

**PRE-MEETING AGENDA
MOUNTAIN BROOK CITY COUNCIL**

**CITY HALL COUNCIL CHAMBER (A108)
56 CHURCH STREET
MOUNTAIN BROOK, AL 35213**

MAY 11, 2020, 5:45 P.M.

As authorized by the Governor of the State of Alabama on March 18, 2020, elected officials may deliberate by means of telephone conference, video conference or other similar means of communication. Members of the public are also invited to listen, observe and participate in public meetings by such means as well.

Due to COVID-19 and the mandate that public gatherings of 10 or more are generally not permitted. Therefore, should anyone wish to listen, observe or participate in the City Council meetings of May 11, 2020 at 7 p.m. (pre-meeting at 5:45 p.m.), please join by way of the Zoom app (re: Meeting ID: 801-559-1126, password 05112020).

1. Additions to the Employee Handbook regarding Sex Trafficking policies-Trip Umbach (See attached information. This item may be added to the formal agenda.)
2. Set date for FY-2021 budget planning session
3. Economic Impact Subcommittee report-Lloyd Shelton and Steve Boone
4. Memorial bench for Canterbury Road bridge-Shanda Williams (See attached information. This item may be added to the formal agenda.)
5. Overton Road traffic study presentation-Richard Caudle of Skipper Consultants (See attached information.)
6. Cooperation Agreement with Jefferson County for participation in the Community Development Block Grant (CDBG) Entitlement program, HOME Investment Partnership (HOME) and Emergency Solutions Grant (ESG) for 2021-2023-Sam Gaston (We renew this agreement every three years.) (See attached information. This item may be added to the formal agenda.)
7. Cost estimates for repairs to Smyer Road-Phil Black and Ronnie Vaughn (See attached information. This item may be added to the formal agenda.)
8. Mall area security improvements-Rob Walker (See attached information. This item may be added to the formal agenda.)
9. Reopening plans for certain city buildings and parks/playing fields (See attached information. This item may be added to the formal agenda.)

ZERO TOLERANCE POLICY FOR SEX BUYING AND SEX TRAFFICKING

Sex Trafficking

The City of Mountain Brook is committed to standing against abuse and exploitation, including sex trafficking and sex buying. The City condemns all forms of sex trafficking, and any employee, intern, volunteer, or contractor, who engages in any sex trafficking activity, whether on company or personal time, are subject to being terminated immediately.

Sex Buying

In addition to being a criminal offense, buying sex also fuels the demand for sex trafficking. It is strictly against the City of Mountain Brook's policy for any employee, intern, volunteer, or contractor to engage in any sex buying activities of any kind, whether on personal or City time. This includes any time during business travel or while using any City property, equipment, or software (including, without limitation, City credit cards, expense accounts, buildings, parking lots, grounds, computers, storage devices, websites, social media channels, networks, vehicles, and phones). This prohibition applies regardless of whether the activity is legal or tolerated in a particular jurisdiction, foreign or domestic. Any City of Mountain Brook personnel who violate this policy are subject to being terminated immediately.

Reporting Policy

All City of Mountain Brook personnel are required to report any potential or suspected violation of this policy that comes to his or her attention and to participate fully in any investigation or resolution of any such violation. Failure to report any potential or suspected violation by any employee, intern, volunteer, or contractor violates City policy and constitutes grounds for disciplinary action, up to and including immediate termination.

Non-Retaliation Policy

The City of Mountain Brook strictly prohibits retaliation against any employee, intern, volunteer, or contractor for making a good faith report of any potential or suspected violation of our policy against sex buying activities and sex trafficking or for cooperating in an investigation of any such violation.

Commitment to Act Policy

The City of Mountain Brook takes seriously all non-frivolous reports of potential or suspected violations of our policies against sex buying activities and sex trafficking and will investigate promptly and take appropriate remedial action based on our findings.

Buying Sex While Traveling

While traveling on business for the City, employees, contractors, volunteers, interns, and any other City personnel, are prohibited from participating in sex buying activities of any kind, including in person or online. This policy applies to actions both on City work time and on personal time for the duration of the business travel. Failure to abide by this policy will be grounds for disciplinary action, up to and including immediate termination.

Internet, Email, and Cell Phone Policy

All City personnel are expected to use the Internet, City-provided computers, phones, and email in an appropriate, ethical, and professional manner. The following actions are forbidden: using disparaging, abusive, profane or offensive language; creating, viewing or displaying materials that might adversely or negatively reflect upon the City or be contrary to the City's best interests; and engaging in any illegal activities including, but not limited to, piracy, cracking, extortion, blackmail, copyright infringement, and unauthorized access of any computers and City-owned equipment such as phones and laptops. Regarding usage of the Internet, City-owned email addresses, computers, and phones, City personnel are also expressly prohibited from engaging in activities pertaining to, or directly related to, buying sex.

Date: May 5, 2020

To: Council Members

From: Shanda Williams, Parks and Recreation

Subject: Memorial Bench Donation-Canterbury Rd and Culver Rd

Mr. JH Whyte and his mother would like to donate a bench in memory of his grandmother, Ms. Bobbie Winfree. They would like to place the bench at the corner of Canterbury Road and Culver Road which is on the route Ms. Winfree would walk to the village.

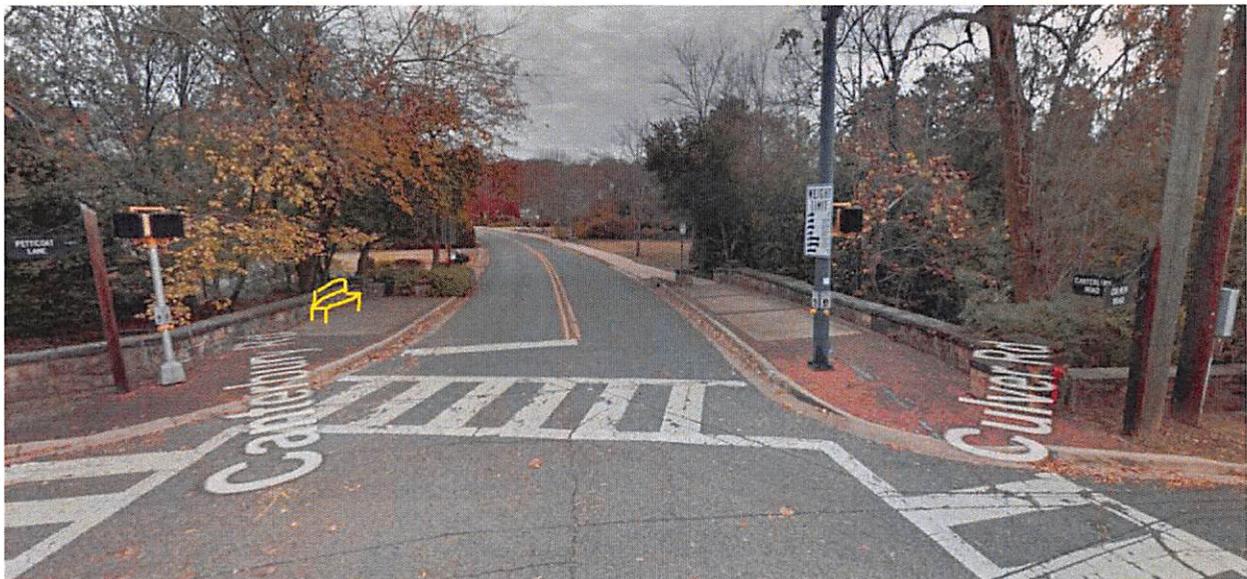
There is a wide area on the bridge that looks like a nice place to rest and reflect. It is sketched in the picture below.

They would like the plaque to read:

Mary Stephens "Bobbie" Winfree
A Beloved Neighbor on Canterbury for 60 Years
-2019-

I have spoken to Public Works, Planning, and the Police Department. Everyone is good with this location. Sam mentioned that some work on the bridge would be coming up in the near future and the engineers said it would not be in the way. We are prepared to temporarily remove it if needed.

If you approve it, it will take 6-8 weeks to receive the bench and have it installed.



DRAFT

**OVERTON ROAD
CORRIDOR
STUDY**

Mountain Brook and Vestavia Hills, Alabama

Advance Planning, Programming, and Logical
Engineering (APPLE) Program

Prepared for:



THE CITY OF
MOUNTAIN
BROOK



VESTAVIA HILLS

THE CITY OF
VESTAVIA
HILLS



RPCGB
REGIONAL PLANNING COMMISSION
OF GREATER BIRMINGHAM

THE REGIONAL
PLANNING
COMMISSION OF
GREATER
BIRMINGHAM

Prepared by:

SKIPPER
CONSULTING INC

March 5, 2020

**OVERTON ROAD CORRIDOR STUDY
MOUNTAIN BROOK AND VESTAVIA HILLS, ALABAMA**

Advance Planning, Programming, and Logical Engineering (APPLE) Program

Prepared for:

The City of Mountain Brook
56 Church Street
Mountain Brook, Alabama 35040

The City of Vestavia Hills
1302 Montgomery Highway
Vestavia Hills, Alabama 35216

The Regional Planning Commission of Greater Birmingham
2 20th Street North, Suite 1200
Birmingham, Alabama 35203

Prepared by:

Skipper Consulting, Inc.
3644 Vann Road, Suite 100
Birmingham, Alabama 35235



SIGNED: _____
DATE: _____

March 5, 2020

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Introduction

This report documents a corridor study performed for Overton Road from Liberty Parkway to U.S. Highway 280 in the cities of Mountain Brook and Vestavia Hills, Alabama. The purposes of the study are to:

- Examine the existing conditions of the transportation system in the corridor
- Determine the impacts of future growth on the transportation system, especially the impact of continued developments in Liberty Park
- Examine the effects of current planned and programmed roadway improvements to traffic operations
- Discuss potential future transportation improvements in the corridor.

Study Area and Study Roadways

The study area for this report is shown in Figure 1. The roadways included in the study effort are:

- Overton Road, from Liberty Parkway to U.S. Highway 280
- Liberty Parkway, from River Run Lane to Overton Access Road
- Crosshaven Drive, from Overton Road to Cahaba Heights Road
- Cahaba Heights Road/Pump House Road, from the I-459 underpass to U.S. Highway 280
- Green Valley Road, from Crosshaven Drive to U.S. Highway 280
- Dolly Ridge Road, from Green Valley Road to U.S. Highway 280
- Knollwood Drive, from Overton Road to Green Valley Road

Functional Classification

The existing functional classification of roadways within and adjacent to the study area (as designated by the Birmingham Metropolitan Planning Organization and Alabama Department of Transportation) is depicted in Figure 2.

The following is a description of existing functional classification of roadways within and adjacent to the study area:

- Interstate 459 – Interstate

- U.S. Highway 280 – Principal Arterial
- Overton Road, from Liberty Parkway to Crosshaven Drive – Minor Arterial
- Crosshaven Drive, from Overton Road to Green Valley Road – Minor Arterial
- Green Valley Road, from Crosshaven Drive to U.S. Highway 280 – Minor Arterial
- Liberty Parkway – Collector
- Cahaba Heights Road/Pump House Road – Collector
- Crosshaven Drive, from Green Valley Road to Cahaba Heights Road – Collector
- Dolly Ridge Road, from U.S. Highway 280 to Cahaba Heights Road – Collector

Existing Daily Traffic Volumes

Existing machine traffic counts were performed on study area roadways in May, 2019. The daily traffic count volumes are depicted in Table 1 and Figure 3.

Table 1
Existing Daily Traffic Volumes

Roadway	Segment	Classification	Cross Section	Volume
Overton Road	Liberty Pkwy to Oakdale Dr	Minor Arterial	Two Lane	7,800
	Oakdale Dr to South Brookwood Rd	Minor Arterial	Two Lane	12,700
	South Brookwood Rd to Crosshaven Dr	Minor Arterial	Two Lane	14,800
	Crosshaven Dr to Locksley Dr	Local	Two Lane	10,400
	Locksley Dr to Knollwood Dr	Local	Two Lane	8,800
	Knollwood Dr to North Woodridge Rd	Local	Two Lane	8,100
	North Woodridge Rd to US-280	Local	Two Lane	8,800
Crosshaven Drive	Overton Rd to Green Valley Rd	Minor Arterial	Two Lane	11,200
	Green Valley Rd to Cahaba Heights Rd	Collector	Two Lane	10,500
Liberty Parkway	River Run Ln to Overton Rd	Collector	Four Lane Divided	12,000
	Overton Rd to Overton Access Rd	Collector	Four Lane Divided	17,600
Green Valley Road	Crosshaven Dr to Dolly Ridge Rd	Minor Arterial	Two Lane	7,100
	Dolly Ridge Rd to Knollwood Dr	Minor Arterial	Two Lane	7,200
Cahaba Heights Road/Pump House Road	Sicard Hollow Rd to Crosshaven Dr	Collector	Two Lane	10,000
	Crosshaven Dr to Dolly Ridge Rd	Collector	Two Lane	11,200
Dolly Ridge Road	Dolly Ridge Road to US-280	Collector	Two Lane	8,800
	Green Valley Rd to Cahaba Heights Rd	Local	Two Lane	5,000
	Cahaba Heights Rd to US-280	Local	Two Lane	7,600
Knollwood Drive	Green Valley Rd to Overton Rd	Local	Two Lane	2,400



LEGEND

- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Local Road

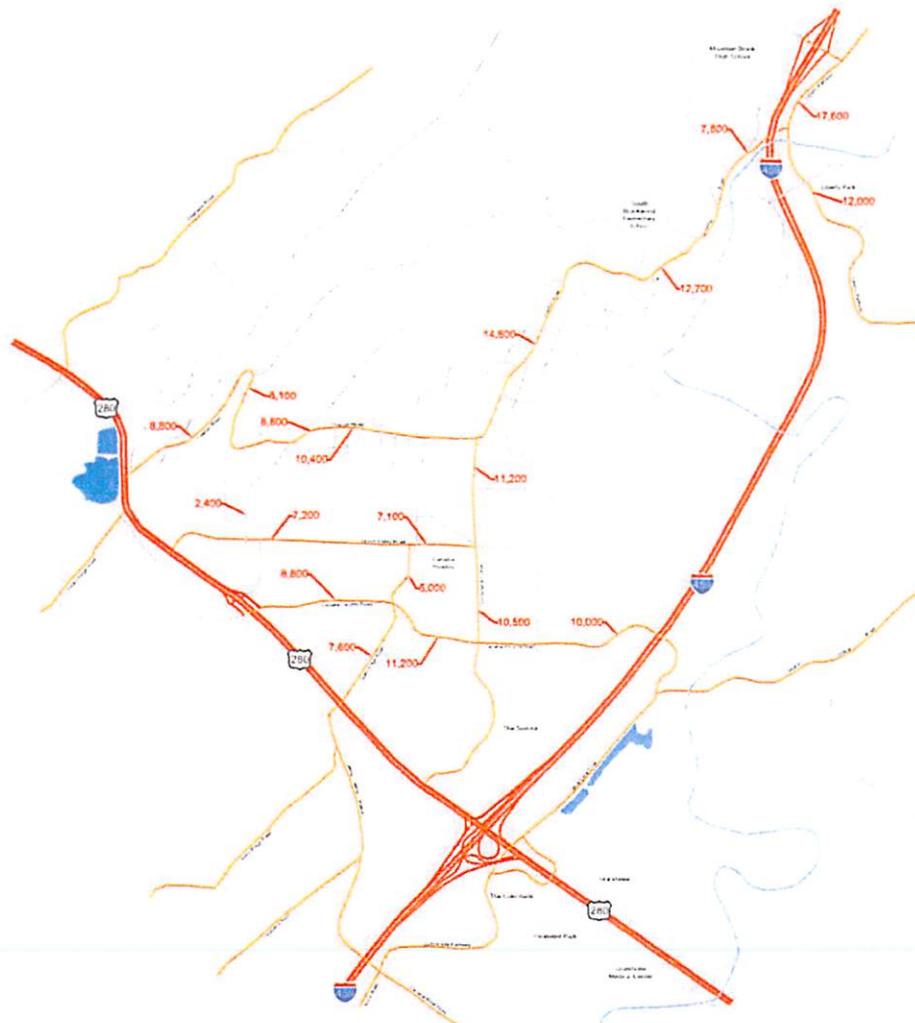
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CONSULTING INC.

Figure 2 - Functional Classification

Overton Road APPLE



January 2020



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Figure 3 - Existing Daily Traffic Volumes

Overton Road APPLE

January 2020

Existing Daily Levels of Service

Existing daily levels of service for roadways in the study area were calculated based on information contained in the 2012 Florida Department of Transportation (FDOT) Quality/Level of Service Handbook. The service flow volumes for each level of service for each roadway cross section are shown in Table 2. This includes peak hour service flow volumes, which are used in a later section of this report. The existing daily roadway levels of service are shown in Table 3 and Figure 4.

Table 2
Maximum Two-Way Service Flow Volumes and Levels of Service

Cross Section		Level of Service					
		A	B	C	D	E	F
Two Lane Undivided	Daily	2,184	3,822	5,110	10,360	10,920	>10,920
	Peak Hour	197	345	462	931	987	>987
Two Lane Divided	Daily	2,290	4,010	5,370	10,880	11,470	>11,470
	Peak Hour	207	362	485	978	1,036	>1,036
Four Lane Undivided	Daily	7,480	10,690	13,250	16,030	21,380	>21,380
	Peak Hour	328	636	884	1,971	2,052	>2,052
Four Lane Divided	Daily	9,975	14,250	17,670	21,375	28,500	>28,500
	Peak Hour	438	848	1,179	2,628	2,736	>2,736

Existing Peak Hour Traffic Volumes

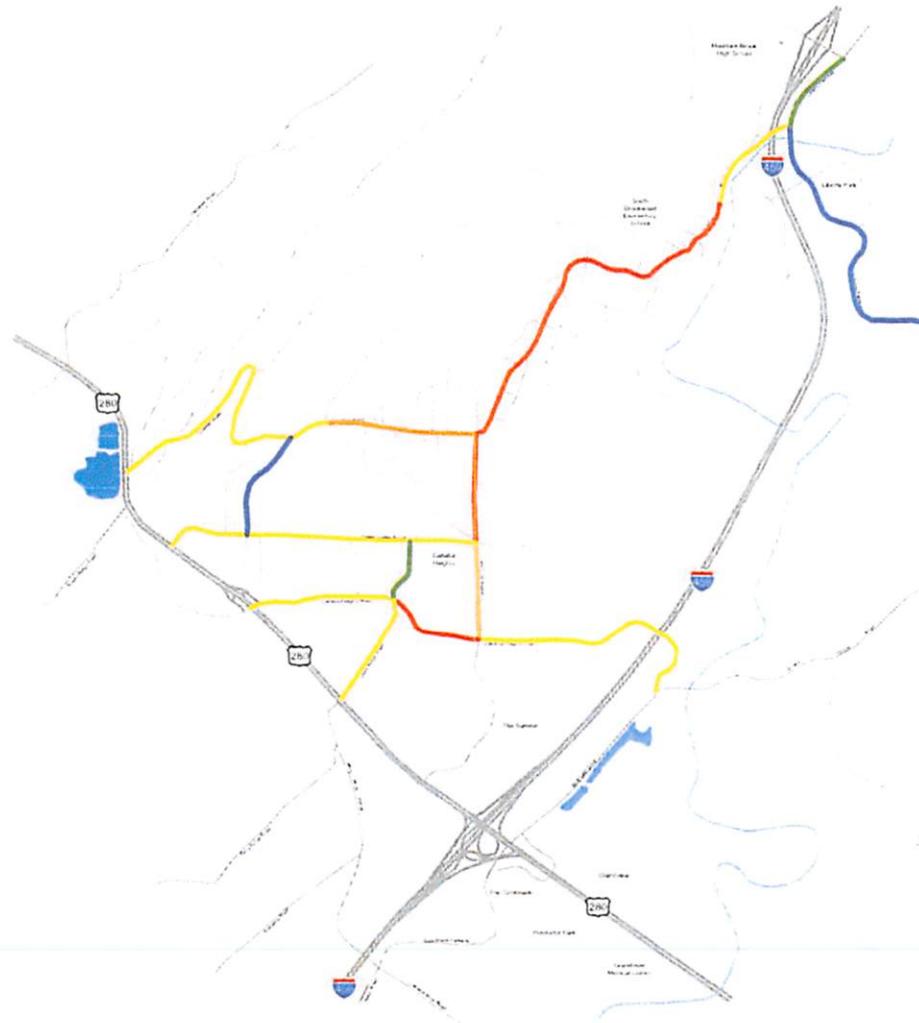
Existing machine traffic counts were performed on study area roadways in May, 2019. The a.m. and p.m. peak hour traffic count volumes are depicted in Table 4 and Figure 5. Table 4 also shows the K and D factors for each count, where K is the ratio of peak hour traffic to daily traffic and D is the percentage of peak hour traffic flowing in the peak direction.

Existing Peak Hour Levels of Service

Existing peak hour levels of service for roadways in the study area were calculated based on information contained in the 2012 FDOT Quality/Level of Service Handbook. The service flow volumes for each level of service for each roadway cross section are shown in Table 2. The existing peak hour roadway levels of service are shown in Table 4.

Table 3
Existing Daily Levels of Service

Roadway	Segment	Classification	Cross Section	Capacity	Volume	v/c	LOS
Overton Road	Liberty Pkwy to Oakdale Dr	Minor Arterial	Two Lane	10,920	7,800	0.71	D
	Oakdale Dr to South Brookwood Rd	Minor Arterial	Two Lane	10,920	12,700	1.16	F
	South Brookwood Rd to Crosshaven Dr	Minor Arterial	Two Lane	10,920	14,800	1.36	F
	Crosshaven Dr to Locksley Dr	Local	Two Lane	10,920	10,400	0.95	E
	Locksley Dr to Knollwood Dr	Local	Two Lane	10,920	8,800	0.81	D
	Knollwood Dr to North Woodridge Rd	Local	Two Lane	10,920	8,100	0.74	D
	North Woodridge Rd to US-280	Local	Two Lane	10,920	8,800	0.81	D
Crosshaven Drive	Overton Rd to Green Valley Rd	Minor Arterial	Two Lane	10,920	11,200	1.03	F
	Green Valley Rd to Cahaba Heights Rd	Collector	Two Lane	10,920	10,500	0.96	E
Liberty Parkway	River Run Ln to Overton Rd	Collector	Four Lane Divided	28,500	12,000	0.42	B
	Overton Rd to Overton Access Rd	Collector	Four Lane Divided	28,500	17,600	0.62	C
Green Valley Road	Crosshaven Dr to Dolly Ridge Rd	Minor Arterial	Two Lane	10,920	7,100	0.65	D
	Dolly Ridge Rd to Knollwood Dr	Minor Arterial	Two Lane	10,920	7,200	0.66	D
Cahaba Heights Road/Pump House Road	Sicard Hollow Rd to Crosshaven Dr	Collector	Two Lane	10,920	10,000	0.92	D
	Crosshaven Dr to Dolly Ridge Rd	Collector	Two Lane	10,920	11,200	1.03	F
	Dolly Ridge Road to US-280	Collector	Two Lane	10,920	8,800	0.81	D
Dolly Ridge Road	Green Valley Rd to Cahaba Heights Rd	Local	Two Lane	10,920	5,000	0.46	C
	Cahaba Heights Rd to US-280	Local	Two Lane	10,920	7,600	0.70	D
Knollwood Drive	Green Valley Rd to Overton Rd	Local	Two Lane	10,920	2,400	0.22	B



LEGEND

- LOS A —
- LOS B —
- LOS C —
- LOS D —
- LOS E —
- LOS F —



North
Scale: n.t.s

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Figure 4 - Existing Daily Levels of Service
Overton Road APPLE

January 2020

Table 4
Existing Peak Hour Traffic Volumes and Levels of Service

Roadway	Segment	Daily Volume	AM Peak Hour					PM Peak Hour						
			EB/NB	WB/SB	Total	K	D	LOS	EB/NB	WB/SB	Total	K	D	LOS
Overton Road	Liberty Pkwy to Oakdale Dr	7,827	276	384	660	8.4	58%	D	374	412	786	10.0	52%	D
	Oakdale Dr to South Brookwood Rd	12,749	443	662	1,105	8.7	60%	F	675	600	1,275	10.0	53%	F
	South Brookwood Rd to Crosshaven Dr	14,765	388	760	1,148	7.8	66%	F	792	641	1,433	9.7	55%	F
	Crosshaven Dr to Locksley Dr	10,433	258	726	984	9.4	74%	E	551	412	963	9.2	57%	E
	Locksley Dr to Knollwood Dr	8,844	178	691	869	9.8	80%	D	468	339	807	9.1	58%	D
	Knollwood Dr to North Woodridge Rd	8,114	652	184	836	10.3	78%	D	308	471	779	9.6	60%	D
Crosshaven Drive	North Woodridge Rd to US-280	8,775	186	751	937	10.7	80%	E	484	277	761	8.7	64%	D
	Overton Rd to Green Valley Rd	11,246	409	346	755	6.7	54%	D	566	453	1,019	9.1	56%	F
Liberty Parkway	Green Valley Rd to Cahaba Heights Rd	10,500	306	320	626	6.0	51%	D	440	405	845	8.0	52%	D
	River Run Ln to Overton Rd	11,974	962	462	1,424	11.9	68%	D	310	929	1,239	10.3	75%	D
Green Valley Road	Overton Rd to Overton Access Rd	17,636	646	1,177	1,823	10.3	65%	D	1,188	545	1,733	9.8	69%	D
	Crosshaven Dr to Dolly Ridge Rd	7,082	140	458	598	8.4	77%	D	347	281	628	8.9	55%	D
	Dolly Ridge Rd to Knollwood Dr	7,176	190	536	726	10.1	74%	D	334	245	579	8.1	58%	D
Cahaba Heights Road/ Pump House Road	Sicard Hollow Rd to Crosshaven Dr	9,977	650	316	966	9.7	67%	E	574	497	1,071	10.7	54%	F
	Crosshaven Dr to Dolly Ridge Rd	11,248	307	589	896	8.0	66%	D	553	365	918	8.2	60%	D
	Dolly Ridge Road to US-280	8,822	234	421	655	7.4	64%	D	471	264	735	8.3	64%	D
Dolly Ridge Road	Green Valley Rd to Cahaba Heights Rd	4,996	168	267	435	8.7	61%	C	248	172	420	8.4	59%	C
	Cahaba Heights Rd to US-280	7,625	394	424	818	10.7	52%	D	256	266	522	6.8	51%	D
Knollwood Drive	Green Valley Rd to Overton Rd	2,394	56	122	178	7.4	69%	A	89	137	226	9.4	61%	B

Existing Roadway Capacity Deficiencies

Based on the results of the existing capacity analyses, the following roadway segments are currently operating at or over capacity:

- On a daily traffic volume basis:
 - Overton Road, from Oakdale Drive to Locksley Drive
 - Crosshaven Drive, from Overton Road to Cahaba Heights Road
 - Cahaba Heights Road, from Crosshaven Drive to Dolly Ridge Road

- On a peak hour traffic volume basis:
 - Overton Road, from Oakdale Drive to Locksley Drive
 - Overton Road, from North Woodridge Road to U.S. Highway 280
 - Crosshaven Drive, from Overton Road to Green Valley Road
 - Cahaba Heights Road, from Sicard Hollow Road to Crosshaven Drive

Existing Drive Times

Existing drive times were conducted on Overton Road between Liberty Parkway and U.S. Highway 280 on January 7-9, 2020. The results of the drive times are shown in Table 5 and are depicted graphically in the maps on the following page. The levels of service based on the drive times are derived from information contained in the *Highway Capacity Manual*.

The levels of service calculated based on the drive times on Overton Road are overall better than the levels of service calculated based on daily and peak hour traffic volumes. The difference lies in the fact that the traffic volume-based levels of service are calculated on a segment-by-segment basis. The drive time levels of service are for travel speeds for the entire corridor. Currently, traffic is significantly lower than free-flow speed only during the a.m. peak period, and only in two locations:

- approaching South Brookwood Road
- approaching U.S. Highway 280

As will be shown in the "Observations" section of this report, in these instances, travel speeds in these specific areas of Overton Road were less than 10 miles per hour, clearly level of service "F" in these locations.

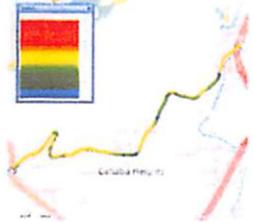
**Table 5
Drive Times
Overton Road between Liberty Parkway and U.S. Highway 280**

AM Peak Period									
Eastbound					Westbound				
Start Time	Length (miles)	Duration	Speed (mph)	LOS	Start Time	Length (miles)	Duration	Speed (mph)	LOS
7:16	4.34	9:48	27	B	7:21	4.47	10:17	26	B
7:40	4.44	12:32	21	C	7:40	4.28	10:22	25	B
8:05	4.37	8:23	31	A	7:53	4.43	18:45	14	D
PM Peak Period									
Eastbound					Westbound				
Start Time	Length (miles)	Duration	Speed (mph)	LOS	Start Time	Length (miles)	Duration	Speed (mph)	LOS
4:24	4.30	10:40	24	C	4:24	4.56	9:58	27	B
4:47	4.33	8:43	30	B	4:36	4.40	9:57	27	B
4:58	4.45	10:16	26	B	4:58	4.32	8:23	31	A

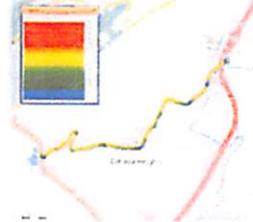
LOS	Speed
A	>30 mph
B	24-30 mph
C	18-24 mph
D	14-18 mph
E	10-14 mph
F	< 10 mph

Overton Road Drive Time Maps

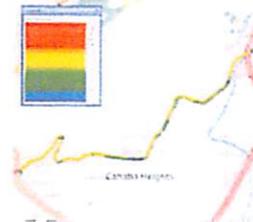
Eastbound 7:16 AM 9:48 21 mph



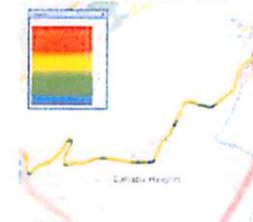
Westbound 7:21 AM 10:17 26 mph



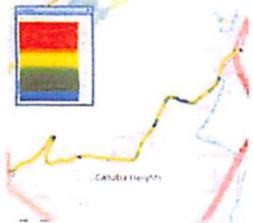
Eastbound 4:24 PM 10:40 24 mph



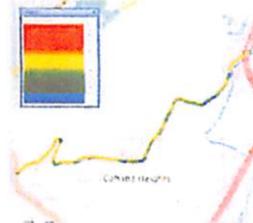
Westbound 4:24 PM 9:58 27 mph



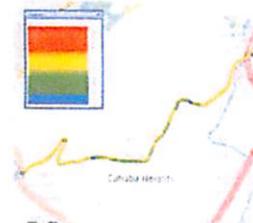
Eastbound 7:40 AM 12:32 27 mph



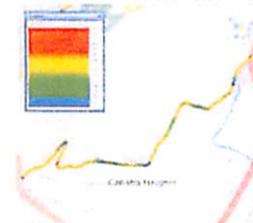
Westbound 7:40 AM 10:22 25 mph



Eastbound 4:47 PM 8:43 30 mph



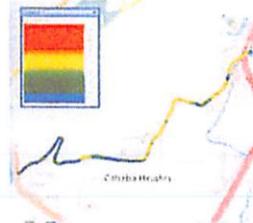
Westbound 4:36 PM 9:57 27 mph



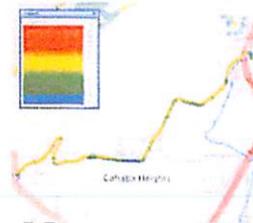
Eastbound 8:05 AM 8:23 31 mph



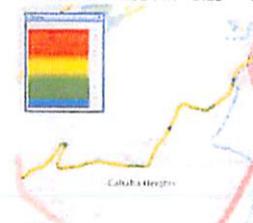
Westbound 7:53 AM 18:45 14 mph



Eastbound 4:58 PM 10:16 26 mph



Westbound 4:58 PM 8:23 31 mph



Available Right-of-Way

Existing right-of-way on Overton Road varies from 40 feet to 80 feet in width. In general, the narrower rights-of-way extend from U.S. Highway 280 to east of Crosshaven Drive, while the wider rights-of-way extend from east of Crosshaven Drive to Liberty Parkway. A summary map of existing available right-of-way on Overton Road is shown in Figure 6.

Existing Sidewalk Inventory

An inventory of existing sidewalks on Overton Road and connecting roadways was performed. This inventory is depicted in Figures 7, 8, and 9.

Observations

AM Peak Period

- Queue on Overton Road westbound from South Brookwood Road to River Bend Lane. Queue length of 1,220 feet. Total time in queue 2 minutes 3 seconds. Average speed was 7 miles per hour.



- Queue on Overton Road eastbound from South Brookwood Road to east of Briar Oak Drive. Queue length of 1,470 feet. Total time in queue 3 minutes 12 seconds. Average speed was 5 miles per hour.



- Queue in left turn from U.S. Highway 280 eastbound onto Overton Road. Queue length of 590 feet. Total time in queue 8 minutes 21 seconds.

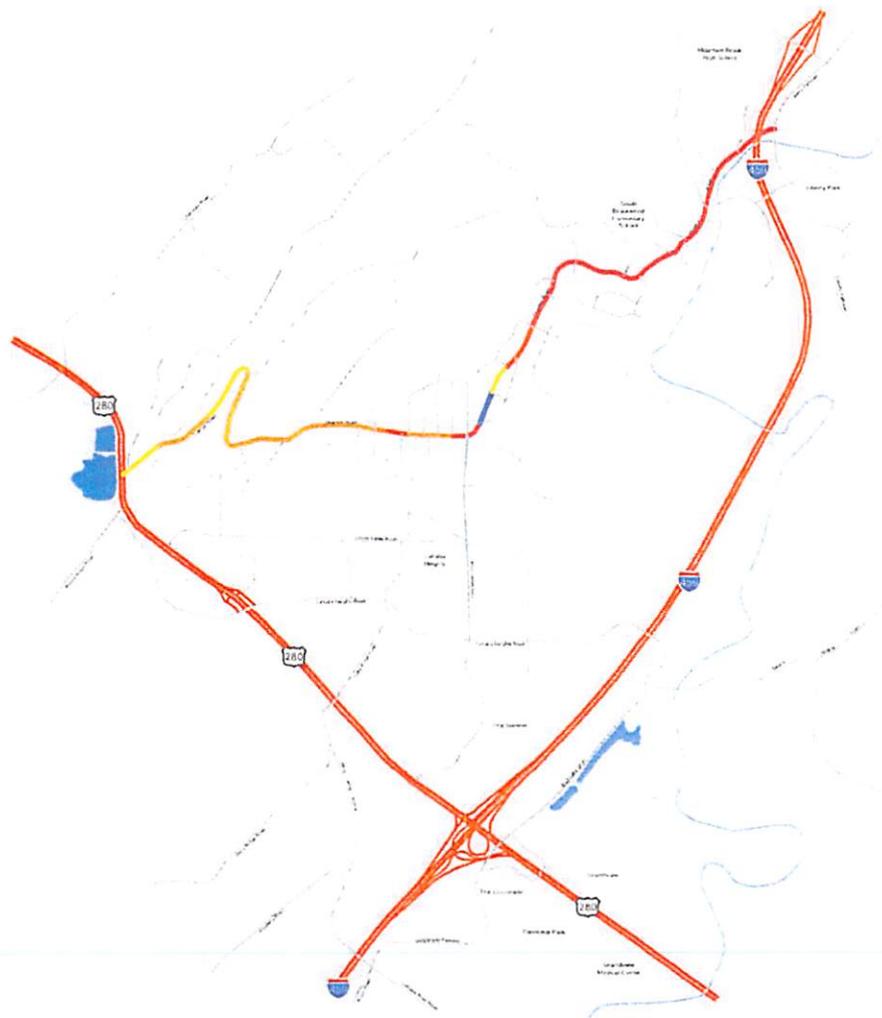


- Slow traffic/rolling queue on Overton Road westbound from just west of Crosshaven Drive to U.S. Highway 280. Length of section is 2.04 miles. Total time to traverse section was 13 minutes 21 seconds. Average speed was 9 miles per hour.



PM Peak Period

No significant queues or delays were observed during the p.m. peak period of traffic.



LEGEND

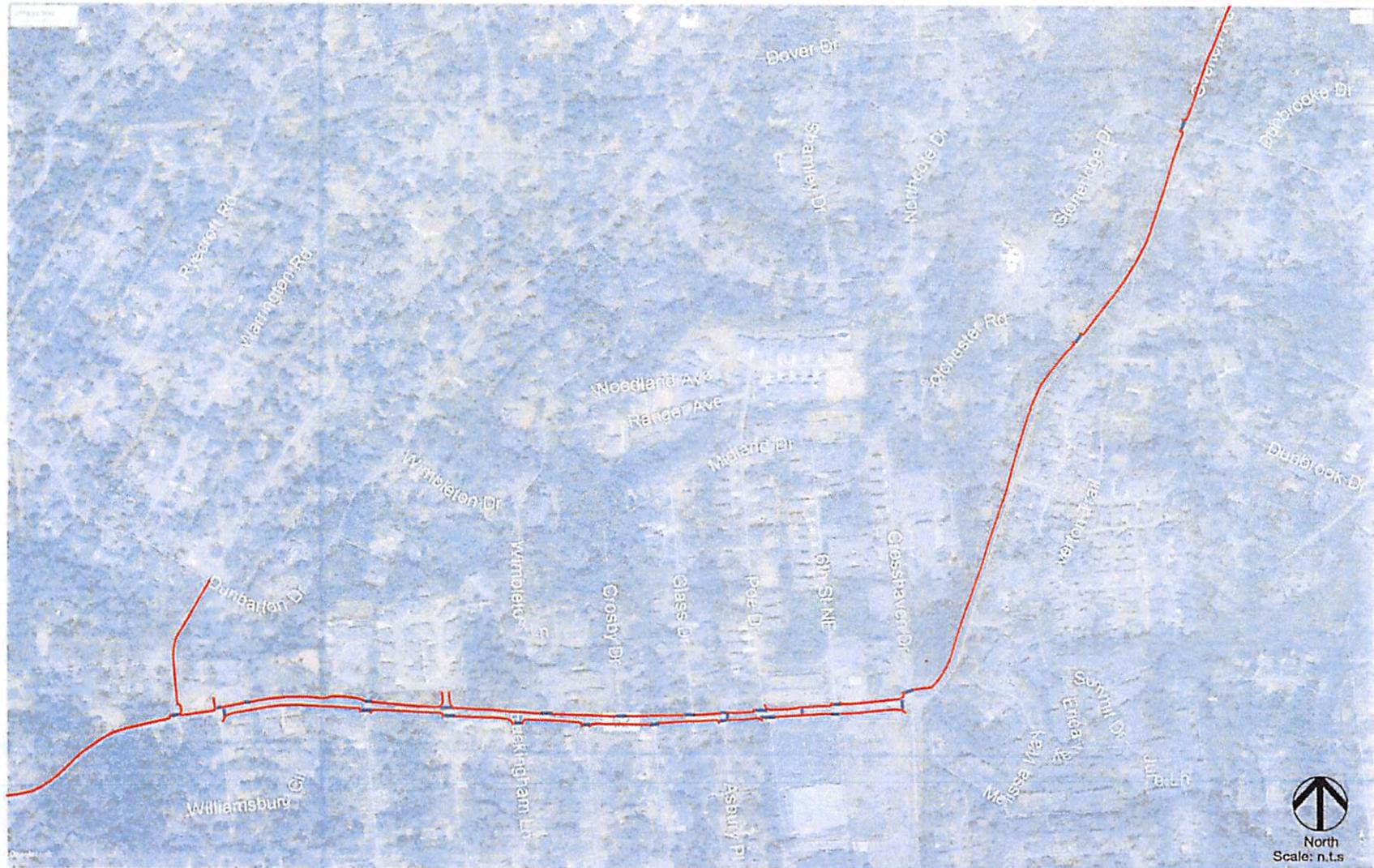
- 40' ROW
- 50'-55' ROW
- 60' ROW
- 70' ROW
- 80' ROW



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Figure 6 - Available Right-of-Way
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LEGEND

- SIDEWALK
- CROSSWALK

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Figure 8 - Existing Sidewalks

Overton Road APPLE

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LEGEND

- SIDEWALK
- CROSSWALK



Figure 9 - Existing Sidewalks

Overton Road APPLE



North
Scale: n.t.s

January 2020

Historical Traffic Growth

Historical traffic counts on area roadways were obtained from the Alabama Department of Transportation and were then subjected to an analysis to determine the yearly traffic growth rates. The data and analysis are shown in Table 6 and are graphically depicted in Figure 10.

**Table 6
Historical Traffic Growth**

Overton Road					
	w. of Liberty Pkwy	w. of S. Brookwood Rd	e. of Crosshaven Dr	e. of Locksley Dr	e. of US-280
2018	7,015	11,597	13,920	10,000	8,420
2017	6,920	12,370	13,920	10,000	8,020
2016	7,080	12,660	14,250	10,570	7,820
2015	6,910	12,360	13,910	10,320	7,630
2014	6,770	12,120	13,640	10,120	7,120
2013	6,200		13,590	9,260	7,060
2012			13,480		
2011			12,960		
2010			14,090		
2009			13,090		
overall	2.7%	-1.1%	0.7%	1.6%	3.9%
Liberty Parkway		Dolly Ridge Road			
	s. of River Run Dr		s. of Cahaba Heights Rd		
2018	11,161		2018	6,960	
2017	10,110		2017	6,960	
2016	10,120		2016	7,000	
2015	9,880		2015	6,830	
2014	9,690		overall	0.6%	
overall	3.8%				
Crosshaven Drive		Green Valley Road			
	n. of Green Valley Rd	s. of Green Valley Rd		w. of Crosshaven Dr	e. of Knollwood Dr
2018		11,071	2018	7,550	
2017	14,250	11,420	2017	7,550	8,580
2016	13,980	11,130	2016	7,610	8,780
2015	13,650	10,860	2015	7,430	8,570
2014	14,650	11,670	2014	7,430	8,570
2013	12,500	11,580	2013	6,750	7,830
overall	3.5%	-0.9%	overall	2.4%	2.4%
Cahaba Heights Road/Pump House Road					
	e. of Crosshaven Dr	w. of Crosshaven Dr		e. of US-280	
2018	9,080	11,560	2018	8,230	
2017	9,680	12,560	2017	8,130	
2016	9,740	12,570	2016	8,180	
2015	9,510	12,270	2015	7,980	
2014	9,320	12,030	2014	7,820	
2013			2013	7,410	
overall	-0.6%	-1.0%	overall	2.2%	

Planned and Programmed Roadway Improvements

Current local and regional transportation plans were reviewed to determine any planned and/or programmed roadway improvements slated for roadways within the study area. The following sections address these projects. A map of the proposed projects is included in Figure 11.

Local Capital Improvements

The City of Vestavia Hills has a programmed project to widen Crosshaven Drive to a three lane cross section from Overton Road to Cahaba Heights Road. The project includes addition of a sidewalk on the east side of Crosshaven Drive for the length of the project. The project also includes a right turn lane from Overton Road eastbound onto Crosshaven Drive and a right turn lane from Cahaba Heights Road westbound onto Crosshaven Drive. The project is currently in right-of-way acquisition, and is scheduled for construction in 2020.

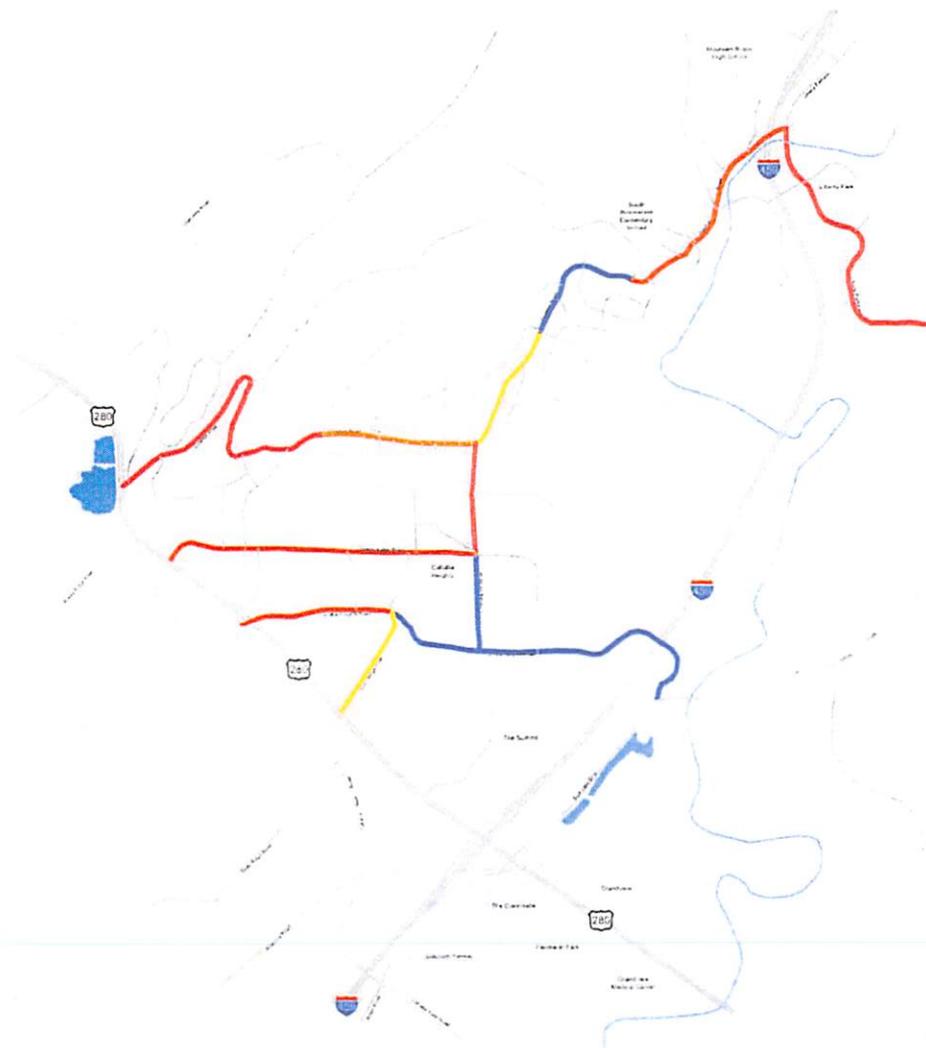
Transportation Improvement Program (TIP)

The FY 2020-2023 Transportation Improvement Program (TIP) has two projects within the study area. The first project is the Jefferson County TOPICS VIII project, which includes intersection improvements to the intersection of Crosshaven Drive at Green Valley Road. A conceptual improvement plan is shown as an inset on Figure 10 (provided by Neel-Schaffer, Inc.) Utility Relocation was scheduled for FY 2019, but has not yet been authorized. Construction is scheduled for FY 2020.

The second project in the FY 2020-2023 TIP is a Transportation Alternatives Program (TAP) grant for construction of a sidewalk on Dunbarton Drive from North Woodridge Drive to Locksley Drive. Construction was scheduled for FY 2019, but has not yet begun.

Regional Transportation Plan (RTP)

There are no projects in the study area in the current 2045 Regional Transportation Plan (RTP) of the Birmingham Metropolitan Organization (MPO).



LEGEND

- No Data/Not Analyzed
- Less than 0% (Negative Growth)
- 0% to 1% per year
- 1% to 2% per year
- 2% to 3% per year
- Greater than 3% per year



North
Scale: n.t.s

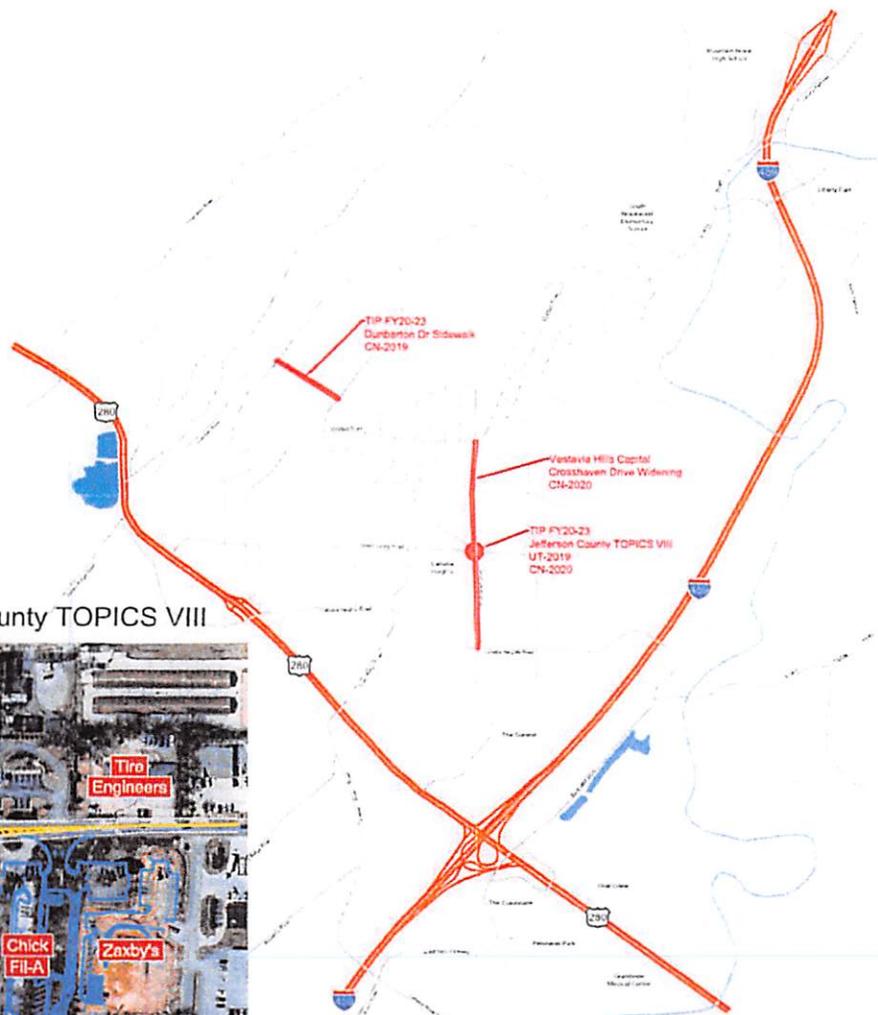
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Figure 10 - Historical Traffic Growth Rates

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Conceptual Layout - Jefferson County TOPICS VIII



North
Scale: n.t.s

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Figure 11 - Programmed Roadway Improvements

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Liberty Park Socio-Economic Data

A major source of new traffic projected to use Overton Road and other roadways within the study area is continued development at Liberty Park. The regional transportation demand model maintained by the Regional Planning Commission of Greater Birmingham (RPCGB) includes significant growth for Liberty Park, but does not match current proposed developments in Liberty Park. This, and the following section of this report, compares projected socio-economic growth within Liberty Park to current development plans.

Liberty Park occupies the majority of land contained within the following traffic analysis zones (TAZs) used in the regional transportation demand model: TAZ 536, 538, 539, 1726, and 1727. The location of these TAZs is shown in Figure 12. The base year (2015) and future year 2045 socio-economic data and projections for these TAZs are shown in Table 7, along with a calculation of the projected growth within each TAZ.

Liberty Park Socio-Economic Growth

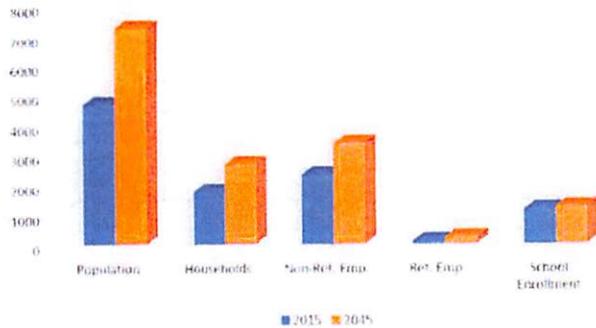
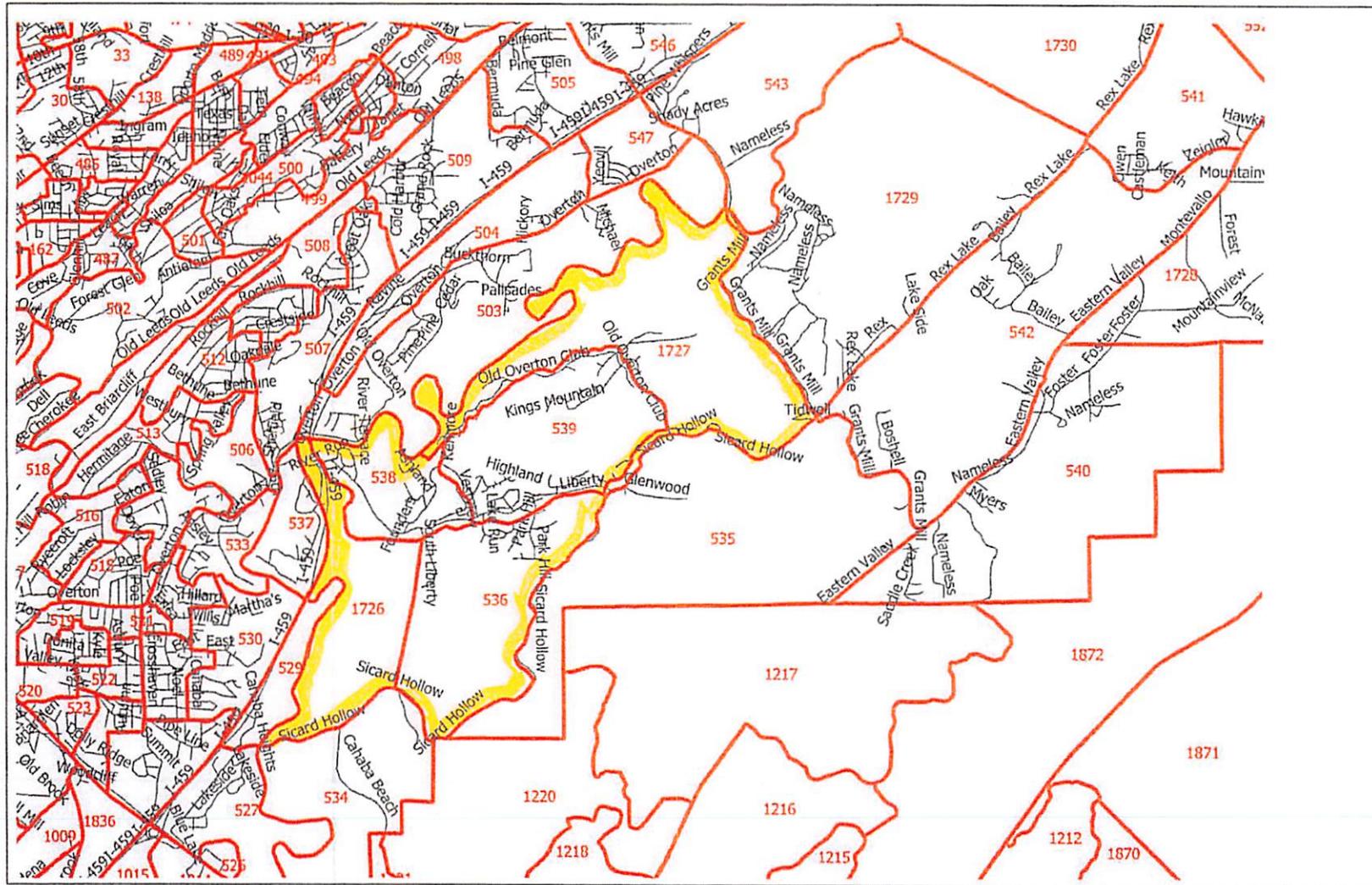


Table 7
Liberty Park Socio-Economic Data

TAZ	Population	Households	Vacant Households	Occupied Households	Non-Retail Employment	Retail Employment	School Enrollment	Median Income
Base Year 2015								
536	1,318	564	29	535	124	1	1,130	\$51,406
538	259	124	5	119	1,888	54	0	\$47,336
539	1,958	642	36	606	301	35	0	\$47,336
1726	2	2	0	2	4	4	0	\$51,406
1727	1,119	410	37	373	0	0	0	\$47,336
Totals	4,656	1,742	107	1,635	2,317	94	1,130	
Future Year 2045								
536	1653	714	43	671	324	1	1,230	
538	259	124	5	119	1913	79	0	
539	1975	657	20	637	301	35	0	
1726	2	2	0	2	718	104	0	
1727	3341	1185	71	1114	96	0	0	
Totals	7230	2682	139	2543	3352	219	1230	
Growth 2015-2045								
536	335	150	14	136	200	0	100	
538	0	0	0	0	25	25	0	
539	17	15	-16	31	0	0	0	
1726	0	0	0	0	714	100	0	
1727	2,222	775	34	741	96	0	0	
Totals	2,574	940	32	908	1,035	125	100	



SKIPPER CONSULTING INC. Figure 12 - Traffic Analysis Zone Map
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Liberty Park Development Information

Information on planned and under construction developments within Liberty Park was obtained from the City of Vestavia Hills and an earlier traffic study performed for Liberty Park by Atkins. Table 8 is a listing of the planned/under construction developments, including land use, size, and estimated socio-economic data. Information on the employment per square foot of various land uses was derived from information contained in the U.S. Energy Information Administration publication *Commercial Buildings Energy Consumption Survey (2012)*.

**Table 8
Liberty Park Development Data**

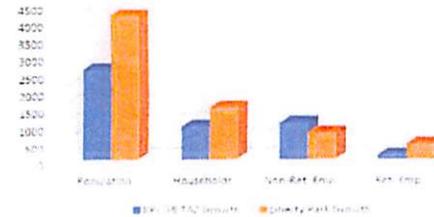
Land Use	Size	Population	Households	Non-Retail Employment	Retail Employment
Assisted Living Facility	100 beds	100	100		
Retail	20,000 sq. ft.				44
The Bray					
Convenience Store/Gas Station*	8 pumps				15
Office (East)	15,000 sq. ft.			27	
Grocery Store	48,400 sq. ft.				116
Office (West)	35,000 sq. ft.			62	
Retail	100,000 sq. ft.				220
Townhouses	100 d.u.'s	270	100		
Single Family Residential	1,000 d.u.'s	2700	1,000		
Single Family Residential	400 d.u.'s	1,080	400		
Cahaba Station					
Retail	14,179 sq. ft.				31
Office	9983 sq. ft.			18	
Restaurant	4600 sq. ft.				24
Encompass Health					
2018	200,000 sq. ft.			527	
2040	200,000 sq. ft.			+133	
Totals		4,150	1,500	767	450

The socio-economic data shown in Table 8 was compared to RPCGB predicted growth in socio-economic data for the TAZ's encompassing Liberty Park. This review is summarized in Table 9.

**Table 9
Socio-Economic Growth Data Comparison**

	Population	Households	Non-Retail Employment	Retail Employment
RPCGB Predicted TAZ Growth	2,574	940	1,035	125
Liberty Park Predicted Growth	4,150	1,500	767	450

Socio-Economic Data Comparison



Liberty Park Trip Generation

The number of daily trips estimated to be generated by the planned developments at Liberty Park was calculated using information from the Institute of Transportation Engineers publications *Trip Generation* and *Trip Generation Handbook*. For certain land uses, particularly retail and customer-oriented uses, a portion of the trips will remain internal to Liberty Park (i.e., a person who lives in Liberty Park going to a restaurant in Liberty Park). This is expressed as the "Internal Capture Rate". "External Trips" are those trips which will impact regional roadways outside Liberty Park, such as I-459, Sicard Hollow Road, Overton Road, and other roadways within the study area. Of all external trips, it is estimated that approximately 20% will use Overton Road and other roadways in the study area. The daily trip generation estimate for planned developments in Liberty Park is shown in Table 10. As shown, the planned development in Liberty Park is anticipated to add approximately 4,000 vehicles per day to Overton Road and other roadways in the study area.

Table 10
Liberty Park Trip Generation

Land Use	Size	Daily Trips	Internal Capture Rate	External Trips	% Assigned to Study Area	Trips Assigned to Study Area
Assisted Living Facility	100 beds	284	0%	284	20%	58
Retail	20,000 sq. ft.	894	62%	340	20%	68
The Bray						
Convenience Store/Gas	8 pumps	1,348	93%	94	20%	20
Office (East)	15,000 sq. ft.	304	0%	304	20%	62
Grocery Store	48,400 sq. ft.	4,472	49%	2,280	20%	456
Office (West)	35,000 sq. ft.	580	0%	580	20%	116
Retail	100,000 sq. ft.	4,316	62%	1,640	20%	328
Townhouses	100 d.u.'s	644	0%	644	20%	130
Single Family Residential	1,000 d.u.'s	8,736	0%	8,736	20%	1,748
Single Family Residential	400 d.u.'s	3,760	0%	3,760	20%	752
Cahaba Station						
Retail	14,179 sq. ft.	644	62%	246	20%	50
Office	9983 sq. ft.	224	0%	224	20%	46
Restaurant	4600 sq. ft.	414	62%	158	20%	32
Encompass Health						
2040	+133 emp.	440	0%	440	20%	88
Totals		27,060		19,730		3,954

Liberty Park Trip Assignment

As shown in the previous section of this report, planned development at Liberty Park is anticipated to add approximately 4,000 vehicles per day to Overton Road and other roadways in the study area. This traffic will be concentrated at the entry points from Liberty Park, specifically: 1) the intersection of Liberty Parkway at Overton Road, and 2) the intersection of River Run Drive at Overton Road. Traffic will disperse as it travels along Overton Road at major divergence points, specifically: 1) South Brookwood Road, 2) Crosshaven Drive, and 3) Knollwood Drive. The estimated assignment of trips generated by planned developments in Liberty Park is depicted in Figure 13.

Regional Transportation Demand Model Assignment

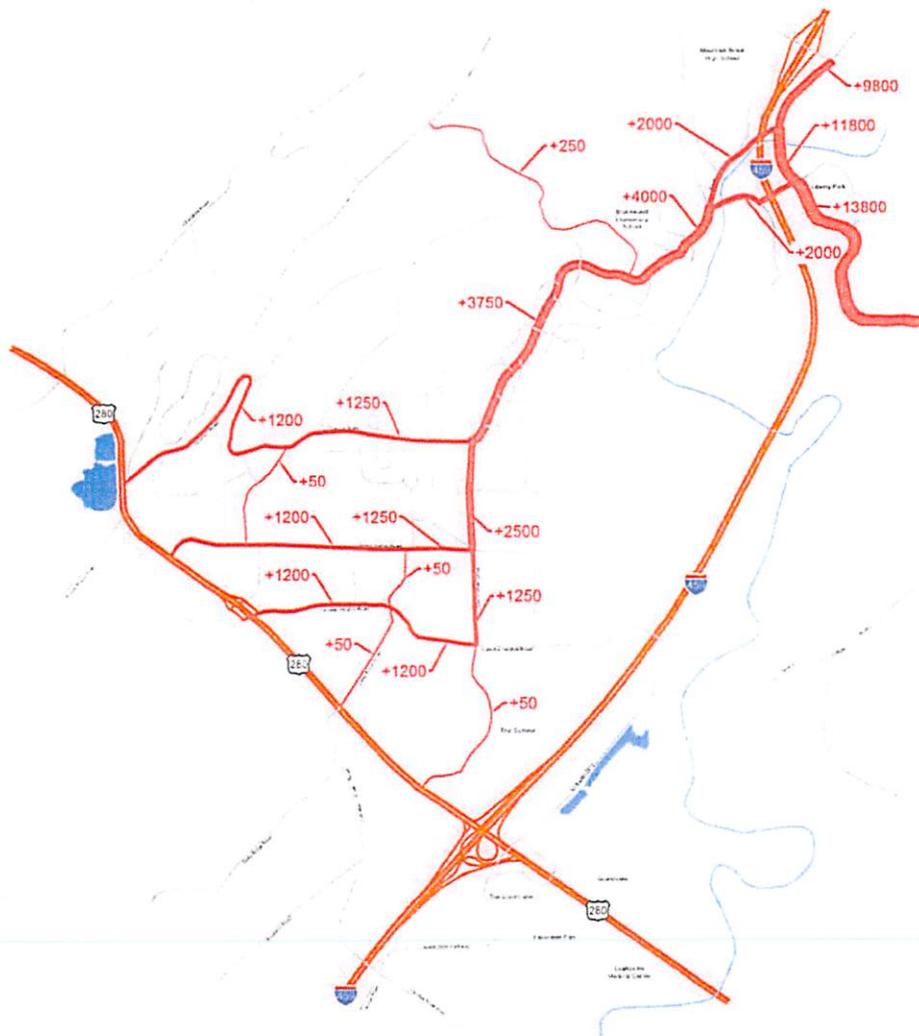
The regional transportation demand model for the Birmingham area was used to determine future 2040 traffic volume projections for the study area roadways. This information is presented in Figure 14.

Future Daily Traffic Volume Projections

Future 2040 daily traffic volume projections for study area roadways was projected by using a compilation of three different methods to project traffic growth:

- Applying the percent per year growth rates as determined based on historical traffic counts to the existing traffic counts
- Adding the projected traffic volumes generated by planned developments at Liberty Park to the existing traffic volumes
- The regional transportation demand model output

Generally, the results of the three methods were averaged, but in some cases anomalous values were rejected. The resultant projected 2040 traffic volumes in the study area are shown in Figure 15 and Table 11. Table 11 also compares the projected 2040 traffic volumes to existing 2019 traffic volumes.



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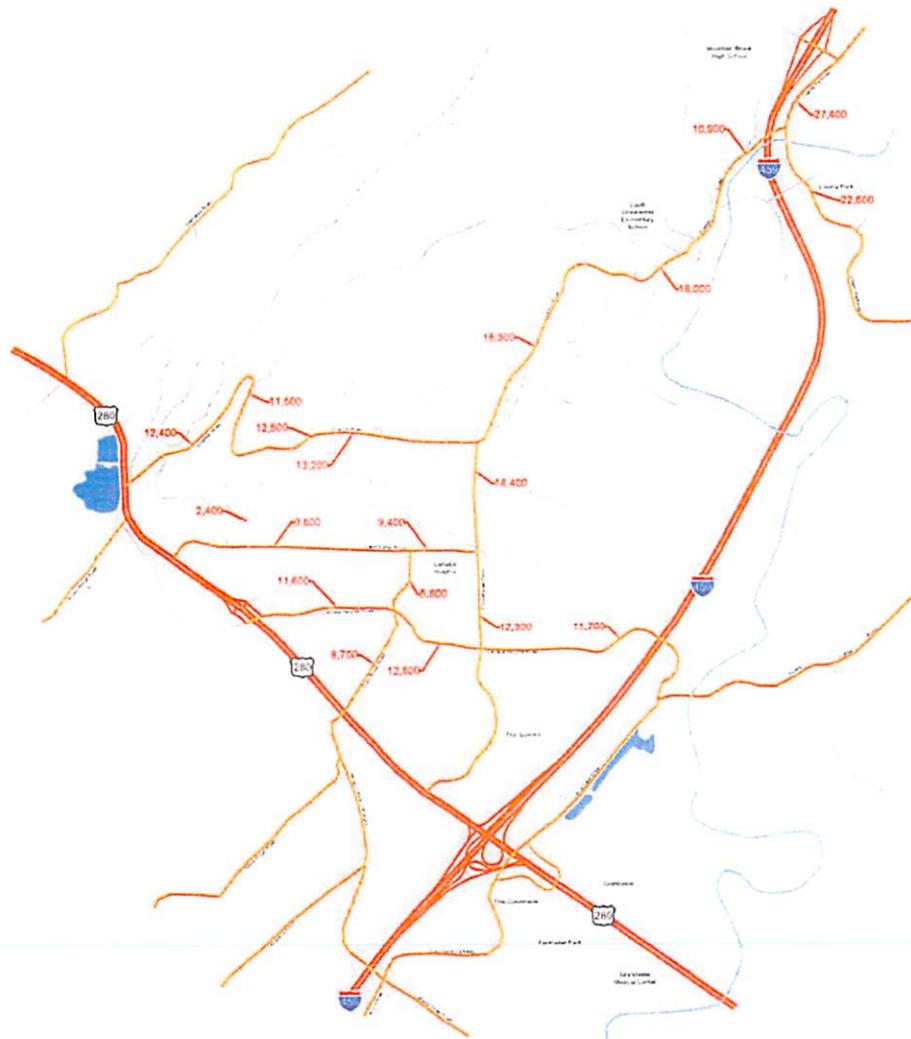
Figure 13 - Liberty Park Trip Assignment

Overton Road APPLE

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SKIPPER CONSULTING INC. **Figure 14 - Regional 2040 Model Assignment**
 Overton Road APPLE **January 2020**



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Figure 15 - Future 2040 Daily Traffic Volumes

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Table 11
Existing and Future 2040 Daily Traffic Volumes

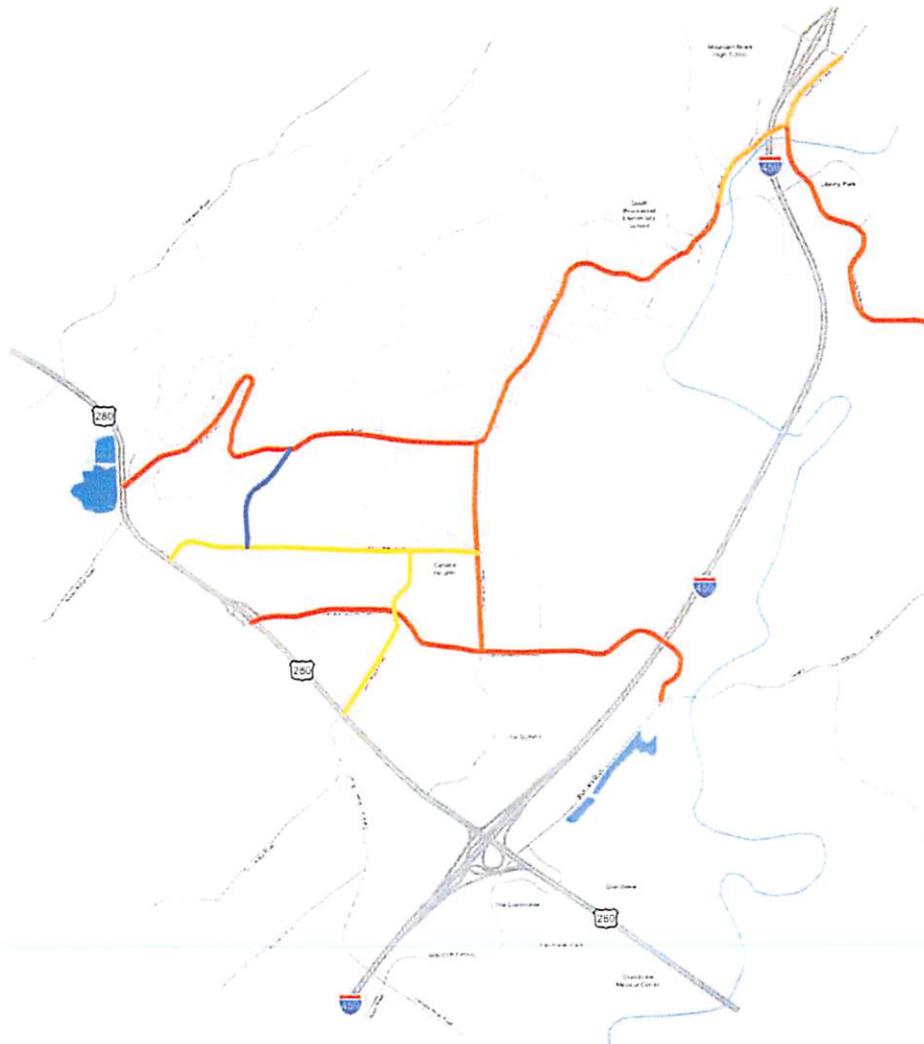
Roadway	Segment	Classification	Cross Section	Existing Volume	Projected 2040 Volume
Overton Road	Liberty Pkwy to Oakdale Dr	Minor Arterial	Two Lane	7,800	10,900
	Oakdale Dr to South Brookwood Rd	Minor Arterial	Two Lane	12,700	18,000
	S. Brookwood Rd to Crosshaven Dr	Minor Arterial	Two Lane	14,800	18,300
	Crosshaven Dr to Locksley Dr	Local	Two Lane	10,400	13,200
	Locksley Dr to Knollwood Dr	Local	Two Lane	8,800	12,500
	Knollwood Dr to North Woodridge Rd	Local	Two Lane	8,100	11,500
Crosshaven Drive	North Woodridge Rd to US-280	Local	Two Lane	8,800	12,400
	Overton Rd to Green Valley Rd	Minor Arterial	Two Lane	11,200	16,400
Liberty Parkway	Green Valley Rd to Cahaba Heights Rd	Collector	Two Lane	10,500	12,300
	River Run Ln to Overton Rd	Collector	Four Lane Divided	12,000	22,600
Green Valley Road	Overton Rd to Overton Access Rd	Collector	Four Lane Divided	17,600	27,400
	Crosshaven Dr to Dolly Ridge Rd	Minor Arterial	Two Lane	7,100	9,400
Cahaba Heights Road/Pump House Road	Dolly Ridge Rd to Knollwood Dr	Minor Arterial	Two Lane	7,200	9,600
	Sicard Hollow Rd to Crosshaven Dr	Collector	Two Lane	10,000	11,700
Dolly Ridge Road	Crosshaven Dr to Dolly Ridge Rd	Collector	Two Lane	11,200	12,800
	Dolly Ridge Road to US-280	Collector	Two Lane	8,800	11,600
Knollwood Drive	Green Valley Rd to Cahaba Heights Rd	Local	Two Lane	5,000	5,800
	Cahaba Heights Rd to US-280	Local	Two Lane	7,600	8,700
	Green Valley Rd to Overton Rd	Local	Two Lane	2,400	2,400

Table 12
Future 2040 Daily Levels of Service

Roadway	Segment	Classification	Cross Section	Capacity	Volume	v/c	LOS
Overton Road	Liberty Pkwy to Oakdale Dr	Minor Arterial	Two Lane	10,920	10,900	1.00	E
	Oakdale Dr to South Brookwood Rd	Minor Arterial	Two Lane	10,920	18,000	1.65	F
	South Brookwood Rd to Crosshaven Dr	Minor Arterial	Two Lane	10,920	18,300	1.68	F
	Crosshaven Dr to Locksley Dr	Local	Two Lane	10,920	13,200	1.21	F
	Locksley Dr to Knollwood Dr	Local	Two Lane	10,920	12,500	1.14	F
	Knollwood Dr to North Woodridge Rd	Local	Two Lane	10,920	11,500	1.05	F
	North Woodridge Rd to US-280	Local	Two Lane	10,920	12,400	1.14	F
	Overton Rd to Green Valley Rd	Minor Arterial	Two Lane	11,470	16,400	1.50	F
	Green Valley Rd to Cahaba Heights Rd	Collector	Two Lane	11,470	12,300	1.13	F
	River Run Ln to Overton Rd	Collector	Four Lane Divided	28,500	22,600	0.79	E
Liberty Parkway	Overton Rd to Overton Access Rd	Collector	Four Lane Divided	28,500	27,400	0.96	E
	Crosshaven Dr to Dolly Ridge Rd	Minor Arterial	Two Lane	10,920	9,400	0.86	D
Green Valley Road	Dolly Ridge Rd to Knollwood Dr	Minor Arterial	Two Lane	10,920	9,600	0.88	D
	Sicard Hollow Rd to Crosshaven Dr	Collector	Two Lane	10,920	11,700	1.07	F
Cahaba Heights Road/Pump House Road	Crosshaven Dr to Dolly Ridge Rd	Collector	Two Lane	10,920	12,800	1.17	F
	Dolly Ridge Road to US-280	Collector	Two Lane	10,920	11,600	1.06	F
Dolly Ridge Road	Green Valley Rd to Cahaba Heights Rd	Local	Two Lane	10,920	5,800	0.53	D
	Cahaba Heights Rd to US-280	Local	Two Lane	10,920	8,700	0.80	D
Knollwood Drive	Green Valley Rd to Overton Rd	Local	Two Lane	10,920	2,400	0.22	B

Future Daily Levels of Service

Future 2040 daily levels of service for roadways in the study area were calculated based on information contained in the 2012 FDOT Quality/Level of Service Handbook. The service flow volumes for each level of service for each roadway cross section are shown in Table 2. The future daily roadway levels of service are shown in Table 12 and Figure 16.



LEGEND

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F



North
Scale: n.t.s

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Figure 16 - Future Daily Levels of Service

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January 2020

Future Peak Hour Traffic Volume Projections

Future 2040 peak hour traffic volumes were calculated for study area roadways using the projected future 2040 daily traffic volumes and the K and D factors developed earlier in this report. The future 2040 a.m. and p.m. peak hour traffic volumes are depicted in Table 13 and Figure 17.

Future Peak Hour Levels of Service

Future 2040 peak hour levels of service for roadways in the study area were calculated based on information contained in the 2012 FDOT Quality/Level of Service Handbook. The service flow volumes for each level of service for each roadway cross section are shown in Table 2. The future 2040 peak hour roadway levels of service are shown in Table 13.

Future Roadway Capacity Deficiencies

Based on the results of the future 2040 capacity analyses, the following roadway segments are currently operating at or over capacity:

- On a daily traffic volume basis:
 - Overton Road, from Oakdale Drive to U.S. Highway 280
 - Crosshaven Drive, from Overton Road to Cahaba Heights Road
 - Cahaba Heights Road/Pump House Road, from Sicard Hollow Road to U.S. Highway 280
- On a peak hour traffic volume basis:
 - Overton Road, from Liberty Parkway to U.S. Highway 280
 - Crosshaven Drive, from Overton Road to Cahaba Heights Road
 - Liberty Parkway, from Overton Road to Overton Access Road
 - Cahaba Heights Road, from Sicard Hollow Road to Dolly Ridge Road

Overton Road Cross Section to Alleviate Deficiencies

In order to bring all projected 2040 daily and peak hour levels of service on Overton Road, the cross sections would be required to be widened to four lane undivided cross section from Liberty Parkway to U.S. Highway 280.

The typical right-of-way to accommodate a four lane undivided cross section, including sidewalks on both sides, would be a minimum of 90 feet. The existing right-of-way varies from 40 feet to 80 feet. Widening of Overton Road to a four lane undivided cross section would require the acquisition of approximately 495,000 square feet of right-of-way. Using a typical cost of right-of-way acquisition of \$15 per square foot, purchase of right-of-way alone to widen Overton Road to a four lane undivided cross section would be approximately \$7.4 million dollars.

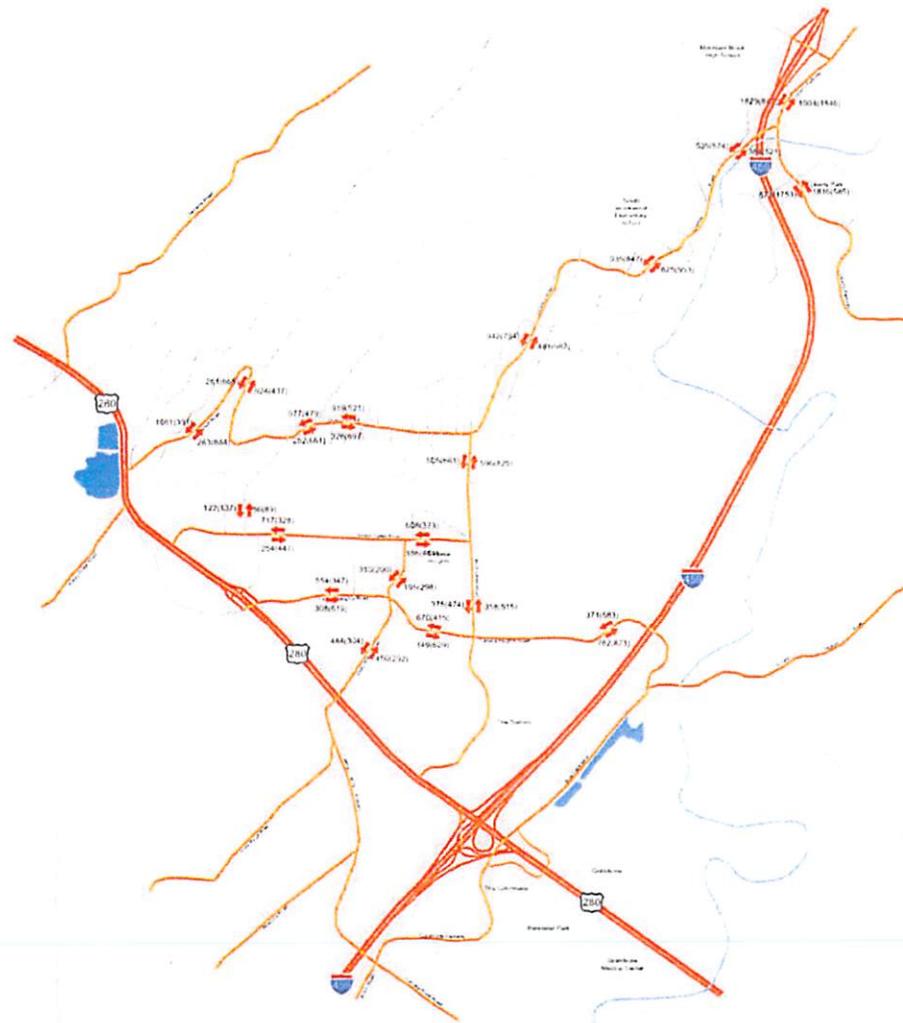
The total preliminary estimated project cost to widen Overton Road to a four lane undivided cross section from Liberty Parkway to U.S. Highway 280 is \$53.7 million dollars, generally subdivided as follows:

Preliminary Engineering	\$ 3.8 million
Right-of-Way	\$ 7.4 million
Utilities	\$13.5 million
Construction	\$25.2 million
CE&I	\$ 3.8 million
Total	\$53.7 million

Note: This information is provided for information only and is not to be considered a recommended action.

Table 13
Future 2040 Peak Hour Traffic Volumes and Levels of Service

Roadway	Segment	Daily Volume	AM Peak Hour						PM Peak Hour					
			EB/NB	WB/SB	Total	K	D	LOS	EB/NB	WB/SB	Total	K	D	LOS
Overton Road	Liberty Pkwy to Oakdale Dr	10,900	384	535	919	8.4	58%	D	521	574	1,095	10.0	52%	F
	Oakdale Dr to South Brookwood Rd	18,000	625	935	1,560	8.7	60%	F	953	847	1,800	10.0	53%	F
	South Brookwood Rd to Crosshaven Dr	18,300	481	942	1,423	7.8	66%	F	982	794	1,776	9.7	55%	F
	Crosshaven Dr to Locksley Dr	13,200	326	919	1,245	9.4	74%	F	697	521	1,218	9.2	57%	F
	Locksley Dr to Knollwood Dr	12,500	252	977	1,228	9.8	80%	F	661	479	1,141	9.1	58%	F
	Knollwood Dr to North Woodridge Rd	11,500	924	261	1,185	10.3	78%	F	437	668	1,104	9.6	60%	F
	North Woodridge Rd to US-280	12,400	263	1,061	1,324	10.7	80%	F	684	391	1,075	8.7	64%	F
Crosshaven Drive	Overton Rd to Green Valley Rd	16,400	596	505	1,101	6.7	54%	F	825	661	1,486	9.1	56%	F
	Green Valley Rd to Cahaba Heights Rd	12,300	358	375	733	6.0	51%	D	515	474	990	8.0	52%	F
Liberty Parkway	River Run Ln to Overton Rd	22,600	1,816	872	2,688	11.9	68%	E	585	1,753	2,339	10.3	75%	D
	Overton Rd to Overton Access Rd	27,400	1,004	1,829	2,832	10.3	65%	F	1,846	847	2,692	9.8	69%	E
Green Valley Road	Crosshaven Dr to Dolly Ridge Rd	9,400	186	608	794	8.4	77%	D	461	373	834	8.9	55%	D
	Dolly Ridge Rd to Knollwood Dr	9,600	254	717	971	10.1	74%	E	447	328	775	8.1	58%	D
Cahaba Heights Road/ Pump House Road	Sicard Hollow Rd to Crosshaven Dr	11,700	762	371	1,133	9.7	67%	F	673	583	1,256	10.7	54%	F
	Crosshaven Dr to Dolly Ridge Rd	12,800	349	670	1,020	8.0	66%	F	629	415	1,045	8.2	60%	F
	Dolly Ridge Road to US-280	11,600	308	554	861	7.4	64%	D	619	347	966	8.3	64%	E
Dolly Ridge Road	Green Valley Rd to Cahaba Heights Rd	5,800	195	310	505	8.7	61%	D	288	200	488	8.4	59%	D
	Cahaba Heights Rd to US-280	8,700	450	484	933	10.7	52%	E	292	304	596	6.8	51%	D
Knollwood Drive	Green Valley Rd to Overton Rd	2,400	56	122	178	7.4	69%	A	89	137	227	9.4	61%	B



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Figure 17 - Future 2040 Peak Hour Traffic Volumes
Overton Road APPLE



January 2020

Potential Transportation Improvements

Overton Road at South Brookwood Road

Solution to the traffic congestion during the a.m. peak period at the intersection of Overton Road at South Brookwood Road would require construction of a left turn lane on Overton Road eastbound turning onto South Brookwood Road. The turn lane would need to have 180 feet of storage to prevent the left turn queue from blocking the through lane.

This solution has been proposed and rejected by the City in the past due to the disruption to property along Overton Road which would be caused by the widening. However, there appears to be no other viable solution to reduce both the traffic congestion on Overton Road and mitigate the primary crash pattern at the intersection.

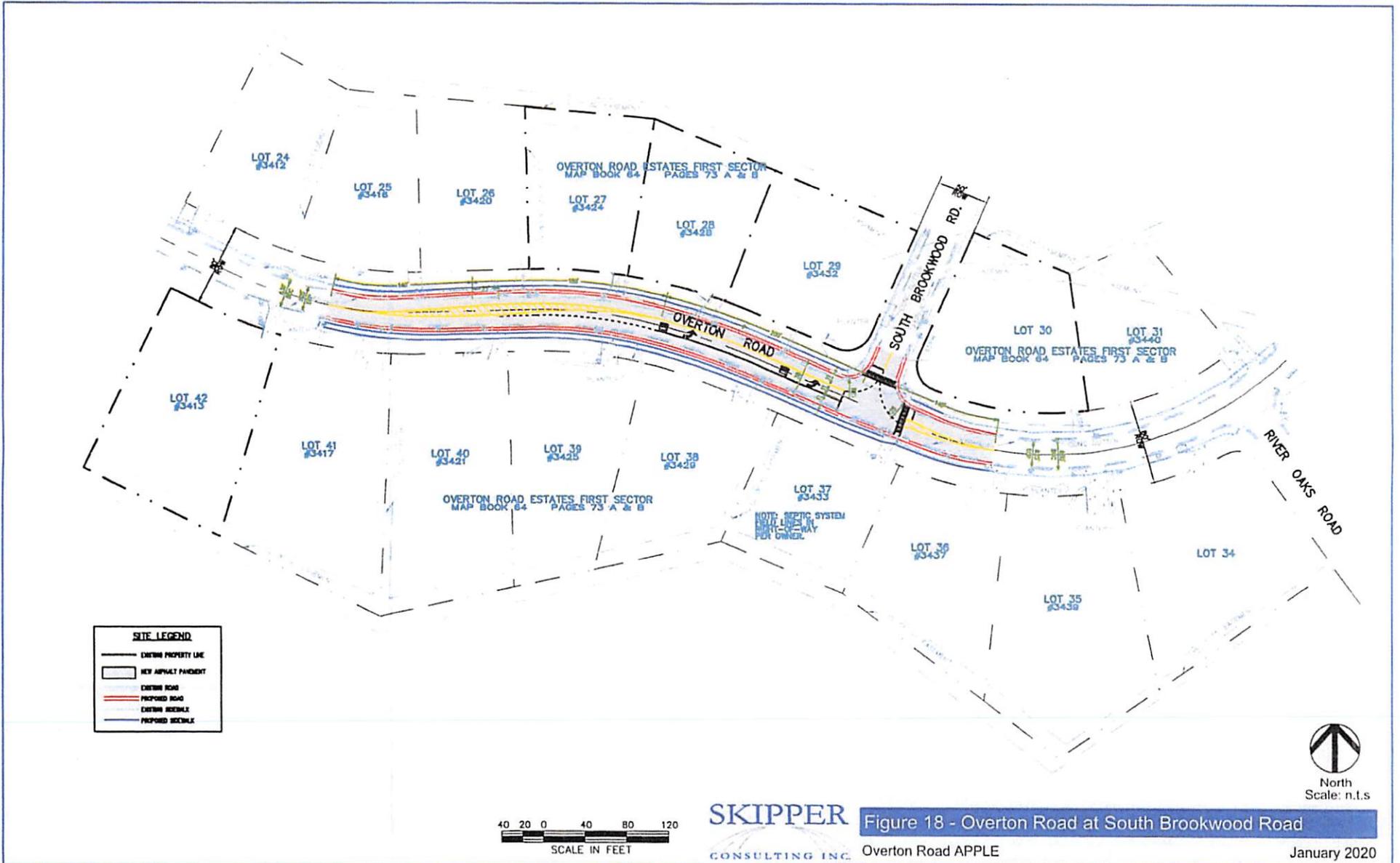
The proposed left turn lane could be built within the existing right-of-way, including relocation of the sidewalk on the north side of Overton Road. The existing pavement width is 30 feet from back of curb to back of curb. The proposed maximum pavement width is 38 feet back of curb, which would therefore require equal widening of approximately 4 feet on both sides of the roadway. The existing curb line (and sidewalk, where present) would be disturbed in front of twelve (12) homes on Overton Road.

The proposed left turn lane layout, developed in 2002 and updated to include existing and proposed sidewalks and crosswalks, is shown in Figure 18.

A construction cost estimate was prepared for construction of the proposed left turn lane on Overton Road at South Brookwood Road. The cost estimate is shown in Table 14. The estimated cost for construction, including all overhead activities, is approximately \$550,000, including utility relocation. Preliminary engineering and surveying is expected to cost approximately \$82,000. The total project cost is approximately \$632,000.

Table 14
Cost Estimate – Overton Road at South Brookwood Road

	Quantity	Unit	Unit Cost	Extended Cost
REMOVALS				
Removal of existing traffic control markings	346	sq ft.	\$ 2.60	\$ 909.60
Removal of existing traffic stripe	431	sq ft.	\$ 2.60	\$ 1,120.60
Removal existing traffic signal	1	ts.	\$ 3,000.00	\$ 3,000.00
Removal of 30" valley gutter	330	sq yd.	\$ 12.00	\$ 3,960.00
Removal of existing sidewalk	432	sq yd.	\$ 12.00	\$ 5,184.00
Removal of existing driveway apron	120	sq yd.	\$ 12.00	\$ 1,440.00
removal of existing sidewalk fixtures	20	sq yd.	\$ 12.00	\$ 240.00
remove existing drainage structures	2	each	\$ 2,000.00	\$ 4,000.00
				<u>\$ 21,840.20</u>
INSTALLATIONS				
Unclassified excavation	390	cu.yd.	\$ 25.00	\$ 9,750.00
Saw cut existing paving	1314	lf	\$ 3.00	\$ 3,942.00
Base and pave	104	sq yd.	\$ 10.00	\$ 1,040.00
Overlay	1010	sq yd.	\$ 13.00	\$ 13,130.00
Sidewalk, 6"	303	sq yd.	\$ 25.00	\$ 7,575.00
ADA ramp	4	each	\$ 2,000.00	\$ 8,000.00
Valley gutter	370	sq yd.	\$ 35.00	\$ 12,975.00
Driveway apron	120	sq yd.	\$ 6.00	\$ 720.00
6" solid white edge line	1321	lf	\$ 3.00	\$ 3,963.00
6" solid white channelizing line	107	lf	\$ 3.00	\$ 321.00
6" solid white crosswalk line	124	lf	\$ 3.00	\$ 372.00
6" dotted white line	241	lf	\$ 2.00	\$ 482.00
6" double yellow line	933	lf	\$ 6.00	\$ 5,598.00
2" solid yellow diagonal line	676	sq ft.	\$ 4.00	\$ 2,704.00
2" solid white stop line	20	sq ft.	\$ 4.00	\$ 80.00
2" solid white crosswalk line	100	sq ft.	\$ 4.00	\$ 400.00
traffic control markings	32.92	sq ft.	\$ 4.00	\$ 131.68
traffic control legends	44.02	sq ft.	\$ 4.00	\$ 176.08
traffic signal, mast arm	1	ts.	\$ 120,000.00	\$ 120,000.00
mailbox reset	9	each	\$ 250.00	\$ 2,250.00
sign reset	5	each	\$ 100.00	\$ 500.00
drainage structures	2	each	\$ 3,500.00	\$ 7,000.00
retaining wall	600	sq ft.	\$ 75.00	\$ 45,000.00
utility pole relocation	2	each	\$ 16,000.00	\$ 32,000.00
Water meter reset	12	each	\$ 650.00	\$ 7,800.00
				<u>\$ 326,479.99</u>
				<u>\$ 348,319.25</u>
OVERHEAD				
Mobilization (3%)				\$ 11,380.45
Geometric controls (1%)				\$ 3,481.18
Erosion control (2%)				\$ 6,962.32
Traffic handling (3%)				\$ 17,409.01
Cleaning and grubbing (2%)				\$ 6,962.32
Landscaping (2%)				\$ 6,962.32
Construction fuel (1%)				\$ 3,481.16
Construction engineering and inspection (15%)				\$ 52,217.42
				<u>\$ 476,919.44</u>
				<u>\$ 71,937.87</u>
				<u>\$ 948,657.01</u>
PRELIMINARY ENGINEERING				
Survey (2%)				\$ 27,422.85
Preliminary engineering (10%)				\$ 54,845.70
				<u>\$ 82,268.55</u>
TOTAL PROJECT COST				<u>\$ 630,725.56</u>



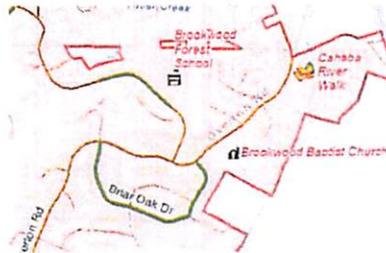
Sidewalk - Overton Road from Briar Oak Drive to South Brookwood Road

The Briar Oak Drive/River Bend Road neighborhood generates pedestrian traffic bound for Brookwood Forest Elementary School. Access to the existing sidewalks on Overton Road would require an unsignalized crosswalk crossing Overton Road at the intersection of Overton Road at Briar Oak Drive/Briar Oak Circle. The area which would potentially use a crosswalk at this location contains approximately 62 homes, as shown in the adjacent diagram.

A previous study conducted by the City of Mountain Brook in April, 2012 found that traffic signal or a multi-way stop is not warranted at the intersection of Overton Road at Briar Oak Drive/Briar Oak Circle, and recommended no change in intersection traffic control. All existing crosswalks crossing Overton Road between Liberty Parkway and Crosshaven Drive are located at signalized intersections. Another previous study conducted in 2018 recommended against striping a crosswalk crossing Overton Road at Briar Oak Drive/Briar Oak Circle due to sight distance limitations.



The City of Mountain Brook sidewalk master plan includes construction of a sidewalk on Briar Oak Drive and River Oaks Road (excerpt is shown in Figure in the adjacent diagram). The sidewalk is part of Phase 4 construction, which does not have an anticipated date of construction at this time. This sidewalk would provide access for pedestrians to the sidewalk on the south side of Overton Road between South Brookwood Road and River Oaks Road, and also to the crosswalk crossing Overton Road at the intersection of South Brookwood Road. However, where the proposed sidewalk ties to Overton Road at the intersection of Overton Road at Briar Oak Drive, it will be a dead-end sidewalk.



A significant portion (if not all) of the pedestrian traffic crossing Overton Road at the intersection of Briar Oak Drive/Briar Oak Circle is bound for Brookwood Forest Elementary School. These pedestrians could use the existing crosswalk crossing Overton Road at the intersection of Overton Road at South Brookwood Road. Constructing a sidewalk between Briar Oak Drive and South Brookwood Drive would encourage this pedestrian flow.

The estimated cost to construct this sidewalk is \$145,000, including surveying and engineering. A map showing the location of the proposed sidewalk is shown in Figure 19.

Crosswalk - Overton Road at Stoneridge Drive

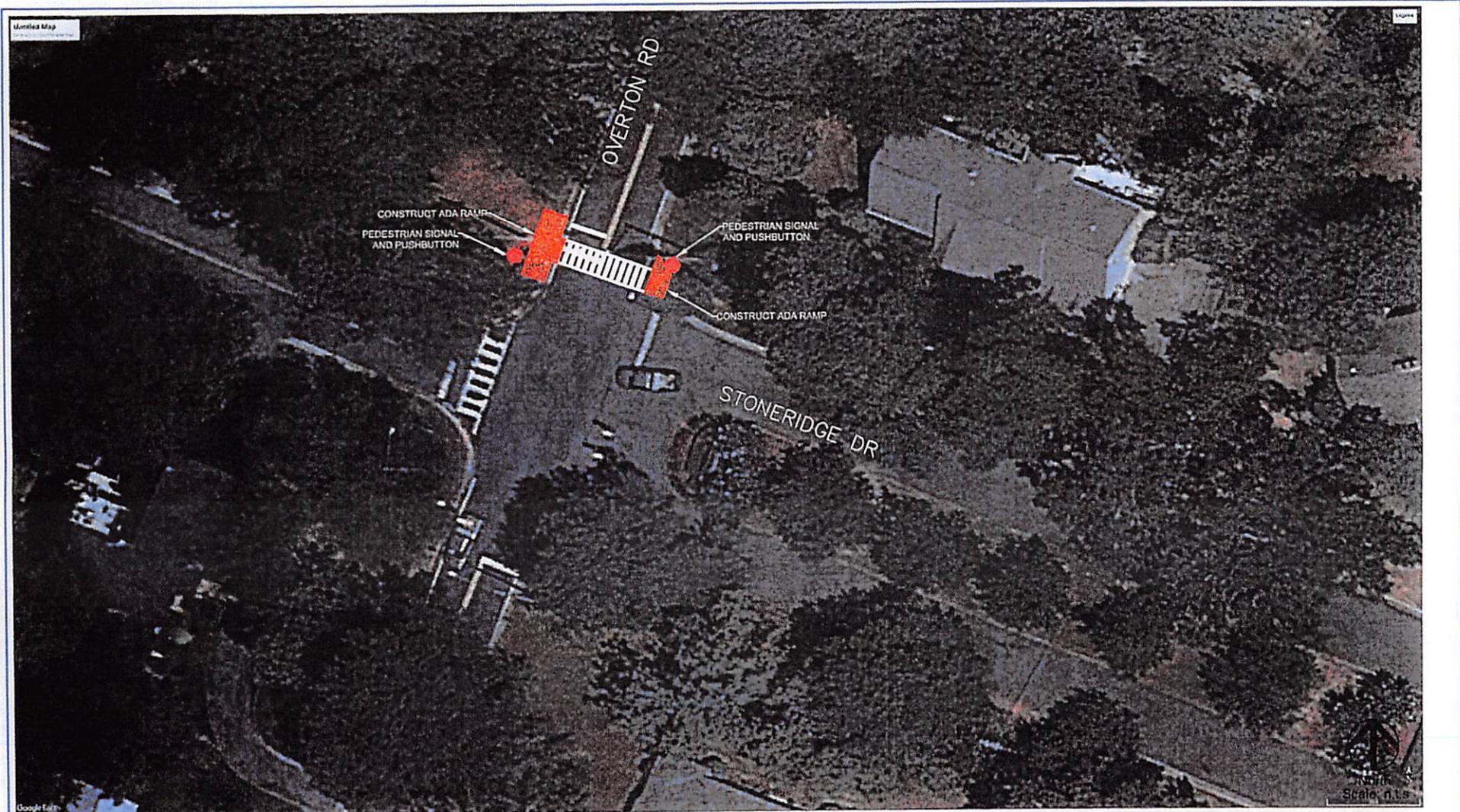
Observations indicate a demand for pedestrians to cross Overton Road from Stoneridge Drive to the existing sidewalks on the west side of Overton Road. It is recommended that a marked crosswalk be added to accommodate this crossing. In order to make the crossing ADA-compliant, ADA ramps will need to be constructed on both sides of Overton Road. It is also recommended that the existing traffic signal be modified to provide Walk-Don't Walk indications and pushbuttons to actuate the crosswalk signals. The proposed project is depicted in Figure 20.

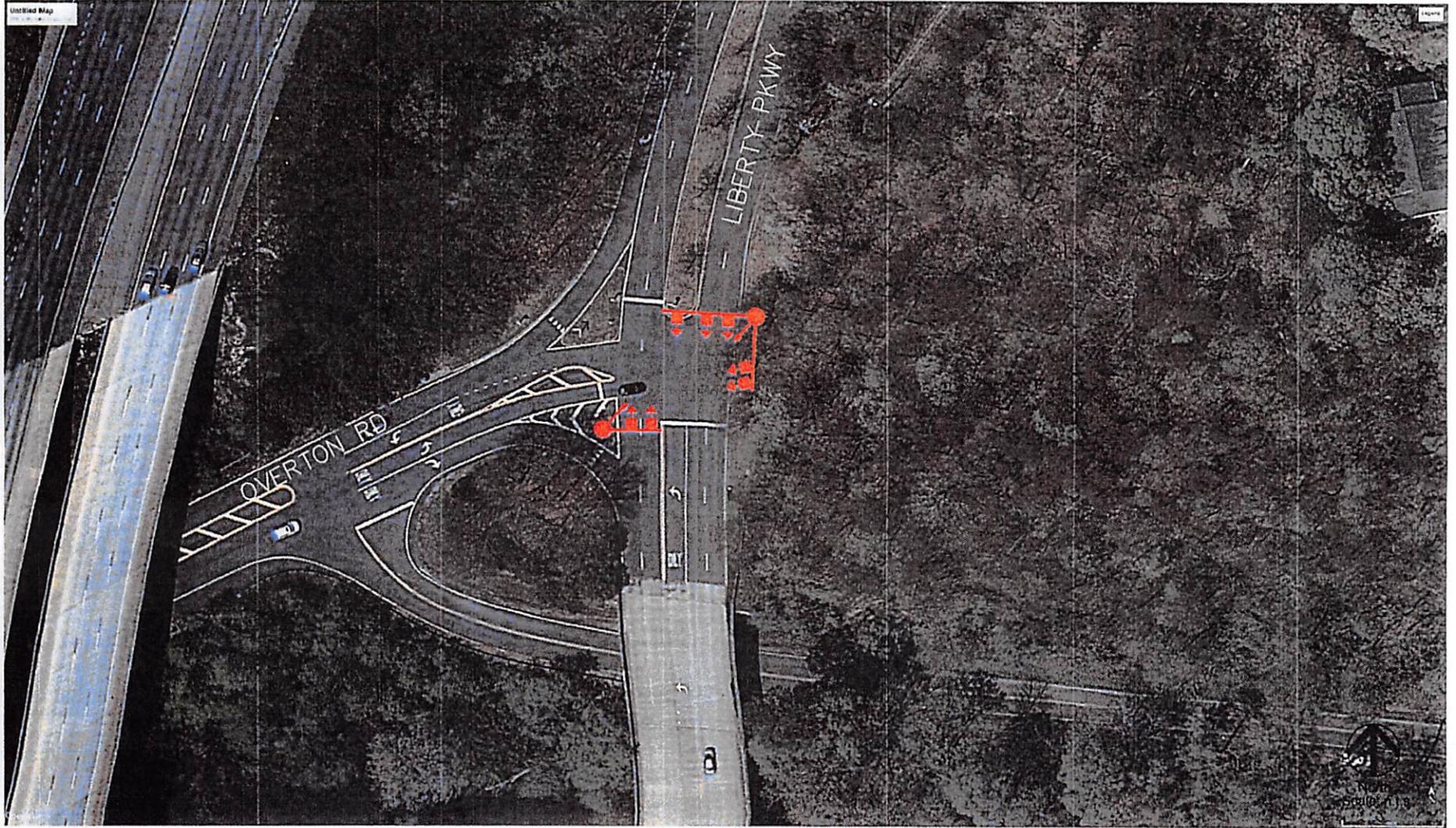
The cost estimate to install the signalized pedestrian crossing of Overton Road at Stoneridge Drive is approximately \$35,000, including engineering and construction.

Traffic Signal - Liberty Parkway at Overton Road

As traffic continues to grow due to development in Liberty Park, it should be anticipated that the existing three-way stop at the intersection of Liberty Parkway at Overton Road will fail and will need to be replaced with a traffic signal. An example layout of a traffic signal at this intersection is shown in Figure 21. The estimated cost for engineering and construction of the traffic signal is \$200,000.







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Figure 21 - Traffic Signal - Liberty Parkway at Overton Road

Overton Road APPLE

January 2020

JEFFERSON COUNTY COMMISSION



JAMES A. "JIMMIE" STEPHENS – PRESIDENT
LASHUNDA SCALES – PRESIDENT PRO TEMPORE
SHEILA TYSON
STEVE AMMONS
T. JOE KNIGHT

Reporting Authority
WALTER JACKSON
Chief Deputy County Manager

COMMISSIONER SHEILA TYSON
Chairman, Community Development & Human
Resources Services Committee

**Department of Community Services
& Workforce Development**
Dr. Frederick L. Hamilton, CEcD/EDFP, Director
Suite A-430
716 Richard Arrington, Jr. Blvd. North
Birmingham, Alabama 35203-0115
Telephone (205) 325-5761
Fax (205) 325-5095

April 14, 2020

The Honorable Stewart Welch, III, Mayor
City of Mountain Brook
P.O. Box 130009
Mountain Brook, AL 35213

RE: 2021-2023 Cooperation Agreements

Dear Mayor Stewart Welch, III:

We invite the City of Mountain Brook to continue to participate in the Jefferson County consortium for the Community Development Block Grant (CDBG) Entitlement program, HOME Investment Partnership (HOME), and Emergency Solutions Grant (ESG) programs for program years 2021-2023. The City has participated during the past three years.

The U. S. Department of Housing and Urban Development (HUD) requires the County to renew its Cooperation Agreement with participating communities every three (3) years. Your participation is essential to the County and the other cities and towns that combine demographics each year to achieve the highest level of federal funding for local projects.

Participation in the urban county requires a three (3)-year commitment and your community must remain in the program for the three (3) year duration. If your community chooses to remain with the Urban County, it is ineligible to apply for grants under the State CDBG program while a part of the urban county.

Besides the annual CDBG allocation, participating communities also benefit from the County's federally funded HOME Investment Partnerships and ESG programs. HOME funds are used each year to improve local affordable housing stock for seniors. ESG funds are used to meet the needs of the homeless through emergency shelters, rapid re-housing and homeless prevention assistance.

As a current participant, there is a Cooperation Agreement between the City and Jefferson County. This three (3) year Cooperation Agreement is automatically renewed for each three (3) year cycle unless an amendment is required by HUD. Jefferson County has chosen to issue the attached new cooperation agreements to ensure that they include all required HUD language.

In order to continue to participate in the Jefferson County Consortium, the City must submit the following document to the County by Friday, May 15, 2020 unless prior arrangements are made with Nathan Salter, Grants Administrator:

1. A resolution (see attached) specifically designed to meet HUD requirements. Please ensure that the original resolution is signed, dated and certified by the City Clerk. Alternatively, the original resolution can be signed and dated by the City Clerk and embossed with a seal. Please send us the original resolution and keep a copy for your records.

If you decide to opt out of the urban county program, a letter signed by the Chief Executive Officer is required. The letter should state that the community intends to opt out of the Jefferson County urban county program. Due to federal requirements, you must submit this letter to the County **and** to HUD. Please mail HUD's copy of the letter by **Sunday, June 7, 2020** to:

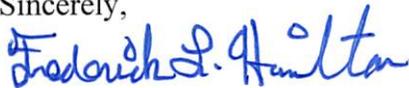
Mr. Kenneth Free
Director, Birmingham Field Office
U.S. Department of Housing and Urban Development
Medical Forum Building, Suite 900
950 22nd Street North
Birmingham, AL 35203

The County's copy of the letter should be mailed by **Sunday, June 7, 2020** to:

Nathan Salter, Grant Administrator
Jefferson County
Department of Community Service & Workforce Development
716 Richard Arrington Jr. Blvd N, Suite A430
Birmingham, AL 35203

Should you have any questions pertaining to this matter, please contact Nathan at (205) 325-5761, ext. 1908.

Sincerely,



Frederick L. Hamilton

**COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
COOPERATION AGREEMENT RESOLUTION**

THIS AGREEMENT, entered into this _____ day of _____, 2020, by and between the City of Mountain Brook, (herein called "the City") and Jefferson County, Alabama, which will be represented by its Department of Community Services & Workforce Development, (herein called "the County").

WITNESSETH THAT:

WHEREAS, the Housing and Community Development Act of 1974, as amended makes provisions whereby urban counties may enter into Cooperation Agreements with certain units of local government to undertake or assist in undertaking essential activities pursuant to Community Development Block Grants, the Home Investment Partnership Program (HOME), other HUD programs which might be funded during this three year period; and

WHEREAS, the cooperation of the City, and Jefferson County is essential for the successful planning and carrying out of local housing assistance and community development programs; and

WHEREAS, it is the desire of the parties hereto that the County undertake activities necessary to plan and carry out, or assist in carrying out, housing assistance and community development programs in accordance with the County's Consolidated Plan; on behalf of and in coordination with the City.

NOW, THEREFORE, the parties hereto do mutually agree as follows:

(1) The City hereby authorizes the County to make application for and receive Community Development Block Grant (CDBG) Entitlement program, HOME Investment Partnership (HOME), and Emergency Solutions Grant program funds from the U. S. Department of Housing and Urban Development (HUD) on behalf of the City, and further authorizes the County to include the City's population as the basis for calculating and securing Community Development Block Grant (CDBG) Entitlement program, HOME Investment Partnership (HOME), and Emergency Solutions Grant program funds directly to the County.

(2) The City and the County agree to cooperate to undertake, or assist in undertaking, essential community renewal and lower income housing assistance activities, specifically urban renewal and publicly assisted housing.

(3) The County shall, at no cost to the City, provide the staff resources and other services necessary for planning and administering housing assistance and community development programs on behalf of the City out of Community

Development Block Grants and HOME funds.

(4) The City will cooperate with the County to the fullest extent practical in planning and carrying out housing assistance and community development programs, and the County will ensure that the City's citizens and its local Chief Executive have direct and frequent access to, and influence on, the process by which decisions are made concerning housing assistance and community development programs which either directly or indirectly affect the City. The County will continue to have final responsibility for selection of projects and annually filing the Action Plan.

(5) In using the Community Development Block Grant (CDBG) Entitlement program, HOME Investment Partnership (HOME), and Emergency Solutions Grant program funds that, if any, the County receives, the County may either carry out housing assistance and community development programs for the City or contract with the City to carry out its own programs, or both.

(6) The County is authorized to withhold a reasonable and customary portion of Community Development Block Grant (CDBG) Entitlement program, HOME Investment Partnership (HOME), and Emergency Solutions Grant program funds for the purpose of planning and administration of housing assistance and community development programs activities undertaken pursuant to this Cooperation Agreement.

(7) The parties do hereby mutually commit to conform to all laws and regulations set by the Federal Government respecting the use of any monies granted pursuant to the Housing and Community Development Act of 1974, as amended. Both parties are obligated to take all actions necessary to assure compliance with the County's certification required by Section 104(b) of Title I of the Housing and Community Development Act of 1974, as amended, including Title VI of the Civil Rights Act of 1964, as amended, the Fair Housing Act, Section 109 of Title I of the Housing and Community Development Act of 1974, Section 504 of the Rehabilitation Act of 1973 of Title II of the Americans with Disabilities Act, the Age Discrimination Act of 1975, Section 3 of the Housing and Urban Development Act of 1968, and other applicable laws. These shall include but are not limited to laws and regulations concerning citizen participation, equal opportunity employment, audits, penalties, nondiscrimination, and labor standards. Furthermore, the County shall provide no funding for activities in or in support of any cooperating unit of general local government that does not affirmatively further fair housing within its own jurisdiction or that impedes the County's actions to comply with its fair housing certification.

(8) The parties do hereby mutually specify that pursuant to 24 CFR 570.501(b), the City is subject to the same requirements applicable to subrecipients. 24 CFR 570.501 (b) makes the County, as the recipient of

Community Development Block Grant (CDBG) Entitlement program, HOME Investment Partnership (HOME), and Emergency Solutions Grant program funds, responsible for ensuring that Community Development Block Grant (CDBG) Entitlement program, HOME Investment Partnership (HOME), and Emergency Solutions Grant program funds are used in accordance with all program requirements. When a unit of general local government is participating with or as part of an Urban County, the Urban County is responsible for applying to such unit the same requirements as are applicable to subrecipients. The requirements applicable to subrecipients are specified in 24 CFR 570. 503, and include the requirement of a written agreement signed by both the County and City prior to the County disbursing any Community Development Block Grant (CDBG) Entitlement program, HOME Investment Partnership (HOME), and Emergency Solutions Grant program funds to the City.

(9) In order to ensure maximum feasible compatibility between housing assistance and community development programs and other Federal and State assisted efforts the City may wish to undertake, the City agrees to submit a copy of its application for assistance to the County as a part of the City's normal project review and notification process.

(10) As herein used, the term "property" means any real or personal property acquired or improved in whole or in part using Community Development Block Grant (CDBG) Entitlement program, HOME Investment Partnership (HOME), and Emergency Solutions Grant program funds. The title to any property shall be vested in the County except as provided for in such other agreements as the City and County may make concerning specific projects or items.

The County or the City, as the case may be, shall hold title to any property for use in furtherance of the plan or program for which the Federal grant is made.

The City shall notify the County of any modification or change in the use of property titled in the City from the use planned at the time of acquisition or improvement. The City shall notify the County of the disposition of property.

In the event property is sold or transferred by the City for a use that does not qualify under the Community Development Block Grant (CDBG) Entitlement program, HOME Investment Partnership (HOME), and Emergency Solutions Grant program regulations, the City shall reimburse the County in an amount equal to the fair market value of the property less any portion thereof attributable to expenditures of non- Community Development Block Grant (CDBG) Entitlement program, HOME Investment Partnership (HOME), and Emergency Solutions Grant program funds.

Any income generated upon the disposition or transfer of property

described hereinabove, prior to or subsequent to the close out, change of status, or termination of the Cooperation Agreement between the County and the City shall follow the rules generated in Paragraph 11 hereinbelow.

(11) The City will inform the County of any income generated by the expenditure of Community Development Block Grant (CDBG) Entitlement program, HOME Investment Partnership (HOME), and Emergency Solutions Grant program funds received by the City.

The program income generated by the Community Development Block Grant (CDBG) Entitlement program, HOME Investment Partnership (HOME), and/or Emergency Solutions Grant program activity must be paid to the County unless otherwise agreed by the City and the County. Any income authorized to be retained by the City may be used by the City only for eligible activities in accordance with all Community Development Block Grant (CDBG) Entitlement program, HOME Investment Partnership (HOME), and Emergency Solutions Grant program requirements as may then apply.

The City shall be required to maintain appropriate record keeping and accounting systems as required by the County for the use of program income generated by Community Development Block Grant (CDBG) Entitlement program, HOME Investment Partnership (HOME), and Emergency Solutions Grant program activities and shall report to the County, as required, the use of program income. The County shall be responsible for monitoring and reporting to the Department of Housing and Urban Development on the use of such program income.

In the event of close out or change of status of the City, the City shall pay to the County any program income on hand or received subsequent to the close out or change in status.

This agreement will remain in effect until the Community Development Block Grant (CDBG) Entitlement program, HOME Investment Partnership (HOME), and Emergency Solutions Grant program funds and program income received with respect to activities carried out during the three-year qualification period (and any successive periods in accordance with paragraph 14) are expended and the funded activities completed. The County and City cannot terminate or withdraw from the cooperation agreement while it remains in effect.

(12) The City as "the cooperating unit of general local government is hereby adopting and enforcing:

A. A policy prohibiting the use of excessive force by law enforcement agencies within its jurisdiction against any individuals engaged in non-violent civil rights demonstrations; and

- B. A policy of enforcing applicable State and local laws against physically barring entrance to or exit from a facility or location which is the subject of such non-violent civil rights demonstrations within jurisdictions.”

(13) This Agreement shall be effective and binding upon the parties thereto for three program years funded from annual Community Development Block Grant (CDBG) Entitlement program, HOME Investment Partnership (HOME), and Emergency Solutions Grant program funds from Federal Fiscal Years 2021, 2022, and 2023 appropriations and from any program income generated from the expenditure of such funds; and for such additional time as may be required for the expenditure of funds granted to the County for such period.

(14) This Agreement shall be automatically renewed at the end of the three-year qualifications period, unless changes to the Agreement are required by HUD that would require the execution of a new Agreement. Either the County or the City may exercise the option to terminate the Agreement at the end of said three-year period. If either the County or the City fails to exercise that option, in writing, prior to the end of said three-year period, it will not have another opportunity to exercise that option until the end of the subsequent three-year period.

If the City wishes to be excluded from the County, it must notify the County and HUD in writing, of its election to be excluded. Prior to the renewal of the next three-year period beginning in Fiscal Year 2023 the County will advise the City in writing of this date.

(15) The City understands that by executing the CDBG cooperation agreement that it:

- a. May not apply for grants from appropriations under the Small Cities or State CDBG Programs for fiscal years during the period in which it participates in the County’s CDBG program; and
- b. May receive a formula allocation under the HOME Program only through the County. Thus, even if the County does not receive a HOME formula allocation, the City cannot form a HOME consortium with other local governments. This does not preclude the urban county or a unit of government from applying for State HOME funds.
- c. May receive a formula allocation under the Emergency Solutions Grant program only through the County. This does not preclude the urban county or a unit of government

participating with the urban county from applying for State Emergency Solutions Grant program funds, if the State allows.

(16) The City and County agree that neither party may sell, trade, or otherwise transfer all or any portion of such funds to another such metropolitan city, urban county, unit of local government, or Indian tribe, or insular area that directly or indirectly receives CDBG funds in exchange for any other funds, credits, or non-Federal considerations, but must use such funds exclusively for activities eligible under title I of the Act.

(17) The City and the County agree that failure by either party to adopt and submit to HUD any amendment to the Agreement incorporating all changes necessary to meet the requirements for Cooperation Agreements set forth in the Urban County Qualification Notice (U. S. Department of Housing and Urban Development Notice) applicable for the year in which the next qualification of Jefferson County is scheduled shall automatically terminate the Agreement following the expenditure of all Community Development Block Grant (CDBG) Entitlement program, HOME Investment Partnership (HOME), and Emergency Solutions Grant program funds allocated for use in either jurisdiction failing to comply.

(18) Certification of Authority: The attached certification by the County attorney's office is hereby incorporated as part of this Agreement.

IN WITNESS WHEREOF, the City and the County have executed this Agreement as of the date first written above.

City of Mountain Brook

Attest:

By: _____

Mayor Stewart Welch, III

Jefferson County, Alabama

Attest:

By: _____

Jimmie Stephens, President
Jefferson County Commission

Sam Gaston

From: Ronald Vaughn <vaughnr@mtnbrook.org> on behalf of Ronald Vaughn
Sent: Thursday, May 07, 2020 1:38 PM
To: Sam Gaston
Cc: Steve Boone; Steven Gay; Hunter Johnston
Subject: Fwd: Smyer Road cost estimates

Sam,

This is the email chain from David Marsh that we discussed this morning. While David was pursuing a rough cost estimate, Hunter Johnston (Paving Supervisor) and I met on site to take some measurements and look at other less involved options.

We could have Dunn Construction to mill and pave a section (575' X 18') where the road is having issues. We would have them to deep mill (6" to 8") the portion of the lane that has been cracking and settling. The other lane would be milled and paved 1.5 inches as usual. This repair could be done for about \$25,000 and may last for several years. We would keep a close watch on it and could even do the same process as needed in future years. This approach is certainly not as in depth or involved but much cheaper and I think very manageable over many years.

NOTE: This 575' is just the area having issues and about 75' to 100' feet on either side. The entire road from top to bottom is 2,400 feet and would cost about \$75,000 to pave. The area outside of the bad area is still holding up well and could be paved in the future.

I have talked with David Marsh and Councillor Black about possibly taking this approach. I think both agree that this is a viable cost saving option. If it fails terribly in a few years we do have three engineered options that could be looked at again. My opinion would be that it is worth a try to mill, pave, and monitor.

Let me know if you have additional questions.

Thanks

Ronnie Vaughn
Public Works Director
City of Mountain Brook AL
3579 East Street
Birmingham , Alabama 35243
205.802.3865 Office
205.967.2631 Fax
vaughnr@mtnbrook.org

----- Forwarded message -----

From: **David G. Marsh, P.E.** <DMarsh@ecslimited.com>
Date: Tue, May 5, 2020 at 4:22 PM
Subject: Re: Smyer Road cost estimates

Ronnie and I have spoken about the preliminary conversations I have had with Russo Corp about the Smyer repairs. Lance Kitchens with Russo went by the site last week and I spoke with him regarding the site conditions and our report. He felt the geotechnical repair portion of the project was on the order of 500k to 750k. That was his 'back of the napkin' pricing without drilling deeper into the details. Ronnie said he was going to discuss this further with you and Phil. I am happy to provide input if needed during the upcoming Council meeting. Please let me know how I can help.

DAVID G. MARSH, P.E. | Office Manager, Principal
ECS SOUTHEAST, LLP T 205.588.5099 | D 205.588.1935 | C 205.568.3714
www.ecslimited.com

Confidential/proprietary message/attachments. Delete message/attachments if not intended recipient.

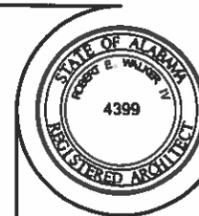
From: "gastons@mtnbrook.org" <gastons@mtnbrook.org>
Date: Monday, May 4, 2020 at 9:52 AM
To: "David G. Marsh" <DMarsh@ecslimited.com>
Subject: Smyer Road cost estimates

Will you be ready to present some proposed costs estimates for the Smyer Road repair options at the May 11th Council meeting?

Sam S.Gaston
City Manager
City of Mountain Brook, AL.
56 Church Street
P.O. Box 130009
Mountain Brook AL. 35213
(205) 802-3803 Phone
(205) 870-3577 Fax

=====
This message has been analyzed by Deep Discovery Email Inspector.

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This message has been analyzed by Deep Discovery Email Inspector.



ROB WALKER ARCHITECTS, LLC
 2229 FIRST AVE. SOUTH
 SUITE 110 BIRMINGHAM,
 ALABAMA 35233
 T-205.254.3212
 F-205.254.3289

MOUNTAIN BROOK, AL 35213

56 CHURCH STREET

MOUNTAIN BROOK CITY HALL

REV DATE

REV	DATE

MOUNTAIN BROOK CITY HALL
 56 CHURCH STREET,
 MOUNTAIN BROOK, AL 35213

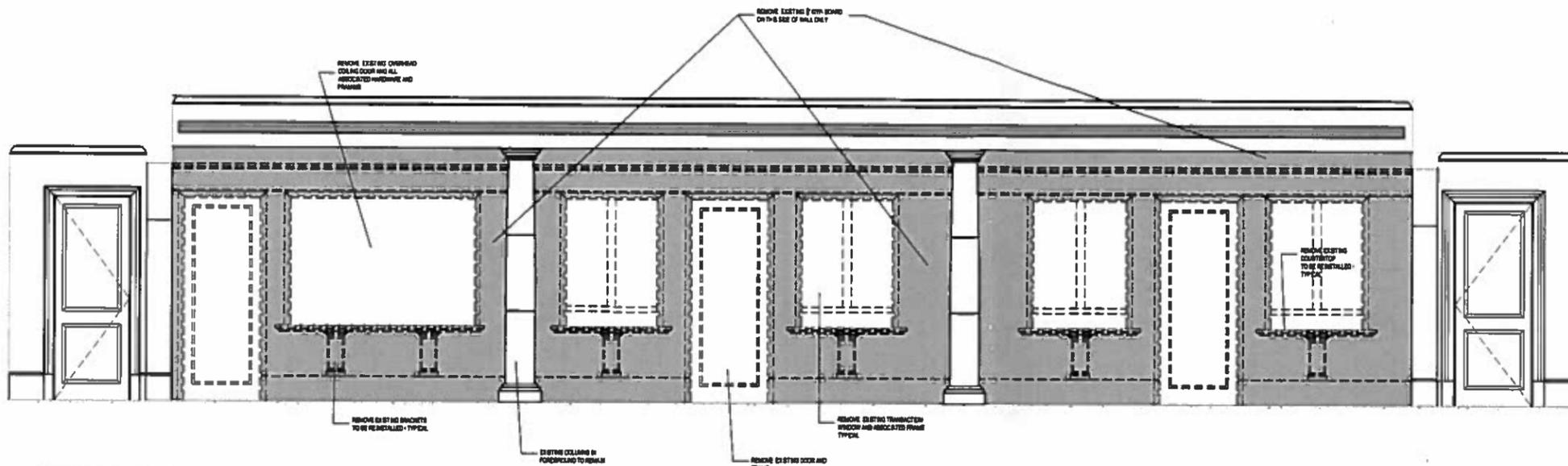
TENANT IMPROVEMENTS

PROJECT NO.: 5021.00

ISSUED: 04/24/20

DEMOLITION PLAN AND ELEVATION

A1.0



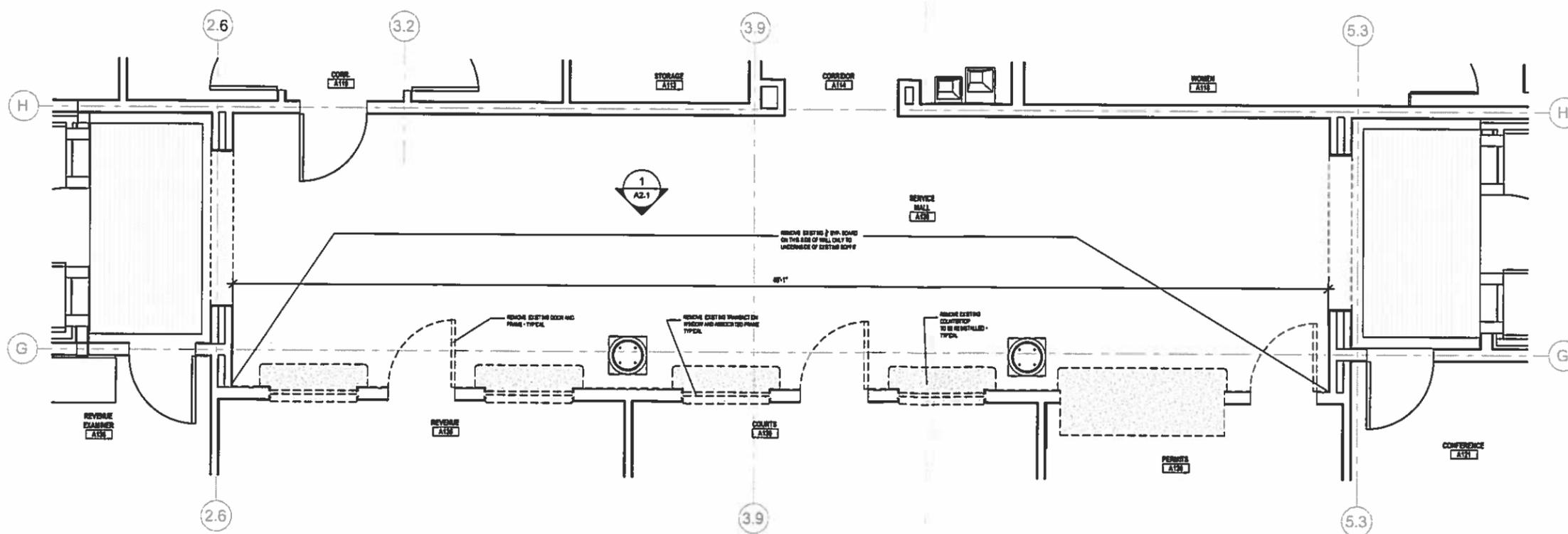
1 INTERIOR ELEVATION - DEMOLITION
 3/8" = 1'-0"

DEMOLITION LEGEND

--- DEMOLITION
 ——— EXISTING TO REMAIN

GENERAL NOTES

1. REMOVE ALL EXISTING WOOD TRIM AND FACIA WITHIN THE SHADED AREA - RETAIN TO BE RE-INSTALLED
2. REMOVE ALL THE SOLID SURFACE TRANSACTION COUNTERS RETAIN TO BE RE-INSTALLED
3. REMOVE EXISTING 5/8" GYP. BOARD AT THE SHADED AREA AT THE MALL SIDE ONLY. EXISTING 6" METAL FRAMING TO REMAIN IN PLACE.
4. REMOVE EXISTING WINDOWS AS INDICATED
5. REMOVE EXISTING DOORS AS INDICATED



2 DEMOLITION PLAN - SERVICE MALL
 3/8" = 1'-0"



KEY PLAN



ROB WALKER ARCHITECTS, LLC
 2229 FIRST AVE. SOUTH
 SUITE 110 BIRMINGHAM,
 ALABAMA 35233
 T-205.254.3212
 F-205.254.3289

MOUNTAIN BROOK CITY HALL

MOUNTAIN BROOK, AL 35213

56 CHURCH STREET

REV	DATE

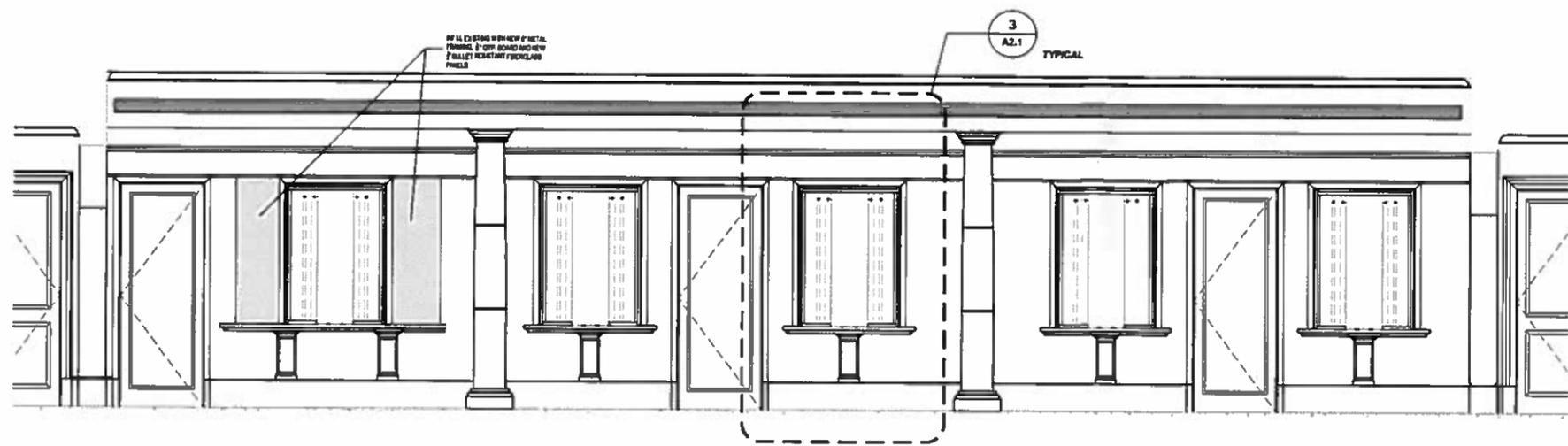
MOUNTAIN BROOK CITY HALL
 56 CHURCH STREET,
 MOUNTAIN BROOK, AL 35213

TENANT IMPROVEMENTS

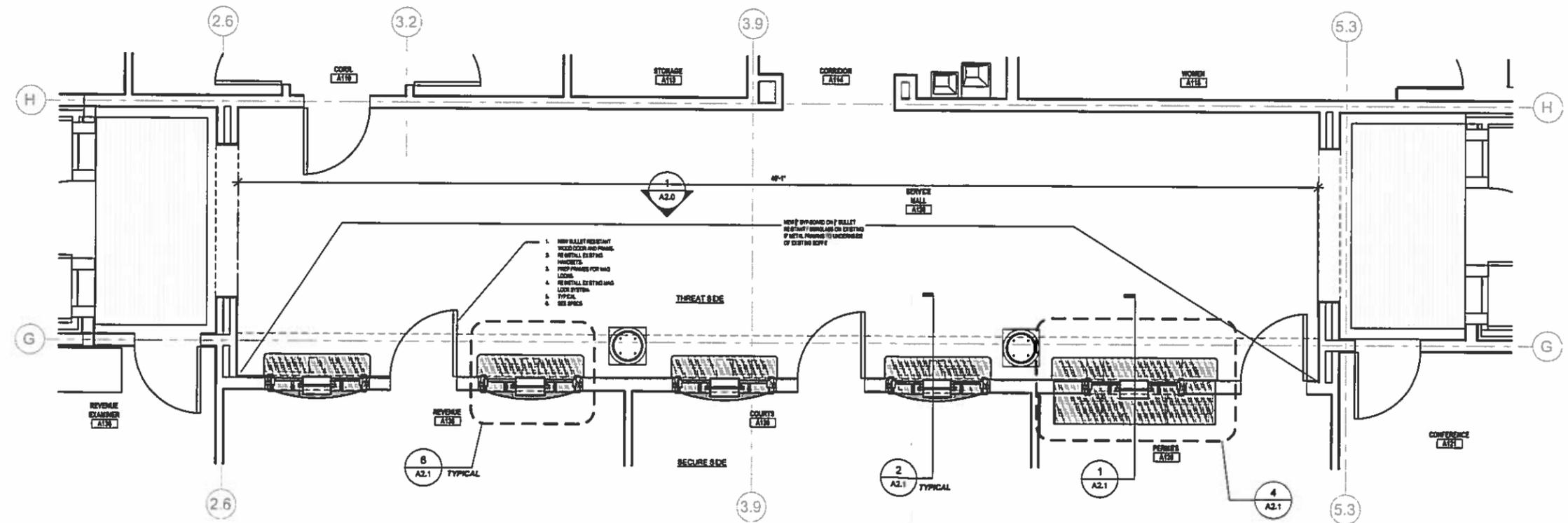
PROJECT NO.: 5021.00
 ISSUED: 04/24/20

EXISTING FLOOR PLAN AND INT. ELEVATIONS

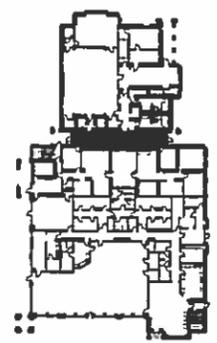
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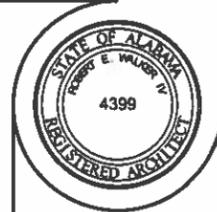
1 A120 SERVICE MALL ELEVATION
 3/8" = 1'-0"



3 A120 SERVICE MALL PLAN
 3/8" = 1'-0"



KEY PLAN



ROB WALKER ARCHITECTS, LLC
 2229 FIRST AVE. SOUTH
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 ALABAMA 35233
 T-205.254.3212
 F-205.254.3289

MOUNTAIN BROOK CITY HALL

MOUNTAIN BROOK, AL 35213

56 CHURCH STREET

REV	DATE

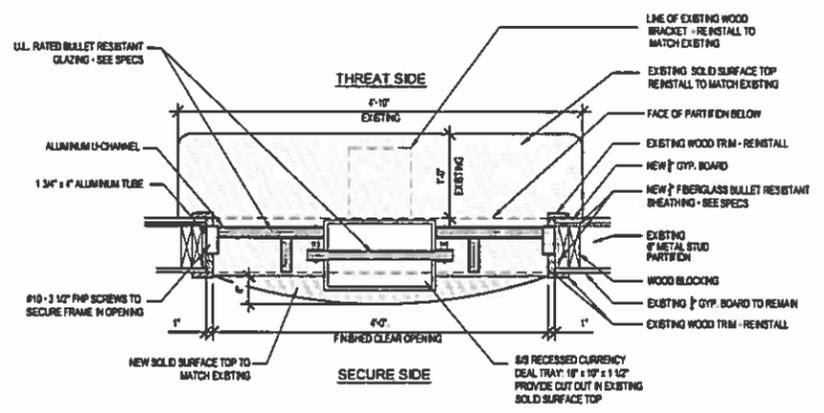
MOUNTAIN BROOK CITY HALL
 56 CHURCH STREET,
 MOUNTAIN BROOK, AL 35213

TENANT IMPROVEMENTS

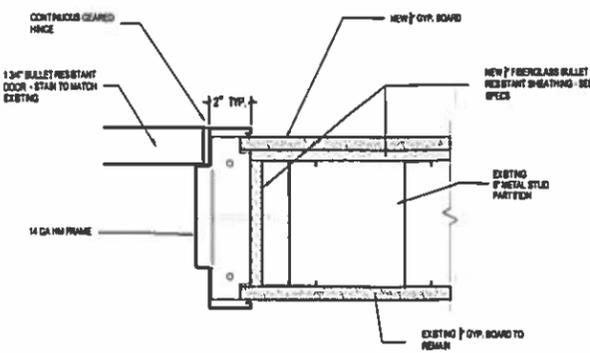
PROJECT NO.: 5021.00
 ISSUED: 08/14/19

INTERIOR DETAILS

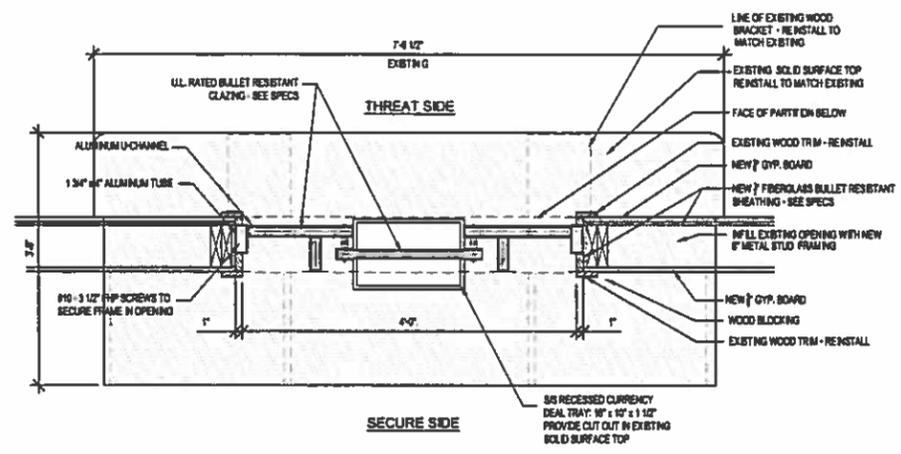
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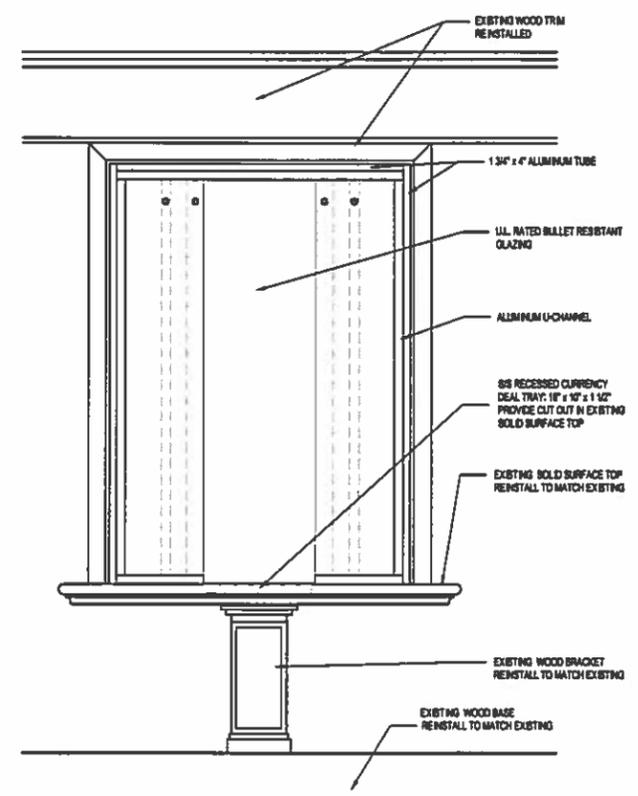
⑥ SERVICE MALL-PLAN DETAIL AT TYP. TRANSACTION SURFACE
 1" = 1'-0"



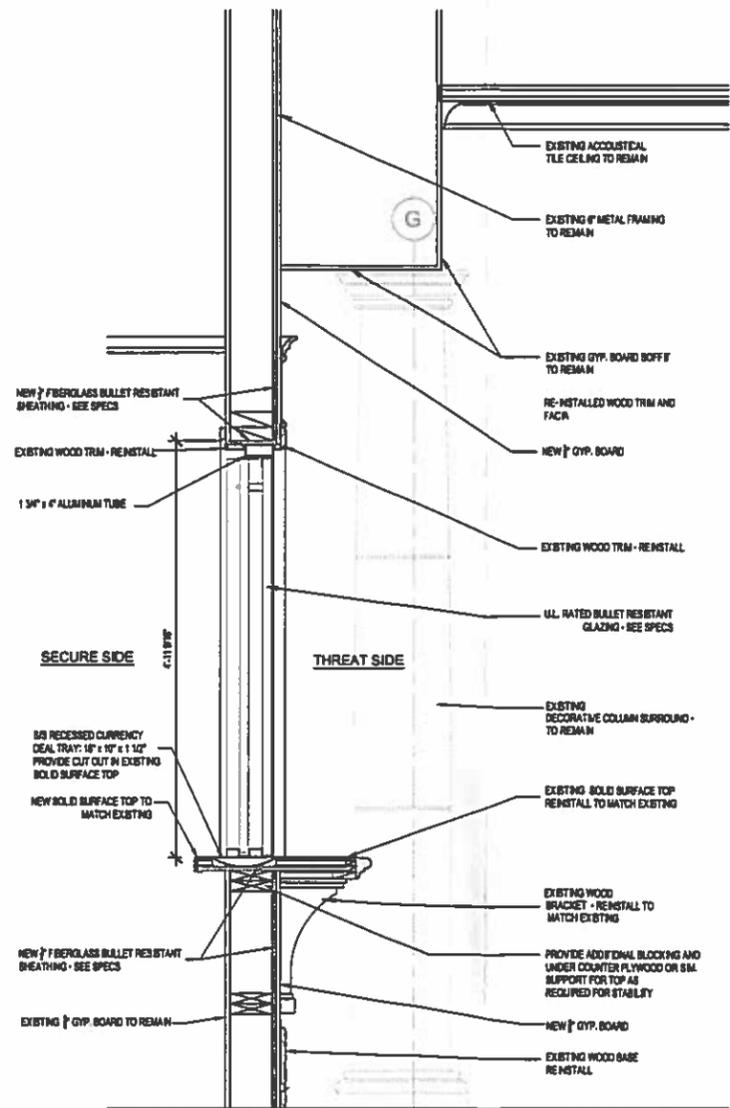
⑤ DETAIL - TYPICAL DOOR JAMB
 1" = 1'-0"



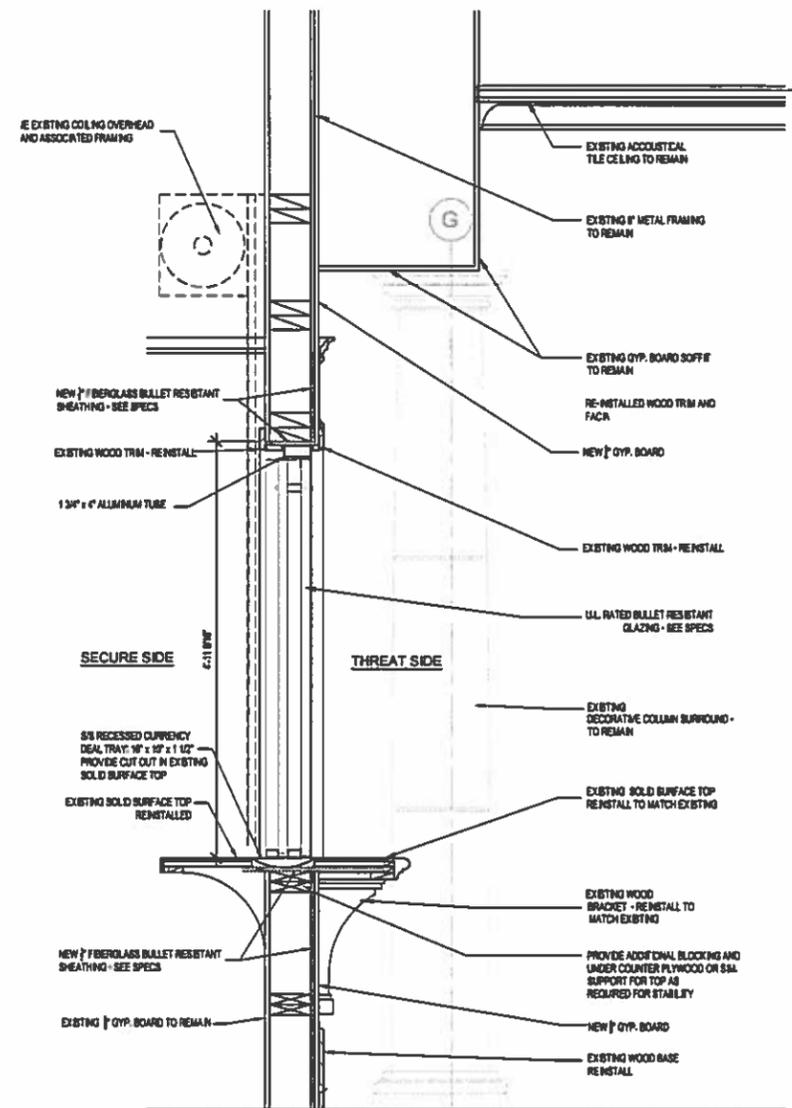
④ SERVICE MALL-PLAN DETAIL AT TRANSACTION SURFACE - COILING DOOR REMOVED
 1" = 1'-0"



③ SECTION @ PASS THROUGH W/ GLASS AND BRACKET BEYOND
 1" = 1'-0"



② SECTION @ TRANSACTION WINDOW
 1" = 1'-0"



① SECTION @ TRANSACTION WINDOW - COILING DOOR REMOVED
 1" = 1'-0"

Parks Opening Plan (4)

Parks to OPEN:

The following parks will be open for exercise and passive use, but social distancing guidelines must be followed. Vulnerable individuals are encouraged to follow the stay at home guidelines.

- No groups larger than 10 persons will be allowed and individuals must remain 6 feet apart unless within the same family unit. The use of face masks is strongly encouraged.
- No organized sports; No pick-up games. No other activity where social distancing cannot be maintained will be allowed in the parks regardless of the number of participants.
- All restrooms, drinking fountains, and pavilions will remain closed.
- City park personnel cannot keep park amenities disinfected at all times so contact with commonly touched surfaces should be limited as much as possible, i.e. benches, picnic tables, gate latches, etc. Park patrons will be expected to provide their own hand sanitizer or disinfectants.
- Other regulations that are park specific may be posted at each park and must be followed at all times.
- Do not over crowd the parks. Visit less crowded parks or visit at a different time of day. Crowded parks may lead to closed parks.
- The City reserves the right to close the parks without notice.

Sports Fields and Tennis Courts to be opened:

Mountain Brook Elementary	Crestline Elementary	Mountain Brook Jr High
Brookwood Forest Elementary	Overton Tennis Courts	Rathmell
Mountain Brook High School as listed:	Upper Soccer Field	Tennis courts Track
	Lower Soccer Field	Baseball Field 1

Parks to be opened:

Cahaba River Walk, including the Dog Park Overton Park (Greenspace Only)

Parks to Remain CLOSED:

Sports Fields:

MBHS Football Field and Varsity Baseball Field

These facilities will be closed due to planned construction this summer. They may open upon completion.

Baseball Complex at MBHS: Fields 3 – 7 including batting cages

Cherokee Bend Elementary

All playgrounds are to remain closed:

Overton Park	Crestline Tot Lot	Canterbury Park	Cherokee Bend Elementary
Mountain Brook Elementary	Crestline Elementary	Brookwood Forest Elementary	

CITY HALL OPEN TO THE PUBLIC

Who Do I Contact?

Mountain Brook City Hall is OPEN to the public. The public should ENTER through the HOYT LANE side (Oak Street Garden) of building for those needing services in the Magistrate area and Revenue area and EXIT through the TIBBETT STREET side (Police) of building. For Planning, Building & Sustainability, there will be no in-person, public inquires (continue to answer by email and phone). The front door (Church Street side) will be locked but the public may enter the building if they have an appointment with the City Manager or other staff. Second floor of City Hall will be closed to the public unless you have an appointment. City administrative services shall continue by way of telephone, fax, email or the City's website, www.mtnbrook.org, or P.O. Box 130009, Mountain Brook, AL, 35213.

Below is a list of contacts for administrative services. If you don't see what you are looking for, you may contact the City Manager's office at [205-802-3800](tel:205-802-3800), [FAX 205-870-3577](tel:205-870-3577), or gastons@mtnbrook.org. To make an appointment with the City Manager, call Janet Forbes at 205-802-3800.

Municipal Court has been cancelled until **June 3, 2020**. Contact the **Municipal Court** if you need information on any of the following items:

Heather Richards-Magistrate Supervisor, [205-802-3828](tel:205-802-3828), [FAX 205-870-3590](tel:205-870-3590), richardsh@mtnbrook.org

Liz Greer-Magistrate [205-802-3829](tel:205-802-3829), [FAX 205-870-3590](tel:205-870-3590), greere@mtnbrook.org

Dana Horsley-Magistrate, [205-802-3827](tel:205-802-3827), [FAX 205-870-3590](tel:205-870-3590), horsleyd@mtnbrook.org

- traffic tickets
- false alarm tickets
- parking tickets
- criminal charges (ie. Unlawful possession of marijuana, possession of drug paraphernalia, Public Intoxication, Domestic Violence, Harassment, Assault, Menacing, etc.)
- citizens wishing to press charges against someone
- outstanding warrants
- missed court dates
- continuances
- defensive driving school
- certified copies of dispositions
- court information (ie. when court is held, location of court, time of court, etc..)

Contact the **Revenue/Permitting Department** at [205-802-2400](tel:205-802-2400) prompt 4 if you need information on any of the following items or Fax [205-870-3590](tel:205-870-3590), or bankstonj@mtnbrook.org.

[If you must enter City Hall to conduct business for the following items, contact the Revenue Department for instructions.](#)

Business Licenses – Email Applications: blp@mtnbrook.org

- How to obtain a new license
- The status of your existing license
- When licenses are due
- How to pay for your license
- Inquire if a business or contractor is licensed to do business in Mountain Brook

Sales taxes

- The various types of taxes (sales, rent, lodging, liquor, consumer)
- Collecting and remitting sales tax
- The status of your sales tax account
- When sales taxes are due
- How to pay for your taxes

Building/Construction Permits – Email Applications: blp@mtnbrook.org

- Am I required to have a building permit?
- What are the requirements for obtaining a permit?
- Permit costs
- Requirements for contractor surety bonds

Contact the **Building & Inspections Department** for inspections:

- David Boyanton, Building Inspector - 205-802-3813
- Joe Earnest, Electrical & Mechanical Inspector - 205-802-3815
- Michael Glaze, Plumbing & Gas Inspector - 205-802-3814
- For all other building questions, contact Glen Merchant, Building Official, [205-802-3812](tel:205-802-3812) or merchantg@mtnbrook.org.

For **Planning and Zoning** questions, contact Tyler Slaten at 205-802-3811 or slatent@mtnbrook.org or Dana Hazen at 205-802-3816 or hazend@mtnbrook.org. For land use applications and deadline/hearings schedule/agendas contact Tammy Reid at 205-802-3810 or reidt@mtnbrook.org and for GIS/mapping questions contact Wade Cherry at 205-802-3830 or cherryw@mtnbrook.org. Go to www.mtnbrook.org, and click on the Zoning Code and/or GIS Mapping at bottom of the home page.

The **Police Department** will temporarily take some reports over the phone. Please call (205) 802-2414 for non-emergencies that can be reported over the phone.

Contact the **Fire Marshall's Office** if you need help with any of the following items: **Leland Rhudy - 205-802-3832, FAX 205-879-5919, or rhudy1@mtnbrook.org**.

- For fire inspection and code enforcement in all new and existing buildings (except single family residence)
- Reviewing plans for life safety in new construction (except single family residence)
- Outdoor burn permits
- Concerns of hazardous conditions
- Fire prevention education

Public Works [205-802-2390](tel:205-802-2390)

- Compost sale has been suspended.

Bringing Workers back to Work Safely for
Reopening Business post COVID-19
Mountain Brook City Hall

1. Workers should clean/disinfect their area when they arrive for work and when they leave for the day. This would include wiping down their keyboard, mouse, phones including handset/headset, pens, staplers, countertops, file drawer handles, etc. (commonly used surfaces). Cleaning supplies will be provided by the city.
2. Workers should wear a face covering or a face mask for ultimate protection unless they are within their offices or within a barrier. Masks have been provided but if you need another one, contact the City Manager's office. Workers should maintain a six (6) ft distance from others at all times.
[How to wear a mask video](#) from UAB
3. Workers should use a hand drying towel to open the bathroom door while exiting the bathroom.
4. Workers should touch the elevator buttons, etc. with something other than your fingers if possible, or use hand sanitizer or disinfecting wipes after touching these surfaces.
5. If you leave the building to eat, etc., you must wash your hands after re-entering the building but before entering your work area. Proper hand washing:
<https://www.youtube.com/watch?v=y7e8nM0JAz0&feature=youtu.be>
6. Revenue staff and Magistrates should clean/disinfect the area in front of their windows and the foyer area at noon, and the cleaning crew should wipe down with disinfectant all commonly used and/or shared use surfaces at night.
7. Use a disinfectant "fogger" in the evening on Tuesday and Friday in three key areas. One fogger each in: Magistrate area, Revenue area, and the foyer on the Hoyt Lane entrance. (Fire Department will train city staff on use.)
8. All employees should use the door leading to the Inspection offices (next to metal roll up window) which is nearest to the Tibbett Street side of the building. The door to the Magistrate area and to the Revenue area should not be used to prevent "air currents" from moving possibly contaminated air through the door space when the door is opened or closed. The roll-down door at the inspections counter should stay closed. No more than one person will be allowed in the kitchen at a time and sanitizing wipes will be provided to encourage employees to wipe down surfaces upon entering and using.
9. PUBLIC: Public should enter through the Hoyt Lane side (Oak Street Garden) of building for those needing services in the Magistrate area and Revenue area and exit through the Tibbett Street side (Police) of building. For Planning, Building & Sustainability, there will be no in-person, public inquiry (continue to answer by email and phone). The doors will be shut in the lobby near the restrooms. The front door (Church Street side) will be locked but a citizen may enter the building if they have an appointment with the City Manager. Second floor of City Hall will be closed to visitors unless they have an appointment with a staff member. Signs and information will be posted on all doors.
10. Use stands with webbing to guide/corral citizens to the area that is desired for them to travel. Use tape on the floors as a guide for "social distancing" of six feet. Also use sign stands/signs for information.
11. Direct customers to the revolving turnstile for forms and items needed to conduct city business. Pens will be provided that the public can take with them. This will limit their time standing at the countertop/plexiglass area in front of our workers.
12. CDC Recommendations: Workers should refrain from sharing headsets or other objects that are placed near their mouth or nose and maintain a physical distance during mutual breaks. Workers are advised to stagger breaks, stay clear of break rooms, and refrain from sharing food or utensils. Employers are encouraged to increase the frequency of cleaning commonly touched surfaces and work with maintenance staff to increase air exchanges in work buildings. Workers who become ill should be sent home immediately. Follow the COVID-19 non-first responder guidelines for returning to work. (See attached.)

13. The National Safety Council, along with more than 50 partner organizations, is calling on the federal government to provide [COVID-19](#) testing resources to all employers and worksites engaged in essential business services during the pandemic. In an [April 14 letter](#) sent to Vice President Mike Pence, the coalition points out that about 25% of people with COVID-19 present as asymptomatic, increasing the risk of exposure among workers. So, as more testing supplies become available to workplaces outside the health care industry, workplace testing should be a priority. “A lack of easily accessible COVID-19 testing means that some of our employees may unknowingly be coming to work and spreading the disease to their co-workers and the public,” the letter states. The City reserves the right in the future to implement an employee testing program for the safety of its workers once testing supplies are readily available.