



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, February 19, 2016

Volume 17, Number 7

In This Issue

- MOBILE MPO UPDATES
- PROJECTS LET FEBRUARY 26th, 2016
- LEGISLATIVE UPDATES
- FUNDING OPPORTUNITIES
- JUST FOR FUN
- IN THE NEWS
- TRANSPORTATION RESEARCH

Recently Completed Planning Studies

- Destination 2040 Long Range Transportation Plan
- Toole Design Non-Motorized Mobility Study for Downtown Mobile
- 2016 Unified Planning Work Program
- 2016-2019 Transportation Improvement Program
- Origin Destination Study Using Cell Phones

Contact Us

<http://www.mobilempo.org>
transportation@sarpc.org

Kevin Harrison, PTP
Director of Transportation
kharrison@sarpc.org

Tom Piper
Senior Transportation
Planner
tpiper@sarpc.org

Monica Williamson
Transportation Planner
mwilliamson@sarpc.org

Anthony Johnson
Transportation Planner
ajohnson@sarpc.org

The Technical Coordinating / Citizens Advisory Committee met this week, the recommendations will go before the Mobile MPO Policy Committee on March 2nd. Also, the Statewide Freight Advisory Committee met this week and reviewed the Statewide Freight plan; see *Mobile MPO Updates*. TIGER? See *Legislative Updates*. The WAVE Transit is modifying/cutting some service, the public meeting is at the GMO next week, changes to Water Street, and AMTAK Inspection train rolled through Mobile; please below, and see *In The News*.



(Photo courtesy Shelia Green, SARPC)



(Photo courtesy Shelia Green, SARPC)

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



www.mobilempo.org check us out on FACEBOOK

Mobile MPO Updates

The 2016 Alabama Statewide Freight plan is now available in DRAFT.

The Purpose of the Freight Plan is to:

- Assess existing and projected freight conditions to identify needs and significant project to meet those needs
- Align Alabama's freight policy with federal and related guidance
- Provide guidance to MPO's for freight planning.

Previous Efforts

- 2010 Alabama Statewide Freight Study and Action Plan
- 2013 Alabama Rail Plan and Rail Directory

2016 Alabama Statewide Freight Plan



TECHNICAL COORDINATING COMMITTEE (TCC)/CITIZEN ADVISORY COMMITTEE (CAC) & MOBILE METROPOLITAN PLANNING ORGANIZATION (MPO) MEETINGS

The Technical Coordinating /Citizens Advisory Committee met this week; the agenda is below. The MPO Policy Board will meet on March 2nd at 10:00 AM in the SARPC Board Room. There are some modifications that need to be made to the Transportation Improvement Program; please plan on attending.

New Project with Interstate Maintenance Funds

I-165 service Road concrete repair from end of north ramp to south ramp; CN; 9/30/2016; \$600,000

Projects being deleted

Emergency Bridge Funds: SR-42 (US-98) Extend Bridge over Big Creek East 1440'; 5/28/2021; \$ 10,376,246.24.

Bridge funds: SR-42 (US-98) Extend Bridge over Big Creek East 1440'; CN; 5/28/2021; \$ 10,791,296.08.

Projects being moved with National Highway Funds

SR-158 Extension from Lott Road (SR-217) to Schillinger Road. Grade Drain, Base, Pave and Bridge (EB Seabury Creek, EB Ramp over Seabury Creek Tributary, EB Rogers Road, and Schillinger Road Intersection); CN; From 7/31/2020 To 5/31/2019; \$24,532,239.53.

Construct Bridge on Glenwood Road over SR-42 (US-98); CN; From 5/31/2019 To 5/28/2021; \$ 5,590,990.05.

Projects being moved with Emergency Bridge Funds

Extend Eastbound Bridge on SR-42 (US-98) over Bridge Creek; CN; From 5/31/2019 To 5/28/2021; \$4,204,040.00.

Add the following projects using FTA 5310 Funds

City of Saraland - \$43,200 Federal funds for a 15 Passenger Bus

Goodwill Industries - \$43,200 Federal funds for a 15 Passenger Bus

City of Prichard - \$43,200 Federal funds for a 15 passenger bus

Mobile Association of Retarded Citizens - \$163,886 Federal funds for four small transit bus

City of Satsuma - \$24,800 Federal funds for GIS Equipment/Vehicle Shelter

ADA Transition Plans

SARPC has contracted with Neel-Schaffer to conduct the municipal ADA Transition Plans for Public Rights of Way, and assist Mobile County in conducting their ADA Transition Plan for Public Rights of Way. The consultant has completed the initial assessment and well underway in the compiling the inventory of sidewalks and ramps not in compliance in terms of the Americans with Disabilities Act within the MPO Study Area. ALDOT has provided us with State and US "shielded" routes and cross sections that they have inventoried.

Please keep in mind, that every city and county in the State, should have an ADA Transition Plan for not just public Rights of Way (sidewalks), but all public buildings and open spaces. It is your responsibility to have the ADA Transition Plans in place.

The Alabama Transportation Planners Association (ATPA) hosted an ADA Day in Birmingham on October 29th. The Federal Highway Administration gave a presentation on the Americans with Disabilities Act and Transition Plans, then each urban area in the State gave a brief benchmark report as to where they are in developing the Transition Plans for each local government in an Urban Area, if they did not already have them. The afternoon was a question/answer period with a panel of ALDOT and FHWA officials. For a copy of those questions and answers, and the FHWA ADA Presentation, please see [HERE](#).

Projects Within Region Let February 26th, 2016

Mobile County

- For constructing the Permanent Restoration of a damaged site on SR-17 (US-45) at MP 13.130 near the junction of Hogg Road northwest of Prichard. The Bracket Estimate on this project is from \$105,716 to \$129,208 .

- For constructing the Historic Whistler Bike Trail (Bike Path along an abandoned Railroad Corridor) along SR-17 from a point near the I-65 Interchange (Exit 9) to a point near the SR-158 Interchange in Prichard. Length 1.293 mi. The Bracket Estimate on this project is from \$525,351 to \$642,096 .

Baldwin County

- For constructing the Resurfacing and Traffic Stripe on SR-180 from 0.560 mile east of the Foley Beach Express (MP 26.038) to just west of SR-161 (MP 28.264) in Orange Beach. Length 2.226 mi. The Bracket Estimate on this project is from \$783,958 to \$958,171 .

Escambia County

- For constructing the Resurfacing and Traffic Stripe on SR-3 (US-31) from north of the intersection of Tiger Drive/Douglas Lane (MP 71.961) to just south of the Conecuh County Line (MP 81.196) in Brewton. Length 9.235 mi. The Bracket Estimate on this project is from \$1,761,504 to \$2,152,950 .

What's Under Construction?

Legislative Updates

Time is Running Out: Tell Congress to Support the TIGER and Transit Programs in FY 2017

Erika Young
Director of Strategic Partnerships
Transportation for America

Congress is currently finalizing appropriations requests for FY 2017 and you have only one week to tell Congress to support TIGER and Federal Transit Administration's (FTA) Capital Investment programs.

We need you to support a fully funded TIGER and Capital Investment Programs by signing onto T4A's nationwide support letter. Deadline: Friday February 26th, 2016.

[Read and Sign](#) T4A's TIGER and Capital Investment Program support letter.

The incredibly popular TIGER grant program is one of the few ways that local communities like yours can apply for and win funds from the federal government for important priority projects of almost any kind. This important program gets the best locally-supported projects off the ground. In 2015, TIGER funded 39 projects in 34 states, including a brand new Bus Rapid Transit (BRT) line in Birmingham, Alabama.

FTA's Capital Investment Program includes funding for New Starts, Small Starts and Core Capacity improvement, all of which fund vital public transit projects. Without full funding this year, projects like Indianapolis' Red Line BRT project and Seattle's light rail extension to Lynwood will be in jeopardy.

Know of others in your community who support the TIGER and Capital Investments Programs? Share this and let's keep the momentum going.

GOP senator moves to study restoration of lost Amtrak service



By [Keith Laing](#) - 02/16/16 03:47 PM EST

Sen. Roger Wicker (R-Miss.) is moving to test the feasibility of restoring Amtrak service on the Gulf Coast between New Orleans and Florida that has been dormant since Hurricane Katrina 10 years ago.

Trains on Amtrak's Sunset Limited route, which used to run between Los Angeles and Orlando, have ended in New Orleans since the 2005 storm, which wiped out tracks along the Gulf of Mexico.

Wicker said he is forming a new working group to study the return of the dormant Gulf Coast Amtrak service.

"Today's announcement marks the first concrete step in bringing back passenger rail service to the Gulf Coast," Wicker said in a statement. "Passenger rail is an essential part of our national transportation network. Restoring this service along the Coast could

have a monumental impact on the region's economic development, as well as Mississippians' quality of life."

Amtrak is planning to operate a test train on the route, which includes stops in Alabama and the panhandle of Florida before it heads south to Orlando, to examine the feasibility of restoring the service, this week.

The train will run from New Orleans to Orlando on Thursday and Friday with Amtrak leaders and elected officials, according to Amtrak officials.

The company has said "the goal of the invitation-only trip is to examine the existing CSX railroad infrastructure and to better understand rail's economic, cultural and mobility opportunities."

"We want to work with community leaders and CSX," Amtrak CEO Joe Boardman said in a recent statement. "Additional regional economic development can come from shared infrastructure investments on a timeline to better connect the region to the rest of the country and more than 500 other Amtrak destinations."

A recently completed study showed restoring the rail service between Louisiana and Central Florida would attract between 138,300 and 153,900 passengers annually.

The study, conducted by Amtrak for the Southern Rail Commission, also showed it would cost \$5.48 million to operate a daily roundtrip train on the shuttered Gulf Coast route if states chip in under a 2008 law that allows Amtrak to contract with local governments to provide increased service on shorter routes.

The cost would rise to \$9.49 million if additional service is instituted between New Orleans and Mobile, Ala., under the proposal.

Other options that were studied include operating two daily trips from New Orleans to only Mobile, with bus connections from there to existing Amtrak service in Jacksonville, Fla., and operating the one daily New Orleans-to-Florida trip under Amtrak's long-distance route structure.

The study said the long-distance proposal would attract 69,100 passengers and cost \$14.4 million per year to operate.

Advocates of restoring the dormant Gulf Coast rail service have been hoping to convince Amtrak of the feasibility of the route since a provision authorizing the study was included in a highway funding bill that was passed by Congress last year.

"Over the next 35 years, another 10 million people will call the Gulf Coast home," Federal Railroad Administration chief Sarah Feinberg said in a statement. Continue [HERE](#)

Amtrak requests \$1.8B for fiscal 2017



By [Keith Laing](#) - 02/17/16 01:34 PM EST

Amtrak is requesting \$1.8 billion for fiscal 2017, officials said Wednesday.

The request includes \$649 million for operating expenses, \$920 million for capital construction costs and \$263 million in grants that were authorized by Congress in a transportation funding bill lawmakers approved last year.

Amtrak CEO Joe Boardman said the funding is part of a five-year plan for the company that is necessary to boost the nation's passenger railways.

"In the years to come, we expect to see continued demand for capacity and performance growth on the [Northeast Corridor]," he said in a letter to Vice President Biden and House Speaker Paul Ryan (R-Wis.).

"New trainsets will help, but the current infrastructure remains severely capacity-constrained at its most critical points," Boardman continued. "The problems of deteriorating infrastructure associated with aging bridges, tunnels and systems are magnified under such conditions."

Since its inception in 1971, Amtrak has historically received about \$1 billion per year from the government for operations and construction projects.

The approved transportation funding includes approximately \$10 billion over a five-year period for Amtrak, according to the National Association of Railroad Passengers.

The law, known as the Fixing America's Surface Transportation (FAST) Act, combined traditionally separate rail funding with highway and transit spending provisions.

The rail service's last appropriations bill prior to the 2015 transportation bill provided about \$1.3 billion per year to the company for a combination of operations, construction and debt service in 2008.

President Obama's proposed budget for 2017 includes approximately \$7 billion for high-speed rail projects, including Amtrak, in a plan to spend \$320 billion over the next 10 years on "clean transportation."

Amtrak's subsidies have been hotly debated in recent years. Republicans have pushed in the past to privatize the service on its popular routes in the Northeast, arguing that private companies could operate trains there more efficiently.

The rail service has often countered the criticism by pointing out that most of the money from its Northeast routes is used to maintain money-losing, long-distance routes in parts of the country that have little airline service.

Amtrak supporters have also pointed to record ridership in recent years as an argument in favor of increasing its federal appropriations to pay for improvements along the Northeast Corridor, the only tracks in the country owned and operated directly by Amtrak.

Boardman said Wednesday that the company's finances have greatly improved in recent years, making it less reliant than ever on federal subsidies for operating costs.

"Over the past decade and a half, Amtrak has undergone a remarkable transformation," he wrote. "Ticket revenues have doubled, and operating cost recovery is higher than any other U.S. and most international passenger railroads. Continue [HERE](#)

Funding Opportunities

2015 Diesel Emissions Reduction Act (DERA) Diesel Emissions Reduction Grant Program

Approx. Grant Amount: \$155,000

The DERA program provides public and/or private on-road and off-road diesel fleet owners and operators funding to help reduce diesel emissions within the State of Alabama. Reducing diesel emissions, such as carbon monoxide, hydrocarbons and particulate matter will help improve air quality and human health in Alabama. We would like to partner with fleet owners/managers to retrofit 2006 or older on-road diesel engines and 2009 or older off-road engines with diesel emissions control devices and/or anti-idling systems.

Diesel Emissions Exhaust Control Devices and Anti-Idling Systems Used in Previous Projects:

- Diesel Oxidation Catalysts (DOC)
- Closed Crankcase Ventilation (CCV)
- ZTR Smartstart II (Locomotive Anti-idling System)
- Tri-Pac (Long Haul Truck Anti-idling System)
- Arctic Breeze (Long Haul Truck Anti-idling System)

All devices and systems must be EPA and/or CARB-certified.

Entities awarded funding under this program must secure vendors and contractors through a competitive bidding process required by the U.S. EPA and the State of Alabama.

Interested parties should contact:

Anthony Smiley	Dale Hurst
Office Number: 334-271-7803	Office Number: 334-271-7882
Email: asmiley@adem.state.al.us	Email: adh@adem.state.al.us

Alabama Department of Environmental Management
1400 Coliseum Boulevard
Montgomery, Alabama 36110-2059

EDA releases FY 2016 Public Works and Economic Adjustment Assistance Funding Opportunity, announces new grant process to stream application process

EDA recently released the Federal Funding Opportunity (FFO) notice announcing the availability of funding through the Public Works and Economic Adjustment Assistance Programs. The Public Works program is designed to provide funding for design, construction, or renovation of critical public infrastructure needed to create or retain jobs in a locality. The Economic Adjustment Assistance Program provides resources for both design, construction and renovation as well as technical assistance to support long-term job creation/retention in cases of sudden and severe economic events.

This funding solicitation also announced that EDA is moving towards a two-step application process where applicants can submit a proposal at any time to determine alignment with EDA priorities before submitting a full application. This means there are **no longer any quarterly deadlines for the Public Works and Economic Adjustment Assistance Programs**. Applicants are strongly encouraged to contact EDA's state representative to develop their project and EDA application. To learn more about EDA's grant programs and opportunities, please feel free to contact Diane Burnett at dburnett@sarpc.org.

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](#)

Just For Fun

Given all of the excitement and support of AMTRAK potentially returning to Mobile and the Gulf Coast, here are some train riddles...*Just For Fun*. The first person to respond with all of the correct answers, receives a free electronic DRAFT of the Statewide Freight Plan...



1. An electric train is traveling on a 200-mile journey from New Orleans, LA to Mobile, AL. It has 16 cars with a total of 320 passengers. The weather is cloudy and cool, with a warm front approaching from the west. Which direction will the steam blow?
2. A mile-long train is moving at sixty miles an hour when it reaches a mile-long bridge over the Pascagoula River. How long does it take the entire train to pass through the bridge?
3. You are a train conductor. At the first stop of the day, eight people get on board. At the second stop, four get off, and eleven get on. At the third stop, two get off, and six get on. At the fourth stop, thirteen get off, and one gets on. At the fifth stop, five get off, and three get on. At the sixth stop, three get off, and two get on. What color are the train conductor's eyes?
4. While on a train to St. Ives,
I met a man with seven wives.
Each wife had seven sacks;
Each sack had seven cats;
Each cat had seven kittens.
Kittens, cats, sacks, wives;
How many were going to St. Ives?

In the News

WAVE TRANSIT -Public Hearing
Thursday, February 25, 2016, 6:00 p.m. (CST)
The GM&O Transportation Center
110 Beauregard Street, Mobile, Alabama 36602

The Wave Transit System will be seeking comments from the public regarding proposed transit service changes. The public is encouraged to attend the public hearing. Written comments are welcome and should be mailed to [The Wave Transit System, Attention: Public Comment-#2016, The GM&O Transportation Center, 110 Beauregard Street, Suite 104, Mobile, Alabama 36602](#). All correspondence should include name and address for the official records and will be received until **FRIDAY, MARCH 11, 2016, 5:00 p.m. (CST)**. You may also submit comments through The Wave Transit Systems website at www.thewavetransit.com

ROUTE	ROUTE #	ACTION

Highway 45	#5	<ul style="list-style-type: none"> Eliminate weekday and Saturday bus service operating after 7pm
Dauphin Street	#7	<ul style="list-style-type: none"> Eliminate weekday and Saturday bus service operating after 7pm Eliminate weekday and Saturday bus service to Bel-Air Mall Modify weekday and Saturday bus service, with direct service along Dauphin Street between the GM&O and Springhill Memorial Hospital
Broad Street	#9	<ul style="list-style-type: none"> Eliminate weekday and Saturday bus service operating after 7pm
Crosstown	#10	<ul style="list-style-type: none"> Eliminate weekday and Saturday bus service operating after 7pm Eliminate weekday and Saturday bus service to Chickasaw Center
Plateau	#16	<ul style="list-style-type: none"> Eliminate weekday and Saturday bus service operating in Happy Hills and to Eight Mile Shopping Center
Highway 90	#12	<ul style="list-style-type: none"> Eliminate weekday and Saturday bus service to Pleasant Valley Road, Cottage Hill Road, I-65 West Service Road, and Bel Air Mall Modify weekday and Saturday bus service along Government Street, with service expansion to McGowin Park
Tillman's Corner Circulator	#20	<ul style="list-style-type: none"> Eliminate bus service
Downtown Moda!	#14	<ul style="list-style-type: none"> Modify weekday bus service Eliminate Saturday bus service
Jury Shuttle	N/A	<ul style="list-style-type: none"> Eliminate bus service

10 years after Katrina, Amtrak to make splashy return to Gulf Coast



By [John Sharp](mailto:John.Sharp@aj.com) [Jsharp@aj.com](mailto:John.Sharp@aj.com)

Email the author | [Follow on Twitter](#)

on February 13, 2016 at 6:00 AM, updated February 18, 2016 at 10:18 AM

Marching bands will lead pep rallies in Gulfport, Bay St. Louis and Biloxi while a jazz band will serenade a gathering in Pascagoula.

In Mobile, the Excelsior Band will be on hand in what could be a Mardi Gras-themed welcoming.

And all along the Louisiana, Mississippi, Alabama and Florida Gulf coasts, people will be encouraged to show up, bring signs and wave banners in support of Amtrak's first trip from New Orleans east toward Jacksonville, Fla., since before Hurricane Katrina blasted through a decade ago.

"There is a lot of excitement about the possibilities," said Billy Hewes, mayor of Gulfport, Miss.

Coastal cities where the Amtrak "inspection train" will stop for 10-minute intervals on Thursday and Friday are planning for as much hoopla as they can cram into a short time frame. The purpose, according to city officials, is to make a good impression as a study moves forward on returning passenger rail service to the Gulf Coast.

"I'm certain this will be fun to see," said Marc Magliari, spokesman with Amtrak.

At the same time, those on board the train – from Amtrak officials, including CEO Joe Boardman, to Southern Rail Commission members – will be at work.

Officials say this isn't a public relations jaunt, but rather a trip with a purpose.

"This is very much a working track inspection," said John Robert Smith, chairman of the board for Transportation for America, a non-profit alliance that pushes for grassroots support of progressive transportation policy in the U.S.

Analyzing alternatives

Ahead of the trip, which leaves New Orleans' Amtrak station at 8:45 a.m. Thursday, a working group, authorized through the recently approved \$300 billion long-transportation package, will meet for the first time in New Orleans on Tuesday.

The meeting is expected to be attended by Sara Feinberg, administrator of the Federal Railroad Administration, and signifies the beginning of a nine-month period for the group to complete its task. The assignment: to evaluate all options for reviving passenger rail between New Orleans and Orlando.

Amtrak, in December, released a study to this effect, listing five route alternatives for possible consideration.

Of those, two have risen to the top:

The first, referred to as "Alternative A," includes a long-distance train that starts at Chicago's Union Station and travels South to New Orleans before heading east along the coast toward Orlando. In addition, a separate state-supported train would travel daily between New Orleans and Mobile, with stops along the Mississippi coast. Amtrak estimates an annual ridership of 153,900 passengers, and annual operational costs of \$9.49 million. The daily, state-supported New Orleans-to-Mobile train would depart New Orleans each morning, then return in the afternoon.

The second, referred to as "Alternative A1," is for the state-supported portion only, and leaves out the long-distance trip into Florida. Amtrak estimates an annual ridership of 138,300 passengers, and costs of \$5.48 million.

Amtrak's analysis did not include an evaluation of the capital costs for infrastructure, something that the working group is expected to review in the coming months. Continue [HERE](#).

Mississippi had great crowds as well [HERE](#)

Water Street in Downtown Mobile to be Transformed

A new web site has been created to show folks how Water Street can potentially look. Check it out, really great stuff.... [HERE](#)

Created by: DREW BUCHANAN, PUBLISHER AND SENIOR EDITOR Drew Buchanan is a founding partner of The Pulse who currently serves as publisher and senior editor.



How Chick-fil-A could get involved in alleviating Baldwin County congestion



By [John Sharp | jsharp@al.com](mailto:Jsharp@al.com)

Email the author | [Follow on Twitter](#)

on February 16, 2016 at 11:01 AM, updated February 16, 2016 at 11:24 AM

The lure of "Eat More Chikin" has Baldwin County motorists lined up every morning and during lunch for a sometimes lengthy wait outside a Chick-fil-A drive-thru.

But a plan that Daphne city officials are exploring could make entering and exiting the fast-food restaurant easier. And city officials are banking on Chick-fil-A's corporate offices to help out in what could be a classic example of a public-private partnership deal.

A service road, leading motorists from the restaurant to U.S. 98, is one of several elements of an estimated \$387,800 project aimed at providing easier access to both sides of U.S. 98 near Baldwin County 64. The area is one of the busiest intersections in the Eastern Shore area that includes Daphne, Spanish Fort and Fairhope.

"Our goal is the costs of this project will be shared among many parties," said Richard Johnson, Daphne's public works director.

The proposal includes the design and construction for the following:

A service road from Chick-fil-A and Wacky Shrimp to Lavender Lane, which is where the city's police department and municipal courts are located.

A new traffic light along U.S. 98 at Lavender Lane.

A right-turn lane and improvement to the intersection of Halls Lane and U.S. 98, where a new development is currently underway

directly across from Chick-fil-A.

City and state transportation officials are negotiating the details of the agreement, which will include a traffic analysis that takes into account the impact from a new retail development north of Popeye's Chicken.

Among the new projects currently under construction by Shore Oaks Center are two fast-food restaurants, a coffee shop and a specialty retail store. The work is expected to be completed before the end of 2016.

The project's second phase includes the addition of 26 new homes by 2021.

Johnson said the road project involves "three to four phases" that will be assisted by an investment from Shore Oaks developers as well as Chick-fil-A. The city will also be handling a "brunt of the modification" along Halls Lane at the southern entrance to Popeye's Chicken, he said.

The new traffic lights, which are estimated to cost around \$150,000 and which could be paid for by the Alabama Department of Transportation, will allow visitors to Chick-fil-A, Wacky Shrimp and the nearby Target access to a service road stretching to the city's police station before accessing U.S. 98.

The city of Daphne's expenditure on engineering and the traffic analysis, combined, includes \$43,450 which will come from revenue collected in gas tax money.

Other portions of the project could include shared expenses.

"We've tried to bring together all the property owners and have tried to collaboratively discuss a more comprehensive solution to the traffic issues," Daphne Mayor Dane Haygood said.

Mark Baldwin, a spokesman with the Atlanta-based headquarters for Chick-fil-A, said the company is working with the city "to explore options that will provide guests with easier in/out access to the restaurant." Continue [HERE](#)

In other news....[This article](#) was entertaining. Mobile is proud to be home of:



Transportation Research

Design-Build Push Button Contract Significantly Reduces the Time It Takes to Implement Safety Improvements

An FHWA Roadway Safety Noteworthy Practices Webinar

Date: February 25, 2016

Time: 2:00 – 3:30 PM ET

[Register here.](#)

This webinar is based on this [FDOT roadway safety noteworthy practice](#).

As other States may well have discovered, Florida found that making simple safety improvements to local roads could take as long as 3 to 5 years. The Florida Department of Transportation (FDOT) believes that this is way too long when lives are at stake.

In response, FDOT's District 7 (Tampa Bay, Florida), working closely with the Florida Division of the Federal Highway Administration (FHWA), developed a "design-build push button" contract that has reduced the time to deliver simple, low-cost safety improvement projects to roughly 1 year. Transportation agencies in FDOT's District 7--which includes the Tampa metropolitan area (Hillsborough County) and four neighboring counties--now can access Federal funds more easily and roll out safety improvements on local roads more quickly.

FHWA's Roadway Safety Noteworthy Practice webinar series will host a presentation on the FDOT Design-Build Push Button contract. The Design-Build Push Button contract reduces the delivery of simple or low cost safety improvements from 3-5 years to 3-9 months. This innovative process helped FDOT achieve their EDC goals and increased the NPV of Safety projects.

Presenters:

- Matthew Weaver, P.E., District Traffic Safety Program Engineer, Florida Department of Transportation, District 7
- In addition to FDOT's presentation, **Kevin E. Burgess, P.E.**, Safety Engineer from the Florida FHWA Division will give a brief presentation about FHWA regulations that permitted the implementation of the Design-Build Push Button contract.

Host:

- Melonie Barrington, Transportation Specialist, FHWA Office of Safety

[See the Future of Transportation](#)
