

Metropolitan Planning Organization
Meeting Minutes

October 18, 2006

Voting Members

Mayor Bobby Bright, MPO Chairman
Mr. Ken Groves, MPO Secretary
Mayor Jim Byard, City of Prattville
Mr. Joe Faulk, Elmore County Commission Chairman
Councilor Charles Jinright, City of Montgomery
Councilor Janet May, City of Montgomery
Mr. Todd Strange, Montgomery County Commission Chairman

Guests

Mr. Bill Couch, ALDOT
Ms. Barbara Hendricks, ALDOT
Mr. Greg Clark, CARPDC
Mr. Dave Harris, FHWA
Mr. Rick Hall, Hall Planning and Engineering

MPO Staff

Mr. Robert Smith
Mr. James Askew

At the regularly scheduled meeting of the Montgomery Area Metropolitan Planning Organization (MPO) on October 18, 2006 at 10:00 a.m. in the Mayor's Conference Room, City Hall, Montgomery, Alabama, the aforementioned members were present. The meeting was called to order by Mayor Bobby Bright, MPO Chairman.

The Chairman (Mayor Bright) recognized guests who were in attendance and announced that a quorum was present. Mr. Groves announced that Mr. Rick Hall was present and would speak during the General Session about some of the plans for downtown and Court Square. He also recognized the usual "visitors". Mr. Groves announced that a quorum was, indeed, present.

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Mayor Bright asked for a motion for approval of the minutes from the August 17, 2006 MPO meeting. A motion was made and seconded to approve the minutes from the previous meeting.

Mayor Bright went to agenda item five (5) to consider proposed amendment projects to FY2006-2008 TIP and asked Mr. Ken Groves for an explanation. Mr. Groves had Mr. Robert Smith explain the projects. He said that the first project was for an Elmore County Commission project, *EC-8-AM (Widen, level and resurface CR-8 from CR-59 to Marshall Rd)*, which had been up two or three times but was overbid so the increase in cost was going from \$480,609 to \$514,330 for construction. The new start date should be in about three weeks. Mayor Bright asked if they can be approved as one or individually. Mr. Groves said they can be done all together unless somebody wanted to take one out. Mayor Bright said there was one that needed to be taken out. Mr. Groves suggested that they all be explained and then consider the one in question.

Mr. Smith proceeded to second project which was project *IM-2-AM* for pavement rehabilitation on I-85 from the I-85/I-65 interchange to near the Hall Street underpass, a State of Alabama project that had gone in and out of the TIP. Mayor Bright asked if this project was already in the TIP (from a response from Mr. Bill Couch) and asked if action was needed on it again. Mr. Couch then said that was correct and the P.E. had already been authorized.

Councilor Jinright asked if the timing was the same on this project. Mr. Smith answered that it had a construction start date of 4-27-07 and the date was correct as far as he knew. He explained that the project had gone into the TIP, gone out and he had gotten a letter saying to put it back in again. Mr. Groves stated that it was a state project. Mayor Bright asked if it could be included in a certain package. Mr. Couch said he did not have a problem with that. Mr. Groves said the ALDOT had been having trouble getting their cost constraint to work and they have been moving projects around. He said that he thought that the MPO wanted to leave this one in. Mr. Smith suggested that it be left in and have it approved to make sure.

Someone asked where Hall Street was located and was told that it ran by Jackson Hospital along Oak Park. It was recognized that the area was a very bad section of roadway. Mr. Smith commented that this was where the bridge crossed over I-85. He said that this was where the

asphalt met the concrete and was pretty much where the project would stop. He added that it was just pavement rehabilitation of the concrete.

Mr. Strange asked if the project had been bid yet. Mr. Smith said it had not been as far as he knew. Mr. Strange asked if the bid came in at \$8,000,000 what would we do. Mr. Smith said that hopefully they would have a contingency fund. Mayor Bright asked if it had been part of the I-65 project. Mr. Couch commented that it was not part of the I-65 project. Mayor Bright said he was under the impression that they wanted to take up this segment while they were doing the I-65. Mr. Groves said it was a separate project.

Mr. Smith then moved on to TIP amendment project number three which was another State of Alabama project *NHS-4-AM* for the I-85 interchange at US-80 (Mitylene Interchange). The project was for utility relocation and right of way acquisition. The total was for \$1,500,000. Mr. Strange asked if this was only for the utility work and land acquisition and not for fixing the problem. Mr. Smith said that was correct. He added that construction was planned for way out in FY-09 and Mr. Bowden confirmed that it was 2008-2009. Mr. Strange asked if the State and the MPO had a game plan as to what was going to be done.

Mr. Bowden said Goodwin, Mills, and Cawood had been hired as the consultant and Daryl Skipper as the sub-consultant to come up with a plan to handle the design of the interchange itself. It would include SR-126 which is Technacenter Drive and also rerouting of US-80. Mr. Strange asked if it goes down to Ryan Road. Mr. Groves commented that as a result of the conversation at the last meeting, that Mayor (Bright) had signed a letter requesting that Ryan Road be studied in the same study with Goodwin, Mills, and Cawood and with Skipper. He went on to say that was how the State wanted to handle that. Rather than have a separate project it was going to become a part of this project.

Mr. Smith then presented TIP project number *TR-6-AM* FTA Section 5311 Capital Vehicle Purchase for Autauga County Commission and TIP project number *TR-6-AM (M-11-AM)*/ Communication Technology to Existing Traffic Signal Controllers in the Downtown Area.

Mayor Bright asked if TIP project number *M-11-AM* communication technology to existing traffic signal controllers in the downtown area would be for the purpose of allowing cameras at

traffic lights to track traffic violators. The response no, that the controllers were only viable to the traffic engineers to control signals thru the central computer system using fiber optic cable or the wireless project through ITS. Mr. Bowden also stated that this procedure would only allow his department to monitor traffic. A motion was made and approved to adopt the modifications to this list of projects.

Mr. Couch asked to present a discussion on the I-65/I-85 project that included the bid for the contract. He expressed that the information that was being given at this time was for informational purposes only and that the MPO did not have to vote on these issues since they had already been approved. Mr. Couch stated that this data was for the purpose of breaking down the various costs that were associated with the project.

Mr. Couch stated that the I-85 project was already in the TIP and the PE was already authorized. He further explained the purpose of this project was for pavement rehabilitation of I-85 from I-65 to Hall Street. Mr. Couch stated that ALDOT was focused on having the I-85 project and the I-65 project let at the same time, which was scheduled for February or March 2007, once the plans were separated which would determine the various costs since these two projects were separate. He said that the ALDOT was mainly concerned with repairing the major pavement disrepair first then complete the widening to six lanes later. Mr. Couch stated that by making the repairs on the projects separately the completion dates for the projects would change and become longer due to the bidding process and time to complete. An estimated completion period of three years would push the estimated scheduled date to the year 2009. The MPO stated that getting the bumps out of the surface was the main immediate concern.

Mr. Groves then introduced Mr. Rick Hall, of Hall Planning and Engineering who participated in the Downtown Charette and who was one of the originators of the scheme for the Downtown Master Plan and Court Square designs. Mr. Hall presented his involvement in the Downtown Master Plan study and stated that he worked closely with Dover, Kohl and Partners with the Downtown Charette. He stated that the transportation portion of the project was his major involvement because having transportation involved would bring about balance between land-use and the development side in addition to the transportation side of the process. He expressed that in the past land-use and transportation had been separated and he felt that highway facilities should be developed in conjunction with land-use.

Mr. Hall stated that reinstating augmentation to combine walking, transit and bicycling to the downtown area would be most effective including autos. Mr. Hall stated that these augmentations could be achieved by developed land patterns which would encourage people to walk more. He explained the proposed street conversions as a key element of the redevelopment.

Mayor Bright asked of a timeframe for the completion of the redevelopment plans and Mr. Hall stated that at this point in the process there was not a time frame for the implementation. He said that the consultants were initially trying to get the long term vision into a report. Once a finalized report had been developed then the plans could be converted into various stages, and stated that the plan would be completed next spring, 2007.

Mayor Bright asked if there was any more discussion. There was no further discussion or business and the meeting adjourned at 10:35 a.m..