

**CITIZENS ADVISORY COMMITTEE OF THE
HUNTSVILLE-AREA METROPOLITAN PLANNING ORGANIZATION**

MINUTES

Regular Meeting - November 29, 2021 - 5 p.m.

Huntsville, Alabama

Committee Members:

Mr. Gary Whitley
Mr. Trent Griffin
Mr. Todd Slyman

Acting Chairman - City of Huntsville
City of Huntsville
City of Huntsville

MPO Staff Members:

Mr. Dennis Madsen
Ms. Shontrill Lowe
Mr. James Moore
Mr. James Vandiver

The meeting was called to order by Acting Chairman Whitley at the time and place noted above.

Acting Chairman Whitley stated the first item on the agenda was Approval of Minutes of the meeting held on September 20, 2021.

Mr. Griffin moved for approval of the minutes of the meeting of the Citizens Advisory Committee held on September 20, 2021, which motion was duly seconded by Mr. Slyman.

Acting Chairman Whitley called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Acting Chairman Whitley stated the next item on the agenda was Jurisdiction Reports. He asked if there was anything to be reported from Madison County, the city of Huntsville, the city of Madison, the town of Triana, or the town of Owens Cross Roads, respectively.

There was no response.

Acting Chairman Whitley stated the Committee would now move through the agenda.

Acting Chairman Whitley recognized Mr. James Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated the first item on the agenda was Resolution No. 26-21, adopting and supporting the addition of TAP Project #74119, Construction, Madison County Commission, ADA Improvements along Pulaski Pike and Bob Harrison Senior Wellness & Advocacy Center, Phase I, in the FY 2020-2023 TIP, as approved by ALDOT. He stated this was a TAP project, a Transportation Alternatives Program grant. He stated that the Madison County Commissioner for District 6, Violet Edwards, had applied for this, that this was actually the ALDOT portion of the TAP funding, and it was a statewide grant program. He stated she had applied for \$640,000 and had gotten it, for FY 2022. He stated this would be an 80/20 match, that the County was paying 20 percent, and the \$640,000 was for the 80 percent.

Mr. Vandiver stated this was for ADA Improvements, that it was basically building a sidewalk from Pulaski Pike, which he indicated on the displayed map. He stated that for the Bob Harrison Center, there was an entrance road that was pretty far away from Pulaski Pike, and they were building a sidewalk to connect the two pieces, and they were also going to build another piece along Pulaski Pike. He stated that would be in the next

resolution to be considered. He stated this one was just for Phase I, that it was the ALDOT project.

Mr. Slyman moved to recommend approval of Resolution No. 26-21, amending the Transportation Alternatives Section in the adopted FY 2020-2023 TIP, to add TA Program Project #100074119 (CN) Madison Co. Commission - ADA Improvements along Pulaski Pike & Bob Harrison Senior Wellness & Advocacy Center - Phase I.

Said motion was duly seconded by Mr. Griffin.

Acting Chairman Whitley asked if there was any discussion.

Mr. Griffin stated he thought this was a great idea, that he had been doing a lot of walking in that area, and when he hit that hill, he had to walk with traffic going in and out of that place.

Mr. Slyman asked if it was correct that none of this was MPO funds, that it was just grant money.

Mr. Vandiver stated that was correct. He stated that the next resolution was an MPO TAP grant.

Acting Chairman Whitley stated he was concerned about the steepness of this, that for the average person, going uphill, up Pulaski, might be a little rough.

Acting Chairman Whitley called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Acting Chairman Whitley recognized Mr. Vandiver for the next item on the agenda.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated this was Resolution No. 27-21, adopting and

supporting the addition of TAP Project #100074429, the Madison County Commission, ADA Improvements along Pulaski Pike & Bob Harrison Senior Wellness & Advocacy Center, Phase II, in the FY 2020-2023 TIP, as approved by ALDOT. He stated this was Phase II of the earlier project, that it was the sidewalk along Pulaski Pike, along with some other improvements, such as signage, some ADA improvements to get to the pavilion at the Bob Harrison Center, and also to connect to the parking lots.

Mr. Vandiver stated the previous resolution was for the ALDOT TAP grant they had applied for. He stated they had also applied for an MPO TAP grant. He stated the MPO TAP grants were for MPO members only, so with Madison County being an MPO member, they were eligible for this funding, and they had applied and gotten it. He stated this was in the amount of \$320,000, for FY 2022. He indicated the location on the displayed map.

Acting Chairman Whitley stated that the amount displayed on the slide was \$400,000, and he asked if that was correct.

Mr. Vandiver stated the \$320,000 was the grant amount, and Madison County was adding a 20 percent match to it, to get to \$400,000, which was the total cost.

Mr. Slyman moved to recommend approval of Resolution No. 27-21 amending the Transportation Alternatives section in the adopted FY 2020-2023 TIP, to add TA program project #100074429 (CN) Madison Co. Commission - ADA Improvements along Pulaski Pike & Bob Harrison Senior Wellness & Advocacy Center - Phase II.

Said motion was duly seconded by Mr. Griffin.

Mr. Slyman asked if Madison County was coming up with the 20 percent match or if that was coming out of MPO funds.

Mr. Vandiver stated it was Madison County funds.

Acting Chairman Whitley asked what the ADA improvements were that were going to be done.

Ms. Lowe stated that from reading the grant itself, Phase I and Phase II would be done simultaneously, so MPO funds and ALDOT TAP funds would be joined together, and they would do the whole project at one time. She stated that the ADA Improvements were the actual sidewalks from the entrance at Pulaski Pike into the parking lot, and they would tear up pieces of the parking lot and put down a sidewalk, and whatnot, from the pavilion to the Center itself. She stated there was another parking lot where the pavilion was, and there was a classroom behind it, and there would be some connection pieces there as well. She stated they were piecing it together and making sure they included those ALDOT ADA things they needed to put in there. She stated that was why the ADA came first when naming this project.

Acting Chairman Whitley called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Acting Chairman Whitley recognized Mr. Vandiver for item No. 5.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 28-21 adopted and supported new Transit Project #TBD (TR) AAMU FY 2021 FTA 5339c Low-No Emissions grant award in the FY 2020-2023 TIP, as approved by ALDOT.

Mr. Vandiver stated that the Alabama A&M Transportation Department had applied for an FTA Section 5339c Low-No Emissions grant, and they were awarded funding to purchase a battery electric bus, construct a bus service bay, and also install a battery electric storage system to power the bus facility

complex, including charging stations.

Mr. Vandiver stated this project was being added to the TIP, that this was part of their grant application.

Mr. Vandiver stated that if there were any questions, there was a representative of Public Transit present at the meeting.

Mr. Slyman moved to recommend approval of Resolution No. 28-21, amending the Transit Projects section of the adopted FY 2020-2023 TIP, to add the Low-No Emissions Bus Program Grant (FTA Section 5339c) project for Alabama A&M University.

Said motion was duly seconded by Mr. Griffin.

Acting Chairman Whitley recognized Mr. Marshall Chimwedzi of Alabama A&M University, Department of Transportation.

Mr. Chimwedzi stated that what they had here was a continuation of the purchase of electric vehicles. He stated that so far they had been funded for six electric buses, and their target was eight. He stated their major target was to make everything 100 percent zero emissions, which meant that the energy that would charge the buses would be derived from the solar system. He continued that the excess energy from the solar they would store in batteries so that whenever they needed that energy, they could utilize it. He stated they were trying to completely get off the grid so this project could support itself in green energy, or renewable energy, however they wanted to say it. He stated that with the solar panels, they were going to start with 1.5 megawatts of energy that would be harnessed by the solar system. He stated that at this time they were building four charging stations, which would charge about eight vehicles, and they would probably charge them simultaneously. He stated that then they would extend the charging station to another four charging stations.

Mr. Chimwedzi stated this could also be a public charging station, that anybody from the public who wanted to charge their vehicle would be able to access the charging station, noting that this was one part of the Northern Corridor charging station, that it would be the first in the state. He stated they would also build a bus service bay. He stated the one they had at this time could not accommodate the electric buses, noting that they were a little bit higher, that they had batteries on top, so they were building a service bay that could actually accommodate electric buses to be serviced. He stated this was what the grant was for.

Mr. Chimwedzi stated this was an 80/20, but because of the ADA and also green energy, they were allowed to go up to 90/10, that the University could put in 10 percent. He stated that, however, they had committed 20 percent, and whatever came first, they could handle it.

Acting Chairman Whitley asked if there were any questions for Mr. Chimwedzi.

Mr. Griffin stated that Mr. Chimwedzi had mentioned that other vehicles would be able to charge at the location, and he asked if that was for, like, faculty and students or other school vehicles, or just who could charge there.

Mr. Chimwedzi stated their target was to just make it open to the public. He stated that because they were federally funded, the transit also had to be open to the public, and that even with some of the infrastructure, they were going to make sure the public could have access to it. He stated that would be the general population.

Ms. Lowe asked Mr. Chimwedzi if, it being on campus, there would be a separate gate, or how would they eliminate a lot of public access to University things.

Mr. Chimwedzi stated that the back access was open to the public, and there was a security guard, so they really did not see any problem if somebody said they were bringing in their car to be charged. He stated that the security would let them in. He continued that, also, the access to the charging station would be sort of restricted, not restricted to anybody who wanted to use it, but it was fenced enough so there would not be a lot of vehicles going inside that area. He stated that once somebody approached the University at the main entrance, they could just tell them they wanted to go in and charge their vehicle, and then maybe they would just need to show them their ID, and then they could go in and charge their vehicle. He stated he believed they would try to manage the charging station themselves so it would not be that someone would just come in automatically, that someone would be there to help them connect their vehicle to the charging station. He stated there were some logistics they would just have to work out, that this was something new, and they would have to see exactly what was the easiest way to provide this service to the public, that they would just learn some procedures and protocol as they went along.

Acting Chairman Whitley asked if the new facility would be across from the Foster Complex.

Mr. Chimwedzi replied in the affirmative.

Acting Chairman Whitley stated that the person who would test that would be Mr. Griffin.

Mr. Slyman asked if these were fast chargers.

Mr. Chimwedzi stated he was new to this, but they were Level 3, which meant if you had a vehicle that was DC to DC. He continued he believed Tesla was now offering an adapter. He stated that the nozzles they were buying were

probably adaptable to all kinds of vehicles. He stated Tesla was the only vehicle that had their own unique charging port, but he thought they were providing adapters for that. He stated these were Level 3 chargers, DC to DC, 125 kW. He stated that on the next phase they were going to 250, and then on the next phase to 500, that technology was changing very fast.

Acting Chairman Whitley called for the vote on the motion to recommend approval of Resolution No. 28-21, and it was unanimously approved by the Citizens Advisory Committee members present.

Acting Chairman Whitley recognized Mr. Vandiver for item 6 on the agenda.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 29-21 adopted and supported the name change of Project #66076, Corridor Study for widening of Wall-Triana Highway from SR-2 (US-72) to 500 feet north of Nick Davis Road, in the FY 2020-2023 TIP, as approved by ALDOT.

Mr. Vandiver stated this was a Madison County Commission request, that they were requesting the limits of this corridor study be changed. He stated that the first phase of this, from US 72 to McCrary Road, was currently in progress, so they had decided to put this funding into the remainder of that corridor study, from McCrary Road to 500 feet north of Nick Davis Road. He stated they had pushed the target date for that section of the study to late 2022. He stated there was no funding change or anything like that with this resolution.

Mr. Slyman moved to recommend approval of Resolution No. 29-21, amending the National Highway System/Interstate Maintenance Section of the FY 2020-2023 TIP with the name/limits change of project #100066076,

“CORRIDOR STUDY FOR WIDENING OF WALL-TRIANA HIGHWAY FROM SR-2 (US-72) TO 500 NORTH OF NICK DAVIS ROAD.”

Said motion was duly seconded by Mr. Griffin.

Acting Chairman Whitley asked if there was any discussion.

Mr. Griffin asked if this was just a study.

Mr. Vandiver stated it was a name change to a study.

Acting Chairman Whitley called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Acting Chairman Whitley recognized Mr. Vandiver for item 7 on the agenda.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 30-21, adopted and supported the Fiscal Year change of Project #46745, 2 feet safety widening and resurfacing of Balch Road from about half-a-mile south of Browns Ferry Road to north of Gooch Lane, in the city of Madison, in the FY 2020-2023 TIP, as approved by ALDOT.

Mr. Vandiver stated this was a cleanup of the Transportation Improvement Plan. He stated that the City of Madison had requested this change, that they had moved the date back to FY 2023, as opposed to 2022, but the cost and everything else would stay the same.

Mr. Griffin moved to recommend approval of Resolution No. 30-21 amending the Surface Transportation Attributable Projects section with the fiscal year change on project #100046745, ” 2 FT SAFETY WIDENING AND RESURFACING OF CR-17 (BALCH ROAD) FROM .53 MILE SOUTH OF CR-21 (BROWNSFERRY ROAD) TO NORTH OF CR-27 (GOOCH LANE) IN THE

CITY OF MADISON.”

Said motion was duly seconded by Mr. Slyman.

Acting Chairman Whitley asked if there was any discussion.

Mr. Slyman asked if this was again just changing verbiage and that sort of thing, that there were no additional monies involved.

Mr. Vandiver stated that was correct.

Acting Chairman Whitley stated that his concern was kicking this a year, and he asked if there was a valid reason for this.

Ms. Lowe stated that one had not been given.

Acting Chairman Whitley stated that his next concern was as to the material, that the cost might change, with kicking this another year.

Acting Chairman Whitley called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Acting Chairman Whitley recognized Mr. Vandiver for Item No. 8 on the agenda.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 31-21 adopted and supported the increase in funding for Project #61850, Huntsville Northern Bypass, from 1.2 miles east of Pulaski Pike to 1500 feet east of US-231/431, intersection, Utility Phase, in the FY 2020-2023 TIP, as approved by ALDOT. He stated this was a City of Huntsville request. He stated this was going from an old estimate, noting that Kathy Martin had said earlier in the day that it was at least 10 years old. He stated the old estimate was just over \$3.8 million, for the total Utility Phase of this project, and the current estimate of this had been modified to \$7.2 million. He stated this was all federal and COH funding, that it was not

MPO funding, and the target date was now May 1, 2022, and they expected construction to start mid-year of 2022.

Mr. Slyman moved to recommend approval of Resolution No. 31-21 amending the Other Surface Transportation Program Projects section of the FY 2020-2023 TIP, with the requested increase in funding for project #100061850, "(UT) HUNTSVILLE NORTHERN BYPASS FROM 1.2 MILES EAST OF CR-86 (PULASKI PIKE) TO 1500 FT EAST OF SR-1 (US-231/431) INTERSECTION."

Said motion was duly seconded by Mr. Griffin.

Acting Chairman Whitley asked if there was any discussion.

Mr. Slyman stated this cost was doubling.

Acting Chairman Whitley asked if there was a distance change as well.

Mr. Vandiver replied in the negative. He stated this was the next phase of the Northern Bypass, noting that it kind of tapered down right at the Toyota Engine Plant. He stated it was basically a widening of Bob Wade Lane all the way to 231/431. He stated it was to the same extent it had always been. He stated that a lot of times when they got these changes, they were estimates that had been put in right when the project came out. He stated this Northern Bypass project had been on the books for years, and now that it was getting closer to construction, they had revised the estimate, and considering material costs, inflation, and all that, over the past 10-plus years, that cost had increased.

Mr. Griffin stated there were a lot of accidents along that road, that it was a treacherous piece of road, and that widening was very necessary.

Acting Chairman Whitley asked if there was any further discussion.

Acting Chairman Whitley called for the vote on the above motion, and

the following vote resulted:

AYES: Slyman, Whitley

NAYS: None

ABSTAIN: Griffin

Acting Chairman Whitley stated that the motion had passed.

Acting Chairman Whitley recognized Mr. Vandiver for Item 9 on the agenda.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 32-21 adopted and supported the additional funding source for Project #55286, Martin Road, Phase II, from Old Jim Williams Road to Laracy Drive, the Construction Phase, in the FY 2020-2023 TIP, as approved by ALDOT.

Mr. Vandiver stated that in a previous meeting, the MPO Policy Board had approved and sent ALDOT a letter stating that Coronavirus Relief Act funds would be utilized for the Martin Road project, noting that it was a project that was ready to be constructed. He stated this was \$2.8 million, and it would be 100 percent federal, with no MPO funds being used on this. He stated this was Martin Road, Phase II. He stated that at this time Martin Road, Phase I, was being constructed to Old Jim Williams Road, and this would be the next phase, from Old Jim Williams Road to Laracy Drive.

Mr. Vandiver indicated on the displayed map Wall-Triana Highway, Trademark Drive, and Electronics Boulevard, and he indicated the airport. He stated this was for the Construction Phase.

Mr. Slyman inquired as to what portion Mr. Vandiver had said was already under construction.

Mr. Vandiver stated it was Martin Road, Phase I, from Old Jim Williams

Road to Arsenal Gate 7, around Zierdt Road.

Mr. Slyman stated that, then, the area to the east was already under construction.

Mr. Vandiver stated it was almost completed.

Mr. Griffin asked, in terms of the funding, if Mr. Vandiver had said it was COVID funding.

Mr. Vandiver stated it was Coronavirus Relief Act funds. He asked Ms. Lowe if she would elaborate a little more on how that could be used.

Ms. Lowe stated that the Coronavirus Relief Act funding had come out in early 2020, and then they had come out with what it could actually be used for, the guidelines, and at that point, they divided up the funding per MPO, and with that, they got 2.8. She stated this was agreed upon to put on this particular project because of its regional significance, to the Arsenal, et cetera, and being shovel-ready, as Mr. Vandiver had mentioned. She stated that the Chairman had signed a letter on April 23, 2021, to tell ALDOT where to put these particular funds. She continued that at this time, they were just cleaning this up and making sure it went into their TIP, and into the State TIP.

Mr. Slyman moved to recommend approval of Resolution No. 32-21, amending the Other Surface Transportation Program Projects section of the FY 2020-2023 TIP, with additional funding source for Project #100055286, "MARTIN RD PHASE II FROM OLD JIM WILLIAMS ROAD TO LARACY DRIVE CN."

Said motion was duly seconded by Mr. Griffin.

Acting Chairman Whitley called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Acting Chairman Whitley recognized Mr. Vandiver for Item No. 10 on the agenda.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 33-21 adopted and supported the new project Utility Phase of Winchester Road Additional Lanes from Dominion Circle to Naugher Road, in the FY 2020-2023 TIP, as approved by ALDOT.

Mr. Vandiver stated that the City of Huntsville had requested this change. He stated this was actually a new phase of this project, that for whatever reason, the Utility Phase had not been included on the project previously, and it was now being included, so a \$3 million utility relocation phase for this project was being added.

Acting Chairman Whitley asked if this was the portion that was in the city, not in the county.

Mr. Vandiver stated this was the portion the City was the lead on. He stated he did not know if it was all in the city.

Acting Chairman Whitley stated it seemed that they had seen this previously.

Mr. Vandiver stated they might have seen other phases of this project. He stated that at this time the right-of-way was nearing completion, and it was getting closer to starting construction.

Mr. Slyman moved to recommend approval of Resolution No. 33-21, amending the Other Surface Transportation Program Projects section of the FY 2020-2023 TIP, with the new UT Phase of "CR-93 (WINCHESTER ROAD) ADD LANES FROM CR-983 (DOMINION CIRCLE) TO CR-406 (NAUGHER RD) project."

Said motion was duly seconded by Mr. Griffin.

Acting Chairman Whitley asked if there was any discussion.

Mr. Slyman asked if any of this was under construction yet, anywhere on Winchester Road, or if it was all still in the utility relocation phases.

Mr. Vandiver stated this was actually the last phase of Winchester, as far as he was aware, that had not been widened, beyond Naugher Road. He indicated on the displayed map the location of Walmart, Aldi's, and Publix, and he stated all of that had been widened, that it had been widened beyond the Flint River to Bell Factory Road. He indicated on the displayed map Dominion Circle, and he stated that was the location of Kroger's, Burger King, et cetera, and Moores Mill. He stated all of that had been widened many, many years prior. He stated this was the last phase.

Mr. Slyman asked when they expected to start the widening.

Mr. Vandiver stated he did not have the date on that. He stated the target date for the Utility Phase was August of 2022, so it would be sometime after that.

Acting Chairman Whitley asked if there was any further discussion.

Acting Chairman Whitley called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Acting Chairman Whitley stated that the next item on the agenda was Agency Reports, and he stated that there was an ALDOT update.

Mr. Vandiver stated he would present the project update.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated the first project was Church Street, Phase I, between Pratt Avenue and Monroe Street. He stated it was approximately

90 percent complete, with completion scheduled for the spring of 2022.

Mr. Vandiver stated the next project was the Northern Bypass, from Pulaski Pike to US Highway 231/431, the project they were talking about earlier. He stated that the plans were 85 percent complete, the right-of-way acquisition was to be completed soon, and the estimated cost for the project as a whole was \$40 million, with an anticipated start date of the summer of 2022.

Mr. Vandiver stated the next project was Martin Road, between Zierdt Road and Laracy Drive. He stated there were two separate phases, noting they had been talking about the second phase earlier. He stated that Phase I, from Zierdt, around Gate 7, to Old Jim Williams Road, was 80 percent complete, with a completion date of spring of 2022. He stated that Phase II was currently scheduled for FY 2023. He stated the total cost, for both phases, was \$25 million.

Mr. Vandiver stated the next project was North Parkway at Mastin Lake Road, that the plans were 90 percent complete, the right-of-way acquisition and structure removal were complete, and the utility relocation was under way, with an anticipated start date of FY 2022, and an estimated cost of \$42.6 million.

Acting Chairman Whitley asked how long that stretch was.

Mr. Vandiver asked if he was referring to the red line on the display.

Acting Chairman Whitley replied in the affirmative.

Mr. Vandiver stated he did not have the mileage, but it was basically from where the controlled access ended to Winchester Road.

Mr. Griffin asked if that was including the junction at Mastin Lake Road.

Mr. Vandiver stated there would be an overpass at Mastin Lake Road,

that this was the project for that.

Mr. Slyman asked if it was going to be limited access all the way north of Winchester Road.

Mr. Vandiver replied in the negative. He stated that as he recalled, that was a separate project. He stated he thought they had to make some sort of improvements, but there would not be limited access beyond Mastin Lake Road. He stated that Mastin Lake was the only overpass he knew of on this.

Mr. Vandiver stated the next project was Access Management on US 231, between Weatherly Road and Hobbs Road. He stated the plans were 50 percent complete, that they had had a virtual public involvement process that had just wrapped up earlier in the month. He stated the estimated cost was \$15 million, and the anticipated start date was FY 2023.

Mr. Vandiver stated the next project was Winchester Road, from Dominion Circle to Naugher Road. He stated the plans were 90 percent complete, and the right-of-way acquisition was almost complete as well, that it was ongoing, with an estimated cost of \$15.5 million, and an anticipated start date of FY 2023.

Mr. Vandiver stated the next project was Improvements to Balch Road from south of Browns Ferry Road to north of Gooch Road, and the plans were 65 percent complete, with an estimated cost of \$1.7 million, and an anticipated start date of FY 2022. He stated he believed that was changing to FY 2023, according to what they were discussing earlier.

Mr. Vandiver stated the next project was SR 255, Research Park Boulevard widening from US 72 to south of Old Madison Pike. He stated the work had started in 2019, and it was 75 percent complete, with a project cost of roughly \$23.4 million, and an anticipated completion date of the spring of

2022.

Mr. Vandiver stated the next project was US 72 West between Providence Main and County Line Road. He stated the plans were 30 percent complete, that they were working on new intersection concepts, with a Public Involvement coming in 2022, and right-of-way acquisition anticipated for FY 2023. He stated the estimated cost was \$60 million, and the anticipated start date was FY 2025.

Mr. Vandiver stated the next project was Zierdt Road between Madison Boulevard and Martin Road, with four phases, with the last phase being currently under contract, and the construction being 95 percent complete. He stated the cost was \$27 million, with an anticipated completion date of early 2022.

Mr. Vandiver stated the next project was Four Bridge Replacements on Old Highway 431, that the project was under construction and approximately 75 percent complete, at a project cost of \$13.5 million, with an anticipated completion date of the summer of 2022.

Mr. Vandiver stated the next project was I-565 Additional Lanes from I-65 to County Line Road. He stated the work was complete, that they were just doing the punch list items. He stated the project cost was \$18.7 million.

Mr. Vandiver stated the next project was I-565 Additional Lanes from County Line Road to Wall-Triana. He stated the survey was complete, and design work was under way, with a projected start date of FY 2024, at an estimated cost of \$46.8 million.

Mr. Griffin asked if Mr. Vandiver knew how many lanes they were adding on the previous project.

Mr. Vandiver asked if he was referring to Wall-Triana to County Line.

Mr. Griffin replied in the affirmative.

Mr. Vandiver stated he did not have an exact number, but he would check on that.

Mr. Vandiver stated the next project was Jeff Road Additional Lanes from south of Capshaw Road to north of Douglass Road. He stated the plans were 50 percent complete, that there had been a Virtual Public Involvement back in the spring, and the projected start date was FY 2023, with an estimated cost of \$13.5 million.

Mr. Vandiver stated the next project was Intersection Improvements on Wall-Triana Highway at Graphics Drive. He stated the plans were complete, and bids were to be accepted January 28, 2022, which probably meant construction would start in the spring of 2022. He stated the estimated cost was approximately \$1.9 million.

Mr. Vandiver stated the next project was widening Blake Bottom Road from Jeff Road to SR 255, Research Park Boulevard. He stated the plans were 90 percent complete, with an estimated start date of FY 2022, at an estimated cost of \$8.78 million.

Mr. Vandiver stated the next project was Intersection Improvements on SR 53 at Harvest, McKee, and Old Railroad Bed roads. He stated that preliminary engineering was under way, that the projected start date was FY 2023, with an estimated cost of \$5 million.

Mr. Griffin asked if that was just traffic lights or something.

Mr. Vandiver stated it was traffic lights and turn lanes, that it was not a full widening of this road. He stated they were adding turn lanes there so one would not have to sit out in traffic to turn left.

Mr. Vandiver stated the next project was the Arsenal East Connector. He

stated that preliminary engineering was under way. He stated he would give some bearings on this, and he indicated on the display Bob Wallace Avenue, 565, and he stated that it then ran down along the boundary of the Arsenal, paralleling Patton Road, to Gate 10. He stated the projected start date was FY 2024, at an estimated cost of \$30 million.

Mr. Vandiver stated that the total amount of work in design and construction was just over \$400 million in the Huntsville MPO area.

Acting Chairman Whitley asked if there was any discussion of the presentation.

Mr. Griffin asked if the funding that was to come was the new infrastructure money.

Acting Chairman Whitley stated that was not correct, that they had not gotten guidelines on that yet, that it would be a couple of months probably before they put that out.

Acting Chairman Whitley stated the next item on the agenda was Opportunity for Public Comment.

There was no response.

Acting Chairman Whitley stated the next item on the agenda was CAC Member Comments.

Mr. Slyman stated he had seen from Providence Main Street to County Line Road to Highway 72 come up again, and he still thought the general public, and the entire city, would be better served if they would go ahead and move up the project of the widening of Capshaw and Old Monrovia from where it was widened, just past Providence Elementary School, heading west. He stated if they would widen that, that would take a lot of the pressure off, because when they closed those lanes to do that widening on 72, it was

going to be an absolute nightmare.

Mr. Slyman moved that this body send another letter, similar to the one they had sent the prior year, concerning the same thing, signed by their Chairman, or Vice-Chairman, requesting that they move up the project of widening Capshaw and Old Monrovia from where it was widened, just past Providence Elementary School, heading west.

Mr. Slyman stated they should expedite that, to get it done before the Highway 72 project was commenced, because it was going to be an absolute nightmare. He stated he would highly recommend that they would agree to limit the lights along there and the access along there, and if it went into a city, to restrict the zoning. He stated he believed that would satisfy some of the issues they had been facing with some of the cities being against widening that section of the road, to make that what some cities would call a "truck route," which would basically be a bypass that would get people to and from the west and east quicker, without having to go onto 72. He stated that if one was not wanting to go to businesses, there was really no other way to get around in that area, and this would certainly help tremendously in moving that traffic east and west.

Acting Chairman Whitley stated he would be happy to do that. He stated that if someone had the letter they had sent previously, they could resubmit it.

Mr. Slyman stated he was presenting that as a motion.

Mr. Griffin seconded the motion.

Acting Chairman Whitley called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Acting Chairman Whitley stated to the staff that he assumed they had

that letter somewhere, and he asked if that could be resubmitted. He stated that if it needed to be updated, to let them know.

Acting Chairman Whitley noted the previous item with the utility relocating being 10-year-old information. He asked if there was a way they could update such items a little bit more frequently so they would have more realistic numbers. He stated he knew sometimes these projects stayed in the hopper a while, so that would just be something to consider. He stated he did not know how to better do that or change that, that they knew this business better than he did. He asked if they could maybe look at things every three years, or something a little more realistic.

Mr. Vandiver stated it was up to ALDOT to make those estimates. He stated they put in an estimate when they introduced a project and then when it happened.

Acting Chairman Whitley stated that then they would get the real numbers.

Mr. Vandiver stated that was correct.

Acting Chairman Whitley asked if there were any further comments.

Upon motion, Acting Chairman Whitley stated that the meeting was adjourned.

(Meeting adjourned at 5:45 p.m. on November 29, 2021.)