



DATE: October 19, 2020

ISSUE: FY2021 ALDOT ATRIP II Grant Program Application in the amount of \$2M for traffic infrastructure improvements from Cotton Creek Dr. to County Road 8 including access management, a third southbound lane, and intersection improvements.

RECOMMENDATIONS: Authorize staff to pursue ATRIP II Grant funding from the Alabama Department of Transportation (ALDOT) for traffic infrastructure improvements along State HWY 59 From Cotton Creek Dr. to County Road 8.

BACKGROUND: In 2019 the City was awarded \$14.4M through the USDOT BUILD Grant Program for the Waterway Village Multi-Modal Access Project. This project is a network of roadway, intersection, and pedestrian access improvements that will improve traffic conditions, enhance regional connectivity, create economic opportunities, improve vehicular and pedestrian safety, and increase community resilience. The project will increase capacity along State HWY 59 by adding an additional southbound lane from County Rd 4 to Clubhouse Dr, constructing a new pedestrian bridge across the ICW to connect the north and south Waterway Village areas, adding pedestrian improvements and complete streets throughout the Waterway Village District, improving intersections at County Rd 6 and Cotton Creek Dr., and the construction of new HWY 59 medical facility access roads. The City's matching costs for the BUILD Grant totaled \$8.6M for a total project cost of \$23M. The project is currently underway and is anticipated to be completed in the spring of 2025.

City Staff would like to pursue additional funding through ALDOT's Alabama Transportation Rehabilitation and Improvements Program II, a transportation infrastructure grant program for projects of local interest created in the Rebuild Alabama Act of 2019. This program can provide up to \$2M in funding for transportation projects that improve any state-maintained highway system. Through the initial planning and design phase of the BUILD project, the design team has identified \$2.3M in additional improvements along HWY 59 from Cotton Creek Dr. to County Road 8 that will enhance capacity and improve traffic conditions in coordination with the BUILD project.

These projects will be designed in coordination with the City's \$21.7M RESTORE ALDOT Capacity project to increase efficiency from HWY 59 to the Foley Beach Express along Canal Rd, and will improve access to the Jack Edwards Airport, the Aviation and Business Park, the Waterway Village Business District, and provide alternate routes for emergency vehicles.

The total cost for the improvements from Cotton Creek Dr. to County Road 8 is estimated at \$2.3M. The state share from the ATRIP Grant is estimated at \$2M. The City's matching costs are estimated to be \$300K.



SMALL TOWN, BIG BEACH™

PREVIOUS COUNCIL ACTION: In February of 2019, the Council approved **Reso. 6099-19**, accepting a proposal from Volkert, Inc. to develop a corridor study for the RESTORE ALDOT Capacity Project. In July 2019, the Council approved **Reso. 6166-19** authorizing the execution of an application for funding through the BUILD Grant Program for the Waterway Village Multi-modal Access Project. In February of 2020, the Council approved **Reso. 6239-20**, accepting proposals from Volkert, Inc. for professional services related to the RESTORE and BUILD Projects.

BUDGET IMPLICATIONS: The total cost for the ATRIP Project improvements from County Road 4 to County Road 8 is estimated at \$2.3M. The state share from the ATRIP Grant is estimated at \$2M. The City's matching costs are estimated to be \$300K, and will need to be budgeted by amendment in 2021 if the grant is awarded. Grants will likely be awarded in the spring of 2021, and construction will be completed by 2025.

RELATED ISSUES: RESTORE ALDOT Capacity Project; BUILD Grant, HWY 59 Signal Improvements, County Road 8 Improvements, County Road 6 Improvements, Jack Edward Airport Master Plan, Waterway Village District, future Medical Complex, Bicycle Sidewalk Master Plan.

ATTACHMENTS: Map

DEPARTMENTS: Executive, Engineering

STAFF CONTACT: Daniel Bond, Mark Acreman