

CATEGORICAL EXCLUSION

2015-202-23

**BROAD-BEAUREGARD-DR. MARTIN LUTHER KING JR.
AVENUE COMPLETE STREETS PROJECT FOR THE ONE
MOBILE: RECONNECTING PEOPLE, WORK, AND PLAY
THROUGH COMPLETE STREETS INITIATIVE**

**CITY OF MOBILE
MOBILE COUNTY, ALABAMA**

PREPARED BY:

**US DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ALABAMA DEPARTMENT OF TRANSPORTATION
AND THE CITY OF MOBILE, ALABAMA**

July 2017

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CATEGORICAL EXCLUSION

1. **PROJECT NAME: Broad-Beauregard-Dr. Martin Luther King Jr. Avenue Complete Streets Project for the One Mobile: Reconnecting People, Work, and Play through Complete Streets Initiative**
2. **PROJECT NUMBER: 2015-202-23**
3. **LOCATION (County or Counties): Mobile County**

4. TYPE OF PROJECT (Ref. 23 CFR 771.117(d))	
A] Highway Modernization	<input checked="" type="checkbox"/>
B] Highway Safety/Traffic Operations Improvements	<input type="checkbox"/>
C] Bridge Rehabilitation (reconstruction, replacement)	<input type="checkbox"/>
D] Transportation Corridor Fringe Parking Facilities	<input type="checkbox"/>
E] Other (Specify): Widening and Interchange Improvements	<input type="checkbox"/>

5. PROJECT AREA DESCRIPTION:

The proposed improvements along Broad Street and Beauregard Street begin at the intersection of Baker Street and extend northward for a distance of approximately four miles to the intersection of Water Street. The proposed improvements along Dr. Martin Luther King Jr. Avenue begin at the intersection of Broad Street and Beauregard Street and extend westward for a distance of approximately 1.4 miles to Three Mile Creek.

The proposed project is located entirely within the city limits of Mobile, Alabama (see **Project Location Map, Appendix A**). The following paragraphs provide descriptions of existing land use adjacent to Broad Street, Beauregard Street, and Dr. Martin Luther King Jr. Avenue within the study corridor.

Broad Street and Beauregard Street

Broad Street and Beauregard Street are located in a highly developed urbanized area of downtown Mobile. The land use from Baker Street to Government Street consists of mainly single-family residences. The land use changes along Broad Street and Beauregard Street from Government Street to Water Street to primarily commercial uses. Other land uses along Broad Street and Beauregard Street include Pillans Park, Unity Point Park, Bishop State Community College, Most Pure Heart of Mary Catholic Church and School, and Calloway-Smith Middle School.

Dr. Martin Luther King Jr. Avenue

The land use along Dr. Martin Luther King Jr. Avenue consists mainly of single family residential, Florence Howard Elementary School, and Bishop State Community College.

6. PROJECT PURPOSE & NEED:

The purpose of the project is to reconstruct Broad Street, Bearegard Street, and Dr. Martin Luther King Jr. Avenue to repair aging infrastructure and add multi-modal connections to better serve the City of Mobile.

The project is needed to address the following:

- Provide safe pedestrian and bicycle access,
- Reconnect severed neighborhoods currently divided by Broad Street, Bearegard Street, and Dr. Martin Luther King Jr. Avenue,
- Accommodate all modes of travel with better connections between neighborhoods, transportation hubs, major employment centers, and local destinations,
- Reconstruct aging infrastructure,
- Create attractive, welcoming, and cohesive streetscapes, and
- Stimulate an economically vibrant and active street environment.

7. PROPOSED PROJECT DESCRIPTION:

The proposed project includes improvements along Broad Street and Bearegard Street from Baker Street to Water Street. The project also includes improvements along Dr. Martin Luther King Jr. Avenue from Broad Street and Bearegard Street to Three Mile Creek. In addition, improvements will be made at the intersections of Canal Street, Government Street, Dauphin Street, St. Francis Street, Old Shell Road, Springhill Avenue, St. Louis Street, and St. Anthony Street. The intersection improvements will help improve the operations and efficiency along Broad Street and Bearegard Street (See **Figures 1-17, Appendix A**). The following paragraphs describe the existing roadways and the proposed improvements.

Broad Street and Bearegard Street

Existing Broad Street from Baker Street northward to Baltimore Street is composed of two 9.5-foot travel lanes with a 11-foot center turn-lane. From Baltimore Street northward to Virginia Street, Broad Street is composed of two 10.5-foot travel lanes in each direction with a 29-foot center turn lane. From Virginia Street northward to Canal Street, Broad Street consists of two nine-foot travel lanes in each direction separated by a raised, landscaped median. From Canal Street northward to Water Street the roadway is composed of three 10-foot travel lanes in each direction with a raised median. Multiple driveways from

local businesses and residences access Broad Street and Beauregard Street though this section of the corridor and sidewalks exist on both sides of the roadway.

The aging infrastructure that comprises Broad Street and Beauregard Street includes cracked concrete roadbeds, cracked sidewalks, overhead utilities, poor pedestrian and bicycle access, and poor traffic operations between Government Street and Springhill Avenue due to un-synchronized traffic signals. The proposed improvements along Broad Street and Beauregard Street include the following:

- Complete reconstruction of Broad Street and Beauregard Street by removing existing concrete and replacing it with asphalt, moving utilities underground where possible, and providing increased landscaped medians and shoulders.
- Improving traffic operations and efficiency by consolidating and synchronizing traffic signals along Broad Street. Traffic signals would be removed at the Broad Street intersections with Canal Street, St. Francis Street, and St. Anthony Street. Consolidating and synchronizing of traffic signals would reduce unnecessary stopping of traffic which will reduce travel time, driver frustration, fuel consumption and air pollution.
- Improving bicycle accommodations by adding designated bicycle lanes from Congress Street to Water Street, along with shared-use lanes from Baltimore Street to Congress Street.
- Improving pedestrian and bicycle accommodations by adding shared-use paths from Baltimore Street to Water Street. Bicycle and pedestrian signalized crosswalks would be provided at signalized intersections between Government Street and Water Street and at other major un-signalized locations south of Canal Street.

Specific improvements to Broad Street and Beauregard Street include the following:

- Broad Street from Baker Street to Baltimore Street (See **Figure 18, Appendix A**)
 - Removal of a center left-turn lane.
 - Construction of one 10.5-foot travel lane in each direction.
 - Construction of a five-foot sidewalk on the east side of Broad Street.
- Broad Street from Baltimore Street to Virginia Street (See **Figure 19, Appendix A**)
 - Construction of two 10.5-foot travel lanes in each direction (the outside lanes would be marked as a shared-use lane for cyclists and vehicles).
 - Construction of eight-foot shared-use paths on both sides of the road.
 - Construction of a raised, landscaped median and/or 10.5-foot center turn lane.
- Broad Street from Virginia Street to Canal Street (See **Figure 20, Appendix A**)
 - Construction of two 10.5-foot travel lanes in each direction (the outside lanes would be marked as a shared-use lane for cyclists and vehicles).

- Construction of eight-foot shared-use paths on both sides of the road.
- Construction of a raised, landscaped median and/or 10.5-foot center turn lane.
- Broad Street from Canal Street to Congress Street (See **Figure 21, Appendix A**)
 - Removal of one travel lane in each direction
 - Construction of two 10.5-foot travel lanes in each direction (the outside lanes would be marked as a shared-use lane for cyclists and vehicles).
 - Construction of eight-foot shared-use paths on both sides of the road.
 - Construction of a raised, landscaped median and/or 10.5-foot center turn lane.
 - Canal Street will be reduced to two travel lanes in each direction and existing signalized intersection at Broad Street would be replaced with a two-lane roundabout (See **Figure 7, Appendix A**).
 - Initially, two proposed conceptual Alternates at the Broad Street and Government Street Intersection were initially evaluated. Alternate 1 would add left turn lanes to both eastbound and westbound Government Street. Alternate 2 would also add left turn lanes to Government Street and shifts Broad Street to the east to better accommodate trucks turning from eastbound Government Street to southbound Broad Street. Alternate 2 would require additional right-of-way to be acquired to accommodate for shifting Broad Street to the east. Alternate 2 was selected for the Broad Street and Government Street intersection because of the amount of existing trucks turning at the intersection (See **Figure 8, Appendix A**).
 - Dauphin Street would be converted to a two-way roadway with one-travel lane in each direction and a center left turn lane from Broad Street to Bayou Street (See **Figure 8, Appendix A**).
 - St. Francis Street would become a right in/right out intersection with Broad Street (See **Figure 8, Appendix A**).
 - Initially, two proposed conceptual alternates for the Broad Street and Springhill Avenue intersection were evaluated. Under Alternate 1, Springhill Avenue would continue across Broad Street to the east as a one-way (eastbound) road with two travel lanes until Jefferson Street. Under Alternate 2, Springhill Avenue would be closed to traffic east of Broad Street. Alternate 1 was selected for the Broad Street and Springhill Avenue intersection in order to keep Springhill Avenue open to traffic (See **Figure 9, Appendix A**).
 - Initially, two proposed alternates for the Broad Street and St. Louis Street intersection were evaluated. Under Alternate 1, St. Louis Street would be a one-way (westbound) road with two travel lanes. Under Alternate 2, St. Louis Street would be a two way road with two

lanes in each direction. Alternate 2 would have through traffic from Springhill Avenue continue onto St. Francis east of Broad Street, while through traffic from St. Louis west of Broad Street would continue onto Springhill Avenue. Alternate 1 was selected for the Broad Street and St. Louis Street intersection in order to keep Springhill Avenue open to traffic (See **Figure 9, Appendix A**).

- St. Anthony Street would not cross Broad Street, but instead would become a channelized right-turn lane from southbound Broad Street to westbound Springhill Avenue (See **Figure 9, Appendix A**).
- Broad Street and Beauregard Street from Congress Street to Water Street (See **Figure 22, Appendix A**)
 - Removal of one travel lane in each direction.
 - Construction of two 10.5-foot travel lanes in each direction.
 - Construction of raised, landscaped median and/or 10.5-foot center turn lane.
 - Construction of five-foot designated bike lanes with a five-foot vegetated buffer on both side of the road.
 - Construction of eight-foot shared-use paths on both sides of the road.

Dr. Martin Luther King Jr. Avenue

Existing Dr. Martin Luther King Jr. Avenue from Broad Street and Beauregard Street to Kennedy Street/Dr. EB Goode Drive consists of one 11-foot travel lane in each direction with a 11-foot center turn lane. From Kennedy Street/Dr. EB Goode Drive to Three Mile Creek, Dr. Martin Luther King Jr. Avenue consists of two nine-foot travel lanes in each direction. Multiple driveways from local businesses and residences access Dr. Martin Luther King Jr. Avenue though this section of the corridor and sidewalks exist on both sides of the roadway (See **Figure 23, Appendix A**). The improvements along Dr. Martin Luther King Jr. Avenue consist of the following:

- Removal of one travel lane in each direction.
- Construction of one 10.5-foot travel lane in each direction.
- Construction of on-street parking in certain locations.
- Construction of a five-foot sidewalk on the north side of the road.
- Construction of an eight-foot shared-use path on the south side of the road.
- Provides connectivity for the Three Mile Creek Greenway Trail to the downtown Mobile area.

The proposed project's impacts have been evaluated and the results are summarized in the following table.

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Project for the One Mobile: Reconnecting People, Work, and Play through
Complete Streets Initiative**

PROJECT NUMBER: 2015-202-23

IMPACT CATEGORY CODES:

- 0. NOT APPLICABLE TO THIS PROJECT**
- 1. NO IMPACT ANTICIPATED**
- 2. POTENTIALLY BENEFICIAL IMPACT**
- 3. POTENTIALLY MINOR ADVERSE IMPACT**
- 4. MITIGATION REQUIRED; SEE DOCUMENTATION**
- 5. YES**
- 6. NO**

I M P A C T A S S E S S M E N T

IMPACT CATEGORIES	0	1	2	3	4	5	6	DOCUMENTATION REFERENCES OR ADDITIONAL COMMENTS
I. LAND USE								
A. Compatibility w/ Comp. Plans & Zoning Regs.	///	///	///	///	///	X		Project included in the Mobile MPO's Transportation Improvement Program 2016-2019.
B. ROW Required	///	///	///	///	///	X		Approximately 0.485 acre of additional ROW will be acquired. See Appendix A, Figures 7, 8, and 9.
C. Visual or Aesthetic Impact		X				///	///	
D. Prime & Unique Farmlands		X				///		The project is in an urban area with no farmland. See Appendix B, Form NRCS-CPA-106.
II. SOCIOECONOMIC IMPACTS								
A. Community Cohesion			X			///	///	Community cohesion would benefit from connecting severed neighborhoods that are currently divided by Broad Street.
B. Community Facilities			X			///	///	Access to community facilities would benefit from added sidewalks and bicycle lanes.
C. Displacements	///	///	///	///	///		X	ROW-RA-1 Form included in Appendix C.
1). Residential							X	
2). Business							X	
D. Environmental Justice/Title VI			X			///	///	No residential relocations will occur. No elderly, handicapped, minority, or low-income populations will experience a disproportionate impact for this project. The project would improve access to neighborhoods by adding ADA compliant sidewalks and bicycle lanes.

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- 3. POTENTIALLY MINOR ADVERSE IMPACT**
- 4. MITIGATION REQUIRED; SEE DOCUMENTATION**
- 5. YES**
- 6. NO**

IMPACT ASSESSMENT

IMPACT CATEGORIES	0	1	2	3	4	5	6	DOCUMENTATION REFERENCES OR ADDITIONAL COMMENTS
E. Pedestrian/Bicycle Facilities	///	///	X	///	///			Pedestrians/bicyclists would benefit from the construction of shared-use paths and bicycle lanes (See Figures 1-23, Appendix A).
III. ECOLOGICAL IMPACTS								
A. Endangered Species	X					///		See USFWS concurrence dated September 21, 2016 included in Appendix D.
B. Vegetation/Wildlife Habitat		X				///	///	The project is in an urban setting. No impacts to habitat are anticipated.
IV. NATURAL FEATURES/ RESOURCES IMPACTS								
A. Water Quality				X		///	///	ALDOT's standard BMPs will be implemented for erosion control or siltation.
B. Wetland Impacts	///	///	///	///	///		X	See USACE Letter dated December 27, 2016 in Appendix D.
C. Stream Impacts	///	///	///	///	///		X	See USACE Letter dated December 27, 2016 in Appendix D.
D. Floodplains (ref. 23 CFR 650)		X				///	///	The project has been examined for floodplain encroachment per CFR 650.111. See Appendix E.
E. Wild & Scenic Rivers	X					///	///	
F. Coastal Zone		X				///	///	See ADEM Coastal Section Letter dated July 10, 2017 in Appendix D.
G. Air Quality	///	///	///	///	///	///	///	An Air Quality Analysis is included in Appendix F.
1). Ozone non-attainment area?	///	///	///	///	///		X	Area in attainment for Ozone.
2). Carbon Monoxide	X					///	///	Area in attainment for CO.
3). PM 2.5	X					///	///	Area in attainment for PM 2.5.

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- 3. POTENTIALLY MINOR ADVERSE IMPACT**
- 4. MITIGATION REQUIRED; SEE DOCUMENTATION**
- 5. YES**
- 6. NO**

I M P A C T A S S E S S M E N T

IMPACT CATEGORIES	0	1	2	3	4	5	6	DOCUMENTATION REFERENCES OR ADDITIONAL COMMENTS
4). Mobile Source Air Toxics (MSAT)		X				/// ///	/// ///	The project was evaluated for MSATs and was determined to be a “ <i>Project with No Meaningful Protentional MSAT Effects.</i> ” See MSAT in Appendix F .
H. Noise	X					///	///	This project is considered a Type III noise project, therefore a noise analysis is not required. See Appendix G .
V. CULTURAL RESOURCES IMPACTS/SECTION 4(F) FINDINGS								
A. Historic Properties		X				///	///	No National Register eligible or potentially eligible historic resources would be adversely impacted by the project. See AHC letter dated July 12, 2017 in Appendix D .
B. Archeological Sites				X		///	///	Phase II archaeological testing will be conducted at site 1MB550. See AHC letter dated July 12, 2017 in Appendix D .
C. Tribal Coordination	///	///	///	///	///	X		Correspondence dated July 17, 2017 is included in Appendix D .
D. Recreation Areas/ Public Parks	X					/// ///	/// ///	The project will not acquire Right-of-Way from parks. See ADECA letter dated September 14, 2016 in Appendix D .
E. Wildlife/Waterfowl Refuges	X					///	///	
VI. HAZMAT								
Hazardous Materials	///	///	///	///	///		X	See ALDOT Materials and Tests email included in Appendix D .

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P E R M I T S

VII. PERMITS REQUIRED	Yes	No	DOCUMENTATION REFERENCES &/OR ADDITIONAL COMMENTS
A. Corps of Engineers		X	See USACE Letter dated December 27, 2016 in Appendix D.
B. Coast Guard		X	
C. TVA		X	
D. Mitigation Required		X	

P U B L I C I N V O L E M E N T

VIII. PUBLIC INVOLVEMENT PHASE	YES	NO	ADDITIONAL COMMENTS
A. Exemption Requested from Early Coordination		X	The early coordination letter dated August 31, 2016 and responses are included in Appendix D.
B. Exemption Requested from Public Involvement		X	A public involvement meeting was held for the project on November 10, 2016. A meeting summary is included in Appendix H.
C. Exemption Requested from Further Public Hearings	X		Exemption requested due to lack of controversy associated with the Build Alternative. During the November 10, 2016, Public Involvement Meeting the public supported the project.

E N V I R O N M E N T A L C O M M I T M E N T S

IX. ENVIRONMENTAL COMMITMENTS (YES/NO)	COMMENTS
YES	1. Phase II archaeological testing will be conducted at the potentially eligible archaeological site 1MB500. 2. Construction plans will be reviewed by an ALDOT archaeologist in consultation with the SHPO archaeological staff to determine if proposed construction activities require monitoring by an archaeologist. See the archaeological monitoring agreement letter in Appendix D.

F H W A C O N C U R R E N C E

X. CATEGORICAL EXCLUSION FINDING (Check Appropriate Response)	RESPONSE	SIGNATURE	DATE
A. FHWA Concurs with this Categorical Exclusion			
B. FHWA Concurs with this Categorical Exclusion on the conditions stated below	✓		8/7/2017

FHWA COMMENTS (if applicable): Addressing any comments from the Tribal Coordination

APPENDIX A - FIGURES



Legend

- Figure Key
- Project Location

NRHP Historic Districts

- Campground
- Church Street East
- Lafayette Heights
- Lower Dauphin
- Oakdale
- Oakleigh Garden
- Old Dauphin Way

Note: This map is for presentation use only and not to be used for construction purposes.

Figure Key
Broad-Beauegard-Dr. MLK Jr. Ave Complete Streets Project
 from Baker Street to Water Street and
 Dr. Martin Luther King Jr. Ave (Beauegard Street to Three Mile Creek)



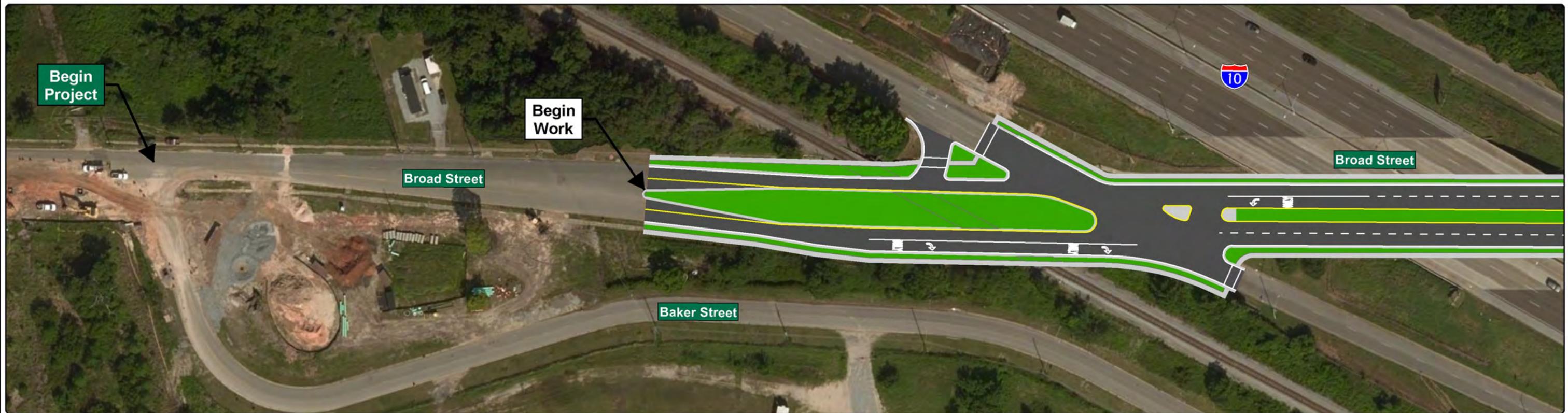
0 2,500 5,000
 Feet
 1 inch = 2,500 feet



EXISTING



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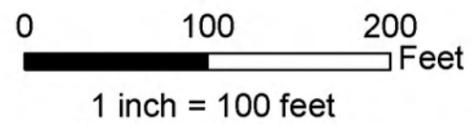


Figure 1
Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project
from Baker Street to Water Street and
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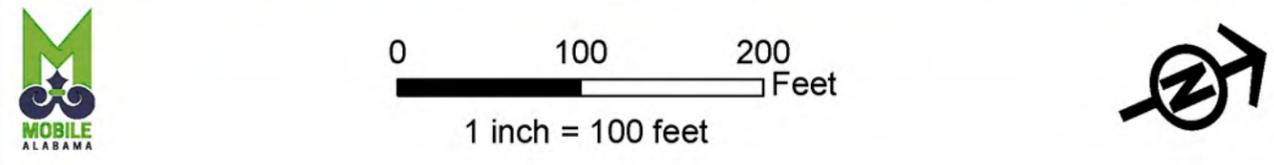


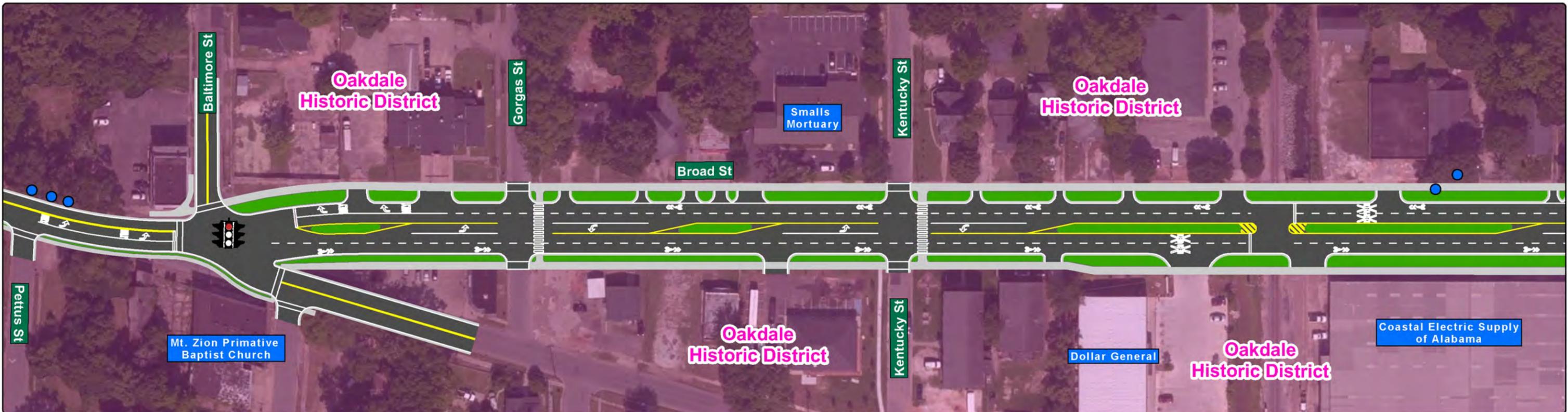
Figure 2
Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project
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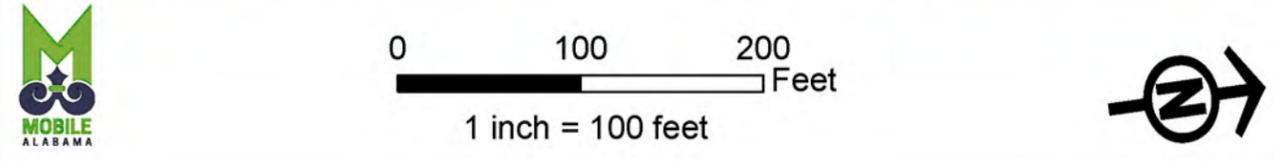


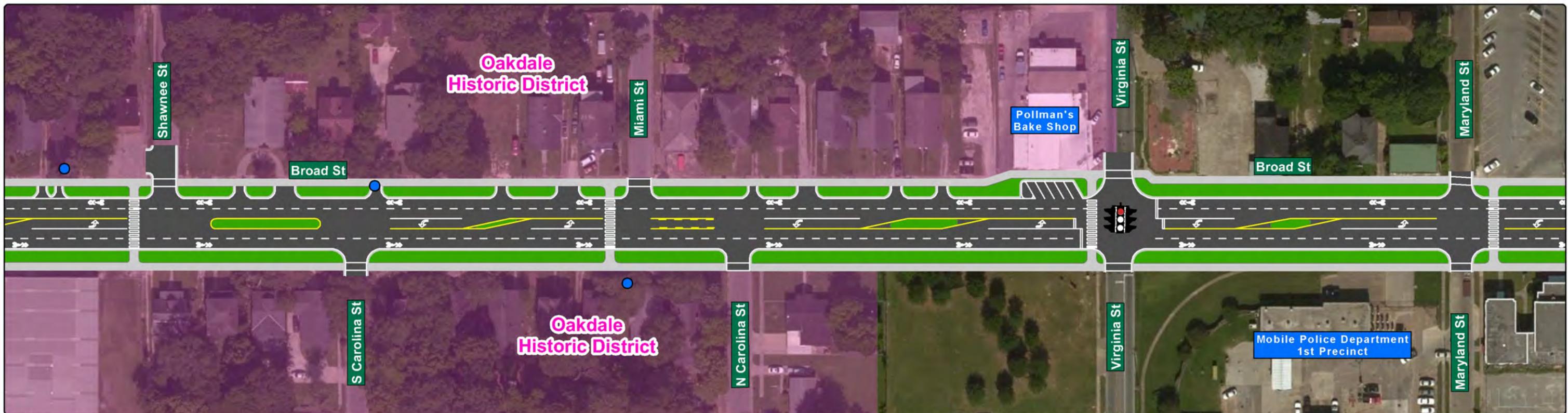
Figure 3
Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project
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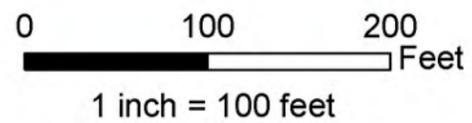


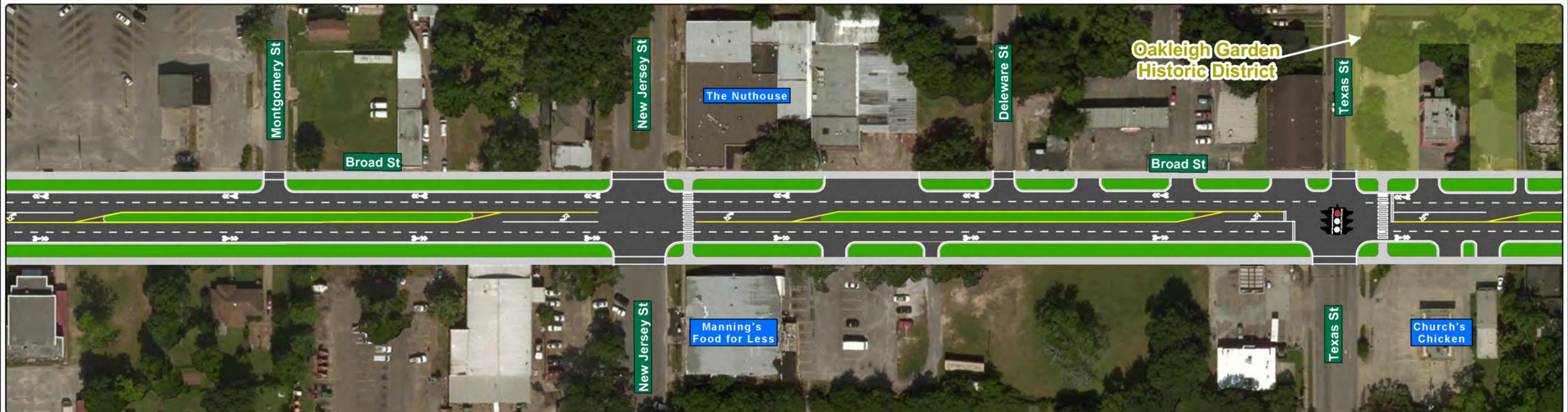
Figure 4
Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project
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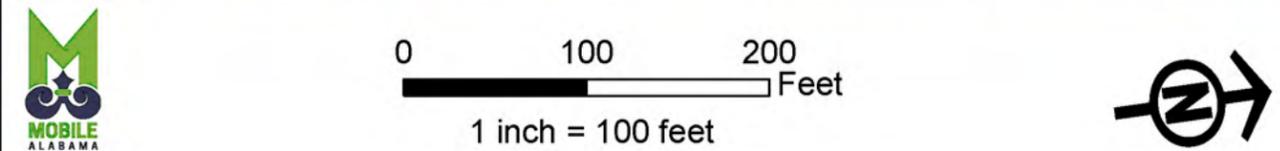
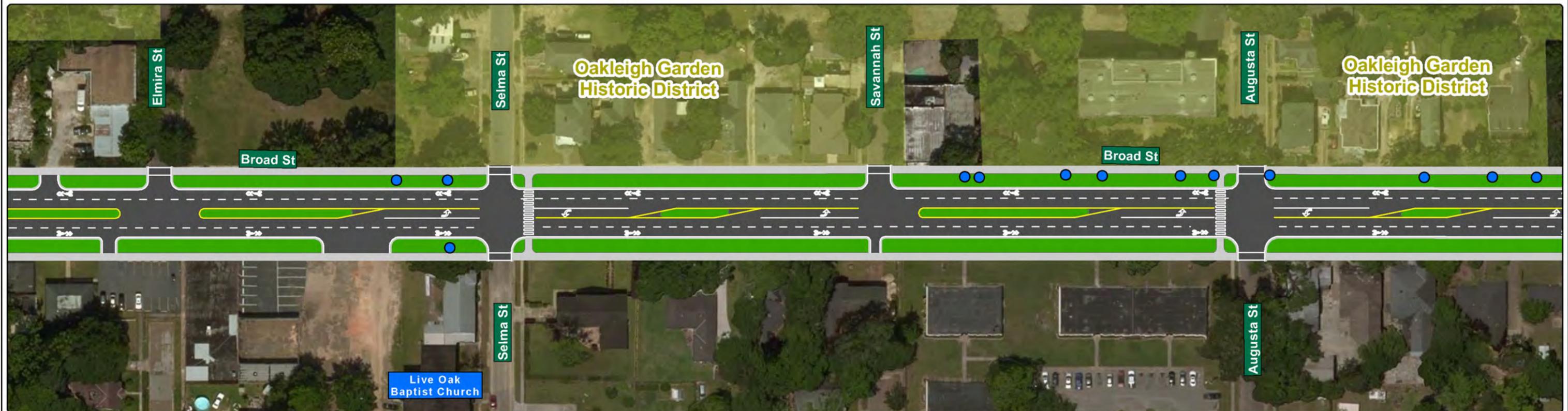


Figure 5
Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project
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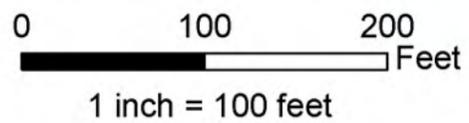
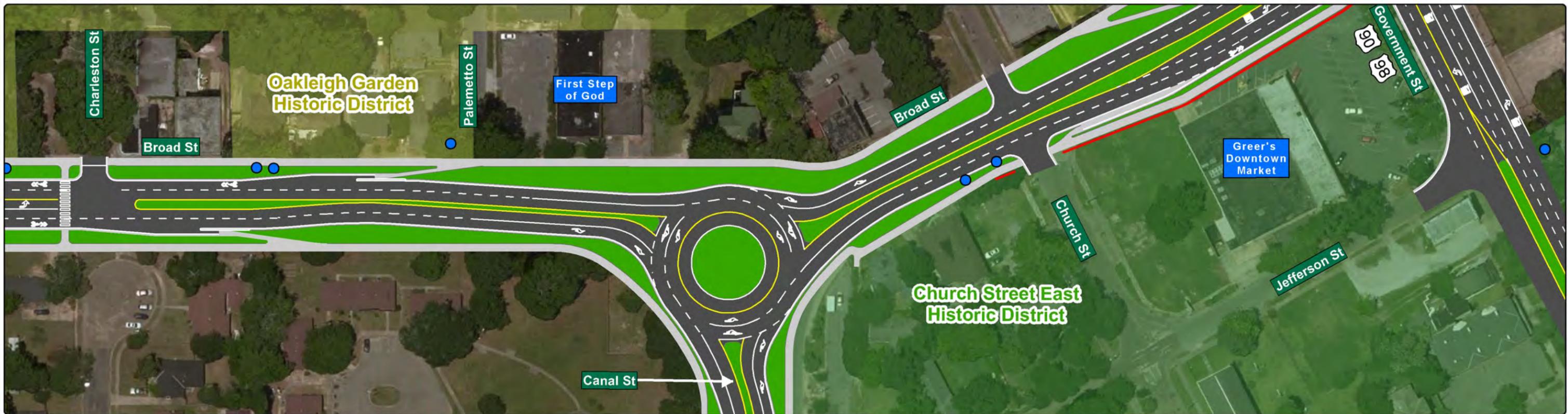


Figure 6
Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project
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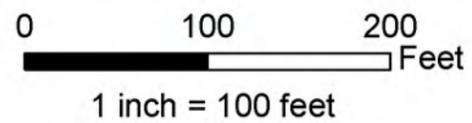


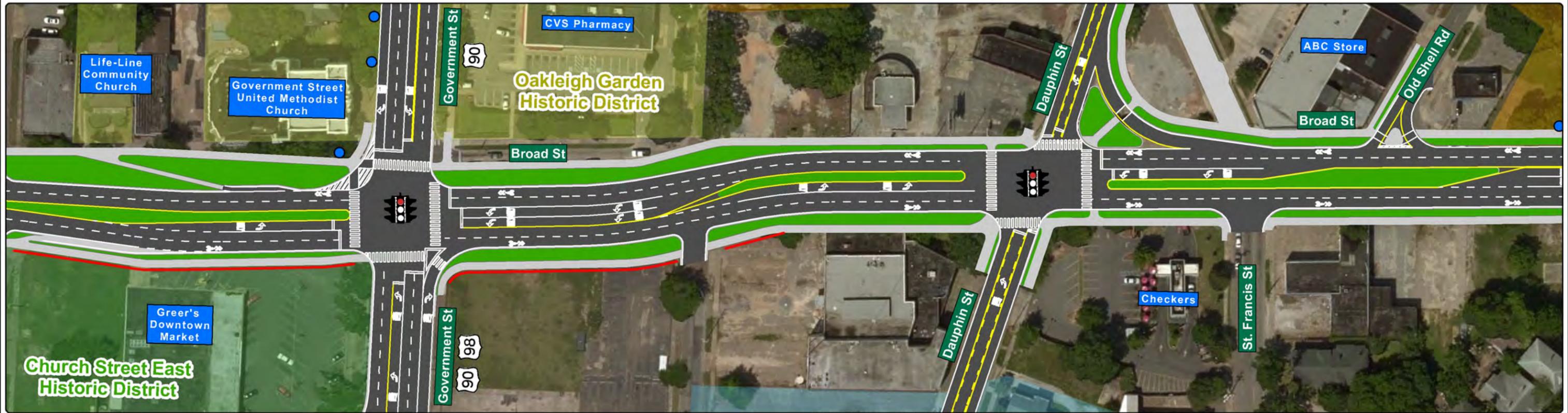
Figure 7
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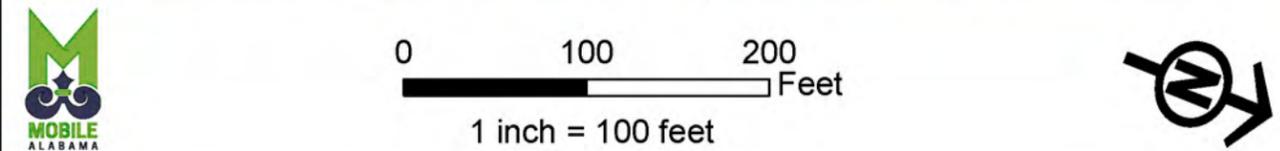


Figure 8
Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project
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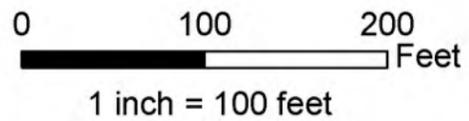
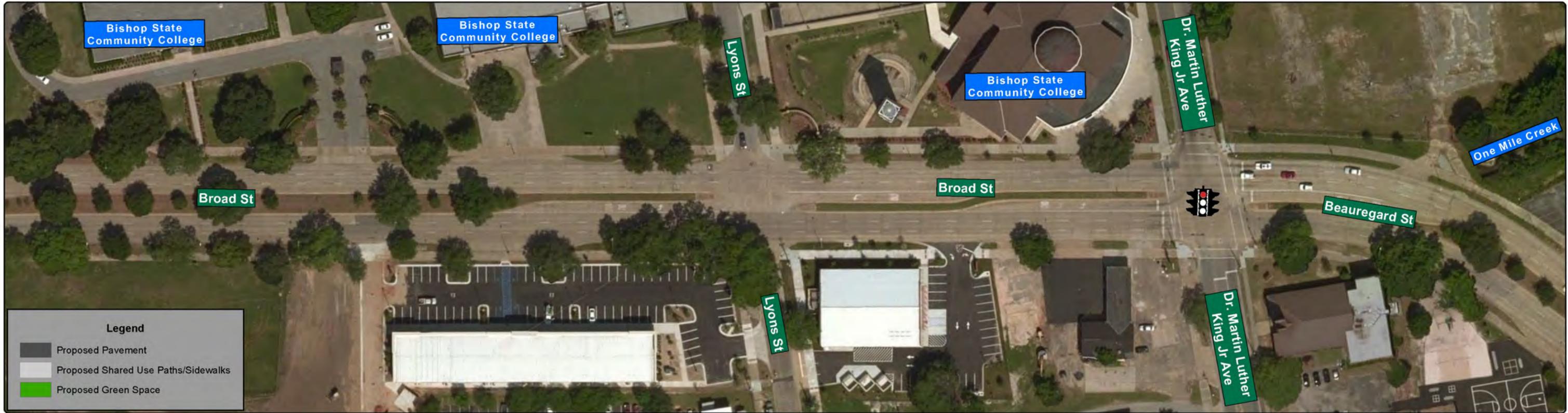
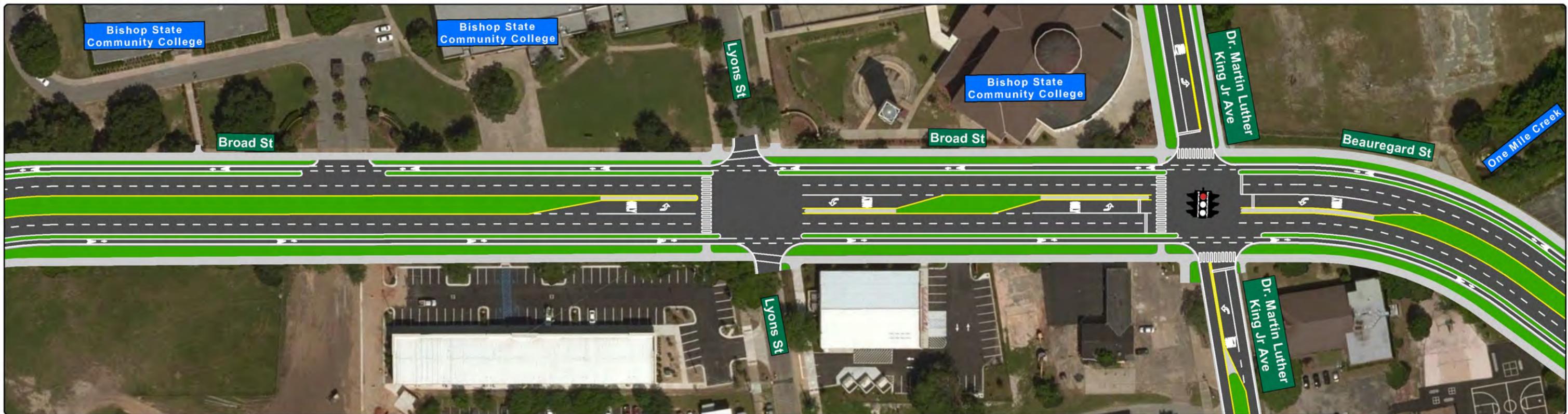


Figure 9
Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project
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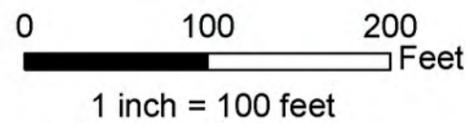


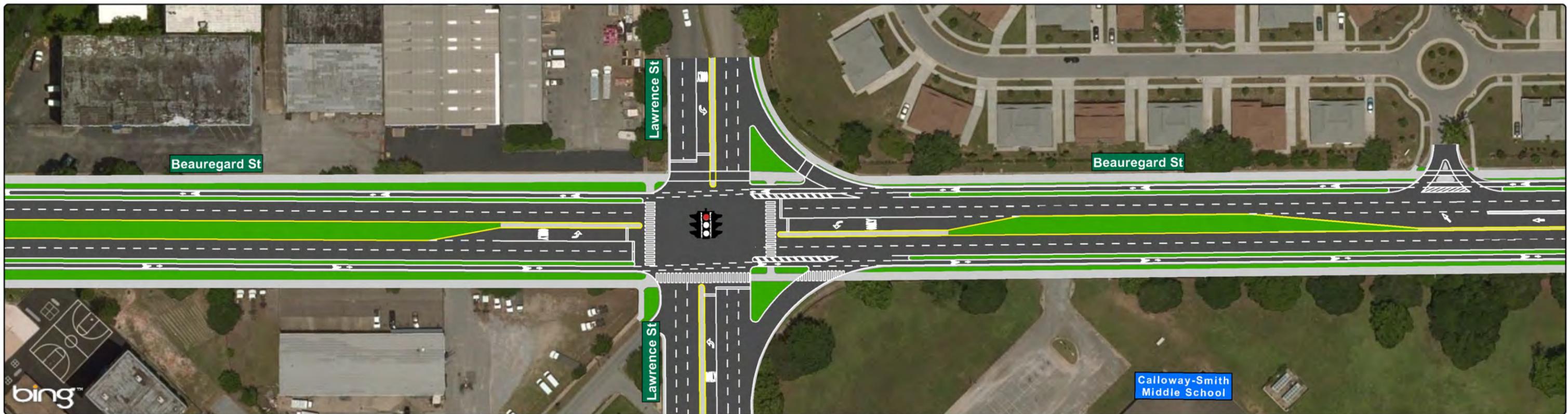
Figure 10
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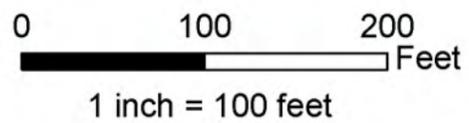


Figure 11
Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project
from Baker Street to Water Street and
Dr. Martin Luther King Jr. Ave (Beauregard Street to Three Mile Creek)

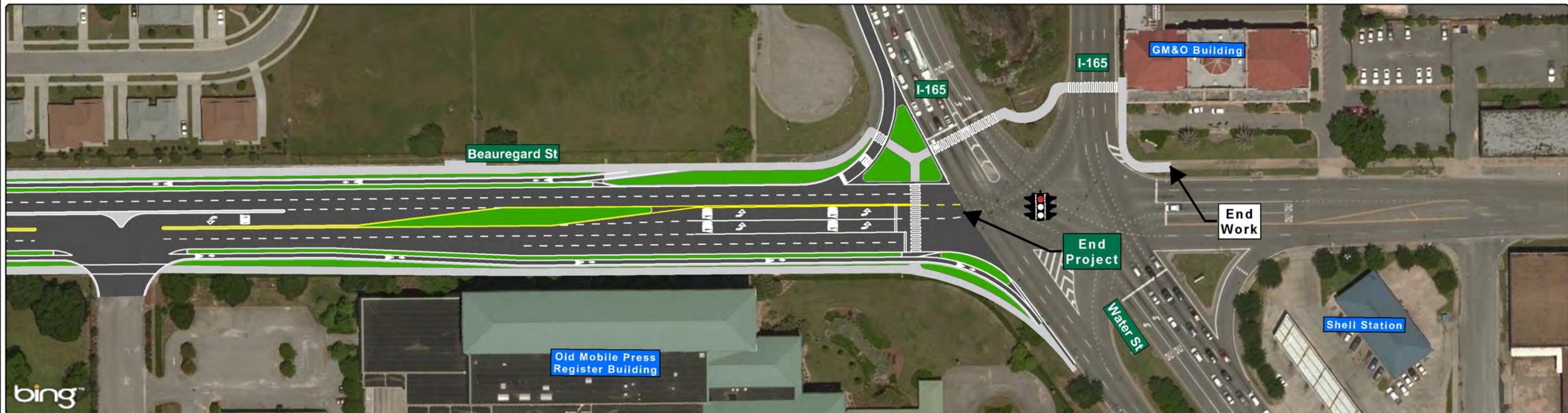
EXISTING



Legend

- Proposed Pavement
- Proposed Shared Use Paths/Sidewalks
- Proposed Green Space

PREFERRED CONCEPT



bing™

0 100 200 Feet
1 inch = 100 feet

Note: This map is for presentation use only and not to be used for construction purposes.

Figure 12
Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project
from Baker Street to Water Street and
Dr. Martin Luther King Jr. Ave (Beauregard Street to Three Mile Creek)

EXISTING



PREFERRED CONCEPT



Note: This map is for presentation use only and not to be used for construction purposes.

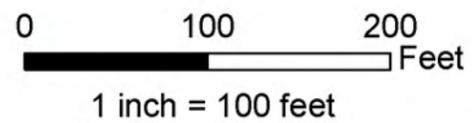


Figure 13
Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project
from Baker Street to Water Street and
Dr. Martin Luther King Jr. Ave (Beauregard Street to Three Mile Creek)

EXISTING



PREFERRED CONCEPT



Note: This map is for presentation use only and not to be used for construction purposes.

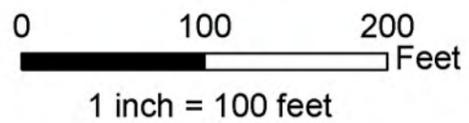


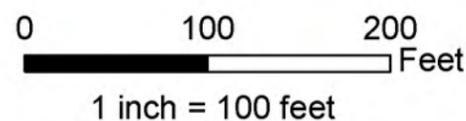
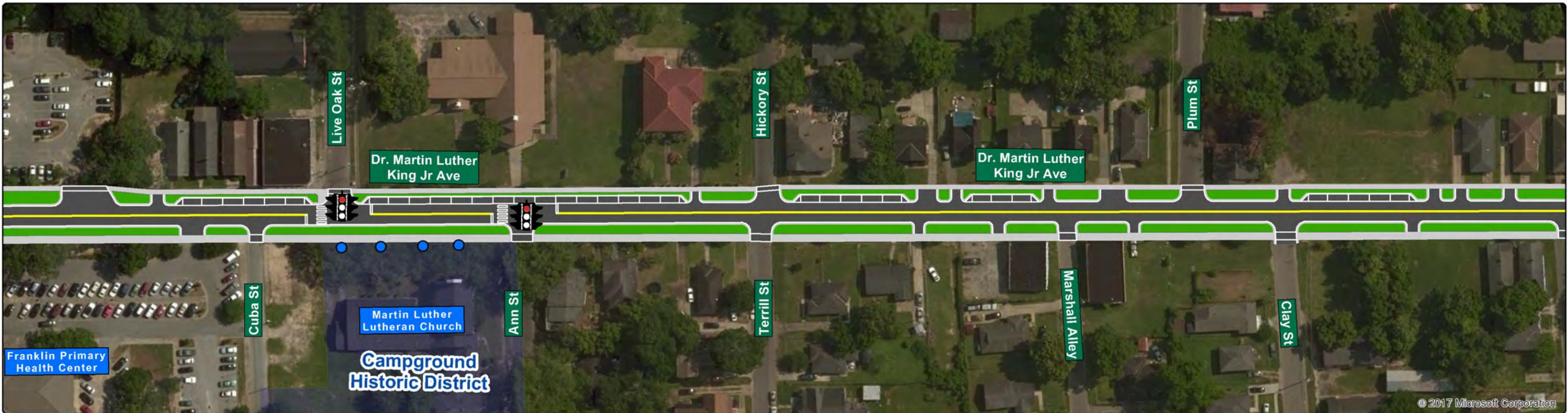
Figure 14
Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project
from Baker Street to Water Street and
Dr. Martin Luther King Jr. Ave (Beauregard Street to Three Mile Creek)



EXISTING



PREFERRED CONCEPT



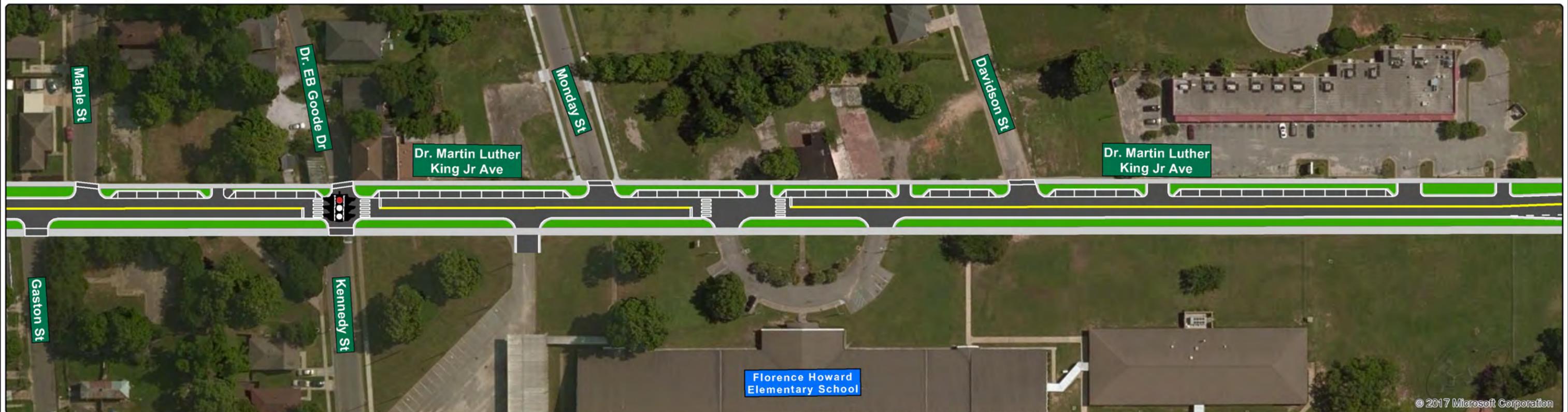
Note: This map is for presentation use only and not to be used for construction purposes.

Figure 15
Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project
from Baker Street to Water Street and
Dr. Martin Luther King Jr. Ave (Beauregard Street to Three Mile Creek)

EXISTING



PREFERRED CONCEPT



Note: This map is for presentation use only and not to be used for construction purposes.

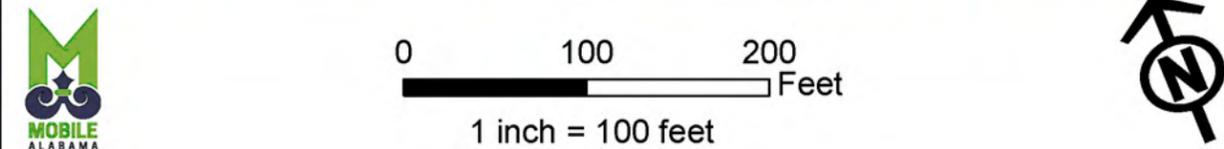


Figure 16
Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project
from Baker Street to Water Street and
Dr. Martin Luther King Jr. Ave (Beauregard Street to Three Mile Creek)



EXISTING



PREFERRED CONCEPT



Note: This map is for presentation use only and not to be used for construction purposes.

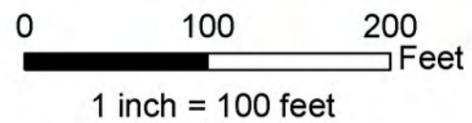
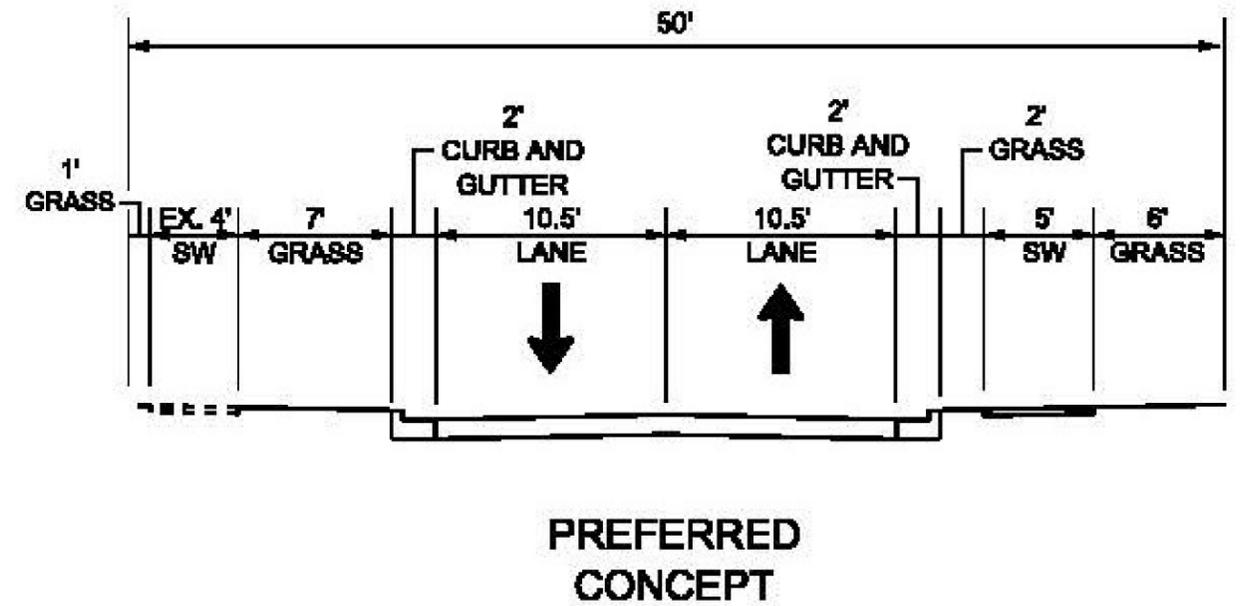
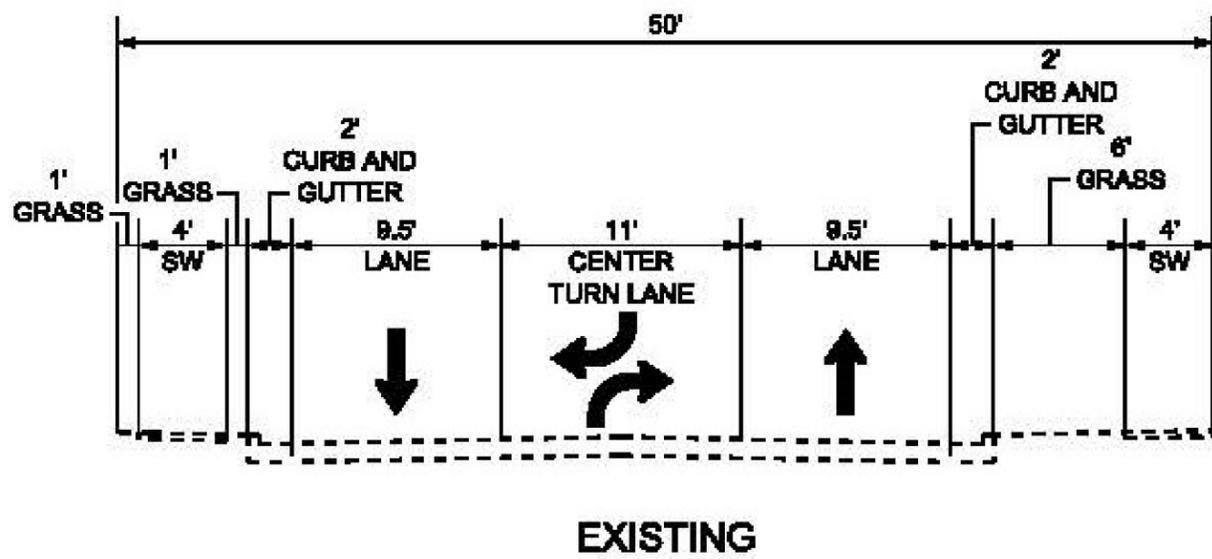


Figure 17
Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project
from Baker Street to Water Street and
Dr. Martin Luther King Jr. Ave (Beauregard Street to Three Mile Creek)



© 2017 Microsoft Corporation

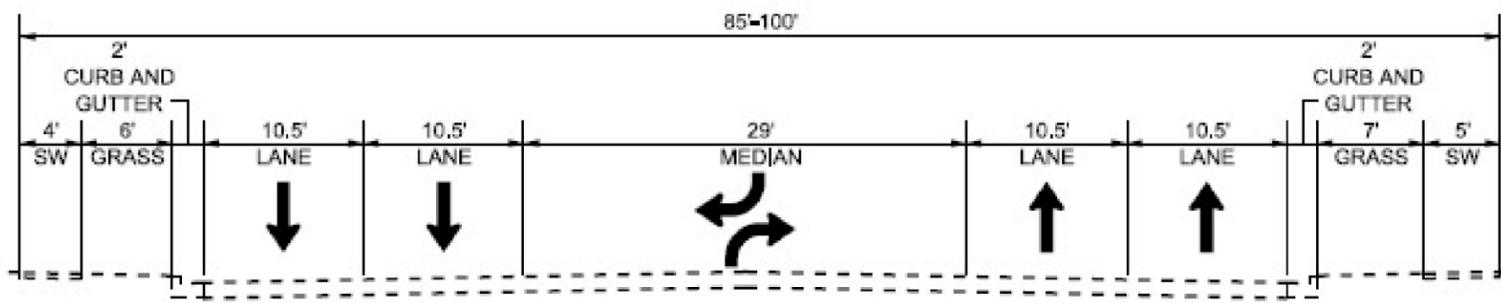


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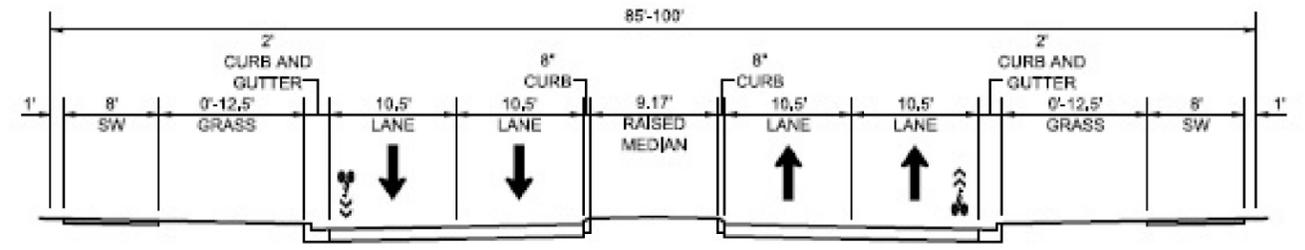
Note: This map is for presentation use only and not to be used for construction purposes.

Figure 18
Typical Section
Broad Street from Baker Street to Baltimore Street
Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project
from Baker Street to Water Street and
Dr. Martin Luther King Jr. Ave (Beauregard Street to Three Mile Creek)





EXISTING



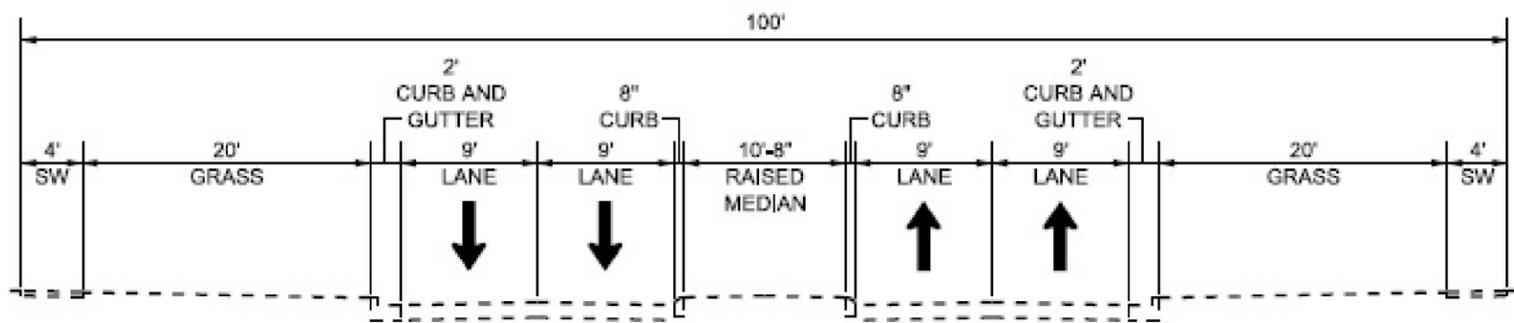
PREFERRED CONCEPT

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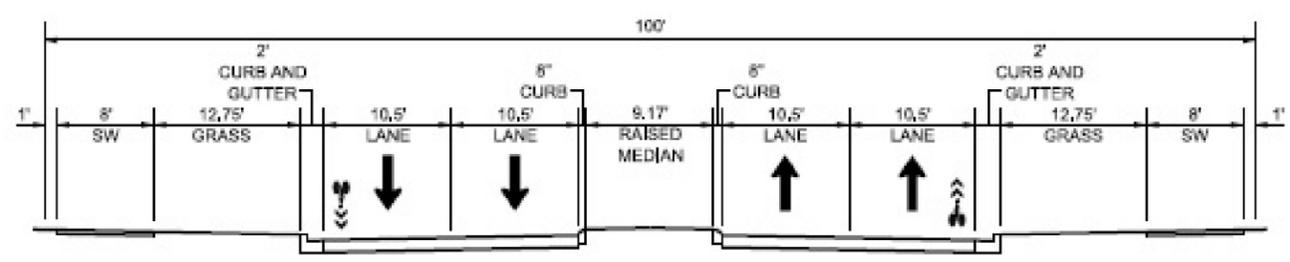
Note: This map is for presentation use only and not to be used for construction purposes.

Figure 19
Typical Section
Broad Street from Baltimore Street to Virginia Street
Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project
from Baker Street to Water Street and
Dr. Martin Luther King Jr. Ave (Beauregard Street to Three Mile Creek)





EXISTING



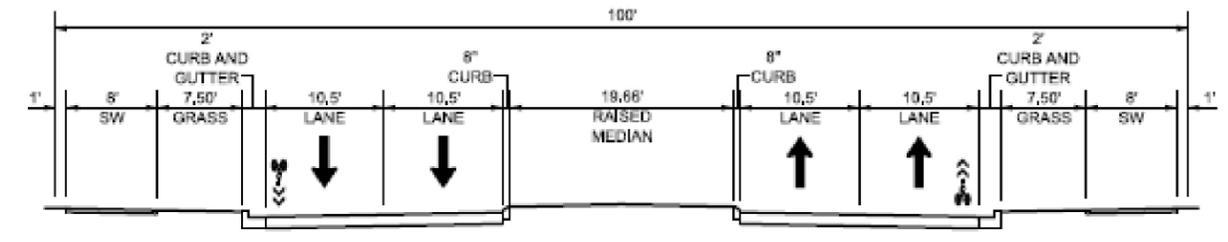
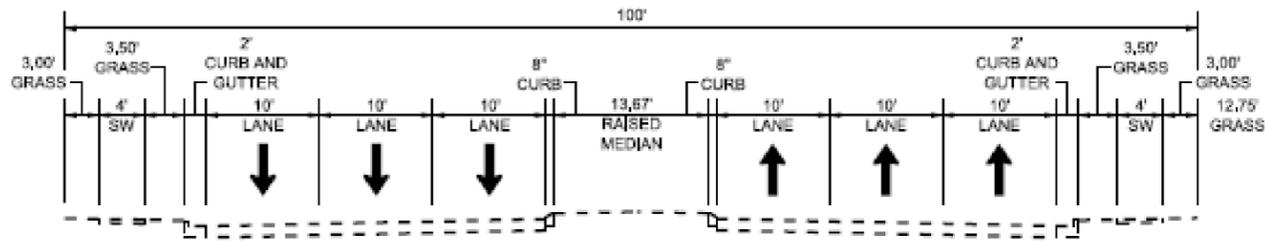
PREFERRED CONCEPT

NOT TO SCALE

Note: This map is for presentation use only and not to be used for construction purposes.

Figure 20
Typical Section
 Broad Street from Virginia Street to Canal Street
 Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project
 from Baker Street to Water Street and
 Dr. Martin Luther King Jr. Ave (Beauregard Street to Three Mile Creek)





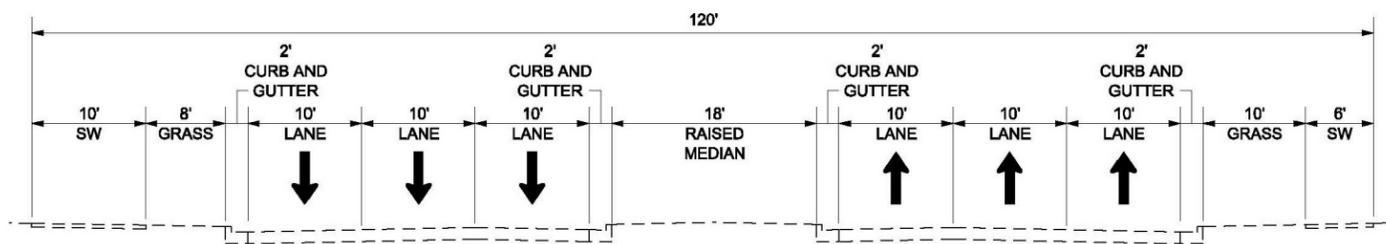
PREFERRED
CONCEPT

NOT TO SCALE

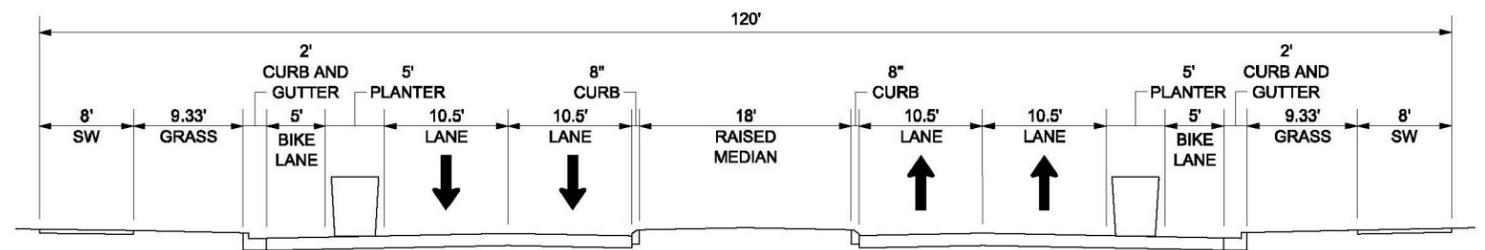
Note: This map is for presentation use only
and not to be used for construction purposes.

Figure 21
Typical Section
Broad Street from Canal Street to Congress Street
Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project
from Baker Street to Water Street and
Dr. Martin Luther King Jr. Ave (Beauregard Street to Three Mile Creek)





EXISTING



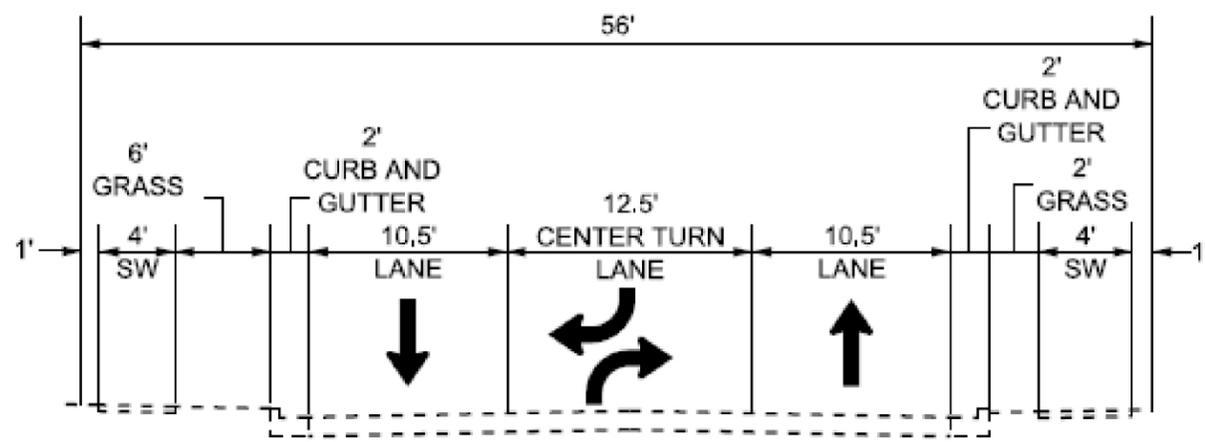
PREFERRED CONCEPT

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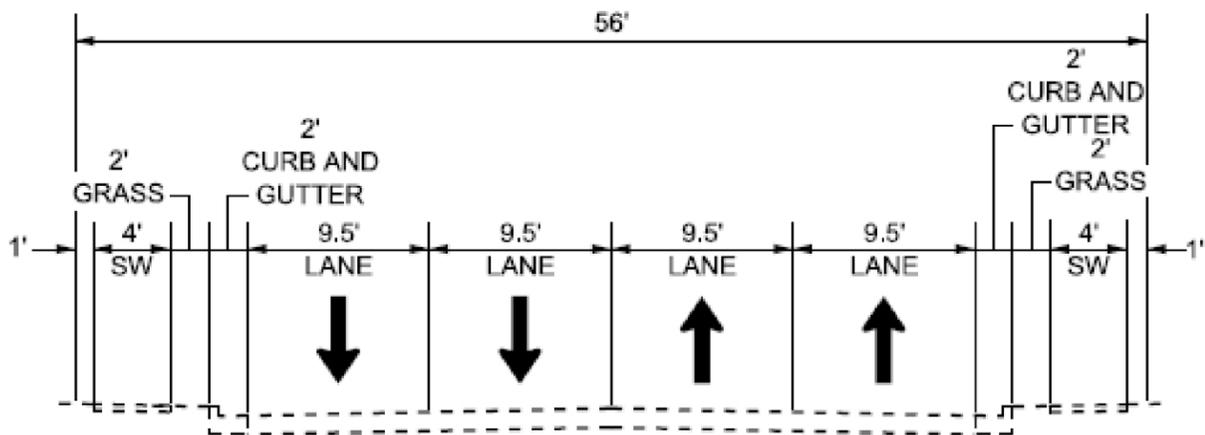
Note: This map is for presentation use only and not to be used for construction purposes.

Figure 22
Typical Section
Broad Street and Beauregard Street from Congress Street to Water Street
Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project
from Baker Street to Water Street and
Dr. Martin Luther King Jr. Ave (Beauregard Street to Three Mile Creek)

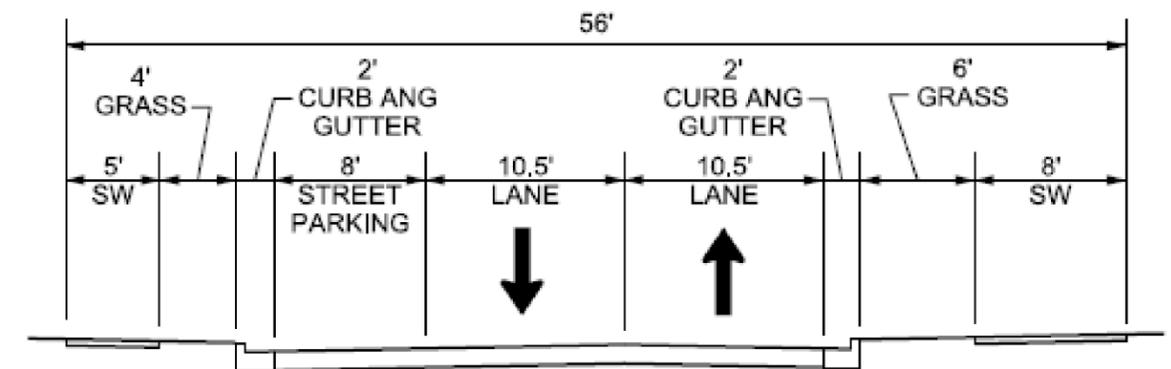




EXISTING
(KENNEDY STREET TO BEAUREGARD STREET)



EXISTING
(THREE MILE CREEK TO KENNEDY STREET)



PREFERRED
CONCEPT

NOT TO SCALE

Note: This map is for presentation use only and not to be used for construction purposes.

Figure 23
Typical Section
Dr. Martin Luther King Jr. Ave from Beauregard Street to Three Mile Creek
Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project
from Baker Street to Water Street and
Dr. Martin Luther King Jr. Ave (Beauregard Street to Three Mile Creek)



APPENDIX B – NRCS-CPA-106 Farmland Form

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request	4. Sheet 1 of <u>1</u>
1. Name of Project Broad Street Improvements		5. Federal Agency Involved FHWA	
2. Type of Project Road Improvements		6. County and State Mobile County, Alabama	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size	
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: %	7. Amount of Farmland As Defined in FPPA Acres: %	
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	0.485			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0			
C. Total Acres In Corridor	0.485			

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15	0			
2. Perimeter in Nonurban Use	10	0			
3. Percent Of Corridor Being Farmed	20	0			
4. Protection Provided By State And Local Government	20	0			
5. Size of Present Farm Unit Compared To Average	10	0			
6. Creation Of Nonfarmable Farmland	25	0			
7. Availability Of Farm Support Services	5	0			
8. On-Farm Investments	20	0			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	0			
TOTAL CORRIDOR ASSESSMENT POINTS	160	0	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	0	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	0	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	0	0	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
-----------------------	---	-----------------------	--

5. Reason For Selection:

Signature of Person Completing this Part: *J. J. [Signature]* DATE 2/3/17

NOTE: Complete a form for each segment with more than one Alternate Corridor

APPENDIX C – RIGHT-OF-WAY FORMS

ALABAMA DEPARTMENT OF TRANSPORTATION
PRELIMINARY PROJECT RELOCATION ANALYSIS

(To be prepared prior to Corridor Public Hearing)

Project No. 2015-202-23 County: Mobile
Description Broad-Beauregard-Dr. Martin Luther King Jr. Avenue Complete Streets Project Alternate No.

DISPLACEMENT AND REPLACEMENT HOUSING INVENTORY ESTIMATE

ESTIMATED NUMBER DISPLACED				INCOME LEVEL					
Type of Displacees	Owners	Tenants	Total	Minority		*0-15	15-30	30-50	Over 50
				Own.	Ten.				
Individuals and Families	0	0	0	0	0				
Businesses	0	0	0	0	0				
Farms	0	0	0	0	0				
Non-Profit Organizations	0	0	0	0	0				
Signs	0	0	0	0	0				

OWNERS VALUE OF DWELLING

DISPLACED DWELLINGS	*0-40	40-60	60-80	80-100	Over 100
1 - 3 BEDROOMS					
4 - OVER BEDROOMS					
AVAILABLE DWELLINGS					
1 - 3 BEDROOMS					
4 - OVER BEDROOMS					

TENANTS MONTHLY RENTAL RATE

DISPLACED UNITS	\$0-150	\$151-300	\$301-400	\$401-500	\$501 +
1 - 3 BEDROOMS					
4 - OVER BEDROOMS					
AVAILABLE UNITS					
1 - 3 BEDROOMS					
4 - OVER BEDROOMS					

Items numbered 1 through 7 on the back of this form must be answered and explained. Number the corresponding responses and attach additional pages as needed.

I certify that the above is a realistic estimate.

Date: 11/10/2016 Signed: _____ Title: Division Relocation Officer

(Submit in duplicate to Bureau of Right of Way)

Attached: Narrative Explanations

*Denotes Thousands

**DSS dwellings currently available.

The information listed below must be furnished as a narrative analysis to the extent appropriate for the project and in accordance with 49 CFR 24.205 and Paragraph G, Section I, of the State's Relocation Assistance Manual.

1. An estimate of the number of households to be displaced, including the family characteristics (e.g. minority, ethnic, handicapped, elderly, large family, income level and owner/tenant status). However, where there are very few displacees, information on race, ethnicity and income levels should not be included in the EIS to protect the privacy of those affected.
2. A discussion comparing available (decent, safe and sanitary) housing in the area with the housing needs of the displacees. The comparison should include: (1) price ranges, (2) sizes (number of bedrooms), and (3) occupancy status (owner/tenant).
3. A discussion of any affected neighborhoods, public facilities, non-profit organizations and families having special composition (e.g. ethnic, minority, elderly, handicapped or other factors) which may require special relocation considerations and the measures proposed to resolve these relocation concerns.
4. A discussion of the measures to be taken where the existing housing inventory is insufficient, does not meet relocation standards or is not within the financial capability of the displacees. A commitment to last resort housing should be included when sufficient comparable replacement housing may not be available.

5. An estimate of the numbers, descriptions, types of occupancy (owner/tenant) and sizes (number of employees) of businesses and farms to be displaced. Additionally, the discussion should identify: (1) sites available in the area to which the affected businesses may relocate. (2) likelihood of such relocation, and (3) potential impacts on individual businesses and farms caused by displacement or proximity of the proposed highway if not displaced.
6. A discussion of the results of contacts, if any, with local governments, organizations, groups and individuals regarding residential and business relocation impacts, including any measures or coordination needed to reduce general and/or specific impacts. These contacts are encouraged for projects with large numbers of relocatees or complex relocation requirements. Specific financial and incentive programs or opportunities beyond those provided by the Uniforms Relocation Act) to residential and business relocatees to minimize impacts may be identified, if available through other agencies or organizations.
7. A statement that: (1) the acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended by the Surface Transportation & Uniform Relocation Assistance Act of 1987, and (2) relocation resources are available to all residential and business relocatees without discrimination.

1. There are no anticipated displacements for either owners or tenants of households or businesses as a result of the Broad-Beauregard-Dr. MLK Jr Ave Complete Streets Project.
2. Since there are no anticipated displacements as a result of the Broad-Beauregard-Dr. MLK Jr Ave Complete Streets Project, there is no need to compare available housing in the area with the housing needs of the displacees.
3. Since there are no relocations on the Broad-Beauregard-Dr. MLK Jr Ave Complete Streets Project, there are not any affected neighborhoods, public facilities, non-profit organizations and families having special composition which may require special relocation considerations.
4. Since there are no anticipated displacees, there will not be a need to consider the measures that will be taken where the existing housing inventory is insufficient, does not meet relocation standards, or is not within the financial capability of the displacees. However, if there are any displacees, there is a commitment to last resort housing that will be made available when sufficient comparable replacement housing is not available.
5. There are no anticipated businesses or farms that will be displaced as a result of the Broad-Beauregard-Dr. MLK Jr Ave Complete Streets Project; therefore, there is not a need to identify available sites for relocation. The likelihood of relocation is very low, and the only impacts on individual businesses will be positive due to the revitalization of the Broad Street Corridor.
6. Since there are no relocations on the Broad-Beauregard-Dr. MLK Jr Ave Complete Streets Project, coordination with local governments, organizations, groups, and individuals regarding residential and business relocation impacts did not take place.
7. If any unexpected acquisitions arise on the Broad-Beauregard-Dr. MLK Jr Ave Complete Streets Project, the acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended by the Surface Transportation & Uniform Relocation Assistance Act of 1987. The relocation of resources is available to all residential and business relocates without discrimination.

APPENDIX D – COORDINATION

- September 21, 2016 USFWS Response – No Endangered or Threatened Species or Critical Habitat.
- December 27, 2016 USACE Response.
- Alabama State Historic Preservation Officer Coordination
 - July 12, 2017 SHPO Concurrence Letter
- Tribal Coordination
 - July 17, 2017 Tribal Coordination Email
- ALDOT Bureau of Materials and Tests
 - November 16, 2016 Hazardous Materials Email.
- Early Coordination & Responses
 - August 31, 2016 Early Coordination Package.
 - September 13, 2016 Office of Water Resources Early Coordination Response.
 - September 14, 2016 Alabama Dept. of Economic and Community Affairs Early Coordination Response.
 - September 14, 2016 Mobile County Public Schools Early Coordination Response.
 - September 14, 2016 USACE Early Coordination Response.
 - September 15, 2016 ADEM Early Coordination Response.
 - October 3, 2016 Representative James E. Buskey Early Coordination Response.
 - October 14, 2016 Most Pure Heart of Mary Catholic School Early Coordination Response.
 - July 10, 2017 ADEM Coastal Section Response
- July 28, 2017 ALDOT and City of Mobile Archaeological Monitoring Agreement Letter

TA/JR
2016-TA-0819

mp

VOLKERT

3809 Moffett Road
Mobile, Alabama 36618
P 251.342.1070
F 251.316.3854
volkert@volkert.com
www.volkert.com

RECEIVED
SEP 12 2016

August 31, 2016

Re: City of Mobile Project No. 2015-202-22
Broad Street Improvements from Baker Street to Water Street and Martin Luther
King Jr. Avenue (Broad Street to Three Mile Creek)
Mobile County, AL

Dear Mr. Pearson,

On behalf of the City of Mobile, our firm is in the process of preparing an environmental document to improve the Broad-Beauregard Corridor and Dr. Martin Luther King Jr. Avenue located in the City of Mobile in Mobile County, AL. The project study corridor extends along Broad Street for approximately 3.75 miles beginning at Baker Street on the south, merging into Beauregard Street where Broad Street intersects Dr. Martin Luther King Jr. Avenue, and ending at the Water Street and I-165 intersection on the north. The project study corridor also extends along Dr. Martin Luther King Jr. Avenue for approximately 1.4 miles beginning at Broad Street on the south and ending at Three Mile Creek on the north. The Broad Street Improvements Project includes the addition of bike lanes, multi-use paths, street lighting, and landscaping. Several intersections along Broad Street will be improved as part of the project. These intersections include Broad Street at Springhill Avenue (US 98)/St. Louis Street/St. Anthony Street, Broad Street at Old Shell Road, Broad Street at Dauphin Street/St. Francis Street, Broad Street at Government Street (US 90), and Broad Street at Canal Street. The project is being funded by the Federal Highway Administration's (FHWA) Transportation Investment Generating Economic Recovery (TIGER) grant program.

The purpose of this project is to provide a continuous multi-modal corridor that will accommodate economic growth along the project corridor. The City of Mobile is investigating all aspects of this proposal in order to determine its feasibility. The early identification of impacts a transportation project may have on an area is needed to assure proper planning.

We would appreciate any comments or useful information that you might have on potential social, economic, or environmental effects of the proposed project. The comments will be taken under consideration during the preparation of the environmental document.

Office Locations:

Birmingham, Foley, Mobile, Montgomery, Alabama • Chipley, Ft. Myers, Gainesville, Pensacola, Tampa, Florida
Atlanta, Columbus, Georgia • Collinsville, Wheaton, Illinois • Baton Rouge, New Orleans, Slidell, Louisiana
Jackson, Mississippi • Jefferson City, Missouri • Raleigh, North Carolina • Harrisburg, Pennsylvania
Chattanooga, Nashville, Tennessee • Alexandria, Chesapeake, Virginia • Washington, D.C.



Also, we are interested in your review of this proposal so that we may satisfy the intent of certain Federal Statutes (Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966 and Section 401 of the Intergovernmental Review Act of 1968). Although Federal-Aid Highway Planning, Research, and Construction projects may not have been selected for review under Alabama's "Intergovernmental Review of Federal Programs" (Executive Order 12372) process, we must still meet these other requirements. Therefore, your review is requested.

Thank you for your assistance in this evaluation process and should you require additional information please feel free to call me at 251-342-1070 or email me at thomas.lee@volkert.com.

Sincerely,



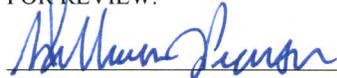
Thomas Lee
Environmental Project Manager

cc: Nick Amberger, P.E., City of Mobile



U.S. Fish and Wildlife Service
1208-B Main Street – Daphne, Alabama 36526
Phone: 251-441-5181 Fax: 251-441-6222

No endangered or threatened species or critical habitat are known to occur in the project area. As described, the project will have no significant impact on fish and wildlife resources. IF PROJECT DESIGN CHANGES ARE MADE, PLEASE SUBMIT NEW PLANS FOR REVIEW.



William J. Pearson, Field Supervisor

9/21/2016

Date

2

Office Locations:

Birmingham, Foley, Mobile, Montgomery, Alabama • Chipley, Ft. Myers, Gainesville, Pensacola, Tampa, Florida
Atlanta, Columbus, Georgia • Collinsville, Wheaton, Illinois • Baton Rouge, New Orleans, Slidell, Louisiana
Jackson, Mississippi • Jefferson City, Missouri • Raleigh, North Carolina • Harrisburg, Pennsylvania
Chattanooga, Nashville, Tennessee • Alexandria, Chesapeake, Virginia • Washington, D.C.





REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, MOBILE DISTRICT
CORPS OF ENGINEERS
P.O. BOX 2288
MOBILE, ALABAMA 36628-0001

December 27, 2016

South Alabama Branch
Regulatory Division

SUBJECT: Department of the Army No Permit Required, File Number SAM-2016-01152-JEB, City of Mobile

City of Mobile
Attention: Mr. Nick Amberger
Post Office Box 1827
Mobile, Alabama 36633-1827

Dear Mr. Amberger:

Reference is made to your consultant's letter dated August 13, 2016 and received in this office on September 12, 2016 regarding your request to improve the Broad-Beauregard Corridor and Dr. Martin Luther King, Jr. Avenue in the City of Mobile. Specifically, the project site is located in Section 29, Township 4 South, Range 1 West, Mobile, Mobile County, Alabama. Project center coordinates are Latitude 30.684087N/ Longitude -88.053657 W.

A desktop review of your submittal revealed that a Department of the Army permit pursuant to Section 404 of the Clean Water Act will not be required as the project site is located entirely in uplands and the Right of Way of existing paved roads.

The statements contained herein do not convey any property rights or any exclusive privileges, and do not authorize any injury to property or obviate the requirements to obtain other local, State, or Federal assent required by law for the activities discussed above.

A copy of this letter is being provided to your consultant, Volkert, Inc., Attention: Mr. Thomas Lee, 3809 Moffett Road, Mobile, Alabama 36618.

Thank you for your cooperation with our permit program. If you have any questions or require further information concerning this matter, please contact me at (251) 690-3184.

For additional information about our Regulatory Program, please visit our web site at www.sam.usace.army.mil/Missions/Regulatory.aspx. Also, please take a moment to complete our customer satisfaction survey located near the bottom of the webpage. Your responses are appreciated and will allow us to improve our services.

Sincerely,


James E. Buckelew
Project Manager
South Alabama Branch
Regulatory Division

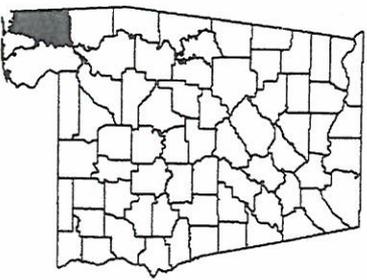
Enclosures



Project Number
2015-202-22
Broad Street Improvements
Mobile County
 (Not to Scale)

Begin Project Lat Long: 30°39'37.711"N 88°3'29.852"W
 End Project Lat Long: 30°41'59.411"N 88°2'454.444"W
 End Work Lat Long: 30°42'12.507"N 88°4'17.944"W

SAM - 25110 - 7102 - WMS
 DEPT. OF THE ARMY



17-0979



ALABAMA DEPARTMENT OF TRANSPORTATION

Design Bureau

1409 Coliseum Boulevard, Montgomery, Alabama 36110
P. O. Box 303050, Montgomery, Alabama 36130-3050
Phone: 334-242-6178 FAX: 334-269-0826

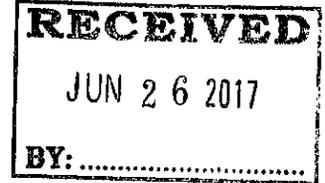


Kay Ivey
Governor

John R. Cooper
Transportation Director

June 26, 2017

Mrs. Lee Anne Wofford
Deputy State Historic Preservation Officer
Alabama Historical Commission
468 South Perry Street
Montgomery, Alabama 36130-0900



RE: City of Mobile Project No. 2015-202-23 A Phase I Cultural Resources Assessment for the Broad-Beauregard-Dr. MLK Jr. Complete Streets Project for the One Mobile: Reconnecting People, Work, and Play through Complete Streets Initiative City of Mobile, Mobile County, AL

Dear Mrs. Wofford:

Please find enclosed CD and one bound copy of the Cultural Resources Survey for the above referenced project for your review and concurrence. The survey consists of the Broad Street Improvements Project (BSIP) from Baker Street to Water Street and Dr. Martin Luther King, Jr. Avenue roughly from Broad Street to Three Mile Creek in the City of Mobile, Mobile County, AL. The BSIP corridor is located in downtown Mobile, Ala. The project corridor is divided into two segments: Broad Street north from I-10 to its connection with Beauregard Street and then east to Water Street, and Dr. Martin Luther King, Jr. Avenue from just south of Broad and Beauregard Streets northwest to Three Mile Creek.

For this study, the Broad and Beauregard Streets corridor was designated BBS and the Dr. Martin Luther King, Jr. Avenue corridor was designated MLK. The proposed project will include reconstruction of portions of Broad and Beauregard Streets and MLK Avenue, with the addition of bicycle lanes, sidewalks, architecturally and historically appropriate street lights, landscaping, removal of vehicular lanes and addition of green spaces, among other enhancements.

The proposed project traverses through or adjacent to seven NRHP Historic Districts, which include; Oakdale Historic District, Oakleigh Garden Historic District, Church Street East Historic District, Old Dauphin Way Historic District, Lower Dauphin Street Historic District, The Campground Historic District, and Lafayette Heights Historic District. More than 100 trees line the seven NRHP Districts. While typically Oak Trees are found, Pines, Sycamores, Cedar and Magnolia Trees are scattered throughout the Districts, as well. Though there is no NRHP Criterion for trees, their physical presence, in some cases, establish the NR Boundaries. When considered part of the landscape and setting, trees are character defining features that add to the Districts' aspects of integrity through location, setting, feeling, and association. Based on the current design, no trees used to establish NR boundaries of a historic district or considered as part of the landscape and setting as character defining features of the historic district, will be removed.

Of the previously mentioned seven NRHP Listed Historic Districts, eighty-five resources, were documented as contributing resources to those Districts; four churches, one convent, one school, one orphans' asylum, two apartment complexes, seven commercial buildings, and sixty-nine historic houses. Fifty-seven properties were evaluated and documented on Broad and Beauregard Streets and forty-four properties were evaluated and documented on MLK Avenue as being fifty years old and over. Of the 101 documented properties, 13 were found potentially eligible for the NRHP.

Two proposed alternates at the Broad Street and Government Street intersection were evaluated. Alternate 1 adds left turn lanes to both eastbound and westbound Government Street. Alternate 2 also adds left turn lanes to Government Street and shifts Broad Street to the east to better accommodate trucks turning from eastbound Government Street to southbound Broad Street. Alternate 2 would require .2 of an acre in additional right-of-way to be acquired to accommodate for shifting Broad Street to the east. The property to be taken is part of a non-contributing resource. The City of Mobile proposes to plant trees to keep with the nearby historic setting and add architectural lighting to accommodate the bike and pedestrian traffic in this area as part of the overall project description.

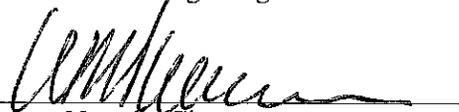
A Phase I Archaeological Survey involved the excavation of 30 shovel tests along N. and S. Broad Streets and 13 shovel tests along MLK Avenue. One new archaeological site, 1MB550 (Broad Street Site) was identified. The site represents the remains of two houses from the late 1800s to the mid-1900s, and is considered potentially eligible for the NRHP based on Criterion D. Phase II archaeological testing is recommended if 1MB550 cannot be avoided during construction for the BSIP. Due to existing conditions (i.e., paved streets, sidewalks, driveways) that limited the Phase I Archaeological Survey, construction plans for the BSIP will be reviewed by ALDOT archaeologists in consultation with the Alabama State Preservation Office (ALSHPO) archaeological staff to determine if proposed construction activities have the potential to impact preserved cultural deposits or features and warrant monitoring by a professional archaeologist. Should it be established that construction activities have the potential to affect *in situ* cultural remains, a monitoring plan will be devised and made available prior to the construction bidding process.

It is our determination, based on the results of this evaluation, that activities of the proposed project will not constitute an adverse effect to any property on or eligible for the *National Register of Historic Places*. Please review this information. If the SHPO agrees please sign and return a copy to the Design Bureau. If you should have any additional questions, please feel free to contact Mr. Bill Turner of our staff at 242-6144.

Sincerely,

Steven E. Walker, P.E.
State Design Engineer

By:

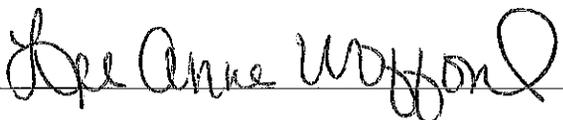


Natasha Clay
State Environmental Administrator
Environmental Technical Section

Enclosures

NC/WBT/pmp

CONCUR:



DATE:

7/12/17

cc: FHWA
Volkert and Associates
Southwest Region
Marie Kyser, ALDOT
ALDOT Cultural Resources File

Thomas Lee

From: Heisler, Timothy (FHWA) <timothy.heisler@dot.gov>
Sent: Monday, July 17, 2017 2:35 PM
To: 'thomas.lee@volkert.com'
Subject: FW: 2015-202-23, Broad-Beauregard-Dr. MLK Jr. Complete Streets Project, Mobile County, State of Alabama, Email 1 of 4
Attachments: Chapters 1-3 Broad-Beauregard-MLK Jr Complete Streets Project Phase I CRA 5.19.17.pdf; Location Map.pdf; SHPO Concurrence Letter.pdf

Thomas,

Please include this email in the NEPA document.

Thanks,

Tim Heisler

From: Heisler, Timothy (FHWA)
Sent: Monday, July 17, 2017 2:31 PM
To: Kenneth H Carleton (kcarleton@choctaw.org) <kcarleton@choctaw.org>; Lindsey D Bilyeu (lbilyeu@choctawnation.com) <lbilyeu@choctawnation.com>; Robert Glenn Thrower (rthrower@pci-nsn.gov) <rthrower@pci-nsn.gov>; Alina Shively (ashively@jenachoctaw.org) <ashively@jenachoctaw.org>; celestine.bryant@actribe.org; David Cook (david.cook@kialegetribe.net) <david.cook@kialegetribe.net>; Earl Barbry Jr. (earlii@tunica.org) <earlii@tunica.org>; Emman Spain <thpo@tttown.org>; Eric Oosahwee-Voss - United Keetoowah Band of Cherokee Indians in Oklahoma (eosahwee-voss@ukb-nsn.gov) <eosahwee-voss@ukb-nsn.gov>; Michael Tarpley (kokua.aina57@gmail.com) <kokua.aina57@gmail.com>; Muscogee (Creek) Nation Section 106 (section106@mcn-nsn.gov) <section106@mcn-nsn.gov>; Samantha Robinson (aqhpo@mail.com) <aqhpo@mail.com>; sheila-bird@cherokee.org; Ted Isham - Seminole Nation of Oklahoma (isham.t@sno-nsn.gov) <isham.t@sno-nsn.gov>
Cc: Urquhart, Lynne (FHWA) (Lynne.Urquhart@dot.gov) <Lynne.Urquhart@dot.gov>
Subject: 2015-202-23, Broad-Beauregard-Dr. MLK Jr. Complete Streets Project, Mobile County, State of Alabama, Email 1 of 4

The Federal Highway Administration Alabama Division (FHWA), in cooperation with the Alabama Department of Transportation (ALDOT), is preparing an environmental document per the National Environmental Policy Act (NEPA) to address an identified transportation need in Mobile County.

This project consists of reconstructing portions of Broad and Beauregard streets and Martin Luther King, Jr. Avenue, with the addition of bicycle lanes, sidewalks, architecturally and historically appropriate street lights, landscaping, removal of vehicular lanes and addition of green spaces, among other enhancements in Mobile, Alabama. Please find a copy of the location map, phase I cultural resource assessment (CRA) & the State Historic Preservation Officer's (SHPO) concurrence letter attached to this email.

FHWA and ALDOT would like to initiate government-to-government consultation with your tribe for the subject Federal-aid project. We respectfully request this consultation to address the cultural and historic resource issues, pursuant to the regulations implementing Section 106 of the National Historic Preservation Act (36 CFR Part 800). We request your comments on the Area of Potential Effects (APE) for this project, and any historic properties present to include Traditional Cultural Properties (TCPs). Also, we invite your comments regarding any other tribal concerns regarding the proposed project. Your response acknowledging your interest in participating as a consulting party for this undertaking is greatly appreciated.

We respectfully request a response by August 18, 2017. Should you have any questions about this project, you may contact me at (334) 274-6370 or email address at timothy.heisler@dot.gov.

Tim Heisler

Transportation Engineer

Federal Highway Administration – Alabama Division

9500 Wynlakes Place

Montgomery, Alabama 36117

Phone: [334.274.6370](tel:334.274.6370)

timothy.heisler@dot.gov

From: Dragotta, Stephanie A.
To: ["thomas.lee@volkert.com"](mailto:thomas.lee@volkert.com)
Cc: ["nick.amberger@cityofmobile.org"](mailto:nick.amberger@cityofmobile.org); ["coumanis@cityofmobile.org"](mailto:coumanis@cityofmobile.org); ["drew.davis@volkert.com"](mailto:drew.davis@volkert.com); ["jason.goffinet@volkert.com"](mailto:jason.goffinet@volkert.com); Ericksen_Matthew
Subject: FW: Broad Street Improvements Project Hazardous Materials Report
Date: Tuesday, November 15, 2016 10:52:48 AM

Thomas,

See below for the review by M&T on the haz mat study. Once the plans are more tied down, they will need to re-evaluate.

Thanks,

Stephanie Dragotta, P.E.

(251) 450-2628 (Office)
1*99*9037 (Southern Linc)

From: Anderson, Adam S.
Sent: Tuesday, November 15, 2016 10:49 AM
To: Dragotta, Stephanie A. <dragottas@dot.state.al.us>
Subject: FW: Broad Street Improvements Project Hazardous Materials Report

Stephanie,

See our comments below. Site 47 is the only real issue we saw on that submittal, but I will say it will all need to be looked at again once plans are developed. It's hard to determine impacts until we can look at a better level of detail. If the plans do not change, Site 47 would require a preliminary investigation to determine if contamination is present since by purchasing the UST pit all the risk at the site is transferred to the City/State (whoever is purchasing ROW).

Hope that helps

Adam Anderson, P.E.
Environmental Analysis & Compliance Engineer
Bureau of Materials and Tests
Alabama Department of Transportation
3700 Fairground Road, Montgomery, AL 36110
(Office) 334.206.2278 (Cell) 334.850.1759

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From: Norris, Joshua
Sent: Tuesday, November 15, 2016 10:24 AM
To: Anderson, Adam S. <andersona@dot.state.al.us>
Subject: RE: Broad Street Improvements Project Hazardous Materials Report

Adam,

After further investigation, although the majority of the potential Hazardous Material sites appear to be outside of the existing ROW, there is an issue with one particular site. Volkert indicated that sites 32 and 47 as being "low risk" and that additional ROW will be acquired. Per Figure 5, it appears that at site 47 the additional acquired ROW line will cross right over the existing tank pit for the gas station. If this is the case, these UST's will have to be removed. It is recommended that these sites are reevaluated as the scope of the project progresses to the final design.

JOSHUA D. NORRIS
ENVIRONMENTAL MANAGER
ALABAMA DEPARTMENT OF TRANSPORTATION
BUREAU OF MATERIALS AND TEST
Office: 334-206-2318
Cell: 334-531-5500



From: Anderson, Adam S.
Sent: Tuesday, November 08, 2016 2:55 PM
To: Norris, Joshua <norrisj@dot.state.al.us>
Subject: Fwd: Broad Street Improvements Project Hazardous Materials Report

Something to look at. We can discuss Monday

Sent from my iPhone

Begin forwarded message:

From: "Dragotta, Stephanie A." <dragottas@dot.state.al.us>
Date: November 7, 2016 at 1:56:14 PM CST
To: "Anderson, Adam S." <andersona@dot.state.al.us>
Cc: "Hossain, Akhter B." <hossaina@dot.state.al.us>
Subject: FW: Broad Street Improvements Project Hazardous Materials Report

Adam,

The City of Mobile has a project that is on our road. (Broad Street and intersections). A Hazardous Materials Report has been completed by Volkert. They are requesting review to see if any further testing is necessary. Could you take a look at this and let me know.

Thanks,

Stephanie Dragotta, P.E.

(251) 450-2628 (Office)
1*99*9037 (Southern Linc)

From: Thomas Lee [<mailto:thomas.lee@volkert.com>]
Sent: Monday, October 31, 2016 11:58 AM
To: Dragotta, Stephanie A. <dragottas@dot.state.al.us>
Cc: nick.amberger@cityofmobile.org; coumanis@cityofmobile.org; drew.davis@volkert.com; jason.goffinet@volkert.com
Subject: Broad Street Improvements Project Hazardous Materials Report

Stephanie,

Per our phone conversation on Friday, October 28, please find the attached transmittal letter and FTP link below for our Broad Street Improvements Project Hazardous Materials Report. The FTP link should prompt you to download a zip file that contains a "Broad Street Improvements Hazardous Materials Report" PDF with the ALDOT Hazardous Materials Notification Forms and figures, the EDR database report and map PDFs, and the ADEM UST Release Incident List PDF. This is for your use in coordinating with ALDOT's Bureau of Materials and Tests to determine if any further testing is necessary. Please let me know if you have any problems downloading the file or if you have any other questions.

[https://securedocs.volkert.com/cgi-bin/FileManager/Manager.pl?file=\(shared\)Environmental%2FBroad%20Street%2FBroad%20Street%20Improvements%20Hazardous%20Materials%20Report.zip&link=71f7a749c3c57cc2dc955c1edcca31f5&a=118](https://securedocs.volkert.com/cgi-bin/FileManager/Manager.pl?file=(shared)Environmental%2FBroad%20Street%2FBroad%20Street%20Improvements%20Hazardous%20Materials%20Report.zip&link=71f7a749c3c57cc2dc955c1edcca31f5&a=118)

Thanks,

Thomas Lee
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thomas.lee@volkert.com

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August 31, 2016

Re: City of Mobile Project No. 2015-202-22
Broad Street Improvements from Baker Street to Water Street and Martin Luther
King Jr. Avenue (Broad Street to Three Mile Creek)
Mobile County, AL

Dear ,

On behalf of the City of Mobile, our firm is in the process of preparing an environmental document to improve the Broad-Beauregard Corridor and Dr. Martin Luther King Jr. Avenue located in the City of Mobile in Mobile County, AL. The project study corridor extends along Broad Street for approximately 3.75 miles beginning at Baker Street on the south, merging into Beauregard Street where Broad Street intersects Dr. Martin Luther King Jr. Avenue, and ending at the Water Street and I-165 intersection on the north. The project study corridor also extends along Dr. Martin Luther King Jr. Avenue for approximately 1.4 miles beginning at Broad Street on the south and ending at Three Mile Creek on the north. The Broad Street Improvements Project includes the addition of bike lanes, multi-use paths, street lighting, and landscaping. Several intersections along Broad Street will be improved as part of the project. These intersections include Broad Street at Springhill Avenue (US 98)/St. Louis Street/St. Anthony Street, Broad Street at Old Shell Road, Broad Street at Dauphin Street/St. Francis Street, Broad Street at Government Street (US 90), and Broad Street at Canal Street. The project is being funded by the Federal Highway Administration's (FHWA) Transportation Investment Generating Economic Recovery (TIGER) grant program.

The purpose of this project is to provide a continuous multi-modal corridor that will accommodate economic growth along the project corridor. The City of Mobile is investigating all aspects of this proposal in order to determine its feasibility. The early identification of impacts a transportation project may have on an area is needed to assure proper planning.

We would appreciate any comments or useful information that you might have on potential social, economic, or environmental effects of the proposed project. The comments will be taken under consideration during the preparation of the environmental document.

Office Locations:

Birmingham, Foley, Mobile, Montgomery, Alabama • Chipley, Ft. Myers, Gainesville, Pensacola, Tampa, Florida
Atlanta, Columbus, Georgia • Collinsville, Wheaton, Illinois • Baton Rouge, New Orleans, Slidell, Louisiana
Jackson, Mississippi • Jefferson City, Missouri • Raleigh, North Carolina • Harrisburg, Pennsylvania
Chattanooga, Nashville, Tennessee • Alexandria, Chesapeake, Virginia • Washington, D.C.



Also, we are interested in your review of this proposal so that we may satisfy the intent of certain Federal Statutes (Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966 and Section 401 of the Intergovernmental Review Act of 1968). Although Federal-Aid Highway Planning, Research, and Construction projects may not have been selected for review under Alabama's "Intergovernmental Review of Federal Programs" (Executive Order 12372) process, we must still meet these other requirements. Therefore, your review is requested.

Thank you for your assistance in this evaluation process and should you require additional information please feel free to call me at 251-342-1070 or email me at thomas.lee@volkert.com.

Sincerely,



Thomas Lee
Environmental Project Manager

cc: Nick Amberger, P.E., City of Mobile

Office Locations:

Birmingham, Foley, Mobile, Montgomery, Alabama • Chipley, Ft. Myers, Gainesville, Pensacola, Tampa, Florida
Atlanta, Columbus, Georgia • Collinsville, Wheaton, Illinois • Baton Rouge, New Orleans, Slidell, Louisiana
Jackson, Mississippi • Jefferson City, Missouri • Raleigh, North Carolina • Harrisburg, Pennsylvania
Chattanooga, Nashville, Tennessee • Alexandria, Chesapeake, Virginia • Washington, D.C.



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Mr. John McMillian
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Alabama Department of Agriculture & Industries
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Alabama Emergency Management Agency
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Soil Survey Regional Director
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Mayor of Mobile
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Honorable Joel Daves
Councilmember
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Honorable Bess Rich
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Honorable Levon C. Manzie
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Councilmember
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Honorable Jerry Carl
Mobile County Commission
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Honorable Merceria L. Ludgood
Mobile County Commission
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Honorable Connie Hudson
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Honorable Don Davis
Judge of Probate
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Honorable Vician D. Figures
Senate of Alabama
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Honorable Rusty Glover
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Honorable James E. Buskey
Alabama House of Representatives
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Honorable Chris Pringle
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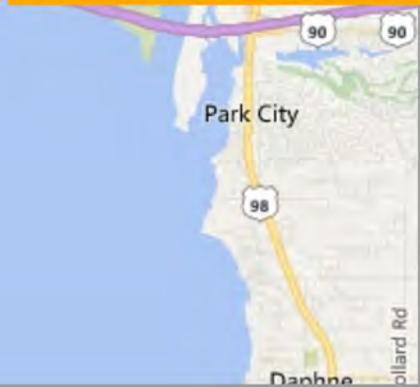
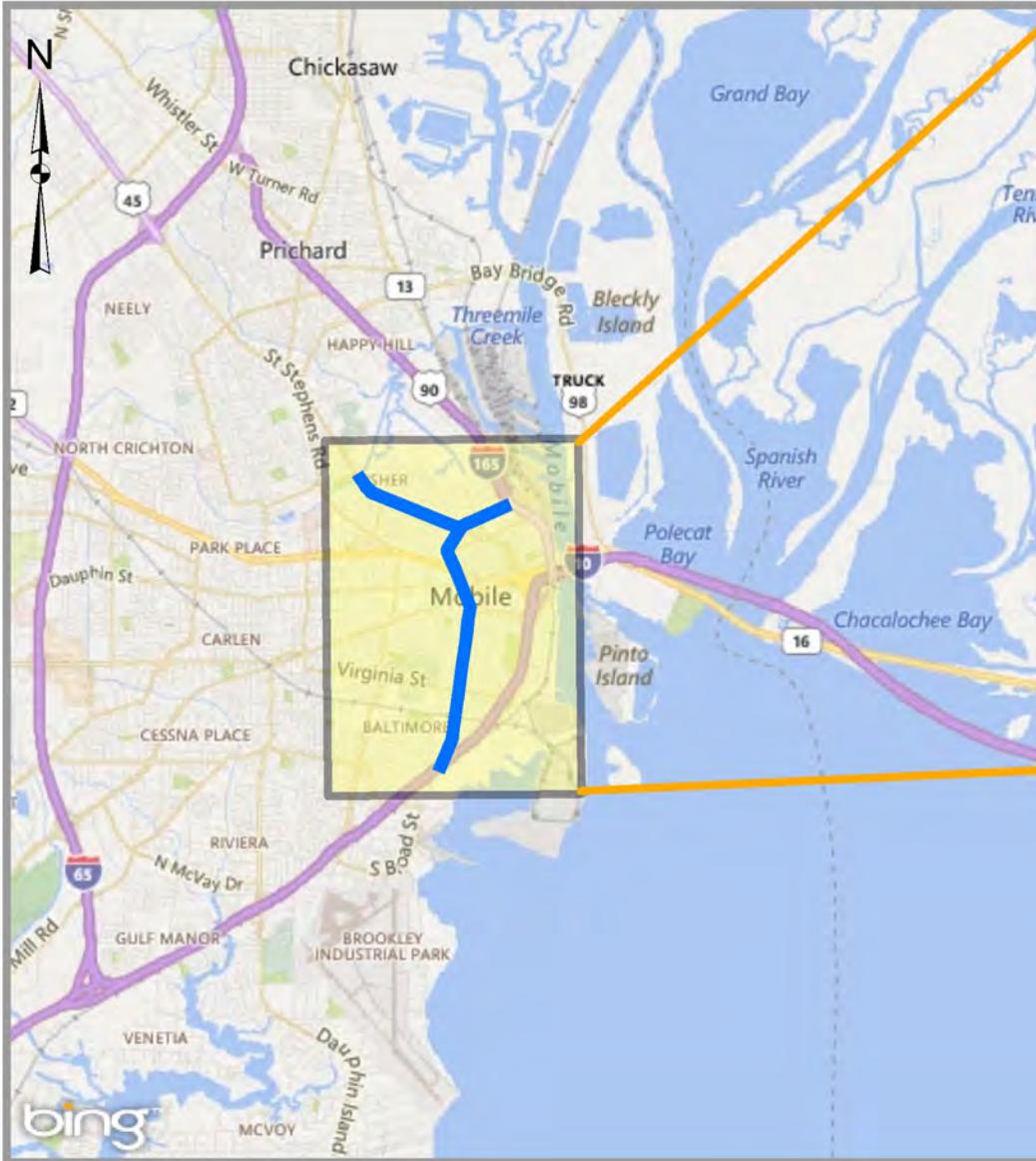
Honorable Victor Gaston
Alabama House of Representatives
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Montgomery, Alabama 36130-2950

Honorable Jack W. Williams
Alabama House of Representatives
102nd District
11 S. Union Street
Suite 524-F
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Honorable Margie Wilcox
Alabama House of Representatives
104th District
11 S. Union Street
Suite 524-F
Montgomery, Alabama 36130-2950



Project Number
2015-202-22
Broad Street Improvements
Mobile County
 (Not to Scale)
 Begin Project Lat Long: 30°39'37.711"N 88°3'29.852"W
 End Project Lat Long: 30°41'59.411"N 88°2'45.444"W
 End Work Lat Long: 30°42'12.507"N 88°4'17.944"W



OFFICE OF THE GOVERNOR

ROBERT BENTLEY
GOVERNOR



STATE OF ALABAMA

ALABAMA DEPARTMENT OF ECONOMIC
AND COMMUNITY AFFAIRS

JIM BYARD, JR.
DIRECTOR

September 13, 2016

Volkert, Inc.
Mr. Thomas Lee
Environmental Project Manager
P.O. Box 7434
Mobile, AL 36670-0434

Dear Mr. Lee:

The Office of Water Resources (OWR) reviewed the enclosed documents from Volkert, Inc. The documents were sent to former Commissioner Malcolm Steeves in care of the OWR for review of the Broad Street Improvements from Baker Street to Three Mile Creek in Mobile County, AL.

The Alabama Water Resources Act (Act # 93-44; Code of Alabama, 1975, §9-10B et seq.) established the OWR as a permanent division of the Alabama Department of Economic and Community Affairs (ADECA) in 1993. The Act also authorized a wide array of water quantity programs and established the Alabama Water Resources Commission. The Commission advises the OWR, makes policy recommendations to the Governor and the Legislature, and adopts the rules and regulations for the programs implemented by the OWR.

The mission of the OWR is to plan, coordinate, develop, and manage Alabama's water resources, both ground and surface water, in a manner that is in the best interests of the State of Alabama. This includes recommending policies and legislation, conducting technical studies, implementing and participating in programs and projects, and actively representing Alabama's intra and interstate water resource interests. It is also the role of the OWR to review and submit comments to requests such as yours.

The OWR does not have any questions or comments and appreciates the opportunity to review this project. As Mr. Steeves' appointment to the commission has expired, the OWR will not notify him of your inquiry.

Do not hesitate to contact me at 334-242-5499 should you have any questions.

Sincerely,

J. Brian Atkins, P.E.
Division Chief
Alabama Office of Water Resources

JBA/lm

Enclosures (2)



3809 Moffett Road
Mobile, Alabama 36618
P 251.342.1070
F 251.316.3854
volkert@volkert.com
www.volkert.com

August 31, 2016

Re: City of Mobile Project No. 2015-202-22
Broad Street Improvements from Baker Street to Water Street and Martin Luther King Jr. Avenue (Broad Street to Three Mile Creek)
Mobile County, AL

Dear Mr. Steeves,

On behalf of the City of Mobile, our firm is in the process of preparing an environmental document to improve the Broad-Beauregard Corridor and Dr. Martin Luther King Jr. Avenue located in the City of Mobile in Mobile County, AL. The project study corridor extends along Broad Street for approximately 3.75 miles beginning at Baker Street on the south, merging into Beauregard Street where Broad Street intersects Dr. Martin Luther King Jr. Avenue, and ending at the Water Street and I-165 intersection on the north. The project study corridor also extends along Dr. Martin Luther King Jr. Avenue for approximately 1.4 miles beginning at Broad Street on the south and ending at Three Mile Creek on the north. The Broad Street Improvements Project includes the addition of bike lanes, multi-use paths, street lighting, and landscaping. Several intersections along Broad Street will be improved as part of the project. These intersections include Broad Street at Springhill Avenue (US 98)/St. Louis Street/St. Anthony Street, Broad Street at Old Shell Road, Broad Street at Dauphin Street/St. Francis Street, Broad Street at Government Street (US 90), and Broad Street at Canal Street. The project is being funded by the Federal Highway Administration's (FHWA) Transportation Investment Generating Economic Recovery (TIGER) grant program.

The purpose of this project is to provide a continuous multi-modal corridor that will accommodate economic growth along the project corridor. The City of Mobile is investigating all aspects of this proposal in order to determine its feasibility. The early identification of impacts a transportation project may have on an area is needed to assure proper planning.

We would appreciate any comments or useful information that you might have on potential social, economic, or environmental effects of the proposed project. The comments will be taken under consideration during the preparation of the environmental document.

Office Locations:

Birmingham, Foley, Mobile, Montgomery, Alabama • Chipley, Ft. Myers, Gainesville, Pensacola, Tampa, Florida
Atlanta, Columbus, Georgia • Collinsville, Wheaton, Illinois • Baton Rouge, New Orleans, Slidell, Louisiana
Jackson, Mississippi • Jefferson City, Missouri • Raleigh, North Carolina • Harrisburg, Pennsylvania
Chattanooga, Nashville, Tennessee • Alexandria, Chesapeake, Virginia • Washington, D.C.



Also, we are interested in your review of this proposal so that we may satisfy the intent of certain Federal Statutes (Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966 and Section 401 of the Intergovernmental Review Act of 1968). Although Federal-Aid Highway Planning, Research, and Construction projects may not have been selected for review under Alabama's "Intergovernmental Review of Federal Programs" (Executive Order 12372) process, we must still meet these other requirements. Therefore, your review is requested.

Thank you for your assistance in this evaluation process and should you require additional information please feel free to call me at 251-342-1070 or email me at thomas.lee@volkert.com.

Sincerely,



Thomas Lee
Environmental Project Manager

cc: Nick Amberger, P.E., City of Mobile

Office Locations:

Birmingham, Foley, Mobile, Montgomery, Alabama • Chipley, Ft. Myers, Gainesville, Pensacola, Tampa, Florida
Atlanta, Columbus, Georgia • Collinsville, Wheaton, Illinois • Baton Rouge, New Orleans, Slidell, Louisiana
Jackson, Mississippi • Jefferson City, Missouri • Raleigh, North Carolina • Harrisburg, Pennsylvania
Chattanooga, Nashville, Tennessee • Alexandria, Chesapeake, Virginia • Washington, D.C.



**Project Number
2015-202-22
Broad Street Improvements
Mobile County**

(Not to Scale)

Begin Project Lat Long: 30°39'37.711"N 88°3'29.852"W

End Project Lat Long: 30°41'59.411"N 88°2'454.444"W

End Work Lat Long: 30°42'12.507"N 88°4'17.944"W



OFFICE OF THE GOVERNOR

ROBERT BENTLEY
GOVERNOR



STATE OF ALABAMA

ALABAMA DEPARTMENT OF ECONOMIC
AND COMMUNITY AFFAIRS

JIM BYARD, JR.
DIRECTOR

September 14, 2016

Mr. Thomas Lee
Environmental Project Manager
Volkert
3809 Moffett Road
Mobile, Alabama 36618-1209

Dear Mr. Lee:

RE: Project: City of Mobile No. 2015-202-22 – Mobile County
Broad Street Improvements from Baker Street to Water Street and Martin Luther King
Jr. Avenue (Broad Street to Three Mile Creek)
Request for Determination of Section 6(f)(3) Limitation of Use

I am in receipt of your letter dated August 31, 2016, in which you requested identification of any Section 6(f)(3) Limitation of Use restrictions due to previous Land and Water Conservation Fund (LWCF) or Recreational Trails Program (RTP) assisted projects associated with the project area referenced above.

We have determined that the proposed project activities will not occur within the Section 6(f)(3) boundaries of a park or recreation area previously assisted with LWCF or RTP funds. Therefore, we have no comments regarding the proposed project.

If you have any questions, please contact Crystal Davis, Recreation and Conservation Programs Manager, at (334) 353-2630.

Sincerely,

Maureen E. Neighbors, Unit Chief
Community Services

MEN:TNS:km

cc: Mr. Nick Amberger, P.E., City of Mobile



Mobile County PUBLIC SCHOOLS

1 Magnum Pass | Mobile, Alabama 36618 | 251-221-4000 | www.mcpss.com

BOARD OF SCHOOL COMMISSIONERS

Don Stringfellow, President - District 2
Reginald A. Crenshaw, Ph.D., V. President - District 3
L. Douglas Harwell, Jr. - District 1
Robert E. Battles, Sr. - District 4
William C. Foster, Ed.D. - District 5

SUPERINTENDENT Martha L. Peek

September 14, 2016

Mr. Thomas Lee
Environmental Project Manager
Volkert
3809 Moffett Road
Mobile, Alabama 36618

Dear Mr. Lee:

I have received your correspondence regarding the City of Mobile Project No. 2015-202-22 Broad Street Improvements from Baker Street to Water Street and Martin Luther King Jr. Avenue (Broad Street to Three Mile Creek). The information has been reviewed and the Mobile County Public School System finds it to be a project that will enhance the area and positively impact the City of Mobile.

The Mobile County Public School System supports projects of this nature which have the potential to improve the quality of life for all citizens.

Sincerely,

Martha L. Peek
Superintendent

MLP:psj



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
MOBILE DISTRICT, CORPS OF ENGINEERS
P.O. BOX 2288
MOBILE, AL 36628-0001

September 14, 2016

South Alabama Branch
Regulatory Division

City of Mobile
Attention: Mr. Nick Amberger
Post Office Box 1827
Mobile, Alabama 36633-1827

Dear Mr. Amberger:

I refer to your recent submittal of a request for a Department of the Army jurisdictional determination in Mobile, Mobile County, Alabama. This project has been assigned file number **SAM-2016-01152-JEB**. It is important that you refer to the assigned number in all communication with this office concerning this matter.

A copy of this letter is being provided to your agent, Volkert, Inc., Attention: Mr. Thomas Lee, Post Office Box 7434, Mobile, Alabama 36670-0434.

If after reviewing your submittal we determine that additional information is required, we will contact you. However, should you have any questions, please feel free to contact me at (251) 690-3184, or by email at James.E.Buckelew@usace.army.mil.

Sincerely,

A handwritten signature in blue ink, appearing to be "ES" or similar initials.

Eric Buckelew
Project Manager
Regulatory Division



Alabama Department of Environmental Management
adem.alabama.gov

1400 Coliseum Blvd. 36110-2400 ■ Post Office Box 301463
Montgomery, Alabama 36130-1463
(334) 271-7700 ■ FAX (334) 271-7950

September 15, 2016

Mr. Thomas Lee, Environmental Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, Alabama 36618

RE: City of Mobile Project No. 2015-202-22
Broad Street Improvements
Request for Environmental Review

Dear Mr. Lee:

We have reviewed your submittal regarding the referenced project. Based on the information you provided, we have no objections to the project as presented. Please ensure that the following general requirements are met:

1. The project must comply with the storm water permitting requirements found at <http://www.adem.alabama.gov/programs/water/constructionstormwater.cnt>.
2. The project must comply with all applicable Department regulations.

This letter should not be construed as an approval on behalf of any other agency. If you have any questions, please contact me at (334) 271-7951.

Sincerely,

A handwritten signature in black ink that reads "Samantha P. Sims".

Samantha P. Sims, P.E.
State Revolving Fund Section
Permits and Services Division





**ALABAMA
HOUSE OF REPRESENTATIVES**

11 S. UNION STREET, MONTGOMERY ALABAMA 36130

REP. JAMES E. BUSKEY
DISTRICT No. 99
2207 BARRETT'S LANE
MOBILE, ALABAMA 36617

October 3, 2016

STATE HOUSE: 334-242-7757
DISTRICT: 251-208-5480

Mr. Thomas Lee
Environmental Project Manager
Volkert
3809 Moffett Road
Mobile, AL 36618

Dear Mr. Lee:

Thank you for sending me a copy, for review, on City of Mobile Project No. 2015-202-22.

Many of the streets and intersections in the project study corridor are ones which I travel on a regular basis. As I understand it, improvements are proposed in the project which will include street lighting, intersections Improvement at various points, and others.

At this point, I am encouraged by the proposal and cannot think of any negative impact by the proposal.

Sincerely,

A handwritten signature in cursive script that reads "James E. Buskey".

Representative James E. Buskey

JEB:et

From: Jamie Crain
To: [Thomas Lee](#)
Subject: Re: Broad Street Improvements Project
Date: Friday, October 14, 2016 2:04:51 PM

Mr. Lee,

Thank you for reaching out to me. Senator Hightower is well respected and we appreciate his efforts to help us. I have been informed and invited to attend the Nov. 10 meeting. I look forward to hearing about the proposed project. I know that several other interested members of the school as well as myself will be attending the meeting. Looking forward to meeting you.

Thank You,
Jamie Crain

On Fri, Oct 14, 2016 at 1:14 PM, Thomas Lee <thomas.lee@volkert.com> wrote:

Ms. Crain,

Volkert is currently working with the City of Mobile on the Proposed Broad Street/Beauregard Street Improvements Project from I-10 to Water Street and Dr. Martin Luther King Jr. Avenue from Beauregard Street to Three Mile Creek. Senator Bill Hightower reached out to me about including the Most Pure Heart of Mary Catholic School and Parish in our discussions for the project. We have an upcoming Public Involvement Meeting scheduled for Thursday, November 10, on the 4th floor of the International Trade Center from 5:30pm to 7:30pm that will have information on the project along with displays showing what is being proposed along the corridor. We would encourage anyone that has interest in the project at your school or parish to attend the meeting if they can so that we can better understand the public's opinion on what the City of Mobile has proposed. I have also attached to this email the advertisement that ran in the Press-Register for the meeting. Please feel free to contact me by email or by phone at [251-342-1070](tel:251-342-1070) if you have any questions or comments on the project. Hope you have a good weekend!

Thanks,

Thomas Lee

Volkert, Inc.

**3809 Moffett Road
Mobile, AL 36618**

Office: [251-342-1070](tel:251-342-1070) ext. 1106

Cell: [251-454-5528](tel:251-454-5528)

thomas.lee@volkert.com

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--

Mrs. Jamie Crain
Principal
Most Pure Heart of Mary School
251.432.5270

Thomas Lee

From: Brown, Scott <jsb@adem.alabama.gov>
Sent: Monday, July 10, 2017 1:22 PM
To: 'Thomas Lee'
Cc: Genard, Lacey M; Rainey, Mark; Phelps, Cline Allen
Subject: RE: Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project - Coastal Zone

Good afternoon Mr. Lee:

Extreme portions of the project would occur in the Coastal Area.

Given the description of the project proposal, further coordination with the ADEM's Coastal Program is not necessary unless you find yourself in need of an official *approval* pursuant to Title 15 C.F.R. Part 930 Subpart F or unless you are required to obtain a federal permit from the U.S. Army Corps of Engineers for jurisdictional wetlands impacts.

v/r,

J. Scott Brown

From: Thomas Lee [mailto:thomas.lee@volkert.com]
Sent: Friday, July 07, 2017 10:21 AM
To: Brown, Scott
Subject: Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project - Coastal Zone

Mr. Brown,

We (Volkert) are currently working with the City of Mobile on the Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project. I have attached a project description letter and project location map to better help you understand where the project is located and what the project entails. I am contacting you in regards to the Coastal Zone and how it relates to the proposed project. Could you please let me know if the proposed project is located within the Coastal Zone and what the ADEM Coastal Section would require for the proposed project. If you need any more information on the project or have any questions please do not hesitate to call me at (251) 342-1070. I appreciate you taking time to look at this for us.

Thanks,

Thomas Lee
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618
Office: (251) 342-1070 ext. 1106
Cell: (251) 454-5528
thomas.lee@volkert.com

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ALABAMA DEPARTMENT OF TRANSPORTATION

1409 Coliseum Boulevard, Montgomery, Alabama 36110
P. O. Box 303050, Montgomery, Alabama 36130-3050



Kay Ivey
Governor

John R. Cooper
Transportation Director

July 28, 2017

Mr. Nicholas Amberger, P.E.
City of Mobile
Engineering Department
P.O. Box 1827
Mobile, Alabama 36633

Subject: Project 2015-202-23
Broad Street Improvements
Mobile County

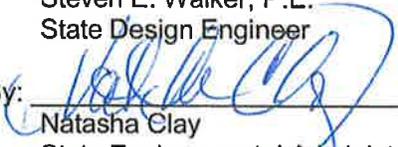
Mr. Amberger:

Due to existing conditions (i.e., paved streets, sidewalks, driveways, large Oak trees) that limited the Phase I archaeological survey, construction plans for the above referenced project will be reviewed by ALDOT archaeologists in consultation with the Alabama State Historic Preservation Office (ALSHPO) archaeological staff to determine if proposed construction activities have the potential to impact preserved cultural deposits or features and warrant monitoring by a professional archaeologist. Should it be established that construction activities have the potential to affect in situ cultural remains, a Construction Monitoring Plan will be devised and made available prior to the construction bidding process. Based on the results documented in the Phase I archaeological survey, the current disturbed conditions and the conceptual construction plans, ALDOT anticipates monitoring activities, if required, will be limited to the areas of high potential as identified in the attached map. Archaeological services associated with the Construction Monitoring Plan are not expected to exceed \$15,000 and will not exceed this amount without further discussion and approval from the City of Mobile. However, if cultural remains are discovered during construction monitoring or during any other stage of construction, the construction operations will cease in the area of discovery and procedures under 36 CFR §800.13.(2)(b), (Post Review Discoveries) shall be followed. ALDOT cultural resources personnel, the ALSHPO, and if necessary, tribal representatives shall be contacted to assess the site and to determine the most appropriate course of action.

If monitoring is warranted, ALDOT requests the City of Mobile add a note to the construction plans for that project phase. This note will instruct the contractor to notify ALDOT archaeologists 48 hours prior to digging in the areas that are included in the Construction Monitoring Plan so that a professional archaeologist meeting Secretary of Interior Standards can be made available for field operations. Please sign and return this letter if you are in agreement.

Sincerely,

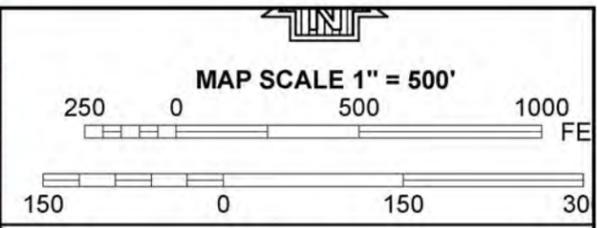
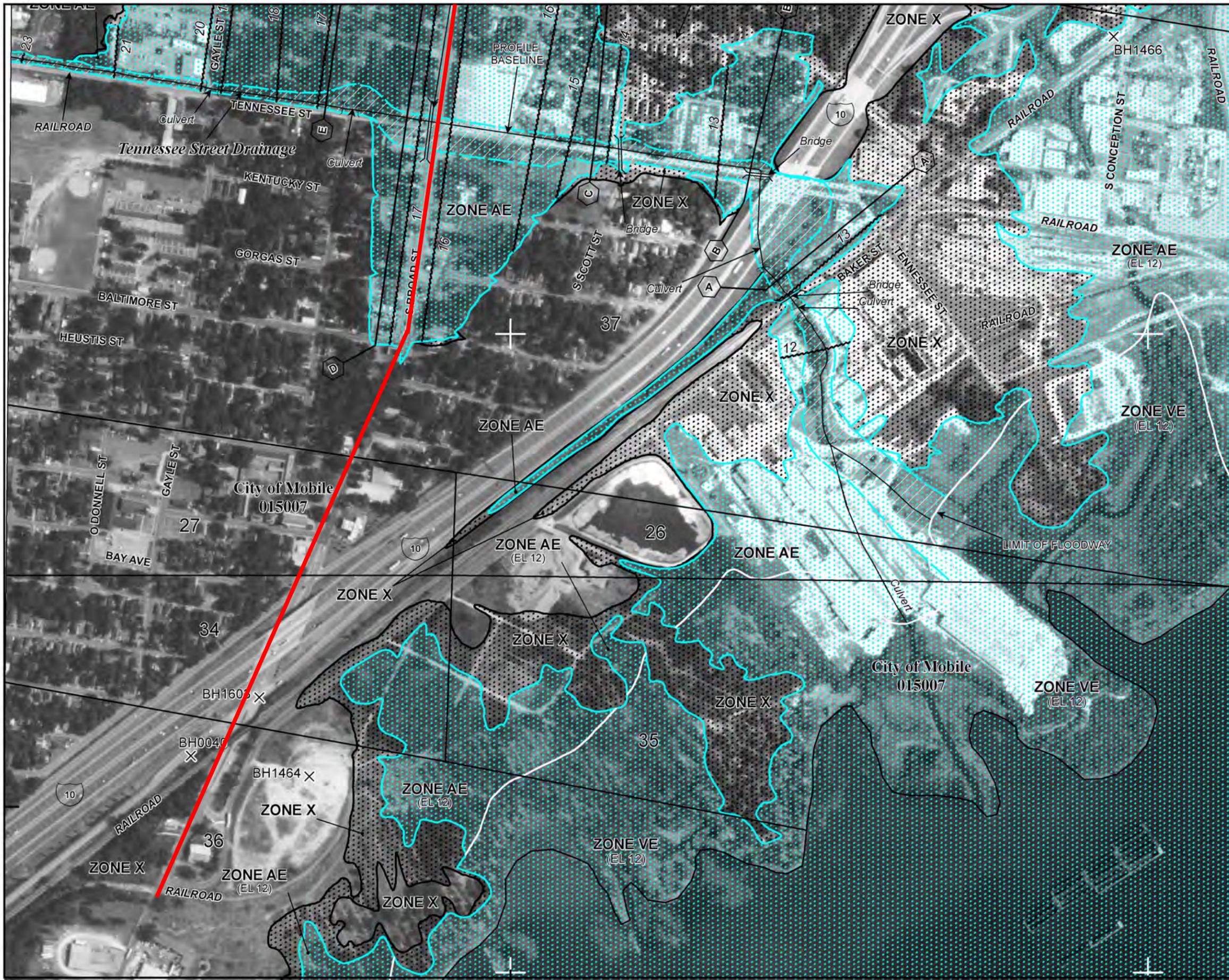
Steven E. Walker, P.E.
State Design Engineer

By: 
Natasha Clay
State Environmental Administrator
Environmental Technical Section

City of Mobile Concurrence:


Nicholas Amberger, P.E.
City Engineer

***APPENDIX E - LOCATION RISK
ASSESSMENT***



PANEL 0566K

FIRM
FLOOD INSURANCE RATE MAP

**MOBILE COUNTY,
ALABAMA
AND INCORPORATED AREAS**

PANEL 566 OF 1018
(SEE LOCATOR DIAGRAM OR MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
MOBILE, CITY OF	015007	0566	K

Notice to User: The Map Number shown below should be used when placing map orders, the Community Number shown above should be used on insurance applications for the subject community.

MAP REVISED **MAP NUMBER**
MARCH 17, 2010 **01097C0566K**

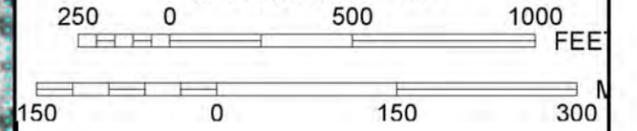



State of Alabama
Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



MAP SCALE 1" = 500'



PANEL 0566K

FIRM
FLOOD INSURANCE RATE MAP

**MOBILE COUNTY,
ALABAMA
AND INCORPORATED AREAS**

PANEL 566 OF 1018
(SEE LOCATOR DIAGRAM OR MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
MOBILE, CITY OF	015007	0566	K

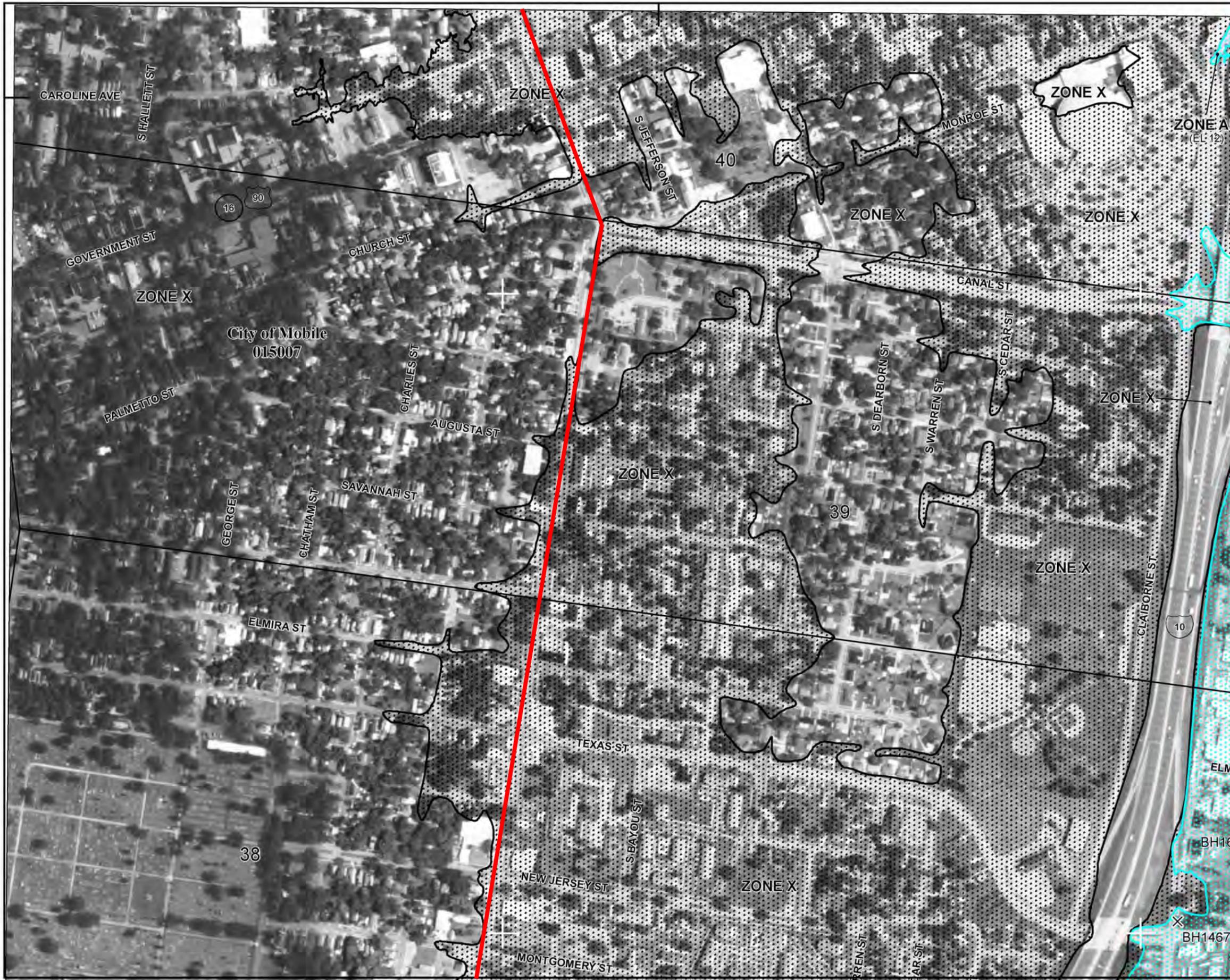
Notice to User: The Map Number shown below should be used when placing map orders, the Community Number shown above should be used on insurance applications for the subject community.

MAP REVISED **MAP NUMBER**
MARCH 17, 2010 **01097C0566K**

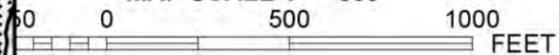



State of Alabama
Federal Emergency Management Agency

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MAP SCALE 1" = 500'



NFIP

PANEL 0566K

FIRM
FLOOD INSURANCE RATE MAP

**MOBILE COUNTY,
ALABAMA
AND INCORPORATED AREAS**

PANEL 566 OF 1018
(SEE LOCATOR DIAGRAM OR MAP INDEX FOR
FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
MOBILE, CITY OF	015007	0566	K

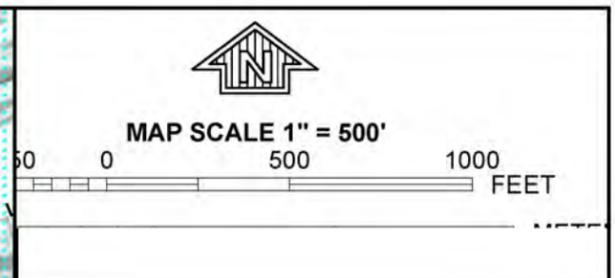
Notice to User: The Map Number shown below should be used when placing map orders, the Community Number shown above should be used on insurance applications for the subject community.

MAP REVISED **MAP NUMBER**
MARCH 17, 2010 **01097C0566K**



State of Alabama
Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



PANEL 0558K

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

**MOBILE COUNTY,
ALABAMA
AND INCORPORATED AREAS**

PANEL 558 OF 1018
(SEE LOCATOR DIAGRAM OR MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
MOBILE, CITY OF	015007	0558	K

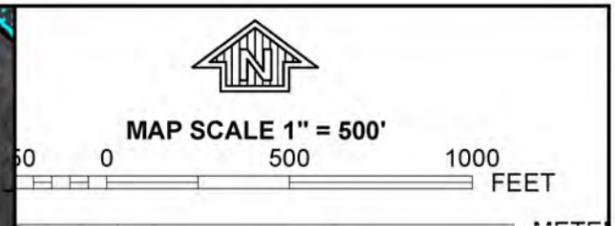
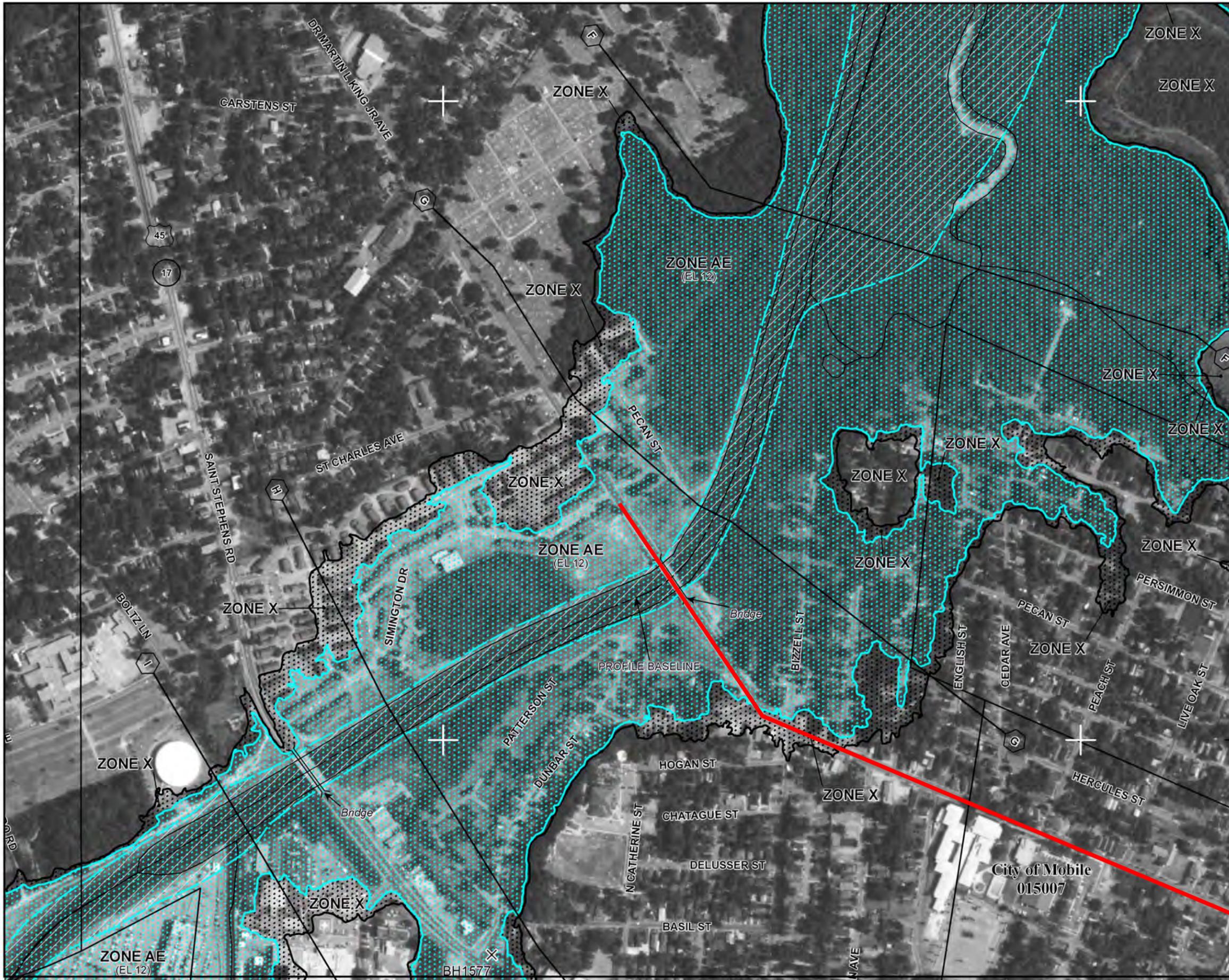
Notice to User: The Map Number shown below should be used when placing map orders, the Community Number shown above should be used on insurance applications for the subject community.

MAP REVISED **MAP NUMBER**
MARCH 17, 2010 **01097C0558K**




State of Alabama
Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0554K

FIRM
FLOOD INSURANCE RATE MAP

**MOBILE COUNTY,
ALABAMA
AND INCORPORATED AREAS**

PANEL 554 OF 1018
(SEE LOCATOR DIAGRAM OR MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
MOBILE, CITY OF	015007	0554	K

Notice to User: The Map Number shown below should be used when placing map orders, the Community Number shown above should be used on insurance applications for the subject community.

MAP REVISED **MAP NUMBER**
MARCH 17, 2010 **01097C0554K**




State of Alabama
Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

LOCATION RISK ASSESSMENT RECORD
FOR
LOCATION OF FLOODPLAIN ENCROACHMENT

Date: 11/28/2016

PROJECT NO. 2015-202-22

PROJECT DESCRIPTION: Broad St-Beauregard St-Dr. MLK Jr. Ave Complete Streets Project

PREPARED BY: Volkert, Inc.

NFIP PARTICIPATION
(Fill In)

County	<u>Mobile</u>	PARTICIPATING	<u>3/17/2010</u>
		NON-PARTICIPATING	<u> </u>
City	<u>Mobile</u>	PARTICIPATING	<u>3/17/2010</u>
		NON-PARTICIPATING	<u> </u>

ENCROACHMENT DETERMINATION:
(Date of Map)

FHBM	<u> </u>	FBFM	<u> </u>
FIRM	<u>3/17/2010</u>	HUD STUDY	<u> </u>
<u>Map # 01097C0566K, Panel 566 of 1018</u>			

OTHER SOURCES:

U.S.G.S. TOPO MAPPING FLOOD PRONE AREA MAP

PLAN-PROFILE SHEET

EXISTING STRUCTURE(S):

Existing CS126 just north of the railroad and parallel to the railroad. The culvert is under Broad St and continues until east of Washington Ave.

LENGTH: Approximately 450 ft

P.G.: Approximately elev 15.5

SKEW: 0

CENTERLINE ELEV.: Flowline = approximately elev 9

<u>PROJECT SITE EVALUATION</u>	<u>ALTERNATIVE NO.</u>	Build	<u>YES or NO</u>
LONGITUDINAL ENCROACHMENT?			<u>No</u>
SIGNIFICANT ENCROACHMENT?			<u>No</u>
ALTERNATIVES TO SIGNIFICANT ENCROACHMENT?			<u>N/A</u>
ONLY PRACTICABLE ALTERNATIVE (ONLY IF SIGNIFICANT ENCR.)?			<u>N/A</u>
SIGNIFICANT RISK?			<u>No</u>
MEASURES TO MINIMIZE FLOOD PLAIN IMPACTS?			<u>Yes</u>
DIRECT OR INDIRECT SUPPORT TO BASE FLOOD PLAIN DEVELOPMENT?			<u>Direct</u>
POTENTIAL FOR INTERRUPTION OF EVACUATION ROUTE?			<u>No</u>

IMPACT ON BENEFICIAL FLOODPLAIN VALUES?

YES OR NO

Yes

IF YES EXPLAIN Impacts may occur due to activities associated with construction, however impacts will be minimized & confined.

MEASURES TO RESTORE AND PRESERVE BENEFICIAL VALUES?

Yes

IF YES EXPLAIN The structures in all base floodplains will be designed to convey the 50 year flood and checked versus the 100 year flood. Structures and roadways will be designed in accordance with FEMA regulations. If required, mitigation will be provided to minimize and/or restore beneficial floodplain values.

TYPE AND DEGREE OF DEVELOPMENT ON THE FLOODPLAIN? Floodplain development will

include replacing existing drainage structures and roadway reconstruction on Broad Street from Baker Street to Water Street and on Dr. Martin Luther King, Jr Avenue from Broad Street to just north of Three Mile Creek. Hydraulic design will comply with ALDOT and FHWA policies for base floodplains.

PROPOSAL AFFECTING A REGULATORY FLOODWAY?

Yes

PROJECT COORDINATION WITH FEMA REQUIRED?

Yes

IF YES WHEN? During final construction plan development.

OTHER COMMENTS Coordination with Mobile's Floodplain Manager will be done prior to coordination with FEMA.

CONCLUSION:

Under the guidelines provided in the Alabama Highway Department's "Screening Process for the Design of Floodplains and Federal Aid Projects", this project qualifies for the level of analysis under Category 4.

This project is on the existing alignment and will include the reconstruction of Broad/Beauregard Streets from Baker Street to Water Street and Dr. Martin Luther King, Jr Avenue from Broad Street to just north of Three Mile Creek. The project also includes the replacement and improvement of existing drainage structures. The proposed structures will have an effective waterway opening equal to or greater than the existing structure and backwater surface elevations are not expected to increase. As a result, there will be no significant adverse impacts on natural and beneficial floodplain values; there will be no significant change in flood risks; and there will be no significant increase in the potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not significant.



Upstream end west of Broad St



Outfall east of Washington Ave.

LOCATION RISK ASSESSMENT RECORD
FOR
LOCATION OF FLOODPLAIN ENCROACHMENT

Date: 11/28/2016

PROJECT NO. 2015-202-22

PROJECT DESCRIPTION: Broad St-Beauregard St-Dr. MLK Jr. Ave Complete Streets Project

PREPARED BY: Volkert, Inc.

NFIP PARTICIPATION
(Fill In)

County Mobile PARTICIPATING 3/17/2010
NON-PARTICIPATING
City Mobile PARTICIPATING 3/17/2010
NON-PARTICIPATING

ENCROACHMENT DETERMINATION:
(Date of Map)

FHBM FBFM
FIRM 3/17/2010 HUD STUDY
Map # 01097C0558K, Panel 558 of 1018

OTHER SOURCES:

U.S.G.S. TOPO MAPPING FLOOD PRONE AREA MAP

PLAN-PROFILE SHEET

EXISTING STRUCTURE(S):

Existing quadruple barrel culvert. Three culverts are 12x3.5 and one is 8x3.5. The culvert is under Broad St for an unknown length but at least for 600 feet and outfalls at One Mile Creek.

LENGTH: Unknown - at least over 600 ft - closed system along Broad St until outfall at One Mile Creek

P.G.: Approximately elev 10.0

SKEW: Approximately 25 degrees

CENTERLINE ELEV.: Flowline = approximately elev 4.20

<u>PROJECT SITE EVALUATION</u>	<u>ALTERNATIVE NO.</u>	Build	<u>YES or NO</u>
LONGITUDINAL ENCROACHMENT?			<u>No</u>
SIGNIFICANT ENCROACHMENT?			<u>No</u>
ALTERNATIVES TO SIGNIFICANT ENCROACHMENT?			<u>N/A</u>
ONLY PRACTICABLE ALTERNATIVE (ONLY IF SIGNIFICANT ENCR.)?			<u>N/A</u>
SIGNIFICANT RISK?			<u>No</u>
MEASURES TO MINIMIZE FLOOD PLAIN IMPACTS?			<u>Yes</u>
DIRECT OR INDIRECT SUPPORT TO BASE FLOOD PLAIN DEVELOPMENT?			<u>Direct</u>
POTENTIAL FOR INTERRUPTION OF EVACUATION ROUTE?			<u>No</u>

IMPACT ON BENEFICIAL FLOODPLAIN VALUES?

YES OR NO

Yes _____

IF YES EXPLAIN Impacts may occur due to activities associated with construction, however impacts will be minimized & confined.

MEASURES TO RESTORE AND PRESERVE BENEFICIAL VALUES?

Yes _____

IF YES EXPLAIN The structures in all base floodplains will be designed to convey the 50 year flood and checked versus the 100 year flood. Structures and roadways will be designed in accordance with FEMA regulations. If required, mitigation will be provided to minimize and/or restore beneficial floodplain values.

TYPE AND DEGREE OF DEVELOPMENT ON THE FLOODPLAIN? Floodplain development will

include replacing existing drainage structures and roadway reconstruction on Broad Street from Baker Street to Water Street and on Dr. Martin Luther King, Jr Avenue from Broad Street to just north of Three Mile Creek. Hydraulic design will comply with ALDOT and FHWA policies for base floodplains.

PROPOSAL AFFECTING A REGULATORY FLOODWAY?

Yes _____

PROJECT COORDINATION WITH FEMA REQUIRED?

Yes

IF YES WHEN? During final construction plan development.

OTHER COMMENTS Coordination with Mobile's Floodplain Manager will be done prior to coordination with FEMA.

CONCLUSION:

Under the guidelines provided in the Alabama Highway Department's "Screening Process for the Design of Floodplains and Federal Aid Projects", this project qualifies for the level of analysis under Category 4 _____.

This project is on the existing alignment and will include the reconstruction of Broad/Beauregard Streets from Baker Street to Water Street and Dr. Martin Luther King, Jr Avenue from Broad Street to just north of Three Mile Creek. The project also includes the replacement and improvement of existing drainage structures. The proposed structures will have an effective waterway opening equal to or greater than the existing structure and backwater surface elevations are not expected to increase. As a result, there will be no significant adverse impacts on natural and beneficial floodplain values; there will be no significant change in flood risks; and there will be no significant increase in the potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not significant.



Outfall at One Mile Creek

LOCATION RISK ASSESSMENT RECORD
FOR
LOCATION OF FLOODPLAIN ENCROACHMENT

Date: 11/28/2016

PROJECT NO. 2015-202-22

PROJECT DESCRIPTION: Broad St-Beauregard St-Dr. MLK Jr. Ave Complete Streets Project

PREPARED BY: Volkert, Inc.

NFIP PARTICIPATION
(Fill In)

County Mobile PARTICIPATING 3/17/2010
NON-PARTICIPATING
 City Mobile PARTICIPATING 3/17/2010
NON-PARTICIPATING

ENCROACHMENT DETERMINATION:
(Date of Map)

FHBM FBFM
 FIRM 3/17/2010 HUD STUDY
Map # 01097C0554K, Panel 554 of 1018

OTHER SOURCES:

U.S.G.S. TOPO MAPPING FLOOD PRONE AREA MAP

PLAN-PROFILE SHEET

EXISTING STRUCTURE(S):

Existing 60"x48" arch pipe outfall from closed system. The outfall is parallel to Dr MLK Jr Ave into Three Mile Creek and is not believed to cross Dr MLK Jr Ave at the outfall.

LENGTH: Unknown
 P.G.: Approximately elev 11.0
 SKEW: Parallels Dr MLK Jr Ave
 CENTERLINE ELEV.: Flowline = approximately elev 3.0

<u>PROJECT SITE EVALUATION</u>	<u>ALTERNATIVE NO.</u>	Build	<u>YES or NO</u>
LONGITUDINAL ENCROACHMENT?			<u>No</u>
SIGNIFICANT ENCROACHMENT?			<u>No</u>
ALTERNATIVES TO SIGNIFICANT ENCROACHMENT?			<u>N/A</u>
ONLY PRACTICABLE ALTERNATIVE (ONLY IF SIGNIFICANT ENCR.)?			<u>N/A</u>
SIGNIFICANT RISK?			<u>No</u>
MEASURES TO MINIMIZE FLOOD PLAIN IMPACTS?			<u>Yes</u>
DIRECT OR INDIRECT SUPPORT TO BASE FLOOD PLAIN DEVELOPMENT?			<u>Direct</u>
POTENTIAL FOR INTERRUPTION OF EVACUATION ROUTE?			<u>No</u>

IMPACT ON BENEFICIAL FLOODPLAIN VALUES?

YES OR NO

Yes _____

IF YES EXPLAIN Impacts may occur due to activities associated with construction, however impacts will be minimized & confined.

MEASURES TO RESTORE AND PRESERVE BENEFICIAL VALUES?

Yes _____

IF YES EXPLAIN The structures in all base floodplains will be designed to convey the 50 year flood and checked versus the 100 year flood. Structures and roadways will be designed in accordance with FEMA regulations. If required, mitigation will be provided to minimize and/or restore beneficial floodplain values.

TYPE AND DEGREE OF DEVELOPMENT ON THE FLOODPLAIN?

Floodplain development will

include replacing existing drainage structures and roadway reconstruction on Broad Street from Baker Street to Water Street and on Dr. Martin Luther King, Jr Avenue from Broad Street to just north of Three Mile Creek. Hydraulic design will comply with ALDOT and FHWA policies for base floodplains.

PROPOSAL AFFECTING A REGULATORY FLOODWAY?

Yes _____

PROJECT COORDINATION WITH FEMA REQUIRED?

Yes

IF YES WHEN? During final construction plan development.

OTHER COMMENTS Coordination with Mobile's Floodplain Manager will be done prior to coordination with FEMA.

CONCLUSION:

Under the guidelines provided in the Alabama Highway Department's "Screening Process for the Design of Floodplains and Federal Aid Projects", this project qualifies for the level of analysis under Category 4 _____.

This project is on the existing alignment and will include the reconstruction of Broad/Beauregard Streets from Baker Street to Water Street and Dr. Martin Luther King, Jr Avenue from Broad Street to just north of Three Mile Creek. The project also includes the replacement and improvement of existing drainage structures. The proposed structures will have an effective waterway opening equal to or greater than the existing structure and backwater surface elevations are not expected to increase. As a result, there will be no significant adverse impacts on natural and beneficial floodplain values; there will be no significant change in flood risks; and there will be no significant increase in the potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not significant.

LOCATION RISK ASSESSMENT RECORD
FOR
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NFIP PARTICIPATION
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County Mobile PARTICIPATING 3/17/2010
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NON-PARTICIPATING

ENCROACHMENT DETERMINATION:
(Date of Map)

FHBM FBFM
 FIRM 3/17/2010 HUD STUDY
Map # 01097C0554K, Panel 554 of 1018

OTHER SOURCES:

U.S.G.S. TOPO MAPPING FLOOD PRONE AREA MAP

PLAN-PROFILE SHEET

EXISTING STRUCTURE(S):

Existing CS84 box culvert outfall from closed system. The outfall is parallel to Dr MLK Jr Ave into Three Mile Creek and is not believed to cross Dr MLK Jr Ave at the outfall.

LENGTH: Unknown
 P.G.: Approximately elev 11.0
 SKEW: Parallels Dr MLK Jr Ave
 CENTERLINE ELEV.: Flowline = approximately elev 3.0

<u>PROJECT SITE EVALUATION</u>	<u>ALTERNATIVE NO.</u>	Build	<u>YES or NO</u>
LONGITUDINAL ENCROACHMENT?			<u>No</u>
SIGNIFICANT ENCROACHMENT?			<u>No</u>
ALTERNATIVES TO SIGNIFICANT ENCROACHMENT?			<u>N/A</u>
ONLY PRACTICABLE ALTERNATIVE (ONLY IF SIGNIFICANT ENCR.)?			<u>N/A</u>
SIGNIFICANT RISK?			<u>No</u>
MEASURES TO MINIMIZE FLOOD PLAIN IMPACTS?			<u>Yes</u>
DIRECT OR INDIRECT SUPPORT TO BASE FLOOD PLAIN DEVELOPMENT?			<u>Direct</u>
POTENTIAL FOR INTERRUPTION OF EVACUATION ROUTE?			<u>No</u>

IMPACT ON BENEFICIAL FLOODPLAIN VALUES?

YES OR NO

Yes _____

IF YES EXPLAIN Impacts may occur due to activities associated with construction, however impacts will be minimized & confined.

MEASURES TO RESTORE AND PRESERVE BENEFICIAL VALUES?

Yes _____

IF YES EXPLAIN The structures in all base floodplains will be designed to convey the 50 year flood and checked versus the 100 year flood. Structures and roadways will be designed in accordance with FEMA regulations. If required, mitigation will be provided to minimize and/or restore beneficial floodplain values.

TYPE AND DEGREE OF DEVELOPMENT ON THE FLOODPLAIN?

Floodplain development will include replacing existing drainage structures and roadway reconstruction on Broad Street from Baker Street to Water Street and on Dr. Martin Luther King, Jr Avenue from Broad Street to just north of Three Mile Creek. Hydraulic design will comply with ALDOT and FHWA policies for base floodplains.

PROPOSAL AFFECTING A REGULATORY FLOODWAY?

Yes _____

PROJECT COORDINATION WITH FEMA REQUIRED?

Yes

IF YES WHEN? During final construction plan development.

OTHER COMMENTS Coordination with Mobile's Floodplain Manager will be done prior to coordination with FEMA.

CONCLUSION:

Under the guidelines provided in the Alabama Highway Department's "Screening Process for the Design of Floodplains and Federal Aid Projects", this project qualifies for the level of analysis under Category 4.

This project is on the existing alignment and will include the reconstruction of Broad/Beauregard Streets from Baker Street to Water Street and Dr. Martin Luther King, Jr Avenue from Broad Street to just north of Three Mile Creek. The project also includes the replacement and improvement of existing drainage structures. The proposed structures will have an effective waterway opening equal to or greater than the existing structure and backwater surface elevations are not expected to increase. As a result, there will be no significant adverse impacts on natural and beneficial floodplain values; there will be no significant change in flood risks; and there will be no significant increase in the potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not significant.



Outfall at Three Mile Creek



Outfall at Three Mile Creek
(looking from the north side)

APPENDIX F - AIR QUALITY

Air Quality Analysis Technical Report

For The

*Broad-Beauregard-Dr. Martin Luther King Jr. Avenue
Complete Streets Project for the One Mobile:
Reconnecting People, Work, and Play Through Complete
Streets Initiative*

*City of Mobile Project No. 2015-202-23
City of Mobile, Mobile County, Alabama*

Prepared For:



July 2017

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City of Mobile Project No. 2015-202-23

Broad-Beauregard-Dr. Martin Luther King Jr. Avenue Complete Streets Project for the One Mobile: Reconnecting People, Work, and Play through Complete Streets Initiative City of Mobile, Mobile County, Alabama

Air Quality Analysis Technical Report

Executive Summary

The City of Mobile Project 2015-202-23 will improve Broad Street and Beauregard Street from Baker Street to Water Street for a distance of approximately four miles. The project will also improve Dr. Martin Luther King Jr. Avenue from Broad Street and Beauregard Street to Three Mile Creek for a distance of approximately 1.4 miles.

The project is located within Mobile County, AL which is currently designated by the United States Environmental Protection Agency (USEPA) as being in attainment for carbon monoxide (CO), ozone, PM_{2.5} and nitrogen dioxide. Therefore, the Clean Air Act conformity requirements do not apply to this project. No proposed intersections in the study area will operate at Level-of-Service (LOS) D or worse; therefore, a CO “hot spot” analysis was not performed. The project was evaluated for its potential to affect Mobile Source Air Toxics (MSAT) and it was determined that the project will have “No Meaningful Potential MSAT Effects.” With regards to Green House gas emissions and Climate Change during construction, the contractor will be required to comply with Article 107.22 of the State of Alabama Highway Department Standard Specifications.

Project 2015-202-23 is included in the Mobile MPO’s 2016-2019 Transportation Improvement Program (TIP).

1 Introduction

The City of Mobile Project 2015-202-23 will improve Broad Street and Beauregard Street from Baker Street to Water Street for a distance of approximately four miles. The project will also improve Dr. Martin Luther King Jr. Avenue from Broad Street and Beauregard Street to Three Mile Creek for a distance of approximately 1.4 miles. The No-Build and one (1) Build Alternative were evaluated in this air analysis.

1.1 Existing Land Use and Transportation Network

Broad Street and Beauregard are located in a highly developed urbanized area of downtown Mobile. The land use in this setting from Baker Street to Government Street is mainly single family residential. The land use changes along Broad Street and Beauregard Street from Government Street to Water Street to primarily commercial uses. Other land uses along Broad Street and Beauregard Street include Pillans Park, Unity Point Park, Bishop State Community College, Most Pure Heart of Mary Catholic Church and School, and Calloway-Smith Middle School. The land use along Dr. Martin Luther King Jr. Avenue consists of mainly single family residential, Florence Howard Elementary School, and Bishop State Community College.

The existing transportation network includes Broad Street and Beauregard Street, Dr. Martin Luther King Jr. Avenue and several other cross streets throughout the study area.

1.2 Alternatives

1.2.1 No-Build Alternative

The No-Build or No-Action Alternative constitutes a baseline condition from which to measure impacts. The No-Build Alternative will not address the purpose of the proposed project which is to reconstruct Broad Street and Dr. Martin Luther King Jr. Avenue to repair aging infrastructure and add multi-modal connections to better serve the City of Mobile.

1.2.2 Build Alternative

The proposed project includes improvements along Broad Street and Beauregard Street from Baker Street to Water Street. The project also includes improvements along Dr. Martin Luther King Jr. Avenue from Broad Street and Beauregard Street to Three Mile Creek. In addition, improvements will be made at the intersections of Canal Street, Government Street, Dauphin Street, St. Francis Street, Old Shell Road, Springhill Avenue, St. Louis Street, and St. Anthony Street. The intersection improvements will help improve the operations and efficiency along Broad Street and Beauregard Street. Detailed descriptions of proposed improvements are provided in the Categorical Exclusion document prepared for the project.

2 Carbon Monoxide Modeling

The project is located in an area designated by the USEPA as being in attainment for CO and no intersections exist or are proposed within the study area that are operating at LOS D or worse; therefore, a CO “hot spot” analysis is not required.

3 Particulate Matter 2.5

The project is located in an area designated by the USEPA as being in attainment for PM_{2.5}; therefore, an assessment is not required.

4 Ozone

This project is located in an area designated by the USEPA as being in attainment for ozone; therefore, an assessment is not required.

5 Mobile Source Air Toxics (MSAT)

5.1 Introduction

On February 3, 2006, the FHWA released “Interim Guidance on Air Toxic Analysis in NEPA Documents.” This guidance was superseded on September 30, 2009, December 6, 2012, and most recently on October 18, 2016 by FHWA’s “Updated Interim Guidance Update on Air Toxic Analysis in NEPA Documents.” The purpose of FHWA’s guidance is to advise on when and how to analyze MSATs in the NEPA process for highways. This guidance is interim, because MSAT science is still evolving. As the science progresses, FHWA will update the guidance. The FHWA developed a tiered approach with three categories for analyzing MSAT in NEPA documents, depending on specific project circumstances:

- (1) No analysis for projects with no potential for meaningful MSAT effects;
- (2) Qualitative analysis for projects with low potential MSAT effects; or
- (3) Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

For projects warranting MSAT analysis, all nine priority MSAT should be considered.

- (1) Projects with No Meaningful Potential MSAT Effects, or Exempt Projects.

The types of projects included in this category are:

- Projects qualifying as a categorical exclusion under 23 CFR 771.117;
- Projects exempt under the Clean Air Act conformity rule under 40 CFR 93.126; and

- Other projects with no meaningful impacts on traffic volumes or vehicle mix.

For projects that are categorically excluded under 23 CFR 771.117, or are exempt from conformity requirements under the Clean Air Act pursuant to 40 CFR 93.126, no analysis or discussion of MSAT is necessary. Documentation sufficient to demonstrate that the project qualifies as a categorical exclusion and/or exempt project will suffice. For other projects with no or negligible traffic impacts, regardless of the class of NEPA environmental document, no MSAT analysis is recommended. However, the project record should document in the EA or EIS the basis for the determination of no meaningful potential impacts with a brief description of the factors considered. Example language, which must be modified to correspond with local and project-specific circumstances, is provided in Appendix A of the “Updated Interim Guidance Update on Air Toxic Analysis in NEPA Documents.”

(2) Projects with Low Potential MSAT Effects

The types of projects included in this category are those that serve to improve operations of highway, transit, or freight without adding substantial new capacity or without creating a facility that is likely to meaningfully increase MSAT emissions. This category covers a broad range of projects.

It is anticipated that most highway projects that need an MSAT assessment will fall into this category. Examples of these types of projects are minor widening projects; new interchanges; replacing a signalized intersection on a surface street; and projects where design year traffic is projected to be less than 140,000 to 150,000 AADT.

For these projects, a qualitative assessment of emissions projections should be conducted. This qualitative assessment should compare, in narrative form, the expected effect of the project on traffic volumes, vehicle mix, or routing of traffic and the associated changes in MSAT for the project alternatives, including no-build, based on VMT, vehicle mix, and speed. It should also discuss national trend data projecting substantial overall reductions in emissions due to stricter engine and fuel regulations issued by EPA. Because the emission effects of these projects typically are low, we expect there would be no appreciable difference in overall MSAT emissions among the various alternatives.

(3) Projects with Higher Potential MSAT Effects

This category includes projects that have the potential for meaningful differences in MSAT emissions among project alternatives. We expect a limited number of projects to meet this two-pronged test. To fall into this category, a project should:

- Create or significantly alter a major intermodal freight facility that has the potential to concentrate high levels of diesel particulate matter in a single location, involving a significant number of diesel vehicles for new projects or accommodating with a significant increase in the number of diesel vehicles for expansion projects; or

- Create new capacity or add significant capacity to urban highways such as Interstates, urban arterials, or urban collector-distributor routes with traffic volumes where the AADT is projected to be in the range of 140,000 to 150,000 or greater by the design year;
- Be proposed to be located in proximity to populated areas.

The purpose of this project is to reconstruct Broad Street and Dr. Martin Luther King Jr. Avenue to repair aging infrastructure and add multi-modal connections to better serve the City of Mobile. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. As a result, the project is considered to be a “Project with No Meaningful Potential MSAT Effects.” As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the No-Build alternative.

Moreover, USEPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with USEPA’s MOVES2014 model forecasts a combined reduction of over 90 percent in the total annual emissions rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 45 percent (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 12, 2016). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

5.2 Background

Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that USEPA regulate 188 air toxics, also known as hazardous air pollutants. The USEPA assessed this expansive list in its rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007), and identified a group of 93 compounds emitted from mobile sources that are part of EPA’s [Integrated Risk Information System](#) (IRIS). In addition, USEPA identified nine compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers or contributors and non-cancer hazard contributors from the [2011 National Air Toxics](#) Assessment (NATA). These are *1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (diesel PM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter*. While FHWA considers these the priority mobile source air toxics, the list is subject to change and may be adjusted in consideration of future USEPA rules.

5.3 Motor Vehicle Emissions Simulator (MOVES)

According to USEPA, MOVES2014 is a major revision to MOVES2010 and improves upon it in many respects. MOVES2014 includes new data, new emissions standards, and new functional improvements and features. It incorporates substantial new data for emissions, fleet, and activity developed since the release of MOVES2010. These new emissions data are for light- and heavy- duty vehicles, exhaust and evaporative emissions, and fuel effects. MOVES2014 also adds updated vehicle sales, population, age distribution, and vehicle miles traveled (VMT) data. MOVES2014a incorporates the effects of three new Federal emissions standard rules not included in MOVES2010. These new standards are all expected to impact MSAT emissions and include Tier 3 emissions and fuel standards starting in 2017 (79 FR 60344), heavy-duty greenhouse gas regulations that phase in during model years 2014-2018 (79 FR 60344), and the second phase of light duty greenhouse gas regulations that phase in during model years 2017-2025 (79 FR 60344). Since the release of MOVES2014, EPA has released MOVES2014a. In the November 2015 [MOVES2014a Questions and Answers Guide](#), USEPA states that for on-road emissions, MOVES2014a adds new options requested by users for the input of local VMT, includes minor updates to the default fuel tables, and corrects an error in MOVES2014 brake wear emissions. The change in brake wear emissions results in small decreases in PM emissions, while emissions for other criteria pollutants remain essentially the same as MOVES2014.

Using USEPA's MOVES2014a model, as shown in Figure 1, FHWA estimates that even if VMT increases by 45 percent from 2010 to 2050 as forecast, a combined reduction of 91 percent in the total annual emissions for the priority MSAT is projected for the same time period.

Diesel PM is the dominant component of MSAT emissions, making up 50 to 70 percent of all priority MSAT pollutants by mass, depending on calendar year. Users of MOVES2014a will notice some differences in emissions compared with MOVES2010b. MOVES2014a is based on updated data on some emissions and pollutant processes compared to MOVES2010b, and also reflects the latest Federal emissions standards in place at the time of its release. In addition, MOVES2014a emissions forecasts are based on lower VMT projections than MOVES2010b, consistent with recent trends suggesting reduced nationwide VMT growth compared to historical trends.

5.4 MSAT Research

Air toxics analysis is a continuing area of research. While much work has been done to assess the overall health risk of air toxics, many questions remain unanswered. In particular, the tools and techniques for assessing project-specific health outcomes as a result of lifetime MSAT exposure remain limited. These limitations impede the ability to evaluate how potential public health risks posed by MSAT exposure should be factored into project-level decision-making within the context of NEPA.

Nonetheless, air toxics concerns continue to arise on highway projects during the NEPA process. Even as the science emerges, the public and other agencies expect FHWA to

address MSAT impacts in its environmental documents. The FHWA, USEPA, the Health Effects Institute, and others have funded and conducted research studies to try to more clearly define potential risks from MSAT emissions associated with highway projects. The FHWA will continue to monitor the developing research in this field.

5.5 Incomplete or Unavailable Information for Project-Specific MSAT Health Impacts Analysis

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The USEPA is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the Clean Air Act and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The USEPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the IRIS, which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects" (USEPA, <https://www.epa.gov/iris/>) Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). A number of HEI studies are summarized in Appendix D of FHWA's "Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents." Among the adverse health effects linked to MSAT compounds at high exposures are: cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations (HEI Special Report 16, <https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects>) or in the future as vehicle emissions substantially decrease.

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts – each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupported assumptions would have to be made regarding changes in travel patterns

and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.

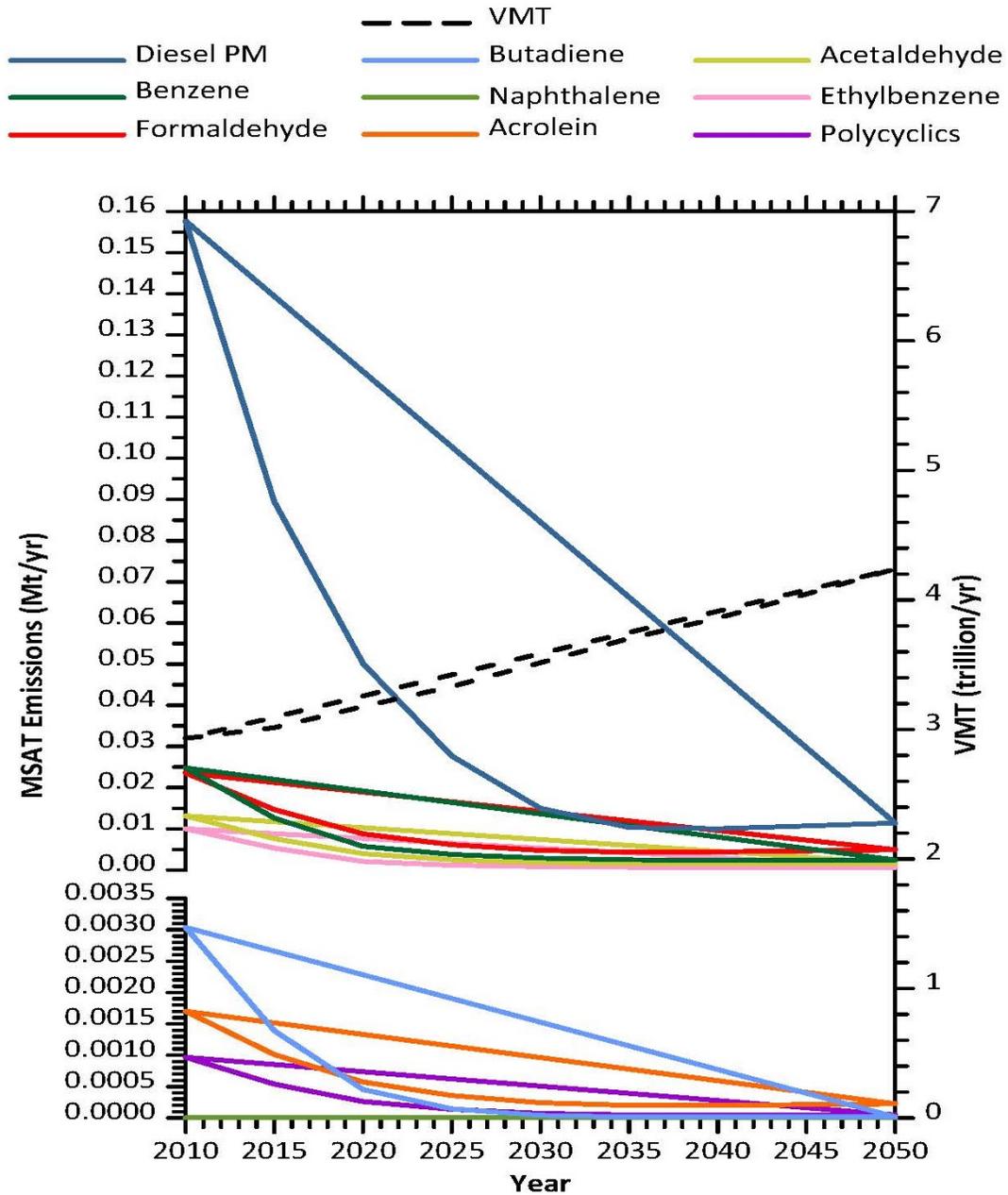
There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI (Special Report 16, <https://www.healtheffects.org/publication/mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects>). As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The USEPA states that with respect to diesel engine exhaust, “[t]he absence of adequate data to develop a sufficiently confident dose-response relationship from the epidemiologic studies has prevented the estimation of inhalation carcinogenic risk (<https://www.epa.gov/iris>).”

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the USEPA as provided by the CAA to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires USEPA to determine an “acceptable” level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA’s approach to addressing risk in its two-step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable ([https://www.cadc.uscourts.gov/internet/opinions.nsf/284E23FFE079CD59852578000050C9DA/\\$file/07-1053-1120274.pdf](https://www.cadc.uscourts.gov/internet/opinions.nsf/284E23FFE079CD59852578000050C9DA/$file/07-1053-1120274.pdf)).

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

Due to the limitations cited, a discussion such as the example provided in Appendix C of the “Updated Interim Guidance Update on Air Toxic Analysis in NEPA Documents” (reflecting any local and project-specific circumstances), should be included regarding incomplete or unavailable information in accordance with Council on Environmental Quality (CEQ) regulations [40 CFR 1502.22(b)]. The FHWA Headquarters and Resource Center staff, Victoria Martinez (787) 771-2524, James Gavin (202) 366-1473, and Michael Claggett (505) 820-2047, are available to provide guidance and technical assistance and support.

Figure 5-1: FHWA Projected National MSAT Emission Trends 2010-2050 for Vehicles Operating on Roadways using EPA's MOVES 2014a Model



Note: Trends for specific locations may be different, depending on locally derived information representing vehicle-miles travelled, vehicle speeds, vehicle mix, fuels, emission control programs, meteorology, and other factors

Source: EPA MOVES2014a model runs conducted by FHWA, September 2016.

6 Greenhouse Gas Emissions and Climate Change

Climate change is an important national and global concern. To help address the global issue of climate change, the United States Department of Transportation (USDOT) is committed to reducing greenhouse gas emissions from vehicles traveling on our nation's highways. The USDOT and USEPA are working together to reduce these emissions by substantially improving vehicle efficiency and shifting toward lower carbon intensive fuels. The USDOT and USEPA have jointly established new, more stringent fuel economy and first ever greenhouse gas emissions standards for model year 2012-2016 cars and light trucks. The USDOT has issued a notice to propose even more stringent standards for model year 2017-2025 vehicles, with an ultimate fuel economy standard of 54.5 miles per gallon for cars and light trucks by model year 2025. Further, on August 9, 2011, the USDOT and USEPA jointly proposed the first ever fuel economy and greenhouse gas emissions standards for heavy-duty trucks and buses. Increasing use of technological innovations that can improve fuel economy, such as gasoline- and diesel-electric hybrid vehicles, will improve air quality and reduce CO2 emissions future years.

Consistent with the view that broad-scale efforts hold the greatest promise for meaningfully addressing the global climate change problem, FHWA is engaged in developing strategies to reduce transportation's contribution to greenhouse gas emissions—particularly CO2 emissions.

Even though project-level mitigation measures will not have a substantial impact on global greenhouse gas emissions because of the exceedingly small amount of greenhouse gas emissions involved, the following measures during construction will have the effect of reducing greenhouse gas emissions. Article 107.22 of the State of Alabama Highway Department Standard Specifications requires the contractor to comply with all state, Federal, and local laws and regulations controlling pollution of the environment, including air pollution. These Standard Specifications will be followed during construction to reduce greenhouse gas emissions. These activities are part of a program-wide effort by FHWA to adopt practical means to avoid and minimize environmental impacts in accordance with 40 CFR 1505.2(c).

7 Conclusions

This project was evaluated for its consistency with state and federal air quality goals, including CO, ozone, PM_{2.5}, and MSATs as part of this assessment. Results indicated that the project is consistent with the TIP for the attainment of clean air quality in Alabama and is in compliance with both state and federal air quality standards. The project was found to be a "Project with No Meaningful Potential MSAT Effects."

APPENDIX G – NOISE ANALYSIS



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Mobile, Alabama 36618
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F 251.316.3854
volkert@volkert.com
www.volkert.com

July 17, 2017

Memorandum

To: Rita Hoke
Project Manager

From: Thomas Lee
Noise Analyst

Subject: 2015-202-23
Broad-Beauregard-Dr. Martin Luther King Jr Avenue
Complete Streets Project
Mobile County

In July of 2017, Volkert noise specialists reviewed the above referenced project in Mobile County. The project includes reconstructing Broad Street, Beauregard Street, and Dr. Martin Luther King Jr Avenue to repair aging infrastructure and add multi-modal connections to better serve the City of Mobile. The work to be done includes reducing the number of travel lanes, adding designated bike lanes, adding shared-use paths, and intersection improvements.

Based on the ALDOT Noise Policy and Guidance and FHWA regulations, there is only one type of scenario that must be taken into consideration for this project to determine whether it is a Type I project, as the other scenarios do not apply (i.e. additional through lanes, additional auxiliary lanes, etc.). For this to be a Type I project per regulations, the horizontal alignment must move the roadway half the distance closer to the nearest receptor from the existing alignment location. This is not the case for this project; therefore, this is not a Type I noise project and a noise analysis is not required. Apart from temporary construction noise, no change in noise levels are anticipated.

Sincerely,

Volkert, Inc.

Thomas Lee
Environmental Project Manger

Office Locations:

Birmingham, Foley, Mobile, Montgomery, Alabama • Chipley, Ft. Myers, Gainesville, Pensacola, Tampa, Florida
Atlanta, Columbus, Georgia • Collinsville, Wheaton, Illinois • Baton Rouge, New Orleans, Slidell, Louisiana
Jackson, Mississippi • Jefferson City, Missouri • Raleigh, North Carolina • Harrisburg, Pennsylvania
Chattanooga, Nashville, Tennessee • Alexandria, Chesapeake, Virginia • Washington, D.C.

APPENDIX H – PUBLIC INVOLVEMENT

Public Involvement Meetings Summary

Project Number: 2015-202-23

Broad-Beauregard-Dr. MLK Jr. Ave Complete Streets Project

For the One Mobile: Reconnecting People, Work, and Play

through Complete Streets Initiative

City of Mobile, Mobile County, AL

City of Mobile Public Involvement Meeting

Meeting	Date / Time	Location	Attendees
Public Involvement Meeting	November 10, 2016, 5:30 to 7:30 pm.	International Trade Center, 250 Water Street, Mobile, AL 36602	102 Total 89 Citizens 13 Officials

In accordance with the National Environmental Policy Act (NEPA) and Federal Highway Administration (FHWA) regulations, all substantive comments submitted must be considered and addressed. Examples of substantive comments which are most helpful are those which:

- provide new information pertaining to the preferred alternative or an alternative in the analysis;
- identify a new issue or expand upon an existing issue;
- identify a different (alternative) way to meet the purpose and need of the project;
- provide an opinion regarding one or more alternatives, including the basis or rationale for that opinion;
- point out a specific flaw in the analysis;
- identify a different source of credible research, which if used in the analysis could result in different effects.

As indicated in the Public Involvement Meeting table, a Public Involvement Meeting was conducted at the International Trade Center near the project study corridor. During the Public Involvement Meeting the attendees were solicited for comments. All comments have been reviewed and the complete public comment record is available for review at the City of Mobile, 205 Government Street, Mobile, AL 36602. One (1) Build Alternative, with two alternate intersection configurations at the Broad Street and Government Street intersection and the Broad Street and Springhill Avenue/St. Louis Street/St. Anthony Street intersection, was presented during the November 10, 2016 Public Involvement Meeting.

The purpose of the project is to reconstruct Broad Street and Dr. Martin Luther King Jr. Avenue to repair aging infrastructure and add multi-modal connections to better serve the City of Mobile.

The project is needed to address the following:

- Provide safe pedestrian and bicycle access,
- Reconnect severed neighborhoods currently divided by Broad Street
- Accommodate all modes of travel with better connections between neighborhoods, transportation hubs, major employment centers, and local destinations,

- Reconstruct aging infrastructure
- Create attractive, welcoming, and cohesive streetscapes, and
- Stimulate an economically vibrant and active street environment.

The proposed improvements begin along Broad Street and Beauregard Street at Baker Street and extend northward for a distance of approximately four miles to Water Street. The proposed improvements on Dr. Martin Luther King Jr. Avenue begin at Broad Street and Beauregard Street and extend westward for a distance of approximately 1.4 miles to Three Mile Creek.

The following is a summary of all the substantive comments received during the meetings. Responses to each comment are also provided.

Summary of all substantive comments from citizens who approve the project.

- A comment stated that if possible, add sidewalks on the northeast side of Pure Heart of Mary School (Sengstak Street and Chestnut Street).

Response: The proposed project does not include improvements along Sengstak and Chestnut Streets.

- Comments were made to add as much green space and trees and possible.

Response: Comment noted. The proposed project would remove pavement along Broad/Beauregard Street and Dr. Martin Luther King Jr. Avenue. The removal of pavement would allow more opportunities for green space, landscaping, and space for trees.

- Will there be designated rest and bench areas?

Response: The proposed project would remove pavement along Broad/Beauregard Street and Dr. Martin Luther King Jr. Avenue. By removing the pavement more space would become available for benches. The Broad Street Improvements Project would also retain all existing bus stops along the project study corridor.

- What are the timelines for construction?

Response: It is anticipated that construction would begin in 2019 and conclude in 2024.

- One comment expressed major concerns with the use of eminent domain along the project.

Response: The Broad Street Improvements Project is in the conceptual design phase of development. The proposed conceptual design has been developed to minimize right-of-way. If

additional right-of-way is needed it is anticipated that small areas immediately adjacent to Broad/Beauregard Street and Dr. Martin Luther King Jr. Avenue would be involved. No business or residential relocations are anticipated to occur.

- Comments were made expressing concern over loss of parking for Mardi Gras.

Response: The proposed improvements would not remove parking along Broad/Beauregard Street or on Dr. Martin Luther King Jr. Avenue.

- Comments were made expressing the desire to include the triangle of land in front of the ABC store as part of the project as a park or greenspace.

Response: The current concept for the Broad Street Improvements Project includes adding a right-turn lane from south-bound Broad Street to west-bound Dauphin Street. To accommodate this movement the right-turn lane must utilize the triangle of existing right-of-way next to the ABC store. Vehicles currently use St. Francis Street to turn right from south-bound Broad Street to gain access to west-bound Dauphin Street. The concept proposes to close St. Francis Street between Broad Street and Dauphin Street.

- Comments were made expressing concern over closing St. Francis Street at Broad Street and how it would affect exiting out of downtown to the west. Two-way Dauphin Street was also mentioned as being confusing and not providing needed access.

Response: Under the existing condition Dauphin Street is an east-bound only street at Broad Street. In order to access Dauphin Street west-bound traffic must travel along a short segment of St. Francis Street between Broad Street and Dauphin Street. The current concept would add a west-bound travel lane to Dauphin Street at Broad Street thereby removing the need for the short section of St. Francis Street between Broad Street and Dauphin Street. The concept proposes to close St. Francis Street between Broad Street and Dauphin Street.

- Conti Street west of Broad Street needs to be open to right turns for east Broad Street Traffic and for right turns from Broad Street.

Response: The proposed concept would accommodate right-turns to and from Conti Street from both south-bound and north-bound Broad Street.

- Addition of left-turn lanes from Government Street to Broad Street will cause serious slowing of traffic on both streets.

Response: The proposed project includes optimizing the traffic signal at the Government Street and Broad Street intersection to accommodate the proposed improvements. The project also includes coordinating all the traffic signals along Broad Street through the entire project study corridor. It is anticipated that the signal optimization at Government Street and Broad Street would reduce the delay over that which is predicted to occur under the future no build condition. Unnecessary stoppages would also be reduced by the signal coordination.

- If a dedicated bike lanes are not included south of Congress Street on Broad Street, make the multi-use paths 10-12 feet. If the 10-12 feet doesn't leave enough green space, use a permeable surface.

Response: The Broad Street Improvements Project is in the conceptual design phase. The width of the multi-use paths would likely be reduced at some locations to avoid impacts to adjacent properties or environmental resources. The materials used to construct the multi-use paths will be decided during the final design phase of the project.

- A comment was made that greater consideration should be given to how bikes and pedestrians will cross the round-a-bout.

Response: Bike traffic traveling on shared-use lanes would transition to shared-use paths adjacent to the roadway before entering the proposed round-a-bout at Canal Street and Broad Street. The shared-use paths adjacent to the roadway at the round-a-bout would be wide enough to accommodate both bike and pedestrian traffic. Once through the round-a-bout bike traffic would be diverted back to the shared-use lanes on the roadway. Bike and pedestrian crossings along Broad Street would be provided in the vicinity of the round-a-bout at Charleston Street and at Government Street.

- A comment was made that since the project is concentrated in a majority African American community, contracts must allow for participation by African American Contractors.

Response: The selection of a contractor for the construction of the proposed project will be conducted in compliance with state and federal laws and in accordance with the City of Mobile's standards.

- A comment was made about providing clear signage for bicycle lanes.

Response: Signage and pavement markings would be provided for the dedicated bike lanes along Broad/Beauregard Street from Congress Street to Water Street. On Broad Street from Congress Street to Baltimore Street, signage and pavement markings would identify the shared-use lanes for both bicycles and vehicles.

- The LeFlore/Lagan Park is a significant part of our community. As powerful as statues are, I've always wanted to see more landscaping trees, etc. Also, relocate LeFlore/Lagan Park to another parcel in the same immediate area with some parking nearby to encourage visitors.

Response: The proposed conceptual design would not require right-of-way from the LeFlore/Lagan Park (Unity Point Park). The proposed conceptual design would remove pavement along Broad Street and by removing the pavement more space would become available for greenspace and landscaping. The proposed project does not include relocating the park.

- The right turn lanes proposed at Springhill Avenue and Dauphin Street are not safe for pedestrians or vehicles.

Response: Right-turn lanes at Springhill Avenue and Dauphin Street are necessary to accommodate sufficient turning radiuses for trucks/cars. Both roads intersect Broad Street at less than perpendicular angles making it very difficult for trucks and vehicles to make right-turns without the designated turn lanes. Crosswalks would be provided at both of the right-turn lanes for pedestrians and bikes.

- Traffic south of Canal Street on Broad Street does not warrant two lanes in each direction.

Response: It is anticipated that future projects and economic development south of Canal will require two lanes in each direction.

- A comment was made about the lack of bike lanes on Dr. Martin Luther King Jr. Avenue.

Response: The proposed conceptual design for Dr. Martin Luther King Jr. Avenue includes the addition of a shared-use path along the south side of the road and a sidewalk on the north side of the road. The shared-use path would be wide enough to accommodate both pedestrian and bike traffic.

- A comment was made about the lane convergence at the Broad Street and State Street intersection.

Response: The proposed conceptual design would maintain access to State Street as it exists today at Broad Street.

- A comment was made about the convergence and two-lanes one-way at Springhill Avenue and Jefferson Street intersection.

Response: The intersection referenced by the comment is actually St. Louis Street and Jefferson Street. Existing St. Louis Street is a two-way roadway at Broad Street. Under the conceptual Alternative 1 scenario St. Louis Street would be converted one-way west-bound roadway and do not enter signs, striping arrows, and pavement markings would be placed at the intersection to prevent wrong way movements. Under the conceptual Alternative 2 scenario St. Louis Street would remain a two-way roadway.

- The gas station at the southeast corner of Broad Street and St. Anthony Street should be condemned with eminent domain because the building adjacent to it is extremely historic.

Response: The proposed conceptual design does not require the acquisition of the gas station at the southeast corner of Broad Street and St. Anthony Street.

- A comment was made stating they favor the Alternate 1 configuration of the Broad Street and Government Street intersection because Alternate 2 takes property from Greers and the First Baptist Church of Mobile.

Response: Comment noted. The Broad Street Improvements Project is currently in the conceptual design phase of development. An alternative decision will not be made until the results from the public and stakeholder outreach have been reviewed and the outcomes of multiple on-going studies have been thoroughly evaluated.

- Do not get rid of the bus lane on Government Street in front of the CVS Pharmacy.

Response: The third travel lane on westbound Government Street is being removed due to adding left turn lanes on Government Street and existing right-of-way restrictions. Additional bus stops are currently being evaluated for the area around the Broad Street and Government Street intersection.

Summary of all substantive comments from citizens who disapprove the project.

- There were several comments stating that dedicated bike lanes should be incorporated into the entire length of the project.

Response: The proposed conceptual design was developed to meet the purpose and need while minimizing right-of-way acquisition, impacts to adjacent properties and sensitive environmental resources. The proposed conceptual design includes dedicated bike lanes along Broad/Beauregard Street from Congress Street to Water Street. However, right-of-way constraints and sensitive environmental resources including large oak trees that contribute to the setting of historic resources in the area require that bike traffic utilize shared-use lanes and paths along Broad Street south of Congress Street.

- Comments were made that the project does not incorporate the “Downtown Mobile Non-Motorized Mobility Study” published in September 2015 by the Mobile MPO and the Downtown Alliance.

Response: The concepts included in the “Downtown Mobile Non-Motorized Mobility Study” were reviewed for the Broad Street Improvements Project. The concepts that met the purpose and need while minimizing right-of-way acquisition, impacts to adjacent properties and sensitive environmental resources were incorporated into the proposed conceptual design.

- Several comments were made about providing safe bike crossings across Broad Street to better connect downtown Mobile to surrounding areas.

Response: Bicycle and pedestrian-actuated crossings will be provided at signalized intersections along Broad/Beauregard Street between Government Street and Water Street and at other major un-signalized intersection locations south of Canal Street.

- A comment was made requesting to remove all interstate type signage.

Response: The proposed conceptual design includes replacing the interstate type signage with more local/urban type signage.

- A comment was made requesting to place all utilities underground.

Response: Comment noted. The feasibility of moving utilities will be evaluated during the final design phase of the project.

- Do not tear out the existing concrete and instead use the money to finance other portions of the project.

Response: Removing the existing concrete from the Broad/Beauregard Street roadbed is part of the scope of work included in the TIGER grant agreement for the Broad Street Improvements Project. Removing the concrete will allow for easier road maintenance in the future.

- Reconsider round-a-bouts along Broad Street at Canal Street, Government Street, Dauphin Street, Springhill Avenue, and Congress Street.

Response: The round-a-bout concepts included in the “Downtown Mobile Non-Motorized Mobility Study” were evaluated for reasonableness and engineering feasibility. The concepts that met the purpose and need while minimizing the acquisition of right-of-way, avoid relocations, minimize impacts to adjacent properties and sensitive environmental resources were incorporated into the proposed conceptual design

- Consider using stamped asphalt for the roadbed.

Response: The materials and finishing techniques to be used during construction will be decided during the final design phase of the project.

- Do not design the road based on existing right-of-way and start over with the design.

Response: The proposed conceptual design was developed to meet the purpose and need while minimizing the acquisition of right-of-way, avoid relocations, minimize impacts to adjacent properties and sensitive environmental resources. Consideration was also given to time and budgetary constraints associated with the TIGER grant agreement.

- The intersection of Broad Street and Palmetto Street did not appear on the maps at the public involvement meeting.

Response: The maps at the public involvement meeting mistakenly did not show an intersection at Broad Street and Palmetto Street. The intersection will remain open.

PUBLIC INVOLVEMENT MEETING REPORT

CITY OF MOBILE PROJECT NO. 2015-202-22

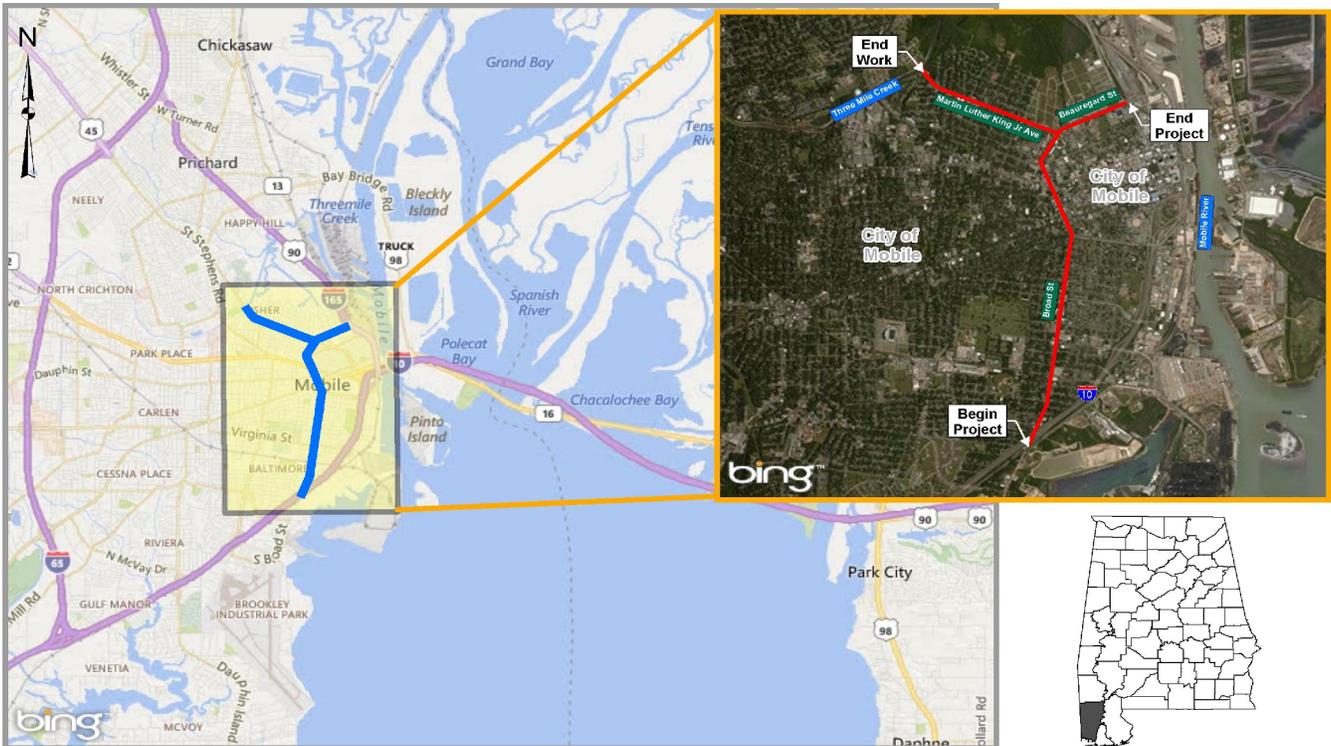
BROAD-BEAUREGARD-DR. MLK JR. AVE COMPLETE STREETS PROJECT

FROM SOUTH OF I-10 TO WATER STREET AND MLK, JR. AVENUE

MOBILE COUNTY



Project Number
2015-202-22
Broad Street Improvements
Mobile County



NOVEMBER 10th, 2016

International Trade Center
5:30 p.m. to 7:30 p.m.

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1. PROJECT DESCRIPTION AND PROJECT NEEDS

The proposed project involves the reconstruction of Broad Street from south of I-10 to Water Street and the reconstruction of MLK, Jr. Avenue from Broad Street to just west of Three Mile Creek. The Broad Street reconstruction will include reducing the number of lanes from three lanes to two lanes in each direction from Government Street to Water Street. The project will also include adding multi-use paths and a raised landscaped median from Baltimore Street to Water Street. Shared use bike lanes will be added from Baltimore Street to Congress Street as well as multi-use paths on each side of the roadway. The shared use bike lane will change to a buffered bike lane separated by a landscaped curb on each side of the road from Congress Street to Water Street. The project will also include drainage improvements for the entire project corridor, as well as utility relocations where applicable. The improvements to MLK, Jr. Avenue include reducing the overall width of the road to one lane in each direction with an 8' wide multi-use path on the south side of the road and strategically placed on-street parking on the north side of the road. A sidewalk will also be included on the north side of the road from Beauregard Street to just west of Three Mile Creek. The purpose of this project is to reconstruct Broad Street and Dr. Martin Luther King Jr. Avenue to repair aging infrastructure and add multimodal connections to better serve the City of Mobile. The design speed of Broad/Beauregard Streets will be 35 mph and MLK, Jr. Avenue will be 30 mph.

There are several needs that will be met by the construction of this project. One of the primary accomplishments of this project will be to provide safe pedestrian and bicycle access for the loop around the Central Business District of Mobile. The next need that this project will address is reconnecting severed neighborhoods that are currently divided by Broad Street. All modes of travel will be accommodated with better connections between neighborhoods, transportation hubs, major employment centers, and local destinations. The aging infrastructure will be reconstructed and will result in the creation of an attractive, welcoming, and cohesive streetscape. This project will also

stimulate an economically vibrant and active street environment that is in line with the City of Mobile's Map for Mobile Plan.

2. ADVERTISEMENT

The public involvement meeting was advertised by the following methods:

1. Press release in the Mobile Press Register – printed October 9th and November 2nd, 2016
2. Press release in Lagniappe – printed October 20th and November 17th, 2016
3. Council Member Levon C. Manzie included the advertisement for the public involvement meeting in his newsletter to District 2 residents and property owners – printed November 10th, 2016
4. Council President Gina Gregory included the advertisement for the public involvement meeting in her newsletter to District 7 residents and property owners – printed November 7th, 2016
5. The City of Mobile sent an electronic invitation to stakeholders along the Broad Street Corridor to the public involvement meeting
6. The City of Mobile placed flyers in businesses along the corridor advertising the public involvement meeting

The advertisements for this meeting can be found in Appendix A.

3. PUBLIC MEETING

The meeting was held November 10th from 5:30 p.m. to 7:30 p.m. on the 4th Floor of the International Trade Center located at 250 North Water Street in Mobile. Signs with the overall project location map and project information were placed in the lobby of the International Trade Center as well as in the hallway of the 4th floor leading to the meeting room (See Appendix E for meeting signs).

Two sets of identical plan rolls of the proposed layout were displayed on tables on each side of the room and were plotted at a 1"=50' scale. The following information was displayed on the plan rolls:

1. Proposed edge of pavements and new pavement shaded in dark grey
2. Intersecting side streets and adjacent businesses
3. Proposed medians and green space shaded in green
4. Proposed sidewalks and multi-use paths shaded a cream color
5. Proposed striping and pavement markings
6. The background was an aerial photograph provided by the City of Mobile

Representatives from the City of Mobile Engineering Department, the City of Mobile Legal Department, the Alabama Department of Transportation, the Federal Highway Administration, and Volkert, Inc. arrived at approximately 2:30 p.m. The public began arriving at 5:00 p.m. A desk was positioned at the door of the meeting room with a sign-in form and a welcome packet that was given to each person. The welcome packet included a letter to the citizen from the office of the Mayor, a project vicinity map, and an information sheet describing the project limits, project history and proposed schedule, initial cost estimates, right-of-way, design criteria, and an initial environmental evaluation process status update. The welcome packet also included a comment form that was to be filled out by the citizens and returned to Volkert, Inc. (See Appendix B for Meeting Handouts). Project personnel were stationed at the display locations to provide assistance and answer questions.

A brief project introduction was given at 6:00 p.m. by Ms. Dianne Irby, the Executive Director of Planning and Development for the City of Mobile, and was followed by a general presentation of the project by Mr. Drew Davis, P.E., ENV SP of Volkert, Inc. The presentation generally described the project and provided information such as project history, project purpose, corridor needs, and proposed improvements. The presentation and project fact sheet is provided in Appendix D.

The meeting was attended by 102 people. Of the 102 attendees, 13 were project personnel and representatives from the City of Mobile, the Federal Highway Administration, and the Alabama Department of Transportation and 89 members of the general public signed in (see Appendix E for the attendee list).

4. MEETING SUMMARY

The public was largely in agreement that there is a need to construct the Broad Street Project. There was a total of 27 public comment forms received. Of the 27 comment forms received, all 27 were generally in favor of the project. In regards to the conceptual design, 19 comment forms were in favor of the proposed layout as it was presented at the Public Involvement meeting. There were 7 comment forms that were not in favor of the proposed layout that was presented at the meeting and 1 comment form did not provide an answer for this question. There were 20 comment forms that indicated that they felt that the design would provide safe pedestrian and bicycle access for residents, workers, and visitors. There were 4 comment form that was received that indicated that the design would not provide safe pedestrian and bicycle access for residents, workers, and visitors, and there were two comment forms that did not answer the question but stated that it was too early to tell if the design would provide safe access. When asked if citizens thought that this project is in the overall best interest of the public, 25 comment forms indicated that it would be in the public's best interest. One of the comment forms did not provide an answer for this question and another comment form indicated that it was too early to know if it would benefit the overall best interest of the public. There were also two different alternatives provided for the Government St./Broad St. intersection and for the Springhill Ave./Broad St. intersection. The comment form asked that citizens indicate which alternative they preferred. There were 10 comment forms that were in favor of Alternate 1 for the Government St intersection configuration and 11 comment forms that were in favor of Alternate 2. There were 8 comment forms that were in favor of the Springhill Ave. Alternate 1 and there were 11 comment forms that were in favor of Alternate two of this intersection configuration. There was one comment form that indicated the person did not prefer either of the alternatives for either intersection. A summary of the responses to the questions provided on the comment forms can be found below. A summary of the comment forms and each comment form received is provided in Appendix E.

NO.	QUESTIONS	YES	NO	NO ANSWER	CUSTOM RESPONSE	TOTAL
1	Do you reside in the Broad St/ Dr. MLK, Jr. Blvd area?	16	9	2	0	27
2	Do you work in the Broad St/Dr. MLK, Jr. Blvd area?	8	17	2	0	27
3	Do you use Broad St/Beauregard St/Dr. MLK, Jr. Blvd as a travel way?	25	1	1	0	27
4	Do you generally favor the construction of this project?	27	0	0	0	27
5	Are you in favor of the proposed design as presented at this meeting?	19	7	1	0	27
6	Do you think this design will provide safe pedestrian and bicycle access for residents, workers, and visitors?	20	4	1	2	27
7	Do you think this project is in the best overall public interest?	25	0	1	1	27

NO.	QUESTIONS	ALT 1	ALT 2	NO ANSWER	CUSTOM RESPONSE	TOTAL
8	Which Government St intersection design do you prefer?	10	11	2	4	27
9	Which Springhill Ave intersection design do you prefer?	8	11	5	3	27

APPENDIX A – MEETING ADVERTISEMENTS

FIGURE 1: MOBILE PRESS REGISTER ADVERTISEMENT – OCTOBER 9TH & NOVEMBER 2ND, 2016

F6 Sunday, October 9, 2016 PRESS-REGISTER AL.COM

Address: 2863 Pages Ln. Mobile, AL 36607
 Unit #B31
 Name: Wanda Gamble
 Address: 313 Magnolia Dr. Mobile, AL 36617
 Unit #C126
 Name: Timika James
 Address: 514 Meaher Ave. Prichard, AL 36610
 PRESS REGISTER
 October 2, 9, 2016

NOTICE OF SALE
 In accordance with Alabama Law, notice is hereby given that A-Cool Self Storage, located at 3310 Demetropolis Rd., Mobile, AL 36693 will conduct a public lien sale or dispose of the contents of the following units to pay rent and other charges due. The sale will be held on October 27, 2016 @ 2:00pm.
 #01030 Johnny Hale
 P.O. Box 1466
 Mobile, AL 36633
 Household Goods/Totes
 #01192 Mark and Brenda Scott
 1575 Knollwood Dr Apt 562
 Mobile, AL 36609
 Furniture/Totes/Household goods
 #01268 Renyatta Richard
 Collins, MS 38923
 Furniture/Appliances (washer/dryer/fridge)
 Construction equipment

PRESS REGISTER
 October 9, 16, 2016

NOTICE OF SALE
 Bay Area Portable Storage, LLC. Hereby publishes notice of a public sale of the property listed below to satisfy a landlords lien, as required by Alabama Self-Storage Act (AL Stat. 9-15-33, 9-15-34). All sales are for cash to the highest bidder and are considered final. Bay Area Portable Storage, LLC reserves the right to reject any bids. The sale will be held at 2845 Daughlin Island Pkwy, Mobile, AL 36605 and will be held on October 27, 2016 at 2:00 pm. Customer Name Container ID Baker, Darlene 8022871 Aspirwall, Mary 297871, 224871 ATL Investments 8073871 Parnell, Yves 80771 Containers include but not limited to: Household items, tools, exercise equipment, storage equipment, and more.

PRESS REGISTER
 October 9, 19, 2016

PUBLIC INVOLVEMENT MEETING
 Proposed Broad Street Improvements
 Broad Street/Beauregard Street from Water Street to I-10 and
 Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
 Mobile County, Alabama
 City of Mobile Project No. 2015-202-22
 Broad Street Improvements Mobile County
 Informal, Walk-in Information Session Format from 5:30 p.m. until 7:30 p.m.
 November 10, 2016
 4th Floor, International Trade Center
 250 North Water Street
 Mobile, AL 36602

PRESS REGISTER
 October 9, November 2, 2016

NOTICE OF SALE
 In accordance with Alabama Law, notice is hereby given that StorageMax-University Self Storage, located at 684 University Blvd So Mobile, AL 36609 will conduct a public lien sale or dispose of the contents of the following units to pay rent and other charges due. The sale will be held on October 27, 2016 at 3:00 pm
 Deloris Winbush #349
 6190 Girty Rd, Apt 711
 Mobile, AL 36693
 Inventory: Household Goods, Furniture

PRESS REGISTER
 October 9, 16, 2016

NOTICE OF BID

ADVERTISEMENT FOR BIDS
 Sealed proposals, in duplicate, from Qualified General Contractors will be received by the Awarding Authority: City of Chickasaw Board of Education, 201 N. Craft Highway, Chickasaw, Alabama 36611, until 1:00 p.m. local time, Thursday, October 27, 2016 for
PARTIAL REEROOFING OF CENTRAL BOARD OFFICE FOR CITY OF CHICKASAW BOARD OF EDUCATION
 Architect Job No. 16-05
 At such time and place, the bids will be opened and read.
 A cashier's check or bid bond payable to City of Chickasaw Board of Education in an amount equal to the bid amount of the

PRESS REGISTER
 October 9, 9, 16, 2016

BID #2016-09 Citronelle Family Health Dental Renovations and Additions

Mobile County Health Department is currently soliciting sealed bids for the renovations and additions of Citronelle Family Health Dental Clinic located at 18280 N. Mobile St., Citronelle, AL 36522. The sealed bid Project Number is 2016-09. Contractors eligible to bid must not be on the U.S. General Services Administration lists of Parties Excluded from Federal Procurement or Non-Procurement Programs. Bids will be submitted for furnishing all labor and materials and performing all work for this project. The Contract will be awarded to the Contractor with the lowest responsible bid for the completed construction for the project. This project is being partially funded with Federal Funds. Bid documents may be inspected and obtained at the office of the Architect beginning Wednesday, October 5, 2016. Bowden Architecture, 1657 Springhill Ave, Mobile, AL 36604
 Office Telephone: (251) 433-0704 office@bowdenarchitecture.com

The Bidders must attend and must sign the attendance log for one of the two scheduled Pre-Bid Meetings to be held at the Citronelle Family Health Dental Clinic located at 18280 N. Mobile St., Citronelle, AL 36522: Tuesday, October 11, 2016 at 1:00 P.M. CDT, on Thursday, October 13, 2016 at 1:00 P.M. CDT. Minutes of the Pre-Bid meetings will be provided as an Addendum to the project bid documents. Please note that attendance at one meeting is a mandatory requirement for bidding and all Bidders must sign the "attendance log" to be posted at the meeting. Copies of the Bidding Documents may be obtained from the Architect upon receipt of a non-refundable payment of \$150.00 per set of bid documents (hard copies) and \$25.00 for a cd with digital files. Checks shall be made payable to the Mobile County Health Department. The successful Bidder will be credited their payment. No sets of bidding documents will be issued later than 48 hours prior to the bid opening.

A Bid bond or certified check equal to five percent (5%) of the base bid payable to the Mobile County Health Department must accompany each bid. A Performance Bond will be required as follows: 100% of the contract amount and must be payable to the Mobile County Health Department. Labor and Materials (Payment) Bond requirements as follows: 100% of the contract amount. No bid will be considered unless the bidder, whether resident or non-resident of Alabama, is properly qualified to submit a proposal for this construction. Contractors must have insurance coverage of no less than \$1,000,000. Submit the insurer's Power of Attorney for the representing Agent. The requirements shall include, among other qualifications, evidence of holding a current Contractor's license from the Alabama Licensing Board for General Contractors, Montgomery, Alabama. All required documentation must be attached to the bid and enclosed within the sealed envelope to be presented prior to bid opening.

Contractor must initiate the project within 10 days of the bid award. No adjustments to the contract time will be made for a delayed start. Liquidated damages will apply for failure to complete the project on time. No bid may be withdrawn for a period of sixty (60) days following the bid opening unless approved by the Mobile County Health Department.

Each bid must be submitted in a sealed envelope on the official bid form, along with the State of Alabama Disclosure Statement, W-9 form, Reason-Hammond Affidavit, Certificate of insurance and other required information. Please visit <http://mchd.org/legals/Notices/Bid/> to view the complete legal bid requirements for this project. The front of the sealed envelope shall be clearly marked with Sealed Bid # 2016-09 Citronelle Family Health Dental Renovations and Additions.

Sealed Bids must be submitted to Ms. Toni Wortham, Director, Purchasing & Contractual Services, Mobile County Health Department, Keeler Building, 251 N Bayou Street, 1st Floor, Room 107, Mobile, AL 36603, until 2:00 P.M., Thursday, October 20, 2016 bids will be publicly opened and read in the Library, Room #348. Sealed bids may be mailed to P. O. Box 2867 Mobile, AL 36652-2867. Allow time for delivery and receipt prior to the bid date and time. Questions may be directed to Don Bowden or Lance Kempner at (251) 433-0704 or office@bowdenarchitecture.com. The Mobile County Health Department reserves the right to reject any and all bids and to waive any formalities in the bidding, and to be the final authority in any conflict. The bidding process will follow the laws and regulations as defined by the State of Alabama in the Code of Alabama (1975), Title 39, Public Works Law.

PRESS REGISTER
 October 9, 9, 16, 2016

INVITATION TO BIDDERS

Sealed proposals will be received by the Tuscaloosa City Board of Education, until 02:00 PM, legally prevailing time, October 25, 2016, for Central Elementary School Renovation & Addition, Tuscaloosa, Alabama in the Regions Room at the Tuscaloosa City Board of Education, at which time and place they will be publicly opened. A cashier's check or bid bond payable to Tuscaloosa City Board of Education in an amount not less than five (5) percent of the amount of the bid, but in no event more than \$10,000, must accompany the bidder's proposal. Performance and Payment Bonds and evidence of insurance required in the bid documents will be required at the signing of the Contract.

Drawings and Specifications may be examined at the office of the Architect, Ward Scott Architecture, Inc., 2715 7th Street, Tuscaloosa, Alabama, and TuscaBlue, Tuscaloosa, Alabama.

Bid documents may be obtained from TuscaBlue, 1926 University Boulevard, Tuscaloosa, Alabama, upon deposit of \$150.00 per set, which will be refunded in full on the first two sets issued to each trade contractor bidding submitting a bona fide bid, upon return of documents in good condition within ten days of bid date. Other sets for contractors, and sets for dealers, may be obtained with the same deposit, which will be refunded as above, less cost of printing, reproduction, handling, and distribution. Bid bonds are to be issued by an acceptable bonding company licensed to do business in the State, with a Power of Attorney, to confess judgment thereon, with the understanding that it shall guarantee that the bidder shall not withdraw his bid for the guarantee period of sixty (60) days after the scheduled closing time for the receipt of bids; that if his bid is accepted, he will enter into a formal contract with the Owner; and that in the event of a withdrawal of said bid within said period, or the failure to enter into said contract within the time specified, the bidder shall be liable to the Owner for the full amount of the bid guarantee as liquidated damages and not as a penalty. The bid bond and certified checks on unsuccessful bidders will be returned upon awarding the contract or rejection of all bids, in no event, later than the number of days in the guarantee period from the opening of proposals. That of the successful bidder will be returned when formal contract and bonds are accepted and approved.

Bids must be submitted on proposal forms furnished by the Architect or copies thereof. All bidders bidding in amounts exceeding that established by the State Licensing Board for General Contractors must be licensed under the provisions of Title 34, Chapter 8, Code of Alabama, 1975, and must show evidence of license before bidding or bid will not be received or considered by the Architect; the bidder shall show such evidence by clearly displaying his or her current license number on the outside of the sealed envelope in which the proposal is delivered. The Owner reserves the right to reject any or all proposals and to waive technical errors if, in the Owner's judgment, the best interests of the Owner will thereby be promoted. All Bidders are invited to attend a Pre-Bid Conference to be held at the project site, October 18, 2016, at 10:00 AM. The bidder's company employee attending the pre-bid conference shall have qualifications and experience with the construction to be performed within this project. Any questions concerning the pre-bid conference shall be directed to the Architect. Nonresident bidders must accompany any written bid documents with a written opinion of an attorney at law licensed to practice law in such nonresident bidder's state of domicile, as to the preferences, if any or none, granted by the law of that state to its own business entities whose principal places of business are in that state in the letting of any or all public contracts.

PRESS REGISTER
 October 9, 2016

ADVERTISEMENT FOR BIDS

Sealed proposals will be received by AIDT in their Conference Room located at One Technology Court, Montgomery, Alabama, until 3:00 PM CDT on Thursday, October 27, 2016, for:
AIDT Advanced Manufacturing and Technical Center for Lockheed Martin Corporation
 Pike County Facilities, 3500 County Road 37 Troy, AL 36081
 B.C. # 2016234
 At which time and place they will be publicly opened and read.
PROJECT DESCRIPTION:
 1. Construct new Building Addition.
 2. P. U. and site work associated with new building addition.
 3. Provide utilities and sanitary sewer field and system to serve new addition.

PRESS REGISTER
 October 9, 2016

Hardcopy: Hardcopies are available. Plan-room for the cost arrangements shall be Contact Auburn Repr Deann Road, Auburn, AL 36830; 334501-82 [E-mail greg@auburn to obtain bid documents. A bid bond of \$10.00 with submission of the Bond of 100% and Pa will be required in accordance with the Code of Alabama Attention of bidders is the requirements as payment to be observed rates to be paid under 3. Segregated Facility 11246.

The Lee County Commission right to reject any or a formalities in the withdrawal his bid within the actual date of the opening for general questions, Stacy Norman, Stacy Norman Architect, Auburn, AL 36830, snorman@snaarchitect.com

PRESS REGISTER
 October 9, 2016

ADVERTISEMENT

Sealed proposals will be received by Auburn University Purchasing, Patton J. Meridian Street, Nor 2:00 p.m. local time O EMERGENCY POWER (E-15-205/16-22) at which time and place opened and read. A cashier's check or Alabama A&M University, more than five (5) percent bid, but in no event must accompany the performance and Payment of insurance required will be required at the

Drawings and specifications at the office of Technologies, Inc. 218 Huntsville, Alabama. Bid Documents may Plan Holder, Datatek, Newby Road Suite 102 35895, (256) 559-4444 will be responsible for obtaining the Con Other sets for general for subcontractors attained with the same No refunds are available for construction Documents. Bids must be submitted furnished by the Arch All bidders bidding, that established by Board for General Contractors must be in

visions of Title 34, Ch. ma, 1975, and must be before bidding or bid considered by the Arch the bidder shall clearly displaying his number on the outside proposals and to wan the Owner's judgment the Owner will thereby Nonresident bidders written bid document ion of an attorney at l law in such nonres domicile, as to the none, granted by the own business entitie ces of business are l ting of any or all public Alabama A&M Univers (Awarding Authority) Engineering Design I (Architect)

PRESS REGISTER
 September 25, October 2, 2016

ADVERTISEMENT

Sealed proposals will qualified bidders by half of Dr. G. Jay Ge University at 1161 We burn University, AL Central Time, Decem 15-205/16-22) La Building Expansion at AUBURN UNIVERSITY at which time and pl

PRESS REGISTER
 October 9, 2016

FIGURE 2: MOBILE PRESS REGISTER ADVERTISEMENT – OCTOBER 9TH & NOVEMBER 2ND, 2016

A4 SUNDAY, OCTOBER 9, 2016 THE PRESS-REGISTER AL.COM

MOBILE COUNTY the audience who have registered. Registration MONTGOMERY



AL.com's Women Who Shape the State is Alabama's premiere recognition program for women driving initiatives and movements that are changing lives for the better in the community.

AL.com Women WHO SHAPE THE STATE
Presented by **VON MAUR**

Thursday, November 3, 2016
Hyatt Regency Birmingham – The Wynfrey Hotel
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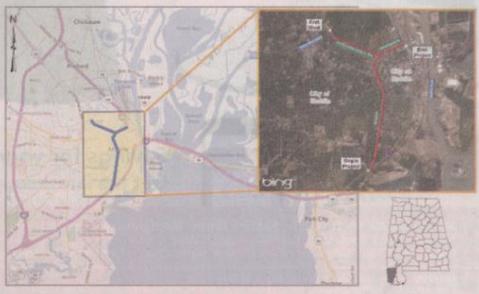
ATKINS 016

PUBLIC INVOLVEMENT MEETING

Proposed Broad Street Improvements
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
Mobile County, Alabama

City of Mobile Project No. 2015-202-22

Project Number
2015-202-22
Broad Street Improvements
Mobile County



Informal, Walk-in Information Session Format from 5:30 p.m. until 7:30 p.m.
November 10, 2016

4th Floor, International Trade Center
250 North Water Street
Mobile, AL 36602

ATKINS 017

FIGURE 3: LAGNIAPPE ADVERTISEMENT - OCTOBER 20TH, 2016

"doesn't appear as a disqualifying felony" in state law, in the 2005 AG opinion or in the AOC's clarified list of disqualifying crimes.

Lagniappe reached out to Yow for comment but was unable to reach him before this publication's press deadline.

Mobile County's current registrars are Virginia Delchamps, Pat Tyrrell and Shirley Short, all of whom spoke to a Lagniappe reporter during an Oct. 17 conference call. However, the members declined to attribute their comments to any single board member.

When asked about the process used locally to remove voters who, like Yow, have supposedly been convicted of crimes of moral turpitude, one of the board members said the process "is the same statewide in every county."

"We don't make those decisions. It's based on what we get from the Board of Pardons and Paroles," another member said. "If you're just a regular voter, we enter you in, but if you come up as a felon, we have to have something from the Board of Pardons and Paroles."

Those statements, however, seem to be at odds with others from state officials. In a follow-up interview, Merrill's chief of staff, John Bennett, confirmed that the decision of determining whether a felony involves moral turpitude "truly is up to the Board of Registrars."

Again, Bennett said the discretion given to those local registrars is likely the reason state election officials have seen different standards of moral turpitude applied in different Alabama counties.

Ballots behind bars

Prisoners awaiting trial in Alabama or serving time for an offense that doesn't involve moral turpitude can retain their right to vote by using the same absentee ballot process used by other residents who can't make it to their designated polling location.

However, in her career at Mobile Metro Jail, Capt. Sadie Stallworth said she hasn't ever seen a large influx of inmates looking to file absentee ballots. She also said the staff doesn't make deliberate efforts to inform inmates about the option, either.

Despite that, Stallworth said captains at the jail are able to assist any inmate should they ask.

"I've got family members that got felonies under different statutes and things like that, and their right to vote has been stripped from them. But for the most part, I'm ignorant to the system," Ruiz said. "I don't get in trouble, so when they put me in a felon uniform, I just immediately thought, 'Oh well, I can't vote no more.'"

Ruiz pleaded guilty to federal charges of misprision of justice in March because of his

limited role in a drug trafficking operation.

According to court records, Ruiz agreed to ride along in a U-Haul to maintain the false image he and three other men had traveled to Mobile "to move furniture" and not drugs.

Yet, even for inmates serving time for lesser felonies and misdemeanors, there is often an assumption their right to vote has already been lost. Recently, Merrill's office sent a memo to every corrections facility in Alabama hoping to clarify.

"We told them, if somebody at your facility is supposed to vote, make sure they know they're to apply to vote by absentee ballot," Merrill said. "We want to make sure that opportunity is afforded."

That memo was sent out Sept. 30 — four days after Merrill and other state officials were named as defendants in Greater Birmingham Ministries' lawsuit. Yet, this week, Ruiz said the vast majority of inmates at Metro had no idea about the absentee ballot option. In fact, Ruiz said he wasn't aware until a captain asked him about being interviewed for this report.

Mauer said that's not uncommon in other states, either.

"Theoretically, they certainly have that right. Practically, though, they rarely get it. That's another real problem," Mauer said. "There are 700,000 people in U.S. prisons on any given day, and the vast majority are either awaiting trial for a felony conviction or serving time on a misdemeanor."

While there's only a few days until the Oct. 24 voter registration deadline, Ruiz said he still plans to file his application for an absentee ballot, and he's not the only one.

Johnny Bazzel, 34, of Semmes is currently awaiting trial after being arrested in September for distribution of a controlled substance. Unless Alabama's laws regarding moral turpitude are changed, it's likely the absentee ballot he files will be the last time he participates in this country's political system.

That last vote, he says, will be for Democratic nominee Hillary Clinton.

"Democrats, they're for the working man, for the most part," Bazzel said. "Taking from the poor and giving to the rich, that's how the Republicans do. That's just my opinion, though."

As for Ruiz, he still supports Trump, though he did express some concern over some of the recent turmoil in the GOP nominee's campaign. In all, Ruiz said, the fact he'll return home with a felony on his record makes it hard to support someone he believes skirted the law.

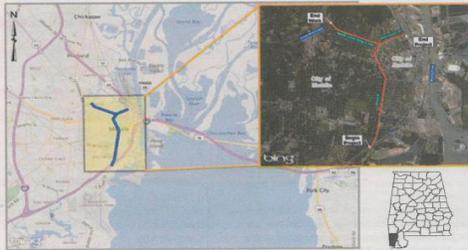
"Hillary committed serious felonies, and they're not even pursuing nobody," Ruiz said. "If I committed the same type of felonies, they'd forget my name. I'd be under the jail."

PUBLIC INVOLVEMENT MEETING

Proposed Broad Street Improvements
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
Mobile County, Alabama

City of Mobile Project No. 2015-202-22

Project Number
2015-202-22
Broad Street Improvements
Mobile County



Informal, Walk-in Information Session Format
from 5:30 p.m. until 7:30 p.m.

November 10, 2016

4th Floor, International Trade Center
250 North Water Street
Mobile, AL 36602



See race results and photos from event at
BROOKLEY5K.COM

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Mobile Airport Authority Foundation would like to take this time to thank our sponsors. Their Generosity has made this event a huge success for the foundation and our community.

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- Bronze Sponsors: Army Aviation Credit Union, Ambrecht Jackson LLP, Burr Foreman LLP, Clark Geer & Latham, Fox 10 Hand Arendall LLC, Industrial Wellness Rehab, Michael Baker International, Piel, Standard Parking Service 1 Federal Credit Union, Signature Flight Support, Thames Batre Insurance, Vartan Aviation, Volkert.
- Mile Marker Sponsors: Chateau Woodworks, Cypress Employment Services, Dunn Building, Felder Services, Gulf Intermodal, Honeywell, Hutchinson, Nature Conservancy, Service First Bank, SpillTech

FIGURE 4: LAGNIAPPE ARTICLE – www.lagniappemobile.com – NOVEMBER 17th, 2016

City to host 'Bring Back Broad' open house - Lagniappe Mobile

Page 1 of 4

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LAGNIAPPE

 WEEKLY

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 **SUPER SAVINGS** Every Tuesday & Friday!

City to host 'Bring Back Broad' open house

Posted by [Dale Liesch](#) | Nov 7, 2016 | [Community](#), [Uncategorized](#) |  | ★★★★★



The City of Mobile is hosting its very first Open House for citizens to see the first look of the project funded by the Transportation Investment Generating Economic Recovery (TIGER) Grant award on November 10 in the International Trade Center. Walk-ins are welcome from 5:30 p.m. until 7:30 p.m.

In July, the Department of Transportation awarded Mobile a \$14.5 million TIGER grant to rebuild aging infrastructure, connect citizens to jobs and revitalize


AN EVENING OF SPARKLING WINE & HOLIDAY LIGHTS
NOVEMBER 19, 2016
AT THE VILLAGE OF HISTORIC WINE
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historic neighborhoods. The grant provides federal funding to reconstruct the Broad-Beauregard corridor and connect it to the Three Mile Creek greenway. The City will be required to provide a \$3.3 million local match.

The project will provide efficient connectivity between residents, the transportation system and major economic employment centers at Brookley Aeroplex and downtown Mobile. It will also reconnect neighborhoods currently divided by Broad Street's unbroken five-lane expanse of concrete by creating bike and pedestrian lanes and landscaped medians.

"This award is the result of a tremendous effort by our city staff in collaboration with our state and federal partners," Mayor Sandy Stimpson said. "This initiative provides safe, pedestrian and bicycle-friendly access, beautifies the streetscape and stimulates economic activity throughout Mobile. This project will connect citizens from the transportation hub on Water Street to homes in neighborhoods to jobs at Brookley Aeroplex to recreation on the Three Mile Creek greenway."

The Stimpson Administration identified the TIGER Grant program as a key opportunity upon taking office in late 2013.

< PREVIOUS

NEXT >

[DOJ report looks favorably upon Mobile municipal court](#)

[New Mayor Karin Wilson takes office in Fairhope](#)

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FIGURE 5: PRESS RELEASE FROM THE OFFICE OF THE MAYOR – NOVEMBER 17TH, 2016

From: [Kidd, Archnique](#)
Subject: FW: Release: City of Mobile to host Open House for first look of One Mobile Project
Date: Monday, November 7, 2016 2:48:16 PM

From: City of Mobile Office of the Mayor
Sent: Monday, November 07, 2016 2:11 PM
To: AllCity
Subject: Release: City of Mobile to host Open House for first look of One Mobile Project



Office of the Mayor

For Immediate Release
November 7, 2016

City of Mobile to host Open House for first look of One Mobile Project

MOBILE, Ala. – The City of Mobile is hosting its very first Open House for citizens to see the first look of the “One Mobile” project funded by the Transportation Investment Generating Economic Recovery (TIGER) Grant award on November 10 in the International Trade Center. Walk-ins are welcome from 5:30 pm until 7:30 pm.

In July, the Department of Transportation awarded the City of Mobile a \$14.5 million TIGER grant to rebuild aging infrastructure, connect citizens to jobs and revitalize historic neighborhoods. The grant provides federal funding to reconstruct the Broad-Beauregard corridor and connect it to the Three Mile Creek Greenway. The City will be required to provide a \$3.3 million local match.

The “One Mobile” project will provide efficient connectivity between residents, the transportation system and major economic employment centers at Brookley Aeroplex and downtown Mobile. It will also reconnect neighborhoods currently divided by Broad Street’s unbroken 5-lane expanse of concrete by creating bike and pedestrian lanes and landscaped medians.

“This award is the result of a tremendous effort by our city staff in collaboration with our state and federal partners,” said Mayor Stimpson. “This initiative provides safe, pedestrian and bicycle-friendly access, beautifies the streetscape and stimulates economic activity throughout Mobile. This project will connect citizens from the transportation hub on Water Street to homes in neighborhoods to jobs at Brookley Aeroplex to recreation on the Three Mile Creek Greenway.”

The Stimpson Administration identified the TIGER Grant program as a key opportunity upon taking office in late 2013.

Tiger Grant Public Meeting

November 10th, 2016

5:30 p.m.- 7:30 p.m.

The Department of Transportation awarded the City of Mobile a \$14.5 million grant to rebuild aging infrastructure, connect citizens to jobs and revitalize historic neighborhoods.

The U.S. Department of Transportation 2016 Transportation Investment Generating Economic Recovery (TIGER) grant will provide federal funding to reconstruct the Broad-Beauregard corridor and connect it to the Three Mile Creek Greenway.

4th Floor, International Trade Center
250 North Water Street
Mobile, AL 36602

**FIGURE 6: DISTRICT 2 NEWSLETTER TO RESIDENTS AND PROPERTY OWNERS
– NOVEMBER 10TH, 2016**

Davis, Drew

From: Councilmember Levon C. Manzie <lmanzie@cityofmobile.org>
Sent: Thursday, November 10, 2016 2:48 PM
To: Davis, Drew
Subject: District 2 News



Thursday, November 10, 2016

District 2 Newsletter
Councilmember Levon C. Manzie



Contact Information

Councilmember
Levon C. Manzie
Mobile City Council
District 2
P. O. Box 1827
Mobile, AL 36633-1827
Office: (251) 208-7441
E-mail:
lmanzie@cityofmobile.org

Dear Residents,

The annual Harvest Giveaway is this Saturday, November 12, 2016 from 8:00 am - 1:00 pm at the James Seals Community Center, 540 Texas Street. Items including food, clothing, shoes, household items, and furniture will be given away to local residents in need. There will also be opportunities to sign up for healthcare programs.

We have also rescheduled our City Council meeting at the Harmon-Thomas Community Center for Tuesday, November 29th at 6:00 pm. I was very disappointed the original meeting was cancelled at the last minute but am glad we are going to make it happen soon. I went out to the center to meet with residents who might not have heard in time that it was cancelled and enjoyed visiting with them and answering questions.

The goal of holding our meetings in the community is to provide citizens a better chance to attend as well as meet and speak with members of the Council and key city staff. So, I hope as many residents from the Maysville community will be able to join us.

PUBLIC INVOLVEMENT MEETING

Proposed Broad Street Improvements
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevards from Three Mile Creek to Beauregard Street
Mobile County, Alabama

City of Mobile Project No. 2015-202-22



Project Number
2015-202-22
Broad Street Improvements
Mobile County



Informal, Walk-in Information Session Format from 5:30 p.m. until 7:30 p.m.
November 10, 2016

4th Floor, International Trade Center
250 North Water Street
Mobile, AL 36602

For Additional Information or For Individuals Requiring Special Assistance Due to Physical
Impairment or Disability Contact:

Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36670
(251) 342-1070

Special assistance requests should be made as soon as possible.

PUBLIC WORKS DEPARTMENT



**FIGURE 7: DISTRICT 7 NEWSLETTER TO RESIDENTS AND PROPERTY OWNERS
– NOVEMBER 7TH, 2016**

Davis, Drew

From: Council President Gina Gregory <gregoryg@cityofmobile.org>
Sent: Monday, November 7, 2016 12:13 PM
To: Davis, Drew
Subject: District 7 News



Monday, November 7, 2016

District 7 Newsletter
Council President Gina Gregory



Contact Information

Council President
Gina Gregory
Mobile City Council
District 7
P. O. Box 1827
Mobile, AL 36633-1827
Office: (251) 208-7441
Cell: (251) 404-4644
E-mail:
gregoryg@cityofmobile.org

[Join Our Mailing List!](#)

Dear Residents,

As you know tomorrow is **Election Day**. The ballot is long and includes a number of amendments. One item in particular that is of great importance to the City of Mobile is the **County's Pay-As-You-Go Program**. Included in that program are streets to be resurfaced throughout the City - many in our district. Please [click here](#) to see information about the amendments provided by the Public Affairs Council of Alabama, a non-profit entity whose mission is to provide objective, nonpartisan information that will lead to the improvement of state and local government in Alabama. Traffic will be heavy around polling sites, please be prepared for delays.

The Carnival Fantasy arrives on Wednesday this week to begin sailing out of Mobile. We expect a big crowd of well-wishers at the Cruise Terminal as well as travelers who will be boarding the ship for the inaugural voyage. Mobile Police will be directing traffic in the downtown areas near the Cruise Terminal and Convention Center beginning at 6:30am.

Friday is Veteran's Day and the annual parade will kick off at 10:00am from the Civic Center. The parade will work its way through downtown streets including Claiborne, Canal, Broad, Dauphin, Government Streets and back to the Civic Center. Please come out to support and cheer for our veterans on this very special day.

Last week the Mobile County Grand Jury released its findings in the Michael Moore officer related shooting case, concluding that the officer "*acted reasonably; justifiably; and in accordance with all applicable laws.*" Please [click here](#) to read the full report.

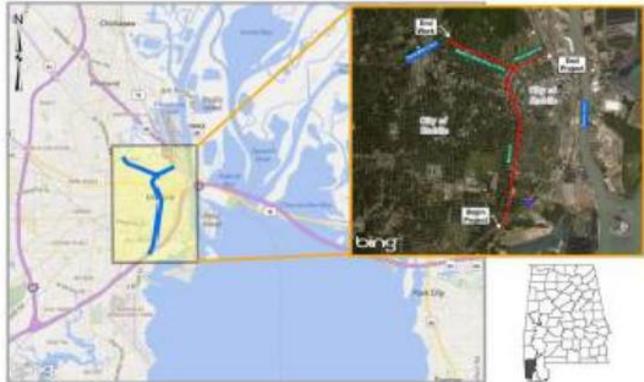
PUBLIC INVOLVEMENT MEETING

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November 10, 2016

4th Floor, International Trade Center
250 North Water Street
Mobile, AL 36602

For Additional Information or For Individuals Requiring Special Assistance Due to Physical
Impairment or Disability Contact:

Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36670
(251) 342-1070

Special assistance requests should be made as soon as possible.

PUBLIC WORKS HOLIDAY SCHEDULE

APPENDIX B – PUBLIC INVOLVEMENT MEETING
WELCOME PACKET AND COMMENT FORM

OFFICE OF THE MAYOR



November 10, 2016

Dear Citizen:

On behalf of the City of Mobile, we welcome you to the Public Involvement Meeting for Project No. 2015-202-22. The project is part of the *One Mobile: Reconnecting People, Work and Play through Complete Streets* initiative and includes the proposed improvements of Broad Street and Beauregard Street from Water Street to I-10 as well as Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street.

The intent of this meeting is to provide information to the community and solicit input from the residents and businesses for the conceptual design process of this project. Please take this opportunity to make any comments regarding the proposed project.

Displays showing the proposed project are located throughout the room for your viewing. Personnel from the City of Mobile and the design consultant, Volkert, Inc., are stationed at the displays to discuss the project with you. Questions you have about the project should be directed to those individuals.

Please fill out the attached comment sheet. Your comments will be reviewed and will receive every due consideration. You may either turn it in to us before you leave, take it with you for mailing later or email it to the email address reconnectingmobile@cityofmobile.org. If you take it with you, please return this form to the following address within 10 days:

Mr. Drew Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

Again, we thank you for your interest in the project and for attending this meeting.

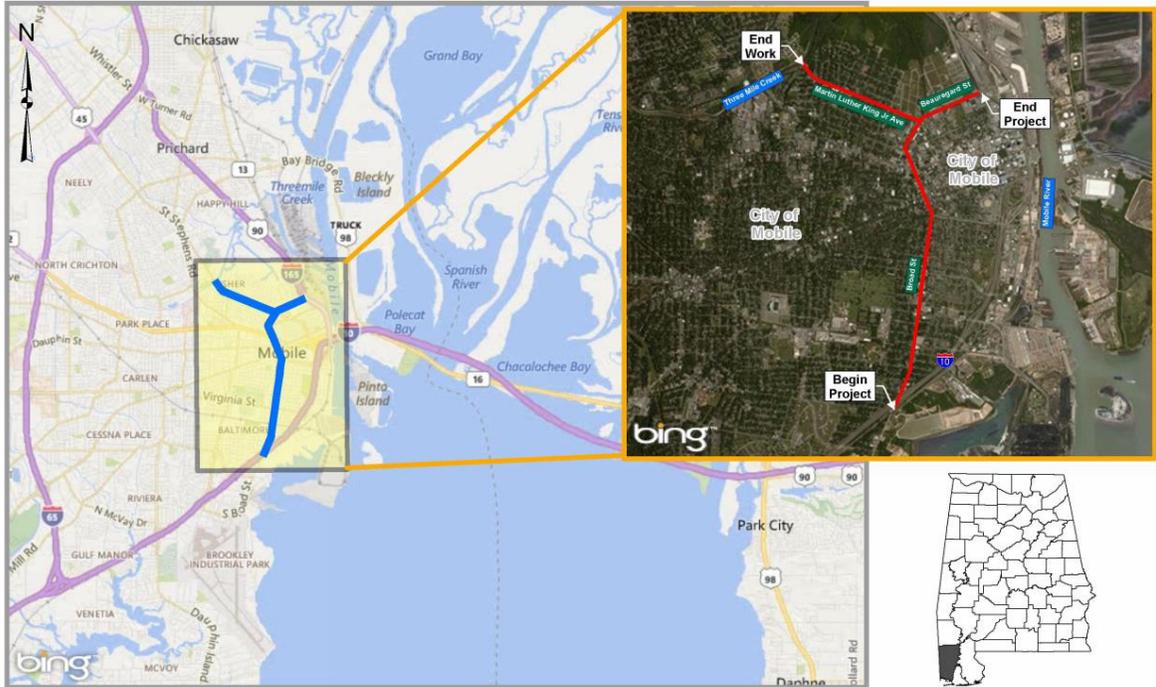
Sincerely,

A handwritten signature in blue ink that reads 'William S. Stimpson'.

William S. Stimpson
Mayor



Project Number
2015-202-22
Broad Street Improvements
Mobile County



**Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016**

Date: _____
Name: _____
Address: _____
Phone: _____

Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES ___ NO ___

Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES ___ NO ___

Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES ___ NO ___

Do you generally favor the construction of this project? YES ___ NO ___

Are you in favor of the proposed design as presented at this meeting? YES ___ NO ___

Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES ___ NO ___

Do you think this project is in the best overall public interest? YES ___ NO ___

Which Government Street intersection design do you prefer? Alternate 1 ___ Alternate 2 ___

Which Springhill Ave intersection design do you prefer? Alternate 1 ___ Alternate 2 ___

Please provide any additional comments concerning this project below:

Please return this form to the following address within 10 days:

Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

Fold Here Second and Tape Edge

Name _____
Address _____

Place Stamp Here

**Mr. Drew Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618**

Fold Here First

**APPENDIX C – PUBLIC INVOLVEMENT
PRESENTATION AND PROJECT FACT SHEET**

FIGURE 8: PUBLIC INVOLVEMENT MEETING PRESENTATION

ONE MOBILE: Reconnecting People, Work and Play through Complete Streets



PROJECT PARTNERS: City of Mobile, U.S. Department of Transportation & the Alabama Department of Transportation

City of Mobile TIGER FY 2016 Cost Summary			
Improvements	TIGER Request	Local Funds	Total Project Cost
City Maintained Sections	\$6,247,868	\$3,320,000	
ALDOT Maintained Sections	\$8,217,176	\$3,540,000	
Total	\$14,465,044	\$6,860,000	\$21,325,044

TIGER FY 2016 GRANT APPLICATION

ONE MOBILE:

Reconnecting People, Work and Play through Complete Streets

PROJECT TYPE: Multi-modal Transportation
 LOCATION: Mobile, Alabama
 Mobile County
 Congressional District 1
 AREA: Urban
 REQUESTED AMOUNT: \$14,465,044
 CONTACT: Mayor William S. Simpson
 City of Mobile, Alabama
 P.O. Box 1827
 Mobile, AL 36633-1827





The Project builds on the Map for Mobile, a framework plan that provides direction and guidance to improve the City and prepare for the growth on the horizon.

The Project aligns with all SEVEN PRINCIPLES of the Map for Mobile

Seven principles statements outline our core values:

1. Strong neighborhoods
2. Functional roadway corridors
3. Strategic infill and redevelopment
4. A connected community
5. High quality design of the built environment
6. A strong downtown
7. Greater opportunities to enjoy natural and recreational assets



PLAN ELEMENTS Mobility & Connectivity

All forms of getting from one place to another, including walking, biking, driving, taking transit, and even water transport.



GOALS:

- Decreased traffic congestion
- Accommodations for driving, walking, & biking
- Better transit service
- Viable transportation options and choices
- Infrastructure aligned with community character
- More walkable places
- Increased connectivity
- Continued and improved ADA accessibility



PLAN ELEMENTS

Economic Development

Economic opportunity and quality of life for citizens. Not only jobs, but also a diversified local economy.



GOALS:

- Diversified economic base – tourism and technology
- Retain existing businesses and attract new
- Expand/develop industries that capitalize on natural resources and history
- Increase employment in small business
- Cultivate a robust pool of skilled workers
- Coordinate long range planning efforts among industry clusters



PLAN ELEMENTS

Neighborhoods

Envisioned as healthy, diverse, safe, and welcoming to all residents.



GOALS:

- More residences located in proximity to jobs and services
- Resources for community and neighborhood development
- Revitalization of blighted neighborhoods
- Better connectivity
- Well-designed neighborhood centers
- Vibrant neighborhoods with strong sense of place



PLAN ELEMENTS
City Facilities & Services

Services that keep Mobile functioning: police, fire, roads, stormwater management, parks, libraries, and community and recreation centers.

GOALS:

- Well-maintained infrastructure and facilities
- Quality parks and recreation amenities



PLAN ELEMENTS
Natural Resources

Economic engines that deserve the utmost protection and respect. Balancing protection and utilization is the key goal.

GOALS:

- Protection of watersheds and sensitive areas
- Creation of trails using streams, creeks, and flood-prone areas
- Better connectivity to parks and rec areas
- Accessibility to rivers and the Bay
- Development of a working waterfront
- Resilient and sustainable coastal community
- Improved water quality through better stormwater management





PROJECT CONNECTIVITY

VISION: The Project will link the Three Mile Creek and Crepe Myrtle Trail



Northern Connectivity:
Future Three Mile Creek Greenway and Blueway



Southern Connectivity:
Arlington Park, Doyle Park and Crepe Myrtle Trail





BROAD-BEAUREGARD-DR. MLK JR. AVE COMPLETE STREETS PROJECT

City of Mobile Project No. 2015-202-22



VOLKERT

Presentation Overview



- Project History
- Project Location & Work Limits
- Project Scope
- Project Planning & Development Process
- Proposed Improvements

VOLKERT

Project History



- 2006 Bring Back Broad Initiative
- 2008 Broad Street Improvements from Virginia to Canal
- 2016 City of Mobile awarded Transportation Investment
Generating Economic Recovery (TIGER) Grant
- 2016-2019 Project Planning, Development & Final Design
- 2019-2024 Construction Schedule for Proposed Broad Street
Improvements Project

VOLKERT

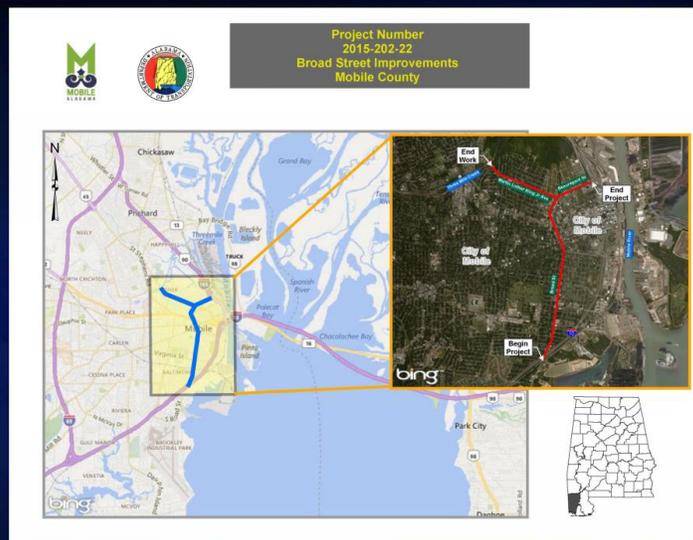
Project History



- 2016 City of Mobile awarded Transportation Investment Generating Economic Recovery (TIGER) Grant
 - Highly competitive Federal Grant Program
 - 2016 - \$9.3 B requested, \$500 M awarded (5%)
 - Broad Street Project
 - \$14.5 M TIGER Funds
 - \$ 3.5 M State Funds
 - \$ 3.3 M City Funds
 - \$21.3 M TOTAL

VOLKERT

Project Location & Limits



VOLKERT



PROJECT CORRIDOR

VOLKERT



- **Project Purpose**
 - Reconstruct Broad Street and Dr. Martin Luther King Jr. Avenue to repair aging infrastructure and add multimodal connections to better serve the City of Mobile.
- **Project Need**
 - Provide safe pedestrian and bicycle access,
 - Reconnect severed neighborhoods currently divided by Broad Street,
 - Accommodate all modes of travel with better connections between neighborhoods, transportation hubs, major employment centers, and local destinations,
 - Reconstruct aging infrastructure,
 - Create attractive, welcoming, and cohesive streetscapes, and
 - Stimulate an economically vibrant and active street environment.

VOLKERT

Project Scope



- Repair aging infrastructure



VOLKERT

Project Scope



- Provide safe pedestrian and bicycle access



VOLKERT

Project Scope



- Promote economic development & reduce infrastructure blight



VOLKERT

Project Planning & Development Process



- Planning/conceptual design stage
 - Currently ongoing
 - Factors being considered
 - Historical
 - Environmental
 - Multimodal
 - Right-of-way
 - Safety
 - Plan with City, State and Federal officials & interest groups
 - Solicit public input & incorporate comments into the design
 - Approved environmental document & conceptual design

VOLKERT

Project Planning & Development Process



- Final design
 - Not yet begun
 - Factors to be considered
 - Road user operations (vehicular, pedestrian & bicycle)
 - Drainage
 - Landscaping
 - Utilities
 - Safety
 - Final design plans for construction

VOLKERT

Proposed Improvements



- Reconstruction of the Corridor
- Safety
- Sustainable Infrastructure

VOLKERT

Proposed Improvements



- **Reconstruction of the Corridor**
 - Complete reconstruction of existing concrete streets
 - Improved pedestrian and vehicular access
 - Underground utilities
 - Overall corridor continuity



VOLKERT

Proposed Improvements



- **Safety**
 - Improved streets for increased pedestrian safety
 - Delineated bus stops & crosswalks
 - Improved sidewalks & multiuse paths
 - Bike lanes & bike racks
 - New or improved street lighting



VOLKERT

Proposed Improvements



- Sustainable Infrastructure
 - Opportunities for Low Impact Design
 - Reduction of impervious area - "hardscape"
 - Increased landscaped medians & borders - "green space"
 - Bioswale / Bioretention
 - Cost savings & environmental benefits



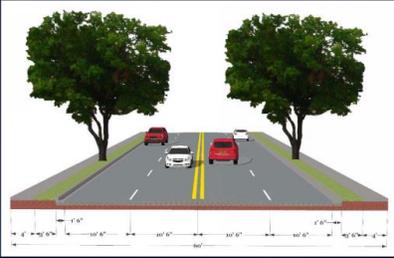
VOLKERT

Proposed Improvements



VOLKERT

Proposed Improvements



Existing Dr. MLK Jr. Ave

Proposed Dr. MLK Jr. Ave



VOLKERT

Proposed Improvements

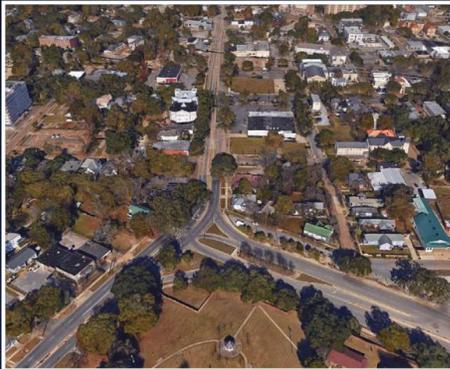


Springhill Avenue Alternate Intersections

Government Street Alternate Intersections

VOLKERT

Proposed Improvements



Existing Canal Road Intersection

Proposed Canal Road Intersection



VOLKERT

Proposed Improvements



Existing Dauphin St & Springhill Ave Intersection

Proposed Dauphin St & Springhill Ave Intersection



VOLKERT

Proposed Improvements



Existing

Broad Street @ North Carolina Street



Proposed

VOLKERT

Proposed Improvements



Existing

Broad Street @ Congress Street



Proposed

VOLKERT

Proposed Improvements



Existing

Proposed



MLK Jr. Ave @ Peach Street

VOLKERT



THANK YOU

FIGURE 9: BROAD STREET IMPROVEMENTS PROJECT FACT SHEET

City of Mobile Project Number: 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street

Public Involvement Meeting Fact Sheet

General Information on Project Number 2015-202-22:

Description:

The proposed project involves the conceptual design and environmental approval process for improvements along Broad Street and Beauregard Street from Water Street to I-10 as well as Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street. The roadway is proposed to be a four-lane curb & gutter section, two-lanes in each direction with left-turn lanes. The existing Broad Street will be reconstructed to remove the existing concrete pavement.

Project Limits, Length, Typical Section

Project Limits: Broad/Beauregard St from Water St to I-10, MLK from Three Mile Creek to Beauregard St
Project Length: Broad/Beauregard = approx 4.4 miles, MLK = approx. 1.2 miles
Typical Section: 4-lane roadway with curb & gutter and sidewalks. On-street bike lanes north of Congress St

Project History and Proposed Schedule

Final Design: 2017-2018
Right-of-way Acquisition (if required): 2017
Construction: 2019-2024

Preliminary Construction and Right-of-way Cost Estimates

Right-of-Way Cost: Unknown at this time
Construction Cost: \$20,272,374

Right-of-way

Right-of-way acquisition is undetermined at this time.

Design Criteria

Broad St = 35 mph design speed (Posted speed will be determined by local officials)
MLK Blvd = 30 mph design speed (Posted speed will be determined by local officials)

Environmental

The environmental evaluation process is currently underway and is part of the current conceptual design process.

APPENDIX D – MEETING SIGNS AND DISPLAYS

FIGURE 10: PUBLIC INVOLVEMENT MEETING SIGNS



PUBLIC MEETING

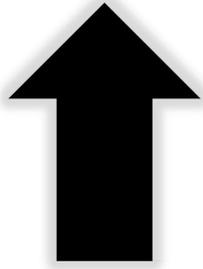
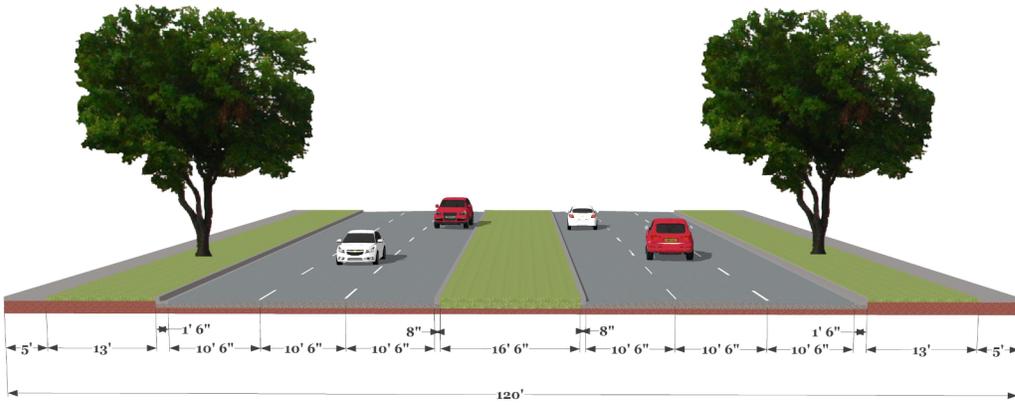
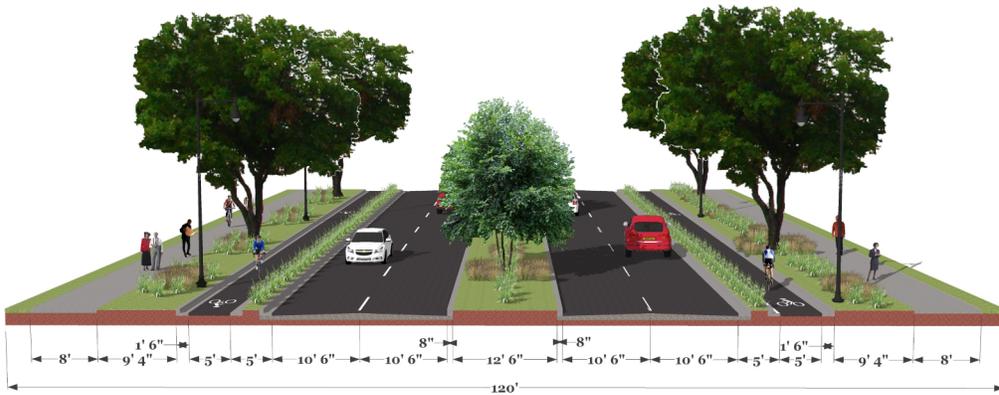


FIGURE 11: PUBLIC INVOLVEMENT MEETING DISPLAYS

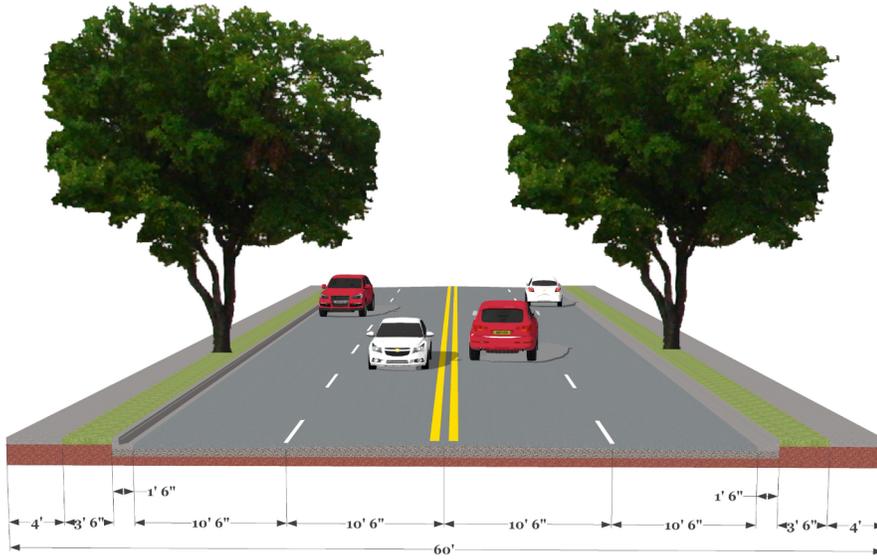




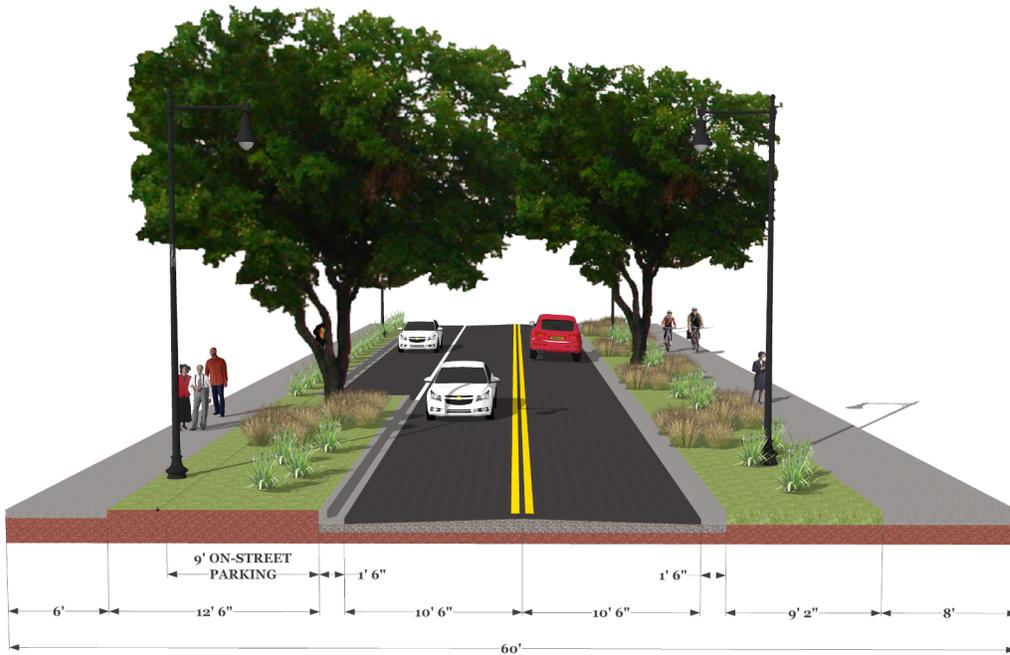
Beauregard Street Existing Typical Section



Beauregard Street Proposed Typical Section



Dr. Martin Luther King, Jr. Boulevard Existing Typical Section



Dr. Martin Luther King, Jr. Boulevard Proposed Typical Section

**APPENDIX E – SIGN-IN SHEETS AND COMMENT
FORMS**

FIGURE 12: PUBLIC INVOLVEMENT MEETING SUMMARY OF COMMENTS AND RESPONSES

NO.	QUESTIONS	YES	NO	NO ANSWER	CUSTOM RESPONSE	TOTAL
1	Do you reside in the Broad St/ Dr. MLK, Jr. Blvd area?	16	9	2	0	27
2	Do you work in the Broad St/Dr. MLK, Jr. Blvd area?	8	17	2	0	27
3	Do you use Broad St/Beauregard St/Dr. MLK, Jr. Blvd as a travelway?	25	1	1	0	27
4	Do you generally favor the construction of this project?	27	0	0	0	27
5	Are you in favor of the proposed design as presented at this meeting?	19	7	1	0	27
6	Do you think this design will provide safe pedestrian and bicycle access for residents, workers, and visitors?	20	4	1	2	27
7	Do you think this project is in the best overall public interest?	25	0	1	1	27

NO.	QUESTIONS	ALT 1	ALT 2	NO ANSWER	CUSTOM RESPONSE	TOTAL
8	Which Government St intersection design do you prefer?	10	11	2	4	27
9	Which Springhill Ave intersection design do you prefer?	8	11	5	3	27

QUEST. NO.	CUSTOMIZED REMARKS
6	Can't tell. Could not see presentation and top down views on roles were hard to conceptualize.
6	Unknown.
7	Unknown. Too early to know.
8	Neither
8	Roundabout
8	Either
8	No opinion
9	Neither
9	Roundabout
9	Either
9	No opinion

FIGURE 13: PUBLIC INVOLVEMENT MEETING SIGN-IN SHEET

**PUBLIC INVOLVEMENT MEETING SIGN-IN SHEET
November 10, 2016**

**City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street**

Name, Address, Phone Number & Email	
Name:	Fred Roudrey
Address:	261 Dauphin Street Mobile, AL 36608
Phone #:	434-8498
Email:	fred@downtownmobile.org
Name:	Jeremy Beaman
Address:	5735 College Pkwy Mobile, AL 36613
Phone #:	256 503 6553
Email:	jbeaman@downtownmobile.org
Name:	Drew Davis
Address:	764 Willwood Ave Mobile, AL 36609
Phone #:	251-342-1070
Email:	drew.davis@volker.com
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Address:	269 N Broad St Mobile AL 36603
Phone #:	251 518 1262
Email:	KBATTLESAFRICATOAN@ATT.NET
Name:	Green Suttles III
Address:	5916 Cassler Dr Mobile 09
Phone #:	251 610 3396
Email:	gsuttles@mobile-gas.com
Name:	Ruthie Johnson
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Phone #:	251-442-4536
Email:	Bamabk@att.net
Name:	Marcus Stacey
Address:	2828 Dauphin St. Mobile, AL 36606
Phone #:	251-450-4787
Email:	mstacey@mobile-gas.com

Name, Address, & Phone Number	
Name:	Carol Hunter
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Phone #:	(251) 447-3087
Email:	perrymantransportation@yahoo.com
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Phone #:	
Email:	greenpaige@bellsouth.net
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Phone #:	251-442-4535
Email:	Cjohnson@bamaPestControl.COM
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Phone #:	251-661-8327
Email:	worthey1@bellsouth.net
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Phone #:	251-656-0896
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Address:	7680 County Squire Dr
Phone #:	251-709-6449
Email:	
Name:	HELEAN SHATTO
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Phone #:	251-709-6078
Email:	shatto44@yahoo

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Phone #:	251 459 5588
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Phone #:	334.332.7417
Email:	sarahbehnenstiel@gmail.com
Name:	Tim Lloyd
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Phone #:	251-586-8942
Email:	TimLloyd123@MSN.COM
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Email:	Kina.andrews @ cityofmobile.org

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Phone #:	251-479-8133
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Phone #:	209-1817
Email:	lydiacraft@remax.net
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Phone #:	251-533-5726
Email:	legacycenter66@aol.com

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Email:	WittDulles@Lotusmail.com
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Email:	

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Email:	cj-small@cityofmobile.org
Name:	Janine Stebbins
Address:	1056 Government St 36604
Phone #:	251-433-2875
Email:	
Name:	Roy Lhill + Debbie Lhill
Address:	910 Gov. MOBILE AL 36604
Phone #:	
Email:	
Name:	Curt Doyle
Address:	201 Roper Mobile 36604
Phone #:	
Email:	edoyle@geoengr.com
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Phone #:	251 478 1613
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Phone #:	
Email:	
Name:	Edith Clenden
Address:	455 Pine Court
Phone #:	
Email:	elenden@georga.com
Name:	Shane Bergin
Address:	851 E I-65 Service Rd S, Suite 1000 mobile, AL
Phone #:	471-2000
Email:	shanebergin@neel-schaffer.com
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Phone #:	933-2318
Email:	jrusic@SAMWINTER.COM

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Phone #:	
Email:	kharrison@sarpl.org
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Phone #:	251-422-8682
Email:	TEAM@OUTRAGEPROTECTION.COM
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Address:	50 N Broad Street Mobile AL, 36602
Phone #:	251-404-0078
Email:	Abe@HarperTech.com
Name:	Marike Flatow
Address:	12 Southst Mobile AL 36606
Phone #:	251-622-7857
Email:	flatow1969m@gmail.com
Name:	Lynda B Burke H
Address:	30 HANNON AVE Mobile AL 36604
Phone #:	583-1051
Email:	
Name:	John Lowe
Address:	2609 Shag Court
Phone #:	455-1109
Email:	jlowe58@me.com
Name:	Willie Paul
Address:	107 Ryan Ave
Phone #:	(251) 581-3524
Email:	pp6lw60@spwanpe.edu
Name:	RUDOLPH AUERBACH
Address:	1752 CURSON AVE DAMPHIN ST
Phone #:	450 4413
Email:	RUDY 1752@90L.COM

Name, Address, & Phone Number	
Name:	Archingee Kidd
Address:	
Phone #:	(251) 208-7967
Email:	Archingee.Kidd@cityofmobile.org
Name:	Holly STORRS
Address:	115 Providence ST Mobile, AL 36604
Phone #:	(904) 223-3474
Email:	
Name:	Brian Hoge
Address:	
Phone #:	334-399-0081
Email:	
Name:	Lella Lowe
Address:	2609 Shay Ct MoBILE 36695
Phone #:	251 660-0572
Email:	
Name:	Susan Thomas
Address:	1744 Munter Ave mobile 36604
Phone #:	476-9440
Email:	susantthomas1744@comcast.net
Name:	Carl Cunningham Jr.
Address:	
Phone #:	251 707 4940
Email:	CarlCunningham@gmail.com
Name:	Mary Beasley
Address:	
Phone #:	251 689 1213
Email:	mary.beasley@comcast.net
Name:	Don Rose
Address:	205 Government St
Phone #:	208-7436
Email:	donald.rose@cityofmobile.org

Name, Address, & Phone Number	
Name:	Carl Cunningham Sr
Address:	206 South Broad St
Phone #:	432-2275
Email:	
Name:	J Payne
Address:	2655 Airport Blvd Mobile AL 36608
Phone #:	251-471-0001
Email:	J.Payne@Live.com
Name:	S. Egan
Address:	1130 Montauk Ave Mobile 36604
Phone #:	
Email:	
Name:	John King
Address:	959 Dauphin
Phone #:	
Email:	
Name:	Morgan Kennedy
Address:	
Phone #:	
Email:	
Name:	Wanda Cochran
Address:	465 Dauphin St. Mobile, AL 36602
Phone #:	
Email:	wanda@citylawal.com
Name:	Jonathan Cooper
Address:	
Phone #:	
Email:	
Name:	
Address:	
Phone #:	
Email:	

Name, Address, & Phone Number	
Name:	Darius L. Williams
Address:	310 Sengstack St, Mobile, AL 36603
Phone #:	(757) 725-1320
Email:	dwilliams@mphom.org
Name:	Ashley Dukes
Address:	1855 Dolphin St Mobile 36606
Phone #:	251 635 8902
Email:	ashleydukes03@gmail.com
Name:	Ken Walker
Address:	58 Mulhawk St. Mobile AL 36606
Phone #:	
Email:	kwalker@joneswalker.com
Name:	Jean H. Fernand
Address:	13 NO JULIA ST. MOBILE AL 36604
Phone #:	774-3722
Email:	
Name:	ERIC Crenshaw
Address:	252 S. BAYOU mobile, AL
Phone #:	525 2886
Email:	
Name:	Ray Richardson
Address:	451 S. Jefferson St Mobile, AL 36603
Phone #:	208-7629
Email:	ray.richardson@cityofmobile.org
Name:	BARBARA CADDELL
Address:	1321 DAUPHIN MOBILE, AL 36604
Phone #:	251-438-3098
Email:	caddellh@comcast.net
Name:	
Address:	
Phone #:	
Email:	

Name, Address, & Phone Number	
Name:	Maurice Heidelberg
Address:	P.O. Box 91002 Mobile, AL 36691
Phone #:	(251) 308-6296
Email:	engineer@copaserv.com
Name:	Kerth Holley
Address:	1st Woodlawn Satsuma AL 36572
Phone #:	251 675-2576
Email:	
Name:	George A. Stiehl Sr
Address:	601 S. CAROLINA ST Mobile, AL 36603
Phone #:	(251) 648-2760
Email:	gastiehlSr@gmail.com
Name:	
Address:	
Phone #:	
Email:	
Name:	
Address:	
Phone #:	
Email:	
Name:	
Address:	
Phone #:	
Email:	
Name:	
Address:	
Phone #:	
Email:	

Name, Address, & Phone Number

Name:	Robert Robins
Address:	631 MONTGOMERY ST 36610
Phone #:	251 689 0975 - 452 2370
Email:	
Name:	
Address:	
Phone #:	
Email:	
Name:	
Address:	
Phone #:	
Email:	
Name:	
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Address:	
Phone #:	
Email:	

FIGURE 14: PUBLIC INVOLVEMENT MEETING COMMENT FORMS

**Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016**

Date: 11/10/2016
Name: George A. Stiell, Sr
Address: 601 S Canby St, Mobile, AL 36603
Phone: (251) 648-2760

Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES ___ NO ___

Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES ___ NO ___

Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES ___ NO ___

Do you generally favor the construction of this project? YES NO ___

Are you in favor of the proposed design as presented at this meeting? YES NO ___

Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES NO ___

Do you think this project is in the best overall public interest? YES NO ___

Which Government Street intersection design do you prefer? Alternate 1 ___ Alternate 2

Which Springhill Ave intersection design do you prefer? Alternate 1 ___ Alternate 2

Please provide any additional comments concerning this project below:

IF possible can sidewalks be added on the NE side of
Heart of Mary School (Sengstack and Chestnut Sts)

Please return this form to the following address within 10 days:

Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016

Date: 11-10-16
Name: Lydia Blackwell
Address: 1005 Caroline Ave 36604
Phone: 209-1817

Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO

Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO

Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES NO

Do you generally favor the construction of this project? YES NO

Are you in favor of the proposed design as presented at this meeting? YES NO

Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES NO

Do you think this project is in the best overall public interest? YES NO

Which Government Street intersection design do you prefer? Alternate 1 Alternate 2

Which Springhill Ave intersection design do you prefer? Alternate 1 Alternate 2

Please provide any additional comments concerning this project below:

As much green space and trees/bushes as possible

Please return this form to the following address within 10 days:

Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016

Date: 11-10-16
Name: AWAN GUSTIN
Address: 354 BROAD ST. Mobile AL 36604
Phone: 251-454-4249

Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO

Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO

Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES NO

Do you generally favor the construction of this project? YES NO

Are you in favor of the proposed design as presented at this meeting? YES NO

Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES NO

Do you think this project is in the best overall public interest? YES NO

Which Government Street intersection design do you prefer? Alternate 1 Alternate 2

Which Springhill Ave intersection design do you prefer? Alternate 1 Alternate 2

Please provide any additional comments concerning this project below:

- ① REQUEST INFO ON SIGNAGE AND BUS STOPS.
- ② ARE THERE DESIGNATED REST AND BENCH AREAS?
- ③ WHAT ARE TIME LINES FOR CONSTRUCTION?

Please return this form to the following address within 10 days:

Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016

Date: 10 Nov 16
Name: LULA ALBERT
Address: 16325 Hwy 45, Citron Verde, AL 36522
Phone: 251-622-7038

- Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES ___ NO
- Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES ___ NO
- Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES NO ___
- Do you generally favor the construction of this project? YES NO ___
- Are you in favor of the proposed design as presented at this meeting? YES NO ___
- Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES NO ___
- Do you think this project is in the best overall public interest? YES NO ___
- Which Government Street intersection design do you prefer? Alternate 1 Alternate 2 ___
- Which Springhill Ave intersection design do you prefer? Alternate Alternate 2 ___

Please provide any additional comments concerning this project below:

a major concern with any rise of
INTERMENT domain

a much needed improve road

a concern with loss of parking for Mardi Gras
activities

great to expect

Please return this form to the following address within 10 days:

Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016

Date: 11/10/16
Name: CHRISTY CUSTIN
Address: 354 BROAD ST. 36604
Phone: 251-508-7952

- Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO
- Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO
- Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES NO
- Do you generally favor the construction of this project? YES NO
- Are you in favor of the proposed design as presented at this meeting? YES NO
- Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES NO
- Do you think this project is in the best overall public interest? YES NO
- Which Government Street intersection design do you prefer? Alternate 1 Alternate 2
- Which Springhill Ave intersection design do you prefer? Alternate 1 Alternate 2

Please provide any additional comments concerning this project below:

Please return this form to the following address within 10 days:

Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016

Date: 11/10/16
Name: CARL CUNNINGHAM Sr.
Address: 260 S. BROAD ST
Phone: 432-2276

Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO

Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO

Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES NO

Do you generally favor the construction of this project? YES NO

Are you in favor of the proposed design as presented at this meeting? YES NO

Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES NO

Do you think this project is in the best overall public interest? YES NO

Which Government Street intersection design do you prefer? Alternate 1 Alternate 2

Which Springhill Ave intersection design do you prefer? Alternate 1 Alternate 2

Please provide any additional comments concerning this project below:

Please return this form to the following address within 10 days:

Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016

Date: NOV. 10, 2016
Name: RUTHIE JOHNSON
Address: 2315 RIDGE RD MOBILE, AL 36617
Phone: 251-442-4536

Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES ___ NO

Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES ___ NO

Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES NO ___

Do you generally favor the construction of this project? YES NO ___

Are you in favor of the proposed design as presented at this meeting? YES NO ___

Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES NO ___

Do you think this project is in the best overall public interest? YES NO ___

Which Government Street intersection design do you prefer? Alternate 1 Alternate 2 ___

Which Springhill Ave intersection design do you prefer? Alternate 1 Alternate 2 ___

Please provide any additional comments concerning this project below:

Please return this form to the following address within 10 days:

Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016

Date: 11/10/16
Name: Clarence Johnson Jr.
Address: 2315 Ridge Rd. Mobile 36617
Phone: 251-442-4535

- Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES ___ NO
- Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES ___ NO
- Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES NO ___
- Do you generally favor the construction of this project? YES NO ___
- Are you in favor of the proposed design as presented at this meeting? YES NO ___
- Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES NO ___
- Do you think this project is in the best overall public interest? YES NO ___
- Which Government Street intersection design do you prefer? Alternate 1 Alternate 2 ___
- Which Springhill Ave intersection design do you prefer? Alternate 1 Alternate 2 ___

Please provide any additional comments concerning this project below:

Please return this form to the following address within 10 days:

Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016

Date: November 10, 2016
Name: Maurice Heidelberg
Address: P.O. Box 91002
Phone: (251) 308-6296

Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES ___ NO

Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES ___ NO

Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES NO ___

Do you generally favor the construction of this project? YES NO ___

Are you in favor of the proposed design as presented at this meeting? YES NO ___

Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES NO ___

Do you think this project is in the best overall public interest? YES NO ___

Which Government Street intersection design do you prefer? Alternate 1 Alternate 2 ___

Which Springhill Ave intersection design do you prefer? Alternate 1 ___ Alternate 2

Please provide any additional comments concerning this project below:

Please return this form to the following address within 10 days:

Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016

Date: 11/10/16
Name: S. Egan
Address: Montauk Ave 36604
Phone: 251-643-4499

- Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO
- Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO
- Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES NO
- Do you generally favor the construction of this project? YES NO
- Are you in favor of the proposed design as presented at this meeting? YES NO
- Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES NO *Can't tell. Could not see presentation + told down views to roles were hard to conceptualize.*
- Do you think this project is in the best overall public interest? YES NO
- Which Government Street intersection design do you prefer? Alternate 1 Alternate 2 *- I like # 2 but concerned about Greer's losing parking lot.*
- Which Springhill Ave intersection design do you prefer? Alternate 1 Alternate 2

Please provide any additional comments concerning this project below:

I would like to see the triangle (city-owned) in front
of the ABC Store (Dauphin St) integrated as part of
this project. I am told that this property will be
"enhanced" by the krewe that owns Cotton Hall.
A private group should not be allowed to control this
property & what is placed on it without input
from the com.

Please return this form to the following address within 10 days:

Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016

Date: 11/10/16
Name: KEVIN HARRISON
Address: 2750 N. GRAPHILL DR
Phone: (917) 706-4635

Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES ___ NO

Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO ___

Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES NO ___

Do you generally favor the construction of this project? YES NO ___

Are you in favor of the proposed design as presented at this meeting? YES NO ___

Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES NO ___

Do you think this project is in the best overall public interest? YES NO ___

Which Government Street intersection design do you prefer? Alternate 1 ___ Alternate 2

Which Springhill Ave intersection design do you prefer? Alternate 1 ___ Alternate 2

Please provide any additional comments concerning this project below:

Please return this form to the following address within 10 days:

Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

Received in the mail on 11/14/2016.

Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016

Date: 11-10-16
Name: JOHN KLOTZ
Address: 959 DAUPHIN 36604
Phone: 433-6022

Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO

Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO

Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES NO

Do you generally favor the construction of this project? YES NO

Are you in favor of the proposed design as presented at this meeting? YES NO

Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES NO

Do you think this project is in the best overall public interest? YES NO

Which Government Street intersection design do you prefer? Alternate 1 Alternate 2

Which Springhill Ave intersection design do you prefer? Alternate 1 Alternate 2

Please provide any additional comments concerning this project below:

① THE BROAD - DAUPHIN - ST FRANCIS WITH DAUPHIN - ST FRANCIS TRIANGLE CONFIGURATION IS TOTALLY UNACCEPTABLE. ST FRANCIS HEADED WEST CONNECTING ACROSS BROAD WITH DAUPHIN ST IS A MAJOR & BUSY EXIT FROM ALL OF DOWN TOWN. CLOSING ST FRANCIS AT BROAD WOULD BE A DISASTER AS PLAN DOES NOT PROVIDE SUFFICIENT AND ACCESSIBLE LANES HEADED WEST FROM DOWN TOWN. I BELIEVE TWO (2) WAY LANING DAUPHIN EAST OF BROAD WILL CAUSE MUCH CONFUSION AND NOT PROVIDE NEEDED ACCESS.

② CONTI STREET WEST OF BROAD NEEDS TO BE OPEN TO RIGHT TURNS FOR LEFT BOUND TRAFFIC AND FOR RIGHT TURNS FROM BROAD.
Please return this form to the following address within 10 days:

③ ADDITION OF TURN LANES (LEFT) FROM GOVERNMENT ST TO BROAD WILL CAUSE SERIOUS SLOWING OF TRAFFIC ON BOTH STREETS.

Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

④ THE BROAD-DAUPHIN-ST FRANCIS TRIANGLE SHOULD BECOME A GREEN SPACE (PARK) OR

Email: reconnectingmobile@cityofmobile.org

Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016

Received via email
on 11/17/2016.

Date: Curt Doyle 11-16-16
Name: _____
Address: 201 Roper St., Mobile, AL 36604
Phone: 251 694 3019

Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO

Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO

Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES NO

Do you generally favor the construction of this project? YES NO

Are you in favor of the proposed design as presented at this meeting? YES NO

Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES NO

Do you think this project is in the best overall public interest? YES NO

Which Government Street intersection design do you prefer? Alternate 1 Alternate 2

Which Springhill Ave intersection design do you prefer? Alternate 1 Alternate 2

Please provide any additional comments concerning this project below:

Please return this form to the following address within 10 days:

Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

Received in the mail on 11/18/2016.

Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016

Date: Nov 11
Name: HELEAN SHAWO
Address: 312 N CONCEPTION ST
Phone: 251-709-6078

- Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO
- Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO
- Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES NO
- Do you generally favor the construction of this project? YES NO
- Are you in favor of the proposed design as presented at this meeting? YES NO
- Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES NO
- Do you think this project is in the best overall public interest? YES NO
- Which Government Street intersection design do you prefer? Alternate 1 Alternate 2
- Which Springhill Ave intersection design do you prefer? Alternate 1 Alternate 2

Please provide any additional comments concerning this project below:
TREES & GREEN SPACES ARE IMPORTANT
THE TREND IN MOST CITIES IS TO PUT IN
MORE TREES

Please return this form to the following address within 10 days:

Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

Received in the mail on 11/18/2016.

Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016

Date: 11/11/16
Name: Frederick Randolph
Address: 261 Dauphin Street Mobile, AL 36602
Phone: (251) 434-8498

Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO

Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO

Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES NO

Do you generally favor the construction of this project? YES NO

Are you in favor of the proposed design as presented at this meeting? YES NO

Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES NO

Do you think this project is in the best overall public interest? YES NO

Which Government Street intersection design do you prefer? Alternate 1 Alternate 2

Which Springhill Ave intersection design do you prefer? Alternate 1 Alternate 2

Please provide any additional comments concerning this project below:

If a dedicated bike lane is off the table then I feel that the sidewalks should be 10-12 feet.

It doesn't look very pedestrian friendly to cross the traffic circles.

If an 10-12 foot path does not leave enough grass then a permeable surface should be used.

Please return this form to the following address within 10 days:

Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

Received in the
mail on 11/18/2016.

Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016

Date: November 11, 2016
Name: Tilmon & Jamie Brown
Address: 13 North Dearborn St. - Mobile, Alabama 36602
Phone: 251-281-6336

Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO

Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO

Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES NO

Do you generally favor the construction of this project? YES NO

Are you in favor of the proposed design as presented at this meeting? YES NO

Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES NO Unknown

Do you think this project is in the best overall public interest? YES NO Unknown
 Too Early To Know

Which Government Street intersection design do you prefer? Alternate 1 Alternate 2 Neither

Which Springhill Ave intersection design do you prefer? Alternate 1 Alternate 2 Neither

Please provide any additional comments concerning this project below:

** Please See Our Attached Comments **

Please return this form to the following address within 10 days:

Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

Received in the
mail on 11/18/2016.

Broad Street TIGER Grant Recommendations

Submitted By
Tilmon Brown
13 N. Dearborn St.
Mobile, Alabama 36602
251-281-6336

We have been to several "Public Hearings" in the past and this one was no different. We are always amazed, and disappointed that when we arrive, the primary design or changes have already been decided and our comments or input will not, or does not, matter. For once in your Engineering career why don't you try something totally different and out of the box. Instead of starting with the thought process of what is best for the vehicles, instead, start with what is best for the pedestrian, bicyclist and the nearby residents and let the damn automobile and truck become secondary. For what it's worth, find below our comments.....

- 1) Remove **ALL** of the Interstate type signage.
- 2) Place **ALL** utilities underground.
- 3) You mentioned tearing out of the concrete on the section from Government to Springhill Ave. As is always the case with Engineers you over think everything and over build everything. Instead of tearing out the concrete, save \$millions in order to finance other items in the project. Just use what you have and shrink the traffic flow to two inside lanes with little to no median. Then, just encompass the existing width of the outside lanes as pedestrian walking paths. Much like the rendering below..... The work will be done in half the time, for half the cost.



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mail on 11/18/2016.

4) When we mentioned Roundabouts we were told that ALDOT requires too much ground area to make them viable in this project. Re-read the third sentence in my first paragraph, for your benefit I will re-state it "For once in your Engineering career why don't you try something totally different and out of the box." Screw what ALDOT thinks and requires, tell them they are idiots (which they are, they only think about moving vehicles and not pedestrians and neighbors) then just install the damn roundabouts at five locations:

Canal St.
Government St.
Dauphin St.
Springhill Ave.
Congress

5) With your already decided designs you have nearly eliminated the ability to exit or get out of Downtown easily via St. Francis from the east and Springhill Ave. from the east. It will be FAR too difficult and cause traffic jams if heading west on St. Francis we have to turn on Washington Ave. and then over to Dauphin in order to cross Broad St. can you imagine a delivery truck trying to maneuver that route. the same holds true of Springhill Ave. heading west. Plus, what the hell are you going to do at Mardi Gras if you block off Springhill Ave. at Broad? Once again, think out of the box and re-read our item 4 above and use Roundabouts.

6) Take a visit to Indianapolis, Indiana and check out out they made use of stamped asphalt and then comeback and apply that concept to give the roadbed a softer, calmer, more pleasing look and feel.

7) Finally, flip over all those fancy satellite photos you had laid out at the meeting, in which you had already designed the project, and instead start with a blank white sheet of paper. Think about it this way. If there was no existing roadway and you owned the right of way, how would you design the project? Once you figure that out, then go and build the damn thing that way.

8) Now you have our comments and 'Public Involvement Meeting' form. You can now file it away with the required forms for your federal highway grants and totally ignore everything we said, and build it the way you want, which is what you were going to do anyway.

Sent to reconnecting mobile email on 11/11/16. Received via email from the City on 11/28/16.

Public Involvement Meeting
City of Mobile
Project No. 2015-202-22
November 10th, 2016

ATTN: Mr. Drew Davis, P.E., ENV SP

Respondent:

Sam Dennis
1254 Selma Street
Mobile, Alabama 36604
Resident in Oakleigh
Operations Manager at Cooper/T. Smith
Samuel.Dennis@coopertsmith.com

Questionnaire:

Yes, I reside in the Broad St / Bearegard St / Dr. MLK Jr Blvd area.

Yes, I work in the Broad St / Bearegard St / Dr. MLK Jr Blvd area.

Yes, I use Broad St / Bearegard St / Dr. MLK Jr Blvd as a travelway.

Yes, I generally favor the construction of this project.

No, I am not in favor of the design as presented at the meeting.

Yes, I think this design will provide safe pedestrian and bicycle access for residents, workers, & visitors.

Yes, I think this project is in the overall public interest.

I prefer **Alternate 1** for the Government Street intersection because of the false curb (paint).

I prefer **Alternate 2** for the Springhill Avenue intersection unless downtown Springhill is cut off.

Overview:

First of all, thank you for your work on this project. I have been studying this project for years and am well versed in every plan that the city has put together. I have a masters in urban design, but may find it difficult to communicate my concerns on paper. This project is one of the most important projects that Mobile has seen in over a half century. The impact of transforming an urban boulevard have been seen elsewhere and the benefits are noticeable. There are also examples that don't maximize the potential of what can be accomplished. What I am seeing in this design is that it has one foot in the "original" 1960's Broad Street project - and one foot in the new era of how we are planning cities. Certain features of the current design are problematic to the objective of having creating an urban boulevard. I can look at this plan and know what the engineering objective of each feature is, but I disagree with the intentions and believe it can be done better if we focus on a few things. In prior studies the city has concluded that designated bike lanes are possible throughout having 1 lane of traffic on Broad each way from Baltimore

to Canal and 2 lanes of traffic each way from Canal to Water. Both of these sections having bike lanes. This is reinforced by the traffic counts of Broad. South Broad does not need four lanes. This is a TIGER Grant and there is nothing transformation about slapping on sharrow on 3/4ths of the project. MLK should have bike lanes too.

Another important thing that I have noticed are the many “express right turn lanes.” Examples can be seen on *figures A & B* under the designations of (3) (4) (5) & (7). These are extremely dangerous to pedestrians (and other vehicles) as it gives vehicles a license to merge off at speeds not recommended for the type of streets we would like to see in our downtown. Right turns should have a reasonable radius that will allow vehicles to turn without clipping the curb, but also be suitable for the pedestrian safety. We already have that car-centric design now. The current design is the epitome of bad planning and is outdated. Why must we take examples from the current roadway. We need to look to other cities and what they have done. A complete break away from the auto-centric mind set, especially when designing an urban boulevard. Again I understand the goal, but I strongly take issue with this.

Finally, I understand roundabouts were discussed at the Dauphin and Springhill intersections. I am more curious to know the limitations of these two proposals. I know the issues with Dauphin when it comes to the Checkers, etc. I also don’t prescribe to the notion of “left turns at roundabouts” and never understood the argument that the local population “doesn’t know how to use them” so they are not built. I cannot give my opinions on these unknowns of why they are not included but would like to see them installed. The Midtown Movement, DMA, can probably help figure out a solution – spearheading the fundraising for ROW purchases, etc – then that can be a possibility. I would rather see an effort fail than making none at all.

Issues:

1. **No designated bike lanes** – Support designated bike lanes on Broad
2. **Number of lanes** – against 4 travel lanes on South Broad
3. **Dauphin Street intersection** – against express right turn lane
4. **Old Shell intersection** – against expressway right turn lane
5. **State & Broad intersection** – lane convergence
6. **Springhill & Broad/Dauphin & Broad** – roundabouts?
7. **Springhill & Jefferson intersection** – convergence and two-lane one-way
8. **MLK** – lack of bike lane

Dauphin Intersection:

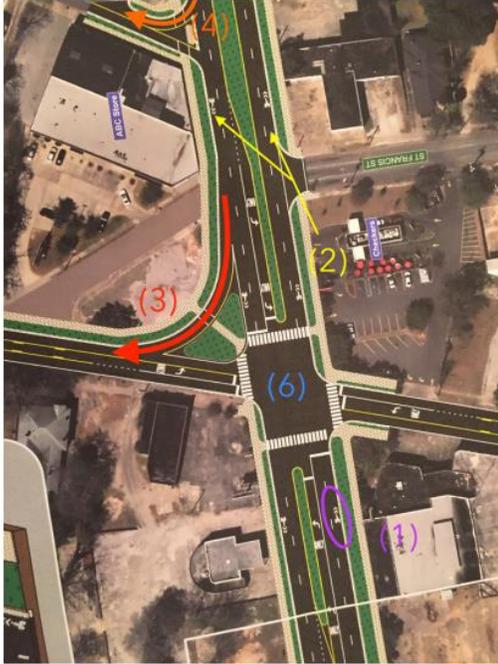


figure A.

Springhill Intersection:



figure B.

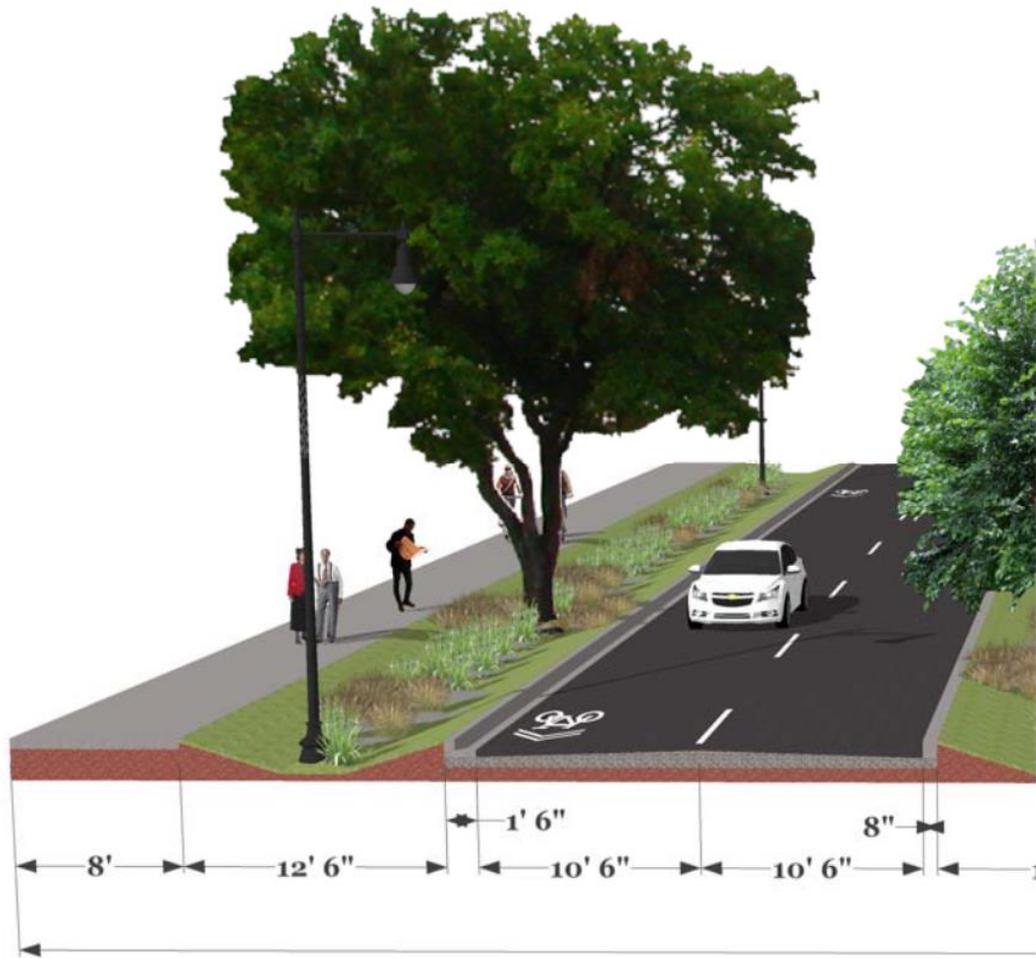
Davis, Drew

From: John Turner Jr <john.turnerjr@me.com>
Sent: Friday, November 18, 2016 7:51 AM
To: Reconnecting Mobile
Cc: Manzie, Levon
Subject: FY 2016 Tiger Grant

**Sent to reconnectingmobile email
on 11/18/16. Received via email
from the City on 11/28/16.**

The first goal of the Tiger grant program is to provide safe pedestrian- and bicycle-friendly access for residents, workers, and visitors. The figure presented below from your Public Involvement Meeting does not meet that goal and is extremely unsafe for bicyclists. We were promised real bike lanes.

The below proposal does not meet the needs our great city.



John Turner
1624 Spring Hill Ave

From: [Louis Chateau](#)
To: [Reconnecting Mobile](#)
Subject: Bike lane in Tiger project
Date: Wednesday, November 16, 2016 2:42:49 PM

**Sent to reconnectingmobile email
on 11/16/16. Received via email
from the City on 11/28/16.**

I am sending this to express my complete disappointment in the design for the tiger project not having dedicated bike lanes. If nothing but sharows is to be included it will be no safer than what we ride on now.

--
Louis Chateau
Chateau Wood Works
(251) 438-3003

Sent to reconnectingmobile
email on 11/17/16. Received via
email from the City on 11/28/16.

Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016

Date: 11.17.16
Name: Carol Hunter
Address: 4759 Old Shell Rd 36608
Phone: 251.434.8498

- Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES ___ NO ___
- Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES ___ NO ___
- Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES NO ___
- Do you generally favor the construction of this project? YES NO ___
- Are you in favor of the proposed design as presented at this meeting? YES NO ___ Generally
- Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES NO ___ Generally
- Do you think this project is in the best overall public interest? YES NO ___
- Which Government Street intersection design do you prefer? Alternate 1 ___ Alternate 2
- Which Springhill Ave intersection design do you prefer? Alternate 1 ___ Alternate 2

Please provide any additional comments concerning this project below:
Greater consideration needs to be given to how pedestrians
will cross the traffic circle.

Please return this form to the following address within 10 days:

Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

From: [Cara Stallman](#)
To: [Reconnecting Mobile](#)
Subject: Fwd: Broad Street
Date: Wednesday, November 16, 2016 1:44:31 PM

**Sent to reconnectingmobile email
on 11/16/16. Received via email
from the City on 11/28/16.**

----- Forwarded message -----
From: "Cara Stallman" <carastallman@gmail.com>
Date: Nov 16, 2016 1:42 PM
Subject: Broad Street
To: <reconnectingmobile@cityofmobile.com>
Cc:

Please include dedicated bike lanes on the design. It's really important.

Thanks.

Sent to reconnectingmobile email on 11/16/16. Received via email from the City on 11/28/16.

Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016

Date: November 16, 2016
Name: Ernest L. Lynch
Address: 7680 Country Squire Drive, mobile, AL
Phone: 251.709.6449

Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES ___ NO

Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO ___
volunteer work and attend church

Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES NO ___

Do you generally favor the construction of this project? YES NO ___

Are you in favor of the proposed design as presented at this meeting? YES ___ NO *pending*

Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES ___ NO *pending verification of bicycle lanes and signing*

Do you think this project is in the best overall public interest? YES NO ___

Which Government Street intersection design do you prefer? Alternate 1 ___ Alternate 2 ___ } *Roundabout*
Which Springhill Ave intersection design do you prefer? Alternate 1 ___ Alternate 2 ___ }

Please provide any additional comments concerning this project below:
Given the fact that this project is concentrated in an African American community, contracts must allow for participation by African American contractors.
Provide clear signage for bicycle lanes.

Please return this form to the following address within 10 days:

Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

*NOV 17 2016
responses emailed today by ELL*

From: [Zac](#)
To: [Reconnecting Mobile](#)
Subject: Tiger Grant - Broad Street Improvements
Date: Tuesday, November 15, 2016 8:13:26 PM

**Sent to reconnectingmobile email
on 11/15/16. Received via email
from the City on 11/28/16.**

To whom it may concern,

My name is Zachary Lane. I reside at 52 Glenwood Street, Mobile, AL 36606. I commute by bike from my home in midtown into downtown daily. I was excited to hear that the city of Mobile was awarded the Tiger Grant to provide safe pedestrian and bike access on the Broad St corridor.

The sketches that were submitted with the proposal showed a city with a vision with spacious sidewalks and protected bike lanes. Unfortunately, that vision has not be realized. The plan that is currently up for consideration nearly completely excludes bike lanes. Painting "sharrows" on the road surface does not improve bicycle safety and surely isn't a bike lane. The plan for Broad Street shows very little improvement in general and the improvements nearly match the existing conditions.

I am all for improvements to bike and pedestrian access in Mobile which this city is sorely lacking, but this plan is a far cry from what was proposed and does little to improve the safety of cyclist and pedestrians travelling on the Broad Street corridor.

If there is a standard form that should be filed to have my comments recognized, please email me a copy.

Thank you,
Zac Lane

From: [George Heubach](#)
To: [Reconnecting Mobile](#)
Subject: Tiger grant - Broad Street
Date: Wednesday, November 16, 2016 3:48:42 PM

**Sent to reconnectingmobile email
on 11/16/16. Received via email
from the City on 11/28/16.**

Please, dedicated bike lanes in the tiger grant project are not optional. Lets do as they were intended, from the start.

--

George Heubach
Mobilians on Bikes

Sent to reconnectingmobile
email on 11/15/16. Received via
email from the City on 11/28/16.

Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016

Date: 11/15/2016
Name: John Blanton
Address: 3413 Broadway Drive, Mobile, AL 36608
Phone: 251-421-5812

Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES ___ NO

Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES ___ NO

Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES NO ___

Do you generally favor the construction of this project? YES NO ___

Are you in favor of the proposed design as presented at this meeting? YES NO ___

Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES NO ___

Do you think this project is in the best overall public interest? YES NO ___

Which Government Street intersection design do you prefer? Alternate 1 ___ Alternate 2

Which Springhill Ave intersection design do you prefer? Alternate 1 ___ Alternate 2

Please provide any additional comments concerning this project below:

Preference for Broad Street is a protected Bike Lane over
a shared use path. If not possible enlarge shared path
from 8 feet to 10 feet with striping for separation
of bikes from pedestrians.
Provide safe bike crossings from Oakleigh & midtown
areas across Broad Street to connect to downtown.

Need designs posted online for further study & access
for those who could not attend the meeting.

Please return this form to the following address within 10 days:

Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

A traffic circle at springhill & Broad should be given
further consideration.

From: [Clare King](#)
To: [Reconnecting Mobile](#)
Subject: Bike Lanes? PLEASE!!!!
Date: Wednesday, November 16, 2016 2:51:13 PM

**Sent to reconnectingmobile email
on 11/16/16. Received via email
from the City on 11/28/16.**

I will be very disappointed if bike lanes are omitted from the Tiger Grant project. We are overdue for including bike lanes in our infrastructure. I ride my bike to work and downtown almost every day and I have done so for years. I ride on our awful sidewalks for most routes. I know I'm not supposed to but what choice do I have without fouling up automobile commuters?

And our sidewalks ARE awful btw. If Sandy wants me to show him I would be glad too.

Thanks!
Clare

--

Clare King

Sent to reconnectingmobile
email on 11/14/16. Received via
email from the City on 11/28/16.

Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016

Date: NOV. 13, 2016
Name: MARSHALL ANGUS MCLEOD
Address: 30 HANNON AV MOBILE AL 36604-1203
Phone: (251) 583-3419

- Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES ___ NO
- Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES ___ NO
- Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES NO ___
- Do you generally favor the construction of this project? YES NO ___
- Are you in favor of the proposed design as presented at this meeting? YES ___ NO SEE COMMENTS
- Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES ___ NO
- Do you think this project is in the best overall public interest? YES NO ___ SEE COMMENTS
- Which Government Street intersection design do you prefer? Alternate 1 ___ Alternate 2 ___ EITHER
- Which Springhill Ave intersection design do you prefer? Alternate 1 ___ Alternate 2 ___ EITHER

Please provide any additional comments concerning this project below:
AFTER REVIEWING THE PLAN AT THE MEETING LAST WEEK I, ALONG WITH OTHERS, CONCLUDE THAT IT IS COMPLETELY UNACCEPTABLE AS A LARGE LENGTH OF THE CORRIDOR DOES NOT PROVIDE DEDICATED/PROTECTED BIKE LANES. IN THAT RESPECT IT IS NO DIFFERENT FROM WHAT CYCLISTS PRESENTLY HAVE TO CONTEND WITH IN THE CONFINES OF THE EXISTING CONFIGURATION. THE PROPOSED PLAN WITH SHARED BIKE/AUTOMOBILE LANES DOES NOT AFFORD ADEQUATE PROTECTION FOR THE PROLIFERATING NUMBER OF AREA CYCLISTS TO RIDE SAFELY WITHOUT THE EVER PRESENT FEAR OF POTENTIAL CATASTROPHY. FURTHER, SHOULD THERE BE FATALITIES OR, WORSE, DEBILITATING INJURY, IS THE CITY AND DESIGN FIRM GOING TO ACCEPT THE LIABILITY? THE PROPOSED PLAN IS LITTLE MORE THAN A MEAGER REDO OF THE EXISTING SITUATION. FOR THE RECORD, I AM A 74 YEAR OLD ROAD CYCLIST WHO RIDES A MINIMUM OF 25 MILES AT LEAST FOUR DAYS A WEEK.

Please return this form to the following address within 10 days:
Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618
or
Email: reconnectingmobile@cityofmobile.org

Sent to reconnectingmobile
email on 11/18/16. Received via
email from the City on 11/28/16.

From: [Wanda J. Cochran](#)
To: [Reconnecting Mobile](#)
Cc: [Manzie, Levon](#); [Olsen, Richard](#); [Hoffman, Bert](#); [Beaco, Shayla](#)
Subject: Suggestions for the Broad Street Project
Date: Friday, November 18, 2016 11:33:36 AM

Please accept these comments on the Broad Street design presented on November 10, 2016. The project is of course exciting and a wonderful opportunity to reconnect downtown to surrounding communities. As I see it, the design problem is to repair what was destroyed during the Urban Renewal years of the 60s and 70s. As one who has lived and worked within the Henry Aaron Loop for more than thirty years, my experience has been that Broad Street presents a nearly impenetrable barrier to every mode of transport save one—the car. Traversing Broad Street is quite dangerous and I often drive when I could easily walk or bike because of the poor design.

So what is the best design to bring back Broad? I am reluctant to give an opinion at this point because I think critical information is lacking. In my view it is way too soon to get locked into a concept. May I suggest:

- The design team prepare a map overlay showing how the street grid has changed over time. We are an old city and we should learn from our past—what worked and what didn't. Perhaps we could heal old wounds, perhaps not; but understanding where we (as a city) have been is essential in understanding where we want to go.
- There is no substitute for boots (and bicycles) on the ground. The designers should conduct a bike tour of the entire development area, and community meetings should be held at the strategic intersections of Government, Dauphin and Springhill. Perhaps the city could arrange to have one or more lanes of the project area closed so that folks could experience it directly without fear of being run over.
- What's the plan? Is the goal here to create a pretty thoroughfare and safer crossings? While I love pretty medians, they may not be the best solution. I believe that the better use of the street would be to narrow the lanes, widen sidewalks, create protected bike lanes, create as much on street parking as possible, and moving the cars to the middle. Trees can be added next to the sidewalks where they would actually benefit pedestrians. This concept would go a long way toward encouraging new businesses and residences.
- Finally, I would suggest that the city's current zoning effort must be integrated with the street design. Dover Kohl, the company who is working on the rezoning, should be brought in right away to make sure we have an integrated project—otherwise we are taking a huge risk of getting it “wrong”, again. Even worse, we are missing a great opportunity to revitalize a part of our city that has suffered for many years. A form-based overlay for Broad Street and MLK is in order.

Please let me know if you have any questions.

Regards,

Wanda J. Cochran
wanda@citylawal.com

465 Dauphin Street
Mobile, AL 36602
251-767-6795

**Sent to reconnectingmobile
email on 11/19/16. Received via
email from the City on 11/28/16.**

From: [Ray](#)
To: [Reconnecting Mobile](#)
Subject: Project No. 2015-202-22
Date: Saturday, November 19, 2016 3:31:29 PM
Attachments: [Project 2015-202-22.pdf](#)

Overall approval, but strongly against removal of the bus lane in front of CVS Pharmacy and 910 Government Street, which essentially pushes fast-moving traffic lane closer to these properties and to my home. It is hard enough to get in and out of my driveway as it is already. I can't imagine the City willfully making it even more difficult to get in and out of my driveway when it is unnecessary to the overall plan desired.

Comment form is attached.

Thank you,
Ray Isbell

Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016

Date: 11-16-16
Name: RAY Isbell
Address: 910 Government St
Phone: 251-437-7596

Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO

Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO

Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES NO

Do you generally favor the construction of this project? YES NO

Are you in favor of the proposed design as presented at this meeting? YES NO (majority of it)

Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES NO

Do you think this project is in the best overall public interest? YES NO

Which Government Street intersection design do you prefer? ~~Alternate 1~~ Alternate 2

Which Springhill Ave intersection design do you prefer? Alternate 1 Alternate 2

Please provide any additional comments concerning this project below:

My only objection is removal of the bus lane in front of my home which has been a buffer between speeding traffic and my historic home which is the oldest on Government Street and one of the city's most historic.
The bus lane is necessary for deliveries and construction vehicles & 18-wheelers which regularly come to work on 910 Govt. ALSO photographers & tourists who park there.
The bus lane is the only thing that helps me get out of my driveway NOW. Without it, I'll not be able to pull out at all.

Please return this form to the following address within 10 days:

Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

Sent to reconnectingmobile
email on 11/18/16. Received via
email from the City on 11/28/16.

**Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016**

Date: 11/18/2016
Name: Edward Oliver
Address: 2307 Government St. Mobile AL 36606
Phone: 251.479.8133

Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES ___ NO X

Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES ___ NO X

Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES X NO ___

Do you generally favor the construction of this project? YES X NO ___

Are you in favor of the proposed design as presented at this meeting? YES ___ NO X

Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES ___ NO X

Do you think this project is in the best overall public interest? YES X NO ___

Which Government Street intersection design do you prefer? Alternate 1 X Alternate 2 ___

Which Springhill Ave intersection design do you prefer? Alternate 1 X Alternate 2 ___

Please provide any additional comments concerning this project below:

The proposed design lacks the dedicated bike lanes on MLK Ave. and for the majority of Broad St. that were proposed in the TIGER grant application, so this design does not meet the bicycle friendly goal.

Please return this form to the following address within 10 days:

Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

Sent to reconnectingmobile
email on 11/19/16. Received via
email from the City on 11/28/16.

Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016

Date: 11/19/2016
Name: Roy Isbell
Address: 910 Government St.
Phone: 251-432-3376

- Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO
- Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO
- Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES NO
- Do you generally favor the construction of this project? YES NO
- Are you in favor of the proposed design as presented at this meeting? YES NO most of it
- Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES NO
- Do you think this project is in the best overall public interest? YES NO
- Which Government Street intersection design do you prefer? Alternate 1 Alternate 2
- Which Springhill Ave intersection design do you prefer? Alternate 1 Alternate 2

Please provide any additional comments concerning this project below:
I prefer having the bus lane on the north side of Government Street in front of
CVS rather than being able to turn left at Broad from the west. (Some years ago
several New England states did away with lefthand turns altogether, citing safety
studies.) Westbound traffic speeds up at the Broad Street intersection, making it
difficult for us to turn into our property near CVS and it will be worse for us
as well as the sight seers who slow down to look and photograph along here if the
bus lane were removed.

Please return this form to the following address within 10 days:
Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618
or
Email: reconnectingmobile@cityofmobile.org

Sent to reconnectingmobile
email on 11/18/16. Received via
email from the City on 11/28/16.

From: kelly.kellybaker
To: [Wanda J. Cochran](mailto:Wanda.J.Cochran)
Cc: [Reconnecting Mobile](#); [Manzie, Levon](#); [Olsen, Richard](#); [Hoffman, Bert](#); [Beaco, Shayla](#)
Subject: Re: Suggestions for the Broad Street Project
Date: Friday, November 18, 2016 11:59:27 AM

Wonderful and thoughtful advise Wanda! I like your ideas well!
Kelly
Sent from my iPhone

On Nov 18, 2016, at 11:33 AM, Wanda J. Cochran <wanda@citylawal.com> wrote:

Please accept these comments on the Broad Street design presented on November 10, 2016. The project is of course exciting and a wonderful opportunity to reconnect downtown to surrounding communities. As I see it, the design problem is to repair what was destroyed during the Urban Renewal years of the 60s and 70s. As one who has lived and worked within the Henry Aaron Loop for more than thirty years, my experience has been that Broad Street presents a nearly impenetrable barrier to every mode of transport save one—the car. Traversing Broad Street is quite dangerous and I often drive when I could easily walk or bike because of the poor design.

So what is the best design to bring back Broad? I am reluctant to give an opinion at this point because I think critical information is lacking. In my view it is way too soon to get locked into a concept. May I suggest:

- The design team prepare a map overlay showing how the street grid has changed over time. We are an old city and we should learn from our past—what worked and what didn't. Perhaps we could heal old wounds, perhaps not; but understanding where we (as a city) have been is essential in understanding where we want to go.
- There is no substitute for boots (and bicycles) on the ground. The designers should conduct a bike tour of the entire development area, and community meetings should be held at the strategic intersections of Government, Dauphin and Springhill. Perhaps the city could arrange to have one or more lanes of the project area closed so that folks could experience it directly without fear of being run over.
- What's the plan? Is the goal here to create a pretty thoroughfare and safer crossings? While I love pretty medians, they may not be the best solution. I believe that the better use of the street would be to narrow the lanes, widen sidewalks, create protected bike lanes, create as much on street parking as possible, and moving the cars to the middle. Trees can be added next to the sidewalks where they would actually benefit pedestrians. This concept would go a long way toward encouraging new businesses and residences.
- Finally, I would suggest that the city's current zoning effort must be integrated with the street design. Dover Kohl, the company who is working on the rezoning, should be brought in right away to make sure we have an integrated project—otherwise we are taking a huge risk of getting it

“wrong”, again. Even worse, we are missing a great opportunity to revitalize a part of our city that has suffered for many years. A form-based overlay for Broad Street and MLK is in order.

Please let me know if you have any questions.

Regards,

Wanda J. Cochran
wanda@citylawal.com

465 Dauphin Street
Mobile, AL 36602
251-767-6795

From: [Nan Woddail-Smith](#)
To: [Reconnecting Mobile](#)
Subject: Real Bike lanes
Date: Friday, November 18, 2016 1:37:00 PM

**Sent to reconnectingmobile
email on 11/18/16. Received via
email from the City on 11/28/16.**

Make Broad Street with real bike lanes like the plans had. It is time to think about doing the **right thing** for more than just cars.

Nan Woddail-Smith
6270 Rose Ct
Mobile, AL 36693
251-666-7760

Sent to reconnectingmobile
email on 11/21/16. Received via
email from the City on 11/28/16.

Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016

Date: 11/10/16
Name: DANIEL CLARK
Address: 9 COMMON ST MOBILE 36609
Phone: 251 751 4828

Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO

Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO

Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES NO

Do you generally favor the construction of this project? YES NO

Are you in favor of the proposed design as presented at this meeting? YES NO

Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES NO

Do you think this project is in the best overall public interest? YES NO

Which Government Street intersection design do you prefer? Alternate 1 Alternate 2

Which Springhill Ave intersection design do you prefer? Alternate 1 Alternate 2

Please provide any additional comments concerning this project below:

Please return this form to the following address within 10 days:

Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

Sent to reconnectingmobile
email on 11/21/16. Received via
email from the City on 11/28/16.

Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016

Date: 11/20/16
Name: Catherine Clark
Address: 9 Common Street 36604
Phone: 251 458 5588

Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO

Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO

Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES NO

Do you generally favor the construction of this project? YES NO

Are you in favor of the proposed design as presented at this meeting? YES NO

Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES NO

Do you think this project is in the best overall public interest? YES NO

Which Government Street intersection design do you prefer? Alternate 1 Alternate 2

Which Springhill Ave intersection design do you prefer? Alternate 1 Alternate 2

Please provide any additional comments concerning this project below:

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Project Manager
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3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

Sent to reconnectingmobile
email on 11/21/16. Received via
email from the City on 11/28/16.

From: [Ben Brenner](#)
To: [Reconnecting Mobile](#)
Subject: Broad St. / Beauregard St Complete Streets Comments
Date: Monday, November 21, 2016 8:05:16 PM

To Whom it May Concern,

First of all, I'm very concerned that in the most recent drawings, while dedicated bike lanes remain on the Beauregard section of the plan, they have been removed from the Broad street section of the plan. I believe this is in direct violation of the terms of the TIGER grant. As an avid bicyclist, this area is in tremendous need of dedicated bicycle lanes and not mere sharrows as illustrated. Mobile remains one of the least bicycle-friendly cities in the country, and these plans only propagate that problem. Sharrows are marginally helpful, but should never be thought of as appropriate replacements to protected bike lanes.

Please include protected bike lanes on both the Beauregard St and Broad St sections of the revitalization.

Also, I'm disappointed to see that the planners did not incorporate more bicycle and pedestrian friendly crossing areas on Broad St. There is significant bicycle traffic crossing Broad street from Oakleigh, Old Dauphin Way, and Campground. From your plan, there does not seem to be any accommodation for bicycles to safely cross this high-traffic street.

The number one concern I hear from people considering bicycling downtown from midtown is the problem of crossing broad. It is imperative that this problem is appropriately addressed in this design.

The design of the Dauphin Street and Springhill intersections are also troubling as they appear to be designed to accommodate vehicular traffic without consideration of pedestrian and bicycle safety.

I worry that the planners have no experience with producing bicycle/pedestrian friendly infrastructure, and have largely ignored the suggestions of the Non-Motorized Mobility Study for Downtown Mobile, Alabama released by the MPO last year.

I hope you will consider these requests before moving forward.

Ben Brenner
BicycleMobile.org
251 289 1236

Sent to reconnectingmobile
email on 11/21/16. Received via
email from the City on 11/28/16.

From: [Sue Cato Winter](#)
To: [Reconnecting Mobile](#)
Subject: Broad Street improvements
Date: Monday, November 21, 2016 6:19:21 PM
Attachments: [image003.jpg](#)
[image004.jpg](#)
[image005.png](#)

Thanks for all the work being done on this project! My “off the cuff” comments involve two objectives – bike lanes and intersections. Please continue to exhaust all possibilities to provide generous bike lanes along the entire length of the project. Also, I recognize the efforts made in the current plan for the Springhill Avenue, Broad and St.Lewis Street intersection; however, it’s not quite “there” yet! The LeFlore/Langan Park is a significant part our community – as powerful as the statues are, I’ve always wanted to see more landscaping, trees, etc. And by the way, will someone please check the water flow? – it is entirely too fast for such a contemplative sculpture . . . I’m afraid to suggest a roundabout because I understand there was some discussion about putting the statues in the center . . . please don’t – no one will jeopardize their safety by trying to walk over to see it . . . instead, let’s see if we can do a roundabout there – the smallest one possible, and relocate the Park to another parcel in the same immediate area with some parking nearby to encourage visitors . . .

Cordially,

Sue



Sue Cato Winter
Owner and Idea Specialist
Great Ideas, Inc.
251-709-2515
P.O. Box 50834, Mobile, AL 36605
suecatowinter@gmail.com



Sent to reconnectingmobile
email on 11/22/16. Received via
email from the City on 11/28/16.

From: [The Wildrat](#)
To: [Reconnecting Mobile](#)
Subject: Dedicated Bike Lanes
Date: Tuesday, November 22, 2016 12:25:17 PM

Hello,

The cycling community want dedicated bike lanes included in this project. What is proposed is not much better than what there is now. Painting bikes on the road will work as well as having targets on our cycling clothing. Please come into the modern era and include dedicated cycling lanes. The city wants to re-vitalize downtown, enabling more cyclist and pedestrians to get downtown safely would go a long way in the cities endeavor to do so.

Thank You!

Mark

Sent to reconnectingmobile email on 11/21/16. Received via email from the City on 11/28/16.

Public Involvement Meeting
City of Mobile Project No. 2015-202-22
Broad Street/Beauregard Street from Water Street to I-10 and
Dr. Martin Luther King Jr. Boulevard from Three Mile Creek to Beauregard Street
November 10, 2016

Date: 11/21/2016
Name: Debra Isbell
Address: 910 Government St., Mobile, AL 36604
Phone: 251-432-3376

- Do you reside in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO
- Do you work in the Broad St / Beauregard St / Dr MLK Jr Blvd area? YES NO
- Do you use Broad St / Beauregard St / Dr MLK Jr Blvd as a travelway? YES NO
- Do you generally favor the construction of this project? YES NO
- Are you in favor of the proposed design as presented at this meeting? YES NO
- Do you think this design will provide safe pedestrian and bicycle access for residents, workers & visitors? YES NO
- Do you think this project is in the best overall public interest? YES NO
- Which Government Street intersection design do you prefer? Alternate 1 Alternate 2 - no opinion
- Which Springhill Ave intersection design do you prefer? Alternate 1 Alternate 2 - no opinion

-- with the exception of losing the bus turn lane in front of my house.

Please provide any additional comments concerning this project below:
Please do not lose the bus lane heading west on Gov't St. at the intersection with Broad. Cars heading south on Broad and turning right (west) on Gov't use this lane and merge into traffic gradually. Also deliver bus stop regularly past in this lane including USPS. I would respectfully request Mobile has complete the update to the guidelines in city design. I would also ask that the ugly commercial light pole in front of my house be replaced with an ornate light to match the look of Gov't Street.

Please return this form to the following address within 10 days:

Mr. Drew T. Davis, P.E., ENV SP
Project Manager
Volkert, Inc.
3809 Moffett Road
Mobile, AL 36618

or

Email: reconnectingmobile@cityofmobile.org

**Sent to reconnectingmobile
email on 11/22/16. Received via
email from the City on 11/28/16.**

From: [Lauren Jackson](#)
To: [Reconnecting Mobile](#)
Subject: Reconnecting Mobile
Date: Tuesday, November 22, 2016 9:26:28 AM

To Whom it May Concern,

First of all, I'm very concerned that in the most recent drawings, while dedicated bike lanes remain on the Beauregard section of the plan, they have been removed from the Broad street section of the plan. I believe this is in direct violation of the terms of the TIGER grant. As an avid bicyclist, this area is in tremendous need of dedicated bicycle lanes and not mere sharrows as illustrated. Mobile remains one of the least bicycle-friendly cities in the country, and these plans only propagate that problem. Sharrows are marginally helpful, but should never be thought of as appropriate replacements to protected bike lanes.

Please include protected bike lanes on both the Beauregard St and Broad St sections of the revitalization.

Also, I'm disappointed to see that the planners did not incorporate more bicycle and pedestrian friendly crossing areas on Broad St. There is significant bicycle traffic crossing Broad street from Oakleigh, Old Dauphin Way, and Campground. From your plan, there does not seem to be any accommodation for bicycles to safely cross this high-traffic street.

The number one concern I hear from people considering bicycling downtown from midtown is the problem of crossing broad. It is imperative that this problem is appropriately addressed in this design.

The design of the Dauphin Street and Springhill intersections are also troubling as they appear to be designed to accommodate vehicular traffic without consideration of pedestrian and bicycle safety.

I worry that the planners have no experience with producing bicycle/pedestrian friendly infrastructure, and have largely ignored the suggestions of the Non-Motorized Mobility Study for Downtown Mobile, Alabama released by the MPO last year.

I hope you will consider these requests before moving forward.

-Lauren

Sent to reconnectingmobile
email on 11/21/16. Received via
email from the City on 11/28/16.

From: [Ellis Bridges](#)
To: [Reconnecting Mobile](#)
Cc: [Manzie, Levon](#)
Subject: TIGER Grant Initial Plans
Date: Monday, November 21, 2016 10:48:09 PM

To Whom It May Concern:

I am writing in regards to the initial proposed plans to "revitalize" Broad, Beauregard, and MLK Sts./Aves. It appears that none of the promised bicycle-friendly features have been included in the majority of the Broad St. corridor nor the MLK corridor. It also appears that either Volkert is unaware of the intersection of Palmetto St and Broad St or it has been surreptitiously deleted from the city street plan. On top of these potential mistakes, and with the inclusion of calling Canal St. "Canal Road" and this section of Government St. "Government Boulevard", it appears the engineers/individuals who have constructed these plans have not even seen these areas or are at least well-versed in the area.

A few questions:

-Where are the dedicated bike lanes on Broad and MLK? Bike sharing lanes do NOT fit the spirit of what was promised with the award of the TIGER Grant nor what the bicycling community has pleaded for for so long.

-Where are the facilities for bikes to safely cross Broad St or Government St? It does not seem that safe facilities have been proposed, at least initially.

-Has the committee and/or the city forgotten the "Non-Motorized Mobility Study for Downtown Mobile, Alabama" released by the MPO last year? A lot of the proposed alignments in the "Reconnecting" presentation fly in the face of these suggestions.

Thank you for your consideration.

Sincerely,
Ellis Bridges
District 2

CC: Councilman Levon Manzie, District 2