**Notes from 22 May 2014 Community Meeting, subject was widening of Jeff Road:**

Dale Strong, Bill Holzclaw and Phil Vandever were in attendance, as well as the County Engineer, and Deputy County Engineer, who is in charge of the project.

The project is the result of an ongoing corridor study between 72 and 53, and will be paid for with approved funding from both State and Federal sources, approximately $17M. According to the study, by 2036, traffic at 72/Jeff is expected to be 2X today's current traffic. There is also an approved plan underway to widen Hwy 72 from Providence to County Line (3 lanes both directions). The county is expecting growth to continue in the Monrovia area, and the area has experienced a growth of 1,000 new homes in the last 10 years. Although there are other roads in the area that are experiencing high traffic, widening Jeff Rd. has been identified as a critical component of easing traffic in the area. According to the study, Jeff Road gets more traffic than Wal Triana, so it is a priority. The consultant mentioned that the current state of traffic on Jeff Road necessitates a widening "today", let alone all the expected growth in the coming years.

Madison County received $30M more in recent transportation funding than any other County in AL. Dale Strong attributes this to the good growth that we are experiencing in the area in general, but this money may not be available later on, so pushing this back may jeopardize our ability to have outside funding pay for the improvement.

There is currently a rough plan in place, but will be subject to adjustments and refinement, as the corridor study continues, and community feedback.

The first phase (from just south of Capshaw to Douglass Rd) is paid for with ATRIP (Federal Aid), and Phase 2 (Douglass to Hwy 53) is paid for with Metro planning dollars.

Current plan is 2 lanes in each direction, with a turn lane in the center. Current plan would also include sidewalks and room for a bike lane (Federal funding pushes the use of bike/pedestrian-serving space). Current plan also includes curb and gutter, as well as utility relocation. Of course they are aware of the major gas line that runs along a good part of the road.

There is approximately 20' of easement on each side of the current road which would need to be claimed to develop the improvement. There has not yet been any determination on circumstances where one side of the road would use more easement than the other, however they expect that to be a very case-by-case basis, subject to many variables. When the easement is required, but creates a significant burden to the property owner, the county will provide compensation and/or relocation/displacement reimbursement. No details on how this works exactly, but it's a somewhat common practice in situations like this. They also mentioned that the roadway improvements would also include fixing many of the blind spots (hills and turns) that are causing problems for drivers today.

They are truly in the preliminary phase right now, and want to solicit feedback that can be incorporated into the plan as possible. They expect to have at least 1-2 meetings or more as necessary.

Current plan would have Phase 1 complete in 3-5 years; Phase 2 by 2025.

Primary concerns voiced by local residents:

-How the easement will be split between one side of the road vs. the other. Obviously nobody wants their land taken away, or their old trees to be torn down, roads close to their home, etc.

-Water Runoff/Drainage, particularly near Sparkman 9GA.

-Safety and general change of atmosphere of the corridor. There are fears that widening the road will increase traffic speeds, and will invite more businesses and unwanted development, taking away from the current "charm" of a country neighborhood road.

-Many residents advocated for development of a "3 Lane" solution, with a turn lane in the center, similar to Hughes Road in Madison. This seemed to be considered by residents to be a reasonable compromise. The Engineering consultant reiterated that the traffic study indicates a need for 5, so the federal (and likely state) funding would not permit a 3 lane road, because it would be spending money to not solve the growing and inevitable growth and traffic problems.

-There was a concern also for delays, based on other projects in the area (Blake Bottom Bridge, Nance Road widening) and pushed for penalties for preventable delays. The deputy County engineer mentioned that federal funding sources are harder to control, but local/State funding (like Phase 2) are "closer to home" and are more easily expedited.

-One resident suggested roundabouts to alleviate traffic, similar to Indian Creek near Providence.

-Many residents posed some of the potential right-of-way quagmires that may arise- like in front of the Elementary School where the ROW would either intrude on the school property, or take away critical parking for the Lawler's/strip mall area.

 The Deputy Engineer and Engineering Consultant attempted to address most of these concerns, expressing that community input was part of the decision process. When pressed whether this is a "done deal", they were hard up for answers. The bottom line is that funding won't likely pay for a 3 lane solution that doesn't mathematically solve the traffic problem.

Comments or questions can be submitted up to 10 days after today's meeting, and will be incorporated into the public record for consideration:

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**NOTE:** in the attached pictures, the brown is existing lanes, blue is new lanes, and red is new easement