

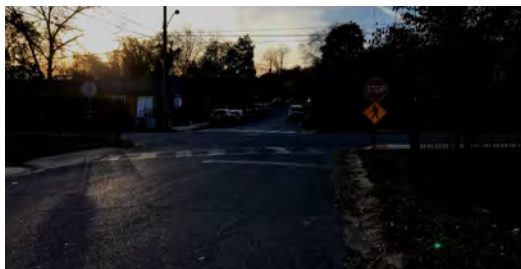


Advanced Planning Report for Central Avenue APPLE Study

RPC Project No. 1289.34

Prepared for
Regional Planning Commission of Greater Birmingham

March 6, 2020



SAIN
ASSOCIATES

Kimley»Horn



Executive Summary

Study Initiation

This study was initiated by the City of Homewood through the Advanced Planning, Programming, and Logical Engineering (APPLE) program developed by the Regional Planning Commission of Greater Birmingham (RPCGB). Recognizing the benefits of a trail in the existing Central Avenue corridor for residents and visitors, the City requested professional planning assistance in evaluating the feasibility of improvements for pedestrians and bicyclists along Central Avenue in the area of 18th Street and 27th Court South. The location of Central Avenue provides an ideal trail location in the City of Homewood since it connects the commercial areas near 28th Avenue South through the Historic neighborhood of Rosedale to the new Spring Park and 18th Street on the northern end of the study area. A map showing the study area is shown in Figure 1.

Purpose for the Study

This study was undertaken to assess the feasibility of improving accommodations for pedestrians and bicyclists along Central Avenue from Valley Avenue and 18th Street to 28th Avenue South. The purpose of this study is to identify improvements and through the development of this report provide stakeholders with information for their use in decision-making. This document summarizes:

- existing conditions,
- the process used to identify potential improvements,
- an evaluation of potential positive and negative impacts to the area and adjacent properties that may be associated with each potential improvement,
- funding options, and
- stakeholder input.

Goal of Study

The primary goal of improving bicycling and pedestrian accommodations within the Central Avenue corridor is to provide continuous connectivity between the existing features located on 28th Street and 18th Street. Additionally, the study area currently experiences cut through traffic from motorists wishing to avoid the signalized intersection of 28th Avenue South and 18th Street South. Consideration was given to preventing cut through traffic within the study corridor.

Improvement Options

For this study, improvement options were segmented into three parts:

- **28th Avenue South to 27th Court South** – Construct a multi-use path along Griffin Creek, connecting with existing sidewalks and bicycle lanes at 28th Avenue

South. Additionally, construct cross sections that better define the existing alleyway and parking at the rear of the existing buildings within this segment.

- **27th Court South to 27th Avenue South** – Convert Central Avenue to a one-way (northbound) street with a multi-use path connecting the adjoining segments.
- **27th Avenue South to 18th Street South** – Construct a multi-use path along Griffin Creek to Spring Park. Further north of Spring Park, construct a path along the dam structure to connect to the sidewalks along 18th Street South.

Stakeholder Involvement

A kickoff meeting was held on September 27, 2019, at Homewood City Hall. Representatives from the RPCGB, the City of Homewood, Kimley-Horn, and Sain Associates were present to discuss the objectives of the study and current conditions of the study area.

Another meeting was held on December 9, 2019, at Homewood City Hall. Representatives from the RPCGB, the City, Kimley-Horn, and Sain Associates were present to discuss potential alternatives for improvement within the study area as well as this study's relation to existing documents and adjacent projects.

Next Steps

If the City chooses to move forward with implementing any or all of the identified improvements using federal funds, the next step would be to request inclusion of a project in the upcoming Birmingham MPO Transportation Improvement Plan for Fiscal Years 2024 – 2027. Once funds are in place for a project an environmental document will need to be prepared. The environmental document must include technical studies and public involvement outreach necessary to comply with procedures of the National Environmental Policy Act (NEPA). Once the environmental study has been completed, design would be finalized, followed by construction. If it is determined that additional right-of-way is required, acquisition would be conducted prior to construction.

If the City chooses to implement improvements using only local funding, this will allow expedited design and construction, fewer plan reviews, and less environmental documentation required.

Table of Contents

1	Introduction.....	4
1.1	Purpose of the Study	4
1.2	Goal of Study.....	4
1.3	Study Approach.....	4
2	Existing Conditions.....	6
2.1	Description of the Study Area	6
2.2	Geometrics	8
2.3	Field Observations.....	10
2.4	Bicycle and Pedestrian Accommodations	14
3	Existing Documents and Adjacent Projects	17
3.1	18 th Street Revitalization	17
3.2	Vulcan Trail.....	17
3.3	Heart of Homewood Plan.....	18
4	Environmental Features	19
4.1	Historic Assets.....	19
4.1.1	The National Register of Historic Places (NRHP)	19
4.1.2	Alabama Register of Landmarks and Heritage (ARLH)	19
4.1.3	Alabama Historic Cemetery Register (ACHR)	19
4.1.4	Homewood Historical Preservation Society (HHPC)	19
4.1.5	Jefferson County Historical Association (JCHA).....	19
4.1.6	Jefferson County Historical Commission (JCHC)	20
4.2	Section 4(f) Properties	21
4.3	Threatened and Endangered Species	21
4.4	Streams and Wetlands	21
4.5	Prime and Unique Farmlands.....	22
4.6	Hazardous Materials Properties.....	22
4.7	Environmental Justice	22
4.8	Utilities	23
5	Improvement Options	24
5.1	Section A: 28 th Avenue South to 27 th Court South.....	24
5.2	Section B: 27 th Court South to 27 th Avenue South	26

5.3	Section C: 27 th Avenue South to 18 th Street South	27
5.4	Section D: 18 th Street South to Valley Avenue	29
5.5	Opinions of Probable Cost	30
6	Accessibility	31
7	Funding Sources	31
	Federal Funding.....	31
	State Funding.....	32
	Local Funding	32
8	Stakeholder Involvement	33
9	Next Steps.....	33

Appendices

Appendix A – Study Area Right-of-Way Map
Appendix B – USFWS Threatened and Endangered Species
Appendix C – National Wetlands Inventory
Appendix D – EPA Environmental Justice Screening Tool Summary
Appendix E – Proposed Improvement Concepts
Appendix F – Opinions of Probable Cost
Appendix G – FY 2021 TAP Application and Guidelines

List of Figures

Figure 1: Study Area Location Map	5
Figure 2: Study Area Land Use Map.....	7
Figure 3: Conceptual Drawing of the 18th Street Revitalization Project	17
Figure 4: Excerpt from Heart of Homewood Plan showing Greenway and Pocket Park. 18	
Figure 5: Mapping of Rosedale Historic District from Approved NRHP Application.....	20
Figure 6: Proposed Improvements for Section A and Section B	24
Figure 7: Proposed Typical Section of Central Avenue (Section A)	25
Figure 8: Proposed Typical Section of 27th Terrace South.....	26
Figure 9: Proposed Typical Section of Section B	27
Figure 10: Proposed Improvements within Section C	28
Figure 11: Proposed Typical Section across Dam	28
Figure 12: Section D Connection Alternatives.....	29
Figure 13: Concept of 18th Street South Road Diet.....	30

List of Tables

Table 1: Socioeconomic Overview.....	23
Table 2: Opinions of Probable Cost Proposed Improvements.....	31
Table 3: Funding Options.....	31

List of Photos

Photo 1: Looking south along Central Avenue at 26th Avenue South.....	8
Photo 2: View of the Central Avenue northbound approach to 27th Avenue South.....	9
Photo 3: View of Central Avenue southbound approach to 27th Court South.....	9
Photo 4: Looking north along the portion of Central Avenue serving as rear-access to businesses.....	10
Photo 5: Looking south along the portion of Central Avenue serving as a rear-access alley for businesses.....	11
Photo 6: Looking southbound along Central Avenue between 27th Avenue South and 27th Court South.....	11
Photo 7: View of the Central Avenue southbound approach to 27th Avenue South.....	12
Photo 8: View of crosswalk on the south side of the 26th Avenue South intersection with Central Avenue.....	12
Photo 9: Looking northbound along Central Avenue at its intersection with 25th Terrace South.....	13
Photo 10: Level path across dam structure near 18th Street South.....	14
Photo 11: Crosswalk and pedestrian signage on Central Avenue at Spring Park.....	15
Photo 12: Sidewalk along the north side of 27th Court South just east of Central Avenue.....	16
Photo 13: Looking southbound along Central Avenue at its intersection with 26th Avenue South.....	16
Photo 14: Spring Park Facilities on the eastern side of Central Avenue.....	21
Photo 15: Griffin Creek.....	22

1 Introduction

This study was initiated by the City of Homewood through the Advanced Planning, Programming, and Logical Engineering (APPLE) program developed by the Regional Planning Commission of Greater Birmingham (RPCGB). Recognizing the benefits of a trail in the existing Central Avenue corridor for residents and visitors, the City requested professional planning assistance in evaluating the feasibility of improvements for pedestrians and bicyclists along Central Avenue in the area of 18th Street South and 27th Court South. The location of Central Avenue provides an ideal trail location in the City of Homewood since it connects the commercial areas near 28th Avenue South through the Historic neighborhood of Rosedale to the new Spring Park and 18th Street on the northern end of the study area. A map showing the study area is shown in Figure 1.

1.1 Purpose of the Study

This study was undertaken to assess the feasibility of improving accommodations for pedestrians and bicyclists along Central Avenue from Valley Avenue and 18th Street to 28th Avenue South. The purpose of this study is to identify improvements and through the development of this report provide stakeholders with information for their use in decision-making. This document summarizes:

- existing conditions,
- the process used to identify potential improvements,
- an evaluation of potential positive and negative impacts to the area and adjacent properties that may be associated with each potential improvement,
- funding options, and
- stakeholder input.

1.2 Goal of Study

The primary goal of improving bicycling and pedestrian accommodations within the Central Avenue corridor is to provide continuous connectivity between the existing features located on 28th Avenue South and 18th Street South. Additionally, the study area currently experiences cut through traffic from motorists wishing to avoid the signalized intersection of 28th Avenue South and 18th Street South. Consideration was given to preventing cut through traffic within the study corridor.

1.3 Study Approach

The study consisted of a two-stage process. The first stage included an evaluation of the existing conditions, a review of past studies, and definition of constraints within the study area. The second stage included an in-depth evaluation of potential improvements.

Traffic data was obtained from a previous study and a qualitative analysis of the existing conditions was prepared. A detailed, quantitative traffic analysis was deemed

unwarranted due to the land use of the study area and the study's focus on cyclists and pedestrians. A base map was prepared using aerial images and available GIS data. All information was compiled and evaluated to define the needs of the corridor and identify constraints and opportunities for improvement. A field review was performed as part of stage one. This field review consisted of observing peak hour traffic patterns and investigating what impacts various improvement options would have to the study area.

For stage two, an evaluation of future conditions was conducted and potential improvements were identified. Bicycle and pedestrian improvements were evaluated relative to their ability to address the purpose and need for the potential project.



Figure 1: Study Area Location Map

2 Existing Conditions

2.1 Description of the Study Area

The study segment of Central Avenue is located to the northwest of downtown Homewood and stretches from its current intersection with 28th Avenue South north toward 18th Street South; however, Central Avenue does not have an existing direct connection to 18th Street South. The property that fronts 18th Street South at the northern terminus of the study corridor is currently vacant but has held commercial land uses in the past. 18th Street South is a heavily traveled street connecting downtown Homewood to Valley Avenue and downtown Birmingham via Richard Arrington Boulevard. The City of Birmingham is planning the installation of bicycle and pedestrian accommodations at the intersection of 18th Street South and Valley Avenue.

Central Avenue's existing paved travel way varies from 20 to 30 feet in width. The right-of-way for Central Avenue varies throughout the corridor between 50 and 100 feet. Appendix A provides mapping of the study area's right-of-way. Despite a lack of roadway connection to 18th Street South, the existing right-of-way continues north east through a wooded ravine and connects with 18th Street South.

In the southern section of the corridor (see Figure 2) the land use adjacent to Central Avenue consists of light commercial development; however the majority of the corridor lies within the Rosedale community. A city park, Spring Park, is also located along Central Avenue just south of 25th Terrace South, and several churches are located near or adjacent to Central Avenue. Griffin Creek also parallels Central Avenue throughout the study area. A sidewalk was recently constructed on one side of the roadway from 29th Terrace South to 27th Avenue South. South of 27th Terrace South, the roadway transitions from a traditional residential street to an alleyway containing back accesses to businesses.

There are two side streets, 26th Avenue South and 27th Avenue South, that provide direct connection between Central Avenue and 18th Street South. These two connections and their close proximity to 18th Street South create opportunities for motorists to avoid the signalized intersection of 18th Street South and 28th Avenue South by using Central Avenue as a cut-through route through the Rosedale neighborhood.

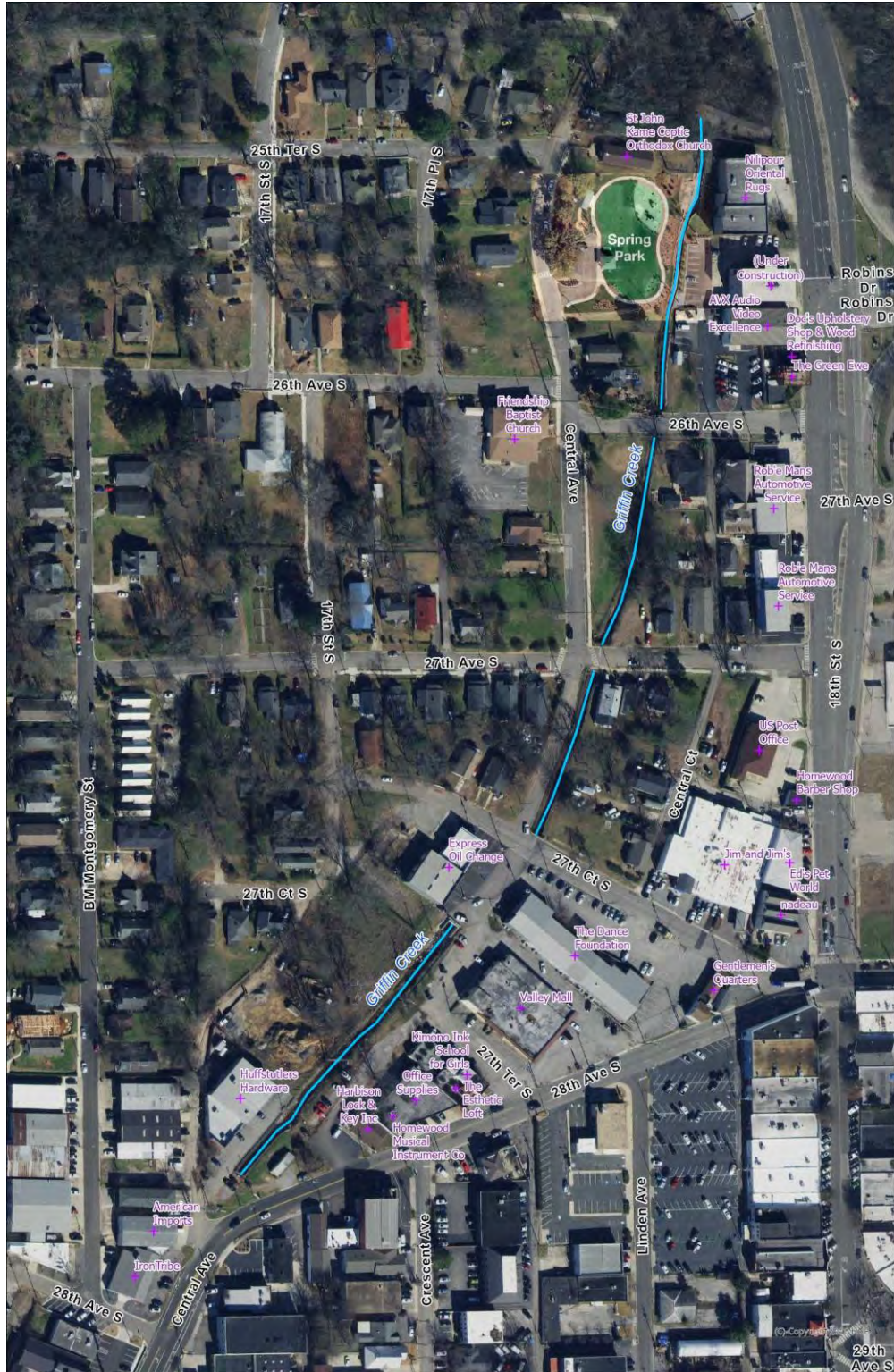


Figure 2: Study Area Land Use Map

2.2 Geometrics

Central Avenue is a two-lane roadway and is classified as a local street. It is located entirely in the City of Homewood. The study segment has a 25 MPH speed limit and contains a five-foot (5) wide sidewalk that crosses Central Avenue multiple times between 27th Avenue South and 25th Terrace South. Each Central Avenue intersection with 25th Terrace South, 26th Avenue South, and 27th Avenue South is an all-way stop-controlled (AWSC) intersection. The intersection of Central Avenue and 26th Avenue South is an offset intersection along Central Avenue, measuring approximately 55 feet from centerline to centerline. Photo 1 shows a view of the Central Avenue intersection with 26th Avenue South.



Photo 1: Looking south along Central Avenue at 26th Avenue South

The Central Avenue intersection with 27th Court South is currently a two-way stop-controlled (TWSC) intersection. Central Avenue varies in width from approximately 20 feet of pavement width at its narrowest point just south of 27th Avenue South to approximately 27.5 feet of pavement width between 26th Avenue South and 27th Avenue South. Photo 2 displays the narrow section of pavement on the Central Avenue northbound approach to 27th Avenue.



Photo 2: View of the Central Avenue northbound approach to 27th Avenue South

South of 27th Court South, Central Avenue currently functions as a rear-access alley to several commercial establishments and varies in width. This segment of Central Avenue is only partially paved. The portion of Griffin Creek that is located parallel to Central Avenue flows in an open channel, concrete or riprap lined drainage ditch. At its closest point Griffin Creek is located approximately three (3) feet from Central Avenue near 27th Court South. Photo 3 shows the Central Avenue southbound approach to 27th Court South and the fence protecting the Griffin Creek channel. Photo 4 displays the segment of Central Avenue that serves as a rear-access alley to businesses. The right-of-way in this section spans Griffin Creek and the unpaved parking areas shown.



Photo 3: View of Central Avenue southbound approach to 27th Court South



Photo 4: Looking north along the portion of Central Avenue serving as rear-access to businesses

2.3 Field Observations

A field review was performed on Wednesday, November 13, 2019 from 2:30 to 5:00 PM and Thursday, November 14, 2019 from 7:30 AM to 8:30 AM. No noteworthy motor vehicle queues were observed within the study area.

Vehicular traffic in the study area varies but generally consists of local traffic from the businesses and homes. There is a considerable flow of vehicles along 28th Avenue South and 18th Street South. It should be noted that if a vehicular connection was made through the study section it could attract substantial cut-through traffic from the bordering roadways. It is the goal of this project to avoid attracting through vehicles.

Section A: 28th Avenue South to 27th Court South

The first section begins at the end of the existing Central Avenue corridor where it becomes 28th Avenue South. For most of this section, Griffin Creek is exposed and runs along the west side of the right-of-way. The remaining portion of the right-of-way serves various purposes such as back-access driveways to businesses, undefined parking, loading docks, and general access. The challenges in this section include:

- Maintaining stability of the creek bank
- Defining the access to businesses
- Creating areas for green space and landscaping
- Connecting the trail to existing bicycle and pedestrian facilities to the south

The portion of Central Avenue serving as a rear-access alley is shown in Photo 5.



Photo 5: Looking south along the portion of Central Avenue serving as a rear-access alley for businesses

Section B: 27th Court South to 27th Avenue South

The middle section in the study area is the shortest, spanning less than 300 feet. Within the right-of-way Central Avenue is a two-lane residential street. The paved area varies in width from 20 feet to 24 feet. It is bordered by Griffin Creek on the eastern side with only a small buffer from the road. The western side of the road fronts residential properties and contains utility poles. These conflicts create significant challenges in constructing a path within the existing right-of-way. Photo 6 shows this segment of Central Avenue looking southbound at the limited pavement width, utility constraints, and the fence protecting Griffin Creek.



Photo 6: Looking southbound along Central Avenue between 27th Avenue South and 27th Court South

27th Avenue South to Spring Park

Beginning at 27th Avenue South Central Avenue deviates away from Griffin Creek. A sidewalk exists along one side of the roadway but its width does not allow it to serve both pedestrians and bicycles. According to current tax maps, the creek is on private property through this section spanning three different property owners. To maintain the path's position alongside the creek in this section, acquisition of right-of-way would be necessary. Photo 7 shows the Central Avenue southbound approach to 27th Avenue South. The sidewalk located along the east side of Central Avenue is shown in Photo 8. The sidewalk crosses Central Avenue at its intersection with 26th Avenue South.



Photo 7: View of the Central Avenue southbound approach to 27th Avenue South



Photo 8: View of crosswalk on the south side of the 26th Avenue South intersection with Central Avenue

Spring Park to Valley Avenue

North of Spring Park, Central Avenue comes to a dead end and serves only a couple of residential driveways. Photo 9 displays Central Avenue from 25th Terrace South to its dead end where much of the existing pavement width is used by residents for parking. The right-of-way continues beyond the roadway through a heavily wooded area crossing a ravine that includes Griffin Creek.



Photo 9: Looking northbound along Central Avenue at its intersection with 25th Terrace South

A dam is located just north of Spring Creek. The dam, which can be seen in Photo 10, has a relatively flat top that is approximately 12 feet in width. It is unclear when the dam was constructed but conversation with a local business owner confirms the dam was in place in 1987. The dam has an approximate 72 inch outfall structure. Preliminary review of the drainage area (approximately 250 acres) indicates that the outfall pipe is designed for a 25-year storm. There is some storage volume in front of the dam which does reduce the peak flows in the creek, but not considerably. The area has been previously studied and the 100-year flood elevations have been established in this area. Griffin Creek is jurisdictional and would require a United States Army Corps of Engineers (USACE) permit if disturbed. Any filling in the 100-year floodplain could negatively impact the adjacent structures and may require a Letter of Map Revision with the Federal Emergency Management Agency (FEMA). Making modifications outside the 100-year floodplain would be less impactful and would not require permitting with USACE or FEMA.



Photo 10: Level path across dam structure near 18th Street South

The area upstream of the dam area is overgrown and Griffin Creek transitions from a concrete lined drainage ditch to a more natural creek bed with very steep slopes. It is not feasible to extend a multi-use path on the east side of Griffin Creek due to the steep slopes and close proximity of retaining walls. Additionally, there are large water lines servicing the water tank located near the Jefferson County board of education. There also appears to be sanitary sewer lines that are located in and that cross Griffin Creek.

Extending the multi-use path on the west side of Griffin Creek would also be challenging due steep slopes and available space. There is limited room between the water tank and Griffin Creek which would require the path to cross the fenced parking lot of the Jefferson County Board of Education in order to connect to the existing sidewalk located on the west side of 18th Street South.

2.4 Bicycle and Pedestrian Accommodations

Within the Rosedale community, many streets contain sidewalks at least on one side of the roadway. Central Avenue has a five-foot (5) wide sidewalk stretching from 25th Terrace South to 27th Avenue South. The sidewalk along Central Avenue has a number of connections to other pedestrian facilities, most notably to Spring Park and the sidewalks along 18th Street South. Recently completed sidewalk construction along Central Avenue is outfitted with new signage, which is shown in Photo 11. There are no sidewalks in the study area south of 27th Terrace South until 28th Avenue South where both sidewalks and dedicated bicycle lanes exist.



Photo 11: Crosswalk and pedestrian signage on Central Avenue at Spring Park

For cyclists, the aforementioned bicycle lanes are the only existing dedicated bicycle facility near the study area. Except for in-travelway use along 18th Street South, cyclists lack connectivity to downtown Birmingham and Valley Avenue. Improvements to connect the existing bicycle lanes along Central Avenue south of the study area to Spring Park and the future Vulcan Trail (see Section 3.2) would establish a key route for cyclists traveling between Homewood, Rosedale, and downtown Birmingham.

For the area north of 27th Avenue South, pedestrian connectivity is satisfactory due to many dedicated sidewalks that connect the Rosedale community to downtown Homewood. Pedestrian facility improvements on the southern part of the study area beyond 27th Terrace South would further aide in the connectivity of the network as a whole. Photo 12 shows an example of the sidewalk connectivity deficiencies in the southern portion of the study area; a sidewalk along the north side of 27th Court South terminates without reaching any destination or other logical terminus. In the northern portion of the study area, Central Avenue is well connected to the existing sidewalk network, as seen in Photo 13. This image shows the view of Central Avenue looking southbound at its intersection with 26th Avenue South.



Photo 12: Sidewalk along the north side of 27th Court South just east of Central Avenue



Photo 13: Looking southbound along Central Avenue at its intersection with 26th Avenue South

3 Existing Documents and Adjacent Projects

Several documents were reviewed to evaluate the existing conditions of the study area. This section summarizes the documents that were reviewed.

3.1 18th Street Revitalization

A project to install streetscaping, on-street parking, and sidewalks is underway for 18th Street South from 28th Avenue South to Rosedale Drive (see Figure 3). These improvements lie just north of existing downtown Homewood and will 'extend' the downtown northward. Occurring simultaneously is the construction of a hotel on the northeast corner of 18th Street South and 28th Avenue South. This hotel will be a strong catalyst to continue the expansion of downtown to the north along the east side of 18th Street South.

As it relates to this project, it is inferred that this expansion will create pressure on the west side of 18th Street South to redevelop. The Central Avenue corridor can help contextualize any redevelopment serving as a local pedestrian connection away from 18th Street South and on the back side of the properties. Furthermore, the path can help serve as an additional buffer between the commercial uses fronting 18th Street South and the Rosedale neighborhood to the west.



Figure 3: Conceptual Drawing of the 18th Street Revitalization Project

3.2 Vulcan Trail

The City of Birmingham is currently in the design phase of a road diet for Richard Arrington Jr. Boulevard that will extend from Birmingham's south side (16th Avenue South), up Red Mountain to Vulcan Park and Valley Avenue. This project will create an important multimodal connection between Birmingham and Homewood. The Central Avenue project therefore has the opportunity to extend this connection further south into Homewood.

3.3 Heart of Homewood Plan

The Regional Planning Commission of Greater Birmingham (RPCGB) developed a downtown master plan for the City of Homewood that recommends numerous improvement opportunities (see Figure 4). In the area of this study it identified a number of items. Most notably, the study identified some project opportunities that fall within the study area. The first is the Griffin Creek greenway. This recommended project serves as much of the inspiration for the concepts shown in this report. Another project identified in the study includes a pocket park on vacant land adjacent to the corridor on the southern end of the study area.

Figure 4.26: Potential Griffin Creek Greenway and Rosedale Pocket Park Location Map



Figure 4: Excerpt from Heart of Homewood Plan showing Greenway and Pocket Park

4 Environmental Features

A search of documents, databases, a field review, and compilation of GIS data was performed to analyze existing conditions and identify environmental features. This section further discusses the gathered data.

4.1 Historic Assets

A search of various databases was performed to identify any known historic properties. This section summarizes this research. To verify the historic and/or archeological importance of the area, a full cultural resources report should be prepared should the City opt to utilize federal monies to fund improvement projects within this area.

4.1.1 The National Register of Historic Places (NRHP)

A search of the NRHP shows that the majority of the study area is located within the Rosedale Historic District. The district was entered in the National Register in March of 2004. The district is roughly bound by 18th Street South, B.M. Montgomery Street, and 28th Avenue South. Figure 5 shows the Rosedale Historic District mapping cited within its approved NRHP registration form. There are 143 contributing resources and 34 non-contributing resources. According to the NHRP map, Central Avenue is within the Rosedale Historic District boundary from 27th Court South to just north of 25th Terrace South.

The applicable National Register criteria qualifying a property for listing is that the “property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

4.1.2 Alabama Register of Landmarks and Heritage (ARLH)

There are no properties within the study area recorded on the Alabama Register of Landmarks and Heritage.

4.1.3 Alabama Historic Cemetery Register (ACHR)

There are no cemeteries within the study area recorded on the Alabama Historic Cemetery Register.

4.1.4 Homewood Historical Preservation Society (HHPC)

No listing was found for the recently-certified local government program for the City of Homewood.

4.1.5 Jefferson County Historical Association (JCHA)

On their website, the JCHA lists the Rosedale community as a historic marker location.

4.1.6 Jefferson County Historical Commission (JCHC)

The JCHC is the certified local government program for the County, but no list or resource is housed on their website.



Figure 5: Mapping of Rosedale Historic District from Approved NRHP Application

4.2 Section 4(f) Properties

The U.S. Department of Transportation Act of 1996 included a Section 4(f) which provided for consideration of park and recreation areas, wildlife and waterfowl refuges, and historic sites during transportation project development. Although this Act is now implemented by the Federal Highway Administration (FHWA) through the regulation 23 Code of Federal Regulations (CFR) 774, Section 4(f) is still used to describe the above mentioned property types. The Rosedale Historic District listed on the NRHP and Spring Park are considered Section 4(f) properties. A portion of the facilities at Spring Park are shown in Photo 14. However, issues associated with Section 4(f) properties are not anticipated due to the nature of improvement options.



Photo 14: Spring Park Facilities on the eastern side of Central Avenue

4.3 Threatened and Endangered Species

A search using the US Fish and Wildlife Service's IPaC Information for Planning and Consultation database revealed a list of known or expected threatened or endangered species located within the study area. There are several species of bats, clams, flowering plants, and migratory birds potentially located within the study area which could be impacted by activities in the study area, but no critical habitats are located within the study area. The full list of species can be found in Appendix B. Based on this information, a Threatened and Endangered Species survey would be required should the City opt to utilize federal monies to fund improvement projects within this area.

4.4 Streams and Wetlands

Per the National Wetlands Inventory, there is one known riverine habitat within the study area, Griffin Creek, which travels through the open channel to the east of Central

Avenue. A Streams and Wetlands study will likely be required if Griffin Creek is traversed or impacted. The fenced-in open channel carrying Griffin Creek is shown in Photo 15. Appendix C contains the National Wetlands Inventory map of the study area.



Photo 15: Griffin Creek

4.5 Prime and Unique Farmlands

A search of the Natural Resources Conservation Service's Web Soil Survey reveals that there are no prime or unique farmlands located within the study area.

4.6 Hazardous Materials Properties

A search of the Alabama Department of Environmental Management's (ADEM) *Cleanup Properties Inventory* database and GIS Inspector tool was performed. Per these sources, there are no known hazardous materials sites located within the study area. Should the City elect to move forward with improvements using Federal or State money, a hazardous materials clearance letter will have to be obtained from ALDOT's Environmental Technical Section (ETS).

4.7 Environmental Justice

Environmental Justice (EJ) is a component of the National Environmental Policy Act (NEPA) that seeks to ensure that all socio-economic groups share in the benefits and burdens of Federal transportation projects. Two areas of environmental justice that frequently become a concern are areas with a high minority population or areas where the majority of the inhabitants are members of low income households. Table 1 provides a brief overview of the socioeconomic demographics of the study area as shown in the Environmental Protection Agency's (EPA) EJ Screen Tool, which identifies statistical

information regarding typical environmental justice community identifiers. Additional data for the City of Homewood was obtained from the 2017 American Community Survey (ACS) Five-Year Estimates dataset. Appendix D contains the summary of the area provided by the EPA's EJ Screen Tool.

The minority population of the selected study area is less than that of the City of Homewood; however, the NRHP application for the Rosedale Historic District noted that the African-American cultural history in the community was and is significant. Rosedale was historically known as a minority community that fought to exist throughout the 1900's in the face of several threats to its geographical locale. In addition to the significant cultural history in the area, the percentage of households living below the poverty level is much higher than that of the City of Homewood. The population with less than high school education is higher than that of the City of Homewood. For these reasons, the study area does fall within an environmental justice community, and any improvements should not create disproportionately adverse effects on the community of Rosedale. Adverse effects are unlikely due to the nature of the improvements centering on pedestrian and bicycle mobility, but the proper steps outlined by the EPA for community involvement on projects should be followed.

Table 1: Socioeconomic Overview

Socioeconomic Overview	Selected Study Area	City of Homewood
Population Total	516	25,678
Minority Population	18%	20%
% Households Living Below Poverty Level	25%	7%
Population with Less Than High School Education	8%	3%

4.8 Utilities

Various utilities exist within the study corridor and include overhead power, water, sanitary sewer, and gas. The overhead power lines consist of both distribution and transmission lines. Improvement concepts presented in this report take into account these utilities and effort was made to minimize the impact to distribution lines and avoidance of the transmission poles due to the increased costs associated with relocation of these features.

5 Improvement Options

This study explored improvement opportunities in the area that would utilize existing right-of-way to create a path for pedestrians and bikes. The goal is to provide full connectivity for both modes from one end of the route to the other. As a combined multi-use trail, it is recommended that a 10 foot asphalt or concrete path be implemented along the route. There are several challenges in both constructability and in incorporating the facility within the confines of existing right-of-way, existing structures, terrain, street crossings, and Griffin Creek. For the purposes of this study, the overall study area was divided into four different subsets based on existing roadway cross section and land use along Central Avenue. The improvement options for each of these sections have been developed in consideration of the constraints and needs of each. These sections are described below.

Because each section contains specific challenges, they can be implemented together or separately through phases. Higher resolution versions of each conceptual figure are available in Appendix E of this report.

5.1 Section A: 28th Avenue South to 27th Court South

The proposed improvements for Section A include implementing a 10-foot multi-use trail along the bank of Griffin Creek through the study section. Figure 6 shows the main components of this concept.



Figure 6: Proposed Improvements for Section A and Section B

28th Avenue South Intersection

The existing bike lanes and sidewalks along 28th Avenue South would be extended to connect to the trail. This includes reversing the parking adjacent to IronTribe Fitness to be on-street angled parking, which would create room for a sidewalk adjacent to the building. A new crosswalk with high-visibility crosswalk markings would be installed across 28th Avenue South to connect the trail to the existing sidewalk network.

The Federal Highway Administration's Safe Transportation for Every Pedestrian (STEP) standards provides countermeasures that can aid in the reduction of pedestrian fatalities at uncontrolled crossing locations and un-signalized intersections. For a roadway with characteristics like 28th Avenue South, STEP recommends that the installation of high-visibility crosswalk markings, parking restrictions on the crosswalk approaches, adequate nighttime lighting, and crossing warning signs be considered. An active crossing signal such as a rectangular rapid flashing beacon (RRFB) is not required by STEP for the scenario presented by the 28th Avenue South crossing; however, given the location of the proposed crossing, it is recommended that this crossing include an active an RRFB along with the high-visibility crosswalk markings. The RRFB includes a button that when activated triggers flashing strobes to alert drivers to the presence of a pedestrian or bicycle.

Along the Creek

Adjacent to Griffin Creek, the trail would be constructed as a 10-foot concrete pathway. Engineering studies would need to verify the stability of the creek bank to ensure the longevity of the pathway. At the end of the creek the path would cross the access road and continue adjacent to the Dance Foundation property. It is recommended that this crossing be constructed as a raised crosswalk to improve the safety of the crossing for users and further discourage the roadway as a cut-through option for the neighborhood. Throughout Section A, the opportunity for landscaping is provided with the addition of raised islands. The proposed typical section within Section A of Central Avenue is shown in Figure 7.

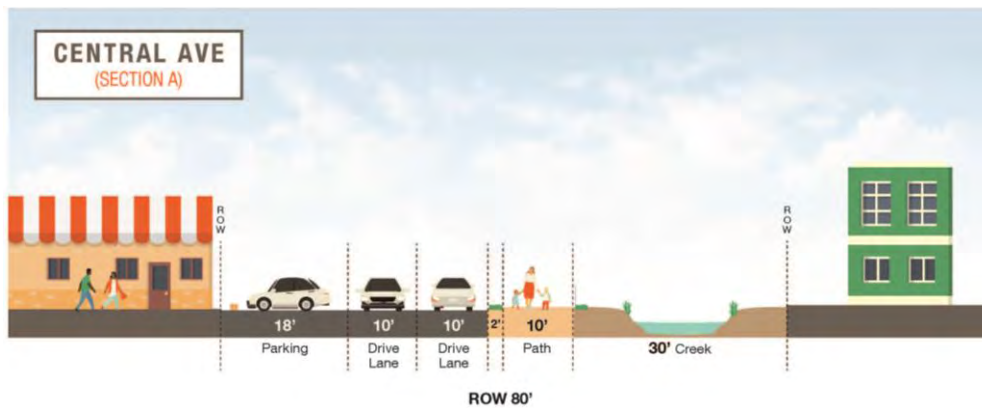


Figure 7: Proposed Typical Section of Central Avenue (Section A)

Access Roadways

With the ample right-of-way in this section, it is recommended that an access road be constructed along the eastern side of the trail. This will allow a clear definition for vehicle pathways and help create better connectivity for the businesses between 27th Court South and 28th Avenue South. Furthermore, it is recommended that the area located within the existing right-of-way of 27th Terrace South be improved to better delineate the city street as a roadway with on-street parking and sidewalks. These improvements would help improve access to the adjacent businesses. Figure 8 displays the proposed typical section of 27th Terrace South between 28th Avenue South and Central Avenue.

By installing the access road and improving 27th Terrace South, the opportunity is created to modify the 27th Court South access at 28th Avenue South. The 27th Court South leg of this intersection creates a safety and operational issue due to its proximity to the 18th Street South intersection with 28th Avenue South. Although, the 27th Court South access to 28th Avenue South is signed to prohibit left turns, there is no physical barrier to impede the movement. Installing sidewalk and directional islands would convert the 27th Court South access to a true right-in only configuration and create the opportunity to provide additional parking, approximately nine (9) spaces. During the installation of the directional islands, delivery truck operations should be taken into account.

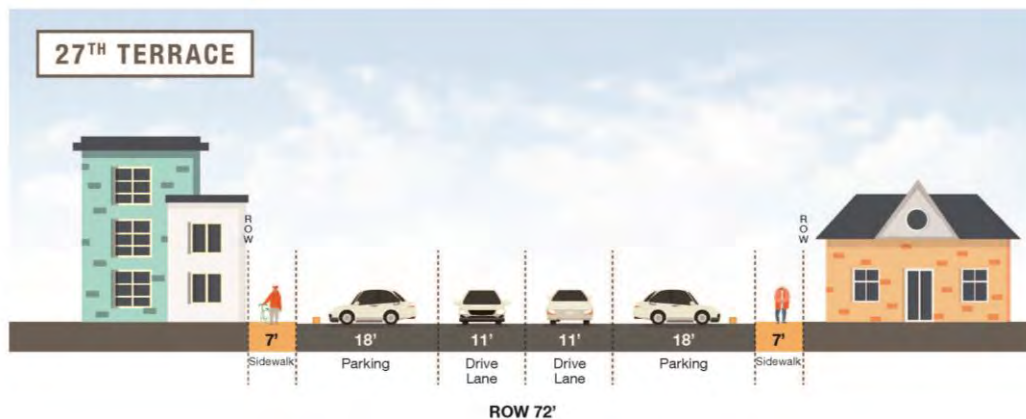


Figure 8: Proposed Typical Section of 27th Terrace South

5.2 Section B: 27th Court South to 27th Avenue South

To continue the trail through Section B, a modification to the Central Avenue roadway must be implemented. Due to constraints presented by existing right-of-way, homes, and Griffin Creek, it is recommended this block of Central Avenue be converted to a one-way street in the northbound direction. The conversion would allow enough room for a multi-use path to be installed without acquiring additional right-of-way or impacts to Griffin Creek. It would also discourage neighborhood cut-through traffic. The

reduction in vehicle connectivity is compensated for by the existing grid network and parallel streets such as 17th Street South.

In this section the multi-use trail would be constructed on top of the existing asphalt roadway creating a new curb at the roadway edge. In the wider section, a grassed or landscaped buffer could be provided between the path and the new curb. The proposed typical section for Section B of Central Avenue is shown in Figure 9.

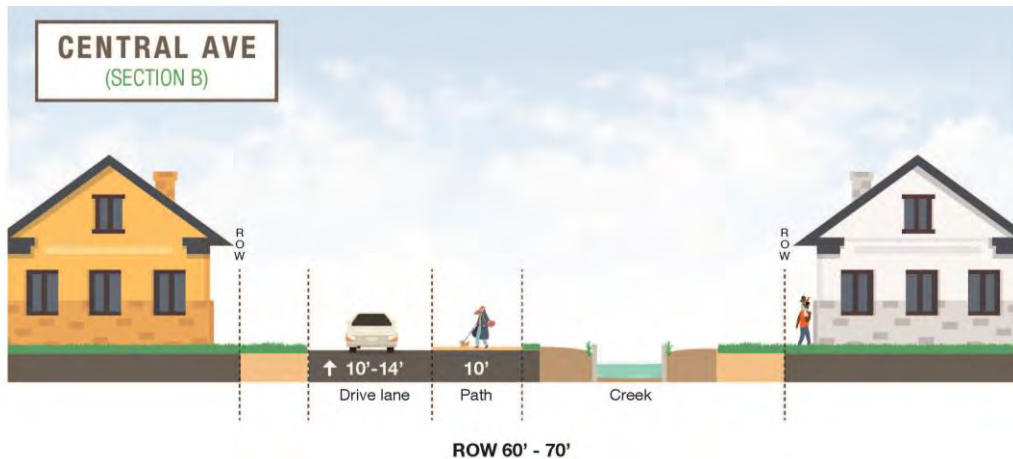


Figure 9: Proposed Typical Section of Section B

5.3 Section C: 27th Avenue South to 18th Street South

Section C was further divided into Section C1 (27th Avenue South to Spring Park) and Section C2 (Spring Park to 18th Street South).

Section C1 – Without Right-of-Way Acquisition

North of Section 2, the only route for connectivity that does not involve right-of-way acquisition would require using the existing sidewalk for pedestrians and installing signage/stripping directing bikes to use the Central Avenue roadway. While this is an acceptable method to create a connection between Section B and Spring Park, it does not create the level of connectivity or the livability intended by this effort or previous visions such as the Heart of Homewood Plan.

Section C1 – With Right-of-Way Acquisition

Creating a better connection to Spring Park by utilizing private property would require the acquisition of a section measuring approximately 20 feet on the western side of Griffin Creek. This width would provide the needed space to construct the 10-foot multi-use trail next to the creek while also creating enough space for landscaping and trees. North of the creek, the path will intersect Spring Park on the southeast corner. It is recommended that a specific location for bicycle parking is provided at this location. Figure 10 displays the improvements proposed for Section C in the event of right-of-way acquisition.



Figure 10: Proposed Improvements within Section C

Section C2 – Spring Park to 18th Street South

Capitalizing on the opportunity that the top of the existing dam provides is one of the key components of Section C2. This flat surface created by the dam allows for a clear path between 18th Street South and the existing Central Avenue corridor. The 10-foot path would be centered on top of the dam. In order to utilize the dam for the trail, installation of asphalt or concrete along with an ADA approved handrail would be required. Figure 11 shows the typical section of the proposed path along the top of the dam.

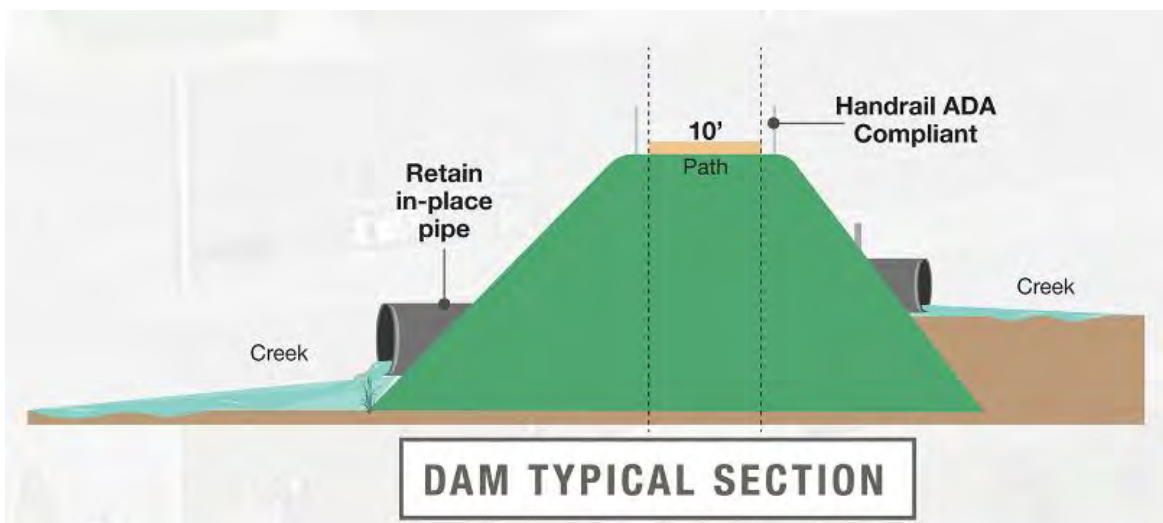


Figure 11: Proposed Typical Section across Dam

Sidewalk Extension

The existing sidewalk along Central Avenue should be extended north to connect to the pathway installed on top of the dam. This connection will complete the connection between 18th Street South and Section B without the need for additional right-of-way acquisition.

Park Connection

In the event the multi-use trail is implemented in Section C1 through the acquisition of right-of-way, a connection between Spring Park and the exiting dam should be considered. This connection would not only provide a more direct connection to the park and the proposed trail system, but it would also create the final link through the study area for an off-roadway multi-use trail for the entire length. The connection will contend with the slope of the dam and most likely necessitate a switchback along the face of the dam in order to meet ADA slope limitations for the pathway.

5.4 Section D: 18th Street South to Valley Avenue

As mentioned in the existing conditions section of this report the City of Birmingham is currently in the design phase of a road diet along Richard Arrington Jr. Boulevard that would create a multi-use path from downtown Birmingham to the Homewood city limits (Valley Avenue). This will leave a natural gap between the path proposed in this project and the end of the future Vulcan Trail project. Filling this gap with a high-quality connection would create continuous bike and pedestrian connection from Five Points South in Birmingham to Central Park in Homewood. In an effort to vision possible connections between the two projects the following options were explored through a cursory evaluation (see Figure 12).



Figure 12: Section D Connection Alternatives

Alternate A utilizes the existing 18th Street South right-of-way to incorporate a multi-use path adjacent to the existing roadway to connect pedestrians and bicyclists to the north. In order to fit the project within the existing right-of-way, 18th Street South would require a road diet reducing the 4-lane undivided section to a 3-lane section. A concept of this proposed cross section is presented in Figure 13.

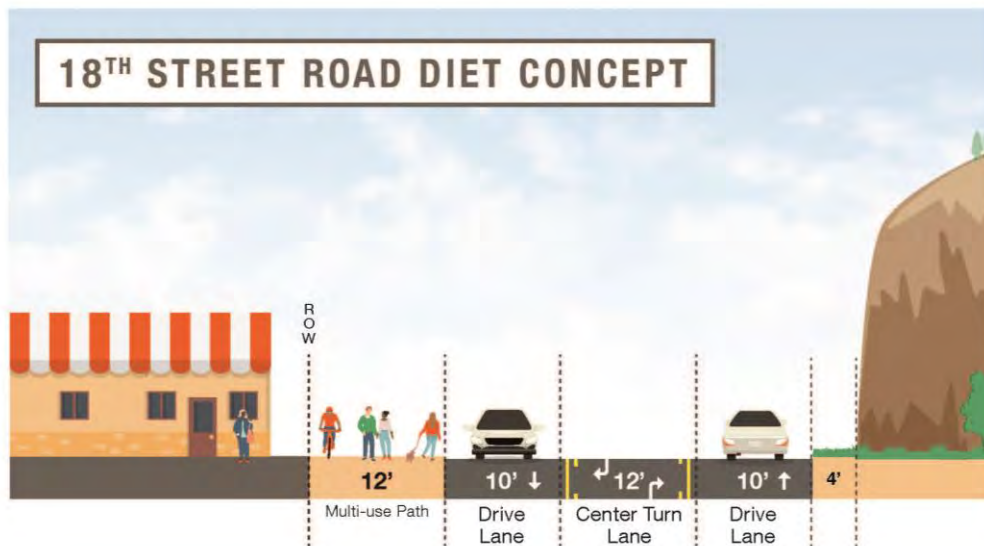


Figure 13: Concept of 18th Street South Road Diet

Alternate B follows the existing Central Avenue right-of-way past where the current roadway dead ends. Meandering along the Griffin Creek it would eventually connect near the Jefferson County Board of Education building. While this path follows a fairly direct path it does present some challenges with the terrain running alongside the creek and the extensive utilities, some of which are exposed. Additionally, it would most likely require an easement or right-of-way acquisition near the existing water tank.

Alternate C requires the least amount of new construction since it would utilize the existing neighborhood roadways, the connection to the north would share the road for bikes while pedestrians would separate and use the sidewalk along 18th Street South. This route is not only the least direct route for cyclists; it also requires the same coordination across and around the Jefferson County Board of Education property.

5.5 Opinions of Probable Cost

All costs included in this report are planning level costs and assume project utilizes only local funding will be used to install the improvements. Roadway items including sidewalk were estimated based on engineering experience and bid tabulations from recent ALDOT projects. Table 2 provides a cost summary for each section of improvements and Appendix F provides detailed estimates of opinions of probable cost.

Table 2: Opinions of Probable Cost Proposed Improvements

Improvement Section	Opinion of Probable Cost
Section A	\$520,000
Section B	\$130,000
Section C1 (no ROW)	-
Section C1 (w/ ROW)	\$270,000
Section C2	\$700,000

6 Accessibility

Per the Americans with Disabilities Act (ADA), facilities located within the public right-of-way must provide accessibility for all users including those with disabilities. The United States Access Board has developed proposed guidelines for pedestrian facilities in public rights-of-way. These guidelines are more commonly referred to as *Public Rights-Of-Way Accessibility Guidelines* or PROWAG. Per PROWAG, design, construction, and any alteration of pedestrian facilities within public rights-of-way, including local rights-of-way, must be made accessible for pedestrians with disabilities. Although PROWAG has not yet been officially adopted by the United States Department of Justice, it is the standard recognized by ALDOT. Once PROWAG is officially adopted it will be mandatory that the guidelines set forth by the United States Access Board be implemented into projects located within public rights-of-way.

7 Funding Sources

Costs associated with the design and construction of the proposed improvements could exceed the City's current available resources. This section discusses funding sources that are available to aid in design and construction. Federal programs are administered by the Alabama Department of Transportation. Table 3 details funding sources, the category of the source and type of project for which the funding can be used.

Table 3: Funding Options

Funding Source	Category	Match Type
Transportation Alternatives Program (TAP)	Federal	80% Federal / 20% City
Recreational Trail Program (RTP)*	Federal	80% Federal / 20% City
Rebuild Alabama Act – Annual Grant Program	State	Up to 100% State
Local Municipality	Local	100% Local

*not currently available

Federal Funding

The Transportation Alternatives Program (TAP) is an 80% Federal/20% Local match program continued through the Fixing America's Surface Transportation (FAST) Act. TAP

funding is available for projects defined as transportation alternatives. Example of transportation alternatives include the following scenarios: on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhance mobility, community improvement activities such as historic preservation and vegetation management, environmental mitigation related to stormwater and habitat connectivity, recreational trail 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 divided highways. Tap funding can be pursued through an application with RPCGB and ALDOT. The same application can be used for submittal to ALDOT and RPCGB. The application deadline for ALDOT is May 15, 2020 and the deadline for RPCGB is May 22, 2020. The total amount of federal participating funding for a project is capped at \$800,000 (\$640,000 federal/\$160,000 local match). The application and guidelines are included in Appendix G and can be found at the below link.

<https://www.dot.state.al.us/ltweb/operations/index.html>

https://www.fhwa.dot.gov/environment/transportation_alternatives/

The Recreational Trail Program (RTP) is a federal program that is administered by the Alabama Department of Economic and Community Affairs (ADECA). Currently, Congress has not authorized funding for new projects; however, funding is anticipated to be appropriated in the near future. Once funding becomes available, ADECA will host an application workshop. In previous cycles, the RTP has allowed varying maximum grant amounts based on the trail type (\$200,000 for non-motorized, single-use trails; \$400,000 for non-motorized, diverse-use trails). Applicable permissible uses include: development of urban trail linkages; development of trailside and trailhead facilities; acquisition of easement for trail use; and construction of new trails.

https://www.fhwa.dot.gov/environment/recreational_trails/

State Funding

The Rebuild Alabama Act authorizes the ALDOT Annual Grant Program, a \$10 million fund, for which cities and counties may apply. Additionally, the Program provides the opportunity for cities and counties to partner with the State on larger projects where adequate local funding may not be available. There is not a specified or required match for local governments to take on, but any funds that local governments can leverage to team with ALDOT to fund a project could play a role in the decision making process. Up to \$250,000 per project can be awarded from this fund, and funds must be used for construction or a federal match when construction is imminent.

Local Funding

The City has the option to fund the design and construction of their preferred alternative using only local funds. Choosing this route allows the project design and construction to have shorter timelines and the potential for reduced project costs since

fewer plan reviews would be required and City guidelines will govern the project design. It is also possible that the City could team with another local municipality to share the cost burden. The timeline for a locally funded project is estimated at 2-4 years.

8 Stakeholder Involvement

A kickoff meeting was held on September 27, 2019, at Homewood City Hall. Representatives from the RPCGB, the City of Homewood, Kimley-Horn, and Sain Associates were present to discuss the objectives of the study and current conditions of the study area.

Another meeting was held on December 9, 2019, at Homewood City Hall. Representatives from the RPCGB, the City, Kimley-Horn, and Sain Associates were present to discuss potential alternatives for improvement within the study area as well as this study's relation to existing documents and adjacent projects.

9 Next Steps

If the City chooses to move forward with implementing the preferred alternative at each location using federal funds, the next step would be to request inclusion of a project in the upcoming Birmingham MPO Transportation Improvement Plan (TIP) for Fiscal Years 2024 – 2027. It is possible for the City to have a project included in the current TIP; however, the MPO has advised that the current available funding has been allocated and maximized.

Once funds are in place for a project an environmental document will need to be prepared. The environmental document must include technical studies and public involvement outreach necessary to comply with procedures of the National Environmental Policy Act (NEPA). Once the environmental study has been completed, design would be finalized, followed by construction. If it is determined that additional right-of-way is required, acquisition would be conducted prior to construction. If the City chooses to implement improvements using only local funding, this will allow expedited design and construction, fewer plan reviews, and less environmental documentation required.

Appendix A
Study Area Right-of-Way Map

Right of Way Measurements

Right-of-Way Widths

50

60

70

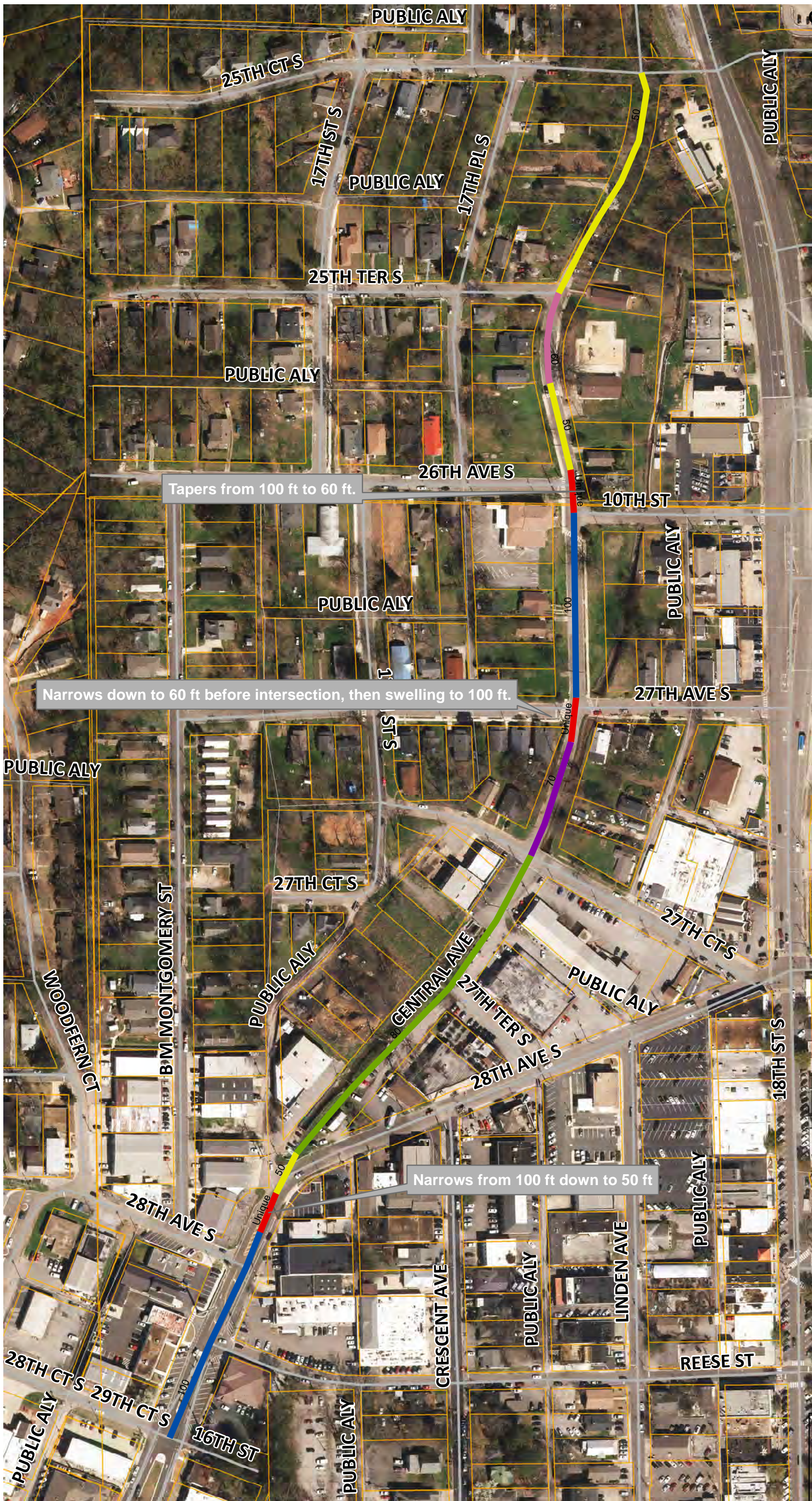
80

100

Unique

Parcel

These measurements were created using paper tax maps provided by Jefferson County as of the year 2017. It is a rough estimate on the Right of Ways for this area. For true representation a surveyor must be used.



THE INFORMATION ON THIS DRAWING WAS COMPILED FROM SEVERAL SOURCES AND SHOULD ONLY BE USED FOR GERAL INFORMATION AND ORIENTATION. THIS DRAWING IS THE PROPERTY OF THE CITY OF HOMEWOOD AND ITS USE BY ANYONE FOR ANY PURPOSE OTHER THAN THAT SPECIFICALLY

Appendix B

USFWS Threatened and Endangered Species

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Jefferson County, Alabama



Local office

Alabama Ecological Services Field Office

☎ (251) 441-5181

📠 (251) 441-6222

1208 B Main Street
Daphne, AL 36526-4419

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information.
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
Gray Bat <i>Myotis grisescens</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/6329	Endangered
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/9045	Threatened

Clams

NAME	STATUS
Alabama Moccasinshell <i>Medionidus acutissimus</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/7287	Threatened
Finelined Pocketbook <i>Lampsilis altilis</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/1393	Threatened

Orangenacre Mucket <i>Lampsilis perovalis</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/1980	Threatened
Ovate Clubshell <i>Pleurobema perovatum</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/5430	Endangered
Southern Clubshell <i>Pleurobema decisum</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/6113	Endangered
Triangular Kidneyshell <i>Ptychobranthus greenii</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/4396	Endangered
Upland Combshell <i>Epioblasma metastriata</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/317	Endangered

Flowering Plants

NAME	STATUS
Georgia Rockcress <i>Arabis georgiana</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/4535	Threatened
Tennessee Yellow-eyed Grass <i>Xyris tennesseensis</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/6010	Endangered

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the

Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Aug 31
Cerulean Warbler <i>Dendroica cerulea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 27 to Jul 20
Kentucky Warbler <i>Oporornis formosus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 20
Prairie Warbler <i>Dendroica discolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Jul 31
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31
Yellow-bellied Sapsucker <i>sphyrapicus varius</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8792	Breeds May 10 to Jul 15

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20

for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.

- The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (🟡)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

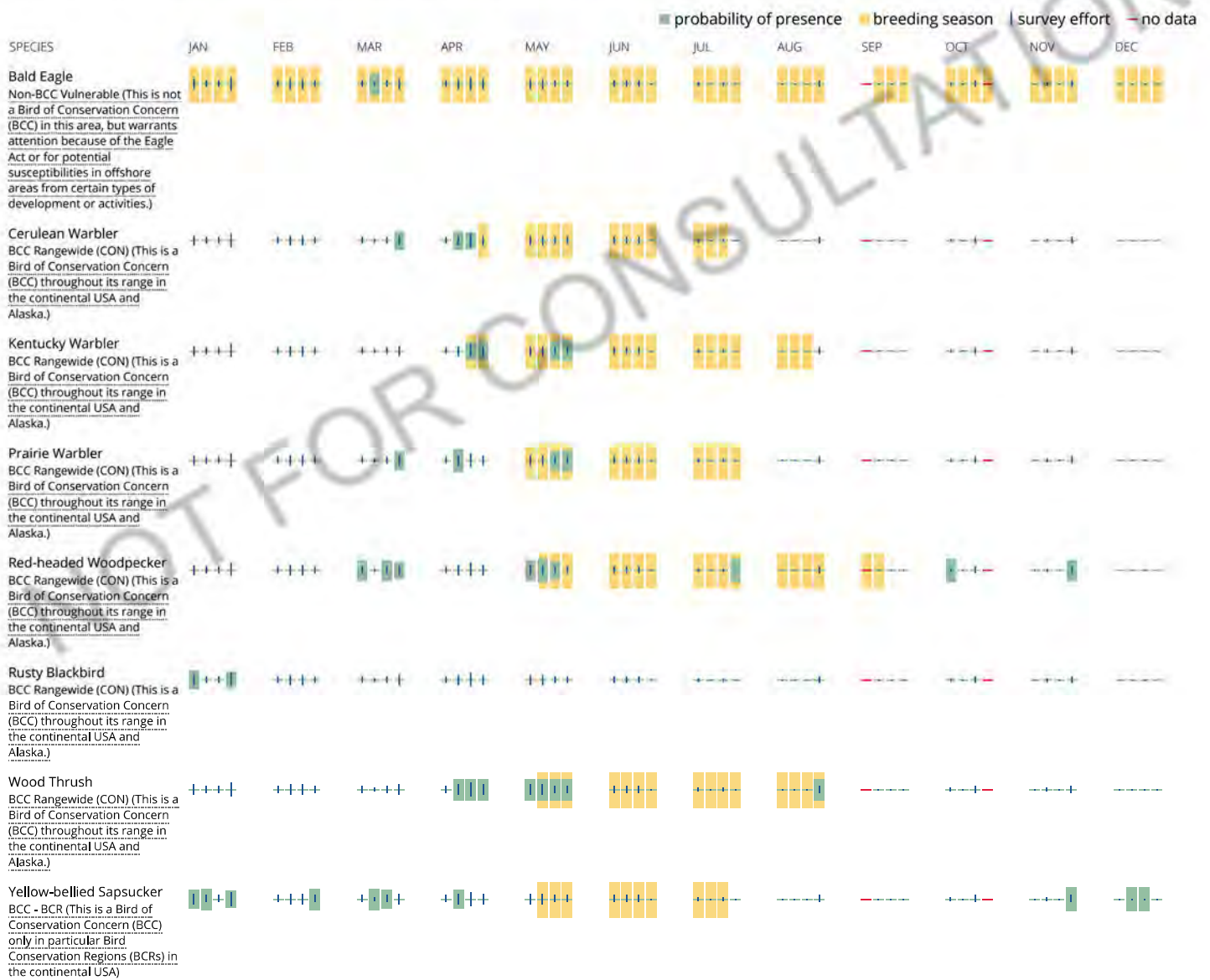
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your

project area, view the Probability of Presence Summary. [Additional measures](#) and/or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

RIVERINE

[RSUBH](#)

A full description for each wetland code can be found at the [National Wetlands Inventory website](#)

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

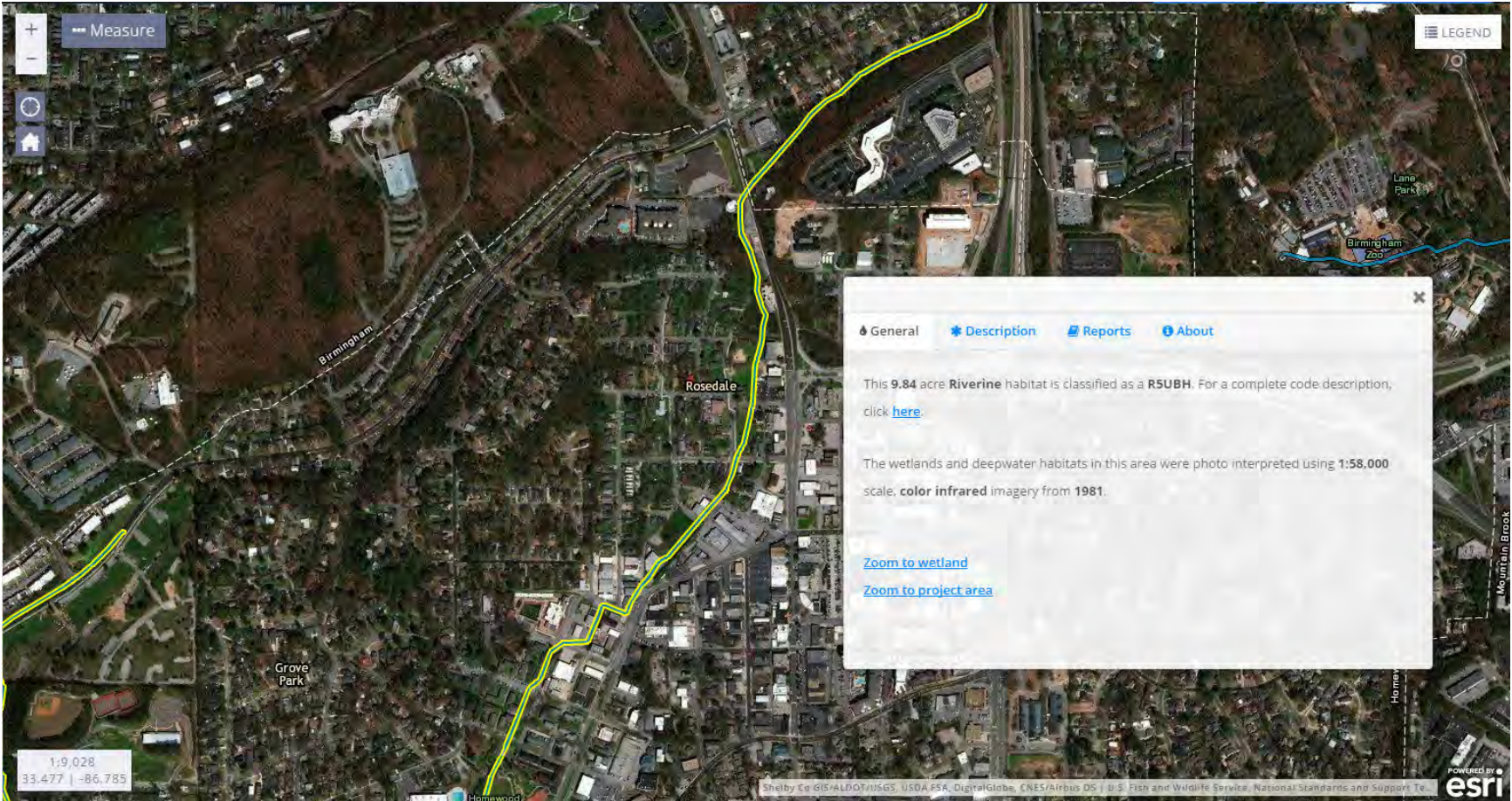
Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Appendix C
National Wetlands Inventory



[General](#)
[Description](#)
[Reports](#)
[About](#)

This **9.84** acre **Riverine** habitat is classified as a **R5UBH**. For a complete code description, click [here](#).

The wetlands and deepwater habitats in this area were photo interpreted using **1:58,000** scale, **color infrared** imagery from **1981**.

[Zoom to wetland](#)
[Zoom to project area](#)

1:9,028
33.477 | -86.785

Shelby Co GIS/ALDOT/USGS, USDA FSA, DigitalGlobe, CNES/Airbus DS | U.S. Fish and Wildlife Service, National Standards and Support Te

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Appendix D

EPA Environmental Justice Screening Tool

Save as PDF



EJSCREEN Report (Version 2019)

the User Specified Area

ALABAMA, EPA Region 4

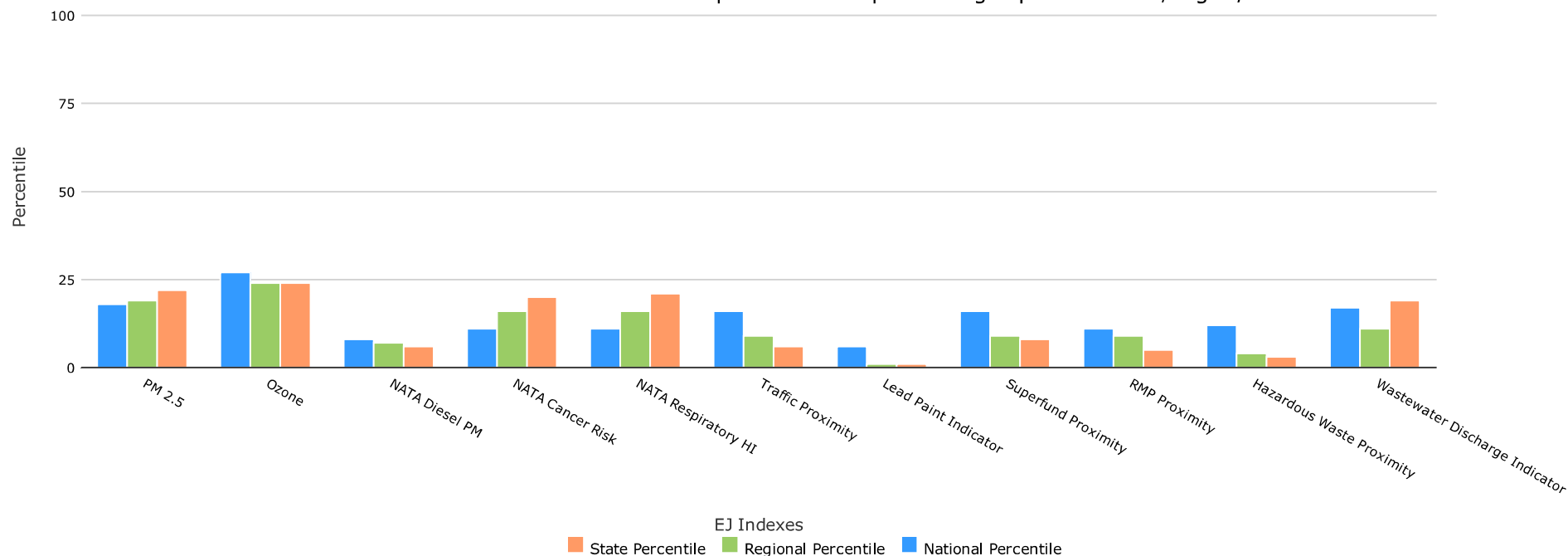
Approximate Population: 516

Input Area (sq. miles): 0.12

Central Avenue APPLE Study - Environmental Justice Screening

Selected Variables	Percentile in State	Percentile in EPA Region	Percentile in USA
EJ Indexes			
EJ Index for Particulate Matter (PM 2.5)	22	19	18
EJ Index for Ozone	24	24	27
EJ Index for NATA* Diesel PM	6	7	8
EJ Index for NATA* Air Toxics Cancer Risk	20	16	11
EJ Index for NATA* Respiratory Hazard Index	21	16	11
EJ Index for Traffic Proximity and Volume	6	9	16
EJ Index for Lead Paint Indicator	1	1	6
EJ Index for Superfund Proximity	8	9	16
EJ Index for RMP Proximity	5	9	11
EJ Index for Hazardous Waste Proximity	3	4	12
EJ Index for Wastewater Discharge Indicator	19	11	17

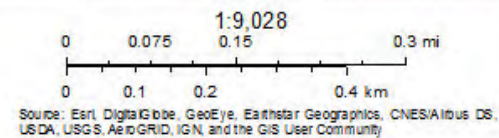
EJ Index for the Selected Area Compared to All People's Blockgroups in the State/Region/US



This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.



November 15, 2019



Sites reporting to EPA

Superfund NPL	0
Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)	0

Selected Variables	Value	State		EPA Region		USA	
		Avg.	%tile	Avg.	%tile	Avg.	%tile
Environmental Indicators							
Particulate Matter (PM 2.5 in $\mu\text{g}/\text{m}^3$)	11.3	9.75	99	8.59	99	8.3	96
Ozone (ppb)	44.3	41.2	82	40	71	43	55
NATA* Diesel PM ($\mu\text{g}/\text{m}^3$)	0.88	0.346	98	0.417	90-95th	0.479	90-95th
NATA* Air Toxics Cancer Risk (risk per MM)	53	43	98	36	95-100th	32	95-100th
NATA* Respiratory Hazard Index	0.74	0.65	81	0.52	95-100th	0.44	95-100th
Traffic Proximity and Volume (daily traffic count/distance to road)	340	220	83	350	73	750	59
Lead Paint Indicator (% pre-1960s housing)	0.57	0.18	94	0.15	94	0.28	80
Superfund Proximity (site count/km distance)	0.12	0.054	91	0.083	83	0.13	72
RMP Proximity (facility count/km distance)	0.75	0.41	84	0.6	75	0.74	69
Hazardous Waste Proximity (facility count/km distance)	1.2	0.39	91	0.52	88	4	68
Wastewater Discharge Indicator (toxicity-weighted concentration/m distance)	0.0013	2.5	61	0.45	78	14	68
Demographic Indicators							
Demographic Index	21%	36%	26	38%	25	36%	33
Minority Population	18%	34%	37	38%	31	39%	34
Low Income Population	25%	39%	27	37%	30	33%	41
Linguistically Isolated Population	0%	1%	72	3%	51	4%	45
Population with Less Than High School Education	8%	15%	31	13%	38	13%	45
Population under Age 5	2%	6%	12	6%	13	6%	11
Population over Age 64	6%	16%	6	16%	10	15%	13

*The National-Scale Air Toxics Assessment (NATA) is EPA's ongoing, comprehensive evaluation of air toxics in the United States. EPA developed the NATA to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that NATA provides broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the NATA analysis can be found at: <https://www.epa.gov/national-air-toxics-assessment>.

For additional information, see: www.epa.gov/environmentaljustice (<http://www.epa.gov/environmentaljustice>)

EJSCREEN is a screening tool for pre-decisional use only. It can help identify areas that may warrant additional consideration, analysis, or outreach. It does not provide a basis for decision-making, but it may help identify potential areas of EJ concern. Users should keep in mind that screening tools are subject to substantial uncertainty in their demographic and environmental data, particularly when looking at small geographic areas. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports. This screening tool does not provide data on every environmental impact and demographic factor that may be relevant to a particular location. EJSCREEN outputs should be supplemented with additional information and local knowledge before taking any action to address potential EJ concerns.

Appendix E
Proposed Improvement Concepts



Extend sidewalk and bike lanes to connect

Central Avenue

Griffin Creek

10' multi-use trail

A

Access Roadway

Raised Crosswalk

Bike lane extension

Install RRFB

One-way Central Ave

B

Griffin Creek

28th Avenue S

27th Terrace

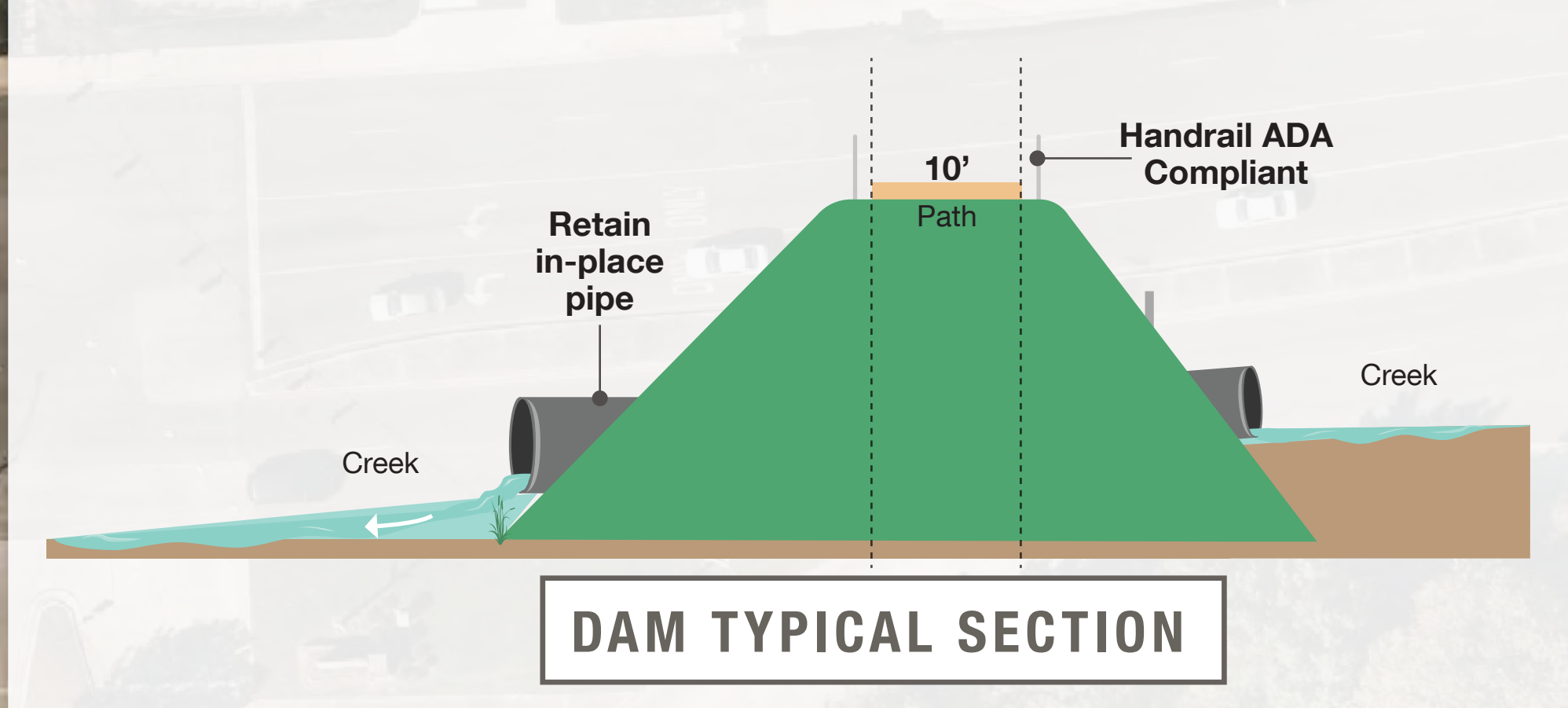
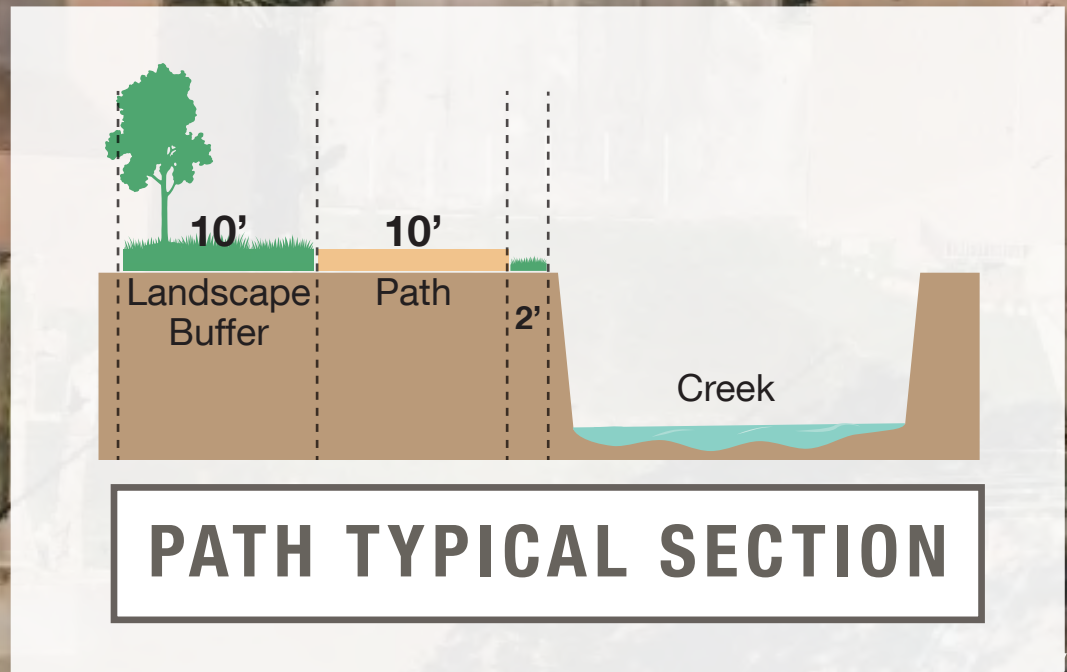
27th Court S

Central Court

One-way

18th Street S

N
N.T.S.



Central Avenue

26th Avenue S

Central Avenue

Extend sidewalk to new path

10' multi-use trail

Bike parking

Existing Spring Park

Switchback to climb the slope along dam

Optional connection to dam

Path along existing dam

27th Avenue S

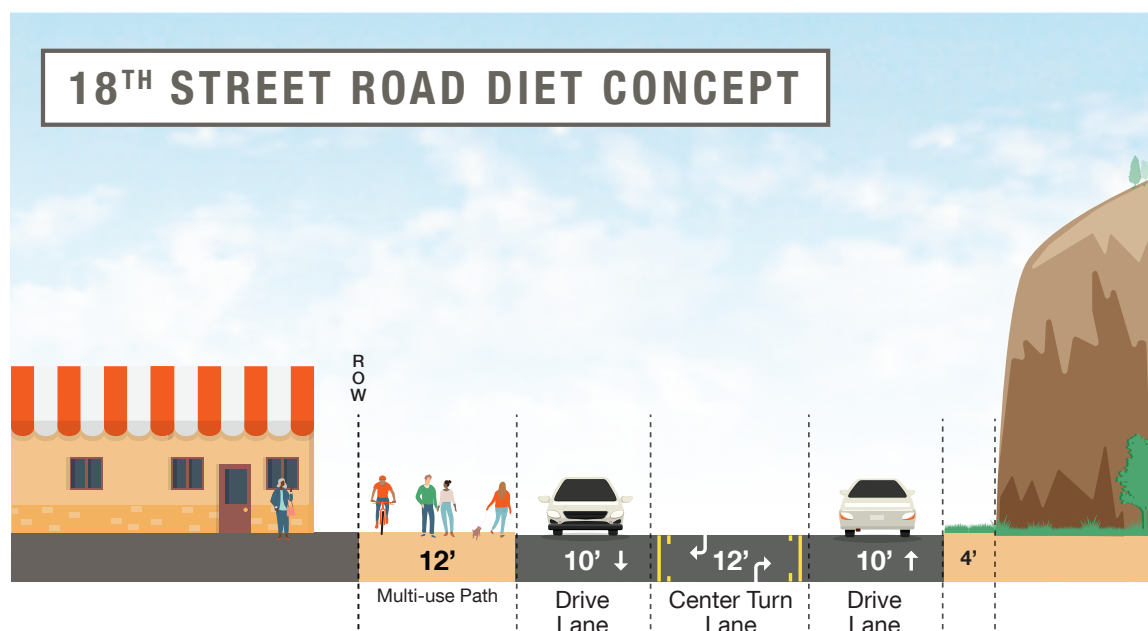
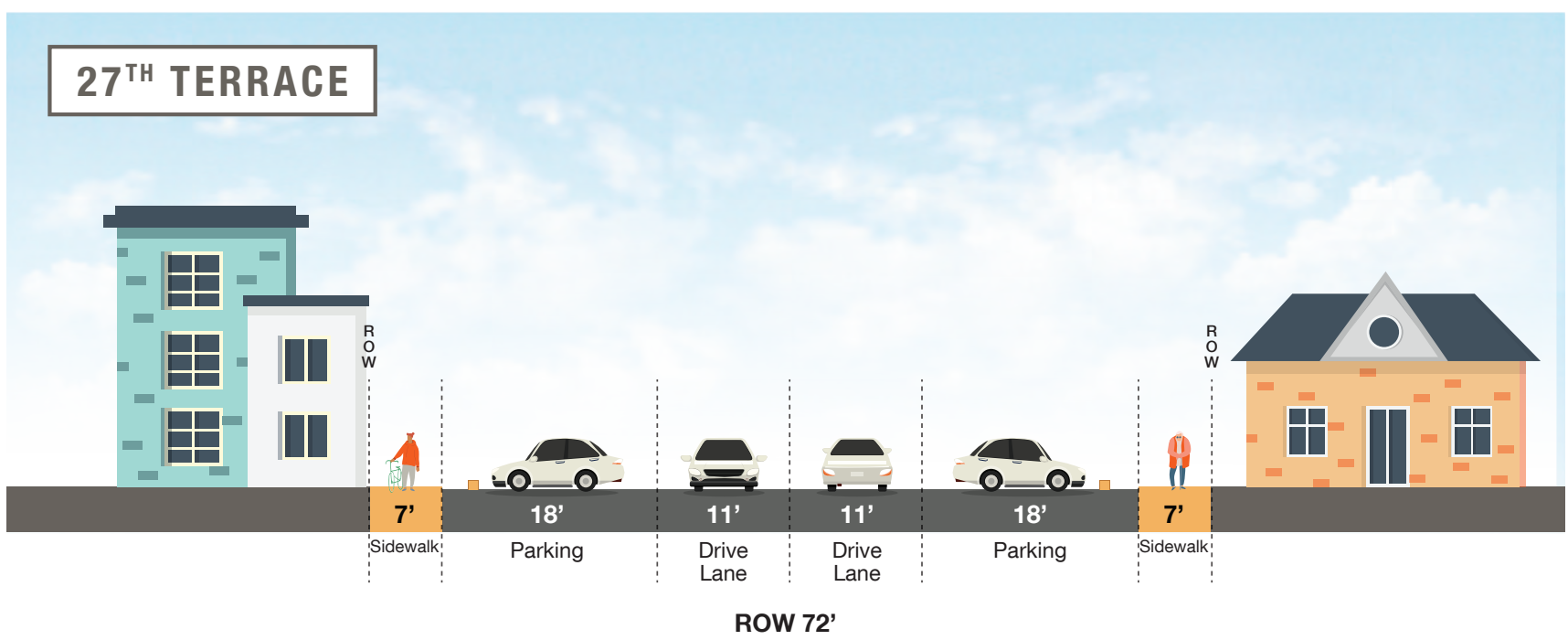
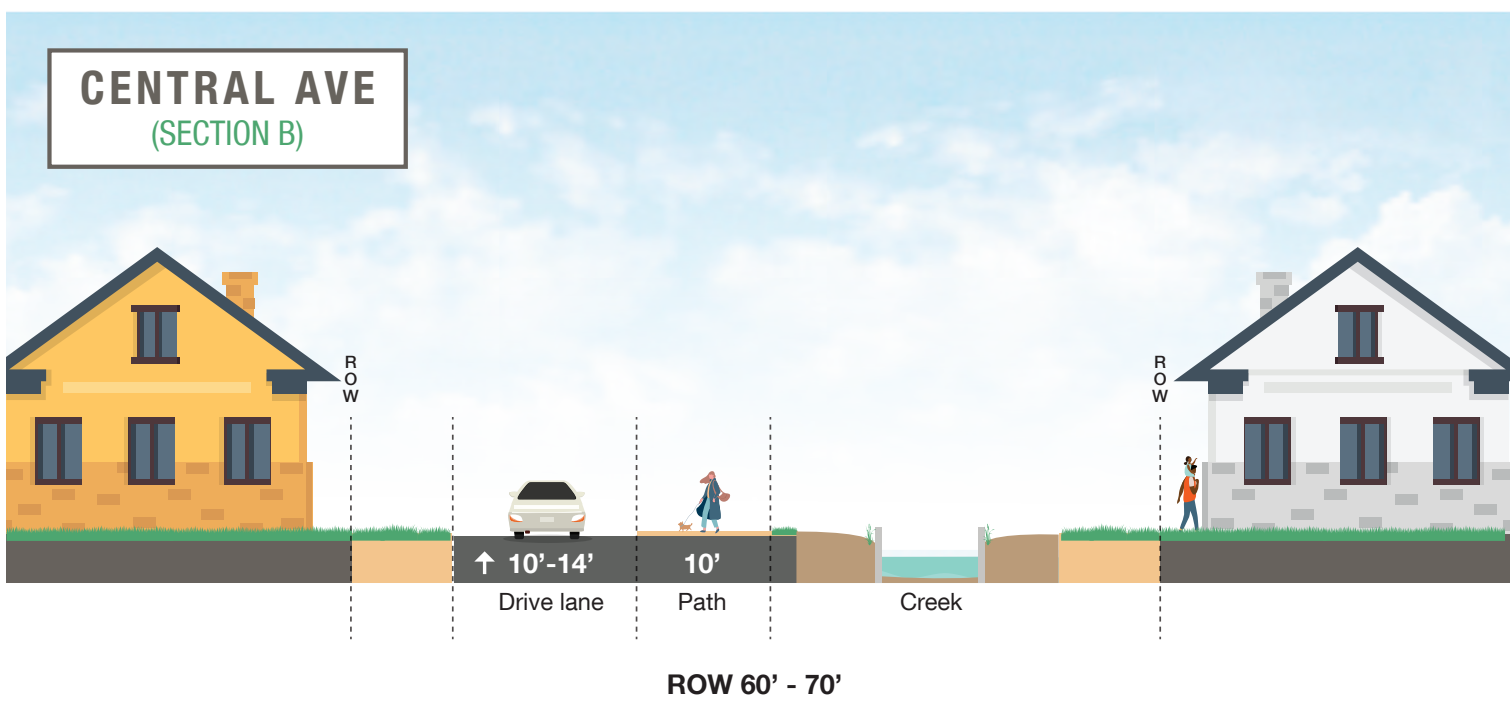
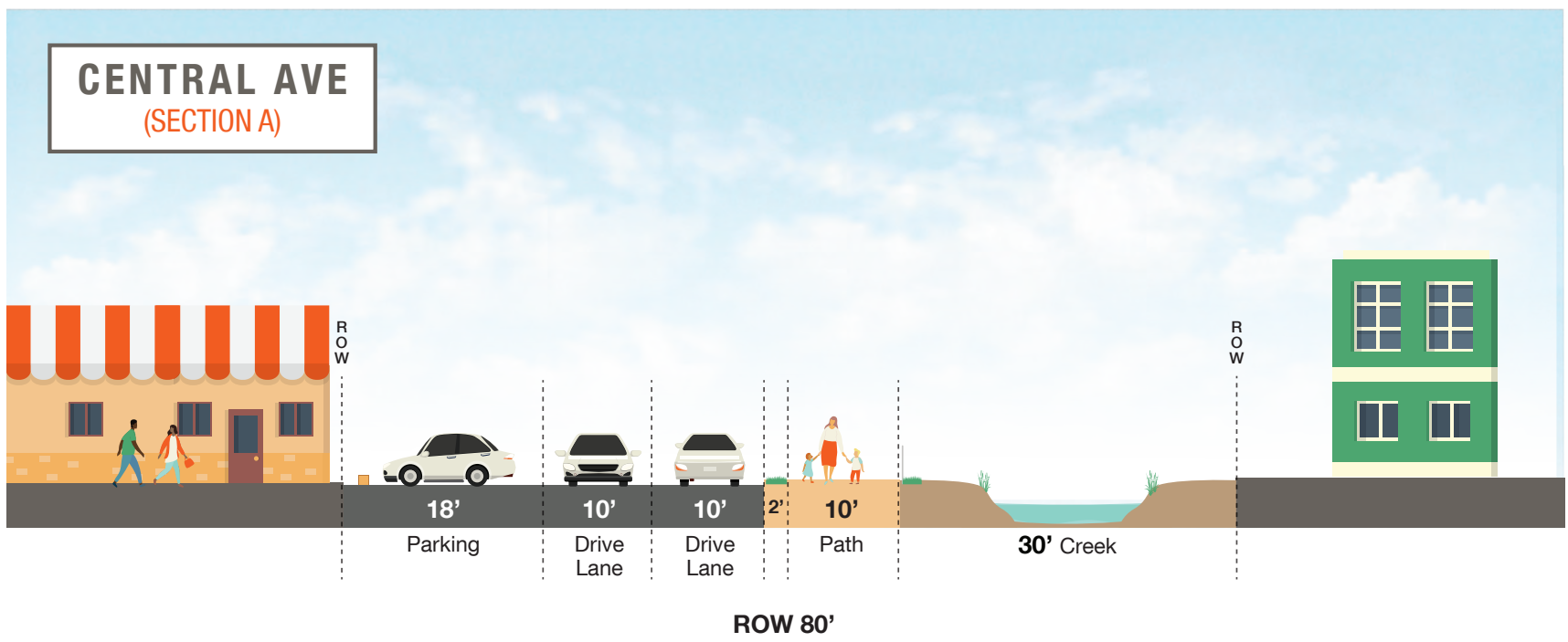
Central 18th

26th Avenue S

Tie to existing sidewalk End of bike route

18th Street S

Central Avenue APPLE Study Cross Sections



Appendix F
Opinions of Probable Cost

Improvement Section	Improvement Section Opinions of Probable Cost (Includes Utility Adjustments and Right-of-Way Acquisition)
Section A	\$520,000.00
Section B	\$130,000.00
Section C1 (no ROW)	-
Section C1 (w/ ROW)	\$270,000.00
Section C2	\$700,000.00

Section A

Project #: Sain #190264
Roadway: Central Avenue APPLE
County: Jefferson
Limits: 28th Ave S to 27 Court S
Description: Section A of Central Avenue APPLE Study

Letting: Unknown
Estimate: See below
% Design Complete: 1%
Date: 2/4/20

Item #	Description	Unit	Unit Price	Quantity	Total
201B-002	Clearing & Grubbing	Acre	\$ 4,000.00	1	\$ 4,000.00
210A-000	Unclassified Excavation	Cy	\$ 10.00	160	\$ 1,600.00
210D-000	Borrow Excavation	Cy	\$ 15.00	260	\$ 3,900.00
517A-004	Ornamental Handrail	LF	\$ 200.00	400	\$ 80,000.00
618A-000	Concrete Sidewalk, 4" Thick	SY	\$ 100.00	1250	\$ 125,000.00
623B-000	Concrete Curb, Type N	Lf	\$ 15.00	1550	\$ 23,250.00
650A-000	Topsoil	Cy	\$ 20.00	100	\$ 2,000.00
654A-000	Solid Sodding	Sy	\$ 15.00	840	\$ 12,600.00
665A-000	Temporary Seeding	Acre	\$ 600.00	1	\$ 600.00
665B-001	Temporary Mulching	Acre	\$ 800.00	1	\$ 800.00
665J-002	Silt Fence	Lf	\$ 3.25	1000	\$ 3,250.00
665O-001	Silt Fence Removal	Lf	\$ 1.00	1000	\$ 1,000.00
665P-005	Inlet Protection, Stage 3 or 4	Ea	\$ 500.00	10	\$ 5,000.00
665Q-002	Wattle	Lf	\$ 6.00	100	\$ 600.00
674A-000	Construction Safety Fence	Lf	\$ 3.00	2000	\$ 6,000.00
701A-227	Solid White, Class 2, Ty A Traffic Stripe (5" Wide)	LF	\$ 1.00	600	\$ 600.00
701A-239	Broken White, Class 2, Ty A Traffic Stripe (5" Wide)	LF	\$ 1.00	50	\$ 50.00
703A-002	Traffic Control Markings, Class 2, Ty A	Sf	\$ 5.00	500	\$ 2,500.00
730x-000	Rapid Flashing Beacon (2 Sides of Road)	LS	\$ 10,000.00	1	\$ 10,000.00
740B-000	Construction Signs	Sf	\$ 9.00	200	\$ 1,800.00
740D-000	Channelizing Drums	Ea	\$ 50.00	60	\$ 3,000.00
740E-000	Cones (36 inch high)	Ea	\$ 15.00	20	\$ 300.00
740F-002	Barricades, Ty III	Ea	\$ 200.00	4	\$ 800.00
740I-005	Warning Lights, Ty B (Detachable)	Ea	\$ 100.00	1	\$ 100.00
740M-001	Ballast for Cone	Ea	\$ 10.00	20	\$ 200.00
600A-000	Mobilization at 9.7%	LS	9.7%	1	\$ 28,028.15
680A-000	Geometric Controls at 1.3%	LS	1.3%	1	\$ 3,756.35
				Subtotal	\$320,735
Contingency ²				25%	\$81,000
				Construction Costs	\$402,000
Engineering Controls				1.3%	\$6,000
Mobilization				9.7%	\$39,000
Construction Engineering and Inspection				15%	\$68,000
				Construction Subtotal	\$515,000
Preliminary Engineering (Environmental, Survey, Geotech, Design, Bidding)				20%	\$103,000.00
Utility Adjustments ³					\$20,000
Right-of-Way Cost ³					NOT INCLUDED
				Total Estimated Project Cost (2020)⁴	\$520,000

NOTE: ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST PROVIDED IS MADE ON THE BASIS OF ENGINEER'S EXPERIENCES AND QUALIFICATION AND REPRESENTS ENGINEER'S BEST JUDGMENT WITHIN THE INDUSTRY. ENGINEER DOES NOT GUARANTEE THAT PROPOSALS, BIDS, OR ACTUAL COST WILL NOT VARY FROM ENGINEER'S OPINION OF PROBABLE COST. CONSTRUCTION ENGINEERING & INSPECTION (CE&I) IS INCLUDED, HOWEVER ALDOT'S INDIRECT COSTS ARE NOT INCLUDED IN THE ESTIMATED PROJECT COSTS.

Notes:

- THIS COST ESTIMATE IS REPRESENTATIVE OF SECTION A OF THE Central APPLE STUDY.
- CONTINGENCY COST INCLUDES MISCELLANEOUS AND/OR UNKNOWN ITEMS THAT CAN NOT BE QUANTIFIED AT THE TIME THIS STUDY WAS CONDUCTED.
- RIGHT OF WAY ACQUISITION AND UTILITY RELOCATION ARE NOT ANTICIPATED AS PART OF THESE IMPROVEMENTS. A BUDGET OF \$20,000 HAS BEEN SET UP FOR POSSIBLE UTILITY ADJUSTMENTS (i.e. WATER METER HEIGHT ASDJUSTMENTS).
- THE TOTAL ESTIMATED PROJECT COST WAS PREPARED FOR THE 2020 PLANNING YEAR. THIS NUMBER SHOULD BE INCREASED TO ACCOUNT FOR RISING COSTS DUE TO INFLATION SHOULD THE IMPROVEMENTS NOT BE IMPLEMENTED IN 2020.

Section B

Project #: Sain #190264
Roadway: Central Avenue APPLE
County: Jefferson
Limits: 27 Court S to 27th Avenue S
Description: Section B of APPLE Study

Letting: Unknown
Estimate: See below
% Design Complete: 1%
Date: 2/4/20

Item #	Description	Unit	Unit Price	Quantity	Total
201B-002	Clearing & Grubbing	Acre	\$ 4,000.00	1	\$ 4,000.00
210A-000	Unclassified Excavation	Cy	\$ 10.00	30	\$ 300.00
210D-000	Borrow Excavation	Cy	\$ 15.00	50	\$ 750.00
408A-052	Planing Existing Pavement 1.1"-2"	Sy	\$ 5.00	300	\$ 1,500.00
618A-000	Concrete Sidewalk, 4" Thick	SY	\$ 100.00	310	\$ 31,000.00
623B-000	Concrete Curb, Type N	Lf	\$ 15.00	310	\$ 4,650.00
650A-000	Topsoil	Cy	\$ 20.00	20	\$ 400.00
654A-000	Solid Sodding	Sy	\$ 15.00	170	\$ 2,550.00
665A-000	Temporary Seeding	Acre	\$ 600.00	1	\$ 600.00
665B-001	Temporary Mulching	Acre	\$ 800.00	1	\$ 800.00
665J-002	Silt Fence	Lf	\$ 3.25	280	\$ 910.00
665O-001	Silt Fence Removal	Lf	\$ 1.00	280	\$ 280.00
665P-005	Inlet Protection, Stage 3 or 4	Ea	\$ 500.00	2	\$ 1,000.00
665Q-002	Wattle	Lf	\$ 6.00	30	\$ 180.00
674A-000	Construction Safety Fence	Lf	\$ 3.00	600	\$ 1,800.00
703A-002	Traffic Control Markings, Class 2, Ty A	Sf	\$ 5.00	80	\$ 400.00
740B-000	Construction Signs	Sf	\$ 9.00	50	\$ 450.00
740D-000	Channelizing Drums	Ea	\$ 50.00	20	\$ 1,000.00
740E-000	Cones (36 inch high)	Ea	\$ 15.00	5	\$ 75.00
740F-002	Barricades, Ty III	Ea	\$ 200.00	2	\$ 400.00
740I-005	Warning Lights, Ty B (Detachable)	Ea	\$ 100.00	1	\$ 100.00
740M-001	Ballast for Cone	Ea	\$ 10.00	5	\$ 50.00
600A-000	Mobilization at 9.7%	LS	9.7%	1	\$ 5,159.92
680A-000	Geometric Controls at 1.3%	LS	1.3%	1	\$ 691.54
Subtotal					\$59,046
Contingency ²				25%	\$15,000
Construction Costs					\$75,000
Engineering Controls				1.3%	\$1,000
Mobilization				9.7%	\$8,000
Construction Engineering and Inspection				15%	\$13,000
Construction Subtotal					\$97,000
Preliminary Engineering (Environmental, Survey, Geotech, Design, Bidding)				20%	\$20,000.00
Utility Adjustments ³					\$10,000
Right-of-Way Cost ³					NOT INCLUDED
Total Estimated Project Cost (2020)⁴					\$130,000

NOTE: ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST PROVIDED IS MADE ON THE BASIS OF ENGINEER'S EXPERIENCES AND QUALIFICATION AND REPRESENTS ENGINEER'S BEST JUDGMENT WITHIN THE INDUSTRY. ENGINEER DOES NOT GUARANTEE THAT PROPOSALS, BIDS, OR ACTUAL COST WILL NOT VARY FROM ENGINEER'S OPINION OF PROBABLE COST. CONSTRUCTION ENGINEERING & INSPECTION (CE&I) IS INCLUDED, HOWEVER ALDOT'S INDIRECT COSTS ARE NOT INCLUDED IN THE ESTIMATED PROJECT COSTS.

Notes:

1. THIS COST ESTIMATE IS REPRESENTATIVE OF SECTION B OF THE CENTRAL AVENUE APPLE STUDY.
2. CONTINGENCY COST INCLUDES MISCELLANEOUS AND/OR UNKNOWN ITEMS THAT CAN NOT BE QUANTIFIED AT THE TIME THIS STUDY WAS CONDUCTED.
3. RIGHT OF WAY ACQUISITION AND UTILITY RELOCATION ARE NOT ANTICIPATED AS PART OF THESE IMPROVEMENTS. A BUDGET OF \$20,000 HAS BEEN SET UP FOR POSSIBLE UTILITY ADJUSTMENTS (i.e. WATER METER HEIGHT ASDJUSTMENTS).
4. THE TOTAL ESTIMATED PROJECT COST WAS PREPARED FOR THE 2020 PLANNING YEAR. THIS NUMBER SHOULD BE INCREASED TO ACCOUNT FOR RISING COSTS DUE TO INFLATION SHOULD THE IMPROVEMENTS NOT BE IMPLEMENTED IN 2020.

Section C1 w/ ROW

Project #: Sain #190264
Roadway: Central Avenue APPLE
County: Jefferson
Limits: 27th Avenue S to Spring Park
Description: Section C1 w/ROW of APPLE Study

Letting: Unknown
Estimate: See below
% Design Complete: 1%
Date: 2/4/20

Item #	Description	Unit	Unit Price	Quantity	Total
201B-002	Clearing & Grubbing	Acre	\$ 4,000.00	1	\$ 4,000.00
210A-000	Unclassified Excavation	Cy	\$ 10.00	60	\$ 600.00
210D-000	Borrow Excavation	Cy	\$ 15.00	100	\$ 1,500.00
618A-000	Concrete Bike Parking	SY	\$ 100.00	35	\$ 3,500.00
618A-000	Concrete Sidewalk, 4" Thick	SY	\$ 100.00	580	\$ 58,000.00
650A-000	Topsoil	Cy	\$ 20.00	65	\$ 1,300.00
654A-000	Solid Sodding	Sy	\$ 15.00	600	\$ 9,000.00
665A-000	Temporary Seeding	Acre	\$ 600.00	1	\$ 600.00
665B-001	Temporary Mulching	Acre	\$ 800.00	1	\$ 800.00
665J-002	Silt Fence	Lf	\$ 3.25	520	\$ 1,690.00
665O-001	Silt Fence Removal	Lf	\$ 1.00	520	\$ 520.00
665P-005	Inlet Protection, Stage 3 or 4	Ea	\$ 500.00	4	\$ 2,000.00
665Q-002	Wattle	Lf	\$ 6.00	60	\$ 360.00
674A-000	Construction Safety Fence	Lf	\$ 3.00	1000	\$ 3,000.00
703A-002	Traffic Control Markings, Class 2, Ty A	Sf	\$ 5.00	180	\$ 900.00
740B-000	Construction Signs	Sf	\$ 9.00	50	\$ 450.00
740D-000	Channelizing Drums	Ea	\$ 50.00	20	\$ 1,000.00
740E-000	Cones (36 inch high)	Ea	\$ 15.00	5	\$ 75.00
740F-002	Barricades, Ty III	Ea	\$ 200.00	2	\$ 400.00
740I-005	Warning Lights, Ty B (Detachable)	Ea	\$ 100.00	1	\$ 100.00
740M-001	Ballast for Cone	Ea	\$ 10.00	5	\$ 50.00
600A-000	Mobilization at 9.7%	LS	9.7%	1	\$ 8,714.97
680A-000	Geometric Controls at 1.3%	LS	1.3%	1	\$ 1,167.99
Subtotal					\$99,728
Contingency ²				25%	\$25,000
Construction Costs					\$125,000
Engineering Controls				1.3%	\$2,000
Mobilization				9.7%	\$13,000
Construction Engineering and Inspection				15%	\$21,000
Construction Subtotal					\$161,000
Preliminary Engineering (Environmental, Survey, Geotech, Design, Bidding)				20%	\$33,000.00
Utility Adjustments ³					\$10,000
Right-of-Way Cost ³					\$60,000
Total Estimated Project Cost (2020)⁴					\$270,000

NOTE: ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST PROVIDED IS MADE ON THE BASIS OF ENGINEER'S EXPERIENCES AND QUALIFICATION AND REPRESENTS ENGINEER'S BEST JUDGMENT WITHIN THE INDUSTRY. ENGINEER DOES NOT GUARANTEE THAT PROPOSALS, BIDS, OR ACTUAL COST WILL NOT VARY FROM ENGINEER'S OPINION OF PROBABLE COST. CONSTRUCTION ENGINEERING & INSPECTION (CE&I) IS INCLUDED, HOWEVER ALDOT'S INDIRECT COSTS ARE NOT INCLUDED IN THE ESTIMATED PROJECT COSTS.

Notes:

1. THIS COST ESTIMATE IS REPRESENTATIVE OF SECTION C1 OF THE CENTRAL AVENUE APPLE STUDY.
2. CONTINGENCY COST INCLUDES MISCELLANEOUS AND/OR UNKNOWN ITEMS THAT CAN NOT BE QUANTIFIED AT THE TIME THIS STUDY WAS CONDUCTED.
3. RIGHT OF WAY ACQUISITION IS ANTICIPATED WITH THIS SECTION OF SIDEWALK INSTALLATION. RIGHT OF WAY NEEDS HAVE BEEN ESTIMATED AT APPROXIMATELY 0.35 ACRES, AT AN EVALUATION OF \$160K/ACRE. UTILITY RELOCATIONS ARE NOT ANTICIPATED AS PART OF THESE IMPROVEMENTS, BUT A BUDGET OF \$10,000 HAS BEEN SET UP FOR POSSIBLE UTILITY ADJUSTMENTS (i.e. WATER METER HEIGHT ASDJUSTMENTS).
4. THE TOTAL ESTIMATED PROJECT COST WAS PREPARED FOR THE 2020 PLANNING YEAR. THIS NUMBER SHOULD BE INCREASED TO ACCOUNT FOR RISING COSTS DUE TO INFLATION SHOULD THE IMPROVEMENTS NOT BE IMPLEMENTED IN 2020.

Section C2

Project #: Sain #190264
Roadway: Central Avenue APPLE
County: Jefferson
Limits: Spring Park to 18th Street S
Description: Section C2 of APPLE Study

Letting: Unknown
Estimate: See below
% Design Complete: 1%
Date: 2/4/20

Item #	Description	Unit	Unit Price	Quantity	Total
201B-002	Clearing & Grubbing	Acre	\$ 4,000.00	1	\$ 4,000.00
210A-000	Unclassified Excavation	Cy	\$ 10.00	370	\$ 3,700.00
210D-000	Borrow Excavation	Cy	\$ 15.00	620	\$ 9,300.00
305B-071	Coarse Aggregate, Section 801, For Misc Use	Ton	\$ 90.00	70	\$ 6,300.00
517A-004	Ornamental Handrail	LF	\$ 200.00	1000	\$ 200,000.00
618A-000	Concrete Sidewalk, 4" Thick	SY	\$ 100.00	700	\$ 70,000.00
650A-000	Topsoil	Cy	\$ 20.00	85	\$ 1,700.00
654A-000	Solid Sodding	Sy	\$ 15.00	750	\$ 11,250.00
665A-000	Temporary Seeding	Acre	\$ 600.00	1	\$ 600.00
665B-001	Temporary Mulching	Acre	\$ 800.00	1	\$ 800.00
665J-002	Silt Fence	Lf	\$ 3.25	670	\$ 2,177.50
665O-001	Silt Fence Removal	Lf	\$ 1.00	670	\$ 670.00
665P-005	Inlet Protection, Stage 3 or 4	Ea	\$ 500.00	6	\$ 3,000.00
665Q-002	Wattle	Lf	\$ 6.00	80	\$ 480.00
674A-000	Construction Safety Fence	Lf	\$ 3.00	1400	\$ 4,200.00
703A-002	Traffic Control Markings, Class 2, Ty A	Sf	\$ 5.00	0	\$ -
740B-000	Construction Signs	Sf	\$ 9.00	50	\$ 450.00
740D-000	Channelizing Drums	Ea	\$ 50.00	20	\$ 1,000.00
740E-000	Cones (36 inch high)	Ea	\$ 15.00	5	\$ 75.00
740F-002	Barricades, Ty III	Ea	\$ 200.00	2	\$ 400.00
740I-005	Warning Lights, Ty B (Detachable)	Ea	\$ 100.00	1	\$ 100.00
740M-001	Ballast for Cone	Ea	\$ 10.00	5	\$ 50.00
600A-000	Mobilization at 9.7%	LS	9.7%	1	\$ 31,064.49
680A-000	Geometric Controls at 1.3%	LS	1.3%	1	\$ 4,163.28
Subtotal					\$355,480
Contingency ²				25%	\$89,000
Construction Costs					\$445,000
Engineering Controls				1.3%	\$6,000
Mobilization				9.7%	\$44,000
Construction Engineering and Inspection				15%	\$75,000
Construction Subtotal					\$570,000
Preliminary Engineering (Environmental, Survey, Geotech, Design, Bidding)				20%	\$114,000.00
Utility Adjustments ³					\$10,000
Right-of-Way Cost ³					NOT INCLUDED
Total Estimated Project Cost (2020)⁴					\$700,000

NOTE: ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST PROVIDED IS MADE ON THE BASIS OF ENGINEER'S EXPERIENCES AND QUALIFICATION AND REPRESENTS ENGINEER'S BEST JUDGMENT WITHIN THE INDUSTRY. ENGINEER DOES NOT GUARANTEE THAT PROPOSALS, BIDS, OR ACTUAL COST WILL NOT VARY FROM ENGINEER'S OPINION OF PROBABLE COST. CONSTRUCTION ENGINEERING & INSPECTION (CE&I) IS INCLUDED, HOWEVER ALDOT'S INDIRECT COSTS ARE NOT INCLUDED IN THE ESTIMATED PROJECT COSTS.

Notes:

1. THIS COST ESTIMATE IS REPRESENTATIVE OF SECTION C2 OF THE CENTRAL AVENUE APPLE STUDY.
2. CONTINGENCY COST INCLUDES MISCELLANEOUS AND/OR UNKNOWN ITEMS THAT CAN NOT BE QUANTIFIED AT THE TIME THIS STUDY WAS CONDUCTED.
3. RIGHT OF WAY ACQUISITION AND UTILITY RELOCATION ARE NOT ANTICIPATED AS PART OF THESE IMPROVEMENTS. A BUDGET OF \$20,000 HAS BEEN SET UP FOR POSSIBLE UTILITY ADJUSTMENTS (i.e. WATER METER HEIGHT ASDJUSTMENTS).
4. THE TOTAL ESTIMATED PROJECT COST WAS PREPARED FOR THE 2020 PLANNING YEAR. THIS NUMBER SHOULD BE INCREASED TO ACCOUNT FOR RISING COSTS DUE TO INFLATION SHOULD THE IMPROVEMENTS NOT BE IMPLEMENTED IN 2020.

Appendix G

FY 2021 TAP Application and Guidelines

ALABAMA DEPARTMENT OF TRANSPORTATION



FY 2021 Transportation Alternatives Set-Aside Program Guidelines

This document contains information regarding the Transportation Alternatives Set-Aside Program (TAP). Prospective project sponsors are encouraged to thoroughly review this document, as well as the FY 2021 TA Set Aside Program Application.

A. ELIGIBLE ENTITIES:

1. Local governments
2. Regional transportation authorities
3. Transit agencies
4. Natural resource or public land agencies
5. School districts
6. Tribal governments
7. Nonprofit entities responsible for the administration of local transportation safety programs
8. Other local or regional governmental entities with the responsibility for, or oversight of, transportation or recreational trails

Eligibility of applicants will be determined by ALDOT with the concurrence of the Federal Highway Administration (FHWA).

B. PROJECT ELIGIBILITY:

1. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, senior adults, and individuals with disabilities.
2. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation. These can include sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting, safety-related infrastructure, as well as projects to achieve compliance with the Americans with Disabilities Act of 1990.
3. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.

4. Construction of turnouts, overlooks, and viewing areas.
5. Community improvement activities, which include:
 - a. The inventory/control/removal of outdoor advertising.
 - b. Historic preservation and rehabilitation of historic transportation facilities.
 - c. Vegetation management practices in transportation rights-of-way to improve safety, prevent against invasive species, and provide erosion control.
 - d. Archaeological activities relating to impacts from implementation of a transportation project.
6. Environmental mitigation activities, which include:
 - a. Storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff.
 - b. Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

Eligibility of proposed project activities will be determined by ALDOT with the concurrence of the Federal Highway Administration (FHWA).

C. COMPETITIVE SELECTION

TA Set-aside funds are awarded through an ALDOT administered competitive selection process. It should be noted that while certain types of projects are technically eligible, not all types of projects have the same level of priority in the competitive selection process.

The purpose and intent of this program is to provide new “**Transportation Alternatives**” to communities, as well as enhance existing non-motorized transportation infrastructure. All eligible applications will be evaluated on how the proposed project improvements advance the intent of the program.

The following areas are considered in the competitive selection process.

- Promotes Safety
 - Reduces/Improves Conflict Points
 - Provides Separation for Non-Motorized Travel
- Increases Local Transportation Options
 - Improves Public Travel Experience
 - Promotes Mobility
 - Encourages Multimodal Options
 - Meets the Needs of Non-Motorized Users

- Provides Community Enhancements
 - Improves Usability of Existing Facilities
 - Improves Access to Quality of Life Enhancements
 - Provides Access to Community Amenities
 - Connects Activity Centers
 - Connectivity to Essential Services
 - Improves Public Health/Physical Activity
- Local Commitment
 - Sponsor and/or MPO Resolution
 - Public Involvement and Community Support
 - Part of a Larger Comprehensive Plan
 - Project Manager Identified with Qualifications
 - Readiness and Deliverability of Project
 - Addresses Challenges and Obstacles
 - TAP Project Delivery History
- Environmental Justice
 - ADA Compliance
 - Provides and/or Enhances Services for Individuals with Disabilities
 - Improves Transportation Options in Underserved Communities
 - Mitigates Transportation Environmental Effects

D. PROJECT FUNDING:

TA Set-Aside funds are allocated into two separate categories.

1. Fifty percent of the TA Set-aside funds are sub allocated to areas based on their relative share of the total State 2010 Census. They are awarded to sponsors based on the geographical funding limitations described below.
 - a. Funds sub allocated to areas with populations over 200,000 (awarded and administered by the respective MPOs).

The policies and procedures described in this memorandum only apply to those sub allocations awarded and administered by ALDOT. The MPOs may establish their own respective policies, procedures, and competitive selection criteria for funds sub allocated to areas with populations over 200,000. Sponsors located within the metropolitan planning jurisdictions of the Birmingham, Huntsville, Mobile or Montgomery MPOs should contact their respective MPO for specific program details.

- b. Funds sub allocated to areas with populations of 5,001 to 200,000 (awarded and administered by ALDOT).

- c. Funds sub allocated to areas with populations of 5,000 or fewer
(awarded and administered by ALDOT)

Fifty percent of the TA Set-aside funds are sub allocated to any area of the state. Any sponsor located in the State, regardless of population (including MPOs), may submit applications for consideration in this sub allocation. Any area of the State funds are awarded and administered by ALDOT

2. The Federal share for TA Set-Aside projects is generally 80%, with the sponsor providing the remaining 20% in matching funds.
3. The TA set-aside Program is a “**cost reimbursement program**”, not a “grant”. After the sponsor is issued a notice to proceed, the sponsor must pay 100% of the project expenses and request reimbursement for 80% of eligible expenditures from ALDOT. Therefore, the project sponsor must have the fiscal, managerial, and engineering capabilities to manage a project consistent with federal and state requirements. Furthermore, the Sponsor is responsible for any environmental assessments and permitting which may be required. Invoices may not be submitted more often than monthly.
3. Due to the limited amount of funding available, only one application can be submitted by an eligible sponsor per fiscal year. If the submitted application is part of a past or future phased construction, please indicate that within the application and include a master plan of all the anticipated phases.
4. Sponsors that currently have an active TAP project will not be eligible to submit another application for funding consideration until the awarded project has been authorized and let to contract.
5. The total amount of Federal participating funding for a particular project (or project phase if part of a large multi-phased project) application is limited to **\$800,000; (\$640,000 Federal and \$160,000 sponsor match)**. The total project estimated costs may exceed the **\$800,000** limit, but any amounts in excess of the limit will be the responsibility of the sponsor and should be shown as such.
6. TA funds are federal funds administered through the Federal Highway Administration. All applicable Federal regulations apply. Failure to follow Federal regulations may result in the rescission of Federal funds from the Sponsor.
7. The sponsor is responsible for compliance with all Federal and State design regulations applicable for the project type (i.e. AASHTO Guide for Bicycle Facilities, Americans with Disabilities Act of 1990, USDOT regulations, Architectural Guidelines, etc.).
8. Any cost incurred relating to this project which is determined to not be an eligible activity will be borne and paid for by the sponsor.

E. PROJECT PROGRESS:

1. Federal TA Set-Aside funds are available to States for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized. **Any funds not authorized for a specific project may be rescinded by FHWA for redistribution to other States. Therefore, project funding awarded to sponsors, but not authorized for contract letting within two years of the notice of award, are subject to rescission by ALDOT.** The purpose of this time limit is to allow for reallocation to another project in order to prevent the loss of funds to the State.
2. To further encourage timely project delivery and facilitate the reallocation of funds to other projects as necessary, the following target deadlines are established:
 - a. Funding Agreement Execution by Sponsor: Three (3) months from ALDOT making the funding agreement available.
 - b. Obtain Environmental Clearances/Permits/Right-of-Way: One (1) year from project award.

If minor right-of-way acquisition is required, or there are historic structures more than 50 years old, additional studies may be needed in order to meet FHWA requirements. These additional requirements will be discussed / determined during a Project Kick-Off Meeting that will be scheduled shortly after the notice of award.

- c. Project/Specification/Estimate (PS&E) Review to Region: Eighteen (18) months from project award
- d. Final Plans/Certifications/Estimate (Ready for FHWA authorization) to Region: Two (2) years from project award.

Failure to meet a target deadline may result in the rescission and reallocation of awarded project funds. Extension requests will be evaluated on the merits of the request and the extenuating circumstances involved.

3. Sponsors who are awarded funding for projects are expected to actively pursue the project to completion and final close-out. If, in the opinion of ALDOT, a sponsor fails to actively pursue the project to completion and final close-out, the result could be the suspension or disqualification of future TAP project funding consideration.

F. ALLOWABLE WORK PHASES:

1. The sponsor will be responsible for the cost of required preliminary engineering. This shall include costs associated with preparing the application, project development, environmental clearances, plan development, and contract letting. The sponsor shall be responsible to ensure that all preliminary engineering activities (developing plans, specifications, cost estimates, etc.) are in accordance with ALDOT requirements.

2. Applications involving right-of-way acquisition will generally not be considered. Under special circumstances, right-of-way acquisition may be considered eligible, but only for minor, non-adverse acquisitions that are incidental (not a significant item or cost) to the proposed project activities. Any such consideration will be on a case-by-case basis.
 - a. Projects including right-of-way acquisition will be held to the project deadlines established in previous sections of this document. Proof of support and intent should be provided with the application in the form of letters from the affected property owners.
 - b. Applications for desired project improvements that require obtaining significant and/or adverse right-of-way acquisition should be delayed until the subject right-of-way has been obtained.

Applicants should be aware that Federal Funds expended on right-of-way acquisition shall be reimbursed by the applicant to the Federal government should the project not be advanced to construction within twenty (20) years.

3. Applications involving easements/permitted work on property owned by another entity will generally not be considered. Under special circumstances, easements/permitted work on property owned by others may be considered eligible. Any such consideration will be on a case-by-case basis.
4. Applications involving the relocation of utilities in conflict will generally not be considered. Under special circumstances, utility relocations may be considered eligible, but only for minor utility relocations and service relocations that are incidental (not a significant item or cost) to the proposed project activities. Any such consideration will be on a case-by-case basis.
 - a. Projects including both utility/service relocations will be held to the project deadlines established in previous sections of this document. Proof of project support should be provided with the application in the form of letters of support from the affected utility owners.
 - b. Applications for desired project improvements that require significant utility relocations should be delayed until the subject utilities have been relocated and are no longer in conflict.
5. The sponsor will be responsible for the administration and professional oversight (construction engineering and inspection). However, eligible Construction Engineering & Inspection (up to a total of 15% of total project construction cost) is an eligible item and may be reimbursed as part of the project invoicing. If the sponsor intends to seek reimbursement for Construction Engineering & Inspection, it must be included in the application and supporting cost estimate (and subject to the limiting funding cap). Sponsors who utilize the services of a consulting engineering firm to perform Construction Engineering & Inspection services, and intend to seek reimbursement for those services, must follow the ALDOT consultant selection procedures.

G. MISCELLANEOUS PROVISIONS:

1. Due to the limited availability of funds, only one project application may be submitted by an eligible sponsor per year. Larger, more comprehensive projects are encouraged. However, such projects may need to be separated into manageable and logical phases for multi-year application and funding. Such project applications should be accompanied with an overall master plan, including a narrative explaining the entire scope of the project, and how the entire project is to be separated into logical phases.
2. Significant changes in project scope after project selection will normally not be permitted. Under special circumstances, minor scope reductions due to funding restrictions may be allowed, but only with prior ALDOT approval and will be evaluated on a case-by-case basis.
3. Eligible projects must be for public use and the benefit of the community at large. Admission or usage fees are discouraged but may be considered if such fees are dedicated to use for maintenance of the facility. These aspects should be clearly identified and explained in the project application. Projects cannot result in the private gain of individuals or groups.
4. Projects must be let to competitive bid unless prior approval is obtained from ALDOT in coordination with the FHWA to use another method of construction, such as force account.
5. Any costs incurred prior to issuance of a written Notice to Proceed from ALDOT is not eligible for reimbursement. Sponsors must receive written approval from ALDOT prior to advertising for bids. Sponsor must also receive written approval from ALDOT prior to awarding the contract.
6. Change of use or ownership during the expected life of the project is strongly discouraged. No change in use or ownership is permitted without written justification, and written concurrence from ALDOT in coordination with FHWA. In the event of a change of ownership, the sponsor may be required to reimburse an appropriate share of the Federal funds expended on the project.
7. TA Set-aside funds have Federal reporting requirements. Recipients will be required to furnish any and all requested data to ALDOT to satisfy these reporting requirements.

H. PROJECT IMPROVEMENT SPECIFICS:

1. Eligible sidewalks shall be designated for exclusive use by pedestrians and comply with ADA guidelines.
2. Eligible bike/pedestrian facilities shall be shared-use or multi-use paths. They must be off-road facilities and developed for use by non-motorized vehicular users such as bicyclists, pedestrians, skaters, wheelchairs, runners, etc. Such facilities are commonly designed for two-way travel. Bike/pedestrian facility paths must comply with ADA guidelines.

3. Priority will be given to projects whose primary purpose is transportation (traveling from point A to B) rather than recreation.

The Alabama Department of Economic Development (ADECA) administers funds for the Recreational Trails Program, which is specifically intended to fund recreational trails. Sponsors are encouraged to contact ADECA for program eligibility.

4. Streetscape improvements are eligible and can include items such as sidewalk replacement to meet ADA requirements, landscaping, pedestrian lighting, etc. These enhancements must be located in a downtown area and are generally the only instance where these items, as a major activity, are eligible.
5. Existing sidewalk facilities that are in acceptable condition, will generally not be considered for replacement, except when that replacement is necessary to achieve ADA compliance. Under special circumstances, the replacement of sidewalks in acceptable condition may be considered eligible, but only when incidental (not a significant item or cost) to the proposed project activities. Any such consideration will be on a case-by-case basis.
6. Hardscapes (e.g. signs at entrances to cities and towns, fencing, waterfalls, towers, flag poles, statues, etc.) are not eligible.
7. Landscaping and scenic enhancements as independent projects are not eligible.
8. Street lighting, traffic signals, and flashers are not eligible, except when traffic control devices for non-motorized traffic are in conjunction with other eligible project activities.
9. Roadway items, such as curb & gutter, roadway paving, or drainage structures are only eligible when incidental and necessary for the construction of the eligible project activities.

I. APPLICATION SUBMISSION & SELECTION

1. Sponsors should thoroughly consider the project scoping process prior to submitting an application. Important considerations include:
 - Right-of-way acquisition or easement/permitting
 - Utility / service relocations
 - Phased construction
 - Fiscal capability
 - Sponsors ability to provide the required matching funds
 - Feasibility and costs associated with meeting ADA compliance
2. Applications should follow the format provided in the FY 2021 Transportation Alternatives Set-Aside Application. Attachments should be limited in size to 11" by 17" (folded to 8-1/2" by 11").
3. Eligibility of applications will be determined by ALDOT with the concurrence of the Federal Highway Administration (FHWA). Sponsors of applications deemed ineligible will be notified in writing.

4. Eligible applications will be reviewed by ALDOT Local Transportation Bureau and ALDOT Region staff in accordance with the ALDOT competitive selection process.
5. Projects selected for funding will be approved by the Transportation Director. Sponsors of selected projects will be notified in writing by the Governor.
6. Once notified of award, sponsors should contact the ALDOT Region in order to set up an initial “kick-off” meeting prior to initiating any work.

The original application and 3 color copies, including all pertinent attachments, should be postmarked no later than May 15th, 2020 and mailed to:

**Mr. D.E. (Ed) Phillips, Jr., P.E.
Local Transportation Bureau Chief
Alabama Department of Transportation
1409 Coliseum Boulevard
Room 110
Montgomery, AL 36110**

ALABAMA DEPARTMENT OF TRANSPORTATION



FY 2021 Transportation Alternatives Set-Aside Program Application

This document provides the format in which the required information is to be included in all applications seeking consideration for the TA Set-Aside Program. Applicants may develop and prepare their own applications; however, the headings (A through L) shall be listed with supporting narratives/attachments included. Prospective project sponsors are encouraged to review the *FY 2021 Transportation Alternatives Set-Aside Guidelines* when considering the development of applications. Sponsors will be required to submit **one (1) original and three (3) color copies** of their application to the ALDOT Local Transportation Bureau by the FY 2021 deadline of **May 15, 2020**.

A. Provide the Sponsoring Agency

Sponsor Entity: _____
Mayor/Chairman: _____
Contact: _____
Contact Title: _____
Address: _____
Phone: _____
Email: _____

Project Manager: _____
Title: _____
Address: _____
Phone: _____
Email: _____

- C. Describe in detail the proposed project improvements and list all eligible TAP activities included in the project. Identify the point(s) of origin, important intermediate destinations, and point(s) of termination. Indicate if the project is/was part of a phased construction plan, or part of a larger comprehensive master plan.
- D. Describe how the proposed project improvements meet the intent of the Transportation Alternatives Set-Aside Program; (Refer to the Competitive Selection criteria of the TAP Guidance).

- E. Provide a detailed preliminary pay item estimate of the total project cost, the amount of Federal funds requested, and the amount of the local match that will be provided by the sponsor.
- F. Identify ownership of all properties located inside the project footprint. If the acquisition of minor right-of way or property is necessary, please include a detailed description, an estimate of any associated cost that may be incurred, and letters of support from the affected property owners. Please include photos of these locations and locate these photos on a map.
- G. Identify the location of existing utilities in conflict with the project. If any utilities or service connections will need to be relocated, please include a detailed description, an estimate of any associated cost that may be incurred, and letters of support from the affected utility owners.
- H. Identify any cultural or environmental resources potentially impacted by the project. Please include detailed time frames and costs associated with coordinating through the State Historic Preservation Office, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, or any other effected resource agency. If there are any historic buildings, homes, or structures that will be impacted by the project, please include photos of these locations and locate these photos on a map.
- I. List any clearances or permits that will be required and include letters of support if possible.
- J. Describe the life expectancy of the project. Identify the agency responsible for maintenance, the anticipated maintenance activities, and the funding source for maintenance efforts.
- K. Provide any additional comments the sponsor wishes to be considered.
- L. Attach any supporting photographs, maps, drawings, or plans necessary to support the project application (all in Color). Attachments should be limited in size to 11" by 17" (folded to 8-1/2" by 11").

The original application and 3 color copies, including all pertinent attachments, should be postmarked no later than May 15th, 2020 and mailed to:

**Mr. D.E. (Ed) Phillips, Jr., P.E.
Local Transportation Bureau Chief
Alabama Department of Transportation
1409 Coliseum Boulevard
Room 110
Montgomery, AL 36110**