

Citizen Advisory Committee
Meeting Minutes

November 27, 2007

Voting Members

Mr. David Sikes, Chairman
Mr. Rodger Burnette
Mr. James Brown
Ms. Valeria Harman
Mr. Johnny Jackson
Mr. Blair Rehnberg
Ms. Ruth Ott
Mr. Edward Stevens
Mr. Theodore White

Guests

Mr. David Bollie, ALDOT
Mr. Kelvin Miller, MATS
Ms. Barbara Hendricks, ALDOT
Ms. Carla Kruger, Citizen
Ms. Greta Duckett, Citizen

MPO Staff

Mr. Robert Smith
Ms. April Delchamps
Mr. Kindell Anderson
Mr. James Askew

At the regular scheduled meeting of the Citizens Advisory Committee (CAC) on November 27, 2007, at 2:00 p.m. in the City of Montgomery - Intermodal Facility Conference Room in Montgomery, Alabama, the aforementioned members were present.

Mr. David Sikes, Chairman, announced that a quorum had been reached and he would like to introduce any guests. Mr. Sikes recognized guests who were in attendance. He indicated that Ms. Carla Kruger and Ms Greta Duckett were in attendance as citizens.

Mr. Sikes moved on to Agenda Item #4 –Minutes from the September 19, 2007 meeting. Motion to approve the minutes was made and approved.

Mr. Sikes moved on to Agenda Item #5 – Proposals to Amend the FY 2008-2011 TIP. Mr. Smith discussed the projects.

Page 1: State of Alabama: interchange modification adding loop ramp on I-85 at Perry Hill Road. Only adding construction to this project, total cost of this project with PE and construction is \$2.1 million.

Mr. Stevens asked was this project tied into the entire Perry Hill road project. Mr. Smith stated yes. Mr. Sikes asked where would the loop ramp be? Mr. Bollie of ALDOT stated that his understanding that the side of Montgomery Academy you would be taking a right onto

Page 2: City of Montgomery project not a State of Alabama as currently shown for further construction of the Riverwalk in downtown Montgomery. High Priority project and an earmarked project from our U.S. Congress for the City of Montgomery. Total cost allocated is \$1.5 million local being \$300,000. Mr. Burnett asked how wide it would be and would it accommodate bikes and pedestrians? Mr. Bollie stated that he did not know off hand but Mr. Smith estimated that it was between 8-10 feet wide. A question was asked when was the scheduled completion date for this project. Mr. Bollie stated that the start date was September 15, 2008 and that there had been some delays due to the embankment failures. Mr. Smith stated that the start date was incorrect. Mr. Stevens asked was the mileage of the project correct, and Mr. Smith stated that yes there is not a lot of area in terms of mileage. Mr. Bollie stated that the appropriation was designated specifically for the Riverwalk but was not specific in its uses on the Riverwalk. Mr. Rehnberg asked where would the project stop? Mr. Smith stated that once it is finished it will come to the Intermodal Facility and connect to the observation tower and connect to the parking deck and in the future to Powder Magazine park.

Page 3: New scope of the first phase Perry Hill Road (from I-85 off ramps to Harrison road) project adding Right of Way. Mr. Stevens asked the question of what happens to the public comments that are taken for each project? Mr. Smith stated that the comments are kept as part of the record to see what the public thought of particular projects. Mr. Stevens asked could comments affect projects and Mr. Smith stated no then restated yes that people's comments are taken into consideration as a part of the process. Mr. Stevens stated that he was wondering because of the concern and questions of some of the homeowners on Perry Hill Road. Ms. Ott stated that this is not the segment that is in question that is another project moving toward Atlanta Highway. The question was

asked could a project be altered and what would it take? Mr. Smith stated that it would take the decision makers to determine a change or whether not to do the project. There was some discussion as a group as to what would be done to the current owners of the land. Mr. Stevens asked the question whether or not the changes would be left up to the MPO. Mr. Smith stated that this is correct. Mr. Sikes stated that the current project could alleviate congestion to where the further widening of Perry Hill may not be necessary. Ms. Duckett stated that she was informed that this project from Harrison to Atlanta Hwy would be completed when traffic studies were done to determine if the further widening from Harrison to Atlanta Highway would be necessary. Mr. Rhenberg stated that the interchange loop should be done first then studied because the widening at Harrison may not be needed. Mr. Smith stated that from a professional standpoint you may not get any relief just from doing the interchange only, but also needed the roadway widened to Harrison and to Atlanta Hwy. Mr. Smith stated that he has observed Perry Hill road and it was congested at 5:30 and that it could be due to several reasons and while he understands the point of view of the homeowners along there and sympathizes with them, but said that it was not fair for some to make up stories about travelers driving 70 miles per hour and possibly driving faster if the road is widened, as a reason not to widen. He stated that the congestion was a real problem. Mr. Sikes asked the committee not to get bogged down on this subject. Mr. Smith then asked Mr. Bollie to explain the need for ROW. Mr. Bollie stated that based on the 30% review more ROW was needed due to the exit and instead of trying to merge in, it's going to be extended into Interstate Park so people that work in Interstate Park can easily access and the merge lane will be extended. Mr. Rhenberg asked were they going to come up on the south end of Interstate Park. Mr. Bollie stated that they would be extending the acceleration lane. Ms Ott stated that the current start date for this was Dec 1, 2007 which was a week away; Mr. Smith explained that the date often times change if it has not already changed.

Mr. Smith stated that from starting on page 4 are the informational projects and those do not need to be approved because they are special project categories but they are provided as information. Ms Ott asked what projects are they? Mr. Smith stated they are majority safety and resurfacing. Mr. Smith went through the informational projects.

- Page 5 was the Autauga County Traffic Striping on Various County Roads totaling \$79,715 dollars. Mr. Stevens asked what this for new striping? Mr. Bollie stated that this was new striping on roads that currently exist. He explained

that all 67 counties received \$60,000 plus to use for striping. Mr. Stevens stated that he has been a proponent of striping for some time. Mr. Bollie stated that the financial amount would be increased for this coming year. Another member stated that this is very good news because as a deer hunter at night it can be very dangerous to come out of hunting but Montgomery County has done a good job with striping.

- Page 6: Safety funds for Montgomery county road Old Carter Hill Road for striping, pavement markers, marking and legends totaling \$75,205 but the sponsor of this project is not the State but Montgomery County.
- Page 7: State of Alabama project: resurfacing South Blvd from Davenport Drive to Troy Highway, 4.92 miles with a total cost of \$2,460,000. Feb 29, 2008 start date.
- Page 8: State of Alabama project: Safety Widening on SR 8 (US 80) from SR 110 to Macon County line. Total cost \$162,200. Mr. Sikes asked what are they going to do for that length (8.11 miles) with that \$162,000? Mr. Bollie stated that with safety widening they are going to add the rumble strip. Mr. Stevens asked would this include any additional right of way? Mr. Bollie stated that the right of way would not be needed for only 2 feet. Ms. Ott asked was the Macon County Line also a river. Mr. Bollie stated that it is a creek.
- Page 9: State of Alabama, Troy Highway from .6 miles south of Taylor Road to Little Catoma creek Bridge, more safety funds to widen and resurface. Again, that widening was only for an additional 2-3 feet. Total cost 924,000.
- Page 10: State of Alabama: Resurface and Widen US-31 from .15 miles north of I-65 to the Chilton County line. Total cost: \$2,745, 825.

Mr. Sikes entertained a motion to accept these amendments as read. Motion was made a seconded and approved.

Mr. Sikes moved to Agenda Item #6 Proposal to amend the 2030 LRTP. Mr. Smith stated that he is not sure whether to go through the projects due to information received recently that some MPO members would like to wait until the next meeting to discuss these projects. But since we are here we can go through them.

- Page 1: State of Alabama New Interchange on I85 at Wares Ferry Road. Total cost of this project: \$30,500,000. Mr. Smith stated that there may be a need to

free up congestion at the Mitylene exit of I-85 and provide an alternate route. Mr. Stevens asked what would be the difference in the 2 interchanges. Mr. Bollie stated that he was not sure but that this question would be investigate, along with the feasibility and the effect of the Outer Loop project. Mr. Stevens asked what was the distance was between the two exits. Mr. Smith stated that 1 mile in an urban setting and 2 miles in a rural setting. Mr. Smith explained that there had been a meeting set up between the city county and the ALDOT to discuss this project.

- Page 2: Elmore County Commission, Intersection Improvement Study. Redland Rd from US 231 to Riflerange Rd Total cost: \$75,000. Elmore county would like the project to happen along with the project on page 3 but both are not currently in the LRTP and thus would need to be added in the LRTP first, and travel demand modeling would need to be done first. Preliminary Engineering allows for design work as well as study work to be completed for feasibility. But both projects will be held off until February 2008 meeting.
- Page 3: Elmore County Commission with City of Millbrook. This project is to widen Grandview from SR-14 to Main Street (SR-143). This is for preliminary engineering; the City of Millbrook has several developments that they believe will justify widening this road from 2 to 4 lanes. Mr. Sikes stated that since the opening of Wal-Mart traffic has increased.

No action was required on this amendment as it will carry over to the next meeting.

Mr. Sikes moved to the next item on the Agenda item #7- Transportation Status Report. Mr. Bollie stated that the work on I-65 at Alabama River has been completed however, work was added to it on the inside lane to add a third lane from North Blvd to I 85. I 65 is about 30% finished and he was not sure when the completion was scheduled but guessed in 2009. Intersection of SR-143 and SR-14 in Elmore County a preferred alignment has been chosen and it is alternate 2. The US-231 Casino project is planned to let in early spring but the archeological people would like to make sure that a hill with a mound shape does not contain any artifacts. Bell Street gateway project is pretty much done and the ROW acquisition is in progress and the public hearing will be conducted on the 15 of November. Tallapoosa River widening scope of work is complete, survey is complete, ready to begin design work. I-85 from Perry Hill to Eastern Blvd is done but

lights are still needed. I-85 from I-65 interchange to Hall Street is being temporarily fixed before the construction starts. Madison Ave is another one that will be resurfaced and redo some parking and we are at 30% review. Mr. Stevens stated that the merge on I-65 toward South Blvd is very dangerous and many people don't know how to enter onto the interstate. Mr. Bollie stated that due to the construction the lane width had to be reduced to 11 feet from 12 feet to accommodate the construction project.

Mr. Sikes moved into the Agenda Item #8 - General Session. Mr. Sikes asked Mr. Miller from MATS to give an overview of the new Intermodal facility. Mr. Miller stated that is the transit system transfer facility and also the MPO Staff offices. Mr. Miller explained the features of the facility and that those who would like a tour. Mr. Smith stated that the chairs in the waiting area are merely temporary until permanent ones arrived from the manufacturer.

Finally, there being no further discussion, the meeting was adjourned at 3:30 p.m.