



FINAL
APPENDICES
FOR THE
MONTGOMERY
YEAR 2040
LONG RANGE TRANSPORTATION
PLAN

Adopted: September XX, 2015

Prepared by
Montgomery MPO Transportation Planning Staff with Assistance
from J.R. Wilburn & Jacobs Engineering Group



Appendixes of the Montgomery 2040 Long Range Transportation Plan Update

Table of Contents

Table of Contents.....	i
Appendix A - Public Outreach Documentation / Comments.....	A-1
Appendix B – Livability Principles.....	B-1
Appendix C – Environmental Justice and Other Underserved Populations Equity Report.....	C-1
Appendix D – Social and Environmental Factors Equity Report.....	D-1
Appendix E – 2012 Montgomery MPO Bicycle and Pedestrian Plan Bicycle Routes and Connectors.....	E-1
Appendix F – 2012 Montgomery MPO Bicycle and Pedestrian Plan Bicycle Pedestrian Needs.....	F-1
Appendix G – Bibliography / List of Sources.....	G-1
Appendix H – Model Development Report.....	H-1
1.0 Introduction	H-2
2.0 Base Year Model Update.....	H-2
2.1 Traffic Analysis Zone Update.....	H-2
2.2 Socio-economic Data Update	H-2
2.3 Base Network Update	H-4
3.0 Base Year Model Validation	H-4
3.1 Trip Generation	H-5
3.2 Trip Distribution	H-5
3.3 Network Assignment.....	H-6
3.4 Validation of Trip Assignment by Volume Group and Functional Classification	H-6
3.5 Mode Choice.....	H-7
4.0 Model Application.....	H-7
5.0 Conclusion.....	H-8
Appendix I – Glossary of Terms.....	I-1
Appendix J – Congested Management Process.....	J-1

List of Figures, Tables, and Exhibits

Table B-1: Allocation of Work Program per Funding Category..... B-3

Figure B-1: Number of Households by Traffic Analysis Zone and Transit Fixed Bus
Routes.....B-4

Figure B-2: Number of Employees by Traffic Analysis Zone and Transit Fixed Bus
Routes..... B-5

Figure B-3: Percent of Household Income Spent on Housing..... B-6

Figure B-4: Percent of Household Income Spent on Transportation..... B-7

Figure B-5: Percent of Workforce with 29 Minute or Less Commute Time..... B-8

Figure B-6: Percent of Workforce with 30 Minute or More Commute Time..... B-9

Figure B-7: Households and Retail Employers.....B-10

Figure B-8: Households and Recreational Facilities..... B-11

Table C-1: Environmental Justice and Other Underserved Populations..... C-2

Table D-1: Social and Environmental Factors.....D-2

Table E-1: 2012 Montgomery MPO Bicycle and Pedestrian Plan Bicycle Routes
and Connectors..... E-2

Table F-1: Priority 1 Sidewalk Projects..... F-2

Table F-2: Priority 2 Sidewalk Projects..... F-3

Table F-3: Priority 3 Sidewalk Projects..... F-6

Table F-4: Long Range Sidewalk Projects..... F-10

Table F-5: Amendment #1 Sidewalk Projects.....F-14

Figure H-1: Travel Demand Model Geography.....H-3

Table H-1: Network Characteristics..... H-4

Table H-2: Network Assignment by Volume Group H-6

Table H-3A: Network Assignment by Functional Classification H-6

Table H-3B: Network Assignment by Functional Classification H-7

Table H-4: MATS Average Weekday Passenger TripsH-7

Exhibit H-A: Socioeconomic Data Inputs for Year 2010 and 2040 Models.....H-9

Attachment J-1: Montgomery Metropolitan Planning (MPO) Congestion Management
Process (CMP) 2014 - 2018..... J-1

Appendix A – Public Outreach Documentation / Comments

SUMMARY DOCUMENTATION OF PUBLIC INVOLVEMENT
For The Montgomery Metropolitan Planning Organization (MPO) Draft FY
2040 Long Range Transportation Plan (LRTP) (*Documentation of The*
***Transportation Planning Public Involvement Process*)**

Prepared August 2015 by the City of Montgomery Transportation Planning Staff
For the Montgomery Metropolitan Planning Organization (MPO)

TABLE OF CONTENTS

Summary of Public Involvement Activities	2
Comments Received on the Draft Public Involvement Plan	2
Publicity	2
Public Notice	3
Newspaper Advertisements - Montgomery Advertiser	5
Sign-In Sheet for March 17, 2015 and June 9, 2015 Technical Coordinating Committee Meeting	14
Sign-In Sheet for March 17, 2015 and June 9, 2015 Citizens Advisory Committee Meeting	18
Sign-In Sheet for March 19, 2015 and June 11, 2015 Metropolitan Planning Organization Meeting	21
Sign-In Sheets for Draft 2040 Long Range Transportation Plan Public Hearings	25
Comment Form Used for Comments	31
Comments Received	32

SUMMARY OF PUBLIC INVOLVEMENT ACTIVITIES

The Montgomery Metropolitan Planning Organization (MPO) held a 15 day public comment period from July 6, 2015 through July 20, 2015 to solicit comments from the general public regarding the proposed Draft FY 2040 Long Range Transportation Plan (LRTP) document. In addition, the City of Montgomery Transportation Planning Staff held a public hearing to solicit comments from the general public.

- Comments Received

Six (6) comments were received from any of the public involvement sites in the tri-county area.

- Publicity

The City of Montgomery Transportation Planning Staff placed advertisements in the Montgomery Advertiser, Also, the Draft FY 2040 Long Range Transportation Plan (LRTP) document, advertisement and comment forms were placed on the Montgomery Area Metropolitan Planning Organization (MPO) website for access the internet at http://www.montgomerympo.org/public_involvement.html .

The Draft Public Involvement Plan document, advertisement, and comment forms were placed at locations listed below for public viewing and comment from July 6, 2015 through July 20, 2015:

Montgomery City/County

Montgomery City/County Library, Main Branch, 245 High Street
Montgomery Planning Department, 25 Washington Ave, 4th floor
Montgomery Intermodal Transportation Facility, 495 Molton St
Montgomery Housing Authority, Main Office, 25 S. Lawrence St
Rufus Lewis Library, 3095 Mobile Highway
Rosa L. Parks Library, 1276 Rosa L. Parks Ave
ALDOT Sixth Division Office, 1525 Coliseum Blvd
E.L. Lowder Library, 2590 Bell Road

City of Prattville/Autauga County

Prattville/Autauga County Library, 254 Doster Street
Prattville Planning Department, City Hall Annex, 102 W Main St
Prattville City Hall, City Clerk Office, 101 W Main St

Elmore County/City of Millbrook/City of Wetumpka/Town of Coosada

Millbrook Library, 3650 Grandview Road
Millbrook City Hall, City Clerk's Office, 3390 Main St.
Coosada Town Hall, Town Clerk's Office, 5800 Coosada Rd.
Wetumpka City Hall, City Clerk's Office, 408 S. Main St.

PUBLIC NOTICE

DRAFT 2040 Long Range Transportation Plan (LRTP) Update

The Montgomery Metropolitan Planning Organization (MPO) announces that the Draft FY 2040 Long Range Transportation Plan (LRTP) document, a planning document that will outline area transportation needs and priorities for the next 25 years, is available for public review and comment. The public review and comment period will last for 15 days, from July 6, 2015 to July 20, 2015.

The Draft 2040 Long Range Transportation Plan can be reviewed and commented on at the following locations:

Montgomery City/County

- Montgomery City/County Library, Main Branch, 245 High Street
- Montgomery Intermodal Transportation Facility, Transportation Planning Division, 495 Molton St
- Montgomery Area Transit System, 2318 West Fairview Ave
- Montgomery Housing Authority, Main Office, Lawrence St
- Rufus Lewis Library, 3095 Mobile Highway
- Rosa L. Parks Library, 1276 Rosa L. Parks Ave
- EL Lowder Regional Library, 2590 Bell Road
- ALDOT Sixth Division Office, 1525 Coliseum Blvd

City of Prattville/Autauga County

- Prattville/Autauga County Library, 254 Doster Street
- Prattville City Hall, City Clerk’s Office, Room 162, 101 West Main Street

Elmore County (Millbrook, Wetumpka, and Coosada)

- Millbrook Library, 3650 Grandview Road
- Millbrook City Hall, City Clerk’s Office, 3390 Main Street
- Coosada Town Hall, Town Clerk’s Office, 5800 Coosada Road
- Wetumpka City Hall, City Clerk’s Office, 408 South Main Street

In addition, the Montgomery Metropolitan Planning Organization will hold four (4) public involvement meeting in July to review the Draft Year 2040 Long Range Transportation Plan (LRTP). The metropolitan area includes portions of Autauga, Elmore and Montgomery Counties including the municipalities of Coosada, Deatsville, Elmore, Millbrook, Montgomery, Pike Road, Prattville and Wetumpka.

You are invited to attend one of several public involvement meeting to be held as follows:

Wetumpka	Prattville
Monday, July 13 th Civic Center Boardroom 410 South Main St 5 p.m. – 6:30 p.m.	Thursday, July 9 th Prattville City Hall 101 W. Main St 5 p.m. – 6:30 p.m.
Montgomery	Montgomery
Tuesday, July 14 th Downtown Intermodal Transfer Facility Conference Room 495 Molton Street 11:30 a.m. – 1 p.m.	Tuesday, July 14 th Downtown Intermodal Transfer Facility Conference Room 495 Molton Street 5 p.m. – 6:30 p.m.

The public involvement meetings will be in “open house” format. A short introduction will begin each meeting. Following the introduction, staff and consultants will be available to answer questions. Comment forms, to be returned by July 20, 2015, will be available. The meetings will provide information on existing and future transportation needs and allow residents to comment and work with transportation planning staff for the MPO on potential solutions. Come share your concerns and ideas about transportation and help shape the Montgomery metropolitan area’s transportation system.

Additional information is available on the MPO Internet website at www.montgomerympo.org under the 2040 LRTP link. To contact MPO staff, stop by 495 Molton Street, Montgomery, call April Delchamps at 625-2734 or Kindell Anderson at 625-2754, or e-mail adelchamps@montgomeryal.gov or kanderson@montgomeryal.gov . If you have any disabilities which require special assistance, please contact MPO staff at least 72 hours before the meetings.

PUBLIC NOTICE
Public Involvement Meetings Set for the Year 2040 Long Range Transportation Plan Update

The Montgomery Metropolitan Planning Organization will hold four (4) public involvement meeting in February as part of developing the Year 2040 Long Range Transportation Plan (LRTP), a planning document that will outline area transportation needs and priorities for the next 25 years. The metropolitan area includes portions of Autauga, Elmore and Montgomery Counties including the municipalities of Coosada, Deatsville, Millbrook, Montgomery, Pike Road and Wetumpka.

You are invited to attend one of several public involvement meeting to be held as follows:

Wetumpka	Prattville
Tuesday, February 17th Civic Center Boardroom 410 South Main St 5 p.m. – 6:30 p.m.	Thursday, February 12th Prattville City Hall 101 W. Main St 5 p.m. – 6:30 p.m.
Montgomery	Montgomery
Monday, February 9th Downtown Intermodal Transfer Facility Conference Room 495 Molton Street 11:30 a.m. – 1 p.m.	Monday, February 9th Downtown Intermodal Transfer Facility Conference Room 495 Molton Street 5 p.m. – 6:30 p.m.

The public involvement meetings will be in "open house" format. A short introduction will begin each meeting. Following the introduction, staff and consultants will be available to answer questions about the various displays of information to include socioeconomic data, natural resources, and other useful information. Comment forms, to be returned by February 20, 2015, will be available. The meetings will provide information on existing and future transportation needs and allow residents to comment and work with transportation planning staff for the MPO on potential solutions. Come share your concerns and ideas about transportation and help shape the Montgomery metropolitan area's transportation system.

Additional information is available on the MPO Internet website at www.montgomerympo.org under the 2040 LRTP link. To contact MPO staff, stop by 495 Molton Street, Montgomery, call April Delchamps at 625-2734 or Kindell Anderson at 625-2754, or e-mail adelchamps@montgomeryal.gov or kanderson@montgomeryal.gov. If you have any disabilities which require special assistance, please contact MPO staff at least 72 hours before the meetings.

AL-0000619449

Montgomery

A GANNETT COMPANY Since 1829

Advertiser

SATURDAY, FEBRUARY 7, 2015

PUBLIC NOTICE
**Public Involvement Meetings Set for the Year 2040 Long Range
 Transportation Plan Update**

The Montgomery Metropolitan Planning Organization will hold four (4) public involvement meeting in February as part of developing the Year 2040 Long Range Transportation Plan (LRTP), a planning document that will outline area transportation needs and priorities for the next 25 years. The metropolitan area includes portions of Autauga, Elmore and Montgomery Counties including the municipalities of Coosada, Deatsville, Millbrook, Montgomery, Pike Road and Wetumpka.

You are invited to attend one of several public involvement meeting to be held as follows:

Wetumpka	Prattville
Tuesday, February 17th Civic Center Boardroom 410 South Main St 5 p.m. – 6:30 p.m.	Thursday, February 12th Prattville City Hall 101 W. Main St 5 p.m. – 6:30 p.m.
Montgomery	Montgomery
Monday, February 9th Downtown Intermodal Transfer Facility Conference Room 495 Molton Street 11:30 a.m. – 1 p.m.	Monday, February 9th Downtown Intermodal Transfer Facility Conference Room 495 Molton Street 5 p.m. – 6:30 p.m.

The public involvement meetings will be in "open house" format. A short introduction will begin each meeting. Following the introduction, staff and consultants will be available to answer questions about the various displays of information to include socioeconomic data, natural resources, and other useful information. Comment forms, to be returned by February 20, 2015, will be available. The meetings will provide information on existing and future transportation needs and allow residents to comment and work with transportation planning staff for the MPO on potential solutions. Come share your concerns and ideas about transportation and help shape the Montgomery metropolitan area's transportation system.

Additional information is available on the MPO Internet website at www.montgomerympo.org under the 2040 LRTP link. To contact MPO staff, stop by 495 Molton Street, Montgomery, call April Delchamps at 625-2734 or Kindell Anderson at 625-2754, or e-mail adelchamps@montgomeryal.gov or kanderson@montgomeryal.gov. If you have any disabilities which require special assistance, please contact MPO staff at least 72 hours before the meetings.

AL-000513449

PUBLIC NOTICE

Montgomery Metropolitan Planning Organization (MPO) Transportation Meetings Announcement

The Montgomery Metropolitan Planning Organization (MPO) announces that several meetings will be held to consider proposed amendments to the Fiscal Years (FY) 2012-2015 Transportation Improvement Program (TIP), An Agreement with the Alabama Department of Transportation, Fiscal Year 2040 Long Range Transportation Plan (L RTP) Kick-off and discuss other business items. The following meetings are scheduled during November 2014:

Technical Coordinating Committee—The Technical Coordinating Committee (TCC) advises the MPO on the feasibility and technical aspects of proposed transportation projects. The TCC will meet on Tuesday, November 18th, 2014 at 10:00 a.m. at the Downtown Intermodal Transportation Facility, located at 495 Molton Street, Montgomery, AL 36104, in the Conference Room.

Citizens Advisory Committee—The Citizens Advisory Committee (CAC), the organized forum for local citizens involved in the transportation planning process, also advises the MPO. The CAC will meet Tuesday, November 18th, 2014 at 2:00 p.m. at the Downtown Intermodal Transportation Facility, located at 495 Molton Street, Montgomery, AL 36104, in the Conference Room.

Metropolitan Planning Organization—The Metropolitan Planning Organization (MPO) is the policy board of local elected and appointed officials responsible for approving transportation projects and setting transportation policy in the study area portion of the tri-county area, and for the adoption of the required transportation documents for the Montgomery Study Area. The MPO will meet on Wednesday, November 19th, 2014 at 11:30 a.m. at the Montgomery Area Transit System Intermodal Facility Conference room located at 495 Molton St, Montgomery, AL 36104.

The proposed amendment transportation projects to be considered at each meeting for the FY-2012-2015 Transportation Improvement Program (TIP) are as follows:

1. **Project Number: MC-4-AM:** Widen, level, resurface and traffic stripe on Butler Mill Rd (CR-23) from West Old Hayneville Road to US 331. This project is for construction. The construction is a cost of \$1,171,927 dollars with \$937,544 dollars in federal funds and \$234,382 matching funds. The project sponsor is the Montgomery County Commission. This project is for a cost increase due to increased construction costs, the amount of increase is \$160,927 of which \$128,741 is federal and \$32,186 is local match.
2. **Project Number: EC-16-AM:** Widen and resurface on Redland Rd (CR-8) from US 231 (SR-9) to Rifle Range Rd (CR-4) and intersection improvements at CR-8 and CR-4. This project is for preliminary engineering. The engineering is a cost of \$460,000 dollars with \$368,000 dollars in federal funds and \$92,000 matching funds. The project sponsor is the Elmore County Commission.

For more information about the proposed transportation projects call Mr. Robert E. Smith Jr., Director of Planning and MPO, Department of Planning, City of Montgomery, Alabama at (334) 625-2712 or email him at rsmith@montgomeryal.gov or check the MPO website at <http://www.montgomerympo.org> on the MPO Meetings link and click on the July 2014 MPO, TCC and CAC Meeting box to see detailed transportation project information, meeting agendas, meeting minutes and other information. If you have disabilities that require assistance, please contact the MPO Staff at least 72 hours before the meeting at the number listed above so that accommodations can be made. All meetings are open to the public.

AL-0000506857

PUBLIC NOTICE**Montgomery Metropolitan Planning Organization (MPO)
Transportation Meetings Announcement**

The Montgomery Metropolitan Planning Organization (MPO) announces that several meetings will be held to consider proposed amendments to the **Fiscal Years (FY) 2012-2015 Transportation Improvement Program (TIP), Montgomery MPO Transportation Alternatives Program update, 2040 Long Range Transportation Plan update** and discuss other business items. The following meetings are scheduled during March 2015:

Technical Coordinating Committee—The Technical Coordinating Committee (TCC) advises the MPO on the feasibility and technical aspects of proposed transportation projects. The TCC will meet on **Tuesday, March 17th, 2015 at 10:00 a.m.** at the Downtown Intermodal Transportation Facility, located at 495 Molton Street, Montgomery, AL 36104, in the Conference Room.

Citizens Advisory Committee—The Citizens Advisory Committee (CAC), the organized forum for local citizens involved in the transportation planning process, also advises the MPO. The CAC will meet **Tuesday, March 17th, 2015 at 2:00 p.m.** at the Downtown Intermodal Transportation Facility, located at 495 Molton Street, Montgomery, AL 36104, in the Conference Room.

Metropolitan Planning Organization—The Metropolitan Planning Organization (MPO) is the policy board of local elected and appointed officials responsible for approving transportation projects and setting transportation policy in the study area portion of the tri-county area, and for the adoption of the required transportation documents for the Montgomery Study Area. The MPO will meet on **Thursday, March 19th, 2015 at 11:30 a.m.** at the Town of Pike Road Town Hall located at 9575 Vaughn Rd, Pike Road, AL 36084

The proposed amendment transportation projects to be considered at each meeting for the **FY-2012-2015 Transportation Improvement Program (TIP)** are as follows:

- Project Number IM-14-AM:** Resurface I-85 from just east of Ann Street to just west of SR-8 (US-80) Eastern Blvd. This project is for construction. The construction cost is \$7,571,200 dollars with \$6,814,080 dollars in federal funds and \$757,120 matching funds. The project sponsor is the State of Alabama.
- Project Number HSIP-1-AM:** Roadside hardware assessment pilot program for Autauga, Lowndes, and Montgomery and Butler counties. This project scope is for special projects. The special project cost is \$418,771 dollars with \$418,771 dollars in federal funds and \$0 matching funds. The project sponsor is the State of Alabama.
- Project Number EC-17-AM:** Intersection study at the intersection of Coosada Parkway and Coosada Road. This project is for preliminary engineering. The engineering cost is \$156,000 dollars with \$124,800 dollars in federal funds and \$31,200 matching funds. The project sponsor is the Elmore County Commission. This project is proposed to be deleted.
- Project Number EC-18-AM:** Bridge replacement on Ingram Rd at Cotton Ford Creek (BIN# 7874). This project is for construction. The construction cost is \$2,855,844 dollars with \$2,124,875 dollars in federal funds and \$531,169 matching funds. The project sponsor is the Elmore County Commission. This project is for a cost increase due to increased construction costs, the amount of increase is \$1,184,324 of which \$907,459 is federal and \$226,864 is local match.
- Project Number EC-19-AM:** Bridge replacement on Mehearg Rd over Callaway Creek (BIN#7575). This project is for construction. The construction cost is \$1,327,243 dollars with \$1,061,794 dollars in federal funds and \$265,449 matching funds. The project sponsor is the Elmore County Commission. This project is for a cost increase due to increased construction costs, the amount of increase is \$391,043 of which \$312,834 is federal and \$78,209 is local match.
- Project Number EC-20-AM:** Bridge Replacement on Coosada Parkway at Coosada Creek (BIN#4755). This project is for construction. The construction cost is \$951,757 dollars with \$761,405 dollars in federal funds and \$190,351 matching funds. The project sponsor is the Elmore County Commission. This project is for a cost decrease, the amount of decrease is \$403,243 of which \$322,594 is federal and \$80,648 is local match.
- Project Number W-5-AM:** Resurface and sidewalk improvements on Company St from Logan St to E Bridge St and S Main St from E Bridge St to US-231. This project is for preliminary engineering. The engineering cost is \$82,411 dollars with \$65,828 dollars in federal funds and \$16,483 matching funds. The project sponsor is the City of Wetumpka. This project is for a cost increase due to change in scope of work, the amount of increase is \$56,980 of which \$45,584 is federal and \$11,396 is local match.
- Project Number ST-32-AM:** Addition of guide signs at Exit 9 (Taylor Rd) at the intersection of I-85 ramp and SR-271 (Taylor Rd). This project is for maintenance. The maintenance cost is \$300,000 dollars with \$300,000 dollars in state funds. The project sponsor is the State of Alabama.

For more information about the proposed transportation projects call Mr. Robert E. Smith Jr., Director of Planning and MPO, Department of Planning, City of Montgomery, Alabama at (334) 625-2712 or email him at rsmith@montgomeryal.gov or check the MPO website at <http://www.montgomerymopo.org> on the MPO Meetings link and click on the March 2015 MPO, TCC and CAC Meeting box to see detailed transportation project information, meeting agendas, meeting minutes and other information. If you have disabilities that require assistance, please contact the MPO Staff at least 72 hours before the meeting at the number listed above so that accommodations can be made. **All meetings are open to the public.**

AL-000018279

PUBLIC NOTICE**Montgomery Metropolitan Planning Organization (MPO)
Transportation Meetings Announcement**

The Montgomery Metropolitan Planning Organization (MPO) announces that several meetings will be held to consider proposed amendments to the **Fiscal Years (FY) 2012-2015 Transportation Improvement Program (TIP), Montgomery MPO Transportation Alternatives Program update, 2040 Long Range Transportation Plan update** and discuss other business items. The following meetings are scheduled during March 2015:

Technical Coordinating Committee—The Technical Coordinating Committee (TCC) advises the MPO on the feasibility and technical aspects of proposed transportation projects. The TCC will meet on **Tuesday, March 17th, 2015 at 10:00 a.m.** at the Downtown Intermodal Transportation Facility, located at 495 Molton Street, Montgomery, AL 36104, in the Conference Room.

Citizens Advisory Committee—The Citizens Advisory Committee (CAC), the organized forum for local citizens involved in the transportation planning process, also advises the MPO. The CAC will meet **Tuesday, March 17th, 2015 at 2:00 p.m.** at the Downtown Intermodal Transportation Facility, located at 495 Molton Street, Montgomery, AL 36104, in the Conference Room.

Metropolitan Planning Organization—The Metropolitan Planning Organization (MPO) is the policy board of local elected and appointed officials responsible for approving transportation projects and setting transportation policy in the study area portion of the tri-county area, and for the adoption of the required transportation documents for the Montgomery Study Area. The MPO will meet on **Thursday, March 19th, 2015 at 11:30 a.m.** at the Town of Pike Road Town Hall located at 9575 Vaughn Rd, Pike Road, AL 36064.

The proposed amendment transportation projects to be considered at each meeting for the **FY-2012-2015 Transportation Improvement Program (TIP)** are as follows:

1. **Project Number: IM-14-AM:** Resurface I-85 from just east of Ann Street to just west of SR-8 (US-80) Eastern Blvd. This project is for construction. The construction cost is \$7,571,200 dollars with \$6,814,060 dollars in federal funds and \$757,120 matching funds. The project sponsor is the State of Alabama.
2. **Project Number: HSIP-1-AM:** Roadside hardware assessment pilot program for Autauga, Lowndes, and Montgomery and Butler counties. This project scope is for special projects. The special project cost is \$418,771 dollars with \$418,771 dollars in federal funds and \$0 matching funds. The project sponsor is the State of Alabama.
3. **Project Number: EC-17-AM:** Intersection study at the intersection of Coosada Parkway and Coosada Road. This project is for preliminary engineering. The engineering cost is \$156,000 dollars with \$124,800 dollars in federal funds and \$31,200 matching funds. The project sponsor is the Elmore County Commission. This project is proposed to be deleted.
4. **Project Number: EC-18-AM:** Bridge replacement on Ingram Rd at Colton Ford Creek (BIN# 7874). This project is for construction. The construction cost is \$2,655,844 dollars with \$2,124,675 dollars in federal funds and \$531,169 matching funds. The project sponsor is the Elmore County Commission. This project is for a cost increase due to increased construction costs, the amount of increase is \$1,134,324 of which \$907,459 is federal and \$226,864 is local match.
5. **Project Number: EC-19-AM:** Bridge replacement on Mehearg Rd over Callaway Creek (BIN#7575). This project is for construction. The construction cost is \$1,327,243 dollars with \$1,061,794 dollars in federal funds and \$265,449 matching funds. The project sponsor is the Elmore County Commission. This project is for a cost increase due to increased construction costs, the amount of increase is \$391,043 of which \$312,834 is federal and \$78,209 is local match.
6. **Project Number: EC-20-AM:** Bridge Replacement on Coosada Parkway at Coosada Creek (BIN#4755). This project is for construction. The construction cost is \$951,757 dollars with \$781,405 dollars in federal funds and \$190,351 matching funds. The project sponsor is the Elmore County Commission. This project is for a cost decrease, the amount of decrease is \$403,243 of which \$322,594 is federal and \$80,648 is local match.
7. **Project Number: W-5-AM:** Resurface and sidewalk improvements on Company St from Logan St to E Bridge St and S Main St from E Bridge St to US-231. This project is for preliminary engineering. The engineering cost is \$62,411 dollars with \$65,928 dollars in federal funds and \$16,483 matching funds. The project sponsor is the City of Wetumpka. This project is for a cost increase due to change in scope of work, the amount of increase is \$56,980 of which \$45,584 is federal and \$11,396 is local match.
8. **Project Number: ST-32-AM:** Addition of guide signs at Exit 9 (Taylor Rd) at the intersection of I-85 ramp and SR-271 (Taylor Rd). This project is for maintenance. The maintenance cost is \$300,000 dollars with \$300,000 dollars in state funds. The project sponsor is the State of Alabama.

For more information about the proposed transportation projects call Mr. Robert E. Smith Jr., Director of Planning and MPO, Department of Planning, City of Montgomery, Alabama at (334) 625-2712 or email him at rsmith@montgomeryal.gov or check the MPO website at <http://www.montgomerympo.org> on the MPO Meetings link and click on the March 2015 MPO, TCC and CAC Meeting box to see detailed transportation project information, meeting agendas, meeting minutes and other information. If you have disabilities that require assistance, please contact the MPO Staff at least 72 hours before the meeting at the number listed above so that accommodations can be made. All meetings are open to the public.

AL-000515079

Advertiser

MONDAY, JUNE 1, 2015

PUBLIC NOTICE

Montgomery Metropolitan Planning Organization (MPO) Transportation Meetings Announcement

The Montgomery Metropolitan Planning Organization (MPO) announces that several meetings will be held to consider proposed amendments to the Fiscal Years (FY) 2012-2015 Transportation Improvement Program (TIP), Draft 2040 Long Range Transportation Plan (LRTP), Draft Fiscal Year 2016 Unified Planning and Work Program (UPWP) and discuss other business items. The following meetings are scheduled during June 2015:

Technical Coordinating Committee — The Technical Coordinating Committee (TCC) advises the MPO on the feasibility and technical aspects of proposed transportation projects. The TCC will meet on **Tuesday, June 9th, 2015 at 10:00 a.m.** at the Downtown Intermodal Transportation Facility, located at 495 Molton Street, Montgomery, AL 36104, in the Conference Room.

Citizens Advisory Committee — The Citizens Advisory Committee (CAC), the organized forum for local citizens involved in the transportation planning process, also advises the MPO. The CAC will meet **Tuesday, June 9th, 2015 at 2:00 p.m.** at the Downtown Intermodal Transportation Facility, located at 495 Molton Street, Montgomery, AL 36104, in the Conference Room.

Metropolitan Planning Organization — The Metropolitan Planning Organization (MPO) is the policy board of local elected and appointed officials responsible for approving transportation projects and setting transportation policy in the study area portion of the tri-county area, and for the adoption of the required transportation documents for the Montgomery Study Area. The MPO will meet on **Thursday, June 11th, 2015 at 11:30 a.m.** at the Downtown Intermodal Transportation Facility, located at 495 Molton Street, Montgomery, AL 36104, in the Conference Room.

The proposed amendment transportation projects to be considered at each meeting for the FY-2012-2015 Transportation Improvement Program (TIP) are as follows:

1. **Project Number: ST-32-AM:** Resurfacing Mt Zion Rd (CR-39) from CR-70 to Woodley Rd (Davis Crossroads). This project is for construction. The construction cost is \$1,008,155 dollars with \$806,524 dollars in federal funds and \$201,631 matching funds. The project sponsor is the State of Alabama.
2. **Project Number: ST-33-AM:** Install scrub seal, micro-surfacing pavement, traffic stripe, markers, and markings on Dark Corners Rd from Rifle Range Rd to Friendship Rd (Site 1) and Old Selma Rd from SR-170 to Pleasant Hill Rd (Site 2). This project scope is for construction. The construction cost is \$709,005 dollars with \$567,204 dollars in federal funds and \$141,801 matching funds. The project sponsor is the State of Alabama.

For more information about the proposed transportation projects call Mr. Robert E. Smith Jr., Director of Planning and MPO, Department of Planning, City of Montgomery, Alabama at (334) 625-2712 or email him at rsmith@montgomeryal.gov or check the MPO website at <http://www.montgomerympo.org> on the MPO Meetings link and click on the June 2015 MPO, TCC and CAC Meeting box to see detailed transportation project information, meeting agendas, meeting minutes and other information. If you have disabilities that require assistance, please contact the MPO Staff at least 72 hours before the meeting at the number listed above so that accommodations can be made. All meetings are open to the public.

AL-0000518731

PUBLIC NOTICE
DRAFT 2040 Long Range Transportation Plan (LRTP) Update

The Montgomery Metropolitan Planning Organization (MPO) announces that the Draft FY 2040 Long Range Transportation Plan (LRTP) document, a planning document that will outline area transportation needs and priorities for the next 25 years, is available for public review and comment. The public review and comment period will last for 15 days, from July 6, 2015 to July 20, 2015.

The Draft 2040 Long Range Transportation Plan can be reviewed and commented on at the following locations:

Montgomery City/County

- Montgomery City/County Library, Main Branch, 245 High Street
- Montgomery Intermodal Transportation Facility, Transportation Planning Division, 495 Molton St
- Montgomery Area Transit System, 2318 West Fairview Ave
- Montgomery Housing Authority, Main Office, Lawrence St
- Rufus Lewis Library, 3095 Mobile Highway
- Rosa L. Parks Library, 1276 Rosa L. Parks Ave
- EL Lowder Regional Library, 2590 Bell Road
- ALDOT Sixth Division Office, 1525 Coliseum Blvd

City of Prattville/Autauga County

- Prattville/Autauga County Library, 254 Doster Street
- Prattville City Hall, City Clerk's Office, Room 162, 101 West Main Street

Elmore County (Millbrook, Wetumpka, and Coosada)

- Millbrook Library, 3650 Grandview Road
- Millbrook City Hall, City Clerk's Office, 3390 Main Street
- Coosada Town Hall, Town Clerk's Office, 5800 Coosada Road
- Wetumpka City Hall, City Clerk's Office, 408 South Main Street

In addition, the Montgomery Metropolitan Planning Organization will hold four (4) public involvement meeting in July to review the Draft Year 2040 Long Range Transportation Plan (LRTP). The metropolitan area includes portions of Autauga, Elmore and Montgomery Counties including the municipalities of Coosada, Deatsville, Elmore, Millbrook, Montgomery, Pike Road, Prattville and Wetumpka.

You are invited to attend one of several public involvement meeting to be held as follows:

Wetumpka	Prattville
Monday, July 13th Civic Center Boardroom 410 South Main St 5 p.m. – 6:30 p.m.	Thursday, July 9th Prattville City Hall 101 W. Main St 5 p.m. – 6:30 p.m.
Montgomery	Montgomery
Tuesday, July 14th Downtown Intermodal Transfer Facility Conference Room 495 Molton Street 11:30 a.m. – 1 p.m.	Tuesday, July 14th Downtown Intermodal Transfer Facility Conference Room 495 Molton Street 5 p.m. – 6:30 p.m.

The public involvement meetings will be in "open house" format. A short introduction will begin each meeting. Following the introduction, staff and consultants will be available to answer questions. Comment forms, to be returned by July 20, 2015, will be available. The meetings will provide information on existing and future transportation needs and allow residents to comment and work with transportation planning staff for the MPO on potential solutions. Come share your concerns and ideas about transportation and help shape the Montgomery metropolitan area's transportation system.

Additional information is available on the MPO Internet website at www.montgomerympo.org under the 2040 LRTP link. To contact MPO staff, stop by 495 Molton Street, Montgomery, call Robert Smith, Director of Planning at 625-2712, April Delchamps, Senior Transportation Planner at 625-2734 or Kindell Anderson, Senior Transportation Planner at 625-2754, or e-mail rsmith@montgomeryal.gov, adelchamps@montgomeryal.gov or kanderson@montgomeryal.gov. If you have any disabilities which require special assistance, please contact MPO staff at least 72 hours before the meetings.

AL-000820-114

PUBLIC NOTICE
DRAFT 2040 Long Range Transportation Plan (LRTP) Update

The Montgomery Metropolitan Planning Organization (MPO) announces that the Draft FY 2040 Long Range Transportation Plan (LRTP) document, a planning document that will outline area transportation needs and priorities for the next 25 years, is available for public review and comment. The public review and comment period will last for 15 days, from July 6, 2015 to July 20, 2015.

The Draft 2040 Long Range Transportation Plan can be reviewed and commented on at the following locations:

Montgomery City/County

- Montgomery City/County Library, Main Branch, 245 High Street
- Montgomery Intermodal Transportation Facility, Transportation Planning Division, 495 Molton St
- Montgomery Area Transit System, 2318 West Fairview Ave
- Montgomery Housing Authority, Main Office, Lawrence St
- Rufus Lewis Library, 3095 Mobile Highway
- Rosa L. Parks Library, 1276 Rosa L. Parks Ave
- EL Lowder Regional Library, 2590 Bell Road
- ALDOT Sixth Division Office, 1525 Coliseum Blvd

City of Prattville/Autauga County

- Prattville/Autauga County Library, 254 Doster Street
- Prattville City Hall, City Clerk's Office, Room 162, 101 West Main Street

Elmore County (Millbrook, Wetumpka, and Coosada)

- Millbrook Library, 3650 Grandview Road
- Millbrook City Hall, City Clerk's Office, 3390 Main Street
- Coosada Town Hall, Town Clerk's Office, 5800 Coosada Road
- Wetumpka City Hall, City Clerk's Office, 408 South Main Street

In addition, the Montgomery Metropolitan Planning Organization will hold four (4) public involvement meeting in July to review the Draft Year 2040 Long Range Transportation Plan (LRTP). The metropolitan area includes portions of Autauga, Elmore and Montgomery Counties including the municipalities of Coosada, Deatsville, Elmore, Millbrook, Montgomery, Pike Road, Prattville and Wetumpka.

You are invited to attend one of several public involvement meeting to be held as follows:

Wetumpka	Prattville
Monday, July 13th Civic Center Boardroom 410 South Main St 5 p.m. – 6:30 p.m.	Thursday, July 9th Prattville City Hall 101 W. Main St 5 p.m. – 6:30 p.m.
Montgomery	Montgomery
Tuesday, July 14th Downtown Intermodal Transfer Facility Conference Room 495 Molton Street 11:30 a.m. – 1 p.m.	Tuesday, July 14th Downtown Intermodal Transfer Facility Conference Room 495 Molton Street 5 p.m. – 6:30 p.m.

The public involvement meetings will be in "open house" format. A short introduction will begin each meeting. Following the introduction, staff and consultants will be available to answer questions. Comment forms, to be returned by July 20, 2015, will be available. The meetings will provide information on existing and future transportation needs and allow residents to comment and work with transportation planning staff for the MPO on potential solutions. Come share your concerns and ideas about transportation and help shape the Montgomery metropolitan area's transportation system.

Additional information is available on the MPO Internet website at www.montgomerympo.org under the 2040 LRTP link. To contact MPO staff, stop by 495 Molton Street, Montgomery, call Robert Smith, Director of Planning at 625-2712, April Delchamps, Senior Transportation Planner at 625-2734 or Kindeli Anderson Senior Transportation Planner at 625-2754, or e-mail rsmith@montgomeryal.gov, adelchamps@montgomeryal.gov or kanderson@montgomeryal.gov. If you have any disabilities which require special assistance, please contact MPO staff at least 72 hours before the meetings.

AL-000250381

**PUBLIC NOTICE
DRAFT 2040 Long Range Transportation Plan (LRTP) Update**

The Montgomery Metropolitan Planning Organization (MPO) announces that the Draft FY 2040 Long Range Transportation Plan (LRTP) document, a planning document that will outline area transportation needs and priorities for the next 25 years, is available for public review and comment. The public review and comment period will last for 15 days, from July 6, 2015 to July 20, 2015.

The Draft 2040 Long Range Transportation Plan can be reviewed and commented on at the following locations:

Montgomery City/County

- Montgomery City/County Library, Main Branch, 245 High Street
- Montgomery Intermodal Transportation Facility, Transportation Planning Division, 495 Molton St
- Montgomery Area Transit System, 2318 West Fairview Ave
- Montgomery Housing Authority, Main Office, Lawrence St
- Rufus Lewis Library, 3095 Mobile Highway
- Rosa L. Parks Library, 1276 Rosa L. Parks Ave
- EL Lowder Regional Library, 2590 Bell Road
- ALDOT Sixth Division Office, 1525 Coliseum Blvd

City of Prattville/Autauga County

- Prattville/Autauga County Library, 254 Doster Street
- Prattville City Hall, City Clerk's Office, Room 162, 101 West Main Street

Elmore County (Millbrook, Wetumpka, and Coosada)

- Millbrook Library, 3650 Grandview Road
- Millbrook City Hall, City Clerk's Office, 3390 Main Street
- Coosada Town Hall, Town Clerk's Office, 5800 Coosada Road
- Wetumpka City Hall, City Clerk's Office, 408 South Main Street

In addition, the Montgomery Metropolitan Planning Organization will hold four (4) public involvement meeting in July to review the Draft Year 2040 Long Range Transportation Plan (LRTP). The metropolitan area includes portions of Autauga, Elmore and Montgomery Counties including the municipalities of Coosada, Deatsville, Elmore, Millbrook, Montgomery, Pike Road, Prattville and Wetumpka.

You are invited to attend one of several public involvement meeting to be held as follows:

Wetumpka	Prattville
Monday, July 13th Civic Center Boardroom 410 South Main St 5 p.m. – 6:30 p.m.	Thursday, July 9th Prattville City Hall 101 W. Main St 5 p.m. – 6:30 p.m.
Montgomery	Montgomery
Tuesday, July 14th Downtown Intermodal Transfer Facility Conference Room 495 Molton Street 11:30 a.m. – 1 p.m.	Tuesday, July 14th Downtown Intermodal Transfer Facility Conference Room 495 Molton Street 5 p.m. – 6:30 p.m.

The public involvement meetings will be in "open house" format. A short introduction will begin each meeting. Following the introduction, staff and consultants will be available to answer questions. Comment forms, to be returned by July 20, 2015, will be available. The meetings will provide information on existing and future transportation needs and allow residents to comment and work with transportation planning staff for the MPO on potential solutions. Come share your concerns and ideas about transportation and help shape the Montgomery metropolitan area's transportation system.

Additional information is available on the MPO Internet website at www.montgomerympo.org under the 2040 LRTP link. To contact MPO staff, stop by 495 Molton Street, Montgomery, call Robert Smith, Director of Planning at 625-2712, April Delchamps, Senior Transportation Planner at 625-2734 or Kindell Anderson Senior Transportation Planner at 625-2754, or e-mail rsmith@montgomeryal.gov, adelchamps@montgomeryal.gov or kanderson@montgomeryal.gov. If you have any disabilities which require special assistance, please contact MPO staff at least 72 hours before the meetings.

AL-0000520351

**Technical Coordinating Committee Meeting (TCC)
Sign-In Sheet – Members**

Name _____

Voting Members

Ms. Alfredo Acoff *R*

Mr. Clint Andrews

Mr. Jeffrey Anoka *R*

Mr. Bill Ashurst *R*

Mr. Richie Beyer

Mr. David Bollie

Mr. Locke (Bubba) Bowden

Mr. David Bufkin

Mr. Mike Bennage *R*

(for Mr. John Morris)

Mr. Greg Clark

Mayor Margaret White

Mr. Chris Conway

Autauga Co. Rural

Mr. Joel Duke

Mr. Patrick Dunson

Mayor W. Clayton Edgar

Ms. Connie Hand

Mr. _____

Mr. James Kelley

Mr. Chris Howard *R*

Mr. John McCarthy

Mr. Kelvin Miller

Dr. Emmanuel Oranika

Mr. Jerry L. Peters

Mr. Stuart Peters

Mr. Robert Smith

Mr. George Speake

Mr. Kenneth White

Mr. Tommy Tyson

Mr. David Robison

Boad Flowers

Bob Walker

John A.
A-16

MPO Staff
Libell
Off
Jisa Walters

Technical Support Staff

Mr. Kindell Anderson

Mr. James Askew

Ms. April Delchamps

Mr. Kelvin Miller

Mr. Robert Smith, Jr.

Ms. Lisa Walters

Ellie Allen
James Askew
April Delchamps
present
present
Lisa Walters

Karen Carr Jones

ALDOT

Norman De

ALDOT



Technical Coordinating Committee Meeting (TCC)

Sign - In Sheet – Guests

(March 17, 2015 @ 10:00 a.m.)

NAME (please print)	AGENCY (if associated)
1. Karen Carr-Jones	ALDOT (Central Office)
2. Norman Hoeman	ALDOT
3. Luke McBratney	Elmore County
4. Kevin Bone	Elmore County
5. Matt Stoops	Sign Associates
6. Tyler Ashmore	ALDOT (SE REGION)
7. John-Michael Walker	ALDOT (SE Region)
8. Brian Hyneman	HMB PROFESSIONAL ENGINEERS
9. Mike Anderson	JRWJA
10. Stau Cauthen	ce
11.	
12.	
13.	
14.	
15.	
16.	
17.	
18.	
19.	
20.	
21.	
22.	
23.	
24.	
25.	
26.	
27.	
28.	



Technical Coordinating Committee Meeting (TCC)

Sign - In Sheet – Guests

(June 9, 2015 @ 10:00 a.m.)

NAME (please print)

AGENCY (if associated)

1. TYLER ASHMORE

ALDOT - SE REGION

2. Alan Asford

CRPDC

3. Madie Carroll

JLWA

4. Stan Cautlen

"

5. Red Wilburn

"

6.

7.

8.

9.

10.

11.

12.

13.

14.

15.

16.

17.

18.

19.

20.

21.

22.

23.

24.

25.

26.

27.

28.



Citizens Advisory Committee Meeting (CAC)
 Intermodal Transfer Facility
 495 Molton Street
 Montgomery, AL 36104

Sign-In Sheet – Members

(March 17, 2015 @ 2:00 p.m.)

Name	Signature	E-Mail Address
Mr. James Brown, Chair	<i>James A. Brown</i>	
Mr. Tom Albrecht		
Mr. Rick Beauchamp	<i>Rich Beauchamp</i>	
Mr. Roger Burnett	<i>R. B.</i>	
Mr. Willie Durham		
Ms. Valeria Harman	<i>Valeria M. Harman</i>	
Mr. David Martin		
Ms. Ruth Ott	<i>Ruth Ott</i>	
Mr. Crews Reaves	<i>Crews Reaves</i>	
Mr. Charles Rowe		
Mr. Edward Stevens		
Ms. Gracie Stroud	<i>Gracie Stroud</i>	
Mr. Robert Taylor	<i>Augustus Taylor</i>	
Mr. Augustus Townes, Jr		
Mr. Darrel Warner		
Mr. Theodore White	<i>Alto White</i>	
Mr. Stephen Stetson		<i>stephenstetson@yahoo.com</i>

Technical Support Staff

Mr. Kindell Anderson	<i>Kindell Anderson</i>	<i>absent</i>
Mr. James Askew		
Ms. April Delchamps	<i>April Delchamps</i>	<i>here</i>
Mr. Kelvin Miller		
Mr. Robert Smith, Jr.		<i>absent</i>
Ms. Lisa Walters	<i>Lisa Walters</i>	



Citizens Advisory Committee Meeting (CAC)

Intermodal Transfer Facility

495 Molton Street

Montgomery, AL 36104

Sign-In Sheet – Members

(June 9, 2015 @ 2:00 p.m.)

Name	Signature	E-Mail Address
Mr. James Brown, Chair	<i>Rich Beauchamp</i>	<i>beauchamp@gmail.com</i>
Mr. Rick Beauchamp	<i>R. Brown</i>	
Mr. Roger Burnett	<i>Valeria M. Harman</i>	<i>HARMAN@KNOLLOGY.NET</i>
Ms. Ruth Ott	<i>Stephen Stetson</i>	<i>stephen@alarise.org</i>
Ms. Valeria Harman	<i>David Martin</i>	
Mr. Stephen Stetson	<i>David Martin</i>	
Mr. David Martin	<i>Charles Rowe</i>	<i>Rowe@FranklinRG.com</i>
Mr. Crews Reaves	<i>Edward Stevens</i>	
Mr. Robert Taylor	<i>Gracie Stroud</i>	<i>W/RS</i>
Mr. Charles Rowe	<i>Augustus Townes, Jr.</i>	
Mr. Edward Stevens	<i>Theodore White</i>	
Ms. Gracie Stroud		
Mr. Augustus Townes, Jr.		
Mr. Theodore White		

Technical Support Staff

Mr. Kindell Anderson	<i>James Askew</i>	
Mr. James Askew	<i>April Delchamps</i>	
Ms. April Delchamps	<i>Kelvin Miller</i>	
Mr. Kelvin Miller	<i>Robert Smith, Jr.</i>	
Mr. Robert Smith, Jr.	<i>Lisa Walters</i>	
Ms. Lisa Walters		

Wade, Rod - OBWA



**2040 Long Range Transportation Plan
Technical Coordinating Committee Working Meeting**

Intermodal Transfer Facility
495 Molton Street
Montgomery, AL 36104

Sign-In Sheet – Members

(April 8, 2015 @ 9:00 a.m.)

Name	Signature	E-Mail Address
Ms. Alfedra Acoff		
Mr. Clint Andrews		
Mr. Bill Ashurst		
Mr. Richie Beyer		
Mr. David Bellie	<i>Stan Biddick</i>	
Mr. Bubba Bowden	<i>Bubba Bowden</i>	
Mr. David Bufkin		
Mr. Greg Clark	<i>Greg Clark</i>	
Mr. Chris Conway		
Mr. Joel Duke		
Mr. Patrick Dunson	<i>Patrick Dunson</i>	
Mayor W. Clayton Edgar		
Mayor Connie Hand		
Mr. Chris Howard		
Mr. James Kelley		
Mr. John McCarthy	<i>John McCarthy</i>	
Mr. Kelvin Miller		
Dr. Emmanuel Oranika		
Mr. Jerry Peters		
Mr. Stuart Peters	<i>Stuart Peters</i>	
Ms. Abigail Rivera		
Mr. David Robison	<i>David Robison</i>	
Mr. Robert Smith	<i>Robert Smith</i>	
Mr. George Speak		
Mr. Tommy Tyson	<i>Tommy Tyson</i>	
Mr. Kenneth White	<i>Ken White</i>	
Mayor Margaret White		



**Montgomery Area Metropolitan Planning Organization (MPO) Meeting
Towne Hall, Pike Road, Alabama
MPO Members - Sign-In Sheet**

(March 19, 2015 @ 11:30 a.m.)

Name

Signature

Voting Members

- 1 ✓ Mayor Todd Strange
- 7 Mayor William Gillespie
- Commissioner Carl Johnson
- Mr. George Conner
- 2 Commissioner David Bowen
- 3 Mayor Jerry Willis
- 4 Mr. Robert Smith
- Mayor Connie Hand
- 5 Councilman Charles Jinright
- 6 Mayor Al Kelley
- Councilman Cornelius Calhoun
- Commissioner Elton Dean

Non-Voting Members

- Mr. Mark Bartlett
- Ms. Abigail Rivera
- Mr. Robert J. Jilla
- Mr. Greg Clark
- Mr. Kelvin Miller
- Mr. Ken Upchurch
- Mayor Gordon Stone
- Mayor Margaret White
- Mayor Clayton Edgar

MPO Staff

- Mr. Kindell Anderson
- Ms. April Delchamps
- Mr. James Askew
- Ms. Lisa Walters



**Montgomery Area Metropolitan Planning Organization (MPO) Meeting
Towne Hall, Pike Road, Alabama**

Sign - In Sheet – Guests

(March 19, 2015 @ 11:30 a.m.)

<u>NAME (please print)</u>	<u>AGENCY (if associated)</u>
1. Brad Flowers	Town of Pike Road
2. Karen Carr-Jones	ALDOT (Central Off.)
3. Mike Anderson	IRWA
4. Kenneth White	Town of Pike Road
5. Norman Holman	ALDOT
6. Clint Andrews	FHWA
7. Brian Hynniman	HMB PROFESSIONAL ENGINEERS
8. Jenny C. Peters	
9. Lynn M Heister	FHWA
10. John Michael Walker	ALDOT (SE Region)
11. Stan Biddick	ALDOT - SE Region
12. Shawn Cox	FHWA
13. Luke McGinty	Elmore County
14. Kevin Boon	Elmore County
15. Steve Perry	Lawson E.C.
16. J David Robison	City of Wetumpka
17. J Craig	Town of Pike Road
18. Elizabeth Ake	Town of Pike Road
19.	
20.	



**Montgomery Area Metropolitan Planning Organization (MPO) Meeting
MATS Intermodal Facility, Conference Room
Sign - In Sheet – Guests**

(June 11, 2015 @ 11:30 a.m.)

<u>NAME (please print)</u>	<u>AGENCY (if associated)</u>
1. TYLER ASHMORE	ALDOT - SE REGION
2. Mike Anderson	JRWA
3. Rod Wilkerson	JRWA
4. Kevin Boone	Elmore County
5. Stuart Peters	LADMARK (COSADA)
6. STUART JENNY L. PETERS	CITY OF MILLBRIDGE
7. Jim Meads	Sgin Associates
8. Karen Carr-Jones	ALDOT
9.	
10.	
11.	
12.	
13.	
14.	
15.	
16.	
17.	
18.	
19.	
20.	



**Montgomery Area Metropolitan Planning Organization (MPO) Meeting
MATS Intermodal Facility, Conference Room
MPO Members - Sign-In Sheet**

(June 11, 2015 @ 11:30 a.m.)

Name

Signature

Voting Members

Mayor Todd Strange

Mayor William Gillespie

Commissioner-Carl Johnson

Mr. George Conner

Commissioner David Bowen

Mayor Jerry Willis

Mayor Connie Hand

Councilman Charles Jinright

Mayor Al Kelley

Councilman Cornelius Calhoun

Commissioner Elton Dean

Mayor Gordon Stone

Mayor Margaret White

Mayor Clayton Edgar

Councilman Tracy Larkin

Councilman Richard Bollinger

Commissioner Dan Harris

TS
[Handwritten signatures for Voting Members]

Non-Voting Members

Mr. Robert Smith

Mr. Mark Bartlett

Ms. Abigail Rivera

Mr. Robert J. Jilla

Mr. Greg Clark

Mr. Kelvin Miller

Robert Smith
[Handwritten signatures for Non-Voting Members]

MPO Staff

Mr. Kindell Anderson

Ms. April Delchamps

Mr. James Askew

Ms. Lisa Walters

Kindell Anderson
April Delchamps
James Askew
Lisa Walters
[Handwritten signatures for MPO Staff]



Public Involvement Meeting

Montgomery MPO 2040 Long Range Transportation Plan

Intermodal Transfer Facility

Sign - In Sheet - Guests

(February 9, 2015 from 11:30 a.m.-1:00 p.m.)

NAME (please print)	ADDRESS(Street.City,Zip)
1. <i>Sally McNeely</i>	<i>5778 Wares Ferry Rd</i>
2. <i>Robert Smith</i>	<i>City/MPO</i>
3. <i>Cornell C Tatum</i>	<i>ALDOT</i>
4. <i>Ataul Harrison</i>	<i>MPO</i>
5. <i>Aleina Walker</i>	<i>5600 Carmichael Rd Montgomery, 36117</i>
6.	
7.	
8.	
9.	
10.	
11.	
12.	
13.	
14.	
15.	
16.	
17.	
18.	
19.	
20.	
21.	



MONTGOMERY AREA METROPOLITAN
PLANNING ORGANIZATION

Public Information Meeting
2040 Long Range Transportation Plan Document
City of Montgomery –Intermodal Transportation Facility
Sign-In Sheet

Feb 9, 2015 @ 5:00 p.m. – 6:30 p.m.

NAME (please print)	AGENCY (if associated)
1. <i>Stan Cawthen</i>	<i>JRWBT</i>
2. <i>Joe Brown</i>	<i>MTC Inc 501 (c)3</i>
3. <i>Alma Siqukey</i>	<i>M.T.C. Inc 501 c3</i>
4. <i>Adigail Shuford</i>	
5. <i>Stan Hixon</i>	<i>MTC Inc, 501C3</i>
6. <i>Monty Burch</i>	<i>" "</i>
7. <i>AWLETT/CALYPT HARRIS</i>	<i>MTC, Inc - 501C3</i>
8. <i>Robert Smith</i>	<i>City/MPO</i>
9. <i>Jamaal Fisher</i>	<i>MTC Inc 501 (c)3</i>
10.	
11.	
12.	
13.	
14.	
15.	
16.	
17.	
18.	
19.	
20.	
21.	
22.	
23.	
24.	
25.	
26.	
27.	
28.	
29.	
30.	



Public Involvement Meeting

Montgomery MPO 2040 Long Range Transportation Plan

Wetumpka Civic Center

Sign - In Sheet - Guests

(February 17, 2015 from 5:00 p.m.-6:30 p.m.)

NAME (please print)	ADDRESS(Street, City, Zip)
1. Candy Masters, City of Wetumpka City Clerk	
2. Jimmy Weelis	
3. [Signature]	
4. Bobby D. [Signature]	
5. [Signature]	
6. [Signature]	
7. [Signature]	
8. Clay Mussel	City of Wetumpka
9. [Signature]	City of Wetumpka
10. [Signature]	City of Wetumpka
11. [Signature]	City of Wetumpka
12. [Signature]	City of Wetumpka
13. Regna Edwards	109 E Bridge St, Wetumpka, AL 36092
14. [Signature]	229 W Cross St, Wetumpka, AL 36092
15. [Signature]	
16. [Signature]	196 Otter Track Rd, Wetumpka, AL
17. [Signature]	
18. [Signature]	City of Wetumpka
19. [Signature]	City of Wetumpka
20. [Signature]	
21. [Signature]	



MONTGOMERY AREA METROPOLITAN
PLANNING ORGANIZATION

Public Involvement Meeting
2040 Long Range Transportation Plan Document
City of Montgomery – MATS Intermodal Facility
Sign-In Sheet

July 14, 2015 @ 5:00 a.m. – 6:30 p.m.

NAME (please print)	AGENCY (if associated)
1. ART STEINER	
2. Karen Campbell	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	
11.	
12.	
13.	
14.	
15.	
16.	
17.	
18.	
19.	
20.	
21.	
22.	
23.	
24.	
25.	
26.	
27.	
28.	
29.	
30.	



MONTGOMERY AREA METROPOLITAN
PLANNING ORGANIZATION

Public Involvement Meeting

2040 Long Range Transportation Plan Document

City of Montgomery – MATS Intermodal Facility

Sign-In Sheet

July 14, 2015 @ 11:30 a.m. – 1:00 p.m.

NAME (please print)	AGENCY (if associated)
1. <i>Cornell L. Sutton, Sr.</i>	<i>ALDOT</i>
2. <i>Opri M. Delandjoo</i>	<i>City of Montgomery / MPO</i>
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	
11.	
12.	
13.	
14.	
15.	
16.	
17.	
18.	
19.	
20.	
21.	
22.	
23.	
24.	
25.	
26.	
27.	
28.	
29.	
30.	



MONTGOMERY AREA METROPOLITAN
PLANNING ORGANIZATION

Public Involvement Meeting
2040 Long Range Transportation Plan Document
City of Wetumpka Board Room
Sign-In Sheet

July 13, 2015 @ 5:00 p.m. – 6:30 p.m.

NAME (please print) AGENCY (if associated)

- 1. Stan Cautler Jewett
- 2. Wayne Soucar "
- 3. Robert Smith City - MPO
- 4. April Delchamps City - MPO
- 5. _____
- 6. _____
- 7. _____
- 8. _____
- 9. _____
- 10. _____
- 11. _____
- 12. _____
- 13. _____
- 14. _____
- 15. _____
- 16. _____
- 17. _____
- 18. _____
- 19. _____
- 20. _____
- 21. _____
- 22. _____
- 23. _____
- 24. _____
- 25. _____
- 26. _____
- 27. _____
- 28. _____
- 29. _____
- 30. _____



Montgomery Metropolitan Planning Organization (MPO) 2040 Draft Long Range Transportation Plan

Comment Form

1. *What are your greatest transportation needs and concerns?*

2. *Are there any critical transportation needs that were not defined in the study? If yes, please describe:*

3. *Do the defined projects meet the transportation needs of the MPO area? If not, what additional projects are needed to meet these needs?*

4. *Are there certain projects listed on the Needs Plan that should be moved to the Constrained Plan (i.e. any that should be implemented during the 25 year study timeframe?)*

Additional Comments:

Please return by Wednesday, February 23, 2015 to the front desk here or mail to the address below. Telephone comments may be made by calling 625-2754. All comments will be provided for MPO members review.

495 Molton Street, Planning Department,
Transportation Planning Division, Montgomery AL 36101-1111
Telephone: (334) 625-2754 Fax: (334) 625-2326
E-mail: rsmith@montgomeryal.gov or adelchamps@montgomeryal.gov or
kanderson@montgomeryal.gov

Public Meeting Comment Form
Montgomery MPO 2040 Long Range Transportation Plan (LRTP)
February 2015

How would you rate the transportation system in your community today?

	Excellent	Good	Fair	Poor
Traffic conditions on major roads				
Traffic safety and control on major roads		✓		
Road pavement condition		✓		
Bicycle and pedestrian facilities				✓
Sidewalk and crosswalk condition				✓
Public transportation/transit services			✓	

If "poor" was selected for any aspect, please provide more details below.

as the city grows there is little attention to bikes and walkers - you have to take your life in your own hands - certain routes need attention - Rt 2 gets backed up in the afternoons, even though I agreed to no midday service to ease things across the tracks

Because funding is limited, the MPO must establish priorities. In your opinion, what are the most important improvement activities to consider for implementation during the next 25 years?

	Most Important 5	4	3	3	Least Important 1
Build new roads				✓	
Widen existing roadways				✓	
Better traffic signal operations				✓	
More sidewalks and pedestrian facilities	✓				
More bike lanes and bicycle facilities	✓				
More greenways and multi-use trails				✓	
Improve safety for pedestrians and bicyclists	✓				
Safe routes to schools (walking/biking)	✓				
More transit service	✓				
Improve freight movement					✓

Rt's that are 1 1/2 hour are confusing but if I was using the routes now I would know when to expect them

Public Meeting Comment Form
Montgomery MPO 2040 Long Range Transportation Plan (LRTP)
February 2015

How would you rate the transportation system in your community today?

	Excellent	Good	Fair	Poor
Traffic conditions on major roads				✓
Traffic safety and control on major roads			✓	
Road pavement condition				✓
Bicycle and pedestrian facilities				✓
Sidewalk and crosswalk condition				✓
Public transportation/transit services				✓

If "poor" was selected for any aspect, please provide more details below.

Because funding is limited, the MPO must establish priorities. In your opinion, what are the most important improvement activities to consider for implementation during the next 25 years?

	Most Important 5	4	3	3	Least Important 1
Build new roads			✓	NA	
Widen existing roadways		✓			
Better traffic signal operations	✓				
More sidewalks and pedestrian facilities	✓				
More bike lanes and bicycle facilities		✓			
More greenways and multi-use trails					
Improve safety for pedestrians and bicyclists			✓		
Safe routes to schools (walking/biking)		✓			
More transit service	✓				
Improve freight movement				✓	

Public Meeting Comment Form
Montgomery MPO 2040 Long Range Transportation Plan (LRTP)
February 2015

Are there specific locations you encounter in your daily travels that need roadway improvements due to congestion, safety, or operations (signal timing, intersections)?

Roads are in bad shape in areas
Downtown

Where are pedestrian and/or bicycle facilities most needed?

Sidewalks for pedestrians are very
limited.

Are there any specific locations that should be better served by transit?

East, west and South Montgomery do
not run times and routes that meet
patron needs Paratransit is strongly over-
booked.

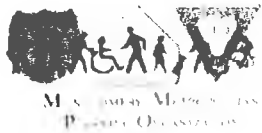
Are you aware of any projects that no longer need to be considered?

Please provide any additional comments regarding any aspect of the transportation system in the
Montgomery MPO area:

Better routes, time efficient ~~shed~~
schedules, better accommodations, better
training for drivers in dealing with
people with disabilities.

Please return by Wednesday, February 23, 2015 to the front desk here or mail to the address below.
Telephone comments may be made by calling 625-2754. All comments will be provided for MPO
members review.

495 Molton Street, Planning Department,
Transportation Planning Division, Montgomery AL 36101-1111
Telephone: (334) 625-2754 Fax: (334) 625-2326
E-mail: rsmith@montgomeryal.gov or adelchamps@montgomeryal.gov or
kanderson@montgomeryal.gov



Montgomery Metropolitan Planning Organization (MPO) 2040 Draft Long Range Transportation Plan

Comment Form

1. What are your greatest transportation needs and concerns?

Handwritten: Less of automobiles, make it easy to access public transportation, provide convenience, ease of planning, comfort, and safety.

2. Are there any critical transportation needs that were not defined in the study? If yes, please describe:

Handwritten: Need to meet in an historic district with a plan that respects a historic district and maintain its integrity.

3. Do the defined projects meet the transportation needs of the MPO area? If not, what additional projects are needed to meet these needs?

Handwritten: Not enough information to comment.

4. Are there certain projects listed on the Needs Plan that should be moved to the Constrained Plan (i.e. any that should be implemented during the 25 year study timeframe?)

Handwritten: Not enough information to comment.

Additional Comments:

Handwritten: I want a plan that does not create a road project having a long distance to be within a residential neighborhood. Please don't sacrifice needs of residents for convenience of projects.

Please return by ~~Wednesday~~ Thursday, February 25, 2015 to the front desk here or mail to the address below. Telephone comments may be made by calling 625-2754. All comments will be provided for MPO members review.

495 Molton Street, Planning Department,
Transportation Planning Division, Montgomery AL 36101-1111
Telephone: (334) 625-2754 Fax: (334) 625-2326
E-mail: rsmith@montgomeryal.gov or adelehamps@montgomeryal.gov or kanderson@montgomeryal.gov

Handwritten: Drew [unclear] 2/25/15



Montgomery Metropolitan Planning Organization (MPO) 2040 Draft Long Range Transportation Plan

Comment Form

Karen Campbell
1846 S. Hill St.
Montgomery, AL 36104

1. What are your greatest transportation needs and concerns?

Slow traffic, create on street parking, beautify the streets, add crosswalks, handicap accessibility, add sidewalks, make the streets more pedestrian friendly.

2. Are there any critical transportation needs that were not defined in the study? If yes, please describe:

3. Do the defined projects meet the transportation needs of the MPO area? If not, what additional projects are needed to meet these needs?

4. Are there certain projects listed on the Needs Plan that should be moved to the Constrained Plan (i.e. any that should be implemented during the 25 year study timeframe?)

Additional Comments:

Apply for multiple grants at one time to do the projects, correctly and accomplish what I wrote under # 11. The streets would be torn up for approx 1 year so please go in in multiple grants to make them better. Get rid of paved lanes in these neighborhoods.
Friday, July 17, 2015

Please return by Wednesday, February 23, 2015 to the front desk here or mail to the address below. Telephone comments may be made by calling 625-2754. All comments will be provided for MPO members review.

495 Molton Street, Planning Department,
Transportation Planning Division, Montgomery AL 36101-1111
Telephone: (334) 625-2754 Fax: (334) 625-2326
E-mail: rsmith@montgomeryal.gov or adelchamps@montgomeryal.gov or kanderson@montgomeryal.gov



Montgomery Metropolitan Planning Organization (MPO) 2040 Draft Long Range Transportation Plan

Comment Form

1. What are your greatest transportation needs and concerns?

2. Are there any critical transportation needs that were not defined in the study? If yes, please describe:

3. Do the defined projects meet the transportation needs of the MPO area? If not, what additional projects are needed to meet these needs?

4. Are there certain projects listed on the Needs Plan that should be moved to the Constrained Plan (i.e. any that should be implemented during the 25 year study timeframe?)

Strongly feel the Wars Ferry interchange should be implemented. It will certainly enhance the marketability and service for the Industrial Park as well as serving Pike Road & the Chantilly connector & the Indian Castles.

Additional Comments:

Please return by Wednesday, February 23, 2015 to the front desk here or mail to the address below. Telephone comments may be made by calling 625-2754. All comments will be provided for MPO members review.

495 Molton Street, Planning Department,
Transportation Planning Division, Montgomery AL 36101-1111
Telephone: (334) 625-2754 Fax: (334) 625-2326
E-mail: rsmith@montgomeryal.gov or adelchamps@montgomeryal.gov or kanderson@montgomeryal.gov

Appendix B – Livability Principles

Appendix B: Livability Principles

Section 1 of this document provides the details of Livability Principles and Indicators required to make better informed planning decisions. The measurement of the sustainability of these Livability Principles is indicated with the maps and charts that follow. These measurements were collected through the US Census Bureau and other sources. The future provision of this data is dependent upon these agencies and organizations.

The following are the Livability Principles and the Livability Indicators that measure each:

1. Provide more transportation choices
 - Map B-1 Number of Households by Traffic Analysis Zone and Transit Fixed Bus Routes
 - Map B-2 Number of Employees by Traffic Analysis Zone and Transit Fixed Bus Routes
2. Promote equitable, affordable housing
 - Map B-3 Percent of Household Income Spent on Housing
 - Map B-4 Percent of Household Income Spent on Transportation
3. Enhance economic competitiveness
 - Map B-5 Percent of Workforce With 29 Minute or Less Commute Time
 - Map B-6 Percent of Workforce With 30 Minute or More Commute Time
4. Support existing communities
 - Table B-1 Allocation of Work Program per Funding Sources
Note: Includes percent of transportation investment dedicated to enhancing accessibility of existing transportation systems
5. Coordinate policies and leverage investment
 - Table B-1 Allocation of Work Program per Funding Sources
Note: Includes percent of transportation projects where more than one funding source is utilized
6. Value Communities and neighborhoods
 - Map B-1 Number of Households by Traffic Analysis Zone and Transit Fixed Bus Routes
 - Map B-2 Number of Employees by Traffic Analysis Zone and Transit Fixed Bus Routes
 - Map B-7 Households and Retail Employers
 - Map B-8 Households and Recreational Facilities

Appendix B: Livability Principles

Table B-1. Allocation of Work Program per Funding Category

Funding Sources	Improvement Types				Totals
	Capacity	Roadway MO	Bicycle/ Pedestrian (1)	Transit	
NHPP	\$16,403,751.20	\$7,749,788.80	\$0.00		\$24,153,540.00
Surface Transportation Program - Other Area (STPOA)	\$48,103,688.80	\$90,241,482.40	\$0.00		\$138,345,171.20
Surface Transportation Program - Any Area (STPAA)	\$22,236,900.80	\$8,822,878.40	\$0.00		\$31,059,779.20
Bridge Funding	\$0.00	\$10,981,898.40	\$0.00		\$10,981,898.40
Interstate Maintenance	\$0.00	\$38,571,769.60	\$0.00		\$38,571,769.60
ATRIP	\$0.00	\$0.00	\$0.00		\$0.00
Transit (2)	\$0.00	\$0.00	\$0.00	\$123,202,650.00	\$123,202,650.00
Congestion Mitigation and Air Quality (CMAQ)	\$0.00	\$0.00	\$0.00		\$0.00
Highway Safety Improvement Program (HSIP)	\$0.00	\$23,443,000.00	\$0.00		\$23,443,000.00
Transportation Alternatives Program (TAP)	\$0.00	\$0.00	\$10,385,000.00		\$10,385,000.00
TOTAL FEDERAL	\$86,744,340.80	\$179,810,817.60	\$10,385,000.00	\$123,202,650.00	\$400,142,808.40
Local Match	\$21,686,085.20	\$44,952,704.40	\$2,596,250.00	\$30,800,662.50	\$100,035,702.10
TOTAL FUNDS	\$108,430,426.00	\$224,763,522.00	\$12,981,250.00	\$154,003,312.50	\$500,178,510.50
Percentage of Total	21.7%	44.9%	2.6%	30.8%	100.0%
Percent of Transportation Investment Dedicated to Enhancing Accessibility of Existing Transportation Systems					33.4%
1 - Some bicycle and pedestrian improvements will be incorporated into roadway capacity and MO projects					
2 - Transit funds based on historical allocations projected through 2040					
Note: It is assumed that all projects (100%) in the LRTP work program will be funded through a combination of federal and local sources					

Source: MPO Staff



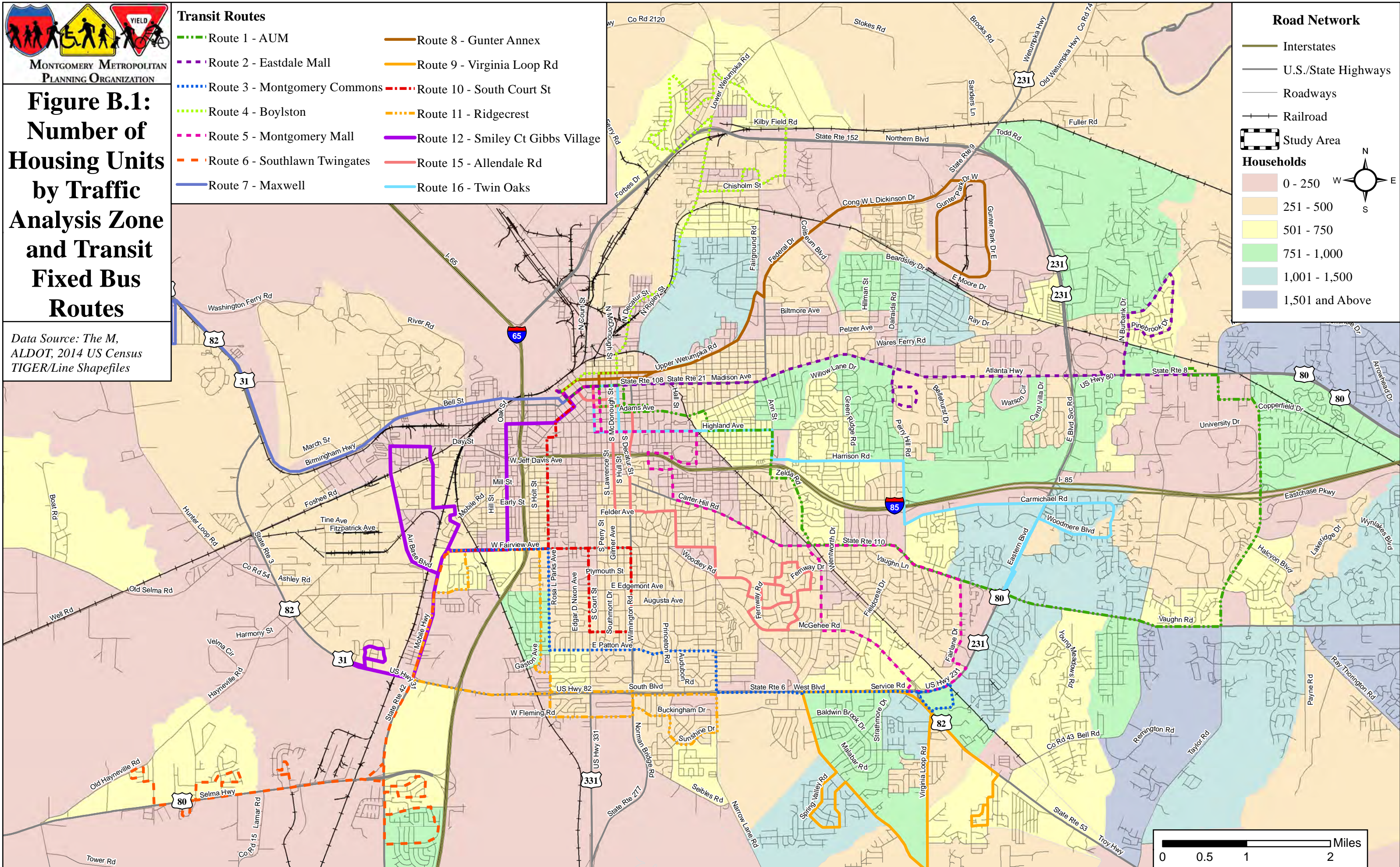
MONTGOMERY METROPOLITAN
PLANNING ORGANIZATION

Figure B.1: Number of Housing Units by Traffic Analysis Zone and Transit Fixed Bus Routes

Data Source: The M,
ALDOT, 2014 US Census
TIGER/Line Shapefiles

- Transit Routes**
- Route 1 - AUM
 - Route 2 - Eastdale Mall
 - Route 3 - Montgomery Commons
 - Route 4 - Boylston
 - Route 5 - Montgomery Mall
 - Route 6 - Southlawn Twingates
 - Route 7 - Maxwell
 - Route 8 - Gunter Annex
 - Route 9 - Virginia Loop Rd
 - Route 10 - South Court St
 - Route 11 - Ridgcrest
 - Route 12 - Smiley Ct Gibbs Village
 - Route 15 - Allendale Rd
 - Route 16 - Twin Oaks

- Road Network**
- Interstates
 - U.S./State Highways
 - Roadways
 - Railroad
 - Study Area
- Households**
- 0 - 250
 - 251 - 500
 - 501 - 750
 - 751 - 1,000
 - 1,001 - 1,500
 - 1,501 and Above



Source: MPO Staff



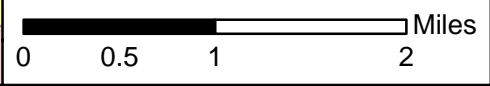
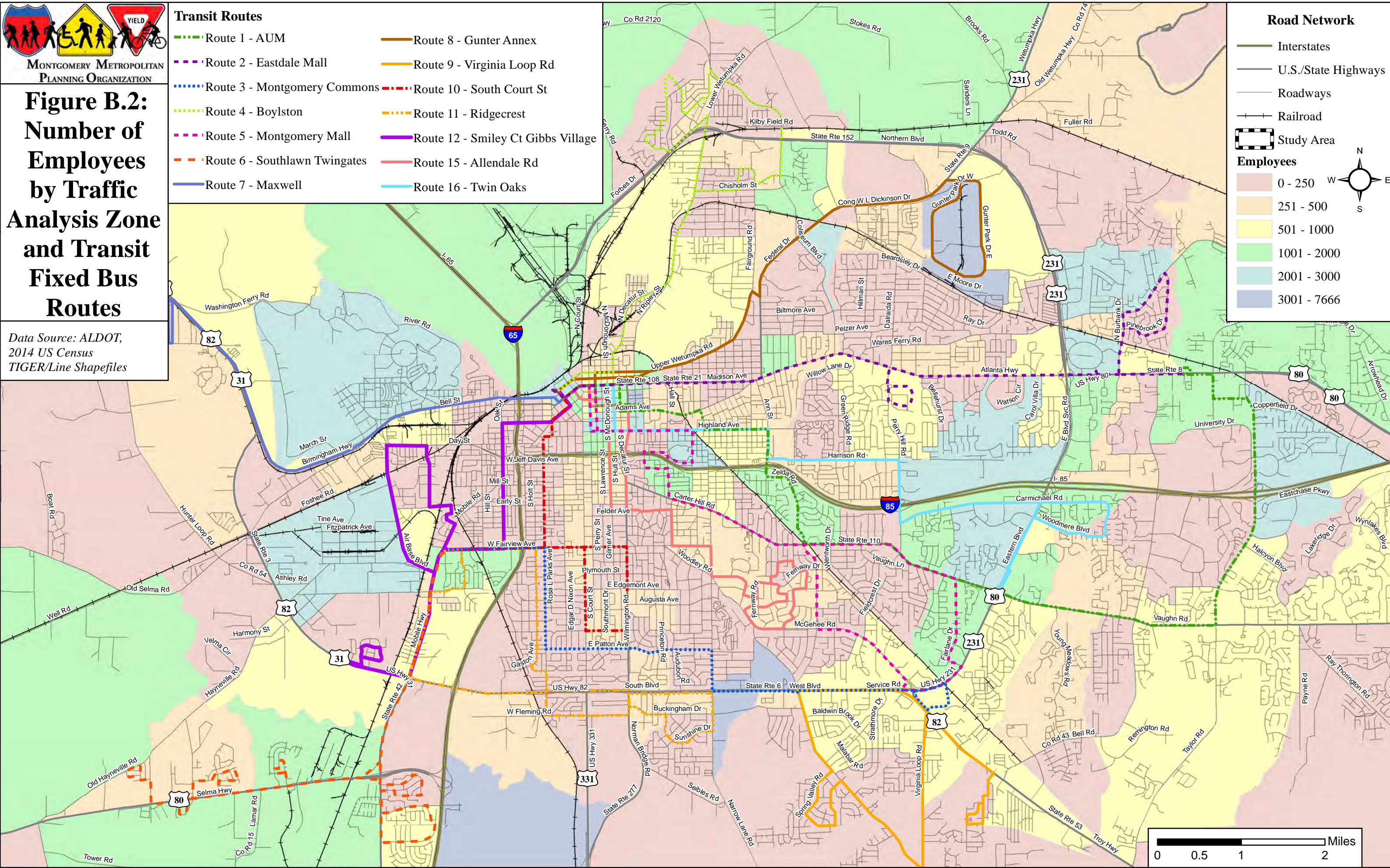
MONTGOMERY METROPOLITAN
PLANNING ORGANIZATION

Figure B.2: Number of Employees by Traffic Analysis Zone and Transit Fixed Bus Routes

Data Source: ALDOT,
2014 US Census
TIGER/Line Shapefiles

- Transit Routes**
- Route 1 - AUM
 - Route 2 - Eastdale Mall
 - Route 3 - Montgomery Commons
 - Route 4 - Boylston
 - Route 5 - Montgomery Mall
 - Route 6 - Southlawn Twingates
 - Route 7 - Maxwell
 - Route 8 - Gunter Annex
 - Route 9 - Virginia Loop Rd
 - Route 10 - South Court St
 - Route 11 - Ridgecrest
 - Route 12 - Smiley Ct Gibbs Village
 - Route 15 - Allendale Rd
 - Route 16 - Twin Oaks

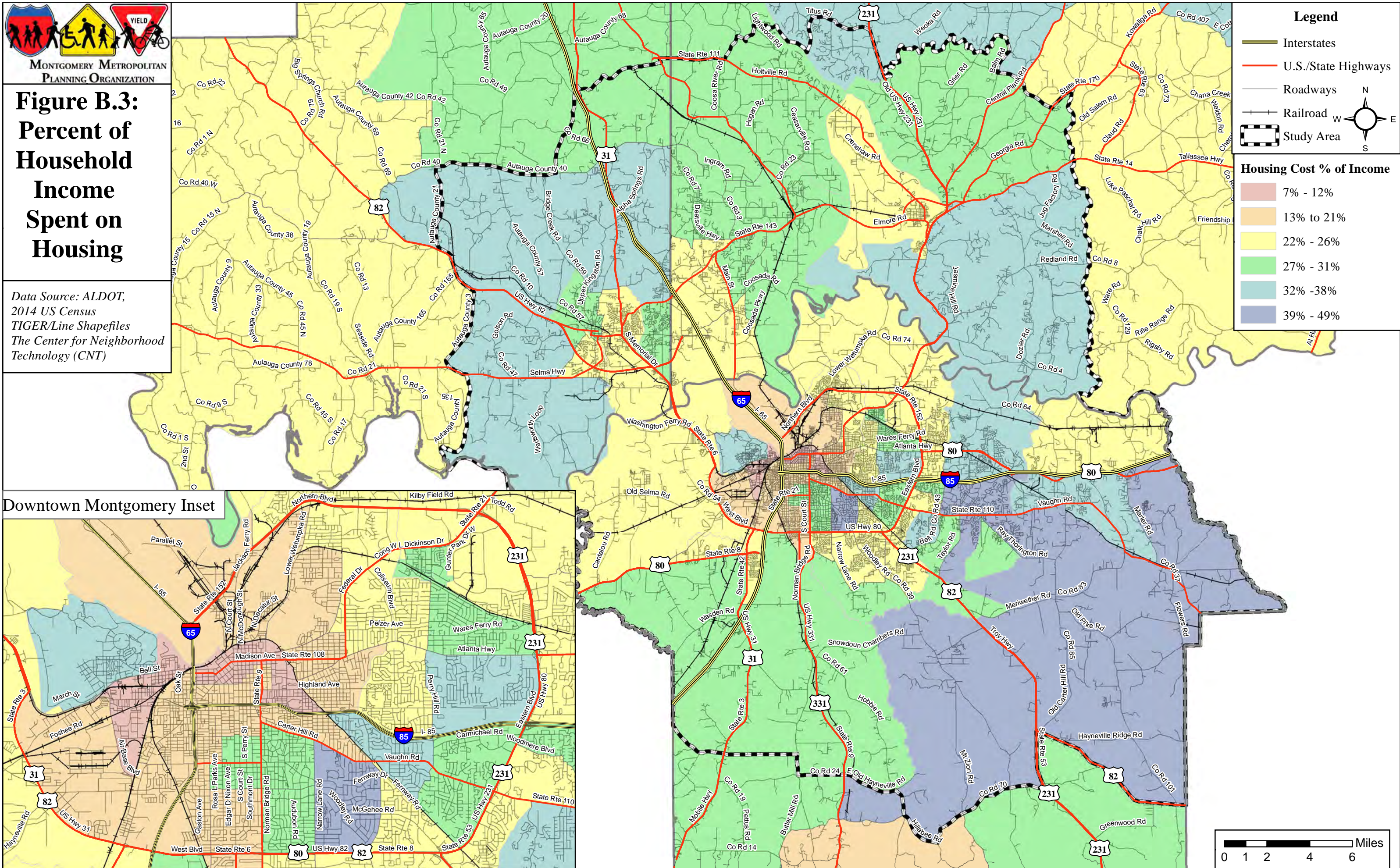
- Road Network**
- Interstates
 - U.S./State Highways
 - Roadways
 - Railroad
 - Study Area
- Employees**
- 0 - 250
 - 251 - 500
 - 501 - 1000
 - 1001 - 2000
 - 2001 - 3000
 - 3001 - 7666





**Figure B.3:
Percent of
Household
Income
Spent on
Housing**

Data Source: ALDOT,
2014 US Census
TIGER/Line Shapefiles
The Center for Neighborhood
Technology (CNT)

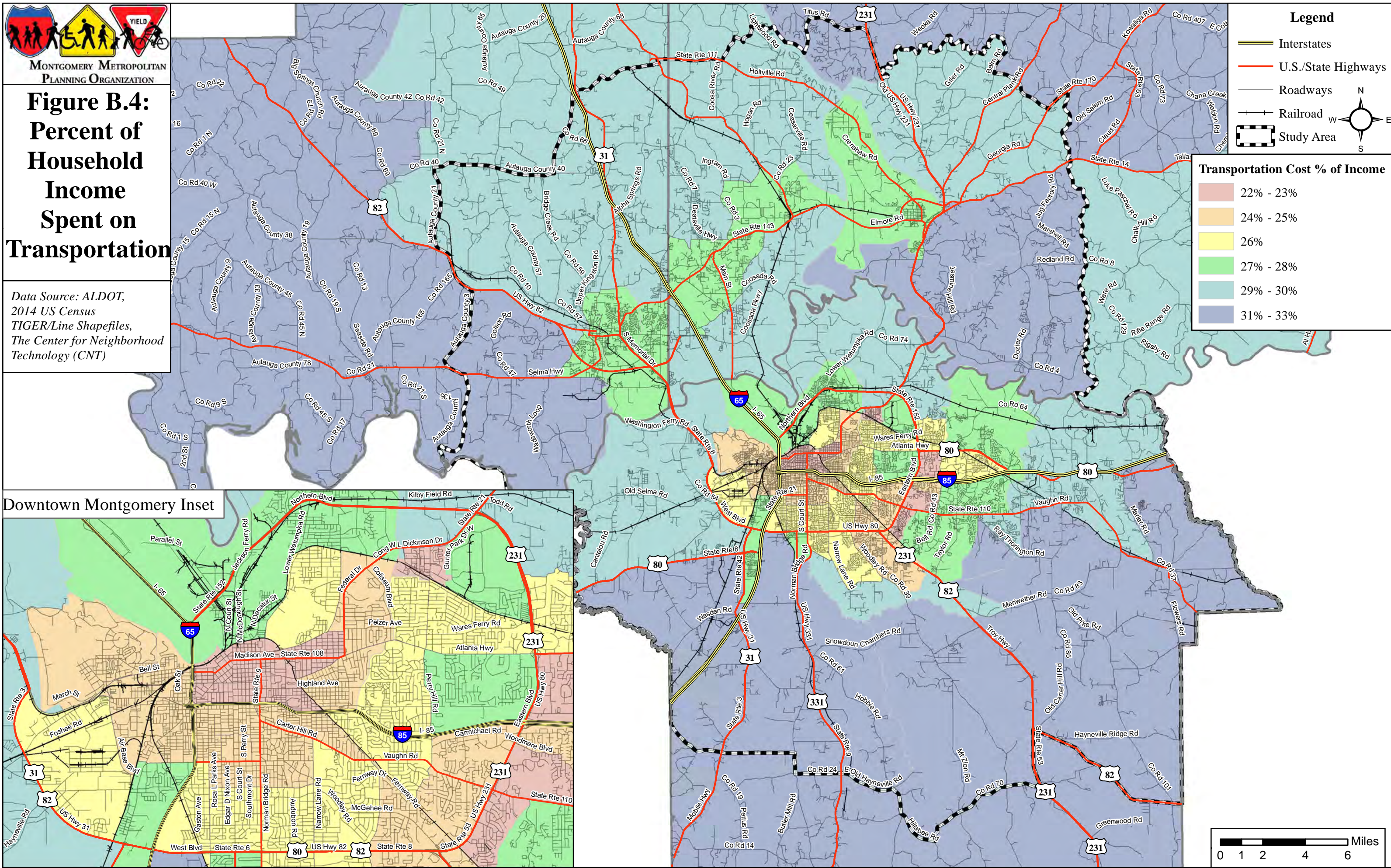


Source: MPO Staff



Figure B.4: Percent of Household Income Spent on Transportation

Data Source: ALDOT,
2014 US Census
TIGER/Line Shapefiles,
The Center for Neighborhood
Technology (CNT)

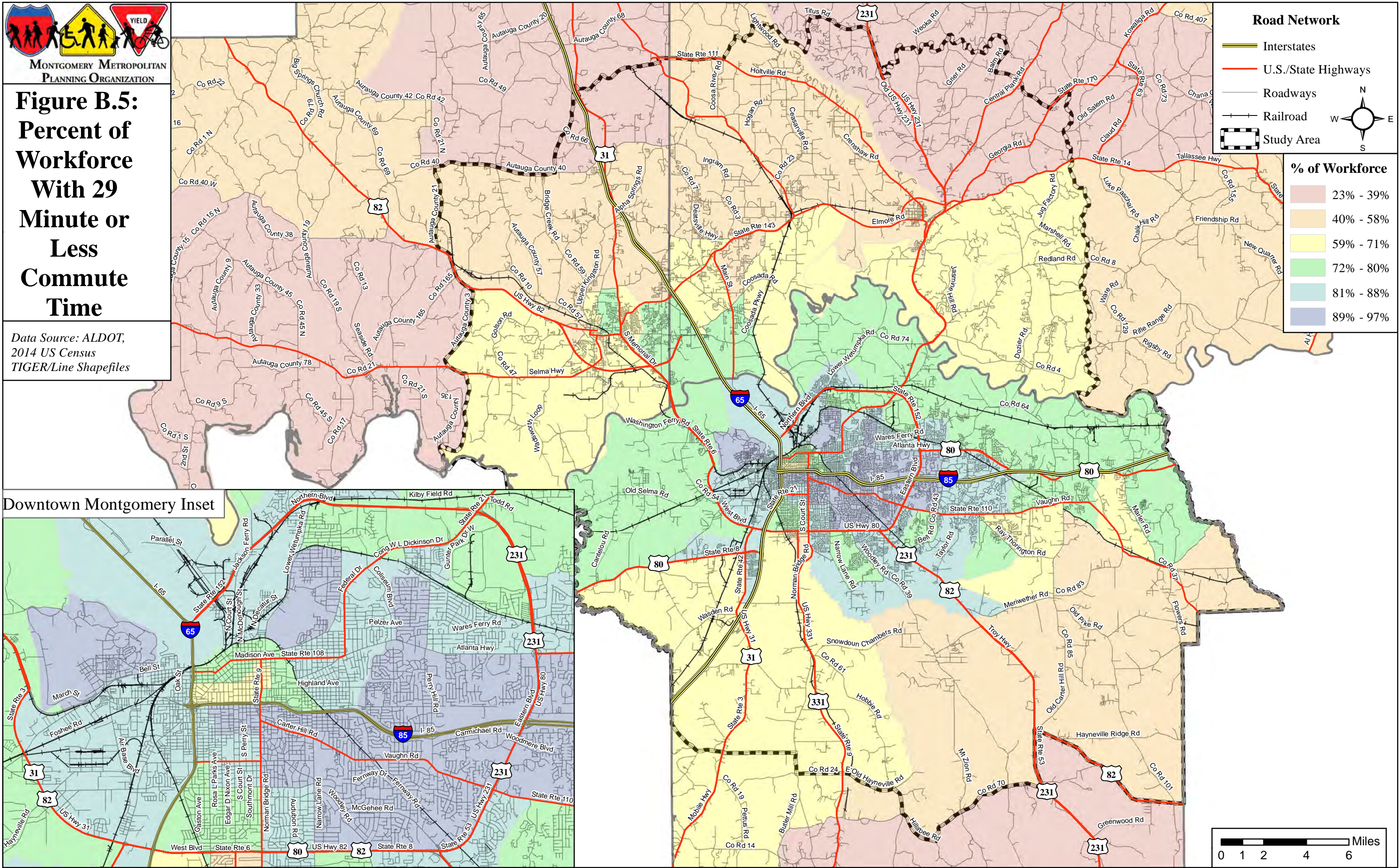


Source: MPO Staff



Figure B.5: Percent of Workforce With 29 Minute or Less Commute Time

Data Source: ALDOT,
2014 US Census
TIGER/Line Shapefiles

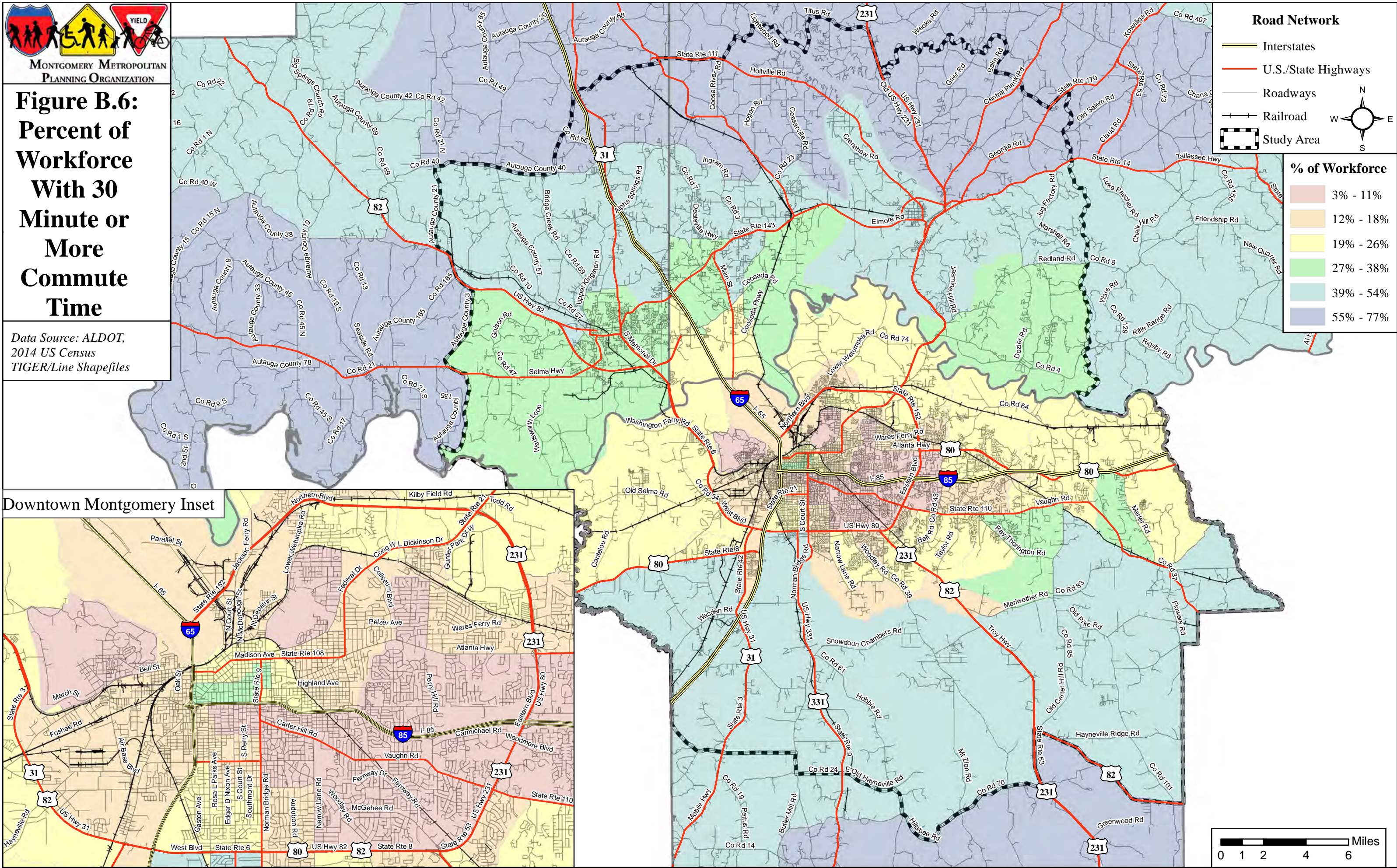


Source: MPO Staff



**Figure B.6:
Percent of
Workforce
With 30
Minute or
More
Commute
Time**

Data Source: ALDOT,
2014 US Census
TIGER/Line Shapefiles

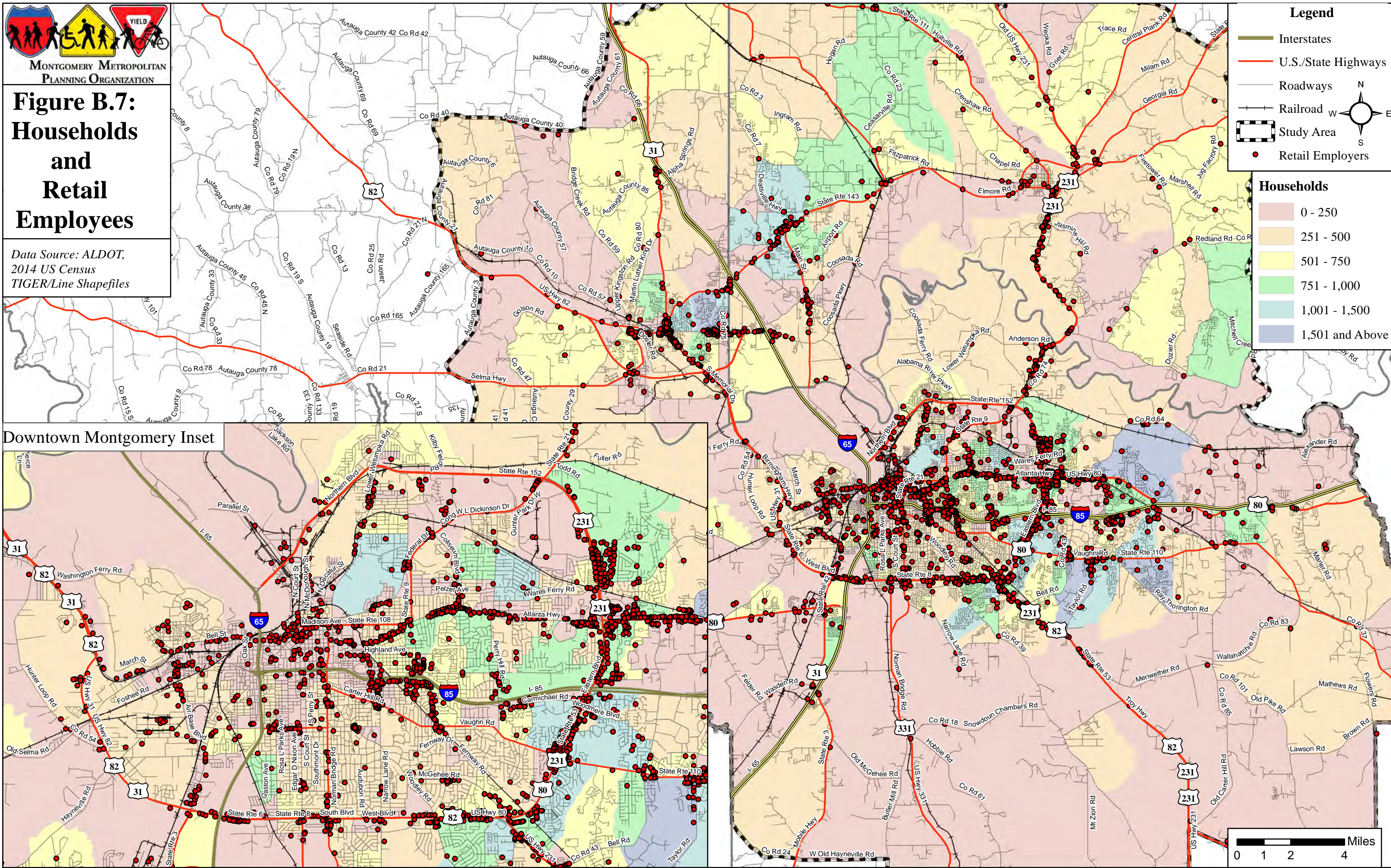


Source: MPO Staff



Figure B.7: Households and Retail Employees

Data Source: ALDOT,
2014 US Census
TIGER/Line Shapefiles



Legend

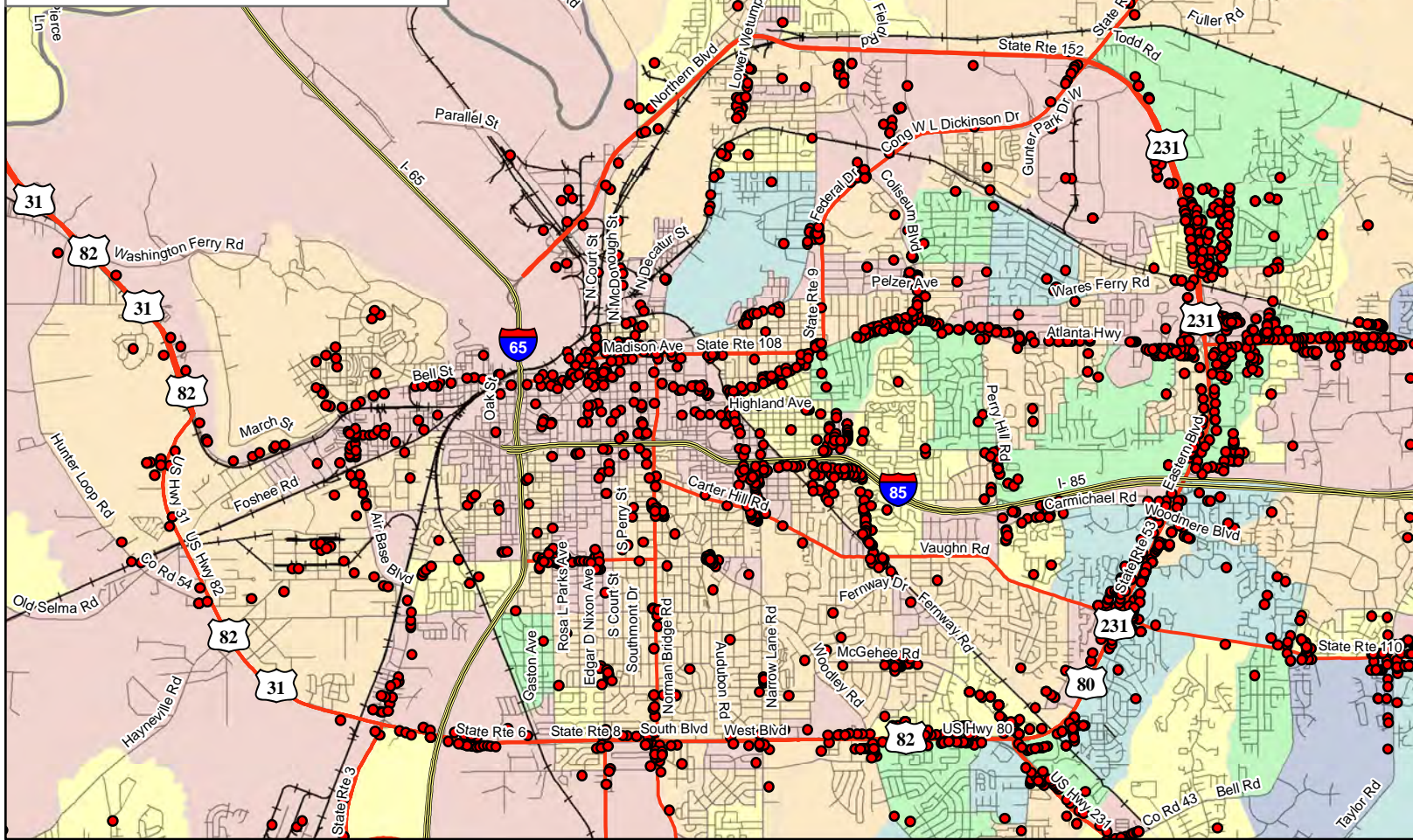
- Interstates
- U.S./State Highways
- Roadways
- Railroad
- Study Area
- Retail Employers

N
W E
S

Households

- 0 - 250
- 251 - 500
- 501 - 750
- 751 - 1,000
- 1,001 - 1,500
- 1,501 and Above

Downtown Montgomery Inset

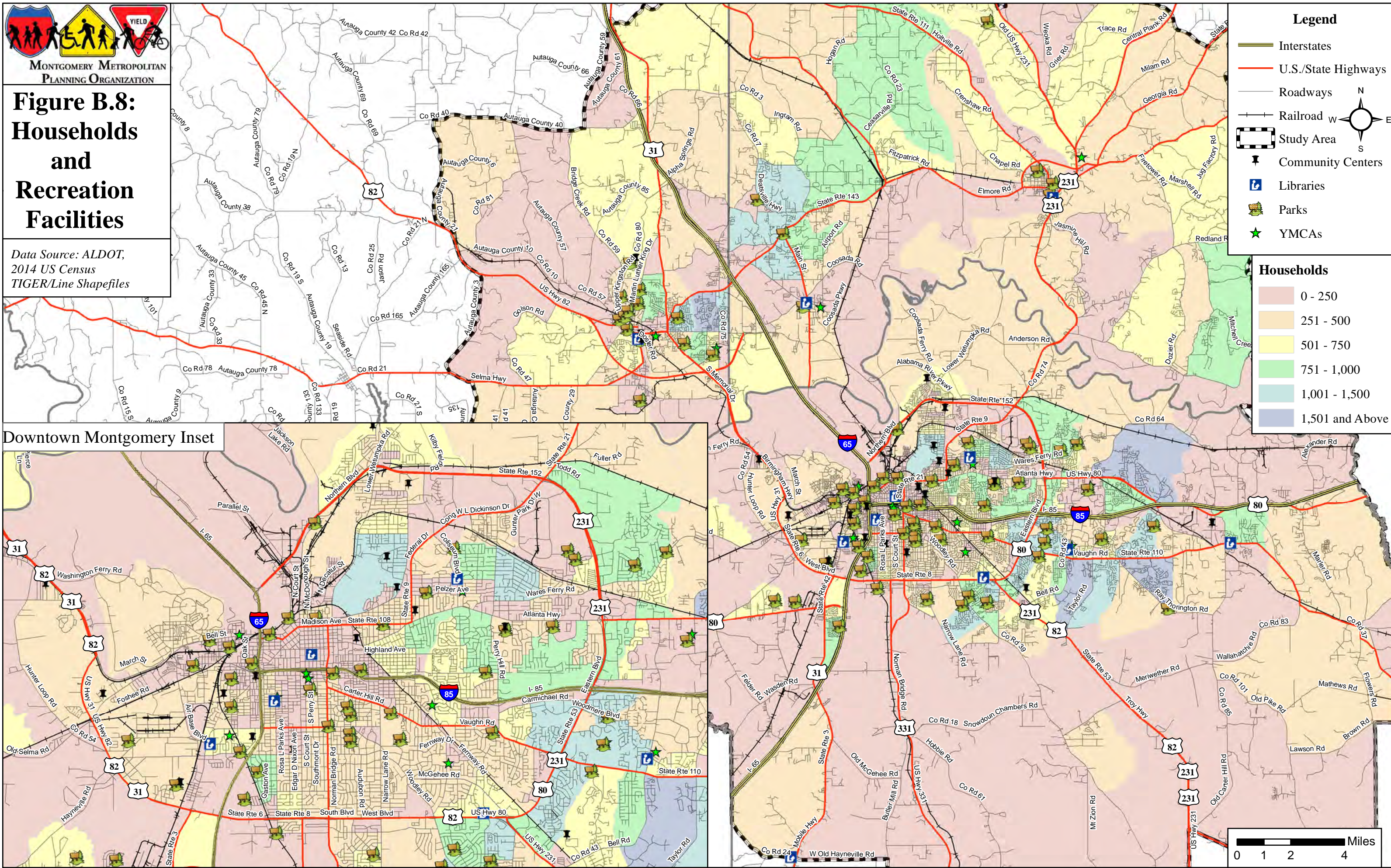


Source: MPO Staff



Figure B.8: Households and Recreation Facilities

Data Source: ALDOT,
2014 US Census
TIGER/Line Shapefiles



Legend

- Interstates
- U.S./State Highways
- Roadways
- Railroad
- Study Area
- Community Centers
- Libraries
- Parks
- YMCAs

N
W —+— E
S

Households

- 0 - 250
- 251 - 500
- 501 - 750
- 751 - 1,000
- 1,001 - 1,500
- 1,501 and Above

Downtown Montgomery Inset



Source: MPO Staff

Appendix C – Environmental Justice and Other Underserved Populations Equity Report

Table C-1												
Project Description	Map ID	U.S. Census Block Group						U.S. Census Tract				
		Adjacent or Intersected Block Groups	Total Population in US Census Block Groups	Total Minority Population in US Census Block Groups	% Minority Population	(Age 62+) Population in US Census	% Senior Population	Tracts Adjacent or Intersected by Project	Total Households	% Poverty	No Vehicle in US Census	% No Vehicle
US 82 from SR 14 to US 31 in Prattville	1	010010206001	5,452	1,442	26.4%	757	13.9%	01001020700	1,366	16.6%	-	0.0%
		010010206002						01001020600	1,300	10.5%	39	3.0%
		010010207001										
Extend service road along SR 9/Northern Blvd NB from Hackel Dr to Plantation Way and SB from Lagoon Park Dr to existing service road.	2	011010054021	4,310	2,762	64.1%	468	10.9%	01101005302	932	3.4%	7	0.8%
		011010053021						01101005402	2,665	9.0%	6	0.2%
		011010053022										
SR 14 from 0.5 miles west of CR 3 (Ingram Rd) to Coosada Pkwy (CR-153)	3	010510312002	9,207	2,609	28.3%	1194	13.0%	01051030902	1,774	7.9%	20	1.1%
		010510311002						01051031200	701	16.9%	3	0.4%
		010510311003										
		010510310002										
010510309023	2,890	9.7%	27	0.9%								
SR 14 add lane from East of Elmore at Lucky Town Rd to Calloway Creek	4	010510309021	2,948	861	29.2%	515	17.5%	01051030902	1,774	7.9%	20	1.1%
		010510312001						01051031200	701	16.9%	3	0.4%
010510309022												
Widen and resurface McQueen Smith Rd from SR 3/US 31 to Cobbs Ford Rd (UT/RW)	5	010010205001	1,737	211	12.1%	276	15.9%	01001020500	5,287	6.0%	102	1.9%
Widen Redland Rd from US 231 to Riflerange Rd from a 2 to a 4 lane- includes intersection improvements at SR 8 to CR 8	7	010510307011	2,070	234	11.3%	423	20.4%	01051030701	3,346	9.4%	-	0.0%

Source: MPO Staff

Project Description	Map ID	U.S. Census Block Group						U.S. Census Tract				
		Adjacent or Intersected Block Groups	Total Population in US Census Block Groups	Total Minority Population in US Census Block Groups	% Minority Population	Total Senior (Age 62+) Population in US Census Block Groups	% Senior Population	Tracts Adjacent or Intersected by Project	Total Households	% Poverty	Households with No Vehicle in US Census Tracts	% No Vehicle
Resurface and Covert Adams Ave from Decatur St to South Court St and Washington Ave from Decatur St to South Court St and Lee St from one-way to two-way	8	011010002001	2,062	1,667	80.8%	242	11.7%	01101000200	290	39.8%	9	3.1%
		011010001001						01101000100				
Convert S. Court St from Fairview to Arba St from One-way to Two-way	9	011010007002	2,558	1,748	68.3%	454	17.7%	01101001300	978	14.8%	15	1.5%
		011010013001						01101000700				
Widen and Resurface Zelda Rd from Ann St to Carter Hill Rd (PE/CN)	10	011010033011 011010033012	1,684	738	43.8%	299	17.8%	01101003301	1,524	6.1%	-	0.0%
Widen and Resurface Perry Hill Rd from Harrison Rd to Atlanta Hwy	11	011010027001	1,887	358	19.0%	568	30.1%	01101002700	2,110	6.8%	61	2.9%
		011010017001						01101001700				
US 80 from the Waugh intersection to the Marler Rd intersection	12	011010055021	2,297	520	22.6%	282	12.3%	01101005502	404	24.1%	10	2.5%
		011010055041						01101005504				
Traffic Study on US 80 from Waugh to Marler Rd	13	011010055021	2,297	520	22.6%	282	12.3%	01101005502	404	24.1%	10	2.5%
		011010055041						01101005504				
South Industrial Boulevard from US 82 to Autauga County Road 4	14	010010207001	1,784	446	25.0%	234	13.1%	01001020700	2,110	16.6%	61	2.9%

Source: MPO Staff

Project Description	Map ID	U.S. Census Block Group						U.S. Census Tract				
		Adjacent or Intersected Block Groups	Total Population in US Census Block Groups	Total Minority Population in US Census Block Groups	% Minority Population	Total Senior (Age 62+) Population in US Census Block Groups	% Senior Population	Tracts Adjacent or Intersected by Project	Total Households	% Poverty	Households with No Vehicle in US Census Tracts	% No Vehicle
Widen Atlanta Highway to a 6 lane urban arterial from Perry Hill Rd to East Blvd (US-231)	15	011010027001					01101002700	2,110	16.6%	61	2.9%	
		011010027004										
		011010026004										
		011010026002										
		011010027002										
		011010027003	6,754	1,501	22.2%	1727	25.6%	01101002600	2,534	2.4%	14	0.6%
Ryan Rd from Vaughn Rd to Chantilly Pkwy	16	011010055032	772	218	28.2%	93	12.0%	01101005503	2,467	6.2%	19	0.8%
Widen Marler Rd from 2-lanes to 3-lanes from US80 to Okfuski Rd	17							01101005502	404	24.1%	10	2.5%
		011010055021										
		011010055041	2,297	520	22.6%	282	12.3%	01101005504	419	3.9%	-	0.0%

Source: MPO Staff

Appendix D – Social and Environmental Factors Equity Report

Table D-1												
Project Description	Map ID	Block Groups Adjacent or Intersected by Project	Functional Obsolete or Structurally Deficient Bridge	Wetland	Floodplain	Hazardous Site or Landfill	Cemetery	School or Daycare	Historic Site or District	Hospital	Libraries, YMCA, Parks, or Community Center	
US 82 from SR 14 to US 31 in Prattville	1	010010206001 010010206002 010010207001	Yes	Yes	Yes	No	Yes	No	No	No	No	
Extend service road along SR 9/Northern Blvd NB from Hackel Dr to Plantation Way and SB from Lagoon Park Dr to existing service road.	2	011010054021 011010053021 011010053022	No	No	No	No	No	Yes	No	No	Yes	
SR 14 from 0.5 miles west of CR 3 (Ingram Rd) to Coosada Pkwy (CR-153)	3	010510312002 010510311003 010510310002 010510309023	No	No	No	No	No	Yes	No	No	No	
SR 14 add lane from East of Elmore at Lucky Town Rd to Calloway Creek	4	010510309021 010510312001 010510309022	No	Yes	Yes	No	Yes	Yes	No	No	No	
Widen and resurface McQueen Smith Rd from SR 3/US 31 to Cobbs Ford Rd (UT/RW)	5	010010205001	No	No	No	No	No	Yes	No	No	Yes	
Widen Redland Rd from US 231 to Riflerange Rd from a 2 to a 4 lane- includes intersection improvements at SR 8 to CR 8	7	010510307011	Yes	Yes	Yes	No	No	No	No	No	No	
Resurface and Covert Adams Ave from Decatur St to South Court St and Washington Ave from Decatur St to South Court St and Lee St from one-way to two-way	8	011010002001 011010001001	No	No	No	Yes	No	Yes	Yes	No	Yes	
Convert S. Court St from Fairview to Arba St from One-way to Two-way	9	011010007002 011010013001 011010007001	No	No	Yes	No	No	Yes	Yes	No	Yes	
Widen and Resurface Zelda Rd from Ann St to Carter Hill Rd (PE/CN)	10	011010033011 011010033012	No	No	Yes	No	No	Yes	No	No	Yes	
Widen and Resurface Perry Hill Rd from Harrison Rd to Atlanta Hwy	11	011010027001 011010017001	No	No	No	No	No	Yes	No	Yes	Yes	
US 80 from the Waugh intersection to the Marler Rd intersection	12	011010055021 011010055041	No	No	No	No	No	No	No	No	No	
Traffic Study on US 80 from Waugh to Marler Rd	13	011010055021 011010055041	No	No	No	No	No	No	No	No	No	
South Industrial Boulevard from US 82 to Autauga County Road 4	14	010010207001	No	Yes	No	No	No	Yes	No	No	No	

Project Description	Map ID	Block Groups Adjacent or Intersected by Project	Functional Obsolete or Structurally Deficient Bridge	Wetland	Floodplain	Hazardous Site or Landfill	Cemetery	School or Daycare	Historic Site or District	Hospital	Libraries, YMCA, Parks, or Community Center
Widen Atlanta Highway to a 6 lane urban arterial from Perry Hill Rd to East Blvd (US-231)	15	011010027001 011010027004 011010026004 011010026002 011010027002 011010027003	Yes	No	No	No	No	Yes	No	No	Yes
Ryan Rd from Vaughn Rd to Chantilly Pkwy	16	011010055032	No	Yes	No	No	Yes	Yes	No	Yes	Yes
Widen Marler Rd from 2-lanes to 3-lanes from US80 to Okfuski Rd	17	011010055021 011010055041	No	Yes	No	No	Yes	Yes	No	No	Yes

Source: MPO Staff

Appendix E – 2012 Montgomery MPO Bicycle and Pedestrian Plan Bicycle Routes and Connectors

Table E-1: 2012 Montgomery MPO Bicycle and Pedestrian Plan Bicycle Routes and Connectors

#	Name	Segment	Bikeway Type	Traffic Control Device	Road Name	From	To	Miles	Direct Access to/from a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Direct Access to a Park	Direct Access to a Point of Interest	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Vegetation Connector and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Direct Access to Major Employment	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score	
									4	2	2	4	4	4	3	2	2	N/A	5	2	5	1	40	40	
1	AUM/ Eastdale Mall	1	BL	BL	University Dr	Brown Springs Rd	Oliver Dr	0.63	0	0	2	4	4	0	3	0	0	2	1	0	0	1	15	15.6	
		2	SR	Signs	Oliver Dr	University Dr	Bell Rd		0.21	0	0	2	0	0	0	0	0	0	10	1	0	0	1		4
		3	SR	SLM&S	Bell Rd	Oliver Dr	Monticello Dr		0.11	0	0	2	0	0	0	0	0	0	10	1	0	2	1		6
		4	SR	Signs	Monticello Dr	Bell Rd	Greystone Dr		0.28	0	2	2	0	0	0	0	0	0	14	1	0	5	1		11
		5	SR	Signs	Greystone Dr	Monticello Dr	Monticello Dr		0.20	0	2	2	0	0	0	3	0	0	14	1	0	5	1		14
		6	SR	Signs	Monticello Dr	Greystone Dr	Shirley Ln		0.45	0	2	2	0	0	0	3	0	0	582	4	0	5	1		17
		7	SR	SLM&S	Shirley Ln	Monticello Dr	Eastdale Rd		0.36	0	2	2	0	0	0	3	0	0	847	4	2	5	1		19
		8	SR	SLM&S	Eastdale Rd	Shirley Ln	Atlanta Hwy		0.81	0	2	2	0	0	0	3	0	0	1,852	4	2	5	1		19
		9	SR	SUP	Atlanta Hwy	Eastdale Rd	Eastdale Circle Access		0.09	0	2	2	0	0	0	3	0	0	1,330	5	0	2	1		15
		10	C	C1	Eastdale Circle Access	Atlanta Hwy	Atlanta Hwy		0.01	0	2	2	0	0	0	3	0	1	941	5	0	0	1		14
		11	BL	BL	Eastdale Circle Access	Atlanta Hwy	Eastdale Circle		0.08	0	2	2	0	0	0	3	0	0	1,357	5	0	0	1		13
		12	BL	BL	Eastdale Circle Access	Eastdale Circle	Dunbarton Rd		0.35	0	2	2	0	0	0	3	0	0	1,682	5	0	0	1		13
		13	SR	Signs	Dunbarton Rd	Eastdale Circle	Wares Ferry Rd		0.41	0	2	2	4	0	0	3	0	0	1,332	5	2	0	1		19
		14	SR	SLM&S	Wares Ferry Rd	Dunbarton Rd	McLemore Dr		2.91	4	2	2	4	0	0	3	0	0	643	2	2	2	1		22
		15	SR	Signs	McLemore Dr	Wares Ferry Rd	Atlanta Hwy		2.14	0	2	2	4	4	0	3	0	0	668	2	2	2	1		22
		16	SR	C2	McLemore Dr/Brown Springs Rd	Atlanta Hwy	Atlanta Hwy		0.03	0	2	2	4	4	0	3	0	1	1,103	5	0	2	1		24
		17	BL	BL	Brown Springs Rd	Atlanta Hwy	University Dr		0.64	0	0	2	4	4	0	3	0	0	1,166	4	0	0	1		18



#	Name	Segment	Bikeway Type	Traffic Control Device	Road Name	From	To	Miles	Direct Access to/from a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Direct Access to a Park	Direct Access to a Point of Interest	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connector and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Direct Access to Major Employment	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score
									4	2	2	4	4	4	3	2	2	N/A	5	2	5	1	40	40
2	ASF	1	BL	BL	Bell Rd***	Old Creek Rd	Vaughn Rd	0.46	4	2	2	0	4	0	3	0	0	750	4	0	2	1	22	17.9
		2	SR	C2	Bell Rd	Vaughn Rd	Vaughn Rd	0.02	0	2	2	0	4	0	3	0	1	490	5	2	2	1	22	
		3	SR	SLM&S	Bell Rd	Vaughn Rd	Old Post Ln	2.05	4	2	2	0	4	0	3	0	0	559	2	2	2	1	22	
		4	SR	Signs	Young Meadows Rd**	Bell Rd	Meadow Lark Dr	0.25	0	2	2	0	0	0	0	0	0	8	1	0	0	1	6	
		5	SR	SLM&S	Young Meadows Rd***	Meadow Lark Dr	Shared-Use Path	1.00	0	2	2	4	0	0	3	0	0	39	1	0	0	1	13	
		6	SR	SUP	Shared-Use Path	Young Meadows Rd	St. James School Rd	0.27	0	2	2	4	0	0	3	0	0	17	1	0	0	1	13	
		7	SR	SLM&S	St. James School Rd	Shared-Use Path	Vaughn Rd	0.32	4	2	2	4	0	0	3	0	0	74	2	0	0	1	18	
		8	C	C1	St. James School Rd	Vaughn Rd	Vaughn Rd	0.02	4	2	2	4	4	0	3	0	1	68	5	0	0	1	26	
		9	SR	Signs	Festival Dr	Vaughn Rd	Festival Dr (split)	0.29	4	2	2	4	4	0	3	0	0	68	2	0	0	1	22	
		10	SR	Signs	Festival Dr (NB)	Festival Dr (split)	Festival Dr	0.56	0	2	2	4	4	0	3	0	0	220	2	0	0	1	18	
		11	SR	Signs	Museum Dr	Festival Dr (NB)	Festival Dr (SB)	0.04	0	2	2	4	4	0	3	0	0	219	5	0	0	1	21	
		12	SR	Signs	Festival Dr (SB)	Museum Dr	Festival Dr (split)	0.46	0	2	2	4	4	0	3	0	0	219	2	0	0	1	18	
		13	SR	Signs	Festival Dr	Festival Dr (NB)	Woodmere Blvd	0.19	0	2	2	4	4	0	3	0	0	238	3	0	0	1	19	
		14	BL	BL	Woodmere Blvd	Festival Dr	Woodmere Loop	0.40	0	2	2	4	4	0	3	0	0	39	1	0	2	1	19	
		15	SR	Signs	Woodmere Loop	Woodmere Blvd	Sagewood Dr	0.14	0	2	2	4	0	0	3	0	0	10	1	0	0	1	13	
		16	SR	Signs	Sagewood Dr	Woodmere Loop	Old Creek Rd	0.12	0	2	2	4	0	0	3	0	0	14	2	0	0	1	14	
		17	SR	Signs	Old Creek Rd	Sagewood Dr	Bell Rd	0.60	4	2	2	0	4	0	3	0	0	280	2	0	0	1	18	



#	Name	Segment	Bikeway Type	Traffic Control Device	Road Name	From	To	Miles	Direct Access to/from a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Direct Access to a Park	Direct Access to a Point of Interest	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connector and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Direct Access to Major Employment	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score	
									4	2	2	4	4	4	3	2	2	N/A	5	2	5	1	40	40	
3	Blue Ridge-Redland	1	SR	Signs*	Firetower Rd (CR 59)	Redland Rd	Tallahassee Hwy	3.89	0	0	0	0	0	0	0	0	0	25	1	0	5	0	6	17.4	
		2	SR	Signs*	Tallassee Hwy (SR 14)	Firetower Rd	US 231	2.28	0	0	2	0	4	0	0	0	0	530	2	0	2	1	11		
		3	SR	C2		Tallassee Hwy (SR 14)	US 231	US 231	0.04	0	0	2	0	4	0	0	0	1	173	5	2	2	1		17
		4	SR	Signs*		US 231	Coosa River Pkwy (SR 14)	Company St	0.05	0	0	2	0	4	0	0	0	0	139	5	2	0	1		14
		5	SR	Signs*		Company St	US 231	Orline St	1.06	0	2	2	4	4	4	0	0	0	804	3	2	5	1		27
		6	SR	Signs		Orline St	Company St	Spring St	0.00	0	2	2	4	4	4	0	0	0	620	5	0	5	1		27
		7	SR	Signs		Company St	Spring St	Hill St	0.09	0	2	2	4	4	4	0	0	0	680	5	0	5	1		27
		8	SR	Signs		Hill St	Company St	Bridge St	0.01	0	2	2	4	4	4	0	0	0	669	5	0	5	1		27
		9	SR	SLM&S		Bridge St	Hill St	Main St	0.06	0	2	2	4	4	4	0	0	0	697	5	2	2	1		26
		10	BL	BL		Main St	Bridge St	US 231	0.69	0	2	2	4	4	0	0	0	0	986	4	2	2	1		21
		11	SR	C2		E. Main St	US 231	US 231	0.07	0	0	2	0	4	0	0	0	1	173	4	2	0	1		14
		12	SR	Signs*		US 231	Main St	Old Montgomery Hwy	0.21	0	0	2	0	4	0	0	0	0	269	4	2	0	1		13
		13	SR	C2		Old Montgomery Hwy	US 231	US 231	0.03	0	0	2	0	0	0	0	0	1	186	5	0	0	1		9
		14	SR	SLM&S		Old Montgomery Hwy	US 231	Jasmine Hill Rd	0.35	0	0	2	0	0	0	0	0	0	295	3	0	5	1		11
		15	SR	SLM&S		Jasmine Hill Rd	Old Montgomery Hwy	Old Jasmine Hill Rd	4.00	0	0	0	0	4	0	0	0	0	132	1	0	5	1		11
4	Deatsville	1	SR	Signs*	Foxwood Rd (CR 40)	Alpha Springs Rd (CR 85)	Ingram Rd	1.59	0	0	2	0	0	0	0	2	0	10	1	0	2	1	8	7.3	
		2	SR	Signs*	Ingram Rd	Foxwood Rd (CR 40)	Cypress Rd	2.53	4	0	2	0	0	0	0	2	0	154	1	0	2	1	12		
		3	SR	Signs*	Ingram Rd	Cypress Rd	Myrick Rd	1.84	0	0	2	0	0	0	0	0	0	3	1	0	2	1	6		
		4	SR	Signs*	Myrick Rd	Ingram Rd	Deatsville Hwy	1.49	0	0	2	0	0	0	0	0	0	3	1	0	2	1	6		
		5	SR	Signs*	Deatsville Hwy	Myrick Rd	Ross Rd	1.01	0	0	2	4	0	0	0	0	0	1	1	0	2	1	10		
		6	SR	Signs*	Ross Rd**	Deatsville Hwy	Gunnells Rd	1.26	0	0	0	4	0	0	0	0	0	0	2	1	0	0	0		5
		7	SR	Signs*	Gunnells Rd**	Ross Rd	CR 39	0.17	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0		3
		8	SR	Signs*	CR 39	Gunnells Rd	Alpha Springs Rd (CR 85)	2.59	0	0	0	0	0	0	0	2	0	0	31	1	0	5	0		8
		9	SR	Signs*	Alpha Springs Rd (CR 85)	CR 39	Foxwood Rd (CR 40)	3.76	0	0	0	0	0	0	0	2	0	0	6	1	0	5	0		8



#	Name	Segment	Bikeway Type	Traffic Control Device	Road Name	From	To	Miles	Direct Access to/from a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Direct Access to a Park	Direct Access to a Point of Interest	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connector and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Direct Access to Major Employment	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score	
									4	2	2	4	4	4	3	2	2	N/A	5	2	5	1	40	40	
5	East Montgomery	1	SR	SLM&S	Ryan Rd	Wal-Mart Entrance	Vaughn Rd	0.84	0	0	2	0	0	0	0	0	0	76	1	0	2	1	6	12.0	
		2	SR	C2	Ryan Rd	Vaughn Rd	Vaughn Rd	0.01	0	0	2	0	0	0	0	0	0	1	73	5	0	2	0		10
		3	SR	BL		Vaughn Rd	Ray Thorington Rd	Ryan Rd	2.01	0	2	2	0	0	0	0	0	0	204	2	2	2	1		11
		4	SR	C2		Ray Thorington Rd	Vaughn Rd	Vaughn Rd	0.01	0	2	2	0	0	0	0	0	1	46	5	0	2	1		13
		5	SR	SLM&S		Ray Thorington Rd	Vaughn Rd	Park Crossing	2.16	4	2	2	4	0	0	0	0	0	160	1	0	2	1		16
		6	BL	BL		Park Crossing	Ray Thorington Rd	Jim Wilson ES	1.14	0	2	2	4	0	0	0	2	0	35	1	0	0	1		12
		7	BL	BL		Park Crossing	Jim Wilson ES	Taylor Rd	2.34	0	0	2	0	0	0	0	2	0	0	0	0	0	1		5
		8	C	C2		Shared-Use Path	Taylor Rd	Taylor Rd	0.01	0	0	2	0	0	0	0	0	1	0	0	0	0	1		4
		9	SUP	SUP		Taylor Rd	Plantation Crossing	Park Crossing	1.29	0	0	2	0	0	0	3	2	0	518	2	0	2	1		12
		10	C	C2		Plantation Crossing	Taylor Rd	Taylor Rd	0.01	0	0	2	0	0	0	3	0	1	488	5	0	0	1		12
		11	SUP	SUP		Plantation Crossing	Taylor Rd-Shared-Use Path	Shared-Use Path	0.11	0	0	2	0	0	0	3	0	0	540	5	0	0	1		11
		12	SUP	SUP		Shared-Use Path	Plantation Crossing	Vaughn Rd-Shared-Use Path	0.23	0	0	2	0	0	0	3	0	0	1,084	5	0	0	1		11
		13	SUP	SUP		Vaughn Rd-Share Use Path	Shared-Use Path	Seaton Blvd	0.14	0	0	2	0	0	0	3	0	0	1,283	5	0	2	1		13
		14	C	C1		Vaughn Rd	Seaton Blvd	Halcyon Park Dr	0.02	0	0	2	0	0	0	3	0	1	1,018	5	0	0	1		12
		15	SR	SLM&S		Halcyon Park Dr	Vaughn Rd	Parkview Dr	0.38	0	2	2	4	0	0	3	0	0	1,666	5	0	0	1		17
		16	SR	SLM&S		Parkview Dr	Halcyon Park Dr	Berryhill Rd	1.02	4	2	2	4	0	0	3	0	0	1,416	4	0	1	1		21
		17	BL	BL		Berryhill Rd	Parkview Dr	Eastchase Ln	0.17	4	2	2	0	0	0	3	0	0	1,318	5	0	5	1		22
		18	BL	BL		Eastchase Ln	Berryhill Rd	Eastchase Pkwy	0.69	0	2	2	0	0	0	3	0	0	1,714	4	0	0	1		12
		19	BL	BL		Eastchase Pkwy	Eastchase Ln	Minnie Brown Rd	1.18	0	2	2	4	0	0	0	0	0	474	2	0	2	1		13
		20	SR	SLM&S		Minnie Brown Rd	Eastchase Pkwy	Shared-Use Path	0.24	0	0	2	4	0	0	0	0	0	268	3	0	0	1		10
		21	SUP	SUP		Shared-Use Path	Minnie Brown Rd	Ryan Rd	1.37	0	0	2	4	0	0	0	0	0	255	2	0	0	1		9



#	Name	Segment	Bikeway Type	Traffic Control Device	Road Name	From	To	Miles	Direct Access to/from a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Direct Access to a Park	Direct Access to a Point of Interest	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connector and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Direct Access to Major Employment	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score	
									4	2	2	4	4	4	3	2	2	N/A	5	2	5	1	40	40	
6	West Prattville	1	SR	Signs*	Selma Hwy (SR 14)	Golson Rd	Old Autaugaville Rd	2.10	0	0	0	0	0	0	0	0	0	12	1	2	2	1	6	6.9	
		2	SR	Signs*	Old Autaugaville Rd	Selma Hwy (SR 14)	US 82	1.57	0	0	0	0	0	0	0	0	0	35	1	2	0	1	4		
		3	SR	C2		Old Autaugaville Rd	US 82	US 82	0.03	0	0	0	0	0	0	0	1	22	3	0	2	1	7		
		4	SR	Signs*		Gin Shop Hill Rd	US 82	Carter Rd	0.21	0	0	0	0	4	0	0	0	25	2	0	5	1	12		
		5	SR	Signs*		Carter Rd	Gin Shop Hill Rd	US 82	0.18	0	0	0	0	4	0	0	0	28	2	0	0	1	7		
		6	SR	C2		Carter Rd	US 82	US 82	0.01	0	0	0	0	4	0	0	1	25	5	0	1	1	12		
		7	SR	Signs*		US 82	Carter Rd	Northington Rd	0.06	0	0	0	0	4	0	0	0	25	2	0	1	1	8		
		8	SR	C2		Northington Rd	US 82	US 82	0.02	0	0	0	0	4	0	0	1	25	3	0	1	1	10		
		9	SR	Signs*		Northington Rd	US 82	Red Eagle Rd	1.63	0	0	0	0	0	0	0	0	32	1	0	0	1	2		
		10	SR	Signs*		Red Eagle Rd	Northington Rd	Indian Hills Rd	0.42	0	0	2	0	0	0	0	0	1	1	0	0	1	4		
		11	SR	Signs*		Indian Hills Rd	Red Eagle Rd	Golson Rd	1.19	0	2	2	0	0	0	0	0	7	1	2	5	1	13		
		12	SR	Signs*		Golson Rd	Indian Hills Rd	Selma Hwy (SR 14)	4.37	4	2	2	0	0	0	0	0	36	1	0	5	1	15		
7	Elmore-Holtville	1	SR	Signs*	Possom Trot Rd	Coosa River Rd	Lightwood Rd	1.80	0	0	2	0	0	0	0	0	3	1	0	0	0	3	9.6		
		2	SR	Signs*	Lightwood Rd	Possom Trot Rd	Holtville Rd	1.83	0	2	2	0	4	0	0	2	0	129	1	0	2	0		13	
		3	SR	C2		Holtville Rd	Lightwood Rd	Ceasarville Rd (CR 23)	0.08	0	2	2	0	4	0	0	2	0	124	4	0	2		0	16
		4	SR	Signs*		Ceasarville Rd (CR 23)	Holtville Rd	Flatwood Rd	3.30	0	2	2	0	4	0	0	2	0	126	1	2	2		0	15
		5	SR	Signs*		Flatwood Rd	Ceasarville Rd (CR 23)	Hickory Dr	0.43	0	0	0	0	0	0	0	2	0	0	0	0	5		0	7
		6	SR	Signs*		Flatwood Rd	Hickory Dr	Mehearg Rd	1.75	0	0	2	0	0	0	0	2	0	6	1	0	5		0	10
		7	SR	Signs*		Mehearg Rd	Flatwood Rd	White Rd	1.62	0	2	2	0	0	0	0	2	0	16	1	0	5		0	12
		8	SR	Signs*		White Rd	Mehearg Rd	Baltzer Rd	0.20	0	2	2	0	0	0	0	0	14	1	0	2	0		7	
		9	SR	Signs*		Baltzer Rd	White Rd	1st Ave	1.73	0	2	2	0	0	0	0	2	0	42	1	2	0		0	9
		10	SR	Signs		1st Ave	Baltzer Rd	SR 143	0.29	0	0	2	0	0	0	0	0	0	32	2	0	5		1	10
		11	SR	Signs*		SR 143	1st Ave	Coosa River Rd	4.87	0	0	2	0	0	0	0	0	393	1	0	2	0		5	
		12	SR	Signs*		Coosa River Rd	SR 143	Poosum Trot Rd	4.06	0	0	0	0	0	0	0	2	0	16	1	0	5		0	8



#	Name	Segment	Bikeway Type	Traffic Control Device	Road Name	From	To	Miles	Direct Access to/from a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Direct Access to a Park	Direct Access to a Point of Interest	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connector and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Direct Access to Major Employment	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score	
									4	2	2	4	4	4	3	2	2	N/A	5	2	5	1	40	40	
8	Elmore-Millbrook - Coosada	1	SR	Signs*	Mercer Rd	Ingram Rd	Politic Rd	2.80	0	0	2	0	0	0	0	0	0	8	1	0	0	1	4	11.4	
		2	SR	Signs*	Politic Rd	Mercer Rd	Jackson St	0.71	0	0	2	0	4	0	0	0	0	0	30	1	0	0	1		8
		3	SR	Signs	Jackson St	Politic Rd	Lucky Town Rd	0.02	0	0	2	0	4	0	0	0	0	0	27	3	0	0	1		10
		4	SR	Signs	Lucky Town Rd	Jackson St	Rucker Rd	0.10	0	0	2	0	4	0	0	0	2	0	27	2	0	0	1		11
		5	SR	Signs*	Rucker Rd	Luck Town Rd	Pecan Grove Rd	2.08	0	0	2	0	4	0	0	0	2	0	49	1	0	2	1		12
		6	SR	Signs*	Pecan Grove Rd	Rucker Rd	Upper Gibson Town Rd	0.92	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1		3
		7	SR	Signs*	Upper Gibson Town Rd	Pecan Grove Rd	Airport Rd	1.19	0	0	2	0	0	0	0	0	2	0	11	1	0	0	1		6
		8	SR	Signs*	Airport Rd	Upper Gibson Town Rd	Kennedy Ave	0.43	0	2	2	0	0	0	0	0	2	0	9	1	0	2	1		10
		9	SR	Signs*	Kennedy Ave	Airport Rd	Coosada Rd	1.19	0	2	2	0	0	0	0	0	2	0	55	1	0	0	1		8
		10	SR	Signs*	Coosada Rd	Kennedy Ave	Coosada Pkwy	0.25	0	2	2	0	0	0	0	0	2	0	72	2	0	2	1		11
		11	SR	Signs*	Coosada Pkwy	Coosada Rd	Prattville Junction Rd	2.14	0	0	2	0	0	0	0	0	2	0	60	1	0	2	1		8
		12	SR	Signs*	Prattville Junction Rd	Coosada Pkwy	Caroline Dr	0.53	0	0	2	0	4	0	0	0	2	0	0	0	0	0	1		9
		13	SR	Signs*	Caroline Dr	Prattville Junction Rd	Sandtown Rd	0.12	0	0	2	0	4	0	0	0	2	0	0	0	0	0	1		9
		14	BL	BL	Sandtown Rd	Caroline Dr	Coosada Rd	1.20	0	2	2	0	4	0	0	0	2	0	36	1	0	0	1		12
		15	BL	BL	Airport Rd	Coosada Rd	Chapman Rd	0.66	0	2	2	0	4	0	0	0	0	0	39	1	0	5	1		15
		16	SR	SLM&S	Chapman Rd	Airport Rd	Main St	1.02	4	2	2	0	4	0	0	0	2	0	278	2	2	5	1		24
		17	BL	BL	Main St***	Chapman Rd	SR 14	1.24	4	2	2	4	4	0	0	0	2	0	994	3	2	2	1		26
		18	SR	C2	Deatsville Hwy/Main St***	SR14	SR 14	0.04	0	2	2	4	4	0	0	0	0	1	759	5	2	2	1		23
		19	BL	BL	Deatsville Hwy***	SR 14	Canton Rd	0.55	0	2	2	4	4	0	0	0	0	0	781	4	0	2	1		19
		20	SR	Signs	Canton Ct	Deatsville Hwy	Thornfield Dr	0.03	0	2	2	0	0	0	0	0	0	0	48	4	0	0	1		9
		21	SR	Signs	Thornfield Dr	Canton Ct	Ingram Rd	0.67	0	2	2	0	0	0	0	0	0	0	39	1	0	0	1		6
		22	SR	Signs*	Ingram Rd	Thornfield Dr	Mercer Rd	1.67	0	2	2	0	0	0	0	0	0	0	21	1	0	2	1		8



#	Name	Segment	Bikeway Type	Traffic Control Device	Road Name	From	To	Miles	Direct Access to/from a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Direct Access to a Park	Direct Access to a Point of Interest	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connector and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Direct Access to Major Employment	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score
									4	2	2	4	4	4	3	2	2	N/A	5	2	5	1	40	40
9	Historic Circulator	1	BL	BL	Hall St*	Adams Ave	I-85	0.53	4	2	2	4	4	0	3	0	0	891	4	2	5	1	31	27.8
		2	SR	C2	Hall St**	I-85	I-85	0.10	0	2	2	4	4	0	3	0	2	163	4	0	5	1	27	
		3	BL	BL	Hall St**	I-85	Carter Hill Rd	0.40	0	2	2	4	4	0	3	0	0	108	2	0	5	1	23	
		4	BL	BL	Carter Hill Rd**	Hall St	College St	0.35	4	2	2	4	4	0	3	0	0	680	4	0	2	1	26	
		5	SR	SLM&S	College St**	Carter Hill Rd	E. Fairview Ave	0.48	4	2	2	4	4	4	3	0	0	821	4	0	0	1	28	
		6	BL	BL	E. Fairview Ave**	College St	Cloverdale Rd	0.40	4	2	2	4	4	4	3	0	0	424	3	2	2	1	31	
		7	SR	Signs	Cloverdale Rd**	E. Fairview Ave	E. Edgemont Dr	0.52	0	2	2	4	4	4	3	0	0	257	2	2	5	1	29	
		8	SR	SLM&S	E. Edgemont Ave	Cloverdale Rd	Norman Bridge Rd	0.41	0	2	2	4	4	4	3	0	0	268	3	0	5	1	28	
		9	SR	SLM&S	Norman Bridge Rd	E. Edgemont Ave	Arlington Rd	0.42	0	2	2	4	4	0	3	0	0	202	2	2	2	1	22	
		10	SR	Signs	Arlington Rd	Norman Bridge Rd	Gilmer Ave	0.28	0	2	2	4	4	0	3	0	0	112	2	2	5	1	25	
		11	SR	Signs	Gilmer Ave***	Arlington Rd	Clanton Ave	0.59	0	2	2	4	4	4	3	0	0	341	3	2	5	1	30	
		12	SR	Signs	Clanton Ave	Gilmer Ave	S Perry St	0.13	0	2	2	4	4	4	3	0	0	129	3	0	5	1	28	
		13	BL	BL	S Lawrence St (SB)***	Clanton Ave	E Cromwell St	0.24	0	2	2	4	4	4	3	0	0	707	5	0	2	1	27	
		14	BL	BL	S. Perry St (NB)***	Clanton Ave	E Cromwell St	0.24	0	2	2	4	4	4	3	0	0	622	5	0	2	1	27	
		15	SR	Signs	E Cromwell St	S Lawrence St	Edgar D Nixon Ave	0.41	4	2	2	4	4	4	3	0	0	861	4	2	5	1	35	
		16	SR	SLM&S	Edgar D Nixon Ave***	W Cromwell St	Early St	0.25	4	2	2	4	4	0	3	0	0	200	3	0	5	1	28	
		17	SR	Signs	Early St	Edgar D Nixon Ave	S Holt St	0.46	4	2	2	4	4	0	3	0	0	159	2	2	5	1	29	
		18	SR	Signs	S Holt St	Early St	W Jeff Davis Ave	0.50	4	2	2	4	4	0	3	0	0	227	2	2	5	1	29	
		19	SR	Signs	W. Jeff Davis Ave***	S Holt St	Holcombe St	0.52	4	2	2	4	4	0	3	0	0	467	3	2	5	1	30	
		20	SR	Signs	Holcombe St	W Jeff Davis Ave	I-85	0.08	0	2	2	4	4	0	3	0	0	343	5	0	0	1	21	
		21	SR	C2	Holcombe St	I-85	I-85	0.06	0	2	2	0	4	0	3	0	2	320	5	0	0	1	19	
		22	SR	Signs	Holcombe St	I-85	Church St	0.39	4	2	2	4	4	0	3	0	0	1,326	5	0	0	1	25	
		23	SUP	SUP	Church St	Holcombe St	Molton St	0.13	4	2	2	4	4	0	3	0	0	2,791	5	0	5	1	30	
		24	SR	SLM&S	Molton St	Church St	Montgomery St	0.11	4	2	2	4	4	0	3	0	0	2,991	5	0	0	1	25	
		25	BL	BL	Montgomery St***	Molton St	Court Square	0.16	4	2	2	4	4	0	3	0	0	5,076	5	2	2	1	29	
		26	BL	BL	Court Square**	Montgomery St	Dexter Ave	0.04	4	2	2	4	4	4	3	0	0	5,146	5	2	5	1	36	
		27	BL	BL	Dexter Ave**	Court Square	Bainbridge St	0.44	4	2	2	4	4	4	3	0	0	11,606	5	2	5	1	36	
		28	BL	BL	Bainbridge St	Dexter Ave	Adams Ave	0.16	0	2	2	4	4	0	3	0	0	7,354	5	0	5	1	26	
		29	BL	BL	Adams Ave	Bainbridge St	Hall St	0.56	4	2	2	0	4	0	3	0	0	6,758	5	2	2	1	25	



#	Name	Segment	Bikeway Type	Traffic Control Device	Road Name	From	To	Miles	Direct Access to/from a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Direct Access to a Park	Direct Access to a Point of Interest	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connector and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Direct Access to Major Employment	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score
									4	2	2	4	4	4	3	2	2	N/A	5	2	5	1	40	40
10	Midtown to Downtown	1	SR	SLM&S	Fieldcrest Dr**	Vaughn Rd	McGehee Rd	1.23	4	2	2	4	0	0	3	0	0	258	2	2	2	1	22	28.1
		2	SR	SLM&S	McGehee Rd**	Fieldcrest Dr	Woodley Rd	1.34	4	2	2	0	4	0	3	0	0	592	2	2	2	1	22	
		3	SR	SLM&S	Woodley Rd**	McGehee Rd	Glen Gratten Dr	0.69	4	2	2	4	4	0	3	0	0	87	2	2	2	1	26	
		4	SR	Signs	Glen Gratten Dr**	Woodley Rd	Edgemont Ave	0.44	0	2	2	4	4	0	3	0	0	32	1	0	5	1	22	
		5	SR	Signs	Edgemont Ave**	Glen Gratten Dr	Cloverdale Rd	0.23	0	2	2	4	4	4	3	0	0	35	2	0	5	1	27	
		6	SR	Signs	Cloverdale Rd**	E. Edgemont Ave	Magnolia Curve	0.65	0	2	2	4	4	4	3	0	0	342	3	2	5	1	30	
		7	SR	SLM&S	Cloverdale Rd	Magnolia Curve	Felder Ave	0.43	0	2	2	4	4	4	3	0	0	466	3	2	2	1	27	
		8	SR	Signs	Felder Ave	Cloverdale Rd	Ridge Ave	0.08	0	2	2	4	4	4	3	0	0	191	4	0	2	1	26	
		9	SR	Signs	Felder Ave	Ridge Ave	Perry St	0.53	0	2	2	4	4	4	3	0	0	307	3	0	5	1	28	
		10	BL	BL	S. Perry St***	Felder Ave	Arba St	0.69	0	2	2	4	4	4	3	0	0	1,596	4	2	2	1	28	
		11	SR	C2	S. Perry St	Arba St	South St	0.08	0	2	2	4	4	4	3	0	2	1,501	5	2	2	1	31	
		12	BL	BL	Perry St	South St	Madison Ave	0.78	4	2	2	4	4	4	3	0	0	8,857	5	2	2	1	33	
		13	SR	C2	Perry St	Madison Ave	Madison Ave	0.02	0	2	2	4	4	0	3	0	1	3,821	5	2	2	1	26	
		14	BL	BL	Perry St	Madison Ave	Columbus St	0.14	0	2	2	4	4	4	3	0	0	3,806	5	2	2	1	29	
		15	BL	BL	Columbus St	Perry St	Tallapoosa St	0.09	0	2	2	4	4	0	3	0	0	3,343	5	0	2	1	23	
		16	BL	BL	Tallapoosa St	Columbus St	Molton St	0.36	0	2	2	4	4	4	3	0	0	3,469	5	0	5	1	30	
		17	SR	SLM&S	Molton St	Tallapoosa St	Bibb St	0.10	4	2	2	4	4	0	3	0	0	3,030	5	0	5	1	30	
		18	SR	C2	Molton St	Bibb St	Bibb St	0.02	4	2	2	4	4	0	3	0	1	3,021	5	0	5	1	31	
		19	SR	SLM&S	Molton St	Bibb St	Montgomery St	0.10	4	2	2	4	4	0	3	0	0	3,383	5	0	5	1	30	
		20	BL	BL	Montgomery St***	Molton St	Court Square	0.16	4	2	2	4	4	0	3	0	0	5,076	5	2	2	1	29	
		21	BL	BL	Court Square***	Montgomery St	S. Court St	0.03	4	2	2	4	4	4	3	0	0	5,036	5	2	5	1	36	
		22	BL	BL	S. Court St***	Court Square	Adams Ave	0.17	4	2	2	4	4	4	3	0	0	5,597	5	0	2	1	31	
		23	SR	SLM&S	Adams Ave	S. Court St	S. Lawrence St	0.17	4	2	2	0	4	4	3	0	0	4,497	5	0	2	1	27	
		24	BL	BL	S. Lawrence St	Adams Ave	South St	0.47	4	2	2	4	4	4	3	0	0	6,117	5	0	1	1	30	
		25	SR	C2	S. Lawrence St	South St	Arba St	0.08	0	2	2	4	4	4	3	0	2	2,559	5	0	1	1	28	
		26	BL	BL	S. Lawrence St***	Arba St	Clanton Ave	0.55	0	2	2	4	4	4	3	0	0	1,648	5	0	2	1	27	
		27	SR	SLM&S	Clanton Ave	S. Lawrence St	Gilmer Ave	0.05	0	2	2	4	4	4	3	0	0	101	4	0	5	1	29	
		28	SR	Signs	Gilmer Ave***	Clanton Ave	Felder Ave	0.14	0	2	2	4	4	4	3	0	0	81	3	0	5	1	28	



#	Name	Segment	Bikeway Type	Traffic Control Device	Road Name	From	To	Miles	Direct Access to/from a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Direct Access to a Park	Direct Access to a Point of Interest	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connector and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Direct Access to Major Employment	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score
									4	2	2	4	4	4	0	3	2	2	N/A	5	2	5	1	40
11	Millbrook	1	BL	BL	Deatsville Hwy*	Ross Rd	SR 14	2.29	0	2	2	4	4	0	0	0	0	797	2	2	2	1	19	12.3
		2	SR	C2	Deatsville Hwy/Main St***	SR 14	SR 14	0.04	0	2	2	4	4	0	0	0	1	759	5	2	2	1	23	
		3	BL	BL	Main St***	SR 14	Grandview Rd	2.92	4	2	2	4	4	0	0	2	0	1,433	2	2	2	1	25	
		4	BL	BL	Grandview Rd	Main St	Oak Tree Rd	1.60	0	0	2	4	4	0	0	0	0	280	2	0	2	1	15	
		5	SR	SLM&S	Oak Tree Rd	Grandview Rd	SR 14	1.13	0	2	2	0	0	0	0	0	0	137	2	0	0	1	7	
		6	SR	C2	Oak Tree Rd	SR 14	SR 14	0.02	0	2	2	0	0	0	0	0	1	139	5	0	0	0	10	
		7	SR	SLM&S	Oak Tree Rd	SR 14	Dismukes Rd	0.18	0	2	2	0	0	0	0	0	0	225	4	0	0	0	8	
		8	SR	Signs*	Dismukes Rd	Oak Tree Rd	Old Prattville Rd	0.07	0	2	2	0	0	0	0	2	0	94	4	0	0	0	10	
		9	SR	Signs*	Old Prattville Rd	Dismukes Rd	Autauga/Elmore Line	1.53	0	2	2	0	0	0	0	2	0	95	1	0	5	0	12	
		10	SR	Signs*	Old Prattville Rd	Autauga/Elmore Line	Gunnells Rd	2.07	0	0	2	0	0	0	0	2	0	87	1	0	5	0	10	
		11	SR	Signs*	Gunnells Rd**	Old Prattville Rd (CR 39)	Ross Rd	0.17	0	0	0	0	0	0	0	2	0	2	1	0	0	0	3	
		12	SR	Signs*	Ross Rd**	Gunnells Rd	Deatsville Hwy	1.26	0	0	0	4	0	0	0	0	0	2	1	0	0	0	5	
12	Montgomery Midtown North	1	SR	Signs	Biltmore Ave	Federal Dr	Dalraida Pkwy	1.23	0	2	2	4	4	0	3	0	0	309	2	2	5	1	25	27.4
		2	SR	Signs	Dalraida Pkwy	Biltmore Ave	Dalraida Rd	0.42	4	2	2	0	4	0	0	0	0	73	2	0	5	1	20	
		3	SR	SLM&S	Dalraida Rd	Dalraida Pkwy	Atlanta Hwy	0.68	4	2	2	4	4	0	3	0	0	832	3	0	2	1	25	
		4	SR	C2	Dalraida Rd	Atlanta Hwy	Perry Hill Rd	0.02	4	2	2	4	4	0	3	0	1	846	5	2	0	1	28	
		5	BL	BL	Perry Hill Rd	Dalraida Rd	Harrison Rd	1.14	4	2	2	4	4	0	3	0	0	1,603	4	2	2	1	28	
		6	SR	SLM&S	Harrison Rd	Perry Hill Rd	Lincoln Rd	1.25	4	2	2	4	4	0	3	0	0	763	3	2	5	1	30	
		7	SR	Signs	Lincoln Rd	Harrison Rd	Highland Ave	0.38	0	2	2	0	4	0	3	0	0	489	4	0	5	1	21	
		8	BL	BL	Highland Ave	Lincoln Rd	Capital Pkwy	1.08	4	2	2	4	4	4	3	0	0	584	3	2	2	1	31	
		9	SR	SLM&S	Capital Pkwy	Highland Ave	Madison Ave	0.56	4	2	2	4	4	4	3	0	0	732	4	0	5	1	33	
		10	SR	C2	Capital Pkwy	Madison Ave	Madison Ave	0.02	0	2	2	4	4	4	3	0	1	48	4	0	5	1	30	
		11	SR	SLM&S	Capital Pkwy	Madison Ave	Yancey Ave	0.22	0	2	2	4	4	4	3	0	0	207	3	0	5	1	28	
		12	SR	Signs	Yancey Ave	Capital Pkwy	Federal Dr	0.74	4	2	2	4	4	0	3	0	0	646	3	2	5	1	30	
		13	BL	BL	Federal Dr	Yancey Ave	Biltmore Ave	0.55	4	2	2	4	4	0	3	0	0	351	3	2	2	1	27	



#	Name	Segment	Bikeway Type	Traffic Control Device	Road Name	From	To	Miles	Direct Access to/from a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Direct Access to a Park	Direct Access to a Point of Interest	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connector and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Direct Access to Major Employment	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score
									4	2	2	4	4	4	3	2	2	N/A	5	2	5	1	40	40
13	North Prattville	1	SR	C2	E. Main St**	S. Washington St	E. Main St	0.01	0	2	0	4	4	4	0	0	1	657	5	0	0	1	21	16.3
		2	BL	BL	E. Main St**	S. Washington St	Memorial Dr (US 31)	1.08	0	2	0	4	4	4	0	0	0	2,189	4	2	0	1	21	
		3	SR	C2	E. Main St	Memorial Dr (US 31)	Memorial Dr (US 31)	0.07	0	2	0	0	4	0	0	0	1	1,134	5	0	0	1	13	
		4	BL	BL	E. Main St**	Memorial Dr (US 31)	Sheila Blvd	1.45	0	2	2	4	4	0	0	0	0	1,594	3	2	0	1	18	
		5	SR	C2	Sheila Blvd	S. Memorial Dr (US 31)	S. Memorial Dr (US 31)	0.01	0	2	2	0	0	0	0	0	1	441	5	2	0	1	13	
		6	SR	SLM&S	Sheila Blvd	Cobbs Ford Rd	S Memorial Dr (US 31)	1.39	0	2	2	4	4	0	0	0	0	631	2	0	5	1	20	
		7	SR	Signs*	S Memorial Dr (US 31)	Sheila Blvd	Doster Rd	0.01	0	2	0	0	0	0	0	0	1	37	5	0	0	1	9	
		8	SR	C2	Doster Rd	S. Memorial Dr (US 31)	S. Memorial Dr (US 31)	0.18	0	2	0	0	0	0	0	0	0	58	2	0	0	1	5	
		9	SR	Signs*	Doster Rd	S. Memorial Dr (US 31)	S Washington St	0.02	0	2	0	0	0	0	0	0	1	50	4	0	0	1	8	
		10	SR	C2	Doster Rd	S Washington St	S Washington St	3.13	0	2	0	4	4	4	0	0	0	871	2	0	5	1	22	
		11	SR	SLM&S	S Washington St	Doster Rd	E. Main St	0.01	0	2	0	4	4	4	0	0	1	483	5	2	0	1	23	
		12	SR	C2	S Washington St	E. Main St	E. Main St	0.16	0	2	0	4	4	4	0	0	0	703	5	2	0	1	22	
14	Redland-Emerald Mountain	1	SR	Signs*	Rifle Range Rd	Dozier Rd	Peace Church Rd	0.67	0	2	2	0	0	0	0	2	0	23	1	0	2	0	9	6.8
		2	SR	Signs*	Peace Church Rd	Rifle Range Rd	Emerald Mountain Pkwy	1.44	0	2	2	0	0	0	0	2	0	61	1	0	0	0	7	
		3	SR	Signs	Emerald Mountain Pkwy	Peace Church Rd	Jackson Rd	1.40	0	2	2	0	0	0	0	0	52	1	0	0	0	5		
		4	SR	Signs*	Jackson Rd	Emerald Mountain Pkwy	Redland Rd	3.00	0	0	0	0	0	0	0	2	0	25	1	2	0	0	5	
		5	SR	Signs*	Redland Rd	Jackson Rd	Dozier Rd	0.93	0	0	0	0	0	0	0	2	0	26	1	0	2	0	5	
		6	SR	Signs*	Dozier Rd	Redland Rd	Rifle Range Rd	4.93	0	0	2	0	0	0	0	2	0	12	1	0	5	0	10	



#	Name	Segment	Bikeway Type	Traffic Control Device	Road Name	From	To	Miles	Direct Access to/from a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Direct Access to a Park	Direct Access to a Point of Interest	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connector and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Direct Access to Major Employment	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score	
									4	2	2	4	4	4	3	2	2	N/A	5	2	5	1	40	40	
15	Selma to Montgomery	1	BL	BL	Dexter Ave**	S. Bainbridge St	Court Square	0.46	4	2	2	4	4	4	3	0	0	11,708	5	2	5	1	36	25.3	
		2	BL	BL	Court Square**	Dexter Ave	Montgomery St	0.03	4	2	2	4	4	4	3	0	0	5,036	5	2	5	1	36		
		3	BL	BL	Montgomery St***	Court Square	N. Goldthwaite St	0.43	4	2	2	4	4	4	3	0	0	5,412	5	2	5	1	36		
		4	SR	C2		N. Goldthwaite St	Montgomery St	Mobile St	0.02	0	2	2	4	4	4	3	0	0	489	5	0	2	1		27
		5	SR	Signs		Mobile St	N. Goldthwaite St	Grady St	0.41	0	2	2	4	4	0	3	0	0	432	3	0	5	1		24
		6	SR	Signs		Grady St	Mobile St	S. Holt St	0.06	0	2	2	4	4	0	3	0	0	65	3	0	0	1		19
		7	SR	Signs		S. Holt St	Grady St	W. Jeff Davis Ave	0.20	4	2	2	4	4	0	3	0	0	151	3	0	5	1		28
		8	SR	Signs		W. Jeff Davis Ave	S. Holt St	Oak St	0.26	4	2	2	4	4	0	3	0	0	218	3	0	5	1		28
		9	SR	Signs		Oak St	W. Jeff Davis Ave	Fairview Ave	0.99	4	2	2	4	4	0	3	0	0	572	3	2	5	1		30
		10	SR	C2		Oak St	Fairview Ave	Fairview Ave	0.01	4	2	2	4	4	0	3	0	1	359	5	0	0	1		26
		11	BL	BL		Fairview Ave	Oak St	Mobile Hwy	0.75	4	2	2	4	4	0	3	0	0	1,397	4	2	2	1		28
		12	BL	BL		Mobile Hwy***	Fairview Ave	West Blvd	1.51	0	2	2	4	4	0	3	0	0	1,602	3	2	2	1		23
		13	SR	C2		Mobile Hwy	West Blvd	West Blvd	0.08	0	0	2	0	0	0	3	0	1	249	5	2	2	1		16
		14	SR	Signs*		Mobile Hwy	West Blvd	Selma Hwy (US 80)	1.14	0	2	2	0	0	0	3	0	0	446	2	2	2	1		14
		15	SR	C2		Mobile Hwy	Selma Hwy (US 80)	Selma Hwy (US 80)	0.03	0	2	0	0	0	0	3	0	1	199	5	2	2	1		16
		16	SR	Signs*		Selma Hwy (US 80)	Mobile Hwy	Montgomery County line	8.69	4	2	0	4	0	0	3	0	0	1,916	2	2	0	1		18



#	Name	Segment	Bikeway Type	Traffic Control Device	Road Name	From	To	Miles	Direct Access to/from a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Direct Access to a Park	Direct Access to a Point of Interest	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connector and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Direct Access to Major Employment	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score
									4	2	2	4	4	4	3	2	2	N/A	5	2	5	1	40	40
16	South Midtown	1	BL	BL	Carter Hill Rd	Robinson Hill Rd	Vaughn Rd	0.32	0	2	2	4	4	0	3	0	0	472	4	2	2	1	24	25.5
		2	BL	BL	Vaughn Rd	Carter Hill Rd	Fieldcrest Dr	1.19	4	2	2	4	4	0	3	0	0	637	3	2	2	1	27	
		3	SR	SLM&S	Fieldcrest Dr**	Vaughn Rd	McGehee Rd	1.23	4	2	2	4	0	0	3	0	0	258	2	2	2	1	22	
		4	SR	SLM&S	McGehee Rd**	Fieldcrest Dr	Woodley Rd	1.34	4	2	2	0	4	0	3	0	0	592	2	2	2	1	22	
		5	SR	SLM&S	Woodley Rd**	McGehee Rd	Glen Gratten Dr	0.69	4	2	2	4	4	0	3	0	0	87	2	2	2	1	26	
		6	SR	Signs	Glen Gratten Dr**	Woodley Rd	Edgemont Ave	0.44	0	2	2	4	4	0	3	0	0	32	1	0	5	1	22	
		7	SR	Signs	Edgemont Ave**	Glen Gratten Dr	Cloverdale Rd	0.23	0	2	2	4	4	4	3	0	0	35	2	0	5	1	27	
		8	SR	Signs	Cloverdale Rd**	Glen Gratten D	E. Fairview Ave	0.52	0	2	2	4	4	4	3	0	0	257	2	2	5	1	29	
		9	BL	BL	E. Fairview Ave**	Cloverdale Rd	College St	0.40	4	2	2	4	4	4	3	0	0	424	3	2	2	1	31	
		10	SR	SLM&S	College St**	E. Fairview Ave	Carter Hill Rd	0.48	4	2	2	4	4	4	3	0	0	821	4	0	0	1	28	
		11	BL	BL	Carter Hill Rd**	College St	Hall St	0.35	4	2	2	4	4	0	3	0	0	680	4	0	2	1	26	
		12	BL	BL	Hall St**	Carter Hill Rd	I-85	0.39	0	2	2	4	4	0	3	0	0	108	2	0	5	1	23	
		13	SR	C2	Hall St**	I-85	I-85	0.11	0	2	2	4	4	0	3	0	2	163	4	0	5	1	27	
		14	BL	BL	Hall St*	I-85	Highland Ave	0.31	0	2	2	4	4	0	3	0	0	519	4	2	5	1	27	
		15	BL	BL	Highland Ave	Hall St	Rails-to-Trails	0.31	4	2	2	4	4	0	3	2	0	730	4	2	2	1	30	
		16	SUP	Rails-Trails	Rails-Trails***	Highland Ave	Spruce St	0.68	4	2	2	4	4	0	3	0	0	2,636	5	0	0	1	25	
		17	SR	Signs	Bryan St	Spruce St	E. 5th St	0.27	0	2	2	4	4	0	3	0	0	413	4	2	0	1	22	
		18	SR	Signs	E. 5th St	Bryan St	Robinson Hill Rd	0.39	0	2	2	4	4	0	3	0	0	980	5	0	0	1	21	
		19	SR	Signs	Robinson Hill Rd	E. 5th St	Carter Hill Rd	0.66	0	2	2	4	4	0	3	0	0	1,115	4	0	5	1	25	



#	Name	Segment	Bikeway Type	Traffic Control Device	Road Name	From	To	Miles	Direct Access to/from a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Direct Access to a Park	Direct Access to a Point of Interest	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connector and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Direct Access to Major Employment	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score
									4	2	2	4	4	4	3	2	2	N/A	5	2	5	1	40	40
17	South Montgomery	1	SR	Signs	Buckingham Dr	Norman Bridge Rd	Narrow Lane Rd	1.03	4	2	2	4	4	0	3	0	0	1,043	3	2	5	1	30	22.3
		2	SR	SLM&S	Narrow Lane Rd	Buckingham Dr	South Blvd	0.24	4	2	2	4	4	0	3	0	0	1,163	5	2	5	1	32	
		3	SR	C2	Narrow Lane Rd	South Blvd	South Blvd	0.06	0	2	2	0	4	0	3	0	1	1,117	5	2	2	1	22	
		4	SR	SLM&S	Narrow Lane Rd	South Blvd	Adrian Ln	0.48	0	2	2	0	4	0	3	0	0	1,218	5	2	2	1	21	
		5	SR	Signs	Adrian Ln	Narrow Lane Rd	Patton Ave	0.47	0	2	2	0	4	0	3	0	0	134	2	2	5	1	21	
		6	SR	Signs	Patton Ave***	Adrian Ln	Rosa L Parks Ave	1.52	0	2	2	0	4	0	3	0	0	643	2	2	5	1	21	
		7	SR	SLM&S	Rosa L Parks Ave	W Patton Ave	South Blvd	0.48	0	2	2	4	0	0	3	0	0	32	1	0	5	1	18	
		8	SR	C2	Rosa L Parks Ave	South Blvd	South Blvd	0.06	0	2	2	4	0	0	3	0	1	28	2	0	5	1	20	
		9	SR	Signs	Rosa L Parks Ave	South Blvd	W Fleming Rd	0.25	0	2	2	4	0	0	3	0	0	74	2	0	5	1	19	
		10	SR	Signs	W Fleming Rd	Rosa L Parks Ave	Court St	0.47	4	2	2	4	0	0	3	0	0	285	3	2	5	1	26	
		11	SR	C2	Fleming Rd	Court St	Court St	0.02	0	2	2	4	0	0	3	0	1	261	5	0	5	1	23	
		12	SR	Signs	E Fleming Rd	Court St	Norman Bridge Rd	0.49	4	2	2	0	0	0	3	0	0	523	3	0	5	1	20	
		13	SR	SLM&S	Norman Bridge Rd	E Fleming Rd	Buckingham Dr	0.10	0	2	2	0	0	0	3	0	0	339	5	2	2	1	17	
18	South Montgomery County	1	SR	Signs Complete	W Old Hayneville Rd	Mobile Hwy (US 31)	Butler Mill Rd	3.43	0	0	0	0	4	0	0	0	0	44	1	0	2	0	7	6.7
		2	SR	Signs Complete	Butler Mill Rd	W Old Hayneville Rd	Norman Bridge Rd	5.68	0	0	0	0	0	0	0	0	0	37	1	0	2	0	3	
		3	SR	C2	Butler Mill Rd/Hobbie Rd	Norman Bridge Rd	Norman Bridge Rd	0.09	0	0	0	0	0	0	0	0	1	19	2	2	0	0	5	
		4	SR	Signs Complete	Hobbie Rd	Norman Bridge Rd	E Old Hayneville Rd	7.99	0	0	0	0	4	0	0	0	0	43	1	2	2	0	9	
		5	SR	Signs Complete	E Old Hayneville Rd	Hobbie Rd (Co Rd 61)	Hobbie Rd (US 331)	2.60	0	0	0	0	4	0	0	0	0	10	1	2	2	0	9	
		6	SR	C2	Old Hayneville Rd	Hobbie Rd (US 331)	Hobbie Rd (US 331)	0.06	0	0	0	0	4	0	0	0	1	0	0	0	2	0	7	
		7	SR	Signs*	W. Old Hayneville Rd	Hobbie Rd (US 331)	Butler Mill Rd	2.12	0	0	0	0	4	0	0	0	0	8	1	0	2	0	7	



#	Name	Segment	Bikeway Type	Traffic Control Device	Road Name	From	To	Miles	Direct Access to/from a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Direct Access to a Park	Direct Access to a Point of Interest	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connector and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Direct Access to Major Employment	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score	
									4	2	2	4	4	4	3	2	2	N/A	5	2	5	1	40	40	
19	Wares Ferry Rd	1	SR	Signs*	McLemore Dr	Mitylene Forest Trail	Wares Ferry Rd	0.69	0	2	2	0	0	0	0	0	0	0	0	2	5	1	12	7.1	
		2	SR	Signs*	Wares Ferry Rd	McLemore Dr	Atlanta Hwy	5.84	0	2	2	0	4	0	0	2	0	618	2	0	2	1	15		
		3	SR	C2		Wares Ferry Rd	I-85	I-85	0.17	0	2	0	0	4	0	0	2	2	4	1	0	2	0		13
		4	SR	Signs*		I-85	Wares Ferry Rd	Technacenter Dr	1.44	0	2	0	0	4	0	0	0	0	1,255	3	0	2	1		12
		5	SR	C2		Technacenter Dr	I-85	I-85	0.01	0	0	0	0	0	0	0	0	2	614	5	0	0	1		8
		6	SR	Signs		Technacenter Dr	I-85	Towne Lake Dr	0.79	0	0	2	0	0	0	0	0	0	783	3	0	0	1		6
		7	SR	Signs		Towne Lake Dr	Technacenter Dr	Tensaw Rd	1.07	0	0	2	0	0	0	0	0	0	25	1	0	0	1		4
		8	SR	Signs		Tensaw Rd	Towne Lake Dr	Arrowhead Dr	0.46	0	0	2	0	0	0	0	0	0	31	1	0	0	1		4
		9	SR	Signs		Arrowhead Dr	Tensaw Rd	Coosada Dr	0.07	0	0	2	0	0	0	0	0	0	26	2	0	0	1		5
		10	SR	Signs		Coosada Dr	Arrowhead Dr	Seminole Dr	0.16	0	0	2	0	0	0	0	0	0	21	2	0	0	1		5
		11	SR	Signs		Seminole Dr	Coosada Dr	Old Barn Rd	0.80	0	0	2	0	0	0	0	0	0	30	1	2	0	1		6
		12	SR	Signs		Old Barn Rd	Seminole Dr	Arrowleaf Rd	0.17	0	0	2	0	0	0	0	0	0	6	1	0	0	1		4
		13	SR	Signs		Arrowleaf Rd	Old Barn Rd	Greenfield Rd	0.07	0	0	2	0	0	0	0	0	0	7	2	0	0	1		5
		14	SR	Signs		Greenfield Rd	Arrowleaf Rd	Old Mitylene Rd	0.23	0	0	2	0	0	0	0	0	0	11	1	0	0	1		4
		15	SR	Signs		Old Mitylene Rd	Greenfield Rd	Mitylene Forest Trail	0.11	0	0	2	0	0	0	0	0	0	7	1	0	0	1		4
		16	SR	Signs		Mitylene Forest Trail	Old Mitylene Rd	McLemore Dr	0.29	0	2	2	0	0	0	0	0	0	6	1	0	0	1		6
20	Weoka	1	SR	Signs*	Grier Rd***	Old Grier Rd	Weoka Rd	4.57	0	0	2	0	0	0	0	0	0	48	1	2	2	0	7	6.0	
		2	SR	Signs*	Weoka Rd	Grier Rd	Rea Rd	4.60	0	0	2	0	0	0	0	0	0	13	1	0	2	0	5		
21	Wetumpka	1	SR	Signs*	Dexter Rd	Grier Rd	Central Plank Rd	2.59	0	0	0	0	0	0	0	0	0	37	1	0	5	0	6	6.9	
		2	SR	Signs*	Central Plank Rd	Dexter Rd	Williams Rd	3.91	0	0	0	0	0	0	0	0	0	41	1	0	2	0	3		
		3	SR	Signs*	Williams Rd	Central Plank Rd	US 231	2.84	0	2	2	0	0	0	0	0	0	67	1	0	2	1	8		
		4	SR	C2		Williams Rd	US 231	US 231	0.02	0	2	2	0	0	0	0	1	36	4	0	0	0	9		
		5	SR	Signs*		US 231	Williams Rd	Weoka Rd	0.10	0	2	2	0	0	0	0	0	44	2	0	0	0	6		
		6	SR	C2		Weoka Rd	US 231	US 231	0.03	0	2	2	0	0	0	0	1	43	4	0	0	0	9		
		7	SR	Signs*		Weoka Rd	US 231	Grier Rd	0.93	0	2	2	0	0	0	0	0	71	1	0	2	0	7		
		8	SR	Signs*		Grier Rd***	Weoka Rd	Dexter Rd	3.95	0	0	2	0	0	0	0	0	0	46	1	2	2	0		7



#	Name	Segment	Bikeway Type	Traffic Control Device	Road Name	From	To	Miles	Direct Access to/from a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Direct Access to a Park	Direct Access to a Point of Interest	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connector and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Direct Access to Major Employment	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score
									4	2	2	4	4	4	3	2	2	N/A	5	2	5	1	40	40
22	Wetumpka-Holtville	1	SR	Signs*	Holtville Rd	Crenshaw Rd	Coosa River Pkwy	5.69	0	2	2	4	4	0	0	0	0	256	1	2	2	1	18	16.3
		2	SR	C2	Holtville Rd	Coosa River Pkwy	Coosa River Pkwy	0.07	0	2	2	4	4	0	0	0	1	22	2	0	2	1	18	
		3	SR	SLM&S	Holtville Rd	Coosa River Pkwy	N. Bridge St	0.62	0	2	2	4	4	0	0	0	0	111	2	0	2	1	17	
		4	SR	Signs	N. Bridge St	Holtville Rd	W. Tallasse St	0.28	4	2	2	4	4	0	0	0	0	165	3	0	2	1	22	
		5	SR	Signs	W. Tallasse St	N. Bridge St	Coosa River Pkwy	0.99	4	2	2	4	4	4	0	0	0	324	2	0	0	1	23	
		6	SR	Signs*	Coosa River Pkwy	W. Tallasse St	Chapel Rd	0.33	4	2	2	0	0	0	0	0	0	137	2	2	2	1	15	
		7	SR	Signs*	Chapel Rd	Coosa River Pkwy	Crenshaw Rd	3.87	4	2	2	0	0	0	0	0	0	84	1	2	2	1	14	
		8	SR	Signs*	Crenshaw Rd	Chapel Rd	Holtville Rd	2.78	0	0	0	0	0	0	0	0	0	7	1	0	2	0	3	
23	Rails-Trails	1	SUP	Rails-Trails	Rails-Trails***	North of Riverwalk	Spruce St South of I-85	2.74	4	2	2	4	4	0	3	2	0	4,967	4	2	0	1	28	28.0
24	Lower Kingston Rd	1	SR	Signs*	Durden Rd	Lower Kingston Rd	Bridge Creek Rd	2.09	0	2	2	4	4	0	0	0	0	16	1	0	5	1	19	19.3
		2	SR	Signs*	Bridge Creek Rd	Durden Rd	Upper Kingston Rd	0.45	0	2	2	4	0	0	0	0	0	4	1	0	2	1	12	
		3	SR	Signs*	Upper Kingston Rd***	Bridge Creek Rd	N. Court St	1.75	0	2	2	4	4	4	0	0	0	470	2	0	2	1	21	
		4	SR	SLM&S	N. Court St**	Upper Kingston Rd	E. 4th St	0.21	0	2	0	4	4	4	0	0	0	713	5	0	2	1	22	
		5	SR	SLM&S	E. 4th St	N. Court St	Lower Kingston Rd	0.20	0	2	0	4	4	4	0	0	0	846	5	0	2	1	22	
		6	SR	Signs*	Lower Kingston Rd	E. 4th St	Durden Rd	0.69	0	2	0	4	4	4	0	0	0	563	3	0	2	1	20	
25	Upper Kingston Rd	1	SR	Signs*	Upper Kingston Rd***	Moses Rd	N. Court St	2.68	4	2	2	4	4	4	0	0	0	640	2	0	2	1	25	23.0
		2	SR	SLM&S	N. Court St**	Upper Kingston Rd	E. 4th St	0.21	0	2	0	4	4	4	0	0	0	713	5	0	2	1	22	
		3	SR	SLM&S	E. 4th St	N. Court St	N. Chestnut St	0.17	0	2	0	4	4	4	0	0	0	943	5	0	5	1	25	
		4	SR	SLM&S	N. Chestnut St***	E. 4th St	Moses Rd	2.65	4	2	2	4	4	4	0	0	0	1,029	2	2	2	1	27	
		5	SR	Signs	Moses Rd	Chestnut St	Upper Kingston Rd	0.26	4	0	2	4	4	0	0	0	0	59	2	0	0	0	16	



#	Name	Segment	Bikeway Type	Traffic Control Device	Road Name	From	To	Miles	Direct Access to/from a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Direct Access to a Park	Direct Access to a Point of Interest	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connector and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Direct Access to Major Employment	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score	
									4	2	2	4	4	4	3	2	2	N/A	5	2	5	1	40	40	
26	Brewbaker	1	SR	SLM&S	Young Meadows Rd**	Meadow Lark Dr	Bell Rd	0.25	0	2	2	0	0	0	0	0	0	8	1	0	0	1	6	11.7	
		2	SR	Signs	Old Post Ln	Bell Rd	Portsmouth Dr	0.19	0	2	2	0	0	0	0	0	0	0	8	1	0	0	1		6
		3	SR	Signs	Portsmouth Dr	Old Post Ln	Bell Rd	0.35	0	2	2	0	0	0	0	0	0	0	6	1	0	0	1		6
		4	SR	Signs	Edinburgh Dr	Bell Rd	Meadowlark Dr	0.22	0	2	2	0	0	0	0	0	0	0	10	1	0	0	1		6
		5	SR	Signs	Meadow Lark Dr	Edinburgh Dr	Young Meadows Rd	0.30	0	2	2	0	0	0	0	0	0	0	12	1	0	0	1		6
		6	SR	SLM&S	Young Meadows Rd	Meadow Lark Dr	Triston Way	0.06	0	2	2	0	0	0	0	0	0	0	5	1	0	0	1		6
		7	SR	SLM&S	Young Meadows Rd	Triston Way	Shared-Use Path	0.19	0	2	2	0	4	0	0	0	0	0	957	5	0	0	1		14
		8	SUP	SUP	Shared-Use Path	Triston Way	Brewbaker Dr	0.16	0	2	2	0	4	0	0	0	0	0	347	4	0	0	1		13
		9	SR	SLM&S	Brewbaker Dr	Shared-Use Path	Shared-Use Path	0.24	0	2	2	0	4	0	0	0	0	0	342	4	0	0	1		13
		10	SUP	SUP	Shared-Use Path	Brewbaker Dr	Carriage Oaks Dr	0.15	0	2	2	0	4	0	0	0	0	0	350	4	0	0	1		13
		11	SR	Signs	Carriage Oaks Dr	Off-Road Trail	Horseshoe Cir	0.07	0	2	2	0	4	0	0	0	0	0	19	2	2	0	1		13
		12	SR	Signs	Horseshoe Cir	Carriage Oaks Dr	Old Shadow Ln	0.06	0	2	2	0	4	0	3	0	0	0	25	2	2	0	1		16
		13	SR	Signs	Old Shadow Ln	Horseshoe Cir	Castle Ridge Rd	0.35	0	2	2	0	4	0	3	0	0	0	28	1	0	0	1		13
		14	SR	Signs	Castle Ridge Rd	Old Shadow Ln	S Water Mill Rd	0.07	0	2	2	0	4	0	3	0	0	0	18	2	0	0	1		14
		15	SR	Signs	S Water Mill Rd	Castle Ridge Rd	N Water Mill Rd	0.06	0	2	2	0	4	0	3	0	0	0	7	2	0	0	1		14
		16	SR	Signs	N Water Mill Rd	S Water Mill Rd	Country Church Rd	0.05	0	2	2	0	4	0	3	0	0	0	7	2	0	0	1		14
		17	SR	Signs	Country Church Rd	N Water Mill Rd	Royal Carriage Dr	0.12	0	2	2	0	4	0	3	0	0	0	0	0	0	0	1		12
		18	SR	Signs	Royal Carriage Dr	Country Church Rd	Covered Bridge Dr	0.23	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1		5
		19	SR	Signs	Covered Bridge Dr	Royal Carriage Dr	Shared-Use Path	0.03	0	2	2	0	0	0	0	0	0	0	5	2	0	0	1		7
		20	SUP	SUP	Shared-Use Path	Covered Bridge Dr	Birdie Path Ln	0.12	0	2	2	0	0	0	0	0	0	0	5	1	0	0	1		6
		21	SR	Signs	Birdie Path Ln	Shared-Use Path	Carriage Brook Rd	0.12	0	2	2	0	0	0	0	0	0	0	6	1	0	0	1		6
		22	SR	Signs	Carriage Brook Rd	Birdie Path Ln	Worcester Dr	0.44	4	2	2	4	0	0	3	0	0	0	524	3	0	0	1		19
		23	SR	Signs	Worcester Dr	Carriage Brook Rd	Rexford Rd	0.19	4	2	2	4	0	0	3	0	0	0	523	5	2	0	1		23
		24	SR	Signs	Rexford Rd	Worcester Rd	Rex Ct	0.15	4	2	2	4	0	0	3	0	0	0	31	2	2	0	1		20
		25	SR	Signs	Rex Ct	Rexford Rd	Shared-Use Path	0.04	0	2	2	4	0	0	3	0	0	0	30	3	0	0	1		15
		26	SUP	SUP	Shared-Use Path	Ida Belle Young Park	Young Meadows Rd	0.50	4	2	2	4	0	0	3	0	0	0	192	2	0	0	1		18
		27	SR	SLM&S	Young Meadows Rd***	Shared-Use Path	Triston Way	1.39	0	2	2	4	0	0	3	0	0	0	76	1	0	0	1		13



#	Name	Segment	Bikeway Type	Traffic Control Device	Road Name	From	To	Miles	Direct Access to/from a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Direct Access to a Park	Direct Access to a Point of Interest	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connector and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Direct Access to Major Employment	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score	
									4	2	2	4	4	4	3	2	2	N/A	5	2	5	1	40	40	
27	Midtown North Prattville	1	BL	BL	N. Chestnut St***	E. 4th St	6th St	0.20	0	2	0	4	4	4	0	0	0	905	5	0	0	1	20	13.6	
		2	SR	Signs*	Martin Luther King Dr	6th St	Powell Rd	1.81	4	2	2	4	4	4	0	0	0	544	2	2	2	1	27		
		3	SR	Signs*	Powell Rd	Martin Luther King Dr	Memorial Dr (US 31)	0.76	0	2	2	0	0	0	0	0	0	0	6	1	0	0	0		5
		4	SR	C2	Powell Rd	Memorial Dr (US 31)	Memorial Dr (US 31)	0.02	0	0	2	0	0	0	0	0	0	1	6	2	0	0	0		5
		5	SUP	SUP	Shared-Use Path**	Memorial Dr (US 31)	Fairview Ave (SR 14)	1.47	0	2	2	0	0	0	0	0	0	0	9	1	0	0	1		6
		6	SUP	SUP	Shared-Use Path**	Fairview Ave (SR 14)	Fairview Ave (SR 14)	0.01	0	2	2	0	0	0	0	0	0	1	3	2	0	0	1		8
		7	BL	BL	Fairview Ave (SR 14)***	Shared-Use Path	Jasmine Trail	0.14	0	2	2	0	0	0	0	0	0	0	3	1	0	0	1		6
		8	SR	C2	Jasmine Trail**	Fairview Ave (SR 14)	Fairview Ave (SR 14)	0.01	0	2	2	0	0	0	0	0	0	1	3	2	0	0	1		8
		9	SR	SLM&S	Jasmine Trail**	Fairview Ave (SR 14)	Greystone Way	1.10	0	2	2	0	0	0	0	0	0	0	12	1	2	0	1		8
		10	SR	SLM&S	Greystone Way**	Jasmine Trail	Cobbs Ford Ln	0.50	0	2	2	0	0	0	0	0	0	0	521	3	2	0	1		10
		11	SR	C2	Greystone Way**	Cobbs Ford Ln	Cobbs Ford Ln	0.01	0	2	2	0	0	0	0	0	0	1	441	5	2	0	1		13
		12	BL	BL	E. Main St***	Greystone Way	Memorial Dr (US 31)	1.45	0	2	2	4	4	0	0	0	0	0	1,594	3	2	0	1		18
		13	SR	C2	E. Main St**	Memorial Dr (US 31)	Memorial Dr (US 31)	0.07	0	2	0	0	4	0	0	0	0	1	1,134	5	0	0	1		13
		14	BL	BL	E. Main St**	Memorial Dr (US 31)	S. Washington St	1.08	0	2	0	4	4	4	0	0	0	0	2,189	4	2	0	1		21
		15	SR	C2	E. Main St	S Washington St	S Washington St	0.02	0	2	0	4	4	4	0	0	0	1	668	5	0	0	1		21
		16	BL	BL	E. Main St	S Washington St	S Chestnut St	0.16	0	2	0	4	4	4	0	0	0	0	849	5	0	2	1		22
		17	BL	BL	S. Chestnut St	Main St	4th St	0.22	0	2	0	4	4	4	0	0	0	0	1,034	5	0	0	1		20



#	Name	Segment	Bikeway Type	Traffic Control Device	Road Name	From	To	Miles	Direct Access to/from a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Direct Access to a Park	Direct Access to a Point of Interest	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connector and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Direct Access to Major Employment	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score	
									4	2	2	4	4	4	3	2	2	N/A	5	2	5	1	40	40	
28	Northeast Prattville	1	SUP	SUP	Shared-Use Path**	Memorial Dr (US 31)	Fairview Ave (SR 14)	1.47	0	2	2	0	0	0	0	0	0	9	1	0	0	1	6	6.9	
		2	C	C1	Shared-Use Path**	Fairview Ave (SR 14)	Fairview Ave (SR 14)	0.01	0	2	2	0	0	0	0	0	0	1	3	2	0	0	1		8
		3	BL	BL	Fairview Ave (SR 14)***	Shared-Use Path	Old Ridge Rd	Old Ridge Rd	0.76	4	2	2	0	0	0	0	0	0	424	3	0	0	1		12
		4	SR	Signs*	Old Ridge Rd	Fairview Ave (SR 14)	Memorial Dr (US 31)	Memorial Dr (US 31)	4.02	4	2	2	0	0	0	0	0	0	317	1	0	0	1		10
		5	SR	C2	Old Ridge Rd	Memorial Dr (US 31)	Memorial Dr (US 31)	0.01	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0		3
		6	SR	Signs*	Memorial Dr (US 31)	Old Ridge Rd	Shared-Use Path	Shared-Use Path	0.09	0	0	2	0	0	0	0	0	0	6	1	0	0	0		3
		7	SR	C2	Memorial Dr (US 31)	Shared-Use Path	Shared-Use Path	Shared-Use Path	0.01	0	0	2	0	0	0	0	0	1	6	3	0	0	0		6
29	Midtown East Prattville	1	BL	BL	Fairview Ave (SR 14)***	Jasmine Trail	Old Farm Ln N	0.77	4	2	2	0	0	0	0	0	0	486	3	0	0	1	12	11.8	
		2	SR	C2	Old Farm Ln N	Fairview Ave (SR 14)	Fairview Ave (SR 14)	0.01	4	2	2	0	0	0	0	0	1	172	5	0	0	1	15		
		3	SR	SLM&S	Old Farm Ln N	Fairview Ave (SR 14)	Cobbs Ford Ln	Cobbs Ford Ln	2.05	4	2	2	0	0	0	0	0	716	2	2	5	1	18		
		4	SR	C2	Old Farm Ln N	Cobbs Ford Rd	Cobbs Ford Ln	Cobbs Ford Ln	0.01	0	2	2	0	0	0	0	0	1	468	5	0	0	1		11
		5	BL	BL	Cobbs Ford Rd	Old Farm Ln S	McQueen Smith Rd	McQueen Smith Rd	0.89	0	2	2	0	0	0	0	0	2,314	5	0	0	1	10		
		6	SR	C2	E. Main St	McQueen Smith Rd	McQueen Smith Rd	McQueen Smith Rd	0.04	0	2	2	0	0	0	0	0	1,673	5	2	0	1	13		
		7	BL	BL	E. Main St	McQueen Smith Rd	Greystone Way	Greystone Way	0.42	0	2	2	0	0	0	0	0	1,906	5	2	0	1	12		
		8	SR	C2	Greystone Way**	Main St	Main St	Main St	0.01	0	2	2	0	0	0	0	0	1	441	5	2	0	1		13
		9	SR	SLM&S	Greystone Way**	Cobbs Ford Ln	Jasmine Trail	Jasmine Trail	0.50	0	2	2	0	0	0	0	0	0	521	3	2	0	1		10
		10	SR	SLM&S	Jasmine Trail**	Greystone Way	Fairview Ave (SR 14)	Fairview Ave (SR 14)	1.10	0	2	2	0	0	0	0	0	0	12	1	2	0	1		8
		11	SR	C2	Jasmine Trail**	Fairview Ave (SR 14)	Fairview Ave (SR 14)	Fairview Ave (SR 14)	0.01	0	2	2	0	0	0	0	0	1	3	2	0	0	1		8



#	Name	Segment	Bikeway Type	Traffic Control Device	Road Name	From	To	Miles	Direct Access to/from a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Direct Access to a Park	Direct Access to a Point of Interest	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connector and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Direct Access to Major Employment	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score
									4	2	2	4	4	4	3	2	2	N/A	5	2	5	1	40	40
30	West Montgomery	1	SR	Signs*	Old Hayneville Rd	Selma Hwy (US 80)	Hayneville Rd	2.52	0	2	0	0	0	0	3	0	0	314	2	0	5	1	13	17.5
		2	SR	Signs*	Hayneville Rd	Old Hayneville Rd	West Boulevard	1.53	0	2	2	0	0	0	0	0	0	33	1	2	1	1	9	
		3	SR	Signs*	Hayneville Rd	West Boulevard	Air Base Boulevard	1.82	4	2	2	4	4	0	3	0	0	1,524	3	0	2	1	25	
		4	BL	BL	Air Base Boulevard	Hayneville Rd	Day St	1.58	4	2	2	4	4	0	3	0	0	2,229	4	0	2	1	26	
		5	SR	C2	Air Base Boulevard	Day St	Day St	0.01	0	0	2	4	0	0	3	0	1	449	5	2	2	1	20	
		6	BL	BL	Day St	Air Base Boulevard	Flack St	0.43	0	0	2	4	0	0	3	0	0	783	4	2	0	1	16	
		7	BL	BL	Air Base Boulevard	Mobile Hwy	Hayneville Rd	0.19	4	2	2	0	4	0	3	0	0	996	5	0	2	1	23	
		8	BL	BL	Mobile Hwy***	Air Base Boulevard	Simmons Dr	0.23	0	2	2	0	4	0	3	0	0	974	5	0	2	1	19	
		9	SR	Signs*	Simmons Dr	Mobile Hwy	Lamuck St	0.75	0	2	2	0	4	0	3	0	0	345	2	0	0	1	14	
		10	SR	Signs*	Lamuck St	Simmons Dr	Hayneville Rd	0.85	0	2	2	4	0	0	0	0	0	49	1	0	0	1	10	
31	Gateway	1	SR	SLM&S	Edgar D Nixon Ave***	Jeff Davis Ave	Fairview Ave	0.99	4	2	2	4	4	0	3	0	0	793	3	2	5	1	30	24.2
		2	SR	C2	Edgar D Nixon Ave	Fairview Ave	Fairview Ave	0.02	0	2	2	0	4	0	3	0	1	333	5	0	5	1	23	
		3	SR	SLM&S	Edgar D Nixon Ave	Fairview Ave	Patton Ave	1.21	4	2	2	0	4	0	3	0	0	603	2	2	5	1	25	
		4	SR	Signs	Patton Ave***	Edgar D Nixon Ave	Oak St	0.55	0	2	2	4	0	0	3	0	0	88	2	2	5	1	21	
		5	SR	Signs	Oak St	Patton Ave	Edgemont Ave	0.75	0	2	2	4	4	0	3	0	0	32	1	2	0	1	19	
		6	SR	Signs*	Edgemont Ave	Oak St	Rosa L Parks Ave	0.47	0	2	2	4	4	0	3	0	0	26	1	2	5	1	24	
		7	SR	Signs	Rosa L Parks Ave	Patton Ave	Fairview Ave	1.21	4	2	2	4	4	0	3	0	0	371	2	2	5	1	29	
		8	SR	C2	Rosa L Parks Ave	Fairview Ave	Fairview Ave	0.02	0	2	2	0	4	0	3	0	1	273	5	0	5	1	23	
		9	SR	SLM&S	Rosa L Parks Ave	Fairview Ave	Jeff Davis Ave	0.99	4	2	2	0	4	0	3	0	0	537	3	2	5	1	26	
		10	SR	Signs	W. Jeff Davis Ave***	Rosa L Parks Ave	Edgar D Nixon Ave	0.24	0	2	2	0	4	0	3	0	0	228	3	2	5	1	22	



#	Name	Segment	Bikeway Type	Traffic Control Device	Road Name	From	To	Miles	Direct Access to/from a School	Elementary & Middle School Proximity (1 mile)	High School or Post-Secondary Proximity (2m radius)	Direct Access to a Park	Direct Access to a Point of Interest	In a Historic District	Connectivity to Existing Transit Route	Connectivity to Existing Bike Facilities	Regional Connector and/or Interstate Highway Crossing	# of Employees Within a 0.25 mile Area	Direct Access to Major Employment	Reported Bicycle and/or Pedestrian Accident	Bicycle Suitability Rating	Within City Limits	Priority Score Total	Route Priority Score	
									4	2	2	4	4	4	3	2	2	N/A	5	2	5	1	40	40	
32	S. Court Street	1	BL	BL	S. Court St	E Patton Ave	Fairview Ave	1.21	4	2	2	0	4	0	3	0	0	740	3	2	2	1	23	27.6	
		2	SR	C2	S. Court St	Fairview Ave	Fairview Ave	0.02	0	2	2	0	4	0	3	0	1	277	5	2	2	1	22		
		3	BL	BL	S. Court St	Fairview Ave	I-85		1.05	4	2	2	4	4	4	3	0	0	1,539	4	2	1	1		31
		4	SR	C2	S. Court St	I-85	I-85		0.08	0	2	2	4	4	4	3	0	2	918	5	2	2	1		31
		5	BL	BL	S. Court St***	I-85	Dexter Ave		0.63	4	2	2	4	4	4	3	0	0	677	3	2	2	1		31

*Bicycle segments that may need safety shoulders in addition to Share the Road plaque and sign.

**Bicycle segments that are in multiple bicycle routes or connectors.

***Bicycle segments partially in multiple bicycle routes or connectors.

Source: MPO Staff

BIKEWAY TYPE	ABBREVIATION
SR	SR
Bicycle Lanes	BL
Shared-Use Path	SUP
Crossing	C

TRAFFIC CONTROL DEVICE	ABBREVIATION
Shared Lane Markings & Signs	SLM&S
Bicycle Lanes	BL
Shared-Use Path	SUP
Crossing Type 1	C1
Crossing Type 2	C2



Appendix F – 2012 Montgomery MPO Bicycle and Pedestrian Plan Bicycle Pedestrian Needs

Table F-1: Priority 1 Sidewalk Projects

Montgomery Rehabilitation Projects:							
Street	From	To	Location	Existing	Miles	Feet	Score
Montgomery St	Goldwaithe St	Catoma St	Both	Both	0.39	2,055	37.5
S. Lawrence St	Washington Ave	High St	Both	Both	0.61	3,222	36
Lawrence St	Madison Ave	Washington Ave	Both	Both	0.49	2,602	36
Hall St	Madison Ave	Mt Meigs Rd	Both	Both	0.72	3,825	35
N. Perry St	Pollard St	Madison Ave	Both	Both	0.60	3,170	34.5
Commerce St	Water St	Court Square	Both	Both	0.76	4,016	34
S. McDonough St	High St	Arba St	Both	Both	0.62	3,295	34
Perry St	Madison Ave	Washington Ave	Both	Both	0.49	2,579	34
Dexter Ave	Court St	McDonough St	Both	Both	0.48	2,536	34
E. Jefferson St	McDonough St	Bainbridge St	Both	Both	0.43	2,293	34
Montgomery St	Catoma St	Court Square	Both	Both	0.47	2,479	33.5
N. Hull St	Randolph St	Madison Ave	Both	Both	0.46	2,407	33.5
Decatur St	High St	Arba St	Both	Both	0.63	3,312	33
Fairview Ave	Mobile Dr	Carver HS	Both	Both	0.70	3,712	32.5
Highland Ave	Hall St	Capital Pkwy	Both	Both	0.86	4,557	32
Bibb St	Clay St	Coosa St	Both	Both	0.74	3,899	32
Carter Hill Rd	JD HS	McGehee Rd	Both	Both	0.69	3,652	32
S. McDonough St	Washington Ave	High St	Both	Both	0.61	3,247	32
N. Ripley St	Madison Ave	Washington Ave	Both	Both	0.50	2,622	32
E. Jefferson St	Court St	N. McDonough St	Both	Both	0.45	2,389	32
Pineleaf St	Carter Hill Rd	5th St	Both	Both	0.29	1,536	32
High St	S. Court St	S. Hull St	Both	Both	0.62	3,267	31.5
S. Perry St	Arba St	Noble Ave	Both	Both	0.57	3,001	31.5
N. McDonough St	Randolph St	Madison Ave	Both	Both	0.46	2,424	31.5
Highland Ave	Capitol Pkwy	Polk St	Both	Both	0.69	3,643	31
S. Hull St	Arba St	Burton St	Both	Both	0.66	3,460	31
Ripley St	Oakwood Cemetery	Madison Ave	Both	Both	0.75	3,982	30.5
Fairview Ave	Cloverdale Rd	Narrow Lane Rd	Both	Both	1.12	5,908	30
High St	S. Hull St	S. Jackson St	Both	Both	0.84	4,443	30
S. Lawrence St	High St	Arba St	Both	Both	0.62	3,289	30
Forest Ave	Highland Ave	Carter Hill Rd	Both	Both	0.62	3,289	30
S. Perry St	Washington Ave	High St	Both	Both	0.61	3,228	30
S. Lawrence St	Arba St	Noble Ave	Both	Both	0.57	2,987	30
McDonough St	Madison Ave	Washington Ave	Both	Both	0.49	2,593	30
Adams Ave	Court St	McDonough	Both	Both	0.48	2,536	30
Decatur St	E. Jefferson St	Dexter Ave	Both	Both	0.48	2,536	30
Upper Wetumpka Rd	N. Jackson St	Turn to Columbus St	Both	Both	0.17	897	30

Source: MPO Staff

Priority 1 Sidewalk Projects							
Montgomery Construction Projects:							
Street	From	To	Location	Existing	Miles	Feet	Score
Upper Wetumpka Rd	Turn to Columbus St	Vonora St	North	South	0.36	1,900	32.5
Atlanta Hwy	Perry Hill Rd	County Downs Rd	Both	None	1.33	7,037	32
Fairview Ave	Oak St	Taft St	Both	None	0.76	4,021	31.5
S. Court St	Edgemont Ave	Patton Ave	East	West	0.71	3,767	31.5
Carter Hill Rd	Canterbury Dr	JD HS	East	West	0.60	3,182	31.5
Edgemont Ave	Edgar D Nixon Ave	S. Perry St	South	North	0.33	1,740	31.5
Vaughn Rd	Central Pkwy	Carriage Brook Rd	Both	None	1.07	5,656	31
S. Court St	Fairview Ave	Edgemont Ave	East	West	0.50	2,657	31
Atlanta Hwy	Brantwood Dr	Coliseum Blvd	Both	None	1.34	7,070	30.5
Perry Hill Rd	Atlanta Hwy	Cardinal Ln	Both	None	0.39	2,058	30.5
Fairview Ave	Carver HS	Oak St	South	North	0.15	809	30.5
Atlanta Hwy	Coliseum Blvd	Perry Hill Rd	Both	None	1.37	7,210	30
Capital Pkwy	E. Washington St	Highland Ave	Both	None	0.69	3,663	30
PRIORITY 1 TOTAL (REHABILITATION AND CONSTRUCTION)					31.37	165,655	
PRIORITY 1 AVERAGE (REHABILITATION AND CONSTRUCTION)					0.63	3,313	31.9

Source: MPO Staff

Table F-2: Priority 2 Sidewalk Projects							
Montgomery County Rehabilitation Projects:							
Street	From	To	Location	Existing	Miles	Feet	Score
S. Decatur St	S. Union St	Cloverdale Rd	Both	Both	0.76	3,997	29.5
Tallapoosa St	Molton St	N. Court St	Both	Both	0.74	3,897	29.5
Columbus St	N. Bainbridge St	Upper Wetumpka Rd	Both	Both	0.68	3,612	29.5
Adams Ave	S. Bainbridge St	S. Jackson St	Both	Both	0.55	2,883	29.5
Forest Ave	Highland Ave	Carter Hill Rd	Both	Both	0.84	4,433	29
Hall St	Highland Ave	Glen Paler Ave	Both	Both	0.65	3,406	29
S. Lawrence St	Noble Ave	Clanton Ave	Both	Both	0.56	2,981	29
Columbus St	N. McDonough St	N. Bainbridge St	Both	Both	0.43	2,282	29
Adams Ave	S. Jackson St	Hall St	Both	Both	0.58	3,075	28.5
S. Perry St	Noble Ave	Clanton Ave	Both	Both	0.56	2,960	28.5
Adams Ave	Hall St	Hopper St	Both	Both	0.44	2,348	28.5
Hall St	University Dr	Carter Hill Rd	Both	Both	0.71	3,766	28
S. Decatur St	Arba St	S. Union St	Both	Both	0.56	2,975	28
Highland Ave	S. Jackson St	Hall St	Both	Both	0.56	2,941	28
E. Jefferson St	N. Bainbridge St	N. Jackson St	Both	Both	0.55	2,889	28
Hull St	Madison Ave	Washington Ave	Both	Both	0.49	2,591	28
Hall St	Mount Meigs Rd	Highland Ave	Both	Both	0.44	2,331	28
Dexter Ave	McDonough St	Bainbridge St	Both	Both	0.43	2,289	28
Park Pl	Forest Ave	Mulberry St	Both	Both	0.38	1,997	28
Hall St	Glen Palmer Ave	University Dr	Both	Both	0.26	1,393	28
Bell St	Poplar St	Oak St	Both	Both	1.73	9,139	27.5
S. Perry St	Clanton Ave	Frederick St	Both	Both	0.77	4,046	27.5
S. Perry St	High St	Arba St	Both	Both	0.62	3,286	27.5
Mulberry St	Park Pl	I-85 (North)	Both	Both	0.49	2,597	27.5
Carter Hill Rd	S. Decatur St	Boultier St	Both	Both	1.19	6,267	27
N. Decatur St	Sadler St	E. Jefferson St	Both	Both	0.61	3,205	27
S. Decatur St	Dexter Ave	High St	Both	Both	0.79	4,146	26

Source: MPO Staff

Priority 2 Sidewalk Projects							
Montgomery County Rehabilitation Projects (continued):							
Street	From	To	Location	Existing	Miles	Feet	Score
S. McDonough St	Noble Ave	Clanton Ave	Both	Both	0.57	3,007	26
Ann St	Madison Ave	Brewton St	Both	Both	0.16	869	26
5th St	Pineleaf St	Forest Ave	Both	Both	0.08	429	26
Rosa L. Parks Ave	Early St	W. Fairview Ave	Both	Both	1.01	5,328	25.5
W. Edgemont Ave	Caffey Dr	S. Boone St	Both	Both	1.00	5,267	25.5
Ripley St	Central Railroad St	Grove St	Both	Both	0.95	5,026	25.5
Day St	Loring St	S. Holt St	Both	Both	0.93	4,923	25.5
S. Hull St	Burton St	Felder Ave	Both	Both	0.77	4,052	25.5
S. Hull St	Felder Ave	Winthrop Ct	Both	Both	0.39	2,040	25
Bell St	Oak St	Molton St	Both	Both	1.15	6,090	24.5
S. McDounough St	Arba St	Noble Ave	Both	Both	0.56	2,975	24
Felder Ave	Cloverdale Rd	Felder Ter	Both	Both	0.44	2,298	24
Rosa L. Parks Ave	W. Jeff Davis Ave	Early St	Both	Both	0.99	5,227	23.5
Rosa L. Parks Ave	Mildred St	W. Jeff Davis Ave	Both	Both	0.64	3,363	23.5
Columbus St	N. Court St St	N. McDonough St	Both	Both	0.45	2,374	23.5
Mulberry St	E. 5th St	Carter Hill Rd	Both	Both	0.37	1,964	23.5
Highland Ave	Polk St	Ann St	Both	Both	0.85	4,504	23
Autauga County Construction Projects:							
Street	From	To	Location	Existing	Miles	Feet	Score
Bridge St	W. Main St	Gin Shop Hill Rd	Both	None	0.92	4,883	24.5
Doster Rd	S. Northington St	Fleetwood Rd	Both	None	1.16	6,125	23.5
Maple St	Bridge St	Selma Hwy	Both	None	0.79	4,149	23.5
Wetumpka Rd	S Northington St	N Memorial Dr	Both	None	1.91	10,098	23
Elmore County Construction Projects:							
Street	From	To	Location	Existing	Miles	Feet	Score
E. Bridge St	Elmore Rd	Company St	Both	None	0.49	2,586	23.5

Source: MPO Staff

Montgomery County Construction Projects:							
Street	From	To	Location	Existing	Miles	Feet	Score
E. Edgemont Ave	S. Hull St	Cloverdale Rd	Both	None	1.14	6,014	29.5
E. Fairview Ave	S. Court St	Norman Bridge Rd	Both	None	1.01	5,358	29.5
W. Cromwell St	E D Nixon Ave	S. Court St	Both	None	0.48	2,520	29.5
Bell Rd	Norris Farms Rd	Old Leeds Rd	Both	None	1.55	8,202	29
E. Vandiver Blvd	Lower Wetumpka Rd	Fairground Rd	North	South	0.63	3,309	29
Carter Hill Rd	Walnut St	Commodore St	Both	None	1.19	6,278	28.5
Upper Wetumpka Rd	Vonora St	N. Capital Pkwy	Both	None	0.56	2,965	28
S. Court St	Felder Ave	Fairview Ave	East	West	0.37	1,944	28
Carter Hill Rd	Boultier Ave	Walnut St	South	North	0.37	1,957	28
Norman Bridge Rd	Fairview Ave	Egdemont Ave	Both	None	1.01	5,325	27.5
Norman Bridge Rd	Cloverdale Rd	Fairview Ave	Both	None	0.87	4,592	27.5
Decatur St	Clisby Park	Sadler St	Both	None	0.48	2,536	27.5
Norman Bridge Rd	Edgemont Ave	E. Patton Ave	East	West	0.71	3,741	27.5
Rosa L. Parks Ave	W. Edgemont Ave	Bowman St	West	East	0.50	2,641	27.5
Biltmore Ave	Upper Wetumpka Rd	Banbury Ave	Both	None	1.15	6,046	27
Upper Wetumpka Rd	Biltmore Ave	Fairground Rd	Both	None	0.54	2,865	27
S. Hull St	Winthrop Ct	Fairview Ave	Both	None	0.35	1,831	27
Mount Meigs Rd	Hopper St	S. California St	Both	None	0.81	4,266	26.5
Yancey Ave	N. Maryland St	Federal Dr	Both	None	0.65	3,457	26
Upper Wetumpka Rd	N. Capitol Pkwy	McCarter Ave	South	North	0.47	2,472	26
Ann St	Brewton St	S. End of Lee HS	West	East	0.16	818	26
Georgia St	Rosa L. Parks Ave	E D Nixon Ave	Both	None	0.48	2,543	25.5
Upper Wetumpka RD	McCarter Ave	Biltmore Ave	South	North	0.34	1,771	25.5
W. Edgemont Ave	Rosa L. Parks Ave	E D Nixon Ave	South	North	0.25	1,342	25.5
Cloverdale Rd	Norman Bridge Rd	Felder Ave	South	North	0.19	977	25.5
Rosa L. Parks Ave	Fairview Ave	W. Egdemont Ave	West	East	0.51	2,670	25.5
Pelzer Ave	Banbury Ave	Coliseum Blvd	Both	None	1.07	5,644	25
Felder Ave	Felder Ter	Carter Hill Rd	Both	None	0.32	1,682	25
Woodley Rd	Woodley Park Dr	Shadowood Ct	East	West	0.81	4,286	25
Woodley Rd	Elsmeade	Woodley Park Dr	East	West	0.71	3,764	25
Zelda Rd	Gatsby Ln	Fitzgerald Rd	East	West	0.33	1,768	25
Fairground Rd	Vandiver Blvd	Chisholm St	East	West	0.28	1,463	25
S. Perry St	Frederick St	Arlington Rd	Both	None	0.42	2,218	24.5

Montgomery County Construction Projects (continued):							
Perry Hill Rd	Perry Hill Ct	Harrison Rd	Both	None	1.27	6,695	24
McGehee Rd	Carter Hill Rd	Fieldcrest Dr	Both	None	1.17	6,182	24
Perry Hill Rd	Carmichael Rd	Vaughn Rd	Both	None	0.72	3,795	24
Cloverdale Rd	Magnolia Curve	Dupont St	Both	None	0.65	3,419	24
Felder Ave	Samford St	Cloverdale Rd	South	North	0.30	1,600	24
W. Fairview Ave	Fairwest Pl	Mobile Dr	South	North	0.21	1,099	24
Harrison Rd	Noremac Rd	Perry Hill Rd	Both	None	1.51	7,971	23.5
S. Perry St	E. Edgemont Ave	E. Delano Ave	Both	None	1.00	5,290	23.5
McCarter Ave Ave	Upper Wetumpka Rd	Federal Dr	Both	None	0.65	3,427	23.5
Hayneville Rd	Kershaw St	Air Base Blvd	Both	None	1.50	7,900	23
Woodley Rd	E. Fairview Ave	Narrow Lane Rd	Both	None	1.35	7,144	23
Zelda Rd	Ann St	Gatsby Ln	East	West	0.48	2,529	23
Bell Rd	Old Leeds Rd Rd	Old Creek Rd	East	West	0.32	1,676	23
Woodmere Blvd	Festival Dr	Eastern Blvd	South	North	0.51	2,674	23
PRIORITY 2 TOTAL (REHABILITATION AND CONTRUCTION)					66.28	349,976	
PRIORITY 2 AVERAGE (REHABILITATION AND CONTRUCTION)					0.68	3,571	25.6

Source: MPO Staff

Table F-3: Priority 3 Sidewalk Projects							
Street	From	To	Location	Existing	Miles	Feet	Score
Montgomery County Rehabilitation Projects:							
Wares Ferry Rd	Dunbarton Rd	N. Burbank Dr	Both	Both	0.78	4,144	22.5
Wares Ferry Rd	Quercus St	Wares Ferry Elementary School	Both	Both	0.68	3,579	22
S. Hull St	Washington Ave	High St	Both	Both	0.62	3,288	22
Adams Ave	S. McDonough St	S. Bainbridge St	Both	Both	0.43	2,270	22
Mulberry St	I-85 (North)	E. 5th St	Both	Both	0.54	2,848	21
Wares Ferry Rd	Burbank Dr	Quercus St	Both	Both	1.01	5,348	20
Ann St	Highland Ave	I-85 (South)	Both	Both	0.80	4,202	20
S. Hull St	High St	Arba St	Both	Both	0.62	3,276	17
Autauga County Construction Projects:							
Street	From	To	Location	Existing	Miles	Feet	Score
Upper Kingston Rd	Live Oak Dr	W. 6th St	Both	None	1.64	8,669	21.5
L. Kingston Rd	Danny Lyn Ct	W. 4th St	Both	None	1.30	6,838	19
Martin Luther King Dr	6th St	10th St	Both	None	1.10	5,834	18
Northington St	10th St	E. 6th St	Both	None	1.13	5,989	16
E 6th Street	S Northington	Warren Cir	Both	None	0.76	4,021	16
Main St	Pratt St	Jeanette Dr	Both	None	0.94	4,939	15
S. McQueen Smith Rd	Tara Dr	Constitution Ave	Both	None	0.91	4,809	15

Source: MPO Staff

Elmore County Construction Projects:							
Street	From	To	Location	Existing	Miles	Feet	Score
Main St	SR 14	Hull Rd	Both	None	1.29	6,833	20.5
W. Micanopy St	Kelly Fitzpatrick Dr	Bridge St	Both	None	0.90	4,736	20.5
SR 14	Browns Rd	Main St	Both	None	1.57	8,289	17
Main St	Coosada Rd	Grandview Rd	Both	None	0.47	2,478	17
W. Osceola St	Autauga St	Coosa River Pkwy	Both	None	0.65	3,425	16.5
SR 14	Main St	Ingram Rd	Both	None	1.89	9,968	16
Company St	E. Bridge St	Green St	Both	None	0.39	2,071	16
W. Micanopy St	Osceola St	Kelly Fitzpatrick Dr	Both	None	0.90	4,746	15.5
Grandview Rd	Edgewood Rd	Sandtown Rd	Both	None	1.61	8,499	15
Main St	Hampton Oaks Dr	Coosada Rd	West	East	0.96	5,057	17.5
Montgomery Construction Projects:							
Street	From	To	Location	Existing	Miles	Feet	Score
Lower Wetumpka Rd	Chisholm St	Northern Blvd	Both	None	1.46	7,707	22.5
Vaughn Rd	Festival Dr	Bell Rd	Both	None	1.32	6,944	22.5
N. Court St	Chandler St	Randolph St	Both	None	1.30	6,887	22.5
Pelzer Ave	Brantwood Dr	Banbury Ave	South	North	0.14	740	22.5
Bell St	Burkett Dr	Poplar St	Both	None	1.10	5,785	22
Mount Meigs Rd	California St	Madison Ave	Both	None	0.98	5,195	22
N. McDonough St	Prince St	Randolph St	Both	None	0.65	3,413	22
Pelzer Ave	Federal Dr	Brantwood Dr	Both	None	0.47	2,493	22
W. Edgemont Ave	Mobile Hwy	Caffey Dr	Both	None	0.33	1,743	22
Day St	Holt St	Mobile Hwy	Both	None	0.25	1,306	22
Zelda Rd	Fitzgerald Rd	Carter Hill Rd	East	West	0.29	1,523	22
Ann St	End of Lee High School	McQueen St	East	West	0.11	588	22
Day St	Air Base Blvd	Shafter St	North	South	0.61	3,237	22
McGehee Rd	Fieldcrest Dr	Governors Dr	South	North	0.22	1,176	22
Mobile Hwy	Fairwest St	W. Fairview Ave	South	North	0.16	871	22
McGehee Rd	Woodley Rd	Carter Hill Rd	Both	None	1.52	8,014	21.5
Chesnut St	Ann St	Fairfax Rd	Both	None	0.84	4,412	21.5
Oak St	Bell St	Martha St	Both	None	0.58	3,083	21.5
E. Edgemont Ave	S. Perry St	Gilmer Ave	Both	None	0.33	1,750	21.5
W. Fairview Ave	Taft St	S. Court St	South	North	0.58	3,080	21.5
N. Ripley St	Howe St	Central Railroad St	West	East	0.38	2,026	21.5
Dalraida Rd	Ware Hill Dr	Atlanta Hwy	West	East	0.38	2,021	21.5
Air base Blvd	Thomason Ave	Mobile Hwy	Both	None	1.43	7,544	21
Carmichael Rd	Eastern Blvd	Forest Grove Dr	Both	None	1.40	7,397	21
N. Perry St	Prince St	Pollard St	Both	None	0.40	2,108	21
W. Edgemont Ave	Oak	Dorris Cir	Both	None	0.29	1,505	21
Dickerson St	Bell St	Clay St	Both	None	0.14	761	21
Narrow Lane Rd	Country Club Place E	E. Fairview Ave	East	West	0.35	1,847	21
Harrison Rd	Fairfax Rd	Noremac Rd	North	South	0.41	2,169	21
Rosa L. Parks Ave	South Blvd	Fleming Rd	West	East	0.26	1,368	21
Old Selma Rd	Birmingham Hwy	Rusebud Ct	Both	None	1.49	7,841	20.5
Mobile Hwy	Young Dr	W. Edgemont Ave	Both	None	1.01	5,325	20.5

Montgomery Construction Projects (continued):							
Street	From	To	Location	Existing	Miles	Feet	Score
Fairground Rd	Chisholm St	Gibson St	East	West	0.55	2,900	20.5
Coliseum Blvd	Biltmore Ave	Atlanta Hwy	Both	None	1.04	5,481	20
S. Court St	W. Patton Ave	South Blvd	Both	None	0.97	5,119	20
Cloverdale Rd	Dupont St	E. Edgemont Ave	Both	None	0.65	3,420	20
Mobile St	Mildred St	Day St	Both	None	0.23	1,219	20
Narrow Lane Rd	Carter Hill Rd	Country Club Pl	Both	None	0.16	856	20
Woodmere Blvd	Woodmere Loop	Festival Dr	South	North	0.40	2,098	20
S. Perry St	Arlington Rd	E. Edgemont Ave	Both	None	0.83	4,369	19.5
Rosa L. Parks Ave	Bowman St	South Blvd	East	West	0.70	3,688	19.5
N. Ripley St	N. Decatur St	Howe St	West	East	0.57	2,998	19.5
Carmichael Rd	Trinity Blvd	Robinson Dr	Both	None	1.29	6,825	19
Lower Wetumpka Rd	N. Decatur St	Gibson St	Both	None	1.14	6,011	19
Atlanta Hwy	Bowling Green Dr	E. Eagle Dr	Both	None	1.14	5,997	19
Narrow Lane Rd	E. Fairview Ave	Woodley Rd	Both	None	0.72	3,826	19
N. Decatur St	N. Ripley St	Ferguson St	Both	None	0.62	3,269	19
Robinson Hill Rd	E. 5th St	Green Oaks Dr	Both	None	0.51	2,702	19
E. Edgemont Ave	Cloverdale Rd	Bankhead Ave	Both	None	0.45	2,385	19
Ann St	85 Interchange (North)	Robinson Hill Rd	East	West	0.32	1,677	19
W. Edgemont Ave	Doris Cir	Rosa L. Parks Ave	South	North	0.33	1,746	19
Bell Rd	Old Creek Rd	Eastwood Glen Pl	West	East	0.17	893	19
Atlanta Hwy	Eagle Dr	Eastdale Circle Access	Both	None	1.12	5,923	18.5
Biltmore Ave	Banbury Ave	Coliseum Blvd	Both	None	0.96	5,077	18.5
E. Fairview Ave	Norman Bridge Rd	Cloverdale Rd	Both	None	0.89	4,713	18.5
Brown Springs Rd	Winton Blount Blvd	Atlanta Hwy	Both	None	0.61	3,245	18.5
Fisk Rd	McGehee Rd	Woodley Rd	Both	None	1.45	7,667	18
Federal Dr	Ashley Ave	Bonnie Crest Dr	Both	None	1.12	5,935	18
Coliseum Blvd	Coliseum Library	Biltmore Ave	Both	None	1.09	5,764	18
Bell Rd	Troy Hwy	Brewbaker Blvd	Both	None	1.00	5,290	18
Wares Ferry Rd	AL Christian Academy	Eastern Blvd	Both	None	1.00	5,287	18
Arlington Rd	Norman Bridge Rd	Colverdale Rd	Both	None	0.90	4,739	18
Vaughn Rd	Catholic High School	Festival Dr	Both	None	0.84	4,413	18
Air Base Blvd	Hunter Loop Rd	Day St	Both	None	0.59	3,130	18
Ann St	McQueen St	Highland Ave	Both	None	0.51	2,680	18
Woodmere Blvd	Carmichael Rd	Woodmere Loop	South	North	0.47	2,494	18
Lower Wetumpka Rd	Northern Blvd	AL River Pkwy	Both	None	1.29	6,804	17.5
Norman Bridge Rd	Patton Ave	South Blvd	Both	None	0.99	5,224	17.5
E. Patton Ave	Kelley Ln	Le Bron Rd	Both	None	0.66	3,504	17.5
Perry Hill Rd	I-85 (South)	Carmichael Rd	Both	None	0.59	3,108	17.5
Perry Hill Rd	Harrison Rd	I-85 (South)	Both	None	0.93	4,922	17
Hayneville Rd	West Blvd	Ashley Rd	Both	None	0.78	4,104	17
Lincoln Rd	Highland Ave	Harrison Rd	Both	None	0.77	4,052	17

Montgomery Construction Projects (continued):							
Street	From	To	Location	Existing	Miles	Feet	Score
Norman Bridge Rd	South Blvd	E. Fleming Rd	Both	None	0.60	3,164	17
Fairground Rd	Gibson St	Crestview St	East	West	0.66	3,494	17
Woodley Rd	Narrow Lane Rd	McGehee Rd	Both	None	1.59	8,393	16.5
University Dr	Brown Springs Rd	Housing Dr	Both	None	1.41	7,421	16.5
Atlanta Hwy	Bell Rd	McLemore Dr	Both	None	1.34	7,067	16.5
Carmichael Rd	Perry Hill Rd	E. Trinity Blvd	Both	None	1.25	6,585	16.5
Mobile Hwy	West Blvd	Young Dr	Both	None	1.04	5,473	16.5
Atlanta Hwy	County Downs Rd	BowlingGreen Dr	Both	None	1.04	5,469	16.5
Arlington Rd	S. Court St	Norman Bridge Rd	Both	None	1.01	5,314	16.5
Atlanta Hwy	Eastdale Circle Access	N. Burbank Dr	Both	None	0.89	4,701	16.5
Railroad St	Lafayette St	N. Perry St	Both	None	0.49	2,602	16.5
Woodley Rd	Elsmeade Dr	South Blvd	Both	None	0.40	2,129	16.5
Old Selma Rd	Old Selma Rd Park	Foshee Rd	Both	None	0.92	4,834	16
Carter Hill Rd	Commodore St	Robinson Hill Rd	Both	None	0.81	4,273	16
E. Delano Ave	S. Court St	S. Perry St	Both	None	0.20	1,061	16
Willow Glen Dr	Woodmere Blvd	Stillbrook Ln	South	North	0.13	701	16
Woodley Rd	McGehee Rd	South Blvd	Both	None	1.90	10,022	15.5
Gunter Park Dr	Lagoon Park Dr	Midpark Rd	Both	None	1.53	8,054	15.5
Birmingham Hwy	Old Selma Rd	Day St	Both	None	1.26	6,631	15.5
Green Ridge Rd	Willow Lane Dr	Milan Dr	Both	None	1.11	5,883	15.5
Coliseum Blvd	Federal Dr	Library	Both	None	0.99	5,232	15.5
Narrow Lane Rd	Adrian Ln	South Blvd	Both	None	0.96	5,067	15.5
Gunter Park Dr	Midpark Rd	Lagoon Park	Both	None	0.59	3,089	15.5
Day St	Shafter St	Loring St	North	South	0.56	2,939	15.5
Bell Rd	Oliver Dr	Atlanta Hwy	Both	None	1.73	9,112	15
Taylor Rd	Berryhill Rd	Halcyon Park Dr	Both	None	1.50	7,916	15
Simmons Dr	Ellis Dr	Bozeman Dr	Both	None	1.19	6,291	15
Lower Wetumpka Rd	Gibson St	Chisholm St	Both	None	1.19	6,264	15
Taylor Rd	Copperfield Dr	Eastwern Blvd	Both	None	1.12	5,891	15
McGehee Rd	Governors Dr	Eastern Blvd	Both	None	1.11	5,873	15
Taylor Rd	East Dr	I-85 (North)	Both	None	1.08	5,700	15
Bell Rd	Eastwood Glen Pl	Beauvoir Lake Dr	Both	None	0.80	4,233	15
Taylor Rd	I-85 (North)	Berryhill Rd	Both	None	0.80	4,200	15
Wares Ferry Rd	Eastern Blvd	Springford Foods Rd	Both	None	0.56	2,981	15
Mobile Hwy	W. Edgemont Ave	Air Base Blvd	Both	None	0.46	2,447	15
W. Edgemont Ave	Bozeman Dr	Mobile Hwy	Both	None	0.31	1,645	15
Berryhill Rd	Taylor Rd	Parkview Dr	North	South	0.43	2,259	15
Wares Ferry Rd	W. Rosemary Rd	Mitchell Ave	South	North	0.43	2,262	15
Edgemont Ave	Glimer Ave	S. Hull St	South	North	0.08	416	15
PRIORITY 3 TOTAL (REHABILITATION AND CONSTRUCTION)					111.87	590,661	
PRIORITY 3 AVERAGE (REHABILITATION AND CONSTRUCTION)					0.82	4,311	18.4

Source: MPO Staff

Table F-4: Long Range Sidewalk Projects							
Autauga County Construction Projects:							
Street	From	To	Location	Existing	Miles	Feet	Score
4th St	Rollan Ave	Lower Kingston Rd	Both	None	0.85	4,492.03	14
Main St	Jeanette Dr	Memorial Dr	Both	None	0.76	4,001.53	14
Gin Shop Hill Rd	Bridge St	4th St	Both	None	0.51	2,695.70	14
Old Farm Ln	Prattville Christian	Howard Murfee Dr	Both	None	2.13	11,237.48	13
Sheila Blvd	Jay St	S. Memorial Dr	Both	None	1.18	6,218.35	12
McQueen Smith	Cobbs Ford Rd	Tara Dr	Both	None	0.87	4,618.20	11.5
Fairview Ave	Jasmine Trl	Old Ridge Rd	Both	None	1.24	6,567.38	10.5
Fairview Ave	Memorial Dr	Edgewood Ave	Both	None	1.14	6,014.13	10.5
Chestnut St	10th St	Averhart St	Both	None	1.67	8,829.25	10
Main St	Silver Hills Dr	McQueen Smith	Both	None	1.21	6,405.90	10
Gin Shop Hill Rd	Deerwood Dr	Bridge St	Both	None	0.82	4,334.32	10
McQueen Smith	Constitution Ave	US Hwy 82 Byp	Both	None	1.00	5,256.16	9
McQueen Smith	Fairview Ave	Windermere Ave	Both	None	0.91	4,797.94	8.5
Gin Shop Hill Rd	US Hwy 82	Deerwood Dr	Both	None	0.97	5,110.44	8
McQueen Smith	Chancellor Ridge	Cobbs Ford Rd	Both	None	1.21	6,407.40	7.5
Old Farm Ln	Covered Bridge Pkwy	Prattville Christian	Both	None	1.03	5,421.55	7.5
McQueen Smith	Windermere Ave	Chancellor Ridge	Both	None	0.99	5,223.59	7.5
Cobbs Ford Rd	McQueen Smith Rd	Old Farm Ln	Both	None	1.78	9,408.93	6.5
Cobbs Ford Rd	Old Farm Ln	I-65	Both	None	1.59	8,382.11	6
Old Farm Ln	Howard Murfee Dr	Cobbs Ford Rd	Both	None	0.75	3,951.05	6
10th St	MLK Dr	Northington St	Both	None	0.61	3,234.84	6
Main St	Virginia St	Silver Hills Dr	Both	None	1.43	7,555.10	5
Main St	Memorial Dr	Virginia St	Both	None	1.08	5,721.11	5
McQueen Smith	US Hwy 82 Byp	Memorial Dr	Both	None	1.08	5,695.52	5
E 6th Street	Woodvale Rd	N Memorial Dr	Both	None	0.72	3,805.59	4.5
E 6th Street	Warren Cir	Woodvale Rd	Both	None	0.71	3,731.32	4.5
Fairview Ave	Diane Dr	Jasmine Trl	Both	None	1.33	7,016.16	4
Doster Rd	Southern Dr	Memorial Dr	Both	None	1.30	6,840.50	4
Doster Rd	Fleetwood Rd	Shady Hill Rd	Both	None	1.43	7,573.53	3
Doster Rd	Inzer Ln	Southern Dr	Both	None	1.07	5,627.82	3
Doster Rd	Shady Hill Rd	Inzer Ln	Both	None	1.02	5,386.61	3
Fairview Ave	Edgewood Ave	Diane Dr	Both	None	1.13	5,988.73	2.5
4th St	US Hwy 82 Byp	Allenville Rd	Both	None	0.76	4,035.72	2
Old Farm Ln	Fairview Ave	Covered Bridge	East	West	0.11	606.59	13

Source: MPO Staff

Elmore County Construction Projects:							
Street	From	To	Location	Existing	Miles	Feet	Score
Chapman Rd	Cumberland	Airport Rd	Both	None	1.36	7,170.78	14.5
Company St	Bridge St	US 231	Both	None	1.94	10,230.74	14
Airport Rd	Chapman Rd	Walker Way	Both	None	1.08	5,722.28	14
Main St	Chapman Rd	Hampton Oaks Dr	Both	None	0.98	5,153.82	14
Coosada Rd	Main St	Sandtown Rd	Both	None	1.82	9,605.47	13
Coosa River Pkwy	Holtville Rd	US 231	Both	None	2.92	15,406.92	12.5
Main St	Hull Rd	Chapman Rd	Both	None	1.19	6,291.95	12.5
Airport Rd	Coosada Rd	Chapman Rd	Both	None	1.31	6,924.59	10
Rose Hill Rd	Old Mill Run	Main St	Both	None	1.10	5,817.39	8.5
Chapman Rd	Main St	Cumberland	Both	None	0.69	3,635.81	8.5
Coosada Rd	Sandtown Rd	Auburn Hill Dr	Both	None	1.98	10,444.82	8
Browns Rd	St Rte 14	Homewood Dr	Both	None	0.69	3,622.21	7
Browns Rd	Homewood Dr	Main St	Both	None	0.86	4,566.29	6.5
SR 14	Grandview Rd	Browns Rd	Both	None	2.34	12,340.36	6
Rose Hill Rd	Grandview Rd	Old Mill Run	Both	None	1.11	5,847.14	4
Rose Hill Rd	Main St	Coosada Rd	Both	None	1.43	7,526.18	3.5
Grandview Rd	SR 14	Rose Hill Rd	Both	None	2.17	11,461.63	2
Montgomery County Construction Projects:							
Street	From	To	Location	Existing	Miles	Feet	Score
6th St	Parallel St	Court St	Both	None	1.33	7,009.97	11.5
Adrian Ln	Audubon Rd	Narrow Lane Rd	Both	None	0.95	5,011.72	10
Airbase Blvd	Foshee Rd	Terminal Rd	Both	None	0.90	4,745.90	8.5
Airbase Blvd	Maxwell Blvd	Hunter Loop	Both	None	0.88	4,650.21	13
Airbase Blvd	Day St	Foshee Rd	Both	None	0.69	3,633.09	13.5
Airbase Blvd	Terminal Rd	Thomason Ave	Both	None	0.55	2,879.65	13.5
Alabama River Pkwy	Lower Wetumpka Rd	Northern Blvd	Both	None	2.14	11,313.22	11.5
Ashley Rd	Old Selma Rd	West Blvd	Both	None	1.46	7,730.94	4.5
Atlanta Hwy	Seminole Dr	Technacenter Dr	Both	None	1.69	8,903.01	7.5
Atlanta Hwy	Burbank Dr	Bell Rd	Both	None	0.90	4,771.42	11
Atlanta Hwy	Lake Forest Dr	Midpark Rd	Both	None	1.25	6,601.13	11.5
Atlanta Hwy	Taylor Rd	Lake Forest Dr	Both	None	1.42	7,494.45	13.5
Atlanta Hwy	McLemore Dr	Taylor Rd	Both	None	0.77	4,085.64	14
Bell Rd	Halcyon Dr	Oliver Dr	Both	None	1.34	7,094.80	4
Bell Rd	Chaparral Dr	Norris Farm Dr	Both	None	1.28	6,747.44	12
Bell St	Day St	Burkett Dr	Both	None	1.31	6,932.54	12.5
Berryhill Rd	Parkview Dr	Eastchase Pkwy	Both	None	0.96	5,063.70	8
Biltmore Ave	Coliseum Blvd	Dalraida Pkwy	Both	None	0.66	3,487.05	14.5
Brewer Rd	Old Hayneville	Selma Hwy	Both	None	1.93	10,167.35	13
Carmichael Rd	Eastern Blvd	Eastern Blvd	Both	None	0.14	733.30	10
Carmichael Rd	Robinson Dr	Eastern Blvd	Both	None	0.78	4,140.32	12
Carter Hill Rd	Robinson Hill Rd	Zelda Rd	Both	None	0.64	3,390.41	14
Cg WLDickinson	Emory Folmar Bd	Fisher Dr	Both	None	1.45	7,642.66	5.5
Cg WLDickinson	Coliseum Blvd	North Blvd	Both	None	1.22	6,435.05	8.5
Cg WLDickinson	Fisher Dr	Gunter Park Dr	Both	None	1.35	7,154.35	10.5

Montgomery County Construction Projects (continued):							
Street	From	To	Location	Existing	Miles	Feet	Score
Cg WLDickinson	Gunter Park Dr	North Blvd	Both	None	0.77	4,049.16	12
Chandler St	Northern Blvd	Court St	Both	None	0.93	4,897.42	2.5
Clisby Park	McDonough St	Decatur St	Both	None	0.56	2,957.29	12.5
Coliseum Blvd	Gardendale Dr	Federal Dr	Both	None	1.60	8,431.81	13.5
Coliseum Blvd	Northern Blvd	Gardendale Dr	Both	None	0.89	4,722.50	14
Court St	6th St	Chandler St	Both	None	1.45	7,639.43	10.5
Dalraida Pkwy	Biltmore Ave	Dalraida Rd	Both	None	0.85	4,462.02	7
Dalraida Rd	Turner Blvd	Dalraida Pkwy	East	West	0.66	3,505.94	11.5
Dalraida Rd	Dalraida Pkwy	Ware Hill Dr	East	West	0.30	1,607.17	14
Decatur St	French St	Clisby Park	Both	None	0.67	3,526.05	8.5
Decatur St	Ferguson St	French St	Both	None	0.53	2,787.59	14.5
Eastchase Ln	Rooms To Go Entrance	Berryhill Rd	South	None	0.25	1,313.03	11
Eastchase Pkwy	Boyd Cooper Pky	Minnie Brown Rd	Both	None	0.50	2,623.99	3.5
Eastchase Pkwy	Costco Gas Station Entrance	Boyd Cooper Pkwy	Both	None	1.29	6,810.50	4
Eastchase Pkwy	Berryhill Rd	Eastchase Ln	Both	None	0.87	4,619.36	6
Eastchase Pkwy	Eastchase Ln	Costco Gas Station Entrance	Both	None	0.58	3,055.87	6
Eastchase Pkwy	Eastchase Loop	Berryhill Rd	Both	None	0.69	3,623.47	9
Eastchase Pkwy	Taylor Rd	Eastchase Loop	Both	None	0.51	2,700.14	13
Federal Dr	Bonnie Crest Dr	Coliseum Blvd	Both	None	1.24	6,560.90	12
Fleming Rd	Court St	Norman Bridge Rd	Both	None	1.01	5,330.87	14
Forest Hills Rd	Atlanta Hwy	Willow Ln	Both	None	0.38	1,983.58	13.5
Gibson St	Texas St	Fairground Rd	Both	None	0.74	3,911.16	5
Gibson St	Lower Wetumpka Rd	Texas St	Both	None	1.15	6,057.64	10
Glen Grattan Dr	Bankhead Ave	Narrow Lane Rd	Both	None	0.77	4,043.92	14
Greystone Dr	Monticello Dr	Greystone Place	Both	None	0.39	2,062.66	4
Gunter Park Dr	1st Left Driveway South of Gunter Park Dr	Midpark Dr	Both	None	0.91	4,826.09	11
Gunter Park Dr	East to 1st North Driveway	Midpark Dr	Both	None	1.61	8,523.66	11.5
Gunter Park Dr	Congressman W.L. Dickinson	East to 1st North Driveway	Both	None	0.71	3,723.88	11.5
Gunter Park Dr W	Gunter Park Dr	South to 1st Driveway on left	Both	None	1.20	6,327.92	13
Hayneville Rd	0.3 miles North of Brewer Rd	West Blvd	Both	None	3.07	16,200.21	6.5
Highland Ave	Lincoln Rd	Lincoln	South	None	0.02	82.63	14
Lafayette St	Francis St	W. Railroad St	Both	None	0.87	4,586.77	14
Lagoon Park Dr	Gunter Park Dr	Eastern Blvd	Both	None	1.57	8,286.93	14
Lamar Rd	Selma Hwy	Wasden Rd	Both	None	5.92	31,266.24	7
Lamuck St	Hayneville Rd	Ellis Dr	Both	None	1.70	8,953.70	12
McLemore Dr	Mitylene Forest Trail	Wares Ferry Rd	Both	None	1.05	5,519.65	3
McLemore Dr	Mitylene Dr	Mitylene Forest Trail	Both	None	1.45	7,646.16	5
McLemore Dr	Atlanta Hwy	Mitylene Dr	Both	None	1.48	7,834.09	14

Montgomery County Construction Projects (continued):							
Street	From	To	Location	Existing	Miles	Feet	Score
Minnie Brown Rd	Wyngrove Dr	Eastchase Pkwy	Both	None	1.09	5,753.21	12.5
Monticello Dr	Library	Greystone Dr	Both	None	0.52	2,758.88	4
Monticello Dr	Greystone Dr	Bell Rd	Both	None	0.57	2,997.23	5.5
Narrow Lane Rd	Primrose Ave	Adrian Ln	Both	None	0.91	4,818.92	8
Narrow Lane Rd	Seth Johnson Dr	Seibles Rd	Both	None	0.75	3,982.35	10.5
Narrow Lane Rd	Woodley Rd	Primrose Ave	Both	None	0.83	4,403.13	14
Norman Bridge	Seibles Rd	Court St	Both	None	2.78	14,690.98	4
Norman Bridge	Fleming Rd	Seibles Rd	Both	None	1.29	6,811.98	10
Old Selma Rd	West Blvd	Ashley Rd	Both	None	0.92	4,870.59	2.5
Oliver Dr	Bell Rd	University Dr	Both	None	0.57	3,013.35	5
Patton Ave	Le Bron Rd	Audubon Rd	Both	None	0.85	4,511.31	12.5
Pike Rd	Interstate 85	Vaughn Rd	Both	None	3.31	17,465.02	11
Prince St	Perry St	McDonough St	Both	None	0.35	1,867.40	12
Ray Thorington Rd	Vaughn Rd	Deer Creek Crossing	Both	None	1.51	7,982.12	8.5
Robinson Hill Rd	Green Oaks Dr	Carter Hill Rd	Both	None	0.81	4,275.49	13
Taylor Rd	Averiett Dr	Troy Hwy	Both	None	5.49	28,998.56	4
Taylor Rd	Vaughn rd	Averiett Dr	Both	None	0.91	4,823.75	10.5
Taylor Rd	Halcyon Park Dr	Vaughn Rd	Both	None	0.89	4,696.13	10.5
Taylor Rd	Atlanta Hwy	Copperfield Dr	Both	None	0.97	5,109.85	12.5
University Dr	Housing Dr	Taylor Rd	Both	None	0.17	922.64	8.5
University Dr	Oliver Dr	Brown Springs Rd	Both	None	1.10	5,830.20	9.5
Vaughn Rd	Wynlakes Blvd	Deer Creek Blvd	Both	None	1.02	5,391.79	4
Vaughn Rd	Ray Thorington	Wynlakes Blvd	Both	None	1.27	6,719.24	4.5
Vaughn Rd	Sturbridge Dr	Ray Thorington Rd	Both	None	0.90	4,758.11	5.5
Vaughn Rd	Laurelwood Ln	Taylor Rd	Both	None	0.69	3,653.27	10
Vaughn Rd	Taylor Rd	Sturbridge Dr	Both	None	1.09	5,777.03	10.5
Vaughn Rd	Bell Rd	Laurelwood Ln	Both	None	1.27	6,730.73	14
Virginia LoopRd	McInnis Rd	Amberly Rd	Both	None	1.07	5,671.74	14
Walker St	Chandler St	Francis St	Both	None	0.89	4,725.11	4
Wares Ferry Rd	McLemore Dr	Rifle Range Rd	Both	None	7.54	39,805.41	4
Wares Ferry Rd	Hillside Rd	0.05 miles West of Bowling Green Dr	North	South	0.15	805.10	7
Wares Ferry Rd	Bowling Green	Yale Dr	South	North	0.22	1,172.99	10
Wares Ferry Rd	WF Elementary	Lakeview Dr	Both	None	1.25	6,607.51	11
Wares Ferry Rd	Mitchell Ave	Hillside Rd	Both	None	1.17	6,192.19	14
Wares Ferry Rd	Springford Foods Rd	Dunbarton Rd	South	North	0.48	2,538.01	14
Wares Ferry Rd	Yale Dr	AL Chirstian Academy	North	South	0.10	523.15	14
Wasden Rd	Lamar Rd	Felder Rd	Both	None	2.37	12,531.90	1
Well Rd	Old Selma Rd	West Blvd	Both	None	0.06	329.89	7
West Blvd	Foshee Rd	Old Selma Rd	Both	None	0.13	690.20	8
Willow Lane Dr	Forest Hills Dr	Green Ridge Rd	Both	None	0.23	1,216.40	9
Woodley Rd	Shadowood Ct	Virginia Loop	Both	None	1.88	9,911.19	12.5

Source: MPO Staff

Table F-5: Amendment #1 Sidewalk Projects						
Montgomery County Construction Projects:						
Street	From	To	Miles	Feet	Score	Priority
College St	E Fairview Ave	Carter Hill Rd	0.48	2,536.42	32	Priority 1
Mobile Dr	W Fairview Ave	W Edgemont Ave	0.48	2,512.97	31	Priority 1
Banbury Ave	Pelzer Ave	Brevard Ave	0.10	535.67	30	Priority 1
Brantwood Dr	Pelzer Ave	Atlanta Hwy	0.42	2,226.34	29	Priority 2
Ridgecrest St	Rosa Parks Ave	April St	0.28	1,501.85	27	Priority 2
Cullen St	Rosa Parks Ave	Edgar Nixon Ave	0.25	1,315.99	27	Priority 2
N. Anton Dr	Edgar Nixon Ave	Cullen St	0.24	1,255.19	27	Priority 2
Vaughn Rd	Fieldcrest Dr	Green Acres Dr	0.17	881.02	26	Priority 2
Pelzer Ave	Colisium Blvd	Dalraida Rd	0.71	3,750.65	25	Priority 2
Vaughn Rd	Carter Hill Rd	Montgomery Academy	0.05	285.17	25	Priority 2
Federal Dr	Ashley Ave	Existing Sidewalk North of Brevard Ave	0.03	166.13	24	Priority 2
Carter Hill Rd	Vaughn Rd	Canterbury Dr	0.12	630.04	23	Priority 2
Bowman St	Gaston Ave	W Delano Ave	0.21	1,098.54	22	Priority 3
E Delano Ave	S Perry St	Norman Bridge Rd	0.40	2,123.79	22	Priority 3
Brown Springs Rd	University Dr	Winton Blount Blvd	0.35	1,822.35	21	Priority 3
Mobile Hwy	Airbase Blvd	Fairwest St	0.13	674.59	21	Priority 3
Bowman St	Gaston Ave	Gateway Park	0.35	1,845.56	21	Priority 3
N Burbank Dr	RR Crossing (Existing Sidewalk)	Atlanta Hwy	0.39	2,073.33	19	Priority 3
Dunbarten Rd	Oak Wild Dr	Eastdale Cir	0.15	781.43	18	Priority 3
Winton Blount Blvd	Taylor Rd	Brown Springs Rd	0.40	2,102.19	17	Priority 3
Park Crossing	Ray Thorington Rd	YMCA	1.12	5,929.51	17	Priority 3
Eastdale Dr S	Gazebo East Dr	Atlanta Hwy	0.20	1,058.15	17	Priority 3
W Delano Ave	Bowman St	S Court St	0.39	2,084.80	17	Priority 3
Pinecrest Dr	Wynlakes Blvd	Wyngrove Dr (north)	0.25	1,319.62	16	Priority 3
Hillman St	Pelzer Ave	Princess Ann St	0.51	2,674.53	16	Priority 3
Eastchase Ln	Eastchase Pkwy	Dead-End	0.93	4,933.57	15	Priority 3
Eastdale Cir Access (West)	Atlanta Hwy	Eastdale Cir	0.08	396.29	15	Priority 3
Eastdale Dr	Eastdale Cir	N Burbank Dr	0.24	1,253.76	13	Long Range
Eastdale Cir Access (East)	Atlanta Hwy	Eastdale Cir	0.08	444.51	13	Long Range
Chantilly Pkwy	Eastchase Pkwy	Vaughn Rd	2.42	12,756.07	11	Long Range
Eastchase Pkwy	Minnie Brown Rd	Chantilly Pkwy	0.13	688.41	10	Long Range
East Dr	University Dr	Taylor Rd	0.05	242.50	9	Long Range
AMENDMENT #1 TOTAL			12.10	63,900.95		
PRIORITY 1 TOTAL			1.06	5585.06		
PRIORITY 2 TOTAL			2.28	12012.37		
PRIORITY 3 TOTAL			5.85	30918.26		
LOMG RANGE PRIORITY TOTAL			2.91	15385.26		

Source: MPO Staff

Appendix G – Bibliography / List of Sources

Plans/Programs

Title: *Montgomery Study Area 2035 Long Range Transportation Plan and Public Involvement Summary*
Author: Montgomery Area Metropolitan Planning Organization
Published: Adopted July 2010
Summary: Existing LRTP
Subject: Transportation Plan

Title: *Montgomery Area Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP), Fiscal Years (FY) 2008 through 2011*
Author: Prepared by the MPO Transportation Planning Staff in cooperation with ALDOT
Published: Adopted September 20, 2007
Summary: Previous TIP
Subject: Transportation Plan

Title: *Montgomery Area Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP), Fiscal Years (FY) 2012 through 2015*
Author: Prepared by the MPO Transportation Planning Staff in cooperation with ALDOT
Published: Adopted September 2011
Summary: Current TIP
Subject: Transportation Plan

Title: *Public Involvement Plan for the Montgomery Area MPO*
Author: Montgomery Metropolitan Planning Organization (MPO) Planning Staff
Published: Adopted January 2014
Summary: Transportation planning process for transportation plan and program development for the Montgomery Metropolitan Planning Area
Subject: Transportation/Public Involvement Plan

Title: *Montgomery Area Congestion Management Process 2014 - 2018*
Author: Montgomery Metropolitan Planning Organization (MPO)
Published: Adopted May 2014
Summary: Congestion Management System (CMS) Plan
Subject: Transportation Plan

Title: *Montgomery Metropolitan Planning Organization (MPO) 2012 Bicycle and Pedestrian Plan*
Author: Montgomery Metropolitan Planning Organization (MPO)
Published: July 2012
Summary: Bicycle and Pedestrian Plan for the Montgomery MPO
Subject: Bicycle/Pedestrian Plan

Title: *Montgomery Urbanized Area Transit Development Plan (Fiscal Year 2009 to Fiscal Year 2013)*
Author: First Transit and Montgomery Metropolitan Planning Organization (MPO) Planning Staff
Published: Prepared September 2008
Summary: Short-range transit planning and development guide for the Montgomery urbanized area
Subject: Transportation Plan

Title: *Montgomery Downtown Plan*
Author: City of Montgomery Staff; Dover, Kohl & Partners; Hall Planning & Engineering; Zimmerman/Volk Associates; Urban Advisors; Urban Advantage; and City of Montgomery Citizens
Published: Adopted January 2007
Summary: A plan for the revitalization of Downtown Montgomery.
Subject: Revitalization Plan

Title: *Montgomery Strategic Development Concept*
Author: KPS Group
Published: Adopted August 28, 2008
Summary: A plan for the city-wide growth.
Subject: Development Plan

Title: *City of Prattville, AL Comprehensive Plan*
Author: Urban Collage, Inc. With: Sain Associates, Market + Main & Contente Consulting, Inc for the City of Prattville
Published: Adopted January 21, 2010
Summary: Comprehensive plan for the City of Prattville includes objectives divided into five categories: Land Use, Economic Development, housing, Transportation & Circulation, and Community Facilities.
Subject: Comprehensive Plan

Title: *Montgomery Riverfront and Downtown Master Plan*
Author: Prepared by the Facility Group, Sasaki Associates, Inc., et. al for the City of Montgomery, riverfront Commission
Published: May 2001
Summary: A planning and design framework for downtown Montgomery and the riverfront area including a strategic implementation strategy
Subject: Development Plan

Title: *A Master Plan for the Elmore County Trail of Legends*
Author: Central Alabama Regional Planning and Development Commission
Published: 1997
Summary: Master plan for recreational trails in Elmore County including the Swayback Trail.
Subject: Bicycle and Pedestrian Element

Title: *Elmore County Five Year Capital Plan Report*
Author: Alabama State Department of Education
Published: Approved September 15, 2008
Summary: Elmore County five year capital plan report.
Category: Capital Development Plan

Title: *ALDOT Railway Plan*
Author: Burk-Kleinpeter Inc in association with Parsons Transportation Group for Bureau of Modal Programs of the Alabama Department of Transportation
Published: June 2014
Summary: History and Inventory of Rail Facilities in State of Alabama
Subject: Rail facilities in Alabama

Socioeconomic Data

Title: *Forecasts of Selected Socioeconomic Variables for Montgomery, Elmore, and Autauga Counties in the Montgomery MPO Area 2010-2040*
Author: Prepared for the City of Montgomery by the Center for Business and Economic Research, Culverhouse College of Commerce and Business Administration, University of Alabama
Published: November 2014
Summary: Projections of households, school-aged population, retail and non-retail employment, and average household income for the Autauga County, Elmore County, and Montgomery County from 2010 to 2040.
Category: Socio-economic

- Title:** US Census American Community Survey (ACS) 2006-2010 and 2009-2013
Author: US Census Bureau
Published: 2011/2014
Summary: Data set presents estimates along with the associated 90 percent margin of error, based on data collected from 2006 to 2010 in the American Community Survey and Puerto Rico Community Survey. The ACS is a nationwide survey designed to provide communities a fresh look at how they are changing. It is a critical element in the Census Bureau's reengineered decennial census program. The ACS collects and produces population and housing information every year instead of every ten years.
Category: Socio-economic
- Title:** US Census 2010
Author: US Census Bureau
Published: 2011
Summary: Census 2010 gathered information on demographic, housing and social characteristics of the population.
Category: Socio-economic
- Title:** 2010 InfoUSA Employment Database for Autauga, Elmore, and Montgomery Counties
Author: InfoUSA
Published: 2011
Summary: Data on employers within tri-county area including address, number of employees, sale volume, and multiple other variables.
Category: Socio-economic
- Title:** Total Full-Time and Part-Time Employment by NAICS Industry (Data Table CA25N)
Author: U.S. Department of Commerce, Bureau of Economic Analysis
Published: April 2008
Summary: Data on full-time and part-time employment by NAICS industry by county.
Category: Socio-economic
- Title:** Tax Statistics – Migration Data 2010 - 2011
Author: IRS
Published: Released in 2014
Summary: Migration data for the United States are based on year-to-year address changes reported on individual income tax returns filed with the IRS.
Category: Socio-economic
- Title:** Economic Base by Business Breakdown (Industry Type), Largest Employers, and Largest Industrial & Manufacturing Employers
Author: Montgomery Area Chamber of Commerce
Published: 2007 Economic Breakdown; Largest Employers and Largest Industrial & Manufacturing Employers (August 2009)
Summary: Data on number of employees and individual businesses by industry type; the largest non-industrial and non-manufacturing employers in Montgomery Area and the number of employees at each company and company product/service; the largest industrial and manufacturing employers in Montgomery Area and the number of employees at each company and company product.
Category: Socio-economic
- Title:** Alabama's Top 100 Private Companies
Author: Business Alabama
Published: December 2008
Summary: Data on the top 100 private companies in Alabama including company name, headquarters location, phone number, 2007 sales in millions, total employment, and type of business.
Category: Socio-economic

Title: Autauga County Parcel Data
Author: Autauga County
Published: Data received from the City of Prattville in 2012
Summary: Information on parcels throughout Autauga County.
Category: Socio-economic

Title: State Board of Education School Report Card for 2009-2010 and 2010-2011
Author: Alabama Department of Education
Published: Annually
Summary: Information on 2010 enrollment in public schools and on the number of students receiving free or reduced lunches.
Category: Socio-economic

Title: Alabama State Department of Human Resources List of Licensed Daycares by County
Author: Alabama State Department of Human Resources
Published: June 2010
Summary: Information on Licensed Daycares as of 2010.
Category: Socio-economic

Title: Montgomery Public Schools Facility Study Final Report
Author: Dejong an Educational Planning Firm for the Montgomery Board of Education
Published: January 2006
Summary: Information on future plans for Montgomery school system.
Category: Socio-economic

Roadway Network

Title: Montgomery MPO Travel Demand Model
Author: Montgomery MPO
Published: 2010
Summary: Current MPO model
Subject: Model

Title: Montgomery MPO Study Area Functional Classification Map
Author: ALDOT
Published: March 2014
Summary: Functional classified roadways within the Montgomery MPO Study Area.
Subject: Roadway Network

Title: Bridge Sufficiency Data and Bridges Designated as Structurally Deficient or Functionally Obsolete
Author: ALDOT
Published: 2015
Summary: Data on the sufficiency rating of each bridge in Montgomery MPO and the bridges designated as Structurally Deficient or Functionally Obsolete
Subject: Roadway Network

Title: ALDOT Website
Author: ALDOT
Published: 2010
Summary: Variety of data.
Subject: Roadway Network

Freight

Title: CSX Operations and Statistics
Author: CSX Transportation, Inc.
Published: 2015
Summary: Data on CSX operations and total freight movements.
Subject: Railroad Freight

Title: Alabama State Port Authority Website: www.asdd.com
Author: Alabama State Port Authority
Published: Information accessed in April 2015
Summary: Information on containers, railcars passing through, trucking, railroads companies used at the port.
Subject: Railroad and Waterway Freight

Title: Norfolk Southern
Author: Norfolk Southern
Published: 2015
Summary: Data on Norfolk Southern operations and total freight movements.
Subject: Railroad Freight

Transit System

Title: Montgomery Area Transit System data for Fiscal Years 2009 through 2013
Author: MATS
Published: --
Summary: Monthly, annual, and average weekday passenger trips for system for FY 09 through FY 13
Subject: Transit System

Title: Transit Route Maps
Author: City of Montgomery, Transportation Planning Division, GIS Database
Published: 2010
Summary: Location of current transit routes.
Subject: Transit System

Title: National Transit Database
Author: Federal Transit Administration
Published: October 1, 2010
Summary: Annually Summary of Ridership and Performance Cost Measures
Subject: Transit System

Title: *ALDOT Transit Reporting System: Section 5311 Quarterly Report FY 2010*
Author: ALDOT GIS Team
Published: June 1, 2010
Summary: Quarterly summary of fiscal year 2009 Ridership and cost performance measures.
Subject: Transit System

Title: *Montgomery Area Transit System On-Board Passenger Ridership Study (2007)*
Author: AJM Consultants for the Montgomery Area Transit Agency
Published: 2007
Summary: Study of the boardings, alightings, and loads by trip and route.
Subject: Transit System

Title: *Transit Needs Assessment Survey General Population and Special Population Survey*
Author: Southeast Research, Inc. for the Montgomery Area Transit System
Published: November 2004
Summary: Study to estimate the unmet needs for transit among the general public in the City of Montgomery, Alabama.
Subject: Transit System

Historic Sites and Districts

Title: *City of Montgomery Register of Historic Sites and Districts*
Author: City of Montgomery, Planning and Development Department
Published: April 2015
Summary: Listing of parcels containing a locally designated historic site and parcels within locally designated historic districts.
Subject: Historic Sites and Districts

Title: *City of Prattville Register of Historic Sites and Districts*
Author: City of Prattville
Published: April 2015
Summary: Listing of locally designated historic district.
Subject: Historic Sites and Districts

Title: *Properties on the Alabama Register of Landmarks and Heritage*
Author: Alabama Register of Landmarks and Heritage
Published: April 2015
Summary: Listing of state designated historic districts and sites with information on date built and date designated.
Subject: Historic Sites and Districts

Title: *Historic Sites Listed by the Alabama Historical Commission*
Author: Alabama Historical Commission
Published: April 2015
Summary: Listing of state designated historic sites with historical and location information.
Subject: Historic Sites and Districts

Title: *List of Sites and Districts in Alabama on the National Register of Historic Places*
Author: National Register of Historic Places
Published: April 2015
Summary: Listing of nationally designated historic sites and districts with information on location, date listed, and date “built.”
Subject: Historic Sites and Districts

Environmental

Title: *Cleanups in My Community List*
Author: Environmental Protection Agency (EPA)
Published: Published on EPA website (www.epa.gov). Information downloaded from website April 2015.
Summary: Listing of cleanups in tri-county area including RCRA Corrective Action sites (cleanup of treatment, storage, and disposal (TSD) facilities under Resources Conservation and Recovery Act and the Hazardous and Solid Waste Amendments (HWSA) statutory authorities), Superfund sites, and Brownfield sites.
Subject: Hazardous and Landfill sites

Title: *CERCLIS database (Comprehensive Environmental Response, Compensation, and Liability Information System)*
Author: Environmental Protection Agency (EPA)
Published: Published on EPA website (www.epa.gov). Information downloaded from website April 2015.
Summary: Information and history of clean-up activities at each superfund site in the nation.
Subject: Hazardous and Landfill sites

Title: *Clean-up Properties Inventory*
Author: Alabama Department of Environmental Management Land Division Brownfield 128(a) Program
Published: Published on ADEM website (www.adem.state.al.us). Information downloaded from website April 2015.
Summary: Listing of and information on each Brownfield in Alabama.
Subject: Hazardous and Landfill sites

Cemeteries

Title: **The USGenWeb Archives Project - Alabama**
Author: The USGenWeb Archives Project - Alabama
Published: Updated by the public and available to the public on website <http://www.usgwarchives.org>
Summary: Listing of cemeteries by county with some cemeteries including additional information and photos.
Subject: Cemeteries

Title: **Website:** <http://alabama.hometownlocator.com>
Author: Updated by the public and available to the public on website <http://alabama.hometownlocator.com>
Published: 2012
Summary: Listing of cemeteries by county with some cemeteries including additional information and maps.
Subject: Cemeteries

Airports

Title: *Montgomery Regional Airport Website* www.iflymontgomery.com
Author: Montgomery Regional Airport
Published: Information accessed in March 2015
Summary: Flight information including destination and carriers, passenger data, and facility.
Subject: Airports

Title: *Federal Aviation Administration (FAA) Data*
Author: Federal Aviation Administration
Published: Information accessed in April 2015
Summary: Landing strip details, lighting, hangers, general aircraft that use the airport and services provided.
Subject: Airports

Title: **Website:** www.airnav.com
Author: Airnav administrators using FAA data.
Published: Information accessed in April 2015
Summary: Provides free information for pilots and others using information from FAA. Landing strip details, lighting, hangers, general aircraft that use the airport and services provided.
Subject: Airports

Waterways

Title: *Coalition of Alabama Waterways (CAWA) Report*
Author: Coalition of Alabama Waterways
Published: April 2015
Summary: Container information, COB, Panama Canal expansion and opening date.
Subject: Waterways

Title: *Outdoor Alabama website* www.outdooralabama.com
Author: Outdoor Alabama staff
Published: Information accessed in April 2015
Summary: Information on rivers, recreational points, boat launches/ramps.
Subject: Waterways

Appendix H – Model Development Report

1.0 Introduction

The City of Montgomery has prepared an update of the Long Range Transportation Plan (LRTP) for the Montgomery Urbanized Area. The plan update is sponsored by the Montgomery Metropolitan Planning Organization and coordinated with the Alabama Department of Transportation (ALDOT). As part of the planning process, the Montgomery MPO and J.R. Wilburn and Associates, Inc. (JRWA) updated the Montgomery travel demand model from base year 2005 and horizon year 2035, to base year 2010 and horizon year 2040. This technical memorandum documents the steps and procedures used to update the Montgomery travel demand model.

The purpose of the LRTP is to develop a plan to address the future transportation needs of the urbanized region which includes portions of Autauga, Elmore, and Montgomery Counties including the municipalities of Coosada, Deatsville, Elmore, Millbrook, Montgomery, Pike Road, Prattville, and Wetumpka. To adequately address future transportation conditions, it is imperative to have a tool for forecasting future transportation infrastructure development and travel scenarios. Travel demand models are computer programs used to forecast future trips and travel patterns in a region based on projected socio economic and land use variables of the area. The Montgomery travel demand model runs on the Cube-Voyager software program and is compatible with Alabama Department of Transportation model development practice.

2.0 Base Year Model Update

The base year for the 2040 LRTP was updated to reflect year 2010 conditions. The MPO staff has developed 2010 and 2040 socio-economic (SE) data including households, retail employments, non-retail employments, school enrollments by Traffic Analysis Zone (TAZ). The new SE data was created through detailed work by the MPO staff and their review and discussion with all cities within the MPO area. Along with the TAZ revisions, this new data set provides a significant and detailed update to the travel demand model.

2.1 Traffic Analysis Zones (TAZ) Update

The MPO staff revised traffic analysis zone boundaries by splitting TAZs. The new model has 404 TAZs that were increased from the 387 TAZs in the existing model. The more TAZs reflect similar socio-economic characteristics and create better travel patterns. Figure E-1 shows the study area boundary and the internal TAZ geography.

2.2 Socio-economic Data Update

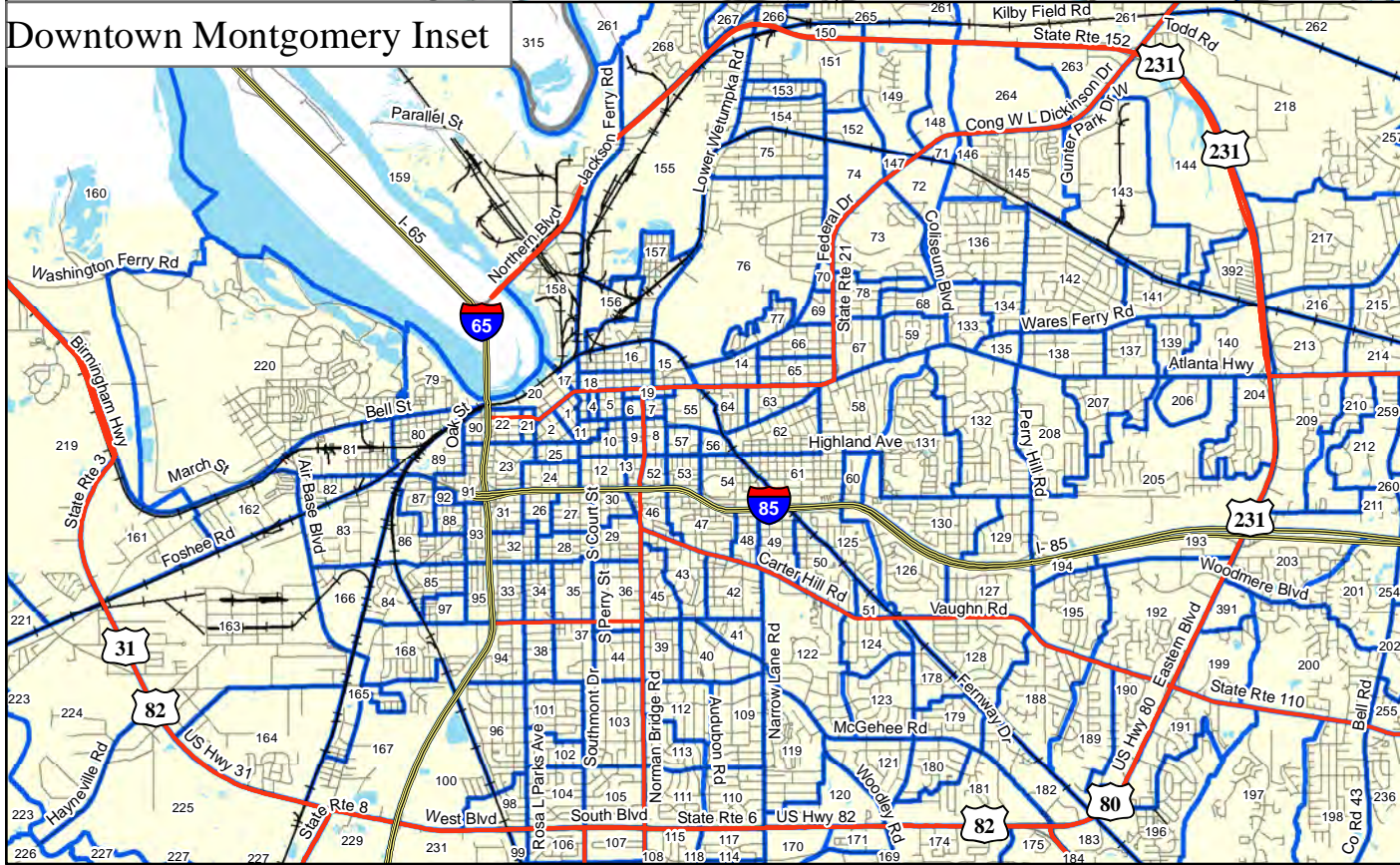
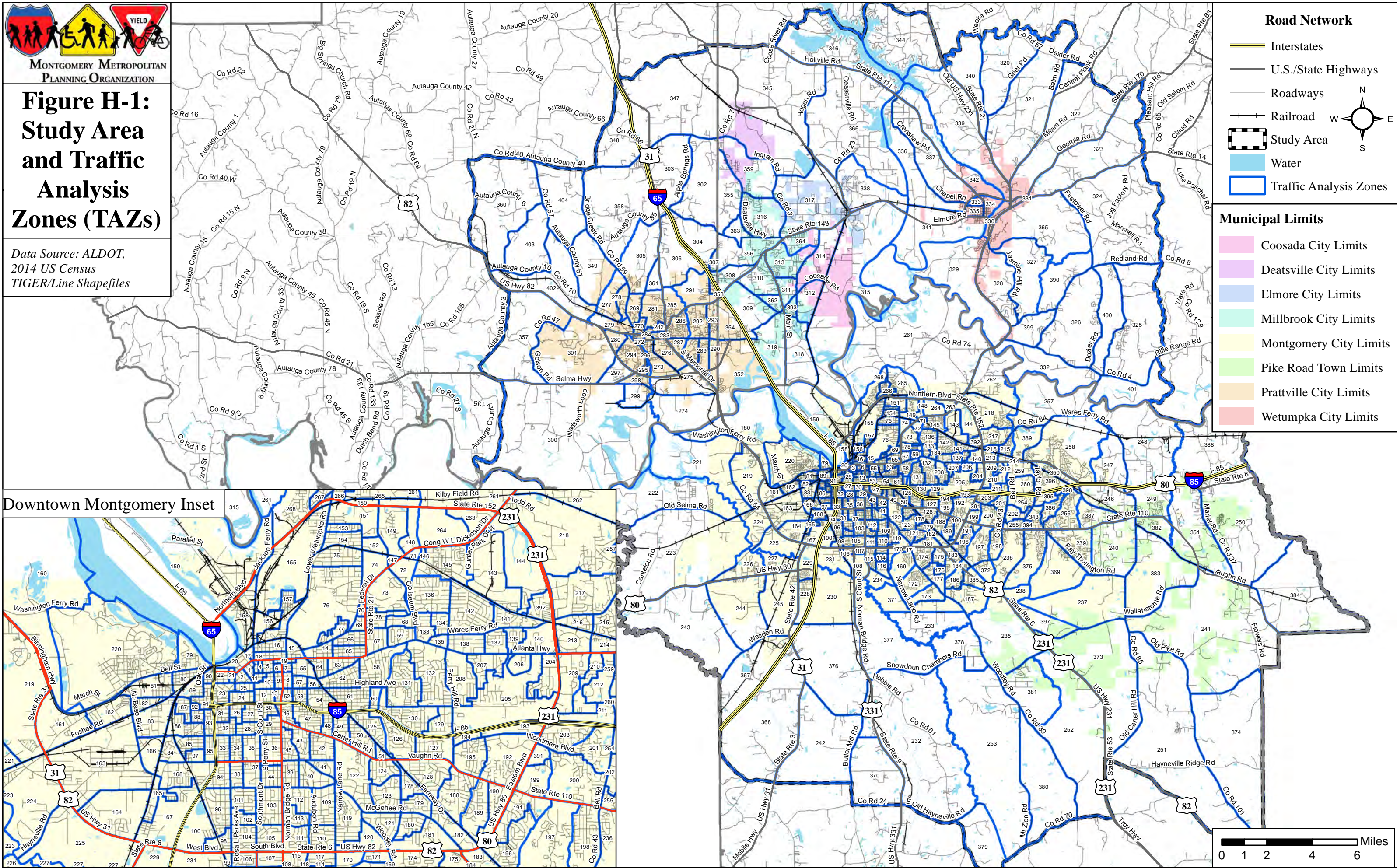
The six socio-economic data categories shown below are required by the trip generation procedure in the Montgomery model:

- Number of Households
- Median Income
- Non-Retail Employment
- Retail Employment
- School Enrollment
- Dormitories



Figure H-1: Study Area and Traffic Analysis Zones (TAZs)

Data Source: ALDOT,
2014 US Census
TIGER/Line Shapefiles



Source: MPO Staff

2.3 Base Network Update

The MPO staff prepared and coded the 2010 base year model network and transit network and forwarded to the Jacobs staff for further work and adjustment. 2010 traffic counts have been entered by the MPO staff onto the base year model for calibrating and validating 2010 model. In addition to ALDOT traffic counts that were included in the existing model network and updated to 2010 traffic counts, the traffic counts collected by the MPO staff have been added to the network.

The base network was verified and updated to reflect the appropriate link characteristics, including functional classification, number of lanes, and capacity. Table H-1 shows the network characteristics as coded.

Table H-1: Network Characteristics

Link Field	Value	
A	Link node A	
B	Link node B	
Distance	Link distance (hundreds of mile)	
Time1	Free flow link travel time (hundreds of minutes)	
Time2	Unused	
Capacity	Link daily capacity (vehicles per day)	
Linkgrp1	Functional classification	
Linkgrp2	Unknown (inherited from 1997 network)	
Linkgrp3	Number of lanes	
Asgngrp	Classification: 1 = Freeway 2 = Other Freeways/Expressways Urban 3 = Principal Arterial 4 = Minor Arterial	5 = Collector Urban 6 = Major Collector Rural 7 = Minor Collector Rural 8 = Ramp 9 = Centroid Connector
User	Unused	
Cost	Unused	
Twoway	Directional flow: 0 = Two way 1 = One way	
Volume	Traffic Count (only on links with count station location)	
Dircode	Unused	

Source: MPO Staff

3.0 Base Year Model Validation

Model validation is the process of demonstrating that the model output reasonably replicates observed travel behavior. ALDOT has developed and adopted software, the ALDOT Trip Generation Program (TRIPGEN), for use in MPO transportation plans in the state. In this study, the TRIPGEN program was used for zonal trip generation and attraction estimation, so it was not necessary to perform a model calibration exercise for the trip generation. Thus the base year model validation was implemented primarily on the trip distribution and network assignment steps in the modeling process. The MPO staff did initial model runs for calibration and validation of the 2010 base year model. JRWA has calibrated and validated the 2010 base year model. The model validation results will be summarized below. The validation criteria adopted for this study came from the publication: “*Model Calibration and Reasonableness Checking Manual*” published by the Federal Highway Administration (FHWA).

3.1 Trip Generation

Trip generation is the process by which the number of trips produced in and attracted to every TAZ are calculated. Trips are generally categorized according to trip purpose (the reason for making the trip) and origin / destination (trip ends). As stated earlier, the ALDOT TRIPGEN program was used to estimate zonal trip productions and attractions. The mathematical equations employed in the TRIPGEN program was not revised for this study. The TRIPGEN program calculates zonal trip production and attraction estimates for six trip purposes as follows:

1. Home Base Work (HBW) – Work related trips within the study area with at least one trip end at home.
2. Home Base Other (HBO) – Non-work trips within the study area with at least one trip end at home.
3. Non-Home Base (NHB) – Trips for any purpose within the study area with no trip end at home.
4. Truck-Taxi (T-T) – Trips by commercial truck or taxi with both trip ends in the study area.
5. Internal – External (I-E) – Trips for any purpose with only one trip end in the study area and the other trip end outside of it.
6. External – External (E-E) – Trips for any purpose which pass through the study area but has both trip ends outside of the study area.

The TRIPGEN program uses six socio-economic data variables (as discussed in Section 2.2) to estimate zonal trip productions and attractions. In addition to the socio-economic data file, running the TRIPGEN program requires six other input datasets, as follows:

1. A file of automobile ownership curve by household income range.
2. A file of household trip generation rate as a function of automobile ownership and income.
3. A file that gives the breakdown of total trip generation into the 6 trip purposes.
4. A file of trip attraction rates by purpose for the various socio-economic variables.
5. A file containing the proportion of external-external trips to total trips for various roadway functional classifications.
6. A file containing the external zone numbers, traffic counts, and the roadway functional classification of the external station.

3.2 Trip Distribution

Trip distribution is the process that converts zonal trip productions and attractions to a matrix of origin and destination flows between all zones (internal zones and external stations, inclusive). The origin indicates the beginning TAZ while the destination is the terminating TAZ of the trip. The standard Voyager gravity model was used for the trip distribution. The trip distribution step begins with calculation of a travel time matrix for all the zones. The gravity model uses the production – attraction totals from the trip generation step, the travel time matrix, and a friction factor table to generate a single trip table. The trip table indicates the number of vehicle trips (for all trip purposes) that travel between each pair of zones or external stations.

3.3 Network Assignment

Network assignment is the process where the inter-zonal trips calculated in the trip distribution step are loaded on the model network according to the routes the trips take. The Equilibrium Highway Load module in Voyager was used for the network assignment. Under equilibrium assignment procedures an iterative process is used to minimize the overall travel time for all trips in the network. The network is said to be in equilibrium when no trip can take an alternate path without increasing the total travel time. Some measures recommended by FHWA for model validation related to network assignment are discussed below for the Montgomery MPO model.

3.4 Validation of Trip Assignment by Volume Group and Functional Classification

Assignment by volume groups is used to assess model performance against aggregate traffic counts on roads categorized by traffic volumes. Table H-2 compares the model performance to recommended FHWA desirable percent deviation for the different volume groups. Please note the higher percent deviations are within lower volume groups. As this table shows, the model performs well, with mean loads for all volume groups falling within FHWA recommended limits.

Table H-2: Validation Summary by Volume Group

Traffic Volume	Model Results	FHWA Maximums*
50,000 +	+ 8.3%	+/- 21%
25,000 – 50,000	+ 7.2%	+/- 22%
10,000 – 25,000	+ 1.3%	+/- 25%
5,000 – 10,000	- 5.3%	+/- 29%
2,500 – 5,000	- 1.5	+/- 36%
1,000 – 2,500	+ 4.8%	+/- 47%

* *Data Source:* “Model Calibration and Reasonableness Checking Manual” published by the Federal Highway Administration (FHWA).

Source: MPO Staff

Table H-3A and H-3B compares model performance to recommended FHWA targets for assignment by roadway functional classification. All model volumes fall within the recommended guidelines.

Table H-3A: Network Assignment by Functional Classification

Functional Classification	Model Results	FHWA Maximums*
Freeway	+ 6.8%	+/- 7%
Major Arterials	+ 8.0%	+/- 10%
Minor Arterials	- 10.1%	+/- 15%
Collectors	- 12.5%	+/- 25%

**Data Source:* “Model Calibration and Reasonableness Checking Manual” published by the Federal Highway Administration (FHWA).

Source: MPO Staff

Root Mean Square Error (RMSE) is a general statistical measure of how close the model loaded volumes are to field counts. With all available traffic counts in the network included, the RMSE is calculated to be

42 percent. An acceptable RMSE is less than 45 percent; therefore, this result is reflective of a calibrated model.

Table H-3B: Network Assignment by Functional Classification (RMSE)

Functional Classification	Model Results	FHWA Maximums*
Freeway	13.9	18.334
Major Arterials	29.8	36.768
Minor Arterials	42.7	43.895
Collectors	66.7	77.482
All Roadways	36.1	36.767

*Data Source: "Model Calibration and Reasonableness Checking Manual" published by the Federal Highway Administration (FHWA).

Source: MPO Staff

3.5 Mode Choice

Montgomery Area Transit System (MATS) provides fixed route and paratransit service within the City of Montgomery. Twenty-four buses serve fourteen fixed routes between the hours of 5:00 a.m. and 9:30 p.m. Monday through Friday and 7:30 a.m. and 6:60 p.m. Saturday. Average weekday passenger trips are 4334, 3774, 3493, and 3421 for fiscal year 2011, 2012, 2013, and 2014 respectively based on MATS ridership statistics as shown in table H-4.

Table H-4 MATS Average Weekday Passenger Trips

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Ave.
2011	4811	4341	4152	4417	4627	4259	4437	4299	3909	3837	4178	4741	4334
2012	4891	4475	3934	3886	3780	3630	3720	3508	3180	3074	3399	3810	3774
2013	3786	3570	3245	3454	3660	3487	3527	3479	3245	3149	3545	3765	3493
2014	3702	3397	3348	3318	3519	3394	3386	3399	3222	3321	3536	3512	3421

Source: MPO Staff

4.0 Model Application

The validated base year model provide a basis for forecasting future regional travel patterns as well as analyze future operational condition of the roadway infrastructure. Three future year scenario runs were performed: the 2040 E+C run, 2040 Build Run with the financially constrained plan, and the 2040 Build Run with the needs plan.

The E+C network represents existing and future transportation infrastructure for which a committed funding source exists. The E+C network typically includes projects programmed for construction with funding authorized in the most current regional Transportation Improvement Program (TIP), which in the case of Montgomery is the 2016-2019 TIP. The E+C network is run with 2040 socio-economic data, and is used to forecast and analyze the state of the transportation infrastructure based on current level of investments. It highlights areas of future need based on defined performance measures such as congestion, travel time, or delay.

The V/C ratio measures the relationship between the traffic on a roadway and the available roadway capacity. It is an established measure of roadway operational condition described in terms of level of

service (LOS) designations from A through F. LOS A represents a condition of light traffic moving at free flow speed, while LOS F represents a condition of heavy traffic demand that far exceeds the roadway capacity, resulting in operational failure or traffic jam. LOS E represents the condition where the road operates at full capacity at reasonable, but reduced, speeds.

For evaluating the performance of plan projects and the condition of the transportation network, LOS D was established as the threshold for acceptable roadway performance. This was in keeping with ALDOT practice. However, V\C ratio thresholds for LOS designation varies by speed, functional classification, and area type. To simplify the analysis, the following composite LOS thresholds for all facilities and area types in the model network was adopted:

<u>LOS</u>	<u>V\C Ratio</u>
A-C	≤ 0.85
D	$> 0.85 - 1.0$
E	$> 1.0 - 1.15$
F	> 1.15

The Build network run is also performed with the year 2040 socio-economic data and includes all projects proposed to remedy the deficiencies identified in the E+C run and through non-model analyses.

To determine whether congested segments required major or minor capacity additions or less expensive operational improvements, an additional calculation, volume minus capacity (V-C), was conducted and results were evaluated. Figure 5-6 in the report illustrates the V-C analysis that was used to determine the appropriate improvement required to meet the need on the specific roadway segment. This calculation illustrates the number of vehicles by which a particular roadway segment exceeds the LOS D threshold (which is considered the acceptable level of congestion).

5.0 Conclusion

The development of the base year 2010 Montgomery model was completed using socio-economic data updated by the Montgomery MPO using data from different sources, including the US Census, previous studies, and from private sources. The model validation exercise showed that various validation parameters are within FHWA recommended ranges.

Montgomery Long Range Transportation Plan Update
Draft Model Validation Report

EXHIBIT H-A
SOCIOECONOMIC DATA INPUTS FOR YEAR 2010 AND 2040 MODELS

Table A-1: Input Socioeconomic Data by TAZ – Year 2010

Traffic Analysis Zone	Households	Average Income	Retail Employment	Non-Retail Employment	School Enrollment
1	0	\$12,377	67	1,515	3,325
2	97	\$12,377	27	118	501
3	26	\$12,377	56	393	0
4	0	\$12,377	30	117	0
5	0	\$12,377	59	2,364	0
6	0	\$17,137	1	1,350	0
7	0	\$17,137	0	3,529	0
8	0	\$17,137	52	1,976	0
9	7	\$17,137	8	454	0
10	11	\$17,137	56	2,023	679
11	0	\$12,377	2	841	0
12	82	\$17,137	18	1,712	0
13	13	\$17,333	118	140	479
14	232	\$31,422	8	90	0
15	13	\$12,377	6	1,154	184
16	140	\$12,377	59	255	65
17	7	\$12,377	90	135	0
18	16	\$12,377	254	546	0
19	2	\$12,377	12	1,378	0
20	1	\$12,377	618	1,567	0
21	20	\$12,377	19	258	0
22	55	\$12,377	17	191	0
23	136	\$17,137	19	127	0
24	109	\$17,137	24	191	0
25	72	\$17,137	18	211	50
26	118	\$16,210	24	114	618
27	75	\$16,210	30	303	0
28	143	\$16,210	4	387	0
29	229	\$16,210	22	257	70
30	30	\$16,210	25	629	0
31	225	\$10,842	42	30	0
32	183	\$10,842	5	95	90
33	213	\$10,842	70	33	0

Montgomery Long Range Transportation Plan Update Draft Model Validation Report

Traffic Analysis Zone	Households	Average Income	Retail Employment	Non-Retail Employment	School Enrollment
34	121	\$10,842	38	97	14
35	146	\$42,214	36	279	1,184
36	392	\$42,214	85	43	0
37	167	\$42,214	152	193	857
38	118	\$42,214	60	26	0
39	311	\$60,372	43	43	65
40	294	\$60,372	1	49	0
41	26	\$60,372	115	212	1,107
42	439	\$60,372	236	90	0
43	282	\$60,372	72	123	85
44	245	\$42,214	11	28	0
45	294	\$60,372	107	41	0
46	224	\$26,375	11	104	5,705
47	22	\$26,375	4	1,194	0
48	46	\$26,375	142	406	723
49	171	\$26,375	155	623	190
50	363	\$26,375	3	29	0
51	85	\$26,375	12	18	0
52	51	\$17,333	0	63	66
53	157	\$17,333	12	49	0
54	42	\$17,333	100	2,735	65
55	134	\$17,333	31	410	341
56	101	\$17,333	27	88	0
57	2	\$17,333	48	335	48
58	666	\$28,691	146	250	2,039
59	273	\$45,163	135	342	6
60	3	\$28,697	316	144	0
61	456	\$28,697	103	434	411
62	431	\$28,697	199	279	71
63	278	\$31,422	147	78	0
64	345	\$31,422	51	293	0
65	317	\$31,422	61	53	0
66	295	\$31,422	15	125	50
67	300	\$45,163	4	1,299	508
68	132	\$45,163	143	84	0
69	53	\$45,163	0	151	0
70	54	\$45,163	0	16	50

Montgomery Long Range Transportation Plan Update Draft Model Validation Report

Traffic Analysis Zone	Households	Average Income	Retail Employment	Non-Retail Employment	School Enrollment
71	0	\$28,643	0	6	0
72	141	\$45,163	16	1,993	0
73	311	\$45,163	6	80	46
74	23	\$45,163	87	386	0
75	545	\$31,605	25	127	0
76	1,016	\$31,605	37	708	525
77	145	\$31,605	37	280	0
78	199	\$45,163	8	57	625
79	18	\$9,752	1	11	153
80	72	\$9,752	104	117	0
81	36	\$9,752	164	530	0
82	131	\$9,752	110	95	0
83	39	\$9,752	45	173	68
84	329	\$16,316	12	237	65
85	209	\$16,316	2	23	0
86	218	\$16,316	7	92	386
87	180	\$16,316	0	18	0
88	74	\$16,316	0	8	0
89	52	\$16,316	0	116	0
90	4	\$16,316	13	31	0
91	55	\$16,316	3	53	0
92	4	\$16,316	0	84	561
93	91	\$16,316	0	77	467
94	303	\$24,600	42	56	42
95	167	\$16,316	61	59	0
96	630	\$24,600	2	16	0
97	129	\$16,316	0	223	165
98	177	\$24,600	16	143	45
99	13	\$24,600	0	0	0
100	113	\$24,600	46	66	0
101	274	\$21,793	1	74	393
102	167	\$21,793	25	84	0
103	396	\$21,793	130	211	0
104	461	\$21,793	7	17	0
105	368	\$21,793	96	120	25
106	260	\$22,346	12	68	0
107	65	\$22,346	48	176	340

Montgomery Long Range Transportation Plan Update Draft Model Validation Report

Traffic Analysis Zone	Households	Average Income	Retail Employment	Non-Retail Employment	School Enrollment
108	117	\$22,346	23	182	182
109	340	\$44,648	1	65	0
110	366	\$44,648	43	170	0
111	231	\$44,648	127	314	0
112	340	\$44,648	17	251	919
113	226	\$44,648	2	37	35
114	279	\$40,893	0	17	0
115	242	\$40,893	41	226	0
116	424	\$40,893	5	125	449
117	149	\$40,893	26	466	95
118	242	\$40,893	3	27	0
119	369	\$63,490	21	190	0
120	111	\$63,490	188	3,200	0
121	235	\$63,490	51	192	569
122	445	\$63,490	35	217	0
123	355	\$63,490	49	248	2,081
124	301	\$63,490	62	58	0
125	257	\$71,926	578	579	110
126	517	\$71,926	420	978	0
127	234	\$71,926	0	93	295
128	454	\$71,926	4	126	825
129	252	\$43,110	70	367	0
130	556	\$43,110	9	248	300
131	557	\$43,110	7	221	0
132	869	\$43,110	136	472	1009
133	367	\$56,328	4	27	40
134	189	\$56,328	6	11	55
135	142	\$56,328	105	141	0
136	721	\$56,328	8	22	0
137	253	\$50,193	55	205	200
138	210	\$50,193	221	241	0
139	228	\$50,193	0	9	0
140	199	\$50,193	304	690	2,432
141	472	\$50,193	33	63	0
142	1,137	\$50,193	12	167	646
143	148	\$44,107	2,050	5,616	0
144	136	\$44,107	343	320	0

Montgomery Long Range Transportation Plan Update Draft Model Validation Report

Traffic Analysis Zone	Households	Average Income	Retail Employment	Non-Retail Employment	School Enrollment
145	197	\$66,667	45	211	0
146	0	\$43,607	0	78	0
147	0	\$45,163	3	8	0
148	0	\$28,643	49	711	0
149	194	\$28,643	71	1,198	0
150	0	\$28,643	0	4	0
151	279	\$28,643	122	262	768
152	0	\$28,643	0	1,649	0
153	195	\$28,643	13	31	0
154	290	\$28,643	6	85	30
155	388	\$51,726	245	507	250
156	3	\$51,726	59	71	0
157	168	\$51,726	44	299	0
158	7	\$51,726	49	1,164	0
159	61	\$51,726	100	1,198	0
160	58	\$39,592	106	427	0
161	222	\$19,250	64	49	41
162	176	\$19,250	53	284	0
163	329	\$19,250	392	1,923	283
164	437	\$19,250	0	65	50
165	128	\$17,865	6	329	110
166	183	\$9,752	0	550	791
167	210	\$17,865	103	451	0
168	456	\$17,865	108	1,065	1,902
169	329	\$41,036	0	143	0
170	266	\$41,036	121	2,981	254
171	209	\$41,036	274	173	0
172	1,081	\$41,036	0	140	546
173	257	\$41,036	0	186	1,095
174	905	\$33,489	240	610	152
175	1,022	\$33,489	68	480	963
176	434	\$33,489	8	12	0
177	795	\$33,489	3	48	110
178	175	\$48,438	131	246	791
179	354	\$48,438	41	126	147
180	259	\$48,438	103	95	102
181	617	\$48,438	445	361	11

Montgomery Long Range Transportation Plan Update Draft Model Validation Report

Traffic Analysis Zone	Households	Average Income	Retail Employment	Non-Retail Employment	School Enrollment
183	612	\$23,921	552	158	0
184	378	\$23,921	66	929	56
185	103	\$23,921	95	424	0
186	618	\$23,921	8	143	555
187	372	\$23,921	31	35	0
188	477	\$65,660	0	66	70
189	351	\$65,660	37	1,368	50
190	202	\$65,660	357	986	0
191	899	\$42,132	331	453	363
192	1,199	\$65,660	1,610	1,239	959
193	0	\$65,660	225	791	0
194	0	\$65,660	99	1,221	0
195	620	\$65,660	285	1,296	1,259
196	1,114	\$42,132	698	130	0
197	666	\$62,416	10	481	3,079
198	759	\$62,416	5	99	350
199	1,138	\$46,592	587	515	732
200	1,151	\$46,592	58	234	60
201	429	\$50,324	5	30	80
202	306	\$99,509	0	65	250
203	734	\$50,324	151	1,724	30
204	307	\$69,100	500	225	496
205	801	\$69,100	666	1,796	0
206	53	\$69,100	25	11	0
207	317	\$69,100	20	23	0
208	326	\$69,100	39	851	913
209	794	\$37,188	930	852	100
210	479	\$37,188	16	424	400
211	47	\$37,188	122	324	0
212	187	\$37,188	177	63	500
213	81	\$36,314	1,609	579	212
214	573	\$36,314	359	215	68
215	606	\$36,314	12	24	0
216	301	\$36,314	66	213	0
217	791	\$36,314	805	1,908	647
218	783	\$43,607	118	116	0
219	285	\$39,592	81	208	0

Montgomery Long Range Transportation Plan Update Draft Model Validation Report

Traffic Analysis Zone	Households	Average Income	Retail Employment	Non-Retail Employment	School Enrollment
220	266	\$81,023	156	2,758	25,395
221	113	\$39,592	6	189	0
222	588	\$39,592	12	182	0
223	208	\$39,592	30	1,493	247
224	99	\$39,592	30	50	91
225	18	\$39,592	62	713	0
226	569	\$36,406	13	299	278
227	132	\$36,406	418	777	0
228	855	\$36,012	4	521	831
229	518	\$36,012	85	47	0
230	79	\$38,077	0	3,265	0
231	52	\$38,077	310	16	0
232	168	\$38,077	11	60	0
233	90	\$60,682	4	37	0
234	18	\$60,682	0	10	0
235	114	\$60,682	0	80	0
236	1,618	\$64,358	456	395	82
237	97	\$102,344	0	63	0
238	0	\$66,111	16	2	0
239	1,573	\$107,431	15	189	115
240	248	\$102,344	14	37	355
241	260	\$75,387	12	123	0
242	158	\$38,077	4	26	0
243	44	\$38,077	0	35	0
244	179	\$38,077	82	960	330
245	113	\$38,077	618	424	0
246	110	\$77,060	95	1,480	0
247	223	\$40,938	136	62	0
248	86	\$40,938	54	1,704	0
249	783	\$77,060	40	87	0
250	330	\$127,969	8	45	0
251	160	\$75,387	2	32	0
252	32	\$75,387	15	13	0
253	91	\$75,387	5	25	0
254	276	\$99,509	7	22	0
255	706	\$99,509	386	484	0
256	1,271	\$99,509	76	742	0

Montgomery Long Range Transportation Plan Update Draft Model Validation Report

Traffic Analysis Zone	Households	Average Income	Retail Employment	Non-Retail Employment	School Enrollment
257	352	\$75,889	44	269	0
258	2,518	\$75,889	72	1,057	129
259	193	\$67,172	184	1,784	70
260	32	\$67,172	3	247	5,837
261	319	\$43,607	634	633	0
262	230	\$43,607	242	201	58
263	3	\$43,607	103	169	0
264	1	\$43,607	18	195	0
265	575	\$33,084	6	40	0
266	87	\$33,084	0	5	0
267	461	\$33,084	5	353	113
268	633	\$33,084	70	164	12
269	341	\$41,091	25	125	1,099
270	305	\$41,091	14	366	0
271	47	\$41,091	125	438	639
272	50	\$41,091	67	351	0
273	424	\$35,020	20	364	0
274	7	\$35,020	0	34	0
275	319	\$35,020	112	279	0
276	438	\$35,020	324	602	1,276
277	192	\$70,220	11	5	0
278	239	\$70,220	1	18	0
279	195	\$70,220	17	234	0
280	67	\$70,220	4	127	0
281	915	\$44,031	10	133	136
282	189	\$44,031	107	78	0
283	127	\$44,031	273	383	0
284	25	\$44,031	13	87	0
285	354	\$56,627	49	68	0
286	1,130	\$56,627	172	189	75
287	238	\$56,627	116	357	160
288	757	\$68,317	43	89	91
289	498	\$68,317	302	365	1,329
290	158	\$68,317	86	135	0
291	152	\$58,420	0	29	115
292	1,639	\$68,317	216	1,049	90
293	1,030	\$68,317	1,061	794	470

Montgomery Long Range Transportation Plan Update Draft Model Validation Report

Traffic Analysis Zone	Households	Average Income	Retail Employment	Non-Retail Employment	School Enrollment
294	598	\$45,313	30	231	0
295	154	\$45,313	20	25	0
296	99	\$45,313	1	11	0
297	272	\$45,313	18	55	0
298	188	\$45,313	33	592	0
299	74	\$80,625	8	842	0
300	253	\$80,625	0	37	0
301	638	\$80,625	21	85	0
302	356	\$58,420	0	0	0
303	348	\$58,420	15	69	0
304	220	\$58,420	0	0	0
305	536	\$58,420	21	355	2,141
306	417	\$58,420	5	23	0
307	43	\$58,420	0	0	0
308	208	\$50,086	19	130	0
309	147	\$50,086	219	123	0
310	876	\$50,086	112	350	270
311	292	\$54,493	12	214	2,340
312	126	\$43,800	4	46	0
313	901	\$54,493	67	207	1,164
314	278	\$43,800	8	259	964
315	220	\$43,800	18	106	300
316	1,047	\$78,000	19	56	0
317	796	\$49,063	22	267	0
318	312	\$41,765	40	63	0
319	356	\$41,765	153	375	0
320	199	\$44,116	6	15	0
321	662	\$44,116	55	371	0
322	365	\$44,116	196	580	0
323	443	\$44,116	17	49	0
324	472	\$58,107	7	74	0
325	914	\$80,690	0	113	889
326	634	\$80,690	10	63	0
327	199	\$58,107	0	15	0
328	450	\$58,107	852	345	0
329	399	\$37,455	323	1,103	0
330	54	\$37,455	176	498	0

Montgomery Long Range Transportation Plan Update Draft Model Validation Report

Traffic Analysis Zone	Households	Average Income	Retail Employment	Non-Retail Employment	School Enrollment
331	19	\$58,107	3	142	0
332	79	\$80,690	11	25	0
333	58	\$37,455	0	326	1,897
334	194	\$37,455	7	88	0
335	308	\$37,455	20	168	929
336	402	\$37,455	4	15	0
337	509	\$37,455	5	316	1,132
338	494	\$49,063	23	53	0
339	621	\$44,116	37	780	0
340	116	\$44,116	8	25	0
341	173	\$37,455	47	333	0
342	170	\$37,455	3	25	0
343	694	\$99,506	271	629	200
344	375	\$49,496	0	98	0
345	410	\$56,451	14	47	65
346	731	\$56,451	50	112	0
347	485	\$48,500	0	5	951
348	161	\$48,500	0	16	0
349	146	\$58,420	0	5	0
350	901	\$67,172	89	141	0
351	310	\$78,036	52	163	0
352	501	\$41,765	0	0	0
353	0	\$45,765	0	0	0
354	299	\$41,765	0	0	260
355	280	\$78,000	0	0	0
356	1,053	\$50,086	355	53	0
357	109	\$80,625	8	43	259
358	572	\$58,420	75	32	0
359	556	\$78,000	0	174	543
360	334	\$58,420	1	26	0
361	10	\$58,420	0	59	0
362	191	\$50,086	5	41	45
363	168	\$78,000	2	27	0
364	349	\$54,493	0	27	0
365	321	\$58,107	48	105	0
366	796	\$56,451	18	1,000	1,628
367	82	\$38,077	81	1,702	0

Montgomery Long Range Transportation Plan Update Draft Model Validation Report

Traffic Analysis Zone	Households	Average Income	Retail Employment	Non-Retail Employment	School Enrollment
368	247	\$38,077	2	102	406
369	447	\$63,162	0	130	1397
370	106	\$38,077	0	9	0
371	137	\$60,682	3	121	75
372	481	\$64,358	17	51	0
373	72	\$75,387	47	77	0
374	61	\$75,387	0	8	0
375	1,267	\$66,111	369	433	0
376	159	\$38,077	45	90	0
377	17	\$38,077	19	16	0
378	77	\$75,387	0	5	0
379	60	\$75,387	0	0	0
380	17	\$75,387	0	0	0
381	309	\$75,387	0	80	0
382	159	\$77,060	0	10	0
383	64	\$75,387	5	11	0
384	51	\$75,387	0	0	0
385	467	\$23,291	223	346	80
386	475	\$99,509	0	98	600
387	337	\$77,060	525	100	150
388	219	\$40,938	5	36	0
389	339	\$75,889	871	171	666
390	141	\$80,690	1	14	0
391	255	\$46,592	502	244	0
392	516	\$44,107	108	101	0
393	129	\$41,765	28	186	0
394	0	\$99,509	353	301	0
395	59	\$99,509	2,161	679	0
396	822	\$67,172	85	2,912	70
397	157	\$60,682	45	186	0
398	0	\$99,509	464	72	0
399	226	\$80,690	12	47	0
400	287	\$80,690	0	62	0
401	4	\$80,690	4	50	0
402	151	\$58,420	6	96	0
403	144	\$58,420	0	28	0
404	146	\$58,420	11	27	0

Source: MPO Staff

Montgomery Long Range Transportation Plan Update Draft Model Validation Report

Table A-2: Input Socioeconomic Data by TAZ – Year 2040

Traffic Analysis Zone	Households	Average Income	Retail Employment	Non-Retail Employment	School Enrollment
1	55	\$19,246	92	1818	2405
2	126	\$19,246	27	236	501
3	41	\$19,246	106	472	0
4	0	\$19,246	30	140	0
5	0	\$19,246	59	2482	0
6	0	\$26,648	1	1375	0
7	0	\$26,648	0	3629	0
8	0	\$26,648	52	2075	0
9	7	\$26,648	8	545	0
10	11	\$26,648	56	2124	679
11	0	\$19,246	2	941	0
12	82	\$26,648	18	1798	0
13	14	\$26,953	118	168	0
14	232	\$48,861	8	180	0
15	13	\$19,246	6	1254	0
16	238	\$19,246	59	306	65
17	11	\$19,246	90	162	0
18	16	\$19,246	254	655	0
19	2	\$19,246	12	1447	0
20	10	\$19,246	618	1645	0
21	34	\$19,246	19	310	0
22	241	\$19,246	17	287	0
23	150	\$26,648	19	254	0
24	120	\$26,648	24	287	0
25	79	\$26,648	18	317	50
26	130	\$25,207	24	137	567
27	83	\$25,207	30	364	0
28	143	\$25,207	4	406	0
29	229	\$25,207	22	308	70
30	30	\$25,207	25	755	0
31	225	\$16,859	42	45	0
32	270	\$16,859	5	114	88
33	213	\$16,859	70	56	0
34	149	\$16,859	38	146	14
35	146	\$65,643	36	419	1073
36	392	\$65,643	85	86	0
37	167	\$65,643	152	290	1028
38	118	\$65,643	60	52	0

Montgomery Long Range Transportation Plan Update Draft Model Validation Report

Traffic Analysis Zone	Households	Average Income	Retail Employment	Non-Retail Employment	School Enrollment
39	311	\$93,878	43	52	65
40	294	\$93,878	1	59	0
41	26	\$93,878	115	254	1307
42	488	\$93,878	236	270	0
43	284	\$93,878	72	148	85
44	245	\$65,643	11	34	0
45	294	\$93,878	107	82	0
46	224	\$41,013	11	156	8000
47	22	\$41,013	4	1254	0
48	46	\$41,013	142	487	723
49	171	\$41,013	155	654	179
50	363	\$41,013	3	58	0
51	85	\$41,013	12	36	0
52	56	\$26,953	0	95	66
53	161	\$26,953	12	98	0
54	42	\$26,953	100	2935	65
55	134	\$26,953	31	615	55
56	101	\$26,953	27	132	0
57	221	\$26,953	48	402	48
58	666	\$44,615	146	300	1835
59	273	\$70,228	135	410	6
60	3	\$44,624	316	173	0
61	457	\$44,624	103	484	373
62	432	\$44,624	199	335	64
63	278	\$48,861	147	117	0
64	345	\$48,861	51	308	0
65	317	\$48,861	61	80	0
66	295	\$48,861	15	150	50
67	300	\$70,228	4	1364	534
68	132	\$70,228	143	101	0
69	53	\$70,228	0	159	0
70	54	\$70,228	0	19	50
71	0	\$44,540	0	12	0
72	141	\$70,228	16	2093	0
73	311	\$70,228	31	240	46
74	23	\$70,228	87	405	0
75	545	\$49,146	25	133	0
76	1017	\$49,146	37	743	473
77	145	\$49,146	37	294	0

Montgomery Long Range Transportation Plan Update Draft Model Validation Report

Traffic Analysis Zone	Households	Average Income	Retail Employment	Non-Retail Employment	School Enrollment
78	199	\$70,228	8	60	563
79	75	\$15,164	21	261	0
80	94	\$15,164	104	140	0
81	36	\$15,164	164	557	0
82	131	\$15,164	110	114	0
83	60	\$15,164	45	208	68
84	329	\$25,371	12	249	65
85	211	\$25,371	2	28	0
86	219	\$25,371	7	101	25
87	180	\$25,371	0	22	0
88	74	\$25,371	0	16	0
89	52	\$25,371	0	122	0
90	4	\$25,371	13	47	0
91	55	\$25,371	3	64	0
92	4	\$25,371	0	92	515
93	91	\$25,371	0	92	0
94	303	\$38,253	42	59	42
95	167	\$25,371	61	71	0
96	630	\$38,253	2	19	0
97	131	\$25,371	0	268	65
98	177	\$38,253	16	172	45
99	13	\$38,253	0	0	0
100	113	\$38,253	46	79	0
101	275	\$33,888	1	81	469
102	175	\$33,888	25	92	0
103	396	\$33,888	130	222	0
104	461	\$33,888	7	18	0
105	369	\$33,888	96	126	25
106	260	\$34,748	12	71	0
107	65	\$34,748	48	211	104
108	117	\$34,748	23	218	171
109	341	\$69,428	1	78	0
110	366	\$69,428	43	179	0
111	231	\$69,428	127	377	0
112	340	\$69,428	17	264	703
113	226	\$69,428	2	39	35
114	279	\$63,589	0	18	0
115	243	\$63,589	41	237	0
116	424	\$63,589	5	131	401

Montgomery Long Range Transportation Plan Update Draft Model Validation Report

Traffic Analysis Zone	Households	Average Income	Retail Employment	Non-Retail Employment	School Enrollment
117	149	\$63,589	26	489	95
118	242	\$63,589	3	28	0
119	372	\$98,727	21	200	0
120	111	\$98,727	188	3360	0
121	235	\$98,727	51	202	569
122	447	\$98,727	35	228	0
123	355	\$98,727	49	260	1873
124	301	\$98,727	62	116	0
125	257	\$111,845	578	695	110
126	517	\$111,845	420	1078	0
127	234	\$111,845	0	112	266
128	454	\$111,845	4	151	743
129	252	\$67,036	70	385	0
130	556	\$67,036	9	298	270
131	557	\$67,036	7	232	0
132	869	\$67,036	136	496	961
133	367	\$87,590	4	28	40
134	189	\$87,590	6	12	55
135	142	\$87,590	105	148	0
136	723	\$87,590	8	26	0
137	253	\$78,050	55	215	200
138	210	\$78,050	221	253	0
139	228	\$78,050	0	11	0
140	199	\$78,050	304	725	3452
141	472	\$78,050	33	66	0
142	1138	\$78,050	12	175	581
143	148	\$68,586	2050	5897	0
144	136	\$68,586	343	384	0
145	197	\$103,667	45	253	0
146	0	\$67,809	0	86	0
147	0	\$70,228	3	10	0
148	0	\$44,540	49	747	0
149	194	\$44,540	71	1258	0
150	0	\$44,540	0	12	0
151	279	\$44,540	122	314	691
152	0	\$44,540	0	1731	0
153	195	\$44,540	13	33	0
154	290	\$44,540	6	89	30
155	388	\$80,434	245	608	250

Montgomery Long Range Transportation Plan Update Draft Model Validation Report

Traffic Analysis Zone	Households	Average Income	Retail Employment	Non-Retail Employment	School Enrollment
156	3	\$80,434	59	107	0
157	168	\$80,434	44	359	0
158	7	\$80,434	49	1222	0
159	61	\$80,434	100	1258	0
160	60	\$61,566	106	448	0
161	224	\$29,934	64	98	41
162	178	\$29,934	53	298	0
163	333	\$29,934	392	2019	0
164	438	\$29,934	0	98	50
165	128	\$27,780	6	345	110
166	183	\$15,164	0	578	1000
167	210	\$27,780	103	474	0
168	456	\$27,780	108	1118	1726
169	329	\$63,811	0	150	0
170	266	\$63,811	121	3130	245
171	209	\$63,811	274	182	0
172	1082	\$63,811	0	147	491
173	257	\$63,811	0	195	1325
174	906	\$52,075	240	641	152
175	1022	\$52,075	68	504	1200
176	434	\$52,075	8	18	0
177	795	\$52,075	3	58	110
178	176	\$75,321	131	295	662
179	356	\$75,321	41	132	141
180	259	\$75,321	103	99	102
181	617	\$75,321	470	722	957
182	441	\$75,321	252	367	0
183	612	\$37,197	652	316	0
184	378	\$37,197	66	975	56
185	199	\$37,197	95	445	0
186	628	\$37,197	8	172	500
187	373	\$37,197	31	37	0
188	477	\$102,101	0	69	70
189	351	\$102,101	37	1436	45
190	202	\$102,101	357	1183	0
191	899	\$65,515	331	680	329
192	1335	\$102,101	1710	1487	813
193	0	\$102,101	225	949	0
194	0	\$102,101	99	1282	0

Montgomery Long Range Transportation Plan Update Draft Model Validation Report

Traffic Analysis Zone	Households	Average Income	Retail Employment	Non-Retail Employment	School Enrollment
195	620	\$102,101	285	1361	1143
196	1114	\$65,515	698	156	0
197	744	\$97,057	10	505	2708
198	759	\$97,057	5	119	315
199	1138	\$72,451	587	618	832
200	1151	\$72,451	58	246	45
201	433	\$78,254	5	45	80
202	308	\$154,736	0	68	188
203	734	\$78,254	151	1810	30
204	307	\$107,451	500	270	460
205	805	\$107,451	666	1886	0
206	53	\$107,451	25	13	0
207	317	\$107,451	20	173	0
208	326	\$107,451	39	1021	467
209	794	\$57,827	930	1022	100
210	479	\$57,827	16	445	400
211	48	\$57,827	122	340	0
212	187	\$57,827	177	76	500
213	81	\$56,468	1609	695	212
214	579	\$56,468	359	258	68
215	606	\$56,468	12	29	0
216	301	\$56,468	66	224	0
217	791	\$56,468	805	2003	588
218	830	\$67,809	118	232	0
219	285	\$61,566	81	250	0
220	266	\$125,991	156	2896	27000
221	115	\$61,566	6	227	0
222	592	\$61,566	12	218	0
223	217	\$61,566	30	1792	336
224	99	\$61,566	30	60	91
225	19	\$61,566	62	856	0
226	570	\$56,611	13	449	341
227	132	\$56,611	418	932	0
228	855	\$55,999	4	782	929
229	519	\$55,999	85	94	0
230	79	\$59,210	0	3918	0
231	52	\$59,210	310	116	0
232	169	\$59,210	11	120	0
233	95	\$94,361	4	44	0

Montgomery Long Range Transportation Plan Update Draft Model Validation Report

Traffic Analysis Zone	Households	Average Income	Retail Employment	Non-Retail Employment	School Enrollment
234	19	\$94,361	0	60	0
235	356	\$94,361	55	136	1000
236	2088	\$100,077	481	593	82
237	317	\$159,145	0	95	0
238	0	\$102,803	16	202	0
239	1775	\$167,055	15	227	104
240	443	\$159,145	44	111	355
241	818	\$117,227	122	234	511
242	176	\$59,210	4	52	0
243	44	\$59,210	0	105	0
244	185	\$59,210	82	1152	330
245	114	\$59,210	618	636	0
246	118	\$119,828	185	2220	0
247	327	\$63,659	136	562	0
248	87	\$63,659	54	2045	0
249	901	\$119,828	70	191	0
250	954	\$198,992	88	395	1300
251	179	\$117,227	2	64	0
252	274	\$117,227	75	113	600
253	96	\$117,227	5	75	0
254	276	\$154,736	232	66	0
255	706	\$154,736	386	581	0
256	1288	\$154,736	176	890	0
257	352	\$118,007	54	538	0
258	2566	\$118,007	72	1268	129
259	193	\$104,452	184	2141	70
260	33	\$104,452	3	371	5837
261	322	\$67,809	634	760	0
262	237	\$67,809	242	402	58
263	3	\$67,809	103	338	0
264	1	\$67,809	18	390	0
265	608	\$51,446	6	190	0
266	87	\$51,446	0	45	0
267	461	\$51,446	5	371	104
268	633	\$51,446	70	246	12
269	450	\$59,828	25	131	1230
270	345	\$59,828	19	384	0
271	47	\$59,828	131	460	709
272	50	\$59,828	77	369	0

Montgomery Long Range Transportation Plan Update Draft Model Validation Report

Traffic Analysis Zone	Households	Average Income	Retail Employment	Non-Retail Employment	School Enrollment
273	450	\$50,989	25	437	0
274	7	\$50,989	0	41	0
275	475	\$50,989	117	577	14
276	575	\$50,989	339	903	1429
277	250	\$102,240	11	8	0
278	265	\$102,240	1	19	0
279	260	\$102,240	22	246	6
280	75	\$102,240	4	133	0
281	1010	\$64,109	10	160	160
282	230	\$64,109	107	82	0
283	127	\$64,109	288	402	0
284	25	\$64,109	23	91	0
285	400	\$82,449	49	82	0
286	1131	\$82,449	172	198	83
287	238	\$82,449	116	375	178
288	800	\$99,470	43	93	101
289	660	\$99,470	317	548	1490
290	245	\$99,470	101	162	8
291	1350	\$85,060	20	58	235
292	1654	\$99,470	231	1101	100
293	1061	\$99,470	1086	834	522
294	825	\$65,976	30	243	20
295	154	\$65,976	20	26	0
296	99	\$65,976	1	13	0
297	300	\$65,976	18	83	0
298	200	\$65,976	33	622	0
299	85	\$117,390	8	884	0
300	345	\$117,390	0	56	8
301	860	\$117,390	21	128	20
302	463	\$85,060	0	5	10
303	452	\$85,060	15	83	9
304	330	\$85,060	0	5	10
305	725	\$85,060	21	373	2394
306	545	\$85,060	5	35	12
307	140	\$85,060	0	5	9
308	260	\$84,545	29	260	0
309	270	\$84,545	244	246	6
310	960	\$84,545	117	525	270
311	405	\$91,984	12	257	2346

Montgomery Long Range Transportation Plan Update Draft Model Validation Report

Traffic Analysis Zone	Households	Average Income	Retail Employment	Non-Retail Employment	School Enrollment
312	139	\$73,934	4	92	0
313	975	\$91,984	72	311	1164
314	405	\$73,934	8	311	970
315	275	\$73,934	18	159	300
316	1325	\$131,664	19	67	14
317	1200	\$82,818	22	320	20
318	332	\$70,499	40	126	0
319	445	\$70,499	153	450	0
320	240	\$74,468	6	23	0
321	950	\$74,468	55	390	14
322	460	\$74,468	196	609	0
323	555	\$74,468	17	74	6
324	710	\$98,085	7	111	12
325	1305	\$136,205	0	170	1625
326	800	\$136,205	10	126	8
327	360	\$98,085	0	23	8
328	664	\$98,085	852	518	11
329	500	\$63,224	373	1324	5
330	54	\$63,224	176	747	0
331	19	\$98,085	3	170	0
332	100	\$136,205	11	50	0
333	58	\$63,224	0	391	1897
334	194	\$63,224	7	132	0
335	333	\$63,224	20	202	929
336	520	\$63,224	4	23	6
337	890	\$63,224	5	332	1151
338	725	\$82,818	23	80	12
339	675	\$74,468	37	819	0
340	350	\$74,468	8	30	12
341	400	\$63,224	47	400	11
342	235	\$63,224	3	38	0
343	696	\$154,732	271	944	200
344	475	\$83,549	0	118	5
345	590	\$95,289	14	71	74
346	925	\$95,289	50	134	10
347	535	\$70,616	0	15	1056
348	250	\$70,616	0	48	8
349	195	\$85,060	0	10	0
350	991	\$104,452	89	423	0

Montgomery Long Range Transportation Plan Update Draft Model Validation Report

Traffic Analysis Zone	Households	Average Income	Retail Employment	Non-Retail Employment	School Enrollment
351	1035	\$121,346	287	489	500
352	890	\$70,499	1107	704	19
353	0	\$77,251	245	24	0
354	375	\$70,499	1353	465	260
355	395	\$131,664	0	5	6
356	1350	\$84,545	360	80	15
357	190	\$117,390	8	52	295
358	750	\$85,060	75	48	16
359	795	\$131,664	0	209	555
360	370	\$85,060	1	31	0
361	25	\$85,060	0	89	0
362	270	\$84,545	5	43	45
363	325	\$131,664	2	32	8
364	445	\$91,984	0	41	0
365	455	\$98,085	48	126	7
366	796	\$95,289	18	1050	1628
367	84	\$59,210	81	2042	0
368	248	\$59,210	2	204	317
369	1084	\$98,217	0	390	1197
370	117	\$59,210	0	59	0
371	138	\$94,361	3	127	75
372	523	\$100,077	17	61	0
373	80	\$117,227	112	142	0
374	66	\$117,227	0	16	0
375	1772	\$102,803	369	683	0
376	159	\$59,210	45	590	0
377	17	\$59,210	19	166	0
378	78	\$117,227	0	10	0
379	60	\$117,227	0	25	0
380	17	\$117,227	0	25	0
381	326	\$117,227	0	96	0
382	1030	\$119,828	60	70	0
383	480	\$117,227	85	161	700
384	260	\$117,227	0	25	0
385	467	\$36,218	223	692	80
386	500	\$154,736	0	294	440
387	403	\$119,828	585	300	150
388	221	\$63,659	55	90	0
389	468	\$118,007	871	342	599

Montgomery Long Range Transportation Plan Update Draft Model Validation Report

Traffic Analysis Zone	Households	Average Income	Retail Employment	Non-Retail Employment	School Enrollment
390	215	\$136,205	1	28	0
391	255	\$72,451	502	488	0
392	516	\$68,586	108	152	0
393	175	\$70,499	28	195	0
394	0	\$154,736	353	903	0
395	170	\$154,736	2386	1019	0
396	822	\$104,452	85	3494	70
397	159	\$94,361	75	223	0
398	354	\$154,736	689	322	0
399	296	\$136,205	12	71	0
400	574	\$136,205	0	65	14
401	4	\$136,205	4	64	0
402	199	\$85,060	6	115	0
403	189	\$85,060	0	34	0
404	192	\$85,060	11	32	0

Source: MPO Staff

Appendix I – Glossary of Terms

- ***Air Quality Conformity*** - establishes a link between transportation planning and air quality standards established by the U.S. Environmental Protection Agency (EPA). Conformity is a means of ensuring that transportation activities funded through the U.S. Department of Transportation and its divisions do not worsen air quality or interfere with the purpose of the SIP for meeting EPA air quality standards.
- ***Clean Air Act Amendments of 1990 (CAAA)*** – the federal legislation that established acceptable levels of certain criteria pollutants and the basis for EPA to develop air quality conformity rules.
- ***Intelligent Transportation System (ITS)*** – a general term that refers to a group of technological tools that can be integrated into transportation system management. Some ITS technologies include: changeable message signs, surveillance cameras, loop detectors, in-vehicle navigation systems, and others.
- ***Level of Service (LOS)*** – a qualitative measure to standardize the description of operator or transit passenger perceptions of conditions on a transportation system. LOS uses a scale of best to worst, from A to F to describe the conditions. A LOS ‘A’ on a roadway is generally described as free-flow conditions at the designated speed; LOS ‘F’ is described as interrupted flow, ‘stop-and-go’ traffic with speeds below the designated speed.
- ***Metropolitan Planning Organization (MPO)*** – a forum for cooperative transportation decision-making for a metropolitan area required for urbanized areas under federal legislation. The MPO policy body membership must include representation of local elected officials, officials of agencies that administer or operate major transportation modes or systems (e.g., transit operators, sponsors of major local airports, maritime ports, rail operators), and the appropriate state officials. The MPO is responsible for carrying out the transportation planning process and for developing and approving the transportation plan and TIP.
- ***Metropolitan Transportation Plan*** – the official intermodal transportation plan that is developed and adopted through the metropolitan transportation planning process.
- ***Mode Split*** – a way to summarize the use of an array of mobility alternatives (automobile, transit, bicycle, pedestrian) within the transportation system.
- ***Vehicle Hours Traveled (VHT)*** – a measurement of the total hours spent by vehicles in the process of traveling along the roadway network.
- ***Vehicle Miles Traveled (VMT)*** – a measurement of vehicle travel made by all vehicles on the roadway network in the area for a specified time period.
- ***State Implementation Plan (SIP)*** – implementation plan which contains specific strategies for controlling emissions of and reducing ambient levels of pollutant to satisfy Clean Air Act (CAA) requirements for demonstration of reasonable further progress and attainment.
- ***State Transportation Improvement Program (STIP)*** – the staged, multiyear, statewide, intermodal program of transportation projects which is consistent with the Statewide Transportation Plan and planning processes, and metropolitan plans, TIPs, and processes.
- ***Statewide Transportation Plan*** – official statewide, intermodal long range transportation plan that is developed through a statewide transportation planning process.
- ***Transportation Demand Management (TDM)*** – techniques employed to reduce travel demand by changing patterns of use of the transportation system. Programs that encourage alternative transportation modes to single occupant vehicle usage such as carpooling and telecommuting as well as parking pricing policies are examples of TDM tools.

- **Transportation Equity Act for the 21st Century (TEA-21)** – legislation authorizing the federal surface transportation programs for highway, highway safety, and transit for a six-year period (1998-2003).
- **Transportation Improvement Programs (TIP)** – staged, multiyear, intermodal program of transportation projects that is consistent with the metropolitan transportation plan.
- **Transportation Management Area (TMA)** – an urbanized area with a population over 200,000 (as determined by the last decennial census) or other area when the TMA designation is requested by the Governor and the MPO (or affected local officials), and officially designated by the Administrators of the FHWA and the FTA.
- **Travel demand forecasting** - employing a computer simulation model to examine possible future outcomes for the transportation system based on land use, economic and population inputs.
- **Urbanized Area** – An area with population exceeding 50,000 as defined by the decennial census.
- **Volume to Capacity Ratio (V/C)** – the relationship between the existing or forecasted volume of traffic on a transportation facility to its theoretical capacity, expressed as a decimal.

Appendix J – Congested Management Process

Montgomery
Metropolitan Planning
Organization (MPO)

Congestion
Management
Process (CMP)
2014 - 2018

May 2014



Prepared by



In cooperation with
the Montgomery
MPO, MPO Staff and
Advisory Committees

MONTGOMERY METROPOLITAN PLANNING ORGANIZATION

Congestion Management Process FISCAL YEAR 2014 2014-2018

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

For information regarding this document, please contact:

Mr. Robert E. Smith Jr., Director of Planning/MPO Administrator (MPO Staff)
The City of Montgomery, Planning and Development Department
Transportation Planning Division
Intermodal Transportation Facility
495 Molton Street
Montgomery, AL 36104
Phone: (334) 625-2218 · Fax: (334) 625-2326
Email: rsmith@montgomeryal.gov
MPO Website Address: <http://www.montgomerympo.org>

This CMP was prepared as a cooperative effort of the US Department of Transportation (USDOT), Federal Highway Administration (FHWA), Alabama Department of Transportation (ALDOT), and local governments as a requirement of 23 USC 134 and 135 as amended by MAP-21 Sections 1201 and 1202, July 2012. This document does not necessarily reflect the official views or policies of the US Department of Transportation.



Montgomery Metropolitan Planning Organization (MPO) Members

Voting Members

Mayor, City of Montgomery – Hon. Todd Strange
Mayor, City of Prattville – Hon. William Gillespie
Autauga County Commissioner – Hon. Carl Johnson
Sixth Division Engineer, ALDOT – Mr. Steve Graben
Mayor, City of Wetumpka – Hon. Jerry Willis (**MPO Vice Chairman**)
Director of Planning & Development, City of Montgomery – Mr. Robert E. Smith
Mayor, Town of Coosada – Hon. Connie Hand
Councilman, City of Montgomery – Hon. Charles Jinright (**MPO Chairman**)
Montgomery County Commissioner – Hon. Elton Dean
Mayor, City of Millbrook – Hon. Al Kelley
Councilman, City of Montgomery – Hon. Cornelius Calhoun
Elmore County Commissioner – Hon. David Bowen

Non-Voting Members

Mr. Robert J. Jilla –Bureau Chief, Transportation Planning and Modal Programs ALDOT
Mr. Kelvin L. Miller - General Manager, The M - Montgomery Area Transit System
Mr. Greg Clark - Director, Central Alabama Regional Planning and Development Commission
Autauga County Rural Transportation Director
Mr. Mark D. Bartlett - Division Administrator, Federal Highway Administration
Mr. Ken Upchurch – Member of City of Montgomery Planning Commission
Ms. Abigail Rivera - Community Planner, Federal Transit Administration
Hon. Gordon Stone – Mayor, Town of Pike Road
Hon. Clayton Edgar – Mayor, Town of Deatsville
Hon. Margaret White – Mayor, Town of Elmore

MPO Transportation Planning Staff

Mr. Robert E. Smith Jr., Director of Planning/MPO Administrator
Mr. Kindell C. Anderson, Senior Planner
Ms. April Delchamps, Senior Planner
Mr. James Askew, GIS Analyst
Mr. Joe C. Mack Jr., Grants Accountant
Ms. Lisa Walters, Transportation Planning Technician



Montgomery Metropolitan Planning Organization (MPO) Technical Coordinating Committee (TCC) Membership

TCC-Voting Members

Ms. Alfredo Acoff, Coordinator
Environmental Technical Section ALDOT

Mr. Locke (Bubba) Bowden
Traffic Engineer
City of Montgomery

Mr. David Bufkin
County Engineer
Autauga County

Mr. Lee Connor (Chris Christensen)
Association for Retarded Citizens

Mr. Robert E. Smith Jr. (TCC Chairman)
Director, Planning Department
City of Montgomery/MPO Staff

Mr. David Harris
Planning Programs & Right of Way Manager
Federal Highway Administration

Mr. Chris Howard
ADEM
Air Division Planning Branch Chief

Mr. Stuart Peters, Engineer
Town of Coosada/City of Millbrook

Mr. John McCarthy
Asst. Traffic Engineer
City of Montgomery

Emmanuel Oranika, Ph.D.
Metropolitan Transportation Planning
Administrator, ALDOT

Representative
ADECA

Mr. Chris Conway
Public Works Director
City of Montgomery

Mayor Margaret White
Town of Elmore

Mr. Joel Duke, City Planner
City of Prattville

Mayor W. Clayton Edgar
Town of Deatsville

Mr. Jerry Peters
City Engineer
City of Millbrook

Mr. David Bollie
County Transportation Engineer
ALDOT Sixth Division

Mr. Richie Beyer
County Engineer
Elmore County

Mr. Kenneth White, Engineer
Town of Pike Road

Mr. Kelvin L. Miller
General Manager
Montgomery Area Transit System

Director
Autauga County Rural
Transportation

Mr. Tommy Tyson
Land Use Controls Administrator

Mr. George Speake
County Engineer
Montgomery County

Mr. Bill Tucker, Executive Director
Central AL Regional Planning &
Development Commission



TCC cont'd

Representative
City of Wetumpka Transportation

Mr. Frank Filgo, President
Alabama Trucking Association

Mr. Patrick Dunson
City Engineer
City of Montgomery

Non-Voting TCC Members

Mr. Wes Elrod
Assistant Bureau Chief
Transportation Planning/Modal Programs
ALDOT

Mr. Phil Perry
Executive Director
Montgomery Airport Authority

Assistant Bureau Chief
Transportation Planning/Modal
Programs-ALDOT



Montgomery Metropolitan Planning Organization (MPO) Citizens Advisory Committee (CAC) Membership

Mr. Charles Rowe
Elmore County

Mr. Crews Reaves
City of Montgomery

Mr. James Brown (CAC Chairman)
City of Montgomery

Mr. Rodger Burnette
Montgomery County

Ms. Valeria Harman
City of Montgomery

Mr. Johnny Jackson
City of Montgomery

Mr. Rick Beauchamp
Elmore County

Mr. David Martin
City of Montgomery

Ms. Greta Duckett
City of Montgomery

Mr. Blair Rehnberg
Town of Coosada

Vacant
City of Montgomery

Mr. Edward Stevens
City of Montgomery

Ms. Gracie Stroud
City of Montgomery

Vacant
City of Millbrook

Mr. Theodore White
City of Montgomery

Mr. Augustus Townes, Jr.
City of Montgomery

Vacant
City of Montgomery

Vacant
City of Montgomery

Vacant
City of Prattville

Vacant
City of Prattville



Resolution

The Montgomery Metropolitan Planning Organization (MPO) Adopting the Final 2014 Montgomery Congestion Management Plan

WHEREAS, the Montgomery 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 amended 23 USC 134, 135 (MAP-21 Sections 1201 and 1202 July 2012); 42 USC 7401 et al; 23 CFR 450 et al; 40 CFR Parts 51 and 93; and

WHEREAS, Moving Ahead for Progress in the 21st Century (MAP-21) continues the Federal Highway Administration requirement from SAFETEA-LU that MPOs must apply the Congestion Management Process in **Transportation Management Areas (TMAs)**; and

WHEREAS, the MPO has identified project areas, regions, corridors, and activity centers in the Greater Montgomery Area where traffic congestion must be addressed; and

WHEREAS, the MPO has produced a **Congestion Management Plan** utilizing effective management and operational practices to mitigate the impacts of congestion on health and safety within affected areas and continue to use all available means to reduce congestion within the Transportation Management Area and projected growth areas of Greater Montgomery; and

WHEREAS, consistent with the above provisions and those of the Montgomery MPO Public Participation Plan, the MPO has properly advertised and reviewed public and agency comments and finding the foregoing satisfactory; now

THEREFORE, BE IT RESOLVED that the Montgomery MPO hereby adopts the Final 2014 Montgomery Congestion Management Plan.

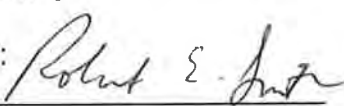
Adopted this the 22nd day of May, 2014.



Charles Jinright, MPO Chairman

Date: 5-22-14

ATTEST:



Robert E. Smith, MPO Secretary

Date: 5-22-14



Table of Contents

Title/Contacts.....	i
MPO Board Membership.....	ii
TCC Membership.....	iii
CAC Membership.....	v
Resolution.....	vi
Table of Contents.....	1
Executive Summary.....	ix
CMP Background.....	ix
Regional Planning Objectives.....	ix
Study Network.....	ix
Performance Measures.....	ix
Data Inventory.....	ix
Analysis of Congested Areas.....	x
Strategy Assessment and Identification.....	x
Monitoring.....	x
Conclusion.....	x
1. CMP Background.....	1
1.1 Purpose of CMP.....	1
1.2 Implementation of the CMP and the Transportation Improvement Plan (TIP).....	2
1.3 MPO Previous Congestion Management Studies.....	2
2. Regional Planning Objectives.....	3
2.1 Long Range Plan Goals and Objectives.....	3
2.2 Unified Planning Work Program Objectives.....	4
2.2.1 SUBTASK 5.6: CONGESTION MANAGEMENT.....	4
2.2.2 SUBTASK 5.7: SAFETY PLANNING AND MONITORING.....	5
2.2.3 SUBTASK 4.1: GENERAL PUBLIC INVOLVEMENT.....	6
2.2.4 SUBTASK 4.2: ENVIRONMENTAL JUSTICE PLANNING AND EVALUATION.....	6
2.2.5 SUBTASK 5.2: TRANSPORTATION IMPROVEMENT PROGRAM (TIP).....	6
2.3 CMP Goals and Objectives.....	6
3. Study Network.....	8
3.1 Geographical Limits.....	8



3.2 System Limits - Modes	8
3.3 System Limits - Subset	8
4. Performance Measures	9
4.1 Data Availability & Purpose	10
4.2 Relationship to Goals and Objectives	10
5. Data Inventory	12
5.1 Volume to Capacity Ratios	12
5.2 Travel Time and Delay Studies.....	12
5.3 Discussions with Local Agencies	12
5.4 Vehicle Occupancy Rates	12
5.5 Transit Crowding	12
5.6 Response and Clearance Times.....	13
5.7 Sidewalk and Bicycle Lane Miles.....	13
6. Analysis of Congested Areas	14
6.1 Volume to Capacity Ratios	14
6.2 Travel Times and Delays	14
6.3 Discussions with Local Agencies.....	17
7. Strategy Identification and Assessment	18
7.1 Strategies by Project	18
8. Monitoring Program	22
8.1 Evaluation of Effectiveness	22
9. Conclusion.....	24

Appendices

- Appendix A: Travel Time and Delay Study
- Appendix B: Congested Corridors/Intersections Identified by Study
- Appendix C: Strategies for Implementation for Priority 1 Areas
- Appendix D: Congestion Management Toolbox



Executive Summary

CMP Background

The development and implementation of a Congestion Management Process (CMP) is a requirement of the current surface transportation law. The goal of a CMP is to have a systematic, transparent way for transportation planning agencies to identify and manage congestion and utilize performance measures to direct funding toward projects and strategies that are most effective for addressing congestion.

Regional Planning Objectives

The Montgomery Metropolitan Planning Organization (MPO) developed regional planning goals as part of their 2035 Long Range Transportation Plan (LRTP) and Unified Planning Work Program (UPWP). These goals were utilized to determine the four goals and corresponding objectives developed to establish priorities for the CMP.

Study Network

After discussion with the MPO, the MPO study area was designated as the boundary for the CMP. It was determined that this boundary would include the entire MPO network. The study area includes portions of Montgomery, Elmore, and Autauga Counties, including the cities of Montgomery, Prattville, Wetumpka, Millbrook and Coosada and the towns of Deatsville, Elmore and Pike Road. To effectively concentrate on congested roadways in the study area, roadways functionally classified as minor arterial and above were included in the Montgomery CMP.

Performance Measures

Performance measures are used to determine if the congestion management strategies utilized are both effective in reducing delays and in meeting objectives. Additionally, performance measures are used to identify congested areas for future CMPs. Performance measures were identified that used data accessible by the MPO staff and local agencies. Data used for performance measures is ideally data that is currently being collected by the MPO for other purposes or data that can be quickly obtained using current tools such as the area model.

Data Inventory

Relevant traffic data was collected to identify areas of congestion including volume to capacity (V/C) ratios, daily and peak hour volumes, corridor travel times, and speed data during peak and off-peak periods. The data was summarized and where appropriate, the data was mapped. Additionally, local agencies identified known areas of congestion. Planned project data for the MPO region and an inventory of planned transportation improvements relevant to the congested corridors were reviewed to establish the strategy assessments.



Analysis of Congested Areas

Thresholds for acceptable travel delay and V/C ratios were developed. The corridors and intersections within the study area were reviewed for critical delays or high V/C ratios. The corridors and intersections were then separated into categories: Priority 1, Priority 2 and Ongoing Projects.

Strategy Assessment and Identification

A comprehensive toolbox of congestion relieving strategies was created and evaluated. For each Priority 1 congested corridor or intersection, appropriate mitigation strategies from the toolbox are suggested.

Monitoring

An important element of a CMP is a program to monitor the effectiveness of implementation strategies as well as to identify new congested areas in the region. The monitoring program will provide updates to the performance measures used for the CMP. This will include updating performance measures and comparing the data sets over time.

Conclusion

This CMP provides the MPO and their agency partners with a process to address congestion over the next five years. Overall congestion issues have been documented and specific projects suggested to reduce recurring and non-recurring congestion for 25 corridors or intersections regularly experiencing significant delays. The congestion management strategies developed as part of the CMP should be included for discussion in the next Transportation Improvement Plan (TIP) process and implemented where appropriate. The monitoring program will be an important tool for evaluating the effectiveness of implemented projects and for establishing strategies for the 2019 - 2023 Montgomery MPO Congestion Management Process.



1. CMP Background

1.1 Purpose of CMP

The development and implementation of a Congestion Management Process (CMP) is a requirement of the current surface transportation law, Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012. According to the FHWA, the shift from the term “Congestion Management Systems reflects a substantive shift in perspective and practice to address congestion management through a process that provides for effective management and operations and enhanced linkage to the planning process, and to the environmental review process, based on cooperatively developed travel demand reduction and operational management strategies as well as capacity increases”.

A CMP will help the MPO to:

- Identify congestion problem locations;
- Determine the causes of this congestion;
- Develop and evaluate alternative strategies to mitigate congestion; and
- Measure the progress of implemented strategies in reducing congestion.

The goal of a CMP is to have a systematic, transparent way for transportation planning agencies to identify and manage congestion, and to utilize performance measures to direct funding toward projects and strategies that are most effective for addressing congestion. The CMP will be developed based on federal guidelines (Congestion Management Process: A Guidebook, April 2011). Outputs of the CMP will support the MPO’s transportation planning process through identification of strategies that promote efficient transportation system management and operation.



1.2 Implementation of the CMP and the Transportation Improvement Plan (TIP)

The congestion management strategies developed as part of the CMP should be included for discussion in the next Transportation Improvement Plan (TIP) process and implemented where appropriate.

According to SAFETEA-LU (Section 6001) "Under the metropolitan planning process, transportation plans and TIPs shall be developed with due consideration of other related planning activities" and "each project shall be consistent with the long-range transportation plan...". The congestion mitigation measures suggested as part of the Congestion Management Process reflect the goals and objectives of the LRTP for the MPO and should be included in future TIP processes.

1.3 MPO Previous Congestion Management Studies

A Congestion Management System Plan, adopted in 2003, as well as a Congestion Management System Plan 2009-2013, adopted in 2009, were prepared for the Montgomery Area.

The purpose of the Congestion Management System Plan (2003) was to identify current and future congestion areas and to devise appropriate strategies to prevent congestion from occurring over time if possible, or to mitigate congestion if a more desirable solution cannot be implemented. This plan targeted identifying congestion problems, determining the causes of the congestion, as well as recommending alternative strategies to mitigate congestion.

The Congestion Management System Plan 2009-2013 conducted by Dr. Michael Anderson "was intended to provide a snapshot of congestion levels in the urbanized area, a look at possible future congestion levels and identification of measures to alleviate congestion in the future". The plan included travel times runs for roughly 320 miles of roadway identified in the Montgomery area. The travel times runs included morning peak, evening peak, and off peak travel time data. A total of four runs were conducted for each of the morning and evening peak periods and two runs were conducted for the off peak periods.

The primary distinction between the implementation of a Congestion Management Process (CMP) rather than System is that it should measure the progress of implemented strategies in reducing congestion. The 2003 Congestion Management System Plan for Montgomery did not address this process.



2. Regional Planning Objectives

2.1 Long Range Plan Goals and Objectives

The MPO developed regional planning goals as part of their 2035 Long Range Transportation Plan (LRTP). These goals provide the direction needed to support the CMP. Each of the goals and their associated performance measures are shown in Table 1 below.

TABLE 1 : MONTGOMERY 2030 LRTP GOALS AND PERFORMANCE MEASURES

LRTP Goal	Performance Measures
Goal 1 – Develop, maintain, and preserve a balanced multimodal transportation system that provides for safe, integrated, and convenient movement of people and goods.	<ul style="list-style-type: none"> - Transit service coverage within transit-dependent areas - Transit daily operating hours (existing) - Transit ridership (existing) - Number of bicycle and pedestrian-related projects - Average congested roadway speeds - Level-of-Service (LOS) measures (volume to capacity ratios by functional class) - Primary freight corridors in/out of Montgomery region
Goal 2 – Optimize the efficiency, effectiveness, connectivity, safety, and security of the transportation system.	<ul style="list-style-type: none"> - Per capita vehicle miles traveled (VMT) - Per capita vehicle hours traveled (VHT) - Number of “high crash” locations identified for detailed analysis - Average trip time
Goal 3 – Coordinate the transportation system with existing and future land use and planned development.	<ul style="list-style-type: none"> - Review transportation system operations and improvements as related to future development plans
Goal 4 – Develop a financially feasible multimodal transportation system to support expansion of the regional economy.	<ul style="list-style-type: none"> - Projected changes in funding for each mode - Number of businesses located within ¼ mile of public transportation routes - Number of transportation related businesses in the region
Goal 5 – Provide viable travel choices to improve accessibility and mobility, sustain environmental quality, and preserve community values.	<ul style="list-style-type: none"> - Potential to impact an environmentally sensitive area - Number of historic areas potentially impacted



	- Potential to impact environmental justice communities
Goal 6 – Increase jurisdictional coordination and citizen participation in the transportation planning process to enhance all regional travel opportunities.	<ul style="list-style-type: none"> - Number of projects that cross city and/or county lines - Number of projects with joint funding from tri-county local jurisdictions - Number of public meetings - Number of survey responses/comments received as part of public involvement process

The purpose of a Congestion Management Process is to measure and identify congestion on the transportation network through the use of data collection, modeling, and analysis so informed decisions can be made for prioritizing projects for the area. Goal 2 supports the purpose of a Congestion Management Plan and should be incorporated as the primary goal for the CMP.

A key element of a sustainable CMP is to use performance measures that can be evaluated using readily available data. The measures for Goal 2 utilize data and modeling output that are readily available to or within the MPO. More information about these measures is included in the next section.

2.2 Unified Planning Work Program Objectives

Along with the LRTP, another document prepared by the MPO that provides insight into the goals for the region is the Unified Planning Work Program (UPWP). Objectives within the UPWP are discussed in relation to the subtask categories. Therefore, objectives from the UPWP that address congestion management are listed below by subtask category. Primary subtask categories of note are Congestion Management and Safety Planning and Monitoring.

2.2.1 SUBTASK 5.6: CONGESTION MANAGEMENT

Objective: *To provide effective management of new and existing transportation facilities through use of travel demand reduction and operational management strategies. Encourage bicycle and pedestrian and transit modes as appropriate. Pursue continued development of the Intelligent Transportation System (ITS) and strategies to reduce Single Occupancy Vehicle (SOV) travel. Come up with ways to effectively advocate and manage congestion overall through adding capacity to highways, transit, freight, travel demand management program encouragement and bicycle and pedestrian facilities, and manage congestion for better air quality.*

Proposed Work: *Continue to implement and monitor the Congestion Management System Plan (CMSP) addressing the specific needs of the MPO study area with transportation project solutions. The MPO Planning Staff will continue to work with local, federal and state officials to further implement ITS projects as needed.*



Low cost congestion-relief projects that eliminate bottlenecks will continue to be the focus, along with better access management by coordinating land use and transportation planning, and coming up with ways to effectively advocate and manage congestion overall through adding capacity to highways, mass transit (bus and rail), freight (water, rail and truck) and bicycle and pedestrian facilities. Also, transportation demand management strategies will be explored and considered. MPO Staff will further market the CommuteSmart Montgomery program to get the maximum number of people registered to the program. MPO Staff will attend training, workshops and conferences as needed.

2.2.2 SUBTASK 5.7: SAFETY PLANNING AND MONITORING

Objective: To continue to conduct transportation safety planning as part of the MPO planning process, to include, all documents produced. This includes identification of areas that have unacceptably high accident numbers. This may also include intersections and areas with non-standard road alignment, lane widths, pedestrian crossing areas, bicycle issues, transit-related safety problems, truck issues and etc.

An assessment of appropriate solutions to mitigate these problems will occur. A further objective is to identify potential safety risks that may arise as the result of acts of terrorism and to develop counter measures to prevent unacceptable safety risks to the traveling public and to the components of the transportation facilities and systems.

Products: Accurate reporting of accidents in the appropriate format to meet qualifications for safety and related funds for transportation projects. Updates to the Congestion Management System Plan and Long Range Transportation Plan as needed. Consideration of freight safety, highway safety, transit safety bicycle and pedestrian safety and security in the transportation planning process will also be a product to be achieved. A well trained and well versed MPO staff.

Finally, the last applicable objective in the UPWP from SUBTASK 5.8: SPECIAL PROJECTS, CORRIDOR DEVELOPMENT AND DEVELOPMENTS OF REGIONAL IMPACT (DRI) is:

Objectives: Analysis to assess the impacts of projects of regional significance such as toll bridges, new major travel routes special projects and developments of regional impact as needed.

Product: Recommendations on improvements to the road system throughout the MPO study area for congestion relief and mitigation of development impacts will be made. Recommendations will include environmental justice analyses and community impact assessments when and where appropriate as needed.

Additional goals for consideration come from the subtask categories of General Public Involvement, Environmental Justice Planning and Evaluation and Transportation Improvement Plan (TIP).



2.2.3 SUBTASK 4.1: GENERAL PUBLIC INVOLVEMENT

Objectives: To involve all interested citizens in the Montgomery MPO study area in the transportation planning process. To give all citizens an opportunity to voice their concerns, preferences and questions concerning transportation projects and plans. To provide transportation relevant data to individuals, corporations and agencies that have contact with groups or people that may be adversely impacted. To inform the public of the availability of transportation data, resources, MPO, TCC and CAC meetings and public involvement meetings as needed and required.

2.2.4 SUBTASK 4.2: ENVIRONMENTAL JUSTICE PLANNING AND EVALUATION

Objective: To ensure that no plans, programs, or specific projects disproportionately and adversely impact low income or minority populations and to ensure that the process of planning transportation improvements is structured to include the groups and/or agencies which normally represent their interests and concerns. Further, outreach will be undertaken to involve members of low-income and minority populations in the transportation planning process to the extent possible.

2.2.5 SUBTASK 5.2: TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Objectives: To identify transportation improvement projects recommended for advancement during the program period as a result of the 3-Cs (cooperative, continuous and comprehensive) transportation planning process; and to include realistic estimates of revenues and costs for each project in the TIP period, as well as be financially constrained. Development of the TIP based on projects taken from the long-range transportation plan with other maintenance needs for all jurisdictions of within MPO Study Area into a single, phased, implementation schedule. All of the SAFETEA-LU factors will be used in the development of the TIP. Efforts to increase public involvement in the planning process will be made. The FY-2008-2011 TIP will be maintained and updated as needed and required. A new FY 2011-2014 TIP document will be prepared and adopted by the MPO.

2.3 CMP Goals and Objectives

Based upon the goals and objectives currently being utilized by the Montgomery MPO as part of the LRTP and the UPWP, the following CMP goals and objectives were created:

Goal 1: To provide effective management of new and existing transportation facilities through use of travel demand reduction and operational management strategies.

Objective 1: Reduce travel times on major routes.

Objective 2: Reduce single occupancy travel and encourage other modes of travel.

Objective 3: Utilize cost-effective, widening and non-widening solutions to improve capacity.



Objective 4: Improve access management along major corridors.

Goal 2: Optimize the safety of the current transportation network.

Objective 1: Identify areas that have an unacceptably high non-recurring congestion due to crashes

Objective 2: Reduce impact from non-recurring congestion through efficient use of ITS.

Objective 3: Reduce recurring congestion on corridors through mitigation techniques such as signal timing and capacity improvements.

Objective 4: Reduce number of crashes on system.

Goal 3: Optimize the effectiveness and reliability of the regional transportation network.

Objective 1: Reduce response and clearance times from non-recurring congestion.

Objective 2: Reduce delays from recurring congestion on corridors.

Goal 4: Increase multimodal transportation access.

Objective 1: Increase convenience of transit system trips.

Objective 2: Increase safety and convenience of bicycle and pedestrian trips.



3. Study Network

3.1 Geographical Limits

To establish the geographic boundaries for the CMP, a brief discussion was held with the MPO. It was determined that the boundary would include the entire MPO area. This network includes portions of Montgomery, Elmore, and Autauga Counties, including the cities of Montgomery, Prattville, Millbrook and Coosada and the towns of Deatsville, Elmore and Pike Road. Figure 1 shows the Montgomery, MPO study area.

3.2 System Limits - Modes

A CMP can include various modes of transportation. The inclusion of such modes is dependent on their presence, level of use and potential to impact congestion within the geographical area. Although transit is important in Montgomery, it was determined that the current level of usage of the transit system was not high enough for it to be considered as a current congestion management tool. Additionally, Montgomery has a thriving bicycle network. However, the volume of cycles on each route were not deemed to be enough to offset the current congestion issues.

3.3 System Limits - Subset

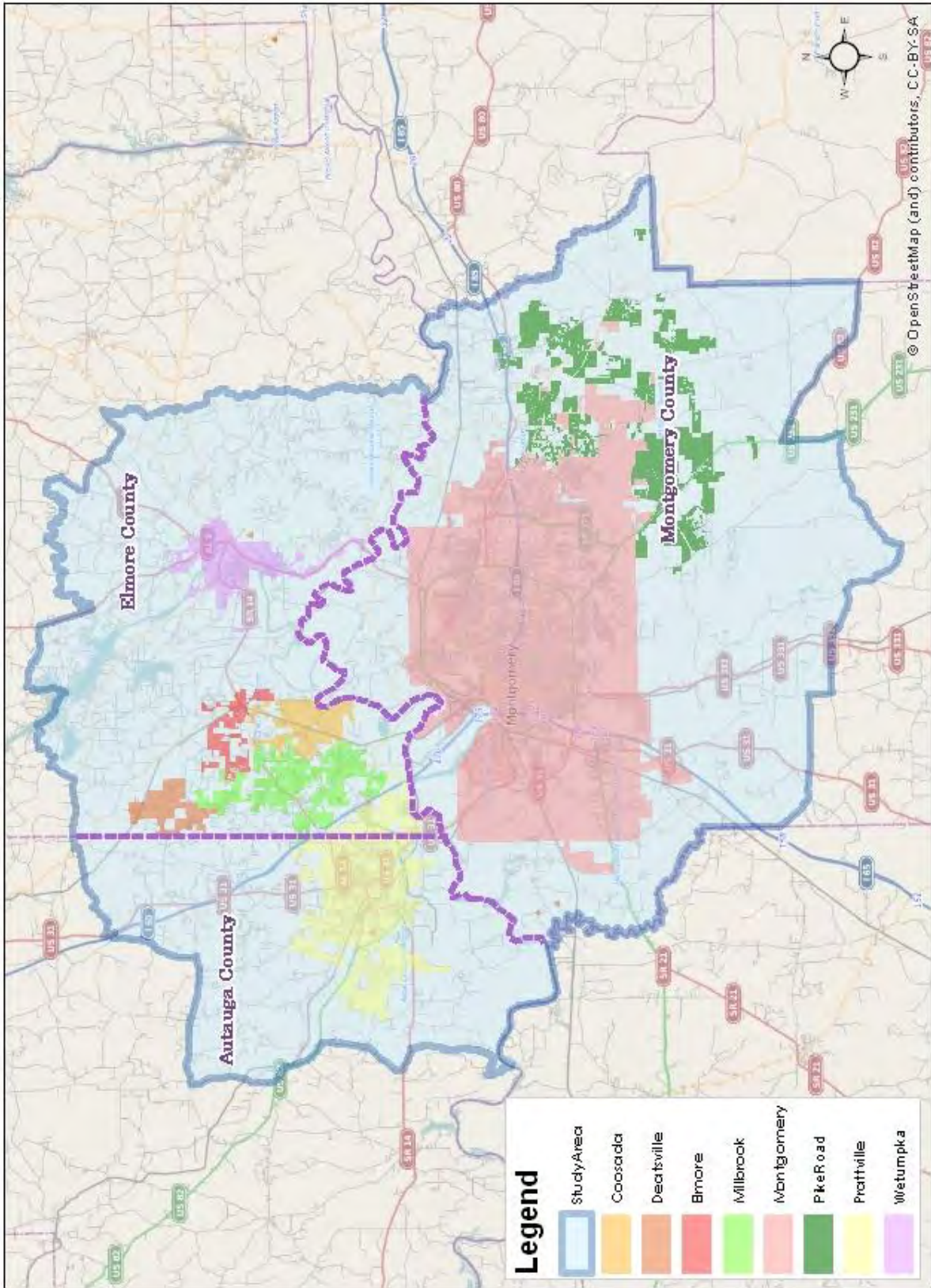
For the Montgomery CMP, it was determined that only the roadway network would be included. Furthermore, the roadway network was limited to certain functional classifications. These are shown in Table 2. The volume to capacity ratios of these corridors was utilized to identify a subset of roadways to be examined in the travel time and delay study. Additional corridors with recurring or non-recurring congestion identified by local agencies were included in the study.

TABLE 2: MONTGOMERY MPO FUNCTIONAL CLASSIFICATIONS

Used	Functional Classification
✓	Interstate
✓	Freeway/Expressway
✓	Principal Arterial
✓	Minor Arterial
✗	Major Collector
✗	Minor Collector



FIGURE 1: STUDY AREA



4. Performance Measures

4.1 Data Availability & Purpose

Performance measures were not defined in previous congestion plans. The new CMP suggests performance measures to determine if congestion management strategies are effective in reducing delays, if objectives are being met and whether new congested areas should be included in future congestion management plans. An important element in developing performance measures is the accessibility of the data for the MPO staff. Data used for this purpose ideally includes performance measures that are currently being used by the MPO for other purposes or data that can be quickly obtained using current tools such as the area model. According to the FHWA, the performance measures should serve the following purposes:

- *To characterize existing and anticipated conditions on the regional transportation system;*
- *To track progress toward meeting regional objectives;*
- *To identify specific locations with congestion to address;*
- *To assess congestion mitigation strategies, programs, and projects; and*
- *To communicate system performance, often via visualization, to decision-makers, the public, and MPO member agencies.*

The performance measures should be adequate to answer how the MPO defines and measures congestion. There are two types of congestion - recurring and nonrecurring. Recurring congestion is the type of congestion that commuters face daily. It is directly related to the capacity of the roadways. Non-recurring congestion is typically related to crashes, disabled vehicles, work zones, adverse weather events, planned special events, and similar disturbances to regular traffic flow. Performance measures should also address congestion at both the regional and local level.

4.2 Relationship to Goals and Objectives

The performance measures selected must support the goals and objectives discussed in the previous section. These are repeated in Table 3 with potential performance measures listed next to each objective.



TABLE 3: OBJECTIVES AND PERFORMANCE MEASURES

Goal 1: To provide effective management of new and existing transportation facilities through use of travel demand reduction and operational management strategies		
Objectives	Local Performance Measures	Regional Performance Measures
Reduce travel times on major routes.	Travel Time/Delay on Corridor	Hours of Travel when Volume to Capacity >1.0
Reduce single occupancy travel and encourage other modes of travel.	Transit Usage on Corridor Miles of Sidewalks and Bicycle Lanes	Vehicle Occupancy Rates Transit Crowding
Utilize cost-effective, widening and non-widening solutions to improve capacity.	Volume to Capacity Ratios	Volume to Capacity Ratios
Improve access management along major corridors.	Number of Entrances	Hours of Travel when Volume to Capacity >1.0
Goal 2: Optimize the safety of the current transportation network.		
Identify areas that have an unacceptably high number of non-recurring congestion due to crashes.	Number of Crashes	Number of Crashes
Reduce impact from non-recurring congestion through efficient use of ITS.	Number of Crashes	Number of Crashes
Reduce recurring congestion on corridors through mitigation techniques such as signal timing and capacity improvements.	Intersection Capacity	Hours of Travel when Volume to Capacity >1.0
Reduce number of crashes on system.	Number of Crashes	Number of Crashes
Goal 3: Optimize the effectiveness and reliability of the regional transportation network.		
Reduce response and clearance times from non-recurring congestion.	Response and Clearance Times	Response and Clearance Times
Reduce delays from recurring congestion on corridors.	Travel Time/Delay on Corridor	Hours of Travel when Volume to Capacity >1.0
Goal 4: Increase Multimodal Transportation Access.		
Increase convenience of transit system trips.	Transit Usage on Corridor	Transit Crowding
Increase safety and convenience of bicycle and pedestrian trips.	Miles of Sidewalks and Bicycle Lanes	Miles of Sidewalks and Bicycle Lanes



5. Data Inventory

The performance measures section identified types of data needed to evaluate strategies. A subset of these data types was used to determine locations with recurring or non-recurring congestion. Analysis of these data types is included in the next section where relevant to the project.

5.1 Volume to Capacity Ratios

The MPO model provides volume to capacity ratios (V/C) for the network in the study area. The V/C ratios compare roadway demand or volume against roadway supply or capacity. A V/C of 1.00 indicates that a roadway is operating at capacity and any V/C ratio greater than 1.0 indicates congestion and results in recurring delays.

5.2 Travel Time and Delay Studies

During a time travel and delay study, GPS data on travel times and delays is collected in the field over multiple data runs for various time periods. The data is then mapped and analyzed to pinpoint corridors and intersections experiencing significant time travel delays during peak AM and PM travel times as well as during off-peak travel times.

5.3 Discussions with Local Agencies

Through discussions with local agencies, additional areas of concern were identified. Often, these areas have frequent nonrecurring congestion, congestion during off-peak hours not covered in the travel time and delay studies or congestion is projected as the result of planned developments within the MPO.

5.4 Vehicle Occupancy Rates

Vehicle occupancy rates, or the average number of people occupying a car, indicate areas where single occupancy vehicle (SOV) traffic is adding to congestion on the roadway and will enable the MPO to employ directed strategies to reduce single occupancy vehicles on the roadway.

5.5 Transit Crowding

Transit crowding data can influence individual behavior by encouraging more single occupancy vehicles on the road and therefore heavier reliance on congested roadways. Transit crowding data can help identify areas for expansion of existing public transportation services.

Transit crowding is generally identified using the load factor, a measure of the total capacity utilized on a public transit vehicle. The load factor represents the percentage of seats filled. A load factor of 1.00 means that all seats on the bus are full. A load factor of greater than 1.00



indicates that all seats on the bus are full and there are commuters standing on the bus. A load factor of 1.25 generally indicates a need for increased service.

5.6 Response and Clearance Times

Response and clearance times are regularly collected by emergency responders and can indicate areas of non-recurring traffic congestion. Accurate recording of response and clearance times can allow for more effective management of congestion relief in the event of an accident or other emergency situation.

5.7 Sidewalk and Bicycle Lane Miles

Sidewalk and bicycle lane data indicates areas where sidewalk and bicycle lanes can be expanded or improved to relieve traffic congestion. Sidewalk and bicycle data can indicate areas where congestion management techniques may cause conflict with slower pedestrian and bicycle traffic.



6. Analysis of Congested Areas

Thresholds for acceptable Volume to Capacity (V/C) ratios and travel times and delays were developed. The corridors and intersections within the study area were reviewed for critical delays or high V/C ratios. Additional areas for study were identified by local agencies and included for review. A full list of congested areas identified through these processes is included in Appendix B. These areas are broken down into Priority 1, Priority 2 and Ongoing Projects. Priority 1 projects are addressed in the next section of this report. Priority 2 projects are included for possible future analysis. Ongoing projects are congestion mitigations projects that are either under study, under construction or currently funded.

6.1 Volume to Capacity Ratios

Using volume to capacity (V/C) data provided by the MPO, a list of the most congested corridors was developed. Table 4 below illustrates that of the 3196 miles of road included in the study, approximately 49% have V/C ratios that would typically indicate severe congestion.

TABLE 4: VOLUME TO CAPACITY RATIO

V/C Ratio	Congestion Level	Miles of Roads	Percent of Roads
V/C <= 0.8	No \ low congestion	1121	35.1%
V/C > 0.8 and <= 0.90	Moderate congestion	267	8.4%
V/C > 0.90 and <= 1.0	High Congestion	245	7.7%
V/C > 1.0	Severe Congestion	1563	48.9%
	TOTAL MILES OF ROADS:	3196	

6.2 Travel Times and Delays

Due to the high number of severely congested corridors in the study, only corridors with V/C ratios greater than 1.5 or corridors selected by local agencies were included in the time travel and delay studies. Table 5 lists the corridors included in the time travel and delay studies. Figure 2 shows corridors with high V/C ratios and corridors identified by the MPO for inclusion in the study.



Figure 2: Corridors with high V/C Ratios and Corridors Identified by MPO

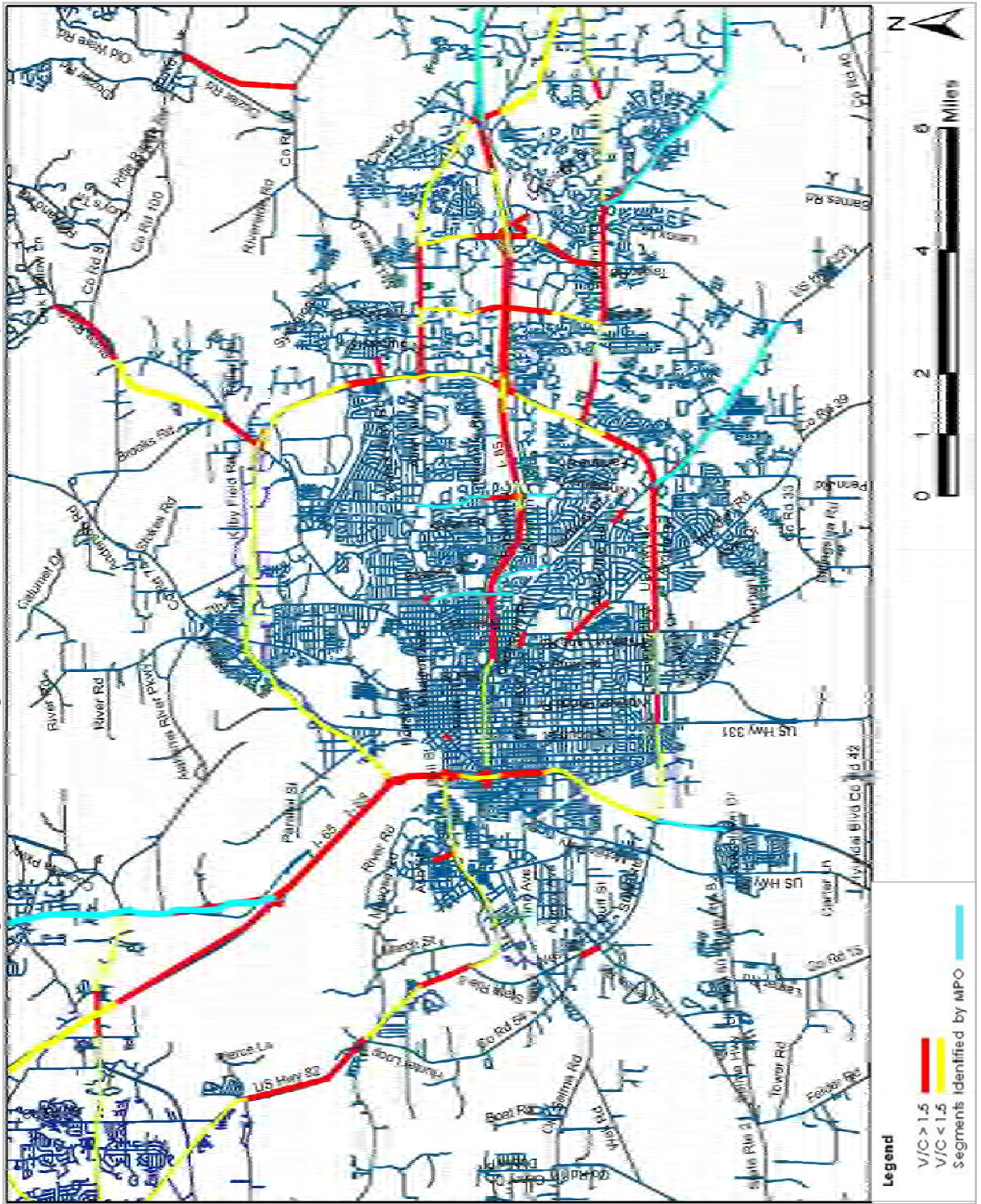


TABLE 5: TRAVEL TIME ROUTES

Segment	From	To	Mileage
Ann St	E 5th Ave	Atlanta Hwy	1.47
Atlanta Hwy	East Blvd	Chantilly Pkwy	4.46
Bell Rd	Atlanta Hwy	Vaughn Rd	2.98
Carter Hill Rd	Vaughn Rd	McGehee Rd	1.06
Chantilly Pkwy	I-85	Vaughn Rd	2.73
Cobbs Ford Rd	I-65	SR-143	1.62
East Blvd	Wetumpka Hwy	Troy Hwy	7.55
I-65	SR-14	W Selma Hwy	13.72
I-85	I-65	Exit #16 (Waugh) / CR-126	15.71
Main St (Prattville)	Memorial Dr	I-65	3.58
Maxwell Blvd	US-31	I-65	3.52
Northern Blvd	I-65	Wetumpka Hwy	6.52
Old Carter Hill Rd	Old Pike Rd	US-231	6.33
Perry Hill Rd	Atlanta Hwy	Harrison Rd	1.13
Perry Hill Rd	Harrison Rd	I-85	0.51
Perry Hill Rd	I-85	Vaughn Rd	0.58
Pike Rd	US-80	Old Pike Rd	6.55
Ray Thorington Rd	Vaughn Rd	Pike Rd	4.37
South Blvd	Troy Hwy	I-65	5.44
SR-14	Main St (Prattville)	SR-143 N	10.5
SR-143	SR-14	I-65	6.74
Taylor Rd	Atlanta Hwy	Vaughn Rd	3.15
US-31	Main St (Prattville)	West Blvd	7.78
US-231 (North)	Northern Blvd	Jasmine Hill Rd	4.08
US-231 (South)	South Blvd	Taylor Rd	3.42
Vaughn Rd	East Blvd	Belser Blvd	8.92
Zelda Rd	Vaughn Rd	Ann St	1.09
TOTAL			135.51

The travel time and delay study was conducted over 135 miles of roadway to pinpoint specific segments within each corridor where traffic moves below the recommended speed during peak AM and PM travel times as well as during off-peak hours. The time periods when data was collected were: peak AM from 7:00 AM – 9:00, off-peak from 9:00AM- 11:00AM and from 1:00PM- 4:00PM and peak PM from 4:00 PM – 6:00 PM. The routes were driven a minimum of three times in each direction. The data collected during this study as well as an analysis of the data is included in Appendix A.



6.3 Discussions with Local Agencies

Through discussions with local agencies, additional areas of concern were identified. Often, these areas have frequent nonrecurring congestion, congestion during off-peak hours not covered in the travel time and delay studies, or congestion is projected as the result of planned developments within the MPO.

From the areas identified in the analysis of congested areas, 25 priority focus areas were identified by MPO staff and local agencies.



7. Strategy Identification and Assessment

7.1 Strategies by Project

A comprehensive toolbox of congestion relieving strategies was created for the CMP (Appendix C). For each congested corridor, the appropriate mitigation strategies were suggested from the toolbox. There are three main categories of strategies:

- Add Capacity/ Physical Improvements
- Use Existing Capacity More Efficiently/ Operational Improvements
- Reduce Demand for Vehicle Travel

The strategies were evaluated in terms of their benefits, costs, implementation time frame and other considerations. A detailed overview of each corridor and intersection including approximate project costs is included in Appendix D. Table 6 gives a brief overview of the Priority 1 areas and the recommended strategies in ordered by the highest volume to capacity ratio for each corridor or intersection.



TABLE 6 : PRIORITY 1 PROJECTS AND RECOMMENDATIONS BY V/C

	Street Name	From/At	To	V/C	Strategies
1	Taylor Rd	I-85 EB On Ramp (from south)	Eastchase Pkwy	2.67	<ul style="list-style-type: none"> • Geometric Design Improvements • Traffic Signal Optimization and Interconnection • Geometric Design Improvements • Access Management • Other • Any improvements recommended in a recent planning study for this project area, if applicable.
2	East Blvd	Carmichael Rd	Monticello Dr	2.30	<ul style="list-style-type: none"> • Traffic Signal Optimization and Interconnection • Geometric Design Improvement • Any improvements recommended in a recent planning study for this project area, if applicable.
3	East Blvd	Carmichael Rd		2.30	<ul style="list-style-type: none"> • Geometric Design Improvements • Traffic Signal Optimization and Interconnection • Any improvements recommended in a recent planning study for this project area, if applicable.
4	East Blvd	WB I-85 Off Ramp		2.29	<ul style="list-style-type: none"> • Geometric Design Improvements • Any improvements recommended in a recent planning study for this project area, if applicable.
5	Wetumpka Hwy (US-231)	Jasmine Hill Rd	Anderson Rd	2.17	<ul style="list-style-type: none"> • Geometric Design Improvements • Traffic Signal Optimization and Interconnection • Access Management • Any improvements recommended in a recent planning study for this project area, if applicable.
6	Cobbs Ford Rd	US-82	I-65	2.17	<ul style="list-style-type: none"> • Access Management • Traffic Signal Optimization and Interconnection • Growth Management Program • Geometric Design Improvements • Transit and Ridesharing Programs • Any improvements recommended in a recent
7	Wetumpka Hwy (US-231)	Redland Rd		2.17	<ul style="list-style-type: none"> • Geometric Design Improvements • Traffic Signal Optimization and Interconnection • Access Management • Any improvements recommended in a recent planning study for this project area, if applicable.
8	E. Main St	US-82	Greystone Way	2.13	<ul style="list-style-type: none"> • Traffic Signal Optimization and Interconnection • Access Management • Geometric Design Improvements • Growth Management Plan • Transit and Ridesharing Programs • Any improvements recommended in a recent planning study for this project area, if applicable.



TABLE 7 CONT. : PRIORITY 1 PROJECTS AND RECOMMENDATIONS BY V/C

	Street Name	From/At	To	V/C	Strategies
9	Taylor Rd	I-85 Ramps		2.11	<ul style="list-style-type: none"> • Geometric Design Improvements • Traffic Signal Optimization and Interconnection • Any improvements recommended in a recent planning study for this project area, if applicable.
10	Troy Hwy (US-231)	Christine Elizabeth Curve/ Virginia Loop Rd		2.04	<ul style="list-style-type: none"> • Geometric Design Improvements • Traffic Signal Optimization and Interconnection • Access Management • Any improvements recommended in a recent planning study for this project area, if applicable.
11	South Blvd	Narrow Lane Rd	Troy Hwy (US-231)	2.01	<ul style="list-style-type: none"> • Geometric Design Improvements • Traffic Signal Optimization and Interconnection • Access Management • Any improvements recommended in a recent planning study for this project area, if applicable.
12	Atlanta Hwy	S Burbank Dr	East Blvd West Service Rd	1.90	<ul style="list-style-type: none"> • Traffic Signal Optimization and Interconnection • Access Management • Geometric Design Improvements • Bus Service and Operations Improvements • Transit and Ridesharing Programs • Any improvements recommended in a recent planning study for this project area, if applicable.
13	Chantilly Pkwy (US-80)	I-85		1.87	<ul style="list-style-type: none"> • Traffic Signal Optimization and Interconnection • Geometric Design Improvements • Any improvements recommended in a recent planning study for this project area, if applicable.
14	Chantilly Pkwy (US-80)	Atlanta Hwy	Eastchase Pkwy	1.87	<ul style="list-style-type: none"> • Traffic Signal Optimization and Interconnection • Geometric Design Improvements • Access Management • Any improvements recommended in a recent planning study for this project area, if applicable.
15	South Blvd (US-82)	Woodley Rd		1.81	<ul style="list-style-type: none"> • Geometric Design Improvements • Traffic Signal Optimization and Interconnection • Access Management • Any improvements recommended in a recent planning study for this project area, if applicable.
16	SR-14	I-65		1.80	<ul style="list-style-type: none"> • Geometric Design Improvements • Traffic Signal Optimization and Interconnection • Access Management • Any improvements recommended in a recent planning study for this project area, if applicable.
17	SR-14	Grandview Rd (CR8/ CR10)		1.70	<ul style="list-style-type: none"> • Geometric Design Improvements • Traffic Signal Optimization and Interconnection • Any improvements recommended in a recent planning study for this project area, if applicable.



TABLE 8 CONT. : PRIORITY 1 PROJECTS AND RECOMMENDATIONS BY V/C

	Street Name	From/At	To	V/C	Strategies
18	SR-14	I-65	Grandview Rd	1.70	<ul style="list-style-type: none"> • Geometric Design Improvements • Any improvements recommended in a recent planning study for this project area, if applicable.
19	Taylor Rd	Halcyon Blvd	Vaughn Rd	1.64	<ul style="list-style-type: none"> • Geometric Design Improvements • Access Management • Any improvements recommended in a recent planning study for this project area, if applicable.
20	Perry Hill Rd	Atlanta Hwy	I-85	1.63	<ul style="list-style-type: none"> • Geometric Design Improvements • Traffic Signal Optimization and Interconnection • Access Management • Bus Service and Operations Improvements • Transit and Ridesharing Programs • Any improvements recommended in a recent planning study for this project area, if applicable.
21	Vaughn Rd	Taylor Rd	Halcyon Park Dr	1.63	<ul style="list-style-type: none"> • Geometric Design Improvements • Traffic Signal Optimization and Interconnection • Access Management • Any improvements recommended in a recent planning study for this project area, if applicable.
22	Pike Rd	Vaughn Rd		1.58	<ul style="list-style-type: none"> • Geometric Design Improvements • Signal Timing and Optimization • Access Management • Any improvements recommended in a recent planning study for this project area, if applicable.
23	SR-14	McQueen Smith Rd		1.54	<ul style="list-style-type: none"> • Geometric Design Improvements • Traffic Signal Optimization and Interconnection • Access Management • Any improvements recommended in a recent planning study for this project area, if applicable.
24	Ray Thorington Rd	Pike Rd	Vaughn Rd	1.53	<ul style="list-style-type: none"> • Geometric Design Improvements • Traffic Signal Optimization and Interconnection • Access Management • Any improvements recommended in a recent planning study for this project area, if applicable.
25	Carter Hill Rd	McGhee Rd	Vaughn Rd	1.45	<ul style="list-style-type: none"> • Geometric Design Improvements • Access Management • Bus Service and Operations Improvements • Transit and Ridesharing Programs • Non-motorized Improvements • Other • Any improvements recommended in a recent planning study for this project area, if applicable



8. Monitoring Program

8.1 Evaluation of Effectiveness

An important element of a CMP is a program to monitor the effectiveness of implementation strategies, as well as to identify new congested areas in the region. The monitoring program should provide updates to the performance measures used for the CMP. Federal regulation 23CFR 450.32 (c) 6 requires that the CMP include:

“Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area’s established performance measures. The results of this evaluation shall be provided to decision makers and the public to provide guidance on selection of effective strategies for future implementation. “

This will include updating count data, travel time data and speed data and comparing the data sets over time.

The MPO should coordinate with local project sponsors to conduct project-level analysis of conditions after the implementation of a congestion mitigation effort. The MPO may provide readily available data for evaluation including V/C counts, while the responsibility for collecting travel time data and evaluating the data to measure the effectiveness of implemented strategies would fall to the local project sponsor. In this scenario, guidance can be provided by the MPO on when an assessment should be done, what measures should be used, how data should be gathered, what methods should be used to analyze the data, and other aspects of evaluation studies. Documentation of the evaluation will be collected by the MPO to inform decision makers and the public as well as to provide guidance during the 2040 Long Range Transportation Plan (LRTP) and Transportation Improvement Plan (TIP) planning processes. See Table 7 for clarification of responsibilities for data collection associated with implementing congestion mitigation projects.

TABLE 9: MONITORING OF PERFORMANCE MEASURES ON PROJECTS

Performance Measures/ Data Collected	Collecting Agency
Travel Time/Delay on Corridor	Local Sponsor
Hours of Travel when Volume to Capacity >1.0	Local Sponsor/ MPO
Transit Usage on Corridor	Local Sponsor/ Transit Agency
Miles of Sidewalks and Bicycle Lanes	Local Sponsor
Vehicle Occupancy Rates	Local Sponsor
Transit Crowding	Local Sponsor/ Transit Agency/ MPO
Volume to Capacity Ratios	Local Sponsor/ MPO
Number of Entrances	Local Sponsor
Number of Crashes	Local Sponsor/ MPO
Intersection Capacity	Local Sponsor
Response and Clearance Times	Local Sponsor/ Local Responders



Federal guidelines also encourage MPOs to conduct system-level performance evaluations to identify and report on the "improvement or degradation of the transportation system." Table 8 provides clarification of responsibilities for data collection associated with this data.

TABLE 10: RESPONSIBILITIES FOR DATA COLLECTION

Performance Measures/ Data Collected	Collecting Agency	Frequency of Collection
Travel Time/Delay on Corridor	MPO	Minimum of every 5 years
Volume to Capacity Ratios		Annually
Number of Crashes		Annually



9. Conclusion

This CMP provides the MPO and their agency partners with a process to address congestion over the next five years. Overall congestion issues have been documented and specific projects suggested to reduce recurring and non-recurring congestion for 25 corridors or intersections regularly experiencing significant delays. The suggested congestion management strategies should be included for discussion in the next Transportation Improvement Plan (TIP) process and implemented where appropriate. The monitoring program will be an important tool for evaluating the effectiveness of implemented projects and for establishing strategies for the 2018 Montgomery MPO congestion management process.



APPENDIX A: TRAVEL TIME AND DELAY STUDIES

Data and Analysis of Corridors

Travel Time and Delay Studies

Due to the large amount of data gathered during the travel time and delay studies, the full printed study is available as a separate document and online at <http://www.montgomerympo.org/Documents.html> .

APPENDIX B: CONGESTED CORRIDORS/ INTERSECTIONS IDENTIFIED BY STUDY

A full list of Priority 1, Priority 2 and Ongoing Projects

Priority 1 Projects

Project No.	Street Name			Jurisdiction	Type	Time and Travel Delays			Non-Recurring Congestion	Volume to Capacity Ratios	
	Main Street	From/At	To			AM	OP	PM		2005 V/C	
										Highest V/C	
1	Taylor Rd	I-85 EB On Ramp (from south)	Eastchase Pkwy	MO					Taylor Rd SB V/C = 0.92 - 2.19; Taylor Rd NB V/C = 1.83 - 2.67	2.67	
2	East Blvd	Carmichael Rd	Monticello Dr	MO				X	X	1.21 - 2.30	2.30
3	East Blvd	Carmichael Rd		MO					X	South of Intersection V/C = 1.27/1.28; North of Intersection V/C = 2.14/2.30	2.30
4	East Blvd	WB I-85 Off Ramp		MO					X	East Blvd = 1.21/2.29 (south of intersection), 1.60/1.67 (north of intersection)	2.29
5	Wetumpka Hwy (US-231)	Jasmine Hill Rd	Anderson Rd	WE						1.84 - 2.17	2.17
6	Cobbs Ford Rd	US-82	I-65	PR/ EC						US-82 to I-65 SB On/Off Ramps = 2.10/2.13; I-65 SB On/Off Ramps to I-65 NB On/Off Ramps = 1.18/2.17	2.17
7	Wetumpka Hwy (US-231)	Redland Rd		WE / EC	X	X	X			US-231 = 1.84/1.85 (north), 2.16/2.17 (south); Redland Rd = 1.14/1.15 (east)	2.17
8	E. Main St	US-82	Greystone Way	PR	X	X	X	X	X	Greystone Way to McQueen Smith Rd = 1.14/1.20; McQueen Smith Rd to Old Farm Ln = 0.81 - 1.11; Old Farm Ln to I-65 = 0.97 - 2.13	2.13
9	Taylor Rd	I-85 Ramps		MO					X	I-85 EB On Ramps = 1.38 (from north), 2.11 (from south); I-85 WB Off Ramp = 1.11	2.11

Priority 1 Projects

Project No.	Street Name			Jurisdiction	Type	Time and Travel Delays			Non-Recurring Congestion	Volume to Capacity Ratios	
	Main Street	From/At	To			AM	OP	PM		2005 V/C	Highest V/C
10	Troy Hwy (US-231)	Christine Elizabeth Curve/ Virginia Loop Rd		MO			X		X	US-231 = 1.47 (north of Virginia Loop), 2.02/2.04 (south of Virginia Loop)	2.04
11	South Blvd	Narrow Lane Rd	Troy Hwy (US-231)	MO			X			1.51 - 2.01	2.01
12	Atlanta Hwy	S Burbank Dr	East Blvd West Service Rd	MO						1.24 - 1.90	1.90
13	Chantilly Pkwy (US-80)	I-85		MO				X		Chantilly Pkwy = 1.54 (north), 1.87 (at), 1.70 (south)	1.87
14	Chantilly Pkwy (US-80)	Atlanta Hwy	Eastchase Pkwy	MO					X	1.35 - 1.87	1.87
15	South Blvd (US-82)	Woodley Rd		MO				X	X	Southern Blvd = 1.80/1.81 (west of intersection), 1.70/1.76 (east of intersection); Woodley Rd = 1.36 (north of intersection), 1.23 (at intersection), 0.99 (south of intersection)	1.81
16	SR-14	I-65		MI/PR/EC				X	X	SR 14 = 1.68/1.70 (east), 1.37/1.80 (at), 1.62/1.63 (west)	1.80
17	SR-14	Grandview Rd (CR8/ CR10)		MI/EC				X	X	SR 14 = 1.15/1.16 (east), 1.68/1.70 (west); Grandview Rd = 1.03/1.08 (north), 1.05/1.06 (south)	1.70
18	SR-14	I-65	Grandview Rd	EC	X		X			1.68 - 1.70	1.70
19	Taylor Rd	Halcyon Blvd	Vaughn Rd	MO		X	X			1.50 - 1.64	1.64
20	Perry Hill Rd	Atlanta Hwy	I-85	MO				X	X	1.11 - 1.63	1.63

Priority 1 Projects

Project No.	Street Name			Jurisdiction	Type	Time and Travel Delays			Non-Recurring Congestion	Volume to Capacity Ratios	
	Main Street	From/At	To			AM	OP	PM		2005 V/C	Highest V/C
21	Vaughn Rd	Taylor Rd	Halcyon Park Dr	MO	X	X	X			1.59 - 1.63	1.63
22	Pike Rd	Vaughn Rd		PI	X	X	X			Vaughn Rd = 1.56/1.58 (west/east of intersection); Pike Rd = 1.02/1.23 (south/north of intersection)	1.58
23	SR-14	McQueen Smith Rd		PR	X	X	X			SR 14 = 1.52/1.54 (east), 1.13/1.15 (west); McQueen Smith Rd = 0.86/0.88	1.54
24	Ray Thorington Rd	Pike Rd	Vaughn Rd	MO / PI	X	X	X			1.53 (north of Park crossing); 0.32 (south on Park Crossing)	1.53
25	Carter Hill Rd	McGhee Rd	Vaughn Rd	MO	X	X	X			1.12 - 1.45	1.45

Priority 2 Projects

Project No.	Street Name			Jurisdiction	Type	Time and Travel Delays			Non-Recurring Congestion	Volume to Capacity Ratios	
	Main Street	From/At	To			AM	OP	PM		2005 V/C	Highest V/C
1	Northern Blvd	I-65 NB ramp	Northern Blvd	MO	S	X	X	X		I-65 NB On Ramp = 1.95; I-65 SB Off Ramp = 1.98; I-65 SB On Ramp = 1.04; I-65 NB Off Ramp = 0.96; Northern Blvd = 1.06 (EB), 1.08 (WB)	1.98
2	US-31	Hunter Loop Rd		MO	I	X		X		US-31 = 1.86/1.89 (north), 1.38/1.47 (south); Hunter Loop = 0.80/1.05 (west)	1.89
3	Wetumpka Hwy (US-231)	Northern Blvd		MO	I	X		X		US-231 = 1.76/1.85 (north), 1.34/1.76 (at), 1.10/1.14 (south); Northern Blvd = 1.36 (east WB), 1.30 (east EB), 1.03 (west WB), 1.05 (east EB)	1.85
4	Vaughn Rd	East Blvd	The Meadows Apartments	MO	S	X	X	X		1.75 - 1.83	1.83
5	East Blvd	Troy Hwy	Vaughn Rd	MO	S	X	X	X		1.20 - 1.79	1.79
6	Vaughn Rd	Bell Rd		MO	I	X	X	X		1.11/1.13 (south); Vaughn Rd =	1.79
7	Troy Hwy (US-231)	Bell Rd		MO	I	X	X	X		1.18/1.20 (south); Bell Rd = 1.17 (east)	1.71
8	I-65	Just North of Bell St		MO	S				X	I-65 SB = 1.58; I-65 NB = 1.63	1.63
9	Atlanta Hwy	Bell Rd	S Burbank Dr	MO	S					1.26 - 1.61	1.61

Priority 2 Projects

Project No.	Street Name			Jurisdiction	Type	Time and Travel Delays			Non-Recurring Congestion	Volume to Capacity Ratios	
	Main Street	From/At	To			AM	OP	PM		2005 V/C	Highest V/C
10	Taylor Rd	I-85	Atlanta Hwy	MO	S	X				0.97 - 1.58	1.58
11	EastChase Pkwy	Taylor Rd	Berryhill Rd	MO	S					1.44 - 1.52	1.52
12	South Blvd	South Court St		MO	I	X		X		South Blvd = 1.47 / 1.51 (east of intersection), 1.29 / 1.41 (west of intersection)	1.51
13	Ann St	East 3rd St	Cherry St	MO	S	X	X	X		0.96 - 1.46	1.46
14	East Blvd	Monticello Dr	Atlanta Hwy	MO	S				X	1.23 - 1.46	1.46
15	I-65	Just South of W Fairview Ave		MO	S				X	I-65 SB = 1.26/0.42; I-65 NB = 1.35/1.45	1.45
16	US-31	US-82		PR	I	X	X	X		US-31 = 1.00/1.03 (north), 0.94/0.98 (south); US-82 = 1.45 (west), 0.73/0.75 (east)	1.45
17	Bell Rd	Vaughn Rd	Eastwood Glen Pl	MO	S	X	X	X		1.14 - 1.39	1.39
18	SR-143	Cobbs Ford Rd		MI/EC	I	X		X		1.15/1.17 (north); Cobbs Ford Rd = 1.19/1.34 (east),	1.34
19	East Blvd	Woodmere Blvd		MO	I				X	South of Intersection V/C = 1.28/1.31; North of Intersection V/C = 1.27/1.28	1.31
20	East Blvd	Vaughn Rd		MO	I				X	intersection), 1.14/1.27 (west of intersection), 1.75/1.83 (east of intersection);	1.27
21	Bell Rd	Bell Gables	Atlanta Hwy	MO	S	X	X	X		1.03 - 1.23	1.23
22	Pike Rd	US-80		MO	I	X	X	X		Vaughn Rd = 0.77/0.68 (west/east of intersection); Pike Rd = 1.22/0.76 (south/north of intersection)	1.22

Priority 2 Projects

Project No.	Street Name			Jurisdiction	Type	Time and Travel Delays			Non-Recurring Congestion	Volume to Capacity Ratios	
	Main Street	From/At	To			AM	OP	PM		2005 V/C	Highest V/C
23	E. Main St/ Cobbs Ford Rd	Greystone Way/ Sheila Blvd		PR	I				X	E Main St = 1.14/1.20 (east of intersection), 0.95/1.02 (west of intersection)	1.20
24	Troy Hwy (US-231)	Taylor Rd		MO	I	X	X	X		US-231 = 1.18/1.20 (north), 1.13/1.16 (south); Taylor Rd = 1.09/1.15 (east)	1.20
25	SR-14	East Main St	Edgewood Ave	PR	S	X	X	X		1.15 - 1.20	1.20
26	SR-14	Browns Rd	Main St (SR-143)	MI	S		X	X		1.18 - 1.19	1.19
27	SR-143	Grandview Rd		MI	I	X		X		SR143 = 1.15/1.17 (south), 0.91/0.93 (north); Grandview Rd = 0.35/0.40 (west)	1.17
28	SR-143	Coosada Rd		MI	I	X		X		SR143 = 0.91/0.93 (south), 0.95/1.03 (north); Coosada Rd = 1.07/1.13 (east), 0.80 (west)	1.13
29	Northern Blvd	Coliseum Blvd/ Alabama River Pkwy		MO	I	X		X		Northern Blvd = 1.02/1.05 (east of intersection), 0.59/0.69 (west of intersection)	1.05
30	Northern Blvd	Jackson Ferry Rd		MO	I	X	X	X		Northern Blvd = 0.95/1.04 (west), 0.76/0.81 (east); Jackson Ferry = 0.65	1.04
31	SR-143	Old Mill Rd	Browns Rd	MI	S	X		X		1.04 (north of Chapman); 0.87 (south of Chapman)	1.04
32	E. Main St	South Memorial Dr		PR	I				X	0.86 - 0.96	0.96
33	I-65	Just South of W Jeff Davis Ave		MO	S				X	I-65 SB = 0.88; I-65 NB = 0.96	0.96
34	E. Main St	Memorial Dr	Spencer St	PR	S	X	X	X		0.86 - 0.92	0.92
35	US-31	East Main St	Stonewall Dr	PR	S	X	X	X		0.84 - 0.87	0.87
36	Troy Hwy (US-231)	Park Towne Way	East Blvd	MO	S	X	X	X			n/a

On-Going Projects

Project No.	Street Name			Jurisdiction	Time and Travel Delays			Non-Recurring Congestion	Notes
	Main Street	From/At	To		AM	OP	PM		
1	Bell St	Day St		MO	X	X	X		Proposed new Maxwell AFB gate on Birmingham Hwy.
2	Birmingham Hwy	West Blvd		MO	X		X		Proposed new Maxwell AFB gate on Birmingham Hwy.
3	Maxwell Blvd	Bell St		MO	X	X	X		Proposed new Maxwell AFB gate on Birmingham Hwy.
4	Perry Hill Rd	Carmichael Rd		MO				X	Current construction to reconfigure the I-65 interchange at Perry Hill Rd.
5	SR-143	SR-14		MI	X		X	X	Proposed re-alignment of SR-14.
6	US-31	Hunter Loop Rd		MO	X		X		Proposed new Maxwell AFB gate on Birmingham Hwy.
7	Zelda Rd	Zelda Ct	Vaughn Rd	MO	X	X	X		Proposed project to widen Zelda Rd to 5-lanes.

APPENDIX A: TRAVEL TIME AND DELAY STUDIES

Data and Analysis of Corridors

Travel Time and Delay Studies

Due to the large amount of data gathered during the travel time and delay studies, the full printed study is available as a separate document and online at <http://www.montgomerympo.org/Documents.html> .

APPENDIX C: CONGESTION RELIEF TOOLBOX

Strategies for Congestion Management

Congestion Relief Toolbox

A. Add Capacity/ Physical Improvements				
Strategy	Description	Benefit/ Negative Externalities	Cost*	Timeframe**
New Roads and Roadway Widening	Construction of new freeways or arterials; adding lanes or shoulders to existing freeways or arterials.	<ul style="list-style-type: none"> • traditional method to improve capacity • however, increase in capacity may lead to "induced demand" 	High	Mid to Long-term
New Toll Roads	Construction of new roads that are tolled.	<ul style="list-style-type: none"> • potential for greater long-term congestion if tolls can be increased in response to growing demand • can divert traffic to roadways with less capacity 	High but will generate revenue	Mid to Long-term
HOV lanes- new construction	Constructing new lanes for high-occupancy vehicles (HOV), high occupancy/ toll (HOT), or Express Toll usage;	<ul style="list-style-type: none"> • can increase overall throughput of roadway • can reduce total vehicle miles traveled • increases total capacity 	High	Mid to Long-term
HOV lanes –conversion of existing roadways	Converting general purpose lanes to HOV and; or converting HOV to HOT or Express Toll lanes.	<ul style="list-style-type: none"> • can increase overall throughput of roadway • can reduce total vehicle miles traveled 	Low to medium	Short-term
Geometric Design Improvements/ Intersection Improvements	This includes widening to provide shoulders, additional turn lanes at intersections, improved sight lines, auxiliary lanes to improve merging and diverging, roundabouts and construction of bus pull-outs.	<ul style="list-style-type: none"> • reduction in delay • increase in capacity 	Low to Medium	Mid to Long-term

Access Management	Reconstructing roadways and establishing local street and driveway design standards to limit access for midblock turning movements and meet minimum intersection spacing guidelines. Access management includes policies, design criteria, and facilities that minimize the number of driveways and intersecting roads accessing a main thoroughfare, including parallel service roads, shared driveways, median barriers, left turn restrictions and curb cut limitations.	<ul style="list-style-type: none"> • improved travel speeds 	Low to Medium	Mid to Long-term
Street Connectivity	Providing a connected local street network to remove traffic loads from arterials as an alternative to disconnected local street system containing cul-de-sacs and circuitous or discontinuous routing patterns.	<ul style="list-style-type: none"> • reduces vehicle trip lengths • reduces traffic loads on arterials • supports pedestrian and bicycle travel • can increase congestion if not implemented along with access management and compact development strategies 	Low or Cost Savings	Long Term
B. Use Existing Capacity More Efficiently/ Operational Improvements				
Strategy	Description	Benefit/ Negative Externalities	Cost*	Timeframe**
Traffic Signal Optimization and interconnection	Retiming signals to reduce intersection delay; coordinating control of traffic signals along a corridor or network.	<ul style="list-style-type: none"> • increases in travel speeds • reductions in delay • reductions in vehicle stops 	Low	Short-term
Centralized, Actuated control systems	Retiming signals to reduce intersection delay; coordinating control of traffic signals along a corridor or network.	<ul style="list-style-type: none"> • increases in travel speeds • reductions in delay • reductions in vehicle stops 	Medium	Mid-term

Changeable lane assignment/ Reversible Streets	Reversible freeway or arterial lanes, time restricted-use lanes, peak period use of shoulder	<ul style="list-style-type: none"> • limited research • results can be significant in areas where traffic flow is highly unbalanced 	Low to medium	Short-term
Congestion Pricing –increase tolls	Proactively managing demand and available highway capacity by dynamically adjusting the toll paid by users or varying tolls by time of day.	<ul style="list-style-type: none"> • reductions in delay experienced are similar to those of large-scale roadway expansion • highly dependent on pricing scheme 	Low- revenue generating	Mid-term
Loading Zone Management	Establishment and management of on-street and/or off-street loading areas to reduce impacts of loading vehicles on traffic flow.	<ul style="list-style-type: none"> • can reduce traffic impacts of loading and unloading 	Low	Mid-term
Incident Management	Identifying incidents more quickly, improving response times, and managing incident scenes more effectively.	<ul style="list-style-type: none"> • reduces unexpected or non-recurring congestion 	Low to Medium	Short-term
Work Zone Management	Reducing the amount of time work zones need to be used and moving traffic more effectively through work zones, particularly at peak times.	<ul style="list-style-type: none"> • reductions in vehicle delay • increases in throughput and/or travel speeds 	Low	Short-term
Dynamic Messaging/ Traveler Information	Provide travelers with real time information on roadway conditions, where incidents have occurred and congestion has formed to optimize trip and route decisions.	<ul style="list-style-type: none"> • can reduce delay by redirecting traffic to less congested roadways • results are strategy and context specific • largely dependent on the availability of alternative routes 	Low to Medium	Short-term

C. Reduce Demand for Vehicle Travel				
Strategy	Description	Benefit/ Negative Externalities	Cost *	Timeframe**
Land Use	Land use patterns to improve travel efficiency and reduce vehicle travel, including infill, mixed-use, higher densities, compact/walkable neighborhoods, transit-oriented development, pedestrian design, and parking management.	<ul style="list-style-type: none"> • reduces vehicle miles traveled • can support mode-shifting to mass transit, walk and bicycle • can improve overall accessibility 	Low or Cost Saving	Long-Term
Freight Demand Management	Truck tolls, lane restrictions, delivery restrictions, intermodal facility, and access improvements to reduce total or peak-period truck traffic and/or shift freight traffic to other modes.	<ul style="list-style-type: none"> • often more effective when implemented as part of larger initiative • encourages reduced trips by increasing productivity per trip 	Low	Short-Term
Non-Motorized Improvements	Bicycle and pedestrian improvements, including bike lanes, bike parking, shared-use paths, sidewalks, pedestrian crossings, traffic calming, and pedestrian amenities to encourage non-motorized travel.	<ul style="list-style-type: none"> • reduces vehicle miles traveled • can influence individual behaviors • in some cases, improvements can be at odds with congestion management 	Low to Medium	Long-Term
Bus Service and Operations Improvements	Transit capacity or service enhancements to attract new riders including new fixed-guideway service, express/premium bus, new routes, higher frequencies, transit priority operations (bus-only lanes, signal priority, queue jumping), reduced fares, flex service, expanded park-and-ride, and traveler information.	<ul style="list-style-type: none"> • project and context specific • depends on nature of service improvements, number of new riders attracted, prior mode of riders and congestion offsets • reductions in vehicle miles traveled • can reduce travel times 	High	Long-term

Transit and Ridesharing Programs	Programs intended to reduce commuting vehicle travel, including transportation management associations (TMAs), alternative mode information, transit subsidies, ridesharing/ride matching programs and incentives, vanpools, parking pricing or cash-out, telecommuting, alternative work schedules, guaranteed ride home, and worksite bicycle facilities.	<ul style="list-style-type: none"> • decrease in single occupancy vehicle trips • decrease vehicle miles traveled • is more effective when financial incentive offered to use program 	Low to Medium	Short-Term
Telecommuting/ Alternative Work Hours	Programs intended to reduce commuting vehicle travel, including transportation management associations (TMAs), alternative mode information, transit subsidies, ridesharing/ride matching programs and incentives, vanpools, parking pricing or cash-out, telecommuting, alternative work schedules, guaranteed ride home, and worksite bicycle facilities.	<ul style="list-style-type: none"> • reduces vehicle miles traveled 	Low to Medium	Short-Term

Source: NCHRP 20-24A, Task 63: Effective Strategies for Congestion Management

*Cost- Explanation of Chart

The cost rating is based on the following metrics:

- **High** – Typically major construction projects, other major infrastructure costs (e.g., area wide intelligent transportation systems), or costly services (e.g., transit operations) – ranging in the tens of millions per mile or per location covered, and the hundreds of millions for area wide applications;
- **Medium** – Modest infrastructure improvements (e.g., lane additions at intersections, more modest intelligent transportation systems or operational costs) – in the range of approximately \$1 to \$10 million per mile or per location covered, and the tens of millions for area wide applications;
- **Low** – Operations strategies (e.g., changing signal timing), minor construction, or strategies that primarily incur administrative/programmatic costs (e.g., land use policies) – typically less than \$1 million per mile or per location covered, and the low millions for area wide applications.

Operating costs are noted where they are significant compared to capital costs. Social costs and benefits are not considered in this rating. However, some strategies (e.g., tolling) may be net revenue generators from a public sector perspective, and are noted as such.

**Timeframe-explanation of chart

- **Short-term** – less than five years;
- **Mid-term** – roughly five to 20 years; and
- **Long-term** – greater than 20 year timeframe.

APPENDIX D: IMPLEMENTATION PROJECTS

Proposed projects to support congestion relief for the
Montgomery MPO Study Area

1. Taylor Road

Segment from I-85 Eastbound On Ramp to Eastchase Parkway

This segment of Taylor Road has high volume to capacity ratios (0.92 – 2.19 southbound on Taylor Road and 1.83 – 2.67 northbound on Taylor Road). This indicates severe congestion and the potential need for additional capacity.

Proposed Implementation Strategies

Improvements to this segment of Taylor Road may include:

- Geometric Design Improvements (Study Need For Additional Left/Right Lanes and Thru Lanes) (\$100,000-\$200,000)**
- Traffic Signal Optimization and Interconnection (Upgrade) (\$20,000-\$40,000)
- Geometric Design Improvements (Consider Unconventional Intersection Geometric Designs - Median U-Turns, Superstreet, Etc.) (\$200,000-\$1,500,000)
- Geometric Design Improvements (Study Reconfiguring I-85 Ramp Terminal, Consider Dual On Ramp Lanes) (\$100,000-\$200,000)
- Access Management (Utilize Best Practices) (\$20,000-\$40,000)
- Other (Increase Visibility of Berryhill as Access Point to Shopping at East Chase) (\$30,000-\$100,000)



Source: http://isv.kcsgis.com/al.montgomery_revenue/

Construction Cost Range**

From	To
\$500,000	\$15,000,000

*All previous and ongoing engineering and planning studies should be evaluated/ consulted prior to funding and implementation of a congestion mitigation strategy.

**Construction Cost Ranges are estimates and intended for planning purposes only.

2. East Boulevard

Segment from Carmichael Road to Monticello Drive

This segment of East Boulevard has a high volume to capacity ratio (1.21 – 2.30) and a high incidence of non-recurring congestion. This segment is experiencing severe congestion and may need additional capacity.

Proposed Implementation Strategies

Improvements to this segment of East Boulevard may include:

- Traffic Signal Optimization and Interconnection (\$20,000-\$50,000)**
- Geometric Improvement (Additional Lanes in Both Directions) (\$400,000-\$7,000,000)
- Geometric Design Improvements (Consider a Slip Lane Southbound North of Intersection for Access to Frontage Road) (\$300,000-\$5,000,000)
- Geometric Design Improvements (Consider Eliminating Frontage Roads Near Intersection) (\$280,000-\$3,000,000)



Source: http://isv.kcsgis.com/al.montgomery_revenue/

Construction Cost Range**

From	To
\$1,000,000	\$15,000,000

*All previous and ongoing engineering and planning studies should be evaluated/ consulted prior to funding and implementation of a congestion mitigation strategy.

**Construction Cost Ranges are estimates and intended for planning purposes only.

3. East Boulevard

Intersection with Carmichael Road

This intersection with East Boulevard has a high volume to capacity ratio (2.14 - 2.30 north of intersection, 1.27 - 1.28 south of intersection) and a high incidence of non-recurring congestion. This intersection experiences severe congestion indicating the potential need for additional capacity.

Proposed Implementation Strategies

Improvements to the intersection at East Boulevard may include:

- Geometric Design Improvements (Study Grade Separated , Tight Diamond Interchange) (\$300,000-\$7,000,000)**
- Geometric Design Improvements (Study Unconventional Intersection Design) (\$300,000-\$4,000,000)
- Traffic Signal Optimization and Interconnection (Analyze Whether Separating Left/Thru Lane into Two Lanes Would Improve Level of Services at Intersection) (\$60,000-\$100,000)
- Geometric Design Improvements (Additional Lanes in Both Directions) (\$340,000-\$4,000,000)



Source: http://isv.kcsgis.com/al.montgomery_revenue/

Construction Cost Range**

From	To
\$1,000,000	\$15,000,000

*All previous and ongoing engineering and planning studies should be evaluated/ consulted prior to funding and implementation of a congestion mitigation strategy.

**Construction Cost Ranges are estimates and intended for planning purposes only.

4. East Boulevard

Intersection with Westbound I-85 Off Ramp

This intersection of East Boulevard has a high volume to capacity ratio (1.21 - 2.29 on East Blvd south of intersection and 1.60 - 1.67 north of intersection). This intersection has severe congestion and may need additional capacity.

Proposed Implementation Strategies

Improvements to the intersection at East Boulevard may include:

- Geometric Design Improvements (Reconfigure Ramp Terminal, Consider Dual Rights) (\$375,000-\$1,500,000)**
- Geometric Design Improvements (Study Unconventional Intersection Design) (\$375,000-\$1,500,000)



Source: http://isv.kcsgis.com/al.montgomery_revenue/

Construction Cost Range**

From	To
\$750,000	\$3,000,000

*All previous and ongoing engineering and planning studies should be evaluated/ consulted prior to funding and implementation of a congestion mitigation strategy.

**Construction Cost Ranges are estimates and intended for planning purposes only.

5. Wetumpka Highway (US-231)

Segment from Jasmine Hill Road and Anderson Road

This segment of the Wetumpka Highway has high volume to capacity ratios (1.84 – 2.17) and experiences non-recurring congestion. This segment is experiencing extreme congestion and may need additional capacity.

Proposed Implementation Strategies

Improvements to this segment of the Wetumpka Highway may include:

- Geometric Design Improvements (Study Need for Additional Lane from Jasmine Hill to Anderson) (\$100,000-\$200,000)**
- Geometric Design Improvements (Intersection Improvements at Redland Road and Jasmine Hill) (\$100,000-\$2,000,000)
- Geometric Design Improvements (Intersection Improvements at Anderson Road) (\$100,000-\$2,000,000)
- Geometric Design Improvements (Study Need for Geometric Improvements and/or Additional Lane at Redland Road Intersection) (\$100,000-\$2,000,000)
- Traffic Signal Optimization and Interconnection (Redland Road and Jasmine Hill) (\$30,000-\$40,000)
- Access Management (Install Raised Median with Turn Lanes from Jasmine Hill to Anderson) (\$50,000-\$100,000)



Source: Google Maps

Construction Cost Range**

From	To
\$500,000	\$6,000,000

*All previous and ongoing engineering and planning studies should be evaluated/ consulted prior to funding and implementation of a congestion mitigation strategy.

**Construction Cost Ranges are estimates and intended for planning purposes only.

6. Cobbs Ford Road

Segment from US 82 to I-65

This segment of Cobbs Ford Road has a high volume to capacity ratio (2.10 - 2.13 from US-82 to I-65 SB On/Off Ramps, 1.18-2.17 at the I-65 SB On Ramps to I-65 NB On/Off Ramps). This indicates severe congestion and the potential need for additional capacity.



Source: Google Maps

Proposed Implementation Strategies

Improvements to this segment of Cobbs Ford Road may include:

- Access Management (Remove Median Openings, Create More Right-In/Right Out Driveways and Utilize Backage Roads) (\$160,000-\$200,000)**
- Traffic Signal Optimization and Interconnection (Improve US-82 Intersection/Signal Optimization, Optimize Through Movement During Peak Periods) (\$20,000-\$50,000)
- Growth Management Program (\$10,000-\$30,000)
- Geometric Design Improvements (Connect Highland Ridge Drive to Rocky Mt Road) (\$300,000-\$2,000,000)
- Transit and Ridesharing Programs (\$10,000-\$40,000)

Construction Cost Range**

From	To
\$500,000	\$2,000,000

*All previous and ongoing engineering and planning studies should be evaluated/ consulted prior to funding and implementation of a congestion mitigation strategy.

**Construction Cost Ranges are estimates and intended for planning purposes only.

7. Wetumpka Highway (US-231)

Intersection with Redland Road

This intersection on Wetumpka Highway has high travel times during peak AM and PM periods as well as during off peak hours and high volume to capacity ratios (1.14 - 1.15 east of intersection, 1.84 - 1.85 north of intersection, and 2.16 - 2.17 south of intersection). This indicates severe congestion and the potential need for additional capacity.

Proposed Implementation Strategies

Improvements to the intersection at Wetumpka Highway may include:

- Geometric Design Improvements (Study Need for Additional Lanes) (\$100,000-\$200,000)**
- Geometric Design Improvements (Intersection Improvements) (\$100,000-\$2,000,000)
- Traffic Signal Optimization and Interconnection (\$30,000-\$40,000)
- Access Management (Utilize Best Practices) (\$30,000-\$40,000)



Source: Google Maps

Construction Cost Range**

From	To
\$250,000	\$2,000,000

*All previous and ongoing engineering and planning studies should be evaluated/ consulted prior to funding and implementation of a congestion mitigation strategy.

**Construction Cost Ranges are estimates and intended for planning purposes only.

8. East Main Street

Segment from US-82 to Greystone Way

This segment of Greystone Way has high travel times during peak AM and PM periods as well as during off peak hours. Volume to capacity ratios are high (1.14/1.20 from Greystone Way to McQueen Smith Rd, 0.81 - 1.11 from McQueen Smith Rd to Old Farm Lane, 0.97 - 2.13 from Old Farm Ln to I-65). This indicates severe congestion and the potential need for additional capacity. In addition, the corridor experiences non-recurring congestion.



Source: Google Maps

Proposed Implementation Strategies

Improvements to this segment of Greystone Way may include:

- Traffic Signal Optimization and Interconnection (\$20,000-\$60,000)**
- Access Management (Median Replacement of Two-Way Left Turn Lanes, Consolidate Driveways, Convert Entrances to Right-in/Right-Out Only) (\$60,000-\$200,000)
- Geometric Design Improvements (Intersection Improvements, Additional Right Turn Lanes at Driveways) (\$400,000-\$5,000,000)
- Growth Management Plan (\$10,000-\$30,000)
- Transit and Ridesharing Programs (\$10,000-\$40,000)

Construction Cost Range**

From	To
\$500,000	\$5,000,000

*All previous and ongoing engineering and planning studies should be evaluated/ consulted prior to funding and implementation of a congestion mitigation strategy.

**Construction Cost Ranges are estimates and intended for planning purposes only.

9. Taylor Road

Interchange with I-85 Ramps

This interchange with Taylor Road has high volume to capacity ratios (1.38 eastbound on-ramp from north, 2.11 eastbound on-ramp from south, and 1.11 westbound off-ramp). This indicates severe congestion and the potential need for additional capacity. It also has a high incidence of non-recurring congestion.

Proposed Implementation Strategies

Improvements to the interchange at Taylor Road may include:

- Geometric Design Improvements (Study Ramp Configurations, Possible Geometric Improvements) (\$100,000-\$1,000,000)**
- Traffic Signal Optimization and Interconnection (with Adjacent Intersections on Taylor Road) (\$40,000-\$60,000)
- Geometric Design Improvements (Study Unconventional Interchange Design Modifications such as Diverging Diamond, Single Point Urban, Etc.) (\$300,000-\$15,000,000)
- Geometric Design Improvements (Study Adding Additional Lanes Through The Interchange) (\$200,000-\$4,000,000)



Source: http://isv.kcsgis.com/al.montgomery_revenue/

Construction Cost Range**

From	To
\$500,000	\$15,000,000

*All previous and ongoing engineering and planning studies should be evaluated/ consulted prior to funding and implementation of a congestion mitigation strategy.

**Construction Cost Ranges are estimates and intended for planning purposes only.

10. Troy Highway (US-231)

Intersection with Christine Elizabeth Curve/Virginia Loop Road

This intersection on Troy Highway has high volume to capacity ratios (1.47 north of intersection, 2.02/2.04 south of intersection) indicating severe congestion and the need for additional capacity. It also has a high incidence of non-recurring congestion.

Proposed Implementation Strategies

Improvements to the intersection at Troy Highway may include:

- Geometric Design Improvements (Study Intersection Improvements/Realignment) (\$250,000-\$3,000,000)**
- Traffic Signal Optimization and Interconnection (\$20,000-\$50,000)
- Access Management (Driveway Consolidation, Improvements to or Removal of Service Road) (\$20,000-\$50,000)



Source: http://isv.kcsgis.com/al.montgomery_revenue/

Construction Cost Range**

From	To
\$250,000	\$3,000,000

*All previous and ongoing engineering and planning studies should be evaluated/ consulted prior to funding and implementation of a congestion mitigation strategy.

**Construction Cost Ranges are estimates and intended for planning purposes only.

11. South Boulevard

Segment from Narrow Lane Road to Troy Highway (US 231)

This segment of South Boulevard has high travel times during peak AM and PM periods as well as during off peak hours and a high volume to capacity ratio (1.51 – 2.0) indicating severe congestion and the potential need for added capacity.



Source: http://isv.kcsgis.com/al.montgomery_revenue/

Proposed Implementation Strategies

Improvements to this segment of Southern Boulevard may include:

- Geometric Design Improvements (Study Need for Additional Lanes) (\$100,000-\$200,000)**
- Geometric Design Improvements (Unconventional Geometric Design Improvements - Median U-turns, Superstreet, Etc.) (\$440,000-\$5,000,000)
- Geometric Design Improvements (Frontage Road Extensions) (\$300,000-\$500,000)
- Traffic Signal Optimization and Interconnection (Upgrades) (\$20,000-\$40,000)
- Access Management (Reduce Median Openings, Driveway Consolidation) (\$50,000-\$500,000)
- Geometric Design Improvements (Intersection Study at Morrow Drive, Duel Left Turns at Morrow Eastbound to Northbound) (\$100,000-\$200,000)
- Access Management (Utilize Best Practices) (\$40,000-\$60,000)

Construction Cost Range**

From	To
\$750,000	\$6,000,000

*All previous and ongoing engineering and planning studies should be evaluated/ consulted prior to funding and implementation of a congestion mitigation strategy.

**Construction Cost Ranges are estimates and intended for planning purposes only.

12. Atlanta Highway

Segment from South Burbank Drive to East Blvd West Service Road

This segment of Atlanta Highway has high travel times during the peak AM and PM periods as well as during off peak hours. Volume to capacity ratios are 1.26 - 1.61 indicating severe congestion and potentially the need for additional capacity.

Proposed Implementation Strategies*

Improvements to this segment of Atlanta Highway may include:

- Traffic Signal Optimization and Interconnection (\$20,000-\$50,000)**
- Access Management (Driveway Consolidation, Median Closures) (\$60,000-\$500,000)
- Geometric Design Improvements (Improvements to Turning Movements at East and West Service Roads) (\$200,000-\$700,000)
- Geometric Design Improvements (Additional Lanes in Both Directions) (\$1,000,000-\$5,000,000)
- Bus Service and Operations Improvements (\$20,000-\$60,000)
- Transit and Ridesharing Programs (\$10,000-\$40,000)



Source: http://isv.kcsgis.com/al.montgomery_revenue/

Construction Cost Range**

From	To
\$750,000	\$5,000,000

*All previous and ongoing engineering and planning studies should be evaluated/ consulted prior to funding and implementation a congestion mitigation strategy.

**Construction Cost Ranges are estimates and intended for planning purposes only.

13. Chantilly Parkway

Interchange with I-85

This interchange on Chantilly Parkway has a high incidence of non-recurring congestion and high volume to capacity ratios (1.54 north of interchange, 1.87 at interchange, and 1.70 south of interchange). This indicates severe congestion and the potential need for additional capacity.

Proposed Implementation Strategies

Improvements to the interchange on Chantilly Parkway may include:

- Traffic Signal Optimization and Interconnection (\$20,000-\$60,000)**
- Geometric Design Improvements (Consider Unconventional Interchange Design Alternatives) (\$2,000,000-\$10,000,000)
- Geometric Design Improvements (Additional Lanes, Improved Geometrics) (\$400,000-\$2,000,000)



Source: http://isv.kcsgis.com/al.montgomery_revenue/

Construction Cost Range**

From	To
\$750,000	\$10,000,000

*All previous and ongoing engineering and planning studies should be evaluated/ consulted prior to funding and implementation of a congestion mitigation strategy.

**Construction Cost Ranges are estimates and intended for planning purposes only.

14. Chantilly Parkway- US-80

Segment from Atlanta Highway to Eastchase Parkway

This segment of Chantilly Parkway has a high Volume to capacity ratio (1.35-1.87). This indicates severe congestion and the potential need for additional capacity.

Proposed Implementation Strategies

Improvements to this segment of Chantilly Parkway may include:

- Traffic Signal Optimization and Interconnection (\$20,000-\$60,000)**
- Geometric Design Improvements (Consider Interchange Ramp Terminal Intersection Designs Such as Roundabouts, Diverging Diamond, Etc.) (\$1,000,000-\$5,000,000)
- Geometric Design Improvements (Additional Lanes Would Help, But May Require Interchange Reconstruction) (\$5,000,000-\$14,000,000)
- Geometric Design Improvements (Lanes Could Be Added South of the Interchange and at Eastchase Intersection) (\$500,000-\$1,000,000)
- Geometric Design Improvements (Consider Adding Right Turn Lanes onto Boyd Cooper Parkway) (\$200,000-\$400,000)
- Access Management (For Existing And Future Developments At The Interchange) (\$20,000-\$60,000)



Source: http://isv.kcsgis.com/al.montgomery_revenue/

Construction Cost Range**

From	To
\$1,000,000	\$20,000,000

*All previous and ongoing engineering and planning studies should be evaluated/ consulted prior to funding and implementation of a congestion mitigation strategy.

**Construction Cost Ranges are estimates and intended for planning purposes only.

15. South Boulevard

Intersection with Woodley Road

This intersection on Southern Boulevard has a high volume to capacity ratio(1.70 - 1.76 east of intersection, 1.80 - 1.81 west of Intersection, 1.36 north of intersection, 1.23 at intersection, and .99 south of intersection). This indicates severe congestion and the potential need for additional capacity. It also experiences a high incidence of non-recurring congestion.

Proposed Implementation Strategies

Improvements to the intersection at Southern Boulevard may include:

- Geometric Design Improvements (Study Unconventional Intersection Design Options) (\$250,000-\$4,000,000)**
- Geometric Design Improvements (Study Ultimate Grade Separation, Urban Interchange Design) (\$450,000-\$6,000,000)
- Traffic Signal Optimization and Interconnection (\$40,000-\$60,000)
- Access Management (Utilize Best Practices/Intersection-Interchange Area Development Guidelines) (\$60,000-\$90,000)



Source: http://isv.kcsgis.com/al.montgomery_revenue/

Construction Cost Range**

From	To
\$750,000	\$10,000,000

*All previous and ongoing engineering and planning studies should be evaluated/ consulted prior to funding and implementation of a congestion mitigation strategy.

**Construction Cost Ranges are estimates and intended for planning purposes only.

16. State Route 14

Interchange with I-65

This interchange on State Route 14 has high volume to capacity ratios (1.68 - 1.70 east of intersection, 1.62 - 1.63 west of intersection, and 1.37 - 1.80 at the intersection). This indicates severe congestion and the potential need for additional capacity. It also has a high incidence of non-recurring congestion.

Proposed Implementation Strategies

Improvements to the interchange on State Route 14 may include:

- Geometric Design Improvements (Study Unconventional Intersection Design Options) (\$125,000-\$1,500,000)**
- Geometric Design Improvements (Study Need for Additional Lanes) (\$125,000-\$1,500,000)
- Traffic Signal Optimization and Interconnection (\$30,000-\$60,000)
- Access Management (Interchange Area Development Guidelines) (\$30,000-\$60,000)



Source: Google Maps

Construction Cost Range**

From	To
\$250,000	\$3,000,000

*All previous and ongoing engineering and planning studies should be evaluated/ consulted prior to funding and implementation of a congestion mitigation strategy.

**Construction Cost Ranges are estimates and intended for planning purposes only.

17. State Route 14

Intersection with Grandview Road (CR8/CR10)

This intersection of State Route 14 has a high volume to capacity ratios (1.15 – 1.16 east of intersection, 1.68 - 1.70 west of Intersection, 1.03 - 1.08 north of intersection, 1.05 - 1.06 south of intersection). It also has a high incidence of non-recurring congestion. This intersection experiences severe congestion and additional capacity may be needed.

Proposed Implementation Strategies

Improvements to the intersection at State Route 14 may include:

- Geometric Design Improvements (Study Intersection Improvement Options Including More Conventional Right Turn Lane on Grandview Road and Separation of Thru and Left Lanes on Grandview Road) (\$150,000-\$1,000,000)**
- Geometric Design Improvements (Additional Lanes Westbound to I-65) (\$100,000-\$1,000,000)
- Traffic Signal Optimization and Interconnection (Study Need for Signalization) (\$20,000-\$40,000)



Source: Google Maps

Construction Cost Range**

From	To
\$250,000	\$2,000,000

*All previous and ongoing engineering and planning studies should be evaluated/ consulted prior to funding and implementation of a congestion mitigation strategy.

**Construction Cost Ranges are estimates and intended for planning purposes only.

18. State Route 14

Segment from I-65 to Grandview Road

This segment of State Route 14 has high travel times during peak AM and PM periods and high volume to capacity ratios (1.68 - 1.70). This indicates severe congestion and the potential need for additional capacity.

Proposed Implementation Strategies

Improvements to this segment of State Route 14 may include:

- Geometric Design Improvements (Study Need for Additional Eastbound Thru Lane) (\$100,000-\$2,000,000)**
- Geometric Design Improvements (Intersection Improvements and Signalization of Camp Grandview and Grandview Road Intersections) (\$500,000-\$3,000,000)



Source: Google Maps

Construction Cost Range**

From	To
\$250,000	\$3,000,000

*All previous and ongoing engineering and planning studies should be evaluated/ consulted prior to funding and implementation of a congestion mitigation strategy.

**Construction Cost Ranges are estimates and intended for planning purposes only.

19. Taylor Road

Segment from Halcyon Boulevard to Vaughn Road

This segment of Taylor Road has high travel times during peak PM period and the off peak and high volume to capacity ratios (1.50-1.64), indicating severe congestion and the possible need for additional capacity.

Proposed Implementation Strategies

Improvements to this segment of Taylor Road may include:

- Geometric Design Improvements (Study Need For Additional Left/Right Lanes) (\$400,000-\$1,000,000)**
- Access Management (Study Closing Some Median Openings, Convert Existing Driveways to Right-in/Right-Out Only) (\$60,000-\$500,000)
- Geometric Design Improvements (Unconventional Intersection Geometric Designs - Median U-Turns, Superstreet, Etc.) (\$500,000-\$4,000,000)
- Access Management (Utilize Best Practices) (\$20,000-\$40,000)



Source: http://isv.kcsgis.com/al.montgomery_revenue/

Construction Cost Range**

From	To
\$500,000	\$4,000,000

*All previous and ongoing engineering and planning studies should be evaluated/ consulted prior to funding and implementation of a congestion mitigation strategy.

**Construction Cost Ranges are estimates and intended for planning purposes only.

20. Perry Hill Road

Segment from Atlanta Highway to I-85

This segment of Perry Hill Road has a high volume to capacity ratio (1.11-1.63) and a high incidence of non-recurring congestion. This indicates severe congestion and the potential need for additional capacity.

Proposed Implementation Strategies

Improvements to this segment of Perry Hill Road may include:

- Geometric Design Improvements (Additional Lanes, Especially North of Harrison Road, More Right Turn Lanes into Businesses) (\$60,000-\$4,000,000)**
- Traffic Signal Optimization and Interconnection (\$60,000-\$100,000)
- Access Management (Implement Best Practices where Feasible) (\$60,000-\$500,000)
- Bus Service and Operations Improvements (\$20,000-\$60,000)
- Transit and Ridesharing Programs (\$10,000-\$40,000)

Construction Cost Range**

From	To
\$750,000	\$4,000,000



Source:

http://isv.kcsgis.com/al.montgomery_revenue/

*All previous and ongoing engineering and planning studies should be evaluated/ consulted prior to funding and implementation of a congestion mitigation strategy.

**Construction Cost Ranges are estimates and intended for planning purposes only.

21. Vaughn Road

Segment Taylor Road to Halcyon Park Drive

This segment of Vaughn Road has high travel times during peak AM and PM periods as well as during off peak hours. It also has a high volume to capacity ratio (1.59 - 1.63). This indicates severe congestion and the potential need for additional capacity.

Proposed Implementation Strategies

Improvements to this segment of Vaughn Road may include:

- Geometric Design Improvements (Add Eastbound Lane) (\$250,000-\$2,000,000)**
- Traffic Signal Optimization and Interconnection (\$20,000-\$30,000)
- Access Management (Install Raised Median with Turn Lanes, Eliminate Bi-directional Turning Movements) (\$40,000-\$200,000)
- Geometric Design Improvements (Improved Entrances to Festival Plaza) (\$40,000-\$200,000)



Source: http://isv.kcsgis.com/al.montgomery_revenue/

Construction Cost Range**

From	To
\$250,000	\$2,000,000

*All previous and ongoing engineering and planning studies should be evaluated/ consulted prior to funding and implementation of a congestion mitigation strategy.

**Construction Cost Ranges are estimates and intended for planning purposes only.

22. Pike Road

Intersection with Vaughn Road

This intersection on Pike Road has a high travel times in the AM and PM peaks and off peak. It also experiences high volume to capacity ratios (1.56 - 1.58 on Vaughn Road west/east of intersection and 1.02 – 1.23 on Pike Road south/north of intersection).



Source: http://isv.kcsgis.com/al.montgomery_revenue/

Proposed Implementation Strategies

Improvements to this intersection may include:

- Geometric Design Improvements (Study Need For Additional Turn Lanes and/ or Through Lanes at Intersection) (\$200,000-\$750,000)**
- Signal Timing and Optimization (\$25,000-\$50,000)
- Access Management (Intersection Area Development Guidelines) (\$25,000-\$50,000)

Construction Cost Range**

From	To
\$250,000	\$750,000

*All previous and ongoing engineering and planning studies should be evaluated/ consulted prior to funding and implementation of a congestion mitigation strategy.

**Construction Cost Ranges are estimates and intended for planning purposes only.

23. State Route 14

Intersection with McQueen Smith Road

This intersection on State Route 14 has high travel times during peak AM and PM periods as well as during off peak hours and high volume to capacity ratios (1.52 - 1.54 east of intersection and 1.13 - 1.15 west of intersection).

Proposed Implementation Strategies

Improvements to the intersection at State Route 14 may include

- Geometric Design Improvements (Study Unconventional Intersection Design Options) (\$250,000-\$2,000,000)**
- Traffic Signal Optimization and Interconnection (\$20,000-\$40,000)
- Access Management (Convert Entrances to Right-In/Right-Out Only near Intersection) (\$30,000-\$100,000)



Source: Google Maps

Construction Cost Range**

From	To
\$250,000	\$2,000,000

*All previous and ongoing engineering and planning studies should be evaluated/ consulted prior to funding and implementation of a congestion mitigation strategy.

**Construction Cost Ranges are estimates and intended for planning purposes only.

25. Carter Hill Road

Segment from McGehee Road to Vaughn Road

This segment of Carter Hill Road has high travel times during peak AM and PM periods as well as during off peak hours. Volume to capacity ratios are 1.12 - 1.45 indicating severe congestion and potentially the need for additional capacity.

Proposed Implementation Strategies*

Improvements to this segment of Carter Hill Road may include:

- Geometric Design Improvements (Additional Lanes for Entire Segment in Both Directions with Center Turn Lane) (\$1,000,000-\$4,000,000)**
- Access Management (Where Possible) (\$60,000-\$1,000,000)
- Bus Service and Operations Improvements (\$20,000-\$60,000)
- Transit and Ridesharing Programs (\$10,000-\$40,000)
- Non-motorized Improvements (Sidewalks to Schools) (\$20,000-\$60,000)
- Other (Evaluate Efficiency of School Drop-off/ Pick-ups) (\$10,000-\$30,000)

Construction Cost Range**

From	To
\$500,000	\$4,000,000



Source:
http://isv.kcsgis.com/al.montgomery_revenue/

*All previous and ongoing engineering and planning studies should be evaluated/ consulted prior to funding and implementation of a congestion mitigation strategy.

**Construction Cost Ranges are estimates and intended for planning purposes only.

Montgomery Metropolitan Planning Agency
495 Molton Street
Montgomery, AL 36104
Phone: (334) 625-2734
Fax: (334) 625-2326