

APPENDIX B
Description of Remaining Nodal Segments

NODAL SEGMENT DESCRIPTIONS
PROJECT NO. NCPD-PE02 (910)
I-85 EXTENSION
FROM I-59/I-20 NEAR MISSISSIPPI STATE LINE TO I-65 NEAR MONTGOMERY
VARIOUS COUNTIES

NODAL SEGMENT A-D

Description (Information provided is for the I-85 Mainline only):

Total Length = 6.4 miles
Roadway Length = 4.9 miles
Bridge Length = 1.5 mile
Number of Interchanges = 2
Number of Grade Separations (Crossroads and railroads) = 4

Node A-D provides the western terminus at I-59/20 located in the northwest portion of the study area near Livingston. This corridor provides a potential alternate for the southern part of Sumter County in the northwest portion of the study area and ties to Nodal Segment D-I and Nodal Segment D-G. Nodal Segment A-D provided a desirable crossing with US Hwy 11 and the Norfolk Southern Railroad and proposes interchanges at 159-20 and US Hwy 11.

NODAL SEGMENT B-E

Description (Information provided is for the I-85 Mainline only):

Total Length = 6.4 miles
Roadway Length = 5.0 miles
Bridge Length = 1.4 miles
Number of Interchanges = 2
Number of Grade Separations (Crossroads and railroads) = 3

Node B-E provides the western terminus at I-59/20 located in the west portion of the study area between Livingston and York. This corridor provides a potential alternate for the southern part of Sumter County in the northwest portion of the project study area and ties to Nodal Segment E-G. Nodal Segment B-E provided a crossing with US Hwy 11 and the Norfolk Southern Railroad and proposes interchanges at 159/20 and US Hwy 11.

NODAL SEGMENT C-F

Description (Information provided is for the I-85 Mainline only):

Total Length = 5.0 miles
Roadway Length = 3.9 miles
Bridge Length = 1.2 miles
Number of Interchanges = 3
Number of Grade Separations (Crossroads and railroads) = 5

Node C-F provides the western terminus at I-59/20 located in the southern portion of the study area between York and Cuba. This corridor provides a potential alternate for the southern part of Sumter County in the southern portion of the project study area and ties to Nodal Segment F-E and Nodal Segment F-H. Nodal Segment C-F provides a crossing with US Hwy 11, the Norfolk Southern Railroad, Burlington Railroad, SR 17 and proposes interchanges at 159-20, US Hwy 11 and SR 17.

NODAL SEGMENT D-G

Description (Information provided is for the I-85 Mainline only):

Total Length = 6.3 miles
Roadway Length = 6.0 miles
Bridge Length = 0.3 miles
Number of Interchanges = 1
Number of Grade Separations (Crossroads and railroads) = 2

Node D-G provides a crossover from the northern study area to the central study area in the western area of the project study area. Nodal Segment D-G provides a crossing with CR 21, Lilitard and proposes an interchange at CR 21.

NODAL SEGMENT E-G

Description (Information provided is for the I-85 Mainline only):

Total Length = 6.9 miles
Roadway Length = 4.3 miles
Bridge Length = 2.6 miles
Number of Interchanges = 2
Number of Grade Separations (Crossroads and railroads) = 2

Node E-G provides an alternate corridor from the northwestern portion of the study area to the central portion of the study area. This corridor provides a potential alternate for the southeastern part of Sumter County in the central portion of the project study area and ties to Nodal Segment G-H. Nodal Segment E-G provides interchanges at CR 21 and CR 13.

NODAL SEGMENT F-E

Description (Information provided is for the I-85 Mainline only):

Total Length = 6.1 miles
Roadway Length = 6.1 miles
Bridge Length = 0 feet
Number of Interchanges = 0
Number of Grade Separations (Crossroads and railroads) = 0

Node F-E provides a crossover from the southeastern portion of the study area to the central portion of the west study area. This corridor provides a potential crossover alternate for the southern part of Sumter County and ties to Nodal Segment E-G.

NODAL SEGMENT G-H

Description (Information provided is for the I-85 Mainline only):

- Total Length = 7.3 miles
- Roadway Length = 4.3 miles
- Bridge Length = 3 miles
- Number of Interchanges = 3
- Number of Grade Separations (Crossroads and railroads) = 3

Node G-H provides a crossover corridor from the central to the southern portion of the study area. This corridor provides a potential alternate for south Sumter County and northern Marengo County and ties to Nodal Segment H-I. Nodal Segment G-H provides two interchanges with SR 28 and one interchange with US 80.

NODAL SEGMENT D-I₁

Description (Information provided is for the I-85 Mainline only):

- Total Length = 18.5 miles
- Roadway Length = 13.6 miles
- Bridge Length = 4.9 miles
- Number of Interchanges = 3
- Number of Grade Separations (Crossroads and railroads) = 10

Node D-I provides an alternate corridor in the northern portion of the study area. This corridor provides a potential alternate for the south Sumter County and northern Marengo County and ties to Node I. Nodal Segment D-I₂ provides a crossing with US Hwy 80 and the Burlington Northern Railroad, Norfolk Southern Railroad and proposes interchanges with SR 28, US 80 and CR 23. Also, this segment crosses area of rugged terrain (slopes >25%) east of SR 28 and CR 23.

NODAL SEGMENT H-I₄

Description (Information provided is for the I-85 Mainline only):

- Total Length = 5.3 miles
- Roadway Length = 4.2 miles
- Bridge Length = 1.1 miles
- Number of Interchanges = 1
- Number of Grade Separations (Crossroads and railroads) = 1

Node H-I provides an alternate corridor in the south to central portion of the study area located approximately 2 miles north of the Jefferson community. This corridor provides a potential alternate for south Sumter County and northern Marengo County and ties to the common point at Node I. Nodal segment H-I₄ proposes an interchange at CR 57.

NODAL SEGMENT I₄-I₃

Description (Information provided is for the I-85 Mainline only):

Total Length = 2.3 miles
Roadway Length = 2.3 miles
Bridge Length = 0 miles
Number of Interchanges = 0
Number of Grade Separations (Crossroads and railroads) = 0

Nodal Segment I₄-I₃ provides the connection through the common area of Node I for those alignments that continue from Node H in the West Section to Node K south of Uniontown in the Mid Section.

NODAL SEGMENT I₁-I₂

Description (Information provided is for the I-85 Mainline only):

Total Length = 1.4 miles
Roadway Length = 1.4 miles
Bridge Length = 0 miles
Number of Interchanges = 0
Number of Grade Separations (Crossroads and railroads) = 0

Nodal Segment I₁-I₂ provides the connection through the common area of Node I for those alignments that continue from Node D in the West Section to Node J northeast of Uniontown in the Mid Section.

NODAL SEGMENT I₄-I₂

Description (Information provided is for the I-85 Mainline only):

Total Length = 1.9 miles
Roadway Length = 1.9 miles
Bridge Length = 0 miles
Number of Interchanges = 0
Number of Grade Separations (Crossroads and railroads) = 0

Nodal Segment I₄-I₂ provides the connection through the common area of Node I for those alignments that continue from Node H in the West Section to Node J northeast of Uniontown in the Mid Section

NODAL SEGMENT I₁-I₃

Description (Information provided is for the I-85 Mainline only):

Total Length = 2.3 miles
Roadway Length = 2.3 miles
Bridge Length = 0 miles
Number of Interchanges = 0

Number of Grade Separations (Crossroads and railroads) = 0

Nodal Segment I₁-I₃ provides the connection through the common area of Node I for those alignments that continue from Node D in the West Section to Node K south of Uniontown in the Mid Section.

NODAL SEGMENT I₂-J

Description (Information provided is for the I-85 Mainline only):

Total Length = 9.0 miles

Roadway Length = 8.4 miles

Bridge Length = 0.6 miles

Number of Interchanges = 3

Number of Grade Separations (Crossroads and railroads) = 5

Node I-J is located in the central portion of the study area south of Demopolis. This corridor provides a potential alternate for the northern part of Marengo County and ties to Nodal Segment J-N and Nodal Segment J-L. Nodal Segment I₂-J proposes interchanges at US Hwy 43, SR 69 and CR 19 provides a crossing with Burlington Northern Railroad.

NODAL SEGMENT I₃-K

Description (Information provided is for the I-85 Mainline only):

Total Length = 16.1 miles

Roadway Length = 12.4 miles

Bridge Length = 3.7 miles

Number of Interchanges = 4

Number of Grade Separations (Crossroads and railroads) = 6

Node I-K is located in the central to southern portion of the study area south of Demopolis. This corridor provides a potential alternate for the northern part of Marengo County and ties to Nodal Segment K-L and Nodal Segment K-M. Nodal Segment I₃-K provides a crossing with the Burlington Northern Railroad and proposes interchanges at US Hwy 43, SR 69, SR 25 and CR 19.

NODAL SEGMENT J-N

Description (Information provided is for the I-85 Mainline only):

- Total Length = 21.7 miles
- Roadway Length = 14.8 miles
- Bridge Length = 6.9 miles
- Number of Interchanges = 5
- Number of Grade Separations (Crossroads and railroads) = 11

Node J-N is located in the northern portion of the study area north of Uniontown. This corridor provides a potential alternate for northern parts of Marengo and Dallas counties and for southern parts of Hale and Perry counties and ties to Nodal Segment N-O and Nodal Segment N-P. Nodal Segment J-N provides a crossing with Norfolk Southern Railroad and proposes interchanges at US Hwy 80, SR 5, SR 25, SR 61 and SR 183.

NODAL SEGMENT J-L

Description (Information provided is for the I-85 Mainline only):

- Total Length = 10.0 miles
- Roadway Length = 8.0 miles
- Bridge Length = 2 miles
- Number of Interchanges = 2
- Number of Grade Separations (Crossroads and railroads) = 3

Node J-L provides a crossover from the northern study area to the central part of the study area south of Uniontown. This corridor provides a potential alternate for the northern part of Marengo County and ties to Nodal Segment L-M. Nodal Segment J-L proposes interchanges at SR 25 and CR 53.

NODAL SEGMENT K-M₄

Description (Information provided is for the I-85 Mainline only):

- Total Length = 5.3 miles
- Roadway Length = 3.5 miles
- Bridge Length = 1.8 miles
- Number of Interchanges = 1
- Number of Grade Separations (Crossroads and railroads) = 3

Node K-M is located in the southern to central portion of the study area south of Uniontown. This corridor provides a potential southern alternate for the northeastern part of Marengo County and southern tip of Perry County and ties to Nodal Segment M-Q and M-O. Nodal Segment K-M proposes an interchange at CR 53.

NODAL SEGMENT L-M₁

Description (Information provided is for the I-85 Mainline only):

Total Length = 2.5 miles
Roadway Length = 0.7 miles
Bridge Length = 1.8 miles
Number of Interchanges = 0
Number of Grade Separations (Crossroads and railroads) = 1

Node L-M provides a crossover alternate corridor in the central portion of the study area that allows for an alternate corridor transition from the north to the south at Uniontown. This corridor provides a potential alternate for the southern part of Perry County and ties to Nodal Segment M-Q.

NODAL SEGMENT M₁-M₂

Description (Information provided is for the I-85 Mainline only):

Total Length = 0.4 miles
Roadway Length = 0.4 miles
Bridge Length = 0 miles
Number of Interchanges = 0
Number of Grade Separations (Crossroads and railroads) = 0

Nodal Segment M₁-M₂ provides the connection through the common area of Node M for those alignments that continue from Node L, southwest of Uniontown, in the West Section to Node O west of Selma in the Mid Section.

NODAL SEGMENT M₄-M₃

Description (Information provided is for the I-85 Mainline only):

Total Length = 0.8 miles
Roadway Length = 0.8 miles
Bridge Length = 0 miles
Number of Interchanges = 0
Number of Grade Separations (Crossroads and railroads) = 0

Nodal Segment M₄-M₃ provides the connection through the common area of Node M for those alignments that continue from Node K, southwest of Uniontown, in the West Section to Node Q southwest of Selma in the Mid Section.

NODAL SEGMENT M₄-M₂

Description (Information provided is for the I-85 Mainline only):

Total Length = 0.6 miles
Roadway Length = 0.6 miles
Bridge Length = 0 miles
Number of Interchanges = 0
Number of Grade Separations (Crossroads and railroads) = 0

Nodal Segment M₄-M₂ provides the connection through the common area of Node M for those alignments that continue from Node K, southwest of Uniontown, in the West Section to Node O west of Selma in the Mid Section.

NODAL SEGMENT M₁-M₃

Description (Information provided is for the I-85 Mainline only):

Total Length = 0.6 miles
Roadway Length = 0.6 miles
Bridge Length = 0 miles
Number of Interchanges = 0
Number of Grade Separations (Crossroads and railroads) = 0

Nodal Segment M₁-M₃ provides the connection through the common area of Node M for those alignments that continue from Node L, southwest of Uniontown, in the West Section to Node Q southwest of Selma in the Mid Section.

NODAL SEGMENT M₃-Q

Description (All information provided is for the I-85 Mainline only):

Total Length = 21.3 miles
Roadway Length = 14.0 miles
Bridge Length = 7.3 miles
Number of Interchanges = 3
Number of Grade Separations (Crossroads and railroads) = 9

Node M-Q provides an alternate corridor in the southern portion of the study area southeast of Uniontown. This corridor provides a potential alternate for south Perry County and northern Dallas County and ties to Nodal Segment Q-S. Nodal Segment M-Q proposes interchanges with SR 5, CR 11, SR 22 and proposes crossings with Norfolk Southern Railroad and CSX Transportation Inc.

NODAL SEGMENT M₂-O₃

Description (Information provided is for the I-85 Mainline only):

- Total Length = 12.5 miles
- Roadway Length = 8.75 miles
- Bridge Length = 3.75 miles
- Number of Interchanges = 3
- Number of Grade Separations (Crossroads and railroads) = 6

Node M₂-O₃ is located in the central portion of the study area southeast of Uniontown. This corridor provides a potential alternate for the south part of Perry County and the north part of Dallas County. This segment ties to Nodal Segment O-P. Nodal Segment M₂-O₃ proposes an interchange with US 80 and interchanges with SR 5 and CR 3. In addition, this segment proposes a crossing with Norfolk Southern Railroad.

NODAL SEGMENT N-O₂

Description (Information provided is for the I-85 Mainline only):

- Total Length = 4.7 miles
- Roadway Length = 2.6 miles
- Bridge Length = 2.1 miles
- Number of Interchanges = 1
- Number of Grade Separations (Crossroads and railroads) = 3

Node N-O provides a crossover alternate corridor in the northern portion of the study area east of Uniontown. This corridor provides a potential alternate for north Dallas County and ties to Nodal Segment O-Q. Nodal Segment N-O provides an interchange with US 80.

NODAL SEGMENT O₂-Q

Description (Information provided is for the I-85 Mainline only):

- Total Length = 10.3 miles
- Roadway Length = 7.7 miles
- Bridge Length = 2.6 miles
- Number of Interchanges = 1
- Number of Grade Separations (Crossroads and railroads) = 5

Node O-Q provides a crossover alternate corridor located in the central portion of the study area traversing from US Hwy 80 east of Uniontown to a location near CR 2, west of the Alabama River. This corridor provides a potential alternate for northwest Dallas County and ties to Nodal Segment Q-S. Nodal Segment O₂-Q proposes an interchange at SR 22.

NODAL SEGMENT N-P

Description (Information provided is for the I-85 Mainline only):

Total Length = 8.4 miles
Roadway Length = 6.3 miles
Bridge Length = 2.1 miles
Number of Interchanges = 1
Number of Grade Separations (Crossroads and railroads) = 5

Node N-P provides an alternate corridor in the northern portion of the study area between Uniontown and Selma. This corridor provides a potential alternate for north Dallas County and ties to Nodal Segment P-R. Nodal Segment N-P proposes an interchange with CR 45.

NODAL SEGMENT O₃-O₁

Description (Information provided is for the I-85 Mainline only):

Total Length = 1.1 miles
Roadway Length = 0.8 miles
Bridge Length = 0.3 miles
Number of Interchanges = 0
Number of Grade Separations (Crossroads and railroads) = 0

Nodal Segment O₃-O₁ provides the connection through the common area of Node O for those alignments that continue from Node M, south of Uniontown, in the Mid Section to Node P northwest of Selma in the Mid Section.

NODAL SEGMENT O₁-P

Description (Information provided is for the I-85 Mainline only):

Total Length = 5.3 miles
Roadway Length = 4.1 miles
Bridge Length = 1.2 miles
Number of Interchanges = 2
Number of Grade Separations (Crossroads and railroads) = 3

Node O-P provides a crossover alternate corridor in the northern portion of the study area between Uniontown and Selma. This corridor provides a potential alternate for northern Dallas County and ties to Nodal Segment P-R. Nodal segment O1-P proposes interchanges with CR 45 and US 80.

NODAL SEGMENT P-R

Description (Information provided is for the I-85 Mainline only):

Total Length = 1.7 miles
Roadway Length = 0 miles
Bridge Length = 1.7 miles
Number of Interchanges = 0
Number of Grade Separations (Crossroads and railroads) = 0

Node P-R provides an alternate corridor in the northern portion of the study area west of Selma. This corridor provides a potential alternate for the northern Dallas County and ties to Nodal Segment R-T and Nodal Segment R-S.

NODAL SEGMENT Q-S

Description (Information provided is for the I-85 Mainline only):

Total Length = 7.9 miles
Roadway Length = 5.2 miles
Bridge Length = 2.7 miles
Number of Interchanges = 1
Number of Grade Separations (Crossroads and railroads) = 4

Node Q-S provides an alternate corridor in the southern portion of the study area south of Selma. This corridor provides a potential alternate for central Dallas County and ties to Nodal Segment S-U and proposes an interchange at CR 2.

NODAL SEGMENT R-S

Description (Information provided is for the I-85 Mainline only):

Total Length = 13.4 miles
Roadway Length = 7.9 miles
Bridge Length = 5.5 miles
Number of Interchanges = 3
Number of Grade Separations (Crossroads and railroads) = 10

Node R-S provides a crossover alternate corridor from the northern portion of the study area west of Selma to the southern portion of the study area east of the Cahaba River. This corridor provides a potential alternate for north to central Dallas County and ties to Nodal Segment S-U. Nodal segment R-S proposes interchanges with CR 214, SR 22 and US Hwy 80 and proposes crossing with Norfolk Southern Railroad and CSX Transportation Inc.

NODAL SEGMENT R-T

Description (Information provided is for the I-85 Mainline only):

Total Length = 17.0 miles
Roadway Length = 14.6 miles
Bridge Length = 2.4 miles
Number of Interchanges = 6
Number of Grade Separations (Crossroads and railroads) = 9

Node R-T is located in the northern portion of the study area beginning north of Selma and ending at the Dallas/Autauga County line. This corridor provides a potential alternate for the northern part of Dallas County and ties to Node T-V. Nodal segment R-T proposes interchanges at CR 214, CR 44, SR 14 (west of Selma), SR 22, SR 14 (east of Selma), and SR 140 and proposes two crossings with Norfolk Southern Railroad.

NODAL SEGMENT S-U

Description (Information provided is for the I-85 Mainline only):

Total Length = 11.0 miles
Roadway Length = 10.5 miles
Bridge Length = 0.5 miles
Number of Interchanges = 2
Number of Grade Separations (Crossroads and railroads) = 5

Node S-U is located in the southern portion of the study area south of Selma and the Alabama River. This corridor provides a potential alternate for the northern part of Dallas County and ties to Node U-Z and Node U-V. Nodal Segment S-U proposes interchanges at SR 41 and CR 7.

NODAL SEGMENT T-V

Description (Information provided is for the I-85 Mainline only):

Total Length = 20.0 miles
Roadway Length = 17.4 miles
Bridge Length = 2.6 miles
Number of Interchanges = 2
Number of Grade Separations (Crossroads and railroads) = 9

Node T-V is located in the east-central portion of the study area west of Prattville and Montgomery. This corridor provides a potential alternate for southern portion of Autauga county (not located in the Black Belt) and for northern portion of Lowndes county and ties to Node V-X. Nodal Segment T-V proposes interchanges at CR 15 and CR 40 and proposes a crossing with CSX Transportation Inc.

NODAL SEGMENT U-Z

Description (Information provided is for the I-85 Mainline only):

Total Length = 26.0 miles
Roadway Length = 21.1 miles
Bridge Length = 4.9 miles
Number of Interchanges = 5
Number of Grade Separations (Crossroads and railroads) = 8

Node U-Z provides a southern alternate corridor for the eastern part of the study area. This corridor provides a potential alternate for the northern portion of Lowndes County and ties to Node Z-AA. Nodal Segment U-Z proposes interchanges at CR 9, SR 97, CR 17, SR 21 and Montgomery Outer Loop.

NODAL SEGMENT V-X

Description (Information provided is for the I-85 Mainline only):

Total Length = 9 miles
Roadway Length = 7.1 miles
Bridge Length = 1.9 miles
Number of Interchanges = 2
Number of Grade Separations (Crossroads and railroads) = 4

Node V-X provides an alternate corridor in the southeastern portion of the study area west of Montgomery. This corridor provides a potential alternate for the northeastern part of Lowndes County and ties to Montgomery Outer Loop at US Hwy 80. Nodal Segment V-X proposes and interchange with CR 37 and an interchange with US Hwy 80 and the Montgomery Outer Loop in one interchange.

NODAL SEGMENT Z-AA

Description (Information provided is for the I-85 Mainline only):

Total Length = 1.4 miles
Roadway Length = 1.4 miles
Bridge Length = 0 miles
Number of Interchanges = 0
Number of Grade Separations (Crossroads and railroads) = 1

Node Z-AA provides a corridor to tie to the Montgomery Outer Loop south of CR 103, southwest of Montgomery. This corridor provides a through movement of/direct connection to the Montgomery Outer Loop in Montgomery County just southeast of US 80 and ties to Montgomery Outer Loop as a direct extension of the loop.

NODAL SEGMENT Y-Z

Description (Information provided is for the I-85 Mainline only):

Total Length = 1.4 miles

Roadway Length = 1.37 miles

Bridge Length = 0.03 miles

Number of Interchanges = 0

Number of Grade Separations (Crossroads and railroads) = 0

Node Y-Z provides an alternate corridor in the southeastern portion of the study area southwest of Montgomery. This corridor provides a potential alternate that provides for connectivity for US 80 to the MOL network in west Montgomery County and ties to Node Z-AA.