

# LONG RANGE TRANSPORTATION PLAN for 2040

Prepared by the **ROME-FLOYD COUNTY PLANNING  
DEPARTMENT** (Metropolitan Planning Organization)

In cooperation with the Georgia Department of Transportation, the  
**Federal Highway Administration**, the **Federal Transit  
Administration**, the **City of Rome**, the **City of Cave Spring**, **Floyd  
County**, and the **Rome Transit Department**



March 2016

## **Resolution Adopting 2040 LRTP**

### **RESOLUTION**

Adopting Rome-Floyd County 2016 Long Range Transportation Plan for 2040; in accordance with the Fixing America's Surface Transportation (FAST) Act and regulations regarding the adoption of transportation plans of federally recognized Metropolitan Planning Organizations (MPOs)

**Whereas**, FAST, passed in 2015 provided funding for transportation projects and continued the requirements of MAP-21; and

**Whereas**, the Federal Highway Administration and Federal Transit Administration published a final Rule in 2014 to reflect the changes brought forth as a result of the passage of MAP-21 and its predecessor, the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU) governing the statewide and metropolitan transportation planning process; and

**Whereas**, the Rome-Floyd County Metropolitan Planning Organization (MPO) has prepared the 2016 Long Range Transportation Plan for 2040 using the applicable MAP-21 and FAST standards; and

**Whereas**, a public comment period seeking public input to the 2016 Long Range Transportation Plan for 2040 was met according to federal regulations;

**NOW, therefore**, the Transportation Policy Committee (TPC) of the Rome-Floyd County Metropolitan Planning Organization (MPO) does hereby approve and adopt the 2016 Long Range Transportation Plan for 2040.



Bill Innescher, City Commissioner and  
Chair, Transportation Policy Committee



Date

## List of Acronyms

ADA	Americans with Disabilities Act
ACS	American Community Survey
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAC	Citizens Advisory Committee
CST	Construction
EJ	Environmental Justice
EPA	Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FAST	Fixing America's Surface Transportation Act
GDOT	Georgia Department of Transportation
GIS	Geographic Information System
GPS	Global Positioning System
ITS	Intelligent Transportation System
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
MOU	Memorandum of Understanding
MPA	Metropolitan Planning Area, herein referring to the Rome-Floyd County Metropolitan Planning Area
MPO	Metropolitan Planning Organization, herein referring to the Rome- Floyd County Metropolitan Planning Organization
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NS	Norfolk Southern Railway
PE	Preliminary Engineering
PIP	Public Involvement Plan
PL	Planning
PM	Particulate Matter
ROW	Right-of-way
RTD	Rome Transit Department
SPLOST	Special Purpose Local Option Sales Tax
SRTS	Safe Routes to School
STIP	State Transportation Improvement Program
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TCC	Technical Coordinating Committee
TDM	Travel Demand Model
TIP	Transportation Improvement Program

TPC	Transportation Policy Committee
UPWP	Unified Planning Work Program
UTL	Utilities
YOE	Year of Expenditure

## Executive Summary

The Rome-Floyd County Metropolitan Planning Organization (MPO) is required to prepare a Long Range Transportation Plan (LRTP) every four years. This LRTP must be adopted by 26 April 2016 to ensure that there is no lapse.

The LRTP process is based on federal requirements, Transportation Demand Modelling and public input. The goal of the process is to produce a list of transportation projects that is fiscally constrained, meets the transportation goals of the community, and that conforms to air quality requirements.

The result of the process is the following prioritized list of projects.

<b>SHORT-TERM PRIORITY 2016-2023</b>	
<b>PI #</b>	<b>Project</b>
621600	South Rome Bypass UTL
621600	South Rome Bypass CST
0013718	S.R.1/S.R.20/S.R.27 @Etowah River & NS#719103R PE
0013718	S.R.1/S.R.20/S.R.27 @Etowah River & NS#719103R ROW
0013718	S.R.1/S.R.20/S.R.27 @Etowah River & NS#719103R CST
0013937	S.R.1/U.S.27 @Big Dry Creek PE
0013937	S.R.1/U.S.27 @Big Dry Creek ROW
0013937	S.R.1/U.S.27 @Big Dry Creek CST
632760	S.R.101 Interchange ROW
650540	S.R.1/S.R.101 UTL
650540	S.R.1/S.R.101 CST
662420	Southeast Rome Bypass UTL
662420	Southeast Rome Bypass CST
0007019	S.R.140/Turkey Mountain Widening PE
<b>MID-TERM PRIORITY 2024-2030</b>	
<b>PI #</b>	<b>Project</b>
0000400	S.R.101 Widening ROW
0000400	S.R.101 Widening UTL
0000400	S.R.101 Widening CST
621690	S.R.101 Widening UTL
621690	S.R.101 Widening CST
632760	S.R.101 Interchange UTL
632760	S.R.101 Interchange CST
<b>LONG-TERM PRIORITY 2031-2040</b>	
<b>PI #</b>	<b>Project</b>
0006019	S.R. 20 Widening PE
621740	Cave Spring West Bypass PE

## **NON-DISCRIMINATION STATEMENTS**

The **Rome and Floyd County Metropolitan Planning Organization** fully complies with Title VI of the Civil Rights Act of 1964 and its related statutes and regulations in all programs and activities. For more information or to obtain a Discrimination Complaint Form, please call (706)-236-5025.

As set forth in the Americans with Disabilities Act of 1992, the Rome City Government and the Floyd County Government do not discriminate on the basis of disability, and will assist citizens with special needs given proper notice (seven working days). As set forth in Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d et seq., no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity that receives Federal financial assistance. To that end the City or Rome and Floyd County will make a reasonable effort to find translators, given proper notice (seven working days).

For more information or to obtain a Discrimination Complaint Form, please call (706)-236-5025 or e-mail [Shiller@romega.us](mailto:Shiller@romega.us).

The **Rome Transit Department** operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with The Rome Transit Department.

For more information on The Rome Transit Department's civil rights program, and the procedures to file a complaint, contact 706-236-4523; email [KShealy@romega.us](mailto:KShealy@romega.us); or visit our administrative office at 168 North Avenue, Rome, Georgia 30162. For more information, visit [www.romefloyd.com](http://www.romefloyd.com).

If information is needed in another language, contact 706-236-4523.

You may also file your complaint directly with the FTA at:

Federal Transit Administration Office, 230 Peachtree Street NW, Suite 800, Atlanta, GA 30303 Attention: Regional Civil Rights Officer

The Rome-Floyd County Title VI Plan is available at the following location on the Rome-Floyd County website:

<ftp://ftp.romega.us/Planning/TitleVIAmendedMar16.pdf>

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## I. **Introduction**

### *About the Metropolitan Planning Organization*

Floyd County and the City of Rome initiated a transportation planning process in 1969. However, the process was not subject to federal regulations until 1983, when the area was designated as an urbanized area following release of the 1980 Census data. Urbanized areas are defined as having a population of 50,000 or more. Following the release of population figures from the 2000 United States Census the Georgia Department of Transportation (GDOT) staff recommended that the boundaries of the area be expanded to include all of the land within Floyd County, including the City of Cave Spring. Expansion of the boundaries was approved by the Transportation Policy Committee (TPC) in 2003. Figure 1 shows the current extent of the transportation planning area.

The agency responsible for the planning process is the Rome-Floyd County Planning Department, which is the designated MPO. Technical support is provided by the Georgia Department of Transportation (GDOT) Office of Planning and Office of Intermodal Programs. Oversight of the process is provided by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The MPO has five Core Functions that are listed below:

- Program and allocate federal funds to transportation projects and infrastructure investments through identifying and evaluating alternative transportation improvement options.
- Create and coordinate policy that guides transportation planning in its area of jurisdiction. A key element of policy development is that it is data driven, goal focused and anticipated outputs are measurable.
- Establish and manage a fair and impartial setting for effective regional decision making in the metropolitan area. Transparent decision making through active public involvement is a key requirement. Successful existing and future transportation plans seek to incorporate and sustain a significant level of public input.
- Prepare and maintain a Long Range Transportation Plan (LRTP). Preparation of this document usually occurs once every 5 years and has a typical planning horizon between 20 to 30 years.
- Develop a Transportation Improvement Program (TIP) which is similar to the LRTP but with a much shorter planning horizon, e.g., four years. Transportation projects presented in the TIP are also included in the LRTP.

Organizationally, the MPO structure consists of three committees. These are the Transportation Policy Committee (TPC), the Technical Coordinating Committee (TCC), and the Citizens Advisory Committee (CAC).

The membership of the TPC is comprised of elected officials and managers of the local governing bodies, a representative member of the CAC and of the Rome-Floyd Planning Commission, and representatives of the GDOT. The TPC sets priorities for

maintenance, improvement and expansion of the overall, multi-modal transportation network; and makes final decisions on transportation planning, policy and programming.

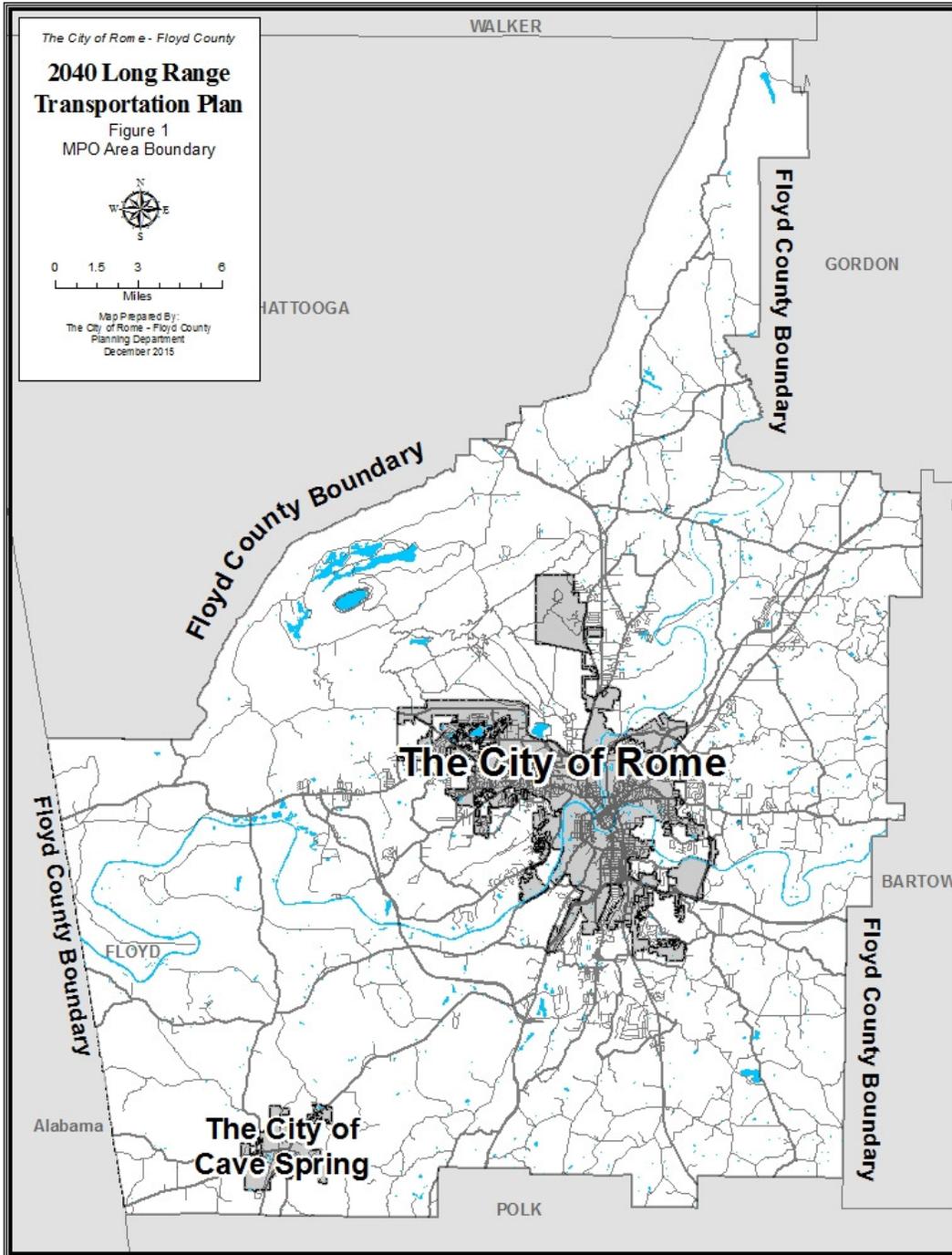
The TCC is comprised of staff from the local governing bodies, the GDOT, and the FHWA. The duties of the TCC are technical in nature, and include reviewing projects and making recommendations to the TPC.

The CAC is a citizens group that reviews projects from the citizens' point of view and makes recommendations to the TPC. Members of this committee also assist MPO staff with public events.

Table 1 lists the members of each of the three transportation planning committees.

Staff support for transportation planning is provided by the Director and staff of the Rome-Floyd Planning Department, and by the staff of the GDOT Office of Planning and Office of Intermodal Programs.

**FIGURE 1: MPO Area Boundary**



**TABLE 1: Members of the Transportation Planning Committees**

TRANSPORTATION POLICY COMMITTEE (TPC)

Voting Members:

Citizens’ Advisory Committee Chair	Floyd County Commissioner (2)
Rome City Commissioner (2)	Cave Spring Mayor
Cave Spring Councilperson	Floyd County Manager
Rome City Manager	Commissioner, GDOT
Rome/Floyd Co. Planning Commission Chair	District VI Engineer, GDOT

Non-Voting Participants:

Assistant City Manager, City of Rome	Assistant County Manager, Floyd County
Public Works Director, Floyd County	Public Works Director, City of Rome
City of Rome Engineer	Floyd County Engineer
NWGeorgia Regional Commission Director	Rome/Floyd County Planning Director
Rome Area Chamber of Commerce	Rome Area Engineer, GDOT
GDOT District VI Pre-Construction Engineer	GDOT District VI Program Engineer
GDOT-Atlanta -Intermodal Programs	GDOT-Atlanta -Planning Administrator
GDOT-Atlanta -Planning	GDOT-Atlanta -Planner for Rome-Floyd MPO
Rome-Floyd Co. Planning Dept.	Citizens’ Advisory Committee Vice-Chair
Federal Highway Administration Dist. IV	District 11 State Representatives
District 13 State Representative	District 14 State Representative
District 16 State Representative	District 52 State Senator

TECHNICAL COORDINATING COMMITTEE (TCC)

Voting Members:

GDOT-Rome-Operations Office	Rome Transit Department Director
Floyd County Public Works Director	Public Works Director, City of Rome
City of Rome Engineer	Floyd County Engineer
Assistant City Manager, City of Rome	Assistant County Manager, Floyd County
Rome-Floyd Co. Planning Dept.	GDOT-Atlanta Office of Planning
GDOT-District VI-Intermodal Programs	GDOT-Dist VI-Scheduling Engineer
Rome Transit Department Assistant Director	GDOT-Atlanta-Intermodal Programs
Northwest Georgia Regional Commission Representative	

Non-Voting Participants:

Rome-Floyd County Planning Director	Citizens’ Advisory Committee Vice-Chair
Rome Area Chamber of Commerce Representative	FHWA, Georgia Division

CITIZENS’ ADVISORY COMMITTEE (CAC)

Voting Members:

Christina Holzclaw	Dawn Hampton	Charlie Jones	Ken Wright	Curtis Norris
Jim Howell	Lorene Camp	Tom Lindsey	Tonya Clayton	Julie Meadows
Julie Smith				

Non-Voting Participants:

Rome/Floyd County Planning Director	Rome/Floyd County Transportation Planner (unfilled)
Rome Transit Department Director	Rome Transit Department Assistant Director

INTERAGENCY COMMITTEE (IAC)

Georgia Department of Transportation, Air Quality Division	Federal Highway Administration
Georgia Department of Transportation, Planning Division	Federal Transit Administration
Georgia Regional Transportation Authority	Environmental Protection Agency
Rome-Floyd County Planning Director	Rome Transit Department
Georgia Environmental Protection Division	

### Key MPO Planning Documents

The **Unified Planning Work Program (UPWP)** lists the transportation planning tasks that must be carried out by MPO staff, committees, or other member agencies each year. The UPWP includes for each task a description, the budget and funding source, the time frame, and the responsible party. The UPWP is adopted annually and serves as a basis for the MPO's applications for transportation planning grants.

The **Transportation Improvement Program (TIP)** is a fiscally constrained list of transportation projects anticipated for the MPO over a four year period. The TIP is prepared or updated annually. Federal law requires that all federally funded transportation projects be included in both the TIP and the Long Range Transportation Plan. The total cost of all projects listed in the TIP cannot exceed the amount of funding that can reasonably be expected to be available during the four year period covered by the TIP. The 2014-2017 TIP was adopted in 2013 and amended in 2014, 2015, and 2016.

The **Long Range Transportation Plan (LRTP)** describes highway safety and capacity, transit, bike/pedestrian, and airport projects, plans, and programs. The MPO prepares an LRTP with a 25 year horizon every four years. The plan must include a statement that the projects conform to air quality requirements because the MPO is currently in a maintenance period for PM2.5. The plan must also be fiscally constrained. The last plan was adopted in March of 2012.

The **Title VI Plan** was adopted in January of 2015. It assures that no person shall on the grounds of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987, be excluded from participation in, be denied benefits of, or be otherwise subject to discrimination under any agency sponsored program or activity; nor shall gender, age, or disability stand in the way of fair treatment of all individuals. The Title VI Plan can be found at:  
<ftp://ftp.romea.us/Planning/TitleVIAMendedMar16.pdf>

The **Public Involvement Plan (PIP)** was amended and re-adopted in 2014 as part of the Title VI planning process. The PIP describes the transportation planning process and outlines the procedure for outreach and public involvement. The PIP can be found at: <ftp://ftp.romea.us/Planning/The2014ParticipationPlanAdminModMar16.pdf>

The **Limited English Proficiency Plan (LEP)** was amended and re-adopted in 2014 as part of the Title VI Plan development process. It outlines how to identify persons who may need language assistance, and how such assistance may be provided. The goal of the PIP and the LEP is to ensure that all individuals can, to the extent practicable, participate in the transportation planning process. The LEP can be found at: <ftp://ftp.romea.us/Planning/2013LEPPlan.pdf>

### The Metropolitan Planning Process

The Rome-Floyd County 2016 Long Range Transportation Plan (LRTP) for 2040 is one element of a planning process mandated jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Since 1983, the Rome – Floyd County Metropolitan Planning Organization (MPO) has participated in the “3C” (continuing, cooperative, and comprehensive) planning process. The 3-C principals are defined as:

- **Continuous:** Planning as a continuous and iterative activity addressing short and long-term needs while making sure the best decisions made in the prevailing environment. •
- **Cooperative:** Working in partnership with the public, interest and advocacy groups, or other stakeholders throughout the planning process. Genuine public participation and cooperation will include listening to all concerns and the consideration of all opinions before a decision is made.
- **Comprehensive:** The inclusion of all transportation modes such as, air, rail, road and maritime including non-motorized mobility options (e.g., walking, biking). The process considers not only immediate transportation planning impacts of these modes but to the broader socio-economic, political, financial, land use and environmental justice implications.

The process was established by the **Federal Aid Highway Act of 1962**. Applying the ‘3-C’ Planning Principles ensures that transportation planning processes, plans, programs, and projects are greatly improved and reflect the planning needs, aspirations and values of the citizens of Rome and Floyd County.

The **Federal Aid Highway Act of 1962** was amended by subsequent legislation, including:

- **Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)**
- **Transportation Equity Act for the 21st Century of 1998 (TEA-21)**
- **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**
- **Surface Transportation Act of 2011**

In 2012, the **Moving Ahead for Progress in the 21st Century Act (MAP-21)** was signed into law. MAP-21 included the establishment of a performance-based planning process. It requires MPOs and States to establish performance targets that address national performance measures established by the Secretary that are based on the national goals outlined in the legislation. The Fixing America's Surface Transportation (**FAST**) Act of 2015 provided funding for transportation investment and kept the planning requirements of MAP-21 and its predecessors.

The eight MAP-21 Planning Factors (*23 U.S.C. 450.306*) are as follows:

- 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency (economic vitality);**
- 2. Increase the safety of the transportation system for motorized and non-motorized users (safety);**
- 3. Increase the security of the transportation system for motorized and non-motorized users (security);**
- 4. Increase the accessibility and mobility of people and for freight (access and mobility);**
- 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns (natural and human environment);**
- 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight (integration and connectivity);**
- 7. Promote efficient system management and operation (management and operations), and;**
- 8. Emphasize the preservation of the existing transportation system (system preservation).**

Between development of the 2016 LRTP for 2040 and 2040 there will be a need to measure how well the recommended improvement projects support achievement of the 2016 LRTP for 2040 goals. Using the Planning Factors facilitates the development of those measures that will drive future decisions for transportation investment.

#### Legal Framework

As outlined in federal regulations (23CFR 450.322), the 2016 LRTP FOR 2040 must consider the movement of goods as well as the movement of people; address congestion and safety issues; include pedestrian and bicycle facilities; plan for preservation and maintenance of existing transportation facilities; evaluate transportation, socio-economic and financial impacts of the plan; identify specific areas that may need additional study; reflect existing local plans, goals and objectives; include transportation enhancement projects; and demonstrate through a financial plan that the included projects have the potential to be funded. The 2016 LRTP for 2040 must have at least a 20 year horizon.

Because the Rome – Floyd County area was designated as a non-attainment area for PM2.5 in 2005, federal requirements relating to the air quality standards of the Clean Air Act apply and were addressed in the 2030 LRTP update, the 2035 LRTP, and again in the 2016 LRTP for 2040. The area is no longer so designated, (as of 2011) and a maintenance plan was approved by the U.S. EPA in 2014. However, attainment maintenance must be demonstrated for 20 years before the federal requirements no longer apply. While the MPO area maintains attainment for PM2.5, the LRTP must be updated every four (4) years.

### *Related Plans and Documents*

The MPO is required to periodically review and revise (as needed) the Public Involvement Plan. The most recent revision was adopted in 2014. The full text of the revised Public Involvement Plan as adopted in 2014 is included as Attachment 1 of this document.

In 2008 the City of Rome, the City of Cave Spring, and Floyd County adopted a **Comprehensive Plan**, incorporating the communities' vision for itself and outlining goals and objectives. The plan will be updated in 2018.

In 2010 the MPO also prepared, sought public comment on, and adopted a Limited English Proficiency Plan (LEP) detailing the need for accommodation of non-English speakers in the public process. The document as revised and adopted in 2014 can be found at: <ftp://ftp.rome.ga.us/Planning/2013LEPPlan.pdf>

In 2015, the MPO prepared and adopted a Title VI plan. The Title VI Plan can be found at: <ftp://ftp.rome.ga.us/Planning/TitleVIAMendedMar16.pdf>

### *Guiding Principles*

The 2016 LRTP for 2040 provides direction on issues involving existing and projected transportation needs. The LRTP development process involves policy makers, citizenry, and staff. Besides describing the social, economic and land use characteristics of the planning area, the 2016 LRTP for 2040 describes goals and objectives for all modes of transportation.

Guiding Principles were:

- MAP-21 National Goals (7 national goals)
- FHWA Planning Factors (8 planning factors)
- Georgia's Statewide Strategic Transportation Plan (4 statewide goals)
- FHWA Livability Principles (6 livability principles)

Each of these is listed in Appendix 8.

This 2016 LRTP for 2040 will address two levels of projects. First, there are those programmed for funding by Georgia Department of Transportation, for which there must be adequate available funding. Estimated revenue is compared to the estimated project cost, with both escalated to the anticipated year of expenditure. If the

comparison demonstrates that funding is adequate to implement the projects, the LRTP is said to be fiscally constrained (223 CFR 450.322). The second type of projects is those identified as visioning/aspirations/needs/opportunities by the citizens of the MPO area during the current planning process. Financing for these projects is not programmed by GDOT, but may be at a later date. Alternately, these projects may be funded by other revenues, such as a Special Purpose Local Option Sales Tax.

## II. **Goals and Objectives**

In 1997, the Citizens Advisory Committee drafted the following vision statement:

*The citizens of Rome and Floyd County envision an accessible, multi-modal transportation system in Floyd County that is economically efficient, environmentally sound, and moves people and goods in an energy-efficient manner. It will position Floyd County to compete in the global economy of the 21<sup>st</sup> century, and to prepare for future technologies and future limits on fossil fuels. Citizens value a transportation system that will support sustainable economic development and quality of life, while preserving investment in neighborhoods, natural resources, historic sites, and air and water quality. They want a system that meets both personal and business transportation needs, and provides affordable, safe, convenient choices for transportation, including bike and pedestrian connectivity. The public wants full participation in transportation planning to ensure a system that is physically and economically accessible to all citizens of Rome and Floyd County. Citizens want transportation planning integrated with overall community planning and land use policies, so that transportation design is pro-active and supports planned, orderly growth; rather than being reactive to development.*

This statement is still a valid reflection of the long-term desires and needs of the community.

The 2016 update of the Long Range Transportation Plan will hold true to the visionary direction of the Citizen Advisory Committee members involved in the Rome-Floyd County MPO planning process.

The major goals for the transportation plan, as adopted by the Transportation Policy Committee with public input, are listed as follows:

- ❖ Multi-modal: Continue to support public transit within the City of Rome, and continue to evaluate expansion of service to unincorporated areas. Evaluate transit routes and stops to maximize service, especially along major corridors (Planning Factors 1, 2, 4, 5, 6, and 7).
- ❖ Connect and expand the bike/pedestrian system within the community and connect with regional trail systems, especially the Silver Comet Trail via Rockmart or Cedartown and the Sims Mountain Trail. Encourage the construction and maintenance of sidewalks within and between residential, recreational, educational, and commercial developments. (Planning Factors 1, 2, and 3).
- ❖ Pursue additional bike, pedestrian, and other modes of transportation within downtown Rome. Consider adoption of a Complete Streets Policy. (Planning Factors 1, 2, 4, 5, 6, and 7).

- ❖ **Maintain Existing Road Network and Facilities:** Commit adequate funding to maintain and repair existing streets, sidewalks, bridges, trails, and highways to promote an efficient transportation system (Planning Factors 1, 2, 3, 7, and 8).
- ❖ **Complete Bypass System:** Complete the south and southeastern segments of the Rome bypass to allow through traffic an opportunity to avoid inter-city streets. Investigate the best routes for completion of the northern and northwestern segments (Planning Factors 1, 2, 4, 6, and 7).
- ❖ **I-75 Access:** Provide improved and more direct connection from Rome and Floyd County to I-75 via S.R. 140, U.S. 411, and/or a new route (Planning Factors 1, 4, and 7).
- ❖ **Integrate transportation planning with comprehensive land use planning** so transportation needs can be met pro-actively, rather than reactively (Planning Factors 6 and 8).
- ❖ **Work with other counties in the region to optimize use of financial resources** (Planning Factors 1 and 8)

Table 2 lists these goals identified by the community, the MAP-21 planning factors addressed, objectives, and the measures of effectiveness.

**TABLE 2: Goals, Objectives, and Measures of Effectiveness**

<b>GOALS</b>	<b>MAP-21 PLANNING FACTORS (page 5)</b>	<b>OBJECTIVES</b>	<b>MEASURES OF EFFECTIVENESS</b>
<b>Multi-modal:</b> Develop a transportation system that offers alternatives to travel by car or truck	1, 2, 4, 5, 6, and 7	1. Continue to support public transit within the City of Rome and to evaluate expansion of service to unincorporated areas 2. Connect and expand the bike/pedestrian system and connect with regional trail systems, 3. Encourage the construction and maintenance of sidewalks within and between residential, recreational, commercial, and educational developments, 4. Continue to support operation and expansion of airport for movement of freight and passengers	1. Transit - ridership and revenues, 2. Bike/Pedestrian - safety, security, and efficiency for pedestrians and riders, 3. Sidewalks - safety for pedestrians, 4. volume of freight and passenger services at the airport, ALL - roadway congestion
<b>Maintain Existing Road Network and Facilities</b>	1, 2, 3, 7, and 8	Commit adequate funding to maintain and repair streets, sidewalks, bridges, trails, highways, and airport infrastructure	LOS, congestion/delay reduction
<b>Complete Bypass System</b> so through traffic, especially freight vehicles can avoid inter-city streets	1, 2, 4, 6, and 7	1. Complete construction of the south and southeast bypass segments, 2. Investigate the best routes for completion of northern and northwestern segments.	LOS, congestion/delay reduction

<b>I-75 Access:</b>	1, 4, and 7	Encourage development of a more direct connection via S.R.140, U.S.411, or a new route	LOS, congestion/delay reduction
<b>Integrate</b> transportation and land use planning so that needs are met pro-actively, rather than reactively.	6 and 8	Consider the community's vision for the future and projected growth trends for efficient expansion of transportation services	LOS, congestion/delay reduction
Work with other counties in the region to optimize use of financial resources	1 and 8	1. Seek enhancement funding for landscaping along transportation routes, 2. Support historic preservation, 3. Limit outdoor advertising.	

### **III. Plan Development Process**

#### *Establish Existing Conditions*

The planning process began by reviewing relevant planning documents and technical data to establish existing conditions. These sources included:

- 2012 2040 Rome/Floyd County/Cave Spring Long Range Transportation Plan
- 2012-2014 Rome/Floyd County/Cave Spring Transportation Improvement Programs and Amendments
- 2008 Comprehensive Plan for Rome/Floyd County/Cave Spring
- 2015 Rome/Floyd County MPO Bicycle, Pedestrian, and Trail Master Plan
- 2005-2050 Georgia Statewide Freight and Logistics Plan
- Georgia Statewide Rail Plan
- Roadway Inventory Data
- Rome and Floyd County Geographic Information System Data
- U.S. Census Data, The Georgia County Guide for 2013, and Woods and Poole 2014 Data Pamphlet for Floyd County, Georgia – 2014
- Georgia Strategic Transportation Plan

#### *Public Involvement Process*

In the Rome-Floyd County area, planning is a community centered activity, and transportation planning has always included public input. It is the responsibility of the Rome-Floyd County Planning Commission, the designated Metropolitan Planning Organization (MPO) for the Rome-Floyd urbanized area, to meet the public participation requirements of federal law.

A Public Involvement Plan found at the following location:

<ftp://ftp.romeomega.us/Planning/The2014ParticipationPlanAdminModMar16.pdf> was most recently revised in 2014. The Public Involvement Plan states that every effort will be made to inform and solicit information from the citizens of Rome and Floyd County, the three transportation planning committees (CAC, TCC, and TPC), elected officials, staff, and law enforcement agencies. The Public Involvement Plan outlines a process for assuring that the public is afforded the opportunity to participate in the planning

process which includes public notice, public meetings, public access to the draft document and supporting materials, and a public hearing for adoption of the document. In 2010 the MPO also prepared, sought public comment on, and adopted a Limited English Proficiency Plan (LEP) detailing the need for accommodation of non-English speakers in the public process. The document as revised and adopted in 2014 can be found at the following web location: <ftp://ftp.rome.ga.us/Planning/2013LEPPlan.pdf>

During the current Long Range Transportation Planning Process, three public input opportunities were held, and are described in Table 3.

**TABLE 3: Public Input Opportunities**

Date	Location	Attendance	Comments
23-Mar-15	Rome Civic Center, Jackson Hill	20+/-	Support for transit, bike/pedestrian, safety, and highway improvements
30 Sept 15	Ridge Ferry Park Farmer's Market	30+/-	None
8 Dec 15	Rome Civic Center, Jackson Hill		Increase usability, accessibility, and usefulness of public transportation

Notices: Notices are placed in the local paper - Rome News-Tribune - announcing the time and place of each regular meeting of each of the transportation planning committees, and specifying if the 2016 LRTP for 2040 and the Conformity Determination Report (CDR) will be agenda items. The ads run a minimum of one week prior to the meeting.

Public Meetings: All transportation committee meetings are open to the public. Generally, the CAC and TCC meetings are held before the TPC meetings, to allow the CAC and TCC members to make recommendations to the TPC. The meetings are advertised. TPC Actions are outlined in Attachment 5.

Public Hearing: A public hearing is held to present the final draft of the 2016 LRTP FOR 2040, complete with project prioritization, to the public and to afford a final chance for public input. The 2016 LRTP for 2040 was adopted (conditionally) at such a public hearing held on **24 March**. The hearing, which was held by the TPC, was advertised, according to MPO policy, as a public hearing.

Comment periods: The public is given 30 days to comment on the draft before the Policy Committee takes final action to adopt it. In accordance with the Public Involvement Plan, if it had been determined by the TPC that the final plan differed significantly from the one which was made available for public comment by the MPO, or that new material issues were raised which interested parties could not have

reasonably foreseen, an additional 15 days for public comment on the document would have been made available.

Location of Materials: Review copies of the draft LRTP were made available for public review at the offices of the Rome-Floyd County Planning Commission, the Rome City Clerk's Office, the Floyd County Clerk's Office, the Cave Spring City Clerk's Office, and the Rome-Floyd County Library; and on line via the Rome – Floyd County webpage.

Treatment of Comments: In accordance with federal regulations, when significant public input was received on the draft 2016 LRTP for 2040 as a result of the public involvement process, a summary of the content of the comments and the responses was prepared and is included in this document; such comments were also copied to those commenting. Comments received from the public are included as Attachment 4.

### Interagency Consultation and Conformity Determination

The designation of the MPO to non-attainment status in 2005 added requirements to the existing planning process. The first of these is the use of interagency consultation concerning all projects within the 2016 LRTP for 2040. The projects within the plan are first submitted to the agencies involved with the Interagency Committee, namely, GDOT, FHWA, FTA, EPA, EPD, RTD, and the MPO. These agencies review the submitted projects to determine if they will increase, decrease, or have no effect on the PM 2.5 levels within the MPO and surrounding areas.

The interagency process involves comparing the modeled projects with baseline data from the MPO's 2010 network year and future (2023) motor vehicle emission budgets. The modeling process, using current and projected socio-economic data, allows the agencies to determine if the future construction of 2016 LRTP for 2040 and/or TIP projects will cause PM 2.5 emissions to exceed allowable levels. Each agency is actively involved in reaching these determinations. These findings determine if the MPO achieves conformity with the 2016 LRTP for 2040. Summaries of Interagency meetings are included as Attachment 1.

The Conformity Determination Report (CDR) is the individual report issued by the MPO that outlines the processes involved in reaching these findings. While it is an individual, standalone report, the CDR is an integral component of the 2016 LRTP for 2040, as according to federal regulations, the 2016 LRTP for 2040 must demonstrate conformance with air quality standards in order to be a viable plan.

### Travel Demand Modeling

Travel demand forecasting involves predicting the impacts that various policies and programs will have on travel. The process also provides detailed information, such as traffic volumes, bus ridership, and turning movement, to be used by engineers and planners. A travel demand forecast might include the number of cars on a future freeway. In general, the model shows whether the current transportation network accommodates future population in the area.

The transportation planning area in question consists of all of Floyd County, including the City of Rome and the City of Cave Spring.

The socio-economic data compiled and presented is for the base year 2010 and the forecast (horizon) year 2040. The base and horizon years were discussed during interagency consultation committee meetings, and agreed upon. Agreement was based on federal transportation planning requirements and availability of complete data.

### *Environmental Justice Community Involvement*

Metropolitan Planning Organizations are required to make sure transportation plans and programs meet the environmental justice requirements.

The Rome and Floyd County MPO has in place a Public Involvement Plan (PIP), to ensure that the public is offered an opportunity to participate in the planning process. The Public Involvement Plan was last updated in 2014 and can be found at: <ftp://ftp.romeomega.us/Planning/The2014ParticipationPlanAdminModMar16.pdf>

In addition, a Limited English Proficiency Plan outlining procedures to make transportation planning available to non-English speakers was adopted in 2010 and can be found at: <ftp://ftp.romeomega.us/Planning/2013LEPPlan.pdf>

During the development of plan projects, each project is screened to determine if it could have a disproportionately high and adverse impact on low-income and/or non-white populations; and if it could benefit low-income and/or non-white populations. For projects identified that may have substantial and/or inequitable burdens on an identified environmental justice population, appropriate planning and avoidance, minimization, or mitigation of impacts will be required during project development.

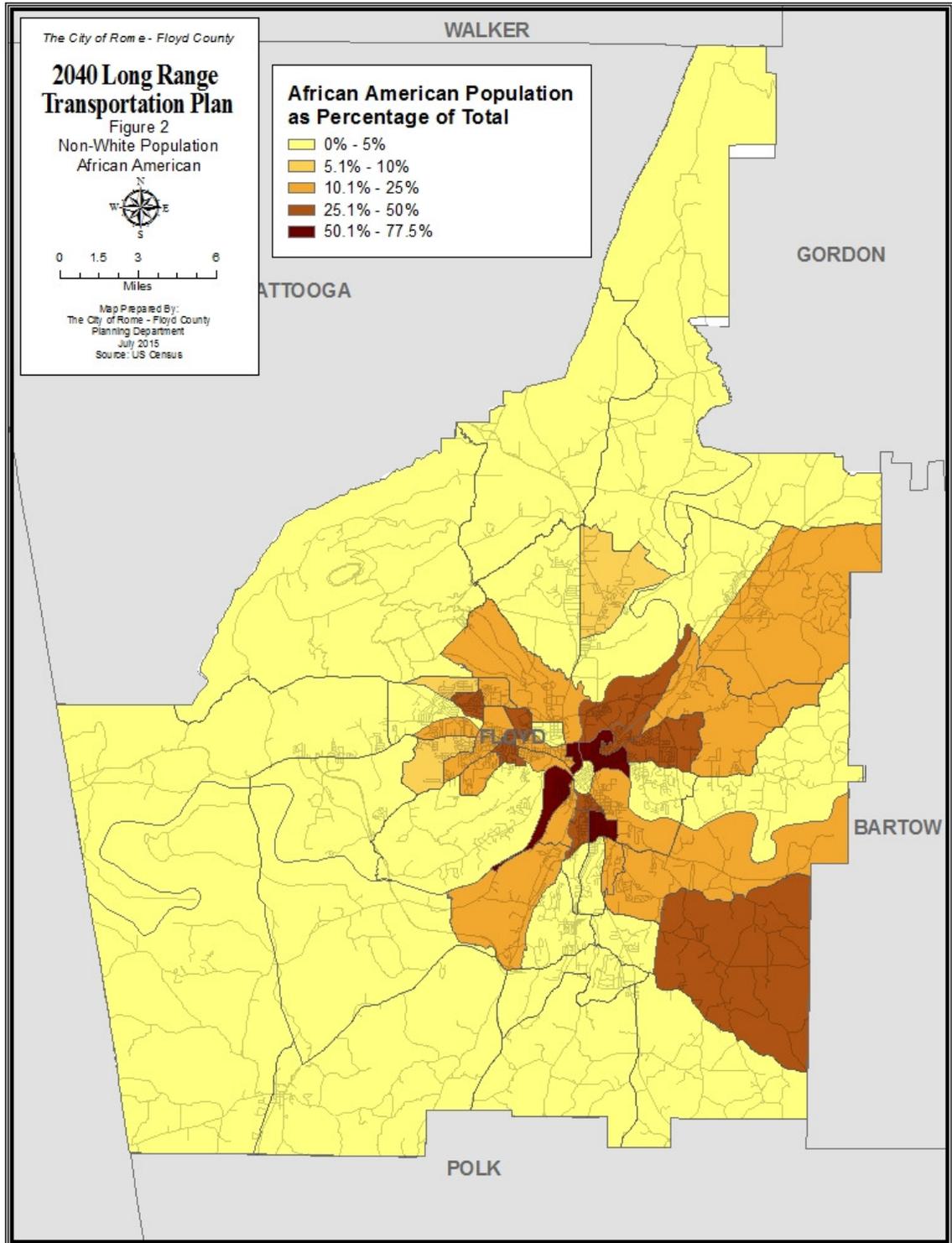
The initial activity for fulfilling environmental justice requirements is identifying environmental justice communities within the plan area. A common method is to utilize U.S. Census data to identify areas with a concentration of low-income and non-white populations.

According to the 2010 U.S. Census, 18.8 percent of the population in Floyd County was non-white. This compares to a statewide average of 36.8 percent. The non-white population is concentrated around the City of Rome along the east-west axis of S.R. 20 and S.R. 293, between Redmond Road on the east and Moran Lake Road on the west, and in the portions of the city lying south of the Etowah River and east of the Coosa River. The percent of non-white population by Census block group is shown in Figure 2 and Figure 3.

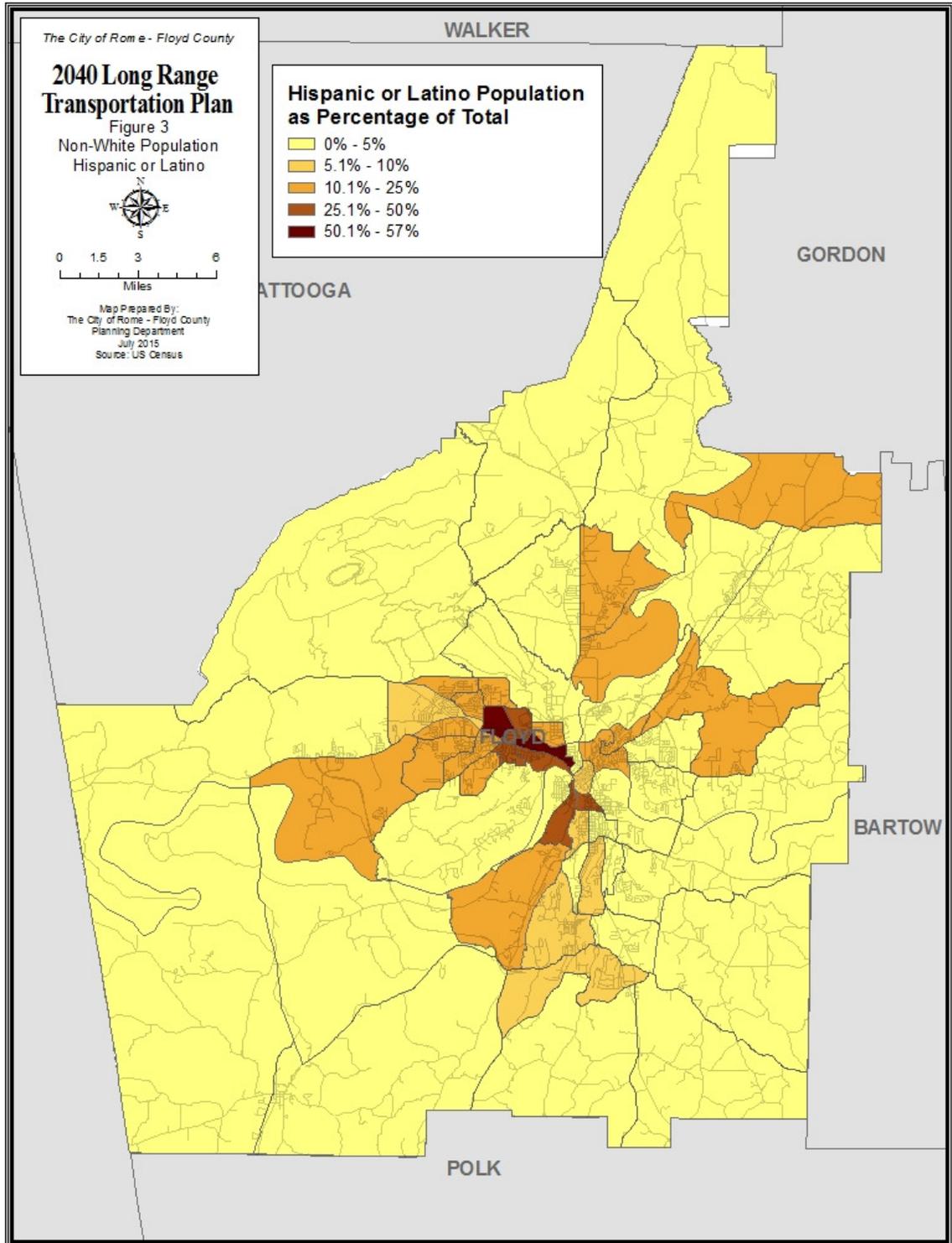
According to the 2010 U.S. Census, 18.9 percent of the population in Floyd County had a household income below the poverty line. This compares to the statewide average of 16.5 percent. The greatest concentration of persons with a household income below the poverty line is in the City of Rome, and corresponds somewhat to the locations of high concentrations of non-white persons. Other pockets in the county with a greater

than average concentration of households with income below the poverty line include northwest of Rome north of S.R. 20 and west of Woods Road; the northwest corner of the county at the Gordon County/Bartow County line, north of S.R. 140; and in the southeast corner of the county bounded by Bailey Road and Taylorsville Road. The percent of households with income below the poverty line by Census tract is shown in Figure 4.

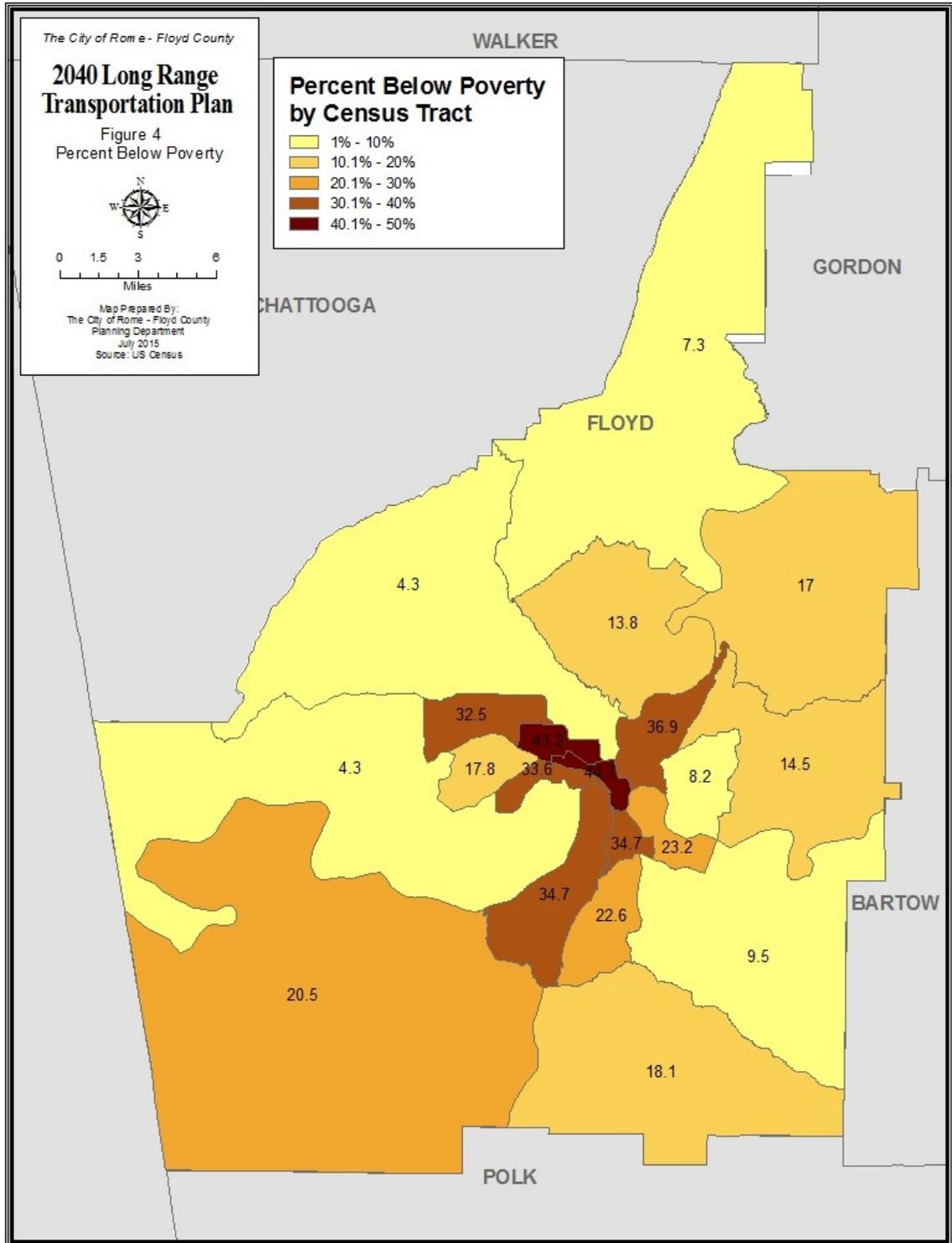
**FIGURE 2: African American Population**



**FIGURE 3: Hispanic or Latino Population**



**FIGURE 4: Percent of Population with Incomes below the Poverty**



#### IV. **Existing Conditions**

##### *General*

The Metropolitan Planning Area consists of all of Floyd County, including the Cities of Rome and Cave Spring, lying in the northwestern corner of Georgia. Floyd County is the largest county in the northwest section of the state of Georgia both in terms of geographic size (561 square miles) and population (96,317 in 2010). Located approximately seventy miles northwest of Atlanta, the City of Rome is the seat of government and geographic center of Floyd County. Cave Spring is the only other incorporated area in the County. The county borders Gordon County and Bartow County to the east and Polk County to the south. The Alabama State Line forms Floyd County’s western boundary.

##### *Socio-economic Characteristics*

Table 4 shows population and population growth for each local government’s jurisdictional area. In the period between 1990 and 2000 all three local governments exhibited population growth. In the period from 2000 to 2010 growth slowed significantly and only the City of Cave Spring showed robust growth at a rate of 23.08%. The City of Rome grew at an average annual rate of 0.38% per year, the City of Cave Spring grew at an average annual rate of 2.31% per year, and Floyd County grew at an average annual rate of 0.64% per year.

**TABLE 4: Population Change 1990-2010**

		1990	2000	2010
<b>Floyd County</b>	population	81,251	90,565	96,317
	10-year change %		11.5	6.4
	annual average change %		1.15	0.64
<b>City of Rome</b>	population	30,326	34,980	36,303
	10-year change %		15.34	3.78
	annual average change %		1.53	0.38
<b>City of Cave Spring</b>	population	950	975	1,200
	10-year change %		2.63	23.08
	annual average change %		0.26	2.31

Source: U.S. Census. Bureau

The trends for number of households are similar to the trends for population – rapid growth in the decade from 1990 to 2000 and slower growth in the decade from 2000 to 2010. Average household size generally increased from 1990 to 2010, although the second decade showed a small increase for Floyd County, a slight decrease for the City

of Rome, and a rather large increase for the City of Cave Spring. Household numbers and rate of change are shown in Table 5.

**TABLE 5: Households 1990-2010**

		1990	2000	2010
<b>Floyd County</b>	households	30,515	34,028	35,930
	persons per households	2.66	2.66	2.68
	10-year change %		11.51	5.59
	annual average change %		1.15	0.56
<b>City of Rome</b>	households	12,008	13,320	13,885
	persons per households	2.53	2.63	2.61
	10-year change %		10.93	4.24
	annual average change %		1.09	0.42
<b>City of Cave Spring</b>	households	386	404	476
	persons per households	2.46	2.41	2.52
	10-year change %		4.66	17.82
	annual average change %		0.47	1.78

Source: U.S. Census Bureau

Employment has a major influence on the location and character of trips. GDOT’s trip generation procedures were developed using Department of Labor data. Sources of employment data include Woods and Poole’s 2014 Data Pamphlet for Floyd County, Georgia; University of Georgia Cooperative Extension Service’s The Georgia County Guide for 2013; and U.S. Census Bureau. These sources have been used for control total estimates or disaggregate to produce zonal employment figures.

Table 6 shows distribution of employment by major sectors for the year 2010.

**TABLE 6: Distribution of Employees by Major Sectors 1999-2010**

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
<b>Manufacturing</b>	10,468	8,787	7,953	7,499	7,477	7,339	7,064	7,318	8,154	7,480	6,498	9,149
<b>Wholesale</b>	1,389	1,475	1,419	1,047	1,161	1,255	1,277	1,362	1,497	1,362	1,090	2,336
<b>Retail</b>	4,856	5,094	4,842	4,735	4,602	5,272	5,088	5,145	4,943	4,594	4,360	4,421
<b>Service*</b>	12,549	13,647	13,786	14,222	13,958	13,766	14,547	14,577	14,605	14,857	14,955	28,071
<b>Total Employment</b>												43,977

\*Includes Finance /Insurance, Educational Services, Healthcare/ Social Assistance, and Hospitality/Food Services

School enrollment estimates, projections, and locations are part of the travel demand model because they contribute to the overall trips generated. Total school enrollment for the analysis year (2010) was obtained from the Georgia Department of Education. The locations of the schools within Floyd County in relation to the TAZ boundaries are shown on Figure 5.

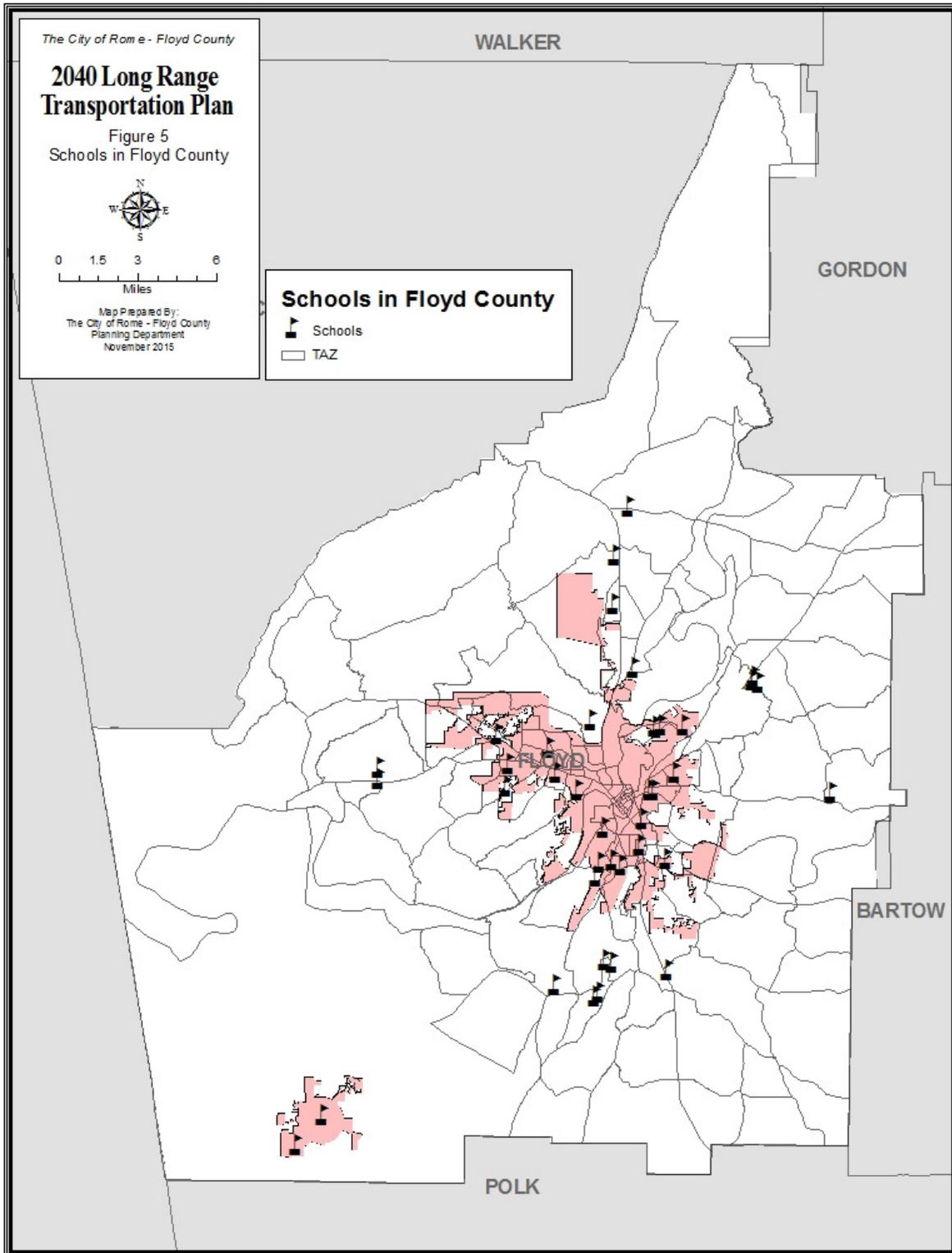
Predicting the growth/decline of socio-economic indicators is a complex undertaking because of the number of factors involved and the inter-relationships of those factors. The projections in Table 7 below are based on 2010 figures, previous growth/decline rates, and estimates and projections contained in other sources.

**TABLE 7: Projections 2010-2040**

	<b>2010</b>	<b>2040</b>
<b>Population</b>	94,896	108,513
<b>Households</b>	39,976	45,730
<b>School Enrollment</b>	34,087	38,996
<b>Employment</b>		
<b>Retail</b>	4,421	5,238
<b>Wholesale</b>	2,336	2,997
<b>Manufacturing</b>	9,149	7,791
<b>Service</b>	28,071	38,996
<b>Total</b>	43,997	54,451

SOURCE: Georgia Department of Transportation

**FIGURE 5: Schools in Floyd County**



### Development Patterns

Much of the current population and commercial development in Floyd County is concentrated in and around the City of Rome. In the past, this area has shown the greatest growth rate for the county. Although the severe slowing of the residential housing market during the period from 2009 to the present makes it difficult to anticipate where future growth will be, residential, commercial, and industrial growth in Floyd County is expected to be concentrated near major highway corridors, including both the built and unbuilt segments of the Rome Bypass, and in the urban area where redevelopment sites are available. The Comprehensive Plan adopted in 2008 recognized the advantages of encouraging development in or near the urban areas, where services, utilities, and transportation facilities are more readily available. Current land use as indicated by the current zoning map is shown in Figure 6, and future land use as indicated by the 2013 revision of the 2008 Future Land Use Map is shown in Figure 7.

### Roadway Network

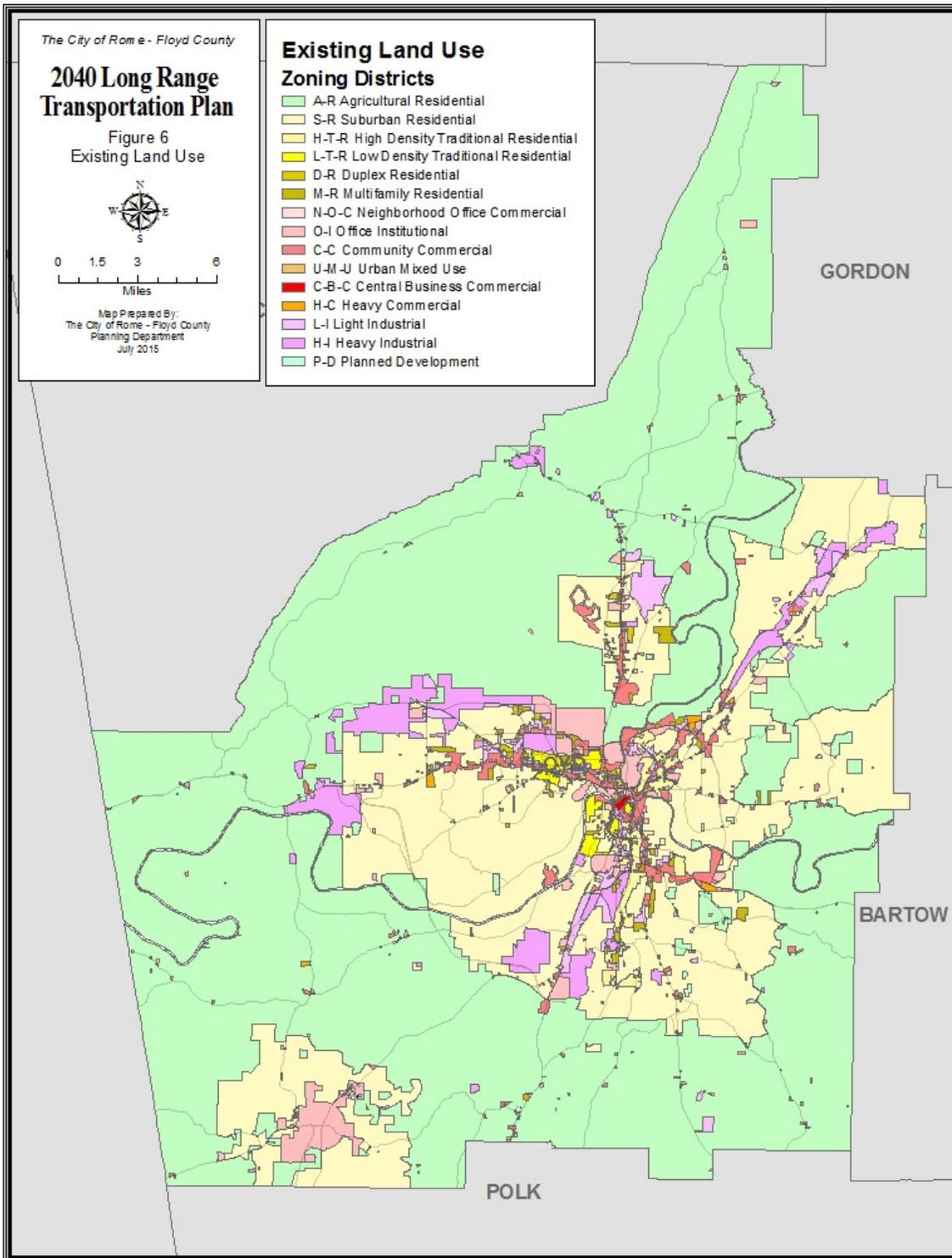
The roadway network in Floyd County includes two federal routes; U.S.27, which traverses the county from north to south; and U.S.411 which traverses the county from east to west. Eight state routes include S.R.140 and S.R.20 that run generally east to west, and S.R.53 which runs generally north to south. Due to the topography and the three rivers that bisect the county all state and federal routes converge in downtown Rome. Industry, educational facilities, and medical centers are distributed throughout the County, but are generally located in and around the City of Rome. For those reasons, high volume traffic flows are concentrated on state and federal routes and are heaviest within the urbanized area in spite of a bypass route that includes NE, SW, and W segments (S.R.100).

**TABLE 8: Roadway Miles by Functional Classification**

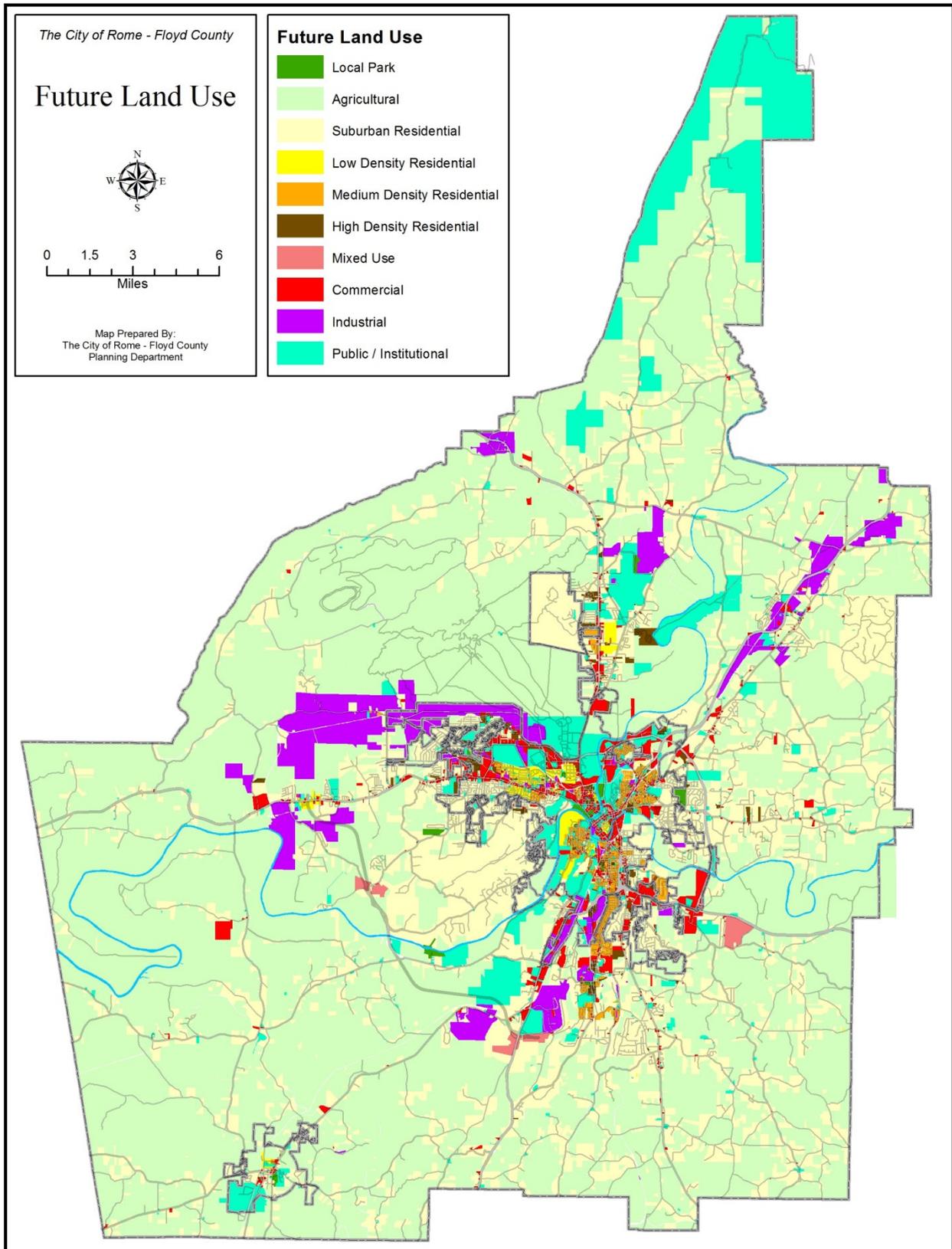
<b>Functional Classification</b>	<b>Miles</b>
Freeway/Expressway	6.05
Principal Arterial	164.21
Minor Arterial	84.04
Major Collector	211.34
Minor Collector	53.70
Local	965.56
Total	1,441.39

Interstates and Expressways – These are defined as significant, limited access, high-speed highways. There are fewer than 7 miles of interstate or expressway roads in the MPO.

**FIGURE 6: Existing Land Use**



**FIGURE 7: Future Land Use**



Interstates and Expressways – These are defined as significant, limited access, high-speed highways. There are fewer than 7 miles of interstate or expressway roads in the MPO.

Arterials – These roadways provide connection between activity centers and carry large volumes of traffic at moderate speeds. There are 164.21 roadway miles of principal (major) arterials and 84.04 miles of minor arterials within the MPO boundaries.

Collectors – Typically collectors provide access between residential areas and activity centers, and can be classified as major or minor. They function to collect traffic from the local street network and convey it to arterials. In the MPO there are 265.04 miles of collectors.

Local – Local streets feed the collector system and ultimately the arterial system and generally originate in low traffic volume areas. There are 965.5922.056 miles of local streets within the MPO boundaries.

Although no Interstate highway lies within Floyd County, it is located within the geographic triangle formed by I-75, I-20 and I-59, which connects Atlanta, Georgia; Birmingham, Alabama; and Chattanooga, Tennessee. Access to these Interstate highways from Floyd County is provided by U.S.27 and U.S.411 and by S.R.20, S.R.53 and S.R.140. U.S. Highway 27 serves as northwest Georgia's Governor's Road Improvement Program (GRIP) corridor. The GRIP system was initiated by a resolution of the state legislature and the Governor to connect 95% of the state's cities (with a population of 2,500 or more) to the Eisenhower Interstate System.

Due to an increasing and diverse population, the surface transportation system in Floyd County must serve the transportation needs of a growing number of passenger vehicles, transit buses, bicyclists, pedestrians, and freight haulers. At present, these needs are being met by the existing network of trails, sidewalks, city streets, county roads, and federal and state highways. Approximately 1,156 miles of publicly maintained roads are currently located in the FRUTS area, of which approximately 733.6 miles are maintained by Floyd County Public Works (6.2 miles are unpaved), 265.7 miles are maintained by the City of Rome Street Department, and 9.9 miles are maintained by the City of Cave Spring. The Georgia Department of Transportation maintains state and federal routes, which consist of 146.5 centerline miles and 452.4 lane miles of paved roads in Floyd County.

Rome is the smallest city in Georgia that provides regularly scheduled, fixed-route transit service. The **Rome Transit Department (RTD)**, a city department, has operated public transit in Rome since the early 1960s. RTD is not an independent authority and, in addition to state and federal grants, relies on funding provided from the City of Rome's General Fund to subsidize operation costs. Transit services provided by RTD include five fixed routes, "tripper" service for public school students, and para-transit service for disabled passengers. RTD fixed route buses cover an average of 1,140 miles per day with all routes originating from the Midtown Transit Station located in Downtown Rome.

## V. **Transportation Elements**

### *Roads and Bridges*

The most direct access to the National Interstate Highway System for Floyd County is provided by means of U.S. 411, S.R. 140, and S.R. 53. U.S. 411 is a four-lane divided highway that runs into U.S. 41 and S.R. 61 before intersecting with the interstate; it travels east from Rome 25 miles into Bartow County where it intersects with I-75 in the City of Cartersville. S.R. 140 is a two-lane facility with passing lanes extending east towards I-75 and the City of Adairsville in Bartow County. S.R. 53 is a four lane divided highway from the City of Rome into Gordon County where the highway intersects with I-75 near the City of Calhoun. S.R. 53 from Rome to Cave Spring follows U.S. 411. Together, S.R. 140 and S.R. 53 provide an important link to I-75 for the industrial corridor located along S.R. 53 northeast of Rome and the industrial park at the intersection of these two roads (under construction).

U.S. 27 carries most north-south traffic through Floyd County. This highway provides a connection through western Georgia into Tennessee to the north and Florida to the south, and is part of the Governor's Road Improvement Program system. S.R. 20 follows the same route as U.S. 411 from the eastern boundary of the county to its intersection with U.S. 27/S.R. 1. The highway follows the U.S. 27 route north to Shorter Avenue and then west to the Alabama Stateline. S.R. 293 is a two- and four-lane road that provides east-west travel from Rome east to Bartow County. S.R. 101 is a two- to four-lane roadway that begins as Second Avenue in Rome, follows Dean Street in Rome, and then stretches south towards the City of Rockmart in Polk County. S.R. 100 is a two-lane road that extends from the City of Summerville in Chattooga County south through rural western Floyd County and Cave Spring towards the City of Cedartown in Polk County. In northern Floyd County, S.R. 156 is a two-lane road beginning at U.S. 27 and traveling east toward the City of Calhoun in Gordon County, Georgia. This route provides access to I-75 for residents of Floyd County.

A looped bypass system is intended to provide an alternate route through Floyd County that does not pass through the City of Rome. The East Rome Bypass, or S.R.1 Loop, is a split four-lane roadway that begins at U.S. 411 and intersects S.R.293, Calhoun Road, S.R. 53, and U.S. 27 via Veterans Memorial Highway. The North Rome Connector, a limited access route, extends across U.S. 27 from Veterans Memorial Highway to Redmond Road. The Southwest Rome Bypass, completed in 2012, connects U.S. 27 and Black Bluff Road. The West Rome Bypass, scheduled for completion in 2015, will connect the Southwest Bypass with S.R. 20 on the west side of Rome. South and Southeast segments are programmed but not yet constructed.

State and Federal highways are shown on Figure 5.



The urban travel network is dominated by Second Avenue (S.R.101), Shorter Avenue (S.R. 20), Martha Berry Boulevard (U.S. 27), and Turner McCall Boulevard (U.S. 27, S.R. 20 and S.R. 53). Turner McCall Boulevard moves as many as 50,000 vehicles per day through its intersection with Riverbend Drive and has the highest traffic counts of any local road in northwest Georgia. The dominance of these routes is due to the location of the three rivers within Floyd County. Alternative east-west travel routes are seriously limited in the county because the rivers are crossed in only 11 locations. The urban routes are shown on Figure 8.

GDOT and the City of Rome maintain all traffic signals located within Floyd County.

Within Floyd County, only five bridges cross the Oostanaula River, four cross the Etowah River, and two cross the Coosa River. Eight of these bridges are within the city limits of Rome. The topography of Floyd County, including its three rivers, provides a major challenge for the transportation system. The limited number of bridges in the county funnels traffic to a few over-used corridors, leading to traffic congestion along these routes.

### Public Transportation

The Rome Transit Department (RTD) maintains a fleet of 42 buses and has operated the public transit system since taking over operations from Georgia Power in the early 1960's. RTD operates from an office and bus barn facility on the North side of the City of Rome. A second facility, a transfer station in downtown Rome, is a stop on all fixed routes.

Transit services provided by RTD include a five bus fixed route system, "tripper" service for public school students and other riders, and para-transit service for disabled passengers.

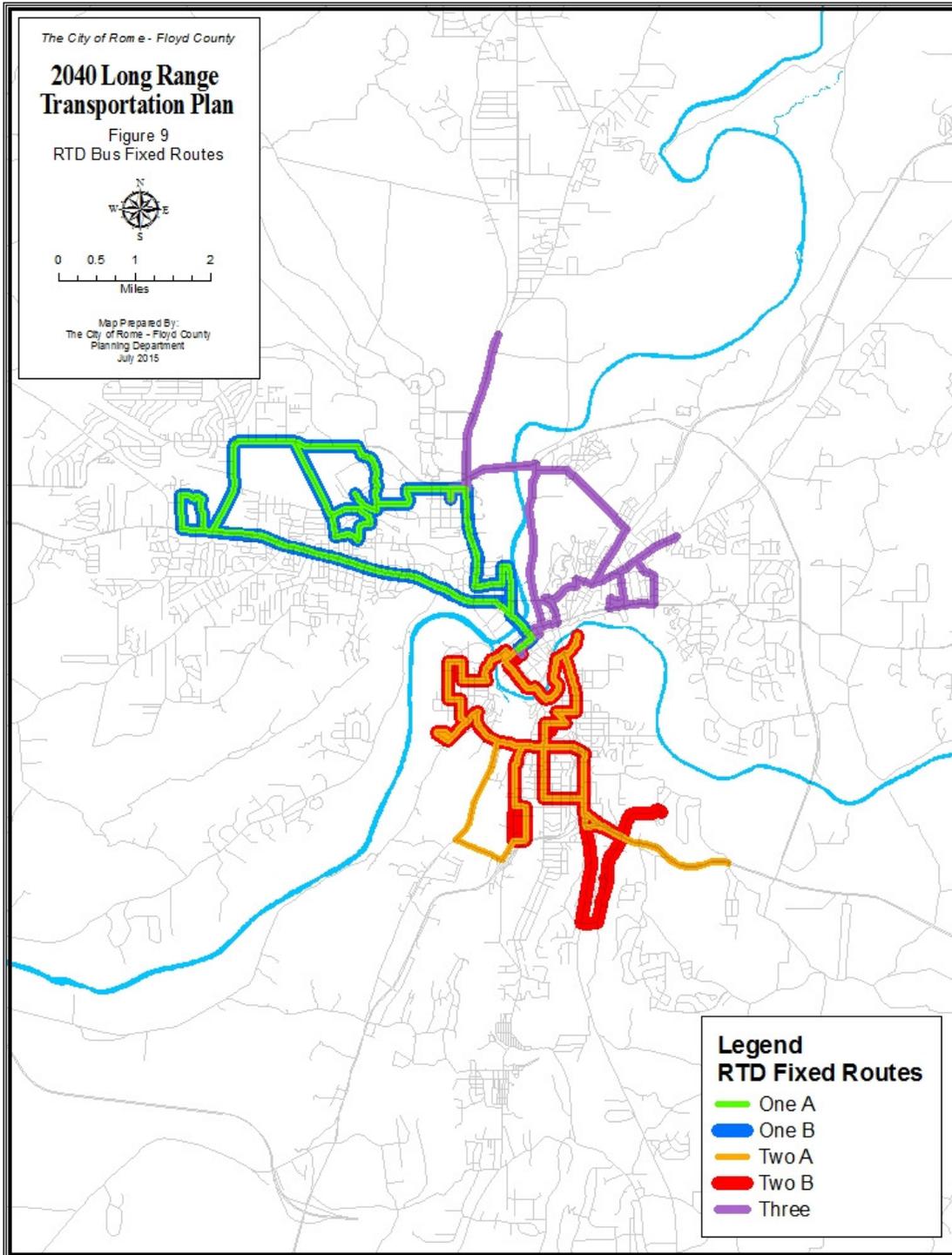
Figures 9, 10, and 11 show all fixed and tripper routes.

Other human service transportation providers include Georgia Department of Family and Children's Services, Highland Rivers, Floyd Training Center, Network Day Services, Mercy Senior Care, Area Agency on Aging, and Best Care. The populations served include seniors, persons with mental and physical disabilities, and state human services recipients. The services are generally available Monday through Friday during business hours. These private and public services operate on-demand throughout the County.

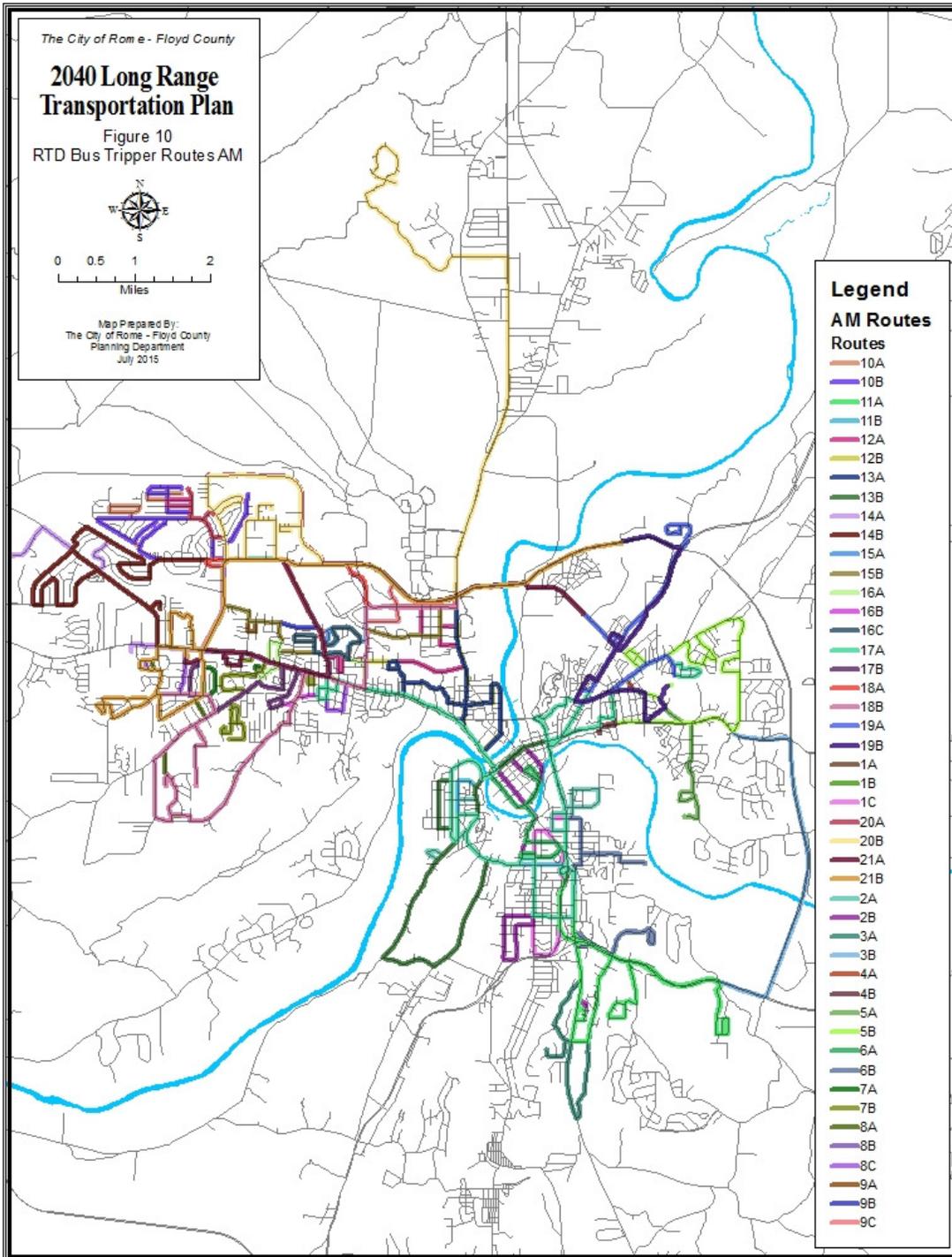
The Rome Transit Department will continue to monitor ridership and community needs and adjust routes, fares and schedules within existing financial constraints to provide the most efficient service possible. RTD staff will continue to work with the GDOT Office of Intermodal Programs to project operation and maintenance needs and develop schedules and funding allocation to provide for those needs.

Capital needs anticipated for the planning period fall into two main categories. These are bus replacement and capital improvements to the transit operations facilities (bus barn, downtown transfer center, bus stops). Table 10 is a list of capital improvement projects proposed for the period from 2016 to 2040. Table 11 is a proposed bus replacement schedule for the same time period.

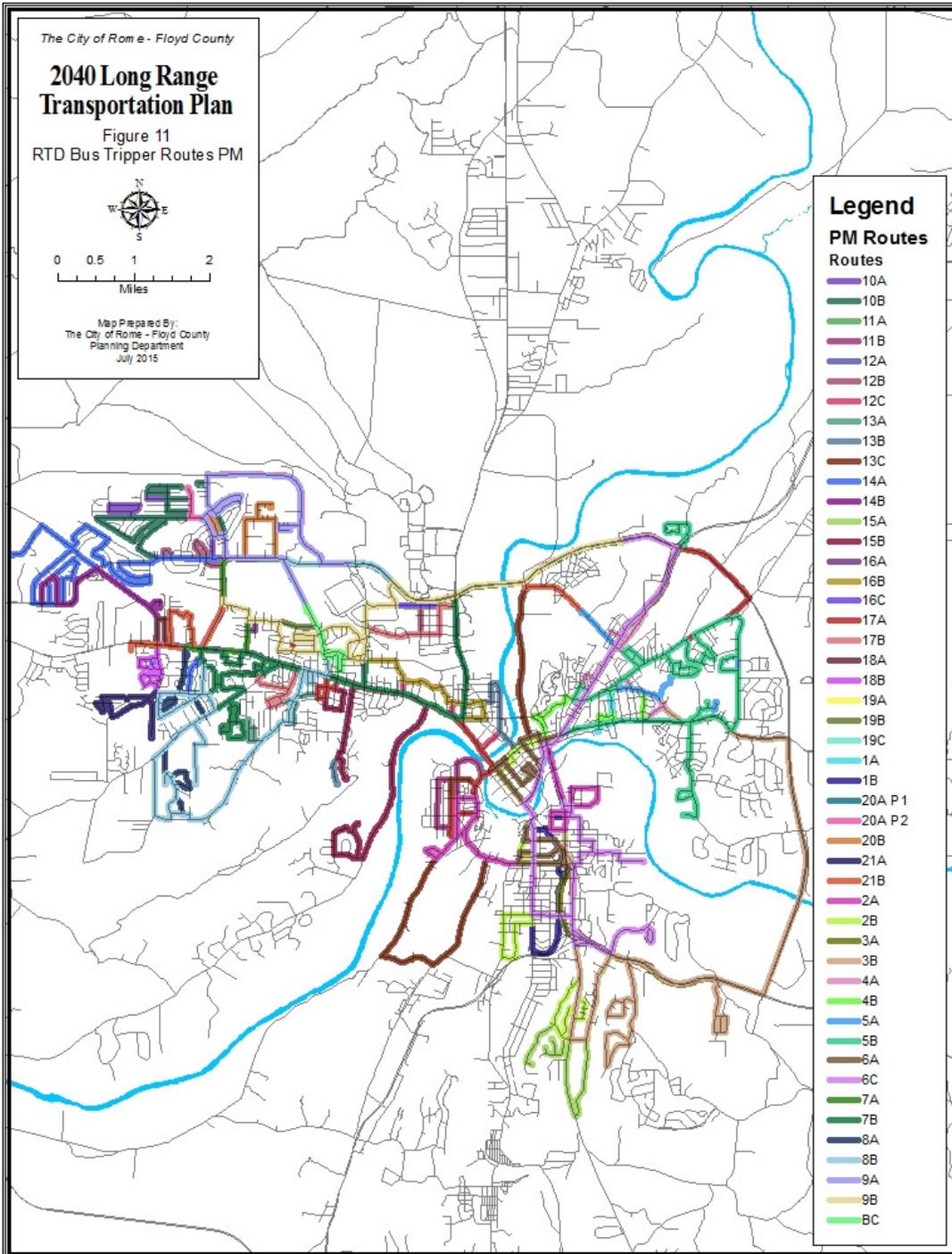
**FIGURE 9: Rome Transit Department Fixed Routes**



**FIGURE 10: Rome Transit Department AM Tripper Routes**



**FIGURE 11: Rome Transit Department PM Tripper Routes**



**TABLE 9: Transit Capital Projects Schedule (5307)**

<b>CITY OF ROME TRANSIT DEPARTMENT SECTION 5307 CAPITAL FY 2016 - FY 2019</b>						
<b>STIP # DESCRIPTION 80/10/10</b>	<b>UNIT COST</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>TOTAL</b>
Transit Buses - <30'/ 30'/32'-40'	Varies	\$330,000	\$665,000	\$665,000	\$665,000	\$2,325,000
Transit BUS <30' BUS	Varies	\$ -	\$140,000	\$140,000	\$140,000	\$420,000
15 Passenger Van with wheelchair lift	\$50,000	\$50,000	\$ -	\$ -	\$ -	\$50,000
Administrative Support Vehicles (3)	Varies	\$105,000	\$ -	\$ -	\$ -	\$105,000
Ticket Vending Machine for BUS Tickets	\$75,000	\$75,000	\$ -	\$ -	\$ -	\$75,000
Employee Education/Training	Varies	\$35,107	\$35,000	\$20,000	\$20,000	\$110,107
Fuel Provision	Varies	\$ -	\$135,000	\$135,000	\$135,000	\$405,000
Security & Surveillance Equipment	Varies	\$ -	\$35,000	\$35,000	\$35,000	\$105,000
Fare Boxes & Related Equipment	Varies	\$ -	\$50,000	\$50,000	\$50,000	\$150,000
Route Signage	Varies	\$ -	\$25,000	\$25,000	\$25,000	\$75,000
Miscellaneous BUS Stop Amenities	Varies	\$ -	\$20,000	\$20,000	\$20,000	\$60,000
Office Equipment & Furniture	Varies	\$ -	\$20,000	\$20,000	\$20,000	\$60,000
ADA Expenses	Varies	\$ -	\$75,000	\$80,000	\$80,000	\$235,000
Maintenance Tools & Equipment	Varies	\$ -	\$75,000	\$80,000	\$80,000	\$235,000
Preventative Maintenance	Varies	\$ -	\$440,000	\$450,000	\$450,000	\$1,340,000
Maintenance Items (Capt. Parts)	Varies	\$ -	\$140,000	\$150,000	\$150,000	\$440,000
BUS Stop Amenities/Shelters	Varies	\$ -	\$20,000	\$20,000	\$20,000	\$60,000
<b>PROJECT COST</b>		<b>\$595,107</b>	<b>\$1,875,000</b>	<b>\$1,890,000</b>	<b>\$1,890,000</b>	<b>\$6,250,107</b>
FEDERAL COST - 80%		\$476,086	\$1,500,000	\$1,512,000	\$1,512,000	\$5,000,086
STATE COST - 10%		\$59,510	\$187,500	\$189,000	\$189,000	\$625,010
LOCAL COST - 10%		\$59,511	\$187,500	\$189,000	\$189,000	\$625,011
<i>DOT DISTRICT #6</i>		11	RDC			MG

**TABLE 10: Transit Capital Projects Schedule (5309)**

<b>CAPITAL SCHEDULE FOR CITY OF ROME TRANSIT DEPARTMENT</b>					
<b>SECTION 5309 - STATEWIDE BUS</b>					
<b>FY 2016 - FY 2019</b>					
<b>STIP #</b>					
<b>DESCRIPTION</b>	<b>FY 16</b>	<b>FY 17</b>	<b>FY 18</b>	<b>FY 19</b>	<b>TOTAL</b>
Transit Buses 25ft - 40ft.	\$0	\$500,000	\$500,000	\$500,000	\$1,500,000
<b>PROJECT COST</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$1,500,000</b>
FEDERAL COST	\$0	\$400,000	\$400,000	\$400,000	\$1,200,000
STATE COST	\$0	\$50,000	\$50,000	\$50,000	\$150,000
LOCAL COST	\$0	\$50,000	\$50,000	\$50,000	\$150,000
<i>DOT DISTRICT # 6</i>	CONG. DIST.		14	RDC	MG

**TABLE 11: Transit Bus Replacement Schedule**

Year	Bus Replacement Schedule	Estimated Cost Per Vehicle	Total Estimated Cost
2016	0	\$ -	\$ -
2017	0	\$ -	\$ -
2018	0	\$ -	\$ -
2019	1	\$ 355,000.00	\$ 355,000.00
2020	1	\$ 360,000.00	\$ 360,000.00
2021	0	\$ -	\$ -
2022	6	\$ 365,000.00	\$ 2,190,000.00
2023	4	\$ 370,000.00	\$ 1,480,000.00
2024	6	\$ 375,000.00	\$ 2,250,000.00
2025	3	\$ 380,000.00	\$ 1,140,000.00
2026	5	\$ 385,000.00	\$ 1,925,000.00
2027	0	\$ -	\$ -
2028	0	\$ -	\$ -
2029	0	\$ -	\$ -
2030	0	\$ -	\$ -
2031	1	\$ 300,000.00	\$ 300,000.00
2032	6	\$ 305,000.00	\$ 305,000.00
2033	4	\$ 310,000.00	\$ 310,000.00
2034	6	\$ 315,000.00	\$ 315,000.00

2035	3	\$ 320,000.00	\$ -
2036	5	\$ 400,000.00	\$ -
2037	0	\$ -	\$ -
2038	0	\$ -	\$ -
2039	0	\$ -	\$ -
2040	0	\$ -	\$ -
<b>Total Cost</b>			<b>\$19,530,000.00</b>

*Bicycle/Pedestrian*

Bike/Pedestrian facilities in Rome and Floyd County consist of individual recreation and fitness trails and the Heritage Trail System, which serves as an important off-road transportation network for pedestrians. This trail system consists of approximately seven miles of paved multiuse path. The trails in the Heritage Trail System are located primarily along the rivers and streams and are used for transportation, fitness, and recreation. Not all of these trails, however, are interconnected at this time. Traveling from one trail to another often requires walking or biking on city streets. The Rome-Floyd County MPO will continue to seek funding and opportunities to greatly enhance trail interconnectivity in the downtown area, and give area residents access to regional trail systems. A greater description of pedestrian and bicycle trails in Rome and Floyd County is given in the Rome-Floyd County MPO Bicycle, Pedestrian, and Trail Master Plan, adopted in May of 2015 and found at <ftp://ftp.rome-floyd.com/Planning/Bike-Ped/Bicycle-Pedestrian-Facilities-Plan.pdf>

Sidewalks serve much of the urban area and are usable transportation routes for pedestrians. In some areas the sidewalk system is poorly maintained, provides insufficient width to ensure pedestrian safety, or is otherwise inadequate for pedestrian travel. Pedestrians in many neighborhoods, particularly in the unincorporated area, do not have access to the sidewalk system.

Trails and sidewalks, like roadways and mass transit, are key components in a community's transportation system. They provide alternate means of mobility, which reduces traffic congestion, fossil fuel consumption, noise, and air pollution. Trails also foster more active and healthy lifestyles for residents, enhance quality of life, improve the local environment, and provide additional stimuli for the local economy.

Priority trail projects should connect existing trails to one another and to the sidewalk system, in order to provide an interconnected trail system linking residential areas to places of employment, commercial centers, medical facilities, schools, and other important community facilities. Future projects should also include provision of trail head parking and accessibility for persons with disabilities (ramps, rest areas, signage, etc.)

### Freight

Freight transportation in the area is provided mostly by trucking, air, and rail facilities. The Georgia Statewide Freight and Logistics Plan (February 2012) indicates one Class I rail line that passes through the county, and does not indicate that significant bottlenecks exist. Most rail lines in the county are identified as 288K capable, but not all have the clearance to handle double stacked containers. Rome and Floyd County are in the Atlanta to Tennessee highway freight corridor, and U.S. 27 south of Rome is identified as a "bypass" alternative. The Plan identifies air freight as a minor part of the total freight that moves through the state, but indicates that airports such as Richard B. Russell Regional Airport serve an important role in moving high value, time-sensitive goods. No road or rail freight specific improvements are listed in the Plan.

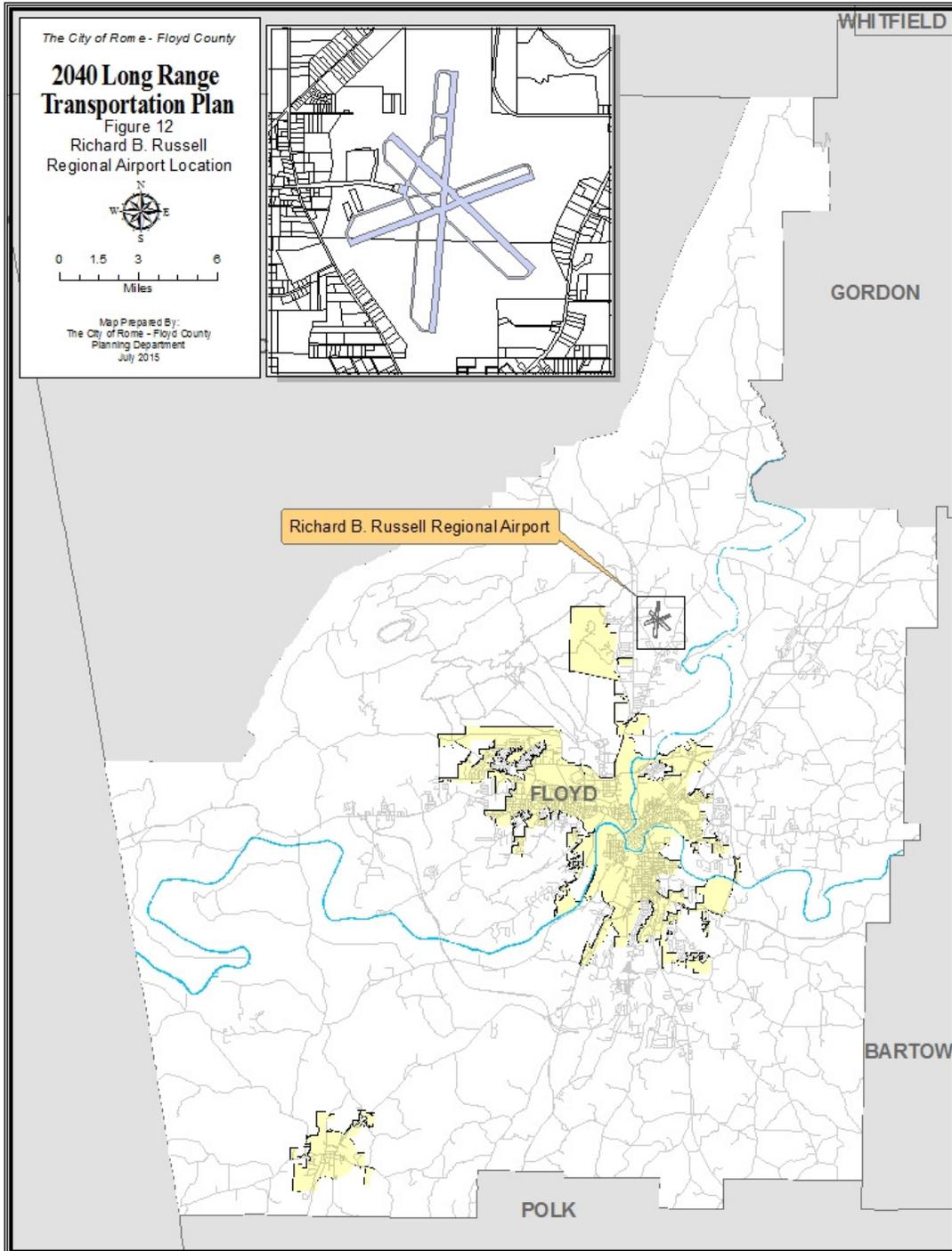
### Air

Air transportation service in Floyd County centers around the Richard B. Russell Regional Airport, which is located approximately eight miles north of downtown Rome (Figure 12). The airport is owned and operated by Floyd County and is certified by the Federal Aviation Administration. The Richard B. Russell Regional Airport is a regional airport serving general aviation in the ten-county, northwest Georgia area. Average flying time from Rome to the Atlanta metro area is approximately 20-30 minutes for the 65 nautical mile distance.

The airport has one 6,000 foot runway and one 4,500 foot runway and is served by a state-of-the-art Instrument Landing System with distance measuring equipment on Runway 1 and GPS approaches on all runways, a weather observation system, and a 4,000 sq. ft. terminal building. The Airport has nine corporate hangars, 66 T-hangars, a large 12,000 square foot corporate hangar, (which contains a Civil Air Patrol office, four smaller offices and community room with audio-visual capabilities). Three smaller corporate/maintenance hangars are also on the airport. Additional hangar space continues to be added, along with taxiway lighting improvements, a hold apron on runway 1 and a Ground Communication Outlet with direct communications to Atlanta Center, and other enhancements. Publicly-owned airport property is approximately 1,025 acres, approximately 300 acres of which can be readily developed for aviation purposes. Floyd County continues to acquire land in the vicinity, both for future expansion and to provide a buffer between airport activities and developed Uses.

The Airport operates from dawn to dusk, seven days a week. Two aviation mechanics shops are based on the airport and one fixed base operation (FBO) is located at the facility. Flight instruction is offered by several organizations. Other services available include charter flights, rental cars on the airport, and catering for corporate aircraft available upon request. The Civil Air Patrol and the Experimental Aircraft Association both operate from Russell Regional along with Georgia Northwestern Technical College which provides instruction and testing for an Associate's Degree to obtain an FAA Airframe and Power plant certificate.

**FIGURE 12: Richard B. Russell Regional Airport Location**



The following tables (Included as Table 12) are from the Airport Commission's adopted five-year plan for capital improvements, covering the years from 2016 to 2020.

**TABLE 12: Airport Capital Projects Schedule**

<b>RUSSELL REGIONAL AIRPORT</b>							
ACIP UPDATE							
FY 2016- FY 2020							
PROJECT	SOURCE	TOTAL COST	FAA FUNDS		STATE FUNDS	LOCAL FUNDS	OTHER FUNDS
			ENTITLEMENTS	OTHER			
<b>FY 2015: ( GDOT: JUL. 2014 TIL JUN. 2015 ) FY 2015: ( FAA: OCT. 2014 TIL SEPT. 2015 )</b>							
Runway Safety Area Grading - Prepare Construction Safety & Phasing Plan (Reimbursement)	FEDERAL	\$7,745	\$6,971	\$0	\$0	\$775	\$0
Runway Safety Area Grading - Prepare CatEx (Reimbursement)	FEDERAL	\$15,574	\$14,017	\$0	\$0	\$1,557	\$0
Runway Safety Area Grading - Construction	FEDERAL	\$379,059	\$129,013	\$217,498	\$16,274	\$16,274	\$0
North Perimeter Fencing	FEDERAL	\$704,650	\$0	\$634,185	\$32,820	\$37,645	\$0
Land Acquisition/Easements - Runway 1/19 Approach Obstruction	COMBINED	\$220,000	\$0	\$198,000	\$11,000	\$11,000	\$0
	FEDERAL	\$220,000	\$0	\$198,000	\$11,000	\$11,000	\$0
Fuel Farm Inspection	LOCAL	\$7,500	\$0	\$0	\$0	\$7,500	\$0
Replace Airport Vehicle	LOCAL	\$22,000	\$0	\$0	\$0	\$22,000	\$0
Replace Terminal Building Flooring	LOCAL	\$16,500	\$0	\$0	\$0	\$16,500	\$0
Equipment Acquisition	LOCAL	\$8,500	\$0	\$0	\$0	\$8,500	\$0
North Terminal Area Landside Improvements (ARC)	LOCAL	\$428,000	\$0	\$0	\$0	\$128,000	\$300,000
Runway 1/19 Extension (1,000') - Environmental Assessment	COMBINED	\$110,000	\$0	\$0	\$0	\$0	\$110,000
Part A/Draft EA	LOCAL	\$65,000	\$0	\$0	\$0	\$0	\$65,000
Part B/Final EA	LOCAL	\$20,000	\$0	\$0	\$0	\$0	\$20,000
Part C/Permitting	LOCAL	\$25,000	\$0	\$0	\$0	\$0	\$25,000
Runway 1/19 Extension (1,000') - Design	COMBINED	\$438,500	\$0	\$0	\$0	\$0	\$438,500
Grading & Drainage	LOCAL	\$237,000	\$0	\$0	\$0	\$0	\$237,000
Paving, Lighting, & Marketing	LOCAL	\$131,000	\$0	\$0	\$0	\$0	\$131,000
Localizer Relocation	LOCAL	\$70,500	\$0	\$0	\$0	\$0	\$70,500
<b>TOTAL FY 2015</b>		<b>\$2,358,028</b>	<b>\$150,000</b>	<b>\$1,049,683</b>	<b>\$60,094</b>	<b>\$249,751</b>	<b>\$848,500</b>

NOTES: Projects shown with FEDERAL funding have a cost sharing of Federal (90%)/State (5.0% of Construction Costs) / County (Remainder)  
 Projects shown with STATE funding have a cost sharing of State (75%) / County (Remainder)  
 Projects shown with FY 2015 that are not fully funded are intended to become a priority in FY 2016

**RUSSELL REGIONAL AIRPORT**  
**ACIP UPDATE**  
**FY 2016- FY 2020**

PROJECT	SOURCE	TOTAL COST	FAA FUNDS		STATE FUNDS	LOCAL FUNDS	OTHER FUNDS
			ENTITLEMENTS	OTHER			
<b>FY 2016 (GDOT: JUL. 2015 TIL JUN. 2016) FY 2016 (FAA: OCT. 2015 TIL SEPT. 2016)</b>							
Construct Partial Parallel Taxiway "B"	COMBINED	\$102,500	\$0	\$0	\$76,875	\$25,625	\$0
Construct Partial Parallel Taxiway "B" (Design)	STATE	\$102,500	\$0	\$0	\$76,875	\$25,625	\$0
Obstruction Removal Analysis (Runway 7/25)	LOCAL	\$30,000	\$0	\$0	\$0	\$30,000	\$0
Wildlife Hazard Assessment	FEDERAL	\$25,000	\$22,500	\$0	\$1,250	\$1,250	\$0
Runway 1/19 Extension Environmental Mitigation	COMBINED	\$860,000	\$0	\$0	\$0	\$860,000	\$0
Wetland Mitigation (3.0 Acres Estimate)	LOCAL	\$300,000	\$0	\$0	\$0	\$300,000	\$0
Stream Mitigation (850 Feet Estimate)	LOCAL	\$510,000	\$0	\$0	\$0	\$510,000	\$0
Environmental Permitting	LOCAL	\$50,000	\$0	\$0	\$0	\$50,000	\$0
Runway 7/25 Overlay	STATE	\$630,000	\$0	\$0	\$0	\$157,500	\$0
Terminal Building Expansion (Design)	LOCAL	\$30,000	\$0	\$0	\$0	\$30,000	\$0
<b>TOTAL FY 2016</b>		\$1,677,500	\$22,500	\$0	\$550,625	\$1,104,375	\$0

**NOTES:** Projects shown with FEDERAL funding have a cost sharing of Federal (90%)/State (5.0% of Construction Costs) / County (Remainder)  
Projects shown with STATE funding have a cost sharing of State (75%) / County (Remainder)  
Projects shown with FY 2015 that are not fully funded are intended to become a priority in FY 2016

## RUSSELL REGIONAL AIRPORT

### ACIP UPDATE FY 2016- FY 2020

PROJECT	SOURCE	TOTAL COST	FAA FUNDS		STATE FUNDS	LOCAL FUNDS	OTHER FUNDS
			ENTITLEMENTS	OTHER			
<b>FY 2018 (GDOT: JUL. 2017 TIL JUN. 2018) FY 2018 (FAA: OCT. 2017 TIL SEPT. 2018)</b>							
Extend T-Hangar Taxiways	FEDERAL	\$935,000	\$0	\$841,500	\$18,780	\$74,720	\$0
Install Taxiway "B" Lighting (East of Runway 1/19)	STATE	\$216,000	\$0	\$0	\$118,800	\$97,200	\$0
Taxiway "B" Rehabilitation & Overlay	FEDERAL	\$310,000	\$150,000	\$129,000	\$6,820	\$24,180	\$0
<b>TOTAL FY 2018</b>		<b>\$1,461,000</b>	<b>\$150,000</b>	<b>\$970,500</b>	<b>\$144,400</b>	<b>\$196,100</b>	<b>\$0</b>
<b>FY 2019 (GDOT: JUL. 2018 TIL JUN. 2019) FY 2019 (FAA: OCT. 2018 TIL SEPT. 2019)</b>							
Expand Terminal Area Apron	FEDERAL	\$1,028,000	\$150,000	\$775,200	\$22,110	\$80,690	\$0
Environmental Assessment- Extend Runway 7/25 (500') including Wetland Delineation & Flood Study	FEDERAL	\$80,000	\$0	\$72,000	\$40,000	(\$32,000)	\$0
<b>TOTAL FY 2019</b>		<b>\$1,108,000</b>	<b>\$150,000</b>	<b>\$847,200</b>	<b>\$62,110</b>	<b>\$48,690</b>	<b>\$0</b>
<b>FY 2020 (GDOT: JUL. 2019 TIL JUN. 2020) FY 2020 (FAA: OCT. 2019 TIL SEPT. 2020)</b>							
Runway 7/25 Extension (500') Grading & Drainage	FEDERAL	\$463,000	\$150,000	\$266,700	\$7,975	\$38,325	\$0
Runway 7/25 Extension (500') Paving & Lighting	FEDERAL	\$706,000	\$0	\$635,400	\$14,300	\$56,300	\$0
<b>TOTAL FY 2020</b>		<b>\$1,169,000</b>	<b>\$150,000</b>	<b>\$902,100</b>	<b>\$22, 275</b>	<b>\$94,625</b>	<b>\$0</b>
<b>TOTALS for FY2016 through FY2020 (inclusive)</b>		<b>\$11,759,500</b>	<b>\$622,500</b>	<b>\$2,740,800</b>	<b>\$1,638,735</b>	<b>\$2,512,965</b>	<b>\$4,244,500</b>

**NOTES:**

Projects shown with FEDERAL funding have a cost sharing of Federal (90%)/State (5.0% of Construction Costs) / County (Remainder)

Projects shown with STATE funding have a cost sharing of State (75%) / County (Remainder)

Projects shown with FY 2015 that are not fully funded are intended to become a priority in FY 2016

## Rail

Railroad service in Rome and Floyd County is provided exclusively by the Norfolk Southern Railway system. There is no scheduled passenger service; however, the railroad provides freight service to local industries.

Norfolk Southern Railway maintains approximately 71 miles of track in Rome and Floyd County. The regionally most important line is the H Line, or Main Line, which traverses Rome and Floyd County along a north-south alignment and extends from the northern U.S. to Florida. This line is one of the busiest lines in the United States in respect to the number of freight trains operated and the gross tonnage of freight carried per mile. Lines running along an east-west alignment within Rome and Floyd County link several industrial sites with the Main Line. An average of 40 trains per day passes through Rome and Floyd County on the Main Line. The Main Line is rated 288K capable, and has 22 feet of clearance (Georgia Statewide Freight and Logistics Plan, 2010-2050).

The K Line is the primary east-west route serving industry in the western portion of Rome and Floyd County. This line roughly parallels S.R. 20/Shorter Avenue. The **C Line** branches off of K Line at a point northwest of Rome and also travels along an east-west alignment. Both lines are rated 288K capable, but do not accommodate double stacking containers (Georgia Statewide Freight and Logistics Plan, 2010-2050).

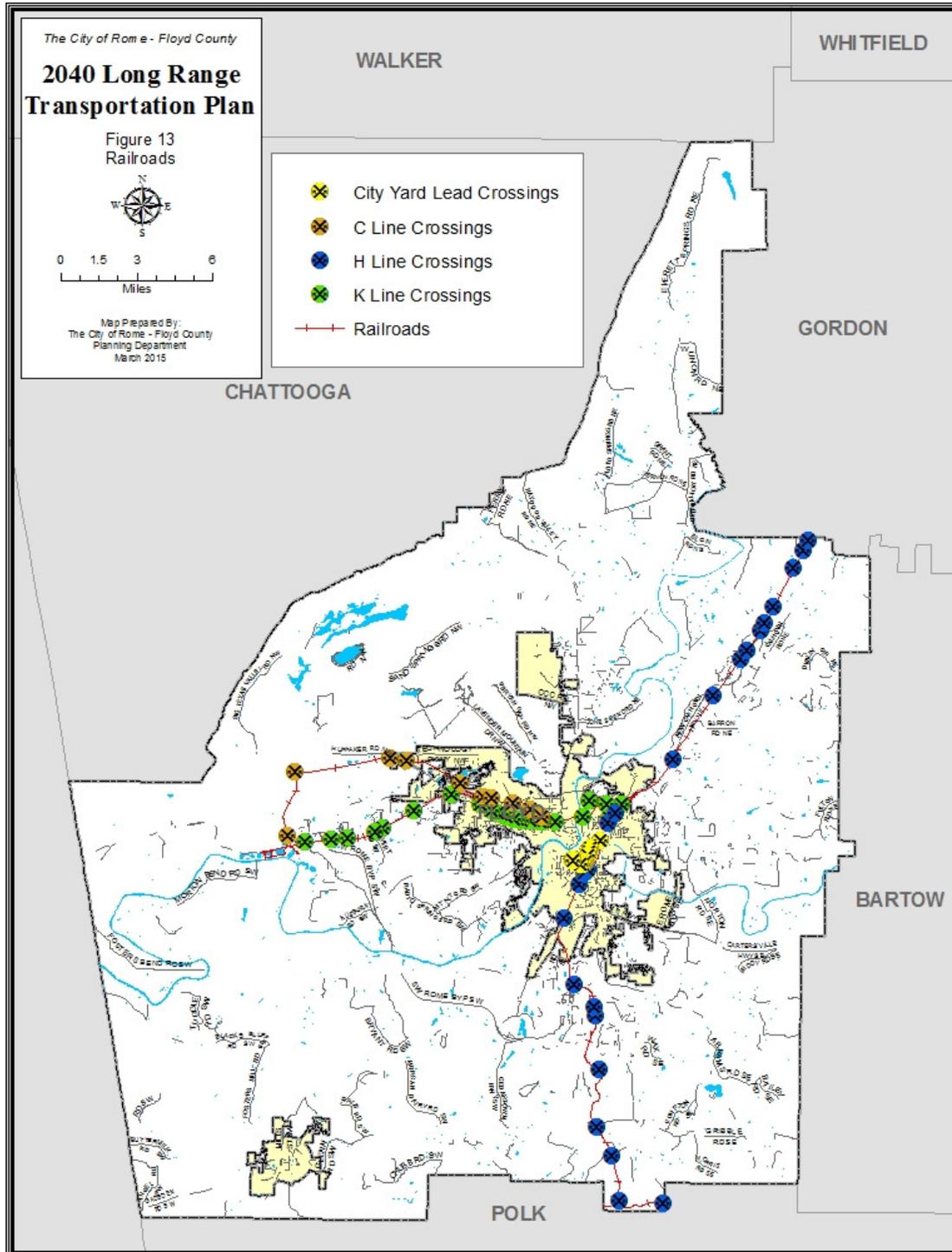
Trains must pass through a total of 82 at-grade crossings within Floyd County. To minimize the probability of vehicle-train collisions, N-S moves 80% of traffic on the Main Line between 5 p.m. and 5 a.m.

There are two principal rail transfer facilities in Rome and Floyd County. The Forrestville Yards, located off Tolbert Street in northeast Rome, consists of 8 parallel tracks and is the site where the K line diverges from the Main Line and extends west through Rome. The Howard Yards and Long Yards, located in close proximity to each other in the Krannert/Coosa communities of western Floyd County, consist of 10 parallel tracks. Norfolk Southern handles approximately 16,000 cars per month at both of their switchyard facilities in Rome and Floyd County.

The railway lines and facilities in the area are privately owned and operated. The local governments will continue to work with the railroad companies to assure efficient movement of freight while having minimal negative impact on the safe, efficient movement of vehicles and pedestrians.

Railway lines and facilities in Floyd County are shown in Figure 13.

**FIGURE 13: Railroads**



## VI. **Project Evaluation**

### *Process*

The project evaluation process involves input from several sources of information, including data from the Travel Demand Model, project cost, buildability evaluation, safety, and local, state and federal goals and objectives. Preliminary selection of the projects was approved by the TPC on 22 October 2015. Following the 30-day public review period, the 2016 LRTP for 2040 document with prioritized, approved projects was adopted at a public hearing on XXXXXXXX.

### *Travel Demand Model*

The primary planning tool used to simulate future highway travel patterns and volumes was the validated travel demand-forecasting model developed, updated, and maintained by GDOT. The model was used to identify future transportation deficiencies and to test the effectiveness of alternative improvements in resolving such deficiencies. Using the year 2040 socio-economic data and the E+C network, a model run was performed to estimate the volume to capacity (v/c) ratios and levels-of-service for all roadways segments in the Floyd County travel demand model.

Using demographic baseline data, projected demographic data, and current road and bridge characteristics, the travel demand model evaluates the potential impacts of proposed projects on traffic safety and congestion. GDOT staff ran seven model scenarios (networks) based on data provided by MPO staff. Only proposed projects with the potential to significantly impact safety and congestion are used in the model.

### *Financial*

The costs of proposed projects were estimated using GDOT estimation techniques that consider project length, right-of-way width, type of project, and engineering requirements. The staff of the MPO and GDOT coordinated on this step of the process, which is outlined in more detail in Chapter VIII.

### *Buildability*

Proposed projects were evaluated by the members of the TCC, local officials, citizens and GDOT staff to determine buildability. Factors considered included environmental issues, cultural resources, and existing and future land uses.

### *Goals*

Each proposed project was compared with locally developed goals and with the eight federal Planning Factors. Public workshops and the regular committee meetings provided a forum for local comment on whether the local goals and objectives were appropriate, and whether the proposed projects met those goals and objectives adequately. In addition, the draft 2016 LRTP for 2040 document, including recommended projects, was available for public review and comment for a period of thirty days.

### Safety and Security

Federal law requires that the LRTP development process include consideration of strategies, projects, and services to increase the ability of the transportation system to support homeland security and to safeguard the personal safety and security of all users, motorized and non-motorized. Each state was charged to develop a highway safety plan.

The Georgia Strategic Highway Safety Plan (2010) outlines strategies to reduce traffic related deaths and injuries to zero state wide. These include education, enforcement, engineering, and emergency response strategies. It also calls on each MPO to prepare a crash report, and to consider crash statistics in selecting, designing, and operating transportation infrastructure.

GDOT's Safety Action Plan states that:

*"Identifying programs that may potentially save lives is the ultimate goal for the Safety Action Plan."*

This goal shall also be a part of the MPO's transportation plans from their inception to their completion. The MPO agrees with GDOT in its adoption of the 'ambitious.' goal of a fatality rate of 1.0 per 100 Million Vehicle Miles Traveled (MVMT). Although there has been considerable improvement over the years in the fatal crash rate in Georgia, there is still room for improvement.

Federal law also requires consideration of security in planning of motorized and non-motorized transportation systems. The role of transportation systems in evacuation, moving people and goods to shelter, and providing emergency vehicle access throughout the county makes security a top priority for infrastructure management. RTD would likely be called into service for evacuations in an emergency situation. In keeping with the FTA's Safety and Security Program, RTD staff participates in regular and mandatory safety and security training. Surface roads would also serve in an evacuation, and routes for potential scenarios have been considered with the Floyd County Emergency Management Agency.

Safety and Security responsibilities are outlined in the Floyd County Emergency Operations Plan. Available resources include the Floyd County Emergency Management Office, Georgia Emergency Management Agency (GEMA), and local law enforcement agencies.

### Participants

The MPO consults, as appropriate, with agencies and officials responsible for other planning activities within the MPO that are affected by transportation. This consultation process compares plans and TIPs as they are developed, with the plans, maps, inventories, and planning documents developed by other agencies. This consultation includes, as appropriate, contact with state, local, and private agencies responsible for planned growth, economic development, environmental protection, airport operations, freight movements, land use management, natural resources, conservation, and historic

preservation; and is carried out via review and coordination with the three transportation planning committees, the public notice and review process, and Interagency Committee consultation.

The MPO, working in conjunction with its Geographic Information Systems (GIS) Department, has developed resource maps which allow it to track each project and its implications that might affect any environmental, cultural, or historical resources that are currently within the database. The maps will be available via the internet to the public. The MPO shall continually consult with its state and federal partners to ensure that the data contained within the maps shall be in accordance with any and all state and/or federal plans that shall deal with like resources.

The MPO's GIS Department has developed numerous maps which show zoning, land use, airport, and freight thoroughfares. This information, along with continuous interaction with the planning staff, allows the LRTP and other transportation planning documents to reflect the latest information as it concerns the MPO area's future plans. This coordination extends to the updates of the Floyd County-Rome-Cave Spring Comprehensive Plan, which includes a transportation element, especially as it pertains to the future land uses of the area. This coordination is further enhanced by the involvement of land use planners, airport personnel, and local business leaders in the citizen and technical committees of the MPO.

In keeping with the MPO's Public Involvement Plan, found at: (<ftp://ftp.rome.ga.us/Planning/The2014ParticipationPlanAdminModMar16.pdf>), the MPO shall consult and coordinate with the agencies listed in Attachment A of the Public Involvement Plan. This process is outlined in the Agency Consultation and Coordination and Environmental Mitigation sections of the Public Involvement Plan. The MPO shall assure compliance with Sections 6001 of MAP-21 and its predecessor FAST Act in making available for comment to all agencies involved any and all MPO transportation plan updates or major amendments. The same shall of course be true concerning public input into these same transportation plans.

#### *Environmental Mitigation*

MAP-21 requires that the FRUTS MPO examine its projects at the program level to evaluate possible impacts to natural, cultural, and archeological resources in the planning area. In adherence to this requirement the MPO is currently at work on a comprehensive evaluation of its resources listed above. This is being done by bringing together all local, state, and federal partners involved in planned growth, economic development, environmental protection, airport operations, freight movement, land use management, natural resources, conservation, and historic preservation for consultation as outlined in the MPO's Public Involvement Plan.

The MPO has developed Table 13 for Environmental Coordination for the 2016 LRTP for 2040 update. The responsible agencies have received project sheets and maps for each programmed project. This will ensure that, as projects move forward in the transportation planning process, any project which shall be considered as posing a

possible impact may be examined more closely during its Preliminary Engineering phase.

Preliminary coordination indicated that any projects that would impact streams that are designated as waters of the United States would require review and possibly permits from the U.S. Army Corps of Engineers.

**TABLE 13: Environmental Coordination**

Project	Agriculture, Forestry, & Fisheries	Floodplain	Historic & Archaeological Resources	Navigable Waters	Parks, Recreation, & Natural Areas	Pollution	Rare, Threatened, & Endangered Species	Wetlands
650540 SR 101 / 2nd Ave.		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
621740 Cave Spring West Bypass	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
621600 South Rome Bypass	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
662420 Southeast Rome Bypass	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
0006019 SR 20	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
0000400 SR 101	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		
632760 SR 101 Interchange			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		
621690 SR 101			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		
0004915 SR 140 Widening	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
0007019 SR 140	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>					
0013718 SR1/SR20/SR27 @ Etowah River&NS19103R	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	

## VII. Air Quality (this section under construction)

On December 17, 2004, the United States Environmental Protection Agency (EPA) designated Floyd County as nonattainment under the fine particulate (PM2.5) air quality standard. The effective date of designation was April 5, 2005. On May 14, 2014 the EPA re-designated Floyd County to attainment for the fine particulate (PM2.5) air quality standard and approved the associated maintenance plan and motor vehicle emission budgets (MVEBs) for NOx and PM2.5 for the year 2023<sup>[1]</sup>. The effective date of this re-designation was June 12, 2014.<sup>[2]</sup> The Rome-Floyd County MPO completed a conformity analysis under the PM2.5 standard for their new 2016 Long Range

<sup>[1]</sup> Approved 2023 MVEBs were 994.4 tpy NOx; and 38.0 tpy PM2.5.

<sup>[2]</sup> <https://www.federalregister.gov/articles/2014/05/14/2014-10960/approval-and-promulgation-of-implementation-plans-and-designation-of-areas-for-air-quality-planning>

Transportation Plan (LRTP) for 2040 and the April 2016 Amended 2014-2017 Transportation Improvement Program (TIP).

A detailed listing of the procedures and planning assumptions for the conformity analysis can be found in Attachment 6. Planning Assumptions. The Planning Assumptions were submitted for Interagency Consultation (IAC) in accordance with Section 93.105(c)(1)(i) of the Transportation Conformity Rule which requires interagency review of the model(s) and associated methods and assumptions used in the regional emissions analysis. All assumptions apply to both the LRTP and all subsequent TIPS.

Since motor vehicle emission budgets have been set, it was decided through interagency consultation that the conformity test would be to compare emissions from 2023, 2030, and 2040 to motor vehicle emissions budgets for 2023 to ensure that each year's emissions are less than the budgets. The analysis years selected for the test meet the requirements for specific horizon years that the transportation plan must reflect as specified in Section 93.106 of the Transportation Conformity Rule and specific analysis years that the regional emissions analysis must reflect per Section 93.118. See Appendix C for full planning assumptions including the conformity test, analysis years, and qualitative finding "that there are no factors which would cause or contribute to a new violation in the years before the last year of the maintenance plan," as required by Section 93.118(b)(2)(i).

The results of the 2016 LRTP for all analysis years for the Rome PM<sub>2.5</sub> attainment/maintenance area demonstrate that the emissions for each analysis year are no greater than the 2023 motor vehicle emissions budgets (MVEBs). Based upon the technical conformity analysis, it has been determined that the 2016 LRTP for 2040 demonstrates compliance with the Clean Air Act as amended in 1990, in accordance with all the conformity requirements detailed in 40 CFR Parts 51 and 93 (the Transportation Conformity Rule) and 23 CFR Part 450 (the Metropolitan Planning Regulations as established in SAFETEA-LU). The 2014-2017 TIP was prepared and adopted under the 2012 LRTP for 2040. The April 2016 Amended 2014-2017 TIP will be the first to be prepared under the 2016 LRTP for 2040. As a subset of the 2016 LRTP for 2040, the April 2016 Amended 2014-2017 TIP and any subsequent TIPS will be financially constrained and in conformance with air quality regulations as listed above.

## **VIII. Financial Plan**

### *Projected/Estimated Available Funding*

Table 14 shows the projected amount of federal and state transportation funding for the period of 2016-2040, based on a 2.5 percent inflation factor. Given the current economic climate, this number may fluctuate. Such fluctuations may require updating this document during the next four years.

Floyd County has a history of supporting Special Purpose Local Option Sales Taxes (SPLOST's) that have provided substantial funding for transportation projects. The current SPLOST was passed in 2013 and is in effect until 2018; however, only local road improvement, bike/pedestrian facilities, and airport improvements are included. The only local funding accounted for in the fiscal constraint model is the cost of utility relocation for the construction phase of several projects.

**TABLE 14: 2016-2040 Funding Projections**

<i>Year</i>	<i>Projects Estimate</i>	<i>Maintenance Estimate</i>	<i>Total Estimate</i>
<b>2016</b>	\$19,049,069	\$885,689	<b>\$19,934,758</b>
<b>2017</b>	\$7,959,880	\$894,546	<b>\$8,854,426</b>
<b>2018</b>	\$8,039,479	\$903,491	<b>\$8,942,970</b>
<b>2019</b>	\$8,119,874	\$912,526	<b>\$9,032,400</b>
<b>2020</b>	\$8,201,072	\$921,651	<b>\$9,122,724</b>
<b>2021</b>	\$8,283,083	\$930,868	<b>\$9,213,951</b>
<b>2022</b>	\$8,365,914	\$940,176	<b>\$9,306,090</b>
<b>2023</b>	\$8,449,573	\$949,578	<b>\$9,399,151</b>
<b>2024</b>	\$8,534,069	\$959,074	<b>\$9,493,143</b>
<b>2025</b>	\$8,619,409	\$968,665	<b>\$9,588,074</b>
<b>2026</b>	\$8,705,603	\$978,351	<b>\$9,683,955</b>
<b>2027</b>	\$8,792,660	\$988,135	<b>\$9,780,794</b>
<b>2028</b>	\$8,880,586	\$998,016	<b>\$9,878,602</b>
<b>2029</b>	\$8,969,392	\$1,007,996	<b>\$9,977,388</b>
<b>2030</b>	\$9,059,086	\$1,018,076	<b>\$10,077,162</b>
<b>2031</b>	\$9,149,677	\$1,028,257	<b>\$10,177,934</b>
<b>2032</b>	\$9,241,174	\$1,038,540	<b>\$10,279,713</b>
<b>2033</b>	\$9,333,585	\$1,048,925	<b>\$10,382,510</b>
<b>2034</b>	\$9,426,921	\$1,059,414	<b>\$10,486,335</b>
<b>2035</b>	\$9,521,190	\$1,070,009	<b>\$10,591,199</b>
<b>2036</b>	\$9,616,402	\$1,080,709	<b>\$10,697,111</b>
<b>2037</b>	\$9,712,566	\$1,091,516	<b>\$10,804,082</b>
<b>2038</b>	\$9,809,692	\$1,102,431	<b>\$10,912,123</b>
<b>2039</b>	\$9,907,789	\$1,113,455	<b>\$11,021,244</b>
<b>2040</b>	\$10,006,867	\$1,124,590	<b>\$11,131,456</b>
	<b>\$233,754,611</b>	<b>\$25,014,684</b>	<b>\$258,769,295</b>

*Fiscal Constraint*

In order to maintain a more fiscally constrained plan, the MPO incorporated a series of costs increases to the projects contained herein. Through consultation with the Federal Highway Administration (FHWA), the Georgia Department of Transportation (GDOT), and the MPO's interagency partners, the MPO was able to determine a low, mid, and high-range scenario for which cost inflation could be applied.

The financial projections shown in Table 14 were provided by GDOT and include all state and federal money budgeted for transportation projects throughout Floyd County. The Table also shows the budgeted funds for maintenance. Projected

available funding is shown for each year for the period 2016-2040. The funds are inflated by an annual factor of 1.0%.

Table 15 shows all of the programmed projects selected by the MPO for the period of 2016-2040. Inflationary factors were applied to all projects not yet programmed or programmed for years beyond 2023. This means that any project occurring in the years from 2024 to 2040 received an inflationary adjustment. The low-range projection infers the project would be expected to begin in the estimated year of expenditure, while the high range would infer the project would be expected in the last year of the band. The mid-range cost is simply an average of the low and high ranges and infers that the project cost would fall somewhere between the two.

The projects that are listed under the subheading '2016-2023 Projects' were not adjusted due to the inflationary factors already in use by GDOT (applied through 2023). Since these projects are so close to the base year of the network, it was agreed that these should not receive any further adjustment. The projects under the subheading 2024-2030 and 2031-2040 were inflated by 1 percent per year.

Project costs are totaled at the end of the chart for each of the ranges calculated. Programmed maintenance funding is shown within each band. Because GDOT applies an inflation factor, no additional inflation is calculated. Maintenance funding is totaled separately from the project totals. The final section of the table shows a break out of projects that will receive local funding.

**TABLE 15: Fiscal Constraint**

PI#	Project	From	To	Phase	Cost	Projected YOE	Projected Cost Increase (Low Range)	Projected Cost Increase (Mid Range)	Projected Cost Increase (High Range - Upper Year of Project Band)	Exempt Status/Section/ Horizon Year
<b>2016-2023</b>										
621600	South Rome Bypass	SR101/Rockmart Road	SR1/US27 at Booze Mountain Road	UTL	\$ 3,626,420	2017	\$3,626,420	\$3,626,420	\$3,626,420	Non-Exempt, 2023
621600	South Rome Bypass	SR101/Rockmart Road	SR1/US27 at Booze Mountain Road	CST	\$ 46,664,796	2017	\$46,664,796	\$46,664,796	\$46,664,796	Non-Exempt, 2023
0013718	SR1/SR20/SR27 @Etowah River & NS#719103R			PE	\$ 500,000	2016	\$ 500,000	\$500,000	\$500,000	Exempt, 93.126

0013718	SR1/SR20/SR27 @Etowah River & NS#719103R			ROW	\$ 250,000	2018	\$ 250,000	\$250,000	\$250,000	Exempt, 93.126
0013718	SR1/SR20/SR27 @Etowah River & NS#719103R			CST	\$ 7,622,154	2020	\$ 7,622,154	\$7,622,154	\$7,622,154	Exempt, 93.126
0013937	SR1/US27 @Big Dry Creek			PE	\$500,000	2017	\$500,000	\$500,000	\$500,000	Exempt, 93.126
0013937	SR1/US27 @Big Dry Creek			ROW	\$ 250,000	2019	\$ 250,000	\$250,000	\$250,000	Exempt, 93.126
0013937	SR1/US27 @Big Dry Creek			CST	\$3,500,000	2020	\$3,500,000	\$3,500,000	\$3,500,000	Exempt, 93.126
632760	SR101 Interchange	SR 1/ SR 20 / SR 53 / US 411	-	ROW	\$ 4,312,533	2018	\$4,312,533	\$4,312,533	\$4,312,533	Non-Exempt, 2023
650540	SR1/SR101	West 3rd Street	SR1/SR20	UTL	\$ 1,559,150	2019	\$1,559,150	\$1,559,150	\$1,559,150	Exempt, 93.126
650540	SR1/SR101	West 3rd Street	SR1/SR20	CST	\$ 5,213,593	2019	\$5,213,593	\$5,213,593	\$5,213,593	Exempt, 93.126
662420	Southeast Rome Bypass	SR101 NE	US411	UTL	\$ 22,363,623	2018	\$22,363,623	\$22,363,623	\$22,363,623	Non-Exempt, 2023
662420	Southeast Rome Bypass	SR101 NE	US411	CST	\$ 37,770,019	2018	\$37,770,019	\$37,770,019	\$37,770,019	Non-Exempt, 2023
0007019	SR140/Turkey Mountain Widening	SR1/US27	SR53	PE	\$ 5,045,631	2023	\$5,045,631	\$5,045,631	\$5,045,631	Non-Exempt, 2023
	Maintenance				\$ 5,942,073		\$5,942,073	\$5,942,073	\$5,942,073	
					\$139,177,919		\$139,177,919	\$139,177,919	\$139,177,919	
<b>2024-2030</b>										
0000400	SR101 Widening	South Rome Bypass	CR740/McCord Road	ROW	\$12,280,162	2024	\$12,280,162	\$12,529,474	\$12,778,786	Non-Exempt, 2030
0000400	SR101 Widening	South Rome Bypass	CR740/McCord Road	UTL	\$ 4,678,501	2026	\$4,678,501	\$4,773,484	\$4,868,467	Non-Exempt, 2030
0000400	SR101 Widening	South Rome Bypass	CR740/McCord Road	CST	\$ 13,332,589	2026	\$13,332,589	\$13,603,267	\$13,873,946	Non-Exempt, 2030
621690	SR101 Widening	CR 740/Saddle Trail	CR 335/Lombardy Way	UTL	\$3,631,289	2028	\$3,631,289	\$3,705,011	\$3,778,734	Non-Exempt, 2030
621690	SR101 Widening	CR 740/Saddle Trail	CR 335/Lombardy Way	CST	\$17,811,346	2028	\$17,811,346	\$18,172,952	\$18,534,558	Non-Exempt, 2030
632760	SR101 Interchange	SR 1/ SR 20 / SR 53 / US 411		UTL	\$1,499,491	2026	\$1,499,491	\$1,529,934	\$1,560,376	Non-Exempt, 2030

632760	SR101 Interchange	SR 1/ SR 20 / SR 53 / US 411		CST	\$36,220,585	2026	\$36,220,585	\$36,955,935	\$37,691,286	Non-Exempt, 2030
-	Maintenance	-	-	-	\$7,063,258		\$7,063,258	\$7,063,258	\$7,063,258	
		-	-		\$89,453,963		\$89,453,963	\$91,270,058	\$93,086,153	
<b>2031-2040</b>										
0006019	SR 20 Widening	SR100	Alabama State line	PE	\$2,432,401	2040	\$2,432,401	\$2,600,350	\$2,768,299	Non-Exempt, 2040
621740	Cave Spring West Bypass	SR100	SR53	PE	\$528,000	2037	\$528,000	\$564,457	\$600,913	Non-Exempt, 2040
-	Maintenance	-	-	-	\$13,886,993		\$13,886,993	\$13,886,993	\$13,886,993	
					\$2,960,401		\$2,960,401	\$3,164,807	\$3,369,212	
	* Local Funding not calculated in Project, Low, Mid, or High Range Totals									
					\$231,592,283		\$231,592,283	\$233,612,784	\$235,633,284	
				<b>Local Funding*</b>						
13533	SR101 Interchange			ROW	\$689,037	2017	\$689,037	\$689,037	\$689,037	Exempt, 93.126
13533	SR101 Interchange			UTL	\$1,580,715	2017	\$1,580,715	\$1,580,715	\$1,580,715	Exempt, 93.126
632760	SR101 Interchange	SR 1/ SR 20 / SR 53 / US 411		UTL	\$1,070,880	2026	\$1,070,880	\$1,070,880	\$1,070,880	Non-Exempt, 2023
					\$3,340,632		\$3,340,632	\$3,340,632	\$3,340,632	

Table 16 shows the projected cost, depending on where the project falls time wise, including a low-range (projects are carried out soon enough that no inflation factor is applied), mid-range (inflation is applied for 4 years), or high-range (inflation is applied for 13 years). As Table 16 indicates, funding dedicated to projects by the federal, state, and local government would cover the cost of the projects anticipated for the period 2016-2040, unless the projects were not undertaken until the high-range years from 2031-2040, an unlikely scenario. This is a desirable circumstance, because it provides

for both inflation and contingency factors that can impact project costs, such as land costs, price of fuel, geography, and politics that are not always predictable.

**16: Financial Summary**

SUMMARY				
		Low-Range	Mid-Range	High-Range
Projected State and Federal Revenue	\$	233,754,611	\$ 233,754,611	\$ 233,754,611
Projected Project Costs	\$	231,592,284	\$ 233,612,784	\$ 235,633,285
Difference	\$	2,162,327	\$ 141,827	-\$ 1,878,674

**IX. Plan Recommendations**

*Short, Mid and Long Term Priority*

The end result of the LRTP process is a list of selected, modeled projects, arranged in near, short, mid and long term intervals depending on project priorities and funding availability

The short-term, or 2016-2023 interval, includes projects that are a continuation of projects begun earlier and have been programmed for this time frame to receive funds.

The mid-term, or 2024-2030 interval, includes projects that have not yet been scheduled but are considered important to the future of the MPO’s planning area; these projects have a good probability of being initiated when funding is available.

The long-term, or 2031-2040 interval, includes projects that have been identified as important to the continued growth of the MPO’s area.

Table 17 is a summary of the projects included in the 2016 LRTP for 2040, for the short-term, mid-term, and long-term.

**TABLE 17: Projects Priority List**

<b>SHORT-TERM PRIORITY 2016-2023</b>	
<b>PI #</b>	<b>Project</b>
621600	South Rome Bypass UTL
621600	South Rome Bypass CST
0013718	S.R.1/S.R.20/S.R.27 @Etowah River & NS#719103R PE
0013718	S.R.1/S.R.20/S.R.27 @Etowah River & NS#719103R ROW
0013718	S.R.1/S.R.20/S.R.27 @Etowah River & NS#719103R CST
0013937	S.R.1/U.S.27 @Big Dry Creek PE
0013937	S.R.1/U.S.27 @Big Dry Creek ROW
0013937	S.R.1/U.S.27 @Big Dry Creek CST
632760	S.R.101 Interchange ROW

650540	S.R.1/S.R.101 UTL
650540	S.R.1/S.R.101 CST
662420	Southeast Rome Bypass UTL
662420	Southeast Rome Bypass CST
0007019	S.R.140/Turkey Mountain Widening PE
<b>MID-TERM PRIORITY 2024-2030</b>	
<b>PI #</b>	<b>Project</b>
0000400	S.R.101 Widening ROW
0000400	S.R.101 Widening UTL
0000400	S.R.101 Widening CST
621690	S.R.101 Widening UTL
621690	S.R.101 Widening CST
632760	S.R.101 Interchange UTL
632760	S.R.101 Interchange CST
<b>LONG-TERM PRIORITY 2031-2040</b>	
<b>PI #</b>	<b>Project</b>
0006019	S.R. 20 Widening PE
621740	Cave Spring West Bypass PE

*Illustrative Projects*

A fourth classification, the Illustrative projects, includes projects which do not fit into the fiscally constrained list, and locally important projects that are not included in the modeling process because they are not expected to significantly impact traffic operation, air quality, and safety on a regional basis. However, these projects, shown in Table 18, are important and they are included in this plan for the purpose of improving the overall infrastructure of Floyd County.

**Table 18 Illustrative Projects\* List 2016 LRTP for 2040**

\*These are unfunded projects Identified by the MPO as important for continued growth, safety, efficiency, and prosperity; or projects formerly programmed by GDOT that are no longer funded but still considered important to the community. The MPO maintains this list in no particular order and in anticipation that funding will be available from some source at some point in the future.

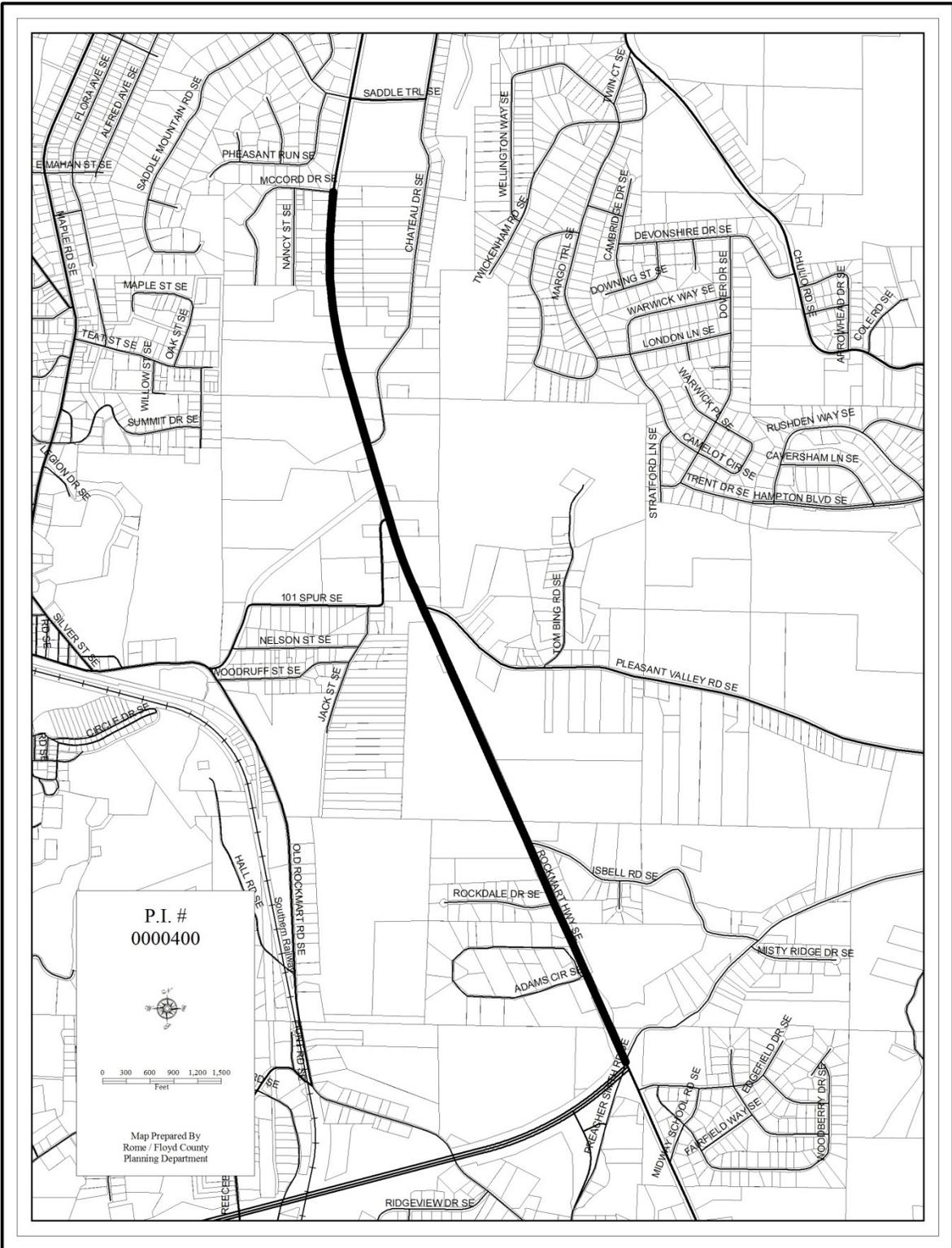
❖ PI#0007018 S.R.20/U.S.411 Purchase access rights from S.R.1Loop to Bartow County line (PE and CST phases)
❖ PI#0006019 Widen S.R.20/Alabama Highway from S.R.100 to Alabama State line (ROW, CST, and UTL phases)
❖ PI#0000406 Widen S.R.101/Rockmart Highway from Pleasant Hope Road to Polk County line (PE, ROW, CST phases)
❖ PI#000401 Widen S.R.101/Rockmart Highway from South Rome Bypass to Pleasant Hope Road (PE, ROW, CST phases)
❖ PI#0007019 Widen S.R.140/Turkey Mountain Road (ROW, CST, and UTL phases)

❖ PI#621740 Cave Spring West Bypass from S.R.100 to S.R.53 (ROW and CST phases)
❖ PI#0013533 S.R.101 Interchange (locally/HB170 funded)
❖ Construct Armuchee Connector Phase II
❖ Construct U.S. 411 Frontage Roads
❖ Repair and Improve Etowah River Bridge on South Broad Street
❖ Improve capability and safety of Richard B. Russell Regional Airport by extending and/or improving runways, aprons, hangars, etc.
❖ Increase width of bridges on Turner McCall Boulevard to accommodate left turns
❖ Expand bike/pedestrian facility network locally and connect with regional facilities such as Pinhoti Trail, Silver Comet Trail, and Simms Mountain Trail
❖ Add traffic calming devices and signals to Broad Street to improve pedestrian safety
❖ Connect bike/pedestrian network with downtown Rome by construction bike lane along West 1 <sup>st</sup> Street/Tribune Street
❖ Construct pedestrian bridge over Shorter Avenue connecting Shorter College with Midtown Shopping Center
❖ Provide public transportation options for Floyd County residents
❖ Sidewalks along Dodd Boulevard
❖ Sidewalks along Burnett Ferry Road
❖ Construct PI#None SW Rome Bypass Interchange with U.S.411

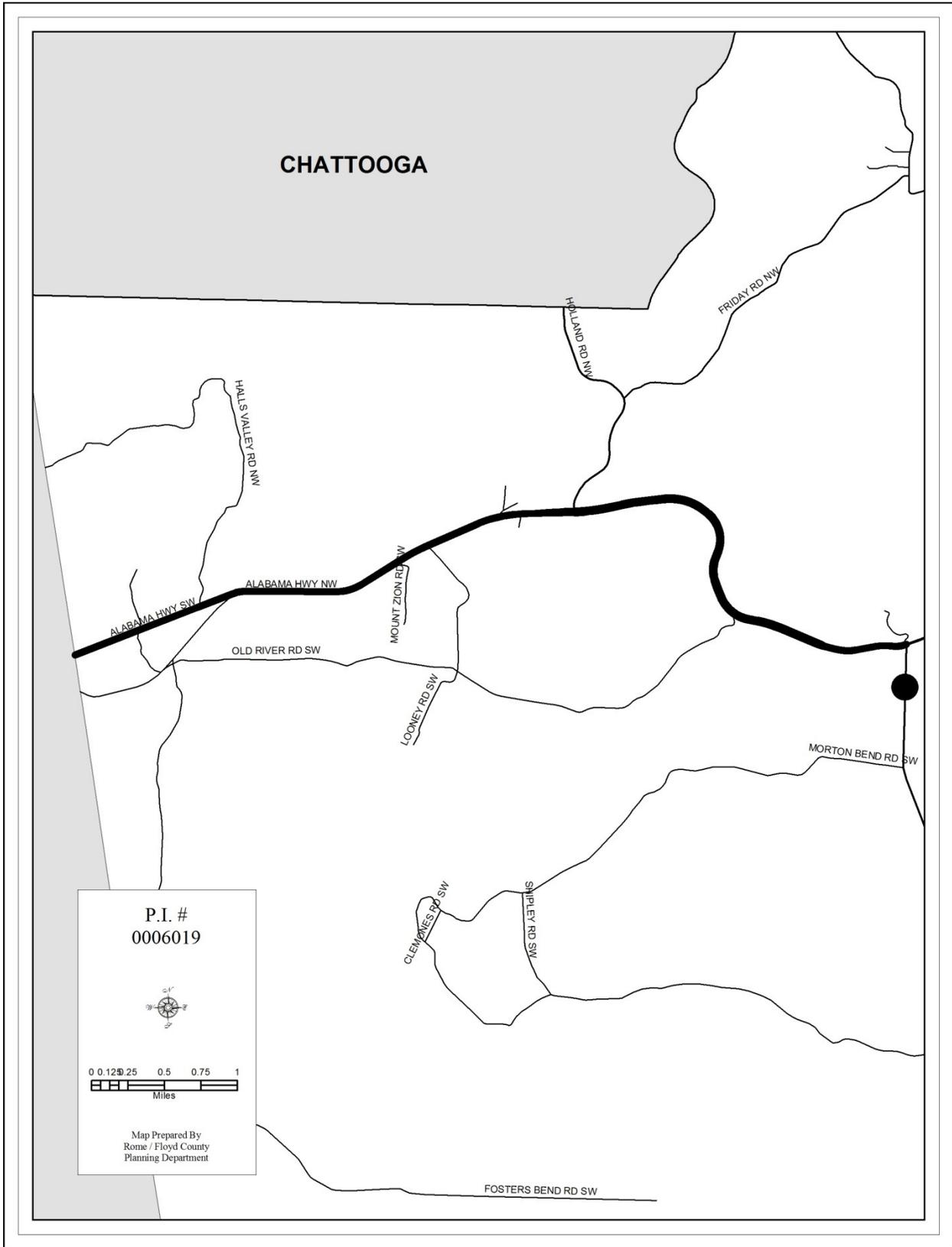
Project Sheets

The following pages provide details and maps for each project on the financially constrained list.

<b>Project Name</b>					
<b>General Information</b>					
Local Name / Number	Rockmart Highway				
State / U.S. Number	S.R.101				
P.I. Number	0000400				
Local P.I.	RHW153				
City	Rome				
County	Floyd				
Map Number					
DOT District	6				
Congressional District	11				
RDC	Northwest Georgia Regional Commission				
<b>Considerations</b>					
Planning Measures and Need	1, 2, and 8. The project will facilitate traffic flow along the S.R.101 corridor, and improve safety conditions				
Relation to CMS					
<b>Project Details</b>					
Project Description	Widen the roadway				
Length	3.529				
Current Number of Lanes	2				
Planned Number of Lanes	4				
Bike / Pedestrian Addition					
Current Traffic Volumes	Yes				
Projected Traffic Volumes	-				
Logical Termini Location	South Rome Bypass, and CR740/McCord Road				
Functional Classification	Minor Arterial				
Connectivity to Related Project	South Bypass #621600 and other S.R.101 projects (#632760, #0013533, #621690,)				
Purpose and Need	Increase safety on a roadway with a high incidence of accidents				
<b>Funding</b>					
Project Phase	Source	Short Term	Mid Term	Long Term	Total Funding
Preliminary Engineering					
Right-Of-Way	M231		\$12,280,162		\$12,280,162
Construction/Utility	M231/M231		\$13,332,589/4,678,501		\$18,011,090
Project Cost					\$30,291,252
<b>Comments or General Remarks Concerning Project</b>					
<i>*Map of project area located on back of this sheet*</i>					



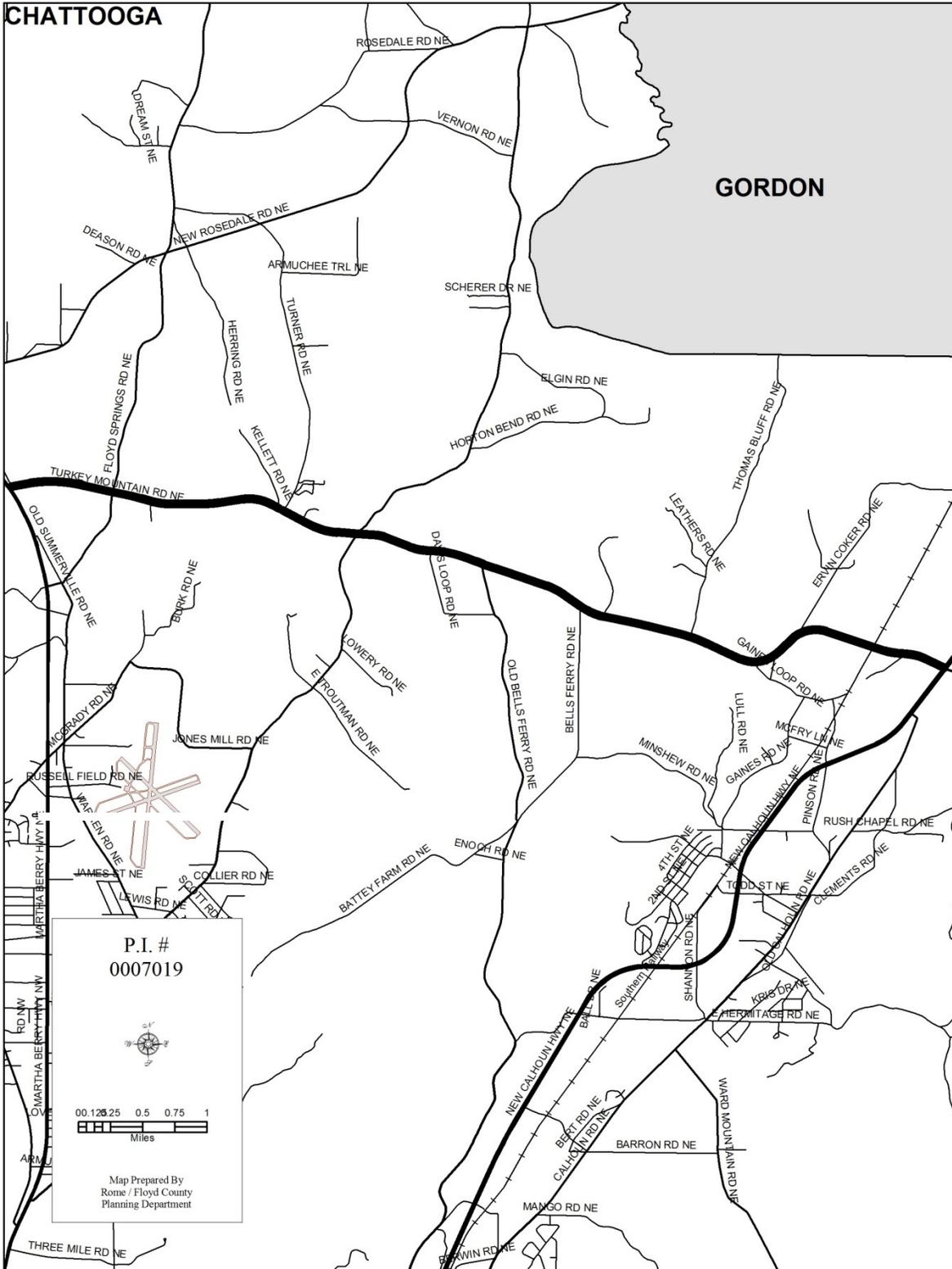
<b>Project Name</b>					
<b>General Information</b>					
Local Name / Number	S.R.20/Alabama Highway				
State / U.S. Number	S.R.20				
P.I. Number	#0006019				
Local P.I.	-				
City	Rome				
County	Floyd				
Map Number					
DOT District	6				
Congressional District	11				
RDC	Northwest Georgia Regional Commission				
<b>Considerations</b>					
Planning Measures and Need	1, 4, and 8. Improves existing facility to improve mobility of people and freight through the County				
Relation to CMS	-				
<b>Project Details</b>					
Project Description	Widen existing highway				
Length	3.7				
Current Number of Lanes	2				
Planned Number of Lanes	4				
Bike / Pedestrian Addition	Yes				
Current Traffic Volumes	-				
Projected Traffic Volumes	-				
Logical Termini Location	-				
Functional Classification	Major Arterial				
Connectivity to Related Project	-				
Purpose and Need	Increase safety				
<b>Funding</b>					
Project Phase	Source	Short Term	Mid Term	Long Term	Total Funding
Preliminary Engineering	M001			\$2,432,401	\$2,432,401
Right-Of-Way					
Construction/Utilities					
Project Cost					\$2,432,401
<b>Comments or General Remarks Concerning Project</b>					
<i>*Map of project area located on back of this sheet*</i>					



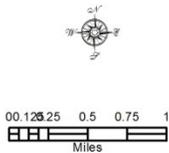
<b>Project Name</b>					
<b>General Information</b>					
Local Name / Number	S.R.140/Turkey Mountain Road				
State / U.S. Number	S.R.140				
P.I. Number	#0007019				
Local P.I.	-				
City	Rome				
County	Floyd				
Map Number					
DOT District	6				
Congressional District	11				
RDC	Northwest Georgia Regional Commission				
<b>Considerations</b>					
Planning Measures and Need	1, 4, and 8. Project will improve existing roadway moving people and freight through northern Floyd County to the Interstate system.				
Relation to CMS	-				
<b>Project Details</b>					
Project Description	Widen existing highway				
Length	7.0				
Current Number of Lanes	2				
Planned Number of Lanes	4				
Bike / Pedestrian Addition	Yes				
Current Traffic Volumes	-				
Projected Traffic Volumes	-				
Logical Termini Location	S.R.1/S.R.27 and S.R.53				
Functional Classification	Minor Arterial				
Connectivity to Related Project	S.R.140 from S.R.1/U.S.27 to the S.R.53				
Purpose and Need	Improve traffic movement and safety				
<b>Funding</b>					
Project Phase	Source	Short Term	Mid Term	Long Term	Total Funding
Preliminary Engineering	M231	\$5,045,631	\$5,045,631		\$5,045,631
Right-Of-Way	M231				
Construction/Utilities					
Project Cost		\$5,045,631	\$5,045,631		
<b>Comments or General Remarks Concerning Project</b>					
<i>*Map of project area located on back of this sheet*</i>					

**CHATTOOGA**

**GORDON**

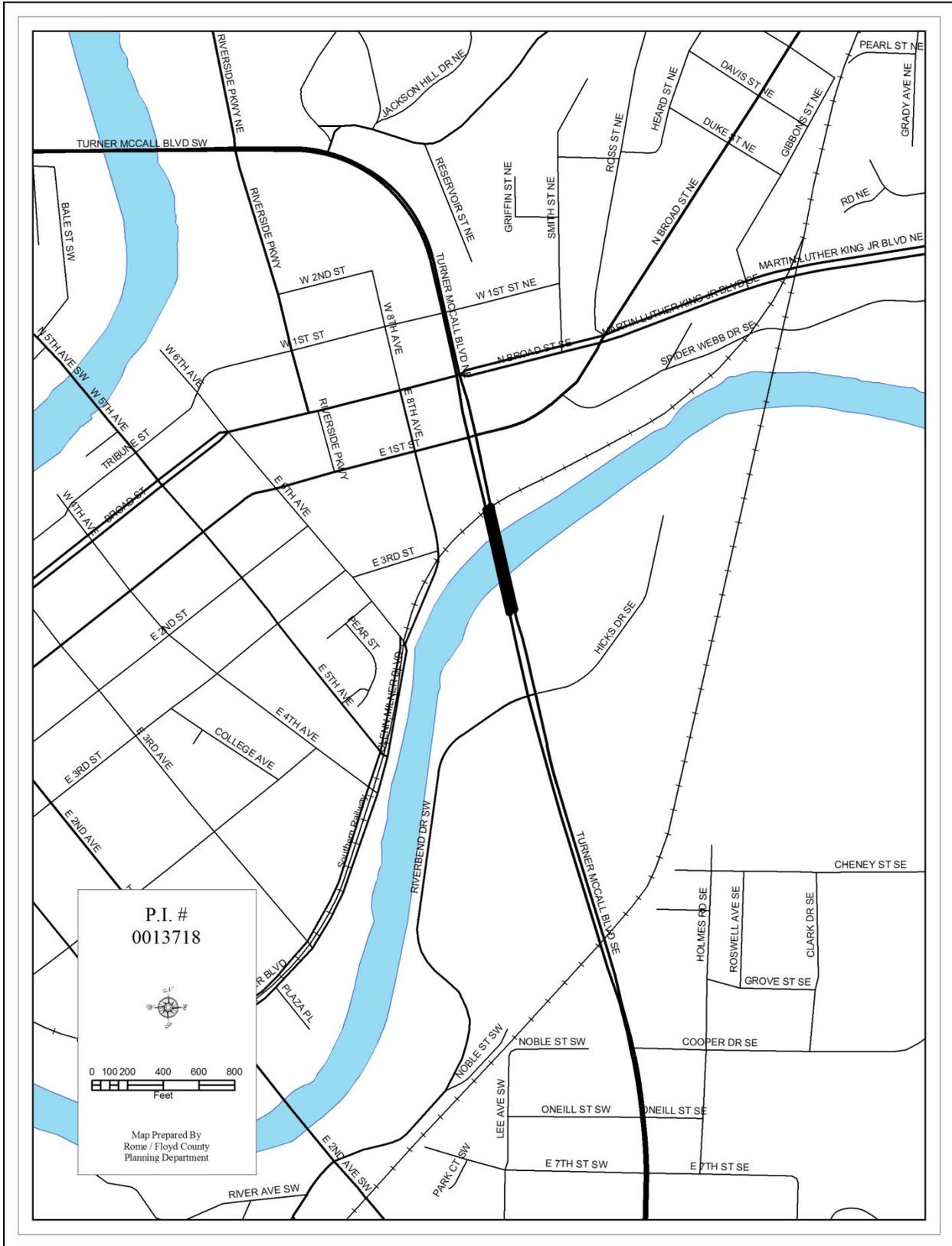


P.I. #  
0007019



Map Prepared By  
Rome / Floyd County  
Planning Department

<b>Project Name</b>					
<b>General Information</b>					
Local Name / Number	Turner McCall Boulevard Bridge over Etowah River and NS#79103R				
State / U.S. Number	S.R.1/S.R.20/S.R.27 @ Etowah River and NS#79103R				
P.I. Number	#0013718				
Local P.I.	-				
City	Rome				
County	Floyd				
Map Number					
DOT District	6				
Congressional District	11				
RDC	Northwest Georgia Regional Commission				
<b>Considerations</b>					
Planning Measures and Need	2 and 8. Improve safety through maintenance of existing bridge.				
Relation to CMS	-				
<b>Project Details</b>					
Project Description	Upgrade Bridge				
Length					
Current Number of Lanes	4				
Planned Number of Lanes	4				
Bike / Pedestrian Addition	Yes				
Current Traffic Volumes	-				
Projected Traffic Volumes	-				
Logical Termini Location					
Functional Classification	Arterial				
Connectivity to Related Project					
Purpose and Need	Improve bridge safety				
<b>Funding</b>					
Project Phase	Source	Short Term	Mid Term	Long Term	Total Funding
Preliminary Engineering	M001	\$ 500,000			\$ 500,000
Right-Of-Way	M001	\$ 250,000			\$ 250,000
Construction/Utilities	M001	\$7,622,154			\$7,622,154
Project Cost		\$8,372,154			\$8,372,154
<b>Comments or General Remarks Concerning Project</b>					
<i>*Map of project area located on back of this sheet*</i>					

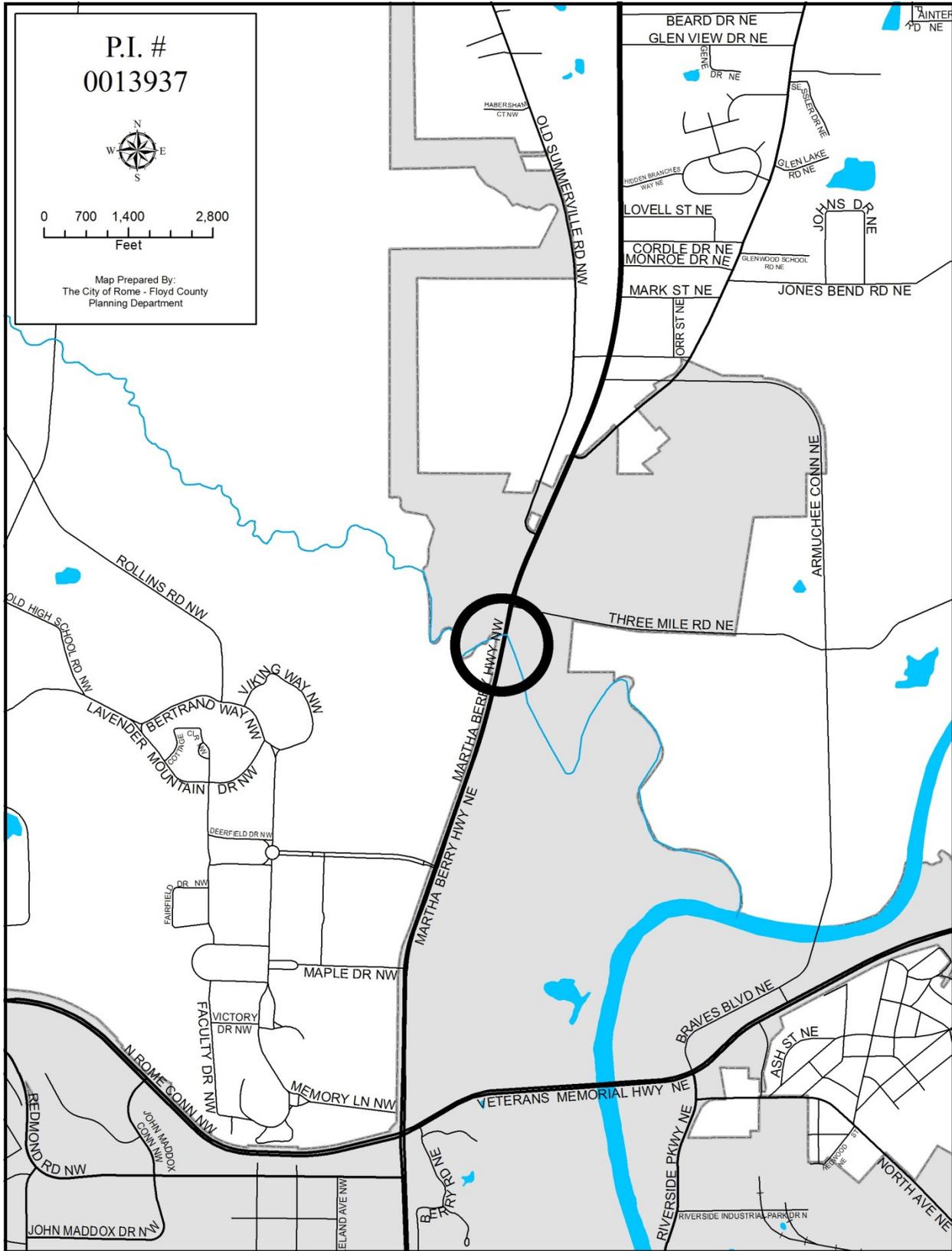


P.I. #  
0013718

0 100 200 400 600 800  
Feet

Map Prepared By  
Rome / Floyd County  
Planning Department

<b>Project Name</b>					
<b>General Information</b>					
Local Name / Number	S.R. 1/S.R. 27 bridge over Big Dry Creek				
State / U.S. Number	S.R.1/S.R.27 @ Big Dry Creek				
P.I. Number	#0013937				
Local P.I.	-				
City	Rome				
County	Floyd				
Map Number					
DOT District	6				
Congressional District	11				
RDC	Northwest Georgia Regional Commission				
<b>Considerations</b>					
Planning Measures and Need	2 and 8. Improve safety by replacing existing bridge.				
Relation to CMS	-				
<b>Project Details</b>					
Project Description	Replace Bridge				
Length					
Current Number of Lanes	4				
Planned Number of Lanes	4				
Bike / Pedestrian Addition	Yes				
Current Traffic Volumes	-				
Projected Traffic Volumes	-				
Logical Termini Location					
Functional Classification	Arterial				
Connectivity to Related Project					
Purpose and Need	Improve bridge safety				
<b>Funding</b>					
Project Phase	Source	Short Term	Mid Term	Long Term	Total Funding
Preliminary Engineering	M231	\$ 500,000			\$ 500,000
Right-Of-Way	M231	\$ 250,000			\$ 250,000
Construction/Utilities	M231	\$3,500,000			\$3,500,000
Project Cost		\$4,250,000			\$4,250,000
<b>Comments or General Remarks Concerning Project</b>					
<i>*Map of project area located on back of this sheet*</i>					

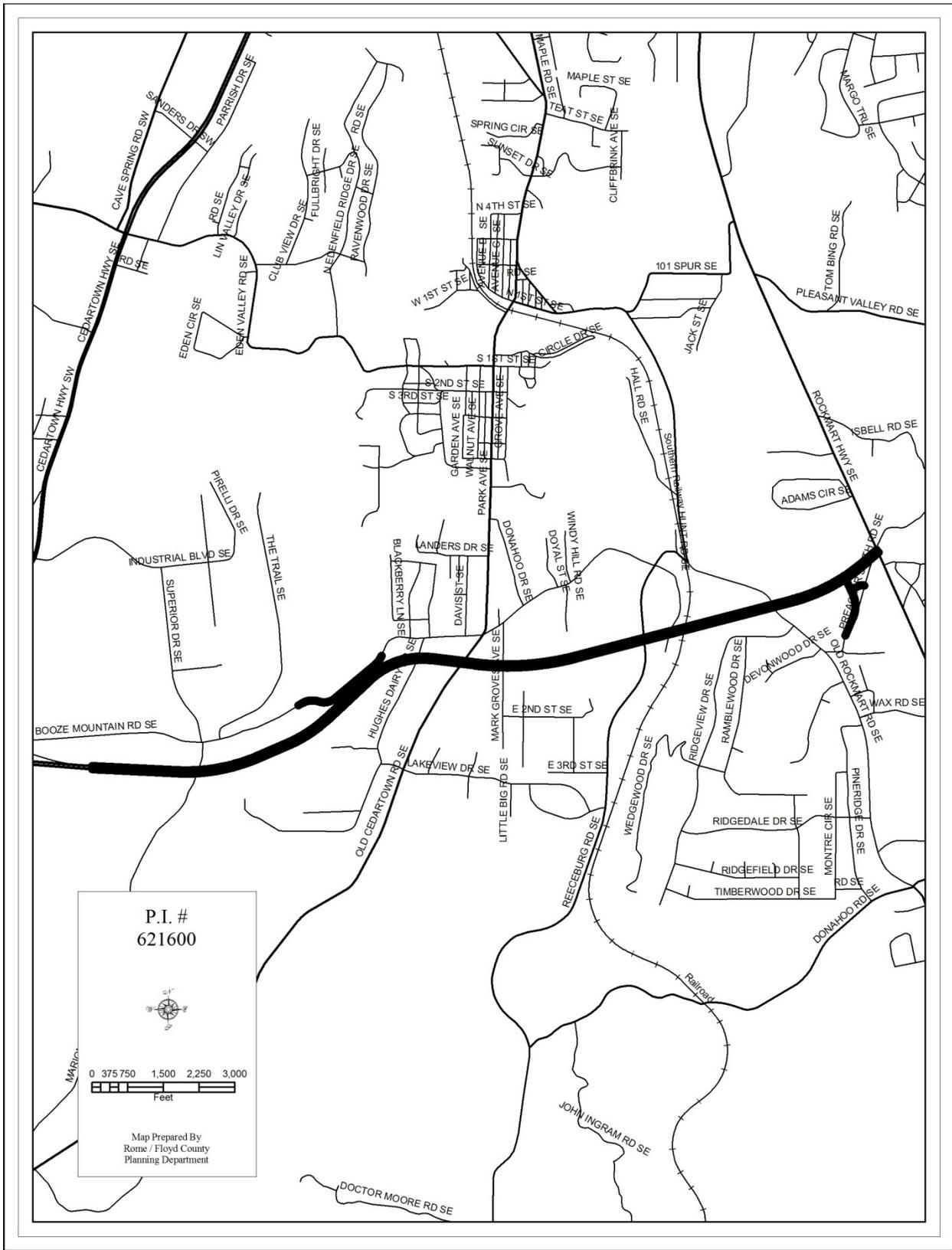


P.I. #  
0013937

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Feet

Map Prepared By:  
The City of Rome - Floyd County  
Planning Department

<b>Project Name:</b>					
<b>General Information</b>					
Local Name / Number	South Rome Bypass				
State / U.S. Number	S.R.1 Loop				
P.I. Number	#621600				
Local P.I.	S89-21				
City	Rome				
County	Floyd				
Map Number					
DOT District	6				
Congressional District	11				
RDC	Northwest Georgia Regional Commission				
<b>Considerations</b>					
Planning Measures and Need	1, 2, 4, and 7. This project is part of the bypass that will eventually provide a means for heavy truck traffic and through traffic to bypass the congestion in downtown Rome.				
Relation to CMS	To be determined				
<b>Project Details</b>					
Project Description	Construct South Rome Bypass from U.S.27 @ Booze Mountain Road east to S.R.101 @ Preacher Smith Road				
Length	3.9 miles				
Current Number of Lanes	0/2				
Planned Number of Lanes	4				
Bike / Pedestrian Addition	No				
Current Traffic Volumes	2,700 in 1999				
Projected Traffic Volumes	NA				
Logical Termini Location	U.S.27 @ Booze Mountain Road to S.R.101 @ Preacher Smith Road				
Functional Classification	Principal Arterial				
Connectivity to Related Project	Southwest Bypass and Southeast Bypass				
Purpose and Need	Relieve congestion and increase safety				
<b>Funding</b>					
Project Phase	Source	Short Term	Mid Term	Long Term	Total Funding
Preliminary Engineering					
Right-Of-Way					
Construction, Utility	M001/LOC	\$46,664,796/\$3,555,125			\$50,219,921
Project Cost	M001/LOC	\$46,664,796/\$3,555,125			\$50,219,921
<b>Comments or General Remarks Concerning Project</b>					
<i>*Map of project area located on back of this sheet*</i>					



P.I. #  
621600

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Feet

Map Prepared By  
Rome / Floyd County  
Planning Department

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