

**Montgomery Area Technical Coordinating Committee**  
**Meeting Minutes**

**August 28, 2007**

**Members**

Mr. Ken Groves, (TCC Chairman)  
Mr. Robert Smith (MPO Staff)  
Mr. Richie Beyer (Elmore County)  
Mr. Chris Conway (City of Montgomery)  
Mr. Joel Duke (City of Prattville)  
Mr. Stuart Manson (City of Montgomery)  
Mr. Bubba Bowden (City of Montgomery)  
Mr. Kelvin Miller (MATS)  
Mr. David Bollie (ALDOT)  
Mr. Jerry Peters (City of Millbrook)  
Mr. James Kelley (Montgomery County)  
Ms. Janice Whorton (City of Wetumpka)  
Mr. George Speak (Montgomery County)  
Mr. David Bufkin (Autauga County)  
Mr. Chris Christensen for Mr. John Morris (Montgomery Association for Retarded Citizens)  
Mr. Tommy Tyson (City of Montgomery)  
Mr. Greg Clark (CARPDC)  
Mr. Sam Clifton (Town of Elmore)  
Mr. Clint Andrews (FHWA)

**Guests**

Mr. Jesse Chambless (ALDOT)  
Ms. Carla Kruger (City of Montgomery)  
Ms. Barbara Hendrix (ALDOT)  
Ms. Greta Duckett (City of Montgomery)

**MPO Staff**

Mr. James Askew  
Ms. Diana Drummond  
Ms. April Delchamps  
Mr. Kindell Anderson

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At the specially scheduled meeting of the Technical Coordinating Committee (TCC) on August 28, 2007 at 10:00 a.m. in the City of Montgomery Personnel Board room, Montgomery, Alabama, the aforementioned members were present.

The meeting was called to order by Mr. Ken Groves, Chairman. The Chairman asked everyone to introduce themselves. Ms. Greta Duckett and Ms. Carla Kruger said I am a resident of Montgomery. It was announced that a quorum was present. A motion was made and seconded to approve the minutes from the June 19, 2007 meeting and the minutes were adopted.

Mr. Groves moved on to agenda item number 5, the proposed FY 2008 Unified Planning Work Program (UPWP) and public involvement summary documents. Mr. Groves said this is the document that has MPO Staff work activities from October 1, 2007 to September 30, 2008, and he asked if there was any discussion. He noted that there is a public involvement summary that goes along with it. A motion was made and seconded to approve the FY 2008 Unified Planning Work Program (UPWP) and public involvement summary documents and they were unanimously adopted.

Mr. Groves moved to agenda item number six, the proposed Draft FY 2008-2011 Transportation Improvement Program (TIP) and Environmental Justice Report Documents. Mr. Groves asked Mr. Smith if there were any changes that he needed to report. Mr. Smith said I guess before we go through that, the customary thing that we always do for each document is an Environmental Justice Report. I think everybody received this in the mail. It details what the potential impacts might be from each one of the projects. We wanted to put that out there for you. I am sure that more extensive environmental work will probably be done for each one of them as apart of each project. They will go down to even more detail than this, but generally we write this on the impacts that we foresee from some of the projects themselves. Mr. Groves asked if it was the staff's conclusion that we do not have any significant environmental justice issues. Mr. Smith said no, no serious issues. Mr. Smith said that there are a couple of changes. Number one was in the Table of Contents. Has anybody had a chance to pick up a table of contents? You probably have not; there are a couple of changes in the table of contents. That is one of the reasons I sent it out in a binder clip this time. It was a big rush to get it prepared and sent out. That is the first major change, but nothing really big there. The next thing, I think everybody has read, pretty much everybody got what they wanted in the way of projects from 2008-2011. To date we have about \$81,352,000 in authorized transportation projects in 2007. This is a significant increase over the last couple of years where we were only averaging about 30 million in authorized transportation projects. Mr. Groves asked if that was because of the interstate repair and bridge.

Mr. Smith said probably the biggest are the I-65 and I-85 projects; they bumped it up by several million. I think everybody is familiar with the projects that we had decided on as part of scenario A. However, there have been some last minute changes due to the 4% increase, actually. I guess I misunderstood what ALDOT was going to do with the 4% increase. I thought it was 4% across the board, but they actually compounded the 4%. The compound actually starts in 2010 and 2011, is that right Clint? Mr. Andrews said I assumed it was starting in 2009. Mr. David Bollie said they told us that anything that you are going to do now, put in the current dollar and it will be adjusted later, but they did not say when. But I know that you had to change some of the stuff to reflect that. They wanted us to put every thing in current dollar. Mr. Smith said basically in 2010, based on what they put into their system, we are coming up about \$130,000 in the red, so what I had to do with one particular project in 2010, which is the Bell Street project, was decrease the dollar amount. I went ahead and decreased the dollar amount by about \$350,000 on that project. We'll have to figure out what to do later on about that, Mr. Conway. In 2011 we ended up in the red again by about \$1.5 million, so the Federal Drive project had to be decreased by that dollar amount. We went ahead and cut the ending point on the project at Coliseum Boulevard, instead of right in front of Wendy's.

Other than that, those are the minor changes that we had to make to the projects in order to bring us in balance. Mr. Beyer asked Mr. Smith to say that again. There won't be a balance of funds of \$1.1M next year because of the 4% compound. Mr. Smith and Mr. Groves said yes, the 4% compound. Mr. Andrews stated Robert if you want me to run those numbers, I did bring these spreadsheets if you want me to run the numbers. Mr. Smith stated go ahead, go ahead. Mr. Andrews said I ran these numbers just for...I got about twenty sheets so some of you will have to share if that's alright. Mr. Smith said first thing this morning I spoke to Mr. Andrews. He called me. Mr. Andrews said I just went through this to try and give everyone an idea because it was discussed a lot in the work meeting last time. Mr. Groves said before you get started, for the benefit of our guest, let me say what ALDOT is doing, because of the increases in construction cost on all these projects, they are trying to anticipate that by programming in their system a 4% cost increase factor. What that does is it keeps us from running out of money in dealing with the project. This is what is being discussed here right now. Mr. Andrews continued and said I didn't number these or label these either way, but if you look at the current Montgomery MPO TIP, that is Robert's scenario A. This is taking the carryover, year to year, and then

programming the actual cost. If you look at the base estimate or the base dollars that's what is programmed for projects year to year, but if you look at the actual cost, adding a 4% inflation factor and using 2008 dollars, you can see they will increase from year to year. Then at the end of four years, the total on this scenario is that \$1.4 million will be the increased cost. So, at the end of four years, it will actually cost another \$1.4 million, and this is doing 0% interest for '08, 1 year for '09, 2 years for '10, and 2011. If you flip over on the other side, I just ran through these numbers and you can kind of see this would be the scenario if you programmed every dollar, if you have no carryover from '07 to '08 and you programmed every dollar you got, it would still cost an extra \$926,000 after four years because of inflation. So, it is just putting an inflation factor per year. Each year your money is worth less and less. In 2011, the 4 million dollars in '08 dollars is really only worth 3.6 million dollars.

Mr. Groves said if the Highway Trust Fund bottoms out in 2009 or 2010, then even this cannot be realized unless Congress changes the funding formula or adds extra money. Mr. Andrews said what I was talking to Robert about was any of your projects in 2009, 2010, or 2011 that can be moved up a year, even. If you look at the other page where you have it all programmed, \$926,000 is your best case scenario. But in this case it is actually \$1.4 million, so there is \$500,000 on the table that if you can move any of your resurfacing projects or smaller projects to more current years, you can advance them. Then it helps. You can actually realize close to the amount but I doubt you would be able to program everything and capture that whole \$494,000. Mr. Smith said what you are talking about is, maybe in 2010, move Bell Street and, let's say, one of the Montgomery County projects, Meriwether Road up to 2009 or earlier. Mr. Andrews said or just to 2010...yes to one of those, so that you try to get a zero carryover every year. Mr. Groves said that's assuming all the estimates are right in the first place, but there are those bids on projects that will not come in as estimated. Mr. Jerry Peters said most of them are three or four years out, the estimates. Mr. Groves said yes. Mr. Peters said we are spending a whole lot of effort here on a few percentages in my opinion. Mr. Groves said I know, I agree with you and I don't think we need to try to tweak right now, but the lesson is the faster you can get your projects forward, the better off we are going to be. So anything that you can get done this year or next year will save us money in the out years. Mr. Andrews said the only thing I will say is if you do not put them in 2008, the office engineer at ALDOT is not going to know that you are trying to advance them. If you program them for 2009 and you get the plans ready, and you try

to get them authorized, they may not have the money and that always happens anyway, but.... Mr. Groves said you don't have a lot of control here. Mr. Andrews said you don't have a lot of control but Robert is cutting projects, so you are cutting the limits on projects. If you just move a few projects ahead, you can realize some more of the money, you could program more, I guess is the only point. So be aware of that; you can advance on that. Mr. Andrews said I would not spend a whole lot of time moving them around, but if there are a few that you can move ahead. Mr. Groves said we can do that throughout the year. I think the mission today is to get something copied on the record. But you get that only if the money is available and it can get under construction. That is a good perspective to have, an analysis of one way to consider. Mr. Smith said other than that we would have to go ahead and take action on those two projects, decreasing the limits and decreasing the dollar amounts. Mr. Beyer said what is the problem with those that you just mentioned? Mr. Smith said Bell Street and Federal Drive? Mr. Beyer said how much have they changed? Mr. Smith said \$350,000 decrease on Bell Street on the total cost and on Federal Drive, \$1.6 million. Mr. Groves said does everybody have a clear picture of what we are doing?

Mr. Richie Beyer said I have concerns about a couple of projects. Federal Drive is one of them and High Street is another with a fear factor estimate. I had asked in the meeting before about the estimate on those and I think, Chris, I even called you and talked to you about those estimates. My concern today is, I just think, I can't fathom those cost estimates for resurfacing roads and the type of work you are talking about doing, and you better explain that to me before we move on to something else. The reason I bring that up is those are about 1.3 or 1.5 million dollars a mile to resurface a four (4) lane and five (5) lane stretch in an urban area. Based on our numbers, for a more rural area, a four (4) lane stretch to resurface, grade, level, cost is about \$350,000 a mile for four (4) lanes.

Mr. Chris Conway said based on what we have experienced, our estimates were based on pretty much the market square foot cost. Mr. Richie Beyer said well you had some other estimates. Mr. Chris Conway said I tried to send them both to you. I don't know if you got them. Every one of our estimates was done by the same square foot cost. I know you came up with a big wide stretch scene of other things but I e-mailed you. Mr. Richie Beyer said you got some of these for \$250,000 a mile for a four lane road, and some like I said before. Mr. Chris Conway

said ok I know where we are getting the per lane per mile, but obviously there is a big difference in if it is a four (4) lane or five (5) lane or per mile cost. I'll just say we use square feet; we use the actual width of the pavement maybe that equals.

Mr. Chris Conway said Patrick Dunson said that to Robert. He broke it down on exactly that and I tried to send that to folks. Mr. Smith said on the Federal Drive, for instance, from Atlanta Highway to about Pelzer, it is a six (6) lane, and each lane is about 10 feet in width, and from that point all the way to the Wendy's is a four (4) lane divided, 12 foot lane width. There is a big difference in lane widths there. That was actually factored in. Mr. Richie Beyer said I understand your square footage cost and then turn lanes deal, but it still seems to be excessively high for what we've seen. The maze that we're on in an urban setting and anybody else ought to look, build and build we don't I mean our buildings to do far down the road area we don't have the luxury that same that was meant to be or whatever. Mr. Conway said maybe it should compensate you at least. Mr. Bubba Bowden said there is milling that will have to be done I know on Highland Avenue. Mr. Chris Conway said I know that's what I'm saying maybe he has, like what Jerry mentioned before, I mean we haven't done any detailed, quantified plans but we used what we had available to us and that was market square foot cost that we screened for new construction. Like I said, it was an information project and there will probably be milling, probably will be drainage work, probably will be curb and gutter redo. I mean there are a lot of things that are included within that total and that we would probably encounter. Mr. Beyer said you don't know that for a fact. Mr. Conway said I don't know any of it for fact because we hadn't gone out there and looked at anything other than the condition of what we were looking at in trying to come up with an estimate.

Mr. Bill Couch asked what type of striping was being used in most City of Montgomery projects. Mr. Bowden said the current requirement is thermoplastic. It is federal aid money and we have to go to a contract and cannot put it in ourselves. It is all included in the cost of the contract. Mr. Andrews said oh I see. Mr. Bowden said that was a ruling about 4, 8, 6 years ago. But also on Highland Avenue there is milling involved. We did Highland or High Street. Highland Avenue. We did it about 14 years ago, and at that time we knew that the next time it came around there would probably be some milling involved to get it down below the curb line. If you keep on resurfacing, your drainage goes caput. It starts going over into people's yards. That is

probably some of the cost involved. Federal Drive has some concrete pavement underneath as you get to Crestview. It is possible there will be some widening going on. Mr. Chris Conway said we didn't tabulate that way as far as costs. Mr. Richie Beyer said I am just trying to get an idea. You do your own estimates for that scene, and I just think it is out of the normal scope of things when we do a two lane stretch of road. Mr. Smith said that is only because it is just level of complexity, really, when you get down to it. City projects are more complex than typical county projects. He said most City of Montgomery roadways have a lot more traffic to support versus not as much traffic to support for on County projects. I mean, that's what it gets down to.

Mr. Richie Beyer said where did you get that figure from? These construction costs seem five times as high. Mr. Groves said how we estimate really is just an estimate. What counts is what the work gets bid for and that is the point I have been trying to make. There is no way we are ever really going to know that far in advance what a project is going to cost. You just have to pick a number and go with it and when the work comes up you do as much as you have money to do. But we have, over the last two or three years, seen cost increases on almost everything that has gone to construction. The history is all messed up. I don't think, you know, if we cut costs back and plan to spend more money on other things, I don't think that is very realistic. I think you are seeing the effects of that compounded 4% increase that ALDOT is requiring be used more. It is going to get tough. We are running out of money.

Mr. Smith said he thought it was a basic 4%, not the actual compounded. He said that he only applied 4% across the board on all projects. Mr. Groves said we can all go tell our bosses and their constituents that the limited funding to do the job that's out there is just going away. It is drying up. He said absent action in Congress, we may not realize half of what we've got programmed. Mr. Beyer said the reason for his question is to give himself some peace of mind. He said that when the description says resurface and his bosses know what a resurfacing job costs for the county versus seeing something five times the cost he feels repugnant you know, you go and talk about your drain work and things like that. It makes a difference, I know that's one reason you had all the estimates because you asked around. Like I said, I asked Chris after the fact for some more details, and I said that my bosses will be checking emails. Our e-mail does work by the way, they got that fixed. Mr. Smith said I guess between the both of our governments, we have had e-mail problems over the last few weeks. Mr. Bubba Bowden said I

do know that on Highland Avenue back fourteen (14) years ago when we did it last, we were right at the gutter height, so to come back in, we probably are going to have to do some milling. Mr. Richie Beyer said I am surprised that you say that milling and build rights will cost that much more.

Mr. Conway asked Mr. Beyer his estimates so low? Mr. Beyer said his estimates are what they've been experiencing based on projects that they have done and completed. Mr. Conway said basically every project you have done in the last two years, you needed a cost increase. Mr. Beyer said you go back and look at them. We got a cost increase from the office engineer, and you go back and look what they close out at. Look and see what you actually come to and we have had that discussion, we had that discussion last time, I believe with Clint, about how many of those projects closed out and the increases from them go on. They all sit out there four (4) or five (5) years without making it back into our pot. Because, you know, we are going to miss an estimate here and there. For the most part our estimates have been at what the contractors had bid. Every time the officer is here he's told us, especially recently after Katrina, they jacked everything up and were coming back to the board asking for a cost increase. Then we go to the bid and it's at our estimates. Then that money's tied up, so this group is sitting here waiting for projects to close out, some of them, you know, closing projects from the mid '90s.

Mr. Groves said it is the way this system works. You know year to year, there is a cost estimate. We're not doing a very good job, you have a bid that is only good for a couple of months, and it takes us longer to make the adjustments after the fact than before. Mr. Robert Smith said but again another thing that needs to be done is, literally, when you get the bid back in, the agreement needs to change to show what the actual cost will be. That can be done if caught early, and then that puts money back into the pot but as an over estimate. Mr. Richie Beyer said I don't think it is an over estimate, it is just being careful not knowing what the bid is going to come in for. Mr. Robert Smith said I think that is all that is happening here with this too. Mr. Chris Conway said well I don't think there is any doubt that it costs a lot more to resurface a City of Montgomery Street than an Elmore County rural road; there's no bargaining in that. Mr. Conway told Mr. Beyer that he couldn't go with a fixed square footage cost. He said that basically the going rate was anywhere from \$2.50 to \$4.50 or back to the middle with \$3.50.

Actually, once we apply the 4%, 8% that's how I know what you're talking about. That was all I can do to come up with these estimates.

Mr. Groves asked for any other discussion. Mr. Jerry Peters questioned about four (4) or five (5) years later when a project is finally closed out after all the old is over and all that stuff. Does the federal money that we distribute out of the Montgomery pot, is it replenished or if it was an under-run or does it go back to the state pot? Mr. Smith said no, it goes back into our federal pot. Mr. Peters asked are you sure? Mr. Smith said that is what he is told by the ALDOT and he verifies it based on increases in funds from when a project is closed. Mr. Bollie said ALDOT states that there is no certain way that they say okay this project is closed out, what they call releasing the money. When they release the money it all goes back in but somebody just keeps up with what Montgomery has gotten. Mr. Bollie said there's no lock box for Montgomery or anything like that in the MPO. Mr. Jerry Peters said so; someone on the staff is keeping up with that then. Mr. David Bollie said I'm assuming that somebody.... Mr. Peters said that's the key word is assuming I guess. Mr. Peters said you might want to look into that because if it isn't clearly identifying certain money categories within the computer system, they even said it; you have to keep up with it. Mr. Smith said that he kept up with it himself. Like with this \$500,000 bid for the feasibility study of the North Loop, it only cost \$250,000. That \$250,000 went back into the pot. Mr. Richie Beyer asked Mr. Smith if he tracked the funds all yourself? Mr. Robert Smith said he tracked them all. Mr. Beyer said you don't miss anything from beginning to end. Mr. Groves said, jokingly, we hide everything that we can so you don't get assumptions. Mr. Richie Beyer said what I am saying is that you do not need anything from us to help track; that is what I am asking. Mr. Groves said that would be good. Mr. Robert Smith said as far as help, I would love some help. Mr. Richie Beyer said I mean we get money graciously.

One other question, will FHWA and/or ALDOT allow overmatching on these projects? Mr. Groves said absolutely. Mr. Jerry Peters asked they will? Mr. Groves said you can put in all of your own money that you want. Mr. Jerry Peters said they used to not allow that. Mr. Groves said now they are telling us that if we overrun it, it is up to each individual. Mr. Chris Conway said the agreement says that if you go over, then you pay for it. That is what I was told. Mr. Jerry Peters said I am talking about like 50/50 the local. That is overmatching. Mr. Groves said that is correct. Mr. Jerry Peters asked is that allowed now. Mr. Chris Conway said in our

agreement it is stated that you got to. Mr. Jerry Peters stated that he was not referring to the agreement but the rules of the feds and state. Mr. Andrews said it does not matter to us as long as it, if you are trying to program that amount. Mr. Groves said they will not let you program an overmatch, but if it gets down to doing the project and you go out and take a bid and you're a million dollars short on a 5 million dollar project then they let you put that money in. But we cannot program for that. It is our cost constraint. We have to work with just the projected federal funds and their required match. In our planning /TIP, we cannot anticipate the availability or presence of any overmatch. The reality of building a project, you can do it. There is no problem if it happens. Mr. Jerry Peters said so if you just come in at a million dollars more and there are no more federal funds. Then you have two separate projects. One is 80/20 and one is 100%. Is this the way it is handled? Mr. Andrews said all we look at is the total number. How much you are planning on obligating of federal funds, the match is between the State as part of the agreement. Mr. Groves said as far as this TIP is concerned, this is just a guess. It is a projection of how much money is going to be in available. There is no certainty in the funding of this plan at all. If you need to get a job done, you need to put your own money on it. We do that all the time at the City of Montgomery. On the Bell Street project, right now, we are paying for the right-of-way as part of our match. That happens all the time. Mr. Chris Conway said I think just about every transportation enhancement project we have done, the way you handle that is you seek reimbursement until that federal money out. Then you continue the project and get notification of here is where the project stands. I guess I consider that an overmatch. I do not know if that is what you are talking about. Mr. Groves said if we all decide we are going to overmatch the allocation by a certain percentage we could not use that number in our TIP. Any questions or discussion? Mr. Joel Duke said Robert you said, you may have said it and I missed it. We do still have reserve funds from changes based on the budget. How much was that again? Mr. Robert Smith said it is not going to be a whole lot, about \$200,000 in 2010, and right at about \$150,000 or \$200,000 for 2011, nothing in 2008 or 2009. I mean the money in 2008 and 2009, there is a balance but it is used as carryover all the way through. Mr. Groves said this is it. If we commit to this list of projects, we are not going to be adding anything new that we could not reasonably anticipate. Mr. Robert Smith said unless we took the route that Clint (Andrews) was talking about, where we recoup the million by doing that. Mr. Groves said that requires performance. It means getting jobs bid. Mr. Robert Smith said you have to be on the money with doing the projects. Mr. Duke said it also means we are still limited by how much funds are

actually available in that fiscal year anyway. Mr. Robert Smith said the only other thing would be to start literally, when cost increases come in, and we do not have any money to cover the bottom line, we have to literally take some projects and move them out to 2012, 2013 and 2014. Mr. Groves said that is going to be less and less of an option with this 4% inflation factor. Moving a project out is not always going to solve the problem because if we move it out, it is going to cost you more. I think we are seeing finally the crunch is right here and it is in our hands. It is not going to be an expanding resource. Mr. David Bollie said my suggestion is to try to have your projects ready to be let early in the fiscal year and not later on in the fiscal year because this year we had a big rescission and when that happens, it does not matter how much you had planned. There is only so many federal dollars to go around, and MPO money may be out there, but it may not be there to be spent. I would always plan to try to get that stuff done early in the fiscal year. Mr. Groves said good advice.

A motion was made and seconded to approve the Draft FY 2008-2011 TIP. The Draft FY 2008-2011 TIP passed unanimously.

Mr. Groves moved on to agenda item number 7, the Transportation Projects Status Report. Mr. Bollie said it is definitely going to be very quick because it has only been two months. Everybody realizes that not much happens. Pretty much I am just going to go over a couple of projects that had some headway or had some changes. US 231 widening from Charles Avenue to Main Street in Wetumpka, which will widen it from US 231 to six lanes. Basically we all know this is the casino project. It is right there at the casino. Right-of-way is I think all purchased. They have been doing utility work out there. Right now we do have an odd portion of it where we are relocating a little pedestrian bridge over there; over to the riverwalk on I guess it is called the Wetumpka Riverwalk. The next project that has been a very interesting project is Bell Street, which everybody should now about and I think it is finally coming along pretty good right now. We will see if it continues. It is coming along. We are working with the military on some issues of easements and nothing moves too fast with the military as we are finding out. Mr. Groves asked how our environmental on that was progressing. That was our last update. Mr. David Bollie said you cannot do anything with the right-of-way until the environmental comes back. I do not believe everything has been finished with the right-of-way. Mr. Groves said well we are on hold. Mr. Robert Smith asked who is doing the environmental. Mr. David

Bollie said HMB. It is probably getting close. The last I heard they only lack one or two small things that they needed. Mr. Chris Conway said they submitted an EA to FHWA. Is that right? FHWA returned it with some comments. Mr. Andrews said yes I think we have made our comments, but I do not remember what those comments are. Mr. Conway said I know the comment was not approved. Mr. Andrews said I believe there were some comments on right-of-way, but I am not sure exactly what they were. Mr. Bollie continued to state that there is a project to widen Vaughn Road to 5 lanes from Chantilly Pkwy to the Outer Loop...that is not what I really meant to bring up, I meant to bring up we have small projects that we want to get going with Montgomery County, which is not federal money. We are trying to get something done there. We will be meeting with them sometime probably this week. We are trying to get things worked out on that. Mr. Smith asked was it Vaughn and Pike? Mr. Bollie said yes. Put a roundabout and a couple of train tracks in the middle of it. We can have it taken care of. Mr. Smith asked now, are you likely to go to the Outer Loop on Vaughn because I think we approved the project to stop at Bridlebrook Boulevard. The original was to the Outer Loop. Mr. Bollie said our goal for that project is to go to the Outer Loop. The proposed Outer Loop. We are proposing a project to go to a proposed other project. The outside acceleration lane on I-85 between Perry Hill and Eastern Bypass is coming along pretty well. Like I said last time that should be pretty much complete by the end of this year, at least a substantial portion of the work. Of course you know closing it out, may take another two to three years down the road. It should be done pretty close to then. The last thing I was going to bring up is we are out there working hard on the two projects we combined into one on I-65. The project at the Alabama River Bridge, the widening of the River Bridge will be finished sometime near the end of this year, calendar year. The lanes will remain closed, because there is no point, you will end up with another constriction if you open those lanes. You will have a nice little roadway that is waiting on the rest of to finish up. Other than that, that was pretty much all I wanted to talk about today. Any questions that I may be able to answer?

Mr. Smith said nothing other than I noticed in the document at the public involvement meeting, that I-65 is slated to be widened from the River Bridge to State Route 14 to 8 lanes. You are going to start another bottleneck there. Mr. Groves said that will recreate the bottleneck. Mr. Bollie said I had not even heard about that project. Mr. Smith said it is in this document right here in the National Highway category. Mr. Bollie said I will have to ask because we might as

well start designing for the rest of the way too. Mr. Peters asked is it in the transportation plan. If it is not then you cannot put it in there. Mr. Smith said I do not know if it is in there. Mr. Peters said if it is not in the plan, then it is not supposed to be approved. Mr. Smith said I asked about that when I went to the public involvement meeting because I saw it then. Mr. Bollie said I will have to ask about that. Mr. Smith said not that the traffic out there does not justify it, but at the same time it will be creating another bottleneck again. Then we will have to do the same thing again from this end in Montgomery down to US-80, make it 8 lanes. Mr. Bollie said I do not know. I will have to check on that. Mr. Conway said David do you happen to know how imminent that project would be. Mr. Bollie said there goes your MPO funds if that is true. Mr. Conway asked about the I-85 at Perry Hill Road interchange project. He said that he understood that it did get authorized. Mr. Bollie said PE was supposed to be authorized in July, so I assuming it has been authorized and that they are in the process of either picking a consultant or doing it in house. Mr. Conway said just mark down as one to check on. I will definitely report on it. I will have something for the MPO meeting. Mr. Smith said on page 61 in this document I-65 from 143 to SR 14 widening using interstate system funds, then on page 62 widening from the Alabama River to State Route 143. Mr. Bollie asked does it say how many lanes on here. Mr. Smith said it is already six lanes now, so eight lanes are eminent. Mr. Bollie said I have no idea. What I would like to see them do is make it where that one lane that goes off onto the Northern Bypass. They fix it and they add a lane that goes through right there. But I have no idea. Mr. Smith said I think that is part of the plans on that to make that full six through lanes and have that one dedicated. Mr. Bollie said and that may be what that is but I honestly do not know anything about it and if I speak about it, I will probably lie. Mr. Conway said it is obviously a priority of the Design Bureau. Mr. Bollie said that is probably pretty close to right. Mr. Smith said somebody obviously sees this as some sort of priority to 8 lane it from the River to SR-14. Mr. Bollie said he would check on that and like he said it is sometimes hard to determine which are 6<sup>th</sup> Division projects and which are Design Bureau or upper management type projects we are supposed to be kept in the loop. Mr. Smith asked Mr. Duke and Mr. Peters if they were pushing 8 lanes from the Alabama River to SR-14. Mr. Peters said as a matter of caution before any work is done, it needs to be in the plan. The cart is getting a little ahead of the horse. Mr. Smith said I think it is in the Plan. Mr. Peters asked are you sure? Mr. Smith said to me it did not seem like it should not be a real big priority with just now starting the 6 lanes on

this end in Montgomery. Now we are going to do a push to do 8 lanes, again widen that section and then we have another bottleneck. We created it again.

Mr. Groves moved on to agenda item 8, the General Session. He asked Citizen Ms. Greta Duckett if she had any questions the TCC could answer. Ms. Duckett said she was not prepared to speak. Mr. Groves asked if there was anything that she didn't understand. He said we would be glad to give you information. Ms. Duckett said there are a lot of things that I don't understand. Mr. Smith asked any particular project you might be interested in. Ms. Duckett said yes, the project to widen Perry Hill Road from Harrison to Atlanta Highway. Mr. Smith asked what is it that you wanted to know about the project. Ms. Duckett said I am still trying to work through the whole process. I am a resident of the area. Mr. Smith asked are you for or against? Ms. Duckett answered against. Mr. Bowden said Mr. Conway can help you with that. Ms. Duckett said actually there is something I would like to say. It is the planning of these projects. It does not seem that the residents of the road are taken into consideration. Mr. Groves said well, we do have a citizen involvement process. There is a Citizen Advisory Committee. We do it for each project. There is specific participation for that particular project. You have two or three opportunities to make those comments. If you are the one that gives up your property to the right-of-way, you are going to be much more affected. I could understand your concerns about losing your own personal property and property values. Generally this process is providing people the opportunity to comment about that. Then to consider the overall need. We have a regional community that needs to move goods and services and things like that and like it or not we are very dependent on the automobile. One of the things we have to do is move as many of them with as little congestion as possible. Quite often we are dealing with trade-offs just as we are environmental justice issues. We try to make sure that minorities get as much benefit as cost in the development of these projects. Your comments will be heard. I hope all of your concerns can be addressed. You are doing a good job by speaking and making sure that planners and engineers know what those concerns are.

Mr. Groves said all in favor of adjournment please rise. The meeting adjourned at 11:00 a.m.