

**SHOALS AREA RAILROAD OVERPASS
FEASIBILITY STUDY
COLBERT COUNTY, ALABAMA**

FOR

**Shoals Area Metropolitan Planning Organization and
Northwest Alabama Council of Local Governments**



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EXECUTIVE SUMMARY

The Northwest Alabama Council of Local Governments (NACOLG) tasked Volkert, Inc. (Volkert) with evaluating the construction of a railroad overpass that would eliminate at-grade crossing issues. This feasibility study includes an assessment of the existing 2020 conditions, the future 2040 No Build Alternative, and five (5) 2040 conceptual build alternative conditions.

The study area is located in Colbert County in northwest Alabama and includes the communities of Muscle Shoals, Sheffield, and Tuscumbia. The regional location of the project is illustrated on **Figure 1**. The location of the study area is illustrated on **Figure 2**. A preliminary conceptual purpose and need, a summary of the potential impacts and probable costs associated with the conceptual build alternative corridors are provided in this report. Information collected from the stakeholder outreach meeting and public involvement meeting are also summarized in this report.

The existing transportation network in the study area was evaluated to identify potential at-grade railroad crossings that could be improved. Traffic flow, geometric design criteria, cost analysis, and environmental considerations were considered in the feasibility analysis. The existing accommodations for pedestrian and bicycle traffic were also evaluated in this corridor feasibility study report. Volkert conducted site visits to identify the existing design deficiencies and to document any physical or environmental resources that could affect the feasibility of adding grade separated railroad crossings. Meetings were also held with the NACOLG, the Alabama Department of Transportation (ALDOT), Colbert County, Sheffield, Tuscumbia, Shoals Economic Development Authority (SEDA), and Helen Keller Hospital to gather input about the concept of improving the existing Shoals Area transportation network.

The results of this feasibility study indicate that five (5) build alternatives are feasible and would address access issues experienced in the study area by replacing at-grade railroad crossing with grade separated railroad overpasses. Additional detailed analysis and agency and stakeholder coordination should be performed, however, to determine the most prudent action to be taken while weighing the social, economic and environmental impacts the proposed action may have in the area.

Figure 1: Regional Location Map

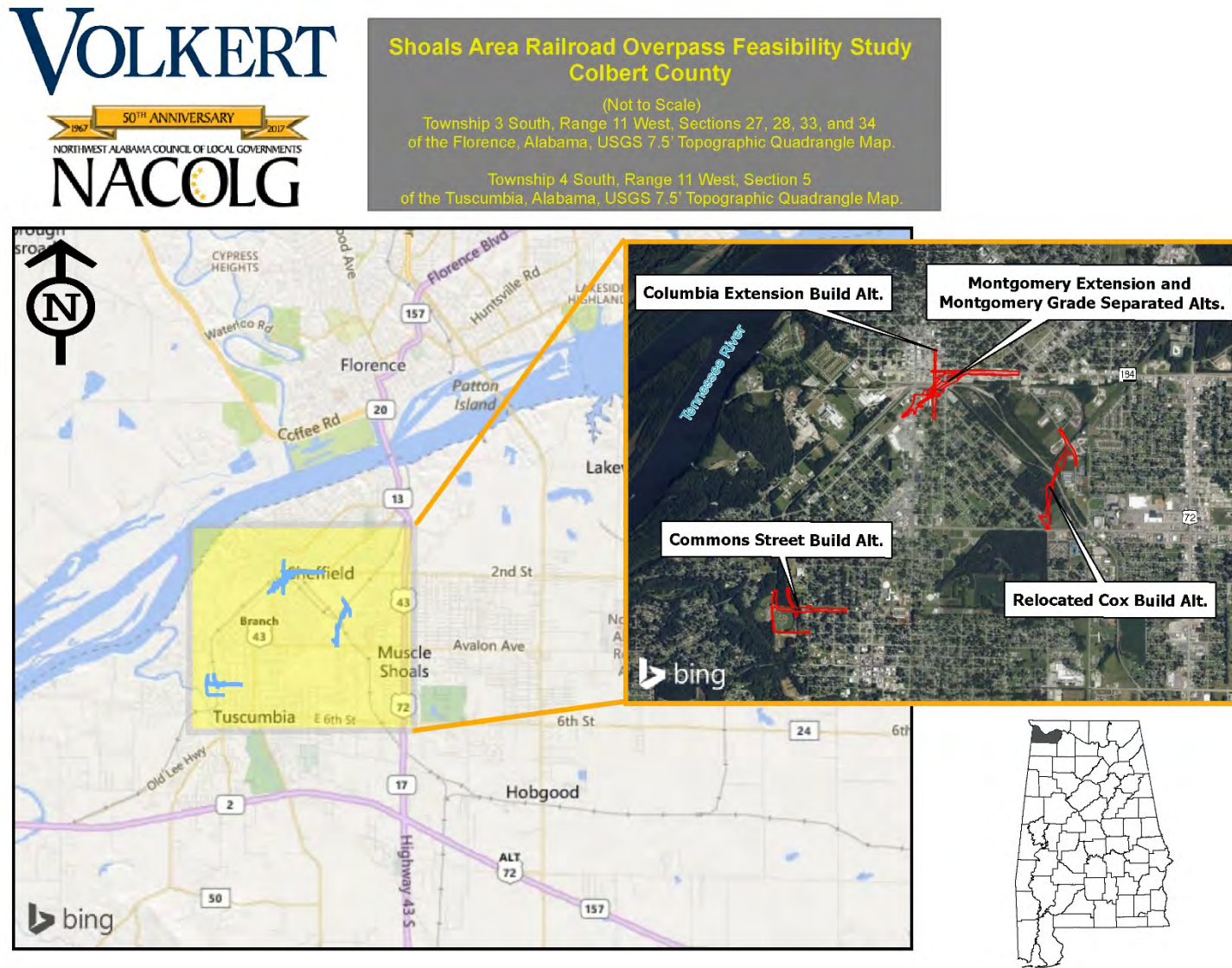
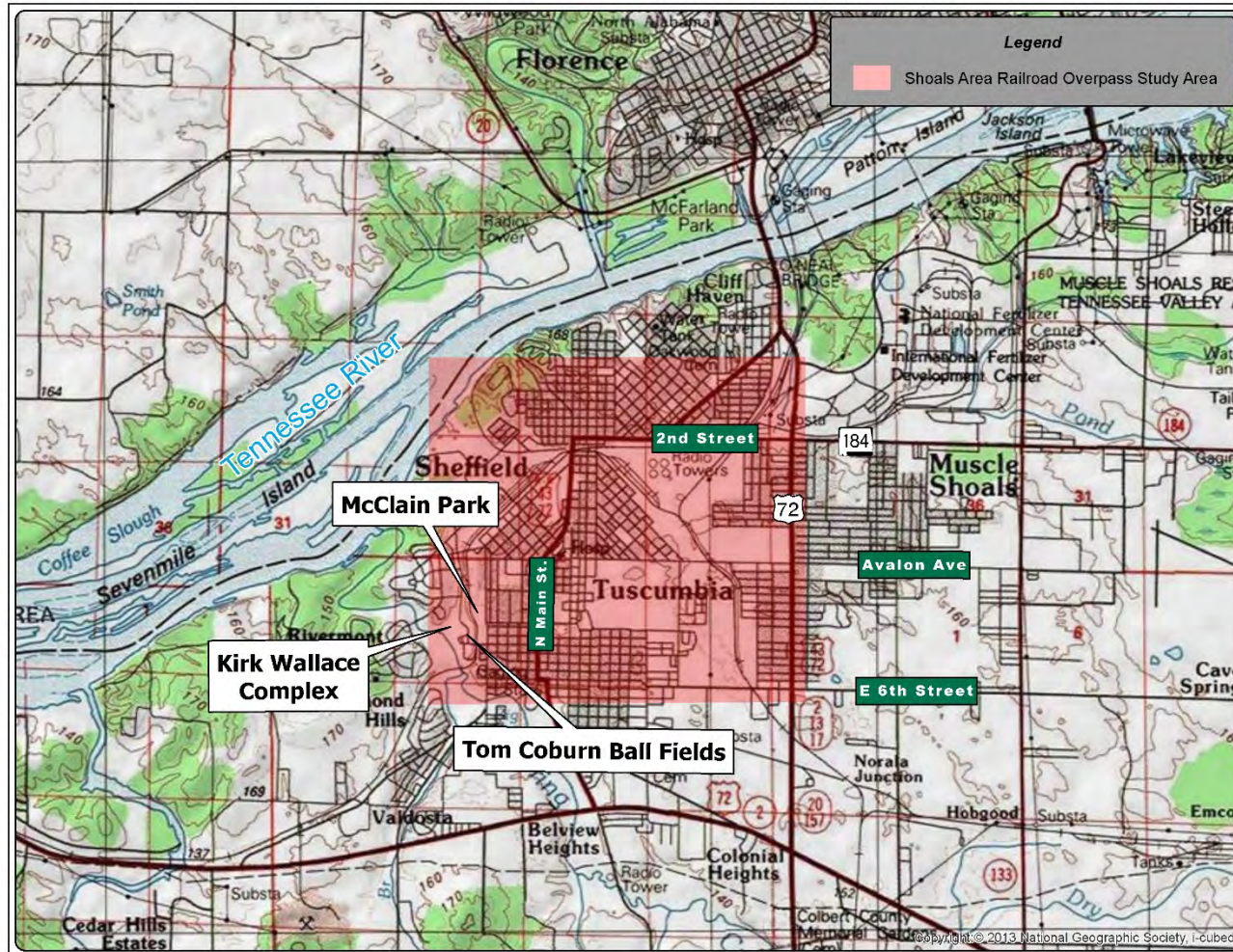


Figure 2: Project Area



1 INTRODUCTION

1.1 Project Background and History

The Norfolk Southern Railroad Sheffield yard in Muscle Shoals, AL is a distribution center for the rail line. This location employs over 350 people, in certain areas this yard is a half mile wide and four (4) miles long, and trains coming through can reach over 7,000 ft in length. The railroad provides a great deal of economic growth and jobs for the area. With the construction of the Toyota/Mazda Plant in the area, rail traffic is projected to significantly increase further exacerbating the challenges that are currently being faced. Trains consistently come through the area and at times parking for long durations. The traffic delays created by the current at-grade crossings reduce the efficiency of the movement of people and goods further impacting the regional economy. Additionally, the unsafe conditions of at-grade crossings have negative economic impacts by disrupting the movement of goods along the railway as well as the roadways. Each day vehicular traffic is delayed 45 to 75 minutes due to the barrier created by the routine rail traffic. This delays workers from their places of employment throughout downtown businesses and hospitals in the area. The barrier created by the at-grade rail crossing also delays response time for emergency responders as the project area includes three emergency routes for emergency vehicles and residents to access the hospital. School bus traffic is also affected each day as the project area includes two bus routes that must cross the railway daily. Studies and economic plans, dating back to the 1990's, have attempted to resolve this issue in many different ways.

1.2 Project Description

This feasibility study is considering five (5) conceptual build alternatives to eliminate at-grade crossing issues of the Norfolk Southern Railroad by building an overpass to allow for continuous movement of vehicular, bike, and pedestrian traffic. One (1) conceptual build alternative will be chosen that will provide the greatest benefit for traffic operations and safety improvements. The conceptual build alternatives being considered are located along the Norfolk Southern Railroad from Avalon Avenue in Muscle Shoals to North Commons Street in Tuscumbia.

1.3 Purpose and Need

The purpose of the Shoals Area Railroad Overpass project is to improve roadway access and system connectivity to residences, businesses, industries and community resources in the Shoals Area including the communities of Sheffield and Tuscumbia.

The need for the project is a result of roadway access being blocked to the Shoals Area and the communities of Sheffield, Tuscumbia, and Muscle Shoals by slow-moving or stopped trains at multiple at-grade crossings. Multiple at-grade crossings occur within the two named communities. The locations of these crossings are illustrated in the project map. No grade separated crossings are located in the area. Under the existing conditions, trains frequently block traffic at multiple roadway crossings simultaneously. This condition has led to congestion and substantial delays along area roadways.

1.4 Project Location and Study Area

The areas affected by this project include the Cities of Muscle Shoals, Sheffield, and Tuscumbia in Colbert County, Alabama. This project is located within the Shoals Metropolitan Area which also includes the Town of Leighton in Colbert County and the City of Florence and the Towns of Killen and St. Florian in Lauderdale County. The Shoals Area serves as a regional economic hub for Northwest Alabama, Southern Middle Tennessee, and Northeast Mississippi.

2 PRELIMINARY ALTERNATIVES INVESTIGATION - ENGINEERING

2.1 Existing Conditions

The study area being considered for new grade separated railroad overpasses includes the downtown Sheffield Central Business District (CBD) in the vicinity of Montgomery Street, Columbia Avenue, 2nd Street and Cox Boulevard, and in Tuscumbia in the vicinity of North Commons Street. Most of the existing roads within the study area are rural two-lane roads. The existing roadway segments that are the focus of this feasibility study are described below:

Montgomery Avenue (South and North)

Existing Montgomery Avenue consists of two (2) typical sections within the study area. South of the Norfolk Southern Railroad at-grade crossing, Montgomery Avenue is a four (4) lane undivided road with a center turn lane, curbs, and sidewalks. North of the Norfolk Southern Railroad at-grade crossing, North Montgomery Avenue consists of a two (2) lane undivided road with on-street parking, curbs, and sidewalks through the Sheffield CBD.

Columbia Avenue

Existing Columbia Avenue consists of two (2) typical sections within the study area. South of the Norfolk Southern Railroad, South Columbia Avenue is a two (2) lane undivided road with no shoulder or curb. North of the Norfolk Southern Railroad, North Columbia Avenue consists of a two (2) lane undivided road with curbs and sidewalks through the Sheffield CBD. Existing Columbia Avenue does not cross the Norfolk Southern Railroad.

2ND Street

Existing 2nd Street within the study area is a four (4) lane undivided road with one (1) center turn lane, curb and gutter, and sidewalks.

North Commons Street

Existing North Commons Street within the study area is a two (2) lane undivided road with no shoulder or curb.

Cox Boulevard

Existing Cox Boulevard within the study area is a four (4) lane undivided road with no shoulder or curb.

2.2 Existing and Projected Traffic Data

2.2.1 Existing Traffic Operations and Traffic Volumes

Existing daily traffic volumes for roadway segments within the study area are available from the Shoals Area Traffic Demand Model (TDM). **Table 1** presents annual average daily traffic (AADT) volumes for major streets of interest within the study area.

Table 1: Existing Daily Segment Volumes

Roadway	Existing AADT
Montgomery Ave. (South)	11,900
Montgomery Ave. (North)	3,300
Atlanta Ave. (South)	4,300
Atlanta Ave. (North)	1,400
1 ST St.	16,300
2 ND St. (West)	15,600
2 ND St. (East)	12,200
Jackson Hwy.	14,600
Cox Blvd. (South)	11,000
Cox Blvd. (North)	10,400
Avalon Ave.	12,000
W. Montgomery Ave.	2,900
Blake St.	1,300
W. 2 ND St. -Tuscumbia	1,700
Common St.-Tuscumbia	600

2.2.2 Level of Service (LOS) Assessment – Existing Conditions

Analyses were conducted to measure performance and determine the levels of service (LOS) that existing intersections currently operate within the study area. Existing peak hour intersection capacity analyses were performed using the Highway Capacity Software (HCS) 2010 software package which utilizes the methodology outlined in the 2010 *Highway Capacity Manual*, published by the Transportation Research Board. Measures of intersection capacity and delay are expressed as LOS and range from a LOS “A” (highest quality of service) to a LOS “F” (lowest quality service). As a rule, operation at a level of service “C” or better is desirable, with a LOS “D” considered acceptable during peak hours of traffic flow. The existing peak hour intersection capacity is summarized in **Table 2**.

Table 2: Existing Peak Hour Intersection LOS

Intersection	Approach	LOS Peak Hour Volumes
Montgomery Ave. at 1 ST St.	Northbound	B
	Southbound	C
	Westbound	B
	Eastbound	C
Atlanta Ave. at 1 ST St.	Northbound	B
	Southbound	B
	Westbound	B
	Eastbound	B
2 ND St. at Cox Blvd.	Northbound	D
	Southbound	C
	Westbound	D
	Eastbound	C

Intersection	Approach	LOS Peak Hour Volumes
Cox Blvd. at Avalon Ave.	Southbound	B
	Westbound	B
	Eastbound	B

For existing traffic (Year 2020) and the existing roadway network, traffic operation at intersections of interest are in the desirable range for LOS for the peak hour of operation on a typical weekday.

2.2.3 Projected Future Traffic

A total of five (5) build alternatives were initially vetted to determine the amount of usage by motorists with a railroad overpass available for use. **Table 3** shows the expected usage each day for the various alternates for comparison.

Table 3: Forecasted Overpass Usage By Location/Alternate

Proposed Railroad Overpass Location	Expected Vehicles Per Day (Year 2020 / Year 2040)
Conceptual Build Alternative 1 Relocated Cox: Railroad Overpass - Cox Blvd. from Avalon Ave	5,500 / 7,500
Conceptual Build Alternative 2 Columbia Extension: Railroad Overpass - Connecting Columbia Ave.	1,100 / 1,500
Conceptual Build Alternative 3 Montgomery Extension: Railroad Overpass – Montgomery Ave. to 2 ND St. (Diagonal Overpass West of Atlanta St.)	11,600 / 15,800
Conceptual Build Alternative 4 Commons Street: Railroad Overpass - Connecting Commons St. to Blackwell Rd.	1,800 / 2,300
Conceptual Build Alternative 5 Montgomery Grade Separated: Railroad Overpass – Montgomery Ave. to 2 ND St. (Diagonal Overpass at Atlanta St.)	9,150 / 12,500

These same intersections were assessed for future forecasted traffic assuming the roadway network remains unchanged from its current configuration (no build condition). For future year traffic (Year 2040) and analysis with the existing roadway network and operation, each of the intersections operate at a desirable LOS for the peak hour of operation on a typical weekday, except for Cox Boulevard at 2ND St. as shown in **Table 4**.

Table 4: Design Year 2040 No Build Condition Peak Hour Intersection LOS

Intersection	Approach	LOS Peak Hour Volumes
Montgomery Ave. at 1 ST St.	Northbound	B
	Southbound	D
	Westbound	D
	Eastbound	C
Atlanta Ave. at 1 ST St.	Northbound	C
	Southbound	B
	Westbound	B
	Eastbound	B
2 ND St. at Cox Blvd.	Northbound	E
	Southbound	D
	Westbound	E
	Eastbound	D
Cox Blvd. at Avalon Ave.	Southbound	C
	Westbound	C
	Eastbound	B

2.2.4 Overpass Location Comparison for Traffic Volumes Impact

Table 5 provides a comparison of resulting roadwork traffic volumes for the two (2) overpass locations chosen for further vetting.

Table 5: Existing vs. Alternates Segment Volumes

Roadway	2020 Existing Network	2040 Existing Network	2020 Montgomery St. Overpass AND Grade Separated Flyover Ramp	2040 Montgomery St. Overpass AND Grade Separated Flyover Ramp	2020 Cox Blvd. Relocation and Overpass	2040 Cox Blvd. Relocation and Overpass
Montgomery Ave. (South)	11,900	16,200	11,900	16,300	10,100	13,800
Montgomery Ave. (North)	3,300	4,500	1,300	1,800	3,100	4,200
Atlanta Ave. (South)	4,300	5,900	2,600	3,600	2,900	3,900
Atlanta Ave. (North)	1,400	1,900	0	0	1,300	1,800
1 ST St.	16,300	22,200	4,900	6,700	14,900	20,300
Overpass – Montgomery St.	N/A	N/A	11,600	15,800	N/A	N/A
2 ND St. (West)	15,600	21,300	15,600	21,300	14,300	19,500
2 ND St. (East)	12,200	16,600	12,200	16,600	12,200	16,600

Roadway	2020 Existing Network	2040 Existing Network	2020 Montgomery St. Overpass AND Grade Separated Flyover Ramp	2040 Montgomery St. Overpass AND Grade Separated Flyover Ramp	2020 Cox Blvd. Relocation and Overpass	2040 Cox Blvd. Relocation and Overpass
Jackson Hwy.	14,600	19,900	14,600	19,900	14,600	19,900
Cox Blvd. (South)	11,000	15,000	11,000	15,000	8,900	10,500
Overpass – Cox Blvd.	N/A	N/A	N/A	N/A	5,500	7,500
Cox Blvd. (North)	10,400	14,200	10,400	14,200	13,600	16,100
Avalon Ave.	12,000	16,300	12,000	16,300	18,600	25,300
W. Montgomery Ave.	2,900	4,000	2,900	4,000	2,900	4,000
Blake St.	1,300	1,800	1,700	1,800	1,300	1,800
W. 2 ND St. - Tuscumbia	1,700	2,300	1,700	2,300	1,700	2,300
Common St.- Tuscumbia	600	800	600	800	600	800

2.3 Existing Train Activity

Assessment of existing train activity in the study area and vicinity is possible using the at-grade crossing activity data at Montgomery Avenue and Atlanta Avenue as representative reference locations available from the Federal Railroad Administration (FRA) Crossing Inventory. **Table 6** shows the applicable crossing activity for these at-grade crossings which can be extrapolated to the other adjacent rail crossings along the railroad corridor.

Table 6: Existing Train Crossing Activity

Street Name	Crossing #	Total Thru Trains	Total Switching Trains	2018 ALDOT ADT	% Trucks	Multilane Roadway	Signalized Intersection in Vicinity	Crossing Gates	Emergency Services Route	School Buses Per Day
Montgomery Ave.	731947E	14	2	9,887	2%	Yes	Yes	Yes	Yes	2
Atlanta Ave.	731946X	14	2	3,606	16%	No	Yes	Yes	Yes	0
W. 2 ND St. (Tuscumbia)	731950M	14	2	1420	4%	No	No	No	Yes	0

2.3.1 Typical Railroad Crossing Train Blockage Times

Trains blocking at-grade crossings for extended time periods of up to several days at multiple crossings have become common-place for the Sheffield downtown area. For the Montgomery Avenue and the Atlanta Avenue crossings, the routine train activity for these at-grade active warning device crossings

with gate-arms ranges between 15-20 trains encountered over a full day with a daily “gates down” time ranging between a combined total of 45 minutes to 75 minutes each day.

Extended at-grade crossing blockage times combined with the railroad industry’s trend to increase train length and number of rail cars exacerbates safety implication to passenger vehicles and other travel modes including bicycles and pedestrian for the Sheffield area. The potential for unsafe pedestrian behavior, including climbing through or underneath stopped trains, is an ongoing concern for the community.

2.4 Crash Data

Crash information on a particular at-grade rail crossing with a train involved incident and its safety history is readily available from the FRA’s on-line database. The latest data provides information regarding the 2018 Accident Prediction assessment which is a summary calculation of a crossing’s propensity for crash occurrence. The accident prediction value itself is the total number of crashes expected to involve a train within a calendar year. This information, along with the last 10 years of crash data from the FRA, are summarized below by crossing location where data is available:

Montgomery Avenue At-Grade Railroad Crossing (#731947E)

10-year Crash History – Two (2) Crashes (one (1) injury reported)

Predicted Collisions - 0.136616 Crashes per year (As of 12/31/2018)

Atlanta Avenue At-Grade Railroad Crossing (#731946X)

10-year Crash History - 0 Crashes

Predicted Collisions - 0.028472 Crashes per year (As of 12/31/2018)

East 2ND Street At-Grade Railroad Crossing (#7321950M)

10-year Crash History – One (1) Crash

Predicted Collisions - 0.095379 Crashes per year (As of 12/31/2018)

Roadway crash data at intersections or segments in the general vicinity of critical at-grade crossings is also available using the state’s Critical Analysis Reporting Environment (CARE) database. The crashes of interest include those at intersections within 300 feet of the at-grade crossings which could be identified as related to train activity for the years 2017-2019 (2019 Partial Year). A total of 89 crash reports were reviewed for this two (2)- and one (1)-half-year period with the noted trends related to train activity at the crossing as follows:

Montgomery Avenue Intersections in Vicinity of the Norfolk Southern Rail Crossing:

Five (5) fender bender type crashes primarily categorized as rear-end crashes from queued traffic.

Atlanta Avenue Intersections in Vicinity of the Norfolk Southern Rail Crossing:

Three (3) fender bender type crashes primarily categorized as rear-end crashes from queued traffic.

2.5 Design Criteria

The design criteria and geometric standards used to develop the conceptual build alternatives conform to the requirements of the latest “Policy on Geometric Design of Highways and Streets” (Green Book) 6th Addition, published by AASHTO dated 2011. The design criteria are illustrated in **Table 7**.

Table 7: Shoals Area Railroad Overpass Feasibility Study Design Criteria

Criterion	Design Goal
Design Speed	35 Miles Per Hour
Horizontal Alignment	314-foot Minimum Radius
Vertical Alignment	6% Maximum Grade
Highway Functional Classification	Urban Arterial
Vehicular Lane Width	12-foot wide vehicle lanes
Shoulders (both sides)	Five (5) foot bike lanes or Four (4) foot paved shoulders and Four (4) foot buffer between shoulder/bike lane and sidewalk/Multi-Use Trail
Side Slopes	3:1 Maximum Cut & Fill Slopes
Drainage Storm Event (inlets and storm sewers)	50 Year Rain Event

2.5.1 Geometric Data

The conceptual build alternatives horizontal alignments were designed to maximize the use of the existing roadway right-of-way (ROW) in an effort to reduce impacts to property and to minimize relocations. The alignments were also designed to avoid or minimize to the extent practicable impacts to sensitive environmental resources including, but not limited to, historic resources, streams, wetlands, and potential hazardous material sites.

The conceptual build alternative typical sections are as follows:

- Relocated Cox
 - Two (2) 12-foot travel lanes with 2% cross slopes
 - Five (5) foot bike lanes four (4) foot grass buffer
 - Five (5) foot sidewalk

- Commons
 - Two (2) 12-foot travel lanes with 2% cross slopes
 - Four (4) foot paved shoulders
 - Four (4) foot grass buffer
 - 10-foot multi-use trail

- Columbia Extension
 - Two (2) 12-foot travel lanes with 2% cross slopes
 - Four (4) foot paved shoulders
 - Four (4) foot grass buffer
 - Five (5) foot sidewalk

- Montgomery Extension
 - Four (4) 12-foot travel lanes
 - One (1) 14-foot center turn lane with 2% cross slopes
 - Five (5) foot bike lanes
 - Four (4) foot grass buffer

- Five (5) foot sidewalk
- Montgomery Grade Separated
 - Four (4) 12-foot travel lanes
 - One (1) 14-foot center turn lane with 2% cross slopes
 - Five (5) foot bike lanes
 - Four (4) foot grass buffer
 - Five (5) foot sidewalk.
 - The Montgomery Grade Separated plan consists of three (3) ramps, whose typical sections are described below:
 - Bridge on Ramp
 - Two (2) 12-foot travel lanes with 2% cross slopes
 - Five (5) foot paved shoulder left shoulder
 - Four (4) foot grass buffer on the right side
 - Five (5) foot sidewalk on the right side
 - Downtown Sheffield Ramp
 - One (1) 16-foot travel lane
 - Five (5) foot paved left shoulder
 - Four (4) foot paved right shoulder.
 - Two (2) foot graded shoulder on both sides.
 - Bridge Off Ramp
 - One (1) 16-foot travel lane
 - No paved left shoulder with a retaining wall or a five (5) foot paved shoulder with a two (2) foot graded shoulder
 - Four (4) foot right paved shoulder with a two (2) foot right graded shoulder.

Illustrations of the conceptual build alternatives typical sections are included in **Appendix A**. Project cost and potential impacts associated with the five (5) conceptual build alternatives are shown on **Table 11** in **Section 4.0**.

2.5.2 Clearances

The low member of structures over railroads was set at a 23-foot minimum over rail height. Bridge piers were set to 25-foot minimum horizontal from centerline of track. For Commons Street, the centerline of the road was 17-foot vertical minimum under proposed railroad bridge. For Montgomery Grade Separated Bridge Off Ramp, low member of structure was 17-foot vertical minimum over the Downtown Sheffield Ramp.

2.6 Alternatives

Descriptions of conceptual build alternatives considered but eliminated, the No Build Alternative and the five (5) conceptual build alternatives are provided in the following paragraphs.

2.6.1 Alternatives Considered but Eliminated

Montgomery Extension 2

The Montgomery Extension 2 Conceptual Build Alternative, herein referred to as Montgomery Extension 2, would have constructed a roundabout at the West Montgomery Avenue and South Montgomery Avenue intersection, eliminating the traffic signal that currently exists at the intersection. From the Roundabout, Montgomery Extension 2 would have begun on new location to the northeast and crossed the Norfolk Southern Railroad. After crossing the Norfolk Southern

Railroad, Montgomery Extension 2 would have merged with existing East 2nd Street and continued eastward to its terminus approximately 330 feet west of Cox Boulevard. Montgomery Extension 2 was ultimately eliminated from consideration due to bridge bents for the proposed Norfolk Southern Railroad overpass being located within the railroad ROW.

Montgomery Extension 3

The Montgomery Extension 3 Conceptual Build Alternative, herein referred to as Montgomery Extension 3, would have begun at the South Montgomery Avenue and East Ashe Street intersection. From the intersection, Montgomery Extension 3 would have gone on new location to the northeast and crossed the Norfolk Southern Railroad. After crossing the Norfolk Southern Railroad, Montgomery Extension 3 would have merged with existing East 2nd Street and continued eastward to its terminus approximately 330 feet west of Cox Boulevard. Montgomery Extension 3 was ultimately eliminated from consideration due to bridge bents for the proposed Norfolk Southern Railroad overpass being located within the railroad ROW.

Avalon Overpass

The Avalon Overpass Conceptual Build Alternative, herein referred to as Avalon Overpass, would have begun along East Avalon Avenue at the Sterling Avenue/King Avenue intersection. From there, Avalon Overpass would continue east down existing East Avalon Avenue for approximately 0.63-mile, crossing the Norfolk Southern railroad with a new grade-separated overpass until ending at Broadway Avenue. Avalon Overpass would have eliminated the existing at-grade intersection along East Avalon Avenue at the Norfolk Southern Railroad. Avalon Overpass was ultimately eliminated from consideration due to high construction and utility relocation cost.

2.6.2 No Build Alternative

The No Build or No Action Alternative constitutes a baseline condition from which to measure impacts. Under the No Build Alternative condition, the existing roadways would remain as they currently exist other than the continuation of routine maintenance and traffic would continue to utilize the current at-grade railroad crossings throughout the study area. The No Build Alternative would not address the issue of train traffic blocking emergency vehicles, school buses, and other vehicular traffic at existing at-grade crossings.

2.6.3 Conceptual Build Alternative 1 Relocated Cox

Conceptual Build Alternative 1 Relocated Cox, herein referred to as Relocated Cox, is approximately 0.72-mile-long and would build a road on new location connecting East Avalon Avenue to Cox Boulevard. Relocated Cox is illustrated on **Figure A-1** in **Appendix A**. The construction of the new location roadway would create a grade separated railroad crossing, which would allow traffic to avoid the at-grade railroad crossing on East Avalon Avenue. From the intersection of East 19th Street/King Avenue and Avalon Avenue, Relocated Cox would begin on new location to the north and would cross the Norfolk Southern Railroad. After crossing the Norfolk Southern Railroad, Relocated Cox would merge with existing Cox Boulevard at a point approximately 580 feet south of Autumn Way.

2.6.4 Conceptual Build Alternative 2 Columbia Extension

Conceptual Build Alternative 2 Columbia Extension, herein referred to as Columbia Extension, is approximately 0.47-mile-long and would connect South Columbia Avenue to North Columbia Avenue via a new grade separated bridge crossing of the Norfolk Southern Railroad in downtown Sheffield. Columbia Extension is illustrated on **Figure A-2** in **Appendix A**. The construction of this grade separated railroad crossing would allow traffic to avoid the existing at-grade crossings of the railroad

on Montgomery Avenue or Atlanta Avenue. Columbia Extension would begin along existing South Columbia Avenue at Gohen Street. From Gohen Street, Columbia Extension would follow existing South Columbia Avenue to the point where it terminates at East Ashe Street. At the intersection of East Ashe Street and South Columbia Avenue, Columbia Extension would begin on new location to the north and cross the Norfolk Southern Railroad. After crossing the Norfolk Southern Railroad, Columbia Extension would merge with existing North Columbia Avenue and continue north to its terminus with East 4th Street.

2.6.5 Conceptual Build Alternative 3 Montgomery Extension

Conceptual Build Alternative 3 Montgomery Extension, herein referred to as Montgomery Extension, is approximately 0.53-mile-long and would connect Montgomery Street to East 2nd Avenue via a new grade separated bridge crossing of the Norfolk Southern Railroad in downtown Sheffield. Columbia Extension is illustrated on **Figure A-3** in **Appendix A**. The construction of this grade separated railroad crossing would allow traffic to avoid the existing at-grade crossings of the railroad on Montgomery Avenue or Atlanta Avenue. In addition, a roundabout would be constructed at the West Montgomery Avenue and South Montgomery Avenue intersection, eliminating the traffic signal that currently exists at the intersection. From the roundabout, Montgomery Extension would begin on new location to the northeast and would cross the Norfolk Southern Railroad. After crossing the Norfolk Southern Railroad, Montgomery Extension would merge with existing East 2nd Street at its terminus near the intersection of East 2nd Street and North Dover Avenue.

2.6.6 Conceptual Build Alternative 4 Commons Street

Conceptual Build Alternative 4 Commons Street, herein referred to as Commons Street, is approximately 0.67-mile-long and would build a road on new location connecting Blackwell Road to West Almon Avenue in Tusculumbia. The Norfolk Southern Railroad located in this area would be shifted slightly to the west and a new grade separated railroad bridge would be constructed to allow the new location roadway to pass underneath, which would permit traffic to avoid the at-grade railroad crossing located at West 2nd Street. Commons Street is illustrated on **Figure A-4** in **Appendix A**. Commons Street would begin on new location to the east at a point on Blackwell Road approximately 870 feet south of the Blackwell Road and East Wheeler Avenue intersection. From Blackwell Road, Commons Street would travel under the Norfolk Southern Railroad overpass, merge with existing West Almon Avenue and continue east to its terminus at the West Almon Avenue and North Indian Street intersection. In addition, portions of existing Blackwell Road and West 2nd Avenue will be improved to the North Hook Street intersection.

2.6.7 Conceptual Build Alternative 5 Montgomery Grade Separated

Conceptual Build Alternative 5 Montgomery Grade Separated, herein referred to as Montgomery Grade Separated, is approximately 0.53-miles-long and would connect Montgomery Street to East 2nd Avenue via a new grade separated bridge crossing of the Norfolk Southern Railroad in Downtown Sheffield. Montgomery Grade Separated is illustrated on **Figure A-5** in **Appendix A**. The construction of this grade separated railroad crossing would allow traffic to avoid the existing at-grade crossings of the railroad on Montgomery Avenue or Atlanta Avenue. From the intersection of Cohen Street and South Montgomery Boulevard, Montgomery Grade Separated would begin on new location to the northeast and would cross the Norfolk Southern Railroad. After crossing the Norfolk Southern Railroad, Montgomery Grade Separated would merge with existing East 2nd Street at its terminus near the intersection of East 2nd Street and North Dover Avenue.

3 PRELIMINARY ALTERNATIVES INVESTIGATION – ENVIRONMENTAL

Database research of readily available information, field reviews, stakeholder outreach and public involvement were conducted in order to develop an understanding of the existing environmental features and to identify any major impediments (fatal flaws) within the study area that could affect the feasibility of the proposed improvements. The FHWA “Planning and Environmental Linkages Questionnaire” was also used as guidance for this feasibility study. The questionnaire is included in **Appendix E**. Agency coordination was not conducted as part of this study.

Environmental data was gathered from several different Geographic Information Systems (GIS) database sources including:

- ESRI
- EPA Geodata
- FEMA National Wetland Inventory (NWI) Maps
- FEMA Digital Flood Insurance Rate Maps (DFIRM)
- National Register of Historic Places (NRHP)
- Alabama Department of Environmental Management (ADEM) Underground Storage Tank Program
- USFWS
- USGS National Hydrography Dataset

The results from the database research, field reviews, stakeholder outreach, and public involvement were added to avoidance mapping that was then used to develop the conceptual build alternatives. The potential impacts the conceptual build alternatives could have on the following features and environmental resources were evaluated.

3.1 Land Use Impacts

The study area is located within Township 3 South, Range 11 West, Sections 27, 28, 33, and 34 of the Florence, Alabama, USGS 7.5’ Topographic Quadrangle Map, and Township 4 South, Range 11 West, Section 5 of the Tuscumbia, Alabama, USGS 7.5’ Topographic Quadrangle Map.

The land use within the study area is predominantly commercial with a few churches and residences primarily located along South Columbia Avenue. Most of the residential development consists of single-family residences.

The No Build Alternative would not result in the direct conversion of existing land to transportation use, nor would it alter the current land use trends in the study area. All the conceptual build alternatives would convert land to roadway ROW (see **Table 11** in **Section 4.0**).

3.2 Socio-economic Impacts

3.2.1 Community Impacts

Community facilities, resources, and services are important attributes of society and often serve to unify people that would otherwise not associate with one another. Important community features that are located within or near the study area include the Helen Keller Birthplace, Tennessee Valley Museum of Art, Helen Keller Public Library, Sheffield City Fire Department, several churches, and several businesses.

The No Build Alternative would not result in any immediate, direct adverse impacts to established residents, neighborhoods, community resources or businesses. However, the beneficial effects of the proposed project would also not be realized under the No Build Alternative condition. The No Build Alternative would not meet the purpose and need of the project in terms of providing a railroad overpass that would eliminate existing at-grade railroad crossing issues and allow for continuous movement of vehicular, bike, and pedestrian traffic. Access to community resources including schools, hospitals, churches and businesses could also be adversely impacted as congestion at railroad crossings increases.

Relocated Cox would likely require the relocation of two (2) businesses and one (1) church. Columbia Extension would likely require the relocation of five (5) residences and five (5) businesses. Montgomery Extension would likely require the relocation of one (1) residence, one (1) City of Sheffield Fire Station, and 15 businesses. Montgomery Grade Separated would likely require the relocation of one (1) residence, one (1) City of Sheffield Fire Station, and 17 businesses. No relocations are anticipated to occur for Commons Street. Although businesses could be impacted by the conceptual alignments, it is anticipated that these businesses would have the opportunity to relocate within the immediate area. As a result, it is expected that adverse impacts that may occur to the community as a result of the business relocations would be minimal. All the conceptual build alternatives would benefit the community by improving access to resources including schools, hospitals, churches and businesses.

3.2.2 Parks and Recreational Resources Impacts

The following parks and recreation resources are located within or near the study area:

- Tom Coburn Ball Fields,
- Kirk Wallace Complex, and
- McClain Park.

Tom Coburn Ball Fields

The Tom Coburn Ball Fields in Tuscumbia contains two (2) regulation softball fields, one (1) baseball field, one (1) Little League field, and one (1) t-ball field. All fields are lit for night play. The complex also features a concession building, public rest rooms, and off-street parking. The location of the Tom Coburn Ball Fields relative to the study area is illustrated on **Figure 2**.

Under the No Build Alternative condition, the existing alignment of Blackwell Road would remain. Access to the Tom Coburn Ball Fields would not improve because a railroad overpass that would eliminate at-grade crossing issues and allow for continuous movement of vehicular, bike, and pedestrian traffic would not be constructed.

None of the conceptual build alternatives are expected to adversely affect the Tom Coburn Ball Fields. The Tom Coburn Ball Fields would likely benefit from the improved access provided by the proposed improvements.

Kirk Wallace Complex

The Kirk Wallace Complex in Tuscumbia contains two (2) baseball fields, concession stands with restrooms, one (1) parking lot with approximately 150 parking spots, a batting cage and a pavilion with three (3) picnic tables. The location of the Kirk Wallace Complex relative to the study area is illustrated on **Figure 2**.

Under the No Build Alternative condition, the existing alignment of Blackwell Road would remain. Access to the Kirk Wallace Complex would not improve because a railroad overpass that would eliminate at-grade crossing issues and allow for continuous movement of vehicular, bike, and pedestrian traffic would not be constructed.

None of the conceptual build alternatives are expected to adversely affect the Kirk Wallace Complex except for the Commons Street alternative. The Common Street alternative would acquire ROW from the most northern baseball field in the Kirk Wallace Complex (See **Figure A-4** in **Appendix A**). The ROW limits of Commons Street are conceptual and as the project progresses through the design phase, every effort would be made to avoid or minimize impacts to Kirk Wallace Complex. Therefore, it is possible that the impacts to the Kirk Wallace Complex could be avoided. Once constructed, it is anticipated that the Kirk Wallace Complex would benefit from the improved access provided by any of the proposed conceptual build alternatives.

McClain Park

McClain Park is part of the McClain Homes Apartments which is owned by the Tusculumbia Housing Authority. The park contains playground equipment along with an open field. The location of the McClain Park relative to the study area is illustrated on **Figure 2**.

Under the No Build Alternative condition, the existing alignment of Blackwell Road would remain. Access to the McClain Park would not improve because a railroad overpass that would eliminate at-grade crossing issues and allow for continuous movement of vehicular, bike, and pedestrian traffic would not be constructed.

None of the conceptual build alternatives are expected to adversely affect McClain Park. McClain Park would likely benefit from the improved access provided by the proposed conceptual build alternatives.

3.2.3 Relocations

The conceptual build alternatives were designed to minimize community impacts, including residential and business displacements. Available mapping was reviewed prior to conducting the field review to identify potential relocations associated with the conceptual build alternatives. The No Build Alternative would not require any relocations. Relocated Cox would likely require the relocation of two (2) businesses and one (1) church. Columbia Extension would likely require the relocation of five (5) residences and five (5) businesses. Montgomery Extension would likely require the relocation of one (1) residence, one (1) City of Sheffield Fire Station, and 15 businesses. Montgomery Grade Separated would likely require the relocation of one (1) residence, one (1) City of Sheffield Fire Station, and 17 businesses. No relocations are anticipated to occur for Commons Street. The potential relocations associated with each build alternative are illustrated on the figures included in **Appendix A**.

3.2.4 Environmental Justice

The U.S. Census database was used to gather demographic data for the study area. Information about poverty levels was collected from the U.S. Department of Health and Human Services (HSS) guidelines. The income and poverty level data for the study area are provided in **Table 8**. **Table 9** provides the demographic data for the study area.

Table 8: Shoals Area Railroad Overpass Feasibility Study Income and Poverty Level Data

Location		Population (2018)	Average Household Size (2018)	Median Household Income (2018)	HHS Poverty Guidelines (2020)	Below HHS Poverty Guidelines?
Colbert County		54,495	2.47	\$16,395	\$17,240	Yes
Census Tract 201	BG 3	447	1.8	\$9,688	\$12,760	Yes
Census Tract 202	BG 1	1282	2.27	\$32,439	\$17,240	No
Census Tract 203	BG 1	516	2.66	\$26,071	\$17,240	No
	BG 2	627	1.84	\$24,013	\$12,760	No
	BG 3	748	1.87	\$18,792	\$12,760	No
Census Tract 204	BG 2	762	2.4	\$54,583	\$17,240	No
Census Tract 205	BG 1	1,317	3.07	\$44,255	\$21,720	No
	BG 3	483	2.44	\$32,169	\$17,240	No
	BG 4	1,593	2.9	\$72,426	\$17,240	No
Census Tract 206	BG 1	934	2.78	\$53,088	\$17,240	No
Census Tract 207.04	BG 3	809	2.09	\$41,797	\$17,240	No

The study area includes seven (7) Census Tracts and 11 Census Block Groups. The income and poverty information indicate one (1) Census Block Group with incomes less than the HHS Poverty guidelines is located within the study area. The demographic data also indicates that minority populations are located within the study area with percentages higher than Colbert County. The No Build Alternative would not require any relocations; therefore, disproportionate impacts to low income or minority populations as a result of the project would not occur.

Table 9: Shoals Area Railroad Overpass Feasibility Study Demographic Data

Location		Population (2018)	% White	% Black	% Native	% Asian	% Islander	% Other Race	% Two or more	% Minority
Colbert County		54,495	79.43%	15.81%	0.67%	0.49%	0.05%	1.33%	2.21%	20.57%
Census Tract 201	BG 3	447	46.31%	36.91%	0.22%	1.57%	1.79%	0.00%	13.20%	53.69%
Census Tract 202	BG 1	1282	66.38%	30.73%	0.00%	0.00%	0.00%	0.23%	2.65%	33.62%
Census Tract 203	BG 1	516	4.65%	69.77%	0.00%	0.00%	0.00%	0.00%	25.58%	95.35%
	BG 2	627	17.22%	79.90%	0.00%	0.00%	0.00%	0.00%	2.87%	82.77%
	BG 3	748	82.09%	16.31%	1.60%	0.00%	0.00%	0.00%	0.00%	17.91%
Census Tract 204	BG 2	762	87.14%	9.71%	1.57%	0.39%	0.00%	0.00%	1.18%	12.86%

Location		Population (2018)	% White	% Black	% Native	% Asian	% Islander	% Other Race	% Two or more	% Minority
Census Tract 205	BG 1	1,317	48.97%	29.23%	2.28%	1.06%	0.00%	12.00%	6.45%	51.03%
	BG 3	483	94.00%	6.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.00%
	BG 4	1,593	94.04%	3.52%	0.00%	1.00%	0.00%	0.00%	0.00%	4.52%
Census Tract 206	BG 1	934	67.34%	31.91%	0.00%	0.43%	0.00%	0.00%	0.32%	32.66%
Census Tract 207.04	BG 3	809	96.66%	0.00%	0.00%	0.00%	0.00%	3.34%	0.00%	3.34%

Relocated Cox would likely require the relocation of two (2) businesses and one (1) church. Columbia Extension would likely require the relocation of five (5) residences and five (5) businesses. Montgomery Extension would likely require the relocation of one (1) residence, one (1) City of Sheffield Fire Station, and 15 businesses. Montgomery Grade Separated would likely require the relocation of one (1) residence, one (1) City of Sheffield Fire Station, and 17 businesses. No relocations are expected to occur for Commons Street. The potential relocations are illustrated on the figures included in **Appendix A**. The ROW limits of the build alternatives are conceptual and as the project progresses through the design phase, every effort would be made to avoid or minimize impacts to property owners within the study area. Therefore, it is possible that the residential and business relocations could be avoided. As a result, it is anticipated that disproportionate impacts to low income or minority populations would not occur as a result of the project being constructed.

3.3 Ecological Impacts

3.3.1 Protected Species

An official species list was obtained from the USFWS Information for Planning and Consulting (IPaC) on August 31, 2020. The species list indicates that 15 federally protected species may occur within the study area. The USFWS official species list is included in **Appendix D. Table 10** lists the species and their federal protection status.

Table 10: Shoals Area Railroad Overpass Feasibility Study USFWS List of Threatened and Endangered Species

Common Name	Scientific Name	Federal Status	Critical Habitat Present?
Indiana bat	<i>Myotis sodalis</i>	Endangered	No
Northern long-eared bat	<i>Myotis septentrionalis</i>	Threatened	No
Gray bat	<i>Myotis grisescens</i>	Endangered	No
Alabama Cavefish	<i>Speoplatyrhinus poulsoni</i>	Endangered	No
Dromedary Pearlymussel	<i>Dromus dromas</i>	Endangered	No
Fanshell	<i>Cyprogenia stegaria</i>	Endangered	No
Orangefoot Pimpleback	<i>Plethobasus cooperianus</i>	Endangered	No
Pink Mucket	<i>Lampsilis abrupta</i>	Endangered	No
Ring Pink	<i>Obovaria retusa</i>	Endangered	No
Rough Pigtoe	<i>Pleurobema plenum</i>	Endangered	No

Common Name	Scientific Name	Federal Status	Critical Habitat Present?
Sheepnose Mussel	<i>Plethobasus cyphus</i>	Endangered	No
Snuffbox Mussel	<i>Epioblasma triquetra</i>	Endangered	No
Spectaclecase	<i>Cumberlandia monodonta</i>	Endangered	No
White Wartyback	<i>Plethobasus cicatricosus</i>	Endangered	No
Lyrate Bladderpod	<i>Lesquerella lyrate</i>	Threatened	No

The following species descriptions were provided by the USFWS:

Indiana bat (*Myotis sodalis*) – Endangered

The scientific name of the Indiana bat is *Myotis sodalis* and it is an accurate description of the species. *Myotis* means “mouse ear” and refers to the relatively small, mouse-like ears of the bats in this group. *Sodalis* is the Latin word for “companion.” The Indiana bat is a very social species; large numbers cluster together during hibernation. The species is called the Indiana bat because the first specimen described to science in 1928 was based on a specimen found in southern Indiana's Wyandotte Cave in 1904. The Indiana bat is quite small, weighing only one-quarter of an ounce (about the weight of three pennies). In flight, it has a wingspan of nine (9) to 11 inches. The fur is dark-brown to black. The Indiana bat is similar in appearance to many other related species. Biologists can distinguish it from similar species by comparing characteristics such as the structure of the foot and color variations in the fur. Indiana bats hibernate during winter in caves or, occasionally, in abandoned mines. For hibernation, they require cool, humid caves with stable temperatures, under 50° F but above freezing. Very few caves within the range of the species have these conditions. Hibernation is an adaptation for survival during the cold winter months when no insects are available for bats to eat. Bats must store energy in the form of fat before hibernating. During the six months of hibernation the stored fat is their only source of energy. If bats are disturbed or cave temperatures increase, more energy is needed, and hibernating bats may starve. After hibernation, Indiana bats migrate to their summer habitat in wooded areas where they usually roost under loose tree bark on dead or dying trees. During summer, males roost alone or in small groups, while females roost in larger groups of up to 100 bats or more. Indiana bats also forage in or along the edges of forested areas.

Northern long-eared bat (*Myotis septentrionalis*) - Threatened

The northern long-eared bat is a medium-sized bat with a body length of three (3) to 3.7 inches but a wingspan of nine (9) to 10 inches. Their fur color can be medium to dark brown on the back and tawny to pale-brown on the underside. As its name suggests, this bat is distinguished by its long ears, particularly as compared to other bats in its genus, *Myotis*. Northern long-eared bats spend winter hibernating in caves and mines, called hibernacula. They use areas in various sized caves or mines with constant temperatures, high humidity, and no air currents. Within hibernacula, surveyors find them hibernating most often in small crevices or cracks, often with only the nose and ears visible. During the summer, northern long-eared bats roost singly or in colonies underneath bark, in cavities or in crevices of both live trees and snags (dead trees). Males and non-reproductive females may also roost in cooler places, like caves and mines. Northern long-eared bats seem to be flexible in selecting roosts, choosing roost trees based on suitability to retain bark or provide cavities or crevices. This bat has also been found rarely roosting in structures, like barns and sheds. Like most bats, northern long-eared bats emerge at dusk to feed. They primarily fly through the understory of forested areas feeding on moths, flies, leafhoppers, caddisflies, and beetles, which they catch while in flight using echolocation or by gleaning motionless insects from vegetation.

Gray bat (*Myotis grisescens*) – Endangered

Gray bats are distinguished from other bats by the unicolored fur on their back. In addition, following their molt in July or August, gray bats have dark gray fur which often bleaches to a chestnut brown or russet. They weigh seven (7) to 16 grams. The bat's wing membrane connects to its ankle instead of at the toe, where it is connected in other species of *Myotis*. With rare exceptions, gray bats live in caves year-round. During the winter gray bats hibernate in deep, vertical caves. In the summer, they roost in caves which are scattered along rivers. These caves are in limestone karst areas of the southeastern United States. They do not use houses or barns. The bats eat a variety of flying aquatic and terrestrial insects present along rivers or lakes.

Alabama cavefish (*Speoplatyrhinus poulsoni*) – Endangered

The Alabama cavefish is a troglobitic fish of the family Amblyopsidae. They have no eyes and almost no pigment, making them nearly transparent. On average members of this species have a length close to 50 mm, ranging from 30-58 mm. They have an elongated, flattened head with a laterally constricted snout and a terminal mouth. The species has no pelvic fins, a relatively high dorsal fin that mirrors the anal fin in size and shape, and a rounded paddle-shaped homocercal tail. Embedded cycloid scales cover the body and bifurcate fin rays are absent in all fins. Alabama cavefish have an elaborate system of sensory papillae on the sides and head and a hypertrophied lateral-line. The major distinguishing feature between it, and the only other cavefish in Alabama, *Typhlichthys subterraneus*, are the three nonpapilliferous fin rays between the medial-most rows of caudal sensory papillae. Key cave, the single locale of the Alabama Cavefish, is a large underground multi-level structure in Lauderdale County, Alabama that has thousands of meters of mapped area. The pools of water in the cave in which the fish dwell are typically five (5) to 10 feet deep. Seasonal flooding within the cave fluctuates this depth. Far within the cave are very deep pools of unknown depth.

Dromedary pearlymussel (*Dromus dromas*) – Endangered

The dromedary pearlymussel is a medium-sized (reaching up to 90 mm in length) freshwater mussel with a yellowish green shell with two sets of broken green rays. The life span of the species is greater than 50 years). Like other freshwater mussels, the dromedary pearlymussel feeds by filtering food particles from the water column. The specific food habits of the species are unknown, but other juvenile and adult freshwater mussels have been documented to feed on detritus, diatoms, phytoplankton, and zooplankton. The diet of dromedary pearlymussel glochidia, like other freshwater mussels, comprises water (until encysted on a fish host) and fish body fluids (once encysted). The species historic range included the Cumberland and Tennessee River systems.

Fanshell (*Cyprogenia stegaria*) – Endangered

The fanshell has a medium-sized shell, seldom exceeding 3.2 inches in length. The shell exterior has green rays on a light green or yellow surface ornamented with green mottling. The inside surface of the shell (nacre) is usually silvery white. The species historical range included the Ohio River and many of its large tributaries in Pennsylvania, West Virginia, Ohio, Indiana, Illinois, Kentucky, Tennessee, Alabama and Virginia.

Orangefoot pimpleback (*Plethobasus cooperianus*) – Endangered

The orangefoot pimpleback is a medium size mussel, three (3) to four (4) inches in length. The shell is thick and circular in outline. The surface of the shell has dark concentric growth rings and the posterior two-thirds of the shell is covered with raised tubercles. Number, size, and shape of the tubercles is variable. The color of the shell is yellowish brown to chestnut brown in color, and it darkens as individuals become older. Light greenish rays are found only in younger individuals. Nacre color varies

from white to pink. The species historical range included the Ohio, Cumberland, and Tennessee River systems, including the lower French Broad and Holston Rivers.

Pink mucket (*Lampsilis abrupta*) – Endangered

Adult pink muckets grow three (3) to five (5) inches in length. They are rounded to slightly elongated. The rear end is bluntly pointed in males. Females are shorter and may be nearly square. The pink mucket shell is thick, inflated and smooth. Growth-rest lines produce ridges and dark-stained grooves. The outer layer of the shell is yellowish-brown to chestnut-colored in mature individuals. Broad, faint, green rays may cover the shell but are usually absent from adult shells. Beaks (raised structures located externally near the hinge of the shell) are slightly raised above the hinge line. Beak sculpture, which is often difficult to discern, consists of six (6) to 10 fine, wavy, double-looped bars. The teeth (located dorsally within the shell) are large and well developed. The shell's inner lining (nacre) is white to a light salmon or pink and commonly salmon to orange in the beak cavities. The species historical range included Alabama, Arkansas, Illinois, Indiana, Kentucky, Louisiana, Missouri, Ohio, Pennsylvania, Tennessee, Virginia, and West Virginia.

Ring pink (*Obovaria retusa*) – Endangered

The ring pink is a medium size mussel, two (2) to three (3) inches in length, with a round, moderately inflated, thick shell. The shell does not have rays and is yellow-green to brown in color. Older individuals usually are darker in color. The color inside the shell varies from light pink to dark purple surrounded by a white border. The species historical range included the Ohio, Cumberland, and Tennessee River systems in Alabama, Illinois, Indiana, Kentucky, Ohio, Pennsylvania, Tennessee, and West Virginia.

Rough pigtoe (*Pleurobema plenum*) – Endangered

The rough pigtoe is a medium sized mussel three (3) to four (4) inches in length with an inflated, triangular shaped shell. Shell color ranges from dark to yellowish brown. Light green rays may be present on the shell of younger individuals. The color inside the shell varies from pearly white to pink. The species historical range included the Tombigbee River, Alabama River, Tennessee River, Holston River, French Broad River, Clinch River, Cumberland River, Ohio River, Allegheny River, Monogahela River, Kanawha River, Green River, Wabash River, Tippecanoe River, White River, Mississippi River, Illinois River, Neosho River, Ouachita River, St. Francis River, Meramec River, and James River.

Sheepnose mussel (*Plethobasus cyphus*) – Endangered

The sheepnose is a medium-sized mussel that grows to about five (5) inches in length. The shell is thick and solid, and the overall shape is slightly longer than wide and somewhat inflated. The sheepnose shell is smooth, shiny, and light yellow to a dull yellowish brown, without lines or rays but with dark concentric ridges. The ridges result from periods when growth stops or slows. The species historical range included the Illinois, Cumberland, Mississippi and Tennessee River basins in Alabama, Illinois, Indiana, Iowa, Kentucky, Minnesota, Mississippi, Missouri, Ohio, Pennsylvania, Tennessee, Virginia, West Virginia and Wisconsin.

Snuffbox mussel (*Epioblasma triquetra*) – Endangered

The snuffbox is a small- to medium-sized freshwater mussel with a yellow, green or brown shell interrupted with green rays, blotches or chevron-shaped lines. The shell becomes darker and the interruptions less clear with age. Shell shape is typically triangular in females and oblong or ovate in males. Males can grow up to 2.8 inches, with females reaching only up to 1.8 inches. The species

historical range included Alabama, Arkansas, Illinois, Indiana, Kentucky, Michigan, Minnesota, Missouri, Ohio, Pennsylvania, Tennessee, Virginia, West Virginia, Wisconsin, and Ontario, Canada.

Spectaclecase (*Cumberlandia monodonta*) – Endangered

The spectaclecase is a large mussel that can grow up to nine (9) inches in length. The shape of the shell is elongated, sometimes curved, and somewhat inflated, hence its name. The species range includes Alabama, Arkansas, Illinois, Iowa, Kentucky, Minnesota, Missouri, Tennessee, Virginia, West Virginia, and Wisconsin.

White wartyback (*Plethobasus cicatricosus*) – Endangered

The shell of the white wartyback pearlymussel is somewhat egg-shaped, thick, solid, and inflated. The greenish yellow or yellow-brown shell surface is marked by uneven, concentric growth lines and a row of knobs (tubercles) in the middle portion of the shell. The iridescent inner shell surface is white. Individuals can live as long as 50 years. The white wartyback has sometimes been confused with a closely related species, *Plethobasus cyphus*. The species historic range included West Virginia, Ohio, Indiana, Tennessee, and Alabama.

Lyrate bladderpod (*Lesquerella lyrata*) – Threatened

The lyrate bladderpod, a member of the mustard family, is an annual that ranges from four (4) to 12 in (10.2-30.5 cm) in height. Plants are shortly pubescent and usually branched near the base. The stem leaves are alternate, ovate to elliptic in shape, smooth or toothed on the margins, with prominent ear-like projections at the bases. The flowers are ascending on stalks 0.4-0.6 in (1-1.5 cm) long, with yellow petals 0.2-0.3 in (5.1-7.6 mm) in length. The fruits are globular and about 0.1 in (2.5 mm) long. This species is dormant in the summer, surviving as seeds. It germinates in the fall and overwinters as a rosette. Plants flower from March to April; they fruit and disperse seeds in late April and May. Only two populations of lyrate bladderpod are known to exist, with one each in Franklin and Colbert counties, Alabama.

Under the No Build Alternative, the existing roadway network and at-grade railroad crossings would remain unchanged. As a result, the No Build Alternative will not have adverse impacts to threatened and endangered species.

The Alabama cavefish is only present in the Key Cave, which is a large underground multi-level cave structure in Lauderdale County, Alabama located approximately four (4) miles across the Tennessee River from the study area; therefore it is anticipated the proposed conceptual build alternatives would have no impact on the Alabama cavefish.

None of the proposed conceptual build alternatives would impact streams except for Commons Street. Commons Street impacts an unnamed tributary of Spring Creek. It is anticipated the small unnamed tributary would not have suitable habitat for the 10 federally endangered freshwater mussel species listed by the USFWS for the study area. The listed freshwater mussel species generally live in larger river systems; however, an aquatic survey would need to be performed during the design phase of the project to determine the presence or absence of the endangered mussels in the unnamed tributary of Spring Creek.

The proposed conceptual build alternatives could adversely impact the Northern Long Eared bat, the Indiana bat, the Gray bat, and the lyrate bladderpod. As the project develops, coordination will be

conducted with the USFWS regarding measures to minimize or avoid impacts to threatened and endangered bats and plants.

3.3.2 Wetlands, Rivers and Streams

The conceptual build alternatives were designed to minimize impacts to environmental resources including wetlands, rivers and streams. Available mapping including US Geological Survey (USGS) and NWI Mapping was reviewed prior to conducting the field review. The presence of streams within the study area was confirmed during the field review. The potential for wetlands within the study area was also confirmed during the field review; however, no formal delineation or flagging of jurisdictional wetlands was performed. The No Build Alternative would not impact wetlands, rivers or streams. Commons Street would impact one (1) stream and approximately 0.06 acre of wetlands. Relocated Cox would impact no streams and approximately 0.06 acre of wetlands. Columbia Extension, Montgomery Extension, and Montgomery Grade Separated would not impact streams or wetlands. The USGS river and streams mapping and NWI mapping of wetlands are illustrated on the figures included in **Appendix A** and included on **Table 11** in **Section 4.0**. The ROW and construction limits of the build alternatives are conceptual and as the project progresses through the design phase, every effort would be made to avoid or minimize impacts to rivers, streams and wetlands.

3.3.3 Water Quality

Best management practices should be used during construction of the proposed conceptual build alternatives to avoid or minimize erosion and off-site sediment transport. These measures should include those that manage communication, work, and water, as well as traditional practices such as sediment barriers, ditch checks, sediment basins, and energy dissipaters.

Additional context sensitive design measures should be evaluated during the next phase of the project to reduce storm water runoff and thereby minimize the potential for transportation related impacts to water quality. These additional measures may include elements of green stormwater infrastructure. Green stormwater infrastructure utilizes natural processes to manage urban runoff while also adding other economic, social, and environmental benefits. Elements may include vegetated strips, buffers, and swales; infiltration trenches; permeable pavements; bioretention and biofiltration practices; and level spreaders. More structural practices such as raised barriers and closed joints with drainage directed to the ends of the bridges may also lessen the risks associated with transportation-related runoff.

3.4 Cultural Resources

A database review to identify any known National Register of Historic Places (NRHP) and NRHP-eligible properties within the study area. Two (2) NRHP-listed historic structures are located in the study area, the Tennessee Valley Museum of Art and Ivy Green (Helen Keller Birthplace). Both of these NRHP-listed historic structures are located near Commons Street. In addition, three (3) NHRP-listed historic districts (Tuscumbia Historic District, Sheffield Downtown Commercial Historic District, and Sheffield Residential Historic District) are located in the study area. A Phase I Cultural Resource Survey of the proposed conceptual build alternatives and coordination with the Alabama Historic Commission would need to be conducted as part of the next phase of project development.

3.5 Hazardous Materials

The Environmental Protection Agency's (EPA) EnviroMapper website along with the Alabama Department of Environmental Management's (ADEM) e-Maps Portal website were reviewed for potential hazardous materials concerns in or adjacent the study area. A field review of the study area

was also conducted to identify any potential hazardous materials concerns. The database review and field review found both the Montgomery Extension and Montgomery Grade Separated alternatives would require ROW from three (3) potential hazardous material sites. The sites include two (2) auto service shops and one (1) abandoned gas station. One of the auto service shops is located on the southeast corner of the intersection of Atlanta Avenue and East 2nd Street. The other auto service shop is located on the east side of North Columbia Avenue between East 1st Street and East 2nd Street. The abandoned gas station is located on the southwest corner of the intersection of Atlanta Avenue and East 2nd Street. The potential hazardous materials sites are illustrated on **Figures A-3** and **A-5** included in **Appendix A**. No hazardous materials sites were observed or have been previously recorded within the conceptual ROW of the other build alternatives. No hazardous material concerns would be associated with the No Build Alternative.

3.6 FHWA Planning and Environmental Linkage Questionnaire

To facilitate the transition from the feasibility study to the next stages of development (Phase II: Preliminary Engineering and National Environmental Policy Act (NEPA) Analysis), Volkert, Inc. prepared responses to the FHWA Planning and Environmental Linkage (PEL) Questionnaire. The questionnaire is included in **Appendix E**. The purpose of the PEL is to document the history and decision-making process during the feasibility study. Information regarding the PEL can be found at the FHWA Environmental Review Toolkit (https://www.environment.fhwa.dot.gov/env_initiatives/pel/pel_quest.aspx).

4 COMPARISON OF PROPOSED ALTERNATIVES

Table 11 provides a comparative matrix of the No Build Alternative and the five (5) conceptual build alternatives. As shown in the table, Montgomery Grade Separated is the most expensive and would require the most relocations. Relocated Cox would require the most ROW and would likely have the greatest amount of stream and wetland impacts. Columbia Extension is the least expensive.

Table 11: Shoals Area Railroad Overpass Feasibility Study Summary of Potential Impacts

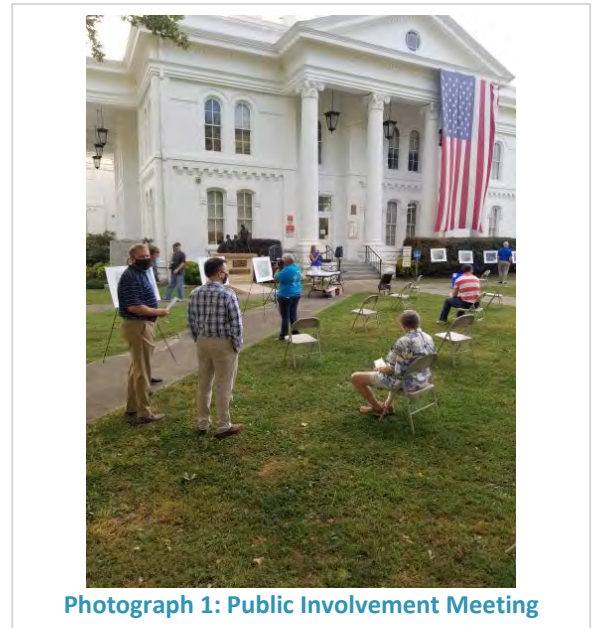
Alternative	Length (miles)	Construction Cost Estimate (\$ million)	Project Cost Estimate (\$ million)	Wetland Impacts (acres)	Stream / River Crossings	Required ROW (acres)	Potential Relocations
No Build Alternative	Varies	NA	NA	NA	NA	NA	NA
Relocated Cox	0.72	\$12,000,000	\$15,000,000	0.06	None	16.41	3
Columbia Extension	0.47	\$10,000,000	\$12,000,000	None	None	2.86	12
Montgomery Extension	0.53	\$17,000,000	\$20,000,000	None	None	7.41	17
Commons Street	0.67	\$16,000,000	\$19,000,000	0.06	1 (111 total linear feet)	2.70	0
Montgomery Grade Separated	0.53	\$20,000,000	\$24,000,000	None	None	7.89	19

5 STAKEHOLDER AND PUBLIC OUTREACH

Stakeholder and public input are vital to the development of appropriate alternatives that meet the purpose and need of the proposed project while minimizing potential social, economic, and environmental impacts. The outreach activities that have occurred to date are summarized in the following sections and included in **Appendix C**.

5.1 Stakeholder Meetings

One (1) stakeholder meeting has been held for the proposed project. The stakeholders meeting was held on June 25, 2020 at the Tuscumba Depot and Roundhouse. During the meeting, a brief presentation was given that described the proposed concepts for the Shoals Area Railroad Overpass Feasibility Study and handouts were provided to the attendees. The handouts included the presentation, a conceptual project description, a conceptual purpose and need statement, and maps illustrating the conceptual limits of the study area and known environmental and community resources within the study area. Response letters were also distributed to the attendees. The stakeholders were given the opportunity to voice their concerns about the proposed project and were also encouraged to fill out response letters. Six (6) of the stakeholders responded stating that they agree with the proposed corridor study area and concept. One (1) of the stakeholders responded that the project has their conditional support. Some of the additional comments and concerns that were made by the stakeholders included the following:



Photograph 1: Public Involvement Meeting

- Would like Colbert County to designate SEDA money for the project.
- The project is needed greatly for the entire region.
- Helen Keller Hospital stated they are in support of the project.
- The Norfolk Southern Railroad company sent a letter to the US Department of Transportation Secretary voicing their support for the project.
- Please consider the following in your study:
 - a) Configure the intersection of 2nd Street from downtown like the current intersection at Dover and 2nd Street
 - b) Re-routing the West Montgomery intersection to South Raleigh,
 - c) Changing Shop Pike to one-way westbound, and
 - d) Add access to East Blake Street to the overpass.

5.2 Public Involvement

One (1) public involvement meeting has been held for the proposed project. The public involvement meeting was held on August 11, 2020 at the Colbert County Courthouse. During the meeting, a brief presentation was given that described the proposed concepts for the Shoals Area Railroad Overpass Feasibility Study and handouts were provided to the attendees. The handouts included the presentation, a conceptual project description, a conceptual purpose and need statement, and maps illustrating the conceptual limits of the study area and known environmental and community resources within the study area. Response letters were also distributed to the attendees. The

attendees were given the opportunity to voice their concerns about the proposed project and were also encouraged to fill out response letters. Eleven (11) of the attendees responded stating that they agree with the proposed corridor study area and concept. One (1) of the attendees responded that the project has their conditional support. Some of the additional comments and concerns that were made by the attendees included the following:

- Would be willing to pay extra taxes for any of the options
- The project is needed to be done if possible
- The Commons Street alternative is out of the way
- Please consider the west side of Montgomery Street as there are a lot of empty lots in the area
- Consider the Cox Boulevard lane reduction project.

6 RECOMMENDATIONS

Based on the information collected during this feasibility study, elimination of at-grade crossing issues of the Norfolk Southern Railroad in Sheffield and Tuscumbia are needed, feasible and should be further evaluated. Volkert's recommendations are based on conceptual level engineering, traffic and environmental analyses and were developed with input from local municipalities and representatives from a cross section of businesses. The results of this feasibility study indicate that five (5) build alternatives are feasible and would address at-grade crossing issues of the Norfolk Southern Railroad by providing grade separated railroad overpasses to allow for continuous movement of vehicular, bike, and pedestrian traffic. All of the responses received from area stakeholders expressed support for the project.

The five (5) feasible build alternatives were ranked by calculating cost per user. The cost per user was calculated by dividing the total cost of each build alternative by the expected number of users. The cost per user ranking is shown below.

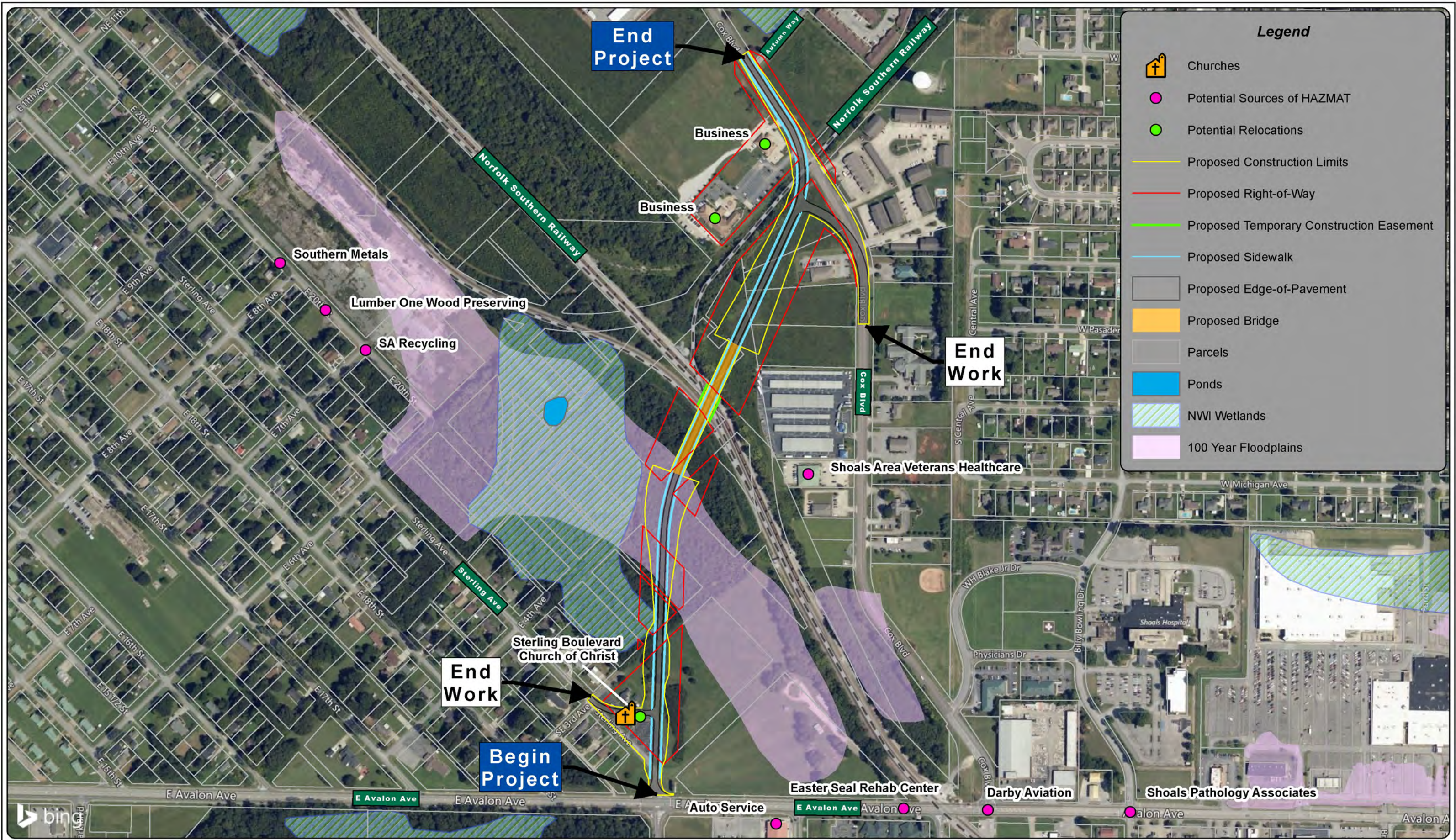
1. Montgomery Grade Separated
 - a. Cost Per User - $\$19,438,252/11,600$ users = \$1,676 (2020)
2. Montgomery Extension
 - a. Cost Per User - $\$16,781,306/9,150$ users = \$1,834 (2020)
3. Relocated Cox
 - a. Cost Per User - $\$11,667,000/5,500$ users = \$2,121 (2020)
4. Commons Street
 - a. Cost Per User - $\$15,830,038/1,800$ = \$8,794 (2020)
5. Columbia Extension
 - a. Cost Per User - $\$9,716,873/1,100$ users = \$8,834 (2020)

Based on the engineering and environmental analyses, stakeholder and public outreach performed as part of this feasibility analysis, Montgomery Grade Separated and the Montgomery Extension appear to be the most feasible alternatives. During the next phase of development, Volkert recommends that more detailed engineering analysis and the potential for adverse environmental impacts be thoroughly evaluated. Agency and stakeholder coordination should also be performed to determine the most prudent action to be taken while weighing the social, economic and environmental impacts the proposed action may have in the study area.

APPENDICES

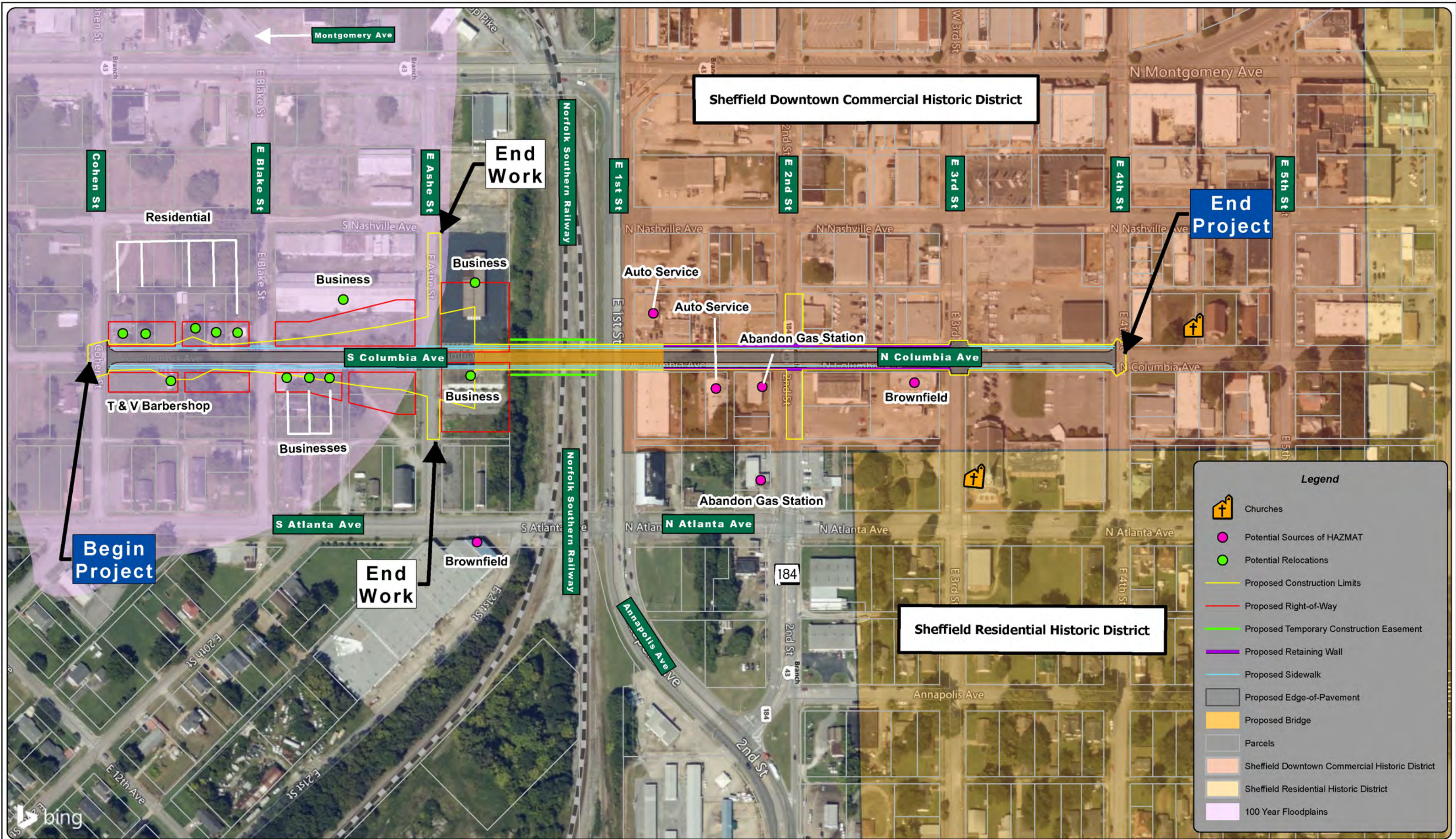
APPENDIX A

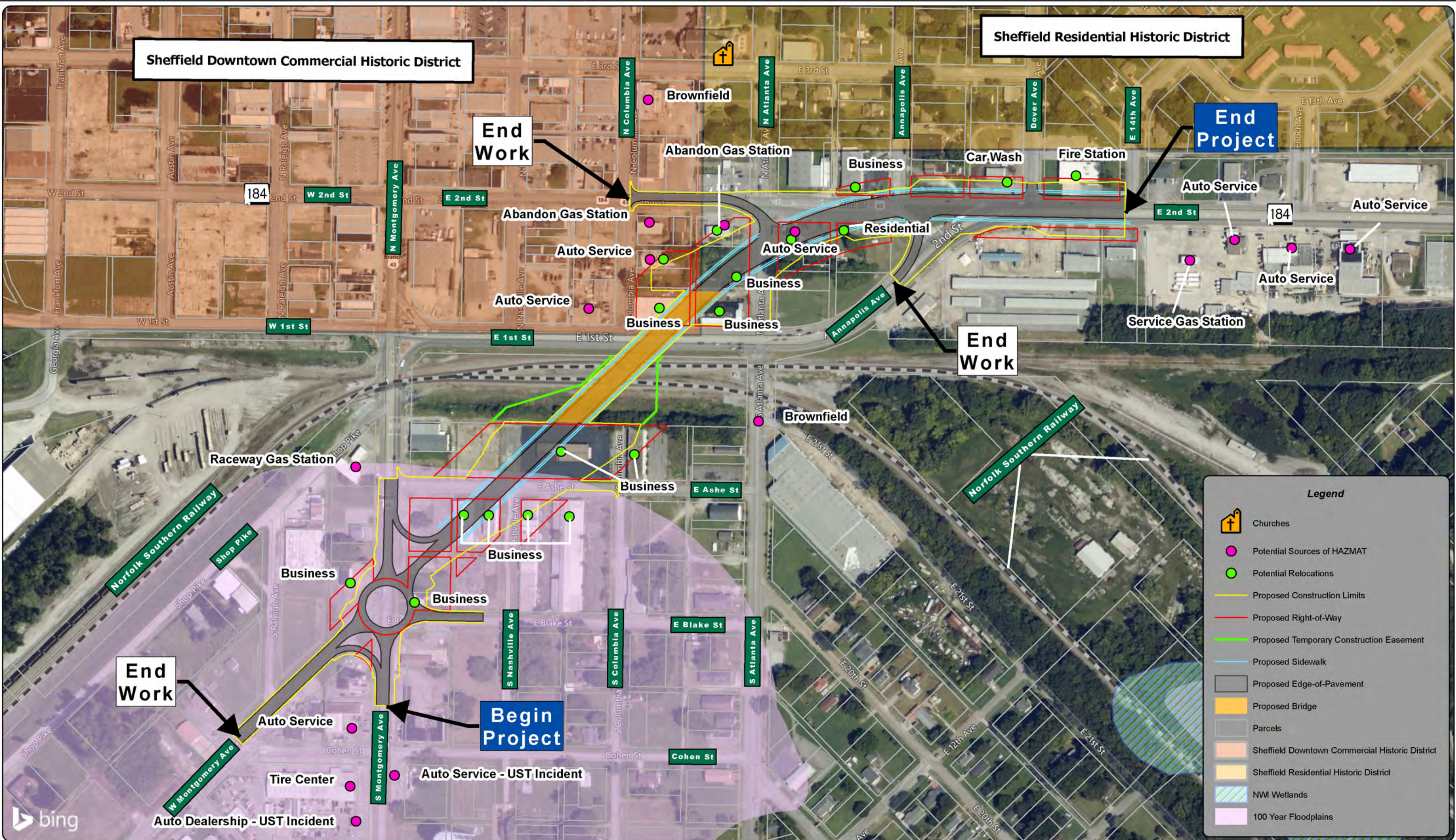
FIGURES



Legend

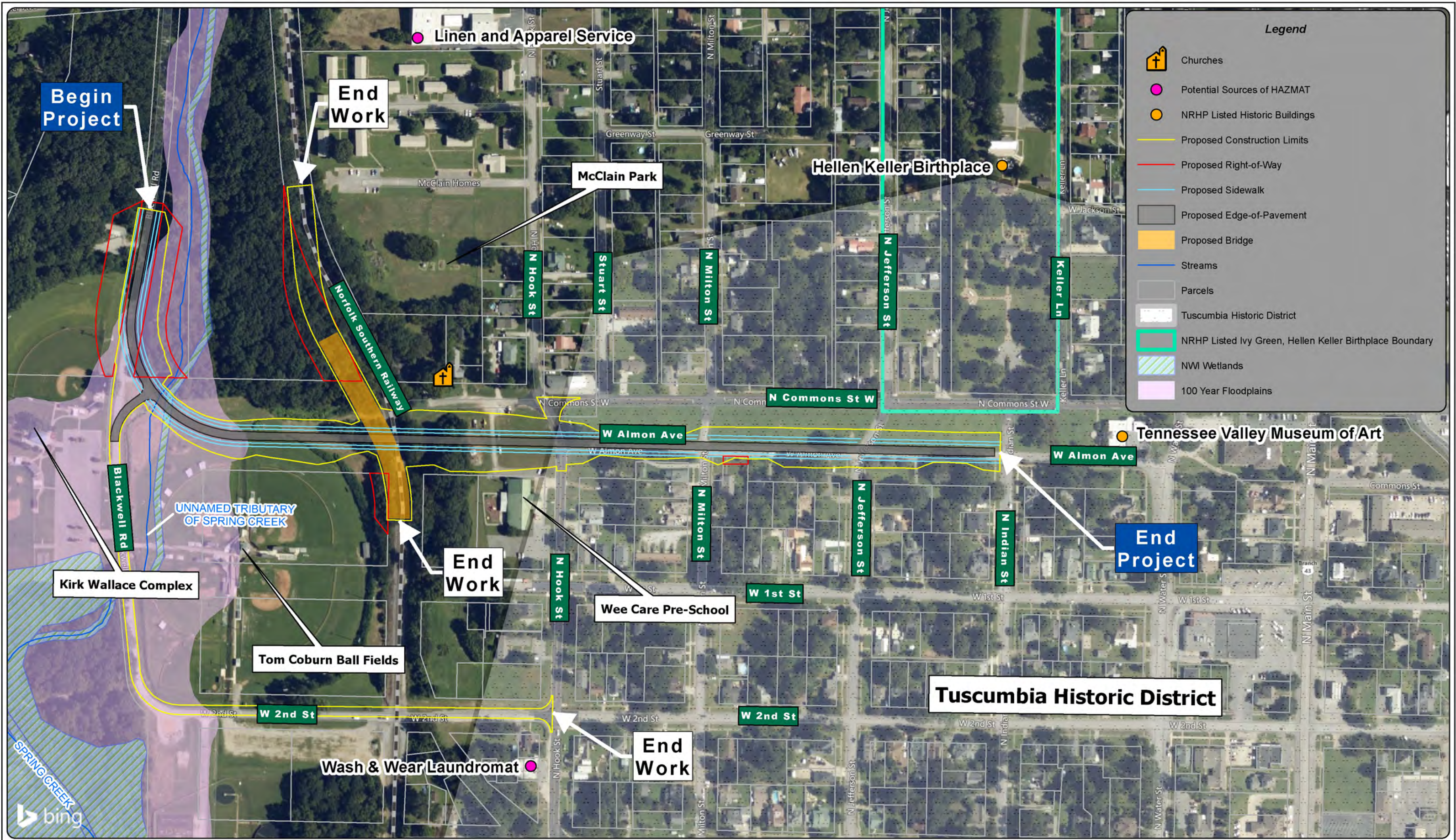
- Churches
- Potential Sources of HAZMAT
- Potential Relocations
- Proposed Construction Limits
- Proposed Right-of-Way
- Proposed Temporary Construction Easement
- Proposed Sidewalk
- Proposed Edge-of-Pavement
- Proposed Bridge
- Parcels
- Ponds
- NWI Wetlands
- 100 Year Floodplains





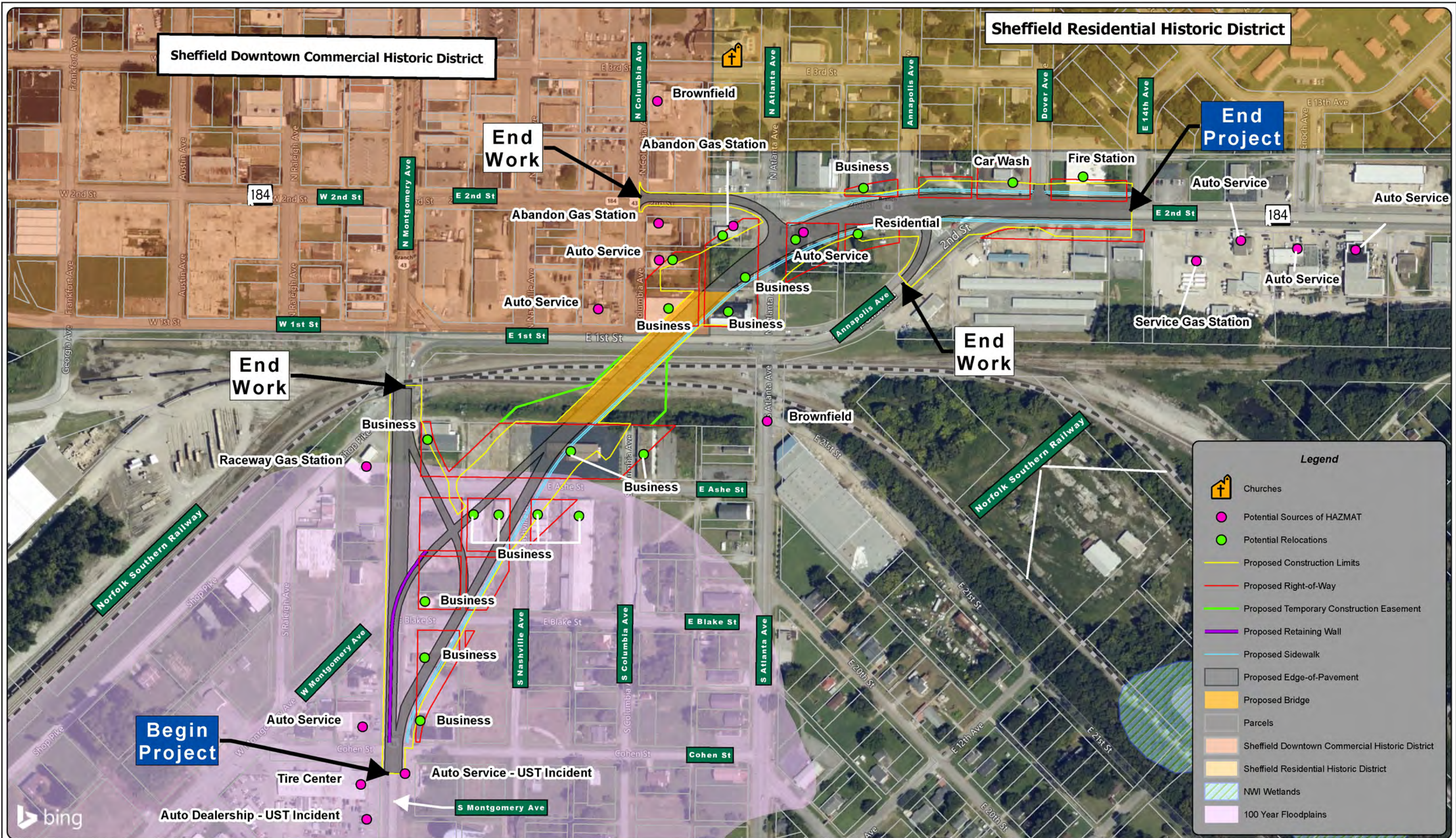
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- Churches
- Potential Sources of HAZMAT
- Potential Relocations
- Proposed Construction Limits
- Proposed Right-of-Way
- Proposed Temporary Construction Easement
- Proposed Sidewalk
- Proposed Edge-of-Pavement
- Proposed Bridge
- Parcels
- Sheffield Downtown Commercial Historic District
- Sheffield Residential Historic District
- NWM Wetlands
- 100 Year Floodplains


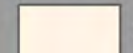
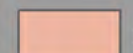
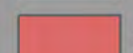


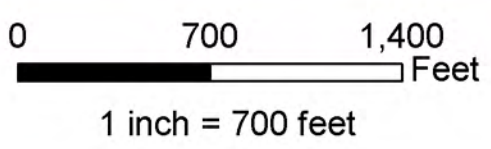
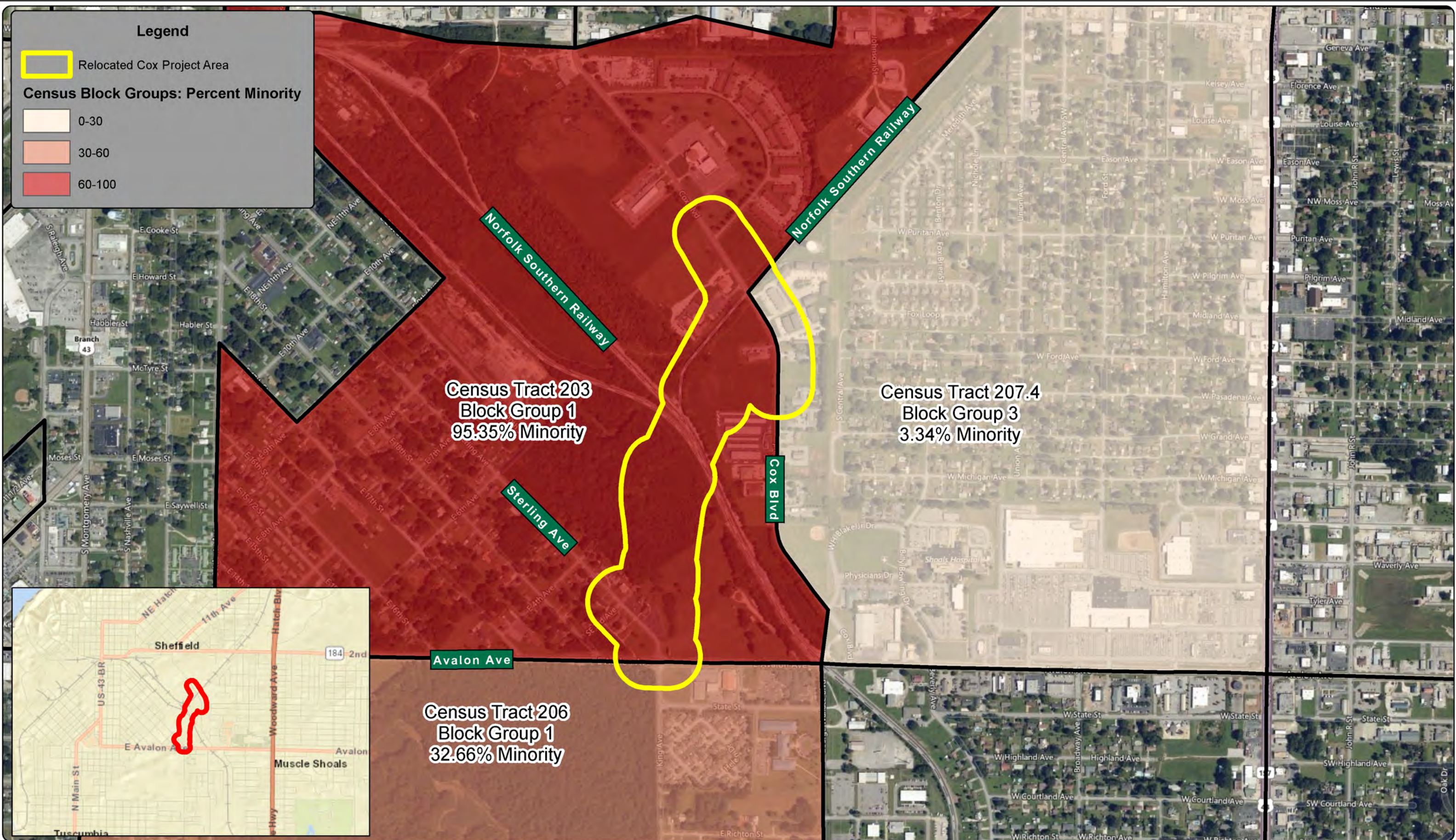
Legend

- Churches
- Potential Sources of HAZMAT
- NRHP Listed Historic Buildings
- Proposed Construction Limits
- Proposed Right-of-Way
- Proposed Sidewalk
- Proposed Edge-of-Pavement
- Proposed Bridge
- Streams
- Parcels
- Tusculum Historic District
- NRHP Listed Ivy Green, Hellen Keller Birthplace Boundary
- NWI Wetlands
- 100 Year Floodplains



Legend

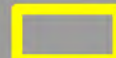
-  Relocated Cox Project Area
- Census Block Groups: Percent Minority**
-  0-30
-  30-60
-  60-100




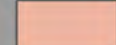

Note: This map is for presentation use only and not to be used for construction purposes.

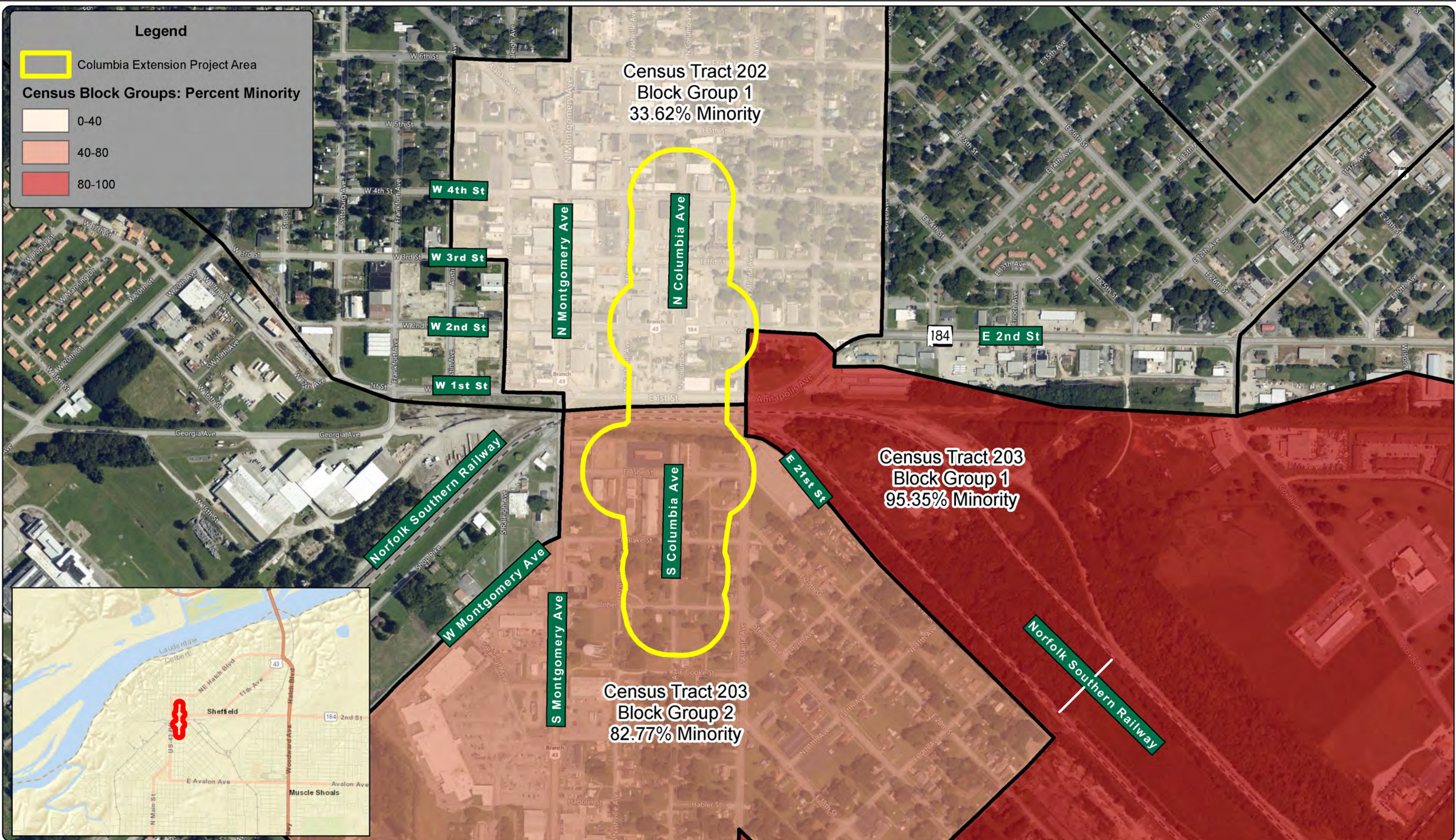
Figure A-6
Census Data
Conceptual Build Alternative 1 Relocated Cox

Legend



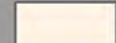


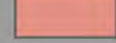

 Columbia Extension Project Area

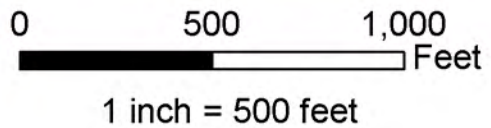
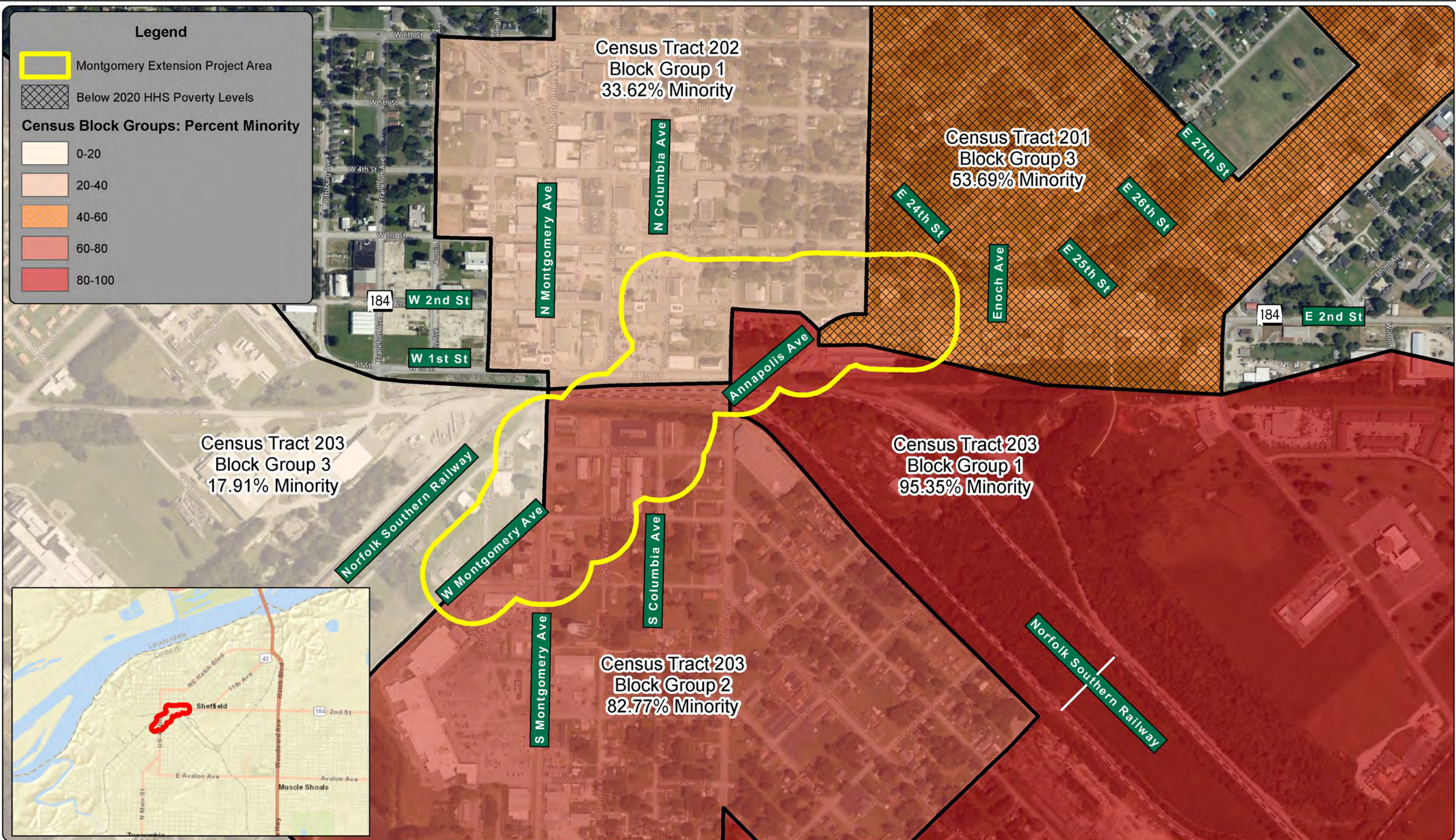
Census Block Groups: Percent Minority

-  0-40
-  40-80
-  80-100



Legend


-  Montgomery Extension Project Area
-  Below 2020 HHS Poverty Levels
- Census Block Groups: Percent Minority**
-  0-20
-  20-40
-  40-60
-  60-80
-  80-100




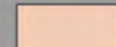
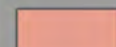
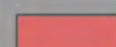
Note: This map is for presentation use only and not to be used for construction purposes.

Figure A-8
Census Data
Conceptual Build Alternative 3 Montgomery Extension

Legend

 Commons Project Area

Census Block Groups: Percent Minority

-  0-25
-  25-50
-  50-75
-  75-100

Census Tract 204
Block Group 2
12.86% Minority

Kirk Wallace Complex

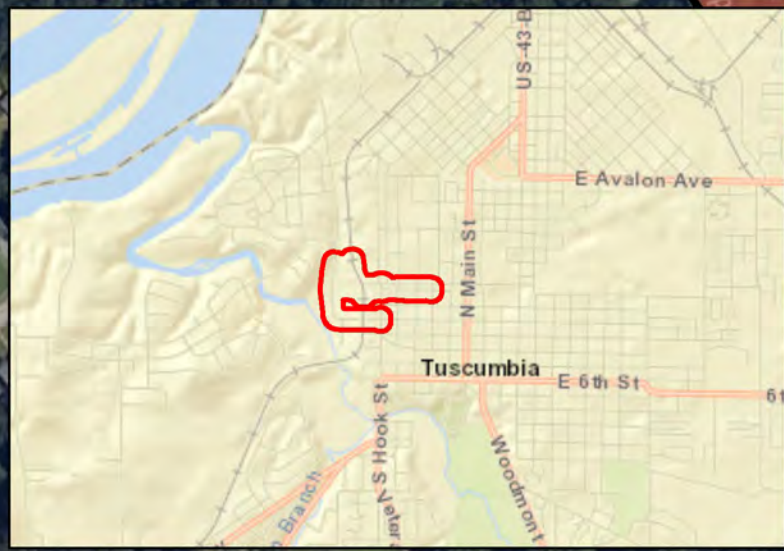
Census Tract 205
Block Group 4
4.52% Minority

Tom Coburn Ball Fields








McClain Park

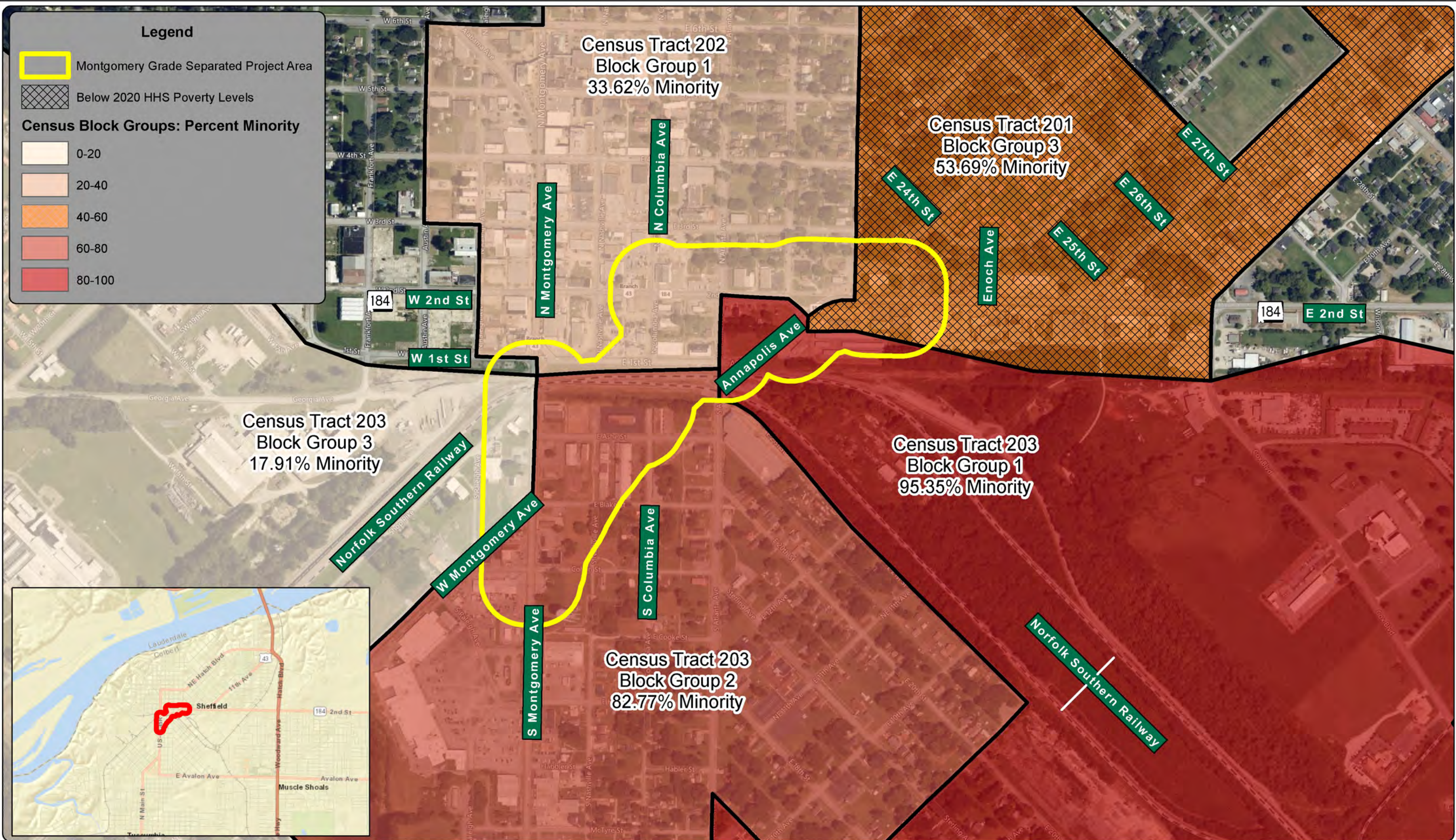
Census Tract 205
Block Group 1
51.03% Minority

Census Tract 205
Block Group 3
6.00% Minority



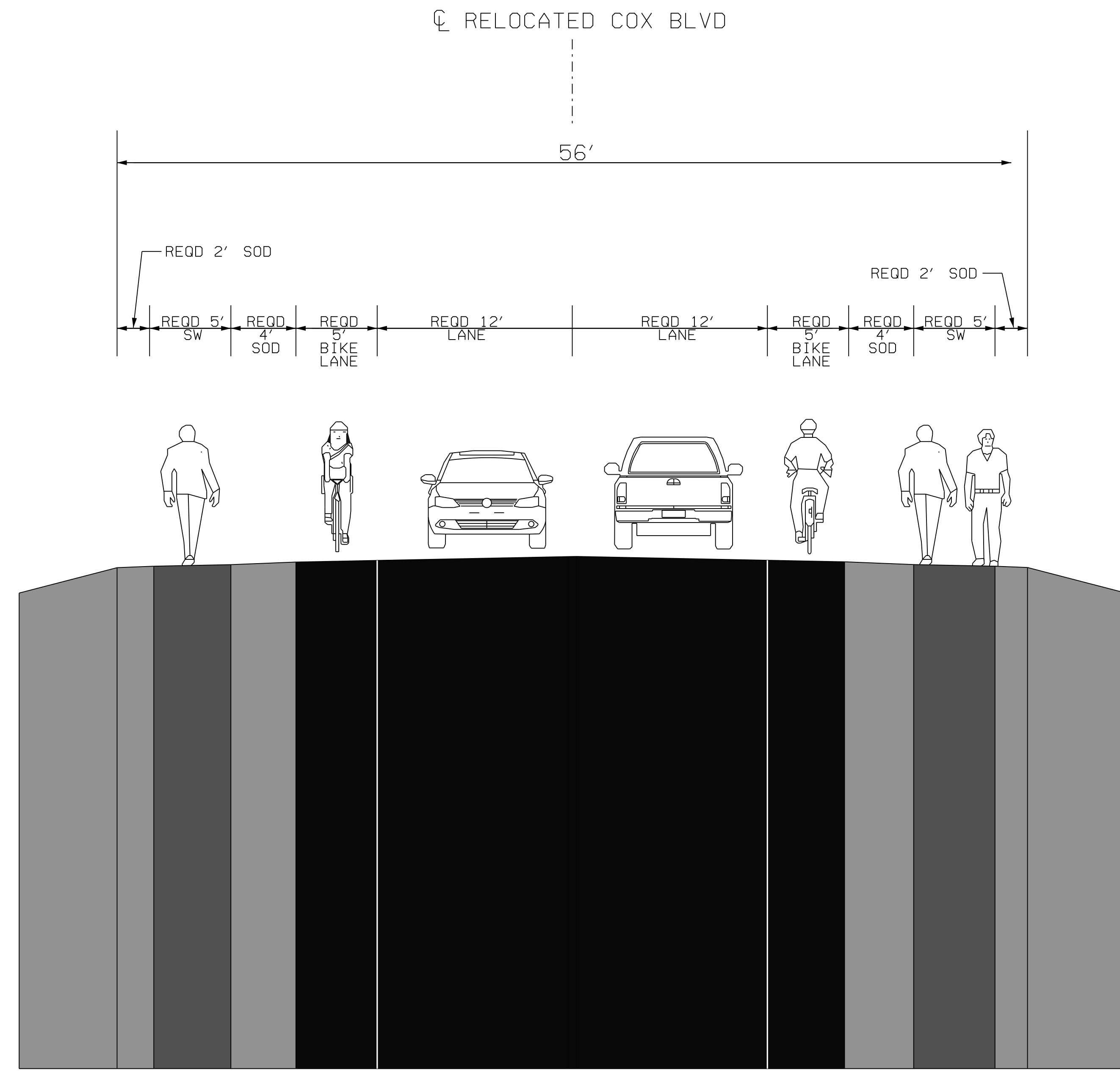
Legend

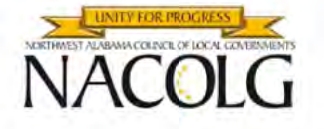
-  Montgomery Grade Separated Project Area
-  Below 2020 HHS Poverty Levels
- Census Block Groups: Percent Minority**
-  0-20
-  20-40
-  40-60
-  60-80
-  80-100



TYPICAL SECTION - RELOCATED COX BLVD

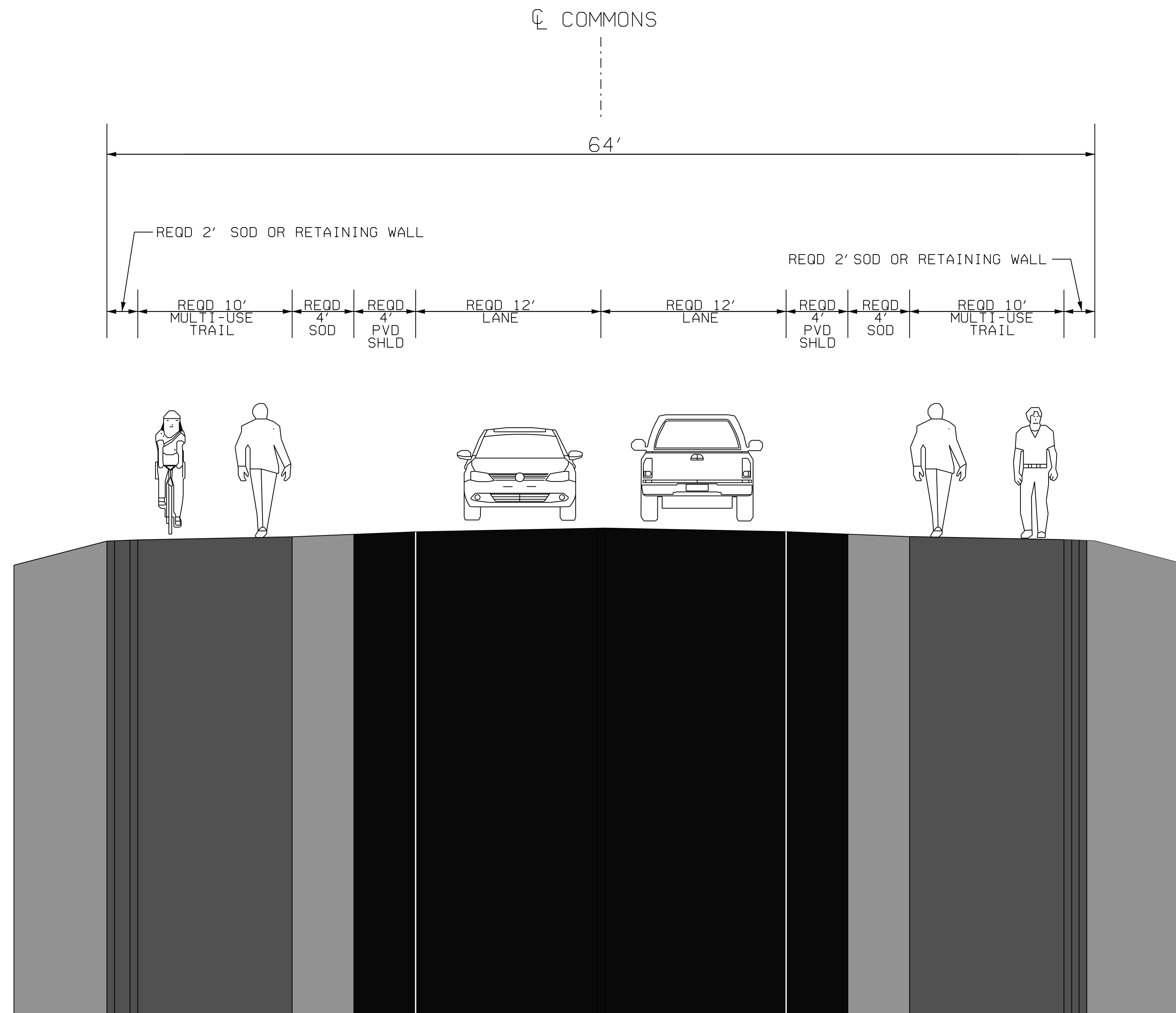
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TYPICAL SECTION - COMMONS

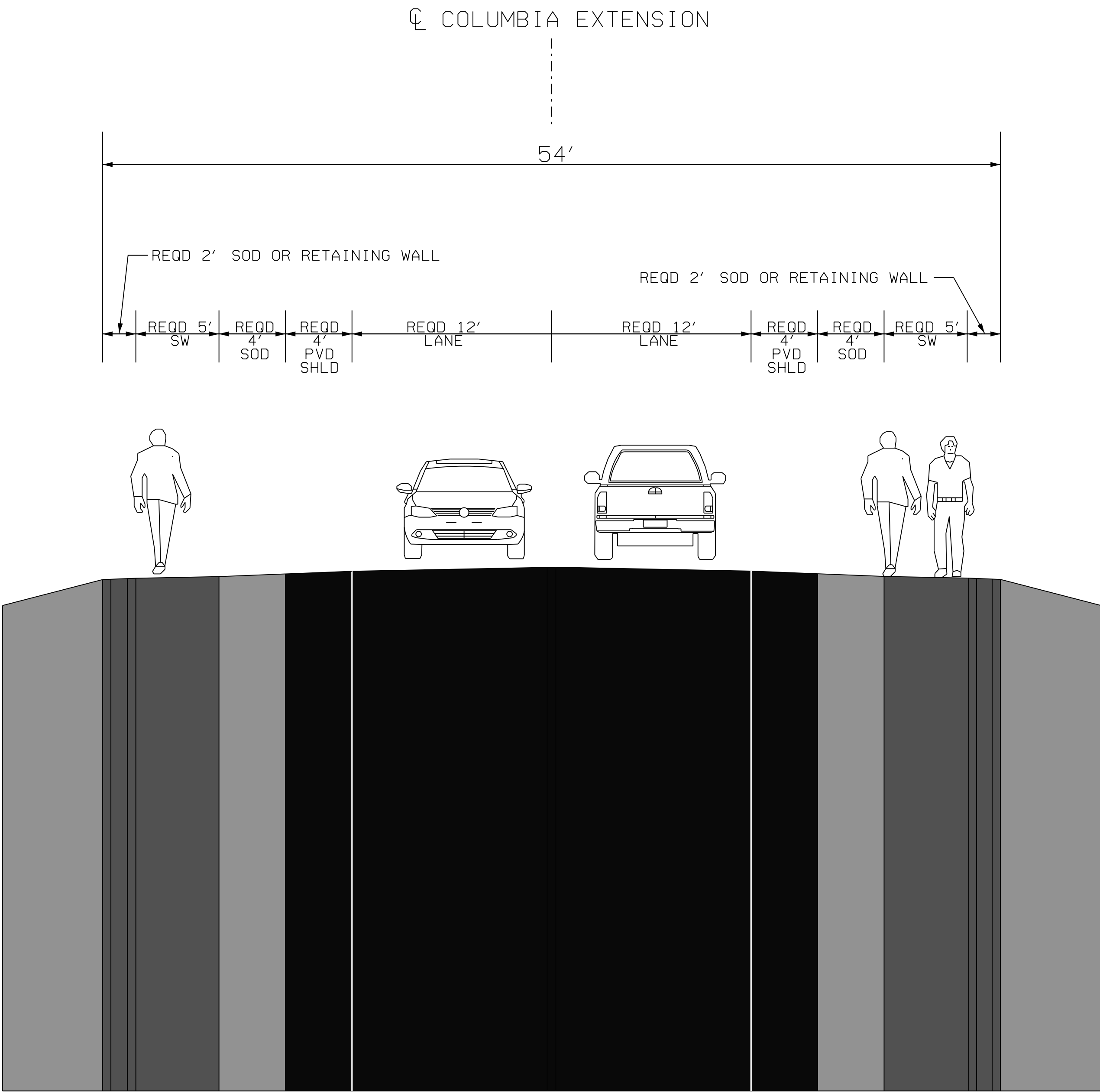
REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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DATE:	DATE:	DATE:			TYPICAL SECTIONS - COMMONS	

TYPICAL SECTION - COLUMBIA EXTENSION

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO



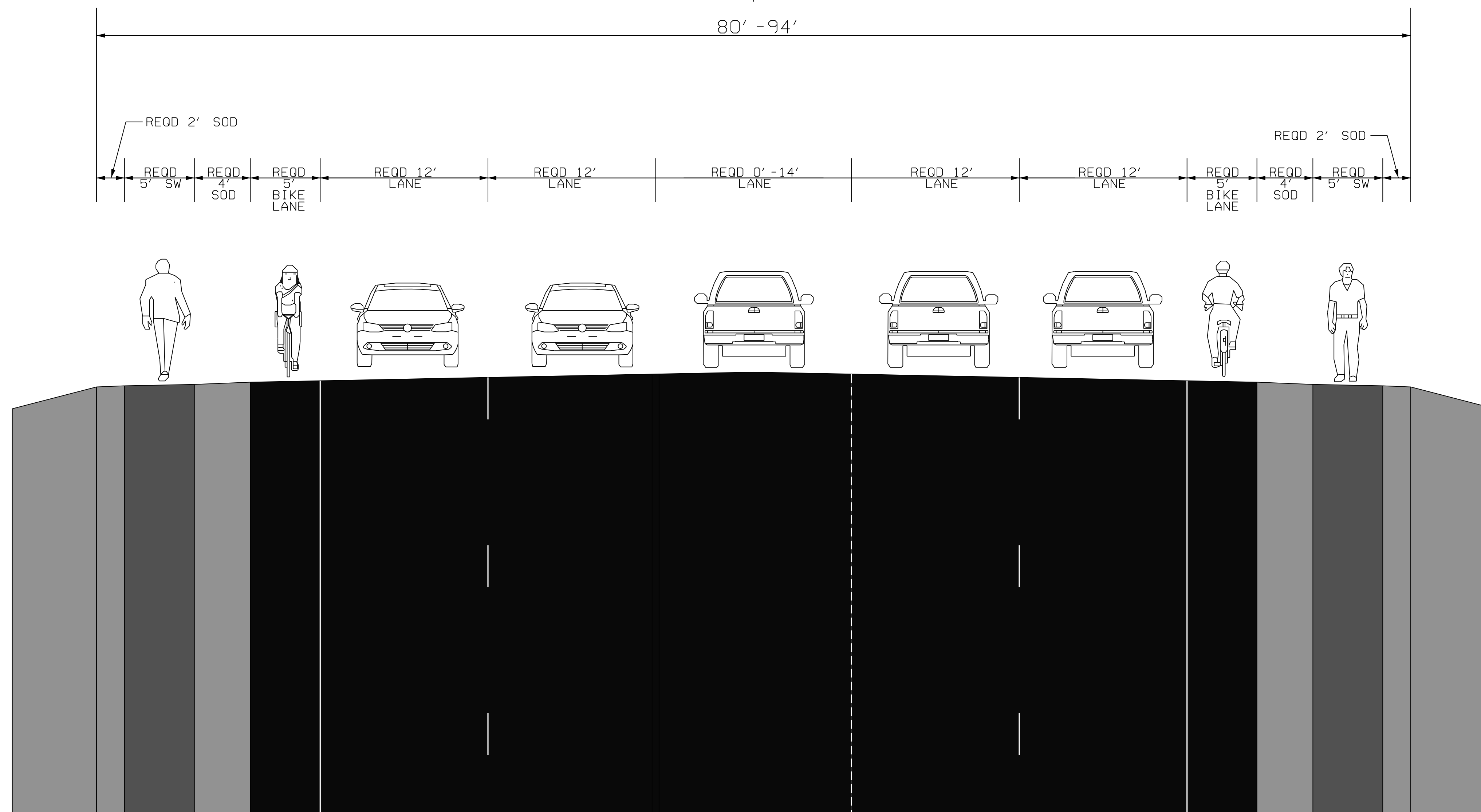
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TYPICAL SECTION - MONTGOMERY EXTENSION

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO

☒ MONTGOMERY EXTENSION

80' -94'



RESPONSIBLE PE:

SUPERVISOR:

DESIGNER:

PLAN SUBMITTAL



NOT TO SCALE

SHEET TITLE

ROUTE

DATE:

DATE:

DATE:

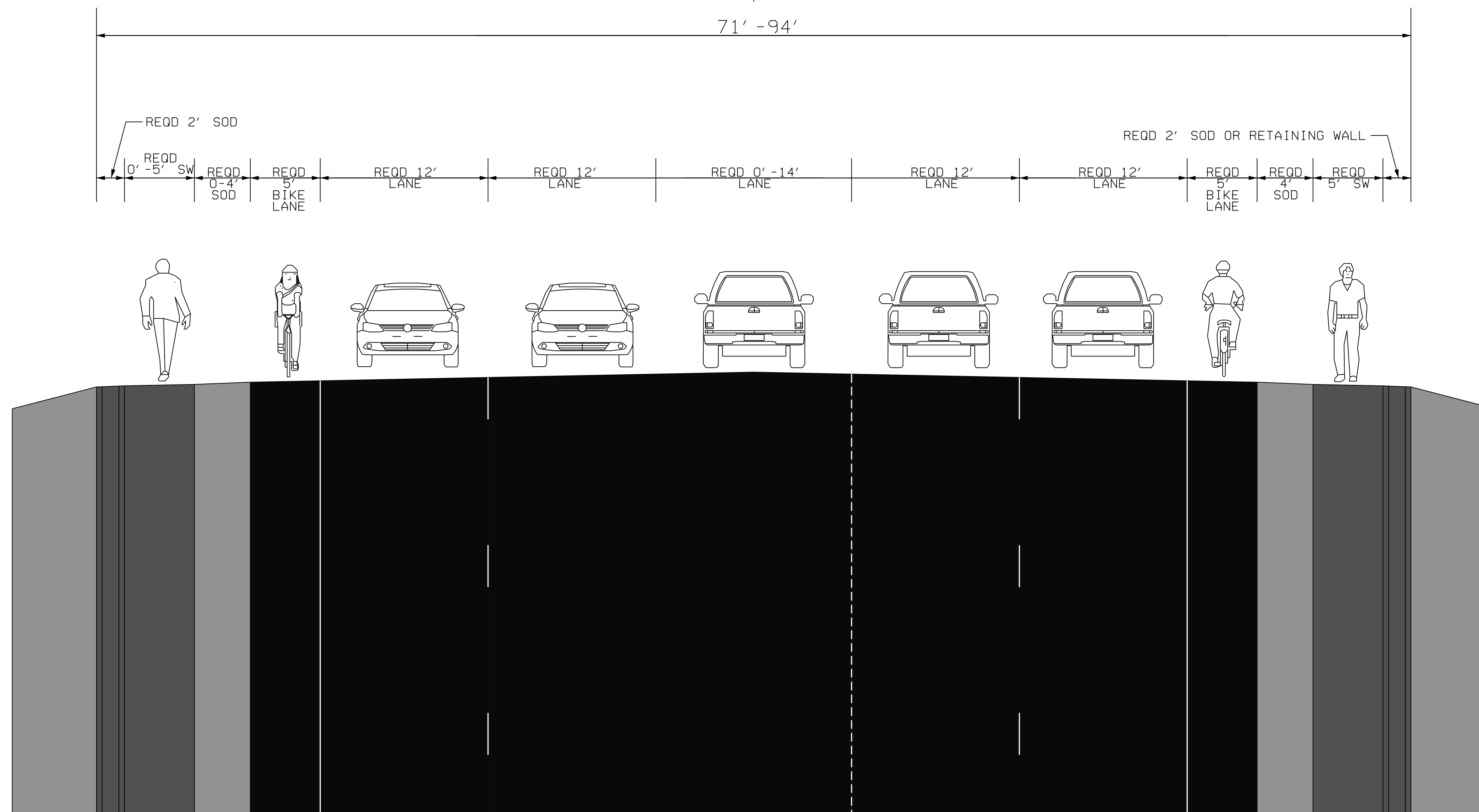
TYPICAL SECTIONS -
MONTGOMERY EXTENSION


TYPICAL SECTION - MONTGOMERY GRADE SEPARATED

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO

☒ MONTGOMERY GRADE SEPARATED

71' - 94'

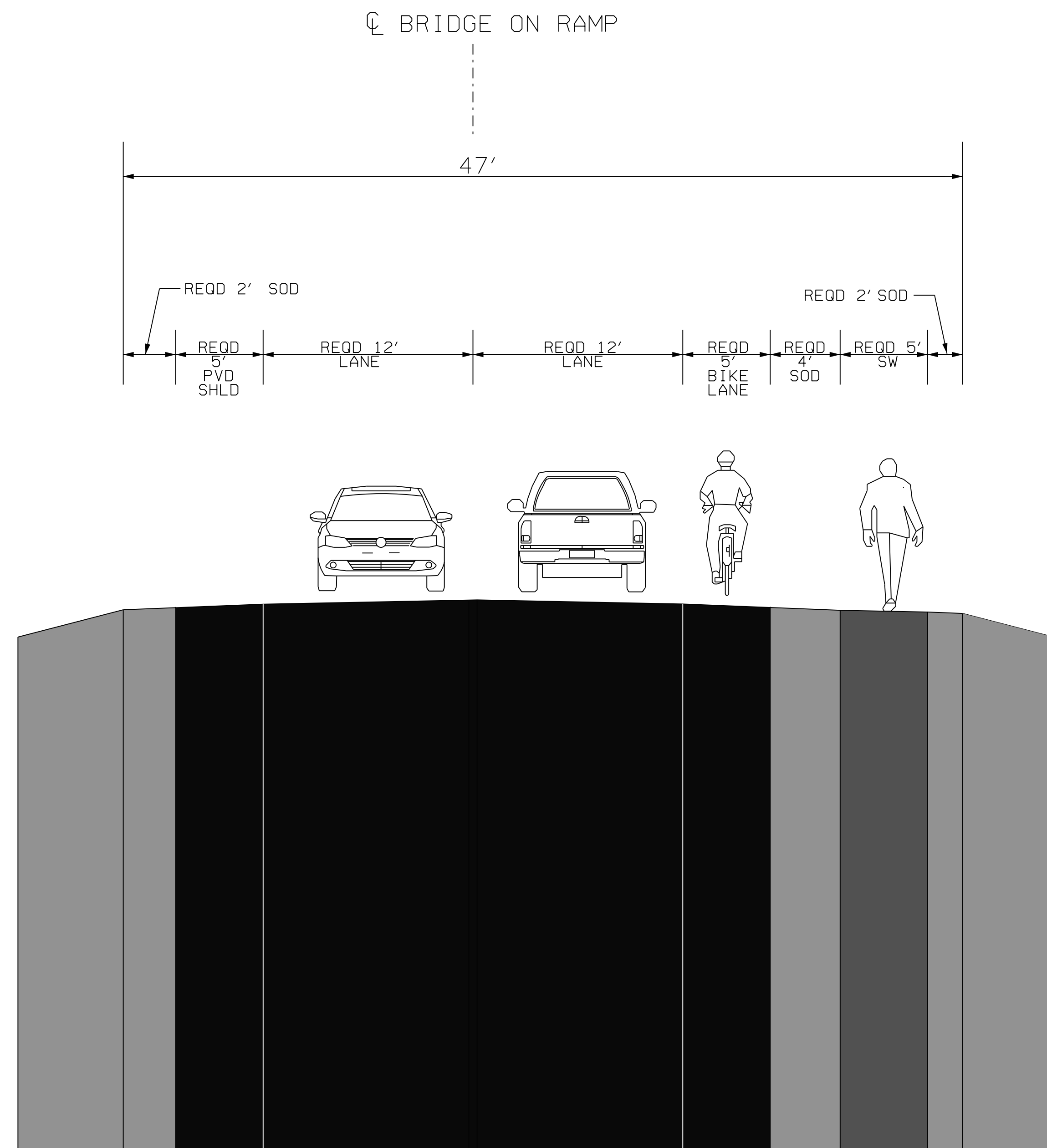



RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		NOT TO SCALE	SHEET TITLE	ROUTE
DATE:	DATE:	DATE:				TYPICAL SECTIONS - MONTGOMERY GRADE SEPARATED	

TYPICAL SECTION - MONTGOMERY GRADE SEPARATED

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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BRIDGE ON RAMP

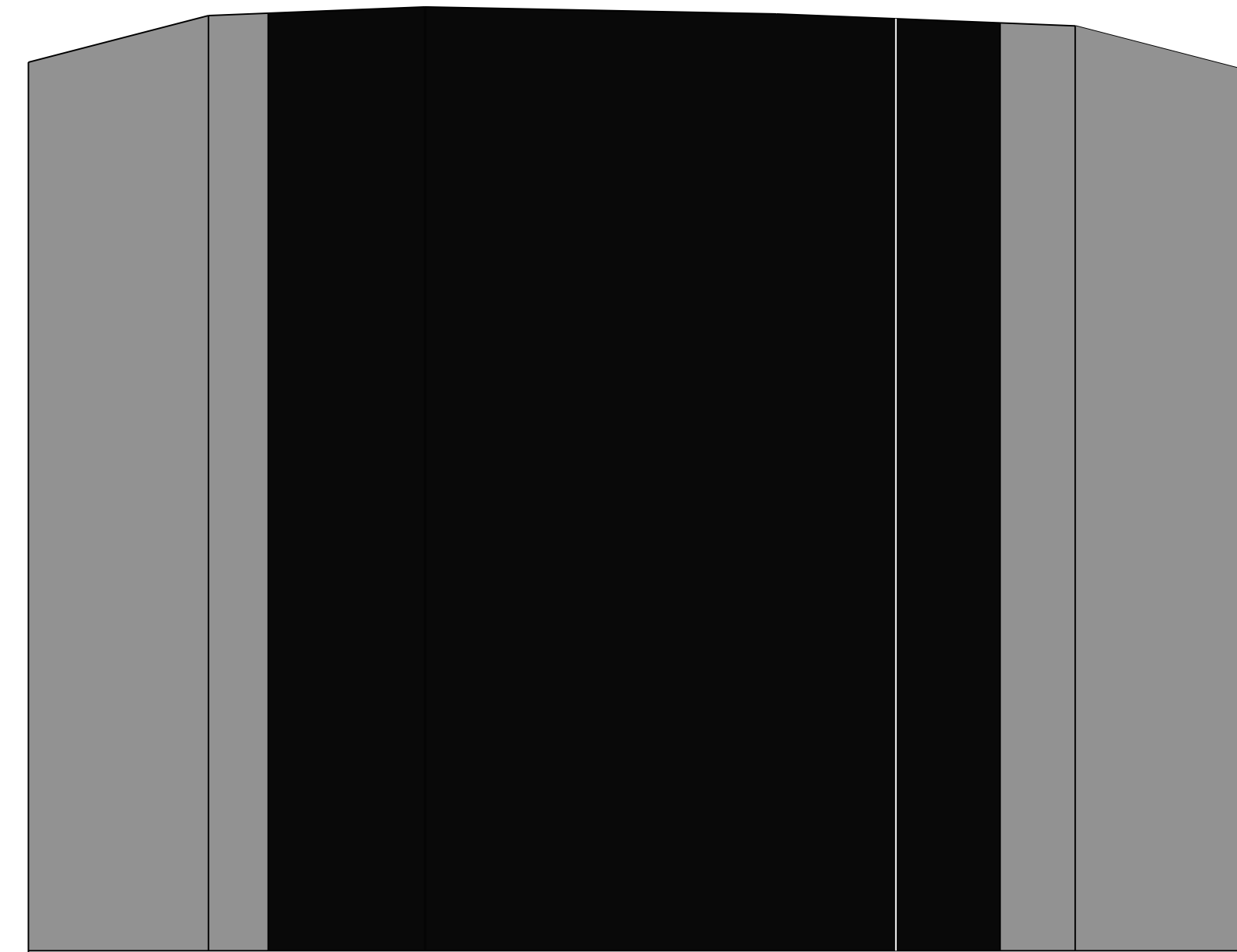
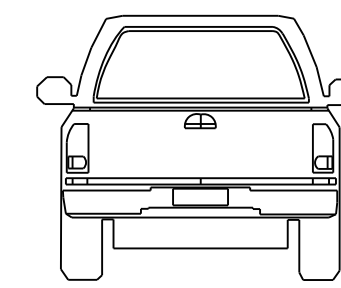
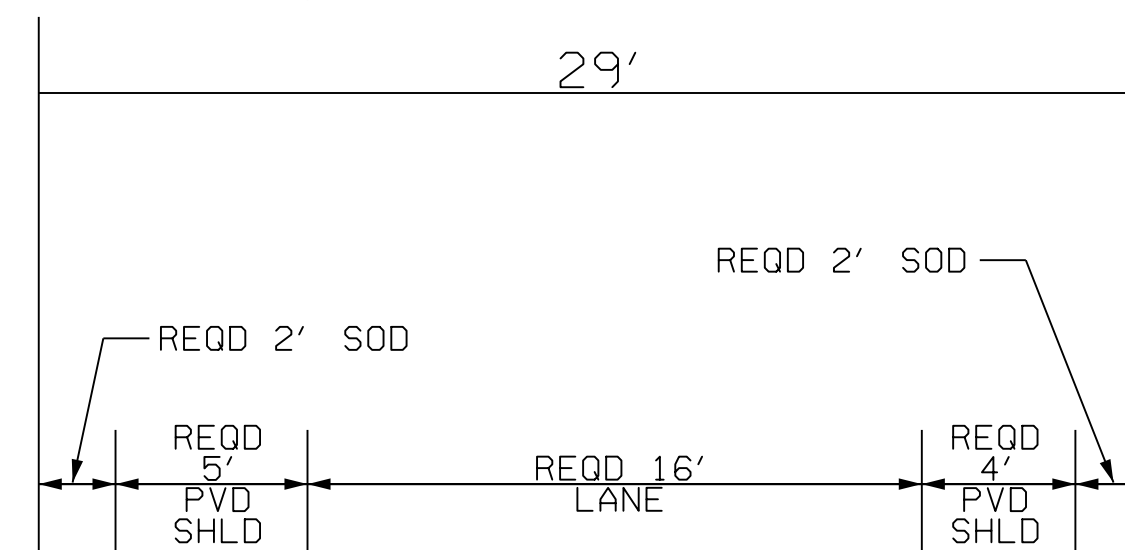



RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL	 NOT TO SCALE	SHEET TITLE	ROUTE
DATE:	DATE:	DATE:			TYPICAL SECTION - MONTGOMERY WITHOUT ROUNDABOUT BRIDGE ON RAMP	

TYPICAL SECTION - MONTGOMERY BRIDGE SEPARATED DOWNTOWN SHEFFIELD RAMP

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO

B DOWNTOWN SHEFFIELD RAMP



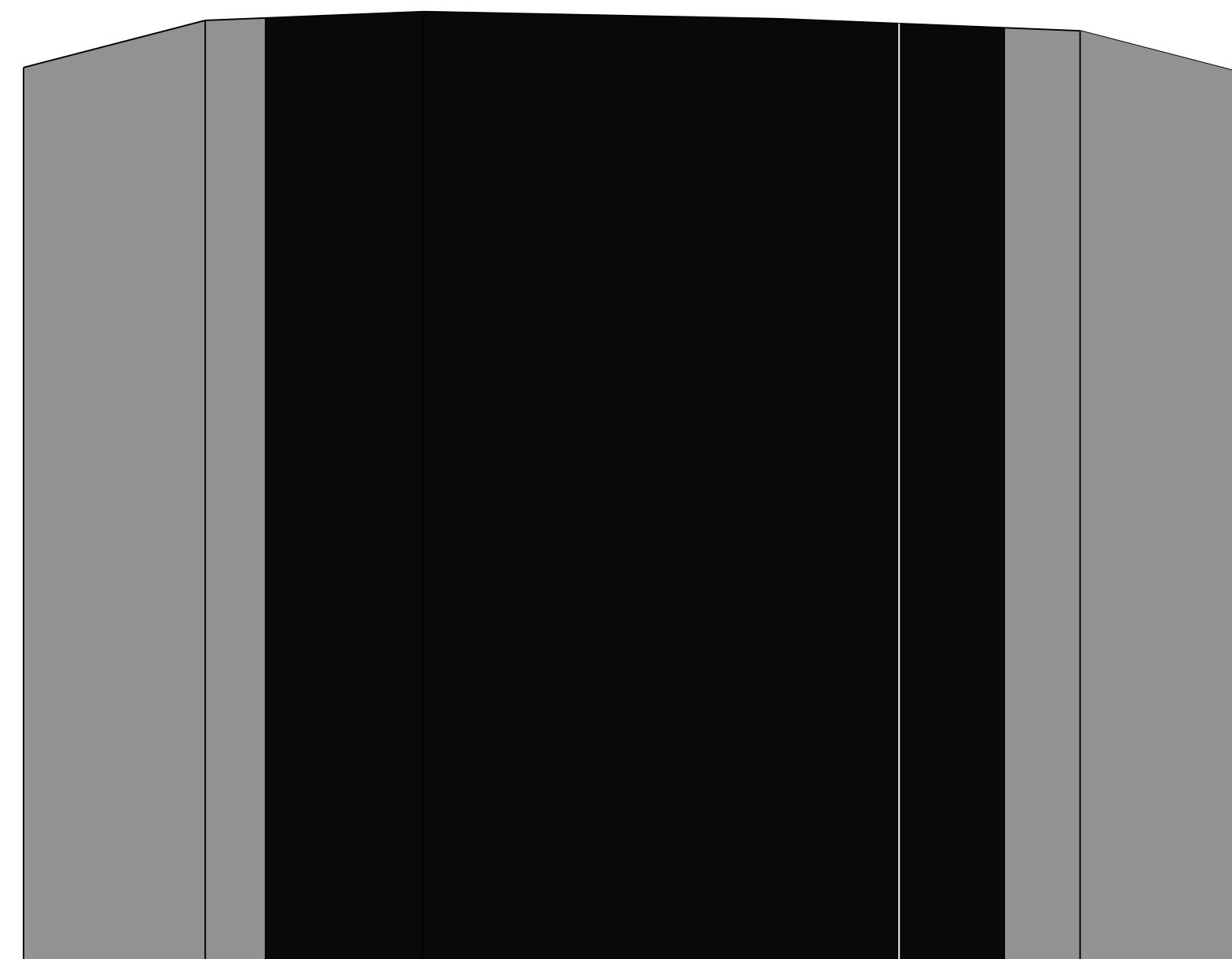
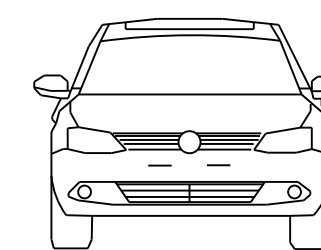
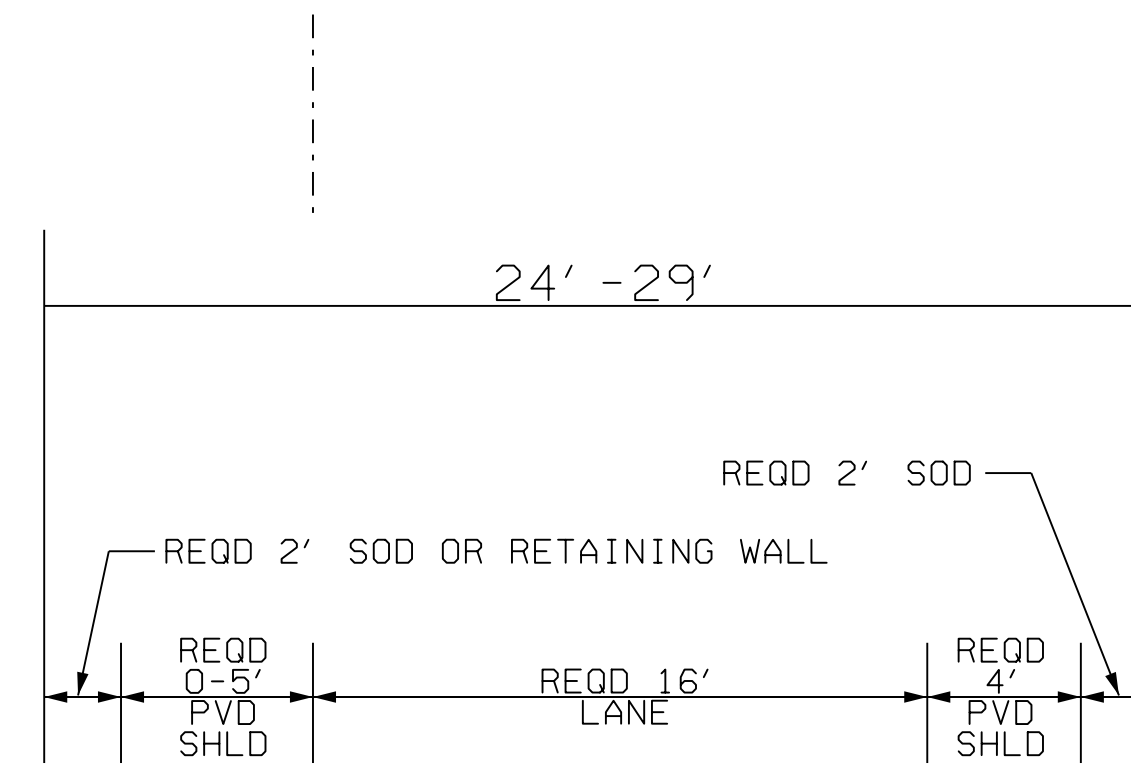
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DATE:	DATE:	DATE:				TYPICAL SECTION - MONTGOMERY WITHOUT ROUNDBOUT DOWNTOWN SHEFFIELD RAMP	


TYPICAL SECTION - MONTGOMERY GRADE SEPARATED

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO

BRIDGE OFF RAMP

BRIDGE OFF RAMP



RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		NOT TO SCALE	SHEET TITLE	ROUTE
DATE:	DATE:	DATE:				TYPICAL SECTION - MONTGOMERY GRADE SEPARATED BRIDGE OFF RAMP	

APPENDIX B

COST ESTIMATES

PRELIMINARY COST ESTIMATE

Relocated Cox

By: WWB Date: 6/15/2020
Checked By:

SUMMARY OF COSTS

Linear Feet Costs

<u>Item</u>		<u>Cost</u>
Pavement	\$	472,287.20
Earthwork (Input EW cost if calculations are available)	\$	1,750,651.21
Roadway	\$	335,525.96
Subtotal Linear Foot Costs =	\$	2,558,464.37

Culvert Pipes and Box Culverts	\$	-
Bridges	\$	6,500,000.00
Misc. Items	\$	112,000.00
Subtotal Other Costs =	\$	6,612,000.00

Subtotal Costs = \$ 9,170,464.37

Mobilization (5%)	\$	458,523.22
Engineering Controls (0.5%)	\$	45,852.32
Erosion Control (2%)	\$	183,409.29
Traffic Control (1%)	\$	91,704.64
Utility Relocation Cost (Estimated based upon field review)	\$	50,000.00
Wetland Mitigation	\$	-
RR Cost	\$	750,000.00
Contingencies (10%)	\$	917,046.44

TOTAL ESTIMATED CONSTRUCTION COSTS = \$ 11,667,000.28

ROW Cost	\$	1,467,180.00
Survey/ROW Mapping	\$	207,672.60
Environmental Documentation	\$	207,672.60
Engineering	\$	485,347.21
Inspection	\$	693,019.82
Testing	\$	266,007.61
ROW Acquisition	\$	207,672.60

TOTAL ESTIMATED PROJECT COSTS = \$ 15,201,572.72

NOTES

1. This is a preliminary cost estimate based upon conceptual sketches. Detailed design of the roadway was not performed.
2. Relocation costs not included in ROW Cost.

PRELIMINARY COST ESTIMATE

Columbia

By: WWB Date: 6/15/2020
Checked By:

SUMMARY OF COSTS

Linear Feet Costs

<u>Item</u>		<u>Cost</u>
Pavement	\$	289,555.60
Earthwork (Input EW cost if calculations are available)	\$	447,177.58
Roadway	\$	210,387.26
Subtotal Linear Foot Costs =	\$	947,120.44
Culvert Pipes and Box Culverts	\$	-
Bridges	\$	5,375,000.00
Misc. Items	\$	970,600.00
Subtotal Other Costs =	\$	6,345,600.00
Subtotal Costs =	\$	7,292,720.44

Mobilization (5%)	\$	364,636.02
Engineering Controls (0.5%)	\$	36,463.60
Erosion Control (2%)	\$	145,854.41
Traffic Control (1%)	\$	72,927.20
Utility Relocation Cost (Estimated based upon field review)	\$	75,000.00
Wetland Mitigation	\$	-
RR Cost	\$	1,000,000.00
Contingencies (10%)	\$	729,272.04
TOTAL ESTIMATED CONSTRUCTION COSTS =	\$	9,716,873.71

ROW Cost	\$	238,950.00
Survey/ROW Mapping	\$	178,790.48
Environmental Documentation	\$	178,790.48
Engineering	\$	417,825.57
Inspection	\$	596,616.05
Testing	\$	227,374.84
ROW Acquisition	\$	178,790.48
TOTAL ESTIMATED PROJECT COSTS =	\$	11,734,011.61

NOTES

1. This is a preliminary cost estimate based upon conceptual sketches. Detailed design of the roadway was not performed.
2. Relocation costs not included in ROW Cost.

PRELIMINARY COST ESTIMATE

Montgomery Extension

By: WWB Date: 6/15/2020
Checked By:

SUMMARY OF COSTS

Linear Feet Costs

<u>Item</u>	<u>Cost</u>
Pavement	\$ 696,758.00
Earthwork (Input EW cost if calculations are available)	\$ 1,458,762.20
Roadway	\$ 242,746.60
Subtotal Linear Foot Costs =	\$ 2,398,266.80
Culvert Pipes and Box Culverts	\$ -
Bridges	\$ 10,800,000.00
Misc. Items	\$ 56,000.00
Subtotal Other Costs =	\$ 10,856,000.00
Subtotal Costs =	\$ 13,254,266.80

Mobilization (5%)	\$ 662,713.34
Engineering Controls (0.5%)	\$ 66,271.33
Erosion Control (2%)	\$ 265,085.34
Traffic Control (1%)	\$ 132,542.67
Utility Relocation Cost (Estimated based upon field review)	\$ 75,000.00
Wetland Mitigation	\$ -
RR Cost	\$ 1,000,000.00
Contingencies (10%)	\$ 1,325,426.68
TOTAL ESTIMATED CONSTRUCTION COSTS =	\$ 16,781,306.16

ROW Cost	\$ 621,000.00
Survey/ROW Mapping	\$ 298,707.25
Environmental Documentation	\$ 298,707.25
Engineering	\$ 698,102.34
Inspection	\$ 996,809.59
Testing	\$ 382,613.78
ROW Acquisition	\$ 298,707.25

TOTAL ESTIMATED PROJECT COSTS = \$ 20,375,953.62

NOTES

1. This is a preliminary cost estimate based upon conceptual sketches. Detailed design of the roadway was not performed.
2. Relocation costs not included in ROW Cost.

PRELIMINARY COST ESTIMATE

Commons

By: WWB Date: 6/15/2020
Checked By:

SUMMARY OF COSTS

Linear Feet Costs

<u>Item</u>		<u>Cost</u>
Pavement	\$	424,265.60
Earthwork (Input EW cost if calculations are available)	\$	572,848.32
Roadway	\$	317,989.76
Subtotal Linear Foot Costs =	\$	1,315,103.68
Culvert Pipes and Box Culverts	\$	-
Bridges	\$	10,152,000.00
Misc. Items	\$	66,000.00
Subtotal Other Costs =	\$	10,218,000.00
Subtotal Costs =	\$	11,533,103.68

Mobilization (5%)	\$	576,655.18
Engineering Controls (0.5%)	\$	57,665.52
Erosion Control (2%)	\$	230,662.07
Traffic Control (1%)	\$	115,331.04
Utility Relocation Cost (Estimated based upon field review)	\$	10,000.00
Wetland Mitigation	\$	-
RR Cost	\$	1,000,000.00
Contingencies (20%)	\$	2,306,620.74
TOTAL ESTIMATED CONSTRUCTION COSTS =	\$	15,830,038.23

ROW Cost	\$	166,500.00
Survey/ROW Mapping	\$	281,774.68
Environmental Documentation	\$	281,774.68
Engineering	\$	658,529.59
Inspection	\$	940,304.27
Testing	\$	360,924.87
ROW Acquisition	\$	281,774.68
TOTAL ESTIMATED PROJECT COSTS =	\$	18,801,621.00

NOTES

1. This is a preliminary cost estimate based upon conceptual sketches. Detailed design of the roadway was not performed.
2. Relocation costs not included in ROW Cost.

PRELIMINARY COST ESTIMATE

Montgomery Grade Separation

By: WWB Date: 6/15/2020
Checked By:

SUMMARY OF COSTS

Linear Feet Costs

<u>Item</u>		<u>Cost</u>
Pavement	\$	864,023.00
Earthwork (Input EW cost if calculations are available)	\$	1,845,905.95
Roadway	\$	212,237.01
Subtotal Linear Foot Costs =	\$	2,922,165.96
Culvert Pipes and Box Culverts	\$	-
Bridges	\$	11,902,000.00
Misc. Items	\$	672,250.00
Subtotal Other Costs =	\$	12,574,250.00
Subtotal Costs =	\$	15,496,415.96
Mobilization (5%)	\$	774,820.80
Engineering Controls (0.5%)	\$	77,482.08
Erosion Control (2%)	\$	309,928.32
Traffic Control (1%)	\$	154,964.16
Utility Relocation Cost (Estimated based upon field review)	\$	75,000.00
Wetland Mitigation	\$	-
RR Cost	\$	1,000,000.00
Contingencies (10%)	\$	1,549,641.60

TOTAL ESTIMATED CONSTRUCTION COSTS = \$ 19,438,252.92

ROW Cost	\$	687,357.00
Survey/ROW Mapping	\$	346,000.90
Environmental Documentation	\$	346,000.90
Engineering	\$	808,631.32
Inspection	\$	1,154,632.22
Testing	\$	443,192.17
ROW Acquisition	\$	346,000.90

TOTAL ESTIMATED PROJECT COSTS = \$ 23,570,068.33

NOTES

1. This is a preliminary cost estimate based upon conceptual sketches. Detailed design of the roadway was not performed.
2. Relocation costs not included in ROW Cost.

APPENDIX C

STAKEHOLDER OUTREACH AND PUBLIC INVOLVEMENT

June 25, 2020 Stakeholder Meeting

Sign-In Sheet

"Shoals Area Railroad Overpass in Colbert County" Stakeholders' Meeting

Thursday, June 25, 2020 at 1:30 pm

Sign-In Sheet

Name	Phone #	Email	Entity
Jesse E. Turner	256-389-0513	jturner@nacolg.org	NACOLG
Curtis Vincent	334-239-1413	vincentc@dot.state.al.us	ALDOT
Keith Krews	256-386-8558	kkrews@colbertco.org	Colbert EMA
Jody Hitt	256-386-8558	jhitt@colbertco.org	Colbert EMA
Michael Smith	256-386-8558	msmith@colbertco.org	EMA
IAN SANFORD	256-335-9191	itsinala@yahoo.com	Sheffield
Lloyd Pitts	251-591-4514	Lloyd.Pitts@volkert.com	Volkert
Doug Seagle	205-515-5642	doug.seagle@volkert.com	Volkert
SCOTT COTHRO	256-555-8855	scotthron@skippere.com	Skippere Consulting
Steve Hargrove	256-627-7380		HKIT/S.U
Kim Coley	256-740-5238	kim.s.coley@timesdaily.com	Times Daily
Allen Teague	256-389-1419	teaguea2@dot.state.al.us	ALDOT
Steve Stanley	256-627-5089	steve.stanley@comcast.net	Sheffield
Joseph E. Holt	256-389-0514	jholt@nacolg.org	NACOLG
Ryan Hays	256-389-0514	r_hays@nacolg.org	NACOLG
Keith Jones	256-389-0555	k_jones@nacolg.org	NACOLG
Joe Bailey	256-394-8077	Tori.Bailey@col.com	Colbert Commission
Roger Creekmore	256-710-0071	Rcreekmore@colbertco.org	Colbert Co. Comm.
Kevin Jackson	256-590-3190	Kevin.jackson@sedashoals.com	SEDA
Jeremy Robison	256-366-7855	jrobison@colbertco.org	Colbert Co
Charles King	256-460-1500	cking@colbertco.org	Colbert Co

Presentation

Shoals Area Railroad Overpass in Colbert County

Feasibility Study

Stakeholders' Meeting

June 25, 2020 @ 1:30 pm

railstudy@nacolg.org





Feasibility Study:

What is a Feasibility Study?

- A feasibility study is an analysis and evaluation of proposed alternatives to determine if one or more are technically, environmentally, and economically feasible.

Shoals Area Overpass Feasibility Study

- Selected to determine 5 potential alternatives
- Given a geographic area
- Consider existing and future traffic patterns
- Environmental considerations
- Give cost estimates for each alternative
- Recommend overall best alternative

5 Alternatives:

1. Relocated Cox
2. Columbia Extension
3. Montgomery Extension
4. Commons St.
5. Montgomery Grade Separated





What is the purpose of this study?

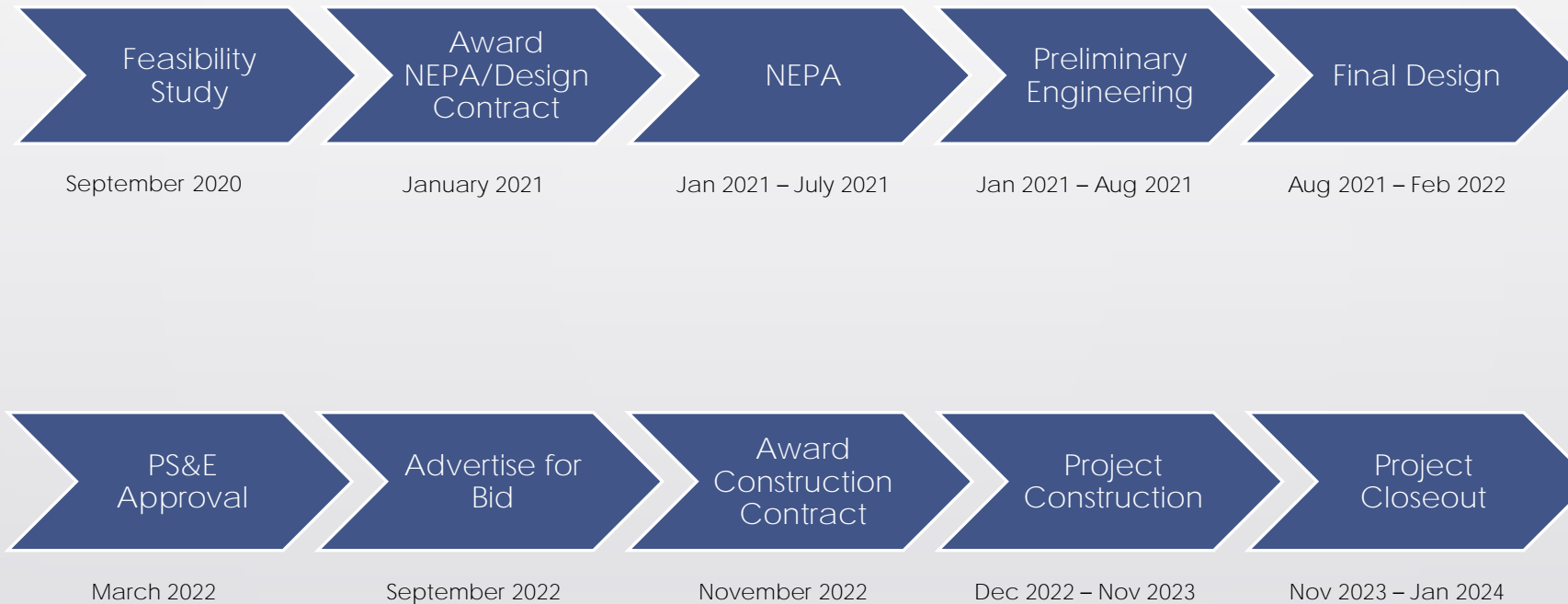
- The purpose of the feasibility study is to identify a feasible location for a grade separated crossing

Why is the study needed?

- Improve Safety
- Enhance Efficiency
- Improve Regional Connectivity
- Improve Travel Time



Project Schedule:



Alternative 1: Relocated Cox

Traffic Forecast (Daily):

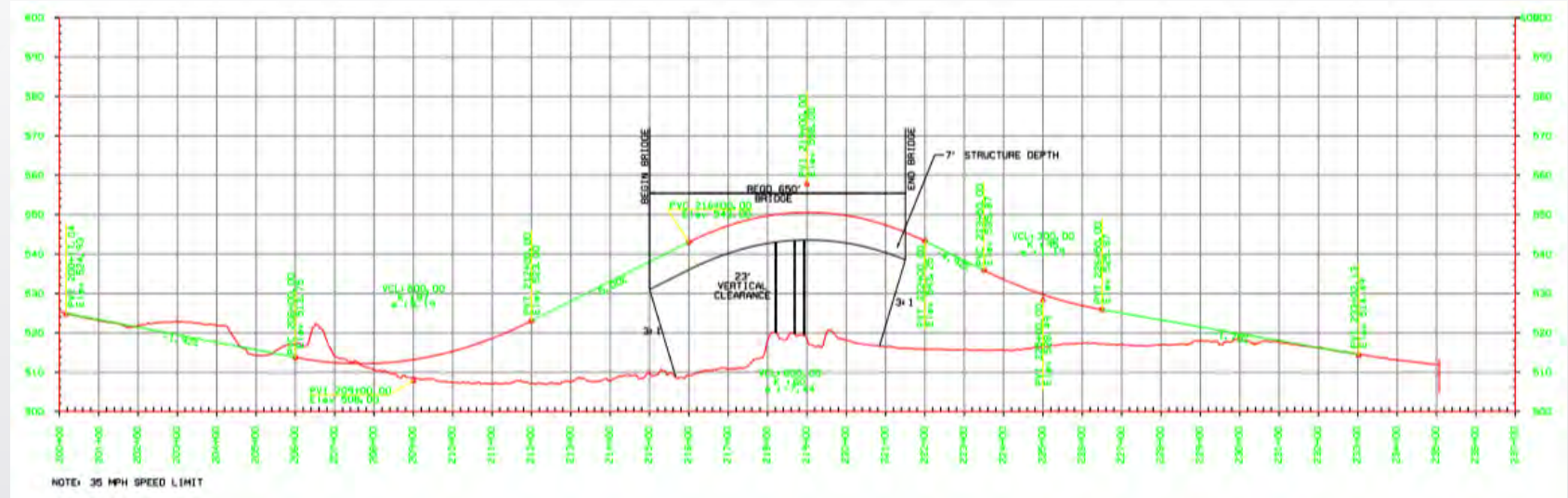
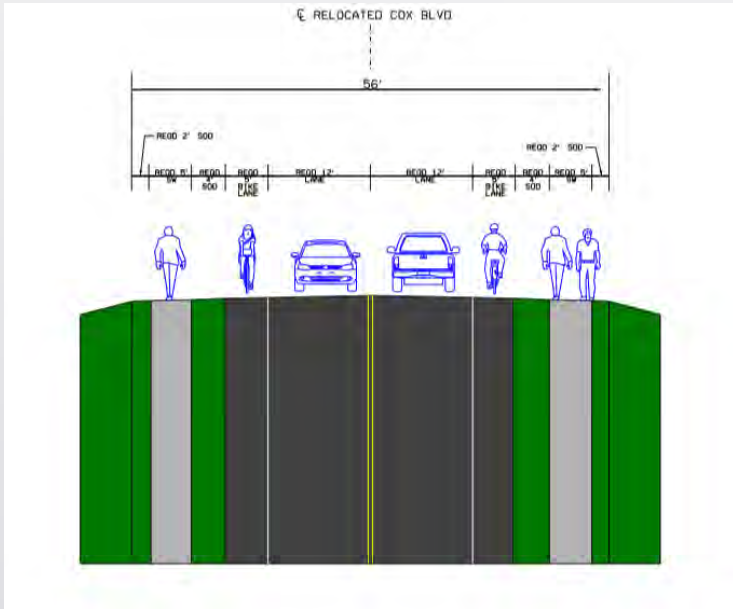
- Year 2020 = 5,500 vehicles
- Year 2040 = 7,500 vehicles

Environmental Considerations:

- Church Relocation
- 100-yr. floodplain impacts
- Wetland impacts
- Animal hospital impacts



Relocated Cox



Total Estimated Construction Costs = \$11,667,000.28

Cost Per User = $\$11,667,000 / 5,500 \text{ users} = \$2,121$ (yr. 2020)

Alternative 2: Columbia Extension

Traffic Forecast (Daily):

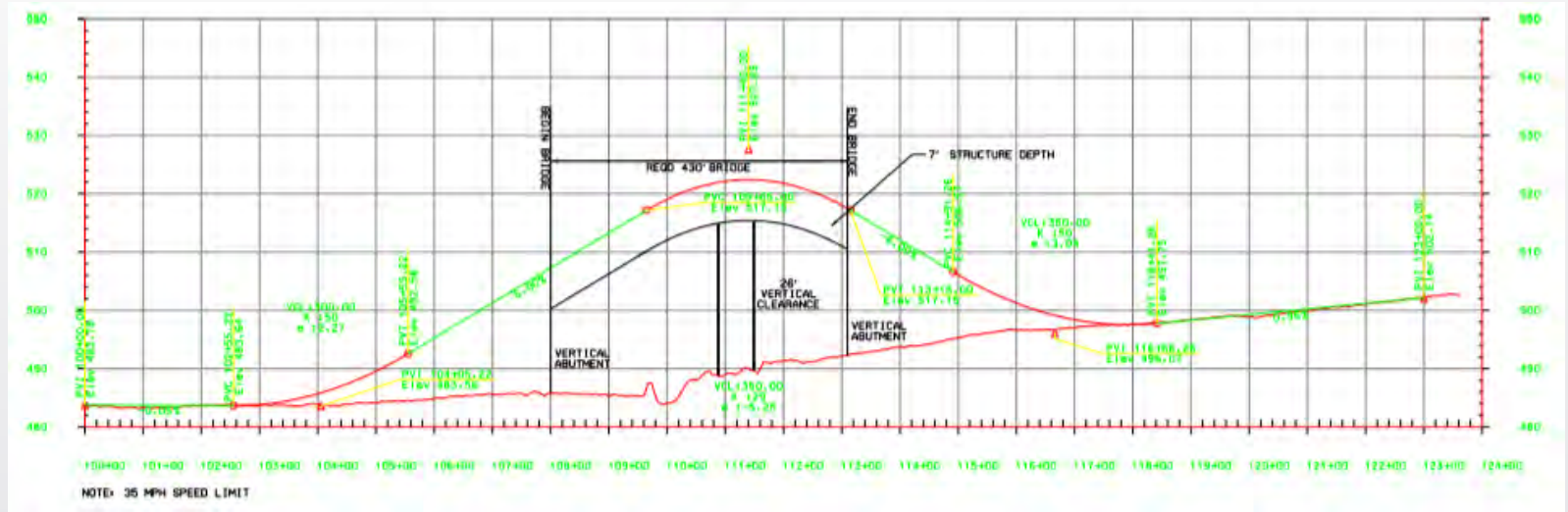
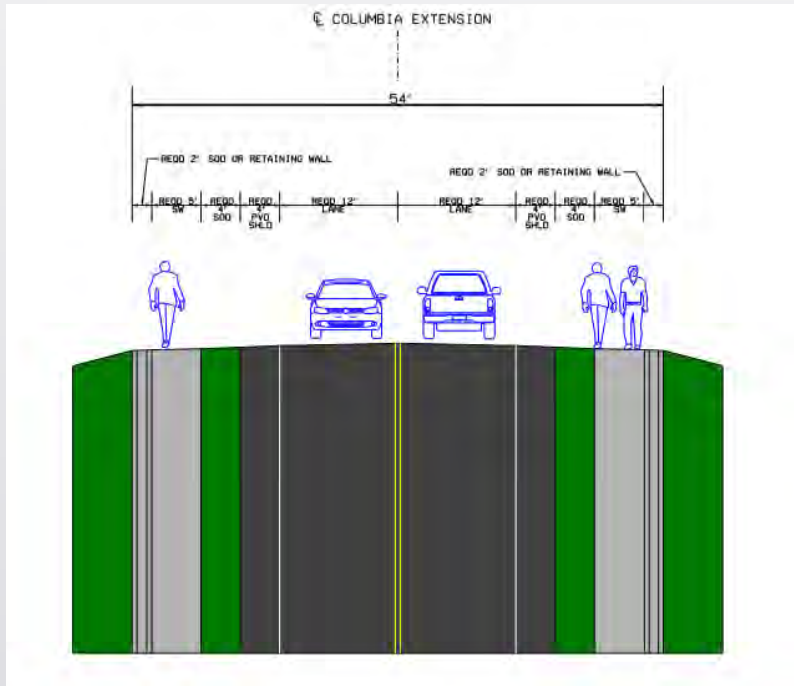
- Year 2020 = 1,100 vehicles
- Year 2040 = 1,500 vehicles

Environmental Considerations:

- 100 yr. floodplain impacts
- Hazmat impacts
- Potential impacts to the Sheffield Downtown Commercial Historic District
- Potential impacts to the Sheffield Residential Historic District



Columbia Extension



Total Estimated Construction Costs = \$9,716,873.71

Cost Per User = \$9,716,873/1,100 users = \$8,834 (yr. 2020)

Alternative 3: Montgomery Extension

Traffic Forecast (Daily):

- Year 2020 = 9,150 vehicles
- Year 2040 = 12,500 vehicles

Environmental Considerations:

- 100 yr. floodplain impacts
- Hazmat impacts
- Potential impacts to Sheffield Downtown Commercial Historic District
- Impacts to the Sheffield Residential Historic District
- Impact to fire station



Alternative 4: Commons Street

Traffic Forecast (Daily):

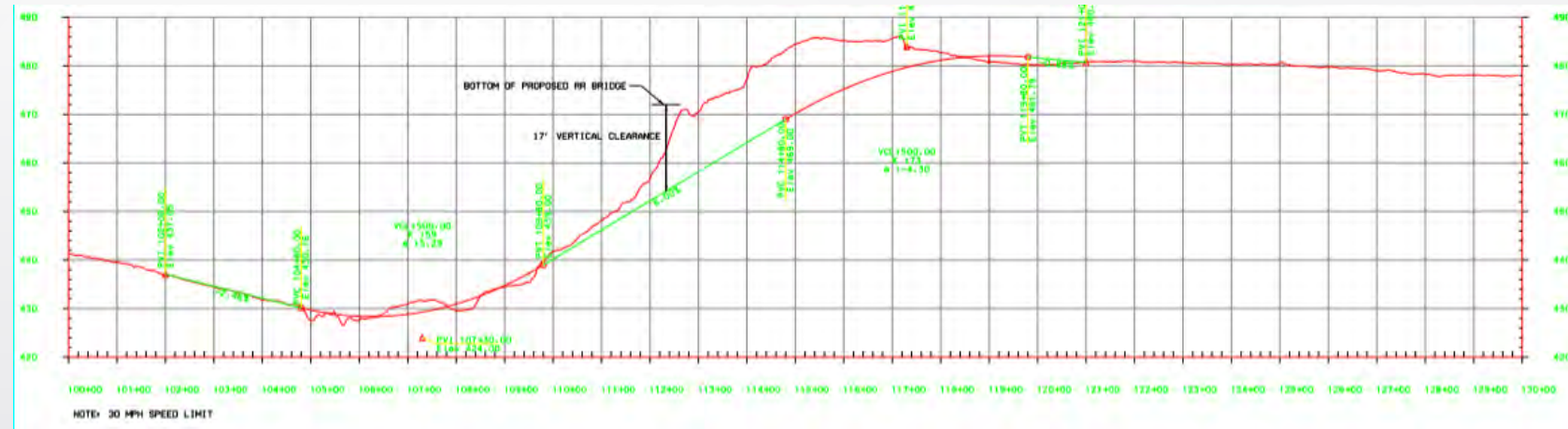
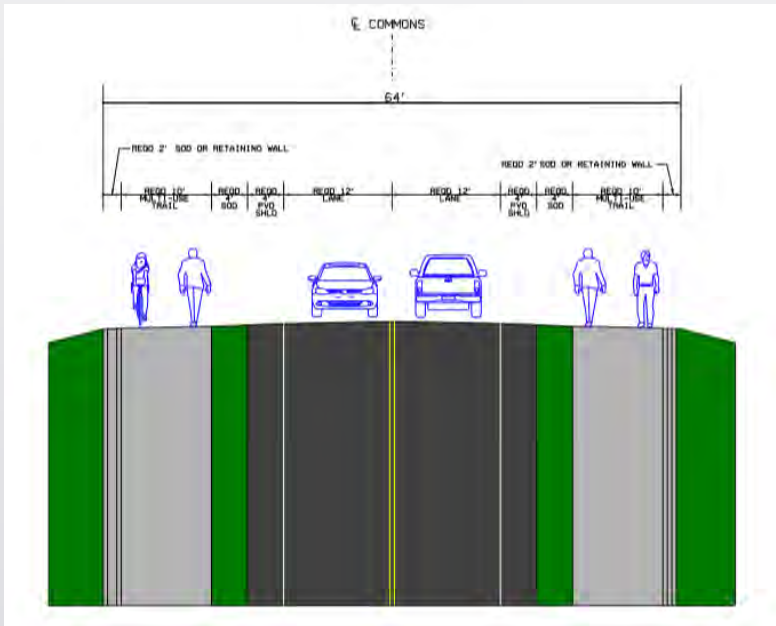
- Year 2020 = 1,800 vehicles
- Year 2040 = 2,300 vehicles

Environmental Considerations:

- Impacts to regulated floodway
- 100-yr. floodplain impacts
- Stream impacts
- Wetland impacts
- Potential impacts to the Tuscumbia Historic District
- Potential Section 4(f) impacts Kirk Wallace Youth Park
- Potential Section 4 (f) impacts to Tom Coburn Park



Commons Street



Total Estimated Construction Costs = \$15,830,038.23

Cost Per User = $\$15,830,038 / 1,800 = \$8,794$ (yr. 2020)

Alternative 5: Montgomery Grade Separated

Traffic Forecast (Daily):

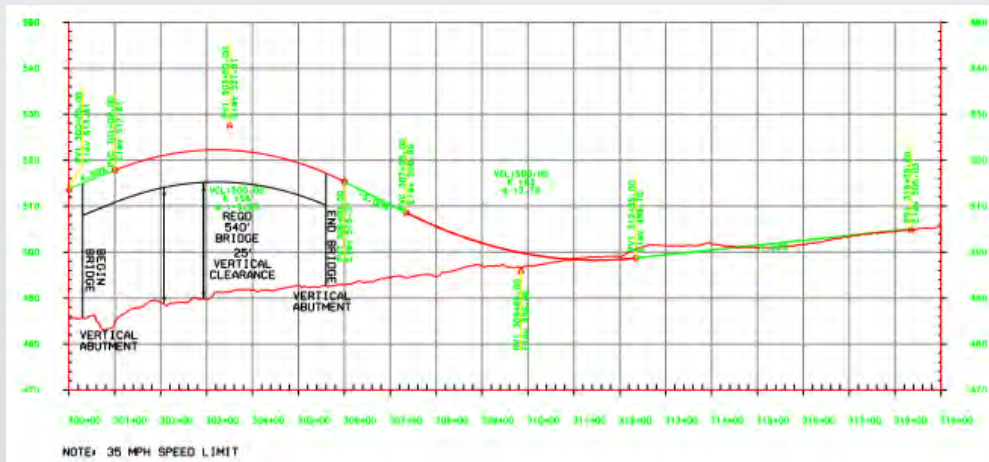
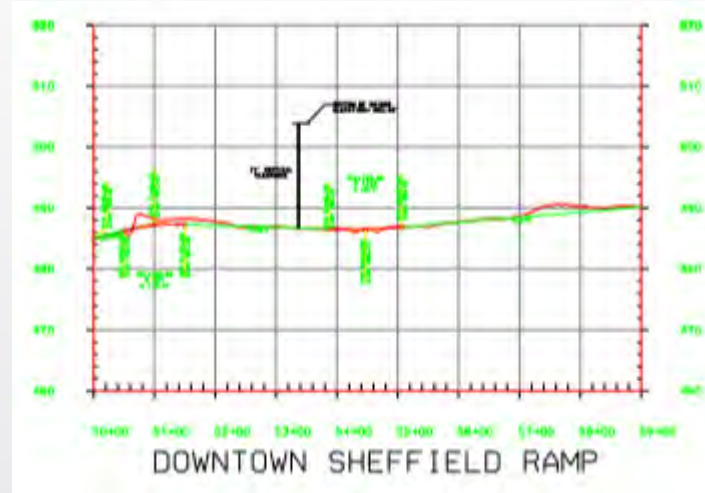
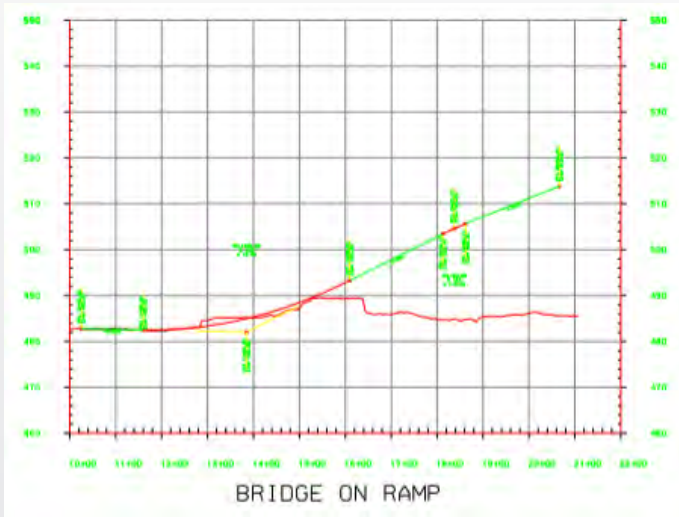
- Year 2020 = 11,600 vehicles
- Year 2040 = 15,800 vehicles

Environmental Considerations:

- 100-yr. floodplain impacts
- Hazmat impacts
- Potential impacts to the Sheffield Downtown Historic District
- Potential impacts to the Sheffield Residential Historic District
- Impact to fire station



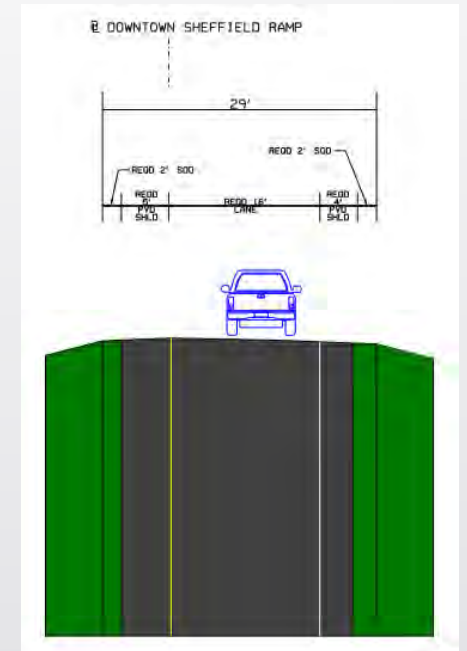
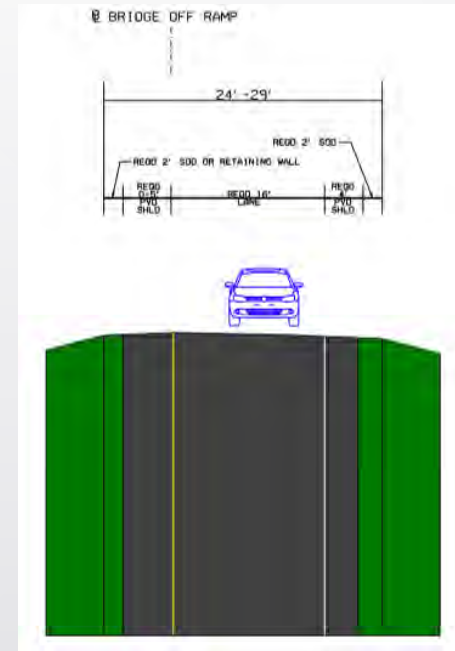
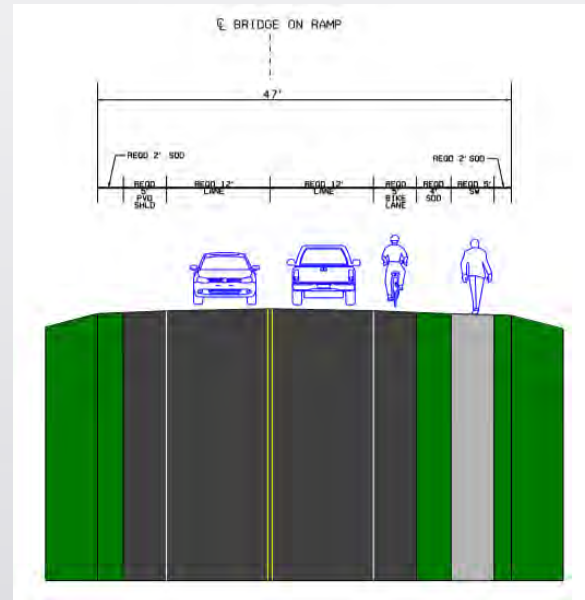
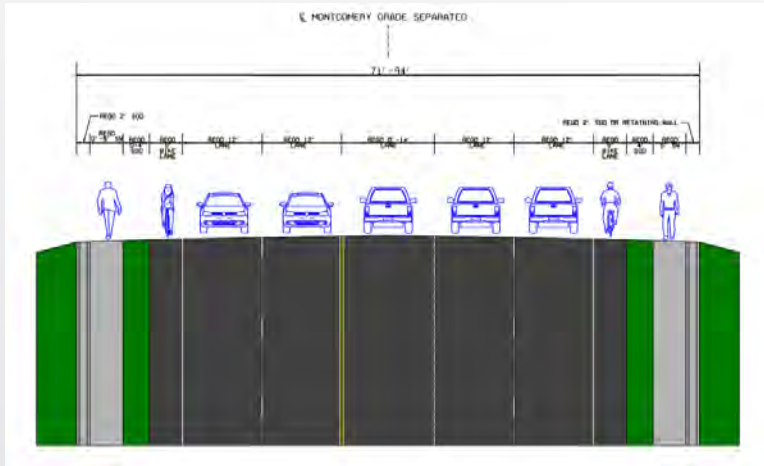
Montgomery Grade Separated



Total Estimated Construction Costs = \$19,438,252.92
 Cost Per User = \$19,438,252/11,600 users = \$1,676 (yr. 2020)



Montgomery Grade Separated





Comment Form

Northwest Alabama Council of Local Governments
Shoals Area Railroad Overpass Feasibility Study
Colbert County, Alabama
June 25, 2020 Stakeholders Meeting

RESPONSE LETTER

Name: _____ Entity: _____

Email: _____

The information presented today was an overview of the Shoals Area Railroad Overpass Feasibility Study. The responses and comments will be included in a report that evaluates the feasibility of providing a grade-separated roadway crossing over the Norfolk Southern Railroad tracks. Five (5) potential overpass alternatives are currently being evaluated. Please select your choice below concerning the Shoals Area Railroad Overpass Feasibility Study.

Yes. I agree with the purpose and need of the feasibility study. I prefer the following alternative(s):

- Relocated Cox Boulevard
- Montgomery 1
- Montgomery Grade Separated
- Commons
- Columbia

No. I do not agree with the purpose and need for the project.

You have my conditional support. *(Please include your comments below.)*

If you'd like more time to select an answer, you may utilize the self-addressed stamped envelope to mail us your response or you can e-mail your response to:

Mr. Jesse Turner
Director of Planning & Transportation
Northwest Alabama Council of Local Governments
railstudy@nacolg.org

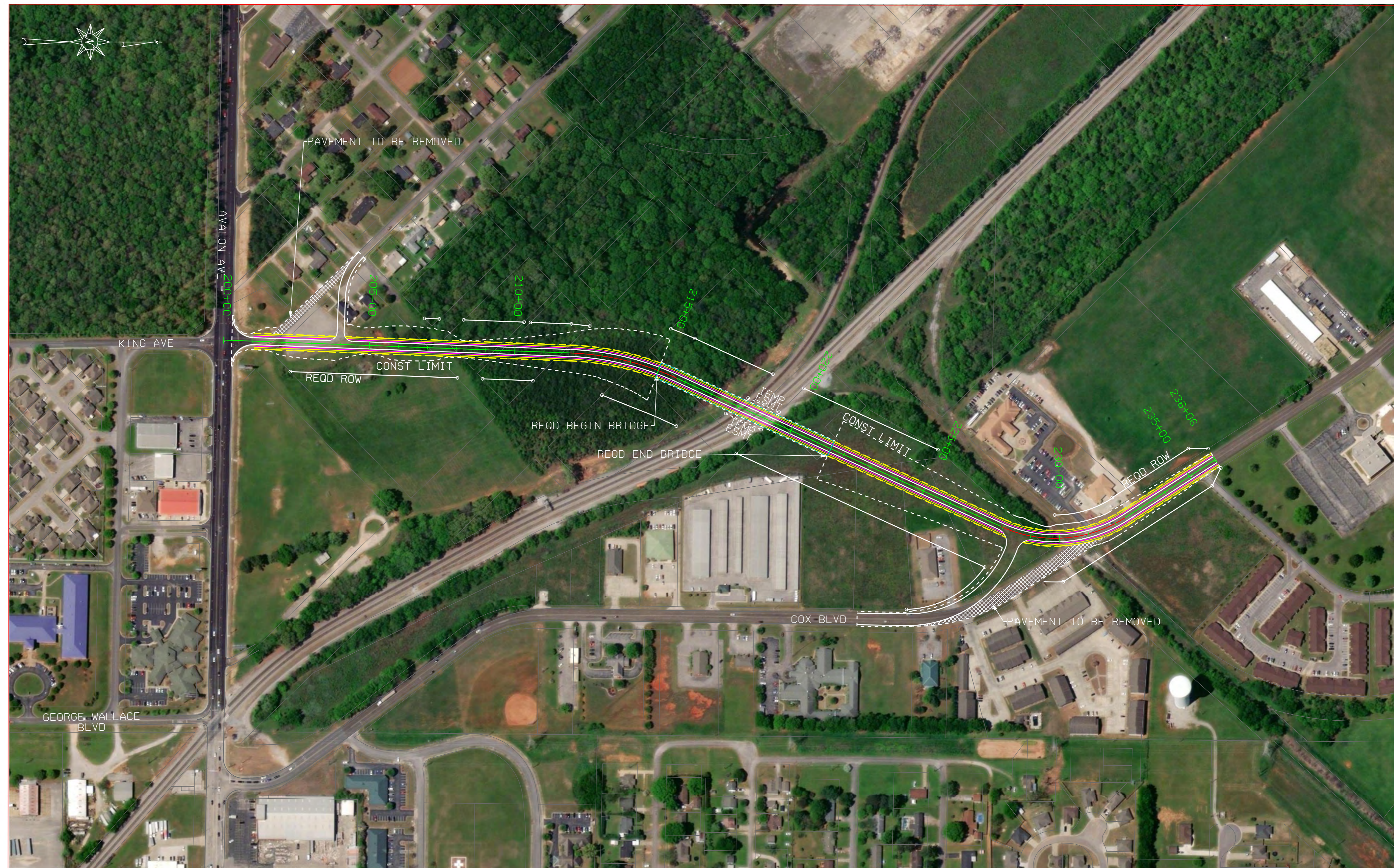
All responses should be received by **July 13, 2020**.


COMMENTS:

Exhibits

PLAN - RELOCATED COX BLVD

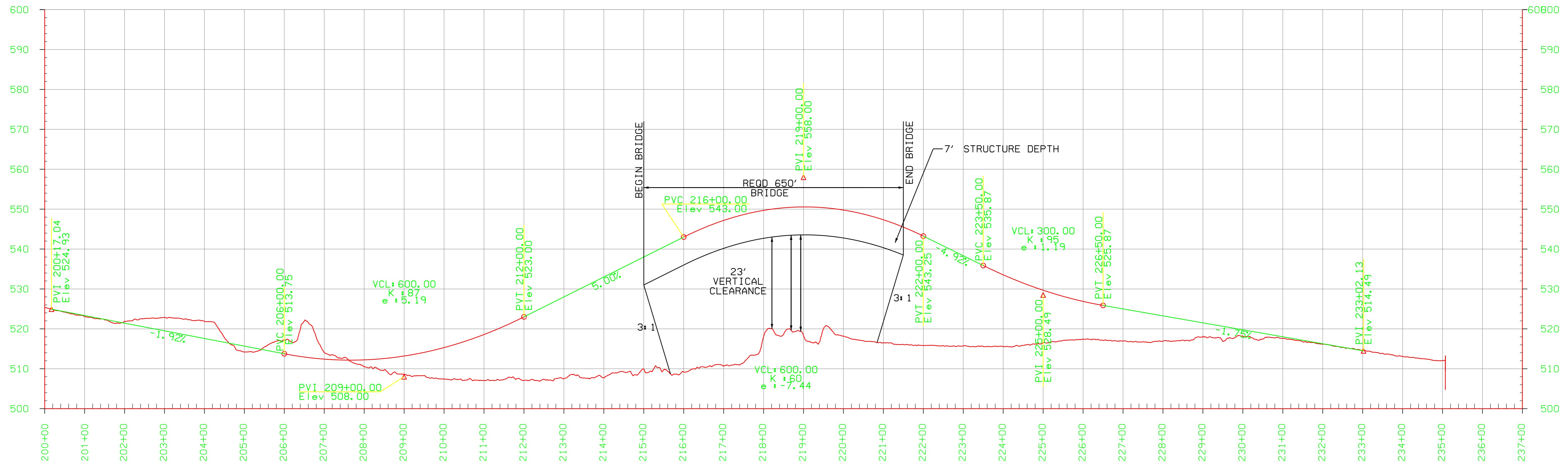
REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO




RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		SHEET TITLE	ROUTE
DATE:	DATE:	DATE:			PLAN - RELOCATED COX BLVD	

PROFILE - RELOCATED COX BLVD

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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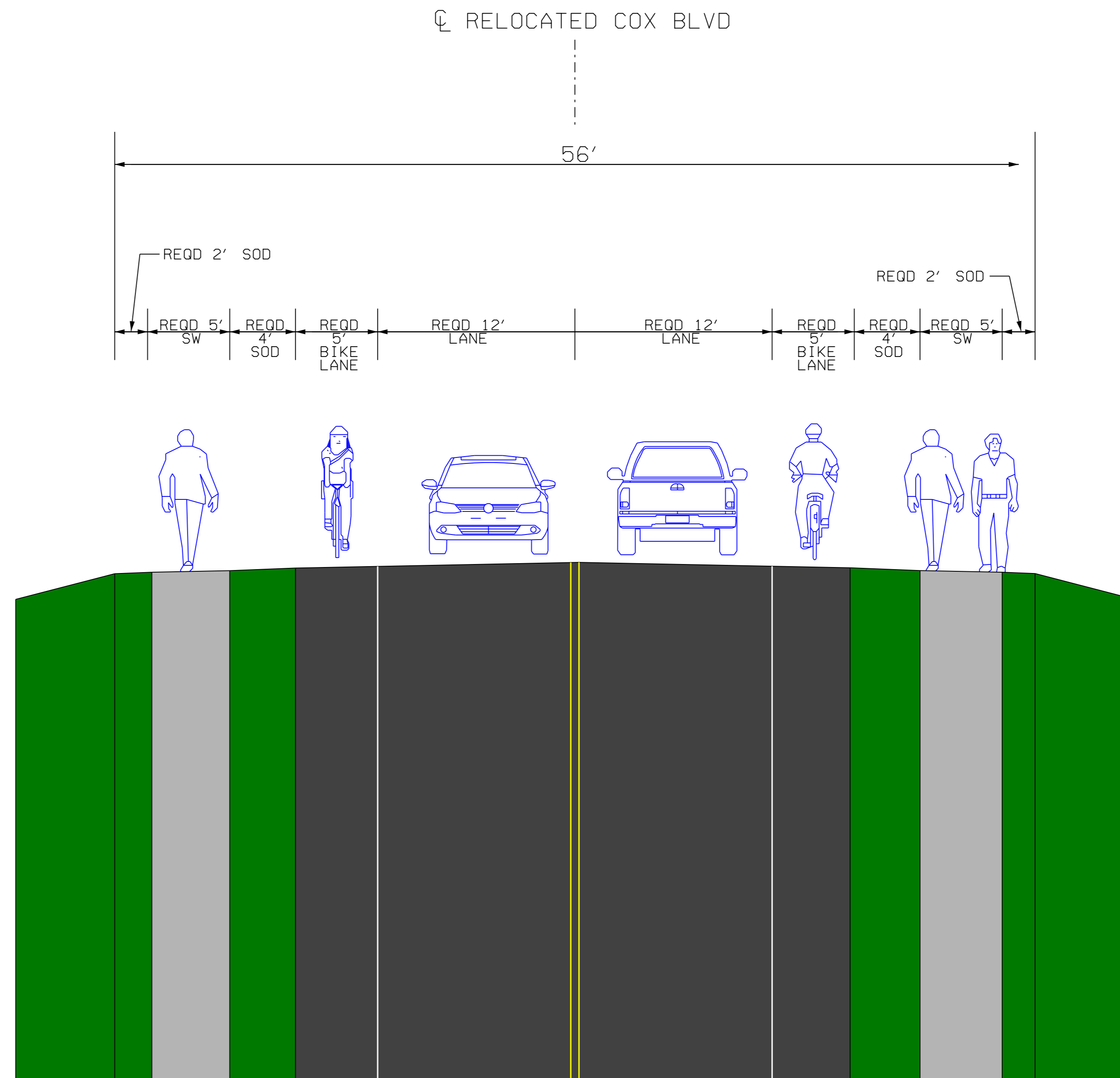



NOTE: 35 MPH SPEED LIMIT

RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		SHEET TITLE	ROUTE
DATE:	DATE:	DATE:			PROFILE - RELOCATED COX BLVD	

TYPICAL SECTION - RELOCATED COX BLVD

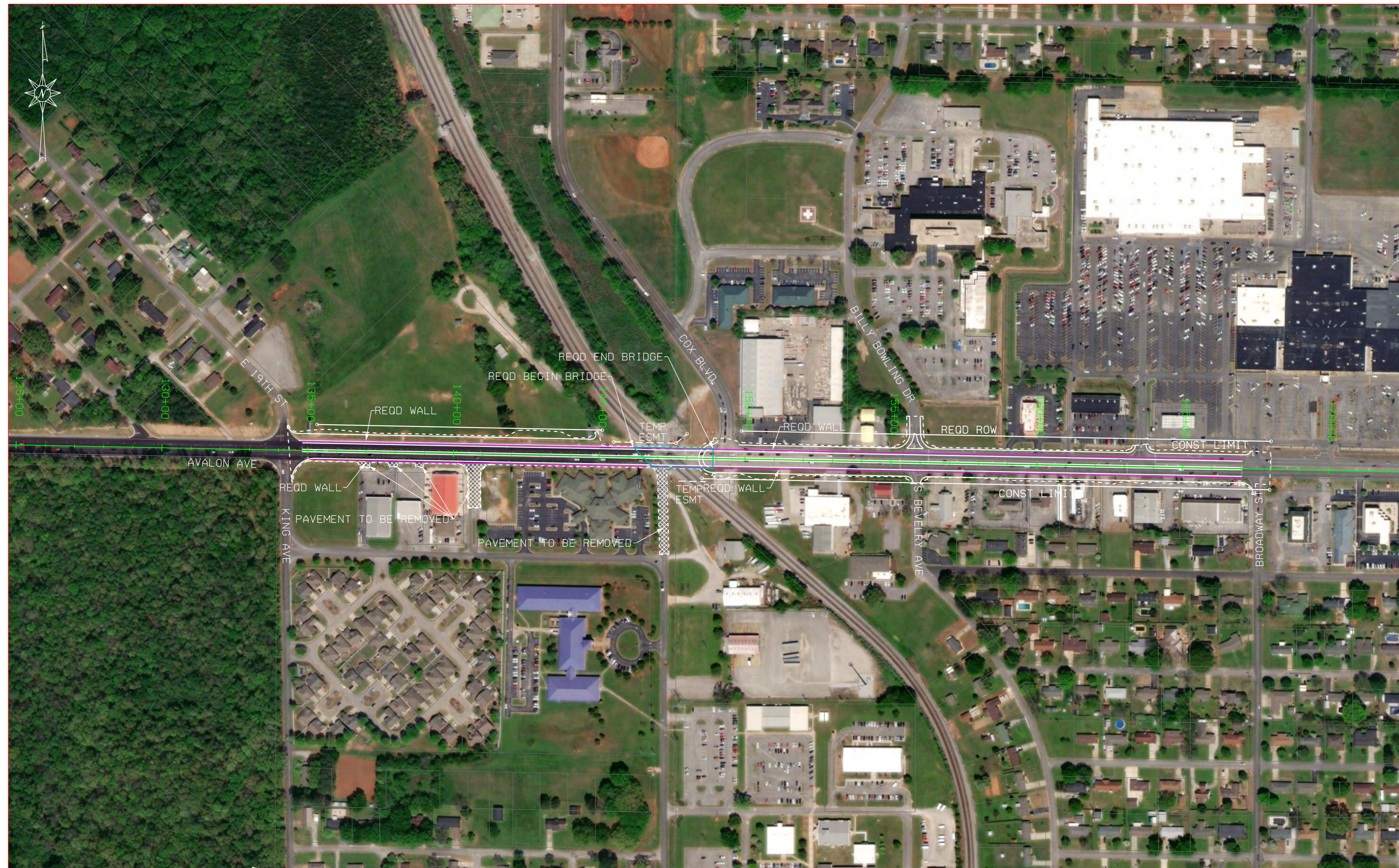
REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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PLAN - AVALON OVERPASS

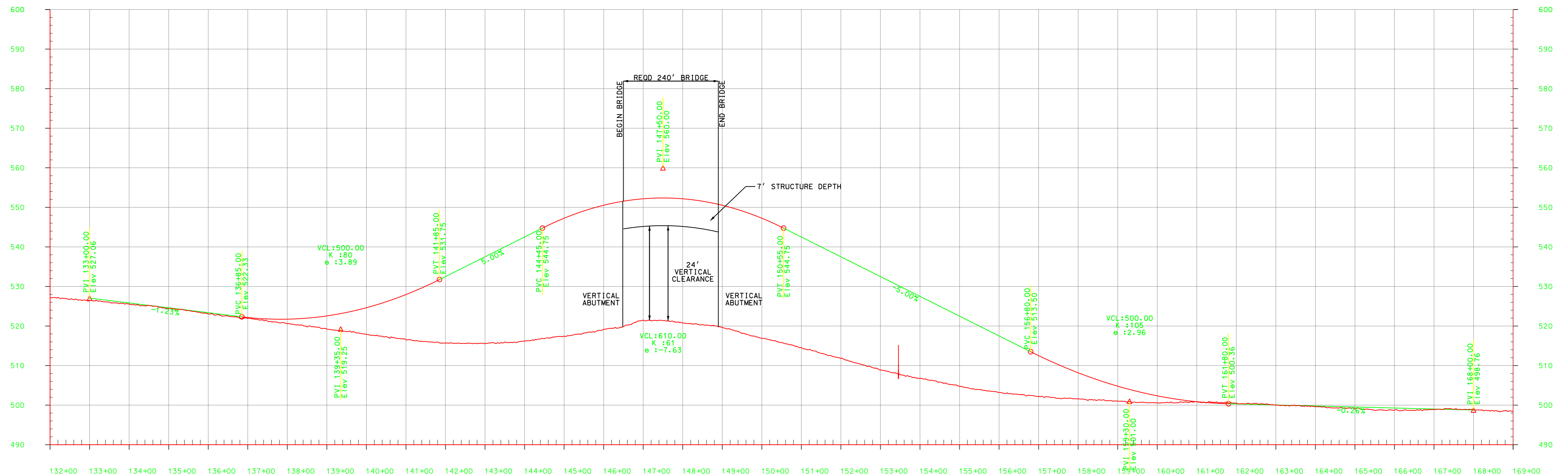
REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO



RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		SHEET TITLE	ROUTE
DATE:	DATE:	DATE:			PLAN - AVALON OVERPASS	

PROFILE - AVALON OVERPASS

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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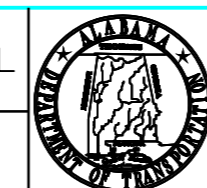
NOTE: 45 MPH SPEED LIMIT

RESPONSIBLE PE:

SUPERVISOR:

DESIGNER:

PLAN SUBMITTAL



ALABAMA DEPARTMENT OF TRANSPORTATION

SHEET TITLE

ROUTE

DATE:

DATE:


DATE:

PROFILE - AVALON OVERPASS

PLAN - COLUMBIA EXTENSION

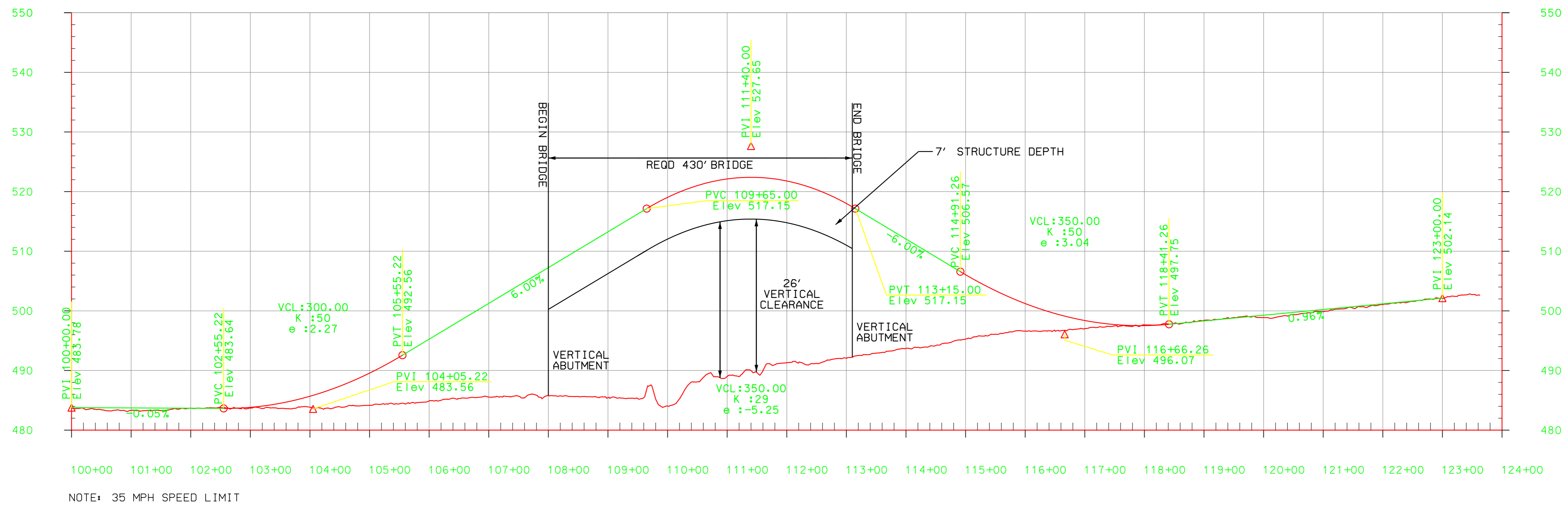
REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO




RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		SHEET TITLE	ROUTE
DATE:	DATE:	DATE:			PLAN - COLUMBIA EXTENSION	

PROFILE - COLUMBIA EXTENSION

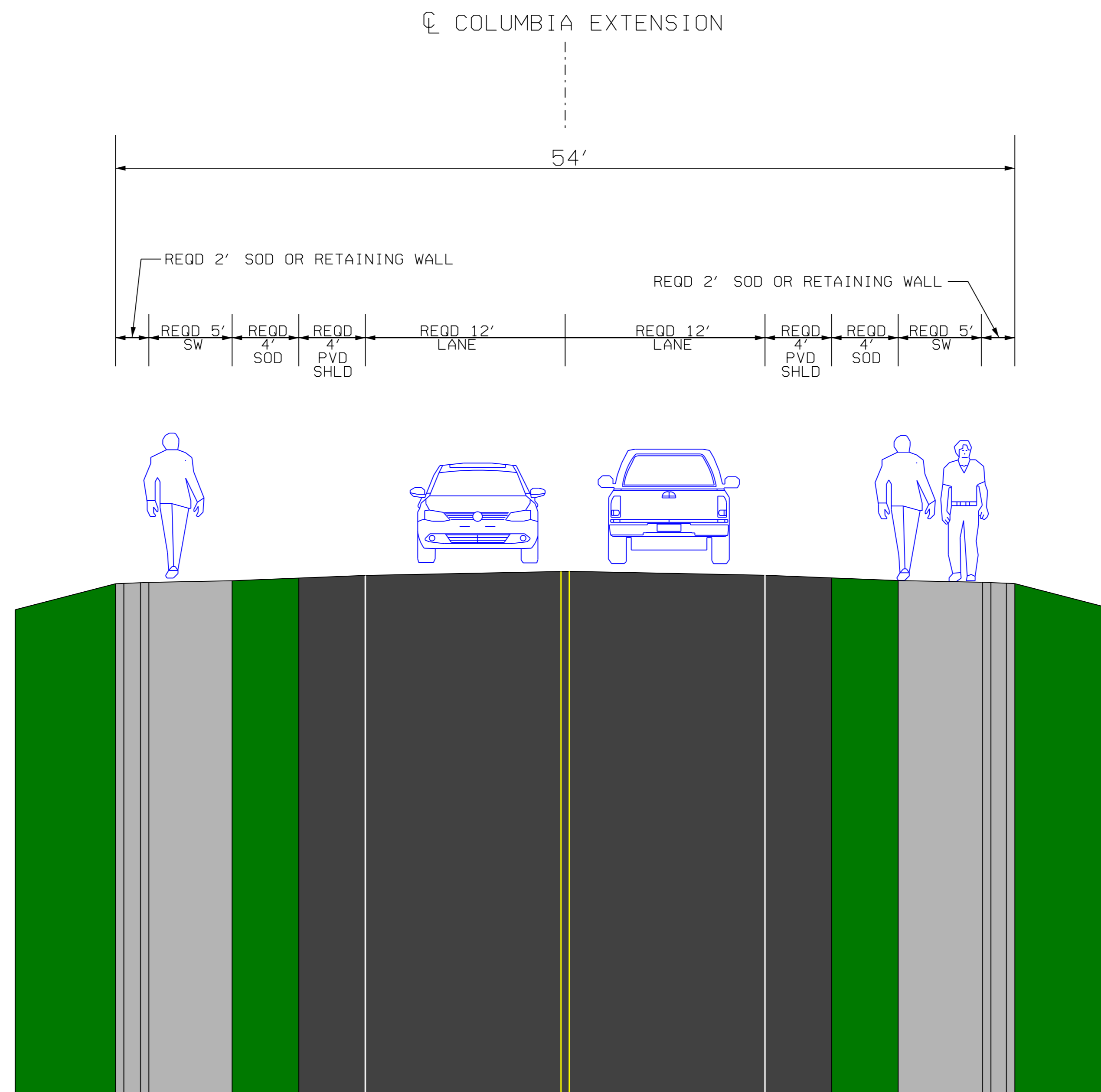
REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		SHEET TITLE	ROUTE
DATE:	DATE:	DATE:			PROFILE - COLUMBIA EXTENSION	

TYPICAL SECTION - COLUMBIA EXTENSION

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		NOT TO SCALE	SHEET TITLE	ROUTE
DATE:	DATE:	DATE:				TYPICAL SECTIONS - COLUMBIA EXTENSION	

PLAN - MONTGOMERY EXTENSION

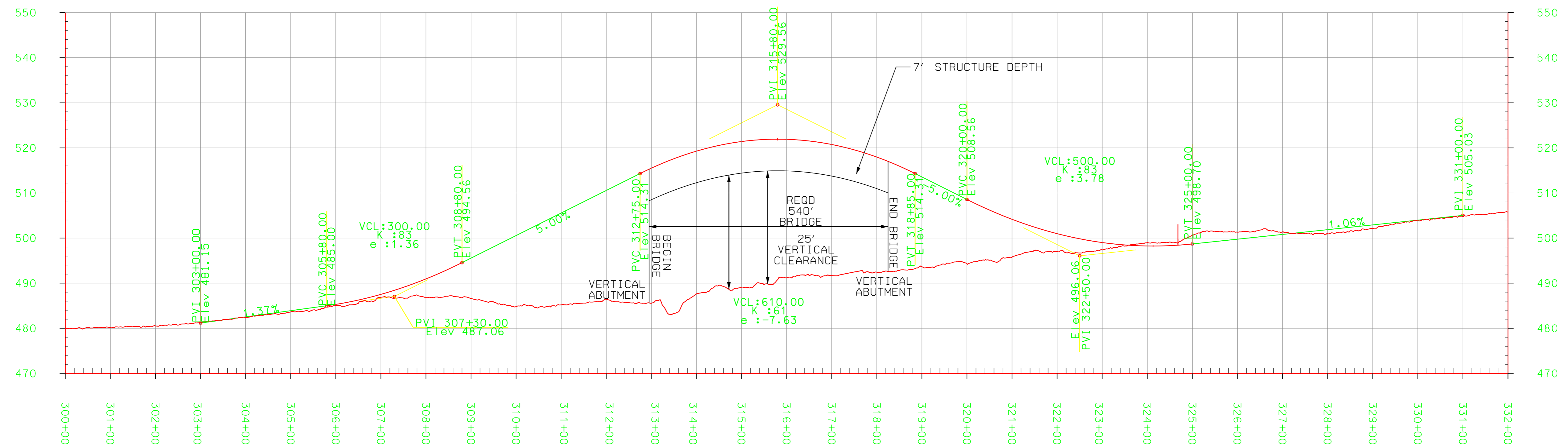
REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO




RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		SHEET TITLE	ROUTE
DATE:	DATE:	DATE:			PLAN - MONTGOMERY EXTENSION	

PROFILE - MONTGOMERY EXTENSION

REFERENCE PROJECT NO: FISCAL YEAR: SHEET NO:



NOTE: 35 MPH SPEED LIMIT

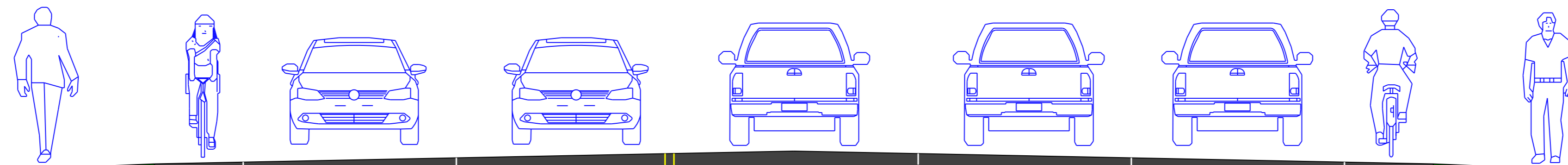
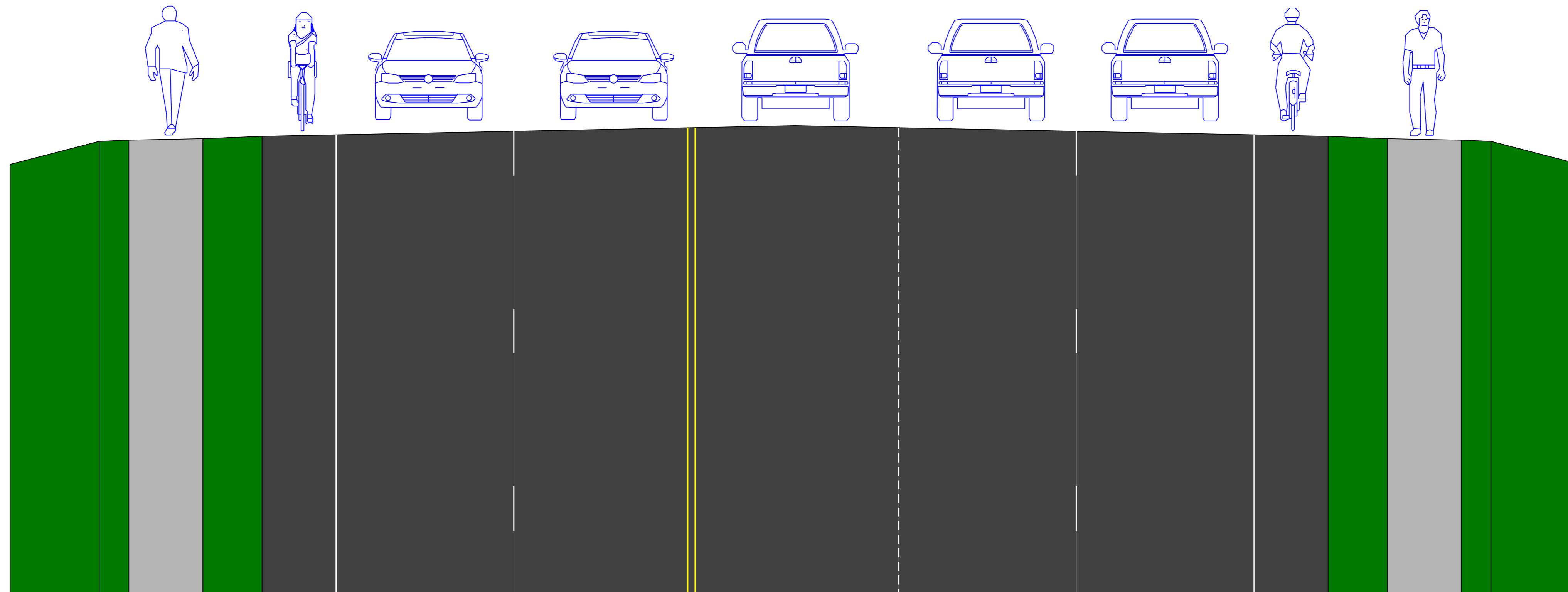
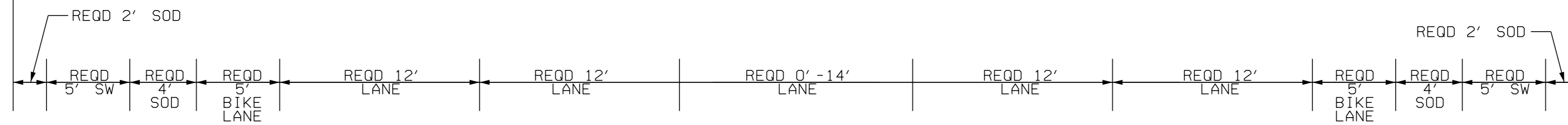
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DATE:	DATE:	DATE:			PROFILE - MONTGOMERY EXTENSION	


TYPICAL SECTION - MONTGOMERY EXTENSION

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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☒ MONTGOMERY EXTENSION

80' - 94'



RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		NOT TO SCALE	SHEET TITLE	ROUTE
DATE:	DATE:	DATE:				TYPICAL SECTIONS - MONTGOMERY EXTENSION	

PLAN - COMMONS

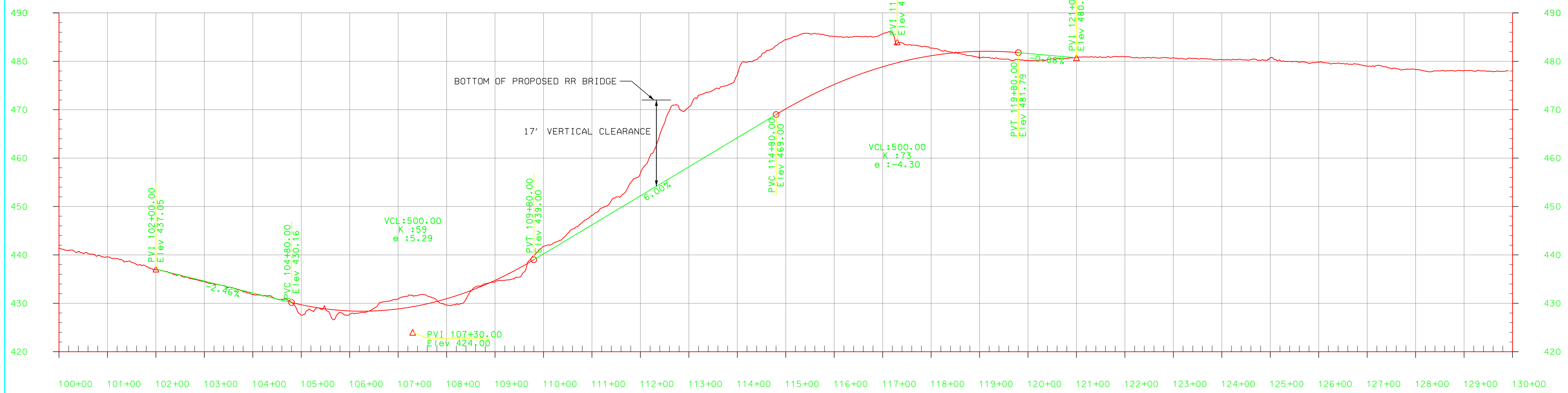
REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO




RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		SHEET TITLE	ROUTE
DATE:	DATE:	DATE:			PLANS - COMMONS	

PROFILE - COMMONS

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO

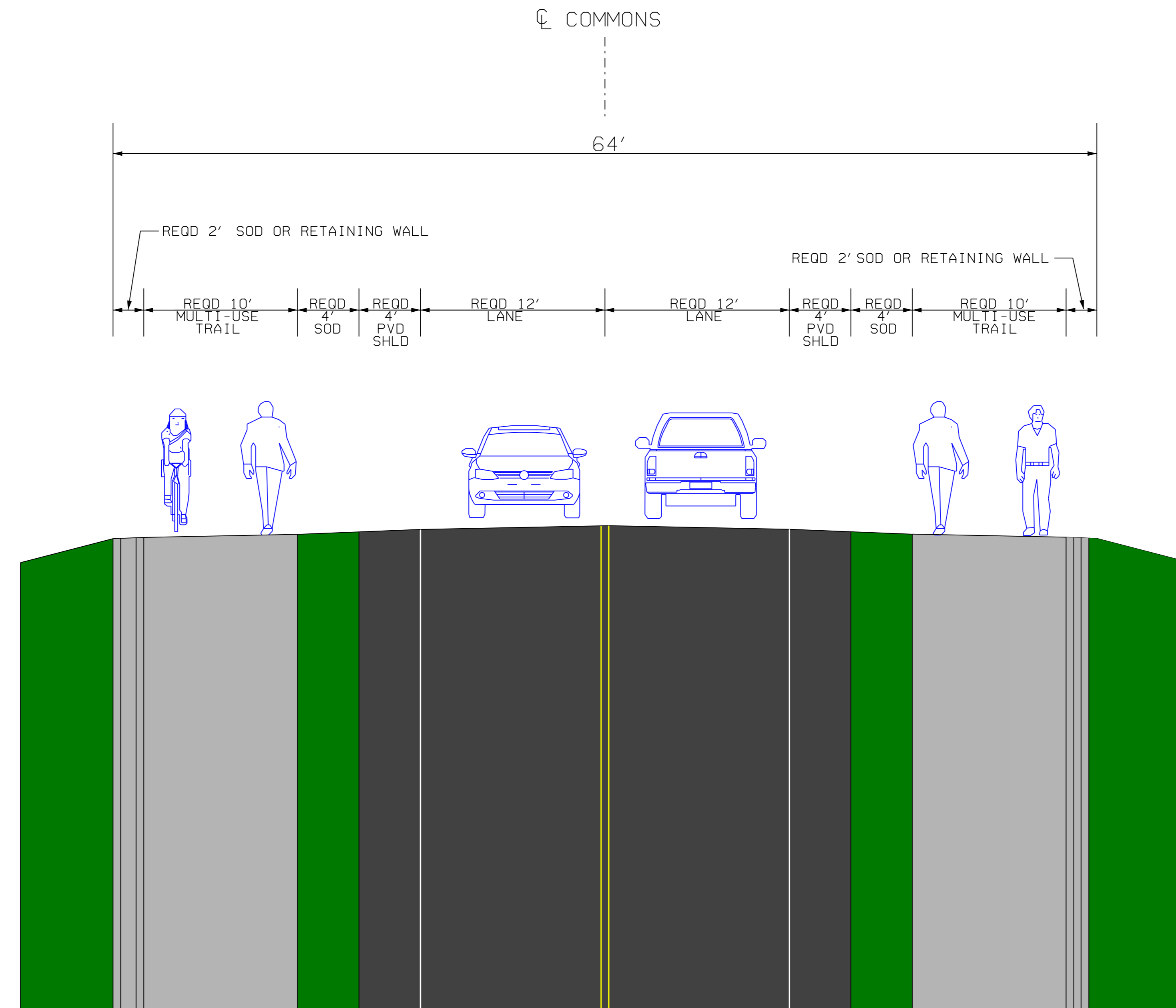



NOTE: 30 MPH SPEED LIMIT

RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		SHEET TITLE	ROUTE
DATE:	DATE:	DATE:			PROFILE - COMMONS	

TYPICAL SECTION - COMMONS

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL	 NOT TO SCALE	SHEET TITLE	ROUTE
DATE:	DATE:	DATE:			TYPICAL SECTIONS - COMMONS	

PLAN - MONTGOMERY GRADE SEPARATED

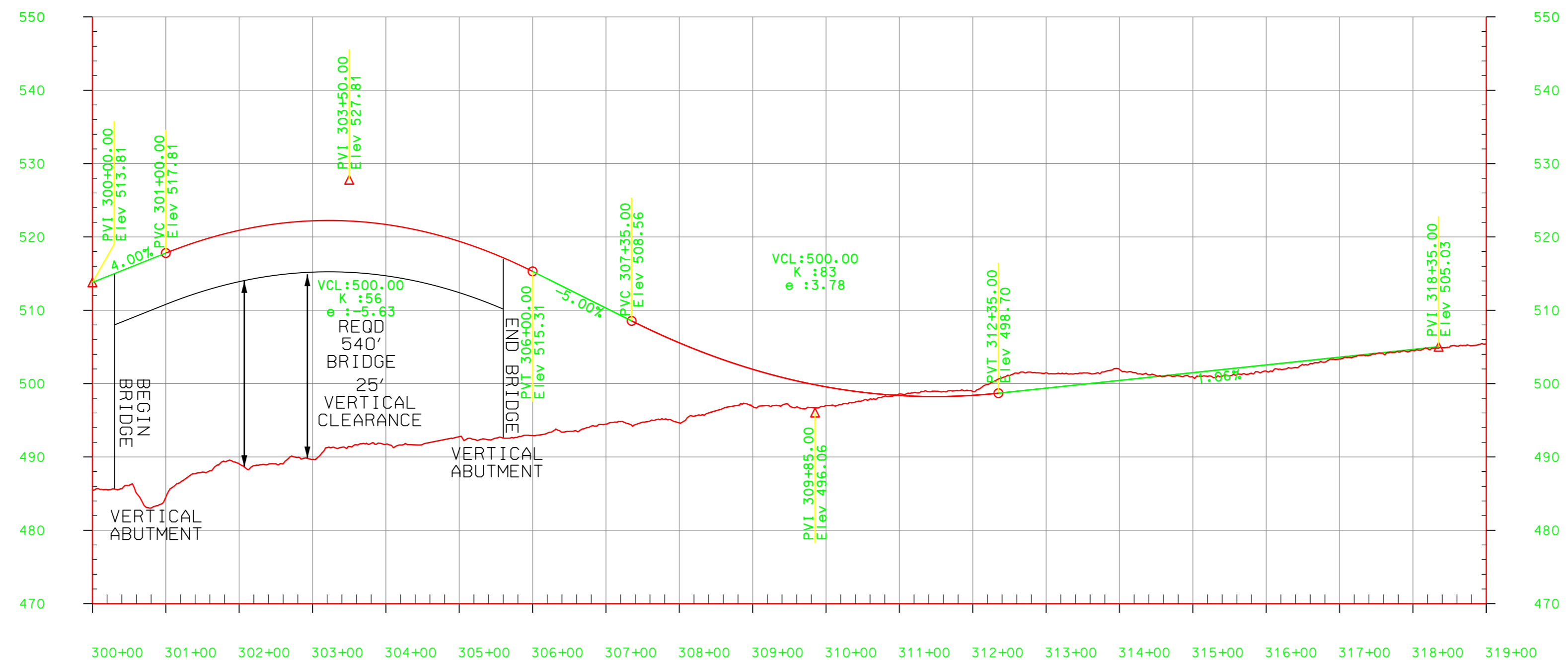
REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		SHEET TITLE	ROUTE
DATE:	DATE:	DATE:			PLAN - MONTGOMERY GRADE SEPARATED	

PROFILE - MONTGOMERY GRADE SEPARATED

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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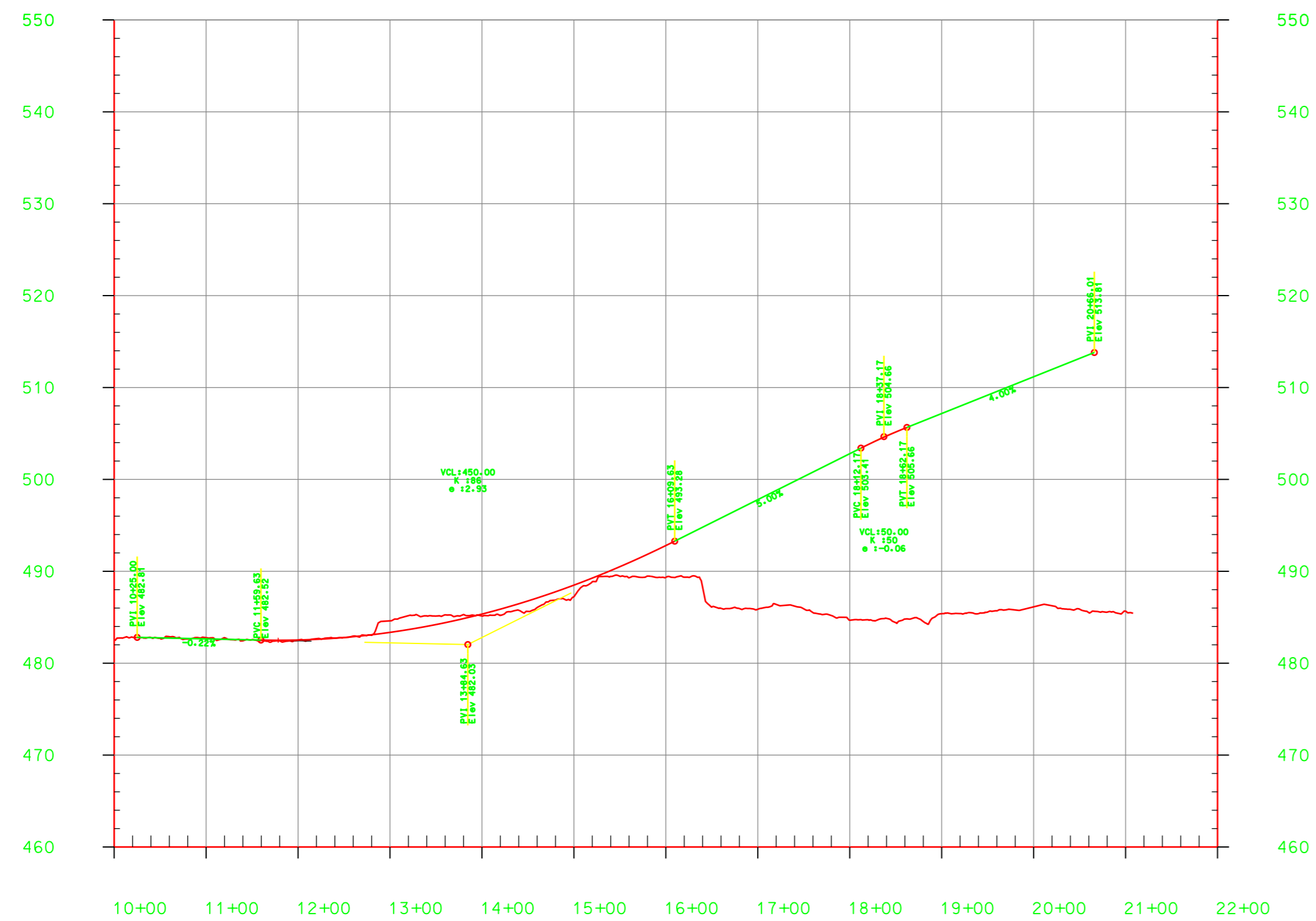


NOTE: 35 MPH SPEED LIMIT

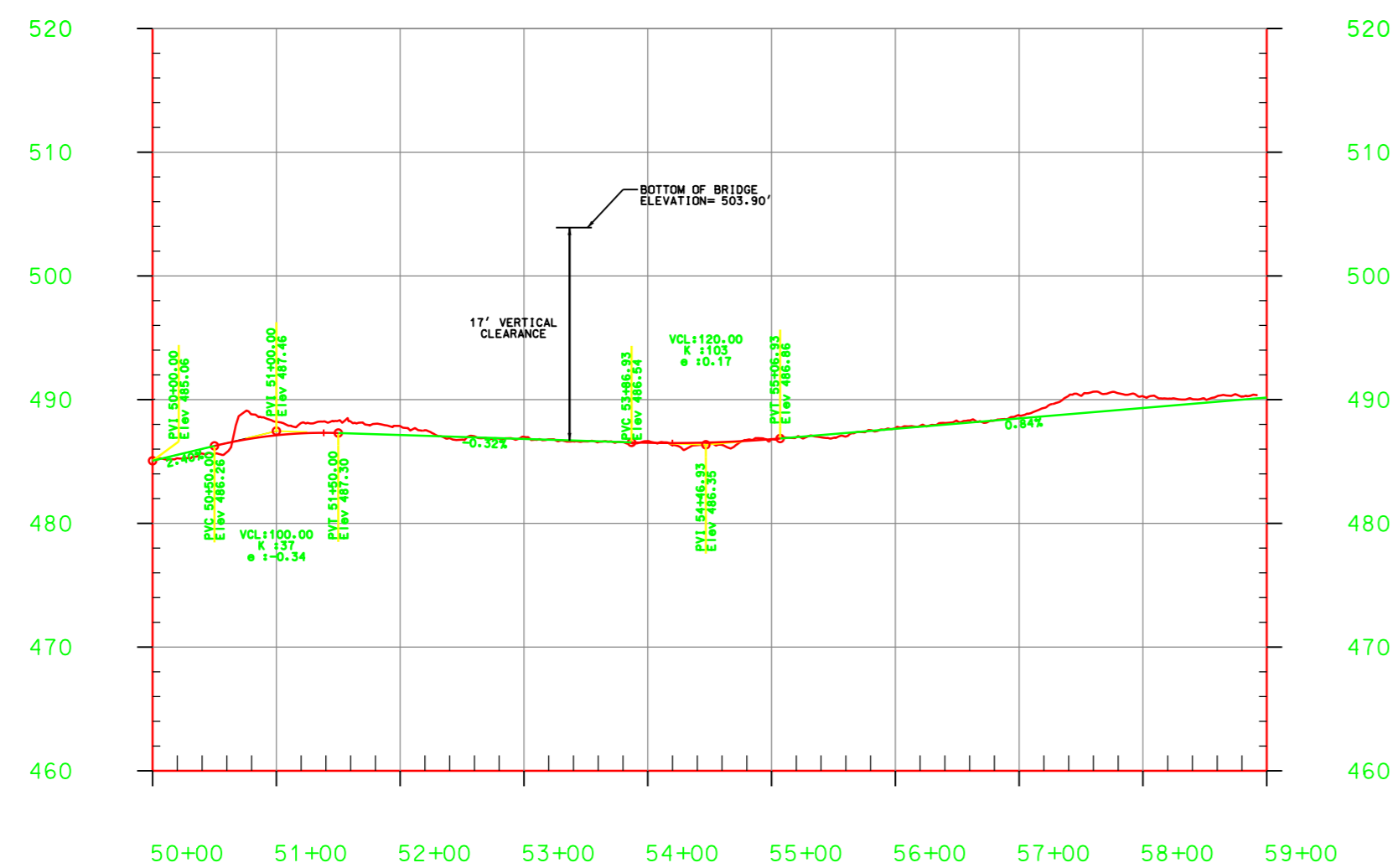
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DATE:	DATE:	DATE:			PROFILE - MONTGOMERY GRADE SEPARATED	

PROFILE - MONTGOMERY GRADE SEPARATED RAMPS

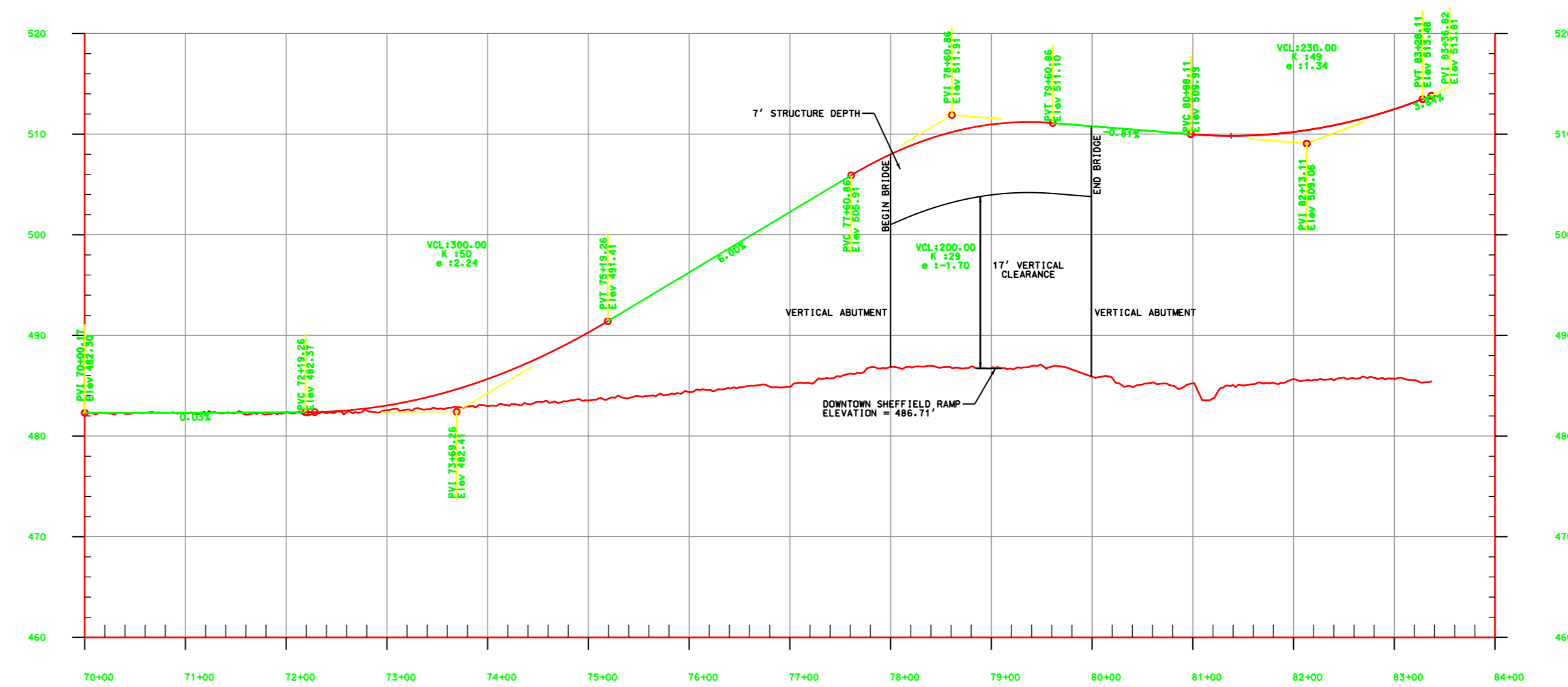
REFERENCE PROJECT NO. FISCAL YEAR. SHEET NO.



BRIDGE ON RAMP



DOWNTOWN SHEFFIELD RAMP



BRIDGE OFF RAMP

NOTE: 35 MPH SPEED LIMIT

RESPONSIBLE PE:

SUPERVISOR:

DESIGNER:

PLAN SUBMITTAL

DATE:

DATE:

DATE:



SHEET TITLE

ROUTE

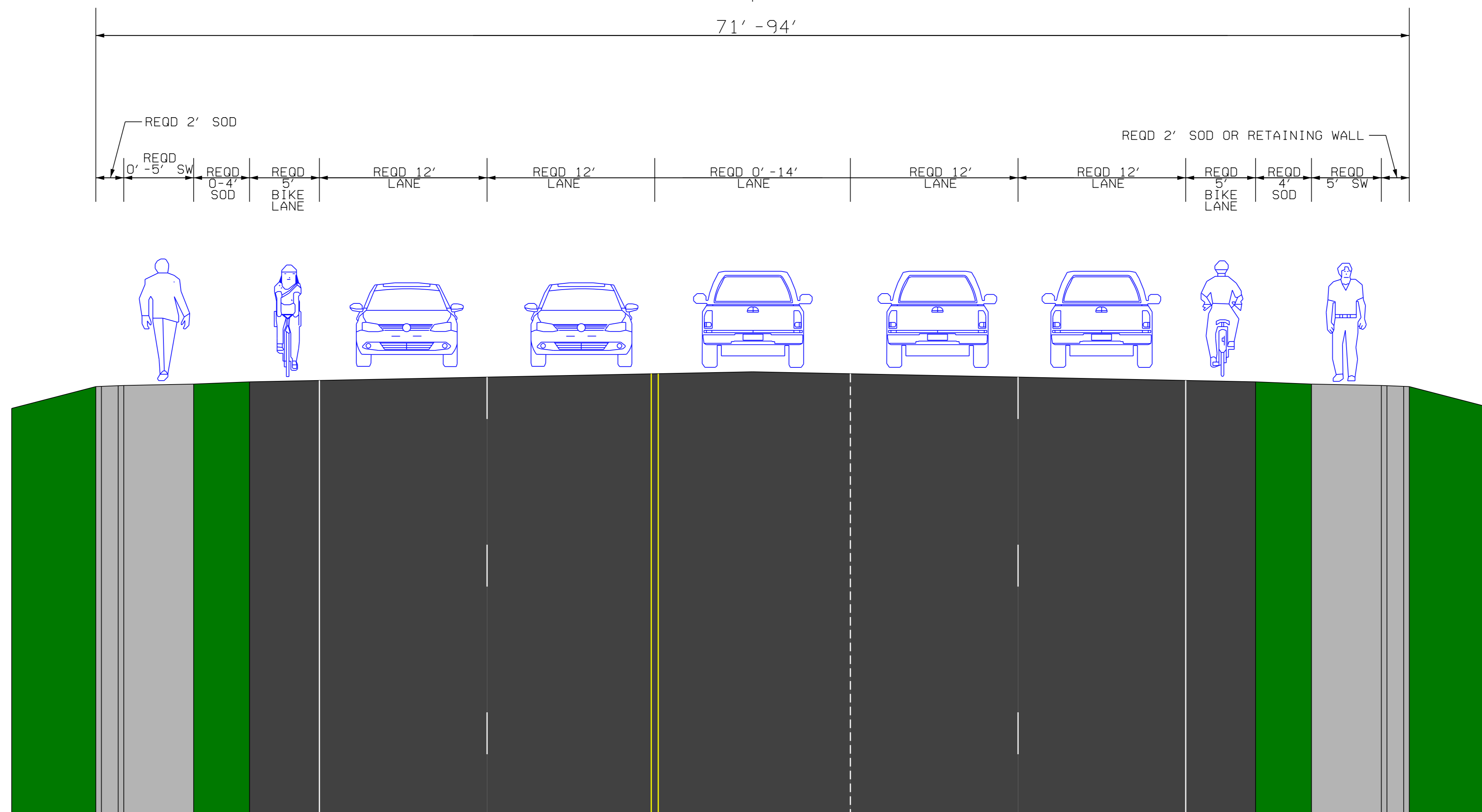
PROFILE - MONTGOMERY GRADE SEPARATED RAMPS


TYPICAL SECTION - MONTGOMERY GRADE SEPARATED

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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☐ MONTGOMERY GRADE SEPARATED

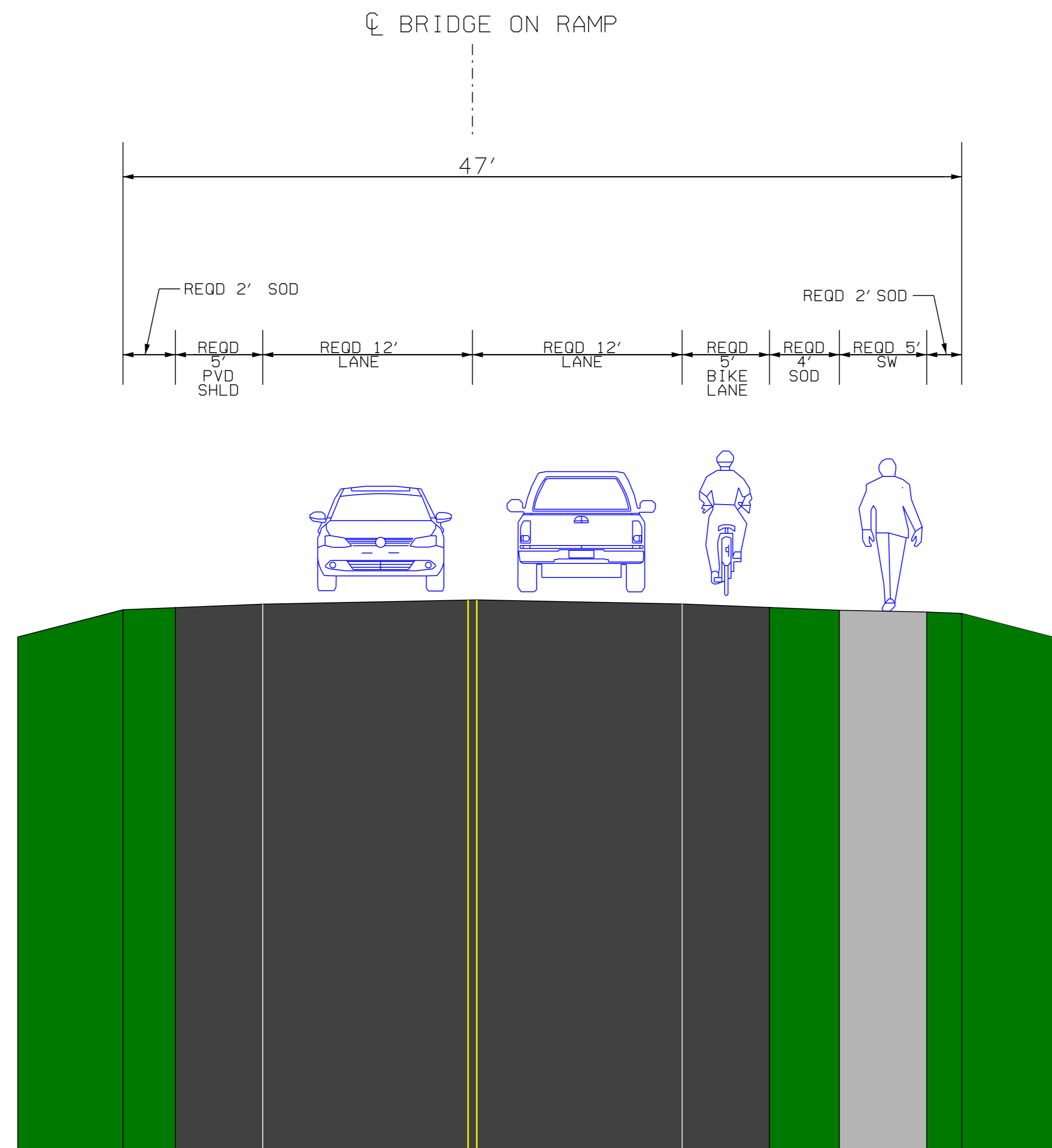
71' - 94'




RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		NOT TO SCALE	SHEET TITLE	ROUTE
DATE:	DATE:	DATE:				TYPICAL SECTIONS - MONTGOMERY GRADE SEPARATED	

TYPICAL SECTION - MONTGOMERY GRADE SEPARATED BRIDGE ON RAMP

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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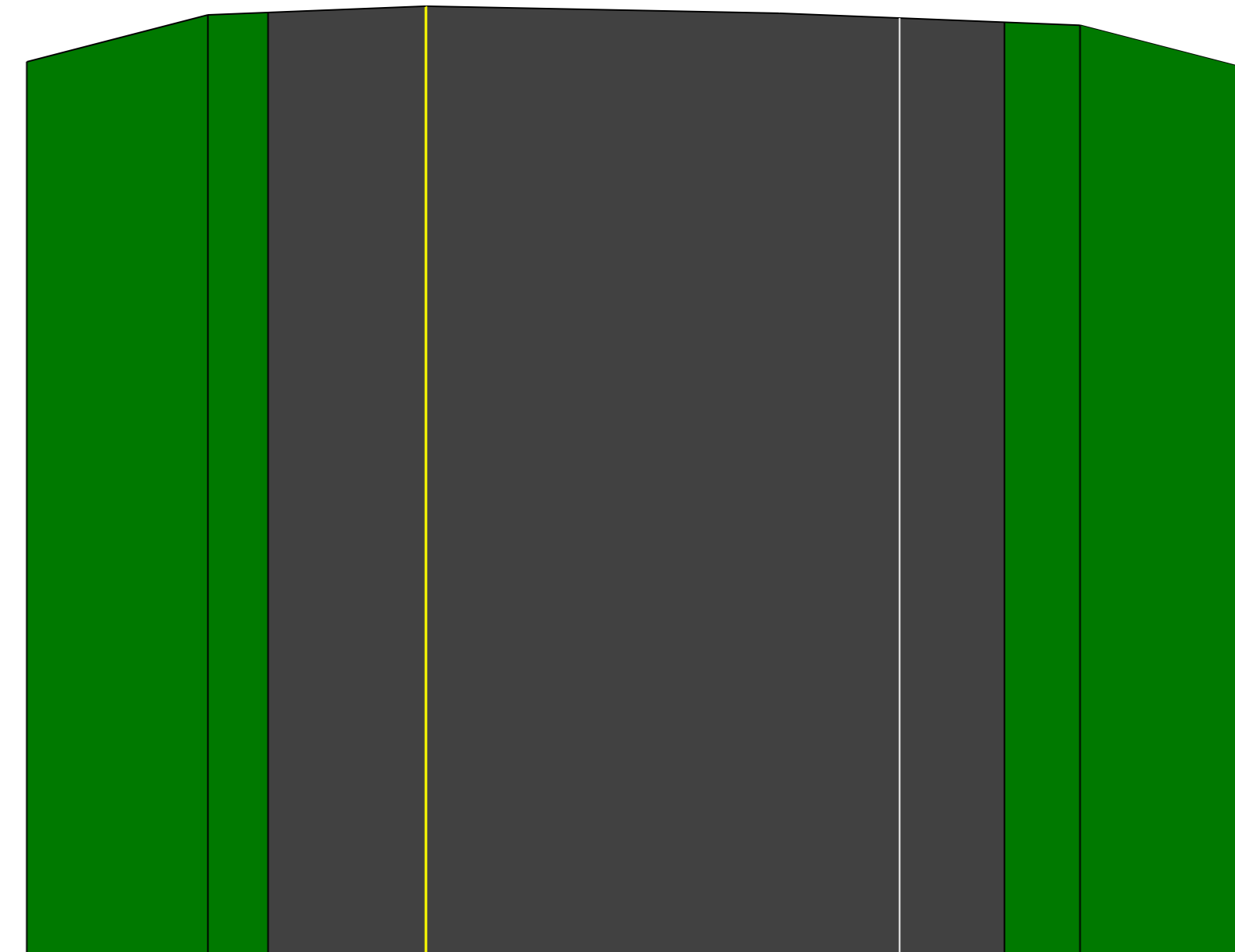
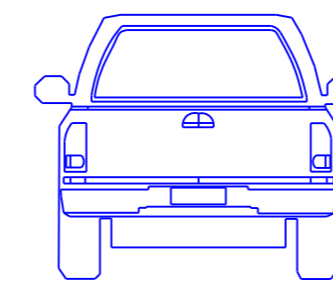
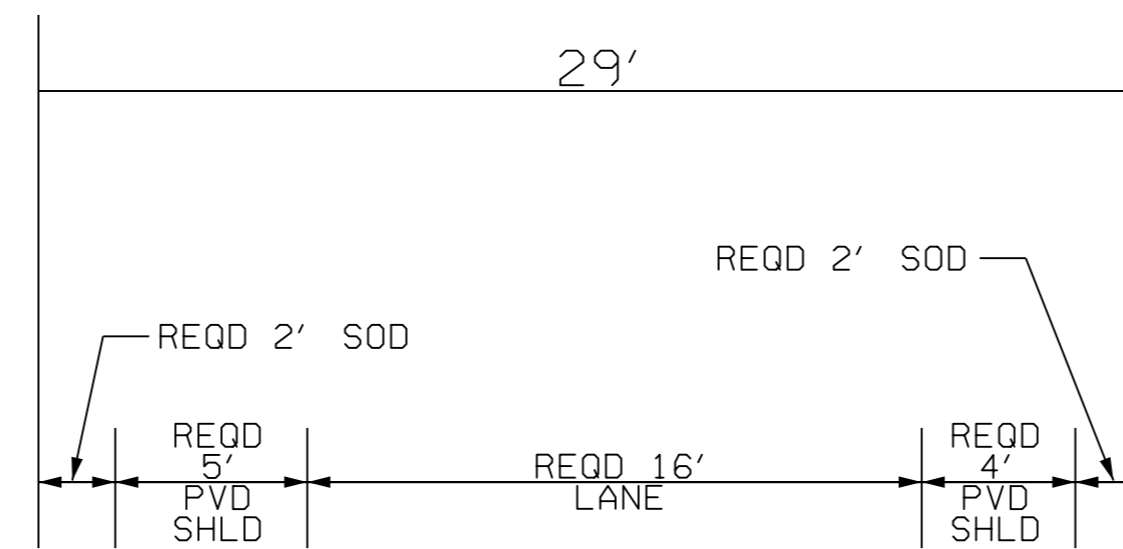



RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		NOT TO SCALE	SHEET TITLE	ROUTE
DATE:	DATE:	DATE:				TYPICAL SECTION - MONTGOMERY WITHOUT ROUNDABOUT BRIDGE ON RAMP	

TYPICAL SECTION - MONTGOMERY BRIDGE SEPARATED DOWNTOWN SHEFFIELD RAMP

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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Ⓜ DOWNTOWN SHEFFIELD RAMP

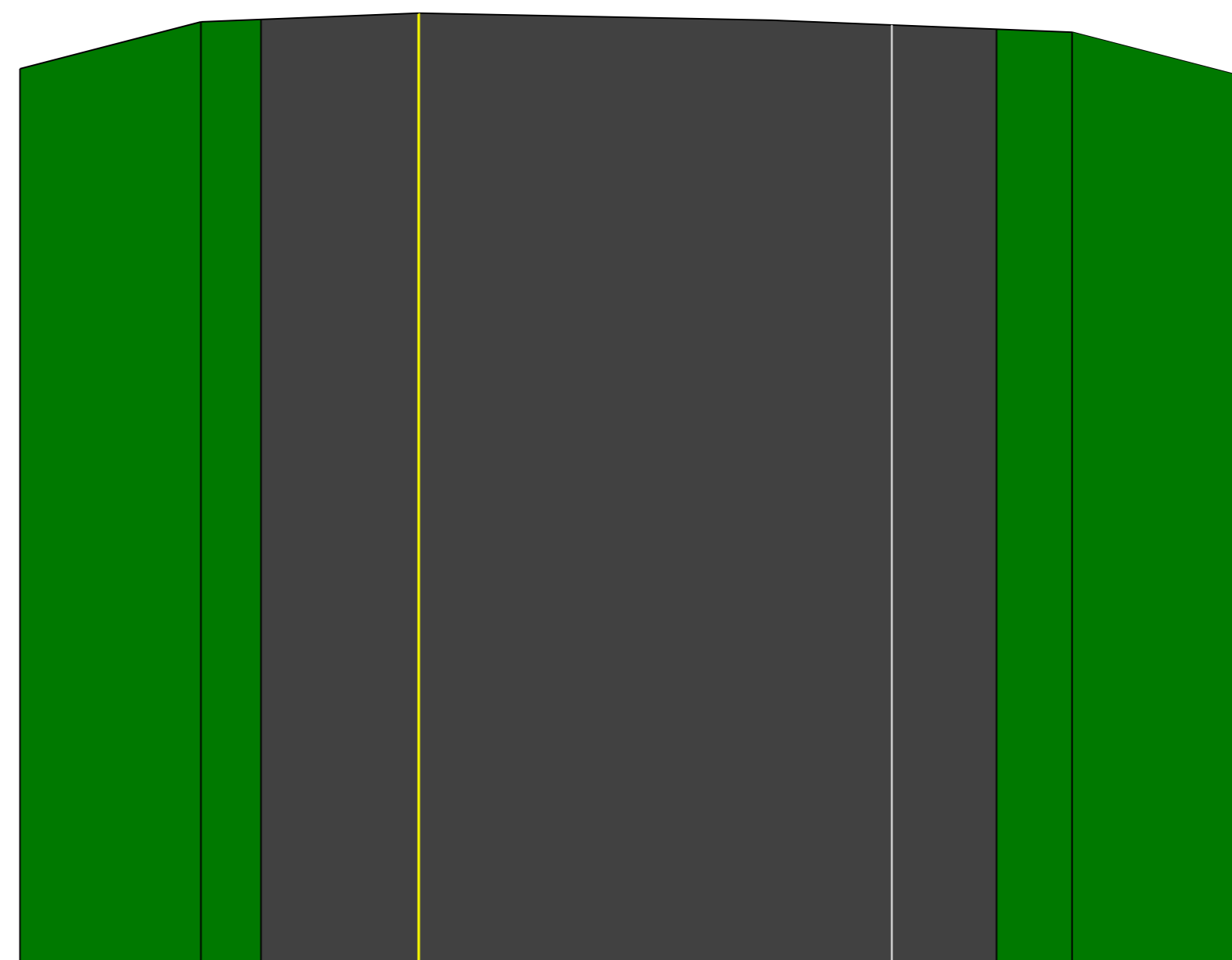
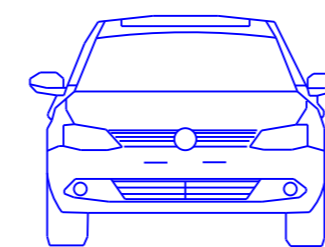
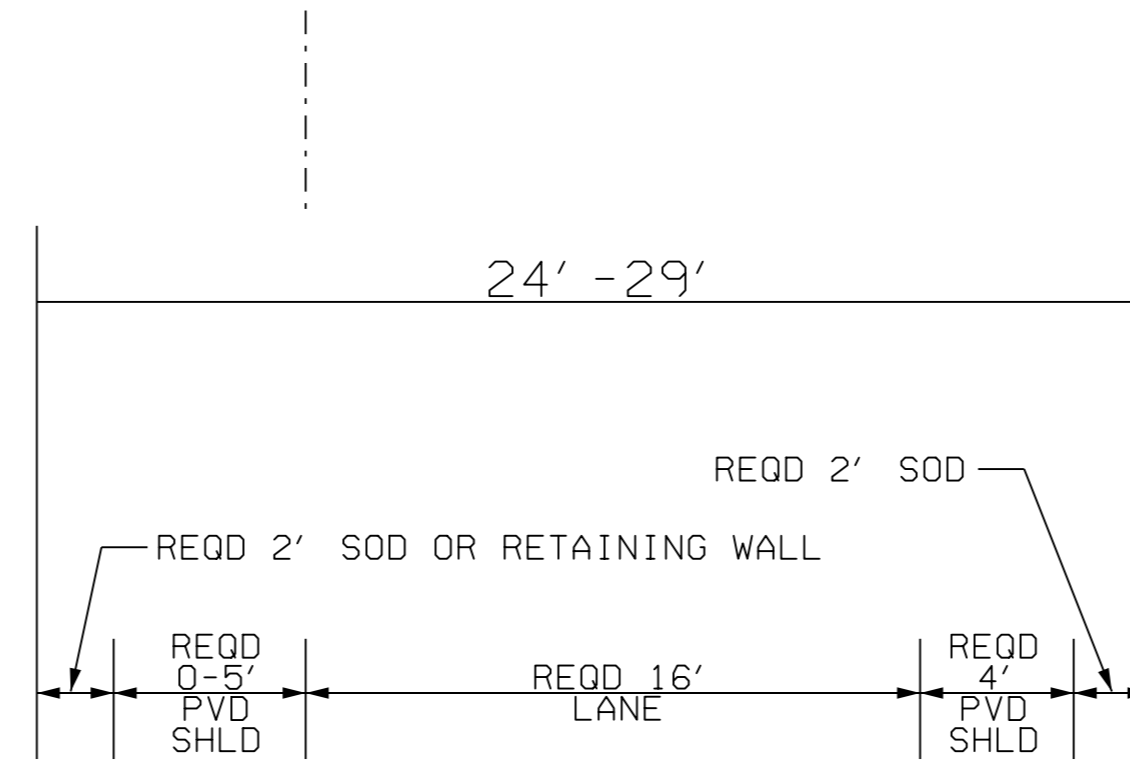



RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		NOT TO SCALE	SHEET TITLE	ROUTE
DATE:	DATE:	DATE:				TYPICAL SECTION - MONTGOMERY WITHOUT ROUNDABOUT DOWNTOWN SHEFFIELD RAMP	

TYPICAL SECTION - MONTGOMERY GRADE SEPARATED BRIDGE OFF RAMP

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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BRIDGE OFF RAMP



RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		NOT TO SCALE	SHEET TITLE	ROUTE
DATE:	DATE:	DATE:				TYPICAL SECTION - MONTGOMERY GRADE SEPARATED BRIDGE OFF RAMP	

COLUMBIA PARCEL DATA SHEET

Parcel #	Side	Est. STA	Owner	Acreage Required	Acreage Remaining	Relocation? Y/N	Commercial or Residential? C/R	ROW Cost
1	LT	100+00	Jeraldine, Michael & Warren Coman	0.09	0.10	Y	R	\$4,050.00
2	RT	100+00	Paulous & Louis Acklin	0.17	0.02	Y	C	\$15,300.00
3	LT	101+00	Norman Lee Allen	0.06	0.06	Y	R	\$2,700.00
4	LT	101+50	Robert C Lewis Sr.	0.06	0.07	Y	R	\$2,700.00
5	LT	102+00	Robert C Lewis Sr.	0.07	0.08	Y	R	\$3,150.00
6	RT	102+00	Mattie, Elizabeth & John Davis	0.16	0.20	N	R	\$7,200.00
7	LT	102+50	Marcus & April Moore	0.07	0.08	Y	R	\$3,150.00
8	LT	103+00	William Orr	0.07	0.08	Y	R	\$3,150.00
9	LT	104+00	Tram Properties	0.57	1.30	Y	C	\$51,300.00
10	RT	104+00	Bernardean Hampton	0.17	0.01	Y	C	\$15,300.00
11	RT	105+00	Mary Clark Rutland	0.01	0.18	Y	R	\$450.00
12	RT	106+00	Herbert Johnson	0.18	0.18	N	C	\$16,200.00
13	RT	107+00	Herbert Johnson	0.13	0.23	N	C	\$11,700.00
14	LT	108+00	Tram Properties	0.57	1.27	Y	C	\$51,300.00
15	RT	108+00	Tram Properties	0.57	0.06	Y	C	\$51,300.00
Total								\$238,950.00

COMMONS PARCEL DATA SHEET

Parcel #	Side	Est. STA	Owner	Acreage Required	Acreage Remaining	Relocation? Y/N	Commercial or Residential? C/R	ROW Cost
1	LT	100+00	John, Horace, and Marie Cleveland	0.96	14.45	N	R	\$43,200.00
2	LT	100+00	John Cleveland	0.78	1.26	N	R	\$35,100.00
3	RT	100+00	City of Sheffield	0.79	7.65	Y	C	\$71,100.00
4	RT	112+00	City of Tuscumbia	0.15	3.06	N	C	\$13,500.00
5	RT	122+00	Amber Michelle Michael	0.04	0.39	N	R	\$3,600.00
Total								\$166,500.00

MONTGOMERY EXTENSION PARCEL DATA SHEET

Parcel #	Side	Est. STA	Owner	Acreage Required	Acreage Remaining	Relocation? Y/N	Commercial or Residential? C/R	ROW Cost
1	RT	304+00	Kevin Knight	0.04	0.27	N	C	\$3,600.00
2	LT	305+00	Randy Dickerson	0.24	0.14	Y	C	\$21,600.00
3	RT	306+00	Richard Boodie	0.14	0	Y	C	\$12,600.00
4	RT	307+00	Vivian Johnson	0.28	0	N	C	\$25,200.00
5	RT	308+00	Tram Prop. LLC	0.04	0.38	N	C	\$3,600.00
6	LT	308+00	Vivian Johnson	0.41	0	N	C	\$36,900.00
7	RT	309+00	Tram Prop. LLC	0.39	0.03	Y	C	\$35,100.00
8	RT	310+00	Tram Prop. LLC	0.19	1.67	Y	C	\$17,100.00
9	CL	312+00	Tram Prop. LLC	1.61	0.27	Y	C	\$144,900.00
10	RT	313+00	Tram Prop. LLC	0.17	0.48	Y	C	\$15,300.00
11	LT	318+00	William B Campbell	0.37	0	Y	C	\$33,300.00
12	LT	318+00	Herbert Johnson	0.18	0.01	Y	C	\$16,200.00
13	LT	318+00	Herbert Johnson	0.1	0.07	Y	C	\$9,000.00
14	RT	320+00	William B Campbell	0.37	0	Y	C	\$33,300.00
15	CL	320+00	William B Campbell	0.42	0	Y	C	\$37,800.00
16	LT	320+00	Valerie Wesson	0.1	0.09	Y	C	\$9,000.00
17	LT	320+00	Valerie Wesson	0.09	0	Y	C	\$8,100.00
18	RT	321+00	City of Sheffield	0.02	0.16	N	C	\$1,800.00
19	RT	321+00	Daniel Box	0.09	0.03	N	C	\$8,100.00
20	CL	321+00	Daniel Box	0.33	0.02	Y	C	\$29,700.00
21	RT	323+00	Terry/DG Wiggins	0.24	0.25	Y	C	\$21,600.00
22	LT	323+00	HT Hulsey	0.12	0.44	Y	C	\$10,800.00
23	LT	325+00	Don Killen	0.17	0.15	N	C	\$15,300.00
24	LT	327+00	Don Killen	0.17	0.15	N	C	\$15,300.00
25	RT	327+00	Gary Monroe	0.09	0.39	N	C	\$8,100.00
26	RT	329+00	Gary Monroe	0.08	0.26	N	C	\$7,200.00
27	LT	329+00	City of Sheffield	0.29	0.7	N	C	\$26,100.00
28	RT	330+00	Jeff Tanner	0.08	0.25	N	C	\$7,200.00
29	RT	331+00	James Lunceford	0.08	0.66	N	C	\$7,200.00
Total								\$621,000.00

MONTGOMERY GRADE SEPARATED PARCEL DATA SHEET

Parcel #	Side	Est. STA	Owner	Acreage Required	Acreage Remaining	Relocation? Y/N	Commercial or Residential? C/R	ROW Cost
1	CL	12+00	Christ Chapel Inc	0.24	0.35	Y	C	\$21,600.00
2	CL	13+00	James Richards	0.133	0.003	Y	C	\$11,970.00
3	CL	14+00	Anthony Morris	0.136	0	N	C	\$12,240.00
4	RT	14+00	City of Sheffield	0.0138	0.4062	N	C	\$1,242.00
5	LT	15+00	Richard Boodie	0.1375	0	Y	C	\$12,375.00
6	LT	15+00	Norman Williams	0.275	0	Y	C	\$24,750.00
7	CL	16+00	Tram Prop. LLC	0.33	0.09	N	C	\$29,700.00
8	LT	16+00	Tram Prop. LLC	0.42	0	N	C	\$37,800.00
9	LT	17+00	Tram Prop. LLC	0.42	0	Y	C	\$37,800.00
10	RT	18+00	Tram Prop. LLC	0.19	1.66	Y	C	\$17,100.00
11	CL	20+00	Tram Prop. LLC	1.72	0.16	N	C	\$154,800.00
12	LT	20+00	Lewis Patterson	0.065	0.185	Y	C	\$5,850.00
13	RT	20+00	Tram Prop. LLC	0.167	0.483	Y	C	\$15,030.00
14	LT	304+00	William B Campbell	0.37	0	Y	C	\$33,300.00
15	LT	304+00	Herbert Johnson	0.18	0.01	Y	C	\$16,200.00
16	LT	305+00	Herbert Johnson	0.1	0.07	Y	C	\$9,000.00
17	RT	305+00	William B Campbell	0.37	0	Y	C	\$33,300.00
18	CL	306+00	William B Campbell	0.42	0	Y	C	\$37,800.00
19	LT	306+00	Valerie Wesson	0.1	0.09	Y	C	\$9,000.00
20	LT	307+00	Valerie Wesson	0.09	0	Y	C	\$8,100.00
21	RT	307+00	City of Sheffield	0.02	0.16	N	C	\$1,800.00
22	RT	307+00	Daniel Box	0.09	0.03	N	C	\$8,100.00
23	CL	308+00	Daniel Box	0.33	0.02	Y	C	\$29,700.00
24	RT	309+00	Terry/DG Wiggins	0.24	0.25	Y	C	\$21,600.00
25	LT	311+00	HT Hulsey	0.12	0.44	Y	C	\$10,800.00
26	LT	313+00	Don Killen	0.17	0.15	N	C	\$15,300.00
27	LT	315+00	Don Killen	0.17	0.15	N	C	\$15,300.00
28	RT	315+00	Gary Monroe	0.09	0.39	N	C	\$8,100.00
29	RT	316+00	Gary Monroe	0.08	0.26	N	C	\$7,200.00
30	LT	317+00	City of Sheffield	0.29	0.7	N	C	\$26,100.00
31	RT	317+00	Jeff Tanner	0.08	0.25	N	C	\$7,200.00
32	RT	318+00	James Lunceford	0.08	0.66	N	C	\$7,200.00
Total								\$687,357.00

PRELIMINARY COST ESTIMATE

Columbia

By: WWB Date: 6/15/2020
Checked By:

SUMMARY OF COSTS

Linear Feet Costs

<u>Item</u>		<u>Cost</u>
Pavement	\$	289,555.60
Earthwork (Input EW cost if calculations are available)	\$	447,177.58
Roadway	\$	210,387.26
Subtotal Linear Foot Costs =	\$	947,120.44
Culvert Pipes and Box Culverts	\$	-
Bridges	\$	5,375,000.00
Misc. Items	\$	970,600.00
Subtotal Other Costs =	\$	6,345,600.00
Subtotal Costs =	\$	7,292,720.44

Mobilization (5%)	\$	364,636.02
Engineering Controls (0.5%)	\$	36,463.60
Erosion Control (2%)	\$	145,854.41
Traffic Control (1%)	\$	72,927.20
Utility Relocation Cost (Estimated based upon field review)	\$	75,000.00
Wetland Mitigation	\$	-
RR Cost	\$	1,000,000.00
Contingencies (10%)	\$	729,272.04
TOTAL ESTIMATED CONSTRUCTION COSTS =	\$	9,716,873.71

ROW Cost	\$	238,950.00
Survey/ROW Mapping	\$	178,790.48
Environmental Documentation	\$	178,790.48
Engineering	\$	417,825.57
Inspection	\$	596,616.05
Testing	\$	227,374.84
ROW Acquisition	\$	178,790.48
TOTAL ESTIMATED PROJECT COSTS =	\$	11,734,011.61

NOTES

1. This is a preliminary cost estimate based upon conceptual sketches. Detailed design of the roadway was not performed.
2. Relocation costs not included in ROW Cost.

PRELIMINARY COST ESTIMATE

Commons

By: WWB Date: 6/15/2020
Checked By:

SUMMARY OF COSTS

Linear Feet Costs

<u>Item</u>		<u>Cost</u>
Pavement	\$	424,265.60
Earthwork (Input EW cost if calculations are available)	\$	572,848.32
Roadway	\$	317,989.76
Subtotal Linear Foot Costs =	\$	1,315,103.68
Culvert Pipes and Box Culverts	\$	-
Bridges	\$	10,152,000.00
Misc. Items	\$	66,000.00
Subtotal Other Costs =	\$	10,218,000.00
 Subtotal Costs =	 \$	 11,533,103.68

Mobilization (5%)	\$	576,655.18
Engineering Controls (0.5%)	\$	57,665.52
Erosion Control (2%)	\$	230,662.07
Traffic Control (1%)	\$	115,331.04
Utility Relocation Cost (Estimated based upon field review)	\$	10,000.00
Wetland Mitigation	\$	-
RR Cost	\$	1,000,000.00
Contingencies (20%)	\$	2,306,620.74
TOTAL ESTIMATED CONSTRUCTION COSTS =	\$	15,830,038.23

ROW Cost	\$	166,500.00
Survey/ROW Mapping	\$	281,774.68
Environmental Documentation	\$	281,774.68
Engineering	\$	658,529.59
Inspection	\$	940,304.27
Testing	\$	360,924.87
ROW Acquisition	\$	281,774.68
TOTAL ESTIMATED PROJECT COSTS =	\$	18,801,621.00

NOTES

1. This is a preliminary cost estimate based upon conceptual sketches. Detailed design of the roadway was not performed.
2. Relocation costs not included in ROW Cost.

PRELIMINARY COST ESTIMATE

Montgomery Extension

By: WWB Date: 6/15/2020
Checked By:

SUMMARY OF COSTS

Linear Feet Costs

<u>Item</u>		<u>Cost</u>
Pavement	\$	696,758.00
Earthwork (Input EW cost if calculations are available)	\$	1,458,762.20
Roadway	\$	242,746.60
Subtotal Linear Foot Costs =	\$	2,398,266.80
Culvert Pipes and Box Culverts	\$	-
Bridges	\$	10,800,000.00
Misc. Items	\$	56,000.00
Subtotal Other Costs =	\$	10,856,000.00
Subtotal Costs =	\$	13,254,266.80

Mobilization (5%)	\$	662,713.34
Engineering Controls (0.5%)	\$	66,271.33
Erosion Control (2%)	\$	265,085.34
Traffic Control (1%)	\$	132,542.67
Utility Relocation Cost (Estimated based upon field review)	\$	75,000.00
Wetland Mitigation	\$	-
RR Cost	\$	1,000,000.00
Contingencies (10%)	\$	1,325,426.68
TOTAL ESTIMATED CONSTRUCTION COSTS =	\$	16,781,306.16

ROW Cost	\$	621,000.00
Survey/ROW Mapping	\$	298,707.25
Environmental Documentation	\$	298,707.25
Engineering	\$	698,102.34
Inspection	\$	996,809.59
Testing	\$	382,613.78
ROW Acquisition	\$	298,707.25
TOTAL ESTIMATED PROJECT COSTS =	\$	20,375,953.62

NOTES

1. This is a preliminary cost estimate based upon conceptual sketches. Detailed design of the roadway was not performed.
2. Relocation costs not included in ROW Cost.

PRELIMINARY COST ESTIMATE

Montgomery Grade Separation

By: WWB Date: 6/15/2020
Checked By:

SUMMARY OF COSTS

Linear Feet Costs

<u>Item</u>		<u>Cost</u>
Pavement	\$	864,023.00
Earthwork (Input EW cost if calculations are available)	\$	1,845,905.95
Roadway	\$	212,237.01
Subtotal Linear Foot Costs =	\$	2,922,165.96
Culvert Pipes and Box Culverts	\$	-
Bridges	\$	11,902,000.00
Misc. Items	\$	672,250.00
Subtotal Other Costs =	\$	12,574,250.00
Subtotal Costs =	\$	15,496,415.96

Mobilization (5%)	\$	774,820.80
Engineering Controls (0.5%)	\$	77,482.08
Erosion Control (2%)	\$	309,928.32
Traffic Control (1%)	\$	154,964.16
Utility Relocation Cost (Estimated based upon field review)	\$	75,000.00
Wetland Mitigation	\$	-
RR Cost	\$	1,000,000.00
Contingencies (10%)	\$	1,549,641.60
TOTAL ESTIMATED CONSTRUCTION COSTS =	\$	19,438,252.92

ROW Cost	\$	687,357.00
Survey/ROW Mapping	\$	346,000.90
Environmental Documentation	\$	346,000.90
Engineering	\$	808,631.32
Inspection	\$	1,154,632.22
Testing	\$	443,192.17
ROW Acquisition	\$	346,000.90
TOTAL ESTIMATED PROJECT COSTS =	\$	23,570,068.33

NOTES

1. This is a preliminary cost estimate based upon conceptual sketches. Detailed design of the roadway was not performed.
2. Relocation costs not included in ROW Cost.

PRELIMINARY COST ESTIMATE

Relocated Cox

By: WWB Date: 6/15/2020
Checked By:

SUMMARY OF COSTS

Linear Feet Costs

<u>Item</u>		<u>Cost</u>
Pavement	\$	472,287.20
Earthwork (Input EW cost if calculations are available)	\$	1,750,651.21
Roadway	\$	335,525.96
Subtotal Linear Foot Costs =	\$	2,558,464.37
Culvert Pipes and Box Culverts	\$	-
Bridges	\$	6,500,000.00
Misc. Items	\$	112,000.00
Subtotal Other Costs =	\$	6,612,000.00
Subtotal Costs =	\$	9,170,464.37

Mobilization (5%)	\$	458,523.22
Engineering Controls (0.5%)	\$	45,852.32
Erosion Control (2%)	\$	183,409.29
Traffic Control (1%)	\$	91,704.64
Utility Relocation Cost (Estimated based upon field review)	\$	50,000.00
Wetland Mitigation	\$	-
RR Cost	\$	750,000.00
Contingencies (10%)	\$	917,046.44
TOTAL ESTIMATED CONSTRUCTION COSTS =	\$	11,667,000.28

ROW Cost	\$	1,467,180.00
Survey/ROW Mapping	\$	207,672.60
Environmental Documentation	\$	207,672.60
Engineering	\$	485,347.21
Inspection	\$	693,019.82
Testing	\$	266,007.61
ROW Acquisition	\$	207,672.60
TOTAL ESTIMATED PROJECT COSTS =	\$	15,201,572.72

NOTES

1. This is a preliminary cost estimate based upon conceptual sketches. Detailed design of the roadway was not performed.
2. Relocation costs not included in ROW Cost.

Stakeholder Responses

From: [railstudy](#)
To: [Goffinet, Jason](#)
Subject: Fw: Shoals Area RR Overpass in Colbert County
Date: Monday, July 13, 2020 11:29:06 AM

From: Tommy Barnes <tommybarnes1958@gmail.com>
Sent: Monday, July 6, 2020 12:02 PM
To: Andrew Sorrell
Cc: Roger Creekmore; railstudy
Subject: Re: Shoals Area RR Overpass in Colbert County

Yes, I agree.

On Mon, Jul 6, 2020 at 11:32 AM Andrew Sorrell <jasorrell@comcast.net> wrote:

I'm in agreement with everything Tommy just said. Montgomery Grade separated is probably our best option and it's more affordable than I thought it would be too.

-Andrew Sorrell

On 07/06/2020 8:09 AM Tommy Barnes <tommybarnes1958@gmail.com> wrote:

As a lifelong resident of Sheffield and Colbert County; my number one option for the economic improved conditions in Colbert County is an overpass at the Montgomery Grade Separated which was Alternative 5.

My second would be either Montgomery Extension or the Columbia Extension. The Columbia Extension creates a new concept that also creates economic and emergency response positives.

I would like for Colbert County to designate incoming SEDA money to build it so that the process would happen quicker than with Federal Funding.

Thanks,

Commissioner Tommy Barnes

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Northwest Alabama Council of Local Governments Shoals Area Railroad Overpass Feasibility Study Colbert County, Alabama June 25, 2020 Stakeholders Meeting

RESPONSE LETTER

Name: Tom Bales Entity: Colbert Co Commission
 Email: Tom.Bales@colco.com Sheffield Redevelopment
Coordinator

The information presented today was an overview of the Shoals Area Railroad Overpass Feasibility Study. The responses and comments will be included in a report that evaluates the feasibility of providing a grade-separated roadway crossing over the Norfolk Southern Railroad tracks. Five (5) potential overpass alternatives are currently being evaluated. Please select your choice below concerning the Shoals Area Railroad Overpass Feasibility Study.

Yes. I agree with the purpose and need of the feasibility study. I prefer the following alternative(s):

- Relocated Cox Boulevard
- Montgomery 1 (Extension)
- Montgomery 2 (Grade Separated)
- Commons
- Columbia

No. I do not agree with the purpose and need for the project.

You have my conditional support. *(Please include your comments below.)*

If you'd like more time to select an answer, you may utilize the self-addressed stamped envelope to mail us your response or you can e-mail your response to:

Mr. Jesse Turner
 Director of Planning & Transportation
 Northwest Alabama Council of Local Governments
railstudy@nacolg.org

All responses should be received by **July 13, 2020**.

COMMENTS:

price to add East Blake on Access
on Atlanta Avenue to overpass
at Atlanta @ Grade Crossing

**Northwest Alabama Council of Local Governments
Shoals Area Railroad Overpass Feasibility Study
Colbert County, Alabama
June 25, 2020 Stakeholders Meeting**

RESPONSE LETTER

Name: Roger Creekmore Entity: Colbert County Commission

Email: rcreekmore@colbertco.org

The information presented today was an overview of the Shoals Area Railroad Overpass Feasibility Study. The responses and comments will be included in a report that evaluates the feasibility of providing a grade-separated roadway crossing over the Norfolk Southern Railroad tracks. Five (5) potential overpass alternatives are currently being evaluated. Please select your choice below concerning the Shoals Area Railroad Overpass Feasibility Study.

Yes. I agree with the purpose and need of the feasibility study. I prefer the following alternative(s):

- (2) Relocated Cox Boulevard
- Montgomery 1 (Extension)
- (1) Montgomery 2 (Grade Separated)
- Commons
- Columbia

No. I do not agree with the purpose and need for the project.

You have my conditional support. *(Please include your comments below.)*

If you'd like more time to select an answer, you may utilize the self-addressed stamped envelope to mail us your response or you can e-mail your response to:

Mr. Jesse Turner
Director of Planning & Transportation
Northwest Alabama Council of Local Governments
railstudy@nacolg.org

All responses should be received by **July 13, 2020**.

COMMENTS:

Northwest Alabama Council of Local Governments
Shoals Area Railroad Overpass Feasibility Study
Colbert County, Alabama
June 25, 2020 Stakeholders Meeting

RESPONSE LETTER

Name: Steve Stanley Entity: City of Sheffield

Email: stevenstanley@gmail.com

The information presented today was an overview of the Shoals Area Railroad Overpass Feasibility Study. The responses and comments will be included in a report that evaluates the feasibility of providing a grade-separated roadway crossing over the Norfolk Southern Railroad tracks. Five (5) potential overpass alternatives are currently being evaluated. Please select your choice below concerning the Shoals Area Railroad Overpass Feasibility Study.

Yes. I agree with the purpose and need of the feasibility study. I prefer the following alternative(s):

- Relocated Cox Boulevard
- Montgomery 1
- Montgomery Grade Separated
- Commons
- Columbia

No. I do not agree with the purpose and need for the project.

You have my conditional support. *(Please include your comments below.)*

If you'd like more time to select an answer, you may utilize the self-addressed stamped envelope to mail us your response or you can e-mail your response to:

Mr. Jesse Turner
Director of Planning & Transportation
Northwest Alabama Council of Local Governments
railstudy@nacolg.org

All responses should be received by **July 13, 2020**.

COMMENTS:

I prefer the Montgomery Grade Separated alternative because it serves the highest amount of traffic and has greater capacity than the Montgomery 1 roundabout alternative. The intersection of 2nd Street from downtown with the approach to the bridge should be configured like the current intersection at Dover and 2nd Street so that westbound traffic into downtown can continue straight without a turn. The intersections of Shop Pike and West Montgomery need to be thought through. The West Montgomery intersection should be rerouted south probably to S Raleigh. Shop Pike may need to be changed to one way westbound.



Norfolk Southern Corporation
770 Washington Avenue, Suite 192
Montgomery, Alabama 36104
Telephone (334) 262-7602

Elizabeth Kennedy Lawlor
Resident Vice President
Government Relations

May 14, 2020

Secretary of Transportation Elaine L. Chao
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: ALABAMA - Shoals Area Railroad Overpass Study in Colbert County: BUILD Transportation Planning Grant; *funding the plans and design for a proposed grade separation to eliminate blocked crossings, and improve community mobility and safety.*

Dear Secretary Chao:

I write to express Norfolk Southern Railways' strong support of the Northwest Alabama Council of Local Governments' (NACOLG) 2020 BUILD Transportation Planning Grant application, "*Shoals Area Railroad Overpass Study in Colbert County.*"

NACOLG is the regional planning and intergovernmental coordination agency created by the Alabama State Legislature in 1967. It is a voluntary Association of 37 governmental units within a five county region of North West Alabama.

NACOLG is coordinating an effort with Colbert County to construct a railroad overpass over the Norfolk Southern mainline through the Shoals Area which includes the municipalities of Muscle Shoals, Sheffield, Tuscumbia and Florence. Because of the growth in economic opportunities and population in this area, it is seeing an increase in both rail traffic and vehicular traffic. As one would expect, this creates more frequent rail-highway grade crossing blockages that are impacting more motorists, truck drivers and first responders. Building a grade separation will improve community mobility, expand freight movement corridors, enhance economic growth, and create an unencumbered emergency response route for first responders within the Shoals Area.

Norfolk Southern strongly supports NACOLG's grade separation corridor study and NACOLG's pursuit of funding for the planning and design of an overpass for the Shoals Area in Colbert County.

NACOLG has engaged the professional engineering services firm, Volkert, Inc. to conduct a grade separation feasibility study to determine the optimal location in the Shoals Area for both the community and the railroad for an overpass. Volkert is using vehicular traffic counts and travel

patterns, and railroad service predictions to develop a strategic cost-benefit analysis. The study will be completed this year and the planning and design for the grade separation will begin.

After the overpass location is determined, NACOLG will support closing one or more rail-highway grade crossings that are within proximity to the project area. Norfolk Southern will contribute financially in the overpass project in accordance with federal guidelines if a correlated signalized at-grade crossing is closed and all other requirements for participation are met. Further, Norfolk Southern will coordinate appropriately with NACOLG, Colbert County, and the Shoals Area with all permitting and right-of-way acquisition efforts to make the grade separation possible.

Norfolk Southern Corporation is one of the nation's premier transportation companies, operating on over 19,500 route miles of rail in 22 states and the District of Columbia. It intersects with thousands of cities across the United States like those in the Shoals Area of Northwest Alabama. NS feels it is a partner in economic development and enrichment with these communities as they actively seek to improve access in and around their downtown for their citizens. NACOLG, Colbert County, and the Shoals Area municipalities are embarking on such an effort in an assertive way with a proposed grade separation.

Norfolk Southern submits full endorsement of the "Shoals Area Railroad Overpass in Colbert County" 2020 BUILD Transportation Planning grant application.

Sincerely,



Elizabeth Kennedy Lawlor
Resident VP Government Relations

August 11, 2020 Public Involvement Meeting

Sign-In Sheet

"Shoals Area Railroad Overpass in Colbert County" Public Meeting

Tuesday, August 11, 2020 at 6:00 pm

Sign-In Sheet

Name	Phone #	Address	Email
MB Myers	256 383 7930	1029 EAST WOOD TUSCUMBIA	MYERS1029@ATT.NET
Jeremy Robison	256 381 2120	2750 Hwy 20 Tuscumbia, AL	jrobison@colbertco.org
Joni Brooks	256-856-4125	807 Alabama Ave. Sheffield, AL	KFBrooks@bellsouth.net
Kenneth Brooks	256-856-3451	"	"
STEVE THOMAS	334-488-5355		steve.thomas@edge.com
Jeff McDonald	256-374-6000	202 E 6th St	jmcDonald@stewartit.com
Troy Youngblood	256 483-1527	406 COX BLVD Sheffield, AL	youngblood.troy@gmail.com
Todd & Rebecca Gorman	662 932 6231	314 LINDSEY LANE FLORENCE AL	rtoddgarnere@hotmail.com
John Lackey	256 375 5291	2114 Jean Fox Ave Muscle Shoals	John.Lackey123@gmail.com
Kermit Campbell	256-366-1472	125 Highland Pk Sheffield	campfamily304@net.net
Roger Henry	256-332-5777	740 County Rd 33 35653 (Colbert Co)	drafterrh@yahoo.com
Brian Beck	256-210-5922	102 W East St Tusculumbia	bbeck91634@aol.com
Eva Lee	(256) 443-2262	216 Meadowhill Rd. Sheffield, AL 35660	
MARY CARTER	256-436-0733	Tusculumbia	MARYCARTER530@gmail.com
Keith Jones	256-389-0555	NACOLE	KJones@colbertco.org
Jeremy Jackson	256 227 9183	117 Lyn Lane Tusculumbia	jeremy.jackson@colbertco.org
Mike Davis		101 Oak View Dr.	MD9DAVIS@6mail.com
Doug Seagle	205-214-5500		doug.seagle@volkert.com

Presentation

Shoals Area Railroad Overpass in Colbert County

Feasibility Study

Public Meeting

August 11, 2020 @ 6:00 pm

railstudy@nacolg.org





Feasibility Study:

What is a Feasibility Study?

- A feasibility study is an analysis and evaluation of proposed alternatives to determine if one or more are technically, environmentally, and economically feasible.

Shoals Area Overpass Feasibility Study

- Selected to determine 5 potential alternatives
- Given a geographic area
- Consider existing and future traffic patterns
- Environmental considerations
- Give cost estimates for each alternative
- Recommend overall best alternative

5 Alternatives:

1. Relocated Cox
2. Columbia Extension
3. Montgomery Extension
4. Commons St.
5. Montgomery Grade Separated





What is the purpose of this study?

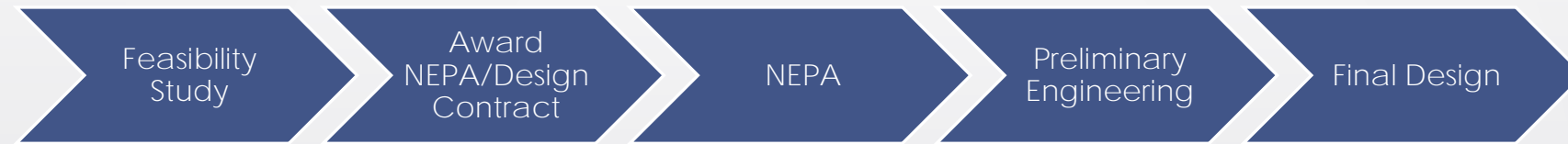
- The purpose of the feasibility study is to identify a feasible location for a grade separated crossing

Why is the study needed?

- Improve Safety
- Enhance Efficiency
- Improve Regional Connectivity
- Improve Travel Time



Project Schedule:



Alternative 1: Relocated Cox

Traffic Forecast (Daily):

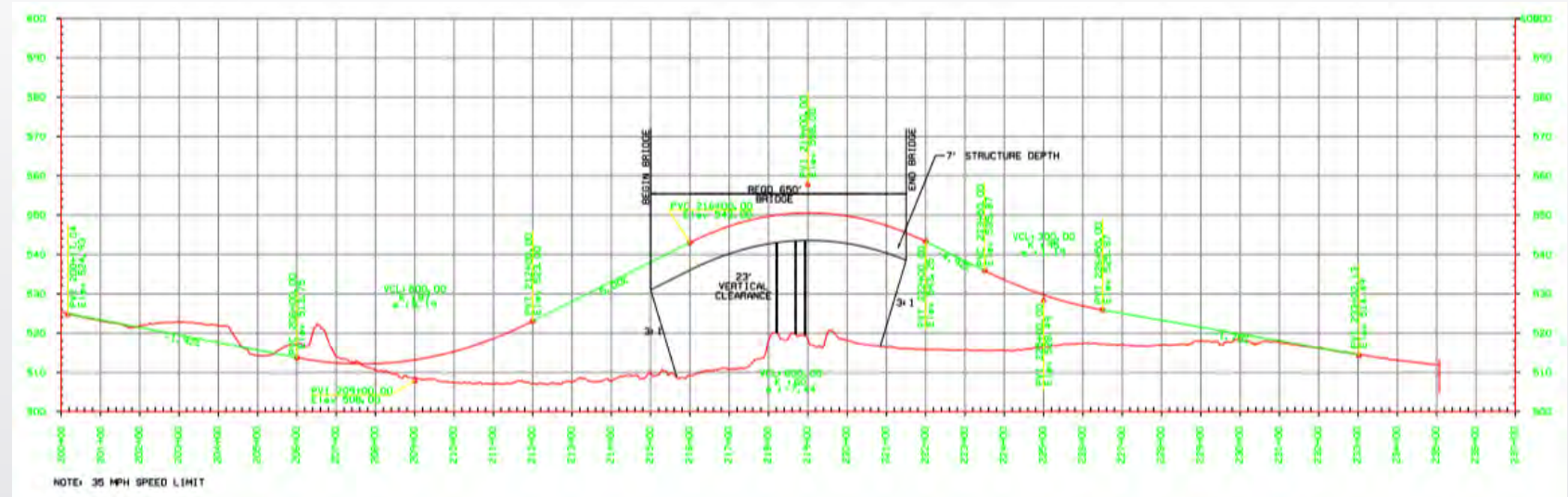
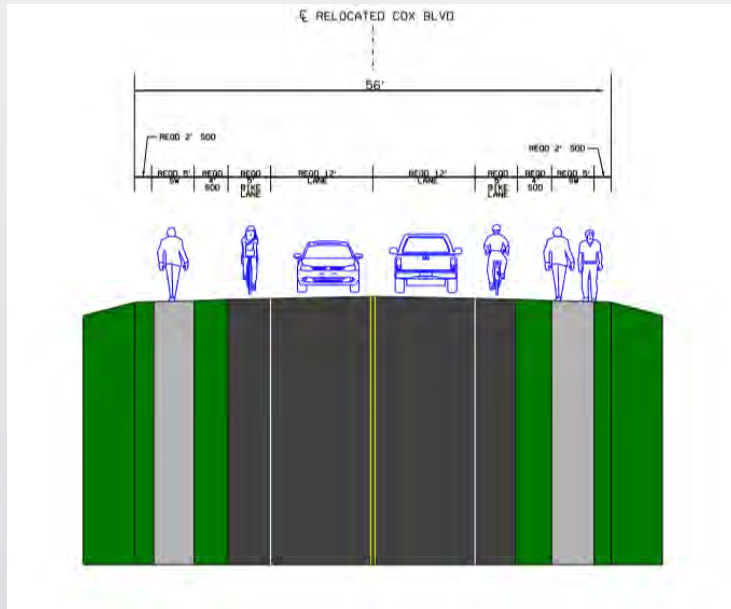
- Year 2020 = 5,500 vehicles
- Year 2040 = 7,500 vehicles

Environmental Considerations:

- Church Relocation
- 100-yr. floodplain impacts
- Wetland impacts
- Animal hospital impacts



Relocated Cox



Total Estimated Construction Costs = \$11,667,000.28

Cost Per User = $\$11,667,000 / 5,500 \text{ users} = \$2,121 \text{ (yr. 2020)}$

Alternative 2: Columbia Extension

Traffic Forecast (Daily):

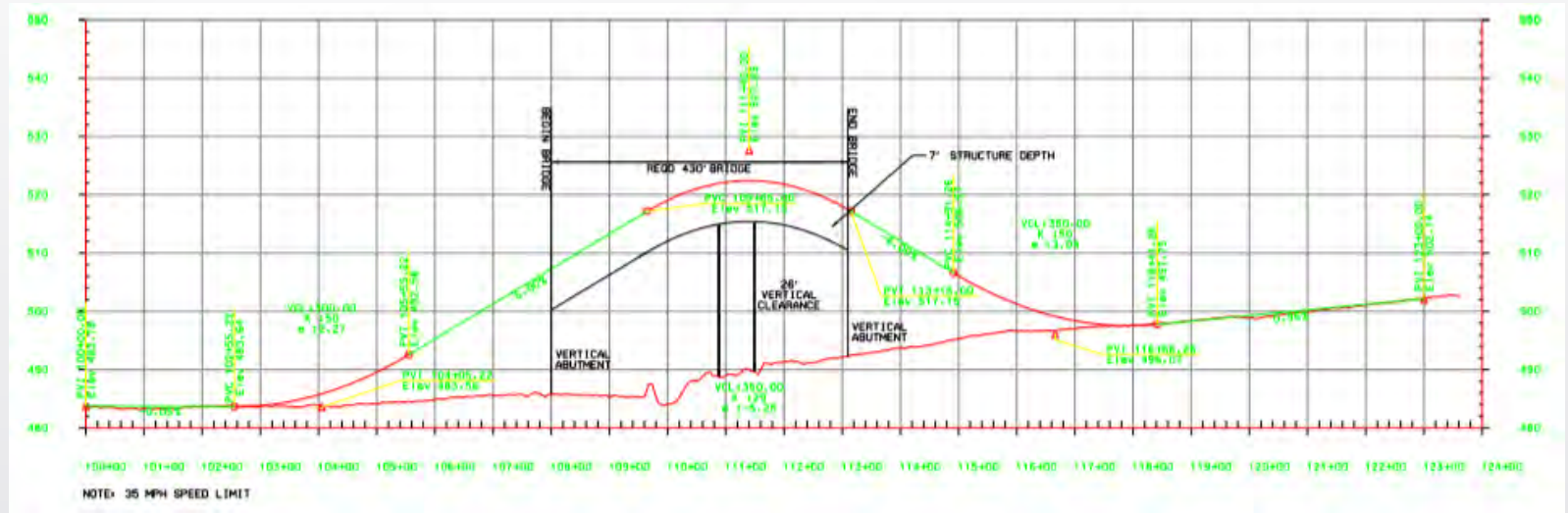
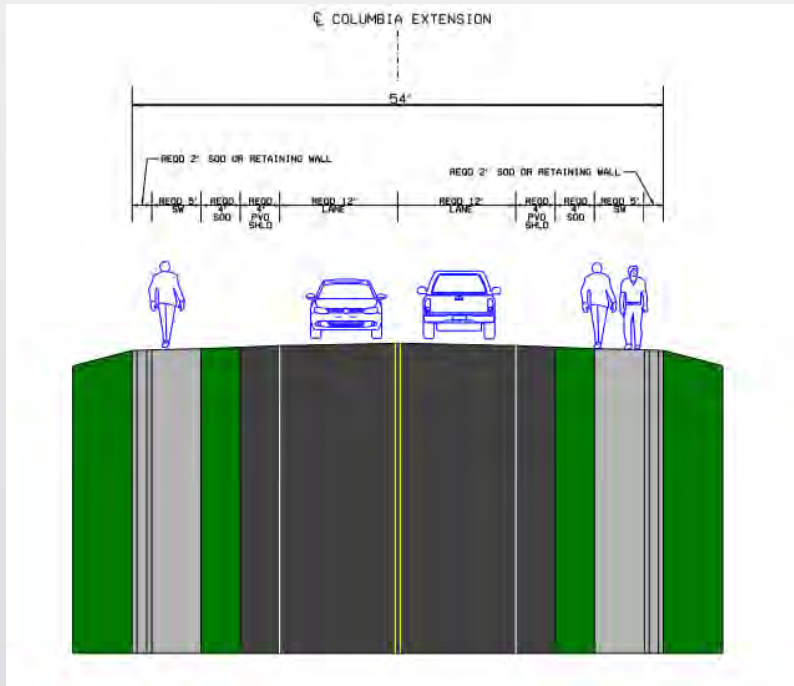
- Year 2020 = 1,100 vehicles
- Year 2040 = 1,500 vehicles

Environmental Considerations:

- 100 yr. floodplain impacts
- Hazmat impacts
- Potential impacts to the Sheffield Downtown Commercial Historic District
- Potential impacts to the Sheffield Residential Historic District



Columbia Extension



Total Estimated Construction Costs = \$9,716,873.71

Cost Per User = \$9,716,873/1,100 users = \$8,834 (yr. 2020)

Alternative 3: Montgomery Extension

Traffic Forecast (Daily):

- Year 2020 = 9,150 vehicles
- Year 2040 = 12,500 vehicles

Environmental Considerations:

- 100 yr. floodplain impacts
- Hazmat impacts
- Potential impacts to Sheffield Downtown Commercial Historic District
- Impacts to the Sheffield Residential Historic District
- Impact to fire station



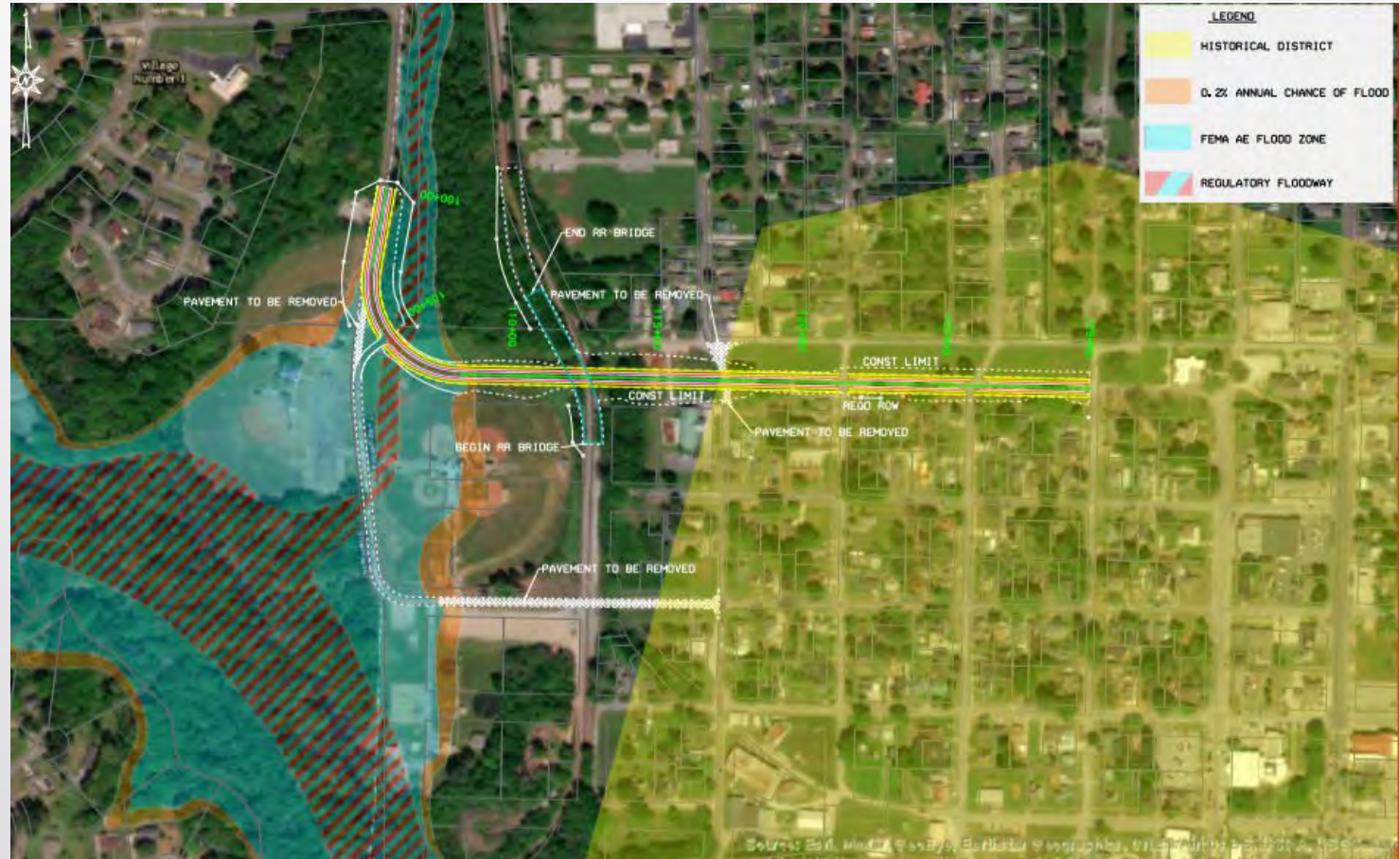
Alternative 4: Commons Street

Traffic Forecast (Daily):

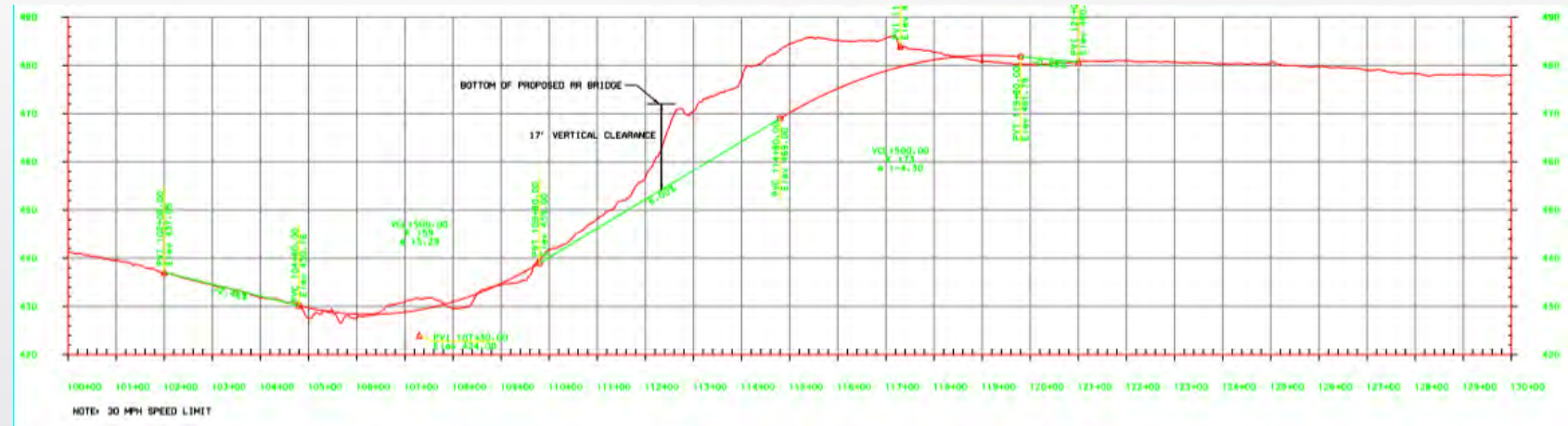
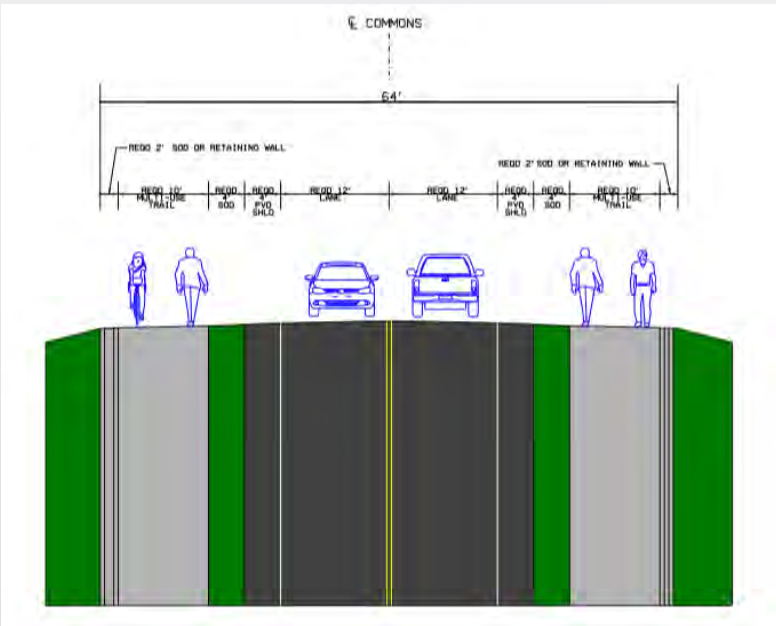
- Year 2020 = 1,800 vehicles
- Year 2040 = 2,300 vehicles

Environmental Considerations:

- Impacts to regulated floodway
- 100-yr. floodplain impacts
- Stream impacts
- Wetland impacts
- Potential impacts to the Tuscumbia Historic District
- Potential Section 4(f) impacts Kirk Wallace Youth Park
- Potential Section 4 (f) impacts to Tom Coburn Park



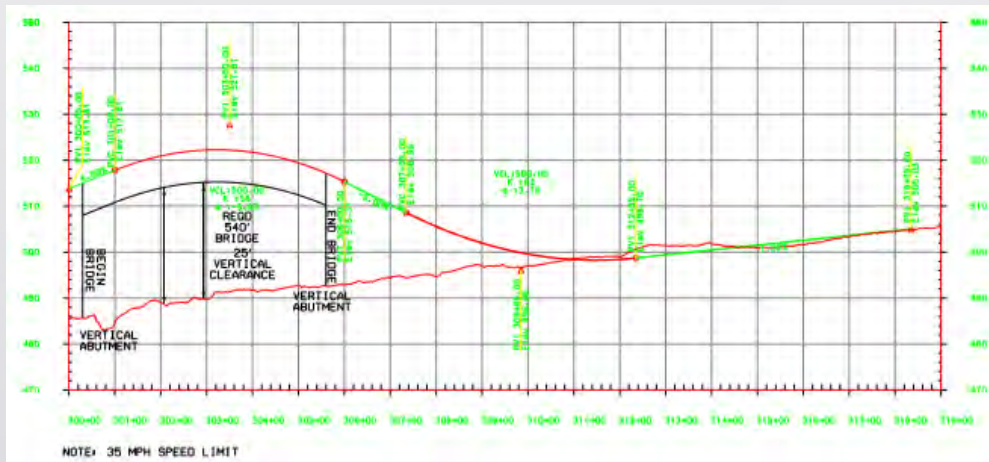
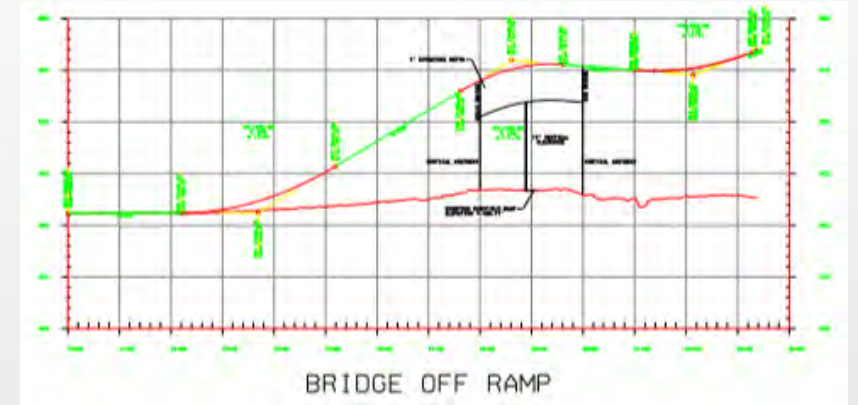
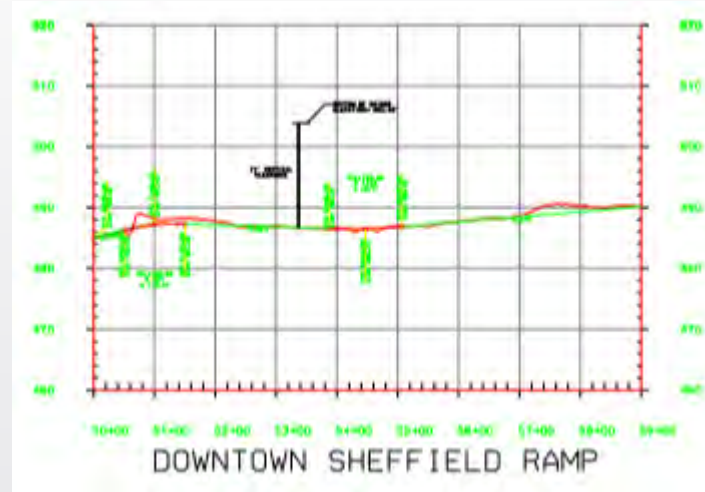
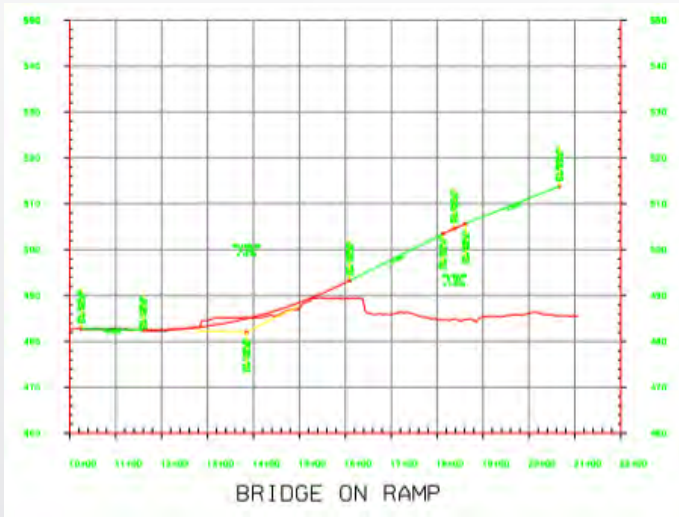
Commons Street



Total Estimated Construction Costs = \$15,830,038.23

Cost Per User = $\$15,830,038 / 1,800 = \$8,794$ (yr. 2020)

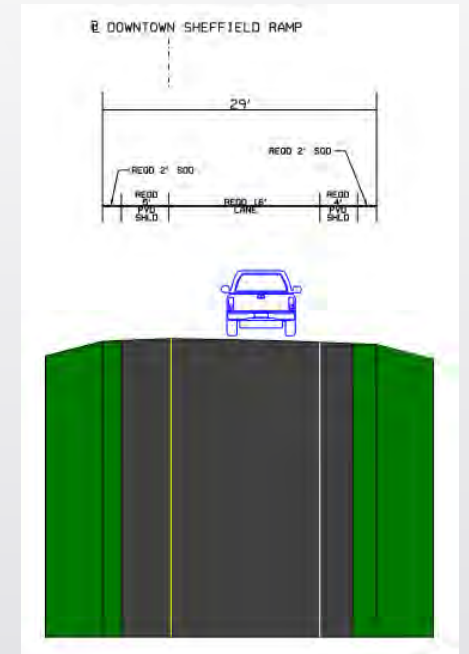
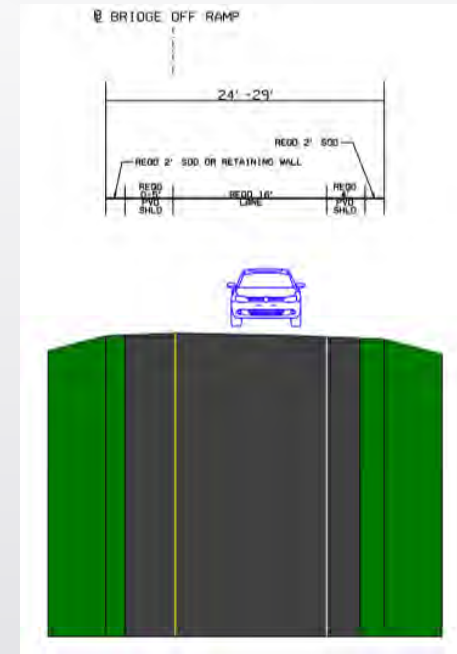
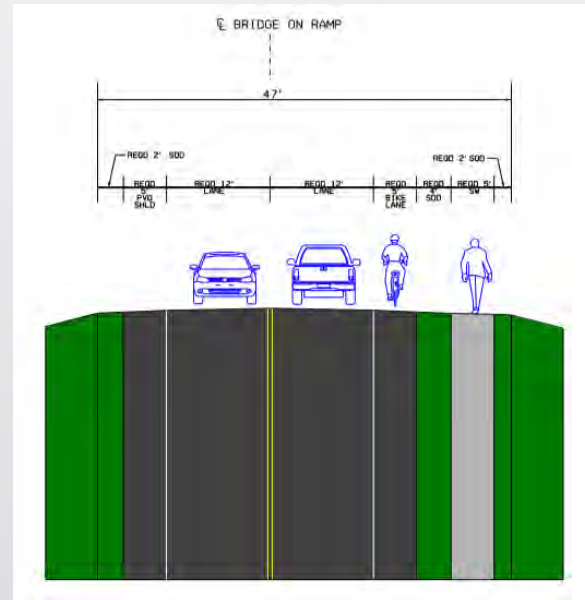
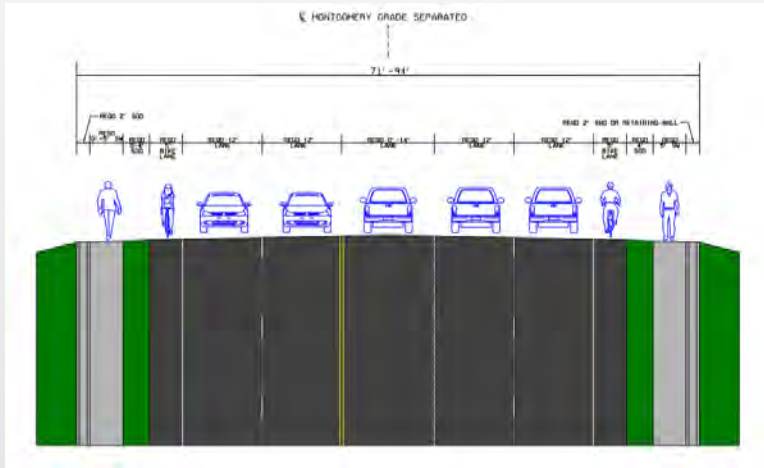
Montgomery Grade Separated



Total Estimated Construction Costs = \$19,438,252.92

Cost Per User = $\$19,438,252 / 11,600 \text{ users} = \$1,676 \text{ (yr. 2020)}$

Montgomery Grade Separated





Questions & Comments

Please email railstudy@nacolg.org



Advertisement

PUBLIC MEETING

Shoals Area Railroad Overpass in Colbert County Feasibility Study

Tuesday, August 11, 2020 • 6:00-8:00 PM

Colbert County Courthouse Lawn

201 N. Main Street, Tuscumbia, AL 35674

The Public Meeting will be held from 6:00 PM to 8:00 PM. The purpose of the meeting is to introduce the project and provide the public an opportunity to participate in the development of the alternatives. A brief presentation will be given at 6:30 PM. After the presentation, representatives of NACOLG and Volkert, Inc. will be available at the various displays to discuss the project and answer any questions. Comment forms will also be available for those who would like to submit written statements. Written statements may also be mailed or e-mailed within 21 days after the meeting to the address below.

The purpose of the study is to identify feasible alternatives that will improve roadway access and system connectivity to residences, businesses, industries and community resources in the Shoals Area including Sheffield and Tuscumbia. The need for the project is a result of roadway access being blocked to the communities of Sheffield, Tuscumbia, and Muscle Shoals by slow-moving or stopped trains at multiple at grade crossings.

For additional information or for individuals requiring special assistance contact:

**NACOLG, 103 Student Drive, Muscle Shoals, AL 35661
(256) 389-0500 • railstudy@nacolg.org**

Persons needing transportation to and from the meeting may call 256-314-0047 to schedule a ride. Requests must be received by 3:00 PM on Monday, August 10th.

Handout

NACOLG

Northwest Alabama Council of Local Governments
P.O. Box 2603 Muscle Shoals, Alabama 35662

Keith Jones
Executive Director
kjones@nacolg.org

256-389-0500
256-389-0599 Fax

Steve Holt
Chairman

Bob Page
Vice Chairman

Sandra Burroughs
Secretary

August 11, 2020

Dear Citizen,

Welcome and thank you for attending the public meeting for the:

Shoals Area Railroad Overpass in Colbert County

The purpose of this meeting is to present information and solicit comments on the proposed alternatives. Your comments, along with other factors such as environmental impacts, engineering aspects, and costs will be used in the development of this project.

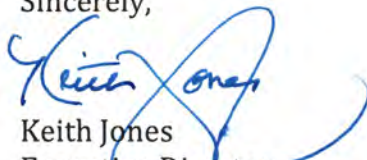
This meeting will have a formal presentation, and you will be provided an opportunity to review and inspect information on the proposed alternatives. Representatives from NACOLG and Volkert, Inc. are available to explain the scope of this project and answer any questions that you may have.

For accurate documentation, I encourage you to submit your written comments at this evening's meeting or by September 1, 2020 to the address listed below:

NACOLG
PO Box 2603
Muscle Shoals, AL 35661
ATTN: Jesse Turner
railstudy@nacolg.org

Thank you for your interest, attendance, and participation.

Sincerely,



Keith Jones
Executive Director
NACOLG

Shoals Area Railroad Overpass in Colbert County



Public Meeting

Tuesday, August 11, 2020
Colbert County Courthouse
201 N. Main St.
Tuscumbia, AL 35674
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NACOLG

103 Student Drive

Muscle Shoals, AL 35661

(256)-389-0500

ATTN: Jesse Turner/railstudy@nacolg.org

We thank you for your interest, attendance, and participation.

Sincerely,

NACOLG

Keith Jones

Executive Director

Comment Form

**Northwest Alabama Council of Local Governments
Shoals Area Railroad Overpass Feasibility Study
Colbert County, Alabama
August 11, 2020 Public Meeting**

RESPONSE LETTER

Name: _____ Address: _____

Email: _____

The information presented today was an overview of the Shoals Area Railroad Overpass Feasibility Study. The responses and comments will be included in a report that evaluates the feasibility of providing a grade-separated roadway crossing over the Norfolk Southern Railroad tracks. Five (5) potential overpass alternatives are currently being evaluated. Please select your choice below concerning the Shoals Area Railroad Overpass Feasibility Study.

Yes. I agree with the purpose and need of the feasibility study. I prefer the following alternative(s):

- Relocated Cox Boulevard
- Montgomery 1 (Extension)
- Montgomery 2 (Grade Separated)
- Commons
- Columbia

No. I do not agree with the purpose and need for the project.

You have my conditional support. *(Please include your comments below.)*

If you'd like more time to select an answer, you may utilize the self-addressed stamped envelope to mail us your response or you can e-mail your response to:

Mr. Jesse Turner
Director of Planning & Transportation
Northwest Alabama Council of Local Governments
railstudy@nacolg.org

All responses should be received by **September 1, 2020**.


COMMENTS:

Exhibits

PLAN - RELOCATED COX BLVD

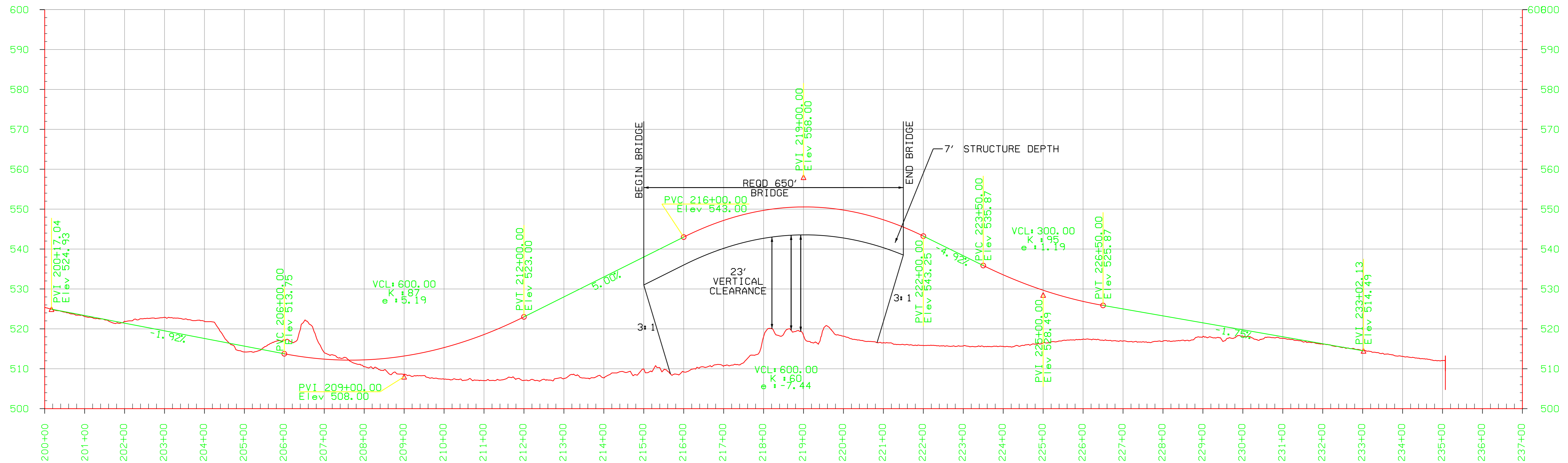
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PROFILE - RELOCATED COX BLVD

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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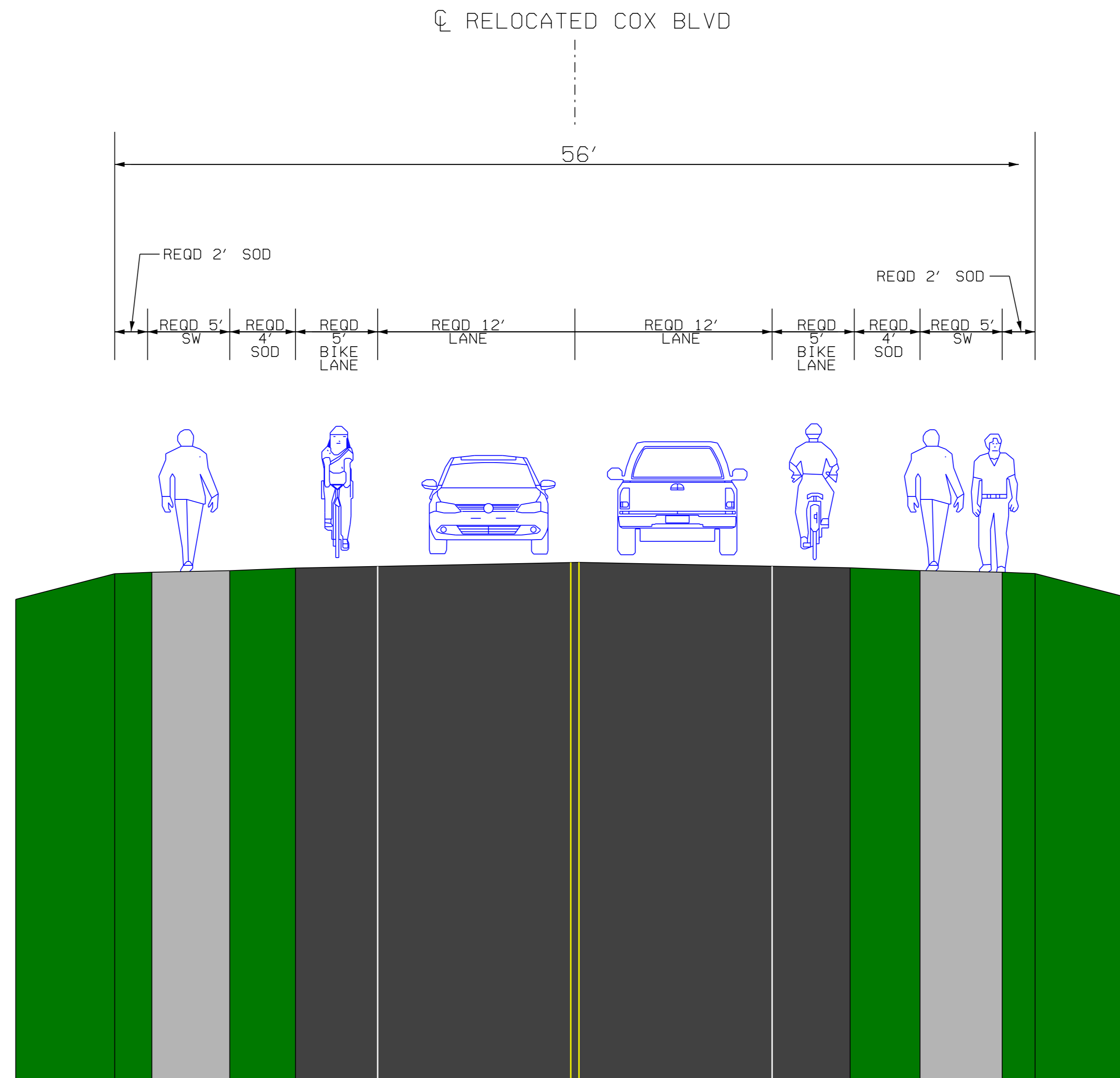



NOTE: 35 MPH SPEED LIMIT

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DATE:	DATE:	DATE:			PROFILE - RELOCATED COX BLVD	

TYPICAL SECTION - RELOCATED COX BLVD

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		NOT TO SCALE	SHEET TITLE	ROUTE
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PLAN - AVALON OVERPASS

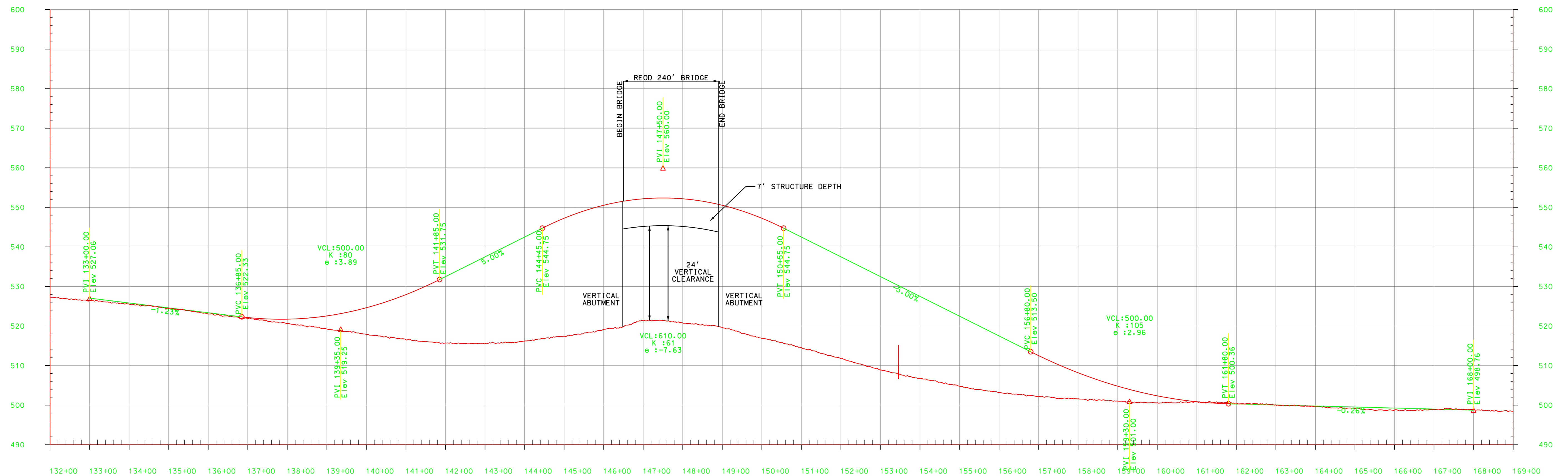
REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO



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PROFILE - AVALON OVERPASS

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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NOTE: 45 MPH SPEED LIMIT

RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL	 ALABAMA DEPARTMENT OF TRANSPORTATION	SHEET TITLE	ROUTE
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PLAN - COLUMBIA EXTENSION

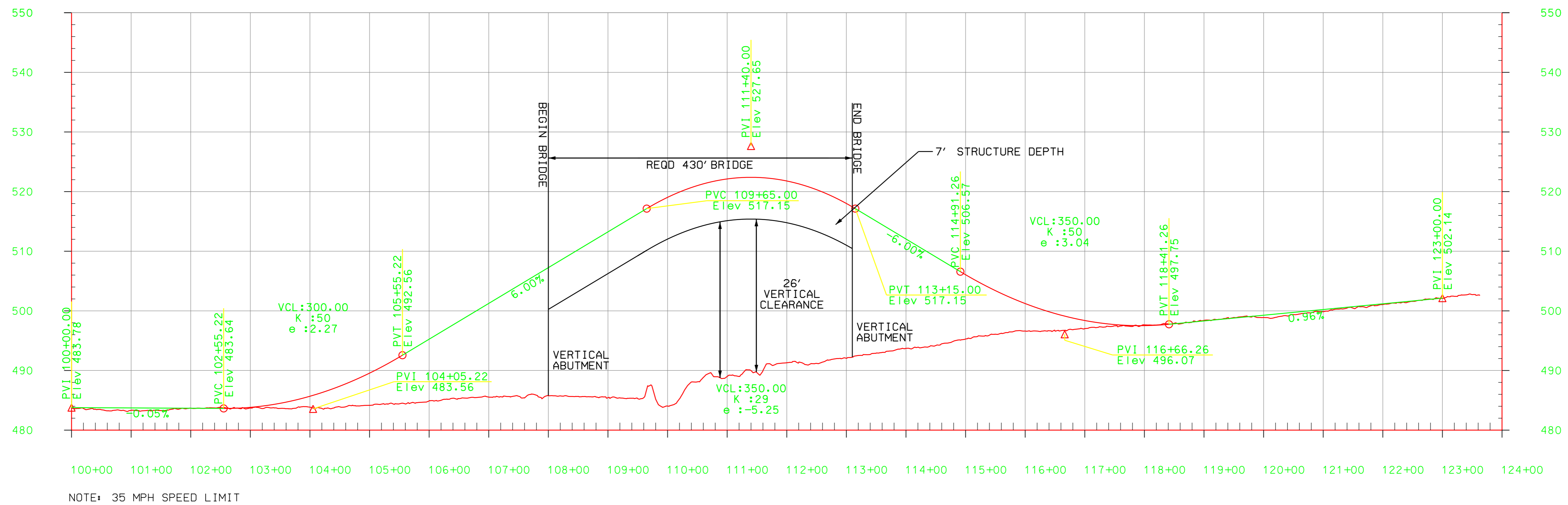
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PROFILE - COLUMBIA EXTENSION

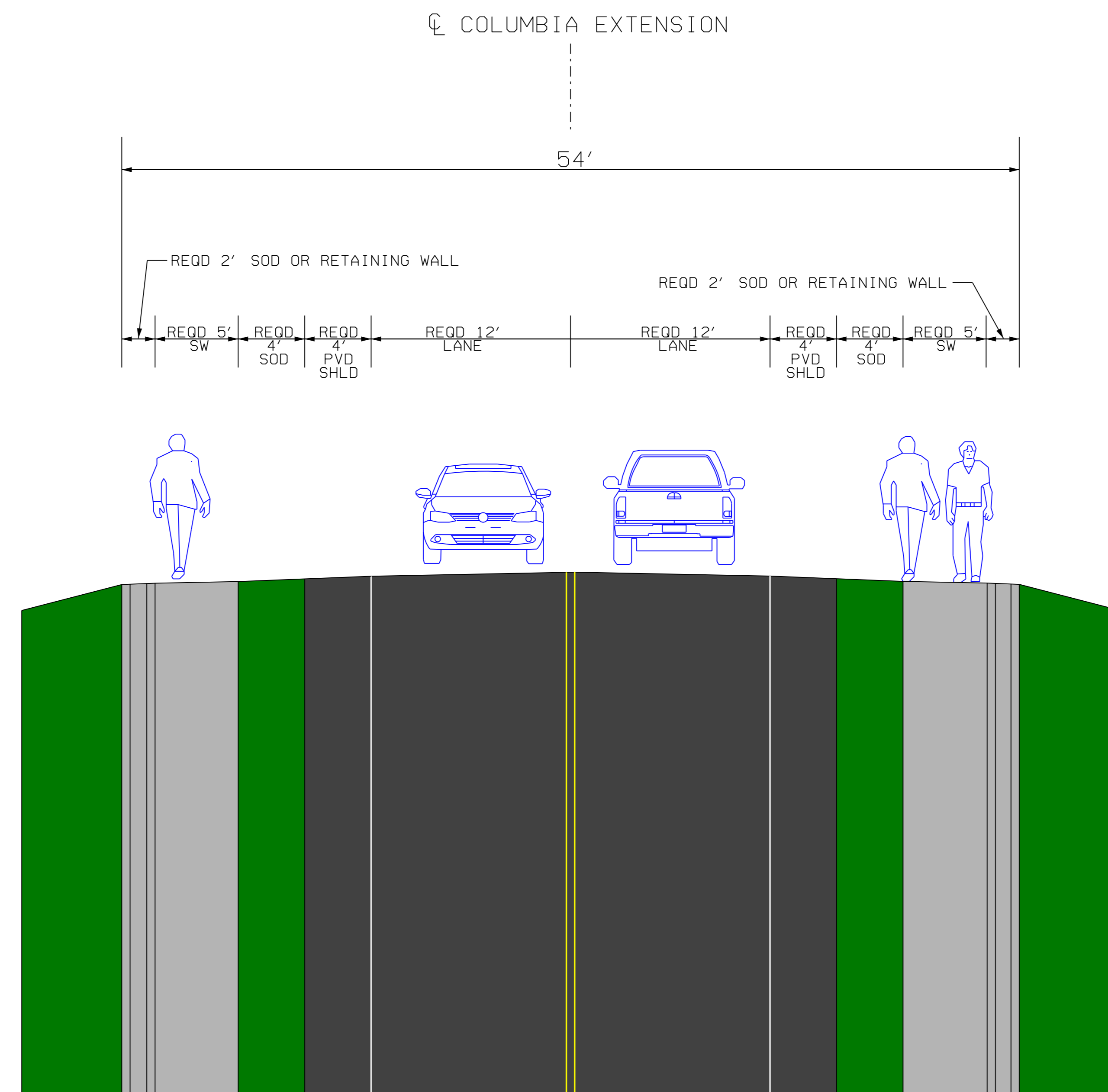
REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		SHEET TITLE	ROUTE
DATE:	DATE:	DATE:			PROFILE - COLUMBIA EXTENSION	

TYPICAL SECTION - COLUMBIA EXTENSION

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL	 NOT TO SCALE	SHEET TITLE	ROUTE
DATE:	DATE:	DATE:			TYPICAL SECTIONS - COLUMBIA EXTENSION	

PLAN - MONTGOMERY EXTENSION

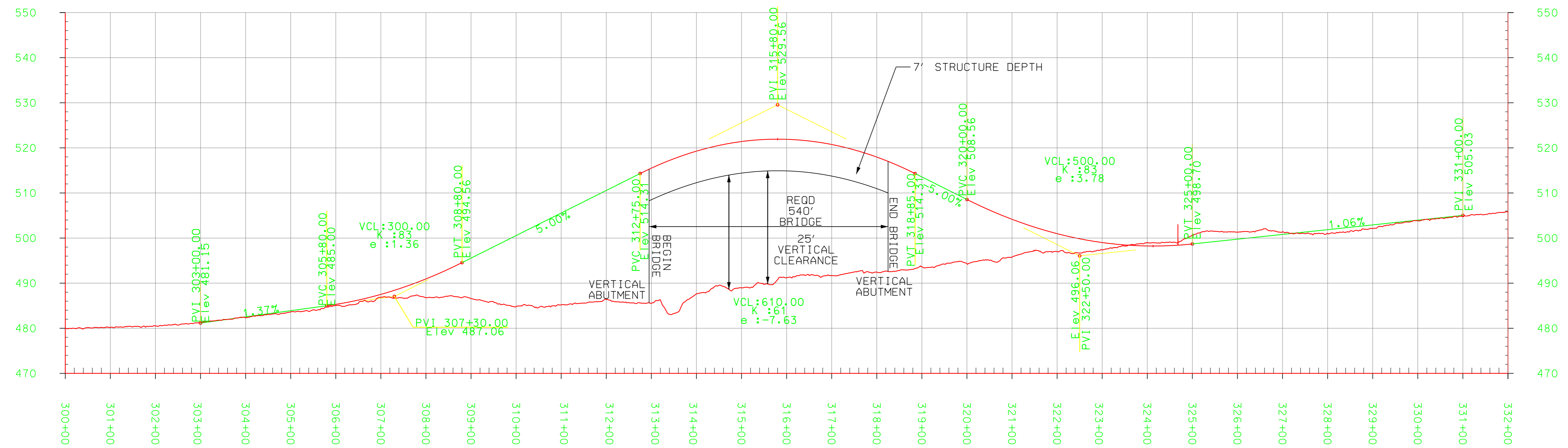
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DATE:	DATE:	DATE:			PLAN - MONTGOMERY EXTENSION	

PROFILE - MONTGOMERY EXTENSION

REFERENCE PROJECT NO: FISCAL YEAR: SHEET NO:



NOTE: 35 MPH SPEED LIMIT

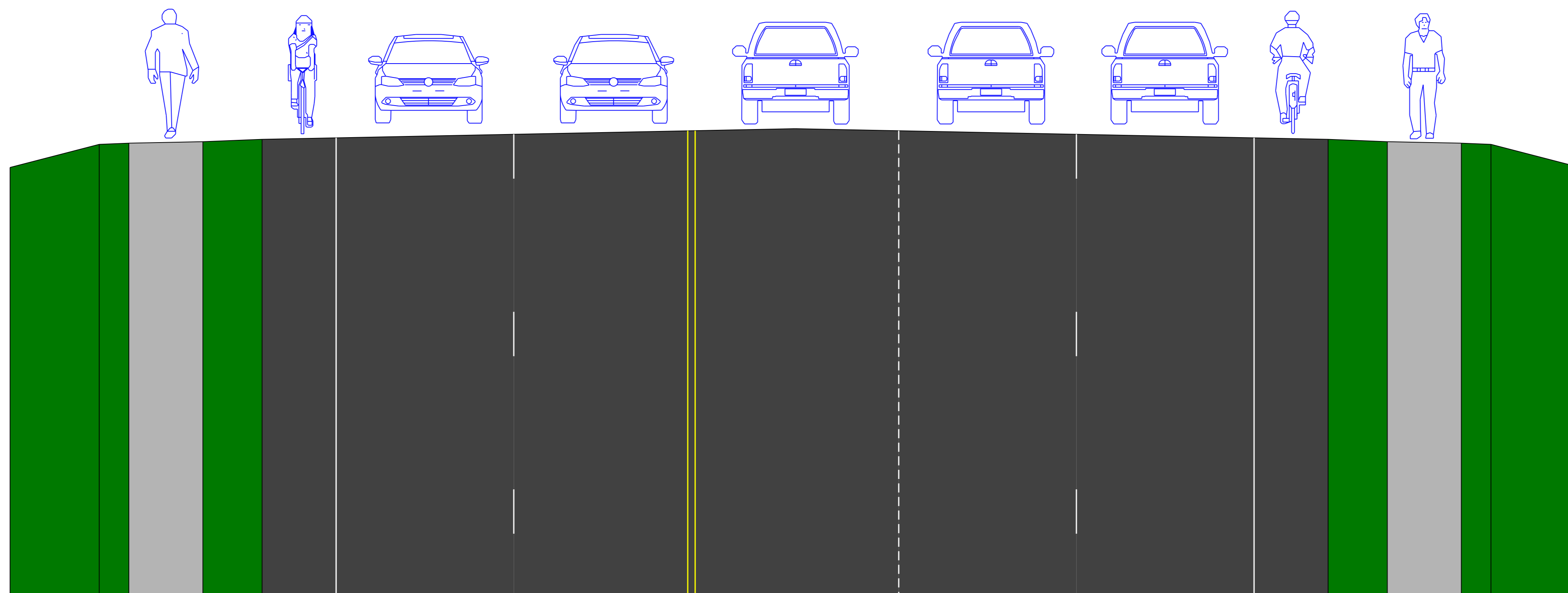
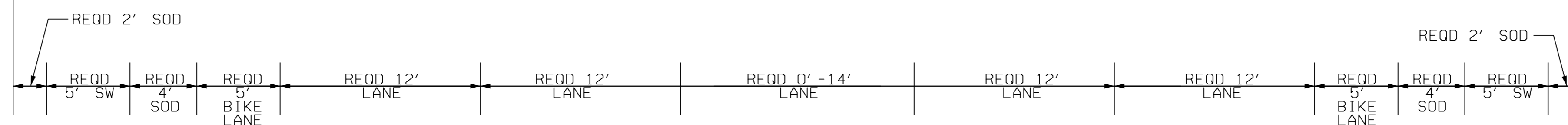
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DATE:	DATE:	DATE:			PROFILE - MONTGOMERY EXTENSION	


TYPICAL SECTION - MONTGOMERY EXTENSION

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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☒ MONTGOMERY EXTENSION

80' - 94'



RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		NOT TO SCALE	SHEET TITLE	ROUTE
DATE:	DATE:	DATE:				TYPICAL SECTIONS - MONTGOMERY EXTENSION	

PLAN - COMMONS

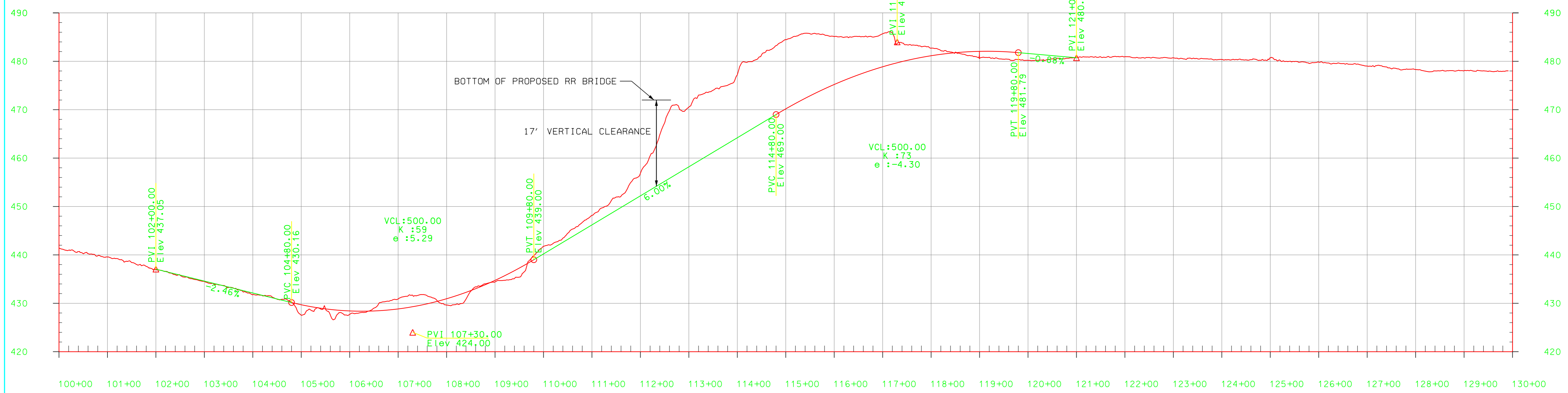
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PROFILE - COMMONS

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO

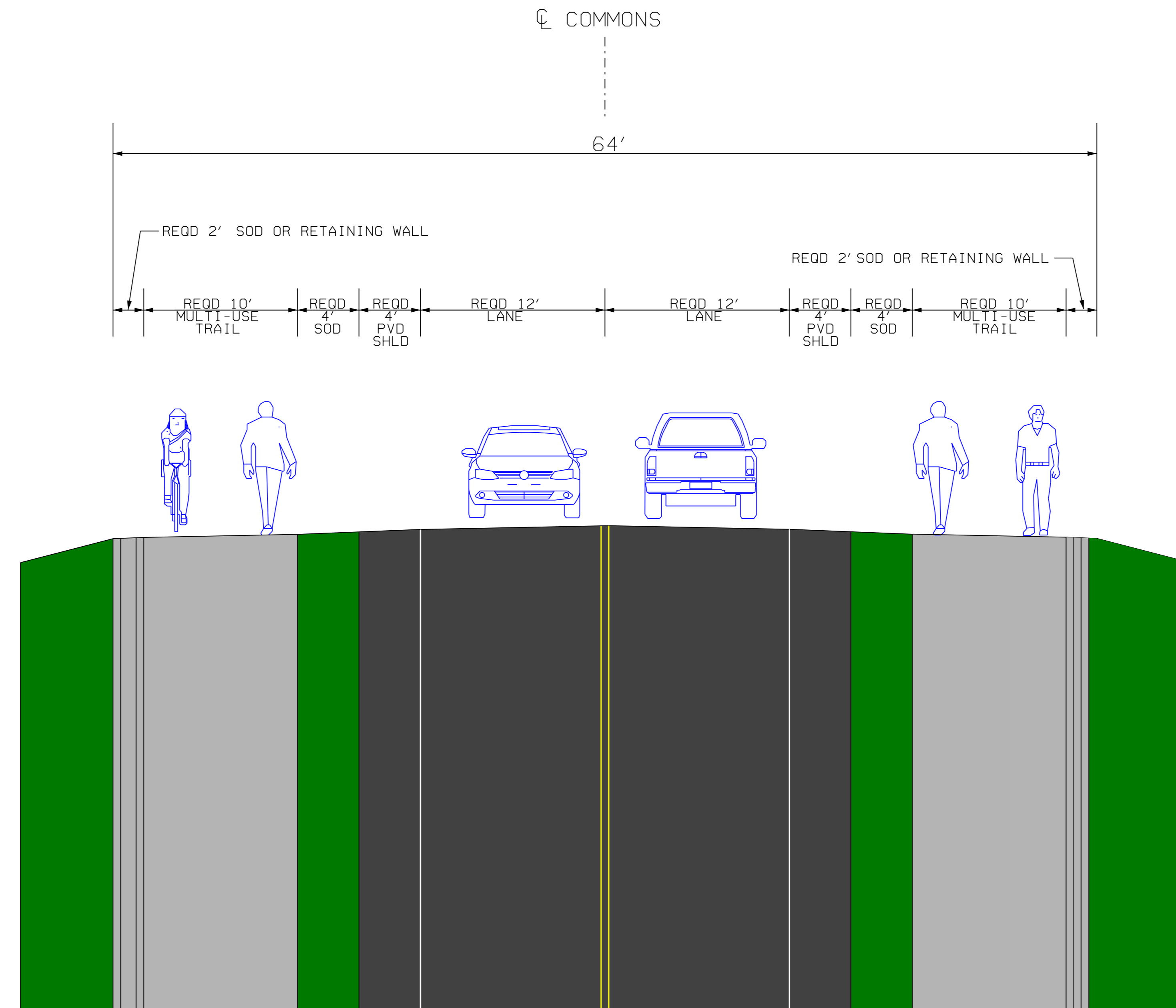



NOTE: 30 MPH SPEED LIMIT

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DATE:	DATE:	DATE:			PROFILE - COMMONS	

TYPICAL SECTION - COMMONS

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL	 NOT TO SCALE	SHEET TITLE	ROUTE
DATE:	DATE:	DATE:			TYPICAL SECTIONS - COMMONS	

PLAN - MONTGOMERY GRADE SEPARATED

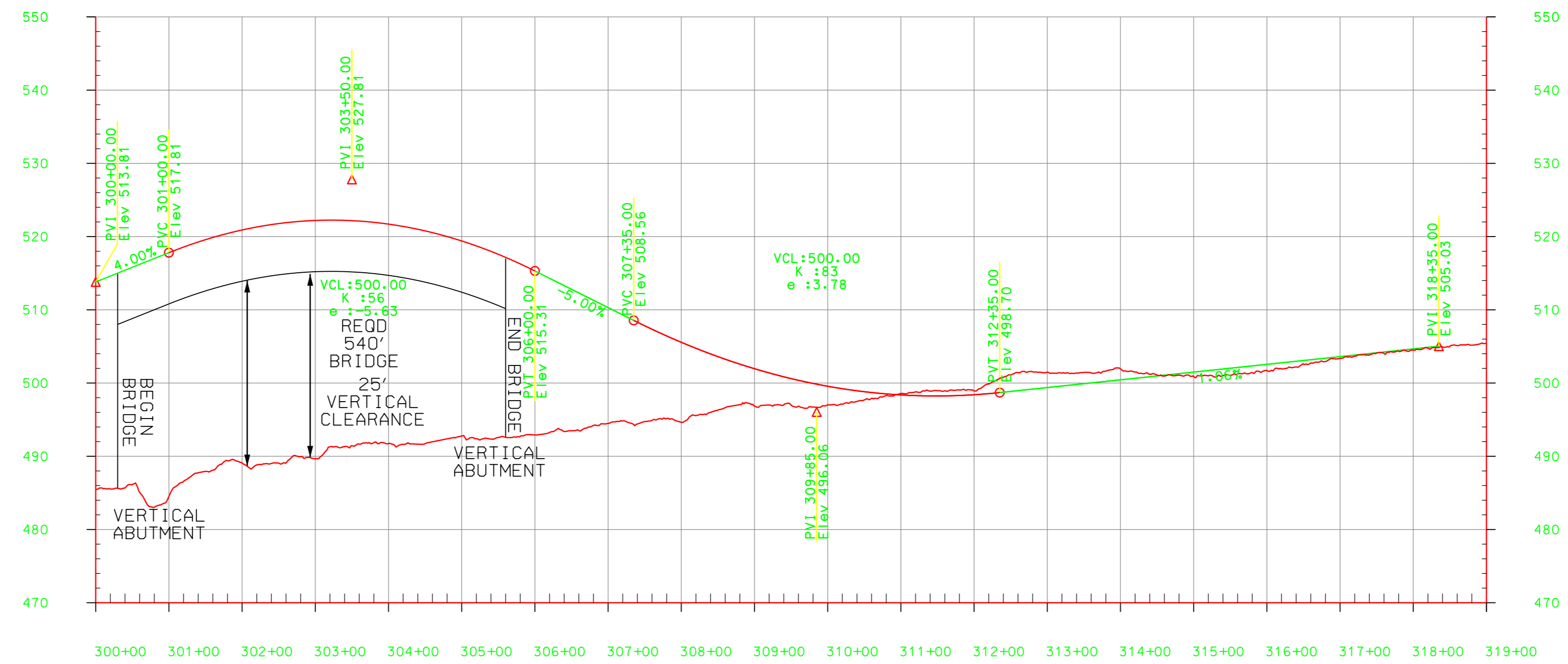
REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		SHEET TITLE	ROUTE
DATE:	DATE:	DATE:			PLAN - MONTGOMERY GRADE SEPARATED	

PROFILE - MONTGOMERY GRADE SEPARATED

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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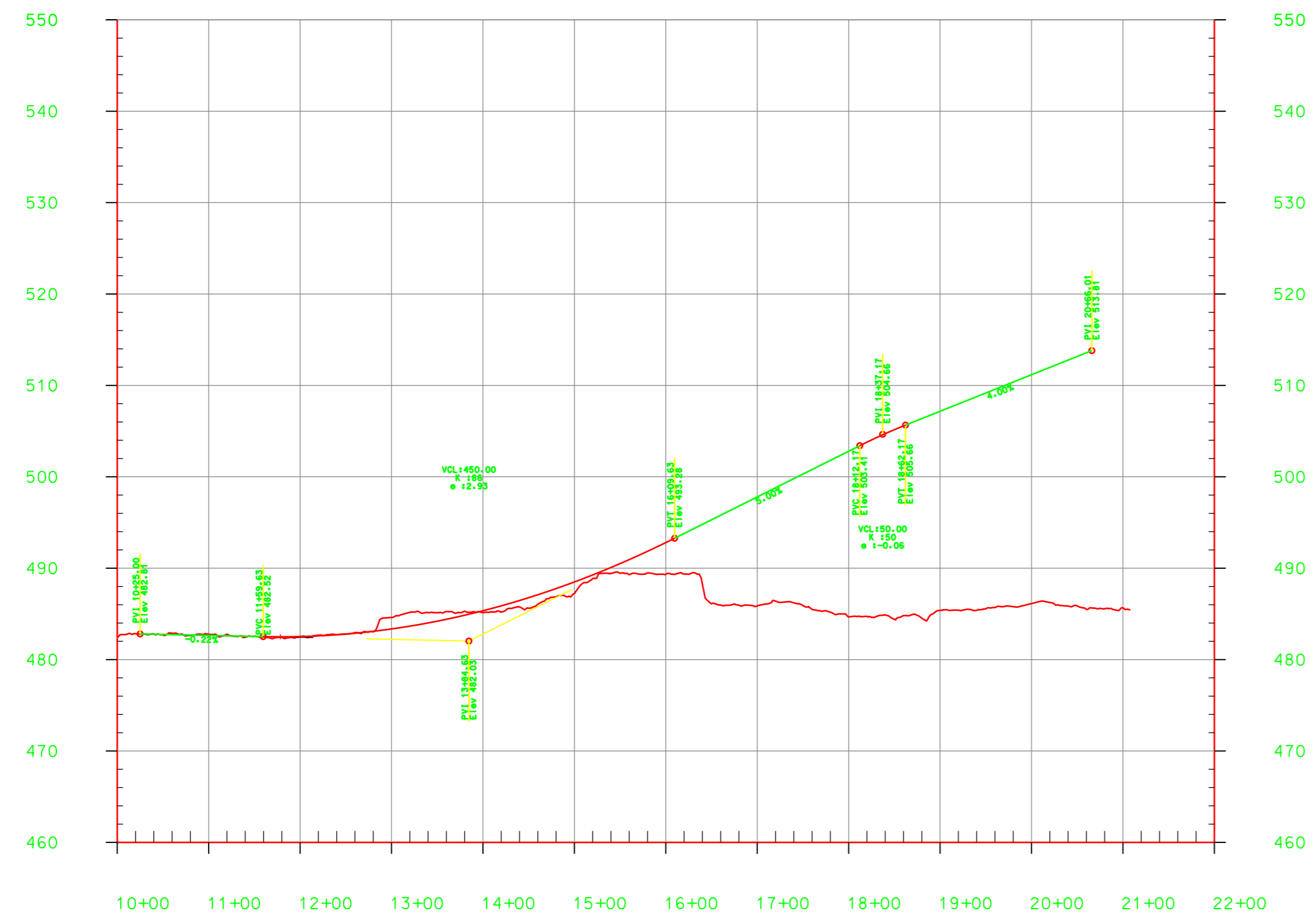


NOTE: 35 MPH SPEED LIMIT

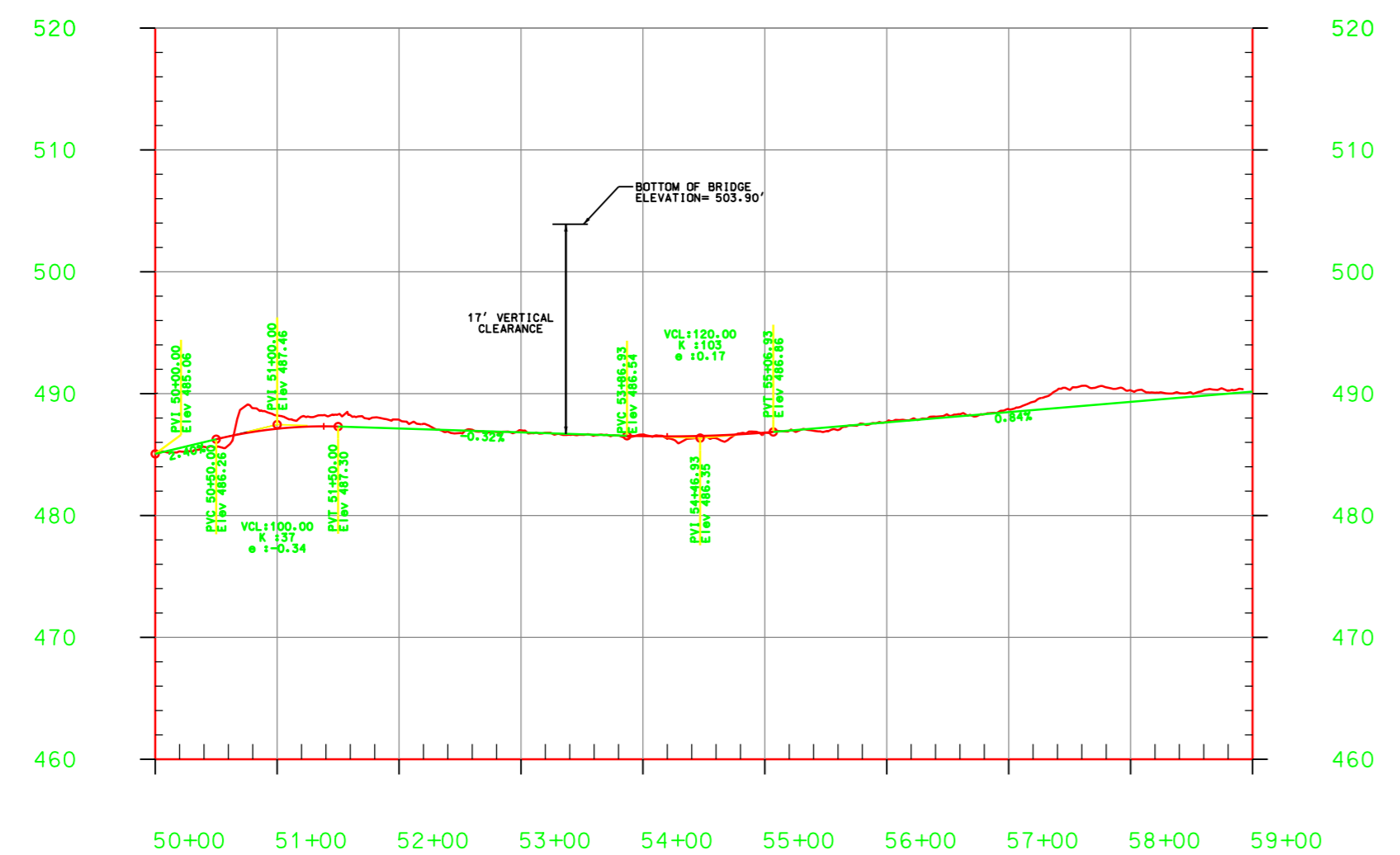
RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		SHEET TITLE	ROUTE
DATE:	DATE:	DATE:			PROFILE - MONTGOMERY GRADE SEPARATED	

PROFILE - MONTGOMERY GRADE SEPARATED RAMPS

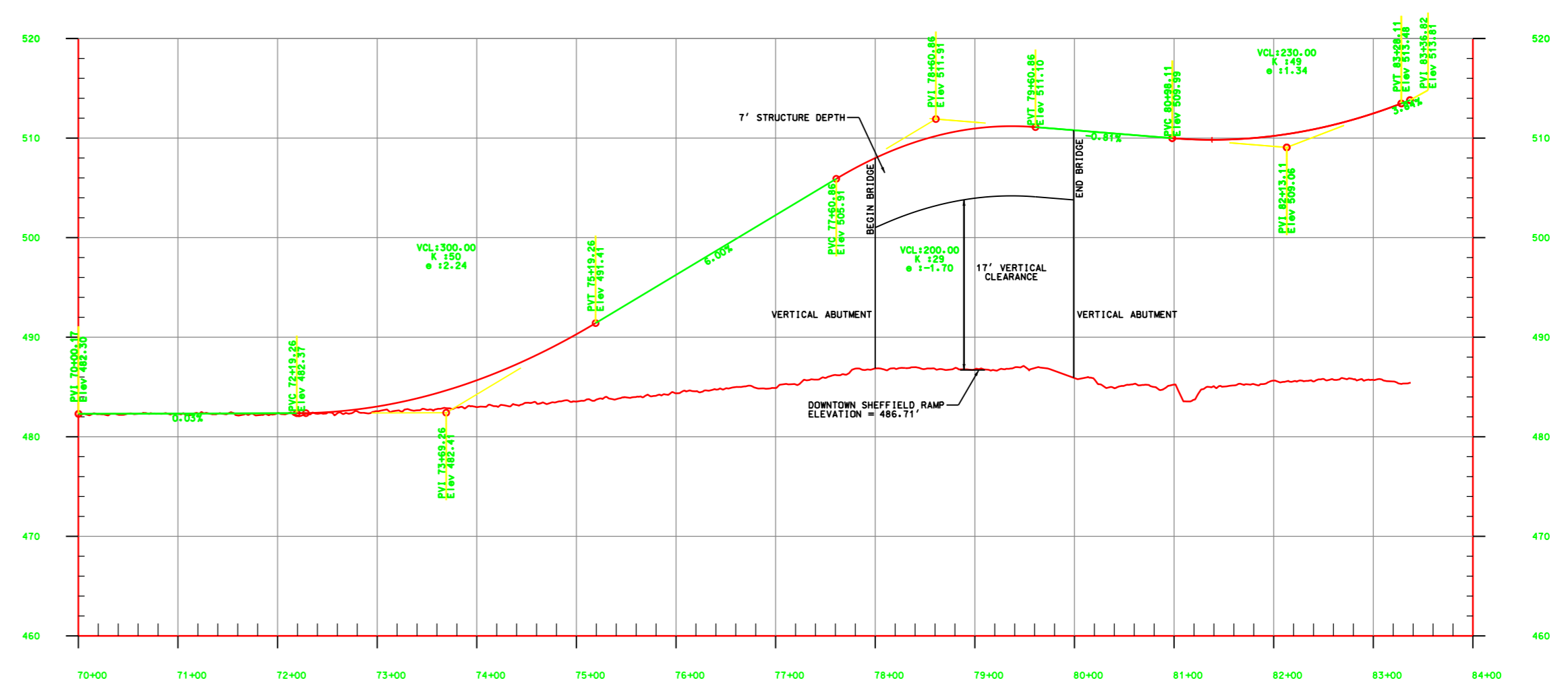
REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO



BRIDGE ON RAMP




DOWNTOWN SHEFFIELD RAMP



BRIDGE OFF RAMP

NOTE: 35 MPH SPEED LIMIT

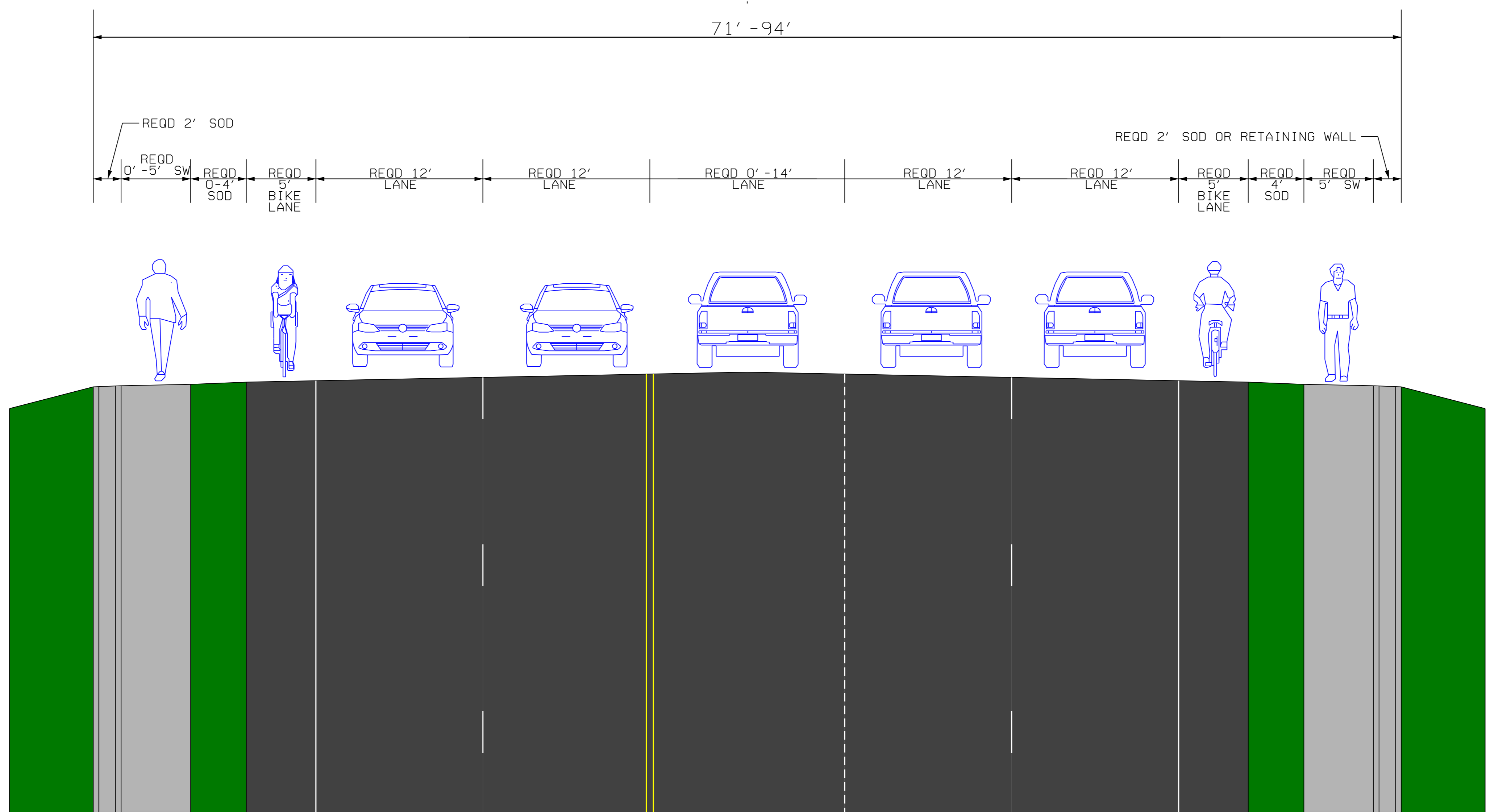
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DATE:	DATE:	DATE:			PROFILE - MONTGOMERY GRADE SEPARATED RAMPS	


TYPICAL SECTION - MONTGOMERY GRADE SEPARATED

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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☐ MONTGOMERY GRADE SEPARATED

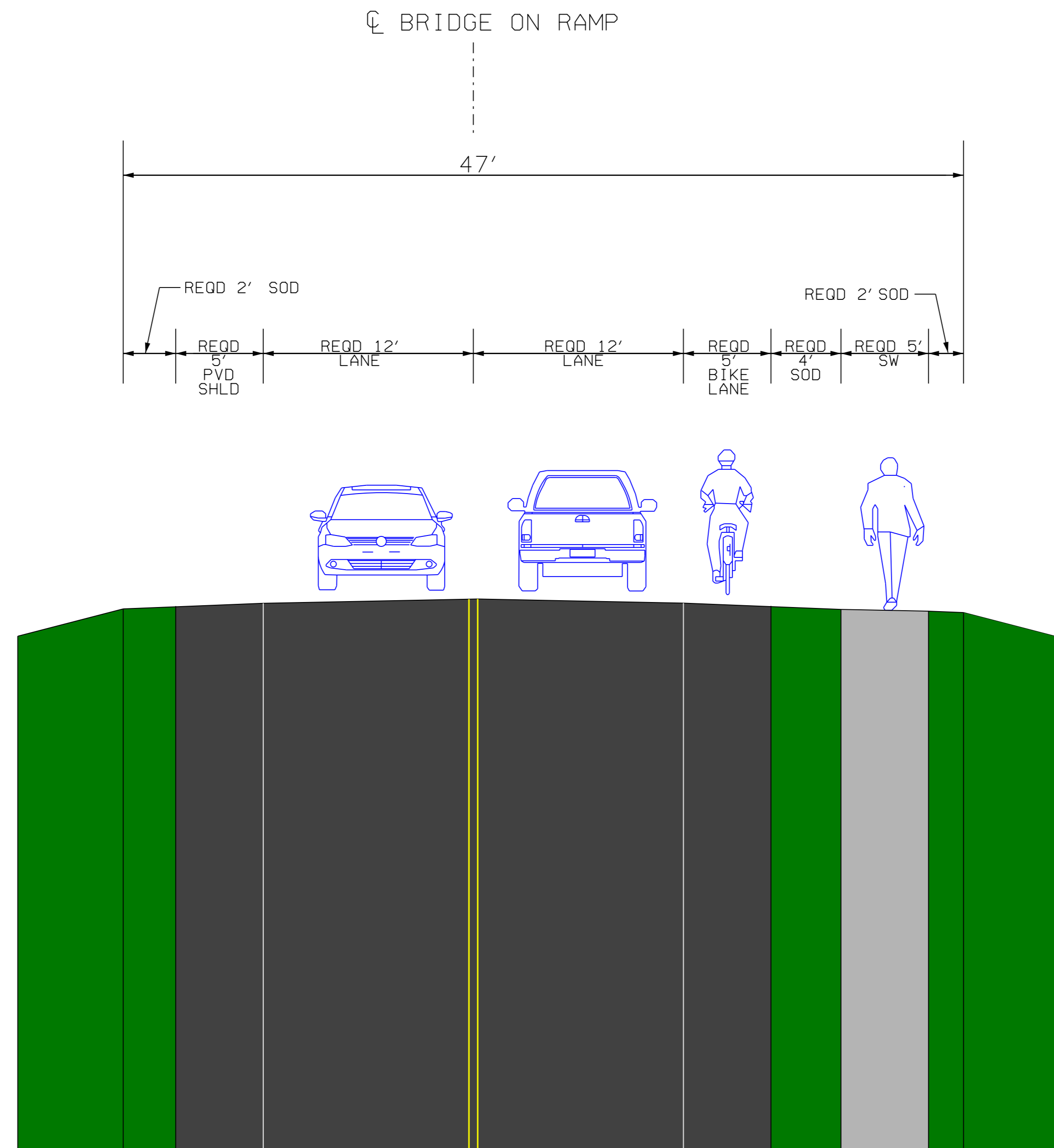
71' - 94'




RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		NOT TO SCALE	SHEET TITLE	ROUTE
DATE:	DATE:	DATE:				TYPICAL SECTIONS - MONTGOMERY GRADE SEPARATED	

TYPICAL SECTION - MONTGOMERY GRADE SEPARATED BRIDGE ON RAMP

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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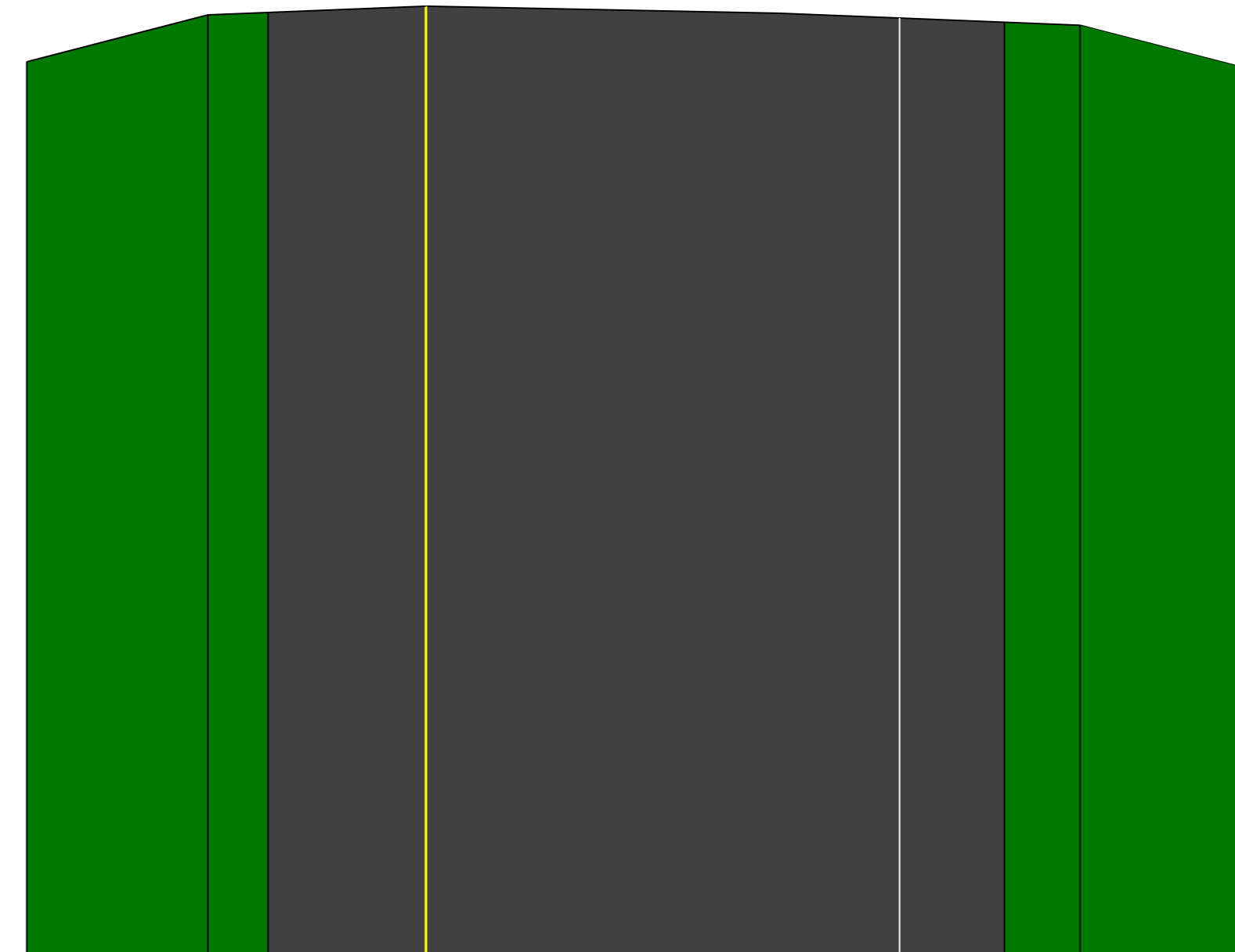
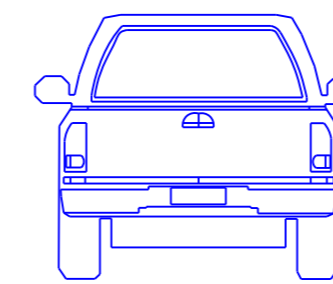
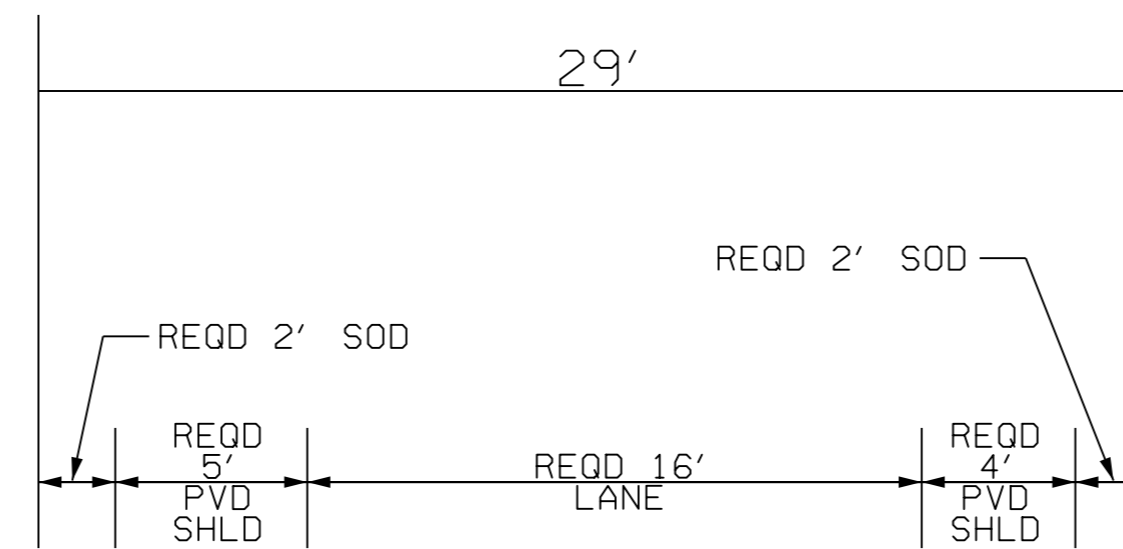



RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		NOT TO SCALE	SHEET TITLE	ROUTE
DATE:	DATE:	DATE:				TYPICAL SECTION - MONTGOMERY WITHOUT ROUNDABOUT BRIDGE ON RAMP	

TYPICAL SECTION - MONTGOMERY BRIDGE SEPARATED DOWNTOWN SHEFFIELD RAMP

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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Ⓜ DOWNTOWN SHEFFIELD RAMP

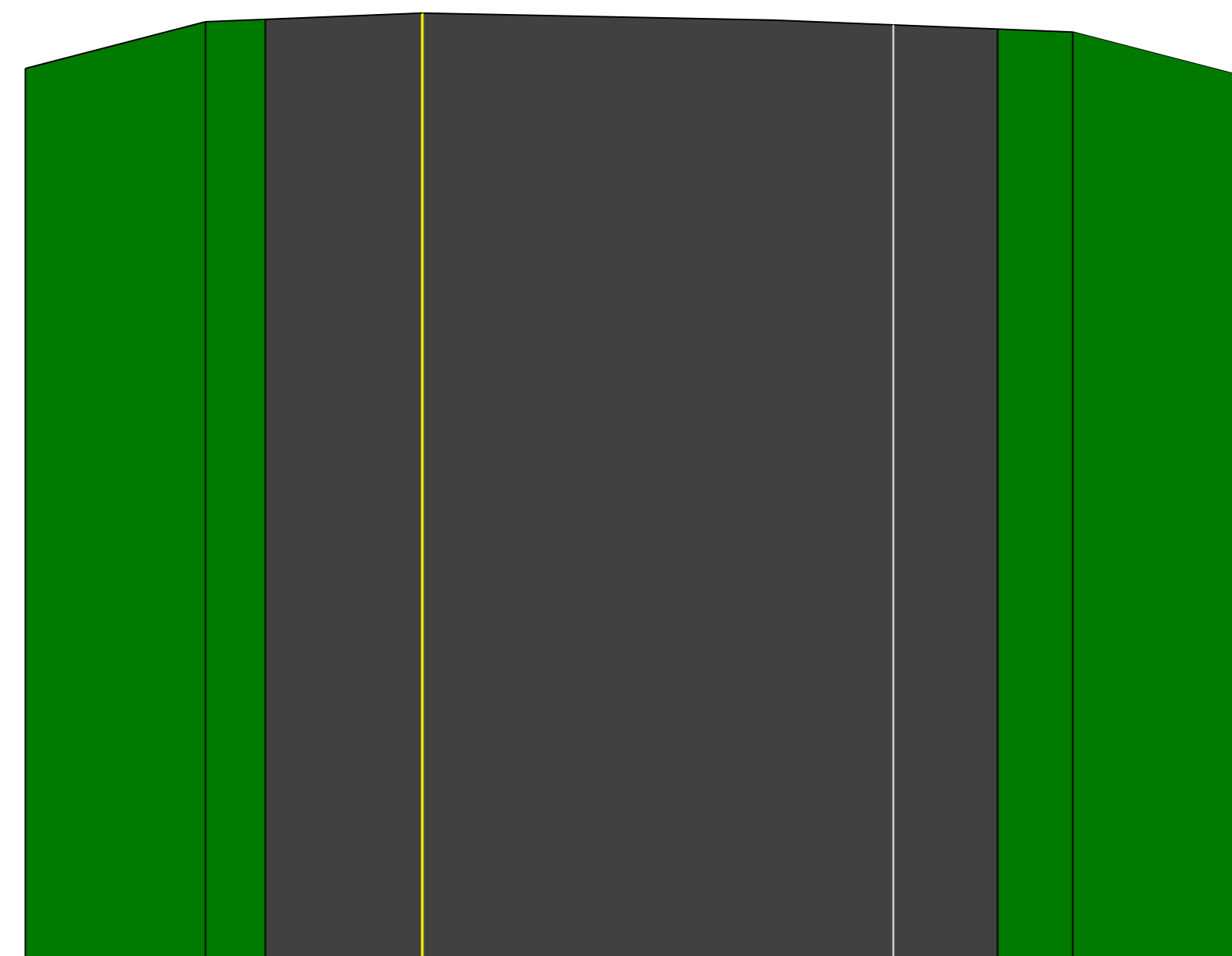
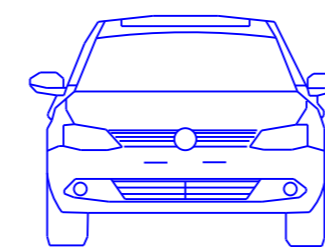
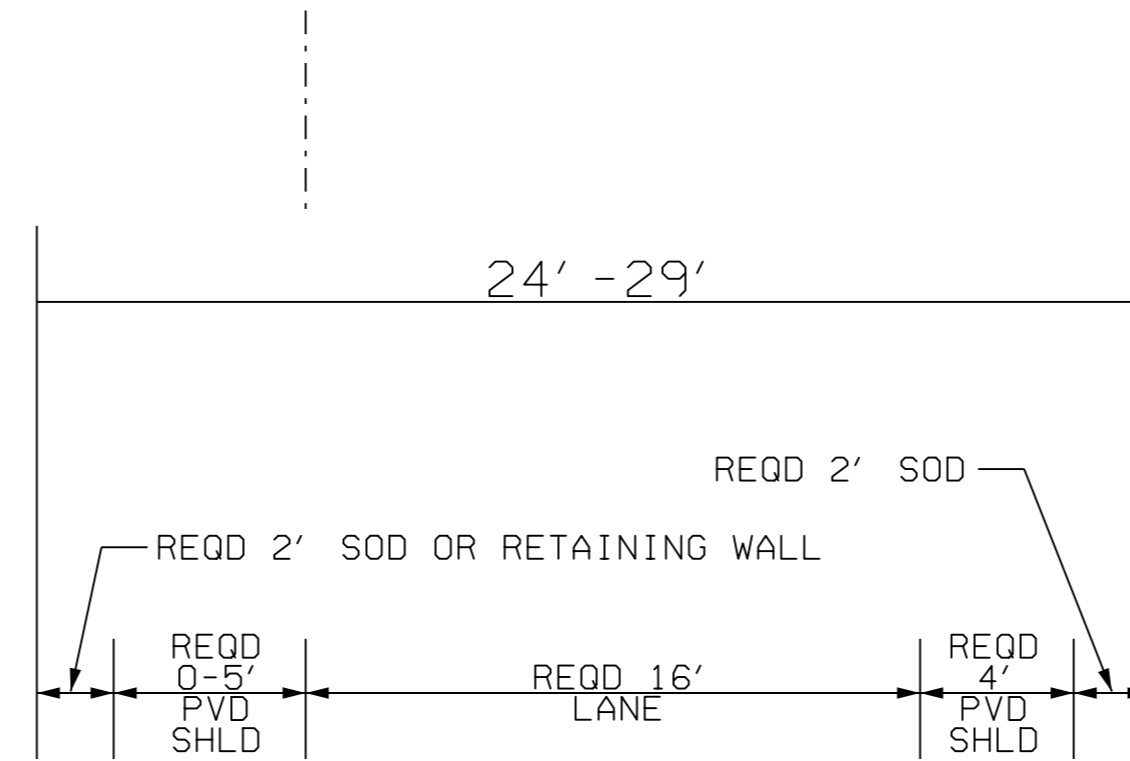



RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		NOT TO SCALE	SHEET TITLE	ROUTE
DATE:	DATE:	DATE:				TYPICAL SECTION - MONTGOMERY WITHOUT ROUNDABOUT DOWNTOWN SHEFFIELD RAMP	

TYPICAL SECTION - MONTGOMERY GRADE SEPARATED BRIDGE OFF RAMP

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
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BRIDGE OFF RAMP



RESPONSIBLE PE:	SUPERVISOR:	DESIGNER:	PLAN SUBMITTAL		NOT TO SCALE	SHEET TITLE	ROUTE
DATE:	DATE:	DATE:				TYPICAL SECTION - MONTGOMERY GRADE SEPARATED BRIDGE OFF RAMP	

COLUMBIA PARCEL DATA SHEET

Parcel #	Side	Est. STA	Owner	Acreage Required	Acreage Remaining	Relocation? Y/N	Commercial or Residential? C/R	ROW Cost
1	LT	100+00	Jeraldine, Michael & Warren Coman	0.09	0.10	Y	R	\$4,050.00
2	RT	100+00	Paulous & Louis Acklin	0.17	0.02	Y	C	\$15,300.00
3	LT	101+00	Norman Lee Allen	0.06	0.06	Y	R	\$2,700.00
4	LT	101+50	Robert C Lewis Sr.	0.06	0.07	Y	R	\$2,700.00
5	LT	102+00	Robert C Lewis Sr.	0.07	0.08	Y	R	\$3,150.00
6	RT	102+00	Mattie, Elizabeth & John Davis	0.16	0.20	N	R	\$7,200.00
7	LT	102+50	Marcus & April Moore	0.07	0.08	Y	R	\$3,150.00
8	LT	103+00	William Orr	0.07	0.08	Y	R	\$3,150.00
9	LT	104+00	Tram Properties	0.57	1.30	Y	C	\$51,300.00
10	RT	104+00	Bernardean Hampton	0.17	0.01	Y	C	\$15,300.00
11	RT	105+00	Mary Clark Rutland	0.01	0.18	Y	R	\$450.00
12	RT	106+00	Herbert Johnson	0.18	0.18	N	C	\$16,200.00
13	RT	107+00	Herbert Johnson	0.13	0.23	N	C	\$11,700.00
14	LT	108+00	Tram Properties	0.57	1.27	Y	C	\$51,300.00
15	RT	108+00	Tram Properties	0.57	0.06	Y	C	\$51,300.00
Total								\$238,950.00

COMMONS PARCEL DATA SHEET

Parcel #	Side	Est. STA	Owner	Acreage Required	Acreage Remaining	Relocation? Y/N	Commercial or Residential? C/R	ROW Cost
1	LT	100+00	John, Horace, and Marie Cleveland	0.96	14.45	N	R	\$43,200.00
2	LT	100+00	John Cleveland	0.78	1.26	N	R	\$35,100.00
3	RT	100+00	City of Sheffield	0.79	7.65	Y	C	\$71,100.00
4	RT	112+00	City of Tuscumbia	0.15	3.06	N	C	\$13,500.00
5	RT	122+00	Amber Michelle Michael	0.04	0.39	N	R	\$3,600.00
Total								\$166,500.00

MONTGOMERY EXTENSION PARCEL DATA SHEET

Parcel #	Side	Est. STA	Owner	Acreage Required	Acreage Remaining	Relocation? Y/N	Commercial or Residential? C/R	ROW Cost
1	RT	304+00	Kevin Knight	0.04	0.27	N	C	\$3,600.00
2	LT	305+00	Randy Dickerson	0.24	0.14	Y	C	\$21,600.00
3	RT	306+00	Richard Boodie	0.14	0	Y	C	\$12,600.00
4	RT	307+00	Vivian Johnson	0.28	0	N	C	\$25,200.00
5	RT	308+00	Tram Prop. LLC	0.04	0.38	N	C	\$3,600.00
6	LT	308+00	Vivian Johnson	0.41	0	N	C	\$36,900.00
7	RT	309+00	Tram Prop. LLC	0.39	0.03	Y	C	\$35,100.00
8	RT	310+00	Tram Prop. LLC	0.19	1.67	Y	C	\$17,100.00
9	CL	312+00	Tram Prop. LLC	1.61	0.27	Y	C	\$144,900.00
10	RT	313+00	Tram Prop. LLC	0.17	0.48	Y	C	\$15,300.00
11	LT	318+00	William B Campbell	0.37	0	Y	C	\$33,300.00
12	LT	318+00	Herbert Johnson	0.18	0.01	Y	C	\$16,200.00
13	LT	318+00	Herbert Johnson	0.1	0.07	Y	C	\$9,000.00
14	RT	320+00	William B Campbell	0.37	0	Y	C	\$33,300.00
15	CL	320+00	William B Campbell	0.42	0	Y	C	\$37,800.00
16	LT	320+00	Valerie Wesson	0.1	0.09	Y	C	\$9,000.00
17	LT	320+00	Valerie Wesson	0.09	0	Y	C	\$8,100.00
18	RT	321+00	City of Sheffield	0.02	0.16	N	C	\$1,800.00
19	RT	321+00	Daniel Box	0.09	0.03	N	C	\$8,100.00
20	CL	321+00	Daniel Box	0.33	0.02	Y	C	\$29,700.00
21	RT	323+00	Terry/DG Wiggins	0.24	0.25	Y	C	\$21,600.00
22	LT	323+00	HT Hulsey	0.12	0.44	Y	C	\$10,800.00
23	LT	325+00	Don Killen	0.17	0.15	N	C	\$15,300.00
24	LT	327+00	Don Killen	0.17	0.15	N	C	\$15,300.00
25	RT	327+00	Gary Monroe	0.09	0.39	N	C	\$8,100.00
26	RT	329+00	Gary Monroe	0.08	0.26	N	C	\$7,200.00
27	LT	329+00	City of Sheffield	0.29	0.7	N	C	\$26,100.00
28	RT	330+00	Jeff Tanner	0.08	0.25	N	C	\$7,200.00
29	RT	331+00	James Lunceford	0.08	0.66	N	C	\$7,200.00
Total								\$621,000.00

MONTGOMERY GRADE SEPARATED PARCEL DATA SHEET

Parcel #	Side	Est. STA	Owner	Acreage Required	Acreage Remaining	Relocation? Y/N	Commercial or Residential? C/R	ROW Cost
1	CL	12+00	Christ Chapel Inc	0.24	0.35	Y	C	\$21,600.00
2	CL	13+00	James Richards	0.133	0.003	Y	C	\$11,970.00
3	CL	14+00	Anthony Morris	0.136	0	N	C	\$12,240.00
4	RT	14+00	City of Sheffield	0.0138	0.4062	N	C	\$1,242.00
5	LT	15+00	Richard Boodie	0.1375	0	Y	C	\$12,375.00
6	LT	15+00	Norman Willams	0.275	0	Y	C	\$24,750.00
7	CL	16+00	Tram Prop. LLC	0.33	0.09	N	C	\$29,700.00
8	LT	16+00	Tram Prop. LLC	0.42	0	N	C	\$37,800.00
9	LT	17+00	Tram Prop. LLC	0.42	0	Y	C	\$37,800.00
10	RT	18+00	Tram Prop. LLC	0.19	1.66	Y	C	\$17,100.00
11	CL	20+00	Tram Prop. LLC	1.72	0.16	N	C	\$154,800.00
12	LT	20+00	Lewis Patterson	0.065	0.185	Y	C	\$5,850.00
13	RT	20+00	Tram Prop. LLC	0.167	0.483	Y	C	\$15,030.00
14	LT	304+00	William B Campbell	0.37	0	Y	C	\$33,300.00
15	LT	304+00	Herbert Johnson	0.18	0.01	Y	C	\$16,200.00
16	LT	305+00	Herbert Johnson	0.1	0.07	Y	C	\$9,000.00
17	RT	305+00	William B Campbell	0.37	0	Y	C	\$33,300.00
18	CL	306+00	William B Campbell	0.42	0	Y	C	\$37,800.00
19	LT	306+00	Valerie Wesson	0.1	0.09	Y	C	\$9,000.00
20	LT	307+00	Valerie Wesson	0.09	0	Y	C	\$8,100.00
21	RT	307+00	City of Sheffield	0.02	0.16	N	C	\$1,800.00
22	RT	307+00	Daniel Box	0.09	0.03	N	C	\$8,100.00
23	CL	308+00	Daniel Box	0.33	0.02	Y	C	\$29,700.00
24	RT	309+00	Terry/DG Wiggins	0.24	0.25	Y	C	\$21,600.00
25	LT	311+00	HT Hulsey	0.12	0.44	Y	C	\$10,800.00
26	LT	313+00	Don Killen	0.17	0.15	N	C	\$15,300.00
27	LT	315+00	Don Killen	0.17	0.15	N	C	\$15,300.00
28	RT	315+00	Gary Monroe	0.09	0.39	N	C	\$8,100.00
29	RT	316+00	Gary Monroe	0.08	0.26	N	C	\$7,200.00
30	LT	317+00	City of Sheffield	0.29	0.7	N	C	\$26,100.00
31	RT	317+00	Jeff Tanner	0.08	0.25	N	C	\$7,200.00
32	RT	318+00	James Lunceford	0.08	0.66	N	C	\$7,200.00
Total								\$687,357.00

PRELIMINARY COST ESTIMATE

Columbia

By: WWB Date: 6/15/2020
Checked By:

SUMMARY OF COSTS

Linear Feet Costs

<u>Item</u>		<u>Cost</u>
Pavement	\$	289,555.60
Earthwork (Input EW cost if calculations are available)	\$	447,177.58
Roadway	\$	210,387.26
Subtotal Linear Foot Costs =	\$	947,120.44
Culvert Pipes and Box Culverts	\$	-
Bridges	\$	5,375,000.00
Misc. Items	\$	970,600.00
Subtotal Other Costs =	\$	6,345,600.00
Subtotal Costs =	\$	7,292,720.44

Mobilization (5%)	\$	364,636.02
Engineering Controls (0.5%)	\$	36,463.60
Erosion Control (2%)	\$	145,854.41
Traffic Control (1%)	\$	72,927.20
Utility Relocation Cost (Estimated based upon field review)	\$	75,000.00
Wetland Mitigation	\$	-
RR Cost	\$	1,000,000.00
Contingencies (10%)	\$	729,272.04
TOTAL ESTIMATED CONSTRUCTION COSTS =	\$	9,716,873.71

ROW Cost	\$	238,950.00
Survey/ROW Mapping	\$	178,790.48
Environmental Documentation	\$	178,790.48
Engineering	\$	417,825.57
Inspection	\$	596,616.05
Testing	\$	227,374.84
ROW Acquisition	\$	178,790.48
TOTAL ESTIMATED PROJECT COSTS =	\$	11,734,011.61

NOTES

1. This is a preliminary cost estimate based upon conceptual sketches. Detailed design of the roadway was not performed.
2. Relocation costs not included in ROW Cost.

PRELIMINARY COST ESTIMATE

Commons

By: WWB Date: 6/15/2020
Checked By:

SUMMARY OF COSTS

Linear Feet Costs

<u>Item</u>		<u>Cost</u>
Pavement	\$	424,265.60
Earthwork (Input EW cost if calculations are available)	\$	572,848.32
Roadway	\$	317,989.76
Subtotal Linear Foot Costs =		\$ 1,315,103.68

Culvert Pipes and Box Culverts	\$	-
Bridges	\$	10,152,000.00
Misc. Items	\$	66,000.00
Subtotal Other Costs =		\$ 10,218,000.00

Subtotal Costs = \$ 11,533,103.68

Mobilization (5%)	\$	576,655.18
Engineering Controls (0.5%)	\$	57,665.52
Erosion Control (2%)	\$	230,662.07
Traffic Control (1%)	\$	115,331.04
Utility Relocation Cost (Estimated based upon field review)	\$	10,000.00
Wetland Mitigation	\$	-
RR Cost	\$	1,000,000.00
Contingencies (20%)	\$	2,306,620.74

TOTAL ESTIMATED CONSTRUCTION COSTS = \$ 15,830,038.23

ROW Cost	\$	166,500.00
Survey/ROW Mapping	\$	281,774.68
Environmental Documentation	\$	281,774.68
Engineering	\$	658,529.59
Inspection	\$	940,304.27
Testing	\$	360,924.87
ROW Acquisition	\$	281,774.68

TOTAL ESTIMATED PROJECT COSTS = \$ 18,801,621.00

NOTES

1. This is a preliminary cost estimate based upon conceptual sketches. Detailed design of the roadway was not performed.
2. Relocation costs not included in ROW Cost.

PRELIMINARY COST ESTIMATE

Montgomery Extension

By: WWB Date: 6/15/2020
Checked By:

SUMMARY OF COSTS

Linear Feet Costs

<u>Item</u>		<u>Cost</u>
Pavement	\$	696,758.00
Earthwork (Input EW cost if calculations are available)	\$	1,458,762.20
Roadway	\$	242,746.60
Subtotal Linear Foot Costs =	\$	2,398,266.80
Culvert Pipes and Box Culverts	\$	-
Bridges	\$	10,800,000.00
Misc. Items	\$	56,000.00
Subtotal Other Costs =	\$	10,856,000.00
Subtotal Costs =	\$	13,254,266.80

Mobilization (5%)	\$	662,713.34
Engineering Controls (0.5%)	\$	66,271.33
Erosion Control (2%)	\$	265,085.34
Traffic Control (1%)	\$	132,542.67
Utility Relocation Cost (Estimated based upon field review)	\$	75,000.00
Wetland Mitigation	\$	-
RR Cost	\$	1,000,000.00
Contingencies (10%)	\$	1,325,426.68
TOTAL ESTIMATED CONSTRUCTION COSTS =	\$	16,781,306.16

ROW Cost	\$	621,000.00
Survey/ROW Mapping	\$	298,707.25
Environmental Documentation	\$	298,707.25
Engineering	\$	698,102.34
Inspection	\$	996,809.59
Testing	\$	382,613.78
ROW Acquisition	\$	298,707.25
TOTAL ESTIMATED PROJECT COSTS =	\$	20,375,953.62

NOTES

1. This is a preliminary cost estimate based upon conceptual sketches. Detailed design of the roadway was not performed.
2. Relocation costs not included in ROW Cost.

PRELIMINARY COST ESTIMATE

Montgomery Grade Separation

By: WWB Date: 6/15/2020
Checked By:

SUMMARY OF COSTS

Linear Feet Costs

<u>Item</u>		<u>Cost</u>
Pavement	\$	864,023.00
Earthwork (Input EW cost if calculations are available)	\$	1,845,905.95
Roadway	\$	212,237.01
Subtotal Linear Foot Costs =	\$	2,922,165.96
Culvert Pipes and Box Culverts	\$	-
Bridges	\$	11,902,000.00
Misc. Items	\$	672,250.00
Subtotal Other Costs =	\$	12,574,250.00
Subtotal Costs =	\$	15,496,415.96

Mobilization (5%)	\$	774,820.80
Engineering Controls (0.5%)	\$	77,482.08
Erosion Control (2%)	\$	309,928.32
Traffic Control (1%)	\$	154,964.16
Utility Relocation Cost (Estimated based upon field review)	\$	75,000.00
Wetland Mitigation	\$	-
RR Cost	\$	1,000,000.00
Contingencies (10%)	\$	1,549,641.60
TOTAL ESTIMATED CONSTRUCTION COSTS =	\$	19,438,252.92

ROW Cost	\$	687,357.00
Survey/ROW Mapping	\$	346,000.90
Environmental Documentation	\$	346,000.90
Engineering	\$	808,631.32
Inspection	\$	1,154,632.22
Testing	\$	443,192.17
ROW Acquisition	\$	346,000.90
TOTAL ESTIMATED PROJECT COSTS =	\$	23,570,068.33

NOTES

1. This is a preliminary cost estimate based upon conceptual sketches. Detailed design of the roadway was not performed.
2. Relocation costs not included in ROW Cost.

PRELIMINARY COST ESTIMATE

Relocated Cox

By: WWB Date: 6/15/2020
Checked By:

SUMMARY OF COSTS

Linear Feet Costs

<u>Item</u>		<u>Cost</u>
Pavement	\$	472,287.20
Earthwork (Input EW cost if calculations are available)	\$	1,750,651.21
Roadway	\$	335,525.96
Subtotal Linear Foot Costs =	\$	2,558,464.37
Culvert Pipes and Box Culverts	\$	-
Bridges	\$	6,500,000.00
Misc. Items	\$	112,000.00
Subtotal Other Costs =	\$	6,612,000.00
Subtotal Costs =	\$	9,170,464.37

Mobilization (5%)	\$	458,523.22
Engineering Controls (0.5%)	\$	45,852.32
Erosion Control (2%)	\$	183,409.29
Traffic Control (1%)	\$	91,704.64
Utility Relocation Cost (Estimated based upon field review)	\$	50,000.00
Wetland Mitigation	\$	-
RR Cost	\$	750,000.00
Contingencies (10%)	\$	917,046.44

TOTAL ESTIMATED CONSTRUCTION COSTS = \$ 11,667,000.28

ROW Cost	\$	1,467,180.00
Survey/ROW Mapping	\$	207,672.60
Environmental Documentation	\$	207,672.60
Engineering	\$	485,347.21
Inspection	\$	693,019.82
Testing	\$	266,007.61
ROW Acquisition	\$	207,672.60

TOTAL ESTIMATED PROJECT COSTS = \$ 15,201,572.72

NOTES

1. This is a preliminary cost estimate based upon conceptual sketches. Detailed design of the roadway was not performed.
2. Relocation costs not included in ROW Cost.

Public Responses

**Northwest Alabama Council of Local Governments
Shoals Area Railroad Overpass Feasibility Study
Colbert County, Alabama
August 11, 2020 Public Meeting**

RESPONSE LETTER

Name: Eva Lee Address: 216 Meadowhill Rd Sheffield AL 35660
Email: lee.eva91@yahoo.com

The information presented today was an overview of the Shoals Area Railroad Overpass Feasibility Study. The responses and comments will be included in a report that evaluates the feasibility of providing a grade-separated roadway crossing over the Norfolk Southern Railroad tracks. Five (5) potential overpass alternatives are currently being evaluated. Please select your choice below concerning the Shoals Area Railroad Overpass Feasibility Study.

Yes. I agree with the purpose and need of the feasibility study. I prefer the following alternative(s):

- Relocated Cox Boulevard
- Montgomery 1 (Extension)
- Montgomery 2 (Grade Separated)
- Commons
- Columbia

No. I do not agree with the purpose and need for the project.

You have my conditional support. *(Please include your comments below.)*

If you'd like more time to select an answer, you may utilize the self-addressed stamped envelope to mail us your response or you can e-mail your response to:

Mr. Jesse Turner
Director of Planning & Transportation
Northwest Alabama Council of Local Governments
railstudy@nacolg.org

All responses should be received by **September 1, 2020.**

COMMENTS:

**Northwest Alabama Council of Local Governments
Shoals Area Railroad Overpass Feasibility Study
Colbert County, Alabama
August 11, 2020 Public Meeting**

RESPONSE LETTER

Name: MB Myers Address: 1029 EASTWOOD KUSCUMBI
Email: MYIERS 1029 @ ATT. NET

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COMMENTS:

**Northwest Alabama Council of Local Governments
Shoals Area Railroad Overpass Feasibility Study
Colbert County, Alabama
August 11, 2020 Public Meeting**

RESPONSE LETTER

Name: Kenneth Brooks Address: 807 Alabama Ave.
Email: KEBROOKS@BELLSOUTH.NET Shoals, AL 35660

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Mr. Jesse Turner
Director of Planning & Transportation
Northwest Alabama Council of Local Governments
railstudy@nacolg.org

All responses should be received by **September 1, 2020**.

COMMENTS:

Any one we can afford
fine. Got it done.
I would pay extra
taxes for any options!



**Northwest Alabama Council of Local Governments
Shoals Area Railroad Overpass Feasibility Study
Colbert County, Alabama
August 11, 2020 Public Meeting**

RESPONSE LETTER

Name: Joni Brooks Address: 807 Alabama Ave.
Email: KFBrooks@bellsouth.net Sheffield

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- Relocated Cox Boulevard
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- Montgomery 2 (Grade Separated)
- Commons
- Columbia

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You have my conditional support. *(Please include your comments below.)*

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Mr. Jesse Turner
Director of Planning & Transportation
Northwest Alabama Council of Local Governments
railstudy@nacolg.org

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COMMENTS:

**Northwest Alabama Council of Local Governments
Shoals Area Railroad Overpass Feasibility Study
Colbert County, Alabama
August 11, 2020 Public Meeting**

RESPONSE LETTER

Name: Casey Eggleston Address: 301 Scogin Dr. Tusculum, AL
Email: lifecoachcaseyeggleston@gmail.com 35674

The information presented today was an overview of the Shoals Area Railroad Overpass Feasibility Study. The responses and comments will be included in a report that evaluates the feasibility of providing a grade-separated roadway crossing over the Norfolk Southern Railroad tracks. Five (5) potential overpass alternatives are currently being evaluated. Please select your choice below concerning the Shoals Area Railroad Overpass Feasibility Study.

Yes. I agree with the purpose and need of the feasibility study. I prefer the following alternative(s):

- Relocated Cox Boulevard
- Montgomery 1 (Extension)
- Montgomery 2 (Grade Separated)
- Commons
- Columbia

No. I do not agree with the purpose and need for the project.

You have my conditional support. *(Please include your comments below.)*

If you'd like more time to select an answer, you may utilize the self-addressed stamped envelope to mail us your response or you can e-mail your response to:

Mr. Jesse Turner
Director of Planning & Transportation
Northwest Alabama Council of Local Governments
railstudy@nacolg.org

All responses should be received by **September 1, 2020.**

COMMENTS: Thank you for hosting this

**Northwest Alabama Council of Local Governments
Shoals Area Railroad Overpass Feasibility Study
Colbert County, Alabama
August 11, 2020 Public Meeting**

RESPONSE LETTER

Name: Andrew Sorrell Address: 607 Cambridge Cir Muscle Shoals
Email: ja.sorrell@comcast.net

The information presented today was an overview of the Shoals Area Railroad Overpass Feasibility Study. The responses and comments will be included in a report that evaluates the feasibility of providing a grade-separated roadway crossing over the Norfolk Southern Railroad tracks. Five (5) potential overpass alternatives are currently being evaluated. Please select your choice below concerning the Shoals Area Railroad Overpass Feasibility Study.

Yes. I agree with the purpose and need of the feasibility study. I prefer the following alternative(s):

- Relocated Cox Boulevard
- 2 Montgomery 1 (Extension)
- 1 Montgomery 2 (Grade Separated)
- Commons
- Columbia

No. I do not agree with the purpose and need for the project.

You have my conditional support. *(Please include your comments below.)*

If you'd like more time to select an answer, you may utilize the self-addressed stamped envelope to mail us your response or you can e-mail your response to:

Mr. Jesse Turner
Director of Planning & Transportation
Northwest Alabama Council of Local Governments
railstudy@nacolg.org

All responses should be received by **September 1, 2020.**

COMMENTS:

**Northwest Alabama Council of Local Governments
Shoals Area Railroad Overpass Feasibility Study
Colbert County, Alabama
August 11, 2020 Public Meeting**

RESPONSE LETTER

Name: Brian Beck Address: 102 N East St, Tusculumbia, AL
Email: bbeck91634@aol.com

The information presented today was an overview of the Shoals Area Railroad Overpass Feasibility Study. The responses and comments will be included in a report that evaluates the feasibility of providing a grade-separated roadway crossing over the Norfolk Southern Railroad tracks. Five (5) potential overpass alternatives are currently being evaluated. Please select your choice below concerning the Shoals Area Railroad Overpass Feasibility Study.

Yes. I agree with the purpose and need of the feasibility study. I prefer the following alternative(s):

- Relocated Cox Boulevard
- Montgomery 1 (Extension)
- Montgomery 2 (Grade Separated)
- Commons
- Columbia

No. I do not agree with the purpose and need for the project.

You have my conditional support. *(Please include your comments below.)*

If you'd like more time to select an answer, you may utilize the self-addressed stamped envelope to mail us your response or you can e-mail your response to:

Mr. Jesse Turner
Director of Planning & Transportation
Northwest Alabama Council of Local Governments
railstudy@nacolg.org

All responses should be received by **September 1, 2020**.

COMMENTS:

If possible this needs to be done.

**Northwest Alabama Council of Local Governments
Shoals Area Railroad Overpass Feasibility Study
Colbert County, Alabama
August 11, 2020 Public Meeting**

RESPONSE LETTER

Name: MARY CARTON Address: 1201 MOUNTAIN VIEW LN. TUSCUMBIA
Email: MARYCARTON53@gmail.com AL 35674

The information presented today was an overview of the Shoals Area Railroad Overpass Feasibility Study. The responses and comments will be included in a report that evaluates the feasibility of providing a grade-separated roadway crossing over the Norfolk Southern Railroad tracks. Five (5) potential overpass alternatives are currently being evaluated. Please select your choice below concerning the Shoals Area Railroad Overpass Feasibility Study.

Yes. I agree with the purpose and need of the feasibility study. I prefer the following alternative(s):

- Relocated Cox Boulevard
- Montgomery 1 (Extension)
- Montgomery 2 (Grade Separated)
- Commons
- Columbia

No. I do not agree with the purpose and need for the project.

You have my conditional support. *(Please include your comments below.)*

If you'd like more time to select an answer, you may utilize the self-addressed stamped envelope to mail us your response or you can e-mail your response to:

Mr. Jesse Turner
Director of Planning & Transportation
Northwest Alabama Council of Local Governments
railstudy@nacolg.org

All responses should be received by **September 1, 2020.**

COMMENTS:

COMMONS WAY OUT OF WAY
RIGHT NOW WEST SIDE OF MONTGOMERY HAS A LOT
OF EMPTY LOTS - WHY NOT LOOK THERE??

Northwest Alabama Council of Local Governments Shoals Area Railroad Overpass Feasibility Study Colbert County, Alabama August 11, 2020 Public Meeting

RESPONSE LETTER

Name: Larry Stotts Address: 177 Hudson Pt. Rd Tusculum
 Email: larrystotts@aol.com

The information presented today was an overview of the Shoals Area Railroad Overpass Feasibility Study. The responses and comments will be included in a report that evaluates the feasibility of providing a grade-separated roadway crossing over the Norfolk Southern Railroad tracks. Five (5) potential overpass alternatives are currently being evaluated. Please select your choice below concerning the Shoals Area Railroad Overpass Feasibility Study.

Yes. I agree with the purpose and need of the feasibility study. I prefer the following alternative(s):

- | | | | | |
|-------------------------------------|--------------------------------|---|------|---------------|
| <input checked="" type="checkbox"/> | Relocated Cox Boulevard | - | 11.6 | 2100 / |
| <input type="checkbox"/> | Montgomery 1 (Extension) | - | 16.7 | \$1800 / |
| <input type="checkbox"/> | Montgomery 2 (Grade Separated) | - | 19.5 | \$1600 / user |
| <input type="checkbox"/> | Commons | - | 15.8 | \$8700 / user |
| <input type="checkbox"/> | Columbia | - | 9.7 | \$8800 / user |

No. I do not agree with the purpose and need for the project.

You have my conditional support. *(Please include your comments below.)*

If you'd like more time to select an answer, you may utilize the self-addressed stamped envelope to mail us your response or you can e-mail your response to:

Mr. Jesse Turner
 Director of Planning & Transportation
 Northwest Alabama Council of Local Governments
railstudy@nacolg.org

All responses should be received by **September 1, 2020.**

COMMENTS:

From: [railstudy](#)
To: [Goffinet, Jason](#)
Subject: Fw: Montgomery Grade Separation
Date: Monday, August 31, 2020 2:56:12 PM

EXTERNAL EMAIL. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

From: Tommy Barnes <tommybarnes1958@gmail.com>
Sent: Wednesday, August 12, 2020 10:59 AM
To: railstudy
Subject: Montgomery Grade Separation

This option is ideal for downtown and emergency response!

Very good job by Volkert and NACOLG!

Tommy and son Thomas Barnes

CAUTION: This email originated from outside the organization. Please **DO NOT** click links, open attachments, or reply unless you recognize the sender and know the content is safe.

IMPORTANT NOTICE: This message is intended only for the use of the addressee and may contain information that is privileged, confidential, and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution, or copying of the communication is strictly prohibited. If you have received this email in error, please notify us immediately by return email and delete this email and all attachments from your system.

From: [railstudy](#)
To: [Goffinet, Jason](#)
Subject: Fw: Overpass alternatives
Date: Monday, August 31, 2020 2:57:13 PM

EXTERNAL EMAIL. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

From: Richard Deal <richarddeal@comcast.net>
Sent: Wednesday, August 12, 2020 3:04 PM
To: railstudy
Subject: Overpass alternatives

I live in Rivermont Sheffield, and I would favor Alternative #3. It seems to have fewer impacts on downtown Sheffield and would force fewer people to relocate.

Richard Deal

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From: [railstudy](#)
To: [Goffinet, Jason](#)
Subject: Fw: Railstudy Comment
Date: Monday, August 31, 2020 2:57:47 PM

EXTERNAL EMAIL. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

From: thomas pettus <tommypettus@gmail.com>
Sent: Wednesday, August 12, 2020 4:54 PM
To: railstudy
Subject: Railstudy Comment

Hello,

This may have been rejected long ago, and/or it may not be practical for some reason.

It appears the great issue of rail traffic through town isn't the traffic itself, but the massive delays when the train stops.

If that is the case, why couldn't the railroad have someone stationed to uncouple cars & then the train could pull up & clear the road & when ready to go, it backs up, re-couples, & leaves.

Good luck with solving the problem.

TP

Sent from my iPhone

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From: [railstudy](#)
To: [Goffinet, Jason](#)
Subject: Fw: Overpass Plan flaw
Date: Monday, August 31, 2020 3:00:09 PM

EXTERNAL EMAIL. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

From: Pete Williford <pwillif@comcast.net>
Sent: Monday, August 17, 2020 10:10 AM
To: railstudy
Subject: Overpass Plan flaw

Does your plan take into the consideration that Cox Blvd supposedly one day, will only be a two lane rd with a center turn lane?

Are you going to divert the heavy 4 lanes traffic from Avalon to (the one day to be only two lane) Cox Blvd of traffic that services very heavy traffic to Shoals Primary Clinic with 12 doctors and testing.

The proposed 3 lanes on Cox will not handle current traffic much less future growth. The back up from people slowing to turn and exit at just Shoals Primary Care will be substantial not to mention Veterans Clinic, other existing and new business or expansions.

Did your study look at times of days the tracks are blocked? Just last Friday 1145 , Avalon was blocked by a long train for 10 minutes and before the backlog of traffic could process the light changes on Avalon, another train came through. It has been my experience that the trains keep the same 7-5 hrs as the majority of the population. At least my experience is the tacks are blocked during morning, noon and evening rush hours.

So with four lanes of backed up rush time and college traffic diverted to a two lane road with high volume-slowing turning traffic will negate the benefits of a bypass and most likely be worse.

Given the time it's taking to Improve Cox Blvd (2012) I'll probably won't live to see it but I am going to write letters to editors and media naming names who made the decisions for my son to publish, when the future discussions on another overpass is needed because Cox Blvd was a engineering failure or at least not effective: after being warned!

Sent from XFINITY Connect Mobile App

CAUTION: This email originated from outside the organization. Please **DO NOT** click links, open attachments, or reply unless you recognize the sender and know the content is safe.

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From: [railstudy](#)
To: [Goffinet, Jason](#)
Subject: Fw: SHEFFIELD / TUSCUMBIA OVERPASS
Date: Monday, August 31, 2020 2:56:54 PM

EXTERNAL EMAIL. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

From: Pam Doyle <pjdoyle62@gmail.com>
Sent: Wednesday, August 12, 2020 12:51 PM
To: railstudy
Subject: SHEFFIELD / TUSCUMBIA OVERPASS

Please accept this email in support for Montgomery Grade Separation Overpass to enhance emergency response time for Tuscumbia and Sheffield cities and their citizens.

Thank You.

Pam Doyle
Superior Print Solutions
Tuscumbia, Alabama

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From: [railstudy](#)
To: [Goffinet, Jason](#)
Subject: Fw: Railroad Overpass
Date: Monday, August 31, 2020 2:55:28 PM
Attachments: [OVERPASS.JPG](#)

EXTERNAL EMAIL. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

From: railstudy
Sent: Tuesday, August 18, 2020 8:00 PM
To: Keith Jones; Jesse Turner
Subject: Fw: Railroad Overpass

From: ROGER H. <drafterrh@yahoo.com>
Sent: Friday, August 7, 2020 6:48:23 AM
To: railstudy
Subject: Railroad Overpass

I sent you an email on July 29th detailing my proposal for the best location for an overpass. Since I didn't hear back from you I thought I would send you the picture I did of my idea.

Thanks.

Roger Henry
Russellville, AL

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**Northwest Alabama Council of Local Governments
Shoals Area Railroad Overpass Feasibility Study
Colbert County, Alabama
August 11, 2020 Public Meeting**

RESPONSE LETTER

Name: Zoann Campbell Address: 125 Highland Place Sheffield
Email: camfamily3@att.net

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Yes. I agree with the purpose and need of the feasibility study. I prefer the following alternative(s):

- Relocated Cox Boulevard
- Montgomery 1 (Extension)
- Montgomery 2 (Grade Separated)
- Commons
- Columbia

No. I do not agree with the purpose and need for the project.

You have my conditional support. *(Please include your comments below.)*

If you'd like more time to select an answer, you may utilize the self-addressed stamped envelope to mail us your response or you can e-mail your response to:

Mr. Jesse Turner
Director of Planning & Transportation
Northwest Alabama Council of Local Governments
railstudy@nacolg.org

All responses should be received by **September 1, 2020**.

COMMENTS:

**Northwest Alabama Council of Local Governments
Shoals Area Railroad Overpass Feasibility Study
Colbert County, Alabama
August 11, 2020 Public Meeting**

RESPONSE LETTER

Name: Kermit Campbell Address: 125 Highland Place, Sheffield
Email: camfamily3@att.net 35660

The information presented today was an overview of the Shoals Area Railroad Overpass Feasibility Study. The responses and comments will be included in a report that evaluates the feasibility of providing a grade-separated roadway crossing over the Norfolk Southern Railroad tracks. Five (5) potential overpass alternatives are currently being evaluated. Please select your choice below concerning the Shoals Area Railroad Overpass Feasibility Study.

Yes. I agree with the purpose and need of the feasibility study. I prefer the following alternative(s):

- Relocated Cox Boulevard
- Montgomery 1 (Extension) - second choice
- Montgomery 2 (Grade Separated) first-choice
- Commons
- Columbia

No. I do not agree with the purpose and need for the project.

You have my conditional support. (Please include your comments below.)

If you'd like more time to select an answer, you may utilize the self-addressed stamped envelope to mail us your response or you can e-mail your response to:

Mr. Jesse Turner
Director of Planning & Transportation
Northwest Alabama Council of Local Governments
railstudy@nacolg.org

All responses should be received by **September 1, 2020**.

COMMENTS:

Not only does Montgomery Avenue have a
much higher number of vehicles every day, but it has
a higher frequency of stopped trains versus the other
options. In addition this would reduce issues with
ambulance runs from Sheffield to Helen Keller Hospital

TRAM PROPERTIES, LLC

1205 Office Park Drive, Suite B
Oxford, Mississippi 38655

Todd Garner
Rebecca Garner

Telephone: 662-832-6231
Telephone: 662-816-6233

Writer's Direct Email: rebecca@garrettfridayandgarner.com

August 13, 2020

NACOLG

Attention: Mr. Jesse Turner
Via Email: railstudy@nacolg.org

Re: Shoals Area Overpass Feasibility Study

Dear Mr. Turner,

My husband Todd and I are the sole Member/Managers of TRAM Properties, LLC which owns several parcels of property located on Ashe Street in Sheffield. On August, 11, 2020 we attended the public meeting regarding the Shoals Area Overpass Feasibility Study and are hopeful that either the Montgomery 1 Extension or the Montgomery 2 Grade Separation will be selected for the location of the railroad overpass. As both options would greatly impact our property on Ashe Street, we are highly interested in speaking with NACOLG and/or Volkert in an effort to assist with the possibility of acquisition of the property. As business owners in Sheffield, Muscle Shoals and Florence, we are in 100% support of the overpass and simply want to help in any way that we can in an effort to both expedite the progress and reduce the funds needed to determine the most favorable option for the much needed infrastructure. Please contact myself or my husband Todd at the above telephone numbers or via email. We look forward to speaking with you and hopefully being of assistance in process in The Shoals

Respectfully,

Rebecca Bond Garner, Esq.

APPENDIX D

USFWS OFFICIAL SPECIES LIST



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Alabama Ecological Services Field Office
1208 B Main Street
Daphne, AL 36526-4419
Phone: (251) 441-5181 Fax: (251) 441-6222

In Reply Refer To:

August 31, 2020

Consultation Code: 04EA1000-2020-SLI-1445

Event Code: 04EA1000-2020-E-03780

Project Name: NACOLG Feasibility Study

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. Please note that new information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

Note that due to the volume of emails received by our office, we cannot accept project consultation requests by email.

Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Also note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the process and consultation under the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs

for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at:

<http://www.fws.gov/migratorybirds/pdf/management/usfwscommunicationtowerguidance.pdf>

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

We can be reached at:

US Fish and Wildlife Service

1208 Main Street

Daphne, AL 36526

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Alabama Ecological Services Field Office

1208 B Main Street

Daphne, AL 36526-4419

(251) 441-5181

Project Summary

Consultation Code: 04EA1000-2020-SLI-1445

Event Code: 04EA1000-2020-E-03780

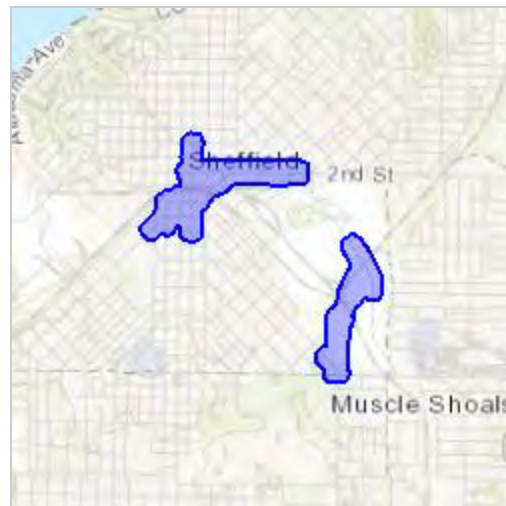
Project Name: NACOLG Feasibility Study

Project Type: TRANSPORTATION

Project Description: A current feasibility study is considering five alternatives of which one will be chosen. They are along the Norfolk Southern Railroad from Avalon Avenue in Muscle Shoals to North Commons Street in Tuscumbia, Alabama. The areas affected by this project include the Cities of Muscle Shoals, Sheffield, and Tuscumbia in Colbert County, Alabama. This project is located within the Shoals Metropolitan Area which also includes the Town of Leighton in Colbert County and the City of Florence and the Towns of Killen and St. Florian in Lauderdale County. The Shoals Area serves as a regional economic hub for Northwest Alabama, Southern Middle Tennessee, and Northeast Mississippi.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/34.758635992958844N87.69563771131416W>



Counties: Colbert, AL

Endangered Species Act Species

There is a total of 15 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [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.

Mammals

NAME	STATUS
Gray Bat <i>Myotis grisescens</i> No critical habitat has been designated for this species. Species profile: 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. Species profile: 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. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Fishes

NAME	STATUS
Alabama Cavefish <i>Speoplatyrhinus poulsoni</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/50	Endangered

Clams

NAME	STATUS
<p>Dromedary Pearlymussel <i>Dromus dromas</i> Population: Wherever found; Except where listed as Experimental Populations No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6377</p>	Endangered
<p>Fanshell <i>Cyprogenia stegaria</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4822</p>	Endangered
<p>Orangefoot Pimpleback (pearlymussel) <i>Plethobasus cooperianus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1132</p>	Endangered
<p>Pink Mucket (pearlymussel) <i>Lampsilis abrupta</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7829</p>	Endangered
<p>Ring Pink (mussel) <i>Obovaria retusa</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4128</p>	Endangered
<p>Rough Pigtoe <i>Pleurobema plenum</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6894</p>	Endangered
<p>Sheepnose Mussel <i>Plethobasus cyphus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6903</p>	Endangered
<p>Snuffbox Mussel <i>Epioblasma triquetra</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4135</p>	Endangered
<p>Spectaclecase (mussel) <i>Cumberlandia monodonta</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7867</p>	Endangered
<p>White Wartyback (pearlymussel) <i>Plethobasus cicatricosus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2549</p>	Endangered

Flowering Plants

NAME	STATUS
Lyrate Bladderpod <i>Lesquerella lyrata</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4654	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

APPENDIX E

FHWA Planning and Environmental Linkage Questionnaire

Federal Highway Administration Planning and Environmental Linkages Questionnaire

1. Background:

- a. Who is the sponsor of the PEL study? (state DOT, Local Agency, Other).
 - The Northwest Alabama Council of Local Governments (NACOLG)
- b. What is the name of the PEL study document and other identifying project information (e.g. sub-account or STIP numbers, long-range plan, or transportation improvement program years)?
 - Shoals Area Railroad Overpass Feasibility Study
- c. Who was included on the study team (Name and title of agency representatives, consultants, etc.)?
 - NACOLG
 - Shoals Area Metropolitan Planning Organization
 - City of Sheffield
 - City of Tuscumbia
 - City of Muscle Shoals
 - Colbert County
 - Volkert, Inc.
- d. Provide a description of the existing transportation facility within the corridor, including project limits, modes, functional classification, number of lanes, shoulder width, access control and type of surrounding environment (urban vs. rural, residential vs. commercial, etc.)
 - A description of the existing transportation facility is included in Section 2.1 Existing Conditions.
- e. Provide a brief chronology of the planning activities (PEL study) including the year(s) the studies were completed.
 - Study initiated on February 4, 2020.
- f. Are there recent, current, or near future planning studies or projects in the vicinity? What is the relationship of this project to those studies/projects?
 - Relocated Cox ties into existing Cox Boulevard. The following project is listed in the Shoals area MPO Transportation Improvement Plan (TIP) for Cox Boulevard:
 - Resurfacing leveling and drainage improvements on cox boulevard from avalon avenue to second street including norfolk-southern railroad crossing

2. Methodology used:

- a. What was the scope of the PEL study and the reason for completing it?
 - The scope of this study was to evaluate the feasibility of eliminating at-grade crossing issues of the Norfolk Southern Railroad and to build an overpass to allow for continuous movement of vehicular, bike, and pedestrian traffic.
- b. Did you use NEPA-like language? Why or why not?
 - NEPA-like language was used where sufficient data is available and where applicable.
- c. What were the actual terms used and how did you define them? (Provide examples or list)
 - Purpose and Need, Ecology, Wetlands, Threatened and Endangered Species, Water Quality, Environmental Justice, Relocations, Hazardous Materials.

- d. How do you see these terms being used in NEPA documents?
 - Topics included in this feasibility study will be sections or topics that will need to be addressed in the NEPA document
- e. What were the key steps and coordination points in the PEL decision-making process? Who were the decision-makers and who else participated in those key steps? For example, for the corridor vision, the decision was made by state DOT and the local agency, with buy-in from FHWA, the USACE, and USFWS and other resource/regulatory agencies.
 - Key steps in the coordination process for this feasibility study were the outreach meeting held in June 2020 and a Public Involvement Meeting held August 2020. The purpose of and the participant of these meetings are discussed in Section 5.0 Stakeholder Outreach.
- f. How should the PEL information be presented in NEPA?
 - This feasibility will be used to develop the scope of the NEPA document. It is anticipated that this feasibility study will be referenced as a supporting document in the Purpose and Need statement.

3. Agency coordination:

- a. Provide a synopsis of coordination with Federal, tribal, state and local environmental, regulatory and resource agencies. Describe their level of participation and how you coordinated with them.
 - No agency coordination has been conducted. Several stakeholders were invited to an stakeholder outreach meeting. NACOLG, the Alabama Department of Transportation (ALDOT), Colbert County, Sheffield, Tuscumbia, Shoals Economic Development Authority (SEDA), and Helen Keller Hospital participated in the meeting.
- b. What transportation agencies (e.g. for adjacent jurisdictions) did you coordinate with or were involved during the PEL study?
 - NACOLG, Shoals Area Metropolitan Planning Organization, City of Sheffield, City of Tuscumbia, City of Muscle Shoals, Colbert County.
- c. What steps will need to be taken with each agency during NEPA scoping?
 - ALDOT. Meet to discuss proposed project and scope.
 - FHWA. Meet to discuss proposed project and scope.

4. Public coordination:

- a. Provide a synopsis of your coordination efforts with the public and stakeholders.
 - A Stakeholder outreach meeting and public involvement meeting was performed as part of this feasibility study are discussed in Section 5.

5. Purpose and Need for the PEL study:

- a. What was the scope of the PEL study and the reason for completing it?
 - The scope of this study was to evaluate the feasibility of eliminating at-grade crossing issues of the Norfolk Southern Railroad and to build an overpass to allow for continuous movement of vehicular, bike, and pedestrian traffic.
- b. Provide the purpose and need statement, or the corridor vision and transportation goals and objectives to realize that vision.
 - The purpose and need are provided in Section 1.3.

- c. What steps will need to be taken during the NEPA process to make this a project-level purpose and need statement?
 - More detailed engineering and traffic analyses will be performed to make sure all deficiencies are accurately identified. Purpose and need may also be modified in response to input received from the public.
6. Range of alternatives: Planning teams need to be cautious during the alternative screen process; alternative screening should focus on purpose and need/corridor vision, fatal flaw analysis, and possibly mode selection. This may help minimize problems during discussions with resource agencies. Alternatives that have fatal flaws or do not meet the purpose and need/corridor vision will not be considered reasonable alternatives, even if they reduce impacts to a particular resource. Detail the range of alternatives considered, screening criteria, and screening process, including:
 - a. What types of alternatives were looked at? (Provide a one or two sentence summary and reference document.)
 - Five (5) roadway alignment alternatives were evaluated. See Section 2.6.
 - b. How did you select the screening criteria and screening process?
 - The screening criteria were chosen with stakeholder input and through database research on known environmental resources in the study area.
 - c. For alternative(s) that were screened out, briefly summarize the reasons for eliminating the alternative(s). (During the initial screenings, this generally will focus on fatal flaws.)
 - None of the conceptual build alternatives were found to have flaws that eliminated them from potential consideration.
 - d. Which alternatives should be brought forward into NEPA and why?
 - Additional coordination with the sponsor is required to determine which, if any build alternatives should be carried forward.
 - e. Did the public, stakeholders, and agencies have an opportunity to comment during this process?
 - No public involvement meetings were held for this feasibility study. See Section 5.0 Stakeholder Outreach.
 - f. Were there unresolved issues with the public, stakeholders, and/or agencies?
 - No. Concerns that were voiced during the stakeholder meetings will be addressed.
7. Planning assumptions and analytical methods:
 - a. What is the forecast year used in the PEL study?
 - 2040
 - b. What method was used for forecasting traffic volumes?
 - Growth factors.
 - c. Are the planning assumptions and the corridor vision/purpose and need statement consistent with each other and with the long-range transportation plan? Are the assumptions still valid?
 - Consistency with transportation plans will be evaluated.
 - d. What were the future year policy and/or data assumptions used in the transportation planning process related to land use, economic development, transportation costs, and network expansion?

- The proposed improvements would not increase the capacity of the roadway; therefore, it is not anticipated that the project would change land use, economic development or expand the transportation network from that which would occur under the no build condition.

8. Environmental resources (wetlands, cultural, etc.) reviewed. For each resource or group of resources reviewed, provide the following:

- In the PEL study, at what level of detail was the resource reviewed and what was the method of review?
 - Available databases and maps were reviewed for all resources. A field review was also conducted.
- Is this resource present in the area and what is the existing environmental condition for this resource?
 - The resources within the study area are discussed in Section 3.
- What are the issues that need to be considered during NEPA, including potential resource impacts and potential mitigation requirements (if known)?
 - Issues that would need to be addressed in NEPA include:
 1. Impacts to the Kirk Wallace Complex,
 2. Impacts to Environmental Justice Communities,
 3. Impacts to streams and wetlands,
 4. Impacts to threatened and endangered species,
 5. Impacts to potential hazardous materials sites
- How will the planning data provided need to be supplemented during NEPA?
 - More alternative-specific impact analyses.

9. List environmental resources you are aware of that were not reviewed in the PEL study and why. Indicate whether or not they will need to be reviewed in NEPA and explain why.

- Cultural Resources – Archaeology. To evaluate potential impacts to unknown archaeological sites.
- Noise – to evaluate noise impacts.
- Air – to evaluate air impacts.
- Threatened and Endangered Species – to evaluate whether or not they are present.
- Wetlands – to evaluate whether or not they are present.

10. Were cumulative impacts considered in the PEL study? If yes, provide the information or reference where the analysis can be found.

- No. ICI will be addressed in NEPA.

11. Describe any mitigation strategies discussed at the planning level that should be analyzed during NEPA.

- Erosion and storm water management. Context sensitive design to minimize impacts.

12. What needs to be done during NEPA to make information from the PEL study available to the agencies and the public? Are there PEL study products which can be used or provided to agencies or the public during the NEPA scoping process?

- This feasibility study was limited in scope and was developed with limited information. The objective of this study was to provide decision-makers with useful conceptual-level information. The sponsor of this study will decide the distribution of this feasibility study.

13. Are there any other issues a future project team should be aware of?

- a. Examples: Controversy, utility problems, access or ROW issues, encroachments into ROW, problematic land owners and/or groups, contact information for stakeholders, special or unique resources in the area, etc.
 - None other than the issues discussed in this feasibility study.