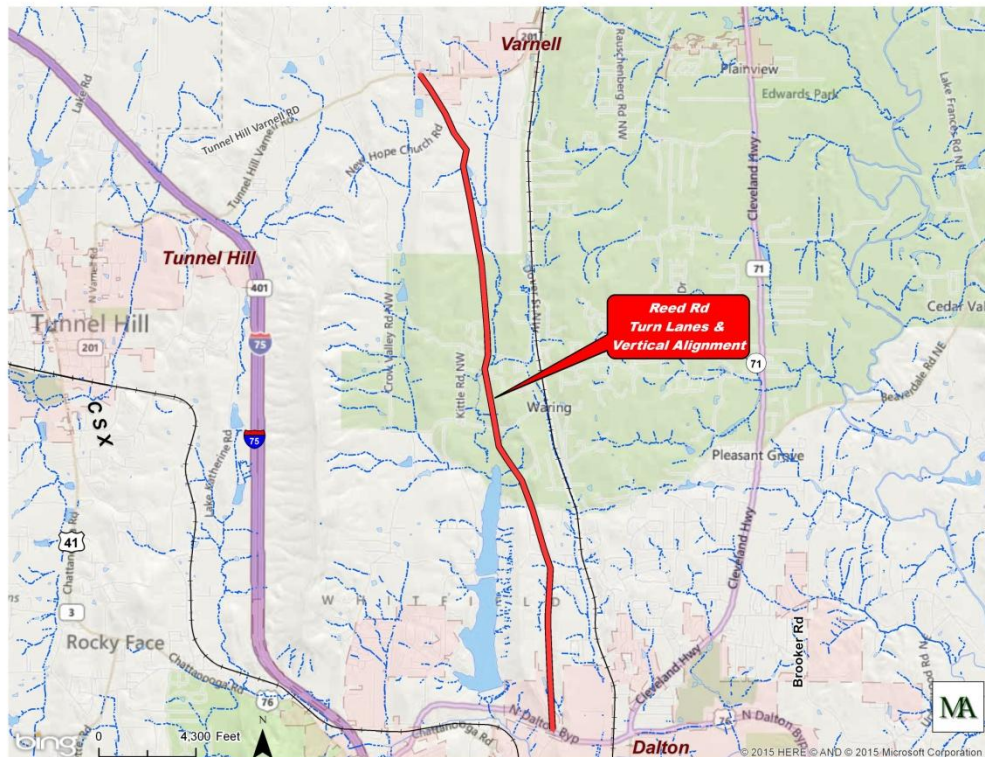
Planning Measure and Need: Operational Improvement

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$385,000			\$385,000
Right-of-Way (000's)		\$1,100,000			\$1,100,000
Utilities (000's)		\$1,445,000			\$1,445,000
Construction (000's)		\$5,500,000			\$5,500,000
Project Cost (000's)		\$8,430,000			\$8,430,000
Federal Cost (000's)	STP	\$6,744,000			\$6,744,000
State Cost (000's)		\$0			\$0
Local Cost (000's)		\$1,686,000			\$1,686,000

Project Description: Turn Lanes, Vertical Alignment

Length, Miles: 5.78	Purpose and Need: Operational Improvement
	Logical Termini Locations: SR 3 to SR 201
# of Lanes: 2 Lanes	
# of Lanes Planned/Modeled: 2 Lanes	2010 LOS: A
2010 Volume, ADT: 3,642	2040 LOS: B
2040 Volume, ADT: 5,189	Functional Class: Major/Minor Collector
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: SR 201 from SR 3 to Old Lafayette Rd	P.I. No.	Map Key Number: 19
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number: SR 201, SR 3	County: Whitfield	RC: Northwest Georgia

Considerations

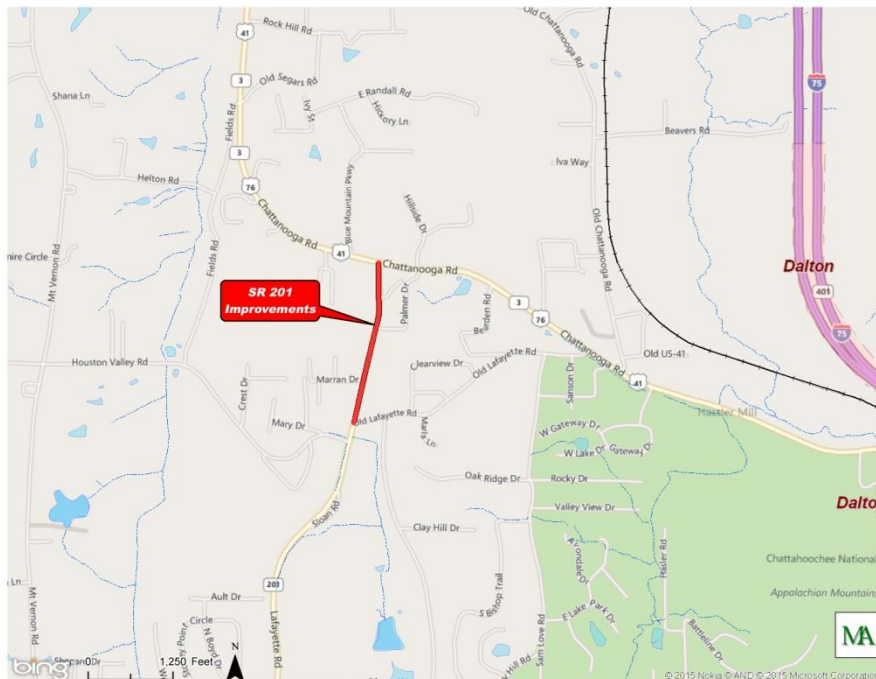
Planning Measure and Need: Operational Improvement

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$126,000			\$126,000
Right-of-Way (000's)		\$150,000			\$150,000
Utilities (000's)		\$100,000			\$100,000
Construction (000's)		\$1,800,000			\$1,800,000
Project Cost (000's)		\$2,176,000			\$2,176,000
Federal Cost (000's)	STP	\$1,740,800			\$1,740,800
State Cost (000's)		\$435,200			\$435,200
Local Cost (000's)		\$0			\$0

Project Description: Reconstruction and Improvement of SR 201 from SR 3 to Old Lafayette Rd with auxiliary turn lanes

Length, Miles: 0.45	Purpose and Need: Operational Improvement
	Logical Termini Locations: SR 3 to Old Lafayette Rd
# of Lanes: 2 lanes	
# of Lanes Planned/Modeled: 2 lanes	2010 LOS E
2010 Volume, ADT: 8,083	2040 LOS E (No-Build), LOS C (Build)
2040 Volume, ADT: 9,857	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: Old Lafayette Rd	P.I. No.	Map Key Number: 20
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number:	County: Whitfield	RC: Northwest Georgia

Considerations

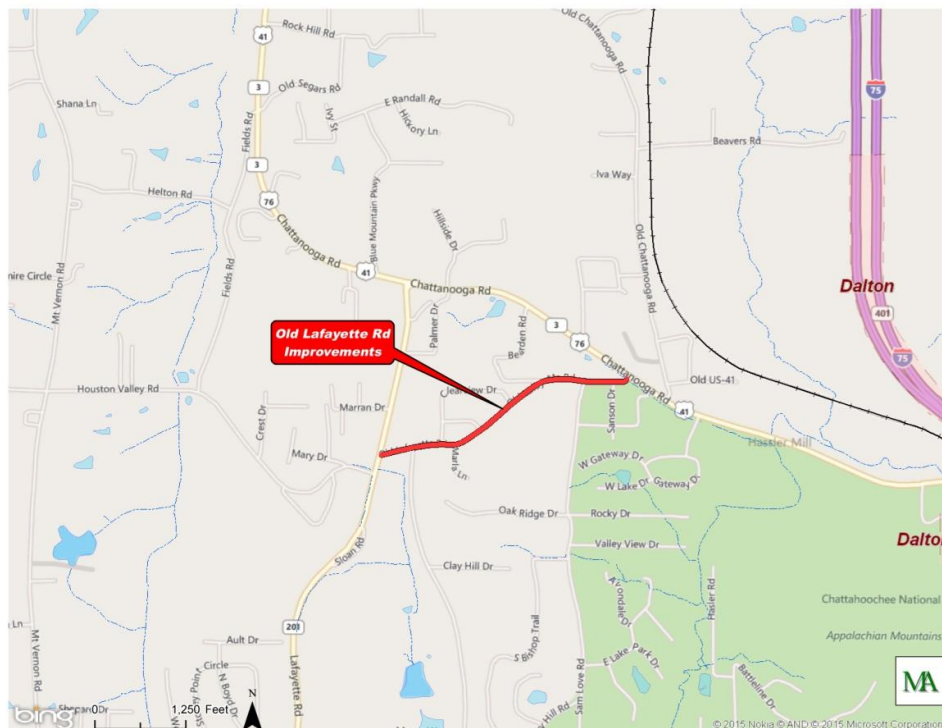
Planning Measure and Need: Operational Improvement

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$200,000			\$200,000
Right-of-Way (000's)		\$150,000			\$150,000
Utilities (000's)		\$100,000			\$100,000
Construction (000's)		\$2,840,000			\$2,840,000
Project Cost (000's)		\$3,290,000			\$3,290,000
Federal Cost (000's)		\$0			\$0
State Cost (000's)		\$0			\$0
Local Cost (000's)		\$3,290,000			\$3,290,000

Project Description: Reconstruction and Improvement of Old Lafayette Rd from SR 201 to SR 3 with auxiliary turn lanes

Length, Miles: 0.71	Purpose and Need: Operational Improvement
	Logical Termini Locations: SR 201 to SR 3
# of Lanes: 2 Lanes	
# of Lanes Planned/Modeled: 2 Lanes	2010 LOS D
2010 Volume, ADT: 4,834	2040 LOS F (No-Build), LOS B (Build)
2040 Volume, ADT: 8,090	Functional Class: Minor Collector
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: Underwood St	P.I. No.	Map Key Number: 21
	Local PI No. 3.3 SPLOST	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number:	County: Whitfield	RC: Northwest Georgia

Considerations

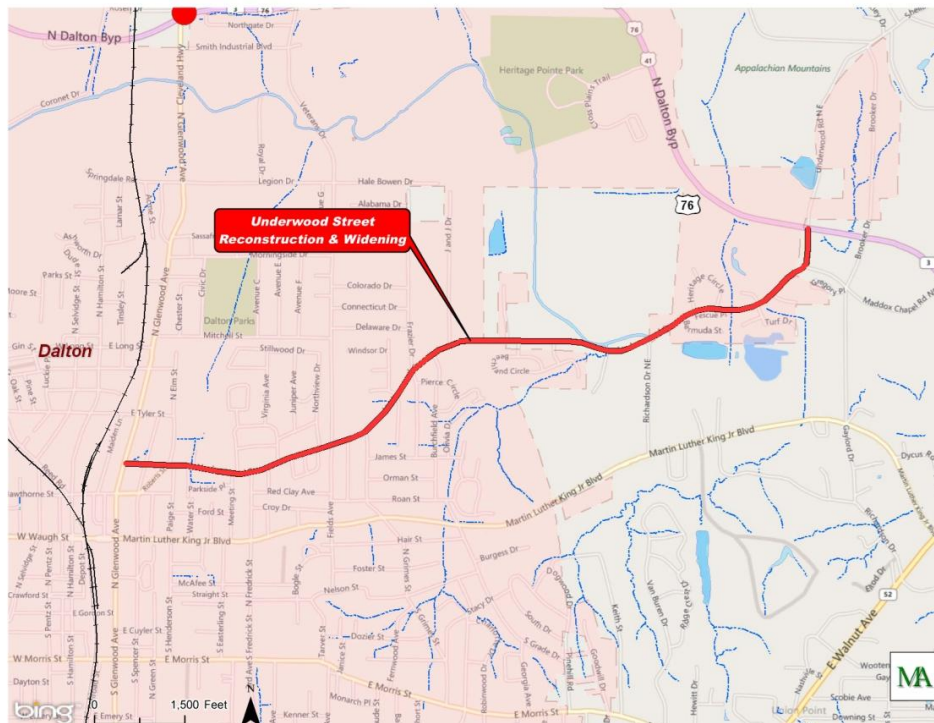
Planning Measure and Need: Operational Improvement

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$50,000			\$50,000
Right-of-Way (000's)		\$300,000			\$300,000
Utilities (000's)		\$0			\$0
Construction (000's)		\$1,302,791			\$1,302,791
Project Cost (000's)		\$1,652,791			\$1,652,791
Federal Cost (000's)		\$0			\$0
State Cost (000's)		\$0			\$0
Local Cost (000's)	SPLOST	\$1,302,791			\$1,302,791

Project Description: Reconstruction of Underwood St from Glenwood Ave to N. Bypass

Length, Miles: 2.41	Purpose and Need: Operational Improvement
# of Lanes: 2 Lanes	Logical Termini Locations: Glenwood Ave to N. Dalton Bypass
# of Lanes Planned/Modeled: 2 Lanes	2010 LOS: C
2010 Volume, ADT: 5,526	2040 LOS: C
2040 Volume, ADT: 9,470	Functional Class: Major Collector
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: Gordon St @ NS Railroad	P.I. No.	Map Key Number: 22
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number:	County: Whitfield	RC: Northwest Georgia

Considerations

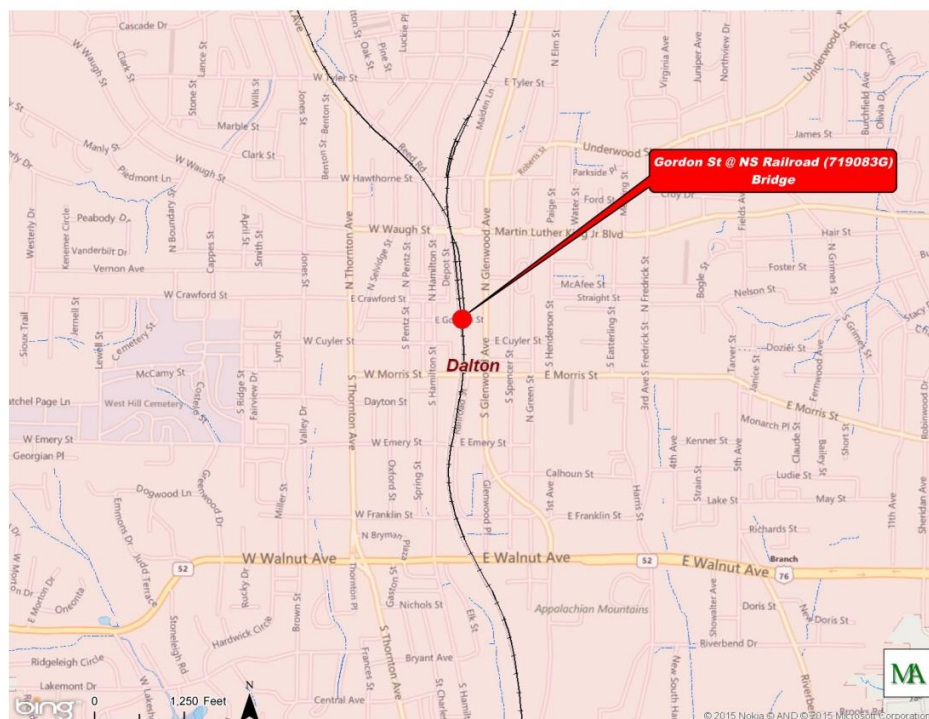
Planning Measure and Need: Maintain Infrastructure

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$150,000			\$150,000
Right-of-Way (000's)		\$30,000			\$30,000
Utilities (000's)		\$0			\$0
Construction (000's)		\$2,100,000			\$2,100,000
Project Cost (000's)		\$2,280,000			\$2,280,000
Federal Cost (000's)		\$1,824,000			\$1,824,000
State Cost (000's)		\$456,000			\$456,000
Local Cost (000's)		\$0			\$0

Project Description: Bridge Reconstruction

Length, Miles: 0.13	Purpose and Need: Maintain Infrastructure
# of Lanes: 2 Lanes	Logical Termini Locations: N/A
# of Lanes Planned/Modeled: 2 Lanes	2010 LOS: B
2010 Volume, ADT: 4,610	2040 LOS: B
2040 Volume, ADT: 5,071	Functional Class: Minor Collector
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: South Bypass Including I-75 Ramps	P.I. No.	Map Key Number: 23
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number:	County: Whitfield	RC: Northwest Georgia

Considerations

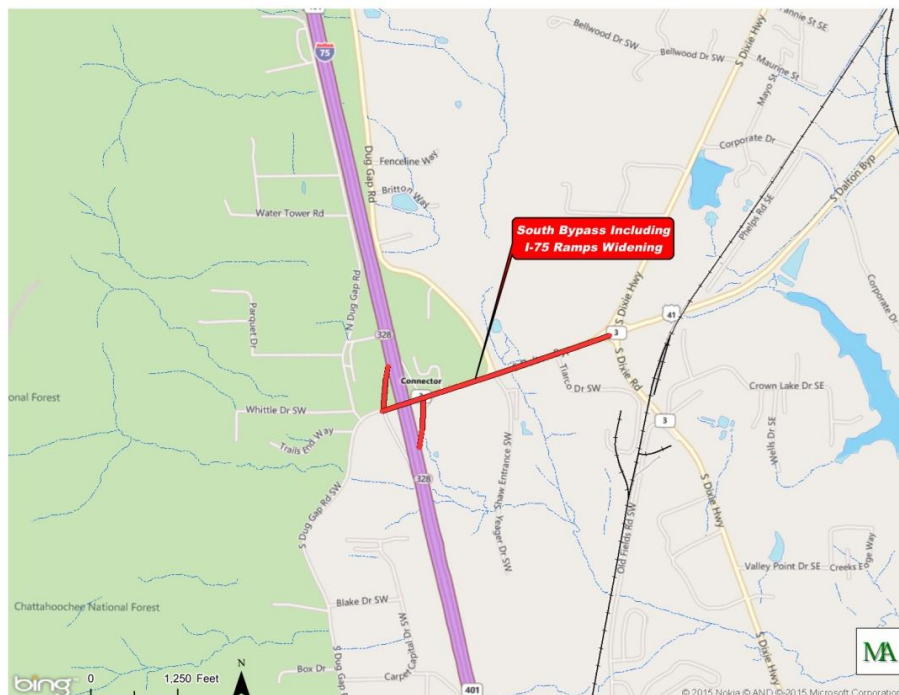
Planning Measure and Need: Reduce Traffic Congestion

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$315,000			\$315,000
Right-of-Way (000's)		\$4,800,000			\$4,800,000
Utilities (000's)		\$587,500			\$587,500
Construction (000's)		\$4,500,000			\$4,500,000
Project Cost (000's)		\$10,205,500			\$10,205,500
Federal Cost (000's)		\$8,162,000			\$8,162,000
State Cost (000's)		\$2,040,500			\$2,040,500
Local Cost (000's)		\$0			\$0

Project Description: Widening South Bypass by adding an auxiliary lane in each direction from I-75 to SR 3/South Dixie Hwy. This project would include improvements to the I-75 ramps.

Length, Miles: 0.70	Purpose and Need: Reduce Traffic Congestion
	Logical Termini Locations: I-75 Interchange to SR 3
# of Lanes: 4 Lanes	
# of Lanes Planned/Modeled: 6 Lanes	2010 LOS C
2010 Volume, ADT: 23,413	2040 LOS F (No-Build), LOS C (Build)
2040 Volume, ADT: 32,757	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: Intersection Improvements @ 8 locations in Murray County	P.I. No.	Map Key Number: 24
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number:	County: Murray	RC: Northwest Georgia

Considerations

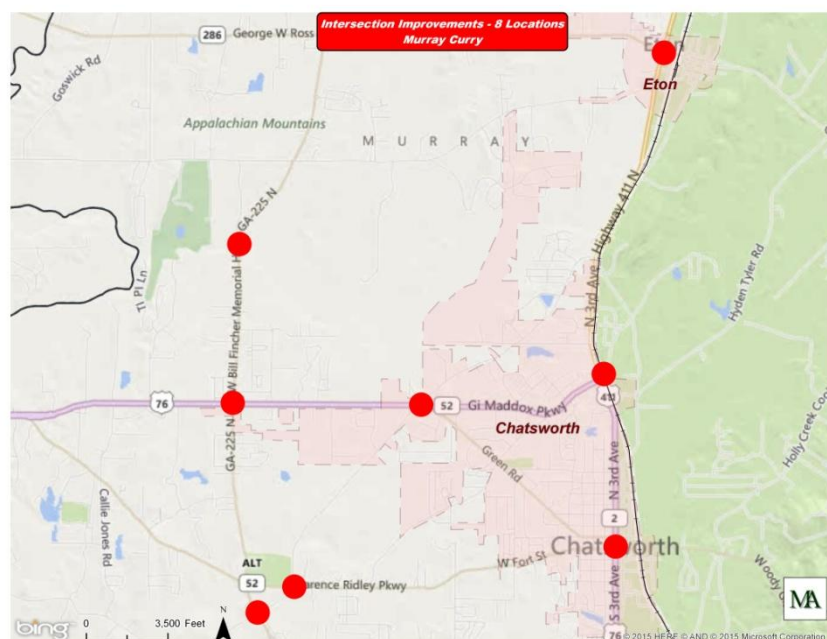
Planning Measure and Need: Reduce Traffic Congestion

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$315,000			\$315,000
Right-of-Way (000's)		\$4,800,000			\$4,800,000
Utilities (000's)		\$587,500			\$587,500
Construction (000's)		\$4,500,000			\$4,500,000
Project Cost (000's)		\$10,205,500			\$10,205,500
Federal Cost (000's)	STP	\$8,162,000			\$8,162,000
State Cost (000's)		\$2,040,500			\$2,040,500
Local Cost (000's)		\$0			\$0

Project Description: Intersection Improvements at the following intersections: SR 52/US 76 @ Duval Rd/Treadwell Rd and @ SR 225; SR 52 Alt @ Treadwell Rd/Elijay St; SR 52 Alt @ 3rd Ave. (US 411, US 76, SR 61); SR 286/Coffey Rd/Old CC Camp Rd @ US 411/SR 61/SR2; US 411/SR 61/SR 2 @ SR 52/SR 520/Maddox Pkwy; SR 225 @ Tibbs Bridge Rd/Elijay St; SR 225 @ Pinhook Creek Rd. Improvements include Upgrade Traffic Signal Equipment, Install traffic signals, construct turn lanes

Length, Miles: N/A	Purpose and Need: Reduce Traffic Crashes
# of Lanes: N/A	Logical Termini Locations:
# of Lanes Planned/Modeled: N/A	2010 LOS: N/A
2010 Volume, ADT: N/A	2040 LOS: N/A
2040 Volume, ADT: N/A	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: CR 688/Louise Lane Extension	P.I. No. 0013095	Map Key Number: 29
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number:	County: Whitfield	RC: Northwest Georgia

Considerations

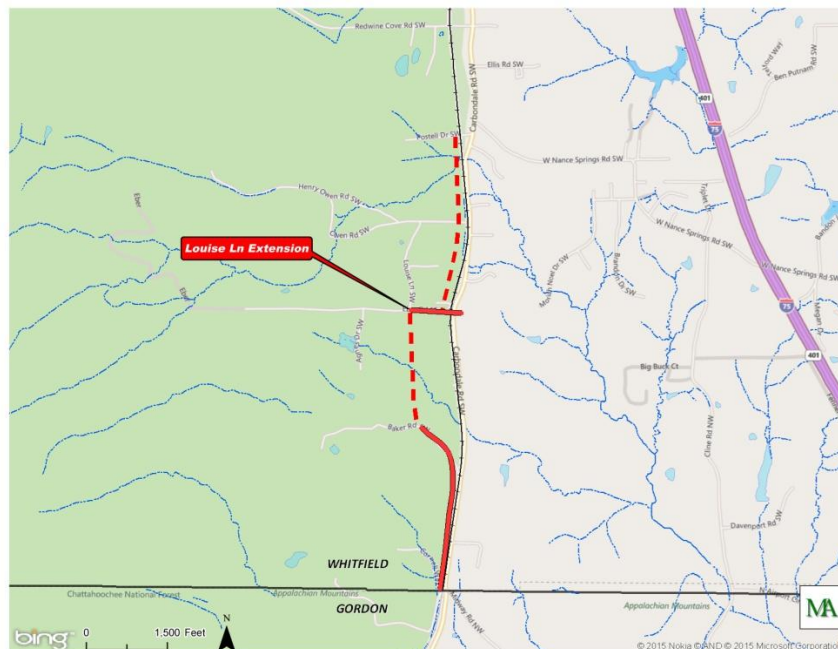
Planning Measure and Need: Improve Safety at Railroad crossings

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$110,000			\$110,000
Right-of-Way (000's)		\$350,000			\$350,000
Utilities (000's)		\$50,000			\$50,000
Construction (000's)		\$4,000,000			\$4,000,000
Project Cost (000's)		\$4,510,000			\$4,510,000
Federal Cost (000's)	Section 130	\$3,448,577			\$3,448,577
State Cost (000's)		\$762,144			\$762,144
Local Cost (000's)		\$350,000			\$350,000

Project Description: New construction of 2 lanes to connect Louise Lane to Baker Road. Improve Baker Road and Eber Rd & RR crossing at Eber Rd

Length, Miles: 0.72 miles	Purpose and Need: Improve Safety at RR Crossing
# of Lanes: 0 lanes	Logical Termini Locations: Baker Rd to Eber Rd
# of Lanes Planned/Modeled: 2 lanes	2010 LOS: A
2010 Volume, ADT: 100	2040 LOS: A
2040 Volume, ADT: 500	Functional Class: Local
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: Carbondale Business Park Rd	P.I. No. 0010746	Map Key Number: 30
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number:	County: Whitfield	RC: Northwest Georgia

Considerations

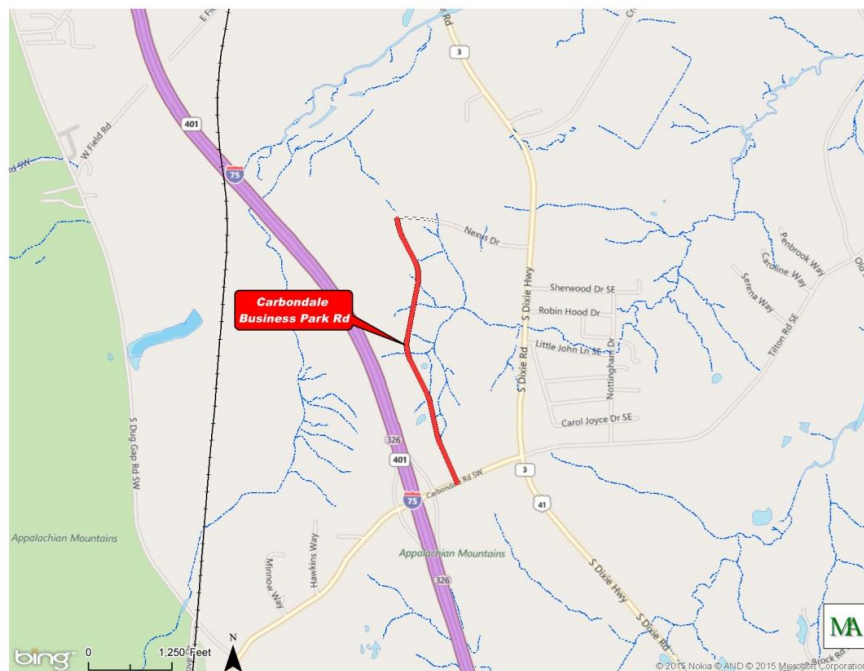
Planning Measure and Need: Improve access & traffic circulation

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$43,000			\$43,000
Right-of-Way (000's)		\$0			\$0
Utilities (000's)		\$0			\$0
Construction (000's)		\$2,616,571			\$2,616,571
Project Cost (000's)		\$2,659,571			\$2,659,571
Federal Cost (000's)	ARC Grant	\$1,000,000			\$1,000,000
State Cost (000's)		\$0			\$0
Local Cost (000's)		\$1,659,571			\$1,659,571

Project Description: New construction of 2 lanes

Length, Miles: 0.26	Purpose and Need: Improve access & traffic circulation and facilitate economic development
# of Lanes: 0 lanes	Logical Termini Locations: Carbondale Road to NexusDr
# of Lanes Planned/Modeled: 2 lanes	2010 LOS: N/A
2010 Volume, ADT: N/A	2040 LOS: A
2040 Volume, ADT: 4,370	Functional Class: Local
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: Chattanooga Rd & Red Clay Rd	P.I. No.	Map Key Number: 31
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number:	County: Whitfield	RC: Northwest Georgia

Considerations

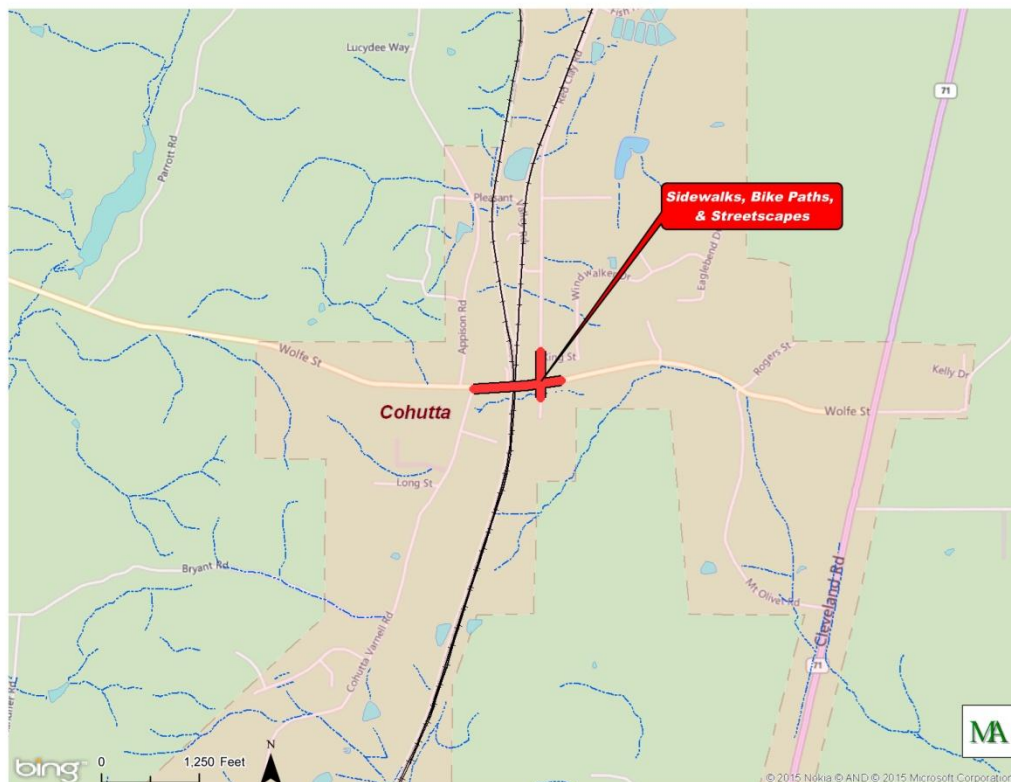
Planning Measure and Need: Transportation Enhancement

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$150,000			\$150,000
Right-of-Way (000's)		\$850,000			\$850,000
Utilities (000's)		\$500,000			\$500,000
Construction (000's)		\$2,000,000			\$2,000,000
Project Cost (000's)		\$3,500,000			\$3,500,000
Federal Cost (000's)	TAP	\$2,800,000			\$2,800,000
State Cost (000's)		\$0			\$0
Local Cost (000's)		\$700,000			\$700,000

Project Description: Provide Sidewalks, Bike Paths & Streetscapes

Length, Miles: 0.5	Purpose and Need: Transportation Enhancement
# of Lanes: 2 Lanes	Logical Termini Locations:
# of Lanes Planned/Modeled: 2 Lanes	2010 LOS: A
2010 Volume, ADT: 2,899	2040 LOS: A
2040 Volume, ADT: 4,558	Functional Class: Major Collector/Local
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: SR 71	P.I. No.	Map Key Number: 32
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number: SR 71	County: Whitfield	RC: Northwest Georgia

Considerations

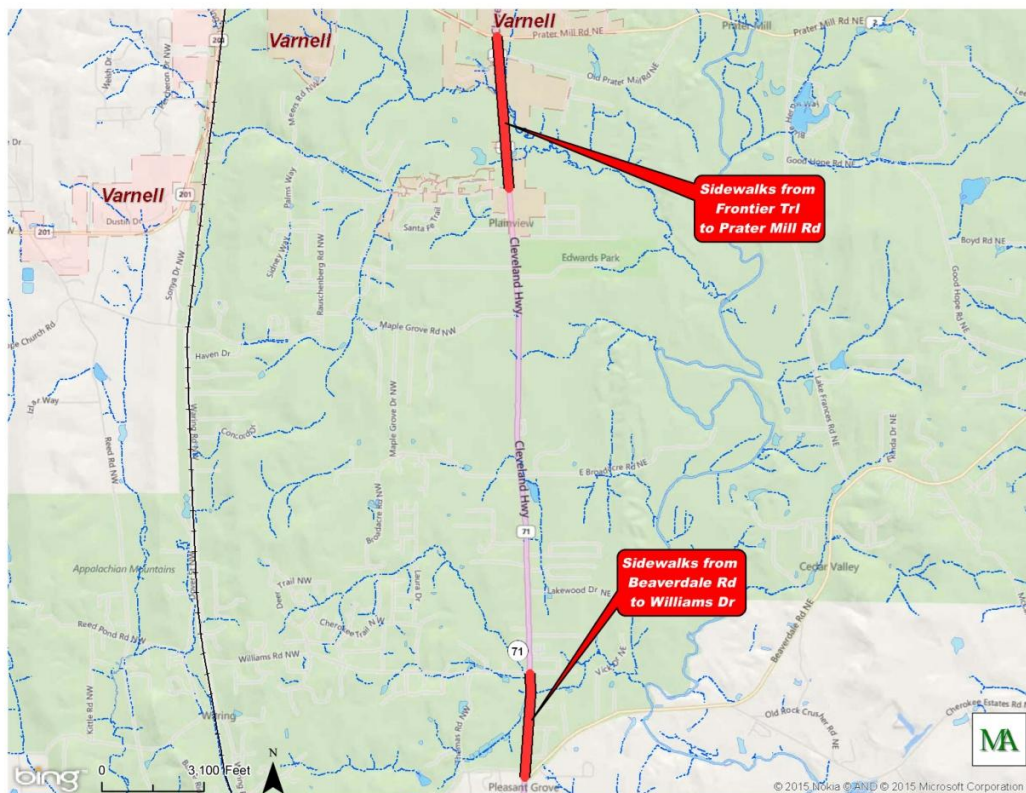
Planning Measure and Need: Transportation Enhancement

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)		\$100,000			\$100,000
Right-of-Way (000's)		\$150,000			\$150,000
Utilities (000's)		\$50,000			\$50,000
Construction (000's)		\$1,700,000			\$1,700,000
Project Cost (000's)		\$2,000,000			\$2,000,000
Federal Cost (000's)	TAP	\$1,600,000			\$1,600,000
State Cost (000's)		\$0			\$0
Local Cost (000's)		\$400,000			\$400,000

Project Description: Provide Sidewalks along SR 71 from Beaverdale Rd to Williams Dr & from Frontier Trl to Old Prater Mill Rd

Length, Miles: 1.36	Purpose and Need: Transportation Enhancement
# of Lanes: 4 Lanes	Logical Termini Locations:
# of Lanes Planned/Modeled: 4 Lanes	2010 LOS: C
2010 Volume, ADT: 19,531	2040 LOS: D
2040 Volume, ADT: 25,049	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: North Bypass/SR 3	P.I. No.	Map Key Number: 34
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number:	County: Whitfield	RC: Northwest Georgia

Considerations

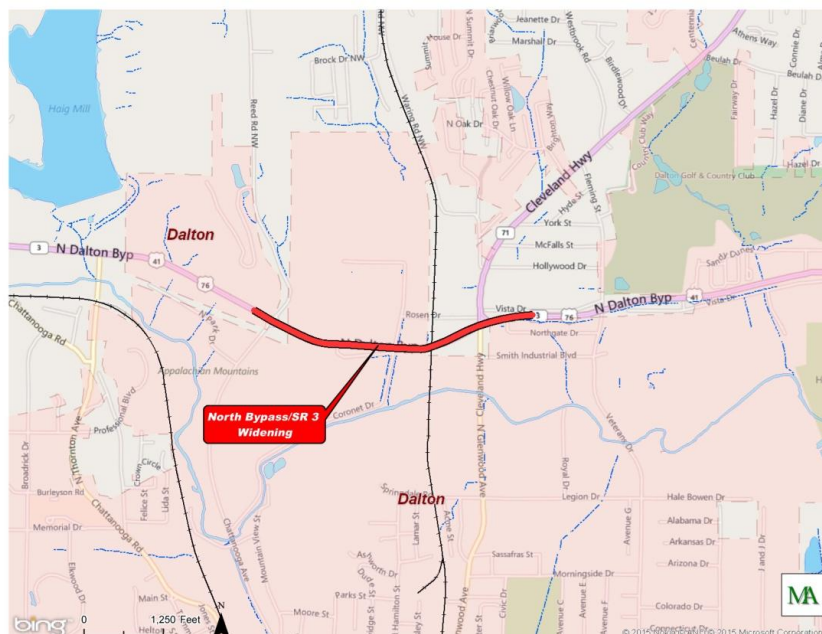
Planning Measure and Need: Reduce Traffic Congestion

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)			\$264,600		\$264,600
Right-of-Way (000's)			\$4,032,000		\$4,032,000
Utilities (000's)			\$157,500		\$157,500
Construction (000's)			\$3,780,000		\$3,780,000
Project Cost (000's)			\$8,234,100		\$8,234,100
Federal Cost (000's)	STP		\$6,587,280		\$6,587,280
State Cost (000's)			\$1,646,820		\$1,646,820
Local Cost (000's)			\$0		\$0

Project Description: Widening North Bypass/SR 3 adding an auxiliary lane in each direction from Chattanooga Ave/Reed Rd to SR 71

Length, Miles: 0.63	Purpose and Need: Reduce Traffic Congestion
# of Lanes: 4 Lanes	Logical Termini Locations: Chattanooga Ave/Reed Rd to SR 71
# of Lanes Planned/Modeled: 4 lanes plus 2 auxiliary lanes between Chattanooga Ave/Reed Rd and SR 71	2010 LOS: D
2010 Volume, ADT: 30,822	2040 LOS E (No-Build), LOS C (Build)
2040 Volume, ADT: 32,767	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: South Dixie Hwy at W. Industrial Blvd and at Foster Rd	P.I. No.	Map Key Number: 35
	Local PI No. 1.4 SPLOST	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number: US 41	County: Whitfield	RC: Northwest Georgia

Considerations

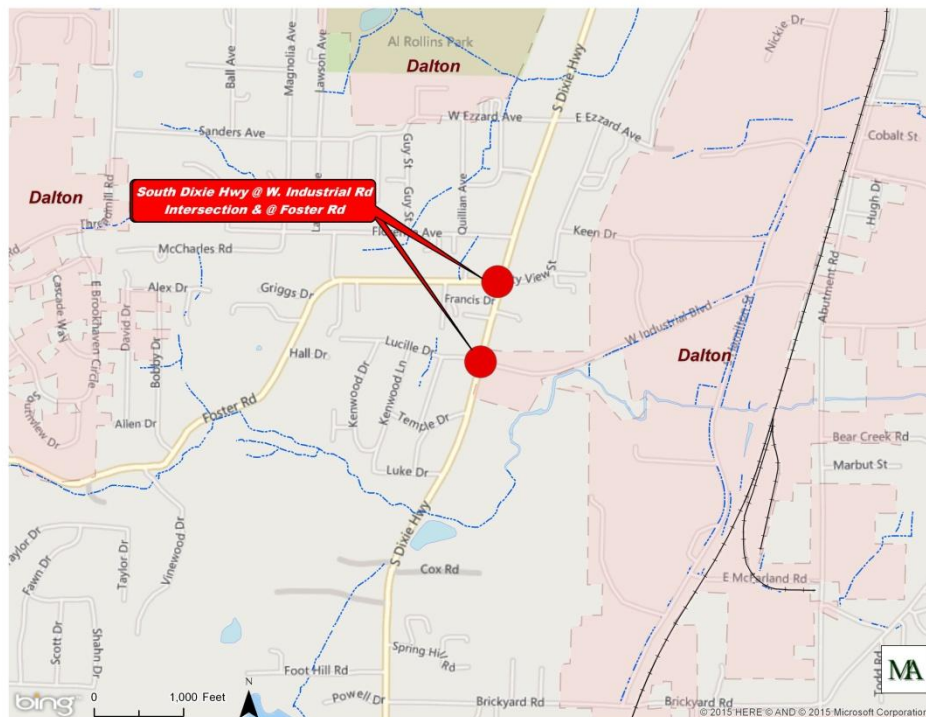
Planning Measure and Need: Operational Improvement

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)			\$100,000		\$100,000
Right-of-Way (000's)			\$400,000		\$400,000
Utilities (000's)			\$0		\$0
Construction (000's)			\$1,300,000		\$1,300,000
Project Cost (000's)			\$1,800,000		\$1,800,000
Federal Cost (000's)	STP		\$0		\$0
State Cost (000's)			\$0		\$0
Local Cost (000's)			\$1,800,000		\$1,800,000

Project Description: Intersection Improvement

Length, Miles: 0.3	Purpose and Need: Operational Improvement
# of Lanes: 2 Lanes	Logical Termini Locations: N/A
# of Lanes Planned/Modeled: 2 Lanes	2010 LOS: B
2010 Volume, ADT: 9,952	2040 LOS: C
2040 Volume, ADT: 12,415	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: N. Dalton Bypass @ SR 71/Cleveland Hwy	P.I. No.	Map Key Number: 36
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number: SR 3 Conn, SR 71	County: Whitfield	RC: Northwest Georgia

Considerations

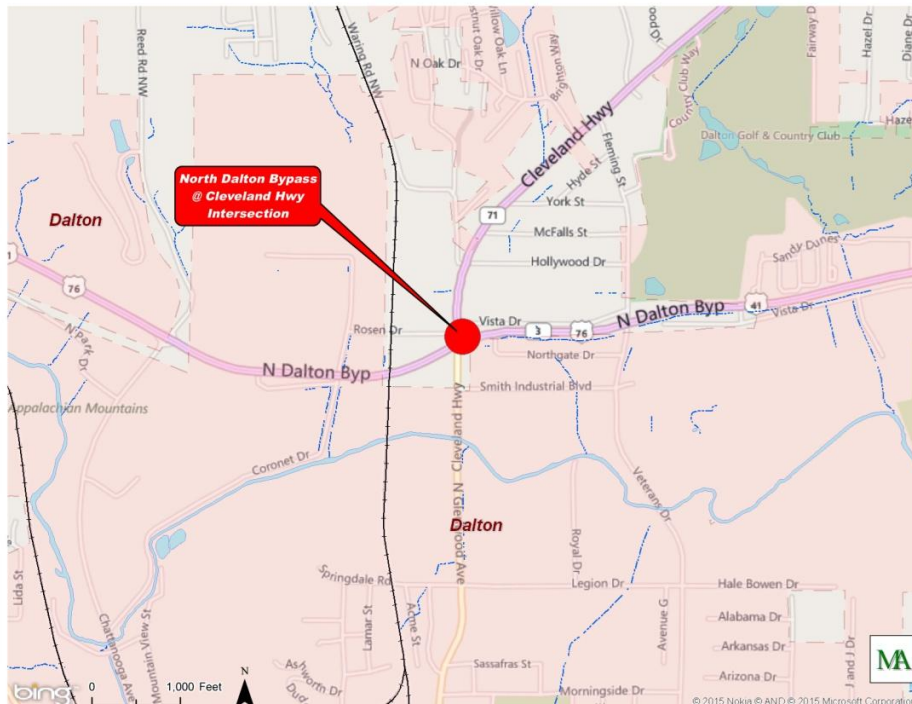
Planning Measure and Need: Reduce Congestion & Operational Improvement

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)			\$541,800		\$541,800
Right-of-Way (000's)			\$2,740,000		\$2,740,000
Utilities (000's)			\$1,000,000		\$1,000,000
Construction (000's)			\$7,199,000		\$7,199,000
Project Cost (000's)			\$11,480,800		\$11,480,800
Federal (000's)	STP		\$9,184,640		\$9,184,640
State Cost (000's)			\$2,296,160		\$2,296,160
Local Cost (000's)			\$0		\$0

Project Description: Grade Separation

Length, Miles: 0.29	Purpose and Need: Reduce Congestion & Operational Improvement
# of Lanes: 2 lanes	Logical Termini Locations: N/A
# of Lanes Planned/Modeled: 4 lanes plus 2 auxiliary lanes	2010 LOS: D
2010 Volume, ADT: 30,822	2040 LOS F (No-Build), LOS C (Build)
2040 Volume, ADT: 32,767	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: Underwood Rd	P.I. No.	Map Key Number: 37
	Local PI No. 3.2 SPLOST	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number:	County: Whitfield	RC: Northwest Georgia

Considerations

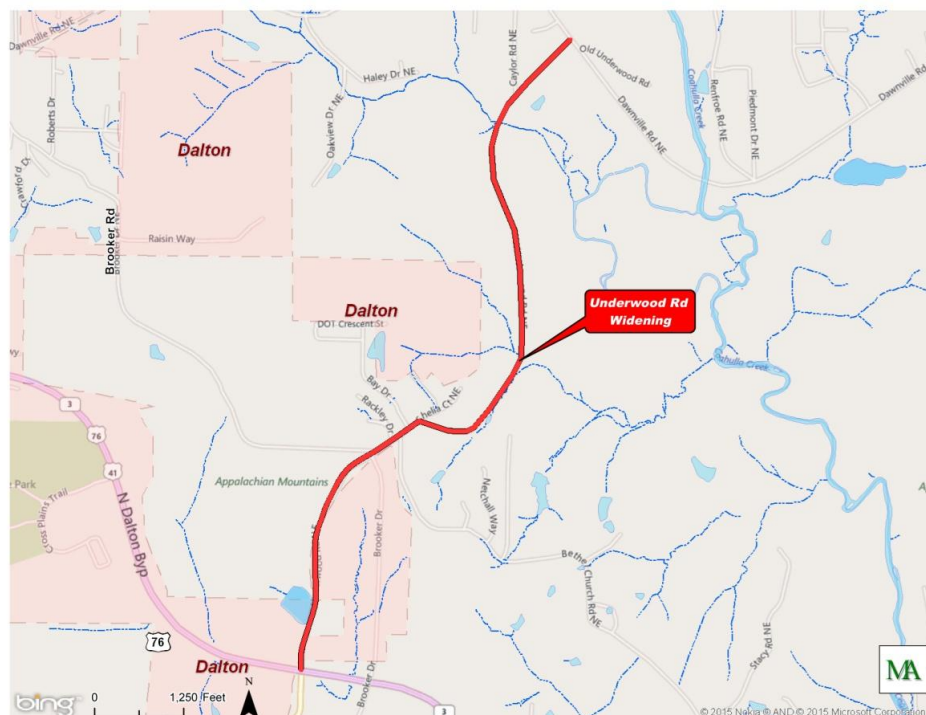
Planning Measure and Need: Operational Improvement

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)			\$56,000		\$56,000
Right-of-Way (000's)			\$300,000		\$300,000
Utilities (000's)			\$0		\$0
Construction (000's)			\$800,000		\$800,000
Project Cost (000's)			\$1,156,000		\$1,156,000
Federal Cost (000's)			\$0		\$0
State Cost (000's)			\$0		\$0
Local Cost (000's)	SPLOST		\$800,000		\$800,000

Project Description: Reconstruction of Underwood Rd from N. Dalton Bypass to Dawnville Rd

Length, Miles: 2.08	Purpose and Need: Operational Improvement
# of Lanes: 2 lanes	Logical Termini Locations: N. Dalton Bypass to Dawnville Rd
# of Lanes Planned/Modeled: 2 lanes	2010 LOS: C
2010 Volume, ADT: 4,421	2040 LOS: D
2040 Volume, ADT: 5,468	Functional Class: Major Collector
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: Airport Rd Connector	P.I. No.	Map Key Number: 38
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number:	County: Whitfield	RC: Northwest Georgia

Considerations

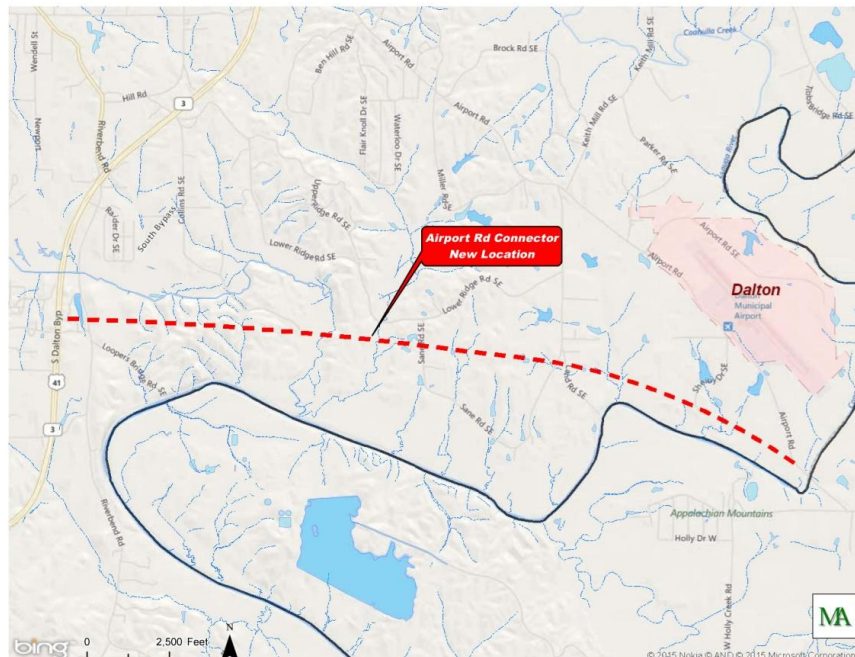
Planning Measure and Need: Reduce Traffic Congestion

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)			\$1,090,000		\$1,090,000
Right-of-Way (000's)			\$6,104,000		\$6,104,000
Utilities (000's)			\$1,831,200		\$1,831,200
Construction (000's)			\$26,160,000		\$26,160,000
Project Cost (000's)			\$35,185,200		\$35,185,200
Federal Cost (000's)	STP		\$28,148,160		\$28,148,160
State Cost (000's)			\$0		\$0
Local Cost (000's)			\$7,037,040		\$7,037,040

Project Description: New construction of 4 lane from S. Dalton Bypass to Airport Rd

Length, Miles: 4.36	Purpose and Need: Reduce Traffic Congestion, increase mobility and connectivity between Murray and Whitfield counties
# of Lanes: 0 Lanes	Logical Termini Locations: S. Dalton Bypass to Airport Rd
# of Lanes Planned/Modeled: 4 Lanes	2010 LOS: N/A
2010 Volume, ADT: 0	2040 LOS C
2040 Volume, ADT: 16,541	Functional Class: Major Collector
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: Airport Rd/Brown Bridge Rd/New Hope Rd	P.I. No.	Map Key Number: 39
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City:	Congressional District: 14
State/US Number:	County: Murray	RC: Northwest Georgia

Considerations

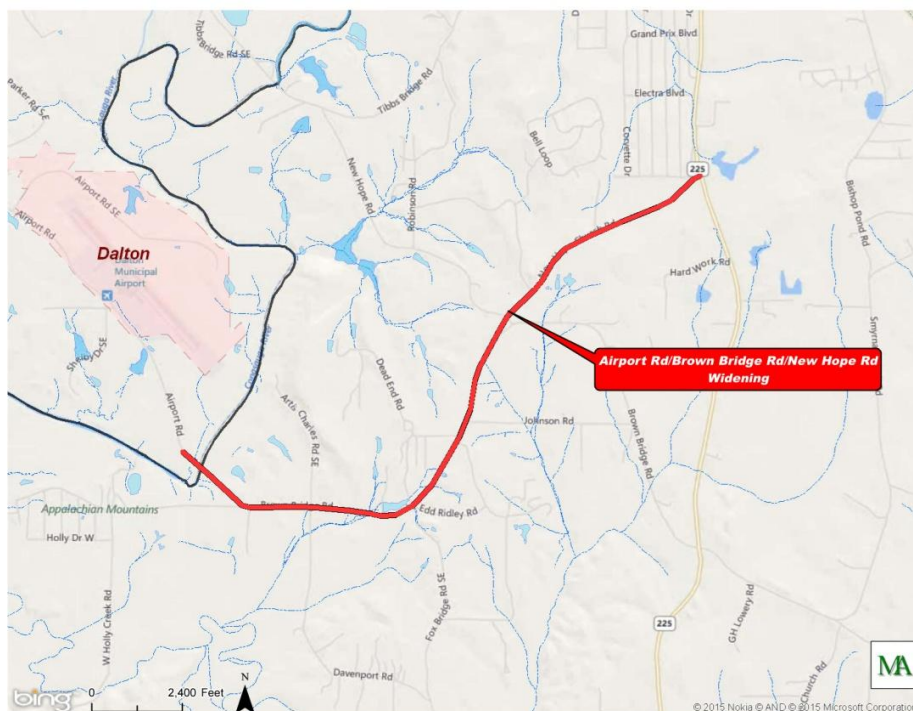
Planning Measure and Need: Reduce Traffic Congestion

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)			\$1,617,000		\$1,617,000
Right-of-Way (000's)			\$5,390,000		\$5,390,000
Utilities (000's)			\$962,500		\$962,500
Construction (000's)			\$23,100,000		\$23,100,000
Project Cost (000's)			\$31,069,500		\$31,069,500
Federal Cost (000's)	STP		\$24,855,600		\$24,855,600
State Cost (000's)			\$6,213,900		\$6,213,900
Local Cost (000's)			\$0		\$0

Project Description: Widening Airport Rd/Brown Bridge Rd/New Hope Rd from 2 to 4 lanes from Airport Conn. to SR 225

Length, Miles: 3.85	Purpose and Need: Reduce Traffic Congestion
# of Lanes: 2 Lanes	Logical Termini Locations: Airport Conn. To SR 225
# of Lanes Planned/Modeled: 4 Lanes	2010 LOS: C
2010 Volume, ADT: 4,118	2040 LOS C (No-Build), LOS C (Build)
2040 Volume, ADT: 16,541	Functional Class: Major Collector
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: SR 3 Connector/Admiral Mack Gaston Pkwy at Airport Rd	P.I. No.	Map Key Number: 40
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number: SR 3 Connector	County: Whitfield	RC: Northwest Georgia

Considerations

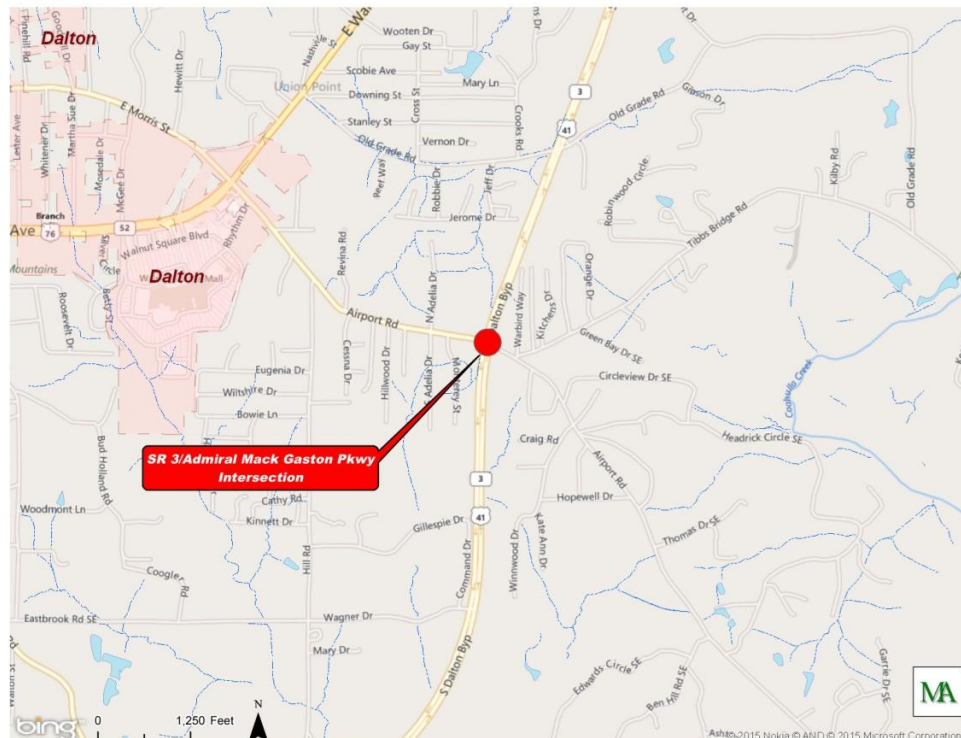
Planning Measure and Need: Operational Improvement

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)			\$50,000		\$50,000
Right-of-Way (000's)			\$100,000		\$100,000
Utilities (000's)			\$50,000		\$50,000
Construction (000's)			\$500,000		\$500,000
Project Cost (000's)			\$700,000		\$700,000
Federal Cost (000's)	STP		\$560,000		\$560,000
State Cost (000's)			\$140,000		\$140,000
Local Cost (000's)			\$0		\$0

Project Description: Intersection Improvement

Length, Miles: 0.2	Purpose and Need: Operational Improvement
	Logical Termini Locations: N/A
# of Lanes: 4 lanes	
# of Lanes Planned/Modeled: 4 Lanes	2010 LOS: C
2010 Volume, ADT: 17,074	2040 LOS: C
2040 Volume, ADT: 17,864	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: Redwine Cove Rd @ Swamp Creek	P.I. No.	Map Key Number:41
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number:	County: Whitfield	RC: Northwest Georgia

Considerations

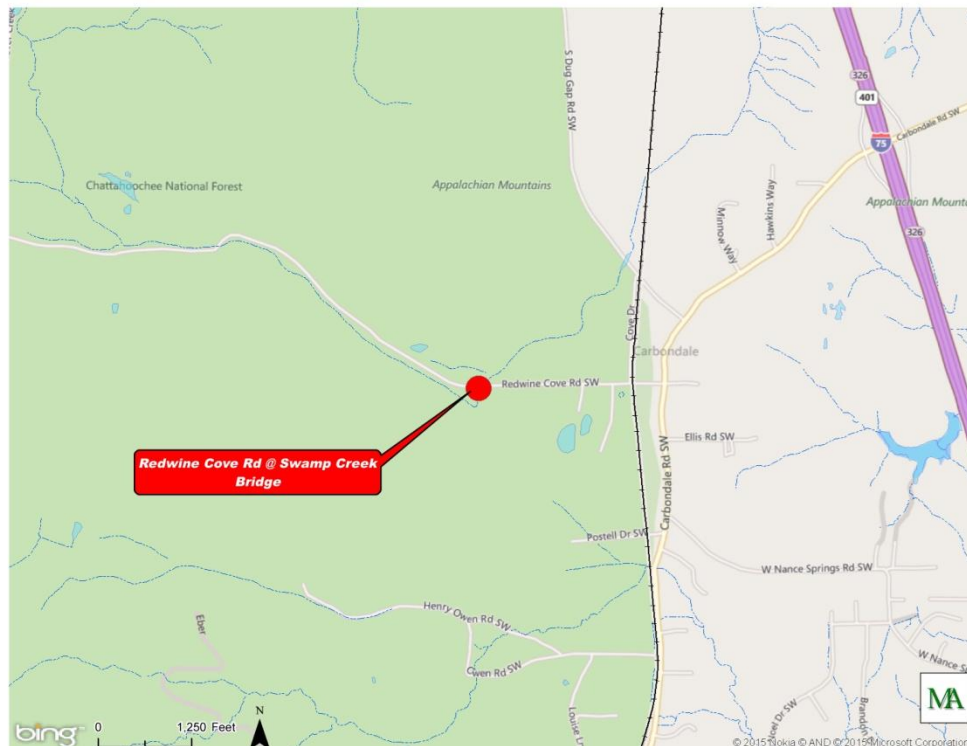
Planning Measure and Need: Maintain Infrastructure

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)			\$80,000		\$80,000
Right-of-Way (000's)			\$50,000		\$50,000
Utilities (000's)			\$0		\$0
Construction (000's)			\$1,000,000		\$1,000,000
Project Cost (000's)			\$1,130,000		\$1,130,000
Federal Cost (000's)	STP		\$904,000		\$904,000
State Cost (000's)			\$226,000		\$226,000
Local Cost (000's)			\$0		\$0

Project Description: Bridge Reconstruction

Length, Miles: 0.2	Purpose and Need: Maintain Infrastructure
	Logical Termini Locations: N/A
# of Lanes: 2 Lanes	
# of Lanes Planned/Modeled: 2 Lanes	2010 LOS: A
2010 Volume, ADT: 924	2040 LOS: A
2040 Volume, ADT: 1000	Functional Class: Local
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: SR 201 from I-75 Interchange To Reed Rd	P.I. No.	Map Key Number: 42
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number: SR 201, SR 401	County: Whitfield	RC: Northwest Georgia

Considerations

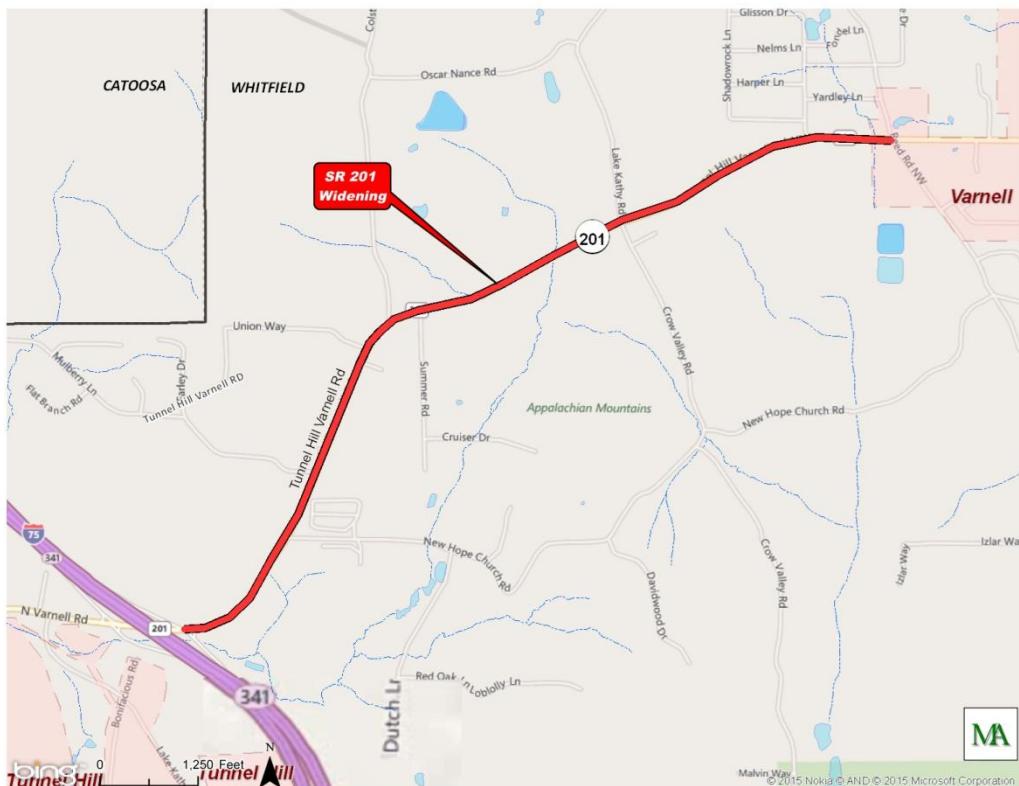
Planning Measure and Need: Reduce Traffic Congestion

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)			\$936,600		\$936,600
Right-of-Way (000's)			\$3,122,000		\$3,122,000
Utilities (000's)			\$557,500		\$557,500
Construction (000's)			\$13,380,000		\$13,380,000
Project Cost (000's)			\$17,996,100		\$17,996,100
Federal Cost (000's)	STP		\$14,396,880		\$14,396,880
State Cost (000's)			\$3,599,220		\$3,599,220
Local Cost (000's)			\$0		\$0

Project Description: Widening SR 201 from 2 to 4 lanes from I-75 Interchange to Reed Rd

Length, Miles: 2.23	Purpose and Need: Reduce Traffic Congestion
# of Lanes: 2 Lanes	Logical Termini Locations: I-75 to Reed Rd
# of Lanes Planned/Modeled: 4 Lanes	2010 LOS: E
2010 Volume, ADT: 9,797	2040 LOS E (No-Build), LOS D (Build)
2040 Volume, ADT: 15,005	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



GREATER DALTON METROPOLITAN PLANNING ORGANIZATION

2040 LONG RANGE TRANSPORTATION PLAN

General Information

Project Name: SR 201 from Reed Rd to SR 2	P.I. No.	Map Key Number: 43
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 9
State/US Number: SR 201, SR 2	County: Whitfield	RC: Northwest Georgia

Considerations

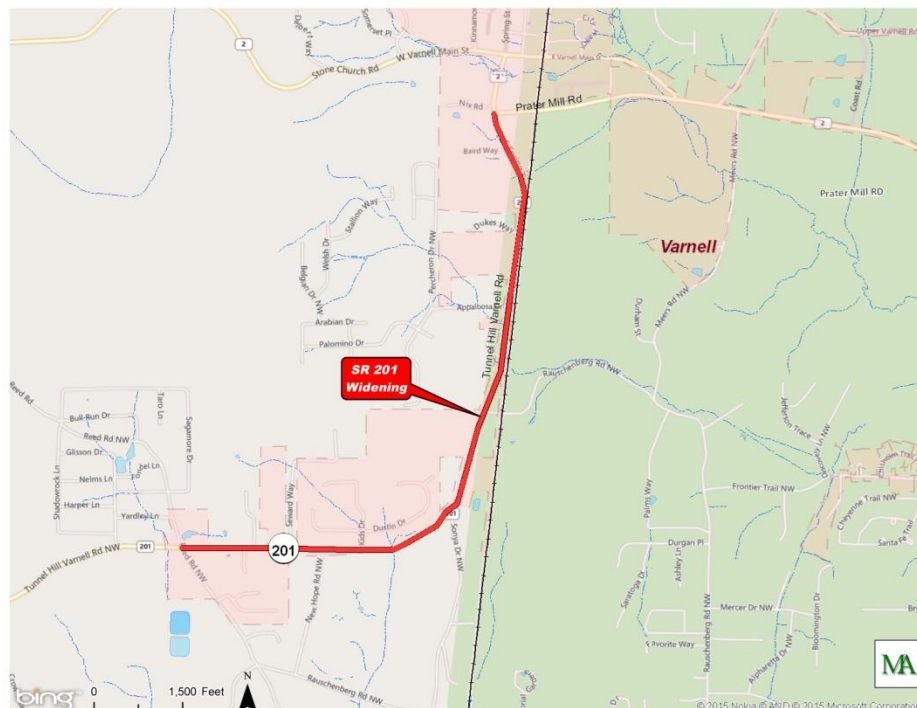
Planning Measure and Need: Reduce Traffic Congestion

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)			\$924,000		\$924,000
Right-of-Way (000's)			\$3,080,000		\$3,080,000
Utilities (000's)			\$550,000		\$550,000
Construction (000's)			\$13,200,000		\$13,200,000
Project Cost (000's)			\$17,754,000		\$17,754,000
Federal Cost (000's)	STP		\$14,203,200		\$14,203,200
State Cost (000's)			\$3,550,800		\$3,550,800
Local Cost (000's)			\$0		\$0

Project Description: Widening SR 201 from 2 to 4 lanes from Reed Rd to SR 2/Prater Mill Rd

Length, Miles: 2.20	Purpose and Need: Reduce Traffic Congestion
# of Lanes: 2 Lanes	Logical Termini Locations: Reed Rd to SR 2/Prater Mill Rd
# of Lanes Planned/Modeled: 4 Lanes	2010 LOS: D
2010 Volume, ADT: 6,707	2040 LOS: E (No-Build), B (Build)
2040 Volume, ADT: 12,018	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: SR 3/South Dixie Rd	P.I. No. 632670	Map Key Number: 55
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number: SR 3	County: Whitfield	RC: Northwest Georgia

Considerations

Planning Measure and Need: Reduce Traffic Congestion

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)				\$1,092,000	\$1,092,000
Right-of-Way (000's)				\$3,640,000	\$3,640,000
Utilities (000's)				\$650,000	\$650,000
Construction (000's)				\$15,600,000	\$15,600,000
Project Cost (000's)				\$20,982,000	\$20,982,000
Federal Cost (000's)	STP			\$16,785,600	\$16,785,600
State Cost (000's)				\$4,196,400	\$4,196,400
Local Cost (000's)				\$0	\$0

Project Description: Widening SR 3 from 2 to 4 lanes from Carbondale Rd to S. Dalton Bypass

Length, Miles: 2.60	Purpose and Need: Reduce Traffic Congestion
# of Lanes: 2 Lanes	Logical Termini Locations: Carbondale Rd to S. Dalton Bypass
# of Lanes Planned/Modeled: 4 Lanes	2010 LOS: C
2010 Volume, ADT: 9,846	2040 LOS E (No-Build), LOS C (Build)
2040 Volume, ADT: 15,383	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: SR 52 Alt.	P.I. No.	Map Key Number: 56
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 9
State/US Number: SR 52 Alt.	County: Murray	RC: Northwest Georgia

Considerations

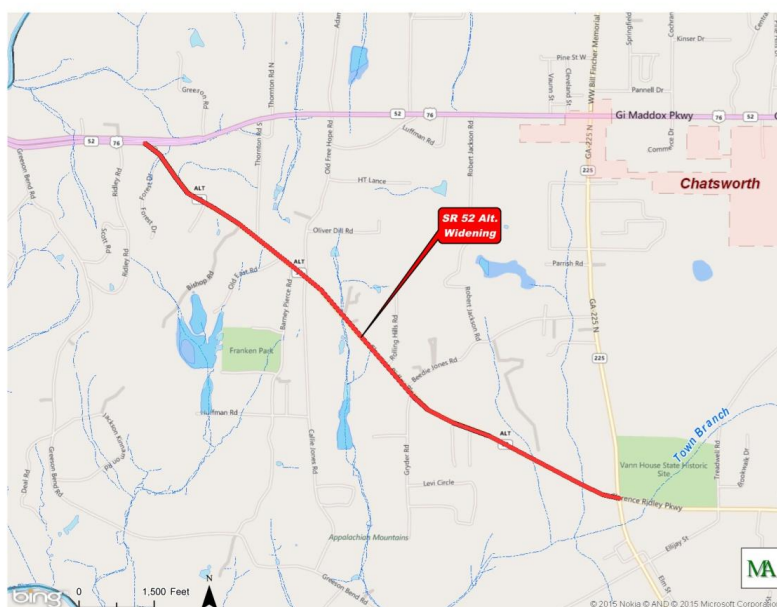
Planning Measure and Need: Reduce Traffic Congestion

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)				\$949,200	\$949,200
Right-of-Way (000's)				\$14,464,000	\$14,464,000
Utilities (000's)				\$65,000	\$65,000
Construction (000's)				\$13,560,000	\$13,560,000
Project Cost (000's)				\$29,038,200	\$29,038,200
Federal Cost (000's)	STP			\$23,230,560	\$23,230,560
State Cost (000's)				\$5,807,640	\$5,807,640
Local Cost (000's)				\$0	\$0

Project Description: Widening of SR 52 Alt. from 2 to 4 lanes from SR 225 to SR 52/US 76

Length, Miles: 2.26	Purpose and Need: Reduce Traffic Congestion
# of Lanes: 2 Lanes	Logical Termini Locations: SR 225 to SR 52/US 76
# of Lanes Planned/Modeled: 4 Lanes	2010 LOS: E
2010 Volume, ADT: 7,774	2040 LOS E (No-Build) , LOS B (Build)
2040 Volume, ADT: 11,962	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: US 76/Chatsworth Hwy	P.I. No.	Map Key Number: 57
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number: SR 52, US 76	County: Whitfield/Murray	RC: Northwest Georgia

Considerations

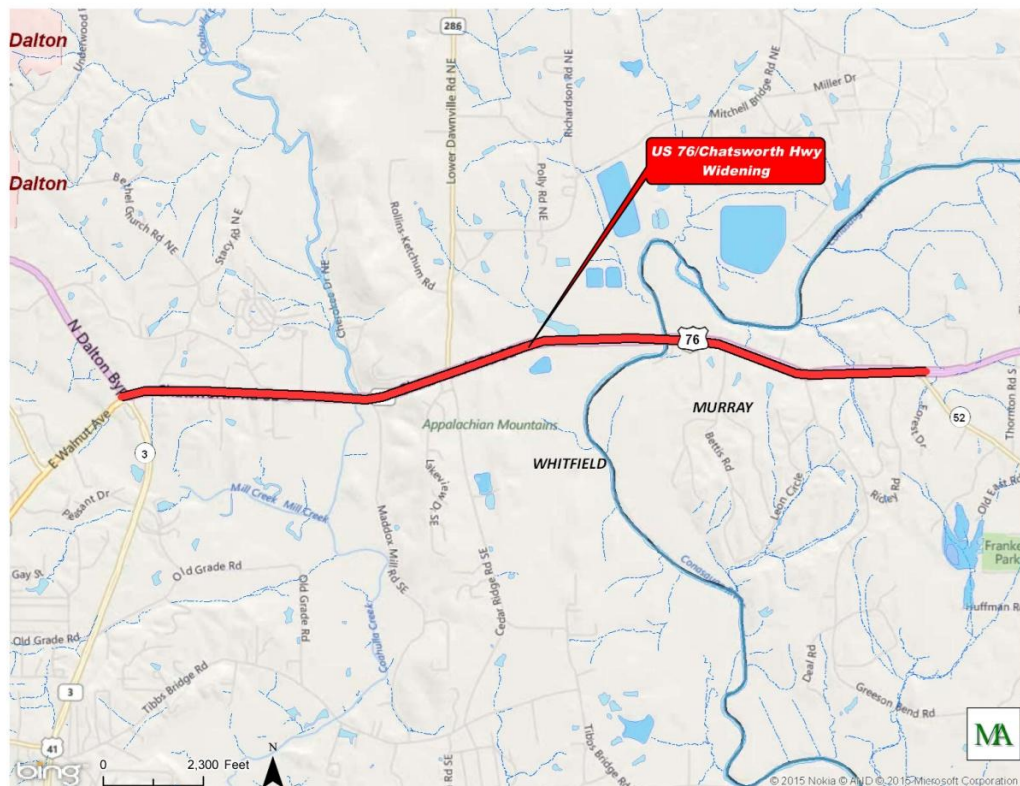
Planning Measure and Need: Reduce Traffic Congestion

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)				\$1,474,200	\$1,474,200
Right-of-Way (000's)				\$22,464,000	\$22,464,000
Utilities (000's)				\$877,500	\$877,500
Construction (000's)				\$21,060,000	\$21,060,000
Project Cost (000's)				\$45,875,700	\$45,875,700
Federal Cost (000's)	STP			\$36,700,560	\$36,700,560
State Cost (000's)				\$9,175,140	\$9,175,140
Local Cost (000's)				\$0	\$0

Project Description: Widening US 76 from 4 to 6 lanes from SR 3 Bypass to SR 52 Alt.

Length, Miles: 3.51	Purpose and Need: Reduce Traffic Congestion
# of Lanes: 4 Lanes	Logical Termini Locations: SR 3 Bypass to SR 52 Alt.
# of Lanes Planned/Modeled: 6 Lanes	2010 LOS E
2010 Volume, ADT: 32,881	2040 LOS E (No-Build), LOS D (Build)
2040 Volume, ADT: 44,124	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: Lake Francis Rd	P.I. No.	Map Key Number: 58
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number:	County: Whitfield	RC: Northwest Georgia

Considerations

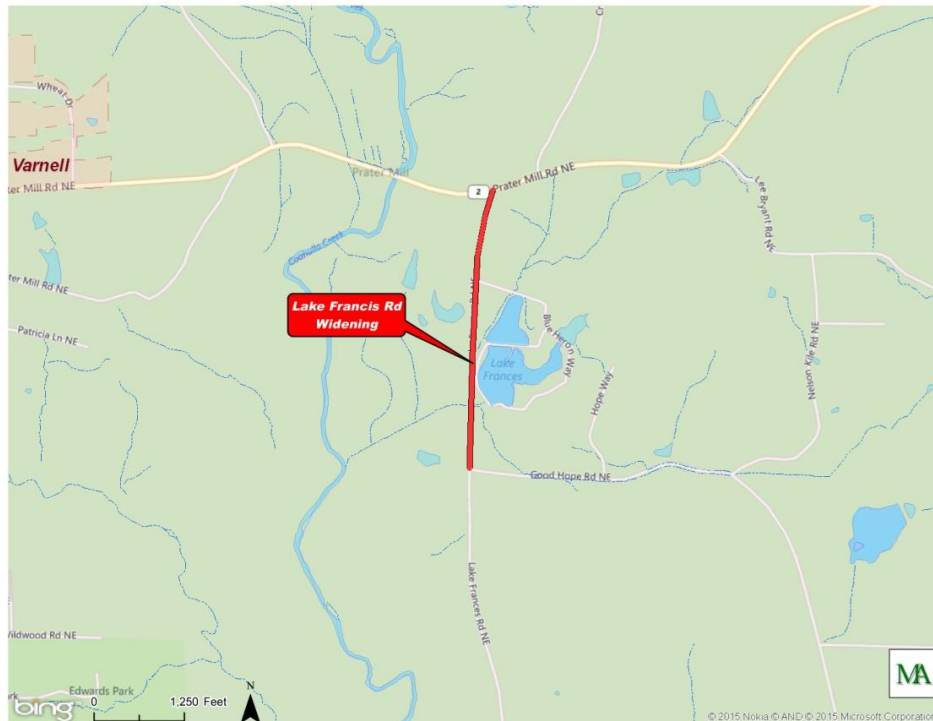
Planning Measure and Need: Reduce Traffic Congestion

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)				\$302,400	\$302,400
Right-of-Way (000's)				\$1,008,000	\$1,008,000
Utilities (000's)				\$180,000	\$180,000
Construction (000's)				\$4,320,000	\$4,320,000
Project Cost (000's)				\$5,810,400	\$5,810,400
Federal Cost (000's)				\$0	\$0
State Cost (000's)				\$0	\$0
Local Cost (000's)				\$5,810,400	\$5,810,400

Project Description: Widening Lake Francis Rd from 2 to 4 lanes from Good Hope Rd to SR 2/Prater Mill Rd

Length, Miles: 0.72	Purpose and Need: Reduce Traffic Congestion
# of Lanes: 2 Lanes	Logical Termini Locations: Good Hope Rd to SR 2/Prater Mill Rd
# of Lanes Planned/Modeled: 4 Lanes	2010 LOS C
2010 Volume, ADT: 4,304	2040 LOS E (No-Build), LOS B (Build)
2040 Volume, ADT: 5,719	Functional Class: Major Collector
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: Dawnville-Beaverdale Rd	P.I. No.	Map Key Number: 59
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number:	County: Whitfield	RC: Northwest Georgia

Considerations

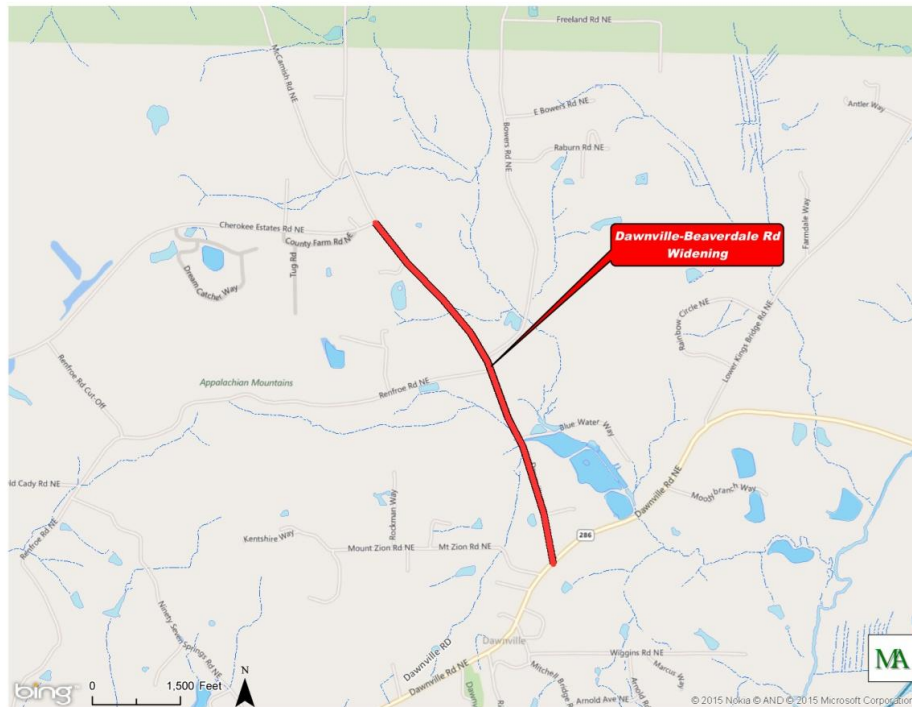
Planning Measure and Need: Reduce Traffic Congestion

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)				\$529,200	\$529,200
Right-of-Way (000's)				\$1,764,000	\$1,764,000
Utilities (000's)				\$315,000	\$315,000
Construction (000's)				\$7,560,000	\$7,560,000
Project Cost (000's)				\$10,168,200	\$10,168,200
Federal Cost (000's)				\$0	\$0
State Cost (000's)				\$0	\$0
Local Cost (000's)				\$10,168,200	\$10,168,200

Project Description: Widening Dawnville-Beaverdale Rd from 2 to 4 lanes from SR 286 to Cherokee Estate Rd

Length, Miles: 1.26	Purpose and Need: Reduce Traffic Congestion
# of Lanes: 2 Lanes	Logical Termini Locations: SR 286 to Cherokee Estate Rd
# of Lanes Planned/Modeled: 4 Lanes	2010 LOS D
2010 Volume, ADT: 5,404	2040 LOS E (No-Build), LOS B (Build)
2040 Volume, ADT: 9,097	Functional Class: Major Collector
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information	
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Project Name: Carbondale Road	P.I. No.	Map Key Number: 60
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number:	County: Whitfield	RC: Northwest Georgia

Considerations	
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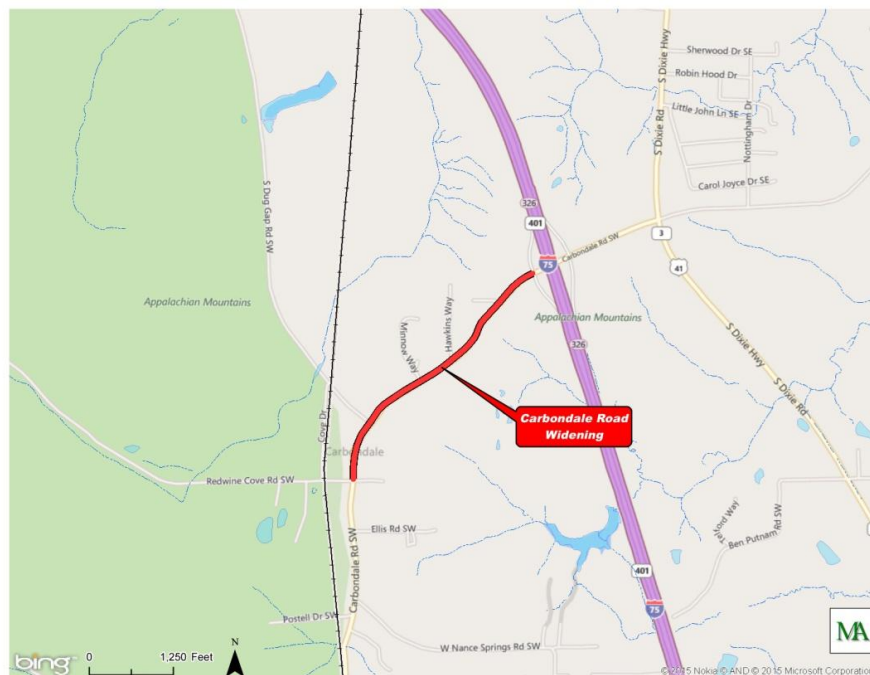
Planning Measure and Need: Reduce Traffic Congestion	
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Funding	
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97	98
99	100

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)				\$336,000	\$336,000
Right-of-Way (000's)				\$1,120,000	\$1,120,000
Utilities (000's)				\$200,000	\$200,000
Construction (000's)				\$4,800,000	\$4,800,000
Project Cost (000's)				\$6,456,000	\$6,456,000
Federal Cost (000's)	STP			\$5,164,800	\$5,164,800
State Cost (000's)				\$0	\$0
Local Cost (000's)				\$1,291,200	\$1,291,200

Project Description: Widening of Carbondale Rd from 2 to 4 lanes from Redwine Cove Rd to I-75 Interchange

Length, Miles: 0.80	Purpose and Need: Reduce Traffic Congestion
# of Lanes: 2 Lanes	Logical Termini Locations: Redwine Cove Rd to I-75 Interchange
# of Lanes Planned/Modeled: 4 Lanes	2010 LOS C
2010 Volume, ADT: 5,921	2040 LOS F (No-Build), LOS C (Build)
2040 Volume, ADT: 11,561	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



GREATER DALTON METROPOLITAN PLANNING ORGANIZATION

2040 LONG RANGE TRANSPORTATION PLAN

General Information

Project Name: Rauschenberg Rd	P.I. No.	Map Key Number: 61
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 9
State/US Number: SR 52 Alt.	County: Whitfield	RC: Northwest Georgia

Considerations

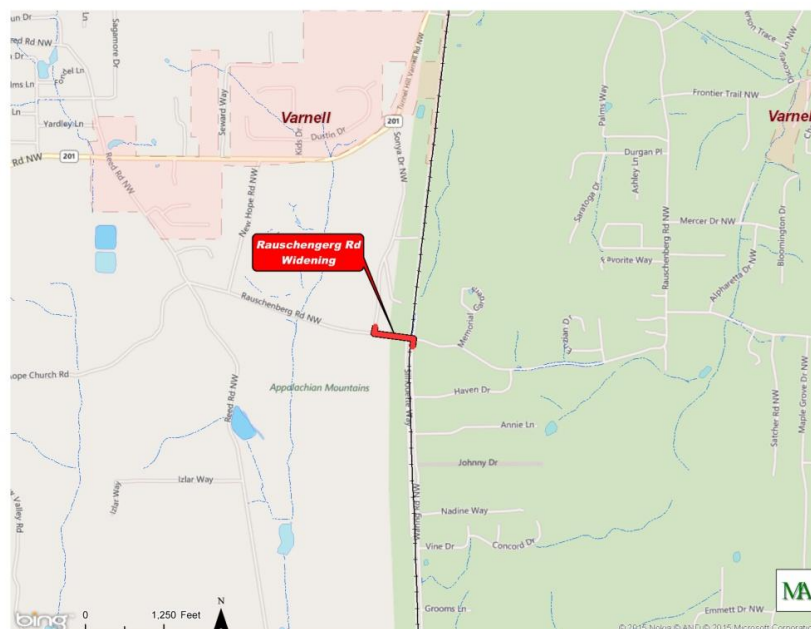
Planning Measure and Need: Reduce Traffic Congestion

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)				\$90,000	\$90,000
Right-of-Way (000's)				\$400,000	\$400,000
Utilities (000's)				\$50,000	\$50,000
Construction (000's)				\$1,260,000	\$1,260,000
Project Cost (000's)	STP			\$1,800,000	\$1,800,000
Federal Cost (000's)				\$1,440,000	\$1,440,000
State Cost (000's)				\$0	\$0
Local Cost (000's)				\$360,000	\$360,000

Project Description: Construction of auxiliary turn lanes on Rauschenberg Rd from Sonya Dr to Waring Rd

Length, Miles: 0.21	Purpose and Need: Reduce Traffic Congestion
# of Lanes: 2 Lanes	Logical Termini Locations: Sonya Dr to Waring Rd
# of Lanes Planned/Modeled: 2 plus 2 auxiliary lanes between Sonya Drive and Waring Road	2010 LOS D
2010 Volume, ADT: 4,695	2040 LOS F (No-Build) LOS C (Build)
2040 Volume, ADT: 6,939	Functional Class: Major Collector
Bike/Pedestrian Additions:	Comments/Remarks:



**GREATER DALTON METROPOLITAN PLANNING ORGANIZATION
2040 LONG RANGE TRANSPORTATION PLAN**

General Information

Project Name: SR 3 (Chattanooga Rd) Widening from SR 201 to N. Tibbs Rd	P.I. No.	Map Key Number: 62
	Local PI No.	DOT District: 6
Local Rd. Name/Number:	City: Dalton	Congressional District: 14
State/US Number: SR 3, SR 201	County: Whitfield	RC: Northwest Georgia

Considerations

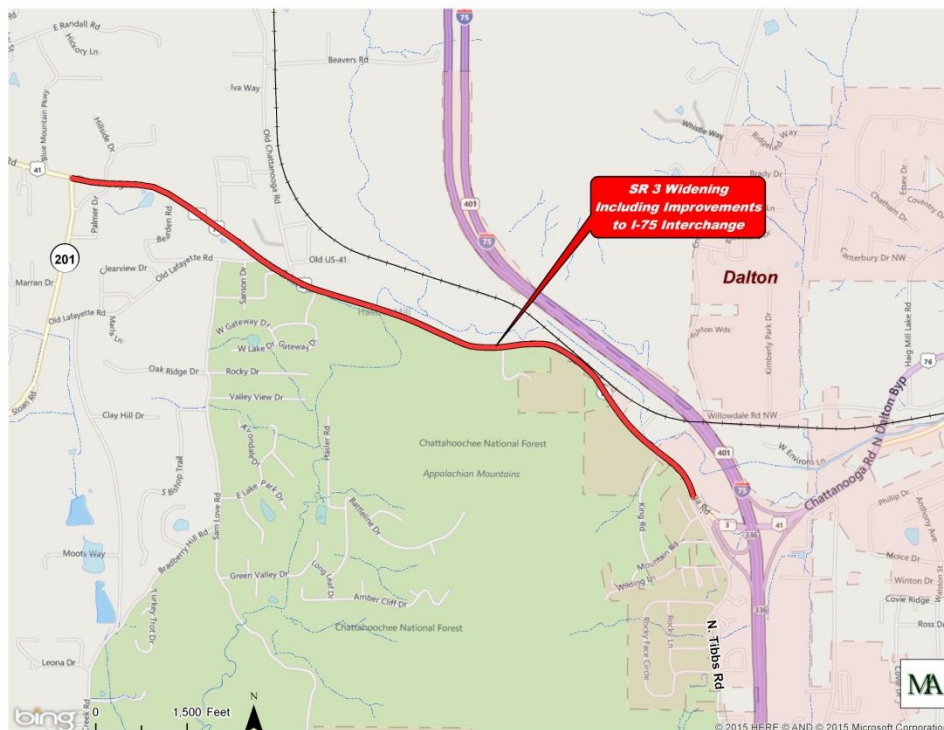
Planning Measure and Need: Reduce Traffic Congestion

Funding

Project Phase	\$ Source	Short Range	Mid Range	Long Range	Total
Preliminary Engr (000's)				\$953,400	\$953,400
Right-of-Way (000's)				\$14,528,000	\$14,528,000
Utilities (000's)				\$570,000	\$570,000
Construction (000's)				\$13,620,000	\$13,620,000
Project Cost (000's)				\$29,671,400	\$29,671,400
Federal Cost (000's)	STP			\$23,737,120	\$23,737,120
State Cost (000's)				\$5,934,280	\$5,934,280
Local Cost (000's)				\$0	\$0

Project Description: Widening SR 3 from 4 to 6 lanes SR 201 to Shugart Rd

Length, Miles: 2.72	Purpose and Need: Reduce Traffic Congestion
# of Lanes: 4 Lanes	Logical Termini Locations: SR 201 to N. Tibbs Rd
# of Lanes Planned/Modeled: 6 lanes	2010 LOS D
2010 Volume, ADT: 25,539	2040 LOS E (No-Build), LOS D (Build)
2040 Volume, ADT: 39,847	Functional Class: Minor Arterial
Bike/Pedestrian Additions:	Comments/Remarks:



Appendix A

Public Involvement



Greater Dalton Metropolitan Planning Organization

Meeting Agenda

February 5, 2015

10:00 A.M.

Type of Meeting: Joint Committee Regular Meeting

Meeting Facilitator: Ty Ross – Policy Committee Chairman

- I. Call to Order
- II. Member and Guest Introductions
- III. Approval of Minutes from Last Meeting
- IV. Open Issues
 - a) GDOT Status Report on Open Projects – Mike Haithcock/Cherie Marsh – GDOT District 6 PL Program Engineer
 - b) Administrative Report – GDMPO Staff
- V. New Business
 - a) Approval/Disapproval of the Draft FY 2016 UPWP
 - b) Moreland Altobelli Long Range Transportation Plan Update
 - c) Open Discussion Period
 - d) Public Comment
- VI. Next Meeting: March 26, 2015 – All Committee Members Attendance Requested
- VII. Adjournment – Ty Ross



Greater Dalton Metropolitan Planning Organization

Meeting Agenda

November 6, 2014

10:00 A.M.

Type of Meeting: Joint Committee Regular Meeting

Meeting Facilitator: Ty Ross – Policy Committee Chairman

- I. Call to Order
- II. Member and Guest Introductions
- III. Approval of Minutes from Last Meeting
- IV. Open Issues
 - a) GDOT Status Report on Open Projects – Mike Haithcock/Cherie Marsh – GDOT District 6 PL Program Engineer
 - b) Administrative Report – GDMPO Staff
- V. New Business
 - a) GDMPO Travel Demand Model Update
 - b) Approval/Disapproval of Travel Demand Model Resolution
 - c) Moreland Altobelli Long Range Transportation Plan Update
 - d) Approval/Disapproval of the Public Participation Plan for Fiscal Year 2015
 - e) Approval/Disapproval of Draft Title VI Plan
 - f) Open Discussion Period
 - g) Public Comment
- VI. Next Meeting: December 4, 2014 – All Committee Members Attendance Requested
- VII. Adjournment – Ty Ross

**Greater Dalton Metropolitan Planning Organization
2040 Long Range Transportation Plan
Survey**

1. How do you normally travel throughout Whitfield and Murray Counties?

Car (drive alone) ☒ Bus ☐ Rideshare (carpool, vanpool) ☐ Walk ☐ Bicycle ☐ Other ☐

2. Which of the following do you consider as the area's most important transportation issue?

Congestion ☒ Lack of transportation choices (public transit, sidewalks, bikeways) ☐
Lack of street connectivity (access between points) ☐

3. How do you rate traffic congestion in the area?

No serious congestion ☐ Some congestion ☒ Serious congestion ☐

4. In your opinion, what is the most dangerous intersection in Whitfield or Murray Counties?

North Bypass + Cleveland Hwy

5. In your opinion, what is the most congested roadway in Whitfield or Murray Counties?

North Bypass

6. Please rate each of the following items from 1 to 5 with 5 being very important and 1 being not important. Write the name or names of the road, street or highway in the blank provided that in your opinion needs widening, maintenance, sidewalks, transit, etc.

New and expanded roads _____ 4
New or widened roadway(s) needed

Maintenance of existing streets and highways _____ 3
Street(s) or highway(s) that need maintenance

More sidewalks _____ 1
Street(s) or highway(s) where sidewalks are needed.

Fixed route transit in urban areas _____ 1
Street(s) that need transit service

Expanded rural transit service _____ 2
Highway(s) that need rural transit service

Improvements in signalization _____ 3
Intersection(s) that need signalization or improvement.

Enhancements for freight movement _____ 4
Highway(s) that need improvement for truck travel

Please write additional comments on the back of this sheet.

Please return forms to:
Moreland Altobelli Associates, Inc.
2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071
bwallen@maai.net

**Greater Dalton Metropolitan Planning Organization
2040 Long Range Transportation Plan
Survey**

1. How do you normally travel throughout Whitfield and Murray Counties?

Car (drive alone) ☒ Bus ☐ Rideshare (carpool, vanpool) ☐ Walk ☐ Bicycle ☐ Other ☐

2. Which of the following do you consider as the area's most important transportation issue?

Congestion ☐ Lack of transportation choices (public transit, sidewalks, bikeways) ☐

Lack of street connectivity (access between points) ☐

3. How do you rate traffic congestion in the area?

No serious congestion ☐ Some congestion ☒ Serious congestion ☐

4. In your opinion, what is the most dangerous intersection in Whitfield or Murray Counties?

5. In your opinion, what is the most congested roadway in Whitfield or Murray Counties?

NORTH BY-PASS / CLEVELAND HWY & WALNUT AVE.

6. Please rate each of the following items from 1 to 5 with 5 being very important and 1 being not important. Write the name or names of the road, street or highway in the blank provided that in your opinion needs widening, maintenance, sidewalks, transit, etc.

New and expanded roads _____ ☐
New or widened roadway(s) needed

Maintenance of existing streets and highways ALL STREETS NEED TO HAVE ☒
Street(s) or highway(s) that need maintenance

More sidewalks _____ ☒
Street(s) or highway(s) where sidewalks are needed. MAINTENANCE WHEN PROBLEM ARISES

Fixed route transit in urban areas YOU NEED TO FIND OUT WHERE THE GREATEST NEED IS - ☐
Street(s) that need transit service

Expanded rural transit service _____ ☐
Highway(s) that need rural transit service

Improvements in signalization _____ ☐
Intersection(s) that need signalization or improvement.

Enhancements for freight movement _____ ☐
Highway(s) that need improvement for truck travel

Please write additional comments on the back of this sheet.

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Norcross, GA 30071
bwallen@maai.net

Other comments and suggestions

I FIND IT STRANGE THAT A COMPANY LOCATED IN
NORCROSS WOULD HAVE THE KNOWLEDGE TO
DEAL WITH TRAFFIC PROBLEMS IN DALTON -
SOME OF THE QUESTIONS DIDN'T MAKE
SENSE AND I HAVE A FEELING THAT
YOU USE THIS SURVEY FOR EVERY COMMUNITY
YOU APPROACH —

Optional for notification of future public meetings

Name: _____

Email Address _____

Please return forms to:
Moreland Altobelli Associates, Inc.
2211 Beaver Run Road, Suite 190
Norcross, GA 30071
bwallen@maai.net

**Greater Dalton Metropolitan Planning Organization
2040 Long Range Transportation Plan
Survey**

1. How do you normally travel throughout Whitfield and Murray Counties?

Car (drive alone) ☒ Bus ☐ Rideshare (carpool, vanpool) ☐ Walk ☐ Bicycle ☐ Other ☐

2. Which of the following do you consider as the area's most important transportation issue?

Congestion ☐ Lack of transportation choices (public transit, sidewalks, bikeways) ☐

Lack of street connectivity (access between points) ☐ ☒ There are none.

3. How do you rate traffic congestion in the area?

No serious congestion ☒ Some congestion ☐ Serious congestion ☐

4. In your opinion, what is the most dangerous intersection in Whitfield or Murray Counties?

I don't think there are any that stand out; if I have to pick,

5. In your opinion, what is the most congested roadway in Whitfield or Murray Counties?

North Bypass

*N Bypass &
Cleve Hwy*

6. Please rate each of the following items from 1 to 5 with 5 being very important and 1 being not important. Write the name or names of the road, street or highway in the blank provided that in your opinion needs widening, maintenance, sidewalks, transit, etc.

New and expanded roads Brooker Rd extension 3
New or widened roadway(s) needed

Maintenance of existing streets and highways Walnut Ave 3
Street(s) or highway(s) that need maintenance

More sidewalks Hospital area 3
Street(s) or highway(s) where sidewalks are needed.

Fixed route transit in urban areas None 1
Street(s) that need transit service

Expanded rural transit service None 1
Highway(s) that need rural transit service

Improvements in signalization Less red lights everywhere 4
Intersection(s) that need signalization or improvement.

Enhancements for freight movement None 1
Highway(s) that need improvement for truck travel

Please write additional comments on the back of this sheet.

Please return forms to:

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2211 Beaver Ruin Road, Suite 190

Norcross, GA 30071

bwallen@maai.net

**Greater Dalton Metropolitan Planning Organization
2040 Long Range Transportation Plan
Survey**

1. How do you normally travel throughout Whitfield and Murray Counties?

Car (drive alone) ☒ Bus ☐ Rideshare (carpool, vanpool) ☐ Walk ☐ Bicycle ☐ Other ☐

2. Which of the following do you consider as the area's most important transportation issue?

Congestion ☒ Lack of transportation choices (public transit, sidewalks, bikeways) ☐

Lack of street connectivity (access between points) ☐

3. How do you rate traffic congestion in the area?

No serious congestion ☐ Some congestion ☒ Serious congestion ☐

4. In your opinion, what is the most dangerous intersection in Whitfield or Murray Counties?

HWY 71 @ North by-pass

5. In your opinion, what is the most congested roadway in Whitfield or Murray Counties?

HWY 52

6. Please rate each of the following items from 1 to 5 with 5 being very important and 1 being not important. Write the name or names of the road, street or highway in the blank provided that in your opinion needs widening, maintenance, sidewalks, transit, etc.

New and expanded roads GA 2 ☐ 3
New or widened roadway(s) needed

Maintenance of existing streets and highways HWY 71 ☐ 1
Street(s) or highway(s) that need maintenance

More sidewalks HWY 71 & GA 2 ☐ 4
Street(s) or highway(s) where sidewalks are needed.

Fixed route transit in urban areas _____ ☐
Street(s) that need transit service

Expanded rural transit service _____ ☐
Highway(s) that need rural transit service

Improvements in signalization GA 2 @ HWY 201 ☐ 5
Intersection(s) that need signalization or improvement.

Enhancements for freight movement _____ ☐
Highway(s) that need improvement for truck travel

Please write additional comments on the back of this sheet.

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Norcross, GA 30071

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**Greater Dalton Metropolitan Planning Organization
2040 Long Range Transportation Plan
Survey**

1. How do you normally travel throughout Whitfield and Murray Counties?

Car (drive alone) ☒ Bus ☐ Rideshare (carpool, vanpool) ☐ Walk ☐ Bicycle ☐ Other ☐

2. Which of the following do you consider as the area's most important transportation issue?

Congestion ☒ Lack of transportation choices (public transit, sidewalks, bikeways) ☐

Lack of street connectivity (access between points) ☐

3. How do you rate traffic congestion in the area?

No serious congestion ☐ Some congestion ☒ Serious congestion ☐

4. In your opinion, what is the most dangerous intersection in Whitfield or Murray Counties?

HWY 71 @ NORTH BY PASSES

5. In your opinion, what is the most congested roadway in Whitfield or Murray Counties?

WALNUT AVE OR CLEWUOOD

6. Please rate each of the following items from 1 to 5 with 5 being very important and 1 being not important. Write the name or names of the road, street or highway in the blank provided that in your opinion needs widening, maintenance, sidewalks, transit, etc.

New and expanded roads S. DIXIE HWY EXPANDED, CLEWUOOD TURN LANE 4
New or widened roadway(s) needed

Maintenance of existing streets and highways S. DIXIE HWY 4
Street(s) or highway(s) that need maintenance

More sidewalks _____ 1
Street(s) or highway(s) where sidewalks are needed.

Fixed route transit in urban areas _____ 2
Street(s) that need transit service

Expanded rural transit service _____ 2
Highway(s) that need rural transit service

Improvements in signalization HWY 201 @ HWY 2 5
Intersection(s) that need signalization or improvement.

Enhancements for freight movement _____ 2
Highway(s) that need improvement for truck travel

Please write additional comments on the back of this sheet.

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**Greater Dalton Metropolitan Planning Organization
2040 Long Range Transportation Plan
Survey**

1. How do you normally travel throughout Whitfield and Murray Counties?

Car (drive alone) ☒ Bus ☐ Rideshare (carpool, vanpool) ☐ Walk ☐ Bicycle ☐ Other ☐

2. Which of the following do you consider as the area's most important transportation issue?

Congestion ☒ Lack of transportation choices (public transit, sidewalks, bikeways) ☐

Lack of street connectivity (access between points) ☐

3. How do you rate traffic congestion in the area?

No serious congestion ☐ Some congestion ☐ Serious congestion ☒

4. In your opinion, what is the most dangerous intersection in Whitfield or Murray Counties?

HWY 52/52 CONN

5. In your opinion, what is the most congested roadway in Whitfield or Murray Counties?

HWY 52/52 CONN

6. Please rate each of the following items from 1 to 5 with 5 being very important and 1 being not important. Write the name or names of the road, street or highway in the blank provided that in your opinion needs widening, maintenance, sidewalks, transit, etc.

New and expanded roads HWY 52/52 CONN 5
New or widened roadway(s) needed

Maintenance of existing streets and highways HWY 52/52 CONN 5
Street(s) or highway(s) that need maintenance

More sidewalks HWY 71 (N) PAST GA 2 4
Street(s) or highway(s) where sidewalks are needed.

Fixed route transit in urban areas _____ ☐
Street(s) that need transit service

Expanded rural transit service _____ ☐
Highway(s) that need rural transit service

Improvements in signalization GA 2 / HWY 201 5
Intersection(s) that need signalization or improvement.

Enhancements for freight movement GA 2 / HWY 71 5
Highway(s) that need improvement for truck travel

Please write additional comments on the back of this sheet.

Please return forms to:

Moreland Altobelli Associates, Inc.

2211 Beaver Ruin Road, Suite 190

Norcross, GA 30071

bwallen@maai.net

**Greater Dalton Metropolitan Planning Organization
2040 Long Range Transportation Plan
Survey**

1. How do you normally travel throughout Whitfield and Murray Counties?

Car (drive alone) ☒ Bus ☐ Rideshare (carpool, vanpool) ☐ Walk ☐ Bicycle ☐ Other ☐

2. Which of the following do you consider as the area's most important transportation issue?

Congestion ☒ Lack of transportation choices (public transit, sidewalks, bikeways) ☐
Lack of street connectivity (access between points) ☐

3. How do you rate traffic congestion in the area?

No serious congestion ☐ Some congestion ☒ Serious congestion ☐

4. In your opinion, what is the most dangerous intersection in Whitfield or Murray Counties?

5. In your opinion, what is the most congested roadway in Whitfield or Murray Counties?

Hwy 286 (Dawnville) Mornings & Evenings

6. Please rate each of the following items from 1 to 5 with 5 being very important and 1 being not important. Write the name or names of the road, street or highway in the blank provided that in your opinion needs widening, maintenance, sidewalks, transit, etc.

New and expanded roads 5 ☐
New or widened roadway(s) needed

Maintenance of existing streets and highways 5 ☐
Street(s) or highway(s) that need maintenance

More sidewalks 4 ☐
Street(s) or highway(s) where sidewalks are needed.

Fixed route transit in urban areas 3 ☐
Street(s) that need transit service

Expanded rural transit service 3 ☐
Highway(s) that need rural transit service

Improvements in signalization 4 ☐
Intersection(s) that need signalization or improvement.

Enhancements for freight movement 4 ☐
Highway(s) that need improvement for truck travel

Please write additional comments on the back of this sheet.

Please return forms to:

Moreland Altobelli Associates, Inc.
2211 Beaver Ruin Road, Suite 190
Norcross, GA 30071
bwallen@maai.net

**Greater Dalton Metropolitan Planning Organization
2040 Long Range Transportation Plan
Survey**

1. How do you normally travel throughout Whitfield and Murray Counties?

Car (drive alone) ☒ Bus ☐ Rideshare (carpool, vanpool) ☐ Walk ☐ Bicycle ☐ Other ☐

2. Which of the following do you consider as the area's most important transportation issue?

Congestion ☐ Lack of transportation choices (public transit, sidewalks, bikeways) ☒

Lack of street connectivity (access between points) ☐

3. How do you rate traffic congestion in the area?

No serious congestion ☐ Some congestion ☒ Serious congestion ☐

4. In your opinion, what is the most dangerous intersection in Whitfield or Murray Counties?

Hwy 52 / Hwy 71

5. In your opinion, what is the most congested roadway in Whitfield or Murray Counties?

Hwy 71

6. Please rate each of the following items from 1 to 5 with 5 being very important and 1 being not important. Write the name or names of the road, street or highway in the blank provided that in your opinion needs widening, maintenance, sidewalks, transit, etc.

New and expanded roads REED ROAD 4
New or widened roadway(s) needed

Maintenance of existing streets and highways Hwy 71 3
Street(s) or highway(s) that need maintenance

More sidewalks Hwy 71 3
Street(s) or highway(s) where sidewalks are needed.

Fixed route transit in urban areas Hwy 71 3
Street(s) that need transit service

Expanded rural transit service GA 2 2
Highway(s) that need rural transit service

Improvements in signalization FRONTIER TRL / Hwy 71 4
Intersection(s) that need signalization or improvement.

Enhancements for freight movement Hwy 201 4
Highway(s) that need improvement for truck travel

Please write additional comments on the back of this sheet.

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Car (drive alone) ☒ Bus ☐ Rideshare (carpool, vanpool) ☐ Walk ☐ Bicycle ☐ Other ☐

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Lack of street connectivity (access between points) ☐

3. How do you rate traffic congestion in the area?

No serious congestion ☐ Some congestion ☒ Serious congestion ☐

4. In your opinion, what is the most dangerous intersection in Whitfield or Murray Counties?

Reed Rd @ Rauschenburg Rd

5. In your opinion, what is the most congested roadway in Whitfield or Murray Counties?

GA Hwy 71 @ GA Hwy 3

6. Please rate each of the following items from 1 to 5 with 5 being very important and 1 being not important. Write the name or names of the road, street or highway in the blank provided that in your opinion needs widening, maintenance, sidewalks, transit, etc.

New and expanded roads Reed Rd (mainly North of GA 201) 5
New or widened roadway(s) needed

Maintenance of existing streets and highways Vanell Main St. / Sonya Dr. @ Hwy 201 4
Street(s) or highway(s) that need maintenance

More sidewalks GA Hwy 71 5
Street(s) or highway(s) where sidewalks are needed.

Fixed route transit in urban areas GA Hwy 71 3
Street(s) that need transit service

Expanded rural transit service GA Hwy 71 5
Highway(s) that need rural transit service

Improvements in signalization GA 2 @ GA 201 / Reed Rd @ Rauschenburg Rd 5
Intersection(s) that need signalization or improvement.

Enhancements for freight movement GA Hwy 201 + GA Hwy 2 5
Highway(s) that need improvement for truck travel

Please write additional comments on the back of this sheet.

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Greater Dalton Metropolitan Planning Organization

2040 Long Range Transportation Plan

Survey

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Car (drive alone) ☒ Bus ☐ Rideshare (carpool, vanpool) ☐ Walk ☐ Bicycle ☐ Other ☐

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Lack of street connectivity (access between points) ☐

3. How do you rate traffic congestion in the area?

No serious congestion ☐ Some congestion ☐ Serious congestion ☒

4. In your opinion, what is the most dangerous intersection in Whitfield or Murray Counties?

5. In your opinion, what is the most congested roadway in Whitfield or Murray Counties?

1) Cleveland Hwy (north of Dalton); 2) Chatsworth Hwy (east of MLK intersec.)
3) U.S. 41 North from Shugart Rd. to Chatsworth ^{GA, 201}

6. Please rate each of the following items from 1 to 5 with 5 being very important and 1 being not important. Write the name or names of the road, street or highway in the blank provided that in your opinion needs widening, maintenance, sidewalks, transit, etc.

New and expanded roads Dedicated turn lanes Beavertale Rd./Dawsonville Rd ☒

Chatsworth Highway needs 3 lanes east + west now. ☐
Maintenance of existing streets and highways _____

Street(s) or highway(s) that need maintenance

More sidewalks _____ ☐

Street(s) or highway(s) where sidewalks are needed.

Fixed route transit in urban areas _____ ☒

Street(s) that need transit service

Expanded rural transit service _____ ☒

Highway(s) that need rural transit service

Improvements in signalization I don't need a "red ←" telling me not to ☒

Intersection(s) that need signalization or improvement.

turn left, especially if their is no opposing vehicle
And the signal is otherwise "green". ☐

Enhancements for freight movement _____ ☐

Highway(s) that need improvement for truck travel

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Other comments and suggestions

Congestion -- A contributing factor is a low educational quotient ^{among drivers} leading to slower drivers blocking passing lanes. I-75 and local roads have this universal problem. These uneducated drivers are the problem. If one vehicle blocks the passing lane -- all vehicles following will be blocked in one or more lanes. If the speed limit is 55 on a local road, those doing 45-50 in the passing lane need to be pulled over and advised that they are a hazard. Rear end accidents are caused by excessive stacking, not speed, and the slow car at the front is responsible. If someone looks in their rear view mirror and sees too cars, then the law should require him to move over. Hooking up the Interstate and mixing with tractor trailers is inherently dangerous.

I recently watched two autos drop down the mountain on the west end of GA 282 doing about 30 miles per hour, blocking a semi that was burning up his brakes to keep from hitting them. The autos were the hazard, not the truck.

We don't need more roadways until a PR campaign or the law modifies the behavior of drivers. Efficiency in transportation ~~is~~ needs continuous, flowing movement of traffic, not a stalemate caused by one vehicle.

Optional for notification of future public meetings

Name: _____

Email Address _____

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**Greater Dalton Metropolitan Planning Organization
2040 Long Range Transportation Plan
Survey**

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Lack of street connectivity (access between points) ☐

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5. In your opinion, what is the most congested roadway in Whitfield or Murray Counties?

6. Please rate each of the following items from 1 to 5 with 5 being very important and 1 being not important. Write the name or names of the road, street or highway in the blank provided that in your opinion needs widening, maintenance, sidewalks, transit, etc.

New and expanded roads _____ ☐
New or widened roadway(s) needed

Maintenance of existing streets and highways _____ ☒
Street(s) or highway(s) that need maintenance

More sidewalks ALL STREETS WITHIN .5 miles of SCHOOLS (DALTON) ☒
Street(s) or highway(s) where sidewalks are needed.

Fixed route transit in urban areas ALL MAJOR STREETS TO HIGH DENSITY AREAS ☒
Street(s) that need transit service

Expanded rural transit service _____ ☐
Highway(s) that need rural transit service

Improvements in signalization _____ ☐
Intersection(s) that need signalization or improvement.

Enhancements for freight movement _____ ☐
Highway(s) that need improvement for truck travel

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Appendix B

Network Deficiency Report

Network Deficiency Report
Greater Dalton Metropolitan Planning Organization (GDMPO)
2040 Long Range Transportation Plan (LRTP)

I. Purpose of the Report

The purpose of this report is to identify roadway segments and their locations regarding the need for improvements to alleviate capacity deficiencies to the 2010 network (Figure 1) and also the 2040 do-nothing network; assuming no improvements are made during the 30 year period for the GDMPO 2040 Long Range Transportation Plan (LRTP) highway system. The deficiencies of roadway segments were forecasted through the utilization of a travel demand model developed jointly by Moreland Alltobelli Associates and the Georgia Department of Transportation as described in the Section II. The degree of deficiency of the roadways that are in need for improvement are measured in terms of volume to capacity ratios and level of service as outlined in Table 1. Figure 2 shows the 2010 traffic volumes for the 2010 roadway network. The 2010 and 2040 LOS maps (Figures 3 and 4) show the location of roadway segments with deficiencies. This report also identifies deficient bridges and their locations in the Study Area network.

II. Development of the Travel Demand Model for the GDMPO Long Range Transportation Plan

The Georgia Department of Transportation (GDOT) developed a Travel Demand Model (TDM) to be utilized in the development of the 2040 Long Range Transportation Plan. Information used to create the TDM included the classification (type) and number of lanes on the major roads in the study area. Existing base year (2010) data was collected and/or estimated, and horizon year (2040) data was projected. This data for the two years under study included population, households, employment, income, school enrollment, and acreage within the study area (Whitfield and Murray Counties).

The U.S. Census Bureau was the primary source for population, households, and income, with secondary information from local sources. Employment was divided into retail, service, manufacturing, and wholesale. School data was obtained through the offices of the school boards from the City of Dalton, Whitfield County, and Murray County. Enrollments in private schools were also gathered through telephone contacts. This data which are major factors related to traffic generation was collected county-wide.

The Georgia Department of Transportation used the 2010 Base Year highway/street network to develop the Travel Demand Model. Information used from the highway network included the classification (type) of the roads, the number of lanes of the roads, the travel time, and traffic volumes.

The county-wide data collected was further allocated by Traffic Analysis Zones (TAZs) which represent areas of traffic generation. Through the use of traffic forecasting/modeling software, the 2010 Base Year person trip interchanges between all of the TAZs were generated and converted to traffic volume equivalents and distributed along a computerized network, which represented the road/street network between the TAZs. These computer generated “traffic volumes” were compared to “actual traffic counts” to determine the degree of similarity between the computer-generated counts and the actual traffic counts. Adjustments were made to the model so that the model traffic counts matched the actual counts within and acceptable standard range.

With the adjustments made, the model was considered “calibrated” and ready to be used in the analyses of existing conditions and the testing of various scenarios or proposed road improvements to alleviate road deficiencies and traffic congestion. Figure 1 show the existing base year Highway/Major Road Network, while Figure 2 shows the 2010 Highway volumes.

2010 Base Year (1st Network) – Includes all functionally classified roads in the study area based on the GDOT Road Classification System. **Network 1** which is the 2010 Base Year network includes all functionally classified roads opened to traffic during the 2010 base year. This network is the network used to develop the “calibrated” Travel Demand Model whose computer-generated traffic volumes are closely matched with actual traffic volumes. With this model other networks were tested to determine where traffic flow deficiencies exist.

2040 Do-nothing system projects (2nd Network) – Includes the 2010 Base Year (1st Network) plus any projects which either opened to traffic since the base year or currently under construction (CST). The results of the testing of this network are intended to show the impact on the 2040 network if no new projects were built.

The results of the testing of the Networks 1 and the 2040 Do-nothing network are shown on the Levels of Service (LOS) maps (Figure 3 and Figure 4). The level of service of roads is identified by determining the ratio of traffic volume to the traffic carrying capacity of the roads. A vehicle to capacity (V/C) ratio of 1.0 represents a roadway that has reached its maximum traffic flow capacity. A V/C ratio below 1.0 indicates the amount of the road’s capacity that is being utilized. For example, a V/C ratio of 0.8 for a road indicates that the road is providing a Level of Service (LOS) at 80% of its capacity. Theoretically, a road cannot exceed a V/C ratio of 1.0. Table 1 provides a summary of the description of various levels or service.

Table 1 - Level of Service (LOS) Descriptions

V/C	LOS	Description
0-0.60	A	LOS A denotes the most favorable condition of traffic flow with the least amount of congestion. There is little to no delay associated with this traffic flow.
0.60-0.65	B	LOS B represents reasonably free-flow conditions. Traffic flow is stable. More vehicles stop in this condition than LOS A, causing higher average delays. There are short delays with this condition
0.65-0.70	C	LOS C provides for stable operations, but traffic flows approach the range in which small increases in flow will cause substantial deterioration in service. The traffic experiences average delays in this condition
0.70-0.85	D	LOS D borders on unstable flow. In this range, small increases in traffic flow cause substantial deterioration in service. The influence of congestion becomes more noticeable to the driver who will experience long traffic delays .
0.85-1.0	E	LOS E operations are extremely unstable because there are virtually no useable gaps in the traffic stream. At capacity, the traffic stream has no ability to dissipate even the most minor disruptions/ Any incident can be expected to produce a serious breakdown with extensive queuing. The driver will experience very long delays .
1.0 Plus	F	LOS F describes the worst possible condition of traffic. The “LOS” designation is used to identify the point of breakdown. In forecasting situations, the location represents a problem when the projected peak hour flow rate exceeds the estimated capacity of the location along the road. LOS F is considered to be extreme traffic delay .

2010 Model Network Functional Classification

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Roads

Figure 2: 2010 Average Daily Traffic Volumes

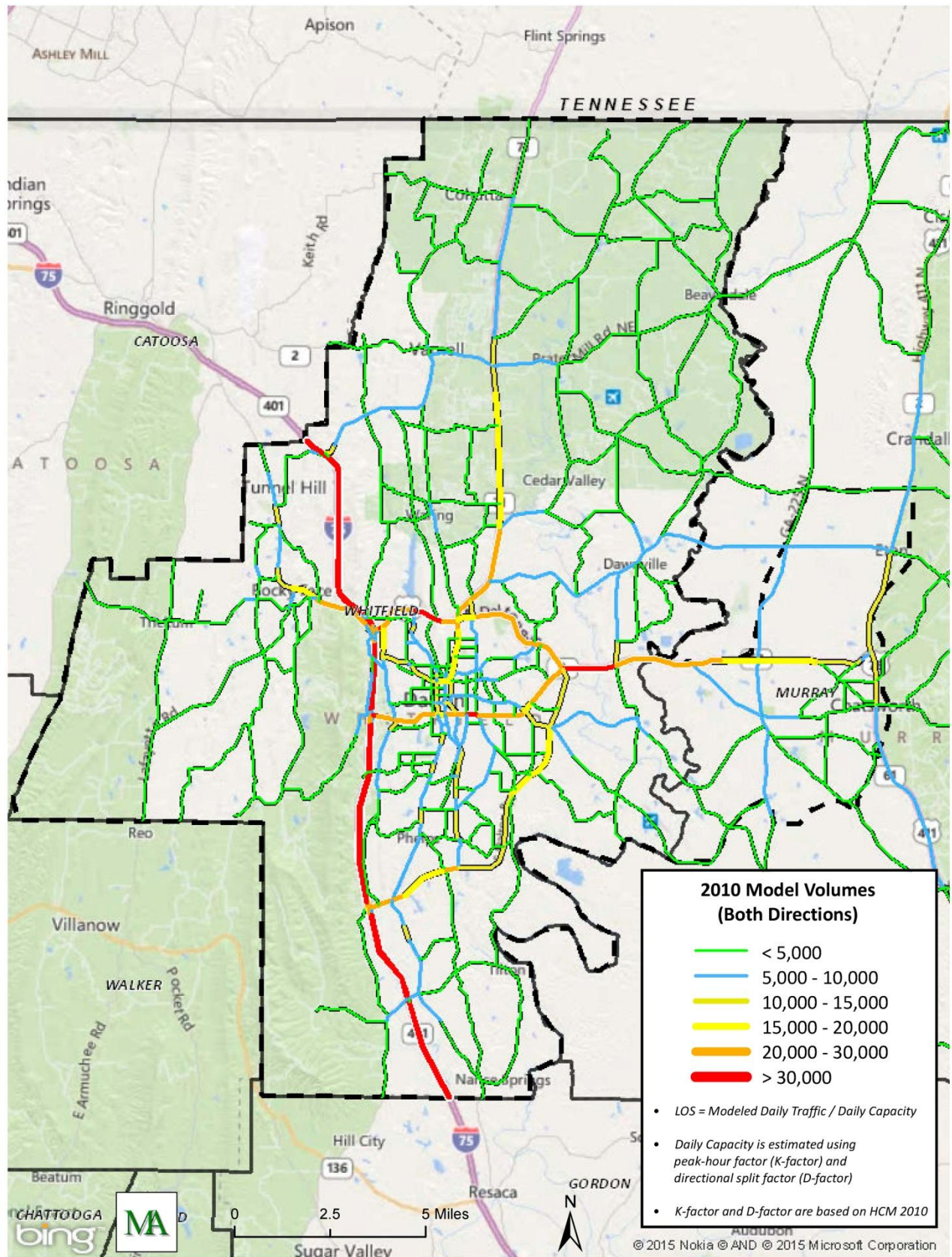


Figure 3: 2010 Base Year (1st Network) Level of Service (LOS) Map

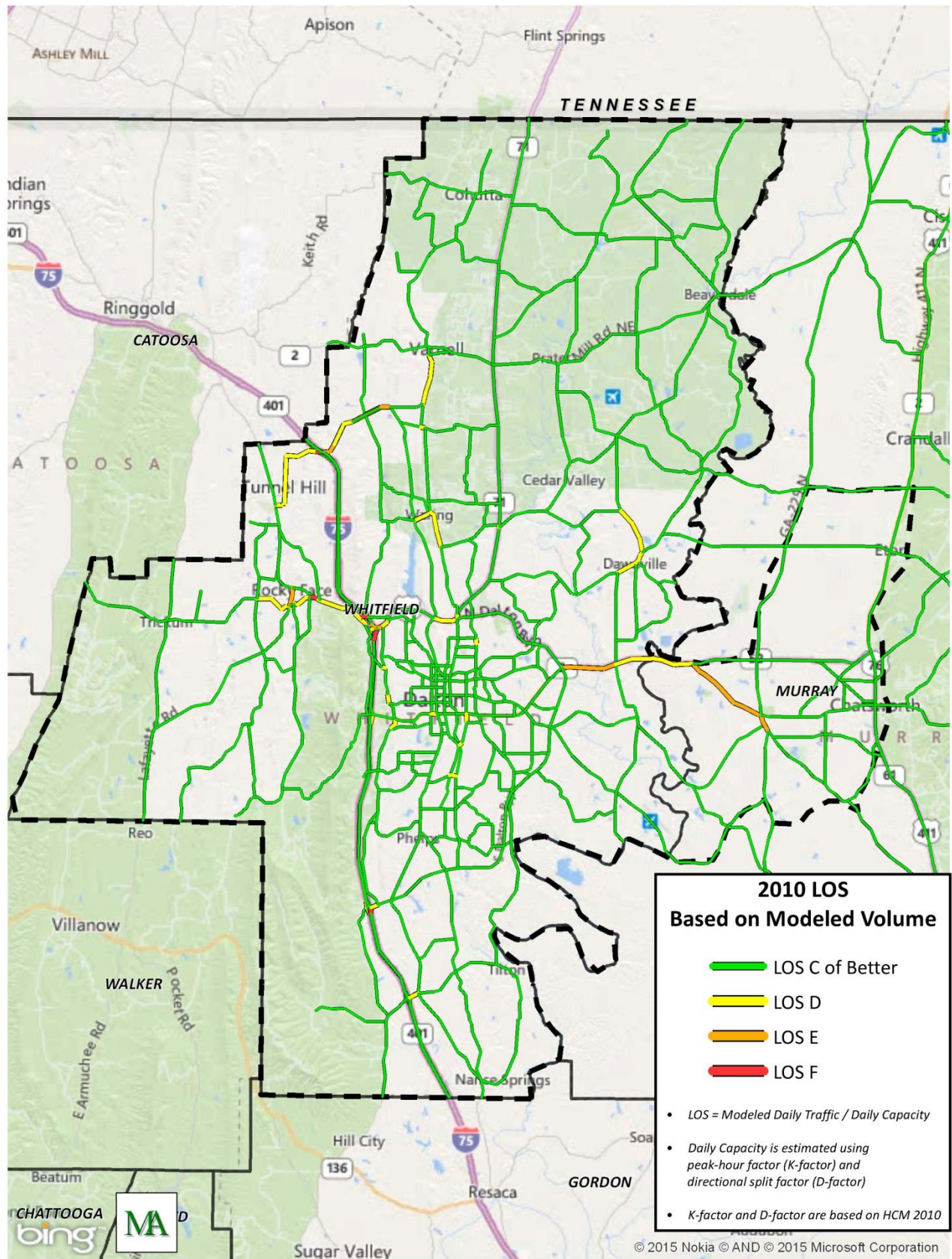
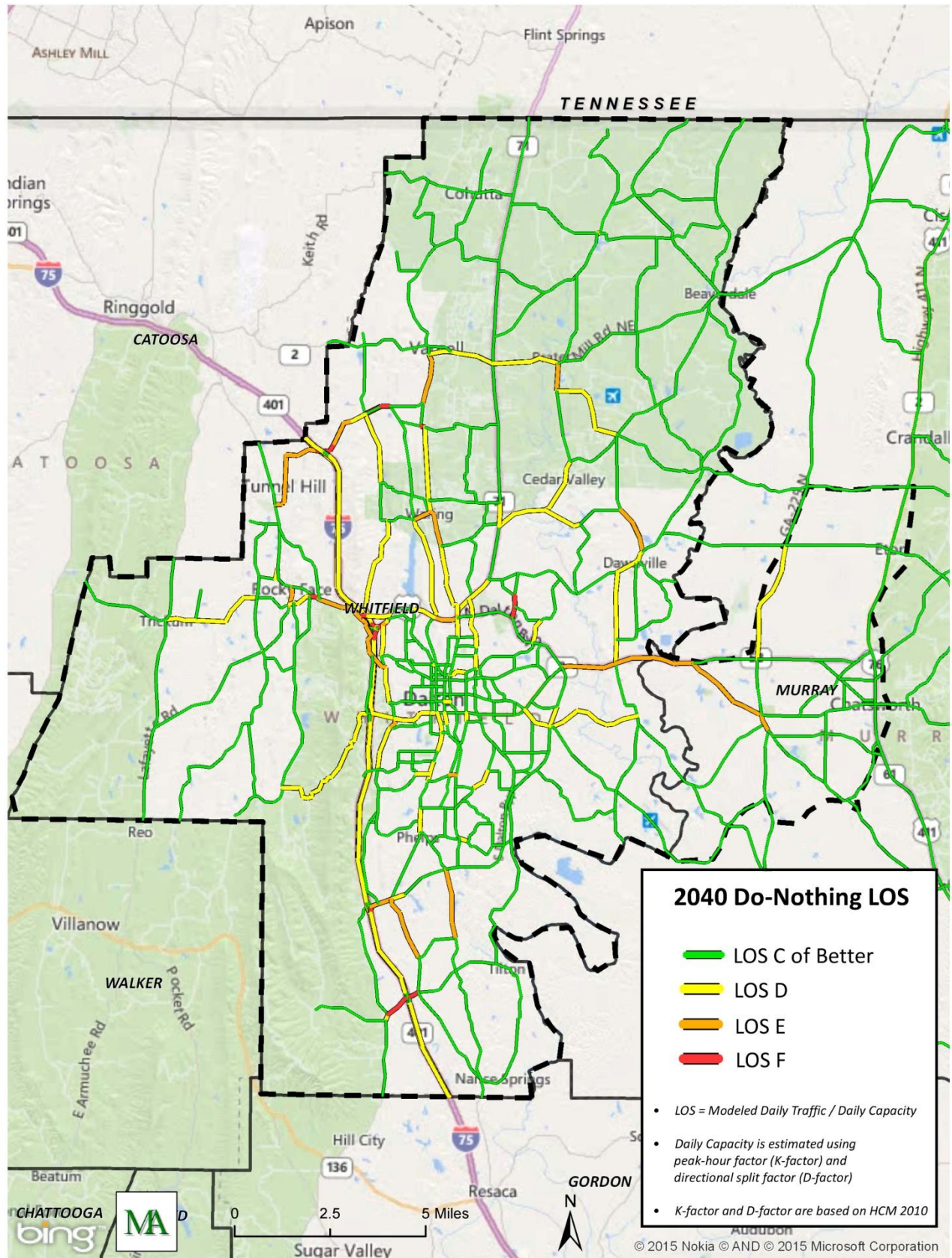


Figure 4: 2040 Do-nothing Network Level of Service (LOS) Map



III . Discussion of Bridge Deficiencies

The GDOT calculates sufficiency ratings for each bridge which evaluates its overall condition, taking into account all factors from low load to field/visual observation of deficiencies. GDOT's Office of Bridge Maintenance suggests structures with a sufficiency rating less than 50 be replaced rather than improved. This rating is used to estimate when a bridge would need rehabilitation or reconstruction. With a 30-year planning horizon, bridge structures with a rating above 70 should be in acceptable condition as long as routine maintenance is provided.

Based upon daily traffic volumes, bridge structures with a sufficiency rating between 50 and 60 are candidates for reconstruction by 2020; and bridges with a sufficiency rating between 60 and 70 are candidates for rehabilitation or reconstruction by 2030. **Tables 2 through 4** reveal the bridge ID Number, location, and Sufficiency Rating for bridges below 50 and between: 50 and 60; and 60 and 70.

Table 2 - Bridge Sufficiency Rating below 50

Bridge ID	County	Roadway	Feature Intersection	Sufficiency Rating
213-5007-0	Murray	Old Federal Road	Mill Creek	44.80
213-5009-0	Murray	Loughridge Road	Mill Creek	47.90
213-0043-0	Murray	Old US 411	Coosawattee River	48.70
213-5004-0	Murray	Dennis Mill Road	Rock Creek	48.90
213-0021-0	Murray	US 411/SR 61	CR 182-CSX RR (340636X)	49.00
313-0063-0	Whitfield	Gordon Street	NS Railroad (719083G)	49.60
213-0048-0	Murray	CCC Camp Road	Emery Creek	49.70
213-5027-0	Murray	Hasslers Mill Road	Mill Creek	49.90

Source for Bridge Sufficiency Ratings: GDOT.

Table 3 - Bridge Sufficiency Rating between 50 and 60

Bridge ID	County	Roadway	Feature Intersection	Sufficiency Rating
313-0006-0	Whitfield	US 41	Little Swamp Creek	51.60
213-5028-0	Murray	Cool Springs Road	CSX Railroad (340672T)	52.80
313-5027-0	Whitfield	Seaton Road	Mills Creek	54.00
313-5008-0	Whitfield	Old Tilton Road	Swamp Creek	54.40
313-5002-0	Whitfield	Redwine Cove Road	Swamp Creek	54.90
313-5050-0	Whitfield	McGaughey Chapel Road	Coahulla Creek	55.60
313-5059-0	Whitfield	Nance Springs Road	Conasauga River Tributary	55.60
213-5040-0	Murray	Old SR 2/FS51	Conasauga River	55.80

Source for Bridge Sufficiency Ratings: GDOT.

Table 4 - Bridge Sufficiency Ratings between 60 and 70

Bridge ID	County	Roadway	Feature Intersection	Sufficiency Rating
313-5031-0	Whitfield	Reed Pond Road	Poplar Spring Creek	61.90
313-0004-0	Whitfield	SR 2	Conasauga River	62.00
313-0043-0	Whitfield	I-75	SR 3(US 41)	64.00
313-0068-0	Whitfield	Dawnville Road	Coahulla Creek	64.10
313-0020-0	Whitfield	SR 52	Mill Creek	66.00
313-5053-0	Whitfield	Nance Springs Circle	Conasauga River Tributary	66.00
313-5080-0	Whitfield	SR 3 Conn	I-75	66.00
313-0026-0	Whitfield	Glenwood Avenue	Mill Creek	66.60
313-0009-0	Whitfield	Old US 41	Tar Creek	67.00
313-5043-0	Whitfield	Gordon Springs Road	East Chickamauga Creek	68.00
313-5015-0	Whitfield	Underwood Street	Mill Creek	68.70
313-5028-0	Whitfield	Putnam Road	Mills Creek	68.70
313-5040-0	Whitfield	Houston Valley Road	Dry Creek	69.00
313-5019-0	Whitfield	Boyles Mill Road	Spring Creek	69.50
313-0047-0	Whitfield	I-75	M-1506-CSX RR (340554R)	69.80
313-0050-0	Whitfield	I-75	SR 201	69.90
313-0073-0	Whitfield	US 41/SR 3	CSX RR-Mill Creek	69.90
213-5036-0	Murray	Peeples Spur	Rock Creek	60.40
213-5039-0	Murray	Old SR 2	Conasauga River Tributary	61.80
213-0007-0	Murray	SR 52 Alt.	Town Branch	63.00
213-0018-0	Murray	US 411, SR 61, SR 2	CSX Railroad (340642B)	65.10
213-0023-0	Murray	SR 136	Talking Rock Creek (Lake)	67.50
213-0033-0	Murray	US 76/SR 282	Rock Creek	67.80
213-0044-0	Murray	Old US 411	Willbanks Branch	67.80
213-0017-0	Murray	US 411, SR 61	Sumac Creek	67.90
213-5041-0	Murray	McNelly Road	Conasauga River Tributary	68.30
213-0014-0	Murray	US 76-US 41/SR 61	Holly Creek	68.40

Source for Bridge Sufficiency Ratings: GDOT.

IV. Public Involvement

Surveys were distributed during three public meetings for the purposes of gaining input from the public who travel the highway system on a daily basis. Through these surveys and through conversations with the persons attending the public meetings as well as with members of the MPO, roadways and intersections were identified that present traffic problems, traffic delays, and safety concerns to persons who use the roadways.

V. Identification of Network Deficiencies

Several deficiencies were identified by the LOS map of the 2040 Do Nothing Network. Other projects were identified by the public survey comments or the bridge inventory. Proposed projects that would address the deficiencies in major areas of the Region are briefly discussed below. A complete listing of the proposed projects is found in Table 5.

North Bypass/SR 3

The northern bypass around the City of Dalton currently has 30,510 vehicles per day. It is a four-lane divided highway with controlled access points. The North Bypass intersects with Cleveland Highway/SR 71, a four-lane highway located in north central Dalton. This intersection is the point of traffic congestion on the northern bypass. Additionally, there are side streets that are adjacent to the North Bypass that do not have turn lanes, therefore traffic control is not as efficiently distributed at these intersections. Several projects related to the North Bypass are proposed.

- Intersection Grade Separation – North Bypass at Cleveland Highway
- Intersection Improvement – North Bypass at Chattanooga Avenue/Reed Road
- Widening North Bypass (4 to 6 lanes) from Chattanooga Avenue/Reed Road to Cleveland Highway/SR 71

US 76/Chatsworth Highway

US 76/Chatsworth Highway is the primary east-west principle arterial that connects the urbanized area of Murray County/City of Chatsworth with the Greater Dalton area. US 76 is currently a four-lane divided highway with controlled access points and has 29,280 vehicles per day. Traffic congestion is occurring on this roadway during peak hours. As employment opportunities grow in the Greater Dalton area, traffic traveling to and from Murray County will continue to increase on this highway. Compounding this problem is the fact that there are no other roadways that connects directly with the Dalton Bypass that originate in Murray County. With future industrial development proposed for the southern portions of the Greater Dalton area, a new roadway connecting the Dalton Bypass to the southern urbanized areas of Murray County is needed. Four projects are proposed to address this traffic problem.

- Widening US 76/Chatsworth Highway (4 to 6 lanes) from SR 3/Dalton Bypass to Alt SR 52 in Murray County
- New Connector Roadway – A four-lane roadway from the South Dalton Bypass to Airport Road near Brown Bridge Road
- Widening Brown Bridge Road/New Hope Church Road (2 to 4 lanes) from Airport Road to SR 225 in Murray County.
- Widening of Alt 52 (2 to 4 lanes) from US 76/Chatsworth Highway to SR 225

Two intersection projects that are related to this commuter traffic pattern are listed below.

- SR 3 (Admiral Mack Gaston Parkway) at Airport Road – Additional turn lanes are needed.
- Brown Bridge Road at Airport Road – This intersection needs to be realigned to favor the westbound to northbound traffic movement in the AM and southbound to eastbound movement in the PM.

SR 3/Chattanooga Road & North Tibbs Road

SR 3/Chattanooga Road is a four-lane divided east-west highway that connects the northwestern areas of Whitfield County to I-75 and the Dalton Bypass. Connecting to this highway is North Tibbs Road that leads to Dalton State College and western areas of employment in the City of Dalton. Intersections of SR 3 at North Tibbs Road and North Tibbs Road at College Drive do not have adequate turning lanes that result in traffic congestion at these intersections. Four projects are proposed to address the existing and future traffic congestion.

- Intersection Improvement – SR 3 at North Tibbs Road
- Intersection Improvement – North Tibbs Road at College Drive
- Widening SR 3/Chattanooga Road (4 to 6 lanes) from SR 201 to Shrugart Road and Interchange ramp widening and improvement at I-75 at SR 3.
- Widening North Tibbs Road (3 to 5 lanes) from SR 3 to Shrugart Road

SR 201

SR 201 is located in northwest Whitfield County near the urbanized areas of Varnell and Tunnel Hill. Future traffic in this area indicates that SR 201 would require widening and/or turn lane improvements to the existing two-lane state route. There are five projects proposed to address the existing and future traffic problems.

- Improve Horizontal and Vertical alignment – SR 201 from SR 3 to Old Lafayette Road
- Extension of SR 201 – Two-lane roadway connection from US 41 at Campbell Road to SR 201
- Improve alignment and turn lanes at intersections – SR 201 from SR 201 Extension to I-75 Interchange.
- Widening SR 201 (2 to 4 lanes) from I-75 Interchange to Reed Road
- Widening SR 201 (2 to 4 lanes) from Reed Road to SR 2 (Prater Mill Road)
- Intersection Improvement – SR 201 at SR 2

Roadway Widening due to Future Industrial Development

There are several roadways that may require widening when large industrial developments are constructed or existing industrial development is expanded. Some of these locations are listed below.

- Carbondale Road Widening (2 to 4 lanes) from Redwine Cove Road to I-75 Interchange
- Old Dixie Highway (2 to 4 lanes) from South Dalton Bypass to Cross Plains Boulevard
- SR 3/South Dixie Road (2 to 4 lanes) from South Dalton Bypass to Cross Plains Boulevard
- South Dalton Bypass from I-75 Interchange to SR 3/South Dixie Road – Add one eastbound lane that would become a right-turn lane drop at SR 3/South Dixie Road.
- South Dalton Bypass (4 to 6 lanes) from I-75 Interchange to SR 3/South Dixie Road including widening of interchange ramps from 1 to 2 lanes.

Roadways needing alignment changes and/or turn lane improvement

- Old Lafayette Road from SR 201 to SR 3 – Curve improvement and turn lanes
- Lake Francis Road from Good Hope Road to SR 2 (Prater Mill Road) – widening 2 to 4 lanes.
- Danville-Beaverdale Road from SR 286 to Cherokee Estate Road – widening 2 to 4 lanes.
- Reed Road from SR 201 to SR 222 – improve curves, width and shoulders
- Rauschenberg Road from Sonya Drive to Waring Rd/Dye Drive at Railroad Crossing

Intersection Improvements

- Reed Road at Rauschenberg Road
- Riverbend Road at Walnut Avenue/US 76
- SR 52 at SR 225

VI. Next Steps

These identified roadway problems gathered from the public meeting along with proposed improvements that have been identified in past transportation improvement programs (TIPs) and long range plans will be included in various networks for testing with the travel demand model to determine how well proposed improvements alleviate poor levels of service that have been identified in the 2010 network and the 2040 Do-Nothing network. The proposed projects to be included in the various networks are listed in Table 5.

The results of the testing of proposed improvements will help determine the recommendation of projects to be included in the 2040 Long Range Transportation Plan.

Table 5: Proposed Projects

County	Project	From - To	Type of Project
Whitfield	SR 201	SR 3 to Old Lafayette Rd	Improve poor site visibility
Whitfield	Old Lafayette Rd	SR 201 to SR 3	Curve Improvement & turn lanes
Whitfield	SR 3	N. Tibbs Rd	Widen for RT into N. Tibbs Rd
Whitfield	SR 3	SR 201 to Shrugart Rd including interchange improvements	Widening of Roadway and Widening of Ramps of interchange from 1 to 2 lanes
Whitfield	N. Tibbs Rd	College Drive	Intersection Improvement - Add RT & LT lanes on N. Tibbs Rd
Whitfield	N. Tibbs Rd	SR 3 to Shrugart Rd	Widening
Whitfield	Old Dixie Hwy	South Dalton Bypass to Cross Plains Blvd	Widening
Whitfield	SR 3 (South Dixie Rd)	South Dalton Bypass to Cross Plains Blvd	Widening
Whitfield	South Bypass	I-75 off-ramp to SR 3 (South Dixie Rd)	Add one EB lane
Whitfield	South Bypass	I-75 off-ramp to SR 3 (South Dixie Rd)	Widening of Roadway and Widening of Ramps of interchange from 1 to 2 lanes
Whitfield	North Bypass/SR 3	Chattanooga Ave/Reed Rd	Intersection Improvement- Add RT & LT lanes on Chattanooga Ave & Reed Rd
Whitfield	North Bypass/SR 3	Cleveland Hwy/SR 71	Intersection Grade Separation Project SR 3/North Bypass would be bridged over SR 71/Cleveland Hwy
Whitfield	North Bypass/SR 3	Chattanooga Ave/Reed Rd to Cleveland Hwy/SR 71	Widening
Whitfield/Murray	US 76/Chatsworth Hwy	SR 3 to Alt SR 52	Widening
Murray	Brown Bridge Road	Airport Road	Realignment of Intersesction
Murray	SR 52 Alt	SR 225 to SR 52 (US 76)	Widening
Whitfield	Carbondale Road	Redwine Cove Rd to I-75 interchange	Widening
Whitfield	New Connector Roadway	Airport Road to South Dalton Bypass near Riverbend Rd & Conasuga Rd	New location Highway
Murray	Brown Bridge Rd/New Hope Church Rd	Airport Road to SR 225	Widening
Whitfield	SR 3 (Admiral Mack Gaston Pkwy)	Airport Road	Intersection Improvement - Additional turn lanes
Murray	SR 225 Bypass	CR 1051/Imperial Blvd to SR 52/US 76	New location Highway
Murray	SR 225 Bypass	SR 52/US 76 to SR 225	New Location Hwy
Murray	SR 282 Relocation	SR 61/US 411 E to CR 309	New Location Hwy
Whitfield/Murray	SR 560/East-West Hwy	SR 3 in Whitfield to US 411 in Murray	New Location Hwy
Murray	SR 2/SR 61	0.2 mile south of CR 166 to SR 2 in Cisco	Widening
Whitfield	SR 560/East-West Hwy	SR 151 in Catoosa to SR 3/Whitfield	New Location Hwy
Whitfield	I-75	CR 665/Carbondale Rd to SR 3	Widening
Whitfield	I-75	SR 3 to SR 151	Widening
Whitfield	SR 3	SR 136 in Gordon to SR 3 Connector in Whitfield	Widening
Murray	SR 2	SR 225 to SR 61/US 441	Minor Widening, improve shoulders
Murray	SR 225	CR297/Fox Bridge Rd	Intersection Improvement

Table 5: Proposed Projects (Continued)

County	Project	From - To	Type of Project
Whitfield	SR 201 Extension and Improvement	US 41 at Campbell Rd to SR 201 and Improvement of SR 201 from SR 201 Extension to I-75 Interchange	Extension & Improvement
Whitfield	SR 201	I-75 interchange to Reed Road	Widening
Whitfield	SR 201	Reed Rd to SR 2 (Prater Mill Rd)	Widening
Whitfield	Lake Francis Road	Good Hope Rd to SR 2 (Prater Mill Rd)	Widening
Whitfield	Danville-Beaverdale Rd	SR 286 to Cherokee Estate Rd	Widening
Whitfield	Reed Road	SR 201 to SR 222	Improve curves, width, shoulders
Whitfield	SR 2	SR 201	Roundabout
Whitfield	Reed Road	Rauschenberg Rd	Intersection Improvement
Whitfield	Rauschenberg Rd	Sonya Dr to Waring Rd/Dye Dr @ Railroad Crossing	Intersection Improvements - Widening
Whitfield	Riverbend Road	Walnut Ave/US 76	Intersection Imp. - Turn Radii
Murray	SR 52	SR 225	Intersection Improvement
Murray	SR 52 Alt	Town Branch	Bridge Replacement
Murray	SR 61	CSX #340636X 7.9 mile N of Crandall	Bridge Replacement
Murray	SR 2/SR 61	Sumac Creek	Bridge Replacement
Murray	CR 4/Dennis Mill Rd	Rock Creek 5.6 mile SE of Chatsworth	Bridge Replacement
Whitfield	Gordon Street	NS Railroad (719083G)	Bridge Replacement
Whitfield	Seaton Road	Mills Creek	Bridge Replacement
Whitfield	Old Tilton Road	Swamp Creek	Bridge Replacement
Whitfield	Redwine Cove Road	Swamp Creek	Bridge Replacement
Whitfield	McGaughey Chapel Road	Coahulla Creek	Bridge Replacement
Whitfield	Nance Springs Road	Conasauga River Tributary	Bridge Replacement
Murray	Old Federal Road	Mill Creek	Bridge Replacement
Murray	Loughridge Road	Mill Creek	Bridge Replacement
Murray	Old US 411	Coosawattee River	Bridge Replacement
Murray	US 411/SR 61	CR 182-CSX RR (340636X)	Bridge Replacement
Murray	CCC Camp Road	Emery Creek	Bridge Replacement
Murray	Hasslers Mill Road	Mill Creek	Bridge Replacement
Murray	Cool Springs Road	CSX Railroad (340672T)	Bridge Replacement
Murray	Old SR 2/FS51	Conasauga River	Bridge Replacement
Whitfield	Chattanooga Rd and Red Clay Rd	City of Cohutta	Sidewalks, Streetscape & Bike Paths
Whitfield	Along SR 71	From Beaverdale Rd to Williams Dr and From Frontier Trail to Prater Mill Rd	Sidewalks
Whitfield	Streets within 0.5 mile of Schools		Sidewalks
Murray	CR 34, CR 106/109, CS685/Duvall Rd		Signing

Appendix C

Methodology of Travel Demand Model Development

1 TRAVEL DEMAND MODEL INTRODUCTION

1.1 What is a Travel Demand Model?

Transportation modeling is an essential component of planning for regional infrastructure improvements. Regional travel demand models (TDMs) provide the scale needed to analyze the benefits of transportation investments. The critical questions surrounding any transportation investment include not only “Where is a facility needed?” but also “When and why is a facility needed?” These questions can be answered through the regional perspective provided by large-scale TDMs. The process of travel demand forecasting uses what we know about the existing world to predict what conditions will be like in the future. It is a projection based on empirical data and foreseeable circumstances.

Most TDMs utilize a traditional four-step approach to estimate travel demand and patterns, how many trips will be generated, where they are going, what modes they are using, and which routes they will use. In the broadest sense, the Metropolitan Planning Organization (MPO) TDM consists of three elements: 1) model inputs, 2) a series of models conducting mathematical procedures, and 3) model outputs. Further detail on each is provided below.

A. Model Inputs

Model inputs are based upon the roadway system, land use and demographic or socioeconomic (SE) data. SE data, such as population, household and employment by type, represents land use. Future year projections of SE data were based on existing land uses including land development, as well as region wide forecasts of population, household and employment. Future year forecasts also considered planned major transportation improvements. It is in this area of TDM development that land use and community planning are connected to the transportation planning process. The SE data and the highway network serve as the basic inputs to the TDM.

B. A Series of Mathematical Procedures

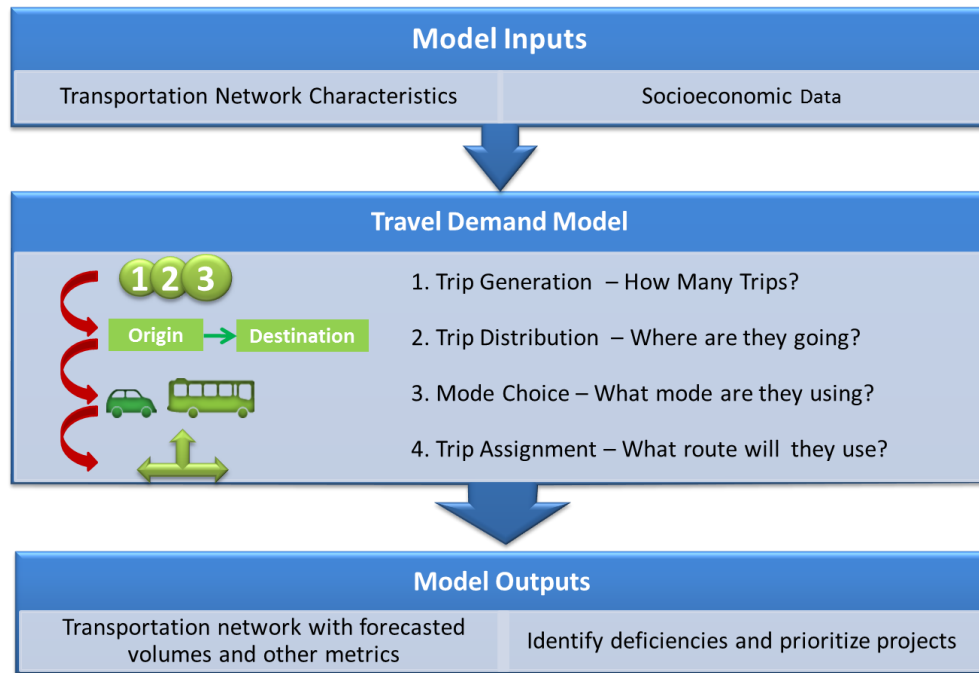
TDMs ultimately forecast travel demand using four steps: 1) trip generation, 2) trip distribution, 3) mode choice, and 4) trip assignment. The first step, trip generation, calculates the trips that can be generated within the study area using the SE data noted above. The second step, trip distribution, determines where the generated trips go (i.e. their origin and destination). The third step, mode choice, determines what modes will be utilized (i.e. passenger vehicles, transit, etc.). The fourth step, trip assignment, determines what routes will be taken to get from point A to point B.

C. Model Outputs

The TDM outputs include forecasted traffic volumes and other traffic metrics (i.e., travel speeds, travel time, congestion levels, etc.) on the transportation network. These metrics can be used to help identify transportation system deficiencies. TDMs are often used to assist in prioritizing transportation projects as well.

Figure 1-1 illustrates the structure of a TDM and its purpose.

Figure 1-1: TDM Structure



1.2 What the MPO's Regional TDM Can and Cannot Provide

TDMs across the country range in their abilities. Large metropolitan areas may include time-of-day, transit, and/or freight components. Very few even include non-motorized trip (bicycle/pedestrian) components. However, given the smaller nature of the MPO areas in Georgia outside Atlanta, the TDMs are simpler. A regional TDM in Georgia outside Atlanta generally can provide users with forecasted highway volumes for roadways with a functional class of collectors and above. The highway volumes are usually average daily volumes for long-range forecasts; 20 to 30 years out. The TDM can help MPOs to identify roadway deficiencies where daily volumes exceed the roadway capacities, evaluate impacts of major highway improvements, and evaluate transportation system performance for the purpose of LRTP development. For MPOs within the air quality nonattainment areas, the TDM is also used as the basis for air pollution emission estimates and for congestion management system statistics.

Because of its aggregate nature and regional scope, these TDMs are not designated to forecast the following metrics:

- Peak hour or peak period travel demand
- Freight demand
- Bicycle and walking trips
- Logical termini determination

2 2010 BASE YEAR MODEL

2.1 2010 Base Year Model Update

For updating the base year model to 2010 in support of the Greater Dalton MPO (GDMPO) 2040 LRTP update, the following changes were made to the GDMPO 2006 TDM:

- Updated study area
 - » Expanded the MPO TDM study area to include the entirety of Murray County for transportation continuity. The expanded model area also assists with validation, as most of the collected transportation data are based on county boundaries.
- Updated socioeconomic data
 - » The GDMPO provided the updated study area traffic analysis zones (TAZs) and the associated socioeconomic data to reflect year 2010.
- Updated base year highway network
 - » Updated Highway Performance Monitoring System (HPMS) functional classification. The functional classification has been changed from the previous 13 groups to seven groups based on the 2010 Federal Highway Administration (FHWA) designation;
 - » Verified and corrected number of lanes;
 - » Updated traffic count locations and traffic counts from 2006 to 2010;
 - » Reflected projects that have been completed (open to traffic) during 2006 to 2010;
 - » Included additional local roads to represent roadway connectivity; and
 - » Added other road characteristics including road names, intersection geometries (such as interchange ramps), etc.
- Updated base year validation components:
 - » Updated screenlines and cutlines;
 - » Updated trip generation model;
 - » Updated trip distribution model;
 - » Updated trip assignment procedure; and
 - » Updated external stations and trip data sets.
- Removed the delta matrix post-processing procedure that was included in the previous model to assist with the validation.

2.2 2010 Socioeconomic data

The MPO provided 2010 base year socioeconomic data for the model. For each of the TAZs in the two-county study area, the following socioeconomic variables were developed by the MPO for use in the trip generation model:

- **Population:** The total number of individuals that are residing in a given TAZ;
- **Households:** Total number of occupied housing units in a given TAZ;

- **Retail Employment:** Number of employees working for retail-based businesses in a given TAZ where the business is located;
- **Service Employment:** Number of employees working for service-based businesses in a given TAZ where the business is located;
- **Manufacturing Employment:** Number of employees working for manufacturing-based businesses in a given traffic analysis zone where the business is located;
- **Wholesale Employment:** Number of employees working for wholesale based-businesses in a given traffic analysis zone where the business is located;
- **Total Employment:** The total number of employed persons in a given TAZ;
- **Median Income:** Median household income in a given TAZ in 2010 dollars (per 2010 Census);
- **School Enrollment:** The total number of enrolled students in a given TAZ at educational facilities.

The socioeconomic variables are the key inputs in the first step of the travel demand process, trip generation, which estimates the number of trips that will begin and end in each individual TAZ. These are referred to as “trip ends.” Trip ends generated by households are referred to as productions. Trip ends calculated from population, employment or school enrollment figures are referred to as attractions. In the trip production step, a household stratification model is used that stratifies the number of households based on the household size and zonal income. The trip rates by different purposes are applied to this stratified data to estimate trip productions by purpose. The trip attractions are estimated for different purposes by applying appropriate trip rates to population, employment and school enrollments.

2.3 2010 Base Year Model Validation

GDOT requires refinements to various model parameters until the 2010 base year model sufficiently replicates observed 2010 travel patterns and conditions. The following documents serves as the primary sources for checking the reasonableness of model parameters and results:

- *Model Validation and Reasonableness Checking Manual*, Travel Model Improvement Program (TMIP), FHWA, 2010;
- *NCHRP Report 716 Travel Demand Forecasting: Parameters and Techniques*, Transportation Research Board, 2012; and
- *Calibration and Adjustment of System Planning Models*, USDOT, FHWA, 1990.





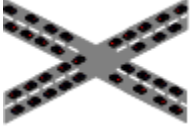
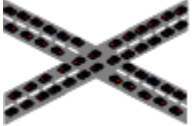
The 2010 base year model was checked for accuracy under each of the major steps in the TDM process starting from trip generation to trip assignment. Both inputs and outputs were checked for accuracy and reasonableness and include review of the transportation network and attributes, trip generation and distribution parameters, average trip lengths by purpose, vehicle-miles traveled (VMT) statistics and root mean squared error (RMSE). Modeled volumes are validated against traffic counts at several levels – regional, corridor (including screenlines) and link-by-link. Results of these validation steps were presented to the Technical Coordinating Committee and Policy Committee meeting and will be documented in detail in the *Travel Demand Model Documentation*.

2.4 2010 Base Year Model Results

The purpose of TDM development is to assist in the evaluation of future travel conditions and deficiency analysis in the study area. Besides the traffic volumes, another key output from the TDM is the daily volume to capacity ratio for each roadway segment. Each volume to capacity ratio corresponds to a Level of Service (LOS) based on accepted methodologies. LOS is a qualitative measure of traffic flow describing operating conditions. Six LOS are defined by the FHWA in the *Highway Capacity Manual* for use in evaluating roadway operating conditions. They are given letter designations from A to F, with LOS A representing the best operating conditions and F the worst. A facility may operate at a range of levels of service depending upon time of day, day of week or period of the year. A qualitative description and depiction of the different levels of service is provided in

Figure 2-.

Figure 2-1: Level of Service Description and Depiction

Description	Depiction
LOS A – Drivers perceive little or no delay and easily progress along a corridor.	
LOS B – Drivers experience some delay but generally driving conditions are favorable.	
LOS C – Travel speeds are slightly lower than the posted speed with noticeable delay in intersection areas.	
LOS D – Travel speeds are well below the posted speed with few opportunities to pass and considerable intersection delay.	
LOS E – The facility is operating at capacity and there are virtually no useable gaps in the traffic.	
LOS F – More traffic desires to use a particular facility than it is designed to handle resulting in extreme delays.	

3 2040 TRAVEL DEMAND MODELS

3.1 2040 Model Inputs

As the base year TDM was calibrated and validated, the model was used to assist in evaluating the traffic conditions for the future year 2040 reflecting 2040 socioeconomic data and transportation network.

The 2040 LRTP networks include the following network scenarios based on the inputs from the GDMPO and their LRTP planning analyses and resulting project list:

- **The 2nd Network - Do-Nothing Network:** 2010 base year network plus any projects that either opened to traffic since 2010 or currently under construction;
- **The 3rd Network - Existing + Committed (E+C) Projects Network:** 2nd network plus projects with construction phase funded in the STIP year 2014 to 2017;
- **The 4th Network - Remainder of STIP Projects Network:** 3rd network plus projects with preliminary engineering phase and right-of-way (ROW) phase funded in the STIP year 2014-2017;
- **The 5th Network - Remainder of Programmed LRTP Projects:** 4th network plus projects with preliminary engineering, construction and construction funded in 2018-2020;
- **The 6th Network - Remainder of LRTP Projects:** 5th network plus projects identified in the current LRTP including Long Range (LR) 1: 2021-2030 and LR 2: 2031-2040; and
- **The 7th Network - Financially Constrained Projects.**

The 2040 socioeconomic data was developed by the GDMPO and used as input into the TDM to forecast the number of future year trips.

Figure 2- shows a comparison of the 2010 and the 2040 Socioeconomic data for the entire modeling area. The Socioeconomic data growth for each county in the modeling area is shown in **Table 3-1**.

The observations for the GDMPO data include the following:

- The total growth in each of the socioeconomic variables, population, households, employment and school enrollments, between 2010 and 2040, is approximately 40% for the entire modeling area.
- The growth rates of the socioeconomic variables are slightly higher in Whitfield County than in Murray County. In Whitfield County, each socioeconomic variable grows by 45% in 2040 compared to its value in 2010. In Murray County the population grows by 24%, household grows by 25% and each of employment and school enrollments grows by 23%, compared to their respective values in 2010.

Figure 3-1: Comparison between 2010 and 2040 GDMPO Socioeconomic Data

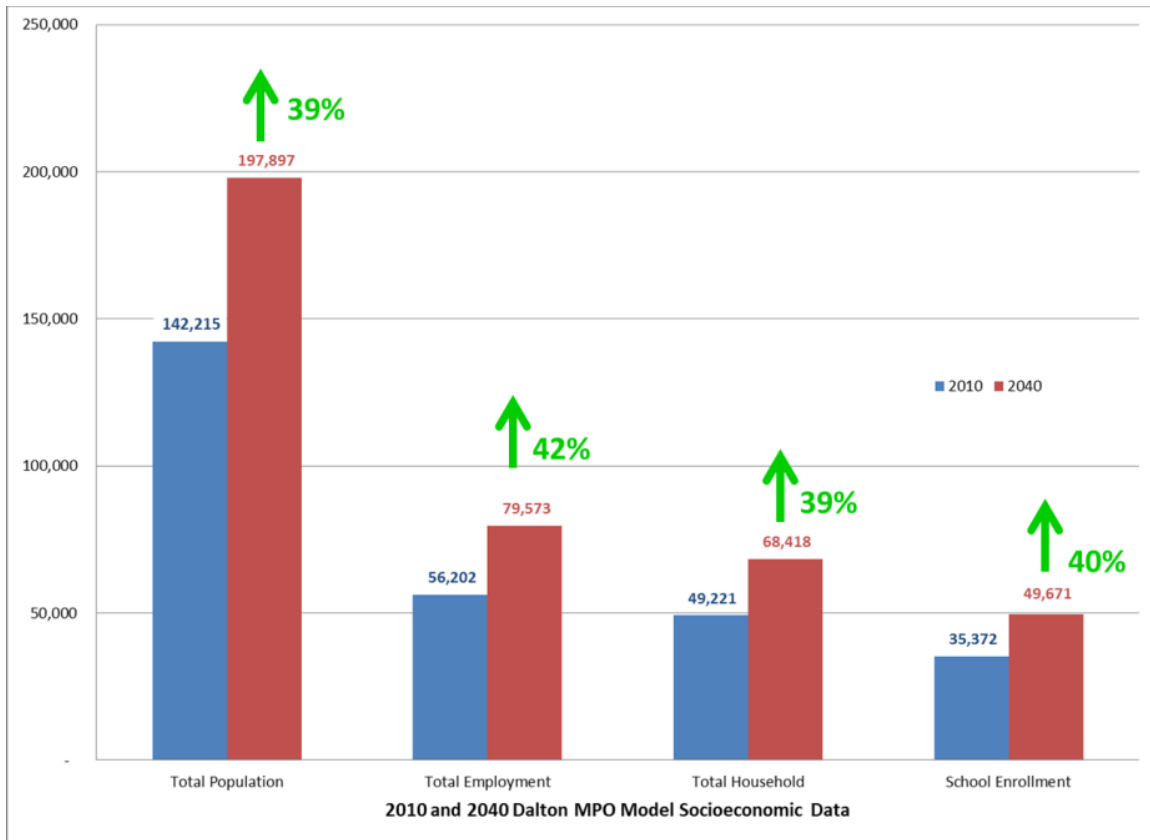


Table 3-1: Socioeconomic Variables by County for 2010 and 2040

Socioeconomic Variable	2010	2040	Growth Rate (2010 - 2040)	Average Annual Growth Rate
Whitfield County				
Population	102,578	148,897	45%	1.5%
Household	35,141	50,835	45%	1.5%
Employment	46,783	67,948	45%	1.5%
Manufacturing	14,816	22,281	50%	1.7%
Service	18,551	22,957	24%	0.8%
Retail	10,577	18,643	76%	2.5%
Wholesale	2,839	4,067	43%	1.4%
Students	27,569	40,044	45%	1.5%
Murray County				
Population	39,637	49,000	24%	0.8%
Household	14,080	17,583	25%	0.8%
Employment	9,419	11,625	23%	0.8%
Manufacturing	3,341	4,791	43%	1.4%
Service	4,072	4,465	10%	0.3%
Retail	1,770	2,116	20%	0.7%
Wholesale	236	253	7%	0.2%
Students	7,803	9,627	23%	0.8%
Travel Demand Modeling Area				
Population	142,215	197,897	39%	1.3%
Household	49,221	68,418	39%	1.3%
Employment	56,202	79,573	42%	1.4%
Manufacturing	18,157	27,072	49%	1.6%
Service	22,623	27,422	21%	0.7%
Retail	12,347	20,759	68%	2.3%
Wholesale	3,075	4,320	40%	1.3%
Students	35,372	49,671	40%	1.3%

APPENDIX

2010 Socioeconomic Data by Traffic Analysis Zone

Traffic Zone	Household	Population	School	Employment					Acres	Income
				Retail	Service	Mnfctr.	Whlsale.	Total		
1	88	279	0	701	39	0	0	740	144.09	\$31,393
2	666	2,205	0	40	922	5	6	973	415.39	\$31,393
3	12	33	0	25	112	0	1	138	88.07	\$31,393
4	0	0	0	21	1,477	13	0	1,511	61.02	\$31,393
5	101	270	0	50	1,020	11	121	1,202	278.57	\$31,393
6	522	1,205	540	2	636	0	0	638	198.88	\$31,393
7	287	766	0	1	235	0	0	236	89.81	\$31,393
8	69	188	0	23	83	0	0	106	30.27	\$31,393
9	0	0	0	0	87	93	10	190	116.51	\$31,393
10	232	858	0	12	24	0	8	44	221.35	\$31,393
11	0	0	0	58	3	0	0	61	15.64	\$31,393
12	0	0	0	320	4	50	0	374	31.68	\$31,393
13	64	185	0	391	139	139	11	680	89.95	\$31,393
14	56	207	0	10	49	0	0	59	30.00	\$31,393
15	5	13	0	9	58	0	2	69	12.14	\$31,393
16	2	11	0	34	20	3	11	68	24.55	\$31,393
17	16	27	0	9	97	0	0	106	19.30	\$31,393
18	0	0	0	23	45	0	16	84	12.53	\$31,393
19	7	16	0	110	535	11	9	665	25.34	\$31,393
20	1	3	0	149	357	7	19	532	28.58	\$31,393
21	18	26	0	104	188	4	11	307	32.58	\$31,393
22	2	4	0	13	212	26	2	253	25.72	\$31,393
23	23	45	0	167	486	0	6	659	43.27	\$31,393
24	5	13	0	11	141	9	48	209	61.26	\$31,393
25	36	119	0	40	69	420	0	529	76.28	\$24,618
26	336	870	0	476	707	41	8	1,232	761.88	\$24,618
27	275	971	0	0	0	19	0	19	831.90	\$24,618
28	189	644	0	14	63	12	0	89	1,339.27	\$24,618
29	0	0	0	107	21	200	0	328	26.48	\$24,618
30	0	0	0	0	25	541	45	611	208.56	\$24,618
31	46	155	1,524	0	152	0	0	152	359.78	\$24,618
32	0	0	0	289	20	0	40	349	64.06	\$24,618
33	39	142	0	107	19	0	0	126	42.91	\$24,618
34	41	168	0	0	1	0	0	1	28.87	\$24,618
35	5	13	0	40	118	0	0	158	48.21	\$24,618
36	163	583	0	0	6	0	0	6	38.63	\$24,618
37	30	93	0	30	140	31	1	202	28.74	\$24,618
38	251	1,051	0	5	90	17	17	129	130.62	\$24,618
39	189	692	0	10	53	0	0	63	56.32	\$24,618
40	188	461	0	0	17	0	0	17	36.41	\$24,618
41	153	614	718	0	125	725	0	850	364.64	\$24,618
42	60	216	0	2	10	0	0	12	20.62	\$24,618
43	517	1,447	437	4	91	190	0	285	269.31	\$24,618

Traffic Zone	Household	Population	School	Employment					Acres	Income
				Retail	Service	Mnfctr.	Whlsale.	Total		
44	132	480	0	1	6	0	5	12	180.46	\$24,618
45	30	91	1,392	44	85	0	0	129	209.28	\$24,618
46	225	906	200	31	99	18	39	187	101.38	\$30,982
47	100	379	901	0	203	0	0	203	61.34	\$30,982
48	176	578	0	78	27	0	3	108	96.55	\$30,982
49	194	702	0	10	22	3	8	43	109.75	\$30,982
50	202	676	100	5	89	0	12	106	125.93	\$30,982
51	156	472	0	536	50	20	3	609	424.98	\$30,982
52	34	81	0	1	6	0	8	15	85.87	\$30,982
53	44	132	0	13	33	379	54	479	114.30	\$24,955
54	203	687	0	41	32	112	16	201	76.91	\$24,955
55	201	656	0	33	113	133	14	293	131.67	\$24,955
56	282	900	0	133	65	16	16	230	119.55	\$24,955
57	3	7	0	148	33	0	0	181	34.99	\$24,955
58	20	73	0	6	0	0	0	6	13.87	\$24,955
59	235	795	0	9	57	225	4	295	238.48	\$24,955
60	97	298	0	99	133	0	0	232	169.20	\$24,955
61	86	292	517	655	135	13	0	803	183.27	\$24,955
62	32	87	1,195	4	176	0	0	180	201.30	\$24,955
63	4	7	0	23	31	4	0	58	28.75	\$36,609
64	23	57	0	24	49	1	34	108	26.83	\$36,609
65	4	14	0	25	2	15	5	47	44.29	\$36,609
66	12	30	0	35	67	30	0	132	52.09	\$36,609
67	0	0	0	7	280	755	18	1,060	162.20	\$36,609
68	26	123	0	0	14	0	0	14	31.47	\$36,609
69	40	146	100	4	35	253	1	293	339.97	\$36,609
70	146	514	0	74	185	345	78	682	387.72	\$36,609
71	44	178	0	39	35	446	30	550	235.57	\$36,609
72	93	315	0	0	12	200	0	212	212.45	\$36,609
73	84	288	0	0	10	0	0	10	97.77	\$36,609
74	59	159	0	13	71	588	208	880	312.55	\$36,609
75	10	28	0	10	13	181	7	211	112.54	\$36,609
76	70	207	0	26	77	20	26	149	91.07	\$36,609
77	59	168	0	0	5	0	0	5	128.05	\$36,609
78	85	266	1,333	0	120	4,000	305	4,425	445.24	\$36,609
79	71	208	0	6	17	66	14	103	172.49	\$36,609
80	18	59	0	20	0	73	0	93	144.02	\$36,609
81	1	4	0	30	9	64	30	133	139.88	\$36,609
82	24	73	0	0	10	14	0	24	97.94	\$36,609
83	313	1,079	0	0	19	61	4	84	224.88	\$36,609
84	141	419	0	6	1	17	0	24	313.45	\$36,609
85	43	110	0	0	63	77	53	193	242.49	\$36,609
86	33	112	0	230	8	139	134	511	310.76	\$36,609
87	70	222	0	252	11	297	19	579	353.77	\$36,609
88	330	1,101	0	0	10	11	0	21	1,526.10	\$36,609
89	24	82	0	0	5	0	0	5	81.13	\$36,609
90	120	390	0	5	110	43	14	172	207.99	\$36,609
91	301	902	0	2	6	12	0	20	1,404.88	\$36,609
92	72	198	0	0	2	0	0	2	856.82	\$36,609
93	67	160	0	5	0	0	0	5	694.12	\$36,609

Traffic Zone	Household	Population	School	Employment					Acres	Income
				Retail	Service	Mnfctr.	Whlsale.	Total		
94	377	850	0	1,073	239	0	0	1,312	316.99	\$54,971
95	37	102	0	4	0	0	0	4	56.17	\$54,971
96	47	132	0	71	67	0	0	138	56.67	\$54,971
97	509	1,461	0	11	40	2	2	55	546.14	\$54,971
98	123	285	0	0	3	0	0	3	72.84	\$54,971
99	161	431	626	65	48	7	1	121	87.25	\$54,971
100	253	743	0	13	175	0	0	188	199.23	\$54,971
101	47	160	0	0	10	0	0	10	68.85	\$54,971
102	68	211	0	37	7	0	13	57	102.55	\$54,971
103	382	1,208	0	1	21	0	0	22	335.03	\$54,971
104	146	526	0	18	33	0	2	53	97.40	\$54,971
105	219	525	0	409	81	0	0	490	378.57	\$50,313
106	0	0	1,473	0	172	0	0	172	51.35	\$50,313
107	558	1,550	0	120	718	136	80	1,054	503.11	\$50,313
108	66	140	0	0	65	0	0	65	37.75	\$50,313
109	0	0	785	0	237	0	0	237	14.65	\$50,313
110	177	467	0	0	11	0	0	11	132.87	\$50,313
111	53	91	0	87	299	40	25	451	30.53	\$50,313
112	301	749	0	81	33	0	6	120	266.07	\$50,313
113	28	59	0	0	147	2	0	149	24.94	\$50,313
114	103	270	810	6	153	0	0	159	1,751.09	\$47,151
115	10	22	0	0	7	0	0	7	479.19	\$47,151
116	183	527	0	0	8	0	4	12	1,119.94	\$47,151
117	241	661	0	12	136	0	38	186	1,131.15	\$47,151
118	87	236	0	0	1	0	6	7	820.28	\$47,151
119	724	2,409	0	50	140	40	15	245	1,561.44	\$47,151
120	17	41	0	0	4	0	0	4	737.45	\$47,151
121	220	646	0	0	7	24	7	38	1,534.73	\$52,446
122	251	670	0	8	17	25	0	50	2,243.35	\$52,446
123	24	63	0	0	2	0	0	2	594.07	\$52,446
124	215	615	0	11	30	0	4	45	1,570.69	\$52,446
125	101	315	571	0	78	0	5	83	828.87	\$52,446
126	139	444	0	0	1	4	0	5	1,145.80	\$52,446
127	112	295	0	7	1	4	0	12	783.58	\$52,446
128	233	661	0	2	8	8	4	22	1,435.23	\$52,446
129	69	181	0	0	8	0	0	8	1,647.28	\$30,982
130	53	146	0	0	5	0	0	5	1,491.94	\$30,982
131	117	327	0	0	2	0	0	2	2,405.30	\$30,982
132	46	127	0	3	4	0	0	7	2,635.41	\$30,982
133	59	156	0	3	2	0	4	9	1,527.58	\$30,982
134	14	46	0	0	1	0	0	1	849.18	\$30,982
135	39	92	0	0	0	0	2	2	792.49	\$30,982
136	185	547	0	0	2	0	0	2	1,830.88	\$30,982
137	108	270	0	0	14	0	0	14	2,102.29	\$30,982
138	8	20	0	0	2	0	0	2	401.99	\$30,982
139	56	139	0	0	0	0	0	0	1,117.80	\$30,982
140	9	26	0	0	10	0	0	10	1,971.26	\$30,982
141	146	412	0	0	2	0	0	2	729.29	\$30,982
142	85	194	1,437	41	95	0	0	136	1,996.47	\$30,982
143	63	173	0	20	3	0	0	23	1,834.54	\$30,982

Traffic Zone	Household	Population	School	Employment					Acres	Income
				Retail	Service	Mnfctr.	Whlsale.	Total		
144	200	578	0	1	2	0	2	5	2,560.09	\$30,982
145	44	123	475	0	0	0	3	3	1,592.83	\$30,982
146	146	412	0	6	17	0	2	25	4,741.79	\$30,982
147	30	86	0	4	4	0	0	8	1,157.61	\$30,982
148	297	936	0	96	73	29	0	198	323.29	\$30,952
149	122	404	0	37	132	0	5	174	185.00	\$30,952
150	244	785	0	25	17	0	14	56	890.32	\$30,952
151	230	705	0	0	30	7	0	37	583.92	\$30,952
152	95	257	537	8	68	6	0	82	752.82	\$30,952
153	270	807	0	21	6	12	0	39	1,160.65	\$30,952
154	218	660	0	2	4	1	0	7	581.39	\$30,952
155	101	330	0	0	0	2	0	2	472.09	\$30,952
156	58	154	0	0	17	0	0	17	1,171.33	\$30,952
157	199	602	422	0	114	0	1	115	426.11	\$47,696
158	323	919	0	13	51	0	13	77	868.00	\$47,696
159	415	1,160	0	286	147	69	47	549	1,467.04	\$47,696
160	111	281	0	5	31	26	77	139	278.98	\$47,696
161	15	48	0	0	18	0	0	18	231.11	\$47,696
162	0	0	0	0	1	380	5	386	77.61	\$47,696
163	6	22	0	61	269	0	8	338	378.59	\$47,696
164	67	178	1,012	72	133	65	0	270	741.62	\$47,696
165	73	198	0	113	28	41	10	192	994.59	\$47,696
166	36	100	0	0	0	0	0	0	454.30	\$47,696
167	79	217	0	15	53	20	4	92	2,402.09	\$47,696
168	162	481	0	0	3	0	0	3	2,449.47	\$47,696
169	152	446	0	12	33	150	434	629	661.40	\$47,696
170	302	902	0	2	16	0	3	21	1,368.61	\$47,696
171	159	442	0	46	7	0	0	53	1,069.43	\$47,696
172	229	660	0	13	48	80	0	141	4,118.56	\$47,696
173	135	346	0	1	0	0	0	1	316.73	\$56,951
174	50	117	0	59	22	0	0	81	96.15	\$56,951
175	285	792	715	2	144	0	0	146	702.71	\$56,951
176	474	1,305	0	2	19	0	0	21	3,466.88	\$56,951
177	438	823	5,015	227	213	46	1	487	1,619.56	\$56,951
178	302	877	0	54	57	0	46	157	2,216.45	\$56,951
179	237	663	0	4	9	0	0	13	2,840.91	\$56,951
180	127	341	0	172	61	207	24	464	2,023.28	\$56,951
181	93	185	0	35	54	0	4	93	4,231.86	\$56,951
182	120	325	0	0	2	0	0	2	5,855.46	\$56,951
183	24	55	0	3	4	10	0	17	324.22	\$56,951
184	315	915	0	15	13	0	23	51	1,697.37	\$56,951
185	374	1,015	0	4	9	0	5	18	11,567.05	\$49,766
186	39	91	0	0	10	0	0	10	798.61	\$49,766
187	370	1,042	0	1	12	0	0	13	1,529.37	\$49,766
188	105	258	0	0	23	0	0	23	2,496.26	\$49,766
189	193	504	0	10	1	0	0	11	814.05	\$49,766
190	279	740	549	4	75	0	0	79	524.58	\$49,766
191	194	571	0	4	6	0	5	15	3,932.91	\$49,766
192	195	536	0	0	2	0	0	2	1,912.94	\$49,766
193	179	465	0	83	17	0	53	153	567.70	\$48,164

Traffic Zone	Household	Population	School	Employment					Acres	Income
				Retail	Service	Mnfctr.	Whlsale.	Total		
194	190	497	346	36	162	7	8	213	556.33	\$48,164
195	359	880	0	42	42	4	12	100	1,715.42	\$48,164
196	64	181	0	15	35	0	0	50	380.17	\$48,164
197	146	410	0	5	14	0	2	21	714.37	\$48,164
198	198	560	0	0	5	20	8	33	524.39	\$48,164
199	329	947	0	34	31	2	19	86	753.54	\$48,164
200	17	37	0	0	0	0	2	2	352.77	\$48,164
201	122	371	0	0	0	0	0	0	394.25	\$55,847
202	94	268	0	0	4	0	25	29	725.65	\$55,847
204	42	113	0	0	49	0	0	49	401.58	\$55,847
205	84	239	0	2	1	0	0	3	127.48	\$55,847
206	3	6	0	0	0	0	0	0	1,235.81	\$55,847
207	63	162	0	3	4	0	0	7	1,400.28	\$55,847
208	754	1,788	0	33	211	190	23	457	1,482.62	\$55,847
209	51	126	0	0	4	0	0	4	229.71	\$55,847
210	172	480	0	6	58	1,503	10	1,577	499.41	\$55,847
211	6	20	0	6	98	0	3	107	35.26	\$55,847
212	2	9	0	68	5	0	0	73	89.69	\$55,847
213	59	183	1,817	0	141	20	3	164	1,049.43	\$41,513
214	81	213	1,157	0	188	0	0	188	546.30	\$41,513
215	42	137	0	0	10	0	9	19	319.89	\$41,513
216	512	1,713	0	7	12	30	0	49	1,360.63	\$41,513
217	406	1,208	0	12	17	0	0	29	978.76	\$41,513
218	299	865	0	0	0	0	0	0	866.33	\$41,513
219	27	60	0	4	12	8	0	24	136.02	\$41,513
220	1,039	2,679	0	67	78	224	2	371	713.01	\$41,513
221	568	1,785	542	13	334	60	15	422	580.62	\$41,513
222	84	216	0	0	24	0	0	24	948.64	\$49,648
223	78	204	0	4	0	0	0	4	1,394.90	\$49,648
224	114	309	323	0	67	0	15	82	1,099.18	\$49,648
225	53	200	0	0	2	0	0	2	1,622.45	\$49,648
226	44	130	0	0	3	32	0	35	1,122.45	\$49,648
227	162	472	0	2	46	10	7	65	1,034.60	\$49,648
228	158	432	0	2	26	3	2	33	2,034.64	\$49,648
229	201	560	0	1	8	0	0	9	1,262.02	\$49,648
230	673	1,915	0	115	74	3	30	222	2,174.76	\$49,648
231	247	661	0	0	1	0	0	1	1,556.00	\$49,648
232	358	1,076	0	9	26	1	0	36	1,585.77	\$49,648
233	697	2,266	0	59	31	0	0	90	2,152.12	\$49,648
234	29	77	0	75	2	0	44	121	484.73	\$56,951
235	1	1	0	100	0	0	0	100	340.69	\$56,951
236	1	2	0	88	4	0	4	96	34.29	\$56,951
237	238	528	0	0	17	0	6	23	55.65	\$56,951
238	45	141	0	2	0	0	10	12	622.18	\$55,847
239	24	94	0	0	9	0	0	9	63.31	\$36,609
240	151	555	0	0	10	0	6	16	67.86	\$31,393
241	0	0	0	0	12	8	0	20	27.08	\$48,164
242	64	163	0	0	0	0	2	2	595.94	\$30,952
243	195	544	0	6	46	15	11	78	625.77	\$52,446
244	0	0	0	0	54	35	0	89	28.38	\$36,609

Traffic Zone	Household	Population	School	Employment					Acres	Income
				Retail	Service	Mnfctr.	Whlsale.	Total		
245	82	311	0	0	13	0	0	13	167.81	\$24,955
250	166	476	0	0	1	1	0	2	6,645.28	\$30,982
251	69	153	0	0	4	0	0	4	825.13	\$30,982
252	171	462	0	2	4	0	2	8	2,473.39	\$30,982
253	269	716	0	2	6	5	0	13	3,817.73	\$30,982
254	184	482	0	0	11	1	0	12	4,035.01	\$30,982
255	281	745	0	6	9	0	5	20	3,439.93	\$30,982
256	219	553	0	54	11	0	3	68	27,544.69	\$30,982
257	453	1,189	116	163	37	253	1	454	3,714.01	\$49,648
258	261	771	0	4	23	0	2	29	2,467.88	\$49,648
259	475	1,441	2,259	31	308	3	2	344	3,405.03	\$49,648
260	191	528	0	50	24	0	2	76	899.10	\$38,819
261	360	964	0	161	225	83	52	521	1,540.59	\$32,153
262	45	285	1,191	87	846	27	5	965	136.07	\$32,153
263	177	446	0	171	497	256	17	941	411.65	\$32,153
264	175	434	559	306	207	3	0	516	301.12	\$32,153
265	266	658	0	28	141	0	9	178	203.86	\$32,153
266	173	454	811	0	73	0	0	73	147.91	\$32,153
267	218	612	26	7	262	38	0	307	1,841.93	\$37,388
268	196	528	0	0	16	0	2	18	2,512.33	\$37,388
269	89	249	0	0	3	0	0	3	1,666.94	\$37,388
270	301	722	0	1	34	0	0	35	13,035.29	\$37,388
271	589	1,681	0	3	25	0	8	36	3,288.68	\$38,819
272	302	890	1,541	16	220	0	7	243	524.56	\$32,153
273	302	761	0	18	46	0	12	76	756.83	\$32,153
274	571	1,541	0	10	58	78	3	149	19,620.61	\$37,388
275	666	2,019	0	5	23	348	4	380	1,746.01	\$38,819
276	141	367	0	0	0	0	0	0	1,404.16	\$38,209
277	102	312	0	6	0	0	0	6	589.93	\$38,819
278	620	1,766	0	0	25	0	1	26	6,816.54	\$43,161
279	335	907	0	1	11	0	2	14	1,059.02	\$43,161
280	31	61	0	90	114	23	11	238	72.82	\$32,153
281	793	2,261	0	2	22	0	0	24	18,883.97	\$38,209
282	309	908	40	3	17	0	0	20	4,455.92	\$38,209
283	699	2,031	0	6	14	0	2	22	13,420.80	\$38,209
284	87	244	0	12	1	0	9	22	4,893.23	\$43,161
285	90	200	0	0	48	0	0	48	11,757.59	\$37,388
286	523	1,516	0	1	116	0	0	117	2,608.86	\$49,648
287	677	2,215	671	28	44	34	0	106	2,616.95	\$49,648
288	153	376	0	0	16	0	3	19	608.91	\$43,161
289	195	507	0	62	38	17	7	124	2,317.90	\$37,388
290	444	1,405	0	2	15	0	0	17	2,632.47	\$49,648
291	564	1,765	589	5	111	0	2	118	5,394.91	\$49,648
292	269	654	0	6	60	0	6	72	26,453.56	\$49,648
293	68	196	0	0	0	0	0	0	2,497.05	\$43,161
294	192	547	0	22	41	356	4	423	1,484.13	\$38,819
295	362	979	0	307	156	1,781	49	2,293	2,091.81	\$32,153
296	131	308	0	86	106	32	4	228	647.31	\$32,153
297	111	302	0	3	3	2	0	8	732.05	\$43,161
298	15	50	0	3	0	0	0	3	1,663.67	\$43,161

2040 Socioeconomic Data by Traffic Analysis Zone

Traffic Zone	Household	Population	School	Employment					Acres	Income
				Retail	Service	Mnfctr.	Whlsale.	Total		
1	137	405	0	800	48	0	0	848	144.09	\$31,393
2	897	3,203	0	190	976	5	6	1,177	415.39	\$31,393
3	17	48	0	25	124	0	1	150	88.07	\$31,393
4	0	0	0	23	1,518	13	0	1,554	61.02	\$31,393
5	147	392	0	56	1,048	11	121	1,236	278.57	\$31,393
6	708	1,750	784	102	711	4	0	817	198.88	\$31,393
7	417	1,113	0	51	235	0	0	286	89.81	\$31,393
8	100	273	0	23	85	0	0	108	30.27	\$31,393
9	0	0	0	0	90	93	10	193	116.51	\$31,393
10	337	1,246	0	62	40	0	8	110	221.35	\$31,393
11	0	0	0	58	3	0	0	61	15.64	\$31,393
12	0	0	0	326	7	50	0	383	31.68	\$31,393
13	93	269	0	395	151	139	11	696	89.95	\$31,393
14	81	301	0	16	52	0	0	68	30.00	\$31,393
15	7	19	0	9	58	0	2	69	12.14	\$31,393
16	5	16	0	34	20	3	11	68	24.55	\$31,393
17	23	39	0	9	105	105	283	502	19.30	\$31,393
18	0	0	0	23	46	0	16	85	12.53	\$31,393
19	10	23	0	122	570	11	9	712	25.34	\$31,393
20	2	4	0	179	393	7	22	601	28.58	\$31,393
21	20	38	0	116	215	4	11	346	32.58	\$31,393
22	2	6	0	19	213	29	2	263	25.72	\$31,393
23	33	65	0	169	509	0	6	684	43.27	\$31,393
24	9	19	0	17	153	9	48	227	61.26	\$31,393
25	52	173	0	40	74	420	0	534	76.28	\$24,618
26	398	994	0	554	838	101	14	1,507	761.88	\$24,618
27	373	1,410	0	100	0	19	0	119	831.90	\$24,618
28	275	935	0	66	66	12	0	144	1,339.27	\$24,618
29	0	0	0	113	23	200	0	336	26.48	\$24,618
30	0	0	0	0	28	541	45	614	208.56	\$24,618
31	67	225	2,222	0	276	0	0	276	359.78	\$24,618
32	0	0	0	295	23	0	80	398	64.06	\$24,618
33	57	206	0	107	19	0	0	126	42.91	\$24,618
34	43	170	0	0	1	0	0	1	28.87	\$24,618
35	7	19	0	40	118	0	0	158	48.21	\$24,618
36	237	847	0	50	6	0	0	56	38.63	\$24,618
37	44	135	0	30	142	31	1	204	28.74	\$24,618
38	275	1,075	0	105	98	17	17	237	130.62	\$24,618
39	275	1,005	0	62	53	0	0	115	56.32	\$24,618
40	273	670	0	50	17	0	0	67	36.41	\$24,618
41	165	638	1,043	50	184	725	0	959	364.64	\$24,618
42	87	314	0	2	10	0	0	12	20.62	\$24,618
43	751	2,252	635	104	127	190	3	424	269.31	\$24,618
44	192	697	0	51	6	0	5	62	180.46	\$24,618
45	44	132	2,031	44	204	0	0	248	209.28	\$24,618
46	265	946	291	133	215	18	39	405	101.38	\$30,982
47	145	551	1,318	0	291	0	0	291	61.34	\$30,982
48	256	840	0	128	36	0	3	167	96.55	\$30,982

Traffic Zone	Household	Population	School	Employment					Acres	Income
				Retail	Service	Mnfctr.	Whlsale.	Total		
49	282	1,020	0	60	24	3	10	97	109.75	\$30,982
50	293	982	145	68	98	0	12	178	125.93	\$30,982
51	227	686	0	591	50	20	3	664	424.98	\$30,982
52	49	118	0	3	8	0	8	19	85.87	\$30,982
53	68	192	0	13	39	379	54	485	114.30	\$24,955
54	295	998	0	97	35	112	16	260	76.91	\$24,955
55	292	953	0	91	119	133	14	357	131.67	\$24,955
56	410	1,307	0	247	77	16	16	356	119.55	\$24,955
57	4	10	0	161	38	0	0	199	34.99	\$24,955
58	29	106	0	8	0	0	0	8	13.87	\$24,955
59	341	1,155	0	59	67	625	4	755	238.48	\$24,955
60	141	433	0	104	139	0	0	243	169.20	\$24,955
61	125	424	760	675	181	13	3	872	183.27	\$24,955
62	46	126	1,759	4	271	0	0	275	201.30	\$24,955
63	6	10	0	23	32	4	0	59	28.75	\$36,609
64	33	83	0	24	58	1	34	117	26.83	\$36,609
65	6	20	0	25	2	15	5	47	44.29	\$36,609
66	17	44	0	35	67	30	0	132	52.09	\$36,609
67	0	0	0	11	287	762	18	1,078	162.20	\$36,609
68	38	135	0	0	14	0	0	14	31.47	\$36,609
69	58	212	154	7	44	263	1	315	339.97	\$36,609
70	212	747	0	124	185	354	78	741	387.72	\$36,609
71	54	198	0	39	35	446	30	550	235.57	\$36,609
72	135	458	0	0	12	200	0	212	212.45	\$36,609
73	122	418	0	0	10	0	0	10	97.77	\$36,609
74	86	231	0	13	71	588	208	880	312.55	\$36,609
75	16	41	0	10	13	181	7	211	112.54	\$36,609
76	102	301	0	26	77	20	26	149	91.07	\$36,609
77	86	244	0	0	5	0	0	5	128.05	\$36,609
78	123	386	1,945	0	276	4,000	305	4,581	445.24	\$36,609
79	103	302	0	6	20	66	14	106	172.49	\$36,609
80	26	86	0	22	0	73	0	95	144.02	\$36,609
81	3	6	0	30	9	64	30	133	139.88	\$36,609
82	35	106	0	0	11	14	0	25	97.94	\$36,609
83	455	1,567	0	101	23	61	4	189	224.88	\$36,609
84	205	609	0	6	1	547	0	554	313.45	\$36,609
85	62	160	0	0	63	577	53	693	242.49	\$36,609
86	48	163	0	230	30	139	134	533	310.76	\$36,609
87	102	322	0	252	11	297	19	579	353.77	\$36,609
88	527	1,599	0	100	24	11	0	135	1,526.10	\$36,609
89	35	119	0	0	5	0	0	5	81.13	\$36,609
90	174	566	0	5	110	43	14	172	207.99	\$36,609
91	480	1,440	0	102	6	12	0	120	1,404.88	\$36,609
92	105	288	0	0	2	0	0	2	856.82	\$36,609
93	97	232	0	5	0	0	0	5	694.12	\$36,609
94	548	1,435	0	1,142	257	0	0	1,399	316.99	\$54,971
95	54	148	0	4	0	0	0	4	56.17	\$54,971
96	68	192	0	79	68	0	0	147	56.67	\$54,971
97	739	2,220	0	111	53	5	2	171	546.14	\$54,971
98	179	414	0	2	3	0	0	5	72.84	\$54,971

Traffic Zone	Household	Population	School	Employment					Acres	Income
				Retail	Service	Mnfctr.	Whlsale.	Total		
99	234	626	909	65	108	207	1	381	87.25	\$54,971
100	367	1,079	0	69	176	0	0	245	199.23	\$54,971
101	68	232	0	0	10	0	0	10	68.85	\$54,971
102	99	306	0	37	7	0	13	57	102.55	\$54,971
103	555	1,755	0	101	21	0	0	122	335.03	\$54,971
104	212	764	0	70	39	15	2	126	97.40	\$54,971
105	318	763	0	465	81	0	0	546	378.57	\$50,313
106	0	0	2,002	0	238	0	0	238	51.35	\$50,313
107	811	2,251	0	296	915	141	100	1,452	503.11	\$50,313
108	96	203	0	0	72	0	0	72	37.75	\$50,313
109	0	0	1,070	0	237	0	0	237	14.65	\$50,313
110	257	678	0	50	11	0	0	61	132.87	\$50,313
111	77	132	0	91	314	49	25	479	30.53	\$50,313
112	437	1,088	0	131	33	0	6	170	266.07	\$50,313
113	41	86	0	0	153	2	0	155	24.94	\$50,313
114	150	392	1,186	14	229	0	0	243	1,751.09	\$47,151
115	15	32	0	0	7	0	0	7	479.19	\$47,151
116	266	765	0	50	10	0	4	64	1,119.94	\$47,151
117	350	960	0	65	138	0	40	243	1,131.15	\$47,151
118	126	343	0	0	1	0	6	7	820.28	\$47,151
119	1,052	3,499	0	345	147	40	15	547	1,561.44	\$47,151
120	25	60	0	0	4	0	0	4	737.45	\$47,151
121	320	938	0	50	9	24	7	90	1,534.73	\$52,446
122	365	973	0	69	17	25	0	111	2,243.35	\$52,446
123	35	92	0	0	2	0	0	2	594.07	\$52,446
124	312	893	0	78	37	0	6	121	1,570.69	\$52,446
125	147	458	838	0	125	0	5	130	828.87	\$52,446
126	202	645	0	50	1	4	0	55	1,145.80	\$52,446
127	163	428	0	7	1	4	0	12	783.58	\$52,446
128	338	960	0	52	11	8	4	75	1,435.23	\$52,446
129	100	263	0	0	8	0	0	8	1,647.28	\$30,982
130	77	212	0	0	5	0	0	5	1,491.94	\$30,982
131	170	475	0	0	5	0	0	5	2,405.30	\$30,982
132	67	184	0	3	4	0	0	7	2,635.41	\$30,982
133	86	227	0	3	2	0	4	9	1,527.58	\$30,982
134	20	67	0	0	1	0	0	1	849.18	\$30,982
135	57	134	0	0	0	0	2	2	792.49	\$30,982
136	269	795	0	50	2	0	0	52	1,830.88	\$30,982
137	157	392	0	0	14	0	0	14	2,102.29	\$30,982
138	12	29	0	0	2	0	0	2	401.99	\$30,982
139	81	202	0	0	0	0	0	0	1,117.80	\$30,982
140	13	38	0	0	10	0	0	10	1,971.26	\$30,982
141	212	598	0	0	2	0	0	2	729.29	\$30,982
142	123	282	2,095	41	291	0	0	332	1,996.47	\$30,982
143	92	251	0	20	3	0	0	23	1,834.54	\$30,982
144	291	840	0	53	6	0	2	61	2,560.09	\$30,982
145	64	179	699	0	77	0	3	80	1,592.83	\$30,982
146	212	598	0	6	17	0	2	25	4,741.79	\$30,982
147	44	125	0	4	4	0	0	8	1,157.61	\$30,982
148	431	1,360	0	204	81	29	0	314	323.29	\$30,952

Traffic Zone	Household	Population	School	Employment					Acres	Income
				Retail	Service	Mnfctr.	Whlsale.	Total		
149	177	587	0	88	132	0	5	225	185.00	\$30,952
150	368	1,157	0	77	18	0	14	109	890.32	\$30,952
151	334	1,024	0	50	30	7	0	87	583.92	\$30,952
152	138	373	789	8	110	6	0	124	752.82	\$30,952
153	392	1,172	0	76	6	12	4	98	1,160.65	\$30,952
154	317	959	0	52	8	1	0	61	581.39	\$30,952
155	147	479	0	0	0	2	0	2	472.09	\$30,952
156	84	224	0	0	17	0	8	25	1,171.33	\$30,952
157	289	874	622	50	152	0	1	203	426.11	\$47,696
158	469	1,405	0	113	64	0	13	190	868.00	\$47,696
159	603	1,810	0	389	161	269	57	876	1,467.04	\$47,696
160	161	408	0	5	33	26	77	141	278.98	\$47,696
161	22	70	0	0	18	0	0	18	231.11	\$47,696
162	0	0	0	0	1	380	5	386	77.61	\$47,696
163	9	32	0	61	269	0	8	338	378.59	\$47,696
164	97	259	1,478	274	720	970	405	2,369	741.62	\$47,696
165	106	288	0	113	28	41	10	192	994.59	\$47,696
166	52	145	0	0	0	0	0	0	454.30	\$47,696
167	115	315	0	215	249	3,310	404	4,178	2,402.09	\$47,696
168	235	699	0	52	3	0	0	55	2,449.47	\$47,696
169	221	648	0	62	33	150	440	685	661.40	\$47,696
170	439	1,310	0	302	16	3	3	324	1,368.61	\$47,696
171	231	642	0	96	7	4	0	107	1,069.43	\$47,696
172	333	959	0	66	48	80	0	194	4,118.56	\$47,696
173	196	503	0	1	0	0	0	1	316.73	\$56,951
174	73	170	0	59	22	0	0	81	96.15	\$56,951
175	414	1,240	1,048	52	204	0	0	256	702.71	\$56,951
176	688	2,050	0	102	23	0	0	125	3,466.88	\$56,951
177	636	1,195	7,292	307	615	49	17	988	1,619.56	\$56,951
178	439	1,274	0	107	64	0	46	217	2,216.45	\$56,951
179	344	963	0	54	10	0	0	64	2,840.91	\$56,951
180	184	495	0	172	68	207	29	476	2,023.28	\$56,951
181	135	269	0	35	54	200	4	293	4,231.86	\$56,951
182	174	472	0	0	2	0	0	2	5,855.46	\$56,951
183	35	80	0	11	4	610	0	625	324.22	\$56,951
184	458	1,329	0	115	13	0	23	151	1,697.37	\$56,951
185	543	1,630	0	105	9	0	5	119	11,567.05	\$49,766
186	57	132	0	0	10	0	0	10	798.61	\$49,766
187	537	1,606	0	101	12	0	0	113	1,529.37	\$49,766
188	153	375	0	0	23	0	0	23	2,496.26	\$49,766
189	280	732	0	62	1	0	0	63	814.05	\$49,766
190	405	1,075	806	54	118	0	0	172	524.58	\$49,766
191	282	829	0	54	13	0	5	72	3,932.91	\$49,766
192	283	779	0	50	4	0	3	57	1,912.94	\$49,766
193	260	675	0	137	25	0	53	215	567.70	\$48,164
194	276	722	512	88	304	7	14	413	556.33	\$48,164
195	521	1,278	0	92	58	4	12	166	1,715.42	\$48,164
196	93	263	0	15	35	0	0	50	380.17	\$48,164
197	212	596	0	5	16	0	2	23	714.37	\$48,164
198	288	813	0	56	5	20	8	89	524.39	\$48,164

Traffic Zone	Household	Population	School	Employment					Acres	Income
				Retail	Service	Mnfctr.	Whlsale.	Total		
199	478	1,376	0	136	31	2	19	188	753.54	\$48,164
200	25	54	0	0	0	0	2	2	352.77	\$48,164
201	177	539	0	0	0	0	0	0	394.25	\$55,847
202	137	389	0	0	7	0	25	32	725.65	\$55,847
204	61	164	0	0	49	0	0	49	401.58	\$55,847
205	134	347	0	2	1	0	0	3	127.48	\$55,847
206	4	9	0	0	0	0	0	0	1,235.81	\$55,847
207	92	235	0	3	4	0	0	7	1,400.28	\$55,847
208	1,095	2,597	0	183	211	190	23	607	1,482.62	\$55,847
209	81	201	0	0	11	0	0	11	229.71	\$55,847
210	250	697	0	56	68	1,503	10	1,637	499.41	\$55,847
211	9	29	0	6	98	0	3	107	35.26	\$55,847
212	3	9	0	68	7	0	0	75	89.69	\$55,847
213	86	266	2,647	0	286	20	3	309	1,049.43	\$41,513
214	118	309	1,690	0	280	0	0	280	546.30	\$41,513
215	61	199	0	2	10	0	9	21	319.89	\$41,513
216	818	2,488	0	159	16	30	1	206	1,360.63	\$41,513
217	590	1,755	0	118	47	0	0	165	978.76	\$41,513
218	434	1,256	0	50	0	0	0	50	866.33	\$41,513
219	39	87	0	4	20	8	0	32	136.02	\$41,513
220	1,509	3,891	0	267	80	224	2	573	713.01	\$41,513
221	825	2,593	796	168	386	60	15	629	580.62	\$41,513
222	122	314	0	0	24	0	0	24	948.64	\$49,648
223	113	296	0	4	0	0	0	4	1,394.90	\$49,648
224	166	449	478	0	94	0	15	109	1,099.18	\$49,648
225	77	291	0	3	17	0	0	20	1,622.45	\$49,648
226	64	189	0	0	3	32	0	35	1,122.45	\$49,648
227	259	763	0	59	58	10	7	134	1,034.60	\$49,648
228	229	675	0	2	44	3	2	51	2,034.64	\$49,648
229	292	813	0	51	10	0	0	61	1,262.02	\$49,648
230	978	2,782	0	267	77	3	30	377	2,174.76	\$49,648
231	359	960	0	50	5	0	0	55	1,556.00	\$49,648
232	520	1,563	0	109	26	1	0	136	1,585.77	\$49,648
233	1,012	3,291	0	259	33	0	0	292	2,152.12	\$49,648
234	42	112	0	75	4	400	44	523	484.73	\$56,951
235	1	1	0	100	0	0	0	100	340.69	\$56,951
236	1	3	0	88	4	0	4	96	34.29	\$56,951
237	346	767	0	50	20	0	6	76	55.65	\$56,951
238	65	205	0	2	2	0	10	14	622.18	\$55,847
239	61	137	0	0	9	0	0	9	63.31	\$36,609
240	219	806	0	50	11	0	6	67	67.86	\$31,393
241	0	0	0	0	12	8	0	20	27.08	\$48,164
242	93	237	0	0	0	0	2	2	595.94	\$30,952
243	283	790	0	67	47	15	11	140	625.77	\$52,446
244	0	0	0	0	54	35	0	89	28.38	\$36,609
245	119	452	0	0	13	0	0	13	167.81	\$24,955
250	205	587	0	0	1	1	0	2	6,645.28	\$30,982
251	85	189	0	0	4	0	0	4	825.13	\$30,982
252	211	570	0	2	4	0	2	8	2,473.39	\$30,982
253	332	883	0	7	6	5	0	18	3,817.73	\$30,982

Traffic Zone	Household	Population	School	Employment					Acres	Income
				Retail	Service	Mnfctr.	Whlsale.	Total		
254	227	595	0	0	11	1	0	12	4,035.01	\$30,982
255	482	965	0	11	9	0	5	25	3,439.93	\$30,982
256	270	682	0	54	16	0	3	73	27,544.69	\$30,982
257	559	1,467	143	169	40	503	1	713	3,714.01	\$49,648
258	322	951	0	4	23	0	2	29	2,467.88	\$49,648
259	586	1,778	2,787	68	365	3	2	438	3,405.03	\$49,648
260	236	651	0	52	24	0	2	78	899.10	\$38,819
261	444	1,189	0	163	226	83	52	524	1,540.59	\$32,153
262	80	318	1,469	102	909	27	5	1,043	136.07	\$32,153
263	218	550	0	248	563	256	19	1,086	411.65	\$32,153
264	216	535	690	307	233	3	0	543	301.12	\$32,153
265	339	812	0	36	141	0	9	186	203.86	\$32,153
266	213	560	1,001	0	94	0	0	94	147.91	\$32,153
267	269	755	32	7	269	38	3	317	1,841.93	\$37,388
268	242	651	0	0	16	0	2	18	2,512.33	\$37,388
269	110	307	0	0	3	0	0	3	1,666.94	\$37,388
270	371	891	0	1	34	0	0	35	13,035.29	\$37,388
271	727	2,074	0	5	28	0	8	41	3,288.68	\$38,819
272	373	1,098	1,901	16	261	0	7	284	524.56	\$32,153
273	373	939	0	36	46	0	12	94	756.83	\$32,153
274	704	1,901	0	14	65	78	3	160	19,620.61	\$37,388
275	822	2,491	0	5	23	348	4	380	1,746.01	\$38,819
276	174	453	0	0	0	0	0	0	1,404.16	\$38,209
277	126	385	0	6	0	0	0	6	589.93	\$38,819
278	765	2,179	0	0	27	0	1	28	6,816.54	\$43,161
279	413	1,119	0	1	11	0	2	14	1,059.02	\$43,161
280	39	85	0	102	117	23	11	253	72.82	\$32,153
281	978	2,789	0	52	24	0	0	76	18,883.97	\$38,209
282	381	1,120	49	3	20	0	0	23	4,455.92	\$38,209
283	862	2,506	0	6	14	0	2	22	13,420.80	\$38,209
284	107	301	0	12	4	0	12	28	4,893.23	\$43,161
285	133	329	0	0	48	0	0	48	11,757.59	\$37,388
286	645	1,870	0	1	119	0	0	120	2,608.86	\$49,648
287	835	2,733	828	86	84	34	0	204	2,616.95	\$49,648
288	201	464	0	0	16	0	6	22	608.91	\$43,161
289	241	625	0	62	41	17	7	127	2,317.90	\$37,388
290	548	1,733	0	4	15	0	0	19	2,632.47	\$49,648
291	696	2,178	727	5	131	0	2	138	5,394.91	\$49,648
292	337	807	0	6	62	1,200	6	1,274	26,453.56	\$49,648
293	84	242	0	0	0	0	0	0	2,497.05	\$43,161
294	237	675	0	22	44	356	4	426	1,484.13	\$38,819
295	447	1,208	0	343	165	1,781	52	2,341	2,091.81	\$32,153
296	162	375	0	92	106	32	4	234	647.31	\$32,153
297	137	373	0	3	3	2	3	11	732.05	\$43,161
298	19	62	0	3	0	0	0	3	1,663.67	\$43,161

Appendix D

Financial Summary

Karla Poshedly

From: Weiss, Megan J [MWeiss@dot.ga.gov]
Sent: Friday, September 19, 2014 12:00 PM
To: Jacob Bearden (jbearden@whitfieldcountyga.com); 'kbenson@whitfieldcountyga.com'
Cc: 'bwallen@maai.net'; 'kposhedly@maai.net'; Cox, Dave
Subject: Revenue Forecast for Dalton's LRTP
Attachments: Funding Projections thru 2040 - August 2014.xlsx

Good Afternoon,

Attached is the revenue assumptions provided by the Office of Financial Management and is the anticipated revenue forecast for the Dalton MPO area looking ahead to 2040. Please note this information are just estimates and should be used as a guidance, as the Department recommends that the MPO also examine some of your historical information before making a determination on anticipated revenue assumptions for your plan update. We typically suggest that for revenue you assume a 1% annual inflation rate and a 2% annual inflation on project cost.

This was originally sent in August, and it is being resent again as per the meeting last week. If you have any questions, please let me know.

Megan Weiss
Transportation Planner
Georgia Department of Transportation
Office of Planning-5th Floor
P:404-631-1779 E:mweiss@dot.ga.gov

Georgia DOT provides technical expertise to support the Savannah Harbor Expansion Project (SHEP) which will help to create more than 11,000 jobs in the Southeast and nationally, reduce shipping costs by \$213 million a year, provide \$174 million in annual net benefits—yielding a \$5.5 return for each dollar invested. The expanded harbor will accommodate larger vessels that are the new standard in global shipping. Visit us at <http://www.dot.ga.gov>; or follow us on <http://www.facebook.com/GeorgiaDOT> and <http://twitter.com/gadeptoftrans>

2015-2040 Dalton Funding Projections *

	Projects Estimate	Maintenance Estimate	Total Estimate	Project Totals per Tier	Maintenance Totals per Tier
2015	\$10,303,576	\$1,067,443	\$11,371,019		
2016	\$10,406,612	\$1,078,117	\$11,484,729		
2017	\$10,510,678	\$1,088,899	\$11,599,576		
2018	\$10,615,785	\$1,099,788	\$11,715,572		
2019	\$10,721,942	\$1,110,785	\$11,832,728		
2020	\$10,829,162	\$1,121,893	\$11,951,055	\$63,387,754	\$6,566,925
2021	\$10,937,453	\$1,133,112	\$12,070,566		
2022	\$11,046,828	\$1,144,443	\$12,191,271		
2023	\$11,157,296	\$1,155,888	\$12,313,184		
2024	\$11,268,869	\$1,167,447	\$12,436,316		
2025	\$11,381,558	\$1,179,121	\$12,560,679		
2026	\$11,495,373	\$1,190,912	\$12,686,286		
2027	\$11,610,327	\$1,202,821	\$12,813,149		
2028	\$11,726,430	\$1,214,850	\$12,941,280		
2029	\$11,843,695	\$1,226,998	\$13,070,693		
2030	\$11,962,132	\$1,239,268	\$13,201,400	\$114,429,962	\$11,854,860
2031	\$12,081,753	\$1,251,661	\$13,333,414		
2032	\$12,202,571	\$1,264,177	\$13,466,748		
2033	\$12,324,596	\$1,276,819	\$13,601,415		
2034	\$12,447,842	\$1,289,587	\$13,737,430		
2035	\$12,572,321	\$1,302,483	\$13,874,804		
2036	\$12,698,044	\$1,315,508	\$14,013,552		
2037	\$12,825,024	\$1,328,663	\$14,153,687		
2038	\$12,953,275	\$1,341,950	\$14,295,224		
2039	\$13,082,807	\$1,355,369	\$14,438,177		
2040	\$13,213,635	\$1,368,923	\$14,582,558	\$126,401,868	\$13,095,141
	\$304,219,584	\$31,516,926	\$335,736,510	\$304,219,584	\$31,516,926

* Projection amounts are YOY \$ - (1% inflation per year)