

CALHOUN AREA  
METROPOLITAN  
PLANNING ORGANIZATION

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**FINAL**

**2040 LONG RANGE TRANSPORTATION PLAN**



October 2014

Prepared by Skipper Consulting, Inc. for the East Alabama Regional Planning and Development Commission (EARPDC), Staff to the MPO.

# Calhoun Area Metropolitan Planning Organization (MPO) **FINAL** 2040 Long Range Transportation Plan (LRTP)

This document is posted online at <http://www.earpdc.org>

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Calhoun Area  
2040 Long Range Transportation Plan

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#### *Calhoun Area*

*2040 Long Range Transportation Plan*

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May 2014

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Vacant

## **RESOLUTION #685**

### **Calhoun Area Metropolitan Planning Organization (MPO) Adopting the Final 2040 Long Range Transportation Plan (LRTP) for the Calhoun Urban Area**

**WHEREAS**, the Calhoun Area Metropolitan Planning Organization (MPO) has been designated by the Governor of Alabama as the agency authorized, together with the State of Alabama, to conduct the continuing, cooperative, and comprehensive planning process for the Calhoun Urban Area in accordance with applicable provisions of amended 23 USC 134 and 135 (MAP-21, Sections 1201 and 1202, July 2012); 42 USC 2000d, 7401 et seq.; 23 CFR 450 et al; 40 CFR Parts 51 and 93; and

**WHEREAS**, pursuant to 23 CFR 450.322, the metropolitan transportation planning process requires the development of a metropolitan transportation plan with a minimum 20-year horizon, includes long and short-range strategies for an integrated transportation network, requires review every five years (four years in air quality non-attainment or maintenance areas), requires approval of the MPO Policy Committee, and the effective date of approval by the Alabama Department of Transportation, the Federal Highway Administration and the Federal Transit Administration; and

**WHEREAS**, the MPO has participated in the Interagency Consultation and Public Participation Process for the 2040 Long Range Transportation Plan as required under 23 CFR 450.322(g) and (i); and


**WHEREAS**, the East Alabama Regional Planning and Development Commission (EARPDC), as staff to the Calhoun Area MPO, and consistent with the above provisions and in cooperation with the Bureau of Transportation Planning and Modal Programs of the Alabama Department of Transportation, has prepared a Final 2040 Long Range Transportation Plan; now

**THEREFORE, BE IT RESOLVED**, that the Calhoun Area MPO hereby adopts the Final 2040 Long Range Transportation Plan (LRTP) for the Calhoun Urban Area.

I hereby certify that the above is a true and correct copy of a resolution adopted by the Calhoun Area MPO Policy Committee at a meeting held on October 16, 2014.

  
Johnny L. Smith, Chairman, MPO  
City of Jacksonville

Attest:

  
\_\_\_\_\_  
Jack E. Plunk, MCRP, Principal Planner  
East Alabama Regional Planning and  
Development Commission

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## **Executive Summary**

Federal regulations for metropolitan planning organizations require the development of a 20 year long range transportation plan of projects that “lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods.” The long range transportation plans must: 1) identify current transportation needs; 2) forecast future transportation needs and; 3) establish strategies and projects that address the needs. [23 CFR 450.322(b)]

This plan updates the 2035 Long Range Transportation Plan (LRTP) out to year 2040. The Alabama Department of Transportation (ALDOT) established 2010 as the base year for this plan update. Accordingly, 2010 Census socioeconomic data and employee/business data purchased from USAinfo were utilized for the update. Calhoun Area MPO staff and the consultant reviewed land use maps and patterns for the municipalities and developed a 2010 base year model. Population and land use trends were projected out to 2040 and plugged into a 2040 version of the model. The model then indicates which road and street segments which would be congested or deficient in the future year. This results in a list of projects and improvements necessary to mitigate congestion in 2040.

Generally, the 2040 LRTP update indicates a continuation of existing land use patterns and congested areas similar to the 2035 plan. **2040 congested or deficient road segments include; south Quintard (AL 21) near the Norfolk Southern (NS) railroad overpass, a segment of AL 21 near Baltzell Gate and US 431 North through Alexandria.** When completed, the Eastern Bypass (Veterans Memorial Blvd.) will relieve congestion along central AL 21 except during peak hours as well improve access to/from the McClellan area. **In general, a land use pattern of dispersal is continuing to leave low density and underutilized urban cores surrounded by low density residential suburbs. Trip times and average trip lengths are continuing to increase and job growth, while usually occurring near the major corridors, is stagnant or anemic.**

# 1.0 Introduction

## 1.1 Purpose

This report documents the year 2040 long-range transportation plan for the Calhoun Area Transportation Study. The purpose of the long-range transportation plan is to (1) identify current transportation needs, (2) forecast future transportation needs, and (3) establish strategies and projects that address the needs. The federal regulations (23 CFR Part 450.322) related to this topic state that the strategies and projects should “lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods.” While the plan is required to consider all modes of transportation and transportation funding, the governing body, the Calhoun Area Metropolitan Planning Organization (MPO), only has oversight of federal highway and transit funds. This fact, of course, limits to a certain extent what strategies are included in the plan and it also prevents any non-federal highway or transit funded projects from being included.

### 1.1.1 Laws and Regulations

The laws that require Metropolitan Planning Organizations (MPOs) to develop long-range transportation plans are Section 134 of Title 23 of the United States Code and Section 5303 of Title 49 of the United States Code. The rules that govern metropolitan planning organizations are published in the Code of Federal Regulations (CFRs) as Title 23, Chapter 1, Part 450, Subpart C. Section 450.322 specifically relates to the development of long-range transportation plans. The regulations do not reflect the changes resulting from the passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21)(Pub. L.112-141, July 6, 2012).

### 1.1.2 Scope of the Planning Process

Moving Ahead for Progress in the 21st Century (MAP-21) retained the SAFETEA-LU Planning Factors to guide the transportation planning process within and MPO area. The Act states that the planning process, including the development of long-range transportation plans, “shall provide for consideration of projects and strategies that will:

- A. support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- B. increase the safety of the transportation system for motorized and non-motorized users;
- C. increase the security of the transportation system for motorized and non-motorized users;
- D. increase the accessibility and mobility of people and for freight;
- E. 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;
- F. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- G. promote efficient system management and operation; and

H. emphasize the preservation of the existing transportation system”.

These factors are reflected in the vision statement, goals, strategies, and projects of this plan.

### 1.1.3 Planning Emphasis Areas (PEAs)

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing guidelines for UPWP’s to include three PEAs in the 2015 UPWPs. The PEAs are planning topical areas for which the MPOs and States are expected to develop and identify work tasks for inclusion in their planning work programs and statewide planning and research work programs for FY 2015.

#### **MAP-21 Implementation – Transition to Performance Based Planning and Programming –**

Whereas, guidance regarding specific Performance Measures (PM) has not yet been provided, the Calhoun Area MPO adopted a set of Livability Principals and Indicators with Resolution #635 on June 21, 2012. These were included in the FY 12-15 TIP updated on Sept. 20, 2012 with Resolution #638. Further action will be taken as PM guidance is promulgated.

#### **Models of Regional Planning Cooperation – Promote cooperation across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning.**

– The Calhoun Area MPO has worked closely with the Gadsden/Etowah MPO on issues of mutual interest to the region such as bicycle planning, the US 431 corridor and AL 77 improvements. EARPDC staff provide administrative assistance to transit providers in six other counties in the region. In addition, the Calhoun Area MPO is involved in the I-20/NS Freight Corridor Coalition which includes; the Atlanta Regional Commission, the Birmingham MPO, the Tuscaloosa MPO and the Southern Rapid Rail Commission.

#### **Ladders of Opportunity – Access to essential services – as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.**

The Calhoun Area MPO works closely with employees of the East Alabama Regional Planning and Development Commission (EARPDC) who administer the Area wide Community Transit System (ACTS) which provides both fixed route, and ADA Para-transit services to the urbanized area and the rural portions of Calhoun County. Further, EARPDC staff provide administrative assistance to transit providers in six other counties in the region. In addition both the MPO and the EARPDC cooperate in the development and update of the *Coordinated Public Transit and Human Services Transportation Plan* for the region. Finally, gaps in the urban sidewalk network have been and are identified in the MPOs *2012 Bicycle and Pedestrian Plan*, the *2035 Long Range Transportation Plan* (LRTP) and the *2040 LRTP*.

### 1.1.4 Goals, Performance Measures and Targets

#### Goals

The goals for this plan are taken from the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) signed into law in July 2012.

(1) Safety – To achieve reductions in traffic fatalities and serious injuries on all public roads

- (2) Infrastructure condition – To maintain the highway infrastructure asset system in a good state of repair
- (3) Congestion reduction – To achieve a reduction in congestion on the National Highway System
- (4) System reliability – To improve the efficiency of the surface transportation system
- (5) Freight movement and economic vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- (6) Environmental sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment
- (7) Reduced project delivery delays – To reduce project delivery times, promote jobs and the economy and expedite the movement of people and goods by accelerating project completion, including reducing regulatory burdens and improving agencies work practices.

#### Performance Measures

MAP-21 requires the US Dept. of Transportation (USDOT) to develop performance measures for four areas; national highway performance program, highway safety improvement program, congestion mitigation and air quality program and national freight movement. It also requires that the USDOT develop standards for the performance measures. Final standards for the performance measures are expected to be released by the USDOT in the spring of 2015. When finalized, the MPO will incorporate the final performance measures into the long-range transportation plan by amendment.

#### Performance Targets

As part of the MAP-21 performance measure requirements, the State departments of transportation (DOTs), transit agencies, and the MPOs are required to develop targets related to the adopted performance measures. The State DOTs and transit agencies have one year after the final rulemaking is published to select the performance targets. If the USDOT follows its performance measure schedule, the States and transit agencies will have until the spring of 2016 to adopt them. Subsequently, the MPO will have 180 days after this date to adopt the local targets. MPOs are advised to select performance targets which are consistent with those chosen by the State DOT and transit agencies. When the State and transit agency targets are finalized, the MPO will incorporate performance targets into the long range transportation plan by amendment.

### **1.1.5 Consistency with Other Plans**

The Calhoun Area MPO insures that the LRTP is consistent with other plans throughout the area by including early and ongoing consultation and collaboration with economic development agencies in the area and the inclusion of planning personnel from the local jurisdictions on the Technical

Advisory Committee (TAC). Incorporating these key agencies and individuals in the transportation planning process permits broad acknowledgment of transportation planning and land use development activities at the local and regional level which can allow opportunities for cooperation and coordination.

In accordance with Public Law 109-59 policy provisions and subsequent agency interpretation, the LRTP should acknowledge consistency with other plans that include transportation and land use components: Regional, Long Range, municipal and county Comprehensive and Master Plans (Airport, Seaport, Multi-modal, Transit, Utility, and independent bridge authorities), Congestion Management Plans, Air Quality Conformity Determination, Freight, Bicycle/Pedestrian, Public Participation Process, and Environmental Plans.

### **1.1.6 Amendment Process**

Amendments to formal planning documents containing project listings and funding will be carried out pursuant to sections of Title 23 Code of Federal Regulations (CFR) 450, applicable to road and highway projects under various Federal Highway Administration (FHWA) funding programs and those transportation projects and funding actions under Federal Transit Administration (FTA) programs.

While governing regulations are specific to the Long Range Transportation Plan (Metropolitan Transportation Plan, Regional Transportation Plan), the short range component of the Long Range, the Transportation Improvement Program (TIP), and the Statewide Transportation Improvement Program (STIP), the process is extended in Alabama to those plans with projects and funding presented in tabular or listed format, to include the Congestion Management Plan (CMP), the Bicycle and Pedestrian Plan, and the amended project listings of the Long Range and TIP documents under the Air Quality Conformity Process.

An amendment to the Long Range Plan, TIP, and STIP documents may take one of two forms: 1. Administrative Modification, or 2. Formal Amendment Process.

1. *An **Administrative Modification** is a minor change to project costs, funding sources, or project/phase start dates. Such minor changes or adjustments do not require public involvement activities, reestablishment of financial constraint, or, in areas of air quality nonconformity, confirmation of conformity determination. Amendments of this nature are generally conducted through coordination of ALDOT Bureau of Transportation Planning and Modal Programs staff and MPO staff to minimize plan modification and documentation activities and costs.*
2. *The **Formal Amendment** Process is a major change to project costs, design scope, funding amounts, project/phase start dates, or a revision approved and required in the MPO plans by the State as an adjunct to the its Public Involvement process. This process requires public notice, addition to MPO monthly meeting agendas, review by the public and MPO advisory committees, reviews by federal agencies, a vote by the MPO Policy Board, and an executed Resolution of adoption. The process criteria then, under which a formal amendment occurs, is when a plan or document:*
  - a. *adds a project*
  - b. *Deletes a project*
  - c. *Project costs exceed 20% of the original projected costs*
  - d. *Changes a project start or completion date*
  - e. *Changes the project design scope or termini description*

Amendments to Congestion Management Plans (TMAs only) and Bicycle Pedestrian Plans (now a formal plan in Alabama) are subject to the same processes as above. However, ALDOT will generally work with

MPOs to make adjustments to these documents on a more informal basis in order to accommodate public involvement meetings and advisory committee scheduling.

## **1.2 MPO Structure**

Transportation planning within the Calhoun study area falls under the auspices of the Calhoun Area Metropolitan Planning Organization (MPO). The Calhoun Area Transportation Study was created in 1976 upon execution of an agreement (updated in 2007) between the cities of Anniston, Oxford, Jacksonville, Hobson City, Weaver, Calhoun County, Talladega County, the East Alabama Regional Planning and Development Commission, and the Highway Department (now the Alabama Department of Transportation). The Metropolitan Planning Organization (MPO) is made up of the Policy Committee, the Technical Advisory Committee and the Citizens Advisory Committee. Following is a list of the policy committee voting members:

- the mayor and one council member of the City of Anniston
- the mayor and one council member of the City of Oxford
- the mayor and one council member of the City of Jacksonville
- the mayor and one council member of the City of Hobson City
- the mayor and one council member of the City of Weaver
- the Chairman and one commission member of the Calhoun County Commission
- the Executive Director of the East Alabama Regional Planning and Development Commission
- the fourth division engineer of the Alabama Department of Transportation

This committee is in charge of all decision-making responsibilities relative to the transportation planning process in the Calhoun Study Area.

The Metropolitan Planning Organization Policy Committee receives input and advice from the Technical Advisory Committee (TAC). This committee consists of members who work in areas related to transportation planning and, who, in many instances work directly in some planning capacity such as city planning and engineering. This committee is vital to the success of the overall transportation planning process as these professionals are the individuals that must integrate the end product of their collective efforts into their own work responsibilities on a daily basis. This is also the first line of the decision-making responsibility in the planning process. The Technical Advisory Committee is made up of the following voting members:

- Public Works Director, City of Anniston
- City Engineer, City of Anniston
- Street Superintendent, City of Oxford
- Grants Coordinator, City of Jacksonville
- Street Superintendent, City of Jacksonville
- a representative from the City of Hobson City
- Director of Public Works of the City of Weaver

- the Calhoun County Engineer
- the Calhoun County Assistant Engineer
- a representative of Jacksonville State University
- Joint Powers Authority (JPA) Community Planner
- a representative from the Anniston Water & Sewer Authority
- a representative of the ALDOT Bureau of Transportation Planning and Modal Programs
- Multimodal Transportation Engineer of the Alabama Department of Transportation
- a representative of the division office of the Alabama Department of Transportation
- District Engineer of the Alabama Department of Transportation
- a representative of the Federal Highway Administration
- a representative of the Calhoun County Chamber of Commerce
- Mayor's Assistant of the City of Oxford
- a representative of the Anniston Army Depot (AOD)
- City Planner of the City of Anniston

The Metropolitan Planning Organization (MPO) also receives input and advice from the Citizens Advisory Committee (CAC). The Citizens Advisory Committee is made up of approximately 43 citizens that live throughout the study area.

### **1.3 Study Area**

There are two boundaries that are defined in a transportation study area, the urban area boundary and the study area boundary. The urban area boundary is defined largely by the U. S. Census Bureau. The study area boundary is defined by the Metropolitan Planning Organization (MPO) in cooperation with the Alabama Department of Transportation. The study area is defined as the urban area boundary plus the area that is projected to become urbanized within the next twenty years. Included in the Calhoun Area Transportation Study are the Cities of Anniston, Oxford, Jacksonville, Hobson City and Weaver plus unincorporated portions of Calhoun County and a small area in northern Talladega County as shown in Figure 1.1.

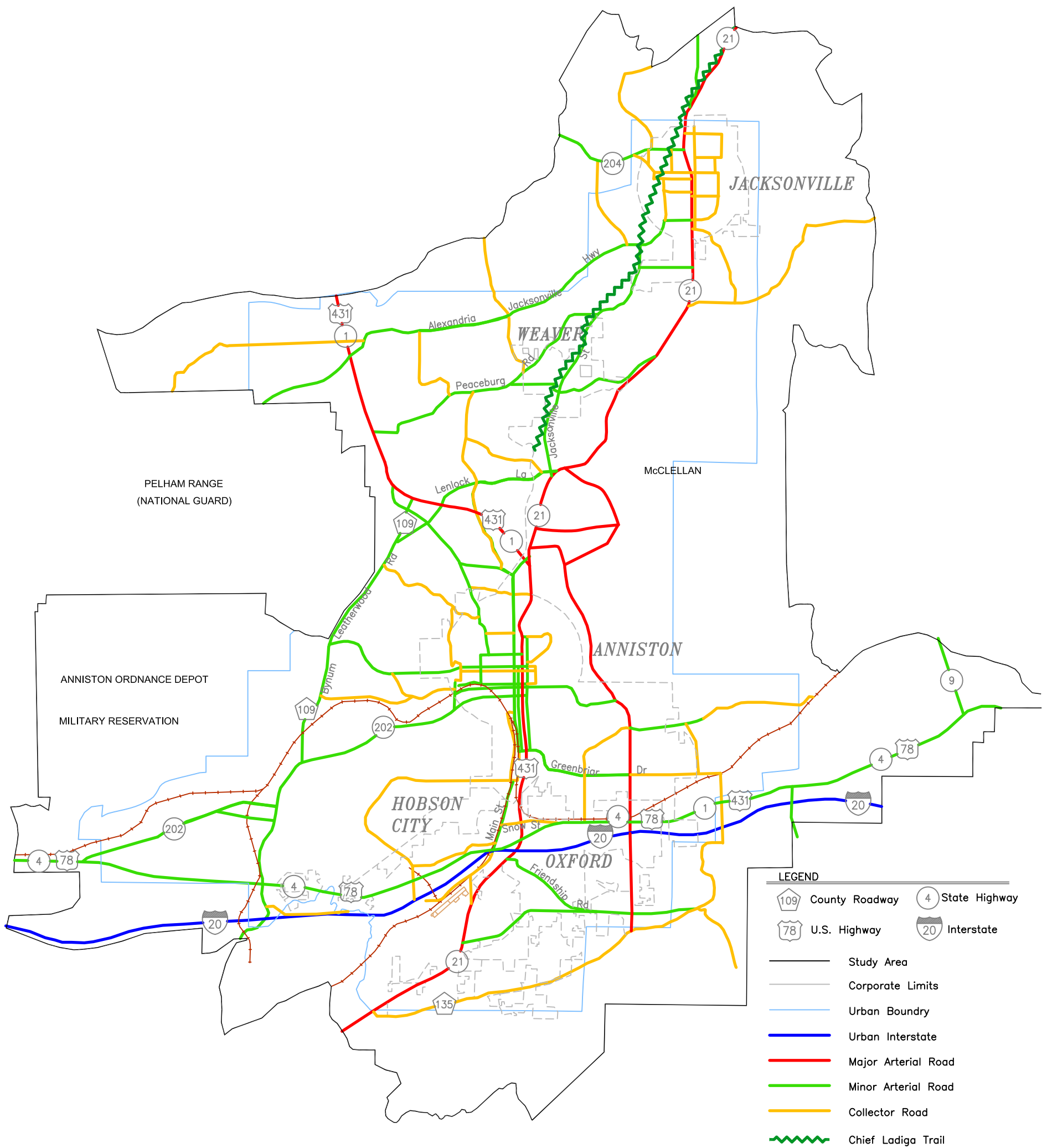
### **1.4 Public Involvement**

The process of preparing the long-range transportation plan included several opportunities for input of public comments and comments by local elected officials. The process included input by these groups early in the planning process, as well as input regarding the entire long-range transportation plan in its draft stage. Opportunities for public review and comment and those public comments received are included in the Documentation Process in Appendix E.

The current 2035 Long Range Transportation Plan (LRTP) was adopted in May 2010. Additional information on public involvement may be obtained by viewing the 2013 Public Participation Plan (PPP) on the MPO website at: <http://www.earpdg.org/Programs/CalhounAreaMPO>.

### **1.5 Documentation Process**

This project is an update of the current long-range transportation plan for the Calhoun study area. The current 2035 long-range transportation plan was adopted by the Metropolitan Planning





Organization (MPO) in July 2010. The base year of the current long-range transportation plan was 2010 and the horizon year was 2040. Responsibility for transportation planning for the Metropolitan Planning Organization (MPO), including the long range transportation plan, rests with the Transportation Planner of the East Alabama Regional Planning and Development Commission.

### **1.6 Title VI**

The Calhoun Area MPO assures, through an annual certification, that no persons or Disadvantaged Business Enterprise (DBE) shall on the grounds of race, creed, sex, disability or national origin, be excluded from participation, be denied the benefits of or be otherwise subjected to discrimination in Federally-assisted programs, when formulated, where designed to pay particular attention to the existence, composition, and distribution of minority population groups and disadvantaged business enterprises in the project area. The Calhoun Area MPO will continue to comply with all applicable provisions of Title 23, 28, 29, 42 and 49 USC and regulatory CFR's.

### **1.7 Environmental Justice**

The Calhoun Area MPO makes a point to seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment or services. This is of primary concern when considering adverse community impacts as the project level. All projects are reviewed by Calhoun Area MPO staff for possible community impacts prior to inclusion in the LRTP. The Calhoun Area MPO places flyers in areas where low-income households are known to exist in an effort to inform those persons of upcoming transportation meetings and inform them of the opportunity to be involved in the transportation planning process. Such meetings are subject to the provisions of the Alabama Open Meetings Act.

### **1.8 Americans With Disabilities Act (ADA)**

The Calhoun Area MPO seeks to comply with all applicable provisions of 42 USC 126 and 28 CFR 35 (et seq). Access to meetings by persons with disabilities is encouraged through selection of venues with wheelchair accessibility, distribution of timely meeting notices, and support of ADA amenities on all roadway and pedestrian improvements. The Calhoun Area MPO further encourages an active role in LRTP development and all transportation planning by the physically impaired through membership in the Citizens Advisory Committee (CAC).

### **1.9 Limited English Proficiency and Language Assistance Plan**

The MPO will be guided by applicable provisions of FTA C 4702.1b in providing assistance to those with Limited English Proficiency. The LEP plan and Language Assistance Plan are attached to the Long Range Plan in Appendix D.

### 1.10 Planning Districts

In order to provide a higher-level summary of socioeconomic data and designate geographic areas to project future year socioeconomic data, the traffic analysis zone system shown in Figure 1.2 was aggregated into planning districts. Eleven planning districts were designated in the Calhoun study area. The planning districts are as follows:

Number	Name
1	Talladega
2	Jacksonville
3	Bynum/Depot
4	Oxford/Hobson City
5	Choccolocco
6	Fort McClellan
7	Weaver/Saks
8	Alexandria
9	West Anniston
10	Golden Springs
11	Central Anniston

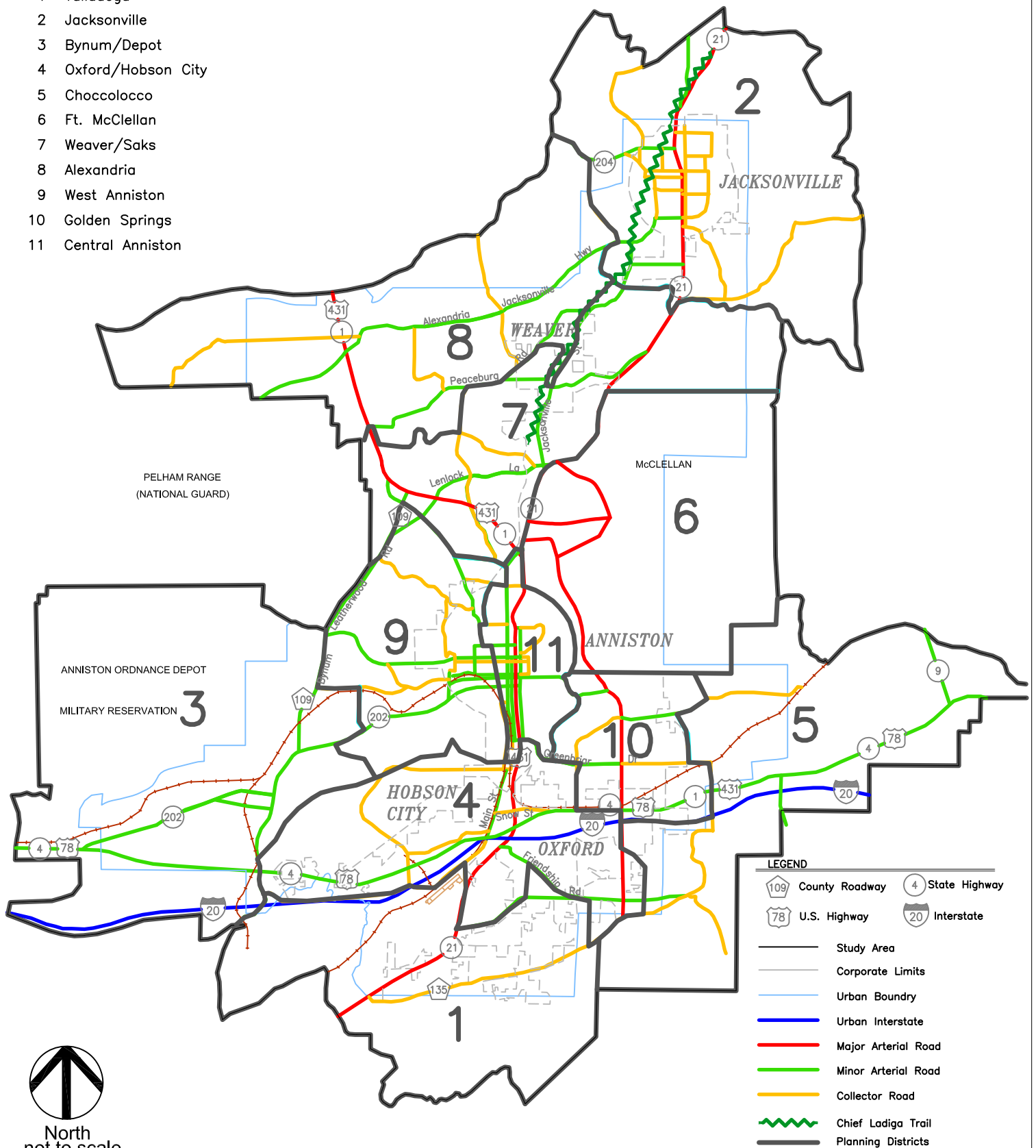
The boundaries of the eleven planning districts are shown in Figure 1.2. It should be noted that there is no area-wide correlation between planning district boundaries and corporate limits.

### 1.11 Safety

In 2006 Alabama adopted a SHSP that was based on an analysis of fatal automobile crashes in the state. The SHSP includes five emphasis areas: Emergency Medical Service, Legislation, Older or At-Risk Drivers, Risky Driving, and Lane Departures. Countermeasures for each emphasis area were developed as part of the safety plan. While the countermeasures apply to the entire state, no specific projects are listed. Most of the counter measures fall outside of the MPOs specialization and area of control and are related to driver behavior. The exceptions are proposed roadway improvements that are related to older or at-risk drivers and lane departure crashes. These countermeasures either propose blanket improvement to signage, signals, and markings or site specific improvements to address issues at high crash sites. The MPO and CAC utilize crash and accident data provided by the local Community Traffic Safety Program (CTSP) coordinator. The MPO and the CAC summarize and review city and county crash data to establish crash trends.

**PLANNING DISTRICTS**

- 1 Talladega
- 2 Jacksonville
- 3 Bynum/Depot
- 4 Oxford/Hobson City
- 5 Choccolocco
- 6 Ft. McClellan
- 7 Weaver/Saks
- 8 Alexandria
- 9 West Anniston
- 10 Golden Springs
- 11 Central Anniston



## 2.0 EXISTING TRANSPORTATION SYSTEM

### 2.1 Roadway Classifications and Descriptions

All transportation networks have some form of classification to categorize the hierarchy of movement in the system. The roadway network developed for the Calhoun study area was based on the functional classification system prepared by the Alabama Department of Transportation with assistance from the MPO. The components of this network are interstates, principal arterials, minor arterials, collectors and local streets. The distribution of mileage in these classifications was as follows:

Interstate	21.75 miles
Principal Arterials	52.85 miles
Minor Arterials	71.23 miles
Collector Roads	141.14 miles
Local Streets	581.37 miles
TOTAL	868.34 miles

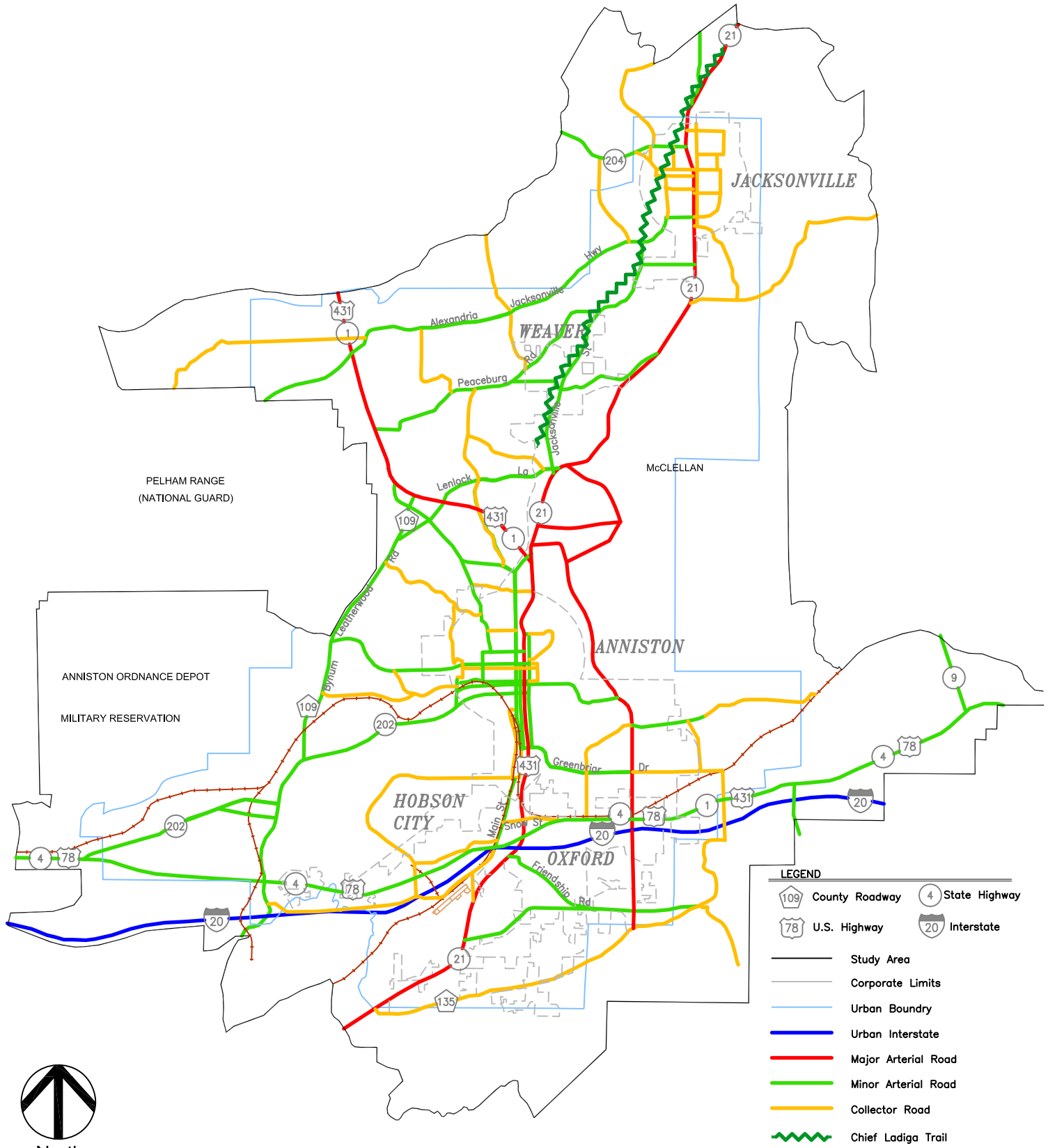
Each type roadway provides separate and distinct traffic service functions and is best suited for accommodating particular demands. Their designs also vary in accordance with the characteristics of traffic to be served by the roadway. The following is a brief description of each roadway type. The following roadways are classified in Figure 2.

*Interstates* are divided highways with full control of access and grade separation at all intersections. The controlled access character of interstates results in high-lane capacities, enabling these roadways to carry up to three times as much traffic per lane as arterials. Interstates move traffic at relatively high speeds.

*Arterials* are important components of the total transportation system. They serve as feeders to the interstate system as well as major travel ways between land use concentrations within the study area. Arterials are typically roadways with relatively high traffic volumes and traffic signals at major intersections. The primary function of arterials is moving traffic. Arterials provide a means for local travel and land access.

*Collectors* provide both land service and traffic movement functions. Collectors serve as feeders between arterials as well as provide access to the local streets. Collectors are typically lower volume roadways that accommodate short distance trips.

*Local Streets* sole function is to provide access to the land uses that are immediately adjacent to the roadways. These streets are not included in the computer network for this project.



**LEGEND**

County Roadway	State Highway
U.S. Highway	Interstate
Study Area	
Corporate Limits	
Urban Boundary	
Urban Interstate	
Major Arterial Road	
Minor Arterial Road	
Collector Road	
Chief Ladiga Trail	

## **2.2 Regional Access Routes**

The Calhoun Study Area is served by an interstate highway (I-20), two U. S. highways (U. S. Highway 78 and U. S. Highway 431), and three state highways (Alabama Highway 21, Alabama Highway 202, and Alabama Highway 204). These highways offer both north-south and east-west regional access. Interstate 20 allows excellent access to both Birmingham and Atlanta. The following is a description of the major roadways within the study area.

*Interstate 20* is a limited access interstate highway with a new six-lane cross section. Interstate 20 enters the eastern border of the study area and exits the western border. Within the study area, I-20 has four interchanges: U. S. Highway 431, Golden Springs Road, Alabama Highway 21, and Coldwater Road. The posted speed along I-20 is 70 mph.

*U. S. Highway 431 (Alabama Highway 1)* is a two, four, and six lane principal arterial roadway. It enters the study area at the southern border and exits the study area at the northern border. The posted speed limit along U.S. Highway 431 is 35-65 mph.

*U. S. Highway 78 (Alabama Highway 4)* is a two, three and four lane minor arterial roadway. It enters the study area at the eastern border and exits the study area at the western border. U.S. Highway 78 has a posted speed limit of 35-55 mph. U.S. Highway 78 provides parallel regional access to Interstate 20 through the study area.

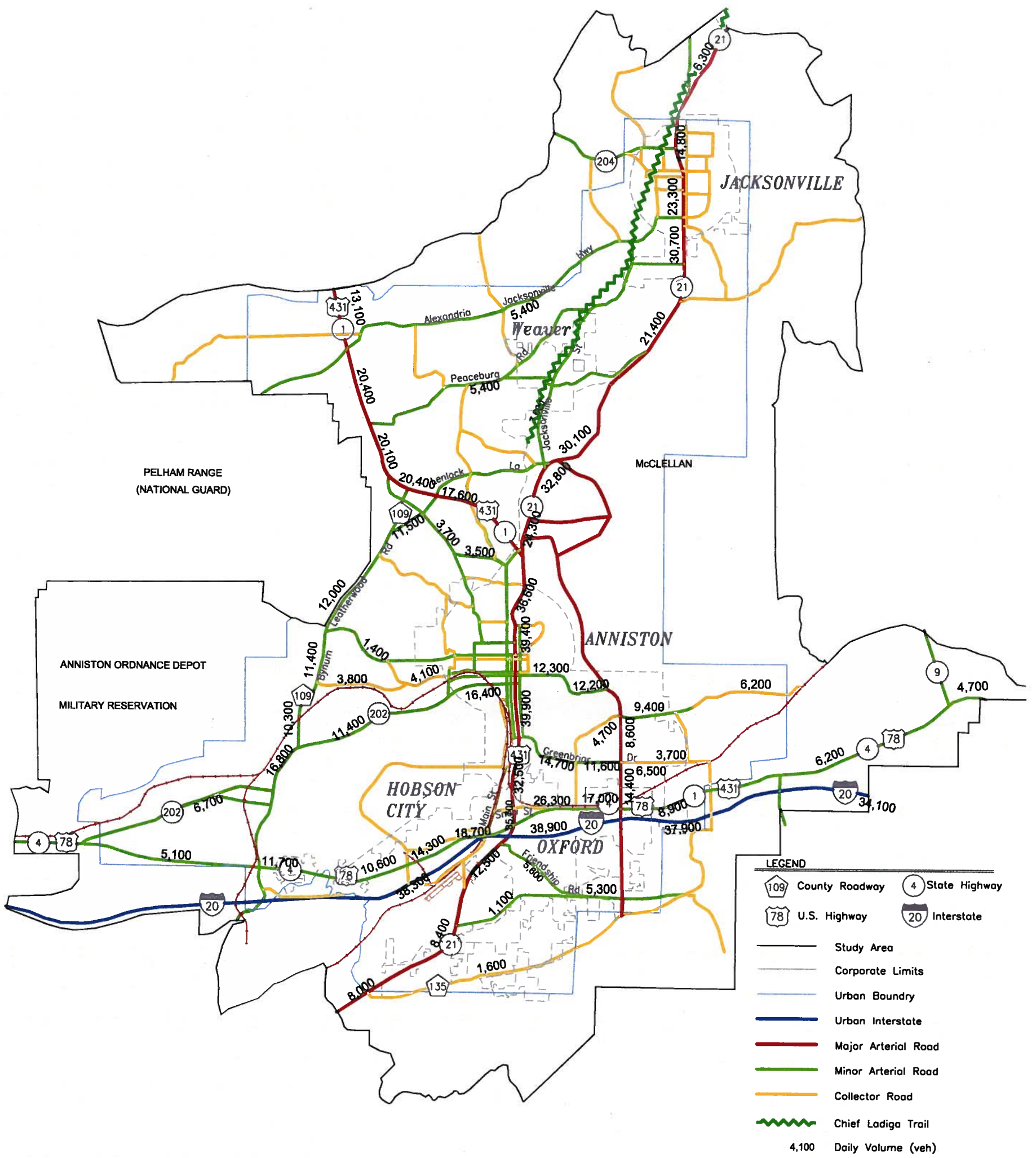
*Alabama Highway 21* is a two, four and six lane principal arterial roadway. It enters the study area in the extreme southern portion of the study area and extends through the northern section of the study area and shares a portion of the roadway with U. S. Highway 431. It has a posted speed limits of 35-65 mph.

*Alabama Highway 202* is a two and four lane minor arterial roadway that enters the study area at the western border and terminates at its intersection with S. R. 21/ U. S. Highway 431 in downtown Anniston. S. R. 202 has a posted speed limits of 35-55 mph.

*Alabama Highway 204* is a two lane minor arterial roadway that enters the study area at the western border and terminates at its intersection with S. R. 21 in Jacksonville. S. R. 204 has a posted speed limit of 45 and 35 mph throughout the study area.

## **2.3 Existing Traffic Volumes**

Traffic volumes, as indicated by traffic counts at various locations on the roadway network, reflect current travel patterns and how well the network is serving the travel demand. The traffic counts are collected throughout the study area annually by ALDOT. Existing average annual daily traffic counts, which were conducted in 2010, are shown in Figure 2.2.





## 2.4 Roadway Network Evaluation

Roadway networks are evaluated by comparing the traffic volumes along each facility to the roadways capacity. Roadway capacity is defined as the ability of the facility to accommodate traffic. Service flow volume is the level of traffic flow (vehicles per day) that can be accommodated at various levels of service. The current level of service scale (LOS), as developed by the Transportation Research Board in the latest edition of the *Highway Capacity Manual*, ranges from a level of service A to a level of service F. Abbreviated definitions of each level of service are as follows:

Level of Service A	Free traffic flow
Level of Service B	Reasonably free flow
Level of Service C	Stable traffic flow
Level of Service D	High-density stable traffic flow
Level of Service E	Capacity level traffic flow
Level of Service F	Forced or breakdown traffic flow

As a general rule, desired operation of a roadway should be no lower than level of service C. Level of service D may be acceptable under certain circumstances. A level of service E or F is considered unacceptable.

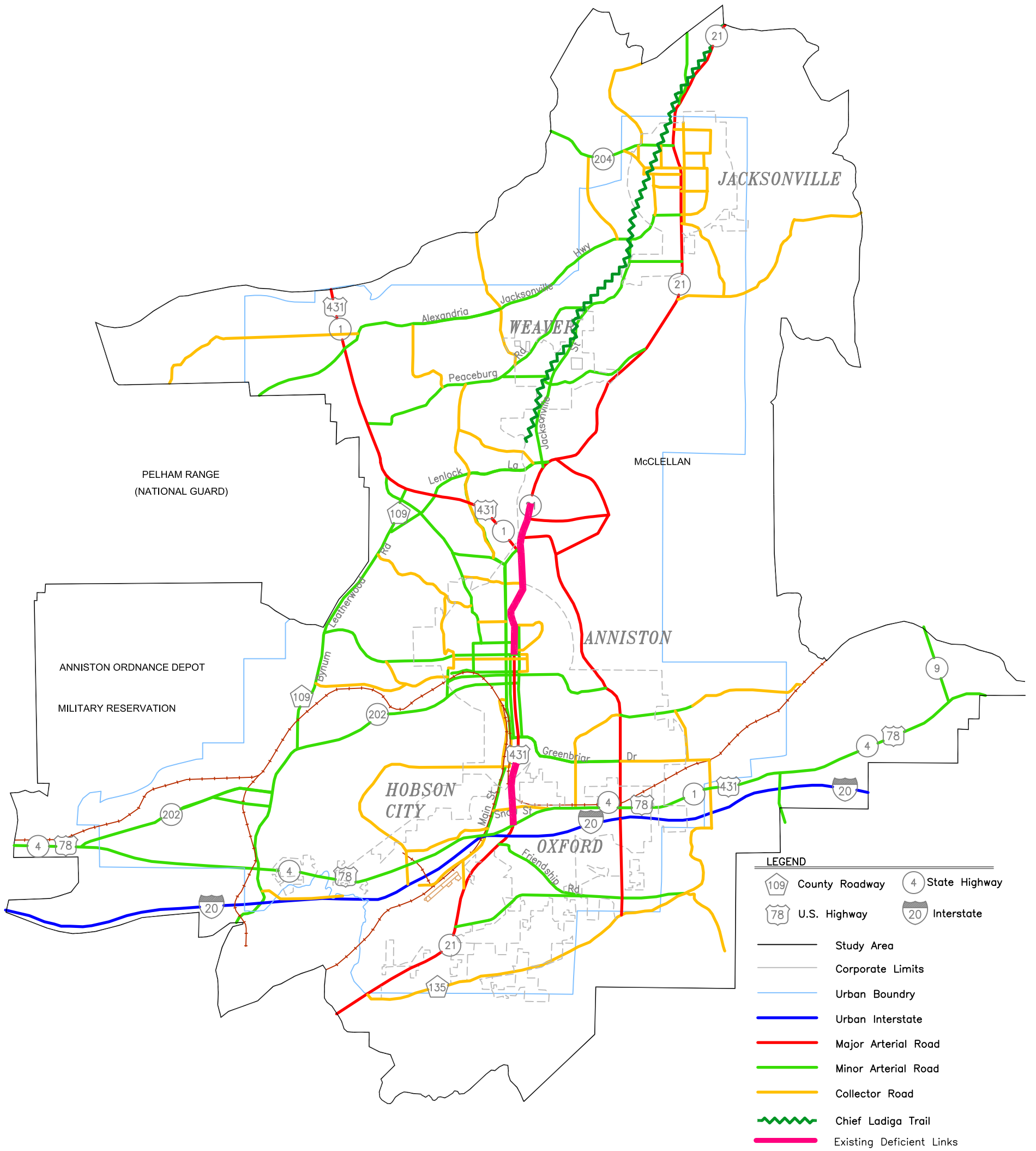
The methodology used to evaluate roadway segment capacity in this project was an analysis relating roadway classification, number of lanes, levels of service, and daily service volumes. The estimated 24-hour capacities of the facilities included in the area network are shown in Table 2.1.

**Table 2.1**  
**ALDOT Approved Capacities**

Link Type	Functional Classification	Number of Lanes	Daily Capacity
11	Freeways	4	68,000
12		6	102,000
13		8	136,000
14		10	170,000
21	Expressways	4	50,000
22		6	75,000
23		8	100,000
31	Divided Principal Arterials	2	22,000
32		4	33,900
33		6	50,000
34		8	73,600
35	Undivided Principal Arterials	2	17,800
36		4	31,000



Link Type	Functional Classification	Number of Lanes	Daily Capacity
37		6	45,800
38		8	63,100
41	Divided Minor Arterials	2	21,000
42		4	31,900
43		6	45,600
44		8	
45	Undivided Minor Arterials	2	17,800
46		4	27,400
47		6	
48		8	
51	Divided Collectors	2	20,800
52		4	28,500
53		6	42,000
54	Undivided Collectors	2	16,600
55		4	26,200
56		6	38,700
61	One-Way Principal Arterials	2	17,100
62		3	25,600
63		4	
71	One-Way Minor Arterials	2	14,100
72		3	19,500
73		4	26,000
81	One-Way Collectors	2	11,300
82		3	15,600
83		4	20,800
91	One-Way Ramps	1	9,000
92		2	18,000
93		3	27,000
98	Time Barriers		
99	Centroid Connectors	2	14,000



## **2.5 Public Transit**

Public transit is provided by the Area wide Community Transportation System (ACTS), a fixed route system with a complementary American Disability Act (ADA) demand response service. The system is funded by the City of Anniston and a Section 5307 grant from the Federal Transit Administration (FTA). The grant is administered by the East Alabama Regional Planning and Development Commission and the system is operated under a contract with Anniston Limousine. The cities of Oxford and Weaver and the Town of Hobson City contribute monthly fees for the service.

The ACTS operates four routes East, West, North and South, Monday through Friday 7:00 am until 6:00 pm. The system has an average daily ridership of  $\pm$  350 passengers per day, with the majority of riders residing in the City of Anniston. The West route is the most utilized with an average daily ridership of 125 passengers per day followed by the North route with 105 passengers per day and the East route with 50 passengers per day. The ACTS fixed route transit system vehicles have SportsRack 'Type 2' bicycle carriers and provides access to the Chief Ladiga Trail on its North route in Weaver and serves the Amtrak station on its West, South and East routes. The cities of Anniston, Jacksonville and Weaver sponsor ADA paratransit service for citizens with disabilities, through a separate demand response service. This is a curb to curb service that is provided on a prearranged basis. Figure 2.4 illustrates the transit routes within the study area.

### **2.5.1 Urban Transit**

Current 5307 Urban Transit project include normal and annual administrative and operations activities and the annual vehicle re-placement schedule of 2 buses and 2 vans each calendar year. The 5307 Urban Transit operations funding level is \$1,069,102 of which \$554,451 are federal funds and the remaining \$554,451 is provided by local funding. Operational expenses are shared 50/50 by federal and local sources. Federal sources fund 80 percent of capital costs with the remaining 20% provided through local matching funds. Table 2.2 includes estimates for urban transit funding over the planning period.

Once a passenger disembarks from public transit it is important that they are able to access the surrounding area on foot safely. As a result, a Sidewalk Gap Survey was conducted to determine the area's inventory and deficiencies of the sidewalk network. Please refer to Figure 2.5 which illustrates the sidewalks in the study area.

Jacksonville State University (JSU) has established the Gamecock Express (GE) fixed route system within the City of Jacksonville and the JSU campus, which crosses/connects with the Chief Ladiga Trail at several points. The provides several continuous routes within the campus and City depending on the time of year and is open to both students and citizens of Jacksonville. All vehicles have been outfitted with SportRacks (2) bicycle carriers and fares are included in tuition for students and are waived for local citizens.

## 2.5.2 Rural Transit

The 5311 Rural Transit program is a curb-to-curb demand response transit service for the rural areas of Calhoun County and utilizes ADA equipped vehicles. One way trips on the ACTS rural system are generated in the rural area and attracted to destinations in the urban area, however almost all rural trips are two way eventually returning the passenger to their place of residence in the rural area of the county. The ACTS rural transit services are offered M-F 7 am to 5pm and Saturday 10am to 5pm. Rural transportation is available to those who live outside the city limits of Oxford, Hobson City, Anniston, Weaver, Jacksonville and Piedmont. The Cities are considered urban areas and since Anniston has a ‘fixed route’ service, rural transportation does not serve points within the city limits. Average ridership for the rural transit system in Calhoun County is about 160 passengers per month. The 5311 Rural Transit operation funding level (for all counties participating) is \$937,500 of which \$375,000 is federal and the remaining \$375,000 is provided by local funding sources. Rural transit operation expenses are funded 50/50 federal/local and capital costs are shared 80/20 with the federal portion being 80%. Table 2.2 includes estimates of rural transit funding over the planning period.

**Table 2.2  
Transit Projects**

ID	Description	FY	Funding Level	Type	Est. Cost
100054859	Sec. 5307 Anniston Transit Operating Funds	2010	\$554,851	Federal/Local	\$13,871,275
100049060	Sec. 5307 Anniston Capital Vehicle Replacement	2010	\$156,800	Federal/Local	\$3,920,000
100054860	Sec. 5307 Anniston Transit Preventive Maintenance	2010	\$20,000	Federal/Local	\$500,000
100049064	Sec. 5307 Anniston Transit Enhancement (Bicycle Carriers)	2010	\$1,440	Federal/Local	\$36,000
100055004	Sec. 5311 Calhoun County Transit Operating Asst.	2010	\$375,000	Federal/Local	\$9,375,000
100049683	Sec. 5311 Calhoun County Transit Admin. Asst.	2010	\$87,500	Federal/Local	\$2,187,500
100055034	Sec. 5311 Calhoun County Transit Capital for FY 2010	2010	\$135,900	Federal/Local	\$3,397,500
100055173	Sec. 5310 Capital Elderly/Handicapped	2010	\$36,181	Federal/Local	\$904,525
100057195	Sec. 5316 Job Access and Reverse Commute 2010	2010	\$80,000	Federal/Local	\$2,000,000

## 2.6 Pedestrian and Bicycle Facilities

The Calhoun Study Area is served by the Chief Ladiga Trail, the premier rail trail in the State of Alabama, following former CSX and Norfolk Southern corridors. The trail enters the study area at its northern boundary and runs parallel to Alabama 21 for approximately 12 miles to its current

terminus in Woodland Park which is located in north Anniston. The Chief serves pedestrians, bicyclists, wheelchairs, strollers and inline skaters. The ACTS local fixed route transit vehicles have SportsRack 2 (Type 2) bicycle carriers and provides access to the Chief Ladiga on its North route and serves the Amtrak station on its West, South and East routes. Jacksonville State University (JSU) operates the Gamecock Express (GE) fixed route system which is not associated with the ACTS system in Anniston. Depending on the time of year the GE operates 3-4 fixed routes with vehicles outfitted with SportsRack 2 bicycle carriers. The Gamecock Express is open for public use and provides service to most areas of JSU and Jacksonville.

The Chief Ladiga Trail runs through the campus of Jacksonville State University (JSU) and the town of Jacksonville. Over the last several years the City of Jacksonville has established a Bicycle Advisory Committee (JBAC) which has advocated for bicycle friendly improvements throughout the City. The City and the JBAC or accommodating businesses have installed custom or conventional bicycle parking racks at;

- City Square (2)
- Jacksonville Municipal Library
- East Ladiga Street Farmers Market
- Fast Food or Pharmacies (5)

During the last few years the City of Jacksonville and the JBAC have installed share-the-road signs on various streets including;

- Forney Avenue NW
- Mountain Street NW
- Mountain Street NE
- Church Avenue
- Whites Gap Road SE
- Gardner Dr. SE
- Greenleaf Street SW
- Alexandria Road SW
- West Francis Street
- George Douthit Drive SW

In addition, the JBAC and the City have applied Sharrow symbols throughout the City on various streets, usually in conjunction with nearby share-the-road signs and sometimes stand alone. Sharrow symbols have been installed on several streets including;

- Church Avenue
- Mountain Street NW and NE
- Forney Avenue
- Park Avenue
- James Hopkins

The City of Anniston is taking steps to extend the Chief Ladiga Trail another ± 5 miles to the Amtrak Multi-modal station. It is slowly acquiring the necessary right-of-way for this extension. With funding assistance through the Calhoun Area MPO, the City of Anniston has completed; the *Coldwater Mt. Bicycle Trail Connection Technical Study* in August 2012, a *Chief Ladiga Trail Extension Feasibility Study* in January 2013, and the *Anniston Bicycle and Pedestrian Program* technical study in July 2013. The City has applied for Transportation Alternatives Program (TAP) funds to fund Phase One improvements and connections in the central business district which will include striping for bicycle lanes, signage and bicycle parking racks. As of the date of this plan no facilities have yet been constructed.

Sidewalks in the urbanized are most generally located in the historic central business districts and become less frequent in nearby residential areas developed after the 1950s and 1960s. Figure 2.5 illustrates existing sidewalks adjacent to the functionally classified road system. Several noticeable gaps in the existing network are found in West Anniston along the path of the unused rail corridor locally known as the ‘N line’. Further analysis of pedestrian issues can be found in Section 9.2 Pedestrian Facilities. Finally, sidewalk extensions/connections are desirable and are further illustrated in excerpts from the *Calhoun Area 2012 Bicycle and Pedestrian Plan* found in Appendix B.

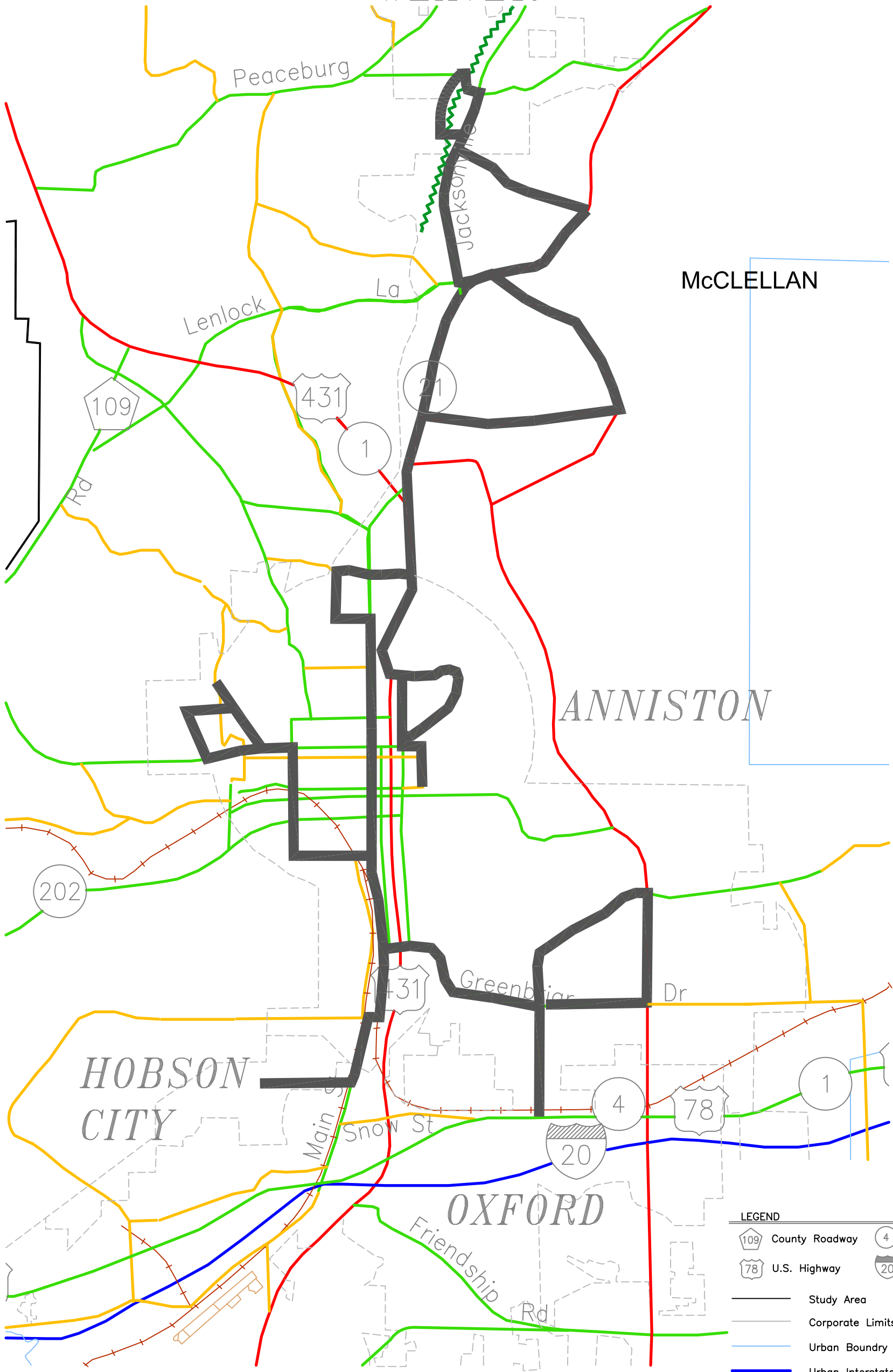
There are also sidewalks along non classified roads in the area with the highest concentrations being in the downtown areas and oldest neighborhoods. Figure 2.5 illustrates the current sidewalk deficiencies in the study area. There are recreational walking facilities located at: the Golden Springs Community Center, Washington Park, LaGarde Park, Ezell Park, and Oxford Civic Center. Table 2.3 includes estimates for pedestrian and bicycle funding over the planning period.

**Table 2.3  
Pedestrian and Bicycle Projects**

ID	Description	FY	Funding Level	Type	Est. Cost
100062151	Resurface Chief Ladiga Trail – Weaver (Warren Dr. to Airport Rd.)	2014	\$199,824	Federal/Local	\$199,824
100060694	Acquire ROW Chief Ladiga Trail - Anniston (Cane Creek to 4 <sup>th</sup> Street)	2014	\$78,000	Federal/Local	\$78,000
Annual	Sec. 5307 Anniston Transit Enhancement (Bicycle Carriers)	Annual	\$1,440	Federal/Local	\$36,000

Excerpts from the *2012 Calhoun Area Bicycle Pedestrian Plan* are available in Appendix B.

# WEAVER



McCLELLAN

ANNISTON

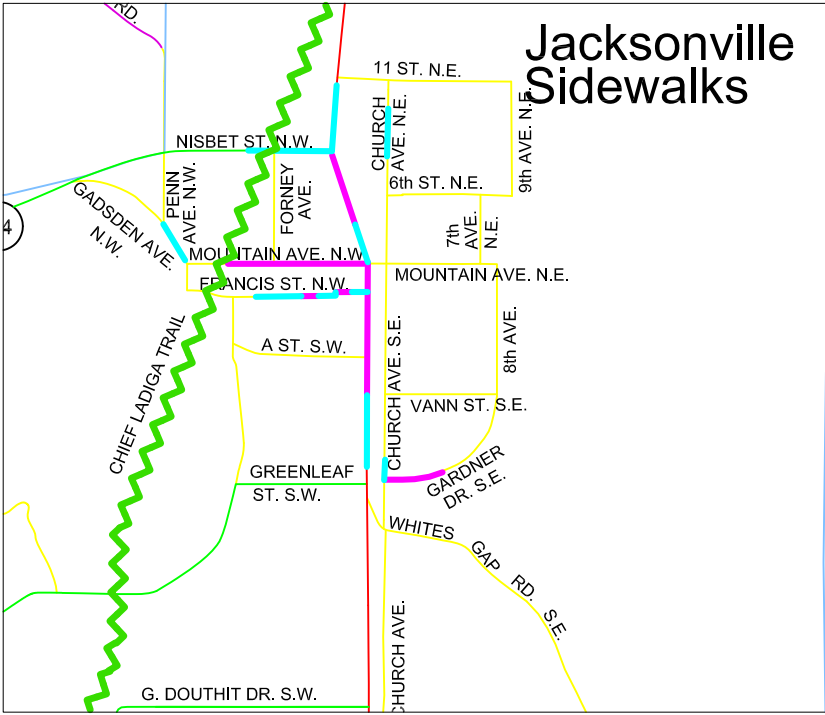
HOBSON CITY

OXFORD

- LEGEND**
- 109 County Road
  - 78 U.S. Highway
  - Study Area
  - Corporate Limits
  - Urban Boundary
  - Urban Interstate
  - Major Arterial Road
  - Minor Arterial Road
  - Collector Road
  - Chief Ladiga Trail
  - Existing Transit Route
  - Existing Demand Responsive Route
  - 4 State Highway
  - 20 Interstate

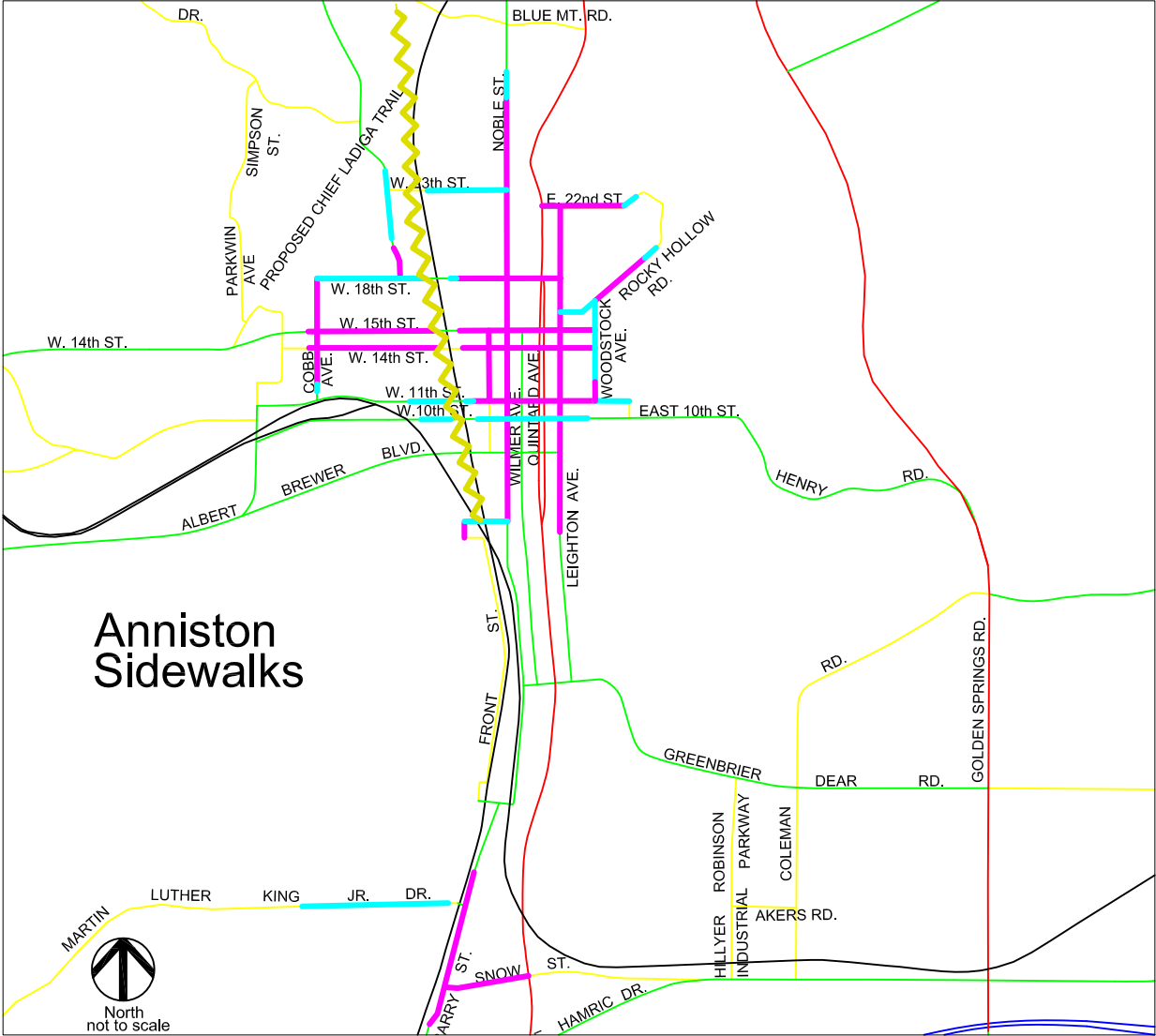


# Jacksonville Sidewalks



LEGEND	
	PRINCIPAL ARTERIAL
	MINOR ARTERIAL
	COLLECTOR URBAN
	MAJOR COLLECTOR RURAL
	MINOR COLLECTOR RURAL
	INTERSTATE
	FEDERAL AID URBAN AREA BOUNDARY
	STUDY BOUNDARY
	RAILROAD
	SIDEWALK ON ONE SIDE
	SIDEWALK ON BOTH SIDES
	SIDEWALK ON ONE SIDE
	SIDEWALK ON BOTH SIDES
	CHIEF LADIGA TRAIL
	PROPOSED CHIEF LADIGA TRAIL

# Anniston Sidewalks





## **2.7 Freight Component (All Modes)**

The urbanized portion of Calhoun County has various freight options. Primary freight modes in the urban area are trucks and rail. Approximately 13 trucking and shipping firms are located in the area, offering numerous types of service and nationwide coverage. There are approximately 8 large shippers/manufacturers in the area and 3 transportation brokers. The Norfolk Southern railroad runs multiple trains each day and provides rail service to the area along its main line which connects to New Orleans and New York. The Anniston Regional Airport is available for freight and general aviation needs.

The trucking industry has the biggest impact on freight movement in the Calhoun study area. A survey of 25 local shippers and large manufacturers was completed in December 2013. A meeting was held with members of the Alabama Trucking Association (ATA) and local shipper representatives to develop projects that would improve the movement of freight throughout the Calhoun study area. A list of short term inexpensive and long term expensive projects was developed. Several short term projects have been completed or incorporated into existing projects. A few long term projects required the ALDOT to purchase right-of-way and these more expensive projects will be addressed as improvements are made on the adjacent roadway. Projects that were thought to have the most impact on freight movement in the Calhoun study area are as follows:

- Once the Anniston East Bypass is complete, restrict Quintard Avenue to local delivery truck only.
- Improve the intersection of Greenbrier Road and Golden Springs Road
- Complete improvements to CR 109 (Western Bypass) from AL 202 to US 431

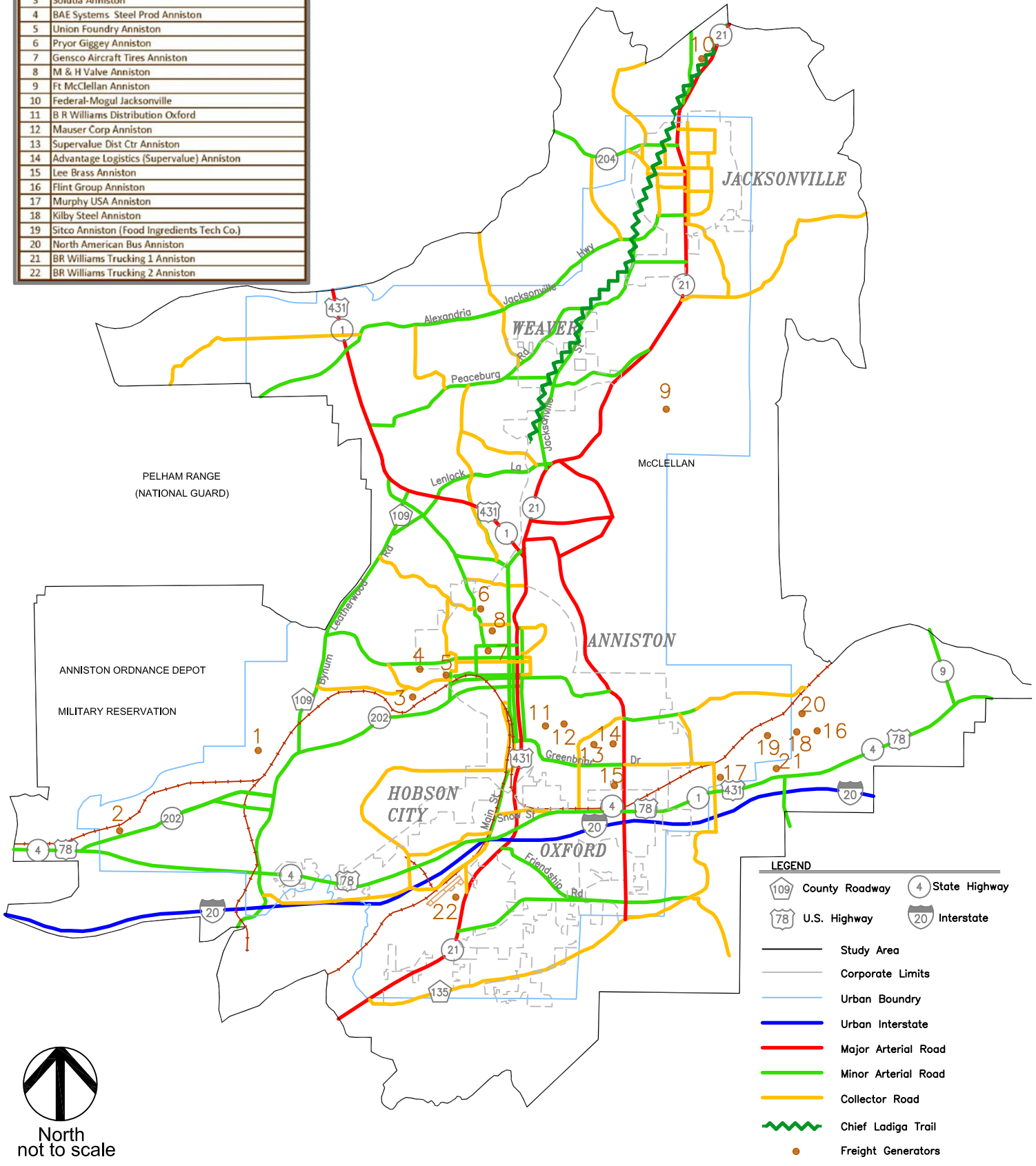
There is an extensive freight intermodal system in the Calhoun area. Included in this system is the Norfolk-Southern Railway, which has approximately 36 trains a day through the area. Ten major truck lines have terminal facilities in the study area. Several of the industrial sites in the area, as well as the Anniston Army Depot are intermodal facilities. These sites are both truck-to-train and train-to-truck facilities. There are two tank farms in the study area. One tank farm is a pipeline-to-truck facility and the other is a rail-to-truck facility. The pipeline-to-truck facility transports natural gas and the rail-to-truck facility transports liquid petroleum. Both tank farms are located on Alabama Highway 78 East in Oxford. Freight Generators for the Calhoun Area are illustrated in Figure 2.6.

### **2.7.1 Trucking**

A survey of 25 local trucking/freight companies in December 2013 found that approximately 18 companies were operating in the urban area ranging in size from 2 employees to 220 employees. The survey resulted in a list of short term and long term projects to improve freight movement in the area. These firms offer a variety of options including, less-than-truckload, truckload, flat bed, ocean-going-container, dry or liquid bulk tanker and refrigerated (reefer) shipping. In addition there are 8 large manufacturers with significant freight shipping activity. Other firms located

**Freight Generators**

1	Anniston Army Depot Anniston
2	Kronospan Bynum
3	Solutia Anniston
4	BAE Systems Steel Prod Anniston
5	Union Foundry Anniston
6	Pryor Giggey Anniston
7	Gensco Aircraft Tires Anniston
8	M & H Valve Anniston
9	Ft McClellan Anniston
10	Federal-Mogul Jacksonville
11	B R Williams Distribution Oxford
12	Mauser Corp Anniston
13	Supervalu Dist Ctr Anniston
14	Advantage Logistics (Supervalu) Anniston
15	Lee Brass Anniston
16	Flint Group Anniston
17	Murphy USA Anniston
18	Kilby Steel Anniston
19	Sitco Anniston (Food Ingredients Tech Co.)
20	North American Bus Anniston
21	BR Williams Trucking 1 Anniston
22	BR Williams Trucking 2 Anniston



outside of the area offer service to the areas other numerous commercial, retail and manufacturing businesses.

### 2.7.2 Railroad

Norfolk Southern Railway Company (NS), a Class 1 railroad, provides rail freight service in the area along its main line which is generally oriented in a southwest to northeast direction through the area. Approximately 36 trains each day pass through the urbanized area of Calhoun County. Most of the line is double tracked with several parallel switching and storage track segments located in central Anniston. NS operates approximately 21,000 route miles in 22 states and the District of Columbia and serves every major container port in the eastern US. NS traffic flow and speed is inhibited by several miles of single track through the Talladega National Forest with numerous curves.

### 2.7.3 Airport

The Calhoun urbanized area is served by a general aviation airport operated by the City of Anniston. The airport has the capability to service corporate aircraft and large commercial aircraft. It also provides service to military aircraft that land in conjunction with the Anniston Army Depot. The airport is an A139 certificated facility with a 7,000 foot lighted runway oriented E/W 50 and 230 degrees with ILS approach capability. It has approximately 32,000 annual operations and over 500,000 square feet of paved apron and seal coated ramp. This airport is FAA Designated C-III (up to 118' wingspan) and it can accommodate dual wheel aircraft up to 620,000 pounds. The Anniston Regional Airport provides hangers, tie downs, flight instruction, 100LL and Jet-A fuel.

### 2.7.4 Pipelines

Three pipelines are located through the area. They are oriented in an E/W direction and are located adjacent to and parallel to Interstate 20 through the area. According to the National Pipeline Mapping system they are operated by Colonial Pipeline Co. and Plantation Pipeline Co. both of Alpharetta, Georgia, and Southern Natural Gas Co. of Birmingham, AL. These pipelines carry non-HVL product and natural gas. A pipeline/truck transfer facility is located on Hwy 78 East in Oxford. Colonial Pipeline's Oxford Station is located off of Friendship Road in Oxford.

## 2.8 Passenger Modal System

The Modal System consists of sites providing linkages between one or more modes of transportation. In a true modal system, the performance or use of one mode will affect another. The passenger intermodal system should provide an efficient, safe, and convenient process to move one person or numbers of people. Passenger intermodal involves the movement of people or goods using two or more modes of transportation, the same as freight intermodal movement. These modes can be classified as motorized and non-motorized. The motorized can further be broken down into automobile or transit (bus, taxi or train), and non-motorized to pedestrian or bicycle. Transit facilities in the area include an Amtrak provides service to the area twice each day. Intercity bus service in the Calhoun area is provided by Greyhound. The local transit system

provides access to the Chief Ladiga Trail in Weaver and both the Amtrak and Greyhound terminals.

## **2.9 Regionally Significant Projects**

According to 23 CFR 450.14, a *regionally significant project* means a project (other than projects that may be grouped in the STIP/TIP pursuant to §450.216 and §450.32) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals) as well as most terminals themselves and would normally be included in the modeling of a metropolitan area's transportation network, including, as a minimum, all principal arterial highways and all fixed guide way transit facilities that offer a significant alternative to regional highway travel. Therefore, there is a requirement to include all regionally significant transportation projects regardless of funding source. At this time, the MPO has no knowledge of any private or public/private funded projects of regional significance in the area.

## **3.0 SOCIOECONOMIC DATA**

The interrelationship between land use and a transportation system is used to determine the demand for travel on a roadway network. Each land use (residential, retail, non-retail, etc.) generates and attracts traffic dependent on the nature of the development and the amount of land developed. In order to identify this demand for travel, inventories of existing land uses must be accomplished. This information is used in conjunction with the physical location of the adjacent land uses, constraints of the roadway network and other related factors to develop the interrelationship between land use and the transportation system.

### **3.1 Base Year (2010) Socioeconomic Data**

Each traffic analysis zone within the study area was inventoried to determine the existing primary land use within its boundary. Factors used to characterize land use within each TAZ are listed below:

- Households
- Mean Income of Households
- Retail Employment
- Non-Retail Employment
- School Enrollment

According to the 2010 US Census, there were 31,982 households inventoried within the study area in 2010. The average mean income for these households was \$39,054. There were 17,084 retail jobs and 36,125 non-retail jobs reported within the study area in 2010. There were 26,879 persons enrolled in school within the study area in 2010. It should be noted that the household and mean income data is collected at the location of the home. The employment data is collected at the work site, and the school enrollment is collected at the school site.

### **3.2 Socioeconomic Data Forecast**

The generation of future traffic is based on a forecast of the socioeconomic data used to develop the base year model. The target year for this plan update calls for a long-range forecast to 2040. The East Alabama Regional Planning and Development Commission prepared the data forecast using historic trends in development patterns and census figures. Other considerations included the density of development in each TAZ and the suitability of vacant land for development in each TAZ. The socioeconomic forecasts were projected to the planning district level and then refined to the TAZ level. Totals for base and forecast year for each variable are shown in: Table 3.1.

**Table 3.1**  
**Socioeconomic Forecasts**

<b>Data Variable</b>	<b>2010</b>	<b>2040</b>	<b>% Change</b>
Households	31,982	35,482	10.9%
Mean Income	\$39,054	\$39,054	0.0%
Retail Employment	17,084	18,974	11.0%
Non-Retail Employment	36,125	40,320	11.6%
School Enrollment	26,879	29,841	11.0%

It should be noted that the mean income was assumed to remain constant over the 30-year period. It is fully recognized that there will be a significant increase in income in most, if not all, of the traffic analysis zones through the year 2040. However, most of this increase in income will be the result of inflation and not increased buying power. It can be assumed that income growth due to inflation does not yield a corresponding change in the number of trips generated by a household. The trip generation rates used in this model are based on 2010 income data. Therefore, in order to discount the effects of inflation and eliminate the need for adjustments to the trip generation rates, it was decided to hold mean income by traffic analysis zone constant.

## 4.0 Environmental Considerations

### 4.1 Environmental Mitigation and Climate Change

*“According to the FHWA report Integrating Climate Change into the Transportation Planning Process, there is general scientific consensus that the earth is experiencing a long-term warming trend and that human-induced increases in atmospheric greenhouse gases (GHGs) may be the predominant cause. The combustion of fossil fuels is by far the biggest source of GHS emissions. In the United States, transportation is the largest source of GHG emissions, after electricity generation. Within the transportation sector, cars and trucks account for a majority of emissions.*

*Opportunities to reduce GHG emissions from transportation include switching to alternative fuels, using more fuel efficient vehicles, and reducing the total number of miles driven. Each of these options requires a mixture of public and private sector involvement. Transportation planning activities, which influence how transportation systems are built and operated, can contribute to these strategies. In addition to contributing to climate change, transportation will likely also be affected by climate change. Transportation infrastructure is vulnerable to predicted changes in sea level and increases in severe weather and extreme high temperatures. Long-term transportation planning will need to respond to these threats.”*

#### INTRODUCTION TO INTEGRATING CLIMATE CHANGE INTO THE TRANSPORTATION PLANNING PROCESS

- Federal Highway Administration, Final Report, July 2008

### 4.2 Air Quality Conformity

The Clean Air Act (CAA), codified as Title 42 of United States Code (USC) Section 7401, and implemented by the Environmental Protection Agency (EPA) under Title 40 of Code of Federal Regulations (CFR), Parts 51 and 93, establishes tolerance standards on ground-level and atmospheric pollutants and provides for corrective mitigation measures when area monitor readings exceed allowable levels. Air quality in Alabama, as in other states, is adversely affected by pollutant emissions from automobile and truck exhaust systems, and this condition is exacerbated by congestion on urban roadways. This connection between automobile/truck emissions, traffic congestion, and increasing pollutant levels is well established and acknowledged by EPA, Federal Highway Administration (FHWA), and other agencies.

Common pollutants include ozone (O<sub>3</sub>) and particulate matter 2.5 (PM<sub>2.5</sub>), among others, and the EPA standards, which determine tolerance violations, are known as the National Ambient Air Quality Standards (NAAQS). Standards are typically established for ground-level ozone in terms of parts per billion (ppb) and for particulate matter, in tons per day. A violating pollutant is measured by a monitoring station in 1-hour and 8-hour increments for a given year to arrive at allowable averages.

Title 40 CFR Part 93 provides the rules and regulations for Air Quality Conformity, stating the procedures and requirements necessary by states and local governments to reach conformity, and Titles 23 and 49 of USC are interpreted through the Federal Highway Administration’s (FHWA)

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23 CFR 450 to insure conformity compliance is carried through in local planning by the MPO's and other transportation agencies.

*Conformity, as commonly defined, is a process which ensures federal funding and approval goes to transportation activities that are consistent with our air quality goals.* The US Department of Transportation cannot fund, authorize, or approve federal actions to support projects that do not conform to Clean Air Act requirements governing the current National Ambient Air Quality Standards (NAAQS). At the very heart of Air Quality Conformity is the requirement that projects are included in a *conforming* and fiscally constrained transportation plan (Long Range Plan) and a similarly constrained short range program, a Transportation Improvement Program (TIP).

States are required to establish State Implementation Plans (SIP), providing air quality goals for transportation plans and programs. The SIP, as set forth in 23 CFR 450.104, will generally state *that transportation activities will not cause new air quality violations, worsen existing conditions, or delay timely attainment of the air quality standards.* This then, describes the heart of the conformity process.

SIPs are established for the various pollutants monitored in a given area, as required by CAA. Each pollutant is assigned an allowable emission ceiling, referred to as the emissions "budget." This becomes the highest level of emissions allowed under a Long Range Transportation Plan or TIP, while demonstrating attainment of standards. It is against the budgets that readings from monitoring stations are measured to determine whether an area or county is non-conforming and thus must begin the mitigation process. Failing to meet conformity rules or exceeding emissions budgets can have varying outcomes, most of them unpleasant. They may include the loss of federal funding, projects underway can be halted, federal permits can be denied, and projected projects can be frozen in place, any of which can seriously and immediately impact a road network. For any and all of those reasons, it is essential that immediate steps are taken by the affected MPO to begin the Air Quality Conformity Determination process.

The counties of the Calhoun Area MPO are in conformity, with no reporting violations of ozone (O<sub>3</sub>) or particulate matter (PM<sub>2.5</sub>).

It is possible that EPA, under the current administration, will adopt stricter standards, possibly .70 ppb for O<sub>3</sub>. This, in effect, would move at least eight counties in Alabama into non-conforming status for ground-level ozone. Barring a move to make newer standards retroactive, the necessary publication of notice of rulemaking, and allowing the time needed for the public participation process, the earliest effect on the Calhoun planning and publication efforts would be the summer of 2016. If the Calhoun area were move into a non-conforming status once the stricter standards are adopted then steps would be taken to begin the Air Quality Conformity Determination process.



## 5.0 TRANSPORTATION MODELING PROCESS

### 5.1 Travel Demand Models

Travel demand models are developed to predict future traffic on the street and highway system. The models are initially developed using estimates of existing socioeconomic data to duplicate travel for the base year, which, for this study was 2010. How well the model simulates the base year is taken as an indication of how well it will predict future travel. If the model cannot produce traffic volumes similar to those observed on existing streets and highways, then the model is reevaluated and adjustments are made. The process of building and modifying the model to simulate base year travel is called calibration. This adjustment or calibration process continues until the model is adequately simulating base year traffic conditions. After the model is calibrated, forecasts for the future year socioeconomic data are used as input into the model to predict future travel demand.

Roadway travel demand in the study area was analyzed using a standard travel demand modeling process. The standard modeling process is defined by a four-step analysis procedure:

Step 1	Trip Generation
Step 2	Trip Distribution
Step 3	Mode Split
Step 4	Assignment

As the standard transportation demand modeling process in the State of Alabama deals only with private transportation, (i.e., not public transit), Step #3, mode split, is ignored.

The Alabama Department of Transportation has adopted a transportation demand modeling package known as Cube Voyager, developed by Citilabs, for use in modeling in the State of Alabama. Cube Voyager performs the various steps required in the modeling process. The following sections address the modeling process in more detail.

### 5.2 Roadway Network

The network file is an abstract, computerized representation of the actual roadway network. The network file is created by transferring a roadway map to a form that can be processed by the computer program. The roadway network includes all roadways that are classified as a collector or higher grade. At each intersection node numbers are assigned. These node numbers are used to define individual links in the roadway network. The length, carrying capacity, and average speed of each link in the network is coded as part of the roadway network description. TAZs are connected to the roadway network by imaginary lines through which the trips produced in or attracted to each TAZ may gain access to the roadway system. This entire abstract description of the actual roadway network is coded, entered into the computer, and becomes the network file for the study area.

### 5.3 Traffic Analysis Zones

The study area is divided into individual cells called traffic analysis zones (TAZ). A traffic analysis zone is defined as a subdivision of a study area of homogeneous land use within a distinct border for the compilation of land use and traffic generation data. The TAZ system developed by the Calhoun Area MPO was employed for this analysis. A total of 121 zones are included within the study area boundary. TAZ structure is illustrated in Figure 5.1 and socio-economic data by TAZ is included in Appendix E.

### 5.4 Trip Generation

The trip generation program translates estimates of the socioeconomic data into numbers of trips. Given estimates of the socioeconomic data for a TAZ, the trip generation program predicts the number of trips that will be produced by that TAZ and the number of trips that will be attracted to that TAZ from all other TAZs in the study area. (See pp. 8 and 9). To perform trip generation, the relationships between observed travel and the socioeconomic data are defined through the use of mathematical equations and ratios. To determine the total number of trips that a TAZ may produce or attract, the number of households or employees within that TAZ are multiplied by the appropriate trip generation rate. Using this process productions and attractions are produced for each TAZ.

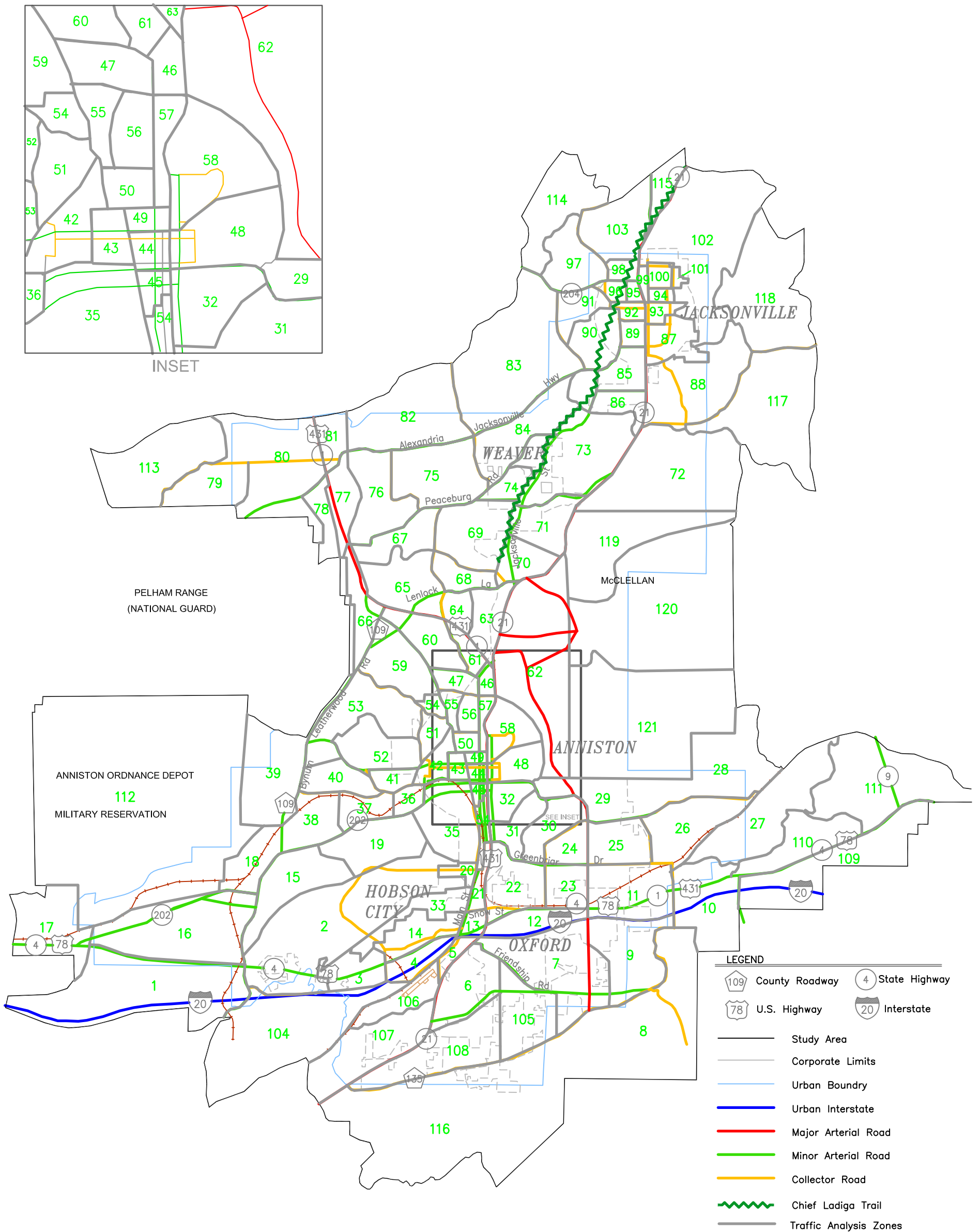
The Alabama Department of Transportation has developed a stand-alone program to be used to calculate productions and attractions on a per-traffic analysis zone basis. The purpose of the program is to take seven data files prepared by the user to calculate productions and attractions by zone for each of six trip purposes. The seven data files which must be supplied by the user are:

1. automobile ownership by income range
2. trip generation rate by household by automobile ownership by income range
3. trip purpose percentages
4. trip attraction rates
5. socioeconomic data set
6. percent external-external trips to total trips for five classifications of roadways
7. external zone numbers, counts, and road types

The trip generation program produces production and attraction data files for six trip purposes. These six trip purposes are:

Trip Purpose 1	Home Base Work (HBW)
Trip Purpose 2	Home Base Other (HBO)
Trip Purpose 3	Non-Home-Based (NHB)
Trip Purpose 4	Truck-Taxi (T-T)
Trip Purpose 5	Internal-External (I-E)
Trip Purpose 6	External-External (E-E)

The Alabama DOT trip generation program calculates productions and attractions using the socioeconomic data set and the data files containing the automobile ownership and trip rate



information. Calculation of productions is a three-step process. First, the number of households in the zone are subdivided into four automobile ownership groups (0, 1, 2, 3+) according to the percent included in the automobile ownership file. The income of the zone is used to choose the line of the automobile ownership file to use. Second, the number of households in the zone, previously divided into automobile ownership categories, are multiplied by trip rates to generate productions. Once again, the income of the zone is used to select the line of the trip generation file to be used in the calculation. Third, the productions are divided into the six trip purposes according to the data in the trip purpose percentage file.

Trip attractions are calculated in a one-step process. The trip attraction file contains factors by which to multiply data from the socioeconomic data file to produce trip attractions for the various trip purposes.

The trip generation program allows for the input of external zone counts, roadway types, and percent external-external trips to produce internal-external and external-external production and attraction files.

The trip generation program requires six income ranges. The income ranges selected for use in the State of Alabama are shown below.

- \$0 - \$9,999
- \$10,000 - \$19,999
- \$20,000 - \$29,999
- \$30,000 - \$39,999
- \$40,000 - \$49,999
- \$50,000 +

The automobile ownership curve is a four-by-six matrix. The columns represent the four automobile ownership categories (0, 1, 2, 3+). The rows represent the six income ranges. The data in each cell of the matrix represents the percent of households in the income range which own that number of automobiles. Each row of the matrix sums to 100%.

Table 5.1 shows the automobile ownership curve for the Calhoun study area.

The trip generation curve is also a four-by-six matrix. The four columns are the automobile ownership categories and the six rows are the income ranges. The data in each cell of the matrix represents the trips per household in the income range which own that number of automobiles. Table 5.2 shows the trip generation rate curve for the Calhoun study area.

**Table 5.1**  
**Trip Production Cross-Classification**  
**Matrix #1 - Automobile Ownership Curve**

Income Range	Automobile Ownership			
	0 Autos	1 Auto	2 Autos	3+ Autos
\$0 - \$9,999	34.3%	47.2%	13.7%	4.9%
\$10,000 - \$19,999	8.2%	51.5%	31.2%	9.1%
\$20,000 - \$29,999	3.1%	32.1%	46.9%	17.8%
\$30,000 - \$39,999	1.1%	19.9%	52.1%	26.9%
\$40,000 - \$49,999	0.5%	11.9%	51.2%	36.5%
\$50,000 +	0.0%	4.2%	40.1%	55.7%

**Table 5.2**  
**Trip Production Cross-Classification**  
**Matrix #2 - Trip per Household Curve**

Income Range	Automobile Ownership			
	0 Autos	1 Auto	2 Autos	3+ Autos
\$0 - \$9,999	0.304	2.583	4.179	4.874
\$10,000 - \$19,999	0.646	4.103	5.508	6.201
\$20,000 - \$29,999	1.192	5.533	6.384	7.108
\$30,000 - \$39,999	2.381	10.319	11.112	12.483
\$40,000 - \$49,999	1.242	8.298	9.088	9.991
\$50,000 +	0.593	8.693	9.766	10.330

The trip purpose percent file is a four-item file that contains the percent of total trips that are: home base work, home base other, non-home base and truck and taxi. The first three trip purposes must add to 100%. The trip purpose shares for the Calhoun study area are shown below.

Home Base Work (HBW)	22%
Home Base Other (HBO)	53%
Non-Home Base (NHB)	25%
Truck-Taxi (TT)	15%

The trip attraction file is an eleven-item file that contains factors to multiply against the socioeconomic data file to produce trip attractions. The eleven attraction factors and associated weights are shown below.

Home Base Work per Employee	1.230
Home Base Other per Household	0.700

Home Base Other per Student	0.580
Home Base Other per Retail Employee	5.540
Home Base Other per Non-Retail Employee	1.240
Non-Home Base per Household	0.350
Non-Home Base per Retail Employee	3.160
Non-Home Base per Non-Retail Employee	0.620
Truck-Taxi per Household	0.210
Truck-Taxi per Retail Employee	1.940
Truck-Taxi per Non-Retail Employee	0.380

Internal-external attractions at each internal zone are calculated by a ratio of the total employment in each internal zone to the total internal-external productions at the external zones.

A methodology separate from the Alabama Department of Transportation trip generation program was used to determine internal-external productions and external-external productions and attractions for each external zone.

Total base year productions and attractions for each of the six trip purposes are shown in Table 5.3.

**Table 5.3**  
**2010 Base Year Productions and Attractions**

<b>Trip Purpose</b>	<b>Productions</b>	<b>Attractions</b>
Home Base Work	49,206	49,206
Home Base Other	118,529	118,529
Non-Home Base	55,915	55,915
Truck-Taxi	34,449	34,449
Internal-External	75,238	75,238
External-External	36,865	36,865
<b>Total</b>	<b>370,202</b>	<b>370,202</b>

### 5.5 Trip Distribution

After trip generation has been completed, the productions and attractions for each TAZ are calculated. Trip distribution is the process by which the trips originating in one TAZ are distributed to other TAZs throughout the study area as seen in Figure 5.1. The output from trip distribution is a set of tables called trip tables that show travel flow between each pair of zones.

The method used to distribute trips throughout the Calhoun study area was the gravity model. In the gravity model, the number of trips between two areas is directly proportional to the amount of activity in the areas and inversely proportional to the separation between the areas (represented as a function of travel time). In other words, the areas farther from each other will tend to exchange fewer trips. The generalized formula for the gravity model relates the desire for

travel to three factors: 1) trip productions; 2)trip attractions; and 3) friction factors. The formula is:

$$\frac{Trips_{ij} = Prods_j * Attrs_j * FF_{ij}}{\sum Attrs_j * FF_{ij}}$$

where

Prods<sub>i</sub> = productions at origin zone *i*

Attrs<sub>j</sub> = attractions at destination zone *j*

FF<sub>ij</sub> = friction factor between origin zone *i* and destination zone *j*

The effect of travel time on the exchange of trips between two zones is represented by a friction factor. Simply stated, a friction factor represents the level of accessibility between each zone, with higher value meaning greater accessibility and lower travel time. Each trip purpose must have a set of friction factors. The maximum time value of friction factors used in the Calhoun model was 45 minutes.

## 5.6 Traffic Assignment

In trip generation, the number of trips by zone were forecast. Those forecast trips were then given destinations by trip distribution. Assigning these trips to specific routes and establishing traffic volumes is the last phase of the forecasting process. In the assignment process the existing trip tables that are produced in the trip distribution step of the modeling process is used to assign base year trips to the base year network. Trips between any two zones will generally follow the path (roadway links) between zones that require the least amount of travel time. In determining time to go from one zone to another, delays due to congestion are taken into consideration.

The equilibrium assignment process which was used in this study considers demand in relation to capacity. The equilibrium assignment technique consists of a series of all or nothing loadings with an adjustment of travel time according to delays encountered in the associated iteration. The assignment from each iteration is combined with the assignment for the previous iteration in such a way as to minimize the travel time of each trip. As a result of these time adjustments, the loadings of different iterations may be assigned to different paths. By combining information from various iterations, the number of iterations required to reach equilibrium is reduced. Equilibrium occurs when no trip can be made by an alternate path without increasing the total travel time of all trips on the network.

## 5.7 Model Calibration

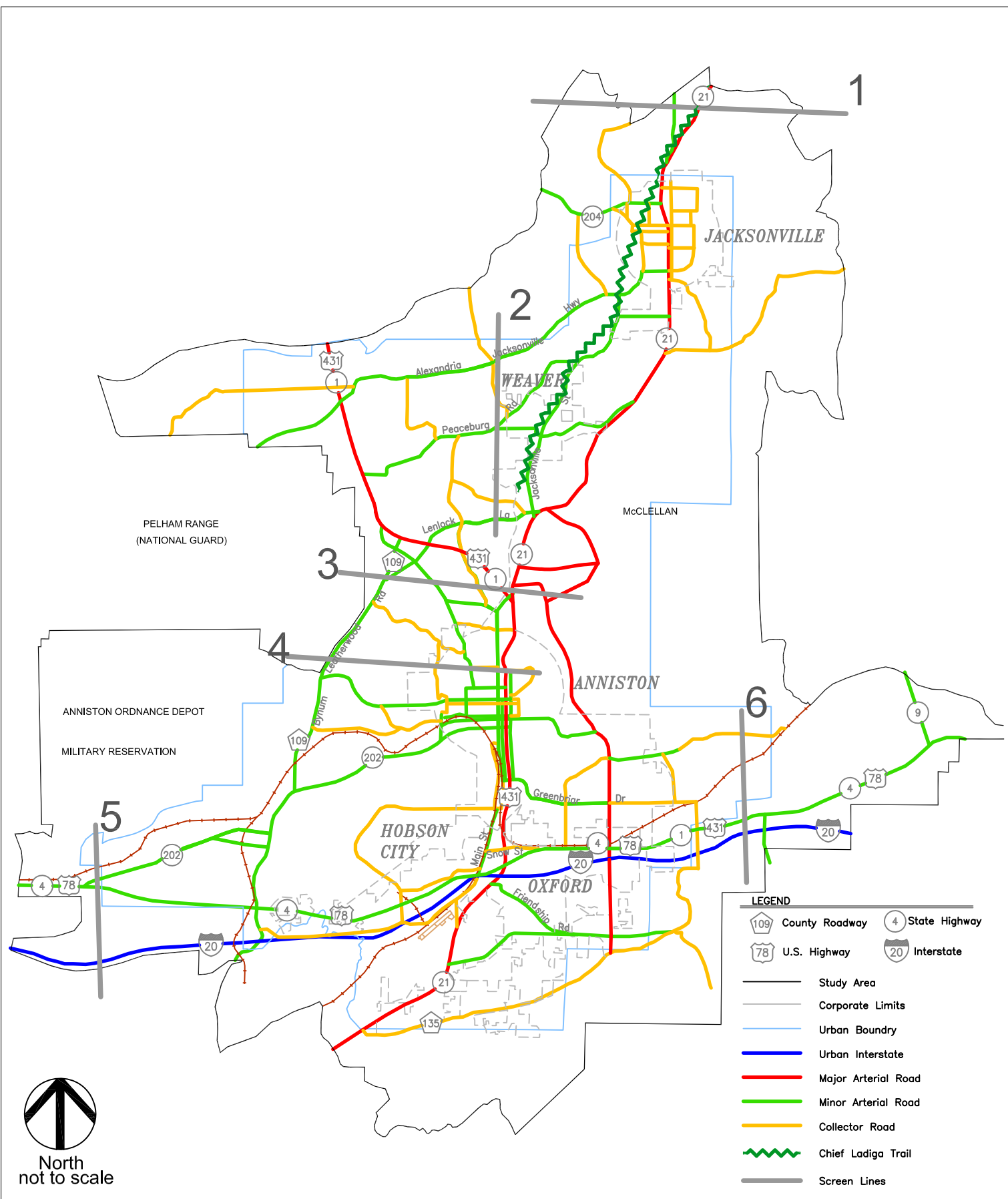
Trips cannot be merely assigned to the roadway network. The model has to be calibrated to assure that it is replicating existing traffic volumes. Travel demand models are run to predict link volumes which are then compared to actual traffic counts at selected locations along screen lines and cutlines. Screen lines are imaginary lines established to intercept traffic flows through a study area and are usually located along physical barriers such as rivers or railroads. Cut lines are shorter than screen lines; they measure traffic volumes in a corridor. Six screen lines were developed for the calibration process. The location of these screen lines is shown in Figure 5.. The

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base year model assignment was compared to actual traffic volumes crossing the screen lines, and adjustments were made to the input model data set until assigned traffic volumes approximated actual screen line traffic volumes. When all of the reasonable adjustments and factors were included in the model, a final assignment was made. The final assignment was compared to performance measures based on national averages from studies of other urbanized areas. The total of the ground counts compared to the total of the model assignments for all of the screen lines should not be more than five percent. The error for the Calhoun model was less than four percent.





## 6.0 TRAVEL DEMAND FORECASTS

### 6.1 Future Year Productions and Attractions

The Alabama Department of Transportation trip generation program was used to calculate future year (2040) productions and attractions in the same manner as base year productions and attractions were calculated. 2040 socioeconomic data, presented in an earlier section of this report, was used to calculate the future year productions and attractions. Internal-external productions and external-external productions and attractions were calculated using historical traffic growth patterns at each external zone. The productions and attractions for future year 2040 conditions are shown in Table 6.1.

**Table 6.1**  
**2040 Future Year Productions and Attractions**

Trip Purpose	Productions	Attractions
Home Base Work	53,718	53,718
Home Base Other	129,395	129,395
Non-Home Base	61,040	61,040
Truck-Taxi	37,603	37,603
Internal-External	111,564	111,564
External-External	57,259	57,259
<b>Total</b>	<b>450,579</b>	<b>450,579</b>

### 6.2 Future Year Trip Table

Future year 2040 productions and attractions were distributed using the gravity model according to the methodology used to distribute the existing year productions and attractions. Resultant trip tables for each of the six trip purposes for 2040 were produced. These trip tables were then added and then converted to origin-destination format.

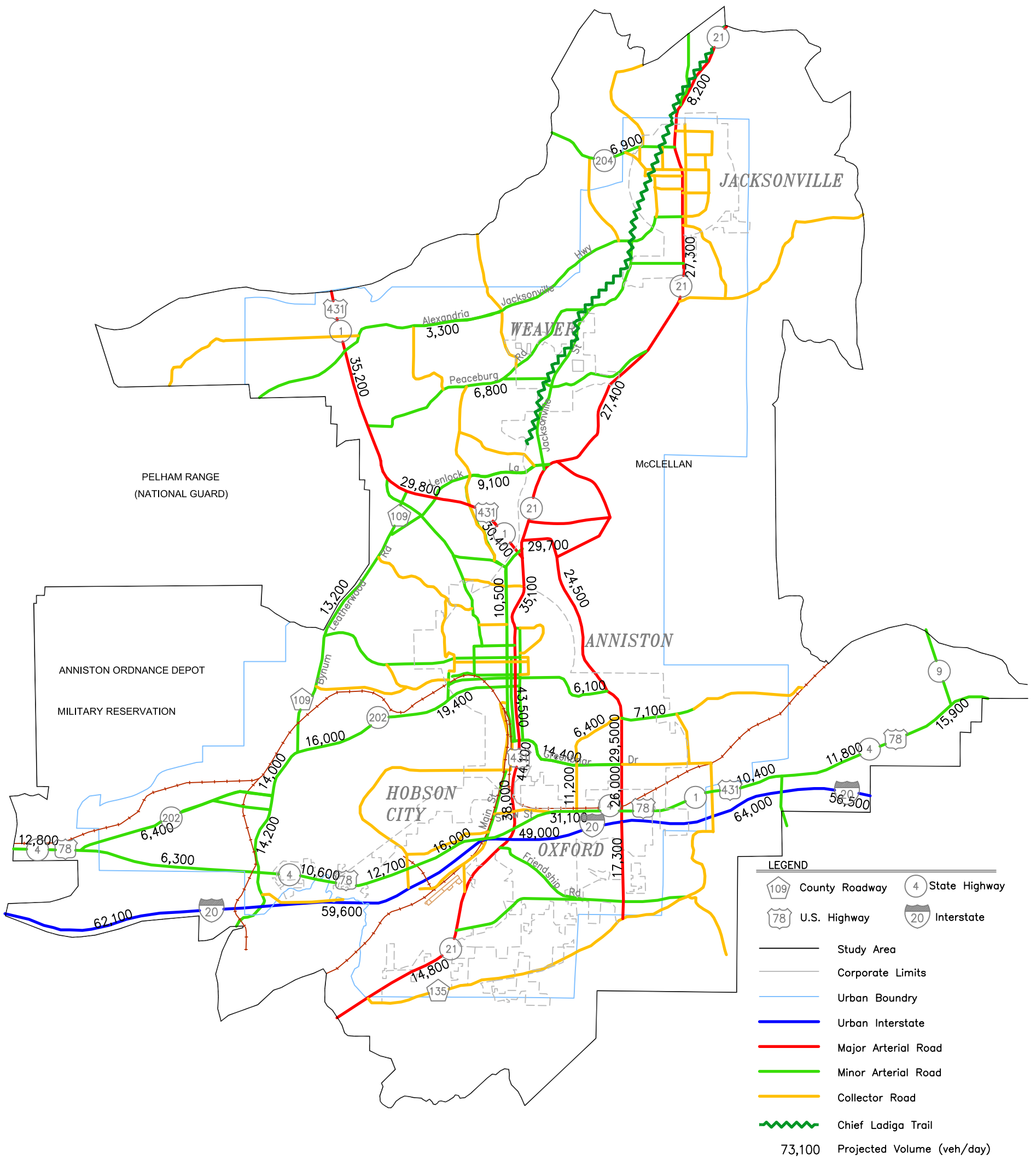
### 6.3 Future Year No Build Assignment

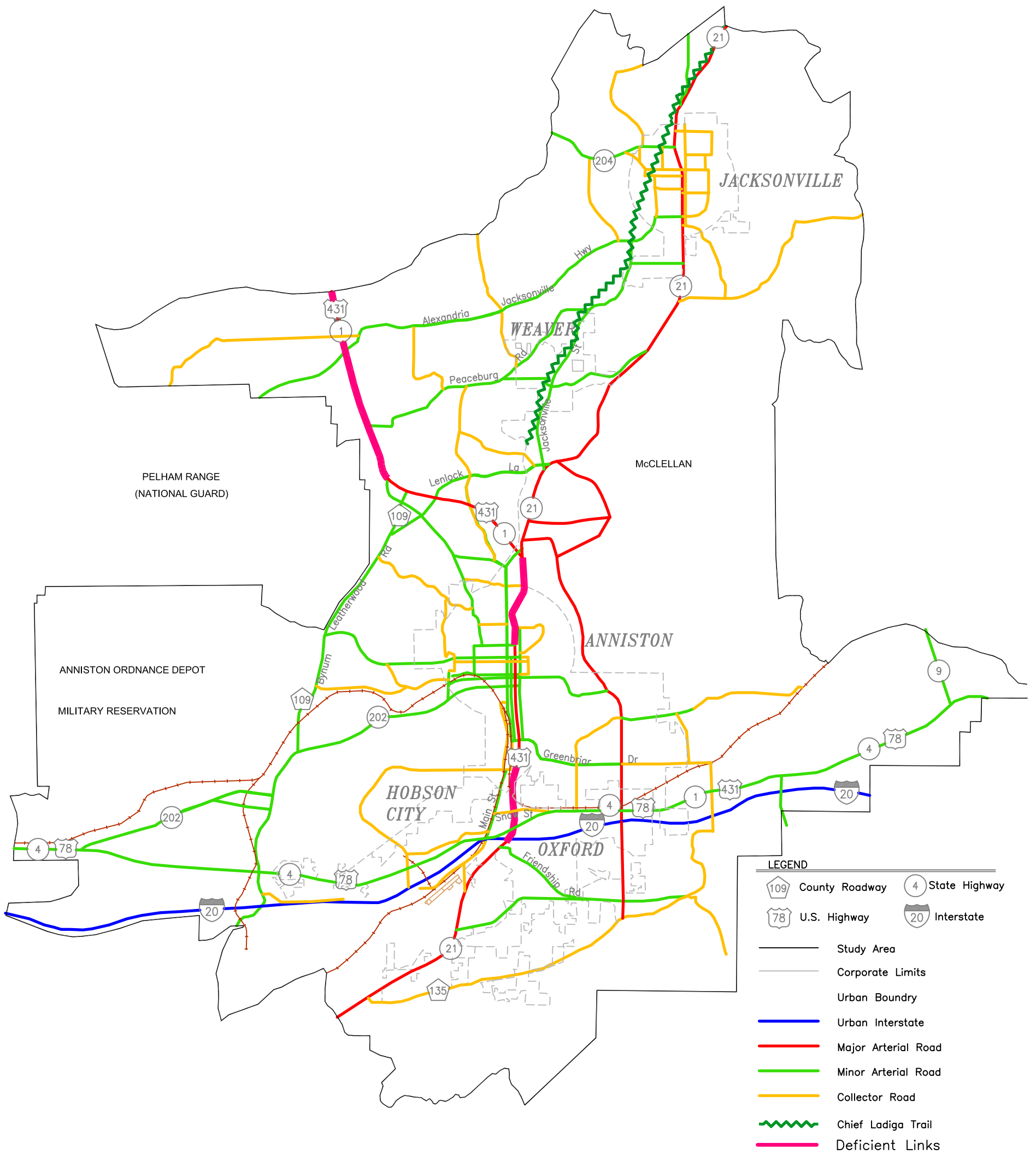
Before any roadway improvements are added to the network, the future year 2040 trip table is assigned to the no build network using the assignment methodology and criteria cited previously.

The *No Build* network, also known as the *Existing Plus Committed* network, includes the 2010 roadway network as presented earlier, plus any significant projects (in terms of capacity addition) included in the Transportation Improvement Program (TIP) through Fiscal Year (FY) 2010. The purpose of this step is to identify where future year deficiencies might occur. The results of the 2040 no-build assignment are shown in Figure 6.1.

### 6.4 Projected Deficiencies

Roadways which show a projected volume/capacity (v/c) ratio of greater than 1.00 should be considered deficient. Emphasis should be placed on those areas where the v/c ratio is greater than 1.20. Based on those ratios, the roadways estimated to be deficient by 2040 are shown in Figure 6.2.





## **7.0 FINANCIAL PLAN**

Federal regulations require long-range transportation plans to be financially constrained. Projected revenues based on historic funding must be adequate to fund the projects included in the 2040 Long Range Transportation Plan. The Financial Plan was developed to demonstrate the implementation strategy of the long-range transportation plan. Multiple federal funding sources were considered in developing the financial position of the Calhoun Area MPO. These included National Highway System (NHS) funds, Surface Transportation Program - Attributable to Any Area (STP-AA) funds, Surface Transportation Program - Attributable to Other Areas (STP-OA) funds, Congressional Demonstration Project/High Priority Projects, Maintenance Funds and Federal Transit Administration (FTA) funds.

The NHS and the STP-AA funds are matched at the state level and are available to the entire state. The Maintenance Allocation outlines the ability of the involved governments and agencies to maintain their existing transportation systems as well as any new facilities built under the 2040 Long Range Transportation Plan. FTA funds are for transit projects in the area and are matched on a local basis. STP-OA funds are currently allocated to each of the smaller urbanized areas that do not receive designated Surface Transportation Program funding. The Calhoun Area Metropolitan Planning Organization (MPO) currently receives a yearly STP-OA allocation of approximately \$1.609 million per year. This money is provided on a 20% local match basis.

To develop the financial plan, for other funding categories the MPO staff and ALDOT constructed a framework of annual funding benchmarks for all relevant funding categories. An annual average was calculated for each of the appropriate funding categories. The annual average funding marks were developed from a six year historic funding trend for each funding categories. These averages are the basis for the projected 25 year funding marks which are detailed in Table 7.1

**Table 7.1  
Projected Capacity and Maintenance and Operations Funds**

Funding Category	Calhoun Average Annual Costs*	Capacity			Maintenance and Operations		
		Average Annual Cap Costs*	% Costs	Year of Expenditure (YOE)	Average Annual O&M Costs*	% Costs	Year of Expenditure (YOE)
<b>NHPP</b>	\$4,436,400	\$0	0%	\$0	\$4,436,400	100%	\$110,910,000
<b>STPOA</b>	\$1,679,560	\$1,343,888	80%	\$33,591,200	\$335,672	20%	\$8,397,800
<b>Surface Transportation Program-State</b>	\$3,375,000	\$0	0%	\$0	\$3,375,000	100%	\$84,364,000
<b>Bridge Funding</b>	\$3,145,000	\$0	0%	\$0	\$3,145,000	100%	\$78,658,000
<b>Interstate Maintenance</b>	\$4,297,000	\$0	0%	\$0	\$4,297,000	100%	\$107,430,000
<b>ATRIP</b>	\$470,000	\$369,000	10%	\$9,243,000	\$101,000	90%	\$2,512,000
<b>CMAQ</b>	\$0	\$0	0%	\$0	\$0	0%	\$0
<b>HSIP</b>	\$580,000	\$0	0%	\$0	\$580,000	100%	\$14,500,000
<b>TAP</b>	\$0	\$0	0%	\$0	\$0	0%	\$0
<b>TOTAL</b>	<b>\$17,982,960.00</b>	<b>\$1,712,888.00</b>		<b>\$42,834,200.00</b>	<b>\$12,898,447.00</b>		<b>\$406,771,800.00</b>

\*Based on a 10 year average of authorized funds.

## **7.1 Estimated Implementation Costs**

The total estimated cost of each project identified in the Calhoun Area 2040 Long Range Transportation Plan was provided by ALDOT and local officials. The total estimated costs of LRTP by funding category and the available funds for each funding category for the 25 year planning period are illustrated in Table 7.2

**Table 7.1\***  
**2040 Long Range Plan – Projects by Funding Category**

Project Description		Length	Lanes Before	Lanes After	NHPP	STPOA	Surface Transportation Program-State	Bridge Funding	IM	ATRIP	HSIP	Estimated Cost (YOE)
100047582-PE	Four-lane Bynum-Leatherwood Road (Western Bypass) from Alabama Highway 202 to U. S. Highway 431.	6.4 miles	2	4	\$0	\$41,700,000	\$0	\$0	\$0	\$0	\$0	\$41,700,000
100047586-RW												
100047583-UT												
100047584-CN												
100047587-UT												
<b>Projects Total</b>					\$0	\$41,700,000	\$0	\$0	\$0	\$0	\$0	\$41,700,000
<b>Allocated Federal Funds</b>					\$0	\$33,360,000	\$0	\$0	\$0	\$0	\$0	\$33,360,000
<b>Local Match</b>					\$0	\$8,340,000	\$0	\$0	\$0	\$0	\$0	\$8,340,000
<b>Total Availably Funds</b>					\$0	\$41,890,000	\$0	\$0	\$0	\$11,553,750	\$0	\$53,443,750

**2040 Long Range Plan – Major Maintenance and Operations Projects**

N/A	2	Construct the Oxford Eastern Connector along McIntosh Road to AL Highway 21	5.9 miles	2	2	\$0	\$0	\$29,500,000	\$0	\$0	\$0	\$0	\$29,500,000
100054932-RW	3	Replace the Bridge on Whites Gap Road #8273	N/A	2	2	\$0	\$0	\$0	\$502,000	\$0	\$0	\$0	\$502,000
100054931-UT		THIS PROJECT DELETED IN FY 16-19 TIP UPDATE											
100054933-CN													
100047016-CN	4	Upgrade Traffic Signals at the intersection of AL 21 and Lenlock Lane	N/A	2	2	\$0	\$0	\$145,000	\$0	\$0	\$0	\$0	\$145,000
100051023-PE	5	Construct turn lanes at the intersection of Lenlock Lane and Saks Road	N/A	2	2	\$0	\$1,191,000	\$0	\$0	\$0	\$0	\$0	\$1,191,000
100051025-RW													
100051024-UT													
100051026-													



CN		Project Description	Length	Lanes Before	Lanes After	NHPP	STPOA	Surface Transportation Program-State	Bridge Funding	IM	ATRIP	HSIP	Estimated Cost (VOE)
100054937-RW	6	Replace the Bridge on 64 <sup>th</sup> Street #6204	N/A	2	2	\$0	\$0	\$0	\$523,000	\$0	\$0	\$0	\$523,000
100054838-UT													
100054939-CN													
100043808-CN	7	Resurface Coffee Street from SR-21 to Alexandria Road	0.6 miles	2	2	\$0	\$234,000	\$0	\$0	\$0	\$0	\$0	\$234,000
100052525-CN	8	Resurface Snow Street from SR-21 to SR-4 (US 78)	0.5 miles	2	2	\$0	\$702,000	\$0	\$0	\$0	\$0	\$0	\$702,000
100057400-PE	9	Construct a roundabout at the intersection of Leon Smith Pkwy and Friendship Rd	N/A	2	2	\$0	\$869,000	\$0	\$0	\$0	\$0	\$0	\$869,000
100057401-RW													
100057402-UT													
100057403-CN													
100054934-RW	10	Replace the Bridge on Alexandria/Jacksonville Hwy #1768 THIS PROJECT DELETED IN FY 16-19 TIP UPDATE	N/A	2	2	\$0	\$0	\$0	\$1,180,000	\$0	\$0	\$0	\$1,180,000
100054936-UT													
100054936-CN													
100057410-CN	11	Resurface Cedar Springs Rd from Alexandria/Jacksonville Hwy to Cedar Springs Drive	3.3 miles	2	2	\$0	\$876,000	\$0	\$0	\$0	\$0	\$0	\$876,000
100057409-CN	12	Resurface Whites Gap Rd SE from Jacksonville City Limits to Whites Gap Rd	1.6 miles	2	2	\$0	\$476,000	\$0	\$0	\$0	\$0	\$0	\$476,000
100057397-PE	13	Upgrade the Traffic Signals and Timings along AL Hwy 21 in Jacksonville	3.1 miles	4	4	\$0	\$0	\$2,113,000	\$0	\$0	\$0	\$0	\$2,113,000
100057398-UT													
100057399-CN													

		Project Description	Length	Lanes Before	Lanes After	NHPP	STPOA	Surface Transportation Program-State	Bridge Funding	IM	ATRIP	HSIP	Estimated Cost (YOE)
100057404-PE	14	Reconfigure the Intersection of US Hwy 78 and Barry St	2.8 miles	4	4	\$0	\$0	\$923,000	\$0	\$0	\$0	\$0	\$923,000
100057405-RW													
100057406-UT													
100057407-CN													
Projects Total						\$0	\$4,348,000	\$32,681,000	\$2,205,000	\$0	\$0	\$0	\$39,234,000
Allocated Federal Funds						\$0	\$3,478,400	\$26,144,800	\$1,764,000	\$0	\$0	\$0	\$31,387,200
Local Match						\$0	\$869,200	\$6,536,200	\$441,000	\$0	\$0	\$0	\$7,846,400
Total Available Funds						\$0	\$10,497,250	\$105,455,000	\$98,322,500	\$134,287,500	\$3,140,000	\$18,125,000	\$508,464,750

\* Incorrect Project ID Numbers on Table 7.2 were corrected in October 2015.

## **8.0 TRANSPORTATION PLAN DEVELOPMENT**

The MPO followed a five-step process to develop the long range transportation plan. The steps included data collection , data projection, data review, project selection and plan review and approval.

### **8.1 Data Collection**

The data collection effort involved the compilation of socio-economic data, transportation system inventory, environmental data, historic trends and financial data. The data was collected by the staff of the East Alabama Planning and Development Commission, and reviewed by the MPO and the Alabama Department of Transportation for accuracy.

### **8.2 Data Projections**

To plan for the future the MPO must make assumptions of what the study area will be like in the future. To accomplish this, existing data were projected forward to the year 2030. The forecasted data included households, retail employment non-retail employment and school enrollment. The forecasted data was allocated to the TAZ level to show future land use and emphasize the growth areas that should be addressed in the plan.

The socio-economic data that were collected and projected were used in the transportation demand modeling process to calibrate the model to base year conditions and to forecast future traffic volumes on the study area roadways.

### **8.3 Data Review**

The data review process involved examining the results from the transportation demand model runs, socio-economic data and environmental factors. The MPO used the results of the transportation demand model to identify segments of the roadway network that were expected to exceed their design capacities by the year 2040. The MPO reviewed the socio-economic data and the environmental factors to determine if there were any transportation deficiencies that were not identified in the transportation demand modeling process.

### **8.4 Project Selection**

When the MPO began selecting projects for inclusion in the transportation plan, projects that would help to alleviate transportation deficiencies were identified in the data review step. Projects that addressed capacity problems, safety concerns, traffic management issues, economic development and social services activities were selected. The selected projects were analyzed using the transportation demand model to determine their effects on future traffic flow.

The final task in the project selection process was to determine if sufficient funds were available to construct the proposed projects. Based on the Financial Plan described in a previous section of this report it was determined that sufficient funds would be available over the 25 year planning period to construct the projects that were identified for inclusion in the Calhoun Area 2040 Long Range Transportation Plan.

## **9.0 ROADWAY PLAN**

Using the five step process outlined in the Transportation Plan Development chapter of this document and the Financial Plan the roadway plan was developed. The goals of the roadway plan were to relieve traffic congestion and increase mobility throughout the study area while providing a safe and efficient transportation system for the year 2040. No additional projects beyond those included in the 2030 Long Range Transportation Plan were identified for inclusion in the 2040 Long Range Transportation Plan.

Roadway projects identified in the 2030 Long Range Transportation Plan that had not been completed were brought forward to develop the 2040 Roadway Plan, described in Table 9.1 and illustrated in Figure 9.1.

### **9.1 Future Year Daily Traffic Volumes**

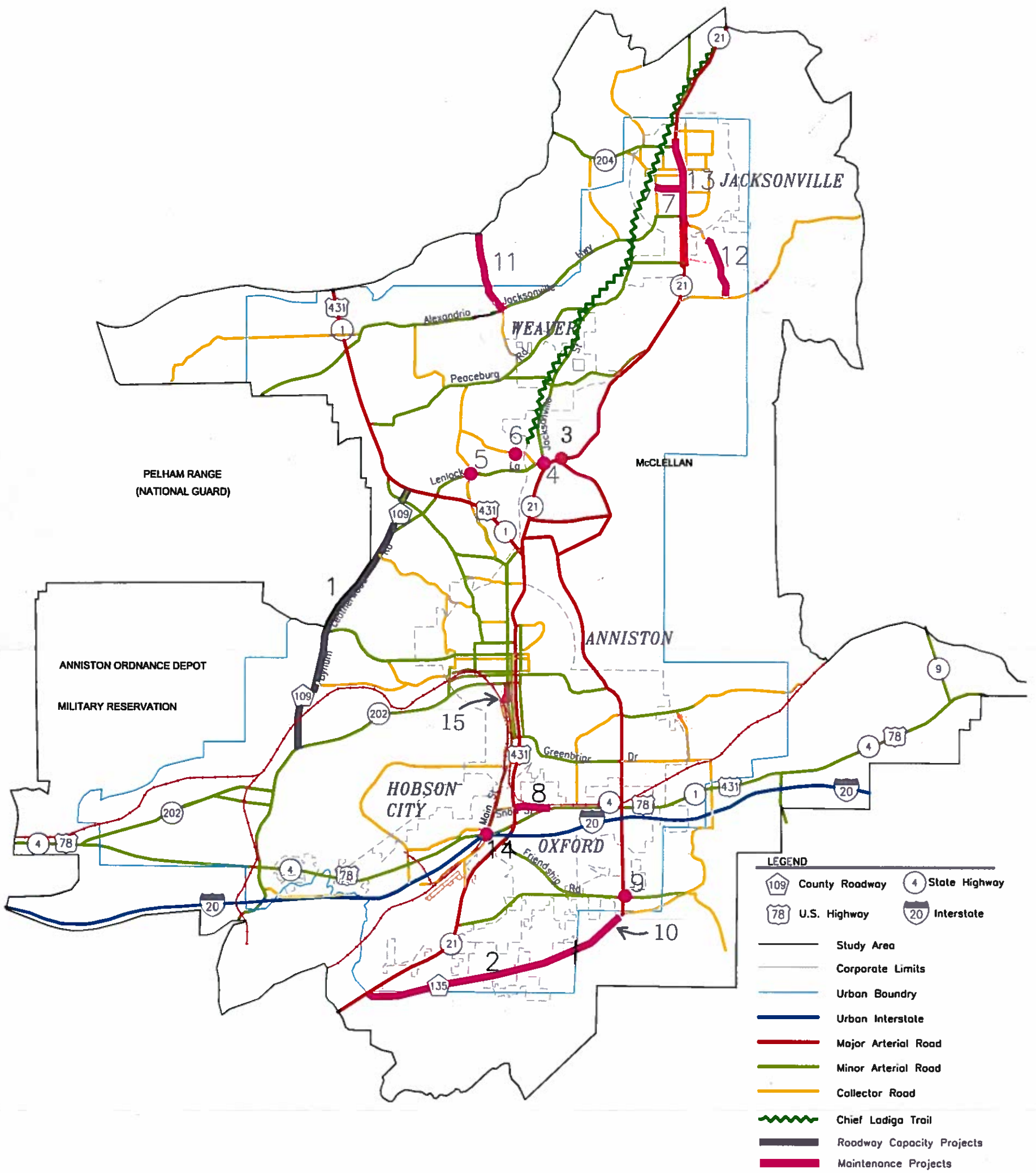
Future year trips were assigned to the roadway plan network using the Cube Voyager model to determine the benefit of the 2040 Roadway Plan. The 2040 forecasted daily volumes are illustrated in Figure 9.2. Based on these future year volumes the projected deficient links were determined and are illustrated in Figure 9.3.

**Table 9.1  
2040 Long Range Plan – Financially Constrained Capacity and Maintenance and Operations (MO) Projects**

Project Description		Status	Length	Lanes Before	Lanes After	Purpose And Need	Bicycle and Pedestrian Improvements	Estimated Cost (YOE)
<b>Capacity Projects</b>								
1	Four-lane Bynum-Leatherwood Road (Western Bypass) from Alabama Highway 202 to U. S. Highway 431.	TIP	6.4 miles	2	4	Increase Capacity	Bicycle Lanes	\$41,700,000
<b>Maintenance Projects</b>								
2	Construct the Oxford Eastern Connector along McIntosh Road to AL Highway 21	L RTP	5.9 miles	2	2	Safety	Bicycle Lanes	\$29,500,000
3	Signal Replace & Upgrade AL 21/Baltzell Gate Rd.	L RTP	N/A	4	4	Safety	N/A	\$134,530
4	Upgrade Traffic Signals at the intersection of AL 21 and Lenlock Lane	TIP	N/A	2	2	Safety	N/A	\$145,000
5	Construct turn lanes at the intersection of Lenlock Lane and Saks Road	TIP	N/A	2	2	Operations	N/A	\$1,191,000
6	Replace the Bridge on 64 <sup>th</sup> Street #6204	TIP	N/A	2	2	Safety	N/A	\$523,000
7	Resurface Coffee Street from SR-21 to Alexandria Road	TIP	0.6 miles	2	2	Maintenance	N/A	\$234,000
8	Resurface Snow Street from SR-21 to SR-4 (US 78)	TIP	0.5 miles	2	2	Maintenance	N/A	\$702,000
9	Construct a roundabout at the intersection of Leon Smith Pkwy and Friendship Rd	TIP	N/A	2	2	Operations	N/A	\$869,000
10	Re-align McIntosh Road (L. Smith Pkwy to CC Rd.)	L RTP	.59 mi	2	2	Safety	N/A	\$454,445
11	Resurface Cedar Springs Rd from Alexandria/Jacksonville Hwy to Cedar Springs Drive	TIP	3.3 miles	2	2	Maintenance	N/A	\$876,000
12	Resurface Whites Gap Rd SE from Jacksonville City Limits to Whites Gap Rd	TIP	1.6 miles	2	2	Maintenance	N/A	\$476,000
13	Upgrade the Traffic Signals and Timing along AL Hwy 21 in Jacksonville	TIP	3.1 miles	4	4	Operations	N/A	\$2,113,000
14	Reconfigure the Intersection of US Hwy 78 and Barry St	TIP	N/A	2	2	Safety	N/A	\$923,000
15	Noble St./4 <sup>th</sup> St. Intersection Improvements & Resurfacing	L RTP	.36 mi	2	2	Operations	Bicycle Lanes	\$250,330
<b>Total</b>								<b>\$80,091,305</b>

Note: See Figure 9.1

Table 9.1 Revised as per Resolution #701, 10/15/2015

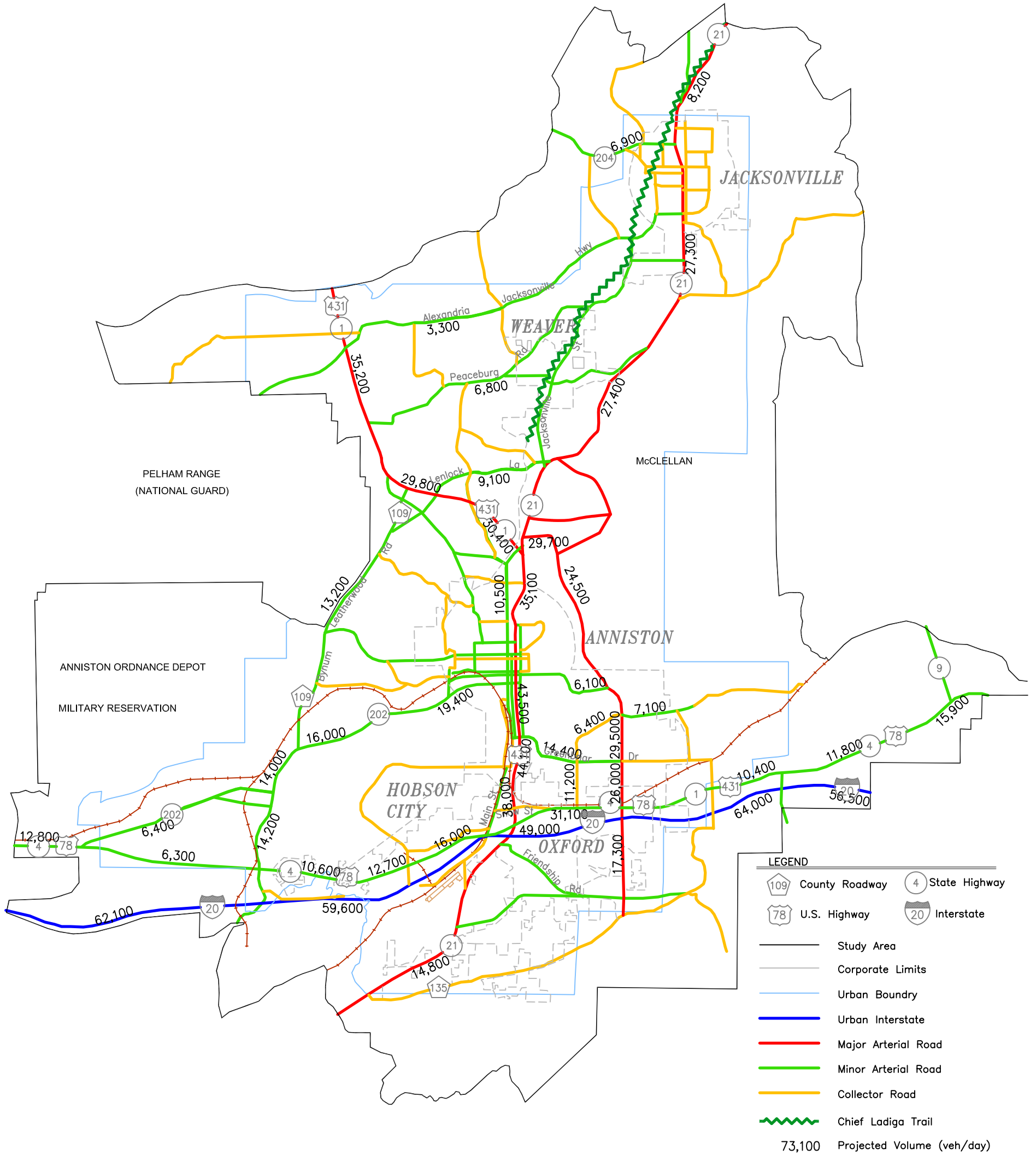


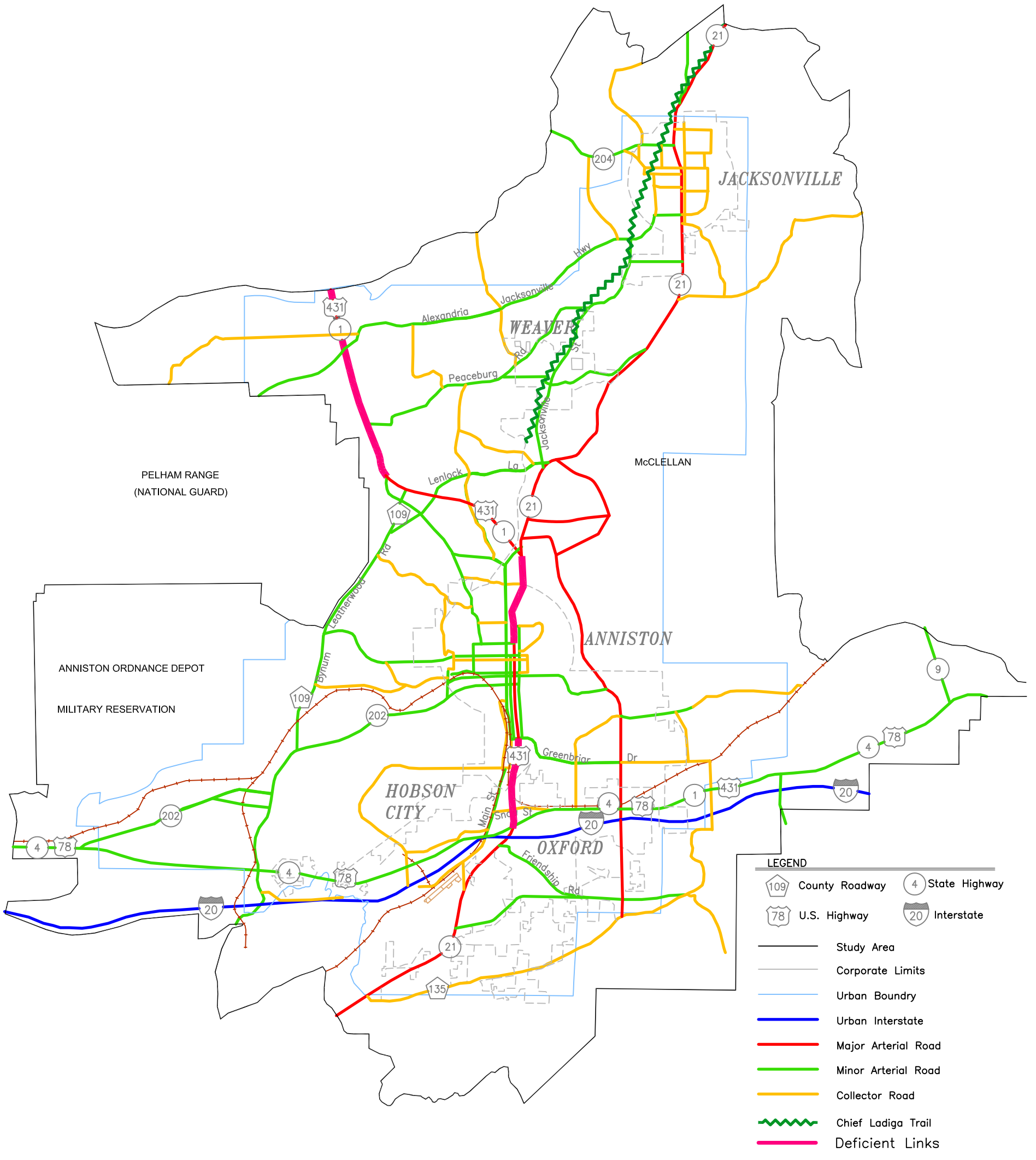
See Table 9.1



Revised - Resolution #701 - 10/15/15









## 9.2 2040 Visionary Plan

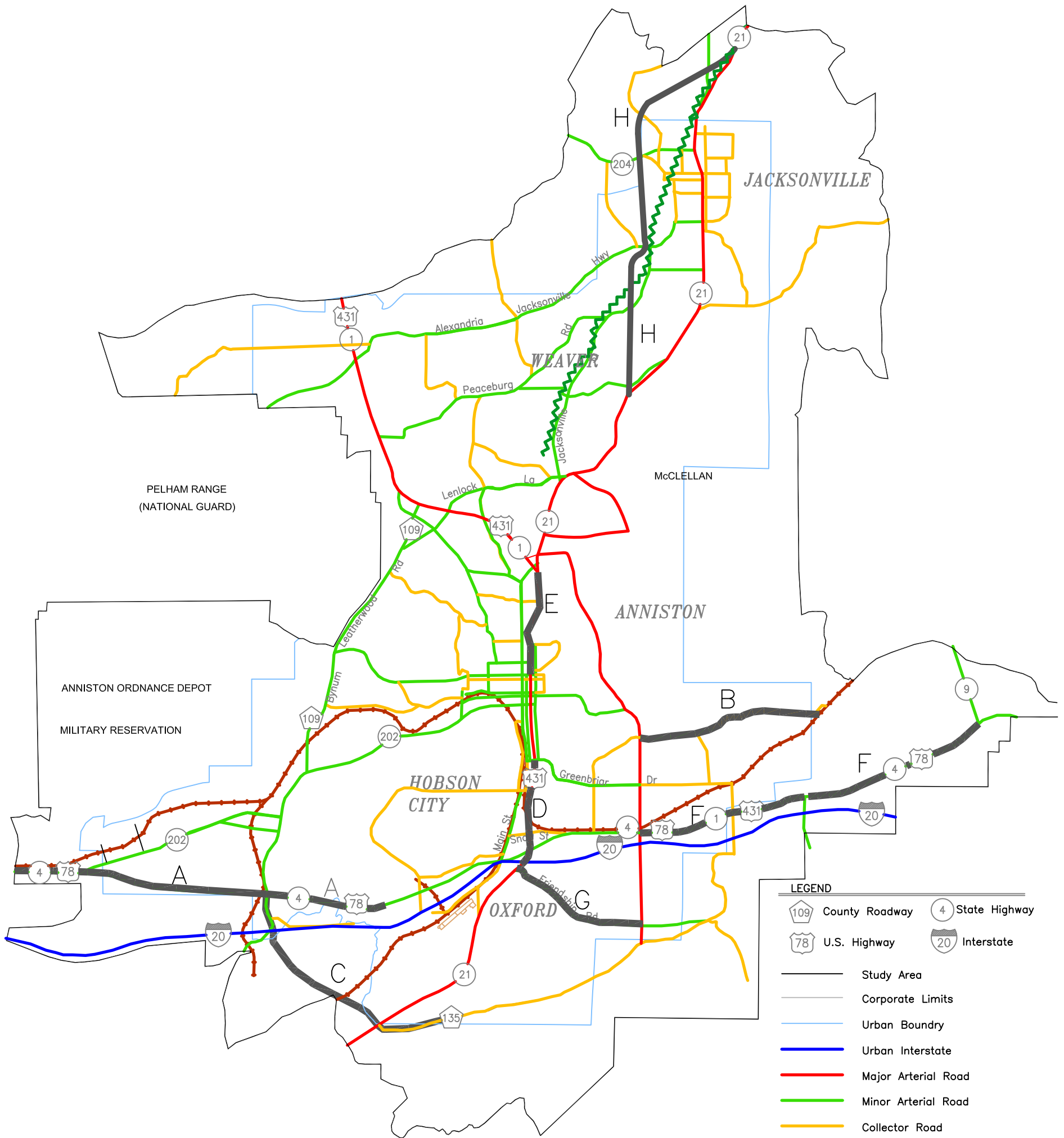
The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires MPOs to develop a financial plan to demonstrate how the long-range transportation plan can be implemented. MPOs are obligated to balance the financial costs of the plan projects against expected revenue. This limitation prevents some needed projects from being included in the transportation plan but it also reduces unrealistic expectations. All projects that could not fit into the transportation plan due to the financial constraints were included in the 2040 Visionary Plan. These projects can be added to the plan by amendment if funding becomes available. The fact that a project is on the Visionary Plan demonstrates the MPO's commitment to the project even though adequate funding is not currently available. The MPO will maintain the visionary plan in the hopes that additional funding will be acquired. The projects that compose the 2040 Visionary Plan are included in Table 9.2 and mapped on Figure 9.4.

Although the projects from the MPO's bicycle and pedestrian plan are not listed, they are considered part of the 2040 Visionary Plan. For a complete listing of these projects, please see the current *Bicycle and Pedestrian Plan of the Calhoun Area*. Excerpts from the plan can be found in Appendix B.

**Table 9.2**  
**2040 Visionary Transportation Plan**

	Project Description	Status	Length	Lanes Before	Lanes After	Estimated Cost (YOE)
A	Four-lane U.S. Highway 78 from the existing four-lane west to the study area boundary.	L RTP	4 miles	2	4	\$20,000,000
B	Four-lane Choccolocco Road from Greenbrier Road to area study boundary	TIP	1.4 miles	2	4	\$6,500,000
C	Construct the Oxford Western Connector from AL Highway 21 to I-20.	L RTP	3.2 miles	N/A	2	\$21,000,000
D	Six-lane Quintard Ave from Anniston Airport Rd. to Greenbrier Rd.	L RTP	3.3 miles	4	6	\$11,500,000
E	Six-lane Quintard Avenue from 18th St. to the AL Highway 21 split	L RTP	1.7 miles	4	6	\$8,500,000
F	Four-lane U.S. Highway 78 from the existing four lane east to the study area boundary	L RTP	5.9 miles	2	4	\$29,500,000
G	Widen Friendship Road from AL 21 to Leon Smith Blvd	L RTP	2.8 miles	2	4	\$29,500,000
H	Construct the Jacksonville Bypass from Alabama Highway 21 South to Alabama Highway 21 North	L RTP	4.5 miles	N/A	4	\$45,000,000

Note: See Figure 9.4



**LEGEND**

County Roadway	State Highway
U.S. Highway	Interstate
Study Area	
Corporate Limits	
Urban Boundry	
Major Arterial Road	
Minor Arterial Road	
Collector Road	
Chief Ladiga Trail	
Visionary Projects	

Note: See Table 9.2



## **9.3 Pedestrian Facilities**

### **9.3.1 Overview**

Existing pedestrian facilities within the Calhoun Area MPO are mostly concentrated within the central business districts of Anniston, Jacksonville and Oxford. Figure 2.5 illustrates existing pedestrian facilities adjacent to the classified road network.

### **9.3.2 Pedestrian Facilities Needs and Problems**

Below is a list of needs and problems that were identified by the Calhoun Area MPO for pedestrian facilities:

- Several gaps exist in the current sidewalk network along classified roads.
- Additional sidewalk segments are needed/wanted to connect residential areas to commercial/retail.
- Existing sidewalks have not been adequately maintained/repaired.
- A dispersed, low density land use pattern makes many pedestrian trips undesirable and impractical.

### **9.3.4 Pedestrian Facilities Strategies**

In addition to the projects identified in the *Calhoun Area 2012 Bicycle/Pedestrian Plan* (see Appendix B), below is a list of strategies identified by the Calhoun Area MPO to address the needs and problems associated with the provision of pedestrian facilities:

- Construct and complete gaps in the sidewalk network when improvements are made to the adjacent street segment.
- Require new developments and roadway projects to include pedestrian facilities and connections.
- Recognize the need for sidewalks within ¼ mile of activity centers.
- Include updated sidewalk inventory when updating the existing 2012 Bicycle/Pedestrian Plan.
- Purchase and distribute pedestrian safety brochures and materials.
- Promote efforts to make small scale pedestrian connections between destinations and activity centers.

## **9.4 Bicycle Facilities**

### **9.4.1 Overview**

Bicycle facilities enhance urban mobility and improve the quality of life while relieving traffic congestion and expanding road capacity. Bicycle projects are relatively low cost projects that offer many benefits. Further, the Alabama Code of Law, Sec. 32-5A-263 designates bicycles as legal vehicles which can be operated in the right hand lane on any street (unless specifically prohibited). Based on these factors and 23 USC 217, and policy directives by FHWA dated June 12,

2009 and the US DOT dated March 15, 2010, it the policy of the MPO that bicycling and pedestrian facilities will be incorporated into all transportation projects unless exceptional circumstances exist. The Calhoun Area MPO adopted the *Calhoun Area 2012 Bicycle/Pedestrian Plan* in May 2012 (Res. #632). Maps of the proposed bicycle projects from the 2012 plan are shown in Appendix B.

#### 9.4.2 Bicycle Facilities Needs and Problems

Below is a list of needs and problems that were identified by the Calhoun Area MPO for bicycle facilities:

- Require bicycle parking facilities at all new developments.
- Increase emphasis on bicycle safety.
- Emphasis on making bicycling an acceptable and normal transportation mode.
- A dispersed and low density land use pattern makes most trips by bicycle impractical.

#### 9.4.3 Bicycle Facilities Strategies

In addition to a variety of proposed bicycle projects in the *Calhoun Area 2012 Bicycle/Pedestrian Plan* (see Appendix B), the following recommendations are proposed:

- Encourage designated bicycle parking at all public facilities and major destinations.
- Design roads to accommodate bicyclists safely when possible.
- Use American Association of State Highway and Transportation Officials (AASHTO) standards for construction.
- Encourage bicycle safety programs.
- Develop Bicycle Safety Education Program for:
  - 4<sup>th</sup> grades
  - physical education teachers
  - adults
  - law enforcement.
- Place *Share the Road* signs on various streets in the urban area.
- Purchase and distribute bicycle safety brochures and materials.
- Promote efforts to provide inter-modal connections between non-motorized activities and other modes of transportation.

### 9.5 Public Transit Plan

The process of preparing the public transit plan portion of the long range transportation plan was performed using the following steps:

1. An analysis of the existing operational conditions of the current public transit system.
2. Soliciting public input regarding the existing public transit operation.
3. Soliciting public input regarding the public transit needs in the study area.
4. Performing a traffic analysis zone (TAZ) level analysis to determine the demand for public transit in the study area.

Public transit helps increase the mobility of an area while decreasing traffic congestion and reducing the demand for parking. Transit projects should be viewed as providing a service to an area instead of being expected to make a profit. The *Anniston Area Transit Study* was completed in 2006 in preparation for creating a new fourth route permitting fixed route service to/from the Quintard Mall and portions of the City of Oxford. Recommendations for minor adjustments to the three other existing routes were also included in the study. The fourth route to Oxford was implemented in July 2007 and has proven to be an important, well utilized route for the ACTS. In January 2010, the central transfer stop for the ACTS was relocated to the Anniston Multi-modal Transportation Center (MMTC) located at/in the renovated historic Norfolk Southern/Amtrak station at 4<sup>th</sup> Street in Anniston. The City of Anniston is planning to extend the Chief Ladiga rails-to-trails facility to the MMTC and right-of-way acquisition of the necessary corridor is currently underway. Further planned improvements for the ACTS fixed route system include, in the short term: extending service hours by one additional hour, establishing fixed stops w/ signs and bus shelters; and in the long term: regular replacement of older vehicles and reduction in headways for heaviest used routes. Overall ridership on the ACTS system continues to increase, setting a new record for annual trips at 84,145 during FY 2010. For transit projects see Figure 2.4. Existing Transit Routes are shown on page 22, Figure 2.4.

## 10.0 CONCLUSIONS

The Calhoun Area Transportation Plan has been carefully designed to accommodate existing as well as future transportation needs. Federal legislation makes it imperative that the study be continued if area governments are to continue receiving federal funds for transportation improvements. With the cooperation and coordination of the continuing study organization, it will be possible to maintain a plan, which meets the needs of the urban area for the next twenty-five years, while retaining the flexibility to accommodate unanticipated growth.

Generally, the 2040 LRTP update indicates a continuation of existing land use patterns and congested areas similar to the 2035 plan. 2040 congested or deficient road segments include; south Quintard (AL 21) near the CSX overpass, a segment of AL 21 near Baltzell Gate and US 431 North through Alexandria. The completion of the Eastern Bypass (Veterans Memorial Blvd.) will relieve congestion along central AL 21 but not eliminate it during peak hours. The Eastern Bypass will provide more access to the McClellan area and permit quicker re-development. In general, a land use pattern of dispersal is continuing to leave low density and underutilized urban cores surrounded by low density residential suburbs. Trip times and average trip lengths are continuing to increase and job growth, while usually occurring near the major corridors, is not robust.

# **Appendix A**

## **Abbreviations and Acronyms**

## Abbreviations and Acronyms

ACS	American Community Survey
ALDOT	Alabama Department Of Transportation
CAA	Clean Air Act
CAC	Citizens Advisory Committee
CARE	Critical Analysis Reporting Environment
CBER	Center for Business and Economic Research
CBD	Central Business District
CEDS	Consumer Economic Development Strategy
CFR	Code Of Federal Regulations
COOP	Continuity Of Operations Plan
CTAC	Coordinated Transportation Advisory Council
CTP	Coordinated Transportation Plan
DBE	Disadvantaged Business Enterprise
DRI	Developments Of Regional Impact
EARPDC	East Alabama Regional Planning and Development Commission
EPA	Environmental Protection Agency
ESRI	Environmental Systems Research Institute
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GHG	Green House Gases
GIS	Geographic Information System
ILS	Instrument Landing System
JARC	Job Access And Reverse Commute
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act of 1969
PIP	Public Involvement Plan
PL	Planning Funds
PPP	Public Participation Process (Plan)
RAID	Redundant Array Of Independent Discs
RPO	Rural Planning Organization
RSA	Retirement Systems of Alabama
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users
SIP	State Implementation Plan
SPR	State Planning and Research
STIP	State Transportation Improvement Program



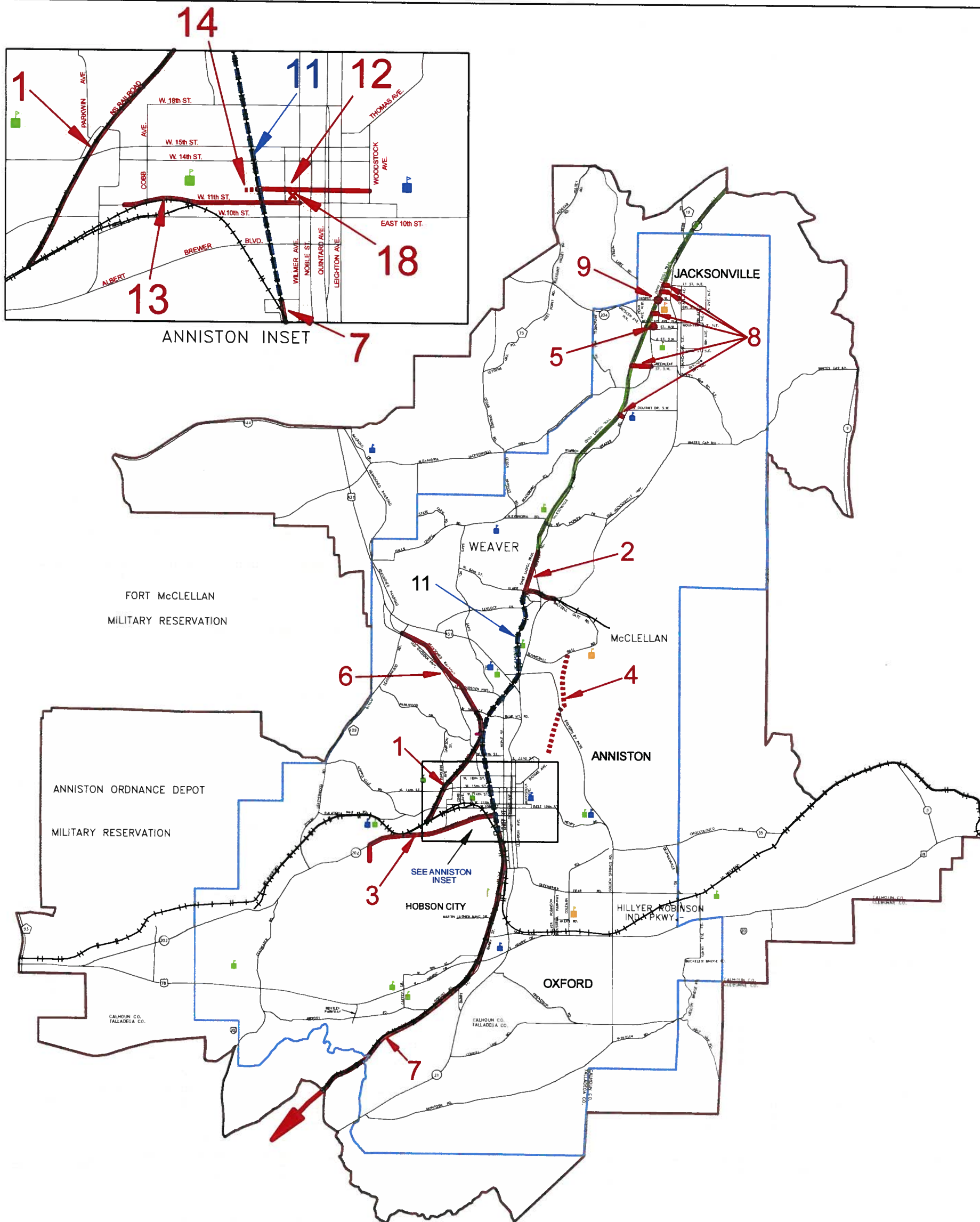
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TDP	Transit Development Plan
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
USC	United States Code
YOE	Year of Expenditure

**Appendix B**  
**Excerpts from the**  
***2012 Calhoun Area Bicycle Pedestrian Plan***

## PROPOSED BICYCLE PROJECTS

Map #	Description	Existing Plan	Starting Point	Ending Point	Proposed Improvement	Approx. Length	Estimated Cost	Potential Funding		Planned Road Improvement	Key Jurisdiction(s)
								Source(s)	Source(s)		
1	West Anniston NS Corridor Rail/Trail	BPP 2003/2035 LRTP	Blue Mt. Road	W. 10th Street	Rails to Trails Conversion	2.2 mi	\$140,800	TEMPO/GF	None	None	CCC/CoA
2	McClellan Spur CLT Trail Head	BPP 2003/2035 LRTP	Mike Tucker Park	AL 21	Rails to Trails Conversion	1.3 mi	\$150,000	TEMPO/GF	None	None	CoA/ALDoT
3	Bicycle Connections to/from Coldwater Mt. & Downtown Anniston/Amtrak	BPP 2003/2035 LRTP & Cldwr Mt. Bicycle Study	Monsanto Road	CBD Anniston/Amtrak Station	Multi-Use Trail & Lanes	1.5 mi	?	TEMPO/GF	None	None	CoA/IMBA
4	Thomas Ave. Multi-Use Trail	BPP 2003/2035 LRTP	Thomas Avenue	McClellan	Multi-Use Trail	2.5 mi	\$160,000	TEMPO/GFRT/CDBG	None	None	CoA
5	Complete 2nd Story Rehab Jville Depot	BPP 2003/2035 LRTP	Jacksonville Depot	Jacksonville Depot	Rehab 2nd Story	N/A	?	Volunteers/CoJ	ReSurf 2011	ReSurf 2011	CoJ
6	Blue Mt. Rail Trail - L&N Corridor	BPP 2003/2035 LRTP	Blue Mt. Road	CR 109	Rails to Trails Conversion	3.3 mi	\$211,200	TEMPO/CCC/CoA	None	None	CCC/CoA
7	Rail Trail Conversion NS Corridor - An to Talladega	BPP 2003/2035 LRTP	1st St. West, Anniston	City of Talladega	Rails to Trails Conversion	19.5 mi	\$1,248,000	TEMPO/CoA/CoO/TCC/CoT	None	None	CoO/TCC/CoT/CoM
8	Construct Various Connections to/from CLT - Jville	BPP 2003/2035 LRTP	11th Street NW	Chief Ladigga Trail	Bicycle/Ped Connection	290 ft.	?	CoJ/TE/RT/IMPO	ReSurf 2011	ReSurf 2011	CoJ
		*	Reynolds Street NW	Chief Ladigga Trail	Bicycle/Ped Connection	82 ft.	?	CoJ/TE/RT/IMPO	*	*	CoJ
		*	Alabama Street NW	Chief Ladigga Trail	Bicycle/Ped Connection	402 ft.	?	CoJ/TE/RT/IMPO	*	*	CoJ
		*	Cole Drive NW	Chief Ladigga Trail	Bicycle/Ped Connection	300 ft.	?	CoJ/TE/RT/IMPO	*	*	CoJ
		*	Greenleaf Street SW	Chief Ladigga Trail	Bicycle/Ped Connection	2355 ft.	?	CoJ/TE/RT/IMPO	*	*	CoJ
		*	Brierwood Place	Chief Ladigga Trail	Bicycle/Ped Connection	370 ft.	?	CoJ/TE/RT/IMPO	*	*	CoJ
9	Re-Configure AL 204/CLT Access	New	AL 204 CLT Access	AL 204 CLT Access	Remove Parking/Straighten	100 ft.	\$100,000	TEMPO/GF	ReSurf 2011	ReSurf 2011	CoJ/ALDoT
10	Install Bicycle Parking Racks	New	Area Wide	Retail/Com./Public Destinations	Bicycle Parking Racks	N/A	\$75-\$200 ea.	Developers/GF/CCC	N/A	N/A	All
11	Extend CLT to Amtrak Station	BPP 2003/DACPP/2035 LRTP	Mike Tucker Park	AmTrak Multi-Modal Center	Rails to Trails Conversion	5.5 mi	\$400,000	TEMPO/GF	None	None	CoA
12	12th Street Bicycle Lanes	DACPP	Anniston High School	Walnut Street	Bicycle Lanes	3625 ft.	?	GF/CoA	None	None	CoA
13	11th Street Bicycle Lanes	DACPP	Noble Street	Crawford Avenue	Bicycle Lanes	1.34 mi	?	GF/CoA	None	None	CoA
14	12th Street Multi-Use Connection	DACPP	Walnut Street	11 1/2 Street	Multi-use Trail	214 ft.	?	GF/CoA	None	None	CoA
15	Bicycle Parking Racks at Public Transit Stops	New	Area Wide	Public Transit Stops	Bicycle Parking Racks	N/A	\$75-\$200 ea.	FTA/GF	None	None	All
16	Place 'Share the Road' Sign Sets	New	Area Wide	Appropriate Streets	Signage	N/A	\$70/set	GF/CCC	N/A	N/A	All
17	Paint in Custom 'Sharrows'	New	Area Wide	Appropriate Streets	In-Lane Bicycle Symbols	N/A	\$10-15 ea.	GF/CCC	N/A	N/A	All
18	Install Bicycle Parking Racks	DACPP	Noble Street	11th Street	Bicycle Parking Racks	N/A	\$300	GF/CoA	None	None	CoA

Note: See map on page 67.



**LEGEND**

- CHIEF LADIGA TRAIL
- COLLEGE UNIVERSITY
- MIDDLE & ELEMENTARY SCHOOLS
- HIGH SCHOOLS

**AREA WIDE PROJECTS**

- \*INSTALL BICYCLE PARKING RACKS AT RETAIL/COMMERCIAL/PUBLIC LOCATIONS
- \*INSTALL BICYCLE PARKING RACKS AT ACTS/GE TRANSIT STOPS
- \*SHARE THE ROAD SIGN SETS ON APPROPRIATE STREETS
- \*CUSTOM MADE SHARROWS ON APPROPRIATE STREETS

## PROPOSED BICYCLE CN PROJECTS



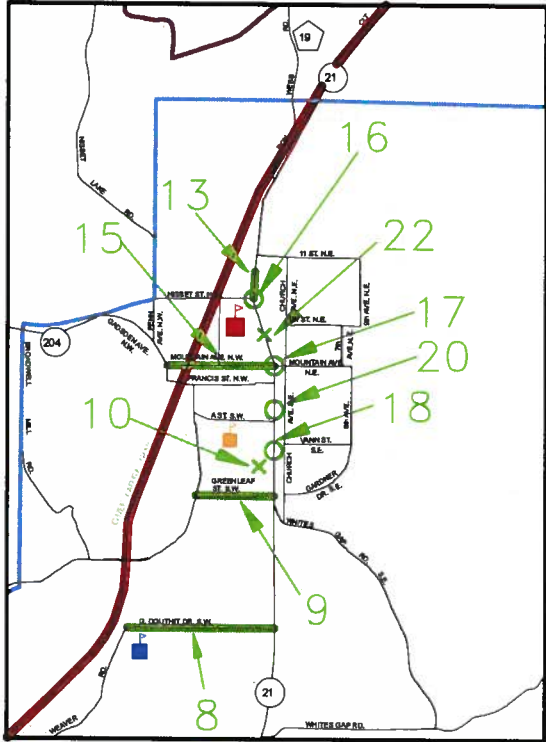
PREPARED BY THE EAST ALABAMA REGIONAL PLANNING AND DEVELOPMENT COMMISSION,  
REVISED MARCH 2012.  
FINANCED BY THE ALABAMA DEPARTMENT OF TRANSPORTATION AND THE FEDERAL HIGHWAY ADMINISTRATION.

## PROPOSED PEDESTRIAN PROJECTS

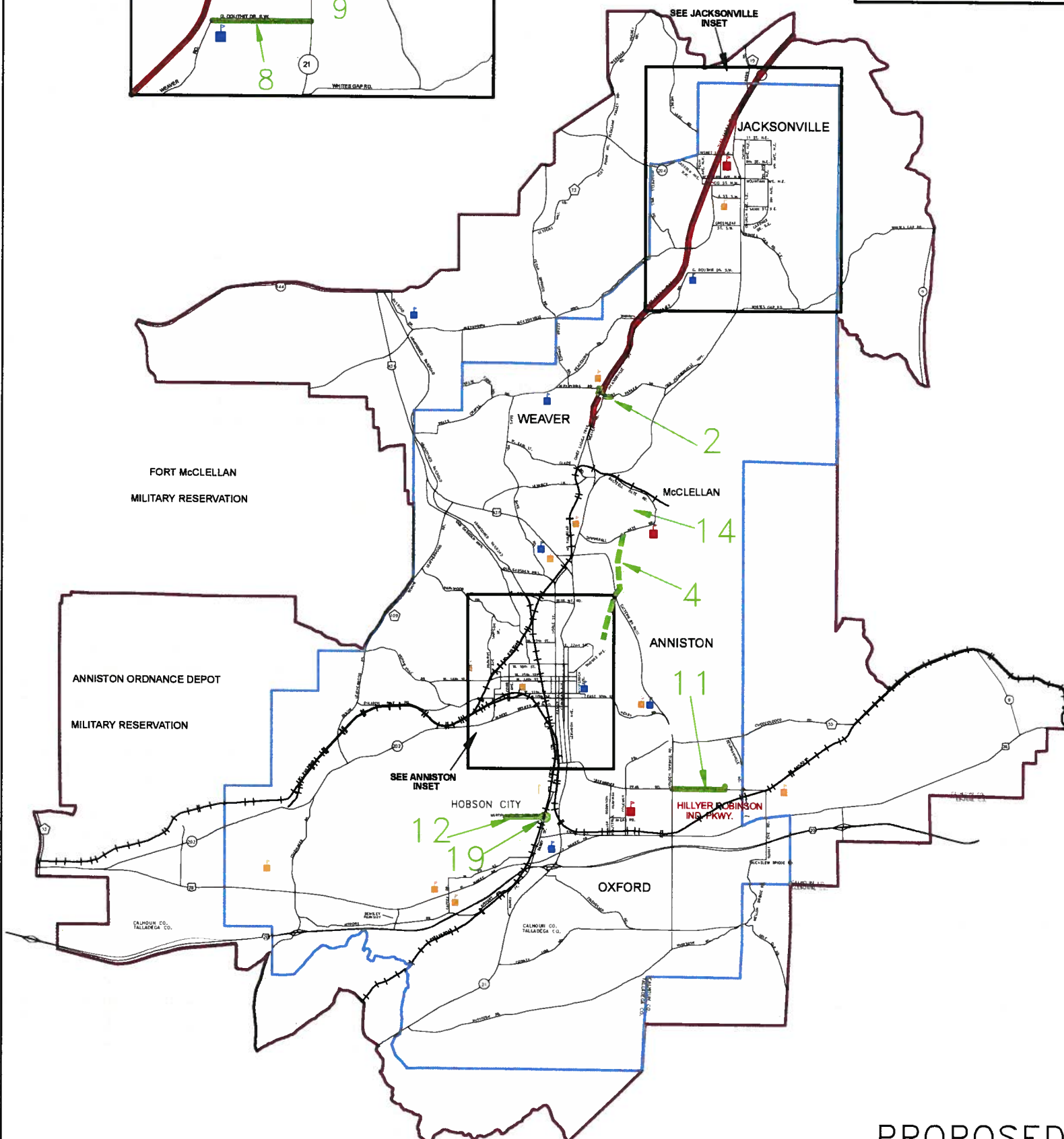
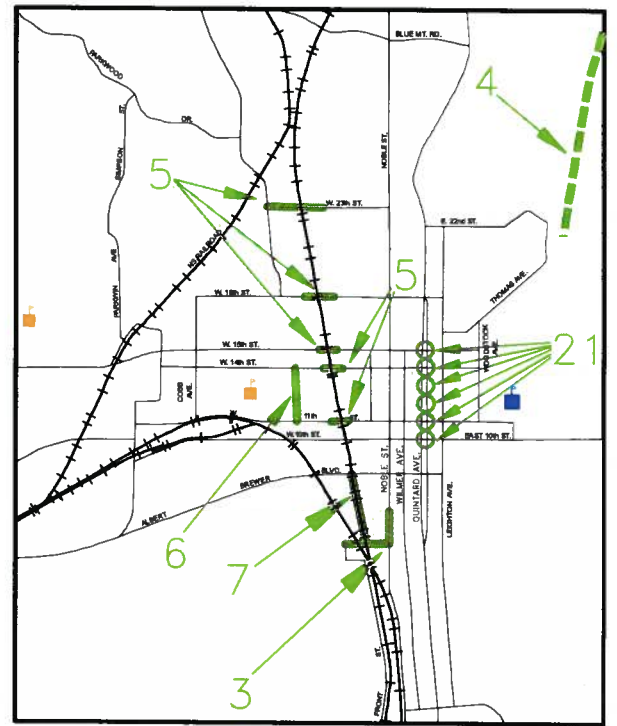
<u>Map #</u>	<u>Description</u>	<u>Existing Plan</u>	<u>Starting Point</u>	<u>Ending Point</u>	<u>Proposed Improvement</u>	<u>Sides</u>	<u>Approx. Length</u>	<u>Estimated Cost</u>	<u>Potential Funding Source(s)</u>	<u>Planned Road Improvement</u>	<u>Key Jurisdiction(s)</u>
1	Sidewalks to/from Public Transit Stops	New	Area Wide	Public Transit Stops	Bicycle Parking Racks	-	-	±\$5.25/foot	FTA/GF	None	All
2	Downtown Weaver Sidewalk Improvements	2035 LRTP/BPP 2003	Main/Parker/Astor Streets	Main/Parker/Astor Streets	Sidewalks & Crosswalks	Both	3700 ft.	\$22,840	MPO/GF	TIP 2015	CoW
3	Sidewalks Noble St./4th Street - Phase 2 - An	AMNOFF/DACPP	8th Street	Wainut Street	Sidewalks & Crosswalks	Both	1820 ft.	\$11,235	TE/GF/FTA/MPO	None	CoA
4	Thomas Ave. Multi-Use Trail -An	BPP 2003	Thomas Avenue	McClellan	Multi-Use Trail	-	2.5 miles	\$160,000	TE/GF/RT/CDBG	None	CoA
5	Complete Gaps in E/W Sidewalks - Amniston	2035 LRTP	W. 23 <sup>rd</sup> Street	W. 23 <sup>rd</sup> Street	Fill Sidewalk Gaps	South Side Only	1522 ft.	\$9,395	GF	None	CoA
		"	W. 18th Street	W. 18th Street	Fill Sidewalk Gaps	South Side Only	183 ft.	\$1,130	GF	None	CoA
		"	W. 15th Street	W. 15th Street	Fill Sidewalk Gaps	Both Sides	195 ft.	\$1,204	GF	None	CoA
		"	W. 14th Street	W. 14th Street	Fill Sidewalk Gaps	Both Sides	918 ft.	\$5,667	GF	None	CoA
		"	W. 11th Street	W. 11th Street	Fill Sidewalk Gaps	Both Sides	667 ft.	\$4,117	GF	None	CoA
6	New Sidewalk - Dept. of Human Services - An	New	W. 14th Street	W. 11th Street	Sidewalk	East Side of Snow Ck.	1414 ft.	\$8,728	GF	None	CoA
7	New Multi-use Sidewalk to Amtrak from 10th - An	New	W. 10th Street	4th Street Amtrak Station	Multi-use Sidewalk	Unused NS Corridor	2885 ft.	\$17,815	GF	None	CoA
8	Sidewalk on South Side G. Douthitt Dr. - Jville	New	CLT Spur at JHS	Walmart	Sidewalks & Crosswalks	South Side Only	4350 ft.	\$26,852	GF/CoJ/Walmart/MPO	None	CoJ
9	Sidewalk on N. Side Greenleaf Street - Jville	New	Winn Dixie Shopping Ctr.	Mitchell Drive	Sidewalk	North Side Only	2211 ft.	\$13,648	GF/TEMPO	Completed 2011	CoJ
10	Pedestrian Bridge at Finley St. - Jville	New	Finley Street	Winn Dixie Shopping Ctr.	Pedestrian Bridge	-	289 ft.	\$50,575	GF/TEMPO	None	CoJ
11	Greenbrier Road Sidewalk & Crosswalk - An	New	Robertson Road	Winn Dixie Shopping Ctr.	Sidewalk & Crosswalks	South Side Only	2720 ft.	\$16,970	GF/TEMPO	Completed 1996	CoA
12	M.L. King, Jr. Drive Sidewalks - HC	BPP 2003	McPherson St.	Armstrong St.	Sidewalk & Crosswalks	Both Sides	9000 ft.	\$55,556	GF/TEMPO	None	HC
13	AL 21 Sidewalk - JSU	BPP 2003	AL 204	Brewer Hall Crosswalk	Sidewalk	West Side Only	522 ft.	\$3,222	GF/TEMPO	None	JSU/ALDoT/CoJ
14	McClellan Sidewalk Construction/Improvements - An	FMTS	Multiple Areas	Multiple Areas	Sidewalks & Crosswalks	-	N/A	N/A	GF/MDA/TE/FTA	None	CoA
15	Sidewalk Improvements - W. Mountain Street - Jville	BPP 2003	AL 21	Park Avenue	Improve Sidewalk	South Side Only	3570 ft.	\$22,037	GF/TEMPO	TIP 2012	CoJ
16	Crosswalk Improvements/Signage - Jville	BPP 2003	AL 21/SR 204	AL 21/SR 204	Improve Crosswalk / Signage	-	N/A	\$4,000	ALDoT/MPO/CoJ	TIP 2016	CoJ
17	Crosswalk Improvements/Signage - Jville	BPP 2003	AL 21/Mountain St.	AL 21/Mountain St.	Improve Crosswalk / Signage	-	N/A	\$4,000	ALDoT/MPO/CoJ	TIP 2016	CoJ
18	Crosswalk Improvements/Signage - Jville	BPP 2003	AL 21/James St.	AL 21/James St.	Improve Crosswalk / Signage	-	N/A	\$4,000	ALDoT/MPO/CoJ	TIP 2016	CoJ
19	Crosswalk Improvements/Signage - HC	BPP 2003	M.L. King, Jr. Dr. / Church St.	M.L. King, Jr. Dr. / Church St.	Improve Crosswalk / Signage	-	N/A	\$4,000	ALDoT/MPO/HC	None	HC
20	Replace/Upgrade Ped. Crossing Signs - Jville Square	BPP 2003	Jville Square	Jville Square	Replace Faded Signs	All	N/A	\$1,000	GF/ALDoT	None	CoJ
21	AL 21/Ped. Countdown Signals / Crosswalk Improvements DACPP		10th St., 11th St., 12th St., 13th St., 14th St. & 15th St.	N/A	Signals Improved Crosswalks Intersections	Intersections	N/A	?	ALDoT/CoA/MPO	ALDoT Resurf '12	CoA/ALDoT
22	JSU Pedestrian Bridge	JSU	West Side of AL 21	East Side of AL 21	Pedestrian Bridge	N/A	250 ft.	?	JSU/TE/CoJ	None	JSU/ALDoT/CoJ

Note: See map on page 69.

JACKSONVILLE INSET



ANNISTON INSET



PROPOSED  
PEDESTRIAN CN PROJECTS  
CALHOUN AREA MPO

LEGEND

- CHIEF LADIGA TRAIL
- COLLEGE UNIVERSITY
- MIDDLE & ELEMENTARY SCHOOLS
- HIGH SCHOOLS

AREA WIDE PEDESTRIAN PROJECTS

\*Utilize FTA Funds to Construct Sidewalks To/From ACTS/GE Transit Stops



PREPARED BY THE EAST ALABAMA REGIONAL PLANNING AND DEVELOPMENT COMMISSION.  
REVISED MARCH 2012.  
FINANCED BY THE ALABAMA DEPARTMENT OF TRANSPORTATION AND THE FEDERAL HIGHWAY ADMINISTRATION.

## 2012 Calhoun Area Bicycle and Pedestrian Plan

### EDUCATION PROJECTS

Education projects are intended to educate not only bicyclists and pedestrians on safe travel techniques but also motorists on laws regarding bicycling and walking. A concern aired frequently by the BPAC is that the average motorist does not realize that bicyclists and pedestrians have a legal right to use the road. Another problem is non-motorized users not obeying traffic laws, e.g. running stop signs and red lights. However, BPAC member pointed out that most if not all semi-actuated traffic signal sensor loops in the community are not sensitive enough to detect a bicycle. The projects listed here should reach all types of travelers and age groups.

- Print and distribute the Community/Campus Bicycle Guide developed by the JBAC.
- Continue to provide 1 hour bicycle safety classes for 4<sup>th</sup> grades in the urban area.
- Encourage stores that sell bicycles to also distribute the Community Bicycling guide.
- Conduct bicycle safety clinics and rodeos throughout the urban area.
- Continue the purchase and distribution of bicycle and pedestrian safety materials.
- Develop bicycle and pedestrian safety pamphlets specifically for motorists.



A Guide for Campus  
and  
Community Bicycling



## 2012 Calhoun Area Bicycle and Pedestrian Plan

### PROMOTION PROJECTS

The projects listed below are intended to encourage bicycling and walking. As the number of bicyclists and pedestrians increases, so does the demand for appropriate facilities. This also decreases demand on the motorized transportation network. Involvement of more people should also lead to better understanding of the activities and perhaps, increased tolerance. The projects are expected to be relatively easy and inexpensive to accomplish.

- ▶ Modify, print and distribute the Community/Campus Bicycle Guide developed by the JBAC, throughout the area.
- ▶ Develop a local bike/walk to work day corresponding to National Bike to Work Day.
- ▶ Develop bicycle ride and race events.
- ▶ Develop bicycle and pedestrian info and safety web pages for local governments.
- ▶ Develop family bicycle events where streets can be closed to motorized traffic.





## 2012 Calhoun Area Bicycle and Pedestrian Plan

### POLICY PROJECTS

The policy projects are intended to institutionalize the consideration of bicycle and pedestrian needs in the policy and decision making of local governments. Proposed changes are inexpensive and are not expected to face vocal opposition. However, these policy modifications are critical to the future of bicycle and pedestrian travel in the urban area.

- ▶ Urge local jurisdictions to pass *3-foot passing rule* ordinance.
- ▶ Lobby state and local officials to **include bicycle and pedestrian facilities** when improving roadways.
- ▶ Amend local codes so that **external sidewalk connections** to adjacent residential streets /sidewalks is **required**, not optional and results in decreasing the required minimum number of surface parking spaces.
- ▶ Developers should be **required to provide internal pedestrian and bicycle facilities as well as properly designed connections** to any pre-existing pedestrian or bicycle facilities in exchange for an increase in the allowable density.
- ▶ Requests for variances from the provision of sidewalks in new construction should **only** be approved if physical characteristic of the property-of-record prevents their construction.
- ▶ **Bicycle parking racks should be required** for all new commercial, retail and public developments.
- ▶ Amend codes so that **in-fill residential developments and a higher density land use pattern is encouraged** and low density auto-oriented sprawl is prohibited.
- ▶ The required **minimum number of parking places should be DECREASED** for every zoning classification. Only 25 – 40% of parking lots are filled during peak hours. Huge under-utilized parking lots spread out destinations making bicycling and walking impractical, increases pollution and storm water runoff, increases urban temperatures and prevent adjacent locations from producing tax revenue.

**Appendix C**  
**LIVABILITY INDICATORS**

Livability Indicators

As a measure of sustainability of the Livability Principles (1.16), the MPO will provide the following **Livability Indicators**:

- 1) Percent change in households located within one-half (1/2) mile of transit service, and/ or percent change in non-auto (transit, walking, bicycling) trips

<b>HH's Within 1/2 Mile of Fixed Route Transit</b>				
	HH's	% HH's w/n <u>1/2 mi</u>	Est. Pop	% Pop. w/n <u>1/2 mi</u>
ACTS	11287		26882	
<u>Gxpress</u>	<u>4157</u>		<u>10539</u>	
Total	15444	<b>46.5</b>	37361	<b>46.8</b>
Calhoun Area 2010 Pop. -		79,796		
Est. of 2010 Urban HH's -		33,248		
Source: ESRI Comm. Analyst				

<b>Journey to Work (Commuting)</b>				
<u>Municipal Totals</u>				
	<u>1990</u>		<u>2000</u>	<u>2010</u>
Car, truck, van	18,485	9.2%	19,555	8.8%
Drove alone	15,824	7.9%	17,418	7.8%
Carpools	2,460	1.2%	2,137	1.0%
Public Transit	156	0.1%	148	0.1%
Motorcycle	25	0.0%	36	0.0%
Bicycle	0	0.0%	31	0.0%
Walking	642	0.3%	341	0.2%
Other	156	0.1%	144	0.1%
Work at Home	265	0.1%	366	0.2%
Mean Travel Time to Work	17.9		22.7	
Source: Census 2000, SF4, QT P23 and Census 1990 CP -2-2, 2010 Data Released 8/2012.				

- 2) Percent change in housing costs per household; and/or percent increase in home ownership

Percent of HH Income Spent on Housing and Transportation (Ann/Ox MA) – 56%  
(Housing and Transportation Affordability Index – Ctr for Neighborhood Tech.)

<b>Home Ownership</b>				
Anniston/Oxford MA				
	<u>2000</u>	<u>%</u>	<u>2010</u>	<u>%</u>
Total Housing Units	51,322		53,289	
Occupied HU	45,307		47,331	
Vacant	6,015		5,958	
<b>Owner Occupied</b>	<b>32,856</b>	<b>64%</b>	<b>32,558</b>	<b>61%</b>
Owner w/Mortgage			19,074	
Owner Free/Clear			13,478	
<b>Renter Occupied</b>	<b>12,451</b>	<b>24%</b>	<b>14,779</b>	<b>28%</b>
Vacant for Rent			1,779	
Vacant for Sale			900	

Source: 2000 Census Table DP1 and  
2010 Gen. Housing Summary File 1

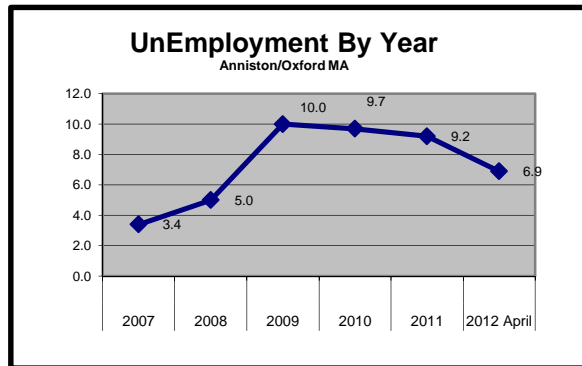
<b>Median Monthly Housing Costs</b>	
Calhoun County - 2009	
Hsg w/ Mortgage	\$1,003
Hsg w/o Mortgage	\$309

Source: City-data.com

3) Percent change in educational attainment; and/or percent decrease in unemployment

<b>Educational Attainment</b>		
Anniston/Oxford MA (25 years +)		
	<u>2000</u>	<u>2010</u>
HS Diploma or Higher	73.9%	78.3%
BS or Higher	15.2%	14.7%

Source: City-data.com, ACS 1 yr. Est.



Source: AL Dept. of Industrial Relations

4) Percent change in in-fill projects; and/or percent increase in revitalization projects

Data to be added later.

Percent of 2035 LRTP Projects to Improve Existing Facilities – 72%

Percent of Transit Funding in 2035 LRTP - 7%

5) Percent change in number of regional sustainable infrastructure policies; and/or change in number of regional preservation initiatives

<b>Comprehensive Plan Update Since 2000</b>	
<u>Plan Update</u>	
Anniston	
Jacksonville	
Oxford	
Hobson City	Yes
Weaver	Yes
Calhoun Cty	

Source: EARPDC

Data to be added later.

- 6) Percent of households within ½ mile of mixed use destinations; and/or percent change in average trip times

<b>HH's w/n 1/2 Mile Radius of Center of Town</b>				
	<u>2010</u>		<u>2016</u>	
Anniston	380	1.1%	354	1.1%
Jacksonville	945	2.8%	914	2.7%
Oxford	437	1.3%	451	1.4%
Hobson City	464	1.4%	467	1.4%
Weaver	386	1.2%	417	1.3%

Source: 2010 US Census. ESRI Comm. Analyst

<b>Mean Travel to Work Time</b>			
<b>(Commuting)</b>			
	<u>1990</u>	<u>2000</u>	<u>2010</u>
Anniston	16.5	19.4	
Jacksonville	15.7	22.7	
Oxford	18.1	20	
Weaver	21.2	25.4	
Hobson City	-	-	
Calhoun Cty		23.4	22.1

Source: 1990 Census cp-2-2, 2000 SF4 Qt P23 and 2010 Census

**Appendix D**  
**Limited English Proficiency (LEP) Plan**

# **DRAFT Limited English Proficiency (LEP) Plan**

## **1.0 Introduction**

### **1.1 Purpose**

The purpose of this plan is to document how the Calhoun Area Metropolitan Planning Organization (MPO) integrates people with Limited English Proficiency (LEP) into the transportation planning process. The MPO, as the official decision-making body of the transportation planning process, determines how federal highway and transit funds are spent in Calhoun County. This plan includes an assessment of the Limited English Proficiency (LEP) population and how the MPO will address the potential needs of this population.

### **1.2 Laws and Regulations**

Entities that receive federal funding must follow Section 601 of Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d. The Act states that no person shall "on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." To strengthen Title VI, Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, was issued on August 11, 2000. The order requires federal agencies that distribute financial assistance to non-federal entities to publish guidance detailing how the non-federal entities can provide meaningful access to LEP persons. The U.S. Department of Transportation released their LEP guidance on December 14, 2005. FTA issued Circular 4702.1B in October 2012, and this is generally cited by ALDOT as the most current LEP guidance.

### **1.3 Public Involvement**

The Calhoun Area MPO Policy Committee adopted the LEP Plan as a portion of its 2013 Public Participation Plan (PPP) update at their August 15, 2013 meeting. Prior to this the availability of the draft plan was advertised through news releases to the local media and agencies and groups that work with minorities, low income people, persons with disabilities, and elderly individuals. The draft plan was published on the East Alabama Regional Planning and Development Commission website in early July 2013, and was also available at the MPO's office and available for mailing upon request. The draft plan was discussed at the MPO committee meetings held in July and August, 2013. The MPO accepted comments on the plan from July 1, 2013 through August 14, 2013. Comments could have been submitted in person at the MPO offices and by postal mail, e-mail, fax, and telephone.

## **2.0 Limited English Proficiency (LEP) Assessment**

The U.S. Department of Justice, in their Guidance to Federal Financial Assistance Recipients Regarding Title VI Prohibition Against National Origin Discrimination Affecting Limited English Proficient Persons, published a four factor assessment to determine a federal funding recipient's obligation to provide LEP services. The four factors are:

- (1) The number or proportion of LEP persons served or encountered in the eligible service population
- (2) The frequency with which LEP individuals come in contact with the program
- (3) The nature and importance of the program, activity, or service provided by the program
- (4) The resources available to the recipient and costs.

The Department of Justice indicated that the analysis is intended to balance meaningful access for LEP people against imposing undue burdens on small local governments.

### 2.1 Number or Proportion of LEP Persons Served or Encountered in the Eligible Service Population

The 2007-2011 American Community Survey 5 year estimates (Table B16001) indicate that there were 13,182 people in Anniston/Oxford Metro Area that did not speak English at home. Of this group, 3,557 spoke Spanish at home. The other most common non-English languages spoken at home were German (606), Korean (221), and Arabic (77). Of those that spoke Spanish at home 1,516 were estimated to speak English less than very well.

Language Spoken at Home	Estimated Number	Estimated Number Who Speak English Less Than Very Well
Spanish	3557	1516
German	606	138
Korean	221	92
Arabic	77	11

2007-2011 American Community Survey 5-Year Estimates for the Anniston/Oxford, AL Metro Area

### 2.2 The Frequency of Contact with Limited English Proficiency (LEP) People

Over the past 20 years the MPO staff has not had any contact with anyone who did not speak English very well. Over that same period, no individual or group has requested the MPO to provide an interpreter or to translate a document. Future interaction with LEP people is expected to be infrequent and unpredictable.

### 2.3 The Importance of the Program to Limited English Proficiency (LEP) People

The MPO plans how federal transportation funds are used in the urbanized area of the County. The MPOs work does not affect every resident. Nor does it provide direct, immediate, vital or emergency services, such as medical treatment, meals or shelter. Involvement in the MPO's transportation planning process is voluntary.

### 2.4 Resources Available to the MPO Recipient and the Costs of Limited English Proficiency (LEP) Services

The Calhoun Area MPO is considered a small MPO by state and national standards. Currently, the MPO has one (1) full-time equivalent employee. Less than eight percent of the MPO's annual work program budget is available for non-staff related charges. The cost to provide interpretation and translation service vary greatly depending on the frequency and volume of work as well as the methods used.

Despite its financial limitations, the MPO is committed to maintaining an open and inclusive planning process that allows LEP people to participate. The MPO, working within its budget, will implement the most cost-effective methods for interpretation and translation work based on requests and expected demand.

## 3.0 Limited English Proficiency (LEP) Program

### 3.1 Identification of Limited English Proficiency (LEP) People

In Anniston/Oxford Metro Area, approximately 11 percent of the population do not speak English at home. Spanish is by far the largest language group, representing 3.2 percent of the population. The other language groups in the top four (German, Korean and Arabic) make up less than one percent of the population. If necessary, the MPO will use the U.S. Census Bureau's "Language Identification Flashcard" document at MPO committee and public meetings, and with walk-in requests. The document will be used to identify LEP individuals. Identified LEP people will be given the option to be added to the MPO's news release mailing list.



Encounters with LEP people will be tracked in a spreadsheet that will be updated after each event. The spreadsheet will list the type of service provided and any other relevant information. This spreadsheet is available upon request.

### **3.2 Language Assistance Measures**

#### **3.2.1 Types of Language Services Available**

If requested, the MPO will provide interpreters and translation service as their budget allows. The MPO will utilize free websites and programs whenever possible to translate correspondence and documents. In-person or telephone interpreters will be utilized as needed. If volunteer interpreters are not available, the MPO will pay interpreters as their budget permits.

#### **3.2.2 Sources of Interpretation and Translation Services**

The MPO staff will maintain a list of local interpreters (volunteer and for-pay) and a list of acceptable telephone interpretation companies. The staff will also maintain a list of websites and programs that translate text and documents. The MPO staff will refer to the lists as needed. The lists are available upon request.

#### **3.2.3 Responses to LEP Callers**

The MPO staff will refer LEP callers to the MPO's website where instructions will be available to translate the website into their language. On the website will also be instructions on how to request free language support from the MPO.

#### **3.2.4 Responses to Written Communication from LEP People**

The MPO staff will use free translation websites and programs to respond to written communication from LEP people. If the translation websites and programs fail to translate correctly, the MPO staff will consult with local or telephone interpreters to ensure proper communication.

#### **3.2.5 Responses to In Person contact with LEP People**

The MPO will use the U.S. Census Bureau's *Language Identification Flashcard* document.

MPO committee and public meetings, and with walk-in requests. The MPO staff will use an interpretation services (telephone or local) or a free online written translation website to determine the needs of the LEP individual and to explain the transportation planning process or to respond to any questions. Any comments provided by the LEP individual will be documented and provided to the MPO committees for their review and action.

#### **3.2.6 Determining Competency of Interpreters and Translation Services**

After an interpretation or translation service is provided, the MPO staff will ask the LEP individual if they understood the interchange and if they require additional or a different language service. If additional service is required, the MPO will change interpretation or translation providers. When feasible, the MPO will use certified interpreters and translation services.

### **3.3 Staff Training**

The MPO staff will review the LEP Plan every year to ensure that they understand their responsibilities. During the annual review, the staff will verify the contact lists (interpretation and translation services).

### **3.4 Notices to Limited English Proficiency (LEP) People**

The MPO will do the following to notify LEP people of the availability of language services:

- ☑ Post a sign at the reception desk in the four most common languages
- ☑ Add a statement to the MPO website in the four most common languages

- ☑ Add a statement to the title page of all major MPO documents in the four most common languages
- ☑ Provide handouts at all MPO meetings in the four most common languages
- ☑ Add the information to all MPO presentations

### **3.5 Monitoring and Updating the Limited English Proficiency (LEP) Plan**

The MPO staff will monitor the MPOs interaction with LEP people. If problems with the LEP Plan are discovered, the MPO staff will recommend that the document be amended. The MPO Policy Committee can amend the plan after the public is given an opportunity to review and comment on the proposed amendment. The MPO will update the LEP Plan every five years.

The update will involve the following elements:

- ☑ Verification of the LEP population in the MPO study area
- ☑ Counting past encounters with LEP people
- ☑ Determination of any changes to MPO activities that might affect LEP people
- ☑ Research of new sources and methods of interpretation and translation services
- ☑ Verification of current sources and methods of interpretation and translation services
- ☑ Reviewing past interaction with LEP people to determine if changes are warranted
- ☑ Staff review of LEP plan responsibilities

## **Appendix E**

### **Socio-Economic Data**

**2010 Socio-Economic Data  
Calhoun Area Urbanized Area**

<b>TAZ</b>	<b>Occupied Housing Units</b>	<b>Mean Income</b>	<b>Retail Employment</b>	<b>Non-Retail Employment</b>	<b>School Enrollment</b>	<b>Dorm Rooms</b>
1	395	52000	30	246	0	0
2	425	45290	20	44	0	0
3	495	44185	25	497	766	0
4	490	41220	100	851	1330	0
5	140	28760	490	80	0	0
6	215	68190	850	400	0	0
7	925	57470	115	12	0	0
8	105	64230	0	3	0	0
9	55	49450	2250	323	0	0
10	195	38560	25	56	432	0
11	375	61560	2250	500	0	0
12	515	45735	3250	500	0	0
13	255	25700	195	765	1209	0
14	545	47515	15	271	0	0
15	235	44550	0	35	0	0
16	835	41955	80	211	402	0
17	195	42115	8	4	0	0
18	65	21250	0	1	0	0
19	750	36040	70	527	0	0
20	215	20915	4	5	0	0
21	165	60805	275	199	0	0
22	395	30745	1942	211	0	0
23	155	30200	230	1637	1859	0
24	365	68615	15	25	0	0
25	625	74905	15	61	552	0
26	295	103510	0	13	0	0
27	320	38150	0	6	0	0
28	110	56105	0	16	47	0
29	355	64145	0	120	390	0
30	380	94440	80	188	0	0
31	345	57570	20	160	0	0
32	695	49045	65	3386	0	0
33	296	23730	4	68	0	0
34	25	11420	230	788	0	0
35	235	20225	30	1163	0	0
36	65	23265	0	251	0	0
37	140	26030	30	205	1197	0

38	585	38660	30	4	0	0
39	245	33205	20	722	0	0
40	215	35390	0	3	0	0
41	185	25210	0	475	0	0
42	430	24390	15	203	0	0
43	330	17900	15	115	450	0
44	80	44705	485	2642	0	0
45	3	16000	390	486	0	0
46	65	24325	10	264	0	0
47	375	50605	25	33	0	0
48	595	34925	105	985	981	0
49	75	23525	200	402	0	0
50	220	22675	10	340	0	0
51	235	39025	0	501	184	0
52	340	30065	0	0	0	0
53	295	30880	27	0	0	0
54	145	30200	0	68	0	0
55	80	34410	0	119	0	0
56	490	24220	0	185	0	0
57	225	26465	395	79	0	0
58	485	45520	54	0	0	0
59	185	31925	26	0	0	0
60	575	43660	30	49	0	0
61	260	52940	227	20	1402	0
62	175	24035	0	1717	268	0
63	825	39090	350	1134	466	0
64	715	45155	4	41	0	0
65	825	57420	235	110	0	0
66	105	46095	30	289	0	0
67	85	48520	110	40	0	0
68	745	47460	15	4	0	0
69	275	44010	0	124	536	0
70	185	35810	15	40	0	0
71	295	44100	35	30	0	0
72	225	32515	40	25	0	0
73	175	52610	40	4	0	0
74	225	49330	10	45	705	0
75	370	46350	10	5	0	0
76	135	65000	0	5	0	0
77	225	48545	215	182	963	0
78	95	42690	21	18	0	0
79	45	56940	0	0	0	0
80	295	47530	265	60	0	0

81	120	44560	105	180	1001	0
82	305	44255	0	4	0	0
83	225	35590	4	3	0	0
84	258	45745	0	25	0	0
85	455	44195	192	95	0	0
86	100	107485	305	391	891	0
87	435	25120	90	176	225	0
88	495	28785	45	58	0	0
89	205	24265	5	496	0	0
90	125	13310	0	141	222	0
91	85	28910	12	5	0	0
92	355	20610	10	418	797	0
93	415	52585	30	477	0	0
94	225	40230	0	0	0	0
95	395	12565	10	1245	9504	0
96	435	14090	0	23	0	0
97	95	45865	0	20	0	0
98	295	27695	10	6	0	0
99	155	17470	30	0	0	0
100	205	58925	0	7	0	0
101	125	63640	0	0	0	0
102	310	93475	0	0	0	0
103	65	24220	0	8	0	0
104	195	33575	10	5	0	0
105	35	35555	4	2	0	0
106	0	10	25	28	0	0
107	50	35555	0	0	0	0
108	75	35555	0	0	0	0
109	40	28450	0	0	0	0
110	30	37670	0	0	0	0
111	195	28485	25	0	0	0
112	0	10	0	4244	0	0
113	105	39790	0	0	0	0
114	150	25985	0	11	0	0
115	10	24220	0	615	0	0
116	0	10	0	0	0	0
117	50	52780	0	1	0	0
118	35	31710	0	0	0	0
119	0	10	0	0	0	0
120	0	10	0	45	0	0
121	0	10	0	0	0	0

**2040 Socio-Economic Data  
Calhoun Area Urbanized Area**

<b>TAZ</b>	<b>Occupied Housing Units</b>	<b>Mean Income</b>	<b>Retail Employment</b>	<b>Non-Retail Employment</b>	<b>School Enrollment</b>	<b>Dorm Rooms</b>
1	395	52000	30	246	0	0
2	425	45290	20	44	0	0
3	585	44185	25	497	811	0
4	490	41220	100	1262	1423	0
5	140	28760	864	80	0	0
6	311	68190	850	441	0	0
7	1021	57470	115	146	0	0
8	297	64230	0	34	0	0
9	199	49450	2250	323	0	0
10	195	38560	25	56	432	0
11	471	61560	2250	500	37	0
12	515	45735	3250	500	0	0
13	255	25700	382	765	1307	0
14	545	47515	15	271	89	0
15	235	44550	0	35	0	0
16	835	41955	80	211	512	0
17	195	42115	8	4	0	0
18	65	21250	0	1	0	0
19	750	36040	70	527	0	0
20	215	20915	4	5	0	0
21	165	60805	275	199	0	0
22	491	30745	1942	211	0	0
23	251	30200	230	1637	1859	0
24	365	68615	15	25	0	0
25	724	74905	15	61	662	0
26	391	103510	0	13	0	0
27	320	38150	0	6	0	0
28	206	56105	0	16	47	0
29	451	64145	0	120	452	0
30	476	94440	80	188	0	0
31	441	57570	20	160	0	0
32	791	49045	65	3386	0	0
33	296	23730	4	68	0	0
34	25	11420	230	788	0	0
35	235	20225	30	1163	13	0
36	65	23265	0	251	0	0
37	140	26030	30	308	1304	0

38	585	38660	30	4	0	0
39	245	33205	20	722	0	0
40	215	35390	0	3	0	0
41	185	25210	0	475	0	0
42	430	24390	15	203	0	0
43	330	17900	15	115	495	0
44	80	44705	485	2642	0	0
45	3	16000	390	589	0	0
46	65	24325	10	264	0	0
47	375	50605	25	33	0	0
48	595	34925	386	985	1191	0
49	75	23525	200	402	0	0
50	220	22675	10	340	0	0
51	235	39025	0	604	184	0
52	340	30065	0	0	45	0
53	295	30880	27	0	0	0
54	145	30200	0	68	0	0
55	80	34410	0	119	0	0
56	490	24220	0	185	0	0
57	225	26465	395	79	0	0
58	485	45520	54	103	0	0
59	185	31925	26	0	0	0
60	575	43660	30	49	0	0
61	260	52940	227	20	1447	0
62	463	24035	187	2017	311	0
63	825	39090	350	1134	607	0
64	715	45155	4	41	0	0
65	825	57420	254	110	0	0
66	105	46095	30	289	0	0
67	85	48520	110	40	0	0
68	745	47460	15	4	0	0
69	275	44010	0	124	589	0
70	185	35810	109	40	0	0
71	295	44100	129	30	0	0
72	225	32515	40	25	0	0
73	175	52610	40	4	0	0
74	225	49330	10	45	818	0
75	370	46350	10	5	0	0
76	135	65000	0	5	0	0
77	225	48545	215	182	1257	0
78	95	42690	21	18	0	0
79	45	56940	0	0	0	0
80	295	47530	265	60	0	0



81	120	44560	124	180	1198	0
82	305	44255	0	4	0	0
83	225	35590	4	3	0	0
84	258	45745	37	25	0	0
85	455	44195	192	95	0	0
86	100	107485	305	391	989	0
87	483	25120	127	176	225	0
88	495	28785	45	58	0	0
89	253	24265	80	496	0	0
90	173	13310	0	141	267	0
91	85	28910	12	5	0	0
92	451	20610	10	418	854	0
93	415	52585	30	477	0	0
94	225	40230	0	0	0	0
95	395	12565	10	1245	10168	0
96	435	14090	0	23	0	0
97	95	45865	0	226	0	0
98	295	27695	10	6	0	0
99	155	17470	30	0	149	0
100	205	58925	0	7	0	0
101	125	63640	0	0	0	0
102	310	93475	0	0	0	0
103	65	24220	0	8	0	0
104	243	33575	10	108	0	0
105	131	35555	4	2	0	0
106	0	10	212	28	0	0
107	50	35555	0	0	0	0
108	459	35555	0	0	0	0
109	40	28450	0	0	0	0
110	30	37670	0	0	0	0
111	195	28485	25	0	0	0
112	0	10	0	5273	0	0
113	105	39790	0	0	0	0
114	150	25985	0	11	0	0
115	10	24220	0	615	0	0
116	192	10	0	389	0	0
117	50	52780	0	1	0	0
118	35	31710	0	0	0	0
119	288	10	112	714	0	0
120	192	10	94	759	0	0
121	192	10	94	611	0	0

**Appendix F**  
**Public Review and Comments**

Calhoun Area MPO  
2040 Long Range Transportation Plan (LRTP)

**Summary of Public Review and Comment Opportunities**

- Oct. 28, 2013 – Early contact and request for input - Fed, State, Local land use agencies
- July 23, 2014 – Citizens Advisory Committee (CAC) receive and review Draft 2040 LRTP Document
- July 25, 2014 – Draft 2040 LRTP downloaded to [www.earpdc.org](http://www.earpdc.org) under News & Announcements
- July 25, 2014 – Block ad announcement mailed to Fed, State, Local agencies and CAC
- July 27 & 30, 2014 – Block ad announcement soliciting public review and comments on Draft 2040 LRTP
- July 31, 2014 – First Public meeting to review and comment on Draft 2040 LRTP
- Aug. 12, 2014 – ACTS Transit Advisory Board urged to review and comment
- Aug. 13, 2014 – Technical Advisory Committee (TAC) receive and review and discuss Draft 2040 LRTP
- Aug. 21, 2014 – Calhoun Area MPO receive, review and discuss Draft 2040 LRTP
- Sept. 10, 2014 – Technical Advisory Committee discuss minor changes to Draft 2040 LRTP
- Sept. 12, 2014 – Block ad announcement mailed to Fed, State, Local agencies and targeted mailing lists
- Sept. 16, 2014 – Block ad for final review mailed to CAC
- Sept. 18, 2014 – Calhoun Area MPO discuss minor changes to Draft 2040 LRTP
- Sept. 19, 2014 – Block ad announcement delivered to 21 local churches
- Sept. 24, 2014 – CAC 2<sup>nd</sup> review and discussion of Draft 2040 LRTP
- Sept. 30, 2014 – Second Public meeting to review and comment on Draft 2040 LRTP

# **AGENDA**

## **CITIZENS ADVISORY COMMITTEE OF THE CALHOUN AREA METROPOLITAN PLANNING ORGANIZATION (MPO)**

East Alabama Regional Planning and Development Commission 3<sup>rd</sup> Floor Conference Room

**10:00 am**

**Wednesday, September 18<sup>th</sup>, 2013**


**I. Call to Order**

**II. Introductions**

**III. Old Business**

- a. Review of CAC minutes for July 24<sup>th</sup>, 2013
- b. Approval of CAC minutes for July 24<sup>th</sup>, 2013
- c. CAC Appointments and Welcome of New Members
- d. TBA

**IV. New Business**

- a. Review Revised FY 2012-2015 TIP Update and MPO Projects (Handout)
- b. New 2013 Public Participation Plan (PPP) (Handout)
-  c. Existing Conditions Analysis and 2040 Long Range Transportation Plan Update Process and Discussion – Mickey Hall, Skipper Consulting Inc.
- d. TBA

**V. Other Business**

- a. Other current transportation projects
- b. Anniston Express and ADA Para-Transit Ridership
- c. Transportation Issues/Articles (Handout)
- d. Next CAC Meeting
- e. TBA

**VI. Adjourn**

SIGN-IN SHEET

**CITIZENS ADVISORY COMMITTEE**

OF THE

CALHOUN AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

East Alabama Regional Planning and Development Commission

Conference Room

10:00 am

September 18<sup>th</sup>, 2013

<u>Name</u>	<u>Email Address</u>	<u>City</u>
Richard Stubbs	rdstubbs@cableone.net	Calhoun County
Patricia A. Green	CArthell@cableone.net	Hobson City
DR. Mike Kumbly		Anniston
CARL NEUMANN	CARLNEUMANN@HOTMAIL.COM	Anniston
Dale S. Stuber		EA/MPO
Marshall Shaddix		Opford
Joe L. Combs		Hobson City
Floyd Jennings		Calhoun County
Bill GANN		CC
Ed Kimbrough		Anniston City
Tony Thompson		Juice
Bill Watson		Anniston
WILSON CHAMBERLAIN		JVILLE

# SIGN-IN SHEET

## CITIZENS ADVISORY COMMITTEE

OF THE

CALHOUN AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

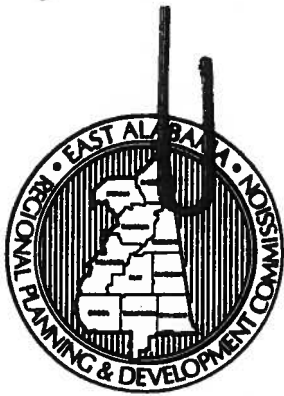
East Alabama Regional Planning and Development Commission

Conference Room

10:00 am

September 18<sup>th</sup>, 2013

<u>Name</u>	<u>Email Address</u>	<u>City</u>
ROBERT A. Pyles .	YPYLES74@GMAIL.COM	CALHOUN COUNTY
Phillip D. Keith	pkeith@annistonhousing.org	Anniston
Carlos Woodard	Carloswoodardministries@hotmail.com	Anniston
Robert Deau	Rdeau@AnnistonAL.com	Anniston
DAVID THOMPSON	DTHOMPSON@JSA.EDU	JVILLE
Charles Postle		Bundy
Marcus Bytkin	marcusbytkin@yahoo.com	Anniston
Kyle Wornock		Jacksonville



# EAST ALABAMA

## REGIONAL PLANNING AND DEVELOPMENT COMMISSION

1130 Quintard Avenue • Suite 300, Quintard Tower • P.O. Box 2186 • Anniston, Alabama 36202  
Phone: 256-237-6741 • FAX: 256-237-6763 • E-mail: [earpdc@earpdc.org](mailto:earpdc@earpdc.org)  
web site: [www.earpdc.org](http://www.earpdc.org)

**James W. (Bill) Curtis, FAICP**  
Executive Director

October 28, 2013

Mr. Len Hearron  
Anniston Army Depot  
7 Frankfort Avenue  
Anniston, AL 36201

Dear Sir:

In accordance with the new regulations to seek early and frequent consultation with other agencies concerned with planning, land use, historic preservation, wildlife or environmental responsibilities, I have enclosed copies of the map and project lists from the Calhoun Metropolitan Planning Organization's 2035 Long Range Transportation Plan (LRTP) for you review. The complete 2035 LRTP can be reviewed at the MPO webpage at: [www.earpdc.org/Programs](http://www.earpdc.org/Programs). The MPO is preparing to update this long range plan out to the year 2040 and we are seeking your comments regarding any environmental, social, habitat, watershed, historic or economic issues that may be of concern.

Please fax, email, or mail your written comments at your earliest convenience. If you have any questions regarding the development of the 2040 LRTP, please do not hesitate to call.

Thank you,

  
Jack Plunk, MCRP  
Principal Planner

Enclosures

*To All FED, STATE & LOCAL  
Land Use Agencies, etc.*



Chair  
**RYAN ROBERTSON**  
Probate Judge, Cleburne County

Vice-Chair  
**JOHNNY L. SMITH**  
Mayor, City of Jacksonville

Secretary  
**ALBERTA McCRORY**  
Mayor, Town of Hobson City

Treasurer  
**WAYNE WILLIS**  
Mayor, City of Weaver

Calhoun Chambers Cherokee Clay Cleburne Coosa Etowah Randolph Talladega Tallapoosa



USDA - Rural Utilities Service  
916 Francis St.  
Anniston, AL 36206

Natural Resource Conservation  
917 Snow Street  
Oxford, AL 36203

Dept. Of Conservation and Natural  
Resources  
4101 AL Hwy 21 N  
Jacksonville, AL 36265

Calhoun County EMA  
507 Francis Street  
Jacksonville, AL 36265

Don Hopper  
Calhoun Economic Dev. Council  
PO Box 2283  
Anniston, AL 36201

Shoal Creek Ranger District  
45 Hwy 281  
Heflin, AL 36264

Jody Burnett  
Nat'l Resource Conservation Ser.  
1413-B Hillyer Rob. Ind. Pkwy.  
Anniston, AL 36207

David Christian  
Anniston Historic Preservation  
1302 Noble Street  
Anniston, AL 36201

Mr. Gene Lyons  
Al Forestry Commission  
3985 Hwy 21 North  
Jacksonville, AL 36265

JOHN VAHANT  
ANNISTON HIST. PRESERVATION  
274 AVERY  
ANNISTON, AL 36205

US Dept. Of Agriculture  
Farm Service Agency  
1413 Hillyer Rob. Industrial Pkwy  
Anniston, AL 36207

Ft. McClellan Army NG Trg Center  
1023 Ft. McClellan  
Fort McClellan, AL 36205

AL Forestry Commission Ranger  
Hdq'trs  
4101 AL Hwy 21 N.  
Jacksonville, AL 36265

Calhoun County Environmental  
Services  
3400 McClellan Blvd  
Anniston, AL 36201

US Fish and Wildlife Regulatory  
AL Eco Field Offices  
1208-B Main Street  
Daphne, AL 36526

Scott Wallace  
Anniston Airport Authority  
PO Box 2185  
Anniston, AL 36203

Paul Williams  
Acting Forester  
3985 Hwy 21 North  
Jacksonville, AL 36265

Jerry Klug, Chair  
Jacksonville Heritage Association  
119 Eighty Oaks SW  
Jacksonville, AL 36265

Anniston Water Works  
PO Box 2268  
Anniston, AL 36202

Coosa Valley RC & D  
917 Snow Street  
Oxford, AL 36203

Mountain Longleaf NWA Office  
US Fish and Wildlife  
PO Box 5087  
Ft. McClellan, AL 36205

Calhoun County Civil Defense  
4510 Bynum Leatherwood Rd.  
Anniston, AL 36202

Calhoun County Water Authority  
2256 Alexandria Wellington Rd.  
Alexandria, AL 36250

US Forest Service  
1001 North Street  
Talladega, AL 35160

Georgia Calhoun  
Chocolocco Historical Society  
PO Box 62  
Chocolocco, AL 36254

David Pirritano  
Calhoun Environmental Office  
1702 Noble St., Suite 103  
Anniston, AL 36201


Robin Scott, CEO  
McClellan Development Authority  
4975 Bains Gap Road  
Anniston, AL 36205

MAILED  
10/28/13



**AGENDA**  
for the  
**Calhoun Area Metropolitan Planning Organization (MPO)**  
in the  
East Alabama Regional Planning and Development Commission  
Conference Room  
10:00 am

**November 21<sup>st</sup>, 2013**

- I. Call to Order
- II. Verification of Quorum
- III. Old Business
  - A. Review minutes of October 17<sup>th</sup>, 2013 MPO Meeting
  - B. Approval minutes of October 17<sup>th</sup>, 2013 MPO Meeting
  - C. Election of MPO Officers
  - D. TBA
- IV. New Business
  - A. Review FY 12-15 TIP Update (Handout)
  - B. ALDOT Request to Amend FY 12-15 TIP to include projects:
    1. Sec. 5316 JARC Operations – Rural 10/1/13 \$80,000  
#100061479 TR
  - C. Resolution #662 – Amends FY 12-15 TIP to Include ALDoT Projects
  -  D. 2040 LRTP Development – Existing Conditions Analysis – Mickey Hall, Skipper Consultants
  - E. TBA
- V. Other Business
  - A. Status report on other Local Projects from ALDoT 4<sup>th</sup> Division
  - B. Report on Urban Area Fixed Route System and ADA Handicapped System
  - C. Transportation Articles (Handout)
  - D. TBA
- VI. Next MPO Meeting - 10am, Thursday, December 19<sup>th</sup>, 2013
- VII. Adjourn

Sign-In Sheet

**Calhoun Area Metropolitan Planning Organization**

East Alabama Regional Planning Commission  
3<sup>rd</sup> Floor Conference Room  
November 21st, 2013  
10:00 am

<u>Name</u>	<u>Organization</u>
BILL CURTIS	EARPDC
DeJorvis Leonard	ALDOT
Steve Haynes	ALDOT
Vaughn Stenkert	Anniston
KEITH STRICKLAND	GMC
Shane Christian	EARPDC
Fred Wilson	Commissioner
Maurice Wildman	JBWT, INC.
Brian Rosenbalm	Calhoun Co.
Jarrod Simmons	Jesse
Jerry Parris	Jacksonville
MICHAEL HOSCH	CALHOUN CO.
JOE MEADS	SAIN ASSOC.
Wynne Witha	CITY OF WEAVER
Rodney McC	ALDOT
Steve Williams	ALDOT
David Thompson	J.S.U.

Sign-In Sheet

**Calhoun Area Metropolitan Planning Organization**

East Alabama Regional Planning Commission  
3<sup>rd</sup> Floor Conference Room  
November 21st, 2013  
10:00 am

<u>Name</u>	<u>Organization</u>
John Clark	ERA/MPO
Alberta McCray	Town of Hobson City
Dennis Reaver	CAC
Jeff Clendary	City of Weavering
Fred M. Dewey	Oxford
Don Hart	Oxford

**Jack Plunk**

---

**From:** Mickey Hall <mickey@skipperinc.com>  
**Sent:** Friday, August 30, 2013 9:00 AM  
**To:** Jack Plunk  
**Subject:** RE: 2040 LRTP Interviews

Thanks!

---

**From:** Jack Plunk [mailto:jack.plunk@earpdc.org]  
**Sent:** Thursday, August 29, 2013 4:23 PM  
**To:** Mickey Hall  
**Subject:** FW: 2040 LRTP Interviews

I added one more on the 18th.

---

**From:** Jack Plunk  
**Sent:** Thursday, August 29, 2013 10:20 AM  
**To:** mickey@skipperinc.com  
**Subject:** 2040 LRTP Interviews

Mickey,  
Just to let you know, I have been able to confirm several meetings..

**Wed. Sept 18th** - Citizens Advisory Committee 10 am  
- ChamberoCommerce/Calhoun Econ. Dev. Council 1:30 pm  
- Anniston Water Works and Sewer Board - 2:45pm Phillip  
- *JULIA SEGARS - Az Power Com - 4pm - 237-9451*

**Thursday Nov. 21st** - MPO 10am  
- McClellan Development Authority - 1:30pm  
*3:30pm - Jack Prim - Az Trucking Assoc. - 236-2011 831-5580 3:30pm*  
*jhsegars@southernco.com*

I working on some others for these two days.

Thanks,

Jack Plunk, MCRP  
Principal Planner  
EARPDC  
PO Box 2186  
Anniston, AL 36202  
(256) 237-6741  
New Email: [jack.plunk@earpdc.org](mailto:jack.plunk@earpdc.org)

# **AGENDA**

## **CITIZENS ADVISORY COMMITTEE OF THE CALHOUN AREA METROPOLITAN PLANNING ORGANIZATION (MPO)**

East Alabama Regional Planning and Development Commission 3<sup>rd</sup> Floor Conference Room

**10:00 am**

**Wednesday, July 23<sup>rd</sup>, 2014**

**I. Call to Order**

**II. Introductions**

**III. Old Business**

- a. Review of CAC minutes for May 21<sup>st</sup>, 2014
- b. Approval of CAC minutes for May 21<sup>st</sup>, 2014
- c. CAC Appointments and Welcome of New Members
- d. TBA

**IV. New Business**

- a. Review of FY 2012-2015 TIP Update and MPO Projects (Handout)
- b. An Economic Analysis of Infrastructure Investment (Handout)
- c. Pedestrian Safety (Handout)
- d. TBA

**V. Other Business**

- a. Other current transportation projects
- b. Anniston Express and ADA Para-Transit Ridership
- c. Next CAC Meeting
- d. TBA

**VI. Adjourn CAC Meeting**

**VII. Draft 2040 Long Range Transportation Plan Public Review and Input Meeting**

**VIII. Adjourn Draft 2040 LRTP Public Review Meeting**

SIGN-IN SHEET

**CITIZENS ADVISORY COMMITTEE  
OF THE  
CALHOUN AREA METROPOLITAN PLANNING ORGANIZATION (MPO)  
East Alabama Regional Planning and Development Commission  
Conference Room  
10:00 am**

**July 23<sup>rd</sup>, 2014**

<u>Name</u>	<u>City</u>	<u>Email</u>
Bill GANN	CC	
Mike Kimberly	Anniston	
Richard Stubbs	C. C	
MARSHALL JARROX	OXFORD	
Dennis Reaves	CC	
Tommy Stom	JACKSONVILLE	
Patricia Dyer	Huntsville	
Jack S. Jones	etc/mpo	
Shirley Mullis	Calhoun Co.	
Carol Hagan	CC	
Phillip Keith	Anniston	
Joe Amerson	Houston City	
ANDY HATLEY	ANN.	
Jack B. Burt	BURT	

Please submit your written comments to:

2040 LRTP  
PO Box 2186  
Anniston, AL 36202

Fax (256) 237-6763

Comments: (Please mention the project # or its description)

Be very Honest AND Keep the DATA SIMPLE AND  
EASY TO UNDERSTAND - DO NOT SUGAR COAT THE  
INFORMATION.

DATA TO CONSIDER ADDING:

EMPLOYMENT STATS AND PER CENT UNEMPLOYED  
NUMBERS TO REFLECT % IN MANUFACTURING,  
SERVICE, PUBLIC, PRIVATE, RETAIL

Can you suggest better ways for public review or to solicit public comments?

(Optional) Name: Andy HATLEY

City: ANNISTON

Please submit your written comments to:

2040 LRTP  
PO Box 2186  
Anniston, AL 36202

Fax (256) 237-6763

Comments: (Please mention the project # or its description)

Are sidewalk projects in Jacksonville to be a local projects? with so many apartments/people living along Church Ave, and the vast majority of public housing within 1-2 blocks of Church Ave, a sidewalk ~~is~~ running the length of Church Ave would seem a need improvement.

Can you suggest better ways for public review or to solicit public comments?

(Optional) Name: \_\_\_\_\_

City: \_\_\_\_\_





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[Chambers](#)   [Etowah](#)  
[Cherokee](#)    [Randolph](#)  
[Clay](#)        [Talladega](#)  
[Cleburne](#)    [Tallapoosa](#)

## Welcome To EARPDC

and Development Commission agency providing a wide range of within the ten-county service area and to the residents of the region. The Commission is designated to provide regional services by a number of state and federal agencies. The Commission is the Economic Development Administration (EDA) designated Economic Development District (EDD) and the Appalachian Regional Commission (ARC) designated Local Development District for its region. The Commission provides program administrative support to the Metropolitan Planning Organization (MPO) for the Calhoun Area Transportation Study. The Commission serves as the Rural Planning Organization (RPO) providing transportation planning support for the non-urbanized areas of the region under a contract with the Alabama Department of Transportation. The Commission has also developed a Coordinated Public Transit-Human Services Transportation Plan for the region.

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## Enewsletter Signup

Your Email Address

## News & Announcements

### **[Review Draft 2040 Long Range Transportation Plan](#)**

Review and comment on the Draft 2040 Long Range Transportation Plan

#### **[Read More...](#)**

### **[ADECA seeks Alabamians' input with community needs, fair housing surveys.](#)**

The Alabama Department of Economic and Community Affairs (ADECA) is seeking your input with a couple of surveys: the Community Needs Survey and the F.

News & Announcements

**Review Draft 2040 Long Range Transportation Plan**  
**2014-07-25**

The Calhoun Area Metropolitan Planning Organization's **Draft 2040 Long Range Transportation Plan** (LRTP) is offered for public review and comment. The 2040 LRTP is a future oriented multi-modal document which identifies local transportation improvement projects for state, local and federal funding for the next 25-30 years. This notice initiates a 40 day period during which the document can be reviewed on-line, anytime during normal working hours of the East AL Regional Planning Commission at 1130 Quintard Ave., Anniston, AL or during the **public meeting** scheduled for 2pm July 31st. **Comment forms** can be mailed, faxed or dropped off. Email comments can be sent to; [jack.plunk@earpdc.org](mailto:jack.plunk@earpdc.org). Telephone (256) 237-6741, Fax (256) 237-6763  
Click on the highlighted words to view documents.

---

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# Public Involvement Meeting

The Calhoun Area Metropolitan Planning Organization (MPO) is soliciting early public review and comments on the **DRAFT 2040 Long Range Transportation Plan (LRTP)**. The 2040 LRTP is a future oriented multi-modal transportation plan which identifies local transportation projects for state, local and federal funding over the next 25-30 years. The completed 2040 LRTP update will include projects related to; roadways, traffic congestion, intersection improvements, public transit, airports, pedestrian and bicycle projects. This notice initiates a 40 day period during which the draft document can be reviewed at any time during normal working hours at the offices of East Alabama Regional Planning Commission at 1130 Quintard Ave., Suite 300, Anniston, AL or reviewed on the commission website at: [www.earpdc.org](http://www.earpdc.org).

In addition, the MPO has scheduled a staff supported **Public Meeting** in order to answer questions and solicit public comments on;

**Thursday, July 31<sup>st</sup>**  
**2- 6 pm**  
EARPDC Conference Room  
1130 Quintard Avenue, Suite 300

Comments can be submitted via mail to; 2040 LRTP, PO Box 2186, Anniston, AL 36202, or email; [jack.plunk@earpdc.org](mailto:jack.plunk@earpdc.org). Or for more information call or contact: Jack Plunk, Principal Planner at (256) 237-6741, fax (256) 237-6763, TDD (800) 548-2547 or [jack.plunk@earpdc.org](mailto:jack.plunk@earpdc.org). The public is invited to drop by anytime during normal working hours to obtain information, to review and comment or talk to staff or a consultant. This is a handicapped accessible building and room.

Should any member of the public require any special transportation or accommodation in order to attend on July 31<sup>st</sup>, please contact: EARPDC-ADA Coordinator Diane McClellan, at (256) 237-6741, Ext.120, no later than 48 hours in advance of this meeting.

ANNISTON STAR  
7/27 ← 7/30

MAILED TO:  
FED, STATE Agencies by  
CAC MAILING LIST.  
7/25/14

...slam compares with a 13-point advantage the GOP had at this point four years ago, and a 17-point Democratic advantage in 2006.

Other measures of voter engagement, such as the number who say that they are closely following the election or that they are certain to vote, provide similar results—a Republican edge, but by a smaller margin than in 2010.

Recent state-by-state polls of individual races paint a similar picture of close elections in key states, rather than a strong tide for one party.

In Wisconsin, for example, which often serves as a national bellwether, a poll by Marquette University released Wednesday found the race for governor to be a dead heat between incum-

...to take the majority, and have strong possibilities in North Carolina, Louisiana, Arkansas, Iowa and Alaska, all seats currently held by Democratic senators that appear too close to call. A

...the Monica Lewinsky scandal in Bill Clinton's administration. The reported lack of enthusiasm about voting matches up with voter turnout in primaries this year, which has tended to be low.

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## PUBLIC INVOLVEMENT MEETING

The Calhoun Area Metropolitan Planning Organization (MPO) is soliciting early public review and comments on the **DRAFT 2040 Long Range Transportation Plan (LRTP)**. The 2040 LRTP is a future oriented multi-modal transportation plan which identifies local transportation projects for state, local and federal funding over the next 25-30 years. The completed 2040 LRTP update will include projects related to roadways, traffic congestion, intersection improvements, public transit, airports, pedestrian and bicycle projects. This notice initiates a 40 day period during which the draft document can be reviewed at any time during normal working hours at the offices of East Alabama Regional Planning Commission at 1130 Quintard Ave., Suite 300, Anniston, AL or reviewed on the commission website at: [www.earpdc.org](http://www.earpdc.org).

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Thursday, July 31st

2- 6 pm

EARPCD Conference Room

1130 Quintard Avenue, Suite 300

Comments can be submitted via mail to; 2040 LRTP, PO Box 2186, Anniston, AL 36202, or email; [jack.plunk@earpcd.org](mailto:jack.plunk@earpcd.org). Or for more information call or contact: Jack Plunk, Principal Planner at (256) 237-6741, fax (256) 237-6763, TDD (800) 548-2547 or [jack.plunk@earpcd.org](mailto:jack.plunk@earpcd.org). The public is invited to drop by anytime during normal working hours to obtain information, to review and comment or talk to staff or a consultant. This is a handicapped accessible building and room.

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ANNISTON STAR 7/27/14

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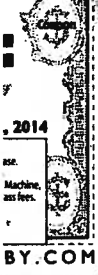
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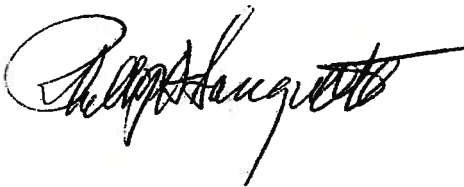
**PROOF OF PUBLICATION**

**STATE OF ALABAMA  
CALHOUN COUNTY**

Personally appeared before me Phillip A. Sanguinetti, who being duly sworn, makes oath that he is President of THE ANNISTON STAR, a daily newspaper published in Anniston, Alabama, and that the attached notice ran as follows:

Dates: 7.27.14 DRAFT 2040 Longrange Transportation Plan

Description: 3x6 order# 202710 PO# 51284 JOP# 000202710r1



Signature

Phillip A. Sanguinetti

Sworn to and subscribed to before me this date:



Notary Public

H. Elaine Estes

My Commission Expires  
June 13, 2016

Standard & Poor's 600

1,969.95

Russell 2000

1,141.64

**NYSE diary**

Advanced: 1,242

Declined: 1,877

Unchanged: 118

Volume: 3.11 b

**Nasdaq diary**

Advanced: 1,366

Declined: 1,322

Unchanged: 112

Volume: 2.08 b



... Contact Lisa Morales at the Calhoun County Chamber of Commerce for details 256-237-3546

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**PUBLIC INVOLVEMENT MEETING**

The Calhoun Area Metropolitan Planning Organization (MPO) is soliciting early public review and comments on the DRAFT 2040 Long Range Transportation Plan (LRTP). The 2040 LRTP is a future oriented multi-modal transportation plan which identifies local transportation projects for state, local and federal funding over the next 25-30 years. The completed 2040 LRTP update will include projects related to; roadways, traffic congestion, intersection improvements, public transit, airports, pedestrian and bicycle projects. This notice initiates a 40 day period during which the draft document can be reviewed at any time during normal working hours at the offices of East Alabama Regional Planning Commission at 1130 Quintard Ave., Suite 300, Anniston, AL or reviewed on the commission website at: www.earpdc.org.

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**2- 6 pm**

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Anniston Star 7/30/14



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11/15/1936 - 07/30/2013

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We little knew the day that God was going to call your name. In life we loved you dearly. In death we do the same.

It broke our hearts to lose you, but in God we put our trust. In times as difficult as this, Faith is such a must.

You left us peaceful memories. Your love is still our guide. And though we cannot see you, you are always at our sides.

Our family chain is broken and nothing seems the same. But as God calls us one by one the chain will link again.

**Love and Missing You  
Your Loving Family**



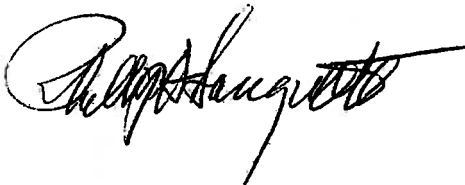
**PROOF OF PUBLICATION**

**STATE OF ALABAMA  
CALHOUN COUNTY**

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Dates: 7-30-14 Draft 2040 Long Range Transportation Plan

Description: 3X6 order# 202710 PO# 51284 Job# 000202710r1



Signature

Phillip A. Sanguinetti

Sworn to and subscribed to before me this date:



Notary Public

H. Elaine Estes

My Commission Expires  
June 13, 2016

**DRAFT 2040 Long Range Transportation Plan  
Public Involvement Meeting**

East Alabama Regional Planning Commission  
1130 Quintard Ave., Suite 300  
Anniston, AL 36202

July 31, 2014  
2 - 6 pm

**Sign-In Sheet**

<u>Name</u>	<u>City or Community</u>
<i>[Signature]</i>	Anniston
<i>[Signature]</i>	ERC/MPO
<i>[Signature]</i>	Wincoln
<i>[Signature]</i>	Oxford
<i>[Signature]</i>	Jaladega
<i>[Signature]</i>	Weaver
<i>[Signature]</i>	Jacksonville
<i>[Signature]</i>	Weaver
<i>[Signature]</i>	Anniston
<i>[Signature]</i>	Oxford





## AGENDA

### Technical Advisory Committee of the Calhoun Area Metropolitan Planning Organization

August 13<sup>th</sup>, 2014  
10:00 am

1. Call to Order
2. Review and approval of minutes from TAC Meeting, July 9<sup>th</sup>, 2014
3. Old Business
  - A. Anniston/Weaver/J'ville Road
  - B. TBA
4. New Business
  - A. FY 12-15 Transportation Improvement Plan (TIP) (Handout)
  - B. Requests to Amend FY 12-15 TIP
    1. ALDoT - Increase CN for G'brier Rd. Safety Improvements up to \$1,328,748
    2. City of Anniston – Amend FY 12-15 TIP to Add New Projects (Handout)
  - C. Review DRAFT 2040 Long Range Transportation Plan (LRTP) (Handout)
  - C. ALDoT Status Report on Local Projects
  - D. TBA
5. Adjourn
6. Next TAC Meeting, September 10<sup>th</sup>, 2014

## SIGN-IN SHEET

Technical Advisory Committee (TAC)  
of the  
Calhoun Area Metropolitan Planning Organization


Wednesday, August 13<sup>th</sup>, 2014

10:00 am

<u>NAME</u>	<u>ORGANIZATION</u>
Jehnn L. Smith	City of Jacksonville
Mike Warren	Weaver
Janice E. Ponce	TAC/MPO
MICHAEL HOSCH	CALHOUN
BRIAN ROSEBALM	11
Fred M. Deaney	Oxford
Shannon T. Jones	ALDOT
Brett P. ...	ALDOT
Chase Rich	ALDOT

# AGENDA

Transit Advisory Board (TAB)  
3<sup>rd</sup> Floor Conference Room of the  
East Alabama Regional Planning and Development Commission  
Tuesday, August 12, 2014  
9:00 a.m.

- I. Invocation
- II. Roll Call and Sign In
- III. Review and Approval of TAB Minutes July 8, 2014
- IV. Communications from City Council
- V. Standing Reports
  - a. Operations Report from Anniston Limousine—Debbie Henderson
  - b. Fixed-Route Reports from Shane Christian—EARPDC
  - c. Demand Response Reports from Shane Christian—EARPDC
  - d. TBA
- VI. Old Business
  - a. TBA
- VII. New Business
  - a. Possible Committee for Section 5309 Grant
  -  b. 2040 Long Range Plan – Public Comment Opportunity
  - c. TBA
- VIII. Guest Speakers
- IX. Adjourn
- X. Paratransit Advisory Committee

**SIGN-IN SHEET**

Transit Advisory Board  
3<sup>rd</sup> Floor Conference Room  
East Alabama Regional Planning and Development Commission  
Tuesday August 12, 2014  
9:00 am

<u>NAME</u>	<u>ADDRESS/AFFILIATION</u>
Martinez Hall	31 South Allen Ave /board
Mike Worn	Weaver
Ricky Tanner	Anna
Ruben Mendosa	ANNISTON LIMO
BILL CURTIS	EARPDC
Smoky Patrick	Ward 4
Shane Christian	EARPDC
JOHNNIE CANNIBLE	LEAP
JOSEPH JANKOSKI	AT LARGE
Gloria Floyd	County

# Public Involvement Meeting

The Calhoun Area Metropolitan Planning Organization (MPO) is soliciting public review and comments on the **FINAL 2040 Long Range Transportation Plan** (LRTP). The 2040 LRTP is a future oriented multi-modal transportation plan which identifies local transportation projects for state, local and federal funding over the next 25-30 years. The completed 2040 LRTP update will include projects related to; roadways, traffic congestion, intersection improvements, public transit, airports, pedestrian and bicycle projects. The document can be reviewed at any time previous to the meeting by visiting the commission website at: [www.earpdc.org](http://www.earpdc.org) or during normal working hours at the offices of East Alabama Regional Planning Commission (EARPDC) at 1130 Quintard Ave., Suite 300, Anniston, AL.

In addition, the MPO has scheduled a staff supported **Public Meeting** in order to answer questions and solicit public comments on;

**Tuesday, September 30<sup>th</sup>**  
**2- 5 pm**  
EARPDC Conference Room  
1130 Quintard Avenue, Suite 300

This is a handicapped accessible building and room.

The public is invited to call, email or drop by the EAC offices anytime previous to the schedule meeting during normal working hours to obtain a copy of the plan, to review and comment or talk to staff or a consultant. Comments can be submitted at any time via mail to; 2040 LRTP, PO Box 2186, Anniston, AL 36202, or by email to; [jack.plunk@earpdc.org](mailto:jack.plunk@earpdc.org). Or for more information call or contact: Jack Plunk, Principal Planner at (256) 237-6741, fax (256) 237-6763, TDD (800) 548-2547 or [jack.plunk@earpdc.org](mailto:jack.plunk@earpdc.org).

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MAILED TO:  
STATE/FED AGENCY MAILING LIST 9/12/14  
TARGETED MAILING LIST 9/12/14  
CAC 9/17/14

# Block Ad Announcements

9/19/14

- DELIVERED -

ST. James Memorial Church of God FARRON AVE.

A New Day Dawning Ministry 12<sup>th</sup> ST. W.

MIRACLE Deliverance Temples 1801 W. 11th ST.

St. Peter's Ministry Apostolic Church CLYDEDALE AVE.

Deliverance Ministry 1715 W. 13<sup>th</sup> ST.

New Jerusalem AFM 1420 PUNCAN AVE.

BETHEL MISSIONARY BAPTIST CHURCH 1658 LETTMAN AVE.

ST. JOHN JBH Church of God 1920 17<sup>th</sup> ST.

Zion Rising Star Church of God RUMES ROAD

Victory Outreach Alexandria Road

Leyden Hill Presbyterian Church Alexandria Rd.

OAK RIDGE BAPTIST CHURCH 3224 OAK RIDGE AVE.

LLOYD'S CHAPEL BAPTIST CHURCH ALEXANDRIA/CLYDEDALE RD. (CR 109)

Morrisville Baptist Church Morrisville Road

MT. Liberty Baptist Church Morrisville Rd.

NORTH LEDBETTER ST. Baptist Church Ledbetter St.

JACOB Christian Ministries Church 5091 GULATON RD.

West Park Heights Baptist Church W. PARK DRIVE

WEST AMISTON Baptist Church 9<sup>th</sup> ST. WEST

FIRST Congregation M Church 2321 C STREET

CHRISTIAN Fellowship Bible Church 600 Mulberry Ave.

# News & Announcements

## Review Draft 2040 Long Range Transportation Plan

2014-07-25

The Calhoun Area Metropolitan Planning Organization's Draft 2040 Long Range Transportation Plan (LRTP) is offered for public review and comment. The 2040 LRTP is a future oriented multi-modal document which identifies local transportation improvement projects for state, local and federal funding for the next 25-30 years. This notice initiates a 40 day period during which the document can be reviewed on-line, anytime during normal working hours of the East AL Regional Planning Commission at 1130 Quintard Ave., Anniston, AL or during the public meeting scheduled for September 30th. Comment forms can be mailed, faxed or dropped off. Email comments can be sent to; [jack.plunk@earpdc.org](mailto:jack.plunk@earpdc.org). Telephone (256) 237-6741, Fax (2560) 237-6763

### A Summary of the Plan

Click on the highlighted words to view documents.

UPDATED 9/22/14 For <sup>ADDITIONAL</sup> ~~new~~ Public Review & Input Opportunity on 9/30/14.

**Print This Page** | Text Size:



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# STEWART

Continued from Page 1C

Sheriff's Office did to thoroughly investigate this tragic accident. While the process was long and emotionally difficult, it allowed for all the facts of the accident to be identified and known.

"While much of the attention has been on me, it's important to remember a young man lost his life. Kevin Ward Jr.'s family and friends will always be in my thoughts and prayers."

NASCAR also released a statement. "There are no winners in tragedy," it said. "Our thoughts and prayers remain with the Kevin Ward Jr. family and Tony Stewart as they all cope with this tragic incident."

Stewart sat out three NASCAR Sprint Cup races after Ward died in New York, but has raced four times since, starting in Atlanta. He pledged full cooperation with the investigation.

Stewart has yet to win a race this season and failed to qualify for the 16-driver Chase playoff, which determines the series champion. With eight races remaining this season, including Sunday's AAA 400 at Dover (Del.) International Speedway, Stewart is 26th in the series standings.

The sheriff's office said last week it had submitted what it described as a "thorough" investigation to the district attorney's office for review, including a recently received forensic video enhancement completed by the New York State Police laboratory in Albany, N.Y. The sheriff's office has been in possession of at least two videos of the incident, only one of which has been viewed by the public.

According to a handbook from the New York State Unified Court System, a grand jury can vote to indict an individual if it finds sufficient evidence that a crime has occurred to take the case to trial. Otherwise, the case can be dismissed or the grand jury can direct the prosecutor to

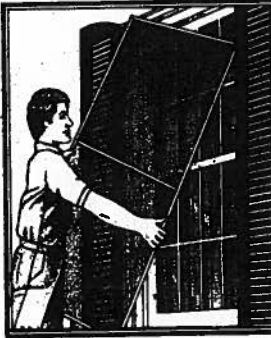
file information accusing the person of an offense less serious than a felony.

The crash that killed Ward happened on a half-mile dirt track when Stewart's car slid into Ward's and pushed it into the wall. Ward's car spun and hit the wall, and the race was placed under caution.

After the crash, Ward left his car, stepped quickly toward the infield and stood in the middle of the track, pointing in what appeared to be an accusatory way toward Stewart's car.

As Stewart approached Ward, his car appeared to speed up. Then the right side of Stewart's car hit Ward, knocking him several yards down the track. Ward was pronounced dead on arrival at F.F. Thompson Hospital in Canandaigua.

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memory with us  
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ANNISTON STAR 9/25/14



**PROOF OF PUBLICATION**

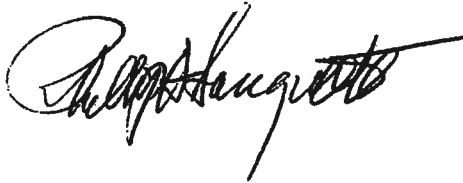
**STATE OF ALABAMA  
CALHOUN COUNTY**

Personally appeared before me Phillip A. Sanguinetti, who being duly sworn, makes oath that he is President of THE ANNISTON STAR, a daily newspaper published in Anniston, Alabama, and that the attached notice ran as follows:

Dates: 9/25/2014 Public Involvement meeting 3X6

Description: Ad# 607117 ORDER# 204653 JOB# 00204653r1

PO# 51353



Signature

Phillip A. Sanguinetti

Sworn to and subscribed to before me this date:

Elaine Estes

Notary Public

H. Elaine Estes

My Commission Expires  
June 13, 2016

# Public Involvement Meeting

## Final 2040 Long Range Transportation Plan (LRTP)

East Alabama Regional Planning Commission  
1130 Quintard Ave., Suite 300  
Anniston, AL 36202

September 30, 2014  
2-5 pm

### Sign-In Sheet

Name Miss Doy Anniston City

John R. Quinn

ETC/MPD

Zach Tyler

The Anniston Star

Barry F. A

Anniston, AL

Nydia Herd

Wewee, AL

Diana J.

Gadsden, AL  
Anniston

Anniston Housing Authority  
PO Box 2225  
Anniston, Alabama 36202  
256-236-1575 extension 120

October 7, 2014

Jack Plunk  
East Alabama Regional Planning & Development Commission  
PO Box 2186  
Anniston, AL 36202

RE: 2040 LRTP Draft

Dear Mr. Plunk:

It was a pleasure speaking with you regarding the 2040 Long Range Transportation Plan (LRTP) for the Calhoun County Area.

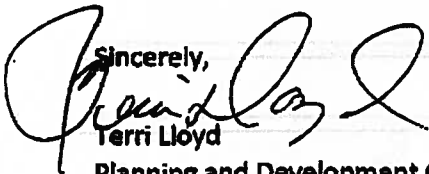
As we discussed, The Anniston Housing Authority does have a few concerns regarding the proposed plan.

The Anniston Housing Authority has 748 public housing units that are mostly occupied by households living on a fixed low income and rely on the Anniston Transportation Service (ACTS), bicycling or walking as their mode of transportation. Two areas of concern are:

- As stated in the plan, there are noticeable gaps in the existing sidewalks in the West Anniston area. It is critical that the plan continue to address the sidewalks connecting the East and West side areas.
- Anniston Public Transit (ACTS) routes continue to maintain service routes in or near public housing units.

Thank you again for taking the time to go over the plan in detail. If you should have any questions, feel free to call me at 256-236-1575 extension 120.

Sincerely,



Terri Lloyd

Planning and Development Officer

## **Amendments**

**RESOLUTION # 701**

**WHEREAS**, the Calhoun Area MPO has adopted its 2040 Long Range Transportation Plan (LRTP) on October 16, 2014 with the adoption of Resolution #685; and

**WHEREAS**, the Alabama Department of Transportation (ALDOT) has brought forward several maintenance and operations projects which were not specifically named in the 2040 LRTP; and

**WHEREAS**, three Calhoun Area MPO were mistakenly omitted from the 2040 LRTP; and

**WHEREAS**, the ALDOT has requested that the 2040 LRTP be amended by the *Formal Amendment* process to include the project list below;

**MPO Projects**

1.	#100047013	PE Signal Upgrade AL 21/Baltzell Gate Rd.	FY 13	\$48,146
	#100047014	CN " " "	FY 16	\$134,530
2.	#100054924	RW McIntosh Road Re-Alignment	FY 14	\$880,663
	#100054925	UT " " "	FY 16	\$531,696
	#100054926	CN " " "	FY 16	\$454,445
3.	#100063207	PE Noble St./4 <sup>th</sup> Street Intersection	FY 15	\$81,387
	#100063208	CN " " "	FY 16	\$250,330

**TAP Projects**

1.	#100062697	CN Sidewalk Rehab Downtown Oxford	FY 16	\$524,859
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**ALDOT Projects**

1.	#100062394	CN Resurf Eastern Bypass	FY 15	\$1,762,399
2.	#100062389	CN Resurf SR 204	FY 15	\$1,558,550
3.	#100041404	CN Replace Bridge on SR 9 over So. RR (1.8 mi N of US 78)	FY 20	\$1,079,466
4.	#100064566	UT Golden Springs Branch Detention Pond	FY 15	\$336,168
5.	#100063735	CN Resurf Pleasant Valley Rd. CR 73 (SR 204 to Rocky Hollow Rd.)	FY 15	\$625,000
6.	#100063447	CN Resurf Nesbit Lk Rd. CR 37 (Hulsey Rd. N to Williams Rd.)	FY 15	\$550,495

**ATRIP Projects**

1.	#100059412	CN Replace Bridge #4970 Rocky Spgs. Rd.	FY 16	\$759,360
2.	#100061926	CN Turn Lanes & Intersection Improvements L. Smith Blvd (I-20 to Boiling Sp. Rd.)	FY 16	\$6,286,559

**Industrial Access Projects**

1.	#100059379	CN Iron Mt. Rd. Extension	FY 16	\$5,267,516
2.	#100062858	CN Improvements to Elgin Avenue	FY 15	\$1,667,000

**NHS/Interstate Maintenance**

1.	#100060114	CN Resurf I-20 Coosa River to MP 173.294 (Begin of 3 lane section)	FY 17	\$14,873,202
2.	#100002660	CN Replace Bridge #005756 & #005757 on US 431 over Snow Crk. & NS RR	FY 22	\$2,747,251
3.	#100041397	CN Remove Bridges #6893 & #6894 on US 431 Over abandoned RR at MP 237.718	FY 22	\$586,505

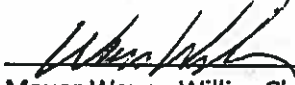
Resolution #701 continued.

Federal Maintenance (FM)

1.	#100064213	CN	Resurf SR 204 from US 431 to MP 6.64	FY 16	\$1,919,000
2.	#100064580	CN	Resurf US 78 from US 431 to Cleburne Co.	FY 16	\$1,700,000
3.	# N/A	CN	Resurf US 78 (Talladega Cty to MP 160.38)	FY 17	\$4,500,000
4.	# N/A	CN	Resurf US 431 (SR 21 to SR 144 MP 242.03)	FY 17	\$5,500,000

NOW THEREFORE, BE IT RESOLVED, by the Calhoun Area MPO, that the 2040 LRTP be modified to include the projects listed above.

Passed and adopted this the 15<sup>th</sup> day of October, 2015.

  
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Mayor Wayne Willis, Chairman  
City of Weaver

ATTEST:

  
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Jack E. Plunk, Principal Planner

East Alabama Regional Planning Commission