

Montgomery Area Technical Coordinating Committee
Meeting Minutes

November 27, 2007

Members

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

Guests

Mr. Kevin Boone (Elmore County)
Ms. Barbara Hendrix (ALDOT)
Ms. Greta Duckett (City of Montgomery Resident)
Mr. Shawn Capps (FHWA)
Mr. Stewart Peters (City of Millbrook)

MPO Staff

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

At regularly scheduled meeting of the Technical Coordinating Committee (TCC) on November 27, 2007 at 10:00 a.m. at the new City of Montgomery Intermodal Transfer Facility in the

conference room, 495 Molton Street, Montgomery, AL 36106, the aforementioned members were present. The meeting was called to order by Mr. Ken Groves. Mr. Groves announced that a quorum was present. The meeting was called to order at 10:05 a.m. He asked for an introduction of guests. Mr. Dave Harris introduced Mr. Shawn Capps, a new employee in the planning department at FHWA. Everyone present then introduced themselves to the new guest. A motion was made and seconded to approve the minutes from the September 19, 2007 meeting and the minutes were adopted.

Mr. Groves moved on to agenda item number 5, the amendments to the FY 2008 – 2011 Transportation Improvement Program. Mr. Groves asked Mr. Smith to give details on these amendments. Mr. Robert Smith detailed the first project, a National Highway System project to add the construction in for the Loop Ramp at the I-85/Perry Hill Road interchange. The project has a total cost of \$2,100,000. This includes Preliminary Engineering and Construction. The second project is a City of Montgomery sponsored project using High Priority/Congressional Earmark funding that has been allocated to the City of Montgomery for further construction of the Montgomery Riverwalk. The total cost is \$1,500,000. The third project is a brand new City of Montgomery sponsored project for right-of-way acquisition for Perry Hill Road, the first phase I-85 to Harrison Road. This project came about from the 30% review for the project. Mr. Smith referred all questions to Mr. Chris Conway. There are three intersections where some work needs to be done to fix the turning radius, and in order to do this some right-of-way is necessary. Originally when the project was going to be done by the City of Montgomery, all of the work was going to be done within the existing right-of-way due to the City of Montgomery proposing to do the project without added construction and utility easements. But as a result of the 30% review and comments from ALDOT, some of the temporary construction easements and actual acquisition of some right-of-way were identified as being needed to finish the project. It was asked if there was a lane being added from I-85 off ramp to Interstate Park Dr. There is an exclusive right turn at the interstate to Interstate Park Dr. Mr. Smith noted the cost is \$250,000. The next projects are all Level of Effort (LVOE) projects. Mr. Smith stated that MPO has up to five days disapprove of these projects because of the LVOE, but typically the projects are all needed or requested by a jurisdiction by special request or competitive process, so they don't get disapproved and are automatically approved. The first Level of Effort project is Safety funds allocated to Autauga County for traffic striping on various Autauga County Roads. The total

cost is \$79,715. The second Level of Effort project is for County Road 85 (Old Carter Hill Rd and Pike Rd) from State Route 6 (US-82) to State Route 8 (US-80). It is for traffic striping, pavement markers, markings and legends and has a total cost of \$75,205. The third Level of Effort project is for resurfacing South Blvd from Davenport Drive to Troy Highway (US-231). It is 4.92 miles and has a total cost of \$2,460,000. The fourth Level of Effort project is Safety funds to safety widen State Route 8 (US-80) from SR-110 to the Macon County Line. The total cost is \$162,200. The fifth Level of Effort project is a Safety project to resurface and widen US-82 from 0.6 miles south of Taylor Rd to the Little Tacoma Creek Bridge. The total cost is \$924,000. The last Level of Effort project is Safety funds for resurfacing and widening US-31 from 0.15 miles north of I-65 to the Chilton County Line. The total cost is \$2,745,825. Mr. Joel Duke asked if the Perry Hill Road project is in the Long Range Transportation Plan? Mr. Smith said yes. Mr. Duke then asked if the project is part of an overall project or separately in the plan? Mr. Smith said it is part of the overall Perry Hill Road project. It was asked if the Perry Hill Road was still going to be constructed this year. Yes was the answer by Mr. Conway. Mr. Dave Harris wanted to clarify the last Level of Effort project. The MPO might want to note that the project extends outside the study area just in case anybody asks. Mr. Smith said in the past we have shown the study area boundary, and we will note to include it on this project. Mr. Groves asked for any other questions. A motion was made and seconded to approve the proposed amendments to the FY 2008-2011 Transportation Improvement Program (TIP).

Mr. Groves moved on to agenda item number 6, the proposed amendments to the 2030 Long Range Transportation Plan. Mr. Groves asked Mr. Smith to review the amendments. These would be Amendment #2 to the Long Range Transportation Plan. Amendment number one was the amendment to approve the Ray Thorington/Taylor Road connector project. Page number One is a State of Alabama proposal to amend the 2030 LRTP to construct a new interchange on I-85 at Wares Ferry Road. The total cost would be \$30,500,000 for PE, right-of-way, utilities and construction. Mr. Groves wanted to explain further on this project. Many MPO members are going to request to carry this project over to the next meeting pending the outcome of a meeting with Don Vaughn and Joe McInnis regarding the entire I-85 strategy and the Outer Loop Rd project. They have asked that we similarly reserve comment until that meeting has occurred. They have asked us to carry it over until February meetings. A motion was made and seconded to carry this over to the next meeting. Mr. Jerry Peters asked if next time the TCC we will have

traffic assignments or something to comment on it. Mr. Groves said the ALDOT requested we consider it. Mr. Smith said we were not going to stick it in the LRTP with this vote, we were merely proposing to study the feasibility and necessity of putting it in the LRTP. This area is under study by Goodwin & Mills and also Darryl Skipper as far as an interchange at this location. The state hired a consultant to do a traffic study to make sure that it was feasible to do an interchange. Mr. Jerry Peters asked Mr. Harris if there is a process where at some point in time you get the justification from ALDOT for the interchange to be added to the system and will that come before or after the MPO? Mr. Harris said that is a chicken and egg situation. Mr. Groves said it has to go in the Long Range Plan for the study to be eligible for funds, but what has happened is the local political community that we have a lot of directions in LRTP. Some make more sense than others. Maybe we should reconsider the Outer Loop because of the decreased funding that is going to be available, so they want to go sit down with the Director and Don Vaughn and see if they can come up with a strategy. Come back with a better recommendation for how we should shape the LRTP so it makes more sense. Some of them are worried about tying up all this money when we have not made much of a start on the Outer Loop. Mr. Harris said gave some background on this. We received an interchange justification study (IJS) from ALDOT months ago, and we had a number of comments. One of them is there are like 8 controlling criteria to approve a new interchange. One of them is it has got to be in the LRTP. There were other comments. You have to show how it works with other improvements. We sat down with the design bureau and said it is not really ripe to be looking at this yet, so this is sort of a restart. Mr. Groves said I think we are all realizing that. Let's take a pause here and get some more information, so we can better know how real this project is. Mr. Smith said the proposals today are just the request to amend and start work to amend the projects. Mr. Harris said the way I see it is you are just authorizing the MPO to look at it. The MPO Staff may run it and the traffic just does not work. It was clarified that there is already a meeting set up with Don Vaughn and that meeting will be discussed at the MPO meeting. Mr. Smith proceeded to the second project. It is an Elmore County Commission project to widen Redland Road and intersection improvements. Mr. Beyer said intersection improvements at 4 and 8 and capacity increase between CR-4 and US-231. This is for PE and Dave brought up that we need to go ahead and put in what the total cost would be. Mr. Beyer said all we asked for when we were working was the PE to start this. Then we found out that it was not in the financially constrained part. It was in the wish list. So we can go back and update it to a full blown estimate. Mr.

Harris said that is what will need to be in the plan amendment is the full project. Mr. Smith said it will be easy enough to amend this in the final plan once we get to that point after we see the numbers. Mr. Harris said the next project is the same thing. If you are going to initiate this, to staff, now that SAFETEA-LU passed you have to meet all the SAFETEA-LU requirements. This will not be just adding a project to the LRTP, staff has to bring all the cost up to year of expenditure, and I will not go over all of them. There are a host of new requirements. It can be done if that is the will of the body if you want to go to that much effort for these two projects. But alternately you could just look at these as a planning study using UPWP planning studies, a corridor study. If you are just looking at feasibility, that is a whole lot easier of a process to start than a LRTP update. There was a discussion on the purpose of each project. Mr. Jerry Peters said we want our project to be considered for inclusion in the plan. As far as the funding, it can be well out into the future, but we see the need to work on that corridor. Mr. Beyer said I am going to have a tough time coming up with cost. I would like to see a study dictate what the roadway needs to look like, so our project is more of a study. Mr. Jerry Peters said we want the plan amendment even if we do not get PE set up in the next year or two. Mr. Smith said that both projects can be held off until next year when we start updating the plan. Just like when we went through the last LRTP update in 2005. We have already started on that update. It is going to be a great deal of effort. We have already started the effort of bringing out 2030 LRTP into SAFETEA-LU compliance. Mr. Beyer said he would be more than happy to talk to Robert and Dave after the meeting about the project, but we have a bridge out there that needs something done to it and we would like to not revisit the bridge two or three times versus having a study like this done to tell us what needs to be done. I am just trying to plan ahead. Mr. Harris noted said I just wanted you to be aware. Mr. Smith asked can if both of these projects wait until next year? Mr. Jerry Peters said the City of Millbrook is working with a couple of major developers and they have given us two years to come up with some firm plans for this corridor in order to protect the right-of-way. The planning commission last week approved a final plat for one part of this that has right-of-way set aside. There are three or four segments that stand alone of they have when you start of the TIP or whatever. Mr. Groves asked if it is within the corporate limits. Mr. Jerry Peters said yes. Mr. Groves said then all you need to do is adopt a major thoroughfare plan and you can preserve your right-of-way. Millbrook doesn't have a Comprehensive plan yet. Mr. Groves asked how the TCC wanted to handle these amendments. Mr. Beyer said he had no problem waiting until the February meetings. Mr. Jerry Peters said a lot of the project depends

on some amendments to the land use in the model. We sent some information to Robert, and we plan on getting with Robert and his staff to explain how we came up with the new land use. We have isolated 8 traffic zones that impact this corridor. The problem is we have traffic counts higher than the 2030 traffic assignment. That is a key to whether it is justified. Even if we do the amendments, we may not have four lanes justified on the Grandview Road project. But it also impacts the county's corridor study that is in the TIP for the connector from 14 to Deatsville Highway. These are intertwined. We need to get with staff and get on the same page with what we got and our needs. What I would like to do is get to Robert to make sure the staff is comfortable with the land use information. Because if the staff is not comfortable with that and you put the same model back together, you will get the same answer. Mr. Jerry Peters said what we really want is traffic assignments to see if it is even justified to ask for an amendment. Mr. Groves said we can get those traffic assignments without doing these amendments. We can carry all of these over to the February meeting. A motion was made and seconded to carry over the LRTP amendments to our next meeting.

Mr. Groves moved to agenda item number seven, the Transportation Projects Status Report. Mr. Bollie said the I-65 Bridge project is done but there has been work added to increase it to three lanes by using shoulders to go from the Northern Bypass to I-85. The original project is done but more time is needed to complete the added work. The rest of I-65 is about 30% done. The intersection of SR-143 and SR-14, we have a preferred alignment, but it has not been approved for designed yet. Construction is scheduled for January of 2009. The casino project, the plans are on schedule, but we are trying to determine what is in the hill to make sure we do not run into anything. The Bell Street Gateway project is pretty close to ready for construction. The City is coordinating right-of-way acquisition with landowners. It should be under construction in the spring of 2008. The public hearing was scheduled on November 15. The Tallapoosa River widening, the scope of work is complete, the survey is complete, and we are ready to begin design work. I-85 from Perry Hill Road to Eastern Blvd except that we added two for added safety. I-85 from the interchange to Hall Street has been underway for only about three weeks. The 30% reviews on Madison and Perry Hill Road are done. Are there any questions? Mr. Smith asked who was in charge of lighting on I-85 because they have been out the last few days. Traffic Engineering said that the City of Montgomery is responsible for them.

Mr. Smith moved on to agenda item eight, General Session. Mr. Groves offered anyone who is interested to take a tour of the new Intermodal Center. He also gave a brief timeline on the project. He also pointed out that the Auburn University land use modal conference was just completed, and there is a working model. He asked Joel Duke to get his zoning data to the staff for inclusion into the land use model. He then explained why the data was needed. The model will be presented to everyone when complete. It looks very promising, and we are hoping this answers our SAFETEA-LU requirement. Mr. Beyer said the MPO members have put money into this project without asking about our projects. Mr. Groves said that is not the situation. Your money is safe, and it is producing a product you will get to use. The conference could have been done in Auburn but I wanted it close enough that anybody who wanted to could attend. The MPO staff participated. This was a developmental stage. You are not really missing anything because we are going to come back and show it to you. Dr. Clay and his experts will answer all your questions and give details. Please do not take it as a slight, but we are planning on giving you the entire show. This model will show affects on other things beside congestion. Mr. Peters asked what is the status of the consultant (Dr. Michael Anderson) and the congestion management study. Mr. Smith stated that there was a delay on starting the travel time runs and that he should be starting in December with an update on travel time runs at the next meeting. Mr. Groves asked for any other questions or concerns with there being none a motion was made to adjourn and seconded.

All in favor of adjournment please rise. The meeting adjourned at 10:35 a.m.