



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, November 4th, 2016

Volume 20, Number 5

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There are 14 Alabama Amendments on this Tuesday's ballot; [HERE](#) are the summaries of the 14 Alabama Amendments. How do the republican and democrat presidential nominees differ on infrastructure? See what the construction industry has to say about it in *Legislative Updates*.

There is a Bicycle Pedestrian Advisory Committee (BPAC) for the Mobile MPO meeting Scheduled for November 16th, (please see *Mobile MPO Updates*). Also, The Mobile MPO *Technical Coordinating / Citizens Advisory Committee will be meeting on November 9th*, followed by a meeting of the *Mobile MPO Policy Board on November 30th*. Please put those dates on your calendars, agendas will go out soon. We are also proposing to update the Mobile MPO Congestion Management Process (CMP), (please see *Mobile MPO Updates*). There are two opportunities for public involvement: City of Mobile Zoning Ordinances rewrite and Broad Street Improvements, please see *In the News*.

Kudos to ALDOT for finishing [this project](#) way ahead of schedule

Have a great weekend! And 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

MPO Meeting 11/30/2016, TCC/CAC meeting this week 11/9/2016

Some of the items on the agenda next week include the CMP (*below*), and the TAP (*below*). Also on the agenda are some minor amendments to the 2016-2019 Transportation Improvement Program:

National Highway Funds

100060153 SR-158 Extension from .5 mile east of Glenwood Road to west of Lott Road move out of TIP from 2019 to 2020; \$18,077,373

Bridge Funds

100064691 PE Replace Bridge on SR16 (US90) westbound over Tensaw –Spanish River; \$707,000; 11/1/2016

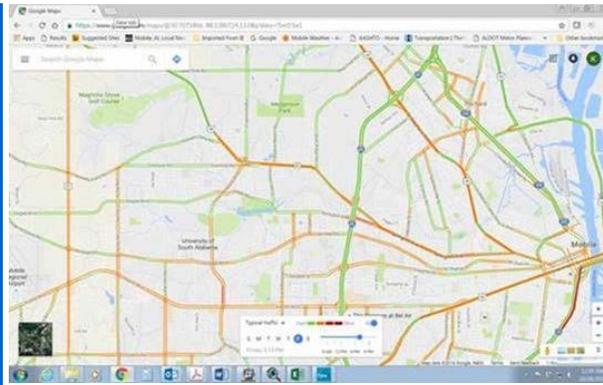
Bicycle and Pedestrian Advisory Committee Meeting 11/16/2016

There will be a Bicycle and Pedestrian Advisory Committee meeting at the GM&O Building in the board room on Wednesday, November 16, 2016 at 12:00 p.m. This will be a bring your own, brown bag lunch meeting. It is open to the public. We will send out the minutes of the previous meeting and a draft agenda soon. If you have anything you would like to be included on the agenda please let us know.

Congestion Management Process (CMP)

One of the items we will be discussing at the upcoming TCC/CAC meeting and MPO Policy Board meeting, is a reinvention of the Mobile Urban Area CMP. Prior to FY 2017, the Mobile CMP was a thorough process for monitoring congestion, developing improvements, and prioritizing improvements; however, it was inefficient, and ineffective. The current federal transportation funding bill, the FAST ACT, has introduced requirements for performance measures for projects and processes. As a performance measure, projects not being implemented through a Congestion Management Process, is an indicator that it is time to reinvent the process.

Below is a Google Traffic snapshot of the "Typical" PM peak periods in the Mobile Urban Area. This is the first iteration of reviews to determine congested arterial corridors. Our intention is create a new funding program out of the STP Attributable Funds at either 10% or \$500,000 for strictly intersection type improvements. These can be new adaptive signals, access management strategies, roundabouts, etc. It has to be additional capacity, as that is what the STP Attributable Funds are for, but the new program would concentrate on intersections. The projects would have to be justified, with performance measures. These performance measures would be included in the project ranking process, and would include a travel time index (free flow / congested speed), a roadway congestion index (capacity index), and a rear-end collisions per mile factor. We have developed this for some corridors and will be presenting them to the TCC/CAC on November 9th.



TIP Projects modified this week

Project : 100052601 (UT)
County : MOBILE
Project Description : MCGREGOR AVENUE WIDENING FROM AIRPORT BOULEVARD TO DAUPHIN STREET AND INSTALLATION OF A ROUNDABOUT AT DAUPHIN STREET
Old Target start date : August 01, 2017
New Target start date : March 01, 2018

Project : 100052600 (RW)
County : MOBILE
Project Description : MCGREGOR AVENUE WIDENING FROM AIRPORT BOULEVARD TO DAUPHIN STREET AND INSTALLATION OF A ROUNDABOUT AT DAUPHIN STREET
Old Target start date : February 01, 2017
New Target start date : May 01, 2017

Project : 100052602 (CN)
County : MOBILE
Project Description : MCGREGOR AVENUE WIDENING FROM AIRPORT BOULEVARD TO DAUPHIN STREET AND INSTALLATION OF A ROUNDABOUT AT DAUPHIN STREET
Old Target start date : November 03, 2017
New Target start date : May 25, 2018

End of the Fiscal Year

We just wrapped up Fiscal Year 2016, and the Mobile MPO had four projects totaling over **\$8.6 Million** authorized to be spent in FY 2016 out of the STP Attributable Funds. Considering we can program \$8.9 Million per year, I would say we are doing pretty good. Those four projects are:

CR-372 (SCHILLINGER RD) ADD LANES FROM SR-42 (US-98) TO SR-217 (LOTT RD), UT, \$243,946
CR-372 (SCHILLINGER RD) ADD LANES FROM SR-42 (US-98) TO SR-217 (LOTT RD), CN \$2,440,547
CR-372 (SCHILLINGER RD) ADD LANES FROM SR-42 (US-98) TO SR-217 (LOTT RD), CN, \$5,105,061
CR-656 (ZEIGLER BLVD) ADD LANES FROM CR-372 (SCHILLINGER RD) TO CR-429 (CODY RD),RW, \$835,000

The MPO met 4 times in FY 2016 approving federal spending in the Mobile Urbanized Area with funds spent at the State's discretion, from: Interstate Maintenance Funds, Surface Transportation Funds, National Highway Funds, High Priority Funding, Bridge Funds and Transportation Alternative Program Funding. The total amount approved by the Mobile MPO to be included in the 2016-2019 Transportation Improvement Program (TIP) was **\$56,781,580**.

Of those funding categories above, there were 37 projects that were already in the TIP that were authorized to be spent in FY 2016 in the Mobile Urbanized Area totaling **\$50,268,574**.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDING

TAP Funding Open Discussion

On September 27th there was an open discussion with the FHWA concerning the Mobile Urban Area Transportation Alternatives Program (TAP) funding. The group talked about the FHWA Certification Recommendation to have a multi-year scheduling of TAP projects. What came out of the meeting, was that there was an agreement to have a two year award for a call for projects that will have a June, 2017 deadline. This call for projects will be for FY 2017 and FY 2018. It will give us the ability to move a project up if another project has fallen behind. There will be no extensions for the Preliminary Engineering to be completed within the two year time frame. Also, the group talked about the criteria that ranks the projects and that a local government can apply for more than one project, but only be funded one per year with the Mobile Urbanized Area TAP (this does not apply to ALDOT TAP). The amount of points given to a project that has multiple funding sources (donated) was also discussed to be decreased.

These modifications to the Transportation Alternatives Program (TAP) process, will be vetted to TCC/CAC and MPO at the upcoming November 9th and November 30th MPO meeting.

South Alabama RPO Updates

SARPC's RPO Program is finalizing the list of the current transportation projects and safety needs for the RPO area. This list is broken

down by County and by Category (roadways, bridges, bike/ped, and transit). If there is anything you would like to add or delete or if there is a project listed that has been completed please let us know.

This list is an amendment to the RPO Transportation Plan and list of safety needs that we update each September. This comprehensive list of projects will be submitted to the Alabama Department of Transportation as a list of prioritized transportation needs for the rural areas of our region.

Further information is available on our [website](#).

Projects Within Region Let November 4th, 2016

Mobile County

None at this time

Baldwin County

- For constructing the Bridge Replacement and Approaches on CR-10 (Keller Road) over Boggy Branch south of Foley. Length 0.063 mi. the Bracket Estimate on this project is from \$294,543 to \$359,997

Escambia County

None at this time

[What's Under Construction?](#)

[Project Status](#)

Legislative Updates

Trump vs. Clinton: How the next president will impact the construction industry

With the presidential election less than a week away, American voters are preparing to make their final decision at the ballot box between Democratic candidate Hillary Clinton and Republican candidate Donald Trump. Regardless of the winner, one major question remains: How will the next president impact the construction industry?

Both candidates have emphasized the need for boosting infrastructure investment during their campaigns, but experts have criticized the plans for lacking detail. Housing issues have received even less attention during this election cycle, as economic policy hasn't seen as much play amid the seemingly endless stream of controversies throughout the campaign. And, of course, even with promises to change policy and pass new legislation, the likelihood that the next administration will easily implement significant reform isn't high.

Here's what we know about each candidate's proposals that would affect construction, as well as industry experts' take on the different approaches.

Infrastructure

The nation's crumbling infrastructure has become a talking point for both major parties during the election. A February American Road and Transportation Builders Association study found that approximately 10% of the nation's bridges were structurally deficient in 2015. In May, the American Society of Civil Engineers reported that the U.S. will lose an estimated 2.5 million jobs and \$4 trillion in gross domestic product over the next decade if it can't overcome the impending \$1.44 trillion deficit in infrastructure funding.

Although Congress passed a five-year, \$305 billion highway bill in December, construction industry groups said the Fixing America's Surface Transportation Act didn't go far enough, as it failed to resolve how Congress will pay for the bill long-term and didn't establish a permanent solution for future infrastructure funding needs.

The candidates' infrastructure plans

Clinton announced her five-year, \$275 billion infrastructure proposal in May and promised to roll it out during her first 100 days in office. Clinton said her plan, which involves establishing a national infrastructure bank to fund major projects, would be "as big — in fact bigger in some ways — than what President Eisenhower did" with the interstate highway initiative, according to The Hill. North America's Building Trades Unions, an alliance of 14 national and international unions, endorsed Clinton in December, soon after she first announced her transportation plan.

Trump revealed his \$1 trillion infrastructure plan in October. Unlike Clinton's infrastructure bank funding approach, Trump's program would be largely funded through private investment, with tax credits going to investors willing to put up an equity stake in revenue-generating projects like toll roads, airports and utilities. Officials said the cost of the tax credit would be offset by employee and company taxes generated by the volume of work.

Continue [HERE](#)

Transportation Members Face Tough Reelection Battles

Election Day is only days away and several key transportation-related members of Congress are in tight reelection battles. House Transportation and Infrastructure Committee Chairman Bill Shuster (RPA) and committee members John Mica (RFL), John Katko (RNY), and Jeff Denham (RCA) all face tight races. Shuster is opposed by a teaparty backed candidate, Art Halvorson, who is running as a

Democrat after losing to Shuster in the Republican primary. If Shuster wins, he promises to continue the push for air traffic control privatization in the 115 th Congress. Interestingly, Representative Sam Graves (RMO), who would seek to replace Shuster as chairman, made recent comments indicating how unlikely this proposal would be in the next Congress. In the Senate, Kelly Ayotte (RNH) is locked in a tossup with New Hampshire Governor Maggie Hassan.

Accelerating the Deployment of Electrical Vehicles and Charging Infrastructure

Today, the Obama Administration announced key steps to accelerate the implementation of electric vehicles and charging infrastructure across the United States. The announcement includes shared goals between the administration, states, localities, and the private sector to advance deployment and improve technology. Twentyfour states and local governments have made commitments that include impressive goals to reduce greenhouse gas emissions, build new charging stations, and electrify their fleets. The White House announcement also highlights USDOT and U.S. Department of Energy (DOE) initiatives that are promoting the adoption of electric vehicles.

Active Transportation Agenda for the Next President

The Partnership for Active Transportation, a collaboration of organizations, has published recommended actions for the next presidential administration to promote the health, safety, and economic vitality of communities nationwide. Their actions include increased investment, prioritizing safety, improving planning, and focusing on transportation networks to create safe and practical routes for pedestrians and cyclists. Organizations can sign on to their agenda before November 10 to recommend their proposed actions to the next administration.

[50 YEARS OF US TRANSPORTATION CHECK IT OUT!](#)

Funding Opportunities

Land and Water Conservation Fund (LWCF) and Recreational Trails Program (RTP)

Workshops

The Alabama Department of Economic and Community Affairs is sponsoring two application workshops on **Tuesday, November 15, 2016**, at the Center for Commerce, 401 Adams Avenue, Montgomery, Alabama in the 7th Floor Auditorium.

The first workshop is for the **Land and Water Conservation Fund (LWCF)**. Registration will begin at 8:00 a.m. and the workshop will begin at 8:30 a.m. and end by 12 noon.

The second workshop is for **Recreational Trails Program (RTP)**. Registration will begin at 12:30 p.m. and the workshop will begin at 1:00 p.m. and end by 5:00 p.m.

Participants can access the Center for Commerce parking deck from the South Decatur Street entrance by entering the code 2133#. Everyone interested in competing for LWCF or RTP grant assistance during this funding cycle is encouraged to attend.

Registration is required. To register for either workshop, please call Kim Martin at (334) 353-3151 or email her at kim.martin@adeca.alabama.gov by Friday, November 4, 2016. Please provide the name(s) of the workshop attendees and the organization they will be representing. The maximum capacity for each workshop is 100. Should registration exceed 100, a second workshop will be scheduled.

The workshops will be accessible to all persons. If you have a disability that requires special services, materials, or assistance please notify Ms. Martin when you preregister. We look forward to working with you during the next funding cycle.

ALDOT TAP FUNDING (deadline December 16th, 2016)

The Alabama Department of Transportation (ALDOT) is soliciting applications for the Transportation Alternatives Program (TAP) for FY 2017.

The TAP application and instructions are located on the ALDOT website at:

http://www.dot.state.al.us/moweb/specialprograms_section.htm

The TAP application is available on this page and on page two (2) of the instructional information is a listing of eligible improvement projects for TAP funding. The deadline for submission of FY 2017 TAP applications including support documentation is Friday, December 16, 2016 at 5:00 p.m.

Some major application requirements of the TAP are:

1. Only cities, towns and county commissions can apply for funding;
2. Due to limited funding, there is a \$400,000 cap on the amount of federal funds that a sponsor can apply for;
3. Only one application can be submitted by an eligible sponsor due to limited funding;
4. The funding ratio for TAP projects is 80% federal funds and 20% sponsor funds. The sponsor is responsible for the cost of required preliminary engineering;
5. Public involvement is optional;
6. Fifty (50) percent of the TAP funds are sub-allocated to the MPO's by population
 1. and fifty (50) percent is distributed to any area of the state by ALDOT ;
7. All TAP projects are selected by a competitive application process administered by ALDOT ;
8. Independent landscaping projects are not eligible;
9. Transportation museums are not eligible;

10. For cities/towns located within the six (6) largest MPO's (Birmingham, Huntsville, Montgomery, Mobile, Columbus, GA, and Pensacola, FL), the TAP funds that are being administered by ALDOT are completely separate from the TAP funds that are dedicated to the aforementioned MPO's.

Please contact Bob Kratzer at (334) 353-6442 if you have questions regarding this matter.

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

Public Works and Economic Adjustment Assistance Programs

Deadline: Rolling

Grants made under these programs will leverage regional assets to support the implementation of regional economic development strategies designed to create jobs, leverage private capital, encourage economic development, and strengthen America's ability to compete in the global marketplace. Through the Federal Funding Opportunity (FFO), the Economic Development Administration (EDA) solicits applications from rural and urban communities to develop initiatives that advance new ideas and creative approaches to address rapidly evolving economic conditions. EDA is employing a new two-phase review process for proposals/applications submitted under this FFO. Proposals will be reviewed by EDA within 30 days of receipt; and following the proposal review, full applications will be reviewed within 60 days of receipt.

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

WEEEEEEeeeeeeeeee, part duh

This is the first time in the history of Transportation Friday E-newsletter that we have a *Just For Fun* carried over from the previous week. It really has been too much fun discussing the variables that go into this formula. So... *Just For Fun*, let's talk about some of the variables.

First, our equation is an extremely complex differential incline plane math/physics problem. Although the parameters say no wind, there is certainly "wind" generated the faster you go down the bridge. This wind will slow our cyclist down. The faster he goes, the more "wind". Although that is not all that is happening. In order to calculate this we need to know not only the area of affected by the wind, but also the angle of the cyclist in reference to the ground. We need the elevation (altitude) of the rider, the humidity and temperature in order to properly calculate the "wind resistance". To make this even more nuts, just like an airplane wing, there are now two different pressures at work, high pressure and low pressure. This pressure gradient has to be introduced. Not only that, the tire itself, even just rolling down a bridge, has a friction associated with it. So, it would be an incomplete formula to assume no slippage due to the tire (our rider has to steer). Further, the center of mass of our 200 lb rider, is at the center of a two spoked wheels. This has to be introduced in order to have complete formula as the mass of a thin rimmed tire, would produce a different speed than a bike that has a "disc" for a tire.

So *Just For Fun*, what other variables have to be introduced in order to have a complete formula? The pen and pencil set are still available....



How fast would a bicyclist be going at the bottom if he/she coasted down the proposed I-10 Mobile River Bridge?

Parameters:

- 3771 foot slope at a 4% grade
- 150 vertical drop (Although the bridge has a vertical clearance of 215 feet, it has other grades at the top and bottom that are not 4%. For simplistic reasons we are only calculating just for slope that has a 4% grade)
- Concrete path
- 200 lb man+bike
- Typical bicycle tires
- Initial velocity = 0, no pedaling
- No wind, 70 degrees, 85 % humidity

Answer is being provided by Dr. Daniel Cyphert of Springhill College and Math Models Inc. Thanks Doc!

In the News

City of Mobile Zoning Ordinance re-write: Open Houses for public input - November 14 – 17

NEW CITY-WIDE ZONING CODE

MAP MOBILE
FRAMEWORK FOR GROWTH

OPEN HOUSES

November 16
West I-65 & north of Airport Boulevard
Mobile Museum of Art, Larkins Auditorium
4850 Museum Drive

November 17
Downtown, the waterfront & adjacent industrial area, Midtown
Shiloh Baptist Church
2756 Old Shell Road

November 15
West I-65 & south of Airport Boulevard
Connie Hudson Senior Center
3201 Hillcrest Road

November 14
I-10 corridor extending south to Dog River
James Seals Recreation Center
540 Texas Street

NOVEMBER 14 - 17, 2016

OPEN HOUSE 3-8 PM | PRESENTATION 6:30 PM

What is the event?
This open house serves as a continuation of Map for Mobile, the City's Comprehensive Plan. The City's current zoning and development ordinances date back to the 1960s, and in order to implement the vision outlined in Map for Mobile, we need to adopt new regulations. These new ordinances will help to preserve, revitalize, and grow the city – enhancing the overall quality-of-life in Mobile.

Why should you attend?
Every property in the city is zoned and subject to regulations which affect land uses, parking, street features, and building design. Your input and feedback will be instrumental as we update these regulations.

What will happen at the open house?
Residents and stakeholders will give their input and ask questions about topics using exercises and informal conversation with the zoning code authors.

SEE MAPFORMOBILE.ORG FOR MORE DETAILS

E-MAIL – MAPFORMOBILE@CITYOFMOBILE.ORG | PHONE – 251-208-5894

Broad Public Involvement Meeting scheduled for November 10, 2016

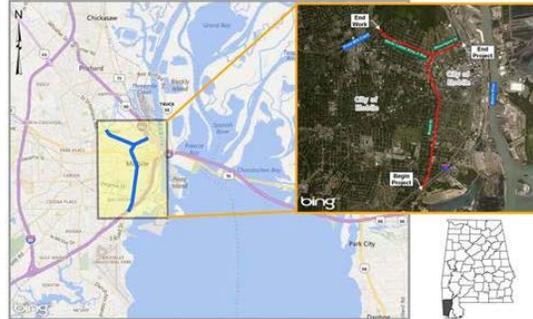
PUBLIC INVOLVEMENT MEETING

Proposed Broad Street Improvements
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
Mobile County, Alabama

City of Mobile Project No. 2015-202-22



Project Number
2015-202-22
Broad Street Improvements
Mobile County



Informal, Walk-in Information Session Format from 5:30 p.m. until 7:30 p.m.
November 10, 2016

4th Floor, International Trade Center
250 North Water Street
Mobile, AL 36602

For Additional Information or For Individuals Requiring Special Assistance Due to Physical
Impairment or Disability Contact:

Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36670
(251) 342-1070

Special assistance requests should be made as soon as possible.

Cars hit fuel economy record in 2015

By [Timothy Cama](#) - 11/02/16 02:37 PM EDT

Cars hit a new fuel economy record in 2015 while outperforming mandated greenhouse gas emissions limits, the Environmental Protection Agency (EPA) said.

Model-year 2015 cars **averaged** a carbon dioxide emissions standard that was 7 grams per mile higher than what the EPA required for that year, which was a 13 gram per mile improvement over the 2014 requirement.

A separate EPA **report** released Wednesday concluded that average fuel economy was 24.8 miles per gallon, 0.5 mpg higher than the previous year.

The EPA held up its reports as proof that the federal government's efficiency and greenhouse gas standards, jointly enforced by the EPA and the Department of Transportation, are working.

"Car buyers can go to the showroom knowing that no matter what kind of vehicle they buy, it will be better for the climate — and their wallets — than ever before," Christopher Grundler, director of the EPA's transportation office, said in a statement. "This report highlights that the industry is providing vehicles that customers want, while reaching new levels of environmental performance."

Automakers have also seen six consecutive years of sales growth, which the EPA cited as evidence that its regulations are not hurting the industry.

Some green groups cheered the EPA's report, saying it shows that the industry will be able to handle a strengthening of the standards, as greens want the agency to do in the coming years.

"If automakers are beating current vehicle emissions standards, why are they trying so hard to fight them?" asked Andrew Linhardt, associate director for federal advocacy at the Sierra Club.

"Now claiming the standards are unrealistic, automakers are trying to pump the brakes on climate progress. But with automakers currently exceeding the standards, it's easy to see the safeguards are reachable and working — our cars are cleaner and more efficient than ever before," he said.

Why amusement park's 'field of dreams' is creating congestion worries for coastal Alabama

By John Sharp | jsharp@al.com

Email the author | Follow on Twitter

on November 03, 2016 at 3:04 PM, updated November 03, 2016 at 3:38 PM

With plan to establish a major amusement park destination, and a vision to deliver a \$250 million economic impact, the newly unveiled OWA development in Foley has been labeled a "field of dreams" for coastal Alabama.

But some public officials worry that the dream could intensify infrastructure headaches in Baldwin County, where roads are routinely congested and classrooms get more crowded with every passing fall. The county, Alabama's fastest-growing, has added more than 21,000 residents since 2010.

"Anytime you have additional folks coming to Baldwin County, we got to make sure we address the infrastructure issues coming with it," said County Commissioner Chris Elliott. "It's really a good problem to have anytime someone is willing to make an investment of this size, at \$500 million. We want to make sure we accommodate that."

Said Jeff Rouzie, director of economic development with the city of Foley: "There is definitely going to be a tremendous amount of more visitors. That's always a concern and it's something we'll have to look at more closely."

'Traffic concerns'

The OWA development is the first major construction project along the Foley Beach Express since the companion [Baldwin Beach Express](#) opened in 2014. Both express roads merge into one another and offer an alternative route for visitors to Alabama's beaches than the often packed Alabama 59.



The four-lane, \$85 million Baldwin Beach Express is pictured on Wednesday August 13, 2014. The highway extends from Interstate 10 to the Foley Beach Express and offers a free-flowing ride from the coastal areas of Baldwin County toward Interstate 10. (file photo)

[County officials have pushed to keep the new \\$86.7 million Baldwin Beach Express road as an easy-flowing expressway](#) to and from Interstate 10. They want it free from any inundation of traffic lights, curb cuts and cluttered commercial activity.

The amusement park, which will feature 20 rides and a giant roller coaster, will be constructed almost adjacent to the Foley Beach Express, which is inside Foley's city limits. The park is expected to be open by Memorial Day weekend.

"Of course there are traffic concerns," Elliott said. "We'll continue working with Foley and make sure we keep a limited access expressway so that it doesn't turn into another Highway 59."



Roller coaster anchoring coastal Alabama theme park

The roller coaster is among 20 rides that could be open as part of the initial phase of the OWA development in Foley.

The casino-savvy Poarch Band of Creek Indians, which is spearheading the OWA project, plans to build a four-lane divided highway leading from the Beach Express into the 520-acre property. But few details about that new road – and when it will be built -- were provided during a Wednesday media event announcing the new project.

Tim Martin, president of the Creek Indian Enterprises Development Authority, said the tribe is coordinating with Foley to mitigate congestion. "Foley is an already-growing area," said Martin. "It won't be as hard as people think. Will it be challenging? Yes. It won't be insurmountable."

Foley Mayor John Koniar said the city would be working with the Alabama Department of Transportation and Baldwin County officials to come up with solutions.

The city already has spent \$2.4 million on constructing a \$12 million extension of Pride Drive, which is a four-lane boulevard extending from Alabama 59 into the development. Most of the project was funded through a state grant.

Vince Calametti, ALDOT's Southwest Region's chief engineer, said the state hasn't discussed any alternative transportation routes associated with the OWA development, or been asked for form traffic projections. "It's not on my radar," he said.

Rouzie said one looming issue for Foley is ALDOT's limited resources for new road projects. Rouzie said the city is responsible for

maintaining seven miles along the Foley Beach Express.

"We spend millions of dollars to keep that road in service," Rouzie said. "We're going to need better roads and infrastructure, there is no question about it."

Calametti said the coastal focus for ALDOT is on a widening of Canal Road in Orange Beach from the Foley Beach Express at The Wharf development – south of the OWA project – toward Alabama 161.

That project, along with two others elsewhere in the county, is scheduled to be financed through \$55 million in oil spill settlement money approved by state lawmakers in September.

Continue [HERE](#)

Gas prices could jump after Alabama pipeline explosion: What to expect at the pump

By Leada Gore | lgore@al.com

Email the author Follow on Twitter

on November 02, 2016 at 12:08 PM, updated November 02, 2016 at 5:22 PM

For the [second time in two months](#), drivers will likely see higher prices at the pump due to a disruption in a key artery that delivers gas to much of the northeast.

One person was killed and seven severely burned in an [explosion Colonial Pipeline gas line](#) in Shelby County on Monday afternoon. The explosion came just a month after a leak along the same pipeline sent gas prices higher and supplies lower along the East Coast.

Experts said the latest disruption could have the same results.

"We were just beginning to recover from the gas price hikes we saw from the pipeline closure in September," [said Garrett Townsend, a spokesman for AAA](#). "The explosion will at least temporarily put a halt to the pump-price dip we've experienced over the past 30 days."

How high gas prices will go remains to be seen. In September, some metro areas saw fuel prices [spike by as much as 26 cents per gallon](#). That [spill dumped up to 8,000 barrels of gasoline](#) – or 336,000 gallons. It's not known how much gasoline was lost during Monday's explosion. The pipeline normally [transports about 1.3 million barrels](#) of gasoline a day from refineries in Houston to hubs in the Southeast and East Coast. The pipeline is expected to be shut down for several days while it is repaired.

In the meantime, consumers can expect gasoline prices on the rise.

On Tuesday, [gas future shot up](#) as much as 15 percent on the New York Mercantile Exchange, the biggest one-day gains in eight years, before settling at \$1.4841 a gallon.

The impact of the explosion doesn't appear to be hitting everywhere yet.

On Tuesday, the price of a gallon of gas in Alabama was averaging \$2.048 per gallon, down 3.3 cents from yesterday. In Georgia, however, prices are up 5.3 cents from yesterday, with metro Atlanta seeing an increase of almost 8 cents. South Carolina prices are up about 2 cents overnight; North Carolina is holding steady. The average price of a gallon of gasoline in Tennessee has risen just over 2 cents overnight, with a 4-cent bump in metro Nashville.

Experts say don't panic as shortage fears persist

Fears over possible gas shortages have mounted as well. Alabama Gov. Robert Bentley and Georgia Gov. Nathan Deal [have both declared states of emergency](#) in the wake of the explosion, clearing the way for increased truck transportation of gasoline.

No shortages have been reported yet and experts at AAA are advising drivers not to rush to the pumps.

"We would encourage drivers not to panic, so don't run to the gas station and start filling up every gas can you can," [AAA spokeswoman Tamra Johnson said](#).

[U.S. 98 Traffic Relief Project Delayed](#) - from the Fairhope Times

Fairhope, Alabama



U.S 98 in Daphne, looking south

"STICKER SHOCK" TO BLAME

At its quarterly meeting last week, the Eastern Shore MPO Policy Board unanimously approved additional funding for the *adaptive traffic signal project* ([click](#)) along Highway 98 from Spanish Fort to Fairhope -- and the date the system is to go live and bring relief to

traffic congestion pushed back to "about nine months to a year from now."

(A metropolitan planning organization (MPO) is a federally mandated and federally **funded** transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities.)

Originally, "late 2016" was the projected completion date.



MPO Policy Board

After bids were solicited twice for the project last Summer, there was only one response from Bagby and Russell Electric Company and that was \$820K over the estimated cost: the deficit is to be made up by \$760K additional MPO funds plus a \$160K match split between ALDOT and Baldwin county (\$80K each).

Higher than expected 'CE and I' (construction engineering and inspection) and administrative cost over ALDOT's estimates were blamed for the over-run; ALDOT's representative Vince Calametti said individual components of the overrun were reviewed and found to be reasonable in this case.

Rather than delaying the project any longer by rejecting the bid and seeking new ones, it was decided to move forward, pay the extra and "try to do better vetting" next time.

When fully operational, control of the 28 separate traffic signals will be from a central location (ALDOT's tunnel station) to facilitate smoother traffic flow (adapt to current road conditions): wait times on side streets may increase somewhat but *overall travel time* should decrease after the system is "tweaked in."

(**Adaptive traffic** control is a **traffic** management strategy in which **traffic signal** timing changes, or adapts, based on actual **traffic** demand.)

OTHER MATTERS

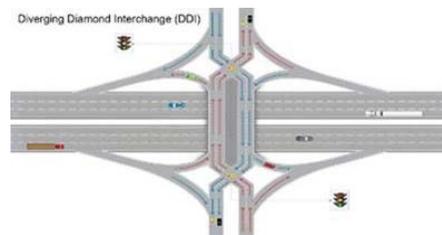
Also, the board voted to add the following to its *visionary list* (a wish list, no funding source identified):

- * A sidewalk along CR 1 south of Mullet Point
- * A roundabout at the CR13/CR44 intersection
- * New sidewalks in Spanish Fort

I-10 / HWY 181 INTERCHANGE PROGRESS REPORT

The divergent diamond interchange proposed for the HWY 181 at Interstate 10 could be installed as early as next April, according to Calametti, but prior to opening there would need to be a public education program about its operation.

Existing traffic signals will remain but traffic flow will switch sides on the bridge to facilitate smoother left turns and reduce accidents.



divergent diamond interchange

Transportation Research

Talking Freight November 2016

Wednesday, November 16, 2016 12:00:00 PM CST - 1:30:00 PM CST

The State Freight Plan FAST Act guidance was published in the Federal Register on October 14, 2016. The guidance outlines the requirements for States to prepare FAST Act-compliant state freight plans, and to ensure they are eligible to continue to obligate the new National Highway Freight Program (FAST Act Section 1116) formula funds after the two-year anniversary of the FAST Act on December 4, 2017. The FAST Act State Freight Plan guidance builds upon the MAP-21 State Freight Plan interim guidance many States used to prepare plans prior to enactment of the FAST Act. In addition to discussing the statutory requirements for state freight plans, the new guidance also provides State Freight Advisory Committee recommendations.

This webinar will provide information to aid States in complying with the FAST Act requirements relating to State Freight Plans and Freight Advisory Committees. Participants are encouraged to ask questions.

[Register Now](#)

TRB Webinar: Safety on Low Volume Roads

TRB will conduct a webinar on Tuesday, November 29, 2016, from 1:00PM to 2:30PM ET that will feature selected papers from TRB's 11th International Low Volume Road Conference, which was held in July 2015. Presenters will discuss traffic signs, treatments of trees on rural roads, and a retroreflectivity field inspection kit.

This webinar was organized by the TRB Standing Committee on Low Volume Roads. Participants must register in advance of the webinar, and there is a fee for non-TRB Sponsor or non-TRB Sustaining Affiliate employees. A certificate for 1.5 Professional Development Hours (PDHs) will be provided to attendees who register and attend the webinar as an individual.

Webinar Presenters

- Paul Carlson, Texas A&M Transportation Institute
- Karla Lechtenberg, University of Nebraska, Lincoln
- Geoff Scott, Cornell Local Roads Program

Moderated by: Ron Eck, West Virginia University

Webinar Outline

1. Can traffic signs be too bright on low volume roads?
2. Cost-effective safety treatment of trees on low volume rural roads
3. Retroreflectivity field inspection kit for local agencies
4. Question and answer session

The first 60 minutes of the webinar will be for presentations and the final 30 minutes will be reserved for audience questions. The Registered Continuing Education Program (RCEP) categorizes this webinar activity as relating to health, safety, and welfare including core technical.

Learning Objectives

At the end of this webinar, participants will be able to:

- Evaluate which types of sign materials can improve safety by reducing glare
- Evaluate methods for managing trees along low volume roads
- Understand methods to comply with standards for sign retroreflectivity through the use of the field inspection kit

Registration Information

There is no fee for employees of TRB Sponsors or TRB Sustaining Affiliates who register using their work email address. In addition to employees of TRB sponsor organizations, the following are eligible to receive complimentary webinar registration:

- TRB and National Academies employees;
- Chairs of TRB standing committees, sections, or groups;
- Members of the media;
- Employees of tribal governments; and
- Members of Congress or their staff.

Other sites must pay \$55 per site. View our pricing page for details.

SAFETY PERFORMANCE MEASURES

The Federal Highway Administration's (FHWA) Office of Safety is pleased to announce the availability of several new resources to help States implement the [Safety Performance Management Measures](#) Final Rule under 23 CFR 490. These resources, available at <http://safety.fhwa.dot.gov/hisp/spm/>, include:

- **State Serious Injury Conversion Tables:** assist States in reporting serious injuries per the Model Minimum Uniform Crash Criteria (MMUCC) 4th Edition attribute for "Suspected Serious Injury (A)." States that do not currently use the MMUCC 4th Edition attribute should use the conversion tables to convert the equivalent data from their State's Motor Vehicle Crash Database. The conversion tables also provide the equivalent definitions for pedestrian and pedalcyclist as defined in the American National Standard Institute (ANSI) D16.1-2007 for States to report the required number of non-motorized serious injuries.
- **Metropolitan Planning Organization (MPO) Safety Performance Measures Fact Sheet:** highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.
- **2018-2019 HSIP Safety Performance Targets Timeline:** provides important dates for the safety performance target process, including coordination, target establishment, reports, and assessment of significant progress.
- **Safety Performance Measures Resources and Support:** provides a list of training opportunities, tools, and capacity-building resources.

Pocket Guide to Transportation Statistics

If you need transportation statistics at a moment's notice – for example, if you want to see a list of the most congested urban areas or if you want to find the busiest Amtrak stations – the Bureau of Transportation Statistics has a solution for you.

As we mark the 50th anniversary of the U.S. Department of Transportation, BTS is introducing its most innovative product yet – a smartphone app for the [Pocket Guide to Transportation](#).



[Click Here to continue reading Introducing the Pocket Guide to Transportation App](#)

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.