

# Rural Transportation Summary

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**South Central Alabama  
Rural Transportation  
Consultation Process  
2007 – 2008**



E. Commerce Street, Greenville  
Butler County



Main Street in Brundidge  
Pike County



Interstate 85, South of Shorter  
Macon County

## Acknowledgements

This document, along with three other documents (the *2008 South Central Alabama Rural Transportation Needs and Issues Report*, the *2008 South Central Alabama Rural Transportation Long-Range Recommendations Report*, and the *2008 South Central Alabama Rural Transportation Record of Public Involvement*) were produced by the South Central Alabama Development Commission under a contract with the Alabama Department of Transportation as part of the South Central Alabama Rural Transportation Consultation Process. Additional copies of these documents are available by contacting the South Central Alabama Development Commission at the address and phone number below.

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Sincere appreciation is extended to those many individuals who have worked together to identify the rural transportation needs and issues of the South Central Alabama Region. Your time and efforts, both personal and professional, have made it possible to share information, resolve common issues, better identify local and regional rural transportation issues, and plan next steps for the future.

### South Central Alabama Rural Transportation Steering Committee, 2007-2008

#### **Bullock County**

Chairman Ron Smith, Bullock County Commission  
Mr. Fred Hollon, Bullock County Engineer  
Mayor Earl Hinson, City of Union Springs

#### **Butler County**

Chairman Jesse McWilliams, Butler County  
Commission  
Mr. Dennis McCall, Butler County Engineer  
Mayor Dexter McLendon, City of Greenville

#### **Crenshaw County**

Chairman Ronnie Hudson, Crenshaw County  
Commission  
Mr. Benjie Sanders, Crenshaw County Engineer  
Mayor Joe Sport, City of Luverne

#### **Lowndes County**

Chairman Charlie King, Lowndes County  
Commission

Mr. David Butts, Lowndes County Engineer  
Mayor Helenor Bell, Town of Hayneville

#### **Macon County**

Chairman Jesse Upshaw, Macon County  
Commission  
Mr. Dennis Bradford, Macon County Engineer  
Mayor Frank Tew, Town of Notasulga

#### **Pike County**

Chairman Robin Sullivan, Pike County Commission  
Mr. Herbert Huner, Pike County Engineer  
Mr. Russell Oliver, Pike County Engineer  
Mayor Jimmy Lunsford, City of Troy

#### **South Central Alabama Region**

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Mr. J. M. Griffin, ALDOT, Seventh Division  
Mr. Tyson Howard, SCADC  
Mrs. Sylvia Bowers, SCADC / Aging

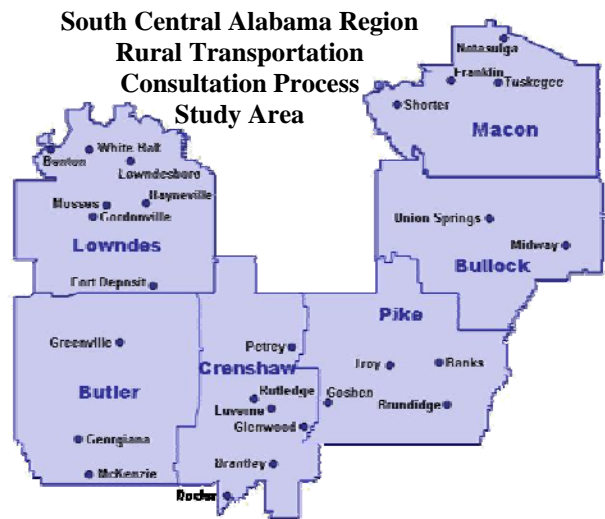
## Purpose

Under an agreement with the Alabama Department of Transportation, the South Central Alabama Development Commission (SCADC) has continued a rural transportation consultation process for the 2007-2008 fiscal year, covering the period from October 1, 2007 through September 30, 2008. The study area for the South Central Alabama Rural Transportation Consultation Process includes the six counties, and the 26 municipalities located therein, that are served by the SCADC, in their entirety. These counties are Bullock, Butler, Crenshaw, Lowndes, Macon and Pike Counties. The purpose of the ongoing program is to assist the Alabama Department of Transportation in carrying out a Statewide Transportation Planning Process, as outlined in 23 CFR Part 450, Subpart B, as revised in January 2007, by establishing a continuous and on-going rural transportation planning process that will aid in the identification of rural transportation needs and issues of the South Central Alabama region.

## Region

The six counties of the South Central Alabama Region comprise 4,012 square miles, which is 7.9 percent of the total land area of Alabama. There are 26 incorporated cities and towns within the region, with a total population of 113,961 persons. Population density in the South Central Alabama region ranges from 18.7 to 44.1 persons per square mile, in comparison to the population density of the State of Alabama, at 87.6 persons per square mile.

The counties of the South Central Alabama Region have demographic characteristics similar to many other rural areas of the state, but dissimilar to the State of Alabama, overall. Where the State has experienced a 10.1 percent population increase between 1990 and 2000, the most significant population increases in the region were in Pike County, at 7.3 percent, Lowndes County, 6.4 percent, and Bullock County, at 6.1 percent. Half of the counties in the region, (Bullock, Lowndes and Macon) have a majority African-American population in comparison to the State, where only 26.4 percent of the population is African-American. The State's 1999 per capita income, at \$18,189, and 2003 median household income, at \$36,131, are both considerably higher than any county in the region. It is likely that the State's higher income levels are related to the State's higher education levels. Only 5.7 percent of the State of Alabama population has less than a high school diploma or equivalent. Conversely, the percentage of the population in the South Central Alabama region with less than a high school diploma ranges from a high of 28.7 percent in Crenshaw County to a low of 11.2 percent in Macon County. Home



**South Central Alabama Region  
Population and Area, 2000**

County	Population	Land Area
Bullock	11,714	625 square miles
Butler	21,399	777 square miles
Crenshaw	13,665	610 square miles
Lowndes	13,473	718 square miles
Macon	24,105	611 square miles
Pike	29,605	671 square miles
<b>Total</b>	<b>113,961</b>	<b>4,012 square miles</b>

*Source: U.S. Bureau of Census, 2000*

ownership in the region, however, tends to be higher than that of the State, with the exception of Macon and Pike Counties. It is assumed that the higher rental rates in these counties is directly tied to the presence of Tuskegee University in Macon County and Troy University in Pike County. According to the 2000 Census, 72.5 percent of the housing units in the State are owner-occupied. In the South Central Alabama region, the percentage of owner-occupied housing ranges from a low of 67.2 percent in Pike County to a high of 83.3 percent in Lowndes County.

<b>South Central Alabama Demographics</b>						
	<b>Bullock</b>	<b>Butler</b>	<b>Crenshaw</b>	<b>Lowndes</b>	<b>Macon</b>	<b>Pike</b>
<b>Population Change</b>						
1990 Population	11,042	21,892	13,635	12,658	24,928	11,042
2000 Population	11,714	21,399	13,665	13,473	24,105	27,595
2005 Estimated Population	11,055	20,766	13,727	13,076	22,810	29,639
% Change: 1990 to 2000	6.1	-2.3	0.2	6.4	-3.3	7.3
<b>Race (2004 Est.)</b>						
% White	26.9	58.0	75.3	27.0	15.5	60.0
% Black	72.2	41.3	23.7	72.7	83.3	37.3
% Other	0.9	0.7	1.0	0.3	1.2	2.7
<b>Age</b>						
Median Age	35	37.7	38.8	33.9	32	32.5
% 65 and Older	13.2	16.3	17.1	12.2	14	12.6
% 5 and Younger	6.3	6.3	5.9	7.5	6.5	6.5
<b>Income</b>						
Per Capita Income, 1999	\$10,163	\$15,715	\$14,565	\$12,457	\$13,714	\$14,904
Median Household Income, 2003	\$20,808	\$26,880	\$28,263	\$24,009	\$22,492	\$26,525
Persons below poverty, 2003	26.2	20	17.6	23.3	25.8	20.3
<b>Education</b>						
Population, 25 and Older	7,570	13,767	9,268	8,183	13,955	17,703
Without High School Diploma	31.8	21.8	28.7	24.7	11.2	12.5
High School Diploma or equivalent	60.5	67.8	60.1	64.3	70.0	69.1
Bachelors Degree or Higher	7.7	10.4	11.2	11.0	18.8	18.4
<b>Housing</b>						
# of Housing Units	4,727	9,957	6,644	5,801	10,627	13,981
% Vacant	11.0	13.0	13.0	12.3	14.5	13.4
% Occupied	89.0	87.0	87.0	87.7	85.5	86.6
% Owner-Occupied	74.5	76.2	76.7	83.3	67.3	67.2
% Renter-Occupied	25.5	23.8	23.3	16.7	32.7	32.8
Median 2000 Value, Owner Units	\$56,600	\$57,700	\$51,300	\$55,500	\$64,200	\$71,400
Average Household Size	2.56	2.52	2.42	2.73	2.44	2.38
Average Family Size	3.13	3.06	2.96	3.28	3.13	2.98

## Public Involvement

The South Central Alabama Rural Transportation Consultation Process employs a public involvement process that includes the identification of, and outreach to, rural transportation stakeholders. To date, 515 rural transportation stakeholders have been identified in the region. During the 2008 program year, the committee structure of the process was expanded to include the formation of a county rural transportation advisory committee in each of the six counties, while retaining the activity of the South Central Alabama Rural Transportation Steering Committee and the individual county stakeholder groups. Between October 1, 2007 and September 30, 2008, the South Central Alabama Development Commission (SCADC) conducted two Steering Committee meetings, six county Advisory Committee meetings, one regional Advisory Committee meeting and one regional rural transportation stakeholder meeting.

## Transportation System

Estimates for 2007 for the South Central Alabama region indicate that there are approximately 110,000 inhabitants in the six-county region. Over the past several decades, the South Central Alabama region has experienced modest growth. However, like in most areas throughout America, traffic volumes in the region have continued to increase more rapidly than the population, making greater demands on the roadway network and increasing traffic congestion. This trend of increased traffic volumes on the roadways is a combination of increased driving by residents of the region and transient traffic on the major roads in the area. South Central Alabama is located on and served by a network of interstates, U.S. highways, state highways and county roads.

The South Central Alabama area is served by two interstate highways, I-65 and I-85, and six federal highways: U.S. Highways 29, 31, 80, 82, 231 and 331. The region is also served by 20 state highways: Highways 10, 14, 21, 49, 51, 55, 87, 93, 97, 106, 110, 125, 130, 141, 167, 185, 189, 223, 239 and 263. Together, these highways offer north-south and east-west regional access as well as access throughout the South Central Alabama area.

Using the Alabama Department of Transportation's traffic count data for federal and state highways, maps were prepared in the 2007 program year for each county that show the increase or decrease in traffic volume at specific points between 2000 and 2006. Areas with the highest traffic volume include Interstate 65 in Lowndes and Butler Counties and U.S. Highway 231 in Pike County in 2006. Traffic volume along Interstate 65 within the region ranges from 30,600 AADT (Average Annual Daily Trips) to 36,840 AADT. Traffic volume in some areas along U.S. Highway 231 is even higher than on Interstate 65. In Troy, north of Alabama Highway 97, the traffic volume on U.S. Highway 231 is 38,400 AADT. In the southern part of Pike County, however, traffic along U.S. Highway 231 is 15,000 AADT.

Areas that experienced the most significant increase in traffic, of 30.0 percent or more, include State Highway 10 and U.S. Highway 31 in Greenville and southwest of McKenzie in Butler County, U.S. Highway 331 north of Brantley in Crenshaw County, Alabama Highway 97 in Lowndes County, Alabama Highway 199 west of Alabama Highway 81 in Macon County, and Alabama Highway 201, U.S. Highway 231, and U.S. Highway 29 in Pike County. Areas that had the most significant decrease in traffic volume, 20 percent or more, include Alabama Highways 197 and 223 in Bullock County, Alabama Highway 185 north of Greenville in Butler County, Alabama Highway 106 in Butler and Crenshaw Counties, Alabama Highway 21 in Lowndes County, and Alabama Highway 93 between Brundidge and Troy in Pike County. Overall, the South Central Alabama region has experienced a tremendous increase in traffic volume between 2000 and 2006 in comparison to those highways that reflect traffic decrease.

A comparison of existing daily traffic volumes with the associated service volumes, or road capacity, produced a list of those roadways that are felt to be deficient based on carrying capacity. Two roadways located in the South Central Alabama Region were identified as being deficient:

- Alabama Highway 185, from I-65 to Country Club Drive; and
- Alabama Highway 231, from U.S. Highway 29 to Pike County Road 14.

Future daily traffic volumes on roadways in South Central Alabama region were forecast for the year 2030 using a linear regression analysis of historic traffic count information provided by the Alabama Department of Transportation. The forecast results indicate that Traffic volumes are anticipated to increase on the region's primary roadways. The 2030 forecasted daily traffic volumes for the major roadways in the South Central Alabama region were compared with desirable roadway capacities to determine roadway segment deficiencies. Based on these comparisons, additional roadway segments

are expected to become deficient as daily roadway volumes increase in the future. The following roadway segments will be considered deficient beyond 2010 and current deficiencies:

- Alabama Highway 187 from Butler County Road 73 to the Greenville Bypass;
- The Greenville Bypass from Alabama Highway 187 to Butler County Road 45;
- U.S. Highway 331 from the Crenshaw County/Montgomery County line to Crenshaw County Road 41;
- U.S. Highway 231 from Pike County Road 87 to Pike County Road 14;
- Alabama Highway 87 from U.S. Highway 231 to Pike County Road 39; and
- Interstate 85 from Alabama Highway 51 to the Macon County/Montgomery County Line

In addition to roadways that are considered to be deficient due to existing traffic volume greater than the carrying capacity of the roadway, SCADC collected information on the amount of the average annual daily traffic volume was heavy truck traffic as opposed to vehicular traffic. This information was collected in response to the repeated concerns of stakeholders regarding the condition of local roads due to the impact of heavy trucks servicing local industries, with particular emphasis on the logging and poultry industries. A starting point was to look specifically at the conditions of those roadways on which more than 10 percent of the traffic volume is attributed to heavy trucks. Butler County had the highest percentage of traffic count site with 100 percent of the 33 traffic count sites having more than 10 percent heavy truck traffic. Butler County is followed by Crenshaw County, with 87 percent of 46 traffic count sites, and Macon County, with 77 percent of 53 traffic count sites having more than 10 percent heavy truck traffic. In Pike County, 64 percent of the 61 sites had more than 10 percent heavy truck traffic; and in Bullock County, 44 percent of the 41 sites had more than 10 percent heavy truck traffic. Lowndes County had the lowest percentage, at 2.5 percent, with 17 of 40 traffic counts sites having more than 10 percent heavy truck traffic.

It is recognized that the “10 percent” marker of the percentage of heavy truck traffic is a very general rule of thumb and many other considerations must factor in determining what volume of heavy truck traffic is beyond the capacity of the road way. For this reason, another review was conducted to identify those roadways where the average annual daily traffic volume was comprised of more than 25 percent heavy truck traffic. The results are that almost half, at 46.4 percent, of the state and federal roads in the South Central Alabama Region have segments in which the heavy truck traffic volume is higher than 25 percent of the total traffic volume, as shown in Table 2 below.

### **Roadways With More Than 25 Percent Heavy Truck Traffic**

<b>County</b>	<b>Roadway</b>	<b>% Heavy Truck Traffic</b>
Butler	Alabama Highway 10	30.4% to 35.7%
Butler	Alabama Highway 185	26.3%
Crenshaw	US Highway 331	25% to 26%
Lowndes	Alabama Highway 21	27.8%
Lowndes	Alabama Highway 185	26.3% to 30.4%
Macon	US Highway 80	50.5% to 108.7%
Macon	Alabama Highway 14	31.7% to 37%
Macon	Alabama Highway 49	25%
Macon	Alabama Highway 199	27.8%
Pike	Alabama Highway 87	27.8% to 33.3%
Pike	Alabama Highway 93	55.6%
Pike	Alabama Highway 125	64.5%
Pike	Alabama Highway 223	31.3% to 55.6%

## Commuting

In addition to the competing uses of the regional roadways for daily local use between vehicular and heavy truck traffic, the South Central Alabama Region has a large volume of work-related commuting traffic. Only Bullock County has a larger daytime (workforce) population than resident population. Not only does the South Central Alabama workforce commute heavily within the region; there is significant employment commuting into and out of the region as a whole. Overall, 4,738 workers commute into the South Central Alabama region for employment, with the largest sector coming from Montgomery County, followed by Coffee, Lee and Covington Counties. Unfortunately, a much higher number of workers commute out of the region for employment, with 11,855 workers leaving the region daily. The primary employment destination centers are Montgomery, Barbour and Lee Counties. The tables and maps on the following pages show the regional commuting patterns of the South Central Alabama Region.

### Workers Commuting Into The South Central Alabama Region

Commute From:	Autauga	Montgomery	Elmore	Tallapoosa	Lee	Russell	Barbour	Dale	Coffee	Covington	Conecuh	Monroe	Wilcox	Dallas	Total
Bullock	0	104	21	0	24	58	72	0	0	0	0	7	0	0	286
Butler	37	73	40	7	0	13	0	5	0	213	96	16	46	3	549
Crenshaw	0	31	7	0	0	0	0	3	34	219	9	0	3	0	306
Lowndes	213	361	75	0	0	0	0	0	0	0	0	0	19	189	857
Macon	15	550	124	216	478	53	0	0	0	2	0	0	0	0	1,438
Pike	14	175	10	5	4	0	96	246	640	68	14	12	9	9	1,302
<b>Total</b>	<b>279</b>	<b>1,294</b>	<b>277</b>	<b>228</b>	<b>506</b>	<b>124</b>	<b>168</b>	<b>254</b>	<b>674</b>	<b>502</b>	<b>119</b>	<b>35</b>	<b>77</b>	<b>201</b>	<b>4,738</b>

Source: U.S. Census, 2000

### Workers Commuting Out Of The South Central Alabama Region

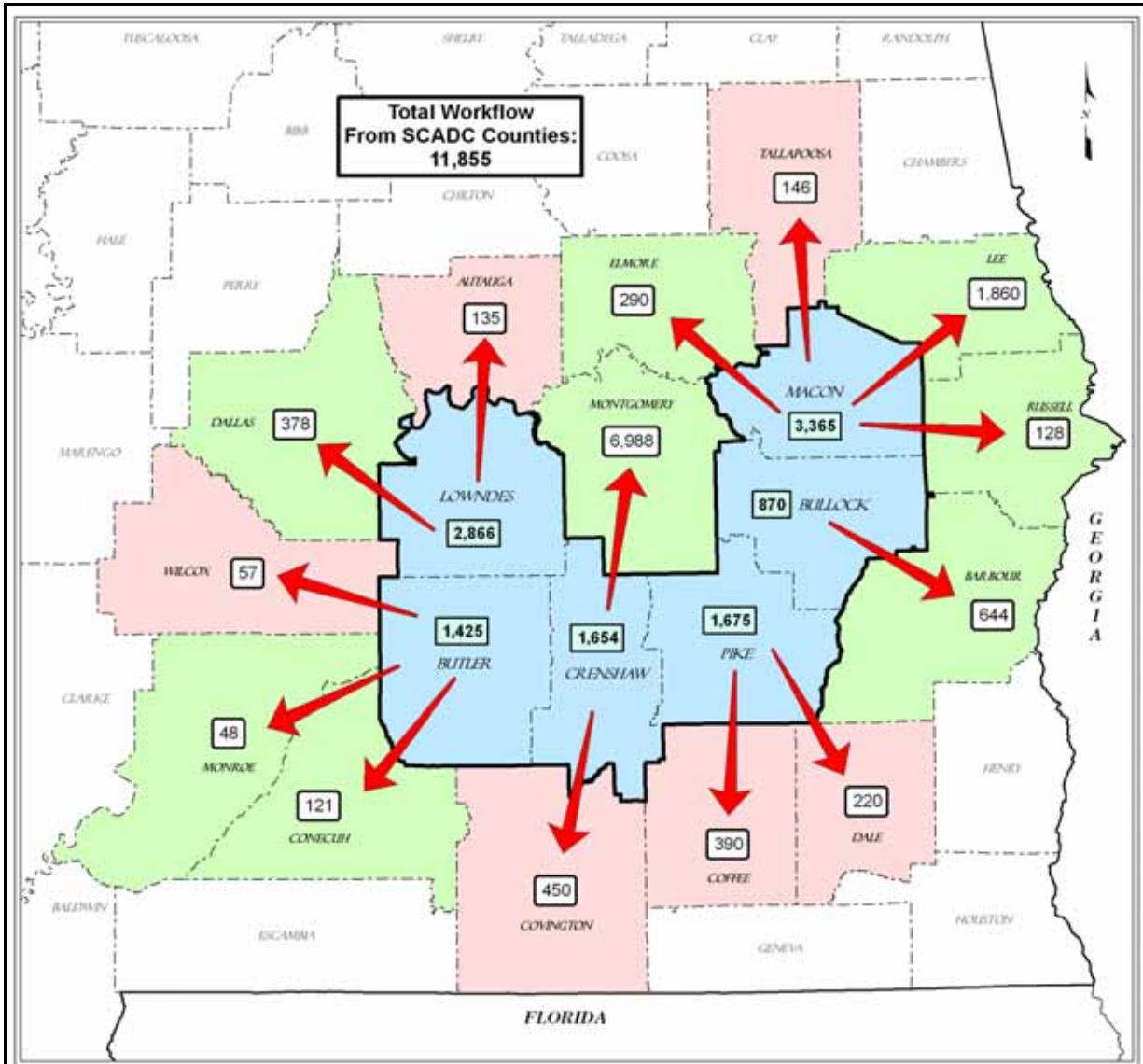
Commute To:	Autauga	Montgomery	Elmore	Tallapoosa	Lee	Russell	Barbour	Dale	Coffee	Covington	Conecuh	Monroe	Wilcox	Dallas	Total
Bullock	8		535	0	0	33	26	261	0	0	0	0	0	7	0
	870														
Butler	17	923	42	12	6	0	5	0	5	200	110	48	46	11	1,425
Crenshaw	17	1,159	31	0	5	0	9	11	167	244	11	0	0	0	1,654
Lowndes	30	2,414	37	2	15	0	0	3	0	0	0	0	4	361	2,866
Macon	24	1,122	167	132	1,789	102	23	0	0	0	0	0	0	6	3,365
Pike	39	835	13	0	12	0	346	206	218	6	0	0	0	0	1,675
<b>Total</b>	<b>135</b>	<b>6,988</b>	<b>290</b>	<b>146</b>	<b>1,860</b>	<b>128</b>	<b>644</b>	<b>220</b>	<b>390</b>	<b>450</b>	<b>121</b>	<b>48</b>	<b>57,378</b>	<b>11,855</b>	

Source: U.S. Census, 2000



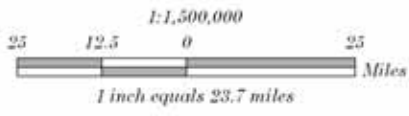


## Out-Commuting From The South Central Alabama Region



<p><b>SCADC Region</b></p> <p><b>Employment Net Loss:</b></p> <p>870 Total Workflow From Respective SCADC County</p> <p>SCADC Region</p>	<p><b>Surrounding Counties</b></p> <p><b>Employment Net Gain:</b></p> <p>Barbour, Cherokee, Dallas, Etowah, Lee, Monroe, Montgomery, &amp; Russell</p> <p>135 Total Workflow Entering Respective Surrounding County From SCADC Region</p> <p><b>Employment Net Loss:</b></p> <p>Ashley, Coffee, Compton, Dale, Tallapoosa, &amp; Wilcox</p>
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\* Change Net Gain or Net Loss of Employment in the balance between workers traveling from SCADC to work in the surrounding counties and workers employed in the SCADC Region from the surrounding counties.



South Central  
Alabama  
Development  
Commission

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September 16, 2008

## Needs and Issues

The following summary of rural transportation needs and issues is a result of the South Central Alabama Rural Transportation Consultation Process public involvement, county advisory committee and stakeholder committee meeting programs. Three categories of rural transportation needs and issues were developed: Road Improvement Needs, Safety Issues, and Unmet Transportation Needs. In some counties, a separate list of road and bridge improvements that were identified by the county engineering office was provided. No analysis or ranking of the identified needs and issues has been incorporated into the lists. The following lists are summaries by category of the individual detailed county lists. The detailed county lists and the county engineering lists along with Needs and Issues maps for each county are available in the *2008 South Central Alabama Rural Transportation Needs and Issues* document.

### Stakeholder Identified Road Improvement Needs

#### Bullock County

- CR 23
- CR 3,
- Old Town Creek Bridge (Peachburg Road)
- Paving of dirt roads
- White stripes on the sides of all county roads
- Bumpers on the center lane of all county roads
- Narrow bridges between Union Springs and Tuskegee
- Widen Highway 82
- Widen Highway 110
- Improve Highway 29 North & South
- Streets need to be widened and paved in all areas
- Pave CR 101 from CR 47 to US Hwy 82
- Resurface CR 34 from Highway 51 to CR 35
- Resurface CR 47 from Alabama Highway 51 to Barbour County
- More direct route to Auburn / Opelika
- Interstate highway running near Union Springs and Midway
- Improve access to major employers within 60 miles of Bullock County
- Logging and chicken feed industry trucks impact on roads
- Resurface Alabama Highway 51 at US Highway 82
- County Road 31

- Complete Montgomery Outer Loop
- Alabama Highway 51 to Kia site
- Union Springs Bypass – trucks tearing up Union Springs roads and curbs
- Local roads in “poor” shape
- Roads to jobs in Troy, Brundidge, Kia, Hyundai
- Roads to tourism destinations
- All Bullock County roads need paving and widened
- Repeat of road names after certain number of miles where nothing but road
- Warning signs of deer crossing, etc.
- County roads that do not meet the state requirements for 2-lane roads
- Improve access to Shorter for jobs and housing

#### Butler County

- Maye Road needs to be paved
- Logging and log trucks cause road corrosion
- Home owners' insurance is high because roads are not paved
- Save money by paving and eliminating road scraping
- Add more lanes to Greenville Bypass
- Widen and resurface Cahaba Road to Cambrian Ridge
- Construct Georgiana Bypass

- Four lane East Commerce Street from Greenville Bypass to Honoraville Road
- Four lane Greenville Bypass to East Commerce Street
- 98 percent of all Greenville roads need milling before repaving
- Inadequate drainage throughout Greenville due to small pipes -- three places on Alabama Highway 10: Magnolia Cemetery, Hudson's Funeral Home, and near the Beeland Street intersection
- Inadequate drainage on the line flowing under Overlook Road, Overlook Lane and under the CSX RR, causing recurring flooding
- Many roads need paving
- Have Greenville Bypass connect straight to US Highway 31 and Alabama Highway 10

#### Crenshaw County

- Four-lane US Highway 331 through Crenshaw County
- Pave dirt roads
- Resurface CR 11 between CR 7 and CR 56
- Bridge weight restriction on CR 6, east of CR 41
- Bridge weight restriction on CR 6, east of CR 57

- Widen and resurface CR 40 between CR 11 and Butler County
- Widen and resurface CR 59 between Luverne and Bradleyton
- CR 39 (Mt. Ida Road) needs road improvement
- Bridge weight limitations
- CR 35 - south of Rutledge - centerlines are very dim and it is very rough road, especially on the edge of the road
- CR 54
- CR 54-Daniel Church to CR 5-Mayweather Trail
- The farm-market road program should be reinstated
- Resurface CR 7 between CR 40 and CR 50
- Widen and Resurface CR 31
- Replace bridge on Oliver Myers Road
- Resurface CR 43
- Widen and resurface Fulton Avenue in Brantley
- Bridge on CR 66
- Bridge replacement on Mt. Ida Road
- Alabama Highway 189
- Resurfacing roads
- Good roads for seniors
- Completion of Outer Loop in Montgomery
- Interstate 85 Extension south of Montgomery
- Logging and Chicken Feed industries truck impact on roads
- US Highway 331 – Luverne Bypass
- Bypass Luverne to remove 90° turn in downtown Luverne
- Bypass Luverne for US Highway 331
- Bypass Luverne for US Highway 29 / AL 10

#### **Lowndes County**

- Pave road to development along (Alabama) river so that they can grow

- Replace bridge on County Road 17
- County Road 33
- County Road 2
- Improve road south of Logan that trucks cut through to I-65 off of US Highway 31

#### **Macon County**

- CR 45 in the Spring Hill community
- CR 56 in the Wallace community
- Alabama Highway 81
- Bridgework and completion of surfacing on CR 75 near CR 54
- CR 60 (St. John Road)
- Replace bridge on CR 45
- CR 56, off Alabama Highway 199
- Rabbit Lane, of CR 44
- Off CR 45 in front of Spring Hill Church
- Road at the end of CR 18
- Railroad overpass -- CR 54 and Alabama Highway 81
- CR 57 road improvement (potholes)
- Four-lane US Highway 29 and US Highway 80
- Replace burned bridge on CR 73
- Logging and Chicken Feed industries truck impact on roads
- CR 97 (Tysonville Road) needs complete resurfacing
- Exit 22 (Main Street in Shorter) needs redesign for VictoryLand traffic

#### **Pike County**

- Grade, drain, base and pave CR 2228 from CR 2225 to Alabama Highway 87/167
- Add a connector road from light at Lowe's in Troy to Enzer Road
- Complete the Outer Loop in Montgomery County
- Repair and repave CR 2200 (Henderson Highway) in the vicinity of the Troy Industrial

Park due to truck traffic and breakdown of roadway

- Maintenance / improvement of existing county infrastructure
- The maintenance and paving of our county roads.
- Congestion on US Highway 231 from Wal-Mart Supercenter to intersection at Alabama Highway 87 in Troy
- CR 2262 between Spring Hill and Henderson
- Volume of truck traffic
- Connectivity in area north of Troy bounded by CR 7708, CR 37 and US Highway 231
- Posted bridges and logging industry
- Distribution centers truck impact on roads
- US Highway 93 and US Highway 10 – intersection not large enough for truck traffic
- US Highway 87 south of US Highway 231 – congestion in morning and evening rush hours
- East-west connections to US Highway 231 / 331 and north-south connections
- US Highway 231
- US Highway 29
- Alabama Highway 87 to US Highway 231 Bypass
- CR 3316 that serves Wal Mart Distribution Center needs to be taken over by Alabama DOT and widened due to truck traffic associated with the Wal Mart Distribution Center
- Widen Alabama Highway 87 South
- Gardner Bassett Road (CR 7755) needs widening and paving
- Make outer loop around Troy / US 231 Bypass

## Stakeholder Identified Safety Issues

### Bullock County

- County roads that do not meet state requirements for 2-lane roads
- Bus travel on dirt roads
- Location of stop signs on county roads that intersect State roads is too far back
- Reduce speed limit on US Hwy 29 and US Hwy 82 entering Union Springs
- Narrow bridges on AL Hwy 110
- Safety rails needed on bridges on AL Hwy 110
- Narrow bridges on US Highway 82
- Safety rails needed on bridges on US Hwy 82
- Turns going into city on US Hwy 82 need lights and better directions
- CR 47 from CR 34 to AL Hwy 51 is impassable
- Ensure that all county road junctions and proper speed limits are posted
- Ensure that all county road curve signs are in place
- Ensure that all safety rails are in place on all county road bridges
- Place weight limit signs on all county roads; enforcement
- Enforcement of posted weight limits
- Install flashing stop lights and stop signs at intersections of all county roads and state and federal highways
- Turns going into Union Springs on US Highway 82 need lights and better directions
- Signs to indicate shelter locations in emergency situations

### Butler County

- Repainting line on Halso Mills Road
- Reconsider speed limit on Halso Mills Road

- Improve intersection of Alabama Highway 185 and US Highway 31
- Widen bridge on Manningham Road over Interstate 65
- 16 bridge structures need improvement
- Redo traffic control at I-65, Greenville Bypass and Alabama Highway 185
- Need cameras on Interstate 65 for accident records
- Widen bridge on Manningham Road over Interstate 65
- Redo traffic control at Interstate 65, Greenville Bypass and Alabama Highway 185
- Logging trucks
- Auto supplier trucks

### Crenshaw County

- Narrow county roads are difficult in places for two vehicles to meet
- Busses crossing / detoured around unsafe bridges because they are beyond weight limits
- Potholes due to lack of funds for resurfacing
- Some bridges need upgrading so truck will not exceed weight limit
- Need red light in front of McDonald's and Fred's on US Highway 331
- Need red light at North Hospital entrance on US Highway 331
- Speed needs to be 35 mph during school hours on US Highway 331 South just past Rite-Aid, going south
- Make Alabama Highway 189 safer
- Weight restricted bridges cause school bus detours and hinder economic development
- Improvement of rural roads and bridges for improving response time of emergency vehicles
- Shoulders need widening
- Congestion on US Highway 331

- Two-lane corridor
- Inferior bridges
- 18-wheeler congestion through towns
- Hazard waste transportation through towns
- Intersection of Highway 331 in downtown Luverne
- Alabama Highway 10 and US Highway 29 Connector
- Congestion on US Highway 331
- Truck traffic on US Highway 331 through communities
- Overweight bridges on rural roads
- Deficient bridges

### Macon County

- Roads not wide enough to meet another vehicle safely
- Busses not allowed to travel some roads during rain
- Busses cannot turn around due to small roads
- Appliance / furniture dumping on roadsides
- Washing of dirt roads after rains
- Poor enforcement of speeding laws
- Macon County has 22 bridge structures that have a sufficiency rating less than 50 and need replacement. These structures are posted to prohibit certain vehicles from crossing the structures. This restricts traffic flow in Macon County and hinders economic development, industry and the removal of natural resources. These bridges are scattered throughout the county. There are very few areas in the county that are not affected by these substandard bridges.
- Accident rate on Interstate 85 in the Shorter vicinity
- I-85 needs a permanent median wall for accident protection
- Widen / replace bridges on I-85 from Waugh through Exit 26

- Reduce speed limit on CR 28
- Light needed at intersection of US Highway 80 and Alabama Highway 138 at Post Office in Shorter
- Develop detour route from Interstate 85 due to high number of accidents in the Shorter vicinity

**Pike County**

- Increased truck traffic on CR 3316 due to Wal Mart Distribution Center
- Numerous roads need to be rehabilitated for safety concerns

- Pike County has approximately 59 posted bridge structures. These structures are posted to prohibit certain vehicles from crossing the structures. This restricts traffic flow in Pike County and hinders economic development, industry and agriculture (including the timber industry). These bridges are located across various stream crossings around Pike County. There are very few areas in the county that are not affected by these bridges.
- Funding for safety improvements

- County bridges generally
- Traffic problem in Brundidge concerning 18-Wheelers
- Access to Alabama Highway 87 for residents
- Transportation for senior adults and disabled
- Transportation for students who travel to educational facilities
- US Highway 231 congestion
- Enforcement of speed and other related laws
- Traffic striping is needed on various county roads

**Stakeholder Identified Unmet Transportation Service Needs**

**Bullock County**

- Bus Service
- Only transportation service is ambulance and to senior citizen sites in Midway and Union Springs
- Private / public transportation for hospital, doctor appointments
- No public transportation is available other than to serve elderly.
- Bus transportation between Union Springs and Midway; Midway and Eufaula; Midway and Troy; Midway to Montgomery, etc.
- Need more visible law enforcement on all county roads
- Public transportation
- Coordination of mental health and nursing homes
- Transportation service for disabled, senior citizens, and low income for doctor's appointments in Union Springs and out of town if necessary
- Improved transportation for healthcare
- Lack of transportation in Bullock County
- Transportation for unemployed to get to job interviews

- Transportation for JOBS participants through Bullock County DHR
- Need bus service
- Bus or transportation service within county and to other cities
- Public transportation for all people
- Transportation system for "Welfare to Work" clients

**Butler County**

- Dire need for public transportation services in Greenville -- no cab or bus service available, except Senior Nutrition Program. All population groups have a need - especially the seniors
- Transportation services to medical appointments is a concern for many people. Some are elderly and have no family or friends to assist them. These individuals depend on local churches or volunteers for transportation. This is a very real need for the entire county.
- Homebound meals needed in McKenzie
- Delivery of materials to people

- Delivery of people to services - coordination of appointments and times
- Commercial bus service
- Taxi service
- PR Campaign / Education
- Transportation for our seniors for medical and miscellaneous needs
- Taxi service / bus service – public transportation

**Crenshaw County**

- Due to bridge limitations, service providers are greatly inconvenienced. Detours around such bridges are costly in labor and fuel costs.
- Public Transportation to eliminate need for citizens to pay someone to take them to the doctor or to buy groceries, etc.
- Transportation service being available to the low-income and for people without transportation with medical needs and cannot get to regular appointments.
- Vans to transport seniors to doctors, banks and grocery shopping
- Handicap assistance for elderly running errands

- Availability of public transportation
- Elderly people to be able to get to DHR, grocery store, drug store
- Senior services
- Need more vans and better transportation workers
- Fund rural road infrastructure
- Provide public transportation
- Employment transportation
- Senior citizen transportation

#### **Macon County**

- Getting to jobs in surrounding counties, particularly for low-income and new workers
- Vehicle / Bookmobile needed for library
- Lack of transportation hinders participation by children in afterschool projects and programs
- Confusion about who Macon County Community Action serves
- Transportation for Shiloh Restoration Project to get children to tutorial program
- Transportation for St. John Church
- Largest industry in county - Dog Track - has odd hours that limit use of transportation services.

High turnover of employees has been attributed to transportation and hurts their business in the long run due to employee shortages

- Need cooperation among agencies
- Federal regulations are a major obstacle
- Need private transportation services to pick up from public services
- Marketing and promotion to build awareness of transportation services
- Reliable transportation is a must because of the lack of other transportation services
- Matching funds needed to provide to the local transportation system to use to match federal funding
- Local funding
- More funding
- We need more transportation money, more transportation vehicles, and more funds for better roads
- Funding for citizens to use the current transportation system
- Healthcare access for low income residents
- Improve transportation service hours

#### **Pike County**

- Access from rural areas for retail outlets in Pike County
- Funding for unmet transportation needs
- Funding for unmet transportation services and repairs
- Affordable rural transportation program for senior citizens
- Continued funding for rural transit system
- Funding for rural roads and bridges
- Regional transportation services
- Funding to improve and build new roads and bridges
- Funding to maintain current roads to a required safety standard
- Transportation for senior adults, students and disabled
- Coordination of transportation services
- Transportation for disabled
- Transportation to jobs in the county areas
- Transportation to DHR appointments, shopping, etc.

## Recommendations

In the 2006-2007 program year, five regional transportation issues were identified as the basis for the 2007 long-range recommendations. These were: Increased Regional Accessibility; Rural Bridge Safety Improvements; Local Road Maintenance; Improved Transportation Services; and Funding for Rural Transportation Improvements. While each of the five recommendation groups from the 2007 program year remain valid, the long-range recommendations included in the 2008 Long-Range Recommendations report address the development of a regional transportation system that will increase accessibility throughout the six county region and also to the surrounding areas. The SCADC retained the services of Skipper Consultants, Inc., a transportation planning firm located in Birmingham, Alabama, to conduct a regional transportation assessment of the South Central Alabama region. The 2008 long range recommendations incorporate the results of the South Central Alabama Regional Transportation Assessment. Various types of roadway improvements were included as long-range recommendations to address existing traffic congestion, mitigate anticipated future year capacity deficiencies, improve mobility and increase safety. The improvements include constructing new roadways and widening existing roadways. The projects were developed as a product of the analysis conducted, discussions with regional advisory committee and meetings stakeholders throughout the region. The projects that have been identified for inclusion in the South Central Alabama Roadway Improvement Plan are summarized below and are illustrated on the map on the following page. More detailed maps for each of the six counties are available in the *2008 South Central Alabama Rural Transportation Long-Range Recommendations* document.

### South Central Alabama Regional Roadway Improvement Projects

1. Work to expedite the construction of the Montgomery Outer-Loop.
2. Develop a regional route from Macon County to Lowndes County by improving U.S. Highway 29, Alabama Highway 10, Alabama Highway 185 and Alabama Highway 263.
3. Construct a connector road from Alabama Highway 185 to Butler County Road 45.
4. Construct a connector road from Butler County Road 45 to U.S. Highway 31.
5. Widen the Greenville Bypass to 5 lanes.
6. Widen Alabama Highway 185 to 5 lanes from the Greenville Bypass to south of Country Club Drive.
7. Realign the South Central Alabama Bypass from East Commerce Street to U.S. Highway 31.
8. Complete the Georgiana Bypass.
9. Widen U.S. Highway 331 to four lanes through Crenshaw County.
10. Construct a four lane bypass around Luverne.
11. Construct a two-lane connector road from U.S. Highway 29 to Alabama Highway 87.

12. Widen U.S. Highway 231 from U.S. Highway 29 to Project 11.
13. Widen Alabama Highway 87 to four lanes from U.S. Highway 231 to Alabama Highway 167.
14. Construct a two-lane connector road from U.S. Highway 82 to Hicks Industrial Park Boulevard.
15. Construct a two-lane connector road from Hicks Industrial Park Boulevard to U.S. Highway 29.
16. Improve and widen Macon County Road 2 to twelve foot lanes.
17. Improve and widen Macon County Road 13 to twelve foot lanes.
18. Construct a two-lane connector road from U.S. Highway 29 to U.S. Highway 80.

## South Central Alabama Roadway Improvement Plan

