

AGENDA

**Technical Advisory Committee**  
of the  
Calhoun Area Metropolitan Planning Organization  
**September 7, 2022**  
10:00 a.m.

1. Call to Order
2. Review and approval of minutes from August 10, 2022
4. Old Business
  - A. TBA
5. New Business
  - A. Review FY 20-23 TIP Spreadsheet and Administrative Modifications
  - B. Status report of ALDOT projects
  - C. Safety Observations
  - D. TAB
  - E. ATRIP II Applications
6. Next TAC Meeting – October 12, 2022
7. Adjourn

**MINUTES**  
Technical Advisory Committee  
of the Metropolitan Planning Organization  
Virtual Meeting  
Wednesday, July 13, 2022  
10:00 a.m.

Those attending:

Chris Gann	Calhoun County HD
Dustin Littell	ALDOT
Fred Denney	City of Oxford
Jana Monday	CDG
Libby Messick	EARPDC, MPO Coordinator
Mark Stephens	City of Jacksonville
Matt Hawes*	CDG
Nicole Reed	ALDOT
Sundae Ragland*	ALDOT
Toby Bennington	City of Anniston

\*Virtual attendees

The meeting was called to order at 10:03 a.m. by Ms. Libby Messick.

Upon reviewing the minutes of the July 13, 2022, meeting, a motion to approve the minutes was made by Mr. Mark Stephens and was seconded by Mr. Fred Denney.

**OLD BUSINESS:**

There were 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. Ms. Messick explained that there was one administrative modification for the month that created changes on the TIP spreadsheet and two administrative modifications that did not create changes to the TIP spreadsheet.

Ms. Messick called for discussion of Resolution No. 837. Ms. Messick explained this resolution was to increase PE funds for project #44, signal upgrade for SR-21 at Baltzell Gate Rd. The current allocation for the project was \$50,526.75. The requested change from ALDOT would increase the project by \$11,258.25 to bring the new allocation to \$61,785.00. A motion was made by Mr. Toby Bennington to approve this amendment with **Resolution No. 837**, which was seconded by Mr. Mark Stephens. Motion carried.

Ms. Messick called for discussion of Resolution No. 838. Ms. Messick explained this resolution was to Amend the fiscal year 2022 UPWP to add Task 6.2 for a Transit Services Study. This task would take \$99,500 from Special Projects Identification Task 6.1. Further, this task will evaluate the adequacy of the transportation services administered by the ACTS and examine feasibility of service in Jacksonville. A 20% match for the Jacksonville portion of the study had been added to the match

appendix as well. A motion was made by Mr. Toby Bennington to approve this amendment with **Resolution No. 838**, which was seconded by Mr. Mark Stephens. Motion carried.

Ms. Messick called for discussion of Resolution No. 839. Ms. Messick explained this resolution was to adopt the fiscal year 2023 UPWP. This is a yearly budgetary document for planning and administration of the MPO. Copies of the financial appendices were included in the agenda packet and copies of the full document were made available to attendees. A motion was made by Mr. Fred Denney to approve this amendment with **Resolution No. 839**, which was seconded by Mr. Toby Bennington. Motion carried.

Ms. Messick next called for discussion of Status Report of ALDOT projects. Mr. Shane Brown had sent a report for the current construction projects. This report detailed the US-431 access management project was working on punch list items and awaiting final acceptance. The Church Ave resurfacing project has been accepted. The I-20 and AL-9 resurfacing projects are working on punch list work and awaiting final acceptance. The 431 resurfacing project is working on guardrail replacement and shoulder treatment. Finally, the I-20 resurfacing from H.J. Bentley Jr. Overpass to Snow Creek is placing construction signs and should begin milling operations mid-August.

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 no updates at this time.

Next, Ms. Messick called for the Report on Urban Fixed Route and ADA Handicapped Transit Systems. Ms. Messick reported the ADA Paratransit Ridership for Anniston had 492 (decrease) one-way trips, Jacksonville had 86 (decrease) one-way trips, 28 trips for Weaver (decrease), and Oxford had 83 (decrease) one-way trips. For the Urbanized area 146 (decrease) one-way trips and 45 (decrease) one-way trips for the Rural area. Fixed-route ridership had a total of 9,141 (decrease) riders for the month of July.

Ms. Messick then called for discussion regarding the Reconnecting Communities Pilot Program NOFO. The NOFO was reviewed

The next TAC meeting will be Wednesday, August 7, 2022, at 10:00 a.m.

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

## September 2022 Administrative Modifications

*That created changes on the TIP spreadsheet:*

1. #39 CN (100064884) Mountain St. NE Resurface from SR-21 to 8<sup>th</sup> Ave.  
Previously allocated amount: \$763,774  
Closed amount: \$668,915.68  
-Decreased total amount by \$94,828.32
2. #54 CN (100070230) Roy Webb Rd. Resurfacing  
Previously allocated amount: \$1,094,030  
Increased amount by admin mod May 2022 when still thought was STPAA funds:  
\$1,157,358  
Increase August 2022 to jump overruns due to price index on asphalt and fuel increase  
since Let: \$1,276,107.53
3. #14 CN (100064930) Alexandria-Jacksonville Rd. Resurface from McClellan Rd. to Cedar  
Springs Rd.  
Previously allocated amount: \$538,117.30  
Final Voucher amount: \$532,795.09  
-decreased amount on TIP Spreadsheet by \$5,322.21
4. #4 CN (100047014) Signal Upgrade at SR-21/Baltzell Gate  
Previously allocated amount: \$642,878  
Updated amount from previous: \$683,257.08  
-MPO was not made aware of overrun until monthly reports were issued. Increased  
amount by \$40,379
5. #51 CN (100070224) Alexandria/Jacksonville Rd. Resurface from Cedar Springs Rd to  
Jacksonville  
Previously allocated amount: \$725,341  
Final Voucher amount: \$685,865.63  
-decreased amount on TIP Spreadsheet by 39,475.97

*That did not create changes on the TIP spreadsheet:*



**CALHOUN AREA MPO**

**FY 20-23 TIP AS OF August 30, 2022**

ALL FUNDS AVAILABLE (FED + LOCAL MATCH)

SURFACE TRANSPORTATION PROGRAM (STP)

Authorized to Proceed

PE Preliminary Engineering

Moved from one FY to another FY

RW Right of Way

Funded by ATRIP or ARRA

UT Utilities

New Project or Allocation Change

CN Construction

Project Description	ID#	Sponsor	Status	Scope	2016	2017	2018	2019	2020	2021	2022	2023
49 Friendship Road Widening and Bridge Replacement Phase II	100070253	Oxford		PE					349,181			
	100070254			RW								197,123
	100070255			UT								193,538
	100070257			CN								
50 Friendship Road Widening and Bridge Replacement Phase III	100070259	Oxford		PE					150,748			
	100070262			RW								110,598
	100070269			UT								108,585
	100070271			CN								
51 Alexandria/Jacksonville Rd. - Resurface (Cedar Springs Rd to Jacksonville) (PE by County Eng.)	100070224			CN					685,866			
52 Whites Gap Rd and Whites Gap Rd SE - Resurfacing (PE developed by County Eng.)	100070226	Calhoun County		CN						1,113,827		
53 AL Hwy 202/Hunter St. - Signal Upgrade	100070695	Calhoun County		PE					30,300			
	100070228	Calhoun County		CN						125,025		
54 Roy Webb Rd. - Resurfacing (PE developed by County Eng.) 1094030.1	100070230	Calhoun County		CN							1,276,108	
55 Eulaton Gate Rd. - Resurfacing (PE developed by County Eng.)	100070232	Calhoun County		CN								390,227
56 Resurfacing Henry Road and Country Club Dr SW to Fairway Dr SW	100070197	Jacksonville		PE						93,900		
	100070198			CN							998,188	
57 Resurfacing George Douthit Dr from SR-21 to Brierwood Place SW	100070203	Jacksonville		PE							212,715	
	100070208			CN								1,100,503
58 Baltzell Gate Connector Multi-use path	100070238	Anniston		PE								
	100070239			CN								
59 Coldwater Mountain/Mulberry St. to Legarde, multi-use path	100070241	Anniston		PE								
	100070242			CN								
60 Anniston to Oxford Bike Lane; S Noble and Chestnut	100070244	Anniston		PE								
	100070245			CN								
Hillyer Robinson Ind. Parkway Safety Improvements overrun - CLOSED	100054927		CLOSED	PE						22,512		
	100054928		CLOSED	CN					4,147			
Resurfacing CR-187 (Friendship Rd) From CR-193 (Boiling Spring Rd) to SR-21	100054996		CLOSED	PE					24,468			
Frank Akers		Anniston	CLOSED	PE						17,200		
PROGRAMMED					3,054,124	4,648,355	1,244,147	3,510,272	2,239,230	3,091,971	4,737,062	6,895,632
APPORTIONMENT					2,182,759	2,266,095	2,363,956	2,463,701	2,558,459	2,540,505	2,781,251	2,781,251
CARRYOVER					9,594,529	8,723,163	6,340,904	7,460,713	6,414,142	6,733,371	6,181,905	4,226,094
AVAILABLE					11,777,287	10,989,258	8,704,860	9,924,414	8,972,600	9,273,876	8,963,156	7,007,345
BALANCE					8,723,163	6,340,904	7,460,713	6,414,142	6,733,371	6,181,905	4,226,094	111,713

## CURRENT CONSTRUCTION PROJECTS

<u>PROJECT NO.</u>	<u>DESCRIPTION</u>	<u>STATUS</u>
NH-FMGR-0001(613)	US- 431 Access Management from MP. 233.238 to 240.049	Punch List Work Awaiting Final Acceptance
IM-IO20(360)	I-20 resurfacing from Snow Creek To the Calhoun/Cleburne County line	Punch List Work Awaiting Final Acceptance
RP-STPAA-HSIP-FMGR- 0009(578)	AL 9 resurfacing from US 78 to .07 miles south of Nature Trail	Punch List Work Awaiting Final Acceptance
NH-FMGR-0001(622)	US 431 resurfacing from 0.28 miles south of SR 204 to the Etowah County line	Shoulder Treatment Awaiting Permanent Stripe
IM-HSIP-IO20(367)	I-20 resurfacing from H.J. Bentley Jr. Overpass (MP 181.7) to Snow Creek (MP 185.9)	Micro-milling is complete Awaiting shoulder treatment OGFC Surface will follow

## 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	8/11/21	✓	✓	Solar may be approved by ALDOT for this location as it may be a while before Alabama Power gets power to the intersection. The City of Oxford is hoping to add this as an MPO project in the TIP	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
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	06/1/20	✓	✓	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:	OPEN
17	Calhoun County	Bynum Leatherwood Rd./Morrisville Road intersection	Turn lane needed for the landfill entrance	10/28/19	07/8/20	✓	✓	This issue is being investigated. A possible resolution has been presented to the County Commissioner.	OPEN
18	Calhoun County	Bynum Leatherwood Road/Eulaton Gate	Extend turn lane/deceleration lane on the Southbound side of Bynum Leatherwood from 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



Safety Observations

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	07/08/20	✓	✓	The signals from 8 <sup>th</sup> to 21 <sup>st</sup> are on a coordinated system. The City of Anniston has asked ALDOT to evaluate the feasibility of extending the turn lane at this intersection. ALDOT has requested the signal timing of the corridor be adjusted prior to evaluation of turn lane extension. Further suggested update of timing plan since last update was 2003 prior to 431 bypass construction. Looking into availability of PL funds to update City of Anniston's timing plan.	OPEN
23	Anniston	Greenbriar/Quintard intersection	Turning signalization duration for SB traffic is short	3/17/21	6/22/21	✓	✓	Toby Bennington has asked Lance Armbruster to look into changes in traffic volume at this intersection	OPEN
26	Jacksonville	204/Nesbit Lake Rd intersection	Increased safety measures	11/17/21	01/20/22	✓	✓	Libby provided crash information for the intersection. Developer is interested in area off Nesbit. Warrant study can not be done with projected traffic changes. Warrant study will be donel after development and traffic reflects.	OPEN
27	Anniston	Lenlock/SR-21 intersection	Dark at night/median lights out	03/16/22		✓	✓	Mr. Jay Jenkins will investigate	OPEN

# **Alabama Transportation Rehabilitation and Improvement Program-II**

## **Fiscal Year 2023 Procedural Guidelines**

This document contains information regarding the Alabama Transportation Rehabilitation and Improvement Program-II (ATRIP-II) for Fiscal Year (FY) 2023. All prospective project-sponsoring local governmental agencies are encouraged to thoroughly review this document, as well as, the FY 2023 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 consideration 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.

# Alabama Transportation Rehabilitation and Improvement Program-II (ATRIP II)

## FREQUENTLY ASKED QUESTIONS

***What is ATRIP-II?*** ATRIP-II is an ALDOT administered transportation infrastructure grant program for projects of local interest created in the Rebuild Alabama Act of 2019.

***What projects are eligible?*** Transportation projects which improve any state-maintained highway system. Local roads and bridges are not eligible except for incidental work that is necessary in order to complete the improvements to the state route.

***Who may apply?*** Any local governmental entity (county or municipality) within the State of Alabama.

***How much funding can be requested?*** The maximum funding per project is subject to change for any fiscal year. Please refer to the current fiscal year's project application.

***How many applications can I submit?*** Local project sponsors may only submit one application per year. Once a project is selected, a local project sponsor may not submit another application until the current project is under contract for construction.

***How long is the funding available?*** Funds are available for 2 years from the notice of award. Funds awarded but not let to contract for construction within 2 years are subject to rescission.

***Must a project be on a certain Functional Classification of roadway?*** No. Local roads and bridges may be included as long as the proposed improvements are an essential part of a project related to the state-maintained highway system.

***Who is responsible for preliminary engineering?*** ALDOT will administer the preliminary engineering for all eligible phases of work as an eligible cost to the

project, unless the local project sponsor requests and is approved to perform the preliminary engineering at no cost to the project.

***Who is responsible for obtaining any right-of-way or easements?*** ALDOT will be responsible for all work associated with obtaining any necessary right-of-way and/or easements as an eligible cost to the project, unless the local project sponsor requests and is approved to acquire the right-of-way/easements at no cost to the project.

***Who is responsible for utility relocation costs?*** Local project sponsors are responsible for all work associated with relocating any utilities in conflict with the proposed improvements. Utility relocation will not be an eligible cost.

***Who will let the project to contract?*** ALDOT will let, accept bids and award contracts for all ATRIP-II projects.

***Who is responsible for construction engineering and inspection?*** ALDOT will be responsible for construction engineering, inspection and materials testing as an eligible cost to the project.

***How does ATRIP-II affect other Federal/State Funded Programs?*** Projects identified to receive other sources of Federal and/or State funds may be supplemented with ATRIP-II funds (where allowed by ALDOT).

***Who will select projects for funding?*** Applications will be accepted, reviewed, and analyzed by ALDOT. The eligible projects will then be presented to the Alabama Transportation Rehabilitation and Improvement Program – II (ATRIP-II) Committee as established in the Rebuild Alabama Act of 2019.

***How do I apply?*** Local project sponsors may apply for ATRIP-II funding by submitting a complete and accurate project application. Detailed ATRIP-II procedural Guidelines and a Project Application Checklist can be found on the ATRIP-II webpage ([www.dot.state.al.us/atrip2](http://www.dot.state.al.us/atrip2)).

***When will applicants know they have a project selected for funding?*** All local project sponsors shall be notified in writing concerning the final status of their project application.

### **C. COMPETITIVE SELECTION:**

ATRIP-II funds will be awarded through a competitive 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 and not more than \$50,000,000 of project funding, with the final amount each year determined by the Director of ALDOT.

The maximum funding amount to be provided to an individual project under ATRIP-II in FY 2023 shall be \$2,000,000. The Total ATRIP-II funds to be allocated in FY 2023 is programmed to be \$40,000,000.

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. If there are any federal funds included in the supplemental funding, the application should provide the type of federal funds (i.e. HSIP, IM, CMAQ, etc.), how those funds will be utilized, and who will be responsible for the matching funds that may be required.

Any overrun in total project costs above the amount awarded shall be the responsibility of the sponsoring local 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. Awarded funds 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 facility. 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 2% of the overall project cost, up to a maximum of \$20,000.00.

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 that they be allowed to perform the CE&I, inspection and testing at no cost to the projects.

Contingency costs may be included in the cost estimate as a separate line item, but cannot exceed 20% of the total project cost (limits for ATRIP-II funding requests still apply - \$2,000,000 for FY 2023).

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.

All applications that propose to install new traffic control signals must follow the Traffic Signal Warrant and Justification procedure as identified in the Alabama Department of Transportation Traffic Signal Design Guide and Timing Manual, latest edition. A copy of the warrant study/analysis must be included in the application. For proposed traffic control signals which do not satisfy a traffic signal warrant or warrants, an *Agreement for the Installation, Operation, and/or Maintenance of Traffic Control Signals* must be included in the application and be signed by the sponsor.

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.

# Alabama Transportation Rehabilitation and Improvement Program-II

## Fiscal Year 2023 Project Application

This document provides the format in which required information is to be included for all applications seeking consideration through the Alabama Transportation Rehabilitation and Improvement Program-II (ATRIP-II) in Fiscal Year (FY) 2023. Local public agency sponsors (Municipal and County Governments) may develop and prepare their own applications; however, the headings (A through P) shall be addressed in the application with supporting narratives and attachments as described below. Prospective applicants are encouraged to review the *ATRIP-II FY 2023 Procedural Guidelines* when considering the development of an application. Sponsors will be required to submit the application electronically to the ALDOT Local Transportation Bureau by the FY 2023 deadline of **November 18, 2022**.

The application should include the following information:

A. Sponsoring Agency (provide for each applicant, if multiple sponsors)

Sponsor Entity: \_\_\_\_\_  
Mayor/Chairman: \_\_\_\_\_  
Sponsor Contact: \_\_\_\_\_  
Mailing Address: \_\_\_\_\_  
Phone: \_\_\_\_\_  
Email: \_\_\_\_\_

Project Manager: \_\_\_\_\_  
Title: \_\_\_\_\_  
Mailing Address: \_\_\_\_\_  
Phone: \_\_\_\_\_  
Email: \_\_\_\_\_

- B. Describe in detail the proposed project improvements. Identify the points of origin, destination, intermediate points of access and any railroad crossings. If coordination with the railroad is required, provide the name of the railroad and a cost estimate for this item of work.
- C. Describe the benefits provided to the traveling public, impacts to economic growth, promotion of public safety and overall stability to the State from the proposed project.
- D. Identify the funding plan for advancing the preliminary engineering (PE) for the proposed project (performed as part of the project cost or at no cost to the project) and the status of any coordination efforts through ALDOT related to the PE.
- E. Identify any cultural or environmental resources potentially impacted by the project, include detailed time frames and costs associated with coordinating through the State Historic Preservation Office, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, U.S. Coast Guard or any other effected resource agency.
- F. Identify any potential bridge(s) to be impacted by the project and include the bridge inventory number (BIN), load posting (if applicable), and condition status with the date of last inspection. Provide a cost estimate associated with this item of work, if applicable.



- G. Identify any potential new bridge(s) required as part of the proposed project and the status of the hydraulic analysis. Provide a cost estimate associated with this item of work, if applicable.
- H. Provide the status of the available right-of-way (ROW) to accommodate the proposed project, or if ROW acquisition (including easements/permitted work on property of another entity) may be required. Any potential costs should be included in the detailed cost estimate.
- I. Provide a detailed preliminary pay item estimate of the total project cost (utilizing ALDOT pay item numbers for the construction phase of work) in accordance with the *ATRIP-II FY 2023 Procedural Guidelines*. Include the amount of ATRIP-II funds requested (not to exceed \$2,000,000 for FY 2023) and the amount of supplemental funds (local, federal, or other acquired grants) that will be applied to the project. If there are any federal funds included in the supplemental funding, the application should provide the type of federal funds (i.e. HSIP, IM CMAQ, etc), how those funds will be utilized, and who will be responsible for the matching funds that may be required. If the project sponsor is not proposing supplemental funding, an explanatory statement detailing why only ATRIP-II funds are being proposed to finance the project should be included.
- J. Provide traffic data (including what year the data was acquired), truck percentage and any projected increase/change in traffic related to the proposed improvement.
- K. Provide crash data and date of the information, if available.
- L. Modifications to existing traffic signal(s) or inclusion of new traffic signal(s) must include a signal study, warrant, and/or agreement as required per the ATRIP-II Procedural Guidelines.
- M. Provide any documentation related to racial and ethnic diversity coordination.
- N. Describe the life expectancy of the project. Identify the agency responsible for maintenance and the funding source providing for maintenance efforts.
- O. Provide any additional comments the sponsor wishes to be considered, including any letters of support from elected officials, local agencies, or property owners.
- P. Include any supporting photographs, maps, drawings, or plans necessary to support the project application (all in color and limited in size to 11” by 17”).

All applications **must be submitted electronically** no later than 5:00 pm on **November 18, 2022**. Applications should be sent to [atrip2app@dot.state.al.us](mailto:atrip2app@dot.state.al.us) as a .pdf (25 mb max per email, multiple emails may be sent if necessary) with “**FY 2023 ATRIP-II Application – Sponsor Name**” in the subject line.

The office of Local Transportation Bureau (LTB) will send a confirmation email once an application is received. If you do not receive a confirmation, please contact LTB at 334-242-6020 to ensure receipt of the application.

**Fiscal Year 2023 Meeting Dates**

<u>TAC</u>	<u>CAC</u>	<u>MPO</u>
12 October		20 October
9 November	16 November	17 November
7 December		15 December
11 January	18 January	19 January
8 February		16 February
8 March	15 March	16 March
12 April		20 April
10 May	16 May	18 May
7 June		15 June
12 July	19 July	20 July
9 August		17 August
6 September	13 September	14 September