

MINUTES OF THE  
METROPOLITAN PLANNING ORGANIZATION MEETING  
HELD FEBRUARY 3, 2016  
AT 4 P.M.

The Metropolitan Planning Organization met on Wednesday, February 3, 2016, at 4 p.m., in the Council Chambers of the Municipal Building, Huntsville, Alabama, there being present:

Metropolitan Planning Organization Members Present:

Mr. Dale Strong, Chairman	Chairman, Madison County Commission
Mayor Tommy Battle	City of Huntsville
Mayor Troy Trulock	City of Madison
Councilwoman Jennie Robinson	Huntsville City Council
Mr. Johnny L. Harris	ALDOT/Guntersville

Metropolitan Planning Organization Members Absent:

Mayor Mary Caudle	Town of Triana
Mayor Tony Craig	Town of Owens Cross Roads

Staff Members Present:

Ms. Tanjie Kling	Huntsville Planning Division
Mr. James Moore	Huntsville Planning Division
Ms. Michelle Jordan	Huntsville Planning Division
Ms. Paige Colburn	Huntsville Planning Division
Ms. Connie Graham	Huntsville Planning Division
Mr. James Vandiver	Huntsville Planning Division

Chairman Strong called the meeting to order.

Chairman Strong asked that the record reflect that the following members of the Metropolitan Planning Organization were present for this meeting: Chairman Strong, Mayor Battle, Mayor Trulock, Director Johnny Harris, and Councilwoman Jennie Robinson, and that absent were Mayor Caudle and Mayor Craig.

Chairman Strong stated that the first item on the agenda was Approval of the Minutes of the MPO meeting on August 27, 2015. The minutes were approved as submitted.

Chairman Strong stated that the next item on the agenda was a Resolution of Support for a FY 2016 TIGER Grant.

Councilwoman Robinson read and introduced a resolution supporting the Spring Branch Greenway Phase 1 Project and offering enthusiastic endorsement of the project to the TIGER Grant Application Review Committee, as follows:

(RESOLUTION NO. 01-16)

Councilwoman Robinson moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Battle.

Chairman Strong recognized Ms. Tanjie Kling of the Huntsville Planning Division.

Ms. Kling stated that the above resolution was a resolution of support requested by the City of Huntsville to show the MPO's endorsement of a possible TIGER Grant that the City of Huntsville might apply for in Fiscal Year 2016 if funds were available. She stated that "TIGER" stood for Transportation Investment Generating Economic Recovery. She

continued that this was a competitive grant program administered by the US Department of Transportation that would allow local and Federal investment in road, rail, transit, and port projects that promised to achieve national objectives.

Ms. Kling stated that for Huntsville, the project being sponsored was the Huntsville Spring Branch Greenway Phase 1, from Holmes Avenue to near Brookside Street at Lowe Mill. She stated that the City of Huntsville, in conjunction with Federal and State funds, had in the past invested approximately \$28 million toward the project, with the construction of bridge replacements along Clinton Avenue and Holmes Avenue, land acquisition, floodway mitigation efforts, and utility relocation.

Ms. Kling stated that the above resolution, if approved, would be included in the grant application packet, to show metrowide support of this project which would provide multi-modal linkages to the current transportation network.

Ms. Kling indicated on a displayed map the general location of the project.

Ms. Kling stated that Dr. Ben Ferrill from Huntsville City Planning was present to answer any questions the MPO members might have. She stated that they had had some public comments at the Citizens Advisory Committee meeting concerning the project. She continued that one of their concerns was if MPO money was being used for the TIGER Grant project. She continued that, of course, the answer to this was "No," that if

they received the grant, the City of Huntsville would be matching it, with Federal funds.

Chairman Strong asked if there was any further discussion of the above resolution.

There was no response.

Chairman Strong called for the vote on Resolution No. 01-16, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an amendment to the Final Year 2040 Transportation Plan. He stated that the resolution would amend the Final Year 2040 Transportation Plan to divide the Huntsville Spring Branch Greenway Project into two phases of construction.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that the Huntsville Spring Branch Greenway was a visionary multi-modal project that had been planned for many years, noting that it had had its first appearance in the MPO's long-range transportation plan at least 10 years prior. She stated that the project was currently listed in the Year 2040 Transportation Plan but was currently shown as a 10-mile project. She continued that since the City of Huntsville had plans to apply for a TIGER grant for a portion of this project and wished to improve the opportunity for funding, they had requested that the project be divided into two phases. She continued that, therefore, the Section 7 narrative of the plan was being amended to split the project

into Phase 1, being the segment from Holmes Avenue to the Brookside Drive/Lowe Mill area, and Phase 2, being from the terminus of Phase 1 to the Tennessee River.

Ms. Kling stated that the map that was being displayed indicated the project phases as described in the narrative.

Ms. Kling stated that, additionally, Section 10 of the plan, the Financial Section of the plan, was being amended. She stated that the narrative was modified to include language indicating that Federal competitive grant programs might be available to fund major transportation projects of interest to the MPO's jurisdiction. She stated that Table 10.5, the Visionary Financial Table, had been amended to show the Huntsville Spring Branch Greenway, Phase 1, as possibly being funded with a TIGER Grant, or other eligible grant funding, for an estimated total amount of \$25 million, with the proposed Federal portion being \$10 million and the City of Huntsville's proposed portion being \$15 million. She continued that this was just a rough, rough estimate, that once the design had actually been done, it could perhaps be as low as \$10 million or even lower. She stated that the Huntsville Spring Branch Greenway, Phase 2, would remain in the same location in the Table, with a potential funding source being through the Transportation Alternatives Program.

Ms. Kling stated that the approval of this resolution would pave the way for the Phase 1 project to be potentially funded through a TIGER Grant.

Chairman Strong thanked Ms. Kling for her presentation.

Mayor Battle read and introduced a resolution amending the Final Year 2040 Transportation Plan, including dividing the Huntsville Spring Branch Greenway Project into two phases of construction, as follows:

(RESOLUTION NO. 02-16)

Mayor Battle moved for approval of the foregoing resolution, which motion was duly seconded by Councilwoman Robinson.

Chairman Strong asked if there was any further discussion of the above resolution.

There was no response.

Chairman Strong called for the vote on the above resolution, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program. He stated that the resolution would amend the narrative portion of the adopted FY 2016-2019 TIP to add the possibility of grant funds for projects, as a funding source.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that if the proposed TIGER Grant were awarded to the City of Huntsville, the project would need to be added to the Transportation Improvement Program, or the TIP. She continued that the purpose of this resolution was to amend the narrative of the TIP to indicate that an alternative

funding source for projects might be through grants. She stated that, additionally, the text would be amended to indicate that the MPO was committed to include eligible grant-funded projects in the TIP when awarded. She continued that this had been an oversight when writing the narrative of the Final document, and that this would provide information regarding another source of Federal funds that might be tapped for projects metrowide.

Councilwoman Robinson read and introduced a resolution amending Section 1.19 and Section 3.5.1 of the adopted FY 2016-2019 TIP to account for the addition of future grant-funded transportation projects in the TIP, should funds be awarded, as follows:

(RESOLUTION NO. 03-16)

Councilwoman Robinson moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Battle.

Chairman Strong asked if there was any further discussion of the above resolution by the MPO members.

There was no response.

Chairman Strong called for the vote on the above resolution, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an amendment to the Final Year 2040 Transportation Plan. He stated that the resolution would amend the adopted Final Year 2040 Transportation Plan to accommodate changes concerning

the Northern Bypass and Slaughter Road for the City of Huntsville.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that the Northern Bypass was a project of regional significance, and that it appeared in the Year 2040 Transportation Plan as a multi-phase project. She continued that at the present time, the City of Huntsville was working with the State and expending some "Restore our Roads" money for the Northern Bypass segment from Pulaski Pike to US 231/431. She stated that this project was already programmed and funding was committed toward it.

Ms. Kling stated that in order to complement and extend this project and enhance mobility in North Huntsville and North Madison County, the City of Huntsville was using its Capital Funds for the engineering design and environmental assessment for the next segment of the Northern Bypass, which she noted was from 1500 feet east of US 231/431 to Winchester Road. She stated that these activities were in process at this time.

Ms. Kling stated that what was being displayed at this time was a map of this next segment that was under design, to Winchester Road.

Ms. Kling stated that recently, the City of Huntsville had met with Federal Highway Administration officials to review the environmental documents for the segment from US 231/431 to Winchester Road. She continued that the Federal Highway



Administration required that before this design work and environmental assessment progressed any further and before they approved any of the work done by Huntsville, the next steps toward the construction of this segment of the Northern Bypass project be programmed in the FY 2016-2019 Transportation Improvement Program. She stated that in order for this to occur, the Year 2040 Transportation Plan must be amended. She continued that, otherwise, the Federal Highway Administration had said they would suspend work on the project, that they would not let it progress any further.

Ms. Kling stated that they had done an assessment of Federal funds and projects that were scheduled, using MPO discretionary money, for the next 25 years and had determined that rescheduling projects could be done. She stated that the City of Huntsville was requesting that the Northern Bypass project from US 231/431 to Winchester Road be moved up in the schedule and that the Slaughter Road project from Old Madison Pike to Highway 20 be deferred. She stated that Huntsville was asking that this be done so that the Northern Bypass project could be scheduled in the Plan so the work being done on the corridor would not be stalled.

Ms. Kling stated that more specifically, Huntsville was proposing that Section 10, Table 10.4, of the Year 2040 Transportation Plan be amended to change the Northern Bypass right-of-way acquisition as scheduled for Fiscal Year 2017, utility relocation scheduled for 2019, a re-evaluation of the

environmental assessment and engineering design scheduled for Fiscal Year 2021, and construction scheduled for Fiscal Year 2022. She stated that, additionally, the construction cost was estimated to be a total of \$25 million, which she noted was a decrease of approximately \$790,000.

Ms. Kling stated that for this change in schedule to occur so that the next segment of the Northern Bypass could be programmed as requested by the Federal Highway Administration, the City of Huntsville was requesting that the Slaughter Road project from Old Madison Pike to State Route 20 be moved out to the year 2026 through 2028, with design scheduled in 2026, right-of-way and utility relocation in 2027, and construction scheduled for 2028.

Ms. Kling stated that adoption of these changes in this resolution would allow the City of Huntsville to continue its work toward the construction of the next segment of the Northern Bypass and to complete the corridor from Pulaski Pike all the way to Winchester Road.

Chairman Strong thanked Ms. Kling for her presentation.

Mayor Battle read and introduced a resolution amending the adopted Final Year 2040 Transportation Plan to accommodate the changes in the timeline and the cost of construction of the Northern Bypass Phase 3, from US 231/431 to Winchester Road, and to reprogram the Slaughter Road project, from Old Madison Pike to SR-20, to a later year, as follows:

(RESOLUTION NO. 04-16)

Mayor Battle moved for approval of the foregoing resolution, which motion was duly seconded by Councilwoman Robinson.

Chairman Strong asked if there was any further discussion of the above resolution.

There was no response.

Chairman Strong called for the vote on the above resolution, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program and the State's Comprehensive Project Management System.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that this resolution would reprogram the projects that had just been voted on and make the changes in the Year 2016-2019 Transportation Improvement Program and the State's Comprehensive Project Management System, per the City of Huntsville's request. She continued that the schedule appeared the same as presented in the prior resolution and the funding had been shown. She stated that it should be noted that the only funding change from the original TIP and the original allocations in the State's Comprehensive Project Management System was the Northern Bypass construction cost of approximately \$25 million, which she noted was a decrease of approximately \$794,000.

Ms. Kling stated that the adoption of this resolution would allow the City of Huntsville to continue its work toward the construction of the next segment of the Northern Bypass and to complete the corridor from Pulaski Pike to Winchester Road.

Mayor Battle read and introduced a resolution amending the adopted Final Year 2016-2019 Transportation Improvement Program and the State's Comprehensive Project Management System to accommodate the changes in the timeline of the Northern Bypass, Phase 3, from US 231/431 to Winchester Road, as well as Slaughter Road from Old Madison Pike to SR-20, as follows:

(RESOLUTION NO. 05-16)

Mayor Battle moved for approval of the foregoing resolution, which motion was duly seconded by Councilwoman Robinson.

Chairman Strong asked if there was any further discussion of the above resolution.

There was no response.

Chairman Strong called for the vote on the above resolution, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program. He stated that the resolution would amend the National Highway System/Interstate Maintenance/National Highway System Bridge Projects Section in the adopted FY 2016-2019 TIP, adding funds for resurfacing US 72 for Limestone County.

Chairman Strong recognized Ms. Kling.

Ms. Kling stated that the Alabama Department of Transportation had requested that the TIP be amended to add a resurfacing project for Limestone County for Fiscal Year 2016. She stated that the project was on US 72, from near Jefferson Street to near McCulley Mill Road, and that the cost of the project was estimated to be \$4,832,862, with the Federal amount being \$3,866,290 and the State amount being \$966,572.

Chairman Strong asked Ms. Kling if it was correct that no local MPO money would be involved in this, that it was a flow-through for Limestone County and the Federal Highway Administration.

Ms. Kling stated that that was correct.

Mayor Trulock read and introduced a resolution amending the National Highway System/Interstate Maintenance/National Highway System Bridge Project Section in the adopted FY 2016-2019 TIP to add funds for US 72 maintenance, as follows:

(RESOLUTION NO. 06-16)

Mayor Trulock moved for approval of the foregoing resolution, which motion was duly seconded by Mayor Battle.

Chairman Strong asked if there was any further discussion of the above resolution.

There was no response.

Chairman Strong called for the vote on Resolution No. 06-16, and it was unanimously adopted by the MPO members

present.

Chairman Strong stated that the next item on the agenda was a status report of ATRIP projects and other major transportation projects, to be presented by Mr. Les Hopson of the Alabama Department of Transportation.

Mr. Hopson made a PowerPoint presentation.

Mr. Hopson stated that the first project was the City of Huntsville, additional lanes on US 72, westbound only, being the eastern part of US 72. He stated that this work was approximately 90 percent complete, with an estimated completion date of March 2016.

Mr. Hopson stated that the next project was the City of Huntsville, Zierdt Road northbound lanes, from north of Martin Road to south of Madison Boulevard. He stated that this work was approximately 85 percent complete, with an estimated completion date of spring of the current year.

Mr. Hopson stated that the next project was the City of Huntsville, widening and realignment of Church Street, Phase 1, that there was a utility and clearing/grubbing project that was to let in April 2016, and that once that work was completed, the roadway/bridge portion should be commenced later in Fiscal Year 2016.

Mr. Hopson stated that the next project was the City of Huntsville, widening and relocation of Church Street, Phase 2, and that this project was completed.

Mr. Hopson stated that the next project was the City of

Huntsville, additional lanes on Winchester Road from Dominion Circle to Naugher Road. He stated that the design was almost complete, and the right-of-way acquisition was about to start. He stated that, however, there was a significant utility relocation involved, and that they were looking at doing a separate clearing and grubbing and utility relocation project. He stated that they were looking at a Fiscal Year 2017 letting date.

Mr. Hopson stated that the next project was the City of Huntsville, additional lanes on Martin Road from Old Jim Williams Road to Zierdt Road. He stated that this was the ATRIP-funded portion, and that the design was approximately 85 percent complete, and the right-of-way acquisition was well underway. He stated that they were looking at a letting in 2017.

Mr. Hopson stated that the next project was the City of Huntsville, additional lanes on Martin Road from Wall Triana Boulevard to Old Jim Williams Road. He stated that this was STPAA funded. He continued that the design was approximately 80 percent complete and the right-of-way acquisition was well underway. He stated that they anticipated a 2017 letting.

Mr. Hopson stated that the next project was the City of Huntsville, the overpasses and the new bridge at Martin Road. He stated that this project had commenced, and that work was approximately 5 percent complete.

Mr. Hopson stated that the next project was the City of

Huntsville, US 431, the overpass at Mastin Lake Road. He stated that design was approximately 60 percent complete. He continued that they were still waiting on the environmental document approval so they could start purchasing right-of-way. He stated that a letting date of late 2016 was anticipated.

Mr. Hopson stated that the next project was the City of Huntsville, Old Madison Pike, and that that work had been completed.

Mr. Hopson stated that the next project was the cities of Huntsville and Madison, the Zierdt Road southbound lanes, and that the design on this was approximately 85 percent complete. He stated that acquisition was well underway, and they were looking at perhaps a letting date in the summer of 2016.

Mr. Hopson stated that the next project was the cities of Huntsville and Madison, additional lanes on US 72 from County Line Road to Providence Main Street. He stated that this was a combination of NHF, ATRIP, and local funds, and that this work was approximately 40 percent complete on the design, and that they were looking at a right-of-way acquisition commencing in 2017.

Mayor Battle asked if it was correct that this project was not on hold at this time.

Mr. Hopson stated that the project had been started back again.

Mr. Hopson stated that the next project was the City of Madison, widening and resurfacing of County Line Road from



Madison Boulevard to the Madison city limits. He stated that this work was approximately 50 percent complete, with an estimated completion date of the end of 2016.

Mr. Hopson stated that the next project was the City of Madison, Kellner Road Extension to Zierdt Road. He stated that this was in the early preliminary design stage, and that they were looking at a letting date in Fiscal Year 2017.

Mr. Hopson stated that the next project was Madison County, the interchange at Blake Bottom Road Overpass. He stated that the design was approximately 85 percent complete, and the right-of-way acquisition was well underway. He stated that there was an anticipated letting date in the summer of 2016.

Mr. Hopson stated that the next project was Madison County, a bridge replacement and approaches on Winchester Road. He continued that this construction was approximately 35 percent complete.

Mr. Hopson stated that the next project was Madison County, Winchester Road from Naugher Road to Riverton Road. He stated that the design was almost complete, and the right-of-way acquisition was well underway. He stated that they were looking at a possible letting date in the current year, depending on the utility relocation.

Mr. Hopson stated that the next project was Madison County, additional lanes on Winchester Road, from the Flint River to past Bell Factory Road. He stated that the

design was almost complete, that right-of-way acquisition was underway, and they were anticipating a spring of the current year letting on this portion.

Mr. Hopson stated that the next project was Madison County, additional lanes on Jeff Road from south of County Road 28 to Douglass Road. He stated that they were awaiting environmental approvals on this, and that they were anticipating the right-of-way acquisition commencing at the end of 2016. He stated that there would be several right-of-way acquisitions, 100 tracts plus, and that they were looking at a possible letting date on this in Fiscal Year 2018.

Mr. Hopson stated that the total amount involved in these projects was approximately \$286 million.

Chairman Strong thanked Mr. Hopson for his presentation. He asked if there were any questions from the MPO members to be addressed to Mr. Hopson.

Mayor Battle stated that he would just like to thank Mr. Hopson for the work he was doing on this. He stated that Councilwoman Robinson had recently had a town hall meeting, and that it had been very interesting, that it was about the South Parkway construction. He thanked him for all the work they were doing on that project.

Chairman Strong stated that the next item on the agenda was a Status Report on the Southbound Lane Construction of Zierdt Road.

Chairman Strong recognized Mr. Shane Davis, Director of

Urban Development, City of Huntsville.

Mr. Davis stated that he would be providing a quick status update on this, at the request of Mayor Trulock, including where they were on this project at this time and the next steps, as well as to touch on some flooding in a neighborhood in the construction zone area.

Mr. Davis stated that, as most of the MPO members were aware, this was a three-and-a-half-mile, four-lane, divided roadway which included a 12-foot multi-use path, between the intersections at Madison Boulevard and Martin Road.

Mr. Davis made a PowerPoint presentation.

Mr. Davis stated that construction of the northbound lanes on Zierdt Road had commenced in November of 2014, and that it was approximately 80 percent complete and was scheduled for a summer completion.

Mr. Davis stated that construction on the southbound lanes would commence in the summer or early fall of the current year, and that they were expecting an approximate 24-month construction time, so that they were looking at a completion date of late 2018.

Mr. Davis stated that, as far as future phasing to complete the entire Zierdt Road project, that one would be the construction of transition areas to shift traffic to the newly constructed northbound lanes, so that they could free up the existing Zierdt Road in order to rebuild that portion, which would be the construction of the southbound lanes, and then,

finally, the construction of the multi-use path that would parallel the roadway network.

Mr. Davis stated that the displayed map showed the progression on this. He stated that the green color indicated a project that was about to be finished; the red color indicated what was still to be built, the roadway construction; and that the blue circles that were highlighted were the transitional areas, noting that they would have to have a signalized intersection at Edgewater, over into the new lanes, and then, of course, transition the gate traffic at Martin Road to the lanes to Madison Boulevard.

Mr. Davis stated that, from a phasing standpoint, they would be working on those ends of the project first. He stated that they would let Phase 2 of Zierdt Road, get the traffic shifted over to that, and then they would immediately start construction and rebuild of the existing Zierdt Road.

Mr. Davis stated that he had a couple of zoomed-in photographs of the detail work that would need to be taking place at the beginning in order to get traffic shifted. He stated that what was being shown was an overview of the Martin Road/Zierdt Road intersection, and that on the southern portion of the screen was the Martin Road/Redstone Arsenal gate.

Mr. Davis stated that, coming back to the north end of the project, what was being depicted was I-565/Madison Boulevard and Zierdt Road. He stated that it would be somewhat more

tricky to get persons transitioned safely so they could finish the project. He stated that this would be a signalized intersection, and that they would have to traverse persons through the construction zone of the next phase and into a portion of Zierdt Road.

Mr. Davis indicated on a displayed screen the main portion that he believed Mayor Trulock wanted addressed, noting that there were drainage concerns in the Mountain Brook community. He stated that what was being depicted were photographs from November and December of this subdivision, noting that they were taken by construction admin persons who were monitoring Zierdt Road. He continued that they were taken of the west cul-de-sac in the Mountain Brook community. He stated that this highlighted the area in which flooding had been occurring. He continued that they had been attempting to determine what was causing this flooding and obtain remedies from multiple parties in order to keep it from reoccurring.

Mr. Davis stated that on the right part of the screen, one could see the Zierdt Road construction area, and that the highlighted areas were indicating residences that had been flooded multiple times. He stated that to the north was the Town Madison construction that was underway. He stated that he had put some blue lines in to indicate the main tributaries across that construction site. He continued that this was discharging into a ditch on the north side of the Mountain Brook community and heading east, toward Zierdt Road.

Mr. Davis stated that one could also see the Kellner Road Extension construction that was underway, just to the north of the Mountain Brook community.

Mr. Davis stated that the areas in red indicated where the flooding was occurring. He continued that, as best they could determine, this was due to the new construction in the Town Madison development. He continued that the water was coming into a ditch that was substandard in size to be able to handle this. He stated that he believed persons were trying to do the best they could to mitigate this. He stated that the next slide would show what had been done to attempt to mitigate future impacts from this to the community.

Mr. Davis stated that the Town Madison development had recently installed a temporary detention pond to the north of the Kellner Road Extension that was discharging water to the ditch along the northern boundary of the Mountain Brook community, and installed erosion control, and the installation of riprap, as shown on the top portion of the screen. He stated that the City of Madison had taken steps to clean out the ditch along the northern portion of the Mountain Brook community and clean out the inlet pipe on the west side of Zierdt Road. He continued that the City of Huntsville had undertaken, on the new box culvert that was built for Zierdt Road, to clean out debris and mud that had resulted from previous storm events.

Mr. Davis stated that, in looking at this flooding area,

they believed that the Town Madison's, the City of Huntsville's, and the City of Madison's efforts should alleviate some of these flooding areas.

Mr. Davis stated that what was being shown was the ditch as it was in November, prior to Madison making efforts to clean out this ditch in order to allow a better flow capacity.

Mr. Davis stated that what was being displayed was a photograph of the double 48-inch pipes that Madison had been cleaning out in order to allow more water capacity to flow through them.

Mr. Davis stated that on the last slide, the photograph to the left was the existing double 48-inch pipes that had been in place for Zierdt Road since the 1960s, and that looking back to the west, toward the ditch in the previous photo, were box culverts, and that these were extended in the next phase of Zierdt Road.

Mr. Davis stated that he would be happy to answer any questions at this time, from Mayor Trulock or the other MPO members.

Chairman Strong recognized Mayor Trulock.

Mayor Trulock stated that he would first like to talk about Zierdt Road. He stated that he understood the latest expectation was that most likely by summer the northbound lanes would be completed, except for the Lady Ann Lake area, noting that persons would still have to cross over into the southbound lane, and that most likely by the following summer, they should

have the northbound lane in the Lady Ann Lake area taken care of, so that they could truly open up the northbound lanes in the summer of the following year, if not sooner.

Mr. Davis stated that there would still be one-lane traffic in each direction where he was indicating.

Mayor Trulock stated that then, hopefully, they could start working on the southbound lanes, as well as working on the end caps and the culverts. He asked if it was correct that it would most likely be a year or a year and a half before they could get to the box culvert.

Mr. Davis stated that he would say that it would be 18 to 24 months before they would actually have something built, in place. He continued that as development occurred around the Edgewater and Mountain Brook communities, there would be a final design of that development, with retention and detention requirements. He stated that this would also be a tremendous help for this situation.

Mayor Trulock stated that he agreed that the box culvert would help tremendously when they would be able to get it in.

Mr. Davis stated that he believed the temporary detention pond that Town Madison was putting in and the City of Madison cleaning out the ditch would also be of tremendous help.

Chairman Strong stated that there had been flooding in areas where never before had they had flooding, that he believed there had been more than 30 inches of rain in the prior several months. He continued that he believed that



overall they had managed the entire area very well.

Chairman Strong asked if there was any further discussion related to the Zierdt Road southbound lanes construction.

Mr. Davis stated that he would like to add that there had been a pretty significant rain event on the previous night, and there had been no flooding, so that he believed the efforts of all three entities in attempting to mitigate this were working.

Chairman Strong stated that the next item on the agenda was Election of Officers.

Chairman Strong stated that the floor was open for nominations for Chairman of the Metropolitan Planning Organization.

Mayor Trulock nominated Chairman Dale Strong, Madison County Commission, for Chairman of the Metropolitan Planning Organization.

Chairman Strong asked if there were any further nominations.

There was no response.

Chairman Strong called for the vote on himself as Chairman of the Metropolitan Planning Organization, and the following vote resulted:

AYES: Battle, Trulock, Robinson, Harris, Strong

NAYS: None

ABSENT: Caudle, Craig

Chairman Strong stated that he had been elected Chairman of the Metropolitan Planning Organization.

Chairman Strong stated that the floor was open for nominations for Vice-Chair of the Metropolitan Planning Organization.

Councilwoman Robinson nominated Mayor Tommy Battle of the City of Huntsville for Vice-Chair of the Metropolitan Planning Organization.

Chairman Strong asked if there were any further nominations.

There was no response.

Chairman Strong called for the vote on Mayor Battle as Vice-Chair of the Metropolitan Planning Organization, and the following vote resulted:

AYES: Battle, Trulock, Robinson, Harris, Strong

NAYS: None

ABSENT: Caudle, Craig

Chairman Strong stated that Mayor Battle had been elected Vice-Chair of the Metropolitan Planning Organization and congratulated him.

Chairman Strong stated that the floor was open for nominations for Secretary of the Metropolitan Planning Organization.

Mayor Battle nominated Mayor Troy Trulock of the City of Madison for Secretary of the Metropolitan Planning Organization.

Chairman Strong asked if there were any further nominations.

There was no response.

Chairman Strong called for the vote on Mayor Trulock as Secretary of the Metropolitan Planning Organization, and the following vote resulted:

AYES: Battle, Trulock, Robinson, Harris, Strong

NAYS: None

ABSENT: Caudle, Craig

Chairman Strong stated that Mayor Trulock had been elected Secretary of the Metropolitan Planning Organization and congratulated him.

Chairman Strong stated that the next item on the agenda was Public Comment and asked if there was anyone in the audience who would like to address the Metropolitan Planning Organization at this time. He stated that persons would be allowed to speak for three minutes and that they should state their name and address.

Ms. Jackie Reed, Jack Coleman Drive, appeared before the Metropolitan Planning Organization, stating that she had had a few questions as they were going through the agenda but noted that it was too late at this time, that the items had already been passed.

Ms. Reed stated that persons were telling her that the MPO was building a greenway, starting at the city and heading to Ditto Landing. She asked what a "greenway" was to them.

Ms. Reed stated that she would like to have that question answered, and then she had a few more questions to ask.

Chairman Strong advised Ms. Reed that this was an opportunity for her to address the Metropolitan Planning Organization, but that it was not a question-and-answer session. He stated that Ms. Reed had this opportunity to address them, and that they were honored to be able to hear what she had to say, but that as far as debating back and forth, they would not do this, that they would maintain order, and that she should move forward with her questions.

Ms. Reed inquired as to how she would ever know the answer to her questions.

Chairman Strong stated that Ms. Reed had the opportunity to attend the MPO's Citizens Advisory Committee meetings, as well as the Huntsville City Council meetings and the Madison County Commission meetings.

Ms. Reed stated that they all needed to look for her, because she certainly would be there.

Ms. Reed stated that her question was if this was to be a riverwalk, if this was what they had started 20 years prior.

Ms. Reed stated that this was a simple question, and if the MPO could not answer it, and Transportation could not answer it, she would like for someone to answer it. She stated that those three were the top dogs in the whole city and county, as well as another city.

Ms. Reed asked if they were talking about a "riverwalk" as a "greenway." She continued that if they were, she wanted the public to be aware of this.

Ms. Reed stated that that was all she had at this time, but that she would be at each of their meetings.

Chairman Strong thanked Ms. Reed for her comments.

Chairman Strong asked if there was anyone else in the audience who would like to address the Metropolitan Planning Organization at this time.

There was no response.

Chairman Strong stated that the next item on the agenda was Other Business. He asked if there was any other business to come before the MPO.

There was no response.

Upon motion duly seconded, the meeting was adjourned.

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Chairman,  
Metropolitan Planning Organization

ATTEST:

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Secretary,  
Metropolitan Planning Organization