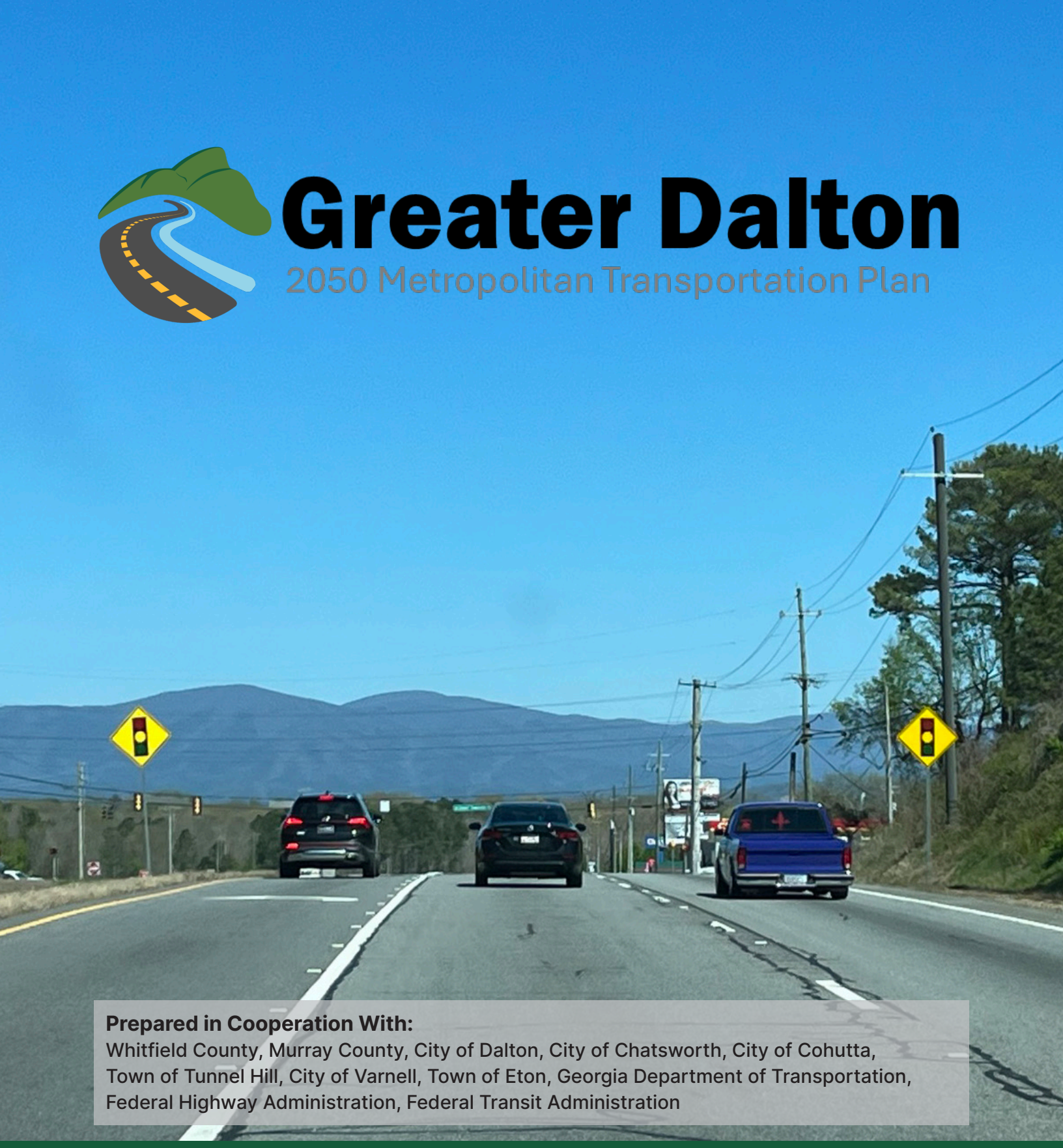
Greater Dalton

2050 Metropolitan Transportation Plan



Prepared in Cooperation With:
Whitfield County, Murray County, City of Dalton, City of Chatsworth, City of Cohutta, Town of Tunnel Hill, City of Varnell, Town of Eton, Georgia Department of Transportation, Federal Highway Administration, Federal Transit Administration

June 2025

Gresham Smith

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1. INTRODUCTION

Purpose of the MTP

The 2050 Metropolitan Transportation Plan (MTP) 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 region which includes all of Whitfield County (including the Cities of Dalton, Tunnel Hill, and Varnell) and the urbanized portion of Murray County (including the Cities of Chatsworth and Eton).

Updated every five years and encompassing at least a 20-year planning horizon, the MTP is one of several required items addressed by the GDMPO to meet Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) standards that, in turn, enables the GDMPO to utilize and distribute federal transportation funds for use in its member communities. As such, the MTP articulates a multi-year short and long range program of transportation improvements that are intended to address the collective transportation needs and enhance the economic, social, and environmental assets for the entire region, developed through a continuing, cooperative, and comprehensive planning process.

Beyond simply acting as a repository of ideas, a key component of the MTP process is incorporating fiscal considerations so that the program of transportation improvements is realistic and actionable based on anticipated transportation funding.

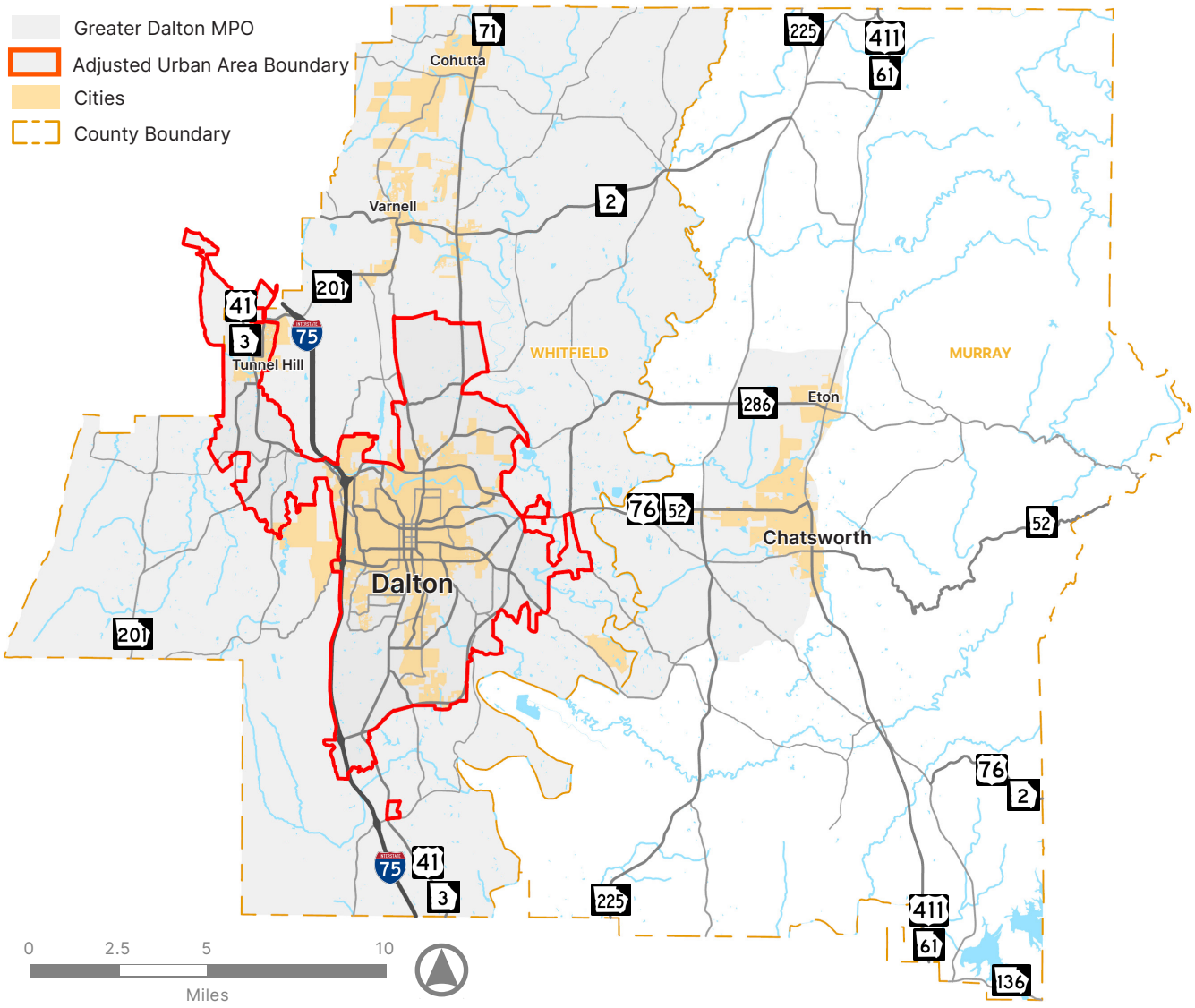
History of the MPO

In the 2000 Census, the Dalton area was officially recorded as having an Urbanized Area (UA) population of 57,666 people and classified as a Metropolitan Statistical Area (MSA), defined as a "densely settled territory that contains 50,000 or more people." This subsequently led to the establishment of a Metropolitan Planning Organization (MPO) in 2003 in compliance with Federal legislation for urban areas with a population of over 50,000 people or more in order 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 which was later merged with the Coosa Valley Regional Development Center to form the Northwest Georgia Regional Commission (NWGRC).

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. Following the 2010 Census, the geography of the MPO grew to include the Chatsworth area in Murray County as well as a small portion of Catoosa County to the northwest. Transportation planning activities and responsibilities for the small portion of Catoosa County are carried out by the Chattanooga-Hamilton County/North Georgia Transportation Planning Organization under a Memorandum of Understanding with the GDMPO. The MPO boundary with respect to Whitfield and Murray Counties is shown in **Figure 1**.



Figure 1. Urban Area Boundary and MPO Planning Area



Note: A small portion of the MPO extends into Catoosa County. Planning activities for that area are carried out by the Chattanooga-Hamilton County/North Georgia Transportation Planning Organization under a Memorandum of Understanding with the GDMPO.

DATA SOURCES: Greater Dalton MPO, Georgia Department of Transportation

The Planning Process

The GDMPO's primary objective is the development of plans and programs that address transportation needs of the MPO area. As reflected in a compliance checklist presented in **Appendix A**, the planning process for the MTP is conducted in accordance with 23 CFR, section 450.324 and in cooperation with the Georgia Department of Transportation (GDOT), FHWA, FTA, the City of Dalton, Whitfield County, and Murray County. This cooperation and guidance is conducted through the activities of two GDMPO committees as indicated below:

Policy Committee (PC):

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:

- Chairman, Whitfield County Board of Commissioners
- Mayor, City of Dalton (or Elected Official Representative selected by the Mayor)
- Mayor, City of Tunnel Hill
- Mayor, City of Varnell
- Whitfield County Administrator
- City of Dalton Administrator
- Assistant State Transportation Planning Administrator (or ASTPA selected designee)

This committee reviews and approves all transportation plans and programs resulting from the GDMPO.

Technical Coordinating Committee (TCC):

Provides professional technical assistance to the PC and recommends transportation plans and programs for consideration and approval by the PC. Members include the following:

- City of Dalton
- City of Tunnel Hill
- City of Varnell
- Whitfield County
- Dalton Utilities
- Dalton Public Works
- Georgia Department of Transportation

How to Use and Understand the MTP

The MTP document is organized to largely reflect the process that was used to create the MTP. As such, it includes the following elements:

- **Chapter 1 Introduction:** Introducing the purpose of the MTP and the history of the MPO.
- **Chapter 2 Community Profile:** An exploration of underlying community conditions and trends in the MPO that influences travel behavior, transportation needs, and decision making.
- **Chapter 3 Community Goals:** A description of various transportation and broader community related goals that are used to help guide the transportation planning process. These goals include consideration of federal and state transportation goals, localized goals and performance based planning targets, and systematic goals that describe tangible elements of the local vision for the future of the transportation system.
- **Chapter 4 Plan Development:** A documentation of the various efforts used to inform the plan's recommendations. This includes discussion of the community engagement efforts utilized as well as the various technical analyses utilized to determine the transportation system's existing and future needs.
- **Chapter 5 Evaluation and Implementation Plan:** Further documentation focusing on the plan's recommendations, including the efforts to develop transportation projects and initiatives, evaluate and prioritize those projects and initiatives, and finally documentation of an Implementation Plan that includes fiscal considerations of future transportation funding and anticipated implementation costs.



2. COMMUNITY PROFILE

A key component of a comprehensive transportation planning process is the integration and consideration of various sociodemographic conditions in the community and trends that may influence future transportation needs. This includes understanding future population and employment growth, as well as locations in the community where that growth is anticipated to be more intense, considering demographic trends, identifying major commuter patterns, and evaluating the relationship between land use planning and the transportation system.

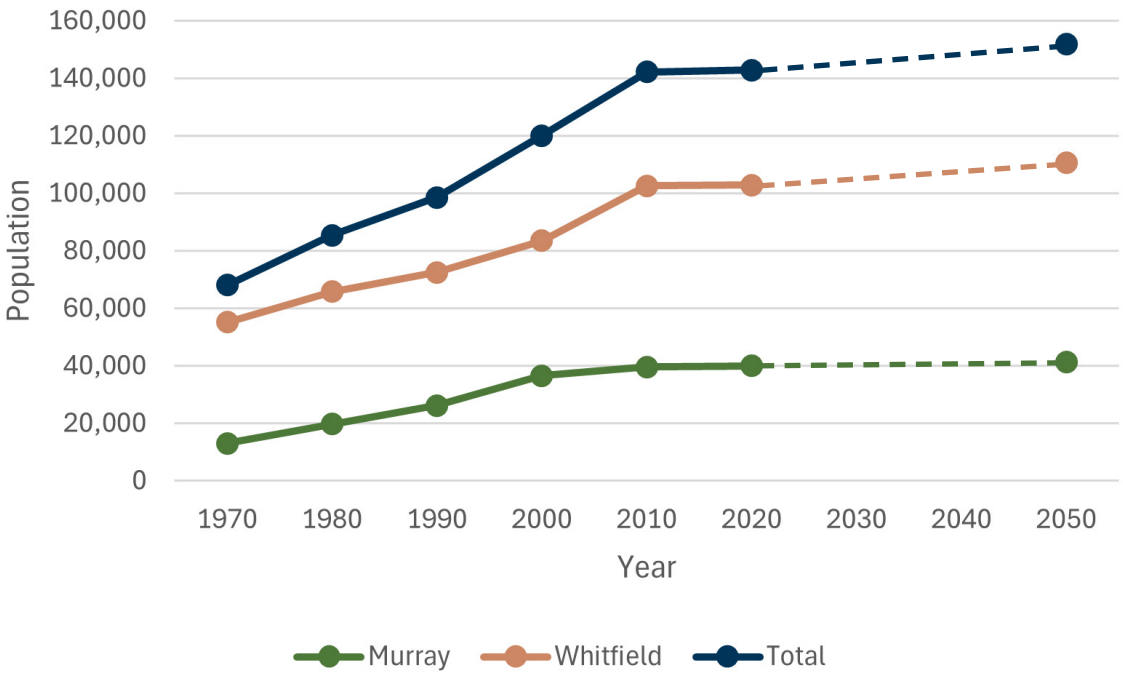
An additional documentation of existing and projected socioeconomic conditions in the region that were used as input into transportation demand modeling activities is included as **Appendix B**.

Trends in Population

Historical and Projected Growth

As shown below in **Figure 2**, the population of the region grew rapidly through the 2010 Census but has since slowed down. This is a trend that is anticipated to continue with an increase in Whitfield County from 102,864 people in 2020 to 110,614 people in the year 2050 and in Murray County from 39,973 people in 2020 to 41,212 people in the year 2050.

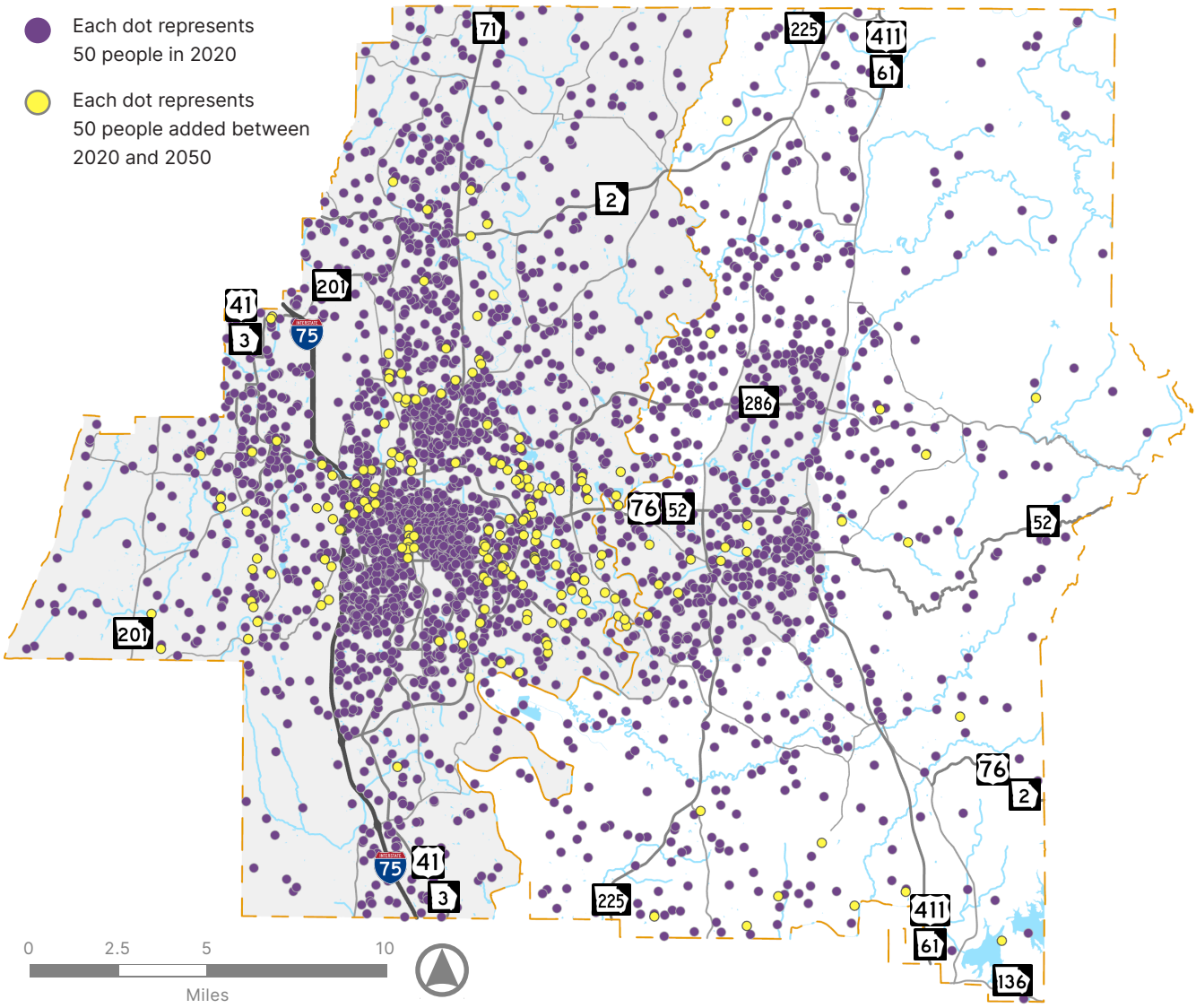
Figure 2. Historic and Projected Population



DATA SOURCES: U.S. Census Bureau and Consultant Team Analysis

Figure 3 depicts the distribution of that growth across the region.

Figure 3. Change in Population Between 2020 and 2050



DATA SOURCES: U.S. Census Bureau and Consultant Team Analysis

Title VI and Sociodemographic Dynamics

Title VI of the Civil Rights Acts of 1964 states that no person should be subject to discrimination under any program or activity receiving federal financial assistance on the grounds of race, color, or national origin. A similar consideration of the planning process considering the inter-relationships of transportation programs, policies, and activities with minority, disadvantaged, and low-income populations. Such populations in specific Census geographies were identified in the MPO region relative to the regional average for that population.

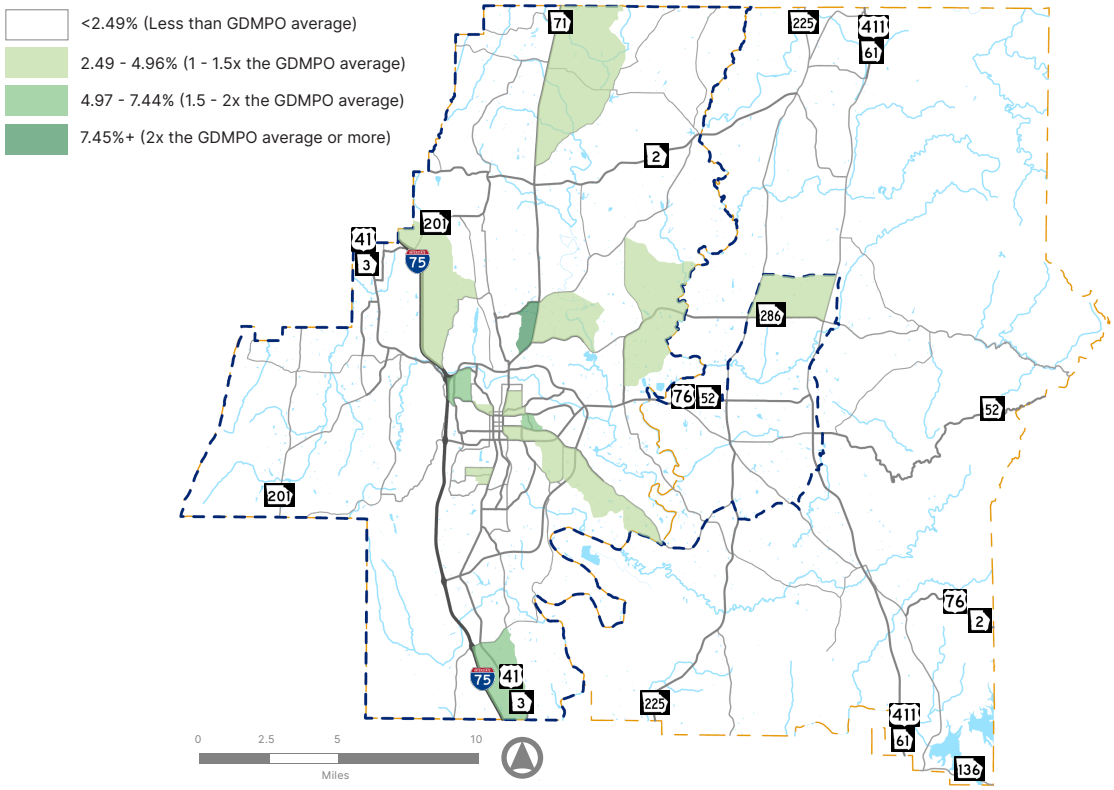
Minority Populations

African Americans constitute over two percent of the population in the MPO region. As identified in **Figure 4**, that population is not in clustered groups but is rather scattered through the region.

Similarly, Asian Americans make up slightly over one percent of the population. As identified in **Figure 5**, that population is also scattered throughout the region though the areas to the west and north of Dalton tend to exceed the regional average.

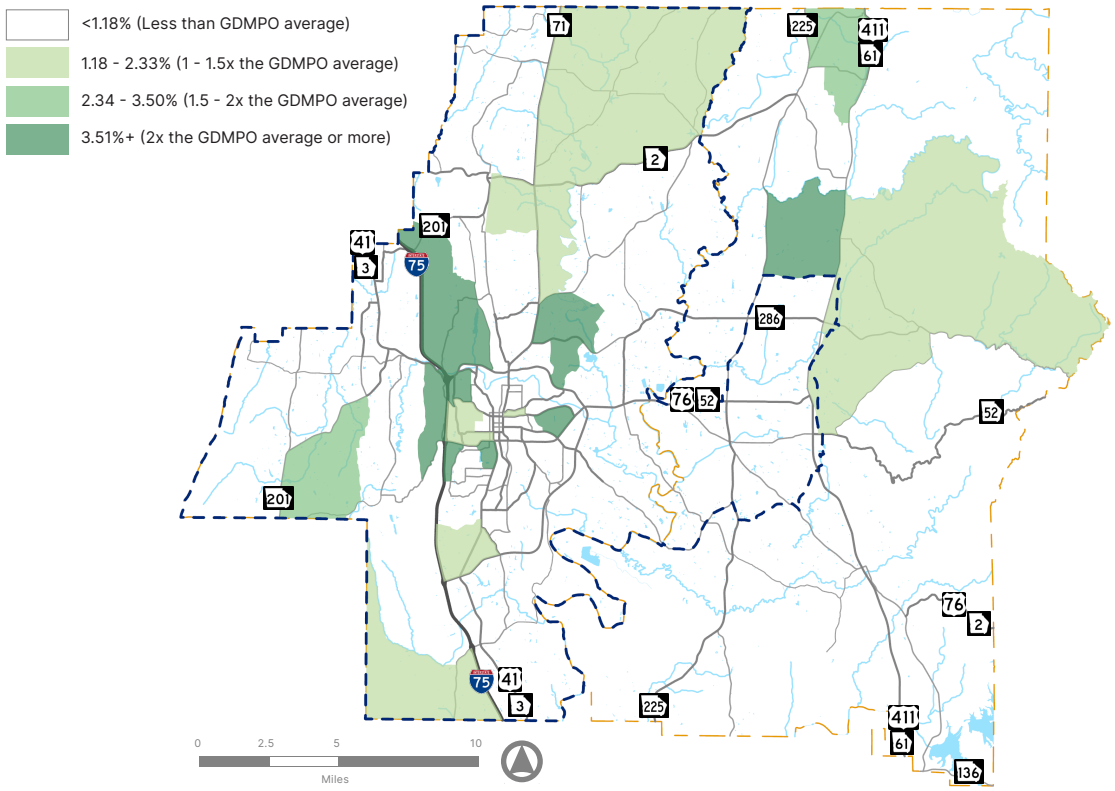
Hispanics make up over 30 percent of the regional population which, as shown in **Figure 6**, are largely clustered within the City of Dalton.

Figure 4. African American Concentrations



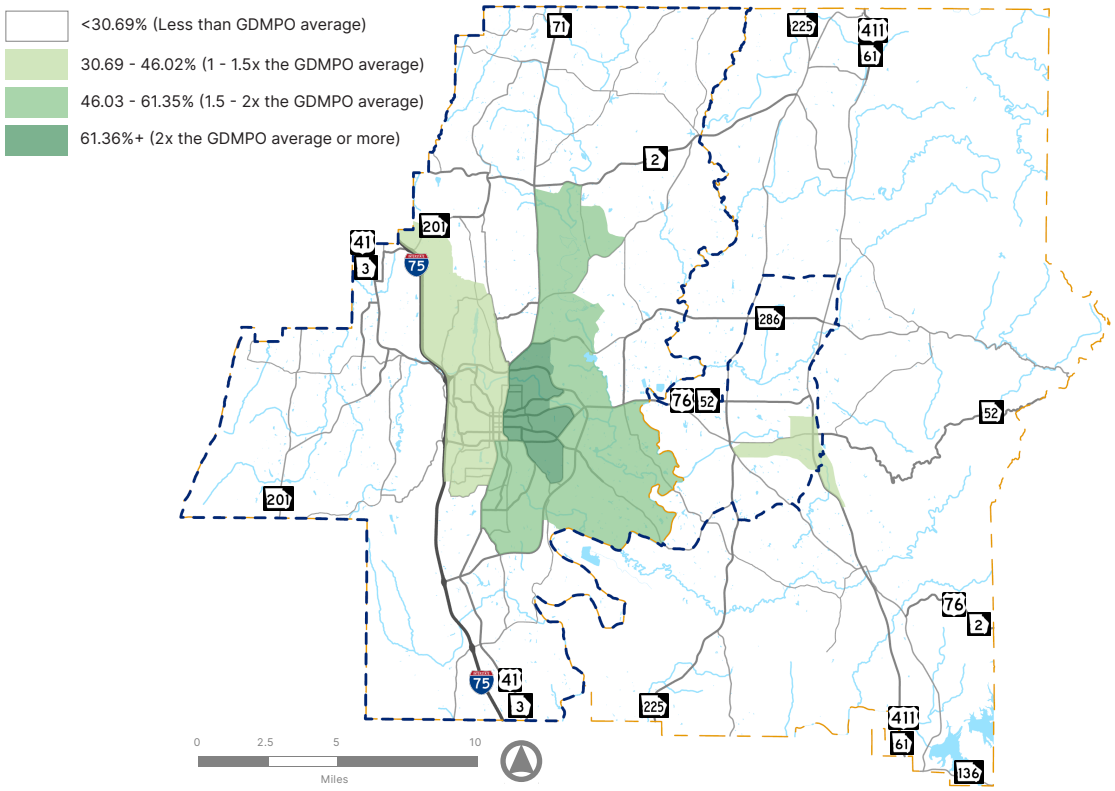
DATA SOURCES: U.S. Census American Community Survey 2019-2023 5-Year Estimates

Figure 5. Asian American Concentrations



DATA SOURCES: U.S. Census American Community Survey 2019-2023 5-Year Estimates

Figure 6. Hispanic Concentrations

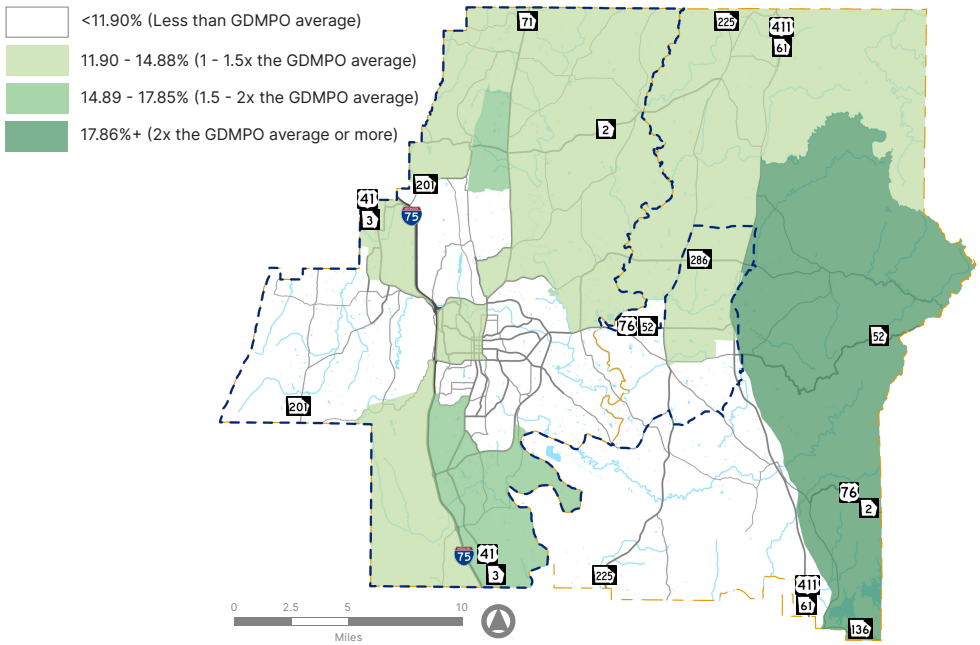


DATA SOURCES: U.S. Census American Community Survey 2019-2023 5-Year Estimates

Disabled Populations

About 12 percent of MPO residents classify as disabled, with most of these populations residing in outlying areas of the region, particularly to the east of Chatsworth outside of the MPO boundary as reflected in **Figure 7**.

Figure 7. Concentration of Persons with a Disability

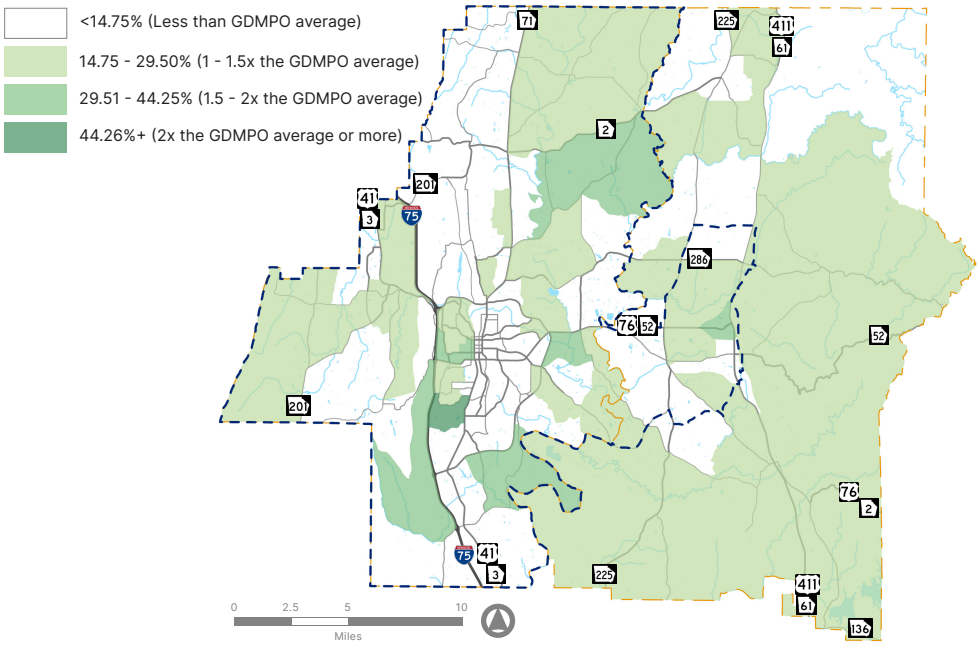


DATA SOURCES: U.S. Census American Community Survey 2019-2023 5-Year Estimates

Elderly Populations

About 15 percent of MPO residents are age 65 or older. As reflected in **Figure 8**, these residents are dispersed throughout the region.

Figure 8. Concentration of Elderly Persons (65+ Years)



DATA SOURCES: U.S. Census American Community Survey 2019-2023 5-Year Estimates

Households with No Vehicle

Slightly under two percent of MPO households do not own a vehicle, reflecting populations whose mobility may be limited to modes of transportation other than a vehicle. As shown in **Figure 9**, these populations are scattered throughout the region, including some areas surrounding Dalton where over five percent of households do not own vehicles.

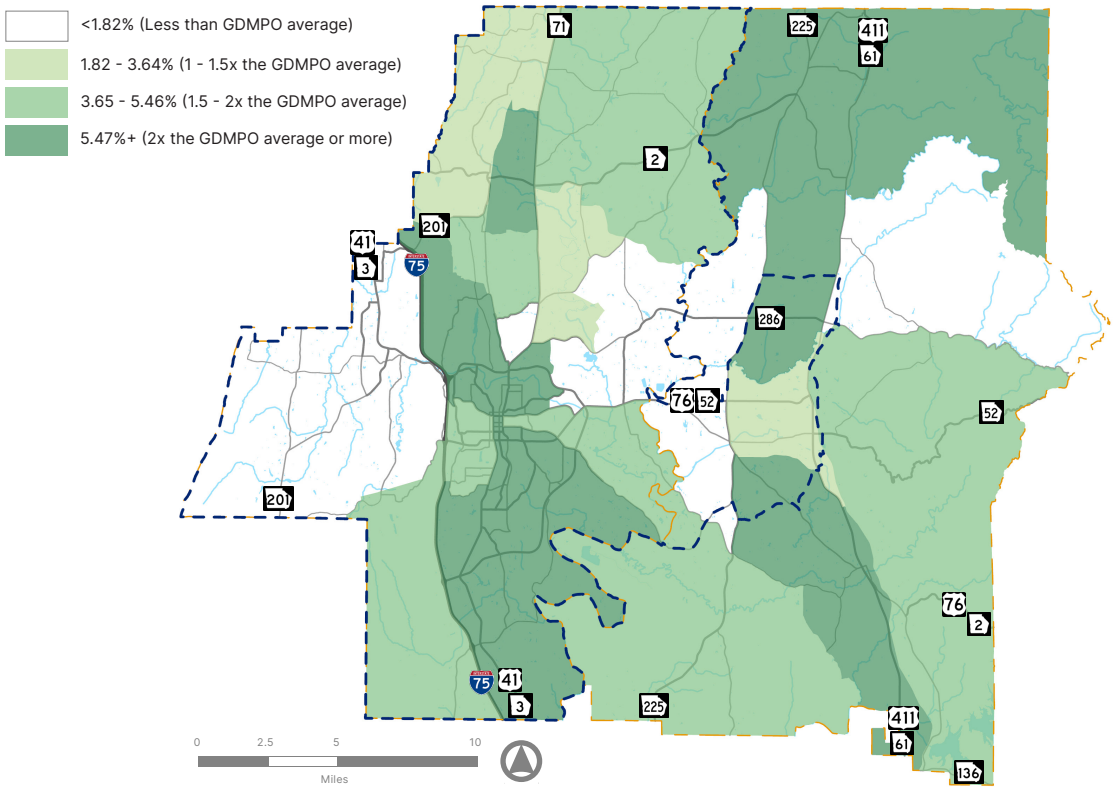
Transportation Cost Burden

Transportation Cost Burden reveals the amount of income households spend on transportation on average. The MTP process will consider how transportation solutions can address disparities and communities where households spend a relatively significant amount of their income on transportation. As reflected in **Figure 10**, most MPO households are considered cost-burdened with some parts of Dalton spending at least 22 percent of income on just transportation costs.

Poverty

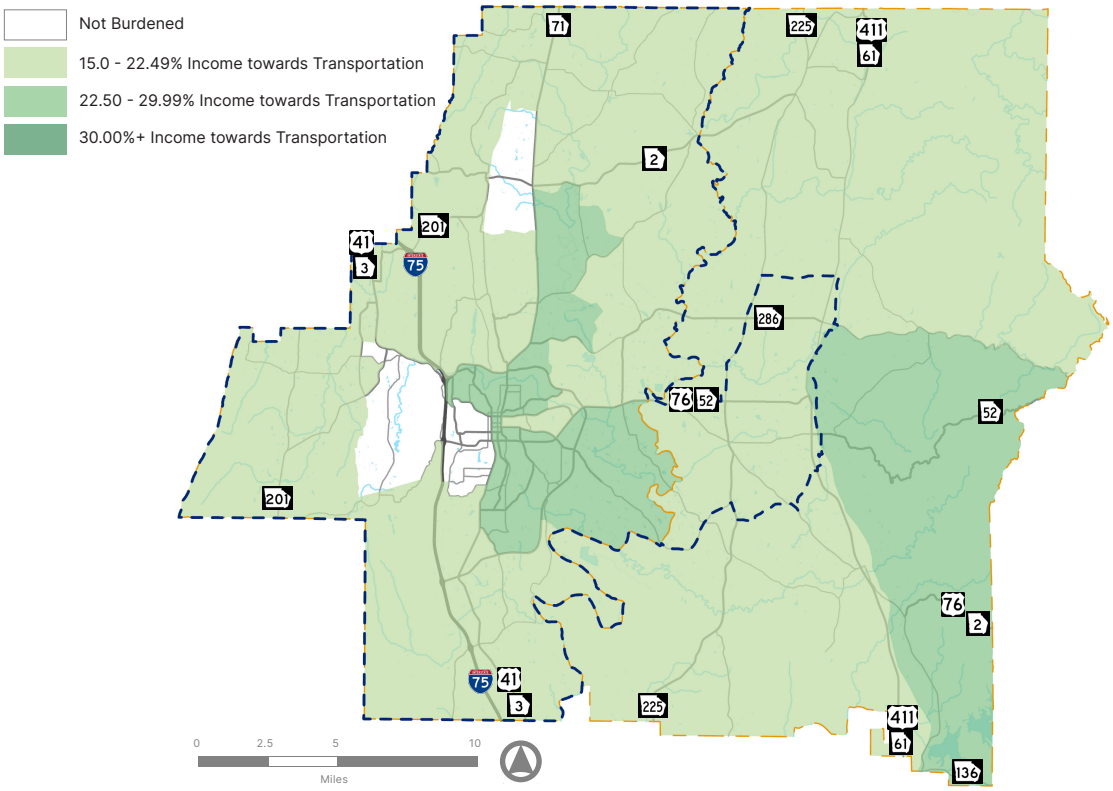
Thirteen percent of MPO households are below the poverty level, with concentrations of such households somewhat scattered throughout the region but somewhat predominate (areas where over 20 percent of households are below poverty level) in the areas east of Dalton as shown in **Figure 11**.

Figure 9. Households with No Vehicle



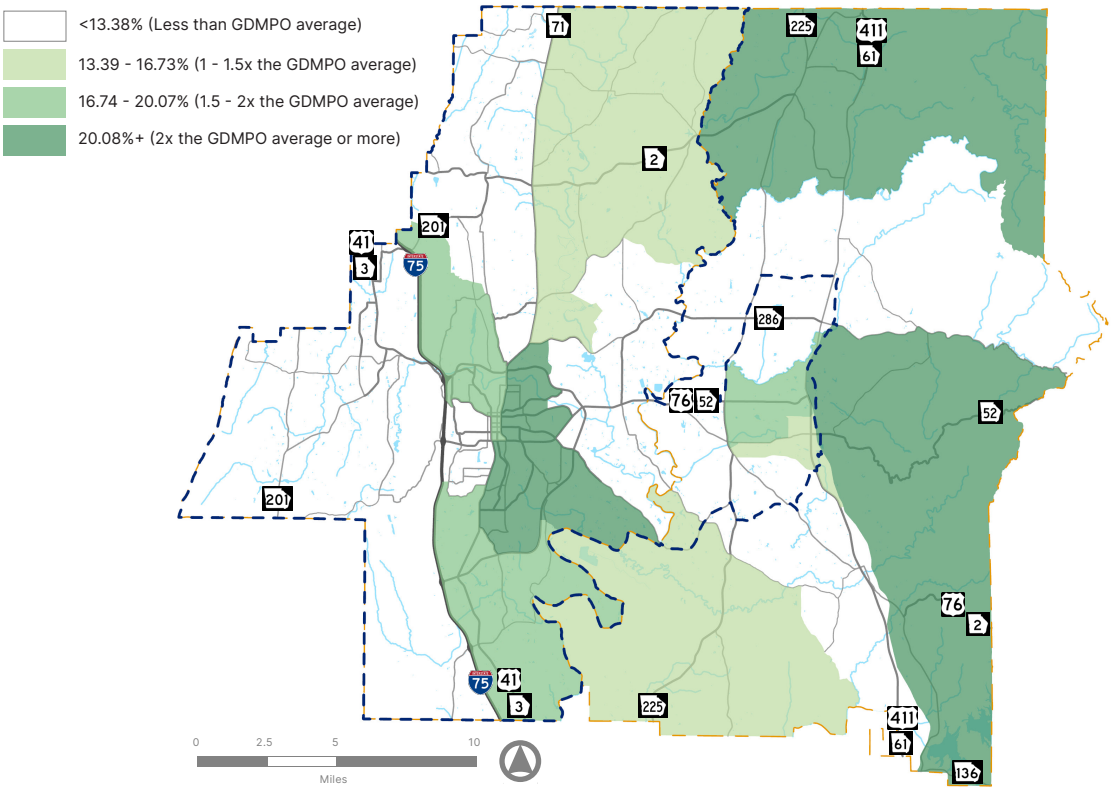
DATA SOURCES: U.S. Census American Community Survey 2019-2023 5-Year Estimates

Figure 10. Transportation Cost Burden



DATA SOURCES: U.S. Census American Community Survey 2019-2023 5-Year Estimates

Figure 11. Poverty Concentrations



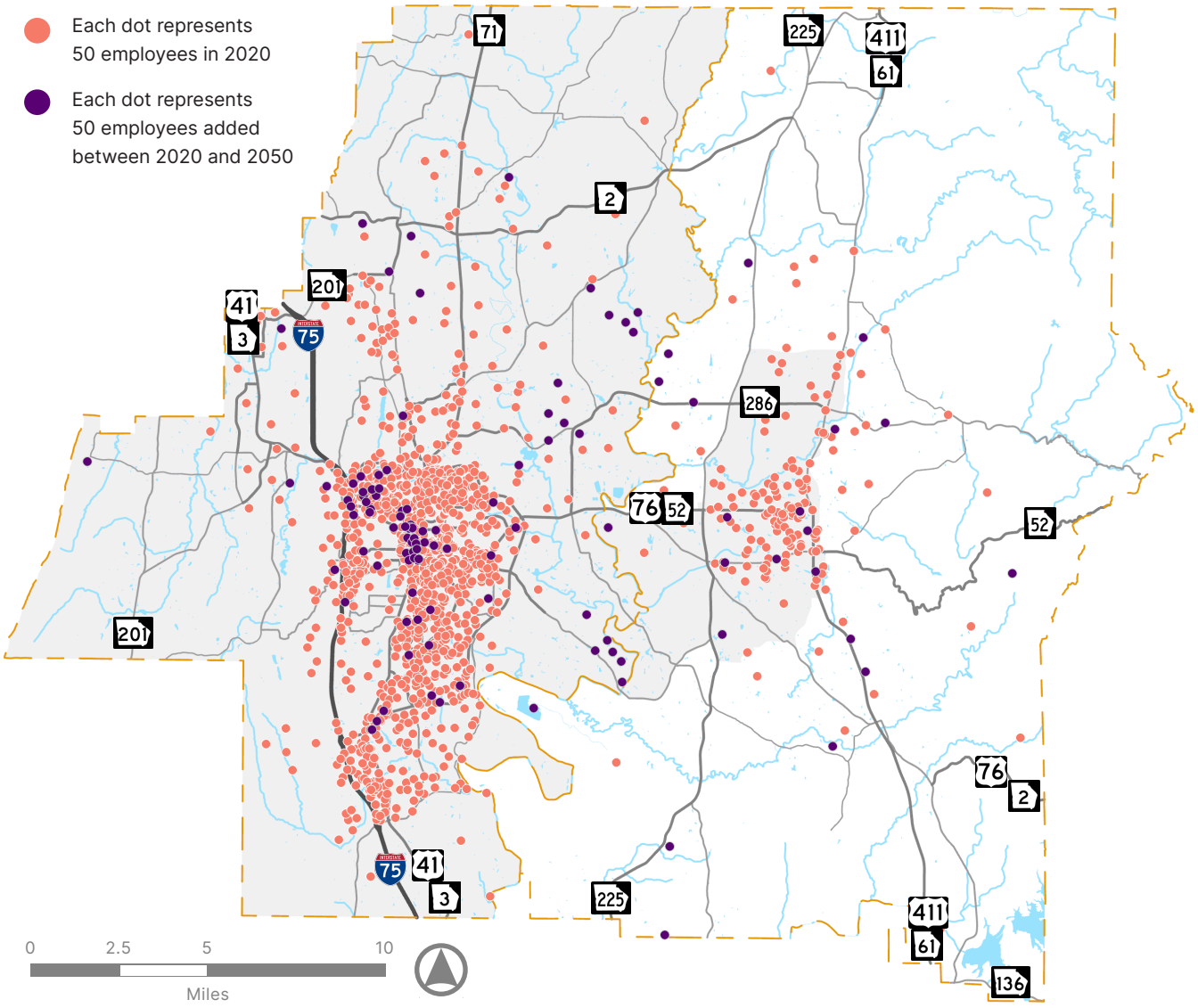
DATA SOURCES: U.S. Census American Community Survey 2019-2023 5-Year Estimates

Trends in Employment

Historical and Projected Growth

Similar to the modest expectations in population growth, employment in the region is also expected to grow – anticipated to increase from 69,260 people in 2020 to 75,361 people in the year 2050. As reflected in **Figure 12**, this employment growth is anticipated to scatter throughout the region.

Figure 12. Change in Employment Between 2020 and 2050

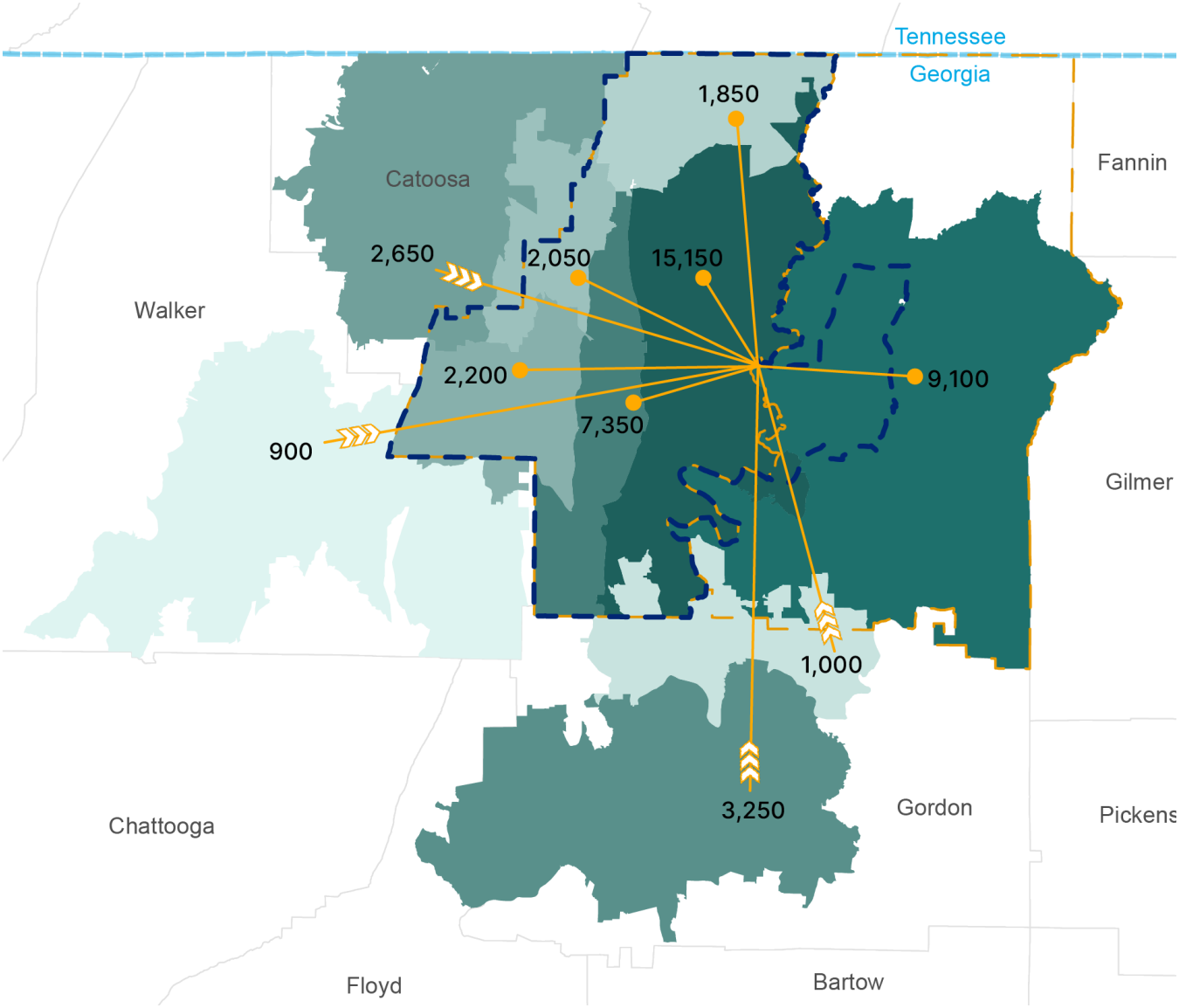


DATA SOURCES: U.S. Census Longitudinal Employer-Household Dynamics

Commuter Patterns

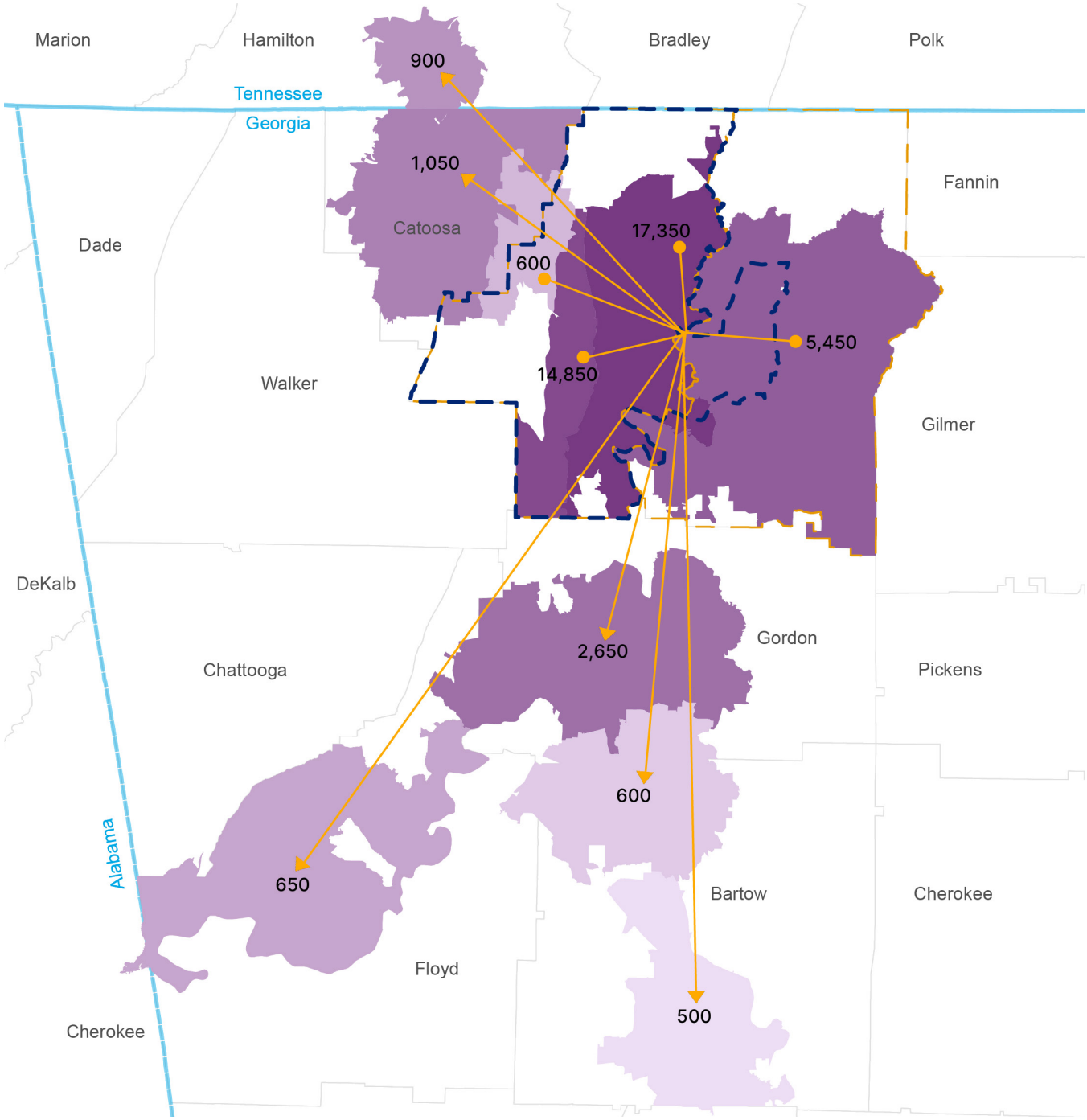
While many residents of the region who commute do so within the region, a large number of commuters travel to/from nearby Chattanooga as well as some patterns south to Calhoun in Gordon County and some north towards Chattanooga and Cleveland, Tennessee. The major commute patterns of the region's workers are reflected in **Figure 13** while the patterns of the region's residents are reflected in **Figure 14**.

Figure 13. Major Commute Patterns of the Region's Workers



DATA SOURCES: U.S. Census Longitudinal Employer-Household Dynamics

Figure 14. Major Commute Patterns of the Region's Residents

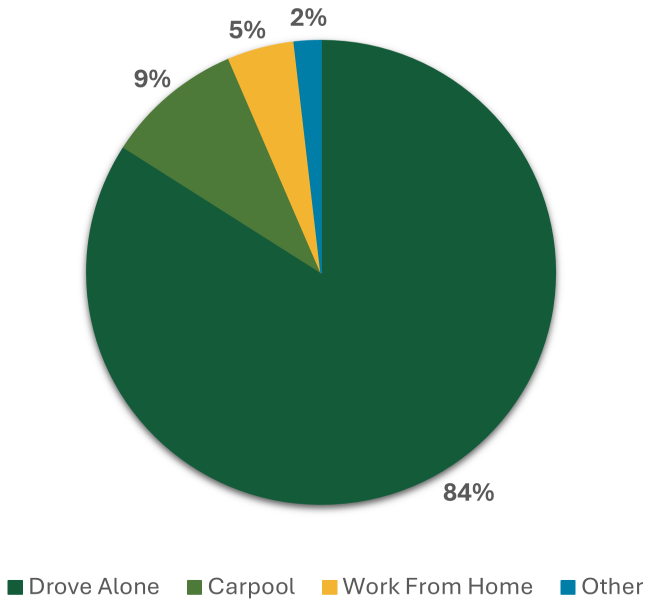


DATA SOURCES: U.S. Census Longitudinal Employer-Household Dynamics

Commute Modes of Choice

As shown in **Figure 15**, American Community Survey data reveals that the majority (84 percent) of commuters in the region drive alone to work.

Figure 15. Commuter Modes of Choice



DATA SOURCES: U.S. Census American Community Survey 2019-2023 5-Year Estimates

Economic Profile

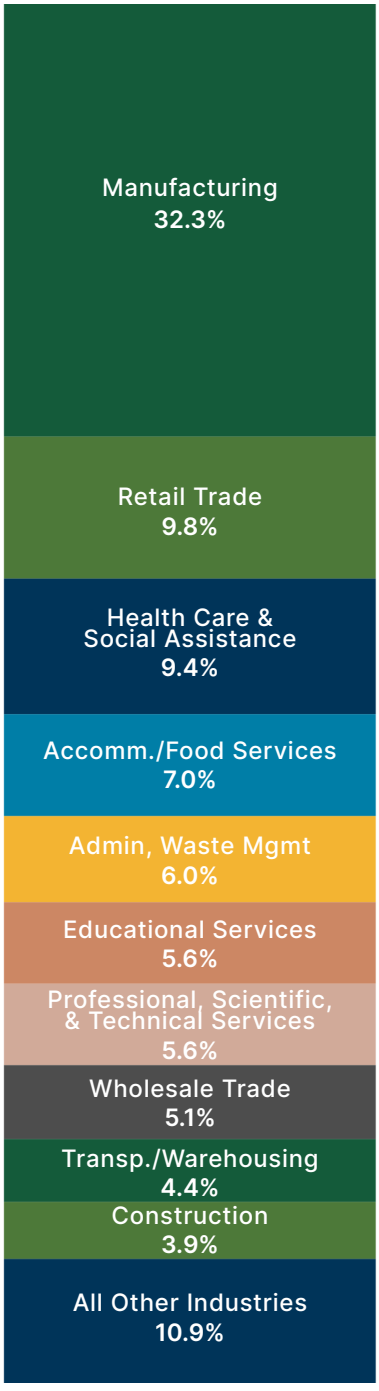
As shown in **Figure 16**, the largest industries in the Dalton region are comprised of jobs in Manufacturing followed by Health Care/Social Assistance and Retail Trade.

Conversely, **Figure 17** indicates the workforce for the region (people who live in the region, regardless of the physical location they are employed) shows similar trends.

Figure 16. Jobs by Industry



Figure 17. Workforce by Industry

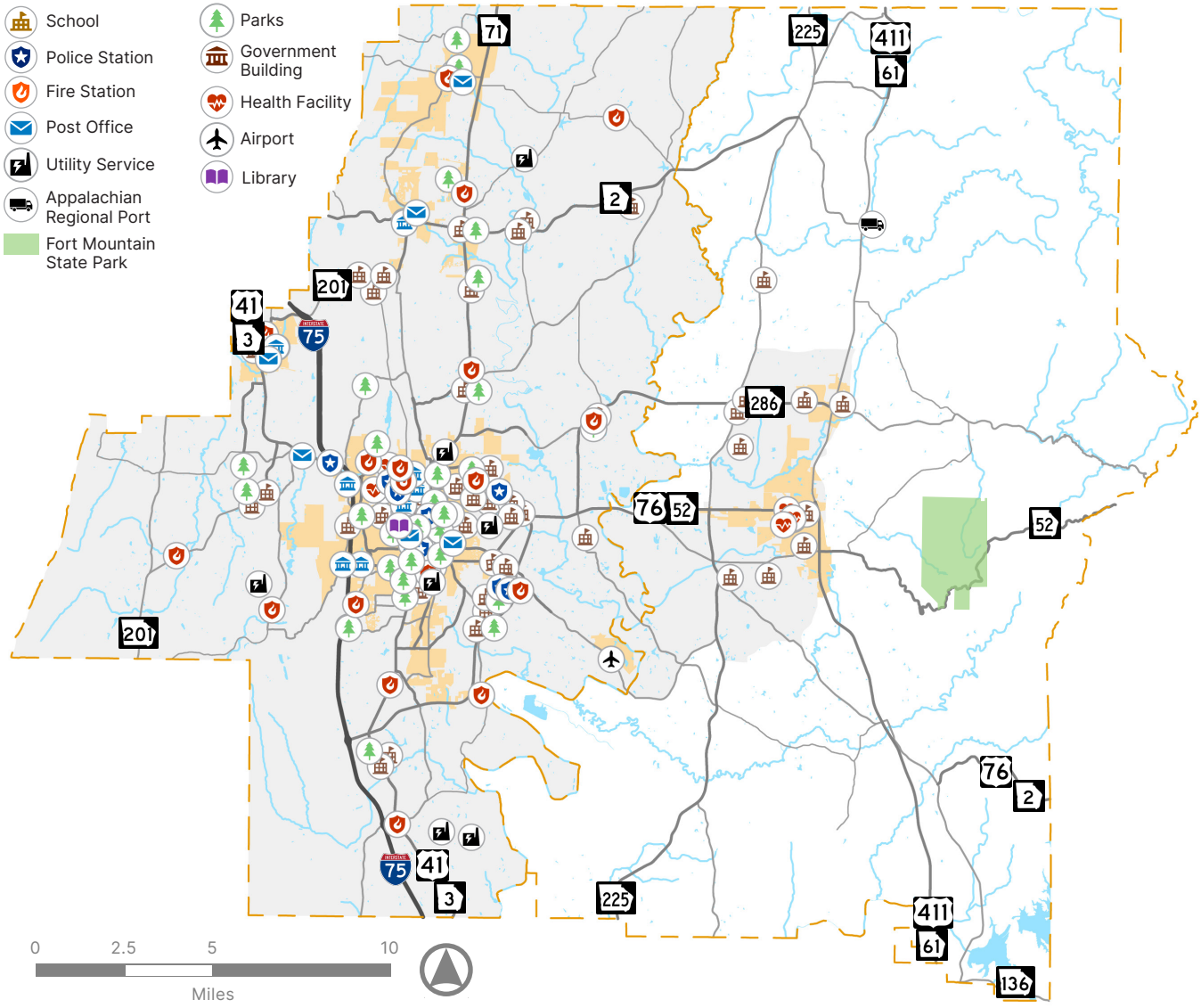


DATA SOURCES: U.S. Census Longitudinal Employer-Household Dynamics

The Built Environment

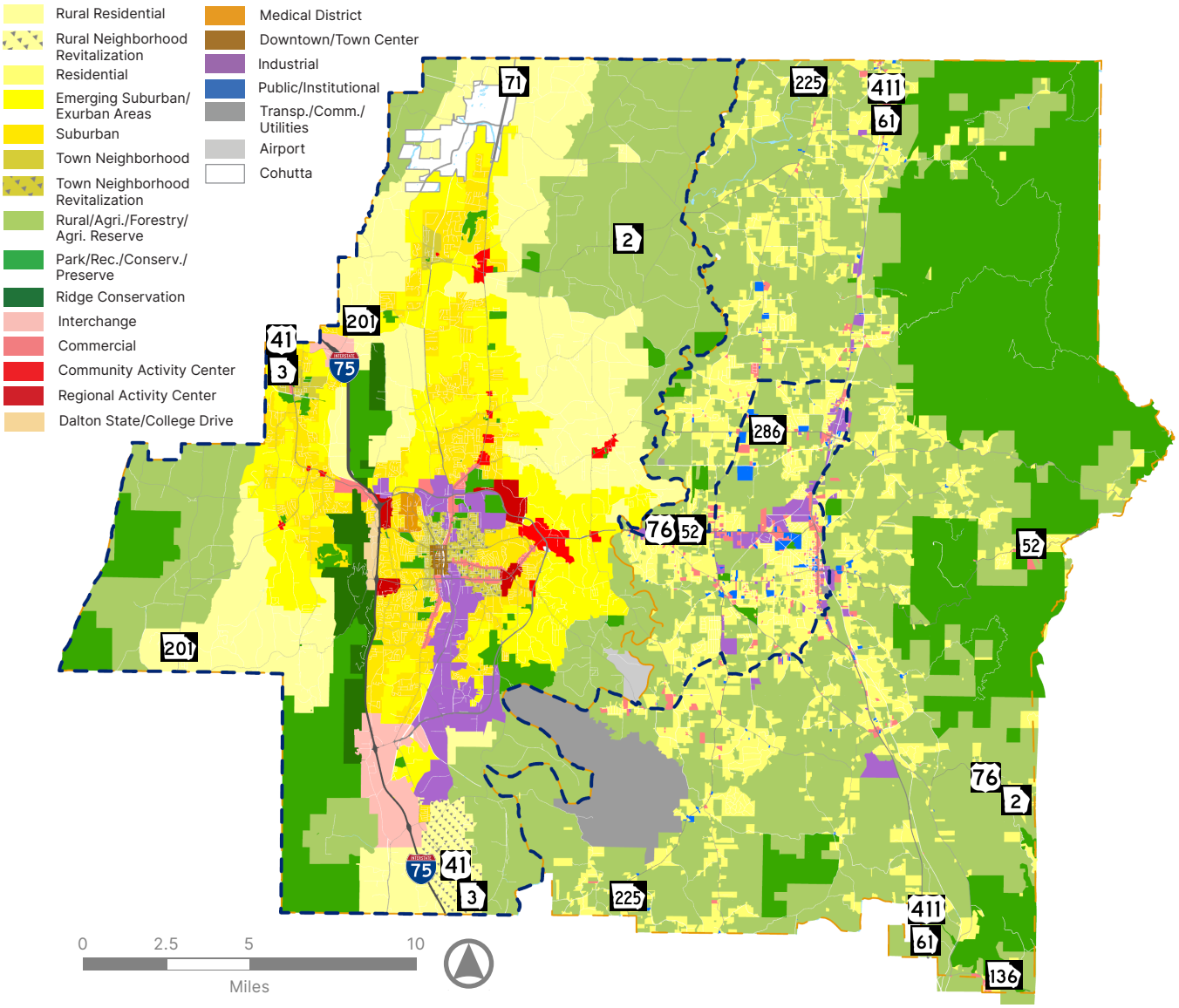
Beyond the draw of places of employment, consideration of significant points of interest in the community have impact on travel patterns and transportation needs. While not exhaustive, key points of interest in the region are depicted in **Figure 18.**

Figure 18. Points of Interest



DATA SOURCES: Greater Dalton MPO

Figure 19. Character Areas



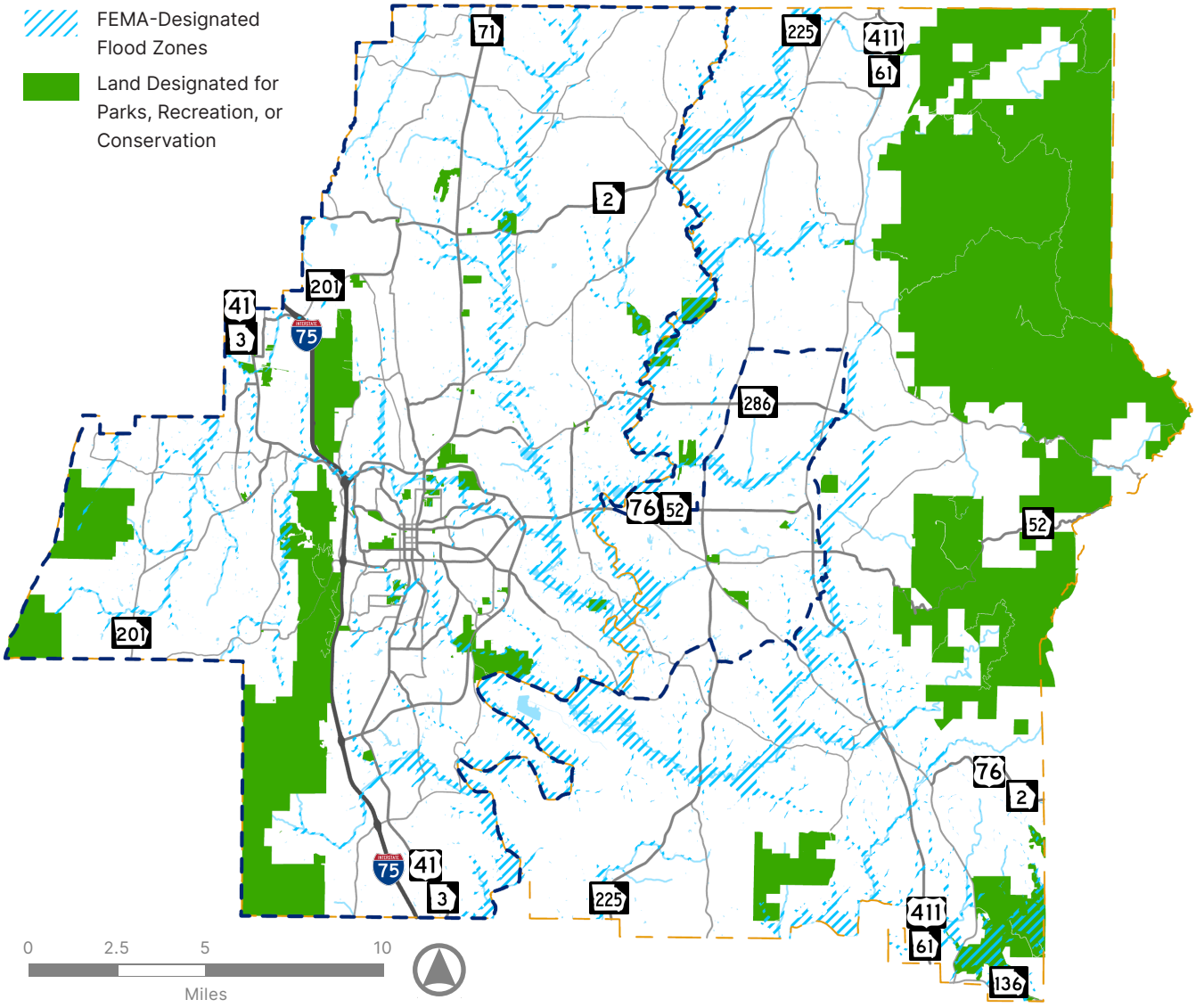
DATA SOURCES: Greater Dalton MPO

Much of the anticipated growth in the region is guided by land use and comprehensive planning. These plans include 'Character Areas' – geographic designations that articulate the land use and development vision for the community, which greatly influences how and where people will use the transportation system in the future. **Figure 19** depicts the character areas for the region.

Natural, Historic, and Cultural Resources

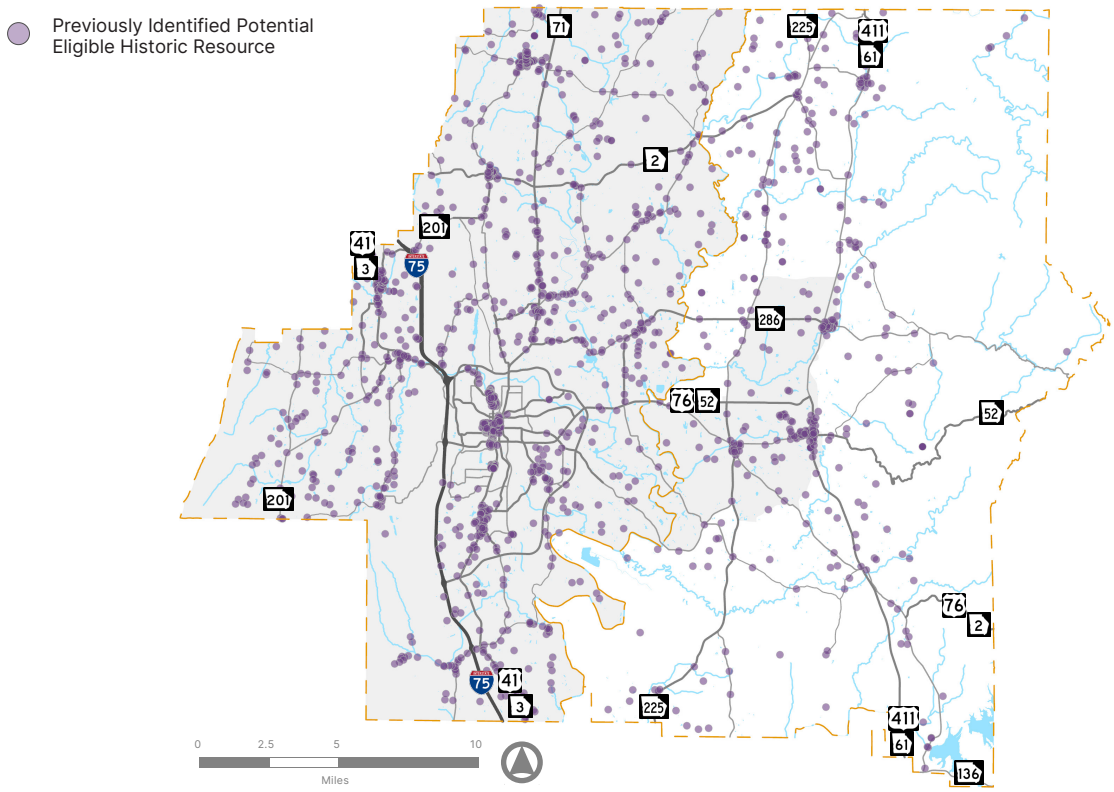
Additional consideration of various resources in the community is important in planning the transportation network for the region. **Figure 20 through Figure 22** depict natural, historic, and cultural resources in the Dalton region, respectively.

Figure 20. Natural Resources



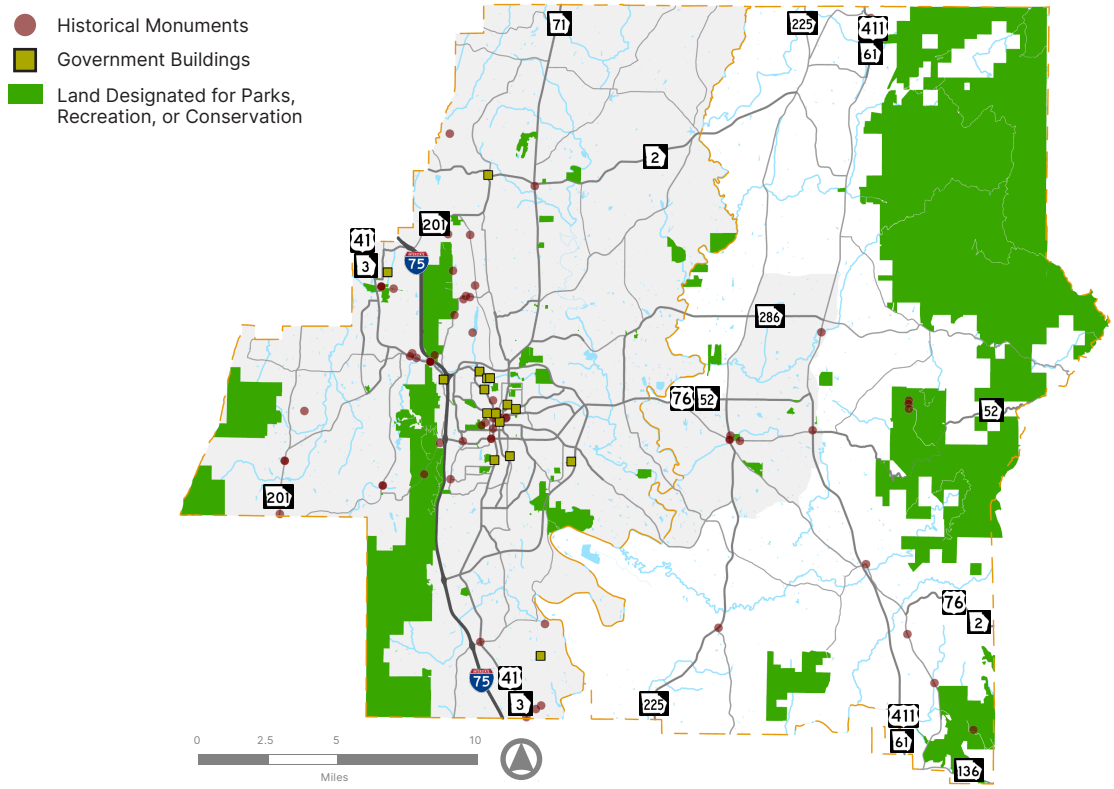
DATA SOURCES: Greater Dalton MPO, U.S. Federal Emergency Management Agency

Figure 21. Historic Resources



DATA SOURCES: Georgia Natural, Archaeological, and Historic Resources

Figure 22. Cultural Resources



DATA SOURCES: Greater Dalton MPO, Georgia Emergency Management Agency



3. COMMUNITY GOALS

Through its ongoing planning processes (and as refined through this MTP process), the MPO has established a series of goals to guide its transportation planning processes and decision making.

Goals and Objectives

The Greater Dalton MPO has developed an overall goal as follows:

"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."

That overall goal is supported by a series of broader goals and objectives established by the MPO:

- Include all modes of transportation
- Be safe, convenient, and efficient
- Serve and enhance existing land use and planned growth
- Sustain the quality of the environment and preserve community values
- Be financially feasible, and support all sectors of the area's economy
- Provide access and connectivity with diverse land uses and modes
- Maintain performance measures to maintain quality of the transportation system
- Seek citizen participation to inform transportation decision making

Transportation System Goals

Additional systematic goals with the intent of being less broad and more tangible to the design of the transportation system were also developed and are reflected below:

- Encourage Downtown Investments
- Address North-South Travel
- Address East-West Travel
- Develop an Active Mode Network for the Region
- Enhance Connections to I-75
- Provide Connectivity to Neighboring Communities
- Consider Opportunities for Future Transit Service in the Region
- Accommodate Freight Traffic



Statewide Goals

The Georgia Statewide Strategic Transportation Plan (SSTP) last updated in 2021, articulates several goals and corresponding actions for the state's transportation system. Goals with applicability and relationship to the MPO's goals are indicated below:

- Modernize freight infrastructure and operations
- Support efforts to reduce the cost and time of goods delivery and to increase the resilience of supply changes
- Improve safety and security of commercial vehicle and freight movements
- Evaluate options for improved connectivity and increased capacity
- Increase access to jobs, goods, and services throughout emerging metros and rural Georgia
- Maintain infrastructure for safety and performance
- Improve operation and reliability of existing infrastructure through cost-effective advanced technologies
- Improve highway safety
- Improve evacuation options

As indicated in **Table 1**, the MPO's goals have significant overlap and integration with the federal planning factors.

Table 1. MPO Goals and Federal Integration

MPO GOALS	Federal Planning Factors								
	Economic Vitality	Safety and Security	Accessibility and Mobility	Environment and Quality of Life	Integration and Connectivity	System Management	System Preservation	Resiliency and Reliability	Travel and Tourism
Include all modes of transportation			X		X				
Be safe, convenient, and efficient		X	X	X	X				
Serve and enhance existing land use and planned growth	X				X	X			
Sustain the quality of the environment and preserve community values	X			X				X	
Be financially feasible, and support all sectors of the area's economy	X						X		X
Provide access and connectivity with diverse land uses and modes	X			X	X				
Maintain performance measures to maintain quality of the transportation system		X				X		X	
Seek citizen participation to inform transportation decision making				X					

Performance Based Planning Targets

Another component of the Infrastructure Investment and Jobs Act (IIJA) is requirements to align with performance based goals that encompass safety, keeping infrastructure in good condition, and system efficiency and reliability as described below.

PM1 - Safety Performance Measures that aim to improve road safety and decrease traffic facilities.

PM2 - Pavement and Bridge Condition on Interstate and Non-Interstate National Highway System Roads which emphasis maintaining the condition of infrastructure.

PM3 - Travel Time Reliability, Peak Hour Excessive Delay, and Freight Reliability on Interstate and Non-Interstate National Highway System Roads which emphasize improving system efficiency and reliability.

The MPO's most recently adopted performance targets, along with an updated MPO System Performance Report are included in **Appendix C**. As reflected in that System Performance Report, several of the projects in the MPO's Transportation Improvement Program (TIP) address various performance targets. The MPO will continue to coordinate with GDOT to determine how well performance targets are being met.



4. PLAN DEVELOPMENT

Leveraging the community data and demographic review described in Chapter 2 and the overall guidance in goals described in Chapter 3, the development of 2050 GDMPO MTP incorporates both community engagement and technical analysis to explore and understand transportation needs in the Greater Dalton community. This chapter describes the planning efforts and overall findings from these efforts.

Community Engagement

Beyond federal and state requirements for community engagement, the Greater Dalton MPO exercises specific commitment to involving the community in transportation decision-making as referenced in one of its specific goals described in Chapter 3 ("be maintained through local/official citizen participation in transportation decision-making). During the MTP process, this commitment resulted in several opportunities for the community to provide input – both online and in-person. Details of the community engagement process are provided in **Appendix D.**

Online Engagement

Initial emphasis to engage the community focused on online opportunities as past efforts have resulted in extremely low in-person turnout but relatively high online participation. Therefore, an interactive website called Social Pinpoint was used that included survey and interactive map activities. This website was publicized in a variety of ways including via social media, e-mail lists, and coordination with planning partners in the region.

This approach proved to be successful – while a modest number of people (125) responded to a traditional survey, there was a total of 1,016 comments provided on the interactive map.

Online Map Activity

The online map activity on Social Pinpoint resulted in 276 overall comments, 731 "thumbs up" comments, and nine "thumbs down" comments. The map activity invited participants to include concerns related to pedestrian needs, bicyclist needs, safety, congestion locations, and other concerns. **Table 2** shows the breakdown of comments by each category. Each comment is mapped by category in **Figure 23** and by overall volume in **Figure 24**. **Figures 25 through 29** show map activity comments for each of the five categories.

Table 2. Online Map Activity Comments by Category

Comment Category	# of Comments	# Thumbs Up	# Thumbs Down	# of Total Comments
Pedestrian Need	14	20	0	34
Bicyclist Need	7	19	2	28
Safety Concern	168	576	6	750
Congestion Location	79	109	0	188
Other	8	7	1	16
TOTAL	276	731	9	1,016

Figure 23. Online Map Activity Comments by Category

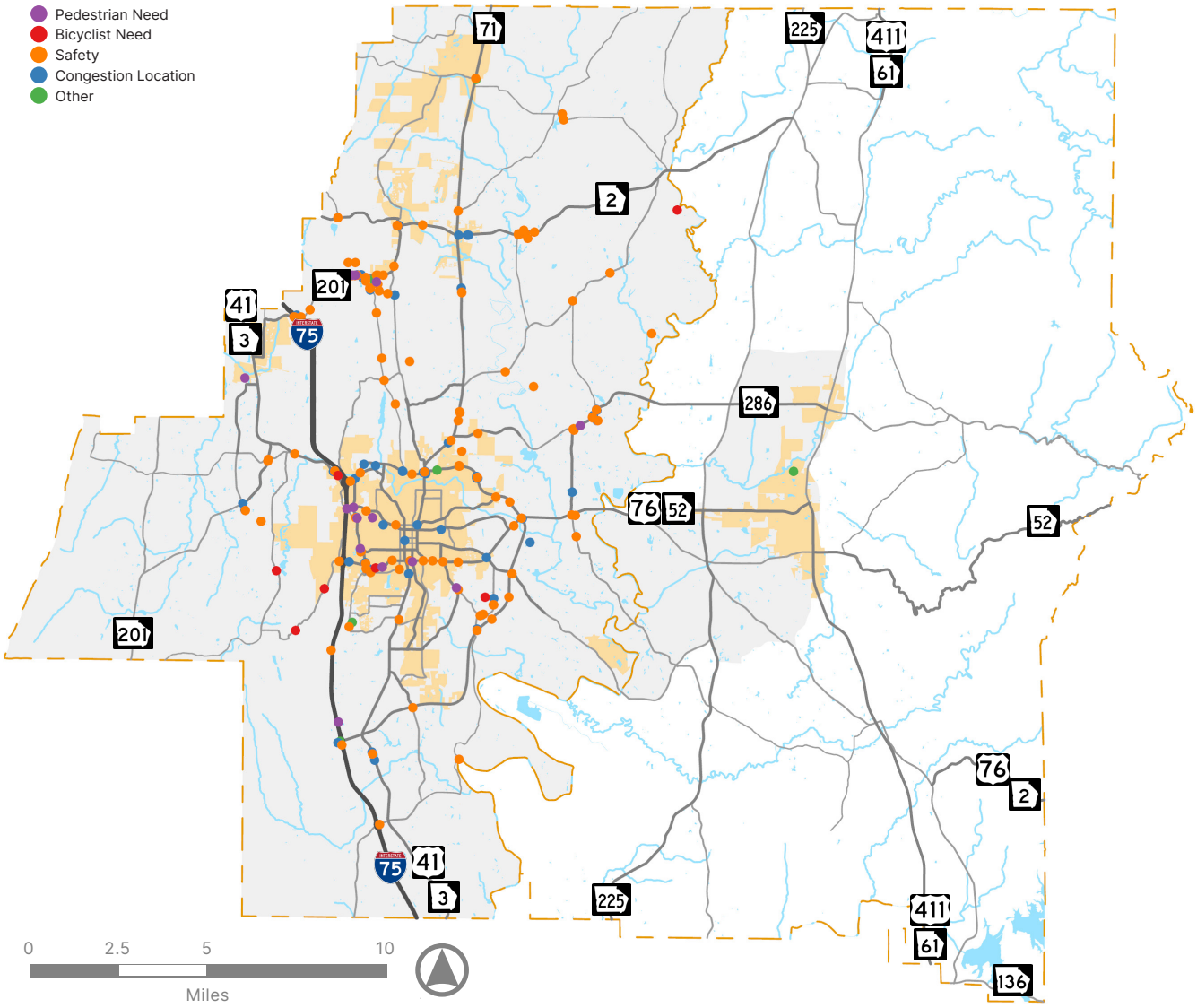


Figure 24. Online Map Activity Comments by Volume

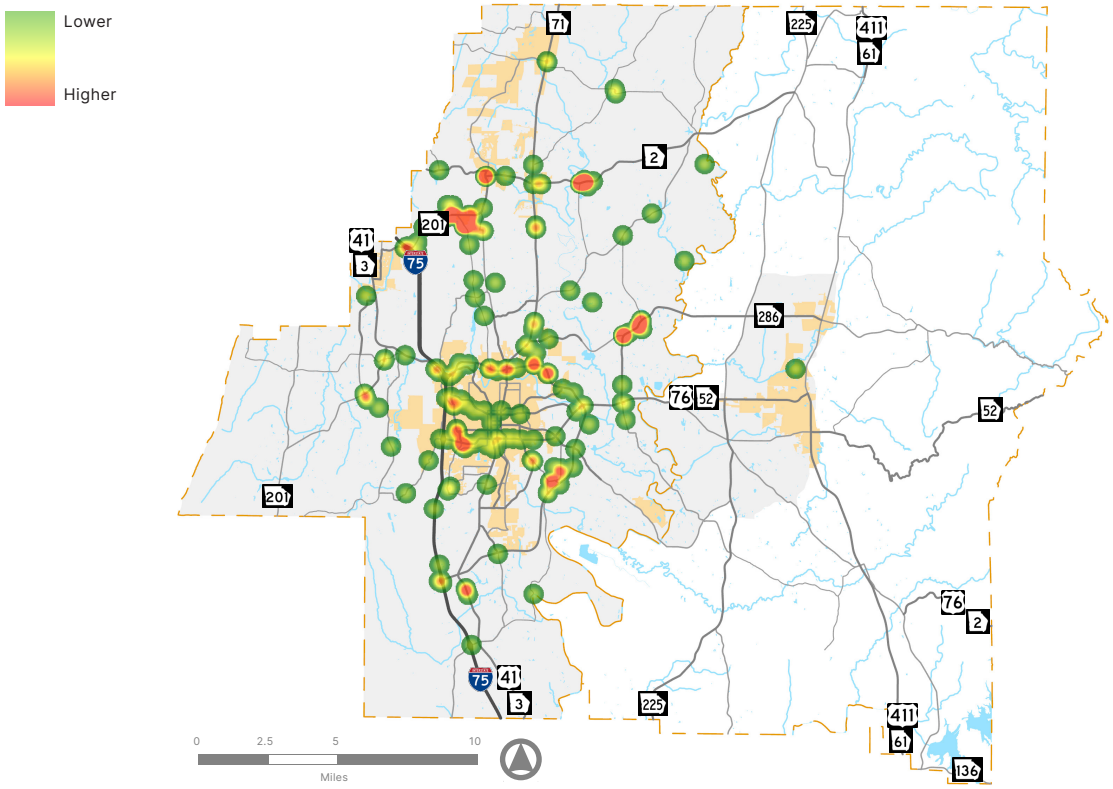


Figure 25. Map Responses - Pedestrian Needs

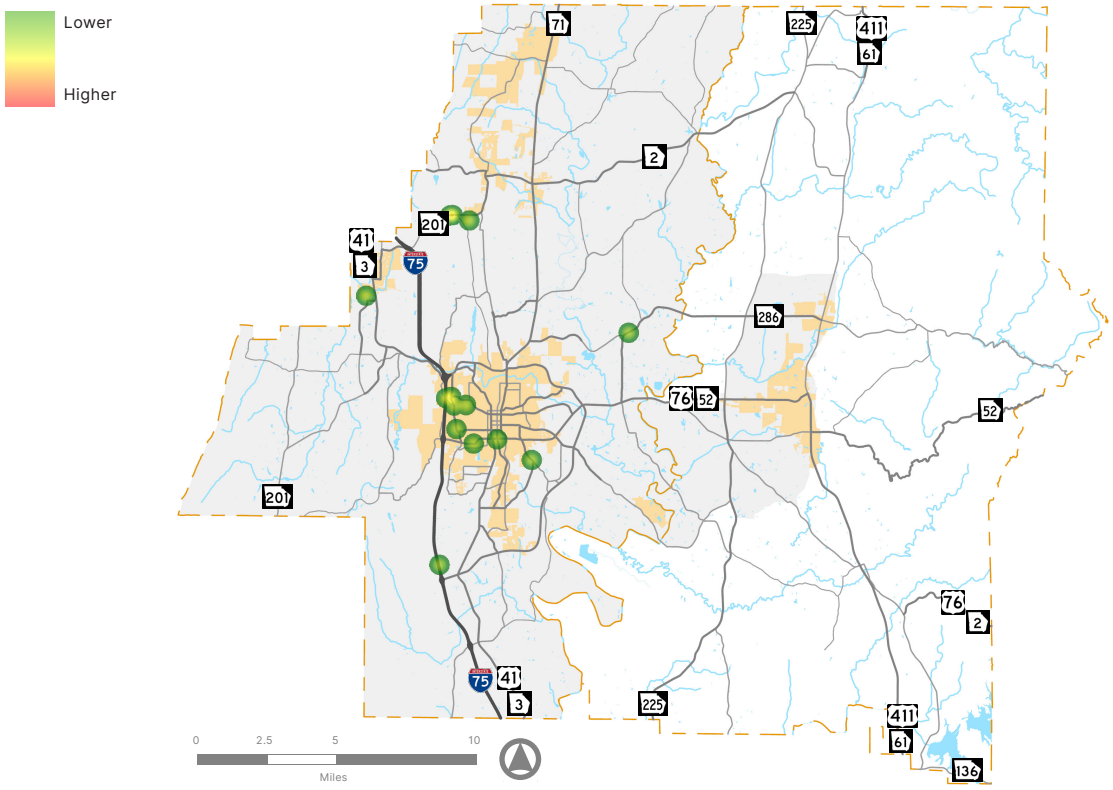


Figure 26. Map Responses - Bicyclist Needs

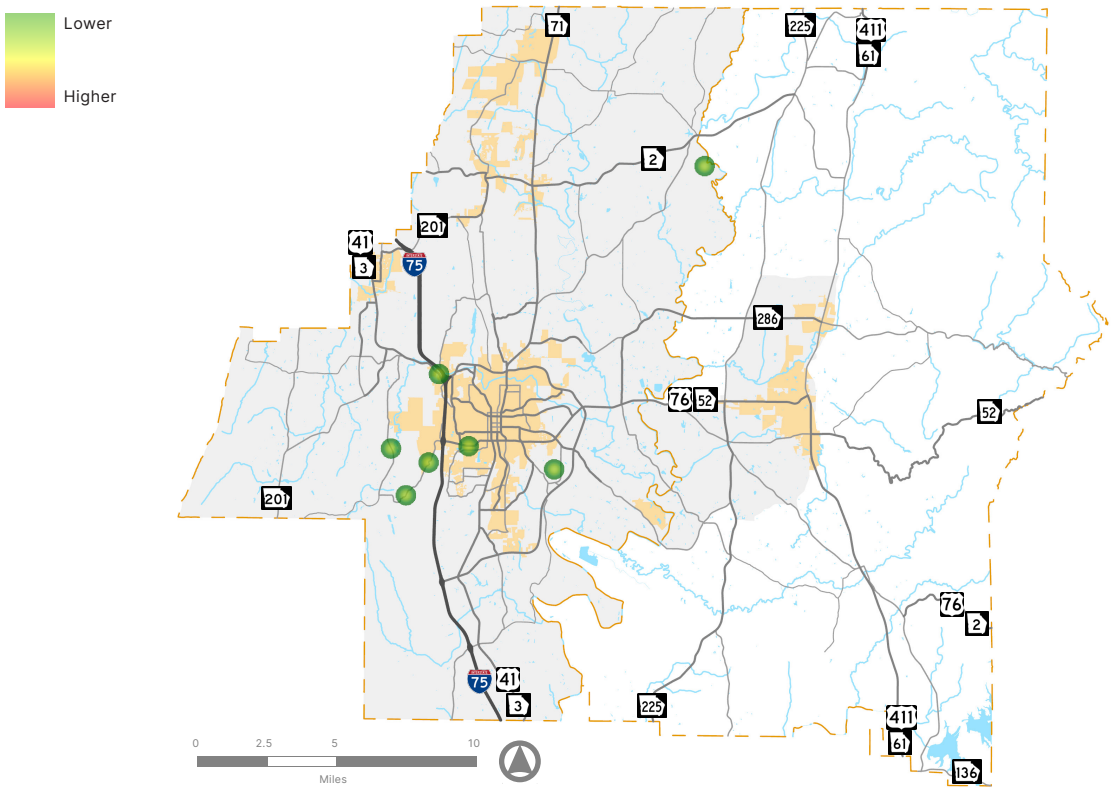


Figure 27. Map Responses - Safety Concerns

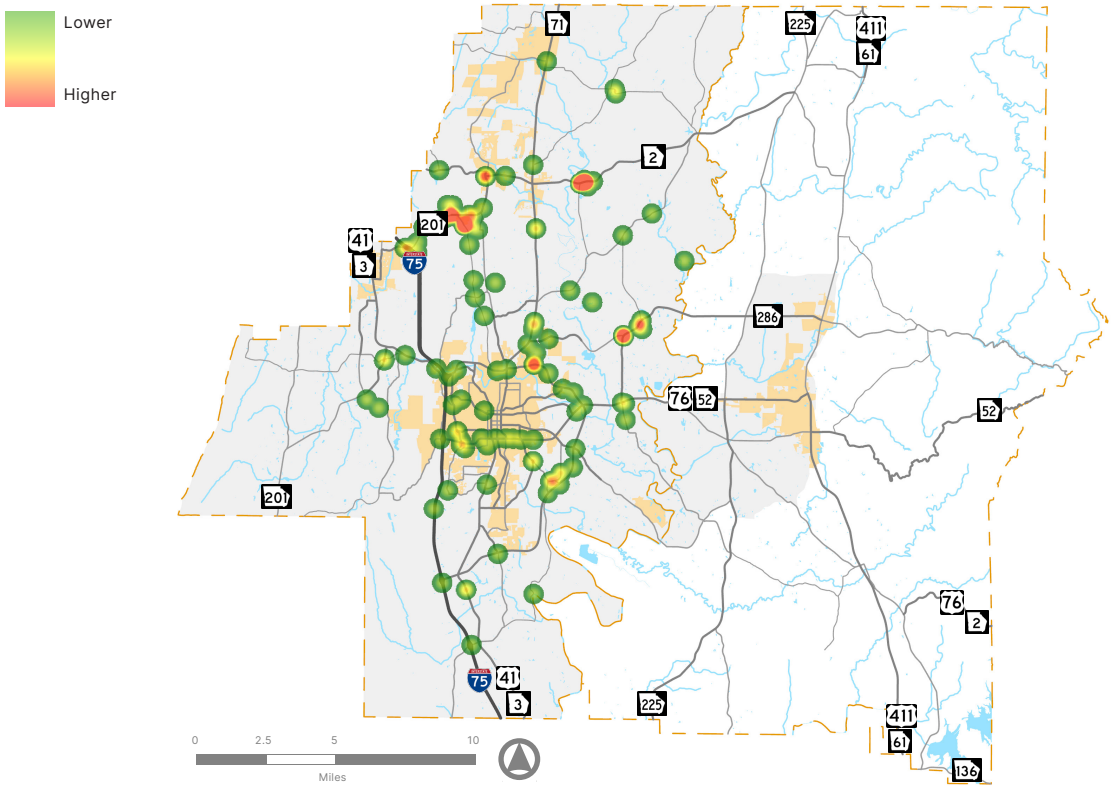


Figure 28. Map Responses - Congestion Locations

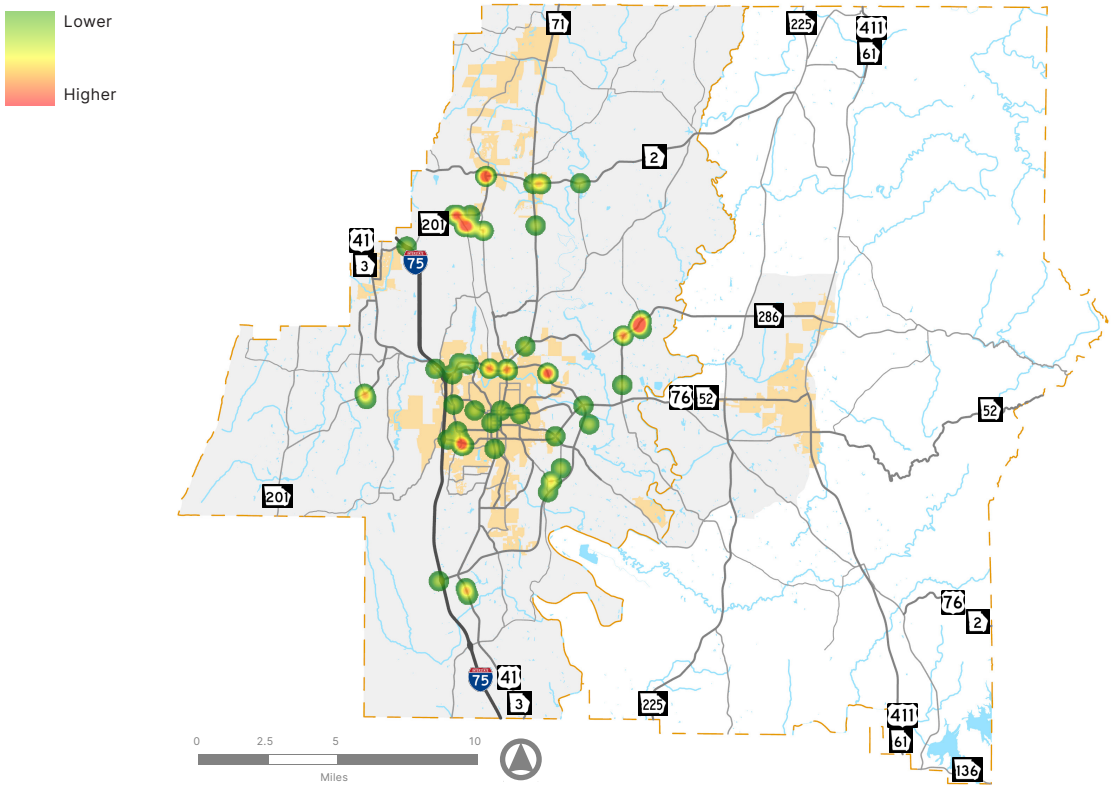
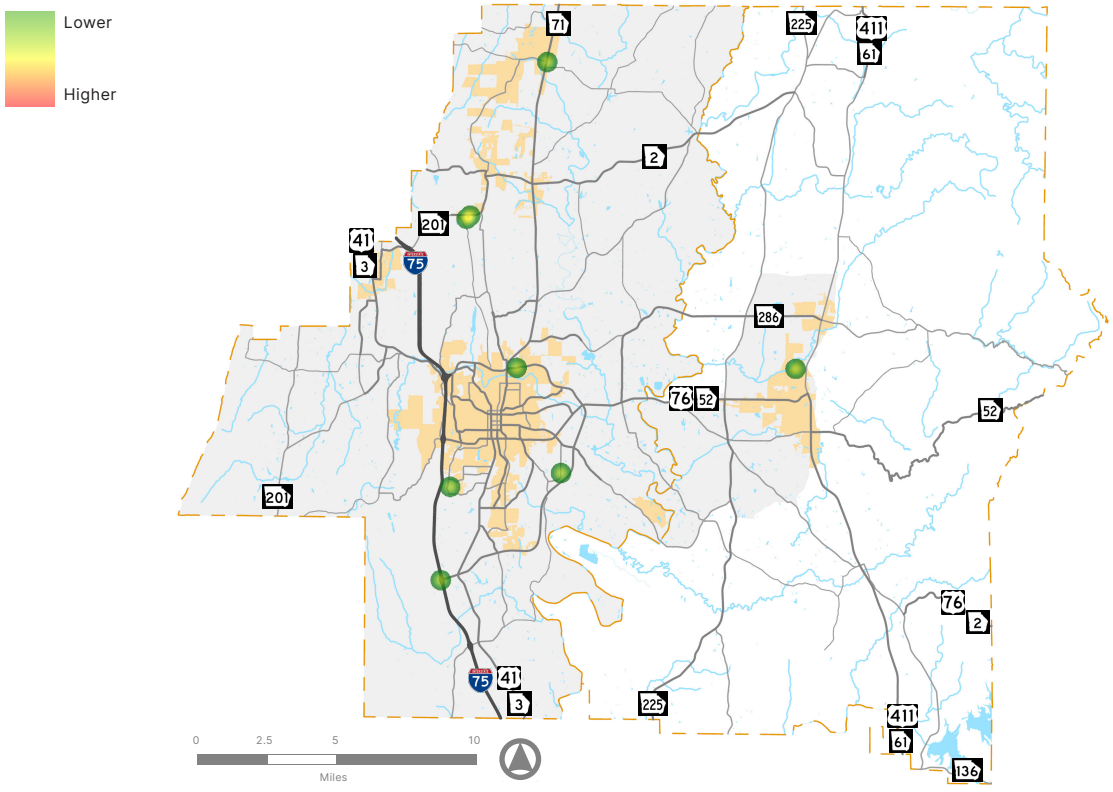


Figure 29. Map Responses - Other Comments



Online Survey

The survey included questions regarding each respondent's relationship to the region. The majority of respondents associate with Whitfield County though some respondents indicated relationships to Murray County, as well. **Figure 30** and **Figure 31** show a chart and map, respectively, with the residency zip code of respondents while **Figure 32** and **Figure 33** show a chart and a map, respectively, with work and/or school zip code of respondents.

Figure 30. Survey Responses - Where Do You Live?

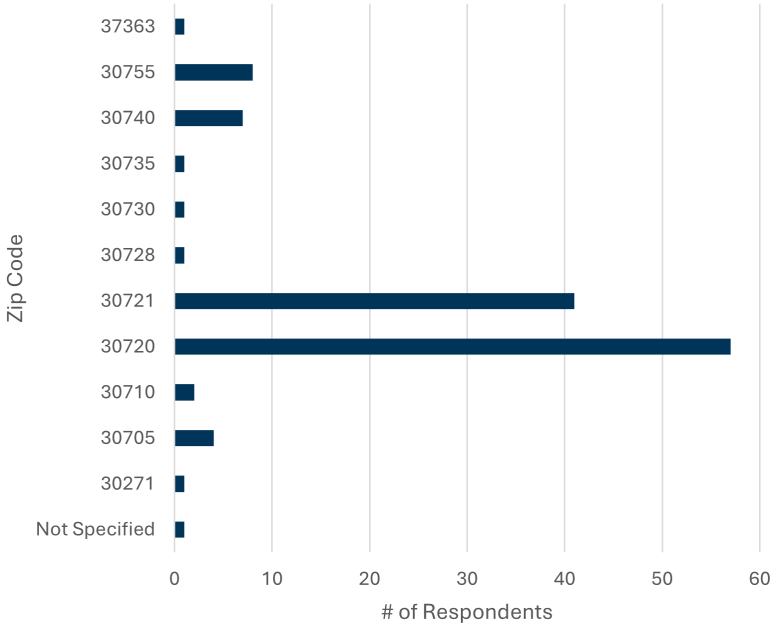


Figure 31. Survey Responses - Where People Live

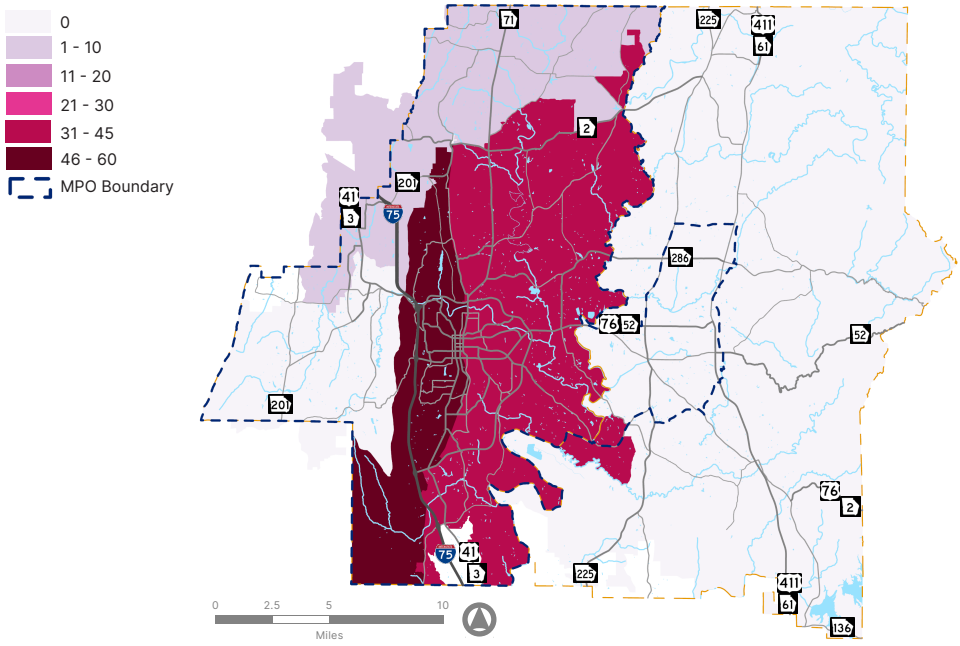


Figure 32. Survey Responses - Where Do You Work and/or Go to School?

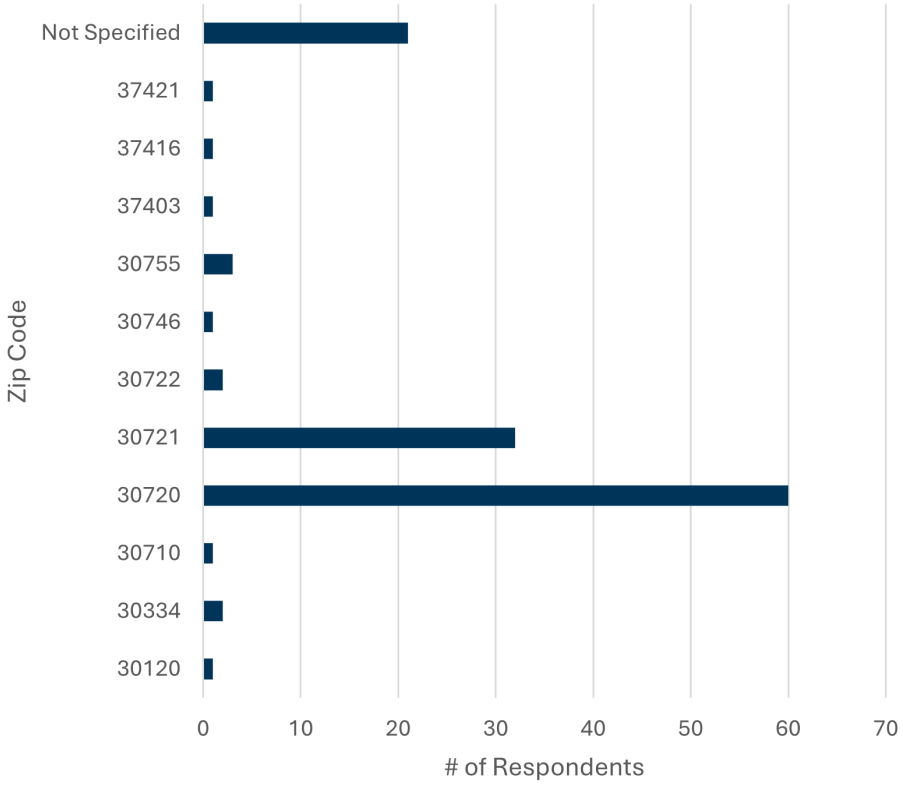
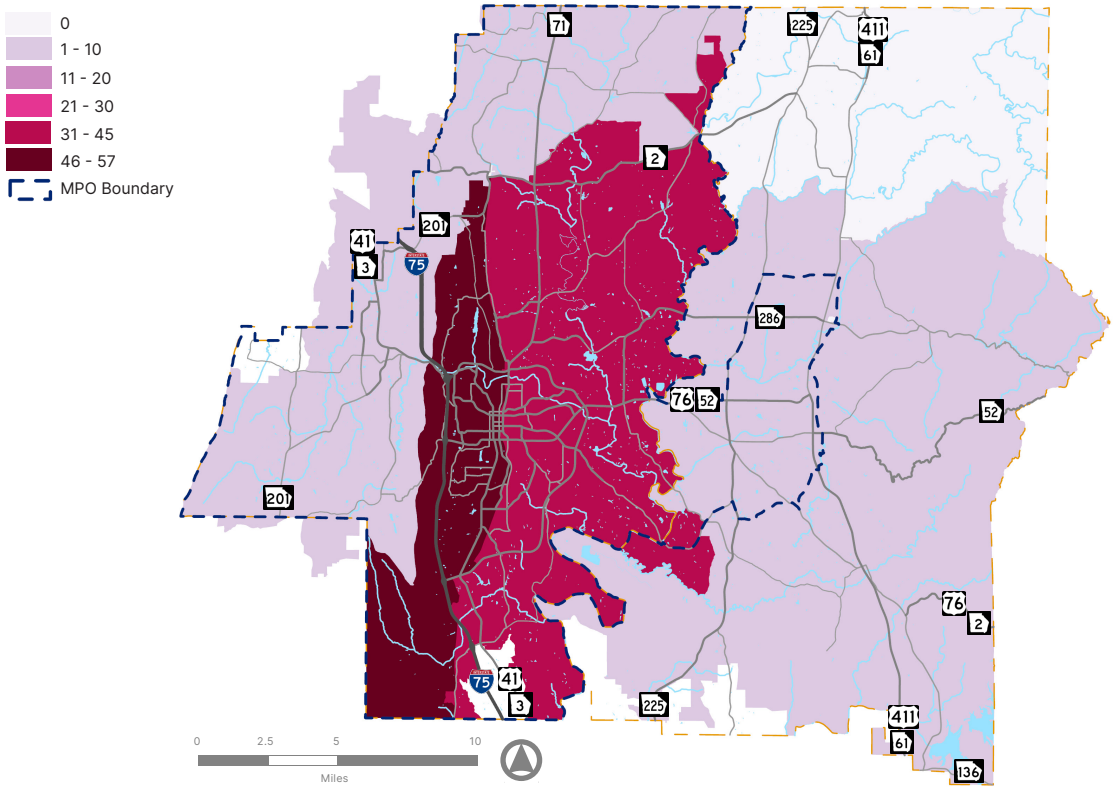


Figure 33. Survey Responses - Where People Work



The project team solicited feedback from survey respondents on goals that were established in the 2045 MTP to gauge their relevance and potential for inclusion, edits, or removal for the updated 2050 MTP, which was previously reflected in Chapter 3.

The 2045 MTP included eight goals and feedback on each is shown in **Figures 34 through 41**. Based on feedback from survey respondents, most believed goals should remain the same, but there is potential to better incorporate land use and transportation coordination as well as additional public transportation options, particularly for senior citizens.

Figure 34. Feedback on Goal 1 From MTP 2045

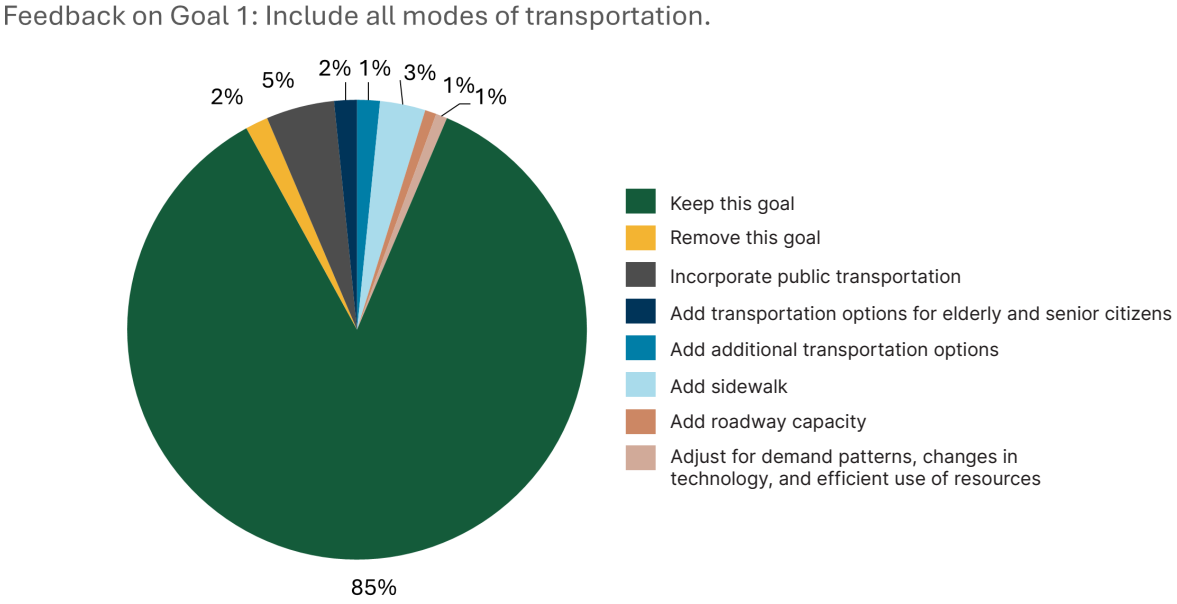


Figure 35. Feedback on Goal 2 From MTP 2045

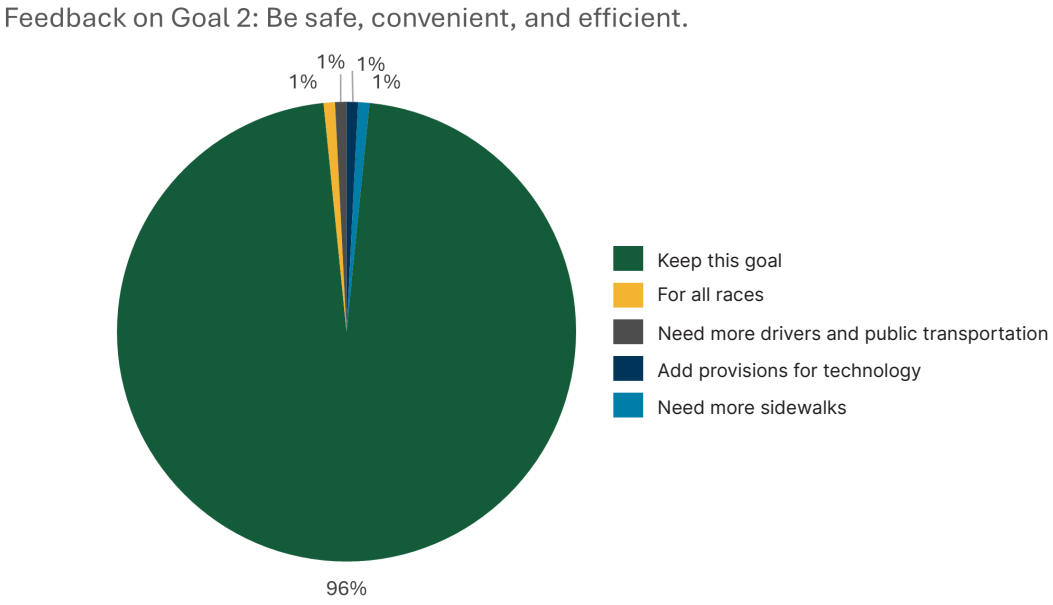


Figure 36. Feedback on Goal 3 From MTP 2045

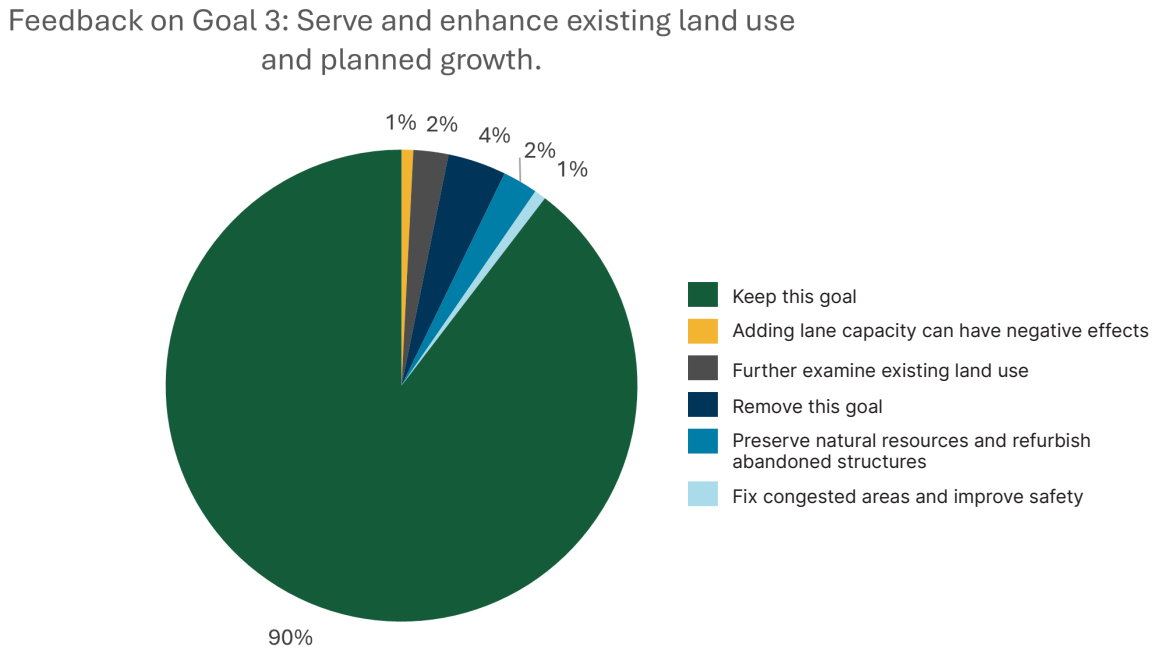


Figure 37. Feedback on Goal 4 From MTP 2045

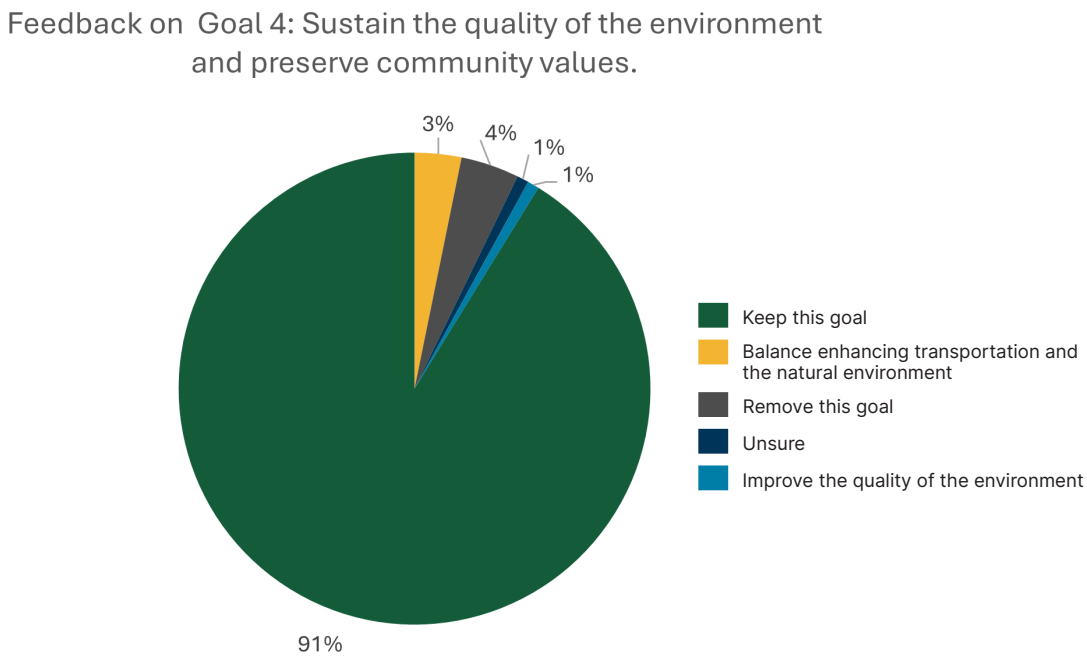


Figure 38. Feedback on Goal 5 From MTP 2045

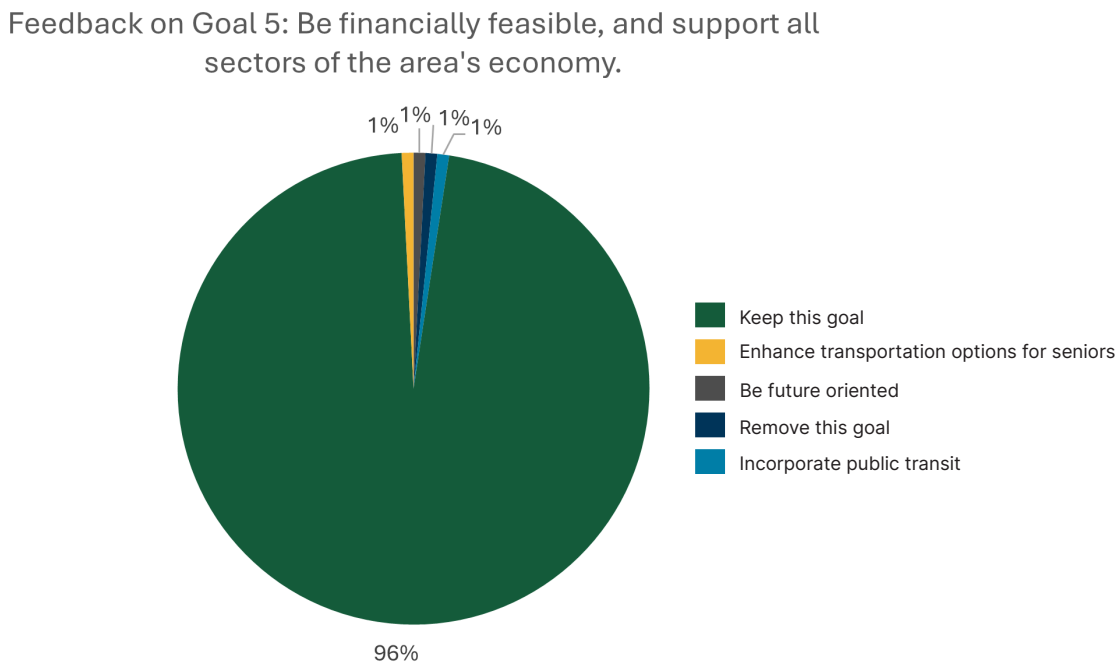


Figure 39. Feedback on Goal 6 From MTP 2045

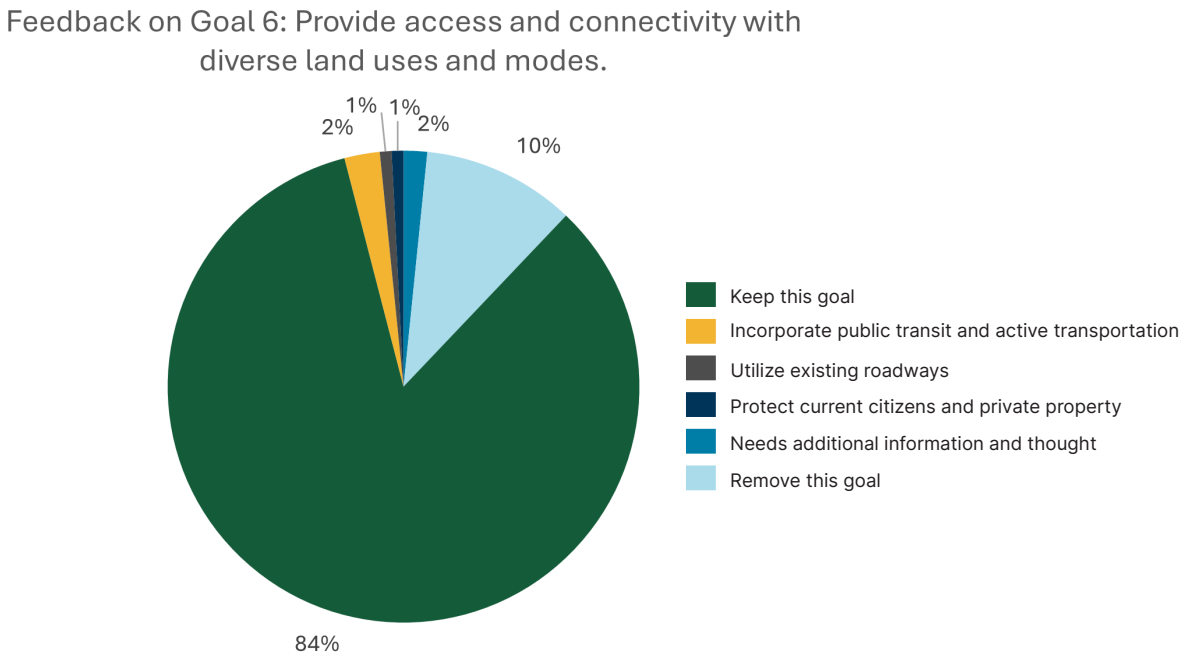


Figure 40. Feedback on Goal 7 From MTP 2045

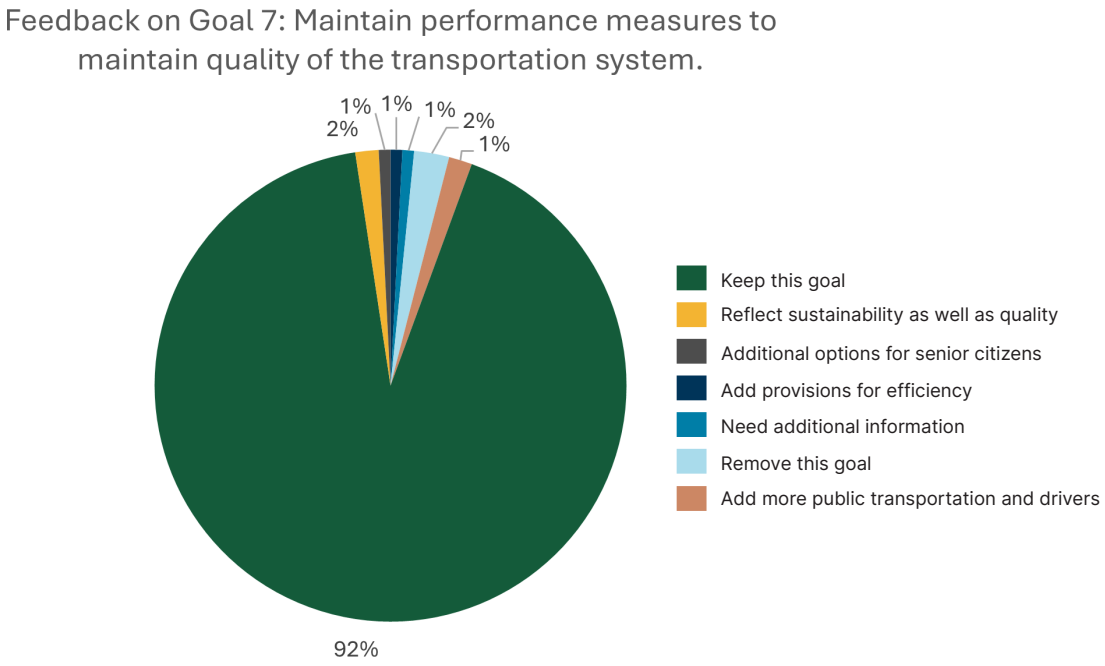
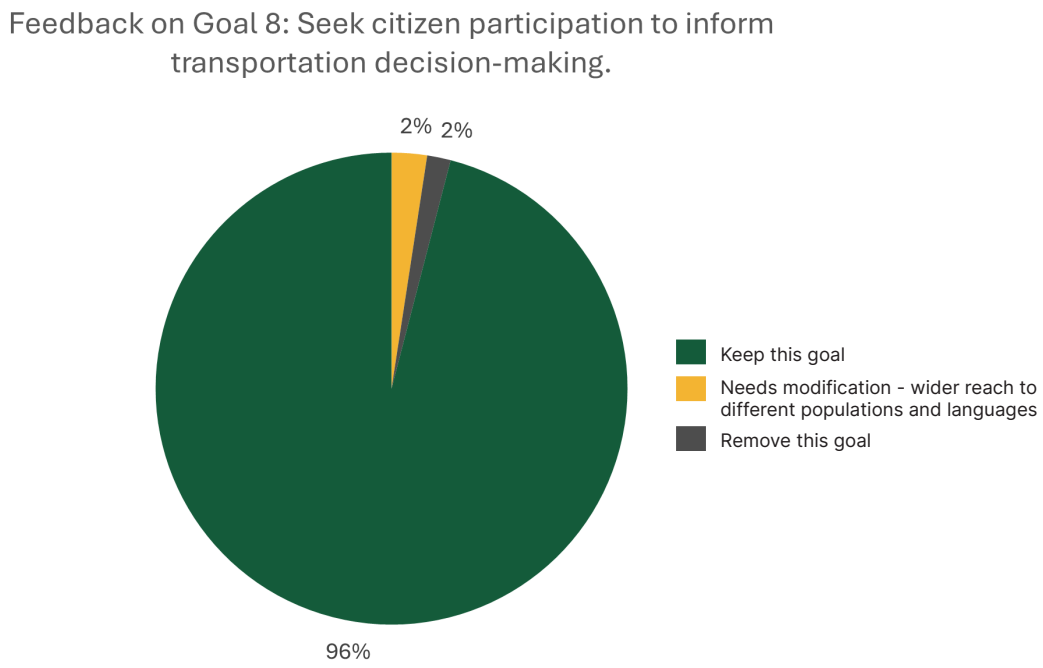


Figure 41. Feedback on Goal 8 From MTP 2045



Additional feedback focused on the types of transportation projects that would be most helpful. Based on **Figure 42**, the top categories include 'roadway capacity widenings' and 'active transportation projects.' Lastly, the survey gauged feedback on systemic goals for the Dalton region, which is shown in **Figure 43**. Higher ranking systemic goals include 'encourage downtown investment' and 'consider opportunities for future transit service in the region.' These goals were further weighted by their relative allocation of votes as shown in **Figure 44**.

Figure 42. Project Type Feedback



Figure 43. Ranking of Transportation Systemic Goals

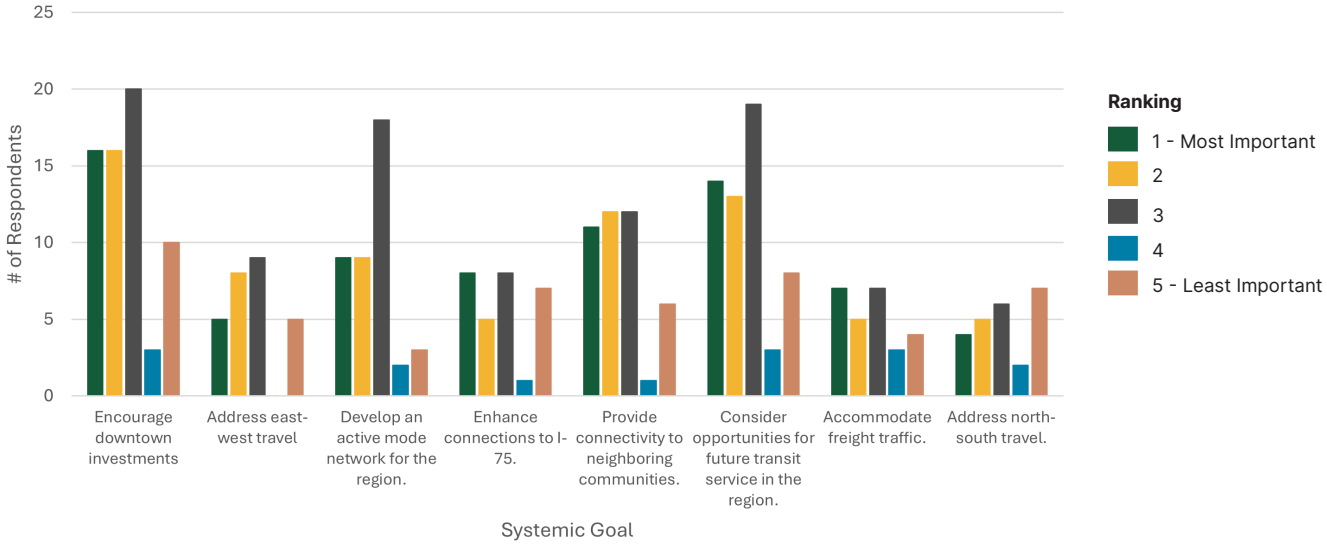
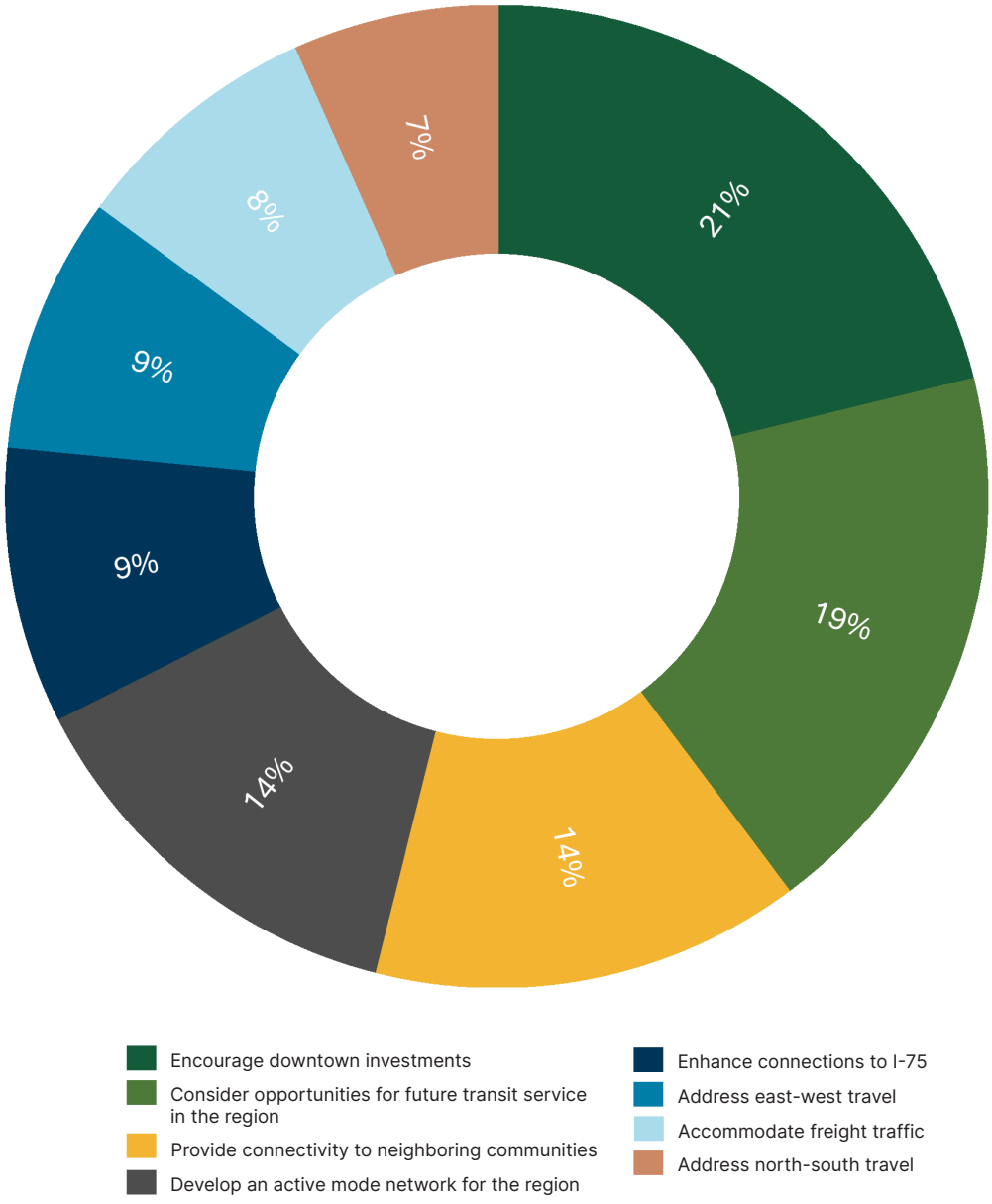


Figure 44. Weighted Systemic Goals



MPO Committees

Throughout the process, the planning team also had regular coordination and updates with the Greater Dalton MPO PC and TCC. This included specific briefings and discussion on the following dates:

- **November 19, 2024** - An initial introduction to the planning process and discussion of transportation needs.
- **February 24, 2025** - A review of initial technical results, community feedback, and discussion on how both would be utilized to prioritize project initiatives.
- **April 8, 2025** - An overview of the planning process and recommendations, coinciding with completion of a draft version of the MTP. The Committees were asked to 'approve' the draft MTP to initiate a 30-day Public Comment period, required prior to the formal adoption of the MTP.

Public Comment Period

Following the completion of a draft MTP, the plan document was also made available for digital review as part of a 30 day Public Comment period on the Greater Dalton MPO website at https://www.whitfieldcountyga.com/eng/mpo.htm and considerations for select locations in the MPO. Additionally, an in-person public open house to review the MTP and speak with the planning team and MPO representatives was held on April 21, 2025 at Riverbend Park. This Public Comment period was advertised through the local newspapers of record, via social media, and through email lists and began on April 8, 2025 and concluded on May 8, 2025. No public comments were submitted.

Technical Analysis

Complementing the community input during the MTP process, the technical analysis was used to evaluate and understand different aspects of the transportation system including establishing existing conditions and needs as well as identifying anticipated future conditions.

Roadway Network

Functional Classification

The roadway network for the region includes a combination of different types of roadways categorized by their functional classification.

Interstates are the highest classification of roadway and were designed and constructed with mobility and long-distance travel in mind. Interstates have 'limited access' in which no direct access is provided to properties or land use abutting the roadway. Similarly, other roadways that cross the interstate do so through a grade-separation in which the other roadway crosses either under or over the interstate. In select locations – typically with arterial roadways as defined below – interchanges are built that provide entrance and exit ramps to and from the interstate. The Dalton region includes one interstate, I-75, a major north-south corridor through the Country extending from Michigan to Florida. Locally, I-75 is a major gateway into Whitfield County connecting the Dalton region to Chattanooga to the north and Atlanta to the south.

Arterials are major roadways but are able to serve land uses directly through driveways to specific parcels. Nonetheless, arterials are generally designed with mobility in mind as well and often assist in long-distance travel as well. There are classifications of arterials (principal and minor) relative to their use and important in connecting the region. The majority of major roadways in the Dalton region are classified as arterials including:

- **SR 71:** Known locally as Cleveland Highway, this corridor connects the North Dalton Bypass to the Tennessee state line and beyond to Cleveland, Tennessee.
- **US 76/US 41/SR 3 (Dalton Bypass):** These routes collectively serve as a multi-lane bypass on the north, east, and south sides of Dalton. On the west side of Dalton, mountainous terrain and the I-75 corridor precludes the need for a western bypass.
- **SR 2:** This arterial runs east-west connecting from the Catoosa County line on the west side, extending through the community of Varnell, crossing into Murray County before terminating at US 411.
- **SR 201:** Running north-south, this corridor enters Whitfield County in the southwest part of the community, extends north to Tunnel Hill and terminates at SR 2 in Varnell.
- **SR 3/US 41:** Also running north-south, this corridor enters Whitfield County from Gordon County to the south, extends north to the South Dalton Bypass/SR 3 Connector and traverses north through Tunnel Hill and into Catoosa County.

- **US 76/SR 52/Walnut Avenue/Chatsworth Highway:** Beginning at I-75 on the west side of Dalton and running east-west through Dalton and Whitfield County, this corridor enters into Murray County before joining with US 411 and turning in a southeastern direction and subsequently turning off US 411 at Smyrna Ramhurst Road towards Gilmer County.
- **Alt. SR 52:** Spurring off of US 76/SR 52 just east of Whitfield County, this corridor traverses southeasterly through Murray County, through Chatsworth, and towards Gilmer County.
- **SR 286:** Beginning at SR 52/US 76 in Dalton, this corridor runs east-west into Murray County and terminates at US 411 in Eton.
- **US 411:** This corridor runs north-south from Gordon County to the south through Murray County connecting to Chatsworth and Eton and exiting to the north at the Tennessee state line.
- **SR 225:** Running north-south, this corridor parallels the western boundary of Murray County and US 411 towards the east.

Collectors gather traffic from arterial roadways and distributes them to local roads. While they may serve relatively large volumes of traffic, it is typically less in volume than arterials and they typically run much shorter distances than arterials. Similar to arterials, these roadways are classified as 'major' and 'minor' depending on their traffic volume and connectivity.

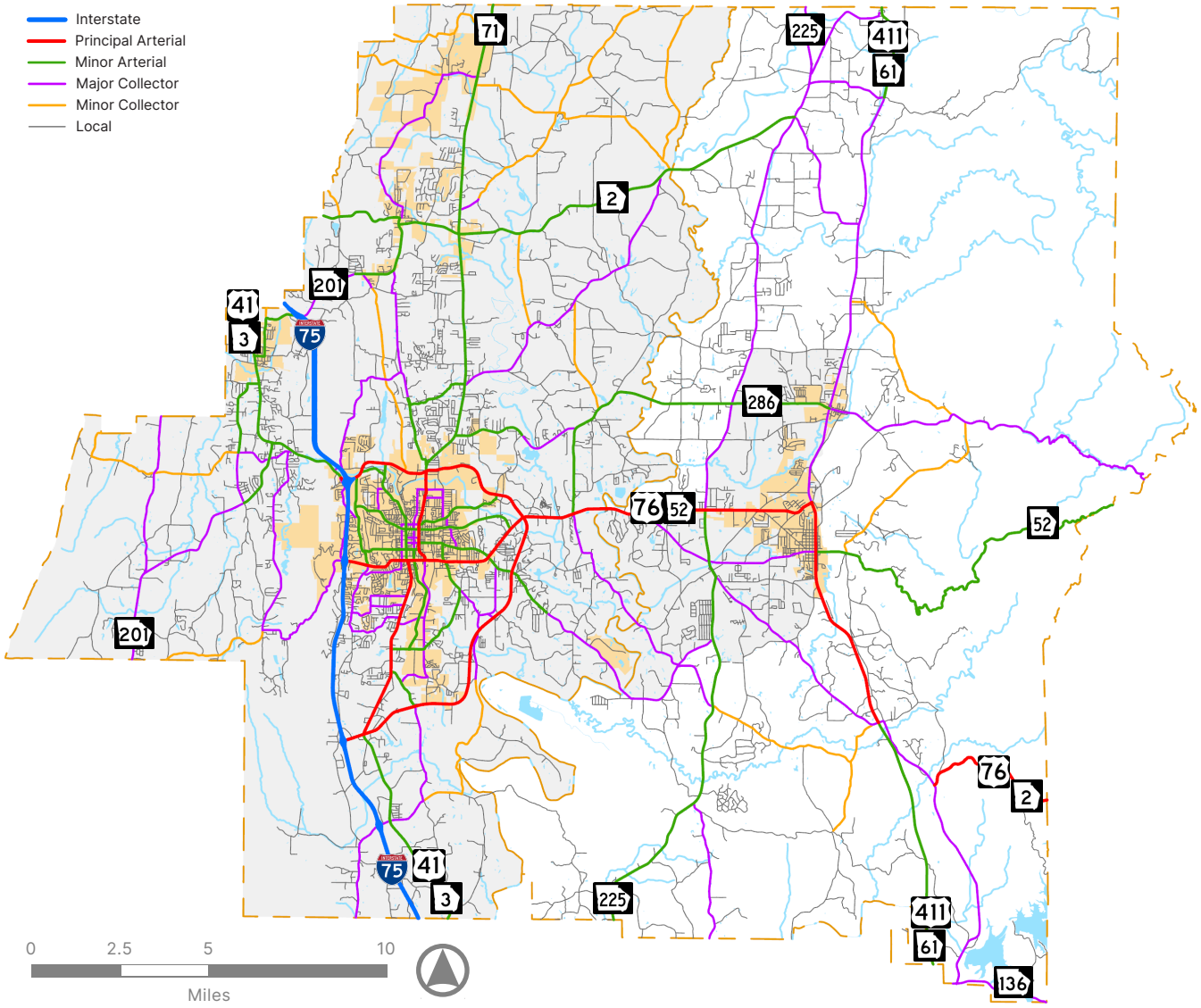
Local Roads account for the largest percent of roadways and offer direct access to local properties. They are not intended for long distance travel and in many cases are designed to discourage through traffic. Lane miles in the region by each functional classification are provided in the tables on the following pages while the functional classifications in the region are depicted on the map.

Collectively, there are 1,634 miles of roads in Whitfield and Murray Counties. A map of roadway functional classification is shown in **Figure 45** while a table summarizing mileage for each functional classification level is included in **Table 3**.

Table 3. Roadway Mileage by Functional Classification

Roadway Functional Classification	Mileage
Interstate	43.5
Principal Arterials	48.4
Minor Arterials	128.9
Major Collectors	175.1
Minor Collectors	69.7
Local Streets	1,168.4
TOTAL	1,634

Figure 45. GDOT Roadway Functional Classification



DATA SOURCES: GDOT

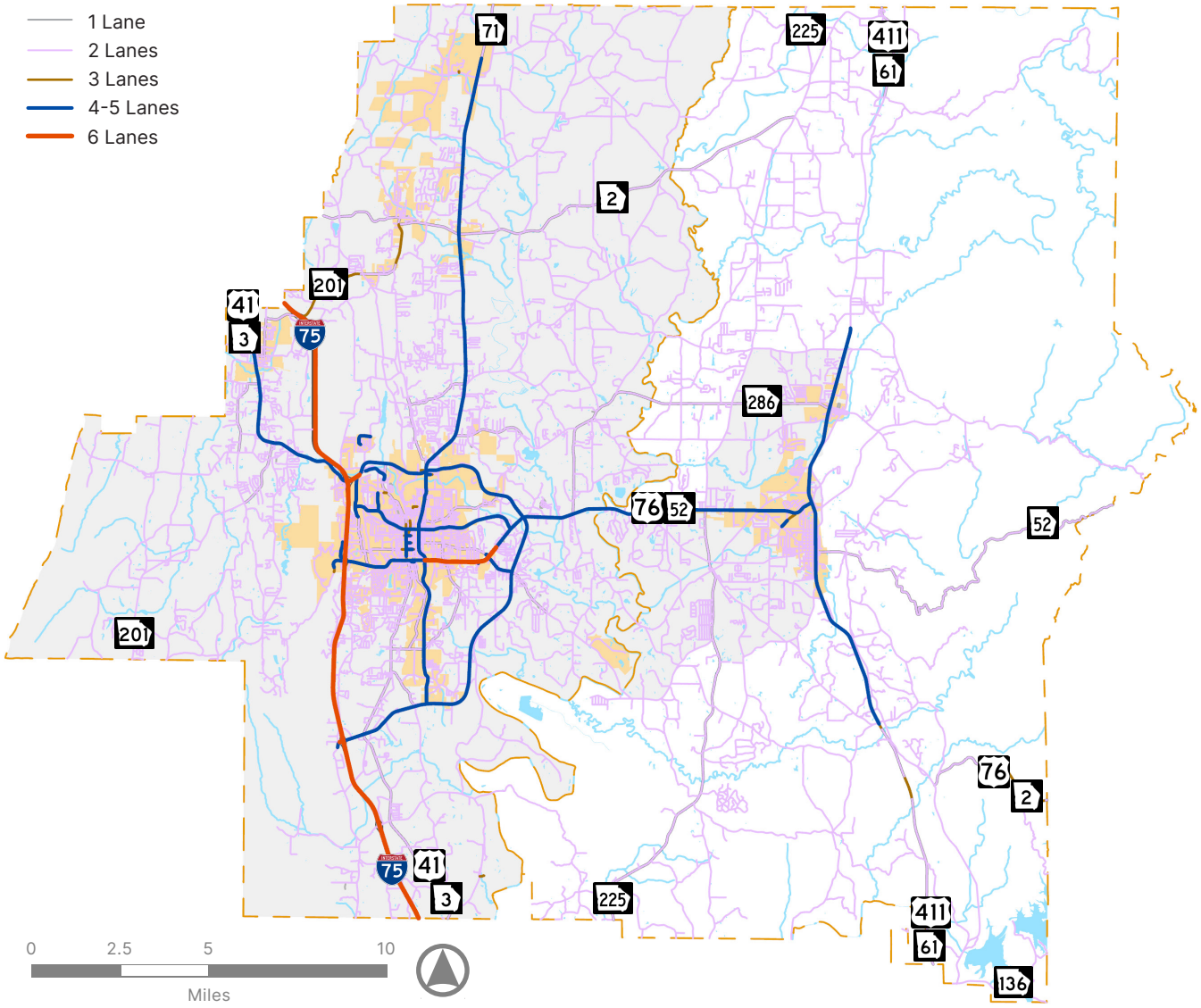
Lane Inventory

Similar to functional classification, the number of lanes on roadways through the region influence the amount of travel. The map below depicts the number of lanes on most collectors and higher classified roads in the region, per the travel demand model, a tool developed by GDOT. **Table 4** provides a summary of the miles of roadways by laneage and **Figure 46** shows road laneage in Whitfield and Murray Counties.

Table 4. Roadway Laneage

Roadway Laneage	Mileage
1-2 Lanes	1,530.8
3 Lanes	7.7
4-5 Lanes	74.3
6 Lanes	21.2
Total	1,634

Figure 46. Roadway Lane Inventory in Whitfield and Murray Counties, 2021



DATA SOURCES: GDOT

Level of Service

Travel demand models are sophisticated tools that can be utilized to determine how changes in the transportation system coupled with development patterns affects travel patterns and congestion. GDOT maintains a travel demand model for the Greater Dalton region which consists of a four-step process as indicated below:

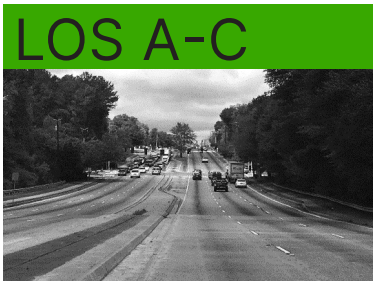
- **Trip Generation** - Estimates the number of trips likely to be generated based on socioeconomic data such as population, employment, and income data.
- **Trip Distribution** - Estimates where in the region the generated trips will likely travel to based on the attraction (based on the same socioeconomic characteristics used to determine trip generation) of different parts of the region.
- **Mode Split** - Estimates, where applicable, the mode of travel a trip will utilize.
- **Trip Assignment** - Estimates the pattern and route that a trip will take to reach its destination from its origin.

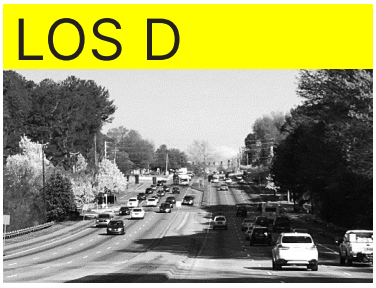
As referenced in Chapter 2, a key component of the travel demand model process was to determine both existing (year 2020) and future anticipated (year 2050) development patterns as represented by various socioeconomic data attributes – a process referred to in detail in **Appendix B**. In turn, this data was utilized to estimate the daily 'demands' on the transportation system. In that regard, the travel demand model also include inputs to reflect the 'supply' of the transportation system – information such as that already covered including where transportation facilities are and where they connect, their functional classification, and the number of lanes (capacity). These inputs can be edited to create and analyze different scenarios of possible future conditions.

The travel demand model is used in several ways during the MTP process, many of which are discussed in the next chapter of this MTP, Chapter 5. An initial component is to articulate the needs of the transportation system by focusing and comparing the results of the two scenarios described below:

- **2020 Base Year** - A travel demand modeling scenario built to represent existing conditions. In the case of the MTP, this model was developed for the year 2020 and calibrated for accuracy against actual observed 2020 conditions.
- **2050 Do-Nothing** - A scenario intended to indicate what would happen in the year 2050 if no new projects were constructed.

Focusing on these two scenarios, the planning team was able to understand generalized existing and potential future congestion in the region – congestion measured in a traffic engineering methodology known as Level of Service (LOS), which assigns letter grades A-F based on the relative amount of capacity being utilized on each roadway in the region.

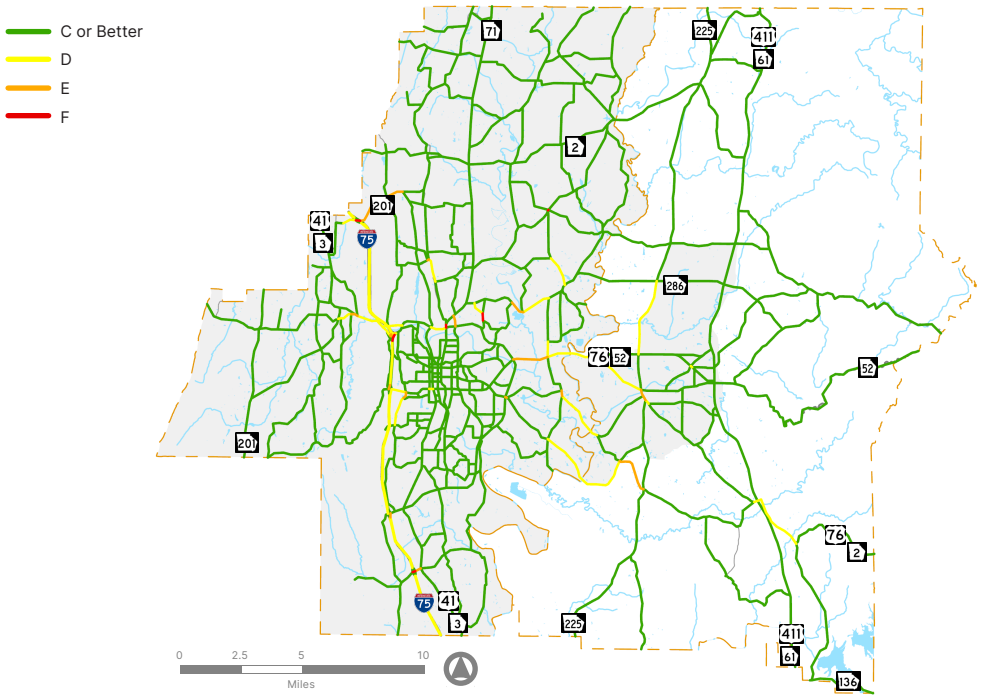






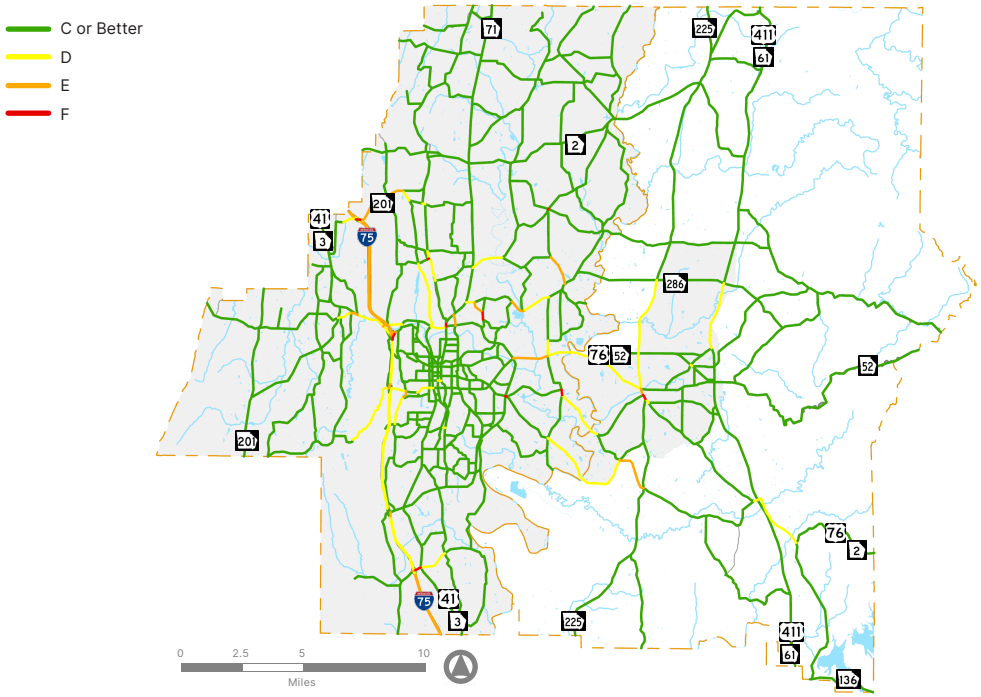
Level-of-service for the base year (2020) is shown below in **Figure 47**. Level-of-service for the future year (2050) if no MTP projects were constructed is shown in **Figure 48**.

Figure 47. Base Year (2020) Level of Service (LOS)



DATA SOURCES: Greater Dalton MPO Base Year Travel Demand Model

Figure 48. Future Year (2050) - Do Nothing Level of Service (LOS)



DATA SOURCES: Greater Dalton MPO 2050 Do-Nothing Travel Demand Model

Congestion

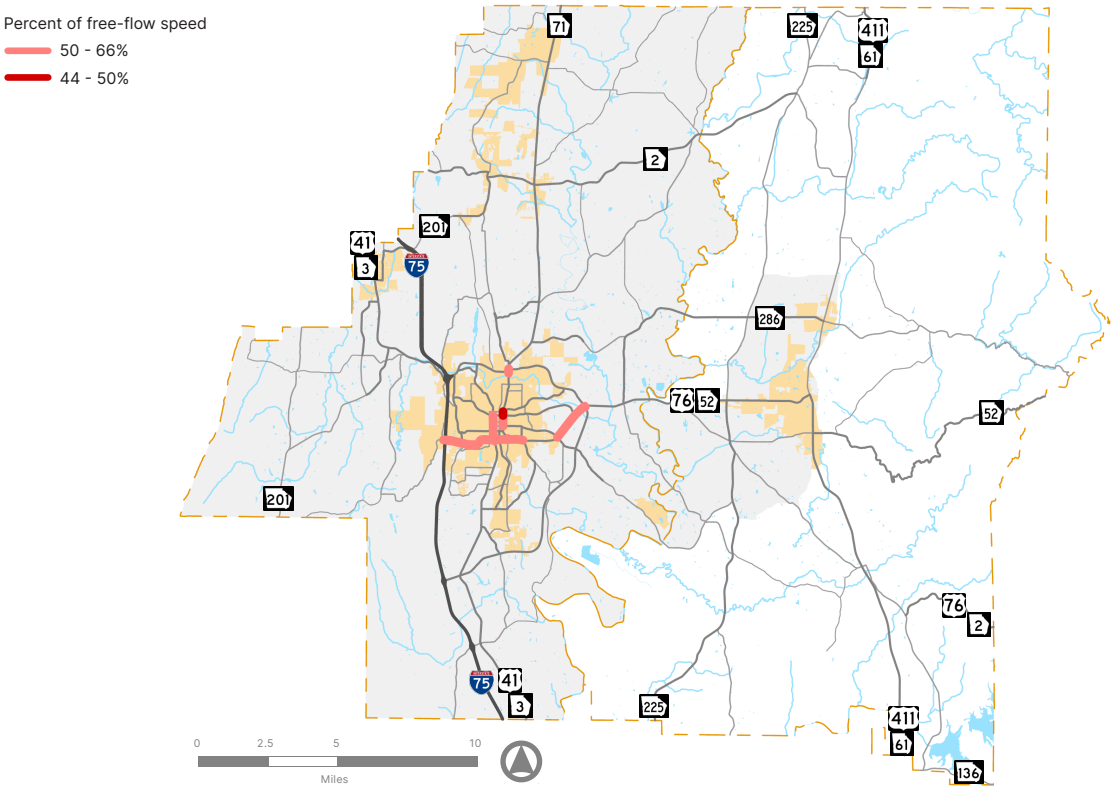
To identify congested areas within the Dalton region, the project team used the Trend Map tool of the Regional Integrated Transportation Information System's (RITIS) Probe Data Analytics Suite. The team included Whitfield and Murray Counties for the focus area and selected hourly intervals for the period of December 2023 through November 2024. For this area, the tool used HERE Traffic Message Channel (TMC) data.

The results showed the road network with the annual average congestion rates by road segment for each hour of the day. Congestion was measured by percent of free-flow speed. The tool measures congestion by percent of free-flow speed and sets the default congestion thresholds, which the team maintained, at zero to nine percent, ten to 19 percent, 20 to 32 percent, 33 to 49 percent, 50 to 65 percent, 66 to 84 percent, and 85 to 100 percent. The team mapped in GIS road segments with free-flow speeds of 65 percent or lower at any hour of the day along with the congestion threshold, hour of the day, and direction of travel.

Overall Congestion

Overall congestion is shown in **Figure 49** and largely corresponds to principal arterials in Dalton such as Walnut Avenue, Glenwood Avenue, and Cleveland Highway. A minor arterial that has higher levels of congestion is Thornton Avenue between Walnut Avenue (SR 52) and Waugh Street.

Figure 49. Roadway Congestion Locations (December 2023 - November 2024)



DATA SOURCES: GDOT RITIS Congestion Tool

Roadway congestion locations for periods throughout the day are shown in **Figure 50**.

AM Congestion

Unlike overall congestion, congested locations between 7 AM and 10 AM on an average day are sparse and are only near three signalized intersections in Dalton – Cleveland Highway (SR 71) at North Dalton Bypass (US 41/US 76/SR 3) as well as Glenwood Avenue at Waugh Street/Martin Luther King Jr (MLK Jr.) Boulevard and Glenwood Avenue at Hawthorne Street.

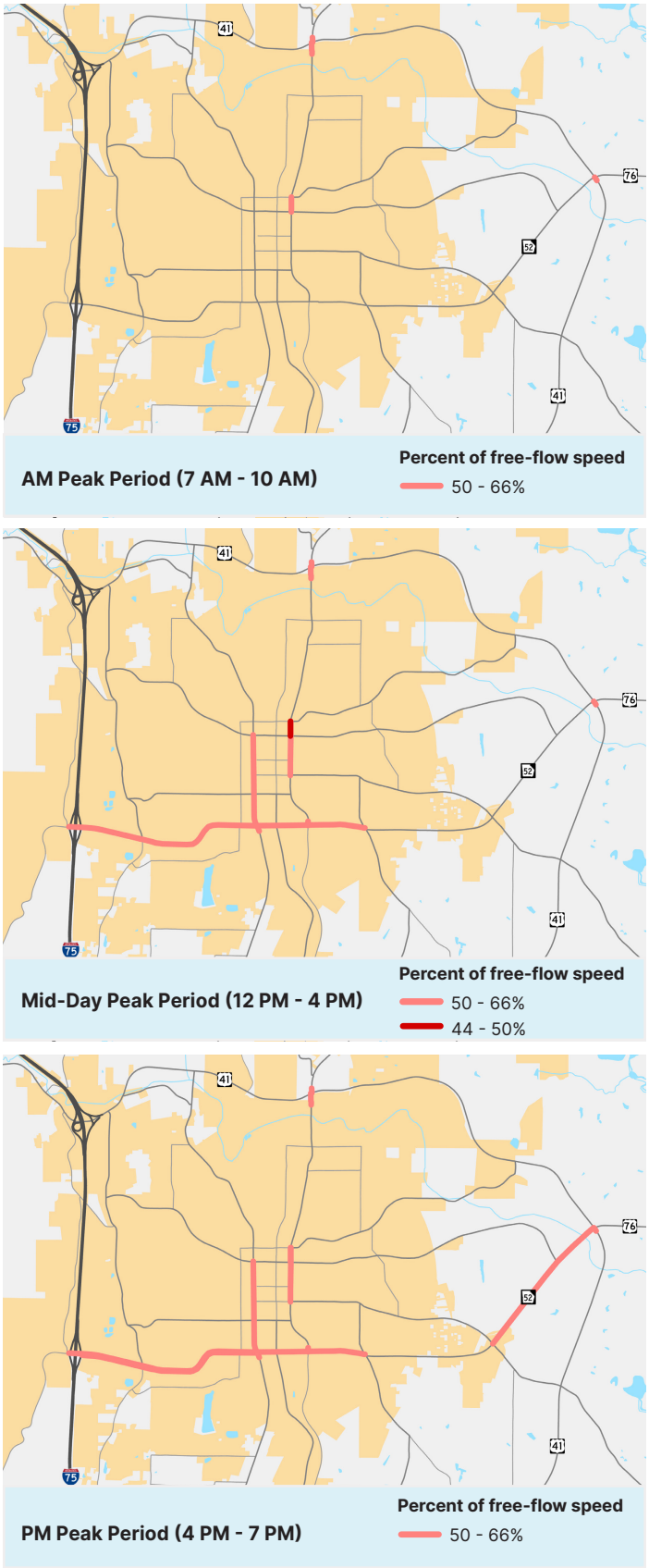
Mid-Day Congestion

Congested locations between 12 PM and 4 PM on an average day include the Walnut Avenue corridor between I-75 and Riverbend Road, Thornton Avenue between Walnut Avenue (SR 52) and Waugh Street, Glenwood Avenue between Waugh Street/ MLK Jr. Boulevard and Hawthorne Street, the intersection of Walnut Avenue (SR 52) and North Dalton Bypass (US 41/US 76/SR 3), and the intersection of Cleveland Highway (SR 71) and North Dalton Bypass (US 41/US 76/SR 3).

PM Congestion

Congested locations between 4 PM and 7 PM on an average day include the Walnut Avenue corridor between I-75 and Riverbend Road, Thornton Avenue between Walnut Avenue (SR 52) and Waugh Street as well as between Airport Road and North Dalton Bypass (US 41/US 76/SR 3), Glenwood Avenue between Waugh Street/MLK Boulevard and Hawthorne Street, and the intersection of Walnut Avenue (SR 52) and North Dalton Bypass (US 41/US 76/SR 3).

Figure 50. Roadway Congestion Locations by Time of Day



DATA SOURCES: GDOT RITIS Congestion Tool

Safety

As described in many of the federal, state, and local goals, a transportation system that emphasizes safety is just as important as maintaining its efficiency. To this end, the project team performed a safety analysis which examines crash trends in Whitfield and Murray Counties. For this analysis, the project team obtained crash data from GDOT's AASHTOWare crash database for five years between January 1, 2019 and December 31, 2023. The summary data provided in this section is based on reports submitted by law enforcement agencies.

The analysis process utilized geographic information systems (GIS) to understand crash locations, patterns, severity, and vehicle types involved for the purposes of informing the development of project recommendations for the 2050 MTP. The project team reviewed location information to ensure that crashes were placed in the proper locations for the purpose of this analysis, and emphasis was placed on crashes involving fatalities and serious injuries.

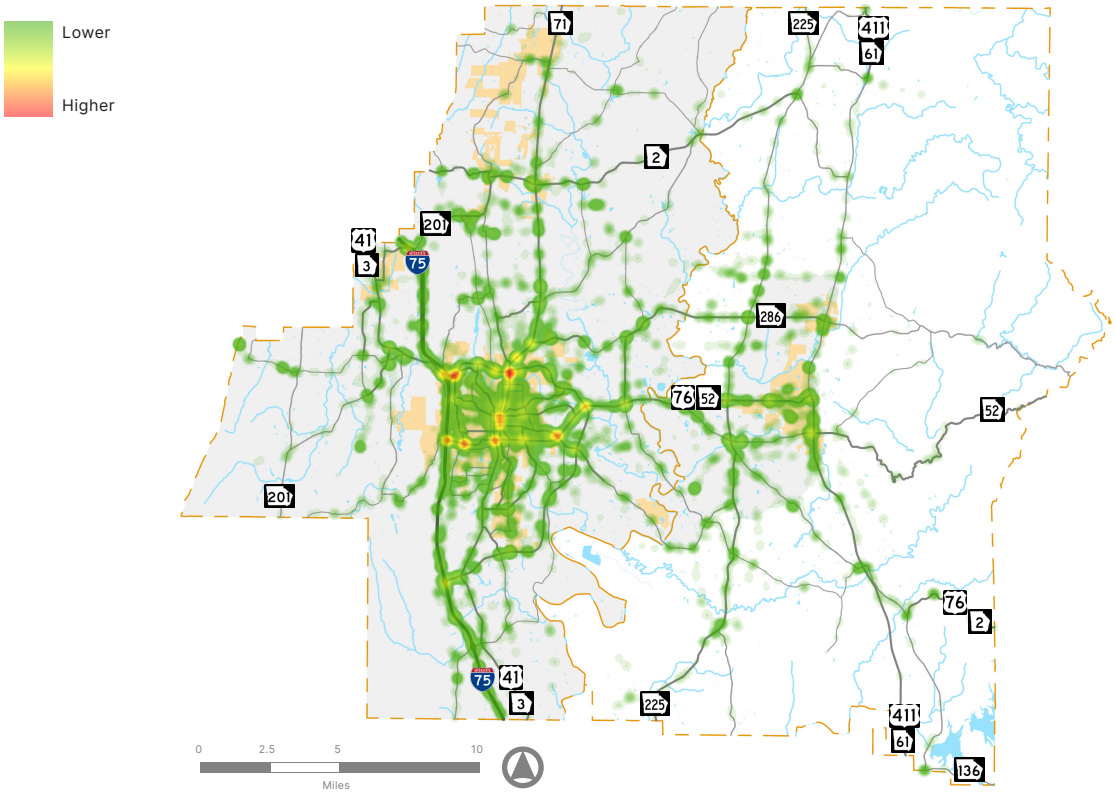
This safety analysis includes an overview of all crashes within Whitfield and Murray Counties including by type, lighting condition, road surface condition, crashes involving vulnerable roadway users, and by severity.

The safety analysis then examines crashes resulting in fatalities and serious injuries to determine patterns and how they compare to overall crashes. Next is an overview of an intersection crash analysis that the team performed based on geospatial 250-foot buffers around all intersections with public streets in both counties. Two rankings of intersections are included in this analysis – intersections by overall number of crashes and number of fatal and serious injury crashes, also known as "KA crashes."

Overall Crash Density

Across Whitfield and Murray Counties, there were 20,588 reported crashes which resulted in a total of 145 fatalities and 7,919 total injuries - 555 serious injuries, 2,568 visible injuries, and 4,796 complaints of injury. The crash density map in **Figure 51** shows high crash locations across the MPO and elsewhere in Whitfield and Murray Counties.

Figure 51. Overall Crash Density (2019-2023)



DATA SOURCES: GDOT/AASHTOWare

The highest crash concentrations are primarily within the City of Dalton with noted concentrations at:

- North Dalton Bypass (US 41/US 76/SR 3) between Tibbs Road and Shugart Road
- North Dalton Bypass (US 41/US 76/SR 3) near the intersections with Glenwood Avenue/Cleveland Highway (SR 71) and East Walnut Avenue (US 76/SR 52)
- Glenwood Avenue near downtown Dalton
- Walnut Avenue (SR 52) near I-75
- Tibbs Road/Dug Gap Road
- Thornton Avenue
- MLK Jr. Boulevard/Airport Road

Crash concentrations are more sparse outside of the City of Dalton as there were several corridors with numerous crashes between 2019 and 2023 including:

- I-75 throughout Whitfield County
- Cleveland Highway (SR 71)
- SR 201 between Tunnel Hill and Varnell
- US 76/SR 52 between SR 286 and US 411/SR 61
- US 411/SR 61 in downtown Chatsworth
- SR 225 between SR 52 Alternate and SR 286 near Eton

Temporally, reported crashes are shown by year in **Table 5**. Crashes decreased from 2019 to 2020, likely attributed to less travel during the COVID-19 pandemic. In 2021, crash frequencies rose above the number of crashes reported in 2019 before slightly decreasing in both 2022 and 2023.

Table 5. Crashes by Year

Year	Total Crashes
2019	4,247
2020	3,728
2021	4,266
2022	4,177
2023	4,170
Total	20,588

Crashes by Type

A breakdown of crashes by type is shown in **Table 6**. Collectively, approximately 57 percent of crashes were either angle crashes (27 percent) or rear-end crashes (30 percent). Sideswipe crashes represent approximately 13 percent of all crashes, 28 percent were single-vehicle crashes, and two percent were head on crashes. Single-vehicle crashes were with both fixed objects and non-fixed objects such as drainage ditches, deer, guardrails, utility poles, and street curbs but there were also several crashes involving overturned vehicles.

Table 6. Crashes by Type

Year	Angle	Head On	Rear End	Sideswipe-Same Direction	Sideswipe-Opposite Direction	Not a Collision With Motor Vehicle	Not Specified	Total Crashes
2019	1,136	90	1,410	387	107	1,101	16	4,247
2020	979	73	1,057	366	112	1,129	12	3,728
2021	1,200	96	1,236	427	128	1,171	8	4,266
2022	1,132	100	1,204	400	107	1,231	3	4,177
2023	1,115	103	1,218	477	130	1,115	12	4,170
Total	5,562	462	6,125	2,057	584	5,747	51	20,588
	27%	2%	30%	10%	3%	28%	<1%	100%

Crashes by Lighting Condition

A breakdown of crashes by lighting condition over the past five years is shown in **Table 7**. Approximately 71 percent of crashes occurred in daylight conditions. Seventeen percent of crashes were in dark, not lighted conditions, and eight percent occurred in dark, lighted conditions. The remaining three percent of crashes occurred at dawn or dusk.

Table 7. Crashes by Lighting Condition

Year	Dawn	Daylight	Dusk	Dark-Lighted	Dark-Not-Lighted	Not Specified	Total Crashes
2019	95	3,008	70	349	725	0	4,247
2020	86	2,634	56	286	652	14	3,728
2021	98	3,065	65	348	683	7	4,266
2022	104	2,890	51	376	754	2	4,177
2023	104	2,986	58	292	717	13	4,170
Total	487	14,583	300	1,651	3,531	36	20,588
	2%	71%	1%	8%	17%	<1%	100%

Crashes by Road Surface Condition

A breakdown of crashes by road surface condition is shown in **Table 8**. Approximately 77 percent of crashes occurred in dry conditions. Crashes in wet conditions represented approximately 22 percent of all crashes. Less than one percent of all crashes occurred in snow, ice, or other surface conditions.

Table 8. Crashes by Road Surface Condition

Year	Dry	Wet	Snow/Ice	Other	Unknown	Total Crashes
2019	3,230	976	16	2	23	4,247
2020	2,711	983	15	5	14	3,728
2021	3,282	973	3	2	6	4,266
2022	3,305	810	52	8	2	4,177
2023	3,267	881	3	6	13	4,170
Total	15,795	4,623	89	23	58	20,588
	77%	22%	<1%	<1%	<1%	100%

Crashes Involving Vulnerable Road Users

Most roadway crashes within Whitfield and Murray Counties between 2019 and 2023 involved vehicles exclusively. However, travelers who do not drive or ride in vehicles are particularly vulnerable to severe injuries or death if involved in a roadway crash. The most vulnerable roadway users are pedestrians, bicyclists, and motorcyclists.

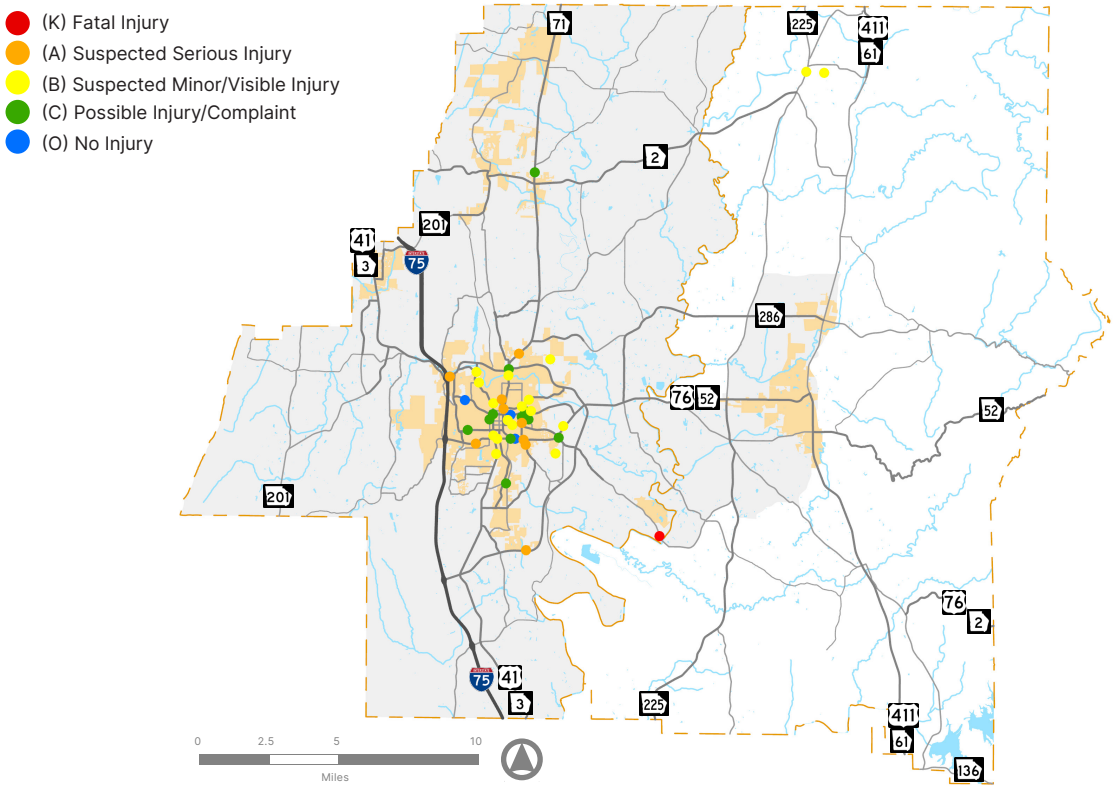
A breakdown of crashes involving vulnerable roadway users is included in **Table 9**. There were 45 bicycle crashes, 119 pedestrian crashes, and 156 motorcycle crashes during this time period. There was an annual rise in bicycle crashes, particularly after 2020. Pedestrian crashes have decreased slightly between 2019 and 2023. Motorcycle crashes have remained relatively steady from one year to the next during this time period.

Bicycle, pedestrian, and motorcycle crashes are mapped in **Figure 52**, **Figure 53,** and **Figure 54**, respectively. As shown, most vulnerable roadway user crashes occurred within the City of Dalton or the City of Chatsworth, but there are also some in more sparsely developed areas of each county. The next section includes a summary of fatal and serious injury crashes among vulnerable roadway users.

Table 9. Crashes Involving Vulnerable Road Users

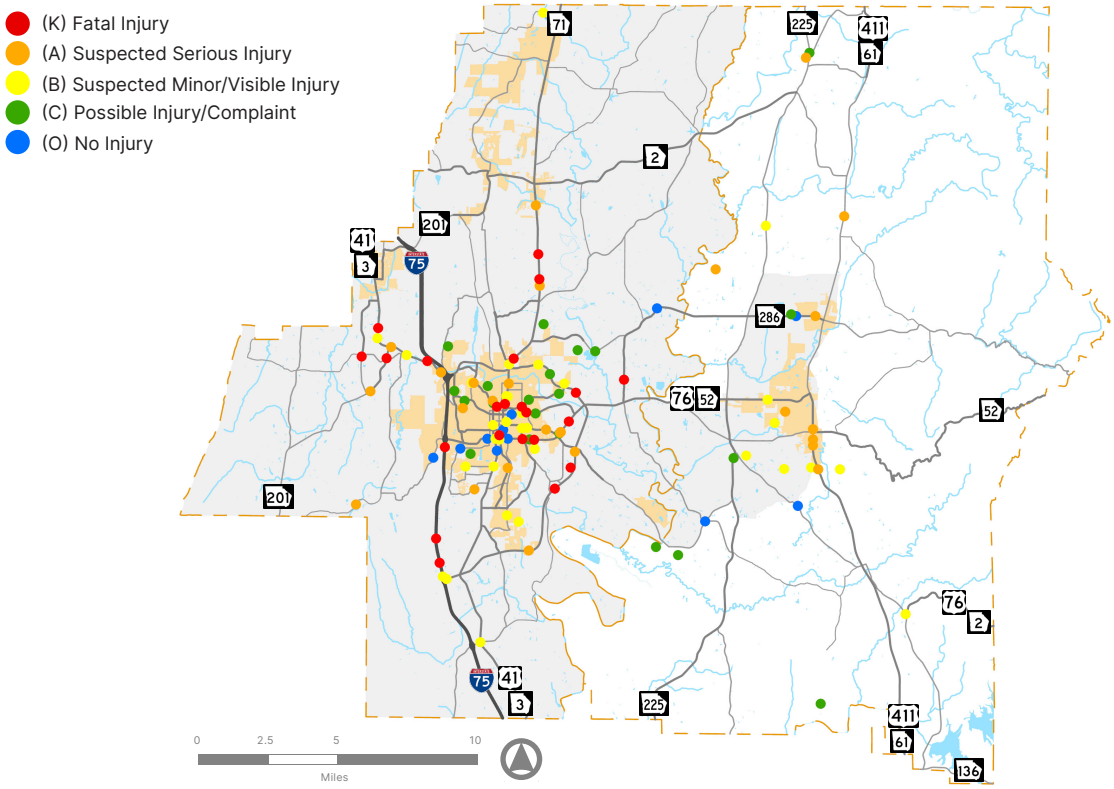
Year	Bicycle	Pedestrian	Motorcycle	Other	Total Crashes
2019	6	23	30	4,188	4,247
2020	8	22	37	3,661	3,728
2021	8	32	29	4,197	4,266
2022	12	26	33	4,106	4,177
2023	11	16	27	4,116	4,170
Total	45	119	156	20,268	20,588
	0.22%	0.58%	0.76%	98%	100%

Figure 52. Bicycle Crashes by Severity (2019-2023)



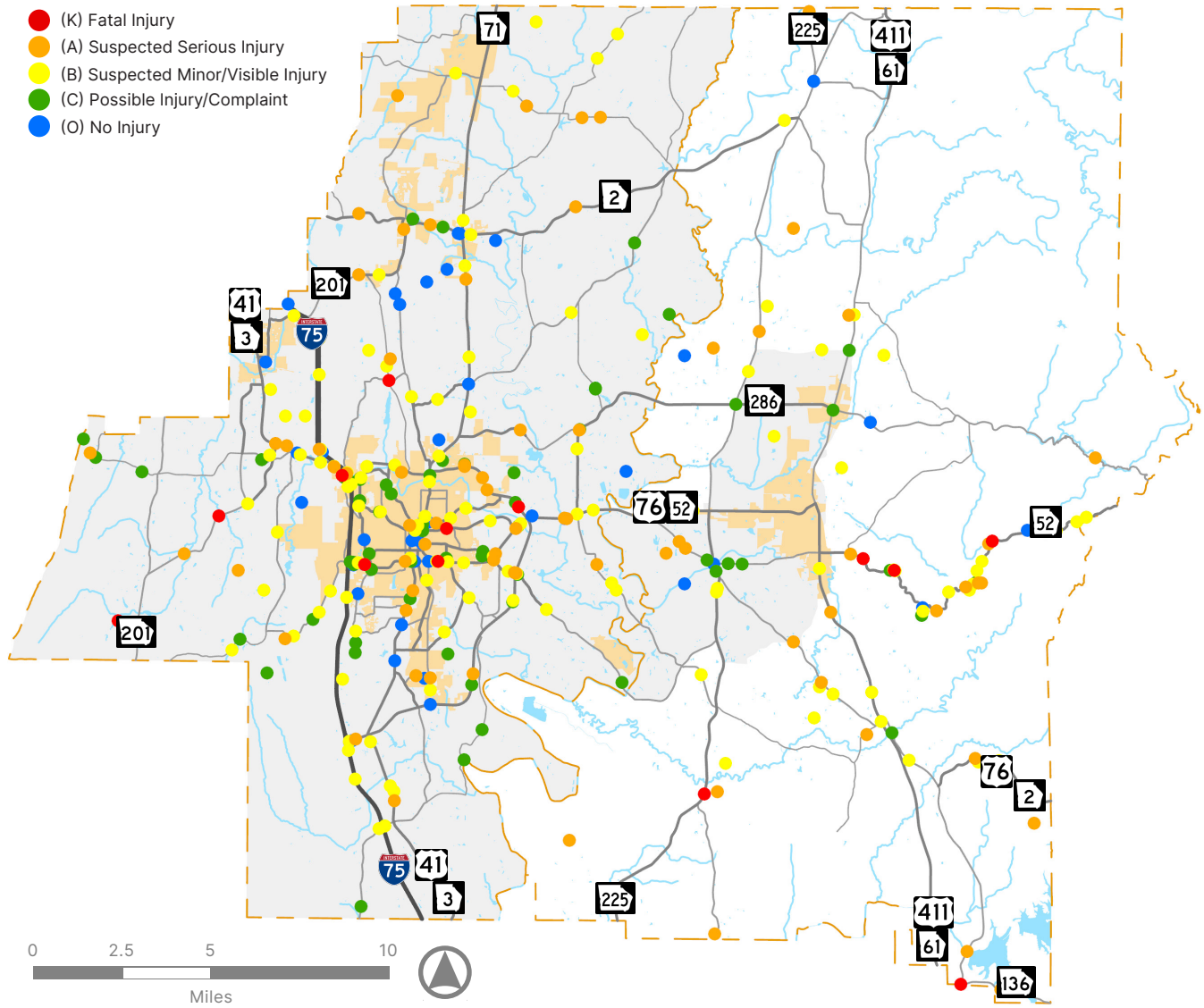
DATA SOURCES: GDOT/AASHTOWare

Figure 53. Pedestrian Crashes by Severity (2019-2023)



DATA SOURCES: GDOT/AASHTOWare

Figure 54. Motorcycle Crashes by Severity (2019-2023)



DATA SOURCES: GDOT/AASHTOWare

Fatal and Serious Injury Crashes

A breakdown of crashes by severity is shown in **Table 10**. The crash severity follows the KABCO Injury Classification scale, which includes fatal crashes (K), serious injury crashes (A), minor injury crashes (B), complaint of injury crashes (C), and property damage only crashes (O).

The KABCO vehicle accident reporting classification system is used across the nation, including within the Greater Dalton MPO and across the state of Georgia, to categorize injury or health impacts that result from roadway crashes. Within Georgia, crashes are categorized into five severity categories:

Fatal Injury (K) - A fatal injury is any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred. If the person did not die at the scene but died within 30 days of the motor vehicle crash, the injury classification should be changed from the attribute previously assigned to the attribute "Fatal Injury." NOTE: The fatality must result from injuries sustained in a crash. Deaths resulting from heart attacks, self-harm, strokes, etc. while operating a motor vehicle that crashes are not motor vehicle fatalities.

Suspected Serious Injury (A) - A suspected serious injury is any injury other than fatal which results in one or more of the following: severe laceration; broken or distorted extremity (i.e. arm or leg); crush injuries; skull, chest, or abdominal injury; significant burns; unconsciousness; or paralysis.

Suspected Minor or Visible Injury (B) - A minor injury is any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include a lump on the head, abrasions, bruises, or minor lacerations.

Possible Injury/Complaint of Injury (C) - A possible injury is any injury reported or claimed which is not a fatal, suspected serious or suspected minor injury.

Non-Injury/Property Damage Only (O) - A crash which does not result in an apparent injury and only results in vehicular and/or real property damage.

Source: GDOT

A majority of crashes resulted in property damage only (72 percent); however, 26 percent of crashes resulted in injuries, and less than one percent were fatal. Serious injury crashes comprised approximately two percent of all reported crashes between 2019 and 2023. Fatal crashes increased between 2019 and 2021 but have since decreased to 25 fatal crashes in 2023. Minor injury and complaint of injury crashes have remained steady on an annual basis.

Table 10. Crashes by Severity

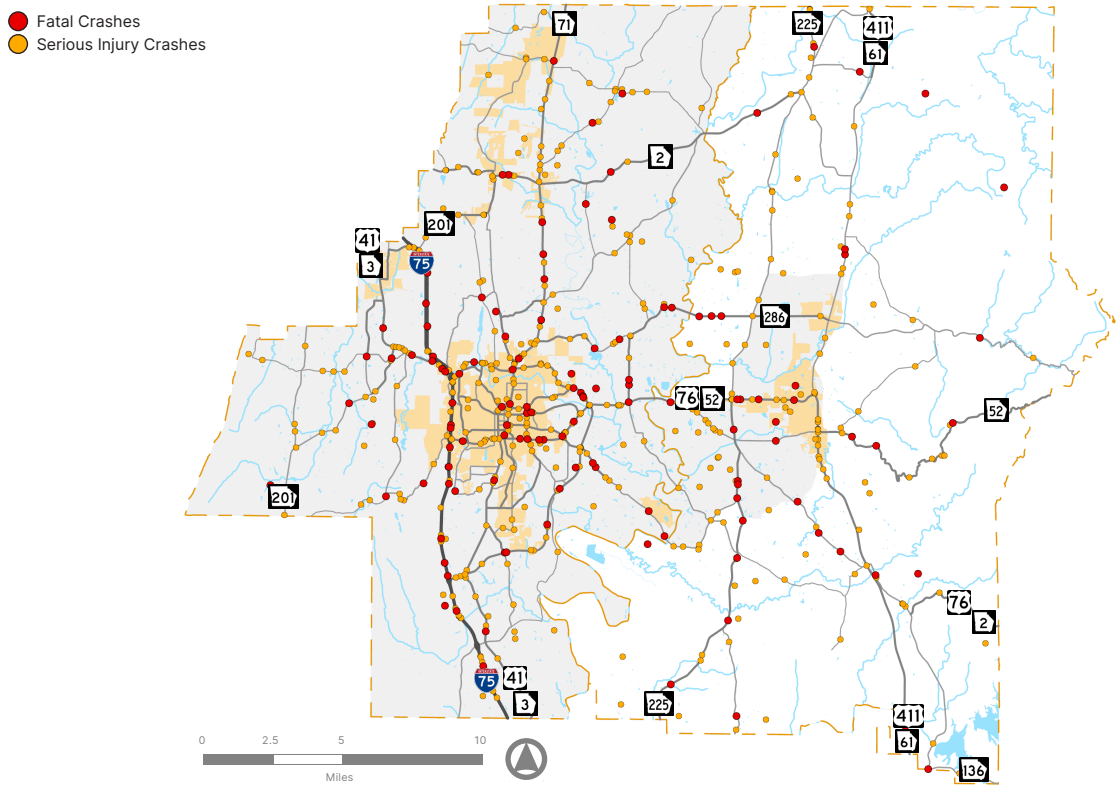
	Fatal	Injury			PDO		
Year	K	A	B	C	O	Unknown	Total Crashes
2019	20	78	391	712	3,014	32	4,247
2020	25	81	386	516	2,691	29	3,728
2021	35	105	382	626	3,083	35	4,266
2022	26	105	380	632	3,018	16	4,177
2023	25	93	388	636	3,003	25	4,170
Total	131	462	1,927	3,122	14,809	137	20,588
	<1%	2%	9%	15%	72%	<1%	100%

As shown in **Table 11**, of the 20,588 reported crashes within Whitfield and Murray Counties between 2019 and 2023, there were 145 fatalities, 555 serious injuries, 2,568 visible injuries, and 4,796 complaints of injury. Like the number of fatal crashes, the number of fatalities has increased over time but injuries by year have fluctuated slightly between 2019 and 2023. Fatal and serious injury crashes are discussed in further detail in this section and are mapped in **Figure 55**.

Table 11. Crashes by Number of Fatalities and Injuries

Year	Fatal Crashes	# of Fatalities	Serious Injury Crashes	# of Serious Injuries	Minor Injury Crashes	# of Minor/ Visible Injuries	Complaint of Injury Crashes	# of Injury Complaints	PDO Crashes	Unknown Crashes	Total Injuries	Total Crashes
2019	20	20	78	92	391	529	712	1,106	3,014	32	1,727	4,247
2020	25	31	81	96	386	507	516	801	2,691	29	1,404	3,728
2021	35	40	105	132	382	506	626	961	3,083	35	1,599	4,266
2022	26	26	105	124	380	496	632	952	3,018	16	1,572	4,177
2023	25	28	93	111	388	530	636	976	3,003	25	1,617	4,170
Total	131	145	462	555	1,927	2,568	3,122	4,796	14,809	137	7,919	20,588
	1%		2%		9%		15%		72%	1%		100%

Figure 55. Fatal and Serious Injury Crashes



DATA SOURCES: GDOT/AASHTOWare

Fatal Crashes

As shown in **Table 12**, there were 131 reported fatal crashes between 2019 and 2023, which resulted in 145 fatalities, 33 serious injuries, 27 minor/visible injuries, and 33 other injury complaints.

Table 12. Reported Fatalities and Injuries by Year Among Fatal Crashes

Year	Fatal Crashes	# of Fatalities	# of Serious Injuries	# of Minor/ Visible Injuries	# of Injury Complaints	Total Injuries
2019	20	20	3	4	10	17
2020	25	31	5	5	2	12
2021	35	40	11	11	11	33
2022	26	26	5	3	8	16
2023	25	28	9	4	2	15
Total	131	145	33	27	33	93

Fatal Crashes by Type

A breakdown of fatal crashes by type is shown in **Table 13**. The largest share of fatal crashes, or over half, were single-vehicle crashes or crashes not with a motor vehicle (compared to 28 percent of all reported crashes between 2019 and 2023). Twenty-four percent of fatal crashes were angle crashes (versus 27 percent overall), and eleven percent were head-on crashes (versus two percent overall). Rear-end crashes comprised five percent of fatal crashes (compared to 30 percent overall). Six percent of fatal crashes were sideswipe crashes (compared to 13 percent overall).

Table 13. Fatal Crashes by Type

Year	Angle	Head On	Rear End	Sideswipe-Same Direction	Sideswipe-Opposite Direction	Not a Collision With Motor Vehicle	Not Specified	Total Crashes
2019	5	2	2	1	0	10	0	20
2020	9	2	0	3	0	11	0	25
2021	8	4	3	3	0	17	0	35
2022	8	3	1	0	1	13	0	26
2023	2	3	0	0	0	20	0	25
Total	32	14	6	7	1	71	0	131
	24%	11%	5%	5%	1%	54%	0%	100%

Fatal Crashes by Lighting Condition

A breakdown of fatal crashes by lighting condition is shown in **Table 14**. Over half of fatal crashes (56 percent) occurred in daylight conditions (compared to 71 percent overall). Crashes in dark-not lighted conditions represented approximately 35 percent of fatal crashes (compared to 17 percent overall). Five percent of fatal crashes were in dark, lighted conditions (compared to eight percent overall).

Table 14. Fatal Crashes by Lighting Condition

Year	Dawn	Daylight	Dusk	Dark-Lighted	Dark-Not-Lighted	Not Specified	Total Crashes
2019	1	13	0	0	6	0	20
2020	0	16	1	0	8	0	25
2021	3	17	0	2	13	0	35
2022	0	13	0	1	12	0	26
2023	0	14	1	3	7	0	25
Total	4	73	2	6	46	0	131
	3%	56%	2%	5%	35%	0%	100%

Fatal Crashes by Road Surface Condition

A breakdown of fatal crashes by road surface condition is shown in **Table 15**. Approximately 84 percent of fatal crashes occurred in dry conditions (compared to 77 percent overall). Crashes in wet conditions represented approximately 16 percent of fatal crashes (compared to 22 percent overall).

Table 15. Fatal Crashes by Road Surface Condition

Year	Dry	Wet	Snow/Ice	Other	Unknown	Total Crashes
2019	16	4	0	0	0	20
2020	20	5	0	0	0	25
2021	29	6	0	0	0	35
2022	22	4	0	0	0	26
2023	23	2	0	0	0	25
Total	110	21	0	0	0	131
	84%	16%	0%	0%	0%	100%

Fatal Crashes Involving Vulnerable Road Users

A breakdown of fatal crashes involving vulnerable roadway users is included in **Table 16**. There were 23 fatal pedestrian crashes (19 percent of all reported pedestrian crashes), seven fatal motorcycle crashes (five percent of all reported motorcycle crashes), and one fatal bicycle crash during this time period.

Table 16. Fatal Crashes Involving Vulnerable Road Users

Year	Bicycle	Pedestrian	Motorcycle	Other	Total Crashes
2019	0	1	1	18	20
2020	0	5	3	17	25
2021	0	9	1	25	35
2022	1	3	2	20	26
2023	0	5	0	20	25
Total	1	23	7	100	131
	0.76%	18%	5.34%	76%	100%

Serious Injury Crashes

According to **Table 17**, there were 462 reported serious injury crashes which resulted in 522 serious injuries, 153 minor/visible injuries, and 110 other injury complaints.

Table 17. Reported Injuries by Year Among Serious Injury Crashes

Year	Serious Injury Crashes	# of Serious Injuries	# of Minor/ Visible Injuries	# of Injury Complaints	Total Injuries
2019	78	89	38	19	146
2020	81	91	13	13	117
2021	105	121	31	23	175
2022	105	119	30	27	176
2023	93	102	41	28	171
Total	462	522	153	110	785

Serious Injury Crashes by Type

A breakdown of serious injury crashes by type is shown in **Table 18**. Twenty-nine percent of serious crashes were angle crashes (versus 27 percent overall), and 47 percent were single-vehicle crashes or crashes not with a motor vehicle (compared to 28 percent overall). Ten percent were rear-end crashes (versus 30 percent overall), four percent of serious injury crashes were sideswipe crashes (compared to 13 percent overall), and head on crashes comprised ten percent of serious injury crashes (compared to two percent overall).

Table 18. Serious Injury Crashes by Type

Year	Angle	Head On	Rear End	Sideswipe-Same Direction	Sideswipe-Opposite Direction	Not a Collision With Motor Vehicle	Not Specified	Total Crashes
2019	28	8	6	2	0	33	1	78
2020	18	7	8	3	0	45	0	81
2021	30	7	13	2	3	49	1	105
2022	29	11	9	1	1	54	0	105
2023	31	12	8	4	0	38	0	93
Total	136	45	44	12	4	219	2	462
	29%	10%	10%	3%	1%	47%	<1%	100%

Serious Injury Crashes by Lighting Condition

A breakdown of serious injury crashes by lighting condition is shown in **Table 19**. Approximately 65 percent of serious injury crashes occurred in daylight conditions (compared to 71 percent overall). Crashes in dark-not lighted conditions represented approximately 25 percent of serious injury crashes (compared to 17 percent overall). Six percent of serious injury crashes were in dark, lighted conditions (compared to eight percent overall).

Table 19. Serious Injury Crashes by Lighting Condition

Year	Dawn	Daylight	Dusk	Dark-Lighted	Dark-Not-Lighted	Not Specified	Total Crashes
2019	2	50	5	2	19	0	78
2020	0	52	3	4	22	0	81
2021	2	66	3	10	23	1	105
2022	2	62	1	8	32	0	105
2023	3	70	0	2	18	0	93
Total	9	300	12	26	114	1	462
	2%	65%	3%	6%	25%	<1%	100%

Serious Injury Crashes by Road Surface Condition

A breakdown of serious injury crashes by road surface condition is shown in **Table 20**. Approximately 83 percent of serious injury crashes within the MPO occurred in dry conditions (compared to 77 percent overall). Crashes in wet conditions represented approximately 16 percent of serious injury crashes (compared to 22 percent overall).

Table 20. Serious Injury Crashes by Road Surface Condition

Year	Dry	Wet	Snow/Ice	Other	Unknown	Total Crashes
2019	64	13	0	0	1	78
2020	69	12	0	0	0	81
2021	83	21	0	0	1	105
2022	95	9	1	0	0	105
2023	73	20	0	0	0	93
Total	384	75	1	0	2	462
	83%	16%	<1%	0%	<1%	100%

Serious Injury Crashes Involving Vulnerable Road Users

A breakdown of serious injury crashes involving vulnerable roadway users is included in **Table 21**. There were 30 pedestrian crashes (25 percent of all reported pedestrian crashes), 35 fatal motorcycle crashes (22 percent of all reported motorcycle crashes), and nine bicycle crashes (20 percent of all reported bicycle crashes) that resulted in serious injuries.

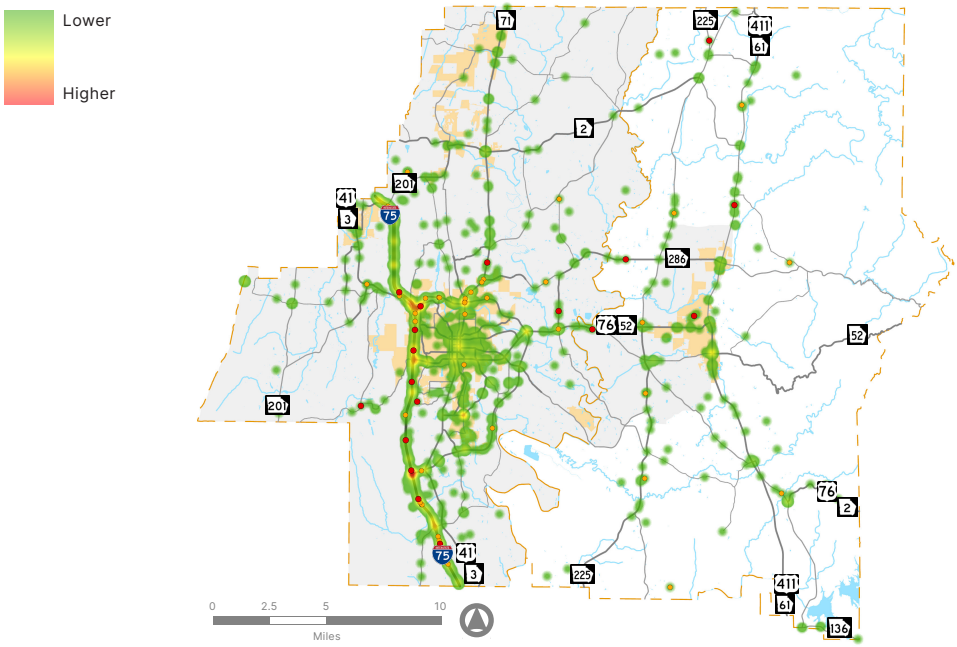
Table 21. Serious Injury Crashes Involving Vulnerable Road Users

Year	Bicycle	Pedestrian	Motorcycle	Other	Total Crashes
2019	1	6	4	67	78
2020	2	5	7	67	81
2021	0	8	6	91	105
2022	5	5	11	84	105
2023	1	6	7	79	93
Total	9	30	35	388	462
	1.95%	6.49%	7.58%	84%	100%

Truck-Involved Crashes

Across Whitfield and Murray Counties, there were 1,505 reported crashes involving trucks which resulted in a total of 20 fatalities and 429 total injuries - 49 serious injuries, 133 visible injuries, and 247 complaints of injury. The crash density map in **Figure 56** shows high truck crash locations across the MPO and elsewhere in Whitfield and Murray Counties.

Figure 56. Truck Crash Density (2019-2023)



DATA SOURCES: GDOT/AASHTOWare

The highest truck crash concentrations are primarily within the City of Dalton with noted concentrations along I-75, especially near interchanges. Other corridors with crash concentrations include on Old Dixie Road near the South Dalton Bypass (US 41/SR 3) as well as along Abutment Road near the intersection with Brickyard Road/Antioch Road.

Crash concentrations are more sparse outside of the City of Dalton as there were several corridors with numerous crashes between 2019 and 2023 including along US 411 in Chatsworth and points north towards the Tennessee state line along with SR 225 and US 76/SR 52.

Temporally, reported crashes are shown by year in **Table 22**. Crashes decreased from 2019 to 2020, likely attributed to effects stemming from the COVID-19 pandemic. In 2021, crash frequencies rose above the number of crashes reported in 2019 before slightly decreasing in 2022 and rising once again in 2023.

Table 22. Truck Crashes by Year

Year	Total Crashes
2019	309
2020	267
2021	314
2022	301
2023	314
Total	1,505

Truck Crashes by Type

A breakdown of truck crashes by type is shown in Table 23. Collectively, approximately 46 percent of crashes were either angle crashes (22 percent) or rear-end crashes (24 percent). Sideswipe crashes represent approximately 33 percent of all truck crashes, 19 percent were single-vehicle crashes, and one percent were head on crashes.

Table 23. Truck Crashes by Type

Year	Angle	Head On	Rear End	Sideswipe-Same Direction	Sideswipe-Opposite Direction	Not a Collision With Motor Vehicle	Not Specified	Total Crashes
2019	64	2	76	93	6	67	1	309
2020	62	1	65	69	15	54	1	267
2021	79	6	68	92	15	54	0	314
2022	67	4	76	92	12	50	0	301
2023	61	5	69	92	19	67	1	314
Total	333	18	354	438	67	292	3	1,505
	22%	1%	24%	29%	4%	19%	<1%	100%

Additionally, there was one truck crash between 2019 and 2023 which involved a bicycle and seven which involved a pedestrian. No reported truck crashes also involved motorcycles.

Truck Crashes by Lighting Condition

A breakdown of truck crashes by lighting condition over the past five years is shown in **Table 24**. Approximately 77 percent of crashes occurred in daylight conditions. Sixteen percent of crashes were in dark, not lighted conditions, and five percent occurred in dark, lighted conditions. The remaining two percent of crashes occurred at dawn or dusk.

Table 24. Truck Crashes by Lighting Condition

Year	Dawn	Daylight	Dusk	Dark-Lighted	Dark-Not-Lighted	Not Specified	Total Crashes
2019	6	231	3	10	59	0	309
2020	4	203	1	15	43	1	267
2021	2	258	1	12	41	0	314
2022	4	230	1	24	42	0	301
2023	2	236	3	9	63	1	314
Total	18	1,158	9	70	248	2	1,505
	1%	77%	1%	5%	16%	<1%	100%

Truck Crashes by Road Surface Condition

A breakdown of truck crashes by road surface condition is shown in **Table 25**. Approximately 81 percent of crashes occurred in dry conditions. Crashes in wet conditions represented approximately 18 percent of all crashes. Less than one percent of all crashes occurred in snow, ice, or other surface conditions.

Table 25. Truck Crashes by Road Surface Condition

Year	Dry	Wet	Snow/Ice	Other	Unknown	Total Crashes
2019	257	51	0	0	1	309
2020	206	60	0	0	1	267
2021	246	68	0	0	0	314
2022	257	43	1	0	0	301
2023	258	55	0	0	1	314
Total	1,224	277	1	0	3	1,505
	81%	18%	<1%	0%	<1%	100%

Top Crash Locations

High-crash intersections were identified by creating a 250-foot radius around each roadway intersection in both Whitfield and Murray Counties and enumerating the number of crashes within each 250-foot radius through geospatial analysis.

Overall

Table 26 shows a ranking of the top 25 intersections by the number of overall crashes. The highest ranked location is at the intersection of North Glenwood Avenue/Cleveland Highway (SR 71) at North Dalton Bypass (US 41/US 76/SR 3), located on the north side of the City of Dalton, with 265 crashes. These top 25 locations are almost all exclusively within the City of Dalton. The high-crash intersections are mapped and labeled by rank in **Figure 57**.

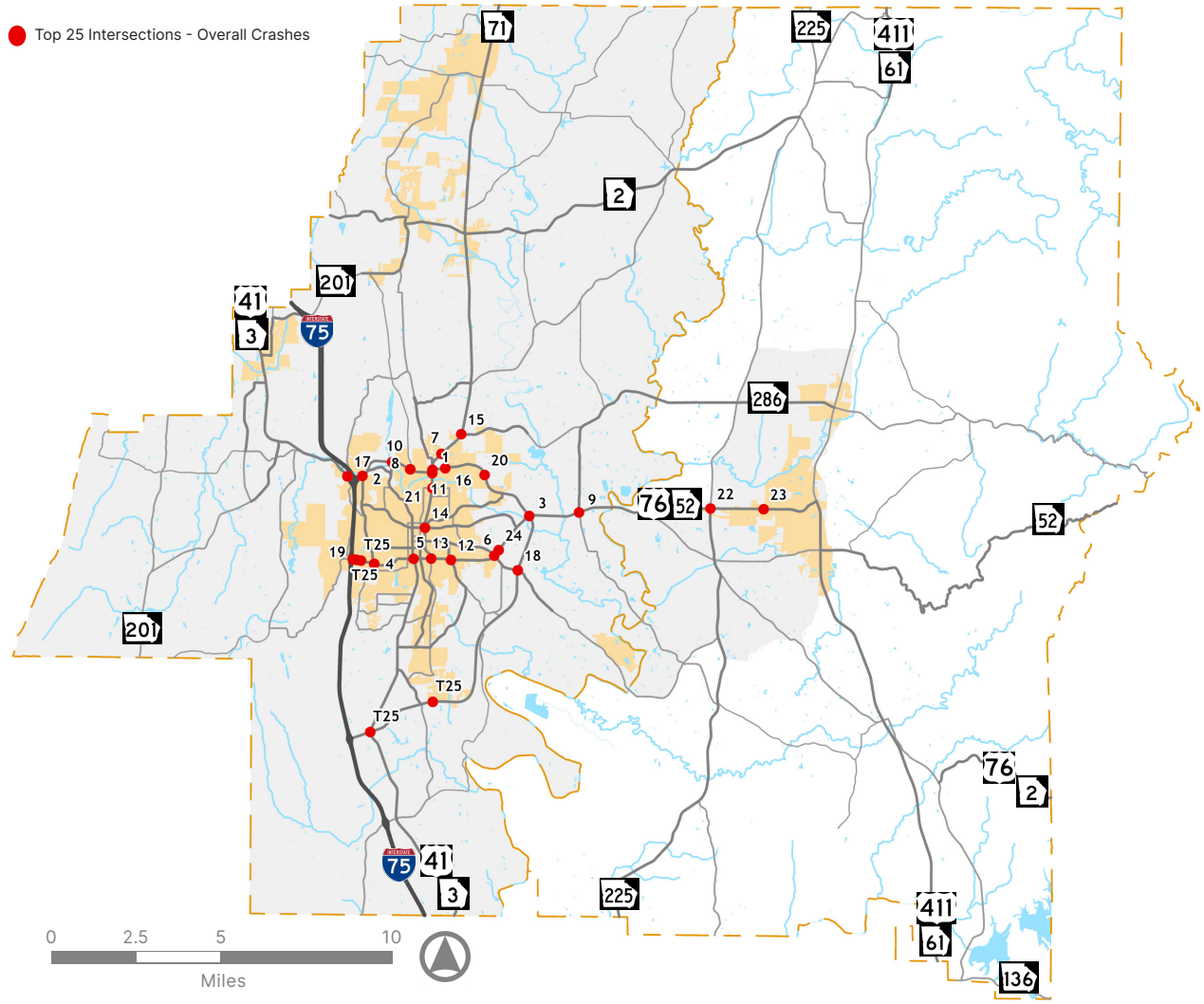
Table 26. Top 25 Intersections by Overall Crashes (2019-2023)

Rank	Location	# of Crashes	Fatal Crashes	Serious Injury Crashes	KA Crashes
1	N Glenwood Ave/Cleveland Hwy (SR 71) @ N Dalton Bypass (US 41/US 76/SR 3)	265	1	1	2
2	N Dalton Bypass (US 41/US 76/SR 3) @ Shugart Rd	259	1	3	4
3	E Walnut Ave (US 76/SR 52) @ N Dalton Bypass (US 41/US 76/SR 3)	219	0	6	6
4	W Walnut Ave (SR 52) @ S Tibbs Rd/Dug Gap Rd	205	0	0	0
5	W Walnut Ave (SR 52) @ S Thornton Ave	174	0	2	2
6	E Walnut Ave (SR 52) @ E Morris St/Airport Rd	164	1	0	1
7	Cleveland Hwy (SR 71) @ Fleming St/N Oak Dr	144	0	2	2
8	N Dalton Bypass (US 41/US 76/SR 3) @ Chattanooga Ave Ext/Reed Rd	120	0	0	0
9	Chatsworth Hwy (US 76/SR 52) @ Lower Dawnville Rd (SR 286)/Cedar Ridge Rd SE	117	1	1	2
10	N Dalton Bypass (US 41/US 76/SR 3) @ N Thornton Ave	116	0	2	2
11	N Glenwood Ave @ Smith Industrial Blvd	105	0	0	0
12	E Walnut Ave (SR 52) @ Fifth Ave/Riverbend Rd	102	1	2	3
13	E Walnut Ave (SR 52) @ Harris St/V D Parrott Jr Pkwy	99	0	0	0
14	N Glenwood Ave @ E Waugh St/MLK Jr Blvd	98	0	1	1
15	Cleveland Hwy (SR 71) @ Dawnville Rd	92	0	1	1
16	N Dalton Bypass (US 41/US 76/SR 3) @ Fleming St/Veterans Dr	91	0	1	1
17	Chattanooga Rd (US 41/US 76/SR 3) @ N Tibbs Rd	90	0	0	0
18	S Dalton Bypass (US 41/SR 3) @ Airport Rd	88	0	3	3
19	W Walnut Ave (SR 52) @ Market St	87	0	0	0
20	N Dalton Bypass (US 41/US 76/SR 3) @ Pleasant Grove Dr NE/Cross Plains Trl	85	0	1	1

Table 26 (continued). Top 25 Intersections by Overall Crashes (2019-2023)

Rank	Location	# of Crashes	Fatal Crashes	Serious Injury Crashes	KA Crashes
21	N Glenwood Ave @ Springdale Rd/Legion Dr	81	0	2	2
22	US 76/SR 52 @ SR 225	80	0	3	3
23	US 76/SR 52 @ Treadwell Rd/Duvall Rd	72	0	0	0
24	E Walnut Ave (SR 52) @ Walmart/Market Central Shopping Center	70	0	4	4
T25	S Dalton Bypass (US 41/SR 3/SR 3 Conn) @ S Dixie Rd (US 41/SR 3)	69	0	1	1
T25	W Walnut Ave (SR 52) @ I-75 NB Ramps	69	0	1	1
T25	S Dalton Bypass (US 41/SR 3) @ Abutment Rd	69	0	0	0
T25	W Walnut Ave (SR 52) @ Planet Fitness/Chick-fil-A	69	0	0	0

Figure 57. Top 25 Intersections by Overall Crashes (2019-2023)



DATA SOURCES: GDOT/AASHTOWare

High Fatal and Serious Injury Crash Locations

Across Whitfield and Murray Counties, there were 42 intersections with two or more fatal or serious injury crashes which are listed in **Table 27** and shown in **Figure 58**.

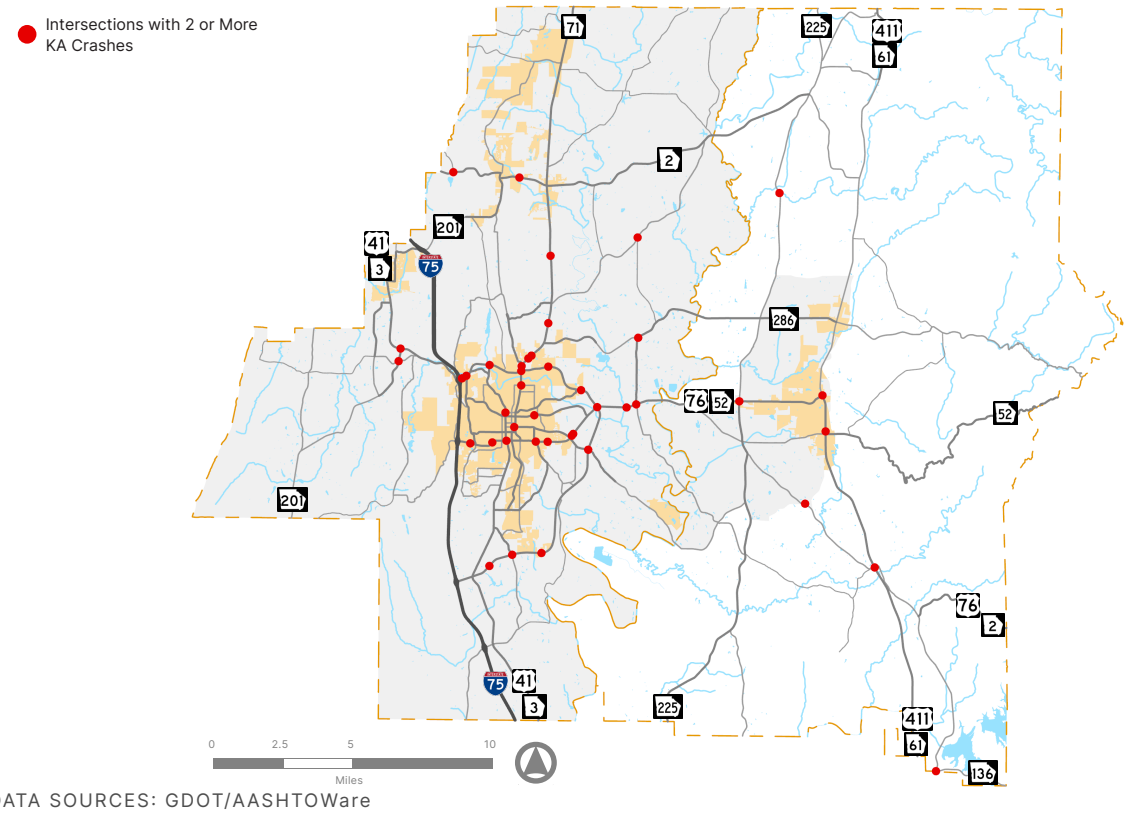
Table 27. Intersections With Two or More KA Crashes (2019-2023)

Location	# of Crashes	Fatal Crashes	Serious Injury Crashes	KA Crashes
E Walnut Ave (US 76/SR 52) @ N Dalton Bypass (US 41/US 76/SR 3)	219	0	6	6
Lower Dawnville Rd NE (SR 286) @ Dawnville Rd	37	0	6	6
N Dalton Bypass (US 41/US 76/SR 3) @ Shugart Rd	259	1	3	4
E Walnut Ave (SR 52) @ Walmart/Market Central Shopping Center	70	0	4	4
N Third Ave (US 411/SR 61) @ G.I. Maddox Pkwy (US 76/SR 52)/Jackson Lake Rd	61	0	4	4
E Walnut Ave (SR 52) @ Fifth Ave/Riverbend Rd	102	1	2	3
S Dalton Bypass (US 41/SR 3) @ Airport Rd	88	0	3	3
US 76/SR 52 @ SR 225	80	0	3	3
N Dalton Bypass (US 41/US 76/SR 3) @ I-75 NB Ramps	47	0	3	3
S Dalton Bypass (US 41/SR 3) @ Corporate Dr	20	0	3	3
Varnell Rd (SR 2) @ Lake Kathy Rd	19	0	3	3
SR 136 @ Old Hwy 411	17	2	1	3
Smyrna Church Rd @ Smyrna Ramhurst Rd	17	1	2	3
N Dalton Bypass (US 41/US 76/SR 3) @ Brooker Dr	14	1	2	3
Cleveland Hwy @ Broadacre Rd	12	1	2	3
N Glenwood Ave/Cleveland Hwy (SR 71) @ N Dalton Bypass (US 41/US 76/SR 3)	265	1	1	2
W Walnut Ave (SR 52) @ S Thornton Ave	174	0	2	2
Cleveland Hwy (SR 71) @ Fleming St/N Oak Dr	144	0	2	2
Chatsworth Hwy (US 76/SR 52) @ Lower Dawnville Rd (SR 286)/Cedar Ridge Rd SE	117	1	1	2
N Dalton Bypass (US 41/US 76/SR 3) @ N Thornton Ave	116	0	2	2
N Glenwood Ave @ Springdale Rd/Legion Dr	81	0	2	2
Cleveland Hwy @ Waring Rd/Hollywood Dr	65	0	2	2
Chattanooga Rd (US 41/US 76/SR 3) @ LaFayette Rd (SR 201)	59	0	2	2
W Walnut Ave (SR 52) @ Kroger/Food City	52	1	1	2
Cleveland Hwy (SR 71) @ Westbrook Rd	50	0	2	2
S Dalton Bypass (US 41/SR 3) @ Five Springs Rd SE/Old Dixie Hwy SE	47	1	1	2
E Walnut Ave (SR 52) @ Sheridan Ave	46	1	1	2

Table 27 (continued). Intersections With Two or More KA Crashes (2019-2023)

Location	# of Crashes	Fatal Crashes	Serious Injury Crashes	KA Crashes
E Walnut Ave (SR 52) @ Old Chatsworth Hwy	41	0	2	2
E Morris St @ Railroad St	36	1	1	2
Fields Ave @ MLK Jr Blvd	32	1	1	2
Third Ave (US 411/SR 61) @ Market St	31	0	2	2
Chatsworth Hwy (US 76/SR 52) @ Cherokee Dr NE/Maddox Mill Rd SE	26	0	2	2
LaFayette Rd (SR 201) @ Old LaFayette Rd	22	1	1	2
Beaverdale Rd NE @ Good Hope Rd NE/Boyles Mill Rd NE	22	0	2	2
Cleveland Hwy @ Orchard Way	21	1	1	2
US 411/SR 61 @ US 76/SR 282/Smyrna Ramhurst Rd	21	0	2	2
Prater Mill Rd NE (SR 2) @ Country Way	20	0	2	2
N Dalton Bypass (US 41/US 76/SR 3) @ Sawgrass Dr	19	0	2	2
N Thornton Ave @ W Hawthorne St	16	0	2	2
S Dalton Bypass (US 41/SR 3) @ Enterprise Dr	15	0	2	2
W Walnut Ave (SR 52) @ Stoneleigh Rd	6	0	2	2
SR 225 @ Sumach Church Rd	4	0	2	2

Figure 58. Intersections With Two or More KA Crashes (2019-2023)



DATA SOURCES: GDOT/AASHTOWare

Additional Safety Findings

Across Whitfield and Murray Counties, there were three intersections with two bicycle crashes which are listed below:

- Cleveland Highway (SR 71) at Westbrook Road
- West Walnut Avenue (SR 52) at West Lakeshore Drive
- North Thornton Avenue at Chattanooga Road

There were four intersections with two or more pedestrian crashes which are listed below:

- East Walnut Avenue (SR 52) at Walmart/Market Central Shopping Center (three pedestrian crashes)
- Cleveland Highway (SR 71) at Broadacre Road (three pedestrian crashes)
- Cleveland Highway (SR 71) at Williams Road NW/ Maresca Drive NE (two pedestrian crashes)
- East Walnut Avenue (SR 52) at Old Chatsworth Highway (two pedestrian crashes)

Lastly, there were 22 intersections with two or more motorcycle crashes:

- Four motorcycle crashes
  - North Dalton Bypass (US 41/US 76/SR 3) at Shugart Road
- Three motorcycle crashes
  - South Dalton Bypass (US 41/SR 3) at Airport Road
  - SR 52/SR 2 at Cliffmine Road
- Two motorcycle crashes
  - Lower Dawnville Road NE (SR 286) at Dawnville Road
  - East Walnut Avenue (SR 52) at East Morris Street/Airport Road
  - North Glenwood Avenue at East Hawthorne Street
  - East Walnut Avenue (SR 52) at South Glenwood Avenue/Abutment Road
  - West Walnut Avenue (SR 52) at South Thornton Avenue
  - Airport Road at Tibbs Bridge Road
  - West Waugh Street at North Selvidge Street
  - West Waugh Street at North Pentz Street
  - East Walnut Avenue (SR 52) at Dycus Road
  - West Walnut Avenue (SR 52) at Kroger/Food City
  - Fields Avenue at MLK Jr Boulevard
  - Chatsworth Highway (US 76/SR 52) at Cherokee Drive NE/Maddox Mill Road SE
  - Tunnel Hill Varnell Road (SR 201) at New Hope Church Road/Lake Kathy Road
  - Shugart Road at Walmart
  - North Dalton Bypass (US 41/US 76/SR 3) at Sawgrass Drive
  - Dawnville Beaverdale Road at Renfroe Road NE
  - Norton Bridge Road at Windmill Drive
  - Fifth Avenue/Riverbend Road at Richards Street
  - Jordan Street at South Cherry Street

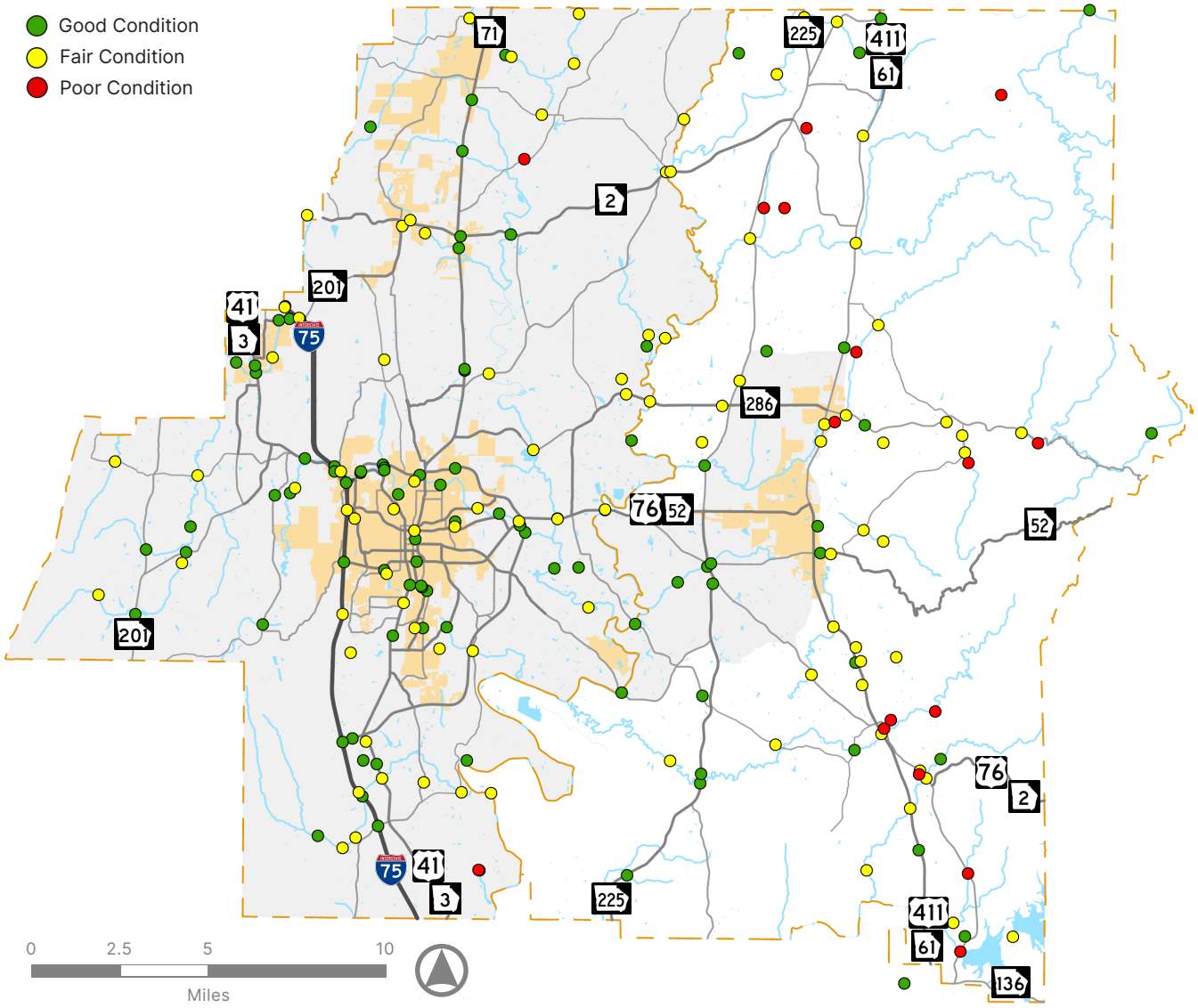
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Bridges

By Condition

According to 2024 data from the National Bridge Inventory (NBI) and GDOT, there are 212 bridge structures in Whitfield County and Murray County with 130 and 82 bridges in each respective County. **Figure 59** below shows bridges within Whitfield and Murray Counties by condition while **Table 28** lists each bridge in poor condition. A majority of bridges are in good or fair condition – 97 bridges are in good condition while 99 bridges are in fair condition; however, there are 16 bridges which are in poor condition. Three of these bridges in poor condition are located within the MPO boundary – two in Whitfield County and the third in Murray County southeast of Eton.

Figure 59. Bridges by Condition



DATA SOURCES: GDOT/National Bridge Inventory (2024)

Table 28. Bridges in Poor Condition

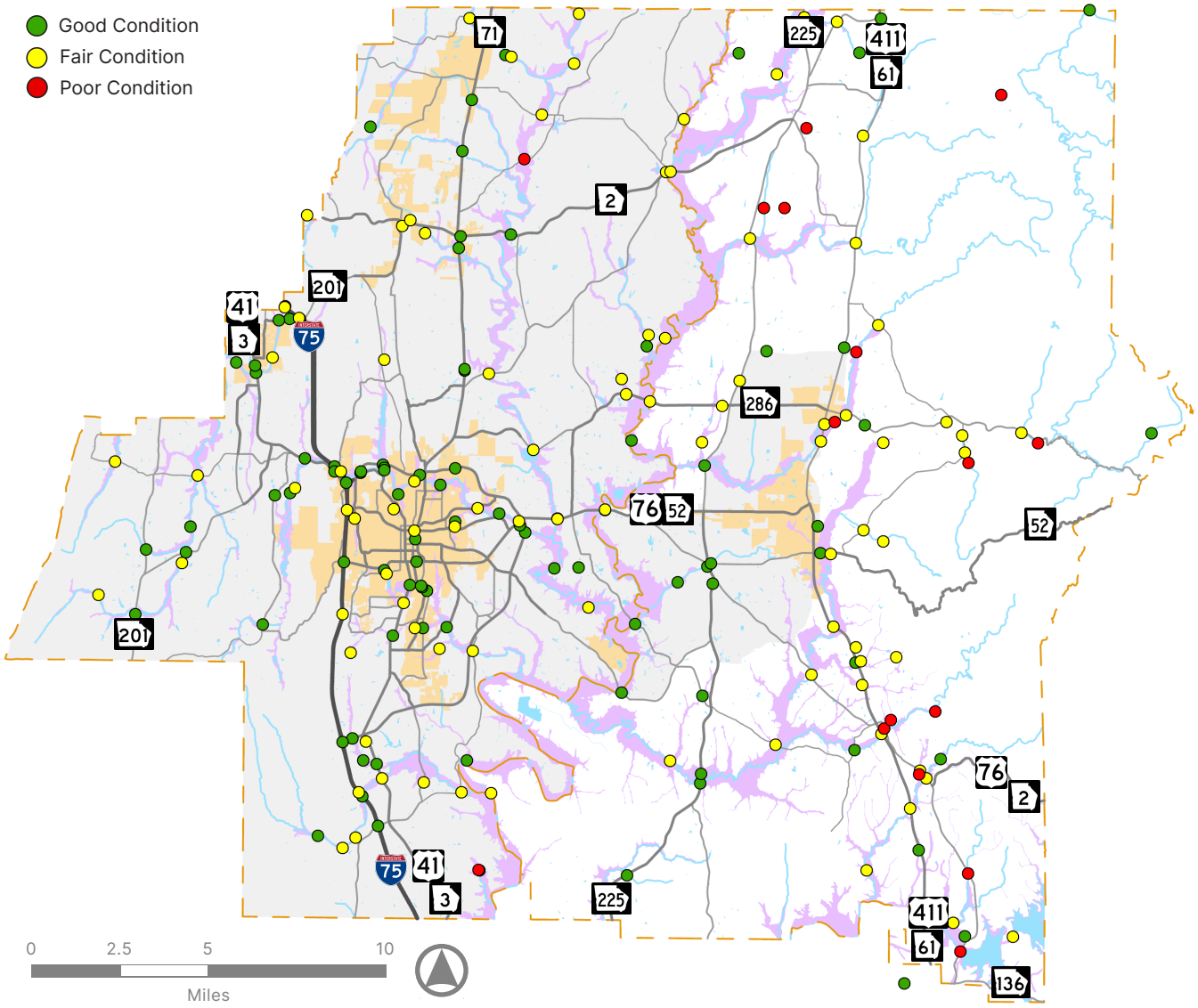
Bridge ID	Location	County	In 100-Year Floodplain?
213-0033-0	US 76/SR 282 Over Rock Creek	Murray	Yes
213-0043-0	Old US 411 Over Coosawattee River	Murray	Yes
213-0044-0	Old US 411 Over Willbanks Branch	Murray	No
213-0048-0	CCC Camp Rd Over Emery Creek	Murray	No
213-5002-0	Hemphill Rd Over Sugar Creek Tributary	Murray	Yes
213-5004-0	Dennis Mill Rd Over Rock Creek	Murray	Yes
213-5007-0	Old Federal Rd Over Mill Creek	Murray	Yes
213-5009-0	Loughridge Rd Over Mill Creek	Murray	Yes
213-5027-0	Hasslers Mill Rd Over Mill Creek	Murray	No
213-5028-0	Cool Springs Rd Over CSX Railroad	Murray	No
213-5037-0	Hawkins Rd Over Sumac Creek Tributary	Murray	No
213-5038-0	Hawkins Rd Over Sumac Creek Tributary	Murray	No
213-5039-0	Old SR 2 Over Conasauga River Tributary	Murray	No
213-5041-0	McNelly Rd Over Conasauga River Tributary	Murray	No
313-5050-0	McGaughey Chapel Rd Over Coahulla Creek	Whitfield	Yes
313-5053-0	Nance Springs Cir Over Conasauga River Tributary	Whitfield	Yes

Vulnerable Assets

One of the areas that the Dalton region may be vulnerable to is flooding due to intense period of precipitation. To that end, the project team reviewed the location of fair and poor condition bridges with respect to 100-year floodplains along water features such as the Conasauga River, Coahulla Creek, and Holly Creek, among other water features.

Based on the map shown in **Figure 60**, 140 of the 212 bridge structures in Whitfield and Murray Counties are within the 100-year floodplain. Of these 140 bridges, eight are in poor condition (50 percent of all poor condition bridges in both counties), 71 bridges are in fair condition (72 percent of all fair condition bridges in both counties), and 61 bridges are in good condition (63 percent of all good condition bridges in both counties). The eight bridges in poor condition which are within the 100-year floodplain are listed in **Table 28** on the previous page.

Figure 60. Bridges by Condition Against 100-Year Floodplain



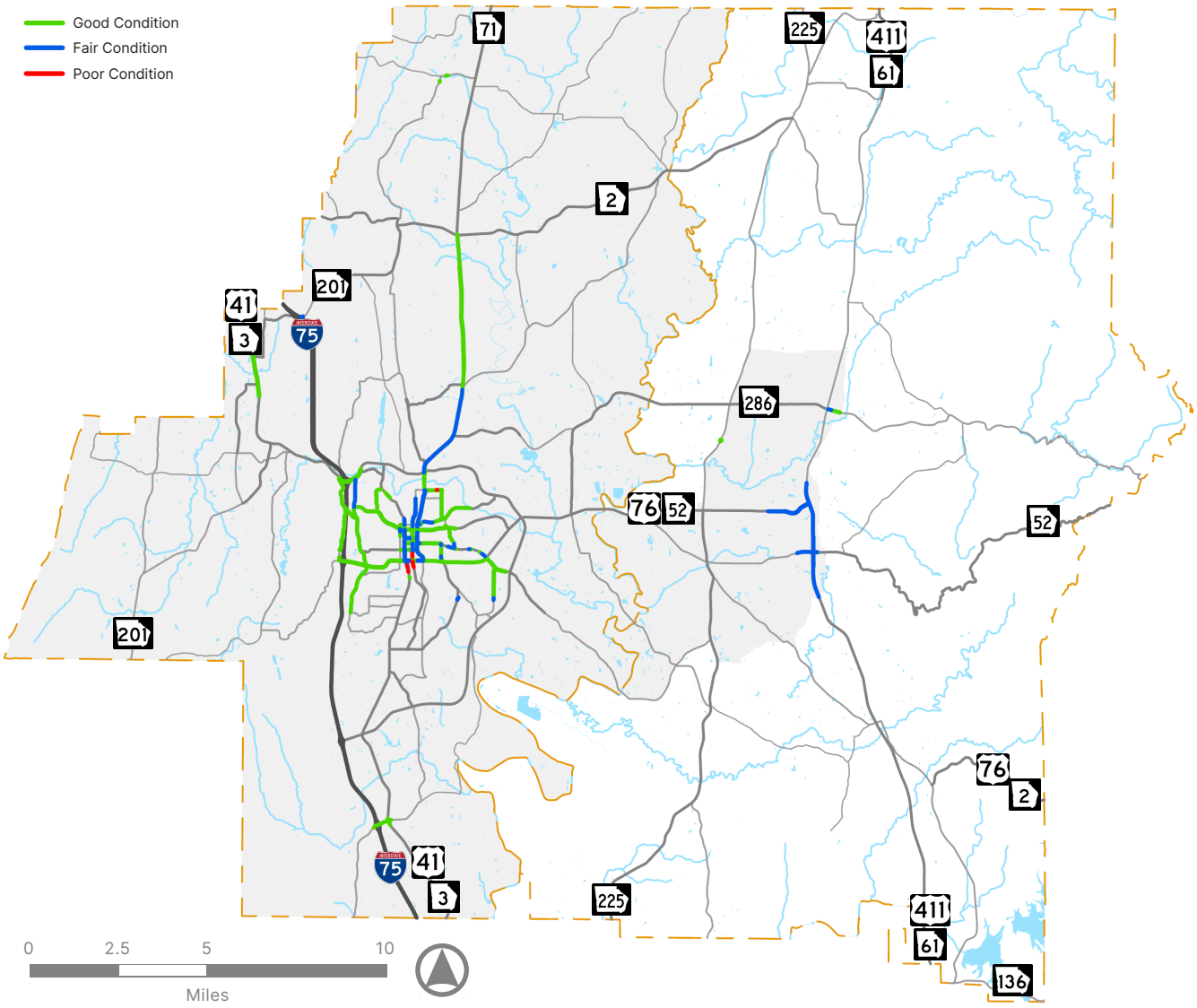
DATA SOURCES: GDOT/National Bridge Inventory (2024), U.S. Federal Emergency Management Authority

Bicycle and Pedestrian Travel

Figure 61 on the next page shows sidewalks along arterial and collector streets within Whitfield and Murray Counties by condition. Based on project team analysis, there are over 65 linear miles of sidewalks along arterial and collector streets within the two counties, with over 46 linear miles in good condition, nearly 19 linear miles in fair condition, and less than one linear mile in poor condition. Locations with sidewalks in poor condition include along Thornton Avenue between Lakemont Drive and Walnut Avenue (SR 52) as well as Hamilton Avenue between Bryant Avenue and Walnut Avenue (SR 52) as well as between Franklin Street and Emery Street. Corridors with major gaps in the sidewalk network include:

- East Morris Street between 5th Avenue and East Walnut Avenue (SR 52)
- East Walnut Avenue (SR 52) between East Morris Street and the North Dalton Bypass (US 41/US 76/SR 3)
- East MLK Jr. Boulevard between South Grade Drive and East Walnut Avenue (SR 52)
- Underwood Street between Phoenix Place and North Dalton Bypass (US 41/US 76/SR 3)
- North Glenwood Avenue between Legion Drive and North Dalton Bypass (US 41/US 76/SR 3) - east side only
- Veterans Drive/Fleming Street between Legion Drive and Cleveland Highway (SR 71)
- North Thornton Avenue between south of West Tyler Street and North Dalton Bypass (US 41/US 76/SR 3)
- West Waugh Street between Shugart Road and Broadrick Drive - north side only
- Chattanooga Road between North Dalton Bypass (US 41/US 76/SR 3) and North Thornton Avenue
- Chattanooga Road (US 41/US 76/SR 3) between North Tibbs Road and Tunnel Hill city limits
- South Dixie Road between South Dalton Bypass (US 41/SR 3) and Bryant Avenue

Figure 61. Pedestrian Infrastructure by Condition



DATA SOURCES: Consultant Team Analysis

Regional Transit Profile

Existing Transit Services

The Dalton region does not currently have a fixed-route transit system. However, the region is served by two distinct demand-response transit services, operated independently by Whitfield County and Murray County. These services provide flexible transportation options to meet the needs of residents and will be discussed in detail in the following sections.

Whitfield County Transit Services

The Whitfield County Transit Service (WCTS) provides demand-responsive and route-deviation transportation services under the FTA 5311 grant program. Operating Monday through Friday from 6:30 AM to 6 PM, WCTS offers curb-to-curb service for all county residents, with trip purposes ranging from medical and educational needs to shopping and recreational activities. Reservations are required 48 hours in advance, and the fare for the general public is $4.00 per one-way trip. The transit system operates a fleet of ten vehicles and as of 2023 manages all operational and administrative services internally.

While service is available to all, WCTS primarily supports disadvantaged populations, including elderly individuals, those with disabilities, and low-income residents, improving access to essential destinations across Whitfield County. This aligns with the goals of the 2050 MTP to support mobility and accessibility for all residents. Approximately 80 percent of trips are concentrated in the urban core of Dalton, although services are available countywide. WCTS also fulfills contracted services through an agreement with the Georgia Department of Human Services (DHS), with Transit Alliance, Inc. acting as the primary contractor.

The FTA 5311 grant that supports WCTS covers capital, operating, and administrative expenses. The federal share can account for up to 80 percent of eligible capital and administrative costs and up to 50 percent of operating expenses. In 2023, WCTS reported total operating expenses of $917,208, with funding sources comprised of $314,416 from directly generated funds (fare revenue), $368,479 from the federal government, and $234,313 from local government contributions.[1] There was no capital funding reported in 2023.

In 2023, WCTS recorded 27,212 annual unlinked trips, covering 134,402 annual vehicle revenue miles and 6,269 annual vehicle revenue hours. This equates to an operating cost of $33.71 per passenger and an efficiency of 21.44 revenue miles per hour. Despite relatively high operating costs per passenger, the service is a critical component of the region's transportation network, ensuring equitable access to essential services and opportunities for individuals who lack access or the ability to use an automobile.

1 2023 Annual Agency Profile - Whitfield County (NTD ID 41138), National Transit Database, https://www.transit.dot.gov/sites/fta.dot.gov/files/transit_agency_profile_doc/2023/41138.pdf

Murray County Transit

Murray County Transit is a demand-responsive public transportation service available to all residents of Murray County. Operating Monday through Friday from 8 AM to 5 PM, the service provides transportation to key destinations, including the Charles Judy Poag Senior Center, doctor's offices, grocery stores, pharmacies, and other locations within Murray County. Additionally, Murray County Transit offers trips for medical appointments in Dalton to residents of Murray County. As of 2020, the fleet consists of seven vehicles, and wheelchair service is available upon request. All trips require advanced reservations at least 24 hours in advance.

Murray County Transit provides essential transportation services, particularly to vulnerable and underserved populations. By offering wheelchair-accessible vehicles and flexible trip scheduling, Murray County Transit ensures access to necessary services for residents throughout the county. Although smaller in scale compared to the WCTS, Murray County Transit is a vital component of the community's transportation network, promoting mobility and improving the quality of life for its neediest residents.

Murray County Transit is funded through a combination of fare revenue, federal assistance, and local contributions. In 2020, the total operating expenses amounted to $319,567. The funding sources for the year 2020 included $13,340 from fare revenues, $191,421 from federal assistance, $49,200 from local funds, and $65,606 from other sources.[2]

In 2020, Murray County Transit recorded 7,873 annual unlinked passenger trips, traveling 42,992 annual vehicle revenue miles and providing 3,193 annual vehicle revenue hours. These figures resulted in an operating cost of $40.59 per passenger, with a service efficiency of 13.46 revenue miles per hour. The operating expenses per revenue mile were $7.43, and the operating expenses per revenue hour were $100.08. On average, there were 0.18 unlinked trips per revenue mile and 2.47 unlinked trips per revenue hour. Should more recent operational data become available, this document will be updated accordingly.

Table 29 summarizes the latest transit service operations information for Whitfield County and Murray County transit services for the years 2023 and 2020, respectively.

2 Murray County Transportation System – 2020 Agency Profile, National Transit Database, https://www.transit.dot.gov/sites/fta.dot.gov/files/transit_agency_profile_doc/2020/4R03-41040.pdf

Table 29. Transit Service Operations Information: Whitfield County Transit Service and Murray County Transit

Transit Service Operations Information	Whitfield County Transit Service	Murray County Transit
Data Year	2023	2020
Service Type	Demand Responsive	Demand Responsive
Service Consumption		
Annual Unlinked Trips (UPT)	27,212	7,873
Service Supplied		
Vehicles Operated in Maximum Service	10	7
Annual Vehicle Revenue Miles	134,402	42,992
Annual Vehicle Revenue Hours	6,269	3,193
Revenue Miles Per Hour	21.44	13.46
Summary of Operating Expenses (OE)		
Total Operating Expenses	$917,208	$319,567
Fare Revenue	$0	$13,340
Fare Revenue to Operating Expenses Ratio	0.00%	4.17%
Operating Cost Per Passenger	$33.71	$40.59
Service Efficiency		
Operating Expenses Per Revenue Mile	$6.82	$7.43
Operating Expenses Per Revenue Hour	$146.31	$100.08
Service Effectiveness		
Unlinked Trips Per Revenue Miles	0.20	0.18
Unlinked Trips Per Revenue Hours	4.34	2.47
Operating Expenses per Unlinked Trips	$33.71	$40.59

DATA SOURCES: National Transit Database (NTD)

Regional Transit Profile

Efforts to evaluate and enhance multimodal transportation options for the Dalton region have been ongoing for many years. Studies conducted in 2006 and 2012 analyzed the feasibility of implementing fixed-route transit services in the region. Additionally, the 2024 NWGRC Regional Transit Development Plan (TDP) provides a strategic framework to enhance and expand transit services across the 15 counties of the Northwest Georgia region. The following sections provide an overview of these past studies and their key findings.

2006 Public Transportation Needs Study

Completed in January 2006, the Public Transportation Needs Study examined the feasibility of introducing fixed-route transit services within the area. Five potential service options were developed:

- **Options 1 and 2** proposed demand-responsive services that would expand the existing Whitfield County Transit System across the entire county.
- **Options 3, 4, and 5** introduced various fixed-route services for the urbanized area of Dalton, each with different levels of service coverage.

Ultimately, **Option 5** was recommended, featuring:

- A fixed-route service within the City of Dalton, complemented by Americans with Disabilities Act (ADA) paratransit services.
- Six proposed routes operating Monday through Friday for 12 hours per day.
- The elimination of the then-existing demand-responsive service.

The study also outlined four potential management structures for the proposed transit system:

1. Local government owned and operated
2. Contracted service
3. Local government owned/operations contracted out
4. Multi-Agency operating agreement

Despite these comprehensive recommendations, the associated costs proved to be a significant barrier, and neither the City of Dalton nor Whitfield County moved forward with implementation.

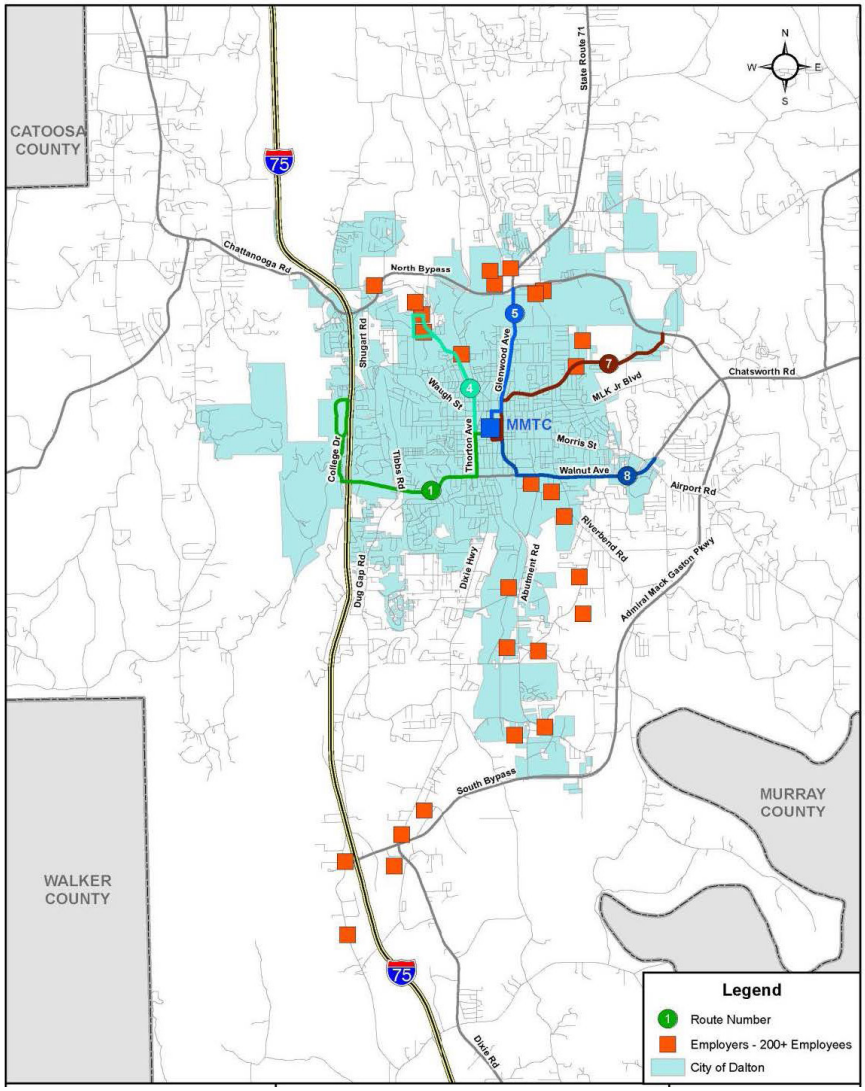
2012 Transit Feasibility Study

In July 2012, with funding from a FTA 5307 grant, a **Transit Feasibility Study** was conducted to explore potential transit solutions. This study evaluated four alternatives and identified eleven candidate routes for a flexible route system radiating from a proposed multimodal transit center in central 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 AM to 7 PM with a 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 demand-responsive service; adds a new paratransit service for eligible persons; includes Monday through Friday operations from 6 AM to 7 PM; with a frequency of 30 minutes during peak periods and 60 minutes during off-peak periods; and included five routes for local fixed-route services within the Dalton area. The five routes included in the recommended alternative are as follows:
    - Route 1 – Dalton State College/West Walnut Avenue, routing from a proposed transit center to West Cuyler Street to South Thornton Avenue to West Walnut Avenue (SR 52) to College Drive to George Rice Drive (4.5 miles, one-way length)
    - Route 4 – Medical Center/Thornton Avenue, routing from the same proposed transit center to West Cuyler Street to the north on North Thornton Avenue to Memorial Drive and looping back via Memorial Drive to Broadrick Drive to Professional Boulevard to south on North Thornton Avenue (2.8 miles, one-way length)
    - Route 5 – Glenwood Avenue, routing from the proposed transit center to North Hamilton St to West Waugh Street to North Glenwood Avenue to North Dalton Bypass (US 41/US 76/SR 3) (2.3 miles, one-way length)
    - Route 7 – Underwood St, routing from the proposed transit center to West Morris Street to North Glenwood Avenue to east on Underwood Street to North Dalton Bypass (US 41/US 76/SR 3) (3.3 miles, one-way length)
    - Route 8 – Walmart/Walnut Square Mall/East Walnut Avenue, routing from the proposed transit center to West Morris Street to south on Glenwood Drive to east on East Walnut Avenue (SR 52) to Walmart (2.7 miles, one-way length)

The system map for this preferred alternative is illustrated in **Figure 62.** A detailed analysis of the alternatives considered, including the recommended alternative, can be found in the study report.

Figure 62. GDMPO Transit Study Service Alternative 4



DATA SOURCES: GDMPO 2040 Long Range Transportation Plan (LRTP)

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

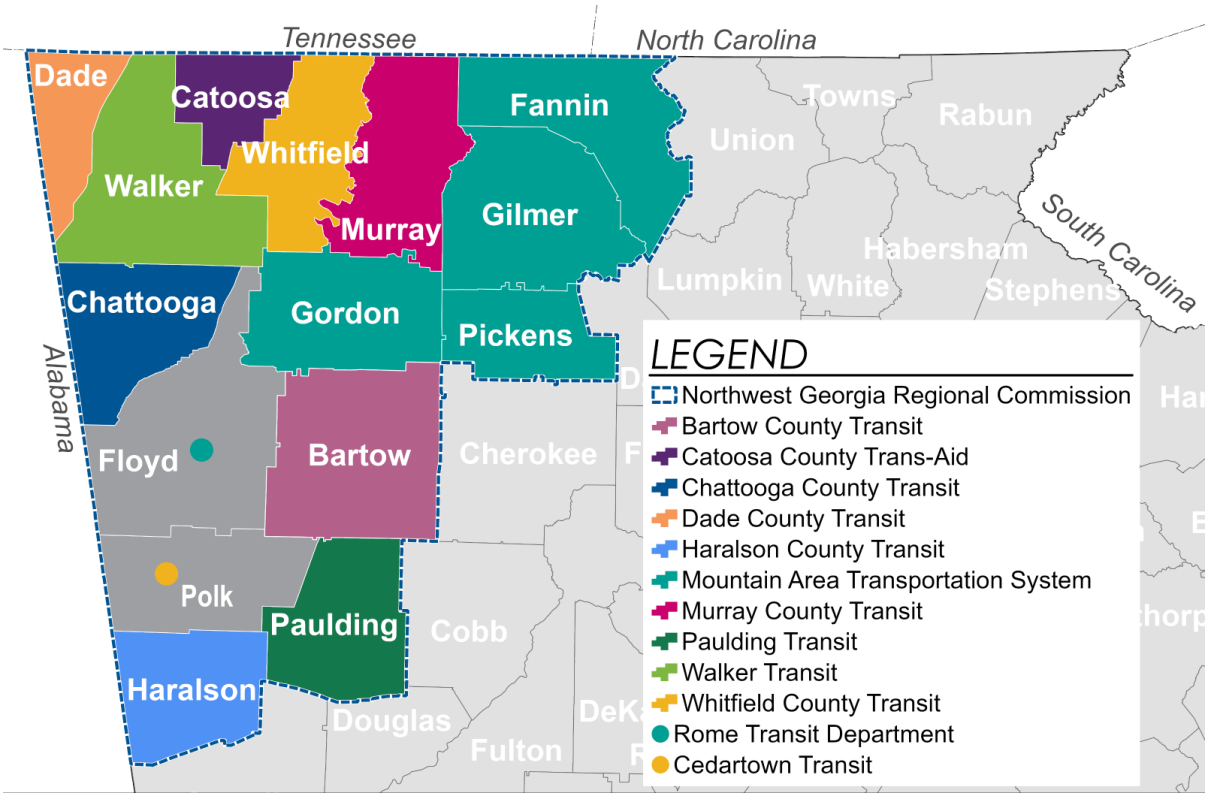
- Annual Operating and Maintenance Costs: $1,223,861
- Capital Costs:
  - **New Vehicles:** From $364,000 to $1,920,000
  - **Bus Maintenance Facility:** From $2.4 to $6 million
  - **Transit Center Costs:** From $200 per square foot to $450 per square foot depending on whether the Transit Center is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

Although the plan was not formally approved, the study outlined potential next steps, including the development of an implementation plan. An implementation plan would further detail ridership projections, operational strategies, financial planning, and social, legal, and regulatory considerations.

2024 Northwest Georgia Regional Transit Development Plan

The Northwest Georgia Regional TDP[3] provides a strategic framework to enhance and expand transit services across the region's 15 counties as shown in **Figure 63** below. Developed by the NWGRC in collaboration with GDOT and local stakeholders, the plan aims to improve regional mobility, enhance connectivity, and address the needs of transit-dependent populations. The TDP provides a comprehensive analysis of current transit conditions, identifies service gaps, and proposes actionable strategies to expand and enhance transit offerings in alignment with the region's growth and development goals.

Figure 63. Transit Services in the NWGRC Region



DATA SOURCES: NWGRC, Transit Development Plan (2024)

3 Northwest Georgia Regional Commission, Transit Development Plan https://regionaltdp-gdot.hub.arcgis.com/pages/nwgrc

Key Findings and Recommendations

- **Service Gaps and Unmet Needs**
  - The NWGRC TDP identifies significant gaps in cross-county transit services, particularly in connecting rural areas to major employment hubs and healthcare facilities in cities such as Dalton, Rome, and Cartersville.
  - Limited service hours, especially the lack of evening and weekend transit options, create challenges for shift workers and residents relying on public transportation for essential services.
  - Many residents are unaware of available transit services, highlighting the need for improved public outreach and awareness campaigns.
  - The TDP underscores the region's growing senior population and individuals with disabilities who face barriers to accessing medical appointments and daily needs.

- **Expansion Recommendations**
  - Proposes the addition of new flexible and fixed-route transit services to enhance connectivity, particularly between the region's cities and underserved rural areas.
  - Recommends a regional vanpool/commuter program to provide affordable and reliable transportation for longer-distance commuters traveling to employment hubs outside their home counties.
  - Suggests expanding existing demand-responsive services and exploring micro-transit options to provide more personalized on-demand transit solutions.
  - Encourages collaboration with neighboring transit agencies to improve cross-county service coordination and provide seamless transit experiences for riders.

- **Enhancement Strategies**
  - Advocates for extended service hours, with proposed operating times from early morning (5 AM) to late evening (9 PM) to better accommodate work schedules.
  - Recommends upgrading transit fleets with vehicles better suited to the region's hilly and rural terrain, ensuring reliability and efficiency.
  - Proposes the implementation of real-time transit tracking, mobile ticketing, and enhanced scheduling systems to improve rider experience and operational efficiency.
  - Encourages investment in transit facilities, such as bus stops and shelters, to enhance passenger comfort and accessibility.

- **Regional Coordination Efforts**
  - Calls for the establishment of a Regional Mobility Manager to oversee transit planning, coordinate services among counties, and support funding applications.
  - Promotes the creation of a regional fare system to allow for easier travel across county lines without the need for multiple-fared payments.
  - Encourages stronger collaboration between transit agencies, employers, and healthcare providers to align transit services with workforce and healthcare demands.
  - Recommends forming a regional transit operators' group to share best practices, coordinate service schedules, and leverage resources collectively.

- **Funding and Sustainability**
  - Identifies key funding sources, including FTA grants (Section 5311 for rural areas and Section 5307 for urbanized areas), GDOT funding, local government contributions, and public-private partnerships.
  - Recommends exploring alternative funding options, such as employer-sponsored transit programs and developer contributions for transit-friendly developments.
  - Emphasizes the importance of grant writing and advocacy efforts to secure additional funding and support for long-term transit improvements.
  - Encourages the establishment of dedicated transit funding mechanisms at the local level to ensure sustainable operations.

- **Implementation Roadmap**
  - Provides a phased implementation approach, categorizing recommendations into:
    - **High-Impact Projects**: Regional service expansion, new commuter services, and cross-county coordination initiatives.
    - **Mid-Impact Projects**: Micro-transit pilot programs, extended service hours, and targeted marketing efforts.
    - **Fundamental Actions**: Administrative improvements such as hiring key staff, developing funding strategies, and strengthening transit governance structures.
  - The TDP outlines an initial one-year action plan focusing on foundational improvements, followed by mid- and long-term initiatives based on funding availability and stakeholder collaboration.

Regional Freight Profile

Regional Freight Context

The Dalton region serves as a critical hub for freight movement in north Georgia, driven by its robust industrial base and strategic location along key transportation corridors. The area's economy is anchored by a diverse array of industries, highlighted by carpet and flooring production, along with other key sectors such as data centers, automotive parts manufacturing, solar panel production, chemicals, and plastics. As the "Floor Covering Capital of the World," Dalton is home to globally recognized companies such as Shaw Industries, Inc., Mohawk Industries, and Engineered Floors. These industries rely heavily on efficient freight systems to support their operations, from raw material storage and manufacturing to distribution and export. These industries not only underpin the local economy but also contribute to regional and global supply chains through high volumes of freight movement.

Major Industries and Employers

The flooring industry dominates freight activity in the region, generating a continuous flow of goods that rely heavily on trucking for movement. With four I-75 interchanges providing direct access to carpet-related businesses, the highway network plays an essential role in connecting local industries to national and international markets. The process of carpet production involves a high volume of intra-county truck trips, moving raw materials, in-progress goods, and finished products between manufacturing sites, warehouses, and distribution centers. For example, Shaw Industries, the largest employer in Whitfield County, operates 63 manufacturing plants and warehouses across the region and generates over 600 intrastate trailer trips each weekday. Additionally, the company facilitates approximately 700 interstate shipments weekly, split between its fleet and common carriers, ensuring seamless movement of goods to markets throughout the U.S. and beyond. These freight operations highlight the critical role of the Dalton region as a key node in the regional and global freight network.

Table 30 provides a list of the largest manufacturing and non-manufacturing employers within the Dalton region.

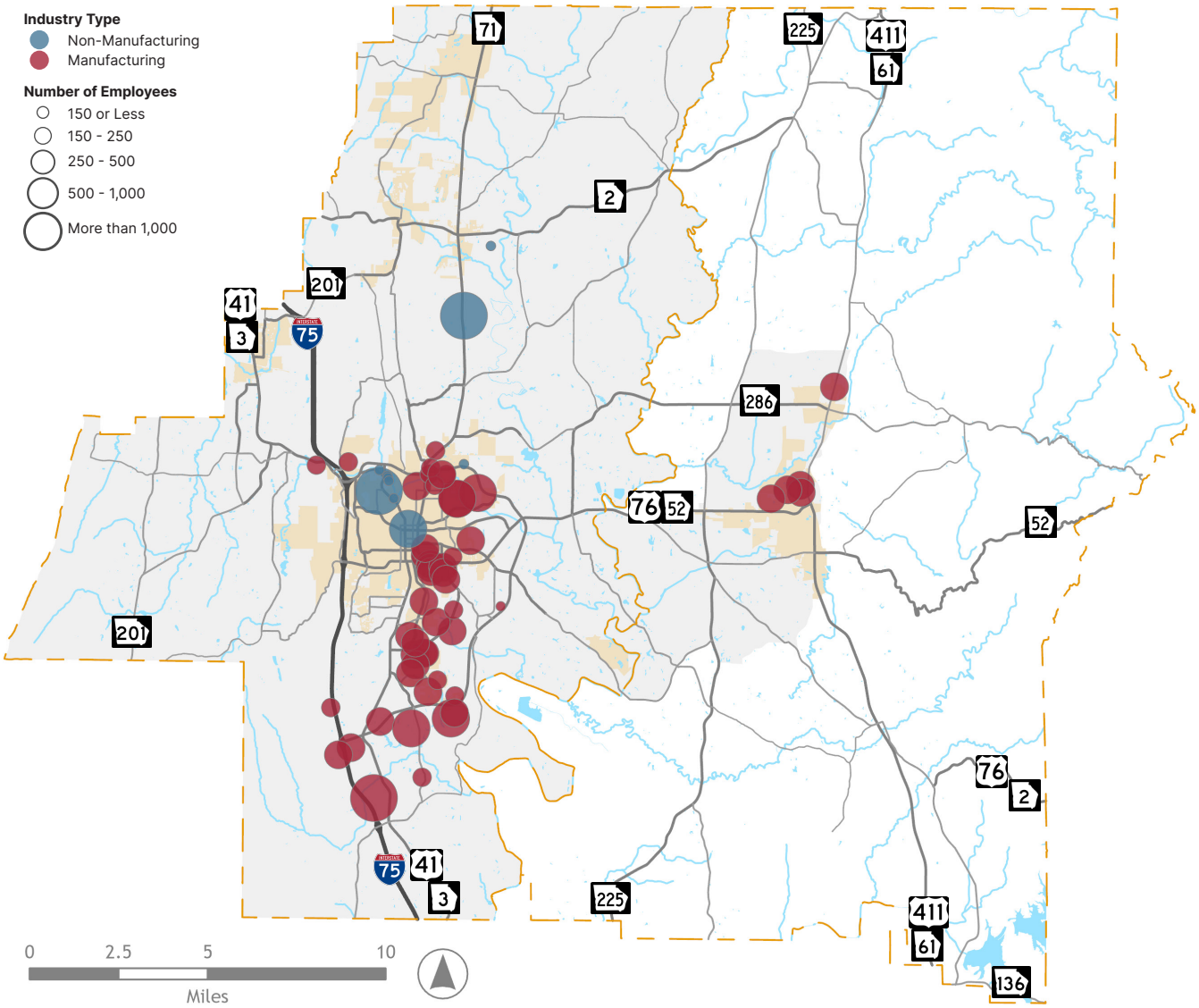
The locations of these major regional employers are shown in **Figure 64** on the following page.

Table 30. Largest Manufacturing and Non-Manufacturing Employers in the Dalton Region

Largest Manufacturing Employers	Number of Employees	Largest Non-Manufacturing Employers	Number of Employees
Shaw Industries, Inc./U.S. Floors	6,133	Whitfield County Schools	1,899
Mohawk Industries	4,172	Hamilton Medical Center	1,763
Engineered Floors, LLC/ J+J Flooring Group	3,600	Dalton Public Schools	970
Q cells	1,800	Whitfield County	707
Tarkett	1,182	City of Dalton	675
Marketing Alliance	650	Walmart- Walnut Avenue	326
SHIROKI North America, Inc.	385	Dalton Utilities	309
Phenix Flooring, LLC/ Division of Mannington	365	Walmart- Shugart Road	276
Durkan Hospitality/ Division of Mohawk	363	The Andersen Company	250
Garland Sales, Inc.	250	North Georgia Health District	186
Lyle Industries	250	Windstream Communications	175
Cherokee Carpet	165	Highland Rivers Center	157
Dorsett Industries, Inc.	129		
Challenger Turf, Inc.	100		

DATA SOURCES: Dalton-Whitfield Joint Development Authority, https://locationdalton.com/regional-data/major-employers

Figure 64. Major Regional Employers



DATA SOURCES: Dalton-Whitfield Joint Development Authority

Regional Freight Connections

The Dalton region benefits from an extensive multimodal freight network that plays a critical role in supporting the region's industries and economic activities by providing connections to national and international markets. The region is located along the strategic I-75 corridor, which serves as a key north-south freight route, linking Dalton to major economic centers across the U.S. This corridor facilitates the efficient movement of goods to Chattanooga and Nashville toward the northwest and extends southeast through Atlanta, providing access to the Port of Savannah for international cargo shipments. Additionally, freight connections extend southwest to the Alabama Port Authority in Mobile, further strengthening the region's access to global trade routes.

Rail infrastructure also plays a significant role in the region's freight movement. The Appalachian Regional Port (ARP) located near Crandall in Murray County, consists of an inland port facility for intermodal freight that connects regional industries to the national and international rail network via the CSX rail corridor. Additionally, a rail yard south of the City of Dalton, adjacent to the shared CSX and Norfolk Southern (NS) corridor in Whitfield County, supports industrial freight operations in and around Dalton. Air cargo connections are provided by Lovell Field (Chattanooga Metropolitan Airport), located approximately 30 miles northwest of Dalton, and Hartsfield-Jackson Atlanta International Airport, one of the world's busiest international air cargo hubs, located about 100 miles southeast of the region. These robust freight connections collectively strengthen the Dalton region's role in national and global supply chains, supporting economic growth and industrial competitiveness.

Regional Goods and Commodities

The Dalton region's freight profile is characterized by a diverse mix of commodities that underscores its role as a critical logistics hub in Georgia. To analyze the movement of goods and commodities in the region, data from the Freight Analysis Framework (FAF5)[4] was utilized. However, the standard FAF5 dataset was found to be too broad for the purposes of this MTP, as the FAF region encompassing Dalton covers almost the entire state of Georgia, making it difficult to draw precise conclusions. To address this limitation, experimental FAF5 county-level estimates[5] released on December 31, 2024, were used to gain a more localized and accurate understanding of freight flows in the Dalton area. Based on these county-level estimates, the region handles significant inbound and outbound flows across several commodity categories:

- **Chemicals, Wood, and Metals:** This industrial category dominates both import and export flows, primarily moved by trucks, with over 3,200 tons imported and nearly 3,700 tons exported via the region's highway system. The high tonnage in this segment reflects the region's strong industrial base and its integration into regional supply chains.
- **Agricultural Products:** Substantial volumes, exceeding 800 tons in both imports and exports, are transported exclusively by truck. This suggests a reliance on road-based networks for perishable and high-value products that support local agribusiness and food processing sectors.
- **Gravel, Mining Products, and Manufactured Goods:** These commodities are moved predominantly by truck, with rail providing a notable secondary mode for gravel and mining products, particularly on the export side, where rail moves over 300 tons in the region. The presence of these commodities in the regional freight mix indicates a steady demand driven by construction and manufacturing activities.
- **Coal and Other Energy Products:** Although not as prominent in volume as chemicals or agriculture, energy products still see significant regional movement, with nearly 480 tons imported primarily through pipelines and over 600 tons exported using a mix of trucks and pipelines. This dual modality emphasizes the region's critical role in energy distribution networks.

4 Freight Analysis Framework, Bureau of Transportation Statistics, https://www.bts.gov/faf
5 Freight Analysis Framework Version 5 (FAF5): Experimental County-Level Estimates, Bureau of Transportation Statistics, Published December 31, 2024 https://www.bts.gov/faf/county

Table 31 and **Table 32** below provide summary information on the tonnages of commodities imported to and exported from the Dalton region using Standard Classification of Transportation Goods (SCTG) Group codes and Modes of Transport.

Table 31. Tonnage of Commodities (Domestically) Imported by Mode

Import Commodities	Truck	Rail	Water	Multiple Modes and Rail	Pipeline	Total
Agricultural Products	865	9	0	7	0	882
Gravel and Mining Products	697	54	0	11	17	779
Coal and Other Energy Products	479	19	0	2	434	935
Chemicals, Wood, and Metals	3,228	114	0	75	0	3,417
Manufactured Goods, Mixed Freight, Waste, and Unknown	730	10	0	14.3	0	754
Total Imports	5,999	207	0	109	451	6,766

DATA SOURCES: Freight Analysis Framework 5 (FAF5) Experimental County-Level Estimates

Table 32. Tonnage of Commodities (Domestically) Exported by Mode

Export Commodities	Truck	Rail	Water	Multiple Modes and Rail	Pipeline	Total
Agricultural Products	836	0	0	0	0	836
Gravel and Mining Products	861	342	0	74	0	1,277
Coal and Other Energy Products	380	0	0	0	232	612
Chemicals, Wood, and Metals	3,697	188	0	207	0	4,092
Manufactured Goods, Mixed Freight, Waste, and Unknown	1,092	0	0	0	0	1,092
Total Exports	6,866	530	0	281	232	7,909

DATA SOURCES: Freight Analysis Framework 5 (FAF5) Experimental County-Level Estimates

The Dalton region's freight network demonstrates a clear dominance of truck transport across most commodity categories, underscoring the importance of road-based logistics for both speed and accessibility. This is particularly evident in agricultural products, chemicals, wood, and metals, which rely heavily on trucks due to their need for rapid delivery and supply chain responsiveness. At the same time, rail plays a crucial role in handling bulk commodities like gravel and mining products, especially for exports where over 300 tons are transported by rail. Pipelines emerge as a specialized but significant mode for energy-related commodities, with nearly half of all imported energy products moving through this mode, reinforcing the region's role in fuel distribution. The mix of these transport modes highlights the region's strategic freight networks, balancing efficiency, speed, and cost-effectiveness in commodity movement.

Geographically, the region's freight movements are closely tied to the major counties across Georgia. As shown in **Table 33**, the major origins and destinations include key areas within Georgia including Richmond, Chatham, Bibb, and Muscogee Counties. This inter-county connectivity reinforces the region's strategic importance to freight corridors in Georgia, supporting both regional economic development and the broader multimodal transportation system.

Table 33. Top Origins and Destinations by Tonnage of Commodities

Top Origins (By Tonnage)	Tons (2022)	Top Destinations (By Tonnage)	Tons (2022)
Richmond County, GA	340	Richmond County, GA	281
Chatham County, GA	318	Muscogee County, GA	245
Bibb County, GA	261	Bibb County, GA	217
Muscogee County, GA	228	Houston County, GA	203
Floyd County, GA	162	Columbia County, GA	196

DATA SOURCES: Freight Analysis Framework 5 (FAF5) Experimental County-Level Estimates

Regional Freight Assets

Highway Freight Corridors

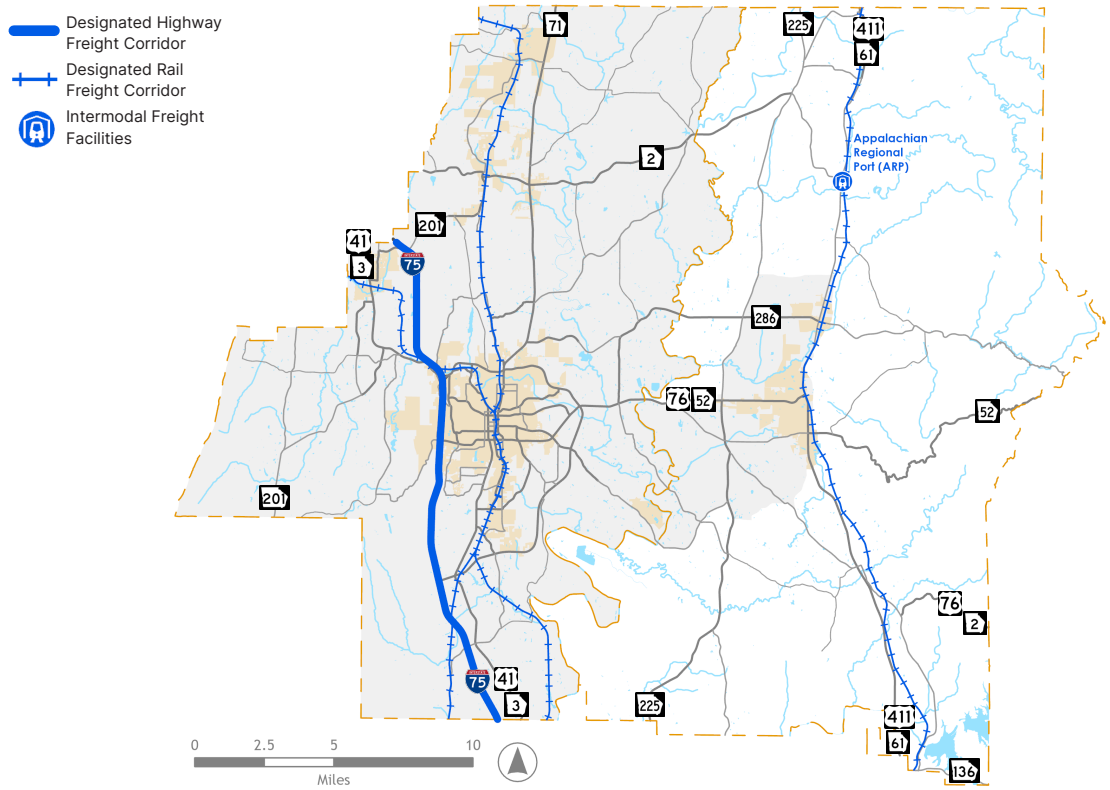
Highway freight corridors in the Dalton region play a critical role in supporting the movement of goods and materials essential to the local, regional, and national economy. These corridors facilitate the efficient transportation of raw materials and finished products to and from the region's industrial facilities and connect these products to national and international markets. The seamless functioning of the freight network is vital to the supply chain, as any disruptions can result in economic impacts that extend beyond the region's boundaries.

To optimize freight movement and minimize the negative impact of heavy vehicle traffic in local communities, designated regional freight corridors consolidate freight traffic on specific routes. These corridors enable easier management of freight operations while reducing conflicts with residential and commercial areas. At the federal level, the U.S. Department of Transportation (USDOT) designates certain highways as part of the National Highway Freight Network (NHFN), while state DOTs, such as the GDOT, identify corridors within the Georgia State Freight Network to enhance connectivity and system performance.

Within the Dalton region, I-75 serves as the primary freight corridor. This north-south highway is a designated part of the NHFN, the National Highway System (NHS), and the Georgia State Freight Network. As a key regional and national asset, I-75 is integral to supporting the efficient movement of goods across state lines and throughout the greater region. Additionally, USDOT's Multimodal Freight Office is establishing the National Multimodal Freight Network (NMFN)[6] to strategically direct resources toward improving freight system performance, prioritizing federal investments, and achieving national freight policy goals. I-75 is included in the draft NMFN as a designated Highway Freight Corridor, further highlighting its importance in the regional and national freight system.

Figure 65 provides a depiction of the composite freight network in the Dalton region, which includes the designated highway freight network, such as I-75, as well as the region's designated railroad freight network.

Figure 65. Regional Highway and Railroad Freight Network



DATA SOURCES: GDOT/Federal Railroad Administration (FRA)

6 National Multimodal Freight Network (NMFN), U.S. Department of Transportation, https://www.transportation.gov/freight-infrastructure-and-policy/NMFN

Railroad Corridors

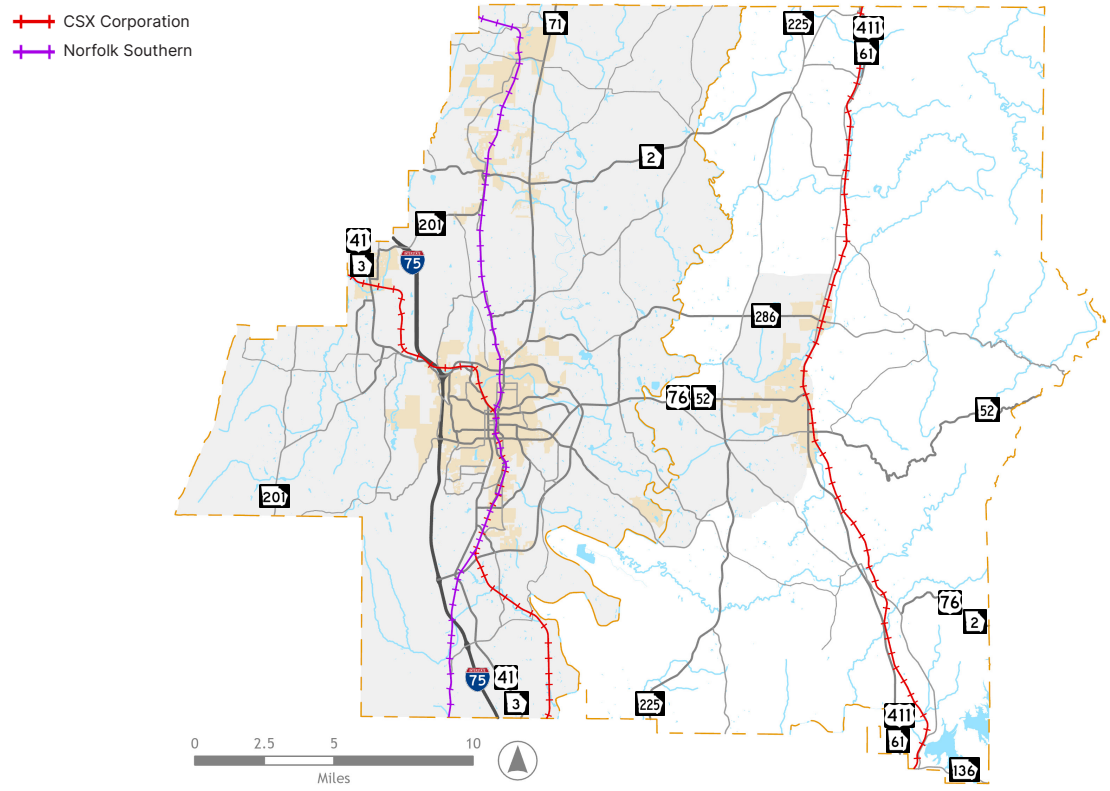
The railroad freight corridors in the Dalton region serve as critical components of the regional and national freight network, enabling the efficient movement of goods and materials to support the area's economy. The region is primarily served by **CSX Transportation** and **Norfolk Southern (NS) Corporation**, both Class I railroads, which provide essential north-south connectivity from the metropolitan area to regional as well as national markets and beyond.

The railroad network within the region includes three distinct railroad corridors:

- **CSX Corridor (East):** This 21.2-mile corridor traverses Murray County, linking the region to Cartersville in the south and Knoxville in the northeast.
- **CSX Corridor (West):** This 29.1-mile route runs through Whitfield County, connecting the Dalton region to Rome in the south and Chattanooga in the northwest.
- **NS Corridor:** This corridor spans 27.1 miles through Whitfield County, providing connections to Cartersville in the south and Cleveland, Tennessee in the north.

While **Figure 65** provided an overview of the designated railroad freight network within the Dalton region, **Figure 66** below illustrates the alignments of the railroad corridors and their respective ownerships.

Figure 66. Railroad Corridor Ownership



DATA SOURCES: GDOT/FRA

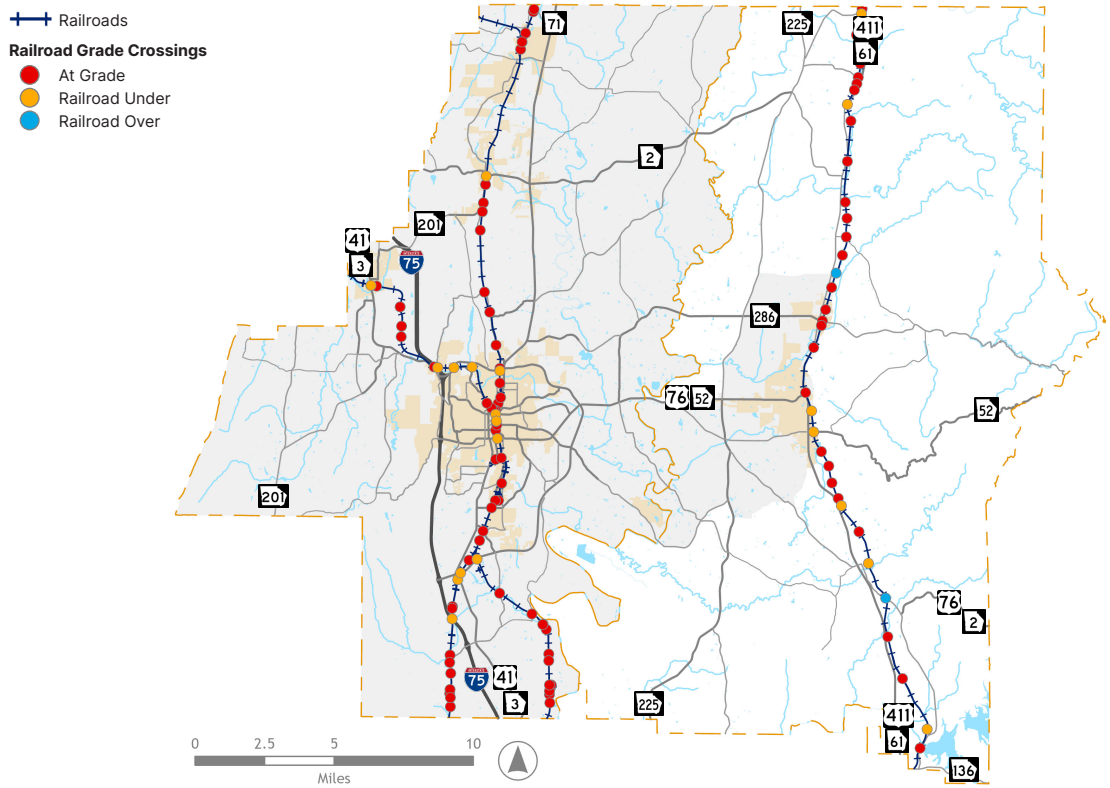
As indicated in the previous 2045 MTP, rail operations within the region vary by location, reflecting differences in train volumes and speeds. In Dalton, the shared NS and CSX corridor accommodates approximately 50 trains per day, with operating speeds ranging from 15 to 50 miles per hour (MPH). In Tunnel Hill, northwest of Dalton, CSX operates between 22 and 26 trains per day at speeds of 22 to 45 MPH. Varnell, due north of Dalton, sees NS train operations of 27 to 36 trains per day, with speeds ranging from 5 to 50 MPH. In Cohutta, north of Varnell, CSX manages 44 trains per day, while NS operates between 18 and 27 trains per day, with speeds ranging from one to 50 MPH, depending on the operator.

Together, these rail freight corridors form a vital backbone for the movement of goods within and beyond the region, ensuring seamless access to key markets across Georgia, Tennessee, and beyond. The integration of these rail corridors into the region's freight system supports efficient freight operations, minimizes reliance on road-based freight transportation, and enhances the region's economic competitiveness. These corridors reinforce the region's role as a vital hub for trade and contribute to the overall sustainability of the transportation network.

Railroad Grade Crossings

Railroad crossings are critical points of interaction between rail and road networks and play a significant role in ensuring the safety of both vehicle and rail traffic. Collisions between passenger or commercial vehicles and trains represent one of the leading sources of fatalities in the rail industry, underscoring the importance of effective design, management, and maintenance of these crossings. Within the Dalton region, there are 110 railroad crossings, comprised of 86 at-grade crossings and 24 grade-separated crossings. Grade-separated crossings provide a safer alternative by eliminating the interaction between road and rail traffic, whereas at-grade crossings remain a potential source of conflict and require appropriate safety measures. **Figure 67** shows the location of all rail crossings within the Dalton region, categorized by their position.

Figure 67. Railroad Grade Crossings by Position



DATA SOURCES: FRA

At-grade rail crossings are categorized into two types based on the level of safety features:

- **Active Crossings:** These are equipped with warning and control devices such as bells, flashing beacons, and gates to alert and manage vehicular and pedestrian traffic.
- **Passive Crossings:** These crossings feature minimal warning devices, such as yield signs, stop signs, or pavement markings, as defined by the Manual on Uniform Traffic Control Devices (MUTCD).

Of the 86 at-grade crossings, all but two are active crossings with some form of signage or signal installed. The two passive crossings are located within private property. Active crossings are prioritized for locations with higher traffic volumes or greater potential for vehicle-train interactions, while passive crossings are generally found in lower-traffic areas.

Effective railroad crossing management is essential to minimize conflicts between rail and vehicular traffic, particularly at at-grade crossings where no grade separation exists. In Dalton and Cohutta, the presence of numerous at-grade railroad crossings frequently causes significant delays for vehicular traffic, especially when long trains pass through these intersections. Additionally, in Dalton, the two primary railroad lines (CSX and Norfolk Southern) intersect, requiring one train to wait for the other to clear. This results in compounded delays at downstream crossings.

To mitigate these issues, collaboration between rail operators and local officials is critical. Strategies such as “breaking trains” for delays exceeding 15 minutes might be explored to reduce the impact on traffic. The challenges posed by the merging of rail operations near downtown Dalton underscore the need for coordinated efforts to address the traffic impacts at key rail-street crossings.

Railroad Crashes

Between 2020 and 2024, a total of eight highway-rail grade crossing incidents were reported to the Federal Railroad Administration (FRA) by railroad operators within the Dalton region. Of these incidents, one resulted in the fatality of a pedestrian, two caused injuries to crossing users, and the remaining incidents resulted in property or vehicle damage. It is important to note that the data analyzed did not include vehicle type, so it is unclear whether any of the vehicles involved were commercial.

Intermodal and Freight Facilities

The Dalton region benefits from a well-integrated network of intermodal facilities that support efficient truck-to-rail and rail-to-truck transfers, enhancing connectivity for both regional and national freight movement. This network plays a critical role in facilitating the movement of a wide variety of commodities, contributing to regional economic growth and supply chain efficiency.

Rail Terminals and Transload

In Dalton, two adjacent facilities work in concert to provide comprehensive truck-to-rail and rail-to-truck services. The CSX Transflo facility at 107 McFarland Road and the Norfolk Southern Thoroughbred Bulk Terminal (TBT) at 2059 South Hamilton Street together form a unified rail intermodal complex. This dual-terminal setup offers between 115 and 132 railcar spots, enabling the transfer of a wide range of commodities – including dry bulk, food-grade products, liquids, chemicals, and hazardous materials. Their strategic location near Interstate 75 and along critical rail corridors facilitates direct access to major hubs such as Nashville, Chattanooga, Atlanta, and Birmingham. Modern handling equipment at these facilities, including air compressors, vacuum transfers, pumps, conveyors, and liquid containment systems, ensures safe and efficient trans-loading operations that help shippers optimize routes and negotiate competitive rates.

Appalachian Regional Port (ARP)

Further enhancing the region’s connectivity is the ARP in Murray County. It was established in August 2016 through a joint initiative between the state of Georgia, Murray County, the Georgia Ports Authority, and CSX Transportation. ARP is positioned on the CSX rail line along US 411 providing a direct 388-mile rail route to/from the Garden City Terminal at the Port of Savannah. According to the GDMPO 2045 MTP, the ARP has a capacity of 50,000 containers per year and plans to double that capacity over a 10-year development plan. The ARP significantly reduces truck mileage on Georgia highways, with the Georgia Ports Authority estimating that each round-trip container at the ARP offsets approximately 710 truck miles, underscoring its importance in enhancing intermodal efficiency.

Warehouses and Distribution Centers

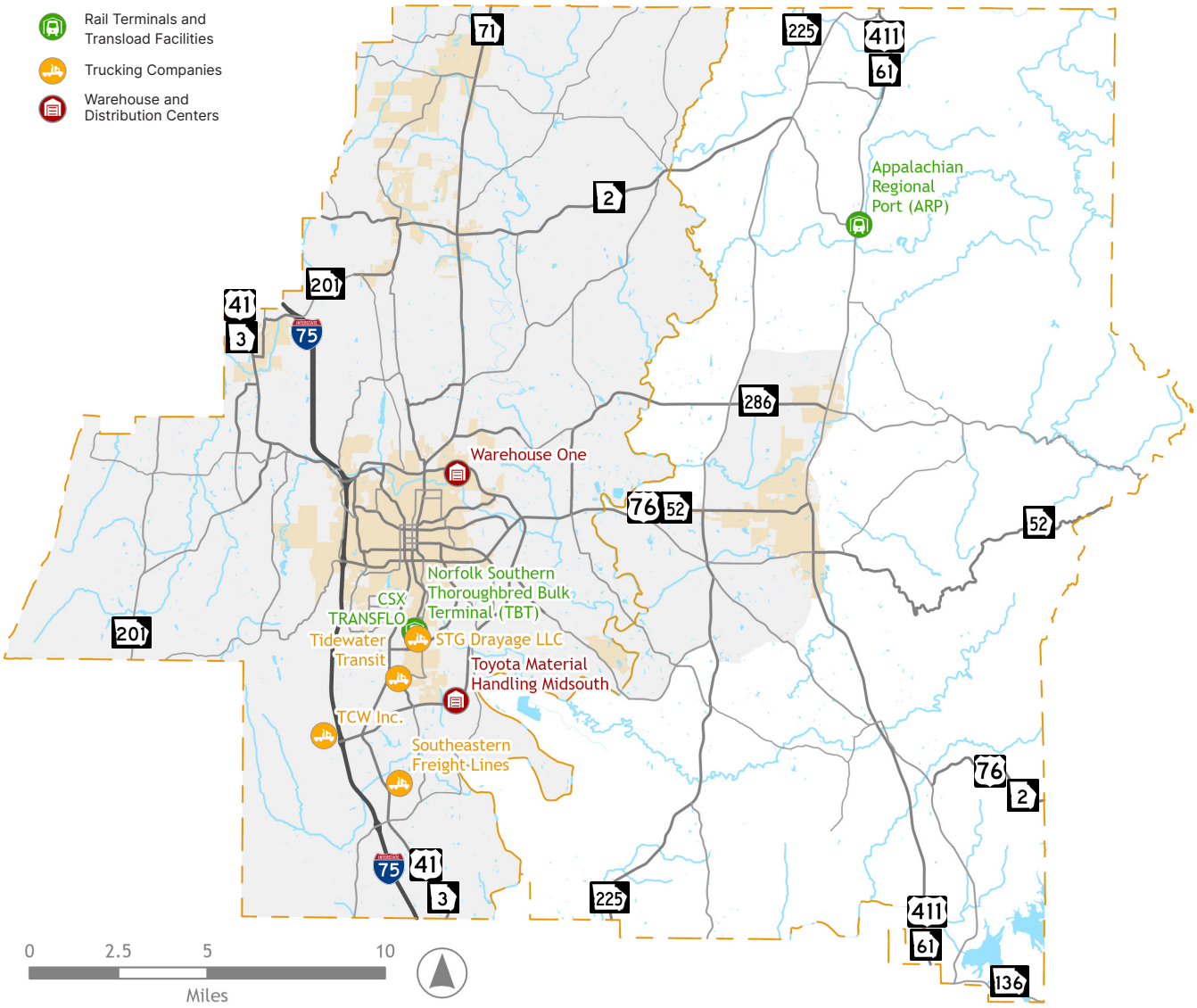
In addition to its rail and port assets, the Dalton region boasts strategically located warehouses and distribution centers that reinforce its role as a logistics hub. Facilities such as Warehouse One offer comprehensive warehousing, logistics, and distribution solutions that complement the intermodal network. These centers provide critical support for inventory management, cross-docking, and last-mile delivery operations, ensuring that goods can be efficiently stored and distributed throughout the region. Furthermore, specialized providers like Toyota Material Handling Midsouth contribute to the region's logistics ecosystem by offering material handling equipment, warehouse solutions, and related services. Together, these facilities enhance the overall efficiency of the supply chain, allowing for smooth transitions between storage, distribution, and transportation modes.

Transportation Companies – First-Mile/Last-Mile Providers

The intermodal network in Dalton is further strengthened by a range of transportation companies that offer dependable freight services, providing reliable first-mile/last-mile operations, and bridging the gap between intermodal centers and the final delivery points. Local and regional carriers such as Southeastern Freight Lines provide specialized services that support the area's dominant industries, including the carpet manufacturing sector. Enterprises like TCW Inc. and STG Drayage LLC operate inland terminals and port locations, ensuring seamless connectivity between various transport modes. In addition, companies like Tidewater Transit contribute by offering reliable transportation of gasoline, anhydrous ammonia, and petroleum within the region. Collectively, these transportation providers form a comprehensive service network that enhances the efficiency and resilience of freight movements throughout the Dalton region.

Figure 68 depicts locations of these intermodal facilities in the Dalton region.

Figure 68. Intermodal Facilities



DATA SOURCES: FHWA

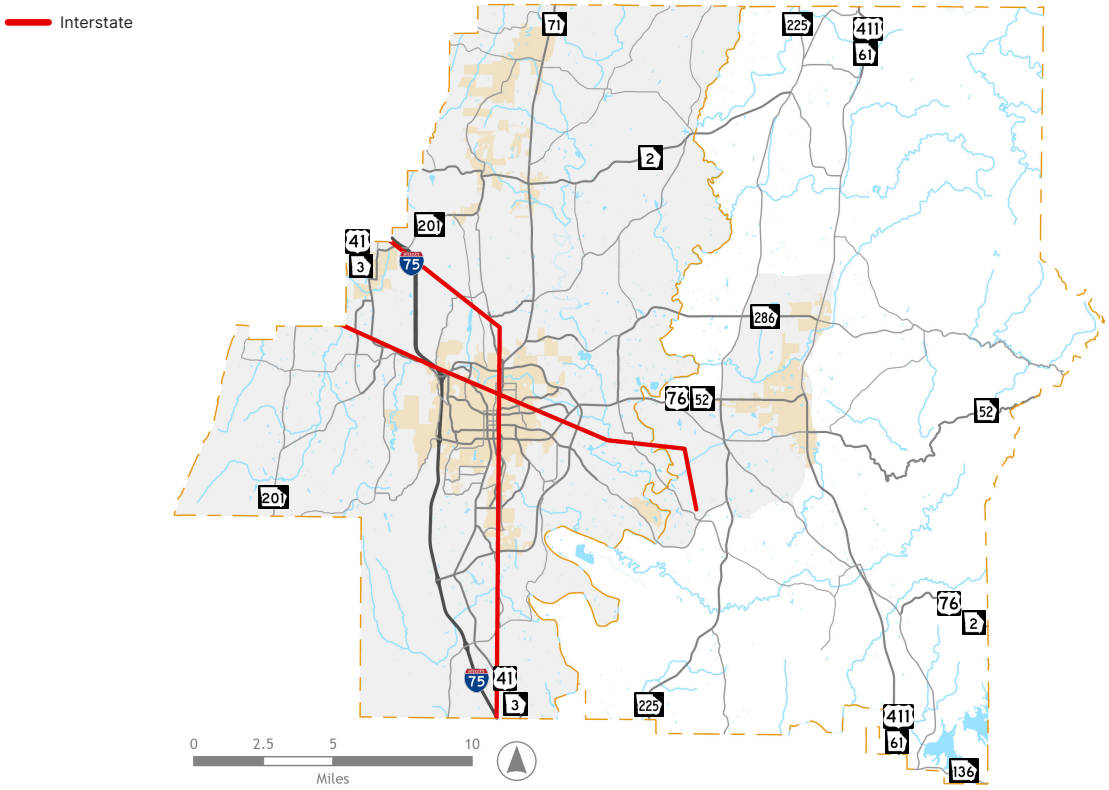
Air Cargo

At present, Dalton Municipal Airport does not support dedicated air cargo operations, focusing exclusively on general aviation services. As a result, no air cargo data is available for the airport. Businesses and industries in the Dalton region rely on Chattanooga Metropolitan Airport (CHA) and Hartsfield-Jackson Atlanta International Airport (ATL) for air freight services. These larger airports provide critical logistics infrastructure, enabling regional manufacturers and distributors to connect with national and global markets. There are no immediate plans to introduce air cargo operations at Dalton Municipal Airport.

Pipelines

The Dalton region is served by two interstate natural gas pipelines, approximately 34 miles of which lie within the MPO boundary, mostly in Whitfield County. These pipelines are operated by East Tennessee Gas Company, which maintains a 15-mile segment, and Southern Natural Gas Company, which operates a 19-mile segment. Both pipelines converge at points north and south of the region, forming critical connections to Chattanooga to the north and the Birmingham–Atlanta corridor to the south near Anniston, Alabama. The pipeline segment operated by East Tennessee Gas Company ends near Dalton Municipal Airport, which is located southeast of the city of Dalton. **Figure 69** illustrates the generalized alignment of these key pipeline assets; however, the lines shown do not represent exact pipeline alignments for security reasons.

Figure 69. Interstate Natural Gas Pipeline Infrastructure



DATA SOURCES: U.S. Energy Information Administration

Although no hydrocarbon gas liquid (HGL) or crude oil pipelines are situated within the Dalton region, two petroleum pipelines run immediately west of the region providing a north-south route from Chattanooga to Atlanta. The closest pipeline terminal facilities that support these networks are located in Chattanooga and Rome with no terminals situated directly within the Dalton region.

Additional Freight Characteristics

In addition to the aforementioned freight assets, the freight network in the Dalton region is shaped by factors such as truck parking availability, system resiliency, and alternative fuel infrastructure. Addressing these elements is essential to enhancing freight mobility, safety, and sustainability in the region. Truck parking shortages, particularly near I-75 interchanges, contribute to congestion and safety hazards, while system resiliency measures are necessary to mitigate disruptions to key corridors. Additionally, expanding alternative fuel options aligns with federal initiatives to support long-term freight efficiency. These topics will be discussed in further detail in the following sections.

Truck Parking

Efficient and accessible truck parking is a critical component of freight mobility and safety within the Dalton region. Truck drivers require safe and convenient locations to rest in compliance with federal Hours of Service (HOS) regulations, refuel, or wait for pickup and delivery windows. Insufficient parking availability can lead to unauthorized or unsafe parking along roadways, creating congestion, safety hazards, and infrastructure strain.

To better understand truck parking patterns and demand, an analysis was conducted using data from Altitude by Geotab. This assessment provides insights into truck stop behaviors, key locations of high truck parking activity, and potential areas requiring infrastructure improvements. This analysis focused on truck stop events within the MPO boundary, analyzing collectors, arterials, and highways over a one-year period (January 1 – December 31, 2024). The dataset included medium-duty (10,001-26,000 lbs.) and heavy-duty (>26,000 lbs.) trucks across local, regional, and long-distance operations.

Stop events were recorded lasting at least 60 minutes. Stop events are generally defined as instances where trucks idled for at least 200 seconds, shifted into parking condition for 30 or more seconds, or turned off their ignition. The number of unique trucks contributing to these stop events was also tracked to assess overall parking demand.

Notable Trends

Over the one-year analysis period, a total of 3,349 stop events were recorded, involving 819 unique vehicles. The average stop duration was four hours and 53 minutes, with trucks traveling an average distance of 27 miles before stopping and 25 miles after stopping.

Truck parking demand is highly concentrated along major freight corridors, particularly near I-75 interchanges.

The following locations emerged as the top truck parking hotspots; however, it is important to note that these locations are not officially designated as truck parking areas:

- **I-75 On/Off Ramps at Carbondale Road (NB & SB):** The most significant truck parking demand within the region is observed at these ramps, with a total of 216 stop events and a median stop duration of six hours and 30 minutes. Long-distance heavy-duty vehicles frequently use this location for overnight rest, with peak activity occurring before 7 AM and after 9 PM.
- **I-75 SB On-Ramp at Dug Gap Road:** A key truck stop location with a median stop duration of four hours and 57 minutes, suggesting a mix of rest breaks and waiting periods for delivery windows.
- **East Walnut Avenue (SR 52) (East of Riverbend Road):** More local truck parking activity with shorter stop durations (median of one hour and eight minutes), indicating a high turnover rate compared to other locations.
- **I-75 SB On-Ramp at Tunnel Hill Varnell Road:** This location sees moderate truck parking activity, with a median stop duration of two hours and 32 minutes, likely serving as a temporary staging area for freight operations.
- **North Glenwood Avenue (between Hawthorne Street and East Tyler Street):** A notable urban truck parking location, accommodating local deliveries and short-term stops with a median stop duration of one hour and 32 minutes.
- **Riverbend Road (North of East Walnut Avenue):** Another location with frequent short-term truck parking, suggesting the need for designated staging areas.
- **South Dixie Road (between Fannie Street & Maurine Drive):** A site with moderate truck parking activity, likely used for regional distribution with a median stop duration of one hour and 31 minutes.

Table 34 below is a summary of key truck parking hotspots within the region, based on data for the calendar year 2024.

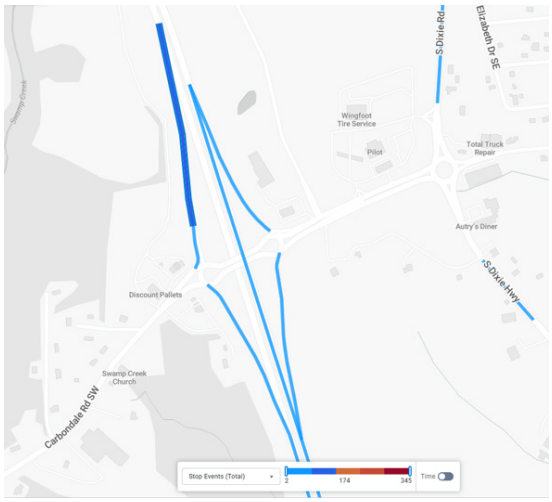
Table 34. Key Truck Parking Locations

Location	Vehicles Stopping	# of Stop Events	Avg. Stop Duration
I-75 SB Off-Ramp at Carbondale Rd	69	72	5h 17m
I-75 NB Off-Ramp at Carbondale Rd	48	56	5h 25m
I-75 SB On-Ramp at Carbondale Rd	44	45	7h 3m
I-75 SB On-Ramp at Dug Gap Rd	33	34	4h 57m
I-75 NB On-Ramp at Carbondale Rd	32	43	10h 8m
East Walnut Ave (East of Riverbend Rd)	27	50	1h 8m
I-75 SB On-Ramp at Tunnel Hill Varnell Rd	24	24	2h 32m
North Glenwood Ave (btw Hawthorne St and E Tyler St)	21	49	1h 32m
Riverbend Rd (North of E Walnut Ave)	20	66	1h 18m
S Dixie Rd (btw Fannie St SE and Maurine Dr)	19	55	1h 31m

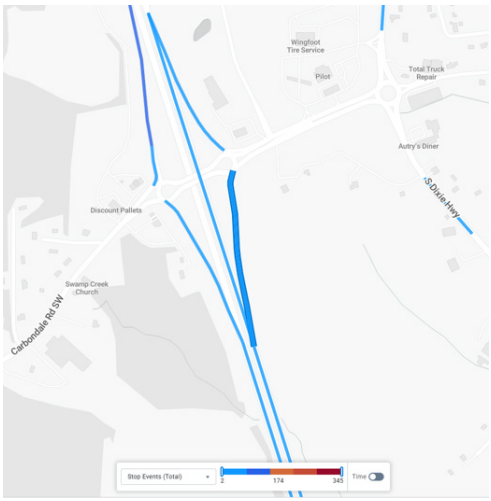
DATA SOURCES: Geotab

Figure 70 and **Figure 71** show the spatial distribution of the key truck parking hotspots within the Dalton region.

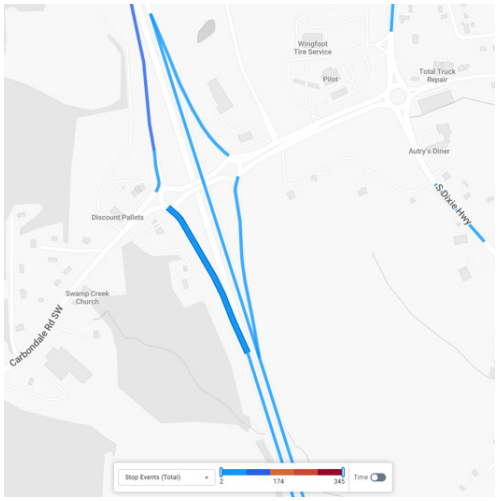
Figure 70. Key Truck Parking Locations in the Dalton Region



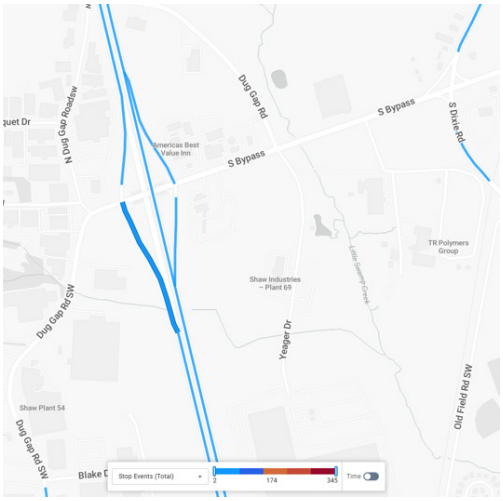
1. I-75 SB Off-Ramp at Carbondale Rd



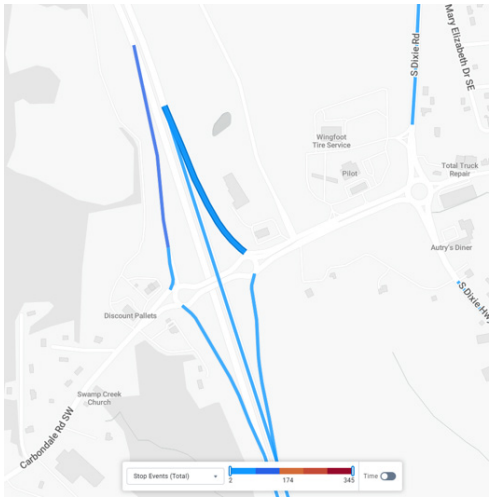
2. I-75 NB Off-Ramp at Carbondale Rd



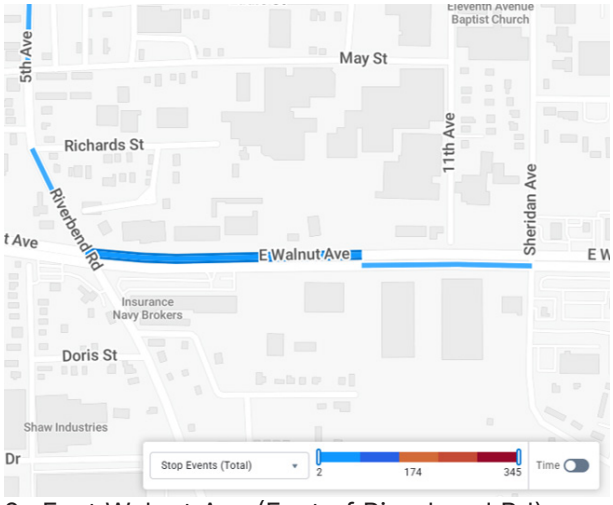
3. I-75 SB On-Ramp at Carbondale Rd



4. I-75 SB On-Ramp at Dug Gap Rd

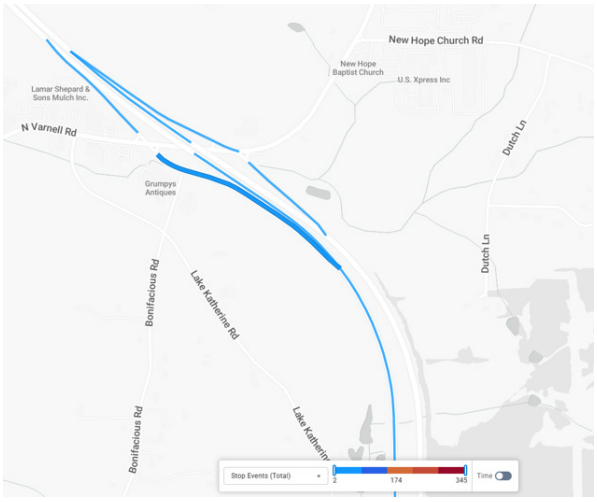


5. I-75 NB On-Ramp at Carbondale Rd

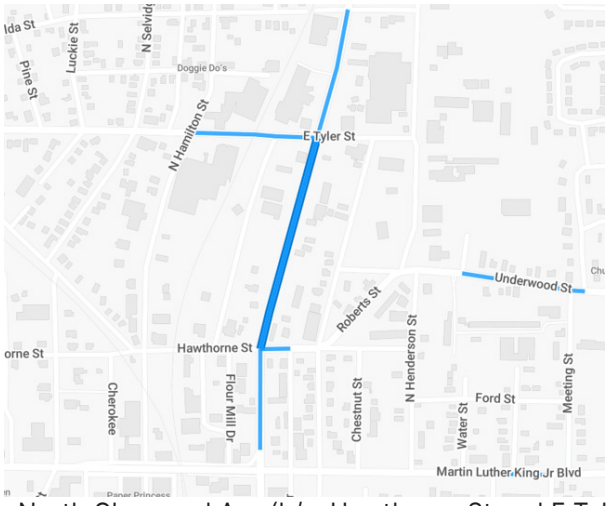


6. East Walnut Ave (East of Riverbend Rd)

Figure 70 (continued). Key Truck Parking Locations in the Dalton Region



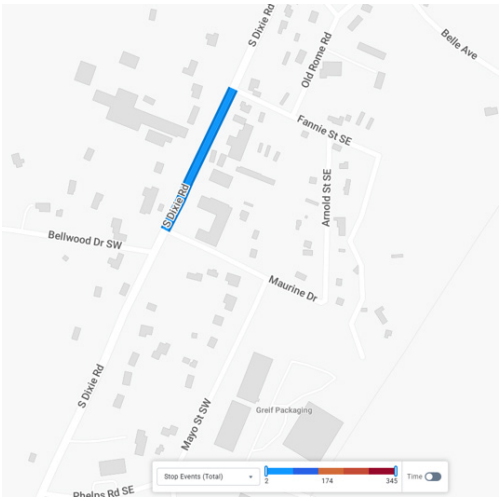
7. I-75 SB On-Ramp at Tunnel Hill Varnell Rd



8. North Glenwood Ave (b/w Hawthorne St and E Tyler St)



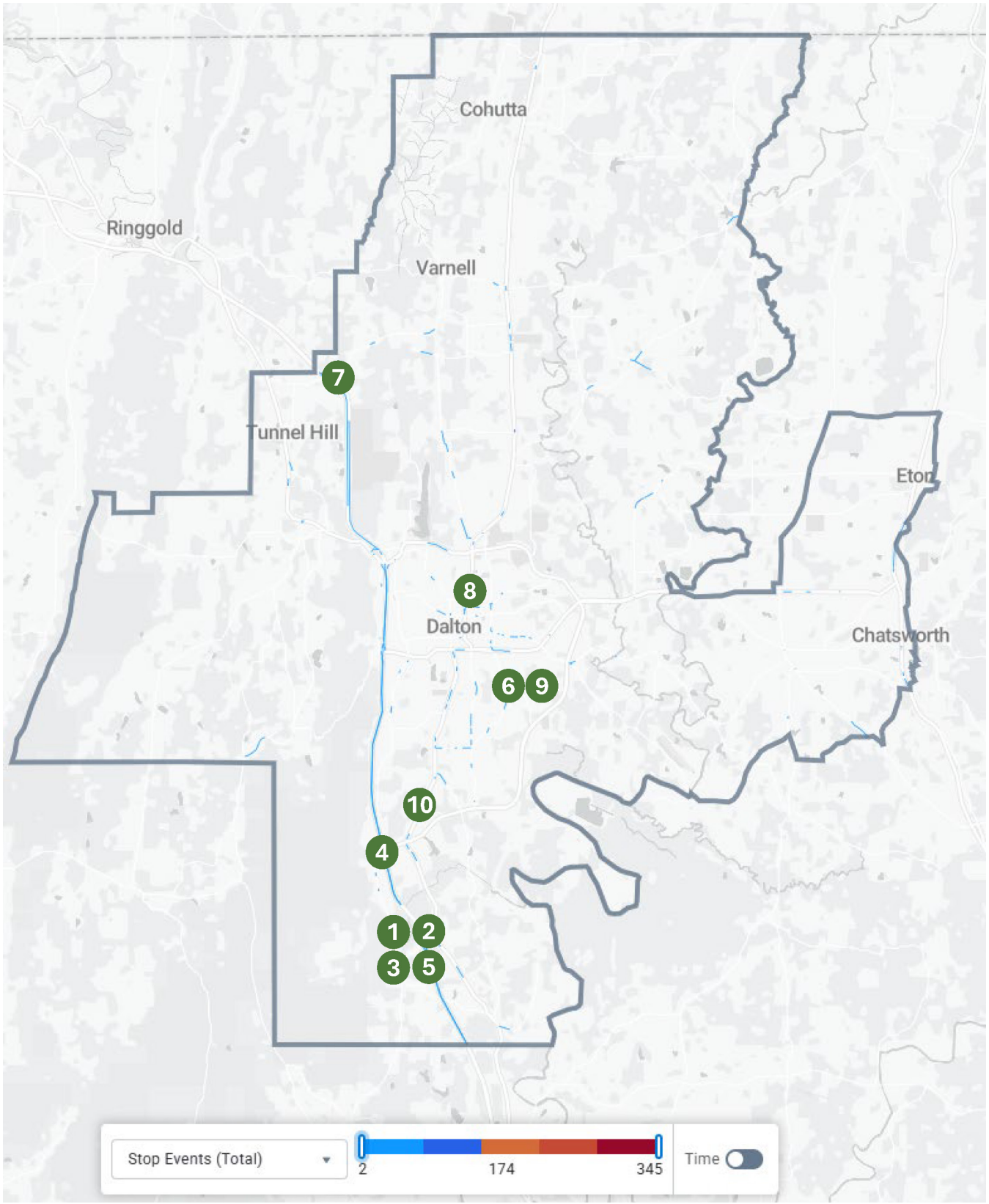
9. Riverbend Rd (North of E Walnut Ave)



10. S Dixie Rd (b/w Fannie St SE and Maurine Dr)

DATA SOURCES: Geotab

Figure 71. Truck Parking Locations in the Dalton Region



DATA SOURCES: Geotab

Key Implications

The findings highlight several policy considerations:

- **Expansion of Designated Truck Parking Facilities:** Areas along I-75, particularly near Carbondale Road and Dug Gap Road, should be prioritized for additional truck parking infrastructure.
- **Improved Signage and Real-Time Availability Information:** Implementing dynamic signage to direct truckers to available parking can reduce unauthorized roadside parking.
- **Public-Private Partnerships for Truck Stops:** Encouraging private investment in truck stops with amenities can address increasing demand.
- **Enhanced Local Road Accommodations:** Given that a significant proportion of stops are local, ensuring proper loading zones and short-term parking in commercial areas is crucial.
- **Consideration for Alternative Fuel Infrastructure:** Given the dominance of diesel trucks, investments in alternative fuel facilities should be evaluated for long-term sustainability.
- **Repurposing of Abandoned I-75 Weigh Station for Parking:** Satellite imagery indicates a previously active truck weigh station that is no longer in use, that could potentially be repurposed for truck parking along I-75.

System Resiliency

The resilience of the Dalton region's freight transportation system is critical to maintaining the efficiency of supply chains that support both the local and national economies. Given the region's reliance on a robust freight network, disruptions to key transportation infrastructure – particularly along major freight corridors – can have cascading economic impacts that extend far beyond the immediate area. The I-75 corridor is part of multiple designated highway networks, including the NHS, NHFN, Georgia State Freight Network, and the newly designated NMFN. As a crucial link between regional industries and national and international markets, any disruption along this corridor would significantly affect not only the Dalton region but also broader freight and passenger mobility across Georgia, Florida, Alabama, and the southeastern United States.

To enhance freight system resiliency and mitigate potential disruptions, a proactive, multi-faceted approach is necessary. Establishing a coordinated emergency response plan in collaboration with GDOT and key stakeholders is essential for ensuring swift and effective responses to incidents. Additionally, strengthening alternative routes is vital to maintaining freight flow during emergencies. The US 41/SR 3 corridor around Dalton should be further developed and designated as a viable alternative to I-75, while improvements to US 76/SR 52 linking US 411/SR 61, US 41/SR 3, and I-75 can enhance regional connectivity and support freight access to the ARP near Crandall in Murray County. The region's rail infrastructure, consisting of three primary corridors, provides another critical layer of redundancy, with connections to larger rail networks to the north and south. However, ensuring rail resiliency requires coordinated planning with GDOT and private rail operators to develop response strategies for potential disruptions.

Alternative Fuels

The Dalton region is advancing its integration of alternative fuel technology to support the transition toward a sustainable and efficient transportation network. Through the IIJA, FHWA introduced the National Electric Vehicle Infrastructure (NEVI) Program to promote the development of a nationwide electric vehicle (EV) charging network. The NEVI Program, funded with $5 billion in federal support, aims to establish 500,000 EV chargers by 2030, ensuring a convenient, reliable, affordable, and equitable charging experience across the United States.

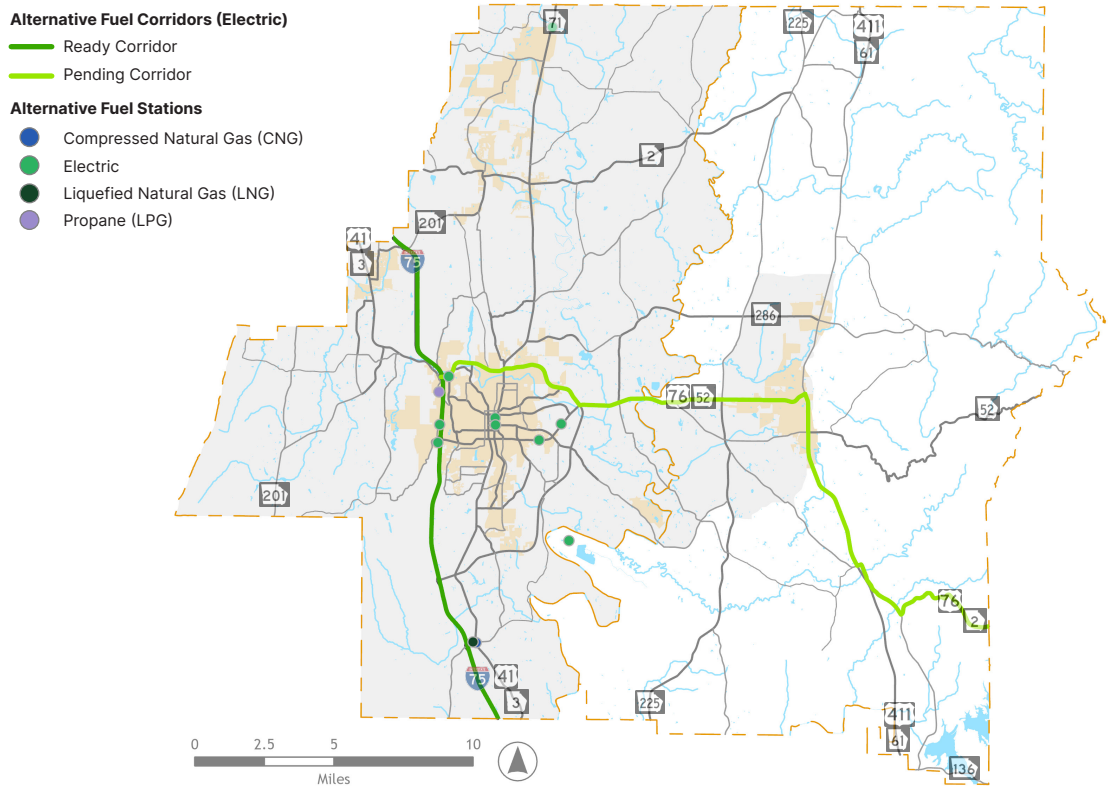
The Georgia NEVI Deployment Program, supported by these federal funds, plays a pivotal role in implementing EV infrastructure across the state, including within the Dalton region. This program is designed to strategically deploy EV charging stations, as well as propane and natural gas infrastructure, at critical locations along the national highway system to support emerging trends in alternative fuel technologies.

Within the Dalton region, two FHWA-designated Alternative Fuel Corridors (AFCs) pass through the region, as outlined in 23 U.S.C. 151:

- **I-75 Corridor:** This corridor is designated as an Electric Vehicle "Ready" Corridor and complies with NEVI standards for DC Fast Charging (DCFC) coverage. It was implemented in the first round of NEVI funding.
- **US 76/SR 52 Corridor:** This corridor was funded in round seven and is currently under development for EV infrastructure.

The region is currently served by 12 alternative fuel stations, which include **nine EV Charging Stations, one Compressed Natural Gas (CNG) Station, one Liquefied Natural Gas (LNG) Station,** and **one Liquefied Petroleum Gas (LPG)/Propane Station**. Of these, six alternative fuel stations, including three EV charging stations and one station each for CNG, LNG, and LPG/Propane, are strategically located along the I-75 NEVI corridor to maximize accessibility and connectivity. Additional alternative fuel stations include four EV charging stations within the Dalton Bypass and one EV charging station along Cleveland Highway (SR 71) in Cohutta. **Figure 72** illustrates the alignment of the NEVI corridor and the locations of these alternative fuel stations within the Dalton region.

Figure 72. Alternative Fuel Corridors and Stations



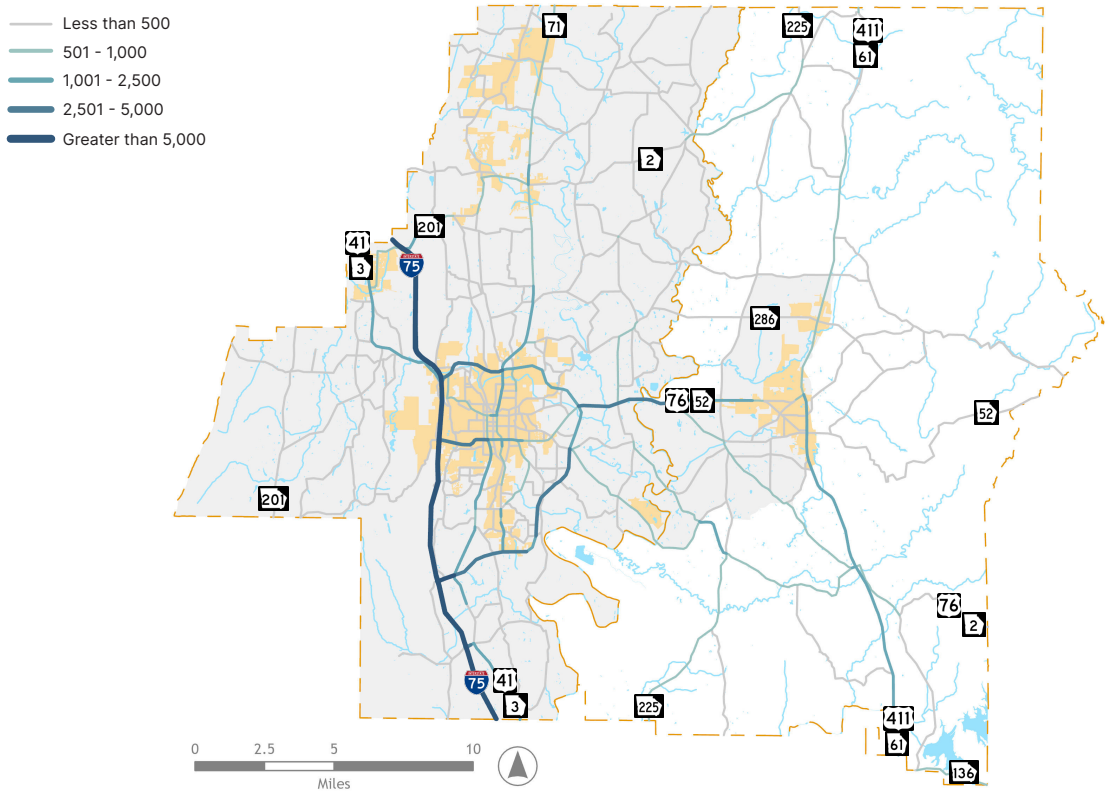
DATA SOURCES: FHWA Office of Planning, Environment, and Realty

Freight and Goods Movement

Freight Volumes

Figure 73 illustrates the 2020 daily freight volume across the Dalton region. I-75 serves as the primary freight corridor in Northwest Georgia and carries the highest freight volume, which is critical for regional and national freight movements. US 411/SR 61 also experiences freight traffic, acting as an alternative route to I-75 between Cartersville and Cleveland, Tennessee. US 411/SR 61 also offers north-south freight routing for truck shipments starting from or ending in Murray County, including the ARP. US 76 and SR 52 (and portions of the Dalton Bypass) serve as important east-west connections for freight moving between Dalton (and I-75), Chatsworth, Eton, and Ellijay (in Gilmer County). The SR 2 and SR 201 corridors in northern Whitfield and Murray Counties also provide east-west access between the ARP and I-75 North to offer more direct connections to Chattanooga and the I-24 and I-59 interstate corridors.

Figure 73. 2020 Daily Freight Volume (Both Directions)

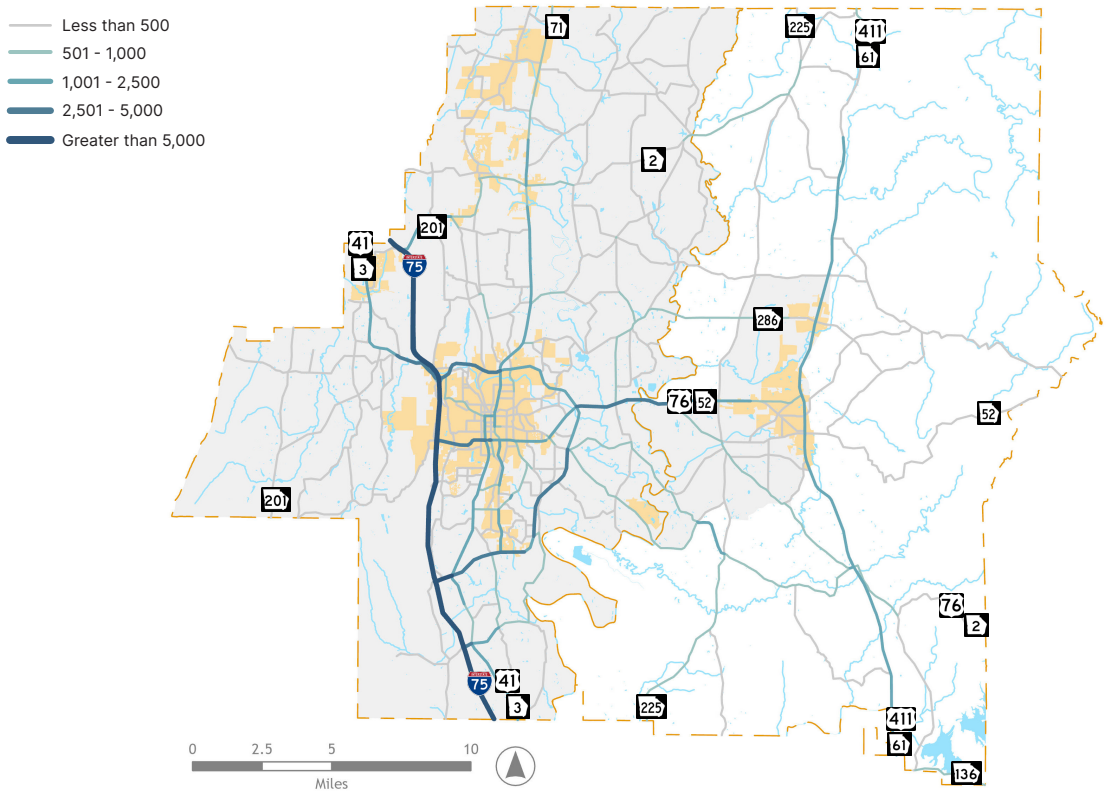


DATA SOURCES: 2020 Dalton MTP Travel Demand Model

Future Freight Volumes

As shown in **Figure 74**, by 2050, I-75 will remain the dominant freight corridor, with 19 percent growth in freight Vehicle Miles Traveled (VMT). Currently, the US 41/SR 3 corridor is primarily used by local traffic or freight traffic to access their origin or destination, with occasional use as an alternative to I-75 when an incident or travel disruption occurs. However, there is a notable and expanded increase in freight volume on US 41/SR 3, suggesting it will continue to offer access to local industrial and manufacturing facilities adjacent to I-75. In addition, US 411/SR 61 also shows a significant growth in freight volume, with 41 percent growth in freight VMT, indicating a broader regional distribution of freight movement with growth in Murray County and ARP site.

Figure 74. 2050 Daily Freight Volume (Both Directions)



DATA SOURCES: 2050 Dalton MTP Travel Demand Model

Freight Network Performance

Freight Congestion and Bottlenecks

The transportation network often presents critical pinch points for the supply chain, also known as freight bottlenecks, when the movement and flow of goods dramatically is slowed and adversely impacted. Freight bottlenecks differ from regular bottlenecks in that these occur on high-volume freight corridors, as described and illustrated previously. These bottlenecks typically occur due to existing physical and operational constraints within a corridor or local study area. These constraints frequently occur where infrastructure capacity is insufficient to handle the volume of vehicles using the facility. The most common examples of freight bottlenecks include the following:

- Congested or high-volume roadways
- Roadways adjacent to inland ports and warehousing facilities
- Railway chokepoints
- Port congestion due to an inability to load and unload cargo
- Designated truck corridors

RITIS and Probe Data include a Bottleneck Ranking tool which provides data to identify, rank, and explore bottlenecks in an area based on metrics like magnitude of speed drops, severity of congestion, and the estimated total delay.[7] Based on this tool analysis, **Figure 75** and **Table 35** list the top freight bottlenecks in 2024 within Whitfield and Murray County. The majority of the identified areas include the routes connecting to I-75, which include portions of the North Dalton Bypass (US 41/US 76/SR 3) and Walnut Avenue (SR 52). Additionally, portions of SR 71 and US 76 approaching the North Dalton Bypass (US 41/US 76/SR 3) and Thornton Avenue approaching Walnut Avenue (SR 52) were also identified as fright bottlenecks. For additional context, freight bottlenecks were reviewed for 2022 and 2023 and displayed similar patterns consistent with the 2024 findings.

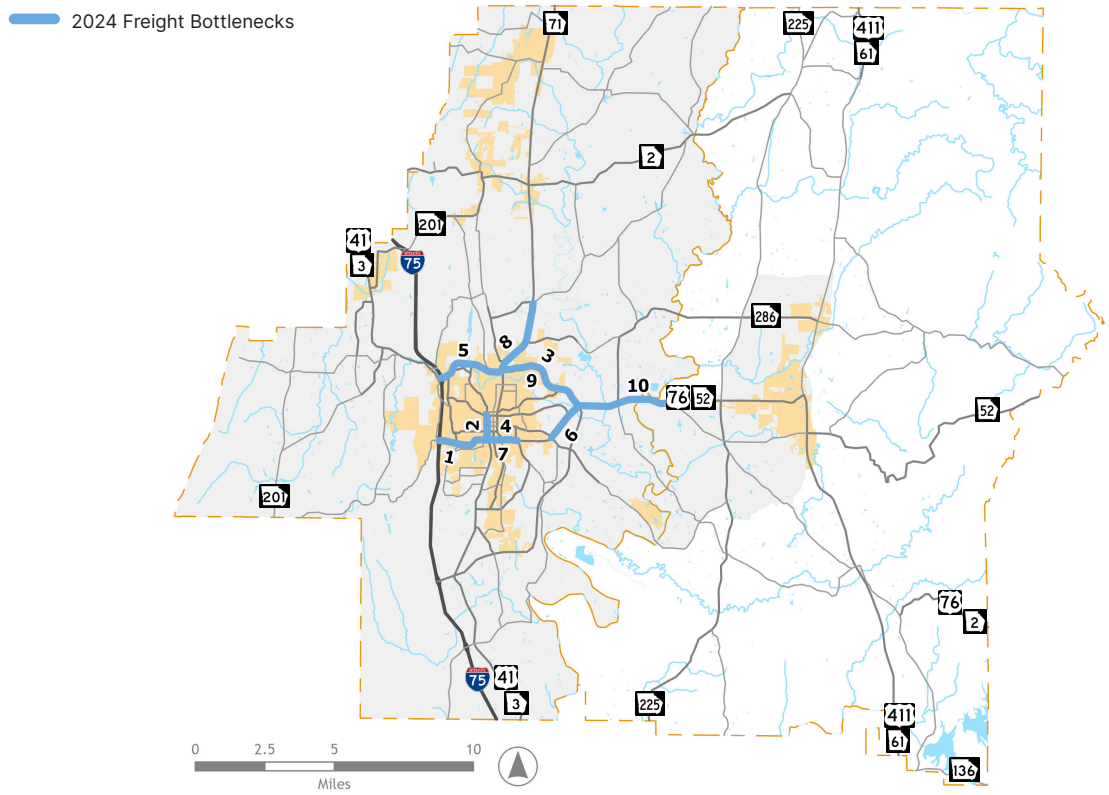
Table 35. Top Freight Bottlenecks in 2024

Rank	Roadway Name	Direction	Extents
1	SR 52 / Walnut Ave	EB	I-75 Interchange to S Dixie Rd
2	Thornton Avenue	SB	US 76 to W Walnut Ave
3	US 41 / US 76 / N Dalton Bypass	WB	Underwood Rd to SR 71
4	SR 52 / Walnut Ave	WB	Riverbend Rd to S Dixie Rd
5	US 41 / US 76 / N Dalton Bypass	EB	I-75 Interchange to SR 71
6	SR 52 / Walnut Ave	EB	Airport Rd to US 41
7	SR 52 / Walnut Ave	EB	S Dixie Rd to Riverbend Rd
8	SR 71 / Cleveland Hwy	SB	Beaverdale Rd to US 41/US 76
9	US 41 / US 76 / N Dalton Bypass	WB	SR 76 to I-75 Interchange
10	US 76 / SR 52 / Chatsworth Hwy	WB	SR 52 ALT to US 41

DATA SOURCES: GDOT RITIS, Probe Data

7 https://pda.ritis.org/suite/help/#bottleneck-ranking

Figure 75. Top Freight Bottlenecks in 2024



DATA SOURCES: GDOT RITIS, Probe Data

The majority of these locations are centrally located around Central Dalton, and are already having some level of impact on local freight mobility, access to I-75, and may hamper future east-west connections to the ARP and freight facilities in Murray County.

Regarding freight rail bottlenecks, as mentioned in the Regional Freight Profile, both of the Class I railroad operators (CSX and Norfolk Southern) have mainlines converging in downtown Dalton. Both railroads cross each other in two locations at diamond junctions (at-grade rail cross-over structures). The CSX and Norfolk Southern mainlines cross each other just south of the Gordon Street overpass, while a CSX siding entering a small rail yard crosses Norfolk Southern's mainline underneath the Waugh Street overpass. Both of the railroad diamond junctions are controlled and managed by CSX. This means a CSX dispatcher controls the train movements at these junctions in downtown Dalton.

Given both of the rail mainlines are key arteries in each railroad company's network this junction experiences significant train traffic. The railroad's train traffic is a mix of unit trains (single commodity), intermodal, and mixed freight that travels a variety of distances, sometimes traversing several states between its origin and destination. Some of the trains serve local customers along the line from regional rail yards in Chattanooga, Rome, or Atlanta.

The various trains are also of various lengths but can commonly exceed 5,300 ft in length, making them over a mile long. The length of trains is a factor as dependent on their speed it can take longer periods for them to cross over and clear the

junction in Dalton. In the event of rail congestion at the Dalton junction, some trains may block at-grade road crossings for longer durations. To help alleviate this each railroad has passing sidings or double-track segments in Whitfield County and in surrounding counties. Norfolk Southern has a large portion of double track starting approximately four miles north of Dalton, which continues over 14 miles northward through the community of Cohutta and into Tennessee. In addition, Norfolk Southern has a three-mile passing siding south of Dalton between South Dug Gap Road and Corporate Drive. CSX has a short 0.6-mile passing siding near Tilton Bridge Road in southern Whitfield County and another full-length 1.7-mile passing siding in Resaca (approximately 11 miles south of Dalton). To the north of Dalton, CSX has a 2.3-mile long passing siding near the community of Tunnel Hill.

Railroad dispatchers may stop trains on the mainline, or in the nearby passing sidings outside of Dalton, to allow opposing rail traffic to clear the railroad diamond junction in downtown Dalton. Staging or staggering of trains approaching the diamond junction is always recommended, but typically this staging commonly occurs as the stopped trains need time to accelerate up to speed and also to reach the junction. This process allows for local vehicular traffic in downtown Dalton to return to normal operations between trains on each railroad. In addition, railroad trackage has assigned speed limits for trains based on factors such as traffic flow, safety considerations, and the geometry of the track. In downtown Dalton, train speeds are typically at or below 25 MPH due to the additional safety risk of the at-grade crossing point of two different railroads. The railroads would prefer to avoid this at-grade crossing for operational advantages, but the costs associated with building a new railroad grade separation at this location would likely not be feasible to either company. Also, any large capital improvement to grade separate the rail junction would impact several at-grade crossings in central Dalton due to the needed grade (slope) improvements to the railroad that would extend a significant distance back from the junction point.

Freight Safety and Security

Roadway Safety

As outlined in the Safety Section, approximately 1,505 crashes involving at least one truck were reported. These truck-related incidents resulted in more than 20 fatalities and 429 injuries of varying severity. The crash density map in Figure 29 displays high truck crash locations across Whitfield and Murray Counties. The predominant area of truck-involved crashes and fatalities was along the I-75 corridor, with elevated clusters near each of the five interchanges. Also, additional highlighted areas of truck-involved crashes were along portions of US 41/Dalton Bypass and within the industrial area south of Dalton along Abutment Road. Many of these locations overlap with the list of top 25 intersections by overall crashes, as shown in Table 24 earlier in this chapter. Some of these crash clusters involving trucks not located on I-75 were located along portions of the North Dalton Bypass (US 41/US 76/SR 3) at:

- Cleveland Highway (SR 71)/North Glenwood Ave
- Shugart Road just east of I-75
- Chatsworth Highway/East Walnut Avenue (US 76/SR 52)

Railroad Crossing Safety

Railroad crossing safety is also paramount, as incidents at railroad crossings can profoundly impact the transportation network and the area at large, depending on the severity of the event. Trains carrying hazardous cargo can pose a hazard to the entire region in the event of an incident or collision with a vehicle blocking a crossing. Incidents may also shut down a railroad's mainline, which will have cascading effects on rail and port terminals across the region. A severe incident occurring in central Dalton where the CSX and Norfolk Southern mainlines converge and run parallel would profoundly impact freight in the region during a disruption.

As displayed in the Freight Profile section, there are 86 at-grade crossings inside the MPO boundary. All of the at-grade railroad crossings that are publicly accessible are considered active crossings, which indicates they possess warning and control devices (flashing beacons, audible bells, and crossing gates) to alert vehicles to on-coming trains. Regarding freight movements, one of the most positive aspects of the existing network within the MPO is that every railroad crossing on a state route is already grade-separated. This is especially important in the five-mile corridor in central Dalton where both CSX and Norfolk Southern run parallel to each other and share the same right-of-way corridor, amplifying the effect of train activity at at-grade crossings.

The areas with significant truck volumes that are likely the most impacted by train traffic are the at-grade crossings at West Industrial Boulevard, McFarland Road, and Five Springs Road. In addition to the aforementioned train volumes, localized train activity is also prevalent here due to local "switching" operations occurring in the industrial area due to the large concentration of rail customers receiving service. Switching operations involves the locomotives moving and positioning their customers' freight rail cars in and out of the various rail spurs and sidings. These operations can add extra delay due to trains frequently blocking local at-grade crossings in this area during these maneuvers.

In addition, some at-grade railroad crossings in the Dalton region have a "hump" crossing, or a roadway has a sudden vertical rise to intercept the elevation of the railroad tracks. Some of these at-grade crossings, such as at Emery Street in downtown Dalton and Willowdale Road in northwest Dalton (near Rocky Face) have hump crossings and currently have "low ground clearance" advanced warning signage posted on the roadway approaches. These hump crossings present a hazard to trucks towing freight trailers or to drivers unfamiliar with the local area. These crossings should be examined for additional improvements to minimize the clearance issues and add additional signage to the warning signage already posted to help alert unfamiliar drivers.

Bridge Safety

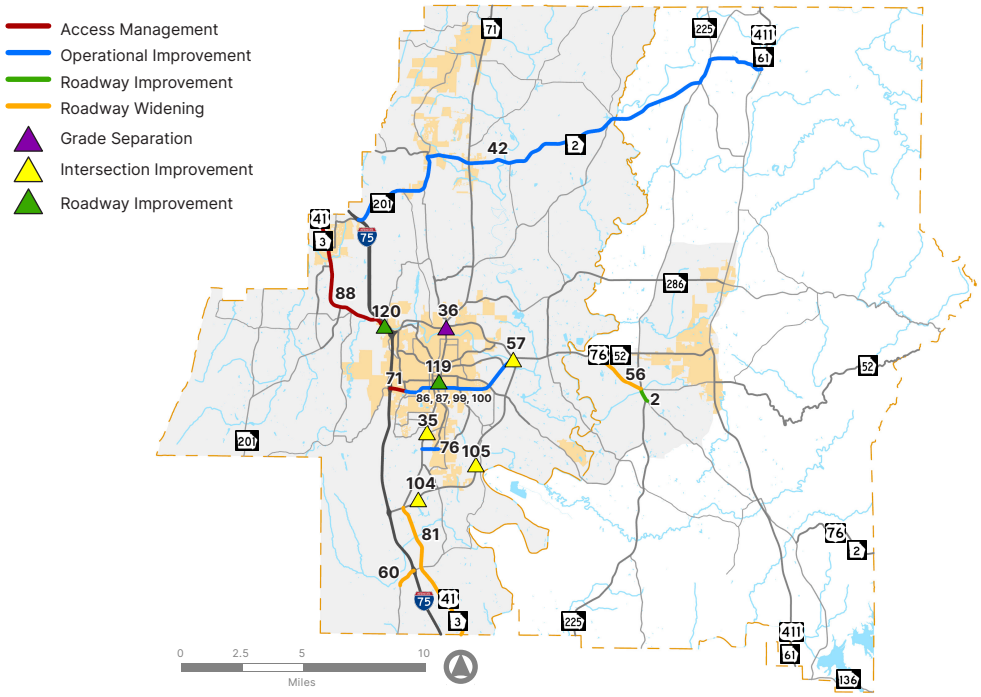
The Bridge inventory within the Dalton region is also an important freight asset and the safety and security of bridges are vital not only to freight movement, but to all motorists. The bridge results displayed within the Freight Profile section indicate that most bridges along I-75 and the key corridors with significant freight volumes are in good or fair condition. Continuing to invest in bridges is strongly encouraged to preserve the functionality of the network in general. Some local bridges within the Dalton region are currently weight-restricted with signage posted.

It is recommended that additional coordination occur with either GDOT, County, or City officials to ensure bridges are monitored and weight restrictions posted to freight vehicles following inspection cycles by GDOT.

Freight Needs Assessment

The Dalton region includes 70.3 miles of four-lane roadways and an additional 27 miles of six-lane roadways (including I-75) that currently provides adequate access to I-75 to move people and goods with minimal delay. In the 2020 LOS maps indicted only a few sparse segments of multi-lane roadway that contained LOS E or F overall along Chatsworth Highway (US 76/SR 52) and some intersections on the North Dalton Bypass (US 41/US 76/SR 3) and at some of the interchanges. The 2050 no-build model revealed additional LOS deficiencies (LOS E or F) were forecast along some portions of I-75 and SR 201. Within the Dalton region, I-75, the Dalton Bypass (US 41/SR 3), US 76, SR 52, and Cleveland Highway (SR 71) carry substantial truck volumes. Only I-75 is designed on Georgia's State Freight Network. However, the aforementioned non-interstate routes are very important in helping link the numerous freight terminals and industrial facilities directly to I-75. Safety issues remain an ongoing focus across the network regarding overall vehicular crash data, but also for truck-involved incidents that are outlined in the Safety section of this chapter. As such, there are transportation network improvements that offer a variety of benefits to all users but also have significant benefits to freight movements as well. In this section, the improvements relevant to freight, shown in **Figure 76**, are categorized by the projects that provide linkages to I-75 and others that provide freight benefits to the Dalton region in general.

Figure 76. MTP Projects Benefiting from Freight



Improvements to Freight Connectivity

The potential improvements shown in **Table 36** were identified as part of this plan to address safety and to enhance connectivity to I-75. Note that these do not include every project within the plan but outlines those on corridors with significant freight volumes that provide access to I-75 in Whitfield County.

Table 36. Freight Connectivity Improvements to Enhance I-75 Linkages

Project ID	Project Name	Project Limits	Project Type	How It Benefits Freight Connectivity to I-75
35	South Dixie Highway at West Industrial Boulevard and at Foster Road Intersection Improvements	At West Industrial Boulevard and at Foster Road	Intersection Improvements (multiple)	Improve safety and operations along South Dixie Highway, which connects industrial terminals to I-75 via SR 52 and South Dalton Bypass (SR 3 Connector)
36	North Dalton Bypass (US 41/US 76/SR 3) Grade Separation at Cleveland Highway (SR 71)	Intersection Improvement	Grade Separation	Improve safety at one of the highest crash locations. The intersection is a key link connecting several industrial terminals on the north and east sides of Dalton (including Murray County) with I-75.
42	SR 201 Auxiliary Lanes	I-75 interchange to US 411 (Murray County)	Operational improvements	Improve truck access across northern Whitfield County between the Appalachian Regional Port and I-75 North (to Chattanooga). Enhance freight mobility and provide an alternate route around Dalton for trucks.
57	Chatsworth Highway (US 76/SR 52) at North Dalton Bypass (US 41/US 76/SR 3) Intersection Improvements	N/A	Intersection Improvement	Improve safety at one of the highest crash locations and improve operational efficiency of the intersection linking industrial terminals east of the bypass (including Murray County).
60	Carbondale Road Widening	Redwine Cove Road to I-75 Interchange	Widening (2 to 4 lanes)	Improve access to commercial warehouses and industrial facilities.
71	Walnut Avenue (SR 52) Access Management Improvements	I-75 to Dug Gap Road	Access Management	Improve operations and safety of Walnut Avenue (SR 52) commercial area immediately east of I-75.
76	Brickyard Road Operational Improvements	South Dixie Highway to Hamilton Street	Operation Improvement	Improves safety and operations of Brickyard Road that serves the two (CSX and Norfolk Southern) rail transfer sites, include improvements to turning radius for truck.
81	South Dixie Road (US 41/SR 3) Widening	SR 136/ Gordon to South Dalton Bypass	Widening (2 to 4 lanes)	Improve access to Carbondale Road and provides an alternate parallel route to I-75 in the event of closure.

DATA SOURCES: Freight Analysis Framework 5 (FAF5) Experimental County-Level Estimates

Table 36 (continued). Freight Connectivity Improvements to Enhance I-75 Linkages

Project ID	Project Name	Project Limits	Project Type	How It Benefits Freight Connectivity to I-75
88	Chattanooga Road (US 41/US 76/SR 3) Access Management and Operational Improvements	North Tibbs Road to SR 201	Access Management	Improve operations and safety of the US 41/SR 3 corridor in northwest Dalton (near Rocky Face) leading north to Tunnel Hill community. US 41/SR 3 provides an alternate parallel route to I-75 in the event of closure.
86, 87, 99, 100	Walnut Avenue (SR 52) Corridor Safety Improvements	Tibbs Road (Dug Gap Rd) and US-76	Operation Improvements (multiple projects)	Reduce congestion along SR 52 / Walnut Ave corridor between US 76/ Chatsworth Highway and I-75.
104	South Dalton Bypass (US 41/SR 3) at Corporate Drive Intersection Improvements	Corporate Drive	Intersection Improvement	Improve safety and operations along South Dalton Bypass, which is near multiple manufacturing centers and industrial terminals in South Dalton, near the I-75/ SR 3 Connector.
105	South Dalton Bypass (US 41/SR 3) at IVC Drive Intersection Improvements	IVC Drive	Intersection Improvement	Improve safety and operations along South Dalton Bypass near the Mohawk facility in Southeast Dalton.

Additional Freight Roadway Improvements

To support growing freight-related businesses in Whitfield and Murray Counties, improvements should also be made to freight corridors that are not directly connected to I-75 in Whitfield County. Improvements to consider include widening existing roads, increasing turn queue storage length, upgrading surface material from asphalt to concrete whenever feasible, applying access management strategies to reduce the number of conflict points with driveways, and reconfiguring intersections for wider turning radii. The following roadway segments on **Table 37** were identified for potential corridor freight improvements independently or in conjunction with other projects, such as planned widening.

Table 37. Additional Freight Roadway Improvements

Project ID	Project Name	Project Description	Project Type	How It Benefits Freight Connectivity to I-75
2	SR 225 at SR 52 Alt and at Spring Place Smyrna Road Roundabouts	SR 52 Alt to Spring Place Smyrna Road	Intersection Improvement (Roundabouts at 2 locations)	Improve operations at two intersections that offer access to US 411 South (from Dalton / Whitfield County) and to I-75 (from Murray County) via both US 76 and/or SR 225 (near Calhoun).
56	SR 52 Alt Widening	SR 225 to US 76/ SR 52	Widening (2 to 4 lanes)	Improve capacity and access to US 411 South (from Dalton/ Whitfield County) and to I-75 (from Murray County) warehouse and industrial facilities.
119	Emery Street at CSX Railroad Crossing	At CSX Railroad Crossing	Roadway Improvement	Reconstruct the eastern roadway approach to reduce or eliminate hump crossing at CSX mainline.
120	Willowdale Road at CSX Railroad Crossing	At CSX Railroad Crossing	Roadway Improvement	Reconstruct roadway approaches to reduce or eliminate hump crossing.

Previously Identified Programs from GDOT

The projects in **Table 38** were previously identified in GDOT's Governors Road Improvement Program (GRIP)[8] or in GDOT's 2014 I-75 Atlanta to Chattanooga study.[9] These projects will require approval by GDOT's Planning Division prior to any phase (Scoping, Preliminary Engineering) being accelerated and included into the Statewide Transportation Improvement Program (STIP) or Dalton's Transportation Improvement Program (TIP).

Table 38. Previously Identified Projects From GDOT

Corridor	Project Extents	Project Type	Project Description
SR 560/East-West Hwy	SR 151 to SR 3	Widening/New alignment	GDOT Governors Road Improvement Program (GRIP) project to provide enhanced east-west access across North Georgia
SR 560/East-West Hwy	SR 3 to US 411	Widening	GDOT GRIP project to provide enhanced east-west access across North Georgia
SR 560/East-West Hwy	I-75 to SR 2	Widening/New alignment	GDOT GRIP project to provide enhanced east-west access across North Georgia
I-75	SR 156 (Gordon County) to Carbondale Road	Widening	Improve north-south freight mobility and reliability
I-75	Carbondale Road to SR 3 (US 41 Rocky Face)	Widening	Improve north-south freight mobility and reliability
I-75	SR 3 (US 41 Rocky Face) to SR 151 (Catoosa County)	Widening	Improve north-south freight mobility and reliability

Additional Strategies to Support the Freight Network

Beyond traditional project recommendations, the Dalton MPO, along with its partner governments, should continue to explore strategies to better support the transportation network as it relates to freight movements. Below is a list of high-level strategies to consider exploring related to safety, truck parking, as well as funding and sustainability.

- **Safety Strategies**
  - Explore improvements to improve safety on the approaches to existing at-grade railroad crossings that contain vertical hump crossings that pose a risk to trucks with trailers getting hung up on crossings
  - Explore opportunities with railroad companies (CSX and Norfolk Southern) to install additional active warning devices (lights, bells, gates) and potentially consider options to close some underutilized at-grade railroad crossings to promote safety, reduce risks, and decrease noise from train horns
  - Continue to explore access management opportunities to limit, reduce, or eliminate extra driveways (curb cuts) on routes with significant freight volumes to increase safety and reduce collisions with trucks

8 GDOT Governors Road Improvement Program https://www.dot.ga.gov/GDOT/Pages/GRIP.aspx
9 2014 "I-75 North "Atlanta to Chattanooga Corridor Study"
https://www.dot.ga.gov/BuildSmart/Studies/Completed%20Studies/I-75Northb/I75NorthStrategicCorridorImprovementProgramb.pdf

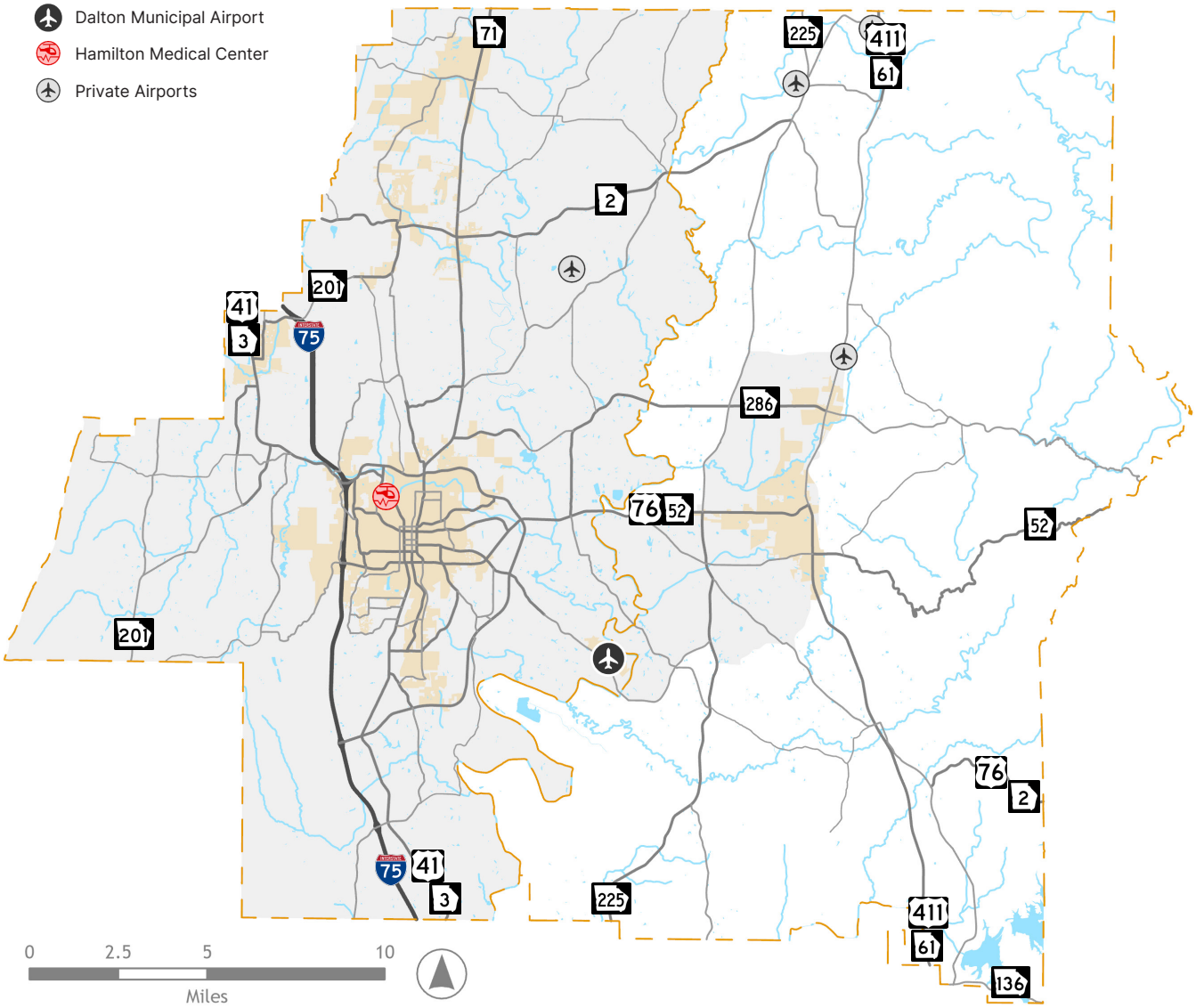
- **Truck Parking**
  - Explore the feasibility of new truck parking locations on public right-of-way and coordinate with GDOT to determine what improvements they may be able to implement (i.e., restore and expand the abandoned rest area on northbound I-75 north of Chattanooga Road (US 41/SR 3) and Rocky Face, or support the expansion of the I-75 weigh station parking facilities just across the county-line in neighboring Catoosa County)
  - Coordinate with the City of Dalton and Whitfield County Planning and Zoning Departments to determine the feasibility of requiring or promoting through incentives new truck parking (new construction or land dedications), to be offered by development activities within certain land use types at or near I-75 interchanges

- **Funding and Sustainability**
  - Identify key funding sources, including federal and state sources that GDOT Planning Division may control, local government contributions, and potential public-private partnerships (e.g., freight carriers)
  - Encourage local government(s) to proactively set aside funding (secured in annual budget, work program) to later commit towards the required local match associated with federal funding sources, including grants
  - Continue to monitor and enforce truck weight limits and restrictions. Work with GDOT and the local governments responsible for road maintenance to determine if increased maintenance requirements or funding will be needed to maintain the current pavement rating conditions on the state and local corridors heavily used by trucks
  - Consider freight projects, or local matching funds to support federal funds opportunities, in any upcoming Special Purpose Local Option Sales Tax referendum, if applicable
  - Review Local Maintenance and Improvement Grant (LMIG) program funding allocations and consider portions of funding to maintain various local (non-GDOT) roadways that experience increased demand from freight traffic (i.e., Abutment Road, South Dixie Highway)
  - Coordinate with GDOT Districts to ensure the availability of any quick response project funding for smaller operational or safety projects that do not require right-of-way acquisition or significant utility relocation

Aviation

The Dalton region is served by a combination of commercial and general aviation facilities that provide critical transportation connectivity and support regional mobility. Among the six aviation facilities within the Dalton region, Dalton Municipal Airport (DNN) serves as a vital regional asset for general aviation. Located six miles southeast of Dalton's Central Business District (CBD), the airport spans 554 acres along Airport Road and provides a range of aviation services that support economic development, corporate travel, and community activities across Whitfield County and the surrounding region.

Figure 77. Aviation Facilities



DATA SOURCES: BUREAU OF TRANSPORTATION STATISTICS (BTS)

Additionally, the Hamilton Medical Center campus features a helipad to support emergency medical transport, and there are four private airfields serving specific operational needs. The locations of these facilities are identified in **Figure 77**.

The closest commercial jet air carrier service to Whitfield County is Lovell Field (Chattanooga Metropolitan Airport - CHA), located approximately 30 miles (a 35-minute drive) northwest of Dalton, across the Tennessee State line. This facility serves as the primary passenger and cargo gateway for the region, as detailed in Section 2.2.4. For international travel and freight, Atlanta Hartsfield-Jackson International Airport (ATL), located approximately 100 miles southeast of Dalton, is one of the world's busiest international hubs and a critical component of the region's transportation network.

Figure 78. Dalton Municipal Airport Flight Map



DATA SOURCES: Economic Impact Report for Dalton Municipal Airport, GDOT
https://www.dot.ga.gov/InvestSmart/Aviation/GAAirportsDocuments/Individual%20Report_DNN.pdf

Additional Freight Roadway Improvements

The Dalton Municipal Airport, situated on 554 acres of City-owned property, is a vital general aviation facility serving the Dalton region. Located just six miles southeast of Dalton's Central Business District (CBD) along Airport Road, the airport provides critical aviation infrastructure to both Whitfield County and the broader multi-county region, including parts of Georgia and Tennessee. Known officially as Jolly Field, the airport has a significant historical legacy dating back to the 1930s and has since evolved into a modern, full-service airport with regional economic importance. The map in **Figure 78** depicts destinations for flights departing from and arriving at the Dalton Municipal Airport as reported in the FAA's National Offload Program (NOP), serving travel needs of businesses, visitors, and residents of the airport's service area.

The airport's origins date back to 1944 when the current site served as a grass airfield. By 1963, local business leaders led efforts to modernize the facility, leading to the paving of a 3,000-foot runway and the establishment of a permanent Fixed Base Operator (FBO). Subsequent expansions include the construction of a full-length parallel taxiway in 1985 and runway extensions in 1993 and 2002, bringing it to its current 5,500-foot length.

FAA regulations have guided facility relocations and improvements, including the addition of 20 new T-hangars in 2007 and apron repaving in 2018. This steady investment reflects the airport's role as a long-term asset to the region.

Additional Aviation Facility Improvements

Airports are tools used by a wide variety of employers to increase many aspects of their efficiency. When businesses consider where they locate or expand, proximity to an airport is often a top consideration. Airports can help companies expand their market areas, reduce employee travel time, provide access for customers and suppliers, and tie together offices in multiple locations. Floor covering production is one of the top industries in Dalton, Georgia, and many local businesses rely on the Dalton Municipal Airport as a vital tool for their operations. Shaw Industries, headquartered in Dalton, operates globally with 22,000 associates, including 7,000 in Dalton. The airport enables Shaw and similar businesses like Engineered Floors, LLC, Textile Rubber and Chemical Company, Cimbar Performance Minerals, and Perpetual Machine Company to efficiently connect their regional and international operations.

The airport also supports essential public service and agency functions. The Georgia Forestry Commission (GFC) utilizes the airport for wildfire suppression, forest management, and conservation efforts. The Georgia Power Company conducts aerial powerline patrols, allowing for quick storm damage assessments and efficient maintenance. Additionally, the Georgia State Patrol (GSP) Aviation Division regularly operates out of the airport for aerial search and rescue, surveillance, and law enforcement missions. The Georgia Department of Natural Resources (DNR), in cooperation with the USDA, uses the airport as a base for annual oral rabies vaccination drops, distributing over 880,000 baits across North Georgia and bordering states. This effort is crucial for managing rabies in wildlife populations and ensuring public health and safety.

Figure 79. Dalton Municipal Airport Aerial Imagery



DATA SOURCES: Google Earth Satellite Imagery, Imagery Date: 10/23/2023, Retrieved: 12/17/2024

Facilities and Infrastructure

As reflected in **Figure 79**, the Dalton Municipal Airport features a single asphalt runway (Runway 14/32) measuring 5,496 feet in length and 100 feet in width, capable of accommodating a wide range of aircraft, including corporate jets such as the Gulfstream V. The runway includes precision instrument approaches, such as an Instrument Landing System (ILS) for Runway 14, GPS-based approaches for both Runway 14 and Runway 32, and a non-directional beacon (NDB). Supporting this infrastructure are high-intensity, pilot-controlled runway lights (HIRL), precision approach path indicators (PAPI), and medium-intensity taxiway lighting (MITL). A full-length, 50-foot-wide parallel taxiway enhances operational efficiency.

The airport is equipped with advanced airfield systems, including a rotating beacon, segmented circle, wind cone, and an Automated Weather Observation System (AWOS) broadcasting on 127.65 MHz. Pilots and air traffic communicate through UNICOM frequency 122.975, with Chattanooga Approach providing clearance on 120.25.

Terminal and Services

The City of Dalton-operated terminal building spans 2,450 square feet and provides a range of amenities for pilots and visitors. Facilities include a flight briefing room, pilot lounge, passenger lounge, kitchen, conference room, and flight planning services. Rental cars and courtesy vehicles are available to travelers, further facilitating transportation within the area.

The airport currently offers:

- 28 hangars for general aviation use
- 4 corporate/multi-use hangars for larger aircraft
- 46 hangar spaces
- 35 apron parking spaces
- 75 auto parking spaces

The FBO offers full-service and 24-hour self-serve fueling options, selling approximately 85,000 gallons of AvGas and Jet A fuel annually. Fuel storage is supported by two 12,000-gallon tanks and two fuel trucks. Aircraft maintenance is provided by Cole Aviation, an authorized Mooney service center that attracts aircraft from across the country for specialized service. Hangar rental options include T-hangars with power and water starting at $350/month for 40-foot hangars and $384/month for 44-foot hangars.

The airport is home to two key tenants:

1. **Cole Aviation** – Provides aircraft maintenance and is a Mooney Authorized Service Center
2. **Dalton Aircraft** – A corporate flight department serving regional businesses

Current and Projected Demand

Dalton's strategic location, with over 30 international companies and numerous North American headquarters, positions the airport as a critical gateway for corporate transportation. The airport facilitates efficient travel for employees, visiting customers, and suppliers, while also enabling just-in-time deliveries of essential equipment and parts. Additionally, the Northwest Georgia Trade and Convention Center regularly attracts visitors arriving via the airport for events throughout the year.

As shown in **Table 39**, the Dalton Municipal Airport recorded an estimated 23,100 annual aircraft operations (takeoffs and landings), evenly split between local and itinerant flights.[10] By 2050, operations are projected to remain steady at 23,100 annually. Based aircraft have seen a decrease over the years, from 63 in 2000 to the current 42, but projections indicate a slight growth to 44 based aircraft by 2030 and then remain steady until 2050.

Economic Impacts

The Dalton Municipal Airport serves as a vital economic engine for the Dalton region. According to the GDOT's 2020 Economic Impact Study, the airport generates an annual economic impact of $7.8 million, as shown in **Table 40**. This includes $2.25 million in annual payroll and the creation of 71 jobs across various roles such as airport management, mechanics, pilots, and maintenance personnel. Additionally, the airport contributes $309,000 in annual tax revenue to the local economy.

Table 39. Operational Projections for Dalton Municipal Airport (DNN)

	2000	2010	2020	2030	2050	CAGR 2020-2050
Based Aircraft	63	40	42	44	44	0.16%
General Aviation Operations	27,700	23,100	23,100	23,100	23,100	0%

DATA SOURCES: Terminal Area Forecast (TAF), Federal Aviation Administration, Issued January 2025

Table 40. Annual Economic Impacts for Dalton Municipal Airport

	Employment	Payroll	Spending	Total Economic Activity
Airport Management & Business Tenants	28	$1,089,100	$3,303,100	$4,392,200
General Aviation Visitor Expenditures	37	$989,000	$1,533,000	$2,522,000
Capital Investment	6	$170,300	$697,300	$867,600
Total	71	$2,248,400	$5,533,400	$7,781,800

DATA SOURCES: Economic Impact Report for Dalton Municipal Airport, GDOT (2020)

10 Terminal Area Forecast (TAF), Federal Aviation Administration, Issued January 2025, https://taf.faa.gov/

Planned and Proposed Projects

Dalton Municipal Airport will continue to play a pivotal role in the MTP, ensuring enhanced connectivity for businesses and industries, supporting emergency and government operations, and contributing to regional economic development. To maintain operational efficiency and meet future aviation demand, several key infrastructure projects are planned and underway.

- **Hangar Expansion and Development:** To meet the increasing demand for aircraft storage, the airport is developing new hangar sites,[11] including additional T-hangars for general aviation and corporate aircraft. This project involves site preparation, infrastructure installation, and construction of modern storage facilities. The added hangar capacity will provide a stable revenue stream through rental agreements, helping sustain airport operations.
- **Runway and Airfield Improvements:**[12] In late 2023, the airport completed a full runway repaving project – the first in over 35 years. The newly repaved runway is now thicker and wider, allowing for larger aircraft operations and increasing traffic potential. These upgrades ensure Dalton Municipal Airport remains compliant with FAA safety standards and enhance operational efficiency, ensuring the airport remains a viable hub for aviation in the region. Additional improvements to the airport's lighting and electrical systems were scheduled for 2024, funded through a combination of federal and state grants, with matching local funds. These include:
    - Lighting and electrical system upgrades, funded by state and federal grants with matching local funds
    - Enhancements to navigation and safety systems, improving operational reliability for all flights
- **Future Development and Infrastructure Enhancements:** Long-term planning includes several potential upgrades, such as:
    - Expanding taxiway access and apron space to accommodate increased aircraft movements
    - Enhancing security measures, including fencing and surveillance systems, to support operational safety
    - Evaluating terminal building enhancements to improve pilot and passenger amenities

11 Dalton Municipal Airport Hangar Development, Georgia Procurement Registry, https://ssl.doas.state.ga.us/gpr/eventDetails?eSourceNumber=PE-75552-NONST-2024-000000036&sourceSystemType=gpr20
12 Project Updates: A Busy 2025 is Already Underway, Dalton Georgia, https://www.daltonga.gov/administration/page/project-updates-busy-2025-already-underway



5. EVALUATION AND IMPLEMENTATION PLAN

Project Development

The analysis and findings presented throughout Chapter 4 were all used to contemplate potential transportation improvements throughout the region.

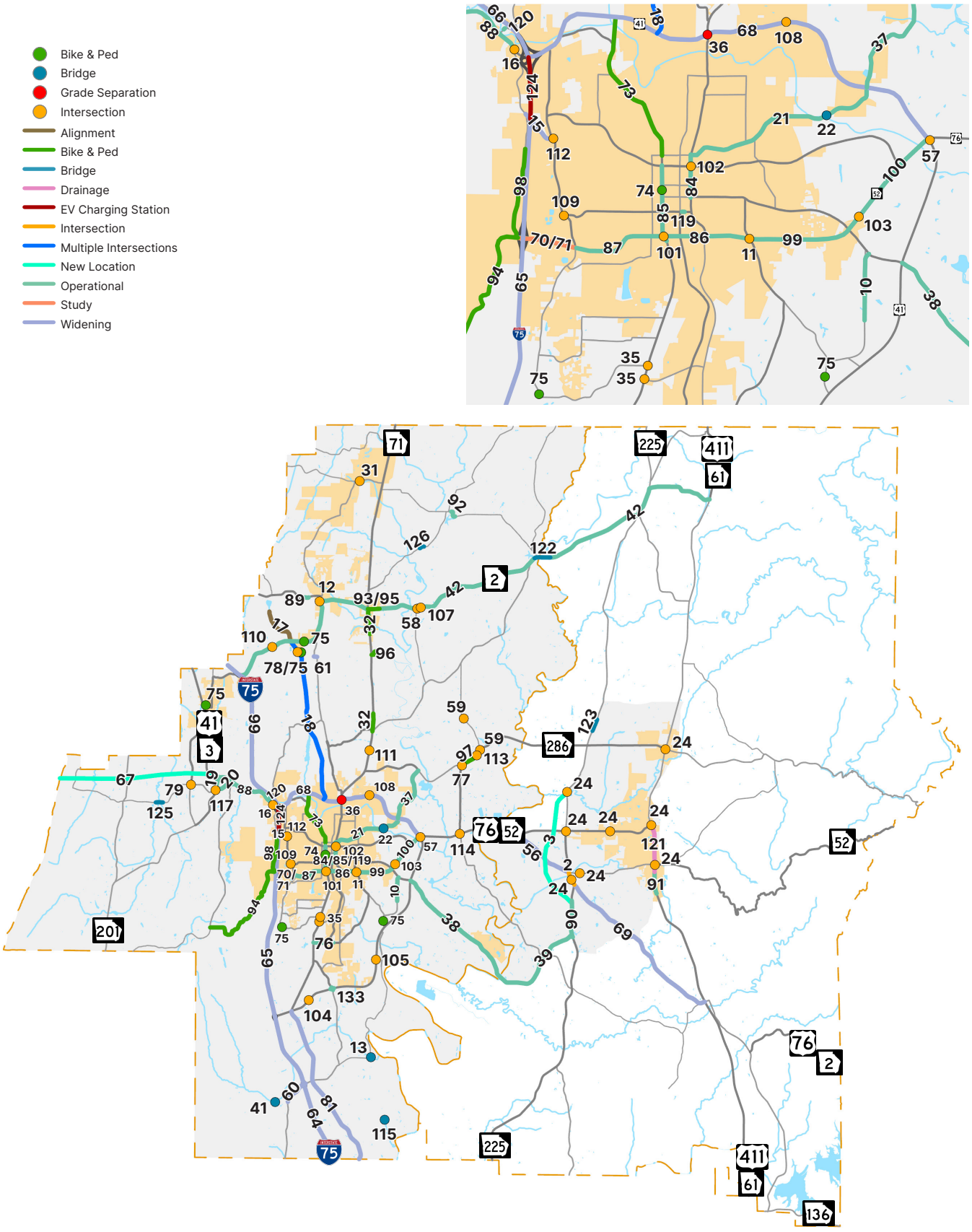
Universe of Projects

A broader universe of projects to consider was developed through two overall sources. First, projects identified in both the fiscally constrained and aspirational (fiscally unconstrained) elements of the previous MTP were identified for consideration. Second, the various analyses presented in Chapter 4 were used to generate new projects ideas. This process included:

- Consideration and review of community feedback
- Consideration of safety analysis and crash data
- Consideration of real-time (RITIS) data
- Consideration of travel demand modeling results
- Consideration of bicycle and pedestrian analysis
- Consideration of freight analysis

The resulting 'universe of projects' to consider in this MTP process is presented in **Figure 80**.

Figure 80. Universe of Projects



DATA SOURCES: Consultant Team Analysis

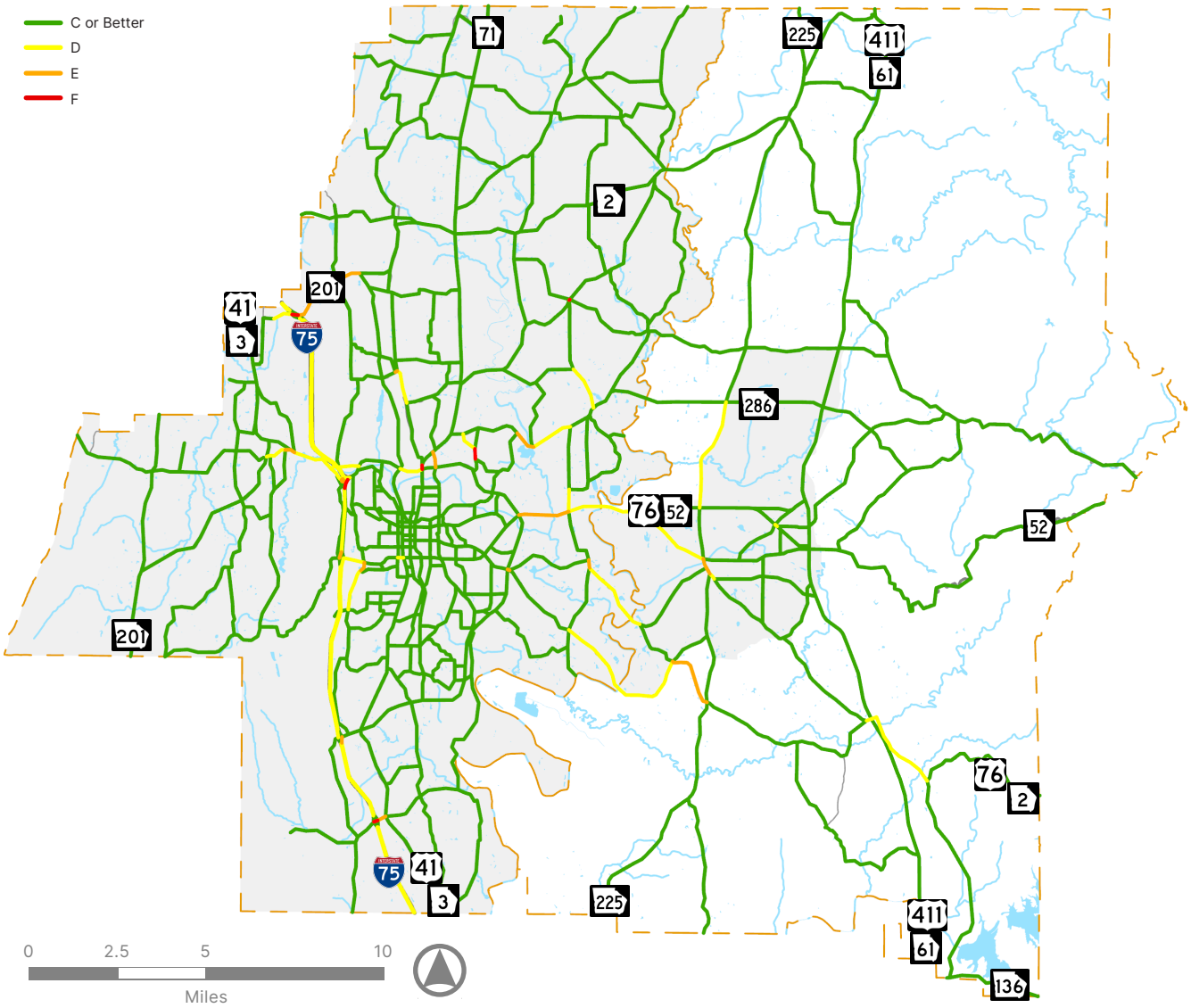
Travel Demand Modeling Activities

Through the MTP process, travel demand modeling activities were conducted to consider different scenarios of future project combinations. The scenarios analyzed include:

- **Base Year** – A travel demand modeling scenario built to represent existing conditions. For this MTP, the base year was set as 2020 in order to calibrate for accuracy in re-creating actual observed 2020 conditions.
- **2050 Do-Nothing** – A travel demand modeling scenario representing anticipated year 2050 conditions if no new transportation projects were completed.
- **2050 Universe of Projects** – A travel demand modeling scenario representing anticipated year 2050 conditions if every conceived transportation project was constructed.
- **2050 Fiscally Constrained MTP** – A travel demand modeling scenario representing year 2050 conditions assuming the construction of only those projects determined to be fiscally constrained within this MTP.

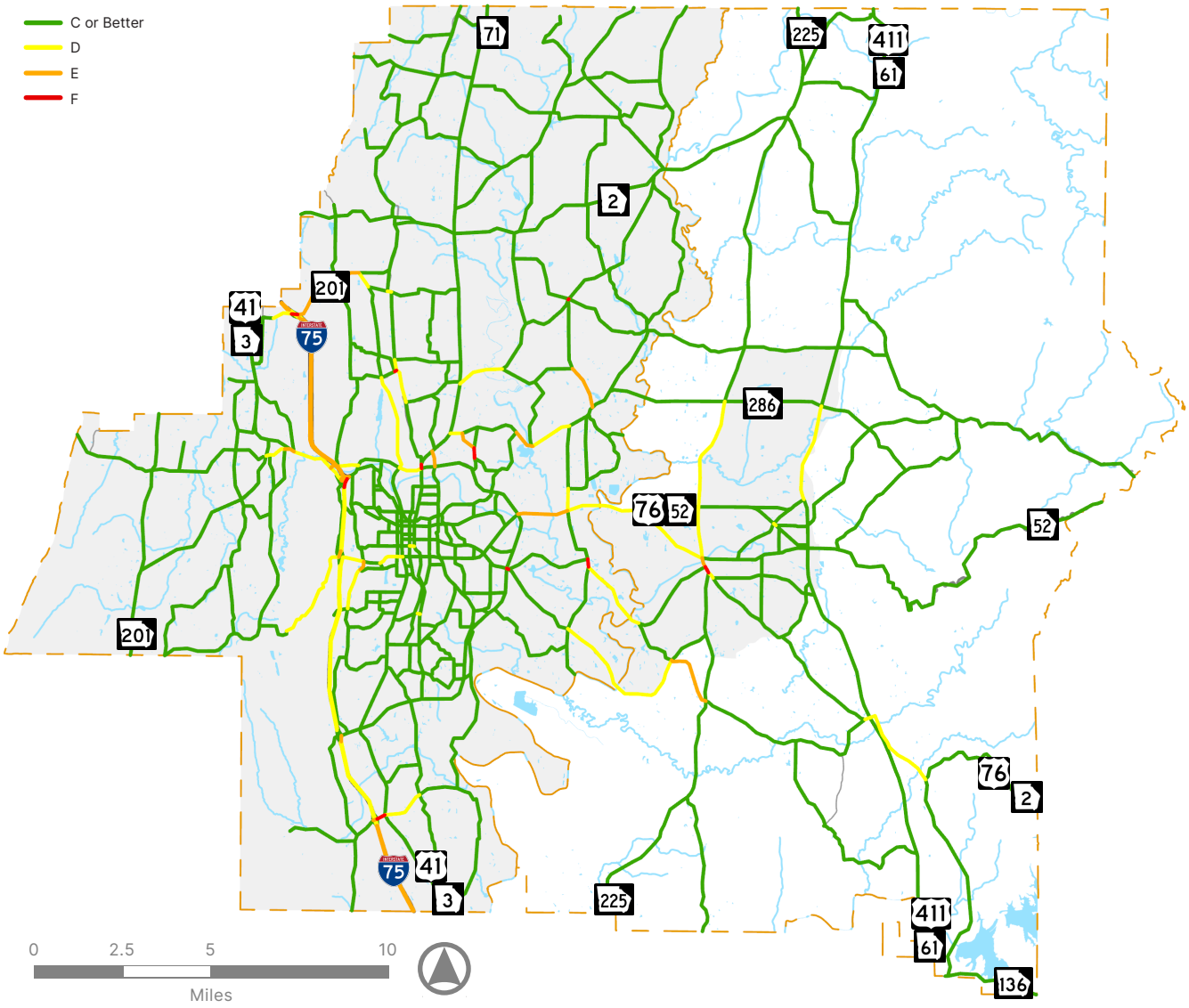
It should be noted that the travel demand model is designed to understand overall travel patterns and dynamics and as such is effective at analyzing the impacts of major capacity widening projects or new location projects that increase the connectivity of the overall transportation network. In contrast, it is not designed to understand the impacts of safety improvements, bicycle/pedestrian projects, or operational enhancements and as such each model scenario only included those projects that are 'measurable' by the tool. The overall LOS results of each scenario are indicated in **Figure 81 through Figure 84**. Additionally, **Appendix E** includes detailed documentation on the travel demand model and analysis process.

Figure 81. Base Year (2020) Scenario Model Results



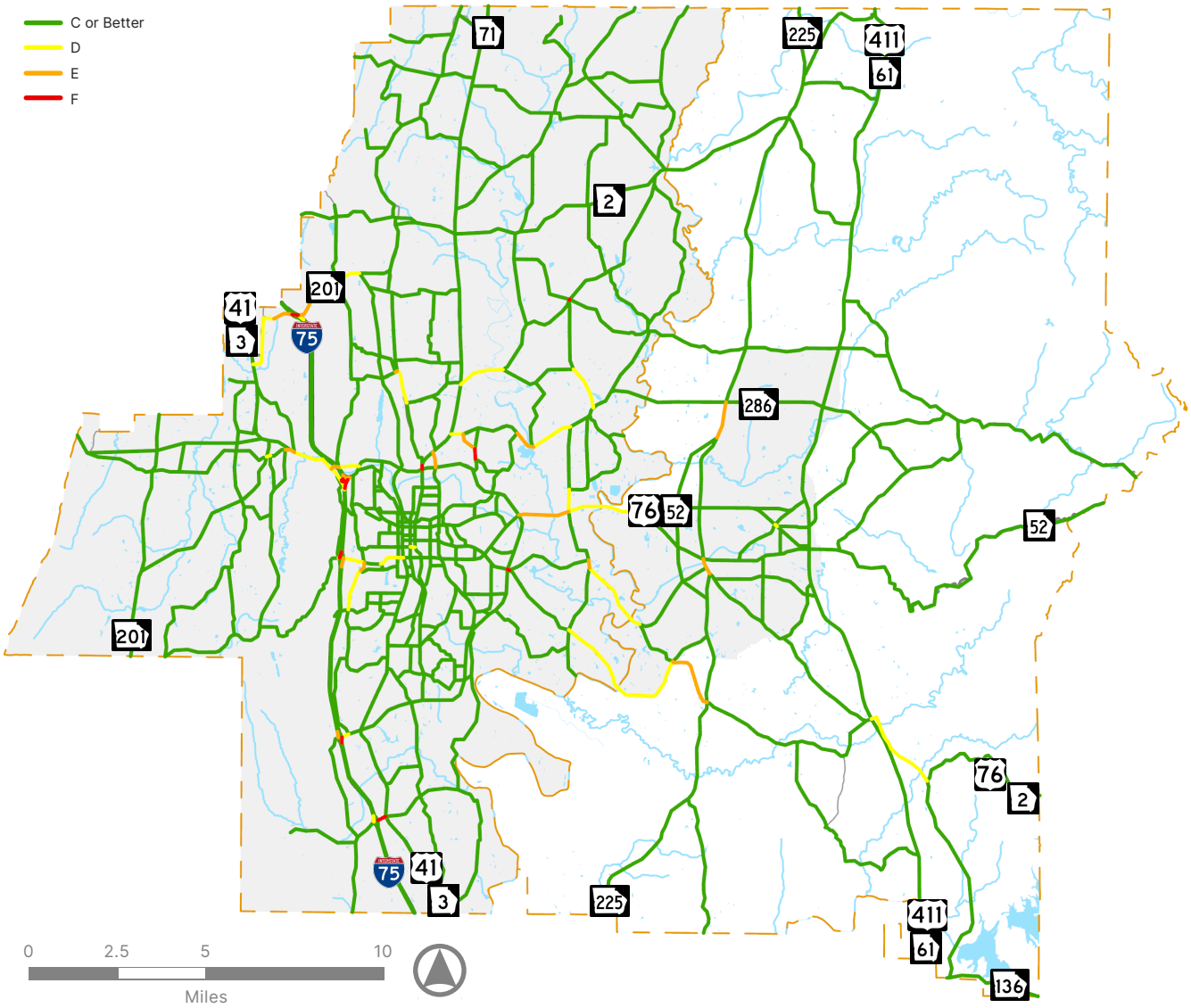
DATA SOURCES: Greater Dalton MPO Base Year Travel Demand Model

Figure 82. 2050 Do-Nothing Scenario Model Results



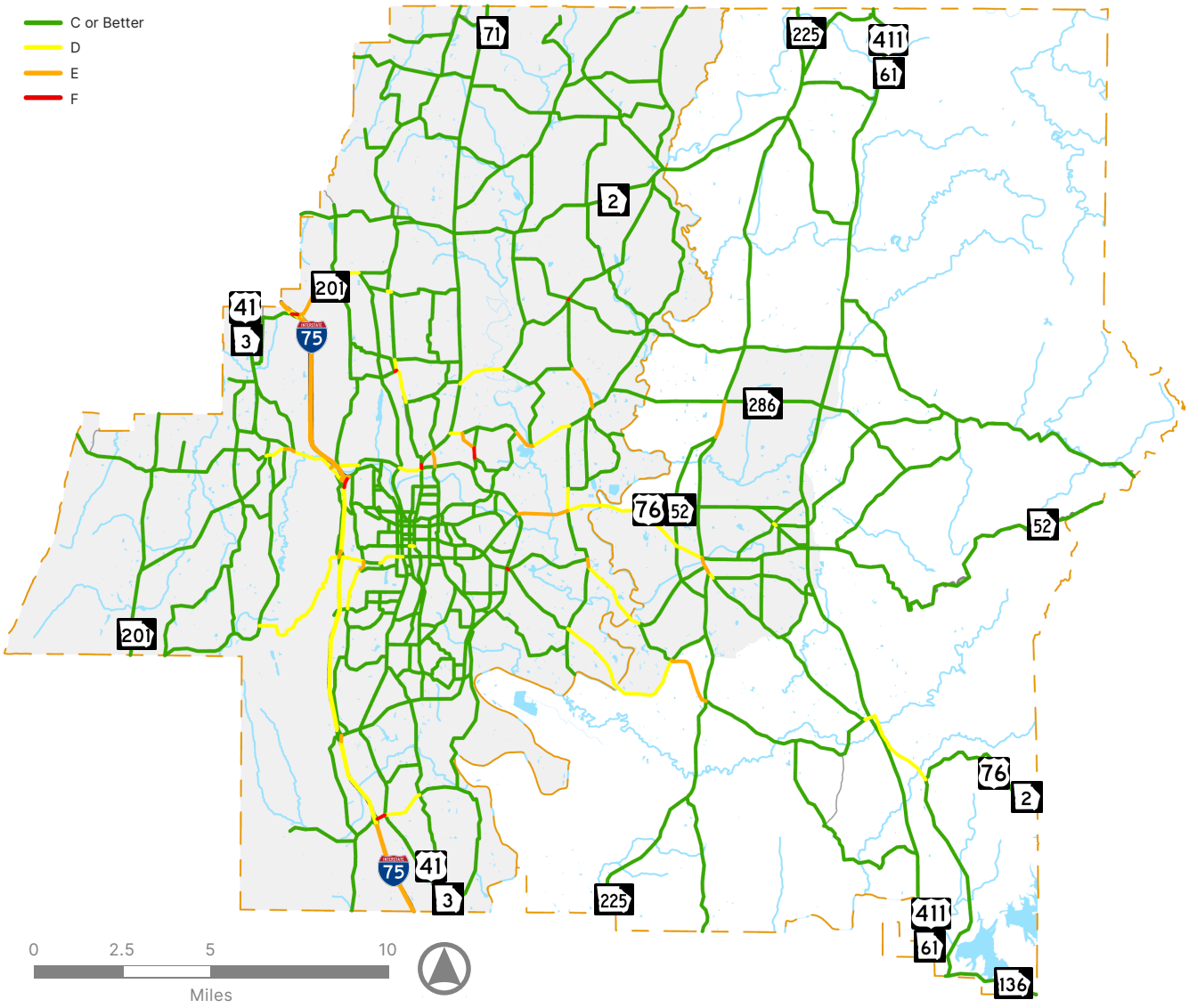
DATA SOURCES: Greater Dalton MPO 2050 Do-Nothing Travel Demand Model

Figure 83. 2050 Universe of Projects Scenario Model Results



DATA SOURCES: Greater Dalton MPO 2050 Universe of Projects Demand Model

Figure 84. 2050 Fiscally Constrained MTP Scenario Model Results



DATA SOURCES: Greater Dalton MPO 2050 Fiscally Constrained Demand Model

Project Evaluation

While the "Universe or projects" reflects the identified transportation needs in the region over the next 25 years, more guidance is needed to determine implementation timeframe as well as prioritize the most critical projects over the less critical projects, especially given the likelihood that needs will exceed available funding.

To assist in this decision making, an evaluation process was developed to include three overall perspectives, described below and illustrated in **Figure 85**:

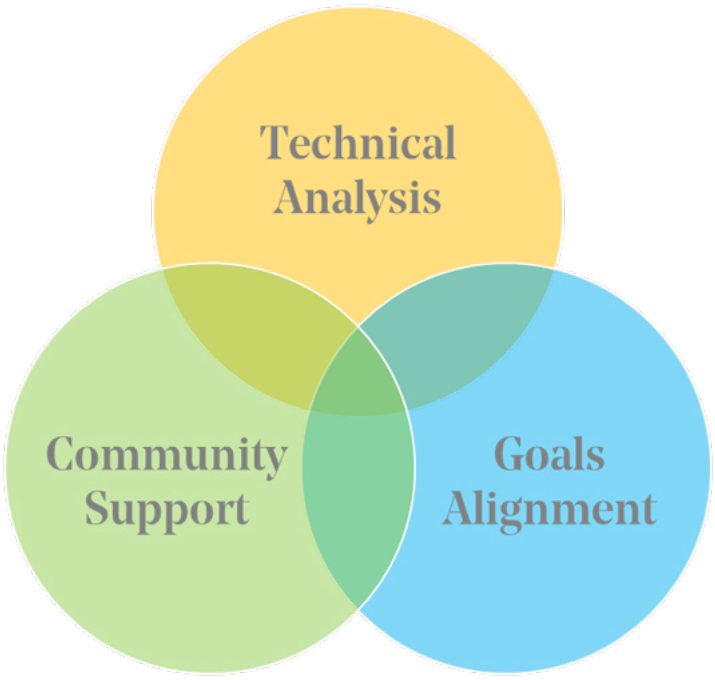
Technical Analysis – a component of the evaluation process considering specific performance measures to determine which projects are most likely to be successful in addressing identified transportation challenges in the region. This includes using empirical data to determine how well each project is able to address traffic and congestion, safety, environmental and community considerations, goods & services movement, and multimodal considerations.

Community Support – a component of the evaluation that determines how well each project aligns with locations flagged by community members for congestion, safety, bicycle, pedestrian, or other needs.

Goals Alignment – a component of the evaluation that determines how well each project aligns with addressing the various "Transportation System Goals" established in Chapter 3 and subsequently ranked by community members as documented in Chapter 4.

The collective intent is to prioritize those projects that are most effective at addressing all three perspectives.

Figure 85. Project Evaluation Process



Technical Analysis

The technical analysis incorporates several empirical forms of data and analysis to understand how well each of the candidate projects address various factors. As reflected in **Table 41** on the following page, those factors encompass traffic and congestion, safety, environmental and community considerations, goods & services movement, and multimodal considerations.

Community Support

The community support component of the analysis utilized spatial analysis to identify the relationship between feedback on the locations of congestion, safety, bicycle, pedestrian, and other needs and the candidate projects. This includes:

- Comments identified as "Congested Locations" were used to assign scoring to all projects with the exception of Bicycle and Pedestrian Projects
- Comments identified as "Safety" were used to assign scoring to all projects
- Comments identified as "Other Comments" were used to assign scoring to all projects with the exception of Bicycle and Pedestrian Projects
- Comments as identified as "Bicycle Need" or "Pedestrian Need" were used to assign scoring to Bicycle and Pedestrian Project

Alignment with Goals

Finally, projects were scored based on their alignment with the Transportation System Goals previously established in Chapter 2 using the community's ranking for those goals which was shared in Chapter 3 as a weighting mechanism for the importance of each goal.

- Projects that "Address North-South Travel" received a weighted score of 7 percent
- Projects that "Address East-West Travel" received a weighted score of 9 percent
- Projects that "Encourage Downtown Reinvestments" received a weighted score of 21 percent
- Projects that "Accommodate Freight Traffic" received a weighted score of 8 percent
- Projects that "Enhance Connections to I-75" received a weighted score of 9 percent
- Projects that "Provide Connectivity to Neighboring Communities" received a weighted score of 14 percent
- Projects that "Develop an Active Mode Network for the Region" received a weighted score of 14 percent
- Project that "Consider Opportunities for Future Transit" received a weighted score of 19 percent

Table 41. Technical Analysis Evaluation Factors

Prioritization Factor	Project Types	Description	Scale
Traffic and Congestion			
Future Volume (2050 Do-Nothing Scenario)	All project types except for Bike/Ped	Low (<10k), Medium (>10K & <30k), High (>30k)	Low/ Mid/ High
Volume Growth (2020 Base vs. 2050 Do-Nothing Scenario)	All project types except for Bike/Ped	"Yes" if project's volume growth rate > system-wide volume growth rate (which is 0.332)	Yes/No
Congestion mitigation (2050 Universe of Projects Scenario vs. 2050 Do-Nothing Scenario)	Capacity projects (Widening, Congestion, Intersection)	"Yes" if project's Volume/Capacity ratio is smaller in Universe of Projects than in Do-Nothing	Yes/No
Congestion mitigation (Qualitative)	Non-capacity projects (none of the above)	"Yes" if project is non-capacity project and can contribute to mitigation based on project description or type (e.g., bike road network, widening of a road not in the network)	Yes/No
Safety			
High crash location (Total)	Any type when data is available	"Yes" if project's 5-year total crash rate is higher than the statewide average by functional classification	Yes/No
High crash location (Fatal)	Any type when data is available	"Yes" if project's 5-year fatal crash rate is higher than the statewide average by functional classification	Yes/No
High crash location (Serious)	Any type when data is available	"Yes" if project's 5-year serious crash rate is higher than the statewide average	Yes/No
Located on bridge that requires improvements	Bridge projects only	"Yes" if bridge project is on the bridge with the condition rating "Poor"	Yes/No
Located near evacuation routes	All project types except for Bike/Ped	Euclidean distance to the nearest hurricane evacuation routes; Low (>2miles), Medium (<2miles & >0.5miles), High (<0.5miles)	Low/ Mid/ High

Table 41 (continued). Technical Analysis Evaluation Factors

Prioritization Factor	Project Types	Description	Scale
Environmental and Community Considerations			
Located near School	All project types	Euclidean distance to the nearest school; Low (>2miles), Medium (<2miles & >0.5miles), High (<0.5miles)	Low/ Mid/ High
Located near Flood risk	All project types	Euclidean distance to the nearest High flood risk zone; Low (>2miles), Medium (<2miles & >0.5miles), High (<0.5miles)	Low/ Mid/ High
Located near Historic or Natural Resources	All project types	Euclidean distance to the nearest historic or natural resource; Low (>2miles), Medium (<2miles & >0.5miles), High (<0.5miles)	Low/ Mid/ High
Located near Transp. Cost Burdened population	All project types	Euclidean distance to the nearest TCBP; Low (>2miles), Medium (<2miles & >0.5miles), High (<0.5miles)	Low/ Mid/ High
Goods and Services			
Located near state freight routes	All project types except for Bike/Ped	Euclidean distance to the nearest school; Low (>2miles), Medium (<2miles & >0.5miles), High (<0.5miles)	Low/ Mid/ High
Located near freight facility	All project types except for Bike/Ped	Euclidean distance to the nearest freight facility; Low (>2miles), Medium (<2miles & >0.5miles), High (<0.5miles)	Low/ Mid/ High
Located near industrial area	All project types except for Bike/Ped	Euclidean distance to the nearest industrial area; Low (>2miles), Medium (<2miles & >0.5miles), High (<0.5miles)	Low/ Mid/ High
Municipal Considerations			
Improves pedestrian accessibility	Bike/Ped projects only	"Yes" if project type is Bike Ped & related to pedestrian accessibility	Yes/No
Improves bike accessibility	Bike/Ped projects only	"Yes" if project type is Bike Ped & related to bike accessibility	Yes/No
New connection	All project types except for Bike/Ped	"Yes" if project type is New connection	Yes/No
ITS	All project types except for Bike/Ped	"Yes" if project type is ITS	Yes/No

Overall Evaluation Results

A summary of the evaluation results is presented in **Table 42**, with details provided in **Appendix F**.

Table 42. Overall Evaluation Results

MTP Project ID	PI #	Road Name/Location	Project Type	Technical Analysis Score	Community Support Score	Goals Alignment Score	Total Score
42		SR 201 Auxiliary Lanes	Operational	16	40	57	113
85		Thornton Avenue Operational and Bicycle/Pedestrian Enhancements	Operational	35	1	61	97
68	0004299	SR 560/East-West Highway - Section 2	Widening	26	11	59	96
86		Walnut Ave (SR 52) Operational and Bicycle/ Pedestrian Enhancements - Section 2	Operational	35	1	57	93
87		Walnut Ave (SR 52) Operational and Bicycle/Pedestrian Enhancements - Section 1	Operational	35	2	51	88
36		North Dalton Bypass (US 41/US 76/SR 3) Grade Separation at Cleveland Highway (SR 71)	Grade separation	33	2	51	86
69	0004300	SR 560/East-West Highway - Section 3	Widening	31	0	53	84
73		Thornton Avenue Sidewalks	Bike & Ped	35	0	47	82
81	632670	South Dixie Road (US 41/SR 3) Widening	Widening	29	2	51	82
94		Dug Gap Battle Road Bicycle/Pedestrian Enhancements	Bike & Ped	14	21	45	80
70		Walnut Avenue Access Management Study	Study	26	6	47	79
71		Walnut Avenue Access Management Improvements	Operational	26	6	47	79
66	0007899	I-75 Widening to Section 3	Widening	29	1	47	77
65	0007898	I-75 Widening - Section 2	Widening	15	6	55	76
67	0004298	SR 560/East-West Highway - Section 1	New Location	29	0	47	76

Table 42 (continued). Overall Evaluation Results

MTP Project ID	PI #	Road Name/Location	Project Type	Technical Analysis Score	Community Support Score	Goals Alignment Score	Total Score
18		Reed Road Auxiliary Turn Lanes	Multiple intersections	0	20	55	75
64	0007897	I-75 Widening - Section 1	Widening	29	0	45	74
100		Walnut Avenue (SR 52) Corridor Safety Improvements - Section 4	Operational	14	2	53	69
74		Downtown Pedestrian Network	Bike & Ped	35	0	33	68
97		SR 286 Bicycle/ Pedestrian Enhancements	Bike & Ped	14	6	47	67
15		North Tibbs Road Auxiliary Lanes	Widening	17	2	47	66
88		Chattanooga Road (US 41/US 76/SR 3) Access Management and Operational Improvements	Operational	9	2	55	66
107		SR 2 at Crow Road Intersection Improvements	Intersection	8	20	37	65
103		Walnut Avenue (SR 52) at Walmart Entrance Intersection Improvements	Intersection	14	0	49	63
21		Underwood Street Operational Improvements	Operational	9	1	53	63
56		SR 52 Alt Widening	Widening	17	0	45	62
20		Old LaFayette Road and Intersection with SR 201	Operational	9	1	51	61
92		Cohutta Beaverdale Road Corridor Safety Improvements	Operational	9	1	51	61
60		Carbondale Road Widening	Widening	17	1	41	59
11		Riverbend Road at Walnut Avenue (SR 52) Intersection Improvements	Intersection	0	1	57	58
19		SR 201 Auxiliary Turn Lanes	Operational	0	1	57	58
3	0003061	SR 225 Bypass (North & South)	New Location	7	0	49	56

Table 42 (continued). Overall Evaluation Results

MTP Project ID	PI #	Road Name/Location	Project Type	Technical Analysis Score	Community Support Score	Goals Alignment Score	Total Score
96		Trailblazer Lane Bicycle/Pedestrian Enhancements	Bike & Ped	14	1	40	55
31		Chattanooga Road/Wolfe Street at Red Clay Road	Intersection	14	0	41	55
99		Walnut Avenue (SR 52) Corridor Safety Improvements - Section 3	Operational	0	2	53	55
98		College Dr Bicycle/ Pedestrian Enhancements	Bike & Ped	14	1	39	54
75		School Sidewalk Program	Bike & Ped	14	1	38	53
37		Underwood Road Operational Improvements	Operational	0	0	53	53
91		US 411 Corridor Safety Improvements	Operational	0	0	53	53
101		Walnut Avenue (SR 52) at Thornton Avenue Intersection Improvements	Intersection	0	0	53	53
121	0019358	SR 61 from SR 52 to City Street 603/Olive Street Drainage Improvements	Drainage	0	0	53	53
32		Cleveland Highway (SR 71) Sidewalks	Bike & Ped	14	0	38	52
10		Hill Road Operational Improvements	Operational	0	1	51	52
38		Airport Road Operational Improvements	Operational	0	1	51	52
22		Underwood Street at Mill Creek Bridge Rehabilitation	Bridge	9	0	43	52
61		Rauschenberg Road Widening	Widening	9	1	41	51
105		South Dalton Bypass (US 41/SR 3) at IVC Drive Intersection Improvements	Intersection	0	0	51	51
76		Brickyard Road Operational Improvements	Operational	9	0	41	50
84		Glenwood Avenue Operational Improvements	Operational	0	1	49	50

Table 42 (continued). Overall Evaluation Results

MTP Project ID	PI #	Road Name/Location	Project Type	Technical Analysis Score	Community Support Score	Goals Alignment Score	Total Score
95		SR 2 Bicycle/Pedestrian Enhancements	Bike & Ped	14	0	35	49
78		Reed Road at Timberghost Road/ Rauschenberg Road Intersection Improvements	Intersection	0	6	43	49
57		Chatsworth Highway (US 76/SR 52) at North Dalton Bypass (US 41/ US 76/SR 3) Intersection Improvements	Intersection	0	2	47	49
16		Chattanooga Road (US 41/US 76/SR 3) at North Tibbs Road Intersection Improvements	Intersection	0	0	49	49
58		Prater Mill Road (SR 2) at Lake Francis Road Intersection Improvements	Intersection	0	11	37	48
108		North Dalton Bypass (US 41/US 76/ SR 3) at Sawgrass Drive Intersection Improvements	Intersection	0	5	43	48
2	631550	SR 225 at SR 52 Alt and at Spring Place Smyrna Road Roundabouts	Intersection	0	0	47	47
12	0019643	SR 2 at SR 201 Roundabout	Intersection	0	6	39	45
77	0017964	Dawnville Road at SR 286 Intersection Improvements	Intersection	0	6	39	45
113		Dawnville Road (SR 286) at Mitchell Bridge Road Intersection Improvements	Intersection	0	6	39	45
109		Tibbs Road at Emery Street/Ella Lane Intersection Improvements	Intersection	0	2	43	45
39		Airport Road/Brown Bridge Road/New Hope Road Widening	Operational	0	0	45	45
89		SR 2 Corridor Safety Improvements	Operational	0	0	45	45

Table 42 (continued). Overall Evaluation Results

MTP Project ID	PI #	Road Name/Location	Project Type	Technical Analysis Score	Community Support Score	Goals Alignment Score	Total Score
124	20336	EV Charging Station	EV Charging Station	0	0	45	45
133	0019836	US 41/SR 3 at CR 666/Five Springs Road Roundabout	Operational	0	0	45	45
110		SR 201 at Lake Kathy Road/New Hope Church Road Intersection Improvements	Intersection	0	5	39	44
41		Redwine Cove Road at Swamp Creek Bridge Replacement	Bridge	9	0	35	44
111		Cleveland Highway (SR 71) at Orchard Way Intersection Improvements	Intersection	0	1	43	44
117		SR 201 at Old LaFayette Road/Houston Valley Road Roundabout	Intersection	0	1	43	44
35		South Dixie Highway at West Industrial Boulevard and at Foster Road Intersection Improvements	Intersection	0	0	44	44
90		SR 225 Corridor Safety Improvements	Operational	0	0	43	43
120		Willowdale Road at CSX Railroad Crossing Improvements	Operational	0	0	43	43
93		SR 2 Operational Improvements	Operational	0	5	37	42
24		Intersection Improvements - 8 locations	Intersection	0	0	42	42
112		Tibbs Road at Shugart Road Intersection Improvements	Intersection	0	2	39	41
59		Dawnville-Beaverdale Road (SR 286) at Cherokee Estate Road Intersection Improvements	Intersection	0	2	37	39
104		South Dalton Bypass (US 41/SR 3) at Corporate Drive Intersection Improvements	Intersection	0	0	39	39

Table 42 (continued). Overall Evaluation Results

MTP Project ID	PI #	Road Name/Location	Project Type	Technical Analysis Score	Community Support Score	Goals Alignment Score	Total Score
119		Emery Street at CSX Railroad Crossing Improvements	Operational	0	0	39	39
125	0020151	Houston Valley Road at E Chickamauga Creek Bridge Replacement	Bridge	0	0	39	39
13		Old Tilton Road at Swamp Creek Bridge Rehabilitation	Bridge	0	0	39	39
17		Reed Road Widening and Alignment	Alignment	0	2	33	35
79		Mount Vernon Road at Houston Valley Road Intersection Improvements	Intersection	0	0	35	35
102		Glenwood Avenue at Waugh Street/ Martin Luther King Jr. Boulevard Intersection Improvements	Intersection	0	0	35	35
123	0017234	SR 225 at Pinhook Creek Bridge Replacement	Bridge	0	0	35	35
122	0017233	SR 2 at Conasauga River and Conasauga River Overflow Bridge Replacements	Bridge	0	0	33	33
114		Chatsworth Highway (US 76/SR 52) at Lower Dawnville Road/ Cedar Ridge Road (SR 286) Intersection Improvements	Intersection	0	1	31	32
115		Nance Springs Circle at Conasauga River Stream Bridge Replacement/ Rehabilitation	Bridge	0	0	29	29
126	0019944	McGaughey Chapel Road at Coahulla Creek Bridge Replacement	Bridge	0	0	28	28

Financial Considerations

A significant component of the MTP process is the development of a financial plan to demonstrate that the recommendations can be implemented over the life of the plan. The primary elements of this financial plan include the costs and revenue needed to operate and maintain Federal-aid highways as well as the cost for implementing capital investments.

Federal & State Funding

The major source of sustained revenue for roadway projects, reconstruction, and rehabilitation from the federal government is administered through the US Department of Transportation from the Highway Trust Fund (HTF). Similarly, the state of Georgia's primary source of sustained funding for transportation has historically been the Motor Vehicle Fuel Tax (MVFT). The total anticipated formula-based funding from these two sources over the life of the plan is presented in **Table 43**, which assumes a 2 percent annual inflation rate through the life of the IIJA (through 2026) followed by a 1 percent annual inflation rate.

Local Funding

While Whitfield County has a Special Purpose Local Option Sales Tax (SPLOST) that has been used to fund select and relatively small-scale transportation projects, there is no regular sustained source of local funding for transportation. Similarly, Murray County does not have a regular sustained source of local funding for transportation.

Additional Funding Sources and Transportation Projects

In addition to the formula based federal and state funding, there are discretionary funding sources including local SPLOST, quick response, lump sum, and HB 170 funding sources. Similarly, as suggested above local sources could be used to fund certain transportation projects. Projects funded through these sources are not subject to fiscal constraint element of the MTP and are presented in **Table 44**.

Capital Project Costing

All of the established Universe of Projects were analyzed to develop high-level budgetary cost estimates to include their probably cost of preliminary engineering, right-of-way, utilities, construction, and contingencies. These costs were developed from several sources including detailed and conceptual costs already prepared by GDOT and previous planning efforts, with all costs initially normalized to their value in year 2025 dollars. As detailed further in the next section, project costs were subsequently inflated with an annual 3 percent growth rate from their 2025 value to the anticipated year of expenditure (YOE) for each project and phase.

Table 43. Anticipated Federal and State Funding

Year	Project Estimate	Maintenance Estimate	Total Estimate
2026	$10,212,261	$2,118,013	$12,330,274
2027	$10,314,384	$2,139,193	$12,453,577
2028	$10,417,528	$2,160,585	$12,578,112
2029	$10,521,703	$2,182,190	$12,703,893
2030	$10,626,920	$2,204,012	$12,830,932
2031	$10,733,189	$2,226,053	$12,959,242
2032	$10,840,521	$2,248,313	$13,088,834
2033	$10,948,926	$2,270,796	$13,219,723
2034	$11,058,416	$2,293,504	$13,351,920
2035	$11,169,000	$2,316,439	$13,485,439
2036	$11,280,690	$2,339,604	$13,620,293
2037	$11,393,497	$2,363,000	$13,756,496
2038	$11,507,432	$2,386,630	$13,894,061
2039	$11,622,506	$2,410,496	$14,033,002
2040	$11,738,731	$2,434,601	$14,173,332
2041	$11,856,118	$2,458,947	$14,315,065
2042	$11,974,679	$2,483,536	$14,458,216
2043	$12,094,426	$2,508,372	$14,602,798
2044	$12,215,371	$2,533,455	$14,748,826
2045	$12,337,524	$2,558,790	$14,896,314
2046	$12,460,899	$2,584,378	$15,045,277
2047	$12,585,508	$2,610,222	$15,195,730
2048	$12,711,364	$2,636,324	$15,347,687
2049	$12,838,477	$2,662,687	$15,501,164
2050	$12,966,862	$2,689,314	$15,656,176
Total	***$288,426,933***	***$59,819,452***	***$348,246,385***

Table 44. Discretionary Transportation Funding Projects

Project ID	PI Number	Road Name	Project Type	Funding Source
2	631550	SR 225 at SR 52 Alt and at Spring Place Smyrna Road Roundabouts	Intersection	HB170 (UTL and CST only)
12	0019643	SR 2 at SR 201 Roundabout	Intersection	Lump Sum
67	0004298	SR 560/East-West Highway - Section 1	Widening	HB170
68	0004299	SR 560/East-West Highway - Section 2	Widening	HB170
69	0004300	SR 560/East-West Highway - Section 3	Widening	HB170
76		Brickyard Road Operational Improvements	Operational	Local
77	0017964	Dawnville Road at SR 286 Intersection Improvements		Lump Sum
78		Reed Road at Timberghost Road/Rauschenberg Road Intersection Improvements	Intersection	Local
79		Mount Vernon Road at Houston Valley Road Intersection Improvements	Intersection	Local
133	0019836	US 41/SR 3 at CR 666/Five Springs Road Roundabout	Intersection	Lump Sum



Fiscally Constrained Implementation Plan

The fiscally constrained implementation plan was developed by considering the project evaluation results, capital revenue projection analysis, and the estimated costs for each project. Projects were sorted using the following procedures:

- Projects that have been advanced in their delivery and/or have committed funding in the MPO's short-range Transportation Improvement Plan (TIP) were advanced first for implementation
- Following those projects, the rankings from the evaluation process were used to determine which projects to advance first. In some cases, projects that require less expense were advanced in front of higher ranked (but more expensive) projects in order to maximize the number of projects implemented.
- Projects were sorted into four overall time periods based on when construction dollars are anticipated to be available for implementation. To estimate the costs of each project in it's year of expenditure (YOE), project costs were inflated using an annual 3 percent growth rate. While inflation and construction costs have skyrocketed in recent years, a longer term look at inflation since 2010 reveals this more modest 3 percent growth rate, which is hoped to sustain over the long horizon (25 years of this plan). In future updates of this MTP, this inflation assumption should be re-visited to reflect changing conditions.
    - For the first period (Short-Term, 2025-2030), projects were costed and funded year by year reflecting their costs in their anticipated year of expenditure
    - For subsequent periods (Mid-Term, 2031-2040 and Long-Term 2041-2050) projects were costed and funded in buckets
    - Projects that could not be funded through 2050 were relegated to the Illustrative Project list, for further consideration in future MTP updates. It is important to note that these projects' 'unfunded' status does not indicate a lack of need or desire for such improvements but rather a reflection of finite resources.

Table 45 indicates and summarizes the overall results of achieving fiscal constraint for this MTP while **Figure 86 through Figure 89** and **Table 46 through Table 49** reflect the expenditures of each implementation time period. **Figure 90** shows all fiscally constrained projects for the 2050 MTP.

Additional details on the fiscally constrained projects are provided in cut sheets contained within **Appendix G**.

Table 45. MTP Evidence of Fiscal Constraint

Time Period	Funding	Expenditures	Period Ending Balance	Cumulative Ending Balance
2025	$4,746,835	$4,746,835	-	-
2026	$10,212,261	$1,464,552	$8,747,709	$8,747,709
2027	$10,314,384	$8,110,140	$2,204,244	$10,951,953
2028	$10,417,528	$3,476,517	$6,941,011	$17,892,964
2029	$10,521,703	$6,621,532	$3,900,171	$21,793,136
2030	$10,626,920	$10,119,822	$507,098	$22,300,234
2031-2040	**$112,292,907**	**$109,864,973**	**$2,427,934**	**$24,728,168**
2041-2050	**$124,041,230**	**$122,117,555**	**$1,923,675**	**$26,651,842**

Table 46. Short-Term (2025-2030) Projects

MTP Project ID	PI Number	Project Name	Project Type	PE	ROW	UTL	CST	**Total Project Cost (YOE)** *Cost by Phase*
2	631550	SR 225 at SR 52 Alt and at Spring Place Smyrna Road Roundabouts	Intersection	**Comp**				**$11,780,701** *ROW: $2,504,319*
11		Riverbend Road at Walnut Avenue (SR 52) Intersection Improvements	Intersection					**$148,939** *PE: $28,657 ROW: $22,138 UTL: $22,138 CST: $76,006*
35		South Dixie Highway at West Industrial Boulevard and at Foster Road Intersection Improvements	Intersection	**Comp**		**N/A**		**$1,784,983** *ROW: $419,996 CST: $1,364,988*
36		North Dalton Bypass (US 41/US 76/SR 3) Grade Separation at Cleveland Highway (SR 71)	Grade separation					**$19,533,219** *PE: $603,529*
37		Underwood Road Operational Improvements	Operational	**Comp**		**N/A**		**$1,215,595** *ROW: $324,447 CST: $891,148*
42		SR 201 Auxiliary Lanes	Operational					**$4,609,151** *PE: $175,076 ROW: $643,066 UTL: $84,518 CST: $3,706,490*
70		Walnut Avenue (SR 52) Access Management Study	Study		**N/A**	**N/A**	**N/A**	**$300,000**
73		Thornton Avenue Sidewalks	Bike & Ped					**$3,064,129** *PE: $358,216 ROW: $184,481 UTL: $184,481*

Table 46 (continued). Short-Term (2025-2030) Projects

MTP Project ID	PI Number	Project Name	Project Type	PE	ROW	UTL	CST	**Total Project Cost (YOE)** *Cost by Phase*
92		Cohutta Beaverdale Road Corridor Safety Improvements	Operational					**$520,381** *PE: $54,508 ROW: $42,107 UTL: $42,107 CST: $381,659*
96		Trailblazer Lane Bicycle/ Pedestrian Enhancements	Bike & Ped					**$245,731** *PE: $26,365 ROW: $19,773 UTL: $20,367 CST: $179,226*
97		SR 286 Bicycle/Pedestrian Enhancements	Bike & Ped					**$9,597,880** *PE: $898,683*
103		Walnut Avenue (SR 52) at Walmart Entrance Intersection Improvements	Intersection					**$313,192** *PE: $32,806 ROW: $25,342 UTL: $25,342 CST: $229,702*
107		SR 2 at Crow Road Intersection Improvements	Intersection					**$1,651,660** *PE: $144,705 ROW: $149,046 UTL: $111,784*
121*	0019358	US 411/SR 61 from SR 52 to City Street 603/Olive Street Drainage Improvements	Drainage	Comp				**$14,322,417** *ROW: $2,000,000 UTL: $2,805,864*
122*	0017233	SR 2 at Conasauga River and Conasauga River Overflow Bridge Replacements	Bridge	Comp				**$22,259,532** *ROW: $691,860 UTL: $54,122*
123*	0017234	SR 225 at Pinhook Creek Bridge Replacement	Bridge	Comp				**$2,567,034** *ROW: $150,000 UTL: $33,464 CST: $2,383,570*
124*	0020336	EV Charging Station	Other		N/A	N/A		**$1,280,000** *PE: $30,000 CST: $1,250,000*
125*	0020151	Houston Valley Road at E Chickamauga Creek Bridge Replacement	Bridge					**$5,747,192** *PE: $839,992 ROW: $75,000 UTL: $109,178 CST: $4,723,022*
126*	0019944	McGaughey Chapel Road at Coahulla Creek Bridge Replacement	Bridge	Comp				**$5,116,109** *ROW: $300,000 UTL: $317,993 CST:* $4,498,116

**Project included in the FY2024-2027 Transportation Improvement Program (TIP)*

Figure 86. Short-Term (2025-2030) Projects

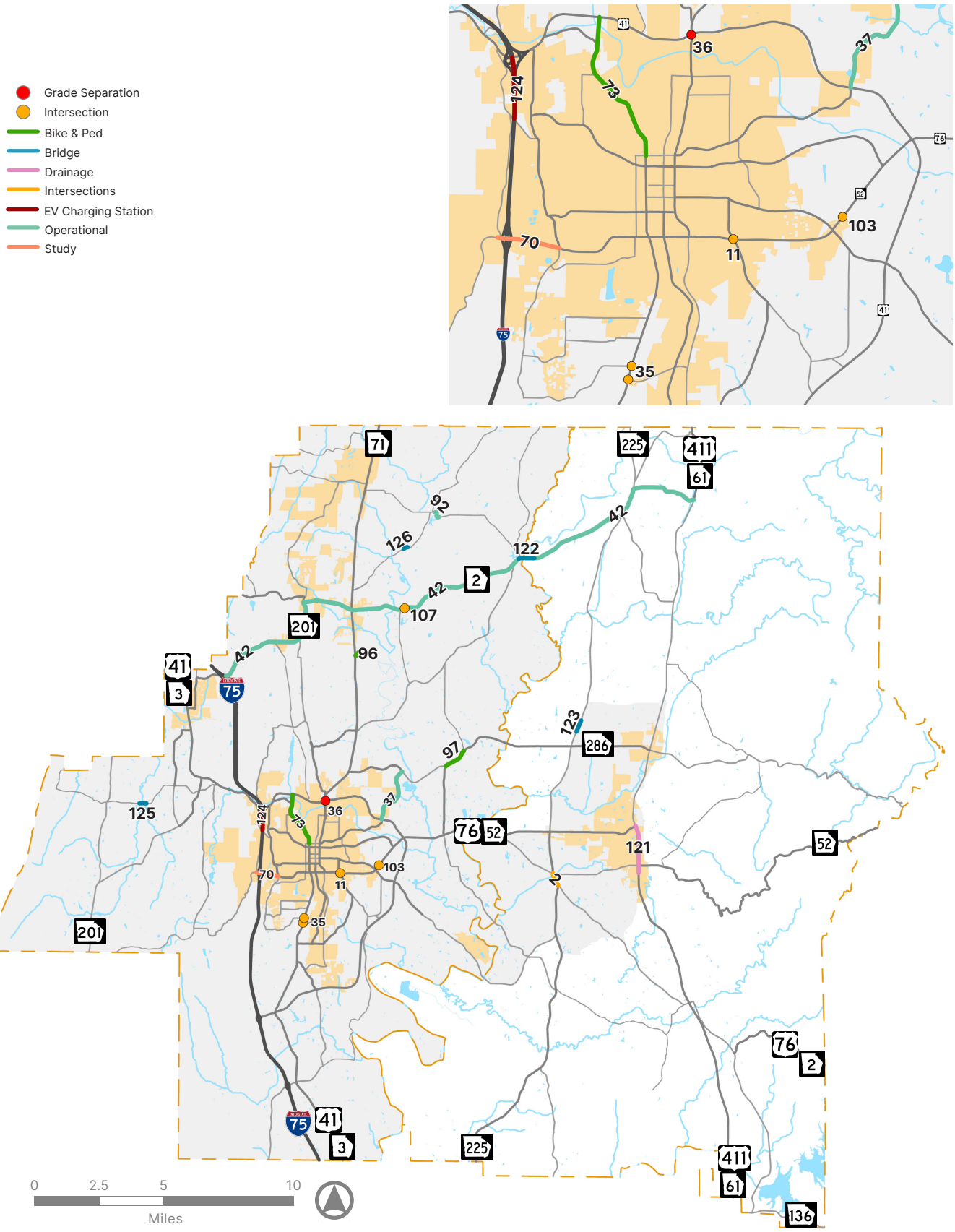


Table 47. Mid-Term (2031-2040) Projects

MTP Project ID	PI Number	Project Name	Project Type	PE	ROW	UTL	CST	**Total Project Cost (YOE)** *Cost by Phase*
3	0003061	SR 225 Bypass (North & South)	New Location			N/A		**$17,215,337** *PE: $934,780 ROW: $7,474,456 CST: $8,806,101*
13		Old Tilton Road at Swamp Creek Bridge Rehabilitation	Bridge			N/A		**$2,629,797** *PE: $124,638 ROW: $77,898*
15		North Tibbs Road Auxiliary Lanes	Widening					**$11,235,512** *PE: $496,431 ROW: $1,025,142 UTL: $183,060*
18		Reed Road Auxiliary Turn Lanes	Multiple intersections					**$13,133,664** *PE: $599,817 ROW: $1,713,764 UTL: $2,251,262 CST: $8,568,820*
19		SR 201 Auxiliary Turn Lanes	Operational					**$4,354,595** *PE: $196,304 ROW: $233,695 UTL: $155,797*
21		Underwood Street Operational Improvements	Operational			N/A		**$3,273,043** *PE: $77,898 ROW: $467,390*
31		Chattanooga Road/ Wolfe Street at Red Clay Road Intersection Improvements	Intersection					**$6,390,554** *PE: $1,090,577 ROW: $817,933 UTL: $817,933*
36		North Dalton Bypass (US 41/US 76/SR 3) Grade Separation at Cleveland Highway (SR 71)	Grade separation					**$19,533,219** *ROW: $3,866,412 UTL: $1,411,099*
71		Walnut Avenue Access Management Improvements	Operational					**$8,399,015** *PE: $1,433,330 ROW: $1,074,998 UTL: $1,074,998*
73		Thornton Avenue Sidewalks	Bike & Ped					**$3,064,129** *CST: $2,336,952*

Table 47 (continued). Mid-Term (2031-2040) Projects

MTP Project ID	PI Number	Project Name	Project Type	PE	ROW	UTL	CST	**Total Project Cost (YOE)** *Cost by Phase*
74		Downtown Pedestrian Network	Bike & Ped					**$10,867,861** *PE: $1,246,374 ROW: $623,187 UTL: $623,187*
85		Thornton Avenue Operational and Bicycle/Pedestrian Enhancements	Operational					**$8,706,097** *PE: $931,133 ROW: $931,133 UTL: $698,350 CST: $6,145,480*
86		Walnut Avenue (SR 52) Operational and Bicycle/Pedestrian Enhancements - Section 2	Operational					**$21,522,963** *PE: $2,068,041*
87		Walnut Ave (SR 52) Operational and Bicycle/Pedestrian Enhancements - Section 1	Operational					**$21,545,198** *PE: $2,216,680 ROW: $2,216,680 UTL: $2,216,680*
97		SR 286 Bicycle/ Pedestrian Enhancements	Bike & Ped					**$9,597,880** *ROW: $781,365 UTL: $1,041,820 CST: $6,876,012*
107		SR 2 at Crow Road Intersection Improvements	Intersection					**$1,651,660** *CST: $1,246,125*
117		SR 201 at Old LaFayette Road/Houston Valley Road Roundabout	Intersection					**$7,872,334** *PE: $604,050 ROW: $604,050 UTL: $453,038*
121*	0019358	US 411/SR 61 from SR 52 to City Street 603/ Olive Street Drainage Improvements	Drainage	Comp				**$14,322,417** *CST: $9,516,553*
122*	0017233	SR 2 at Conasauga River and Conasauga River Overflow Bridge Replacements	Bridge	Comp				**$22,259,532** *CST: $21,513,551*

**Project included in the FY2024-2027 Transportation Improvement Program (TIP)*

Figure 87. Mid-Term (2031-2040) Projects

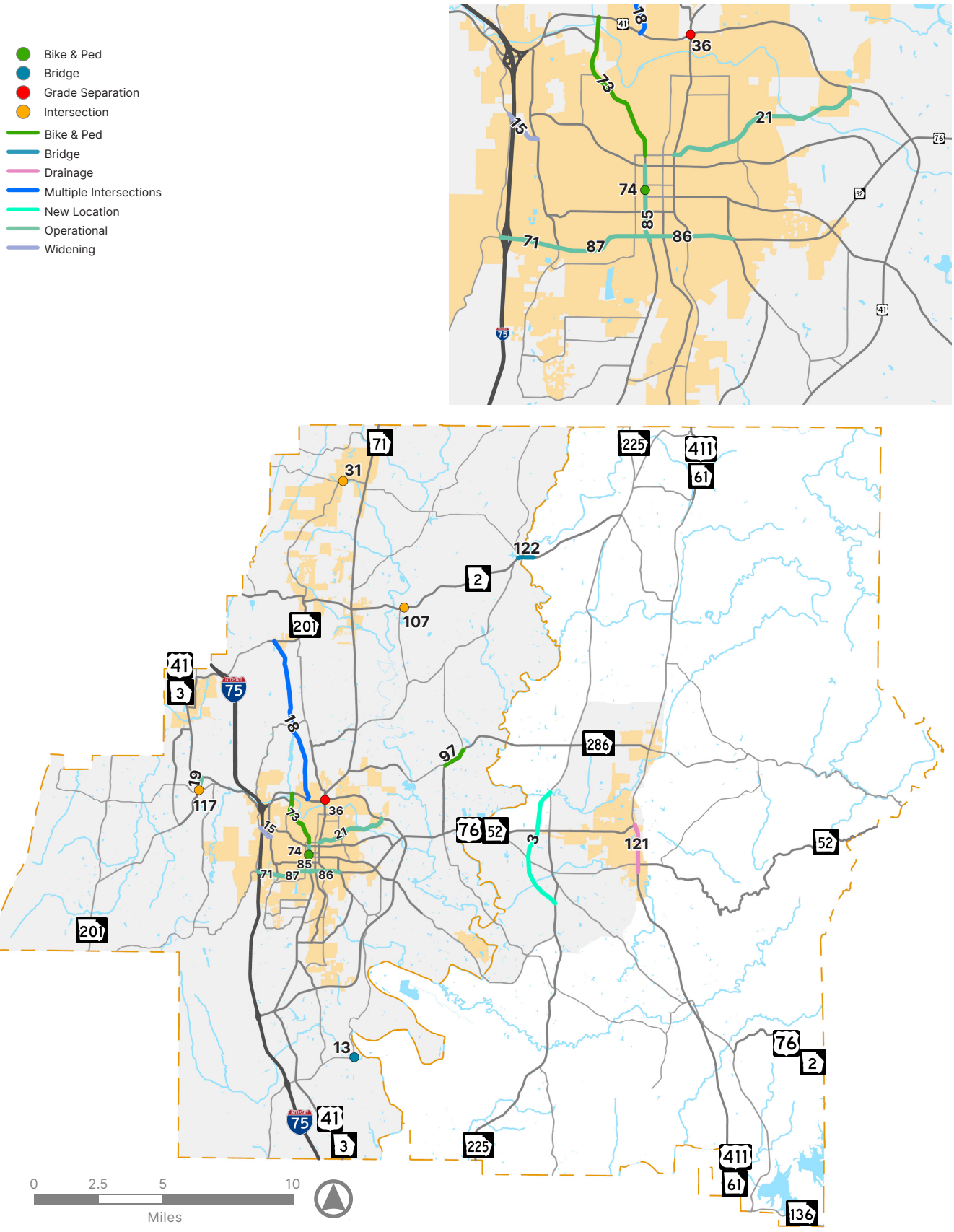


Table 48. Long-Term (2041-2050) Projects

MTP Project ID	PI Number	Project Name	Project Type	PE	ROW	UTL	CST	**Total Project Cost (YOE)** *Cost by Phase*
15		North Tibbs Road Auxiliary Lanes	Widening					**$11,235,512** *CST: $9,530,878*
19		SR 201 Auxiliary Turn Lanes	Operational					**$4,354,595** *CST: $3,768,800*
20		Old LaFayette Road and Intersection with SR 201	Operational					**$6,888,529** *PE: $418,755 ROW: $314,067 UTL: $209,378 CST: $5,946,330*
21		Underwood Street Operational Improvements	Operational					**$3,273,043** *CST: $2,727,755*
31		Chattanooga Road/Wolfe Street at Red Clay Road Intersection Improvements	Intersection					**$6,390,554** *CST: $3,664,111*
36		North Dalton Bypass (US 41/US 76/SR 3) Grade Separation at Cleveland Highway (SR 71)	Grade separation					**$19,533,219** *CST: $13,652,178*
60		Carbondale Road Widening	Widening					**$9,583,161** *PE: $522,718 ROW: $1,655,274 UTL: $311,142 CST: $7,094,027*
71		Walnut Avenue Access Management Improvements	Operational					**$8,399,015** *CST: $4,815,690*
74		Downtown Pedestrian Network	Bike & Ped					**$10,867,861** *CST: $8,375,112*
75		School Sidewalk Program	Bike & Ped					**$6,662,940** *PE: $837,511*
81	632670-	South Dixie Road (US 41/SR 3) Widening	Widening					**$113,102,600** *PE: $1,465,868 ROW: $15,259,296*
86		Walnut Ave (SR 52) Operational and Bicycle/ Pedestrian Enhancements - Section 2	Operational					**$21,522,963** *ROW: $2,779,275 UTL: $2,779,275 CST: $13,896,373*
87		Walnut Ave (SR 52) Operational and Bicycle/ Pedestrian Enhancements - Section 1	Operational					**$21,545,198** *CST: $14,895,160*
94		Dug Gap Battle Road Bicycle/Pedestrian Enhancements	Bike & Ped					**$34,673,713** *PE: $3,337,181*
100		Walnut Avenue (SR 52) Corridor Safety Improvements - Section 4	Operational					**$35,196,368** *PE: $3,861,402*

Figure 88. Long-Term (2041-2050) Projects

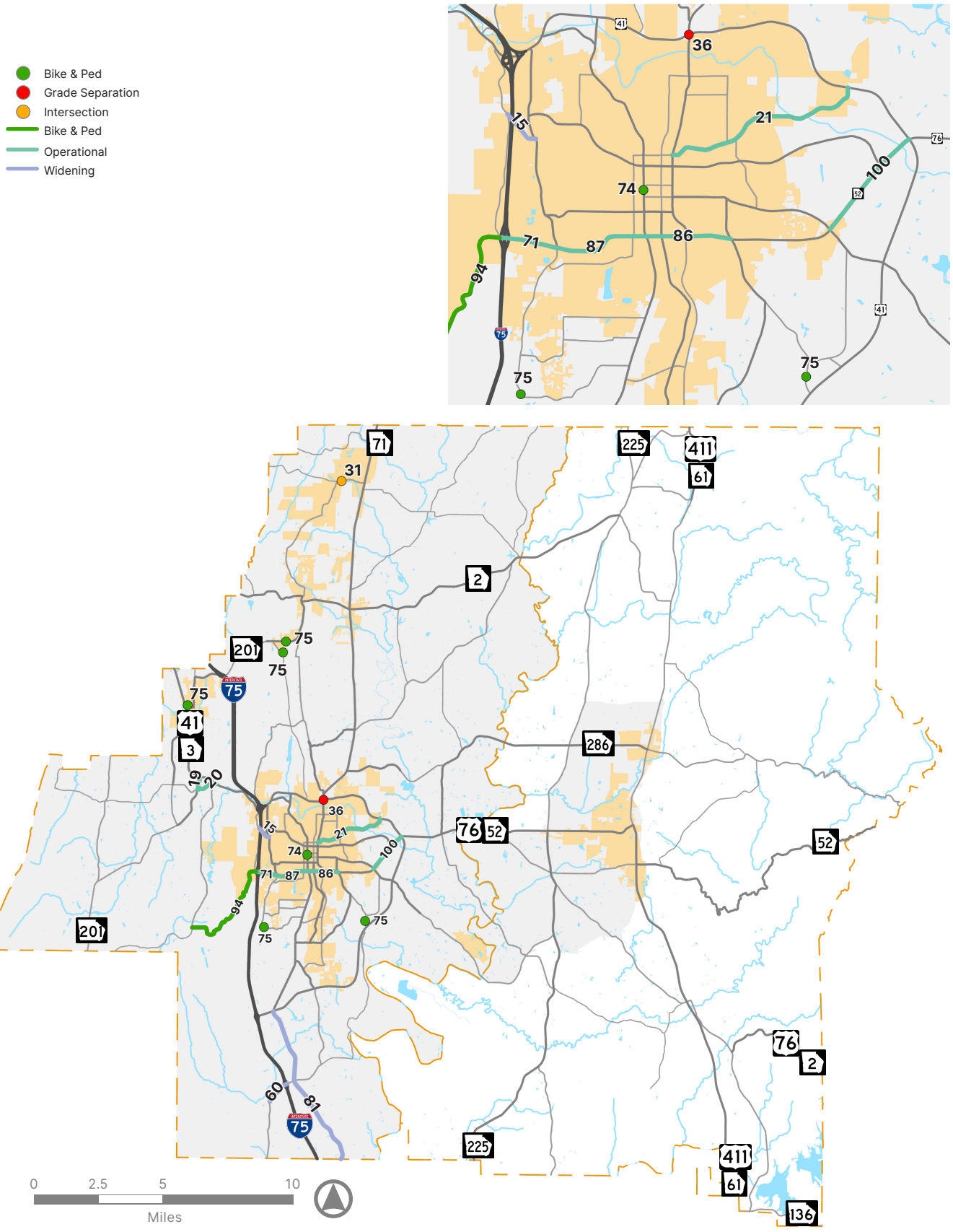


Table 49. Illustrative (2050+) Projects

MTP Project ID	PI Number	Project Name	Project Type	PE	ROW	UTL	CST	**Total Project Cost (YOE)** *Cost by Phase*
10		Hill Road Operational Improvements	Operational					**$5,461,340** *PE: $1,092,268 ROW: $819,201 UTL: $819,201 CST: $2,730,670*
13		Old Tilton Road at Swamp Creek Bridge Rehabilitation	Bridge			N/A		**$2,629,797** *CST: $2,427,262*
16		Chattanooga Road (US 41/US 76/SR 3) at North Tibbs Road Intersection Improvements	Intersection					**$4,223,436** *PE: $97,090 ROW: $3,155,441 UTL: $121,363 CST: $849,542*
17		Reed Road Widening and Alignment	Alignment					**$6,505,063** *PE: $1,301,013 ROW: $975,759 UTL: $975,759 CST: $3,252,532*
22		Underwood Street at Mill Creek Bridge Rehabilitation	Bridge			N/A		**$5,534,157** *PE: $364,089 ROW: $72,817 CST: $5,097,251*
24		Intersection Improvements - 8 locations	Intersection					**$16,141,297** *PE: $849,543 ROW: $2,184,537 UTL: $970,905 CST: $12,136,312*
32		Cleveland Highway (SR 71) Sidewalks	Bike Ped					**$4,611,798** *PE: $922,360 ROW: $691,770 UTL: $691,770 CST: $2,305,899*
38		Airport Road Operational Improvements	Operational					**$16,984,463** *PE: $695,830 ROW: $2,481,378 UTL: $326,128 CST: $13,481,127*
39		Airport Road/Brown Bridge Road/New Hope Road Widening	Operational					**$14,997,748** *PE: $2,999,550 ROW: $2,249,662 UTL: $2,249,662 CST: $7,498,874*
41		Redwine Cove Road at Swamp Creek Bridge Replacement	Bridge					**$2,484,245** *PE: $496,849 ROW: $372,637 UTL: $372,637 CST: $1,242,123*
56		SR 52 Alt Widening	Widening					**$58,632,981** *PE: $1,711,874 ROW: $28,466,062 UTL: $134,658 CST: $28,320,387*

Table 49 (continued). Illustrative (2050+) Projects

MTP Project ID	PI Number	Project Name	Project Type	PE	ROW	UTL	CST	**Total Project Cost (YOE)** *Cost by Phase*
57		Chatsworth Highway (US 76/SR 52) at North Dalton Bypass (US 41/US 76/SR 3) Intersection Improvements	Intersection					**$6,303,743** *PE: $356,950 ROW: $970,905 UTL: $606,816 CST: $4,369,073*
58		Prater Mill Road (SR 2) at Lake Francis Road Intersection Improvements	Intersection					**$4,296,255** *PE: $728,179 ROW: $291,272 UTL: $364,090 CST: $2,912,714*
59		Dawnville-Beaverdale Road (SR 286) at Cherokee Estate Road Intersection Improvements	Intersection					**$6,310,883** *PE: $364,089 ROW: $970,905 UTL: $606,816 CST: $4,369,073*
61		Rauschenberg Road Widening	Widening					**$3,246,285** *PE: $649,257 ROW: $486,943 UTL: $486,943 CST: $1,623,143*
64	0007897	I-75 Widening - Section 1	Widening			N/A		**$220,017,397** *PE: $14,902,953 ROW: $3,471,505 CST: $201,642,939*
65	0007898	I-75 Widening - Section 2	Widening			N/A		**$243,842,843** *PE: $15,201,012 ROW: $22,966,033 CST: $205,675,798*
66	0007899	I-75 Widening to Section 3	Widening			N/A		**$135,084,405** *PE: $5,790,912 ROW $50,940,130 CST: $78,353,363*
75		School Sidewalk Program	Bike & Ped					**$6,662,940** *ROW: $485,452 UTL: $485,452 CST: $4,854,525*
81	632670-	South Dixie Road (US 41/SR 3) Widening	Widening					**$113,102,600** *UTL: $6,163,785 CST: $90,213,651*
84		Glenwood Avenue Operational Improvements	Operational					**$28,910,577** *PE: $3,011,518 ROW: $3,011,518 UTL: $3,011,518 CST: $19,876,022*
88		Chattanooga Road (US 41/US 76/SR 3) Access Management and Operational Improvements	Operational					**$35,575,097** *PE: $4,743,346 ROW: $3,557,510 UTL: $3,557,510 CST: $23,716,731*

Table 49 (continued). Illustrative (2050+) Projects

MTP Project ID	PI Number	Project Name	Project Type	PE	ROW	UTL	CST	**Total Project Cost (YOE)** *Cost by Phase*
89		SR 2 Corridor Safety Improvements	Operational					**$848,256** PE: $93,215 ROW: $69,911 UTL: $69,911 CST: $615,219
90		SR 225 Corridor Safety Improvements	Operational					**$5,211,353** *PE: $572,676* *ROW: $429,507* *UTL: $429,507* *CST: $3,779,663*
91		US 411 Corridor Safety Improvements	Operational					**$25,075,170** *PE: $2,681,836* *ROW: $2,681,836* *UTL: $2,011,377* *CST: $17,700,120*
93		SR 2 Operational Improvements	Operational					**$680,206** *PE: $74,748* *ROW: $56,061* *UTL: $56,061* *CST: $493,336*
94		Dug Gap Battle Road Bicycle/Pedestrian Enhancements	Bike & Ped					**$34,673,713** *ROW: $2,901,531* *UTL: $2,901,531* *CST: $25,533,470*
95		SR 2 Bicycle/Pedestrian Enhancements	Bike & Ped					**$647,751** *PE: $71,181* *ROW: $53,386* *UTL: $53,386* *CST: $469,798*
98		College Drive Bicycle/ Pedestrian Enhancements	Bike & Ped					**$14,834,485** *PE: $1,630,163* *ROW: $1,222,622* *UTL: $1,222,622* *CST: $10,759,077*
99		Walnut Avenue (SR 52) Corridor Safety Improvements - Section 3	Operational					**$30,421,256** *PE: $3,802,657* *ROW: $3,802,657* *UTL: $3,802,657* *CST: $19,013,285*
100		Walnut Avenue (SR 52) Corridor Safety Improvements - Section 4	Operational					***$35,196,368*** *ROW: $4,476,424* *UTL: $4,476,424* *CST: $22,382,119*
101		Walnut Avenue (SR 52) at Thornton Avenue Intersection Improvements	Intersection					**$400,121** *PE: $43,969* *ROW: $32,977* *UTL: $32,977* *CST: $290,198*

Table 49 (continued). Illustrative (2050+) Projects

MTP Project ID	PI Number	Project Name	Project Type	PE	ROW	UTL	CST	**Total Project Cost (YOE)** *Cost by Phase*
102		Glenwood Avenue at Waugh Street/Martin Luther King Jr. Boulevard Intersection Improvements	Intersection					**$314,067** *PE: $62,813 ROW: $47,110 UTL: $47,110 CST: $157,033*
104		South Dalton Bypass (US 41/SR 3) at Corporate Drive Intersection Improvements	Intersection					**$1,080,327** *PE: $118,717 ROW: $89,038 UTL: $89,038 CST: $783,534*
105		South Dalton Bypass (US 41/SR 3) at IVC Drive Intersection Improvements	Intersection					**$1,480,448** *PE: $162,687 ROW: $122,015 UTL: $122,015 CST: $1,073,731*
108		North Dalton Bypass (US 41/US 76/SR 3) at Sawgrass Drive Intersection Improvements	Intersection		N/A			**$1,358,433** *PE: $162,687 UTL: $122,015 CST: $1,073,731*
109		Tibbs Road at Emery Street/Ella Lane Intersection Improvements	Intersection					**$2,183,286** *PE: $233,506 ROW: $175,130 UTL: $233,506 CST: $1,541,143*
110		SR 201 at Lake Kathy Road/ New Hope Church Road Intersection Improvements	Intersection					**$480,145** *PE: $52,763 ROW: $39,572 UTL: $39,572 CST: $348,237*
111		Cleveland Highway (SR 71) at Orchard Way Intersection Improvements	Intersection					**$1,424,431** *PE: $156,531 ROW: $117,398 UTL: $117,398 CST: $1,033,104*
112		Tibbs Rd at Shugart Road Intersection Improvements	Intersection					**$2,420,999** *PE: $266,044 ROW: $199,533 UTL: $199,533 CST: $1,755,889*
113		Dawnville Road (SR 286) at Mitchell Bridge Road Intersection Improvements	Intersection					**$280,085** *PE: $30,779 ROW: $23,084 UTL: $23,084 CST: $203,138*
114		Chatsworth Highway (US 76/SR 52) at Lower Dawnville Road/Cedar Ridge Road (SR 286) Intersection Improvements	Intersection					**$1,375,082** *PE: $151,108 ROW: $113,331 UTL: $113,331 CST: $997,312*

Table 49 (continued). Illustrative (2050+) Projects

MTP Project ID	PI Number	Project Name	Project Type	PE	ROW	UTL	CST	**Total Project Cost (YOE)** *Cost by Phase*
115		Nance Springs Circle at Conasauga River Stream Bridge Replacement/ Rehabilitation	Bridge					**$2,093,778** *PE: $418,756 ROW: $314,067 UTL: $314,067 CST: $1,046,889*
117		SR 201 at Old LaFayette Road/Houston Valley Road Roundabout	Intersection					**$7,872,334** *CST: $6,211,196*
119		Emery Street at CSX Railroad Crossing Improvements	Operational					**$681,102** *PE: $74,846 ROW: $56,135 UTL: $56,135 CST: $493,986*
120		Willowdale Road at CSX Railroad Crossing Improvements	Operational					**$394,039** *PE: $43,301 ROW: $32,476 UTL: $32,476 CST: $285,787*

Figure 89. Illustrative (2050+) Projects

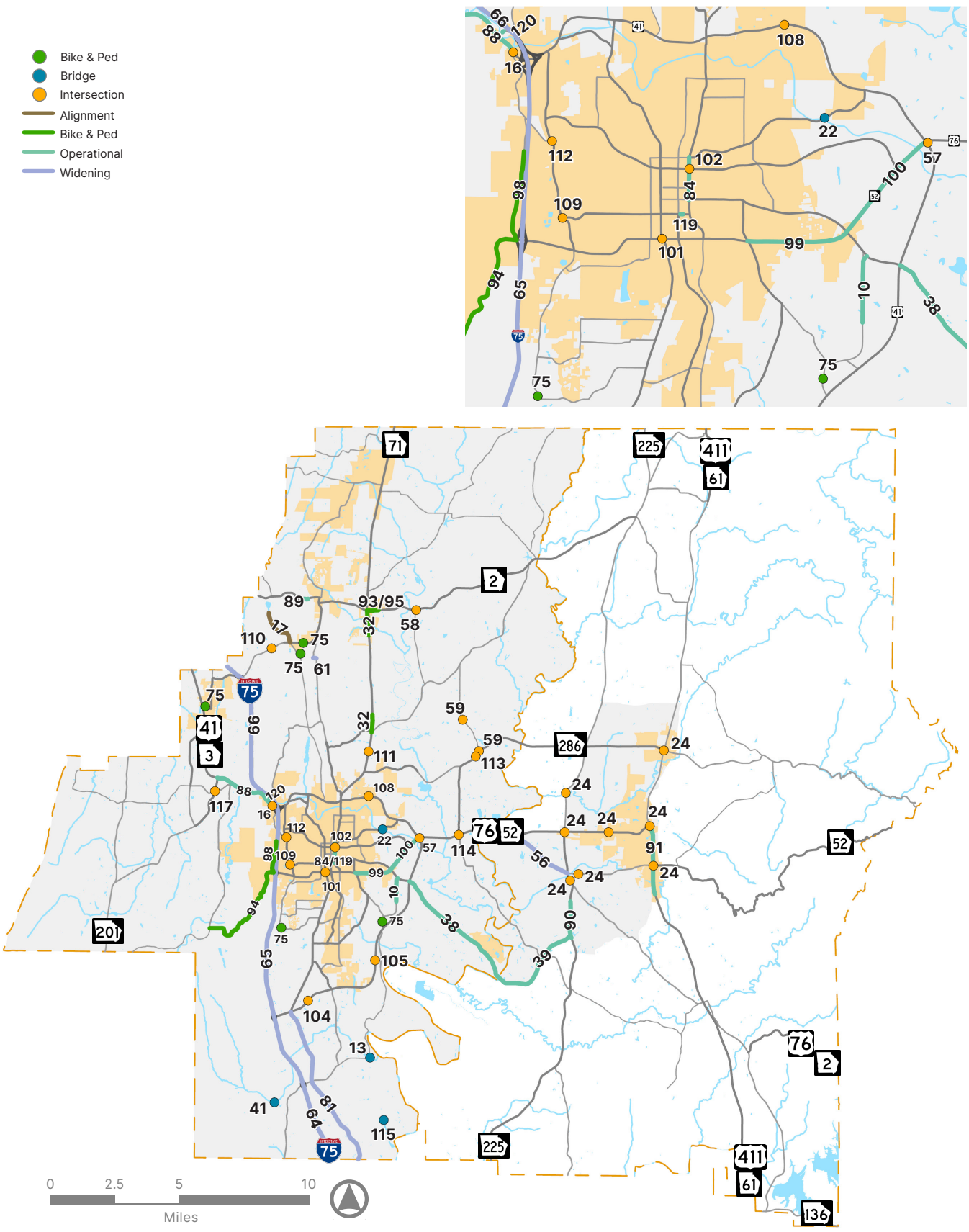
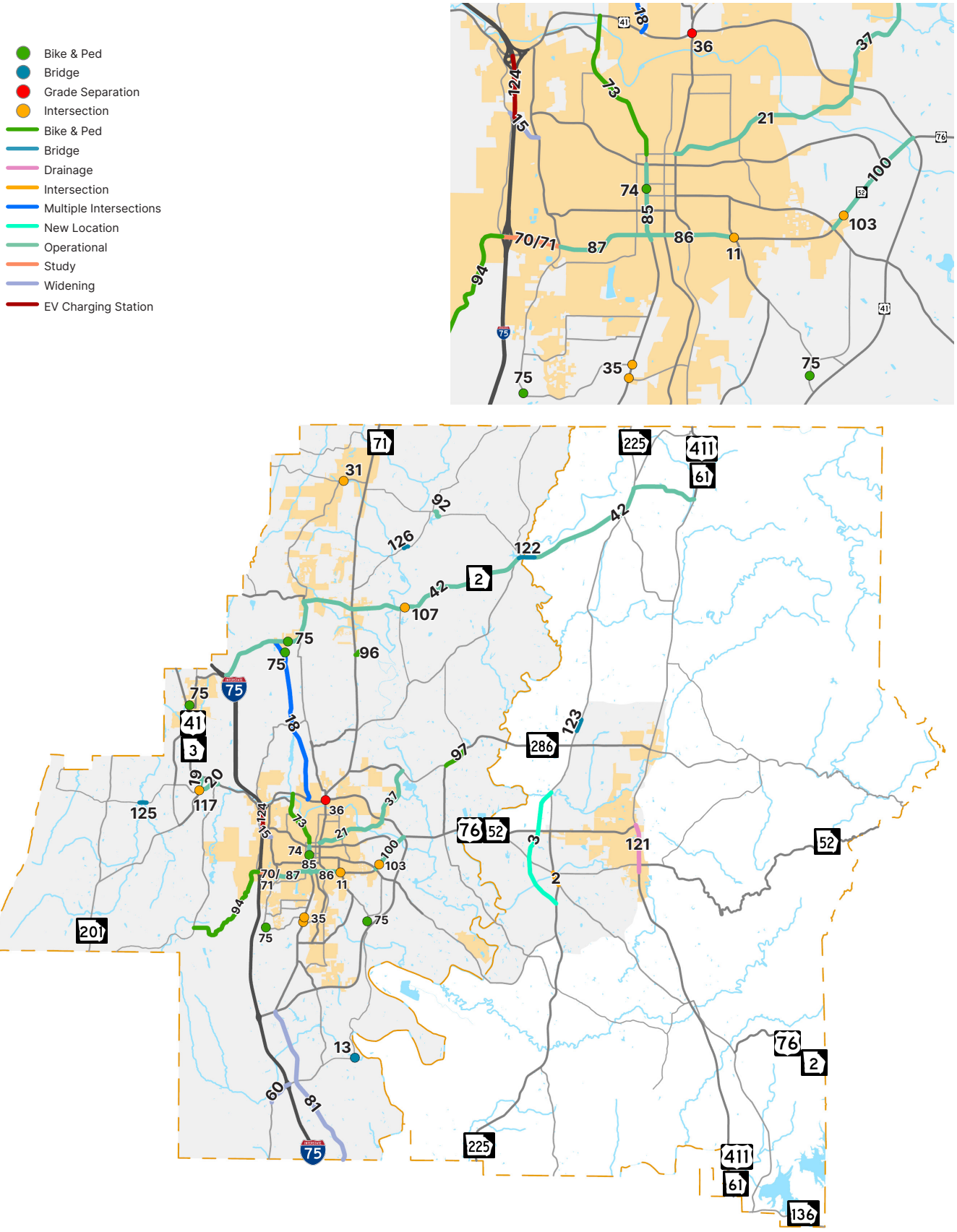


Figure 90. Fiscally Constrained 2050 MTP Projects



Plan Conclusions

While the ultimate goal of the MTP is the development of the fiscally constrained project list, it also provides the framework for meeting a fundamental community need - effective and efficient transportation.

Table 50 summarizes key metrics from the various scenarios analyzed in the preparation of this MTP while **Figure 91 through Figure 95** shows graphic representations of these metrics.

Table 50. Travel Demand Model Results Summary

Metric	2020 Base	2050 Do-Nothing	2050 Universe of Projects	2050 Fiscally Constrained MTP
Vehicle Miles Traveled (VMT)	4,487,003	5,045,213	5,093,703	5,045,942
Vehicle Hours Traveled (VHT)	132,575	167,372	147,637	165,776
Vehicle Hours of Delay (VHD)	23,572	43,909	24,601	42,346
Congested Travel Speed	31.78	31.05	31.51	31.15
Volume/ Capacity (V/C) Ratio	0.32	0.36	0.33	0.36

Figure 91. Vehicle Miles Traveled (VMT) by Model Scenario

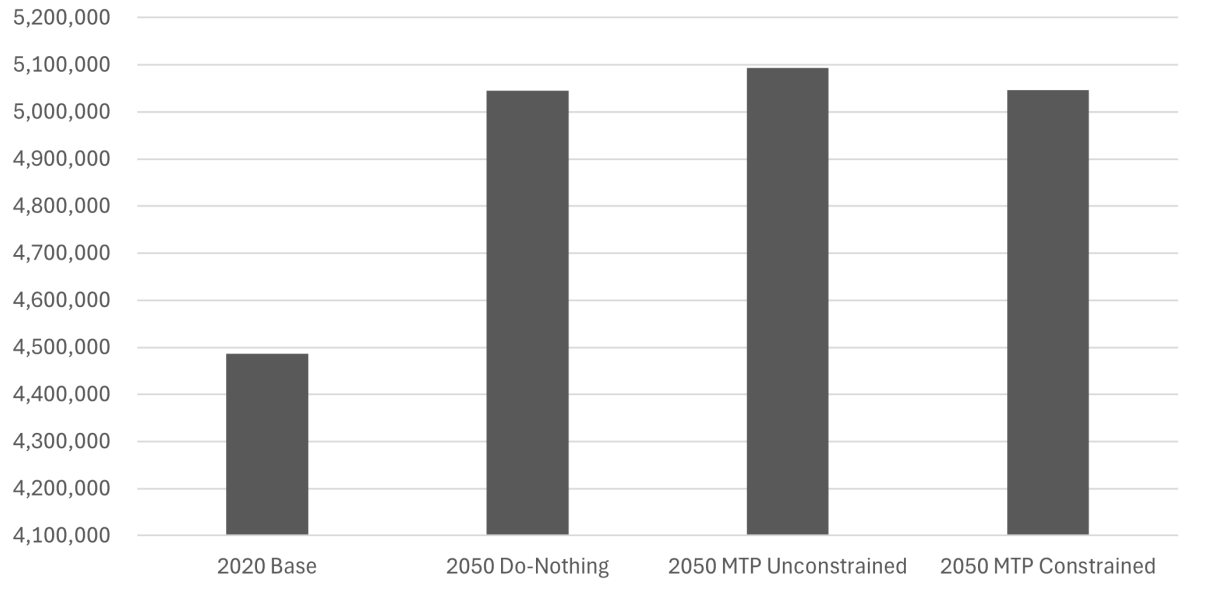


Figure 92. Vehicle Hours Traveled (VMT) by Model Scenario

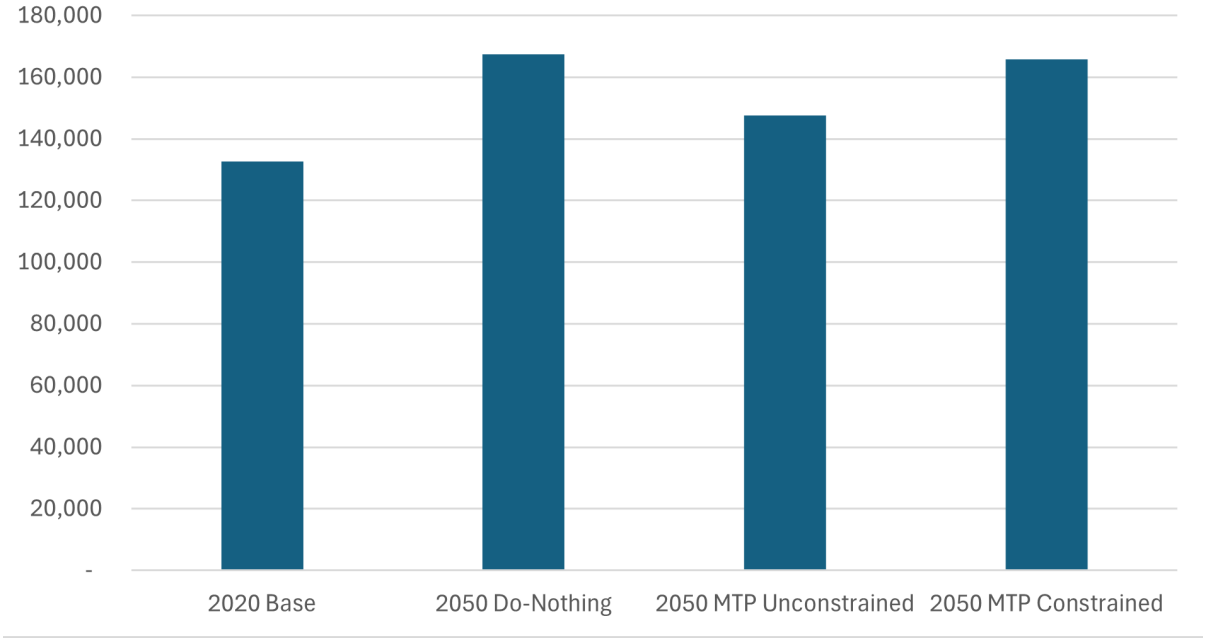


Figure 93. Vehicle Hours of Delay (VHD) by Model Scenario

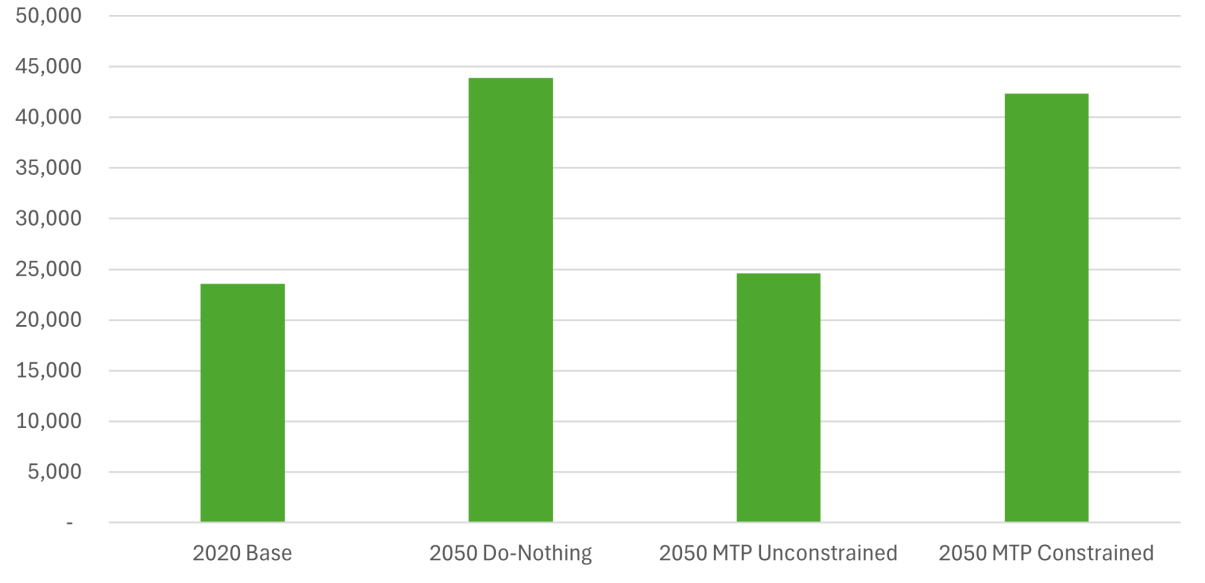


Figure 94. Volume/Capacity (V/C) Ratio by Model Scenario

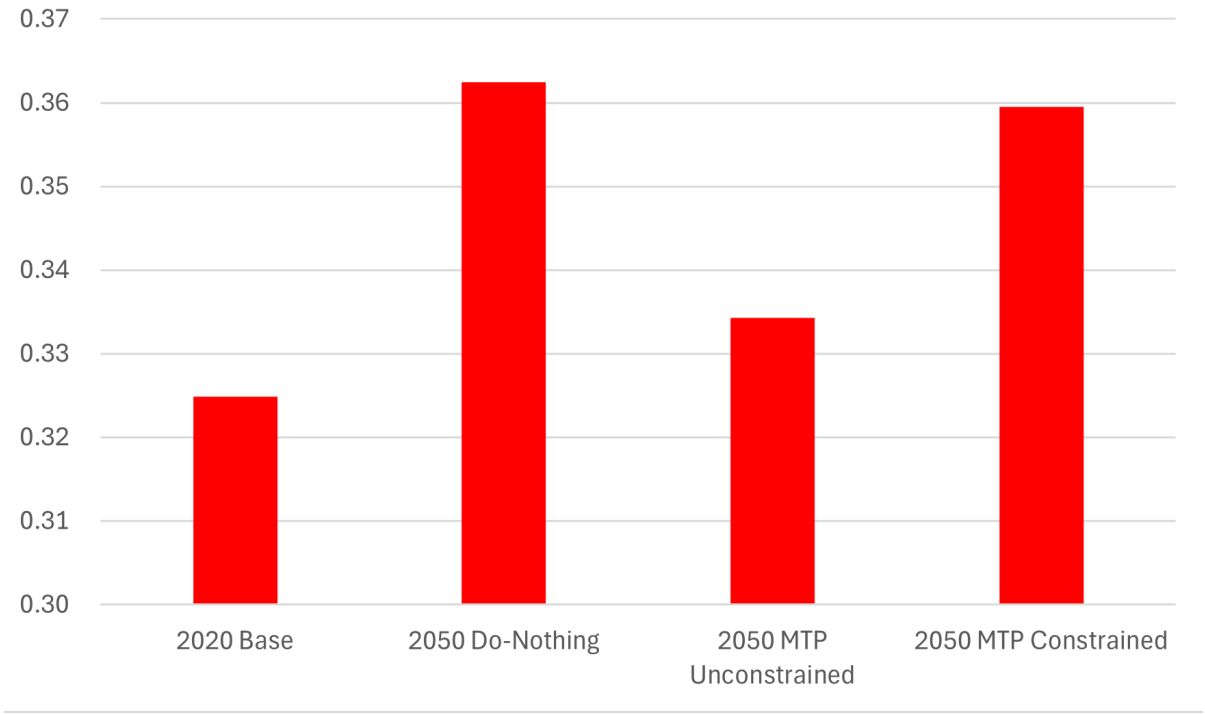
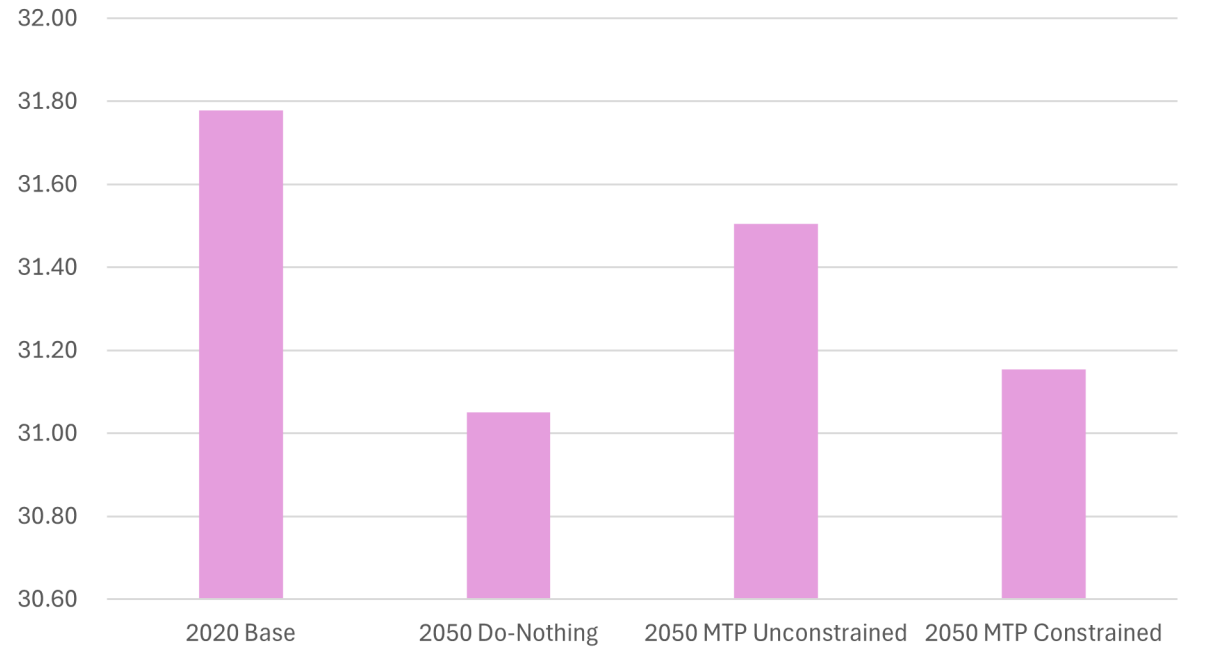


Figure 95. Congested Travel Speed by Model Scenario



Environmental Considerations for Fiscally Constrained Projects

To understand the impact to the natural environment, the fiscally constrained plan is overlaid with natural, cultural, and historical resources previously identified in Chapter 2. The projects within and adjacent to these communities are all anticipated to include bicycle and pedestrian facilities where possible and feasible as well as introduce design elements to enhance safety.

The following maps in **Figure 96 through Figure 98** indicate environmental conditions that may need to be addressed and mitigated as projects are implemented.

Process to Modify or Amend the MTP

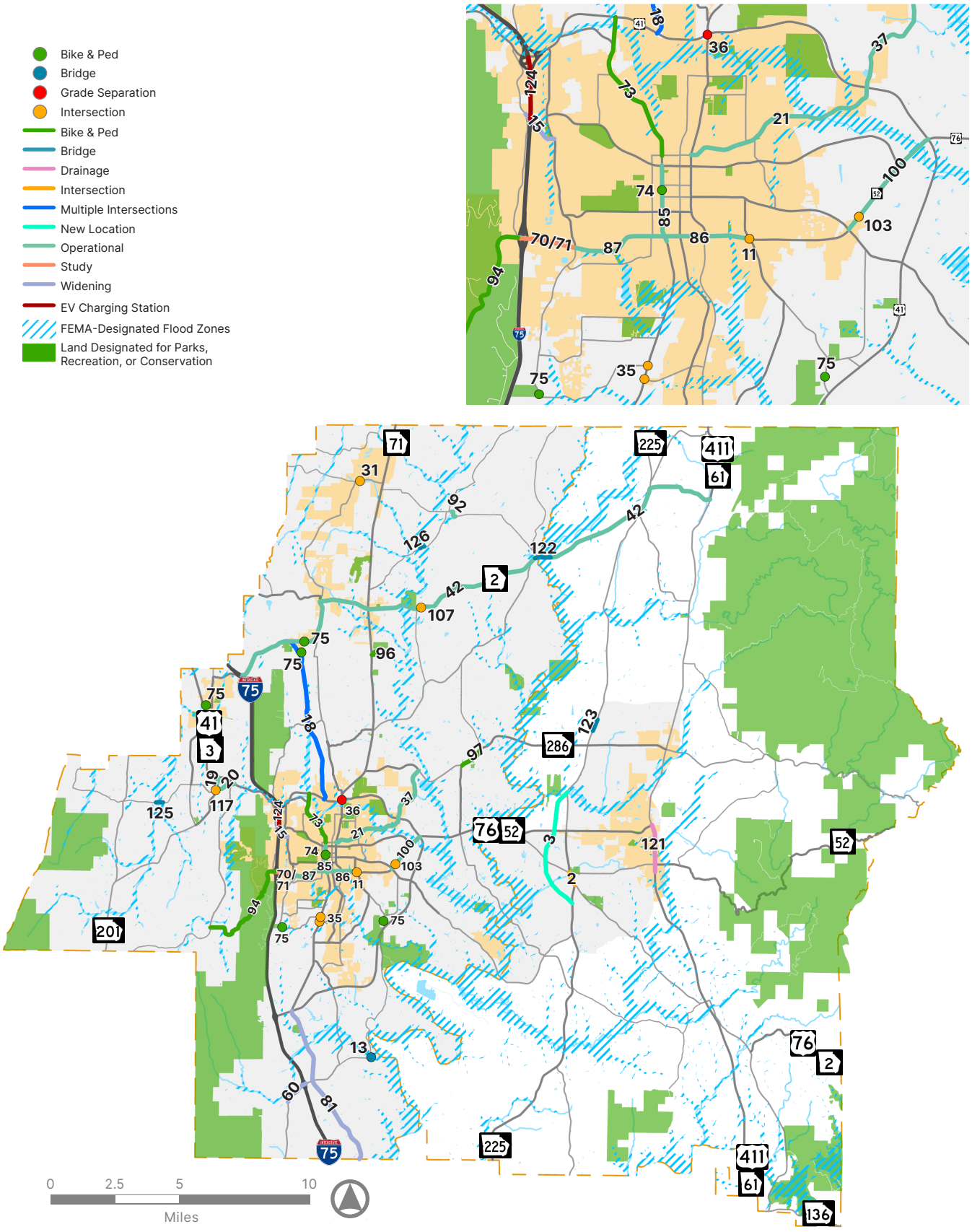
As the fiscally constrained MTP results attest, ongoing monitoring of the MTP (and other MPO products, particularly the TIP) will be appropriate to maximize funding opportunities and implementation in the MPO. In some cases, modifications or amendments to the MPO may be appropriate.

Modifications are administrative and can be utilized in cases where a project phase is added that utilizes 100 percent non-federal funding that does not impact fiscal constraint, federal share match, and air quality.

In contrast, amendments are necessary if the MTP is modified to include the addition of a new project or the addition of a phase with federal funds to an existing project. This includes any new projects that are funded with Congressionally Directed Spending, Federal Land Access Program (FLAP) funds, or Title 23 or Title 49 discretionary funding. Amendments are revisions that require public review and comment and a re-demonstration of fiscal constraint.

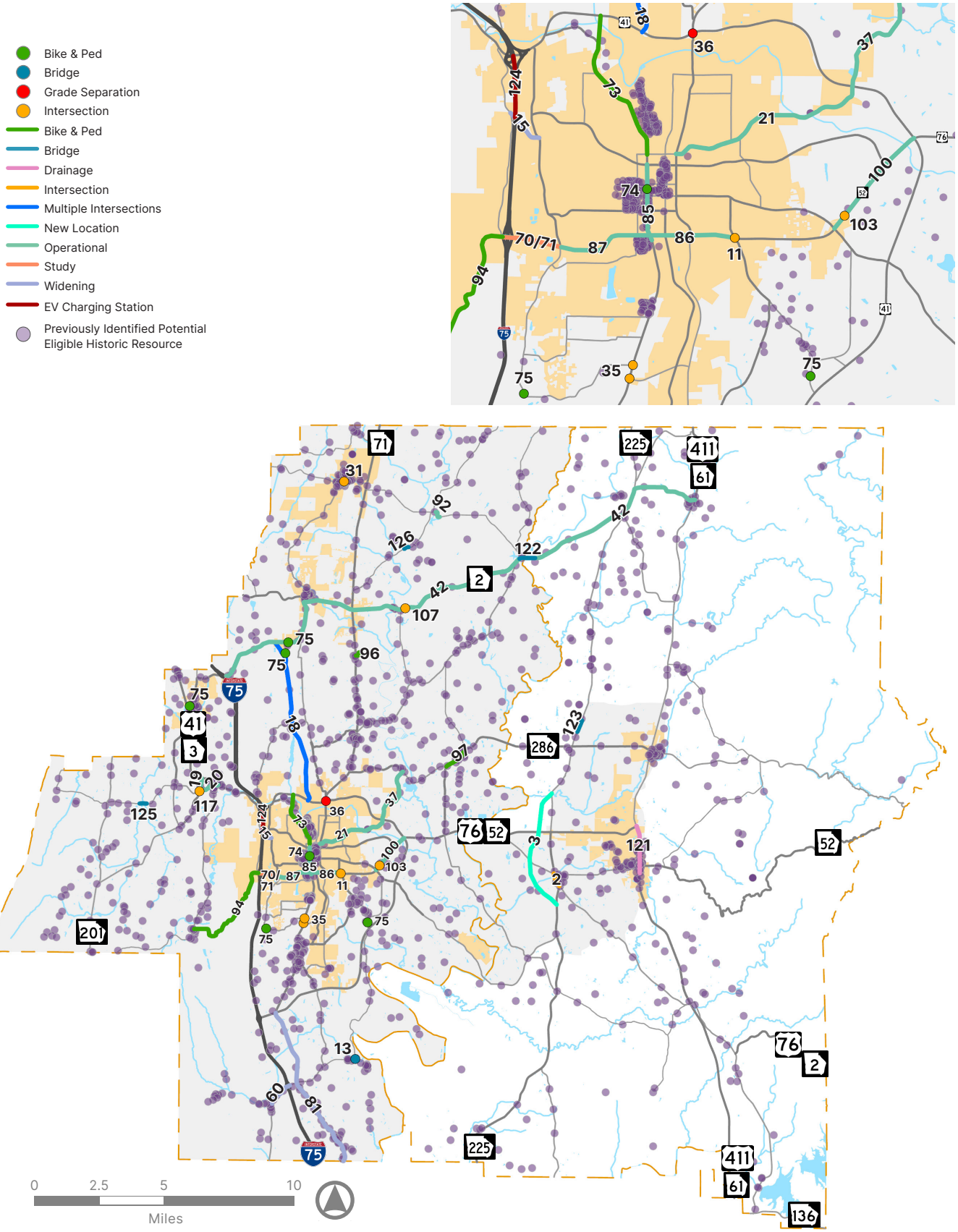
More details on the process to modify or amend the MTP are provided in **Appendix H**.

Figure 96. Natural Resources and Fiscally Constrained Projects



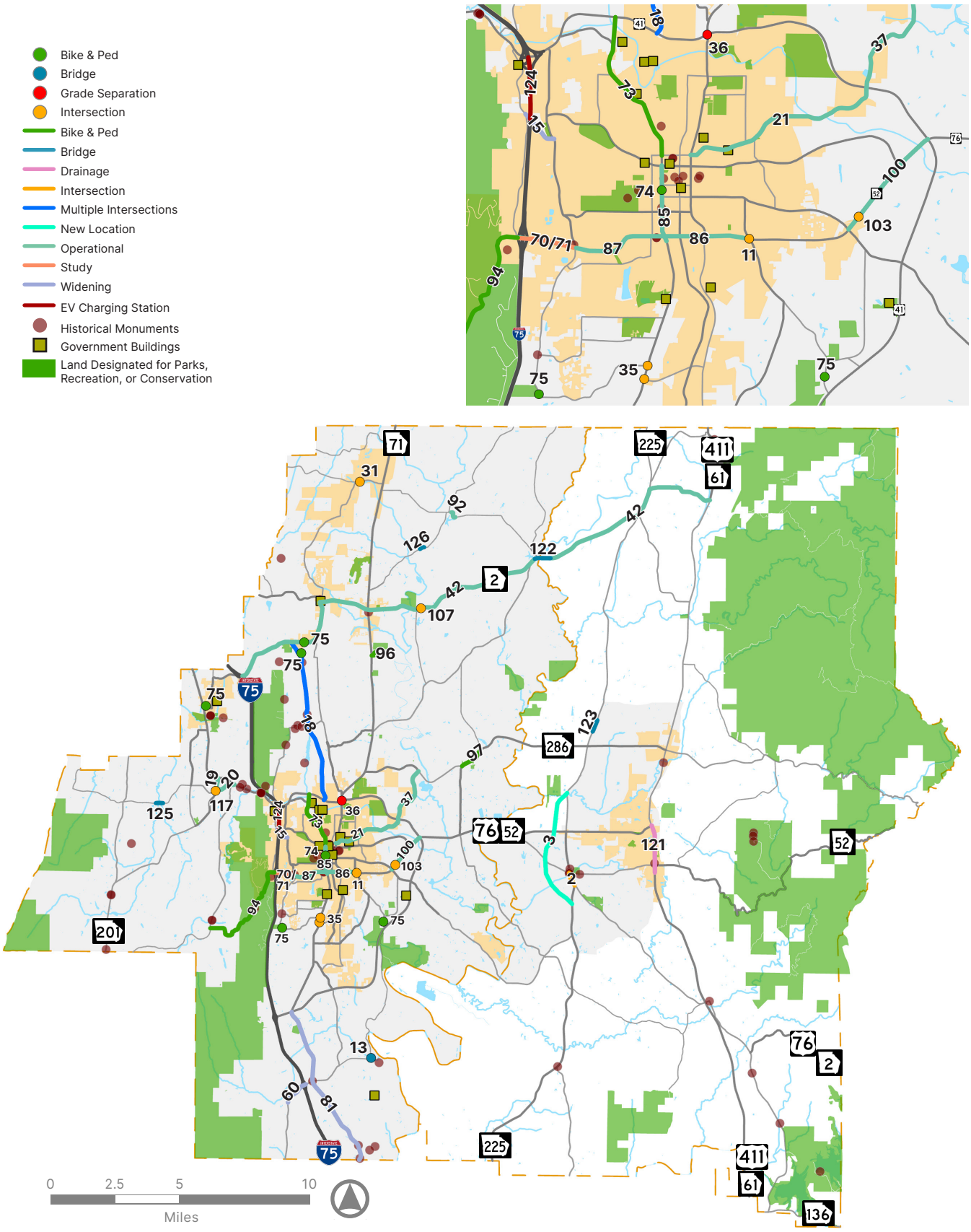
DATA SOURCES: Greater Dalton MPO, U.S. Federal Emergency Management Agency

Figure 97. Historic Resources and Fiscally Constrained Projects



DATA SOURCES: Georgia Natural, Archaeological, and Historic Resources

Figure 98. Cultural Resources and Fiscally Constrained Projects



DATA SOURCES: Greater Dalton MPO, Georgia Emergency Management Agency


CIVITAN PARK
MUSEUM
CHOICE
AM CI
AS OLD AS
AS YOUNG
RAINBOW
ENDLESS AS
MY HANDS DO THE
OF THE WORLD A
OUT IN SERVICE TO
MY EARS HEAR THE
CHILDREN AND THE
THROUGHOUT THE
PEACE GUIDANCE
AND UNITY TO
FOR OTHERS AND
FOR
TRY
THE GOLDEN
BUILD UPON
NOBLER
CITIZENSHIP

Greater Dalton

2050 Metropolitan Transportation Plan



Prepared By:

Gresham Smith

In Association with Metro Analytics &
Modern Mobility Partners