



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, April 27th, 2018

Volume 26, Number 4

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Destination 2040 Long Range Transportation Plan
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[2018 Unified Planning Work Program](#)
 2016-2019 Transportation Improvement Program
 Origin Destination Study Using Cell Phones

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The TIGER grant is replaced by BUILD (\$1.5B), July 19th Deadline. Also, MAY 1ST is the TAP DEADLINE; see *Funding Opportunities*. Congratulations to The City of Mobile, the City of Prichard, the City of Bay Minette, Town of Mt. Vernon, Town of Elberta for being awarded TAP Funds; see *In The News*. **There will be a Mobile MPO meeting on May 23rd, TCC/CAC ON May 9th and BPAC will be May 2nd; please mark your calendars.**

This week's *Just For Fun* is....directional.

Have a great weekend!

Check out [ALGO Traffic](#) before you travel!

Anthony Johnson, Monica Williamson, Tom Piper, and Kevin Harrison, PTP

www.mobilempo.org check us out on FACEBOOK

Mobile MPO Updates

MEETINGS ANNOUNCED

There will be a [Bicycle and Pedestrian Advisory Committee](#) meeting at the GM&O Building in the board room on Wednesday, May 2nd 2018 at 12:00 p.m. This will be a bring your own, brown bag lunch meeting. It is open to the public. Edwin Perry with ALDOT will be on hand to give an update on Bike/Ped accessibility over the Mobile River. The Mobile MPO should amend the Bike/Ped Plan section of the Long Range Transportation plan and have a more detailed description of planned bike/Ped access over the Mobile River. Please come prepared to discuss this information at the BPAC meeting.

The [Mobile MPO will meet on May 23rd](#), and the TCC/CAC Advisory Committee will meet on May 9th, and the BPAC for the Mobile MPO will meet on May 2nd. Also, the Mobile MPO web site has had a makeover. Please let us know what you think <http://mobilempo.org/>

There are several items on the agenda. The Long Range Transportation Plan needs to be modified to accurately portray the I-10 Mobile River Bridge in terms of a considered toll, environmental justice considerations, and the bicycle/pedestrian component. Also, we will be discussing a draft 2019 Unified Planning Work Program (UPWP), and the are some revisions to the Transportation Improvement Program (TIP). We will be continuing our discussion of performance measures, and we must adopt a resolution supporting a Transit Asset Management Performance Measure for the WAVE Transit. Finally, the Southern Rail Commission will be present (5/23/18) to briefly bring the MPO up to date on the status of the initiative to return passenger rail to the Gulf Coast.

NEW SARPC Transportation Video



[HERE](#)

Want to know what other SARPC departments do?

[Planning and Community Development](#)

[Area Agency on Aging](#)

[Employment and Economic Development](#)

US 45 Feasibility Study

Last week there was a kick off Advisory Committee meeting held at the GM&O Building. The project consultants Volkert and CERM gave a short presentation on the goals of the project to a selected list of stakeholders that make up the Advisory Committee. There was a discussion about project expectations and public involvement at the meeting. The next meeting will be the week of May 14th-18th. We are trying to lock down a location and date now. If you are interested in serving on the Advisory Committee, please contact Kevin

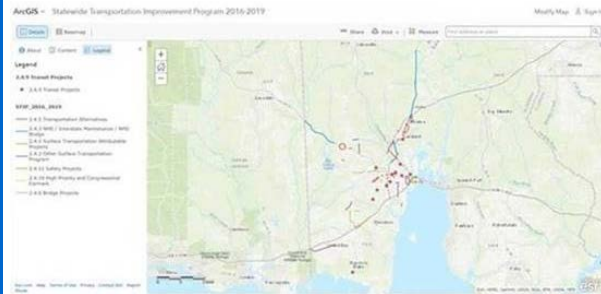
Harrison.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) NOW ONLINE

The TIP represents a four year program (2016-2019) for improvements in the various transportation systems located within the Mobile study area as identified in the Mobile MPO's Long Range Transportation Plan (LRTP), the twenty-five year plan for the Mobile Urban area [Destination 2040](#). The LRTP establishes the transportation programs that are needed to meet travel demand by the study year and study area. LRTP projects that become funded are moved into the TIP and submitted to the Alabama Department of Transportation (ALDOT), where they are programmed into the State Transportation Improvement Program (STIP). For MPO projects, TIP project selection is based on priorities established by MPO member governments and the availability of funds through the Surface Transportation Attributable program. For other projects, ALDOT has discretion of project funding based on availability of funds from various types of funding categories. Most often, projects in the TIP are derived from the LRTP. The TIP guides ALDOT in its annual allocation of funds for transportation improvements and becomes a part of the STIP.

ArcGIS Online is now being utilized by MPO staff to map all federally funded surface transportation projects within our area. Check it out.

2016-2019 E-TIP [HERE](#)



Mobile MPO 101

Here are a couple of great videos that were produced by our counterpart in Birmingham (Regional Planning Commission of Greater Birmingham). The videos are a summary of the MPO planning process and are below:



Funding a Project with an MPO: <https://vimeo.com/210829210>



Inside an MPO: <https://vimeo.com/210825997>

[HERE](#) are the slides and presentations of the Mobile MPO 101 training.

Stay UP To Date on the Mobile River Bridge and Bayway Project: <http://mobileriverbridge.com/>

This critically important, high-priority transportation project will involve constructing a new six-lane bridge across the Mobile River to increase Interstate 10's capacity and replace the existing four-lane Bayway with an eight-lane facility at an elevation above the 100 year storm surge event to reduce traffic headaches for thousands of commuters each day by saving motorists time.

The Wallace Tunnel currently averages 75,000 vehicles per day, reaching up to 100,000 vehicles during the peak tourism season. With almost double the daily traffic originally anticipated for the crossing, heavy congestions and longer travel times impact motorists, businesses, and the quality of life in the region. ALDOT expects this project to:

- **Reduce travel time between Mobile and Spanish Fort/Daphne.**
- **Increase reliability in travel times and accessibility to jobs, educational facilities, medical services, and recreational activities.**
- **Facilitate access to/from major industries and freight destinations in Mobile and Baldwin Counties and provide hazardous material vehicles a direct route away from the downtown district.**

- Take all efforts to preserve and protect the Mobile Bay so that generations to come can enjoy the view and natural beauty from the bridge.

Hyperlinks within the advisory:

Mobile River Bridge and Bayway Project: <http://mobileriverbridge.com/>

ALDOT's mission is to provide a safe, efficient, environmentally and economically sound transportation network across Alabama. For further information, visit www.dot.state.al.us.

Recent Scheduling Changes This Week for Mobile

The target start date or project engineers estimated amount has changed for the following :

Project : 100066180 (FM)
Federal aid number : STPAA 0163 (503)
County : MOBILE
Project Description : RESURFACING ON SR-163 FROM NORTH I-10 BRIDGE ABUTMENT TO SR-16 (US-90) AND ILLINOIS CENTRAL RAILROAD CROSSING
Old Target start date : June 29, 2018
New Target start date : September 30, 2018

Region Let April 27th, 2018

ESCAMBIA COUNTY

None at this time

MOBILE COUNTY

- For constructing the Planing, Resurfacing, Sidewalk, Curb & Gutter Installation, and Traffic Stripe on SR-16 (US-90) at the Illinois Central Railroad Crossing (MP 31.246) west of the I-165 Interchange to MP 34.207. Length 2.840 mi. The Bracket Estimate on this project is from \$1,665,560 to \$2,035,684.
- For constructing the Bridge Deck Replacement (Partial) on Airport Boulevard over I-65 in Mobile. Length 0.052 mi. The Bracket Estimate on this project is from \$2,350,712 to \$2,873,092.
- For constructing the Planing, Resurfacing, and Traffic Stripe on SR-13 (US-43) from the Cedar Creek Bridge south of Mt Vernon to the Washington County Line. Length 5.607 mi. The Bracket Estimate on this project is from \$1,785,404 to \$2,182,160.

BALDWIN COUNTY

- For constructing the Median Barrier Protection (Cable Guiderail Installation) on I-10 from the SR-181 Interchange in Daphne to the Perdido River Bridge and on I-65 from MP 75.500 to MP 105.500. Length 55.994 mi. The Bracket Estimate on this project is from \$2,360,529 to \$2,885,091.
- For the Maintenance Dredging of Little Lagoon Pass in Gulf Shores as indicated in the plans. The Bracket Estimate on this project is from \$1,078,113 to \$1,317,693.

[What's Under Construction?](#)

[Project Status](#)

Legislative Updates

Lawmakers should pursue vehicle mileage tax to save Highway Trust Fund: study

BY MALLORY SHELBOURNE - 04/24/18 04:32 PM EDT [44](#)



© Greg Nash

Lawmakers should pursue a vehicle-mileage tax to rescue the struggling Highway Trust Fund, a right-leaning think tank argues in a new study.

The American Action Forum (AAF) makes the case for a mileage-based tax and provides other suggestions for a long-term fix to the ailing fund, which pays for road projects and is headed for another shortfall at the end of 2020.

"A mileage-based tax is a more stable alternative to the gas tax. Immediate implementation of a federal mileage-based tax, however, is unrealistic," the study says.

Some Republican lawmakers have pointed to a vehicle-mileage tax as a means to fund infrastructure projects, but they also note that these programs are not ready for implementation.

Meanwhile, the White House Council of Economic Advisers in [a February report](#) touted a vehicle-mileage tax program in Oregon that charges its volunteers 1.7 cents for every mile they travel on the state's public roads. The program then awards its participants with credits for the state's fuel taxes.

The AAF calls for "a combination of new user fees implemented alongside the existing gas tax," but notes that upping the gas fee alone will not provide the Highway Trust Fund with lasting relief or stability.

"If Congress only looks at raising the gas tax, that doesn't create long-term funding for the Highway Trust Fund due to alternative fuel vehicles and autonomous vehicles emerging in the market," AAF data analyst Brianna Fernandez, who authored [the study](#), told The Hill.

Industry leaders have long pushed for an increase to the gas tax, which has not been raised from its current 18.4 cents per gallon in 25 years, eroding the fund's purchasing power over time. The U.S. Chamber of Commerce in January argued for an increase to the levy as a means to pay for rebuilding the nation's crumbling infrastructure.

Lawmakers said [President Trump backed a 25-cent increase](#) to the tax during a February meeting at the White House, though the administration did not address the Highway Trust Fund in its infrastructure proposal released earlier this year.

The AAF study also suggests imposing congestion pricing, which is often executed by adjusting toll prices in accordance with demand.

"For the long term, we can't just continue to rely on the gas tax and moving more towards vehicle miles tax and congestion pricing is what's going to create that long-term funding," said Fernandez.

Fernandez said Congress should continue evaluating the vehicle-mileage tax approach to fix the "broken" Highway Trust Fund.

"The Highway Trust Fund can't just be fixed in one pinch. It's going to take time and it's going to take a lot of pilot programs, a lot of research, but this something that's worth exploring," she said.

FHWA Notice Clears Way for State DOTs to Tap Full FAST Act 2018 Highway Funding

State departments of transportation finally have access to all of their scheduled federal highway program funds for fiscal 2018, after the Federal Highway Administration issued a formal distribution notice April 16. That day the FHWA notified the state agencies of their full-year [federal-aid highway program obligation limitation levels](#), which is the funding amounts they can obligate to projects during the federal budget year that ends Sept. 30. The FHWA action followed the March 23 enactment of the 2018 omnibus appropriations, which had in turn followed a series of short-term government funding extensions as Congress continued to debate full-year budget issues. Under those stopgap spending measures, state DOTs could only [tap a prorated fraction of their funding for federal-aid highway projects](#), and only at 2017 levels that did not include a scheduled annual increase.



The new FHWA notice also means the DOTs can finally get their scheduled annual funding increase for this year that Congress had authorized in 2015 in its Fixing America's Surface Transportation Act but which only kicks in after lawmakers approve each year's appropriations level. In earlier, short-term funding notices the FHWA had told the DOTs [they were on course to share about \\$42.972 billion at 2017 levels](#). Under the new notice they will share about \$44.234 billion for all of 2018, it said. While the money is finally flowing as directed under the FAST Act, state officials say the start-stop of federal distributions up to now has been disruptive to some of the projects they were planning for early in the 2018 construction season. DOTs often draw up their bid lists the prior autumn and winter, but many states must wait for Congress to finalize their federal funding stream in order to line up all the money they will need to pay contractor bills.

State DOT executives had told lawmakers the repeated short-term extensions prevented some of them from committing to as many road projects for the spring season project bids, while they waited for Congress to provide them full funding for 2018. The same thing happened during 2017 when Congress did not finalize full-year spending levels until early May, and the state DOTs were well into their construction season before [the FHWA's May 24 notice](#) distributed their 2017 funding levels. Now that the FHWA has distributed the regular highway program funding levels, state DOTs are still waiting for another large funding notice for a special allocation that Congress included in the omnibus measure.

Lawmakers voted to add \$1.98 billion to formula-based highway funds for states above the scheduled FAST Act level. Congress specified that the FHWA make that extra money available as block grants that give DOTs wide discretion on how they target the funds for their road system needs. A [staff analysis](#) by the American Association of State Highway and Transportation Officials said the special funding can be used for construction projects that are eligible under the FHWA's Surface Transportation Block Grant Program, and that 53 percent of the total is to be "suballocated" to projects based on population. That suballocation means localities will control how those dollars are to be obligated for projects in urban areas, but the state agencies will carry out the work.

Lawmakers Push for Program to Improve Urban Flood Hazard Maps

Under the newly proposed bipartisan and bicameral *Flood Mapping Modernization and Homeowner Empowerment Pilot Program Act of 2018*, cities would gain access to [a new grant initiative aimed at improving how the nation assesses and manages flood risk](#). If implemented, three cities with populations over 50,000 would be selected to participate in the FEMA pilot program every year to help develop better methods for mapping urban flood hazards. It would authorize \$1.2 million for FY 2019 and a total of \$4.3 million for FY 2020-2022 that could flow to state and local governments. FEMA will use information learned from this pilot program to create best practices and improve their flood risk mapping program.

Funding Opportunities

U.S. Department of Transportation Launches BUILD

Transportation Program, Announces \$1.5 Billion Notice of Funding Opportunity

WASHINGTON – The U.S. Department of Transportation (DOT) today published a Notice of Funding Opportunity (NOFO) to apply for \$1.5 billion in discretionary grant funding through the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program.

BUILD Transportation grants will replace the pre-existing Transportation Investment Generating Economic Recovery (TIGER) grant program. As the Administration looks to enhance America's infrastructure, FY 2018 BUILD Transportation grants are for investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation.

"BUILD Transportation grants will help communities revitalize their surface transportation systems while also increasing support for rural areas to ensure that every region of our country benefits," said Secretary Elaine L. Chao.

Projects for BUILD will be evaluated based on merit criteria that include safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-federal revenue for future transportation infrastructure investments.

To reflect the Administration's Infrastructure Initiative, DOT intends to award a greater share of BUILD Transportation grant funding to projects located in rural areas that align well with the selection criteria than to such projects in urban areas. The notice highlights rural needs in several of the evaluation criteria, including support for rural broadband deployment where it is part of an eligible transportation project.

The Consolidated Appropriations Act of 2018 made available \$1.5 billion for National Infrastructure Investments, otherwise known as BUILD Transportation Discretionary grants, through September 30, 2020. For this round of BUILD Transportation grants, the maximum grant award is \$25 million, and no more than \$150 million can be awarded to a single State, as specified in the FY 2018 Appropriations Act. At least 30 percent of funds must be awarded to projects located in rural areas.

To provide technical assistance to a broad array of stakeholders, DOT is hosting a series of webinars during the FY 2018 BUILD grant application process. A webinar on how to compete for BUILD Transportation Grants for all applicants will be held on Thursday, May 24; a webinar for rural and tribal applicants will be held on Tuesday, May 29; and a webinar on how to prepare a benefit cost analysis for a BUILD application will be held on Thursday, May 31. All webinars will take place from 2:00-4:00 PM EDT. Details and registration information regarding these webinars will be made available at <https://www.transportation.gov/BUILDgrants>. The Department will schedule additional webinars on these topics in June.

The deadline to submit an application for the FY 2018 BUILD Transportation Discretionary Grants program is July 19, 2018.

[BUILD Grant Webinars](#)

May 24, [How to Compete for BUILD Transportation Grants – All Applicants](#).

May 29, [How to Compete for BUILD Transportation Grants – Rural/Tribal Applicants](#).

May 31, [Preparing a Benefit-Cost Analysis for a BUILD Application](#).

For 2018 BUILD Transportation Discretionary Grants, USDOT is offering a series of special topic webinars that delve into various aspects of the BUILD application process. These webinars are a great resource for anyone considering applying to BUILD this year or those preparing a BUILD application, as the webinars come from the funding source and share the expertise of USDOT to prospective applicants.

Mobile Urban Area Transportation Alternatives Program (TAP) Funding Availability Announcement

(deadline May 1st, 2018)

The Mobile MPO has announced the availability of the Fiscal Year 2019 Transportation Alternatives Program (TAP) funding. The maximum amount that can be applied for per project with Mobile Urbanized TAP funds is \$200,000 (federal). Applicants are welcome to submit more than one project.

The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

This year applications will only be accepted electronically. Applicants should email their complete application to transportation@sarpc.org.

Applications are due to the Transportation Planning Department of the South Alabama Regional Planning Commission (SARPC) no later than 12:00 p.m., Tuesday, May 1, 2018.

Electronic versions of the applications are available online at:

<https://mobilempo.org/TransportationAlternatives.html>.

Project budgets should be itemized and completed by a Professional Engineer that is certified by the State of Alabama.

If you have any questions please call the SARPC Transportation Planning Department at (251) 433 6541.

The Alabama Department of Transportation (ALDOT) is soliciting applications for the Transportation Alternatives Program (TAP) for FY 2019. (Deadline May 1st, 2018)

There are several changes to the State's TAP application and instructions this year. Application information packets were mailed out to city and county agencies this week.

The deadline for submission of FY 2018 TAP applications including support documentation is Tuesday, May 1, 2018 at 5:00 p.m.

Please contact Tina Milton at (334) 353-6441 (miltont@dot.state.al.us) if you have questions regarding this matter.

Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant programs

Consolidated Rail Infrastructure and Safety Improvements Program (FY 2017)

CRISI program: Applications are due no later than [5:00 p.m. EDT, June 21, 2018](#).

More information on FRA's CRISI website: <https://www.fra.dot.gov/Page/P1079>

Overview: This program will fund projects that improve the safety, efficiency, and reliability of passenger and freight rail. See the [FY 2017 Notice of Funding Opportunity](#) for more information.

Legislative Authority: This program was authorized in Section 11301 of the Fixing America's Surface Transportation (FAST) Act, Pub. L. 114-94 (2015); 49 U.S.C. § 24407. Funding under this program was made available by the Consolidated Appropriations Act, 2017, Public Law No. 115-31, Division K, Title I. **Amount:** \$65,232,400

Restoration and Enhancement Grants Program (FY 2017)

REG program: Applications are due no later than [5:00 p.m. EDT May 22, 2018](#).

More information on FRA's REG website: <https://www.fra.dot.gov/Page/P1081>

Overview: This program will fund operating assistance grants for initiating, restoring, or enhancing intercity rail passenger transportation. See the [FY 2017 Notice of Funding Opportunity](#) for more information.

Legislative Authority: This program was authorized in Section 11303 of the Fixing America's Surface Transportation (FAST) Act, Pub. L. No. 114-94 (2015); 49 U.S.C. § 24408. Funding under this program was made available by the Consolidated Appropriations Act, 2017, Public Law No. 115-31, Division K, Title I. **Amount:** \$4,796,500

Section 5307, 5310, and 5311: Using Non-DOT Funds for Local Match

The Department of Health and Human Services (HHS) [Administration for Community Living](#) (ACL) has worked with the [National Aging and Disability Transportation Center](#) to clarify the ability of grantees to use Older Americans Act Title IIIB Supportive Services Funds to match Federal Transit Administration (FTA) programs. These FTA programs include Urbanized Area Formula Grants (Section 5307), Enhanced Mobility of Seniors and People with Disabilities (Section 5310), and Formula Grants for Rural Areas (Section 5311). This information has been publicized [HERE](#).

FHWA Offers New Funding for Innovative Demonstration Projects

New funding is available from the Federal Highway Administration's Accelerated Innovation Deployment Demonstration program to encourage the transportation community to adopt proven innovations. [Funding](#) or the AID Demonstration program, launched in 2014 as part of the Moving Ahead for Progress in the 21st Century Act, was continued by the 2015 [Fixing America's Surface Transportation Act](#). Since AID Demonstration was introduced, FHWA has provided more than \$43 million for 61 awards.

Under the program, funding of up to \$1 million may be awarded for projects that use proven innovations in any project phase, including planning, financing, operation, structures, materials, pavements, environment and construction. Applications are accepted on a rolling basis through Grants.gov, the federal government's website for information on funding opportunities. For more information on the AID Demonstration program, contact [Ewa Flom](#) of the FHWA Center for Accelerating Innovation.

The FHWA continues the Accelerated Innovation Deployment (AID) Demonstration authorized within the Technology and Innovation Deployment Program (TIDP) under the Fixing America's Surface Transportation (FAST) Act. The AID Demonstration provides incentive funding for any project activities eligible for assistance under title 23, U.S.C. in any phase of a highway transportation project between project planning and project delivery including planning, financing, operation, structures, materials, pavements, environment, and construction that address the TIDP goals. The Notice of Funding Opportunity (NOFO) published on September 1, 2016 (<https://federalregister.gov/a/2016-21063>) requests grant applications and provides selection criteria, application requirements, and technical assistance with Grants.gov during the grant solicitation period.

Link to Additional Information: [FHWA Center for Accelerating Innovation Grants page](#)

Industrial Access Road and Bridge

Industrial access funds are intended to provide adequate public access to new or expanding distribution, manufacturing and industrial firms. The industry must be committed to new investment and the creation of new jobs. The new access must be on public right of way for public use (state, city or county) and the project sponsor (city or county) must maintain the completed facility unless the facility consists of turn lanes, crossovers, etc., that are located on state highways. Industrial access funds are limited to construction, construction engineering and inspection costs. The project sponsor is responsible for all preliminary engineering, right-of-way acquisition and utility relocation costs.

Prior to the date the qualifying (new or expanding) project is "placed in service," the sponsoring entity or its local development agency must notify the Alabama Department of Commerce of its intent to claim the incentives under Section 41-9-202.1, Code of Alabama 1975. Effective October 9, 2008, the Industrial Access Road and Bridge Corporation application submittal should include the notification acknowledgment letter from the Secretary of Commerce. For more info, see [HERE](#).

To stay up to date on all of the many grants that are available click [HERE](#) or type www.grants.gov in your browser.

Just For Fun

A Mother's Day gift, for your Mother-In-Law....



Mother's Day is right around the corner, and will be here before you know it. So we need to think of the perfect gift; flowers, a card, chocolate, prime rib dinner. Since Mother's Day is so important, most spouses are involved with either the Mother-in-law's gift, or help provide a gift from the children. [HERE](#) is the perfect gift. Record your voice so that WAZE Directions App will be "your" voice. What Mother-in-law would not want that? *"TURN LEFT HERE, and don't forget about Johnny's birthday this year"* or *"Accident ahead with injuries, a lot like your daughter's first engagement"* or *"Police ahead, so do the speed limit for once"*.

But the fun doesn't have to stop there. If you have a child that has recently started driving, most likely they rely on WAZE because they are too stupid to have paid attention where things are the past 16 years. You can record your parental WAZE voice to cater to them. *"Turn right ahead, and turn that crap off the radio!!"* or *"stay straight for 1 mile, AND in school if you want to stay under my roof"*.

The possibilities are endless, but not recommended to give to your spouse as a Mother's Day gift; Father's Day is right around the corner.

In the News

The following FY 2018 Transportation Alternatives Set Aside Program have been selected and approved by the ALDOT Director and the Governor

City of Prichard: ADA Compliance Project

City of Mobile: Mobile Greenway- Three Mile Creek Segment 6 North

Town of Mt. Vernon: Sidewalk Improvements Along Od Military Rd

Town of Elberta: Downtown Streetscape Improvements

City of Bay Minette: Dobson Avenue Sidewalks

The following Projects from South Alabama were not selected, but are automatically be considered for the next round of funding, which has a May 1st deadline.

Baldwin County Commission: County Road 1 Sidewalk Extension

City of Brewton: Sidewalk Improvements along Hwy 31

Escambia County Commission: Sidewalk Improvements

City of Gulf Shores: Sidewalk Improvements

Mobile County Commission: Sidewalks along Cottage Hill Road and Leroy Stevens Road

Mobile wins ALDOT grant for next piece of Greenway

Updated 9:17 AM; Posted 9:05 AM



One section of the Three Mile Creek Greenway, a recreational path that ultimately will cross large swath of the city, has been built. A new ALDOT grant will pay to extend it. (Lawrence [Specker/LSpecker@AL.com](mailto:Specker@AL.com))

By **Lawrence Specker**

lspecker@al.com

A half-million-dollar grant from the Alabama Department of Transportation will help pay for an extension of Mobile's Three Mile Creek Greenway. According to information provided by the city, which announced the grant on Friday morning, the \$555,092 award is a result of a resolution sponsored last year by Mayor Sandy Stimpson and Councilman Fred Richardson. The council approved the measure to apply for an ALDOT Transportation Alternative Program grant, which the city now has received. The city will provide \$138,773 in matching funds.

[The Greenway](#) is envisioned as a walking and cycling path that will follow the course of Three Mile Creek, connecting Langan Municipal

Park to downtown. The first section has been built, stretching westward from Tricentennial Park to West Ridge Road. According to information, the ALDOT grant will extend that section more than half a mile west to connect the park to USA Medical Center.



[Mobile's Three Mile Creek Greenway: Path and promise for a neglected waterway](#)
[It'll take years and millions of dollars to finish Mobile's Three Mile Creek Greenway, but it's no longer possible to write it off as a pipe dream. The first section of trail is there. It's real. And it signals a brighter future for a long-neglected waterway.](#)

The Alabama Gulf Coast Recovery Council recently announced that it has [recommended approval for a \\$9.7 million grant](#) for the Greenway. That alone could be as much as two-thirds of the project's overall cost.

"I want to thank ALDOT for helping Mobile make this 35-year-old vision a reality," said Mayor Stimpson. "This new trail encourages fitness, beautifies a vital waterway and enhances our quality of life. Our goal is to link neighborhoods, businesses and residents across Mobile and educate our citizens on one of our precious waterways."

For more about the Three Mile Creek project see <https://www.3milecreek.org/>

Riverview bridge opening delayed due to deficiencies



By Josh Easley
[Email the author](#)

Published 7:50 pm Tuesday, April 24, 2018

Alabama Department of Transportation officials are unsure when the new bridge on Alabama Hwy. 41 over the Conecuh River in Riverview will be completed. "Last November, the Alabama Department of Transportation discovered deficiencies in the newly a constructed State Road 41 bridge that will delay its opens," said ALDOT public information officer Katelyn Turner. Turner said a routine inspection of the final bridge deck spans raised several construction concerns, ALDOT immediately performed an extensive review into the bridge portions in question. "Based on these findings, it was determined all bridge decks would require replacement," she said. Turner said the contractor, Tanner Inc., will be responsible for the work at no additional cost to ALDOT or the taxpayers. The project's original cost was nearly \$14 million. "During this delay, motorists will continue to cross the river on the adjacent bridge," Turner said. 2015 numbers show that the bridge was used by nearly 9,500 vehicles per day. By 2035, the number is estimated to reach around 15,500 per day.

Arlington Park dock dredging project put on hold by Mobile City Council

By [User](#) | April 24, 2018 | [0](#)



By ARTHUR L. MACK

Staff Writer

MOBILE — An authorization for an agreement with Mobile County, Airbus Americas, Inc. and the Mobile Airport Authority to do dredging for an Arlington Park dock dredging project was put on hold during Tuesday's Mobile City Council meeting after questions arose as to whether a public meeting should have been held before being placed on the agenda as a resolution being introduced.

City attorney Ricardo Woods said the item was put on the agenda because it was put up for a bid, while city council attorney Wanda Cochran thought it had already gone through the routing process. Woods added if that was the case it had to be voted on at the council meeting.

Councilman John Williams questioned the procedure, questioning the expiration date of the bid and expressing concerns rules were not followed regarding the agreement not being on the agenda as part of a public hearing. After more discussion and a brief exchange of words between Williams and Woods, Woods suggested the item be tabled.

Since there was a vote on the floor to suspend the rules on holding over the matter for one week, a vote was held to talk about the item. Williams declined to vote and since the suspension of the rules did not receive unanimous consent, the resolution was automatically delayed. Councilmembers then voted to go into executive session to further discuss the matter and did not return to the meeting.

Prior to the executive session, councilmembers approved a capital improvement resolution with Hughes Plumbing & Utility Contractors for 2017 miscellaneous drainage repairs, with the contract amounting to \$290,825.50. Another capital improvement program — a

contract in the amount of \$29,500 with Aeiker Construction Corporation to install trash receptacles in British Park, Sullivan Park, Lyons Park, Hope Community Center, Springhill Recreation Center and James M. Seals, Jr. Park — was also passed.

In addition, several resolutions that were held over from last week were passed. The major one was a \$150,000 contract with Clark Personnel, Inc. for services rendered in support of the 2018 Youth Empowered for Success Program. Other significant projects included authorizing a Water Street Complete Streets agreement with the Alabama Department of Transportation (ALDOT) for resurfacing, striping, and sign replacement on I-65; and authorizing a change order with Thompson Engineering to include an additional scope of roadway resurfacing plans and bid documents for the Water Street Complete Streets Project, adding \$60,925.

Transportation Research

Standard Specifications for Transportation Materials and Methods of Sampling and Testing, and AASHTO Provisional Standards

The AASHTO Materials Standards contain specifications, test methods, and provisional standards commonly used in the construction of highway facilities.

They are available as a one-year online subscription. When you subscribe, you will automatically receive access to all updates published during your subscription period, as well as access to recent past editions, with changes between editions highlighted for ease of reference.

The Materials Standards are updated three times per year, in mid-April, mid-June, and mid-August.

- The April Update revises the sections on Hydraulic Cement and Lime, Fresh Concrete, Hardened Concrete, Pavement Measurement, Bridge and Pavement Preservation, and Quality Assurance and Environmental.
- The June Update revises the sections on General Manufactured Materials, including Concrete Drainage Structures, Flexible and Metallic Pipe, Markings and Coatings, and Safety Devices.
- The August Update revises the sections on Geotechnical, and Bituminous Materials and Mixtures.

The April release of the 2018 edition, now available, includes 7 new and 29 revised standards.

This format offers web browser-based access and the ability to take and save notes. See the [Web-Based Publication User Guide](#) for complete details. For a free preview of these features, go to <http://hm.digital.transportation.org> and log in using your E-Affiliate e-mail address and password.

[Identification of High Pedestrian Crash Locations](#)

This FHWA guidebook presents a process to help state and local agencies identify high pedestrian crash locations and includes a literature review, case studies, and other research needed to develop a five-step process.

NEW! AASHTO LRFD Bridge Design Specifications, 8th Edition

Check out this video for details about the new 8th edition of the *LRFD Bridge Design Specifications*, including information on the major updates that have been made to the Specifications since the 2014 7th edition.

For more information or to purchase a copy, visit the AASHTO Bookstore online at <https://bookstore.transportation.org>, and search by the item code, LRFD-8.



Bicycle Safety Survey

ALDOT is conducting a research project “Comprehensive Investigation of Bike Crash Causes, Patterns and Countermeasures in Alabama”. Please help us share this link to participants (both drivers and bicyclists). This survey is being conducted by the University of Alabama in Huntsville (UAH) on behalf of the Alabama Department of Transportation (ALDOT). The main objective of this survey is to identify the status of drivers’ and bicyclists’ understanding of cycling regulations and rules in Alabama. The survey results will help design the appropriate outreach programs to better educate both drivers and bicyclists.

https://uah.co1.qualtrics.com/jfe/form/SV_exhrpcJAXEaijWl

[FHWA Publishes Guidance on TPM Travel Time Metric Data Reporting to HPMS](#)

The third performance measure regulation in the National Performance Management Measures requires state DOTs to submit performance metric and related data to the Highway Performance Monitoring System (HPMS) by June 15, 2018 and annually thereafter. The national travel time-based performance measures include the: Interstate Travel Time Reliability Measure, Non-Interstate NHS Travel Time Reliability Measure, Freight Reliability Measure, and CMAQ Peak Hour Excessive Delay Measure. FHWA released a document with information and guidance on complying with these requirements

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- Simple to Use
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Transportation Dictionary

The USDOT released a searchable online dictionary that includes over 9,000 transportation terms and acronyms. The terms were collected from a variety of public and private transportation publications and databases. This dictionary presents over 9,000 terms and acronyms related to transportation. The terms and acronyms were obtained from various transportation publications and databases which exist within the federal government, private organizations, Canada and Mexico.

Search Tips

- Sources are listed in parenthesis after the definition.
- None of the searches are case sensitive. Searching for PEDESTRIAN will produce the same results as searching for pedestrian.
- The Dictionary searches for the word, phrase or acronym as it is entered and returns all records that match or contain that word, phrase or acronym. For example, searching for pedestrian will return records for pedestrian and pedestrian walkway.

Click [HERE](#) for the search engine.