

**ENVIRONMENTAL JUSTICE REPORT
WARES FERRY ROAD & I-85 AREA**

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ENVIRONMENTAL JUSTICE REPORT
WARES FERRY ROAD/I-85 AREA
RELATIONSHIP BETWEEN LOW INCOME, MINORITY, OVER 65, AND DISABLED
POPULATIONS AFFECTED BY PROJECTS IN THE
WARES FERRY ROAD/I-85 AREA

In 1994, President Bill Clinton signed Executive Order 12898, which requires federal agencies to address Environmental Justice. Order 12898 states:

Each Federal Agency shall make achieving Environmental Justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations.

The U.S. Department of Transportation has three guiding principles for Environmental Justice:

- (1) Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- (2) Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- (3) Prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations.

This report was developed by Montgomery MPO planning staff to evaluate the Traffic Analysis Zones that would most likely be affected by the proposed amendment I-85 interchange at Wares Ferry Road. Additional study of environmental justice issues will continue as new data becomes available. Further study will be done in the preliminary engineering and environmental documents. This report details the demographic analysis completed for the total area, as well as, the results of the community assessments for the proposed interchange project. The project was evaluated to determine the potential impacts to the community based on ten (10) specific areas of concern. These areas are:

1. social and psychological
2. physical implications
3. visual environment
4. land use
5. economic conditions
6. mobility and access
7. provision of public services
8. safety
9. displacement
10. environmental justice

Numerous maps are included to illustrate the proximity and relationship of the proposed project and low income, minority, black (African American) over age 65, and disabled populations, as well as zero vehicle households, within the predefined affected area. In addition to the Environmental Justice populations, over 65 and disabled populations, as well as households with zero vehicles, were also

evaluated for the benefits and burdens of the transportation proposal. A map of the 2030 Long Range Transportation Projects in the Wares Ferry Road/I-85 area was included to provide a greater perspective of the possible positive and negative effects of all projects in the area. The population information used for preparation of these maps is located in a GIS based database of 2000 Census Block Group data that has been aggregated to Traffic Analysis Zones (TAZs).

The community impact assessment is used to analyze the proposed project and identify any possible negative impacts to low income or minority populations that may result from projects, and further, to ensure that the benefits of proposed projects will be equitably distributed among racial and economic groups. In addition to low income and minority populations, this report also evaluates the impact upon disabled and over 65 populations who are also traditionally underrepresented in transportation planning. The proposed project will have a varying level of impact based on the chosen alignment. In addition projects that may become necessary because of the proposed project may present further environmental justice issues. Most of the 2030 LRTP projects will not have significant negative impact because of the characteristics of the area surrounding the project. For example, widening a road in a rural area presents less possibility of displacing residents than a widening project within an urban area, unless a persons property is in a proposed projects path. Other projects, such as the proposed outer loop east Montgomery, have a greater potential of negatively impacting populations. However, it is important to distinguish between negative impacts that are necessary and counterbalanced by a greater benefit to the community at large, and those that might be visited upon a small, disadvantaged portion of the population. This is the context or framework in which the proposed amendment in the Wares Ferry Road/I-85 area was evaluated.

DESCRIPTION OF WARES FERRY ROAD/I-85 AREA

The Alabama Department of Transportation (ALDOT) requested that the Montgomery Metropolitan Planning Organization (MPO) amend the 2030 Long Range Transportation Plan to include a new interchange on I-85 at Wares Ferry Road. The project would also have to be added to the 2008-2011 Transportation Improvement Program (TIP) once approved. An Environmental Justice assessment is completed as part of all requests to amend the 2030 Long Range Transportation Plan or the 2009-2011 Transportation Improvement Program. ALDOT proposed the I-85 interchange at Wares Ferry Road to alleviate traffic at the Mitylene/ I-85 interchange.

First, the areas potentially impacted by the proposed interchange were identified. To facilitate the analysis, the areas were identified by the Traffic Analysis Zone (TAZ) that they fall within. The Traffic Analysis Zones identified in Montgomery County are 238, 239, 240, 241, 246, 247, 248, 249, 250, 256, 257, 258 & 259. The designated TAZs are shown on Map 1. Since the majority of the socioeconomic data necessary for an Environmental Justice Assessment is at the US Census Block Group Level, the identified Traffic Analysis Zones were aggregated to the Block Group level. All of the traffic Analysis Zones fell within one Block Group with the exception of TAZ 246, 239, and 240; however all population based on aeriels fall within one Block Group. Multiple Traffic Analysis Zones fall within the same Block Group.

SOCIO ECONOMIC DATA BY US CENSUS 2000 BLOCK GROUP

Percent of Population Living In Poverty & Median Household Income

Seventeen percent of the population living in the Montgomery MPO area lives below poverty, while just 2.9% of the population in the Wares Ferry Road/I-85 area lives below poverty. TAZ 247 and 248 are the two areas with the highest proportion of the population living below poverty. In general, the TAZs identified as possibly being impacted by the proposed new interchange on I-85 at Wares Ferry Road are among the highest income TAZs in the entire Montgomery MPO area.

Table 1: Percent of Population Living Below Poverty & Median Income in the Wares Ferry Road/I-85 Area

2000 US CENSUS BLOCK GROUP	TAZ IN BLOCK GROUP	POPULATION IN 2000	POPULATION POVERTY STATUS DETERMINED	POPULATION BELOW POVERTY	POPULATION ABOVE POVERTY	MEDIAN HOUSEHOLD INCOME	% OF POPULATION BELOW POVERTY
011010056014	238	1422	1344	25	1319	\$81,830	%1.8601
011010056015	239	971	895	0	895	\$101,664	%0.0000
011010056016	240	553	519	12	507	\$77,929	%2.3121
011010056041	241	760	760	24	736	\$44,286	%3.1579
011010055001	246	566	521	18	503	\$58,359	%3.4549
011010055002	247	1871	556	214	342	\$45,500	%38.4900
	248						
011010055003	249	1280	1248	43	1205	\$51,250	%3.4455
011010055004	250	1865	1849	328	1521	\$34,783	%17.7393
011010054063	256	4222	4143	74	4069	\$90,926	%1.7861
011010054011	257	6360	6227	97	6130	\$70,290	%1.5577
	258						
011010054012	259	2332	2044	23	2021	\$56,250	%1.1252

*Data from 2000 US Census

TAZ 247 and 248 in north Montgomery County had the highest percentage living below poverty (38.49%), and TAZ 239 had the lowest percentage living below poverty (0.0%). TAZ 250 had the lowest median income of \$34,783, while TAZ 239 had the highest median income of \$101,664.

Percent of Households That Do Not Own a Vehicle

The percentage of households with no vehicle is 10.2% in the Montgomery study area and 2.2% in the Wares Ferry Road/I-85 area. In the Montgomery study area the percentage of household with no vehicle correlated with the poverty percentage and the percentage of the population above age 65; however, in the Wares Ferry Road/I-85 area there seemed to be no correlation. This can most likely be attributed to the rural nature of the area and to the lack of access to public transit, therefore persons being dependent on automobiles.

Table 2: Percent of Households with Zero Vehicles in the Wares Ferry Road/I-85 Area

2000 US CENSUS BLOCK GROUP	TAZ IN BLOCK GROUP	POPULATION IN 2000	HOUSEHOLDS IN 2000	HOUSEHOLD WITH ZERO VEHICLES	% OF HOUSEHOLDS WITH ZERO VEHICLE
011010056014	238	1422	475	10	%1.1957
011010056015	239	971	331	0	% 0.0000
011010056016	240	553	203	0	%0.0000
011010056041	241	723	272	4	%1.4706
011010055001	246	566	206	25	%12.1400
011010055002	247	1871	116	0	%0.0000
	248				
011010055003	249	1280	433	0	%0.0000
011010055004	250	1865	628	70	%11.8400
011010054063	256	4222	1585	20	%1.2618
011010054011	257	6360	2518	25	%0.9929
	258				
011010054012	259	2332	822	15	%1.8248

*Data from 2000 US Census

Percent of Population over Age 65 & Median Age

The age 65 and older population in the State of Alabama is 13.0%, while 11.1% of the Montgomery study area is over age 65 and 8.9% of the Wares Ferry Road/I-85 area population over age 65. TAZ 246 had the highest percent population age 65 and older (12.72%), and TAZ 247 and 248 had the lowest percent population age 65 and older (2.89%).

Table 3: Percent of Population Over Age 65 in the Wares Ferry Road/I-85 Area

2000 US CENSUS BLOCK GROUP	TAZ IN BLOCK GROUP	POPULATION IN 2000	UNDER AGE 5	AGE 5-17	AGE 18-21	AGE 22-29	AGE 30-39	AGE 40-49	AGE 50-64	OVER AGE 65	MEDIAN AGE	% OVER
												AGE 65
011010056014	238	1422	110	294	45	111	208	240	298	116	37.3	%8.15752
011010056015	239	971	83	169	21	85	184	180	181	68	37.3	%7.00309
011010056016	240	553	14	110	23	23	43	102	186	52	46.7	%9.40325
011010056041	241	723	38	153	39	39	96	143	124	91	39.8	%12.58645
011010055001	246	566	33	101	27	35	70	105	123	72	41.5	%12.72085
011010055002	247	1871	27	279	167	331	460	376	177	54	33.3	%2.88616
	248											
011010055003	249	1280	137	284	50	126	297	189	126	71	31.1	%5.54688
011010055004	250	1865	133	438	95	133	248	255	303	177	35.1	%9.93266
011010054063	256	4222	312	810	119	271	690	801	796	423	38.9	%10.01895
011010054011	257	6360	409	1066	300	724	965	1042	1244	610	37.3	%9.59119
	258											
011010054012	259	2332	142	291	317	353	394	311	292	232	31.3	%9.94854

*Data from 2000 US Census

TAZ 240 had the highest median age of 46.7 years, and TAZ 249 had the lowest median age of 31.1 years. A correlation exists between the median age and the median household income. In most cases, the correlation is the greater the median age, the greater the median income.

Percent of Population That Is Minority, Hispanic & Black

The non-white population in the State of Alabama is 29.7%, while 53.2% of the Montgomery study area is non-white and 30.01% of the Wares Ferry Road/I-85 area population is non-white. TAZ 256 had the lowest percentage of non-whites (11.51%), while TAZ 250 had the highest percentage of non-whites (74.48%). The Hispanic population is extremely low across all the TAZs. The lowest percentage of Hispanic population is in TAZ 240 (0%), while TAZ 247 and 248 (1.66%) and TAZs 257 and 258 (1.64%) had the highest percentage of Hispanic population. TAZ 250 had the highest black population (76.54%), and TAZ 256 had the lowest black population (7.56%).

Table 4: Percent of Population That is Minority, Hispanic & Black in the Wares Ferry Road/I-85 Area

2000 US CENSUS BLOCK GROUP	TAZ IN BLOCK GROUP	POPULATION IN 2000	WHITE	BLACK	AMERICAN INDIAN	ASIAN	HAWAIIAN	OTHER	MULTIPLE RACES	HISPANIC	MINORITY	% MINORITY	% HISPANIC	% BLACK	% NON WHITE
011010056014	238	1422	1257	142	1	15	1	1	5	13	165	%11.6034	%0.9142	%9.9860	%12.5176
011010056015	239	971	849	100	2	13	0	4	3	10	122	%12.5644	%1.0299	%10.3000	%13.5942
011010056016	240	553	480	56	0	15	0	0	2	0	73	%13.20072	%0.0000	%10.1300	%13.2007
011010056041	241	723	462	252	0	0	0	7	2	9	261	%36.09959	%1.2448	%34.8500	%37.3444
011010055001	246	566	359	190	0	1	0	4	12	8	207	%36.57244	%1.4134	%33.5700	%37.9859
011010055002	247 248	1871	657	1139	28	16	0	6	25	31	1214	%64.88509	%1.6569	%60.8800	%66.5420
011010055003	249	1280	764	501	0	6	0	2	7	9	516	%40.31250	%0.7031	%39.1400	%41.0156
011010055004	250	1865	400	1364	5	3	0	0	10	7	1382	%77.5533	%0.3928	%76.5400	%74.4772
011010054063	256	4222	3769	319	2	83	4	16	29	33	453	%10.72951	%0.7816	%7.5557	%11.5111
011010054011	257	6360	4918	1187	18	139	1	25	72	104	1442	%22.67296	%1.6352	%18.6600	%24.3082
011010054012	258 259	2332	1767	480	3	65	0	6	11	27	565	%24.22813	%1.1578	%20.5800	%25.3859

*Data from 2000 US Census

Percent of Population with a Disability

The population with a disability in the Montgomery study area is 18.24%, while 11.02% of the Wares Ferry Road/I-85 area population has a disability. TAZ 259 has the highest percentage population with a disability (15.27%), and TAZ 238 has the lowest percentage population with a disability (5.27%).

Table 5: Percent of Population with a Disability
the Wares Ferry Road/I-85 Area

2000 US CENSUS BLOCK GROUP	TAZ IN BLOCK GROUP	POPULATION IN 2000	POPULATION WITH A DISABILITY	% OF POPULATION DISABLED
011010056014	238	1422	75	%5.2743
011010056015	239	971	67	% 6.9001
011010056016	240	553	44	%7.9566
011010056041	241	723	93	%12.8631
011010055001	246	566	51	%9.0106
011010055002	247	1871	178	%9.5136
	248			
011010055003	249	1280	186	%14.5313
011010055004	250	1865	252	%14.1400
011010054063	256	4222	510	%12.0796
011010054011	257	6360	630	%9.9057
	258			
011010054012	259	2332	356	%15.2659

*Data from 2000 US Census

ANALYSIS OF THE COMMUNITY IMPACT ASSESSMENT FOR THE PROPOSED I-85 INTERCHANGE AT WARES FERRY ROAD

The community impact assessment evaluates a project to determine the potential impacts to the community based on ten (10) specific areas of concern. These areas are:

1. social and psychological
2. physical implications
3. visual environment
4. land use
5. economic conditions
6. mobility and access
7. provision of public services
8. safety
9. displacement
10. environmental justice

The assessment evaluates based on various questions within each area of concern. The data that was used for analysis included the 2000 US Census, the Alabama Department of Transportation traffic counts, municipal building permits, 2005 InfoUSA employment database, Montgomery parcel files, and various other datasets. The short Community Impact Assessment follows the analysis.

Social and Psychological

The social/psychological impacts of a project relate to the perceived effect a project would have on a community. The following questions were analyzed and answered in this category:

1. Will the project cause a population shift?
2. Will the project affect community cohesion and interaction?
3. Will the project cause isolation of some individuals?
4. Will the project cause a change in social values?
5. Will the project improve or detract from the quality of life?

The population in the two immediately adjacent Traffic Analysis Zones (247 to the northwest and 249 to the southeast) has greatly increased because of new subdivisions, while the population in the two other adjacent TAZs (248 to the northeast and 246 to the southwest) has been growing at a slower rate. In the last seven years, the City of Montgomery has been issuing a majority of their building permits in the eastern part of the city and county (Map 13). In addition, according to the Montgomery County parcel file a majority of houses built within Montgomery County are in the eastern portion of the county. The interchange at Wares Ferry Rd may facilitate a population shift towards the eastern portion of the county/city and possibly encourage a population shift to the southeast in Montgomery County and to the north into Elmore County, but without the interchange the population will most likely continue to shift toward the eastern portion of the study area.

The community directly impacted by the proposed interchange project is Mt. Meigs, and the Town of Pike Road is more indirectly impacted. The proposed interchange would give area residents increased access to the interstate system and other regional destinations. Increased access decreases the isolation of the community and individuals within the community. In addition, increased access could lead to an increased quality of life for current and future residents.

Physical Implications

The physical impacts of a project relate to the potential effects a project would have on a community. The following questions were analyzed and answered in this category:

1. Does the project cause a barrier affect?
2. Will the project cause increased noise or vibration?
3. Will the project cause dust, odor, or shadowing effect on property?

As with all projects that increase access and mobility, there is the possibility of a perceived barrier impact. In this case, the perceived barrier would most likely apply to pedestrian traffic. Currently Wares Ferry Road at I-85 have no pedestrian designated section; however, as in many cases, the lack of facilities does not equal a lack of pedestrian traffic. With the addition of an interchange pedestrian traffic will face additional obstacles and safety issues, unless pedestrian facilities are added to the project and other area roads, such as Wares Ferry Road and Pike Road.

According to archived ALDOT traffic counts, I-85 traffic between Wares Ferry Road and Sprott Road has increased from 34,480 in 2000 to 39,500 in 2006; and according to ALDOT traffic counts, Wares Ferry Road traffic between Atlanta Highway and Rhodes Lane has increased from 3,330 in 2003 to 3,820 in 2005. The increase in traffic has in itself increased traffic noise due to more traffic. Map 14 illustrates the latest traffic counts for roads around the proposed interchange. As part of the process of adding a project to the 2030 Long Range Transportation Plan, two scenarios were modeled using the travel demand model with the updated socioeconomic data due to known information. In scenario one, the original 2030 LRTP network was modeled (no Wares Ferry Road interchange). The output from the model was high traffic volumes exiting (15,943 vehicles per day) and entering (16,710 vehicles per day) I-85 going and coming from downtown at the Mitylene interchange. In scenario two the Wares Ferry Road interchange was added to the 2030 network. The output of this scenario also shows a high volume of traffic exiting (8,815 vehicles per day) and entering (8,911 vehicles per day) I-85 towards downtown at the Mitylene interchange. While traffic volumes at the proposed I-85 Wares Ferry Road interchange location were 5,152 vehicles per day accessing I-85 southbound and 5,421 vehicles per day exiting Wares Ferry Road from I-85 northbound. If an interchange were added to I-85 at Wares Ferry Road, traffic increases at the intersection, but not significantly. However, the additional noise created by the increased traffic would have a minimal effect on the area due to the limited amount of households located in close proximity to the proposed interchange. Like all types of construction, the project would create some dust and possibly odor during construction, but the effect would be temporary due to construction.

Visual Environment

The visual environment impacts of a project relates to the potential aesthetic effects a project would have on a community. The following questions were analyzed and answered in this category:

1. Will the project change the community aesthetic character?
2. Is the project compatible with Community goals?

Mt. Meigs has traditionally been a rural community; however, in the last decade, development has come to the surrounding area to include the subdivisions of Lochshire, Stoneybrooke Plantation, and Bridle Brook Farms and commercial and industrial development. The overall aesthetics is changing as the surrounding area becomes more populous, but due to the historical significance of the area, the area will maintain a majority of the unique characteristics that define the community. Context sensitive design techniques may need to be applied to the project in order to continue the current context of the area.

Land Use

The land use impacts of a project relate to the potential effects a project would have on the planning of the community. The following questions were analyzed and answered in this category:

1. Will there be a loss of farmland?
2. Is the project compatible with existing land use and zoning plans?

The land that would possibly be directly affected by the construction of an interchange on I-85 at Wares Ferry Road was analyzed using aerial photography and a physical survey. The land is one quarter farmland and a residence, half trees, and one quarter possible pastureland. There is also an unidentified building south of the proposed interchange. Depending on the alignment chosen, the farmland could potentially be lost to construction of the interchange or to additional required right-of-way that may be needed for other roadway improvements if done.

The land surrounding the proposed interchange is zoned Light Industrial (M-1), Light Industrial Qualified Zone District (M-1-Q), Residential Agriculture (AGR-1), and Flood Hazard District (FH). In light industrial classes A and D are permitted, class B is permitted on appeal, and class E is restricted. The following is the definitions of the M-1 classes as stated in Article VII District Regulations:

- A”** Light industrial operations not obnoxious, offensive, or detrimental to neighboring property by reason of dust, smoke, vibration, noise, odor, or effluents; and including the following types of businesses or industry: ice cream plants and creameries; cold storage plants, ice plants, bottling and central distribution plants; baking plants; textile mills; dyeing plants; warehouses; large dry cleaners and laundries; trucking terminals and similar types; quarters for a watchman.
- “B”** Animal clinic, hospital or kennels; coal yard; lumber yard or mill; auto wrecking; gasoline, oil, gas, or alcohol storage above ground in excess of 500 gallons; grist or flour mill; scrap paper, rag storage or baling conducted entirely within a structure.
- “D”** Any use permitted in a B-2 district. (**“A”** Stores selling food, general merchandise, apparel, furniture, housewares and household wares, drugs and sundries, jewelry, gift items, flowers, sporting goods, and similar types; small dry cleaning and laundry pick-up stations; barber and beauty shops; shoe repair; offices, banks, post offices, and similar services; **“B”** Automobile filling stations, drive-in eating places, motels, automobile repair; **“C”** Any retail business or service not specifically restricted herein, places of amusement and assembly, hotels, and outdoor advertising structures; **“D”** Large dry cleaners and laundries; manufacturing incidental to a retail business where articles are sold at retail on the premises, not specifically restricted herein; animal clinics, hospitals or kennels; **“E”** Coal yards, rag storing and baling; **“F”** Any industrial use not specifically permitted; **“G”** Travel trailer parks.)
- “E”** Slaughter house; stockyard; bag cleaning; central mixing plant for cement, mortar, plaster, or paving material curing; tanning or storage of hides; distillation of bones, coal, tar, or woods; fat rendering; forge plant; manufacture of acetylene, acid, alcohol, ammonia, bleaching powder, brick, pottery, terra cotta or tile, concrete blocks, candles, disinfectants, dyestuffs, fertilizers, illuminating or heating gas including storage, paint, turpentine, varnish, soap, and tar products; wool pulling or scouring; junk yards; cotton waste reclaiming; and auto salvage yards.

NOTE: Buildings housing clubs, lounges, taverns, dance halls, musical entertainment facilities and other similar places of assembly, the minimum setback for structures shall be 250 ft. from any residential district boundary. In the case of multi-tenant structures, the distance for setback shall be measured from

nearest door of the above-mentioned facilities to the nearest residential district line. Facilities operating prior to the adoption of this ordinance (Ordinance No. 42-2003) shall be deemed legal non-conforming. (Applies to M-1 and M-3 Districts only)

Light Industrial Qualified Zone District (M-1-Q) follow the same regulations as Light Industrial except certain restrictions are placed on the area “to provide for regulation of commercial, manufacturing or residential uses of land and structures in order that uses and development of said land, buildings and structures will be harmonious and compatible with and not have an undesirable or detrimental impact on surrounding development” (Article VII District Regulations).

In residential agriculture classes A and B are permitted; classes C, D, E, F and H are permitted on appeal, and class G is restricted. The following is the definitions of the AGR-1 classes as stated in Article VII District Regulations: “**A**” General farming, including horticulture, dairying, livestock and poultry raising and other similar uses; “**B**” Single family dwellings; “**C**” Aircraft landing fields, including hangars and equipment; cemeteries; non-profit clubs; “**D**” Lodges, summer camps, lodging and boarding houses; “**E**” Roadside stands for use in selling products of a farm; “**F**” Manufacturing, storage and processing of natural resources indigenous to the area; drag strips and race tracks; “**G**” Any business or industry use not listed above; “**H**” Individual mobile dwellings.

The following are permitted in Flood hazard districts (FH): “**A**” Agriculture; poultry and livestock raising; kennels; together with such single family dwellings as are occupied by the farm owner or resident farm workers, provided no structure housing animals is located closer than 200 ft. to a residential district boundary; “**B**” Accessory uses; “**C**” Outdoor advertising signs, except facing a residential district; “**D**” Public utility structures and facilities; “**E**” Public uses. In addition, commercial recreational facilities involving only light frame structures primarily for purposes of shelter and equipment storage are permitted on appeal.

Light Industrial (M-1), Light Industrial Qualified Zone District (M-1-Q), Residential Agriculture (AGR-1), and Hazard District (FH) areas are compatible with a new I-85 interchange at Wares Ferry Road. These areas will benefit from the increased accessibility of the area.

Economic Conditions

The economic conditions impacts of a project relate to the potential effects a project would have on a businesses in the community. The following questions were analyzed and answered in this category:

1. Will the project cause businesses to relocate?
2. Is the impact of the project regional or localized?
3. Will the project construction cause detours and loss of access impacts?
4. Will the project alter business visibility? If so, how?
5. Will the project remove property from the tax base?
6. Change property values?
7. What is the likely effect on property values caused by changes in land use?

To analyze the economic impact of a new interchange aerial photography was studied and a physical survey of the area was completed. Map 14 is the 2005 Aerial of the area around the proposed I-85 interchange at Wares Ferry Road. With the exception of the possible business south of I-85, no businesses are located within a potential construction area and therefore no other businesses could possibly be displaced. Due to the nature of the interstate system and the type of traffic on Wares Ferry Road, both regional and localized traffic will be served by the new interchange. Because Wares Ferry Road is a two lane road, it is a possibility that traffic will have to be rerouted at times during construction

creating temporary loss of access impacts. The project should not alter business visibility, but it may in the future create increased visibility for new businesses. Unfortunately to build interchanges, some land is necessary. The land that the new interchange would need plus any right-of-way would be removed from the tax base. Traditionally, increased accessibility increases property values, and a new interchange will increase accessibility and increase property values and make land in the area worth more. The area around Mt. Meigs has experienced a growth in subdivision as the population has shifted eastward. With the population shift comes more residential units and more businesses (retail and non retail) to serve the population. It is likely that the land use of some areas will change to accommodate the population shift and the location or relocation of businesses and the land use changes will most likely cause an increase in property values. In addition a new business park has been developed west of the proposed interchange. It is projected that up to 2,500 employees will be located in the Montgomery County industrial park.

Mobility and Access

The mobility and access impacts of a project relate to the potential effects a project would have on travel by all transportation modes in the community. The following questions were analyzed and answered in this category:

1. How does the project affect non-motorists access to businesses, schools, and other facilities?
2. Does the project impede or enhance access between residences and community facilities and businesses?
3. How does the project affect access to public transportation?
4. Does the project affect parking availability?

As already discussed, there are currently no pedestrian designated areas on Wares Ferry Road at I-85, but there is the possibility that pedestrian traffic is still present. The proposed interchange will not decrease the amount of pedestrian areas, but it may make it more dangerous for potential pedestrians to cross I-85 on Wares Ferry Road; therefore, pedestrian improvements may be needed in the general area. The proposed interchange would increase the access of residences to facilities and businesses in the community and region.

Currently, the area does not have any public transit service, so the project cannot have an effect on it. There is no effect on parking as well because currently there is no designated parking in the potential construction area with the exception of the current house located north of SR-126 and I-85.

Provisions of Public Services

The provision of public services impacts of a project relate to the potential effects a project would have on public facilities in the community. The following questions were answered and analyzed in this category:

1. Will the project help alleviate overcrowding or underuse of public facilities such as schools, parks, etc?
2. Will the project cause displacement of public facilities?

Due to the rural nature of the area, there are very few public facilities, but there should be no effect on those facilities due to the construction.

Safety

The safety impacts of a project relate to the potential safety issues that could be solved or created by the project. The following questions were analyzed and answered in this category:

1. Will the project increase or decrease the likelihood of accidents for non-motorists?
2. Will the project increase or decrease crime?
3. Will the project change emergency response time?

Non-motorists do not have any designated areas on Wares Ferry Road at I-85, but non-motorists that choose to use Wares Ferry Road will face an increased risk of accidents. Crime follows the population, so as the population has shifted east, the crime has increased, and an increased access point might allow those that do crime easier access, but this can be handled with increased police presence. Emergency response time might increase due to a new access point at I-85. Whereas the interchange doesn't exist today it takes longer for emergency response units to arrive due to not having a more direct access to the area via the proposed interchange.

Displacement

The displacement impacts of a project relate to the potential for relocation of residences and businesses due to the project. The following questions were analyzed and answered in this category:

1. Does the project cause displacement?
2. If so, how many residents and what type?
3. Are there residences with special needs? (Disabled, minority, elderly, other?)
4. Will businesses or farms be displaced? If so how many?
5. Do they have unique characteristics such as specialty products or a unique customer base?
6. Are there available sites to accommodate the displaced?

Since an alignment has not been chosen for the proposed interchange, it is difficult to determine the amount of displacement, so all residences and businesses have the potential to be displaced at this time. Two residences (one northeast and one northwest of the proposed interchange), the unidentified business south of the proposed interchange, and one farm could potentially be displaced. The special needs of these residences and the products produced by and the clients of the farm have not been analyzed. Further analysis of displacement impacts will be ongoing if the proposed amendment is approved and studied in the environmental document during preliminary engineering.

Environmental Justice

The environmental justice impacts of a project relate to the potential impacts on low income or minority populations. The following questions were analyzed and answered in this category:

1. Are there any potential adverse impacts to low income and minority populations from this project?

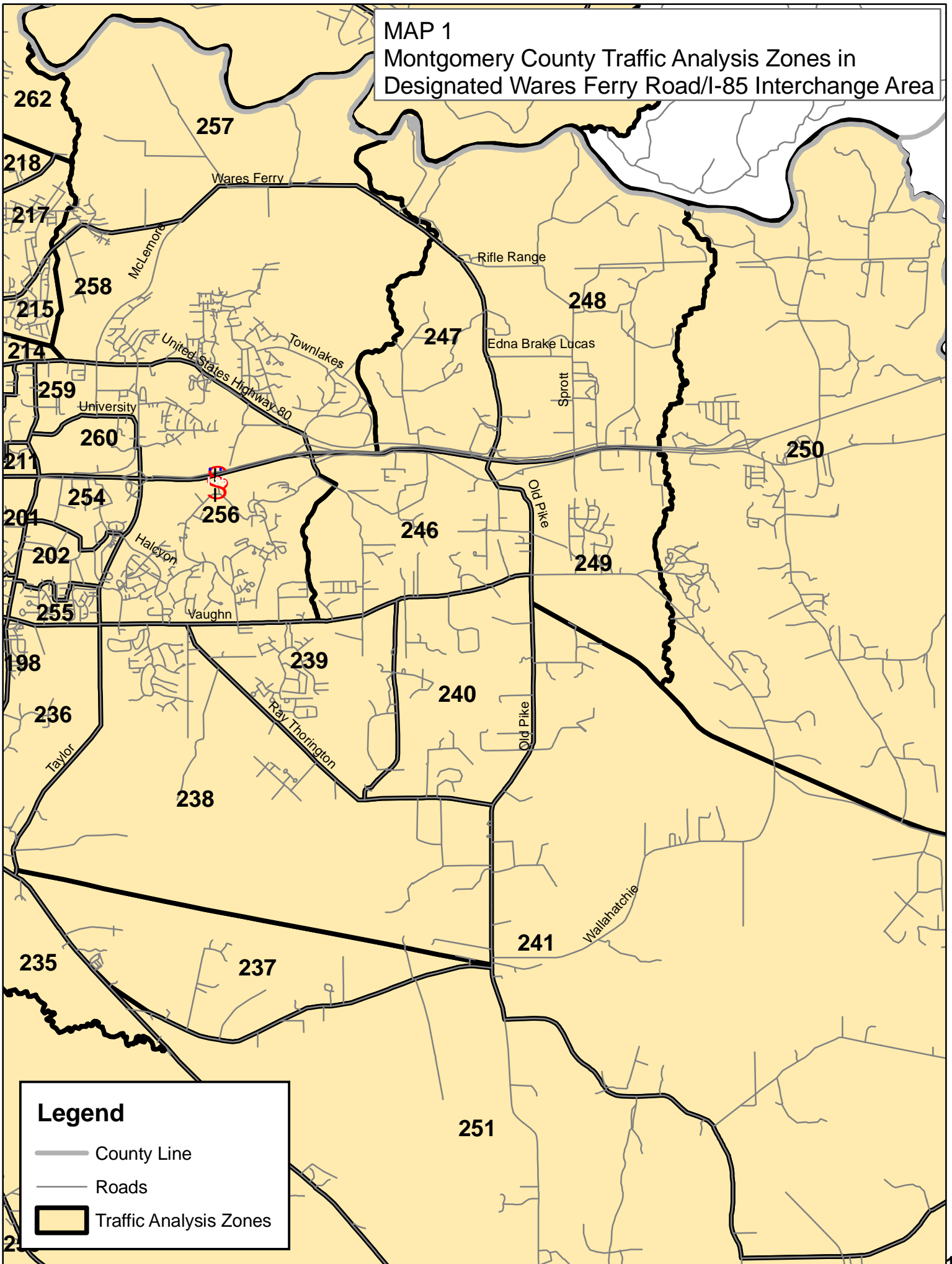
The socioeconomic characteristics of the TAZs (246, 247, 248, and 249) that abut the proposed interchange are discussed in the previous section. The proposed interchange will increase the mobility of low income and minority populations if they drive or use some other form of transportation, a positive impact; but if one of the residences that might potentially be displaced is occupied by an environmental justice population (which in the case one residence is), then a potential negative impact can and will occur.

2030 LONG RANGE TRANSPORTATION PROJECTS IN THE WARES FERRY ROAD/I-85 AREA

The 2030 Long Range Transportation Plan has numerous other projects in the Wares Ferry Road/I-85 area. The Montgomery County projects range from the proposed outer loop road, to widening I-85, Wares Ferry Road, Ray Thorington Road, Vaughn Road and Ryan Road. The greatest potential for negative impacts are the outer loop, the relocation of SR-110, and the relocation of SR 8; while the least potential for negative impacts are the widening projects. The impact of a widening project is greatly dependent on the characteristics of the surrounding area, including rural vs. urban, street setbacks, and available right-of-way. As each project progresses environmental analysis and community impact assessments will be completed. The following lists all the 2030 Long Range Transportation Plan projects in the area:

- Montgomery County Projects
 - Proposed Outer Loop Road Projects
 - Outer Loop I-85 Interchange
 - Outer Loop from SR-110 to I-85
 - Outer Loop from Carter Hill Road to SR-110
 - State Route 110 Projects
 - SR 110 from Vaughn Road to the Outer Loop
 - Relocate SR 110 from 0.6 miles West of Merry to CR 85 (Pike Road)
 - Relocate SR 110 from CR 85 (Pike Road) to South of Cecil
 - State Route 8 (US 80) Projects
 - Relocation SR 8 (US 80) at I-85 Interchange (Relocated SR 110)
 - Add Lanes to SR 8 (US 80) from Brown Springs Road to I-85
 - Relocation SR 8 (US 80) at I-85 Interchange
 - Interchange Improvements on I-85 at SR 8 (Mitylene Interchange)
 - Widen Vaughn Road from Eastern Boulevard to Ryan Road
 - Widen Ray Thorington Road from Vaughn Road to Old Pike Road
 - Widen Ryan Road from Vaughn Road to Chantilly Parkway
 - Widen I-85 from 1.5 miles East of SR 271 to Outer Loop Interchange
 - Widen Wares Ferry Road from Eastern Boulevard to McLemore Road

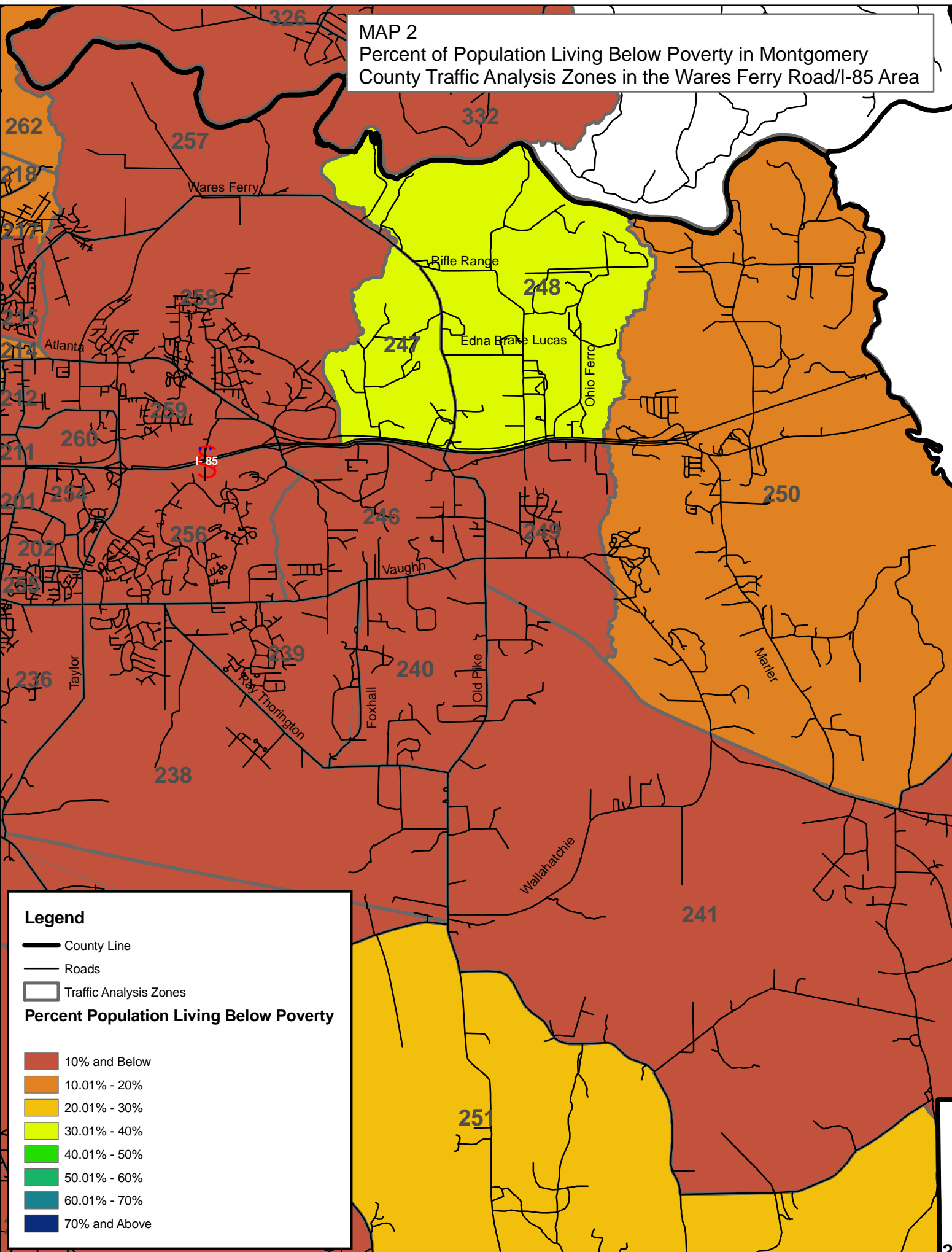
MAP 1
Montgomery County Traffic Analysis Zones in
Designated Wares Ferry Road/I-85 Interchange Area



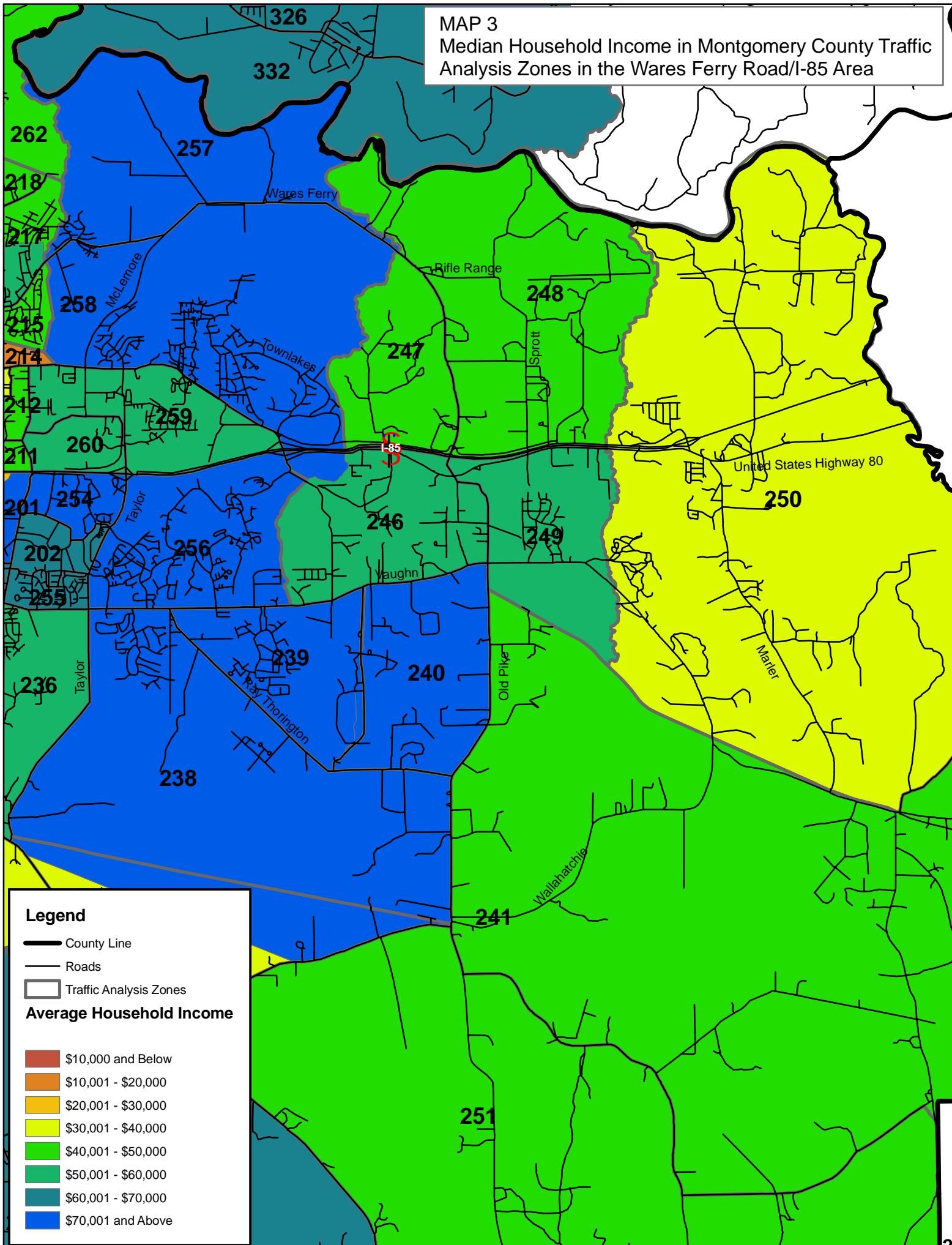
Legend

- County Line
- Roads
- Traffic Analysis Zones

MAP 2
 Percent of Population Living Below Poverty in Montgomery
 County Traffic Analysis Zones in the Wares Ferry Road/I-85 Area



MAP 3
 Median Household Income in Montgomery County Traffic
 Analysis Zones in the Wares Ferry Road/I-85 Area



Legend

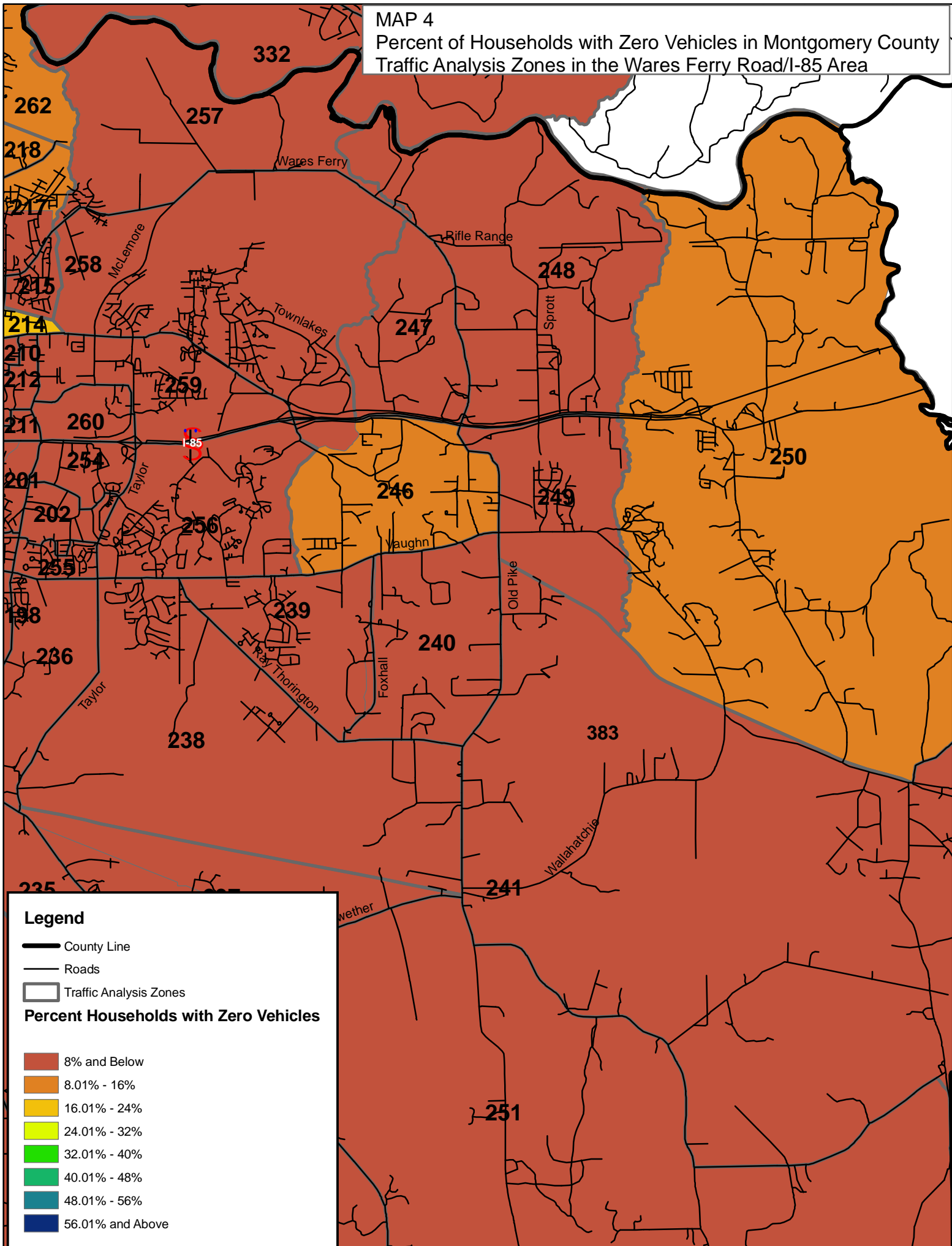
- County Line
- Roads
- Traffic Analysis Zones

Average Household Income

- \$10,000 and Below
- \$10,001 - \$20,000
- \$20,001 - \$30,000
- \$30,001 - \$40,000
- \$40,001 - \$50,000
- \$50,001 - \$60,000
- \$60,001 - \$70,000
- \$70,001 and Above

MAP 4

Percent of Households with Zero Vehicles in Montgomery County Traffic Analysis Zones in the Wares Ferry Road/I-85 Area



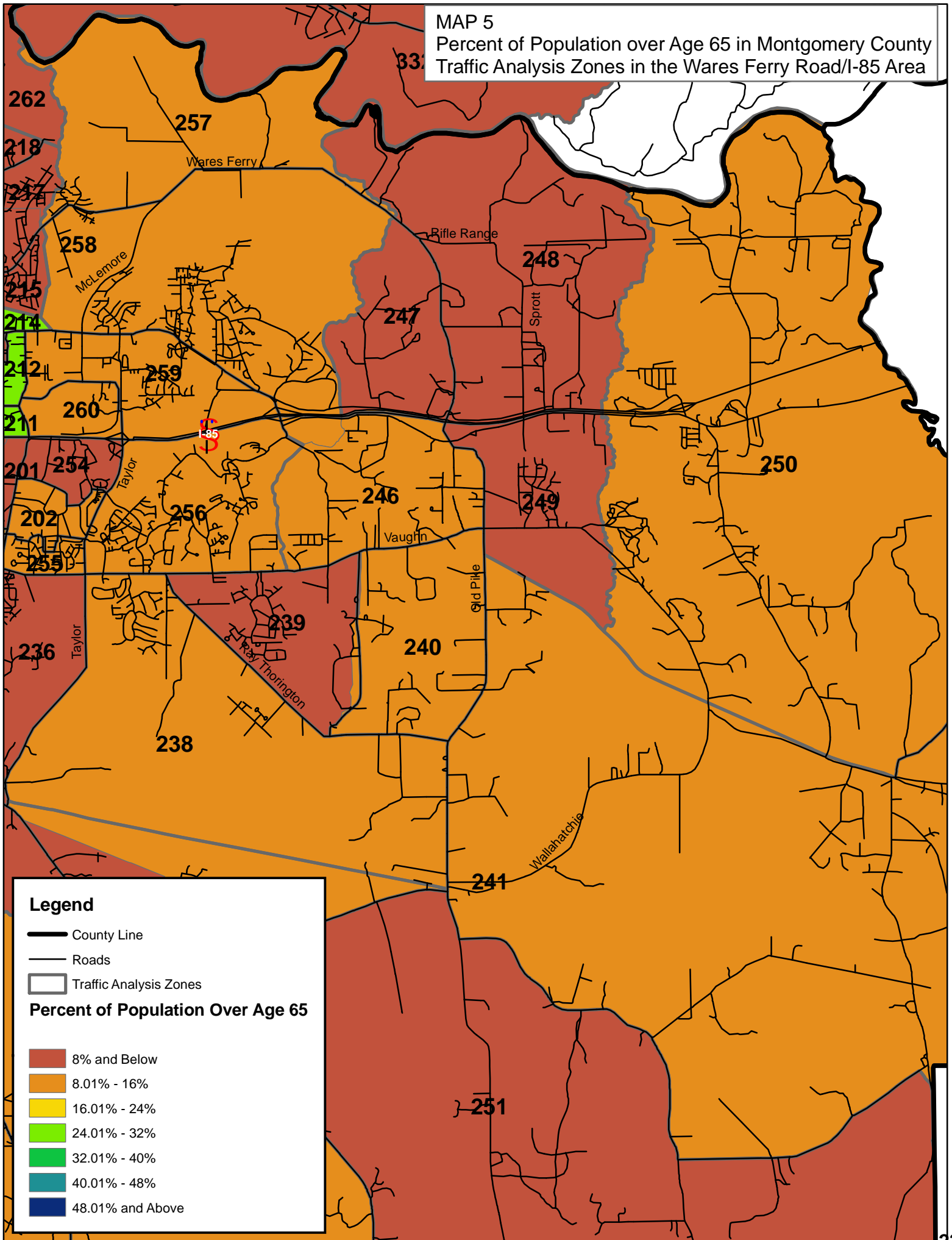
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- County Line
- Roads
- Traffic Analysis Zones

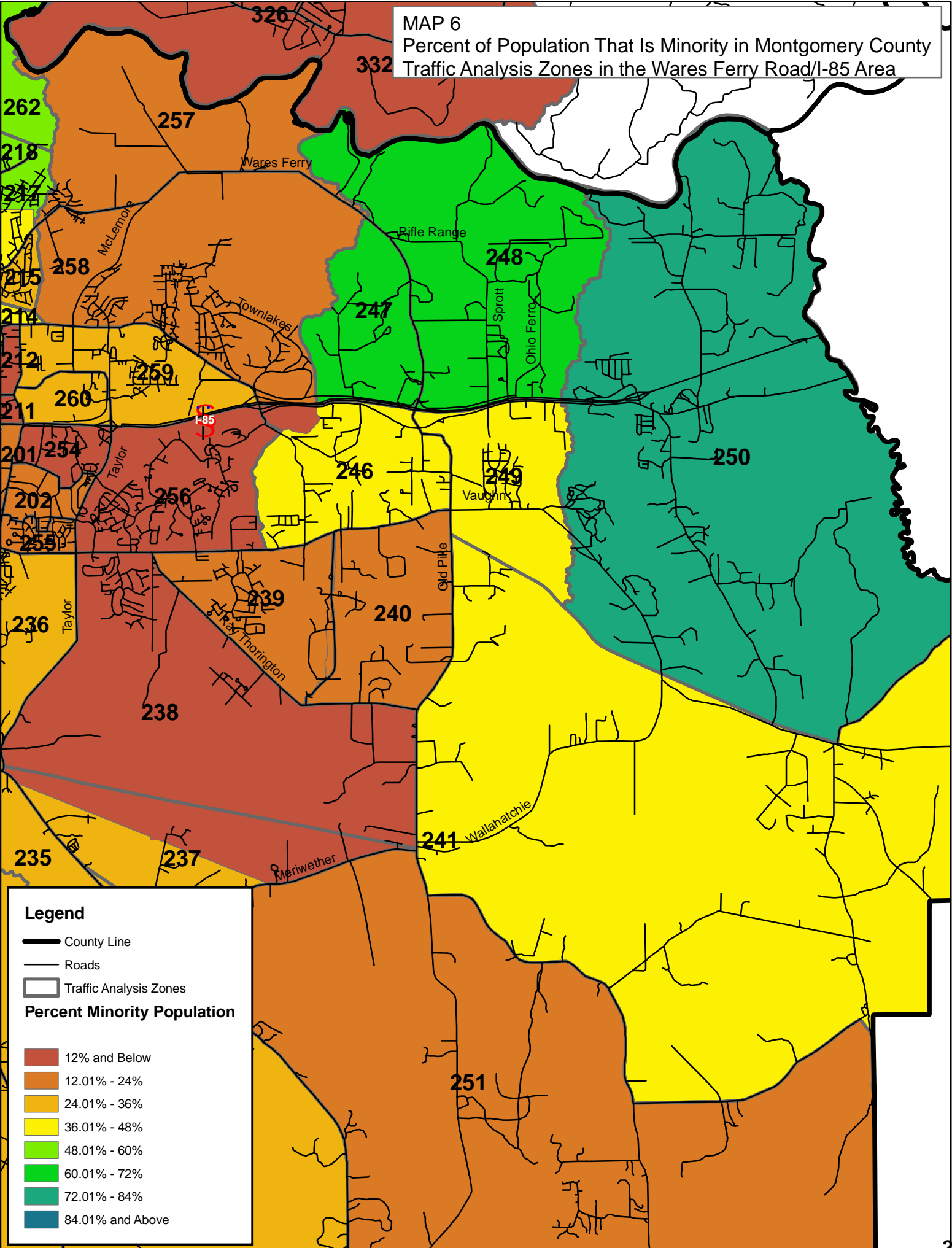
Percent Households with Zero Vehicles

- 8% and Below
- 8.01% - 16%
- 16.01% - 24%
- 24.01% - 32%
- 32.01% - 40%
- 40.01% - 48%
- 48.01% - 56%
- 56.01% and Above

MAP 5
 Percent of Population over Age 65 in Montgomery County
 Traffic Analysis Zones in the Wares Ferry Road/I-85 Area



MAP 6
 Percent of Population That Is Minority in Montgomery County
 Traffic Analysis Zones in the Wares Ferry Road/I-85 Area



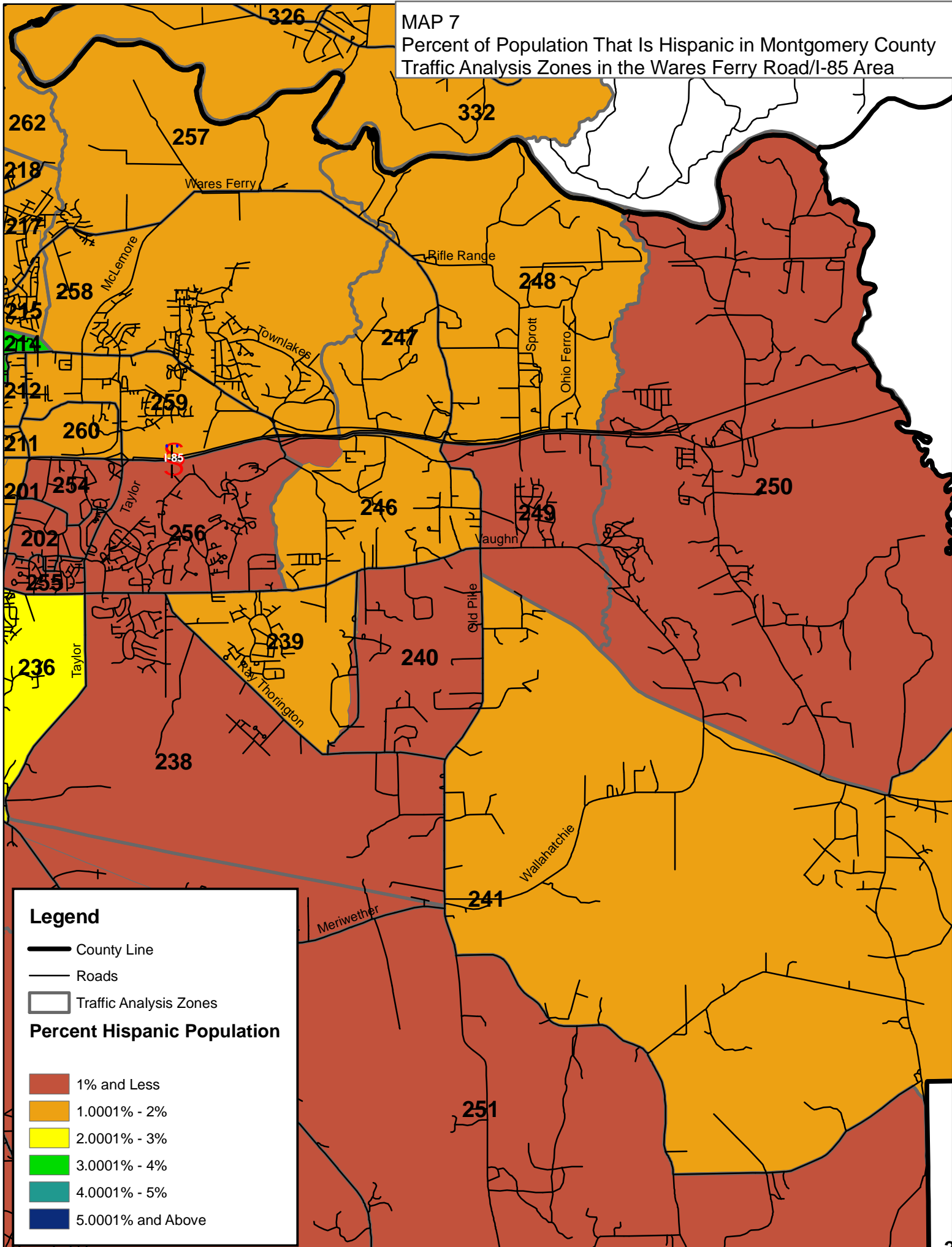
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- County Line
- Roads
- Traffic Analysis Zones

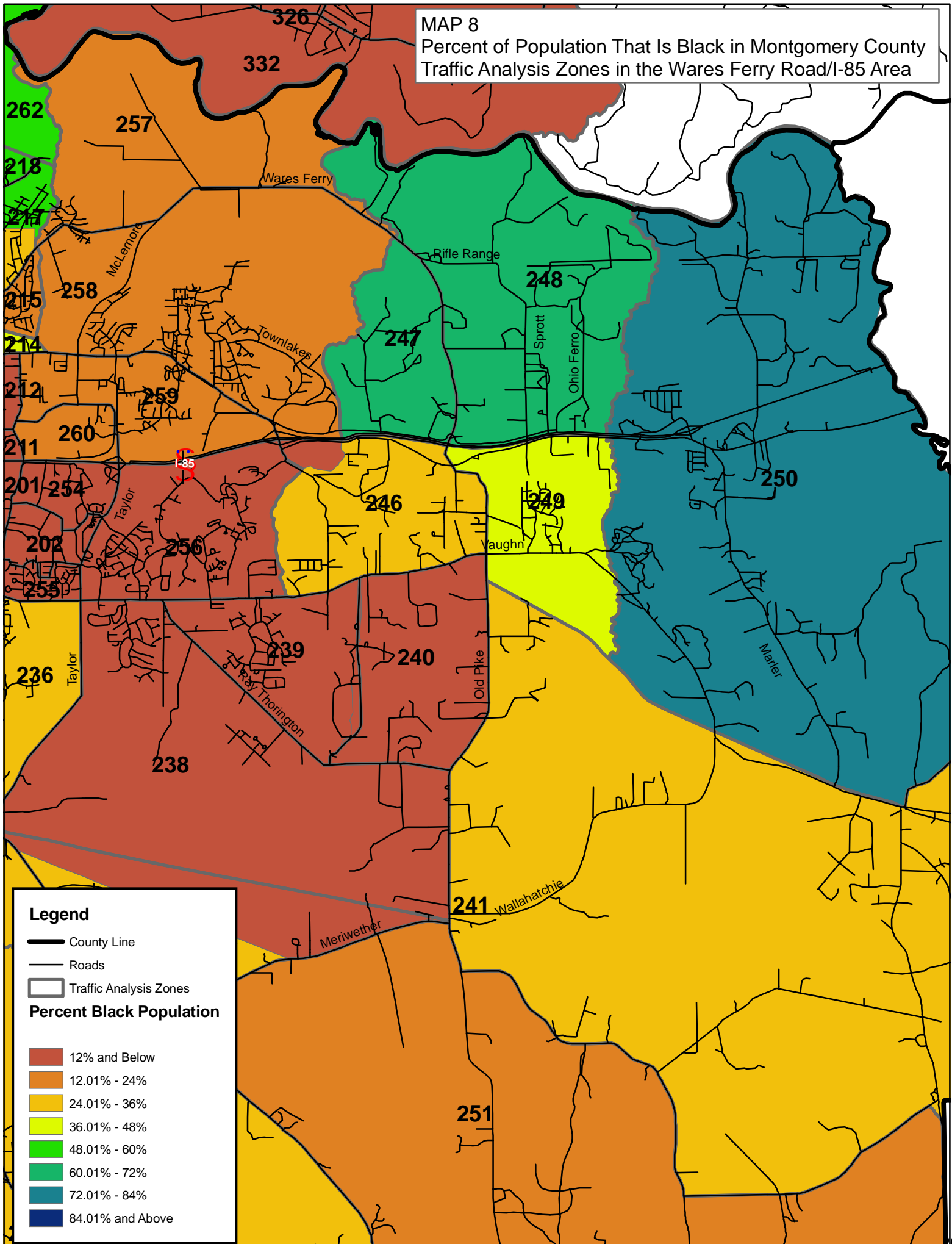
Percent Minority Population

- 12% and Below
- 12.01% - 24%
- 24.01% - 36%
- 36.01% - 48%
- 48.01% - 60%
- 60.01% - 72%
- 72.01% - 84%
- 84.01% and Above

MAP 7
 Percent of Population That Is Hispanic in Montgomery County
 Traffic Analysis Zones in the Wares Ferry Road/I-85 Area



MAP 8
 Percent of Population That Is Black in Montgomery County
 Traffic Analysis Zones in the Wares Ferry Road/I-85 Area



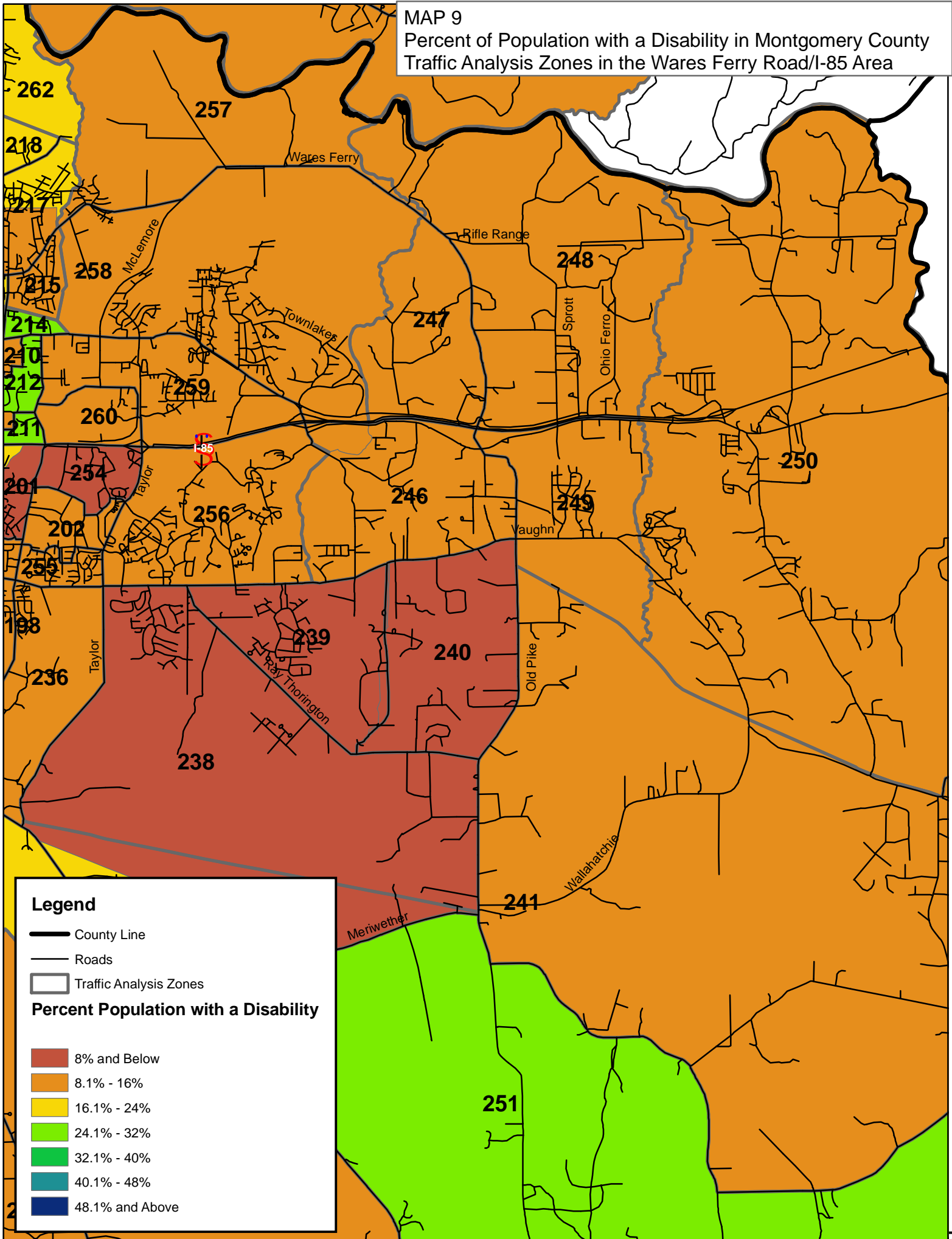
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- County Line
- Roads
- Traffic Analysis Zones

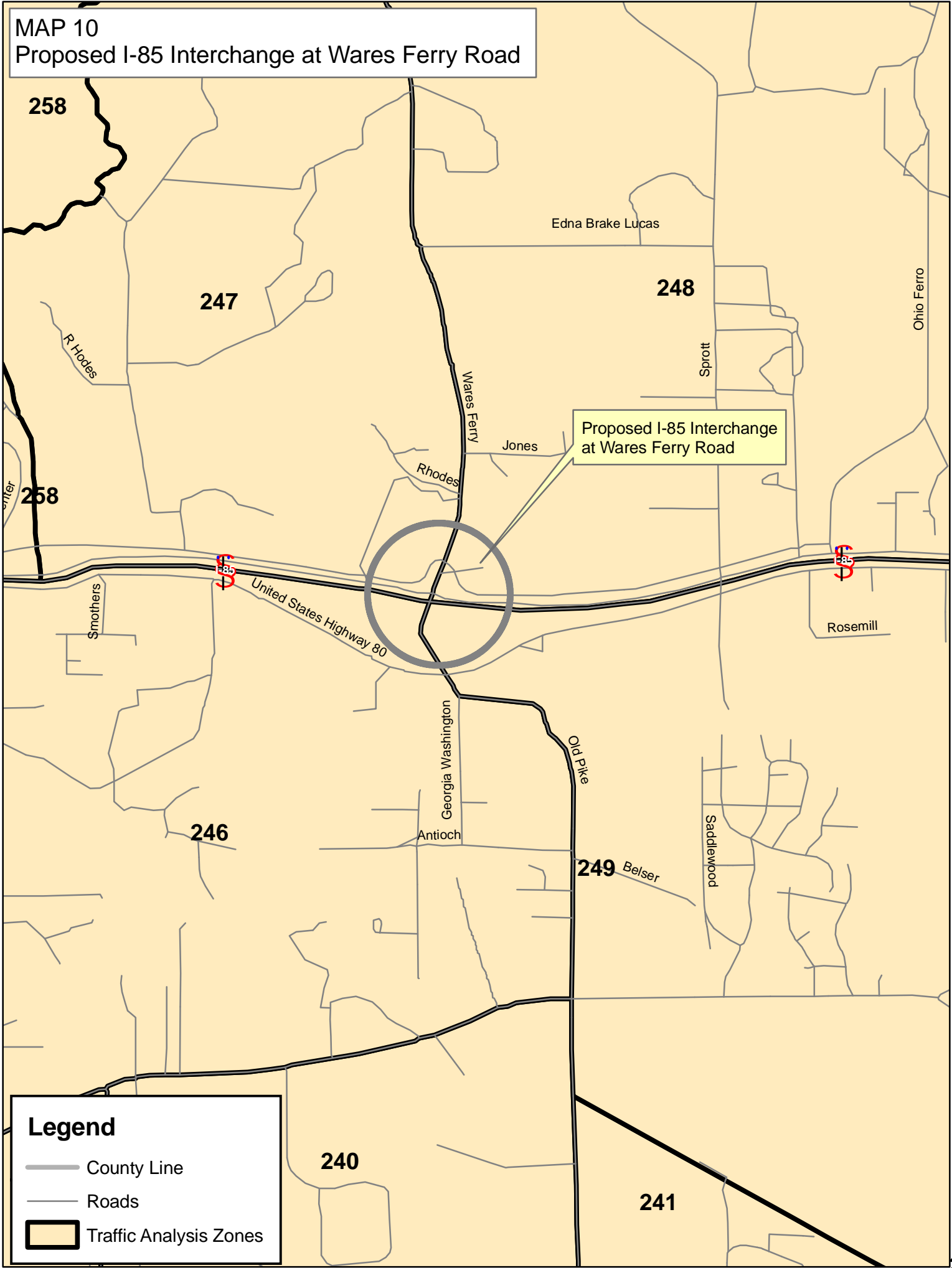
Percent Black Population

- 12% and Below
- 12.01% - 24%
- 24.01% - 36%
- 36.01% - 48%
- 48.01% - 60%
- 60.01% - 72%
- 72.01% - 84%
- 84.01% and Above

MAP 9
 Percent of Population with a Disability in Montgomery County
 Traffic Analysis Zones in the Wares Ferry Road/I-85 Area



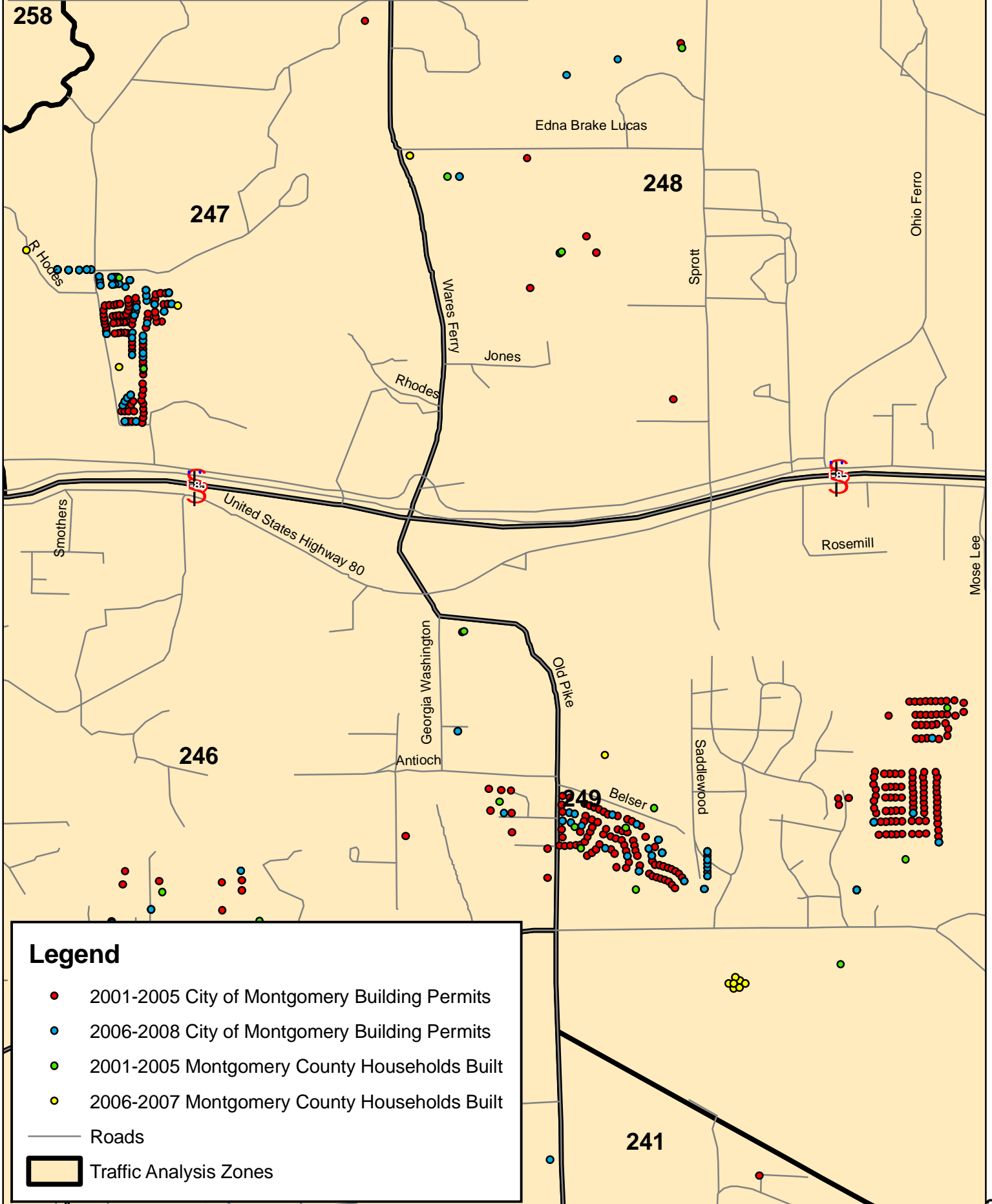
MAP 10
Proposed I-85 Interchange at Wares Ferry Road



Legend

- County Line
- Roads
- Traffic Analysis Zones

MAP 11
 City of Montgomery Building Permits from 2001-2008 &
 Montgomery County Houses Built 2001-2007
 in Traffic Analysis Zones 246, 247, 248 and 249



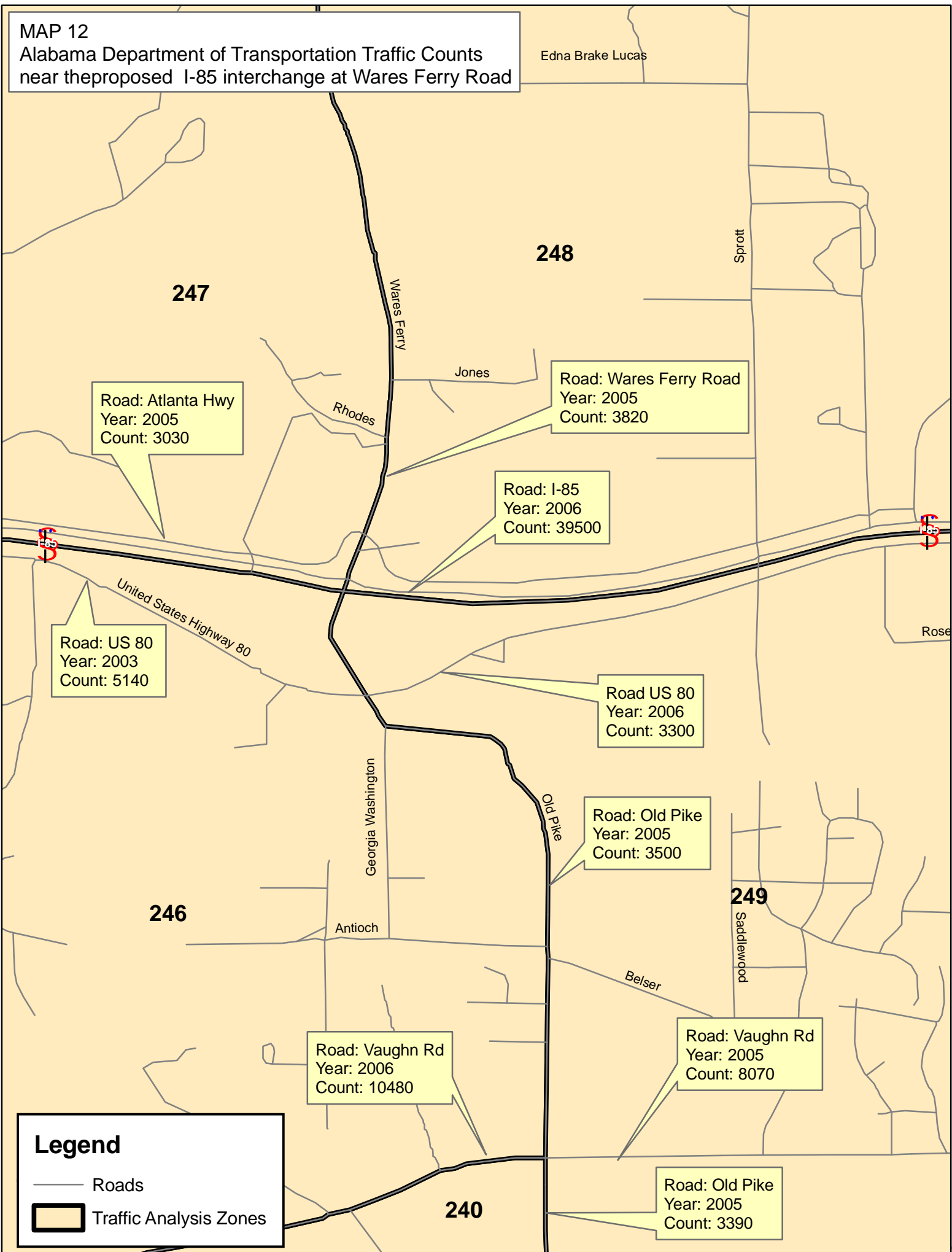
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- 2001-2005 City of Montgomery Building Permits
- 2006-2008 City of Montgomery Building Permits
- 2001-2005 Montgomery County Households Built
- 2006-2007 Montgomery County Households Built



— Roads

▭ Traffic Analysis Zones

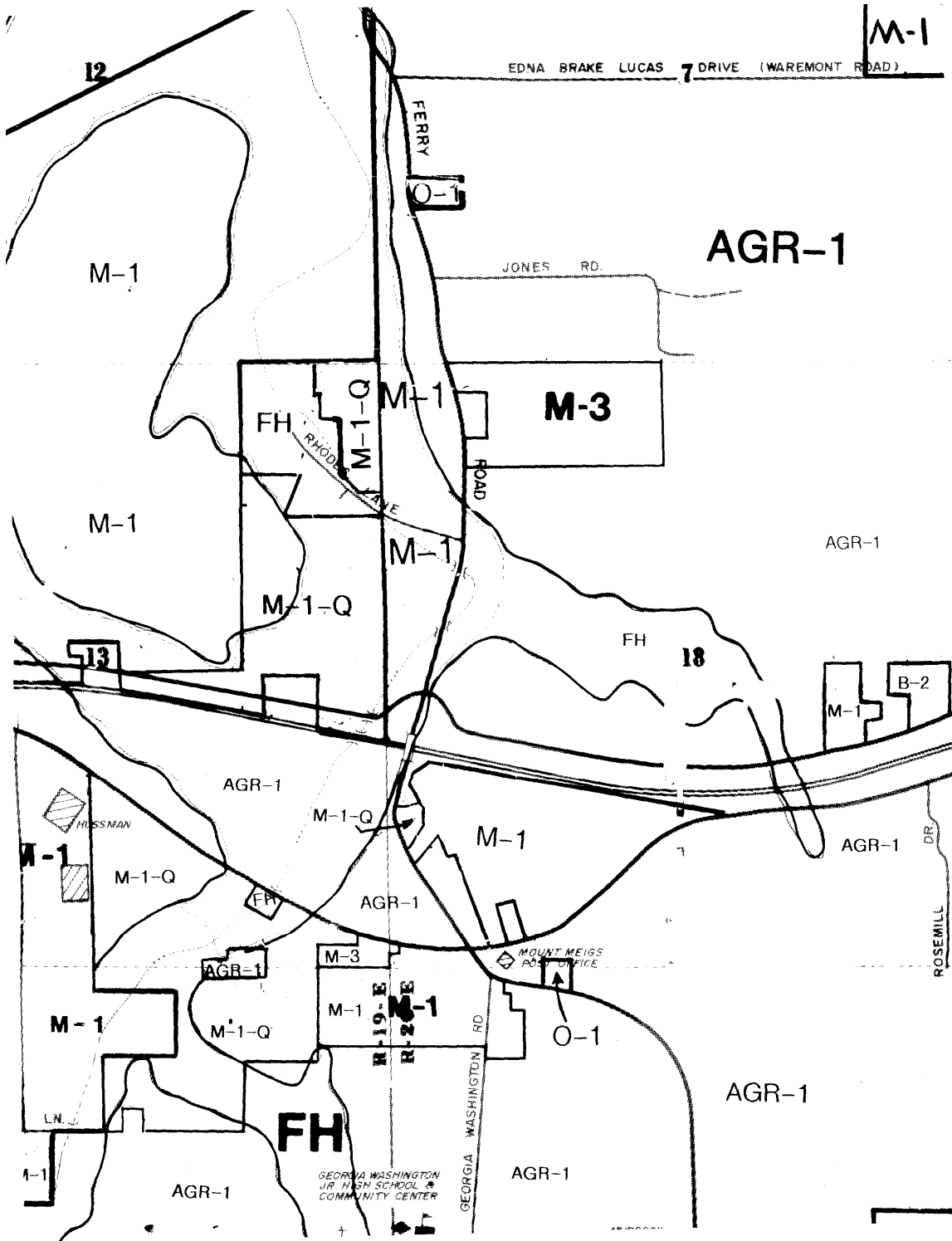
MAP 12
 Alabama Department of Transportation Traffic Counts
 near the proposed I-85 interchange at Wares Ferry Road



Legend

-  Roads
-  Traffic Analysis Zones

MAP 22
 Land Use of Area around Proposed I-85 Interchange at Wares Ferry Road



*Map provided by the City of Montgomery Planning and Development Department

MAP 14
Aerial of Area around Proposed New I-85
Interchange at Wares Ferry Road



MAP 15
 2030 Long Range Transportation Plan Projects in Montgomery
 County Traffic Analysis Zones in the Wares Ferry Road/I-85 Area

