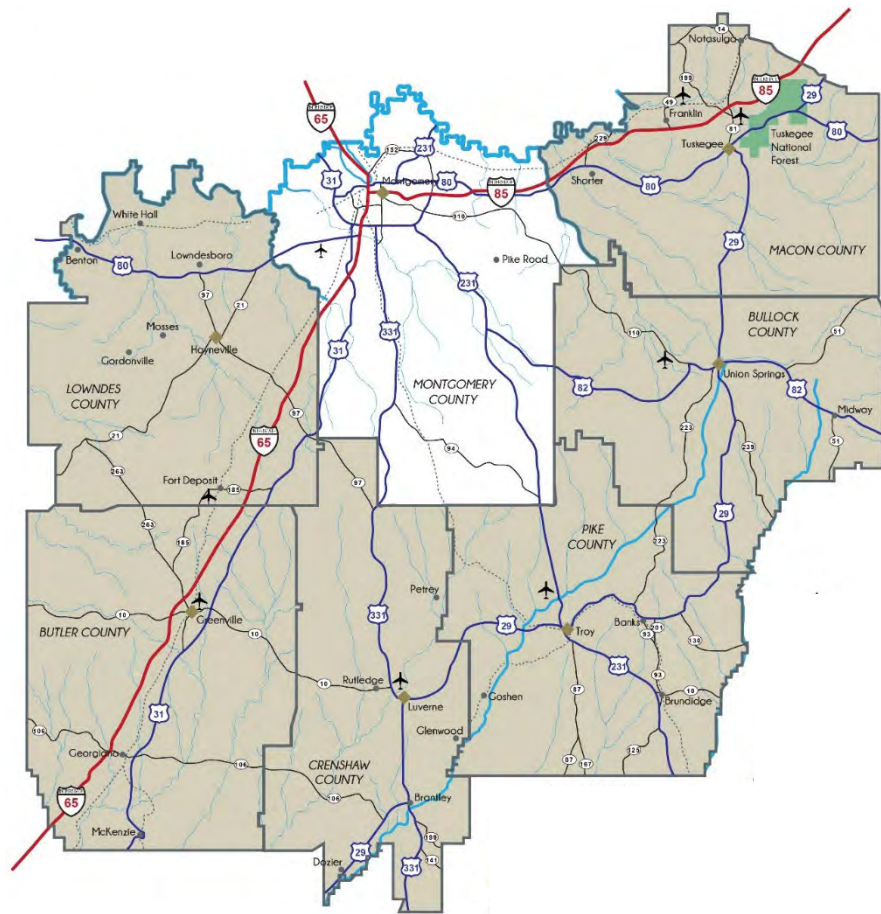


**Region 5**  
**South Central Alabama**  
**Rural Transportation Planning Program**  
Bullock, Butler, Crenshaw, Lowndes,  
Macon and Pike Counties

**Rural Transportation Needs and Issues  
And Long-Range Planning, 2019 – 2020**



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# 1. Introduction

Under an agreement with the Alabama Department of Transportation, the South Central Alabama Development Commission (SCADC) has continued a rural transportation planning program for the 2019-2020 fiscal year, covering the period from October 1, 2019 through September 30, 2020. The study area for the South Central Alabama Rural Transportation Planning Program 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. There are no urban areas in these counties. The South Central Alabama area is served by two interstate highways, six federal highways, and 20 major state highways. These highways offer both north-south and east-west regional access as well as access throughout the South Central Alabama area.

## The South Central Alabama Rural Transportation Region

- Bullock County
- Butler County
- Crenshaw County
- Lowndes County
- Macon County
- Pike County



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 the Fixing America's Surface Transportation (FAST) Act, 23 USC 134 and 135, 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. During the FY 2020 Rural Transportation Planning Program, rural transportation stakeholders and committees identified types of rural transportation priority projects that are common across the South Central Alabama Region. Citizen stakeholders in each county, however, identified specific rural transportation needs, issues and safety concerns. These projects are listed in Chapter 2 of this report.

Although citizens in each county in the South Central Alabama region have identified a variety of rural transportation needs and issues, there are some common rural transportation priorities throughout the region. During recent program years, the counties in the South Central Alabama Region have been able to make significant improvements to bridge structures through the ATRIP, the Alabama Transportation Rehabilitation and Improvement Program. Bridge education and awareness remains a top priority for all South Central Alabama counties, but, the locations where bridge improvements are an urgent need has decreased throughout the region. Therefore, bridge education and awareness remains a regional priority, but was included back within the road safety priority grouping.

### Regional Demographic and Transportation Characteristics

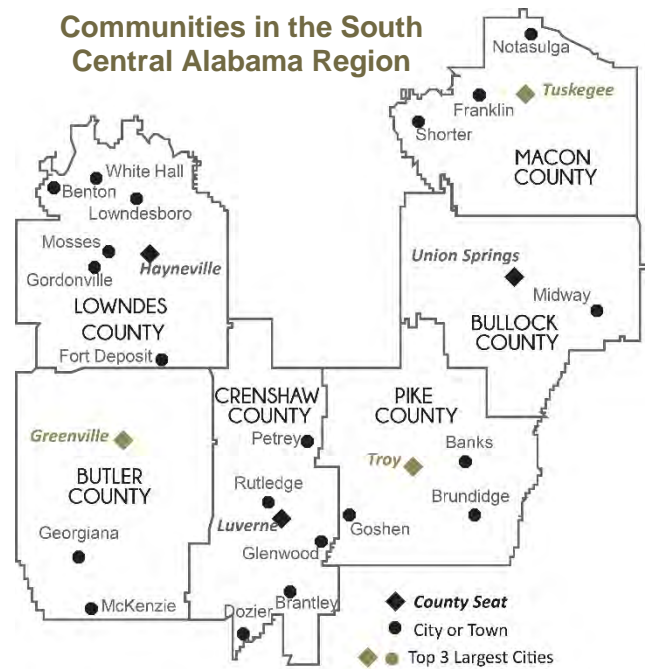
U.S. Census estimates indicate that the South Central Alabama Region suffered a population decrease of 6.5 percent between the 2010 Census and 2019 Census Population Estimates, which is a loss of 7,188 persons. According to the 2019 Estimates, the South Central Alabama Region has a total population of 104,229 persons within its 4,012 square mile boundaries. The smallest counties in the region are Crenshaw and Macon Counties, at 610 square miles and 611 square miles, respectively. Population density in the region ranges from 13.5 persons per square mile in Lowndes County to 49.4 persons per square mile in Pike County. Population density for the entire region is 26.0 persons per square mile. Between 2010 and 2019, population density in five counties decreased while density increased slightly in Pike County. Counties that experienced the most significant population loss were Macon County, at a 15.8 percent decrease, and Lowndes County, at a 13.9 percent decrease. Bullock and Butler Counties had population decreases of 7.4 percent and 7.2 percent, respectively. Crenshaw County had a slight population decrease of 1.0 percent; and, Pike County had a population increase of 0.7 percent.

<b>South Central Alabama 2018 Population Estimates and Population Density</b> <i>Population density is measured as the number of persons per square mile.</i>						
<b>Geographic Area</b>	<b>2010 Population</b>	<b>2019 Estimate</b>	<b>Percent Change</b>	<b>Land Area (sq. miles)</b>	<b>2010 Density</b>	<b>2019 Density</b>
Bullock County	10,914	10,101	-7.4%	625	17.5	16.2
Butler County	20,947	19,448	-7.2%	777	27.0	25.0
Crenshaw County	13,906	13,772	-1.0%	610	22.8	22.6
Lowndes County	11,299	9,726	-13.9%	718	15.7	13.5
Macon County	21,452	18,068	-15.8%	611	35.1	29.6
Pike County	32,899	33,114	0.7%	671	49.0	49.4
SCADC Region	111,417	104,229	-6.5%	4,012	27.8	26.0
<i>Source: U.S. Census Bureau, Population Division. Annual Estimates of the Resident Population for Counties in Alabama: April 1, 2010 to July 1, 2019 (CO-EST2019-ANNRES-01). Release Date: March 2020</i>						

The demographic statistics for the South Central Alabama Region demonstrate the need for transportation assistance to overcome economic and quality of life issues. The demographic conditions are, however, intensified by the rural character of the region. A large portion of population groups that most need transportation is isolated from community services and other assistance. Due to the area's rural character, there has not been a demand for public transit for economic, congestion or environmental reasons. As a result, public transit has not been fully integrated into the transportation infrastructure network of the region.

There is an adequate system of federal and state roads linking the larger population centers in the South Central Alabama region; however, many of the smaller municipalities are not included on this regional system. Even though it is not a part of the South Central Alabama Region, the City of Montgomery is the metropolitan hub for all six counties in the region. With its health, employment and shopping resources, Montgomery is probably the most significant destination location for the total population, and even more so for those persons who are in need of specialized services. Major highways are shown on the map on the following page.

**Communities in the South Central Alabama Region**

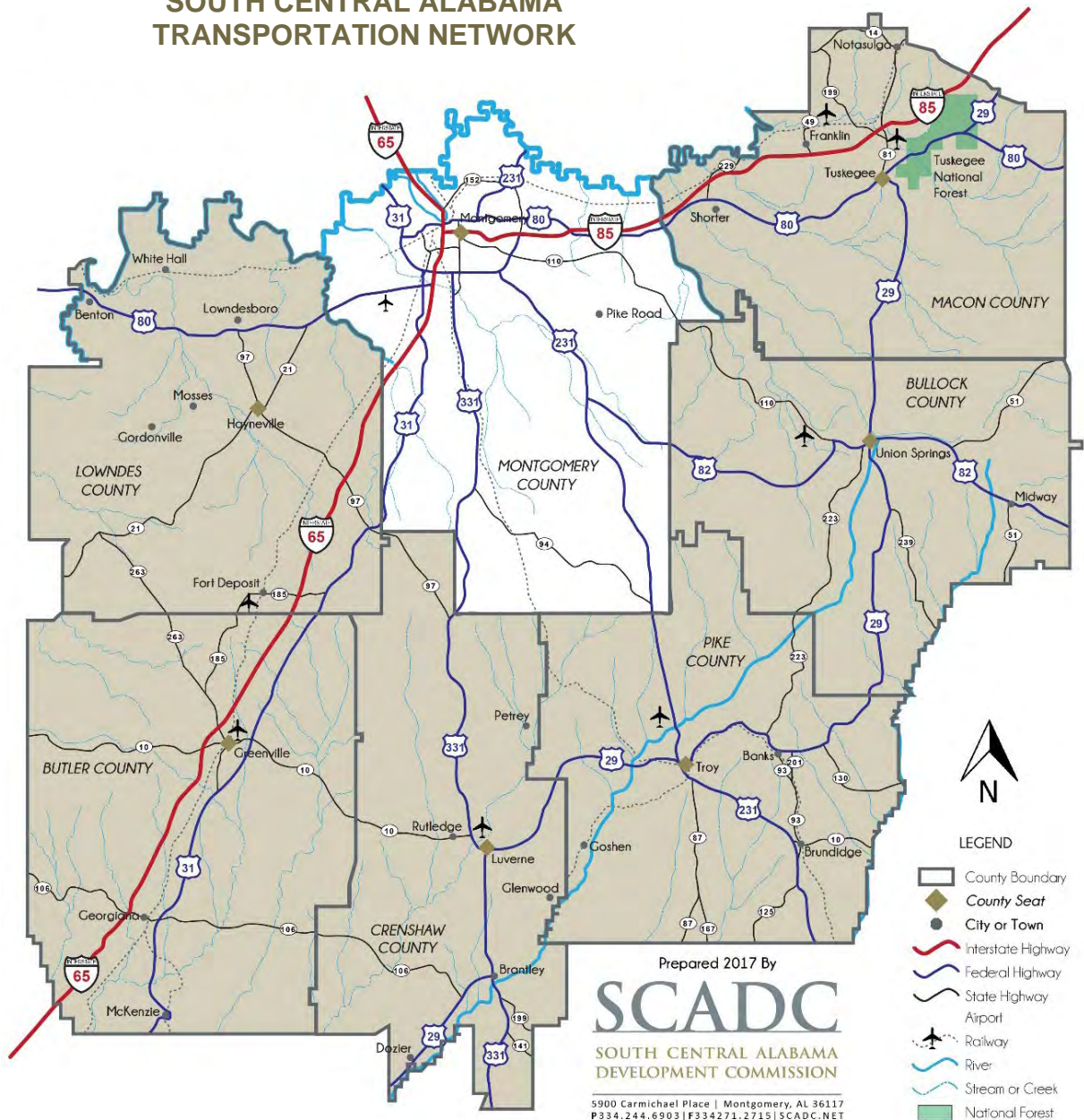


South Central Alabama Highways			
Interstates	Federal Highways	State Highways	
Interstate 65	US Highway 80	Alabama Highway 10	Alabama Highway 110
Interstate 85	US Highway 82	Alabama Highway 14	Alabama Highway 125
	US Highway 231	Alabama Highway 21	Alabama Highway 130
	US Highway 331	Alabama Highway 49	Alabama Highway 141
		Alabama Highway 51	Alabama Highway 167
		Alabama Highway 55	Alabama Highway 185
		Alabama Highway 87	Alabama Highway 189
		Alabama Highway 93	Alabama Highway 223
		Alabama Highway 97	Alabama Highway 239
		Alabama Highway 106	Alabama Highway 263



Each county has rail service except Crenshaw and Bullock Counties, although the amount of service has significantly decreased over the last decades. Only three railway companies now serve the region. Several of the larger municipalities located in the rural areas and many of the incorporated towns are not served by rail. Every county within the district has at least one airport. Most of the airports throughout the region are considered to be adequate with the exception of the Lowndes County airport in Fort Deposit, which is in need of runway improvements. Three commercial carriers serve the Montgomery Regional Airport (Dannelly Field) in Montgomery, the only commercial airport in the vicinity of the South Central Alabama Region, on a regular basis. These airlines have regularly scheduled daily flights, connecting to major cities throughout the nation. Troy has the second largest civilian facility with no commercial service, but it does have dual runways and a limited use control tower.

## SOUTH CENTRAL ALABAMA TRANSPORTATION NETWORK



## 2. Rural Transportation Needs and Issues

A goal of the South Central Alabama Rural Transportation Planning Program is the identification of rural transportation needs and issues by local citizens. To facilitate this process, the SCADC usually conducts six county stakeholder meetings. Due to the Coronavirus Pandemic restrictions and safety precautions regarding public gatherings, SCADC made the decision to conduct an email campaign to obtain stakeholder comments rather than hold the public stakeholder meetings. Stakeholders were notified by email that SCADC was soliciting comments regarding rural transportation needs and issues. The stakeholder list included representatives from local governments (elected officials and key staff), boards of education, public health, human resources, veterans' affairs, extension service, emergency management, senior services, public and private transportation providers, volunteer fire departments, major employers, chambers of commerce, economic development, and local media. Stakeholders were able to submit a Rural Transportation Needs and Issues Comment Form to the South Central Alabama Development Commission in one of three ways: by e-mail, by phone or by fax. A comment form for the identification of rural transportation needs and issues was developed and made available on the SCADC website.

In recent years, SCADC has tried to minimize the redundancy in the lists of citizen-identified rural transportation needs and issues each year. Further, many of the identified needs and issues, especially those identified between 2007 and 2012, have been addressed through county efforts with ALDOT's Alabama Transportation Rehabilitation and Improvement Programs (ATRIP). The purpose of the ATRIP program is to rehabilitate and improve transportation infrastructure through the accelerated delivery of project funding. The program's goal is to address critical needs projects across the state in an effort to rehabilitate and improve the in-place facilities and in some cases provide new facilities at locations throughout the state. The program's focus was on essential needs relating to roads and bridges. Local officials and staff report that the ATRIP program has been a tremendous asset in addressing many of the lingering rural transportation needs and issues that could not previously be repaired.

The following lists of rural transportation needs and issues is a compilation of comments from stakeholders between 2007 through 2020. Redundancies have been deleted. Issues that were previously identified but have since been repaired or corrected have been deleted. The following lists of needs and issues are a direct result of the South Central Alabama Rural Transportation Planning Program stakeholder public involvement process. Rural transportation stakeholders were asked to identify their need and/or issues as a road improvement need, safety issue or an unmet transportation need. It is recognized that some of the identified needs and issues fall into more than one category. No analysis or ranking of the identified needs and issues has been incorporated into the lists of needs and issues. It is felt that these are the most current and comprehensive lists of rural transportation needs and issues in the South Central Alabama region available to date.

## Fiscal Year 2020 Rural Transportation Needs and Issues

### SCADC Region Citizen-Identified Rural Transportation Needs and Issues September 2020

Location	Description
Transit	Strong need for transportation in the rural counties. A prime example being the "Ready to Work" classes in Lowndes. The folks that need training cannot get it because they can't get to it. Public transportation solutions are key to workforce success in the areas outside of larger cities.

### Bullock County Citizen-Identified Rural Transportation Needs and Issues September 2020

Location	Description
<b>SAFETY ISSUES</b>	
US 82 from Bullock County to Barbour County	This stretch of highway has a high level of transport trucks that use this route. They tend to exceed the speed limit and drive without regard for others. There needs to be more state troopers or local law enforcement to monitor this highway.
Downtown Union Springs	Need signs stating no trucks downtown.
Intersection of US 82 and AL 110	This is a dangerous intersection. Need left turn lane into Wayne Farms. Coming eastbound on AL 110 onto US 82, large trucks swing trailer into traffic when turning east or west
US 29 South	Coming down the hill from McDonald's, truck will lay on brakes so hard that they will move the pavement.
US 82 Signage	The sign signaling the change from two lanes to one lane is located after the road narrowing has already occurred.
US 82 between US 82 West and AL 223	Speed limit needs to be lowered between AL 223 and Holcombe Avenue.
AL 110	The airport has been a positive influence which seems to be growing. They extended the runway and had to re-route the existing road when it expanded. The last numbers I saw still support increased traffic in mornings and evening on Hwy 110 with people traveling to work here. Alabama Highway 110 needs to be 4-laned. There are no passing lanes. On AL 110 at intersection with CR 7, there are wave in AL 110 in the eastbound lane. There are no shoulders and three bridges between CR 7 and CR 165 do not have guard rails with deep drop offs. Heavy truck traffic.
AL 223	This road has numerous potholes and dips in the concrete. It also has a high level of transport trucks that use this route. They tend to exceed the speed limit and drive without regard for others. There needs to be more state troopers or local law enforcement to monitor this highway Need a sidewalk project along AL 223 from high school to Adams Ridge apartment complex. The road is heavily traveled by chicken and log trucks. The lack of sidewalks, along with the steep shoulders of the road, places school children in peril as they walk to Bullock County High School.
CR 30	Part of the road is washed out and was closed temporarily. It has been patched many times.
CR 49	The bridge on this road is in need of repair.



Location	Description
<b>ROAD IMPROVEMENTS AND REPAVING</b>	
US 29	This road has numerous potholes and dips in the concrete.
US 82	With Conecuh Road East. Heavy traffic. Rough ride.
	Between AL 110 and AL 223, the road is separating and holding/ponding water.
AL 110	Needs to be 4-laned. 18-wheeler truck traffic is heavy
	4-lane from Union Springs to Montgomery Heavy traffic. Need to have passing lanes
	Should be 4-laned. There are no shoulders. Airport traffic is going to increase traffic volume and congestion on this road.
Intersection of US 82 and AL 110	Turn profile is too congested. Trucks must swing into oncoming lane to make turn off of AL 110 to US 82
	The turn from AL 110 to 82 is too narrow for trucks. Trucks must use both sides of the road to make the left turn; thereby, blocking traffic attempting to turn onto AL110.
Intersection of US 82 and US 29 North	Trucks are tearing curbs. Continues to be a problem with trucks navigating through town, with the curbs gone at two intersections. One study years ago was to divert trucks onto "Industrial Road" to bypass these intersections.
Intersection of US 29 and US 82 – in front of McDonalds.	Trucks are tearing curbs. Continues to be a problem with trucks navigating through town, with the curbs gone at two intersections. One study years ago was to divert trucks onto "Industrial Road" to bypass these intersections.
	Drainage problem and pooling of water in area in front of McDonalds and Subway; attracting mosquitoes and disease carrying bugs creating health problems. This is same area where curbs are damaged and water draining excessively down US 29 where trucks throw on their brakes to stop.
Intersection of US 82 and Greenwood Ave.	A turning lane is needed at the Greenwood Avenue entrance to Wayne Farms – in front of 82 West Restaurant for truck traffic going east to west.
Powell Street North @ Blackmon Ave (US 82)	Heavy traffic here to both banks and post office. Can lose a whole vehicle here in potholes.
CR 2	Potholes. Needs to be paved. Someone put a fence on the right of way.
CR 3	Potholes. Needs to be paved. Someone put a fence on the right of way.
CR 7	Is in extremely poor condition.
	AKA Fitzpatrick Road. Needs to be repaved between AL110 and Macon County Line. When bridges were fixed on AL110, traffic was re-routed on CR7 and never fixed after trucks tore it up. Shoulders are absent and dug up in places. Road is narrow. Patching is rough.
CR 8	Rex Lumber is going to increase traffic.
	Road improvements are in progress in 2016-2017. Potholes between Perote and Sellers Crossroads -- some are often filled and quickly renewed. Roadway is dangerous -- needs to be closed. Have to drive on side, not cutting right of way and debris is not removed after clearing trees.
CR 11	Rex Lumber is going to increase traffic.
CR 14	Trees growing over roadway. Dead trees on right of way.
CR 15	Potholes
CR 23	Between Bullock County and Macon County. This road has numerous potholes and dips in the concrete
CR 23	Road is very raggedy and causes damage to vehicles that have to travel this road.
CR 30	Needs resurfacing. With Lee Loop Road. Needs work, especially at beginning of road. Has been patched, but not smooth.
CR 31	AKA Daniel Road. Off US 29 South
	1. Rough road between Highway 239 and US Highway 29 2. Needs improvements

CR 34	Has been resurfaced, but shoulders need attention. Growth above 5 feet on shoulder of road. Cannot see oncoming traffic when entering road from driveway
CR 35	Potholes, especially from CR 34 to US 82. Needs resurfacing.
CR 36	Needs improvements
CR 37	Needs improvements. Widen and resurface between US 82 and Montgomery County Line
CR 40	Needs resurfacing. Waterfall causes flooding of roadway. City of Union Springs has to drain roadway.
CR 41	Bad flooding
CR 45	Poor shoulders and potholes. Needs resurfacing. Log truck damage road badly.
CR 47	Potholes. Cannot drive on road. Shoulder is actually used to travel. Road to Wehle Nature Center needs to be improved due to gaping holes. This is important to economic development. Many visitors complain of road conditions.
CR 49	Potholes. Needs resurfacing. Road is in appalling condition; even has sign that says "ROUGH ROAD". Grass is so high that wildlife, such as deer, is not visible. Potholes along the whole road. People can't go to the three churches on this road. Road is grown over with grass. Makes it basically a one-lane road.
	Road is hazardous and in need of repair. Road has been patched here and there – the patchwork time has passed. This is a rough road.
CR 52	Poor road condition. Extremely rough road with potholes.
CR 53	Culvert has been repaired. Potholes. Needs resurfacing. Road is too narrow. Has log truck damage.
CR 59	Off US 82 East, past Bullock Correction Facility. Road is in dire need of repaving.
CR 61	Needs paving. Terrible condition – rough, holes and potholes. Needs signs to warn motorists. Needs new lines/stripping.
CR 64	Rough road. Needs resurfacing.
CR 66	Needs resurfacing
CR 89 *Noted that this project is in the works with improvements expected in 2020	<ol style="list-style-type: none"> <li>1. Needs resurfacing</li> <li>2. Highway needs repaving very, very bad</li> <li>3. Needs complete repaving</li> <li>4. Road is bumpy with open holes. Need total makeover.</li> </ol>
	Letter from Great Hope AME Church: Great Hope Road (CR 89) is in <u>dire</u> need of paving or at the very least re-surfacing. This has not only made for hazardous driving but has caused damage to automobiles as well. Some of the members are lifelong residents of the area as well as others who worship elsewhere. There are members who live in other areas of the county, etc., but still arrive via this road.
CR 93	AKA Mt. Coney Church Road. Portion of road needs a drainage pipe, thereby causing a bad condition for traveling
CR 106	Repaved - lots of potholes and patches due to a lot of truck driving
CR 115	Needs repaving and maintenance, has potholes, flooding problems
Sugar Harris Road (CR 117)	Rough road with a lot of potholes that have been repaired making road very uneven and bumpy. Needs a lot repair due to big hole that has been poorly repaired.
CR 142	Needs repaving and maintenance, has potholes, flooding problems
CR 148	Needs resurfacing
CR 154	Needs resurfacing
CR 165	Road is very raggedy and causes damage to vehicles that have to travel this road. Road has been patched everywhere it could. It needs to be repaired.

CR 176	Needs improvements, especially between CR 7 and CR 37
CR 177	Road needs resurfacing.
CR 180	Needs resurfacing
CR 185	Between Cr 37 and AL 110. Needs repaving. Even gravel would be better than what it is now.
CR 191, Union Springs	<ol style="list-style-type: none"> <li>1. Road washing away. Water runs down in our yard and sits under my house. Patch work all over the road.</li> <li>2. Road is very worn. Patchy and filled with potholes after it rains. Water washes toward the houses on the street when it rains which causes the soil to shift quite a bit. An ongoing maintenance issue over the years, especially in front of my home.</li> <li>3. Needs resurfacing</li> </ol>
Cooper Street, USA	Road needs to be repaved.
Ellis Avenue	Potholes, Repaving partially complete
Esquire Drive	Poor road condition
Foster Rd, USA	Off US 82 East, past Bullock Correction Facility. Roads are in dire need of repaving. Poor Condition
Greenwood Street, USA	Road needs to be repaved.
Hall Street, Midway	Roads in City of Midway exhibit severe drainage issues. Approximately 50 percent of streets need resurfacing.
Hardaway Street, USA	Conecuh River Bridge needs larger culverts; Repeated flooding. Needs repaving.
Hicks Industrial Park Road, USA	<p>Potholes. No sign or turn lane to divert trucks.</p> <p>Leads to local industrial park and needs to be resurfaced. Potholes</p>
Levy Street, USA	Road needs to be repaved.
Peachburg Road, USA	Town Creek Bridge needs larger culverts; Repeated flooding.
Pecan Lane	(off Peachburg Road / 82E) Is in desperate need of paving... extreme road hazards
Ponderosa Loop, USA	Poor road condition
Pruett Street, USA	Needs to be repaved
Rush Lane, USA	Rough road, like riding on a washboard
Sanders Court, USA	Off AL 223, Union Springs. Road needs to be paved. Five homes on street which is accessed by Abby Avenue, which a gravel route. Have trouble getting in and out, especially in rainy weather
Tye Avenue, USA	Poor road condition
<b>TRANSIT</b>	
Transit	They have moved the Health Dept. and DHR out of the downtown area (of Union Springs) which causes problems for the elderly/impoverished to access those agencies.
Transit	There is a significant need for transportation between Bullock, Macon and Pike Counties. These counties are home to multiple production facilities that employ 1,000's of people. Transportation would go a long way in growing these economies.
Bullock County	Need transportation to Health Department and Department of Human Resources.
Bullock County	A transportation system is needed for Bullock County residents.
Bullock County	Public transportation is needed for citizens who reside in rural areas.
Bullock County	The elderly and disabled do not have transportation and they are being exploited out of their money.
Hardaway Church Road	Enon Community. There are several people (elderly) who cannot drive and could use public transportation in this area.

Rural areas throughout Bullock County	Transportation needed for JOBS clients to get back and forth to employment sites that are located in different areas of Bullock County.
Rural Areas	Seniors need transportation to city for medical needs
Union Springs	Seniors in Union Springs need transportation to DHR and Health Department that is being constructed in outskirts of Union Springs. There is a lot of scamming of seniors for private transportation resources.
Transit	Need transportation service from downtown Union Springs to newly constructed Health Department on Hicks Industrial Blvd.
<b>BULLOCK COUNTY GENERAL COMMENTS</b>	
Bullock County	Several roads are dirt making it difficult to drive on. Some of the paved roads are like only asphalt with potholes.
Bullock County	Most county roads have issues after rains.
Bullock County	Many county roads have issues.
Collector Surface Roads	All county collector road needs surface improvements. Need additional funds for improvements to minor collectors.
District 1, Bullock County	Shoulders on county roads are overgrown and cannot see the road. Need signage on all roads.
Bullock County	Need a 4-lane access route in the west part of the county to tie into I-85 near Tallassee and US 231 near Brundidge
Prairie Street North and South, DT USA	Hard to grow tourism or any other tax-generating business when first impressions due to road conditions are so poor!
Prairie-Hardaway-Conecuh-Powell, USA	Reroute truck traffic from downtown area.
Bullock County	Almost every road is in dire need of improvements; many with potholes. County gets claims from people about cars getting messed up by roads.
District 4, Bullock County	Lack of funds to maintain roads, Many potholes. Lack of equipment to address poor infrastructure
Bullock County	Roads are in bad shape with potholes and flooding, and resurfacing needs. Lack of funding sources and ideas of getting funding.
Bullock County	Dirt roads are washing out.
Bullock County	Problem is how to improve roads with dwindling fuel sales and income.



**Butler County Citizen-Identified Rural Transportation Needs and Issues  
September 2020**

Location	Description
<b>SAFETY ISSUES</b>	
US 31	There have been multiple wrecks, fatalities and cars in ditches on US Highway 31 between McKenzie and Georgiana.
AL 10 and AL 185 at Greenville Water Tank	The light from the West driving East turning lane arrow is dangerous and has been for years. People try to turn left when they do not have the arrow. There have been accidents there throughout the years.
Location	Description
<b>ROAD CONDITIONS AND REPAVING</b>	
CR 6	South Garland to US 31. Needs to be resurfaced.
CR 7	AKA. Butler Springs Road. Is in terrible condition. Needs to be paved. Hasn't been paved in a very long time.
CR 9	AKA Scott Road. Portion of road needs to be paved. Pavement stops and turns into a dead-end.
CR 11	Needs to be repaved.
	Cream Pot Road North past Monterey. Road pavement has been damaged due to wear and potholes from timber trucks and dump trucks. Fire Department has trouble getting to fires in a timely fashion or it will knock the truck out of line.
CR 15	Needs to be repaved.
CR 17	Road is in bad condition. It is a local major collector for truck traffic going to lumber mills in Camden and Chapman, combining truck traffic with residential traffic.
CR 22	Need a truck bypass from AL 185 to AL 10 West – involves city, county and industrial park. Possibly an ATRIP2 connector between two state routes.
CR 32	Needs to be repaved.
CR 37	Approximately 12 miles have been resurfaced. Needs to be repaved. Road has big potholes. Road is going out due to big trucks. Ditches need to be cleaned. Water in the road when it is raining. I traveled this road on a daily basis to and from work and this has got to be one of the worst tank track roads I have ever seen since Vietnam.
CR 39	Needs to be repaved.
CR 41 (New Searcy Road)	Road is in need of resurfacing. Potholes abound and repairs are few. Potholes cause issues. Road is too narrow because of erosion of roadway.
CR 43	Needs to be repaved.
CR 43	AKA Poorhouse Road. Road repair is needed.
CR 46 – Forest Home Road	Rough pavement in curve (left side traveling West) at Mason Lodge and 1/2 mile from lodge on right.
	West past Monterey road pavement is damaged with wear and potholes from big trucks
CR 47	CR 47 needs to be resurfaced from intersection of CR 51 to AL 55. Need turning lanes at CR 47 and AL 55
CR 48	Needs to be repaved.
CR 49 – Ira Till Road	Cut through from Co. Rd. 46 – Forest Home Rd to State Hwy 10 is hard to travel due to damage of timber trucks and detours when needed from Fire Emergency Departments.
CR 54	Needs to be repaved -- have to drive in the middle. Senior bus has problems with driving down the road
CR 57	Dirt portion needs to be paved.

CR 61 (Old Stage Road)	Road is in need of resurfacing. Potholes abound and repairs are few. Potholes cause issues. Road is too narrow because of erosion of roadway.
CR 69	Needs to be repaved.
CR 75 North (Fort Deposit Road)	Needs widening, resurfacing, striping. Needs to be leveled with potholes filled.
US 31	Unsafe intersection at US 31 and Halso Mill Road
US 31, Georgiana	At AL 106 in Georgiana. Bushes and trees need to be trimmed back for visibility on road and curves.
Abrams St, Georgiana	Has potholes and cracks; speed bumps need to be painted
Avant Loop, Georgiana	Road is in very bad shape with potholes
Butler Estates Road, Greenville	Butler Estates Road is a badly deteriorated paved road with overlying patches, potholes, cracks, and depressions. The lack of sidewalks and heavy pedestrian traffic make it especially dangerous.
Darby Avenue, Georgiana	Bad road
E. Railroad Ave., Georgiana	Potholes
East Railroad Avenue, Georgiana	Road needs to be paved and widened with adequate drainage. It is a narrow dirt road with tree limbs hanging over road and no ditches for proper drainage flow. It has potholes, washes and mud puddles. Overgrowth is damaging to vehicles. Service vehicles get stuck in the mud and ditches. Garbage trucks further tear up the road.
Grace Avenue, Georgiana	Needs to be repaved.
Miranda Avenue, Georgiana	Potholes
North Jane Avenue, Georgiana	Needs to be repaired
Railroad Avenue, Georgiana	Part city and part county -- needs a lot of work
Rocky Street, Georgiana	Intersection with US 31, AL 106 and Rocky Street is a dangerous 5-point intersection. Very difficult for residents to enter intersection.
Rocky Street, Georgiana	With Rocky Lane. Very narrow unpaved road that is the only access to Rocky Street and Rocky Lane residents. So narrow that two cars cannot pass each other without pulling into a driveway. Needs to be paved. Existing dirt road is washboarded and in very poor condition with huge potholes. Heavy and extended rains cause the road to wash and flood, causing cars, school busses and emergency vehicles to get stuck on numerous occasions. Bushes and limbs need to be cut back. We cannot see good in spots. This used to be done each year before school starts.
Veneer Avenue, Georgiana	Part city and part county -- potholes
Greenville Bypass (AL 245), Greenville	Additional traffic lights are needed on the Greenville Bypass. One where Conecuh Road meets the Bypass Road; and two, where the Greenville Bypass Road T's with Hwy 10. There have been several accidents and near accidents at the first location and traffic backs up a lot at both locations. These lights would make things much more convenient and safer for drivers in Greenville. Both of these locations also have issues with trying to get access to these roads in a timely manner.
Damascus Road, Greenville	This road is in horrible condition. They replaced a drainage culvert about a year ago and all that has been done to repair it is gravel. Potholes form every time it rains. When I make complaints about it the road crew comes out and lays more gravel down. When you turn off of Hwy 10 onto Damascus and drive down this road there are several locations where the road is deteriorating. Reports have been made with the County several times concerning both of these situations and the answer is to just fill the potholes again. This does not last very long as every time it rains it needs to be done again, sometimes in different locations. Something needs to be done. These road conditions are terrible on our vehicles as well.
Glendale Ave., Greenville	Needs to be repaired
Honeysuckle Road, Greenville	One way road with potholes and drainage problems. Paved, but dirt washed.

Industrial Pkwy, Greenville	Needs repairs due to heavy truck traffic.
Kolb City Road, Greenville	Needs repairs due to heavy truck traffic.
South Conecuh St, Greenville	Potholes
Shamrock Lane, Honoraville	Road frequently washes out. There are long waits to get the road repaired; residents sometimes have to make their own repairs. Grass is grown up in the middle of the road and bushes are overgrown on the sides of the road. School bus doesn't travel the road.
N. Garland Rd/Walsh St, McKenzie	Traffic congestion has increased. McKenzie High School attracts students from Greenville, Conecuh and Covington Counties which has increased traffic.
Sellers Street, McKenzie	Needs to be resurfaced due to heavy school traffic
<b>TRANSIT</b>	
Senior Citizen Services	Limited services for senior citizens. Cab is costly. Need something to meet needs of people on limited incomes to get to places beyond nutrition sites. Would like public transportation.
Senior Citizen Services	No public transportation for the elderly in Butler County
Countywide	Senior services transportation to pharmacies, DHR, groceries. Need public bus system -- also for employment.
Disabled Services	Need services for disabled persons with wheelchair facilities. City is on the grow, but transportation services are lacking. Also, let people know of services and facilities that are available now.
Regional Services	Need transportation services to travel regionally, especially to Montgomery.
<b>BUTLER COUNTY GENERAL COMMENTS</b>	
Butler County	Big trucks eat up the roads. A consideration should be to tax timber trucks
All County Roads	All paved roads need center stripes at a minimum. Roads are difficult to see at night. Side striping would be even better.
Countywide	Pave dirt roads. New busses are being torn up and beaten to death by dirt roads.
Countywide	Paving starts in August in worst areas.
Countywide	Moving concrete mailboxes complicates repaving and widening.
Countywide	A lot of the county roads need repair.
Countywide	Transportation providers with heavy equipment such as school busses and fire trucks must be very careful due to the road issues throughout the county.

## Crenshaw County Citizen-Identified Rural Transportation Needs and Issues September 2020

Location	Description
<b>SAFETY ISSUES</b>	
US 331 and US 29, Luverne	Traffic accidents at light in Luverne at intersection of US 29 and US 331 in downtown. Trucks cannot make the turn. Buy the Budget Shop in southwest corner of intersection to straighten out the turn.
US 331 signals, Luverne	There are only two lights in Luverne. They need structural poles for lights. Swinging lights on cable causes outages.
Location	Description
<b>ROAD CONDITIONS AND REPAVING</b>	
AL 10	4-lane between Luverne and Greenville.
AL 189	Dangerous road due to flat curves.
CR 27 and CR 35	Needs repaving. <i>**Work on CR 35 is complete and CR 27 will be addressed soon.</i>
CR 39	Needs to be on-system - reclassified as a major collector road.
CR 57	Needs to be on-system - reclassified as a major collector road.
CR 83	Needs to be resurfaced between CR43 and southern portion. <i>**On the Crenshaw County priority list.</i>
US 29	4-lane between Luverne and Troy
US 331	4-lane US 331 from Montgomery/Crenshaw County line to Luverne
	4-lane US 331 North from Smart plant to Crenshaw County line for economic growth
	Complete the US 331 4-lane project from Montgomery to Luverne. Trucking and daily commuting traffic need this to happen.
	Needs to be a 4-lane road.
	Has potholes and needs to be resurfaced and shoulders improved
US 331 Detour	CR50 - CR31 - CR35 - AL10. Upgrade to an adequate detour route from US 331. Incident caused significant damage to road and had a wreck on the detour.
US 331 South, Luverne	Need light in front of McDonald's.
Sikes Road	Dirt road that washes out with rain
Richburg Road	Dirt road that washes out with rain
Burnout Road	Washout and needs resurfacing
Garnersville Road, Luverne	A dirt road that is carrying a high volume of traffic to Dongwon. Needs to be paved.
Mulberry Road, Brantley	Needs work
North Jackson St, Rutledge	Needs paving badly
Old Franklin Road	Dirt road that needs paving or grading.
Outer Loop, Montgomery County	Is there a planned exit on the Outer Loop to U.S. Highway 331
Ryan St, Rutledge	Needs paving badly
South Jackson St, Rutledge	Needs paving badly
Third St, Rutledge	Has potholes and needs to be repaved.



<b>TRANSIT</b>	
Dozier	Need for elderly transportation.
Countywide	Need transportation services to doctor's office and health services.
Transit Need	Disabled student needs transportation from Rutledge to LBW in Luverne
<b>CRENSHAW COUNTY GENERAL COMMENTS</b>	
US Hwy 331	It is a top priority for Crenshaw County is to have U.S. Highway 331 four-laned all the way to Luverne as soon as possible to facilitate truck traffic to industries. Also, from March through Labor Day traffic on Highway 331 is even heavier due to the beach traffic. Highway 331 is a straight shot to the beaches. Getting Highway 331 four-laned is very important for the future economic development of Crenshaw County. This is a hurricane evacuation route and needs to be improved to handle traffic.
Countywide	Paving -- More dirt roads in Crenshaw County than paved roads.
Countywide	Address how detour routes are defined and "called".
Countywide	Overloaded trucks are tearing up roads throughout the county.
Countywide	Speeds on county roads are the primary factor in accidents. Statewide, 40 percent of all Alabama accident fatalities are on a county-maintained roadway.
Countywide	Roads in the county need repair
US 331	Need to change US Highway 331 to four lanes for economic development

**Lowndes County Citizen-Identified Rural Transportation Needs and Issues  
September 2020**

Location	Description
<b>SAFETY</b>	
CR 7 Bridge @ Sullivan Branch	Emergency bridge project
Location	Description
<b>ROAD IMPROVEMENTS AND REPAVING</b>	
CR 7	Road is in bad shape and a constant maintenance problem. Can it be turned over to the State?
CR 9	Potholes, broken asphalt
CR 12	Some areas are rough and dangerous
CR 12	Huge potholes causing road travel to be hazardous for motorist travel.
CR 12	Some areas are rough and dangerous
CR 17	Potholes, broken asphalt. Road needs paving and widening. Need warning of deer on the roads and light on the roads.
CR 21	Between Frederick Douglas Road and US80. An increasing number of accidents and fatal accidents.
CR 26	Increasingly more heavily traveled, especially between CR6 and county line. More residential growth.
CR 32	Resurfacing project being let in September 2019. AKA as Mason Road. There are several county roads near my residence where cross slope corrections are badly needed. The cross slopes are bad enough that it is dangerous to travel these sections of roadway at the posted speed limit of 45 mph. These conditions tend to throw the vehicle into the roadside ditch or onto oncoming traffic. Other roads include: CR 37 from CR 32 to CR 26, CR 26 from CR 32 to Tyson Rd
CR 33	Needs repaving
CR 33	Huge potholes causing road travel to be hazardous for motorist travel. Needs repaving.
CR 37	Resurfacing project letting in 2019. Potholes, broken asphalt
CR 40	Mining operation trucks are beating up a small, older road. Road needs to be built up to withstand truck traffic.
CR 45	Potholes, some dirt, broken asphalt. Needs resurfacing
CR 45	Huge potholes causing road travel to be hazardous for motorist travel. This road is also becoming heavily flooded. Needs resurfacing.
CR 63	Holes in the road, rides rough. Needs to be resurfaced
US 80	Needs to be repaved.
Academy Lane	Holes in the road
Atchinson Road	Off CR 26. Pavement.
Barnie Road	Off CR 33. Pavement.
Cassidy Road, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Chicken Pit Road	Off AL 97. Pavement.
Collirene Cutoff Road	Off CR 12. Pavement.
Crews Road	Off CR 26. Pavement.
Cross Street, Lowndesboro	Needs paving. Road trenches when it rains. Also needs directional designation of east and west for emergency services.

Dirt Road off CR6, bordering Montgomery County	Pavement improvements needed.
Downtown Streets, Fort Deposit	Streets are 50 years old and need repair.
Ellis Street, Fort Deposit	Bad road
Farmersville Road/ Wheeler Road	It is a dirt road, but really needs to be paved.
Frederick Douglas Road	This is a tourism road with potholes. Big trucks drive on the road and cause road condition to decline. USDA application has been made to resurface.
Gilmer Hill Road, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Golson Road, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Hayneville Streets	Drainage improvements are needed to prevent flooding. Streets need resurfacing.
Hill Street, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Jenkins Road	Pavement.
Jones Hill Road	Off AL 21. Pavement.
Jones Street, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Judge Road	Off CR 26. Pavement.
Julian Town Road, Letohatchee	Rough road. Needs to be repaved. Application has been made to rebuild the road.
Knight Place Road	Off CR 45. Pavement.
Lee Street, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Lum Road	Between CR 33 and CR 45. Pavement.
Mary Jane Jackson Road	USDA application has been made to resurface.
McGhee Road	Potholes
Milner Street, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Mims Road	Off CR 26. Pavement.
Mt. Pleasant Road	1/2 mile stretch of paved road that is in terrible shape -- must see it to believe.
Mushatt Road	Off CR 33. Gravel road that needs to be paved.
North CR 37	Currently under construction.
Oak Street, White Hall	Needs resurfacing
Old Calhoun Road, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Old Letohatchee Road, H'ville	Needs resurfacing
Pierce Road	Off CR 12. Pavement.
Pine Street, Hayneville	Streets need resurfacing and drainage.
Plantation Road	The Lowndes County portion of Plantation Road hasn't been worked on in years.
Pollack Street	Has cracks, potholes and drainage issues
Race Track Lane, Hayneville	Needs resurfacing. Street is beginning to experience much higher traffic volume.
Ramah Church Road	Pavement.
River Road, Lowndesboro	Off Robinson Switch Road. Needs to be paved. Serves about 100 people. Dust is horrible. When raining, hard to get in and out to get to work.
Robinson Switch Road	Road is very rough and damaging to all vehicles going in and out of our property.
Rogers Street, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Rudolph Road	USDA application has been made to resurface.
Salem Church Road	Pavement.
Sellers Road	Off AL 21, passed Bill Jones Store. Pavement.

South CR 37	Extreme washout and landslide. No pavement left.
South Pollard St, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
South Street, Hayneville	Needs resurfacing and paving.
Streety Road	From US 80 to AL 97. Pavement.
The Bend	Off CR 41. Pavement.
Waller Road, Braggs, AL	Terrible Road. Needs pavement fixed. USDA application has been made to resurface.
Woodruff Road	Off AL 21. Pavement.
<b>TRANSIT</b>	
All dirt roads in County	Lack of paved roads in Lowndes County. Public transit can't access the elderly.
Hayneville	Sidewalks are needed for pedestrians.
White Hall and Trickem	No public transportation at all.
<b>LOWNDES COUNTY GENERAL COMMENTS</b>	
Countywide	Need more accessibility for residents
Countywide	Potholes in county roads
Countywide	Big trucks mess the roads up



**Macon County Citizen-Identified Rural Transportation Needs and Issues  
September 2020**

Location	Description
<b>BRIDGE IMPROVEMENTS</b>	
Radar Station Rd @ Red Creek	Bridge Improvement
Glassy Mill Rd @ Long Branch	Bridge Improvement
Morgan Russell Rd @ Persimmon Creek	Bridge Improvement
Morgan Russell Rd @ Calebee Creek	Bridge Improvement
All bridges in Macon County	Rural bridges are washed away prohibiting school busses from crossing and children missing days of school
AL 49	Bridge safety railings are rusted and need repair or paint guard rail.
CR 22	Road needs to be widened. Bridge repairs needed.
CR 73	Bridge needs to be replaced.
I-85	Needs bridge widening, resurfacing, and a concrete median placement.
I-85	Bridges and narrowness of median contribute to repeated head-on collisions.
I-85	Bridges need to be replaced and widened. There is no breakdown lane.
I-85	From MM 20 to MM 47, road needs to be widened at bridges.
Location	Description
<b>ROAD CONDITIONS AND REPAVING</b>	
I-85	Need lighting at Exit 45
I-85	Need cleanup of vegetation and wildlife
I-85	Message boards need to be added to Interstate 85 for informational purposes due to congestion from accidents. Locations should be 1.5 miles before Exit 16 in Shorter in northbound lane and 1.5 miles before Exit 26 in southbound lane.
US 29	Needs lights. A truck route is needed to bypass US29 in downtown Tuskegee and particularly at the Tuskegee Square. 4-Lane these roads to provide a viable alternative route to Interstate 85 when necessary. Busses and trucks cannot make the right turn from US80 to US29 with oncoming traffic to get the school, Board of Education, etc., that is located further south on US29. Further, there is not good signage to forewarn of upcoming conditions.
US 29 / Courthouse Square	Road Improvement
Intersection of US 29 North and CR 69	1) Caution light is needed. 2) A caution light is needed at this intersection. It is very dangerous when entering and exiting US Highway 29 North from the county road.
Downtown Tuskegee and US Highway 80	Semis and log trucks speeding through the downtown using it as a throughway is very dangerous.
US 29 and US 80	Trucks (log-carrying trucks, 18-wheel trucks, etc.) are a safety hazard to citizens and businesses. Need to re-route by building a road around city to Interstate 85.
US 80	Need alternate truck route to be built.
US 80 West	Rail across from courthouse square near Headstart
Intersection Fonville St / US 80	Remove "No Right Turn"
Intersection North Elm / AL 8	Need "No Right Turn"

AL 8 West	Pedestrian crossing needs to be brought into ADA Compliance – near Courthouse Square
AL 49	At intersection with CR 36. Intersection needs traffic signal and street light.
AL 49, Franklin	Growth on side of roads that needs to be cut back. State highway 49 from I-85 exit 32 to Tallapoosa line no speed limit signs. Fire dept needs emergency traffic signal.
AL 81	Need a traffic light rather than a stop sign in downtown Tuskegee. Between I-85 and US 80, there are steep drain ditches on both sides of the road that present a safety issue. This road should be widened to 18-feet. It is congested during events and does not provide a straight shot to Tuskegee.
CR 1	Road Improvement
CR 2	Needs to be hard surfaced and improve drainage. I live on CR 2 and drive on CR 7. Every day these roads are a mess. You try to miss one pothole and hit another one. These roads have been half-patched up for years. We have not had these roads paved since they put those rocks down for pavements in 40 years. These roads are bad on your cars. We had Revival last week at Greater White Church and we had guests from Montgomery saying how bad the roads are on these two roads. We need something done now. Potholes along paved portion. Horribly washed out on dirt portion. School busses struggle to travel this road.
CR 3	Road has deteriorated. Very narrow.
CR 4	Road Improvement
CR 5	Road Improvement
CR 8 – Old Federal Road	Road Improvement
CR 9	Needs widening from CR 30 to US 80, and bridge improvement. Road could not be straightened; therefore, speed limit was reduced and three bridges were replaced.
CR 10	Road Improvement
CR 12	Potholes. Narrow - used by school busses and is not wide enough for a bus and another vehicle to pass.
CR 13	Road Improvement
CR 16	Road Improvement
CR 17	Road Improvement
CR 18	Road has deteriorated. This is a narrow and curvy residential road that is used as the 'Tuskegee Bypass' to avoid downtown Tuskegee. By using CR45 and CR18, vehicles can access US80 from US29 and avoid the US80/US29 intersection at the Tuskegee Square. This route is often used by timber trucks.
CR 19	Road Improvement
CR 20	Road Improvement
CR 24	Needs resurfacing
CR 26	Road in need of lights.
CR 27	Needs repair – potholes, etc; Serious potholes, Uneven lanes.
CR 29	Road Improvement
CR 30	Road Improvement
CR 31	Poor condition, potholes. Needs resurfacing.
CR 35	Road Improvement
CR 36	Needs repair – potholes, etc; Serious potholes, Uneven lanes.
CR 37	Needs repair
CR 39	Needs repaving, potholes are a safety issue

CR 40	Road Improvement
CR 43	Road Improvement
CR 45	Road Improvement
CR 46	Potholes and patches in blacktop.
CR 47	Needs repair
CR 48	Desperate need of repair – holes, etc.
CR 49	Needs repair – potholes, etc.
CR 50	Desperate need of repair – holes, etc. Serious potholes. Uneven lanes. (Dirt roads) Road needs to be widened and graded.
CR 51	Road Improvement
CR 52	Needs repair
CR 53	Road Improvement
CR 55	Needs repair
CR 60	Road bed is not wide enough for a bus and a car to pass. Potholes. Shoulders are eroding and washing.
CR 65	Construct a new interchange at CR65 and I-85. Construct a new road from CR65 from I-85 to provide more direct route to Tuskegee University and Veterans Hospital.
CR 67	Needs repair
CR 69	Road Improvement
CR 71	Needs resurfacing
CR 77	Road Improvement
CR 79	Road Improvement
CR 87	Road Improvement
CR 91	Needs resurfacing
CR 97	Needs repair. Construct a new interchange at CR 97 and I-85 for industrial and residential purposes.
CR 101	Needs repair – potholes, etc.
Bell Quarters Road	Needs repair
Ellis Road	A dirt road that needs paving.
Slim Road, Macon County	Road Improvement
Spraxlin Road / Hannon Road	Road Improvement
Tuskegee Square, Tuskegee	Need to reroute big trucks off City Square. Alternate route should be developed.
	1) Trucks need to be rerouted away from the Tuskegee Square. 2) Truck route is disruptive for area (and unsafe). Unable to plan for anything downtown. 3) Large trucks come through downtown square all day, causing safety issue as we are having more family friendly activities there. Need detour route for trucks to go south.
1 <sup>st</sup> Avenue, Tuskegee	Needs repair
Adams Street, Tuskegee	Has potholes and needs to be repaired
Ashdale Rd, Tuskegee	Needs paving
Alabama Avenue, Tuskegee	Needs repair from storm; Serious potholes, uneven lanes
Althea Street, Tuskegee	Needs repair
Auburn Street, Tuskegee	Needs repair, serious potholes, uneven lanes
Avant Street, Tuskegee	Needs repair

Bibb Street, Tuskegee	Most streets in Tuskegee are in major disrepair. They are dangerous to travel on. The infrastructure needs to be replaced.
	Needs to be totally reconstructed. This is a through street between US 80 and West Montgomery Highway.
	Needs repair, serious potholes, uneven lanes
Chappie James Dr. Tuskegee	Needs to be resurfaced, widened and include a pedestrian walkway. There is an exorbitant amount of traffic on this road due to tourism and local traffic to Moton Field and Tuskegee Airmen Museum
	Needs repair. Serious potholes and uneven lanes. Need road improvements around airport. Lights needed
Chimes Lane	Needs repair
Church Street, Tuskegee	Needs repair, serious potholes, uneven lanes
E. Lakeshore Drive, Tuskegee	Needs repair
W. Lakeshore Drive, Tuskegee	Needs repair
Lakeview Road, Tuskegee	Needs repair
N. Marble Street, Tuskegee	Needs repair, potholes, broken cement
S. Maple Street, Tuskegee	Needs repair
Marina Road, Tuskegee	Needs repair
Nancy Street, Tuskegee	Needs repair, potholes, broken cement
E. Oak Street, Tuskegee	Needs repair
Old Federal Road, Shorter	This main road in Shorter needs milling, widening, regrading and paving.
Penny Street, Tuskegee	1) Has drainage issues that have caused the street to cave from trash truck. 2) Water flow problems tears up streets (every street in Tuskegee).
Prestwood Circle, Tuskegee	Needs repair
South Church Street, Tuskegee	Patch road that is bumpy throughout and really narrow. <i>**Private Road</i>
S. School Street, Tuskegee	Needs repair
Warner Avenue, Tuskegee	Needs repair, potholes, broken cement
<b>TRANSIT</b>	
Countywide	Need transportation for appointments and grocery shopping
Tuskegee Area	Need local/rural transportation services
Transit -- All of Macon County	Need for regular and consistent transportation to Southern Union (Lee County) and to Trenholm State Community College (Montgomery County) to allow Macon County Residents to attend classes in order to improve their lives.
Countywide	Need for public transportation assistance.
CR 53	Bicycle lane needed.
CR 54	Bicycle lane needed.
<b>MACON COUNTY GENERAL COMMENTS</b>	
US 80	Need to complete four-laning to Montgomery.
Countywide	More funding is needed to accomplish tasks and repairs. Continue to focus on maintenance with no funds for new construction.



**Pike County Citizen-Identified Rural Transportation Needs and Issues**  
**September 2020**

Location	Description
<b>SAFETY</b>	
US 231 – Troy	The open median of US Highway 231 in Troy seems to present an increased safety issue. Drivers use it to speed by stopped traffic or hold up drivers. Maybe it needs to be built up in some areas to limit the whole lane.
Location	Description
<b>ROAD CONDITIONS AND REPAVING</b>	
AL10	At intersection with AL 93, the intersection is too small/narrow to allow a right hand turn from AL10 to AL93. Also, in turning right on AL10 from AL93.
CR 22	Many roads in this area of the county are dangerously in need of repairs.
CR 2214	Posted bridge. The bridge is a 6-ton bridge causing 12 busses to detour approximately 30 miles per day for each bus.
CR 2215	Dirt road that has holes in it when it rains and after a rain
CR 2221	Needs to be paved. I live on the road and it has many, many potholes. Lots of people use it to go to Goshen from Troy (turning off the Henderson Highway). Please put it on the list of paving projects for the future.
CR 2225	Bad roads with lot of patched places
CR 2256	Needs paving.
CR 2262	Between US 231 and AL 87. Needs to be upgraded to a State-maintained road. It connects two highways and carries traffic to the Wal Mart Distribution Center.
CR 2262	At intersection with CR 41, there is limited visibility in turning left onto CR 6 from CR 41.
CR 2262	Needs to be repaired and resurfaced.
CR 2281	An unpaved road that needs to be graded.
CR 3316	18-wheelers do not need to be on this road. It is too curvy and hilly – NOT ENGINEERED for this traffic. Trucks do too much damage to a county road. Trucks coming from south can use AL Highway 125 and US Highway 231. The mileage is the same.
CR 6616	Dirt road off of AL223 with multiple potholes that need gravel. Difficult to get up and down hills.
CR 6618	Posted bridge. The bridge is a 6-ton bridge causing one bus to detour approximately eight miles per day.
CR 6647	Has a lot of potholes plus there is a bad dip in road. Must slow down a lot or car bounces bad. The grass grows over the gravel road too much and cuts down size (width) of road. Potholes need to be filled and right of way maintained. The road is narrow and log trucks and other big trucks are causing damage.
CR 7706	Dirt road
CR 7707	Needs to be resurfaced.
CR 7708	Needs to be resurfaced and has dangerous potholes.
CR 7747	Dirt road that needs gravel.
CR 7749	Needs resurfacing.
US 231	Congestion is horrible. Absolutely impossible to enter traffic thoroughfare.
City of Brundidge	Truck problems. Trucks are coming through downtown area. Heavy traffic on Hwy. 10
George Wallace Drive and US 231, Troy	Construct a southbound right turn lane along George Wallace Drive
George Wallace Drive, Troy	Modify or close accesses for some side streets and access driveways as outlined in access management plan
Intersection of Pell Avenue, Meadow Lane and George Wallace Drive, Troy	Close and dead-end the southern portion of Meadow Lane with appropriate signage alerting vehicles of road closure

Intersection of University Avenue and Park Street, Troy	Install pedestrian controls, additional intersection lighting, and modify existing traffic signal timings and phasing to accommodate pedestrians
Intersection of University Ave. and South Brundidge Street, Troy	On Brundidge Street, define gas station access south of the intersection and close the gas station access north of the intersection. On University Avenue, define the gas station access east of the intersection.
Gibbs Street and Elm Street, Troy	Congestion is caused by traffic flow between the elementary school and the middle school and made even worse by traffic backed by passing trains.
Wallace Drive, Troy	City of Troy has no school buses. Traffic is just awful. Takes 30 minutes just to pass through.
<b>TRANSIT</b>	
Transit	There is a continued need for elderly and public transportation with early and later hours.
Pike County	Need for public/elderly transportation.
Troy City Roads	Infrastructure in Troy is not suitable for bus traffic. The roads are too narrow and intersections are too small or tight.
Transit – Troy Regional Medical Center	There is a significant need for public transportation to increase the ability to access health care. Elderly and indigent often rely on ambulance non-emergent transportation to access medical care. Frequent attempts to use cab/taxi services but patients are unable to afford significant costs related to the service. Need for point of service options versus scheduled with Pike Area Transit.
<b>GENERAL COMMENTS</b>	
Dirt Roads throughout County	Potholes are in all county dirt roads. Need limbs trimmed. Limbs are slapping side of school busses and busting the windows out of the busses. Grass growing on the side of the roads to a point that roads no longer drain. In wet conditions, this causes hydroplaning and wrecks.

### 3. Long-Range Transportation Planning

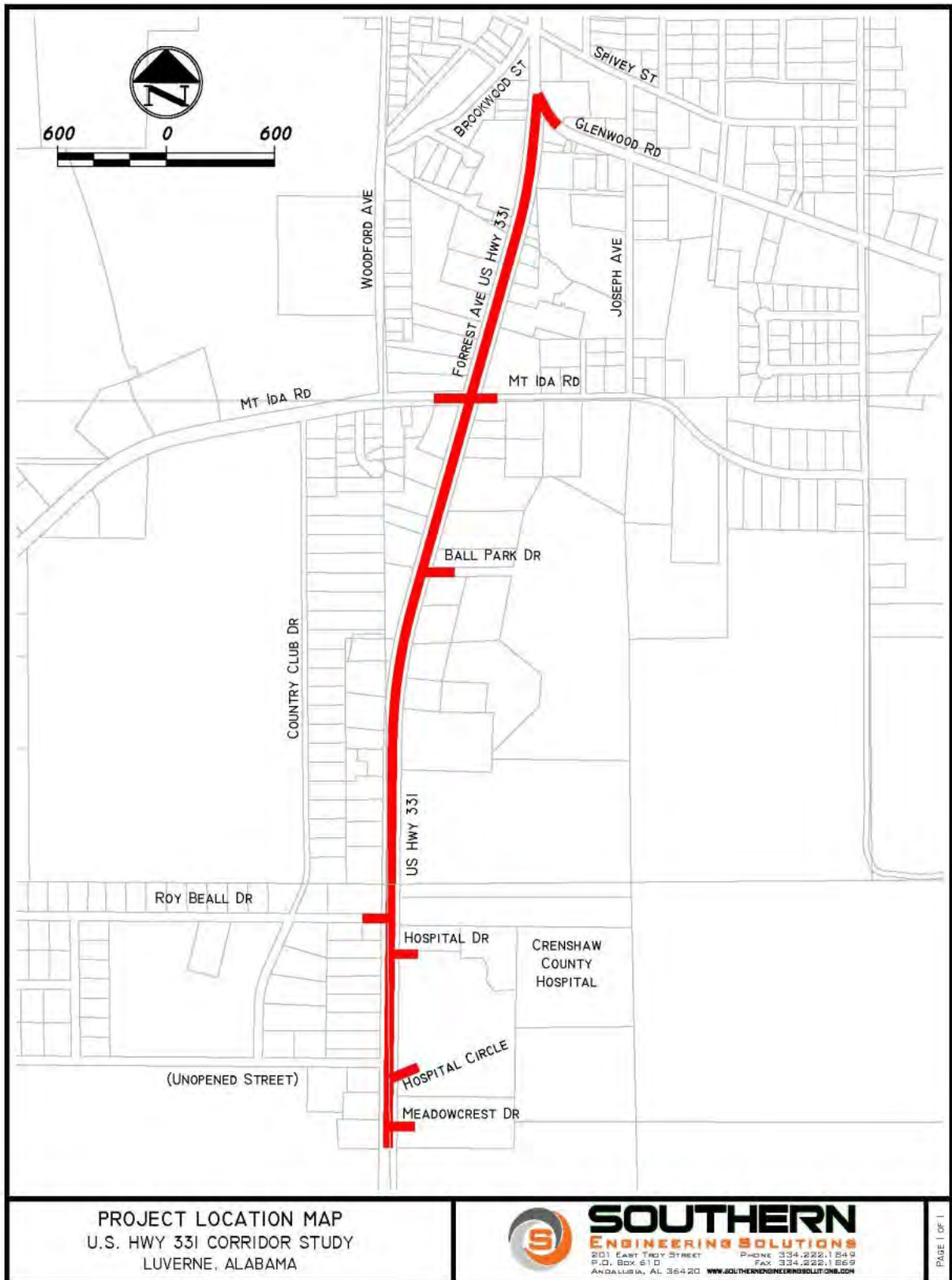
As part of the FY 2020 planning work program, SCADC worked with the City of Luverne to conduct an access management study for a portion of US Highway 331 in the southern part of the city. The City of Luverne contracted with Southern Engineering Solutions, located in Andalusia, to conduct the study. The US Highway 331 Access Management Study is a part of SCADC's continued efforts to provide detailed transportation studies and plans to resolve local issues that have been identified either through the RPO public involvement process or through previous studies.

Luverne is the county seat of Crenshaw County and is located at the intersection of US Highways 29 and 331. The city has an estimated population of 2,713 persons, as of July 2020, and a population density of 173 persons per square mile. Luverne has several large industries, including a Pepsi-Cola Bottling Plant, Sister Schubert's Homemade Rolls, and Smart Alabama. U.S Highway 331 is a 150-mile long federal highway running from Santa Rosa Beach, Florida north to Montgomery, Alabama. Due to its location, US Highway 331 is a heavily-used beach travel route as well as a primary trucking route serving industries in south central Alabama and northwest Florida. As such, US Highway 331 carries a relatively high volume of traffic in seasonal times, which is coupled with heavy truck traffic, through a fairly densely developed population center. The study area includes a 1.1 mile stretch of US Highway 331 from Glenwood Road to Meadowcrest Apartments, just south of Downtown Luverne, as shown on the following page. This 4-lane stretch of highway is primarily developed with highway convenience retail and institutional land uses along with limited industrial and residential land uses. With the change from 3-lane to 4-lane, Glenwood Road marks the transition from downtown commercial/residential to highway convenience. The change in traffic and land uses makes this stretch of US Highway 331 creates a completely different tone from the downtown corridor located to the north and the relatively undeveloped travel route to the south.

The following are the front-running issues that determined that there is a need for the access management study:

- Functional classification of this portion of U.S. Highway 331 is a Rural Principal Arterial Highway
- The transition from 3-lane, 25 mph speed limit with downtown retail/light commercial land uses to a 4-lane rural highway with 45/55/65mph speed limits
- Recent fast food restaurant growth (Jack's & Subway) requiring ALDOT turn lane(s)
- Upcoming expansion of Pepsi Bottling Co.
- Known difficult Intersection of US Highway 331 and Glenwood Road (CR 6), which is a well-traveled commuting route between Luverne and Brundidge and south Troy
- 4-Lane Highway with peak spring and summer beach traffic
- Highway convenience retail and institutional land uses that generate multiple stops and turns
- ALDOT 2018 Average Annual Daily Traffic (AADT) volume of 13,901 vehicles
- Between 8 and 10 percent of the AADT is heavy truck traffic

## US Highway 331 Access Management Study Project Area



The goal of the study was to outline methods and improvements need to reduce the number of traffic conflict points within the study area, improve problem intersections, and ensure pedestrian access and safety. Through meetings and conversations with Alabama Department of Transportation (ALDOT) representatives, City of Luverne officials, SCADC, and the consultant, it was determined that the initial steps and considerations of the study would be the following:

- Obtain and utilize crash data Information
- Identify site distance issues (vertical grades)
- Identify stacking needs with separate right/left turn outs
- Identify opportunities to reduce the number of access points by combining business driveways, eliminating impractical double drives, and converting separate in/out drives
- Apply turn lanes requirements as outlined in the ALDOT Access Management Manual Criteria and by Crash Data
- Determine practicality of access management needs vs. desired outcomes

The ALDOT Access Management Manual states, “It is well documented that closely spaced intersections and access connections increase the complexity of the driving task. When access connections are too closely spaced, drivers must navigate complex traffic situations where other vehicles may be entering or exiting the roadway to and from many directions at once. Reducing this level of complexity creates safer driving conditions for all roadway users...” The study area inventory showed that there are 71 existing access points in the 1.1 mile stretch of roadway, of which five are existing road intersections. The number of existing access points equates to 1.22 access points per 100 feet of roadway as shown in the diagram below.

**Existing Roadway Access Points within Project Study Area**



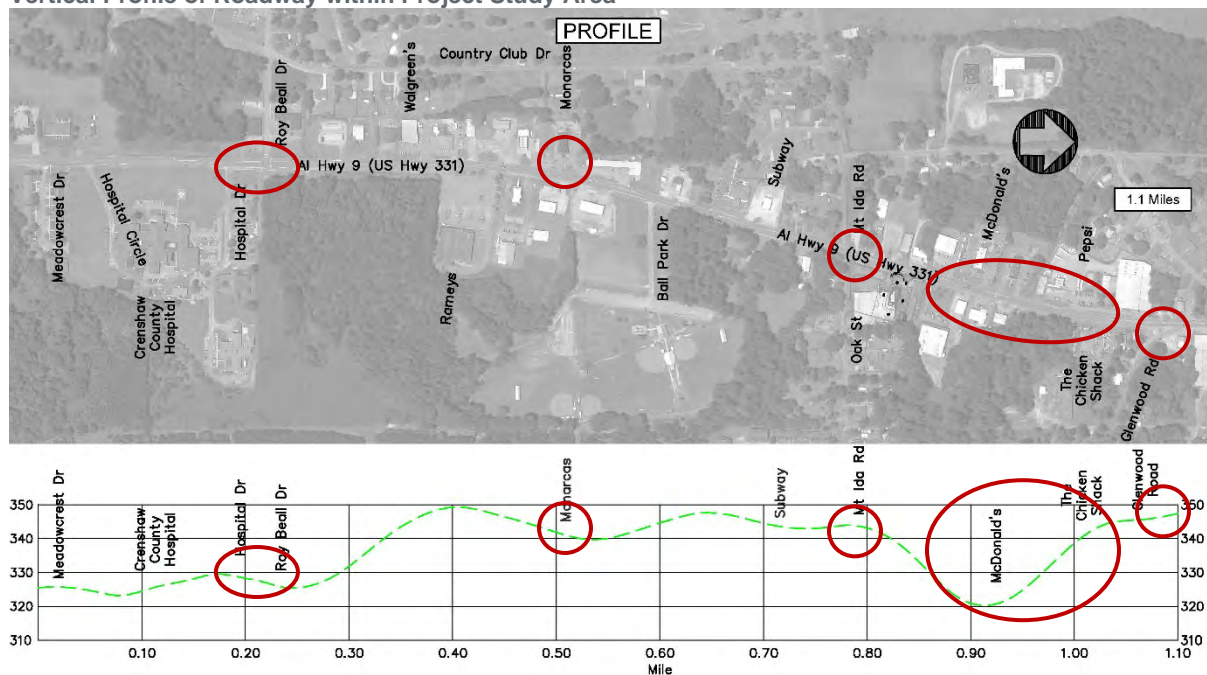


Alabama public crash data revealed that between 2015 and 2019, there have been 1,334 accidents in Crenshaw County, of which 784 accidents (58.8 percent) occurred on mileposted roads that includes interstate, federal and state roads, such as US Highway 331. During the same time period, Alabama public crash data showed that there have been 389 accidents in the City of Luverne, of which 281 accidents, or 72.2 percent, occurred on mileposted roads. The majority of the accidents in both the City of Luverne and Crenshaw County resulted in property damage only and there was no significant variation between days of the week. More detailed crash data showed that there have been 85 vehicular crashes in the 1.1 mile project study area between 2015 and 2019, which averages to 17 crashes per year, or 1.4 crashes every month. Of these, 46 crashes were single vehicle crashes and 39 were multi-vehicle crashes. During the five year data time frame, there were no fatalities from crashes in the project area and no crashes involved pedestrians.

The study area inventory also identified locations where sight distance is reduced in some critical areas due to vertical curves as shown in the diagram below. Limited sight distance locations often coincided with multiple crash locations. The most significant locations with limited sight distance were identified as the following:

- Intersection of US 331 with Roy Beall Drive
- Monarcas Drive Access Point
- Intersection of US 331 with Mt. Ida Road
- Stretch of US 331 between Family Dollar and the Chicken Shack, approximately 0.15 mile in length with access points from nine locations: Family Dollar, Fred's, Suburban Propane, New China, McDonald's, Hardee's, Coin Laundry, Pepsi Cola Bottling Plant, and Chicken Shack.
- Intersection of US 331 with Glenwood Road

**Vertical Profile of Roadway within Project Study Area**





### Examples of Existing Limited Sight Distance



From McDonald's looking south



From New China looking south

The intersection of US Highway 331 and Glenwood Road, at the north end of the project study area, is a known problem area due to limited sight distance and the existing configuration of the intersection. Glenwood Road intersects US Highway 331 at an approximate 45 degree angle, as shown in the diagram below. Also, it is at this point that US Highway 331 transitions from a four-lane highway to a two-lane roadway with a center turn lane. Glenwood Road is a rural major collector and is utilized as a back road to Brundidge and Troy. As of 2018, the road had an average traffic volume of 1050 vehicles per day. Glenwood Road is home to rural residential land uses that generate traffic from horse trailers, campers, etc. Located at the intersection of Glenwood Road and US Highway 331 are a residential unit, a local retail store, and a small restaurant.

### Existing Configuration of Intersection of Glenwood Road and US Highway 331



Existing side roads also impact access management in the project study area. There are seven side roads that intersect US Highway 331 in the project study area. These side roads create the potential for traffic conflicts as vehicles turn in and exit the roads across oncoming traffic.

- Meadowcrest Drive, on the east side of US 331, provides access to an apartment complex with a concentrated amount of residential traffic.
- Hospital Drive, on the east side of US 331, provides access to Crenshaw County Hospital, Crenshaw County Department of Human Resources, and medical offices.
- Roy Beall Drive, on the west side of US 331, provides access to Lake Haven Assisted Living and Crenshaw Christian Academy, which generates a high volume of car traffic at peak school drop-off and pick-up hours.

*Note: Hospital Drive and Roy Beall Drive are less than one-tenth of a mile from each other on opposing sides of the road in an area with limited sight distance.*

- Ballpark Drive, on the east side of US 331, generates high volumes of traffic, especially during peak baseball/softball season and during tournaments.
- Oak Street, on the east side of US 331, is a residential street that provides access to South Point Apartments, which generates a high volume of residential traffic.
- Mt. Ida Road, on the west side of US 331, is a rural residential street.

*Note: The intersections of Oak Street and Mt. Ida Road with US Highway 331 form a dog-leg intersection rather than two distinct intersections.*

- Glenwood Road, on the east side of US 331, is a rural major collector road that is used as a back road to Brundidge and Troy.

Finally, it was observed that there is pedestrian sidewalk infrastructure throughout the project study area with a sidewalk on the east side of US Highway 331. Also, there are no pedestrian-related crashes or incidents on record. Sidewalk conditions, however, are questionable in portions of the project area as the sidewalks have aged and broken in numerous locations. Further, pedestrians using the sidewalks must compete with vehicular traffic at the many driveways to commercial land uses along the route.

### **Access Management Recommendations**

The inventory and analysis of the existing roadway conditions on the 1.1 mile stretch of US Highway between Meadowcrest Apartment and Glenwood Road led to development of five strategies to improve the travel conditions. The access management strategies are listed below with details shown in diagrams on the following pages.

- Strategy 1: Removal or Combination of Access Points
- Strategy 2: Sight Distance Improvements
- Strategy 3: Realignment of Glenwood Road
- Strategy 4: Side Road Intersection Improvements
- Strategy 5: Pedestrian Access Improvements

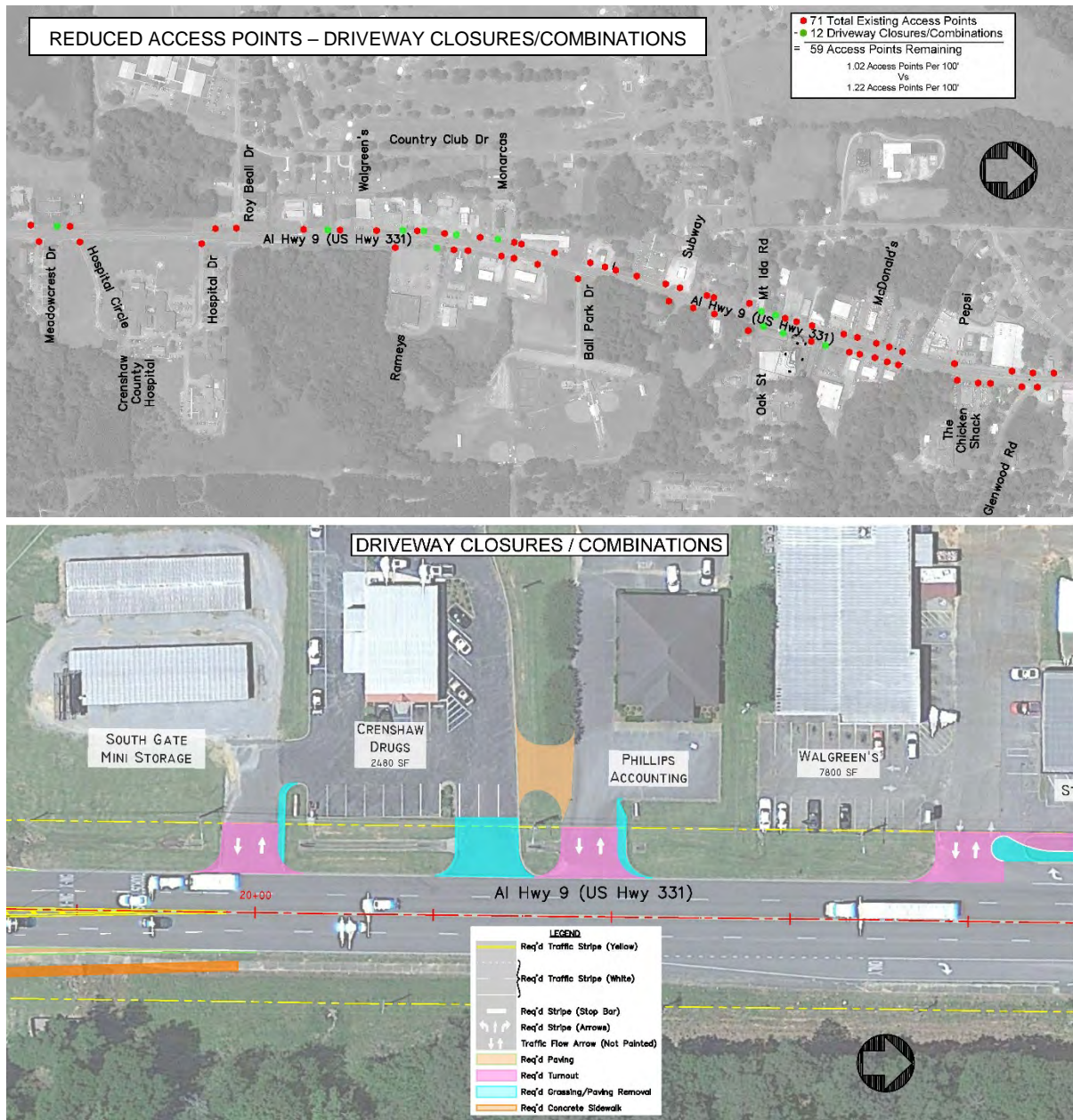


## Strategy 1: Removal or Combination of Access Points

Through the following recommendations for 12 driveway closures, five right-in/right-out combinations, and nine turn lane access roads, it is proposed that the number of access points in the 1.1 miles stretch of US Highway 331 be reduces from 71 existing access points to 45 access points, which is a 37 percent reduction. When implemented, these recommendations will result in a decrease from 1.22 access points per 100 feet of roadway to 0.77 access points per 100 feet of roadway. 71 Original Existing (1.22/100')

### 1. Driveway Closures

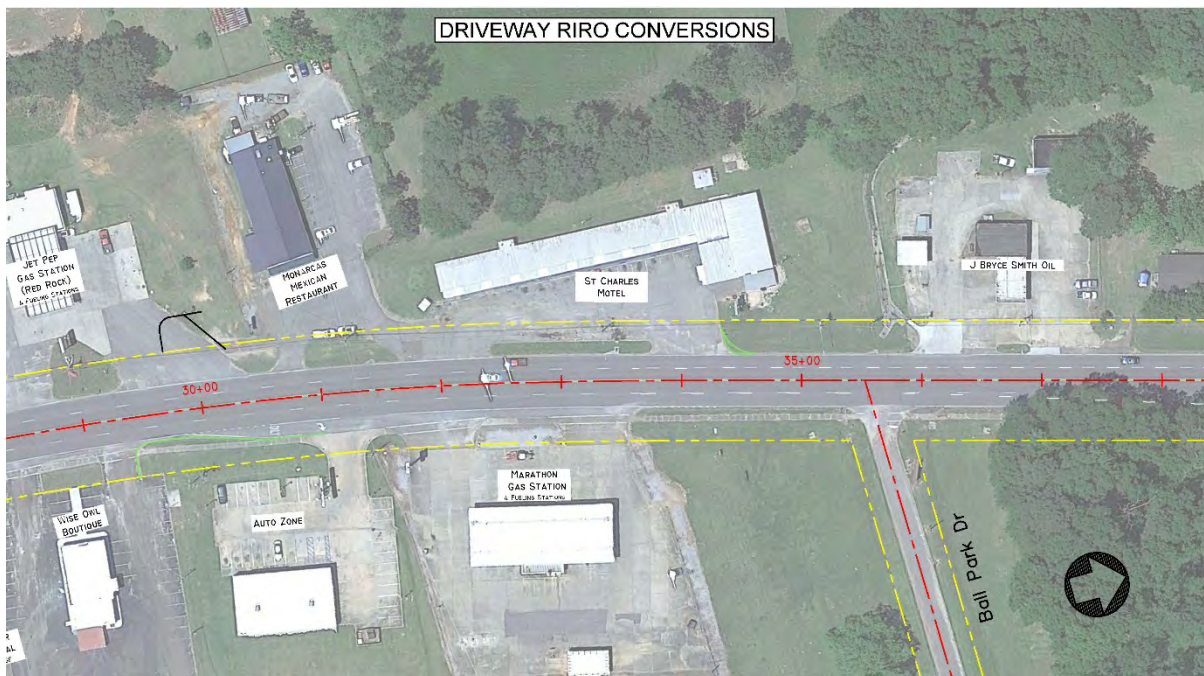
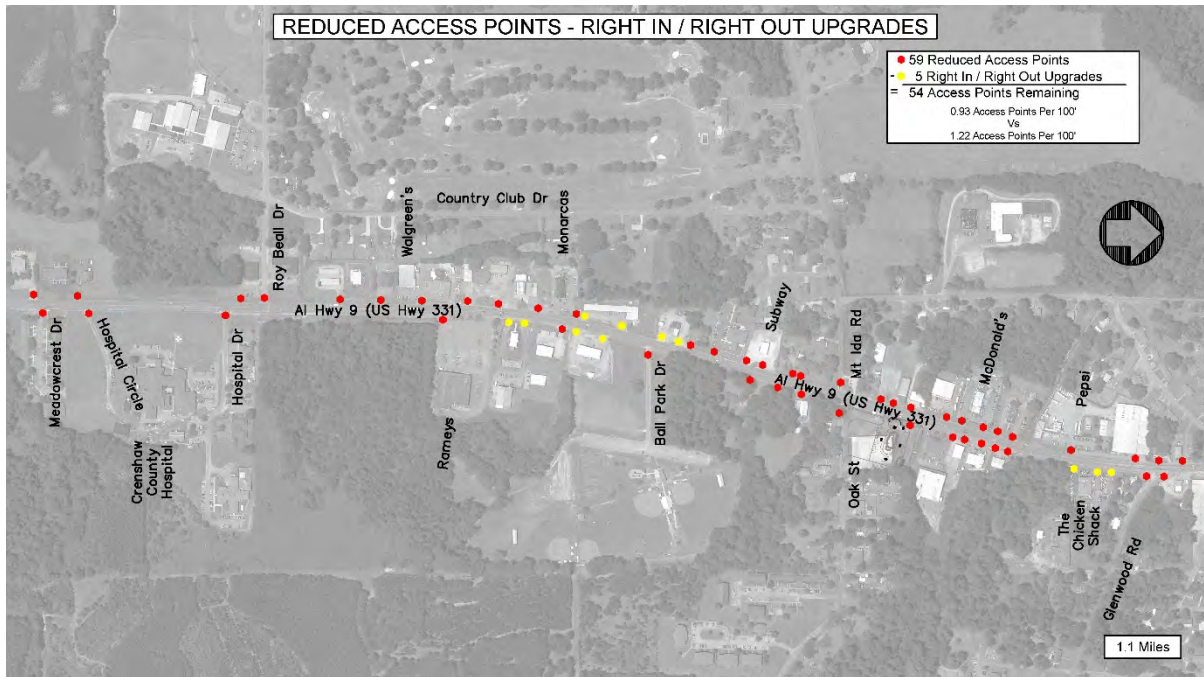
The closure or combination of 12 driveways reduces number of access points from 71 to 59, and decreases the number of access points per 100 feet of roadway from 1.22 access points to 1.02 access points per 100 feet.



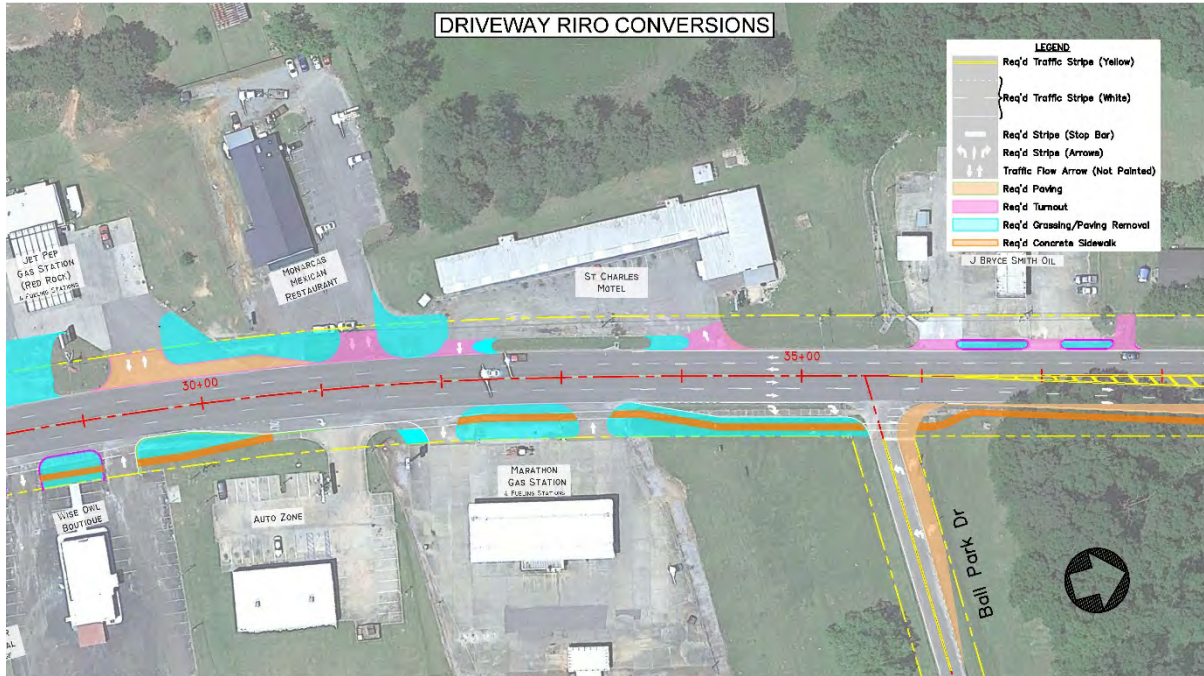


## 2. Right In / Right Out Upgrades

Upgrades to five right in/right out locations further reduce the number of access points to 54 locations and decreases the access points per 100 feet to 0.93 access points per 100 feet.

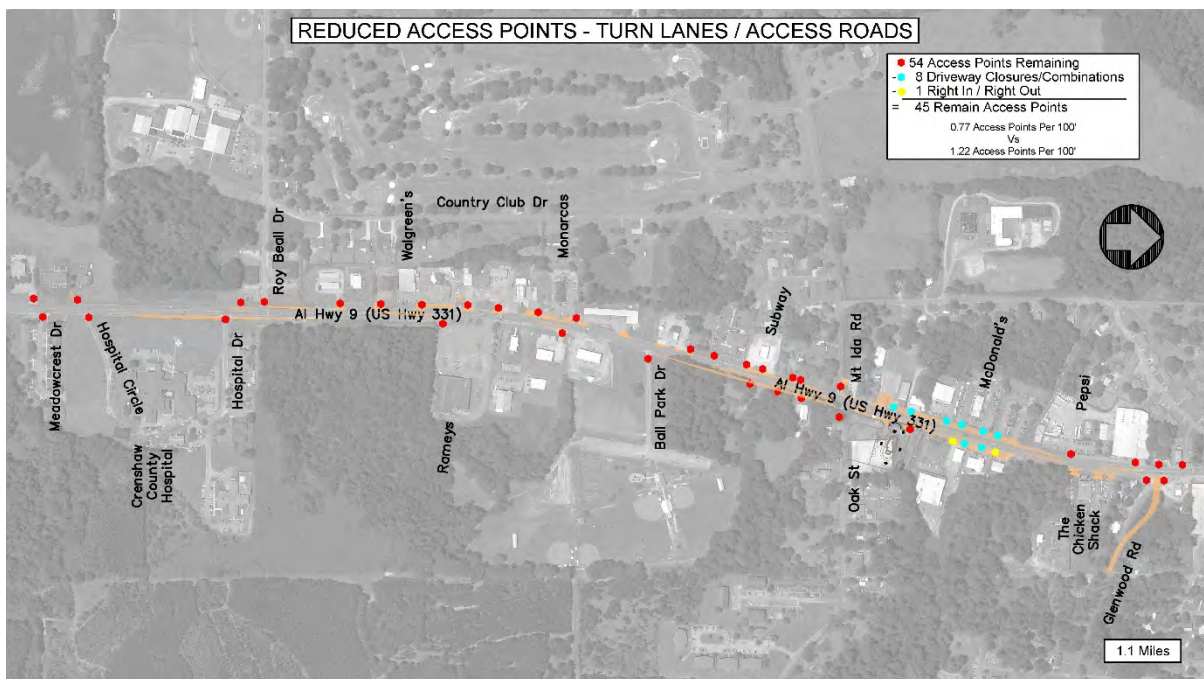




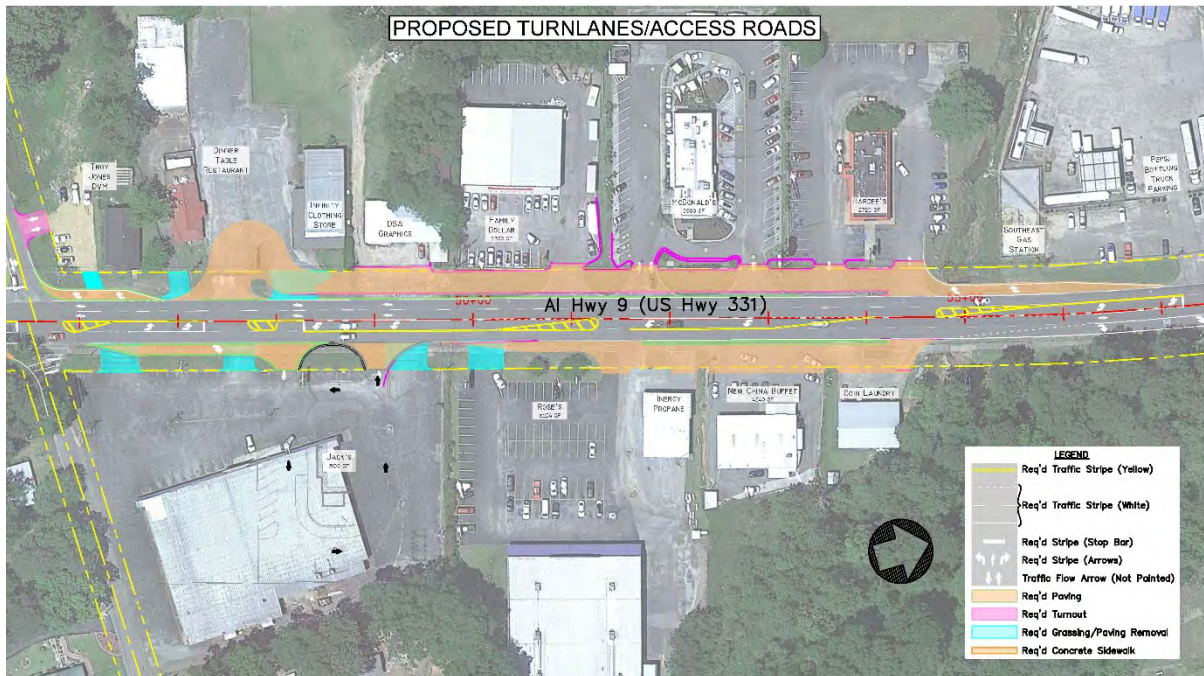
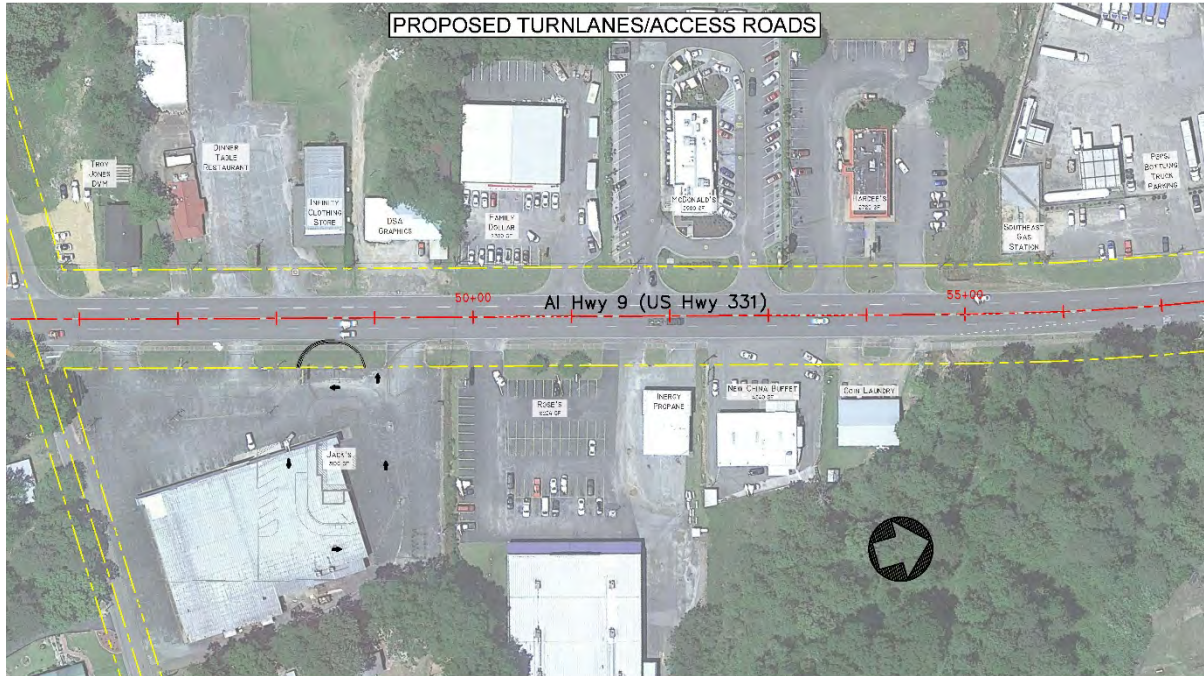


### 3. Turn Lanes and Access Roads

Existing distance between businesses limits the potential for required adequate turn lanes. Therefore, it is recommended that access roads be developed with turn lanes. Implementation will mean eight driveway closure/combination and one right-in/right-out improvement. As a result, the number of access points will be further decreased to 45 remaining access points which equates to 0.77 access points per 100 feet of roadway.









## Strategy 2: Sight Distance Improvements

To alleviate sight distance issues, it is recommended that, where possible, access points be relocated to locations with improved sight distance as shown in the comparisons below. Sight distance improvements are accomplished through careful location of access points during driveway closures, combinations, turn lanes, access roads, and intersection realignment.

At McDonald's and Hardees, Looking South

**Existing Sight Distance**



**Improved Sight Distance**



At McDonald's and Hardees, Looking North

**Existing Sight Distance**



**Improved Sight Distance**



At New China Restaurant, Looking South

**Existing Sight Distance**



**Improved Sight Distance**





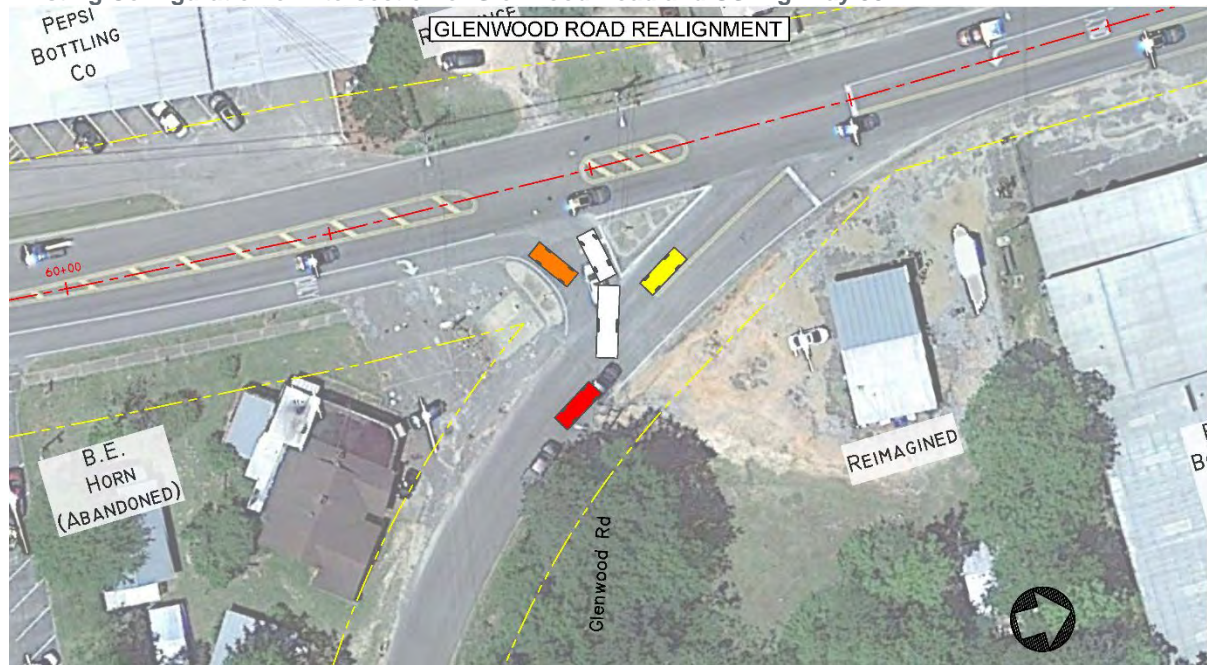
At Intersection of Glenwood Road and US 331, Looking South  
**Existing Sight Distance**                      **Improved Sight Distance**



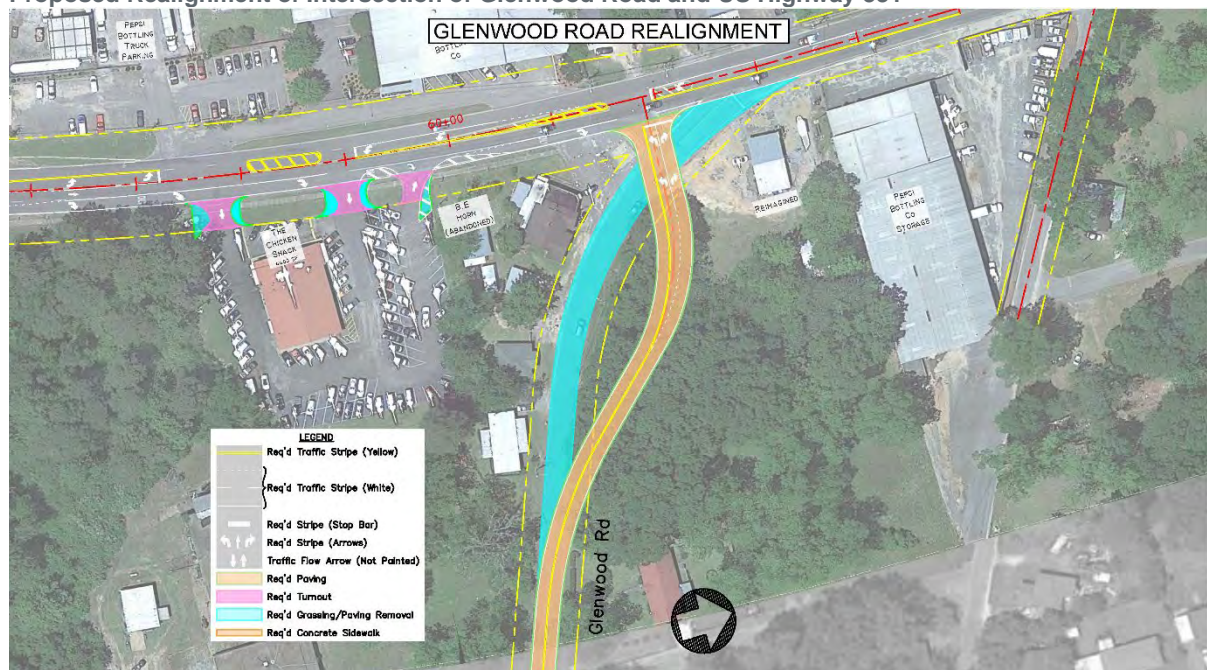
### Strategy 3: Realignment of Glenwood Road

Glenwood Road is a known trouble spot because of repetitive vehicular accidents, limited sight distance, and difficulty in making the turns onto US Highway 331 due to the angled configuration of the existing roadway. An existing environmental brownfield, or UST site, is located adjacent to the intersection and presents an opportunity for realignment of the intersection. Due to the limited land use capabilities of the site, there is the potential to use a portion of the property for significant realignment and improvement of the intersection of Glenwood Road and US Highway 331 without impacting nearby property owners.

#### Existing Configuration of Intersection of Glenwood Road and US Highway 331

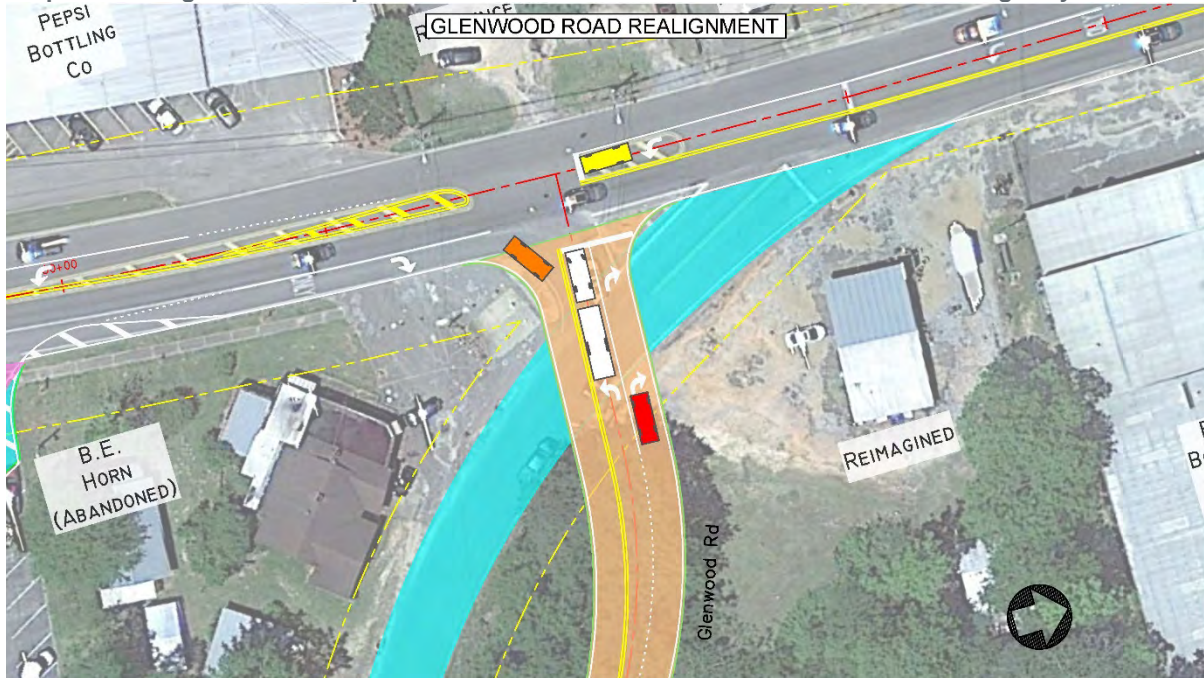


#### Proposed Realignment of Intersection of Glenwood Road and US Highway 331





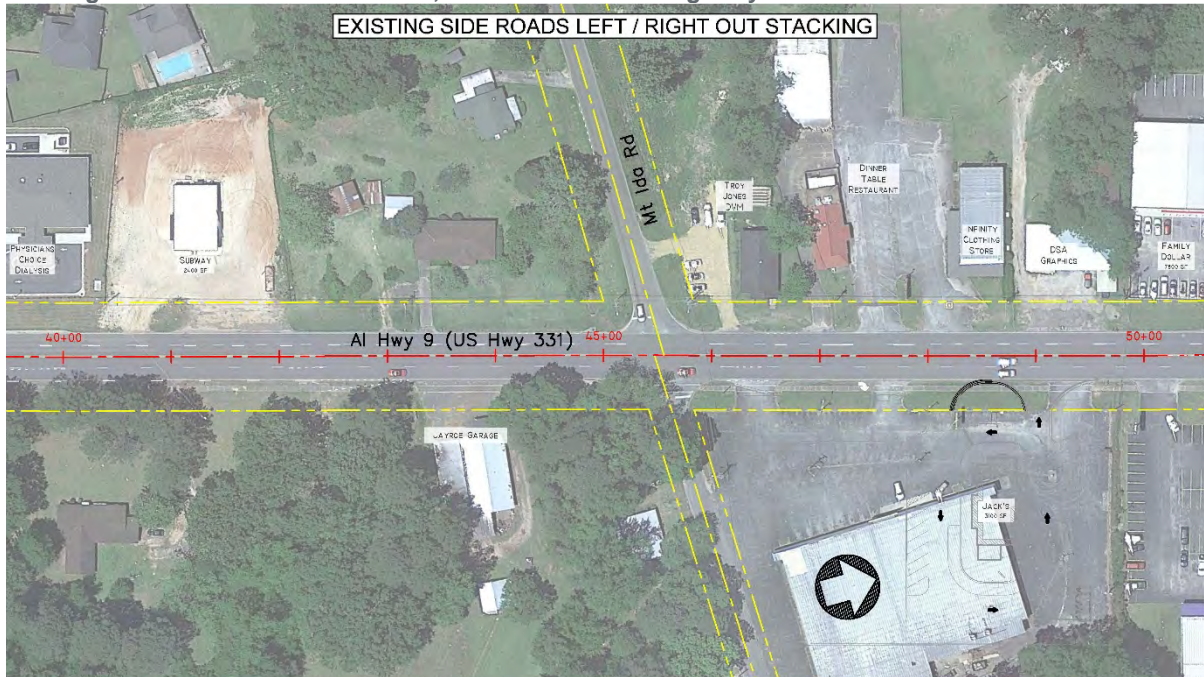
**Proposed Realignment and Improvements of Intersection of Glenwood Road and US Highway 331**



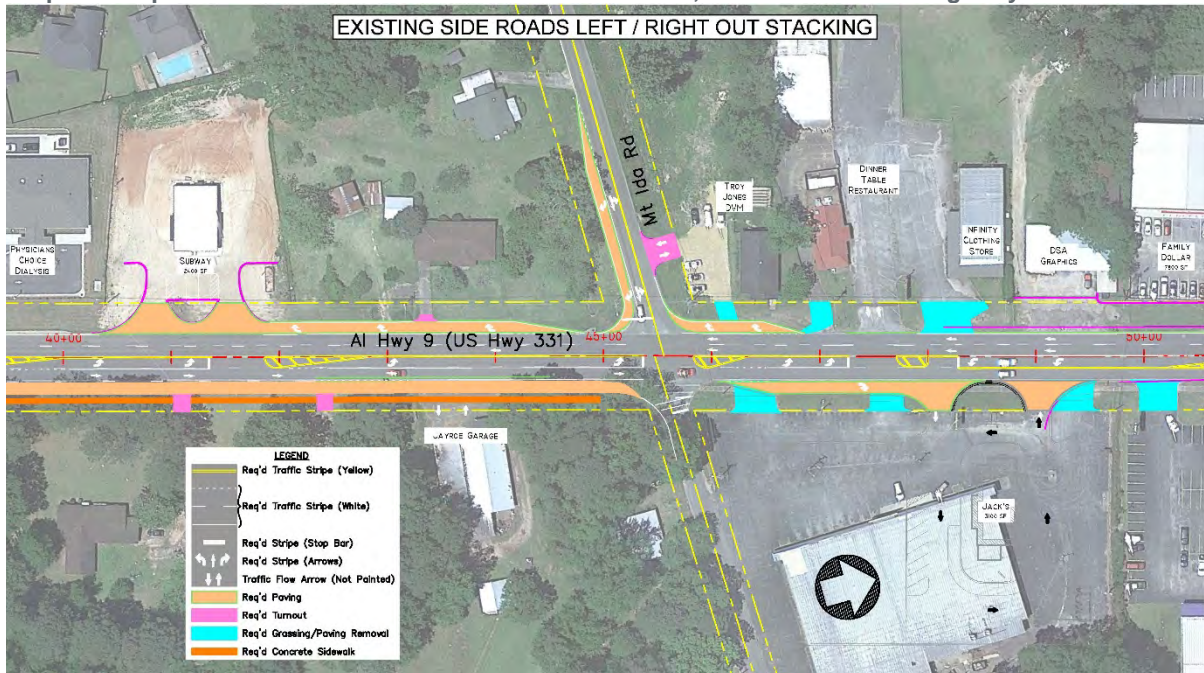
#### Strategy 4: Side Road Intersection Improvements

There are seven side road intersections in the project study area to be addressed with the limitation of access points and turn lane/access road improvements. The intersections of Mt. Ida Road and Oak Street with US Highway 331, however, need additional improvements that address left/right out stacking as shown in the diagrams below.

Existing Intersections at Mt. Ida Road, Oak Street and US Highway 331



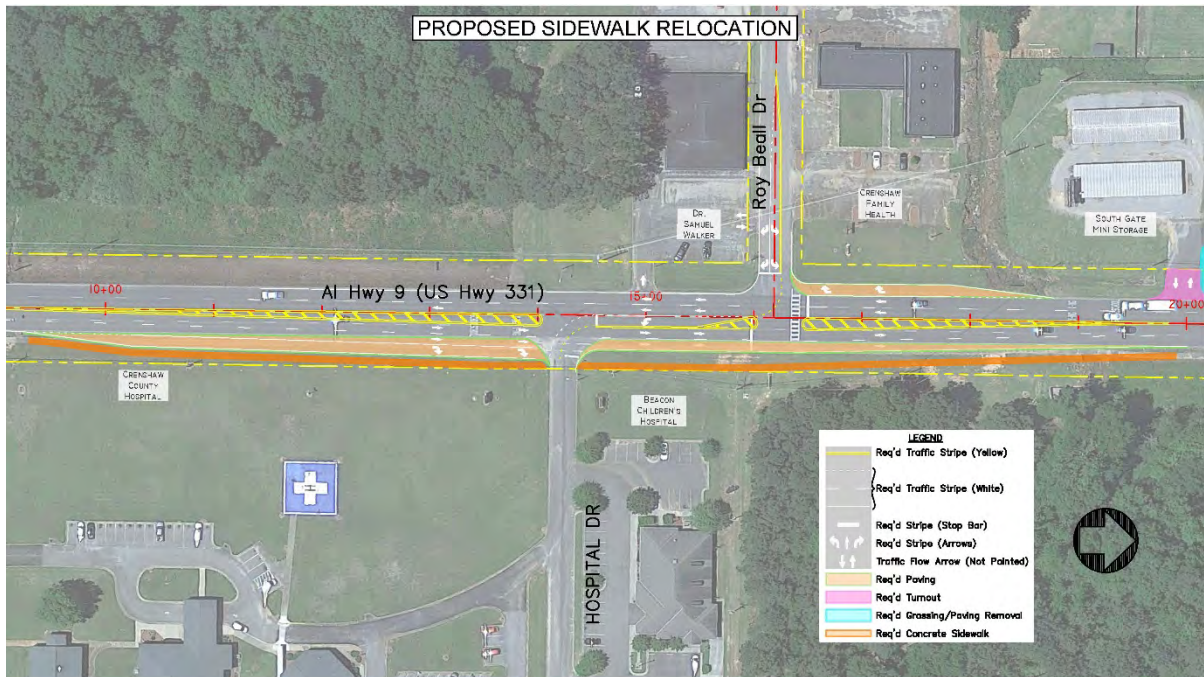
Proposed Improvements at the Intersections of Mt. Ida Road, Oak Street and US Highway 331





### Strategy 5: Pedestrian Access Improvements

As discussed previously, there is existing sidewalk infrastructure throughout entire study area on east side of US Highway 331. Access improvements, however, will necessitate the relocation of existing sidewalks behind proposed roadway/access improvements. Further, the relocation of existing sidewalks, as necessary, provides the opportunity to address needed upgrades for older, deteriorated walkways. The diagram below provides an example of how a sidewalk might be relocated to accommodate access improvements.



## Proposed US Highway 331 Access Management Improvements

The ten diagrams on the following pages provide a comprehensive view of all recommended access management improvements beginning at the south end of the project study area and continuing to the north end.

