AUBURN • OPELIKA TRANSPORTATION 2050 LONG RANGE PLAN

TECHNICAL REPORT #5

Plan Development

LEE-RUSSELL COUNCIL OF GOVERNMENTS

Revised October 2025
DRAFT

Prepared by:

NEEL-SCHAFFER

Table of Contents

List of Tables

List of Figures

1.0 Introduction

This report describes how the Auburn-Opelika MPO 2050 Long-Range Transportation Plan (LRTP) was developed and details the planning process. It builds on *Technical Report #2: State of Current System* and *Technical Report #4: Needs Assessment* to address the following topics:

- Public and Stakeholder Involvement
- Visioning and Strategies
- Project Development
- Environmental Analysis and Mitigation
- Project Prioritization
- Financial Plan
- Implementation Plan
- Plan Performance

Figure 1.1: Long Range Transportation Plan Process

2.0 Public and Stakeholder Involvement

The long-range transportation plan development process is designed to engage the public and affected agencies and organizations, including local officials, planners, transportation service providers, community leaders, nonprofit advocacy organizations, and the business community. Three rounds of public and stakeholder engagement occurred during the development of the 2050 LRTP.

A project webpage was developed specifically for this planning effort. It was used throughout the project to explain the purpose of the 2050 LRTP and how people can be involved in the planning process. Survey links and announcements for in-person outreach events were shared on the webpage, and the draft plan was posted on it for public review. A sample of the webpage content can be found in **Appendix A**.

2.1 Round 1 – Listening and Learning

Round 1 of community engagement focused on introducing the planning process and listening and learning to seek input on the community's goals, needs, and priorities for the 2050 LRTP.

The primary goals for this round of engagement were to:

- Announce the start of the LRTP planning process to everyone in the MPO planning area
- Educate the public about the LRTP and how it will affect community and economic development
- Notify and provide opportunities for the public to actively engage in the planning process
- Encourage and collect meaningful feedback from stakeholders and the public to help identify transportation system needs and prioritize improvement strategies

Input collected during this round was used to develop a vision statement, goals, and objectives for the 2050 LRTP.

Strategic Response to Current Environment and Events

Input from the following groups was requested during Round 1:

- local officials
- planners, engineers, and other professionals
- transportation service providers
- community leaders
- nonprofit advocacy organizations
- the business community
- the general public

Round 1 outreach included the following:

- Development of a Community Engagment Plan to guide outreach efforts for the project
- Deployment of an online MetroQuest interactive survey
- The use of digital resources (social media, website, emails, etc.) to inform and solicit input about the project
- Interactive workshop with stakeholders who represent various users of the transportation system

How We Engaged

A public input survey was launched to gather input on regional transportation priorities, ideas for improving the regional transportation system, and specific areas within the region where improvements are needed. It was promoted on the project webpage and on social media platforms and was distributed to the MPO's member jurisdictions through direct email. The survey was open for input from March 17, 2025, to May 10, 2025.

During this phase, a total of 556 people responded to the online survey.

A virtual stakeholder workshop was held on March 27, 2025. During this workshop, the planning team introduced the project and discussed the planning area, the planning process, integration with other regional plans, stakeholder outreach, and public involvement for the 2050 LRTP. Stakeholders were invited to answer instant polling questions to provide feedback. They were also asked to take the survey and distribute the survey link to their colleagues. A link to the survey and a copy of the slides were sent to all stakeholders immediately following the meeting.

In-person outreach was conducted at several community events including the Opelika Craft Beer Festival on April 5, 2025, and Auburn CityFest on April 26, 2025. During these events,

the planning team engaged attendees in conversation about the LRTP and distributed business cards with a QR code that accessed the Round 1 survey.

Documentation of Round 1 outreach activities and graphics displaying the key findings can be found in **Appendix A**.

2.2 Round 2 – Evaluating Options

Round 2 of community outreach focused on sharing a summary of research findings. Public feedback was requested on proposed projects and congestion relief strategies.

How We Engaged

A public input survey was launched to present a summary of research and public engagement findings, show how this information was used, and seek feedback on the projects and solutions that were proposed to improve transportation in the region. The survey was promoted through the project webpage and on social media platforms. It was also distributed to the MPO's member jurisdictions through direct email. The survey was open for input between August 15, 2025, to August 31, 2025. A total of 66 people responded to the Round 2 survey.

Documentation of Round 2 outreach activities can be found in **Appendix B**.

2.3 Round 3 – Reviewing the Draft Plan

Round 3 of community engagement provided opportunities for stakeholders and the public to review and comment on the draft 2050 LRTP. Additionally, the Travel Demand Model, the 2050 LRTP Summary Report, and all corresponding technical reports were sent to federal and state agencies for review and comment during this round of outreach.

How We Engaged

The Plan Summary Report and corresponding technical reports were available for public review and comment from November 13, 2025, to December 2, 2025. All reports were posted on the MPO's website.

The following communication methods were used to request public feedback on the draft 2050 LRTP and invite the public to the Open House:

- project webpage,
- newsletter articles,
- social media posts,
- public notices
- news media

All comments received from the stakeholders and the public were reviewed and addressed. Documentation of Round 3 outreach activities and a summary of public comments can be found in **Appendix C**.

3.0 Goals, Objectives and Strategies

Public and stakeholder input from the Listening and Learning phase of public engagement was used to develop a long-term vision and to review and revise the goals and objectives from the previous LRTP. The resulting goals and objectives are consistent with national priorities outlined in federal transportation legislation, including the Infrastructure Investment and Jobs Act (IIJA).

3.1 Vision and Strategic Framework

The graphic below illustrates the long-term vision, goals, and objectives for the Metropolitan Planning Area, reflecting both local priorities and national transportation goals. In addition to the LRTP's revised Vision Statement, **Figure 3.1** presents the overall strategic framework, highlights five overarching goals and their connection to the strategic framework, and demonstrates how the goals and objectives support the broader vision. Strategies to address these goals and objectives are discussed in **Section 3.4.**

Figure 3.1: LRTP 2050 Strategic Framework

3.2 Goals and Objectives

The following goals and supporting objectives reflect the region's long-term vision and align with national planning factors. They guide investment decisions and policy development for the MPO and help the transportation system support community priorities, economic growth, environmental protection, and regional mobility. Additionally, these goals were used to help identify and prioritize potential projects within the LRTP.

Goal #1: Improve and Expand Transportation Choices

Enhance mobility and connectivity through a variety of dependable travel choices.

1-1 Reduce roadway congestion and delay, particularly on roadway segments deemed to be unreliable using the Level of Travel Time Reliability.
1-2 Improve mobility and access across the region for all users, including pedestrians and bicyclists.
1-3 Expand and enhance public transportation to increase its viability as a mode of transportation.
1-4 Support convenient and affordable access to surrounding regions and the local and regional air, water, and rail transportation.

Goal #2: Improve Safety, Security, and Resiliency

Create a safer and more secure transportation system that can adapt to disruptions and emergencies.

2-1 Coordinate with local and state Strategic Highway Safety Plan partners to reduce the number and rate of roadway-related crashes, fatalities, and serious injuries within the region.

2-2 Reduce pedestrian and bicycle crash fatalities and serious injuries.

2-3 Redesign corridors and areas with existing safety and security needs, strategically enhancing them for safety, security, and context, prioritizing those that are included in regional safety analyses.

2-4 Encourage the investment in and use of Intelligent Transportation Systems and other technology during disruptive incidents, including evacuation events.

2-5 Increase the redundancy and diversity of the transportation system to provide emergency alternatives for evacuation and access during disruptive man-made or natural incidents.

Goal #3: Maintain a Reliable and High Performing Transportation System

Preserve existing infrastructure and improve system efficiency through innovation.

3-1 Enhance regional connectivity by providing additional alternative travel routes and improving the desireability of other modes of travel.
3-2 Maintain transportation infrastructure and assets in a good state of repair, prioritizing roadways and bridges that are in "Fair" or "Poor" condition.
3-3 Improve mobility by reducing traffic congestion and delay.

Goal #4: Support Prosperity and the Economic Vitality of the Region

Promote economic development and community well-being through strategic investments.

4-1 Pursue transportation improvements that are consistent with local plans for growth and economic development and also support vibrant activity centers.
4-2 Support local businesses and industry by providing efficient freight movement by truck, rail, and other modes.
4-3 Promote context-sensitive transportation solutions that integrate land use planning and reflect community values.

Goal #5: Manage the Relationship of Transportation, Community, And Environment

Ensure transportation investments enhance environmental quality and community well-being.

5-1 Minimize or avoid adverse impacts from transportation improvements to the natural and human environments (historic sites, recreational areas, communities, etc.)
5-2 Make the transportation system resilient and encourage proven Green Infrastructure and other design approaches that effectively manage and mitigate stormwater runoff.
5-3 Increase the percentage of workers commuting by carpooling, transit, walking, and biking.
5-4 Support the reduction of transportation-related emissions.

Figure 3.2 lists the required federal planning factors, and **Table 3.1** shows how these planning Factors are addressed by each goal.

Figure 3.2: Required Federal Planning Factors

Federal legislation requires the LRTP to consider
10 PLANNING FACTORS:

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency

Increase the safety of the transportation system for motorized and non-motorized users

Increase the security of the transportation system for motorized and non-motorized users

Increase accessibility and mobility of people and freight

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

Promote efficient system management and operation

Emphasize the preservation of the existing transportation system

Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation

Enhance travel and tourism

Table 3.1: Relationship between Goals, Objectives, Performance Measures, and Federal Planning Factors

Goal	Objectives	Federal Planning Factors Addressed	Federal Performance Measures	Regional Measures of Effectiveness*
Goal #1: Improve and Expand Transportation Choices	**1-1** Reduce roadway congestion and delay, particularly on roadway segments deemed to be unreliable using the Level of Travel Time Reliability. **1-2** Improve mobility and access across the region for all users, including pedestrians and bicyclists. **1-3** Expand and enhance public transportation to increase its viability as a mode of transportation. **1-4** Support convenient and affordable access to surrounding regions and the local and regional air, water, and rail transportation.	(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency (4) Increase accessibility and mobility of people and freight (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	**National Highway System Travel Time Reliability** > Percent of the person-miles traveled on the Interstate that are reliable > Percent of the person-miles traveled on the non-Interstate NHS that are reliable **Freight Reliability** > Truck Travel Time Reliability (TTTR) Index	> Mileage of bicycle and pedestrian facilities > Mode share percentages
Goal #2: Improve Safety, Security, and Resiliency	**2-1** Coordinate with local and state Strategic Highway Safety Plan partners to reduce the number and rate of roadway-related crashes, fatalities, and serious injuries within the region. **2-2** Reduce pedestrian and bicycle crash fatalities and serious injuries. **2-3** Redesign corridors and areas with existing safety and security needs, strategically enhancing them for safety, security, and context, prioritizing those that are included in regional safety analyses. **2-4** Encourage the investment in, and use of, Intelligent Transportation Systems and other technology during disruptive incidents, including evacuation events. **2-5** Increase the redundancy and diversity of the transportation system to provide emergency alternatives for evacuation and access during disruptive man-made or natural incidents.	(2) Increase the safety of the transportation system for motorized and non-motorized users (3) Increase the security of the transportation system for motorized and non-motorized users (7) Promote efficient system management and operation (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	**Safety** > Number of fatalities > Rate of fatalities > Number of serious injuries > Rate of serious injuries > Number of non-motorized fatalities and serious injuries **Transit Safety** > Number of Fatalities by Mode > Rate of Fatalities per 100,000 Total Vehicle Revenue Miles by Mode > Number of Injuries by Mode > Rate of Injuries per 100,000 Total Vehicle Revenue Miles by Mode > Number of Safety Events by Mode > Rate of Safety Events per 100,000 Total Vehicle Revenue Miles by Mode > Mean Distance Between Major Mechanical Failures by Mode	> Total number of crashes > Number of projects selected from, or supporting, regional safety analyses > Amount of funds invested in Intelligent Transportation Systems > Inventory of Intelligent Transportation Systems elements implemented > Incident response time

Goal #3: Maintain a Reliable and High Performing Transportation System	**3-1** Enhance regional connectivity by providing additional alternative travel routes and improving the desireability of other modes of travel. **3-2** Maintain transportation infrastructure and assets in a good state of repair, prioritizing roadways and bridges that are in "Fair" or "Poor" condition. **3-3** Improve mobility by reducing traffic congestion and delay.	(4) Increase accessibility and mobility of people and freight (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight (7) Promote efficient system management and operation (8) Emphasize the preservation of the existing transportation system	**Bridge Conditions** > Percentage of NHS bridges by deck area in Good condition > Percentage of NHS bridges by deck area in Poor condition **Pavement Conditions** > Percentage of Interstate pavements in Good condition > Percentage of Interstate pavements in Poor condition > Percentage of non-Interstate NHS pavements in Good condition > Percentage of non-Interstate NHS pavements in Poor condition **Transit Asset Management** > Percentage of revenue vehicles that exceed useful life benchmark > Percentage of non-revenue vehicles that exceed useful life benchmark > Percentage of facilities rated less than 3.0 on TERM Scale **National Highway System Travel Time Reliability** > Percent of the person-miles traveled on the Interstate that are reliable > Percent of the person-miles traveled on the non-Interstate NHS that are reliable **Freight Reliability** > Truck Travel Time Reliability (TTTR) Index	> Mileage of bicycle and pedestrian facilities > Mode share percentages > Funds allocated for maintenance > Travel Time Index on Non-National Highway System Routes

Goal	Objectives	Federal Planning Factors Addressed	Federal Performance Measures	Regional Measures of Effectiveness*
Goal #4: Support Prosperity and the Economic Vitality of the Region	**4-1** Pursue transportation improvements that are consistent with local plans for growth and economic development and also support vibrant activity centers. **4-2** Support local businesses and industry by providing efficient freight movement by truck, rail, and other modes. **4-3** Promote context-sensitive transportation solutions that integrate land use planning and reflect community values.	(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency (4) Increase accessibility and mobility of people and freight (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight (10) Enhance travel and tourism	These are process-related objectives and do not have any associated federal performance measures.	> Number of transportation projects that exist in local or state plans (local master plan, downtown plans, etc.) > Truck Travel Time Index > Number of transportation projects that incorporate Complete Streets or beautification
Goal #5: Manage the Relationship of Transportation, Community, And Environment	**5-1** Minimize or avoid adverse impacts from transportation improvements to the natural and human environments (historic sites, recreational areas, communities, etc.) **5-2** Make the transportation system resilient and encourage proven Green Infrastructure and other design approaches that effectively manage and mitigate stormwater runoff. **5-3** Increase the percentage of workers commuting by carpooling, transit, walking, and biking. **5-4** Support the reduction of transportation-related emissions.	(5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	These are process-related objectives and do not have any associated federal performance measures.	> Number of properties impacted by transportation projects > Number of flooding events reported on roadways > Number of transportation projects that incorporate Complete Streets or beautification > Number of transportation projects that incorporate Green Infrastructure > Mode share percentages > Single-occupancy vehicle usage on roadways

*Note: Regional Measures of Effectiveness are non-binding and are not part of the Transportation Performance Management process or AOMPO policy. While they serve as a measure of progress towards achieving the goals and objectives in the LRTP, they do not have specific targets or requirements associated with them. As such, these measures are defined only for objectives that are not already associated with or related to a particular federal performance measure.

3.3 National Goals and Performance Measures

Following federal legislation and rulemaking, the Federal Highway Administration and Federal Transit Administration have moved to performance-based planning and have established national goals and performance measures. These national goals and performance measures are summarized below.

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
    - Number of fatalities
    - Rate of fatalities
    - Number of serious injuries
    - Rate of serious injuries
    - Number of non-motorized fatalities and serious injuries
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
    - Percentage of Interstate pavements in Good condition
    - Percentage of Interstate pavements in Poor condition
    - Percentage of non-Interstate NHS pavements in Good condition
    - Percentage of non-Interstate NHS pavements in Poor condition
    - Percentage of NHS bridges by deck area in Good condition
    - Percentage of NHS bridges by deck area in Poor condition
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
    - Annual hours of peak-hour excessive delay per capita*
    - Percent of non-single-occupant vehicle travel
- **System Reliability** - To improve the efficiency of the surface transportation system
    - Percent of the person-miles traveled on the Interstate that are reliable
    - Percent of the person-miles traveled on the non-Interstate NHS that are reliable
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
    - Truck Travel Time Reliability (TTTR) Index

- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment
    - Total emissions reduction*
- **Transit Asset Management** - To maintain transit assets in a state of good repair
    - Percentage of track segments that have performance restrictions
    - Percentage of revenue vehicles that exceed useful life benchmark
    - Percentage of non-revenue vehicles that exceed useful life benchmark
    - Percentage of facilities rated less than 3.0 on TERM Scale

*Only required for areas designated as nonattainment or maintenance for certain pollutants

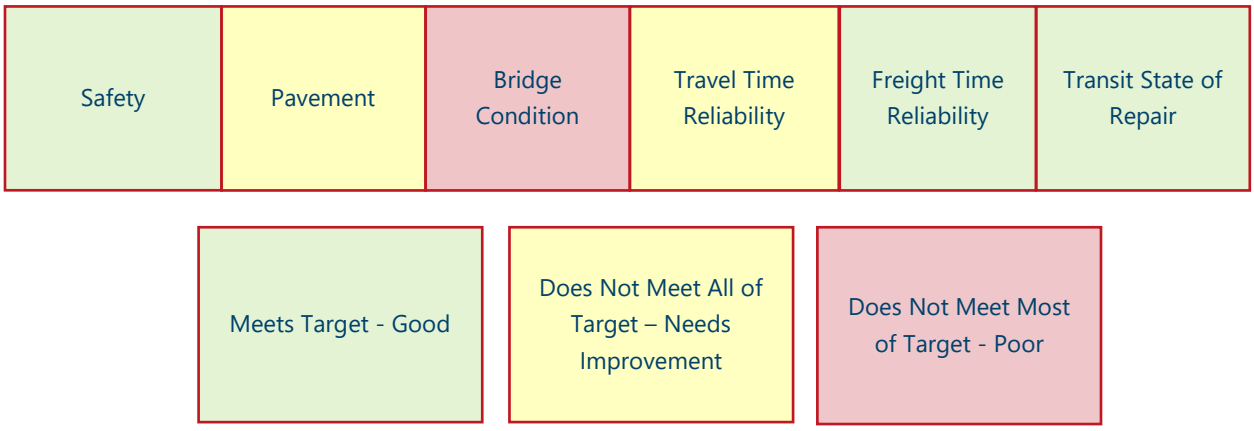
The LRTP goals and objectives are consistent with these national goals and federal performance measures as indicated in **Table 3.1**.

Current Performance

The MPO adopted performance targets for the required federal performance measures and is monitoring performance for these measures over time. **Figure 3.3** summarizes how the MPO and region are performing today for these performance measures.

More detailed information is available within *Technical Report 3: Transportation Performance Management*.

Figure 3.3: Current Transportation Overview



3.4 Strategies

These eight strategies, identified from the technical needs assessment, stakeholder feedback, and public input, aim to help the region achieve the identified transportation goals listed in **Figure 3.1**.

1. **Responsibly Improve Roadway System**

   The most frequent comments from public input were to reduce congestion. Funding for constructing new roads and widening roads is limited. The MPO will prioritize roadway expansion projects that have a high benefit/cost ratio.

2. **Address Freight Bottlenecks and Needs**

   The MPO should prioritize projects that reduce delays for freight vehicles to support local businesses and industry. The MPO should advocate for the widening of I-85 which is a freight bottleneck of statewide significance.

3. **Monitor Emerging Technology Options**

   Transportation technology is changing rapidly. The MPO should continue to monitor trends in emerging mobility options and consider partnerships with mobility companies and pilot programs as appropriate.

4. **Redesign Key Corridors and Intersections**

   This plan has identified major corridors that should be redesigned to be safer, more efficient, and more accessible to cyclists and pedestrians. These corridors can be found in the list of non-capacity roadway projects. This strategy is in line with the public's request to reduce congestion.

5. **Establish a Safety Management System**

   The second highest public priority was safety improvements. The typical traffic safety program includes a crash record system, identification of hazardous locations, engineering studies, selection of countermeasures, prioritization of projects, planning and implementation, and evaluation.

6. **Rapidly Expand Biking and Walking Infrastructure**

   The third highest public priority was better walking and biking conditions. The MPO should encourage more bicycle and pedestrian projects and encourage bicycle and pedestrian improvements as part of planned roadway projects.

7. **Prioritize Maintenance**

   The fourth highest public priority was to maintain the existing infrastructure. The MPO should proactively address pavement conditions, bridge conditions, and transit assets. Additional studies may be worthwhile to collect maintenance data on roadways outside of the National Highway System.

8. **Improve and Expand Public Transportation**

   The fifth highest public priority was improved public transit. Improve existing dial-a-ride services to meet high demand and consider introducing fixed-route service in the cities of Auburn and Opelika or a zoned microtransit system.

4.0 Project Development

This chapter summarizes the committed and potential transportation projects, and their corresponding cost estimates, for roadway, bicycle and pedestrian, and transit modes.

4.1 Project Identification

Roadway Projects

A preliminary list of roadway projects was developed for both capacity and non-capacity improvements. The list is comprised of projects which were:

- Included in the current Transportation Improvement Program (TIP)
- Identified in LRTP 2045
- Requested during the public input phase
- Identified in existing plans
- Identified in the Needs Assessment
- Identified by local jurisdictions

Bicycle and Pedestrian Projects

The LRTP 2050 proposes a number of non-motorized transportation improvements which are discussed in *Technical Report #4: Needs Assessment*. These improvements include projects which were developed from input received by AOMPO, were commonly requested in the public input phase, or were proposed by local jurisdictions.

Additionally, the MPO will continue to work with its local agencies to identify and prioritize bicycle and pedestrian projects along high priority bicycle and pedestrian corridors. To be consistent with FHWA guidance, unless restrictions apply, bicycle and pedestrian improvements should be part of the overall design phase of all projects.

Transit Projects

While the LRTP 2050 does not propose any new transit projects, operational changes, or alignments to routes, it does support the *Transit Development Plan* developed by LRCOG and the service changes proposed within it.

4.2 Estimating Project Costs

Roadway Project Cost Estimates

Cost estimates for some of the proposed projects were available from existing studies or preliminary engineering work from local governments or ALDOT. For the remaining projects, order-of-magnitude cost estimates were developed to obtain cost estimates in 2025 dollars using the LRTP 2045 costs provided by the local jurisdictions and applying Consumer Price Index adjustment factors. This data, as well as data from other regions in Alabama and the Southeastern United States, was used to develop an expanded list of additional potential project types that may be implemented within the planning area. The typical costs for various types of improvements, which include engineering, design, right-of-way, and construction costs, are shown in **Table 4.1**.

Bicycle and Pedestrian Project Cost Estimates

Cost estimates for potential bicycle and pedestrian projects vary depending on the type of facilities needed, local and state ordinances, and a variety of other factors.

Transit Project Cost Estimates

The LRTP 2050 does not propose any new transit projects regarding operational changes or alignments to routes. The LRTP assumes that, at a minimum, existing transit services will continue to operate at current levels and that vehicles will be kept in a good state of repair. The MPO will continue to work with its local partner agencies and Lee-Russell Public Transit to identify and prioritize future transit projects.

Table 4.1: Typical Project Costs

Improvement Type	Average Cost (2025 dollars)	Unit
New 4 Lane Freeway	$25,600,000	Mile
New 2 Lane Roadway	$8,350,000	Mile
New 4 Lane Arterial	$13,750,000	Mile
Interstate Widening	$18,950,000	Mile

Improvement Type	Average Cost (2025 dollars)	Unit
Interstate Rehab - 2 Lane	$2,550,000	Mile
Interstate Rehab - 4 Lane	$3,350,000	Mile
Arterial Widening	$13,850,000	Mile
Center Turn Lane	$9,350,000	Mile
Overlay	$845,000	Mile
ITS	$845,000	Mile
New Bridge - 2 Lane	$3,100,000	Each
New Bridge - 4 Lane	$5,150,000	Each
Traffic Signal	$1,450,000	Each
RR Crossing	$141,000	Each
Intersection Improvement	$1,600,000	Each
Interchange Improvement	$25,750,000	Each
New Interchange	$33,300,000	Each
Underpass	$15,400,000	Each
RR Overpass	$9,950,000	Each
Study	$350,000	Each
Single Lane RAB*	$3,023,000	Each
5' Sidewalk (Concrete)	$469,000	Mile

Improvement Type	Average Cost (2025 dollars)	Unit
5' Sidewalk (Asphalt)	$261,000	Mile
10' Multiuse Path (Concrete)	$938,000	Mile
10' Multiuse Path (Asphalt)	$521,000	Mile
Bike Lane (Striping Only)	$83,000	Mile
Bike Lane (New Pavement - Concrete)*	$1,042,000	Mile
Bike Lane (New Pavement - Asphalt)*	$990,000	Mile
Bike/Ped improvements	$682,000	mile

* includes engineering, ROW, and utility relocation

5.0 Environmental Analysis and Mitigation

Environmental analysis and mitigation efforts are fundamental to project planning, design, and implementation. This chapter discusses the different environmental concerns and their relationship to the LRTP.

5.1 The Environment and LRTP

The environmental concerns which are typically considered in impact evaluations can be divided into two broad categories: resources to be protected and obstacles to be avoided. These concerns, which are listed in **Table 5.1,** can alter project costs, location, and feasibility depending on the severity of the concern.

To receive the most benefit from identifying environmental concerns, efforts to address concerns should begin early in the planning process. Potential benefits include opportunities for greater inter-agency coordination, expedited project delivery, and more environmentally sustainable outcomes. Additionally, some considerations are federally required, and identifying concerns early can keep the project in alignment with applicable federal laws, reducing the need for additional mitigation efforts and avoiding associated obstacles or delays.

Table 5.1: Typically Evaluated Environmental Concerns

Resources	Importance
Air Quality	Public health, welfare, productivity, and the environment are degraded by air pollution.
Wetlands and Waterways	Flood control, wildlife habitat, water purification; Pollutants entering waterbodies from existing or in-construction roads can impact water quality and adversely affect the propagation and growth of aquatic life, recreation, and other designated uses.
Threatened and Endangered Species	Loss of species can damage or destroy ecosystems, including the human food chain.
Farmlands	Farmland conversion should be compatible with state and local farmland programs and policies.
Recreation Areas	Quality of life; neighborhood cohesion
Historic Structures	Quality of life; preservation of the national heritage
Archaeological Sites	Quality of life; preservation of national and Native American heritage
Hazards	**Importance**
HAZMAT Sites	Health hazards, costs, delays, liability for both state and federal projects on either existing or acquired right-of-way
Noise/Light	Noise and light pollution can irritate, interrupt, and disrupt, as well as generally diminish the quality of life.
Floodplains	Encroaching on or changing the natural floodplain of a water course can result in catastrophic flooding of developed areas.

5.2 Air Quality

Air Quality and Transportation

Common air pollutants related to transportation projects include nitrogen dioxide and Volatile Organic Compounds (VOCs). These pollutants are released into the atmosphere when fossil fuels are burned and are known or suspected to cause serious health effects, including cancer, and environmental concerns. These pollutants can also form ground-level ozone, which can exacerbate existing health conditions, such as asthma, and can negatively impact sensitive ecosystems. The Environmental Protection Agency (EPA) identifies highway vehicles and non-road equipment as mobile sources of air pollution.

To reduce the release of these pollutants, the EPA regulates vehicle emissions and fuel efficiency through its vehicle Corporate Average Fuel Economy (CAFE) standards. It also regulates and monitors pollutants considered harmful to public health and the environment through the National Ambient Air Quality Standards (NAAQS), authorized by the Clean Air Act of 1970.

Through NAAQS, the EPA set standards for six principal "criteria" pollutants as listed in **Table 5.2**. If an MPO is in attainment, their pollution levels are equal to or less than the set standards. Nonattainment, conversely, would signify that at least some portion of the MPO planning area exceeds at least one of these standards. MPOs with areas that are not in attainment are required to ensure that transportation plans, programs, and projects that are funded or approved by the FHWA in these areas conform with the State Implementation Plan (SIP). This process, also known as transportation conformity, is required through the Clean Air Act Amendments of 1990.

Transportation conformity is a process required of MPOs pursuant to the Clean Air Act Amendments of 1990 to ensure that Federal funding and approval are awarded to transportation activities that are consistent with air quality goals.

Table 5.2: National Ambient Air Quality Standards (NAAQS)

Pollutant	Primary/ Secondary	Averaging Time	Level	Form
Carbon Monoxide	primary	8 hours	9 ppm	Not to be exceeded more than once per year
		1 hour	35 ppm	
Lead	primary and secondary	Rolling 3-month average	0.15 µg/m3	Not to be exceeded
Nitrogen Dioxide	primary	1 hour	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	primary and secondary	1 year	53 ppb	Annual mean
Ozone	primary and secondary	8 hours	0.070 ppm	Annual fourth-highest daily maximum 8-hr concentration, averaged over 3 years
Particle Pollution	primary	1 year	9 µg/m3	Annual mean, averaged over 3 years
	secondary	1 year	15 µg/m3	Annual mean, averaged over 3 years
	primary and secondary	24 hours	35 µg/m3	98th percentile, averaged over 3 years
	primary and secondary	24 hours	150 µg/m3	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide	primary	1 hour	75 ppb	99th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	secondary	1 Year	10 ppb	Annual mean, averaged over 3 years

Source: EPA[1], July 2025
Note: ppm - parts per million
ppb - parts per billion
µg/m3 - micograms per cubic meter

[1] https://www.epa.gov/criteria-air-pollutants/naaqs-table

5.3 Environmental Regulations

Planning Requirements

Federal regulations (23 C.F.R. §450) require the LRTP to address environmental concerns by consulting with relevant stakeholder agencies and discussing potential environmental mitigation activities. The planning process should include consultation with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. If the information is available, the LRTP should include a comparison of the plan with State conservation plans or maps and inventories of natural or historic resources.

The plan must discuss potential environmental mitigation activities related to its implementation including potential areas for these activities to occur and activities which may have the greatest potential to mitigate the effects of the plan projects and strategies. While mitigation activities do not have to be project-specific and can instead have a broader focus, they must involve consultation with federal, state, and tribal land management, as well as wildlife and regulatory agencies.

Defining Mitigation

The National Environmental Policy Act (1970), or NEPA, established the basic framework for integrating environmental considerations into federal decision-making. According to Section 1508.1(s) of NEPA's implementing regulations, mitigation means measures that avoid, minimize, or compensate for effects caused by a proposed action or alternatives as described in an environmental document or record of decision and that have a nexus to those effects.

Mitigation efforts include:

- Avoiding the impact altogether by not taking a certain action or parts of an action,
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation,
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment,
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action, and/or
- Compensating for the impact by replacing or providing substitute resources or environments.

5.4 The Natural Environment

Wetlands, Waterways, and Flooding

To protect both the natural environment and reduce the risk of flooding hazards, transportation projects in this plan have been evaluated in accordance with the Clean Water Act. While project planning should be sensitive to all bodies of water, special consideration is given to projects in proximity to wetlands, impaired waters, and navigable waterways.

Wetlands

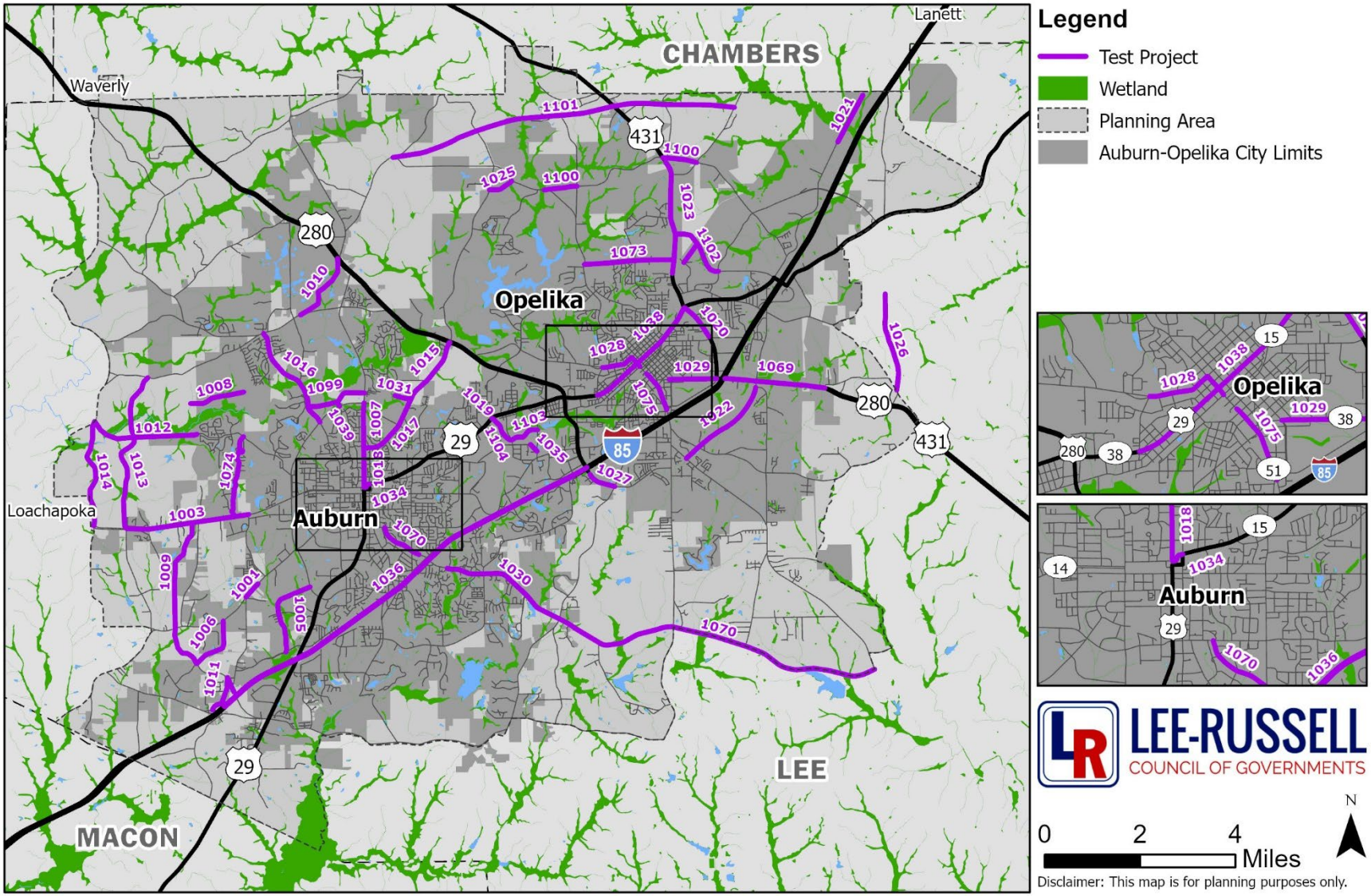
According to the EPA, wetlands are areas where water covers the soil for at least some portion of the year, have soil and plant characteristics unique to wetland areas, and which may support both terrestrial and aquatic species[2]. While not specifically recognized as bodies of water, wetlands are also protected by the Clean Water Act due to their transitional relationship with the natural environment and the many benefits they provide, including:

- Water purification
- Flood protection
- Shoreline stabilization
- Groundwater recharge
- Streamflow maintenance
- Fish and wildlife habitat

To address impacts to these areas, **Figure 5.1** illustrates wetlands identified within the National Wetlands Inventory along with LRTP test projects. Additionally, individual project factsheets, located in **Appendix D**, list if a project might impact an identified wetland area.

[2] https://www.epa.gov/wetlands/what-wetland

Figure 5.1: LRTP Test Projects and Wetlands



Impaired Waters

Impaired waters are bodies of water which are already too polluted or otherwise degraded to meet state water quality standards. In an effort to restore impaired waters, the Clean Water Act requires waterbodies with this designation to be under a Total Maximum Daily Load (TMDL) which specifies the maximum amount of a pollutant that can enter the water body from direct and indirect sources. This limitation impacts what can be developed in the area surrounding impaired waters to reduce additional pollutants that come from project construction and future development.

The following waterbodies have been identified as having some portion designated as impaired and are located within the study area[3]:

- Moore's Mill Creek
- Parkeson Mill Creek
- Pepperell Branch
- UT to Halawakee Creek
- Sougahatchee Creek

As the impaired water list is updated regularly to both add new and remove successfully treated impaired waters, care should be taken to both review project proximity to the waterbodies listed and verify if new impaired waters have been identified before project implementation.

Navigable Waterways

Navigable waterways are defined in the Code of Federal Regulations as:

> *"Navigable waters of the United States are those waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce. A determination of navigability, once made, applies laterally over the entire surface of the waterbody, and is not extinguished by later actions or events which impede or destroy navigable capacity."*

Additionally, structures built across navigable waterways must be designed in consultation with the Coast Guard, as required by the Coast Guard Authorization Act of 1982.

There are no navigable waterways within the MPO region.

[3] arcgis.com

Water Mitigation

While project level impacts are not assessed in the early stages of planning, mitigation efforts can be identified for potential environmental concerns. To mitigate these potential impacts, it is anticipated that project sponsors will perform the following actions as individual projects proceed through the project delivery and NEPA processes:

- Verify that transportation facilities constructed in floodways will not increase flood heights,
- Take steps to avoid wetland and flood zone impacts where feasible,
- Consider strategies which minimize potential impacts to wetlands and flood zones,
- Provide compensation for any remaining unavoidable impacts through activities to restore or create wetlands, and
- Consider measures to improve the quality of impaired waters when located near projects. Such measures should be coordinated with the state environmental agency.

In addition to mitigation efforts to reduce environmental impacts and preserve wetlands and water bodies, it is also important to address stormwater and its impact on the surrounding area. Roadway projects can increase impermeable surfaces which can exacerbate stormwater concerns, including excessive flooding, leaching of contaminants, and other hazards. To mitigate stormwater concerns during project planning, transportation related strategies can be incorporated into applicable project phases.

Spotlight: Stormwater Mitigation

In urban areas, unmanaged stormwater often leads to excessive flooding. This flooding can damage property and create environmental and public health hazards by introducing contaminants into new areas. Without proper drainage and stormwater mitigation efforts, new transportation projects have the potential to exacerbate existing stormwater issues. Several strategies can address stormwater before, during, and after project implementation.

Transportation-Related Stormwater Mitigation Strategies

- During project design, minimize impervious surfaces and alterations to natural landscapes.
- Promote the use of "green infrastructure" and other low-impact development practices. For example, include the use of rain barrels, rain gardens, buffer strips, bioswales, and replacement of impervious surfaces with pervious materials such as gravel or permeable pavers.
- Adopt ordinances that include stormwater mitigation practices, including landscaping standards, tree preservation, and "green streets".
- Develop a Standard Urban Stormwater Mitigation Plan at multiple levels, including state, region, and municipal. Efforts should be made to coordinate these plans.

Wildlife

The Endangered Species Act of 1973 was created to preserve endangered and threatened species by providing protection for the ecosystems required for their survival. All federal agencies or projects utilizing federal funding are required to implement protection programs for designated species. Additionally, according to Section 4(f) of the Department of Transportation (DOT) Act of 1966, codified within 49 U.S.C. §303 and 23 U.S.C. §138, this affords protection to wildlife or waterfowl refuges when USDOT funds are invested in a project. Species may be considered endangered or threatened when any of these five criteria occur:

- The current/imminent destruction, modification, or curtailment of their habitat or range;
- Overuse of the species for commercial, recreational, scientific, or educational purposes;
- Disease or predation;
- The inadequacy of existing regulatory mechanisms; and/or
- Other natural or human-induced factors affect continued existence.

An endangered species is in danger of extinction throughout all or a significant portion of its range. A threatened species is likely to become endangered within the foreseeable future. Proposed species have been formally submitted to Congress for official listing as threatened or endangered.

Information is not readily available regarding which species within the MPO region are classified as endangered, threatened, or recovered. However, information about potential species can be found at https://fws.gov/program/endangered-species.

Wildlife Mitigation

Preliminary planning undertaken during the LRTP development does not include sufficient resources to assess project specific impacts to species' habitats. As projects progress through the ALDOT project delivery processes, the NEPA process, design, and construction, they will be developed in consultation with U.S. Fish and Wildlife Service and state departments of wildlife and fisheries. Where practicable, actions which impact critical habitats will be avoided by project sponsors.

5.5 The Human Environment

Historic and Recreational Resources

Proposed projects within the LRTP were evaluated for proximity to historic sites and publicly owned recreational facilities. Federal regulations (49 U.S.C. §303 and 23 U.S.C. §138) afford protection to publicly owned parks and recreation areas and all historic sites listed or eligible for listing on the National Register of Historic Places (NRHP) when USDOT funds are invested in a project.

Districts, sites, buildings, structures, and/or objects that are listed in the NRHP include those that[4]:

- Are associated with events that have made a significant contribution to the broad patterns of our history; or
- Are associated with the lives of significant persons in our past; or
- Embody the distinctive characteristics of a type, period, or method of construction, or

[4] How to List a Property - National Register of Historic Places (U.S. National Park Service) (nps.gov)

that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

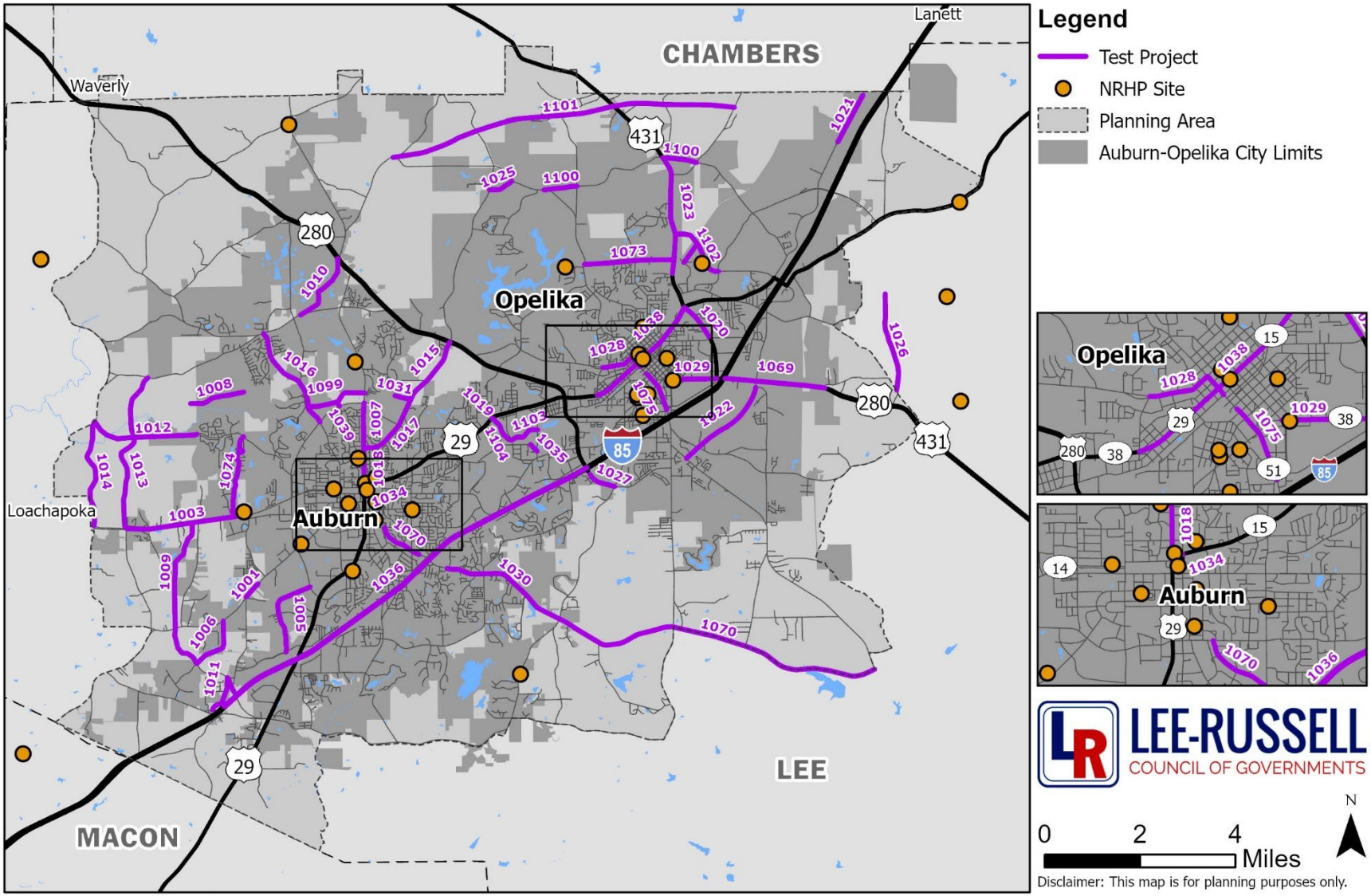
- Have yielded or may be likely to yield, information important in history or prehistory.

Figure 5.2 displays the LRTP test projects and NRHP properties within the MPO planning area. The individual project factsheets, located in **Appendix D**, include projects that could impact a NHRP property. To protect historic features deemed 'restricted' or 'sensitive', such as sensitive archaeological sites, these features are not listed.

Historic and Recreation Mitigation

Projects are developed in consultation with the State Historic Preservation Office (SHPO) and, to the maximum extent practicable, actions which adversely impact NRHP properties and publicly owned recreation areas will be avoided. When historic properties are adversely affected, mitigation will include data recovery as appropriate to document the essential qualities of the historic property. When publicly owned recreation areas are adversely affected, appropriate compensation will be provided to the owner.

Figure 5.2: LRTP Test Projects and NRHP Properties



Potentially Hazardous Materials

Site contamination has resulted from accidents, spills, leaks, and past improper disposal and handling of hazardous materials and wastes. To address the impact of site contamination, the Comprehensive Environmental Response, Compensations, and Liability Act (CERCLA), also known as Superfund, was enacted in 1980. The main purpose of CERCLA is to:

- Establish prohibitions and requirements concerning closed and abandoned hazardous waste sites,
- Provide liability for persons responsible for any release of hazardous waste at these sites, and
- Establish a trust fund for cleanup when no responsible party could be identified.

CERCLA also enabled the revision of the National Contingency Plan which established the National Priorities List (NPL). The NPL is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. It is intended primarily to guide the EPA in determining which sites warrant further investigation. The MPO region has no sites on the NPL[5].

Other Community Impacts

In addition to the previously mentioned concerns, other community impacts were also considered including impacts to public spaces, residences, and businesses through changes in air quality, noise, or other transportation-related issues. Although these issues may be difficult to predict, some mitigation efforts can be incorporated to reduce their impact on the community.

Mitigation

Impacts associated with specific projects will be assessed in conformance with local, state, and federal regulations, including NEPA guidance and project delivery processes. Certain impacts, such as increased traffic-related noise, can potentially be mitigated after project implementation. Additionally, projects should be developed, as practical, using Context Sensitive Solutions[6]. The individual project factsheets located in **Appendix D** display projects which have been identified as being likely to have an adverse impact on communities within the MPO planning area or other parts of the human environment.

[5] Superfund National Priorities List (NPL) Where You Live Map
[6] Context Sensitivity | FHWA (dot.gov)

6.0 Project Prioritization

Roadway capacity projects were prioritized based on the goals and objectives stated earlier in this LRTP. For non-capacity projects, a set-aside amount was identified to be used on an as-needed basis instead of prioritizing individual projects. Non-capacity projects include:

- bicycle and pedestrian improvements,
- safety,
- maintenance, and
- operations.

6.1 Capital Project Prioritization

To maximize the number of projects included in the limited planning area funding, roadway capacity projects were prioritized by a variety of factors. **Table 6.1** shows the criteria and weights that were used to prioritize the identified capital projects. This methodology is intended to support the previously stated goals and objectives and was developed using input received during the Listening and Learning round of public outreach.

Table 6.1: Project Prioritization Methodology for Capital Projects

Criterion	Rationale	Measure	Scoring Scale (Points Possible)			
			0	5	10	15
Congestion Reduction	Prioritize projects that reduce delay on congested corridors	Reduction in Vehicle Hours of Delay (VHD) when compared to 2050 Existing + Committed network baseline conditions	No change in VHD OR an increase VHD	Points awarded based upon VHD reduction. Larger reductions in VHD award more points. Projects that address existing or forecasted congested segments automatically receive maximum points.		
Pavement and System Preservation	Prioritize projects that maintain the existing system and operational efficiency, including new roadways that reduce stress on the existing system	Roadway pavement condition, bridge conditions, presence of ITS (consistent with MPO's ITS Architecture), and Travel Time Index (TTI)	Pavement /Bridge not monitored on NHS AND no ITS	Pavement/Bridge in "Good" condition OR has partial existing ITS OR 1.0 ≤ TTI ≤ 1.50	Pavement/Bridge in "Fair" or "Poor" condition OR has full existing or planned ITS OR TTI >= 1.50	
Benefit Cost Ratio	Prioritize projects where congestion reduction benefits are greater than construction costs.	Benefit/Cost (B/C): annual dollars saved from delay reduction divided by project cost	B/C ≤ 0.00	0.01 ≤ B/C ≤ 0.25	0.26 ≤ B/C ≤ 0.50	B/C ≥ 0.50
Safety Benefits	Prioritize projects that address safety issues	Annual crash frequency, per mile, by severity or non-motorized presence New roadway projects scored by parallel routes that will be affected	No fatalities, serious injuries, or non-motorized crashes	0.01 ≤ crash frequency (fatalities) ≤ 0.74 OR 0.01 ≤ crash frequency (serious injuries) ≤ 0.74 OR 0.01 ≤ crash frequency (non-motorized crashes) ≤ 0.14	0.75 ≤ crash frequency (fatalities) ≤ 1.49 OR 0.75 ≤ crash frequency (serious injuries) ≤ 1.49 OR 0.15 ≤ crash frequency (non-motorized crashes) ≤ 0.49	crash frequency (fatalities) ≥1.50 OR crash frequency (serious injuries) ≥1.50 OR crash frequency (non-motorized crashes) ≥0.50
Security Benefits	Prioritize projects that address security concerns	Project located along a corridor identified as part of the federal Strategic Highway Network (STRAHNET) or along an Interstate highway	Not on STRAHNET	On STRAHNET or Interstate		
Bicycle and Pedestrian Benefits	Prioritize projects that implement bike/ped improvements	Project includes, or is located on, a bike/ped plan roadway	Project contains no pedestrian or bikeway facilities.	Project contains limited pedestrian or bikeway facilities.	Project contains significant pedestrian or bikeway facilities.	
Supports Transit	Prioritize projects that support existing transit or future transit growth	Qualitative assessment of current transit system or future plans	Not a transit-supportive project	Project supports strategies listed in Technical Report #4: Needs Assessment.	Project is on a route proposed in the Transit Development Plan.	
Freight and Economic Vitality Benefits	Prioritize projects that benefit the movement of goods and support the economic vitality of the metropolitan area	Reduction in Truck Hours of Delay from 2050 baseline conditions, part of state freight network, or project supports areas with large employment development	Points awarded in increments of 5 based upon truck VHD reduction (0, 1-100, or >100). Projects that are part of a state freight network or support large employment developments (>1,000 jobs) automatically receive maximum points.			
Supports Existing Plans	Prioritize projects that have been vetted in locally-adopted plans or existing studies/plans	In locally-adopted plan, previous LRTP, or existing study/plan	Not in previous plan or study	In existing LRTP or other regional or local plan	In existing LRTP and in one regional or local plan OR In two or more regional or local plans	
Protects the Natural and Human Environment	Prioritize projects that reduce environmental damage or do not disproportionately affect communities	Qualitative assessment based on GIS analysis of environmental assets and Census data	More points will be awarded for projects with fewer or no impacts on or near environmentally sensitive issues. Projects near communities that reduce travel costs, reduce travel time, or increase access to key destinations receive more points.			

7.0 Financial Plan

Federal legislation requires the LRTP to be fiscally constrained. To demonstrate fiscal constraint, the costs of programmed projects must not exceed the expected amount of available funding.

This chapter reviews the available funding sources and forecasts the anticipated available funding amount for transportation projects and programs in the MPO planning area through the year 2050.

Forecasted funding amounts in this chapter are for planning purposes only and do not commit any jurisdiction or agency to provide a specific level of funding.

7.1 Roadway Funding

Federal Funding Sources

Federal funding for transportation projects is authorized through the Infrastructure Investment and Jobs Act. This authorized funding includes several major formula and discretionary programs, including many that have been authorized by previous legislation. Of the available programs, formula programs have been relatively stable over time and rarely experience large funding increases, although they are susceptible to change in future transportation bills. **Figure 7.1** includes the most common federal funding sources for transportation projects.

State and Local Funding Sources

State and local funding sources may also be used for funding transportation improvements. **Figure 7.2** lists and provides a short overview of the most common sources of funding for transportation projects on the state and local levels.

Figure 7.1: Common Federal Funding Sources

Funding Source:	**National Highway Performance Program (NHPP)**
Purpose:	Provides support for the condition, performance, and resilience of the National Highway System (NHS).
Eligible Activities:	Projects or programs supporting progress toward the achievement of national performance goals for improving infrastructure condition, safety, congestion reduction, system reliability, or freight movement on the NHS.
Federal Share:	90 percent for most projects on the Interstate System and 80 percent elsewhere.
Funding Source:	**Surface Transportation Block Grant Program (STBG)**
Purpose:	Provides flexible funding to support a wide range of state and local transportation needs.
Eligible Activities:	Most transportation projects are eligible for STBG funding. See 23 U.S.C. 133(b) for details.
Federal Share:	90 percent for most projects on the Interstate System and 80 percent elsewhere.
Funding Source:	**Highway Safety Improvement Program (HSIP)**
Purpose:	Seeks to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.
Eligible Activities:	Safety projects that are consistent with the State's Strategic Highway Safety Plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem.
Federal Share:	90 percent except as provided in 23 U.S.C. 120.
Funding Source:	**Congestion Mitigation and Air Quality Improvement Program (CMAQ)**
Purpose:	Provides flexible funding to reduce congestion and improve air quality for areas that do not meet the requirements of the Clean Air Act.
Eligible Activities:	Projects or programs that are likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution.
Federal Share:	90 percent for most projects on the Interstate System and 80 percent elsewhere.
Funding Source:	**Congestion Relief Program**
Purpose:	Provides discretionary grants to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States.
Eligible Activities:	Projects that reduce congestion in urban areas such as the implementation of an integrated congestion management system, mobility services, and incentive programs.
Federal Share:	80 percent.
Funding Source:	**Federal Lands Access Program (FLAP)**
Purpose:	Provides funds for projects on Federal Lands Access Transportation Facilities that are located on or adjacent to, or that provide access to Federal lands.
Eligible Activities:	Transportation projects eligible for assistance under 23 U.S.C. that are within or adjacent to, or that provide access to, Federal land.
Federal Share:	Up to 100 percent.

Funding Source:	Federal Lands Transportation Program (FLTP)
Purpose:	Provides funds for projects on Federal lands transportation facilities, which are facilities within or adjacent to, or that provide access to lands which appear in the national Federal Lands transportation inventory.
Eligible Activities:	Projects on facilities within or adjacent to, or that provide access to Federal lands such as national forests, national parks, national wildlife refuges, national recreation areas, and other Federal public lands
Federal Share:	100 percent.
Funding Source:	**National Highway Freight Program (NHFP)**
Purpose:	Seeks to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support national freight related goals.
Eligible Activities:	Funds must contribute to the efficient freight movement on the NHFN and be identified in a freight investment plan included in the State's freight plan.
Federal Share:	90 percent for most projects on the Interstate System and 80 percent elsewhere.
Funding Source:	**Bridge Investment Program (BIP)**
Purpose:	Provides grants to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges.
Eligible Activities:	Projects to replace, rehabilitate, or preserve bridges and culverts on the National Bridge Inventory.
Federal Share:	Up to 50 percent for "Large Bridge Projects"; up to 80 percent for other BIP projects; and up to 90 percent for off-system bridges.
Funding Source:	**Bridge Formula Program (BFP)**
Purpose:	Provides funds to replace, rehabilitate, preserve, protect, and construct highway bridges.
Eligible Activities:	Projects involving highway bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads.
Federal Share:	90 percent for most projects on the Interstate System, 80 percent elsewhere, and 100 percent for Tribal transportation facility bridges or off-system bridges owned by a local agency or federally-recognized Tribe.
Funding Source:	**Accelerated Implementation and Deployment of Advanced Digital Construction Management Systems (ADCMS)**
Purpose:	Provides discretionary grants to accelerate the adoption of advanced technology that may be applied throughout the construction lifecycle that maximizes interoperability with other systems, products, tools, or applications; boosts productivity; manages complexity; reduces project delays and cost overruns; and enhances safety and quality.
Eligible Activities:	Projects that promote, implement, deploy, demonstrate, showcase, support, and document the application of advanced digital construction management systems, practices, performance, and benefits.
Federal Share:	80 percent.

Funding Source:	Transportation Alternatives (TA)
Purpose:	Provides set-aside funds for a variety of smaller-scale transportation projects under the Surface Transportation Block Grant Program.
Eligible Activities:	Projects related to pedestrian and bicycle facilities, recreational trails, safe routes to school, community improvements, and environmental mitigation.
Federal Share:	90 percent for most projects on the Interstate System and 80 percent elsewhere except as provided in 23 U.S.C. 206(f).

Funding Source:	Railway-Highway Crossings Program (RHCP)
Purpose:	Provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.
Eligible Activities:	Projects that aim to eliminate the hazards of railway-highway crossings.
Federal Share:	100 percent.

Funding Source:	Rural Surface Transportation Grant Program
Purpose:	Provides funds for projects to improve and expand the surface transportation infrastructure in rural areas, defined as areas that are outside of urbanized areas with a population of over 200,000.
Eligible Activities:	Most transportation projects that increase connectivity and improve the reliability of the movement of people and freight are eligible.
Federal Share:	80 percent except if the eligible project fulfils the requirements provided in 40 U.S.C. 14501 or 23 U.S.C. 173(j).

Figure 7.2: Common State and Local Funding Sources

State Funding

- Collected from motor fuel taxes and fees and vehicles taxes and fees.
- The gasoline excise tax is the state's largest funding source for roadway projects.

Property, Sales, and Income Taxes

- The most common and largest sources of local government tax revenue.
- Taxes may be levied by states, counties, municipalities, or other authorities.

User Fees

- Collected from individuals who utilize a service or facility.
- They pay for the cost of a facility, finance the cost of operations, and/or generate revenue for other uses.
- Those who directly benefit from these services pay the cost to build and/or operate them.

Special Assessments

- Generating funds for public improvements by billing those who directly benefit from the improvements.
- Property owners located adjacent to a new street may be assessed a portion of the street cost based on the amount of frontage they own.
- May be paid over an established period of time rather than as a lump sum payment.

Impact Fees

- Development impact fees place a portion of the burden of funding improvements on developers who are creating or increasing the need for improvements.

Bond Issues

- Effectively a loan provided to the local government by its citizens for the purposes of conducting improvements.
- Issued by local governments upon approval of the voting public.

Forecasting Available Funds

The initial forecasted funds expected to be available for regional transportation improvements were developed and provided by ALDOT. These values include inflation growth, set at one percent annually, consistent with ALDOT's approach to inflationary adjustments for future projects.

Additionally, the AOMPO projected local funding, based on historically meeting the match obligation for federal funds. This funding is estimated at 20 percent of the total funds from all other sources.

The projected revenue available for transportation projects is shown in **Table 7.1**.

Table 7.1: LRTP 2050 Funding by Source and Timeframe

Program Estimates (Federal Funding)			
	2025-2031	**2031-2040**	**2041-2050**
Capacity Funding	$9,410,926	$33,478,274	$36,980,842
O&M Funding	$18,076,726	$33,680,438	$37,204,157
MPO Dedicated Funding	$17,032,265	$28,387,108	$28,387,108
Carbon Funding	$2,048,646	$3,414,410	$3,414,410
Local	$11,801,228	$24,282,603	$26,157,672
Total Capital Improvements	***$58,369,791***	***$123,242,833***	***$132,144,189***
Transit	$12,437,578	$22,452,784	$24,801,842
Total LRTP	**$70,807,369**	**$145,695,617**	**$156,946,031**

7.2 Bicycle and Pedestrian Funding

This section addresses funding for independent or stand-alone bicycle and pedestrian projects. Funding for bicycle and pedestrian improvements that are included in other projects are addressed in other sections of this plan.

Federal Funding Sources

Transportation Alternatives (TA) Set-Aside

Overview: This set-aside program within the Surface Transportation Block Grant (STBG) program includes all projects and activities previously eligible under the Transportation Alternatives Program (TAP).

Eligible Activities: Activities include pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

"Flex" Funding

Other federal roadway and public transit funding sources are flexible enough to fund construction of bicycle and pedestrian facilities. However, most funding from these sources is not used for bicycle and pedestrian projects.

State and Local Funding Sources

State and local funding sources for bicycle and pedestrian projects are the same as those listed for roadways.

Forecasting Available Funds

Funding forecasts for independent bicycle and pedestrian projects are displayed in **Table 7.1** as part of the MPO Dedicated Funding category.

7.3 Public Transit Funding

Federal Funding Sources

Many federal funding sources are available for public transit capital and operations. While most programs are funded by the Federal Transit Administration (FTA), FHWA also offers

funds that can be flexed to FTA for transit projects. Additional information about FTA grant programs that may apply to transit within the region can be found at Bipartisan Infrastructure Law | FTA (dot.gov).

MPO Formula Grants (Section 5307)

Overview: The Bipartisan Infrastructure Law, enacted as the IIJA, continues the MPO Formula Funding program that provides capital and operating assistance for transit service and for transportation-related planning in MPOs with populations greater than 50,000.

Eligible Activities: The IIJA continues the broad range of activities eligible under the MPO Formula Program, including:

- Capital projects
- Planning
- Job access and reverse commute projects
- Operating costs of equipment and facilities for use in public transportation (in MPOs with a population of fewer than 200,000 individuals)

Funds can be used for planning, engineering, design, and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment, and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems, including rolling stock, overhaul, and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act (ADA) complementary paratransit service costs are considered capital costs.

Funding Shares: 80 percent Federal share for capital projects and ADA non-fixed route paratransit service; 10 percent state match; 10 percent local match.

Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)

Overview: The IIJA continues the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities. These grants fund transportation services planned, designed, and implemented to meet the special transportation needs of seniors and individuals with disabilities in all areas. Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

Eligible Activities: The IIJA continues the broad range of eligible activities, including:

- At least 55 percent of program funds must be used on capital projects to meet the special needs of seniors and individuals with disabilities when public transportation does not provide adequate services. Examples include:
    - Buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; and mobility management programs.
    - Acquisition of transportation services under a contract, lease, or other arrangement. Both capital and operating costs associated with contracted service are eligible capital expenses.
- The remaining 45 percent may be used for projects described above or for projects that exceed the requirements of the ADA, improve access to fixed route service, decrease reliance by individuals with disabilities on complementary transit, or provide alternatives to public transportation to assist seniors and individuals with disabilities. Examples include:
    - Travel training; volunteer driver programs; building an accessible path to a bus stop including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features; improving signage or way-finding technology; incremental cost of providing same day service or door-to-door service; purchasing vehicles to support new accessible taxi, rides sharing, and/or vanpooling programs; and mobility management.

Funding Shares: 80 percent Federal; 10 percent state match; 10 percent local match.

Buses and Bus Facilities Program (Section 5339)

Overview: The IIJA continues the grants for the Buses and Bus Facilities program which provides funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. Funding is provided through formula allocations, as well as through competitive grants. Two sub-programs provide competitive grants for buses and bus facility projects, including one that supports low and zero-emission vehicles.

Eligible Activities: Activities include capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

Funding Shares: 80 percent Federal; 10 percent state match; 10 percent local match

Other FTA Grant Programs[7]

Under the IIJA, the FTA has continued, as well as added, other funding sources that address specific issues. Most of these sources have limited funding and are competitive programs, meaning that applicants must compete for funding based on the merits of their projects.

- **Accelerating Innovative Mobility (AIM) Initiative:** The AIM initiative highlights FTA's commitment to support and advance innovation in the transit industry. Eligible activities include all activities leading to the development and testing of innovative mobility, such as planning and developing business models, obtaining equipment and services, acquiring or developing software and hardware interfaces to implement the project, operating or implementing the new service model, and evaluating project results.
- **Advanced Driver Assistance Systems (ADAS) for Transit Buses Demonstration and Automated Transit Bus Maintenance and Yard Operations Demonstration Program:** As part of FTA's Strategic Transit Automation Research (STAR) Plan, these projects are intended to demonstrate transit bus automation technologies in real-world settings, help establish the feasibility of deploying ADAS and Automated Transit Bus Maintenance and Yard Operations, and improve understanding of the impacts, including transit workforce impacts.
- **The American Rescue Plan Act of 2021 (ARP):** This Act provides relief funds at a 100 percent Federal share to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic. All funds must be obligated by September 30, 2024, and disbursed by September 30, 2028. Components include the competitive Additional Assistance Route Planning Restoration and Additional Assistance Funding programs, as well as apportionments for formula funding.
- **Areas of Persistent Poverty (AoPP) Program:** This program supports projects that address the transportation challenges faced by areas of persistent poverty. It seeks to fund planning for projects that will improve transit service and facilities in areas of persistent poverty in the U.S. Eligible activities for AoPP funds include planning, engineering, or the development of technical or financing plans for projects eligible under Chapter 53 of title 49 U.S.C. in areas of persistent poverty.
- **Enhancing Mobility Innovation (EMI) Program:** This program advances a vision of mobility that provides safe, reliable, equitable, and accessible services that support complete trips for all travelers. The program promotes technology projects that

[7] Grant Programs | FTA (dot.gov)

center on the passenger experience and encourage people to get on board, such as integrated fare payment systems and user-friendly software for demand-response public transportation. EMI projects fall under two categories:
    - Accelerate innovative mobility: Concept development and/or demonstration projects that improve mobility and enhance the rider experience with a focus on innovative service delivery models, creative financing, novel partnerships, and integrated payment solutions
    - Software solutions: Projects that support the development of software solutions that facilitate integrated demand-response public transportation that dispatches transit vehicles through riders' mobile devices or other means
- **Expedited Project Delivery (EPD) Pilot Program:** This program is intended to expedite the design and construction of new fixed guideway capital projects, small starts projects, or core capacity improvement projects that are supported through public-private leaderships and operated and maintained by employees of an existing provider of public transportation.
- **Helping Obtain Prosperity for Everyone (HOPE) Program:** FTA's HOPE Program supports projects that will address the transportation challenges faced by areas of persistent poverty. HOPE supports planning, engineering and technical studies, or financial planning to improve transit services in areas experiencing long-term economic distress. It will also support coordinated human service transportation planning to improve transit service or provide new services such as rides to opioid abuse recovery and treatment.
- **Innovative Coordinated Access and Mobility (ICAM) Pilot Program:** This program provides funding for capital projects to improve coordination and enhance access and mobility to vital community services for older adults, people with disabilities, and people of low income. The range of capital activities eligible under the ICAM program include:
    - innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation services;
    - regional or statewide mobility management projects;
    - deployment of coordination technology; and
    - regional or statewide projects that create or increase access to one-call/one-click centers.
- **Joint Development Program:** Joint Development is the coordinated development of transit facilities with non-transit commercial and residential projects. This program

allows FTA grant recipients to use FTA capital grant program funds or FTA-funded real property to pay for many aspects of a joint development, including costs associated with eligible planning and capital activities. These projects are eligible for FTA funding if they meet certain eligibility criteria. While not a new program, the IIJA amends it to include eligibility for electric vehicle charging infrastructure as part of a joint development project subject to certain conditions.

- **Mobility on Demand (MOD) Sandbox Program:** This program allows communities to creatively leverage a range of mobility options from bike- and car-sharing systems to demand-responsive bus services to advance the vision of MOD and carfree mobility. The program integrates payment systems as part of a suite of concepts, technologies, and solutions with the potential to advance FTA's Complete Trips for All vision. The program connects people to their communities, mitigates socio-economic disparities, advances racial equity, and promotes affordable access to opportunities.

Additional information about FTA grant programs that may apply to transit within the MPO region can be found at Bipartisan Infrastructure Law | FTA (dot.gov).

Flexible, Non-FTA Funds

- **Congestion Mitigation and Air Quality Program (CMAQ):** This program provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding, as long as they benefit air quality.
- **National Highway Performance Program (NHPP):** This program provides support to maintain the condition and performance of the National Highway System (NHS), to construct new facilities on the NHS and to ensure that investments of Federal funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS. Transit projects conducted on NHS roadways may be eligible for NHPP funding.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program:** Previously known as Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants and Better Utilizing Investments to Leverage Development (BUILD) Grants, this program provides a unique opportunity for the

DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. FTA acts as the administering modal agency for RAISE projects that directly impact public transportation. Projects are evaluated on several criteria, including safety, environmental sustainability, quality of life, economic competitiveness and opportunity, partnership and collaboration, innovation, state of good repair, and mobility and community connectivity.

- **Surface Transportation Block Grant Program (STBG):** This program provides funding that may be used by states and municipalities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle, and pedestrian projects.

Additional information related to FHWA grant programs that may have some applicability to transit is available on FHWA's IIJA website at https://www.fhwa.dot.gov/bipartisan-infrastructure-law/.

State and Local Funding Sources

State Funding

Alabama does not provide state funding for transit projects.

Local Funding

Local funding for transit projects varies by jurisdiction.

8.0 Staged Improvement Program

Based on the funding amounts anticipated in the financial plan, this section presents the recommended Staged Improvement Program. This plan advances the strategies previously outlined and incorporates the results of the project prioritization process.

8.1 Fiscally Constrained Plan

The fiscally constrained plan is the list of transportation projects that best address the needs of the region with the limited funding available. All other projects are considered unfunded and are listed as visionary projects.

Roadways

Over the next 26 years, the MPO and its partner agencies plan to implement a variety of roadway capacity projects (adding lanes or new roadways) and roadway non-capacity projects.

Table 8.1 lists the existing and committed roadway projects and fiscally constrained staged program projects and maintenance groupings. **Table 8.2** displays the revenue balance table. Project costs displayed in **Table 8.2** reflect the anticipated Year of Expenditure (YOE) cost and account for an annual inflation cost of one percent, consistent with ALDOT's inflationary adjustment for future projects. The LRTP's fiscally constrained roadway capacity projects are shown in **Figure 8.1,** and annual plan performance is displayed in **Figure 8.2**.

Table 8.1: Fiscally Constrained Projects

LRTP ID	Stage	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Total Stage (YOE) Cost	Funding Category
1	1	SR-147	US 280 to Chambers County Line	Resurfacing and shoulder widening	Completed	3.74	ALDOT	Completed	
2	1	I-85	US 280 west to US 280 east	Widen from 4 lanes to 6 lanes	$1,042,313	7.60	ALDOT	$1,042,313	Capacity Funding
3	1	Marvyn Pkwy (SR-51)	Crawford Rd (SR-169) to the southern city limits	Widen from 2 lanes to 3 lanes (CTL)	$6,143,185	1.64	City of Opelika	$6,143,185	MPO Dedicated Funding
4	1	Watercrest Dr Extension	E University Dr to Cary Creek Pkwy	New 2-lane roadway	$4,798,429	1.11	City of Auburn	Dev/Local	
5	1	Dean Rd Extension	Sandstone Ln to Birmingham Hwy (US-280)	New 3-lane roadway	$12,423,329	1.48	City of Auburn	Dev/Local	
6	1	Academy Dr Extension	Gatewood Dr to Shelton Mill Rd (CR-97)	New 2-lane roadway	$5,258,551	0.82	City of Auburn	Dev/Local	
7	1	Outer Loop Segment 2/3	Mrs. James Rd (CR-81) to Martin Luther King Dr (SR-14)	New 2-lane roadway	$21,954,453	3.66	City of Auburn	Dev/Local	
8	1	Gateway Dr Extension	Marvyn Pkwy (SR-51) to Crawford Rd (SR-169)	New 2-lane roadway	$1,907,245	0.39	City of Opelika	$1,907,245	MPO Dedicated Funding
9	1	N College St (SR-147)	Shug Jordan Pkwy/E University Dr (SR-267) to US-280	Widen from 2 lanes to 4 lanes	$412,120	2.92	ALDOT	$412,120	Capacity Funding
10	1	CR-10	CR-137 (Wire Rd) to Cox Rd	Widen from 2 lanes to 3 lanes (CTL) and resurfacing	$5,358,050	3.25	Lee County	$5,358,050	MPO Dedicated Funding
11	1	N Donahue Dr	W Magnolia Ave to Shug Jordan Pkwy	Widening, Add Bike Lane, Add Sidewalks	Completed	1.79	Auburn	Completed	

LRTP ID	Stage	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Total Stage (YOE) Cost	Funding Category
12	**1**	James Burt Pkwy	N Donahue Dr to Miracle Rd	New 2-lane roadway	Construction	1.26	City of Auburn	Construction	
13	**1**	Thomason Dr Ext (Veterans Pkwy Ext Phase 1)	Cunningham Dr to Gateway Dr (US-280); Center Hill Dr to New Roadway	New 2-lane roadway	$6,326,989	0.80	City of Opelika	Dev/Local	
14	**1**	Shug Jordan Pkwy/ University Dr	Richland Rd to Opelika Rd	Center turn lane and turn lanes	Completed	4.68	City of Auburn	Completed	
30	**1**	Pepperell Pkwy	Lowndes St to Westend Ct	Resurfacing, adding sidewalks, and upgrading traffic signals	$3,163,330	1.71	City of Opelika	$3,163,330	
31	**1**	I-85	Over Choctafaula Creek	Bridge Replacement	$25,250,000	0.02	ALDOT	$25,250,000	
32	**1**	Ogletree Rd	Wrights Mill Rd to Moores Mill Rd	Resurfacing	$1,925,954	3.40	City of Auburn	$1,925,954	
33	**1**	Wire Rd, Thach Ave, Ross St		Resurfacing	$1,923,051	5.00	City of Auburn	$1,923,051	
34	**1**	Veterans Pkwy	SR-38 (US 280) to Pepperell Pkwy	Resurfacing and new multi-use path	$234,043	1.10	City of Opelika	$234,043	
35	**1**	SR-147	@ CR-137 (Wire Rd)	Add right turn lane	$103,030	--	City of Auburn	$103,030	
36	**1**	Wire Rd	Lem Morrison Dr to W Samford Ave	Sidewalks	$1,000,000	0.25	City of Auburn	$1,000,000	
37	**1**	LRCOG Transit	Limit varies	Transit Operating and Captial Funding (FY 22-25)	$7,274,597	--	TBD	$7,274,597	

LRTP ID	Stage	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Total Stage (YOE) Cost	Funding Category
38	**1**	CR-54 (Society Hill Rd)	Macon County Line to CR-146 (Moores Mill Rd)	Safety improvements	$385,019	5.51	ALDOT	$385,019	
39	**1**	Columbus Pkwy	@ 4th St, 6th St, and 7th St	Intersection Improvements	$3,339,421	--	City of Opelika	$3,339,421	
40	**1**	I-85	Exit 50 (Cox Rd) to Exit 58 (Gateway Dr)	Installation of traffic monitoring cameras	$1,050,000	8.00	ALDOT	$1,050,000	
41	**1**	Pepperell Pkwy	Lowndes St to Auburn City Limits	Resurfacing Sidewalks and Signals	$3,334,127	--	City of Opelika	$3,334,127	
42	**1**	Columbus Pkwy	At 4th, 6th, and 7th Streets	Intersection Improvements	$3,339,421	--	City of Opelika	$3,339,421	
43	**1**	Gateway Drive	Marvyn Parkway (SR-51)	Construct Roundabout	$265,380	--	ALDOT	$265,380	
44	**1**	SR-38 (US 280)	@ Fredrick Rd	Intersection Improvements	$1,980,000	--	ALDOT	$1,980,000	
45	**1**	Fixed Route Feasibility Study		Study	Completed	--	LRCOG	Completed	
46	**1**	Veterans Pkwy	SR-38 to Pepperell Pkwy	Resurfacing and adding multi-use path	$1,876,081	1.10	City of Opelika	$1,876,081	
47	**1**	SR-38 (US 280)	@ Dunlop Dr	Intersection Improvements	$2,019,500	--	TBD	$2,019,500	
48	**1**	Gateway Dr (US 280)	@ Tiger Town Pkwy	Intersection Redesign	$1,600,000	--	City of Opelika	$1,600,000	
49	**1**	SR-14	Macon County Line to Shug Jordan Pkwy	Resurfacing	$3,888,000	10.14	ALDOT	$3,888,000	
CARB-1	**1**	Varies	Varies	Carbon Reduction Program Funding, 2026-2030	--	--	Varies	$2,048,646	Carbon Funding

LRTP ID	Stage	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Total Stage (YOE) Cost	Funding Category
OM-1	**1**	Varies	Varies	Operations and Maintenance Funding, 2026-2030	--	--	Varies	$18,076,726	O&M Funding
TRAN-1	**1**	Varies	Varies	Region Transit Funding, 2026-2030	--	--	Varies	$12,437,578	Transit Funding
1107	**2**	US 280	@ Shelton Mill Rd	Intersection Improvements	$1,600,000	--	ALDOT	$1,969,895	Capacity Funding
1109	**2**	Shug Jordan Pkwy	@ N Donahue Dr	Intersection Improvements	$1,600,000	--	ALDOT	$1,969,895	Capacity Funding
1112	**2**	SR-15 (Opelika Rd)	@ E University Dr	Intersection Improvements	$1,600,000	--	ALDOT	$1,969,895	Capacity Funding
1027	**2**	Gateway Drive (US-280)	I-85 to Society Hill Drive (CR-54)	Widen from 2 lanes to 4 lanes	$9,141,000	0.66	ALDOT	$11,254,256	Capacity Funding
1020	**2**	Fox Run Pkwy (US-431)	Fox Trail to Samford Ave	Widen from 2 lanes to 4 lanes	$11,911,000	0.86	ALDOT	$14,664,637	Capacity Funding
1007	**2**	N College St	Shelton Mill Rd (CR-97) to Shug Jordan Pkwy/E University Dr (SR-147)	Widen from 2 lanes to 4 lanes	$12,603,500	0.91	City of Auburn	$15,517,232	MPO Dedicated Funding
1001	**2**	Wire Rd	Eagle Landing RV Park to Cox Rd	Center turn lane	$3,459,500	0.37	City of Auburn	$4,259,282	MPO Dedicated Funding
1019	**2**	Veterans Pkwy Ext Phase 3	Pepperell Pkwy (SR-14) to Airport Rd	New 2-lane roadway	$3,000,000	0.39	City of Opelika	$3,693,553	MPO Dedicated Funding
1025	**2**	Perimeter Rd	Grand National Pkwy to Oakbowery Rd	New 2-lane roadway	$4,676,000	0.56	City of Opelika	$5,757,018	MPO Dedicated Funding
CARB-2	**2**	Varies	Varies	Carbon Reduction Program Funding, 2031-2040	--	--	Varies	$3,414,410	Carbon Funding
OM-2	**2**	Varies	Varies	Operations and Maintenance Funding, 2031-2040	--	--	Varies	$33,680,438	O&M Funding

LRTP ID	Stage	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Total Stage (YOE) Cost	Funding Category
TRAN-2	**2**	Varies	Varies	Region Transit Funding, 2031-2040	--	--	Varies	$22,452,784	Transit Funding
1029	**3**	Columbus Pkwy (SR-38)	McCoy St to Fox Run Parkway	Widen from 2 lanes to 4 lanes	$13,850,000	1.00	ALDOT	$20,786,175	Capacity Funding
1034	**3**	Opelika Rd (SR-14) Connector	SR-14 to N Gay St	New 2-lane roadway	$1,085,500	0.13	City of Auburn	$1,629,126	MPO Dedicated Funding
1017	**3**	Shelton Mill Rd (CR-97)	N College St to E University Dr	Widen from 2 lanes to 4 lanes	$12,742,000	0.92	City of Auburn	$19,123,281	MPO Dedicated Funding
1076	**3**	E University Dr	S College St to S Donahue Dr	Add bicycle lanes/sidewalks	$951,930	0.63	City of Auburn	$1,428,663	MPO Dedicated Funding
1078	**3**	E Samford Ave	Well St to S Dean Rd	Add bicycle lanes/sidewalks	$1,918,970	1.27	City of Auburn	$2,880,003	MPO Dedicated Funding
CARB-3	**3**	Varies	Varies	Carbon Reduction Program Funding, 2041-2050	--	--	Varies	$3,414,410	Carbon Funding
OM-3	**3**	Varies	Varies	Operations and Maintenance Funding, 2041-2050	--	--	Varies	$37,204,157	O&M Funding
TRAN-3	**3**	Varies	Varies	Region Transit Funding, 2041-2050	--	--	Varies	$24,801,842	Transit Funding

Note: Stages represent finite time periods in which projects receive funding and become completed and open to traffic.

Stage 1 reflects the Transportation Improvement Program and additional projects from Year 2025 through Year 2030.

Stage 2 encompasses projects that will be completed from 2031 through 2040.

Stage 3 encompasses projects that will be completed from 2041 through 2050.

Table 8.2: Financial Summary

	Stage 1 (2025 – 2030 TIP)			Stage 2 (2031-2040)			Stage 3 (2041-2050)			Total Staged Program		
	Program Cost	**Revenue**	**Balance**	**Program Cost**	**Revenue**	**Balance**	**Program Cost**	**Revenue**	**Balance**	**Program Cost**	**Revenue**	**Balance**
Capacity Funding	$1,163,546	$9,410,926	$8,247,380	$25,462,863	$33,478,274	$8,015,412	$16,628,940	$36,980,842	$20,351,902	$43,255,349	$79,870,043	$36,614,694
O&M Funding	$18,076,726	$18,076,726	$0	$33,680,438	$33,680,438	$0	$37,204,157	$37,204,157	$0	$88,961,320	$88,961,320	$0
MPO Dedicated Funding	$10,726,784	$17,032,265	$6,305,481	$23,381,668	$28,387,108	$5,005,440	$20,048,859	$28,387,108	$8,338,250	$54,157,311	$73,806,482	$19,649,170
Carbon Funding	$2,048,646	$2,048,646	$0	$3,414,410	$3,414,410	$0	$3,414,410	$3,414,410	$0	$8,877,466	$8,877,466	$0
Local	$9,485,172	$11,801,228	$2,316,056	$24,120,659	$24,282,603	$161,944	$22,253,531	$26,157,672	$3,904,140	$55,859,363	$62,241,503	$6,382,140
Total Capital Improvements	***$41,500,875***	***$58,369,791***	***$16,868,916***	***$110,060,038***	***$123,242,833***	***$13,182,795***	***$99,549,897***	***$132,144,189***	***$32,594,292***	***$251,110,809***	***$313,756,813***	***$62,646,004***
Transit	$12,437,578	$12,437,578	$0	$22,452,784	$22,452,784	$0	$24,801,842	$24,801,842	$0	$59,692,203	$59,692,203	$0
Total MTP	**$53,938,452**	**$70,807,369**	**$16,868,916**	**$132,512,821**	**$145,695,617**	**$13,182,795**	**$124,351,738**	**$156,946,031**	**$32,594,292**	**$310,803,012**	**$373,449,016**	**$62,646,004**

Figure 8.1: Fiscally Constrained Transportation Projects

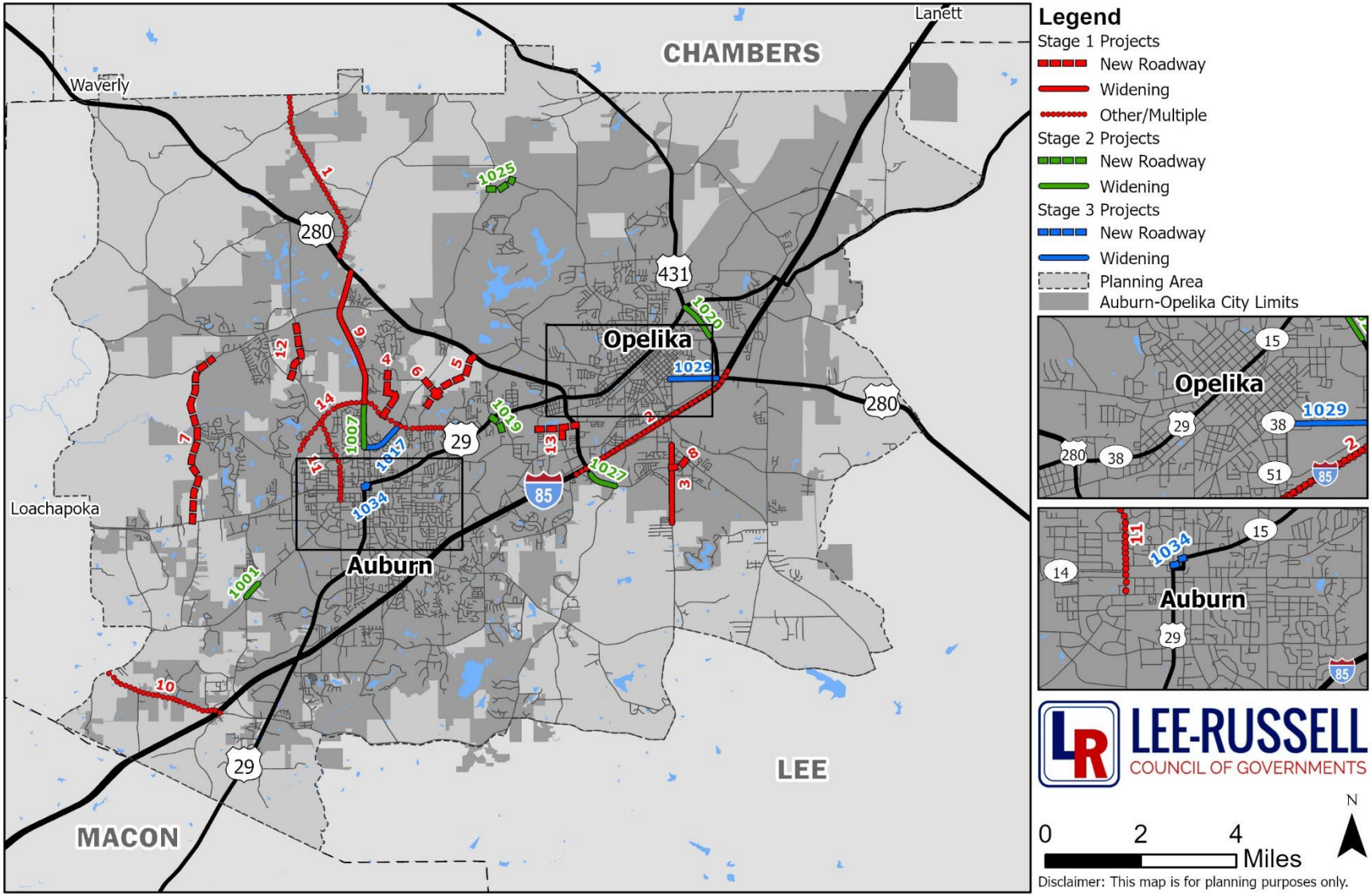


Figure 8.2: Staged Improvement Program Performance

8.2 Visionary (Unfunded) Projects

Visionary projects are identified projects that are unfunded or unprogrammed in the fiscally constrained list of projects.

Visionary Roadway Capacity Projects

While unfunded roadway capacity projects are not necessarily less important or effective, they cannot be accommodated within the fiscally constrained budget due to project costs, priority, or overall feasibility.

Table 8.3 shows the list of visionary roadway capacity projects that may be considered for implementation if additional funding becomes available.

Table 8.3: Visionary Projects

LRTP ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Funding Category
1003	SR-14	Willis Turk Rd to Webster Rd	Widen from 2 lanes to 4 lanes	$35,733,000	2.58	ALDOT	Capacity Funding
1069	Hwy 280	I-85 to Lee County Rd 152	Widening, Reduce Congestion	$29,639,000	2.14	ALDOT	Capacity Funding
1022	Gateway Drive East (US-280) Extension	Crawford Rd (SR-169) to N Uniroyal Rd	New 2-lane roadway	$18,954,500	2.27	ALDOT	Capacity Funding
1015	Shelton Mill Rd (CR-97)	E University Dr to Birmingham Hwy (US-280)	Widen from 2 lanes to 4 lanes	$28,946,500	2.09	City of Auburn	MPO Dedicated Funding
1005	Downs Way Extension	Shug Jordan Pkwy (SR-267) to Veterans Blvd	New 2-lane roadway	$16,449,500	1.97	City of Auburn	MPO Dedicated Funding
1101	Northern Perimeter Rd Phase 2	CR-96 @ CR-95 to CR-389	New 4-lane roadway (divided)	$135,553,400	0.00	City of Opelika	MPO Dedicated Funding
1038	Pepperell Pkwy/ 2nd Ave/Samford Ave	Pleasant Dr to Lafayette Pkwy (US 431)	Widen from 3 lanes to 5 lanes	$36,287,000	2.62	City of Opelika	MPO Dedicated Funding
1075	10th St	2nd Ave to I-85	Streetscape, Widening, Add Sidewalks, Add bike lane	$20,430,130	1.33	Opelika	MPO Dedicated Funding
1073	Morris Ave	Oak Bowery Rd to Hwy 431	Widening	$17,671,500	1.89	Opelika	MPO Dedicated Funding
1098	Opelika Rd/ Pepperell Pkwy/ 2nd Ave/Samford Ave	N Gay St to Lafayette Pkwy	Add bicycle lanes/sidewalks	$11,891,570	7.87	ALDOT	Capacity Funding

LRTP ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Funding Category
1115	SR-15	Veterans Pkwy to US 431	Improve Turning Movement, Safety, Traffic Flow, and pedestrian infrastructure	$7,485,427	4.90	ALDOT	MPO Dedicated Funding
1041	Opelika Road	East University Drive to Dean Road	Improve Turning Movement, Safety, and Traffic Flow	$887,250	1.05	ALDOT	O&M Funding
1058	Gateway Dr	Pepperell Pkwy to Marvyn Parkway	Improve Turning Movement, Safety, and Traffic Flow	$3,092,700	3.66	ALDOT	O&M Funding
1060	US 280 (Columbus Pkwy)	Fox Run Pkwy to S Uniroyal Rd	Improve Turning Movement, Safety, and Traffic Flow	$709,800	0.84	ALDOT	O&M Funding
1061	Bridge on US 280 (Gateway Dr)	Over 1st Ave	Bridge Replacement	$5,150,000	--	ALDOT	O&M Funding
1065	I-85	Exit 60 (Marvyn Pkwy Interchange)	Interchange improvements	$25,750,000	--	ALDOT	O&M Funding
1023	Lafayette Pkwy (US-431)	Freeman Ave to Opelika City Limits	Widen from 2 lanes to 4 lanes	$30,470,000	2.20	ALDOT	Capacity Funding
1074	Deer Run Rd	Richland Rd to Martin Luther King Dr	Minor Widening, Add Bike Lane, Add Sidewalks	$4,217,240	1.79	Auburn	MPO Dedicated Funding
1106	Airport Congestion Considerations	TBD	Improve Turning Movement, Safety, and Traffic Flow study	$845,000	1.00	Cities of Auburn and Opelika	MPO Dedicated Funding
1042	Dean Rd	Dean Elementary School to South of Auburn High School	Improve Turning Movement, Safety, and Traffic Flow	$202,800	0.24	City of Auburn	MPO Dedicated Funding
1045	Glenn Ave	Gay Street to Dean Road	Improve Turning Movement, Safety, and Traffic Flow	$735,150	0.87	City of Auburn	MPO Dedicated Funding

LRTP ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Funding Category
1062	S. College St	Shell Toomer Pkwy to E University Ave	Intersection, turn lane, access management, and signalization improvements	$4,439,200	1.68	City of Auburn	MPO Dedicated Funding
1063	S. College St	Magnolia Ave to Glenn Ave	Intersection, turn lane, access management, and signalization improvements	$1,904,200	0.18	City of Auburn	MPO Dedicated Funding
1064	Shug Jordan Parkway	Richland Rd to E University Ave	Intersection, turn lane, access management, and signalization improvements	$5,571,500	2.35	City of Auburn	MPO Dedicated Funding
1077	S College St	E University Dr to E Samford Ave	Add bicycle lanes/sidewalks	$2,734,910	1.81	City of Auburn	MPO Dedicated Funding
1080	W Glenn Ave	N Donahue Dr to Wright St	Add bicycle lanes/sidewalks	$634,620	0.42	City of Auburn	MPO Dedicated Funding
1081	Martin Luther King Dr/ Bragg Ave/Mitcham Ave	Jordan St to N Gay St	Add bicycle lanes/sidewalks	$2,251,390	1.49	City of Auburn	MPO Dedicated Funding
1082	N Donahue Dr	W Thatch Ave to Cary Dr	Add bicycle lanes/sidewalks	$1,450,560	0.96	City of Auburn	MPO Dedicated Funding
1083	S Gay St	E Samford Ave to E Drake Ave	Add bicycle lanes	$1,104,520	1.06	City of Auburn	MPO Dedicated Funding
1084	College St	E Samford Ave to E Drake Ave	Add bicycle lanes	$1,125,360	1.08	City of Auburn	MPO Dedicated Funding
1085	E Glenn Ave	Wright St to Alice St	Add bicycle lanes	$1,948,540	1.87	City of Auburn	MPO Dedicated Funding
1086	Harper Ave	N Ross St to N Dean St	Add bicycle lanes/sidewalks	$906,600	0.60	City of Auburn	MPO Dedicated Funding
1087	N Dean St	E Glenn Ave to Opelika Rd	Add bicycle lanes/sidewalks	$815,940	0.54	City of Auburn	MPO Dedicated Funding
1088	N Dean Rd	Opelika Rd to E University Dr	Add bicycle lanes/sidewalks	$1,375,010	0.91	City of Auburn	MPO Dedicated Funding
1089	E University Dr	Dekalb St to Bailey-Harris Dr	Add bicycle lanes/sidewalks	$2,100,290	1.39	City of Auburn	MPO Dedicated Funding
1090	Mall Blvd/ Commerce Dr	Mall Pkwy to Commerce Dr; entire street	Add sidewalks	$356,440	0.76	City of Auburn	MPO Dedicated Funding

LRTP ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Funding Category
1097	S Dean Rd	E Glenn Ave to Moores Mill Rd	Add bicycle lanes	$1,250,400	1.20	City of Auburn	MPO Dedicated Funding
1099	Yarborough Farms Blvd Ext	Yarborough Farms Blvd to Cary Creek Pkwy	New 2-lane roadway (divided)	$10,750,942	1.29	City of Auburn	MPO Dedicated Funding
1105	N Donahue Dr	@ Farmville Rd	Intersection Improvements	$1,600,000	--	City of Auburn	MPO Dedicated Funding
1108	N College St	@ Shelton Mill Rd	Adding turn lanes	$1,600,000	--	City of Auburn	MPO Dedicated Funding
1110	N College St	@ Drake Ave	Intersection Improvements	$1,600,000	--	City of Auburn	MPO Dedicated Funding
1111	S College St	@ Devail Dr	Signal Installation	$1,450,000	--	City of Auburn	MPO Dedicated Funding
1113	Dean Rd	@ SR-15 (Opelika Rd) and @ Stage Rd	Intersection Improvements	$1,600,000	--	City of Auburn	MPO Dedicated Funding
1114	Moore's Mill Rd	@ Olgetree Rd/Hamilton Rd	Intersection Improvements	$1,600,000	--	City of Auburn	MPO Dedicated Funding
1116	S College St	Samford Ave to Bragg Ave	Improve Turning Movement, Safety, and Traffic Flow	$714,392	0.85	City of Auburn	MPO Dedicated Funding
1117	Richland Rd	Richland Elementary School to Will Buechner Pkwy	Improve Turning Movement, Safety, Traffic Flow, and pedestrian infrastructure	$735,244	0.48	City of Auburn	MPO Dedicated Funding
1010	Outer Loop – Segment 3/3	Mrs. James Rd (CR-81) to US-280	New 2-lane roadway	$12,775,500	1.53	City of Auburn	MPO Dedicated Funding
1014	CR-188 Connector	CR-188 to SR-14 (Stage Rd)	New 2-lane roadway	$17,034,000	2.04	City of Auburn	MPO Dedicated Funding
1013	Wills Turk Rd (CR-57) Connector	SR-14 to Mr. James Rd (CR-81)	New 2-lane roadway	$26,970,500	3.23	City of Auburn	MPO Dedicated Funding

LRTP ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Funding Category
1011	Outer Loop – Proposed extension	CR-137 to I-85	New 2-lane roadway and interchange improvement	$43,307,946	2.10	City of Auburn	MPO Dedicated Funding
1039	Miracle Rd Extension	Yarborough Farms Blvd Ext. to Shug Jordan Pkwy (SR-147)	New 2-lane roadway	$12,358,000	1.48	City of Auburn	MPO Dedicated Funding
1012	Richland Rd Extension	Outer Loop to Richland Rd (CR-188)	New 2-lane roadway	$18,370,000	2.20	City of Auburn	MPO Dedicated Funding
1031	Cary Creek Pkwy	N College St (SR-147) to Shelton Mill Rd (CR-97)	New 2-lane roadway (divided)	$8,350,000	1.00	City of Auburn	MPO Dedicated Funding
1006	Riley St Connector	Corporate Pkwy to Wire Rd	New 2-lane roadway	$15,614,500	1.87	City of Auburn	MPO Dedicated Funding
1008	Piedmont Dr Extension	Donahue Dr (CR-82) to Outer Loop	New 2-lane roadway	$19,956,500	2.39	City of Auburn	MPO Dedicated Funding
1046	2nd Ave	Along 2nd Avenue	Improve Turning Movement, Safety, and Traffic Flow	$845,000	1.00	City of Opelika	MPO Dedicated Funding
1047	S. 10th St and Geneva St	Between Avenue B and McCoy Street	Improve Turning Movement, Safety, and Traffic Flow	$692,900	0.82	City of Opelika	MPO Dedicated Funding
1049	Auburn St	Hurst Street and Magazine Avenue	Improve Turning Movement, Safety, and Traffic Flow	$439,400	0.52	City of Opelika	MPO Dedicated Funding
1091	Veterans Pkwy	Pepperell Pkwy to Academy Dr	Add sidewalks	$225,120	0.48	City of Opelika	MPO Dedicated Funding
1092	Pleasant Dr	Pepperell Pkwy to Waverly Pkwy	Add bicycle lanes/sidewalks	$951,930	0.63	City of Opelika	MPO Dedicated Funding
1093	1st Ave	Thomason Dr to N 11th St	Add bicycle lanes/sidewalks	$2,342,050	1.55	City of Opelika	MPO Dedicated Funding
1094	10th St	2nd Ave to Martin Luther King Blvd	Add bicycle lanes	$666,880	0.64	City of Opelika	MPO Dedicated Funding

LRTP ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Funding Category
1095	6th St	2nd Ave to Columbus Pkwy	Add bicycle lanes	$771,080	0.74	City of Opelika	MPO Dedicated Funding
1096	Jeter Ave	S Railroad Ave to Fair St	Add sidewalks	$234,500	0.50	City of Opelika	MPO Dedicated Funding
1100	Northern Perimeter Rd Phase 1	Oak Bowery Rd to CR-389 @ Anderson Rd	New 2-lane roadway	$79,024,840	0.00	City of Opelika	MPO Dedicated Funding
1102	Sportsplex Pkwy Ext	Sportsplex Pkwy to US 431; Sharp St to New Roadway	New roadway with railroad overpass bridge	$8,000,000	0.00	City of Opelika	MPO Dedicated Funding
1103	Veterans Pkwy Ext Phase 2	Cunningham Dr to Hi Pack Dr	New roadway	$1,000,000	0.00	City of Opelika	MPO Dedicated Funding
1104	Veterans Pkwy Ext Phase 4	Hi Pack Dr to Veterans Pkwy Phase 3	New roadway with railroad overpass bridge	$5,000,000	0.00	City of Opelika	MPO Dedicated Funding
1028	Fitzpatrick Ave	Pleasant Ave to North 10th Street	Widen from 2 lanes to 4 lanes	$9,418,000	0.68	City of Opelika	MPO Dedicated Funding
1026	Eastern By-Pass Roadway Corridor	US-280 to W Point Pkwy (US-29)	New 2-lane roadway	$32,982,500	3.95	City of Opelika	MPO Dedicated Funding
1035	King Ave/Century Blvd Extension	Park St to Frederick Rd	New 2-lane roadway	$19,455,500	2.33	City of Opelika	MPO Dedicated Funding
1021	Northpark Drive Extension	Northern terminus to Chambers County Line	New 2-lane roadway	$9,769,500	1.17	City of Opelika	MPO Dedicated Funding
1051	CR-10	CR-22 to CR-54	Widen and Resurface and Improve Safety and Traffic Flow	$7,452,900	4.41	Lee County	MPO Dedicated Funding
1052	CR-137	Over Choclafaula Creek	Bridge Replacement and Improve Safety	$3,450,000	--	Lee County	MPO Dedicated Funding

LRTP ID	Roadway	Limits	Project Description	Total Cost 2025 $	Length (Mi)	Jurisdiction	Funding Category
1053	CR-46	CR-72 to US-280	Widen and Resurface and Improve Safety and Traffic Flow	$3,498,300	2.07	Lee County	MPO Dedicated Funding
1054	CR-166	SR-169 to CR-146	Widen and Resurface and Improve Safety and Traffic Flow	$3,396,900	2.01	Lee County	MPO Dedicated Funding
1055	CR-389	US-431 to Chambers County Line	Widen and Resurface and Improve Safety and Traffic Flow	$4,089,800	2.42	Lee County	MPO Dedicated Funding
1071	Frederick Rd	@ Gateway Dr	Intersection Redesign	$1,600,000	--	Opelika	MPO Dedicated Funding
1036	I-85	Exit 50 (Cox Rd) to Exit 58 (Gateway Dr)	Widen from 4 lanes to 6 lanes; Bridge replacement	$127,002,500	8.65	ALDOT	Capacity Funding
1070	Moors Mill Rd	E Samford Ave to Hwy 169	Widening, Add Bike Lane	$118,260,960	11.38	Auburn	MPO Dedicated Funding
1016	N Donahue Ave (CR-86)	Shug Jordan Parkway (SR-147) to E Farmville Rd (CR-72)	Widen from 2 lanes to 4 lanes (divided), add bike lanes, sidewalks, and multi-use path	$34,308,160	2.32	City of Auburn	MPO Dedicated Funding
1030	Moore's Mill Rd	Grove Hill Rd to Society Hill Rd (CR-54)	Widen from 2 lanes to 4 lanes	$40,026,500	2.89	City of Auburn	MPO Dedicated Funding
1018	N College St	Bragg Ave (SR-14) to Shelton Mill Rd (CR-97)	Widen from 2 lanes to 4 lanes	$11,495,500	0.83	City of Auburn	MPO Dedicated Funding
1009	Outer Loop Segment 1/3	Wire Rd to Martin Luther King Dr (SR-14)	New 2-lane roadway	$18,704,000	2.24	City of Auburn	MPO Dedicated Funding

Appendix A: Round 1 Outreach Summary

Project Webpage Content

The Future of Transportation in Auburn-Opelika

A Metropolitan Transportation Plan (MTP), also known as a Long-Range Transportation Plan (LRTP), is a comprehensive roadmap for enhancing transportation in a metropolitan area over the next 25 years. The plan is not simply a list of road construction projects. It identifies transportation needs, sets goals, and outlines projects for various modes like highways, public transit, biking, and walking. It incorporates public input and identifies funding sources to ensure the community's needs are met, ultimately aiming to improve safety, reduce congestion, promote sustainability, and support economic growth.

In addition, the plan is essential for securing and utilizing federal transportation aid. Without this comprehensive plan, our region would be ineligible to receive federal funding for transportation projects. This funding is crucial for maintaining and improving our transportation infrastructure, ensuring that we can address current and future needs effectively. By having a well-defined plan, we can prioritize projects, allocate resources efficiently, and make strategic investments that enhance the safety, reliability, and overall performance of our transportation system.

Why It Matters to You

The roads, highways, bridges, and bike lanes of 2050 start now. This Plan is about YOU, your kids, and your grandkids. It's about the prosperity of our entire area.

visionary transportation system plan is far-reaching. It impacts our economy and
ately for cars, freight, bikes, motorcycles -even pedestrians! It considers the
environment and conservation, connecting different modes of transportation for efficiency.

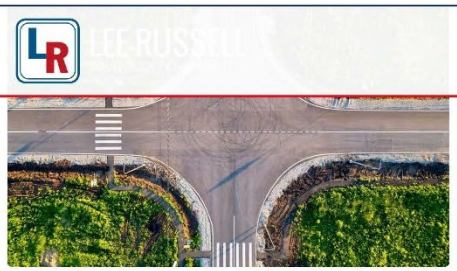
All the many arms of government required to bring a major transportation project to fruition – federal, state, county, and city – are coalesced in the Plan. It addresses the strengths of our current systems and enhances them while introducing newer, better, and more effective solutions.

Without this plan, the state, county and cities won't be able to access federal transportation grants to turn planned improvements into reality.

This is your plan. Please participate by taking our surveys or join our in-person touchpoints. After all, we can't do this without you!

This is a community project.

Watch for our new survey coming soon.
Your voice is important!



Please take our survey. Your voice is important!

Take the Survey

AUBURN • OPELIKA TRANSPORTATION 2050 LONG RANGE PLAN

UPCOMING EVENTS

Public engagement opportunities will be available at upcoming events.

Transportation Decision Making Guide

This Transportation Decision-Making Guide is dedicated to people like you who want to learn, engage and make a difference!

Lee-Russell Council of Governments

2207 Gateway Drive
Opelika, AL 36801-6834

Email Us

Main Office: (334) 749-5264

Fax: (334) 749-6582

Age Line: 1-800-243-5463 (1-800-AGELINE)

Public Transit: 334-749-9092 or 1-800-743-3739 (1-800-RIDE PEX)

News Article – The Observer

the Observer

PLANNING COMMISSION DEADLINES

the Observer

Auburn-Opelika kicks off development of 2025 Long-Range Transportation Plan

Local first responders funding opportunity

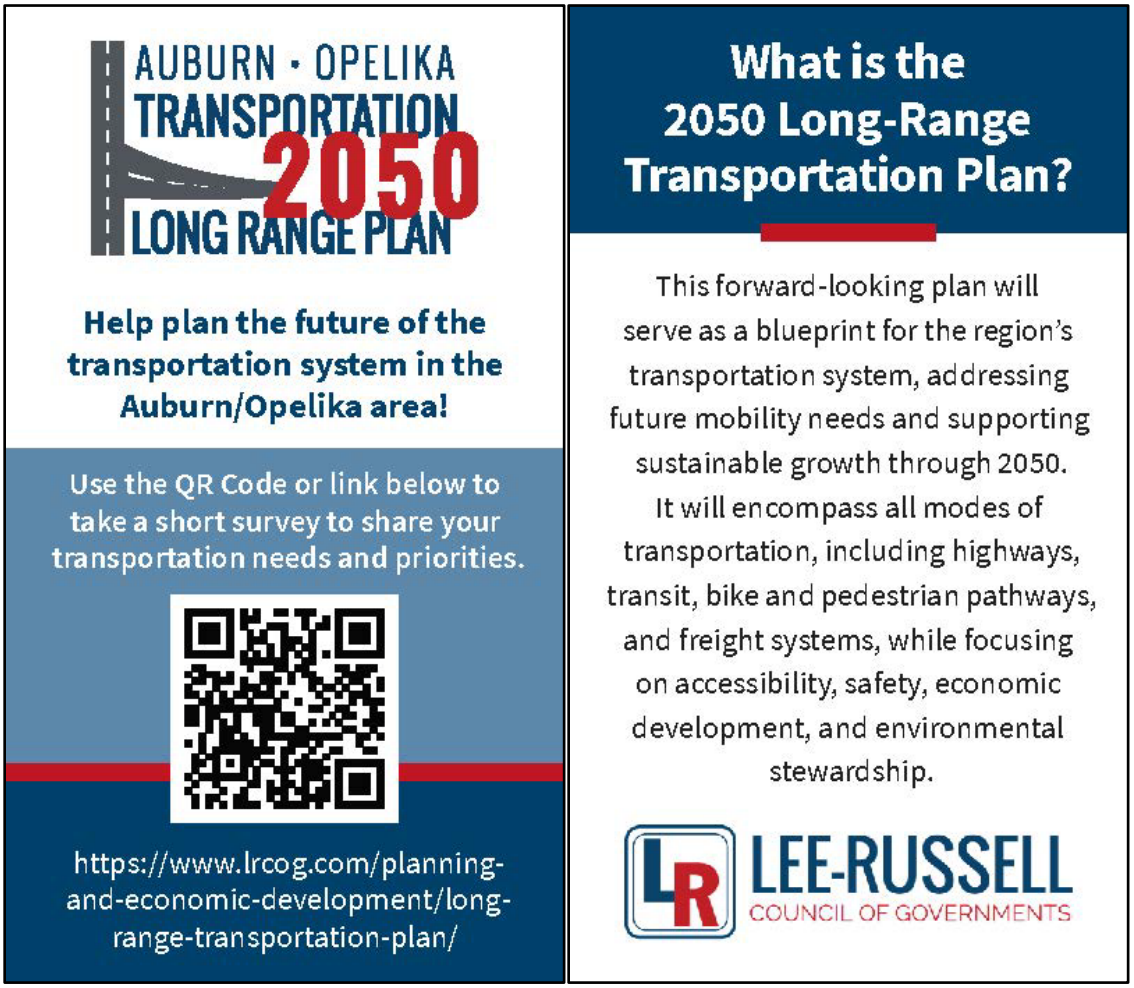
Apply for a FY 2026 grant from Mid-South RC&D Council

AUBURN • OPELIKA
TRANSPORTATION
2050
LONG RANGE PLAN

Arbor Springs

SPEAKS

Business Card

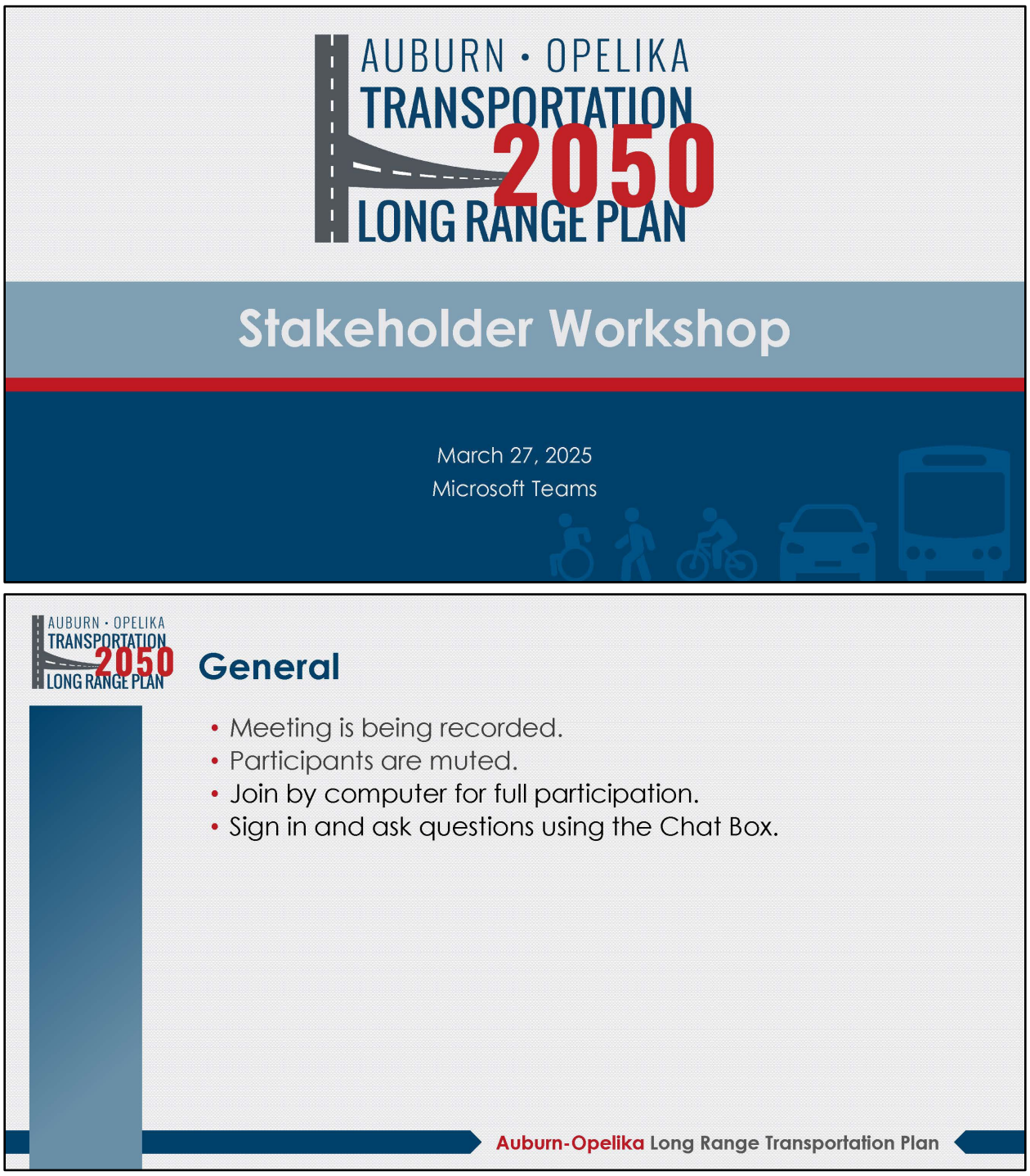


Social Media Posts


Lee-Russell Council of Governments
Planning and Economic Development Specialist Ted Choi · 17 Mar · Edited
Help Shape the Future of Transportation in Our Region!
... see more
AUBURN • OPELIKA
TRANSPORTATION
2050
LONG RANGE PLAN
How do you want your transportation system to develop over the next 25 years?
Take a short survey to share your needs and priorities!
https://metroquestsurvey.com/bji45
1 reaction · No comments


L
Lee-Russell Council of Governments
Planning and Economic Development Specialist Ted Choi · 2 hr ago
Your Voice Matters to LRCOG! Help shape the future of transportation in our region! We're updating our Long-Range Transportation Plan (LRTP) and need your input.
Take a few minutes to fill out our survey and tell us where you think money should be spent - safer intersections, expanded public transit, biking options, traffic alleviation, and more!
https://metroquestsurvey.com/bji45
Help us pinpoint key areas for improvement and identify public priorities for the Auburn, Opelika, and Lee County area.

Stakeholder Workshop Presentation



Agenda

- Introductions
- Presentation
  - What is the Auburn-Opelika 2050 LRTP?
  - Planning Area
  - Planning Process
  - Integration with Other Regional Plans
  - Stakeholder Outreach & Public Involvement
- How Can You Help?
- Interactive Polling
- Project Contacts

Auburn-Opelika Long Range Transportation Plan

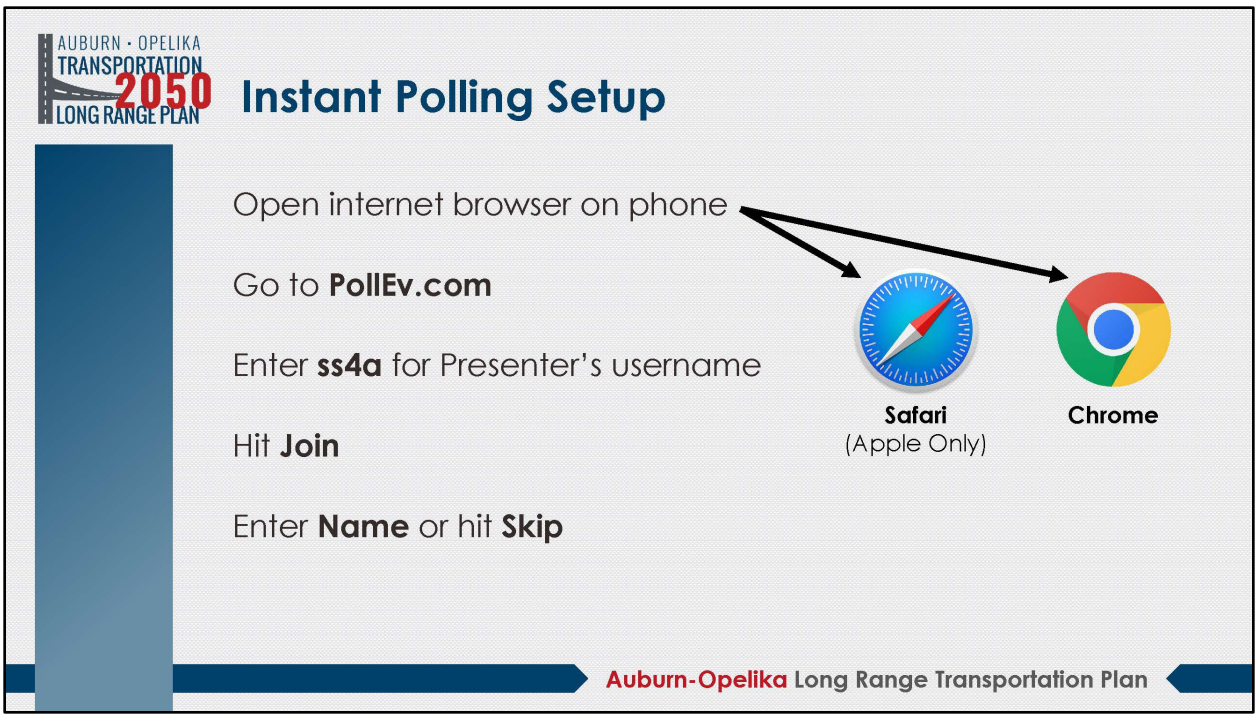
Introductions

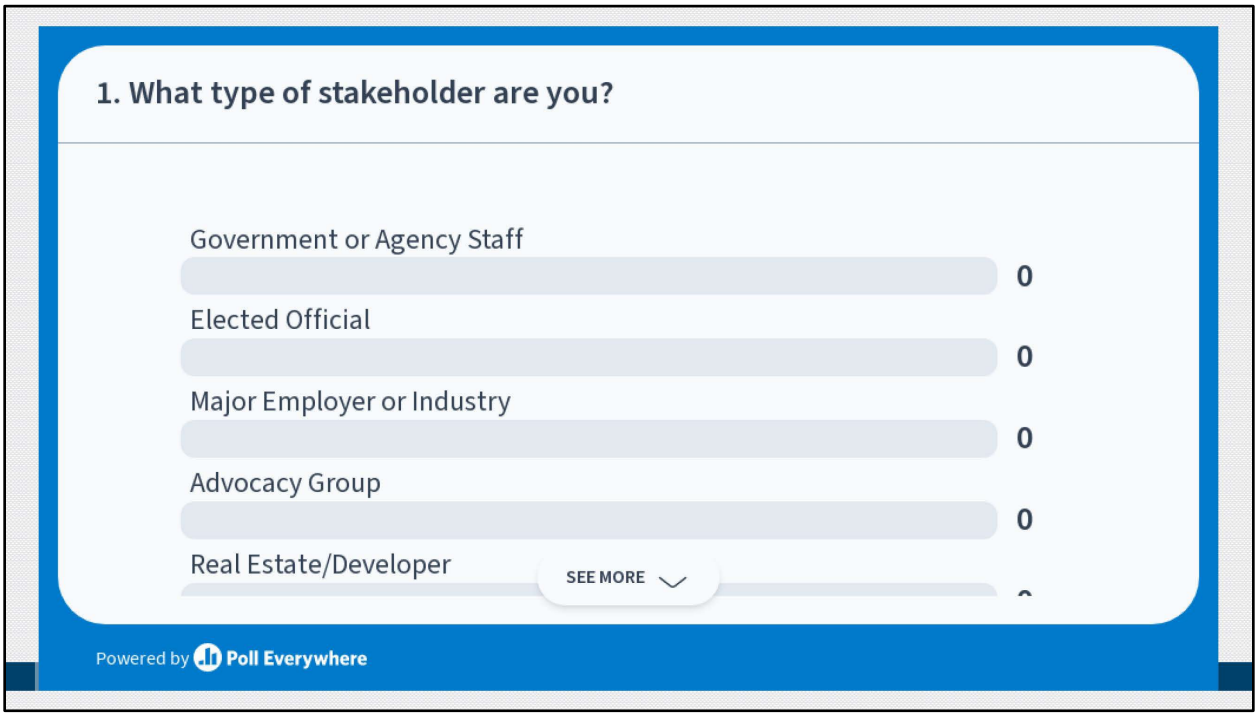
Neel-Schaffer

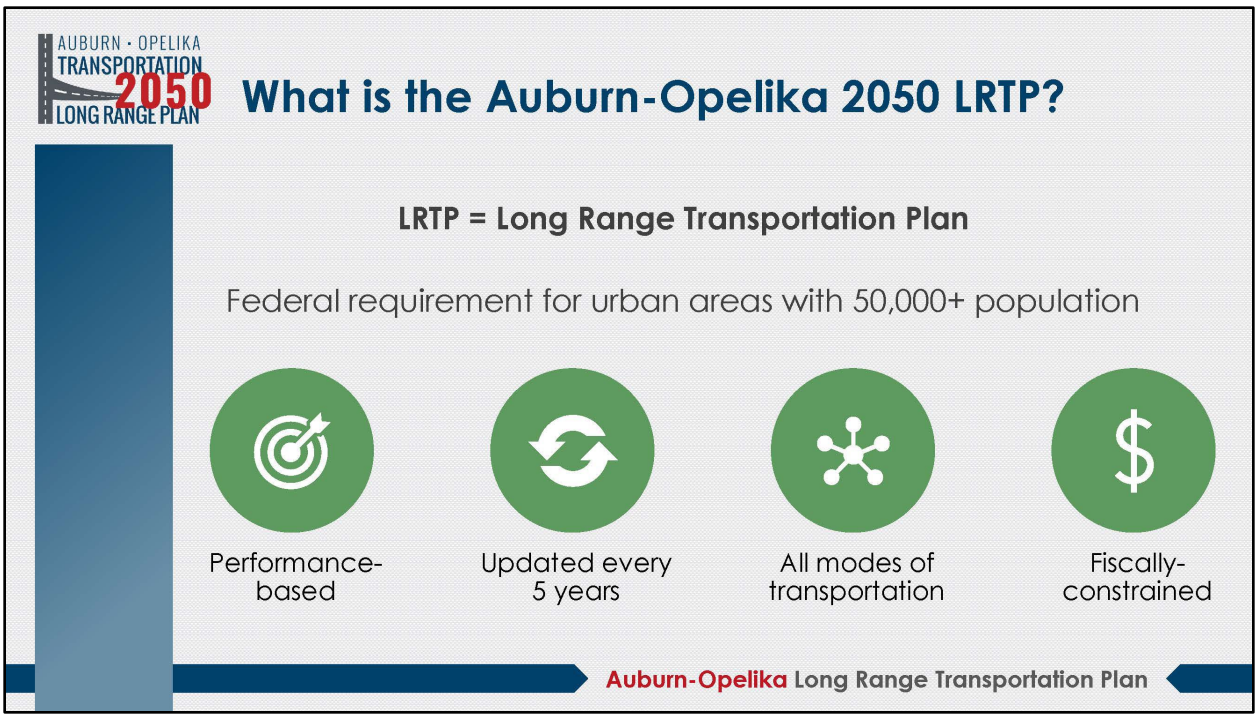
Becky Rogers

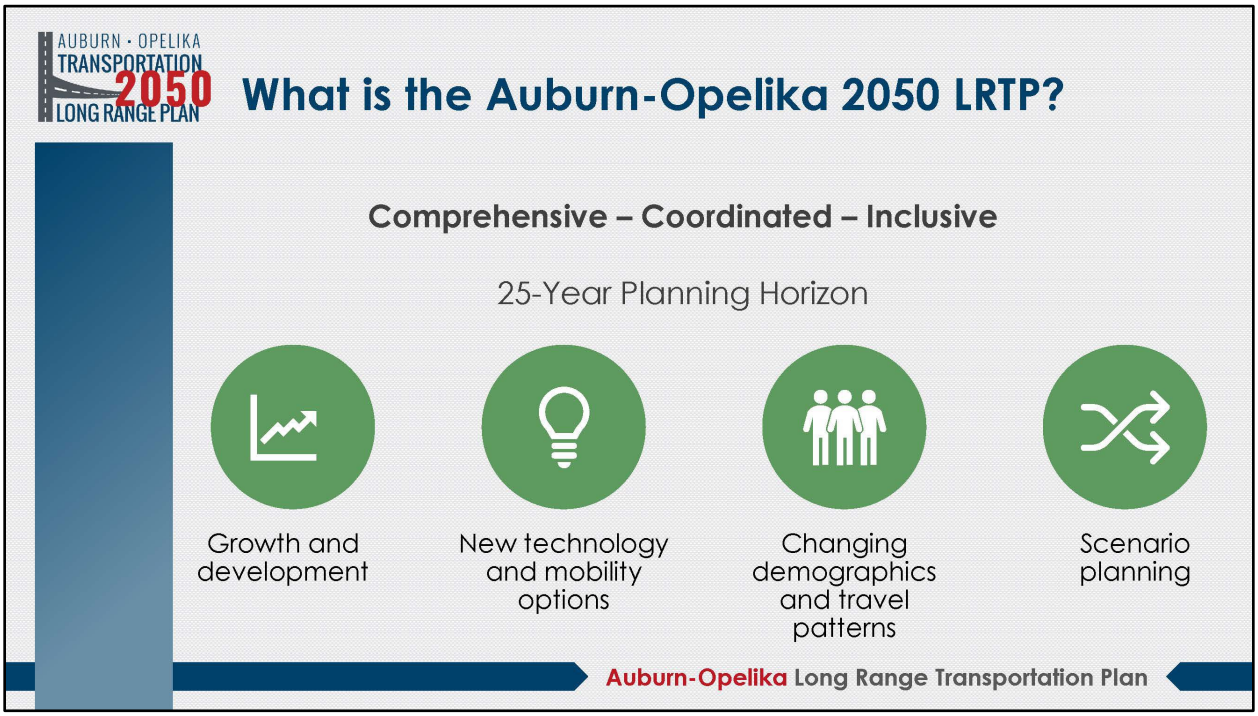
Vijay Kunada

Auburn-Opelika Long Range Transportation Plan

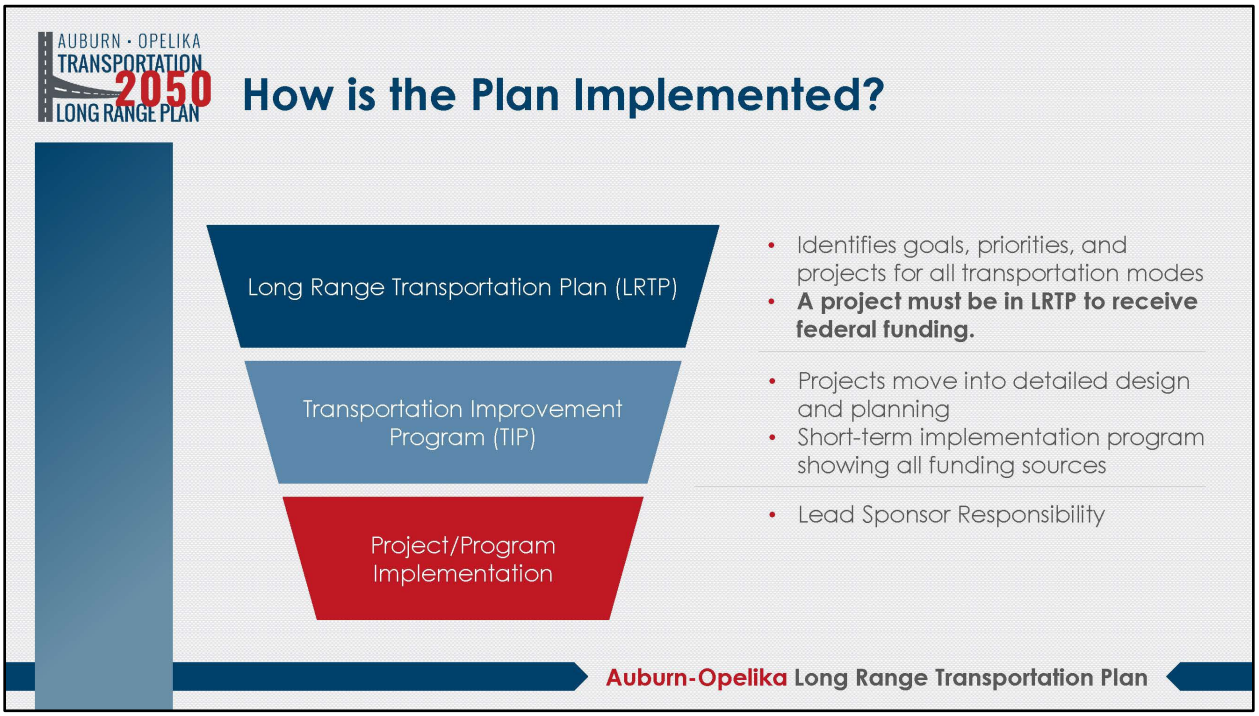

AUBURN · OPELIKA
TRANSPORTATION
2050
LONG RANGE PLAN
Instant Polling Setup
Open internet browser on phone
Go to PollEv.com
Enter ss4a for Presenter's username
Hit Join
Enter Name or hit Skip
Safari
(Apple Only)
Chrome
Auburn-Opelika Long Range Transportation Plan


1. What type of stakeholder are you?
Government or Agency Staff
0
Elected Official
0
Major Employer or Industry
0
Advocacy Group
0
Real Estate/Developer
SEE MORE
Powered by Poll Everywhere

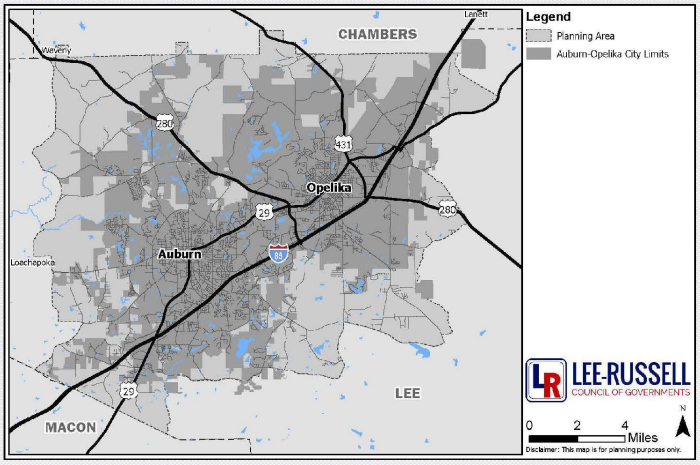

AUBURN · OPELIKA
TRANSPORTATION
2050
LONG RANGE PLAN
What is the Auburn-Opelika 2050 LRTP?
LRTP = Long Range Transportation Plan
Federal requirement for urban areas with 50,000+ population
Performance-based
Updated every 5 years
All modes of transportation
Fiscally-constrained
Auburn-Opelika Long Range Transportation Plan


AUBURN · OPELIKA
TRANSPORTATION
2050
LONG RANGE PLAN
What is the Auburn-Opelika 2050 LRTP?
Comprehensive – Coordinated – Inclusive
25-Year Planning Horizon
Growth and development
New technology and mobility options
Changing demographics and travel patterns
Scenario planning
Auburn-Opelika Long Range Transportation Plan


AUBURN · OPELIKA
TRANSPORTATION
2050
LONG RANGE PLAN
Who Approves the Plan?
Metropolitan Planning Organization (MPO)
Technical Advisory Committee & Citizens Advisory Committee
AOMPO Policy Board
• Make recommendations
• Represent local agencies and stakeholders
• Makes decisions
• Represents local constituents
Auburn-Opelika Long Range Transportation Plan


AUBURN · OPELIKA
TRANSPORTATION
2050
LONG RANGE PLAN
How is the Plan Implemented?
Long Range Transportation Plan (LRTP)
Transportation Improvement Program (TIP)
Project/Program Implementation
• Identifies goals, priorities, and projects for all transportation modes
• A project must be in LRTP to receive federal funding.
• Projects move into detailed design and planning
• Short-term implementation program showing all funding sources
• Lead Sponsor Responsibility
Auburn-Opelika Long Range Transportation Plan

Planning Area



City of Auburn
CITY OF OPELIKA
LEE COUNTY ALABAMA

Auburn-Opelika Long Range Transportation Plan

Planning Process

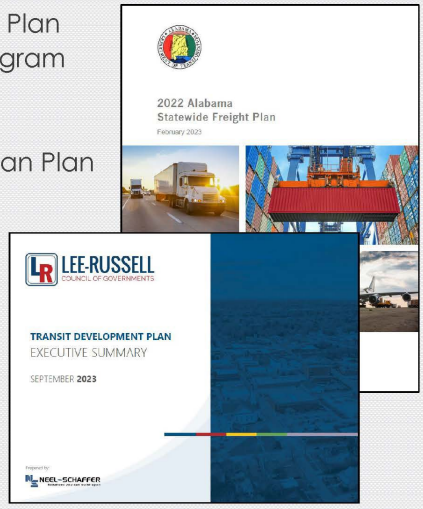
- Listening and Learning*
- Developing the Travel Demand Model
- Evaluating the State of Current System
- Identifying Future System Needs
- Visioning
- Identifying Projects & Strategies*
- Prioritizing Projects & Strategies
- Drafting the Plan
- Reviewing the Draft Plan*
- Finalizing the Plan

* Task includes Stakeholder Outreach & Public Involvement

Auburn-Opelika Long Range Transportation Plan

Integration with Other Regional Plans

- AOMPO 2045 Long Range Transportation Plan
- AOMPO Transportation Improvement Program
- LRCOG Transit Development Plan
- Alabama Statewide Transportation Plan
- Alabama Statewide Bicycle and Pedestrian Plan
- Alabama Intercity Bus Study
- Alabama Statewide Freight Plan
- Alabama Strategic Highway Safety Plan
- Auburn and Opelika City Plans
  - Master Plans
  - Comprehensive Plans
  - Parking Plans
  - Bicycle and Pedestrian Plans



Auburn-Opelika Long Range Transportation Plan

Stakeholder Outreach & Public Involvement

PHASE 1: LISTENING AND LEARNING

Introduce the planning process and seek input on the community's goals, needs and priorities.

PHASE 2: EVALUATING OPTIONS

Present a summary of findings and public input, show how this input was used, and seek input on the projects and solutions being considered for inclusion in the plan.

PHASE 3: REVIEWING THE DRAFT PLAN

Present an updated summary of findings and public input and seek input on the Draft Plan.

14

Auburn-Opelika Long Range Transportation Plan

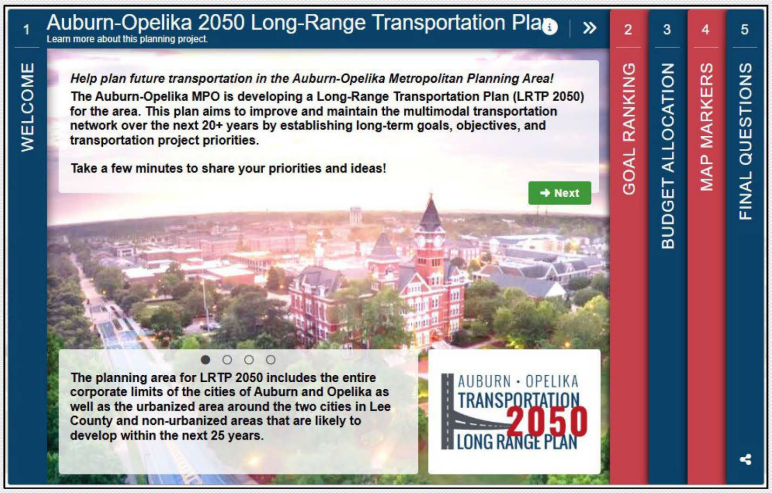
Outreach Phases

- Phase 1: Listening and Learning
  - Online Survey
  - Virtual Stakeholder Workshop
  - Outreach at Community Events
- Phase 2: Evaluating Options
  - Online Survey
- Phase 3: Reviewing the Draft Plan
  - Agency Consultation
  - Request for Public to Review Plan
  - Public Meeting

All Phases
Project Webpage
Press Releases
Social Media Outreach

Auburn-Opelika Long Range Transportation Plan

Phase 1: Online Survey



Open March 17th – May 10th

Auburn-Opelika Long Range Transportation Plan

Phase 1: Virtual Stakeholder Workshop

March 27th at 12:00 PM

Auburn-Opelika Long Range Transportation Plan

Phase 1: Outreach at Community Events

Opelika

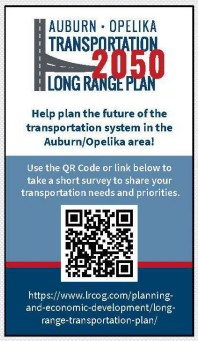
- On Tap: A Craft Beer Festival
  - April 5th from 1PM – 6 PM
  - Red Clay Brewing Company

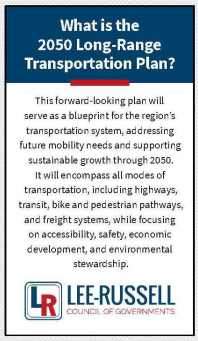
OPELIKA MAIN STREET EST. 1987

Auburn

- Auburn CityFest
  - April 26th from 9 AM – 4 PM
  - Kiesel Park

AUBURN CITYFEST





18

Auburn-Opelika Long Range Transportation Plan

How Can You Help?

- Participate in interactive polling during this meeting
- Take the survey
- Share the survey link with colleagues
  (https://metroquestsurvey.com/bji45)
- Visit the project webpage
  (https://www.lrcog.com/planning-and-economic- development/long-range-transportation-plan/)

19

Auburn-Opelika Long Range Transportation Plan

Instant Polling Setup

Open internet browser on phone

Go to **PollEv.com**

Enter **ss4a** for Presenter's username

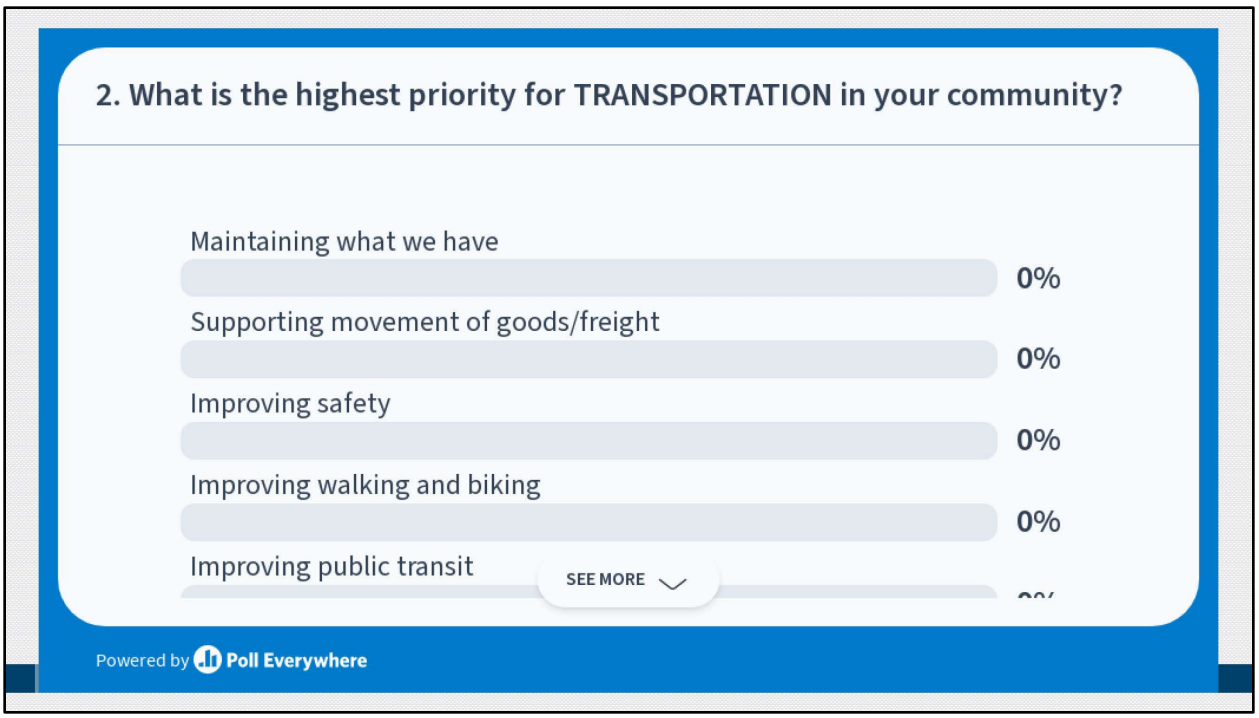
Hit **Join**

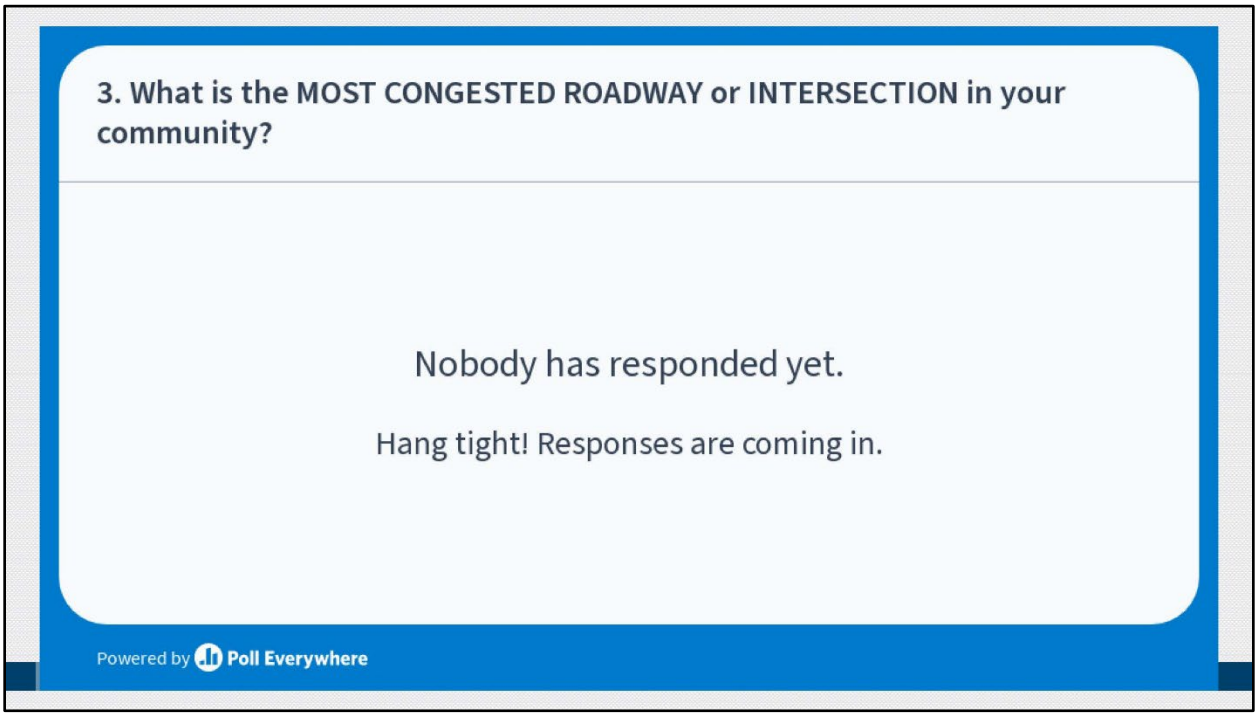
Enter **Name** or hit **Skip**

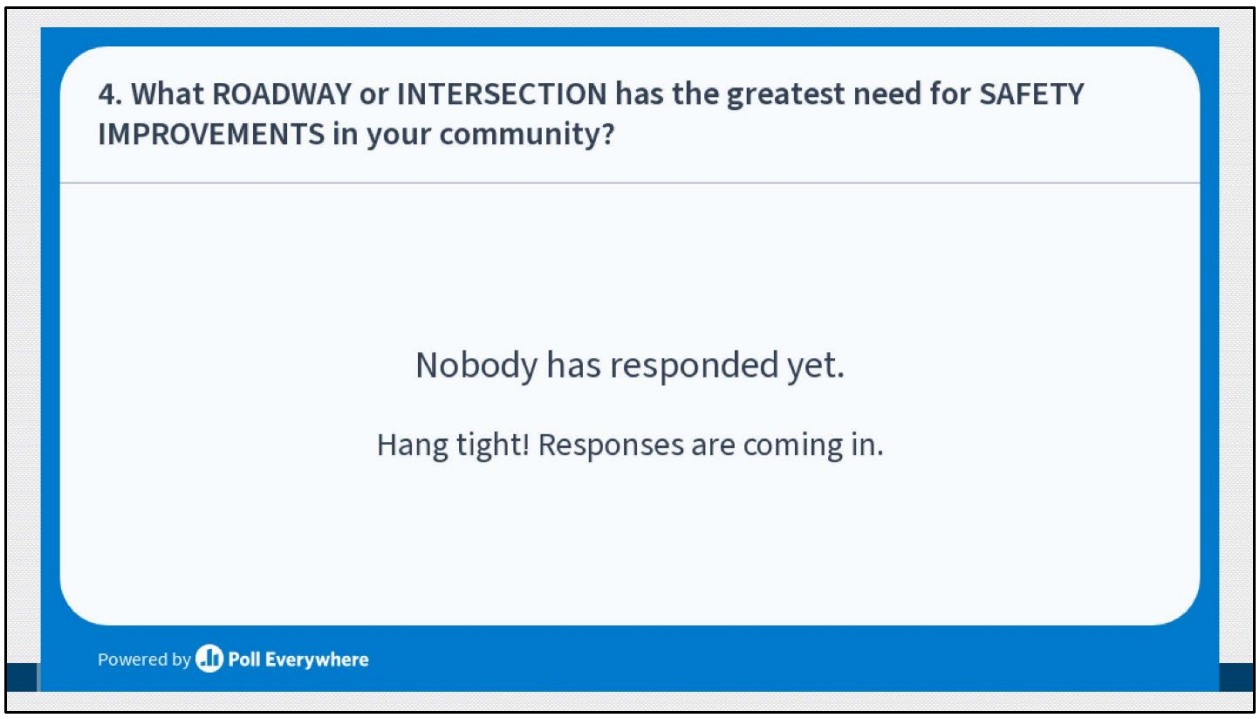
Safari
(Apple Only)

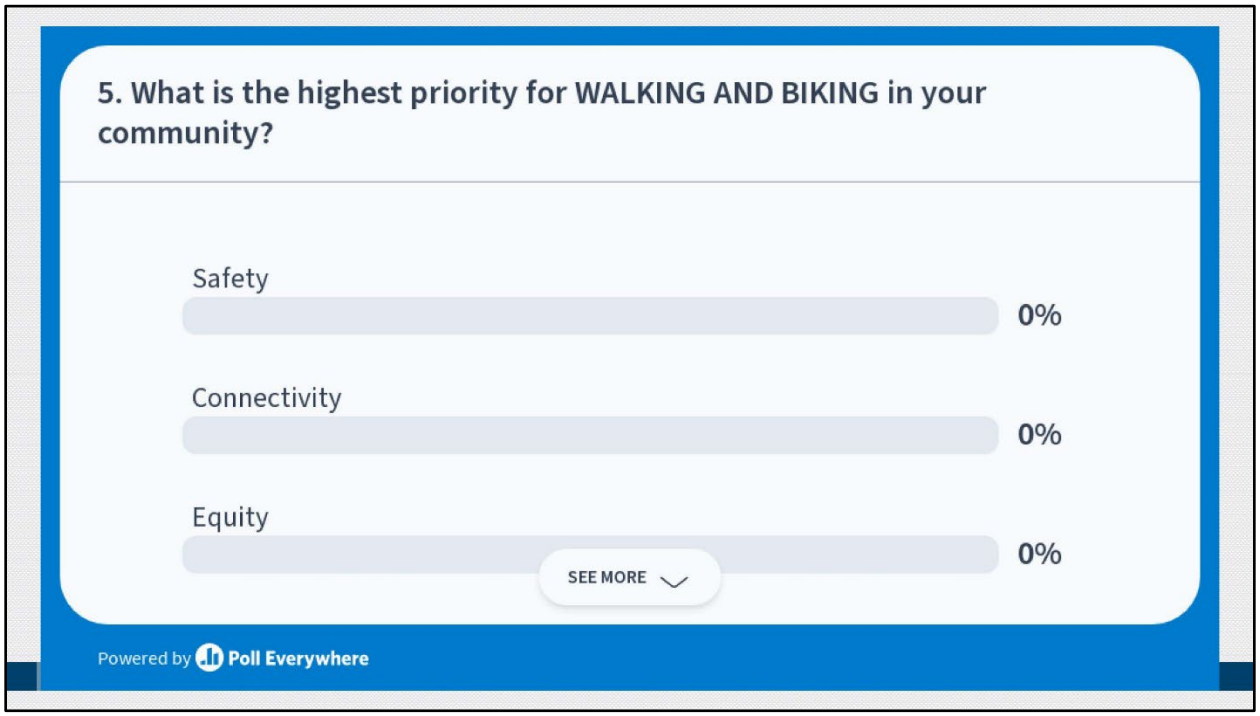
Chrome

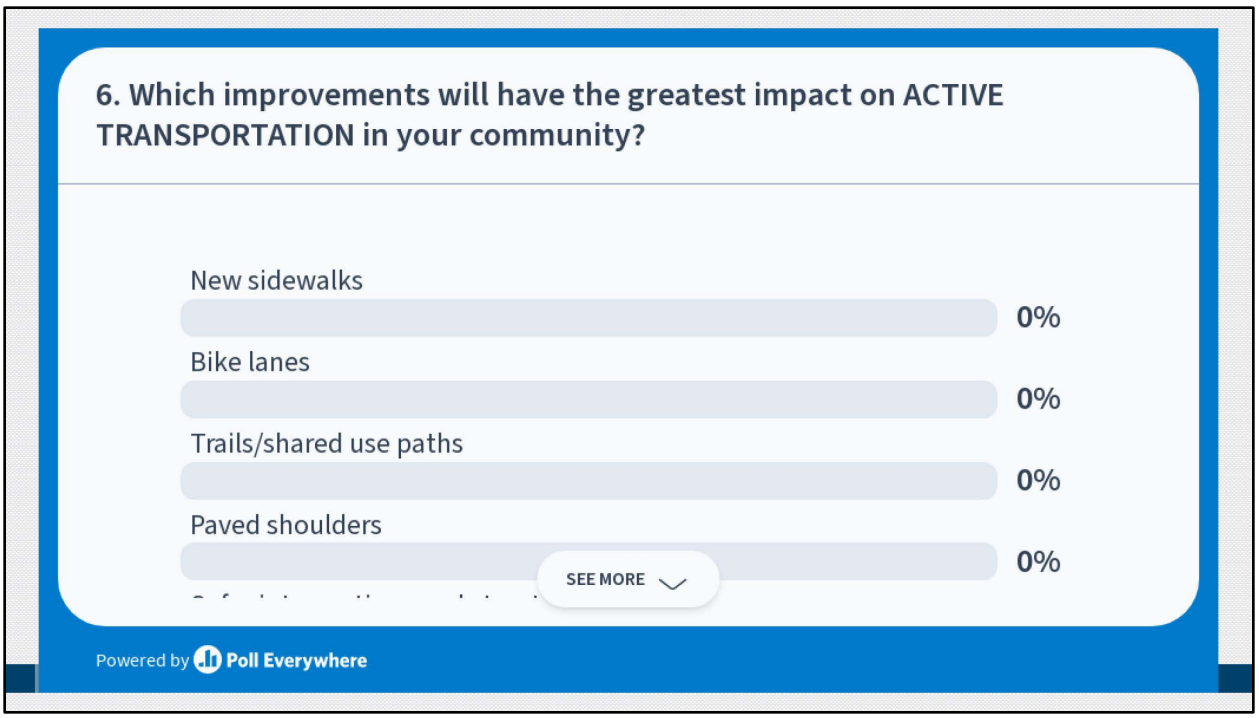
Auburn-Opelika Long Range Transportation Plan

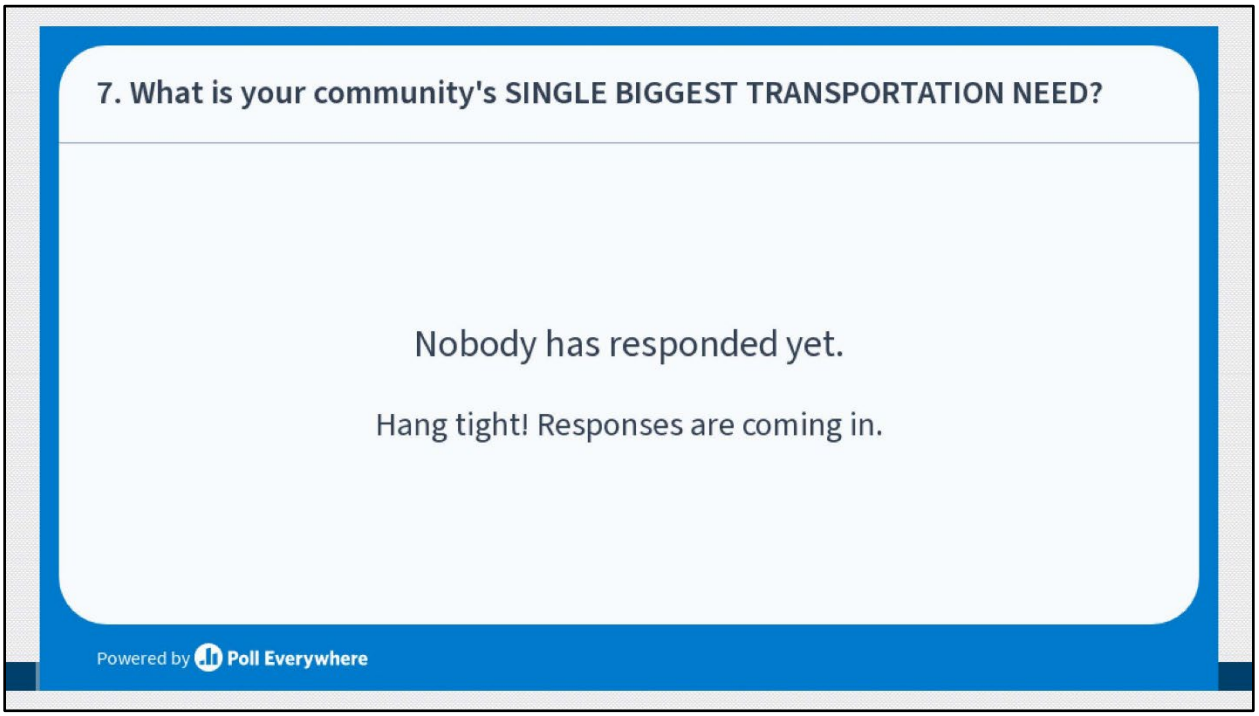

2. What is the highest priority for TRANSPORTATION in your community?
Maintaining what we have
0%
Supporting movement of goods/freight
0%
Improving safety
0%
Improving walking and biking
0%
Improving public transit
SEE MORE
Powered by Poll Everywhere

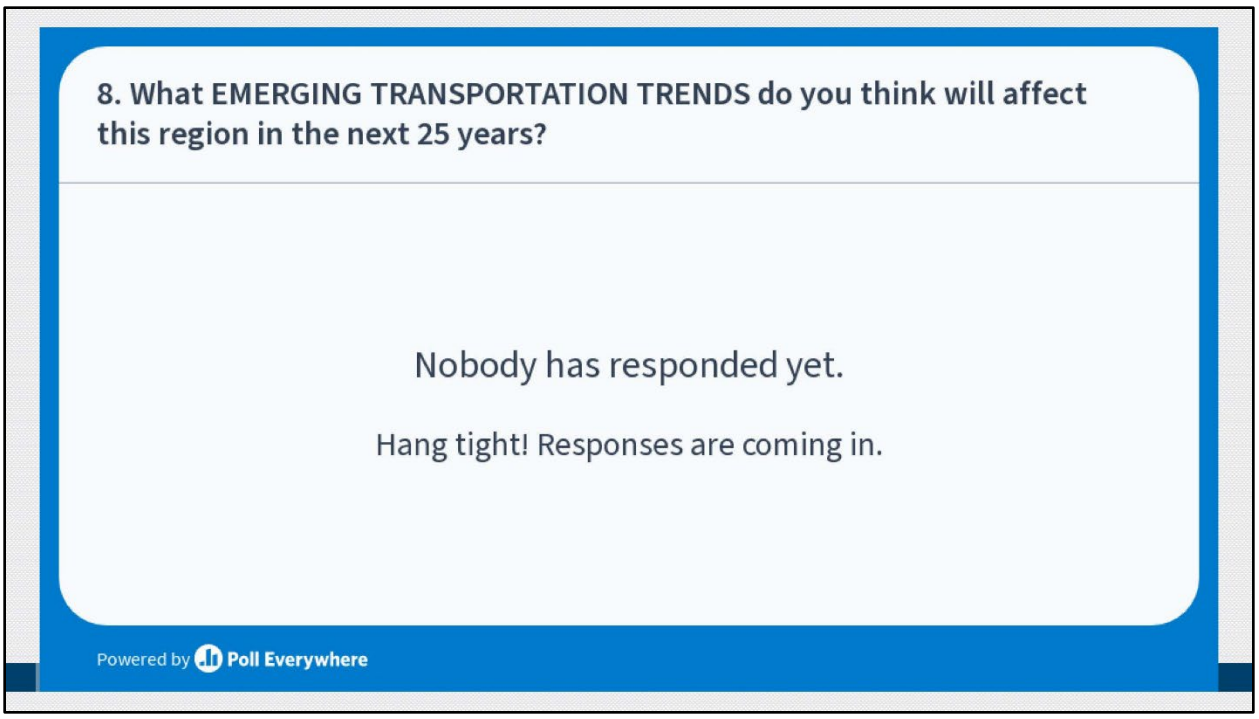

3. What is the MOST CONGESTED ROADWAY or INTERSECTION in your community?
Nobody has responded yet.
Hang tight! Responses are coming in.
Powered by Poll Everywhere


4. What ROADWAY or INTERSECTION has the greatest need for SAFETY IMPROVEMENTS in your community?
Nobody has responded yet.
Hang tight! Responses are coming in.
Powered by Poll Everywhere


5. What is the highest priority for WALKING AND BIKING in your community?
Safety
0%
Connectivity
0%
Equity
0%
SEE MORE
Powered by Poll Everywhere

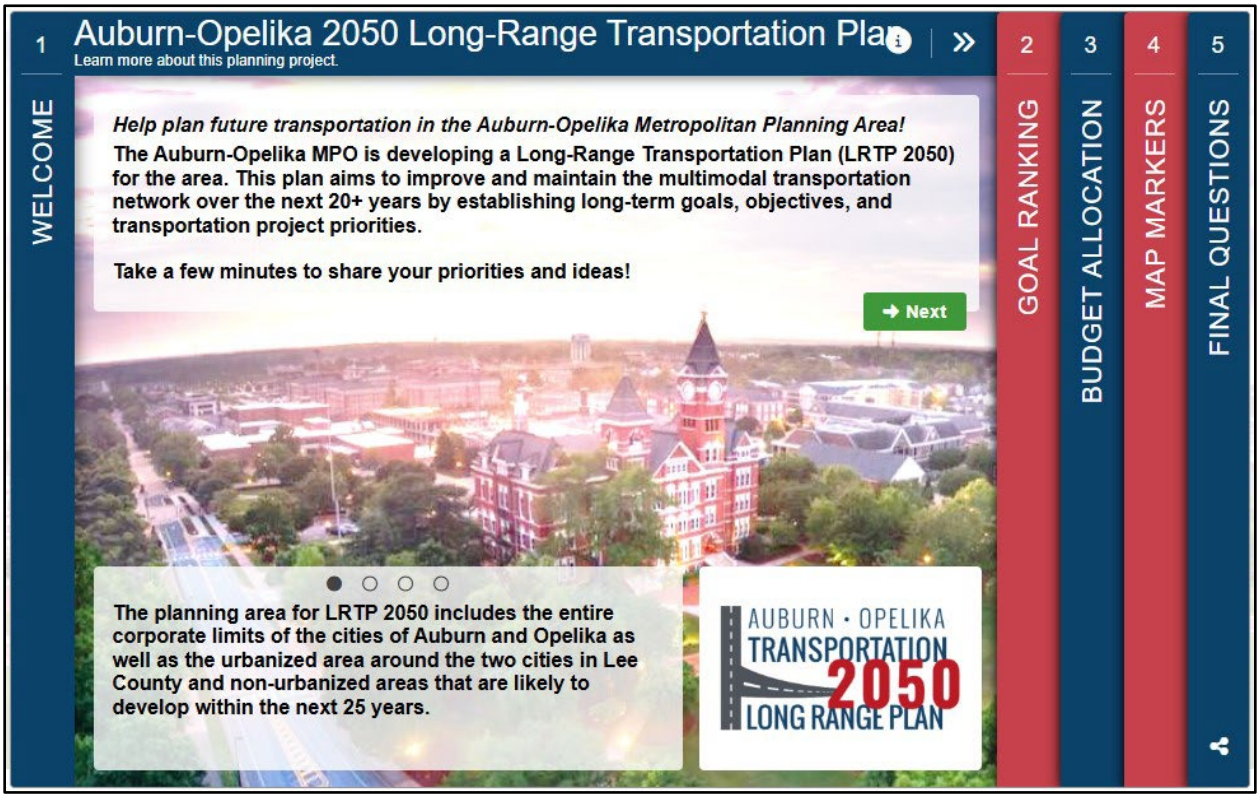

6. Which improvements will have the greatest impact on ACTIVE TRANSPORTATION in your community?
New sidewalks
0%
Bike lanes
0%
Trails/shared use paths
0%
Paved shoulders
0%
SEE MORE
Powered by Poll Everywhere

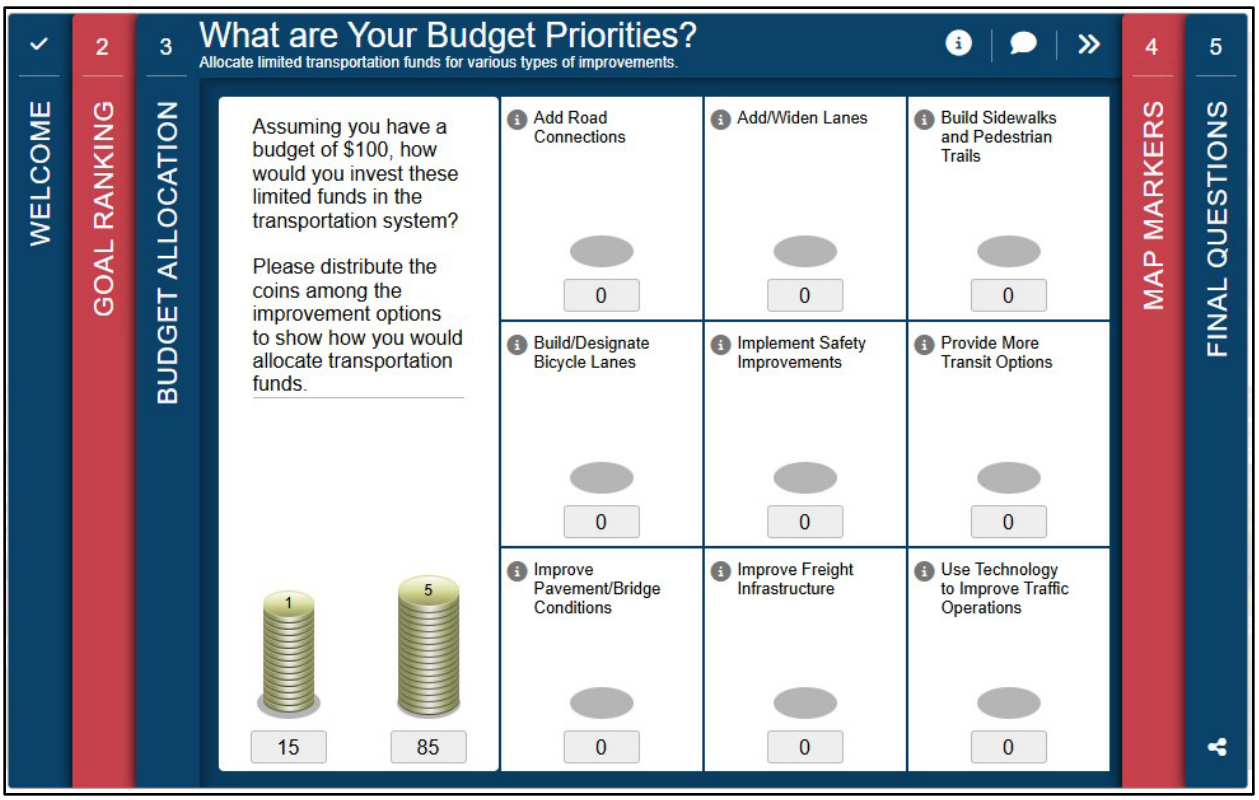

7. What is your community's SINGLE BIGGEST TRANSPORTATION NEED?
Nobody has responded yet.
Hang tight! Responses are coming in.
Powered by Poll Everywhere

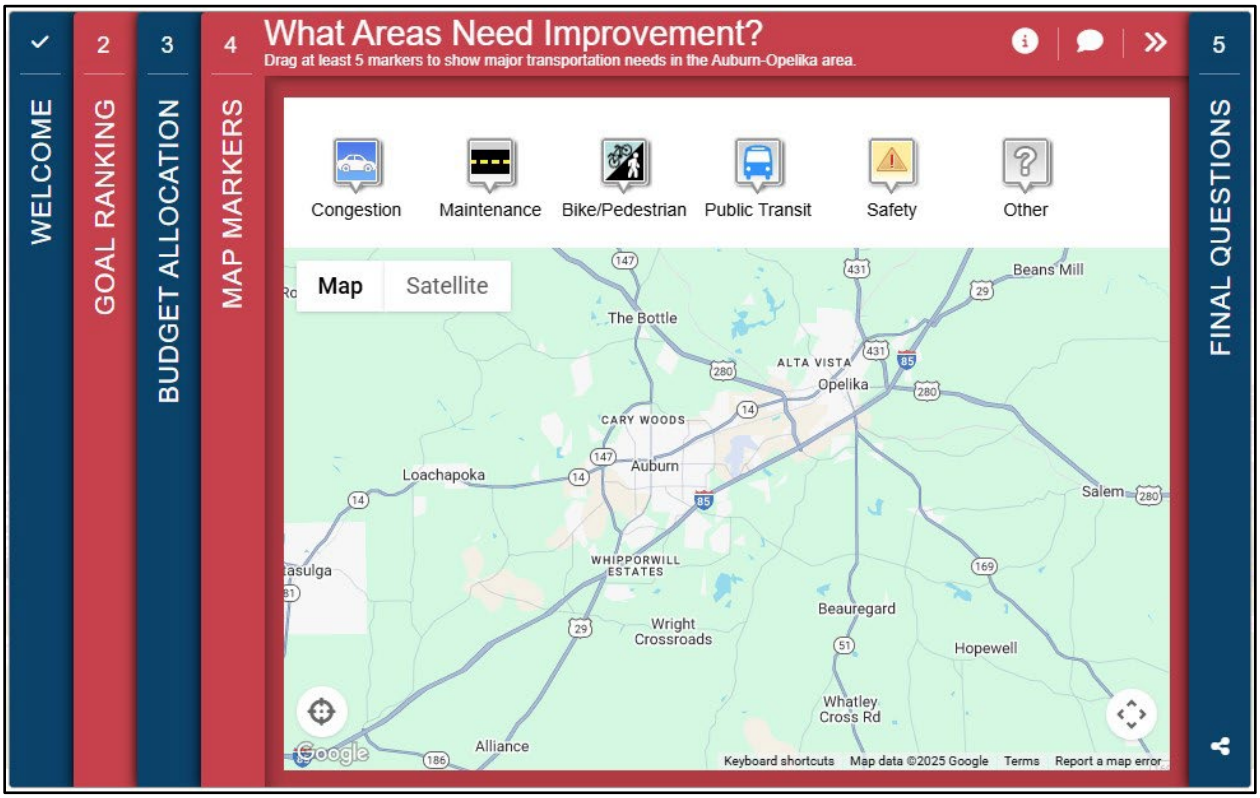

8. What EMERGING TRANSPORTATION TRENDS do you think will affect this region in the next 25 years?
Nobody has responded yet.
Hang tight! Responses are coming in.
Powered by Poll Everywhere

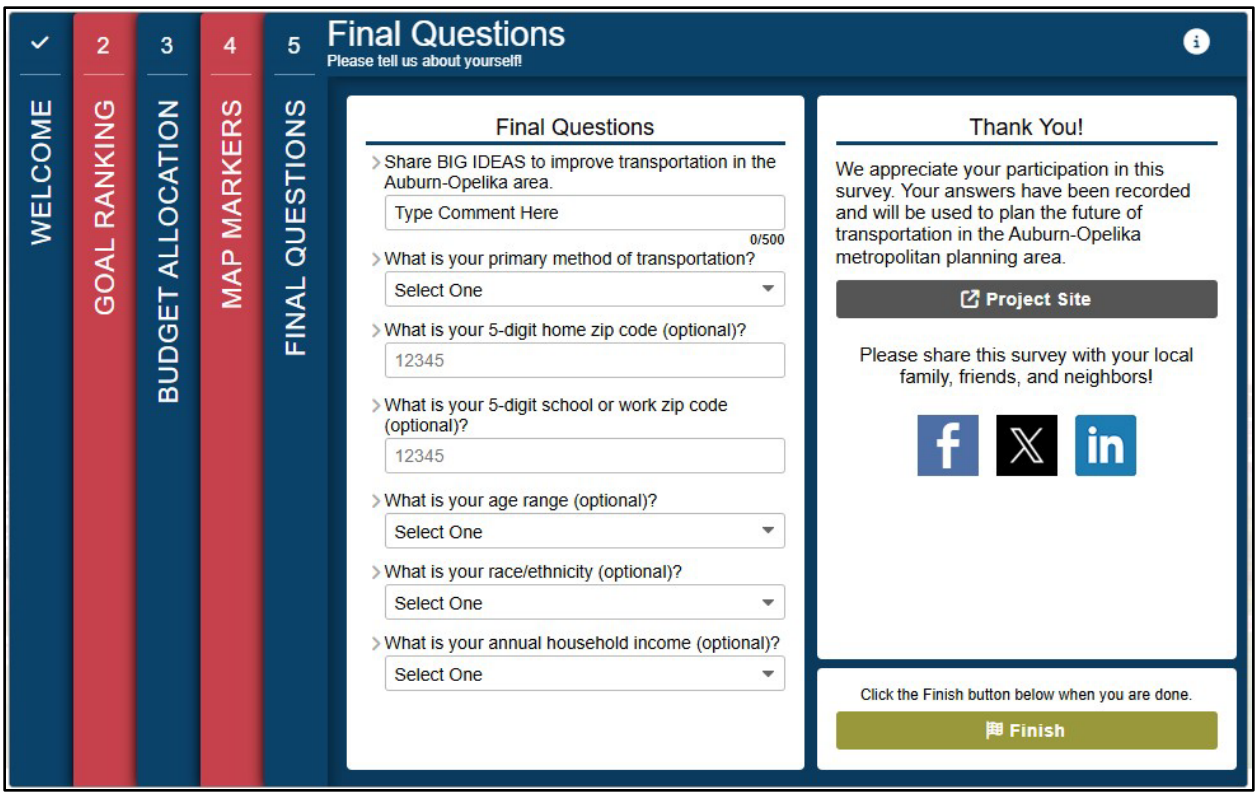

AUBURN • OPELIKA
TRANSPORTATION
2050
LONG RANGE PLAN
Project Contacts
Becky Rogers
Senior Project Manager
becky.rogers@neel-schaffer.com
Vijay Kunada
Senior Vice President
vijay.kunada@neel-schaffer.com
28

Online Survey




WELCOME
2
GOAL RANKING
3
BUDGET ALLOCATION
What are Your Budget Priorities?
Allocate limited transportation funds for various types of improvements.
4
MAP MARKERS
5
FINAL QUESTIONS
Assuming you have a budget of $100, how would you invest these limited funds in the transportation system?
Please distribute the coins among the improvement options to show how you would allocate transportation funds.
1
5
15
85
Add Road Connections
Add/Widen Lanes
Build Sidewalks and Pedestrian Trails
Build/Designate Bicycle Lanes
Implement Safety Improvements
Provide More Transit Options
Improve Pavement/Bridge Conditions
Improve Freight Infrastructure
Use Technology to Improve Traffic Operations
0


WELCOME
2
GOAL RANKING
3
BUDGET ALLOCATION
4
MAP MARKERS
What Areas Need Improvement?
Drag at least 5 markers to show major transportation needs in the Auburn-Opelika area.
5
FINAL QUESTIONS
Congestion
Maintenance
Bike/Pedestrian
Public Transit
Safety
Other
Map
Satellite
The Bottle
Beans Mill
ALTA VISTA
Opelika
CARY WOODS
Auburn
Loachapoka
Salem
WHIPPORWILL ESTATES
Beauregard
Wright Crossroads
Hopewell
Whatley Cross Rd
Alliance
Keyboard shortcuts
Map data ©2025 Google
Terms
Report a map error


WELCOME
2
GOAL RANKING
3
BUDGET ALLOCATION
4
MAP MARKERS
5
FINAL QUESTIONS
Final Questions
Please tell us about yourself!
Final Questions
Share BIG IDEAS to improve transportation in the Auburn-Opelika area.
Type Comment Here
0/500
What is your primary method of transportation?
Select One
What is your 5-digit home zip code (optional)?
12345
What is your 5-digit school or work zip code (optional)?
12345
What is your age range (optional)?
Select One
What is your race/ethnicity (optional)?
Select One
What is your annual household income (optional)?
Select One
Thank You!
We appreciate your participation in this survey. Your answers have been recorded and will be used to plan the future of transportation in the Auburn-Opelika metropolitan planning area.
Project Site
Please share this survey with your local family, friends, and neighbors!
Click the Finish button below when you are done.
Finish

Survey Results

Current Challenges

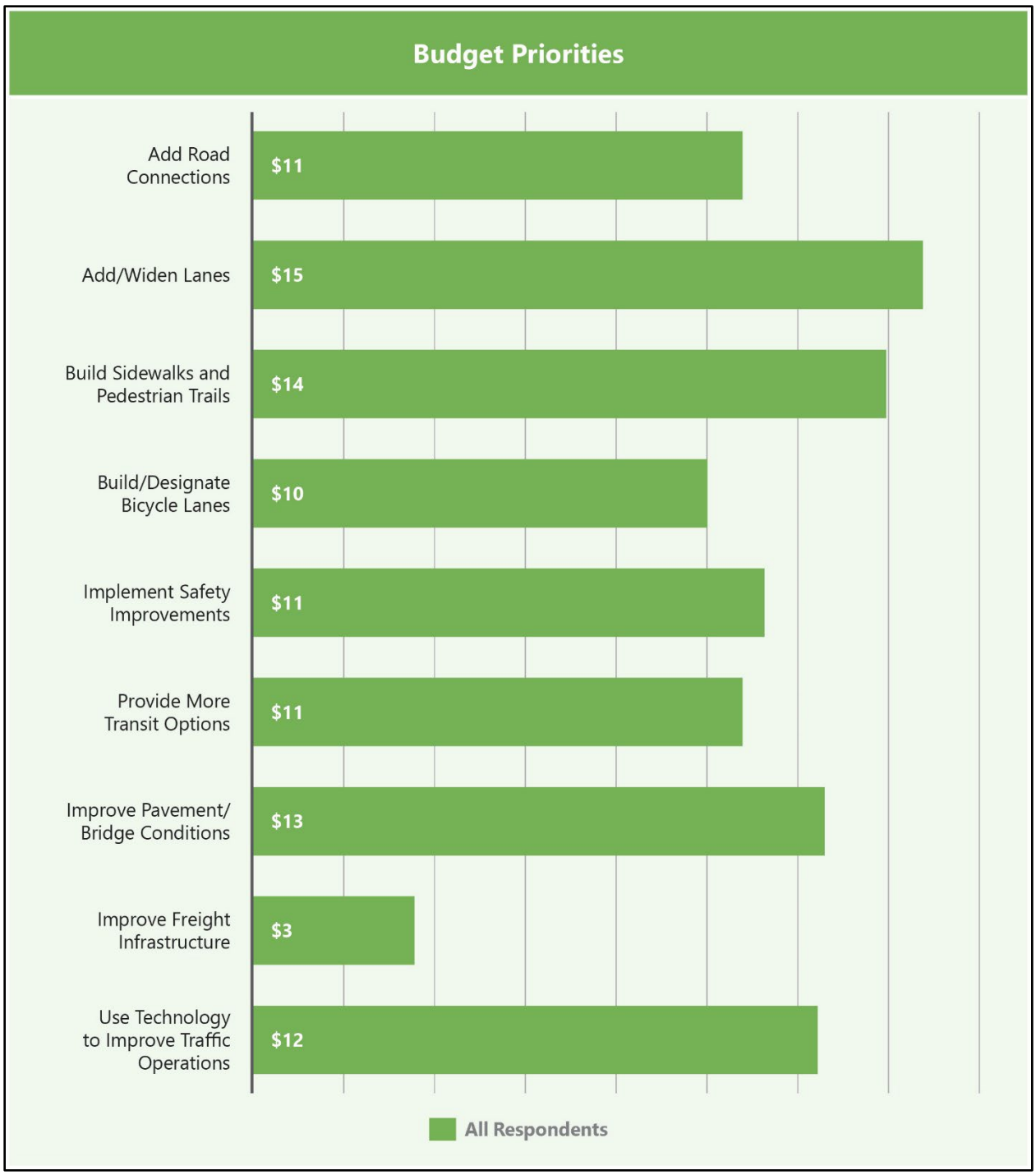
Conditions, challenges, and needs identified by respondents that need to be addressed.

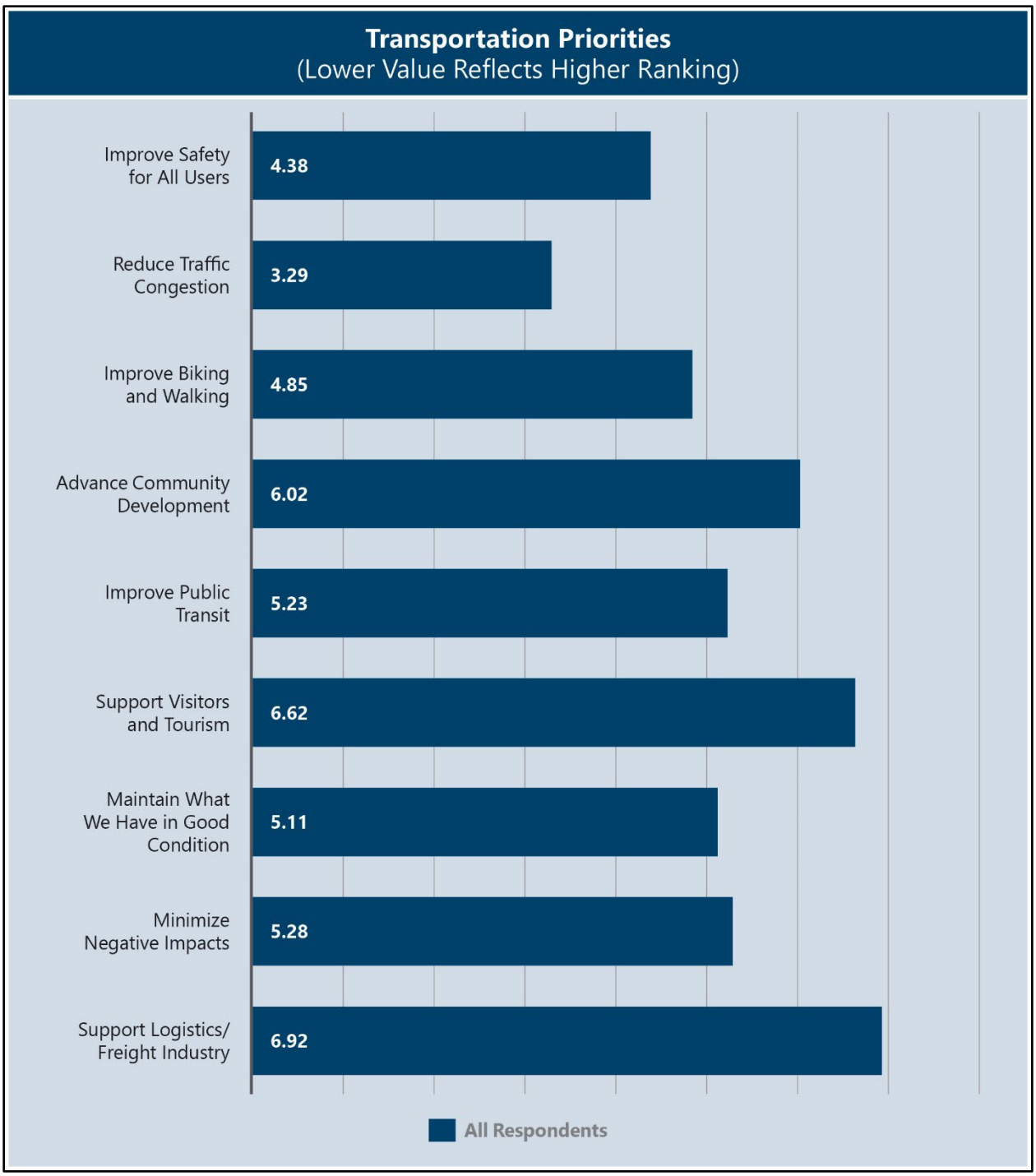
Add Bike Path, Add Center Lane, **Add Crosswalks,** Add Golf Cart Paths, **Add Lanes,** Add Park and Ride, Add Red Light, **Add Roundabouts,** Add Shoulder, Add Sidewalks, Add Stop Lights, Add Street Lights, **Add Traffic Light, Add Turn Lanes,** Bicyclist Behavior Concerns, Blind Curve, Bottleneck, Bridge Concerns, Congestion, **Crashes,** Debris, Driver Behavior Concerns, Fix Bridge, **Fix Roads,** **Improve Bicyclist Infrastructure,** **Improve Connectivity,** Improve Entrances, Improve Infrastructure, Improve Parking, Improve Pedestrian Infrastructure, Improve Public Transportation, Improve Railroad Infrastructure, Improve Roads, Improve Signage, Improve Turn Lanes, **Improve Visibility,** **Increase Connectivity,** Intersection Concerns, **Left Turn Concerns,** Make Public Transit Accessible for Everyone, Merge Concerns, **Potholes,** **Railroad Concerns,** Redesign Roads, Reduce Speed Limit, Remove Street Parking, Repaint Roads, Repave Roads, Resurface Roads, Roundabout Concerns, Safety , Safety Concerns, Speed Limit Concerns, **Speeding,** Synchronize Lights, **Traffic,** **Turn Concerns,** Widen Bridge, Widen Roads

Roadways & Intersections

Respondents identified roadways and intersections most in need of maintenance, safety improvements, or congestion relief.

2nd Ave, Deer Run Rd, **Donahue,** Frederick @ Tigertown, Gateway Dr, Hwy 280, Moores Mill, **Morris Ave,** **N Donahue,** Opelika Rd


Budget Priorities
Add Road Connections
$11
Add/Widen Lanes
$15
Build Sidewalks and Pedestrian Trails
$14
Build/Designate Bicycle Lanes
$10
Implement Safety Improvements
$11
Provide More Transit Options
$11
Improve Pavement/ Bridge Conditions
$13
Improve Freight Infrastructure
$3
Use Technology to Improve Traffic Operations
$12
All Respondents


Transportation Priorities
(Lower Value Reflects Higher Ranking)
Improve Safety for All Users
4.38
Reduce Traffic Congestion
3.29
Improve Biking and Walking
4.85
Advance Community Development
6.02
Improve Public Transit
5.23
Support Visitors and Tourism
6.62
Maintain What We Have in Good Condition
5.11
Minimize Negative Impacts
5.28
Support Logistics/ Freight Industry
6.92
All Respondents

Appendix B: Round 2 Outreach Summary

Social Media Posts

facebook

Log In

Lee-Russell Council of Governments's post

Lee-Russell Council of Governments
29m ·

Help Shape the Auburn-Opelika Region's Transportation Future

The Auburn-Opelika Metropolitan Planning Organization is developing the 2050 Long Range Transportation Plan (LRTP), which will guide how federal funds are used for transportation investments for the next 25 years. With limited funding available, your input is essential to help prioritize congestion relief projects across the region.

This brief survey invites you to share your experiences and preferences regarding:

- How you define and experience traffic congestion
- Strategies you believe should be prioritized to reduce congestion
- Your preferred alternatives to driving alone, if any
- Specific locations where congestion relief is most needed (via an interactive map)

Your feedback will directly inform how city, county, and state agencies address mobility challenges in the years ahead.

Take the survey here: https://metroquestsurvey.com/52bx

Survey closes: August 31, 2025

Please share this opportunity with others in the community. Together, we can build a transportation system that better serves everyone.

#AuburnAL; #OpelikaAL; #LeeCountyAL

Lee-Russell Council of Governments
Planning and Economic Development Director David Ro... · 4 days ago · Edited

Help Shape the Auburn-Opelika Region's Transportation Future

The Auburn-Opelika Metropolitan Planning Organization is developing the 2050 Long Range Transportation Plan (LRTP), which will guide how federal funds are used for transportation investments for the next 25 years. With limited funding available, your input is essential to help prioritize congestion relief projects across the region.

This brief survey invites you to share your experiences and preferences regarding:
- How you define and experience traffic congestion
- Strategies you believe should be prioritized to reduce congestion
- Your preferred alternatives to driving alone
- Specific locations where congestion relief is most needed (via an interactive map)
- Basic location and demographic information to support planning efforts

Your feedback will directly inform how city, county, and state agencies address mobility challenges in the years ahead.

Take the survey here: https://metroquestsurvey.com/52bx

Survey closes: August 31, 2025

Please share this opportunity with others in the community. Together, we can build a transportation system that better serves everyone.

#AuburnAL; #OpelikaAL; #LeeCountyAL

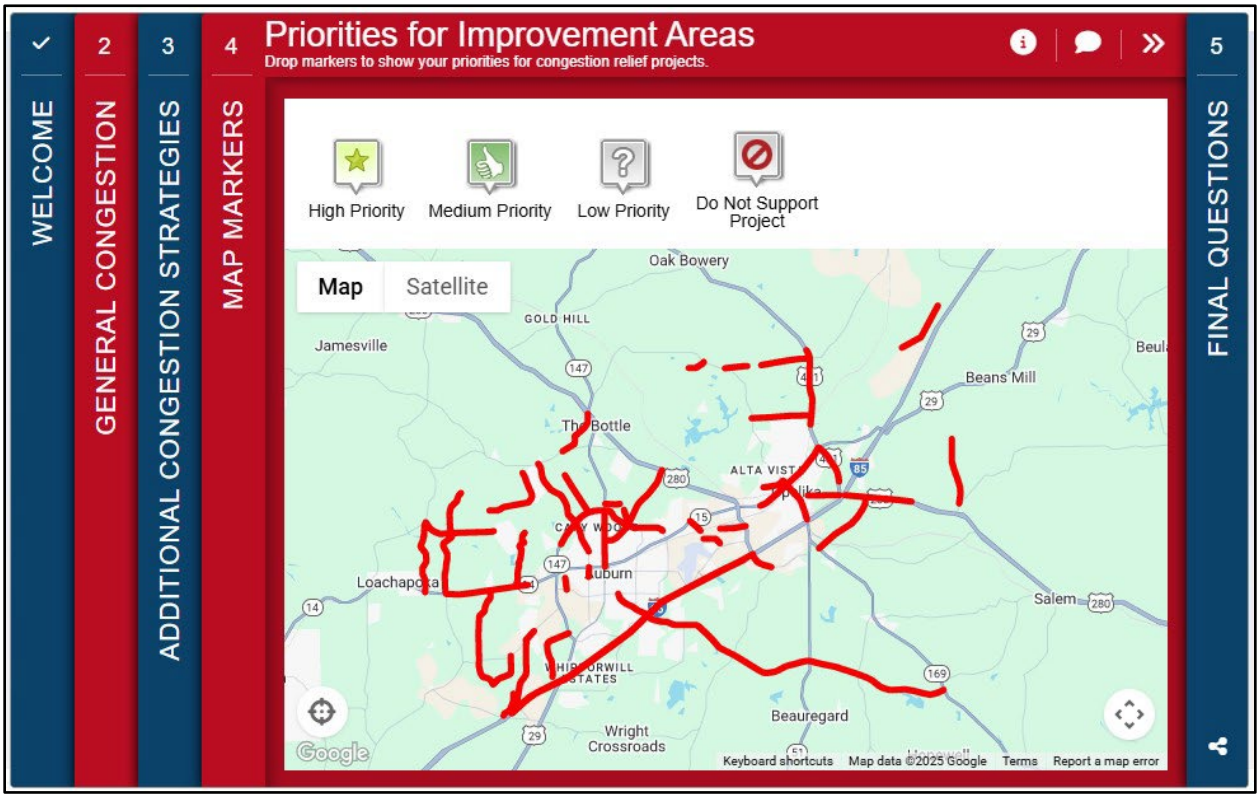
AOMPO Congestion Relief Priorities
live.metroquestsurvey.com:443

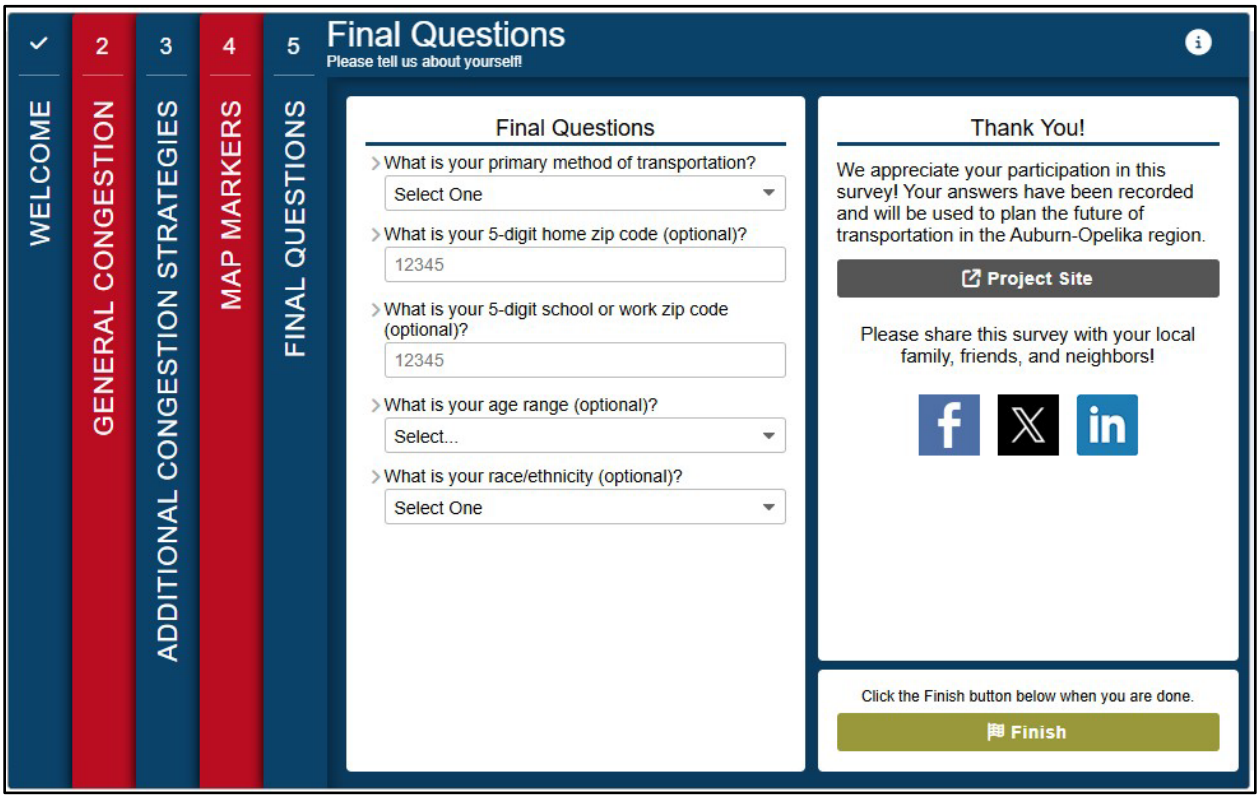
Posted to **Subscribers of Lee-Russell Council of Governments in 1 area**

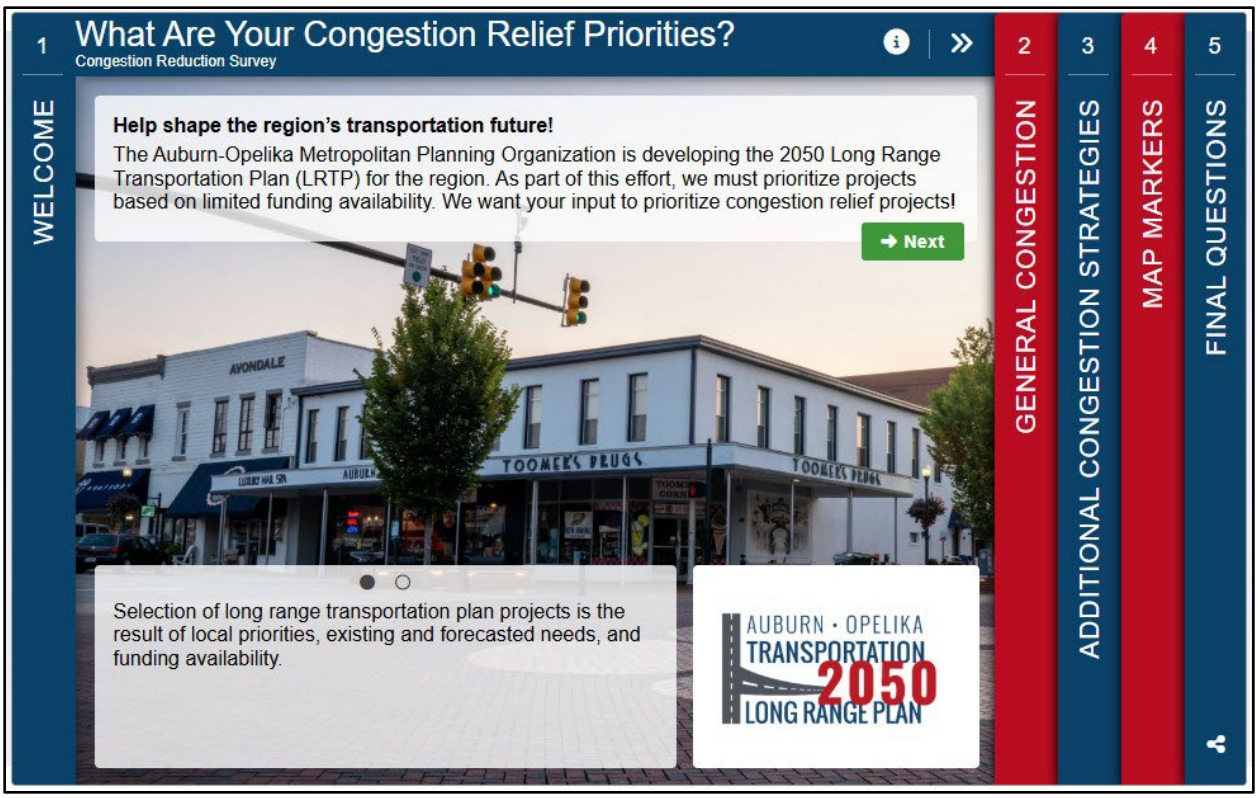
2 · 877 Impressions

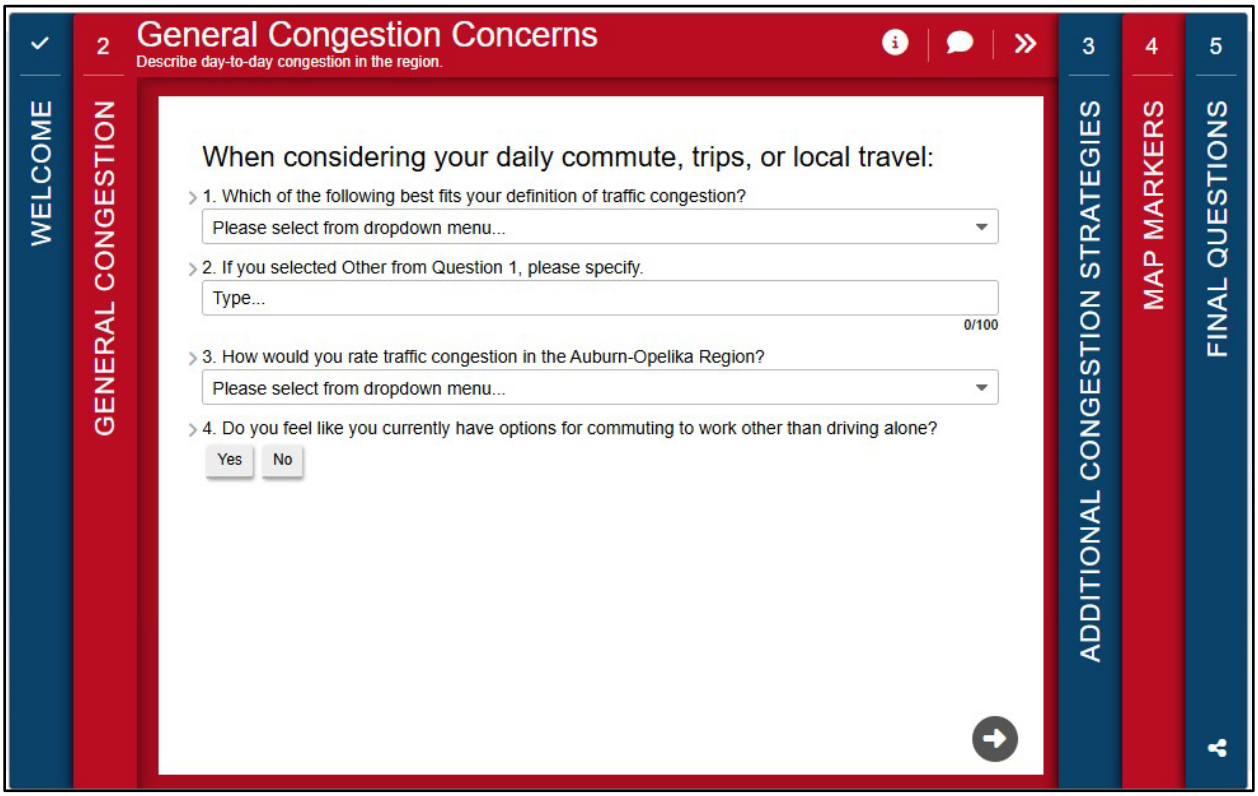
Discussion closed 4 days ago. Learn more »

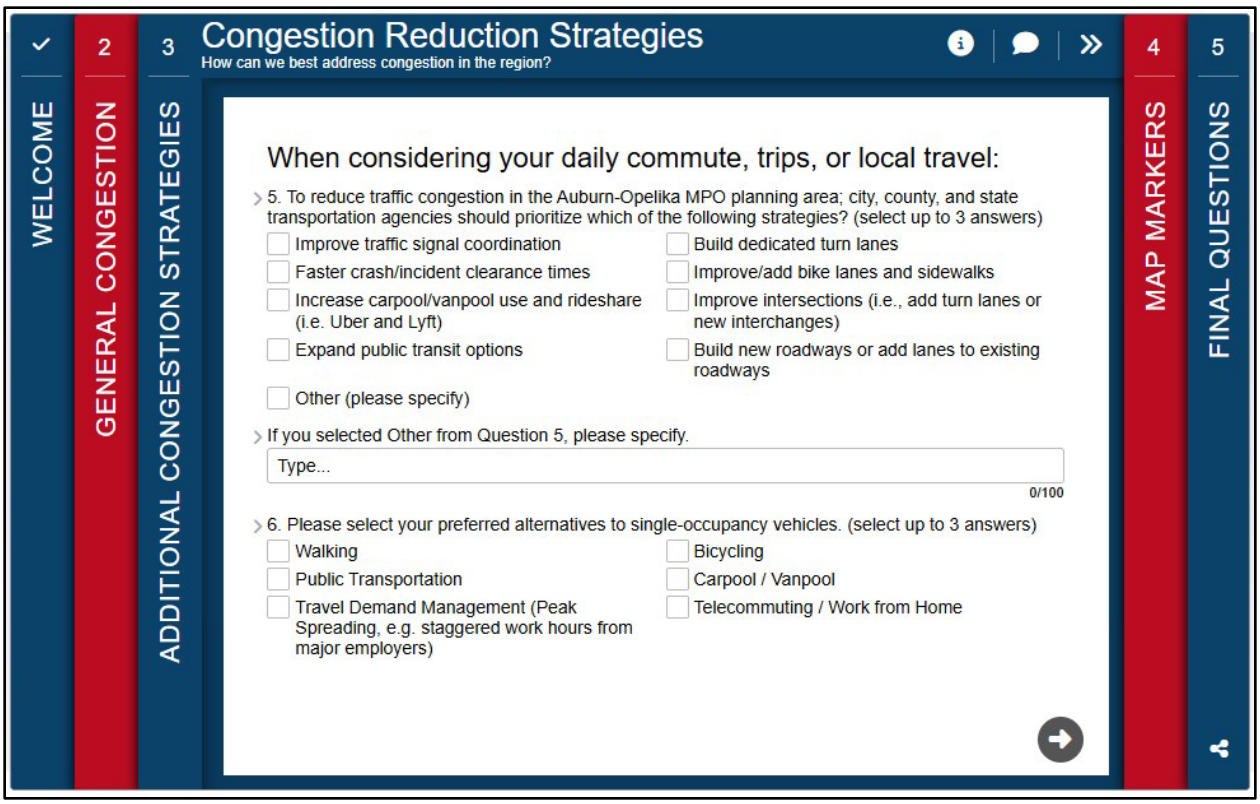
Online Survey






1
What Are Your Congestion Relief Priorities?
Congestion Reduction Survey
WELCOME
Help shape the region's transportation future!
The Auburn-Opelika Metropolitan Planning Organization is developing the 2050 Long Range Transportation Plan (LRTP) for the region. As part of this effort, we must prioritize projects based on limited funding availability. We want your input to prioritize congestion relief projects!
Next
Selection of long range transportation plan projects is the result of local priorities, existing and forecasted needs, and funding availability.
AUBURN • OPELIKA
TRANSPORTATION
2050
LONG RANGE PLAN
2
GENERAL CONGESTION
3
ADDITIONAL CONGESTION STRATEGIES
4
MAP MARKERS
5
FINAL QUESTIONS


WELCOME
2
General Congestion Concerns
Describe day-to-day congestion in the region.
GENERAL CONGESTION
When considering your daily commute, trips, or local travel:
1. Which of the following best fits your definition of traffic congestion?
Please select from dropdown menu...
2. If you selected Other from Question 1, please specify.
Type...
0/100
3. How would you rate traffic congestion in the Auburn-Opelika Region?
Please select from dropdown menu...
4. Do you feel like you currently have options for commuting to work other than driving alone?
Yes
No
3
ADDITIONAL CONGESTION STRATEGIES
4
MAP MARKERS
5
FINAL QUESTIONS


WELCOME
2
GENERAL CONGESTION
3
ADDITIONAL CONGESTION STRATEGIES
Congestion Reduction Strategies
How can we best address congestion in the region?
4
MAP MARKERS
5
FINAL QUESTIONS
When considering your daily commute, trips, or local travel:
5. To reduce traffic congestion in the Auburn-Opelika MPO planning area; city, county, and state transportation agencies should prioritize which of the following strategies? (select up to 3 answers)
Improve traffic signal coordination
Faster crash/incident clearance times
Increase carpool/vanpool use and rideshare (i.e. Uber and Lyft)
Expand public transit options
Build dedicated turn lanes
Improve/add bike lanes and sidewalks
Improve intersections (i.e., add turn lanes or new interchanges)
Build new roadways or add lanes to existing roadways
Other (please specify)
If you selected Other from Question 5, please specify.
Type...
0/100
6. Please select your preferred alternatives to single-occupancy vehicles. (select up to 3 answers)
Walking
Public Transportation
Travel Demand Management (Peak Spreading, e.g. staggered work hours from major employers)
Bicycling
Carpool / Vanpool
Telecommuting / Work from Home

Appendix C: Round 3 Outreach Summary

Appendix D: Project Factsheets

SR-147

US 280 to Chambers County Line

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1	3.74	Completed	1	N/A	N/A

Name	Limits
SR-147	US 280 to Chambers County Line

Description
Resurfacing and shoulder widening

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

I-85

US 280 west to US 280 east

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
2	7.60	$1,042,313	1	N/A	N/A

Name	Limits
I-85	US 280 west to US 280 east

Description
Widen from 4 lanes to 6 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Marvyn Pkwy (SR-51)

Crawford Rd (SR-169) to the southern city limits

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
3	1.64	$6,143,185	1	N/A	N/A

Name	Limits
Marvyn Pkwy (SR-51)	Crawford Rd (SR-169) to the southern city limits

Description
Widen from 2 lanes to 3 lanes (CTL)

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Watercrest Dr Extension

E University Dr to Cary Creek Pkwy

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
4	1.11	$4,798,429	1	N/A	N/A

Name	Limits
Watercrest Dr Extension	E University Dr to Cary Creek Pkwy

Description
New 2-lane roadway

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Dean Rd Extension

Sandstone Ln to Birmingham Hwy (US-280)

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
5	1.48	$12,423,329	1	N/A	N/A

Name	Limits
Dean Rd Extension	Sandstone Ln to Birmingham Hwy (US-280)

Description
New 3-lane roadway

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Academy Dr Extension

Gatewood Dr to Shelton Mill Rd (CR-97)

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
6	0.82	$5,258,551	1	N/A	N/A

Name	Limits
Academy Dr Extension	Gatewood Dr to Shelton Mill Rd (CR-97)

Description
New 2-lane roadway

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Outer Loop - Segment 2/3

Mrs. James Rd (CR-81) to Martin Luther King Dr (SR-14)

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
7	3.66	$21,954,453	1	N/A	N/A

Name	Limits
Outer Loop - Segment 2/3	Mrs. James Rd (CR-81) to Martin Luther King Dr (SR-14)

Description
New 2-lane roadway

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Gateway Dr Extension

Marvyn Pkwy (SR-51) to Crawford Rd (SR-169)

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
8	0.39	$1,907,245	1	N/A	N/A

Name	Limits
Gateway Dr Extension	Marvyn Pkwy (SR-51) to Crawford Rd (SR-169)

Description
New 2-lane roadway

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

N College St (SR-147)

Shug Jordan Pkwy/E University Dr (SR-267) to US-280

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
9	2.92	$412,120	1	N/A	N/A

Name	Limits
N College St (SR-147)	Shug Jordan Pkwy/E University Dr (SR-267) to US-280

Description
Widen from 2 lanes to 4 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

CR-10

CR-137 (Wire Rd) to Cox Rd

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
10	3.25	$5,358,050	1	N/A	N/A

Name	Limits
CR-10	CR-137 (Wire Rd) to Cox Rd

Description
Widen from 2 lanes to 3 lanes (CTL) and resurfacing

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

N Donahue Dr

W Magnolia Ave to Shug Jordan Pkwy

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
11	1.79	Completed	1	N/A	N/A

Name	Limits
N Donahue Dr	W Magnolia Ave to Shug Jordan Pkwy

Description
Widening, Add Bike Lane, Add Sidewalks

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

James Burt Pkwy

N Donahue Dr to Miracle Rd

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
12	1.26	Constuction	1	N/A	N/A

Name	Limits
James Burt Pkwy	N Donahue Dr to Miracle Rd

Description
New 2-lane roadway

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Thomason Dr Ext (Veterans Pkwy Ext Phase 1)

Cunningham Dr to Gateway Dr (US-280); Center Hill Dr to New Roadway

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
13	0.80	$6,326,989	1	N/A	N/A

Name	Limits
Thomason Dr Ext (Veterans Pkwy Ext Phase 1)	Cunningham Dr to Gateway Dr (US-280); Center Hill Dr to New Roadway

Description
New 2-lane roadway

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Shug Jordan Pkwy/University Dr

Richland Rd to Opelika Rd

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
14	4.68	Completed	1	N/A	N/A

Name	Limits
Shug Jordan Pkwy/University Dr	Richland Rd to Opelika Rd

Description
Center turn lane and turn lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Pepperell Pkwy

Lowndes St to Westend Ct

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
30	1.71	$3,163,330	1	N/A	N/A

Name	Limits
Pepperell Pkwy	Lowndes St to Westend Ct

Description
Resurfacing, adding sidewalks, and upgrading traffic signals

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

I-85

Over Choctafaula Creek

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
31	0.02	$25,250,000	1	N/A	N/A

Name	Limits
I-85	Over Choctafaula Creek

Description
Bridge Replacement

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
N/A	N/A	N/A	N/A	N/A

Environmental Screening

Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Ogletree Rd

Wrights Mill Rd to Moores Mill Rd

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
32	3.40	$1,925,954	1	N/A	N/A

Name	Limits
Ogletree Rd	Wrights Mill Rd to Moores Mill Rd

Description
Resurfacing

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Wire Rd, Thach Ave, Ross St

--

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
33	5.00	$1,923,051	1	N/A	N/A

Name	Limits
Wire Rd, Thach Ave, Ross St	--

Description
Resurfacing

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Veterans Pkwy

SR-38 (US 280) to Pepperell Pkwy

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
34	1.10	$234,043	1	N/A	N/A

Name	Limits
Veterans Pkwy	SR-38 (US 280) to Pepperell Pkwy

Description
Resurfacing and new multi-use path

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

SR-147

@ CR-137 (Wire Rd)

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
35	--	$103,030	1	N/A	N/A

Name	Limits
SR-147	@ CR-137 (Wire Rd)

Description
Add right turn lane

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Wire Rd

Lem Morrison Dr to W Samford Ave

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
36	0.25	$1,000,000	1	N/A	N/A

Name	Limits
Wire Rd	Lem Morrison Dr to W Samford Ave

Description
Sidewalks

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

LRCOG Transit

Limit varies

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
37	--	$7,274,597	1	N/A	N/A

Name	Limits
LRCOG Transit	Limit varies

Description
Transit Operating and Captial Funding (fy 22-25)

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

CR-54 (Society Hill Rd)

Macon County Line to CR-146 (Moores Mill Rd)

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
38	5.51	$385,019	1	N/A	N/A

Name	Limits
CR-54 (Society Hill Rd)	Macon County Line to CR-146 (Moores Mill Rd)

Description
Safety improvements

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Columbus Pkwy

@ 4th St, 6th St, and 7th St

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
39	--	$3,339,421	1	N/A	N/A

Name	Limits
Columbus Pkwy	@ 4th St, 6th St, and 7th St

Description
Intersection Improvements

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
N/A	N/A	N/A	N/A	N/A

Environmental Screening

Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

I-85

Exit 50 (Cox Rd) to Exit 58 (Gateway Dr)

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
40	8.00	$1,050,000	1	N/A	N/A

Name	Limits
I-85	Exit 50 (Cox Rd) to Exit 58 (Gateway Dr)

Description
Installation of traffic monitoring cameras

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Pepperell Pkwy

Lowndes St to Auburn City Limits

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
41	--	$3,334,127	1	N/A	N/A

Name	Limits
Pepperell Pkwy	Lowndes St to Auburn City Limits

Description
Resurfacing Sidewalks and Signals

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Columbus Pkwy

At 4th, 6th, and 7th Streets

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
42	--	$3,339,421	1	N/A	N/A

Name	Limits
Columbus Pkwy	At 4th, 6th, and 7th Streets

Description
Intersection Improvements

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
N/A	N/A	N/A	N/A	N/A

Environmental Screening

Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Gateway Drive

Marvyn Parkway (SR-51)

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
43	--	$265,380	1	N/A	N/A

Name	Limits
Gateway Drive	Marvyn Parkway (SR-51)

Description
Construct Roundabout

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

SR-38 (US 280)

@ Fredrick Rd

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
44	--	$1,980,000	1	N/A	N/A

Name	Limits
SR-38 (US 280)	@ Fredrick Rd

Description
Intersection Improvements

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Fixed Route Feasibility Study

--

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
45	--	Completed	1	N/A	N/A

Name	Limits
Fixed Route Feasibility Study	--

Description
Study

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Veterans Pkwy

SR-38 to Pepperell Pkwy

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
46	1.10	$1,876,081	1	N/A	N/A

Name	Limits
Veterans Pkwy	SR-38 to Pepperell Pkwy

Description
Resurfacing and adding multi-use path

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

SR-38 (US 280)

@ Dunlop Dr

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
47	--	$2,019,500	1	N/A	N/A

Name	Limits
SR-38 (US 280)	@ Dunlop Dr

Description
Intersection Improvements

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Gateway Dr (US 280)

@ Tiger Town Pkwy

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
48	--	$1,600,000	1	N/A	N/A

Name	Limits
Gateway Dr (US 280)	@ Tiger Town Pkwy

Description
Intersection Redesign

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

SR-14

Macon County Line to Shug Jordan Pkwy

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
49	10.14	$3,888,000	1	N/A	N/A

Name	Limits
SR-14	Macon County Line to Shug Jordan Pkwy

Description
Resurfacing

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening

Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Wire Rd

Eagle Landing RV Park to Cox Rd

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1001	0.37	$3,459,500	2	38	High

Name	Limits
Wire Rd	Eagle Landing RV Park to Cox Rd

Description
Center turn lane

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
0	5	0	15	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	5	5	3

Environmental Screening

Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

SR-14

Willis Turk Rd to Webster Rd

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1003	2.58	$35,733,000	4	64	Low

Name	Limits
SR-14	Willis Turk Rd to Webster Rd

Description
Widen from 2 lanes to 4 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	10	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	10	5	10	4

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	YES	|	

Downs Way Extension

Shug Jordan Pkwy (SR-267) to Veterans Blvd

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1005	1.97	$16,449,500	4	23	High

Name	Limits
Downs Way Extension	Shug Jordan Pkwy (SR-267) to Veterans Blvd

Description
New 2-lane roadway

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	5	0	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	3

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Riley St Connector

Corporate Pkwy to Wire Rd

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1006	1.87	$15,614,500	4	29	Low

Name	Limits
Riley St Connector	Corporate Pkwy to Wire Rd

Description
New 2-lane roadway

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	5	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	4

Environmental Screening

Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

N College St

Shelton Mill Rd (CR-97) to Shug Jordan Pkwy/E University Dr (SR-147)

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1007	0.91	$12,603,500	2	54	Low

Name	Limits
N College St	Shelton Mill Rd (CR-97) to Shug Jordan Pkwy/E University Dr (SR-147)

Description
Widen from 2 lanes to 4 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	15	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	0	5	5	4

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Piedmont Dr Extension

Donahue Dr (CR-82) to Outer Loop

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1008	2.39	$19,956,500	4	19	Low

Name	Limits
Piedmont Dr Extension	Donahue Dr (CR-82) to Outer Loop

Description
New 2-lane roadway

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
0	5	0	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	4

Environmental Screening

Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Outer Loop – Segment 1/3

Wire Rd to Martin Luther King Dr (SR-14)

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1009	2.24	$18,704,000	4	32	Medium

Name	Limits
Outer Loop – Segment 1/3	Wire Rd to Martin Luther King Dr (SR-14)

Description
New 2-lane roadway

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	5	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	10	2

Environmental Screening

Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|COM	

Outer Loop – Segment 3/3

Mrs. James Rd (CR-81) to US-280

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1010	1.53	$12,775,500	4	43	Low

Name	Limits
Outer Loop – Segment 3/3	Mrs. James Rd (CR-81) to US-280

Description
New 2-lane roadway

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	5	5	10	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	10	3

Environmental Screening

Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Outer Loop - Proposed extension

CR-137 to I-85

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1011	2.10	$43,307,946	4	34	Low

Name	Limits
Outer Loop - Proposed extension	CR-137 to I-85

Description
New 2-lane roadway and interchange improvement

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
7	5	5	10	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	0	2

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	EM|	

Richland Rd Extension

Outer Loop to Richland Rd (CR-188)

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1012	2.20	$18,370,000	4	30	Low

Name	Limits
Richland Rd Extension	Outer Loop to Richland Rd (CR-188)

Description
New 2-lane roadway

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	5	5	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	5

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Wills Turk Rd (CR-57) Connector

SR-14 to Mr. James Rd (CR-81)

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1013	3.23	$26,970,500	4	35	Low

Name	Limits
Wills Turk Rd (CR-57) Connector	SR-14 to Mr. James Rd (CR-81)

Description
New 2-lane roadway

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	5	5	5	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	5

Environmental Screening

Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	EM|	

CR-188 Connector

CR-188 to SR-14 (Stage Rd)

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1014	2.04	$17,034,000	4	38	Low

Name	Limits
CR-188 Connector	CR-188 to SR-14 (Stage Rd)

Description
New 2-lane roadway

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	5	5	10	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	3

Environmental Screening

Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Shelton Mill Rd (CR-97)

E University Dr to Birmingham Hwy (US-280)

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1015	2.09	$28,946,500	4	44	High

Name	Limits
Shelton Mill Rd (CR-97)	E University Dr to Birmingham Hwy (US-280)

Description
Widen from 2 lanes to 4 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	5	5	10	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	0	5	5	4

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

N Donahue Ave (CR-86)

Shug Jordan Parkway (SR-147) to E Farmville Rd (CR-72)

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1016	2.32	$34,308,160	4	54	Medium

Name	Limits
N Donahue Ave (CR-86)	Shug Jordan Parkway (SR-147) to E Farmville Rd (CR-72)

Description
Widen from 2 lanes to 4 lanes (divided), add bike lanes, sidewalks, and multi-use path

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	15	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	5	5	5	4

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Shelton Mill Rd (CR-97)

N College St to E University Dr

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1017	0.92	$12,742,000	3	33	High

Name	Limits
Shelton Mill Rd (CR-97)	N College St to E University Dr

Description
Widen from 2 lanes to 4 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	5	5	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	0	5	5	3

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

N College St

Bragg Ave (SR-14) to Shelton Mill Rd (CR-97)

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1018	0.83	$11,495,500	4	37	Medium

Name	Limits
N College St	Bragg Ave (SR-14) to Shelton Mill Rd (CR-97)

Description
Widen from 2 lanes to 4 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	0	5	5	2

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	YES	EM|	

Veterans Pkwy Ext Phase 3

Pepperell Pkwy (SR-14) to Airport Rd

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1019	0.39	$3,000,000	2	35	Low

Name	Limits
Veterans Pkwy Ext Phase 3	Pepperell Pkwy (SR-14) to Airport Rd

Description
New 2-lane roadway

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	5	10	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	5

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Fox Run Pkwy (US-431)

Fox Trail to Samford Ave

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1020	0.86	$11,911,000	2	39	Low

Name	Limits
Fox Run Pkwy (US-431)	Fox Trail to Samford Ave

Description
Widen from 2 lanes to 4 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	4

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Northpark Drive Extension

Northern terminus to Chambers County Line

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1021	1.17	$9,769,500	4	24	Low

Name	Limits
Northpark Drive Extension	Northern terminus to Chambers County Line

Description
New 2-lane roadway

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	5	0	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	4

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Gateway Drive East (US-280) Extension

Crawford Rd (SR-169) to N Uniroyal Rd

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1022	2.27	$18,954,500	4	39	Low

Name	Limits
Gateway Drive East (US-280) Extension	Crawford Rd (SR-169) to N Uniroyal Rd

Description
New 2-lane roadway

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	5	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	10	4

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Lafayette Pkwy (US-431)

Freeman Ave to Opelika City Limits

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1023	2.20	$30,470,000	4	34	Low

Name	Limits
Lafayette Pkwy (US-431)	Freeman Ave to Opelika City Limits

Description
Widen from 2 lanes to 4 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	5	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	4

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Perimeter Rd

Grand National Pkwy to Oakbowery Rd

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1025	0.56	$4,676,000	2	29	Medium

Name	Limits
Perimeter Rd	Grand National Pkwy to Oakbowery Rd

Description
New 2-lane roadway

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	5	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	4

Environmental Screening

Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Eastern By-Pass Roadway Corridor

US-280 to W Point Pkwy (US-29)

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1026	3.95	$32,982,500	4	33	Low

Name	Limits
Eastern By-Pass Roadway Corridor	US-280 to W Point Pkwy (US-29)

Description
New 2-lane roadway

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	5	5	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	10	3

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Gateway Drive (US-280)

I-85 to Society Hill Drive (CR-54)

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1027	0.66	$9,141,000	2	59	Low

Name	Limits
Gateway Drive (US-280)	I-85 to Society Hill Drive (CR-54)

Description
Widen from 2 lanes to 4 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	10	15	5
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	4

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Fitzpatrick Ave

Pleasant Ave to North 10th Street

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1028	0.68	$9,418,000	4	43	Low

Name	Limits
Fitzpatrick Ave	Pleasant Ave to North 10th Street

Description
Widen from 2 lanes to 4 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
10	0	5	5	3

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	YES	|	

Columbus Pkwy (SR-38)

McCoy St to Fox Run Parkway

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1029	1.00	$13,850,000	3	36	High

Name	Limits
Columbus Pkwy (SR-38)	McCoy St to Fox Run Parkway

Description
Widen from 2 lanes to 4 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	1

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	YES	EM|COM	

Moore's Mill Rd

Grove Hill Rd to Society Hill Rd (CR-54)

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1030	2.89	$40,026,500	4	52	Medium

Name	Limits
Moore's Mill Rd	Grove Hill Rd to Society Hill Rd (CR-54)

Description
Widen from 2 lanes to 4 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
15	10	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	0	5	5	2

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	EM|	

Cary Creek Pkwy

N College St (SR-147) to Shelton Mill Rd (CR-97)

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1031	1.00	$8,350,000	4	30	Low

Name	Limits
Cary Creek Pkwy	N College St (SR-147) to Shelton Mill Rd (CR-97)

Description
New 2-lane roadway (divided)

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	5	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	5

Environmental Screening

Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Opelika Rd (SR-14) Connector

SR-14 to N Gay St

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1034	0.13	$1,085,500	3	37	High

Name	Limits
Opelika Rd (SR-14) Connector	SR-14 to N Gay St

Description
New 2-lane roadway

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	5	15	0	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	2

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	YES	EM|COM	

King Ave/Century Blvd Extension

Park St to Frederick Rd

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1035	2.33	$19,455,500	4	28	Low

Name	Limits
King Ave/Century Blvd Extension	Park St to Frederick Rd

Description
New 2-lane roadway

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	5	5	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	3

Environmental Screening

Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

I-85

Exit 50 (Cox Rd) to Exit 58 (Gateway Dr)

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1036	8.65	$127,002,500	4	60	Medium

Name	Limits
I-85	Exit 50 (Cox Rd) to Exit 58 (Gateway Dr)

Description
Widen from 4 lanes to 6 lanes; Bridge replacement

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
15	10	5	10	5
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	5	5

Environmental Screening

Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	EM|	

Pepperell Pkwy/2nd Ave/Samford Ave

Pleasant Dr to Lafayette Pkwy (US 431)

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1038	2.62	$36,287,000	4	68	High

Name	Limits
Pepperell Pkwy/2nd Ave/Samford Ave	Pleasant Dr to Lafayette Pkwy (US 431)

Description
Widen from 3 lanes to 5 lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
13	10	5	10	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
10	0	5	10	5

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	YES	|	

Miracle Rd Extension

Yarborough Farms Blvd Ext. to Shug Jordan Pkwy (SR-147)

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1039	1.48	$12,358,000	4	32	Low

Name	Limits
Miracle Rd Extension	Yarborough Farms Blvd Ext. to Shug Jordan Pkwy (SR-147)

Description
New 2-lane roadway

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	5	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
0	0	5	5	2

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|COM	

Opelika Road

East University Drive to Dean Road

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1041	1.05	$887,250	4	N/A	Low

Name	Limits
Opelika Road	East University Drive to Dean Road

Description
Improve Turning Movement, Safety, and Traffic Flow

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Dean Rd

Dean Elementary School to South of Auburn High School

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1042	0.24	$202,800	4	N/A	Low

Name	Limits
Dean Rd	Dean Elementary School to South of Auburn High School

Description
Improve Turning Movement, Safety, and Traffic Flow

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Glenn Ave

Gay Street to Dean Road

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1045	0.87	$735,150	4	N/A	Low

Name	Limits
Glenn Ave	Gay Street to Dean Road

Description
Improve Turning Movement, Safety, and Traffic Flow

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

2nd Ave

Along 2nd Avenue

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1046	1.00	$845,000	4	N/A	Low

Name	Limits
2nd Ave	Along 2nd Avenue

Description
Improve Turning Movement, Safety, and Traffic Flow

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

S. 10th St and Geneva St

Between Avenue B and McCoy Street

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1047	0.82	$692,900	4	N/A	Low

Name	Limits
S. 10th St and Geneva St	Between Avenue B and McCoy Street

Description
Improve Turning Movement, Safety, and Traffic Flow

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Auburn St

Hurst Street and Magazine Avenue

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1049	0.52	$439,400	4	N/A	Low

Name	Limits
Auburn St	Hurst Street and Magazine Avenue

Description
Improve Turning Movement, Safety, and Traffic Flow

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

CR-10

CR-22 to CR-54

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1051	4.41	$7,452,900	4	N/A	Low

Name	Limits
CR-10	CR-22 to CR-54

Description
Widen and Resurface and Improve Safety and Traffic Flow

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

CR-137

Over Choclafaula Creek

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1052	--	$3,450,000	4	N/A	Low

Name	Limits
CR-137	Over Choclafaula Creek

Description
Bridge Replacement and Improve Safety

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

CR-46

CR-72 to US-280

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1053	2.07	$3,498,300	4	N/A	Low

Name	Limits
CR-46	CR-72 to US-280

Description
Widen and Resurface and Improve Safety and Traffic Flow

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

CR-166

SR-169 to CR-146

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1054	2.01	$3,396,900	4	N/A	Low

Name	Limits
CR-166	SR-169 to CR-146

Description
Widen and Resurface and Improve Safety and Traffic Flow

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

CR-389

US-431 to Chambers County Line

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1055	2.42	$4,089,800	4	N/A	Low

Name	Limits
CR-389	US-431 to Chambers County Line

Description
Widen and Resurface and Improve Safety and Traffic Flow

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Gateway Dr

Pepperell Pkwy to Marvyn Parkway

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1058	3.66	$3,092,700	4	N/A	Low

Name	Limits
Gateway Dr	Pepperell Pkwy to Marvyn Parkway

Description
Improve Turning Movement, Safety, and Traffic Flow

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

US 280 (Columbus Pkwy)

Fox Run Pkwy to S Uniroyal Rd

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1060	0.84	$709,800	4	N/A	Low

Name	Limits
US 280 (Columbus Pkwy)	Fox Run Pkwy to S Uniroyal Rd

Description
Improve Turning Movement, Safety, and Traffic Flow

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Bridge on US 280 (Gateway Dr)

Over 1st Ave

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1061	--	$5,150,000	4	N/A	Low

Name	Limits
Bridge on US 280 (Gateway Dr)	Over 1st Ave

Description
Bridge Replacement

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

S. College St

Shell Toomer Pkwy to E University Ave

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1062	1.68	$4,439,200	4	N/A	Low

Name	Limits
S. College St	Shell Toomer Pkwy to E University Ave

Description
Intersection, turn lane, access management, and signalization improvements

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

S. College St

Magnolia Ave to Glenn Ave

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1063	0.18	$1,904,200	4	N/A	Low

Name	Limits
S. College St	Magnolia Ave to Glenn Ave

Description
Intersection, turn lane, access management, and signalization improvements

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Shug Jordan Parkway

Richland Rd to E University Ave

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1064	2.35	$5,571,500	4	N/A	Low

Name	Limits
Shug Jordan Parkway	Richland Rd to E University Ave

Description
Intersection, turn lane, access management, and signalization improvements

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

I-85

Exit 60 (Marvyn Pkwy Interchange)

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1065	--	$25,750,000	4	N/A	Low

Name	Limits
I-85	Exit 60 (Marvyn Pkwy Interchange)

Description
Interchange improvements

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Hwy 280

I-85 to Lee County Rd 152

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1069	2.14	$29,639,000	4	55	High

Name	Limits
Hwy 280	I-85 to Lee County Rd 152

Description
Widening, Reduce Congestion

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
12	10	5	10	5
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	5	5	0	3

Environmental Screening

Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Moors Mill Rd

E Samford Ave to Hwy 169

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1070	11.38	$118,260,960	4	30	Medium

Name	Limits
Moors Mill Rd	E Samford Ave to Hwy 169

Description
Widening, Add Bike Lane

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	0	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	0	5	0	0

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	YES	EM|	

Frederick Rd

@ Gateway Dr

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1071	--	$1,600,000	4	N/A	Low

Name	Limits
Frederick Rd	@ Gateway Dr

Description
Intersection Redesign

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Morris Ave

Oak Bowery Rd to Hwy 431

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1073	1.89	$17,671,500	4	20	High

Name	Limits
Morris Ave	Oak Bowery Rd to Hwy 431

Description
Widening

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	5	0	0	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
0	0	5	0	5

Environmental Screening

Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Deer Run Rd

Richland Rd to Martin Luther King Dr

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1074	1.79	$4,217,240	4	22	Low

Name	Limits
Deer Run Rd	Richland Rd to Martin Luther King Dr

Description
Minor Widening, Add Bike Lane, Add Sidewalks

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
0	5	0	10	0
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
5	0	0	0	2

Environmental Screening

Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	YES	EM|	

10th St

2nd Ave to I-85

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1075	1.33	$20,430,130	4	50	High

Name	Limits
10th St	2nd Ave to I-85

Description
Streetscape, Widening, Add Sidewalks, Add bike lane

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
5	10	5	5	0
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
5	5	5	5	5

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	YES	|COM	

E University Dr

S College St to S Donahue Dr

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1076	0.63	$951,930	3	N/A	Low

Name	Limits
E University Dr	S College St to S Donahue Dr

Description
Add bicycle lanes/sidewalks

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

S College St

E University Dr to E Samford Ave

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1077	1.81	$2,734,910	4	N/A	Low

Name	Limits
S College St	E University Dr to E Samford Ave

Description
Add bicycle lanes/sidewalks

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

E Samford Ave

Well St to S Dean Rd

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1078	1.27	$1,918,970	3	N/A	Low

Name	Limits
E Samford Ave	Well St to S Dean Rd

Description
Add bicycle lanes/sidewalks

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

W Glenn Ave

N Donahue Dr to Wright St

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1080	0.42	$634,620	4	N/A	Low

Name	Limits
W Glenn Ave	N Donahue Dr to Wright St

Description
Add bicycle lanes/sidewalks

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
N/A	N/A	N/A	N/A	N/A

Environmental Screening

Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Martin Luther King Dr/Bragg Ave/Mitcham Ave

Jordan St to N Gay St

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1081	1.49	$2,251,390	4	N/A	Low

Name	Limits
Martin Luther King Dr/Bragg Ave/Mitcham Ave	Jordan St to N Gay St

Description
Add bicycle lanes/sidewalks

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

N Donahue Dr

W Thatch Ave to Cary Dr

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1082	0.96	$1,450,560	4	N/A	Low

Name	Limits
N Donahue Dr	W Thatch Ave to Cary Dr

Description
Add bicycle lanes/sidewalks

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

S Gay St

E Samford Ave to E Drake Ave

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1083	1.06	$1,104,520	4	N/A	Low

Name	Limits
S Gay St	E Samford Ave to E Drake Ave

Description
Add bicycle lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

College St

E Samford Ave to E Drake Ave

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1084	1.08	$1,125,360	4	N/A	Low

Name	Limits
College St	E Samford Ave to E Drake Ave

Description
Add bicycle lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

E Glenn Ave

Wright St to Alice St

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1085	1.87	$1,948,540	4	N/A	Low

Name	Limits
E Glenn Ave	Wright St to Alice St

Description
Add bicycle lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Harper Ave

N Ross St to N Dean St

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1086	0.60	$906,600	4	N/A	Low

Name	Limits
Harper Ave	N Ross St to N Dean St

Description
Add bicycle lanes/sidewalks

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

N Dean St

E Glenn Ave to Opelika Rd

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1087	0.54	$815,940	4	N/A	Low

Name	Limits
N Dean St	E Glenn Ave to Opelika Rd

Description
Add bicycle lanes/sidewalks

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

N Dean Rd

Opelika Rd to E University Dr

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1088	0.91	$1,375,010	4	N/A	Low

Name	Limits
N Dean Rd	Opelika Rd to E University Dr

Description
Add bicycle lanes/sidewalks

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

E University Dr

Dekalb St to Bailey-Harris Dr

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1089	1.39	$2,100,290	4	N/A	Low

Name	Limits
E University Dr	Dekalb St to Bailey-Harris Dr

Description
Add bicycle lanes/sidewalks

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Mall Blvd/Commerce Dr

Mall Pkwy to Commerce Dr; entire street

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1090	0.76	$356,440	4	N/A	Low

Name	Limits
Mall Blvd/Commerce Dr	Mall Pkwy to Commerce Dr; entire street

Description
Add sidewalks

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Veterans Pkwy

Pepperell Pkwy to Academy Dr

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1091	0.48	$225,120	4	N/A	Low

Name	Limits
Veterans Pkwy	Pepperell Pkwy to Academy Dr

Description
Add sidewalks

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Pleasant Dr

Pepperell Pkwy to Waverly Pkwy

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1092	0.63	$951,930	4	N/A	Low

Name	Limits
Pleasant Dr	Pepperell Pkwy to Waverly Pkwy

Description
Add bicycle lanes/sidewalks

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

1st Ave

Thomason Dr to N 11th St

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1093	1.55	$2,342,050	4	N/A	Low

Name	Limits
1st Ave	Thomason Dr to N 11th St

Description
Add bicycle lanes/sidewalks

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

10th St

2nd Ave to Martin Luther King Blvd

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1094	0.64	$666,880	4	N/A	Low

Name	Limits
10th St	2nd Ave to Martin Luther King Blvd

Description
Add bicycle lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

6th St

2nd Ave to Columbus Pkwy

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1095	0.74	$771,080	4	N/A	Low

Name	Limits
6th St	2nd Ave to Columbus Pkwy

Description
Add bicycle lanes

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	**Transit Support**	**Freight and Economic Vitality**	**Support Existing Plans**	**Environmental Score**
N/A	N/A	N/A	N/A	N/A

Environmental Screening

Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Jeter Ave

S Railroad Ave to Fair St

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1096	0.50	$234,500	4	N/A	Low

Name	Limits
Jeter Ave	S Railroad Ave to Fair St

Description
Add sidewalks

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

S Dean Rd

E Glenn Ave to Moores Mill Rd

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1097	1.20	$1,250,400	4	N/A	Low

Name	Limits
S Dean Rd	E Glenn Ave to Moores Mill Rd

Description
Add bicycle lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Opelika Rd/Pepperell Pkwy/2nd Ave/Samford Ave

N Gay St to Lafayette Pkwy

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1098	7.87	$11,891,570	4	N/A	Low

Name	Limits
Opelika Rd/Pepperell Pkwy/2nd Ave/Samford Ave	N Gay St to Lafayette Pkwy

Description
Add bicycle lanes/sidewalks

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Yarborough Farms Blvd Ext

Yarborough Farms Blvd to Cary Creek Pkwy

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1099	1.29	$10,750,942	4	N/A	Low

Name	Limits
Yarborough Farms Blvd Ext	Yarborough Farms Blvd to Cary Creek Pkwy

Description
New 2-lane roadway (divided)

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Northern Perimeter Rd Phase 1

Oak Bowery Rd to CR-389 @ Anderson Rd

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1100	0.00	$79,024,840	4	N/A	Low

Name	Limits
Northern Perimeter Rd Phase 1	Oak Bowery Rd to CR-389 @ Anderson Rd

Description
New 2-lane roadway

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Northern Perimeter Rd Phase 2

CR-96 @ CR-95 to CR-389

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1101	0.00	$135,553,400	4	N/A	High

Name	Limits
Northern Perimeter Rd Phase 2	CR-96 @ CR-95 to CR-389

Description
New 4-lane roadway (divided)

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
YES	NO	|	

Sportsplex Pkwy Ext

Sportsplex Pkwy to US 431; Sharp St to New Roadway

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1102	0.00	$8,000,000	4	N/A	Low

Name	Limits
Sportsplex Pkwy Ext	Sportsplex Pkwy to US 431; Sharp St to New Roadway

Description
New roadway with railroad overpass bridge

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	YES	|	

Veterans Pkwy Ext Phase 2

Cunningham Dr to Hi Pack Dr

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1103	0.00	$1,000,000	4	N/A	Low

Name	Limits
Veterans Pkwy Ext Phase 2	Cunningham Dr to Hi Pack Dr

Description
New roadway

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Veterans Pkwy Ext Phase 4

Hi Pack Dr to Veterans Pkwy Phase 3

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1104	0.00	$5,000,000	4	N/A	Low

Name	Limits
Veterans Pkwy Ext Phase 4	Hi Pack Dr to Veterans Pkwy Phase 3

Description
New roadway with railroad overpass bridge

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

N Donahue Dr

@ Farmville Rd

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1105	--	$1,600,000	4	N/A	Low

Name	Limits
N Donahue Dr	@ Farmville Rd

Description
Intersection Improvements

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Airport Congestion Considerations

TBD

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1106	1.00	$845,000	4	N/A	Low

Name	Limits
Airport Congestion Considerations	TBD

Description
Improve Turning Movement, Safety, and Traffic Flow study

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

US 280

@ Shelton Mill Rd

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1107	--	$1,600,000	2	N/A	Low

Name	Limits
US 280	@ Shelton Mill Rd

Description
Intersection Improvements

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

N College St

@ Shelton Mill Rd

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1108	--	$1,600,000	4	N/A	Low

Name	Limits
N College St	@ Shelton Mill Rd

Description
Adding turn lanes

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Shug Jordan Pkwy

@ N Donahue Dr

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1109	--	$1,600,000	2	N/A	Low

Name	Limits
Shug Jordan Pkwy	@ N Donahue Dr

Description
Intersection Improvements

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

N College St

@ Drake Ave

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1110	--	$1,600,000	4	N/A	Low

Name	Limits
N College St	@ Drake Ave

Description
Intersection Improvements

Project Scoring

Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening

Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

S College St

@ Devail Dr

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1111	--	$1,450,000	4	N/A	Low

Name	Limits
S College St	@ Devail Dr

Description
Signal Installation

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

SR-15 (Opelika Rd)

@ E University Dr

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1112	--	$1,600,000	2	N/A	Low

Name	Limits
SR-15 (Opelika Rd)	@ E University Dr

Description
Intersection Improvements

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Dean Rd

@ SR-15 (Opelika Rd) and @ Stage Rd

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1113	--	$1,600,000	4	N/A	Low

Name	Limits
Dean Rd	@ SR-15 (Opelika Rd) and @ Stage Rd

Description
Intersection Improvements

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Moore's Mill Rd

@ Olgetree Rd/Hamilton Rd

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1114	--	$1,600,000	4	N/A	Low

Name	Limits
Moore's Mill Rd	@ Olgetree Rd/Hamilton Rd

Description
Intersection Improvements

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

SR-15

Veterans Pkwy to US 431

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1115	4.90	$7,485,427	4	N/A	Low

Name	Limits
SR-15	Veterans Pkwy to US 431

Description
Improve Turning Movement, Safety, Traffic Flow, and pedestrian infrastructure

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

S College St

Samford Ave to Bragg Ave

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1116	0.85	$714,392	4	N/A	Low

Name	Limits
S College St	Samford Ave to Bragg Ave

Description
Improve Turning Movement, Safety, and Traffic Flow

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	

Richland Rd

Richland Elementary School to Will Buechner Pkwy

LRTP ID	Length (mi)	2025 Cost	Stage	Total Score	Local Priority
1117	0.48	$735,244	4	N/A	Low

Name	Limits
Richland Rd	Richland Elementary School to Will Buechner Pkwy

Description
Improve Turning Movement, Safety, Traffic Flow, and pedestrian infrastructure

Project Scoring				
Congestion Reduction	Pavement and System Preservation	Benefit/Cost	Safety	Security
N/A	N/A	N/A	N/A	N/A
Bicycle and Pedestrian Benefit	Transit Support	Freight and Economic Vitality	Support Existing Plans	Environmental Score
N/A	N/A	N/A	N/A	N/A

Environmental Screening			
Wetlands	Historic Property	Design Considerations	EM- Environmental Mitigation | COM – Community Consideration [Blank] – No Consideration Concerns Found
NO	NO	|	