



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, March 23rd, 2018

Volume 25, Number 12

In This Issue

- MOBILE MPO UPDATES
- PROJECTS LET MARCH 30th, 2018
- 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
- 2018 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

South Alabama Regional
Planning Commission
110 Beauregard St
Mobile, Alabama 36602
(251) 433-6541

Both the State and the Mobile Urban Area TAP (Transportation Alternatives Program) Funding have been announced, and are both due May 1, 2018; please see *Funding Opportunities*. In *Legislative Updates*, lawmakers introduce a bipartisan bill to speed up infrastructure permitting, and we have the Omnibus details that suggest *"the FAST Act highway programs are fully funded and the bill also includes a one-time increase of \$198 billion for the Surface Transportation Block Grant Program (STBGP). The increase will be distributed as it is through the FAST Act, meaning that funds will be suballocated to local areas"*.

Just For Fun, we are peddling back to the future, and *In The News* the Alabama State Port Authority is awarded TIGER Funds, and there are several road projects underway... including the Bridge?

There will be no Transportation Friday Newsletter next week as it is Good Friday; so, Happy Easter and 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

Please see Funding Opportunities below for the Mobile Urbanized Area TAP Funding announcement

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

SARPC staff has met with Volkert and CERM as the kick off and introductory meeting to the project; Notice To Proceed was given a couple of weeks ago. The study will have its own web site and will begin shortly as the stakeholders meeting has to be set. Public participation is important for this project, so we expect our stakeholders to be heavily involved. Volkert and SARPC staff are currently compiling data for the project. SARPC, Volkert and CERM have finalized the Advisory Committee, and we are looking to have a meeting the week of April 16th; we will keep you posted with the progress of the Study.

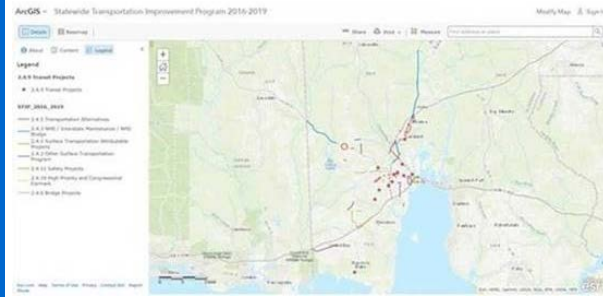
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) NOW ONLINE

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 : April 27, 2018
New Target start date : May 25, 2018

Projects Within Region Let March 30th, 2018

ESCAMBIA COUNTY

- For constructing the Planing, Resurfacing, Bridge Rail Retrofit, and Traffic Stripe on I-65 from the Baldwin County Line to the SR-21 Interchange in Atmore. Length 9.722 mi. The Bracket Estimate on this project is from \$5,420,284 to \$6,624,791.
- For constructing the Permanent Restoration (Ditch Failure Repair) on SR-3 (US-31) from the junction of Sardis Church Road to east of the junction of CR-2 (Old Atmore Road) west of Flomaton. Length 0.084 mi. The Bracket Estimate on this project is from \$641,270 to \$783,774 .

MOBILE COUNTY

- 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 \$1,516,659 to \$1,853,694.
- For constructing the Planing, Resurfacing, and Traffic Stripe on SR-13 (US-43) from the Cold Creek Bridge north of LeMoyne to the Cedar Creek Bridge south of Mt Vernon. Length 6.936 mi.

BALDWIN COUNTY

- For constructing the Resurfacing and Roadway Extension (Grading, Drainage, Pavement, Signals, and Traffic Stripe) on Fern Avenue from the junction of Airport Drive in Foley to the Foley Beach Express. Length 3.365 mi. The Bracket Estimate on this project is from \$3,298,978 to \$4,032,084 .

[What's Under Construction?](#)

[Project Status](#)

Legislative Updates

Omnibus Details

The House passed a \$1.3 trillion omnibus yesterday morning, just hours after revealing the bill text; the Senate is expected to do the same, but the exact timing of the vote is unclear. The Senate needs to pass the bill or a short extension before midnight tonight to avoid a partial government shutdown.

After days of waiting for bill text, several items were thought to be holding up the process. One of the most publicized was Gateway, a series of rail projects between New Jersey and New York City. Ten House Republicans sent a letter to Speaker Ryan last week urging him to strip the \$900 million that had been included for the project by Appropriations Chairman Rodney Frelinghuysen (R-NJ). In the end, the omnibus included funds that can go toward the project but does not require them to be used for it.

Overall, USDOT's top-line discretionary figure adds up to \$27.3 billion, an \$8.7 billion increase from current spending. Some highlights include:

STBGP: FAST Act highway programs are fully funded and the bill also includes a one-time increase of \$198 billion for the Surface Transportation Block Grant Program (STBGP). The increase will be distributed as it is through the FAST Act, meaning that funds will be suballocated to local areas. The funds are only eligible for road, bridge, and tunnel projects, and the STBGP set-aside (TAP) is waived. The bill includes an additional amount for public/Indian lands and territories (\$320 million); and a new competitive bridge program in states with densities of less than 100 persons per square mile (\$225 million).

Transit: Transit receives full FAST Act funding with an additional \$834 million in general fund appropriations, which includes funding for state of good repair grants, buses, and bus facilities.

New Life for New Starts: While the administration proposed narrowing the Capital Investment Grants Program (New Starts) funding to only cover projects already underway, the omnibus agreement provides nearly \$400 million for new projects. This is an overall increase of \$232 million.

TIGER Grants: The TIGER program increased to \$1.5 billion, tripling FY 2017's funding level of \$500 million. It provides some planning money for the first time in many years, allowing for up to \$15 million in planning grants. A minimum of 30 percent of the funds are reserved for rural areas, an increase from the current 20 percent requirement.

Rail: The bill includes large increases for several FRA programs, including Amtrak which will receive \$1.9 billion (an increase of \$447 million) with \$650 million allocated for capital projects along the Northeast Corridor (an increase of \$322 million). The bill also includes funding for three FAST Act rail programs that previously received far less than their authorized amounts: the consolidated grant program (\$593 million) to support PTC installation; the federal-state partnership state of good repair program (\$250 million); and restoration and enhancement grants (\$20 million).

Automated Vehicle Research: The bill repurposes funds to create a \$100 million pot for study grants and implementation of an overall study program.

No Rescissions: The previous version of House and Senate bills would have rescinded contract authority, and an amendment by Representative Rob Woodall (R-GA) to the House bill would have made suballocated STBGP subject to rescission. Since this bill ditches the rescission, there is no need for the amendment.

Clearview Font: The bill temporarily prohibits the use of funds to enforce the termination of an Interim Approval to use the Clearview Font on highway signs and requires FHWA to conduct a "comprehensive review" of the research and report back to the House and Senate Appropriations Committees.

Extends FAA: FAA reauthorization is now extended through September.

CDBG Program: The Community Development Block Grant (CDBG) program received \$3.3 billion in funding for FY 2018, the amount requested by NARC and the CDBG Coalition.

Brownfields Reauthorization: Brownfields language was included in the omnibus package.

State Workforce Formula Grants: Title I of the Workforce Innovation and Opportunity Act (WIOA) saw a combined increase of \$80 million.

Water Funding: The bill increases the Clean Water State Revolving Funds and Safe Drinking Water State Revolving Funds by \$300 million each, and increases funding for the WIFIA loan program by \$53 million.

Lawmakers introduce bipartisan bill to speed up infrastructure permitting

BY [MALLORY SHELBOURNE](#) - 03/22/18 01:46 PM EDT

A pair of lawmakers has introduced bipartisan legislation aimed at accelerating the permitting process for infrastructure projects.

Sens. Joe Donnelly (D-Ind.) and Rob Portman (R-Ohio) on Wednesday unveiled a bill that would allow railroads and public utilities the permanent ability to fund permitting reviews for some projects in an effort to fast-track the process.

"By making these cost-sharing provisions permanent, we will encourage more project sponsors and the Army Corps of Engineers to use this option and make the permitting process run more efficiently," Portman said in a statement.

While these companies can legally contribute funds to help speed up the permitting process with the Army Corps of Engineers, their authorization to do so ends in 2024.

"This legislation continues an available option for speeding up infrastructure permitting and provides the certainty that both private companies and the Army Corps of Engineers need to quickly review projects," Donnelly said of the bill he introduced with Portman. "I'm proud to work with Sen. Portman to keep red tape delays out of the way of these needed infrastructure projects."

The bill comes as President Trump's infrastructure proposal appears to have hit a wall in Congress, as lawmakers and the administration have yet to provide a revenue stream for the rebuilding blueprint.

The president has emphasized the need to streamline the permitting process in any infrastructure plan and the administration's framework seeks to reduce the process down to two years. [HERE](#)

Funding Opportunities

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

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.

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

It's officially Spring in the South, and that means people may be dusting off their bicycles. But what did bikes look like 50 years ago, in 1968? Not surprisingly they were heavier, but they did have 10 speeds and commuter bikes in 1968.



1968 also produced some innovations in the bicycle that never caught on. For instance, this kid below is traveling through the air, apparently flying, with no helmet, on a bicycle that has a car steering wheel, and “real drag brakes” (check out that shifter too).



So what does the future have for us in the next 50 years? Well... we get lazy. Our bikes become electronic, and so do our scooters, skateboards, surf boards, and there will even be personal Hoover boards so you don't even have to walk.

Just For Fun, [check out some innovations.](#)



In the News

U.S. Department of Transportation Announces Half A Billion Dollars in Infrastructure Investments to 41 Projects in 43 States

WASHINGTON – The U.S. Department of Transportation (US DOT) today announced the list of 41 recipients of nearly \$500 million in discretionary grant funding for road, transit, maritime and rail projects through the Transportation Investment Generating Economic Recovery (TIGER) program.

“TIGER grants are targeted investments for our local communities that will increase safety, create jobs and modernize our country’s infrastructure,” said Secretary Elaine L. Chao.

More than 64% of this round of TIGER funding was awarded to rural projects, a historic number that demonstrates this Administration’s commitment to supporting the country’s rural communities.

Tribal projects are receiving \$39.18 million of this round of awards, the highest amount of funding since the first round of TIGER.

The primary selection criteria for TIGER awards include considerations for safety, state of good repair, economic competitiveness, quality of life and environmental sustainability for each project. Secondary criteria include innovation and partnerships. The criteria used to select projects for these grants were similar to the Administration's Infrastructure principles of supporting economic vitality and promoting innovation.

The fiscal year (FY) 2017 TIGER program gave special consideration to projects which emphasized improved access to reliable, safe, and affordable transportation for communities in rural areas, such as projects that improve infrastructure condition, address public health and safety, promote regional connectivity, or facilitate economic growth or competitiveness.

The projects supported by the TIGER discretionary grants are listed [HERE](#)

Southeast Automotive Gateway, Alabama State Port Authority

\$12,700,000 – to convert an abandoned bulk handling facility at the Port of Mobile into a roll-on/roll-off mobile vehicle processing facility.

Timeline and tolls discussed for new I-10 bridge over Mobile River

By: Rose Ann Haven

Updated: Mar 19, 2018 10:52 PM CDT



MOBILE, Ala. (WKR) - Local leaders on both sides of the bay are in Washington D.C. this week to rally support for a new I-10 Bridge over The Mobile River. After meeting with a special assistant to President Donald Trump on Monday, Mobile Mayor Sandy Stimpson and Baldwin County Commissioner Chris Elliot said the 2 billion dollar project is gaining momentum.

"We are seeing a lot of heads nodding in the affirmative as we are describing and re-introducing them to this project so we feel very good about it," said Elliot.

In addition to federally backed bond money, Alabama is trying to get 250-million dollars in grants.

"That money would be spent on what we call the West Tunnel interchange and those grants should be announced early summer...and really that would be on the first major dominoes. If that falls, then a whole lot of other things will follow in place behind it. So, it's just really important that we be the recipients of one of those grants," said Stimpson.

Plans are also in the works for an electronic tolling system. The toll hasn't been determined, but the amounts being discussed range from one dollar to ten dollars with a discount for frequent users.

Mayor Stimpson would like to see construction begin in the second quarter of 2019, calling that an aggressive but doable schedule. Tuesday, he and Elliot will meet with the Secretary of Transportation. [HERE](#)

New crane in place for Mobile River Bridge construction

Posted: Mar 22, 2018 2:59 PM CDT Updated: Mar 22, 2018 2:59 PM CDT

By Steve Alexander, FOX10 News Reporter



MOBILE COUNTY, AL (WALA) - [HERE](#)

Some new developments on work for the new Mobile River Bridge.

If you drive on the Bayway from Baldwin County to Mobile, you may have seen something new.

It's a large crane off the westbound side of the Bayway.

Officials with the Mobile River Bridge and Bayway Project have said the crane is testing the depth and quality of the ground preparing for construction the bridge itself.

Allison Gregg with the Mobile River Bridge and Bayway Project said, "We are out there laying some foundation. We are out there doing some early preliminary work. We will be doing pile driving starting in April so, right now, the crews are out there and they are building the foundation that will begin to do the pile driving."

Earlier this week, Mobile Mayor Sandy Stimpson was in Washington meeting with federal officials, trying to get \$250 million dollars for an interchange on the bridge.

He told FOX10, "The more information we can give those that are assessing the grant applications, the better chance we have of getting a high score, so that's really why we're here, is to make sure they have all the information they need."

Even with federal money, bridge officials said tolls will be needed to help pay for the span.

Gregg said, "Right now, we're looking at the range as being between three and five dollars. And there's two things I really want to point out. Tolls will not be collected until we're actually in operation. So that's important for people to know: that that toll rate is not going to be collected until 2025. And also part of the project is that we have to maintain free routes between Mobile and Baldwin County, so the Causeway Bankhead (Tunnel) and Cochrane-Africatown (Bridge), those will remain free routes."

If all goes well, construction is scheduled to begin next year and the bridge open in 2025.

Residents weigh in on Hillcrest Road improvement plan

Posted: Mar 22, 2018 10:13 PM CDT Updated: Mar 22, 2018 10:16 PM CDT
By Lee Peck, FOX10 News Reporter



MOBILE, AL (WALA) - [HERE](#)

Many of you got to weigh in on proposed capital improvements to Hillcrest Road Thursday night.

The plan impacts Hillcrest Road from the intersections of Cottage Hill to Grelot Road. According to City of Mobile engineers, more than 30,000 vehicles use that stretch every day.

Right now that stretch of roadway has open medians with uncontrolled access, which often causes wrecks. The plan would address controlled access points for drivers to turn left at major intersections along the corridor. Also tied to the plan is a resurfacing project.

"Very heavily traveled.... I travel at least once a day and sometimes twice and it sometimes is frustrating, waiting in lines for the traffic lights. I really like the plan. It is a good plan, and I hope we are able to see it implemented in the near future," said Mahesh Batavia.

"We hope it makes it a safer commute for people with that controlled access to eliminate the number of accidents that happen. Another benefit would be to ease traffic congestion," explained Jennifer White, Traffic Engineering Director City of Mobile.

As it stands right now, not everyone is happy with the plan. Residents of Sugar Creek Subdivision aren't pleased with the way access to their neighborhood would be modified from two defined lanes to one single entrance and exit.

"I'd like to be able to keep our entrance the way it is right now. We've spent a lot of time and money and a lot of good people have worked on the entrance in Sugar Creek subdivision. Out on Hillcrest -- I like the modifications to subdivided and make it safer. But our entrance and exit should stay intact as is," said Kenny Lewis, Sugar Creek Subdivision.

City engineers will now review feedback before the design phase is finalized. If approved, the project could go out to bid by the end of the year.

The estimated cost of the project is \$2.1-million.

Let there be light: ALDOT replaces fixtures at Bankhead Tunnel

Posted by Dale Liesch | Mar 21, 2018 | Latest, News | 0 |

Here's a riddle: When are new lights also old lights? Give up? It's when they are fabricated replicas illuminating the entrance to the Bankhead Tunnel in downtown Mobile.

The Downtown Mobile Alliance worked with the Alabama Department of Transportation to replace six lights atop the Bankhead Tunnel with ones made to look like the originals, Alliance spokeswoman Carol Hunter said.

Vince Calametti, ALDOT region engineer, said when the office got a request to replace the lights, his team looked around the yard at the ALDOT complex on the West Interstate 65 Service Road.

"The lights we have here are very similar to the lights at the Bankhead Tunnel," he said. "We used those as a model."

The new lights were made from the model at the complex, Calametti said. Before they were replaced, only one of the lights at the entrance to the tunnel was functioning.

The time that elapsed from the time of the request until the lights were installed was about six months, he said. The eight new lights along the walls going into the tunnel were installed about three or four weeks ago, he said.

"They're very similar to lights the city of Mobile uses," Calametti said. "It's a very similar type of light. It falls in with the typical look of the area."

Hunter said the Alliance would be requesting replacement signage on top of the tunnel in the future. As for future repairs to the tunnel, Calametti said ALDOT would be repainting the outside of the tunnel in June.

"We want to freshen all that up," he said.

Calametti also said the agency would work to educate truck drivers about alternate routes to avoid having tractor-trailers getting stuck. The tunnel, opened to traffic in 1941, has a clearance of only 12 feet. The standard height of a tractor trailer is just over 13 feet and several drivers attempt but fail to pass through the entrance each year. New signs will flash when an oversized truck is nearing the tunnel, Calametti said.

"We're working really hard with 18-wheelers to help preserve a pretty old structure," he said.

Transportation Research

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_exhrpcJAXEaiWl



Sign up today to attend the [2018 SDITE Annual Meeting](#) to be held in Mobile from April 8 - 11, 2018. Since our section is hosting, we need to have great representation from all our section members. The Early Bird Registration rate of \$350 ends soon.

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

Interim Approval 21 – Rectangular Rapid-Flashing Beacons at Crosswalks

FHWA has published **Interim Approval 21 – Rectangular Rapid-Flashing Beacons at Crosswalks**. See https://mutcd.fhwa.dot.gov/resources/interim_approval/ia21/index.htm. This already has received notice on the Association of Pedestrian

and Bicycle Professionals listserv, so it is public information.

According to the Memo, any questions concerning this Interim Approval should be directed to Mr. Duane Thomas at duane.thomas@dot.gov.

Conditions of Interim Approval: The FHWA will grant Interim Approval for the optional use of the RRFB as a pedestrian-actuated conspicuity enhancement to supplement standard pedestrian crossing or school crossing signs at uncontrolled marked crosswalks to any jurisdiction that submits a written request to the Office of Transportation Operations. A State may request Interim Approval for all jurisdictions in that State. Jurisdictions using RRFBs under this Interim Approval must agree to the following:

- Comply with the Technical Conditions detailed in this memorandum;
- Maintain an inventory list of all locations at which the RRFB is installed; and
- Comply with all the conditions as listed in Paragraph 18 of Section 1A.10 of the MUTCD.

BTS Releases Pocket Guide to Transportation Mobile App

The Bureau of Transportation Statistics (BTS) has released a new dynamic mobile app for the [Pocket Guide to Transportation 2018](#) – a quick reference guide to transportation statistics. This popular guide provides the latest transportation statistics at your fingertips in mobile app and printed formats. It covers data on major trends, moving people and goods, system use and performance, the economy, safety, infrastructure, and the environment. [Download](#) the app now to access all the features of the classic Pocket Guide plus enhanced navigation, sharable graphics to social media and email, and dynamic data updates to highlight the most recent up-to-date statistics. The app is available on the App Store and on Google Play (keyword: BTS Pocket Guide). To access the *Pocket Guide*, go to [BTS Pocket Guide to Transportation](#) or text USDOT BTSPG to 468311. This publication can also be obtained by [ordering online](#), by contacting BTS by phone at 202-366-DATA or by e-mail at answers@dot.gov

For inquiries other than placing orders contact Dave Smallen: david.smallen@dot.gov or 202-366-5568.

Policy Change Announcement on Small and Custom Geography in CTPP

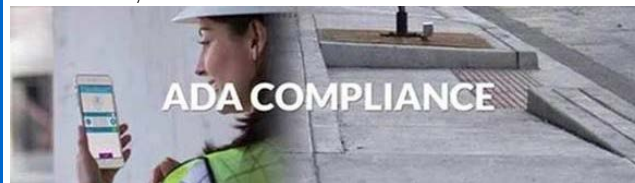
Following the release of the Census Transportation Planning Products (CTPP) 2012-2016 dataset in early 2019, the Oversight Board to the CTPP Program announces that it will no longer include Transportation Analysis Zone (TAZ) and Transportation Analysis District (TAD) geographies in future requests for special tabulations of the U.S. Census Bureau's American Community Survey (ACS) data. Future CTPP special tabulation requests will include the standard census block group geography instead. To best adapt to this change, the CTPP Board urges travel demand modelers, MPOs, state DOTs, and anyone who uses CTPP data by census TAZ and census TAD to participate in the 2020 Census Participant Statistical Areas Program (PSAP), and through it, adjust their census block group boundaries to better align with their model TAZ geographies. Click [HERE](#) for more information.

Making a Model a Good Predictive Tool

A basic part of travel demand model validation is running the model for a "base year" and comparing the outputs to observed data. In this [FHWA project](#), two model versions for each of two metropolitan areas were run twice each: 1) the more recent version for its base year and a backcast scenario (for the base year of the earlier model version), and 2) the earlier version for its base year and a forecast scenario (for the base year of the later model version). This research was intended to produce useful data on which model components are most stable over time and their sensitivities to the factors affecting travel demand that vary over time. The report includes lessons learned and recommendations for planning agencies.

New ADA Sidewalk and Curb Ramp Compliance App

Download it Today



<http://www.vueworks.com/sidewalks-and-curb-ramps-application/>

- Simple to Use
- Download from Apple Store or Google Play
- Collect information at your pace
- Gathers ADA Compliance inventory and condition information
- Location is automatically collected in GIS

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.
