

Decatur Metropolitan Planning Organization (MPO)

Final

**FY 2035 Long Range Transportation Plan (LRTP)
for the Decatur Planning Area**



CSX Railroad Bridge Decatur, Alabama

**Prepared by the North Central Alabama Regional
Council of Governments**

Staff to the MPO

July 2010

Decatur Metropolitan Planning Organization (MPO)

Final

FY 2035 Long Range Transportation Plan (LRTP)

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Date Adopted:

Date Amended:

This document was 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 prepared by the North Central Alabama Regional Council of Governments (NARCOG), as staff to the MPO, in fulfillment of requirements set forth in Title 23 USC 134 and as amended by Public Law 109-59 SAFETEA-LU 2005. The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation,

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Fiscal Year 2010

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Dewayne Hellums, Director of Transportation Planning
Ben Armstrong, Transportation Planner

Resolution 10 – 12

Decatur Metropolitan Planning Organization (MPO)
Adopting the Final 2035 Long Range Transportation Plan (LRTP) Update
for the Decatur Planning Area

WHEREAS, the Decatur Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Alabama as being responsible, together with the State of Alabama, for implementing the applicable provisions of 23 USC 134, 135; 23 USC 324; 422 USC 7401 et seq.; 49 USC 5303, 5304; SAFETEA-LU (Public Law 109-59, August 2005), et al.; 23 CFR Parts 450.324, 326, 328, 330 and 332; 40 CFR Parts 51 and 93; 49 CFR Parts 26, and 613; and,

WHEREAS, the U.S. Department of Transportation requires all urbanized areas, as established by the U.S. Bureau of the Census, conducting area-wide urban transportation planning, to submit a 2035 Long Range Transportation Plan as a condition for meeting the provisions of 23 USC 1234 and defining principles of 23 CFR 450.322; and

WHEREAS, consistent with the declaration of these provisions, the North Central Alabama Regional Council of Governments Transportation Planning Staff, in cooperation with the Bureau of Transportation Planning and Modal Programs of the Alabama Department of Transportation, has prepared a Final 2035 Long Range Transportation Plan Update; and,

NOW THEREFORE BE IT RESOLVED, that the Policy Board of the Metropolitan Planning Organization for the Decatur Planning Area hereby adopts the attached document as the Final 2035 Long Range Transportation Plan Update for the Decatur Planning Area.

Adopted this the 29th day of July, 2010

Chairman, Metropolitan Planning Organization

Director of Transportation Planning, NARCOG

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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 in the planning area over the next 25 years to enhance the movement of people, goods and services throughout the planning area as well as the North Alabama Region.

The LRTP is developed by a Public Involvement Process (PIP) 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 Metropolitan Planning Organization (MPO) updates and maintains the Long Range Transportation Plan (LRTP) for the Decatur Planning Area. Major updates of the LRTP have occurred approximately every five years since 1984. The MPO staff develops and evaluates data and information from public involvement meetings, stakeholder groups, and the development of a computer based travel demand model to evaluate the future comprehensive transportation needs of the planning area.

1.2 Federal Guidance

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 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub L. 109-59, August 10, 2005). The Long Range Transportation Plan (LRTP) addresses a twenty-five year planning horizon through the year 2035. However, according to federal regulations, this plan must be updated every five 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 and in their transportation planning strategies while paying special

attention to requirements and factors specified in SAFETEA-LU 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.

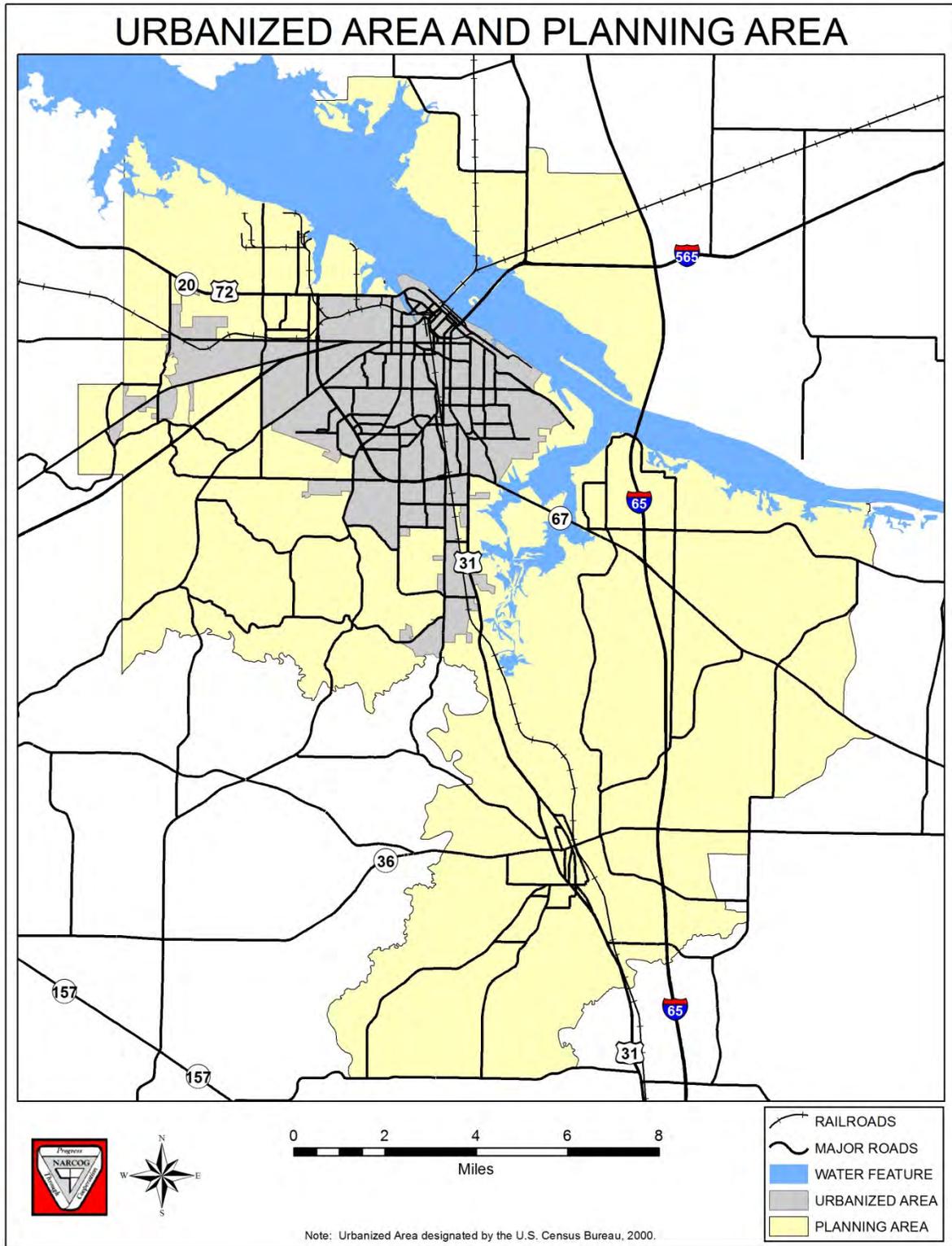
The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) listed eight planning factors that must be considered as part of the planning process for all metropolitan areas. The MPO must consider these planning factors in the development of the Long Range Transportation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

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- 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;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

1.3 Metropolitan Planning Area Characteristics

The Decatur MPO Planning Area includes the municipalities of Decatur, Hartselle, Priceville, and Trinity as well as the adjacent urban area located in Morgan County and southern Limestone County in North Central Alabama. There are two boundaries that are defined in the planning area (figure 1). The Urban Area (UA) boundary was defined in 2000 by the United States Census Bureau with a population of 52,315. The Planning Area (PA) boundary is defined by the Metropolitan Planning Organization (MPO) in cooperation with the Alabama Department of Transportation (ALDOT) and had a 2000 population of 81,293. 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 Planning Area covers 217.69 square miles and is located along the Tennessee River in North Central Alabama. The Planning Area is located 83 miles from Birmingham, 116 miles from Nashville, Tennessee, and 225 miles from Memphis, Tennessee and 229 miles from Atlanta, Georgia.

Figure 1 - Decatur MPO Area



1.4 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 8.0 of this document.

1.5 Metropolitan Planning Organization Structure

The overall decision-making responsibility for the “3C” transportation planning process within the Decatur Planning Area falls under the auspices of the Decatur Metropolitan Planning Organization (MPO) Policy Board. The Decatur 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 Metropolitan Planning Organization Policy Board includes the following eleven 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
- The 1st Division Engineer from the Alabama Department of Transportation

The Metropolitan Planning Organization Policy Board also includes the following five non-voting members:

- A representative of the Transportation Planning / Modal Programs Bureau of the State of Alabama Department of Transportation
- A representative of the Federal Highway Administration (Alabama Division)
- The Executive Director of the North central Alabama Regional Council of Governments
- The Executive Director of the Top of Alabama Regional Council of Governments
- A representative of the Lawrence County Commission

The Metropolitan Planning Organization Policy Board receives input and advice from the Technical Coordinating Committee (TCC). This committee consists of members who work in professions that are parallel to the technical orientation of transportation planning and in many instances work directly in some planning capacity such as city planning or engineering. This committee is vital to the success of the overall transportation planning process as these professionals are the individuals that must integrate the end product of their collective efforts into their individual work responsibilities on a daily basis.

The Technical Coordinating Committee includes the following members:

- Planner, City of Decatur
- Engineer, City of Decatur
- 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 Transportation Planning / Modal Programs Bureau of the State of Alabama Department of Transportation
- A representative of the 1st Division office of the State of Alabama Department of Transportation
- A representative of the Federal Highway Administration (Alabama Division)
- A representative of the Port of Huntsville
- A representative of the Port of Decatur
- A representative of the trucking industry
- A representative of the railroad industry
- A representative of the Hartselle Chamber of Commerce
- A representative of the City of Decatur Police Department
- A representative of the City of Hartselle Police Department
- A representative of the North central Alabama Regional Council of Governments (NARCOG)

The Technical Coordinating Committee (TCC) receives input and advice from the Citizens Advisory Committee (CAC). The CAC is comprised of members of the transportation committee of the Decatur/Morgan County Chamber of Commerce as well as members from the general public. This 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 area 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 MPO staff in the development of specific solutions to area-wide transportation needs

1.6 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 North central Alabama Regional Council of Governments (NARCOG), 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.

1.7 Environmental Mitigation

Under SAFETEA-LU, Metropolitan Planning Organizations (MPO) are instructed to include in their Long-Range Transportation Plans (LRTP) “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 plan. The discussion shall be developed in consultation with federal, state and tribal land management, and regulatory agencies.”

The purpose of environmental mitigation activities is to minimize environmental impacts of proposed projects early in the development of the Long-Range Transportation Plan (LRTP) and promote consistency between transportation improvements and state and local planned growth and economic development patterns.

For SAFETEA-LU compliance of environmental mitigation activities the MPO staff has consulted federal, state, wildlife, land management and regulatory agencies on plans, studies and programs concerning transportation projects in the MPO planning area. The MPO has also reviewed other available plans, databases, maps and documents to identify potential environmental mitigation impacts.

1.8 Climate Change

The Federal Highway Administration (FHWA) has determined that climate change should be integrated into transportation planning at the state, regional, and local levels.

“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

In order to address climate change into the transportation planning process the MPO will continue to educate and advise the general public, freight providers, transit service providers, local planning agencies, local businesses and other interested individuals and groups on the effects of climate change.

1.9 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 .084 to .075 parts per million. This lower standard could affect Morgan and Limestone Counties.

The Environmental Protection Agency (EPA) will decide by August 2010 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 TIP. The MPO will have one year to complete the Conformity Process for planning area. This Conformity Process is demonstrated by estimating regional and project emissions using MOVES 2010 software, against emissions limits, or budgets, established in a Statewide Implementation Plan (SIP) issued by the Alabama Department of Environmental Management.

1.10 Bicycle and Pedestrian Considerations

Bicycling and walking are viable transportation alternatives throughout many communities within the North Alabama region. Whether for commuting or recreational enjoyment, the Decatur Metropolitan Planning Organization (MPO) understands the importance of these activities to one's health, safety and general welfare. Therefore, the Decatur MPO is committed to improving bicycle and pedestrian conditions throughout the region.

Both the Federal Highway Administration (FHWA) and the MPO have established requirements for bicycle and pedestrian travel.

FHWA Requirements

According to FHWA, MPOs must consider at a minimum, accommodating bicycle and pedestrian needs as identified below:

- FHWA policy requires that this document include the statement that “bicycle and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.”
- 23 United States Code 217 states that “Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and State.”
- FHWA guidance on this issue states that “due consideration” of bicycle and pedestrian needs should include, at a minimum, a presumption that bicyclists and pedestrians will be

accommodated in the design of new and improved transportation facilities. In the planning, design, and operation of transportation facilities, bicyclists and pedestrians should be included as a matter of routine, and the decision not to accommodate them should be the exception rather than the rule. There must be exceptional circumstances for denying bicycle and pedestrian access either by prohibition or by designing highways that are incompatible with safe, convenient walking and bicycling.

Exceptional circumstances are defined below:

- 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. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project. This twenty percent figure should be used in an advisory rather than an absolute sense.
- Where sparseness of population or other factors indicate an absence of existing and future need. For example, the Portland Pedestrian Guide requires “all construction of new public streets” to include sidewalk improvements on both sides, unless the street is a cul-de-sac with four or fewer dwellings, or the street has severe topographic or natural resource constraints.

1.11 Plan Adoption

Adoption of the 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 included 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 MPO submits the Final 2035 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.

1.12 Implementation Procedures

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 years. The projects included in the TIP are taken from the LRTP.

1.13 Revisions and Amendments

The LRTP can be revised and amended as needed for any of the following criteria:

- Changes in funding or time frame
- Add new projects (if funding is available)
- Delete projects
- Major scope changes
- Change in socio-economic projections

The MPO Policy Board must approve changes to the LRTP by formal resolution and must follow the public involvement process identified in the Decatur MPO Public Involvement Plan (PIP).

1.14 Plan Organization

The 2035 LRTP has nine sections. Each section builds upon the preceding chapter to develop the complete document.

Introduction – The Introduction explains transportation planning guidelines and provides background information on the Decatur Area MPO. In addition the chapter provides an overview of the LRTP including the purpose, requirements, and methodology to adopt, implement, amend, or revise the 2035 LRTP.

Goals, Objectives and Measure of Effectiveness - The Goals, Objectives, and Measures of Effectiveness section identify the goals, objectives, and measures of effectiveness for the transportation system in the planning area.

Existing Conditions - The Existing Conditions section identifies and inventories the existing conditions of the transportation system including all modes of transportation used in the planning area.

Future Conditions – The Future Conditions section formulates travel demand on the existing transportation network through anticipated changes to projected land use and socioeconomic changes through the year 2035.

Descriptions, Needs, and Strategies for each Transportation Mode – This section identifies the Description, Needs, and Strategies for each Transportation Mode based on the Goals, Objectives, and Measures of Effectiveness section.

Financial Plan – The Financial Plan section contains forecasts of federal, state and local funding anticipated through the LRTP planning period (2035).

Transportation System Improvements – The Transportation System Improvements section includes capacity and operations/maintenance improvements for the planning area. This section includes financially constrained projects as well as a visionary project table of projects that should be completed in the planning period (2035).

Public Participation and Continuing Efforts – The Public Participation and Continuing Efforts section provides information on the public involvement process for the development of the 2035 LRTP. This section also provides details on future LRTP's in the planning area.

Appendixes – The Appendixes section includes documentation detailing the Public Participation Process as well as maps, tables and databases referenced in the preceding sections.

1.15 Strategic Highway Safety Plan

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

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 long range transportation plan:

- a) Provide a safe and efficient transportation system
- b) 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
- c) Provide a transportation system that will preserve, protect, and enhance the natural and human environment
- d) Maintain quality performance of the transportation system through efficient congestion management and operations
- e) 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 MPO developed the following objectives for the each mode of the transportation system:

Highway and Streets (collector and above)

1. Development of highways and streets that are consistent with local land use and development plans
2. Increase the connectivity of the existing network locally and regionally
3. Development of highways and streets that relieves traffic congestion and travel times
4. Development of highways and streets that reduce accident potential and severity
5. Include sidewalks and bicycle facilities in the design of highways and streets to accommodate and encourage pedestrian and bicycle travel
6. Develop visually attractive highways and streets

Public Transit

1. Establish programs and services that encourage transit ridership
2. Serve the elderly, low income and populations at a disadvantage to reasonable access of needed services
3. Maximize transit's coverage area to the extent feasible
4. Facilitate the integration and coordination of transit services by all transit service providers
5. Operate safe and efficient transit services that minimize costs, travel times and travel distances
6. Implement land use strategies that promote transit participation and coverage

Bicycle and Pedestrian

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

Intermodal System including Rail Transportation, Air Transportation and Freight Movements

1. Develop a transportation system that reduces travel times and congestion on the transportation network
2. Improve the transportation system that is accessible and provides compatibility with multiple modes of transportation
3. Identify opportunities to expand intermodal facilities in the planning area
4. Designate truck routes that minimize exposure to neighborhoods, historic, and cultural resources
5. 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

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

Financial

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

3.0 Existing Conditions

This section of the plan provides information into the area's geographic location, socioeconomic conditions, transportation system, land use and travel characteristics for the base year of 2005.

3.1 Geographic Area

The Decatur Planning Area is located in the North Central section of North Alabama (figure 1). The Planning Area is comprised of the municipalities of Decatur, Hartselle, Trinity and Priceville and portions of Morgan, Limestone and Lawrence Counties. The Planning Area had an estimated 2005 population of approximately 86,940. The Decatur Planning Area is included in the Decatur Metropolitan Statistical Area (Morgan and Lawrence Counties) with a 2005 estimated population of 146,949.

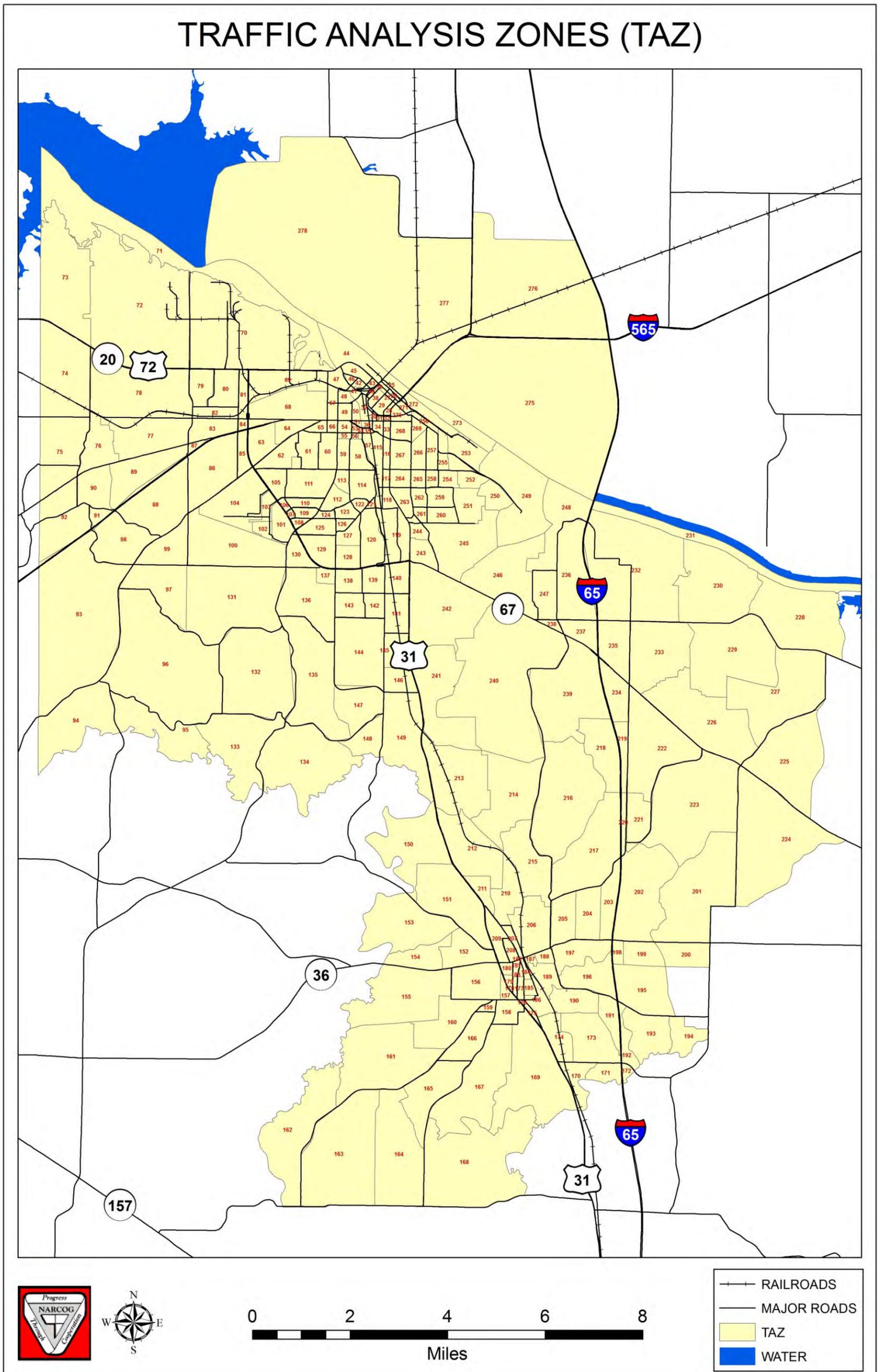
3.2 Urban and Planning Area Boundaries

The Decatur Metropolitan Planning Organization (MPO) is defined by two boundaries. The Urban Area boundary (UA) was defined by the U.S. Census Bureau in 2000. This Urban Boundary is updated during each decennial census, and had a population of 52,315 in 2000. The Planning Area Boundary (PA) is defined as the Urban Area Boundary plus the area that is projected to become urbanized over the next twenty years. The Urban Area and Planning Area Boundaries are shown in (figure 1).

3.3 Traffic Analysis Zones

The Planning Area 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 2000 census data including tract, block group and block level geography. A total of 278 TAZ's are included within the Planning Area boundary, as shown in figure 2.

Figure 2 - Traffic Analysis Zones (TAZ)



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

An inventory of each land use noted above and its corresponding quantity within each TAZ in the Planning Area is listed in Table 46 on page 95 in the Appendixes. Table 1 below lists the totals for each primary land use for the 2005 base year:

Table 1 - 2005 Socioeconomic Data Totals

Land Use	Total 2005
Occupied Housing Units	34,500
Median Household Income	\$36,442
Retail Employment	10,162
Non-Retail Employment	45,925
School Enrollment	20,171
Dorm Rooms	0

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 - 2005 Occupied Housing Units by Traffic Analysis Zone

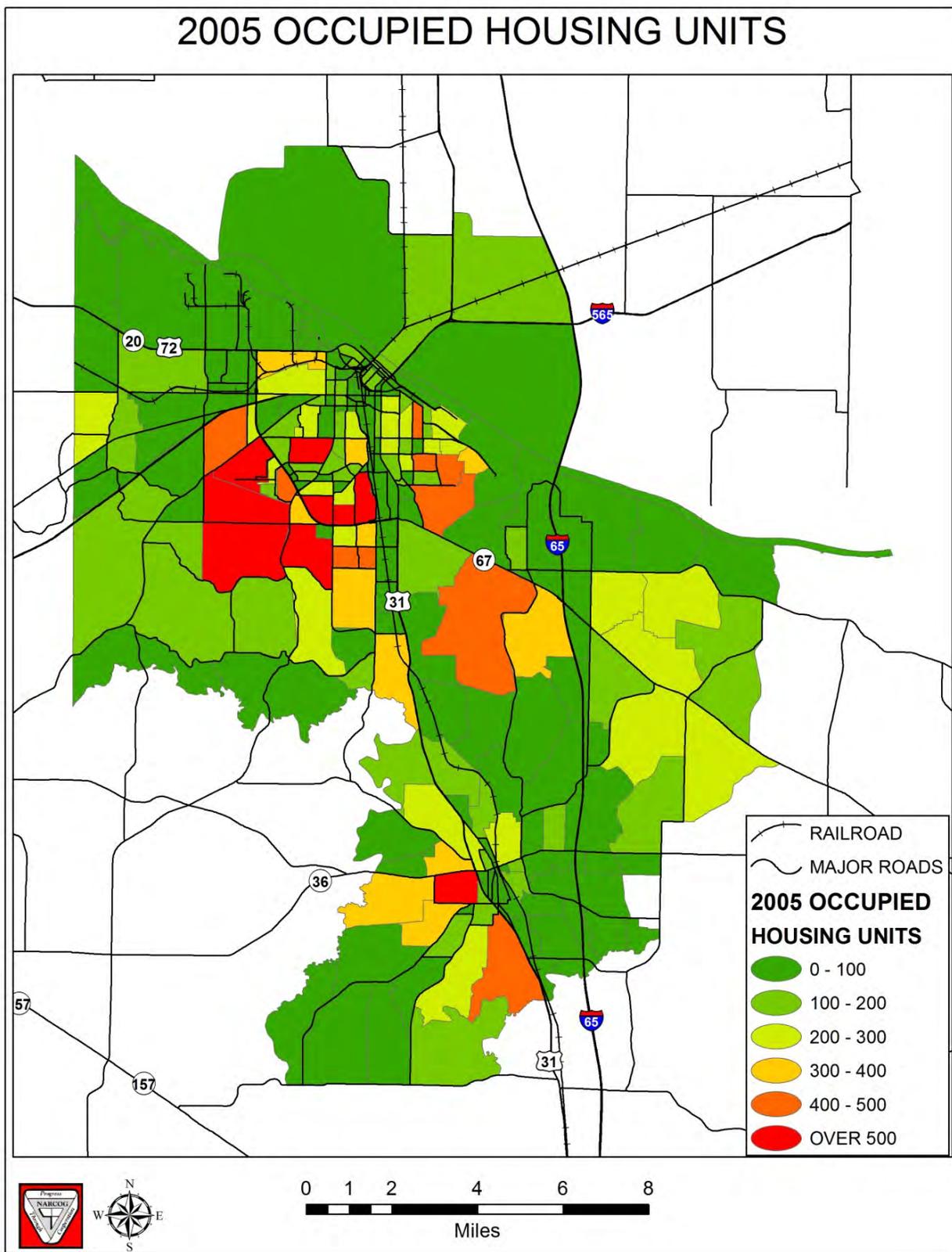


Figure 4 - 2005 Median Household Income by Traffic Analysis Zone

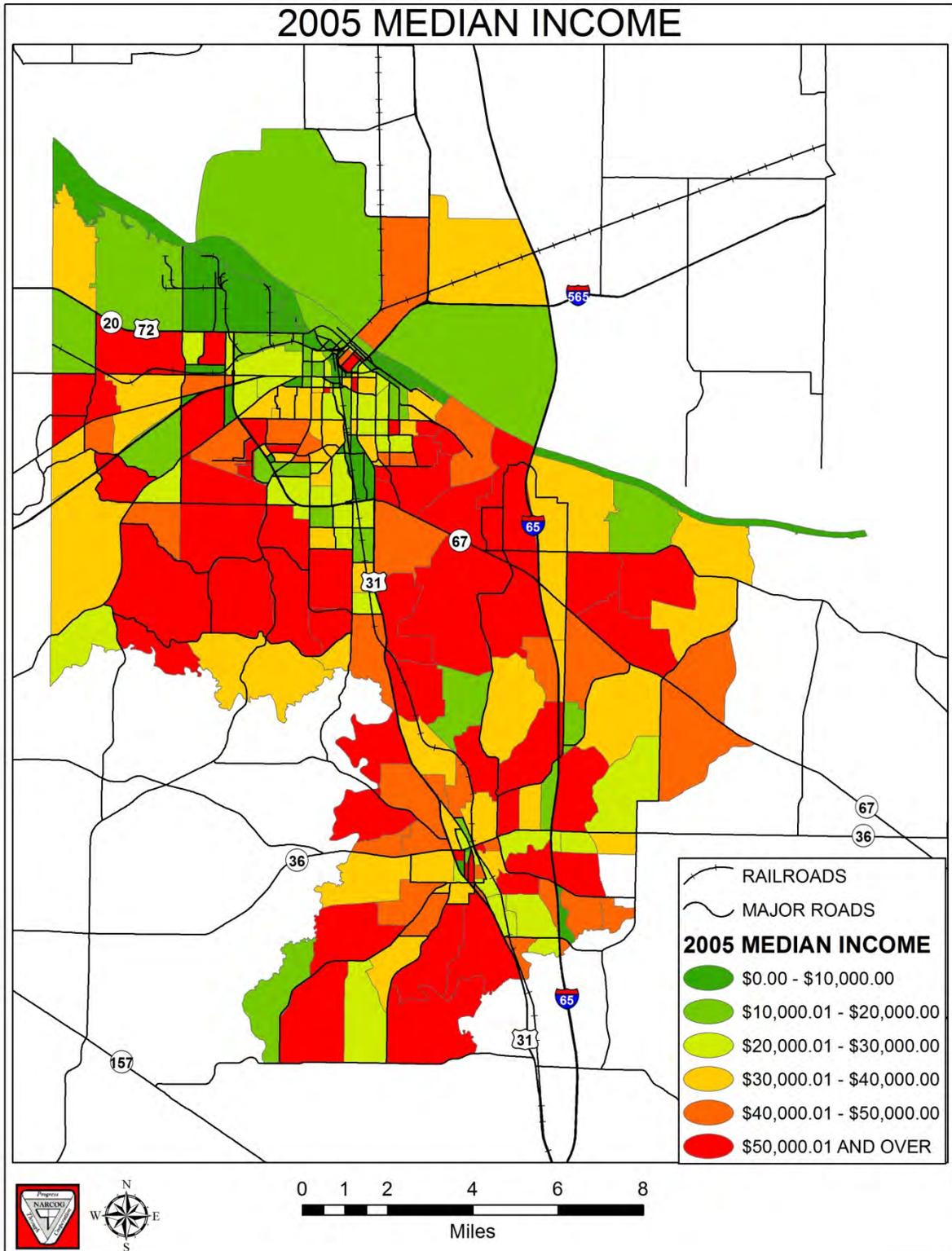


Figure 5 - 2005 Retail Employment by Traffic Analysis Zone

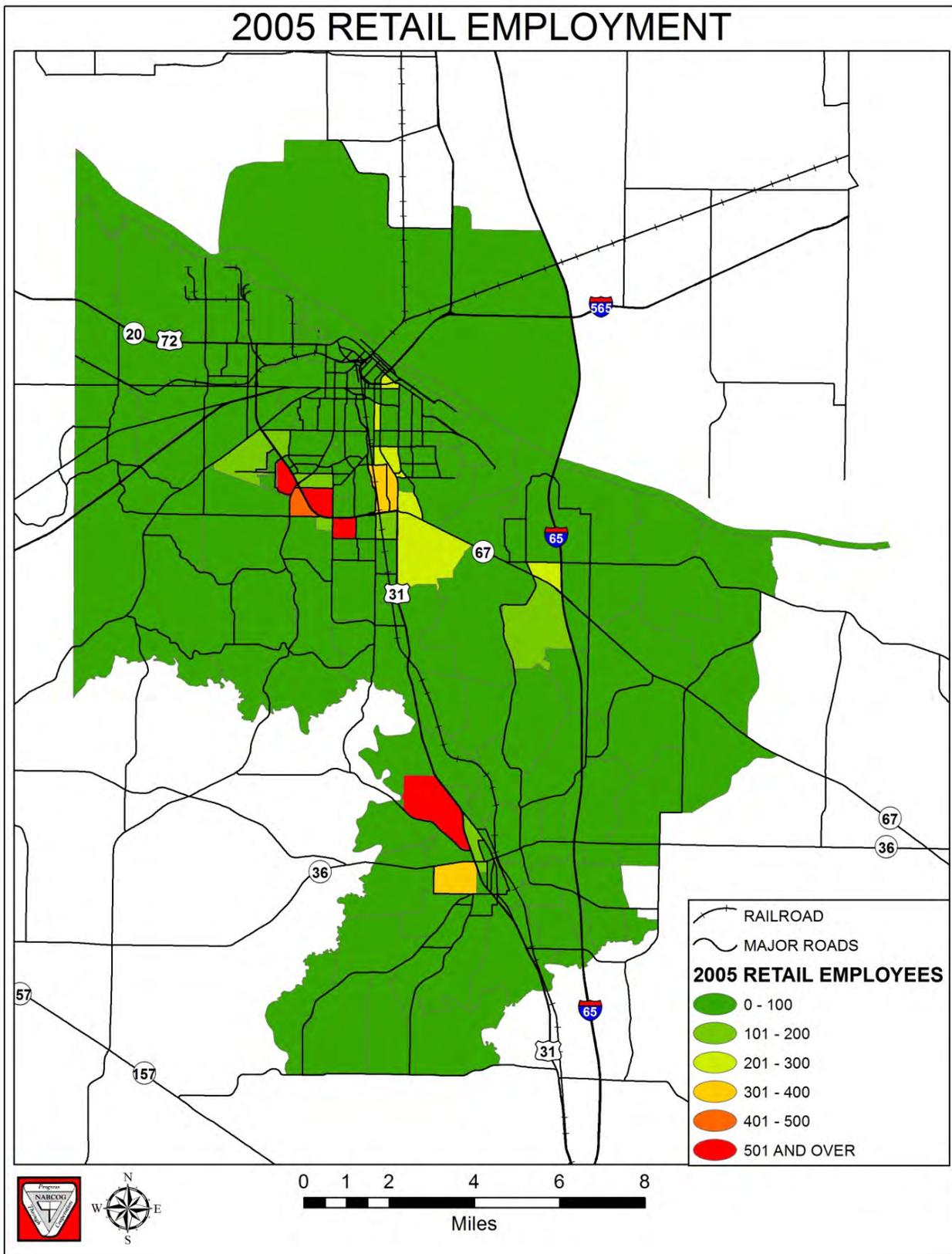


Figure 6 - 2005 Non-Retail Employment by Traffic Analysis Zone

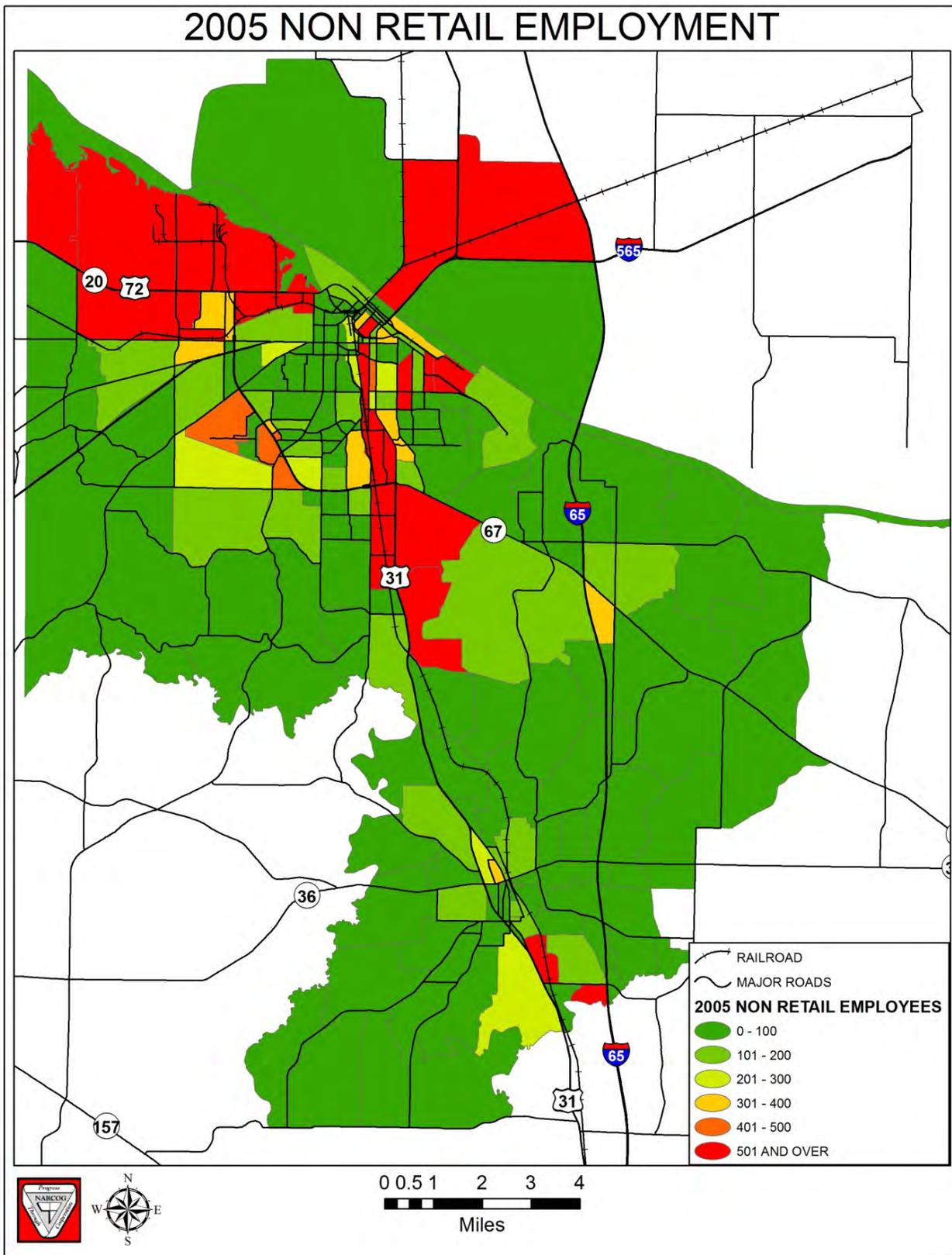
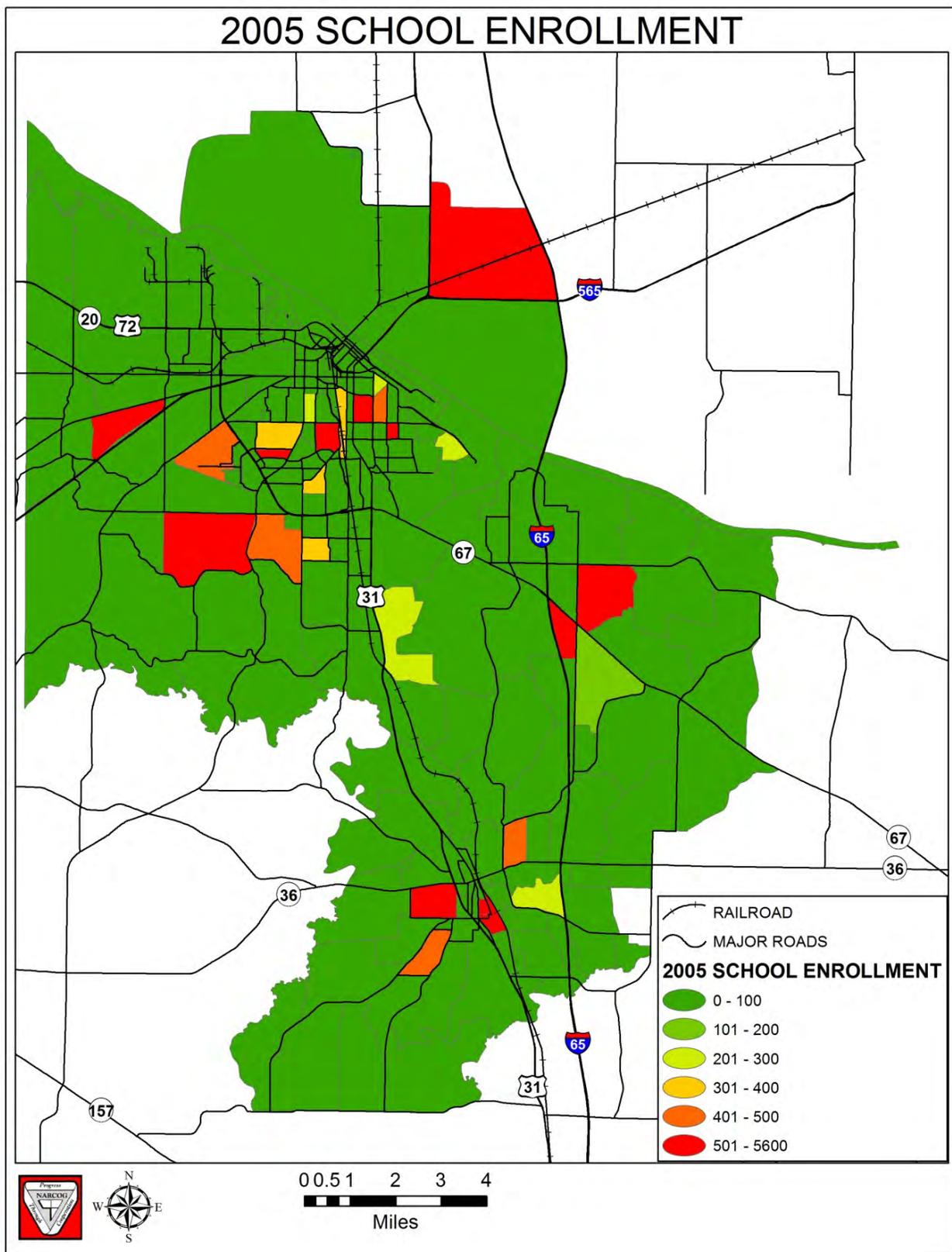


Figure 7 - 2005 School Enrollments by Traffic Analysis Zone



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 Planning Area transportation network and 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 functional classified road system including unclassified local roads is listed in Table 2 below.

Table 2 - Roadway Classification and Descriptions

Interstate	17.66 miles
Principal Arterial	61.94 miles
Minor Arterial	66.24 miles
Urban Collector	140.77 miles
Un-Classified local roads	585.88 miles
Total	872.49 miles

Table 3 below contains a brief description of the major roadways within the planning area

Table 3 - Major Roadways located in the Planning Area

Description	Functional Classification	Speed
Interstate 65	Interstate	70 miles per hour
Interstate 565	Interstate	70 miles per hour
U.S. Highway 31	Principal Arterial	Posted speeds vary
Alabama State Highway 20 (U.S. Alternate 72)	Principal Arterial	Posted speeds vary
Alabama State Highway 24	Principal Arterial	Posted speeds vary
Alabama State Highway 36	Principal Arterial	Posted speeds vary
Alabama State Highway 67	Principal Arterial	Posted speeds vary
Central Parkway	Urban Minor Arterial	Posted speeds vary
Trinity Lane	Urban Minor Arterial	Posted speeds vary
Old Moulton Road	Urban Minor Arterial	Posted speeds vary
Danville Road	Urban Minor Arterial	Posted speeds vary
Spring Avenue	Urban Minor Arterial	Posted speeds vary
8 th Avenue	Urban Minor Arterial	Posted speeds vary
Somerville Road	Urban Minor Arterial	Posted speeds vary
Country Club Drive	Urban Minor Arterial	Posted Speeds vary
14 th Street	Urban Minor Arterial	Posted speeds vary
Lee Street	Urban Minor Arterial	Posted speeds vary

Church Street	Urban Minor Arterial	Posted speeds vary
Sparkman Street	Urban Minor Arterial	Posted speeds vary
Woodall Road	Urban Collector	Posted speeds vary from 25 to 45 mph
Auburn Drive	Urban Collector	Posted speeds vary from 25 to 45 mph
Patillo Street	Urban Collector	Posted speeds vary from 25 to 45 mph
Nance Ford Road	Urban Collector	Posted speeds vary from 25 to 45 mph
Indian Hills Road from Princeville City limits to the planning area boundary	Major Rural Collector	Posted speeds vary
Danville Road from Decatur City limits to the planning area boundary	Major Rural Collector	Posted Speeds vary
Upper River Road from Princeville City limits to the planning area boundary	Major Rural Collector	Posted Speeds vary
Parker Road from Hartselle City limits to the planning area boundary	Minor Rural Collector	Posted speeds vary
Bird Springs Road from the Decatur City limits to the planning area boundary	Minor Rural Collector	Posted speeds vary

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 major programs of public transit which are the 5307 urban program and the 5311 rural program.

The 5307 urban transit service is a demand-response passenger pick-up service and has American with Disability 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 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 fares for one-way trips are \$1.00 for each stop inside the city limits of Decatur and Hartselle and \$2.00 per stop between the two cities or from rural areas into the urban area.

The 5311 rural program is also a demand-response passenger pick-up service and has American with Disability Act (ADA) equipped vehicles available. The service is also operated from 7:00 am to 5:00 pm. MCATS offers rural program subscriptions services to human resource clients into non-urban areas as well as from the non-urban area to the urban area. The fares for a one-way trip are \$1.00 in the city limits of Decatur and Hartselle and \$2.00 each way from the rural areas to the urban areas.

The 5307 and 5311 services are provided by 30 vehicles, 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 2009 was 155,541 trips traveling approximately 586,357 miles. Approximately 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 is \$725,790 in operating expenditures. Federal funds account for \$290,316 of the total funds and the remaining \$335,158 are provided by local funding. The 5311 rural program has \$45,478 in administrative costs and \$371,137 in operating costs, with \$107,551 of local matching funds. Federal sources fund 80 percent of the capital funding with the remaining 20 percent coming from local matching funds. The operational expenses are split 50 percent federal and 50 percent local matching funds after the fare box revenues are subtracted.

At the present time there are no fixed route systems running in the planning area.

3.8 Pedestrian and Bicycle Facilities

Bicycling and Pedestrian movements are modes of transportation that, like the automobile, can provide a viable means of transportation in the planning area. In the past, transportation projects have been completed in the planning area that enhance pedestrian and bicycle movements. These projects have been for the most part trails and sidewalks that connect residential neighborhoods and schools. The following is a specific list of designated pedestrian and bicycle facilities in the planning area.

City of Decatur

Point Mallard Park to Rhodes Ferry Park – hiking and biking trail (connection from Point Mallard to the downtown area, figure 9)

Julian Harris Park – 1 mile walking trail

Delano Park – 1 mile walking trail

Wilson Morgan Park – 3 mile walking trail (future bike trail to connect to the downtown area, figure 9)

Point Mallard Park – 3 mile hiking and biking trail

Pedestrian Bridge at Railroad Street and Sycamore Street (this bridge provides access to pedestrians crossing the CSX railroad tracks in Northwest Decatur)

City of Hartselle

Sparkman Park - .75 mile walking trail

Trinity

City Park – 2 mile walking trail

Priceville

City Park – walking trail

U.S. Fish and Wildlife Service

Wheeler National Refuge – 5.5 miles of hiking and biking trails

Along with the listed facilities, there are numerous sidewalks available to the traveling public in the planning area. To expand upon the existing bicycle and pedestrian facilities, the municipalities within the planning area along with the planning staff have mounted a major effort to incorporate bicycle and pedestrian planning into the transportation planning process. The MPO planning staff has been working with the City of Decatur and the Decatur Downtown

Redevelopment Authority (DDRA) on a downtown enhancement and streetscape plan that will enhance bicycle and pedestrian movements as well as parking in the downtown area. The MPO planning staff has also helped the City of Hartselle in the development of a downtown enhancement and streetscape project that is pedestrian friendly.

Figure 9 - Bicycle and Walking Trails in the City of Decatur



Source City of Decatur Park and Recreation Department

3.9 Other Existing Modes of Transportation (Rail, Air and Intermodal)

3.9.1 Existing Rail Services

Included in the existing transportation system are two Class I railroads. CSX Corporation and Norfolk-Southern Corporation both have rail yard facilities (figure 10) in the 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. Average train count numbers obtained from CSX Transportation indicate that 30 to 35 trains pass through Decatur each day. 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. An average of 18 to 20 trains per day pass through Decatur on this line. It should be noted that there is no passenger rail service in the planning area.

Figure 10 - Rail Yards located in the Planning Area



3.9.2 Air Services

The Planning Area is served by three airports. Two 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 located on Interstate 565 near Madison, Alabama. Below is a description of each airport:

Pryor Field – is a general aviation airport located three miles northeast of downtown Decatur and adjacent to Calhoun Community College in Limestone County. The airport has one paved runway that is 6,107 x 100 ft with pilot controlled lights. Aircraft based at the airport was 147 in 2009.

Hartselle/Morgan County Regional Airport – 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. Aircraft based at the airport was 30 in 2009.

Huntsville International Airport - The Huntsville International Airport serves as a general aviation, commercial passenger air service, and cargo operations airport for north Alabama and southern Tennessee. In 2009 the Huntsville Airport Authority reported that 1,171,147 passengers were served at the airport. The airport has two paved runways that are 12,600 x 150 and 10,006 x 150. Aircraft based at the airport was 89 in 2009. Table 4 below list airlines that provide passenger service at the airport and also the non-stop destinations served as of February 2009.

Table 4 - Airlines and Non-Stop Destinations served by the Huntsville/Decatur International Airport

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

Source Huntsville International Airport

3.9.3 Intermodal Services

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 daily service to Europe and twice weekly service to Mexico. 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. 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 planning area.

The Planning Area is also served by a navigable waterway, the Tennessee River. There are three port terminals located along the Tennessee River in Decatur. Mallard-Fox Creek, the Morgan County Port Authority and the Port of Decatur provide a year-round nine foot navigable channel. The ports link the area with the Tennessee-Tombigbee Waterway and the Ohio River system which gives the region access to thirteen 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.

The Planning Area is also served by two 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. The area has a significant amount of freight and shipping providers that require trucking terminals. The Planning Area has approximately 30 trucking terminals including Federal Express (FedEx) and United Parcel Services (UPS).

The Planning Area serves as a hub for the movement of goods and services throughout the region as well as the southern United States.

3.10 Base Year 2005 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 2005. 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 that is used to simulate traffic conditions in 2005.

3.10.1 Base Year (2005) Data Collection and Sources

Occupied Housing Units – 2000 Census Summary File 3; 2000 Census Transportation Planning Package (CTTP); Aerial Photography from the City of Decatur and the Morgan County Department of Revenue; Local Building Permits.

This data was updated for a five year span between 2000 and 2005 using local building permit data provided by the cities, towns and counties in the planning area (Table 5).

Retail Employment – Alabama Department of Industrial Relations; Decatur/Morgan County Chamber of Commerce; Hartselle Area Chamber of Commerce; InfoUSA Business List; AT&T Yellow Pages; NARCOG Employment Database.

This data was updated from 2000 to 2005 using existing and updated databases from InfoUSA, the Decatur/Morgan County Chamber of Commerce, the Hartselle Area Chamber of Commerce and the 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 List; Morgan County Economic Development Association; AT&T Yellow Pages; NARCOG Employment Database.

This data was also updated from 2000 to 2005 using existing and updated databases from InfoUSA, the Morgan County Economic Development Association; the Decatur/Morgan County Chamber of Commerce; the Hartselle Area Chamber of Commerce and the AT&T Yellow Pages.

School Enrollment – NARCOG School Employment Database; Decatur City School Board; Hartselle City School Board; Morgan County School Board; Calhoun Community College and the municipalities of Decatur, Hartselle, Priceville and Trinity.

This data was updated from 2000 to 2005 by collecting information from enrollment numbers from various school systems in the planning area.

Dorm Rooms – currently there are no dorm rooms located in the planning area.

Median Household Income – U.S. Department of Labor; 2000 Census Transportation Planning Package (CTPP); 2000 Census Summary File 3.

The Median Household Income is assumed to remain constant from 2000 to 2005.

Table 5 - 2005 Base Year Socio-Economic Data Totals

Land Use	Total
Occupied Housing Units	34,500
Retail Employment	10,162
Non-Retail Employment	45,925
Total Employment	56,087
School Enrollment	20,171
Dorm Rooms	0
Median Household Income	\$36,443

Data Aggregation – Once the data was collected and checked for accuracy it was then aggregated to individual traffic analysis zones (table 46 on page 95 in the Appendixes). 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 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 2000 Travel Demand Model (TDM) to replicate traffic conditions for the base year of 2005. The 2005 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 25). At each intersection node numbers are assigned to defined individual links in the highway network. The classification type, capacity (table 6), length, and posted speed limits of each highway link are coded as part of the highway network description. The 278 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 Planning Area (figure 11). The Planning Area 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

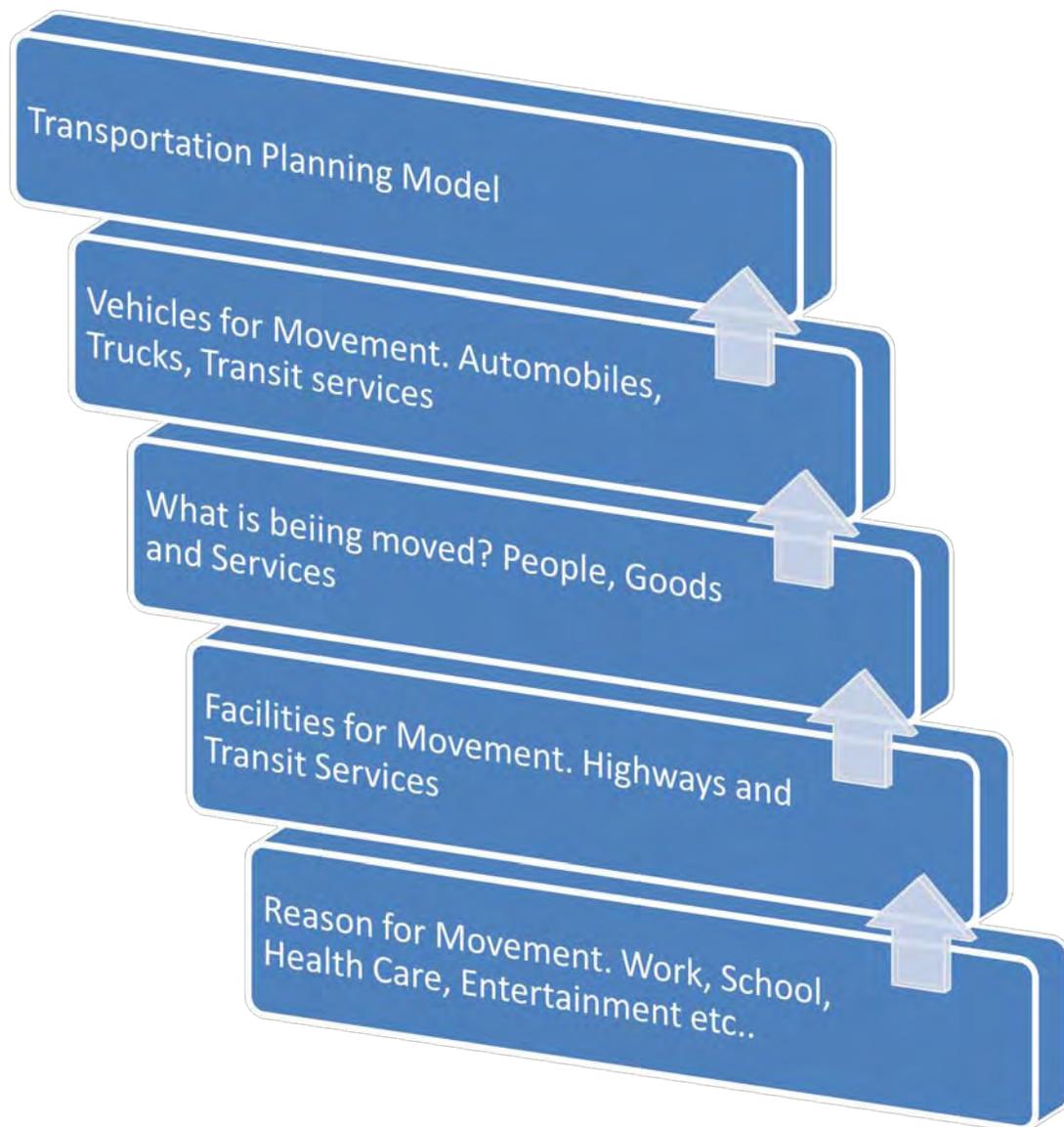


Figure 12 - Four Step Travel Demand Modeling Process



Trip Generation

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, 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 2005 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 (Table 7)
- 2) Household Trip Generation Curve (Table 8)
- 3) Production Factor Curve (Table 9)
- 4) Attraction Factor Curve (Table 10)
- 5) Road Type File (Table 11)
- 6) Income Range File (Table 12)

- 7) External Traffic Count File (Table 13)
- 8) Socio-Economic File (Table 46 on page 95 in the Appendixes)

Table 7 - Automobile Ownership File

Income Range	0 Cars	1 Car	2 Cars	3+ Cars
1	.313	.470	.167	.050
2	.097	.544	.279	.080
3	.035	.396	.447	.122
4	.008	.269	.511	.212
5	.014	.144	.535	.307
6	.005	.082	.486	.427

Table 8 - Household Trip Generation Curve

Income Range	0 Cars	1 Car	2 Cars	3+ Cars
1	.234	1.987	3.214	3.749
2	.497	3.156	4.237	4.821
3	.917	4.256	4.911	5.468
4	1.832	7.937	8.548	9.603
5	.955	6.383	6.991	7.686
6	.456	6.687	7.512	7.946

Table 9 - Production Factor Curve

Production Factor	Percent of Total Productions
Home-Base-Work	.220
Home-Base-Other	.530
Non-Home-Based	.250
Truck & Taxi	.154

Table 10 - Attraction Factor Curve

Attraction Factor	Percent of Total Attractions
Home-Based-Work – Employee	1.23
Home-Based-Other-Dwelling Unit	.77
Home-Based-Other-Student	1.16
Home-Based-Other-Retail Employment	5.54
Home-Based-Other-Non Retail Employment	1.24
Non-Home-Based-Dwelling Unit	.35
Non-Home-Based-Retail Employment	3.16
Non-Home-Based-Non-Retail Employment	.62
Truck & Taxi-Dwelling Unit	.21
Truck & Taxi-Retail Employment	1.94
Truck & Taxi-Non-Retail Employment	.38

Table 11 - Road Type File

Road Type	Percentage of External to External Trips
1-Interstate/Freeway	.800
2-Expressway	.000
3-Principal Arterial	.200
4-Minor Arterial	.000
5-Collector	.000

Table 12 - Income Ranges

Income Reference Number	Income Range
1	\$0 - \$9,999
2	\$10,000 - \$19,999
3	\$20,000 - \$29,999
4	\$30,000 - \$39,999
5	\$40,000 - \$49,999
6	\$50,000+

Table 13 - External Traffic Count File

Model Node Number	Road Type (Table 11)	Location	2005 Count	2035 Count
1	5	Harris Station Road	1914	3,467
2	3	U.S. Highway 31 North (Limestone County)	15,570	32,659
3	1	Interstate 65 North (Limestone County)	24,460	68,654
4	1	Interstate 565 (Limestone County)	49,790	139,750
5	5	County Road 40 East (Morgan County)	2,700	4,891
6	3	State Route 67 East (Morgan County)	7,850	16,466
7	4	State Route 36 East (Morgan County)	5,670	12,795
8	5	North Mount Tabor Road (Morgan County)	1,260	2,282
9	5	County Road 45 (Morgan County)	450	1,300
10	5	County Road 27 (Morgan County)	530	960
11	1	Interstate 65 South (Morgan County)	34,000	95,431
12	3	U.S. Highway 31 South (Morgan County)	8,500	17,829
13	5	County Road 55 East (Morgan County)	1,953	2,542
14	5	County Road 55 West (Morgan County)	1,500	2,717
15	3	State Route 36 West (Morgan County)	6,790	13,236
16	5	County Road 26 (Morgan County)	2,297	4,161
17	5	Norris Mill Road	1,667	3,020
18	5	County Road 41 (Morgan County)	3,345	6,059
19	5	Kirby Bridge Road	2,996	5,427
20	5	Old Moulton Road (Morgan County)	1,926	3,489
21	3	State Route 24 West (Morgan County)	16,260	39,467
22	4	County Road 460 West (Morgan County)	3,930	8,243
23	5	Old Trinity Road	1,554	2,815
24	3	State Route 20/Alt 72 West (Morgan County)	14,010	29,387

Trip Distribution

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.

Traffic Assignment

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 2005 highway network represented in the Decatur planning area traffic assignment network is shown in figure 13.

Figure 13 - 2005 Traffic Assignment Network

2005 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 2005 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 2005 base year travel demand model.

Table 14 - 2005 Trip Generation Totals by Purpose

Trip Purpose	Total Productions	% of Total Trip Productions
Home Based Work (HBW)	49,708	12.00%
Home Based Other (HBO)	119,757	28.88%
Non-Home Based (NHB)	56,491	13.62%
Truck – Taxi (T-T)	34,796	8.40%
Internal-External (I-E)	96,730	23.33%
External-External (E-E)	57,096	13.77%
Total	414,578	100%

All calculated values fall within the validation requirements.

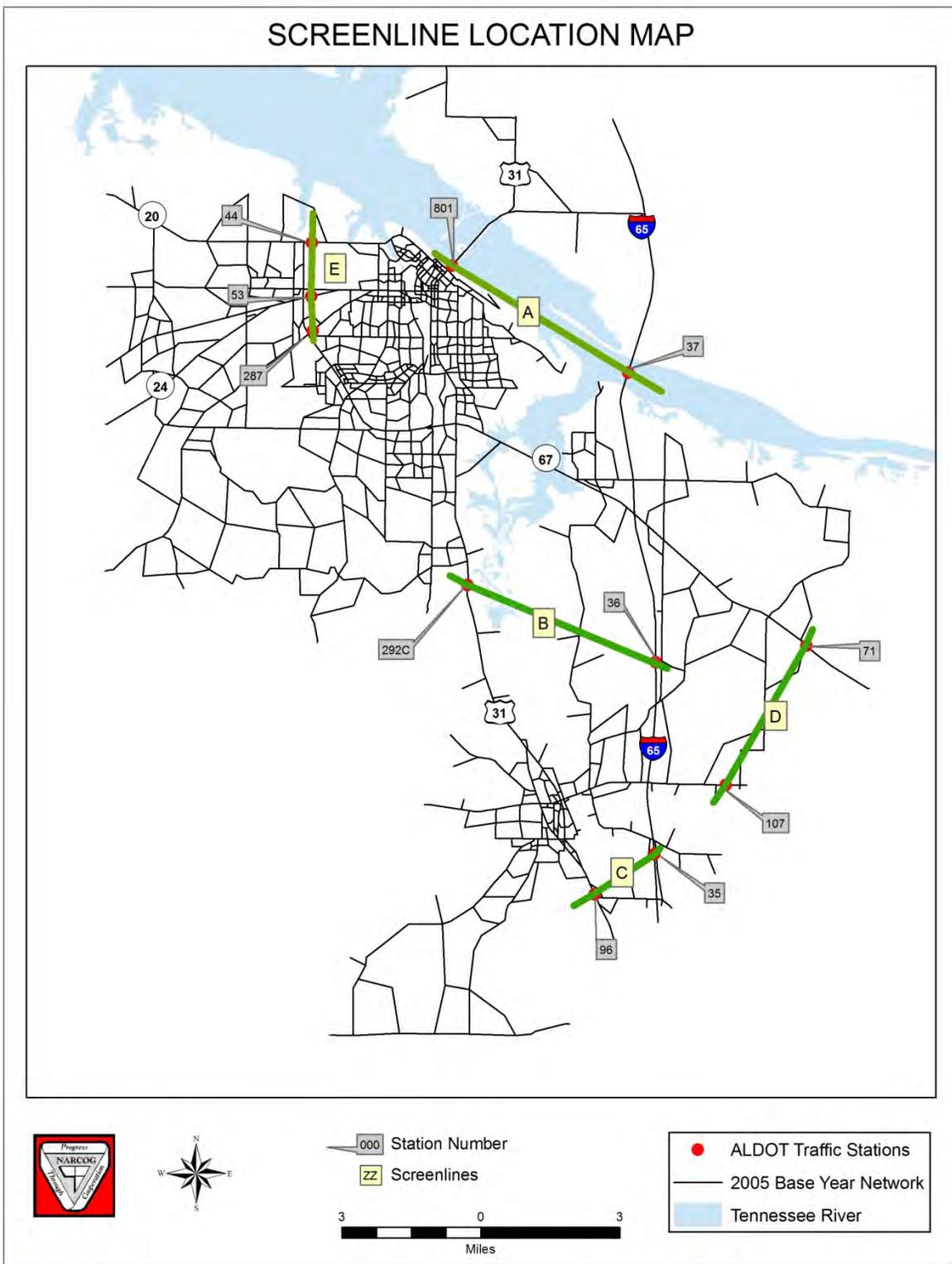
Screenline Analysis

Several screenlines were established to compare actual ground count data to simulated model count volumes for the 2005 base year. These screenlines are shown in detail in figure 14 and described in table 15. Screenlines A, B, and C were selected to determine if the travel demand model correctly simulated north-south travel through the planning area. Screenlines D and E were selected to determine the east-west travel through the planning area.

Table 15 - 2005 Base Year Screenline Analysis

Screenline	Station Number	Location	2005 Actual Count	2005 Model Assignment	% Difference
A	37	I-65 Tennessee River Bridge	35,350	31,101	12.02%
	801	Hudson and Keller Bridges	44,429	39,720	10.60%
	Total		79,779	70,821	11.23%
B	292C	U.S. Highway 31 between State Highway 67 and Lenwood Road	19,479	22,828	17.19%
	36	I-65 between Highway 67 and Highway 36	35,320	35,308	0.03%
	Total		54,799	58,136	6.09%
C	35	I-65 between Highway 36 and Thompson Road	33,760	33,457	0.090%
	96	U.S. Highway 31 North of Thompson Road	14,250	13,099	8.08%
	Total		48,010	46,556	3.03%
D	71	State Highway 67 East	8,052	7,853	2.47%
	107	State Highway 36 East	6,763	8,230	21.69%
	Total		14,815	16,083	8.56%
E	44	State Highway 20 West	24,710	23,621	4.41%
	53	State Highway 24 West	10,110	8,266	18.24%
	287	Old Moulton Road	4,811	3,632	24.42%
	Total		39,631	35,523	10.37%

Figure 14 - Screenline Location Map



Other Travel Demand Model Validations

Other travel demand model validation measurements were checked for accuracy including model performance by daily volume groups (table 16 and figure 15), model performance by functional classification (table 17 and figure 16), root mean square error by facility type (table 18), root mean square error by volume ranges (table 19), Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) by functional classification (table 20), and the coefficient of determination or R^2 value.

Table 16 - Model Performance by Daily Traffic Volume Groups

Volume Group	2005 Actual Count	Model Count	%Difference	FHWA Target *
25,000 to 50,000	418,545	389,237	7.00%	22%
10,000 to 25,000	306,941	300,734	2.02%	25%
5,000 to 10,000	59,256	52,549	10.81%	29%
2,500 to 5,000	39,431	39,589	16.32%	36%
1,000 to 2,500	3,740	3,549	5.11%	47%
0 to 1,000	1,083	679	37.30%	60%
Total	825,256	783,088	5.11%	

* Source: NCHRP Report 255, FHWA

Figure 15 - Model Performance by Daily Traffic Volume Groups - Chart

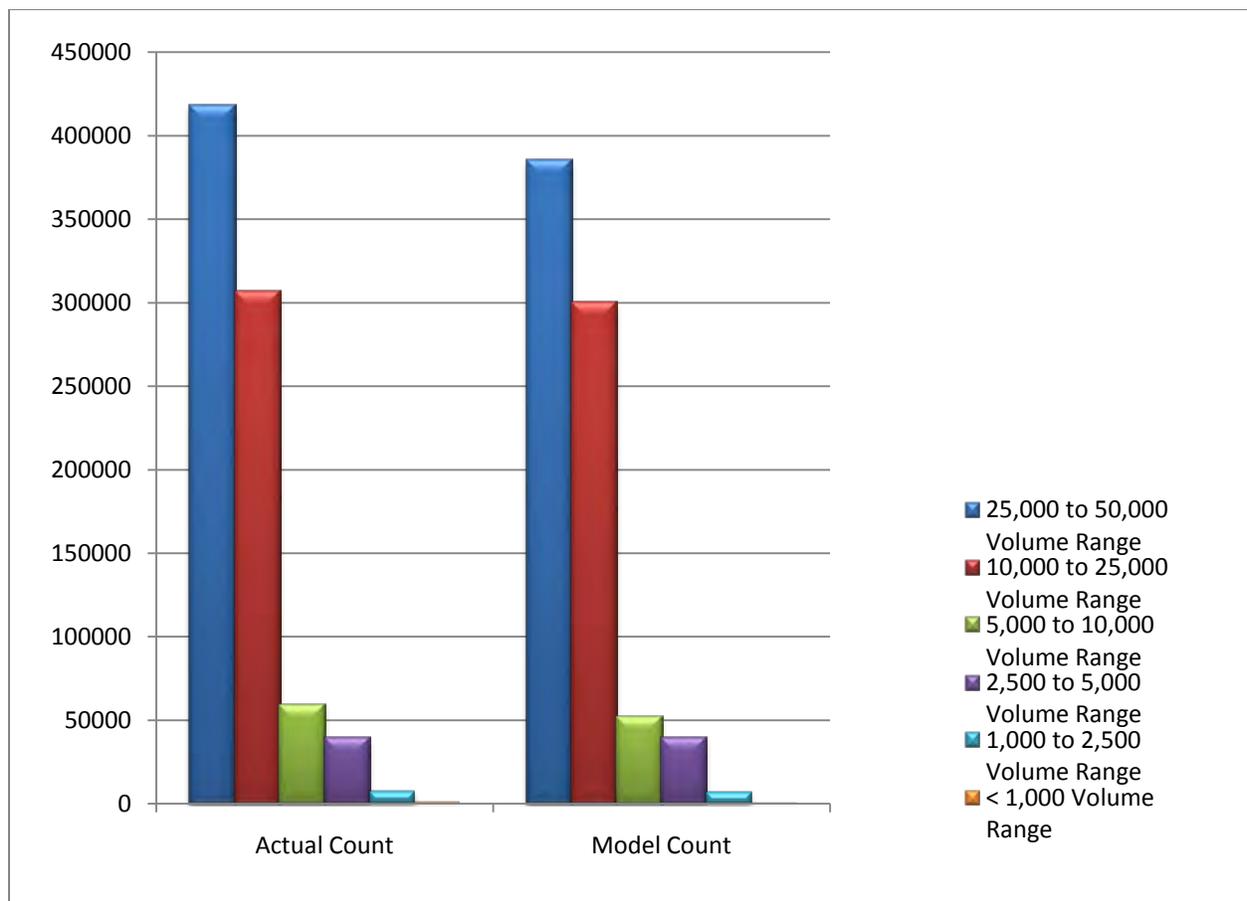
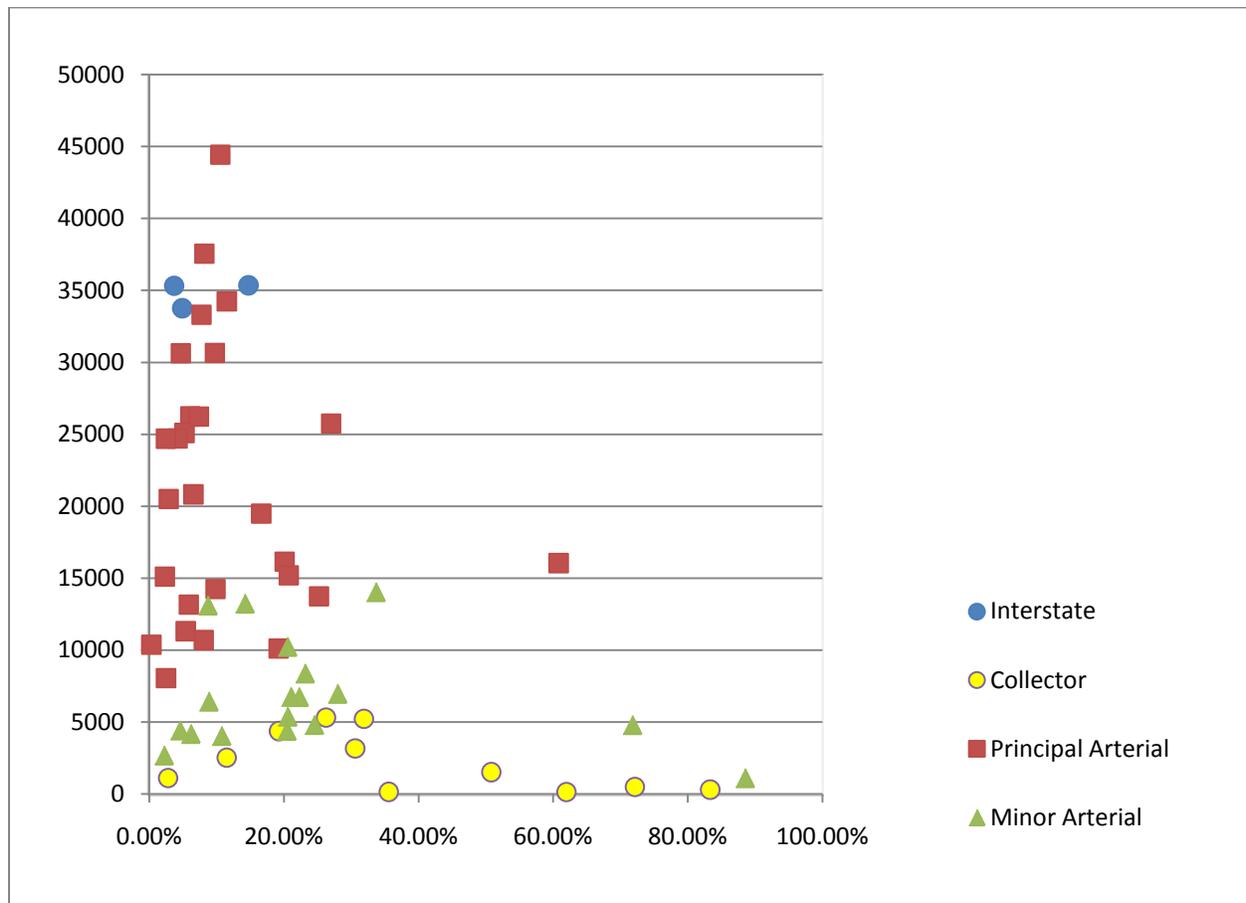


Table 17 - Model Performance by Functional Classification

Functional Classification	2005 Actual Count	Model Count	% Difference	FHWA Target*
Interstate	104,430	99,866	4.37%	7%
Principal Arterial	578,499	557,115	3.70%	10%
Minor Arterial	121,780	110,114	9.58%	15%
Collector	24,307	19,542	19.60%	25%
Total	829,016	786,637	5.11%	

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

Figure 16 - Model Performance by Functional Classification - Chart



Root Mean Squared Error (RMSE) is an important validation measure that indicates how closely the assigned travel demand model volumes are to the 2005 actual ground counts. The Federal Highway Administration (FHWA) guidelines state an RMSE error of less than 30% is acceptable and, as seen in the Table 18 and Table 19, the 2005 travel demand model has a total RMSE % error of 18.87%. With a RMSE % error rate of 18.87% the travel demand model is performing very well.

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

Table 18 - Root Mean Squared % Error by Facility Type

Functional Classification	% RMSE	Target
Interstate	7.07%	15% or below
Principal Arterial	14.63%	30% or below
Minor Arterial	26.84%	45% or below
Collector	36.74%	100% or below
Total	18.27%	30% or below

Table 19 - Root Mean Squared % Error by Volume Groups

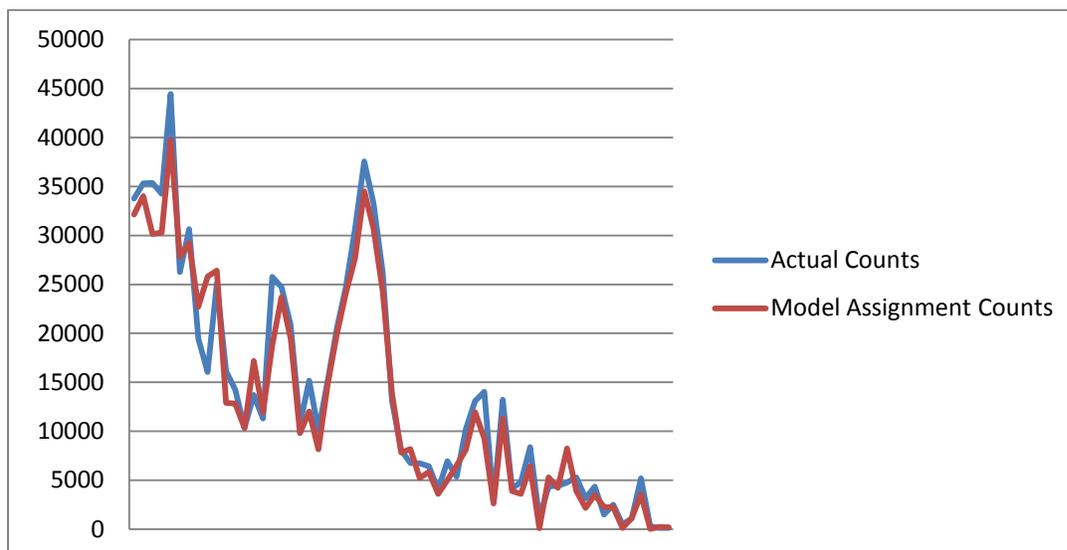
Facility Type	% RMSE	Target
25,000 to 50,000	10.17%	N/A
10,000 to 25,000	19.30%	N/A
5,000 to 10,000	21.19%	N/A
2,500 to 5,000	24.80%	N/A
1,000 to 2,500	6.96%	N/A
0 to 1,000	84.58%	N/A
Total	18.27%	30% or below

Table 20 - VMT and VHT by Functional Classification

Functional Classification	VMT	VHT
Interstate	572,575	8,221
Principal Arterial	1,226,973	26,298
Minor Arterial	262,008	6,918
Collector	332,112	8,724
Total	2,393,668	50,161

The coefficient of determination or R^2 value is a statistic that shows how well a regression line represents the assignment model data. The desirable R^2 data is 0.88 or higher. A value of 0.96 achieved for the 2005 travel demand model illustrates the travel demand model counts have a significant correlation with the actual ground counts for the 2005 base year.

Figure 17 – R^2 Values for the 2005 Base Year



Validation Summary

Based on the validation process summarized in the previous pages, the 2005 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 2035 future year model on July 14, 2009.

Existing Network Traffic Analysis

The 2005 validated travel demand model is a tool used to analyze and evaluate the existing base year highway network system. 2005 Average Daily Traffic Counts (AADT) provided by the Alabama Department of Transportation (figure 18) was 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 (table 21). 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 listed on figure 19 and in table 22.

Table 21 - Level of Service Descriptions

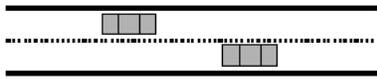
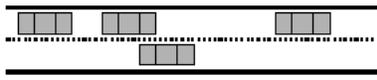
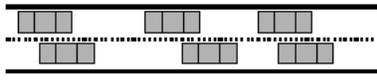
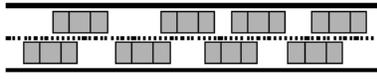
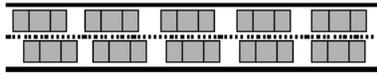
	Level of Service	Description
A		FREE FLOW. Low volumes and no delays.
B		STABLE FLOW. Speeds restricted by travel conditions, minor delays.
C		STABLE FLOW. Speeds and maneuverability closely controlled due to higher volumes.
D		STABLE FLOW. Speeds considerably affected by change in operating conditions.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

Figure 18 - 2005 Average Daily Traffic Counts and Station

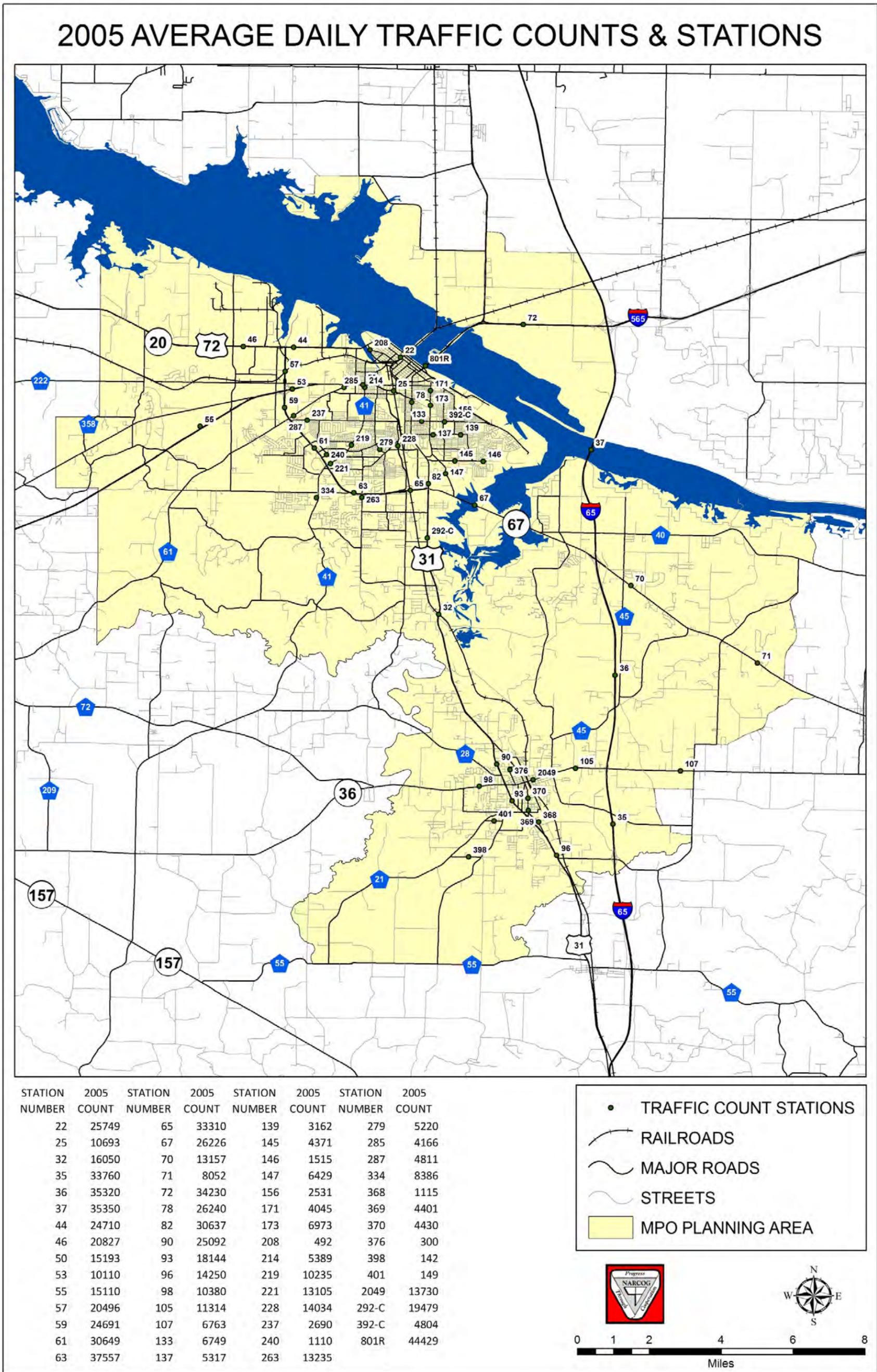
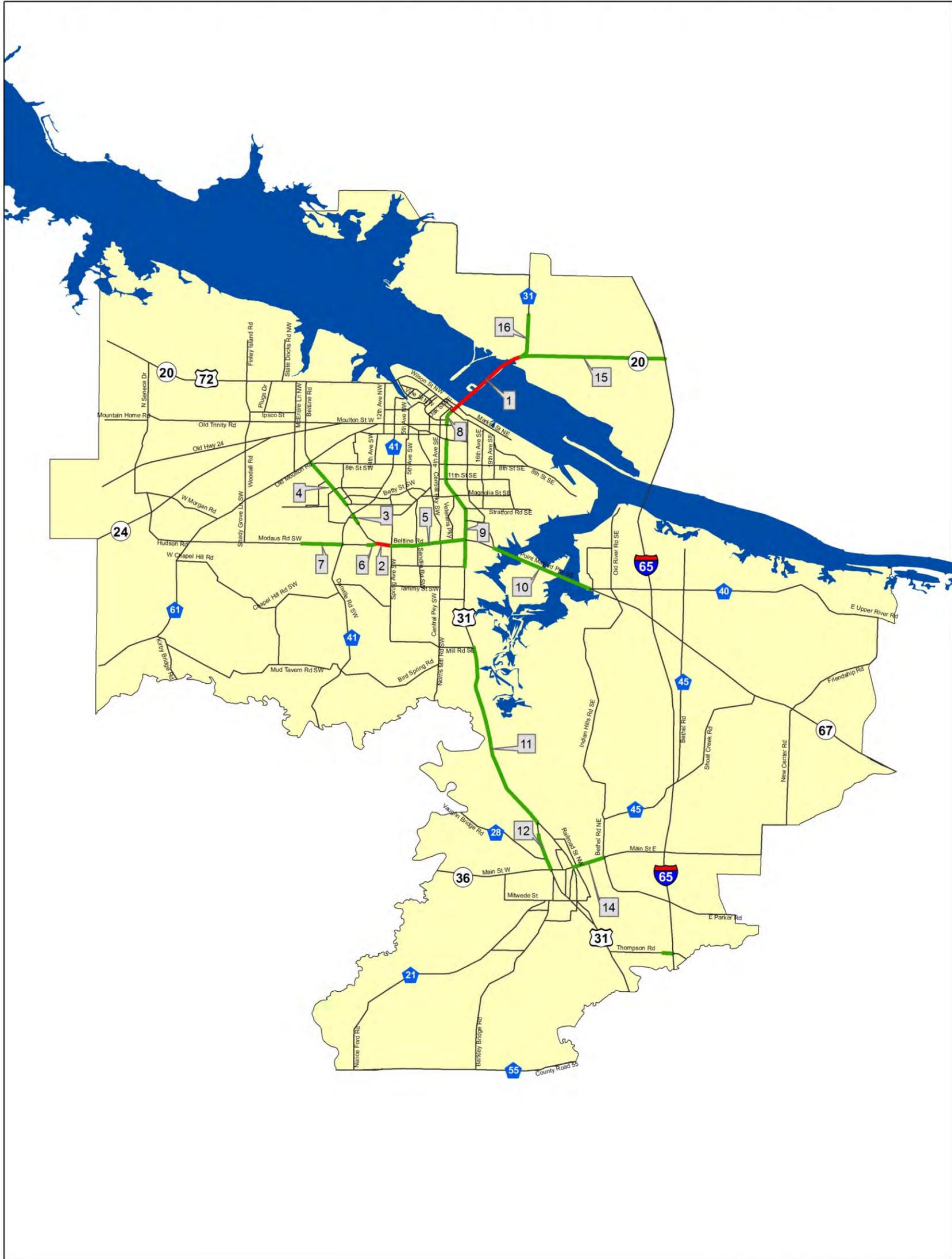


Table 22 - Unacceptable Levels of Service

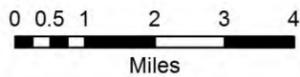
Location	Map ID (Figure 19)	Capacity	2005 Model Count	Level of Service (LOS)
U.S. Highway 31 from State Highway 20 (Limestone County) to Church Street in downtown Decatur (includes Hudson and Keller Bridges)	1	33,900	39,720	F
State Highway 67 (Beltline Road) from Spring Avenue to Modaus Road	2	33,900	34,722	F
State Highway 67 (Beltline Road) from Danville Road to Longview Drive	3	33,900	27,906	E
State Highway 67 (Beltline Road) from State Highway 24 to Carridale Street	4	33,900	29,300	E
State Highway 67 (Beltline Road) from Spring Avenue to 6 th Avenue	5	33,900	31,610	E
Modaus Road from State Highway 67 (Beltline Road) to Centron Drive	6	21,000	17,204	E
Modaus Road from Danville Road to Carrington Drive	7	16,600	15,625	E
6 th Avenue from Church Street to Moulton Street	8	33,900	26,468	E
6 th Avenue from Gordon Drive to Cedar Lake Road	9	33,900	30,548	E
State Highway 67 from Country Club Road to Upper River Road	10	31,000	24,470	E
U.S. Highway 31 from Mill Street to Lane Road	11	33,900	25,609	E
U.S. Highway 31 from Midway Street to State Highway 36 (Main Street in Hartselle)	12	33,900	26,757	E
State Highway 36 (Main Street) in Hartselle from Sparkman Street to Bethel Road	13	17,800	17,161	E
Thompson Road from Interstate 65 to Byrd Road	14	16,600	14,609	E
State Highway 20 from Interstate 65 to U.S. Highway 31 in Limestone County	15	33,900	30,141	E
U.S. Highway 31 from State Highway 20 to Airport Road in Limestone County (Calhoun Community College)	16	33,900	26,313	E

Figure 19 - 2005 Unacceptable Levels of Service Roadways

2005 UNACCEPTABLE LEVELS OF SERVICE ROADWAYS



Note: Callout balloons correspond to map id number in Table 22.



MODEL VOLUME / CAPACITY	
— (lightest green)	0% - 35% - A
— (light green)	35% - 50% - B
— (medium green)	50% - 62% - C
— (darker green)	62% - 75% - D
— (bright green)	75% - 100% - E
— (red)	OVER 100% - F
— (yellow)	MPO PLANNING AREA

4.0 Future Conditions

23 CFR 450 requires a Metropolitan Planning Organization (MPO) to include a minimum 20 year planning horizon for the Long Range Transportation Plan (LRTP). This LRTP includes projections and traffic conditions for a thirty year time frame to 2035. The same procedures for analyzing the 2005 existing traffic conditions were employed to evaluate and analyze future traffic conditions to the year of 2035. In order to evaluate and analyze the future traffic conditions, the travel demand model must be updated to reflect the 2035 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 Planning Area Boundary Review

The Decatur Metropolitan Planning Organization reviewed its Planning Area Boundary in the initial stages of development of the LRTP. The Planning Area 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 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 local comprehensive plans, zoning ordinances, growth management plans, building permit data, throughway plans, downtown re-development 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 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 2035.

4.3 Socio-Economic Data Projections

The Metropolitan Planning Organization 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 2035 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.

4.3.1 Population Projections

The future year 2035 estimated population data was projected from multiple sources including the U.S. Census Bureau, the Alabama State Data Center, the Center for Business and Research at the University of Alabama, the municipalities of Decatur, Hartselle, Priceville, Trinity and the counties of Morgan and Limestone. These estimates, projections, and future year calculations are shown in the following tables.

Table 23 - Morgan County Historic Census Data

Year	Population	Households	Persons Per Household	Percent Growth	Growth Per Year
1900	28,820	5,666	5.09	N/A	N/A
1910	33,781	7,116	4.75	17.21%	1.72%
1920	40,196	8,317	4.83	18.99%	1.90%
1930	46,176	N/A	N/A	N/A	N/A
1940	48,147	12,148	3.96	4.27%	.43%
1950	52,924	15,162	3.49	9.92%	.99%
1960	60,454	18,466	3.27	14.23%	1.42%
1970	77,306	24,821	3.11	27.88%	2.79%
1980	90,231	33,811	2.67	16.72%	1.67%
1990	100,043	40,419	2.48	10.87%	1.09%
2000	111,064	43,602	2.54	11.02%	1.10%

Table 24 - Morgan County Population Projections 2005 to 2025

Year	Population	Total Increase	Percent Growth	Growth Per Year
2000	111,064	N/A	N/A	N/A
2005	115,944	4,880	4.39%	0.88%
2010	120,367	4,423	3.82%	0.76%
2015	124,358	3,991	3.32%	0.66%
2020	127,957	3,599	2.89%	0.58%
2025	131,112	3,155	2.47%	0.50%
Total		20,048	18.1% (from 2000)	0.73%

Source: U.S. Census Bureau and the Center for Business and Economic Research, the University of Alabama, August 2001.

Note: Projections in this series are based on trends between the 1990 and 2000 census.

N/A: Data is Not Available

Table 25 - City of Decatur Historic Census Data

Year	Population	Households	Persons Per Household	Percent Growth	Growth Per Year
1970	38,044	11,996	3.17		
1980	42,002	15,183	2.77	10.40%	1.04%
1990	48,761	19,134	2.55	16.09%	1.61%
2000	53,929	21,824	2.47	10.60%	1.06%

Source: U.S. Census Bureau

Table 26 - City of Hartselle Historic Census Data

Year	Population	Households	Persons Per Household	Percent Growth	Growth Per Year
1980	8,858				
1990	10,795	4,109	2.63	21.87%	2.19%
2000	12,019	4,816	2.50	11.34%	1.13%

Source: U.S. Census Bureau

Table 27 - Town of Priceville Historic Census Data

Year	Population	Households	Persons Per Household	Percent Growth	Growth Per Year
1980	966				
1990	1,323	468	2.83	36.96%	3.70%
2000	1,631	620	2.63	23.28%	2.33%

Source: U.S. Census Bureau

Table 28 - Town of Trinity Historic Census Data

Year	Population	Households	Persons Per Household	Percent Growth	Growth Per Year
1970	881				
1980	1,328				
1990	1,380	481	2.87	3.92%	0.39%
2000	1,841	691	2.66	33.41%	3.34%

Source: U.S. Census Bureau

Table 29 - Population Estimates for Cities, Towns and Counties located in the Planning Area

Place	2000	2001	2002	2003	2004	2005	2006	2007	2008
Morgan County	111,064	111,434	111,287	112,125	111,993	112,660	113,875	114,789	115,959
Limestone County	65,676	66,619	67,079	67,653	68,373	69,759	71,730	73,876	76,135
Decatur	53,929	54,040	53,911	54,242	54,004	54,464	55,114	55,583	56,068
Hartselle	12,019	12,390	12,460	12,706	12,882	13,072	13,341	13,583	13,888
Priceville	1,631	1,805	1,867	2,011	2,139	2,222	2,360	2,525	2,814
Trinity	1,841	1,762	1,767	1,793	1,799	1,829	1,865	1,890	1,916

Source: U.S. Census, Population Estimates Division, July 1, 2009

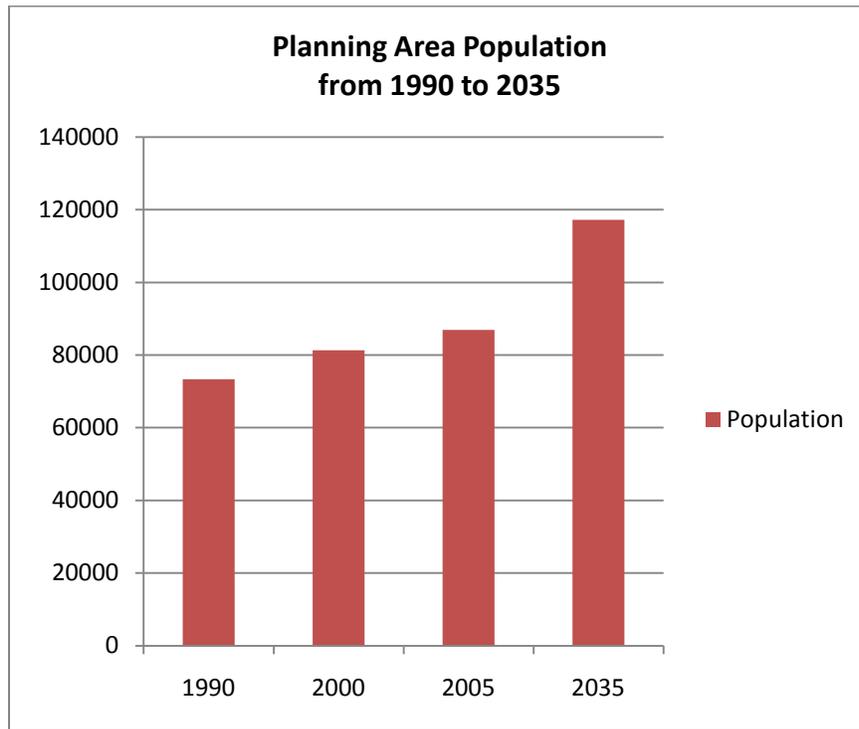
It is assumed that the population in the planning area will continue to grow at a rate of 1.00% per year compounded over the next thirty years for a total population of 117,182. This calculation was obtained by using historic census data and local trends and knowledge.

Table 30 – Planning Area Population Growth 1990 to 2035

1990 Planning Area Population	2000 Planning Area Population	Population 2005 Projected	Population 2035 Projected	Percent Growth (2005 to 2035)
73,300	81,293	86,940	117,182	34.79%

Sources: 1990 LRTP, 2000 LRTP, MPO Projections

Figure 20 - Planning Area Population from 1990 to 2035



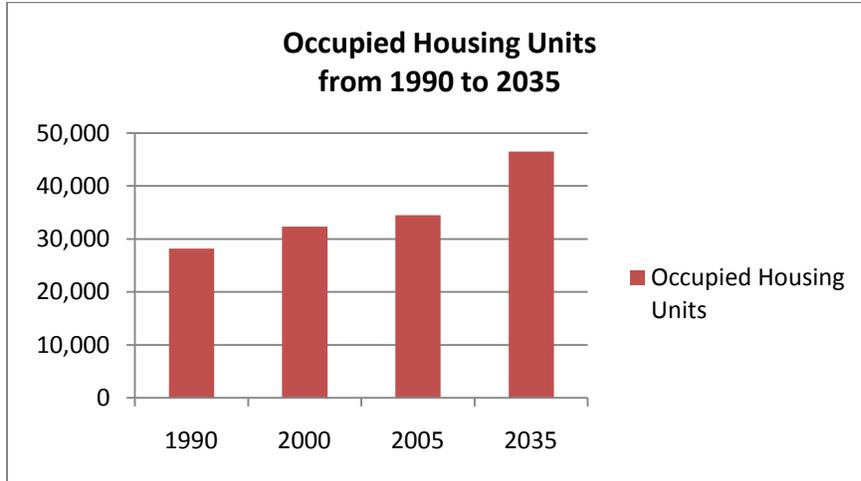
4.3.2 Occupied Housing Units

The 2035 Occupied Housing Unit Data was collected using an average of persons per household. In 2000 the planning area had 2.52 persons per household. This was also the figure used for the 2005 base year socio-economic data projections, and it is assumed that the 2.52 persons per household will hold consistent during the next thirty years for the planning area. Data from 1990 and 2000 LRTP’s as well as projected data for 2005 and 2035 are shown in table 31 and figure 21 below. Projections for this data were obtained by using historic census data, past long range transportation plans, as well as local trends and knowledge.

Table 31 - Occupied Housing Unit Data Projections

1990 Occupied Housing Units	2000 Occupied Housing Units	2005 Occupied Housing Units Projected	2035 Occupied Housing Units Projected	Percent Growth (2005 to 2035)
28,166	32,308	34,500	46,501	34.79%

Figure 21 - Occupied Housing Unit Data from 1990 to 2035



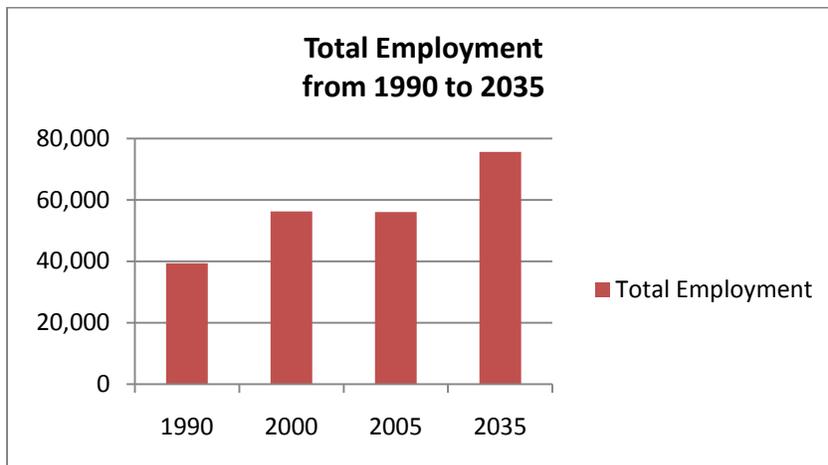
4.3.3 Total Employment

The 2035 Total Employment data was collected using an average of workers per household. In 2005 the planning area had 1.63 workers per household. It is assumed that the workers per household will remain constant over the next thirty years. Estimates of total employment were calculated using past historic census data, previous long range transportation plans and local trends and knowledge. Past and projected total employment data are shown in table 32 and figure 22 below.

Table 32 - Total Employment Data Projections

1990 Total Employment	2000 Total Employment	2005 Total Employment Projected	2035 Total Employment Projected	Percent Growth (2005 to 2035)
39,365	56,236	56,087	75,597	34.79%

Figure 22 - Total Employment Data from 1990 to 2035



4.3.4 Total Retail and Non-Retail Employment

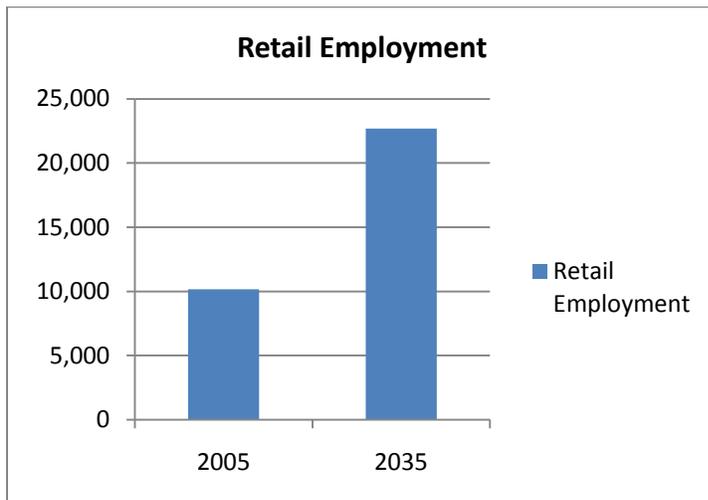
Retail Employment data was projected and based on a percentage of projected total employment in the planning area in 2035. In 2005 19% of the total employment for the planning area was classified as retail employment. It is assumed that this percentage will be increased to 30.24% of total employment in the projected year of 2035. These projections and assumptions were based on historic and future employment data, local and national trends, and knowledge of the planning area. Projected retail employment data for 2005 and 2035 is shown in table 33 and figure 23 below.

Table 33 - Retail Employment Data Projections

2005 Retail Employment	2035 Retail Employment	Percent Growth (2005 to 2035)
10,162	22,679	123.17%

These projections were based on a higher percentage of retail establishments moving into the planning area.

Figure 23 - Retail Employment Data

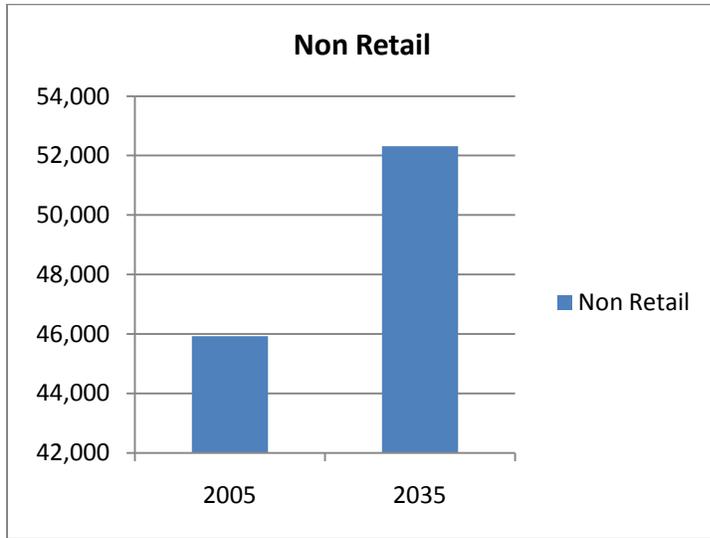


Non Retail Employment data was projected and based on a percentage of total employment data in the planning area in 2035. In 2005 81% of the total employment for the planning area was classified as non-retail employment. It is assumed that this percentage will decrease to 69.76% of total employment in the projected year of 2035. These projections and assumptions were based on historic and future employment data, local and national trends, and knowledge of the planning area. Projected non-retail employment data for 2005 and 2035 is shown in table 34 and figure 24 below.

Table 34 - Non-Retail Employment Data Projections

2005 Non-Retail Employment	2035 Non-Retail Employment	Percent Growth (2005 to 2035)
45,925	52,318	13.92%

Figure 24 - Non-Retail Employment Data



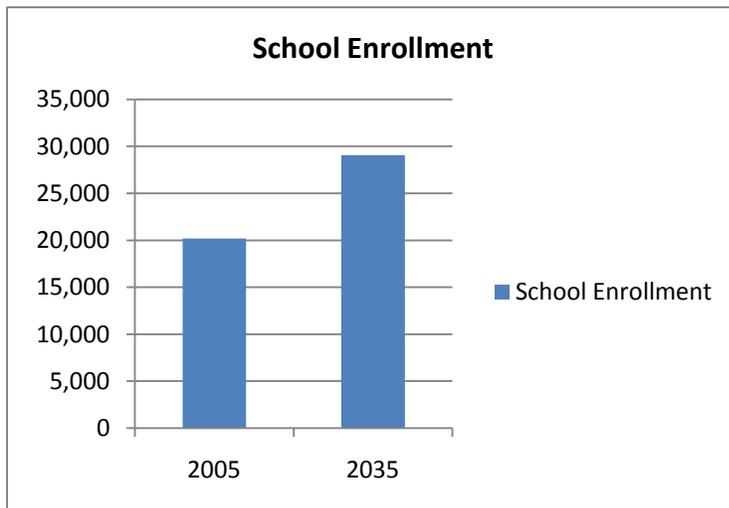
4.3.5 School Enrollment

The school enrollment data was projected based on population forecasts over the next thirty years. It is assumed that the school enrollment will increase at an annual rate of 1.00% compounded to the year 2035 for a total school enrollment of 29,064. These calculations and assumptions was based on historic and future enrollment data and national and local trends. School enrollment projections for 2005 and 2035 are shown in table 35 and figure 25 below.

Table 35 - School Enrollment Data Projections

2005 School Enrollment	2035 School Enrollment	Percent Growth (2005 to 2035)
20,171	29,064	44.09%

Figure 25 - School Enrollment Data Projections



4.3.6 Dorm Rooms

In 2005 there were no dorm rooms located in the planning area. It is assumed that the number of dorm rooms in 2035 will stay consistent with the 2005 data.

4.3.7 Median Household Income

It should be noted that the median household income was assumed to remain constant over the thirty 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 2035. 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 2005 income data. Therefore in order to discount the affects of inflation and eliminate the need for adjustments to the trip generation rates, it was decided to hold the median household income constant for thirty year period of this plan.

4.3.8 Traffic Analysis Zone Data Aggregation

The totals for future growth in each of the socio-economic data categories developed in the previous sections were subdivided into individual traffic analysis zones (table 47 on page 100 in the Appendixes). Subdivision into individual traffic analysis zones was based on an analysis and review performed by the MPO planning staff with input from the municipalities of Decatur, Hartselle, Priceville, and Trinity, along with Morgan and Limestone Counties. This review was based on the following factors:

- the current trends of permitting of residential and commercial developments in the planning area
- the amount of vacant and developable land in the planning area
- the growth experienced in past plans and studies

Each traffic analysis zone in the planning area contains the following projected socio-economic data for 2035.

- Occupied Housing Units (Figure 26)
- Retail Employment (Figure 27)
- Non-Retail Employment (Figure 28)
- School Enrollment (Figure 29)

Figure 26 - 2035 Occupied Housing Unit Map

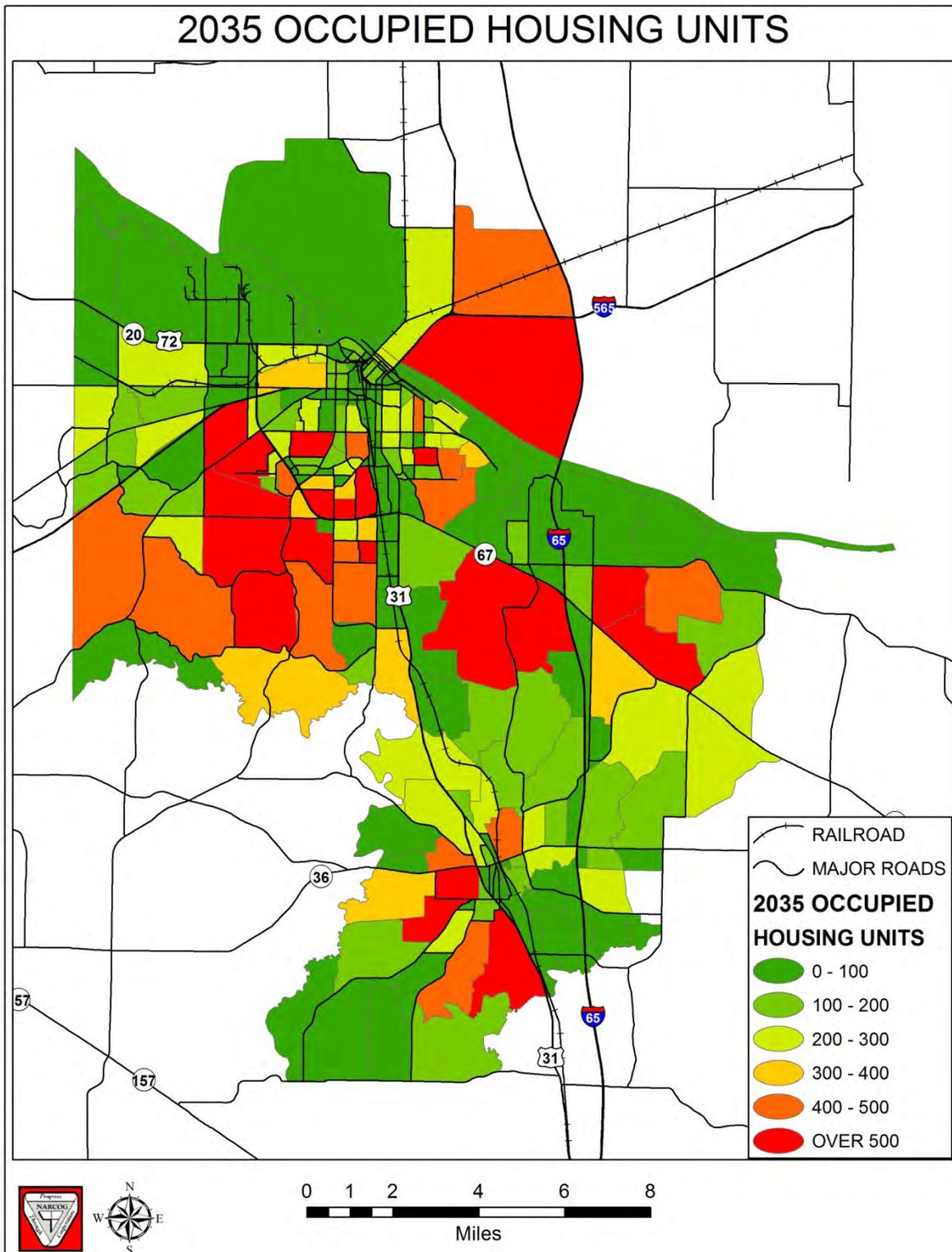


Figure 27 - 2035 Retail Employment Map

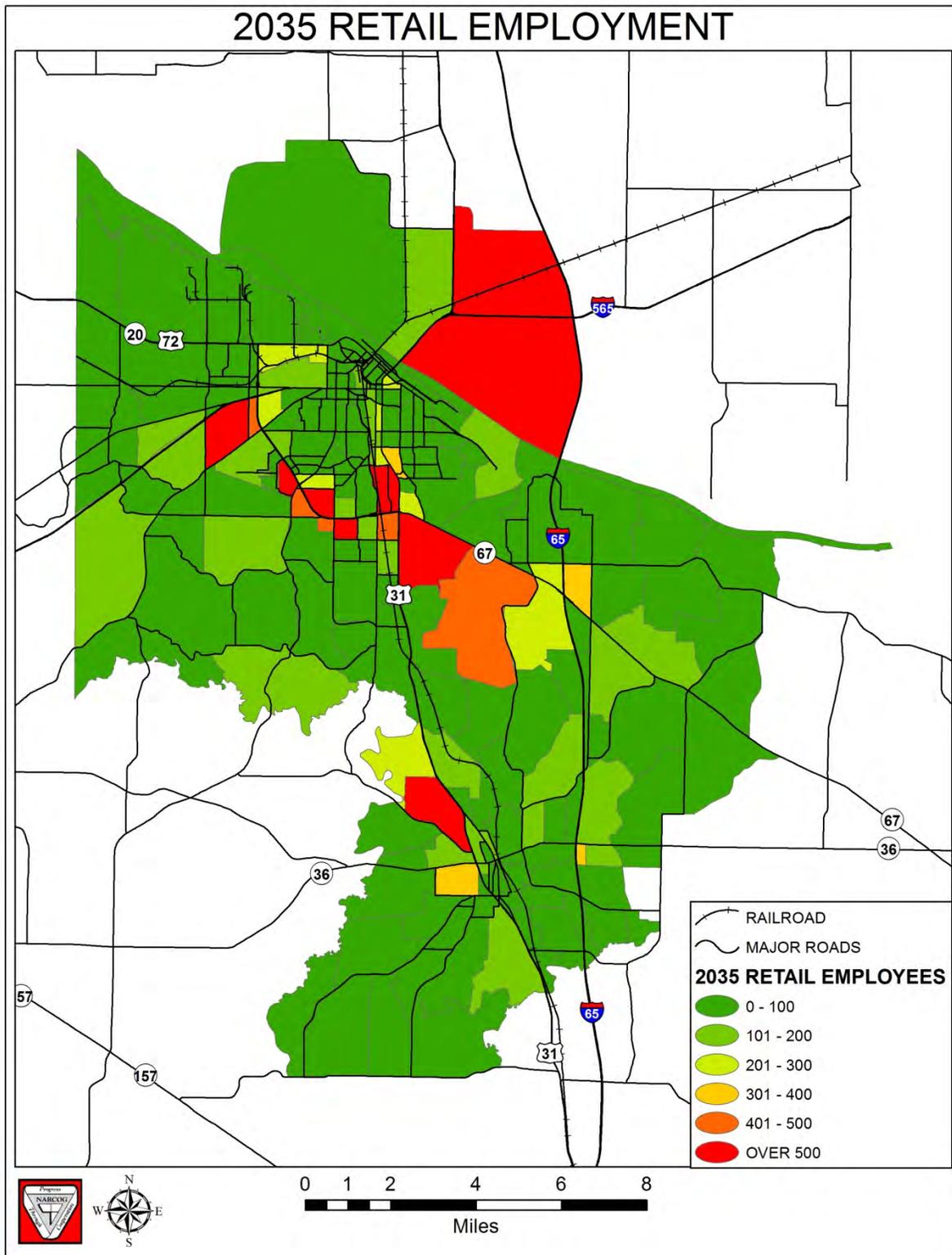


Figure 28 - 2035 Non-Retail Employment Map

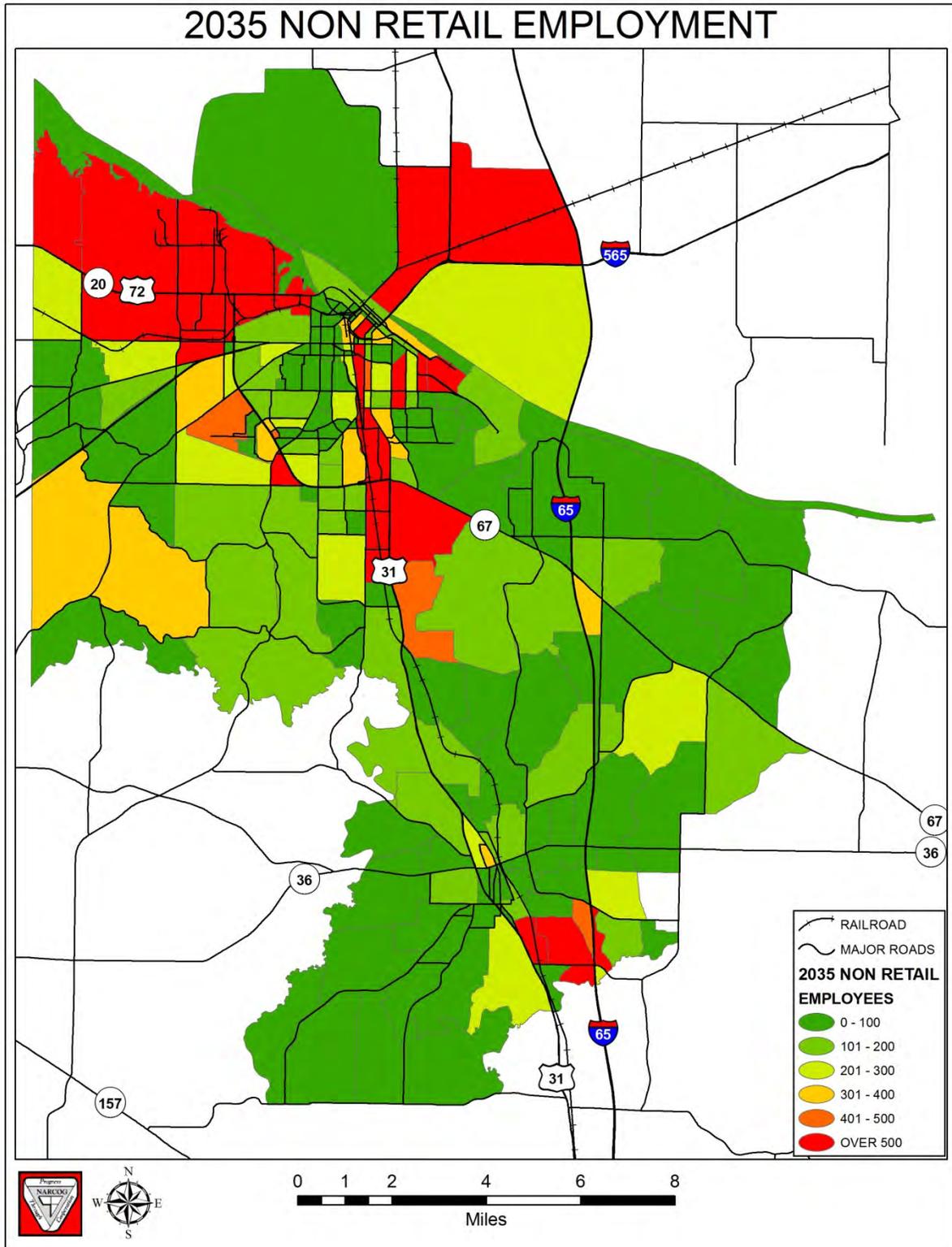
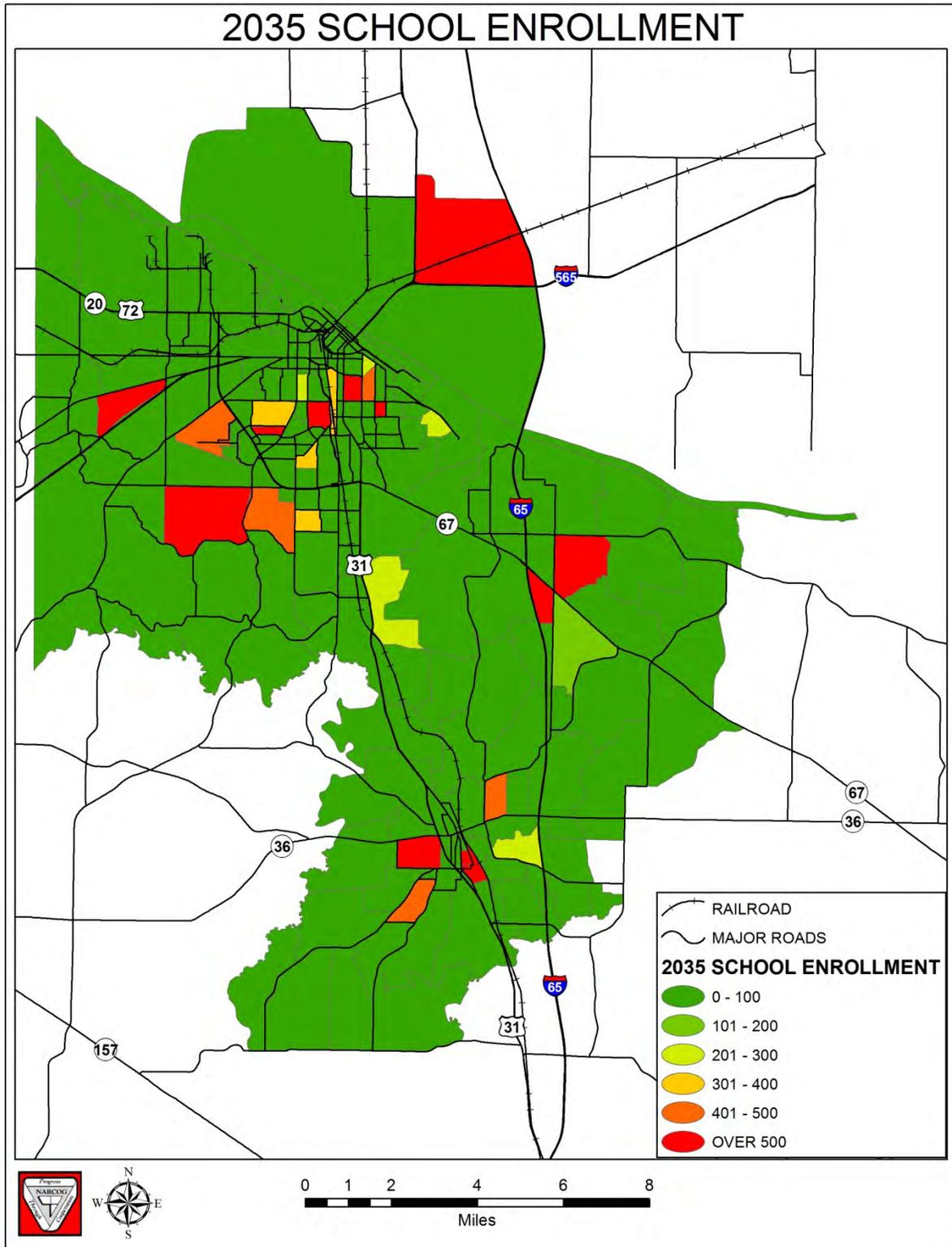


Figure 29 - 2035 School Enrollment Map



4.4 Future Traffic Analysis

The 2005 validated base year travel demand model was used to forecast and analyze travel patterns and identify roadway deficiencies in the planning area in 2035. In order to analyze travel patterns and identify roadway deficiencies, the 2005 validated base year model was updated to include projected socio-economic data that reflects land use and travel assumptions for the planning area in 2035. The 2035 land use and travel assumptions were used to develop two travel demand models: the Existing-Plus Committed Network (E+C) and the 2035 Future Network. These networks are explained in detail in the following sections.

4.4.1 Existing-Plus Committed Network (E+C)

The Existing-Plus Committed Network (E+C) includes the 2005 base year network plus any completed transportation projects from 2005 to 2010 or any committed projects in the design phase that are included in the Transportation Improvement Program (TIP) through Fiscal Year 2011. Three transportation projects were added to the 2005 base year network to form the E+C network. These projects are listed in table 36 below.

Table 36 - Existing-Plus Committed Transportation Projects

Project Description	Project Phase
Additional lanes on State Route 67 (Beltline Road) from State Route 24 to Danville Road	Completed
Additional lanes on State Route 67 (Beltline Road) from State Route 24 to State Route 20	Design and Construction (2010)
Spring Avenue from Cedar Lake Road to Day Road	Design and Right-of-Way (2010)

The Existing-Plus Committed transportation network was used to evaluate and determine traffic conditions in 2035. 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. Table 21 on page 46 gives a description and definition of level of service. Table 37 gives a detailed description of the congested roadways for the 2035 E+C transportation network. Also, figure 30 shows the location of congested roadways based on the volume/capacity ratio.

Table 37 - 2035 Existing-Plus Committed E+C Network Level of Service

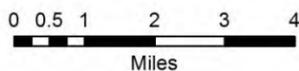
Location	Map ID (figure 30)	Capacity	2035 Model Count	Level of Service (LOS)
Interstate 65 from the northern boundary of the planning area to the southern boundary	1	68,000	101,709	F
State Route 20 from Interstate 65 to U.S. Highway 31 in Limestone County	2	33,900	64,823	F
U.S. Highway 31 from Thomas Hammond Road to State Route 20 in Limestone County	3	33,900	43,737	F
Keller and Hudson bridges across the Tennessee River	4	33,900	76,493	F
Church Street from 6 th Avenue to Somerville Road	5	27,400	23,003	E
State Route 20 from 6 th Avenue to Lafayette Street	6	33,900	28,500	E
State Route 20 from west boundary of the planning area to 12 th Avenue	7	33,900	31,080	E
State Route 24 from Lawrence County line to South Mountain Drive	8	33,900	34,110	F
State Route 24 from South Mountain Drive to State Route 67 (Beltline Road)	9	33,900	28,921	E & F
State Route 67 (Beltline Road) north of Old Moulton Road to Modaus Road	10	50,000	43,945	E & F
Old Moulton Road from State Route 67 (Beltline Road) to McEntire Lane	11	17,800	14,639	E
State Route 67 (Beltline Road) from Modaus Road to 6 th Avenue	12	33,900	39,339	F
Modaus from State Route 67 (Beltline Road) to Danville Road	13	21,000	16,732	E & F
Danville Road from Modaus Road to south of Chapel Hill Road	14	17,800	14,737	E
Modaus Road from Danville Road to Shady Grove Lane	15	16,600	23,251	F
Modaus Road from Shady Grove Road to Old Moulton Road	16	16,600	15,040	E
U.S. Highway 31 (6 th Avenue) from State Route 20 to State Route 67 (Beltline Road)	17	33,900	41,267	F
Somerville Road from 11 th Street to State Highway 67	18	17,800	17,147	E & F
State Route 67 from 6 th Avenue to Interstate 65	19	31,000	54,142	F
State Route 67 from Interstate 65 to Bethel Road	20	33,900	25,829	E
State Route 67 from Skidmore Road to Black wood Road	21	17,800	20,140	F
Blackwood Road to Perkins Wood Road	22	17,800	16,471	E
State Route 36 from Wilson Road to Mount Tabor Road	23	17,800	16,599	E
State Route 36 from Interstate 65 to Wilson Road	24	17,800	19,484	F
State Route 36 from Interstate 65 to U.S. Highway 31	25	17,800	25,694	F
Bethel Road from State Route 36 to Plum Tree Drive	26	16,600	13,169	E
Thompson Road from Interstate 65 to U.S. Highway 31	27	16,600	22,142	F
State Route 36 from U.S. Highway 31 to Holloway Street	28	31,000	24,179	E
State Route 36 from Holloway Street to Tinsel Road	29	17,800	18,411	F
State Route 36 from Tinsel Road to Springdale Drive	30	17,800	14,241	E
U.S. Highway 31 from State Route 36 to Patillo Street	31	33,900	26,260	E
U.S. Highway 31 from Mill Street to State Route 36	32	33,900	35,258	F
U.S. Highway 31 from Mill Street to State Route 67	33	33,900	28,466	E
Mill Street from U.S. Highway 31 to Central Parkway	34	16,600	14,357	E

Figure 30 -2035 Existing-Plus Committed E+C Network Level of Service

2035 EXISTING - PLUS COMMITTED E + C NETWORK LEVEL OF SERVICE



Note: Callout balloons correspond to map id number in Table 37.



2035 LEVEL OF SERVICE	
MODEL VOLUME / CAPACITY	
—	0% - 35% - A
—	35% - 50% - B
—	50% - 62% - C
—	62% - 75% - D
—	75% - 100% - E
—	OVER 100% - F
—	MPO PLANNING AREA

5.0 Descriptions, Needs, and Strategies for each Transportation Mode

A description of each mode of transportation in the planning area is discussed below along with the identified needs and strategies to address the needs and problems.

5.1 Air

Description – The Planning Area is served by three airports. Two 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 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 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 compacted 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 trail 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 develop and update a master bicycle plan
- Continue to seek funding through federal, state, and local sources
- Encourage and educate the general public concerning bicycle safety

5.3 Pedestrian

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 pedestrian accessible.

Needs

- Promote Pedestrian facilities that link different types of land uses
- Promote and Educate the general public on pedestrian safety
- 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 development of a master pedestrian plan

5.4 Railroads

Description – The Planning Area is served by two 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 fifty to seventy 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 more than 30 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 that 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 and 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 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 an 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 Roads

Description – The transportation network in the planning area includes 872.49 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 (Tennessee River Bridges)
- Access Management Plan and Procedures
- Highway Safety Promotion and Education
- Reduce Air Emissions
- Maintenance of the existing roadway system

Strategies to address needs

- Continue to plan, maintain and build new roadway 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 to improve safety in the planning area

6.0 Financial Plan

This section provides details on current funding resources, historical revenues, and estimated future revenues for 2035. This section also provides information on project cost estimates to ensure the Decatur MPO has the financial capacity to implement the planned transportation improvements contained in section 7.0 of this plan.

6.1 Federal Guidance

23 Code of Federal Regulations (CFR) 450.322 emphasizes that an MPO must provide a financial plan that demonstrates how the adopted transportation plan can be implemented. as part of the transportation planning process. In addition, 23 CFR 450.322 (10) states that an MPO, in developing financial plan must:

“ (i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

(ii) For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified.

(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Starting December 11, 2007, revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

(v) For the outer years of the metropolitan transportation plan (*i.e.* , beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.

(vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.

(vii) For illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.

(viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.”

6.2 Revenue Forecasts

The Alabama Department of Transportation (ALDOT) developed the projected revenue forecasts for the 2035 Long Range Transportation Plan (LRTP). The revenue forecasts were based on six years of historical funding averages or allotments of funding for roadway projects in the planning area from 2003 to 2008.

The averages or allotments listed above is further divided into either Capacity projects or Highway Operation and Maintenance projects based on the percentage of these types of projects over the six year time period. The 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 Operation and Maintenance 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.

The Alabama Department of Transportation (ALDOT) also provides projected revenue forecasts for transit projects in the planning area for 2035. These revenue forecasts are calculated the same as the roadway revenue forecasts mention above. This revenue forecast includes transit operations, preventative maintenance and capital costs.

Table 38 lists the Projected Federal Capacity and Operation/Maintenance Funding allocations for 2035. Table 39 lists the Projected Federal Transit Funding Allocations for 2035. These two tables were developed by the ALDOT. Table 40 and 41 lists the federal funding amounts and the 20% state or local match for 2035.

The 2035 projected revenue forecasts are separated into several different funding categories. These funding categories along with eligibility requirements are detailed in table 42. It is noted that the STP-OA funds are allocated by ALDOT to the small urban areas throughout the state with a population of less than 200,000 using a formula based on population. These forecasted revenue funds were based on the allocation received by the MPO in 2008.

Table 38 - 2035 Projected Federal Capacity and Operations/Maintenance Funding Allocations

(COSTS IN THOUSANDS) FEDERAL FUNDS ONLY

FUNDING CATEGORY	DECATUR ANNUAL AVERAGE COSTS ‡	CAPACITY			OPERATIONS AND MAINTENANCE		
		AVERAGE ANNUAL CAP COSTS ‡	% COSTS	25 YEAR of EXPENDITURE (YOE)	AVERAGE ANNUAL O&M COSTS ‡	% COSTS	YEAR of EXPENDITURE (YOE)
♦ SURFACE TRANS. (OA) (ATTRIB)	\$1,118	\$1,011	90%	\$25,275	\$107	10%	\$2,675
SURFACE TRANS.(OA) (NOT ATTRIB)	\$0	\$0	60%	\$0	\$0	40%	\$0
SURFACE TRANS.(ANY AREA)	\$614	\$338	55%	\$8,443	\$276	45%	\$6,908
NATIONAL HIGHWAY SYSTEM	\$469	\$441	94%	\$11,028	\$28	6%	\$696
♦ APPALACHIAN	\$493	\$493	100%	\$12,326	\$0	0%	\$0
INTERSTATE MAINTENANCE	\$600	\$28	10%	\$700	\$572	90%	\$14,300
♦ BRIDGE OPTIONAL	\$44	\$0	0%	\$0	\$44	100%	\$1,088
SAFETY (ALL)	\$249	\$0	0%	\$0	\$249	100%	\$6,225
EQUITY BONUS	\$1,659	\$995	60%	\$24,883	\$664	40%	\$16,588
♦ CONGRESSIONAL SPECIAL PROJECTS	\$242	\$146	60%	\$3,646	\$97	40%	\$2,413
TOTAL	\$5,488	\$3,452		\$86,300	\$2,036		\$50,892

‡ Based on a 6 year average of authorized funds.

♦ Percentages are based on actual funds.

Spreadsheet Developed by ALDOT May 2010

**Table 39 - 2035 Projected Federal Transit Funding Allocations
(COSTS IN THOUSANDS) FEDERAL FUNDS ONLY**

FUNDING CATEGORY	FY 2007	FY 2008	AVERAGE PER YEAR	YEAR of EXPENDITURE (YOE)
*SECTION 5307 (URBAN)	\$643	\$643	\$643	\$16,075
SECTION 5311 (NON-URBAN)	\$178	\$198	\$188	\$4,700
SECTION 5310 (ELDERLY & DISABLED)	\$78	\$0	\$39	\$975
SECTION 5316 (JARC)	\$10	\$0	\$5	\$125
SECTION 5317 (NEW FREEDOM)	\$0	\$0	\$0	\$0
SECTION 5309 (NEW STARTS, BUSES)	\$0	\$0	\$0	\$0
TOTAL	\$909	\$841	\$875	\$21,875

*Section 5307 Funds are based on the Federal Register February 28, 2008.

Spreadsheet Developed by ALDOT January 2009

Table 40 - 2035 Total Projected Capacity and Operations/Maintenance Funding Allocations

	CAPACITY			OPERATIONS AND MAINTENANCE		
	FEDERAL	STATE OR LOCAL MATCH	TOTAL 25 YEAR of EXPENDITURE (YOE)	FEDERAL	STATE OR LOCAL MATCH	TOTAL 25 YEAR of EXPENDITURE (YOE)
FUNDING CATEGORY						
SURFACE TRANS (OA) (ATTRIB)	\$25,275,000	\$6,418,750	\$31,593,750	\$2,675,000	\$668,750	\$3,343,750
SURFACE TRANS (OA) (NON-ATTRIB)	\$0	\$0	\$0	\$0	\$0	\$0
SURFACE TRANS (ANY AREA)	\$8,443,000	\$2,110,750	\$10,553,750	\$6,908,000	\$1,727,000	\$8,635,000
NATIONAL HIGHWAY SYSTEM	\$11,028,000	\$2,757,000	\$13,785,000	\$696,000	\$174,000	\$870,000
APPALACHIAN	\$12,326,000	\$3,081,000	\$15,407,500	\$0	\$0	\$0
INTERSTATE MAINTENANCE	\$700,000	\$175,000	\$875,000	\$14,300,000	\$3,575,000	\$17,875,000
BRIDGE OPTIONAL	\$0	\$0	\$0	\$1,088,000	\$272,000	\$1,360,000
SAFETY (ALL)	\$0	\$0	\$0	\$6,225,000	\$1,556,000	\$7,781,250
EQUITY BONUS	\$24,883,000	\$6,220,750	\$31,103,750	\$16,588,000	\$4,147,000	\$20,735,000
CONGRESSIONAL SPECIAL PROJECTS	\$3,646,000	\$911,500	\$4,557,500	\$2,413,000	\$603,250	\$3,016,250
TOTAL	\$86,301,000	\$21,674,750	\$107,876,250	\$50,893,000	\$12,723,250	\$63,616,250

Includes Federal, State and Local Funds

Table 41 - 2035 Total Projected Transit Funding Allocations

FUNDING CATEGORY	FY 2007	FY 2008	AVERAGE PER YEAR	25 YEAR of EXPENDITURE (YOE) PROJECTION FEDERAL	State or Local Match	25 YEAR of EXPENDITURE (YOE) PROJECTION FEDERAL
*SECTION 5307 (URBAN)	\$643	\$643	\$643	\$16,075	4,018	20,093
SECTION 5311 (NON-URBAN)	\$178	\$198	\$188	\$4,700	1,175	5,875
SECTION 5310 (ELDERLY & DISABLED)	\$78	\$0	\$39	\$975	243	1,218
SECTION 5316 (JARC)	\$10	\$0	\$5	\$125	31	156
SECTION 5317 (NEW FREEDOM)	\$0	\$0	\$0	\$0	0	0
SECTION 5309 (NEW STARTS, BUSES)	\$0	\$0	\$0	\$0	0	0
TOTAL	\$909	\$841	\$875	\$21,875	5,467	27,342

*Section 5307 Funds are based on the Federal Register February 28, 2008.

Table 42 - 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 as 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) Attributable	Roads Classified as a Major Collector or Above	80%	20%

6.3 Estimated LRTP Project Costs

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

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

All project costs are adjusted for inflation per SAFETEA-LU requirements. The inflation rate is calculated at 4% annually.

6.4 Financial Constrained Planning Requirement

Under the requirements of SAFETEA-LU, 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.

6.5 Transportation Enhancement Funding

Since STP-Transportation Enhancement (STP-TE) funding projections were not available for the planning area, bicycle and pedestrian projects were not financially constrained. Bicycle and pedestrian projects in the planning area will be funded as STP-TE funds become available.

6.6 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 will shortfalls of funding for transportation projects in the planning area.

7.0 Transportation System Improvements

This section identifies transportation projects selected for the 2035 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 2035. The LRTP is updated every five years to reflect changes in socio-economic data, traffic conditions and transportation needs in the planning area.

7.1 Project Selection

In order to select the 2035 transportation projects two models were developed to identify future roadway deficiencies in the planning area. The Existing-Plus Committed (E+C) network and the 2035 “build” network are summarized below.

Project Selection and Prioritization Criteria

The following is the project selection and prioritization used by the MPO Policy Board:

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

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 2005 and the current year of the plan 2010. The E+C network was discussed in detail in Section 4.4.1 of this document. Figure 30 on page 64 shows the level of service (LOS) for the E+C network.

The 2035 “build” network was created using 2035 socio-economic data and included 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.

7.2 Project Descriptions and Balance Sheet

The projects for the 2035 LRTP were developed using the previous 2030 LRTP, the current transportation improvement plan, the project selection and prioritization criteria, the travel demand model results and analysis, and the public participation process outlined in this plan.

Based on the funding estimates for the 25 year period of 2010 to 2035, a total of \$137,192,000 (federal funds) will be available for operations/maintenance and capacity projects for the planning area. Total federal transit funding for the same time frame will be \$21,875,000; this will continue funding for maintenance, operating and capital costs at the current level of funding.

As stated in Section 1.10, 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. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project. This twenty percent figure should be used in an advisory rather than an absolute sense.

Table 43 and 44 list financially constrained capacity and operation/maintenance projects for the 2035 LRTP. These tables are divided into funding categories that includes the following details:

- Project Description
- Map Location Number
- Project Status
- Length
- Lanes Before
- Lanes After
- Scope
- Bicycle and Pedestrian Facilities
- Total Estimated Costs (federal funds only)
- Funding Source

Figure 31 contains map locations of financially constrained capacity projects and figure 32 contains the operation/maintenance projects in the planning area for 2035.

Table 43 - 2035 Long Range Capacity Projects

Surface Transportation Attributable Projects											
Project Description	Map Location Number (figure 31)	Project Status	Time Frame	Length (miles)	Lanes Before	Lanes After	Scope	Bicycle and Pedestrian *	Funding Source	Purpose Statement	Year of Expenditure (YOE) Costs (federal)
Add lanes on County Road 43 (Spring Avenue) from Day Road to Cedar Lake Road	1	Planned	Short (TIP)	2.00	2	4	UT and CN	None	Federal and Local	This Project will reduce congestion and travel delays	\$4,555,653
Thompson Road	2	Planned	Short (TIP)	1.65	2	4	RW and CN	Included	Federal and Local	This Project will reduce congestion and travel delays	\$5,443,268
Construct Judge Crow Boulevard from Auburn Road to Modaus Road	3	Planned	Short/Long	1.04	0	2	PE,UT, RW and CN	Included	Federal and Local	This Project will reduce congestion and travel delays	\$4,200,000
Add lanes to Modaus Road from Mctavish Avenue to Woodall Road	4	Planned	Short/Long	1.80	2	4	PE,UT,RW and CN	Included	Federal and Local	This Project will reduce congestion and travel delays	\$6,200,000
Widen Roan Road from State Highway 36 to Bethel Road	5	Planned	Short/Long	1.00	2	2	PE,UT,RW and CN	Included	Federal and Local	This Project will reduce congestion and travel delays	\$2,000,000
Add lanes to West Moulton Street from Old Moulton Road to Cockrell Road	6	Planned	Short/Long	0.75	2	4	PE and CN	Included	Federal and Local	This Project will reduce congestion and travel delays	\$875,000
Add lanes to County Road 43 (Spring Avenue) from Day Road to Dogwood Drive	7	Planned	Short/Long	0.50	2	4	PE,UT, RW and CN	Included	Federal and Local	This Project will reduce congestion and travel delays	\$2,000,000
										Total Cost	\$25,273,921
										2035 Projected Budget	\$25,275,000
										Difference	\$1,079
Surface Transportation Program Projects (including ANY AREA and Non-Attributable funding categories)**											
Add lanes to State Route 67 from Somerville to Priceville	8	Planned	Short (TIP)	5.79	2	4	PE, UT, RW and CN	Included	Federal and State	This Project will reduce congestion, travel delays and improve the level of service for roadways in the region	\$25,372,769
Add lanes to State Route 36 from Roan Road to Interstate 65	9	Planned	Short/Long	0.77	2	4	RW,UT and CN	Included	Federal and State	This Project will reduce congestion, travel delays and improve the level of service for roadways in the region	\$7,953,231
										Total Cost	\$33,326,000

											2035 Projected Budget	\$33,326,000
											Difference	\$0
National Highway System (NHS)												
Add lanes on State Route 67 (Beltline Road) from U.S. Highway 31 to Danville Road	10	Planned	Short (TIP)	2.405	4	6	UT and CN	Included	Federal and State	This Project will reduce congestion, travel delays and improve the level of service for roadways in the region		\$8,173,571
Add lanes on State Route 67 from U.S. Highway 31 to Country Club Road	11	Planned	Short/Long	0.60	4	6	PE,UT,RW and CN	Included	Federal and State	This Project will reduce congestion, travel delays and improve the level of service for roadways in the region		\$2,800,000
											Total Cost	\$10,973,571
											2035 Projected Budget	\$11,028,000
											Difference	\$54,429
Appalachian Highway System Projects												
Add lanes to State Route 20 from State Route 67 to U.S. Highway 31	12	Planned	Short/Long	3.0	4	6	PE,UT,RW and CN	Included	Federal and State	This Project will reduce congestion, travel delays and improve the level of service for roadways in the region		\$12,300,000
											Total Cost	\$12,300,000
											2035 Projected Budget	\$12,326,000
											Difference	\$26,000
Transit Projects												
Section 5307 Capital Buses		Planned	Short / Long				TR	Included	Federal and Local	Transit Service in the Urban Area		\$5,500,000
Section 5307 Operating		Planned	Short / Long				TR	Included	Federal and Local	Transit Service in the Urban Area		\$7,500,000
Section 5307 Preventative Maintenance		Planned	Short / long				TR	Included	Federal and Local	Transit Service in the Urban Area		\$3,075,000
Section 5311 Capital Buses		Planned	Short / Long				TR	Included	Federal and Local	Transit Services from Rural to Urban		\$1,500,000
Section 5311 Operating		Planned	Short / Long				TR	Included	Federal and Local	Transit Services from Rural to Urban		\$2,000,000
Section 5311 Administration		Planned	Short / Long				TR	Included	Federal and Local	Transit Services from Rural to Urban		\$1,200,000
Other Transit Assistance Section 5310		Planned	Short / Long				TR	Included	Federal and Local	Transit Service in the Urban Area		\$975,000
Other Transit Section 5316		Planned	Short/ Long				TR	Included	Federal and Local	Job Access and Reverse Commute Funding		\$125,000
											Total Cost	\$21,875,000
											2035 Projected Budget	\$21,875,000

											Difference	\$0
High Priority Special Earmark Projects												
Decatur/Hartselle Bypass from Interstate 65 to State Route 67	13	Planned	Short (TIP)	3.63	0	4	PE	Legal Exception	Federal and State	This project will serve the existing and future growth in the region to relieve traffic congestion		\$404,951
Decatur/Hartselle Bypass from Interstate 65 to U.S. Highway 31	14	Planned	Short (TIP)	3.56	0	4	PE	Legal Exception	Federal and State	This project will serve the existing and future growth in the region to relieve traffic congestion		\$980,881
Decatur/Hartselle Bypass from U.S. Highway 31 to Danville Road	15	Planned	Short (TIP)	3.86	0	4	PE	Legal Exception	Federal and State	This project will serve the existing and future growth in the region to relieve traffic congestion		\$398,652
Decatur/Hartselle Bypass from Danville Road to Old Moulton Road	16	Planned	Short (TIP)	4.04	0	4	PE	Legal Exception	Federal and State	This project will serve the existing and future growth in the region to relieve traffic congestion		\$719,913
Decatur/Hartselle Bypass from Old Moulton to State Highway 24	17	Planned	Short (TIP)	2.49	0	4	PE	Legal Exception	Federal and State	This project will serve the existing and future growth in the region to relieve traffic congestion		\$418,449
											Total Cost	\$2,922,846
											2035 Projected Budget	\$3,646,000
											Difference	\$723,154

* Bicycle and Pedestrian Projects are included unless exceptional circumstances exist (Section 1.10, page 8)

** Equity Bonus funding is included in the Surface Transportation funding category

CN – Construction

PE – Preliminary Engineering

RW – Right-of-Way

UT – Utilities

Table 44 – 2035 Long Range Operation and Maintenance Projects

Surface Transportation Attributable Projects											
Project Description	Map Location Number (figure 32)	Project Status	Time Frame	Length (miles)	Lanes Before	Lanes After	Scope	Bicycle and Pedestrian *	Funding Source	Purpose Statement	Year of Expenditure (YOE) Costs (federal, state and local)
Intersection Improvements Bethel Road and Cave Springs Road	18	Planned	Short (TIP)	0.10	n/a	n/a	CN	None	Federal and Local	The purpose of this project is to improve traffic operations	\$108,073
Intersection Improvements at South Greenway and Old Highway 24	19	Planned	Short/ Long	0.25	n/a	n/a	PE,UT, RW and CN	Included	Federal and Local	The purpose of this project is to improve traffic operations	\$300,000
Intersection Improvements at Mountain Home Road and North Seneca Drive	20	Planned	Short/ Long	0.25	n/a	n/a	PE,UT, RW and CN	Included	Federal and Local	The purpose of this project is to improve traffic operations	\$325,000
Intersection Improvements at State Route 24 and McEntire Road	21	Planned	Short/ Long	0.50	n/a	n/a	PE,UT, RW and CN	Included	Federal and Local	The purpose of this project is to improve traffic operations	\$500,000
Intersection Improvements at Nance Ford Road and Mitweed Street	22	Planned	Short/ Long	0.10	n/a	n/a	PE,UT, RW and CN	Included	Federal and Local	The purpose of this project is to improve traffic operations	\$300,000
Widen North Greenway Drive	23	Planned	Short/ Long	2.00	2	2	PE,UT, RW and CN	Included	Federal and Local	The purpose of this project is to improve safety and traffic conditions	\$650,000
Intersection Improvements at Moulton Street and Old Moulton Road	24	Planned	Short/ Long	0.10	n/a	n/a	PE,UT, RW and CN	Included	Federal and Local	The purpose of this project is to improve traffic operations	\$400,000
Intersection Improvements at U.S. Highway 31 and Longhorn Pass	25	Planned	Short/ Long	0.10	n/a	n/a	PE,UT, RW and CN	Included	Federal and Local	The purpose of this project is to improve traffic operations	\$300,000
Widen Airport Road from Bibb Garrett Road to U.S. Highway 31	26	Planned	Short/ Long	2.0	2	2	PE,UT, RW and CN	Included	Federal and Local	The purpose of this project is to improve safety and traffic conditions	\$460,000
										Total Cost	\$3,343,073
										2035 Projected Budget	\$3,343,750
										Difference	\$677
Surface Transportation Program Projects (including ANY AREA and Non-Attributable funding categories)**											
Intersection Improvements at Danville Road and Vestavia Drive	27	Planned	Short/ Long	0.25	n/a	n/a	PE,UT, RW and CN	Included	Federal and State	The purpose of this project is to improve safety and traffic conditions	\$3,600,000
Intersection Improvements at Danville Road and Chapel Hill Road	28	Planned	Short/ Long	0.25	n/a	n/a	PE,UT, RW	Included	Federal and	The purpose of this project is to improve safety and	\$3,500,000

							and CN		State	traffic conditions	
Lighting Interchange at U.S. Highway 31 and State Route 20	29	Planned	Short/Long	0.25	n/a	n/a	PE,UT, RW and CN	None	Federal and State	The purpose of this project is to improve safety and traffic conditions	\$1,800,000
Widen and Resurface Bethel Road from State Route 36 to Roan Road	30	Planned	Short/Long	1.5	2	2	PE,UT, RW and CN	Included	Federal and State	The purpose of this project is to improve safety and traffic conditions	\$1,600,000
Development of a Intelligent Transportation System (ITS) for the Tennessee River Bridge Crossings (I-65 and Hudson)	31	Planned	Short/Long	5	n/a	n/a	PE,UT, RW and CN	None	Federal and State	The purpose of this project is to improve safety and traffic conditions	\$5,500,000
Intersection Improvements at State Route 20 and North Seneca Drive	32	Planned	Short/Long	0.25	n/a	n/a	PE,UT, RW and CN	Included	Federal and State	The purpose of this project is to improve safety and traffic conditions	\$1,500,000
Widen and Resurface Bethel Road from State Route 67 to Upper River Road	33	Planned	Short/Long	0.25	2	2	PE,UT, RW and CN	Included	Federal and State	The purpose of this project is to improve safety and traffic conditions	\$1,300,000
Widen and Resurface Upper River Road from State Route 67 to Bethel Road	34	Planned	Short/Long	2.0	2	2	PE,UT, RW and CN	Included	Federal and State	The purpose of this project is to improve safety and traffic conditions	\$1,700,000
Widen, Resurface and Strip Indian Hills Road from State Route 67 to Red Bank Road	35	Planned	Short/Long	3.20	2	2	PE,UT, RW and CN	Included	Federal and State	The purpose of this project is to improve safety and traffic conditions	\$4,100,000
Widen, Resurface and Strip Central Parkway from State Route 67 to Mill Street	36	Planned	Short/Long	2.50	2	2	PE,UT, RW and CN	Included	Federal and State	The purpose of this project is to improve safety and traffic conditions	\$2,500,000
Widen, Resurface and Strip McEntire Road from State Route 24 to State Route 20	37	Planned	Short/Long	1.25	2	2	PE,UT, RW and CN	Included	Federal and State	The purpose of this project is to improve safety and traffic conditions	\$1,400,000
Intersection Improvements at Memorial Drive and Moulton Street	38	Planned	Short/Long	0.25	n/a	n/a	PE,UT, RW and CN	Included	Federal and State	The purpose of this project is to improve safety and traffic conditions	\$800,000
										Total Cost	\$29,300,000
										2035 Projected Budget	\$29,370,000
										Difference	\$70,000
National Highway System (NHS)											
Intersection Improvements at State Route 67 and Indian Hills Road	39	Planned	Short/Long	0.25	n/a	n/a	PE,UT, RW and CN	Included	Federal and State	The purpose of this project is to improve safety and traffic conditions	\$850,000
										Total Cost	\$850,000
										2035 Projected Budget	\$870,000
										Difference	\$20,000
Interstate Maintenance											
Resurface Interstate 65 from Hurricane Creek to 0.60 miles south of State Route 36	40	Planned	Short (TIP)	10.87	4	4	CN	Legal Exception	Federal and State	The purpose of this project is to improve safety and traffic conditions	\$8,001,833

Resurface Interstate 65 from 0.60 miles south of State Route 36 to 1.1 miles south of Interstate 565	41	Planned	Short (TIP)	12.05	4	4	CN	Legal Exception	Federal And State	The purpose of this project is to improve safety and traffic conditions	\$9,849,414
										Total Cost	\$17,851,247
										2035 Projected Budget	\$17,875,000
										Difference	\$23,753
Bridge Projects											
Replace Bridge over Cedar Creek on U.S. Highway 31 south of the City of Hartselle	42	Planned	Short (TIP)	0.25	2	2	PE,UT, RW and CN	Included	Federal and State	Bridge Replacement	\$1,359,451
										Total Cost	\$1,359,451
										2035 Projected Budget	\$1,360,000
										Difference	\$549
Safety Projects											
Intersection Improvements at State Route 67 and Interstate 65, Add turn lanes, lighting and striping	43	Planned	Short/Long	0.25	n/a	n/a	PE,UT, RW and CN	Included	Federal And State	The purpose of this project is to improve safety and traffic conditions	\$2,200,000
Intersection Improvements at State Route 20 and Norfolk Southern Railroad Crossing	44	Planned	Short/Long	0.25	n/a	n/a	PE,UT, RW and CN	Included	Federal and State	The purpose of this project is to improve safety and traffic conditions	\$3,300,000
Add turn lanes, signals, striping and frontage roads at the intersection of Bibb Garrett Road and State Route 20	45	Planned	Short/Long	0.25	n/a	n/a	PE,UT, RW and CN	Included	Federal and State	The purpose of this project is to improve safety and traffic conditions	\$2,200,000
										Total Cost	\$7,700,000
										2035 Projected Budget	\$7,781,250
										Difference	\$81,250
High Priority Special Earmark Projects											
Interchange Improvements at State Route 67 and State Route 24	46	Planned	Short/Long	0.50	n/a	n/a	PE,UT, RW and CN	Included	Federal and State	The purpose of this project is to improve safety and traffic conditions	\$3,000,000
										Total Cost	\$3,000,000
										2035 Projected Budget	\$3,016,000
										Difference	\$16,000

* Bicycle and Pedestrian Projects are included unless exceptional circumstances exist (Section 1.10, page 8)

** Equity Bonus funding is included in the Surface Transportation funding category

CN – Construction

PE – Preliminary Engineering

RW – Right-of-Way

UT - Utilities

Figure 31 - 2035 Financially Constrained Capacity Projects

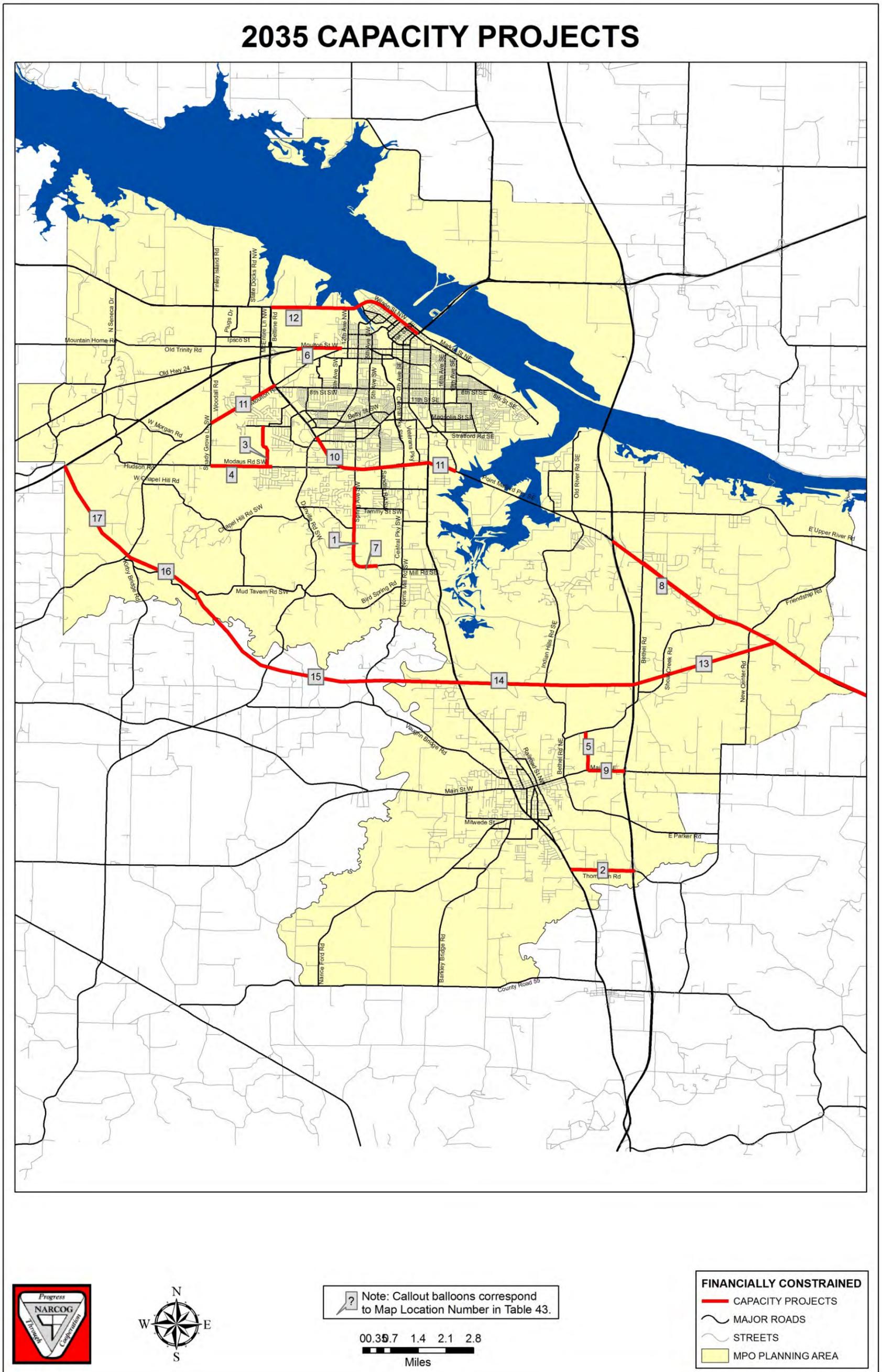
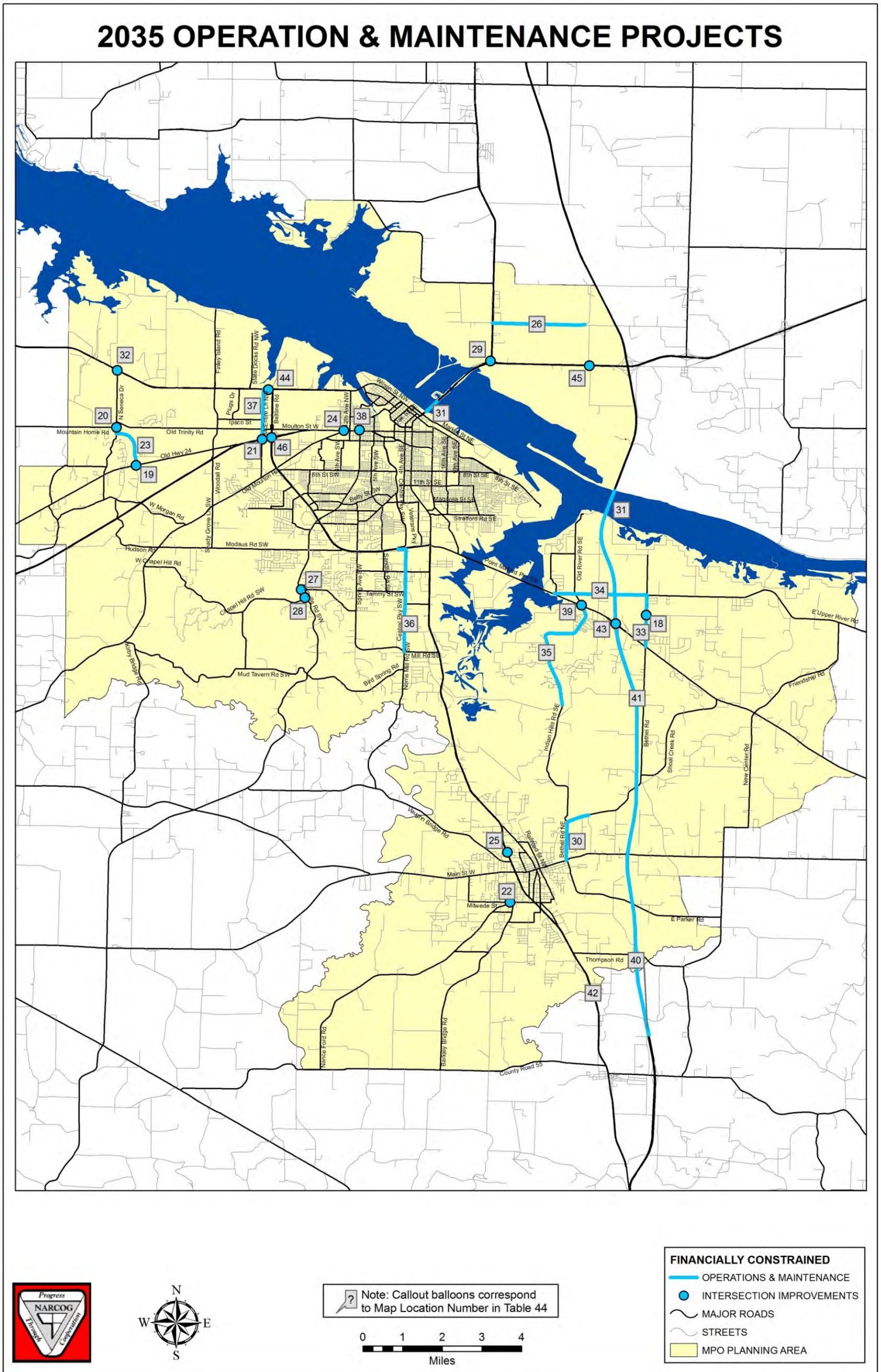


Figure 32 - Financially Constrained Operations and Maintenance Projects



7.3 Visionary Plan

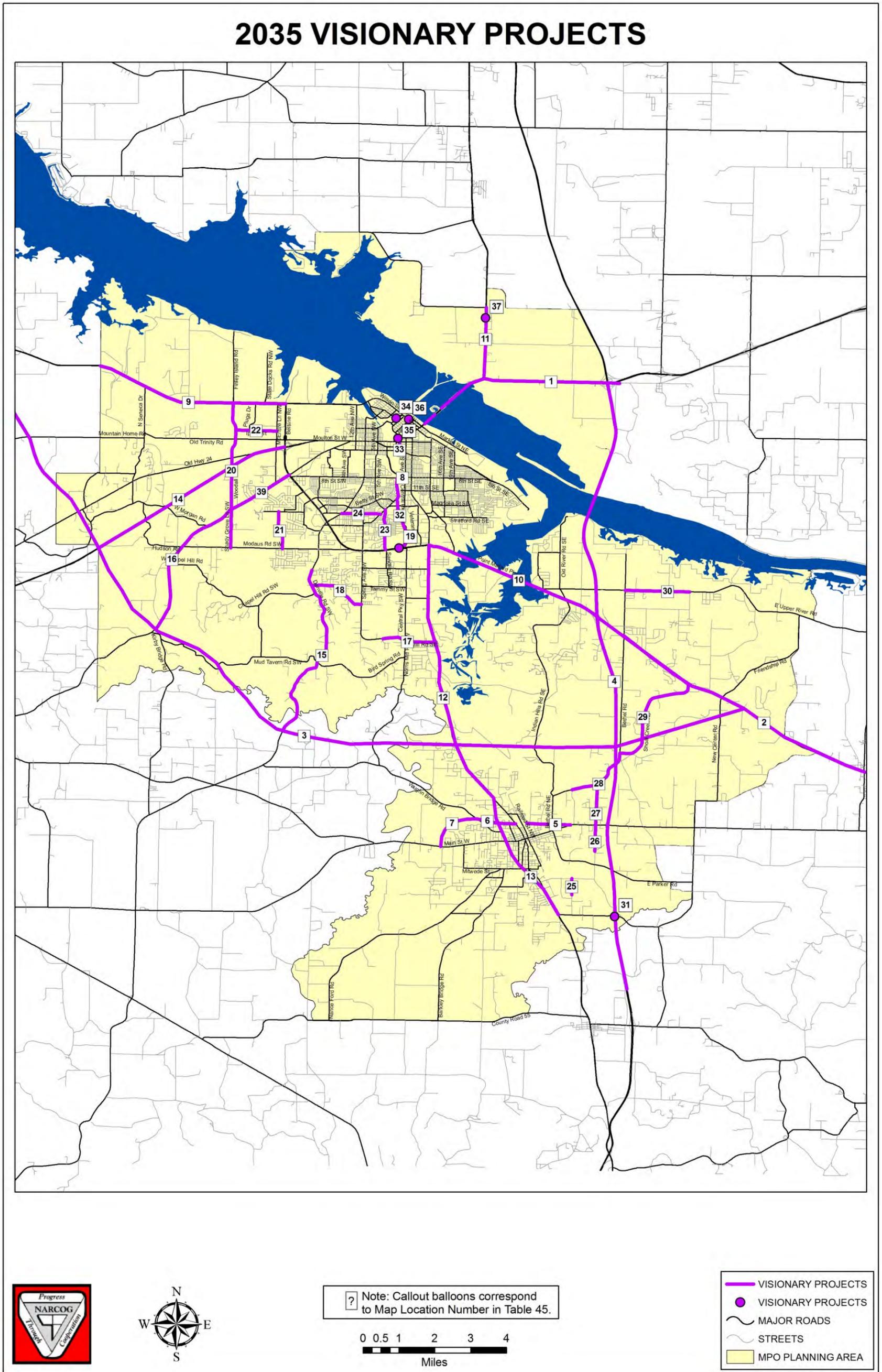
The Visionary Plan includes projects that are needed in the planning area, but could not be included in the Financially Constrained side of the LRTP because adequate funding is not available. The MPO will maintain the visionary plan in hopes of additional funding availability. The visionary plan serves 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 2035 Visionary Plan are included in Table 45 and shown in figure 33.

Table 45 - 2035 Visionary Plan Projects

Project Description	Map Location Number (figure 33)	Scope	Length (miles)	Improvement Type	Year of Expenditure (YOE) Costs
Improve State Route 20 from the Tennessee River Bridges to Interstate 65	1	PE, RW, UT and CN	2.405	Capacity	\$96,446,051
Add lanes to State Route 67 from Somerville to Priceville	2	PE,UT RW and CN	5.79	Capacity	\$42,639,000
Veterans Parkway from State Route 67 to State Highway 20	3	RW,UT and CN	21	Capacity	\$303,484,000
Add lanes to Interstate 65 from Interstate 565 Interchange to Thompson Road	4	PE,UT, RW and CN	15	Capacity	\$40,000,000
Relocation of State Route 36 Phase III (Roan Road to Hammitt Street Bridge)	5	PE,UT, RW and CN	1.03	Capacity	\$11,000,000
Relocation of State Route 36 Phase IV (Sparkman Street to Vaughn Bridge Road)	6	PE,UT, RW and CN	.75	Capacity	\$7,000,000
Relocation of State Route 36 V (Vaughn Bridge Road to State Route 36 West)	7	PE,UT, RW and CN	2.0	Capacity	\$9,000,000
8 th Street Railroad Overpass	8	PE,UT RW and CN	0.50	Operation and Maintenance	\$40,000,000
Add lanes to State Route 20 from State Route 67 (Beltline) to Lawrence County Line	9	PE,UT, RW and CN	4.50	Capacity	\$22,000,000
State Route 67 from Country Club Road to Interstate 65	10	PE,UT, RW and CN	4.25	Capacity	\$17,000,000
Add lanes to U.S. Highway 31 from State Route 20 to Thomas Hammons Road	11	PE,UT, RW and CN	1.75	Capacity	\$7,000,000
Add lanes to U.S. Highway 31 from State Route 67 to State Route 36	12	PE,UT, RW and CN	7.38	Capacity	\$20,000,000
Add lanes to U.S. Highway 31 from State Route 36 to Thompson Road	13	PE,UT, RW and CN	2.40	Capacity	\$14,000,000
State Route 24 from State Route 67 to Lawrence County Line	14	PE,UT, RW and CN	5.0	Capacity	\$20,000,000
Danville Road from Stone River to Veterans Parkway	15	PE,UT, RW and CN	5.0	Capacity	\$20,000,000
Old Moulton Road from Woodall Road to Veterans Parkway	16	PE,UT, RW and CN	3.25	Capacity	\$12,000,000
Spring Avenue from Dogwood Drive to U.S. Highway 31	17	PE,UT, RW and CN	1.25	Capacity	\$8,000,000
Vestavia Drive from Danville Road to Spring Avenue	18	PE,UT, RW and CN	1.40	Capacity	\$5,600,000
Intersection Improvements at State Route 67 and Central Parkway	19	PE,UT, RW and CN	0.75	Operations and Maintenance	\$4,000,000
Add lanes to Shady Grove Lane (Woodall Road) from Modaus Road to State Route 20	20	PE,UT, RW and CN	4.0	Capacity	\$16,000,000
Construct Judge Crow Boulevard from Modaus Road to Mud Tavern Road	21	PE,UT, RW and CN	3.0	Capacity	\$15,000,000

Ipsco Road Improvements from McEntire Road to Woodall Road	22	PE,UT, RW and CN	1.0	Operations and Maintenance	\$3,000,000
Sandlin Road from Austinville Road to Clearview Street	23	PE,UT, RW and CN	0.75	Operations and Maintenance	\$4,000,000
Carridale Street from Austinville Road to Danville Road	24	PE,UT, RW and CN	0.90	Capacity	\$3,500,000
John D Long Drive Extension North to Tabernacle Road	25	PE,UT, RW and CN	.50	Capacity	\$2,000,000
Kyle Road Extension from State Route 36 to Byrd Road	26	PE,UT,RW and CN	.75	Capacity	\$5,500,000
Kyle Road from State Route 36 to Bethel Road	27	PE,UT,RW and CN	1.10	Operations and Maintenance	\$1,000,000
Bethel Road from Roan Road to Interstate 65	28	PE,UT,RW and CN	1.30	Operations and Maintenance	\$1,200,000
Shoal Creek Road from State Route 67 to Interstate 65	29	PE,UT,RW and CN	3.57	Operations and Maintenance	\$2,600,000
Upper River Road from Bethel Road to Cave Springs	30	PE,UT,RW and CN	1.50	Operations and Maintenance	\$3,500,000
Intelligent Transportation System (ITS) for U.S Highway 31, State Route 67, State Route 36, State Route 20 and State Route 24	n/a	PE,UT,RW and CN	n/a	Operations and Maintenance	\$15,000,000
Interchange Improvements at Interstate 65 and Thompson Road	31	PE,UT,RW and CN	0.50	Operations and Maintenance	\$15,000,000
Decatur Bikeway Phase 3 from 8 th Street to Wilson Morgan Park	32	CN	1.75	Enhancement	\$240,000
2 nd Avenue Landscaping in the City of Decatur	33	CN	0.75	Enhancement	\$569,600
L&N Railroad Depot Acquisition City of Decatur	34	CN	0.10	Enhancement	\$720,000
Parking Deck City of Decatur Downtown	35	PE,UT,RW and CN	0.10	Operations and Maintenance	\$10,000,000
Pedestrian Bridge over State Route 20 connecting downtown Decatur to Rhodes Ferry Park	36	PE,UT,RW and CN	0.10	Bicycle and Pedestrian	\$600,000
Pedestrian Bridge over U.S. Highway 31 connecting Calhoun Community College to the Robotics Center	37	PE,UT,RW and CN	0.10	Bicycle and Pedestrian	\$800,000
Public Transit Fixed Route Circular	38	n/a	n/a	Transit	\$3,000,000
Add lanes to Old Moulton Road from State Route 67 (Beltline Road) to Woodall Road	39	PE, UT, RW and CN	1.65	Capacity	\$4,600,000
Park and Ride Lots (various locations in the planning area)	n/a	n/a	n/a	Transit	\$3,000,000

Figure 33 - 2035 Visionary Projects



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 newspaper legal advertisements indicating the time, date, and place of the meeting. These legal advertisements are run in the local newspaper at least ten (10) days before a meeting. People that need special assistance to attend meetings may contact NARCOG 24 hours prior to the meetings. Meeting details are also posted on the NARCOG website (www.narcog.org) ten (10) days before a meeting. Copies of meeting notices, news releases, comment forms and news articles are located in the Appendixes.

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 2035 LRTP was adopted by the MPO on May 14, 2010 until June 14, 2010. The review period and all public meetings were advertised in the local paper and the agency website. News releases were also provided to the local media prior to the public meetings. The Draft 2035 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
- North Central Alabama Regional Council of Governments (NARCOG)
- Decatur/Morgan County Chamber of Commerce
- Morgan County Area Transit Office
- Alabama Department of Transportation, Metropolitan Planning Section, Montgomery, Alabama
- Alabama Department of Transportation, 1st Division, Guntersville, Alabama

Public Meetings

May 20, 2010 – 3:00 pm to 5:30 pm – North central Alabama Regional Council of Governments.

May 25, 2010 – 3:30 pm to 5:30 pm – Hartselle City Hall.

May 25, 2010 – 11:30 am to 1:00 pm - Hartselle Rotary Club Meeting.

June 17, 2010 – 7:00 am to 8:00 am - Decatur/Morgan County Transportation Sub-Committee Meeting.

8.2 Conclusion and Continuing Efforts

The Decatur Planning Area 2035 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 involved paying close attention to developing needs by unexpected changes in the planning area (new developments, changes in travel patterns, i.e.). 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 2040 LRTP in 2010. The MPO anticipates the 2040 LRTP will be completed and adopted in 2015.

Another Continuing Effort is updating the 2035 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.

The transportation planning process involves more than the production of the plan. The process is intended to be continuous, comprehensive, and cooperative. These adjectives are used to define the 3-C planning process that all MPOs are required to follow. The MPO and its committees meet on as needed basis to ensure that all requirements and needs of the 3-C 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 3-C planning process are being met.

9.0 Appendixes

9.1 Transportation Planning Terms and Acronyms

AADT – Average Annual Daily Traffic Counts
ADA – American with Disabilities Act
ALDOT – Alabama Department of Transportation
BRAC – Base Realignment and Closure
CAA – Clean Air Act
CAC – Citizens Advisory Committee
CFR – Code of Federal Regulations
CN - Construction
CTTP – Census Transportation Planning Package
DDRA – Decatur Downtown Redevelopment Authority
E+C Network – Existing Plus Committed Transportation Network
E-E – External – External Trip
EPA – Environmental Protection Agency
FedEx – Federal Express
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
GHGs – Green House Gases
GIS – Geographic Information System
HBO – Home Base Other Trip
HBW – Home Base Work Trip
I-E – Internal – External Trip
IIC – International Intermodal Center
JARC – Job Access and Reverse Commute (5316 Transit Funding)
LCEDA – Limestone County Economic Development Agency
LOS – Level of Service
LRTP – Long Range Transportation Plan
MCATS – Morgan County Area Transportation System
MCEDA – Morgan County Economic Development Agency
MPO – Metropolitan Planning Organization
NAAQS – National Ambient Air Quality Standards
NARCOG – North-Central Alabama Regional Council of Governments
NEPA – National Environmental Policy Act of 1969
NHB – Non Home Base Trip
PA – Planning Area Boundary
PE – Preliminary Engineering
PIP – Public Involvement Process
 R^2 – Coefficient of Determination Value
RMSE – Root Mean Squared Error
RPO – Rural Planning Organization
RW – Right-of-Way
SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SIP – State Implementation Plan
STIP – State Transportation Improvement Program
STP-OA – Surface Transportation Program-Other Area Funding

STP-TE – Surface Transportation Program Enhancement Funding
TARCOG – Top of Alabama Regional Council of Governments
TAZ – Traffic Analysis Zone
TCC – Technical Coordinating Committee
TDM – Travel Demand Model
TIP – Transportation Improvement Program
T-T – Truck-Taxi Trip
VHT – Vehicle Miles Traveled
VMT – Vehicle Miles Traveled
UA – Urban Area Boundary
UPS – United Parcel Service
UPWP – Unified Planning Work Program
USC – United States Code
USDOT – United States Department of Transportation
UT – Utilities

Table 46 - 2005 Socio-Economic Data by Traffic Analysis Zone

TAZ	Housing Units	Median Income	Retail Employment	Non-Retail Employment	School Enrollment	Dorm Rooms
25	200	18890	4	78	0	0
26	147	14585	0	108	0	0
27	33	62915	8	17	0	0
28	22	10835	12	151	0	0
29	155	50785	19	742	0	0
30	0	0	5	89	0	0
31	0	0	19	185	0	0
32	4	32500	35	133	0	0
33	42	73750	7	174	0	0
34	3	32500	80	725	0	0
35	0	0	3	11	0	0
36	0	0	16	198	0	0
37	0	0	0	266	0	0
38	108	43610	37	338	0	0
39	9	26250	0	39	0	0
40	0	0	58	53	0	0
41	11	14165	0	8	0	0
42	101	5000	0	3	0	0
43	26	11585	0	3	0	0
44	23	19375	60	141	0	0
45	132	12500	3	127	68	0
46	62	16875	0	1	0	0
47	0	0	0	0	0	0
48	86	22000	0	0	0	0
49	171	17085	5	4	0	0
50	58	21135	0	0	0	0
51	40	7190	0	3	0	0
52	10	16250	0	0	0	0
53	39	20895	0	0	0	0
54	135	27825	0	11	0	0
55	63	36640	4	1	0	0
56	45	63750	0	13	0	0
57	23	22640	0	262	0	0
58	241	27430	0	45	0	0
59	194	33440	0	43	265	0
60	81	32290	4	50	0	0
61	249	31700	0	4	0	0
62	130	32190	1	69	0	0
63	38	26565	75	84	0	0
64	52	25940	19	279	0	0
65	146	7555	4	0	0	0
66	72	19130	13	3	0	0
67	171	16625	23	49	0	0
68	289	20750	50	175	0	0
69	335	14245	42	513	0	0
70	11	6250	94	3210	0	0
71	0	0	0	0	0	0
72	14	15750	90	1792	0	0
73	23	30625	35	846	0	0

74	33	19000	12	46	0	0
75	224	55280	2	30	0	0
76	130	59585	18	40	0	0
77	50	33570	1	137	0	0
78	173	64205	17	1194	0	0
79	3	23750	12	862	0	0
80	4	50588	31	377	0	0
81	15	23610	82	380	0	0
82	15	8750	16	1196	0	0
83	15	48610	16	350	0	0
84	2	48611	10	49	0	0
85	280	8570	47	4	0	0
86	478	62110	9	170	0	0
87	0	0	8	136	0	0
88	59	13750	6	20	0	0
89	86	31770	25	140	1210	0
90	119	49375	30	70	0	0
91	4	70625	0	0	0	0
92	62	36875	3	6	0	0
93	198	34690	7	25	0	0
94	30	29000	0	6	0	0
95	26	110860	0	20	0	0
96	180	56250	0	9	0	0
97	187	44220	6	10	0	0
98	118	54585	0	0	0	0
99	52	28125	0	34	0	0
100	565	67085	12	219	0	0
101	401	17250	950	466	0	0
102	181	71025	4	0	0	0
103	225	51605	7	74	0	0
104	1187	46150	133	449	494	0
105	184	81775	180	116	0	0
106	14	39375	25	320	0	0
107	0	0	0	440	0	0
108	62	19065	183	76	0	0
109	185	32985	0	19	0	0
110	101	58180	0	162	1486	0
111	701	48855	20	89	302	0
112	189	41250	0	3	0	0
113	183	38395	11	17	0	0
114	368	31380	0	180	674	0
115	70	14860	64	980	381	0
116	115	27500	230	454	0	0
117	20	30115	72	246	0	0
118	0	0	222	572	0	0
119	9	2500	362	1728	0	0
120	668	26780	32	309	0	0
121	0	0	41	94	0	0
122	171	32320	2	34	0	0
123	178	33125	5	1	0	0
124	75	41095	3	0	0	0
125	262	18500	198	109	0	0
126	81	23610	6	52	0	0

127	256	32555	0	78	358	0
128	518	24710	63	139	0	0
129	528	28855	580	242	0	0
130	305	27320	406	426	0	0
131	758	66445	4	106	778	0
132	124	51110	0	8	0	0
133	61	39030	0	0	0	0
134	68	39660	4	0	0	0
135	201	68570	5	6	0	0
136	1245	64915	0	143	465	0
137	46	27640	139	21	0	0
138	271	14950	882	84	0	0
139	371	25280	83	108	0	0
140	44	28480	150	1139	0	0
141	51	13055	97	1266	0	0
142	454	20165	0	64	0	0
143	410	33895	0	80	398	0
144	355	66015	8	68	0	0
145	51	30563	53	513	0	0
146	28	22000	8	31	0	0
147	88	58610	0	10	0	0
148	112	37085	0	7	0	0
149	325	48040	8	160	0	0
150	155	70250	25	15	0	0
151	241	47190	549	140	0	0
152	355	46955	51	88	0	0
153	12	90110	0	2	0	0
154	80	45500	0	2	0	0
155	320	36930	3	23	0	0
156	645	34800	311	164	590	0
157	127	26785	30	60	0	0
158	108	34465	20	87	0	0
159	30	32220	0	3	0	0
160	350	43680	0	11	0	0
161	64	55235	0	0	0	0
162	43	19425	0	0	0	0
163	62	62500	0	4	0	0
164	32	24090	0	3	0	0
165	46	39220	0	1	0	0
166	140	45715	0	59	437	0
167	270	51250	2	6	0	0
168	111	60675	3	3	0	0
169	450	52330	53	223	0	0
170	16	41250	40	90	0	0
171	8	28750	0	1014	0	0
172	1	41806	0	0	0	0
173	56	24465	9	196	0	0
174	47	23335	32	1596	0	0
175	4	46250	25	45	0	0
176	1	44200	1	4	0	0
177	83	51250	0	8	0	0
178	22	51040	0	7	0	0
179	11	2500	39	53	0	0

180	32	55180	127	73	0	0
181	52	20000	0	22	0	0
182	2	6250	19	17	0	0
183	31	52585	2	6	0	0
184	8	28170	28	91	0	0
185	45	43125	0	117	896	0
186	76	28460	0	103	749	0
187	47	74000	43	32	0	0
188	120	40600	0	0	0	0
189	120	33075	0	31	0	0
190	26	77500	0	0	0	0
191	19	46565	0	0	0	0
192	5	2500	0	0	0	0
193	10	42190	2	0	0	0
194	13	41806	0	0	0	0
195	76	63395	0	9	0	0
196	69	56250	0	0	234	0
197	84	23075	37	24	0	0
198	5	21250	0	0	0	0
199	47	29000	0	3	0	0
200	45	33570	3	2	0	0
201	180	27285	12	67	0	0
202	99	91725	0	25	0	0
203	36	19805	9	71	0	0
204	101	32190	4	3	0	0
205	71	60000	0	58	444	0
206	275	35240	9	153	0	0
207	8	18750	60	167	0	0
208	114	25910	66	375	0	0
209	213	30535	142	275	0	0
210	178	47570	1	20	0	0
211	93	42145	25	11	0	0
212	101	30955	34	26	0	0
213	15	54885	2	0	0	0
214	32	16250	0	3	0	0
215	49	72815	0	1	0	0
216	45	37145	15	0	0	0
217	80	55780	0	35	0	0
218	24	48750	9	13	0	0
219	8	39609	0	0	0	0
220	8	61250	4	2	0	0
221	77	19085	0	4	0	0
222	121	41250	35	95	121	0
223	201	38985	0	79	0	0
224	209	43835	5	4	0	0
225	180	40865	0	6	0	0
226	265	51875	30	59	0	0
227	109	37840	1	4	0	0
228	47	37320	0	0	0	0
229	228	56120	0	5	0	0
230	6	20000	0	0	0	0
231	0	0	0	0	0	0
232	29	30415	1	3	0	0

233	258	54285	53	113	611	0
234	75	36070	3	354	787	0
235	25	31875	14	111	0	0
236	36	70315	4	28	0	0
237	27	58540	210	26	0	0
238	5	76592	5	9	0	0
239	335	79040	135	111	0	0
240	425	78390	38	148	0	0
241	11	85490	1	530	220	0
242	187	47310	291	587	0	0
243	41	56875	221	127	0	0
244	55	94510	40	323	0	0
245	401	73750	0	12	0	0
246	22	126555	3	14	0	0
247	102	63750	0	4	0	0
248	57	72145	0	2	0	0
249	20	43750	2	167	0	0
250	348	75085	5	41	281	0
251	461	59320	0	5	0	0
252	252	60210	0	7	0	0
253	220	36250	0	1856	0	0
254	268	36625	0	4	0	0
255	141	12250	5	728	0	0
256	0	0	0	182	0	0
257	461	16185	7	199	0	0
258	50	60680	4	100	626	0
259	482	28280	20	49	0	0
260	145	44540	0	39	0	0
261	47	41605	0	0	0	0
262	258	23625	0	6	0	0
263	171	36665	270	357	0	0
264	236	28375	60	103	0	0
265	103	26500	33	508	0	0
266	234	26250	30	1552	426	0
267	298	27290	41	290	976	0
268	295	38930	13	70	0	0
269	166	22200	0	3	294	0
270	40	25555	231	318	0	0
271	0	0	19	140	0	0
272	0	0	15	305	0	0
273	0	0	0	0	0	0
275	52	15415	5	0	0	0
276	199	39820	26	779	5600	0
277	199	44375	5	1352	0	0
278	66	13750	0	0	0	0
Total	34500		10162	45925	20171	0

Table 47 - 2035 Socio-Economic Data by Traffic Analysis Zone

TAZ	Housing Units	Median Income	Retail Employment	Non-Retail Employment	School Enrollment	Dorm Rooms
25	275	18890	7	108	0	0
26	147	14585	10	128	0	0
27	43	62915	28	27	0	0
28	12	10835	22	171	0	0
29	150	50785	19	752	0	0
30	0	0	150	99	0	0
31	0	0	100	195	0	0
32	4	32500	85	143	0	0
33	52	73750	57	184	0	0
34	78	32500	120	745	0	0
35	0	0	3	51	0	0
36	0	0	66	208	0	0
37	0	0	140	366	0	0
38	128	43610	87	378	0	0
39	5	26250	0	45	0	0
40	0	0	98	58	0	0
41	18	14165	2	30	0	0
42	110	5000	2	13	0	0
43	28	11585	4	13	0	0
44	33	19375	86	175	0	0
45	142	12500	13	150	300	0
46	64	16875	2	3	0	0
47	0	0	0	0	0	0
48	106	22000	2	4	0	0
49	156	17085	8	2	0	0
50	58	21135	2	4	0	0
51	35	7190	9	6	0	0
52	10	16250	5	4	0	0
53	35	20895	6	2	0	0
54	10	27825	12	9	0	0
55	55	36640	1	2	0	0
56	43	63750	2	8	0	0
57	23	22640	0	275	0	0
58	226	27430	15	50	0	0
59	184	33440	4	53	410	0
60	91	32290	8	40	0	0
61	289	31700	3	5	0	0
62	200	32190	41	119	0	0
63	108	26565	275	114	0	0
64	62	25940	39	289	0	0
65	75	7555	14	4	0	0
66	68	19130	23	4	0	0
67	161	16625	33	39	0	0
68	309	20750	110	185	0	0
69	250	14245	225	543	0	0
70	5	6250	75	3160	0	0
71	0	0	0	0	0	0
72	5	15750	65	1902	0	0
73	15	30625	55	1046	0	0

74	73	19000	72	210	0	0
75	274	55280	12	35	0	0
76	150	59585	38	60	0	0
77	175	33570	91	297	0	0
78	230	64205	67	1394	0	0
79	28	23750	42	1062	0	0
80	4	50588	41	577	0	0
81	15	23610	92	580	0	0
82	10	8750	12	1396	0	0
83	45	48610	76	525	0	0
84	2	48611	47	100	0	0
85	280	8570	487	254	0	0
86	560	62110	579	389	0	0
87	0	0	12	156	0	0
88	99	13750	106	50	0	0
89	211	31770	125	175	1560	0
90	179	49375	45	30	0	0
91	34	70625	10	15	0	0
92	150	36875	83	36	0	0
93	403	34690	107	325	0	0
94	60	29000	25	96	0	0
95	86	110860	25	80	0	0
96	475	56250	83	309	0	0
97	287	44220	10	95	0	0
98	140	54585	15	75	0	0
99	152	28125	10	44	0	0
100	765	67085	62	225	0	0
101	475	17250	850	366	0	0
102	181	71025	4	2	0	0
103	230	51605	27	88	0	0
104	1400	46150	173	453	694	0
105	204	81775	200	146	0	0
106	12	39375	45	330	0	0
107	0	0	10	460	0	0
108	65	19065	232	84	0	0
109	190	32985	10	19	0	0
110	105	58180	5	262	1725	0
111	731	48855	35	109	502	0
112	198	41250	20	3	0	0
113	193	38395	11	17	0	0
114	403	31380	25	210	874	0
115	50	14860	101	870	514	0
116	119	27500	280	474	0	0
117	22	30115	102	266	0	0
118	0	0	242	592	0	0
119	19	2500	502	1675	0	0
120	688	26780	62	389	0	0
121	0	0	81	74	0	0
122	201	32320	12	24	0	0
123	258	33125	9	6	0	0
124	80	41095	5	2	0	0
125	302	18500	218	119	0	0
126	100	23610	6	32	0	0

127	306	32555	10	108	405	0
128	598	24710	103	179	0	0
129	568	28855	620	272	0	0
130	385	27320	466	506	0	0
131	1208	66445	104	181	1298	0
132	675	51110	54	176	0	0
133	375	39030	101	195	0	0
134	338	39660	142	165	0	0
135	450	68570	25	146	0	0
136	1375	64915	85	173	515	0
137	46	27640	439	41	0	0
138	280	14950	1032	104	0	0
139	380	25280	137	138	0	0
140	50	28480	465	985	0	0
141	56	13055	167	1175	0	0
142	628	20165	8	94	0	0
143	410	33895	7	110	465	0
144	475	66015	27	208	158	0
145	56	30563	73	613	0	0
146	32	22000	18	41	0	0
147	95	58610	4	12	0	0
148	125	37085	5	39	0	0
149	345	48040	18	172	0	0
150	255	70250	210	165	0	0
151	262	47190	849	140	0	0
152	405	46955	131	88	0	0
153	26	90110	2	2	0	0
154	85	45500	10	2	0	0
155	379	36930	33	85	0	0
156	695	34800	331	164	625	0
157	127	26785	60	60	0	0
158	108	34465	60	87	0	0
159	40	32220	25	3	0	0
160	750	43680	5	11	0	0
161	104	55235	2	0	0	0
162	53	19425	2	0	0	0
163	72	62500	2	4	0	0
164	50	24090	3	3	0	0
165	50	39220	2	1	0	0
166	290	45715	2	59	510	0
167	495	51250	4	6	0	0
168	131	60675	7	3	0	0
169	625	52330	103	223	0	0
170	16	41250	45	90	0	0
171	8	28750	5	800	0	0
172	1	41806	30	250	0	0
173	46	24465	59	756	0	0
174	62	23335	62	775	0	0
175	4	46250	45	25	0	0
176	1	44200	10	2	0	0
177	83	51250	5	6	0	0
178	30	51040	4	5	0	0
179	12	2500	79	43	0	0

180	42	55180	147	63	0	0
181	55	20000	2	12	0	0
182	17	6250	57	10	0	0
183	41	52585	7	6	0	0
184	9	28170	48	91	0	0
185	50	43125	15	75	949	0
186	90	28460	4	113	0	0
187	37	74000	73	22	0	0
188	120	40600	15	1	0	0
189	140	33075	5	25	0	0
190	76	77500	4	5	0	0
191	34	46565	3	485	0	0
192	5	2500	30	575	0	0
193	30	42190	3	102	0	0
194	24	41806	2	2	0	0
195	256	63395	40	225	0	0
196	89	56250	2	5	368	0
197	284	23075	80	45	0	0
198	20	21250	350	75	0	0
199	162	29000	200	14	0	0
200	75	33570	15	3	0	0
201	200	27285	22	47	0	0
202	139	91725	110	15	0	0
203	76	19805	49	61	0	0
204	146	32190	84	3	0	0
205	241	60000	105	45	1994	0
206	475	35240	99	160	0	0
207	12	18750	104	177	0	0
208	134	25910	86	380	0	0
209	263	30535	182	285	0	0
210	208	47570	10	15	0	0
211	108	42145	85	21	0	0
212	201	30955	175	175	0	0
213	95	54885	4	30	0	0
214	122	16250	5	53	0	0
215	109	72815	3	51	0	0
216	165	37145	20	50	0	0
217	105	55780	175	140	0	0
218	74	48750	10	10	0	0
219	2	39609	3	3	0	0
220	8	61250	54	77	0	0
221	87	19085	15	159	0	0
222	321	41250	150	85	0	0
223	281	38985	10	223	0	0
224	269	43835	25	154	0	0
225	300	40865	18	6	0	0
226	565	51875	181	39	0	0
227	159	37840	8	4	0	0
228	52	37320	1	0	0	0
229	428	56120	15	5	0	0
230	26	20000	1	0	0	0
231	0	0	0	0	0	0
232	100	30415	2	3	0	0

233	508	54285	73	123	742	0
234	100	36070	73	364	1087	0
235	125	31875	375	121	0	0
236	76	70315	8	38	0	0
237	47	58540	250	46	0	0
238	7	76592	15	9	0	0
239	755	79040	235	141	0	0
240	1050	78390	438	158	725	0
241	11	85490	31	475	241	0
242	187	47310	705	755	0	0
243	41	56875	241	135	0	0
244	57	94510	55	332	0	0
245	421	73750	3	10	0	0
246	22	126555	12	12	0	0
247	179	63750	5	4	0	0
248	72	72145	1	2	0	0
249	20	43750	175	125	0	0
250	348	75085	7	36	321	0
251	470	59320	2	5	0	0
252	295	60210	15	7	0	0
253	240	36250	4	1300	0	0
254	268	36625	3	4	0	0
255	165	12250	7	538	0	0
256	0	0	3	192	0	0
257	475	16185	9	205	0	0
258	55	60680	4	110	698	0
259	535	28280	26	59	0	0
260	150	44540	3	29	0	0
261	50	41605	10	2	0	0
262	258	23625	10	6	0	0
263	172	36665	313	367	0	0
264	236	28375	88	123	0	0
265	105	26500	53	528	0	0
266	235	26250	55	1590	510	0
267	300	27290	81	294	1450	0
268	300	38930	73	58	0	0
269	168	22200	3	3	0	0
270	42	25555	251	328	0	0
271	0	0	29	150	0	0
272	0	0	35	315	0	0
273	0	0	0	0	0	0
275	569	15415	1101	265	0	0
276	450	39820	680	550	9424	0
277	210	44375	110	700	0	0
278	98	13750	25	10	0	0
Total	46501		22679	52318	29064	0

News Details - Draft 2035 Decatur Planning Area Long Range Transportation Plan

May 17, 2010

The Decatur Area Metropolitan Planning Organization (MPO) will hold a Public Review Period and a series of Public Meetings for the Draft 2035 Decatur Planning Area Long Range Transportation Plan. The Public Review Period will be from May 14, 2010 through June 14, 2010. The Public Meetings will be held in the Board Room of the North Central Alabama Regional Council of Governments (NARCOG) located at 216 Jackson Street S.E. in Decatur and at the Hartselle City Hall located at 200 Sparkman Street N.W. in Hartselle.

Public Meetings:

May 20, 2010 - NARCOG Board Room 3:00 pm to 5:30 pm

May 25, 2010 – Hartselle City Hall 3:30 pm to 5:30 pm

The Draft Plan outlines how federal highway and transit funds will be spent in the Decatur Planning Area over the next 25 years. The document provides a review of the current transportation system, covering modes of transportation, and includes improvement strategies, project lists, and maps.

The Public Review allows anyone to inspect the plan at the NARCOG from Monday through Friday, 8:00 am to 4:30 pm. The plan is also available at the NARCOG website (www.narcog.org) under the What's Happening link. Comment Forms and a tape recorder will be available for anyone who would like to suggest changes to the plan. The Public Meetings will include a review of the plan by the MPO staff and a question and answer session. Meeting attendees will also be given the opportunity to complete comment forms or to provide tape-recorded comments.

The MPO is scheduled to adopt the final plan at their June meeting. Prior to adopting the plan the MPO will review all comments from the public and make changes to the plan if warranted. If major revisions are required the public will be given another opportunity to inspect the plan.

Anyone requiring special assistance to attend the review or the meetings should contact the NARCOG Transportation Division no later than twenty four hours prior to the event. For special assistance call the NARCOG at (256) 355-4515, EXT 229 or Ext 228.

2035 Decatur Area Long Range Transportation Plan Public Comment Form

Name	
Street Address	
City	
State	
Zip Code	
Comments	

2035 Long Range Transportation Plan Public Meeting (Hartselle, Alabama)
 May 25, 2010

Name	Address
JEFF O. JOHNSON	200 SPARKMAN ST. N.W. HARTSELLE, AL. 35640
ROBERT FRANCIS	713 WASHINGTON CIRCLE NW - HARTSELLE
Jeremy R. Griffith	547 Blackshear Ln, SW Hartselle, AL 35640

Hartselle Rotary Club Meeting (2035 Long Range Transportation Plan)
 May 25, 2010

Name	Address
BOB FRANCIS	719 WASHINGTON CIRCLE NW - HARTSELLE
MAX MERRILL	518 CHANTELS WAY, HARTSELLE 35640
DOUG MOSS	1112 MASON DR. HARTSELLE 35640
Will Kipsey	2004 SUNSET DR HARTSELLE 35640
C. Buckley	Hartselle, AL 35640
Mike Lead	"
[Signature]	P.O. Box 52, Hartselle, AL 35640
Mar Wilt	891 Pineood Dr Hartselle, AL 35640
Bob Sztasow	1029 MAZON SE EAST HARTSELLE, AL
Corey Griffin	616 Avalon Dr SW Hartselle AL 35640
Brook Drake	600 Morning Glory Drive, Hartselle, AL 35640
Glen Portlow	7008 Graysone Ln, OCR, AL 35763
BUCKE MAYLOR	2109 SPAINEDALE DRIVE SW, HARTSELLE, AL 35640
Wayne Roberson	2600 P4-Market Dr., Decatur, AL 35601
Dwight Griffin	747 MARTIN ST SW, 35640
FEARLE VEST	1010 Spaulston ST. Hartselle AL 35640
Mike Sparkman	P.O. Box 1166, Hartselle, AL 35640
ART Glasgow	P.O. Box 981 Hartselle AL 35640

2035 Long Range Transportation Plan Public Meeting (Citizens Advisory Committee)
June 17, 2010

Name	Address
BLAKE McANALLY	P.O. Box 2419 DECATUR, AL
WALLY TERRY	P.O. Box 488 Decatur, AL 35601
Lenny Bogg	1220 Church St NE Decatur, al. 35601
Jesse Cassel	P.O. Box 668 Decatur, AL
JOHN TUCKER	6919 NW 315 DECATUR, AL
MARK PETERSON	1802 CENTER PKWY SW, DECATUR
KEITH MAGEE	200 CLINTON AVE, STE 800, HUNTSVILLE, AL 35801
BOB FRANCIS	713 WASHINGTON CIRCLE - HARTSELLE 35640
Daniel Beggs	1505 Apache Lane SE Decatur, AL 35601
Barry Bullard	2405 Selma Street, SW, Decatur, AL 35603
Butch Roberts	1000 Glen Haven Blvd, Huntsville, AL 35824
Mark Morby	2114 Central Parkway Decatur, AL 35601
DON STANFORD	PO Box 488 DECATUR 35602
Brian A. Smith	Nixon Steel Decatur
Kara Smith	City of Decatur - Planning
PHIL O. MITCHELL	HARRIS CROSSING PARKWAY P.O. Box 2081 DECATUR, AL 35602
Daniel Tidwell	Congressman Aderholt P.O. Box 668 Decatur, AL 35602
Hannah Pearson	308 Cain St. - City Decatur Planning

RECOURSE, EXPRESSED OR IMPLIED AS TO TITLE, USE AND/OR ENJOYMENT AND WILL BE SOLD SUBJECT TO THE RIGHT OF REDEMPTION OF ALL PARTIES ENTITLED THERETO. This sale is made for the purpose of paying the indebtedness secured by said mortgage, as well as the expenses of foreclosure.

The Mortgagee/Transferee reserves the right to bid for and purchase the real estate and to credit its purchase price against the expenses of sale and the indebtedness secured by the real estate.

This sale is subject to postponement or cancellation. BAC Home Loans Servicing, L.P., Mortgagee/Transferee
Andy Saag
SIROTE & PERMUTT, P.C.
P. O. Box 55727
Birmingham, AL
35255-5727
Attorney for Mortgagee/Transferee
www.sirote.com/
foreclosures
150212
4/27, 5/4, 5/11 8986

NOTICE OF COMPLETION

Notice is hereby given that Brooks & Son Construction, Inc., 20984 Hams Road, Elkmont, AL 35620-7438, 258-232-8902, has completed all work on the sidewalks along Eva Road (Co. Hwy. 35) for the town of Eva. All persons having any claims for labor, materials or otherwise, should notify the above mentioned contractor. This ad will run for four consecutive weeks beginning May 11, 2010, and ending on June 1, 2010.
5/11, 5/18, 5/25, 6/1 9055

FULLY DESCRIBED AS: BEGINNING WHERE THE WESTERLY RIGHT-OF-WAY OF INTERSTATE NO. 65 INTERSECTS THE SOUTH LINE OF THE N 1/4 OF THE NE 1/4 OF SAID SECTION 24; THENCE NORTH 18 DEGREES 23 MINUTES WEST ALONG THE WESTERLY RIGHT-OF-WAY OF SAID INTERSTATE 65 A DISTANCE OF 348.41 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 88 DEGREES 45 MINUTES WEST A DISTANCE OF 588.34 FEET; THENCE NORTH 1 DEGREE 30 MINUTES WEST A DISTANCE OF 332.95 FEET; THENCE NORTH 88 DEGREES 45 MINUTES EAST A DISTANCE OF 487.15 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY OF SAID INTERSTATE NO. 65; THENCE SOUTH 18 DEGREES 23 MINUTES EAST ALONG THE WESTERLY RIGHT-OF-WAY OF SAID INTERSTATE 65 A DISTANCE OF 348.41 FEET TO THE TRUE POINT OF BEGINNING AND CONTAINING 4.1 ACRES, MORE OR LESS;

which area is now shown and classified on said map as being newly annexed and shall be shown and classified on said map as being in a R-1E Residential Estate District.
DECATUR CITY PLANNING COMMISSION
GIL ALDRICH, CHAIRMAN
5/11/2010 9050

Need a job change? Check our DECATUR DAILY Employment ads today?

This sale is made for the purpose of paying the indebtedness secured by said mortgage, as well as the expenses of foreclosure. The Mortgagee/Transferee reserves the right to bid for and purchase the real estate and to credit its purchase price against the expenses of sale and the indebtedness secured by the real estate.

This sale is subject to postponement or cancellation. BAC Home Loans Servicing, L.P. f/k/a Countrywide Home Loans Servicing L.P., Mortgagee/Transferee
Andy Saag
SIROTE & PERMUTT, P.C.
P. O. Box 55727
Birmingham, AL
35255-5727
Attorney for Mortgagee/Transferee
www.sirote.com/
foreclosures
117573
5/11, 5/18, 5/25 9052

PUBLIC NOTICE

A meeting of the Decatur Metropolitan Planning Organization (MPO) will be held May 14th, 2010 at 10:00 a.m. The meeting will be held at the NARCOG Board Room located at 216 Jackson St. S.E. Decatur, AL 35601. Anyone requiring special assistance to attend this meeting should contact the NARCOG Transportation Division no later than forty eight hours prior to the event at (256) 355-4515.
5/11 9053

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35255-5727
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www.sirote.com/
foreclosures
151029
5/11, 5/18, 5/25 9056

MORTGAGE FORECLOSURE NOTICE

Default having been made in the terms of that certain Mortgage, executed on the 22ND day of FEBRUARY, 2007, by POLLY S. MARTIN and LEAH RUTH MARTIN, as joint tenants, as Mortgagees, to MERS, Inc., as a nominee for Novastar Mortgage, Inc., as Mortgagee, which said Mortgage is recorded in the Office of the Judge of Probate, MORGAN County, Alabama, in Book 2007, Page 10258 on MARCH 1, 2007, and subsequently transferred to DEUTSCHE BANK NATIONAL TRUST COMPANY AS TRUSTEE FOR THE REGISTERED HOLDERS OF NovaStar Mortgage Funding Trust, Series 2007-2, NovaStar Home Equity Loan Asset-Backed Certificates, Series 2007-2 and default having continued under the terms of said Mortgage, and by virtue of Alabama Code Section 35-10-3 and 35-10-2, the following described real property will be sold at public outcry, for cash, to the highest bidder, in front of the Courthouse door of said County, during the legal hours of sale, on the 25th day of MAY 2010, 40 FEET EVENLY OFF THE SOUTH SIDE OF LOT 15 IN BLOCK 119 OF THE DECA-

and laid, and of which, we shall be app for school pu ing without il erality thereo tion, enlar provement a of public sc and acquisi therefore.

SECTION 4 shall be publ in THE DECA newspaper; having gener the City of bama. Adopted this May, 2010. Authenticated Betty Marshall Approved this of May, 2010 Don Stanford Mayor of the C 5/11/2010

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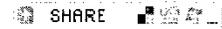
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12/14/09 | 1 comment



MPO sees tripling of I-65 traffic by 2035

By Catherine Godbey
Staff Writer

If Dewayne Hellums' predictions ring true, by 2035 more than 140,000 cars will travel Interstate 65 at Alabama 20 daily — nearly three times the 50,000 cars recorded in 2005.

“That is way over capacity, and it is our responsibility to develop projects to relieve some of that traffic,” said Hellums, transportation director for the Metropolitan Planning Organization.

More traffic means more congestion, and alleviating future traffic jams rests with the MPO.

Made up of Decatur, Morgan County, Hartselle, Priceville, Trinity and Limestone County officials, the organization oversees local transportation projects. Projects range from widening and paving roads and bridges to installing bicycle paths and de-icing systems.

“We have a lot of needs. We know we have a lot of needs, but the problem is we have more needs than we have money,” Hellums said.

Problem areas

During an MPO meeting Friday, Hellums pointed out problem areas in the transportation system. Along with Interstate 65 and Alabama 20, the U.S. 31 Hudson Memorial Bridge and portions of the Beltline are above capacity.

The predicted increase in traffic stems from future population growth. In 2005, the Decatur planning area totaled 34,500 households, an employment of 56,087 and a school enrollment of 20,171.

By 2035, the number of households will reach 46,501, employment will surpass 81,000 and school enrollment will top 29,000.

With problem areas identified, the MPO must decide on the system's highest-priority projects to fit within the restraints of the organization's budget. During the next 25 years, MPO projects receiving \$141.1 million for capacity and maintenance projects.

“Our money does not match our need. We have large, small and medium projects we will have to get done, and some of these projects are going to be huge and will take a lot of money to get done,” Hellums said.

Hellums will meet with the organization's city councils and county commissions to discuss identifying their transportation needs.

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7/26/09



Planning for local transportation needs circa 2035

By Catherine Godbey
Staff Writer

What will Morgan County look like in 2035? Will downtown Decatur house an arts center? Will the Sweetwater development develop? Is a new school in Hartselle's future?

In the upcoming months, Dewayne Hellums and Ben Armstrong will ask these questions as the Metropolitan Planning Organization prepares transportation projects for the Decatur study area through 2035. The study area includes Decatur, Hartselle, Trinity, Priceville and portions of rural Morgan, Limestone and Lawrence counties.

The Federal Highway Administration requires an update every five years, said Hellums, transportation director for the North-central Alabama Regional Council of Governments.

Based on 2005

Lacking a crystal ball, Hellums and Armstrong, a geographic systems planner, will rely on historical population growth, current road and household statistics and future developments.

"We will use 2005 as our base year and project out the socioeconomic data, like population, retail shops and future schools, through 2035," Hellums said. "That model is going to show us that a lot of roads will be congested."

The NARCOG employees met with planning departments, economic development associations and local leaders to evaluate future growth locations. Creating projects to relieve the anticipated congestion rests with the planning organization, officials from Morgan and Limestone counties, Decatur, Priceville, Trinity and Hartselle.

"Most of us will probably be long gone and will not see these projects complete," said Priceville Mayor Melvin Duran. "But these projects will be our legacy. We had the vision to put them into the plan."

Long development

Hellums, who worked for the Shoals Metropolitan Planning Organization before transferring to Decatur 10 years ago, said projects he helped formulate are just now transferring from paper to physical form.

Like in the Shoals, many projects in Decatur's 1995 long-range plan will appear in the upcoming version.

Included in both plans are projects to four-lane Danville Road from Stone River to Mud Tavern, four-lane Modaus Road Southwest from Danville to Old Moulton and construct an overpass at Eighth Street Southwest.

"We cannot complete all the projects right away, but we have to make sure they are in the plan in order to fund them in the future," Hellums said.

Initially labeled a "wish list," the long-range plan became more concrete in 1991, when the federal government required the plans to adhere to financial constraints.

The expenses must meet the estimated revenues through 2035.

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5/15/10



Future traffic gridlock foreseen

Local leaders urged to take action now

By Catherine Godbey
Staff Writer

In 25 years, a new school in Hartselle, a development in Burleson Mountain and a predicted increase of population to 117,000 will create gridlock and traffic tie-ups.

Local leaders must plan now for the future congestion, said Dewayne Hellums, transportation director for the Metropolitan Planning Organization.

Hellums presented evidence of the impending problems to the MPO board Friday.

On a local map, circa 2035, bold red and green lines highlighted heavily congested roads in the MPO area, which consists of Decatur, Hartselle, Trinity, Priceville and sections of Morgan and Limestone counties.

“As you can see, the picture is a lot different from 2005. We have a lot of issues we need to address,” Hellums said.

The “picture” showed the majority of overcrowded roads are in Decatur and Hartselle. Roads highlighted include:

- In Decatur, Church Street Southeast, Alabama 24, U.S. 31, Alabama 20, Modaus Road Southwest, the Beltline, Old Moulton Road Southwest, Danville Road Southwest and Somerville Road Southeast.
- In Hartselle, Alabama 35, Bethel Road and Thompson Road.

Hellums and Geographic Systems Planner Ben Armstrong said U.S. 31 across the Hudson Memorial Bridge and Interstate 65 will cause the most traffic problems.

“In 25 years, the state expects the intersection of I-65 and Alabama 67 to be bringing in 150,000 cars daily,” Hellums said.

After two years of researching current traffic counts, talking with community leaders and projecting future growth, Hellums and Armstrong created a solution to the anticipated congestion.

“We talked to all of the players and tried to keep politics out of this. Our job is to find a way to move the goods, services and people. It is not to get roads in a certain district or area paved,” Hellums said.

Projects with top priority include adding lanes to Spring Avenue, Modaus Road, West Moulton Street, Roan Road and Thompson Road and constructing a connector street between Auburn and Modaus roads.

“There are more projects that need to be done, but we don’t have the money to do them,” Hellums said.

Federal regulations set financial constraints on the long-range plan. For Decatur, the restriction is \$28 million, the amount the MPO expects to receive during the next 25 years. The MPO board can dictate where to spend the \$28 million.

Other financial sources, such as the National Highway System, the Appalachian Highway System and the Interstate Highway System, dedicate monies to the MPO, but the local organization does not have direct control of what projects will benefit from those funds.

Hellums and Armstrong predicted the MPO will receive \$109 million from the alternative funding sources during the next 25 years.

“We can talk with them about what we need, but they have final say over where the money is spent,” Hellums said.

In the draft plan approved by the board, the MPO identified Alabama 20 and the Beltline as top priority projects in need of funds from the National Highway System and Appalachian Highway System.

The long-range transportation plan will be available for public comment for 30 days. The MPO also will hold to public meetings to review the plan. A copy of the plan is available at www.narcog.org.

Long range transport projects

- Add lanes on Spring Avenue Southwest from Cedar Lake Road to Dogwood Drive.
- Add lanes on Thompson Road.
- Widen Roan Road from Alabama 36 to Bethel Road.
- Construct Judge Crow Boulevard from Auburn Road Southwest to Modaus Road.
- Intersection improvements at Alabama 24 and McEntire Lane Southwest.
- Intersection improvements at Bethel Road and Cave Springs Road.
- Widen Airport Road from Bibb Garrett Road to U.S. 31.

National Highway System projects

- Add lanes on Beltline Road from Danville Road Southwest to Country Club Road Southeast.
- Intersection improvements at Alabama 67 and Indian Hills Road Southeast.

Appalachian Highway System projects

- Add lanes to Alabama 20 from Alabama 67 to U.S. 31. For a complete list of projects go to www.narcog.org.

CATHERINE GODBEY

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5/17/10 | 2 comments



EDITORIAL

Future traffic gridlock needs solutions now

We cannot, in general, see into the future. When it comes to increasing vehicle traffic in Morgan and Limestone counties, though, we can come pretty close.

In a Friday meeting of the Metropolitan Planning Organization, Transportation Director Dewayne Hellums looked into his crystal ball.

In 25 years, the population of the planning region will have increased to 117,000. Overcrowded roads in Decatur will include Church Street Southeast, Alabama 24, U.S. 31, Alabama 20, Modaus Road Southwest, the Beltline, Old Moulton Road Southwest and Somerville Road Southeast.

In Hartselle, gridlock will be most apparent on Alabama 35 and Thompson Road.

The biggest problem — no surprise here — will be U.S. 31 at the Hudson Memorial Bridge and Interstate 65.

Kudos to Hellums and others for making the effort at clairvoyance.

“We talked to all the players and tried to keep politics out of this,” Hellums said. “Our job is to find a way to move the goods, services and people. It is not to get roads in a certain district or area paved.”

MPO funding over the next 25 years will be a small fraction of the money needed to ease the coming congestion, but its study could help ensure that state and federal dollars go to the most important projects.

We can hope that other funding sources — like the National Highway System, the Appalachian Highway System and the Interstate Highway System — will listen to those with the most intimate understanding of Morgan and Limestone counties’ traffic needs.

The recession slowed growth for a while, but that trend is over. Industrial and population growth in both counties, and especially in Madison County, will continue to increase gridlock.

Roads take a long time to fund and build. Now is the time for local, state and federal officials to get started on the laborious process.

What we desperately need not to happen is for us to look around at the congestion in 25 years and wonder how it got so bad. Then it will be too late, already hampering commerce and population growth.

Now is the time for officials to look at the MPO’s traffic study and get to work.

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5/18/10



Review of 2035 transportation plan set

By Catherine Godbey
Staff Writer

The Decatur Metropolitan Planning Organization has scheduled two public forums to discuss long-range transportation projects.

The meetings will be May 20 at the North-central Alabama Regional Council of Governments from 3 p.m. to 5:30 p.m. and May 25 at Hartselle City Hall from 3:30 p.m. to 5:30 p.m.

The public can review and comment on the 2035 long-range transportation plan during the meetings.

The document outlines projects on which the Decatur MPO plans to spend federal highway and transit funds during the next 25 years.

MPO's area includes Decatur, Hartselle, Trinity, Priceville and sections of Morgan and Limestone counties.

In addition to the public meetings, individuals may review the plan in person at NARCOG, Monday through Friday from 8 a.m. to 4:30 p.m., or online at www.nar.cog.org.

Ends June 14

NARCOG's office is at 216 Jackson St. S.E. The public review period ends June 14.

Transportation Director Dewayne Hellums said the MPO will discuss public comments before adopting the plan.

The board, comprised of local leaders, will consider adopting the final plan during a June meeting.

Anyone requiring assistance to attend the meetings should contact NARCOG's transportation division at least 24 hours before the event. For assistance call 256-355-4515 ext. 229 or ext. 228.