



Rome-Cartersville Development Corridor Project Overview

Background

An improved connection between US 411 and I-75 in Bartow County was first identified as a need in the mid-1970's. Concurrent with the initial construction of I-75, US 41 was replaced as the major arterial from Bartow County to greater Metropolitan Atlanta, functioning instead as a direct connection between US 411 and I-75.

Over the years, an increase in commercial development and population have resulted in rising levels of congestion. Based on recommendations from a feasibility study in the mid-1980's, extensive roadway improvements were identified to address travel needs in the project area. As a result, the former US 411 Connector Project began.

An Environmental Impact Statement (EIS) was created and approved by the Federal Highway Administration (FHWA) in 1989, but was overturned in court in 1993. The project was revisited in 2003 when a Supplemental Environmental Impact Statement (SEIS) was started for the project. In 2008, the FHWA signed the SEIS. In 2014, the US 411 Connector Project was stalled due to environmental concerns, as a manganese mine was located within the project corridor and eligible for inclusion in the National Register of Historic Places. Stakeholders from Bartow and Floyd Counties requested help of state officials to move the project towards implementation, while avoiding any impacts to historic resources.

In 2015, the previous US 411 Connector Project was reimagined as the Rome-Cartersville Development Corridor (RCDC). Based on a feasibility study and in cooperation with local stakeholders, new preliminary alternatives were identified that would support the needs of the Bartow and Floyd County communities.

Current Project Status

Preliminary field studies are currently underway within two broad corridors to help determine the best alternative. The findings, alternatives evaluation, public involvement, and potential impacts will be documented under the National Environmental Policy Act (NEPA). The environmental process is being coordinated closely with preliminary design tasks toward selection of a preferred alternative.