

**MOUNTAIN BROOK CITY COUNCIL
PRE-MEETING DISCUSSION
JANUARY 28, 2013**

The City Council of the City of Mountain Brook, Alabama met in public session in the temporary City Hall at 5:30 p.m. on Monday, the 28th day of January, 2013. The President of the City Council called the meeting to order and the roll was called with the following results:

Present: Amy G. Carter, Council President
Jesse S. Vogtle, Jr., Council President Pro Tempore
Jack D. Carl
William S. Pritchard, III
Virginia C. Smith, Acting Mayor

Absent: Lawrence T. Oden, Mayor

Also present were City Attorney Whit Colvin, City Manager Sam Gaston, and City Clerk Steven Boone.

1. AGENDA

1. Revised change order for landscaping on Overcrest Road for the Phase 6 sidewalk project - Alicia Bailey of Sain Associates. (Resolution No. 2013-015 was added to the formal agenda.)
2. Signage for Chamber of Commerce and Council Room for the Municipal Complex – Emily Coe of Williams Blackstock. (Motion No. 2013-017 was added to the formal agenda)
3. Re-adopt old Code Section 13-16 regarding trees in City owned property – Sam Gaston. (To be reconsidered at the February 11, 2013 meeting.)
4. Proposed street paving for Crestline Village and doing work in the evening and early morning hours – Ronnie Vaughn. (Motion No. 2013-018 was added to the formal agenda.)
5. Judge Sharon Blackburn and Jackie Siegleman to address the Council regarding the proposed pedestrian crossing signals and traffic signals at Overbrook Road and Beechwood Road.

Ms. Blackburn argued that neither the pedestrian light nor the traffic signal are necessary and that Richard Caudle's (of Skipper Consulting) recommendation (Appendix 1) was based on his judgment as opposed to expressed regulations. See also Appendices 2 and 3. After some discussion about the history of this matter, it was decided that a motion authorizing the delay of the installation of the pedestrian signal be imposed to allow further study after the area sidewalks which are currently being constructed are completed.

6. Cherokee Forest neighborhood to address the City Council regarding the proposed Highway 280 plans by the Alabama Department of Transportation (ALDOT).

Richard Schlinkert presented their [West Cherokee neighborhood's] alternative proposal to ALDOT in the name of the city. (Appendix 4).

The City Council added Resolution No. 2012-016 expressing its opposition to certain aspects of ALDOT's proposed modifications.

After the City Council's review of the formal [7 p.m.] agenda issues, President Carter adjourned the meeting at approximately 7:30 p.m.

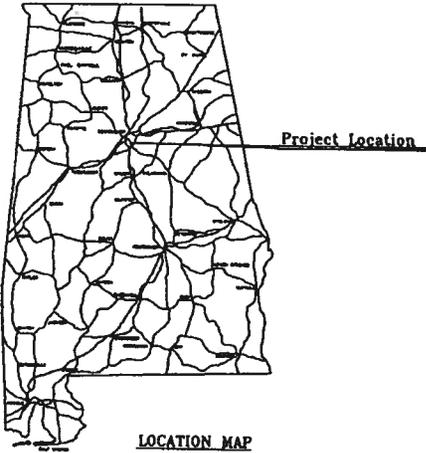


Steven Boone, City Clerk

TRAFFIC SIGNAL INSTALLATION PLANS

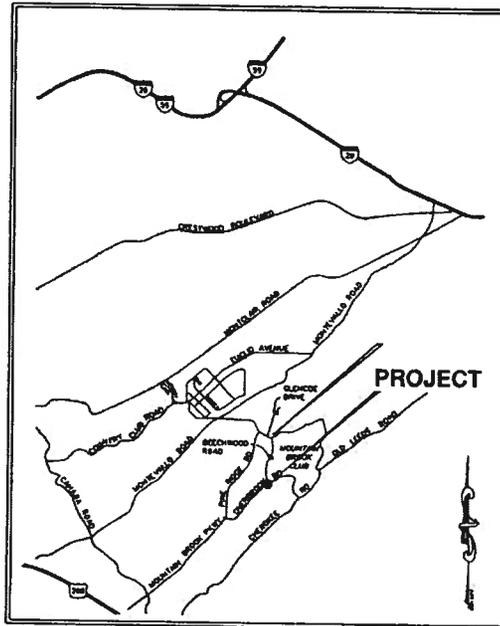
OVERBROOK ROAD AT BEECHWOOD ROAD MOUNTAIN BROOK, ALABAMA

PLANS PREPARED FOR:
CITY OF MOUNTAIN BROOK



SHEET INDEX

NO.	DESCRIPTION
1	TITLE SHEET
2	TRAFFIC SIGNAL NOTES
3	TRAFFIC SIGNAL DESIGN
4	TRAFFIC SIGNAL DETAILS
5	TRAFFIC SIGNAL DETAILS
6	TRAFFIC CONTROL PLAN



PROJECT LOCATION MAP
N.T.S.



SKIPPER Consulting, Inc.
 Transportation Engineering and Planning Consultants
 3644 Vanu Road, Suite 100
 Birmingham, AL 35215
 Telephone: (205) 655-8855 Fax: (205) 655-8825

Date: MAY 30, 2012
 Sheet No. 1

APPENDIX I

TRAFFIC SIGNAL DESIGN

DEBORAH ROAD AT MOUNTAIN BROOK, ALABAMA

SKIPPER Consulting, Inc.
Transportation Engineering and Planning Consultants
3041 Veon Road, Suite 100
Birmingham, AL 35215
Telephone: (205) 335-8803 Fax: (205) 335-8825

NO.	DATE	DESCRIPTION	BY	CHKD	DATE
1	11/11/11	DESIGN	...	...	...
2	11/11/11	...	...	...	...
3	11/11/11	...	...	...	...
4	11/11/11	...	...	...	...
5	11/11/11	...	...	...	...
6	11/11/11	...	...	...	...
7	11/11/11	...	...	...	...
8	11/11/11	...	...	...	...
9	11/11/11	...	...	...	...
10	11/11/11	...	...	...	...

NOTES:

- PAVEMENT MARKINGS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY UNLESS OTHERWISE NOTED
- THE CONTRACTOR IS REQUIRED TO VERIFY PAINT COLORS W/ THE CITY OF MOUNTAIN BROOK PRIOR TO ORDERING POLES, MAST ARMS, CABNET, ETC.
- IF THE CONTRACTOR RESPONSIBILITY TO VERIFY THE CONDITIONS OF ALL UTILITIES WITH THE ADEQUATELY TO VERIFY THE CONDITIONS OF CONSTRUCTION EFFORTS ARE BEGUN.

NOTE:
THE CONTRACTOR SHALL CONTACT J.C. CHANDLER FOR POWER SERVICE CONNECTION AND COORDINATION.
THE CONTRACTOR SHALL COORDINATE WITH ALABAMA POWER (SEARCHING/BUYING/LEASE) WITH NECESSARY PERMITS.
THE CONTRACTOR SHALL PROVIDE AN ATTACHMENT POINT FOR THE POWER SERVICE FOR THE TRAFFIC SIGNAL. THIS INCLUDES BUT IS NOT LIMITED TO WEATHERHEAD AND ANY NECESSARY HARDWARE.
THE POWER DISCONNECT SWITCH SHALL BE MOUNTED ON THE SIGNAL POLE AT A MINIMUM HEIGHT OF 10 FEET ABOVE GROUND LEVEL.

LOCAL CONTROLLER PROGRAMMING CHART

| PHASE |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

LOOP AND PHASE CHART

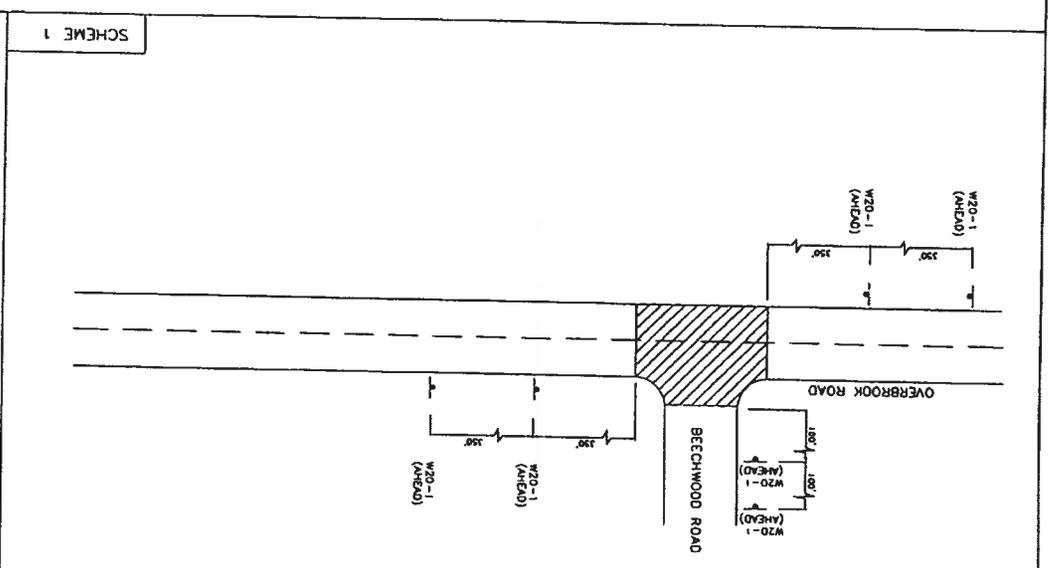
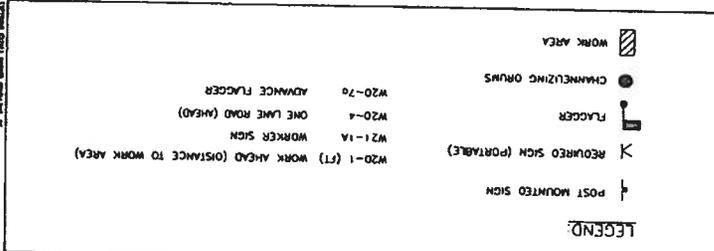
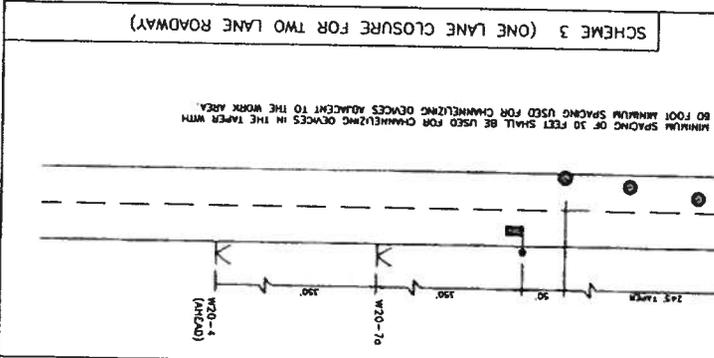
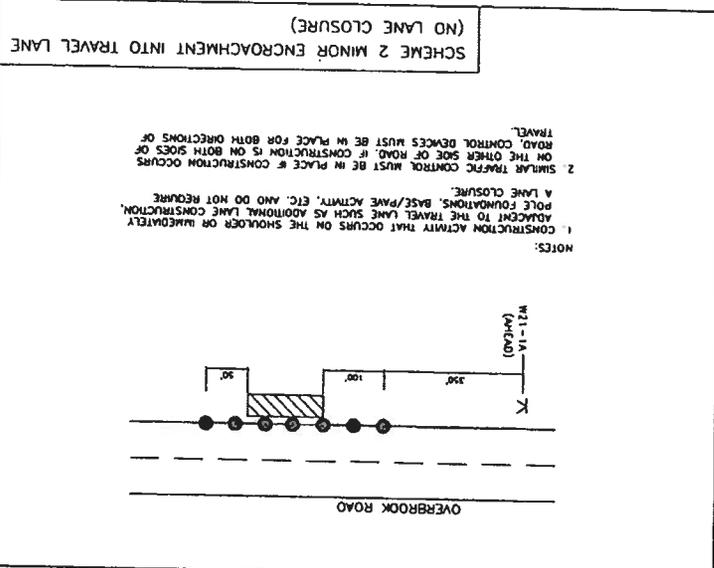
LOOP	PHASE	SIZE	TIME	NAME	COMMENTS
1
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NOTE: DELAY OVERRIDE DURING PHASE GREEN.

ESTIMATED EQUIPMENT AND MATERIAL SCHEDULE

NO.	DESCRIPTION	QTY	UNIT	DATE
1
2
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10

	SKIPPER Consulting, Inc. Transportation Engineering and Planning Consultants 1641 Veon Road, Suite 100 Birmingham, AL 35235 Telephone: (205) 851-8055 Fax: (205) 451-5423		TRAFFIC CONTROL PLAN MOUNTAIN BROOK, ALABAMA OVERBROOK ROAD AT MOUNTAIN BROOK, ALABAMA		DATE: 3/29/12 SHEET NO: 05 TOTAL SHEETS: 10
	DRAWING NO: DATE:	SCALE: DATE:	DESIGNED BY: DATE:	CHECKED BY: DATE:	



APPENDIX I

SKIPPER Consulting, Inc.

3644 Vann Road, Suite 100
 Birmingham, Alabama 35235
 Phone (205) 655-8855 Fax (205) 655-8825

Memorandum

To: Sam Gaston, City Manager
 City of Mountain Brook

From: Richard L. Caudle, P.E.
 Skipper Consulting, Inc.

Date: January 23, 2013

Subject: Overbrook Road at Beechwood Road

This memorandum addresses concerns raised concerning the proposed traffic signal being installed at the intersection of Overbrook Road at Beechwood Road in the City of Mountain Brook. Based on a meeting which I attended today, there appears to be two primary questions which are addressed in this memorandum: 1) What is the justification for the installation of the traffic signal? 2) Why are the pedestrian features required on this traffic signal?

The traffic signal at the intersection of Overbrook Road at Beechwood Road is justified based on information presented in the Skipper Consulting report prepared for this intersection in March, 2012. The traffic signal is not warranted by traffic volumes. The justification is based on a combination of factors, which individually would not justify the signal, but when taken in combination justify the signal. The factors are:

1. There were two right-angle crashes at the intersection from 2009-2011. These crashes may have been prevented with the presence of a traffic signal.
2. Sight distance looking to the left and right exiting Beechwood Road is restricted below minimum requirements.
3. Speeds on Overbrook Road are significantly in excess of the posted speed limit.
4. The proposed pedestrian crossing of Overbrook Road to be constructed at the intersection would benefit from signalized protection.

Pedestrian features (signal heads and pushbuttons) are required as part of the signal installation for the following reasons:

APPENDIX 1

January 23, 2013

1. Pedestrian signal heads are required because there are no vehicle heads visible for pedestrians crossing from the south side of Overbrook Road to the north side of Overbrook Road.
2. Pedestrian pushbuttons are required because the signal will not turn green for Beechwood Road unless a vehicle is present. The MUTCD requires that the pedestrian be given enough time to cross every signal cycle.

APPENDIX 1

FEDERAL MANUAL ON UNIFORMED TRAFFIC CONTROL DEVICES

- B. Clean the optical system of the signal sections and replace the light sources as frequently as experience proves necessary;
- C. Clean and service equipment and other appurtenances as frequently as experience proves necessary;
- D. Provide for alternate operation of the traffic control signal during a period of failure, using flashing mode or manual control, or manual traffic direction by proper authorities as might be required by traffic volumes or congestion, or by erecting other traffic control devices;
- E. Have properly skilled maintenance personnel available without undue delay for all signal malfunctions and signal indication failures;
- F. Provide spare equipment to minimize the interruption of traffic control signal operation as a result of equipment failure;
- G. Provide for the availability of properly skilled maintenance personnel for the repair of all components; and
- H. Maintain the appearance of the signal displays and equipment.

Section 4D.03 Provisions for Pedestrians

Support:

- 01 Chapter 4E contains additional information regarding pedestrian signals and Chapter 4F contains additional information regarding pedestrian hybrid beacons.

Standard:

- 02 The design and operation of traffic control signals shall take into consideration the needs of pedestrian as well as vehicular traffic.
- 03 If engineering judgment indicates the need for provisions for a given pedestrian movement, signal faces conveniently visible to pedestrians shall be provided by pedestrian signal heads (see Chapter 4E) or a vehicular signal face(s) for a concurrent vehicular movement.

Guidance:

- 04 Accessible pedestrian signals (see Sections 4E.09 through 4E.13) that provide information in non-visual formats (such as audible tones, speech messages, and/or vibrating surfaces) should be provided where determined appropriate by engineering judgment.
- 05 Where pedestrian movements regularly occur, pedestrians should be provided with sufficient time to cross the roadway by adjusting the traffic control signal operation and timing to provide sufficient crossing time every cycle or by providing pedestrian detectors.
- 06 If it is necessary or desirable to prohibit certain pedestrian movements at a traffic control signal location, No Pedestrian Crossing (R9-3) signs (see Section 2B.51) should be used if it is not practical to provide a barrier or other physical feature to physically prevent the pedestrian movements.

Section 4D.04 Meaning of Vehicular Signal Indications

Support:

- 01 The "Uniform Vehicle Code" (see Section 1A.11) is the primary source for the standards for the meaning of vehicular signal indications to both vehicle operators and pedestrians as provided in this Section, and the standards for the meaning of separate pedestrian signal head indications as provided in Section 4E.02.
- 02 The physical area that is defined as being "within the intersection" is dependent upon the conditions that are described in the definition of intersection in Section 1A.13.

Standard:

- 03 The following meanings shall be given to highway traffic signal indications for vehicles and pedestrians:
- A. Steady green signal indications shall have the following meanings:
1. Vehicular traffic facing a CIRCULAR GREEN signal indication is permitted to proceed straight through or turn right or left or make a U-turn movement except as such movement is modified by lane-use signs, turn prohibition signs, lane markings, roadway design, separate turn signal indications, or other traffic control devices.

Such vehicular traffic, including vehicles turning right or left or making a U-turn movement, shall yield the right-of-way to:

 - (a) Pedestrians lawfully within an associated crosswalk, and
 - (b) Other vehicles lawfully within the intersection.

In addition, vehicular traffic turning left or making a U-turn movement to the left shall yield the right-of-way to other vehicles approaching from the opposite direction so closely as to constitute an immediate hazard during the time when such turning vehicle is moving across or within the intersection.

Code of Alabama

Section 32-5A-32

Traffic-control signal legend.

Whenever traffic is controlled by traffic-control signals exhibiting different colored lights, or colored lighted arrows, successively one at a time or in combination, only the colors green, red, and yellow shall be used, except for special pedestrian signals carrying a word or symbol legend, and the lights shall indicate and apply to drivers of vehicles and pedestrians as follows:

(1) Green indication:

a. Vehicular traffic facing a circular green signal may proceed straight through or turn right or left unless a sign at such place prohibits either such turn. But vehicular traffic, including vehicles turning right or left, shall yield the right-of-way to other vehicles and to pedestrians lawfully within the intersection or an adjacent crosswalk at the time such signal is exhibited.

b. Vehicular traffic facing a green arrow signal, shown alone or in combination with another indication, may cautiously enter the intersection only to make the movement indicated by such arrow, or such other movement as is permitted by other indications shown at the same time. Such vehicular traffic shall yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection.

c. Unless otherwise directed by a pedestrian-control signal, as provided in Section 32-5A-33, pedestrians facing any green signal, except when the sole green signal is a turn arrow, may proceed across the roadway within any marked or unmarked crosswalk.

(2) Steady yellow indication:

a. Vehicular traffic facing a steady circular yellow or yellow arrow signal is thereby warned that the related green movement is being terminated or that a red indication will be exhibited immediately thereafter.

b. Pedestrians facing a steady circular yellow or yellow arrow signal, unless otherwise directed by a pedestrian-control signal as provided in Section 32-5A-33, are thereby advised that there is insufficient time to cross the roadway before a red indication is shown and no pedestrian shall then start to cross the roadway.

(3) Steady red indication:

a. Vehicular traffic facing a steady circular red signal alone shall stop at a clearly marked stop line, but if none, before entering the crosswalk on the near side of the intersection, or if none, then before entering the intersection and shall remain standing until an indication to proceed is shown except as provided in subdivision (3)b.

b. Except when a sign is in place prohibiting a turn, vehicular traffic facing any steady red signal may cautiously enter the intersection to turn right, or to turn left from a one-way street into a

one-way street, after stopping as required by subdivision (3)a. Such vehicular traffic shall yield the right of way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection.

c. Unless otherwise directed by a pedestrian-control signal as provided in Section 32-5A-33, pedestrians facing a steady circular red signal alone shall not enter the roadway.

(4) In the event an official traffic-control signal is erected and maintained at a place other than an intersection, the provisions of this section shall be applicable except as to those provisions which by their nature can have no application. Any stop required shall be made at a sign or marking on the pavement indicating where the stop shall be made, but in the absence of any such signal or marking the stop shall be made at the signal.

(Acts 1980, No. 80-434, p. 604, §2-102.)



CITY OF MOUNTAIN BROOK

56 Church Street
P.O. Box 130009
Mountain Brook, Alabama 35213
Telephone: 205.802.3803
Fax: 205.870.3577
gastons@mtnbrook.org

SAM S. GASTON
CITY MANAGER

April 2, 2012

Re: Overbrook Road Traffic Study

Dear Resident:

The City of Mountain Brook retained the services of a traffic engineering firm to study Overbrook Road at Beechwood Road and Cherokee Road. This study was necessitated by the impending construction of a sidewalk and pedestrian crossings on Overbrook Road, and the concern for pedestrian safety. The City's traffic engineering consultant has made the following recommendations concerning the intersections:

APPENDIX 1

Overbrook Road at Beechwood Road

- 1) Install Intersection Ahead warning signs with 20 MPH speed advisory placards on both approaches of Overbrook Road to the intersection of Beechwood Road. These signs should be at least 100 feet and not more than 250 feet from the intersection.
- 2) A traffic signal be installed at the intersection of Overbrook Road at Beechwood Road in conjunction with the Phase 6 Sidewalk Project. This signal should incorporate a signalized pedestrian crossing of Overbrook Road.
- 3) Periodic enforcement of the posted speed limit on Overbrook Road.

Overbrook Road at Cherokee Road

- 1) Remove the two trees in the island at the intersection.
- 2) Remove one tree blocking the sight line looking to the left from the eastern leg of Overbrook Road.
- 3) Periodic enforcement of the posted speed limit on Cherokee Road.
- 4) Install 2 Pedestrian Crossing signs with 20 MPH speed advisory placards on both approaches of Cherokee Road upon construction of the proposed crosswalk crossing Cherokee Road. These signs should be at least 100 feet and not more than 250 feet from the crosswalk.
- 5) Relocation of the proposed pedestrian crossing of Cherokee Road to the triangular island.

The public is invited to provide input regarding these recommendations during the City Council meeting scheduled for Monday, April 9 at 7:00 p.m. at Mountain Brook City Hall which is located at 3928 Montclair Road, Suite 232. This location is two office buildings east of the Crestline Post Office.

If you have any questions about these recommendations, please contact Richard Caudle at Skipper Consultants at 655-8855.

Sincerely,

Sam S. Gaston
City Manager



3644 Vann Road, Suite 100
Birmingham, Alabama 35235
Phone (205) 655-8855 Fax (205) 655-8825

July 17, 2012

Homer A. and Marie B. Jackson
3373 Overbrook Road
Mountain Brook, Alabama 35213-3929

RE: Traffic Signal Installation
Overbrook Road at Beechwood Road

Dear Mr. and Mrs. Jackson:

The City of Mountain Brook will be considering awarding a contract this Monday night, July 23, at their regularly-scheduled City Council Meeting at 7:00 p.m. at Mountain Brook City Hall located at 3928 Montclair Road for the installation of a traffic signal at the intersection of Overbrook Road and Beechwood Road to complement the sidewalk project currently under construction. I have served as the consulting engineer to the City on this project. The City Council has requested that I contact the impacted residents and inform them of this action and invite their input on Monday night.

The work will be performed entirely within the right-of-way of Overbrook Road. The work involves installation of two 37 foot tall poles with mast arms, one of which will be on your side of Overbrook Road and two 8 foot tall poles with pedestrian signals and pushbuttons, one of which will be on your side of Overbrook Road. Street lighting for the intersection will be installed as part of the traffic signal installation as well. I have attached a copy of the signal plan sheet for your reference.

If you would like to meet with me in person to go over the details of the traffic signal construction, please contact me at (205) 655-8855 or by email at richard@skipperinc.com. If you would like to address the City Council regarding this proposal, please plan to attend the City Council meeting on Monday night.

Sincerely,



Richard L. Caudle, P.E.

attachment

APPENDIX 1



3644 Vann Road, Suite 100
Birmingham, Alabama 35235
Phone (205) 655-8855 Fax (205) 655-8825

July 17, 2012

Jacqueline Siegelman
3377 Overbrook Road
Mountain Brook, Alabama 35213-3929

RE: Traffic Signal Installation
Overbrook Road at Beechwood Road

Dear Ms. Siegelman:

The City of Mountain Brook will be considering awarding a contract this Monday night, July 23, at their regularly-scheduled City Council Meeting at 7:00 p.m. at Mountain Brook City Hall located at 3928 Montclair Road for the installation of a traffic signal at the intersection of Overbrook Road and Beechwood Road to complement the sidewalk project currently under construction. I have served as the consulting engineer to the City on this project. The City Council has requested that I contact the impacted residents and inform them of this action and invite their input on Monday night.

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If you would like to meet with me in person to go over the details of the traffic signal construction, please contact me at (205) 655-8855 or by email at richard@skipperinc.com. If you would like to address the City Council regarding this proposal, please plan to attend the City Council meeting on Monday night.

Sincerely,



Richard L. Caudle, P.E.

attachment

APPENDIX 1

MEMORANDUM

From: Sharon Loveace Blackburn
 Date: January 28, 2013
 Subject: Overbrook Road at Beechwood Road Pedestrian Crossing

Alabama Code Section 32-5A-32(3)(c) states that "[u]nless otherwise directed by a pedestrian-control signal as provided in Section 32-5A-33,¹ pedestrians facing a steady circular red signal alone shall not enter the roadway." Ala. Code § 32-5A-32(3)(c) (1975). This means that a pedestrian must comply with normal traffic signals if there is no pedestrian-control signal in place. However, importantly, there is no requirement that when there is a traffic light, a crosswalk *must* be in place. Section 4D.03 of the Federal Manual on Uniform Traffic Control Devices ("MUTCD") states that "[t]he design and operation of traffic control signals shall take into consideration the needs of pedestrian as well as vehicular traffic." U.S. Dept. of Transportation, Federal Highway Administration, Manual on Uniform Traffic Control Devices for Streets and Highways § 4D.03 (2009) (emphasis added) [hereinafter MUTCD]. It further states that "[i]f engineering judgment indicates the need for provisions for a given pedestrian movement, signal faces conveniently visible to pedestrians shall be provided by pedestrian signal heads (see Chapter 4E) or a vehicular signal face(s) for a concurrent vehicular movement." *Id.* (emphasis added). Additionally, in Part 1 of the MUTCD (which gives the general provisions), it states that "[t]his Manual describes the application of traffic control devices,² but shall not be a legal requirement for their installation." MUTCD § 1A.09.

Therefore, not only do the provisions of the MUTCD not legally require the installation of pedestrian crosswalk signals, but they also allow for vehicular signal face(s) (i.e., a vehicular traffic signal) to suffice even where engineering judgment indicates the need for a pedestrian crosswalk. See § 4D.03. Furthermore, Section 1A.13 defines "[e]ngineering [j]udgment" as "the evaluation of available pertinent information, and the application of appropriate principles, provisions, and practices as contained in this Manual and other sources, for the purpose of deciding upon the applicability, design, operation, or installation of a traffic control device. . . ." MUTCD § 1A.13(64). Additionally, "[e]ngineering [s]tudy is defined as "the comprehensive analysis and evaluation of available pertinent information, and the application of appropriate principles, provisions, and practices as contained in this Manual and other sources, for the purpose of deciding upon the applicability, design, operation, or installation of a traffic control device. . . . [s]n engineering study shall be documented." *Id.* § 1A.13(65).

The Traffic Study ("the Study") done on Overbrook Road by Skipper Consulting constitutes 108 pages (including appendices) and sets forth information as to the traffic in the

¹ Section 32-5A-33 discusses "special pedestrian-control signals exhibiting the words or symbols "walk" or "don't walk." Ala. Code § 32-5A-33.

² A "[t]raffic [c]ontrol [d]evice" is defined in § 1A.13(238) and includes a "signal . . . used to regulate, warn, or guide traffic . . ." § 1A.13(238).

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area and recommendations in order to deal with problems that have arisen. However, the Study gives no reasoning as to why pedestrian signal heads should be put in place. For example, the Study states merely that "[t]wo pedestrian crosswalks have been recommended within the study limits – one crossing Overbrook Road on the south side of the intersection of Beechwood Road and one crossing Cherokee Road . . ." Skipper Consulting, Inc., Traffic Study Overbrook Road, Mountain Brook, Alabama 29 (2012) [hereinafter Traffic Study]. Moreover, the Study recommends that "[a] traffic signal be installed at the intersection of Overbrook Road and at Beechwood Road in conjunction with the Phase 6 Sidewalk Project. This signal should incorporate a signalized pedestrian crossing of Overbrook Road. It is recognized that this traffic signal is *not warranted* based on traffic volumes or crash experience; however, it is the opinion of the Skipper Consulting, Inc. that a traffic signal would be the most effective means of sustainable traffic control to address the sight distance and pedestrian crossing issues at this intersection." *Id.* at 34 (emphasis added). Finally, a summary of the Traffic Signal Warrant Analysis Worksheets attached to the study shows that "[p]edestrian [v]olumes" were "[n]ot [e]valuated." Traffic Study, Appendix G, Traffic Signal Warrant Analysis Worksheets.

Given the fact that the Phase 6 Sidewalk Project has not yet been implemented and the fact that no pedestrian volumes have been evaluated (nor could they be at this point), there is simply no basis for putting in a signalized pedestrian crossing at this juncture. Moreover, as a side note, it is odd to suggest that while the traffic signal itself is not warranted based on volumes or crash experience, one of the factors that does warrant it is "pedestrian crossing issues"—something which has not been evaluated at all. Though MUTCD § 4D.03 allows for engineering judgment to "indicate[] the need for provisions for a given pedestrian movement," § 4D.03, it is impossible to have engineering judgment which is based on no study of pedestrian movement whatsoever. The fact that there has been no study of pedestrian movement is exhibited by the lack of information in the Study and the fact that "[a]n engineering study shall be documented." MUTCD § 1A.13(65).

Further, "[g]uidance" from MUTCD § 4D.03 states that "[w]here pedestrian movements regularly occur, pedestrians should be provided with sufficient time to cross the roadway by adjusting the traffic control signal operation and timing to provide sufficient crossing time every cycle or by providing pedestrian detectors." *Id.* § 4D.03 (emphasis added). There is not yet any evidence nor indication that pedestrian movements "regularly occur" in the area at this point in time. While the eventual construction of a sidewalk may result in "regular pedestrian activity," assuming that it will do so is premature. Moreover, guidance under the general provisions of the MUTCD states that "[t]o be effective, a traffic control device should meet five basic requirements." MUTCD § 1A.02. The first of these requirements is that it should "[f]ulfill a need." *Id.* § 1A.02(A). As discussed above, there is no need yet to be filled (i.e., not yet any evidence of pedestrian movement), nor is there any evidence that there will be a need in the near future; at this point it is mere speculation.

The fact that there is no evidence of pedestrian activity and not yet any way to tell whether, once the sidewalk is in place, there will be a need to fill based on pedestrian activity, makes the decision to erect a crosswalk at the Overbrook Road and Beechwood Road intersection premature at best. Moreover, there cannot truly have been any "engineering

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judgment" on the issue where the Study gives no reasoning and no evidence for suggesting a pedestrian signal head. Further, even if there could be said to have been "engineering judgment" on this issue, engineering judgment indicating that provisions should be made for pedestrian movement may be satisfied by "signal faces conveniently visible to pedestrians," which can be satisfied by a "vehicular signal face." § 4D.03. A pedestrian signal face need not be put in place, particularly where there is not yet any evidence that it will fulfill any legitimate purpose. Erecting a pedestrian crosswalk with a pedestrian signal head at this time serves only the risk of spending funds where there may not truly be a need to fill. Finally, the MUTCD also specifies in its guidance that "[u]nnecessary traffic control devices should be removed." MUTCD § 1A.04. This adds further weight to the argument that Mountain Brook should wait to determine whether a signalized pedestrian crossing is necessary before it makes plans to construct a potentially needless and possibly wasteful traffic control device.

Traffic Signals, Crosswalks, & Pedestrian Poles in Mt. Brook

1. Traffic Light and Crosswalk with no Pedestrian Poles at Intersection of Mt. Brook Parkway and Pine Ridge Road.
2. Only a Crosswalk with no Pedestrian Poles serving high traffic area connecting the Nature Trail crossing to Jemison Park.
3. Only a Crosswalk at the intersection of Heathermoor Road and Cahaba Road leading to Mt. Brook Elementary School.
4. Crosswalk only at intersection of Overton Road and Locksley Road; a little farther up is the intersection of Williamsburg Road and Overton Road where the crossing buttons are attached to the traffic signal pole on one side of the street

Stop Signs/ NO Traffic Signals/ Crosswalks with NO Pedestrian Poles in high auto and pedestrian traffic areas

1. Intersection of Brookwood Road and South Brookwood Road--Two crosswalks forming a right angle with Stop Signs
2. East Briarcliff Road and Brookwood Road
3. South Brookwood Road and Spring Valley Road
4. Overcrest Road and Brookwood Road
5. Convergence of 3 Stop Signs and Crosswalks at

- Hermitage Road and South Brookwood Road
6. North Woodridge Road and Overton Road
7. Cambridge Road and Canterbury Road
8. Overhill Road and Balmoral Road

Stop Signs ONLY on very high traffic roads--no traffic signals or crosswalks

1. Cherokee and Old Leeds Road (hairpin turn is extremely dangerous--traffic signal desperately needed)
2. Overbrook Road and Cherokee Road (road splits with two lanes feeding onto Cherokee Road)
3. Dolly Ridge Road and Cahaba River Road
4. Pumphouse Road and Rocky Ridge Road where several lanes turn right and left onto 280.
5. Dell Road and Overbrook Road
6. Sherwood Road and Cherokee Road
7. Walton Road and Cahaba Road
8. Office Park onto Cahaba Road

Cherokee Forest Presentation to the City of Mountain Brook Regarding ALDOT's Proposed Changes to US 280

January 28, 2013

Prepared by
Richard Schlinkert
2729 Cherokee Road
Mountain, Brook AL 35216
205-936-8178

- Ineffectiveness and Failure to Meet Stated Goals
 - Creates a hazard where none exists now at Overton Road
 - Creates a "panic-merge" situation which will slow traffic/cause accidents
 - Not enough time for a "go" signal to allow more than one or two cars to U-turn per cycle of the Rocky Ridge light, creating backup on outbound left lane
 - When U-turn stacking lanes are full, those attempting a U-turn will block the left lane of outbound US 280, stopping traffic
 - Arguably, this stoppage will reduce cars-per minute more than an abbreviated stop at the existing Cherokee Road outbound signal

Effect on the Community and the City

Environmental Impact

- Denied Access to Schools: Cherokee Forest is effectively "landlocked" by the proposed to removal parts of the US 280 signal, thus leaving only two alternatives: 1) "risk our lives" at a U-turn that is "supposed" to be safe, or 2) go through one or two other municipalities to get to Mountain Brook schools, the very reason for which many pay the premium to live in the City.
- Other City Amenities and Services: The neighborhood is cut off from other City service, such as access to City Hall, houses of worship and doctors
- Sales Tax Revenues: The City's recent ad campaign of "shop where you live" seems hollow when residents can more easily get to Vestavia or Homewood to shop.
- Isolation: The City's allowing these changes will further isolated Cherokee Forest from the rest of the city and communities
- Net Increase in Traffic on Cherokee: ALDOT's plan says Metroplex traffic will move off of Cherokee, but that may only apply to a small percentage of AM traffic. PM traffic would still exit via Cherokee Road to avoid Brookwood/Lakeshore congestion. Actually, AM traffic will increase from Smyer Road caused by added congestion at Rocky Ridge/Shades Crest intersection. Further, inbound traffic will simply pass Cherokee, make a U-turn at Shades Creek and return to Cherokee to enter Metroplex rather than fighting Brookwood area traffic

Economic Impact

- Loss in Sales Tax Revenue

turning traffic off of US 280 effectively, at low cost and likely without ROW conflicts

5. (Yellow) By widening the "tongue" of west Cherokee to create a right turn lane and by adding a short acceleration lane, inbound Cherokee traffic can either wait for the light, or turn right and make U-turns elsewhere. This reduces the number of cars waiting at the light and facilitates longer wait times, helping traffic flow on US 280. This is a net-gain, as there are two ways to head inbound.

Summary:

The community believes that the proposed plan unduly inhibits its access and rights to use US 280 and poses an unacceptable risk to its residents and all users of US 280. It is commonly held that the City should intercede on the community's behalf in order to present this or other alternatives to removing the traffic signal in question. The proposed alternative poses virtually no risk to motorists, proposed improvements not considered by the current plan and will have little or no effect on the "green" time of the highway.

Community volunteers are eager to meet with City planners, traffic engineers and ALDOT representatives to further discuss this alternative. As always, the community appreciates the support of the City leaders and looks forward to a satisfactory outcome for all involved.

- Greatly increased cost of infrastructure (road) repairs caused by traffic finding alternate routes to US 280 on City streets
- Lower property values=lower tax revenue
- Lower citizen satisfaction with City services and government

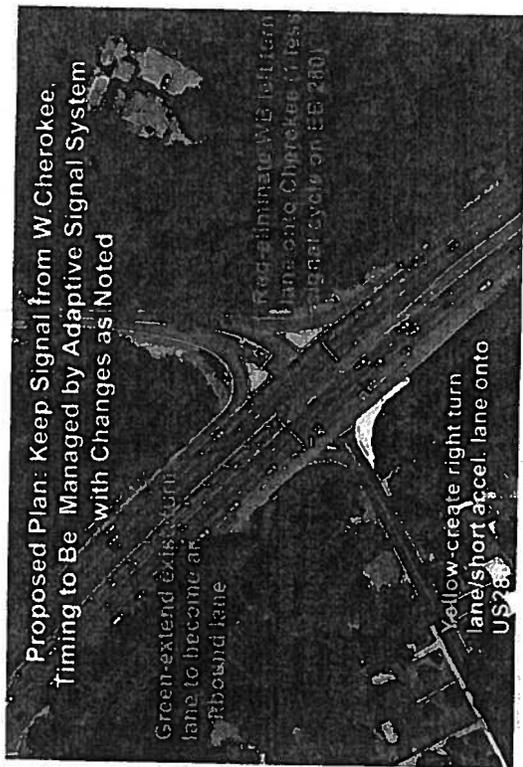
Proposed Alternative to Signal Removal

Scope of the Proposed Alternative: While not traffic engineers, below is a common-sense alternative to the plan which can meet the stated goal of the "greening" of the roadway without land-locking Cherokee Forest, while having little "net negative" effect on the rest of the planned changes. The proposed changes are relatively minor, considerably less costly and mitigate most of the problems foreseen by the existing ALDOT plan. Again, the community is not opposed to the entire plan and applauds ALDOT's efforts to "do something" about the problem, thus the plan is offered in the spirit of compromise and cooperation between the City, the State and the community which they serve.

Supporting Materials: Below is a rudimentary diagram of the proposed changes to the Cherokee Road interchange at US 280. While based on a to-scale "Google Earth" image, it is intended to illustrate the basic concept only. Notations and diagrams related to this alternative are embedded in the satellite image, but are described here for more clarity.

Overview:

1. The signal at Cherokee Road would remain, allowing traffic to cross US 280 or turn left (inbound), but with longer hold times during peak hours and managed by the Adaptive Signal System to be initiated soon. While hold times on Cherokee may be longer than the proposed U-turn, they are generally more favorable than the far more dangerous alternative ALDOT proposes.
2. (Red) The left turn lane from US 280 onto west Cherokee would be eliminated. This removes one "stop" cycle from the outbound lane, creating more "move time". This area is shown in red on the diagram and represents a "net gain" in overall traffic flow on a round trip per day basis. This is a "net gain" because inbound traffic does not have to slow for traffic entering the turn lane any longer. (Green) Rather than ending at Cherokee Road, the outbound merge lane from Shades Creek Parkway onto US280 would be extended past Cherokee Road to the Water Works or as far as Rocky Ridge Road, thus creating a much longer (and much needed) merge lane. With traffic expected to triple on Shades Creek, this having another whole lane all the way to Overton Road makes sense and will prevent the "hot merger" that exists there today between Shades Creek and Cherokee. This will help overall flow keep moving on US 280 ("net gain")
4. (Blue) Since this plan would effectively take away the turn lane onto west Cherokee, simply building a short off-ramp from the existing turn lane gets



**MINUTES OF THE REGULAR MEETING OF THE
CITY COUNCIL OF THE CITY OF MOUNTAIN BROOK, ALABAMA
JANUARY 28, 2013**

The City Council of the City of Mountain Brook, Alabama met in public session in the temporary City Hall at 7:30 p.m. on Monday, the 28th day of January, 2013. The President of the City Council called the meeting to order and the roll was called with the following results:

Present: Amy G. Carter, Council President
Jesse S. Vogtle, Jr., Council President Pro Tempore
Jack D. Carl
William S. Pritchard, III
Virginia C. Smith, Acting Mayor

Absent: Lawrence T. Oden, Mayor

Also present were City Attorney Whit Colvin, City Manager Sam Gaston, and City Clerk Steven Boone.

President Carter announced that a quorum was present and that the meeting was open for the transaction of business.

1. CONSENT AGENDA

Council President Carter announced that the following matters will be considered at one time on the consent agenda provided no one in attendance objects:

Approval of the minutes of the January 14, 2013 meeting of the City Council.

2013-012	Reappoint Lynn Ritchie to the Village Design Review Committee, to serve without compensation, with the term of office to end February 12, 2016.	Exhibit 1
2013-013	Award the bid for the purchase of a fire pumper.	Exhibit 2, Appendix 1
2013-014	Authorize a change order to the security and CCTV system contract between the City and Alscan, Inc. (Resolution no. 2012-044 dated March 26, 2012) for the purchase and installation of an additional camera in the Police booking room of the new municipal complex in consideration of \$1,685.	Exhibit 3, Appendix 2
2013-015	Authorize a change order to the Walker Patton CMAQ-95802(921) sidewalk contract for the purchase and installation of trees and shrubs in consideration of an amount not to exceed \$9,981.77.	Exhibit 4, Appendix 3

- | | | |
|--------------------|---|------------|
| 2013-016 | Expression of the City Council's formal opposition to certain aspects of the Revised Plan for Highway 280 presented by ALDOT on January 22, 2013 with regard to the intersections at Cherokee Road and the Hampton Inn, which do not permit any signalized left turn maneuvers accessing Highway 280, and requiring drivers to enter the Highway with unimpeded traffic flow in which they are required to navigate through four lanes of traffic to reach a signalized intersection to make a U-turn on 280, which in the opinion of the City of Mountain Brook and its officials, puts the health, safety and welfare of its residents at grave peril; and request that the Revised Plan be further modified to permit some type of signalized left turn maneuvers at the Cherokee Road and Hampton Inn intersections for those entering Highway 280. | Exhibit 5 |
| 2013-017
Motion | With respect to the signage for the municipal complex, authorize the purchase and installation of: 1) 4 inch "Council Chamber sign-\$800, 2) 3 foot cast aluminum medallion-\$2,930, and 3) exterior Chamber of Commerce sign-\$1,175 (said additional signage totaling \$4,905 less the budgeted cost of \$1,400(+/-) for a 2 foot medallion exceeds the amount budgeted for such signage by approximately\$3,500). | Appendix 4 |
| 2013-018
Motion | Approval of the 2013 street paving list as proposed (Church Street, Oak Street, Hoyt Lane, Tibbett Street, Keely Court, Euclid Avenue, Vine Street, Dell Road, Sherwood Road, and Briarcliff Road (west side). | Appendix 5 |

Thereupon, the foregoing minutes, resolutions, and motions were introduced by Council President Carter and their immediate adoption was moved by Council member Vogtle. The minutes, resolutions, and motions were then considered by the Council. Council member Pritchard expressed his opposition to the purchase of the dedication plaque (included in the signage allowance) and then seconded the motion to adopt the foregoing minutes, resolutions, and motions. Then, upon the question being put and the roll called, the vote was recorded as follows:

Ayes: Amy Carter, Council President
 Jesse S. Vogtle, Jr., Council President Pro Tempore
 Jack D. Carl
 William S. Pritchard, III

Nays: None

Council President Carter thereupon declared that said minutes and resolutions (nos. 2013-012 through 2013-016) and motions (nos. 2013-017 and 2013-018), are adopted by a vote of 4—0, and as evidence thereof she signed the same.

2. CONSIDERATION OF A MOTION IMPOSING A DELAY IN THE INSTALLATION OF THE PEDESTRIAN CROSSING SIGNAL AT THE INTERSECTION OF BEECHWOOD ROAD AND OVERBROOK ROAD AND AUTHORIZE ADDITIONAL STUDY AND ANALYSIS OF THE NECESSITY OF SAID LIGHT THE COST OF WHICH IS NOT TO BE BORN BY THE CITY

Council member Vogtle moved for a) the delay of the installation of the pedestrian signal at the intersection of Beechwood Road and Overbrook Road and b) authorization of additional study of the necessity of said light the cost of which shall not be borne by the City. The motion was seconded by Council member Pritchard. Then, upon the question being put and the roll called, the vote was recorded as follows:

Ayes: Jesse S. Vogtle, Jr., Council President Pro Tempore
 William S. Pritchard, III

Nays: Amy Carter, Council President

Jack D. Carl

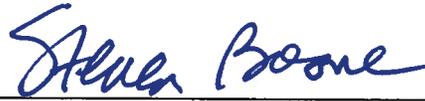
Council President Carter thereupon declared that said motion failed to pass and therefore said pedestrian crossing signal shall be installed as scheduled.

3. ANNOUNCEMENT REGARDING THE NEXT REGULAR MEETING OF THE CITY COUNCIL

Council President Carter announced that the next meeting of the Mountain Brook City Council will be held on Monday, February 11, 2013 at the [temporary] Mountain Brook City Hall located at 3928 Montclair Road, Suite 230, Mountain Brook, Alabama 35213. Please visit the City's web site (www.mtnbrook.org) for more information.

4. ADJOURNMENT

There being no further business to come before the City Council at this time, Council President Carter adjourned the meeting.



Steven Boone, City Clerk

EXHIBIT 1

RESOLUTION NO. 2013-012

BE IT RESOLVED by the City Council of the City of Mountain Brook, Alabama, that Lynn Ritchie is hereby reappointed to the Village Design Review Committee, to serve without compensation, with the term of office to end February 12, 2016.

EXHIBIT 2

RESOLUTION NO. 2013-013

BE IT RESOLVED by the City Council of the City of Mountain Brook, Alabama, that the City Council hereby awards the bid for the purchase of a fire pumper in the amount of \$426,002 to Bay Fire Products, being the lowest qualifying bidder; and

BE IT FURTHER RESOLVED by the City Council of the City of Mountain Brook, Alabama, that the City Council hereby authorizes the Mayor or City Manager to execute a contract between the City and the successful bidder, in conjunction with said purchase.

BE IT FURTHER RESOLVED by the City Council of the City of Mountain Brook, Alabama, that the City Manager is hereby authorized to issue advance payment in the amount of \$241,363 representing payment for the chassis in consideration of a discount in the amount of \$3,042. The \$184,639 balance due for the purchase shall be payable upon acceptance by the City of the fire pumper (anticipated in fiscal 2013).

[APPENDIX 1]

EXHIBIT 3**RESOLUTION NO. 2013-014**

BE IT RESOLVED by the City Council of the City of Mountain Brook, Alabama that the City Council hereby authorizes a change order to the security and CCTV system contract between the City and Alscan, Inc. (Resolution no. 2012-044 dated March 26, 2012) for the purchase and installation of an additional camera in the Police booking room of the new municipal complex in consideration of \$1,685.

[APPENDIX 2]**EXHIBIT 4****RESOLUTION NO. 2013-015**

BE IT RESOLVED by the City Council of the City of Mountain Brook, Alabama that the City Council hereby authorizes a change order to the Walker Patton CMAQ-95802(921) sidewalk contract for the purchase and installation of trees and shrubs in consideration of an amount not to exceed \$9,981.77.

[APPENDIX 3]**EXHIBIT 5****RESOLUTION NO. 2013-016****ALDOT RESOLUTIONS**

WHEREAS, in November 2012, ALDOT initially unveiled a comprehensive plan for modifications to 27 intersections along the 280 corridor from Hollywood Boulevard to Double Oak Mountain, including several intersections within the City of Mountain Brook (the "Initial Plan")

WHEREAS, City Council persons and other officials of the City of Mountain Brook, as well as numerous of its residents, expressed their great concerns about certain aspects of the Initial Plan regarding several intersections in Mountain Brook, particularly the ones at Cherokee Road and the Hampton Inn, affecting the health, safety and welfare of its residents; and

WHEREAS, ALDOT requested that prior to the City of Mountain Brook taking any formal position on the Initial Plan, ALDOT be allowed to receive all public comments and do further analysis of the Initial Plan, including on the ground performance of the various traffic maneuvers with respect to the newly designed intersections; and

WHEREAS, during the month of December, officials of the City of Mountain Brook had several meetings with ALDOT and its representatives, as well as other state officials, expressing its concerns, and those of its residents about the Initial Plan; and

WHEREAS, ALDOT did its further investigation and analysis during the month of December, and based on its findings, accordingly revised the Initial Plan; and

WHEREAS, on January 22, 2013, ALDOT presented its revised plan (the "Revised Plan") to representatives and officials of the City of Mountain Brook during which there was particular focus, questioning and comment about various intersections within the City of Mountain Brook;

NOW, THEREFORE BE IT RESOLVED, by motion duly made and seconded, the following resolutions were unanimously adopted.

BE IT RESOLVED, that the City of Mountain Brook expresses its formal opposition to certain aspects of the Revised Plan for Highway 280 presented by ALDOT on January 22, 2013 with regard to the intersections at Cherokee Road and the Hampton Inn, which do not permit any signalized left turn maneuvers accessing Highway 280, and requiring drivers to enter the Highway with unimpeded traffic flow in which they are required to navigate through four lanes of traffic to reach a signalized intersection to make a U-turn on 280, which in the opinion of the City of Mountain Brook and its officials, puts the health, safety and welfare of its residents at grave peril; and,

BE IT FURTHER RESOLVED, that the City of Mountain Brook requests that the Revised Plan be further modified to permit some type of signalized left turn maneuvers at the Cherokee Road and Hampton Inn intersections for those entering Highway 280.



CITY OF MOUNTAIN BROOK FIRE DEPARTMENT

6 Office Park Circle, Mountain Brook, Alabama - 35223 Phone: (205) 602-9636, Fax: (205) 879-5919



INTEROFFICE MEMORANDUM

PROPOSAL for REDUCTION IN BID PRICE



TO: Sam Gaston, City Manager
FROM: Robert Ezekiel, Fire Chief
DATE: January 10, 2013
SUBJECT: Fire Pumper Bid

City of Mountain Brook Fire Department
3928 Montclair Road, Suite 230
Mountain Brook, Alabama 35213
DATE: 01/09/13

Attn: Chief Ezekiel/Chief Kennedy/Chief Cole

BID: In accordance with proper bid procedures, on January 3rd at 2:00 PM bids were officially opened at City Hall for one fire pumper for the fire department. Four bids were received.

- Toymc Inc. - \$450,700.00
Southern Fire Services and Sales \$448,238.34
Rosenbauer - Southern Emergency Products \$434,345.00
Spartan ERV - Bay Fire Products \$433,426.00

The lowest bid, which was issued by Spartan ERV - Bay Fire Products, was closely reviewed and found to meet specifications. However, the bid exceeded the fire department's budget for the fire apparatus by \$13,426. The State Bid process does allow opportunities to negotiate with the lowest bidder to get an even lower price if possible. We took this opportunity and were successful as per the below. The reductions were made without removing anything that was specifically required within the bid specifications. The reductions are:

- City Pay for Pumper Chassis up front (Spartan Motors, Inc.): \$3,042.00
Commission Reduction from Bay Fire Products: \$3,000.00
Delete Air Bag System from Chassis: \$1,382.00
Total Savings: \$7,424.00

The reductions now have the low bid for the pumper at \$426,002.

BUDGET: We have budgeted \$420,000 for the pumper. With the reductions, we are still \$6,002 over budget. However, we have two capital projects which we have already completed this year that carry a combined balance of \$2,118 (Ambulances & Automobiles). This balance can be transferred to the fire apparatus account which now leaves a budgeted deficit for the pumper line-item of \$3,884. Additionally, we have received a check this week from the Jefferson County Emergency Management Agency as reimbursement for

"Quality Service for a Quality City"

Handwritten calculation: 0510 \$1058, 3405 1066, \$2124

After reviewing the options available to Bay Fire to reduce the price of our Bid dated 01/03/13 for a New Custom Pumper, we have come to the following conclusion:

1. Since the Air Bag System was Not in your specifications, but the quoting system added it, I would like to Delete the system thus reducing the chassis price from \$ 242,745.00 to \$241,363.00. A Savings of (-\$ 1,382.00) Note: With this Change the Driver Seat will be ABTS Type, as specified.

Note: Because the chassis price is reduced to \$ 241,363.00 to be paid at time of Order the discount for the Chassis Payment with the Order is Reduced to (-\$ 3,042.00) which will be Deducted from the Final Invoice.

2. Bay Fire will reduce our Commission by (-\$ 3,000.00).

- Base Bid: \$ 433,426.00
Delete Air Bags (-\$ 1,382.00)
Delete Chassis Pre Pay (-\$ 3,042.00)
Delete Commission (-\$ 3,000.00)
Revised Final Bid Price \$ 426,002.00
No State, Federal or local taxes included.

CRIMSON FIRE dba/Spartan ERV

By Joseph M. Brunson
Joseph M. Brunson/Sales Manager Bay Fire Products
Dealer for Spartan ERV

Page 1 of 1 907 - 7th Avenue, Brandon, SD. 57005

APPENDIX I

MEMO: SAM GASTON
PUMPER BID AWARD
PAGE TWO OF TWO

equipment purchases made from last year's budget as part of the Alabama Mutual Aid System (AMAS). We have a Medium Rescue Team and equipment as part of the AMAS structure. So, since last year's budget is closed and we received the reimbursement check in this fiscal year, the funds can show as unbudgeted additional revenue for Fiscal Year 2013. The check is in the amount of \$4,506.50. If you apply \$3,884 from this check toward the fire pumper, we will not have to take additional funding away from the established ERS to make the pumper purchase. It is my recommendation to do so.

SUMMARY: The below summarizes the bid and budget issues with recommended resolution.

FY2013 Budgeted Amount: \$420,000.00
Original Low Bid: \$433,426.00
Reductions from low bidder: \$7,424.00
Reduced Bid Amount to Award: \$426,002.00

Current Budget Line-Item Deficit: \$6,002.00

Transfers from other completed projects: \$2,118.00
Jeff Co. EMA Check Amt. to Line-Item: \$3,884.00
Total transfers and check amount: \$6,002.00

New FY2013 Line-Item Amount: \$426,002.00

As per the above, it is my recommendation that we award the bid in the amount of \$426,002 to Bay Fire Products, and I respectfully request that the bid be put before the City Council at the January 28th meeting for consideration and hopefully affirmation. I will be in attendance at the meeting and prepared to answer any questions which may arise.

cc: Steve Boone
Carl Johnson

"Quality Service for a Quality City"

ALSCAN, INC.

237 Oxmoor Circle
Birmingham, AL 35209
(205) 945-0003
Fax (205) 945-0390

January 10, 2013

Brad Tew
Brasfield and Gorrie
3021 Seventh Ave. South
Birmingham, AL 35233

Alscan's change order price for adding an additional camera in the booking room B140 per the request of the police department is **\$1,685.00**. This price includes (1) Avigilon 1.0MP-HD-DOME-DN camera, (1) LC92016KW 1.6mm extra wide angle lens, (1) IC-HD-NVMS-ENT single camera license, (1) DOME-OD-PEND pendant mount, Cat-5 plenum wire and labor for complete installation. This camera was requested so there will be no blind spots in the booking area.

A response is requested no later than 30 days from this date.

Thanks,



Daniel Tourtellotte
Alscan, Inc.

CCTV • VIDEO PRODUCTS • ACCESS CONTROL • SECURITY MANAGEMENT SYSTEMS

2013-014

1/25/13

City of Mountain Brook Mail - Additional Camera for Booking Room

2013-014



Steve Boone <boones@mtnbrook.org>

Additional Camera for Booking Room

7 messages

Ted Cook <cookt@mtnbrook.org>

Thu, Jan 24, 2013 at 5:24 PM

To: Sam Gaston <gastons@mtnbrook.org>

Cc: Steve Boone <boones@mtnbrook.org>, Greg Hagood <hagoodg@mtnbrook.org>

Sam,

During a meeting with ALSCAN on Jan. 9th, we discovered that there is only 1 security camera in the plans for the booking room. It is thought that this will create blind spots in the room. If possible we need to add an additional camera to the room to eliminate as much of any blind spot as we can.

The booking room is the first place a person is brought in when incarcerated. It is the location where all personal property is taken from them. It is also the place they are most thoroughly searched for contraband.

When being released this is the room all personal property is returned to a prisoner.

We need the additional camera to document the taking of any personal property when a person is arrested and then its return to that person upon their release. It would also be invaluable to have the documentation of any contraband found or if a person attempts to destroy or hide any contraband. Finally, when a person is first brought in to a jail situation it finally becomes "real" that they are being arrested. It is one of the most dangerous times and times that an otherwise compliant person suddenly becomes combative. Documentation of all parts of these type situations is critical to the defense of the City when claims of theft or loss of personal property or claims of abuse are made.

Thank you for your consideration,

Chief Ted Cook

City of Mountain Brook

Police Department

8 Office Park Circle, Suite 100

Mountain Brook, AL 35223

Telephone: (205) 802-3852

Fax: (205) 802-2415

Email: cookt@mtnbrook.org

<https://mail.google.com/mail/u/0/?ui=2&ik=01587315e1&view=pt&search=inbox&tr=13060a0277b9e6dc>

APPENDIX 2

WALKER PATTON COMPANY, INC.

January 16, 2013

Ms. Alicia Bailey
Sain Associates
244 West Valley Avenue, Suite 200
Birmingham, Alabama 35209

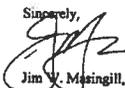
Re: Walkway System in Mountain Brook, Phase 6
ALDOT Project No. CMAQ-9802(921)
Jefferson County

Dear Alicia:

Pursuant to your request of December 12, 2012, we are pleased to provide pricing for additional work items as follows:

Item	Quantity	Unit	Unit Price	Total
8800-091 Shrubs, Osmanthus Fragrans (Tea Olive) (9'-10' Tall)	3	EA	\$538.89	\$1,616.87
8800-131 Trees, Magnolia Grandiflora 'Bracken Brown Beauty' (Bracken Brown Beauty/ Magnolia) (12'-14' Tall)	8	EA	\$563.38	\$4,507.12
8800-212 Trees, Cedrus Decidua (Decidua Cedar) (Blue Ice, 10'-12' Tall)	7	EA	\$551.14	\$3,857.98
Total				\$9,981.97

Please let us know in writing if these items are approved so that we can proceed. In the meantime, please do not hesitate to call if you have any questions.

Sincerely,

Jim W. Masingill, Jr.

JWMJ:kk

Microsoft Word - Walkway System Phase 6
01/16/2013

PROJECT: Walkway System Phase 6

Item	Quantity	Unit	Unit Price	Total
8800-091 Shrubs, Osmanthus Fragrans (Tea Olive) (9'-10' Tall)	3	EA	\$538.89	\$1,616.87
8800-131 Trees, Magnolia Grandiflora 'Bracken Brown Beauty' (Bracken Brown Beauty/ Magnolia) (12'-14' Tall)	8	EA	\$563.38	\$4,507.12
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Total				\$9,981.97

Microsoft Word - Walkway System Phase 6
01/16/2013

PROJECT: Walkway System Phase 6

Item	Quantity	Unit	Unit Price	Total
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Total				\$9,981.97

2689 Queensdown Road • Birmingham, Alabama 35210
Mailing Address: Post Office Box 130665 • Birmingham, Alabama 35213
(205) 836-8899 • Fax (205) 836-7889

Page 1 of 1

Sam Gaston

From: Bailey, Alicia
Sent: Thursday, January 17, 2013 9:42 AM
To: Nimrod Long; Sam Gaston
Subject: FW: Project CMAQ-9802(921) - Additional Pricing
Attachments: 1115-Bailey 1-19-13.pdf

I finally got this letter from WP on Mr. Smith's landscaping based upon the 18 plantings that Nimrod and Mr. Smith agreed upon. We were shooting for having 18 plantings totaling \$8900 (the original price of Change Order #2). WP's pricing is higher than that. Do we want to go with this or do another revision?

From: Kenna Rice [mailto:krice@walkerpatton.com]
Sent: Thursday, January 17, 2013 7:29 AM
To: Bailey, Alicia
Cc: Jim Masingill
Subject: Project CMAQ-9802(921) - Additional Pricing

Please see attached letter.

Kenna Rice
Walker Patton Company, Inc.
P.O. Box 130665
Birmingham, Alabama 35213
(205) 836-8899
(205) 836-7899 - Fax
krice@walkerpatton.com

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Sain Associates, Inc.
244 W. Valley Ave. Suite 200
Birmingham, AL 35209
205-940-6420

APPENDIX 3



January 28, 2013

Emily Coe
Williams Blackrock Architects
2204 First Avenue South
Suite 200
Birmingham, AL 35233

Re: Signage-Mountain Brook Municipal Complex

Emily:

Enclosed is the cost for additional sign items located at Mountain Brook Municipal Complex.

Interior Signs	
4" x 14" thick brushed stainless steel letters reading: Council Chamber	\$ 575.00
Installation.....	\$ 225.00
Total	\$ 800.00 ✓
Interior Sign-Mountain Brook Seal for Council Chamber	
4'-0" Cast Aluminum Plaque	\$ 3,750.00
Installation.....	\$ 325.00
Total	\$ 4,075.00
3'-0" Cast Aluminum Plaque	
Installation.....	\$ 2,630.00
Total	\$ 3,000.00 ✓
Exterior Sign-Chamber of Commerce	
1' x 3/4" x 2'-0" Zinc Plaque, 1/16" thick zinc mounted to 3/8" thick aluminum plate	\$ 1,000.00
Installation.....	\$ 175.00
Total	\$ 1,175.00 ✓

Please call me if you have any questions. After approval, it will take 4 to 5 weeks for fabrication and installation.

Sincerely,

Carter M. Brown
Carter M. Brown, Vice President
Architectural Graphic & Design Specialties, Inc.

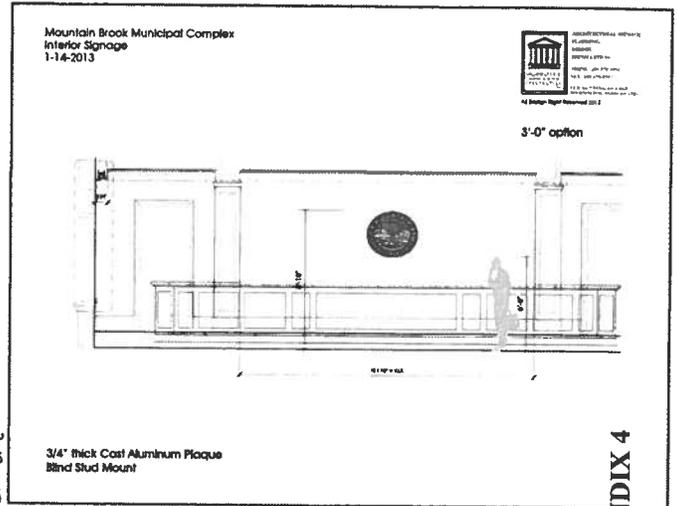
Approved:

Date:

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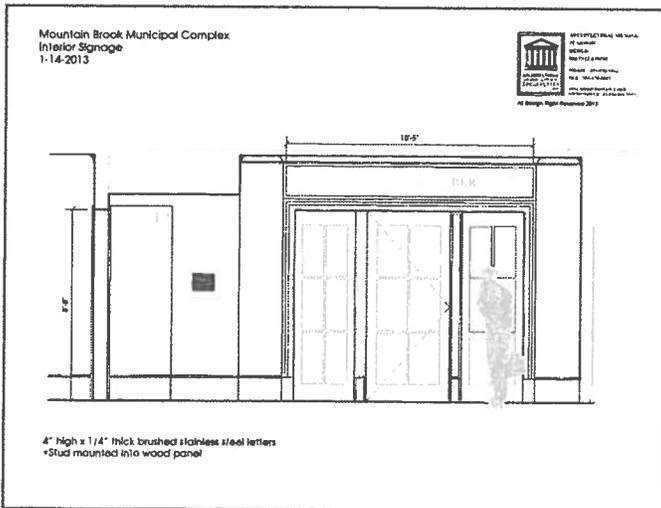
ARCHITECTURAL GRAPHIC & DESIGN SPECIALTIES, INC. • PLANNING • DESIGN • INSTALLATION
6512 MONTVALLO ROAD • BIRMINGHAM, ALABAMA 35217 • PHONE: (205-678-4287) • FAX: 205-373-5887

MOTTON
2013-017

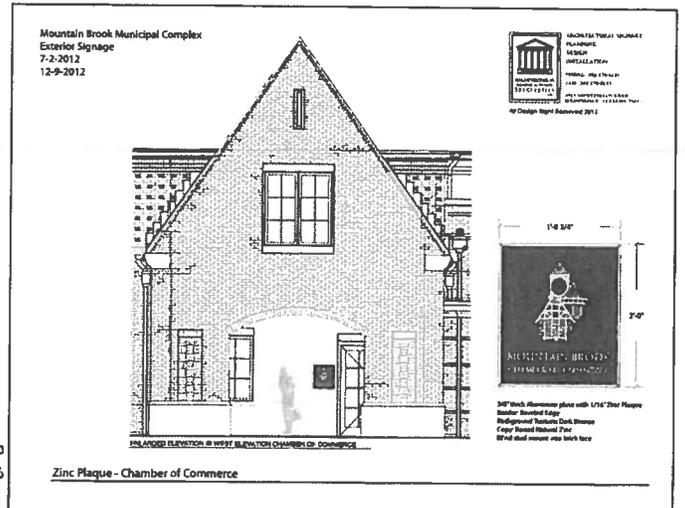


2013-017

APPENDIX 4



2013-017



2013-017

PAVING LIST 2013

Phase 1 (April 1)

Church Street
(Montevallo to Euclid)
(Parking Bays Included)

Oak Street
(Parking Bays Included)

Hoyt Lane
(Parking Bays Included)

Tibbett Street
(Parking Bays Included)

Keeley Court
(Parking Bays Included)

Euclid Avenue
(Memory Triangle to Vine Street)

Alleys and Parking around City Hall

Vine Street
(Dexter to Euclid)

Dan Watkins — *Dan Watkins*

Phase 2 (Mid- June)

Euclid Avenue
(Vine to Montevallo)

Dell Road

Sherwood Road

Briarcliff Road (West Side)

APPENDIX 5

2013-018