

## **AGENDA**

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

**September 9, 2020**

**10:00 a.m.**

- 1. Call to Order**
- 2. Review and approval of minutes from August 12, 2020**
- 3. Old Business**
  - A. TBA**
- 4. New Business**
  - A. Review FY 20-23 TIP Spreadsheet and Administrative Modifications**
  - B. Resolution 805: Deletion and Addition of FWS projects to FY 20-23 TIP**
  - C. Resolution 806: Amend FY20 UPWP add Task 6.3**
  - D. Resolution 807: Increase Funds for Russell Drive CN (100064899)**
  - E. Status report of ALDOT projects**
  - F. Safety Observations**
  - G. Public Involvement Resolution 805 / DRAFT LRTP September 16, 2020**
  - H. ALDOT Rail-Highway Safety Program Grade Crossing Hazard Elimination Funding**
  - I. ATRIP-II Open Applications**
  - J. TAB**
- 5. Next TAC Meeting – October 7, 2020**
- 6. Adjourn**

**MINUTES**  
Technical Advisory Committee  
of the Metropolitan Planning Organization  
Wednesday, August 12, 2020  
10:00 a.m.

Those attending:

Fred Denney	City of Oxford
Libby Messick	EARPDC
Matt Hawes	CDG Engineering
Michael Bergh	ALDOT East Central Region
Michael Hosch	Calhoun County
Rodney McCain	Calhoun County
Shane Brown	ALDOT East Central Region
Toby Bennington	City of Anniston

The meeting was called to order at 10:04 a.m. by Ms. Libby Messick.

Upon reviewing the minutes of the July 8, 2020 meeting, a motion to approve the minutes was made by Mr. Fred Denney and was seconded by Mr. Michael Hosch. Motion carried.

**OLD BUSINESS:**

There was no old business items to discuss.

**NEW BUSINESS:**

Ms. Messick called for review of the FY 20-23 TIP Spreadsheet and Administrative Modifications. She gave the members handouts of the list of MPO projects and reviewed the Administrative Modifications for the month. Ms. Messick explained that there were four modifications that created changes on the TIP spreadsheet and seven modifications that created changes to the TIP spreadsheet and two modifications that did not create any changes to the TIP spreadsheet.

Ms. Messick then called for discussion of Resolution No. 804. This Resolution was to Adopt the Final UPWP for FY 2021. Ms. Messick provided additional handouts detailing major tasks, minor tasks, and local match. A motion was made by Mr. Fred Denney to approve this plan adoption with **Resolution No. 804**, which was seconded by Mr. Toby Bennington. Motion carried.

Next, Ms. Messick called for discussion of Status Report of ALDOT projects. Mr. Shane Brown gave a report included in the agenda packet. He detailed Snow Street has been accepted, Bridge painting projects were waiting on punch list items and on-going claims, Mountain Street resurfacing should begin milling operations soon pending weather, and the AL-144 resurfacing and widening from St. Clair County line to US 431 has started milling and widening should commence the following week. Mr. Brown further explained the 431 access management project had begun saw cutting, Iron Mountain Street should be open soon but was awaiting an update, and the following week Lenlock and Baltzell gate projects would have their preconstruction meeting.

Next, Ms. Messick continued by calling for discussion of Safety Observations. She explained that there was a handout in the agenda packet with the list of concerns from the CAC that had been discussed at previous meetings for review. There were a few updates available. For item 11, ALDOT is recommending Ossington Ave. be reclassified as a minor collector and are waiting on FHWA concurrence. A final decision should be made prior to September's MPO meetings. Item 22 was added in the previous CAC meeting. There was confusion of if it was Bynum Blvd., Bynum Leatherwood, or 78 that was in question. Ms. Messick will confirm with the CAC when they reconvene in September. Item 23 will be moved to closed status next month as this type of signage is only used on interstates.

Next, Ms. Messick called for the Report on Urban Fixed Route and ADA Handicapped Transit Systems. She gave the report for the Fixed-Route ridership for the month of July, which was provided in the agenda packet for review. There were 6,160 passengers on the Fixed-Route which was an increase from the previous month and decrease from the previous year due to COVID-19 restrictions. The final table in the agenda is the ADA Paratransit ridership for the month of July. There were 777 trips for the City of Anniston (increase), 136 trips for the City of Jacksonville (increase), 71 trips for the City of Weaver (decrease), 163 trips for the City of Oxford (increase), 92 trips for the Urbanized part of the County (decrease) and 132 trips for the Rural part of the County (decrease).

The next TAC meeting will be Wednesday, September 9, 2020 at 10:00 a.m.

There being no other business to discuss, the meeting was adjourned at 10:24 a.m.

**CALHOUN AREA MPO**

**FY 20-23 TIP AS OF August 31, 2020**

ALL FUNDS AVAILABLE (FED + LOCAL MATCH)  
SURFACE TRANSPORTATION PROGRAM (STP)

Authorized to Proceed  
 Moved from one FY to another FY  
 Funded by ATRIP or ARRA  
 New Project or A/location Change

PE Preliminary Engineering  
 RW Right of Way  
 UT Utilities  
 CN Construction

Project Description	ID#	Sponsor	Status	Scope	2016	2017	2018	2019	2020	2021	2022	2023	
3 Resurface Chief Ladiga Trail w/Sidewalk Connection City of Weaver	100062151	Weaver	COMPLETE	CN	276,000								
4 Signal Upgrade at SR-21 / Baltzell Gate Rd. (ARRA \$ Re-assigned to Frank Akers Rd.)	100047014	Anniston		CN					543,237				
5 Signal Improvements at Lenlock / SR-21	100047016	Anniston		CN					276,647				
6 McIntosh Rd. Improvements and Re-Alignment	100054925	Calhoun County	Under CN	UT		52,475							
	100054926	Calhoun County		CN		1,358,096							
7 Lenlock/Saks Road Intersection & Turn Lanes	100051026	Calhoun County	COMPLETE	CN	1,433,834								
11 Snow Street Drainage Improvements & Resurfacing	100052525	Oxford	Under CN	CN		2,237,834							
14 Alexandria-Jville Rd. Resurface from McClellan Rd. to Cedar Springs Rd.	100064930	Calhoun County		CN				538,117					
23 64th Street Bridge Replacement (BIN 6204) (PE developed by County Eng.)	100054937	Calhoun County		RW									
	100054938			UT									
	100054939			CN									
25 Coffee (A) Street - Resurface from SR-21 to Alexandria Rd.	100043808	Jacksonville	COMPLETE	CN	334,248								
30 Barry Street/US 78 - Reconfigure Intersection	100057404	Oxford		PE									
	100057405			RW				989,149					
	100057406			UT						117,054			
	100057407			CN							674,572		
33 Chief Ladiga Trail - Anniston - ± 5.8 mi (Cane Ck. To 4th St.)	100060694	Anniston		RW			522,903						
35 Noble/4th St. Intersection Improvements	100063208	Anniston		CN				879,462					
36 Bike/Ped Improvements at 10th, Clydesdale, & 11th	100063210	Anniston		CN	43,874								
37 Bike/Ped Improvements at 14th, 11th, and Cobb Ave. (CN Includes \$25k for Bicycle Parking Racks)	100063212	Anniston		CN	229,983								
38 Intersection Lighting at SR-202/Bynum Leatherwood	100064881	Calhoun County	COMPLETE	PE	24,000								
	100064882		COMPLETE	CN		328,607							
39 Mountain St. NE Resurface from SR-21 to 8th Ave	100064883	Jacksonville		PE		48,716							
	100064884			CN					771,051				
40 Church Ave Resurface from 11th St to SR-21	100064885	Jacksonville		PE			118,686						
	100064886			CN							1,928,758		
41 Airport Rd. Bridge Replacement @ Coldwater Creek (BIN 11215)	100064887	Oxford		PE			340,890						
	100064888			RW							10,406		
	100064889			UT							78,046		
	100064890			CN							2,143,954		
43 Lenlock Lane Resurface from US-431 to Anniston CL (PE developed by County Eng.)	100064895	Calhoun County	COMPLETE	CN	686,407								
44 Bynum Leatherwood/Old Gadsden Rd Roundabout	100064896	Calhoun County		PE			294,000						
	100064897			CN							917,997		
45 Russell Dr. Resurface from Alexandria Rd to Peaceburg Rd.	100064898	Weaver		PE			47,553						
	100064899			CN							412,831		
46 4-lane Greenbrier Rd. to Golden Spring Rd. cost overruns Resolution 733	100008423	Anniston	COMPLETE	CN		533,835		119,894					
47 Wilmer, Greenbrier to G Street, cost overruns Anniston	100047017	Anniston	COMPLETE	PE		1,977							
				CN		51,532							
48 Friendship Road Widening and Bridge Replacement Phase I	100070247	Oxford		PE					311,264				
	100070248			RW							325,891		
	100070249			UT								323,165	
	100070250			CN									1,515,107
49 Friendship Road Widening and Bridge Replacement Phase II	100070253	Oxford		PE					349,181				
	100070254			RW							193,239		
	100070255			UT								191,622	

**CALHOUN AREA MPO**

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SURFACE TRANSPORTATION PROGRAM (STP)

	Authorized to Proceed
	Moved from one FY to another FY
	Funded by ATRIP or ARRA
	New Project or Allocation Change

PE Preliminary Engineering  
RW Right of Way  
UT Utilities  
CN Construction

Project Description	ID#	Sponsor	Status	Scope	2016	2017	2018	2019	2020	2021	2022	2023
	100070257			CN								
50 Friendship Road Widening and Bridge Replacement Phase III	100070259	Oxford		PE					150,748			
	100070262			RW						108,417		
	100070269			UT							107,510	
	100070271			CN								
51 Alexandria/Jacksonville Rd. - Resurface (Cedar Springs Rd to Jacksonville) (PE by County Eng.)	100070224			CN					733,941			
52 Whites Gap Rd and Whites Gap Rd SE - Resurfacing (PE developed by County Eng.)	100070226	Calhoun County		CN						1,285,326		
53 AL Hwy 202/Hunter St. - Signal Upgrade	100070695	Calhoun County		PE					30,300			
	100070228	Calhoun County		CN						102,010		
54 Roy Webb Rd. - Resurfacing (PE developed by County Eng.)	100070230	Calhoun County		CN							978,786	
55 Eulation Gate Rd. - Resurfacing (PE developed by County Eng.)	100070232	Calhoun County		CN								390,227
56 Resurfacing Henry Road from SR 21 to the City Limits	100070197	Jacksonville		PE					87,305			
	100070198			CN						470,287		
57 Resurfacing George Douthit Dr from SR-21 to Brierwood Place SW	100070203	Jacksonville		PE							212,715	
	100070208			CN								1,078,819
58 Baltzell Gate Connector Multi-use path	100070238	Anniston		PE							18,133	
	100070239			CN								183,146
59 Coldwater Mountain/Mulberry St. to Legarde, multi-use path	100070241	Anniston		PE						32,643		
	100070242			CN							164,848	
60 Anniston to Oxford Bike Lane; S Noble and Chestnut	100070244	Anniston		PE					5,555			
	100070245			CN						44,884		
Hillyer Robinson Ind. Parkway Safety Improvements overrun - CLOSED			CLOSED	CN					4,147			
Resurfacing CR-187 (Friendship Rd) From CR-193 (Boiling Spring Rd) to SR-21	100054996		CLOSED	CN					24,488			
<b>PROGRAMMED</b>					<b>3,028,345</b>	<b>4,613,072</b>	<b>1,324,032</b>	<b>3,297,673</b>	<b>2,633,846</b>	<b>8,729,262</b>	<b>1,996,780</b>	<b>3,167,299</b>
<b>APPORTIONMENT</b>					<b>2,182,759</b>	<b>2,266,095</b>	<b>2,363,956</b>	<b>2,463,701</b>	<b>2,521,554</b>	<b>2,521,554</b>	<b>2,521,554</b>	<b>2,521,554</b>
<b>CARRYOVER</b>					<b>9,694,529</b>	<b>8,848,943</b>	<b>6,501,965</b>	<b>7,541,889</b>	<b>6,707,917</b>	<b>6,595,625</b>	<b>387,917</b>	<b>912,691</b>
<b>AVAILABLE</b>					<b>11,877,287</b>	<b>11,115,038</b>	<b>8,865,921</b>	<b>10,005,591</b>	<b>9,229,471</b>	<b>9,117,179</b>	<b>2,909,471</b>	<b>3,434,245</b>
<b>BALANCE</b>					<b>8,848,943</b>	<b>6,501,965</b>	<b>7,541,889</b>	<b>6,707,917</b>	<b>6,595,625</b>	<b>387,917</b>	<b>912,691</b>	<b>266,946</b>

**RESOLUTION #805**

Deletion of Project 100065122 (CN) and Addition of Project AL FLTP FW MOLO (1) to FY 20-23 TIP

**WHEREAS**, the Calhoun Area MPO has adopted its FY 20-23 Transportation Improvement Plan (TIP) on August 15, 2019 with Resolution #788; and

**WHEREAS**, the Alabama Department of Transportation (ALDOT) has requested that the FY 20-23 TIP be amended to delete the following project:

Project #100065122 (CN) REHABILITATE BOWL ROAD (RT 420), MOUNTAIN LONGLEAF WILDLIFE REFUGE (APPORTINMENT FY 2017)

**WHEREAS**, the Federal Highway Administration (FHWA) has requested that the FY 20-23 TIP be amended to include the following project:

AL FLTP FW MOLO (1) Mountain Longleaf NWR, B1-2015, Replace bridge #7, FLTP funding \$719,800.00

**NOW THEREFORE, BE IT RESOLVED**, by the Calhoun Area MPO, that the Calhoun Area MPO FY 20-23 TIP be amended to remove and include the above projects.

Passed and adopted this 17<sup>th</sup> day of September 2020.

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Councilman Jerry Parris, Chairman  
City of Jacksonville

ATTEST:

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Elizabeth Messick, Senior Planner  
East Alabama Regional Planning and  
Development Commission

## **Resolution # 806**

### **Amending the Fiscal Year 2020 Unified Planning Work Program (UPWP)**

**WHEREAS**, the Calhoun Area Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134 and 135 (amended by the FAST Act, Sections 1201 and 1202, December 2015); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR 51 and 93; and,

**WHEREAS**, the US Department of Transportation (USDOT) requires all urbanized areas, as established by the US Bureau of the Census, to do area-wide transportation planning, and the designated planning organization to submit a Unified Planning Work Program (UPWP) as a condition for meeting the provisions of Title 23 USC 134; and,

**WHEREAS**, consistent with the declaration of these provisions, the East Alabama Regional Planning and Development Commission, as staff to the MPO, in cooperation with the Local Transportation Bureau, Alabama Department of Transportation, has prepared a Unified Planning Work Program for Fiscal Year 2020; and,

**WHEREAS**, pursuant to its duties, functions, and responsibilities, the Calhoun Area MPO proposes to allocate \$30,000 from Task 6.2 Special Projects Identification which was created from remaining administrative funds from FY 2019 to create Task 6.3 to update the City of Anniston's Bicycle and Pedestrian Plan along with assess connectivity and safety criteria for connectivity to local venues to the Chief Ladiga Trail.

**THEREFORE, BE IT RESOLVED** by the Calhoun Area MPO, that the Fiscal Year 2020 UPWP be amended as indicated above.

Passed and adopted this 17<sup>th</sup> day of September 2020.

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Councilman Jerry Parris, Chairman  
City of Jacksonville

ATTEST:

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Elizabeth Messick, Senior Planner  
East Alabama Regional Planning and  
Development Commission

**Resolution # 807**

**Increase CN Funds for Russell Drive (100064899)**

**WHEREAS**, the Calhoun Area Metropolitan Planning Organization (MPO) has adopted its FY 2020-23 Transportation Improvement Plan (TIP) on August 15, 2019 with Resolution #788; and

**WHEREAS**, the ALDOT has requested that the MPO allocate an additional \$91,617.30 in CN for project #45, Resurface Russell Drive from Alexandria Road to Peaceburg Road City of Weaver (100064899) funds into CN.

Project Number	Current Allocation	New Allocation
100064899	<b>\$412,8321.00</b>	<b>\$504,448.30</b>

**NOW THEREFORE, BE IT RESOLVED** that the Calhoun Area MPO, that the FY20-23 TIP be amended to change the allocations for the Calhoun County projects as indicated above. Passed and adopted this 17<sup>th</sup> day of September 2020.

\_\_\_\_\_  
Councilman Jerry Parris, Chairman  
City of Jacksonville

ATTEST:

\_\_\_\_\_  
Elizabeth Messick, Regional Planner  
East Alabama Regional Planning and  
Development Commission



**CALHOUN AREA MPO**

**FY 20-23 TIP AS OF August 8, 2020**

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	100070208			CN								1,078,819	
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Hillyer Robinson Ind. Parkway Safety Improvements overrun - CLOSED			CLOSED	CN					4,147				
Resurfacing CR-187 (Friendship Rd) From CR-193 (Boiling Spring Rd) to SR-21	100054996		CLOSED	CN					24,468				
<b>PROGRAMMED</b>					<b>3,028,345</b>	<b>4,613,072</b>	<b>1,324,032</b>	<b>3,297,673</b>	<b>2,633,846</b>	<b>8,820,879</b>	<b>1,996,780</b>	<b>3,167,299</b>	
<b>APPORTIONMENT</b>					<b>2,182,759</b>	<b>2,266,095</b>	<b>2,363,956</b>	<b>2,463,701</b>	<b>2,521,554</b>	<b>2,521,554</b>	<b>2,521,554</b>	<b>2,521,554</b>	
<b>CARRYOVER</b>					<b>9,694,529</b>	<b>8,848,943</b>	<b>6,501,965</b>	<b>7,541,889</b>	<b>6,707,917</b>	<b>6,595,625</b>	<b>296,300</b>	<b>821,074</b>	
<b>AVAILABLE</b>					<b>11,877,287</b>	<b>11,115,038</b>	<b>8,865,921</b>	<b>10,005,591</b>	<b>9,229,471</b>	<b>9,117,179</b>	<b>2,817,854</b>	<b>3,342,628</b>	
<b>BALANCE</b>					<b>8,848,943</b>	<b>6,501,965</b>	<b>7,541,889</b>	<b>6,707,917</b>	<b>6,595,625</b>	<b>296,300</b>	<b>821,074</b>	<b>175,329</b>	

**CURRENT CONSTRUCTION PROJECTS**

<b><u>PROJECT NO.</u></b>	<b><u>DESCRIPTION</u></b>	<b><u>STATUS</u></b>
99-504-690-000-501	Bridge Painting Project over RR in Calhoun, Clay, Talladega, and Chambers Counties	Punch List & On-going claims
STPOA-0815(258)	Mountain Street Resurfacing & Drainage Rehab	Permanent edge line has been placed; waiting on hand crew
STPAA-HSIP-0144(502)	AL 144 Resurfacing and Safety Widening from St. Clair County line to US 431	Milling, widening, and surface treatment is completed one half of project; upper binder is being placed
NH-FMGR-0001(613)	US- 431 Access Management from MP. 233.238 to 240.0491	Driveway and asphalt removal has begun on the NB side.
STPOA-0021(516)	SR-21 Signal Upgrade at Baltzell Gate Rd. and Lenlock Lane.	Awaiting material submittal and approval.

### MPO CAC Safety Observations

Item #	Jurisdiction	Location	Suggestion	Date-Original	Date-Recent	TAC	MPO	Response	Status
1	Oxford	Bynum Blvd/Hwy 202 Intersection	Incorporate a light at this intersection to see it better at night	09/19/18	7/8/20	✓	✓	Oxford will add streetlights at this intersection as a city project. Project has been staked and ALDOT and power company are looking into ways to power the lights.	OPEN
6	Anniston	Henry Road intersection at the Bypass	Addition of street lighting	11/14/18	11/13/19	✓	✓	Anniston is working with Alabama Power. Process has started.	OPEN
11	Anniston	Ossington Ave.	Safety study/Traffic calming measures for residents	07/17/19	07/14/20	✓	✓	Ongoing traffic study for possible road classification ALDOT recommends classification as minor collector. Awaiting FHWA response.	OPEN
12	Anniston/Oxford	US-78 east of the 431 bypass	Widening to 3 lanes	07/17/19	09/11/19	✓	✓	This suggestion would be a major undertaking. We will take it into consideration when looking at upcoming traffic counts and updating the incoming LRTP.	OPEN
13	Anniston	Choccolocco Rd	Widening to 3 lanes from intersection with 431 to Robertson Rd.	07/17/19	11/21/19	✓	✓	This suggestion would be a major undertaking. We will take it into consideration when looking at upcoming traffic counts and updating the incoming LRTP. *Incoming sub-division development may increase traffic along this road. * Information given to consultant for LRTP and it will be added to the Plan.	OPEN
14	Anniston	Russell Avenue	Widening road to include shoulder	07/17/19	09/11/19	✓	✓	This suggestion would be a major undertaking. We will take it into consideration when looking at upcoming traffic counts and updating the incoming LRTP.	OPEN

Item #	Jurisdiction	Location	Suggestion	Date-Original	Date-Recent	TAC	MPO	Response	Status
15	Calhoun County	Saks Road @ 43rd street	Road is narrow, school buses make wide turns at this intersection, difficult for 2 cars to pass, school children walk in the ditch (photos)	07/24/19	09/11/19	✓	✓	Widening: This suggestion would be a major undertaking. We will take it into consideration when looking at upcoming traffic counts and updating the incoming LRTP. School children: <del>TAP applications are being accepted until May 15.</del>	OPEN
17	Calhoun County	Bynum Leatherwood Rd./Morrisville Road intersection	Turn lane needed for the landfill entrance	10/28/19	7/8/20	✓	✓	This issue is being investigated. A possible resolution has been presented to the County Commissioner.	OPEN
18	Calhoun County	Bynum Leatherwood Road/Eulaton Gate	The turn lane/deceleration lane on the Southbound side of Bynum Leatherwood needs to be extended from its current location at Eulaton Gate to begin at Hutto Hill Road. This will allow adequate stacking for ANAD workers during morning entry times and allow egress for travelers heading south towards SR202	1/14/20	7/8/20	✓	✓		OPEN
20	Jacksonville	White's Gap Rd./SR-21 intersection	Signalization at the intersection	2/25/20	4/16/20	✓	✓	Signalization of this intersection denied previously due to proximity to other signalized intersections. Mark Stephens to discuss with Mayor Smith.	OPEN

Item #	Jurisdiction	Location	Suggestion	Date-Original	Date-Recent	TAC	MPO	Response	Status
21	Anniston/ ALDOT	10 <sup>th</sup> and Quintard intersection	Left turn signal timing seems short. Traffic backs up at this light. Could turn lane length be increased	5/20/20	7/8/20	✓	✓	The signals from 8 <sup>th</sup> to 21 <sup>st</sup> are on a coordinated system, so if timing is added to one light then the entire system would need to be retimed. The City of Anniston has asked ALDOT to evaluate the feasibility of extending the turn lane at this intersection as it is an ALDOT maintained road.	OPEN
22	Oxford	Western terminus of Bynum Blvd.	Increase speed limit from 45 to 55	7/15/20	8/12/20	✓	✓	Confirm location with CAC in September	OPEN

**CLOSED ITEMS**

Item #	Jurisdiction	Location	Suggestion	Date-Original	Date-Recent	TAC	MPO	Response	Status
2	Talladega County /ALDOT (I-20 ROW)	I-20 east bound exit at Hwy 202	Reduce sight limitation from exiting the I-20 east bound exit ramp	09/19/18	11/14/18	✓		<b>Out of MPO Jurisdiction; Referred to Talladega County Engineer then forwarded to ALDOT; ALDOT to consult with traffic engineer</b>	CLOSED
3	Mixed Calhoun County/ Talladega County	On SR-21 between the Choccolocco Creek bridge and existing 65 mph in Munford/ Talladega County	Increase the speed limit <del>to 65?</del>	09/19/18	06/12/19	✓	✓	Safety concerns regarding intersections along SR-21. Investigation ongoing for better lighting conditions and safety from residential areas intersecting with this road. Increasing speed would contradict safety concerns along this route.	CLOSED
4	Mixed Calhoun County, Oxford	Between Hardees on Hwy 202 to Coldwater	Increase the speed limit <del>to 65?</del>	09/19/18	06/12/19	✓	✓	Safety concerns regarding intersections along Hwy 202 (See item #1). Also, Anniston investigating moving speed decrease towards area for Coldwater mountain/bike facility on 202 bike safety. Increasing speed would contradict safety concerns along this route.	CLOSED
7	Jacksonville	SR-21	Make manhole covers and curb gutters the same height as the new existing surface	11/14/18	06/12/19	✓	✓	Risers will be put in. They have been purchased. Mayor Smith will follow up. Shannon Jones with ALDOT stated this will be addressed with a surface job punch list item and should start the week of Jan 9 <sup>th</sup> , 2019. This punch list item is complete.	CLOSED

Item #	Jurisdiction	Location	Suggestion	Date-Original	Date-Recent	TAC	MPO	Response	Status
8	Oxford	Bynum Blvd.	Increase speed limit on the 4-lane to more than current 45 mph	11/14/18	4/16/20	✓	✓	Mr. Denney will talk to the Mayor and Police Chief. Suggestion had been posed in the past and had been opposed. Discussion of speed limit options and where have begun. Will need to discuss with police chief and bring to City Council. Ordinance passed February 11 to increase speed limit to 55 mph from Turner Rd. to HWY 202 – new speed limit signs installed	CLOSED
9	Weaver	1 <sup>st</sup> Baptist Church	Sidewalk rehabilitation	01/16/19	02/05/19	✓	✓	Mr. Theo Smart inquired if there were any plans to rehabilitate the currently torn sidewalk in front of the 1 <sup>st</sup> Baptist Church in Weaver. Mayor Willis was only aware of the issue after last month's meeting. There are no plans at this time.	CLOSED
10	Anniston	202/Quintard intersection	Look into timing of light; traffic backs up	03/21/19	06/27/19	✓	✓	Jay Jenkins has reported this issue to the public works department. Upon inspection of the signal cabinet, an issue was identified and addressed. The signal timing is now functioning as intended.	CLOSED
16	Anniston	4 <sup>th</sup> /Noble Intersection	Light timing seems long for this intersection	09/18/19	11/13/19	✓	✓	The City of Anniston has investigated the timing at this light and it is functioning correctly.	CLOSED
19	Anniston	West-bound 431 exit ramp and SR-21 intersection	Difficulties merging at this intersection. Mainly traffic coming to a complete stop at bottom of the ramp	1/15/20	05/22/20	✓	✓	There are no measures that could help assist with merging traffic at this intersection. This is a very common occurrence at similar "off ramp" intersections.	CLOSED
23	Anniston/ALDOT	21 exit from the 431 Bypass	Signage for food and gas locations off the bypass	7/15/20	8/12/2020	✓	✓	This type of signage only available for interstates.	CLOSED

## Public Involvement Meeting

The Calhoun Area Metropolitan Planning Organization (MPO) is soliciting public review and comments on the **DRAFT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP)** and two amendments to the **FY 2020 – 2023 Transportation Improvement Plan (TIP)**.

The 2045 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 2045 LRTP update will include projects related to: roadways, traffic congestion, intersection improvements, public transit, pedestrian and bicycle projects.

The TIP is a four-year plan which identifies local improvement projects sponsored by local, state, and federal jurisdictions through the Calhoun Area MPO. Project ID# AL FLTP FW MOLO(1) Replace Bridge #7 at the Mountain Longleaf NWR in Calhoun County will be added to the TIP and project ID#100065122 Rehabilitate Bowl Rd (RT 420) at Mountain Longleaf NWR will be removed from the TIP.

**This notice initiates a 14-day comment period.** A copy of the Draft 2045 LRTP, project changes, and comment forms for either can be reviewed prior to the meeting at the EARPDC website at [www.earpdc.org](http://www.earpdc.org) or can be mailed or emailed to interested persons by contacting Libby Messick at [elizabeth.messick@earpdc.org](mailto:elizabeth.messick@earpdc.org) or (256)237-6741.

**Wednesday, September 16**

**11 am – 12 pm**

Join from your computer, tablet, or smartphone at  
<https://global.gotomeeting.com/join/370336725>.

Or dial in (toll free) using your phone 1-877-309-2073 access code 370-336-725.

Public comments can be dropped off at the EARPDC offices, mailed to the EARPDC address below, faxed to (256)237-6763, or emailed to [elizabeth.messick@earpdc.org](mailto:elizabeth.messick@earpdc.org). All public comments will be reviewed by the MPO and included in the final plan document.

For more information contact: Libby Messick, Senior Planner at (256)237-6741, East Alabama Regional Planning and Development Commission, PO Box 2186, 1130 Quintard Ave., Anniston, AL 36202, or [elizabeth.messick@earpdc.org](mailto:elizabeth.messick@earpdc.org).

ALDOT  
RAIL-HIGHWAY SAFETY PROGRAMS  
GRADE CROSSING HAZARD ELIMINATION  
APPLICATION



REVISED SEPTEMBER 2020



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## Introduction

Title 23, United States Code of Federal Regulations (CFR), 23 CFR 646.208 establishes funding for the elimination of hazards at public rail-highway grade crossings. The intent of this program and application is to reduce rail-highway grade crossing fatalities and incidents. The program is a cooperative effort between the Federal Highway Administration (FHWA) and Alabama Department of Transportation (ALDOT) as well as is in correlation with the ALDOT Rail State Action Plan.

The purpose of the ALDOT Rail-Highway Safety Programs (Rail Programs) Hazard Elimination Application is to strategically provide an opportunity for local agencies, road authorities, ALDOT Region and Area Offices, and railroad companies to identify crossing locations that demonstrate a significant hazard to the traveling public and request funds for rail safety improvements. The application was also developed to create a parallel program option to the Priority Ranking List. The application process will aid in prioritizing locations with hazards identified. The funding shall be administered in accordance with all applicable state and federal laws, regulations, policies, and procedures including executive orders. Submission of an application does not guarantee or constitute selection or funding from the program.

## Process Overview

Submitted applications will be reviewed for eligibility to determine if proposed improvements or other alternative safety measures can be implemented to reduce hazards at public grade crossings. Applications will receive a priority ranking based upon an evaluation and scoring rubric. Consideration will be given to the crossing's current conditions, including factors such as the train and vehicle counts, geometrics, accident history, and existing warning devices. In addition, applications will be reviewed on factors such as federal program requirements, eligibility criteria, and funding. Review **Eligibility** section for additional information.

Applications that succeed beyond the initial review phase will be subject to an in-depth diagnostic review which is an on-site field inspection and analysis. Diagnostic reviews consist of a team of representatives with local responsibilities, administrative responsibilities, and advisory responsibilities. The team includes but is not limited to an array of highway traffic, design, and maintenance engineers; railroad operating personnel, administrative officials, and signal engineers; law enforcement, regulatory agency, or any other designated agency representative. The team evaluates hazard elimination recommendations and determines the feasibility of developing a project.

Applications submitted that are programed for a funded project are done so at a minimum of one (1) year in advance of project authorization.

Month	Process
September – October	Application acceptance period (1 month)
October – December	Application review, evaluation, and selection period (2 month)
December – January	Prioritize applications and identify field diagnostic locations (1 month)
January – April	Conduct Diagnostic Reviews (3 months)
May – August	Develop projects for each location to be funded (this includes contract agreements, plan development, Resolutions, advertisements, etc.) (4 months)
August	Finalize and submit projects for authorization (1 month)

This information is provided as a guide and is subject to change without notice. Time frames are subject to change based on funding, federal and state requirements, and the needs of the Department.

## Eligibility

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The following section provides guidance for eligible works and impacts that qualify for the elimination of hazards funding. All works are subject to approval.

- Eligible works includes but is not limited to:
  - Improvements at public grade crossings to eliminate hazards posed by blocked crossings due to idling trains. Information to be submitted with applications involving blocked crossings include, but are not limited to: frequency of crossing blockage (hours, days, blockage per day or month, etc.), cause of blockage (if known), other conditions related to the blockage, impact to community, etc.
  - Crossing consolidation, elimination, or relocation of roadway to eliminate a grade crossing.
  - Installation or upgrade of active or passive warning devices at crossings to eliminate hazards. Installation and upgrades include but are not limited to: warning devices, LED lights, interconnection for preemption, active advance warning devices i.e. train activated warning devices or solar powered warning devices, etc.
  - Road improvements. Improvements include but are not limited to: installation of median barriers at crossings, road geometry to improve approach at grades, etc.
  - Eliminating hazards through a corridor approach by addressing safety improvements at multiple crossings along the same segment of rail track(s) to include crossing consolidations or eliminations. A corridor shall include a **minimum of five (5)** crossings. In lieu of multiple applications for each individual crossing identified in a corridor, **ONE** application with attached documentation including information from sections A-D of the application for each crossing is acceptable. The conditions set forth are guidelines, and the acceptance of a corridor approach will be at the discretion of the ALDOT.
  - This application may be used for hazard elimination at a crossing location that is within the limits or near the terminus of a planned ALDOT construction or maintenance project. Applications must be submitted a **minimum of two (2) fiscal years** in advance of the project start or letting date during the application acceptance period.
  - Incidental items such as repair or relocation of sidewalks, curbs, gutters, road or crossings surfaces, and drainage improvements may be considered necessary as a result of the project construction. Consideration is not guaranteed and is subject to project, location, and cost associated with improvements to the overall project.
- Impacts at crossings to eligible works include but is not limited to:
  - High volume of crashes per railroad route mile; increased train volume and/or train speed;
  - Increased pedestrian volume for non-motorized and/or motorized pedestrian traffic;
  - Increased vehicle traffic which include significant increase in volume of truck, school bus, hazard vehicle, or non-motorized vehicle traffic, etc.;
  - Other hazard elements impacting the safety of a public at-grade crossing.
- Ineligible works includes but is not limited to:
  - Purchase of right-of-way or easements, relocation of railroad track(s) or utilities, rough crossing surfaces, quiet zones, new crossings not a part of crossing consolidation/elimination/relocation of roadway, roadway widening, pre-design studies, abandoned or re-opened crossings, private crossings or private crossings with public access, crossings with no train traffic, and existing grade separated crossings.

- Additional works may be determined ineligible without any further notice or inclusion in this document.
- Funding will not be used for the purpose of qualifying a crossing for “Quiet Zone” or improvements to a crossing classified as “Quiet Zone”.
- Any costs incurred prior to the execution of a contract agreement will be ineligible for reimbursement.
- Non-program modifications to a crossing implemented by a local agency or railroad in conjunction to a programed funded location will be at the expense of the local agency, road authority, and/or railroad.

### **Application Submittal**

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Applications for Grade Crossing Hazard Elimination are accepted on an annual basis during the application acceptance period. A properly completed application provides the most compelling timely data and information for the proposed crossing location. The information presented in the application should define an eligible, cost-effective approach to improve safety at the grade crossing in accordance to federal and state guidelines and standards. Incomplete applications that contain inadequate information or are poorly prepared will not be considered.

All required sections of the application shall be completed upon submittal. It is recommended that the submitting authority include any relevant information and documentation believed to justify the application. Failure to return signed application and documents will delay the review process and cause application to be rejected.

- All completed applications and documentation must be received no later than 5:00 PM CST on the deadline date for consideration. Remit documents to the provided address:

**MAILING AND EMAIL ADDRESS:**

Alabama Department of Transportation  
ATTN: Rail-Highway Programs Group (DESIGN)  
1409 Coliseum Boulevard  
Montgomery, AL 36110  
[aldotrail@dot.state.al.us](mailto:aldotrail@dot.state.al.us)

**LETTER RECIPIENT INFORMATION:**

Mr. Steven E. Walker, P.E.  
State Design Engineer  
1409 Coliseum Blvd.  
Montgomery, AL 36110  
ATTN: Rail Programs Manager

- All applications shall be submitted electronically or furnished on digital storage media (compact disc or USB flash drive). Applications submitted using any other form, format, or medium will be rejected. The digital storage media used to submit the application shall become the property of the State of Alabama, Department of Transportation.
- Filenames must include the Crossing Inventory DOT Number e.g. 123456A Location Map.pdf; 123456A Detailed Cost Estimate.pdf; ABC Railroad Corridor Multiple Crossing.xlsx, etc.
- Notification of incomplete applications will be provided to the submitting authority.
- Applications and submitted documentations will **NOT** be returned nor copy provided.
- The road authority is responsible for submitting applications. However, railroad companies may submit corridor approach applications directly to the Rail Programs Group. Railroad company submittals are required to include documentation showing local authorities support of corridor.
- Separate applications may be submitted for multiple crossings each fiscal year during the application acceptance period.
- Crossing locations in which the ALDOT is the road authority shall be coordinated and

submitted through the Department's respective Region/Area Offices and Region Railroad Coordinators. Applications should then be submitted to the Rail Programs Group by the ALDOT Region Railroad Coordinators.

- If available and where applicable, additional information that should be submitted with the application includes, but is not limited to:
  - Operational characteristics of each crossing:
    - Accident history within most recent 5 years or other form of documented incidents;
    - Location of nearest grade separated;
    - Status of preemption to existing traffic signals;
    - Studies, crossing evaluations, or prior diagnostic reviews; and
    - Studies on significant impact to safety, industry, and traveling public.
  - Physical characteristics of each crossing:
    - A list of existing warning devices, condition and installation date (if known);
    - Provide photos (departure and approach of crossing); and
    - List pavement type and condition, sight distance, railroad right-of-way limits, AADT, known hazards, clear zone obstructions, etc.
  - Cost of each proposed crossing improvement:
    - Railroad force account estimate;
    - Low-cost improvements; and
    - Cost-Benefit analysis.
  - Any other operational or physical characteristic and cost analysis deemed relevant to the location and application.

## **Funding**

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Funding under this program is subject to both availability and eligibility of Federal funds in accordance with 23 CFR 130(f)(3) and availability of federal funding obligation authority within the ALDOT.

- In accordance with 23 CFR 130(f)(3), federal funding will account for a **maximum** of ninety percent (90%) of the project total cost for Section 130 Rail Safety Program grade crossing safety improvements. A **minimum** ten percent (10%) non-federal funding match of the project total cost is required.
- Each entity contributing to the non-federal funding match is required to provide a commitment letter acknowledging participation, availability of funds, and expectation of funds to be provided upon receipt of invoice from the ALDOT. Each letter shall include the crossing inventory number of each crossing made a part of the submitted application(s).
- Failure to provide commitment letters for funding will result in the application being rejected.
- In accordance with 2 CFR 200.306, cost sharing or matching, federal funds cannot be used to match other federal funds. The funding match source cannot be from a federal funding source such as a federal grant unless specific written approval has been granted by the grant administrator and proof submitted with application(s).
- Applicants may contribute above the minimum required non-federal match in order to increase the Benefit-Cost Ratio to the program and improve application selection.

## **Program, Project Monitoring, and Reporting**

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The ALDOT must be able to demonstrate clearly that the Rail Safety Program resources are being managed in an appropriate manner and that individual projects are being managed within the guidelines and standards of federal and state regulations and procedures. The Rail Programs Group will monitor projects from initiation to final construction and project closeout. The project schedule will be coordinated and followed by all parties involved. Any changes or delays to the scope of work must be reported to the Rail Programs Group as soon as possible for review and approval. The Rail Programs Group and/or designated ALDOT representative may periodically plan and/or attend field inspections or reviews.

## **Discovery and Admission**

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This application, collected data, and supporting documentation is compiled, collected and utilized by the Alabama Department of Transportation (ALDOT) for research and planning in its hazard elimination and rail-highway crossing safety improvement programs. The data shall not be referenced, disclosed, discussed or otherwise made public other than allowed by the ALDOT written consent. The provision of this data shall not be considered as a waiver of the provisions of 23 CFR 148(h)(4) and 409. The use of this data is governed by 23 CFR 148(h)(4) and 409 which state:

- 148(h)(4) Discovery and admission into evidence of certain reports, surveys, and information.
  - "Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data."
- 409 Discovery and admission as evidence of certain reports and surveys
  - "Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mention or addressed in such reports, surveys, schedules, lists, or data."
  - Upon submittal of this application, collected data, and supporting documentation the City/County/Governmental Entity/Road Authority/Railroad Company agrees its agents, servants, officers, officials and employees in both their official and individual capacities that the data provided pursuant to this request shall not be discussed, disclosed, used, published, or released without prior written consent of the ALDOT. Furthermore, if the data should be released or published without the consent of the ALDOT or should an attempt be made to use the data in an action for damages against the State, the ALDOT, its officials or employees, the request for access to data shall terminate immediately, the State and the ALDOT expressly reserve their right under 23 CFR 148(h)(4) and 409 to object to the use of the data including any opinions drawn from the data and to recover damages caused by the improper and unauthorized release of the data.
  - By submittal of this application, the City, County, Governmental Entity, Road Authority, or Railroad Company is not an agent of the ALDOT, its officers, employee's agents or assigns. The City, County, Governmental Entity, Road Authority, and Railroad Company are

independent entities from the ALDOT and nothing in this application creates an agency relationship between the parties.

- Applications under this program shall not be constituted as a debt of the State of Alabama in violation of Article 11, Section 213 of the Constitution of Alabama, 1901 as amended by Amendment Number 26.
- The road authority, railroad, and/or local agency shall coordinate and resolve all utility relocation, right-of-way acquisition, or environmental mitigation conflicts without cost to the Section 130 Rail Safety Program.

(END OF PAGE)



# GRADE CROSSING HAZARD ELIMINATION APPLICATION

**Please complete form, sign, and return. Attach supporting documents where applicable.**

**SUBMISSION DEADLINE: FRIDAY, OCTOBER 16, 2020 by 5:00 PM CST**

\* Required

**Section A: Crossing Information**

* Street/Road Name (Include County/State/US Route)		* Date Submitted
* County	City/Town (In or Near)	* Crossing Inventory Number (DOT # i.e. 123456A)
* Road Authority		
* Railroad Owner (If unknown, include Primary Operating Railroad)		

**Section B: Existing Operational and Physical Characteristics**

* Provide brief description of existing warning devices (active and passive), site conditions, signage, pavement markings, advance warning signs, etc. (Provide current photos)			
* Provide description of hazard(s) at crossing impacting the public. e.g. blocked crossing, humped crossing, high rate of incidents at crossing, etc. (Provide supporting documentation, if applicable)			
*Detailed Map <input type="checkbox"/> Yes <input type="checkbox"/> No		A detailed map, letter size or no larger than 11" x 17", is required with the crossing located in the center. For rural crossings (4 miles x 4 miles) and urban crossings (1 mile x 1 mile) showing all roads. Please mark each with the letter indicated: schools (s), industrial plants (i), landfills (l), hospitals (h), fire stations (f), Police Stations (p), and ambulatory services (a) within boundaries.	
*Photos of Crossing <input type="checkbox"/> Yes <input type="checkbox"/> No			
*Hazardous Material Route <input type="checkbox"/> Yes <input type="checkbox"/> No	*Number of School Buses _____ per day	*AADT/YEAR _____	*Posted Speed Limit (mph) _____
*Emergency Vehicle Route <input type="checkbox"/> Yes <input type="checkbox"/> No	*% Truck Traffic _____	Curb & Gutter <input type="checkbox"/> Yes <input type="checkbox"/> No	
*Number of Lanes _____ *Road Surface Type _____ *Shoulder Type _____ *Crossing Surface Type _____		Angle of Crossing <input type="checkbox"/> 0-29° <input type="checkbox"/> 30-59° <input type="checkbox"/> 60-90° *Road Width _____ *Shoulder Width _____ *Crossing Width _____	
Is there a nearby intersection that could cause queuing over the crossing? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> Distance to nearest intersection from crossing (measure from centerline of crossing) _____ ft. Are there traffic control devices within 200' of crossing? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> Is the intersection signalized? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> Are traffic signals interconnected with existing crossing warning devices? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span>			
<b>Train Data</b>			
*Type of Train	<input type="checkbox"/> Freight <input type="checkbox"/> Passenger <input type="checkbox"/> Transit <input type="checkbox"/> Shared use transit <input type="checkbox"/> Commuter <input type="checkbox"/> Tourist <input type="checkbox"/> Other		
*Number of Tracks	<input type="checkbox"/> Main _____ <input type="checkbox"/> Industrial _____ <input type="checkbox"/> Switching _____ <input type="checkbox"/> Other _____		
*Trains Per Day	<input type="checkbox"/> Passenger _____ <input type="checkbox"/> Freight _____ <input type="checkbox"/> Switch _____ <input type="checkbox"/> Other _____		
*Train Speed	<input type="checkbox"/> Passenger _____ <input type="checkbox"/> Freight _____ <input type="checkbox"/> Switch _____ <input type="checkbox"/> Other _____		
Are there other tracks crossing this same roadway within 100 ft. <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> Provide crossing DOT No. _____ Distance to nearest crossing (measure from centerline to centerline of crossing) _____ ft. If multiple tracks, can two trains occupy crossing at the same time? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span>			
Existing Circuitry <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> Audio Frequency Overlay (AFO) <input type="checkbox"/> Positive train control (PTC) <input type="checkbox"/> Direct Current (DC) <input type="checkbox"/> Other _____			
Additional Information:			



Pedestrian & Bicycle Data	
Regular Pedestrian Usage	<input type="checkbox"/> Yes <input type="checkbox"/> No
Volume of Pedestrians	<input type="checkbox"/> Occasional <input type="checkbox"/> ≤ 20 <input type="checkbox"/> 20-60 <input type="checkbox"/> > 60 <input type="checkbox"/> Other _____
Is sidewalk present on approach?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Quadrants:	
Does crossing surface accommodate pedestrians?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Pedestrian Generators Impact to Crossing	
<input type="checkbox"/> School <input type="checkbox"/> Entertainment Venues <input type="checkbox"/> Businesses <input type="checkbox"/> Park & Recreations <input type="checkbox"/> Other _____	
Frequency of Impact	
<input type="checkbox"/> Daily <input type="checkbox"/> Weekly <input type="checkbox"/> Monthly <input type="checkbox"/> Annually <input type="checkbox"/> Occasionally Event Dependent <input type="checkbox"/> Other _____	
Regular Bicycle Usage <input type="checkbox"/> Yes <input type="checkbox"/> No	
<input type="checkbox"/> Roadway <input type="checkbox"/> Dedicated Lane (On Street) <input type="checkbox"/> Dedicated Path (Off Street) <input type="checkbox"/> Sidewalk Use Only <input type="checkbox"/> Shared Use Path	
Utility Information Impact to Crossing	
<input type="checkbox"/> Gas <input type="checkbox"/> Cable <input type="checkbox"/> Telephone <input type="checkbox"/> Fiber Optic Cable <input type="checkbox"/> Petroleum <input type="checkbox"/> Water <input type="checkbox"/> Sanitary Sewer <input type="checkbox"/> Other _____	
Utility Provider _____	
Additional Information:	

**Section C: Proposed Improvements**

Provide brief description of proposed improvements (provide supporting documentation, if applicable)	
Provide brief description of road improvement project/track work planned within the next 3 years at or near crossing location (provide supporting documentation, improvement type, agency, and timeline/completion)	
Any future plans for pedestrian or bicycle routes?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Documented unreported incident history (within last 5 years)	<input type="checkbox"/> Attached <input type="checkbox"/> Not Available
Corridor (provide supporting documentation, if applicable)	<input type="checkbox"/> Yes <input type="checkbox"/> No

**Section D: Crossing Improvement Funding Participation**

Preliminary Cost Estimate (If known, provide cost and detailed estimate)		\$ _____
*Funding Source	Railroad:	_____ % or \$
(Required funding share is a minimum ten percent (10%) funding match of project total cost. If proposed project is funded by multiple sources, provide the percentage or dollar amount of total project cost to be paid by each source)	State:	_____ % or \$
	City:	_____ % or \$
	County:	_____ % or \$
Other: _____	Other:	_____ % or \$
*Funding Commitment Letter Attached <input type="checkbox"/> Yes <input type="checkbox"/> No		

\*The undersigned, as representatives of their respective agency's or company's interest, concurs with this application and agree to comply with the Discovery and Admission section of application guidelines, failure to do so will result in the rejection of this application. Governed by 23 C.F.R. §§148(h)(4) and 409, should the information be released to or by the City/County/Governmental Entity/Road Authority/Railroad Company be used in an action against the State, Department of Transportation, its officers, officials, agents, servants, and employee for damages, or any other prayer for relief, the undersigned City/County/Governmental Entity/Road Authority/Railroad Company shall indemnify and hold harmless the State, Department of Transportation, along with its officers, officials, agents, servants, and employees from any claims, causes of action, or damages to the extent allowed by law.

Name (Print)	Signature		
Title	Phone	Email	
Address	City	State	Zip Code

# **Alabama Transportation Rehabilitation and Improvement Program-II Fiscal Year 2021 Procedural Guidelines**

This document contains information regarding the Alabama Transportation Rehabilitation and Improvement Program-II (ATRIP-II) for Fiscal Year (FY) 2021. All prospective project-sponsoring local governmental agencies are encouraged to thoroughly review this document, as well as, the FY 2021 ATRIP-II application when considering developing a project application. It is also highly recommended that prospective project sponsors coordinate with their respective Alabama Department of Transportation (ALDOT) Region or Area office prior to finalizing an application. These ALDOT offices will work with sponsors to evaluate scope, cost or other issues which may impact project deliverability or advancement.

## **A. ELIGIBLE ENTITIES:**

Any local public agency of the State of Alabama (Municipal and County Governments) is eligible to apply for funding under ATRIP-II through an application process. Applications may be submitted jointly for projects of interest to more than one local government.

Applications will be accepted and reviewed by ALDOT for compliance with program requirements and guidelines prior to final identification by the ATRIP-II Committee for project funding.

## **B. PROJECT ELIGIBILITY:**

Applications may be submitted for transportation projects of local interest on the state-maintained highway system, which may also include work on local roads essential to proper functioning of the project on the state road. Projects of local interest on the state-maintained highway system shall include improvements benefitting the state highway system with an emphasis on the economic growth, public safety, and stability of this state. Inclusion of local roads and bridges in a project application should be limited to those portions and specific structures that are essential to accomplish improvements benefitting the state highway system. Should a local road or bridge be included in the application, the project sponsor shall be responsible for sufficiently detailing how the improvements to the local infrastructure are essential to providing a benefit to the state highway system. Applications including local infrastructure that do not provide this type of analysis will not be considered for funding.

ATRIP-II funded projects will be bid and let to contract by ALDOT in accordance with applicable state laws. Disadvantaged Business Enterprise (DBE) goals will be established and applied consistent with existing procedures used for federally-funded projects.

Eligibility and constructability of all proposed project activities and work phases will be evaluated by ALDOT prior to final consideration by the ATRIP-II Committee for funding.

**C. COMPETITIVE SELECTION:**

ATRIP-II funds will be awarded through a competitive project selection process. Application evaluation will include, but may not be limited to, how the proposed project emphasizes economic growth, public safety, and stability of the State.

Project deliverability issues including, but not limited to, design, environmental, right-of-way acquisition, cost or other factors that could affect or impede project timeframe and advancement consistent with program goals will be considered during application evaluation

When provided, the ATRIP-II Committee will appraise and consider coordination by local government sponsors that reflect racial and ethnic diversity.

**D. PROJECT FUNDING:**

ATRIP-II is an annual program providing not less than \$30,000,000.00 and not more than \$50,000,000.00 of project funding, with the final amount each year determined by the Director of ALDOT.

The maximum funding to be provided to an individual project under ATRIP-II in FY 2021 shall be \$2,000,000.00. The Total ATRIP-II funds to be allocated in FY 2021 is programmed to be \$30,000,000.00.

Any cost exceeding the maximum amount allowable per project will be the responsibility of the project sponsor and should be shown as local or other funds on the application.

A sponsoring local governmental agency may not submit more than one project application per fiscal year. Each Municipality and County will be viewed as an individual sponsor. Any project submitted by multiple sponsors shall be deemed as the eligible project for each sponsor.

Local or other funding sources to supplement requested ATRIP-II funding is not required, but projects containing a commitment to provide supplemental funding may be given favorable consideration by the ATRIP-II Committee.

Applications should contain a statement addressing the amount of supplemental funding provided. If the sponsoring local government is not proposing supplemental funding, the statement should provide an explanation as to why the sponsor is unable to provide supplemental funding for the project.

Any overrun in total project costs above the amount awarded shall be the responsibility of the sponsoring local government agency unless additional funding is approved by the ATRIP-II Committee (or their designee).

**E. PROJECT PROGRESS:**

ATRIP-II funds are available to selected projects for a period of two (2) years from the notice of award by the ATRIP-II Committee. Funds awarded and not let to contract within two (2) years of the notice of award will require an extension by the ATRIP-II Committee (or their designee) to avoid being subject to rescission.

Once selected, a project must be awarded to contract before the local sponsor/sponsors become eligible for consideration by the ATRIP-II Committee for a subsequent project.

**F. ALLOWABLE COSTS AND WORK PHASES:**

All costs associated with developing an ATRIP-II application, including any requests for additional information from the ATRIP-II Committee or ALDOT necessary to fully review and consider that application, is the responsibility of the project sponsor/sponsors.

All phases of ATRIP-II projects will be performed or overseen by ALDOT. At the discretion of ALDOT, it may be permissible for a local sponsor to address a work phase at no cost to the project.

Right-of-way (ROW) acquisition may be an eligible phase of work for ATRIP-II funding, unless there is an agreement with ALDOT for the local sponsor/sponsors to acquire the ROW at no cost to the project. Applications should indicate if the local sponsor/sponsors are offering to fund ROW costs. When possible, applications should indicate if ROW is required on state and/or locally maintained facilities. If ROW acquisition involves easements/permitted work on the property of another entity, indication should be noted on the application.

For projects where ROW is to be acquired on a state-maintained facility, ROW will be purchased by ALDOT in the name of the State. For ROW to be acquired on a local-maintained facility, purchasing of ROW will be coordinated through the respective ALDOT Region or Area office in cooperation with the project sponsor.

Utility relocation is not an eligible phase of work for ATRIP-II funding.

Preliminary Engineering (PE) shall be administered by ALDOT as an eligible phase of work for ATRIP-II funding, unless there is an agreement with ALDOT for the local sponsor/sponsors to advance the PE at no cost to the project. If ALDOT is to perform the PE, the estimated PE cost must be included in the application as an eligible cost to the project. If the sponsor is to perform the PE at no cost to the project, that must be indicated in the application. The PE should include, but is not limited to, items such as locating, surveying, mapping, environmental (including permitting and mitigation), development of engineering plans and specifications, and the bidding and letting of a project to contract.

- a. The ATRIP-II application requires the identification of any potential impacts to cultural or environmental resources by the project, as well as any environmental permitting/mitigation requirements. Costs associated with the identification of impacts to cultural or environmental resources and the cost of permitting and/or mitigation should be included in the application unless the local sponsor agrees to provide separate funding for these activities.
- b. Costs associated with any potential PE phase not identified and included in the application may not be eligible for reimbursement.

For projects where sponsors are proposing to advance the PE at no cost to the project, applications must include a funding line item for PE review by ALDOT (also at no cost to the project). The PE review cost should not exceed 1% of the overall project cost, up to a maximum of \$10,000.00.

The cost of construction engineering and inspection (CE&I) (including the testing and inspection of materials) shall be included in the application. To ensure that these costs are accounted for, a separate funding line item for CE&I (including the testing and inspection of materials) must be included in the construction cost estimate. These costs shall not exceed 15% of the total project construction cost.

ALDOT will perform or oversee the CE&I, testing and inspection of materials on all projects, unless the local sponsor requests and is approved to perform the CE&I, inspection and testing at no cost to the projects.

Indirect costs for ATRIP-II projects can be established by ALDOT and may be added to projects as an eligible expense utilizing similar procedures for projects currently applying indirect costs.

#### **G. MISCELLANEOUS PROVISIONS:**

Larger, more comprehensive projects are allowed; however, such projects may need to be separated into manageable and logical phases for multi-year application and funding. Such project applications should be accompanied with an overall master plan, including a narrative explaining the entire scope of the project and how the entire project is to be separated into logical phases. Approval of one phase of a multi-phase project does not guarantee approval of any subsequent phase/phases by the ATRIP-II Committee.

For projects proposing to utilize financing in addition to ATRIP-II funds (such as Federal funds), all requirements necessary for the use of those funds must be followed and should be addressed in the application by the sponsoring local government agency, including any factors that may affect project timeframe and advancement requirements.

Once a project is approved by the ATRIP-II Committee, any costs incurred prior to issuance of written Notice to Proceed from ALDOT is ineligible.

ATRIP-II funds have reporting requirements. Recipients will be required to furnish all requested data to the ATRIP-II Committee, ALDOT or other specified or required entities necessary to satisfy any reporting obligations.

For approved projects, a kickoff meeting will be held with each ALDOT Region or Area office to discuss project details, funding agreement requirements and other issues necessary to begin advancement of the project.

# SIGN-IN SHEET

## Technical Advisory Committee

of the  
Calhoun Area Metropolitan Planning Organization  
September 9, 2020 – 10:00 a.m. Teleconference

	NAME	ORGANIZATION	EMAIL ADDRESS & PHONE NO.	Email Notices?
1	Libby Mesbick	EAR MPO		
2	Mayor Smith	Jacksonville		
3	Mark Stevens	Jacksonville		
4	Jana Monday	COG		
5	Barbara Hendrick	AUTO		
6	Michael Hush	Calhoun County		
7	Rodney McCain	Calhoun County		
8	Fred Denney	Oxford		
9	Tonya Wilson	Widenet		
10	Toby Bennington	Anniston		
11	Michael Borsh	AUTO		

