

**Decatur Area Metropolitan Planning Organization (MPO)**

# **2040 Long-Range Transportation Plan (LRTP) For the Decatur Metropolitan Planning Area**



**Prepared by the Staff of the  
Decatur Area Metropolitan Planning Organization**

**October 2015**

**Decatur Area Metropolitan Planning  
Organization (MPO)**

**2040 Long-Range Transportation Plan (LRTP)**

**Final**

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Date Amended:

This document was prepared as a cooperative effort of the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Alabama Department of Transportation (ALDOT), and local governments, in fulfillment of requirements set forth in 23 USC 134 and 135, amended by MAP-21 Sections 1201 and 1202, July 2012. The contents of this document do not necessarily reflect the official views or policies of the U.S. Department of Transportation.

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**Fiscal Year 2016**

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# RESOLUTION 16 - 01

Decatur Area Metropolitan Planning Organization (MPO)  
Adopting the 2040 Long-Range Transportation Plan (LRTP) Update  
For the Decatur Metropolitan Planning Area (MPA)

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

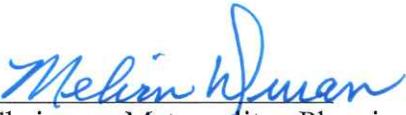
**WHEREAS**, pursuant to 23 CFR 450.322, the metropolitan transportation planning process requires the development of a metropolitan transportation plan with a minimum 20-year horizon, includes long and short-range strategies for an integrated transportation network, requires review every five years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

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

**WHEREAS**, the Decatur Area Metropolitan Planning Organization (MPO) staff has prepared the 2040 Long-Range Transportation Plan with the above provisions and in cooperation with the Bureau of Transportation Planning and Modal Programs of the Alabama Department of Transportation; now

**THEREFORE, BE IT RESOLVED**, that the Decatur Area MPO hereby adopts the 2040 Long-Range Transportation Plan for the Decatur Metropolitan Planning Area.

Adopted this the 27th day of October, 2015

  
Chairman, Metropolitan Planning Organization

ATTEST:

  
Director of Transportation Planning, MPO

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# Executive Summary

This Long-Range Transportation Plan (LRTP) is intended to serve as a vision of current and future transportation needs within the Decatur Metropolitan Planning Area (MPA). Every five (5) years, the Decatur Area Metropolitan Planning Organization (MPO), in accordance with the Code of Federal Regulations (CFR) Title 23, Section 134 and Title 49, Section 5303 and the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) (Pub L. 112-141, July 6, 2012), is tasked with updating the Long-Range Plan for a twenty-five (25) year planning horizon. This Long-Range Plan updates the previous LRTP from a horizon year of 2035 to a horizon year of 2040. The goals of this, and every update of the LRTP, is to: 1) identify current transportation needs, 2) forecast future transportation needs, and 3) establish strategies and projects that address these needs.

The staff of the Decatur Area MPO, in cooperation with the Alabama Department of Transportation (ALDOT), Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), has spent the past five (5) years developing and analyzing a Travel Demand Model (TDM) that mimics current traffic volumes and patterns and projects what these volumes and patterns will be twenty-five (25) years in the future. In cooperation with ALDOT Bureau of Transportation and Modal Programs Planning staff, the MPO Policy Board, MPO advisory committees, and the general public, the Decatur Area MPO staff has identified projects, both funded and visionary, that are intended to address the current and future transportation needs within the Decatur MPA. The projects identified will serve as a guide for the future transportation planning efforts of the Decatur Area MPO.

An important addition to this update of the LRTP is the inclusion of a listing of bicycle and pedestrian projects. These projects were identified as a part of the development of a comprehensive Bicycle and Pedestrian Plan (BPP) for the Decatur MPA. In recent years, ALDOT, FHWA, and FTA have placed more importance on the inclusion of bicyclists and pedestrians in transportation planning efforts. The inclusion of these projects in this plan indicates the commitment of the Decatur Area MPO to a truly multi-modal transportation system for all users.

The following pages will describe, in detail, the steps taken by the Decatur Area MPO in order to complete this update of the LRTP, as well as listings of projects intended to keep the Decatur MPA's roadway network healthy and congestion free, now and into the future. This is by no means a static document and will be updated if, and when, new projects are identified or new sources of funding become available.

The Decatur Area MPO and its advisory committees will continue to carry out the transportation planning process for the Decatur MPA and will continually evaluate the performance of this document in order to serve the general public in the best way possible.

# **1.0 Introduction**

## **1.1 Overview and Purpose**

The Long-Range Transportation Plan (LRTP) is a document and guide used to plan transportation improvements that will be needed over the next twenty-five (25) years to enhance the movement of people, goods, and services throughout the Metropolitan Planning Area (MPA), as well as the North Alabama Region.

The LRTP is developed through a public participation process that includes all modes of transportation and a broad array of stakeholders and citizens concerned with the future transportation system and the effects it has on congestion, safety, economic development, the environment, and the quality of life for the people living in the planning area.

The Decatur Area Metropolitan Planning Organization (MPO) updates and maintains the Long-Range Transportation Plan (LRTP) for the Decatur Metropolitan Planning Area (MPA). Major updates of the LRTP have occurred approximately every five (5) years since 1984. The MPO staff develops and evaluates data and information from public participation meetings, stakeholder groups, and the development of a computer based travel demand model to evaluate the future comprehensive transportation needs of the MPA.

## **1.2 Federal Guidance (Laws and Regulations)**

In 1981, the United States Department of Commerce designated the City of Decatur and the adjacent areas of Hartselle, Trinity, Priceville, and Flint City (now incorporated into the City of Decatur) as the Decatur Urbanized Area. Federal Law (Section 134, Title 23) of the United States Code, as amended, requires that all urbanized areas must conduct a comprehensive, cooperative, and continuing transportation planning process. This planning process is often referred to as the 3C process.

The Long-Range Transportation Plan is a document required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) according to the Code of Federal Regulations (CFR) Title 23, Section 134, and Title 49, Section 5303. The basis for this requirement arises from the passage of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) (Pub L. 112-141, July 6, 2012). The Long-Range Transportation Plan (LRTP) addresses a twenty-five (25) year planning horizon through the year 2040. However, according to federal regulations, this plan must be updated every five (5) years. The LRTP addresses the multi-modal aspects of the transportation system in the planning area to effectively enhance the movement of people, goods, and services. This Long-Range Transportation Plan (LRTP) is comprehensive in its coverage, and coordinates the efforts of all member governments in their transportation planning strategies while paying special attention to requirements and factors specified in MAP-21 legislation. The LRTP is consistent with other comprehensive plans and land use documents developed in the planning area, as well as statewide plans concerning transportation related issues.

### 1.2.1 Scope of the Planning Process

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) listed eight (8) planning factors that must be considered as part of the planning process for all metropolitan areas. Under MAP-21, these planning factors remain unchanged. The MPO must consider these planning factors in the development of the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). These planning factors are listed below:

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

### 1.2.2 Planning Emphasis Areas (PEAs)

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) identifies Planning Emphasis Areas (PEAs) annually to promote priority themes for consideration in the transportation planning process. For fiscal year 2015, the following three (3) key planning themes are:

- 1) **MAP-21 Implementation** – *Transition to Performance Based Planning and Programming.* The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.
- 2) **Models of Regional Planning Cooperation** – *Promote cooperation and coordination across MPO boundaries and across State boundaries, where appropriate, to ensure a regional approach to transportation planning.* This is particularly important where more than one MPO or state serves an urbanized area or adjacent urbanized areas. This cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means. Coordination across MPO and across state boundaries includes the coordination of transportation plans and programs, corridor studies, and projects across adjacent MPO and state boundaries. It also includes collaboration among state DOT(s), MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, and performance based planning.
- 3) **Ladders of Opportunity** – *Access to essential services – as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.*

Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include MPO and state identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

### 1.2.3 Goals, Performance Measures, and Targets

#### Goals

The national performance goals for the federal highway programs as established in MAP-21 (23USC §150(b)) are as follows:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

#### Performance Measures

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

#### Performance Targets

As part of the MAP-21 performance measure requirements, the state Departments of Transportation (DOTs), transit agencies, and the MPOs are required to develop targets related to the adopted performance measures. The state DOTs and transit agencies have one (1) year after the final rulemaking is published to select the performance targets. If the USDOT follows its

performance measure schedule, the states and transit agencies will have until the spring of 2016 to adopt them. Subsequently, the MPO will have one hundred-eighty (180) days after this date to adopt the local targets. MPOs are advised to select performance targets which are consistent with those chosen by the state DOT and transit agencies. When the state and transit agency targets are finalized, the MPO will incorporate performance targets into the plan by amendment.

#### **1.2.4 Consistency with Other Agencies and Plans**

The development of the LRTP included involvement and coordination between several different agencies and organizations. Significant contributions were made toward this plan by the Federal Highway Administration (FHWA); the Federal Transit Administration (FTA); the Alabama Department of Transportation (ALDOT); the municipalities of Decatur, Hartselle, Priceville, and Trinity; the Counties of Morgan, Limestone, and Lawrence; the Decatur/Morgan County Chamber of Commerce; the Hartselle Chamber of Commerce; the Morgan County Economic Development Association (MCEDA); the Limestone County Economic Development Association (LCEDA); the Morgan County Commission; and several employers and civic groups located in the planning area.

The LRTP is consistent and supportive of land use plans, growth management plans, safety studies, environmental studies, and other plans and studies developed by other agencies and municipalities concerning transportation related issues in the planning area. This includes the Transportation Improvement Program (TIP), the State Transportation Improvement Program (STIP), and the Decatur Comprehensive Plan.

#### **1.2.5 Amendment Process**

The LRTP will be amended periodically to adjust funding, time frames, or other factors relevant to the projects. New projects will be added if appropriate and if funding is available. Other projects may be moved into the Transportation Improvement Program (TIP) if funding is available, or deleted if funding is not available.

If Morgan County is designated nonattainment, based on the current National Ambient Air Quality Standards (NAAQS), the LRTP would have to be amended. An air quality conformity determination report would have to be added to the LRTP. In addition the LRTP project list might have to be adjusted in order to demonstrate conformity. After the LRTP has met the conformity requirement, any future LRTP amendments would have to prove conformity before adoption.

### **1.3 The Transportation Planning Process**

The 3C transportation planning process is a cooperative, continuous, and comprehensive planning process that allows involvement of all users of the transportation system. This planning process follows a formal public involvement process that includes input from the business community, civic groups, environmental groups, freight operators, transit operators, and the general public for inclusion into plans and programs conducted by the Decatur Area Metropolitan Planning Organization (MPO) and the Alabama Department of Transportation (ALDOT).

### **1.3.1 MPO Structure**

The overall decision-making responsibility for the 3C transportation planning process within the Decatur Metropolitan Planning Area (MPA) falls under the auspices of the Decatur Area Metropolitan Planning Organization (MPO) Policy Board. The Decatur Area Metropolitan Planning Organization was created in 1982 upon execution of an agreement between the municipalities of Decatur, Hartselle, Priceville, Trinity, and Flint City (now part of the City of Decatur); the North Central Alabama Regional Council of Governments (NARCOG); the Top of Alabama Regional Council of Governments (TARCOG); and the State of Alabama Highway Department (now the Alabama Department of Transportation). The Decatur Area MPO is now housed as a department of the City of Decatur, while remaining under the auspices of the MPO Policy Board.

### **1.3.2 MPO Organization and Management**

#### MPO Policy Board

The organization which is responsible for the overall efforts of the transportation planning process is the Decatur Area Metropolitan Planning Organization (MPO). The central unit of the MPO is the Policy Board, which consists of elected officials from the cities, towns, and counties within the designated planning area, as well as designated officials of pertinent state and federal agencies who interface with the transportation planning staff at the MPO.

The Decatur Area MPO Policy Board includes the following eleven (11) voting members:

- The Mayor and four council members from the City of Decatur
- The Mayor of the City of Hartselle
- The Mayor of the Town of Priceville
- The Mayor of the Town of Trinity
- The Chairman of the Morgan County Commission
- The Chairman of the Limestone County Commission
- North Region Engineer from the Alabama Department of Transportation

The Policy Board also includes the following three (3) non-voting members:

- A representative of the Transportation Planning and Modal Programs Bureau of the State of Alabama Department of Transportation
- A representative of the Federal Highway Administration (Alabama Division)
- A representative of the Lawrence County Commission

#### Executive Board

The Executive Board, subject to the will of the Policy Board, is charged with the general management of the affairs and business of the MPO including, without limitation, all matters relating to the employees of the City of Decatur, whose duties are dedicated to the business of the MPO, and whose compensation is paid by the City of Decatur with funds provided by the

MPO. The Executive Board develops job descriptions for the employees, exercises control over their duties, and otherwise manages said employees, subject to the terms of the employment agreement with the City of Decatur. The Executive Board also exercises authority over employee disciplinary matters and, in the event of hiring new or replacement employees, is charged with recruiting and screening of applicants, from whom the Executive Board recommends job candidates for employment to the Policy Board. The Executive Board serves as the administrative arm of the MPO and administers the policies of the MPO as set by the Policy Board, as well as conducts and administers the general business of the MPO, subject to the ultimate authority of the Policy Board.

The Decatur Area MPO Executive Board includes the following members:

- The Mayor of the City of Decatur
- The Mayor of the City of Hartselle
- The Mayor of the Town of Priceville
- The Mayor of the Town of Trinity
- The Chairman of the Morgan County Commission

#### Technical Coordinating Committee (TCC)

Serving the Policy Board, in an advisory capacity, is the Technical Coordinating Committee (TCC). This committee includes planners, engineers, and other designated representatives who have a direct relationship to the transportation planning process within a specific jurisdiction on the federal, state, or local level.

The actions of the TCC are that of advising, reviewing, and supporting the Policy Board through analysis and evaluation of transportation projects, plans, and studies. This includes review and recommendations concerning the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), and the Long-Range Transportation Plan (LRTP). The everyday working knowledge and input of the people on this committee is invaluable to the transportation planning process for the planning area.

The Decatur Area MPO Technical Coordinating Committee (TCC) includes the following members:

#### Voting Members

- Planner, City of Decatur
- Engineer, City of Decatur
- Director of General Services, City of Decatur
- Engineer, Town of Priceville
- Engineer, Town of Trinity
- Planner, City of Hartselle
- Department of Development Director, City of Hartselle
- Engineer, Morgan County
- Director, Morgan County Area Transit System

- President, Decatur/Morgan County Chamber of Commerce
- President, Morgan County Economic Development Association
- President, Limestone County Economic Development Association
- A representative of the U.S. Fish and Wildlife Service
- A representative of the Port of Huntsville
- A representative of Decatur Utilities
- A representative of the City of Decatur Police Department

#### Non-Voting Members

- A representative of the Transportation Planning and Modal Programs Bureau of the State of Alabama Department of Transportation
- A representative of the North Region of the State of Alabama Department of Transportation

#### Citizens Advisory Committee (CAC)

Also serving in a participatory/advisory role is the Citizens Advisory Committee (CAC). The CAC is comprised of members from the transportation committee of the Decatur/Morgan County Chamber of Commerce, as well as members from the general public. The committee meets on a regular basis and is very much involved in the transportation planning process as a grass roots type organization that is capable and willing to explore new possibilities and options relative to all modes of transportation.

The CAC serves in a ‘general interest’ capacity. Its major function is that of representing the interest of the public and staying abreast of what is occurring in the transportation arena, while offering its opinion and suggestions on these issues. Other involvement includes:

- Reviewing and commenting on transportation plans prepared for the planning area
- Expressing transportation needs and concerns as perceived by local residents
- Responding to social, economic, and environmental impacts of transportation projects planned for the planning area
- Assisting the transportation staff in the development of specific solutions to area-wide transportation needs

#### Bicycle and Pedestrian Advisory Committee (BPAC)

The Bicycle and Pedestrian Advisory Committee (BPAC) was formed to assist in the development of the Bicycle and Pedestrian Plan (BPP). The BPAC is made up of members of the TCC, as well as members of the general public who have shown an interest in developing the region’s bicycle and pedestrian facilities for transportation purposes.

The Decatur Area MPO Bicycle and Pedestrian Advisory Committee (BPAC) includes the following members:

- President, Decatur/Morgan County Convention and Visitors Bureau
- Director, Decatur Downtown Redevelopment Authority
- Citizen Representative, City of Decatur
- Citizen Representative, City of Hartselle
- Citizen Representative, Town of Priceville
- Citizen Representative, Town of Trinity
- Engineer, Morgan County
- Engineer, City of Decatur
- Director of General Services, City of Decatur
- President, Decatur/Morgan County Chamber of Commerce
- Representative, Decatur Police Department
- Planner, City of Hartselle
- Director of Transportation Planning, Decatur Area MPO
- Transportation Planner, Decatur Area MPO

#### Additional Committees

The Policy Board may seek input from additional committees at its discretion. Committee members may be comprised of persons with technical knowledge of projects, studies, and plans, as well as citizens from neighborhoods and communities throughout the planning area, to provide advice and recommendations to the Policy Board, TCC, CAC, and BPAC.

All MPO Policy Board and Advisory Committee Meetings are subject to the Alabama Open Meetings Act, Alabama Code §36-25A. For additional information, please contact the Decatur Area MPO staff.

#### MPO Staff

The MPO staff is responsible for the day-to-day activities of the Decatur Area MPO. The staff works closely with the MPO membership concerning the transportation planning process. The MPO staff provides expertise and guidance on all transportation related activities concerning federal, state, and local transportation projects.

The MPO staff is housed within the City of Decatur as a stand-alone department. The MPO staff is under the day-to-day guidance of the Mayor of Decatur, and follows the personnel procedures laid out by the personnel board of the City of Decatur, though general management is carried out by the Decatur Area MPO Executive Board, as mentioned above.

## **1.4 MPO Area Boundaries**

The Decatur Area MPO Metropolitan Planning Area (MPA) includes the municipalities of Decatur, Hartselle, Priceville, and Trinity, as well as the adjacent urban area located in Morgan County, eastern Lawrence County, and southern Limestone County in North Central Alabama. There are three (3) boundaries that are defined in the planning area (Figure 1).

### Urbanized Area (UA)

According to the Bureau of the Census, and published in the Federal Register on March 27, 2012 (77 FR 18652), urbanized areas are delineated based on residential population density at the tract and block levels. The criteria for this delineation for the 2010 Census were published in the Federal Register on August 24, 2011 (76 FR 53030). An urbanized area is considered to be a densely populated area of more than 50,000 people. The Decatur, AL Urbanized Area (UA) boundary was defined in 2010 by the United States Census Bureau with a population of 70,436. The Urban Area covers 59.78 square miles.

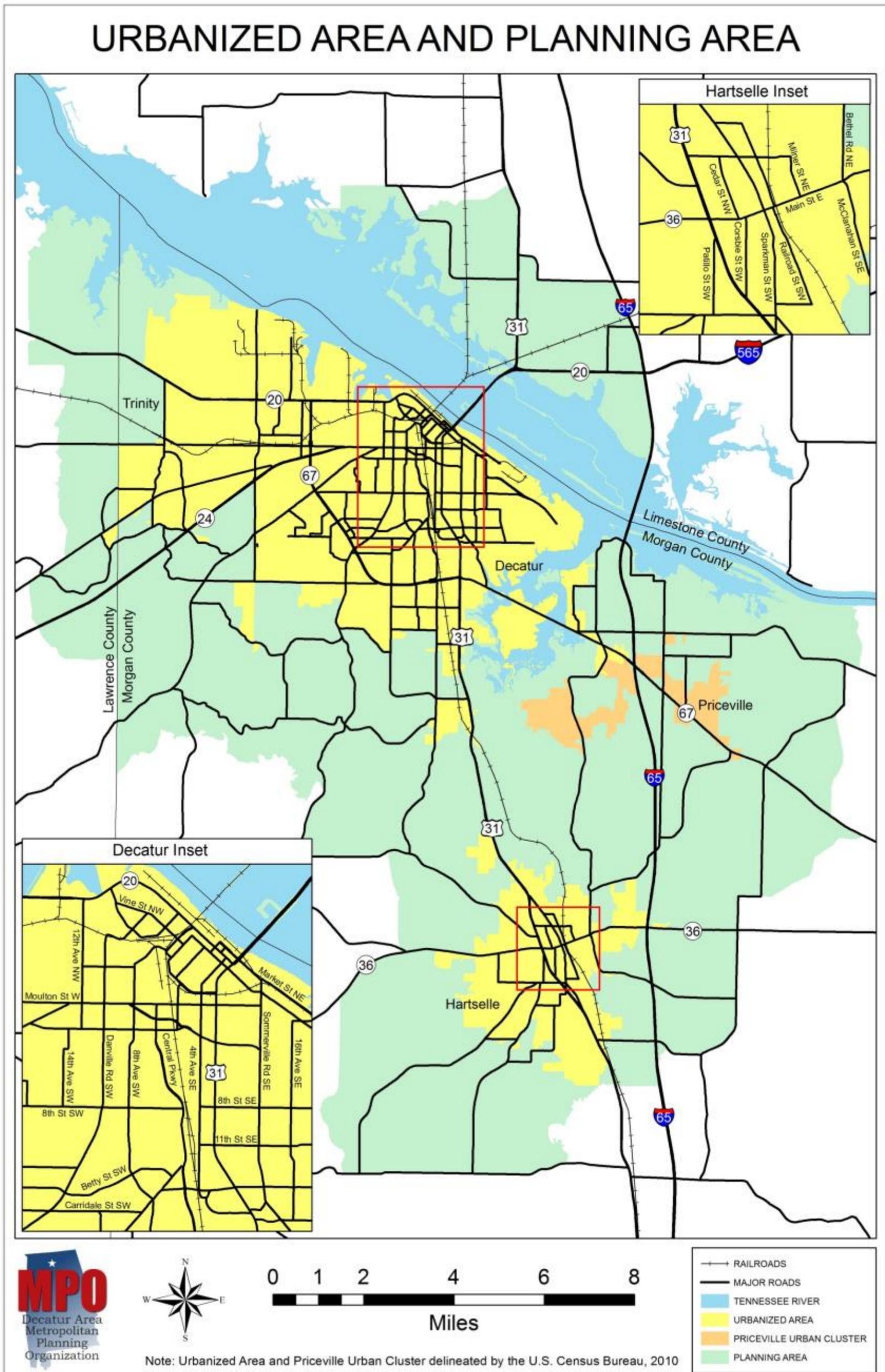
### Urban Cluster (UC)

Urban clusters are similarly defined by the Census Bureau in the above mentioned entries into the Federal Register (76 FR 53030 and 77 FR 18652). Unlike urbanized areas (UAs), urban clusters are densely populated areas of between 2,500 and 50,000 people. The Priceville, AL Urban Cluster (UC) was defined in 2010 by the United States Census Bureau with a population of 3,006. The Priceville, AL Urban Cluster (UC) is adjacent to the defined Urbanized Area and covers 3.75 square miles.

### Metropolitan Planning Area (MPA)

The Metropolitan Planning Area (MPA) boundary is defined by the Metropolitan Planning Organization (MPO) in cooperation with the Alabama Department of Transportation (ALDOT), and had a 2010 population of 91,009. The Planning Area is defined as the Urban Area boundary plus the area that is projected to become urbanized in the next twenty years. The Metropolitan Planning Area covers 249.18 square miles and is located along the Tennessee River in North Central Alabama

Figure 1 Decatur Area MPO Urbanized and Metropolitan Planning Areas



Map Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

Basemap Source Data Provided by US Census Bureau and Decatur Area MPO

## **1.5 Public Participation**

The process of preparing the LRTP included several opportunities for the input of comments by local elected officials, stakeholders, and the general public. The planning process included input by these groups early in the development of the plan. Public meetings and presentations were made to various groups and organizations concerning the development of the plan; this included MPO meetings, city and county work sessions, civic organizations, newspaper articles, and public meetings held in many locations in the planning area. A detailed Public Participation Process for the development of the LRTP is included in Section 9.8 of this document.

Additional information on the public participation procedures employed by the Decatur Area MPO may be obtained by viewing the 2013 Public Participation Plan (PPP) found on the Decatur Area MPO website at: <http://www.decaturlabamausa.com/departments/mpo>.

## **1.6 Documentation Process**

This plan is an update of the current Long-Range Transportation Plan (LRTP) for the Decatur Metropolitan Planning Area (MPA). The current 2035 Long-Range Transportation Plan (LRTP) was adopted by the Decatur Area MPO Policy Board in July 2010. The base year of the current LRTP was 2005, with a horizon year of 2035. This update moves the base year forward to 2010, with a horizon year of 2040. The MPO Policy Board is responsible for the Transportation Planning Process for the MPA, to be carried out by the Director of Transportation Planning of the MPO.

## **1.7 Title VI in the Preparation of the LRTP**

The Decatur Area Metropolitan Planning Organization (MPO) is committed to ensuring public participation in the development of all transportation plans and programs. It is the overall goal of the MPO that the transportation planning process be open, accessible, transparent, inclusive, and responsive. As a continuing effort by the MPO to provide public access and the means by which to engage in the planning process, the MPO has established the following public participation goals for all documents and programs:

- 1) An Open Process – To have an open process that encourages early and continued public participation. All MPO Policy Board and committee meetings are open to the public.
- 2) Easy Information Access – To provide complete and timely information regarding plans, programs, procedures, policies, and technical data produced or used during the planning process to the general public and the media. All MPO meeting announcements, documents, maps, and plans can be viewed at [www.decaturlabamausa.com/departments/mpo](http://www.decaturlabamausa.com/departments/mpo).
- 3) Notice of Activities – To provide timely and adequate public notice of hearings, meetings, reviews, and availability of documents.
- 4) Public Input and Organizational Response – To demonstrate consideration and recognition of public input and comments, and to provide appropriate responses to public input.

- 5) An Inclusive Process – To encourage participation in the planning process by traditionally under represented segments of the community; low-income groups, minorities, persons with disabilities, and the elderly; and to consider the needs of these groups when developing programs, projects, or plans.

Additionally, the Decatur Area MPO will be compliant with the Rehabilitation Act of 1973 (Section 504) and the Americans with Disabilities Act of 1990 in July 2016. The MPO is and will be compliant with the following Title VI programs, processes, and procedures:

- Civil Rights Act of 1964, 42 USC 2000d, et seq. which prohibits exclusion from participation in any federal program on the basis of race, color, or national origin.
- 23 USC 324 which prohibits discrimination on the basis of sexual orientation, adding to the landmark significance of 2000d. This requirement is found in 23 CFR 450.334(1).
- Rehabilitation Act of 1973, 29 USC 701 Section 504, which prohibits discrimination on the basis of a disability, and in terms of access to the transportation planning process.
- Americans with Disabilities Act of 1990 which prohibits discrimination based solely on disability. ADA encourages the participation of people with disabilities in the development of transportation and para-transit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO will take place in locations which are accessible by persons with mobility limitations or other impairments.
- Executive Order 12898, or referred to as *Environmental Justice*, which requires that federal programs, policies, and activities affecting human health or the environment will identify and avoid disproportionately high and adverse effects on minority or low-income populations. The intent was to ensure that no racial, ethnic, or socioeconomic group bears a disproportionate share of negative environmental consequences resulting from government programs and policies.
- Limited English Proficiency (LEP) Plan which is required by Title VI of the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular C 4702.1B, October 2012. The Decatur Area MPO has completed a Four Factor Analysis of the Decatur Area Metropolitan Planning Area (MPA) to determine requirements for compliance with the Limited English Proficiency (LEP) provisions. Based on the analysis, the MPO has identified a population within the MPA that may require MPO assistance in participating in the planning process. A Limited English Proficiency (LEP) Plan has been adopted and can be found at [www.decaturlabamausa.com/departments/mpo](http://www.decaturlabamausa.com/departments/mpo).

In order to further support the public participation goals of the Decatur Area MPO, the public is encouraged to participate in the development of the LRTP. The 2040 LRTP process will include two public involvement meetings designed to obtain input from the public concerning the LRTP process in the Decatur Area Metropolitan Planning Area (MPA). In addition, once the draft LRTP is approved, it will be subject to a 30-day public comment period before adoption of the final document. A summary of the public outreach activities and results are included in the Appendices. All Decatur Area MPO meetings are open to the public. At these meetings, the MPO committees review and approve the draft and final TIP documents. Interested individuals may also review and comment upon these documents in tandem with the MPO committees. Individuals may address their concerns to the MPO committees directly at any meetings they

attend. The transportation planning staff at the Decatur Area MPO should be contacted to coordinate an address to the MPO committees and to obtain draft and final documents.

Detailed public participation procedures are outlined in the 2013 Public Participation Plan (PPP) which can be found at [www.decaturlabamausa.com/departments/mpo](http://www.decaturlabamausa.com/departments/mpo).

## **1.8 Environmental Justice (EJ)**

In 1994, Executive Order 12898: *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* was signed by the President. This Executive Order requires that programs, policies, and activities that affect human health or the environment should identify and avoid disproportionately high and adverse effects on minority and low-income populations. Environmental Justice aims to ensure that no racial, ethnic, or socioeconomic group bears a disproportionate share of negative environmental consequences resulting from government programs and policies. The Decatur MPO makes a point to seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment or services. This is of primary concern when considering adverse community impacts at the project level. All projects are reviewed by the Decatur Area MPO Policy Board, advisory committees, and staff for possible community impacts prior to inclusion into the LRTP.

## **1.9 Americans with Disabilities Act (ADA)**

The Americans with Disabilities Act of 1990 encourages the participation of people with disabilities in the development of transportation and para-transit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO will take place in locations which are accessible by persons with mobility limitations or other impairments. Further, all states and local governments are required to be compliant with Section 504 of the Rehabilitation Act of 1973 and the 1990 Act.

## **1.10 Limited English Proficiency (LEP) and Language Assistance Plan**

In accordance with Title VI of the Civil Rights Act of 1964, 42 USC 2000d, et seq., and Executive Order 13166, titled *Improving Access to Services for Persons with Limited English Proficiency*, the Decatur Area MPO developed a Limited English Proficiency (LEP) Plan. Title VI states that, “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” Executive Order 13166 expands Title VI by indicating that differing treatment based upon a person’s inability to speak, read, write, or understand English is a type of national origin discrimination. All federal agencies publish guidelines for its funding recipients to clarify their obligations to ensure that this discrimination does not take place. As a recipient of federal funds through the United States Department of Transportation (USDOT), the Decatur Area Metropolitan Planning Organization (MPO) must comply with these guidelines.

Additional information on the LEP procedures employed by the Decatur Area MPO may be obtained by viewing the Limited English Proficiency (LEP) Plan found on the Decatur Area MPO website at: <http://www.decaturalabamausa.com/departments/mpo>.

## **1.11 Environmental Mitigation**

The current federal legislation contains a requirement that the Long-Range Transportation Plan (LRTP) includes “a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan.” -23USC §134(i)(2)(D)(i).

“This discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies.” -23USC §134(i)(2)(D)(ii).

A three-step process was used to help address this MAP-21 requirement:

- 1) Define and inventory the environmentally sensitive species and resources
- 2) Identify and assess likely impacts on these species and areas from transportation projects
- 3) Address possible mitigation at the system-wide level through consultation with other agencies

## **1.12 Climate Change**

“According to the FHWA report *Integrating Climate Change into the Transportation Planning Process*, there is general scientific consensus that the earth is experiencing a long-term warming trend and that human-induced increases in atmospheric greenhouse gases (GHGs) may be the predominant cause. The combustion of fossil fuels is by far the biggest source of GHG emissions. In the United States, transportation is the largest source of GHG emissions, after electricity generation. Within the transportation sector, cars and trucks account for a majority of emissions. Opportunities to reduce GHG emissions from transportation include switching to alternative fuels, using more fuel efficient vehicles, and reducing the total number of miles driven. Each of these options requires a mixture of public and private sector involvement. Transportation planning activities, which influence how transportation systems are built and operated, can contribute to these strategies. In addition to contributing to climate change, transportation will likely also be affected by climate change. Transportation infrastructure is vulnerable to predicted changes in sea level and increases in severe weather and extreme high temperatures. Long-term transportation planning will need to respond to these threats.”

*Introduction to Integrating Climate Change into the  
Transportation Planning Process - Federal Highway  
Administration, Final Report, July 2008*

### **1.13 Air Quality Planning**

The Clean Air Act (CAA) was originally adopted in 1963 and most recently amended in 1990. The purpose of the Clean Air Act (CAA) is to improve air quality and to protect human health. The Clean Air Act requires the Environmental Protection Agency (EPA) to establish tolerance limits on ground level and atmospheric pollutant concentrations through enactment of the National Ambient Air Quality Standards (NAAQS). In 2008, the Environmental Protection Agency (EPA) lowered the National Ambient Air Quality Standards (NAAQS) for ground level ozone from 84 to 75 parts per billion (ppb). On December 17, 2014, the EPA entered a proposed rule into the Federal Register (FR) to lower the ground level ozone standard to between 65 and 70 parts per billion (ppb). This lower standard could potentially affect the Decatur Metropolitan Planning Area (MPA).

After a public comment period has been completed and the final rule is signed into the Federal Register (FR), the Environmental Protection Agency (EPA) will decide if Morgan and Limestone counties will be designated as non-attainment for ground level ozone. Non-attainment status will place additional requirements on the MPO. Most importantly among these will be air quality determination of the Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), and all transportation projects. Conformity is achieved when new NAAQS violations are not created, the frequency or severity of NAAQS violations are not increased, and attainment of the NAAQS is not delayed. These conditions, if not met, could prevent the inclusion of some capacity projects in the LRTP. The MPO will have one (1) year to complete the Conformity Process for the MPA. This Conformity Process is demonstrated by estimating and projecting regional emissions, using MOVES 2014 (or latest version of MOVES) software, against emissions limits or budgets, established in a Statewide Implementation Plan (SIP) issued by the Alabama Department of Environmental Management (ADEM).

### **1.14 Safety**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) required every state to develop a Strategic Highway Safety Plan (SHSP) in order to improve highway safety. In 2006, Alabama adopted a SHSP (updated in 2010 with 2<sup>nd</sup> edition) that was based on an analysis of fatal automobile crashes in the state. The SHSP includes five (5) emphasis areas: Emergency Medical Service, Legislation, Older or At-Risk Drivers, Risky Driving, and Lane Departures. Countermeasures for each emphasis area were developed as part of the safety plan. While the countermeasures apply to the entire state, no specific projects are listed. Most of the counter measures fall outside of the MPOs specialization and area of control and are related to driver behavior. The exceptions are proposed roadway improvements that are related to older or at-risk drivers and lane departure crashes. These countermeasures either propose blanket improvement to signage, signals, and markings or site specific improvements to address issues at high crash sites.

## 1.15 Livability Principles and Indicators

Increasingly, federal and state agencies are using Performance Measures as a way of ensuring greater accountability for the expenditure of public funds in an ever-growing number of programs and activities across a variety of disciplines. Within the transportation sector, and the planning processes associated with transportation infrastructure development, ALDOT has adopted the Livability Principles and Indicators as a sustainability measurement against future actions.

All planning tasks must be measured against these **Livability Principles**:

- 1) Provide more transportation choices
- 2) Promote equitable affordable housing
- 3) Enhanced economic competitiveness
- 4) Support existing communities
- 5) Coordinate policies and leverage investment
- 6) Value communities and neighborhoods

As a measure of sustainability of these principles, the MPO will provide the following **Livability Indicators** (Livability Indicators numbering relates to corresponding Livability Principles):

- 1) Percent of transit ridership of workers
- 1) Percent of workers using other means of transportation to work (transit, walk, bicycle, etc.)
- 2) Percent of household income spent on housing and transportation
- 3) Percent of housing units located within one (1) mile of the Central Business District (CBD)
- 4) Number of projects contained in the current Transportation Improvement Program that enhances or supports existing communities (non-roadway projects)
- 5) Number of projects contained in the current Transportation Improvement Program that includes Public and Private Collaboration and funding
- 6) Number of housing units within ½ mile of a Regional Trail System

The Indicators can be found in Section 9.3 on page 102 of this document.

## 1.16 Plan Adoption

Adoption of the 2040 Decatur Area Long-Range Transportation Plan (LRTP) is subject to the review and approval of the Policy Board of the Metropolitan Planning Organization (MPO). The review process includes public involvement meetings and a comment period to allow the public input into the development of the LRTP. At the conclusion of the public meetings and comment period, the MPO staff reviews and summarizes all submitted comments and presents the findings to the Policy Board for consideration of input into the LRTP. Once approved, the Decatur Area MPO submits the Final 2040 LRTP to the Alabama Department of Transportation (ALDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). These agencies then review the plan to ensure compliance with federal and state regulations.

## **1.17 Plan Implementation**

Implementation of the LRTP occurs through a series of short and long-range plans and programs. The Unified Planning Work Program (UPWP) identifies annual work tasks and work products that guide the planning activities for the transportation planning process. The Transportation Improvement Program (TIP) is a short range program that prioritizes a list of transportation projects scheduled for project design and engineering, right-of-way acquisition, utility relocation, or construction for the next four (4) years. The projects included in the TIP are taken from the LRTP.

## **2.0 Vision Statement, Goals, and Objectives**

### **2.1 Vision Statement**

The vision of the Decatur Metropolitan Planning Organization (MPO) is to promote, enhance, and maintain a safe, efficient, and environmentally friendly transportation system that enhances the quality of life and economic prosperity throughout the planning area.

### **2.2 Goals**

The following goals were developed to help define the vision statement and to help guide the MPO in the project selection process for the 2040 Long-Range Transportation Plan (LRTP):

- Provide a safe and efficient transportation system
- Improve the accessibility, connectivity, and mobility of the transportation system for the movement of people, goods, and services for all modes in and throughout the planning area
- Provide a transportation system that will preserve, protect, and enhance the natural and human environment
- Maintain quality performance of the transportation system through efficient congestion management and operations
- Provide meaningful opportunities for public involvement in the transportation planning process

### **2.3 Objectives**

Contrary to goals, objectives are more precise intentions that are measurable. The Decatur Area MPO developed the following objectives for the each mode of the transportation system:

#### Highway and Streets (collector and above)

- Development of highways and streets that are consistent with local land use and development plans
- Increase the connectivity of the existing network, locally and regionally
- Development of highways and streets that relieve traffic congestion and travel times
- Development of highways and streets that reduce accident potential and severity
- Include sidewalks and bicycle facilities in the design of highways and streets to accommodate and encourage pedestrian and bicycle travel
- Develop visually attractive highways and streets

#### Public Transit

- Establish programs and services that encourage transit ridership
- Serve the elderly, low income, and populations at a disadvantage to reasonable access of needed services

- Maximize transit's coverage area to the extent feasible
- Facilitate the integration and coordination of transit services by all transit service providers
- Operate safe and efficient transit services that minimize costs, travel times, and travel distances
- Implement land use strategies that promote transit participation and coverage

### Bicycle and Pedestrian

- Improve the transportation system to accommodate pedestrian and bicycle access along roadways through design and facility standards
- Increase pedestrian and bicycle safety through public education programs
- Provide access for pedestrians and bicycles between neighborhoods, schools, employment centers, retail areas, central business districts, churches, and cultural centers
- Promote the use of pedestrian and bicycle facilities to relieve traffic congestion

### Intermodal System including Rail Transportation, Air Transportation, and Freight Movements

- Develop a transportation system that reduces travel times and congestion on the transportation network
- Improve the transportation system to increase accessibility and provide compatibility with multiple modes of transportation
- Identify opportunities to expand intermodal facilities in the planning area
- Designate truck routes that minimize exposure to neighborhoods, historic, and cultural resources
- Work with officials from all modes of transportation to enhance, promote, and safely move people goods and services in and through the planning area

### Environment

- Develop transportation systems that maintain or improve air quality
- Develop transportation systems that preserve and complement the area's natural features
- Plan, design, and develop transportation systems that protect cultural and historic resources
- Develop and educate public officials and the general public on environmental policies involving transportation projects in the planning area

### Financial

- Minimize implementation and operation costs of transportation projects
- Develop transportation projects that enhance state, local, and regional economies
- Actively explore new sources of revenue

## **3.0 Existing Transportation System**

### **3.1 Geographic Area**

The Decatur Area MPO is located in the North Central section of North Alabama (Figure 1 on page 11). The MPO Area is comprised of the municipalities of Decatur, Hartselle, Trinity, and Priceville and portions of Morgan, Limestone, and Lawrence Counties. The Decatur MPO Area is included in the Decatur Metropolitan Statistical Area (MSA) with a 2010 estimated population of 153,829.

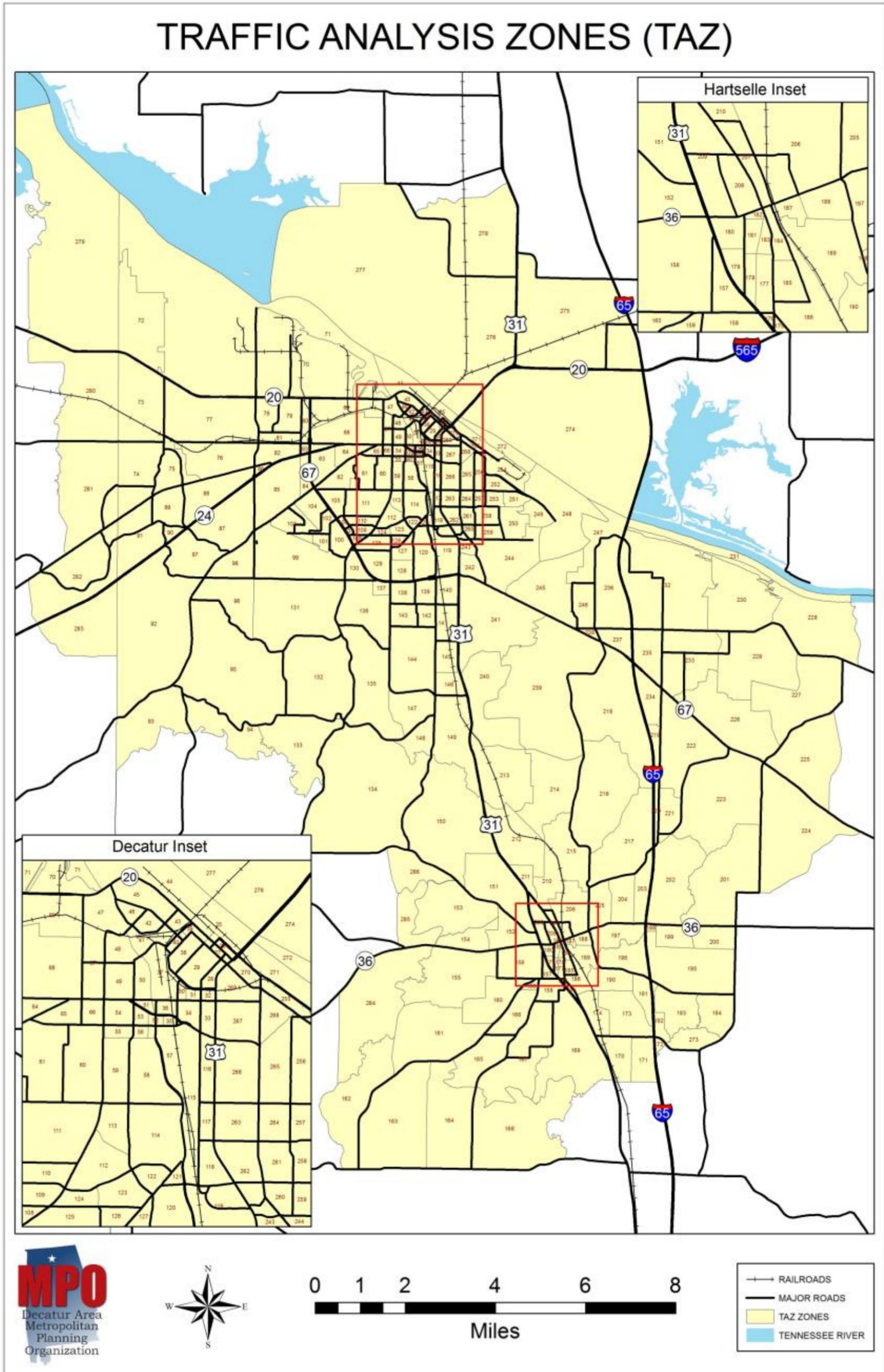
### **3.2 Urban and Planning Area Boundaries**

The Decatur Metropolitan Planning Organization (MPO) is defined by two boundaries. The Urban Area (UA) boundary was defined by the U.S. Census Bureau in 2010. This Urban Boundary is updated during each decennial census, and had a population of 70,436 in 2010. The Metropolitan Planning Area (MPA) boundary is defined as the Urban Area Boundary plus the area that is projected to become urbanized over the next twenty (20) years. The Metropolitan Planning Area (MPA) had a 2010 population of approximately 91,009. The Urban Area and Planning Area Boundaries are shown in Figure 1 on page 11.

### **3.3 Traffic Analysis Zones**

The Metropolitan Planning Area (MPA) is divided into smaller areas called Traffic Analysis Zones (TAZ). A traffic analysis zone is defined as a subdivision of the planning area consisting of homogeneous land use within a distinct border for the compilation of land use and traffic generation data. The TAZ system was developed from 2010 census data including tract, block group, and block level geography. A total of 286 TAZ zones are included within the Metropolitan Planning Area (MPA) boundary, as shown in Figure 2.

Figure 2 Traffic Analysis Zones (TAZ)



Map Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

Basemap Source Data Provided by US Census Bureau and Decatur Area MPO

### 3.4 Land Use

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

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

- Occupied Housing Units (Figure 3)
- Median Household Income (Figure 4)
- Retail Employment (Figure 5)
- Non-Retail Employment (Figure 6)
- School Enrollment (Figure 7)
- Dorm Rooms

Each primary land use noted above and its corresponding total quantity within the planning area is listed in Table 1 below.

**Table 1      2010 Socio - Economic Data Totals**

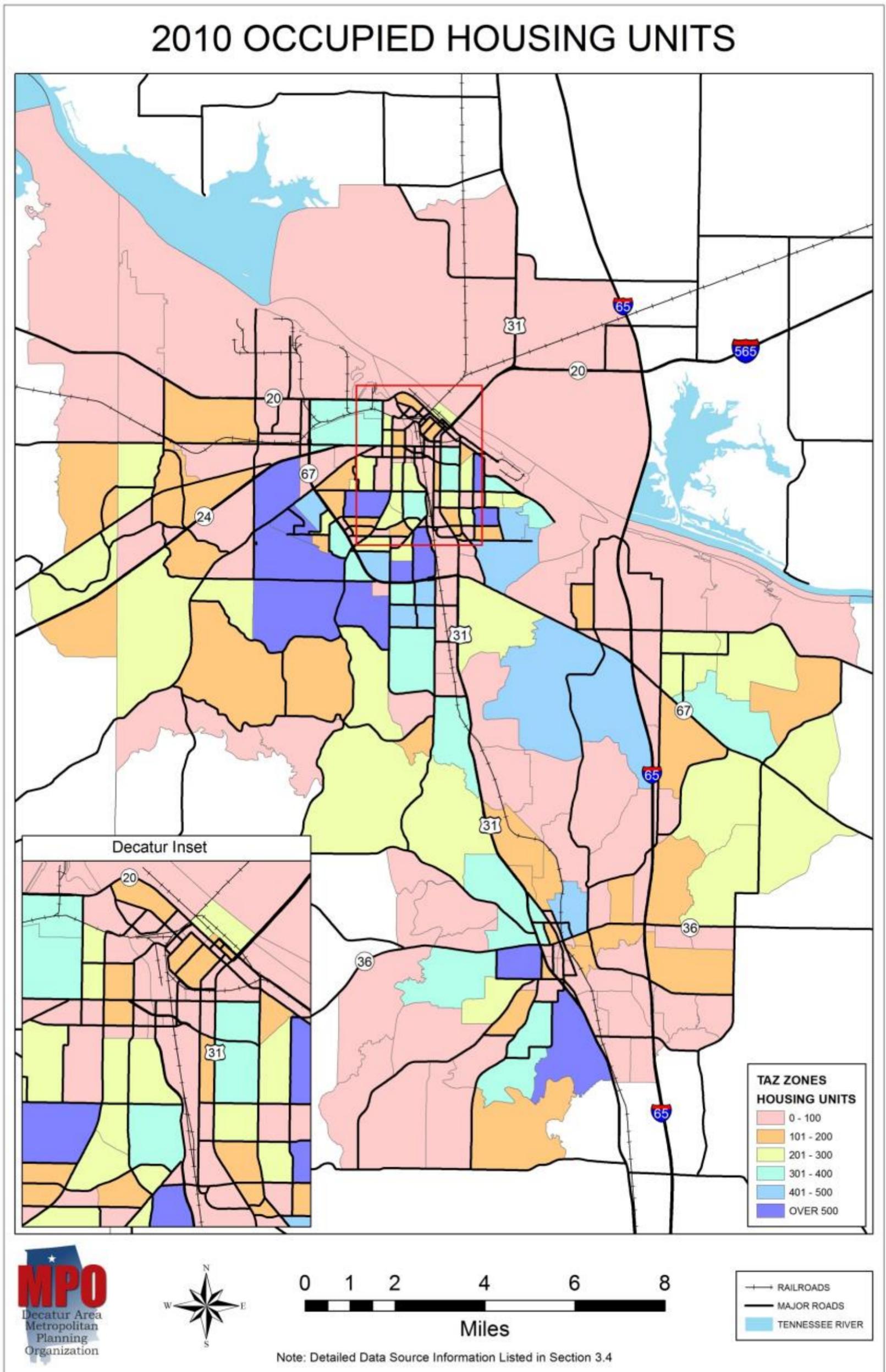
Land Use	Total 2010
Occupied Housing Units	39,049
Median Household Income	\$45,255
Retail Employment	6,088
Non-Retail Employment	45,112
School Enrollment	19,997
Dorm Rooms	0

The land use data was inventoried by using the following data sources:

- 2010 U.S. Census Data
- Census Transportation Planning Package (CTPP)
- American Community Survey (ACS)
- InfoGroup (employment data)
- Morgan County Aerial Photography (2010)
- Local Building Permits
- Decatur Morgan County Chamber of Commerce
- Morgan County Economic Development Association (MCEDA)
- Local Boards of Education
- Hartselle Chamber of Commerce
- Yellow Pages

It should be noted that the household and median income data is collected at the home end of a trip, the employment data is collected at the work site, and school enrollment is collected at the school site.

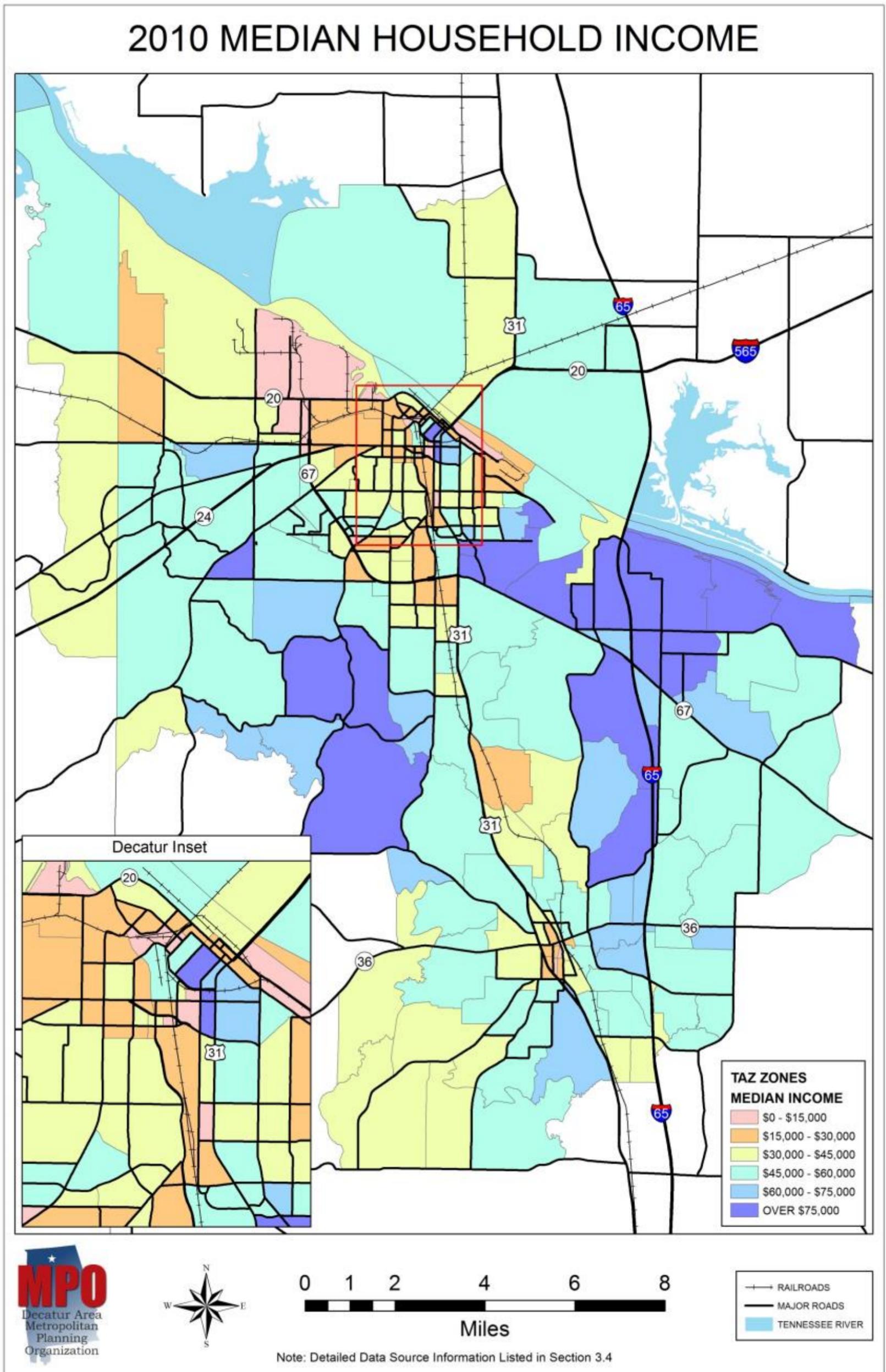
Figure 3 2010 Occupied Housing Units by Traffic Analysis Zone (TAZ)



Map Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

Basemap Source Data Provided by US Census Bureau and Decatur Area MPO

Figure 4 2010 Median Household Income by Traffic Analysis Zone (TAZ)



Map Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

Basemap Source Data Provided by US Census Bureau and Decatur Area MPO

Figure 5 2010 Retail Employment by Traffic Analysis Zone (TAZ)

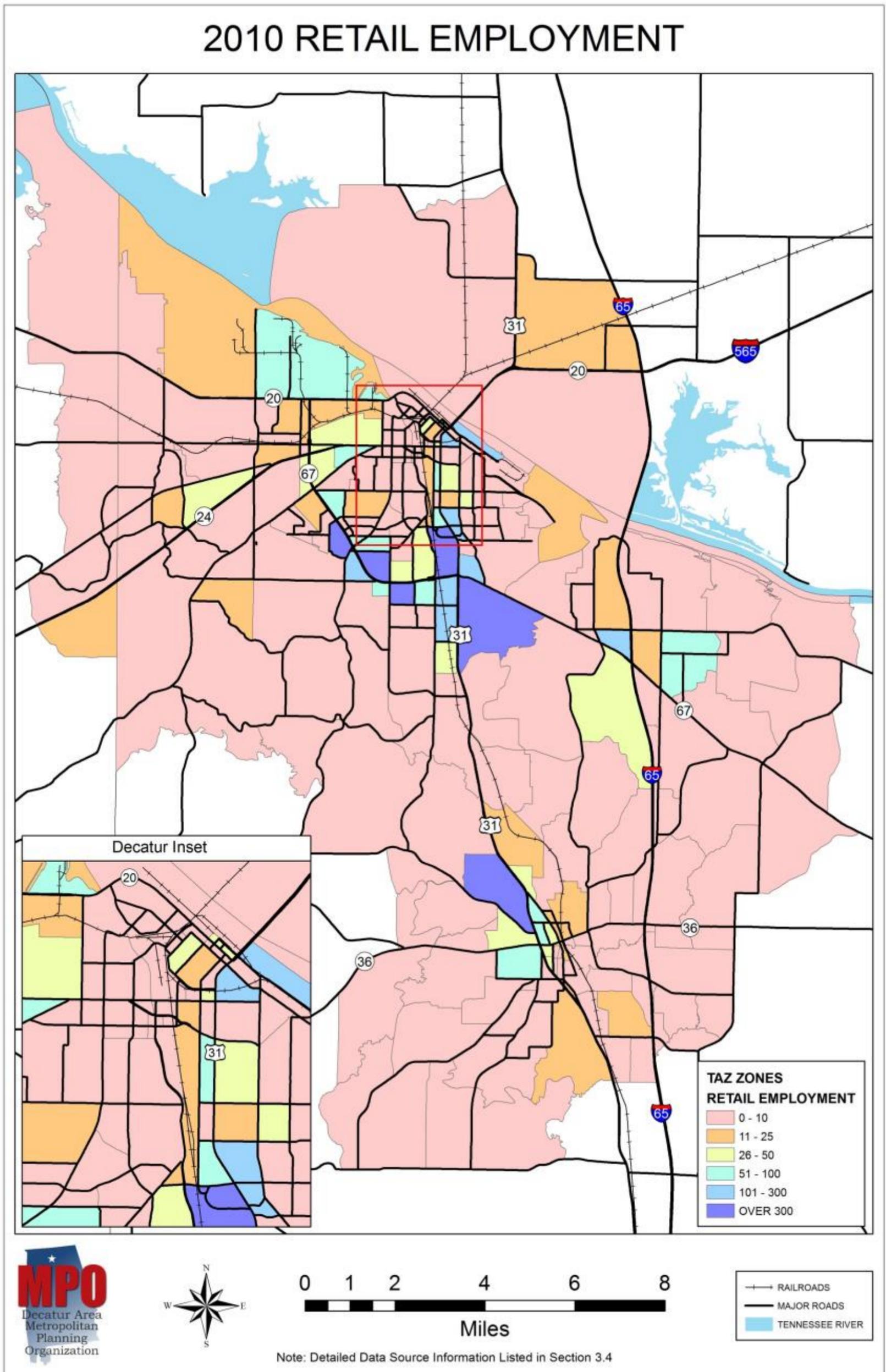
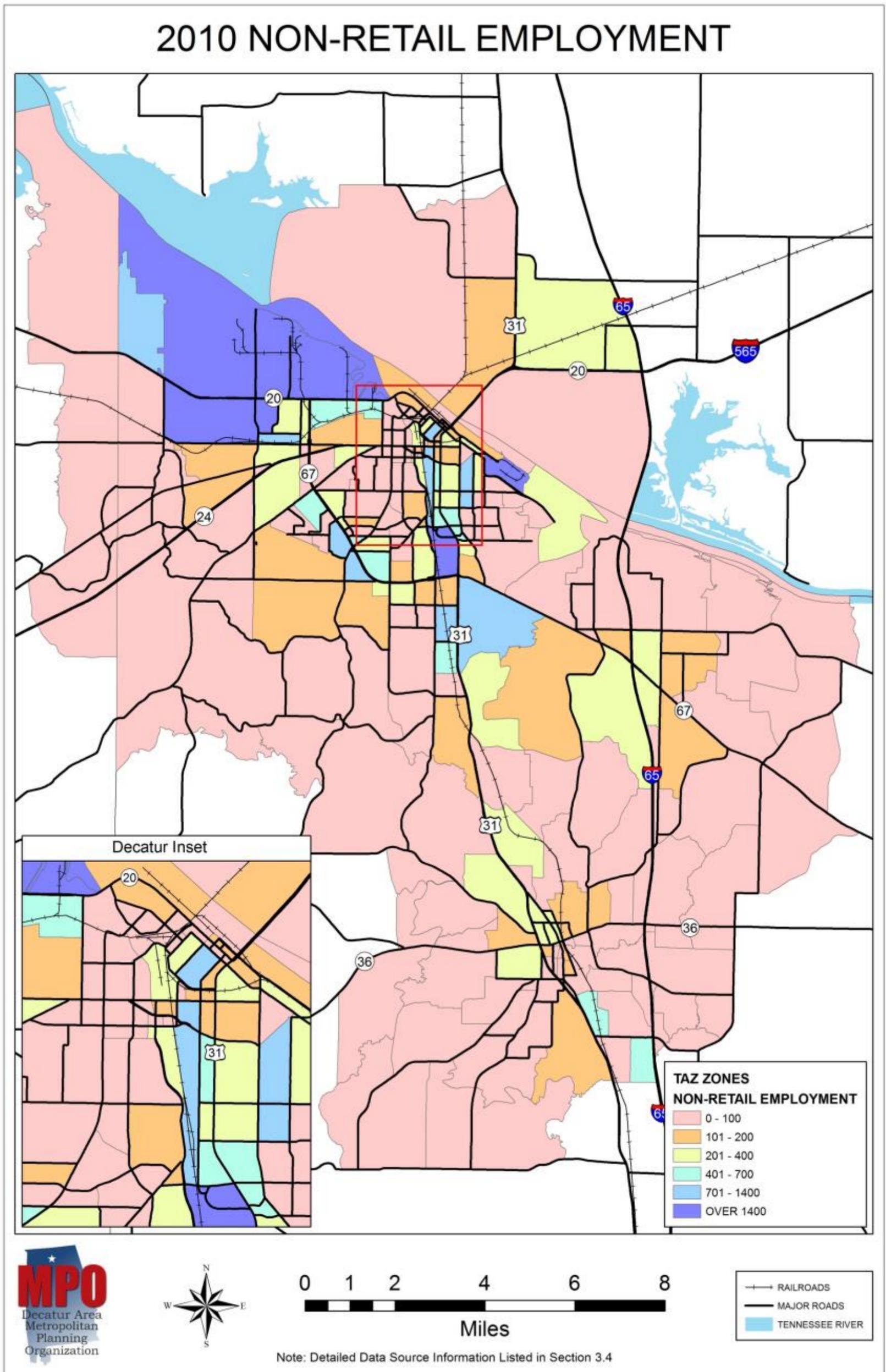


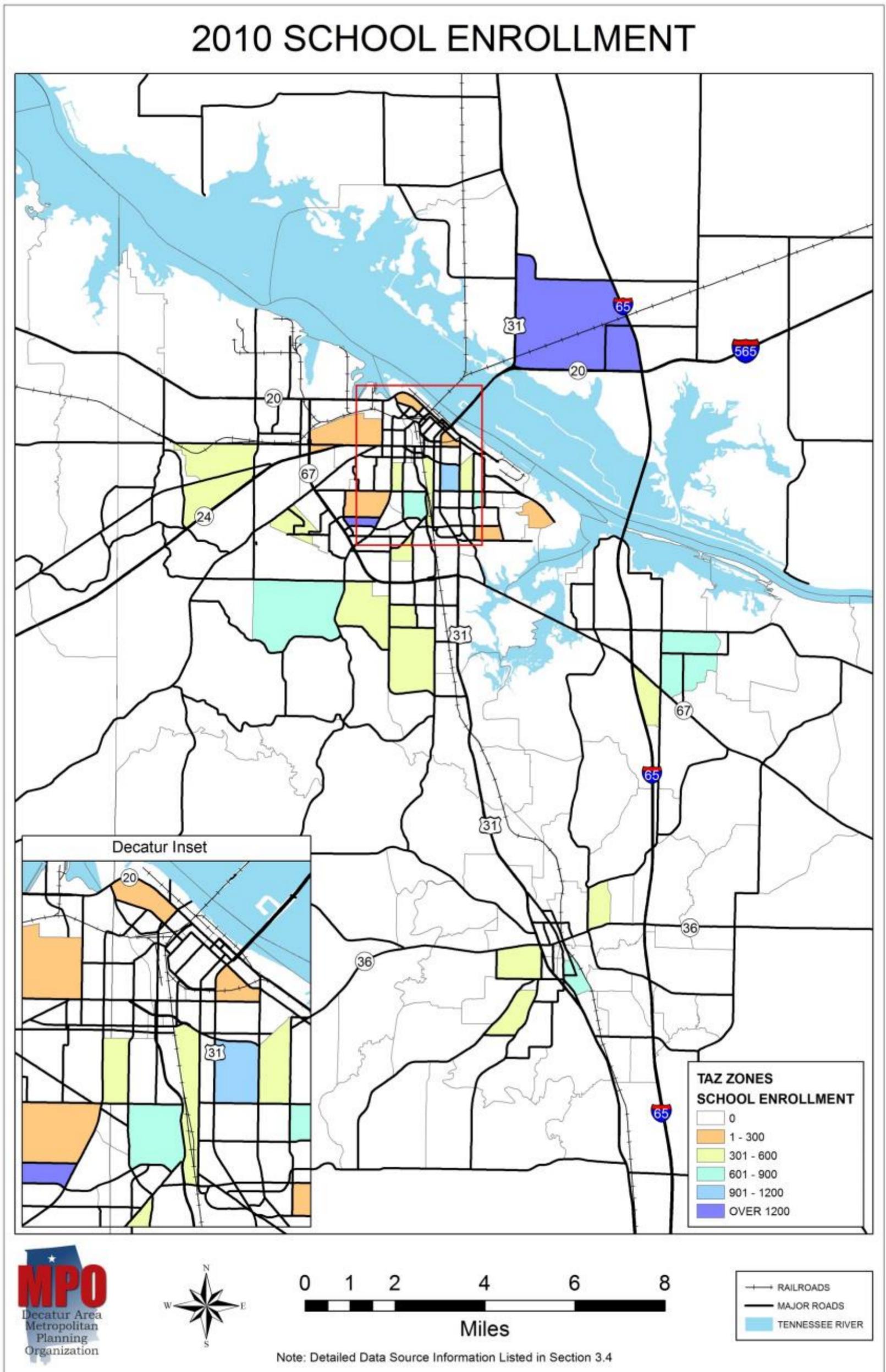
Figure 6 2010 Non-Retail Employment by Traffic Analysis Zone (TAZ)



Map Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

Basemap Source Data Provided by US Census Bureau and Decatur Area MPO

Figure 7 2010 School Enrollment by Traffic Analysis Zone (TAZ)



Map Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

Basemap Source Data Provided by US Census Bureau and Decatur Area MPO

### 3.5 Existing Transportation System

The existing conditions analysis of the transportation system for the LRTP was developed based on factors such as roadway classifications and physical descriptions, regional access routes, roadway traffic volumes, link analysis, bicycle and pedestrian facilities, and an analysis of the public transit system. These factors were used to analyze the Decatur Metropolitan Planning Area (MPA) transportation network in order to determine deficiencies in the existing system.

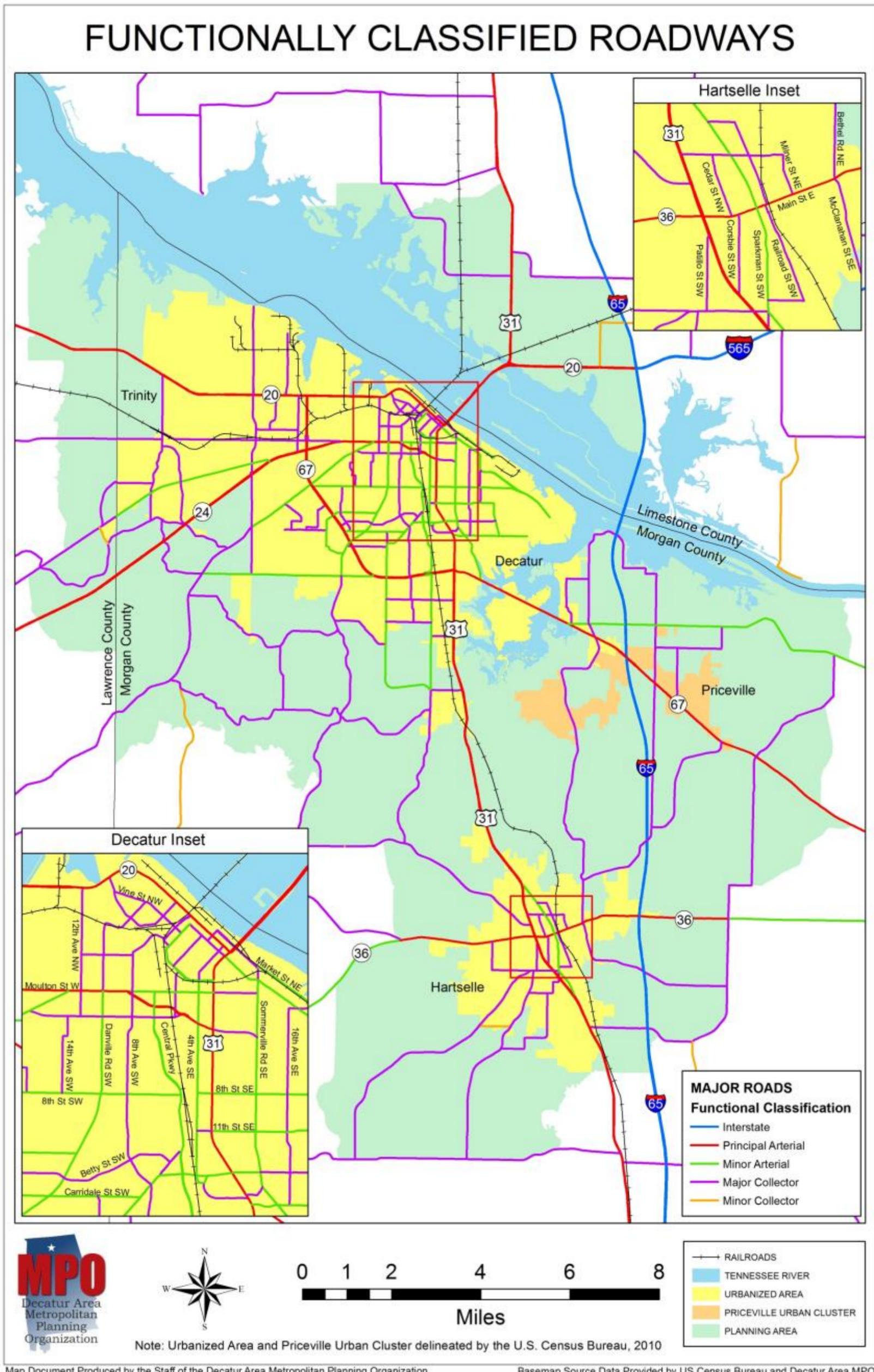
### 3.6 Roadway Classification and Descriptions

All transportation networks have some form of functional classification (Figure 8) to categorize the hierarchy of the traffic movement in the system. The functional classification for the planning area is defined by following four types of roadways, interstate, principal arterials, minor arterials, and collectors. An inventory of the functionally classified road system including unclassified local roads is listed in Table 2 below.

**Table 2 Roadway Classification and Inventory**

<b>Functional Classification</b>	<b>Miles of Roadway</b>
Interstate	18.65 miles
Freeway and Expressway	0 miles
Principal Arterial	70.32 miles
Minor Arterial	61.76 miles
Major Collector	184.54 miles
Minor Collector	4.29 miles
Un-Classified Local Roadways	737.17 miles
<b>Total</b>	<b>1,076.73 miles</b>

Figure 8 Functionally Classified Roadways



### **3.7 Public Transit System**

Public transit service is available to all of the planning area. This service is managed and operated by the Morgan County Area Transportation System (MCATS), under the auspices of the Morgan County Commission. MCATS operates two (2) major programs of public transit, the 5307 urban program and the 5311 rural program.

The 5307 urban transit service is a demand-response passenger pick-up service and has Americans with Disabilities Act (ADA) equipped vehicles available. The urban transit service is available Monday through Friday from 7:00 am to 5:00 pm, with reservations made one (1) day in advance. MCATS provides subscription service to the Morgan County Commission on Aging and the North Central Alabama Community Action Agency's Foster Grandparent and Senior Companion Program.

The 5311 rural program is also a demand-response passenger pick-up service and has ADA-equipped vehicles available. The service is also operated Monday through Friday from 7:00 am to 5:00 pm. MCATS offers rural program subscription services to human resource clients into non-urban areas, as well as from the non-urban area to the urban area.

The cost to ride MCATS is \$2.00 each way inside the service area and \$2.00 from Hartselle to Decatur. A fee of \$13.00 per hour and \$1.97 a mile is charged for outside the service area.

The 5307 and 5311 services are provided by thirty-four (34) vehicles, two (2) of which serve as relief vehicles in case of breakdowns in the regular fleet.

The combined ridership on the urban and rural systems in fiscal year 2014 was 136,965 trips traveling approximately 598,173 miles. Approximately twenty-five (25) percent of this ridership was from subscription services mentioned above.

The current Transportation Improvement Program (TIP) indicates that the 5307 urban program funding level for FY 2015 is \$1,131,732 in operational expenses and administrative costs. Federal funds account for \$660,913 of the total funds and the remaining \$470,819 are provided by local funding. The 5311 rural program for FY 2015 has \$433,415 in administrative costs and operational expenses, with \$241,884 in federal funds and \$191,531 of local matching funds. Federal sources fund eighty (80) percent of the capital funding with the remaining twenty (20) percent coming from local matching funds. The operational expenses are split fifty (50) percent federal and fifty (50) percent local matching funds after the fare box revenues are subtracted.

At the present time there is no fixed route system running in the planning area.

Current short- and long-term goals of the area transit system include:

- Improved Safety
- Increased Bicycle Accommodation
- Downtown Fixed Route Feasibility
- College Campus Shuttle Service (Calhoun Main Campus to Downtown Arts Center)

## **3.8 Bicycle and Pedestrian Facilities**

The MPO bicycle and pedestrian transportation system is comprised of a combination of on-road facilities (bicycle lanes, paved shoulders, shared lanes, and crosswalks) and off-road facilities (multi-use trails, side-paths, and sidewalks). In certain cases in the planning area both on- and off-road facilities come together to form bikeways that connect important recreational facilities. Maps of the existing bicycle and pedestrian facilities within each city inside the Metropolitan Planning Area (MPA) can be found in Section 9.4. A detailed listing of the on- and off-road facilities found within the MPA is provided below.

### **3.8.1 On-Road Facilities**

#### Bicycle Lanes

Designated bicycle lanes can be found on a limited number of streets within the City of Decatur. They have been included as a part of the Decatur bikeway system and where it was deemed appropriate to provide pavement markings dedicating lanes for exclusive use by bicycles. Typically bicycle lanes are located to the outside of travel lanes and are marked with a bicycle symbol or written communication denoting use for bicycles only. Examples of this can be found on Modaus Road, between Danville Road and SR-67, and on 10th Avenue NE, between Market Street and Church Street. Pavement markings for designated bicycle lanes conform to guidelines from the Manual on Uniform Traffic Control Devices (MUTCD), as well as in publications by the American Association of State Highway and Transportation Officials (AASHTO). Dedicated bicycle lanes are shown on the existing bicycle and pedestrian facilities maps in Section 9.4.

#### Paved Shoulders

Some roads in the planning area have wide shoulders that meet bicycle lane criteria, but are not specifically designated as bicycle lanes. These lanes are not striped or marked in any way to designate a bicycle facility and do not continue through intersections. In these cases, bicycles are expected to merge through the travel lanes shared with motor vehicle traffic. An example of a road with paved shoulders capable of accommodating bicycles is Beltline Road whose widening project included wide paved shoulders. The roads with these paved shoulders can be found on the existing bicycle and pedestrian facilities maps in Section 9.4.

#### Shared Lanes

While bicycles are permitted on all roadways within the planning area, most streets do not have separate on-road facilities designated specifically for bicycles. In these cases bicycles and motor vehicle traffic share the travel lanes. On most low-speed local streets this arrangement works well and provides few conflicts. Where these shared lanes are significant as a part of the Decatur bikeway system, they are shown on the existing bicycle and pedestrian facilities maps in Section 9.4. Some shared lanes in the planning area are wide enough for motorists to pass bicycle traffic without crossing the center line. This arrangement is known as a wide shared lane. AASHTO specifies a minimum of 14 foot lane width for wide shared lane designation.

## Crosswalks

Crosswalks are provided across the planning area as a means for safe pedestrian travel across motor vehicle travel lanes. There are over 200 individual crosswalks in the planning area serving a wide range of pedestrian travel purposes. The largest concentration of pedestrian crosswalks can be found in the downtown areas of the cities of Decatur and Hartselle. These facilities provide safe access to the commercial opportunities within the downtown areas such as restaurants and shopping. Crosswalks can also be found near the area schools to provide an alternative means of travel to and from school. These crosswalks conform to Safe Routes to Schools (SRTS) standards and guidelines.

### **3.8.2 Off-Road Facilities**

#### Multi-Use Trails

Multi-use trails are similar in function to the on-road facilities in the planning area, in that they provide for alternative transportation choices and recreational usage. Multi-use trails are open to both bicycle and pedestrian access while prohibiting motorized vehicle access. They provide for safe travel with limited crossings of major roads. Most multi-use trails within the planning area are ADA compliant with the only exceptions being those seasonal multi-use trails maintained by the US Fish and Wildlife Service located on the Wheeler National Wildlife Refuge. These trails are unpaved so as to impact the wildlife habitats as little as possible, but still provide access to refuge staff and the general public. Most of these trails are open year round for bicycle and pedestrian access with the exception of those surrounding the visitor center, which close during peak waterfowl seasons. The multi-use trails can be found on the existing bicycle and pedestrian facilities maps in Section 9.4.

#### Side-paths

Side-paths are similar to multi-use trails. They share the same characteristics, except that side-paths follow alongside of roadways. They are made to accommodate both bicycle and pedestrian travel. Side-paths serve as a good pedestrian facility but are marginal as a bicycle facility. AASHTO points out that there are operational difficulties presented to bicycles on side-paths. These difficulties mainly arise in association with driveway crossings and at intersections. For these reasons AASHTO discourages the use of side-paths as a rational to forgo on-road bicycle facilities. The side-paths in the planning area are shown on the existing bicycle and pedestrian facilities maps in Section 9.4.

#### Sidewalks

Sidewalks are an integral part of the pedestrian transportation system within the MPO. They are the primary means of pedestrian travel within the planning area. The largest concentration of sidewalks can be found within the downtown areas of the cities of Hartselle and Decatur and, thanks to new subdivision regulations, they are increasingly being implemented within the newly built subdivisions across the area. Sidewalks in the MPA are intended primarily for pedestrian foot traffic with bicyclists being encouraged to use the roadways. The sidewalk network can be seen represented on the existing bicycle and pedestrian facilities maps in Section 9.4.

### 3.9 Freight Planning

The efficient movement of goods is vital to our communities' quality of life, their economy, and to local industries that rely significantly on freight, including manufacturers, distributors, retailers, and agriculture. Therefore, planning for the efficient transport of goods is a key component of this Long-Range Transportation Plan.

#### 3.9.1 Rail Service

Included in the existing transportation system are two (2) Class I railroads. CSX Corporation and Norfolk-Southern Corporation both have rail yard facilities (Figure 9) in the Metropolitan Planning Area. The CSX rail yard facility is located near downtown Decatur. The CSX rail line is one of the primary north-south lines in the Nashville Division. The line originates near Panama City, Florida and passes into the Chicago Division just north of Nashville, Tennessee. According to ALDOT Bureau of Transportation Planning and Modal Programs' *Alabama Rail Plan*; CSX moves 10 to 20 million gross tons of freight through the planning area annually. The Norfolk-Southern rail yard is located near downtown Decatur as well. The Norfolk-Southern line is a major east-west line that connects to Memphis, Tennessee and Chattanooga, Tennessee. According to the *Alabama Rail Plan*, Norfolk-Southern moves more than 40 million gross tons of freight through the planning area annually. It should be noted that there is no passenger rail service in the planning area.

**Figure 9 Rail Yards Located within the Metropolitan Planning Area**



### 3.9.2 Air Service

The Metropolitan Planning Area (MPA) is served by three (3) airports (Figure 10). Two (2) of the airports, Pryor Field in Limestone County and Hartselle-Morgan County Regional Airport in Hartselle, are general aviation airports. The planning area is also served by the Huntsville International Airport (HSV) located on Interstate 565 near Madison, Alabama. Below is a description of each airport:

Pryor Field Regional Airport (DCU) – Pryor Field is a general aviation airport located three (3) miles northeast of downtown Decatur and adjacent to Calhoun Community College in Limestone County. The airport has one (1) paved runway that is 6,107 x 100 ft. with pilot controlled lights. There were 83 aircraft based at the airport as of January 2015. Average air traffic per day is estimated to be around thirty (30) flights. Average passenger traffic per day is estimated to be around ten (10) passengers on an average of six (6) flights (cargo and passenger flights).

Hartselle-Morgan County Regional Airport (5M0) – Hartselle Regional is a general aviation airport located in southwest Hartselle approximately one mile from U.S. Highway 31. The airport has one paved runway that is 3599 x 75 ft. There were 23 aircraft based at the airport as of January 2015. Average air traffic per day is estimated to be around ten (10) flights.

Huntsville International Airport (HSV) – The Huntsville International Airport serves as a general aviation, commercial passenger air service, and cargo operations airport for north Alabama and southern Tennessee. In 2014, the Huntsville Airport Authority reported that 1,075,713 passengers were served at the airport. The airport has two paved runways that are 12,600 x 150 ft. and 10,006 x 150 ft. There were 76 aircraft based at the airport as of January 2015. Huntsville International Airport has 35 scheduled daily outbound flights. Average air traffic per day is estimated to be 163 flights. Table 4 below lists airlines that provide passenger service at the airport and also the non-stop destinations served as of March 2015.

**Table 3 Airlines and Destinations served by the Huntsville International Airport**

Airline	Non-Stop Destinations
American Airlines	Dallas/Ft. Worth
	Chicago (O'Hare)
Delta Airlines	Atlanta
	Detroit
United Airlines	Denver
	Washington D.C. (Dulles)
	Chicago (O'Hare)
	Houston
U.S. Airways	Charlotte
	Washington D.C. (National)

Source: Huntsville International Airport

### **3.9.3 Intermodal Connectors**

#### Air

The Huntsville International Airport is noted for its major intermodal cargo facility called the International Intermodal Center (IIC). The Intermodal Center is an inland port which provides a single hub location for freight movements. The Intermodal Center offers a broad range of services which includes receiving, transferring, storing, and distributing cargo by air, rail, and highway. The Intermodal Center is a global air cargo hub with over 1 million square feet of cargo ramp space and has service to multiple cities in Europe and Mexico, as well as Brazil and Hong Kong. The Intermodal Center is also served by a spur off of the Norfolk-Southern main rail line. The intermodal rail yard is approximately forty-five acres has six miles of tracks and parking for 1,700 wheeled units. The International Intermodal Center is located approximately twelve miles from downtown Decatur along Interstate 565 (Figure 10). The International Intermodal Center is designated as a U.S. Customs Port of Entry which is home to 24 hour U.S. Customs, U.S. Department of Agriculture inspectors, and is part of Foreign Trade Zone 83. The Intermodal Center is used by industries, freight providers, etc. in the Metropolitan Planning Area (MPA). Approximately sixteen (16) percent of intermodal rail service originates in Morgan County.

#### Ports

The planning area is also served by a navigable waterway, the Tennessee River. There are three (3) port terminals located along the Tennessee River in Decatur (Figure 10). Mallard-Fox Creek, the Morgan County Port Authority State Docks, and the Port of Decatur provide a year-round nine (9) foot navigable channel. The ports serve as an intermodal connector, with services including barge to truck, barge to rail, rail to barge, and truck to barge. The ports also provide crushing, screen, and packing services. The ports link the area with the Tennessee-Tombigbee Waterway and the Ohio River system which gives the region access to thirteen (13) states and the Gulf of Mexico. The terminal at Mallard-Fox Creek is designated a Foreign Trade Zone and a U.S. Customs Port of Entry.

### **3.9.4 Motor Carrier (Truck) Freight**

The planning area has a significant amount of motor carrier (truck) freight movements. There are approximately twenty-one (21) trucking terminals (Figure 10) located in the planning area. The planning area serves as an origin and destination for flatbed trailers, tanker trailers, van trailers (dry and refrigerated), dry bulk trailers, and dump trailers due to the diversity of the local industries and retailers. The largest majority of motor carrier freight movements are along Interstate 65, State Route 20, State Route 67, State Route 36, and U.S. Highway 31.

### **3.9.5 Pipelines**

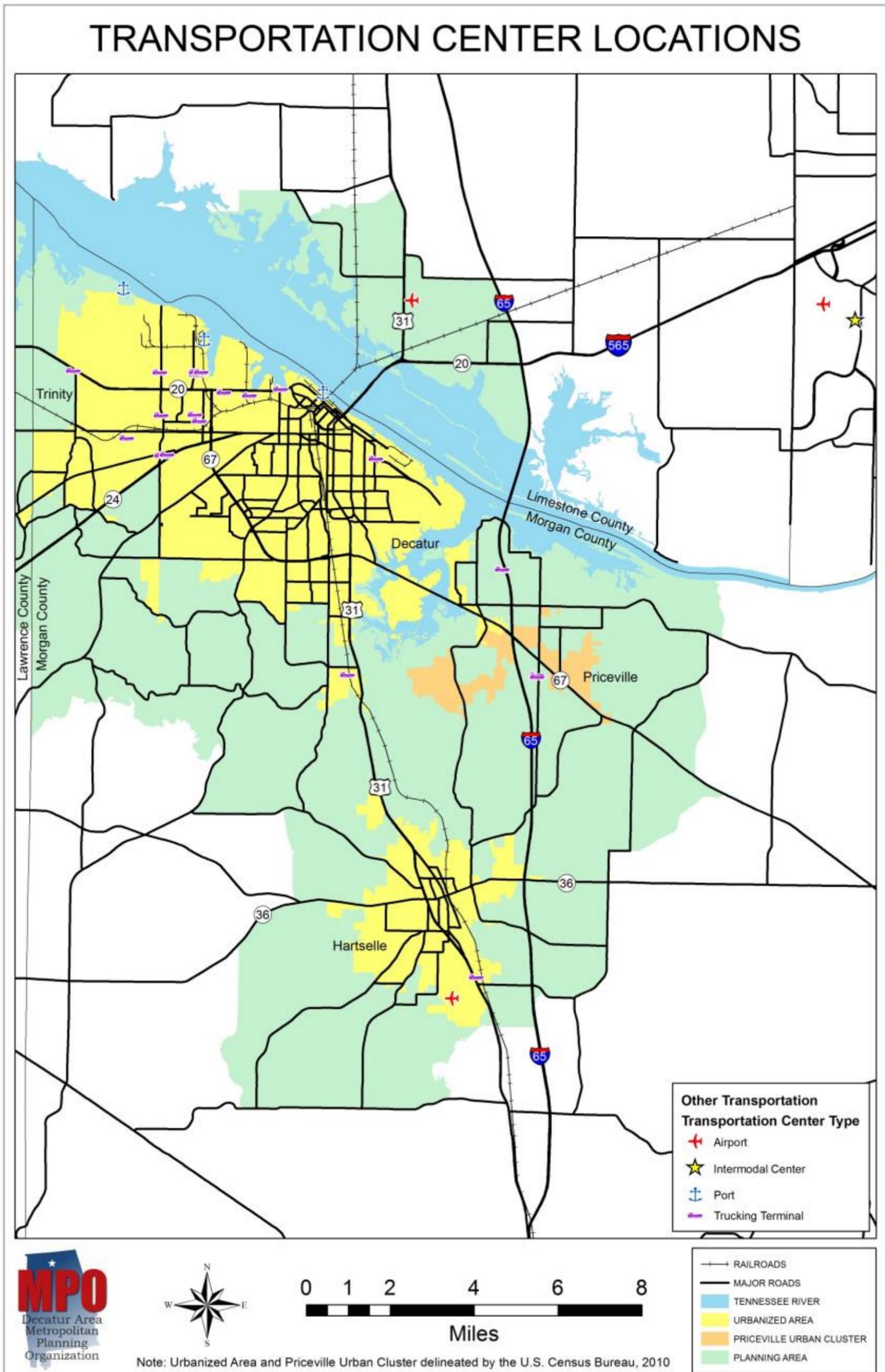
There are four (4) pipelines located within the Decatur MPA. They are generally located in a North/South direction. According to the National Pipeline Mapping System (NPMS), there are two (2) major natural gas transmission pipelines operated by Southern Natural Gas Co. of

Birmingham, AL, and American Midstream (ALATENN), LLC of Houston, TX. There is also a hydrogen pipeline operated by Linde Gas North America, LLC of Houston, TX, as well as a major xylene pipeline operated by BP Pipeline (North America Inc.) of Tulsa, OK. Both natural gas pipelines, as well as the xylene pipeline, have crossings at three (3) separate locations along the Tennessee River between Morgan and Limestone Counties.

### **3.9.6 Other Modes of Transportation (Taxi and Intercity Bus)**

The planning area is also served by two (2) taxi and shuttle services located in the City of Decatur. The area was served by intercity bus service (Greyhound) until the service was discontinued in 2005. There are no current plans to restore intercity bus service to the Decatur MPA.

Figure 10 Transportation Center Locations Serving the Metropolitan Planning Area



Map Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

Basemap Source Data Provided by US Census Bureau and Decatur Area MPO

### 3.10 Base Year 2010 Socio-Economic Description and Conditions

The Decatur MPO collected and projected a variety of land use datasets for the Long-Range Transportation Plan (LRTP) base year of 2010. By collecting and analyzing socio-economic data, the MPO planning staff identifies where residents live, work, shop, travel, and go to school. This socio-economic data is used for inclusion into a travel demand traffic model, which is used to simulate traffic conditions in 2010.

#### 3.10.1 Base Year 2010 Data Collection and Sources

Table 4 shows the listing of base year 2010 land use datasets collected for use in the Long-Range Transportation Plan along with the source or sources from which the datasets were collected and aggregated.

**Table 4 Base Year Datasets and Sources**

Land Use Dataset	Source
Occupied Housing Units	2010 Census Summary File 3; 2010 Census Transportation Planning Package (CTPP)
Retail Employment	Alabama Department of Industrial Relations; Decatur/Morgan County Chamber of Commerce; Hartselle Area Chamber of Commerce; InfoUSA Business Database; AT&T Yellow Pages
Non-Retail Employment	Alabama Department of Industrial Relations; Decatur/Morgan County Chamber of Commerce; Hartselle Area Chamber of Commerce; InfoUSA Business Database; Morgan County Economic Development Association; AT&T Yellow Pages
School Enrollment	Decatur City Schools; Hartselle City Schools; Morgan County Schools; Calhoun Community College; the municipalities of Decatur, Hartselle, Priceville, and Trinity
Dorm Rooms	Currently there are no dorm rooms located in the planning area
Median Household Income	U.S. Department of Labor; 2010 CTPP Data; 2010 Census Summary File 3

The totals for each of these land use datasets are shown below in Table 5.

**Table 5      2010 Base Year Socio-Economic Data Totals**

<b>Land Use</b>	<b>Total</b>
Occupied Housing Units	39,049
Retail Employment	6,088
Non-Retail Employment	45,112
Total Employment	51,200
School Enrollment	19,997
Dorm Rooms	0
Median Household Income	\$45,255

Data Aggregation – Once the data was collected and checked for accuracy, it was then aggregated to individual traffic analysis zones (Section 9.6). Using a Geographic Information System (GIS) and a process called address geocoding, each housing unit, retail business, non-retail business, or school was located by address. Once these land uses were located, they were added to the traffic analysis zone database for use in the base year travel demand model.

### **3.11 Existing Traffic Analysis**

As part of the development of the Long-Range Transportation Plan (LRTP), the staff of the Metropolitan Planning Organization (MPO) updated the existing validated 2005 Travel Demand Model (TDM) to replicate traffic conditions for the base year of 2010. The 2010 base year model was refined, calibrated, validated, and used to evaluate existing traffic conditions for the base year in the planning area. The transportation modeling process is summarized below.

#### **3.11.1 Highway Network Development**

The highway network file is an abstract, computerized representation of the actual highway system in the planning area. The highway network file is created using a Geographic Information System (GIS) that creates a database of the current highway network for use in the travel demand model. The highway network database includes all highways that are classified as a collector or above (Figure 8, page 30). At each intersection, node numbers are assigned to defined individual links in the highway network. The classification type, capacity (Table 6, page 41), length, and posted speed limits of each highway link are coded as part of the highway network description. The 286 traffic analysis zones (TAZ) in the planning area are connected to the highway network by imaginary lines called centroid connectors, through which trips, produced or attracted in each TAZ (from the socio-economic data), may gain access to the highway system. The entire abstract description of the actual highway network is coded, entered into the travel demand model, and becomes the highway network database for the planning area.

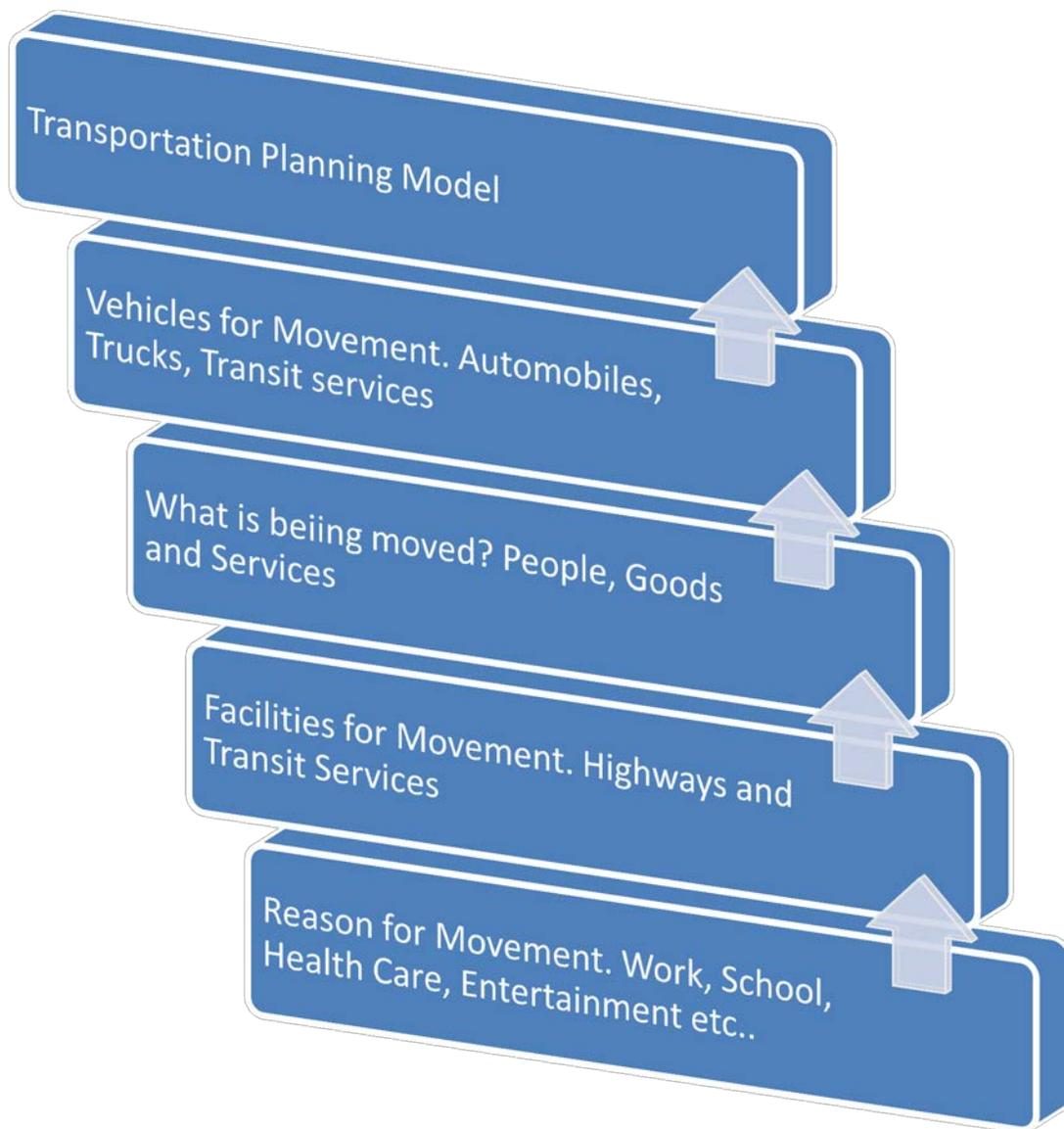
**Table 6 Functional Classification and Capacity Table**

Classification	Number of Lanes	Link Code	1-Way Hourly Capacity	2-Way Hourly Capacity	1-Way Daily Capacity	2-Way Daily Capacity
Freeways (Interstate)	4	11	3,400	6,800	34,000	68,000
	6	12	5,100	10,200	51,000	102,000
	8	12	6,800	13,600	68,000	136,000
	10	14	8,500	17,000	85,000	170,000
Expressway	4	21	2,500	5,000	25,000	50,000
	6	22	3,750	7,500	37,500	75,000
	8	23	5,000	10,000	50,000	100,000
Divided Principal Arterials	2	31	1,100	2,200	11,000	22,000
	4	32	1,695	3,390	16,950	33,900
	6	33	2,500	5,000	25,000	50,000
	8	34	3,680	7,360	36,800	73,600
Undivided Principal Arterials	2	35	890	1,780	8,900	17,800
	4	36	1,550	3,100	15,500	31,000
	6	37	2,290	4,580	22,900	45,800
	8	38	3,155	6,310	31,550	63,100
Divided Minor Arterials	2	41	1,050	2,100	10,500	21,000
	4	42	1,595	3,190	15,950	31,900
	6	43	2,280	4,560	22,800	45,600
Undivided Minor Arterials	2	45	890	1,780	8,900	17,800
	4	46	1,370	2,740	13,700	27,400
Divided Collectors	2	51	1,040	2,080	10,400	20,800
	4	52	1,425	2,850	14,250	28,500
	6	53	2,100	4,200	21,000	42,000
Undivided Collectors	2	54	830	1,660	8,300	16,600
	4	55	1,310	2,620	13,100	26,200
	6	56	1,935	3,870	19,350	38,700
1-Way Principal Arterials	2	61	855	1,710	8,550	17,100
	3	62	1,280	2,560	12,800	25,600
1-Way Minor Arterials	2	71	705	1,410	7,050	14,100
	3	72	975	1,950	9,750	19,500
	4	73	1,300	2,600	13,000	26,000
1-Way Collectors	2	81	565	1,130	5,650	11,300
	3	82	780	1,560	7,800	15,600
	4	83	1,040	2,080	10,400	20,800
1-Way Ramps	1	91	450	900	4,500	9,000
	2	92	900	1,800	9,000	18,000
	3	93	1,350	2,700	13,500	27,000
Centroid Connectors	2	99	700	1,400	7,000	14,000

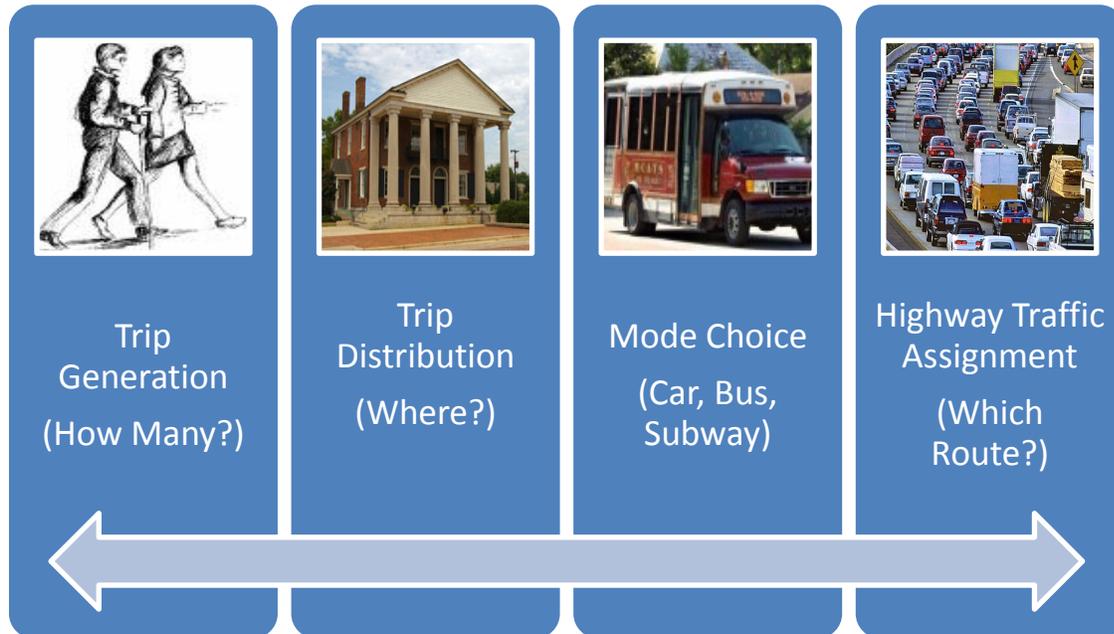
### 3.11.2 Transportation Modeling Process

There are several basic components of the transportation system that form the basis for the transportation modeling process in the Metropolitan Planning Area (Figure 11). The MPA travel demand model incorporates these components into a four step modeling process which includes trip generation, trip distribution, mode choice, and traffic assignment. The interrelationship between these steps within the overall transportation modeling process is summarized below and illustrated in Figure 12. It should be noted that the planning area does not have a large fixed route transit service. Without this transit service the mode choice step of the modeling process is ignored.

**Figure 11** Components of the Transportation Model



**Figure 12 Four Step Travel Demand Modeling Process**



### Trip Generation (Step 1)

Trip generation is the procedure utilized in developing an estimate of the total number of trips that will travel to and from a particular area. Trip generation only addresses the total magnitude of trips in the planning area and not the route they will take. The planning analysis area, generally referred to as a traffic analysis zone (TAZ), could be as small as a census block or as large as several thousand acres. Actual procedures used in making trip generation estimates vary widely, but in all cases the estimate of total number of trips is related to the socio-economic data or land characteristics of the traffic analysis zone, i.e., occupied housing units, retail and non-retail employment, school enrollment, median household income, and dorm rooms.

The MPO planning staff used a trip generation software program developed by the Alabama Department of Transportation (ALDOT) to produce a trip generation file for use in the 2010 travel demand model. The following data files were imported into the ALDOT trip generation software to produce a production and attraction file for each traffic analysis zone in the planning area:

- 1) Automobile Ownership File
- 2) Household Trip Generation Curve
- 3) Production Factor Curve
- 4) Attraction Factor Curve
- 5) Road Type File
- 6) Income Range File
- 7) External Traffic Count File
- 8) Socio-Economic File

The trip generation program produces production and attraction data files for six (6) trip purposes. The six (6) trip purposes are:

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

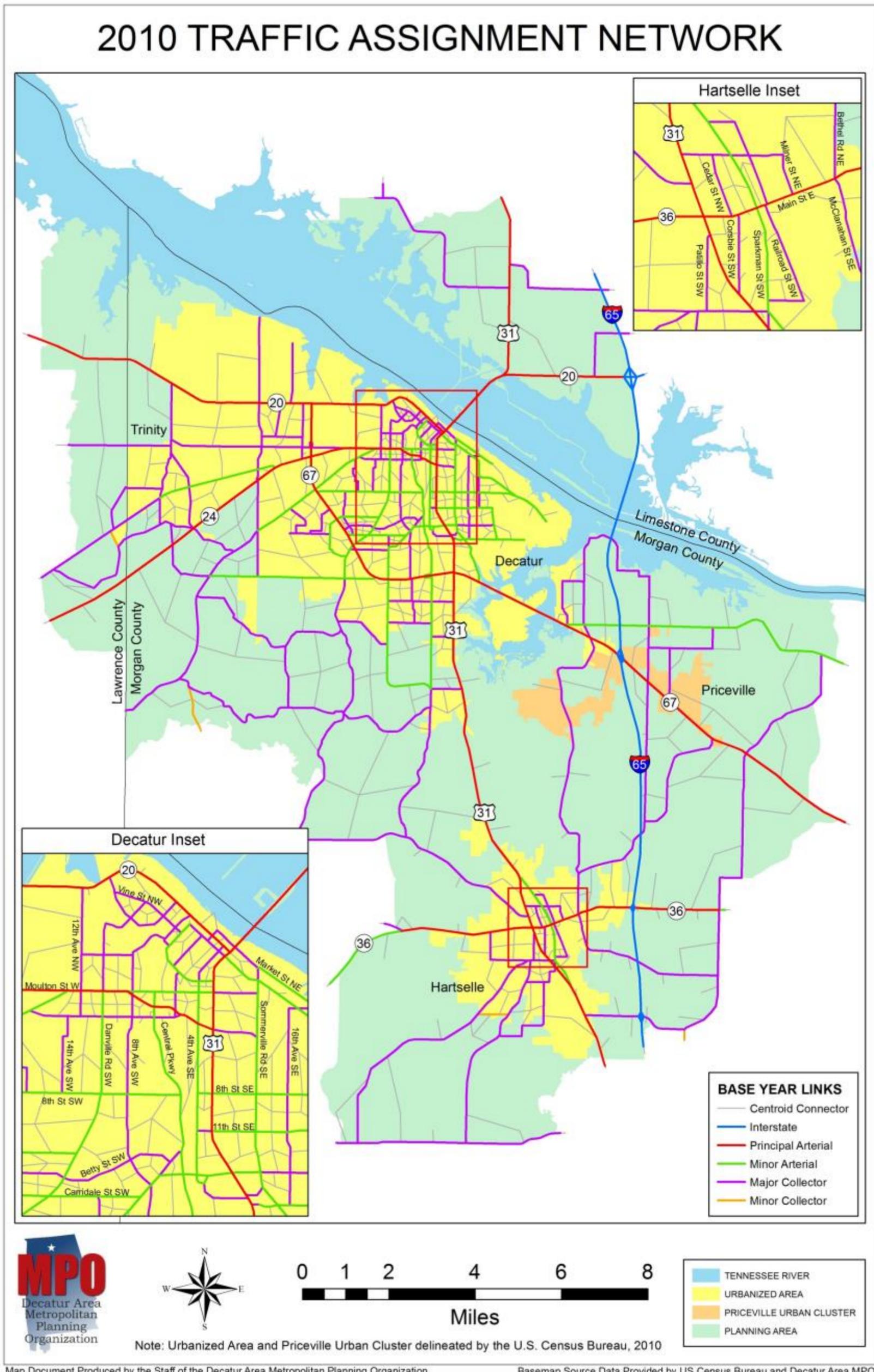
### Trip Distribution (Step 2)

Trip distribution addresses the question of the location of the origin and destination of each trip. This procedure does not address the issue of the individual route the trip will use traveling from the origin or destination. The most widely used procedure for estimating the distribution of trips is the Gravity Model. This model assumes that the trips produced in a traffic analysis zone are attracted to other traffic analysis zones in direct proportion to the attractions in the other traffic analysis zones and inversely proportional to the distance between the traffic analysis zones. Trip distribution establishes the overall travel patterns in the planning area. The output from trip distribution is a set of tables called trip tables that show travel flow between each pair of zones.

### Traffic Assignment (Step 3)

The traffic assignment process determines the actual route each trip will travel between its origin and destination. This process assumes that the trip will be made along the route that will minimize the time required to travel between the origin and destination traffic analysis zones. The traffic assignment process recognizes that as traffic volume increases on a particular route; delays occur which increase the travel time along that particular route. Consequently as congestion on a route increases, alternate routes are selected. The 2010 highway network represented in the Decatur MPA traffic assignment network is shown in Figure 13.

Figure 13 2010 Traffic Assignment Network



## Travel Demand Model Validation

The objective of the travel demand model validation is to determine if the Trip Generation Model, the Trip Distribution Model, and the Traffic Assignment Model, when applied, accurately reflects the 2010 base year traffic conditions. The model would then provide reliable estimates for traffic conditions associated with changes in the network system, and/or future development. The following validation reports were prepared for the 2010 base year travel demand model.

**Table 7 2010 Trip Generation Totals by Purpose**

<b>Trip Purpose</b>	<b>Total Productions</b>	<b>% of Total Trip Production</b>
Home Based Work (HBW)	61,492	13.23%
Home Based Other (HBO)	148,190	31.87%
Non – Home Based (NHB)	69,908	15.04%
Truck – Taxi (T-T)	43,057	9.26%
Internal – External (I – E)	83,573	17.98%
External – External (E –E)	58,644	12.62%
<b>Total</b>	<b>464,864</b>	<b>100%</b>

**Table 8 Model Performance by Traffic Volume Groups**

<b>Volume Group</b>	<b>2010 Actual Count</b>	<b>2010 Model Count</b>	<b>% Difference</b>	<b>FHWA Target*</b>
25,000 to 50,000	985,396	1,008,801	2.38%	22%
10,000 to 25,000	1,538,078	1,613,229	4.89%	25%
5,000 to 10,000	382,068	424,522	11.11%	29%
2,500 to 5,000	285,848	298,390	4.39%	26%
1,000 to 2,500	148,356	125,972	17.77%	47%
0 to 1,000	17,040	12,446	36.91%	60%

\*Source: NCHRP Report 255, FHWA

**Table 9 Model Performance by Functional Classification**

<b>Functional Classification</b>	<b>2010 Actual Count</b>	<b>2010 Model Count</b>	<b>% Difference</b>	<b>FHWA Target*</b>
Interstate	198,300	198,943	0.32%	7%
Principal Arterial	719,164	745,085	3.60%	10%
Minor Arterial	253,828	266,827	5.12%	15%
Collector	217,730	226,587	4.07%	25%
<b>Total</b>	<b>1,389,022</b>	<b>1,437,442</b>	<b>3.37%</b>	

\*Source: FHWA, Calibration and Adjustment of System Planning Models, 1990

Root Mean Squared Error (RMSE) is an important validation measure that indicates how closely the assigned travel demand model volumes are to the 2010 actual ground counts. The Federal Highway Administration (FHWA) guidelines state an RMSE error of less than thirty (30) percent is acceptable and, as seen in the Tables 10 and 11, the 2010 travel demand model has a total RMSE percentage error of 14.12 percent by facility type and a RMSE percentage error of 18.37 percent by volume groups. With these RMSE percentage error rates the travel demand model is performing very well.

$$\%RMSE = \frac{((Model - Count) / (Number of Counts - 1)) * 100}{(Count / Number of Counts)}$$

**Table 10 Root Mean Squared % Error by Facility Type**

Facility Type	% RMSE	Target
Interstate	6.67	15% or below
Principal Arterial	16.40	30% or below
Minor Arterial	29.97	45% or below
Collector	31.86	100% or below
Total	14.12	30% or below

**Table 11 Root Mean Squared % Error by Volume Groups**

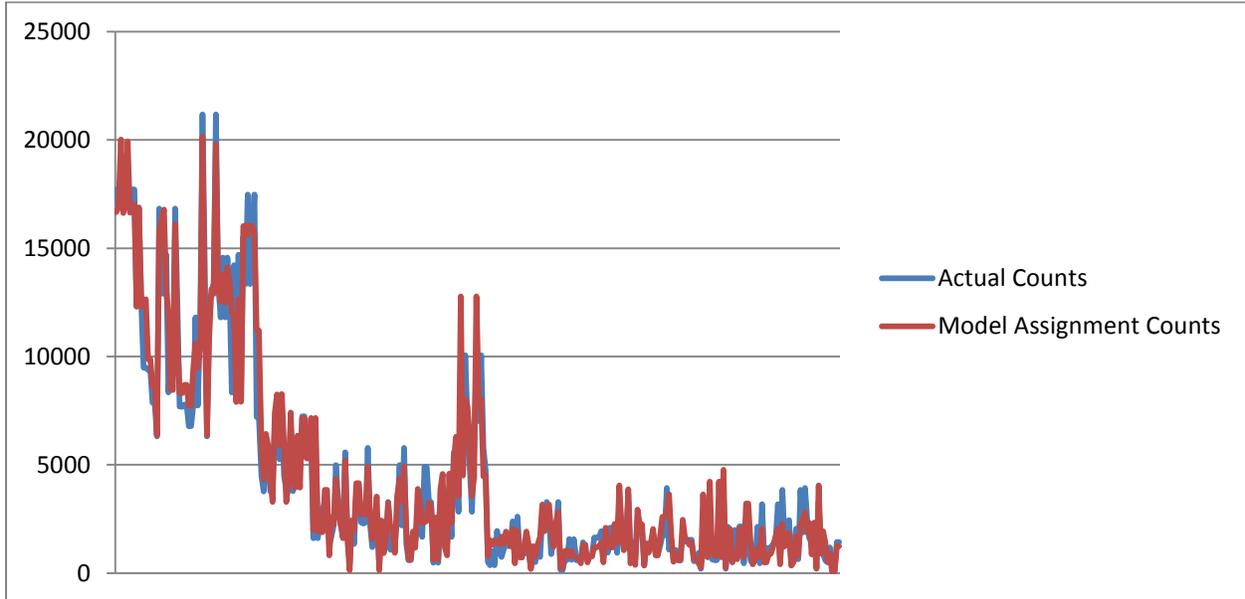
Volume Group	% RMSE	Target
25,000 to 50,000	11.07	
10,000 to 25,000	19.06	
5,000 to 10,000	29.39	
2,500 to 5,000	40.97	
1,000 to 2,500	38.28	
0 to 1,000	52.74	
Total	18.37	30% or below

**Table 12 Vehicle Miles Traveled and Vehicle Hours Traveled by Functional Classification**

Functional Classification	VMT	VHT
Interstate	636,080	9,212
Principal Arterial	1,403,659	30,543
Minor Arterial	351,162	9,427
Collector	375,440	9,666
Total	2,766,341	58,848

The coefficient of determination, or R<sup>2</sup> value, is a statistic that shows how well a regression line represents the assignment model data. The desirable R<sup>2</sup> data is 0.88 or higher. The value of 0.9558 achieved for the 2010 travel demand model illustrates the travel demand model counts have a significant correlation with the actual ground counts for the 2010 base year, as shown in Figure 14.

**Figure 14**  $R^2$  Values for the 2010 Base Year Model



Y-Axis (Vertical) represents a range of traffic volumes. X-Axis (Horizontal) represents individual traffic count stations.

### Validation Summary

Based on the validation process summarized in the previous pages, the 2010 base year network was determined to be validated well within recommended standards. The Alabama Department of Transportation (ALDOT) Metropolitan Planning Section reviewed the validation process for accuracy and gave the notice to proceed to the 2040 future year model on November 21, 2014.

### Existing Network Traffic Analysis

The 2010 validated travel demand model is a tool used to analyze and evaluate the existing base year highway network system. 2010 Average Daily Traffic Counts (AADT) provided by the Alabama Department of Transportation (Figure 15 and Table 13) were used in the validation process as discussed in previous sections. Upon completion of the validation process, the travel demand model was used to determine the general level of service (LOS) conditions for each link included in the highway network (Figure 16). Roadways determined to be level of service E and F are operating at unacceptable levels of service, and level of service D should be monitored on a regular basis to determine when they would begin approaching unacceptable levels. The roadways currently operating at unacceptable levels of service are shown on Figure 17 and listed in Table 14.



**Table 13 2010 Average Daily Traffic Counts and Stations**

STATION NUMBER	2010 COUNT						
1	15375	87	18958	212	1484	330	6582
3	15578	92	19481	213	2351	332	5252
5	920	96	12628	215	7660	336	3263
11	1802	98	10521	221	14037	338	4450
15	7752	103	15119	223	2695	340	2167
18	3340	105	11982	226	16369	342	1759
19	2867	106	8999	229	9947	343	3765
24	9982	107	7540	231	9557	344	2152
26	7883	108	1322	232	4585	345	1102
29	7686	109	1305	237	3216	346	1170
31	4114	114	1243	238	1414	347	2915
34	5277	115	1893	253	11327	348	3074
35	33910	116	1503	262	11590	350	1192
36	35210	117	453	263	12624	351	740
37	35410	118	2678	267	4844	353	1220
37	35410	120	3627	269	3891	354	1345
41	24859	121	3411	270	3091	355	2772
43	28417	122	3345	272	2389	357	3702
45	23603	126	408	274	6371	358	2339
50	14482	129	3216	277	4324	359	2356
52	9757	131	4943	278	4277	361	1880
54	15490	134	2524	282	4277	364	1967
55	13570	141	1207	285	4690	368	963
57	14407	143	4905	287	5136	373	9820
61	26711	144	6619	288	6564	378	2681
63	34958	147	6695	290	4198	383	7366
64	31036	154	2176	292	5235	387	1779
67	25828	155	3492	293	3277	389	4182
68	29402	157	5681	295	307	392	2509
69	15968	163	1006	297	723	394	1018
70	12920	167	2564	298	1161	398	173
71	7576	173	6559	299	1206	400	4794
72	33660	178	19628	300	3141	402	1299
73	15750	183	2393	305	11174	814	24620
74	18760	189	3179	307	4122	821	33740
78	25813	195	8978	316	1782	2005	825
80	32472	197	4002	317	2035	01A	2237
82	29121	198	12794	319	1560	391-C	20118
83	23623	205	1978	324	5119	55-A	4412
85	16690	209	919	329	6390	801R	42350

**Figure 16 Level of Service (LOS) Descriptions**

Level of Service (LOS) is a qualitative assessment of a road's operating conditions. For the MPO planning purposes, level of service is an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. This term refers to a standard measurement used by transportation officials which reflects the relative ease of traffic flow on a scale of A to F, with free-flow being rated LOS-A and congested conditions rated as LOS-F

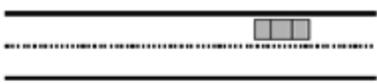
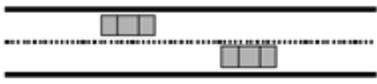
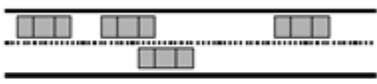
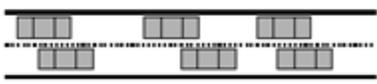
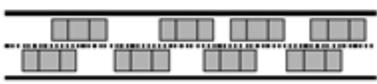
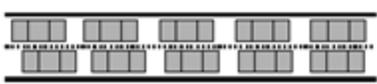
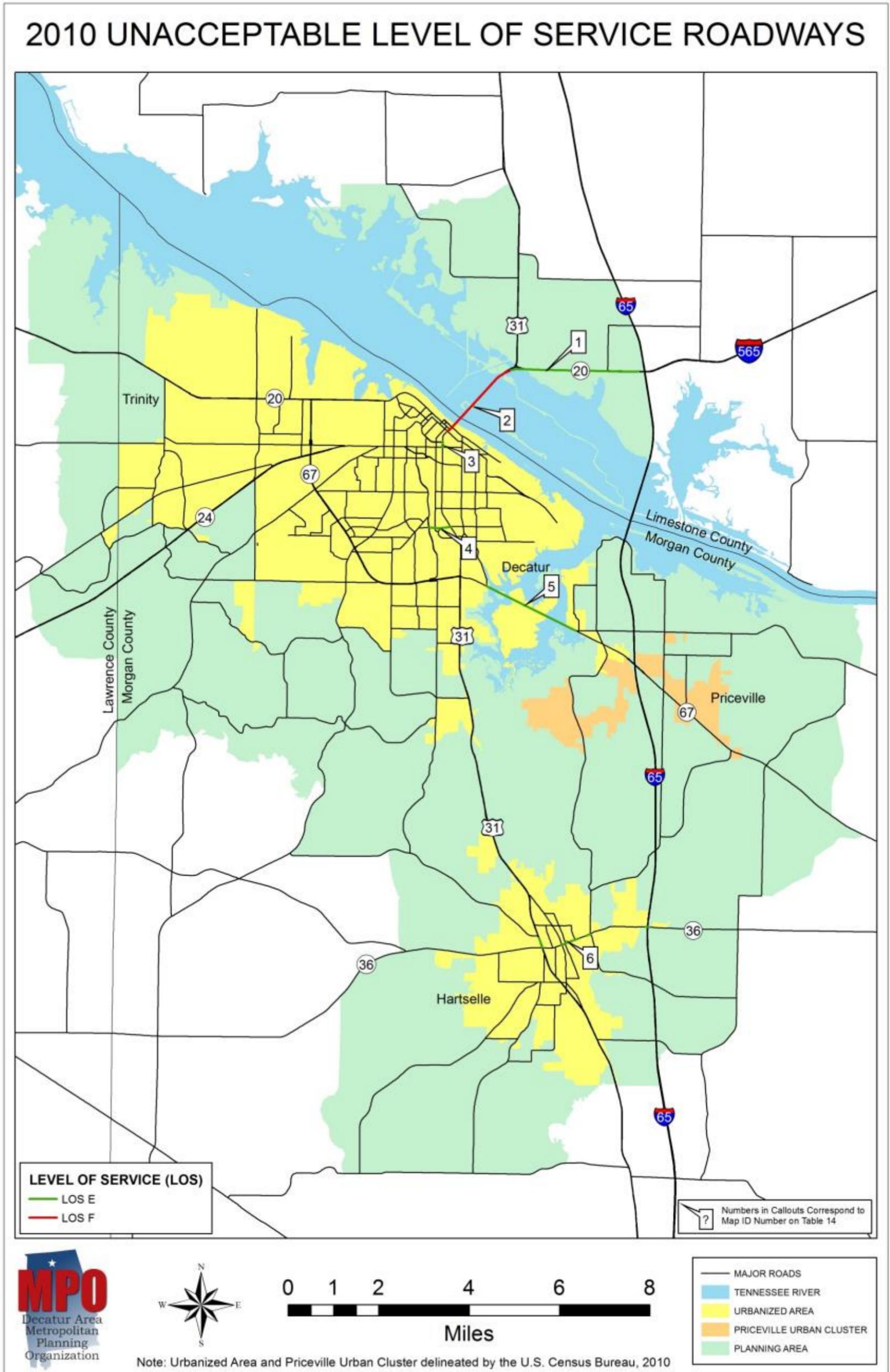
Level of Service	Description
<p><b>A</b></p> 	<p><b>FREE FLOW.</b> Low volumes and no delays.</p>
<p><b>B</b></p> 	<p><b>STABLE FLOW.</b> Speeds restricted by travel conditions, minor delays.</p>
<p><b>C</b></p> 	<p><b>STABLE FLOW.</b> Speeds and maneuverability closely controlled due to higher volumes.</p>
<p><b>D</b></p> 	<p><b>STABLE FLOW.</b> Speeds considerably affected by change in operating conditions. High density traffic restricts maneuverability, volume near capacity.</p>
<p><b>E</b></p> 	<p><b>UNSTABLE FLOW.</b> Low speeds, considerable delay, volume at or slightly over capacity.</p>
<p><b>F</b></p> 	<p><b>FORCED FLOW.</b> Very low speeds, volumes exceed capacity, long delays with stop-and-go traffic.</p>

Figure 17 Unacceptable Level of Service Roadways



Map Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

Basemap Source Data Provided by US Census Bureau and Decatur Area MPO

**Table 14 Unacceptable Level of Service Roadways Table**

Roadway	Roadway Segment Location	MAP ID (Figure 17)	Level of Service (LOS)
U.S. Alt 72 / State Route 20	U.S. ALT Hwy 72 / State Route 20 from U.S. Hwy 31 to Interstate 65 in Limestone County	1	E
U.S. ALT 72 / U.S. Hwy 31 / State Route 20	Church Street to State Route 20 in Limestone County	2	F
U.S. 31 / 6th Avenue	Moulton Street to 4th Avenue NE	3	E
8th Street	6th Avenue to Central Parkway SW	4	E
State Route 67	Country Club Road SE to Upper River Road	5	E
State Route 36	Main Street in Hartselle from Sparkman Street to Bethel Road	6	E

## **4.0 Future Transportation System**

23 CFR 450 requires a Metropolitan Planning Organization (MPO) to include a minimum twenty (20) year planning horizon for the Long-Range Transportation Plan (LRTP). This LRTP includes projections and traffic conditions for a thirty (30) year time frame to 2040. The same procedures for analyzing the 2010 existing traffic conditions were employed to evaluate and analyze future traffic conditions to the year of 2040. In order to evaluate and analyze the future traffic conditions, the travel demand model must be updated to reflect the 2040 socio-economic projections, future land use development, and transportation network system assumptions for the planning area. The following sections discuss future planning efforts and provides socio-economic data projections used to estimate future travel demand through proposed changes to land use.

### **4.1 Metropolitan Planning Area Review**

The Decatur Metropolitan Planning Organization (MPO) reviewed its Metropolitan Planning Area (MPA) Boundary in the initial stages of development of the LRTP. The MPA Boundary is defined by the Policy Board of the MPO along with the Alabama Department of Transportation (ALDOT), and includes areas that are expected to become urban in the next twenty (20) years. During this process the MPO staff analyzed future land use documents, infrastructure improvements (water and sewer), and planned and proposed transportation improvements for potential inclusion into the planning area.

### **4.2 Land Use**

The MPO planning staff worked closely with cities, towns, and counties within the planning area and other state and federal agencies to identify existing and future land use in the planning area. This evaluation included the base 2010 data (see Section 3.4), local comprehensive plans, zoning ordinances, growth management plans, building permit data, throughway plans, downtown redevelopment plans, streetscape plans, economic development plans and studies, utility infrastructure plans, annexation plans and studies, environmental studies, other transportation plans and studies, and base realignment and closure plans and studies (BRAC). These plans and studies were used to predict where growth is likely to take place over the next thirty (30) years in the planning area. These plans and studies were also used to help identify which traffic analysis zones would gain or lose occupied housing, retail and non-retail employment, or school enrollment in 2040.

### **4.3 Socio – Economic Data Projections**

The Metropolitan Planning Organization (MPO) collects and uses projected socio-economic data for the development of the future travel demand in the planning area. By collecting, analyzing, and making future projections with socio-economic data, the MPO staff can estimate where people will live, work, shop, and go to school. This socio-economic data is the basis for the 2040 travel demand model. The travel demand model uses the socio-economic data to simulate future travel patterns and movements which helps to identify future transportation system needs.

The staff of the Metropolitan Planning Organization (MPO) prepared the Socio-Economic Data Projections using the land use characteristics described in Section 4.2 above. These projections were aggregated to the traffic analysis zones (TAZ) using considerations such as density of development, the suitability of vacant land, and growth experienced in past plans and studies. The following factors were projected for the 2040 future year:

- Occupied Housing Units (Figure 18)
- Median Household Income (Figure 19)
- Retail Employment (Figure 20)
- Non – Retail Employment (Figure 21)
- School Enrollment (Figure 22)
- Dorm Rooms

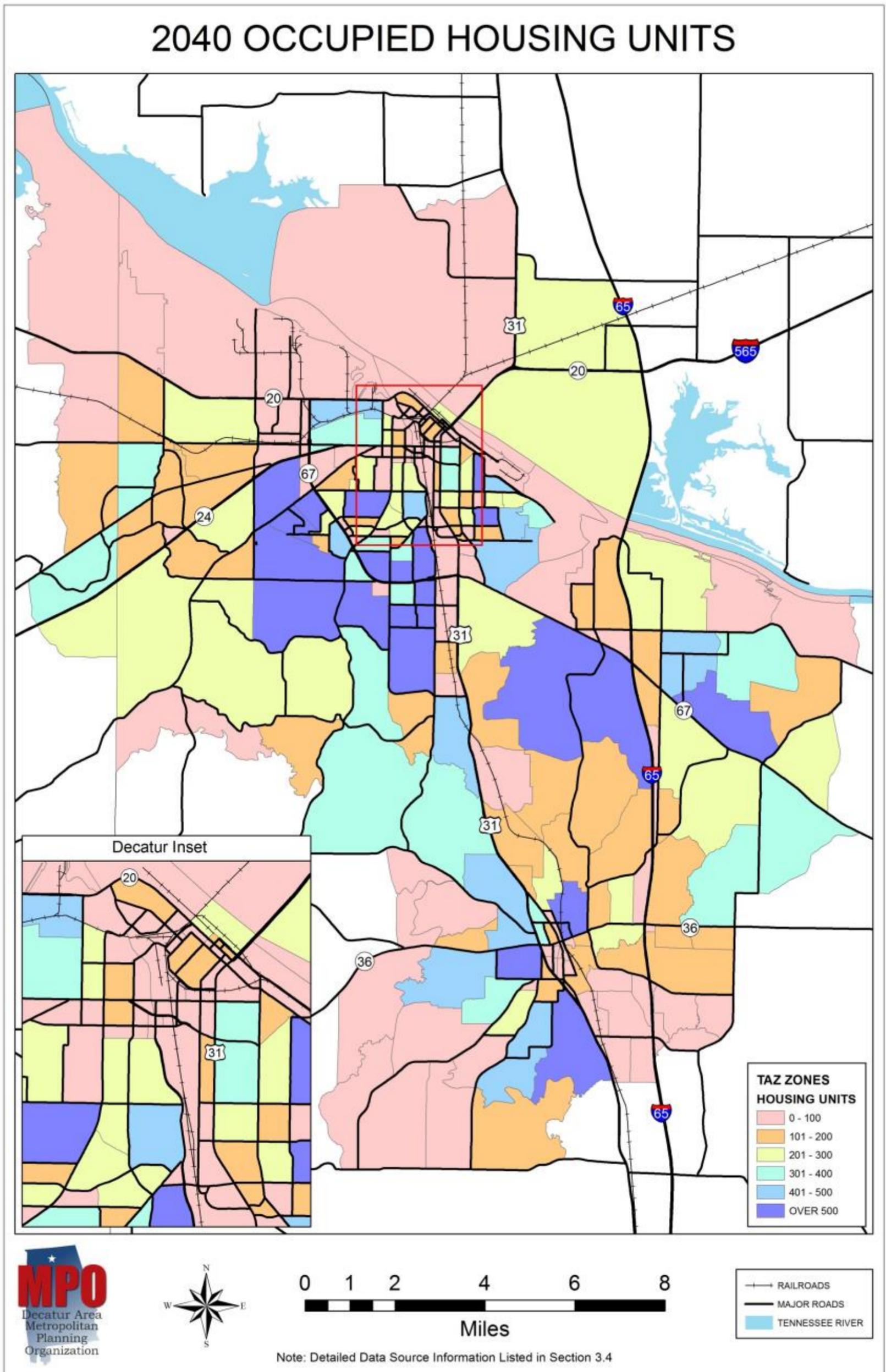
Each primary land use noted above and its corresponding quantity within each TAZ in the planning area for 2040 is listed in Table 15 below:

**Table 15      2040 Socio – Economic Data Projections**

<b>Primary Land Use</b>	<b>Total 2040</b>
Occupied Housing Units	49,592
Median Household Income	\$45,255
Retail Employment	53,935
Non-Retail Employment	11,054
School Enrollment	27,496
Dorm Rooms	0

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

Figure 18 2040 Occupied Housing Units by Traffic Analysis Zone (TAZ)



Map Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

Basemap Source Data Provided by US Census Bureau and Decatur Area MPO

Figure 19 2040 Median Household Income by Traffic Analysis Zone (TAZ)

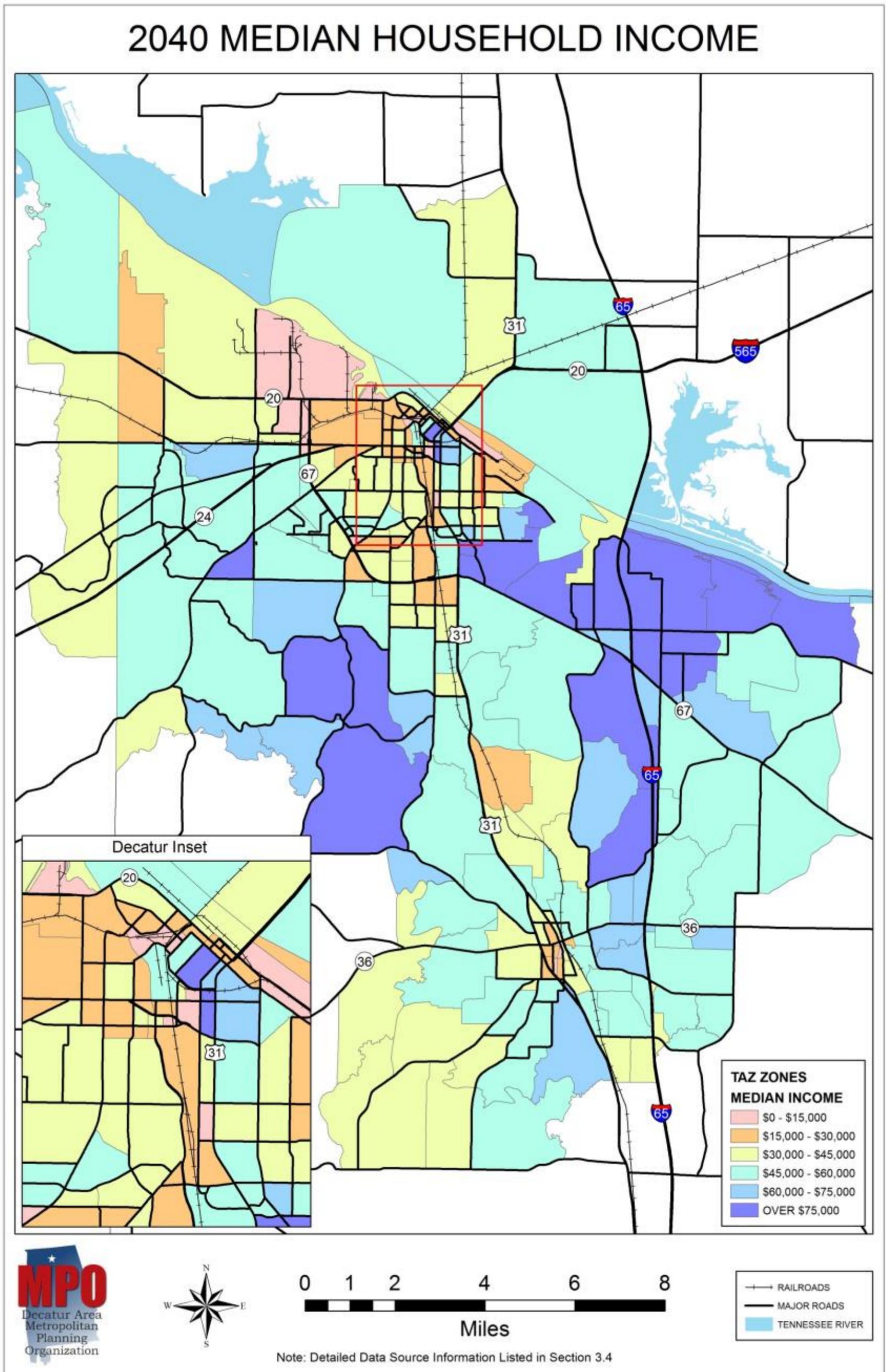


Figure 20 2040 Retail Employment by Traffic Analysis Zone (TAZ)

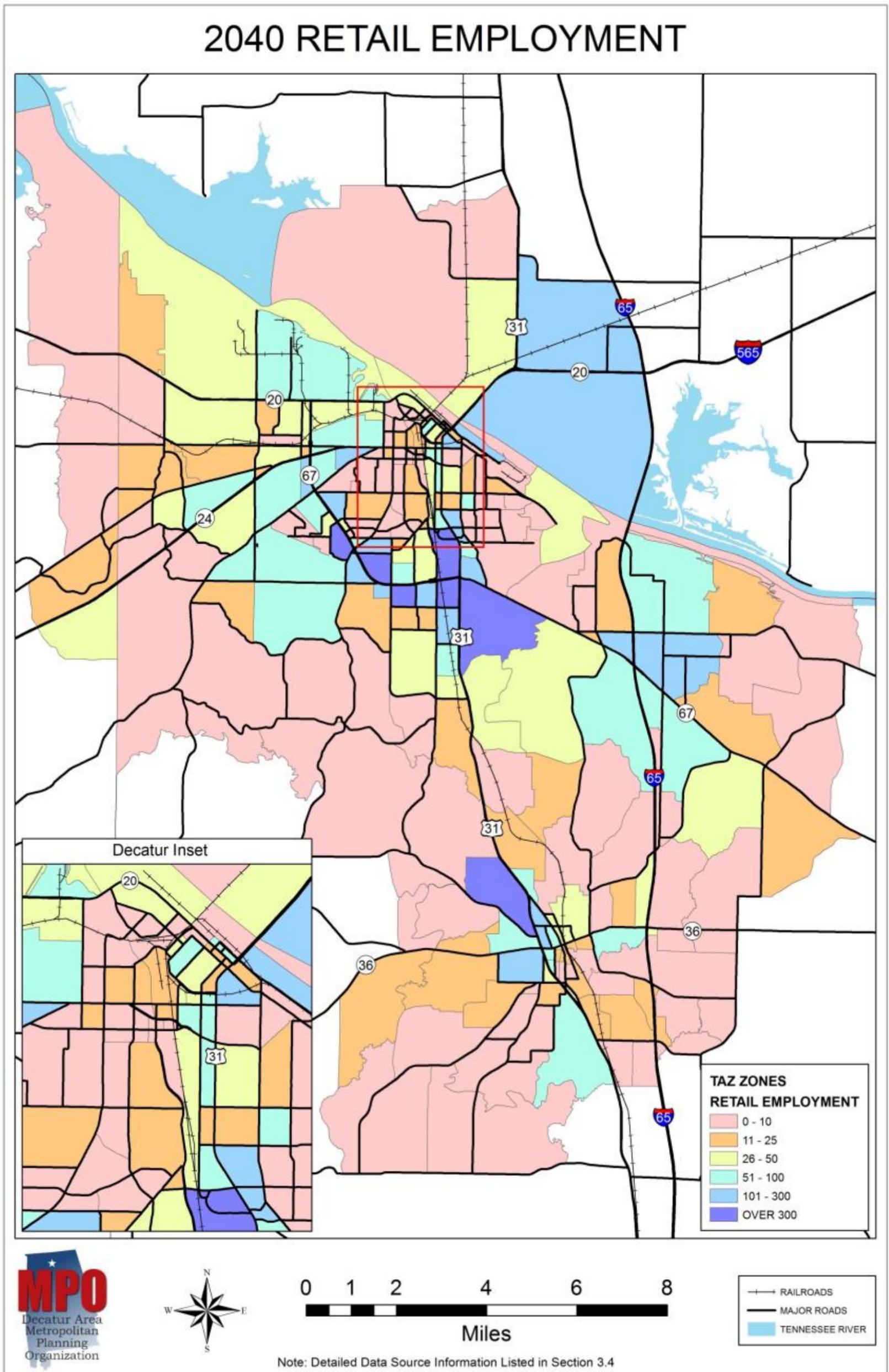


Figure 21 2040 Non – Retail Employment by Traffic Analysis Zone (TAZ)

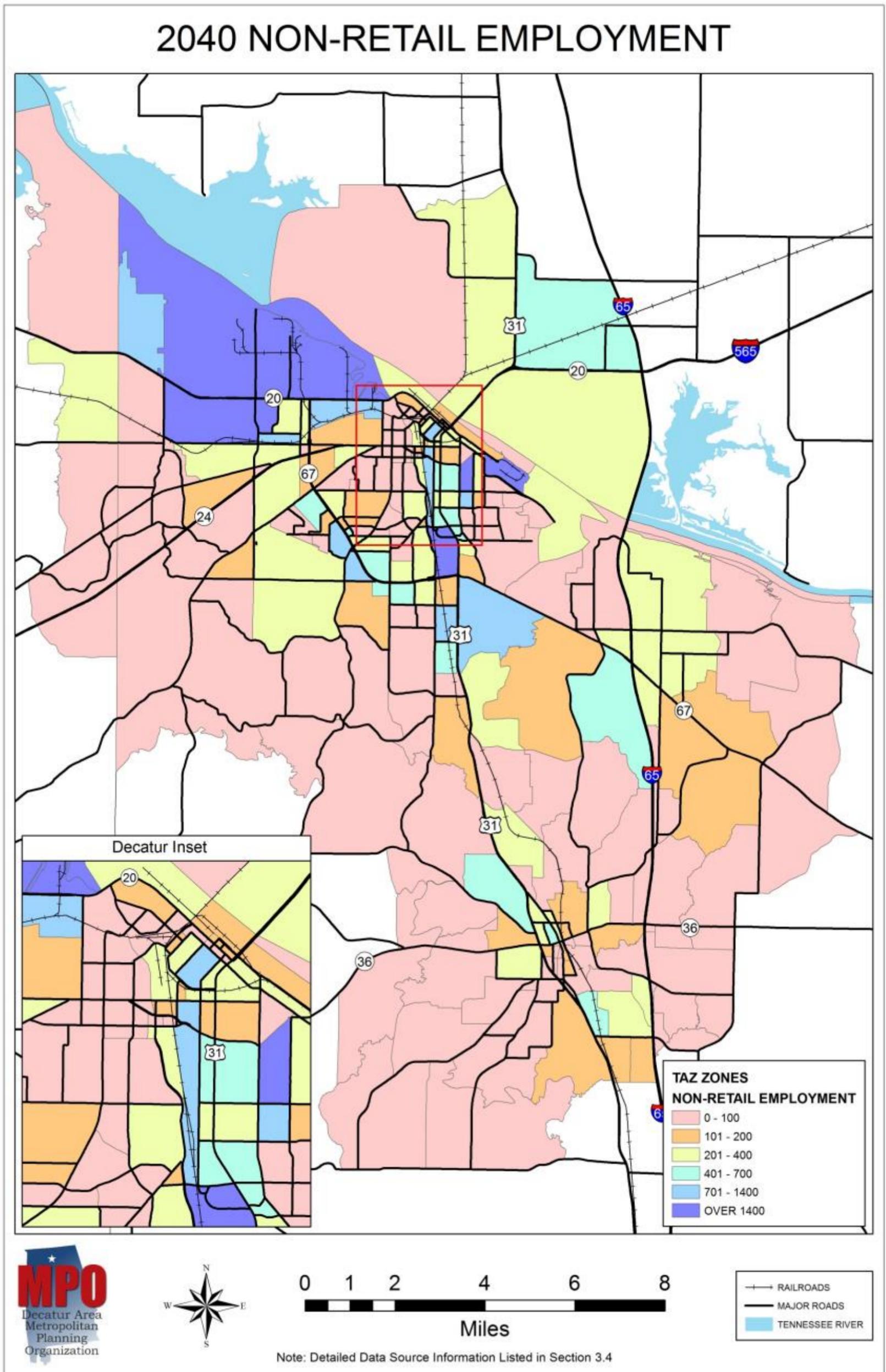
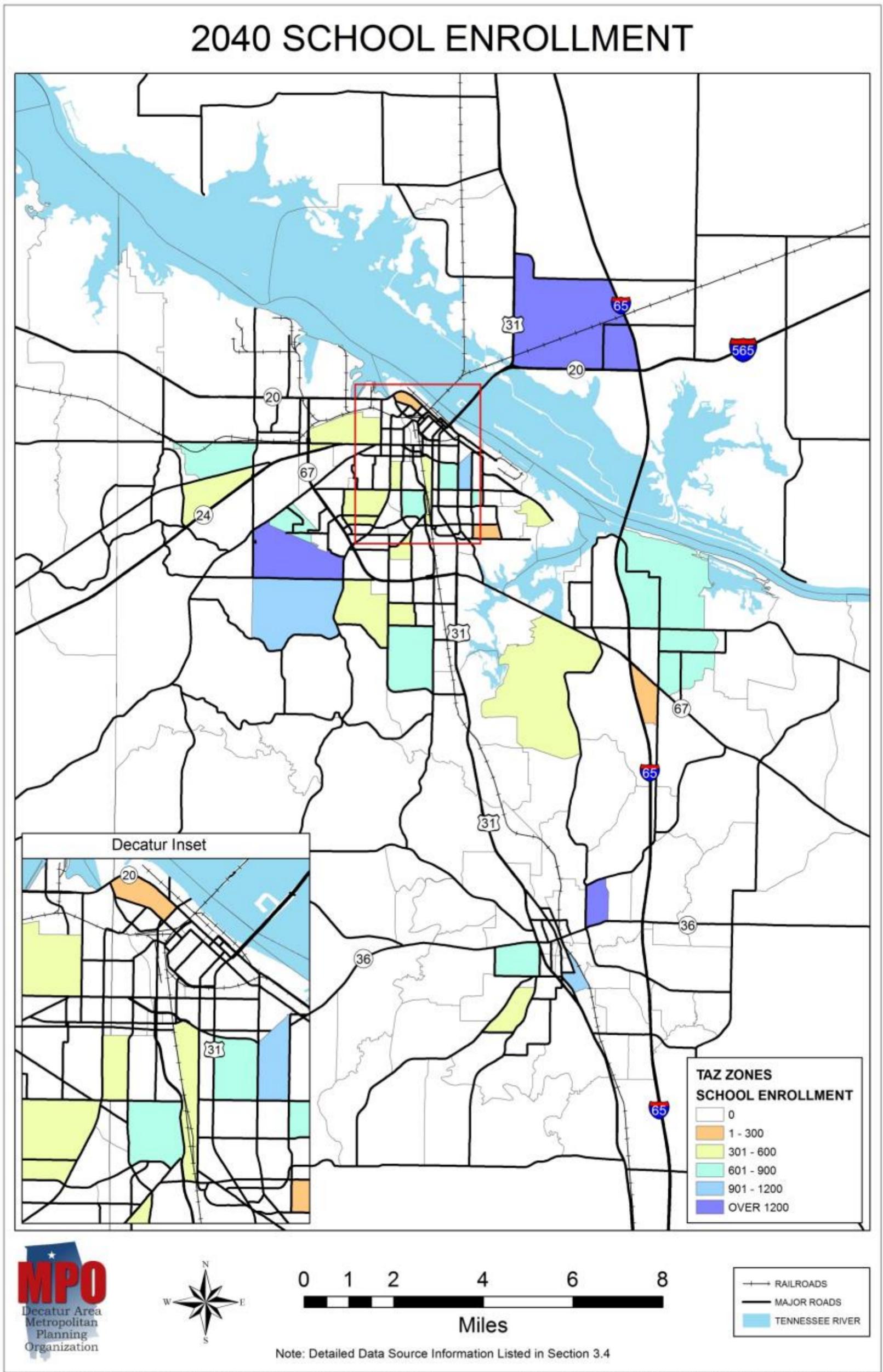


Figure 22 2040 School Enrollment by Traffic Analysis Zone (TAZ)



## 4.4 Future Traffic Analysis

The 2010 validated base year travel demand model was used to forecast and analyze travel patterns, and identify roadway deficiencies in the planning area in 2040. In order to analyze travel patterns and identify roadway deficiencies, the 2010 validated base year model was updated to include projected socio-economic data that reflects land use and travel assumptions for the planning area in 2040. The 2040 land use and travel assumptions were used to develop three (3) travel demand models:

- Existing Plus Committed (E+C) Network (Section 4.4.1)
- 2040 Future Network (Section 7.3)
- 2040 Visionary Network (Section 7.4.1)

### 4.4.1 Existing Plus Committed Network (E+C)

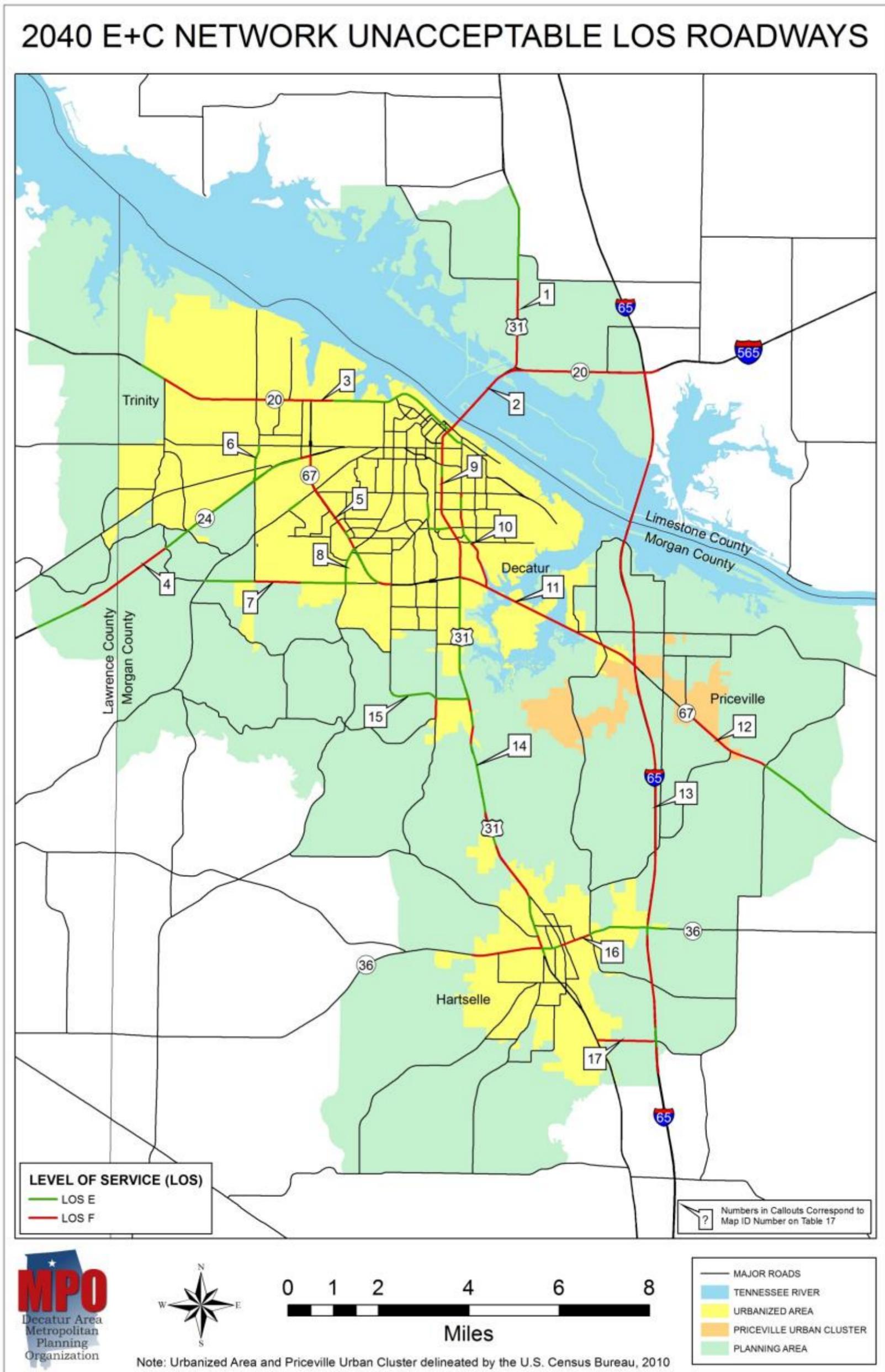
The Existing Plus Committed (E+C) Network includes the 2010 base year network plus any completed transportation projects from 2010 to 2015, or any committed projects in the design phase that are included in the Transportation Improvement Program (TIP) through Fiscal Year 2015. Two (2) transportation projects were added to the 2010 base year network to form the E+C network. These projects are listed in Table 16 below:

**Table 16 Existing Plus Committed Network Transportation Projects**

<b>Project Description</b>	<b>Project Year</b>
Additional Lanes on Spring Avenue	2015 - 2016
Additional Lanes on Hudson Memorial Bridge (North Bound Bridge Only)	2015

The Existing Plus Committed (E+C) Transportation Network was used to evaluate and determine traffic conditions in 2040. The E+C network identifies future transportation needs based on control measurements such as level of service (LOS) and travel times. A comparison of the existing and future roadway conditions indicates that roadways with existing deficiencies (level of service E and F) will get progressively worse in the future. Figure 16 on page 51 gives a description and definition of level of service. Table 17 gives a detailed description of the congested roadways for the 2040 E+C transportation network. Also, Figure 23 shows the location of congested roadways based on the volume/capacity ratio.

Figure 23 2040 Existing Plus Committed Transportation Network Level of Service



**Table 17 2040 Existing Plus Committed Transportation Network Level of Service**

<b>Roadway</b>	<b>Roadway Segment Location</b>	<b>MAP ID (Figure 23)</b>	<b>Level of Service (LOS)</b>
U.S. Highway 31	North of Garrett Road to U.S Alt 72 / State Route 20 Intersection	1	E, F
U.S. ALT 72 / State Route 20	Interstate 65 to Wilson Street	2	F
U.S. ALT 72 / State Route 20 / Wilson Street	U.S. Highway 31 to North Sennca Drive	3	E, F
State Route 24	Western Boundary of the Planning Area to State Route 67	4	E
State Route 67	State Route 24 to Spring Avenue	5	E
Woodall Road	State Route 24 to Old Trinity Road	6	E
Modaus Road	Old Moulton Road to Danville Road	7	E, F
Danville Road	Modaus Road to State Route 67	8	E
U.S. Highway 31 / 6th Avenue	State Highway 67 to U.S. Alt 72 / State Route 20 / Wilson Street	9	E, F
Country Club Road	State Highway 67 to 8th Street	10	E
State Route 67	U.S. Highway 31 to Interstate 65	11	F
State Route 67	Skidmore Road to the Eastern Boundary of the Planning Area	12	E, F
Interstate 65	Interstate 565 to Southern Boundary of the Planning Area	13	E, F
U.S. Highway 31	State Route 67 to State Route 36	14	E
Spring Avenue	Day Road to U.S. Highway 31	15	E
State Highway 36	Puckett Road to Interstate 65	16	E, F
Thompson Road	U.S. Highway 31 to Interstate 65	17	F

## **5.0 Descriptions, Needs, and Strategies for each Transportation Mode**

### **5.1 Air**

Description – The Planning Area is served by three (3) airports. Two (2) of the airports, Pryor Field in Limestone County and Hartselle/Morgan County Regional Airport, are general aviation airports. The planning area is also served by an international airport. The Huntsville International Airport, located fourteen (14) miles from downtown Decatur, serves general aviation needs, commercial passenger service, and cargo operations for North Alabama and Southern Tennessee.

#### Needs

- Enhancement of roadways, transit services, and pedestrian/bicycle facilities to and from all airports in the planning area
- Collaboration with local planning agencies and the airport authorities

#### Strategies to address needs

- Continue to plan, enhance, and repair roadways that provide access to all airports as funding becomes available
- Continue to plan, enhance transit services, and pedestrian/bicycle access to all airports as funding becomes available
- Continue to collaborate with the general public, local planning agencies, and airport authorities on enhancing and improving access to all airports

### **5.2 Bicycle**

Description - The Metropolitan Planning Organization (MPO) is working with local committees and organizations to enhance and improve bicycle facilities throughout the planning area. In the past, transportation enhancement grants have been used to construct bicycle facilities in the planning area. The planning area is geographically compact enough to allow people to utilize the bicycle as an alternative mode of transportation.

#### Needs

- Bicycle educational efforts
- Roadway suitability analysis
- Additional and improved bicycle facilities
- Bicycle ridership promotion
- Bicycle facility accessibility (including trails and facilities that are linked to each other)

### Strategies to address needs

- Continue to plan, enhance, build, and repair bicycle facilities as funding becomes available
- Continue to work with federal, state, and local officials concerning bicycle related solutions and issues in the planning area
- Encourage local governments and schools to promote bicycle usage in the planning area
- Encourage bicycle facilities inclusion, when feasible, in all new transportation projects
- Continue to work with local officials and the general public to update the 2015 Bicycle and Pedestrian Plan (BPP)
- Continue to seek funding through federal, state, and local sources
- Encourage and educate the general public concerning bicycle safety

## **5.3 Pedestrian**

Description – Sidewalks are available in various locations throughout the planning area, with the highest concentration in the downtown central business district (CBD) and historic neighborhoods of Decatur and Hartselle. Many of the new developments in the planning area are requiring sidewalks as part of their overall plan. Several of the schools in the planning area are also pedestrian accessible.

### Needs

- Promote pedestrian facilities that link different types of land uses
- Promote and educate the general public on pedestrian safety
- Add more pedestrian facilities such as sidewalks, bridges, and walking trails
- New developments that are pedestrian friendly

### Strategies to address needs

- Continue to plan, enhance, build, and repair pedestrian facilities
- Continue to work with federal, state, and local officials on the promotion of pedestrian facilities
- Continue to seek funding opportunities for pedestrian facilities
- Continue to work with federal, state, and local officials on education and safety involving pedestrian movements in the planning area
- Continue to work with local and the general public on the update of the 2015 Bicycle and Pedestrian Plan (BPP)

## 5.4 Railroads

Description – The Planning Area is served by two (2) major rail lines. CSX Transportation Corporation has the primary north-south line and Norfolk-Southern Corporation has the primary east-west line running through the planning area. Both corporations have major rail yard facilities located in the City of Decatur. The CSX Railroad Bridge located in the planning area is a major crossing for the Tennessee River and on average forty (40) trains a day travel through the planning area. An Intermodal Rail Center is located adjacent to the Huntsville International Airport and is used by local industries to ship both raw materials and finished products throughout the world. A Railroad Quiet Zone is located in the Bank Street area in the City of Decatur. This railroad noise mitigation measure provides local businesses and adjoining neighborhoods a safe corridor by which to cross the rail line.

### Needs

- Railroad crossing enhancements and safety measures
- Railroad noise identification and mitigation
- Improve data on rail operations in the planning area
- Improved access for vehicles, bicycles, and pedestrians across rail facilities in the planning area

### Strategies to address needs

- Continue to support and enhance Railroad Crossing Safety Programs
- Continue to encourage and support Railroad Noise Identification and Mitigation programs in the planning area
- Continue to plan, enhance, and build transportation projects that aid rail operations in the planning area
- Continue to work with federal, state, and local officials on rail issues in the planning area

## 5.5 Freight

Description - The planning area is served by approximately twenty-one (21) trucking terminals and numerous industries, distribution centers, and shipping providers. The planning area serves as a regional hub for freight operations in North Alabama. The planning area is served by numerous federal, state, and local highways, which are used for freight movement throughout the region, as well as a navigable waterway, the Tennessee River.

### Needs

- Safe and efficient transportation network system including roadways and ports
- Freight movement and management study
- Enhanced intermodal transportation network including rail, air, trucks, and water

### Strategies to address needs

- Continue to enhance, build, and maintain transportation projects for the safe and efficient movement of freight in and through the planning area
- Development and maintenance of a Freight Movement Study
- Evaluate the existing transportation network system to identify roadway deficiencies
- Continue to work with federal, state, local officials, and industries on freight issues and solutions

## **5.6 Public Transit**

Description – The Public Transit service in the planning area is operated and managed by the Morgan County Area Transportation System (MCATS), under the guidance of the Morgan County Commission. MCATS operates two (2) major programs of public transit services, which are the 5307 urban program and the 5311 rural program.

### Needs

- More urban and rural transit routes
- Extended hours of operation (nights/weekends)
- Increase funding (federal, state, local, fares)
- Employment based needs (home to work)
- Van Pools
- Transit services to and from other regions
- Downtown Circulars
- Park and Ride lots

### Strategies to address needs

- Promote new and existing transit routes
- Continue to work with federal, state, and local officials on new funding opportunities
- Maintain and update the comprehensive transit plan
- Promote transit related services such as park and ride, van pools, and work related transit operations
- Enhance transit facilities
- Maintain and update transit fleet and equipment
- Promote downtown circulars
- Work with other services providers on transit related operations

## 5.7 Highways

Description – The transportation network in the planning area includes 339.56 miles of functionally classified roadways. The Federal Functional Classification is divided into groups that provide vehicle capacity and access to adjacent land uses. Interstates have the greatest vehicle capacity; Principal Arterials have the next highest vehicle capacity while collectors have the greatest access to adjacent land uses. In order to be eligible for federal funding and to be included in this Long-Range Transportation Plan, a roadway must be designated a major collector or above.

### Needs

- Capacity and congestion needs
- Reduce traffic accidents
- Intelligent Transportation System (ITS) for the Tennessee River bridges
- Access Management Plan and Procedures
- Highway safety promotion and education
- Reduce air emissions
- Maintenance of the existing highway system

### Strategies to address needs

- Continue to plan, maintain, and build new highway projects when funding is available
- Continue to work with federal, state, local officials, and the general public on capacity and congestion needs in the planning area
- Continue to work with federal, state, local officials, and the general public on the promotion and education of highway traffic safety
- Develop and maintain access management plans and procedures
- Continue to work with local and state law enforcement agencies to reduce traffic accidents in the planning area
- Continue to work with federal, state, and local officials on funding opportunities for transportation projects in the planning area
- Continue to work with federal, state, and local officials on reducing air emissions in the planning area
- Develop an Intelligent Transportation System (ITS) to improve safety in the planning area

## **6.0 Financial Plan**

MAP-21 legislation requires MPOs to include a financial plan as part of the Long-Range Transportation Plan (LRTP). The MPO is expected to provide reasonable project cost estimates to ensure the MPO and local stakeholders have the financial capacity to implement the planned transportation improvements contained in Section 7.0 of this plan.

### **6.1 Revenue Forecasts**

The Alabama Department of Transportation (ALDOT) developed the projected revenue forecasts for the 2040 Long-Range Transportation Plan (LRTP). The revenue forecasts were based on ten (10) years of historical funding averages or allotments of funding for roadway projects in the planning area from 2002 to 2013.

The averages or allotments listed above is further divided into either Capacity projects or Highway Maintenance and Operation projects based on the percentage of these types of projects over the ten year time period. The Alabama Department of Transportation (ALDOT) defines a capacity project as any project that adds a new general purpose lane on existing roadways or adds new roadways to the network system to increase capacity. Highway maintenance and operation projects are defined as projects that add turn lanes on existing roadways, realign existing roadways, add or upgrade traffic signals, add or replace bridges, or resurface/widen secondary roadways in order to improve safety and maintain the existing roadway network system.

Based upon the uncertainty of future funding amounts through the Highway Trust Fund (HTF), and a large maintenance effort proposed by the state, the Alabama Department of Transportation (ALDOT) has made a decision to spend more dollars on maintenance and operations projects over the next twenty-five (25) years. Because of this, the Alabama Department of Transportation (ALDOT) will be limiting its spending for the next ten (10) years to capacity projects, while dedicating the remaining funds to maintenance and operations projects. The Decatur MPO will use its own dedicated Surface Transportation Program funds for both capacity and maintenance and operations projects.

The Alabama Department of Transportation (ALDOT) also provides projected revenue forecasts for transit projects in the planning area for 2040. These revenue forecasts are calculated the same as the roadway revenue forecasts mentioned above. This revenue forecast includes transit operations, preventative maintenance, and capital costs.

Table 18 lists the Projected Federal Capacity, Maintenance/Operations, and Transit Funding allocations for 2040. This table was developed by ALDOT. Table 19 lists the federal funding amounts and the state or local match for 2040.

**Table 18 2040 Projected Federal Capacity, Maintenance/Operations, and Transit Funding Allocations**

**2040 Long-Range Transportation Plan  
Forecast Capacity and Maintenance & Operations Funds in Federal Dollars**

Funding Category	TOTAL COSTS (thousands)	CAPACITY		MAINTENANCE & OPERATIONS (3)	
		10 YEAR PROJECTION (2015 - 2025) (thousands)	% COSTS	25 YEAR PROJECTION (2015 - 2040) (thousands)	% COSTS
National Highway Performance Program	\$51,585	\$6,560	13%	\$45,025	87%
Surface Transportation Program-Ded. (2)	\$37,064	\$16,213	44%	\$20,851	56%
Surface Transportation Program-Other	\$38,058	\$3,069	8%	\$34,989	92%
Bridge	\$8,928	\$0	0%	\$8,928	100%
Interstate Maintenance	\$29,795	\$0	0%	\$29,795	100%
Transit	\$20,763	\$0	0%	\$20,763	100%
Congestion Mitigation & Air Quality	\$0	\$0	0%	\$0	0%
Highway Safety Improvement Program	\$5,865	\$0	0%	\$5,865	0%
Transportation Alternatives Program (1)	\$0	\$0	0%	\$0	0%
ATRIP	\$12,278	\$4,400	36%	\$7,878	64%

(1) For non-TMAs, TAP funding was not projected by ALDOT and is at the discretion of the MPO

(2) STP Dedicated - Funding is based of FY-2014 apportionment. There is not a 10 year constraint; projects may be programmed any year in the long range plan.

(3) MO Projects - Figures listed do not represent current available MO funding, rather they are subject to ALDOT availability. MPOs should base MO budgets on MPO Portal listings. This does not apply to the MPOs dedicated funding.

**Table 19 2040 Total Projected Capacity, Maintenance/Operations, and Transit Funding Allocations**

	CAPACITY			MAINTENANCE AND OPERATIONS		
	FEDERAL	STATE OR LOCAL MATCH	TOTAL 25 YEAR FUNDING PROJECTION	FEDERAL	STATE OR LOCAL MATCH	TOTAL 25 YEAR FUNDING PROJECTION
<b>FUNDING CATEGORY</b>						
<b>SURFACE TRANSPORTATION PROGRAM - DEDICATED (STPOA)</b>	\$16,213,000	\$4,053,250	\$20,266,250	\$20,851,000	\$5,212,750	\$26,063,750
<b>SURFACE TRANSPORTATION PROGRAM - OTHER</b>	\$3,069,000	\$767,250	\$3,836,250	\$34,989,000	\$8,747,250	\$43,736,250
<b>NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)</b>	\$6,560,000	\$1,640,000	\$8,200,000	\$45,025,000	\$11,256,250	\$56,281,250
<b>BRIDGE FUNDING</b>	\$0	\$0	\$0	\$8,928,000	\$2,232,000	\$11,160,000
<b>INTERSTATR MAINTENANCE</b>	\$0	\$0	\$0	\$29,795,000	\$7,448,750	\$37,243,750
<b>TRANSIT</b>	\$0	\$0	\$0	\$20,763,000	\$5,190,750	\$25,953,750
<b>CONGESTION MITGATION &amp; AIR QUALITY (CMAQ)</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)</b>	\$0	\$0	\$0	\$5,865,000	\$1,466,250	\$7,331,250
<b>TRANSPORTATION ALTERNATIVES PROGRAM (TAP)</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>ALTRIP</b>	\$4,400,000	\$1,100,000	\$5,500,000	\$7,878,000	\$1,969,500	\$9,847,500
<b>TOTAL</b>	\$30,242,000	\$7,560,500	\$37,802,500	\$174,094,000	\$43,523,500	\$217,617,500
<b>GRAND TOTAL</b>	\$255,420,000					

**Table 20 Description of Funding Categories**

Funding Category	Eligibility Requirements	Matching Requirements	
		Federal	State or Local
Interstate Maintenance	Facilities located on the Interstate Highway System	90%	10%
National Highway System	Facilities that are designated that are important to the nation's economy, defense and mobility	80%	20%
Surface Transportation (Any Area)	Roads Classified as a Major Collector or Above	80%	20%
Surface Transportation (Other Area)	Roads Classified as a Major Collector or Above	80%	20%
Appalachian	Must meet ARC requirements and eligibility for classified routes	80%	20%
Bridge	Structurally Deficient or Functionally Obsolete Bridge on any Public Roadway	80%	20%
Safety	Any Public Roadway	90%	10%
Congressional Special Projects	Roads Classified as a Major Collector or Above	80%	20%
Surface Transportation (Other Area) Dedicated	Roads Classified as a Major Collector or Above	80%	20%

## **6.2 Estimated LRTP Project Costs**

The estimated project costs were provided, when available, by the projected sponsor. If the estimated project costs were not provided, the MPO staff estimated the total project costs including preliminary engineering, right-of-way acquisition, utilities, and construction as follows:

- \$2.0 to \$2.5 million per centerline mile
- \$2.5 to 3.5 million per centerline mile if elevated
- \$3.0 to \$4.0 million per centerline mile if the road is in an urban environment (a retrofit)

All project costs are adjusted for inflation per MAP-21 requirements. The current inflation rate, according to ALDOT standards, is calculated at one (1) percent annually.

## **6.3 Financial Constrained Planning Requirement**

Under the requirements of MAP-21, the MPO must adopt a Financially Constrained Plan showing future transportation projects that can be funded with revenues that are reasonably expected to be available during the planning period.

## **6.4 Other Revenue**

The Decatur MPO will continue to look for other forms of revenue to enhance the transportation system in the planning area. This includes public-private partnerships, toll facilities, industrial access funding, impact fees, and bonds to help with shortfalls of funding for transportation projects in the planning area.

## **7.0 Transportation Improvements**

This section identifies transportation projects selected for the 2040 LRTP as a result of the transportation planning process. Included is the listing of financially constrained projects and a visionary project listing. These projects will provide solutions to address the movement of people, goods, and services throughout the planning area in 2040. The LRTP is updated every five (5) years to reflect changes in socio-economic data, traffic conditions, and transportation needs in the planning area.

### **7.1 Project Selection (Financially Constrained)**

In order to select transportation projects for inclusion into the 2040 Long-Range Transportation Plan, the following project selection and prioritization criteria was used:

- Safety and Security
- Roadway Deficiencies, Level of Service (existing and future)
- Cost Effectiveness
- Funding Availability
- Environmental Issues
- Local Commitment and Support

In order to identify roadway deficiencies, two (2) travel demand models were developed to identify future roadway deficiencies in the planning area. The Existing Plus Committed (E+C) network and the 2040 network are summarized below.

The Existing Plus Committed (E+C) network represents existing and future roadway projects for which a committed funding source exists. The E+C network also includes projects that have been constructed, or are significantly complete, between the base year of 2010 and the current year of 2015. The E+C network was discussed in detail in Section 4.4.1 of this document. Figure 23 on page 62 shows the level of service (LOS) for the E+C network.

The 2040 network was created using 2040 socio-economic data and included financially constrained projects needed for future travel demand in the planning area. These projects were proposed based on the above mentioned criteria and comments from local governments, stakeholder groups, general public comments, and roadway deficiencies identified in the E+C network.

The following section (Section 7.2) details the selected financially constrained projects along with their descriptions and a balance sheet.

## 7.2 Project Descriptions and Balance Sheet

The projects for the 2040 LRTP were developed using the previous 2035 LRTP, the current transportation improvement plan, the project selection and prioritization criteria (Section 7.1), the travel demand model results and analysis, and the public participation process outlined in this plan (Section 8).

Based on the funding estimates for the twenty-five (25) year period of 2015 to 2040, a total of \$183,573,000 (federal funds) will be available for capacity and maintenance/operations projects for the planning area. Total federal transit funding for the same time frame will be \$20,763,000; this will continue funding for maintenance, operating, and capital costs at the current level of funding. The MPO has control for the selection of projects included in the Surface Transportation Program – Dedicated (STPOA) funding category. This funding category has total projected revenue of \$37,064,000 for capacity and maintenance/operations projects from 2015 to 2040. All projects in other funding categories are selected by ALDOT in conjunction with the MPO. Because of uncertainty of future federal funding, and an emphasis by the state, to have a large maintenance/operations effort, the Alabama Department of Transportation (ALDOT) will be limiting its spending on capacity projects to \$150 million over the next ten (10) years.

The MPO has also placed an emphasis on maintenance/operations in the selection of projects contained in the Surface Transportation Program – Dedicated (STPOA) funding category. Capacity and Maintenance/Operation projects that are identified in the MPO Portal from 2015 to 2025 are included in the constrained funding tables (Table 21 and Table 22). All other capacity and maintenance/operation projects identified but not contained within the financially constrained tables will be shown in the visionary project table (Table 25).

Bicycling and walking are viable transportation alternatives throughout many communities within the North Alabama Region. In the project selection process, bicycling and pedestrian facilities will be contained within the scope of all projects unless one of the following exceptional circumstances occurs:

- If bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, an effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right-of-way or within the same transportation corridor.
- If the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use.

In January, 2015, the Decatur Area MPO Policy Board adopted the 2015 Bicycle and Pedestrian Plan (BPP). The BPP contains a listing of projects that are bicycle and pedestrian specific, without regard to any specific roadway project. This listing can be found in Section 9.5 of this document, as well as in Appendix G of the 2015 Bicycle and Pedestrian Plan which can be obtained from the MPO website: <http://www.decatURALabamAUSA.com/departments/mpo>.

Tables 21 and 22 list financially constrained capacity and maintenance and operations projects for the 2040 LRTP, respectively. These tables are divided by funding category and include the following details:

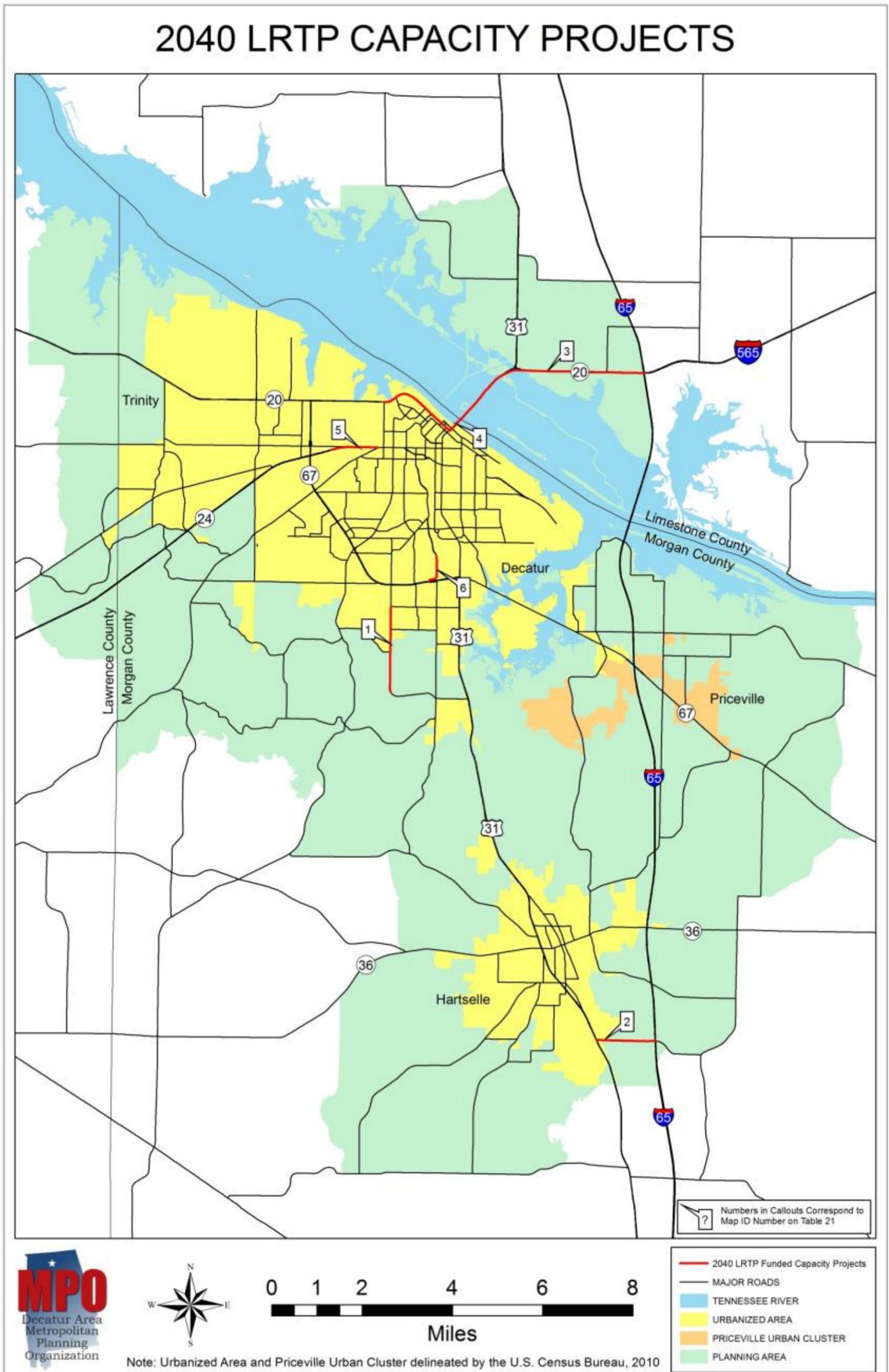
- Map Reference Number
- ALDOT Project Number
- Project Description
- Project Sponsor
- Project Status
- Time Frame
- Roadway Functional Class
- Scope
- Length
- 2010 Lanes
- 2040 Lanes
- Bicycle and Pedestrian Facilities
- Project Costs – Year of Expenditure (federal cost, state or local cost, and total cost)

Figure 24 contains map locations of financially constrained capacity projects and Figure 25 contains the maintenance/operations projects in the planning area for the 2040 LRTP.

**Table 21 2040 Long-Range Capacity Projects (Financially Constrained)**

Surface Transportation Attributable (STPOA-Dedicated Capacity Projects)														Project Costs - Year of Expenditure (YOE)		
Map Reference Number (figure 24)	ALDOT Project Number	Project Description	Project Sponsor	Project Status	Time Frame	Roadway Functional Class	Scope	Length (miles)	2010 Lanes	2040 Lanes	Bicycle and Pedestrian Facilities *	Program Year	Federal	State or Local	Total	
1	100043404	Add Lanes on CR-43 (Spring Avenue) from Day Road to Cedar Lake Road South of State Route 67 and West of State Route 3 (US Hwy 31)	City of Decatur	Planned	TIP	Minor Arterial	UT	2.00	2	4	Yes	2015	\$2,336,256	\$584,064	\$2,920,320	
	TIP				CN		2016					\$4,930,363	\$1,232,591	\$6,162,953		
2	100008583	Thompson Road Improvements from State Route 3 (US Hwy 31) to Interstate 65 in the City of Hartselle	City of Hartselle	Authorized	TIP	Major Collector	RW	1.65	2	4	Yes	2015	\$856,316	\$214,079	\$1,070,395	
	Planned			L RTP	UT		2025					\$1,946,475	\$486,619	\$2,433,094		
				L RTP	CN		2025					\$6,143,152	\$1,535,788	\$7,678,940		
												Total Cost	\$16,212,562	\$4,053,140	\$20,265,702	
												2040 Projected Budget	\$16,213,000	\$4,053,250	\$20,266,250	
												Difference	\$438	\$110	\$548	
Other Surface Transportation Program (STPOA-Other) Capacity Projects																
3	100061483	I-565 Extension From SR-3 (US-31) & SR-20 (US-72) to I-65/I-565 Interchange Protective Purchase	State of Alabama	Planned	TIP	Principal Arterial	RW	3.05	4	4	Yes	2016	\$2,455,101	\$613,775	\$3,068,876	
												Total Cost	\$2,455,101	\$613,775	\$3,068,876	
National Highway Performance Program (NHPP) Capacity Projects																
4	100060267	SR-20 (US-72A) Intersection Improvements @SR-3 (US-31) Pavement Replacement Resurfacing and Striping from east side of Railroad Bridge MP 68.605 to SR-3 MP 71.32	State of Alabama	Authorized	TIP	Principal Arterial	CN	2.82	4	5	Yes	2015	\$6,560,472	\$1,640,118	\$8,200,590	
												Total Cost	\$6,560,472	\$1,640,118	\$8,200,590	
Alabama Transportation Rehabilitation and Improvement Program (ALTRIP)																
5	100059677	Additional Lanes on CR-24 (West Moulton Street/Gordon Terry Parkway) From CR-212 (Cockerll Avenue) to CR-61 (Old Moulton Road)	City of Decatur	Planned	TIP	Principal Arterial	CN	0.95	2	4	No	2016	\$2,400,000	\$600,000	\$3,000,000	
6	100059678	Additional Lanes on CR-93 (Central Parkway Southwest) From SR-67 to Wilson Morgan Park	City of Decatur	Planned	TIP	Minor Arterial	CN	0.25	2	4	No	2016	\$2,000,000	\$500,000	\$2,500,000	
												Total Cost	\$4,400,000	\$1,100,000	\$5,500,000	
Funding for all ALTRIP Projects is from Issued Bonds by the State of Alabama																

Figure 24 2040 Long-Range Capacity Projects (Financially Constrained)



Map Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

Basemap Source Data Provided by US Census Bureau and Decatur Area MPO

**Table 22 2040 Long-Range Maintenance and Operations Projects (Financially Constrained)**

Surface Transportation Attributable (STPOA-Dedicated Operation and Maintenance Projects)															
Map Reference Number (figure 25)	ALDOT Project Number	Project Description	Project Sponsor	Project Status	Time Frame	Roadway Functional Class	Scope	Length (miles)	2010 Lanes	2040 Lanes	Bicycle and Pedestrian Facilities *	Program Year	Project Costs - Year of Expenditure (YOE)		
													Federal	State or Local	Total
1	100063229	Bridge Replacement CR-28 (Vaughn Bridge Road) over Flint Creek BIN #6691 (AASHTO)	Morgan County	Planned	TIP	Major Collector	UT	0.57	2	2	No	2015	\$1,123,570	\$280,892	\$1,404,462
2	100062270	Resurface South Greenway Drive from Old HWY 24 to Gordon Terry Parkway (SR-24) in the Town of Trinity	Town of Trinity	Planned	TIP	Major Collector	CN	1.21	2	2	No	2016	\$299,519	\$74,880	\$374,399
3		Intersection Improvements and Signal on Old Moulton Road and McEntire Lane in Morgan County	Morgan County	Planned	LRTP	Major Collector	PE,RW, UT and CN	0.5	2	2	No	2020	\$130,000	\$32,500	\$162,500
4		Intersection Improvements and Signal on Modaus Road and Shady Grove Lane	City of Decatur	Planned	LRTP	Minor Arterial	PE,RW, UT and CN	0.5	2	2	Yes	2020	\$560,000	\$140,000	\$700,000
5		Intersection Improvements and Signal on Old Moulton Road and Shady Grove Lane	City of Decatur	Planned	LRTP	Minor Arterial	PE,RW, UT and CN	0.5	2	2	Yes	2020	\$560,000	\$140,000	\$700,000
6		Intersection Improvements at the intersection of Skidmore Road and Cave Springs Road	Town of Priceville	Planned	LRTP	Major Collector	PE,RW, UT and CN	0.5	2	2	Yes	2021	\$300,000	\$75,000	\$375,000
7		Intersection Improvements at the Intersection of Milner Street and Georgia Street	City of Hartselle	Planned	LRTP	Major Collector	PE,RW, UT and CN	0.5	2	2	Yes	2022	\$400,000	\$100,000	\$500,000
8		Intersection Improvement at the intersection of Old Highway 24 and Woodall Road	Town of Trinity	Planned	LRTP	Major Collector	PE,RW, UT and CN	0.5	2	2	Yes	2022	\$140,000	\$35,000	\$175,000
9		Resurface Cave Springs Road from Skidmore Road to Bethel Road	Town of Priceville	Planned	LRTP	Major Collector	PE,RW, UT and CN	0.5	2	2	Yes	2024	\$600,000	\$150,000	\$750,000
10		Resurface Mill Road SE from Old Highway 31 to U.S. Hwy 31	City of Decatur	Planned	LRTP	Major Collector	PE,RW, UT and CN	0.25	2	2	Yes	2024	\$160,000	\$40,000	\$200,000
11		Resurface Gordon Drive SW/SE from West Moulton Street to 4th Avenue SE	City of Decatur	Planned	LRTP	Principal Arterial	PE,RW, UT and CN	0.75	4	4	Yes	2025	\$400,000	\$100,000	\$500,000

12		Resurface Cedar Lake Road SW from Spring Avenue to U.S. Hwy 31	City of Decatur	Planned	LRTP	Major Collector	PE,RW, UT and CN	1.5	2	2	Yes	2025	\$600,000	\$150,000	\$750,000
13		Resurface North Sennca Drive from State Route 20 to Old Highway 24	Town of Trinity	Planned	LRTP	Major Collector	PE,RW, UT and CN	2.5	2	2	Yes	2026	\$700,000	\$175,000	\$875,000
14		Resurface Milner Street from State Highway 36 to Georgia Street	City of Hartselle	Planned	LRTP	Major Collector	PE,RW, UT and CN	0.5	2	2	Yes	2026	\$400,000	\$100,000	\$500,000
15		Improve Bicycle and Pedestrian Access Along Hwy 67 S from Marco Dr. to Cove Creek Dr.	Town of Priceville	Planned	LRTP	Principal Arterial	PE,RW, UT and CN	1	4	4	Yes	2027	\$400,000	\$100,000	\$500,000
16		Intersection Improvements at Indian Hills Road and Red Bank Road	City of Decatur	Planned	LRTP	Principal Arterial	PE,RW, UT and CN	0.5	2	2	Yes	2028	\$560,000	\$140,000	\$700,000
17		Intersection Improvements at State Route 67 and Indian Hills Road	City of Decatur	Planned	LRTP	Principal Arterial	PE,RW, UT and CN	0.5	4	4	Yes	2029	\$1,600,000	\$400,000	\$2,000,000
18		Intersection Improvements at Danville Road and Vestavia Drive	City of Decatur	Planned	LRTP	Major Collector	PE,RW, UT and CN	0.5	2	2	Yes	2030	\$1,200,000	\$300,000	\$1,500,000
19		Resurface Mountain Home Road from North Seneca Drive to Lawrence County Line	Town of Trinity	Planned	LRTP	Major Collector	PE,RW, UT and CN	1	2	2	Yes	2030	\$700,000	\$175,000	\$875,000
20		Resurface Nance Ford Road from Salem Road to U.S. Highway 31	City of Hartselle	Planned	LRTP	Major Collector	PE,RW, UT and CN	2.5	2	2	Yes	2031	\$700,000	\$175,000	\$875,000
21		Intersection Improvements at Danville Road and Chapel Hill Road	City of Decatur	Planned	LRTP	Major Collector	PE,RW, UT and CN	0.5	2	2	Yes	2032	\$2,000,000	\$500,000	\$2,500,000
22		Intersection Improvements at Garner Road and Blue Ridge Road	City of Hartselle	Planned	LRTP	Major Collector	PE,RW, UT and CN	0.5	2	2	Yes	2034	\$250,000	\$62,500	\$312,500

23		Intersection Improvements and Signal Upgrade at the intersection of Vaughn Bridge Road and U.S.Highway 31	City of Hartselle	Planned	LRTP	Principal Arterial / Major Collector	PE,RW, UT and CN	0.5	2	2	Yes	2035	\$400,000	\$100,000	\$500,000
24		Intersection Improvements at State Route 67 and Marsha Avenue	Town of Priceville	Planned	LRTP	Principal Arterial	PE,RW, UT and CN	0.5	4	4	Yes	2036	\$600,000	\$125,000	\$725,000
25		Resurface Central Parkway SW from Gordon Drive to Beltline Road SW	City of Decatur	Planned	LRTP	Minor Arterial	PE,RW, UT and CN	3	4	4	Yes	2036	\$1,800,000	\$450,000	\$2,250,000
26		Intersection Improvements at Memorial Drive and Moulton Street	City of Decatur	Planned	LRTP	Prinical Arterial	PE,RW, UT and CN	0.5	4	4	Yes	2037	\$800,000	\$200,000	\$1,000,000
27		Intersection Improvements at Barkley Bridge Road and Groover Road	City of Hartselle	Planned	LRTP	Major Collector	PE,RW, UT and CN	0.5	2	2	Yes	2037	\$400,000	\$100,000	\$500,000
28		Resurface Barkley Bridge Road from Nance Ford Road to Salem Road	City of Hartselle	Planned	LRTP	Major Collector	PE,RW, UT and CN	1.5	2	2	Yes	2038	\$900,000	\$225,000	\$1,125,000
29		Resurface Mount Tabor Road from Thompson Road to State Highway 36	Morgan County	Planned	LRTP	Major Collector	PE,RW, UT and CN	3.2	2	2	Yes	2040	\$2,160,000	\$540,000	\$2,700,000
												Total Cost	\$20,843,089	\$5,185,772	\$26,028,861
												2040 Projected Budget	\$20,851,000	\$5,212,750	\$26,063,750
												Difference	\$7,911	\$26,978	\$34,889
<b>Other Surface Transportation Program (STPOA-Other) Operation and Maintenance Projects</b>															
0	100061284	Adding Curb Ramps to Existing Sidewalks or Repairs to Curb Ramps that are Non-Compliant at Various Locations (District 4)	State of Alabama	Planned	TIP	Various Functional Classes	CN	0	0	0	Yes	2018	\$270,395	\$67,599	\$337,994
												Total Cost	\$270,395	\$67,599	\$337,994
<b>National Highway Performance Program (NHPP) Operation and Maintenance Projects</b>															
30	100063161	Resurface SR-20 (US-72) From 0.11 Miles East of CR-383 at MP 56.700 to MP 62.000 East of Morgan County Line	State of Alabama	Planned	TIP	Principial Arterial	CN	5.3	4	4	No	2015	\$2,234,433	\$558,608	\$2,793,041

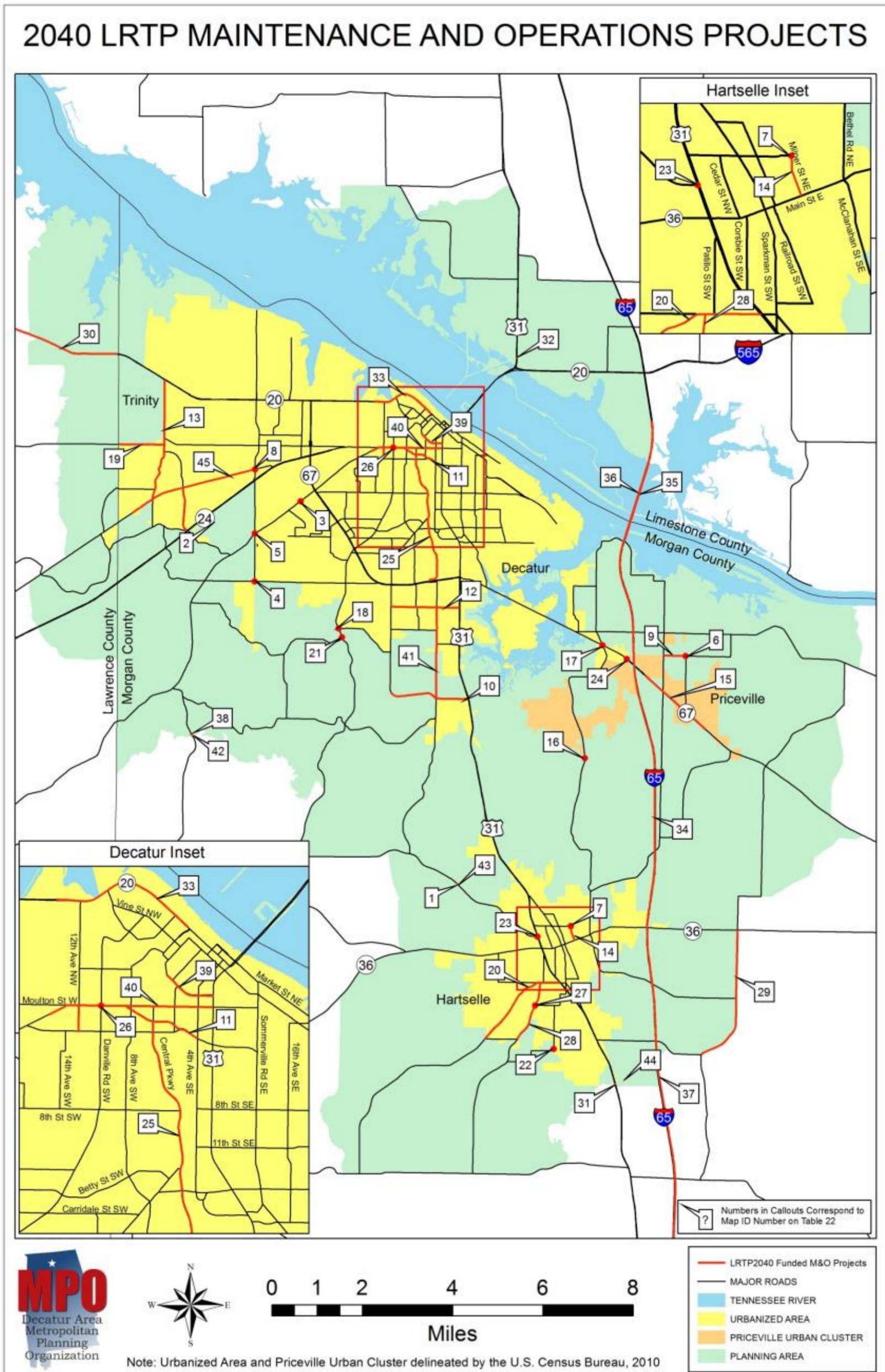
31	100049716	Replace Bridge, BIN 000882 SR-3 (US-31) Over Cedar Creek, North Falkville City Limits & South Hartselle City Limits	State of Alabama	Authorized	TIP	Principal Arterial	PE	0.25	4	4	No	2015	\$314,962	\$78,740	\$393,702
	Planned			RW			2016					\$66,348	\$16,587	\$82,935	
	Planned			UT			2018					\$39,641	\$9,910	\$49,551	
	Planned			CN			2019					\$1,001,890	\$250,473	\$1,252,363	
32	100037845	Bridge Replacement BIN 006153 SR-3 (US-31) Over Norfolk/Southern Railroad in Limestone County	State of Alabama	Planned	L RTP	Principal Arterial	CN	0.6	4	4	No	2020	\$1,490,986	\$372,746	\$1,863,732
33	100061923	Pavement Rehabilitation on SR-20 (US-72) From MP 67.147 East of RR Spur to MP68.600 West of Bridge over RR	State of Alabama	Planned	L RTP	Principal Arterial	CN	1.45	4	4	Yes	2021	\$2,547,648	\$636,912	\$3,184,560
<b>Bridge Funding (State and Federal)</b>															
34	100049040	I-65 Resurface From 0.6 Miles South of SR-36 to 1.1 Miles South of I-565	State of Alabama	Authorized	TIP	Interstate	CN	12.05	4	4	No	2015	\$7,621,844	\$846,872	\$8,468,716
35	100042493	I-65 Bridges over Tennessee River, Paint, Retrofit Bridge Rails, Replace Various Bearing Assemblies and Seal Bridge Deck BIN 010882 and 010882	State of Alabama	Planned	TIP	Interstate	CN	1.88	4	4	No	2019	\$9,893,098	\$1,099,233	\$10,992,331
36	100048700	De-Icing System for I-65 Bridges over Tennessee River	State of Alabama	Planned	TIP	Interstate	CN	2.248	4	4	No	2019	\$2,945,899	\$327,322	\$3,273,221
37	100001761	Clear Zone Safety Improvements on I-65 From MP 319.710 to MP 326.850	State of Alabama	Planned	TIP	Interstate	CN	7.14	4	4	No	2023	\$4,510,305	\$501,145	\$5,011,450
												Total Cost	\$32,667,054	\$4,698,548	\$37,365,602
<b>Enhancement Projects</b>															
39	100064586	Pedestrian Access and Streetscape on Lee Street	City of Decatur	Planned	TIP	Minor Arterial	CN	0.5	2	2	Yes	2015	\$400,000	\$100,000	\$500,000
												Total Cost	\$400,000	\$100,000	\$500,000
<b>Transit Projects</b>															
0	100057096	Section 5307 Transit, Decatur (Morgan County Commission) Operating Assistance FY 2015	Morgan County	Authorized	TIP	N/A	TR	N/A	N/A	N/A	N/A	2015	\$407,454	\$407,454	\$814,908
0	100057097	Section 5307 Transit, Decatur (Morgan County Commission) Preventive Maintenance FY 2015	Morgan County	Authorized	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2015	\$45,459	\$11,365	\$56,824
0	100058740	Section 5307 Transit Decatur Capital Rolling Stock FY 2015	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2015	\$87,503	\$21,875	\$109,378
0	100057041	Section 5311 Transit Morgan County Capital Vehicle FY 2015	Morgan County	Authorized	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2015	\$158,766	\$39,692	\$198,458

0	100057043	Section 5311 Transit Morgan County Operating Assistance FY	Morgan County	Authorized	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2015	\$174,747	\$174,747	\$349,494
0	100057044	Section 5311 Transit Morgan County Administration Assistance	Morgan County	Authorized	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2015	\$36,732	\$9,183	\$45,915
0	100064330	Section 5310 Mental Health Center N Central Alabama Capital Rolling Stock	Center for Developmentally Disabled North Central Alabama	Authorized	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2015	\$157,501	\$39,375	\$196,876
0	100063794	Section 5307 Transit Decatur Operating FY 2016	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2016	\$488,339	\$488,339	\$976,678
0	100063808	Section 5307 Transit Decatur Preventive Maintenance FY 2016	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2016	\$54,143	\$13,536	\$67,679
0	100063816	Section 5307 Transit Decatur Capital Rolling Stock FY 2016	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2016	\$144,000	\$36,000	\$180,000
0	100063823	Section 5307 Transit Decatur Capital Support Equip/Facilities FY 2016	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2016	\$40,000	\$10,000	\$50,000
0	100063848	Section 5311 Transit Morgan County Commission Operating FY 2016	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2016	\$100,462	\$100,462	\$200,924
0	100063849	Section 5311 Transit Morgan County Commission Administration FY 2016	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2016	\$30,050	\$7,513	\$37,563
0	100063850	Section 5311 Transit Morgan County Commission Capital Rolling Stock FY 2016	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2016	\$115,200	\$28,800	\$144,000
0	100063851	Section 5311 Transit Morgan County Commission Capital Support Equip/Facilities Fy 2016	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2016	\$40,000	\$10,000	\$50,000
0	100063919	Section 5307 Transit Decatur Operating FY 2017	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2017	\$487,500	\$487,500	\$975,000
0	100063922	Section 5307 Transit Decatur Preventive Maintenance FY 2017	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2017	\$56,000	\$14,000	\$70,000
0	100063925	Section 5307 Transit Decatur Capital Buses Rolling Stock FY 2017	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2017	\$104,000	\$26,000	\$130,000
0	100063928	Section 5307 Transit Decatur Capital Support Equip/Facilities FY 2017	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2017	\$4,000	\$1,000	\$5,000
0	100064083	Section 5311 Transit Morgan County Commission Operating FY 2017	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2017	\$100,500	\$100,500	\$201,000

0	100064086	Section 5311 Transit Morgan County Commission Administration FY 2017	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2017	\$32,000	\$8,000	\$40,000
0	100064089	Section 5311 Transit Morgan County Commission Capital Buses Rolling Stock FY 2017	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2017	\$116,000	\$29,000	\$145,000
0	100064092	Section 5311 Transit Morgan County Commission Capital Support Equip/Facilities Fy 2017	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2017	\$4,000	\$1,000	\$5,000
0	100063920	Section 5307 Transit Decatur Operating FY 2018	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2018	\$487,500	\$487,500	\$975,000
0	100063923	Section 5307 Transit Decatur Preventive Maintenance FY 2018	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2018	\$56,000	\$14,000	\$70,000
0	100063926	Section 5307 Transit Decatur Capital Buses Rolling Stock FY 2018	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2018	\$104,000	\$26,000	\$130,000
0	100063929	Section 5307 Transit Decatur Capital Support Equip/Facilities FY 2018	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2018	\$4,000	\$1,000	\$5,000
0	100064084	Section 5311 Transit Morgan County Commission Operating FY 2018	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2018	\$100,500	\$100,500	\$201,000
0	100064087	Section 5311 Transit Morgan County Commission Administration FY 2018	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2018	\$32,000	\$8,000	\$40,000
0	100064090	Section 5311 Transit Morgan County Commission Capital Buses Rolling Stock FY 2018	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2018	\$116,000	\$29,000	\$145,000
0	100064093	Section 5311 Transit Morgan County Commission Capital Support Equip/Facilities FY 2018	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2018	\$4,000	\$1,000	\$5,000
0	100063921	Section 5307 Transit Decatur Operating FY 2019	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2019	\$487,500	\$487,500	\$975,000
0	100063924	Section 5307 Transit Decatur Preventive Maintenance FY 2019	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2019	\$56,000	\$14,000	\$70,000
0	100063927	Section 5307 Transit Decatur Capital Buses Rolling Stock FY 2019	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2019	\$104,000	\$26,000	\$130,000
0	100064085	Section 5311 Transit Morgan County Commission Operating FY 2019	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2019	\$10,500	\$100,500	\$111,000

0	100064088	Section 5311 Transit Morgan County Commission Administration FY 2019	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2019	\$32,000	\$8,000	\$40,000
0	100064091	Section 5311 Transit Morgan County Commission Capital Buses Rolling Stock FY 2019	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2019	\$116,000	\$29,000	\$145,000
0	100064094	Section 5311 Transit Morgan County Commission Capital Support Equip/Facilities FY 2019	Morgan County	Planned	TIP	N/A	N/A	N/A	N/A	N/A	N/A	2019	\$4,000	\$1,000	\$5,000
												Total Cost	\$4,698,356	\$3,398,341	\$8,096,697
It is assumed that Transit funding will remain at level funding until horizon year of 2040															
<b>Alabama Transportation Rehabilitation and Improvement Program (ALTRIP)</b>															
40	100058404	Resurface Moulton Street, CR-61 (Old Moulton Road), and 12th Avenue Southwest in the City of Decatur	City of Decatur	Planned	TIP	Principal Arterial	CN	2.39	2	2	Yes	2016	\$516,000	\$129,000	\$645,000
41	100058400	Resurface Austinville-Flint Road, Central Avenue SW, and Mill Road in the City of Decatur	City of Decatur	Planned	TIP	Minor Arterial / Major Collector	CN	3.19	2	2	No	2016	\$485,600	\$121,400	\$607,000
42	100059676	Bridge Replacement CR-125 (Kirby Bridge Road) over the West Fork of Flint Creek	Morgan County	Authorized	TIP	Minor Collector	CN	0.25	2	2	No	2015	\$2,070,633	\$627,178	\$2,697,811
43	100059675	Bridge Replacement CR-28 (Vaughn Bridge Road) over Flint Creek BIN# 6691	Morgan County	Planned	TIP	Major Collector	CN	0.25	2	2	No	2016	\$3,200,000	\$800,000	\$4,000,000
44	100061816	Bridge and Approaches on Cedar Creek Road over Cedar Creek BIN#18217	Morgan County	Planned	TIP	Local	CN	0.25	2	2	No	2016	\$720,000	\$180,000	\$900,000
45	100059679	Resurface and Strip CR-606 (Old Highway 24) from the West of Town Limits to CR-204 (Woodall Road)	Town of Trinity	Planned	TIP	Minor Arterial	CN	3.36	2	2	No	2015	\$448,000	\$112,000	\$560,000
												Total Cost	\$7,440,233	\$1,969,578	\$9,409,811
Funding for all ALTRIP Projects is from Issued Bonds by the State of Alabama															

Figure 25 2040 Long-Range Maintenance and Operations Projects



Map Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

Basemap Source Data Provided by US Census Bureau and Decatur Area MPO

### 7.3 2040 Future Network

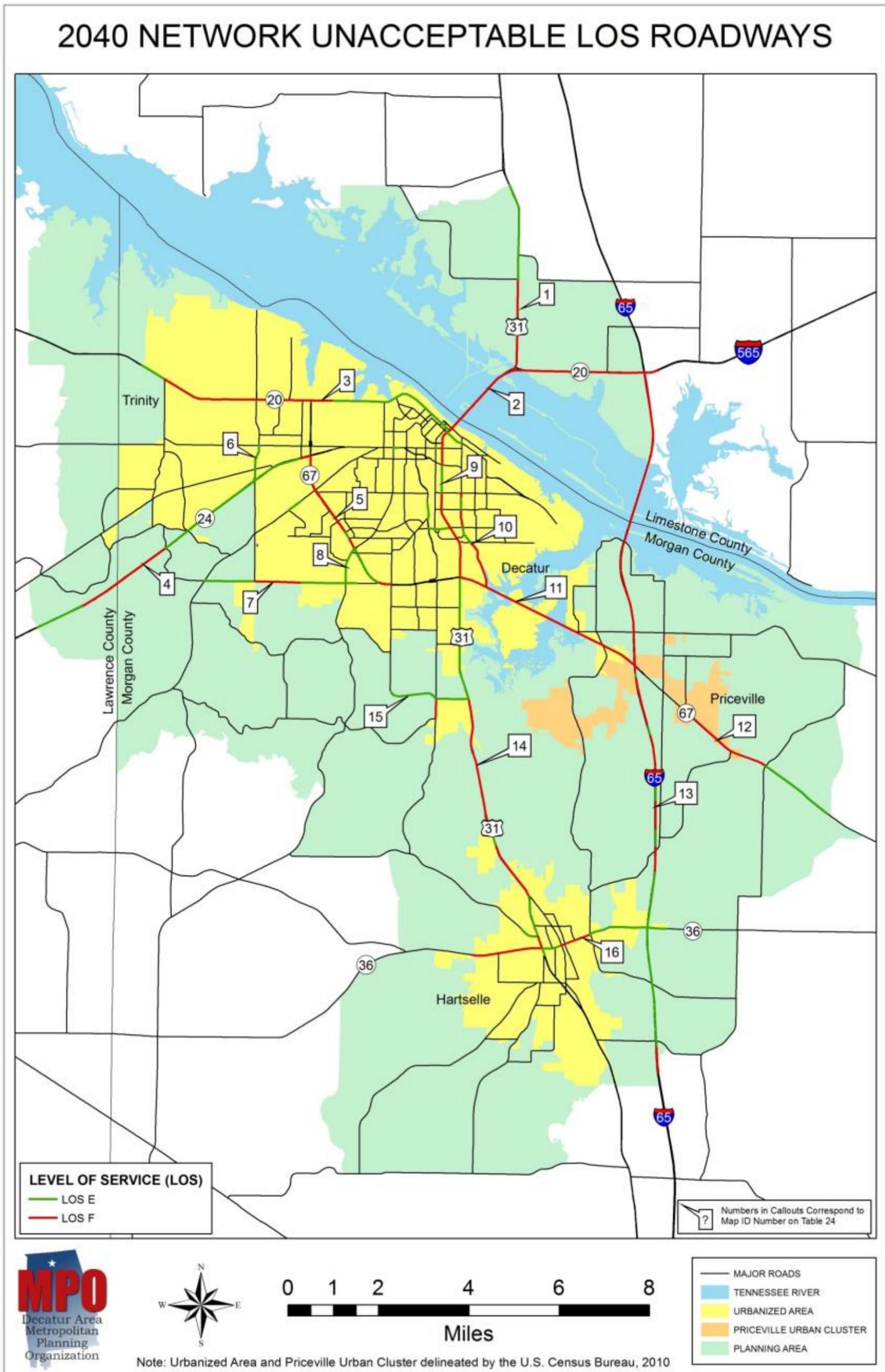
The 2040 Future Network includes the 2010 base year network and E+C network plus any financially constrained capacity transportation projects from 2010 to 2040. Three (3) transportation projects were added to the E+C network to form the 2040 Future Network. These projects are listed in Table 23 below:

**Table 23 2040 Future Network Capacity Projects**

Project Description	Project Year
Thompson Road Improvements from State Route 3 (US HWY 31) to Interstate 65 in the City of Hartselle	2025
Additional Lanes of CR-24 (West Moulton Street/Gordon Terry Parkway) from CR-212 (Cockerll Avenue) to CR-61 (Old Moulton Road)	2016
Additional Lanes on CR-93 (Central Parkway Southwest) from SR-67 to Wilson Morgan Park	2016

The 2040 Future Transportation Network was used to evaluate and determine traffic conditions in 2040. The 2040 Future Network identifies future transportation needs based on control measurements such as level of service (LOS) and travel times. A comparison of the existing and future roadway conditions indicates that roadways with existing deficiencies (level of service E and F) will get progressively worse in the future. Figure 16 on page 51 gives a description and definition of level of service. Table 24 gives a detailed description of the congested roadways for the 2040 Future Transportation Network. Also, Figure 26 shows the location of congested roadways based on the volume/capacity ratio.

Figure 26 2040 Future Transportation Network Level of Service



**Table 24 2040 Future Transportation Network Level of Service**

<b>Roadway</b>	<b>Roadway Segment Location</b>	<b>MAP ID (Figure 26)</b>	<b>Level of Service (LOS)</b>
U.S. Highway 31	North of Garrett Road to U.S Alt 72 / State Route 20 Intersection	1	E, F
U.S. ALT 72 / State Route 20	Interstate 65 to Wilson Street	2	F
U.S. ALT 72 / State Route 20 / Wilson Street	U.S. Highway 31 to North Sennca Drive	3	E, F
State Route 24	Western Boundary of the Planning Area to State Route 67	4	E
State Route 67	State Route 24 to Spring Avenue	5	E
Woodall Road	State Route 24 to Old Trinity Road	6	E
Modaus Road	Old Moulton Road to Danville Road	7	E, F
Danville Road	Modaus Road to State Route 67	8	E
U.S. Highway 31 / 6th Avenue	State Highway 67 to U.S. Alt 72 / State Route 20 / Wilson Street	9	E, F
Country Club Road	State Highway 67 to 8th Street	10	E, F
State Route 67	U.S. Highway 31 to Interstate 65	11	F
State Route 67	Skidmore Road to the Eastern Boundary of the Planning Area	12	E, F
Interstate 65	Interstate 565 to Southern Boundary of the Planning Area	13	E, F
U.S. Highway 31	State Route 67 to State Route 36	14	E
Spring Avenue	Day Road to U.S. Highway 31	15	E
State Highway 36	Puckett Road to Interstate 65	16	E, F

## 7.4 2040 Visionary Plan

The 2040 Visionary Plan includes projects that are needed in the planning area, but could not be included in the Financially Constrained side of the LRTP because adequate funding is not available. The MPO will maintain the visionary plan in hopes of additional funding availability in the future. The visionary plan serves as a source of pre-reviewed projects that could be added to the LRTP if any planned project is completed under cost, or with special funds, or is eliminated. The projects that are included in the 2040 Visionary Plan are included in Table 25 below and shown in Figure 27.

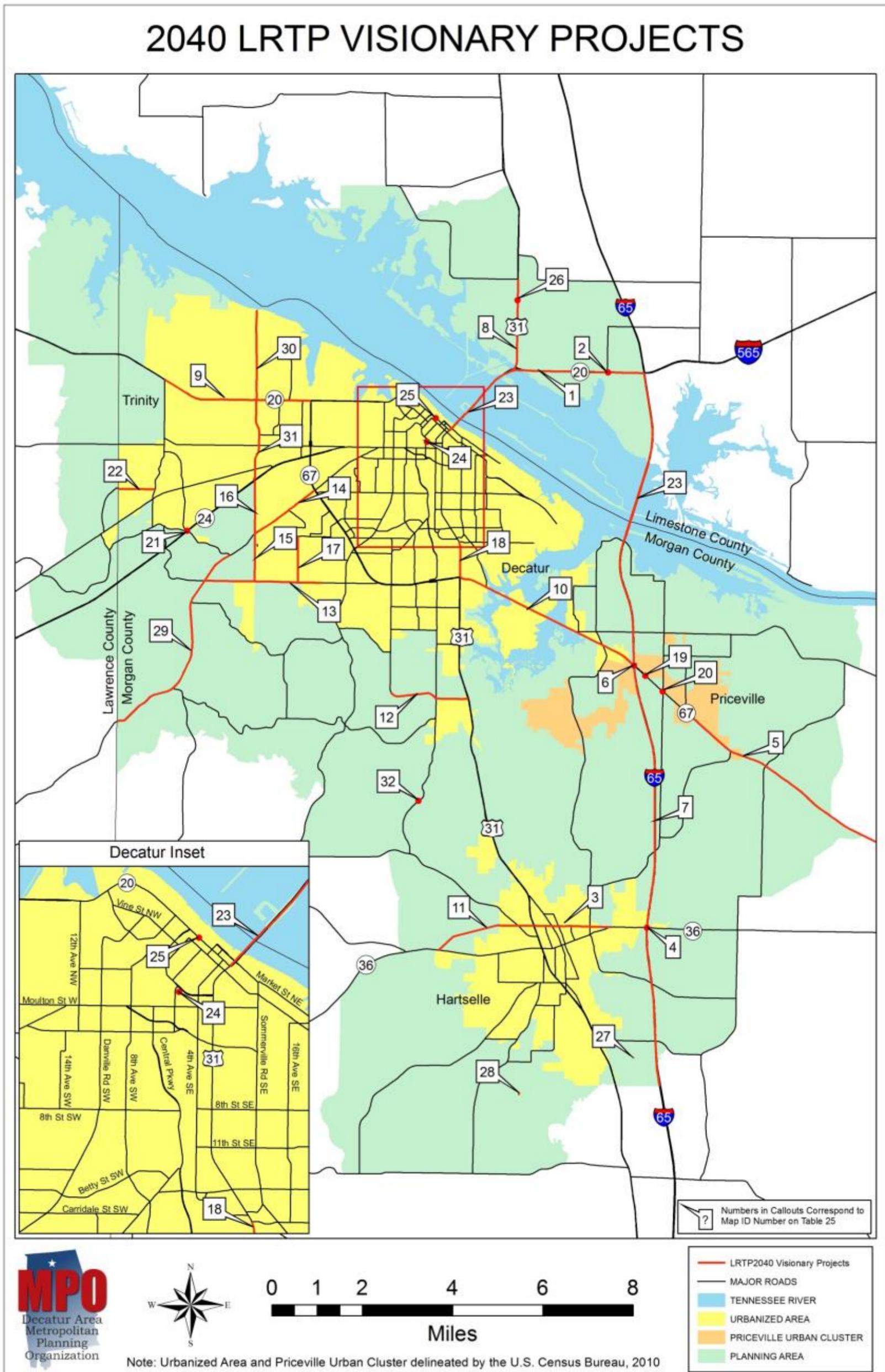
**Table 25 2040 Visionary Plan Projects**

Map Reference Number (Figure 27)	Project Description	Scope	Length (miles)	Improvement Type	Year of Expenditure (YOE) Costs
1	Improve SR-20 from Tennessee River Bridges to I-65	PE, RW, UT, and CN	3.50	Capacity	\$40,000,000
2	Interchange Improvements over SR-20 from west of Buddy Garrett Road to I-65	PE, RW, UT, and CN	0.70	Maintenance and Operations	\$20,000,000
3	Relocation of SR-36 from U.S. Hwy 31 to I-65	PE, RW, UT, and CN	2.75	Capacity	\$25,000,000
4	Interchange Improvements at I-65 and SR-36	PE, UT, CN	0.50	Maintenance and Operations	\$5,000,000
5	Add lanes to SR-67 from Somerville to 4 lane section in Priceville	PE, RW, UT, and CN	6.00	Capacity	\$45,000,000
6	Interchange Improvements at I-65 and SR-67	PE, UT, CN	0.50	Maintenance and Operations	\$1,000,000
7	Add lanes to I-65 From I-565 Interchange to Urban Area boundary South of Thompson Road	PE, UT, CN	8.00	Capacity	\$80,000,000
8	Add lanes to U.S. Highway 31 from SR-20 to Thomas Hammons Road	PE, RW, UT, and CN	1.75	Capacity	\$10,000,000
9	Add lanes to SR-20 from SR-67 (Beltline Road) to North Seneca Drive	PE, RW, UT, and CN	3.25	Capacity	\$25,000,000
10	Add lanes to SR-67 from U.S. Highway 31 to I-65	PE, RW, UT, and CN	4.00	Capacity	\$20,000,000
11	Relocation of SR-36 from U.S. Hwy 31 to SR-36 West of the City of Hartselle	PE, RW, UT, and CN	2.00	Capacity	\$10,000,000
12	Add lanes to Spring Avenue from Day Road to U.S. Hwy 31	PE, RW, UT, and CN	1.25	Capacity	\$10,000,000
13	Add lanes to Modaus Road from Lexington Avenue to Old Moulton Road	PE, RW, UT, and CN	2.50	Capacity	\$10,000,000
14	Add lanes to Old Moulton from SR-67 to Woodall Road	PE, RW, UT, and CN	1.50	Capacity	\$8,000,000
15	Add lanes to Shady Grove Lane from Modaus Road to Old Moulton Road	PE, RW, UT, and CN	1.00	Capacity	\$7,000,000
16	Add lanes to Woodall Road from Old Moulton Road to SR-24	PE, RW, UT, and CN	1.25	Capacity	\$13,000,000
17	Construct Judge Crow Boulevard from Auburn Road to Modaus Road	PE, RW, UT, and CN	1.00	Capacity	\$5,000,000
18	Add lanes to U.S. Hwy 31 from SR-67 to Stratford Road	PE, RW, UT, and CN	0.75	Capacity	\$10,000,000
19	Intersection Improvements on SR-67 at Marco Drive, Robinson Street and Pleasant Acres Road	PE, RW, UT, and CN	0.50	Maintenance and Operations	\$3,000,000

20	Intersection Improvements on SR-67 at Bethel Road	PE, RW, UT, and CN	0.50	Maintenance and Operations	\$1,500,000
21	Intersection Improvements at SR-24 and South Greenway Drive	PE, RW, UT, and CN	0.50	Maintenance and Operations	\$700,000
22	Resurface John Johnson Road from North Sennca Drive to Lawrence County Line	PE and CN	0.75	Maintenance and Operations	\$400,000
23	Intelligent Transportation System (ITS) for Hudson Memorial Bridge and Interstate 65 Bridge	PE, UT and CN	0.75	Maintenance and Operations	\$5,000,000
24	Parking Deck Downtown Decatur	PE, RW, UT, and CN	0.25	Maintenance and Operations	\$10,000,000
25	Pedestrian Bridge over SR-20 connecting Downtown Decatur to Rhodes Ferry Park	PE, RW, UT, and CN	0.25	Maintenance and Operations	\$600,000
26	Pedestrian Bridge over U.S. Hwy 31 connecting Calhoun Community College to the Robotics Center	PE, RW, UT, and CN	0.25	Maintenance and Operations	\$600,000
27	Bridge Replacement on Cedar Creek Road over Cedar Creek	PE, RW, UT, and CN	0.50	Maintenance and Operations	\$1,000,000
28	Huckaby Bridge Road, Bridge Replacement	PE, RW, UT, and CN	0.5	Maintenance and Operations	\$1,700,000
29	Resurface Old Moulton Road from West Morgan Road to Lawrence County Line	PE, RW, UT, and CN	4.9	Maintenance and Operations	\$2,565,000
30	Resurface Finley Island Road from SR-20 to Tennessee River	PE, RW, UT, and CN	1.8	Maintenance and Operations	\$1,270,000
31	Resurface Woodall Road from SR-24 to SR-20	PE, RW, UT, and CN	1.7	Maintenance and Operations	\$820,000
32	Intersection Improvements at Norris Mill Road and Bowles Bridge Road	PE, RW, UT, and CN	0.5	Maintenance and Operations	\$400,000

The planning area currently has two (2) bridges that cross the Tennessee River. These bridges will be over capacity before 2040, and the planning area will need another bridge to relieve congestion. Currently no funding or location has been identified for construction of a third bridge. Because of these factors, a bridge is not listed in the above table. The MPO will continue to work with federal, state, and local officials to identify funds for a new river crossing.

Figure 27 2040 Visionary Projects



Map Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

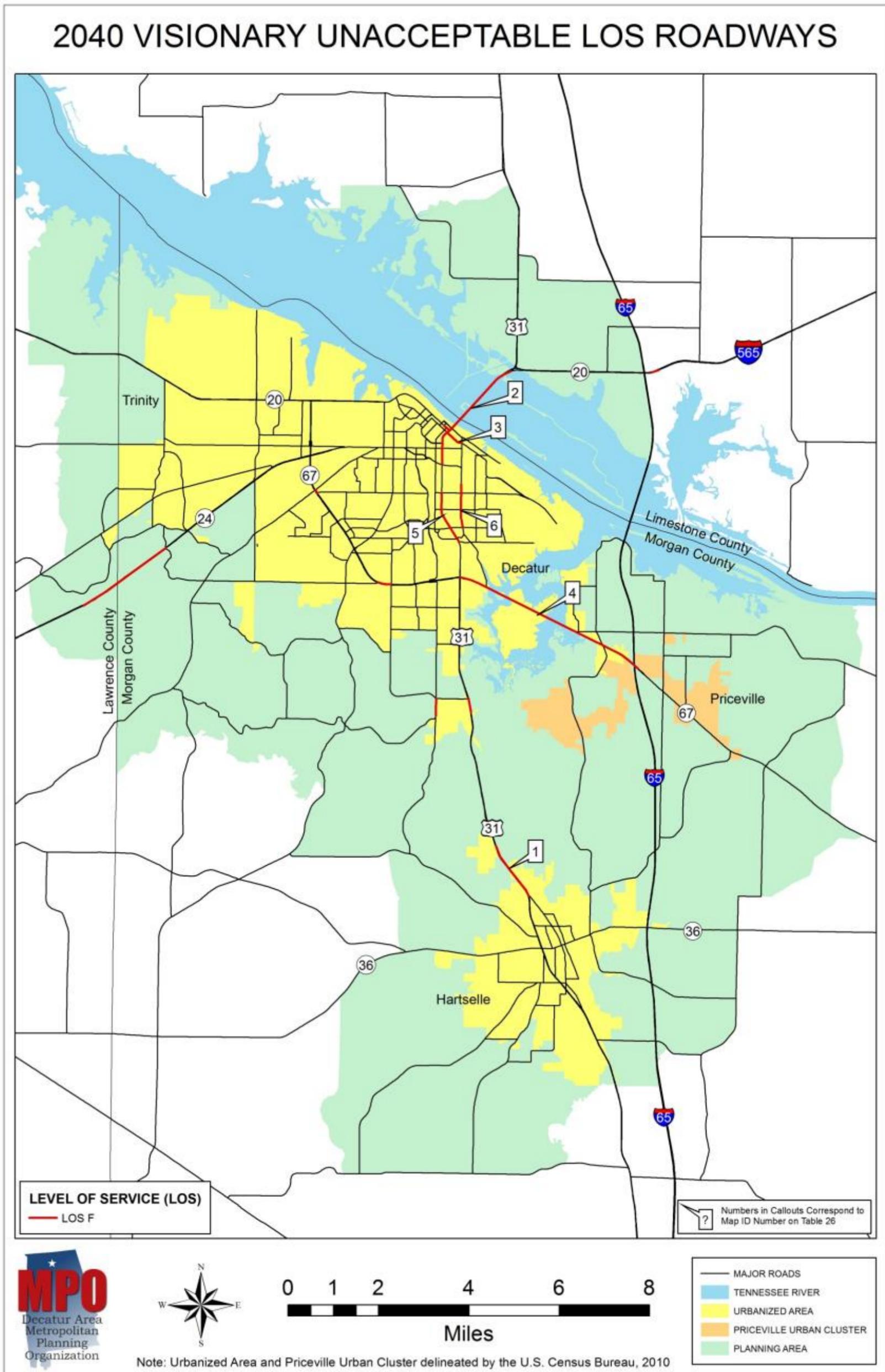
Basemap Source Data Provided by US Census Bureau and Decatur Area MPO

### **7.4.1 2040 Visionary Network**

The 2040 Visionary Network includes the 2040 future year network plus any visionary capacity projects from 2010 to 2040. Fifteen (15) transportation projects were added to the 2040 future year network to form the 2040 Visionary Network. These projects are listed in Table 25 on page 89.

The 2040 Visionary Transportation Network was used to evaluate and determine traffic conditions in 2040. The 2040 Future Network identifies future transportation needs based on control measurements such as level of service (LOS) and travel times. A comparison of the existing and future roadway conditions indicates that roadways with existing deficiencies (level of service E and F) will get progressively worse in the future. Figure 16 on page 51 gives a description and definition of level of service. Table 26 gives a detailed description of the congested roadways for the 2040 Future Transportation Network. Also, Figure 28 shows the location of congested roadways based on the volume/capacity ratio.

Figure 28 2040 Visionary Network Level of Service



Map Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

Basemap Source Data Provided by US Census Bureau and Decatur Area MPO

**Table 26      2040 Visionary Network Level of Service**

<b>Roadway</b>	<b>Roadway Segment Location</b>	<b>MAP ID (Figure 26)</b>	<b>Level of Service (LOS)</b>
U.S. Highway 31	Sparkman Street NW to Griffin Road NW	1	F
U.S. Highway 31/U.S. ALT 72 / State Route 20	Gordon Drive SE to U.S. 31/S.R. 20 Interchange	2	F
Church Street NE	Somerville Road NE to U.S. Highway 31	3	F
State Route 67	U.S. Highway 31 to Interstate 65	4	F
U.S. Highway 31	Stratford Road SE to 8th Street SE	5	F
Somerville Road SE	Magnolia Street SE to Locust Street SE	6	F

## 8.0 Public Participation and Continuing Efforts

### 8.1 Public Participation Planning Process

**MPO Committee Meetings** – All meetings of the MPO Policy Board are preceded by meeting notices and agendas indicating the time, date, and place of the meeting. The meeting notice and agenda are circulated at least ten (10) days before a meeting. People that need special assistance to attend meetings may contact the MPO staff forty-eight (48) hours prior to the meetings to arrange for assistance to the meeting. Meeting details are also posted on the MPO website (<http://www.decalabamausa.com/departments/mpo>) ten (10) days before a meeting. Copies of meeting notices, news releases, comment forms and news articles are located in the Section 9.8.

Any person who attends any of the MPO committee meetings is given an opportunity to participate in the planning process. A non-committee member may participate during any item included on the agenda. In addition, the committee chairman recognizes non-members during every meeting and affords them the opportunity to speak on items not addressed on the agenda.

**Public Meetings and Reviews** - In order to facilitate public participation, the MPO held a public comment period as well as public meetings in the planning area. The public comment period was held after the Draft 2040 LRTP was adopted by the MPO on September 24<sup>th</sup>, 2015 until October 26<sup>th</sup>, 2015. The review period and all public meetings were advertised, and News Releases were provided to the local media prior to the public meetings. The Draft 2040 LRTP was also available at the following locations:

- Morgan County Courthouse
- Limestone County Courthouse
- City of Decatur
- City of Hartselle
- Town of Priceville
- Town of Trinity
- MPO Staff Office
- Decatur/Morgan County Chamber of Commerce
- Morgan County Area Transit Office
- Alabama Department of Transportation, Metropolitan Planning Section, Montgomery, Alabama
- Alabama Department of Transportation, North Region Office (Huntsville)
- Alabama Department of Transportation, Tuscumbia Area Office

## Public Meetings

In order to receive public comments on the Draft 2040 LRTP, as well as to comply with requirements laid out in the 2013 Public Participation Plan (PPP), the following public meetings were held within the MPO Planning Area:

September 24, 2015 – 3:00 pm to 4:00 pm – Decatur City Hall

October 7, 2015 – 3:00 pm to 6:00 pm – Decatur City Hall Annex

October 15, 2015 – 7:30 am to 8:30 am – Decatur/Morgan County Chamber of Commerce

October 27, 2015 – 3:00 pm to 4:00 pm – Decatur City Hall Annex

Announcements and sign-in sheets relating to these public meetings are attached in Section 9.8 on page 125 of this document.

## **8.2 Conclusion and Continuing Efforts**

The Decatur Planning Area 2040 Long-Range Transportation Plan has been carefully designed to accommodate existing as well as future transportation needs. In order to make this plan a viable document, the transportation system will be monitored carefully. This will involve regularly checking the plan contents to catch any miscalculations and make corrections. It also involves paying close attention to developing needs of unexpected changes in the planning area (new developments, changes in travel patterns, etc.). Any changes not predicted by this plan may call for addition, deletion, and/or shifting of projects. These alterations can be made by MPO amendments through the planning process.

Continuing Efforts involves preparation for the next Long-Range Transportation Plan. The MPO will begin the process of developing the 2045 LRTP in 2015. The MPO anticipates the 2045 LRTP will be completed and adopted in 2020.

Another Continuing Effort is updating the 2040 LRTP to conform to Air Quality issues. Currently the MPO planning area is classified as an Attainment Area by the EPA. If the planning area becomes Non-Attainment the current LRTP will need to be updated to meet regulations.

The transportation planning process involves more than the production of this plan. The process is intended to be continuous, comprehensive, and cooperative. These adjectives are used to define the 3C planning process that all MPOs are required to follow. The MPO and its committees meet on a regular basis to ensure that all requirements and needs of the 3C process are met, including the production of the Transportation Improvement Program (TIP) and the Unified Planning Work Program (UPWP). The meetings allow important transportation issues to be discussed and offer the public an opportunity to voice their concerns. The meetings also keep the key people in the process in touch with one another. All of these features help to ensure that the requirements of the 3C planning process are being met.

## 9.0 Appendixes

### 9.1 Abbreviations and Acronyms

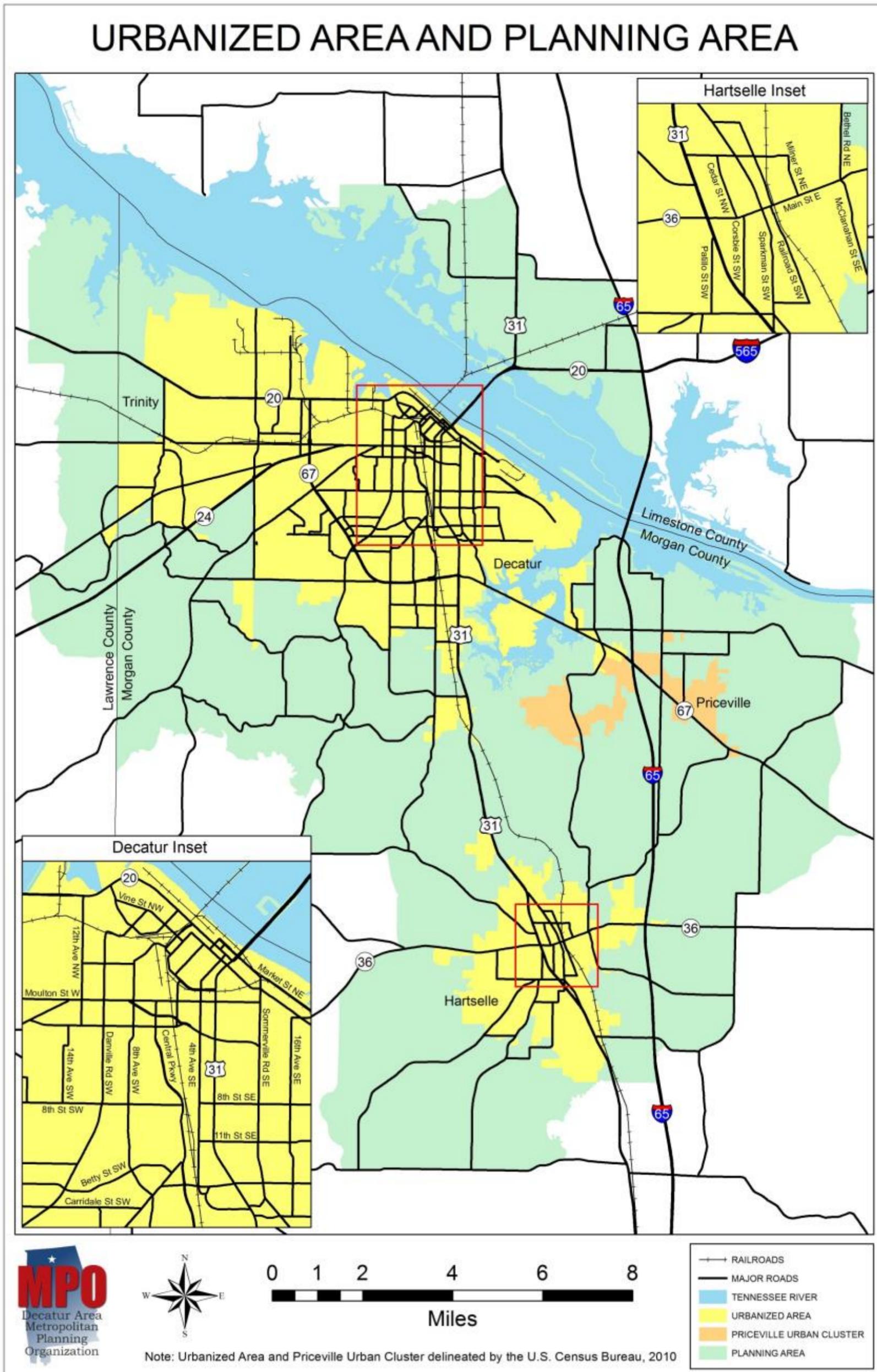
AADT	Average Annual Daily Traffic Count
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
ADEM	Alabama Department of Environmental Management
ALDOT	Alabama Department of Transportation
ATRIP	Alabama Transportation Rehabilitation and Improvement Program
ARC	Appalachian Regional Commission
BIN	Bridge Identification Number
BPAC	Bicycle and Pedestrian Advisory Committee
BPP	Bicycle and Pedestrian Plan
BRAC	Base Realignment and Closure
CAA	Clean Air Act
CAC	Citizens Advisory Committee
CBD	Central Business District
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality
CN	Construction
CR	County Road
CTPP	Census Transportation Planning Package
DBE	Disadvantaged Business Enterprise
DCU	Pryor Field Regional Airport
DOT	Department of Transportation
E+C	Existing-Plus Committed
E-E	External-External
EJ	Environmental Justice
EPA	Environmental Protection Agency
FedEx	Federal Express
FHWA	Federal Highway Administration
FR	Federal Register
FTA	Federal Transit Administration
FY	Fiscal Year
GHG	Greenhouse Gas
GIS	Geographic Information System
HBO	Home Based Other
HBW	Home Based Work
HSIP	Highway Safety Improvement Program
HSV	Huntsville International Airport
HTF	Highway Trust Fund
HWY	Highway
I-E	Internal-External
IIC	International Intermodal Center
ITS	Intelligent Transportation System

LCEDA	Limestone County Economic Development Association
LEP	Limited English Proficiency
LLC	Limited Liability Corporation
LOS	Level of Service
L RTP	Long-Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century Act
MCATS	Morgan County Area Transportation System
MCEDA	Morgan County Economic Development Association
MO	Maintenance and Operations
MP	Mile Post
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MUTCD	Manual on Uniform Traffic Control Devices
NAAQS	National Ambient Air Quality Standards
NARCOG	North Central Alabama Regional Council of Governments
NCHRP	National Cooperative Highway Research Program
NHB	Non-Home Based
NHPP	National Highway Performance Program
NPMS	National Pipeline Mapping System
PE	Preliminary Engineering
PEAs	Planning Emphasis Areas
PPB	Parts Per Billion
PPP	Public Participation Plan
RMSE	Root Mean Squared Error
RW	Right-of-Way
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SHSP	Strategic Highway Safety Plan
SIP	Statewide Implementation Plan
SR	State Route
STIP	State Transportation Improvement Program
STPOA	Surface Transportation Program – Other Area
STP	Surface Transportation Program
STPAA	Surface Transportation Program – Any Area
TAP	Transportation Alternatives Program
TARCOG	Top of Alabama Regional Council of Governments
TAZ	Traffic Analysis Zone
TCC	Technical Coordinating Committee
TDM	Travel Demand Model
TIP	Transportation Improvement Program
TMA	Transportation Management Area
T-T	Truck-Taxi
TR	Transit
UA	Urbanized Area
UC	Urban Cluster

UPS	United Parcel Service
UPWP	Unified Planning Work Program
US	United States
USC	United States Code
USDOT	United States Department of Transportation
UT	Utilities
VHT	Vehicle Hours Travelled
VMT	Vehicle Miles Travelled
YOE	Year-of-Expenditure
5MO	Hartselle-Morgan County Regional Airport

## 9.2 Planning Area Map

Figure 29 Decatur Area MPO Planning Area



Map Document Produced by the Staff of the Decatur Area Metropolitan Planning Organization

Basemap Source Data Provided by US Census Bureau and Decatur Area MPO

## 9.3 Livability Principles and Indicators

### 1. Provide more transportation choices

Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse emissions, and promote public health.

#### Indicators

- Percentage of Transit Ridership in the Planning Area = 1.0%\*\*
- Percentage of workers using other means of transportation to work (transit, walk, bicycle etc...) = 1.28% \*\*\*\*

### 2. Promote equitable, affordable housing

Expand location and energy efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility, and lower the combined cost of housing and transportation.

- Percentage of Household Income spent on housing and transportation = 57%\*\*

### 3. Enhance economic competitiveness

Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services, and other basic needs by workers, as well as expanded business access to markets

- Percentage of housing units located within one (1) mile of a Central Business District (CBD) = 20.98%\*\*\*\*

### 4. Support existing communities

Target federal funding toward existing communities through such strategies as transit-oriented mixed use development and land recycling – to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.

- Number of projects contained in the current Transportation Improvement Program that enhances or supports existing communities. (non-highway projects) = 9\*\*\*\*

### 5. Coordinate policies and leverage investment

Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

- Number of projects in the current Transportation Improvement Program that includes Public and Private collaboration and funding = 2\*\*\*\*\*

## 6. Value communities and neighborhoods

Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods – rural, urban or suburban

- Number of house within ½ mile of a regional trail system = 3,853\*

Source – 2010 U.S. Census Block data, MPO GIS Sidewalk, Bicycle Trail Inventory \*

Source – The Affordability and Location Efficiency H+T Affordability Index \*\*

Source – 2010 U.S. Census Block data and Tiger Files \*\*\*

Source – 2008-2010 American Community Survey 3-Year Estimates \*\*\*\*

Source – 2012-2015 Decatur Transportation Improvement Program \*\*\*\*\*

## **9.4 Existing Bicycle and Pedestrian Facilities Maps**

**Figure 30 Decatur Existing Bicycle and Pedestrian Facilities**

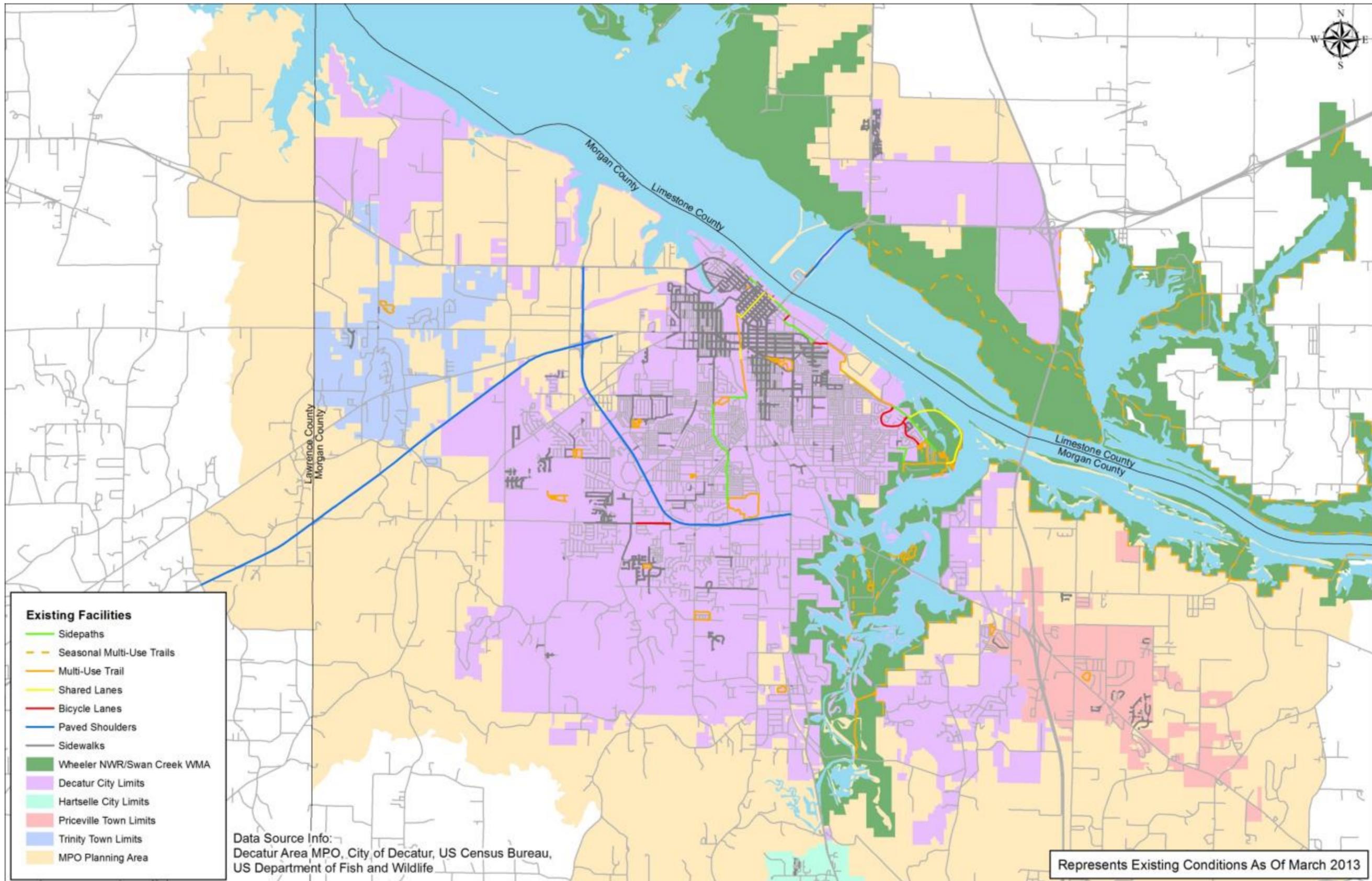


Figure 31 Hartselle Existing Bicycle and Pedestrian Facilities

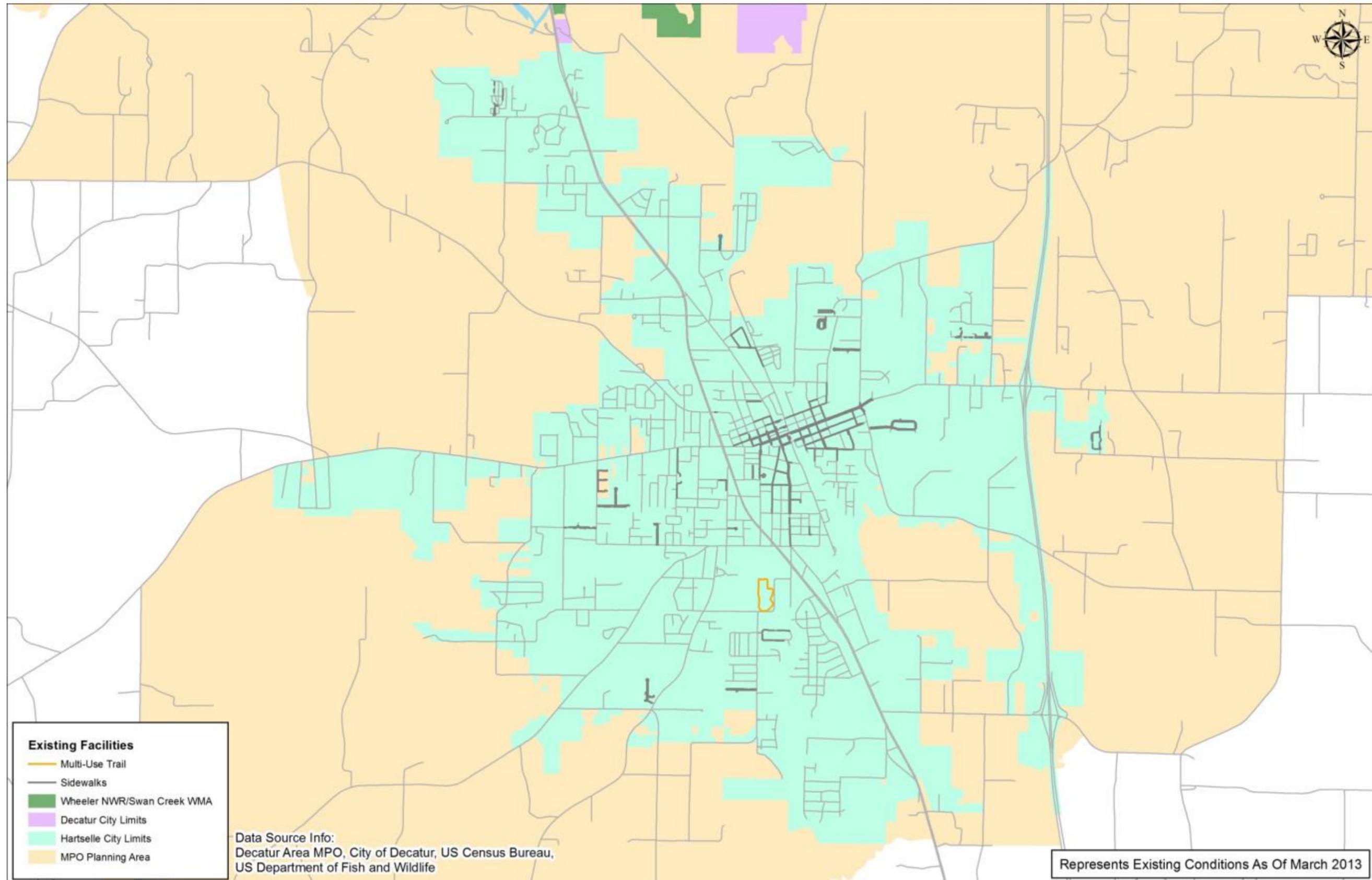


Figure 32 Priceville Existing Bicycle and Pedestrian Facilities

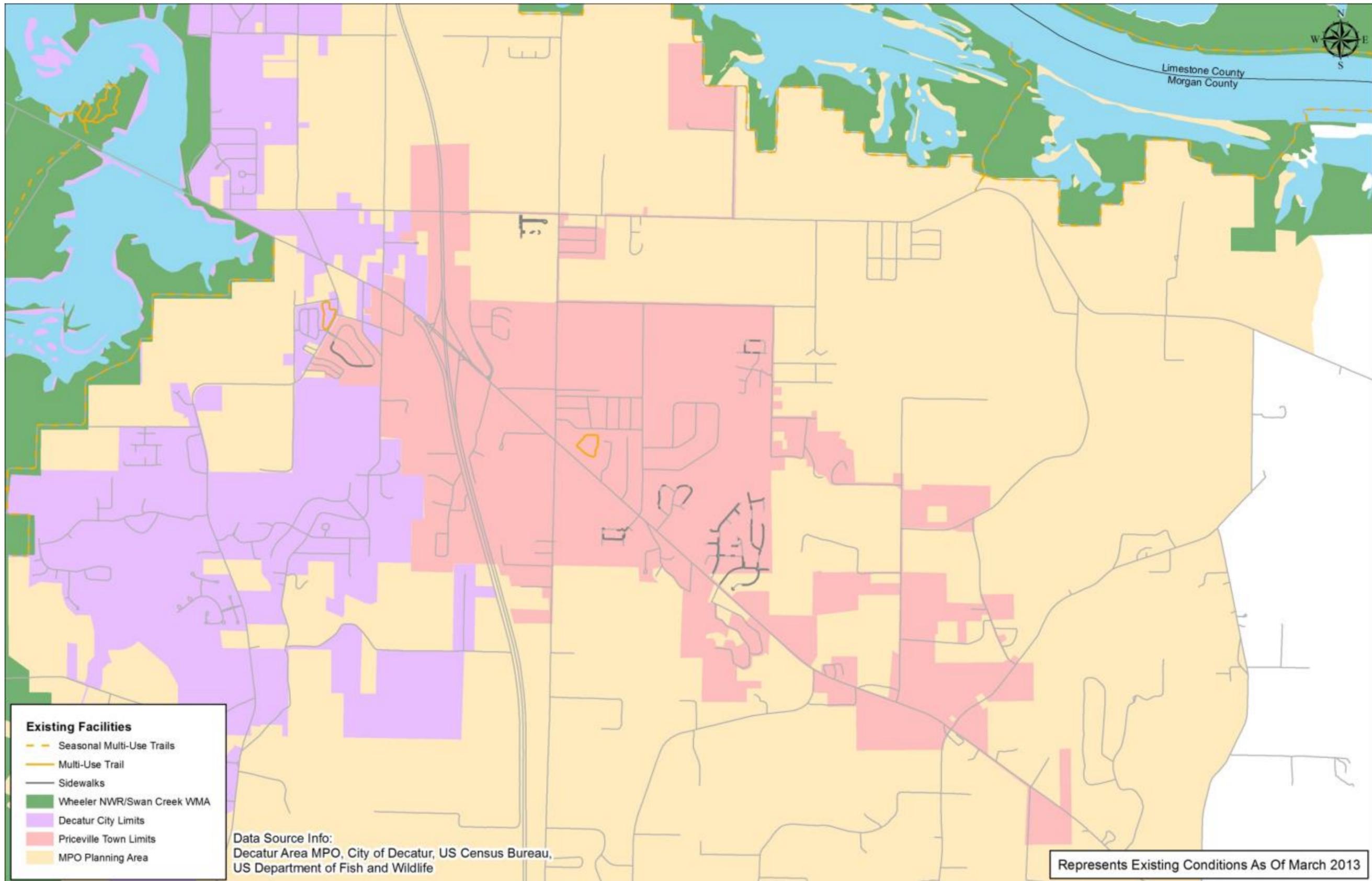
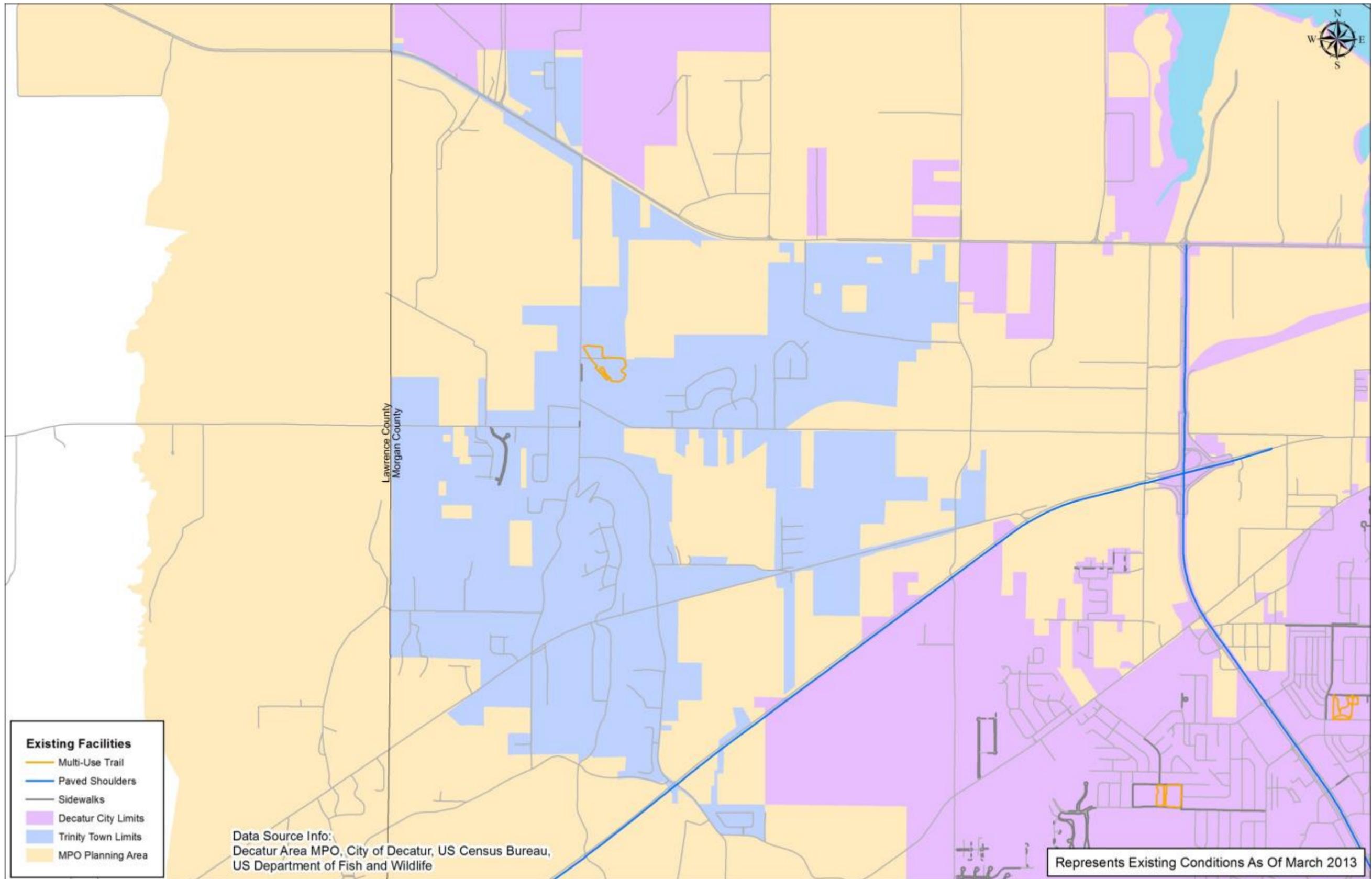


Figure 33 Trinity Existing Bicycle and Pedestrian Facilities



## 9.5 Bicycle and Pedestrian Project Listing

Proposed Bicycle and Pedestrian Improvements		
Project Number	Description	Municipality
1	Improve Bicycle and Pedestrian Access Along 8th St. SE from Point Mallard Dr. SE to 4th Ave. SE	Decatur
2	Improve Bicycle and Pedestrian Access Along Moulton St. from Trinity Ln. to Somerville Rd.	Decatur
3	Improve Bicycle and Pedestrian Access Along Danville Rd. and Memorial Dr. from Vestavia Dr. SW to Washington St. NW	Decatur
4	Upgrade Crosswalks and Repair Pedestrian Facilities Along 6th Ave. from Beltline Rd. to Wilson St. NE	Decatur
5	Improve Bicycle and Pedestrian Access Along Somerville Rd. and Country Club Rd. from Point Mallard Pkwy. to Church St. NE	Decatur
6	Improve Bicycle and Pedestrian Access Along Woodall Rd. SW and Shady Grove Ln. SW from Modaus Rd. SW to Old Hwy. 24	Decatur
7	Restripe, Add Directional Signage, and Make General Repairs to the Dr. Bill Sims Bikeway	Decatur
8	Connect the Dr. Bill Sims Bikeway from Wilson Morgan Park to Existing Bicycle Lanes and Sidewalks on Modaus Rd. SW at Fairground Rd. SW	Decatur
9	Continue Bicycle and Pedestrian Facilities Along Modaus Rd. SW from Danville Rd. SW to Shady Grove LN. SW	Decatur
10	Improve Bicycle and Pedestrian Access Along Gordon Dr. from W Moulton St. to Somerville Rd. SE	Decatur
11	Improve Bicycle and Pedestrian Access Along Vestavia Dr. SW from Danville Rd. SW to Spring Ave. SW	Decatur
12	Improve Bicycle and Pedestrian Access Along Cedar Lake Rd. from Spring Ave. SW to Hwy. 31 S	Decatur
13	Improve Bicycle and Pedestrian Access Along Austinville Flint Rd. and Mill Rd. from Day Rd. SW to Hwy. 31 S	Decatur
14	Improve Bicycle and Pedestrian Access Along Spring Ave. SW from Cedar Lake Rd. SW to Beltline Rd.	Decatur
15	Improve Bicycle and Pedestrian Access Along Sandlin Rd. SW from Tammy St. SW to Beltline Rd.	Decatur
16	Connect the Dr. Bill Sims Bikeway from Shodes Ferry Park to Ingalls Harbor	Decatur
17	Improve Bicycle and Pedestrian Access Along Old Moulton Rd. from Woodall Rd. SW to W Moulton St.	Decatur
18	Improve Bicycle and Pedestrian Access Along 14th St. SE from Central Pkwy. SW to 6th Ave. SE	Decatur
19	Improve Bicycle and Pedestrian Access Along 4th Ave. From 14th St. SE to Lee St. NE	Decatur
20	Improve Bicycle and Pedestrian Access Along Indian Hills Rd. SE from Hwy 67 S to Red Bank Rd.	Decatur
21	Restripe Beltline Rd. to Include Bicycle Lanes from Hwy 20 to 6th Ave. SE	Decatur
22	Improve Bicycle and Pedestrian Access Along Lee St. NE and Bank St. NE from 6th Ave. NE to Church St. NE	Decatur
23	Improve Bicycle and Pedestrian Access Along 2nd St. SW from Old Moulton Rd. to Gordon Dr. SE	Decatur
24	Improve Bicycle and Pedestrian Access Along Washington St. NW from Memorial Dr. NW to Vine St. NW	Decatur
25	Improve Bicycle and Pedestrian Access Along Vine St. NW from Davis St. NW to Bank St. NE	Decatur
26	Connect Dr. Bill Sims Bikeway Under Wilson St. NW at Railroad Bridge Along Railroad St. NW and Sycamore St. NW to Vine St. NW	Decatur
27	Improve Bicycle and Pedestrian Access Along Davis St. NW and Grove St. NW from Wilson St. NW to Vine St. NW	Decatur
28	Improve Bicycle and Pedestrian Access Along Tammy St. SW from Spring Ave. SW to Sandlin Rd. SW	Decatur
29	Improve Bicycle and Pedestrian Access Along Auburn Dr. SW from Grissom Ave. SW to Westmead Dr. SW	Decatur
30	Improve Bicycle and Pedestrian Access Along Westmead Dr. SW from Auburn Dr. SW to Danville Rd. SW	Decatur
31	Improve Bicycle and Pedestrian Access Along Magnolia St. SE from Somerville Rd. SE to Pennylane SE	Decatur
32	Improve Bicycle and Pedestrian Access Along Pennylane SE from Magnolia St. SE to Stratford Rd. SE	Decatur
33	Improve Bicycle and Pedestrian Access Along Stratford Rd. SE from Country Club Rd. SE to Palmetto Dr. SE	Decatur
34	Improve Bicycle and Pedestrian Access Along US Hwy 31 N from Hwy 31/Hwy 20 Interchange to Thomas L. Hammonds Rd.	Decatur
35	Improve Bicycle and Pedestrian Access Along Hwy 67 S from Beltline Rd. to Marco Dr.	Decatur/Priceville
36	Improve Bicycle and Pedestrian Access Along Patillo St. SW from Hwy. 31 SW to Nance Ford Rd. SW	Hartselle
37	Improve Bicycle and Pedestrian Access Along Nance Ford Rd. SW from Hwy 31 SW to Mitwede St. SW	Hartselle
38	Improve Bicycle and Pedestrian Access Along Barkley Bridge Rd. SW from Nance Ford Rd. SW to Groover Rd. SW	Hartselle
39	Improve Bicycle and Pedestrian Access Along Barkley Bridge Rd. SW from Groover Rd. SW to Salem Rd. SW	Hartselle
40	Improve Bicycle and Pedestrian Access Along Groover Rd. SW, Madison St. SW and Adams St. SW	Hartselle
41	Improve Bicycle and Pedestrian Access Along Garner Rd. SW from Groover Rd. SW to Blue Ridge Rd.	Hartselle
42	Improve Bicycle and Pedestrian Access Along Sparkman St. SW from Karl Prince Dr. SW to Main St.	Hartselle
43	Improve Bicycle and Pedestrian Access Along Bethel Rd. NE from Main St. E to Meadowview Dr. NE	Hartselle

Proposed Bicycle and Pedestrian Improvements Continued		
Project Number	Description	Municipality
44	Improve Bicycle and Pedestrian Access Along Bethel Rd. NE from Meadowview Dr. NE to Kyle Rd. NE	Hartselle
45	Improve Bicycle and Pedestrian Access Along Main St. E from Railroad St. to Bethel Rd. NE	Hartselle
46	Improve Bicycle and Pedestrian Access Along Nance Ford Rd. SW and Karl Prince Dr. SW from Corsbie St. SW to Sparkman St. SW	Hartselle
47	Improve Bicycle and Pedestrian Access Along Thompson Rd. from Hwy 31 SW to I-65	Hartselle
48	Future Addition to Sparkman Park Multi-Use Trail	Hartselle
49	Improve Bicycle and Pedestrian Access Along Cave Springs Rd. from N Bethel Rd. to Bridge over Ginhouse Branch	Priceville
50	Improve Bicycle and Pedestrian Access Along N Bethel Rd. from Hwy 67 S to E Upper River Rd.	Priceville
51	Improve Bicycle and Pedestrian Access Along Hwy 67 S from Marco Dr. to Cove Creek Dr.	Priceville
52	Improve Bicycle and Pedestrian Access Along Skidmore Rd. from Hwy 67 S to Cave Springs Rd.	Priceville
53	Improve Bicycle and Pedestrian Access Along Greenway Dr. and West Morgan Rd. from Barxton Ct. to N Seneca Dr.	Trinity
54	Improve Bicycle and Pedestrian Access Along Old Hwy 24 from West Town Limits to Gordon Terry Pkwy.	Trinity
55	Improve Bicycle and Pedestrian Access Along N Seneca Dr. from N Greenway Dr. to Hwy 20	Trinity
56	Improve Bicycle and Pedestrian Access Along Mountain Home Rd. from N Seneca Dr. to West Town Limits	Trinity
Proposed Crosswalk Improvements		
Project Number	Description	Municipality
1	Upgrade Crosswalks at 6th Ave. SE and 8th St. SE	Decatur
2	Pedestrian Bridge Across Beltline Rd. at Wilson Morgan Park	Decatur
3	Pedestrian Bridge Across Wilson St. NE Connecting Founders Park and Rhodes Ferry Park	Decatur
4	Upgrade Corsswalks at 6th Ave. SE and Gordon Dr. SE and 6th Ave. SE and Prospect Dr. SE	Decatur
5	Upgrade Crosswalks at Railroad St. SW and Hickroy St. SW	Hartselle
6	Pedestrian crosswalk with Protected Median Shelters Across Hwy 31 SW at Nance Ford Rd. SW	Hartselle
7	Upgrade Crosswalks at Railroad St. and Main St. E	Hartselle
8	Upgrade Crosswalks at Sparkman St. and Main St.	Hartselle
9	Upgrade Crosswalks at Sycamore St. and Main St. W	Hartselle
Bicycle and Pedestrian Improvements Currently Under Construction		
Project Number	Description	Municipality
1	Multi-Use Trail Along Spring Ave. SW from Cedar Lake Rd. SW to Day Rd. SW	Decatur
2	Pedestrian Improvements Along Wilson St. NE from Railroad Bridge to Intersection of Wilson St. NE and 6th Ave. NE With Connection to Dr. Bill Sims Bikeway	Decatur
3	Multi-Use Trail Inside Sparkman Park	Hartselle

## 9.6 Base Year Socio-Economic Data Totals by TAZ Zone

TAZ	Housing Units	Median Income	Retail Employment	Non-Retail Employment	School Enrollment	Dorm Rooms
25	225	40439	0	80	0	0
26	163	21261	43	127	0	0
27	42	29756	6	0	0	0
28	23	72426	8	170	0	0
29	180	81680	17	1161	0	0
30	0	41280	6	98	0	0
31	0	0	7	194	0	0
32	5	87972	42	142	0	0
33	45	108197	6	137	0	0
34	4	0	22	772	0	0
35	0	0	0	7	0	0
36	0	19064	10	158	0	0
37	0	45692	3	307	0	0
38	109	57868	28	273	0	0
39	4	22110	0	35	0	0
40	0	7270	8	91	0	0
41	10	14537	0	8	0	0
42	24	18171	0	0	0	0
43	25	25109	0	1	0	0
44	35	48331	1	161	0	0
45	118	37664	4	104	191	0
46	64	22688	0	1	0	0
47	0	22625	0	0	0	0
48	75	28816	0	0	0	0
49	193	30413	3	0	0	0
50	65	21994	4	10	0	0
51	38	24132	0	4	0	0
52	10	34237	0	0	0	0
53	46	31682	0	0	0	0
54	152	29137	0	5	0	0
55	66	24666	6	2	0	0
56	45	22573	0	0	0	0
57	25	19191	0	246	0	0
58	273	30768	0	49	0	0
59	206	36934	5	83	371	0
60	86	31807	0	36	0	0
61	253	44020	0	5	0	0

<b>TAZ</b>	<b>Housing Units</b>	<b>Median Income</b>	<b>Retail Employment</b>	<b>Non-Retail Employment</b>	<b>School Enrollment</b>	<b>Dorm Rooms</b>
62	140	36262	1	62	0	0
63	34	42982	47	100	0	0
64	62	25342	81	264	0	0
65	35	35686	4	0	0	0
66	77	22311	6	6	0	0
67	201	20555	0	80	0	0
68	306	17721	39	108	240	0
69	385	17721	11	654	0	0
70	22	0	75	2591	0	0
71	16	37043	17	2248	0	0
72	21	16155	6	1029	0	0
73	38	20395	0	23	0	0
74	271	46702	0	25	0	0
75	154	57468	2	64	0	0
76	46	61601	0	173	543	0
77	179	36749	7	1429	0	0
78	0	38566	7	1468	0	0
79	2	0	22	286	0	0
80	28	0	15	275	0	0
81	16	38566	0	968	0	0
82	14	45093	17	237	0	0
83	1	0	0	26	0	0
84	27	51787	33	6	0	0
85	749	56600	10	323	0	0
86	0	51791	9	68	0	0
87	64	54997	10	24	0	0
88	111	53453	27	147	465	0
89	132	59752	17	43	0	0
90	4	57704	0	0	0	0
91	77	54907	1	8	0	0
92	223	59296	8	30	0	0
93	38	38042	0	2	0	0
94	22	67254	0	29	0	0
95	192	46601	0	9	0	0
96	208	49464	14	14	0	0
97	109	57956	0	7	0	0
98	58	75959	6	24	0	0
99	865	51530	5	178	0	0
100	336	33557	453	814	0	0

<b>TAZ</b>	<b>Housing Units</b>	<b>Median Income</b>	<b>Retail Employment</b>	<b>Non-Retail Employment</b>	<b>School Enrollment</b>	<b>Dorm Rooms</b>
101	197	45689	4	7	0	0
102	249	46670	4	90	0	0
103	816	49771	1	66	479	0
104	483	51030	14	503	0	0
105	195	49502	79	249	0	0
106	11	58245	9	211	0	0
107	0	45168	0	30	0	0
108	64	13394	51	673	0	0
109	197	45168	0	14	0	0
110	103	54113	0	177	1368	0
111	742	44768	12	98	286	0
112	210	47392	0	68	0	0
113	202	44454	0	33	0	0
114	400	35299	0	173	727	0
115	67	24860	12	986	399	0
116	130	42060	74	503	0	0
117	18	13463	9	297	0	0
118	0	16579	55	517	0	0
119	10	45665	376	1447	0	0
120	670	29640	29	266	0	0
121	8	28615	16	112	0	0
122	236	41673	1	33	0	0
123	195	35048	0	1	0	0
124	76	36446	0	0	0	0
125	285	19198	93	224	0	0
126	86	22101	3	39	0	0
127	266	31305	0	66	404	0
128	548	36085	47	199	0	0
129	499	30313	313	558	0	0
130	359	25712	180	915	0	0
131	828	65949	0	101	782	0
132	146	77862	0	13	0	0
133	67	67490	0	2	0	0
134	300	79671	8	21	0	0
135	235	78621	4	17	0	0
136	1326	56466	0	102	480	0
137	48	48090	83	336	0	0
138	317	42036	664	341	0	0
139	449	27570	78	161	0	0

<b>TAZ</b>	<b>Housing Units</b>	<b>Median Income</b>	<b>Retail Employment</b>	<b>Non-Retail Employment</b>	<b>School Enrollment</b>	<b>Dorm Rooms</b>
140	54	28738	209	125	0	0
141	58	34098	105	1053	0	0
142	498	33600	3	73	0	0
143	473	38767	0	79	394	0
144	397	59802	0	56	471	0
145	73	55102	26	428	0	0
146	25	42279	9	33	0	0
147	91	64179	0	12	0	0
148	122	61532	0	5	0	0
149	359	50530	4	106	0	0
150	276	58141	1	40	0	0
151	309	53256	302	367	0	0
152	394	44300	26	119	0	0
153	20	53483	0	0	0	0
154	97	50344	1	4	0	0
155	360	58861	1	15	0	0
156	772	36092	96	308	565	0
157	127	27021	4	81	0	0
158	96	49219	3	62	0	0
159	29	42773	0	7	0	0
160	242	46997	1	10	0	0
161	63	42129	0	9	0	0
162	49	44496	0	0	0	0
163	65	35750	0	8	0	0
164	44	35750	0	0	0	0
165	46	40108	0	1	0	0
166	188	53643	0	61	429	0
167	337	52178	1	5	0	0
168	129	55514	0	17	0	0
169	565	71458	14	116	0	0
170	22	41206	0	72	0	0
171	9	36903	0	100	0	0
172	0	39274	0	0	0	0
173	59	45203	16	90	0	0
174	44	56735	1	517	0	0
175	3	68285	11	56	0	0
176	1	67715	2	4	0	0
177	85	25031	1	3	0	0
178	27	7379	0	8	0	0

<b>TAZ</b>	<b>Housing Units</b>	<b>Median Income</b>	<b>Retail Employment</b>	<b>Non-Retail Employment</b>	<b>School Enrollment</b>	<b>Dorm Rooms</b>
179	5	20871	32	17	0	0
180	84	22749	28	140	0	0
181	69	17814	0	9	0	0
182	1	12089	11	27	0	0
183	30	4919	2	28	0	0
184	10	30185	12	165	0	0
185	45	33857	0	102	875	0
186	80	39189	7	86	759	0
187	50	29192	1	46	0	0
188	135	54570	6	0	0	0
189	137	48804	0	18	0	0
190	21	55256	0	0	0	0
191	20	52131	0	2	0	0
192	3	30838	0	0	0	0
193	12	53907	0	0	0	0
194	24	47692	0	0	0	0
195	136	54821	0	9	0	0
196	79	69963	0	0	0	0
197	141	69665	8	61	0	0
198	0	63132	0	0	0	0
199	57	57895	0	2	0	0
200	80	74843	0	3	0	0
201	230	57908	9	80	0	0
202	130	59173	0	1	0	0
203	38	60988	10	62	0	0
204	155	68008	4	10	0	0
205	77	52112	0	126	428	0
206	479	50573	11	183	0	0
207	11	35977	14	239	0	0
208	123	23688	34	385	0	0
209	317	42864	97	327	0	0
210	181	45368	0	2	0	0
211	102	56767	26	8	0	0
212	123	38721	12	273	0	0
213	16	25124	2	3	0	0
214	34	41727	0	0	0	0
215	58	35825	0	0	0	0
216	64	73606	0	3	0	0
217	91	77762	0	12	0	0

<b>TAZ</b>	<b>Housing Units</b>	<b>Median Income</b>	<b>Retail Employment</b>	<b>Non-Retail Employment</b>	<b>School Enrollment</b>	<b>Dorm Rooms</b>
218	470	82375	28	207	0	0
219	5	118399	0	0	0	0
220	12	90839	0	2	0	0
221	90	48173	0	0	0	0
222	141	58684	9	134	0	0
223	230	56168	0	98	0	0
224	272	57952	1	17	0	0
225	224	55403	0	20	0	0
226	388	63638	7	89	0	0
227	121	52717	0	6	0	0
228	53	76787	0	0	0	0
229	251	46515	3	12	0	0
230	7	91512	0	0	0	0
231	0	67314	0	0	0	0
232	68	97977	1	16	0	0
233	282	84618	51	193	609	0
234	79	66284	10	300	419	0
235	47	100709	13	257	0	0
236	50	138583	11	52	0	0
237	29	65623	110	182	0	0
238	2	60832	3	9	0	0
239	495	45856	3	130	0	0
240	10	52290	0	283	0	0
241	206	57271	356	809	0	0
242	35	87732	169	157	0	0
243	50	75153	7	289	0	0
244	410	84927	2	6	0	0
245	23	76410	0	47	0	0
246	112	79082	0	4	0	0
247	63	40696	0	3	0	0
248	8	58556	12	333	0	0
249	354	89832	0	40	251	0
250	465	63498	0	31	0	0
251	254	57731	0	1	0	0
252	393	25337	7	20	0	0
253	296	42922	3	5	0	0
254	0	19003	0	1588	0	0
255	0	0	0	216	0	0
256	520	16527	4	227	0	0

<b>TAZ</b>	<b>Housing Units</b>	<b>Median Income</b>	<b>Retail Employment</b>	<b>Non-Retail Employment</b>	<b>School Enrollment</b>	<b>Dorm Rooms</b>
257	48	24776	4	97	686	0
258	505	35891	4	58	0	0
259	156	55160	0	88	222	0
260	39	61366	0	25	0	0
261	271	30314	0	0	0	0
262	183	45117	226	432	0	0
263	247	31248	18	221	0	0
264	98	34465	44	819	0	0
265	249	35756	8	1343	464	0
266	325	54851	26	362	1030	0
267	334	71227	2	110	0	0
268	178	52742	0	7	0	0
269	44	67359	170	300	60	0
270	1	29756	4	172	0	0
271	0	9622	161	147	0	0
272	0	16274	0	0	0	0
273	10	52418	1	0	0	0
274	5	45385	1	2	0	0
275	12	47283	23	353	5600	0
276	29	34274	0	146	0	0
277	9	47712	0	14	0	0
278	33	43761	0	0	0	0
279	38	46352	0	5	0	0
280	17	34878	0	6	0	0
281	118	37375	0	15	0	0
282	278	41895	1	4	0	0
283	152	43917	20	63	0	0
284	66	41330	2	50	0	0
285	58	43871	2	49	0	0
286	65	62895	0	4	0	0
<b>Totals</b>	39,049	\$ 45,255	6,088	45,112	19,997	0

## 9.7 Future Year Socio-Economic Data Totals by TAZ Zone

TAZ	Housing Units	Median Income	Retail Employment	Non-Retail Employment	School Enrollment	Dorm Rooms
25	240	40439	115	0	0	0
26	163	21261	147	53	0	0
27	42	29756	8	12	0	0
28	23	72426	205	23	0	0
29	180	81680	1226	37	0	0
30	0	41280	153	31	0	0
31	0	0	259	42	0	0
32	20	87972	207	84	0	0
33	100	108197	182	51	0	0
34	69	0	847	57	0	0
35	0	0	22	0	0	0
36	0	19064	183	25	0	0
37	0	45692	382	18	0	0
38	119	57868	308	63	0	0
39	4	22110	37	10	0	0
40	43	7270	126	33	0	0
41	54	14537	10	2	0	0
42	59	18171	0	0	0	0
43	37	25109	9	5	0	0
44	47	48331	216	46	0	0
45	153	37664	159	39	191	0
46	84	22688	2	0	0	0
47	0	22625	0	0	0	0
48	100	28816	0	2	0	0
49	199	30413	2	11	0	0
50	72	21994	13	11	0	0
51	38	24132	6	2	0	0
52	13	34237	6	2	0	0
53	49	31682	2	3	0	0
54	155	29137	9	5	0	0
55	71	24666	2	6	0	0
56	45	22573	0	0	0	0
57	25	19191	271	4	0	0
58	275	30768	67	15	0	0
59	211	36934	91	7	426	0
60	91	31807	44	5	0	0
61	288	44020	7	0	0	0

<b>TAZ</b>	<b>Housing Units</b>	<b>Median Income</b>	<b>Retail Employment</b>	<b>Non-Retail Employment</b>	<b>School Enrollment</b>	<b>Dorm Rooms</b>
62	185	36262	87	3	0	0
63	82	42982	155	82	0	0
64	67	25342	299	113	0	0
65	70	35686	2	9	0	0
66	82	22311	14	11	0	0
67	208	20555	90	4	0	0
68	341	17721	153	74	308	0
69	450	17721	729	26	0	0
70	22	0	2816	95	0	0
71	16	37043	2498	39	0	0
72	21	16155	1169	21	0	0
73	128	20395	51	0	0	0
74	346	46702	30	15	0	0
75	189	57468	69	17	0	0
76	167	61601	218	20	650	0
77	264	36749	1504	32	0	0
78	0	38566	1503	22	0	0
79	2	0	326	34	0	0
80	28	0	300	27	0	0
81	16	38566	1033	2	0	0
82	19	45093	292	27	0	0
83	1	0	31	12	0	0
84	27	51787	101	128	0	0
85	904	56600	353	55	0	0
86	0	51791	82	19	0	0
87	229	54997	39	30	0	0
88	186	53453	179	62	568	0
89	157	59752	52	29	0	0
90	16	57704	8	8	0	0
91	102	54907	14	9	0	0
92	268	59296	38	10	0	0
93	50	38042	5	2	0	0
94	37	67254	31	2	0	0
95	267	46601	14	6	0	0
96	293	49464	36	24	0	0
97	154	57956	30	7	0	0
98	180	75959	123	51	0	0
99	1110	51530	373	80	1392	0
100	426	33557	939	558	0	0

<b>TAZ</b>	<b>Housing Units</b>	<b>Median Income</b>	<b>Retail Employment</b>	<b>Non-Retail Employment</b>	<b>School Enrollment</b>	<b>Dorm Rooms</b>
101	197	45689	10	4	0	0
102	249	46670	114	39	0	0
103	981	49771	84	3	602	0
104	611	51030	558	59	0	0
105	217	49502	284	109	0	0
106	11	58245	122	34	0	0
107	0	45168	555	2	0	0
108	89	13394	358	86	0	0
109	217	45168	18	5	0	0
110	106	54113	179	2	318	0
111	787	44768	106	17	389	0
112	225	47392	80	2	0	0
113	207	44454	48	0	0	0
114	415	35299	208	12	830	0
115	72	24860	1051	37	491	0
116	145	42060	528	96	0	0
117	22	13463	327	24	0	0
118	0	16579	562	77	0	0
119	10	45665	1557	421	0	0
120	755	29640	288	39	0	0
121	12	28615	113	21	0	0
122	274	41673	34	5	0	0
123	239	35048	2	3	0	0
124	91	36446	1	2	0	0
125	305	19198	244	133	0	0
126	101	22101	42	18	0	0
127	356	31305	74	35	489	0
128	623	36085	234	72	0	0
129	509	30313	633	358	0	0
130	399	25712	990	235	0	0
131	1103	65949	216	65	907	0
132	261	77862	28	5	0	0
133	112	67490	4	2	0	0
134	335	79671	23	10	0	0
135	340	78621	19	8	0	0
136	1401	56466	147	25	575	0
137	50	48090	401	168	0	0
138	367	42036	406	759	0	0
139	539	27570	206	163	0	0

<b>TAZ</b>	<b>Housing Units</b>	<b>Median Income</b>	<b>Retail Employment</b>	<b>Non-Retail Employment</b>	<b>School Enrollment</b>	<b>Dorm Rooms</b>
140	64	28738	170	304	0	0
141	73	34098	1098	170	0	0
142	588	33600	76	13	0	0
143	523	38767	82	15	469	0
144	672	59802	60	35	649	0
145	148	55102	449	61	0	0
146	100	42279	43	34	0	0
147	186	64179	14	2	0	0
148	167	61532	6	2	0	0
149	444	50530	128	19	0	0
150	386	58141	42	3	0	0
151	419	53256	432	387	0	0
152	469	44300	154	51	0	0
153	55	53483	0	0	0	0
154	187	50344	12	13	0	0
155	455	58861	21	13	0	0
156	802	36092	333	136	660	0
157	152	27021	93	34	0	0
158	121	49219	75	18	0	0
159	64	42773	9	2	0	0
160	332	46997	22	13	0	0
161	88	42129	9	2	0	0
162	64	44496	0	0	0	0
163	78	35750	10	2	0	0
164	59	35750	2	2	0	0
165	91	40108	3	0	0	0
166	278	53643	65	4	549	0
167	457	52178	9	3	0	0
168	149	55514	19	8	0	0
169	670	71458	134	69	0	0
170	42	41206	147	2	0	0
171	28	36903	185	2	0	0
172	2	39274	5	2	0	0
173	79	45203	215	18	0	0
174	54	56735	602	16	0	0
175	8	68285	68	26	0	0
176	1	67715	4	6	0	0
177	89	25031	5	2	0	0
178	42	7379	9	2	0	0

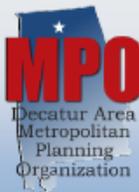
<b>TAZ</b>	<b>Housing Units</b>	<b>Median Income</b>	<b>Retail Employment</b>	<b>Non-Retail Employment</b>	<b>School Enrollment</b>	<b>Dorm Rooms</b>
179	10	20871	32	84	0	0
180	94	22749	185	60	0	0
181	89	17814	11	12	0	0
182	26	12089	52	35	0	0
183	35	4919	63	12	0	0
184	30	30185	190	20	0	0
185	60	33857	107	4	0	0
186	110	39189	87	11	917	0
187	52	29192	51	13	0	0
188	150	54570	2	11	0	0
189	167	48804	20	2	0	0
190	61	55256	5	1	0	0
191	60	52131	277	12	0	0
192	13	30838	35	12	0	0
193	37	53907	2	1	0	0
194	64	47692	1	0	0	0
195	181	54821	11	0	0	0
196	154	69963	5	0	0	0
197	216	69665	111	53	0	0
198	0	63132	55	45	0	0
199	132	57895	14	2	0	0
200	110	74843	4	2	0	0
201	305	57908	82	9	0	0
202	170	59173	16	4	0	0
203	88	60988	87	45	0	0
204	230	68008	42	19	0	0
205	152	52112	291	10	1760	0
206	569	50573	195	26	0	0
207	11	35977	244	39	0	0
208	173	23688	440	66	0	0
209	377	42864	372	142	0	0
210	251	45368	4	2	0	0
211	132	56767	26	51	0	0
212	198	38721	288	17	0	0
213	31	25124	3	2	0	0
214	109	41727	15	12	0	0
215	138	35825	2	2	0	0
216	139	73606	5	1	0	0
217	141	77762	20	4	0	0

<b>TAZ</b>	<b>Housing Units</b>	<b>Median Income</b>	<b>Retail Employment</b>	<b>Non-Retail Employment</b>	<b>School Enrollment</b>	<b>Dorm Rooms</b>
218	545	82375	417	53	0	0
219	35	118399	0	2	0	0
220	37	90839	2	1	0	0
221	110	48173	0	1	0	0
222	266	58684	179	54	0	0
223	255	56168	133	35	0	0
224	312	57952	22	16	0	0
225	269	55403	25	8	0	0
226	513	63638	124	22	0	0
227	171	52717	6	2	0	0
228	98	76787	0	0	0	0
229	371	46515	16	5	0	0
230	82	91512	0	15	0	0
231	0	67314	0	0	0	0
232	298	97977	241	56	645	0
233	492	84618	218	141	799	0
234	129	66284	305	100	294	0
235	137	100709	352	138	0	0
236	125	138583	57	19	0	0
237	59	65623	227	155	0	0
238	7	60832	24	15	0	0
239	685	45856	165	48	425	0
240	185	52290	358	30	0	0
241	221	57271	984	506	0	0
242	85	87732	165	244	0	0
243	54	75153	294	52	0	0
244	445	84927	8	3	0	0
245	23	76410	47	0	0	0
246	142	79082	6	2	0	0
247	73	40696	3	0	0	0
248	8	58556	348	37	0	0
249	359	89832	45	2	321	0
250	490	63498	33	2	0	0
251	258	57731	3	2	0	0
252	403	25337	22	17	0	0
253	300	42922	6	5	0	0
254	0	19003	1653	10	0	0
255	0	0	281	5	0	0
256	530	16527	262	6	0	0

<b>TAZ</b>	<b>Housing Units</b>	<b>Median Income</b>	<b>Retail Employment</b>	<b>Non-Retail Employment</b>	<b>School Enrollment</b>	<b>Dorm Rooms</b>
257	53	24776	102	5	766	0
258	509	35891	67	6	0	0
259	160	55160	96	2	282	0
260	44	61366	25	2	0	0
261	286	30314	0	2	0	0
262	188	45117	507	276	0	0
263	272	31248	276	24	0	0
264	103	34465	899	54	0	0
265	259	35756	1433	23	994	0
266	330	54851	407	28	630	0
267	338	71227	112	4	0	0
268	188	52742	8	1	0	0
269	46	67359	355	222	0	0
270	1	29756	227	14	0	0
271	0	9622	192	196	0	0
272	0	16274	0	0	0	0
273	15	52418	1	4	0	0
274	255	45385	277	126	0	0
275	237	47283	605	173	9200	0
276	34	34274	261	32	0	0
277	11	47712	14	2	0	0
278	45	43761	325	0	0	0
279	63	46352	22	10	0	0
280	32	34878	281	10	0	0
281	153	37375	18	5	0	0
282	313	41895	22	13	0	0
283	206	43917	69	35	0	0
284	76	41330	54	12	0	0
285	65	43871	53	4	0	0
286	75	62895	6	2	0	0
<b>Totals</b>	49,592	\$ 45,255	53,935	11,054	27,496	0

## **9.8 Public Participation**

Announcements and sign-in sheets relating to the public meetings held to receive public comments on this document are attached on the following pages.



**DECATUR AREA  
METROPOLITAN PLANNING ORGANIZATION**

Decatur City Hall Annex | P.O. Box 488, Decatur, AL 35602 | Phone 256-341-4716  
 Fax 256-341-4727 | www.decaturalabamausa.com | Email [mpo@decatur-al.gov](mailto:mpo@decatur-al.gov)

**Meeting Notice**

Date: Thursday September 24, 2015  
 Time: 3:00 P.M.  
 Location: Decatur City Hall 7<sup>th</sup> Floor Conference Room  
 402 Lee Street NE  
 Decatur, Alabama 35601

**Agenda**

- Item 1. Call the Meeting to Order
- Item 2. Approve the Minutes from the August 20, 2015 MPO Policy Board Meeting
- Item 3. Open Comment Period for the Draft 2040 Long-Range Transportation Plan (LRTP) \*
- Item 4. Adopt Resolution 15 - 19 approving the Draft 2040 Long-Range Transportation Plan (LRTP)
- Item 5. Adopt Resolution 15 - 20 amending the current Transportation Improvement Program to increase funding for the following project:

Resurface and Strip CR-606 (Old Highway 24) from the West Town Limits to CR-204 (Woodall Road)

	Project Number	Scope	Fiscal Year	Federal Cost	Local Cost (Town of Trinity)	Total
Original Cost	100059679	CN	2015	\$448,000	\$112,000	\$560,000
Additional Cost			2015	\$190,803	\$47,701	\$238,504
Total Cost			2015	\$638,803	\$159,701	\$798,504

- Item 6. ALDOT and MPO Planning Staff News and Updates
- Item 7. New Business

Item 8. Adjournment

\*During the open Public Comment Period each speaker is allowed up to three (3) minutes to address the MPO Policy Board on projects, plans, or studies that are contained on the agenda. Speakers are requested to give their name, address, and if appropriate the organization that they represent.

Anyone requiring special assistance including ADA Accessibility or Language Assistance to attend this meeting should contact the MPO staff at least forty-eight hours in advance of the meeting date for special accommodations to be made.

MPO Meeting  
9/24/2015

Name	Agency	Address	Phone	E mail
Don Kufe	Decatur			
Joe Dot	Open Co			
Bill Embert	Mobile phone			
A. Orr	Al Senate			
Charles M. Kirby	Decatur			
Yaughn Goodwin	Trinity			
Gary HAMMON	Decatur			
Robert Rhoden	ALDOT			rhodenr@dot.state.al.us
ALEX TEAGUE	ALDOT			teaguea@dot.state.al.us
Steve Williams	ALDOT			williams@dot.state.al.us
Seth Burkett	ALDOT			burkett@dot.state.al.us
Debra Gardner	MCATS			dgardner@mcats.org.al.us
Mark Perbonyl	Limestone Conf Comm			
Angene Millms				
Lee Terry				



## DECATUR AREA METROPOLITAN PLANNING ORGANIZATION

Decatur City Hall Annex | P.O. Box 488, Decatur, AL 35602 | Phone 256-341-4716  
Fax 256-341-4727 | www.decaturalabamausa.com | Email [mpo@decatur-al.gov](mailto:mpo@decatur-al.gov)

### New Details – Draft 2040 Long-Range Transportation Plan for the Decatur Area Metropolitan Planning Organization

September 25, 2015

The Decatur Area Metropolitan Planning Organization (MPO) will be sneaking public comments on the Draft 2040 Long-Range Transportation Plan through a series of **Public Meetings** and a **Public Comment Period**. The **Public Review Period** will be from September 25, 2015 to October 24, 2015. A series of **Public Meetings** will be held on the following dates and locations:

Date	Location	Time	Meeting Description
9/24/2015	Decatur City Hall, 7 <sup>th</sup> Floor Conference Room, 402 Lee Street, Decatur, Alabama	3:00 pm to 4:00 pm	MPO Policy Board Meeting
10/7/2015	Decatur City Hall Annex Conference Room, 308 Cain Street Decatur, Alabama	3:00 pm to 6:00 pm	Stand-Alone Public Meeting
10/27/2015	Decatur City Hall, 7 <sup>th</sup> Floor Conference Room, 402 Lee Street Decatur, Alabama	3:00 pm to 4:00 pm	MPO Policy Board Meeting

The Draft Long-Range Transportation Plan (LRTP) outlines how federal highway and transit funds will be spent in the Metropolitan Planning Area over the next twenty-five (25) years. The LRTP provides a review of the current transportation system and also includes improvement strategies, future project listings and maps.

The Public Comment Period allows anyone to review and comment on the LRTP. The LRTP and Comment Forms are available at the following locations:

Decatur Area Metropolitan Planning Organization Website  
<http://www.decaturalabamausa.com/departments/mpo/index.html>

Decatur Area Metropolitan Planning Organization Office – 308 Cain Street Decatur, Alabama

The LRTP will also be available at the Decatur City Hall, Hartselle City Hall, Priceville Town Hall, Trinity Town Hall, the Morgan County Courthouse and the Limestone County Courthouse Annex.

Public Meetings will include a review of the LRTP by the MPO Staff. The MPO Staff will also be available doing this time for questions or comments concerning the LRTP or other Transportation related issues. Meeting attendees will also be given the opportunity to complete Comment Forms.

The Metropolitan Planning Organization (MPO) Policy Board is scheduled to adopt the Final 2040 Long-Range Transportation Plan at the October 27, 2015 meeting. Prior to adopting the LRTP the MPO will review all comments from the Public Comment Period and Public Meetings and make changes to the LRTP if necessary. If major revisions are required the public will be given another opportunity to inspect the LRTP.

Anyone requiring special assistance including ADA Accessibility or Language Assistance to attend the Public Comment Period or Public Meetings should contact the Metropolitan Planning Organization (MPO) staff at least forty-eight hours in advance of the meeting date or time for special accommodations to be made.

**2040 Decatur Area MPO Draft Long-Range Transportation Plan (LRTP)  
Public Comment Form**

Please fill out the fields and return by mail or save your changes and return by email.

<b>Name</b>	
<b>Daytime Phone</b>	
<b>Street Address</b>	
<b>City/State/Zip</b>	
<b>Email</b>	
<b>Comments</b>	

Please Return to:  
Decatur Area MPO  
P.O. Box 488  
Decatur, AL 35602  
mpo@decatur-al.gov

Terry, Lee

**From:** Decatur-Morgan County Chamber of Commerce <grant@dcc.org>  
**Sent:** Monday, September 28, 2015 2:12 PM  
**To:** Terry, Lee  
**Subject:** The Monday Memo: A busy October ahead!



**Your Chamber's Monday Memo**

**Sept. 28, 2015**

**In This Issue**

- [Young Professionals Networking Social](#)
- [Decatur MPO Public Meeting](#)
- [Diversity Awards Celebration](#)
- [Directions Magazine](#)
- [The Chamber Blog](#)
- Monday Memo Sponsor:**  
[FavGeek](#)
- [Non-Profit News](#)

**Upcoming Chamber Events**

- Women in Business Celebration  
Oct. 1 / 11:30 a.m.  
Ingalls Harbor Pavilion  
Decatur

**Young Professionals gather Oct. 1 at Food Fite on the riverfront**

You're invited to the Chamber's popular Young Professionals (YP) networking social, this month presented and hosted by Food Fite Catering and Gourmet To Go on the Riverfront in Decatur.



Come connect with other members of the under-40 crowd in Morgan County in a casual environment with food provided by our host, as well as a cash bar. We encourage you to invite your friends and co-workers to join you!

If you don't consider yourself "under 40," we'd ask that you forward this to your friends, co-workers or workforce to let them know about the opportunity to connect with their peers in the community!

To RSVP, [click here](#).

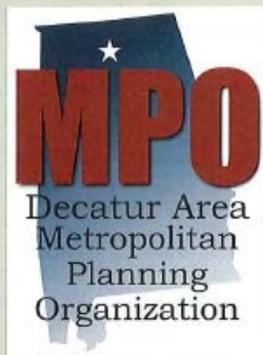
## Decatur Area MPO hosting open meeting Oct. 7 seeking public input on transportation plan

The Decatur Area Metropolitan Planning Organization (MPO) will hold a public meeting Wednesday, Oct. 7, from 3 - 6 p.m. in the Decatur City Hall Annex Conference Room (308 Cain Street) to receive comments on the 2040 Long-Range Transportation Plan (LRTP).

This plan outlines how federal highway and transit funds will be spent in the Metropolitan Planning Area over the next 25 years. It also provides a review of the current transportation system and includes improvement strategies, future project listings and maps.

You can obtain a copy of the Draft 2040 LRTP in advance of this meeting from the Decatur Area MPO website by [clicking here](#). A copy of the document will be available for viewing at the meeting as well.

If you are unable to attend this public meeting you can download the public comment form by [clicking here](#). This form can be filled out electronically and returned by email, or you can print it out and return it by mail or fax. The MPO will be receiving public comments on this document until October 24, 2015.



## Diversity Awards Celebration Oct. 13 focuses on successes in workforce diversity

Young Professionals  
Oct. 1 / 4:30-6:30 p.m.  
Food Fite Catering &  
Gourmet To Go  
Decatur

Diversity Summit &  
Awards  
Oct. 13 / All Day  
Ingalls Harbor Pavilion  
Decatur

Legislative Agenda  
Development Session:  
Federal  
Oct. 15 / 10 a.m.  
The Chamber

Fall Golf Classic  
Oct. 16 / All Day  
Burningtree Country Club  
Decatur

Endless Opportunities  
Education & Workforce  
Event  
Oct. 22 / All Day  
Ingalls Harbor Pavilion

Legislative Agenda  
Development Session:  
State  
Oct. 29 / 10 a.m.  
The Chamber

State of Morgan County  
Schools Address  
Nov. 3 / 7:30 a.m.  
Burningtree Country Club  
Decatur

State of Healthcare  
Address  
Nov. 5 / 7:30 a.m.  
Doubletree by Hilton  
Decatur Riverfront

Legislative Agenda  
Development Session:  
Local  
Nov. 10 / 10 a.m.  
The Chamber

For a full calendar of  
events, [click here](#).

Stay Connected!

Terry, Lee

**From:** Decatur-Morgan County Chamber of Commerce <grant@dcc.org>  
**Sent:** Monday, October 05, 2015 10:33 AM  
**To:** Terry, Lee  
**Subject:** The Monday Memo: Legislative Agenda Sessions announced



**Your Chamber's Monday Memo**

**Oct. 5, 2015**

### Legislative Agenda Development Sessions open to all Chamber members

Your Chamber's mission is to promote business and commerce for the Decatur and Morgan County area through volunteer leadership in economic, political and social development.

In keeping with our mission, the Chamber invites the entire membership to its three annual Legislative Agenda Development Sessions. At each open session, the Chamber's Public Policy Subcommittee will discuss the group's vision and listen to member feedback on matters of local, state and federal importance to be considered for the 2016 Agenda.

On Oct. 15, the committee will discuss the Federal Agenda; Oct. 29, the State Agenda; Nov. 10, the Local Agenda. Each meeting will take place in the Fite Building Company Board Room at the Chamber starting at 10 a.m.

Now more than ever, the voice of business must be clearly

**In This Issue**

- [Legislative Agenda Development Sessions](#)
- [Decatur MPO Public Meeting](#)
- [Diversity Awards Celebration](#)
- [Directions Magazine](#)
- [The Chamber Blog](#)

**Monday Memo Sponsor: F&B Law Firm, P.C.**

[Non-Profit News](#)

**Upcoming Chamber Events**

- Diversity Summit & Awards
- Oct. 13 / All Day
- Ingalls Harbor Pavilion
- Decatur

heard as your Chamber continues to be an advocate for recruitment, development and job growth in our region.

For more information about the sessions, please contact Crystal Brown by [clicking here](#). To review the 2015 Agenda prior to the meetings, [click here](#).

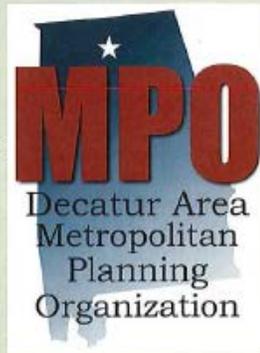
## Decatur Area MPO hosting open meeting Oct. 7 seeking public input on transportation plan

The Decatur Area Metropolitan Planning Organization (MPO) will hold a public meeting Wednesday, Oct. 7, from 3 - 6 p.m. in the Decatur City Hall Annex Conference Room (308 Cain Street) to receive comments on the 2040 Long-Range Transportation Plan (LRTP).

This plan outlines how federal highway and transit funds will be spent in the Metropolitan Planning Area over the next 25 years. It also provides a review of the current transportation system and includes improvement strategies, future project listings and maps.

You can obtain a copy of the Draft 2040 LRTP in advance of this meeting from the Decatur Area MPO website by [clicking here](#). A copy of the document will be available for viewing at the meeting as well.

If you are unable to attend this public meeting you can download the public comment form by [clicking here](#). This form can be filled out electronically and returned by email, or you can print it out and return it by mail or fax. The MPO will be receiving public comments on this document until October 24, 2015.



## Diversity Awards Celebration Oct. 13 focuses on successes in workforce diversity

Legislative Agenda  
Development Session:  
Federal  
Oct. 15 / 10 a.m.  
The Chamber

Fall Golf Classic  
Oct. 16 / All Day  
Burningtree Country Club  
Decatur

Endless Opportunities  
Education & Workforce  
Event  
Oct. 22 / All Day  
Ingalls Harbor Pavilion

Legislative Agenda  
Development Session:  
State  
Oct. 29 / 10 a.m.  
The Chamber

State of Morgan County  
Schools Address  
Nov. 3 / 7:30 a.m.  
Burningtree Country Club  
Decatur

State of Healthcare  
Address  
Nov. 5 / 7:30 a.m.  
Doubletree by Hilton  
Decatur Riverfront

Legislative Agenda  
Development Session:  
Local  
Nov. 10 / 10 a.m.  
The Chamber

For a full calendar of  
events, [click here](#).

### Stay Connected!

Visit the Chamber's website,  
as well as our social media  
platforms:



2040 Long Range Transportation Plan Public Meeting (Decatur, Alabama)

October 7, 2015

Name	Address
Don Kyle	1806 21st Ave SE Decatur, AL 35601
AUGEN TEAGUE	ALDOT P.O. Box 495, TUSCUMBIA, AL 35674
Seth Burkett	1575 Perimeter Parkway, Suite 400, Huntsville, AL
Robby Cantrell	NARCOS PO Box C Decatur, AL 35602
Ben Armstrong	City of Decatur

**Terry, Lee**

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**From:** John Seymour <john@dcc.org>  
**Sent:** Tuesday, October 06, 2015 3:06 PM  
**To:** Stover, Allen; Andy Thomas; Arthur Orr (aorr@cookspst.com); Barry Bullard (barrybullard@emipower.net); Blake McAnally; Brendan McCormick; Brent Bailey (baileybh@bp.com); Brian Smithart; Chad Potter; Charles Kirby; Charlie Vines (vinesc@vmcmail.com); Alexander, Chip; Crystal Brown; Dale Cathey; Daniel Beggs (daniel.e.beggs@boeing.com); Darnell Spencer (spencerd@dot.state.al.us); David Courington (dgcourington1@mmm.com); david irwin; David Smith (gds1304@aol.com); David Varner; Derek Roberts; Hellums, Dewayne; Kyle, Don; Donna Thornton (dkt4biz@aol.com); Donnie Lane (donnielane@enersolv.com); Dwight Cooley (dwright\_cooley@fws.gov); Taylor, Ed; Hammon, Gary; henry bragg; Jack Fite (jfite@fitebuilding.com); Jason Putman (jasonp@pro-air.net); Jeremy Nails (jwn@mceda.org); Jim Early (jimearlysr@earlyservices.com); Jim Mouch (jmouch@turner-industries.com); Joel Denbo (lucydenbo@aol.com); John Eyster, Jr. ; John Seymour; julie sandlin; Smith, Karen; Keith Magee (kfmagee@bwsc.net); Terry, Lee; Luther Roberts (butch@hsvairport.org); Mark Moody; Petersohn, Mark; Mark Waters; Michele Terry (terrymb@bp.com); Micky Hammon; Mike Wahl (sales@wahlsupply.com); Mike Welch (welchm@dot.state.al.us); Miles Wright (miles\_wright@decaturutilities.com); Nathan Fraser (nfraser@nsdecatur.com); nathan tomberlin; phil foster; ray long; Richard Tucker (rick@hsvairport.org); Rick Terry (rterry@decaturtransit.com); Anders, Roger; Roger McWhorter (etravel@hiwaay.net); Sammy Dean (sammydean@thompsoncontractor.com); scot cornelius; Kelso, Steve; Steve Sasser (ssasser@bmsatty.com); Terri Collins; Tom Hill (tomhill@lceda.com); trey pitzer; Wade Weaver (wweaver@valleybudweiser.com); Wally Terry; William Sims (wasims36@cs.com)  
**Cc:** Amelia Denslow; Grant Thompson; Leissa Chittam; Louise Brown; Mandy Price

Chairman Blake McAnally has asked that we have a transportation committee meeting at 7:30 am, October 15 at the Chamber.

The MPO is working on their long range plan and would like to give us the opportunity for input.

If you have any specific questions about any transportation issues let me know ahead of the meeting and we will try to have you some answers at the meeting.

Thanks.

**John Seymour**

*President / CEO*

*Decatur-Morgan County Chamber of Commerce*

*(256) 353-5312*

[www.dcc.org](http://www.dcc.org)



2040 Long Range Transportation Plan Presentation (Decatur Morgan County Chamber of Commerce)  
 October 15, 2015

Name	Address
John Seymour	515 6 <sup>TH</sup> AVE. DECATUR, AL 35601
Phil Foster	75 IRVING ST. AIR PRODUCTS
Bobby Bullard	P.O. Box 1041, Decatur, AL 35602, EMI
Henry C Bragg	324 MKT ST NE Condo #4c Decatur, AL 35601
S. David Smith	3446 NAPA CHALEY WAY, DECATUR, AL 35603
DALE CATHEY	9271 HWY 31, TANNER, AL 35671
MARK PETERSON	1802 CARMEL HWY SW DECATUR AL 35601
Morgan Miller	<del>644 Westmore</del> 4301 Emerson Blvd Trinity, AL 35603 Nucor Steel
Wm. A Sims	4107 Indian Hills Rd - Decatur 35603
Terri Coblin	3020 Sweetbriar R. Decatur 35603
Daniel Beggs	1505 Apache Lane SE Decatur, AL 35601
Sammy Dean	1815 Woodmont Dr SE, Dec, AL 35601
Wally Terry	1018 Gordon Dr SE Decatur, AL 35601
Arthur Orr	P.O. B. 505 55602
BLAKE MCANALLY	P.O. Box 2419, DECATUR, AL 35602
WADE WEAVER	P.O. BOX 1997, DECATUR, AL 35607
Jeremy Nails	300 Market St NE Box 2, Decatur, AL 35601
Clystal Biron	1904 Wetherly Circle SW Decatur 35603
Kari Smith	1903 Shupard dr. SW Decatur, al.



## **DECATUR AREA METROPOLITAN PLANNING ORGANIZATION**

Decatur City Hall Annex | P.O. Box 488, Decatur, AL 35602 | Phone 256-341-4716  
Fax 256-341-4727 | [www.decaturalabamausa.com](http://www.decaturalabamausa.com) | Email [mpo@decatur-al.gov](mailto:mpo@decatur-al.gov)

### **Meeting Notice**

**Date:** Tuesday October 27, 2015

**Time:** 3:00 P.M.

**Location:** Decatur City Hall Annex Conference Room  
308 Cain Street  
Decatur, Alabama 35601

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### **Agenda**

- Item 1. Call the Meeting to Order
- Item 2. Approve the Minutes from the September 24, 2015 MPO Policy Board Meeting
- Item 3. Election of Officers for Fiscal Year 2016
  - A) Chairman
  - B) Vice-Chairman
- Item 4. Open Comment Period for the Final 2040 Long-Range Transportation Plan (LRTP) \*
- Item 5. Adopt Resolution 16 - 01 approving the Final 2040 Long-Range Transportation Plan (LRTP)
- Item 6. Adopt Resolution 16 – 02 approving the Updated Functional Classification Map for the Decatur Area Metropolitan Planning Organization
- Item 7. Adopt Resolution 16 – 03 appointing the Limestone County Engineer to the Technical Coordinating Committee
- Item 8. Adopt Resolution 16 -04 approving the Final FY 2016 to 2019 Transportation Improvement Program
- Item 9. Adopt Resolution 16 – 05 amending the current Transportation Improvement Program to increase funding for the following project:

Thompson Road Improvements

	Project Number	Scope	Fiscal Year	Federal Cost	Local Cost (City of Hartselle)	Total
Original Cost	100019910	PE	2016	\$655,416	\$163,854	\$819,270
Additional Cost	100019910	PE	2016	\$84,584	\$21,146	\$105,730
Total Cost				\$740,000	\$185,000	\$925,000

Item 10. New Business

Item 11. ALDOT and MPO Planning Staff News and Updates

Item 12. Adjournment

\*During the open Public Comment Period each speaker is allowed up to three (3) minutes to address the MPO Policy Board on projects, plans, or studies that are contained on the agenda. Speakers are requested to give their name, address, and if appropriate the organization that they represent.

Anyone requiring special assistance including ADA Accessibility or Language Assistance to attend this meeting should contact the MPO staff at least forty-eight hours in advance of the meeting date for special accommodations to be made.

MPO Meeting  
10/27/2015

Name	Agency	Phone	E mail
Dwayne Hollum	MPO	256 341 4716	dhe1lums@decatu-r-a.l.gov
Melann Newman	Priestville	256-221-4339	mduran4539@gmail.com
Bill Smith	Marquette	256-466-2572	b.smith@al.com
Joan Leandark	ALDOT	834-242-6089	leandarkj@dot.state.al.us
AUEN TEAGUE	ALDOT	256-389-1415	teaguea@dot.state.al.us
Robin Rhoden	ALDOT	256 505-4958	rhodenr@dot.state.al.us
Anthony LeHARRIS	ALDOT	256-505-4956	leharris@dot.state.al.us
Roger Anders	Decatur	256-351-1623	randers@decatu-r-a.l.gov
Charles Kirby	Decatur	256-679-0613	ckirby@decatu-r-a.l.gov
Chuck Ayd	"	256 318 3205	arfcwp05@aol.com
Seth Burkett	ALDOT	256- <del>318</del> <sup>520</sup> -8530	burkett@dot.state.al.us
Don Kyle	Decatur	256-341-4502	dkyle@decatu-r-a.l.gov
Gray Hamman	Decatur	256-227-9288	ghamman@decatu-r-a.l.gov
Lee Tom	MPO	256-341-4717	ltom@decatu-r-a.l.gov
Bryan Hughes	Decatur Daily	256-340-2437	
DEBRA GRANDNER	MCATS	256-351-4652	
SCOTT LEACH	GARVER	(256) 679-5588	SCLeach@GarverUSA.com