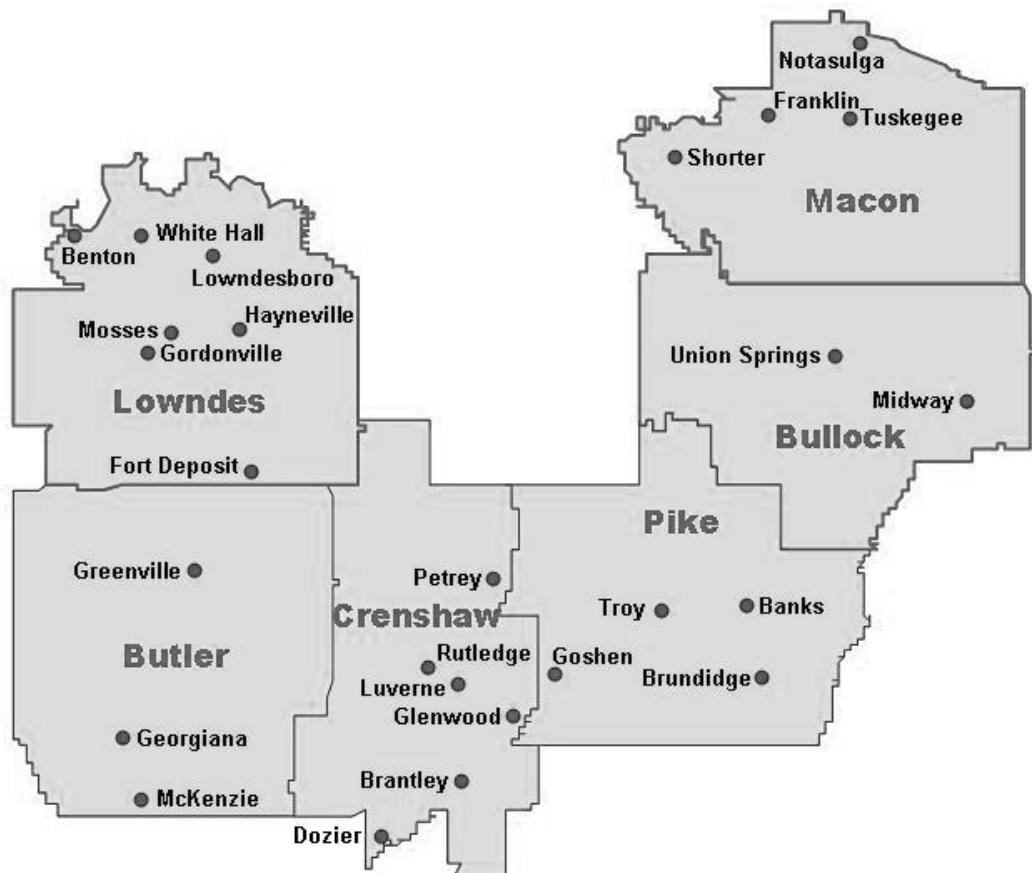


Rural Transportation Summary

South Central Alabama
Rural Transportation Consultation Process
2008-2009



Acknowledgements

This document, along with three other documents (the *2009 South Central Alabama Rural Transportation Needs and Issues Report*, the *2009 South Central Alabama Rural Transportation Long-Range Recommendations Report*, and the *2009 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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South Central Alabama Rural Transportation Steering Committee, 2008-2009

Bullock County

Chairman Ron Smith, Bullock County Commission
Mr. Fred Hollon, Bullock County Engineer
Mayor John McGowan, 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 Louis Maxwell, Macon County Commission
Mr. Dennis Bradford, Macon County Engineer
Mayor Frank Tew, Town of Notasulga

Pike County

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

South Central Alabama Region

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

Purpose

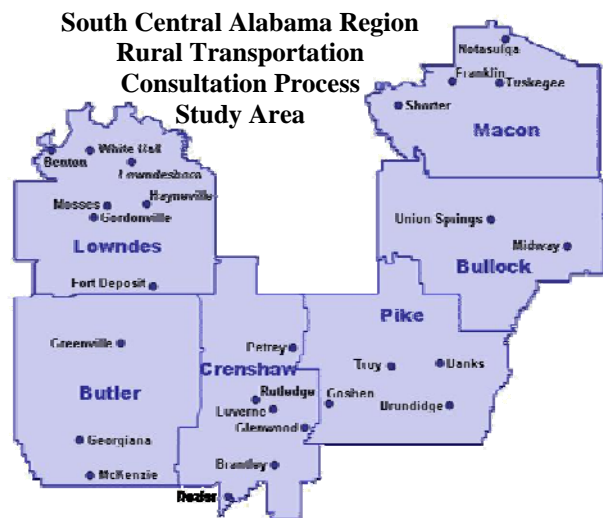
Under an agreement with the Alabama Department of Transportation, the South Central Alabama Development Commission (SCADC) has continued a rural transportation consultation process for the 2008-2009 fiscal year, covering the period from October 1, 2008 through September 30, 2009. The study area for the 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



**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
Total	113,961	4,012 square miles

Source: U.S. Bureau of Census, 2000

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 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.

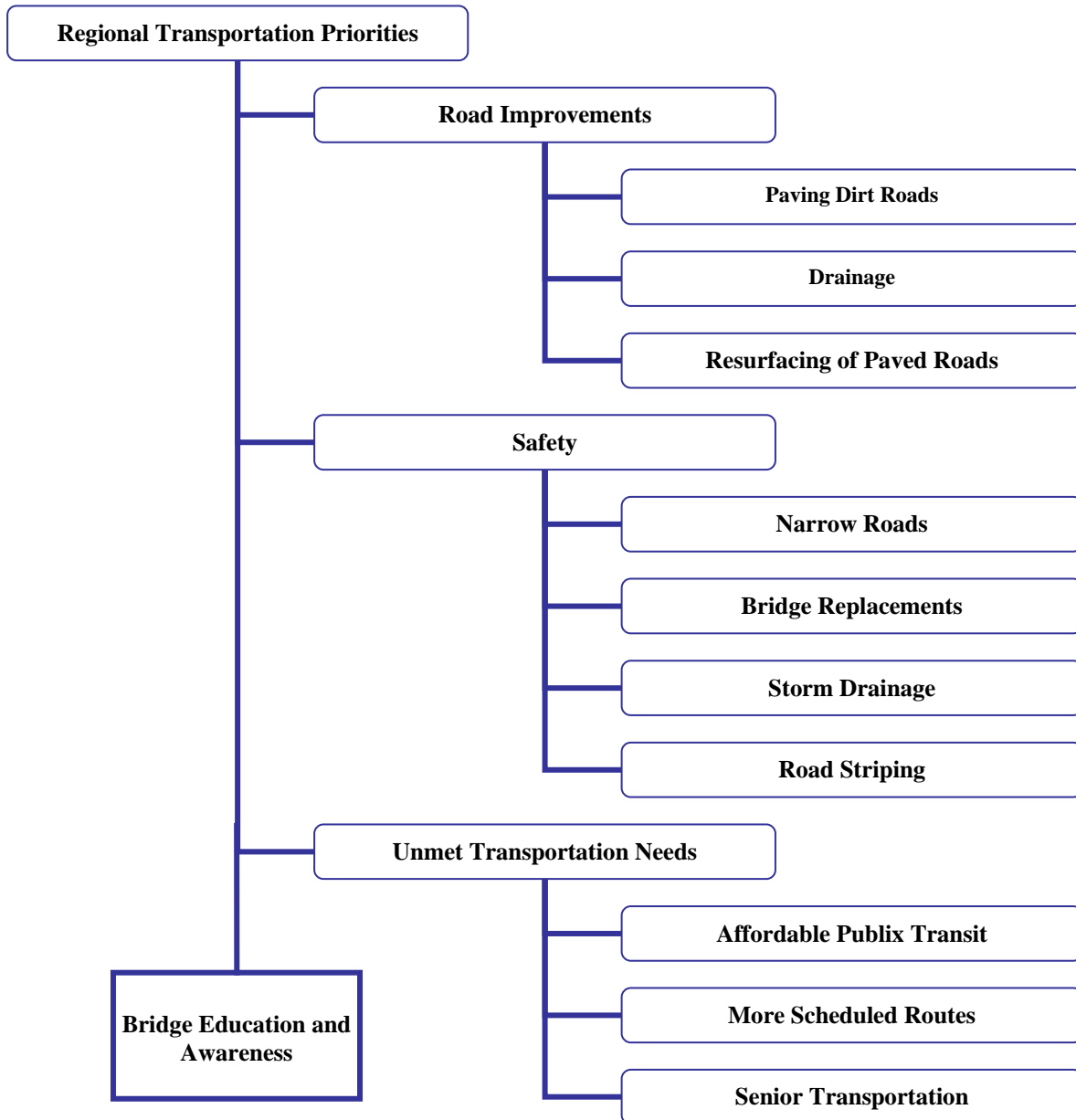
South Central Alabama Demographics						
	Bullock	Butler	Crenshaw	Lowndes	Macon	Pike
Population Change						
1990 Population	11,042	21,892	13,635	12,658	24,928	11,042
2000 Population	11,714	21,399	13,665	13,473	24,105	27,595
2005 Estimated Population	11,055	20,766	13,727	13,076	22,810	29,639
% Change: 1990 to 2000	6.1	-2.3	0.2	6.4	-3.3	7.3
Race (2004 Est.)						
% 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
Age						
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
Income						
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
Education						
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
Housing						
# 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. Between October 1, 2008 and September 30, 2009, the South Central Alabama Development Commission (SCADC) conducted two Steering Committee meetings, six county Advisory Committee meetings, one regional Advisory Committee meeting and six county rural transportation stakeholder meetings. Notification of the public involvement activities was provided by letter to rural transportation stakeholders and committee members and by advertisement in all local newspapers.

Rural Transportation Priorities

Although each county in the South Central Alabama region has identified a variety of rural transportation needs and issues, there are some common rural transportation priorities throughout the region. Through the public involvement portion of the rural transportation consultation process, regionally common priority projects were identified and are shown in the diagram below. Priority projects for each of the six counties, as identified by stakeholder groups and committees are listed on pages 6 and 7. Stakeholders agreed, however, that bridge education and awareness is a top priority for all counties and the region due to the safety factors associated with posted bridges.



**South Central Alabama Rural Transportation Consultation Process
2008-2009 Priority Needs and Issues By County**

County	Road Improvement Needs	Safety Issues	Unmet Transportation Needs
Bullock	<ol style="list-style-type: none"> 1 CR23 - Dog Track Road 2 Resurfacing of all county roads. 	<ol style="list-style-type: none"> 1 AL110 - has most traffic and is in worst condition. 2 Stormwater drainage and flooding in Union Springs. Conecuh River is eroding and channel is changing and getting wider all the time. 3 Signage on county roads - curves, mile markers for emergency response 4 Not all county roads are signed corresponding to their name. 	<ol style="list-style-type: none"> 1 No commercial bus transportation any longer 2 Cut off from other regional routes 3 No longer have train service - primarily due to lawsuits. 4 Senior service vans and busses; Vehicles are too large for the number of people serviced; Prior 16-passenger vehicles were more efficient.
Butler	<ol style="list-style-type: none"> 1 Address entire minor collector system -- most all of these roads are getting to the end of their life span. 2 Flooding areas in downtown Greenville, on AL10 at Industrial Drive and cemetery, and in the Wood Valley area off Manningham Road. 3 Greenville Bypass improvements and signage at I-65 exit. 	<ol style="list-style-type: none"> 1 Ft. Dale Road and Greenville Bypass intersection. 2 Widen bridge over I-65 on Manningham Road to Wal Mart. 3 Review safety of railroad bridge in downtown Greenville since it has been hit so many times. 4 Bridge at elementary school in Greenville with underwalk 5 Striping is needed on all county roads. 	<ol style="list-style-type: none"> 1 Transportation services for medical services. 2 Transportation services for employment needs.
Crenshaw	<ol style="list-style-type: none"> 1 4-Lane US Highway 331 2 Luverne Bypass 3 Paving of dirt roads countywide 4 Bridge replacements -- economic consequences in logging/timber/poultry industries 	<ol style="list-style-type: none"> 1 Bridge Replacements 2 US331 Emergency Detours 3 Intersection of US331-AL10 in downtown Luverne is the site of constant wrecks 4 Litter along roads - not economically feasible to recycle. 	<ol style="list-style-type: none"> 1 Regional state-run transit system. 2 Emergency transport.

County	Road Improvement Needs	Safety Issues	Unmet Transportation Needs
Lowndes	<ol style="list-style-type: none"> 1 Oak Street in Hayneville 2 CR2 3 CR12 	<ol style="list-style-type: none"> 1 CR37 - needs more than resurfacing; it needs to be re-engineered. Heavily traveled with railroad crossing. 2 Knights Place Road - drainage and pavement. 3 Flooding of roadways. 	<ol style="list-style-type: none"> 1 Need routes to Montgomery for medical services and employment. 2 Need a route system to service persons in isolated areas for employment services. 3 Need extended hours of public transportation for nights and weekends.
Macon	<ol style="list-style-type: none"> 1 New interchange at CR65 to provide direct access to downtown Tuskegee 2 CR46-US29-CR47-CR45-CR18: an indirect route used to avoid intersection of US29 and US80. Route has steep shoulders, sharp turns, potholes, blind curves and is often used by log trucks. 3 4-Lane US80 and US29 through Macon County. 4 Upgrade or replace posted bridges to eliminate necessary detours. 	<ol style="list-style-type: none"> 1 Bridges on I-85 are not wide enough, causing frequent accidents which stops all traffic, particularly near Exit 26. Permanent median infrastructure is needed rather than cabling. 2 US29-80 intersection in Tuskegee is too small for truck and bus traffic. Need a truck route and Tuskegee Bypass. 3 CR40 between AL229 and US80 needs widening and bridge replacements. It is used as an alternate route to I-85 in case of accidents. 	<ol style="list-style-type: none"> 1 Regional Ambulatory Service is needed. There is one ambulance to serve the entire county. 2 Expand transportation services to better serve the working population that is transportation-challenged with additional funding, vehicles and barrier removal throughout the county. 3 Need local matching funds for public transportation vehicles.
Pike	<ol style="list-style-type: none"> 1 Maintenance of county roads -- leveling and resurfacing of paved county roads. 2 Improvements to CR6 from US231 to AL87 due to increased heavy truck traffic from the Wal Mart Distribution Center. 3 Improvements to lessen congestion on Gibbs Street at the Troy Elementary School. 4 Upgrade or replace posted bridges to eliminate detours. 	<ol style="list-style-type: none"> 1 Volume of trucks on CR6 between US231 and AL87 due to the Wal Mart Distribution Center. 2 Intersection of Gibbs Street and US29 - frequent wrecks. 3 Intersection of CR6 and CR41 - visibility is limited due to horizontal curve in turning left from CR41 to CR6. 	<ol style="list-style-type: none"> 1 Longer hours are needed for public transportation services until at least 6:00PM - existing service ends at 5:00. 2 Connector road is needed between US231 and Enzor Road (CR50) to decrease traffic congestion at US231 and AL97.

Strategic Recommendations

In the 2009 planning year, the regional transportation assessment prepared in 2008 was carried a step further with a strategic transportation plan for specific areas including the cities of Tuskegee, Union Springs, Troy and Luverne. The Strategic Transportation Plan was developed with a goal to mitigate current and future roadway deficiencies, increase mobility and create a safe and efficient roadway system. Over the past several decades these cities have experienced modest growth; however, as in most cities, traffic volumes in these cities 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 cities as well transient traffic on the major roads in the area. Long-range recommendations resulting in the Strategic Transportation Plan include the following 13 road improvement projects.

Tuskegee

1. Construct a two-lane connector road from U.S. Highway 29 to U.S. Highway 80.
2. Construct a two-lane connector road from Alabama Highway 81 to Alabama Highway 126.
3. Realign the intersection of Alabama Highway 81 and General Chappie James Drive.
4. Improve traffic circulation around the square in downtown Tuskegee.
5. Realign the intersection of Alabama Highway 81 and Hospital Road.

Union Springs

1. Construct a two-lane connector road from U.S. Highway 82 to Hicks Industrial Park Boulevard.
2. Construct a two-lane connector road from Hicks Industrial Park Boulevard to U.S. Highway 29.

Troy

1. Widen U.S. Highway 231 to six lanes through the City of Troy.
2. Construct a three lane east-west connector in Troy.
3. Widen Alabama Highway 87 to four lanes through the City of Troy.

Luverne

1. Construct a four lane bypass around Luverne.
2. Widen U.S. Highway 331 to four lanes through the City of Luverne.
3. Construct a two lane connector road from U.S. Highway 29 to Alabama Highway 10 in Luverne.

Access Management

The two most heavily congested areas in the South Central Alabama Region are a portion of Alabama Highway 185 in Greenville northwest and southeast of Interstate 65 at Exit 130, and a portion of U.S. Highway 231 in Troy from Alabama Highway 87 to Wal Mart. Detailed access management plans were developed for these roadways and are included in the 2009 South Central Alabama Long-Range Recommendations Report.