

## *Section 10*

### **FINANCIAL PLAN ELEMENT**

#### **10.0 Introduction**

SAFETEA-LU legislation requires MPOs to demonstrate how the long-range transportation plan can be successfully implemented through the development of a financial plan. The financial plan must indicate resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financial strategies for needed projects and programs. This chapter will describe the estimates of funds that may be available to support plan implementation, operating under the premise that similar funding amounts will be available to the MPO for the next 25 years. The chapter will also identify the projects listed in **Section 4**, **Section 7**, and **Section 8** that exceed anticipated funding revenues, and face the possibility of not being funded within the 25 year period. While the consideration of bicycle and pedestrian facilities have been made as part of the planned projects listed in **Section 4**, other bicycle, pedestrian, and greenway projects have been identified that reach further than the scope of the traditional roadway improvements listed in that section.

#### **10.1 Funding Sources**

The implementation of a financially constrained plan for the Huntsville urban area will require a mix of funding sources. These sources include various programs at the federal, state and local levels. Many of the needs identified are located on the state and federal highway system, and therefore, will require substantial financial assistance through the state and U.S. DOT funding programs. In order to determine available resources, historic funding data from ALDOT was examined in addition to ALDOT's expectation of future funding.

**Table 10.1**, **Table 10.2**, **Figure 10.1**, **Figure 10.2**, and **Figure 10.3** show 6-year historic and proposed future funding of projects in the Huntsville Area Transportation Study MPO by funding category. During the previous six years, over \$131.6 million of projects was funded across all categories for capacity adding projects as well as operations and maintenance projects. Historically, the largest proportion of funding was allocated for Surface Transportation Projects. In analyzing future projections, it is expected the largest proportion of funding will continue to be from the Surface Transportation Project category. The operations, maintenance, and capital costs for the transit program were derived from analyzing trends from the past two fiscal years.

**Table 10.1**  
**Huntsville Urban Area**  
**Highway Capacity, Operation and Maintenance Costs**  
**6-Year Historic and Planned Allocation of Federal Funds Only**  
*(Costs in Thousands)*

Funding Category	Huntsville Average Annual Costs *	CAPACITY			OPERATIONS AND MAINTENANCE		
		Average Annual Capacity Costs *	% Costs	25 Year Total Projection	Average Annual O&M Costs *	% Costs	25 Year Total Projection
◆ Surface Transportation (Urban>200k)	\$4,560	\$4,469	98%	\$111,720	\$91	2%	\$2,280
Surface Transportation (OA) (Not Attrib)	\$0	\$0	60%	\$0	\$0	40%	\$0
Surface Transportation (Any Area)	\$4,242	\$2,333	55%	\$58,328	\$1,909	45%	\$47,723
National Highway System	\$4,315	\$2,589	60%	\$64,730	\$1,726	40%	\$43,153
◆ Appalachian	\$173	\$1,869	100%	\$46,715	\$0	0%	\$0
▣ Interstate Maintenance	\$23	\$1,663	10%	\$41,583	\$21	90%	\$525
◆ Bridge Optional	\$67	\$0	0%	\$0	\$67	100%	\$1,667
Safety (All)	\$420	\$0	0%	\$0	\$420	100%	\$10,496
Equity Bonus	\$4,347	\$2,608	60%	\$65,198	\$1,739	40%	\$43,465
◆ Congressional Special Projects	\$442	\$146	33%	\$3,646	\$296	67%	\$7,392
<b>TOTAL</b>	<b>\$18,589</b>	<b>\$15,677</b>		<b>\$391,920</b>	<b>\$6,268</b>		<b>\$156,700</b>

\* Based on a 6-year average of authorized funds.

◆ Percentages are based on actual funds.

Note: The Congressional Special Projects category is solely dependent upon Congressional Funding; therefore, a realistic spending trend is not available for this category. More funding may be available due to special appropriations.

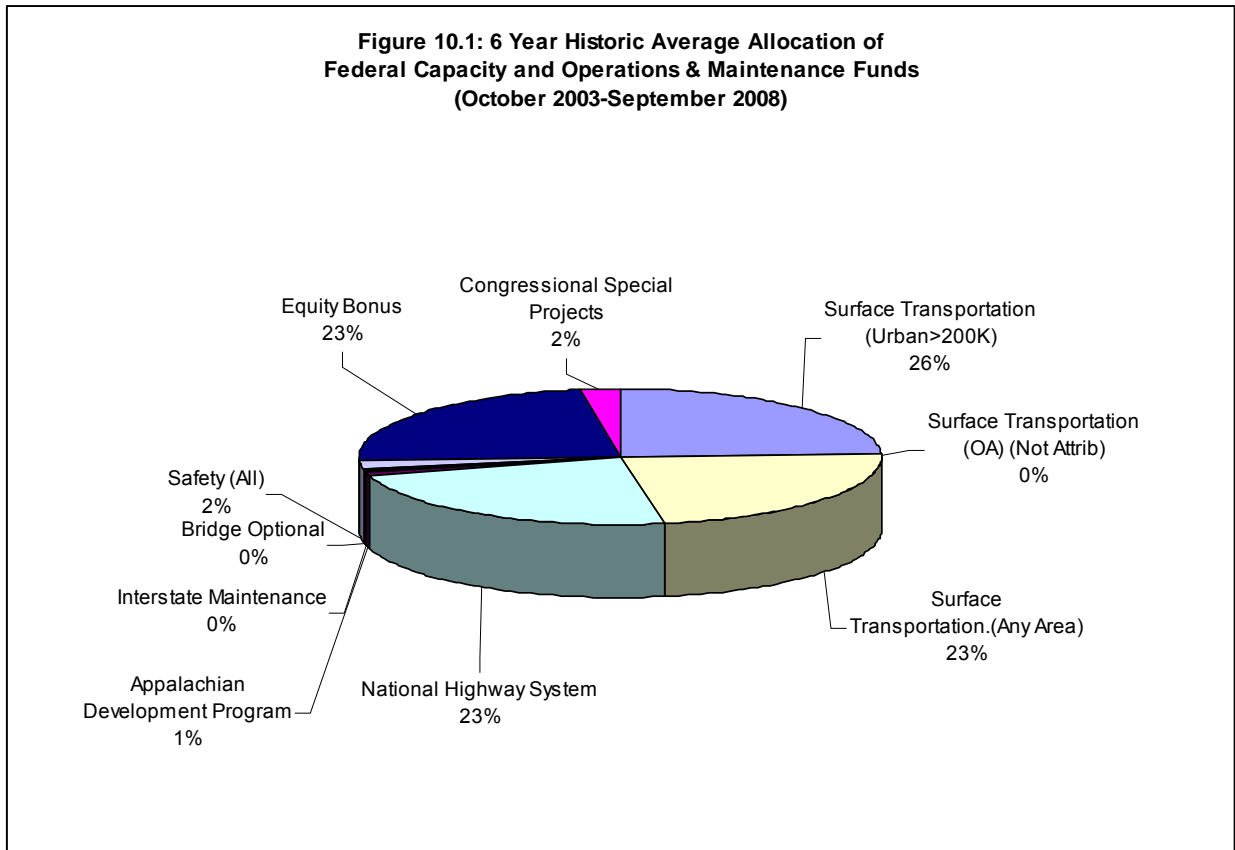
▣ 25 Year Projection was based upon planned projects either in the TIP or in ALDOT's Comprehensive Project Management System. Appalachian includes planned projects on Corridor V. Interstate Maintenance includes I-565 interchange at County Line Road and Greenbrier Road under Capacity.

Source: Alabama Department of Transportation

**Table 10.2**  
**Huntsville Urban Area**  
**Transit Operations, Preventative Maintenance, and Capital Costs**  
**Historic and Planned Allocation of Federal Funds Only**  
*(Costs in Thousands)*

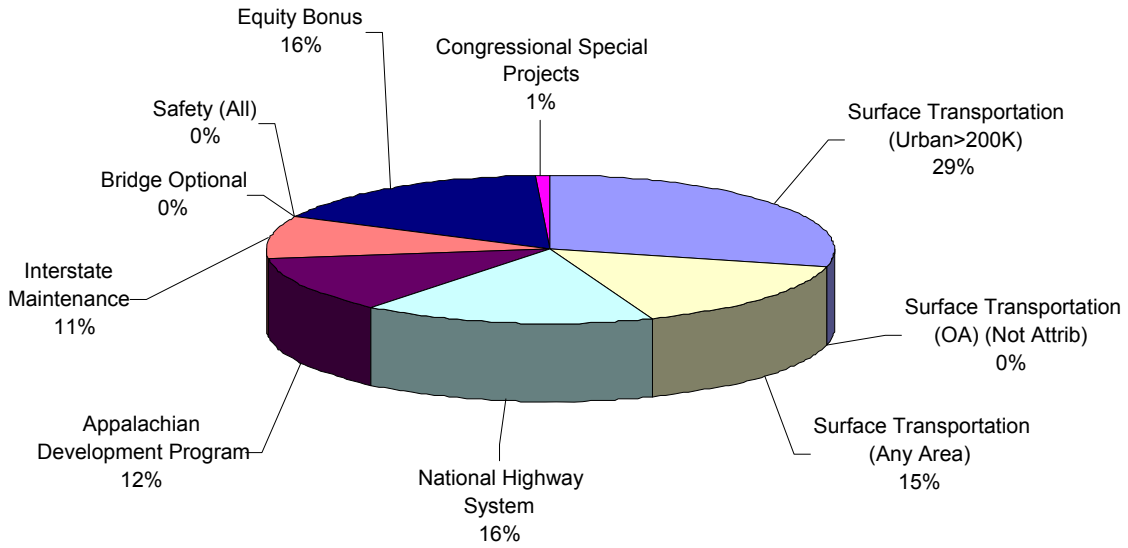
Funding Category	FY 2007	FY 2008	Average Per Year	25 Year Projection
*Section 5307 (Urban)	\$1,753	\$1,753	\$1,753	\$43,825
Section 5311 (Non-Urban)	\$222	\$213	\$218	\$5,438
Section 5310 (Elderly & Disabled)	\$107	\$0	\$54	\$1,338
Section 5316 (JARC)	\$20	\$39	\$30	\$738
Section 5317 (New Freedom)	\$0	\$0	\$0	\$0
Section 5309 (New Starts, Buses)	\$1,231	\$2,570	\$1,901	\$47,513
<b>TOTAL</b>	<b>\$3,333</b>	<b>\$4,575</b>	<b>\$3,954</b>	<b>\$98,850</b>

\*Section 5307 Funds are based on the Federal Register February 28, 2008.  
 Source: Alabama Department of Transportation



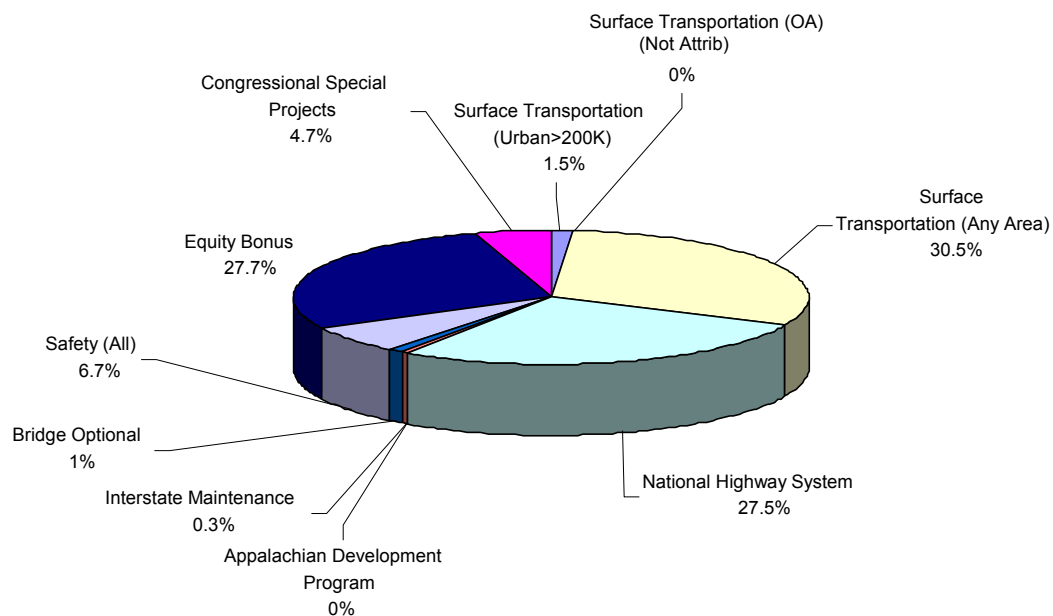
Source: Alabama Department of Transportation

**Figure 10.2: 25 Year Projection of Highway Capacity Funds  
Federal Funds Only**



Source: Alabama Department of Transportation

**Figure 10.3: 25 Year Projection of Operations & Maintenance Funds  
Federal Funds Only**



Source: Alabama Department of Transportation

It is assumed that the local MPO will continue to receive funds from the Congressional Special Projects, National Highway Program, Surface Transportation Program, and transit programs during the next 25 years. To effectively determine anticipated revenues per relevant funding programs or categories, the Alabama Department of Transportation staff projected funding based upon each program's average past revenues within a six-year period. The FTA projections were based upon past funding trends and information gathered from the Alabama Department of Transportation, the Huntsville Public Transit Division, and the Madison County Department of Planning and Economic Development. The Alabama Department of Transportation estimates Surface Transportation Any Area (STPAA) funds to be approximately \$58.3 million for the next 25 years and maintenance funds to be over \$1.9 million per year. The maintenance funds will be used to maintain current and planned roadway facilities in the study area.

## **10.2 Overview of Major Funding Categories**

The following is an analysis of anticipated revenues for the long range plan implementation based upon the data presented in **Tables 10.1** and **10.2**, as well as local programs.

### **10.2.1 Federal Programs**

Federal funding amounts shown in this section reflect past funding trends, and assume that funding will at least be level. Various categories of federal funds are available for transportation improvements. These categories may be further broken down into capacity adding and maintenance and operations. Capacity adding funding is dedicated to projects which improve or widen an eligible corridor. Maintenance and operations funding is dedicated to projects which construct improvements such as traffic signal installation, improved signage, intersection improvements, etc. Historically, ALDOT has used maintenance funds for activities such as resurfacing projects.

**Appalachian Development Highway System (ADHS)** funds are targeted for use on ARC Corridor V (U.S. 72) and Corridor X. During fiscal year 2008, the Alabama Department of Transportation obligated a total of \$34.4 million of federal funds on the ADHS. ALDOT is currently programming approximately \$15.1 million in ADHS funding through FY 2010 on US 72 East/ARC Corridor V. An additional \$37.8 million is planned by the State for upgrades to Corridor V beyond fiscal year 2010. The Appalachian Regional Commission reports that over \$178.3 million is required to complete all improvements to ARC Corridor V. The majority of ADHS funding in the State is now programmed for Corridor X. This Plan assumes that once this route is completed, funding will be available to upgrade Corridor V. Current ADHS projects programmed by ALDOT for the Huntsville area total \$52,978,000. This amount indicates a combination of federal and State matching funds. Since this is the case, federal funds in the amount of \$42,382,000 will be required. It is anticipated that this amount will be available to complete these scheduled projects.

**Congressional Special Appropriations** may be earmarked by Congress to fund some needed projects. These allocations do not represent a typical flow of revenues, but are mentioned in this section, as some projects may be funded through this method.

**National Highway System (NHS)** routes in the Huntsville urban area include the following: I-565, U.S. 72, U.S. 231, U.S. 431, and Research Park Boulevard from I-565 to University Drive. NHS funding currently programmed by the ALDOT for FY 2010 totals over \$3.7 million, primarily to prepare for construction on Memorial Parkway. For this category, the MPO combined NHS revenues, Equity Bonus, and Congressional Special revenues so that more funds can be leveraged to needed projects. Based upon past precedence, the combined total of federal only NHS funds, Equity Bonus funds, and Congressional Special Project funds anticipated for the Huntsville Urban Area should be well over \$133.57 million.

**Surface Transportation Program (STP)** funds are typically divided into several different categories as designated by Congress. STP funds dedicated to road construction are split into two major categories: STP Any Area (STPAA) and STP Urbanized Area (STPHV). STPAA dedicated projects are funded with federal and state matching money. STPHV dedicated projects are funded with federal and local matching money. It is estimated that over \$106 million of federal funds only will be available in the STPAA category, based upon historic data. This includes both capacity and maintenance and operations funds. For capacity adding projects only, a total of \$58,328,000 of federal funds is anticipated to be available. It is also estimated that approximately \$114 million of federal funds will be available in the STPHV category for both capacity adding projects and maintenance and operations. When capacity adding projects alone are considered, the federal total of \$111.7 million is anticipated to be available. While quite a bit of money is available for locals to use, receipt of STPHV revenues are contingent upon the locality's ability to provide the typical 20% matching funds to finance transportation projects within their jurisdiction.

**FTA funds** for both the rural and urbanized area programs are shown in **Table 10.2**. Past trends of revenues received by Huntsville Public Transit indicate an annual increase of transit funding of approximately 5%. While the State projects flat funding for the next 25 years, Huntsville Public Transit anticipates a conservative increase in revenues consistent with past funding received, and have projected their future capital needs based upon their methodology. The ALDOT estimated amount to be received during the next 25 years in the urbanized area falls below the transit system's capital needs shown in **Section 6: Public Transportation Element**. To make up for this projected deficiency, additional federal funds will need to be allocated or other creative funding will need to be identified. The rural program assumes consistent funding, and will continue to provide services based upon their future allocations.

The maintenance allocation provides funding for maintenance activities on existing eligible transportation systems as well as new infrastructure constructed due to plan implementation.

### **10.2.2 State and Local Programs**

Project costs not covered by federal programs are the responsibility of state and local governments. Most federal programs require a 20 percent match of state or local funds.

State and local funding comes primarily from property taxes, sales taxes, user fees, special assessments, and impact fees. The revenues from property or sales taxes can also be used to pay off general obligation or revenue bonds.

During the past 6 years, there was approximately \$12.5 million funded for the construction of corridor improvements in the **Transportation Improvement Program (TIP)** in the State Program. The projection of State revenues is difficult to predict and may vary from year to year; therefore, projected State Program funding is not included in this section.

### **10.3 Program Costs**

The overall list of planned projects was evaluated, and the projects were categorized per funding source as appropriate. The projects receiving the highest priority were those projects that either are in process, in the Transportation Improvement Program, or are exhibited on the Alabama Department of Transportation's Comprehensive Project Management System (CPMS) as being programmed for future years. Once these programmed projects were segregated from the remaining projects, future projects were selected based upon available funds remaining. These projects are listed in **Table 10.3**. At the present time, funding is deficient to construct every single project identified in **Section 4**, **Section 7**, and **Section 8**. Based upon this fact, **Table 10.4** was developed, which lists visionary projects that may be pursued if and when future funds are available.

#### **10.3.1 Financially Constrained Projects**

A breakdown of the financially constrained planned transportation projects per funding category is available in **Table 10.3**. Cost estimates included in **Table 10.3** and **Table 10.4** (visionary projects) are derived from existing sources, such as the State CPMS records, and City of Huntsville, City of Madison, and Madison County engineering estimates. In instances where engineering estimates are not available, the MPO staff estimated the Preliminary Engineering, Right of Way, and Construction costs as follows:

- \$1.5 million per lane mile
- \$2.5 million per lane mile if elevated
- \$2.5 million per lane mile if the road is in an urban environment (a retrofit)

All costs appearing in **Table 10.3** have been adjusted at 4% per year for the anticipated year of expenditure. The cost of projects appearing in **Table 10.4** reflects current year dollars because it is unknown exactly when those projects may be constructed. It is therefore impossible to estimate inflated costs for a future year when the future year of construction is unknown. The costs for both tables reflect charges for preliminary engineering, right of way, construction, and include the costs for bike lanes and sidewalks where planned.

#### **10.3.2 Visionary Projects**

In many instances, projects exceeded anticipated funding revenues. While the MPO staff

developed reasonable cost estimates of all project costs using the techniques previously described, the staff had to limit projects based upon expected revenues per source. Since the long range transportation plan must be financially constrained, projects lacking funding are listed in **Table 10.4** as visionary projects. This list of visionary projects will be maintained in the hope that additional funds will be acquired. The MPO is committed to the projects listed in **Table 10.4**; however, those projects cannot be funded until money is available. The improvements identified in **Table 10.4** will serve as a source of pre-viewed projects that could eventually be added to the list of fundable projects exhibited in **Table 10.3**. Projects identified in **Table 10.4** could be added for instance, if any long range transportation plan project is completed substantially under cost, with alternative funding sources, or is effectively eliminated.

#### **10.4 Proposed Sources of Revenues to Cover Shortfalls**

According to U.S. Department of Transportation Metropolitan Planning Regulations, the financial plan **must** identify proposed new revenues and/or revenue sources to cover shortfalls. Funding is inadequate to finance all of the NHS and STP projects identified in the **Year 2035 Transportation Plan**. Alternative sources of funds will be needed to cover these shortfalls.

It is anticipated that supplemental funding for the long-range plan may come from the following sources:

1. Local capital improvements programs, bonds, taxes
2. State programs, industrial access funds
3. U.S. Congressional appropriations
4. Public/Private partnerships, including tax increment financing, impact fees
5. Toll Roads/Bridges

There may be some instances where corridors may be required based upon market demand and development. In cases such as this, private funds may be made available to perform needed roadway improvements, based upon specific development-driven growth.

The HPP/NHS category of projects requires a total of approximately \$744 million in federal funds for the construction of the Southern Bypass and the Memphis to Atlanta Highway. These projects are listed as High Priority Projects on the National Highway System, and should be actively pursued as additional funding can be identified and appropriated. These projects appear in **Table 10.4** as **Visionary Projects**, since they can only move forward if Congressional money is formally appropriated to them. At the present time, the projects are at various phases of implementation and funding.

The NHS program shows a deficit of approximately \$398.8 million in federal funds for all desired projects to be added to the funding list. These projects include overpasses on Memorial Parkway, the widening of Ardmore Highway to the Tennessee State line, and improvements to I-565 and Research Park Boulevard. These projects will require additional state and federal funds.

The Appalachian Development Program shows a deficit of \$76.8 million in federal funds to fund interchanges on Corridor V/US 72 East at Moontown Road, Brock Road, the Eastern Bypass, and Jordan Road. These projects will require additional federal appropriations.

According to **Table 10.4**, the STPAA program has over \$437 million of projects to be added to the funding program during the planning period. Major projects presented in this category include widening Jeff Road, Martin Road, and Winchester Road; the Eastern Bypass Phase 2; Browns Ferry Road improvements; and the widening of Old Railroad Bed Road, Wall Triana Highway, and Hobbs Island Road. If these projects are to be implemented, other state and local revenues will be needed to fund all of these projects.

Additionally, **Table 10.4** identifies unfunded maintenance and operations projects as well as unfunded enhancement-type projects. The maintenance and operations projects, which primarily focus on geometric improvements and signalization can possibly be funded through Surface Transportation Any Area funds or Safety funds. The total of federal funds required for these projects is estimated to be \$986,000. Enhancement-type projects, which would include the construction of greenways and signage of bike routes may be eligible for Enhancement funds. The allocation of these funds are based upon the discretion of the State of Alabama and are distributed through grant activities. All of these types of projects compliment the road improvement projects identified in **Section 4**, by providing bicycle and pedestrian facilities such as bike lanes, bike routes, and greenways. Federal funds in the amount of \$52,479,0625 are required to construct these types of projects.

The jurisdictions that comprise the local MPO are dedicated to find alternative methods of financing so the projects listed in **Table 10.4** are funded.

## **10.5 Summary**

The long range transportation plan presented and the projects selected to facilitate the future movement of people and goods within the MPO study area are realistic and exhibit financial constraint. The projects detailed in this document indicate the "best fit" for improvements within the area. Actual implementation of this plan will be incremental since these projects will be programmed into future 5-year **Transportation Improvement Programs (TIPs)** as local priorities and available funds dictate.

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**Table 10.3: Estimated Cost and Funding Source of Proposed Roadway Improvements  
Capacity Projects  
Federal Funds Only**

**FUNDING CATEGORY: APPALACHIAN DEVELOPMENT PROGRAM/NATIONAL HIGHWAY SYSTEM**

Map Number (Pg. 4-2)	Project Description	Facility Type	Length in Miles	Current Lanes	Status	Year of Expenditure Estimated Cost
80	US 72 East/ARC Corridor V - Moores Mill Road Interchange and Shields Road	Major Arterial	1	4	Planned – FY 2010	\$29,600,000
85	US 72 East/ARC Corridor V – High Mountain Road Interchange	Major Arterial	1	4	Planned- FY 2012	\$12,782,400
Total						\$42,382,400
Anticipated Funds						\$46,715,000
Balance						\$4,332,600

*All projects in this funding category will not include bike/ped facilities as indicated in Section 4 and Section 7.*

**FUNDING CATEGORY: NATIONAL HIGHWAY SYSTEM/EQUITY BONUS/CONGRESSIONAL SPECIAL**

Map Number (Pg. 4-2)	Project Description	Facility Type	Length in Miles	Current Lanes	Status	Year of Expenditure Estimated Cost
86	US 72W (University Dr) Providence Main to County Line Rd.	Major Arterial	5	4	Planned	\$15,994,800
36	Memorial Parkway Overpass and service roads @ Mastin Lake Rd.	Major Arterial	0.67	4	Planned - FY 2013	\$23,994,800
35	Memorial Parkway Overpasses and service roads @ North of Whitesburg Dr. to South of Golf Rd.	Major Arterial	1.5	4	Planned - FY 2009	\$45,594,800
37	Memorial Parkway Overpass and service roads @ Winchester Rd.	Major Arterial	1	4	To be Added to a Future TIP	\$23,994,800
41	Memorial Parkway Overpass & Service Roads @ Mountain Gap Road	Major Arterial	1	4	Planned	\$23,994,800
Total						\$133,574,000
Anticipated Funds						\$133,574,000
Balance						-0-

*All projects in this funding category will not include bike/ped facilities as indicated in Section 4 and Section 7.*

**FUNDING CATEGORY: STATE**

Map Number (Pg. 4-2)	Project Description	Facility Type	Length in Miles	Current Lanes	Status	Year of Expenditure Estimated Cost
N/A	To be Determined					Unavailable
Total						Unavailable
Anticipated Funds						Unavailable
Balance						Unavailable

**FUNDING CATEGORY: INTERSTATE MAINTENANCE**

Map Number (Pg. 4-2)	Project Description	Facility Type	Length in Miles	Current Lanes	Status	Year of Expenditure Estimated Cost	
25	I-565 @ County Line Rd. – Interchange	Major Arterial	1	N/A	Planned - FY 2013	\$26,522,100	
26	I-565 @ Greenbrier Rd – Interchange	Major Arterial	1	N/A	Planned – FY 2013	\$15,060,900	
<i>All projects in this funding category will not include bike/ped facilities as indicated in Section 4 and Section 7.</i>						Total	\$41,583,000
						Anticipated Funds	\$41,583,000
						Balance	-0-

**FUNDING CATEGORY: SURFACE TRANSPORTATION PROGRAM ANY AREA (STPAA)**

Map Number (Pg. 4-2)	Project Description	Facility Type	Length in Miles	Current Lanes	Status	Year of Expenditure Estimated Cost	
1	Ardmore Highway-Alabama Highway 53,Research Park to Jeff Road	Major Arterial	5	2	CN Planned FY 2009	\$25,600,000	
93	Winchester Rd. , Phase 3 from Naugher Road to Bell Factory Road	Minor Arterial	1.5	2	CN Planned FY 2015	\$6,800,000	
62	Old Madison Pike from Thornton Industrial Park to Slaughter Rd.	Minor Arterial	0.5	2	CN Planned FY 2010	\$3,040,000	
2	Ardmore Highway – Jeff Road to North of Harvest	Major Arterial	2.4	2	This amount planned for FY 2009 for Preliminary Engineering	\$7,200,000	
70	Research Park Blvd and Interchanges from I-565 to Ardmore Hwy-AL 53 (Interchange at Blake Bottom Only)	Major Arterial	5.9	4	CN Planned FY 2015	\$15,688,000	
<i>Projects #1, 2, and 62 were designed prior to the FHWA policy regarding bike/ped accommodation. These projects will only include paved bike lanes.</i>						Total	\$58,328,000
						Anticipated Funds	\$58,328,000
						Balance	-0-

**FUNDING CATEGORY: SURFACE TRANSPORTATION PROGRAM HUNTSVILLE URBANIZED AREA (STPHV)**

Map Number (Pg. 4-2)	Project Description	Facility Type	Length in Miles	Current Lanes	Status	Year of Expenditure Estimated Cost
12	Church Street (Total project limits from Monroe St. to Oakwood Ave.) Phase 2: Pratt Avenue to Oakwood Avenue	Major Collector	1.3	2	CN FY 2009	\$18,400,000
13	Dug Hill Rd.US 431 East to Broad Armstrong Dr	Major Collector	1.5	2	CN Planned FY 2009	\$3,120,000

**FUNDING CATEGORY: SURFACE TRANSPORTATION PROGRAM HUNTSVILLE URBANIZED AREA (STPHV)**  
**(Continued)**

<b>Map Number (Pg. 4-2)</b>	<b>Project Description</b>	<b>Facility Type</b>	<b>Length in Miles</b>	<b>Current Lanes</b>	<b>Status</b>	<b>Year of Expenditure Estimated Cost</b>	
95	Zierdt Rd., Phase 1 from Madison Blvd. to South of Martin Rd.	Major Collector	3	2	CN Planned FY 2013	\$6,880,000	
19	Hobbs Island Rd.- U.S 231 to Parsons Rd. (Part of Hobbs Island Rd from U.S 231 to U.S 431 project)	Major Arterial	3.5	2	Planned- FY 2016	\$11,200,000	
47	Meridian Street, Phase 1 from Oakwood Ave. to Pratt Ave.	Minor Arterial	0.7	2	CN Planned FY 2009	\$1,600,000	
92	Winchester Rd. , Phase 2 from Dominion Cir to Naugher Rd	Minor Arterial	2	2	CN Planned FY 2013	\$4,320,000	
74	Slaughter Road from I-565 to US 72 West	Minor Arterial	5	2	To be funded	\$13,840,000	
54	Northern Bypass Ph3 – US 231 to Moores Mill Rd	Minor Arterial	2.6	0	Funded	\$8,000,000	
55	Northern Bypass Ph4 – Moores Mill Rd to Winchester Rd	Minor Arterial	3	0	Funded	\$8,000,000	
56	Northern Bypass Ph5 – Winchester Rd to US 72 East	Minor Arterial	11	0	Funded	\$36,360,000	
<i>All projects in this funding category will include bike/ped facilities as indicated in Section 4 and Section 7.</i>						<b>Total</b>	\$111,720,000
						<b>Anticipated Funds</b>	\$111,720,000
						<b>Balance</b>	-0-

**Table 10.4: Estimated Cost of Proposed Capacity,  
Maintenance & Operations, and Enhancement Visionary Projects  
Required Federal Funds Only**

**FUNDING CATEGORY: \* HIGH PRIORITY PROJECTS/NATIONAL HIGHWAY SYSTEM CORRIDOR PROJECT**

Map Number (Pg. 4-2)	Project Description	Facility Type	Project Type	Length in Miles	Current Lanes	Current Year Estimated Cost
75	Southern Bypass, Phase 1 from I-565 to Martin Rd.	Major Arterial	Capacity	6.5	0	\$172,800,000
76	Southern Bypass, Phase 2 from Martin Rd. to Weatherly Rd. Extension	Major Arterial	Capacity	2	0	\$136,800,000
77	Southern Bypass, Phase 3 from Weatherly Rd. Extension to US 231	Major Arterial	Capacity	4.5	0	\$129,600,000
44	Memphis to Atlanta Highway from I-65 to I-565	Major Arterial	Capacity	8	0	\$120,000,000
45	Memphis to Atlanta Highway from Southern Bypass to Marshall County Limits	Major Arterial	Capacity	15	0	\$184,800,000
					Total Federal Funds Required:	\$744,000,000

\*This category is solely dependent upon Congressional Funding; therefore, an accurate estimation of anticipated funds is not available for this category. Funding of these projects will be made available through special appropriations. It is unknown when these appropriations will be made. Projects in this funding category will not include bike/ped facilities as indicated in **Section 4** and **Section 7**.

**FUNDING CATEGORY: APPALACHIAN DEVELOPMENT PROGRAM**

Map Number (Pg. 4-2)	Project Description	Facility Type	Project Type	Length in Miles	Current Lanes	Current Year Estimated Cost
82	US 72 East/ARC Corridor V Interchange @ Moontown Rd.	Major Arterial	Capacity	1	4	\$20,000,000
83	US 72 East/ARC Corridor V Interchange @ Brock Rd.	Major Arterial	Capacity	1	4	\$20,000,000
84	US 72 East/ARC Corridor V Interchange @ Eastern Bypass	Major Arterial	Capacity	1	4	\$20,000,000
81	US 72 East/ARC Corridor V- Jordan Road Interchange	Major Arterial	Capacity	1	4	\$16,800,000
Projects in this funding category will not include bike/ped facilities as indicated in <b>Section 4</b> and <b>Section 7</b> .					Total Federal Funds Required:	\$76,800,000

**FUNDING CATEGORY: NATIONAL HIGHWAY SYSTEM**

Map Number (Pg. 4-2)	Project Description	Facility Type	Project Type	Length in Miles	Current Lanes	Current Year Estimated Cost
3	Ardmore Highway/Alabama Highway 53 from Harvest Rd. to Tennessee State Line	Major Arterial	Capacity	5.7	2	\$37,600,000
42	Memorial Parkway Overpass and service roads at Green Cove Rd.	Major Arterial	Capacity	1	4	\$28,000,000
43	Memorial Parkway Overpass and service roads at Hobbs Island Rd.	Major Arterial	Capacity	1	4	\$28,000,000
38	Memorial Parkway Overpass and service roads at Meridianville Bottom Rd.	Major Arterial	Capacity	1	4	\$28,000,000
39	Memorial Parkway Overpass and service roads at Patterson Ln.	Major Arterial	Capacity	1	4	\$28,000,000
40	Memorial Parkway Overpass and service roads at Walker Ln.	Major Arterial	Capacity	1	4	\$28,000,000
87	US 72/University Drive from County Line Rd. to Mooresville Rd.	Major Arterial	Capacity	5.2	4	\$8,800,000
70	Research Park Blvd and Interchanges from I-565 to Ardmore Highway-AL 53 (includes modifications to interchanges at Research Park Blvd/I-565 and Research Park Blvd/University Dr., and construction of an interchange at Research Park Blvd/Ardmore Hwy-AL 53)	Major Arterial	Capacity	5.9	4	\$154,758,000
23	I-565- I-65 to Wall Triana Highway	Major Arterial	Capacity	8.5	4	\$27,200,000
24	I-565-Oakwood Avenue to High Mountain Road	Major Arterial	Capacity	2	4	\$6,800,000
41	Memorial Parkway Overpass- Hobbs Road	Major Arterial	Capacity	1	4	\$24,000,000
All projects, except project #3, in this funding category will not include bike/ped facilities as indicated in <b>Section 4</b> and <b>Section 7</b> .						Total Federal Funds Required: \$398,758,000

**FUNDING CATEGORY: SURFACE TRANSPORTATION PROGRAM ANY AREA**

Map Number (Pg. 4-2)	Project Description	Facility Type	Project Type	Length in Miles	Current Lanes	Current Year Estimated Cost
6	Balch Rd. Extension from Browns Ferry Rd. to Madison Blvd.	Minor Arterial	Capacity	2.5	0	\$9,200,000
8	Blake Bottom Rd. from Indian Creek Rd. to Research Park Blvd.	Minor Collector	Capacity	0.8	2	\$4,400,000
9	Brock Rd. from US 72 East to Ryland Pike	Minor Collector	Capacity	2.5	2	\$7,120,000
10	Browns Ferry Rd. from Mooresville Rd. to County Line Rd.	Minor Collector	Capacity	5	2	\$13,200,000
11	Capshaw Rd. from Jeff Rd. to Old Railroad Bed Rd.	Major Collector	Capacity	2	2	\$9,520,000
14	Eastern Bypass, Phase 2 from Quarter Ln. to US 72 East	Major Arterial	Capacity	3.7	2	\$14,400,000
15	Eastview Dr. Extension from Hughes Rd. to Sullivan St.	Minor Collector	Capacity	0.5	0	\$1,000,000
16	Eastview Drive Extension	Minor Collector	Capacity	2	2	\$6,400,000

**FUNDING CATEGORY: SURFACE TRANSPORTATION PROGRAM ANY AREA (Continued)**

<b>Map Number (Pg. 4-2)</b>	<b>Project Description</b>	<b>Facility Type</b>	<b>Project Type</b>	<b>Length in Miles</b>	<b>Current Lanes</b>	<b>Current Year Estimated Cost</b>
19	Hobbs Island Rd. from US 231 to US 431	Major Arterial	Capacity	11.5	2	\$18,400,000
20	Homer Nance Rd. to Jordan Rd. to Winchester Rd.	Major Collector	Capacity	2	2	\$4,720,000
21	Hughes Rd. from Old Madison Pike to US 72 East	Minor Arterial	Capacity	3.2	3	\$2,480,000
22	Hughes Rd. Extension from US 72 West to Wall Triana Highway	Minor Arterial	Capacity	0.5	0	\$1,600,000
28	Jeff Rd., Phase 2 from Capshaw Rd. to Alabama Highway 53	Major Collector	Capacity	5.2	2	\$14,000,000
30	Jordan Rd. Phase 1 from Homer Nance Rd. to US 72 East	Minor Collector	Capacity	2	2	\$4,720,000
31	Jordan Rd. Phase 2 from Moores Mill Rd. to Homer Nance Rd.	Minor Collector	Capacity	2.3	2	\$5,360,000
34	Martin Road from Zierdt Road to Rideout Road	Minor Arterial	Capacity	2.5	2	\$14,800,000
48	Mill Rd. from County Line Rd. to Hughes Rd.	Minor Collector	Capacity	2.5	2	\$4,160,000
50	Moores Mill Rd. from Winchester Rd. to Northern Bypass	Minor Arterial	Capacity	2	2	\$6,480,000
53	Northern Bypass Ph2 – East of Pulaski Pike to US 231	Major Arterial	Capacity	3.3	2	\$15,688,000
58	Old 431 Highway from Wilson Mann Rd. to Highway 431	Major Collector	Capacity	2	2	\$1,600,000
60	Old Big Cove Rd. from South Green Mountain Rd. to Highway 431	Major Collector	Capacity	2	2	\$1,600,000
64	Old Railroad Bed Rd. Phase 1 from US 72 West to Capshaw Rd.	Minor Arterial	Capacity	1.8	2	\$2,640,000
65	Old Railroad Bed Rd. Phase 2 from Capshaw Rd. to Alabama Highway 53	Minor Arterial	Capacity	8.5	2	\$13,600,000
68	Portal Lane Extension from Shelton Rd. to Zierdt Rd. Extension	Minor Collector	Capacity	0.5	0	\$1,280,000
71	Ryland Pike from US 72 East to Northern Bypass	Major Collector	Capacity	3.75	2	\$8,720,000
72	Shelton Rd. from Madison Blvd. to ¼ mile north of Madison Blvd.	Minor Collector	Capacity	0.25	2	\$800,000
78	Sullivan St. from Royal Dr. to Front St.	Major Collector	Capacity	0.5	3	\$600,000
97	Zierdt Rd. Extension from North of Madison Blvd. to Old Madison Pike	Minor Collector	Capacity	0.8	0	\$2,800,000
73	Shields Rd. from Jordan Rd. to Winchester Rd.	Minor Collector	Capacity	1.5	2	\$2,320,000
88	Wall Triana Highway from Mill Rd. to US 72 West	Major Collector	Capacity	3.6	2	\$8,800,000
94	Winchester Rd. Phase 4 from Bell Factory Road to Tennessee State Line	Minor Arterial	Capacity	9.5	2	\$15,680,000
18	High Mountain Rd. Extension from US 72 East to Chase Rd.	Minor Collector	Capacity	1.2	0	\$2,080,000
91	Weatherly Road Extension - Memorial Parkway to S. Bypass	Major Collector	Capacity	1.5	0	\$15,200,000
90	Wall Triana Highway - Capshaw Road to Yarbrough Road	Minor Arterial	Capacity	4	2	\$12,800,000
69	Powell Road – Powell Road to Browns Ferry Road	Major Collector	Capacity	1.5	0	\$4,800,000
66	Patton Road – Aerobee Road to Redstone Road	Minor Arterial	Capacity	5	2-3	\$16,000,000

**FUNDING CATEGORY: SURFACE TRANSPORTATION PROGRAM ANY AREA (Continued)**

Map Number (Pg. 4-2)	Project Description	Facility Type	Project Type	Length in Miles	Current Lanes	Current Year Estimated Cost
63	Old Madison Pike – Hughes Road to Slaughter Road	Minor Arterial	Capacity	2	2-3	\$6,400,000
51	Mt. Lebanon – Grimwood Road to Northern Bypass	Major Collector	Capacity	4.5	2	\$14,400,000
49	Moontown Road – Ryland Pike to US 72 East	Major Collector	Capacity	4.5	2	\$14,400,000
4	Balch Rd. from Browns Ferry Rd. to Gooch Ln.	Major Collector	Capacity	0.75	2	\$7,520,000
32	King Drake Rd. from King Drake Rd. to US 431	Major Collector	Capacity	0.6	0	\$2,800,000
59	Old Big Cove Rd. from Hwy 431 to Sutton Rd	Major Collector	Capacity	2	2	\$4,720,000
96	Zierdt Rd., Phase 2 from South of Martin Rd. to Beadle Ln.	Major Collector	Capacity	3	2	\$9,600,000
5	Balch Rd from Capshaw Rd to Gooch Ln	Major Collector	Capacity	2.2	2	\$3,200,000
61	Old Highway 20 from Greenbrier Rd. to County Line Road	Minor Arterial	Capacity	3	2	\$9,600,000
27	Jeff Rd, Phase 1 from University Dr. to Capshaw Rd.	Major Collector	Capacity	1.1	2	\$2,560,000
17	Greenbrier Rd/Powell Rd. Extension from North of I-565 to US 72 West	Minor Arterial	Capacity	8	2	\$24,000,000
33	Martin Rd. from Zierdt Rd. to Laracy Drive	Minor Arterial	Capacity	3	2	\$11,200,000
79	Swancott Rd. from I-565 to County Line Rd.	Minor Arterial	Capacity	5.5	2	\$16,000,000
57	Oakwood Rd. from Adventist Blvd. To Research Park Blvd.	Minor Collector	Capacity	1	2	\$2,880,000
52	Nance Rd. from University Dr. to Capshaw Rd.	Minor Collector	Capacity	1.1	2	\$2,400,000
7	Beadle Ln. from Swancott Rd. to Zierdt Rd.	Minor Collector	Capacity	2	2	\$3,680,000
67	Plummer Rd. from Research Park Blvd. to Indian Creek Rd.	Major Collector	Capacity	0.8	2	\$3,200,000
89	Wall Triana Highway from US 72 West to Capshaw Rd.	Major Collector	Capacity	1.4	2	\$3,200,000
29	Johns Road- Plummer Road to University Drive	Minor Collector	Capacity	2	2	\$6,400,000
46	Meridian Street- Memorial Parkway to Winchester Road	Minor Arterial	Capacity	1.5	2	\$4,800,000
All projects in this funding category, except project #91, will include bike/ped facilities as indicated in <b>Section 4</b> and <b>Section 7</b> .					Total Federal Funds Required:	\$437,128,000

**FUNDING CATEGORY: SURFACE TRANSPORTATION PROGRAM ANY AREA or SAFETY**

Map Number (Pg. 4-2)	Project Description	Type Improvement	Project Type	Current Year Estimated Cost
A	Four Mile Post Rd @ Whitesburg Dr	Signal & major geometric improvements to Four Mile Post Rd approach	Maintenance & Operations	\$240,000
B	Enterprise Way @ University Dr	Reduce island width or eliminate to construct additional northbound approach lane to University Dr	Maintenance & Operations	\$40,000

**FUNDING CATEGORY: SURFACE TRANSPORTATION PROGRAM ANY AREA or SAFETY (Continued)**

Map Number (Pg. 4-2)	Project Description	Type Improvement	Project Type	Current Year Estimated Cost
C	Caldwell Ln @ Highway 431	Construction of west to north right turn lane and acceleration lane on Highway 431	Maintenance & Operations	\$120,000
D	Old Madison Pike @ Research Park Blvd	Construct joint use pedestrian & bicycle bridge and sidewalk approaches across Research Park Blvd.	Maintenance & Operations	\$400,000
E	Explorer Dr @ Pegasus Rd	New traffic signal installation	Maintenance & Operations	\$40,000
F	Enterprise Way from Moores Farm to University Dr	Add signal, left turn restrictions island at shopping center exits, a sidewalk, plus 3 <sup>rd</sup> left turn lane to University Dr	Maintenance & Operations	\$52,000
G	County Line Rd @ Highway 72	Upgrade displays, phasing and timings and geometric improvements	Maintenance & Operations	\$80,000
			Total Federal Funds Required:	\$986,000

**FUNDING CATEGORY: SURFACE TRANSPORTATION PROGRAM: ENHANCEMENT**

Map Number (Pg. 4-2)	Bike Rt. Number (Pg. 7-19)	Project	Jurisdiction	Project Type	Project Description	Current Year Estimated Cost
<b>■ Proposed Share the Road /Bike Route Projects</b>						
N/A	50	Drake Avenue	City of Huntsville	Maintenance & Operations	Install "Share the Road" signage from Memorial Parkway to Garth Rd	\$480
N/A	69	Garth Road	City of Huntsville	Maintenance & Operations	Install "Share the Road" signage from Drake Ave to Four Mile Post Rd	\$400
N/A	73	Terry Drake Road	City of Huntsville	Maintenance & Operations	Install "Share the Road" signage from Old Big Cove Rd to Taylor Rd	\$400
N/A	73	Taylor Road	City of Huntsville	Maintenance & Operations	Install "Share the Road" signage from Sutton Rd to Terry Drake Rd	\$400
N/A	73	James Road	City of Huntsville	Maintenance & Operations	Install "Share the Road" signage from Sutton Rd to Miller Ln	\$400
N/A	73A	Miller Lane, Caldwell Lane	City of Huntsville	Maintenance & Operations	Install "Share the Road" signage from James Rd to King Drake Rd	\$400
N/A	22	Mountain Gap Road	City of Huntsville	Maintenance & Operations	Install "Share the Road" signage from Memorial Parkway to Todd Mill Rd	\$400
N/A	52	Dug Hill Road	City of Huntsville	Maintenance & Operations	Install "Share the Road" signage from US 431S to King Drake Rd	\$400
N/A	52	Dug Hill Road	City of Huntsville	Maintenance & Operations	Install Bike Route signs From US 72 E south to Caldwell Ln	\$400
N/A	70	Plummer Road	City of Huntsville	Maintenance & Operations	Install "Share the Road" signage from Indian Creek Rd to Jordan Ln	\$400

**FUNDING CATEGORY: SURFACE TRANSPORTATION PROGRAM: ENHANCEMENT (Continued)**

Map Number (Pg. 4-2)	Bike Rt. Number (Pg. 7-19)	Project	Jurisdiction	Project Type	Project Description	Current Year Estimated Cost
<b>■ Proposed Share the Road /Bike Route Projects</b>						
N/A	70	Grizzard Road	City of Huntsville	Maintenance & Operations	Install "Share the Road" signage from Jordan Ln to Brookline Dr	\$400
N/A	70	Chapman Drive	City of Huntsville	Maintenance & Operations	Install "Share the Road" signage from Rueben Dr to Gladstone Dr	\$400
N/A	15	County Line Road	City of Madison	Maintenance & Operations	Install "Share the Road" signage from US 72W to Madison Blvd	\$400
N/A	24	Gillespie Road	City of Madison	Maintenance & Operations	Install "Share the Road" signage from County Line Rd to Hughes Rd	\$400
N/A	N/A	Palmer Road	City of Madison	Maintenance & Operations	Install "Share the Road" signage from County Line Rd to Balch Rd extension	\$400
N/A	19	Sullivan Street	City of Madison	Maintenance & Operations	Install "Share the Road" signage from Dublin St to Mill Rd	\$400
N/A	25	Zierdt Road, Shelton Road Ext.	City of Madison	Maintenance & Operations	Install "Share the Road" signage from Madison City Limits to Old Madison Pike	\$400
N/A	69	Bailey Cove Road	City of Huntsville	Maintenance & Operations	Install Bike Route signs from Four-Mile Post Rd south to Hobbs Island Rd	\$400
N/A	53	Bell Road	City of Huntsville	Maintenance & Operations	Install Bike Route signs from Redstone Rd south to Green Cove Rd	\$400
N/A	31	Johns Road, Enterprise Way, Explorer Blvd	City of Huntsville	Maintenance & Operations	Install Bike Route signs from Old Monrovia to Old Madison Pike	\$400
N/A	64	Oakwood Ave, High Mountain Road	City of Huntsville	Maintenance & Operations	Install Bike Route signs from Maysville Rd to Chase Rd	\$400
N/A	51	Maysville Road	City of Huntsville	Maintenance & Operations	Install Bike Route signs from US72E South to Pratt Ave	\$400
N/A	69	Green Cove Road	City of Huntsville	Maintenance & Operations	Install Bike Route signs from Bailey Cove west to Bell Rd	\$400
N/A	60	Monroe Street, Green Cove Road	City of Huntsville	Maintenance & Operations	Install Bike Route signs from Monroe St south on Church/ Gallatin, south on Bonita/Hastings/ Homewood/Chateau/ Queensbury/Cadillac/ Todd Mill/ Chaney Thompson Rd to Green Cove Rd	\$400
N/A	30	Four Mile Post, Cecil Ashburn Way, Sutton Road	City of Huntsville	Maintenance & Operations	Install Bike Route signs Whitesburg east to Old 431 South	\$400

**FUNDING CATEGORY: SURFACE TRANSPORTATION PROGRAM: ENHANCEMENT (Continued)**

<b>Map Number (Pg. 4-2)</b>	<b>Bike Rt. Number (Pg. 7-19)</b>	<b>Project</b>	<b>Jurisdiction</b>	<b>Project Type</b>	<b>Project Description</b>	<b>Current Year Estimated Cost</b>
<b>■ Proposed Share the Road /Bike Route Projects</b>						
N/A	50	Old Madison Pike	City of Huntsville	Maintenance & Operations	Install Bike Route signs from Wynn Drive east to 9 <sup>th</sup> Ave to Seminole Dr	\$400
N/A	51	Cedar Street, Gladstone Drive	City of Huntsville	Maintenance & Operations	Install Bike Route signs from Cedar St, north on Alpine, east on Holly Ave, north on Triana Blvd, northeast on Hall Ave, south on Derrick St, east on Clinton Ave, north on Maysville Rd to Gladstone Dr	\$400
N/A	74	Chase Road, Jordan Road	City of Huntsville	Maintenance & Operations	Install Bike Route signs from Meridian St east to Homer Nance Rd	\$400
N/A	76	Winchester Road	City of Huntsville	Maintenance & Operations	Install Bike Route signs from Pulaski Pike east to Moores Mill Rd	\$400
N/A	60	Bankhead Parkway	City of Huntsville	Maintenance & Operations	Install Bike Route signs from Maysville Road east to Nolen Ave	\$400
N/A	22	Mountain Gap Road	City of Huntsville	Maintenance & Operations	Install Bike Route signs from Bailey Cove west thru Memorial Parkway to English Dr west to St. Alban Dr	\$400
N/A	60A	Farrow Road	City of Huntsville	Maintenance & Operations	Install Bike Route signs from Slaughter Rd east to Explorer Blvd to Voyager Way	\$400
N/A	70	Old Gurley Road, Harris Hill, Mastin Lake Road	City of Huntsville	Maintenance & Operations	Install Bike Route signs from US 72E west to Maysville Rd south to Quietdale Ave, west to Max Luther Dr to Blue Spring Road, north on Millbrook to Broadview/Pulaski Pike, north to Grizzard Rd, north to Mastin Lake Rd	\$400
N/A	74	Dan Tibbs/ Stringfield Road	City of Huntsville	Maintenance & Operations	Install Bike Route signs from Indian Creek Road east to Blue Springs Rd	\$400

**FUNDING CATEGORY: SURFACE TRANSPORTATION PROGRAM: ENHANCEMENT (Continued)**

Map Number (Pg. 4-2)	Bike Rt. Number (Pg. 7-19)	Project	Jurisdiction	Project Type	Project Description	Current Year Estimated Cost
<b>■ Proposed Share the Road /Bike Route Projects</b>						
N/A	40	Patton Road, Chadwell Drive	City of Huntsville	Maintenance & Operations	Install Bike Route signs from Patton Rd , east on Telstar Cr, east on Centaur Blvd, north on Squaw Valley, east on Grunden Dr, north in Conger Rd, north on McCalley Pl, east on Village Dr, south on Triana Blvd, east on Johnson Rd, east on Airport Rd, south on Balmoral, east on Breckenridge Dr to Chadwell Dr	\$400
N/A	69	Wade Mtn. Preserve-Aldridge Creek	City of Huntsville	Maintenance & Operations	Install Bike Route signs from Hollow Rd south on Meridian/Greene/Franklin and Hastings, east on Drake, south on Garth, east on Four Mile Post to Bailey Cove, south to Mountain Gap	\$400
N/A	74	Governors House Drive-Stringfield Road	City of Huntsville	Maintenance & Operations	Install Bike Route signs from Sparkman Dr, east on Technology Dr, north on South Loop Rd, east on Putnam Dr, north on Jordan Ln, east on Sparkman Dr, north on Aspen Dr, north on Grizzard Rd, north on Rosedale Dr to Stringfield Rd	\$400
N/A	49	Village Drive, Holmes Avenue	City of Huntsville	Maintenance & Operations	Install Bike Route signs from Village Dr, north on McCalley Pl, east on Archer Dr, north on Lemley Pl, east on Drake Ave, north on Alpine Dr, west Gesman Pl, north on Atlantic St, west on 10 <sup>th</sup> Ave and north on 14 <sup>th</sup> St to Holmes Ave	\$400

■ All Proposed Bike Lane and Proposed Share the Road/Bike Route Projects are shown on **Map 7.1** and in **Tables 7.1** and **7.2**. The cost of all bicycle facilities that are associated with proposed road improvements are included in the cost of the road improvement as either a financially constrained projects or visionary project. As mentioned in **Section 7**, additional bicycle facility projects have been identified that do not correlate directly with proposed road improvement projects. These projects are eligible for future enhancement grant monies.

**FUNDING CATEGORY: SURFACE TRANSPORTATION PROGRAM: ENHANCEMENT (Continued)**

Map Number (Pg. 4-2)	Project	Jurisdiction	Project Type	Project Description	Current Year Estimated Cost
<b>∞ Greenways (Shared Use Paths)</b>					
4 & 5	Balch Road Greenway	City of Madison	Enhancement Unclassified	2.89 mile path from Browns Ferry Road to US 72. Coincides with road project #4 and a portion of #5: Balch Road widening from Browns Ferry Road to Gooch Lane, and Balch Road from Gooch Lane to Capshaw Road	\$1,025,418
16	Mill Creek Greenway & Trail	City of Madison	Enhancement Unclassified	1 mile, asphalt, 2 mile natural trail from Hughes Rd to Brownsferry Rd. Greenway project compliments road project # 16: Eastview Drive Extension from Hughes Road to Sullivan Street	\$440,000
78	Sullivan Street Greenway	City of Madison	Enhancement Unclassified	.5 mile path from Royal Street to Front Street. This also correlates to Bike Route 50 shown on Map 7.1	\$232,475
88	Wall Triana Highway Greenway	City of Madison	Enhancement Unclassified	3.6 mile multi-use path from Mill Rd to US 72	\$1,277,336
95 & 96	Zierdt Rd Greenway	City of Huntsville	Enhancement Unclassified	8.75 mile, 12-ft wide asphalt multi-use path from Slaughter Rd to Wheeler National Wildlife Refuge. Includes greenway at Zierdt Road from Madison Blvd to South of Martin Rd and Zierdt Road from South of Martin Rd to Beadle Lane.	\$3,104,640
97	Zierdt Rd Greenway, PH 2	City of Madison	Enhancement Unclassified	.8 mile , 12 ft wide asphalt multi-use path on Zierdt Rd from ¼ mile north of Madison Blvd to Old Madison Pike	\$283,853
15	Eastview Drive Greenway	City of Madison	Enhancement Unclassified	2.1 mile greenway from West of Slaughter Rd to Hughes Rd. Includes project #18: Eastview Drive from Slaughter Road to Hughes Road	\$745,114
63	Old Madison Pike Greenway	City of Madison	Enhancement Unclassified	2.77 mile greenway from Browns Ferry Rd to Slaughter Rd. Includes project of Old Madison Pike from Hughes Road to Slaughter Road. Also is shown as Bike Route 50 on Map 7.1.	\$982,840
48	Mill Road Greenway	City of Madison	Enhancement Unclassified	1.07 mile greenway from Sullivan St to Hughes Rd. Includes the parameters of project #52: Mill Road from Hughes Road to County Line Road.	\$379,653
68	Portal Lane Greenway (PH 2)	City of Madison	Enhancement Unclassified	.5 mile greenway (multi-use path) from Shelton Rd to Portal Ln Extension	\$177,408

**FUNDING CATEGORY: SURFACE TRANSPORTATION PROGRAM: ENHANCEMENT (Continued)**

Map Number (Pg. 4-2)	Project	Jurisdiction	Project Type	Project Description	Current Year Estimated Cost
<b>∞ Greenways (Shared Use Paths)</b>					
72	Shelton Road Greenway	City of Madison	Enhancement Unclassified	.81 mile greenway from Old Madison Pike to Madison Blvd. Includes the parameters of project #72: Shelton Road from Madison Boulevard to ¼ mile north of Madison Blvd.	\$287,400
N/A	Bradford Creek Greenway Phase II	City of Madison	Enhancement Unclassified	1 ½ mile, asphalt multi-use path, from Palmer Park to Westchester Rd	\$904,000
N/A	Aldridge Creek Greenway II	City of Huntsville	Enhancement Unclassified	1.0 mile from Four Mile Post Rd to Mira Vista Drive.	\$354,816
N/A	Barren Fork/ Miller Branch Greenway	City of Huntsville	Enhancement Unclassified	5.75 mile, 12-ft wide asphalt multi-use path from Martin Rd to Wheeler National Wildlife Refuge	\$2,040,192
N/A	Betts Spring Branch Greenway	City of Huntsville	Enhancement Unclassified	2.5 mile, 12-ft wide asphalt multi-use path from Zierdt Rd to Martin Rd	\$887,040
N/A	Big Cove Greenway	City of Huntsville	Enhancement Unclassified	8.0 mile, 12-ft wide asphalt multi-use path from Flint River to Monte Sano State Park	\$2,838,528
N/A	Big Spring Greenway	City of Huntsville	Enhancement Unclassified	3.5 mile, 12-ft wide asphalt multi-use path from Big Spring Park to Monte Sano Mountain	\$1,241,856
N/A	Blevins Gap Greenway	City of Huntsville	Enhancement Unclassified	4.5 mile, 12-ft wide asphalt multi-use path from Big Cove Creek to Bailey Cove Rd	\$1,596,672
N/A	Blue Creek Greenway	City of Huntsville	Enhancement Unclassified	3.5 mile, 12-ft wide asphalt multi-use path from Big Spring Park to Monte Sano Reserve.	\$1,241,856
N/A	Blue Spring Creek Greenway	City of Huntsville	Enhancement Unclassified	2.5 mile, 12-ft wide asphalt multi-use path from Pinhook Creek to Pulaski Pike.	\$887,040
N/A	Brogan Branch N. Greenway	City of Huntsville	Enhancement Unclassified	1.5 mile, 12-ft wide asphalt multi-use path from Stoner Park to Sparkman Dr	\$532,224
N/A	Brogan Branch S. Greenway	City of Huntsville	Enhancement Unclassified	1.25 mile, 12-ft wide asphalt multi-use path from Holmes Ave to Huntsville Spring Branch.	\$443,520
N/A	Chapman Mountain Greenway	City of Huntsville	Enhancement Unclassified	3.0 mile, 12-ft wide asphalt multi-use from north section of Monte Sano State Park to Alabama A&M University.	\$1,064,448
N/A	Dallas Branch Greenway	City of Huntsville	Enhancement Unclassified	.5 mile, 12-ft wide asphalt multi-use path from Pinhook Creek to abandoned L&N railroad corridor.	\$38,016
N/A	Dry Creek Greenway	City of Huntsville	Enhancement Unclassified	6.25 mile, 12-ft wide asphalt multi-use path from Providence Main to Pulaski Pike	\$2,217,600
N/A	Huntsville Spring Branch Greenway	City of Huntsville	Enhancement Unclassified	10 mile, 12-ft wide asphalt multi-use path from Tenn. River to Holmes Ave.	\$2,956,800
N/A	Indian Creek Greenway Ph II-III	City of Huntsville	Enhancement Unclassified	1.5 mile, 12 ft-wide asphalt multi-use path from Creekwood Park to Providence Elementary School.	\$532,224

**FUNDING CATEGORY: SURFACE TRANSPORTATION PROGRAM: ENHANCEMENT (Continued)**

Map Number (Pg. 4-2)	Project	Jurisdiction	Project Type	Project Description	Current Year Estimated Cost
<b>∞ Greenways (Shared Use Paths)</b>					
N/A	Knox Creek Greenway	City of Huntsville	Enhancement Unclassified	3.5 mile, 12-ft wide asphalt multi-use path from Wall Triana Hwy to Limestone Creek.	\$1,241,856
N/A	Limestone Creek Greenway	City of Huntsville	Enhancement Unclassified	14 mile, 12-ft wide asphalt multi-use path from AL Hwy 20 to Nick Davis Rd	\$4,967,424
N/A	McDonald Creek Greenway	City of Huntsville	Enhancement Unclassified	3.0 mile, 12-ft wide asphalt multi-use path from Redstone Arsenal boundary to Alabama Space and Rocket Center.	\$1,064,448
N/A	Pinhook Creek Greenway PH 1	City of Huntsville	Enhancement Unclassified	3.0 mile, 12-ft wide asphalt multi-use path from Holmes Ave to Lakewood Elementary School.	\$1,064,448
N/A	Pinhook Creek Greenway PH 2	City of Huntsville	Enhancement Unclassified	1.25 mile, 12-ft wide asphalt multi-use path from Medaris Rd to Wade Mountain.	\$443,520
N/A	Smithers Mountain Greenway	City of Huntsville	Enhancement Unclassified	4.0 mile, 12-ft wide asphalt multi-use path from Edmonton Heights Park to Spragins Hollow Rd	\$1,419,264
N/A	Spacewalk Greenway PH 1	City of Huntsville	Enhancement Unclassified	5.5 mile, 12-ft wide asphalt multi-use path from Blevins Gap to Monte Sano State Park	\$1,951,488
N/A	Spacewalk Greenway PH 2	City of Huntsville	Enhancement Unclassified	5.0 mile, 12-ft wide asphalt multi-use path from Blevins Gap to Madison County Nature Trail	\$1,951,488
N/A	Spacewalk Greenway PH 3	City of Huntsville	Enhancement Unclassified	3.5 mile, 12-ft wide asphalt multi-use path from Space Walk Phase II to Ditto Landing	\$1,241,856
N/A	Tennessee River Greenway	City of Huntsville	Enhancement Unclassified	6.0 mile, 12-ft wide asphalt multi-use path from west of Ditto Landing along the river east to Flint River	\$2,128,896
N/A	Wade Mountain Greenway	City of Huntsville	Enhancement Unclassified	6.0 mile, 12-ft wide asphalt multi-use path from Spragins Hollow Rd to Pulaski Pike at Dry Creek	\$2,128,896
N/A	Wallace Mountain Greenway	City of Huntsville	Enhancement Unclassified	6.0 mile, 12-ft wide asphalt multi-use path from Spacewalk III terminus to Flint River	\$2,128,896
N/A	Weatherly Mountain Greenway	City of Huntsville	Enhancement Unclassified	1.5 mile, 12-ft wide asphalt multi-use path from Hemlock Drive to Mountain Gap Rd	\$532,224
N/A	Gooch Lane Greenway	City of Madison	Enhancement Unclassified	1.6 mile greenway from Balch Rd to Hughes Rd	\$567,704
N/A	Highland Avenue Greenway	City of Madison	Enhancement Unclassified	1.55 mile greenway from Old Madison Pike to Eastview Dr	\$549,960
N/A	Portal Lane Greenway	City of Madison	Enhancement Unclassified	1.04 mile greenway from Hughes Rd to Shelton Rd	\$369,008
Total Federal Funds Required:					\$52,479,625

∞ All Greenway Projects are shown on **Map 7.1**. Greenways that are associated with proposed road improvements are indicated by map number. All Greenways (Shared Use Paths) are visionary projects and are not included in the total cost of road improvement projects. As mentioned in **Section 7**, additional greenway projects have been identified that do not correlate directly with proposed road improvement projects. These projects are eligible for future enhancement grant monies.