

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, 2021 – 2022**

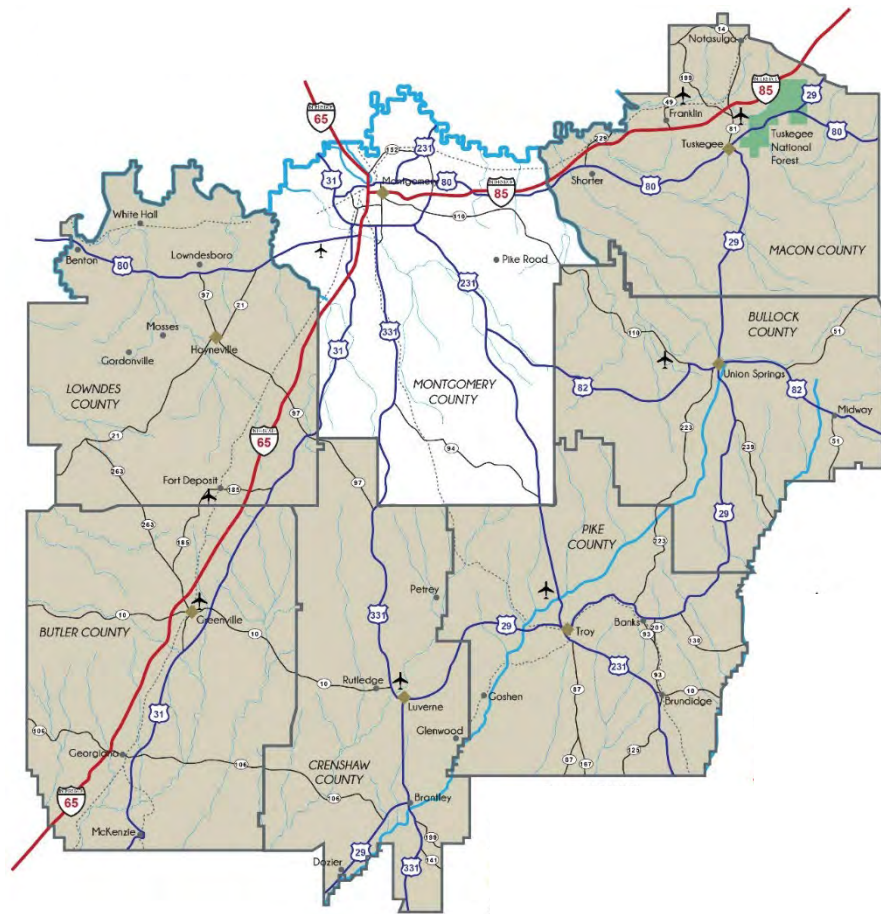


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1. Introduction

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 2021-2022 fiscal year, covering the period from October 1, 2021 through September 30, 2022. 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 2021 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

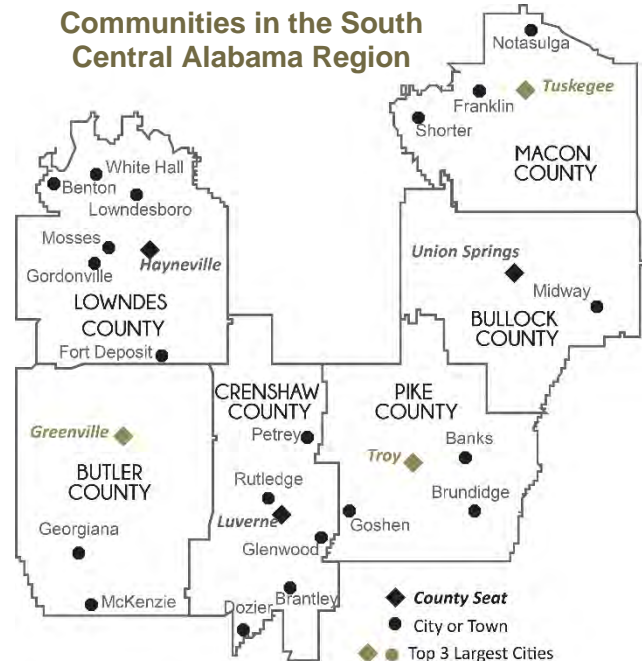
The 2020 U.S. Census indicates that the South Central Alabama Region suffered a population decrease of 5.4 percent between the 2010 Census and 2020 Decennial Census, which is a loss of 5,963 persons. According to the 2020 Census, the South Central Alabama Region has a total population of 105,454 persons 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 14.4 persons per square mile in Lowndes County to 49.2 persons per square mile in Pike County. Population density for the entire region is 26.3 persons per square mile. Between 2010 and 2020, population density in five counties decreased while density increased slightly in Pike County. Counties that experienced the most significant population loss were Butler County, at a 9.1 percent decrease, Macon County, at a 9.0 percent decrease, and Lowndes County, at a 8.7 percent decrease. Bullock and Crenshaw Counties each had a population decrease of 5.1 percent, while Pike County had a population increase of 0.3 percent.

South Central Alabama 2020 Population Estimates and Population Density <i>Population density is measured as the number of persons per square mile.</i>						
Geographic Area	2010 Population	2020 Population	Percent Change	Land Area (sq. miles)	2010 Density	2020 Density
Bullock County	10,914	10,357	-5.10%	625	17.5	16.6
Butler County	20,947	19,051	-9.05%	777	27.0	24.5
Crenshaw County	13,906	13,194	-5.12%	610	22.8	21.6
Lowndes County	11,299	10,311	-8.74%	718	15.7	14.4
Macon County	21,452	19,532	-8.95%	611	35.1	32.0
Pike County	32,899	33,009	0.33%	671	49.0	49.2
SCADC Region	111,417	105,454	-5.35%	4,012	27.8	26.3
<i>Source: U.S. Census Bureau, 2010 and 2020 Decennial Census</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

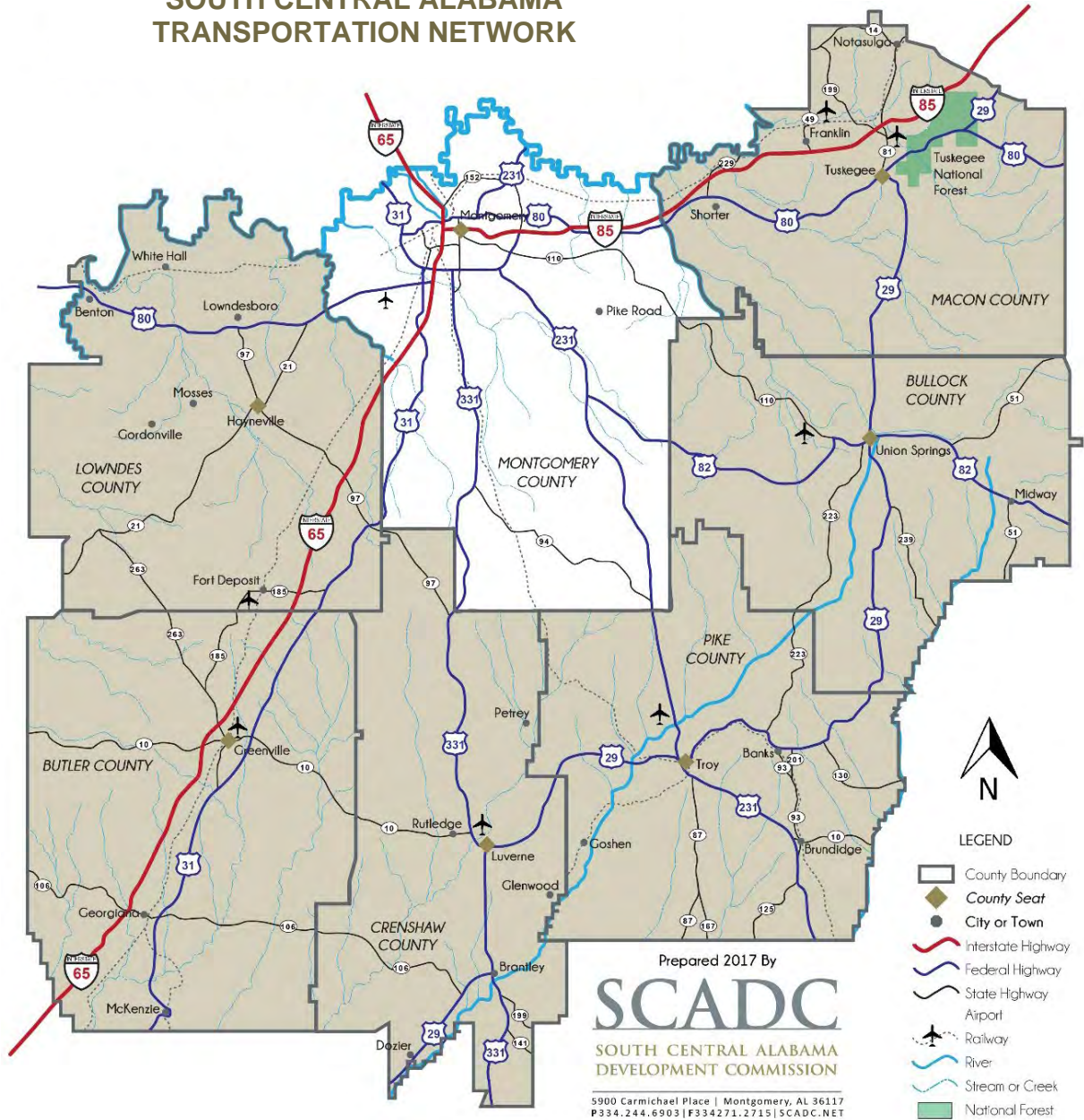


South Central Alabama Highways			
Interstates	Federal Highways	State Highways	
Interstate 65	US Highway 80	Alabama Highway 10	Alabama Highway 110
Interstate 85	US Highway 82	Alabama Highway 14	Alabama Highway 125
	US Highway 231	Alabama Highway 21	Alabama Highway 130
	US Highway 331	Alabama Highway 49	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 Organization 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 a direct mail postcard campaign and an email broadcast to obtain stakeholder comments rather than hold the public stakeholder meetings. The direct mail and email outreach efforts were supplemented by newspaper advertisements in each of the six counties and community flyers. Stakeholders were notified that (1) SCADC was soliciting comments regarding rural transportation needs and issues, (2) the ALDOT 2021 Public Involvement Plan was available for review and comment, and (3) a SCARPO Steering Committee Meeting was scheduled for September 14, 2022.

In FY 2022, SCADC continued a postcard and email campaign, along with newspaper advertisements and flyers to encourage stakeholder input on rural transportation needs and issues. For the program year, SCADC coupled the usual stakeholder services with outreach efforts to support the review and comment on the ALDOT Draft FY 2023 State Planning and Research Annual Work Program. SCADC employed a multi-pronged approach that included website notification, a direct mail campaign, an email broadcast, newspaper advertisements, and community flyers. Stakeholders were advised that comments on the 2022 Draft FY 2023 State Planning and Research Annual Work Program should go directly to ALDOT. Through the public involvement efforts, an additional 55 rural transportation safety, road improvement and transit needs were identified in the six county region. Lists of the identified rural transportation needs and issues are included in this section. SCADC also assisted the Town of Franklin in gathering stakeholder input on the Interstate Interchange Development Study that includes a circulation and access management study.

The direct mail postcard was sent to 657 stakeholders, including 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 Rebuild Alabama and the 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 2022. Redundancies have been deleted. Issues that were previously identified but have since been repaired or corrected have also 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 2022 Rural Transportation Needs and Issues

SCADC Region Citizen-Identified Rural Transportation Needs and Issues September 2021

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 2022	
Location	Description
Abby Avenue, Union Springs	Unpaved, dirt and gravel, with lots of large holes and ruts; very muddy when it rains
Sanders Court, Union Springs	Gravel road, but gravel is washing away. Road has potholes and large ruts; An old problem and we cannot get help.

September 2021

Location	Description
SAFETY ISSUES	
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.
ROAD IMPROVEMENTS AND REPAVING	
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 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 31AL	AKA Daniel Road. Off US 29 South
	1. Rough road between Highway 239 and US Highway 29
	2. Needs improvements
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 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 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 64	Rough road. Needs resurfacing.
CR 66	Needs resurfacing
CR 93	AKA Mt. Coney Church Road. Portion of road needs a drainage pipe, thereby causing a bad condition for traveling
CR 115	Needs repaving and maintenance, has potholes, flooding problems
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 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	1. Road washing away. Water runs down in our yard and sits under my house. Patch work all over the road.
	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.
	3. Needs resurfacing
Cooper Street, USA	Road needs to be repaved.
Andrea Drive	Needs resurfacing
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	Potholes. No sign or turn lane to divert trucks.

	Leads to local industrial park and needs to be resurfaced. Potholes
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
Sydney Lane	Needs resurfacing
Tye Avenue, USA	Poor road condition
TRANSIT	
Transit	They have moved the Health Dept. and DHR out of the downtown area (of Union Springs) which causes problems for the elderly/impooverished 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.
BULLOCK COUNTY GENERAL COMMENTS	
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 2022

September 2021

Location	Description
SAFETY ISSUES	
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.
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.
ROAD CONDITIONS AND REPAVING	
US 31	Unsafe intersection at US 31 and Halso Mill Road
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.
	Needs to be repaved.
CR 11	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	Road is in need of resurfacing. Potholes abound and repairs are few. Potholes cause issues. Road is too narrow because of erosion of roadway.
(New Searcy Road)	
CR 43	Needs to be repaved.
CR 43	AKA Poorhouse Road. Road repair is needed.
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 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.
Abrams St, Georgiana	Has potholes and cracks; speed bumps need to be painted
Avant Loop, Georgiana	Road is in very bad shape with potholes
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.
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.
Glendale Ave., Greenville	Needs to be repaired
Grace Avenue, Georgiana	Needs to be repaved.
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.
Miranda Avenue, Georgiana	Potholes
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.
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.
Sellers Street, McKenzie	Needs to be resurfaced due to heavy school traffic
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.
Veneer Avenue, Georgiana	Part city and part county -- potholes
TRANSIT	

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.
BUTLER COUNTY GENERAL COMMENTS	
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 2022	
SAFETY	
US Hwy 331 and Glenwood Road, Luverne	Dangerous Intersection, needs turn lanes
US Hwy 331 and Mt. Ida Road, Luverne	Dangerous Intersection, needs turn lanes
US Hwy 331 and AL Hwy 97, Highland Home	Dangerous Intersection
Cr 59 and Shady Grove Road	Dangerous Intersection
ROAD IMPROVEMENTS	
Main Street, Dozier	Poor condition; needs paving
School Street, Dozier	Poor condition; needs paving
Moore/Cook Drive, Dozier	Poor condition; needs paving
Walden Street, Dozier	Poor condition; needs paving
Water Street, Dozier	Poor condition; needs paving
Tyner Street, Dozier	Poor condition; needs paving
US Highway 331	4-Lane from Montgomery/Crenshaw County line to City of Luverne
September 2021	
Location	Description
SAFETY ISSUES	
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.
Light at US 331 and US 29, Luverne	An additional five seconds is requested on the north light for traffic not on the main north-south route.
US 331 signals, Luverne	There are only two lights in Luverne. They need structural poles for lights. Swinging lights on cable causes outages.
US 331, from New Ebenezer Rd. (CR 68) To Old Meriwether Trail	Commercial development with road alignment is making this a dangerous road section
ROAD CONDITIONS AND REPAVING	
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 South, Luverne	Need light in front of McDonald's.
AL 10	4-lane between Luverne and Greenville.
AL 189	Dangerous road due to flat curves.
Burnout Road	Washout and needs resurfacing
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
Richburg Road	Dirt road that washes out with rain
Ryan St, Rutledge	Needs paving badly
Sikes Road	Dirt road that washes out with rain
South Jackson St, Rutledge	Needs paving badly
Third St, Rutledge	Has potholes and needs to be repaved.
TRANSIT	
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	Huge need for transit assistance throughout the county for non-emergency transportation for all ages, but especially elderly and disabled persons.
Countywide	Need transportation services to doctor's office and health services.
Dozier	Need for elderly transportation.
Transit Need	Disabled student needs transportation from Rutledge to LBW in Luverne
CRENSHAW COUNTY GENERAL COMMENTS	
US 331	Need to change US Highway 331 to four lanes for economic development
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

Lowndes County Citizen-Identified Rural Transportation Needs and Issues

September 2022

CR 29 (S. Broad Street), Lowndesboro	Erosion issue at location of our long footbridge. For years water has eroded away under East edge of pavement at this location. Then, in October of last year the street was washed in two. Before that happened, the county, without any input from the town, designated our town street a truck route with many 20 and 14 wheel dump trucks hauling sand and gravel in both directions. Needless to say it has destroyed all of our markings, which the town invested in years ago, and is no longer safe. The street repair at our long footbridge has been on-going since last October. The County is not capable of fixing the damaged area as needed with appropriate drainage and re-surfacing. The town built the sidewalk wooden bridge several years ago, which has been a great asset to the town and was used constantly until we had to disassemble a section of it so the county could repair the washed out street. Now at this writing our insurance company has approved the bridge repairs and we have a bid to accomplish the restoration but was waiting on the county to accomplish their work. The town has, at our expense, modified the side walk approach to the North end of the bridge to help alleviate some of the drainage problem. We have met with excuse after excuse from the county. They have just dumped red clay on the shoulders which is already started to wash away. There needs to be a spill way and grate arrangement, and some curbing, at the erosion site mentioned earlier, to alleviate future problems. We need help from someone to get the road work accomplished. With each shower of rain there are more pot holes produced by the trucks.
Fort Deposit	Roads are in terrible shape, especially downtown.
Pollard Street South and part of North Pollard	Needs repair.

September 2021	
Location	Description
SAFETY	
CR 7 Bridge @ Sullivan Branch	Emergency bridge project
ROAD IMPROVEMENTS AND REPAVING	
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.
Bama Road	Needs Resurfacing
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.
Gilmer Hill Road, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Golson Road, Fort Deposit	Roads need paving, potholes repaired and resurfacing.
Harris Road	Needs Resurfacing
Hayneville Streets	Drainage improvements are needed to prevent flooding. Streets need 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.
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	<i>USDA application has been made to resurface.</i>
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.
TRANSIT	
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.
Mary Jane Jackson Road	Need for adequate transportation for totally disabled residents to physician appointments, with wheelchair access.
White Hall and Trickem	No public transportation at all.
LOWNDES COUNTY GENERAL COMMENTS	
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 2022	
SAFETY	
Benner Avenue, Tuskegee	Road erosion. Serious potholes. Drainage issues. Needs repaving.
Billy Lane – <i>Location not found.</i>	Needs repaving. Serious potholes. Safety issue for ambulance service and police.
CR 26, Old Columbus Road, Tuskegee	Needs repaving. Serious potholes. Overgrown grass and bushes obstructing view making it dangerous to travel
Freddie Drive, Tuskegee	Needs repaving. Serious potholes. Uneven surfaces. Safety issue for ambulance service.
Gautier Street, Tuskegee	Need speed bumps on the street off of main Street and into the curb close to college Street. Cars speed along the road the curb near 3038 Gautier Street is limited in sight. Children play along this road
Yancey Circle, Tuskegee	Need at least five speed bumps in the area where children are playing. Would be nice to have a speed bump a hundred feet inside both entrances, a speed bump on each curve, and one speed bump between 201a and 205 a.

ROAD IMPROVEMENTS	
Access roads to and from Tuskegee	We are already lacking major medical/trauma care centers. But we must at least make our roads usable at high speeds for first responders (medical, police, fire, etc.) to get help to us and get us where help is
Alabama Avenue, Tuskegee	The stretch of dirt road from the paved end of Alabama Avenue to Ellison Avenue needs to be paved. We've been waiting since 1975 to have safe, reliable roads that are not rained out every few years.
Amber Road, Shorter	Potholes. Uneven surface from shoulder to asphalt. Needs to be milled down to dirt and repaved all the way back up.
Anderson Avenue, Tuskegee Institute	Completely compiled of potholes; trees and bushes are overgrown into roadway
Burton Street, Tuskegee	Unsafe for emergency vehicles. Needs repair and repaving.
Burton Street, Tuskegee	Emergency vehicles will be difficult to access if there was an emergency for residents. Roads are eroded and need to be resurfaced.
Chisholm Street, Tuskegee	Needs resurfacing. Has not been resurfaced in 20 years.
Chisholm Street, Tuskegee	Emergency vehicles will be difficult to access if there was an emergency for residents. Roads are eroded and need to be resurfaced.
Countywide	Litter throughout county on rights of way, including tires and glass. County refuses to adhere to 2015 Solid Waste Management Plan.
Countywide	All county roads need to restriped with yellow. Can't drive during rain because it's hard to see edges of roadways, particularly Wire Road and Pleasant Springs Road.
CR 17	Potholes
CR 20 – CDBG Application	Potholes. Uneven surface from shoulder to asphalt. Needs to be milled down to dirt and repaved all the way back up
CR 20 – CDBG Application	Potholes. Uneven surface from shoulder to asphalt. Parts of road completely dirt without asphalt. Very slippery when heavy rain occurs. Need to be milled down to dirt and repaved all the way back up.
CR 27	Potholes and faded lane markings
CR 29 – CDBG Application	Potholes. Uneven surface from shoulder to asphalt. Need to be milled down to dirt and repaved all the way back up.
CR 31	Potholes and faded lane markings
CR 50	Potholes. Parts of road complete dirt without asphalt. Uneven surface from shoulder to asphalt. Need to be milled down to dirt and repaved all the way back up.
CR 97	Potholes. water pooling. Uneven surface from shoulder to asphalt. Need to be milled down to dirt and repave all the way back up.

District 4	Rights-of-way have 6' tall grass, hiding small wildlife subject to cause vehicles to swerve to avoid hitting it - an accident possibly
Evans Street, Tuskegee	Unpassable
Fonville Street, Tuskegee	Ducking and dodging
Gautier Street, Tuskegee	Need right of way cleared and also need trees that are down cleared away. Road needs repairing after passing the UBT Operation center towards the county and City line.
Lake Tuskegee Areas, Tuskegee	Ridiculous!
Main Street, Tuskegee	Needs resurfacing. Has not been resurfaced in 20 years.
Main Street, Tuskegee	Emergency vehicles will be difficult to access if there was an emergency for residents. Roads are eroded and need to be resurfaced.
Main Street, Tuskegee	Need flashing crossing lights at the crosswalk for Tuskegee Public School, CVS location, School Street (near football field and Tuskegee public). These areas are ignored by drivers to let pedestrians cross the street, especially short children who cannot be seen by taller vehicles. The vehicles do not yield to pedestrians so I think the flashing caution light for the crosswalk in Auburn Alabama near the conference center on the Auburn University campus will be a great fit for Tuskegee.
Moton Circle, Tuskegee	Unpassable
Old Franklin Road	Lack of years of maintenance
Old Montgomery Road, Tuskegee	Very bumpy
Railroad Avenue. Tuskegee	Needs resurfacing. Has not been resurfaced in 20 years.
Tuskegee and Suburbs	Public transportation that is accessible to ALL (regardless of ability, education/economic level, activity schedule) needs to be made to the citizens. Not everyone drives, nor should they need to.
Tuskegee and Suburbs	There are too many roads and access paths that are poorly lit or not lit at all. We need lighting to make it safe to ride and walk/run for everyone.
Tuskegee and Suburbs	The sidewalks we have are in need of repair, and we need far more. Pedestrian safety please!
Tuskegee and Suburbs	Please include safe bike lanes and crosswalks in ALL road improvement plans
Wheeler Street, Tuskegee Institute	Has potholes, grass is in need of cutting around drains -- creating deep puddles of water from buildup from rain
September 2021	
Location	Description
SAFETY/BRIDGE IMPROVEMENTS	
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.
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.
CR 138, Main Street, Shorter	Need traffic light in front of Love's
Glassy Mill Rd @ Long Branch	Bridge Improvement
Location	Description
ROAD CONDITIONS AND REPAVING	

I-85	Need lighting at Exit 42
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 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 13	Road Improvement

CR 16	Road Improvement
CR 17	Road Improvement
CR 19	Road Improvement
CR 20 – CDBG Application	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 – CDBG Application	Road Improvement, Needs Resurfacing
CR 30	Road Improvement
CR 31	Poor condition, potholes. Needs resurfacing.
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 71 – CDBG Application	Needs resurfacing
CR 73 – CDBG Application	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.
Green Street	Needs Resurfacing
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 st 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
Alexander Villa – CDBG Application	Needs Resurfacing
Althea Street, Tuskegee	Needs repair
Auburn Street, Tuskegee	Needs repair, serious potholes, uneven lanes
Avant Street, Tuskegee	Needs repair
Bibb Street, Tuskegee – CDBG Application	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
Bufford Road	Needs Resurfacing
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
Dryer Lane – CDBG Application	Needs Resurfacing
Howard Road	Needs Resurfacing
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, redraining 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).
Pistol Road – CDBG Application	Needs Resurfacing
Pistol Range Road – CDBG Application	Needs Resurfacing
Prestwood Circle, Tuskegee	Needs repair
Rogers Road – CDBG Application	Needs Resurfacing

South Church Street, Tuskegee	Patch road that is bumpy throughout and really narrow. <i>**Private Road</i>
S. School Street, Tuskegee	Needs repair
Smith Road – CDBG Application	Needs Resurfacing
St. Mark Road – CDBG Application	Needs Resurfacing
Susie Circle – CDBG Application	Needs Resurfacing
Susie Street – CDBG Application	Needs Resurfacing
University Drive – CDBG Application	Needs Resurfacing
Vam McIvory Lane – CDBG Application	Needs Resurfacing
Violet Street – CDBG Application	Needs Resurfacing
Warner Avenue, Tuskegee	Needs repair, potholes, broken cement
TRANSIT	
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.
MACON COUNTY GENERAL COMMENTS	
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 2022

September 2021

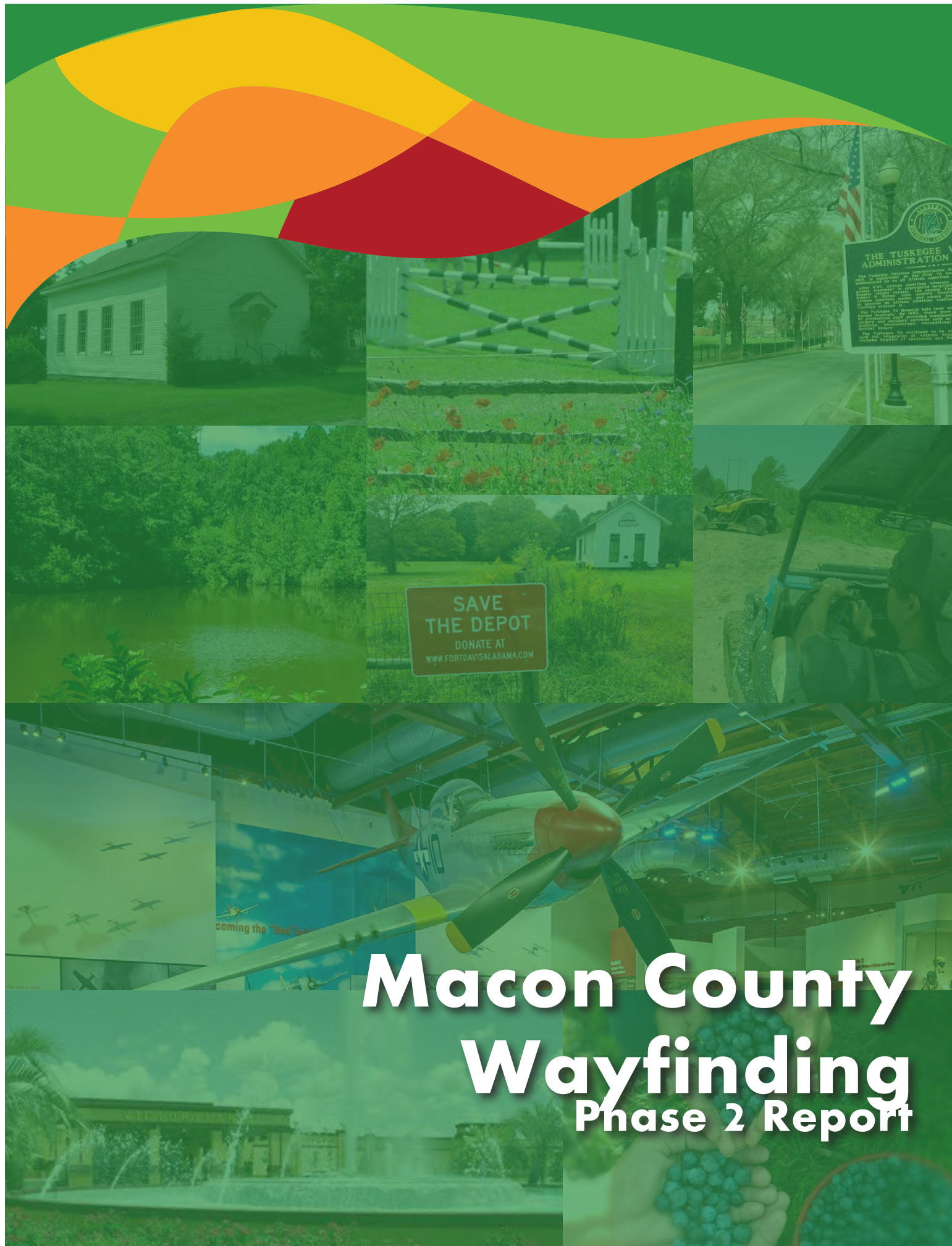
Location	Description
SAFETY	
US 231 – Troy	The open median of US Highway 231 in Troy seems to present an increased safety issue. Drivers use it to speed by stopped traffic or hold up drivers. Maybe it needs to be built up in some areas to limit the whole lane.
Location	Description
ROAD CONDITIONS AND REPAVING	
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 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 7707	Needs to be resurfaced.
CR 7708	Needs to be resurfaced and has dangerous potholes.
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.
TRANSIT	
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.
GENERAL COMMENTS	
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 2022 planning work program, SCADC worked with Macon County to conduct Phase 2 of a countywide wayfinding study. SCADC contracted with KPS Group, Inc., located in Birmingham, to conduct the study. The Macon County Wayfinding 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. Additionally, SCADC contracted with KPS Group to conduct a study and make transportation improvement recommendations for the Town of Franklin as a part of their 2023 Land Use Plan. An important factor in the Franklin study was the potential for increased development at Interstate 85 Exit 32 and the impact on traffic and circulation in the town. This exit is also a primary exit to the City of Tuskegee and Tuskegee University.

A copy of the results of each study is included on the following pages.



Macon County Wayfinding Phase 2 Report

Introduction

Macon County offers a wealth of things to do and places to see. It is an important destination on both the United States Civil Rights Trail and Alabama Byways' Black Belt Nature and Heritage Trail. The county is also home to a segment of the Old Federal Road, the primary route for settlement of the Creek Territories in the early 1800s, the Tuskegee National Forest and several Civil War-related sights. Macon County is also home to Tuskegee University, Veterans Administration Hospital and the Tuskegee Airmen National Historic Site, which tell unique and fundamentally important stories from African American history between the Civil War and the Civil Rights Movement.

Purpose

The purpose of this plan is to guide Macon County and its partners envision, plan and develop an effective, comprehensive county-wide wayfinding system, which ultimately would include vehicular signage as well as banners, gateways and other improvements that assist visitors in finding primary and supporting destinations throughout the county and provide a good first impression and positive visiting experience.

Goals

Guiding preparation of the plan were several key objectives to assure the wayfinding system will have the greatest positive impact:

- to support tourism as an important economic opportunity for the County and its municipalities
- to establish an overall framework and graphic standards for implementing an effective, consistent countywide wayfinding signage system
- to produce a united design concept that reflects the diversity of Macon County, its communities and history

Benefits

Wayfinding systems offer many important benefits to their communities. For Macon County those benefits include:

- emphasizing that the county presents important stories from throughout American history
- portraying the county as a welcoming, attractive and well-managed environment
- helping visitors find their way to their intended destinations
- encouraging visitors to explore all that the county has to offer
- contributing to an overall positive experience that encourages longer stays and return trips

Partnerships

The signage system is intended to be implemented collaboratively between the Macon County Commission, Economic Development Authority, the county's four municipalities and other stakeholders, including the Alabama Department of Transportation, Central Alabama Veterans Administration, Tuskegee University, the National Park Service and National Forest Service. Coordination among these partners will help in securing funding, assure conformance with ALDOT requirements on state-controlled roads, and promote consistency should local partners take on installation of signage beyond the scope of the county signage system.

Process

Macon County EDA oversaw development of the plan on behalf of the Macon County Commission with funding and technical assistance from the South Central Alabama Development Commission.

The process began with development of an inventory of the county's destinations, assessment of wayfinding routes and existing signage and preparing a rating system for evaluating destinations to determine how they would be included within the wayfinding system. The draft inventory was shared with county stakeholders and revised.

The second phase produced a vehicular wayfinding sign schedule—identifying routes, sign locations and destinations recommended to be included on each sign—and a design concept for vehicular signs. The initial rating system and sign schedule were tested together and revised. Recommendations were identified for non-existent sites and other efforts to optimize tourist experiences in conjunction with development of the wayfinding system.

The design concept arose from a design visioning session held in February 2022 with community representatives. The design concept was reviewed with Macon County EDA and SCADC, revised and reviewed again with community representatives.

Wayfinding Toolbox

While the primary focus of this effort is to establish a plan for vehicular wayfinding signage, a comprehensive approach will be most advantageous to Macon County. That includes public investments beyond vehicular signage—gateway improvements along I-85, banners along major streets in Macon communities, destination markers and interpretive elements and app-based wayfinding.

Gateways

Gateway improvements can take many forms, such as more traditional monument-type signs to more sculptural elements. For Macon County, these would occur adjacent to its five interstate interchanges. They are an environmental design feature with the primary purpose of indicating to travelers that they are entering a “place” of value. They may include special landscaping, signage, lighting, sculptural elements or any combination of these.

When designed integrally with a vehicular wayfinding signage system, gateways not only announce arrival but connect motorists from interstate trailblazers to the vehicular wayfinding system on surface streets.



Some cities, with support of their DOTs have turned overpasses into gateways.

Signage

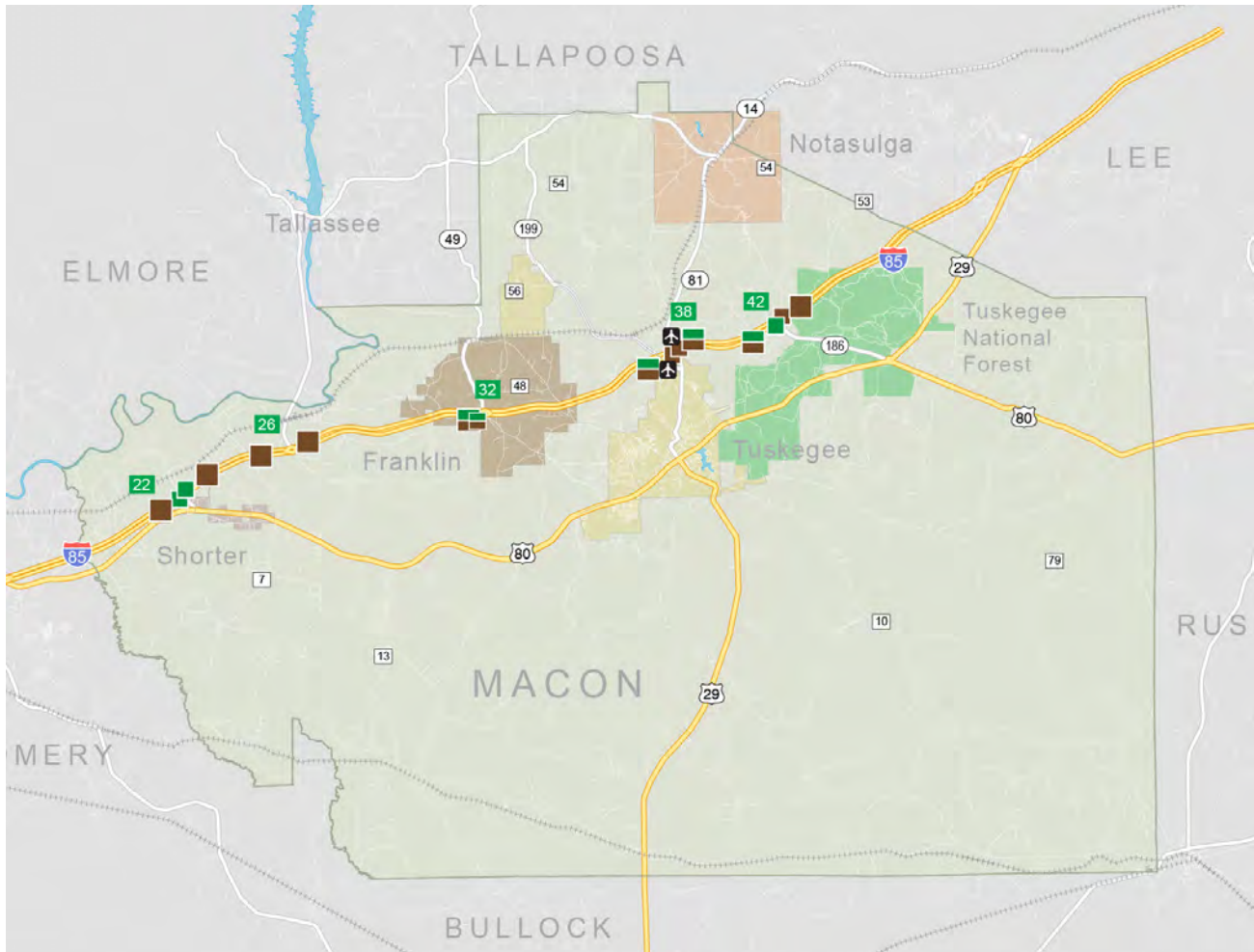
Interstate Trailblazer Signs

Interstate trailblazer signs are the first wayfinding tools seen by motorists as they approach their destination by way of an interstate highway or expressway. They direct motorists to a very limited set of major destinations including transportation, cultural and recreational facilities open to the general public.

Trailblazer signs are planned and located to guide motorists along the most direct route to destinations and are placed far back from off-ramps so motorists have adequate time to maneuver safely toward the exit. They must adhere to strict design standards including the Federal Manual on Uniform Traffic Control Devices, which controls typefaces, size of letters and colors.



Figure 1 Existing Interstate Trailblazers



The county should work with ALDOT to update the trailblazer signs to address the following:

- Trailblazer signs are installed in advance of Interchange 32 eastbound on I-85 denoting Tuskegee University and Tuskegee Institute, but none from the westbound direction.
- Trailblazer signs do not include the Central Alabama Veterans Administration facility.
- Signs approaching Interchange 22 refer to the “Macon Track” and “Macon County Greyhound Track” should be updated for accuracy—the greyhound track is no longer in operation.

A key component of planning and designing a wayfinding signage system is projecting a consistent, attractive image. The design of signs and graphics may involve creating a “brand” for the county (not necessarily the county government) if there is not one already in place. This branding would be used throughout the system, whether signs are in unincorporated areas or not. Because the signs will also be within municipalities, the design of signs should allow for some local variation while maintaining a consistent overall design throughout the county. Any online or print media promoting county tourism should incorporate the same branding.

Vehicular Wayfinding Signs

Vehicular signs are the parts of wayfinding systems with which most travelers are familiar. These signs are typically located along the side of roads in advance of turns drivers must take to reach their destinations.

They are relatively large—of a size to be legible from a distance to motorists moving at 25 or more miles per hour. Because they are to be viewed by motorists, the amount of information they can convey is limited. Too much information on a sign will either cause a driver to take too long viewing the sign—when they should be focused on driving—or important information will be missed in the moment the sign is viewed.



Pedestrian Wayfinding Signs

Pedestrian signs are used to direct visitors at key arrival points—where people transition from another mode of travel to on foot—such as parking and transit facilities and at trailheads and bicycle storage areas. Pedestrian signs can supplement the county’s vehicular wayfinding system in special focus areas where visitors are most likely going to be on foot or bike, such as downtown Tuskegee or Tuskegee University.

Because they are to be read from a short distance by people walking or stopping, there is greater flexibility in size, location, and other design factors. Pedestrian signs can feature many more destinations than vehicular signs and the length of messages may be longer.

Kiosks

Kiosks are wayfinding tools typically intended for the tourist or infrequent visitor traveling on foot and are used to provide a much greater amount of directional and other information on nearby destinations. They may be static, providing map-based information that does not change. Electronic or digital kiosks are interactive, allowing users to access maps, schedules and other layers of digital information that can be updated by the kiosk owner.

Kiosks should be used in areas with high pedestrian traffic, in parks or plazas, and in areas with a concentration of destinations within walking distance.

Banners

Banners can be strategically used to highlight special corridors or districts, such as Downtown Tuskegee. Optimally, permanent banners would be designed for consistency with wayfinding signs while emphasizing colors, graphics or imagery particular to the district or corridor branding.

Banners may be installed on their own decorative posts or light poles depending on location. Mounting height should be kept consistent as much as possible.



Pre-visit Technology

Google and other online mapping programs help travelers plan their routes from home to the city or county they will visit and specific destinations. Travelers also have access to a wide array of online information about the places they visit through websites of visitors' or tourist bureaus, historic groups, trails organizations and specific places and businesses. Tourist sites that represent a city, county or region provide a central source for information on places of interest, activities, lodging and dining. This helps visitors understand what options are available to them before they visit so they can make the most of their trip.

There is a wealth of information online about Macon County and its places of interest but finding that information can involve searching multiple disconnected sites. Macon County should provide visitors a website that includes comprehensive, frequently updated information about all that the county has to offer. Visitors may learn of places of interest or activities they were not aware of so that they can plan their trip accordingly. This increases the likelihood they will stay longer, do more and spend more.

App-based Wayfinding

With the widespread use of smartphones, a countywide wayfinding effort should incorporate a parallel online or app-based component. Local wayfinding apps can be customized to not only provide directions but to provide in-depth content about destinations in written, video and audio formats, allow visitors to create itineraries and find nearby parking, lodging and dining. Wayfinding apps that provide interpretive information are particularly beneficial for sites that are not publicly accessible or where historic features are non-extant. QR codes can be incorporated into wayfinding and interpretive signs, brochures, maps, posters and other media that connect with information on the wayfinding app.

Such an application should be developed in concert with a county tourism site. As with any associated print and online media, the visual design of the wayfinding signage system should be incorporated into the app to maintain continuity.





Other Tools

There are other parts of the toolkit that can be incorporated into an overall wayfinding and tourism system for Macon County.

Welcome brochure and map

A traditional promotional and wayfinding tool available at visitor centers, museums, hotels and other visitor destinations. Brochures, maps and other print media should carry consistent branding with that of wayfinding signage.

Point of contact training

Once the wayfinding system is in place, training on the system should be provided to staff of historic sites, museums, lodging establishments and others who may be approached by visitors for information or directions. It is important that these primary points of contact are familiar with the system and can provide directions that are consistent with the preferred routes around which the sign system is based. The most direct route is not always the most pleasant route. A wayfinding system brochure should be made available to these businesses and agencies.



Destinations

Destinations to be considered for the wayfinding system were inventoried in Phase 1 (refer to Appendix). Not all destinations can be included in the vehicular signage system due to limitations on the number and size of signs and the number of directional messages that can fit on each sign. To establish an objective method for determining which destinations are included on wayfinding signs, a rating system was drafted.

There are two steps to determine how destinations are included on wayfinding signs. First, destinations must fall within one of the qualifying categories listed below. Tier 1 destinations are automatically eligible for inclusion on wayfinding signs. Tier 2 destinations are evaluated to determine how they might be included in the wayfinding system.

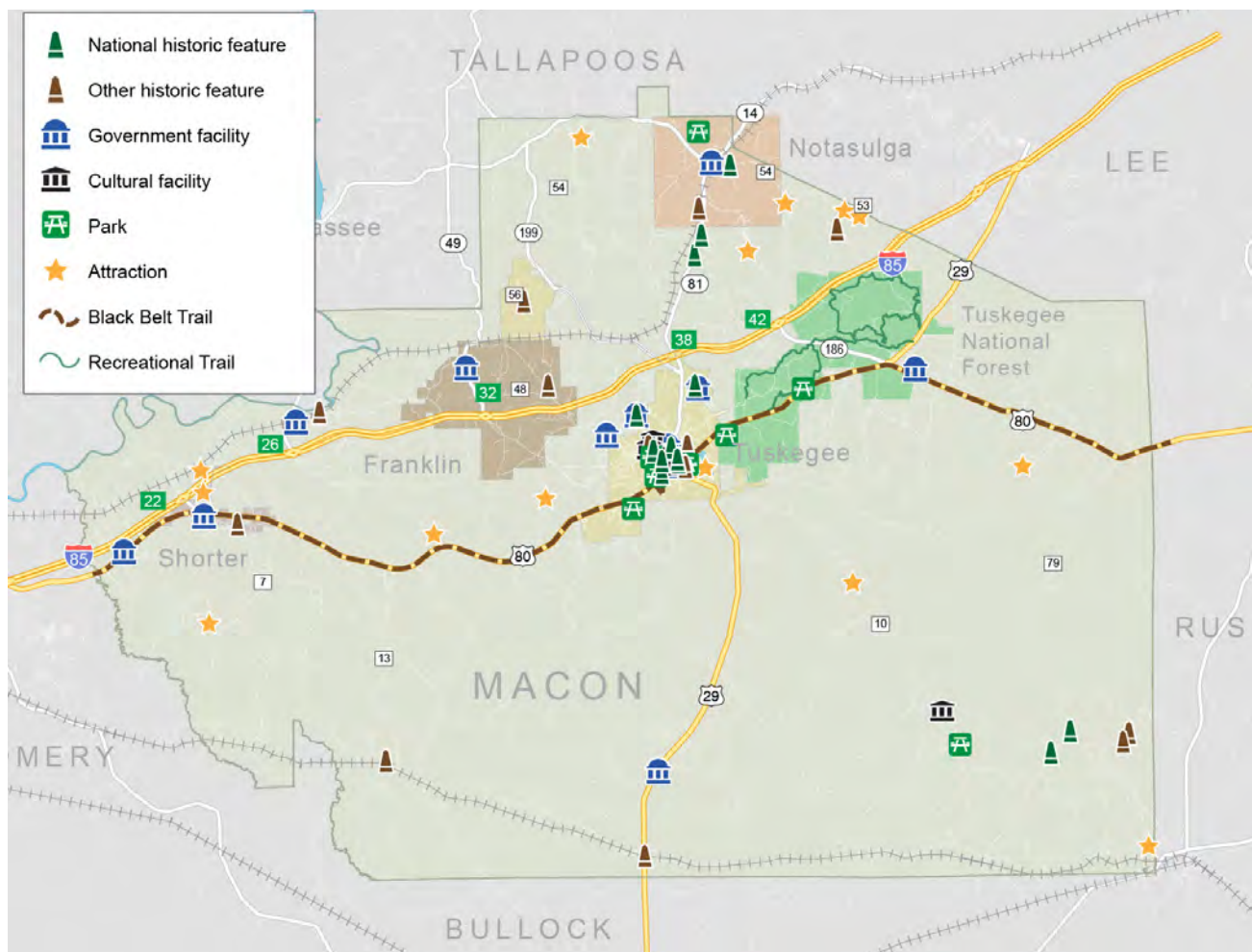


Figure 2 Destinations

Qualifying Categories

Tier 1 Destinations

These destinations are eligible for inclusion on all wayfinding signs: primary and secondary vehicular trailblazers, pedestrian signs and kiosks and destination markers. They do not require scoring. Tier 1 destinations determine where most signs must be installed.

- Historic features, including national register historic sites, districts and US and state-designated heritage trails
- National parks, national forests
- Universities and colleges, nationally accredited with a campus of at least five acres
- U.S. government facilities that are open to the public
- Airports



Tier 2 Destinations

These destinations must be scored to determine their eligibility and their priority for inclusion on individual signs. Higher scoring destinations will be prioritized over lower scoring destinations when space is limited on a sign.

- Historic features: historic buildings individually listed on the national or state registers; other historic features on the state register
- Business districts: downtowns and similar business districts or clusters offering shopping and dining, industrial parks
- Cultural facilities: libraries, museums and interpretive centers, convention or conference centers
- Government and institutional facilities: state, county and city government buildings, hospitals and public health care facilities, schools
- Recreational facilities: public parks, nature preserves and recreation centers; hiking, biking, equestrian and water-based trails; public access points to lakes and rivers for fishing, swimming or boating
- Entertainment and special attractions: performing arts centers, amphitheaters and other live-entertainment venues; amusement parks, stadiums and arenas, fairgrounds and similar seasonal/event-based attractions; vineyards and farms open to the public and offering retail sales and activities for visitors;
- Tourism-related services and facilities: public parking, visitor information centers, lodging establishments
- Transportation facilities: train stations, transit centers

Eligibility of Historic Features

Historic buildings, sites and landmarks must be accessible to the public to be included on wayfinding signage. Historic sites located on private property are only eligible if the property owner normally allows visitors (whether or not for compensation) on the property OR if the historic site is able to be viewed from a public road or another property accessible to the general public. In such cases, interpretive signage should be provided at the location.

When buildings or site features are no longer extant, a site may nonetheless be eligible if:

- 1) an interpretive marker or similar interpretive feature(s) is provided at the location AND
- 2) historical information on the building, site or landmark is easily accessible online through historic or tourist websites accepted by the reviewing authority. Information provided on-site and online must be of sufficient depth to describe the feature's association with significant historic events or people or with significant architectural, landscape or engineering history or achievements.



Eligibility of Private Businesses

Generally, private businesses are not eligible, individually, except those that fall within lodging, entertainment and special attractions categories. Clusters of retail establishments, other than downtowns or other special districts, may be listed on wayfinding signs as “shopping,” or clusters of restaurants as “dining.” Nonetheless, an individual retail store or restaurant may be listed if it meets the minimum rating score (see rating system in the following section) and is a unique, local business (not part of a national or regional chain or franchise). If approved, they would only be included on an already planned multi-message sign, provided there is space available. They would not normally warrant their own sign.

Lodging establishments are typically listed on vehicular trailblazers as “lodging.” However, lodging businesses that are unique to the county may be listed by name on vehicular signs, provided they meet the minimum requirements above and the minimum rating score.

Theaters, concert halls and other indoor entertainment venues, when operated as private for-profit businesses, are only eligible if they are unique, local establishments (not part of a regional or national chain or franchise) and have an occupancy capacity of at least 200.

It should be noted that, if not eligible for the community wayfinding system, some private businesses may be eligible for interstate or highway directional signage in accordance with the policies and standards of the Alabama Department of Transportation. Refer to the ALDOT’s Tourist Oriented Directional Signing Manual for more information.

Minimum Requirements

As a pre-requisite for inclusion, private businesses must be accessible online. They must have their own regularly maintained website or be listed with accurate information available on another regularly maintained website. Facebook or similar social media pages or profiles alone are not sufficient. Websites must be up-to-date and include business hours, contact name, business phone and email.

Any private businesses being considered should have been in operation for some minimum time period of five or ten years, as a means of estimating whether the business is likely to remain in operation into the future and therefore justify its inclusion in the wayfinding system.



Rating System

The number of signs in any wayfinding system will be finite and the number of destinations that can be legibly included on any one sign are limited. Vehicular signs are limited to about five or six total sign messages. More than that reduces the effectiveness of the signs. Drivers in moving vehicles are unable to respond quickly and safely enough when trying to discern a specific sign message amidst a large number of destinations on one sign. Therefore, an objective method is necessary to determine where signs are installed and what destinations are including on them. Tier 2 destinations are scored to determine which are included on a planned sign when several may be competing for limited sign space.

The following criteria is used to score destinations to determine whether they will be included on vehicular wayfinding signs. Destinations must achieve a minimum score of 40 to be included unless otherwise determined by the reviewing authority. Only destinations achieving a score of 60 or higher warrant single-message trailblazers (these are used at decision points where directional information is provided for only one destination).

A municipality or other sponsor organization may fund additional vehicular signs for destinations not meeting the countywide system criteria. In such cases, use of the countywide wayfinding signage design and graphics is generally encouraged for consistency but must be authorized by the county wayfinding signage authority.

It should be noted that destinations that are not included in the wayfinding signage system can be featured in an app-based tourism and wayfinding application.

Recommended Rating System

A. Seasonality

Open less than 6 months annually	10
Open 6-9 months annually	20
Open more than 9 months annually	30

B. Hours of Operation

Not open to public	0
Open to public 16 hours or less per week	10
Open to public 16-32 hours per week	20
Open to public more 32 hours per week	30

C. Significance*

Of local significance only	10
Of state or regional significance	20
Of national significance	30

D. Visitorship

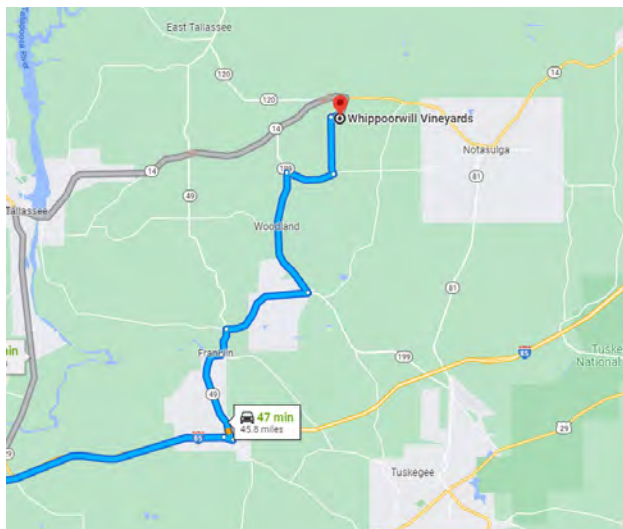
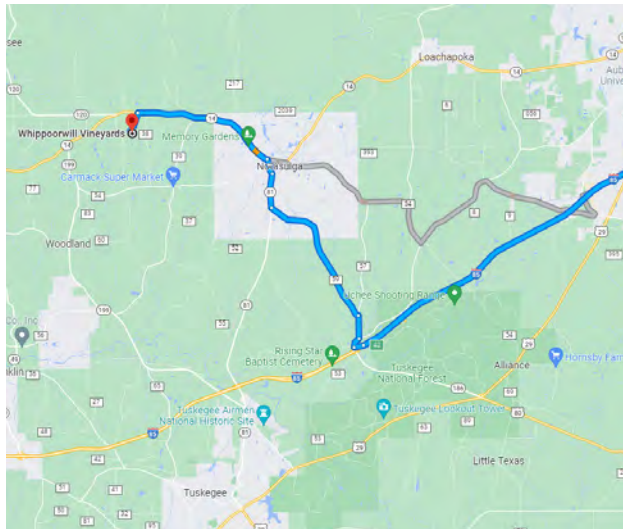
100 or fewer visitors annually	0
100 to 5,000 visitors annually	10
5,000 to 10,000 visitors annually	20
More than 10,000 visitors annually	30

Historic sites with buildings and other features no longer extant but with an interpretive marker or similar interpretive feature(s) may receive a maximum of 10 points for significance.

For historic sites, cultural facilities, entertainment and special attractions, "Visitorship" score may be substituted for "Significance" or an average taken between the two categories

Wayfinding Concept

In developing a wayfinding strategy, the first step is to understand the intended audience and how most will arrive in the county. For this plan, the wayfinding audience is primarily visitors traveling by car—arriving by Interstate 85—and who are relatively unfamiliar with the layout of the county and its many amenities. Therefore, directional signs will need to be placed along routes that take motorists travelling from the east along the interstate to their destination as well as those travelling from the west, which are sometimes—but not always—along the same interchanges and roads.



Wayfinding Routes

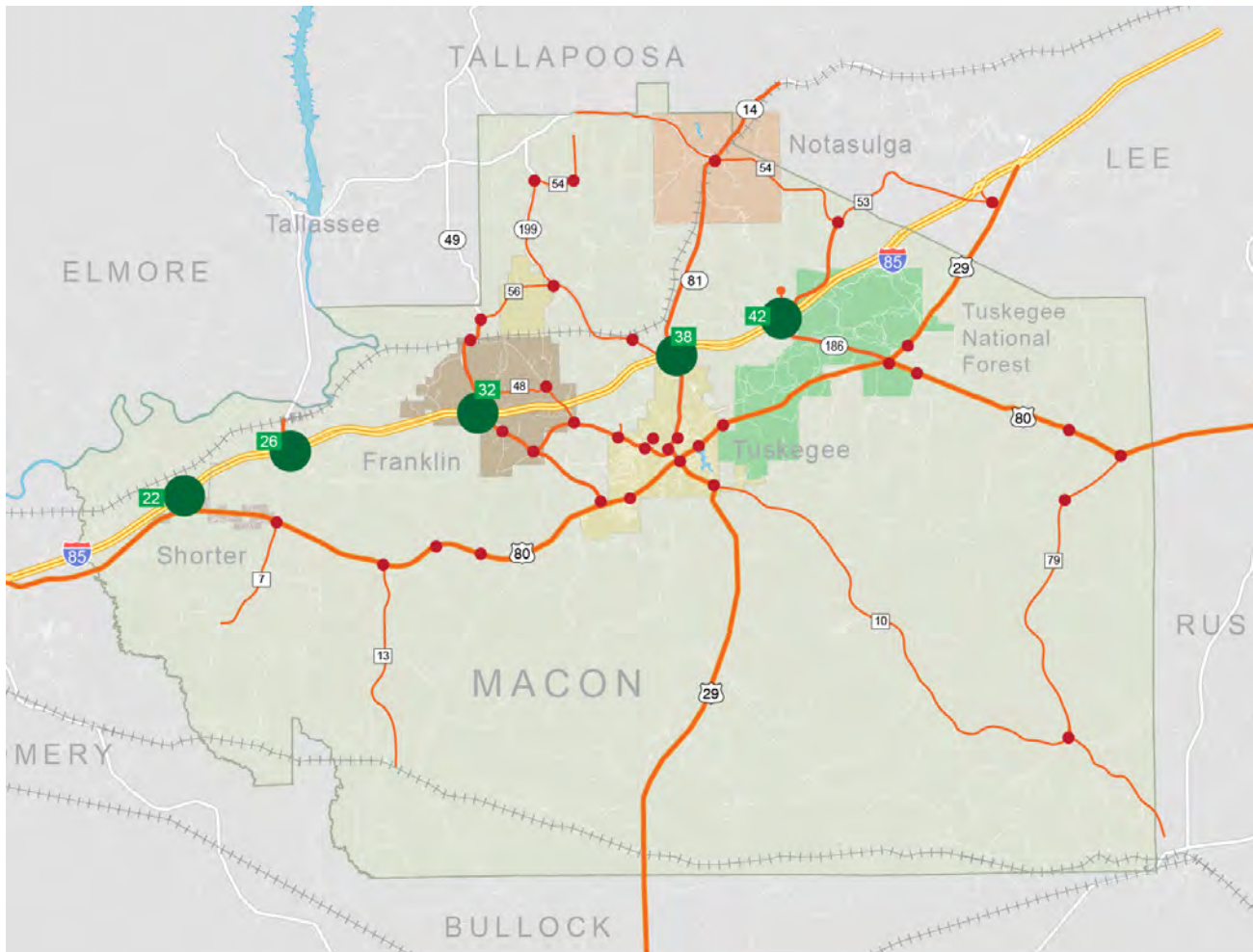
County wayfinding signage will be placed along two highways and several state, county and local roads leading outward from the interstate—signage at interstate interchanges is under the control of ALDOT and subject to greater restrictions than other parts of the routing system. A few major roads act as trunks with county and local roads branching off and taking visitors to one or more destinations. These include US 29, US 80, AL 49, AL 81 and AL 186. See Figure 3.

Larger signs will tend to be used along these wayfinding corridors to accommodate the quantity of destinations they lead to. Smaller signs will be used further out on the “branches” as the number of destinations along routes decrease.

Initial routes were identified based on directions provided by online mapping services like Google and Bing. These routes were then evaluated for directness, simplicity of navigation, road conditions and character. While there are some unpaved roads near some destinations, those were excluded as parts of wayfinding routes.

Several destinations will involve routes from different exits along I-85 depending on whether visitors are coming from the east or west.

Figure 3 Wayfinding Routes, Gateways and Decision Points



Based on routing and decision point analysis, three vehicular sign types are proposed: a primary sign sized to accommodate up to six directional messages; a secondary sign accommodating two or three messages and a small sign for one directional message. Figures 4-7 show the proposed locations and types of vehicular wayfinding signs.

Vehicular signs are to be located between the curb and sidewalk (if present) a minimum of 18 inches from the curb. They are to be placed in advance of intersection decision points to allow motorists time and space to navigate into the appropriate lane for turning.

Signs are proposed as “single-faced,” providing directional messages on only one sign face. This allows optimal flexibility in locating signs in relation to decision points. Refer also to Sign Family and the appendix for more information on the design, usage and standards for vehicular signage.

Figure 4 Primary Vehicular Directional Signs

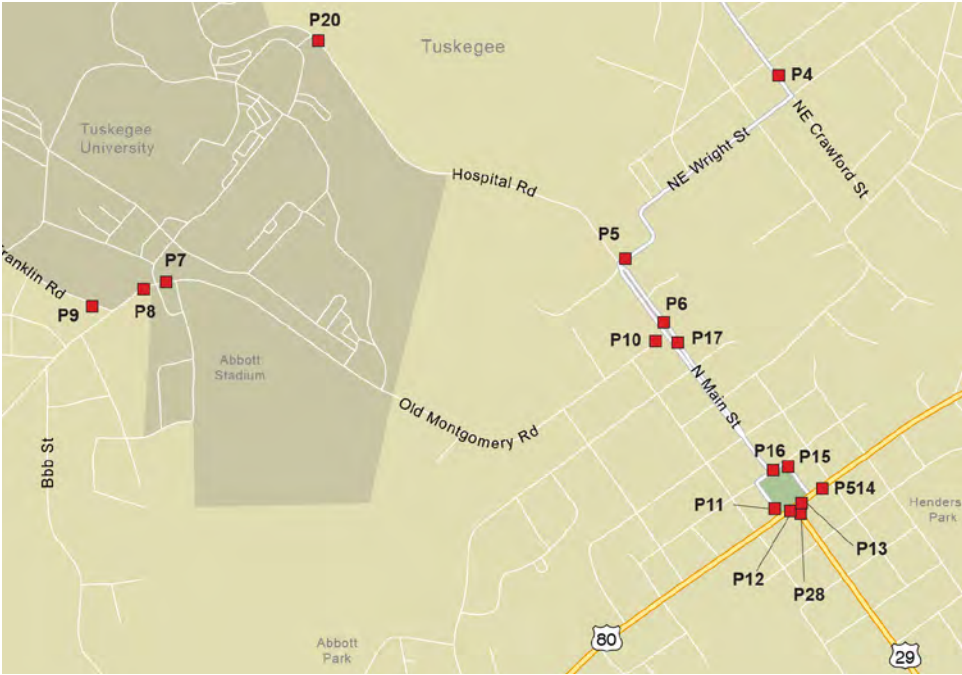
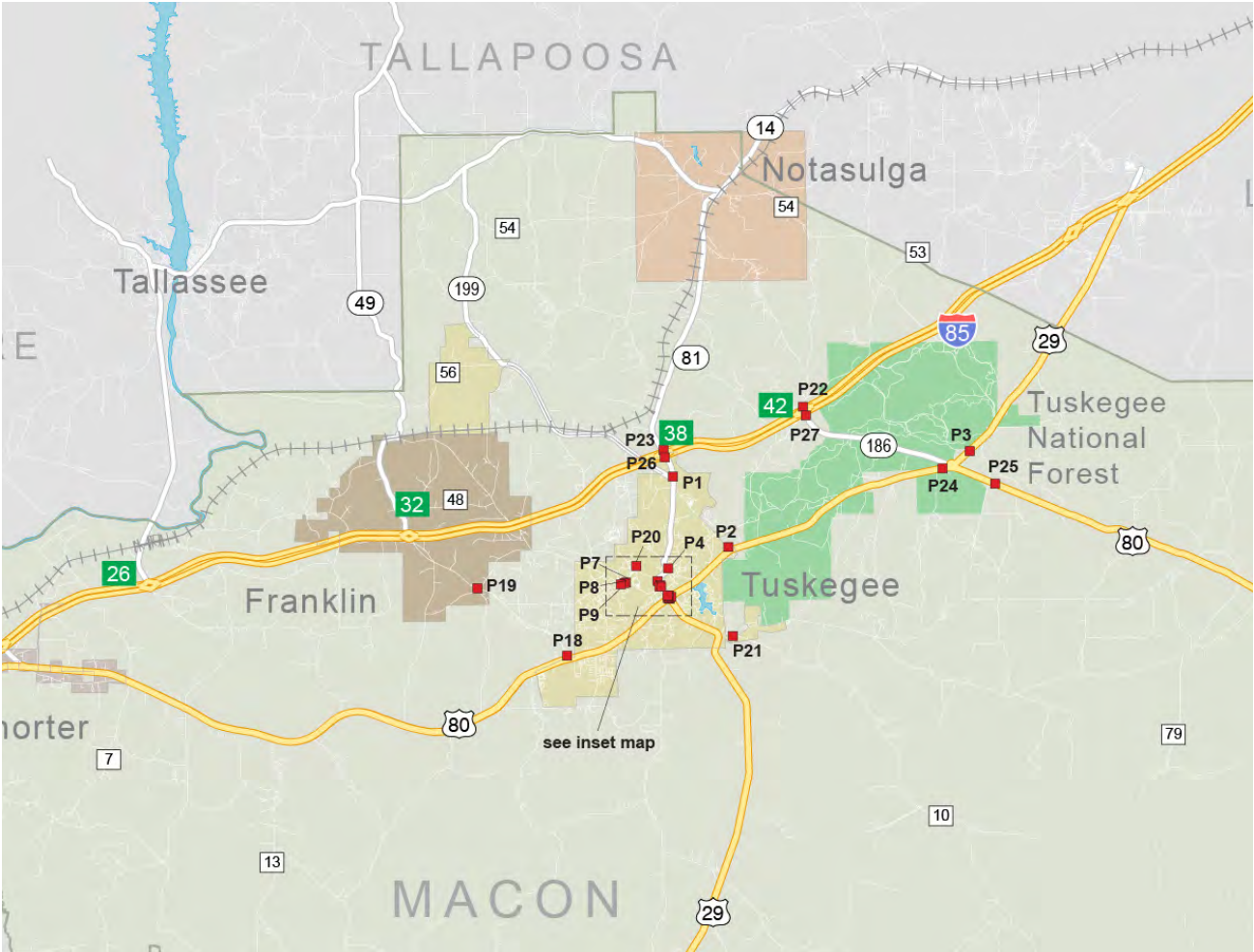


Figure 5 Primary Vehicular Directional Signs in central Tuskegee

Figure 6 Secondary Vehicular Directional Signs

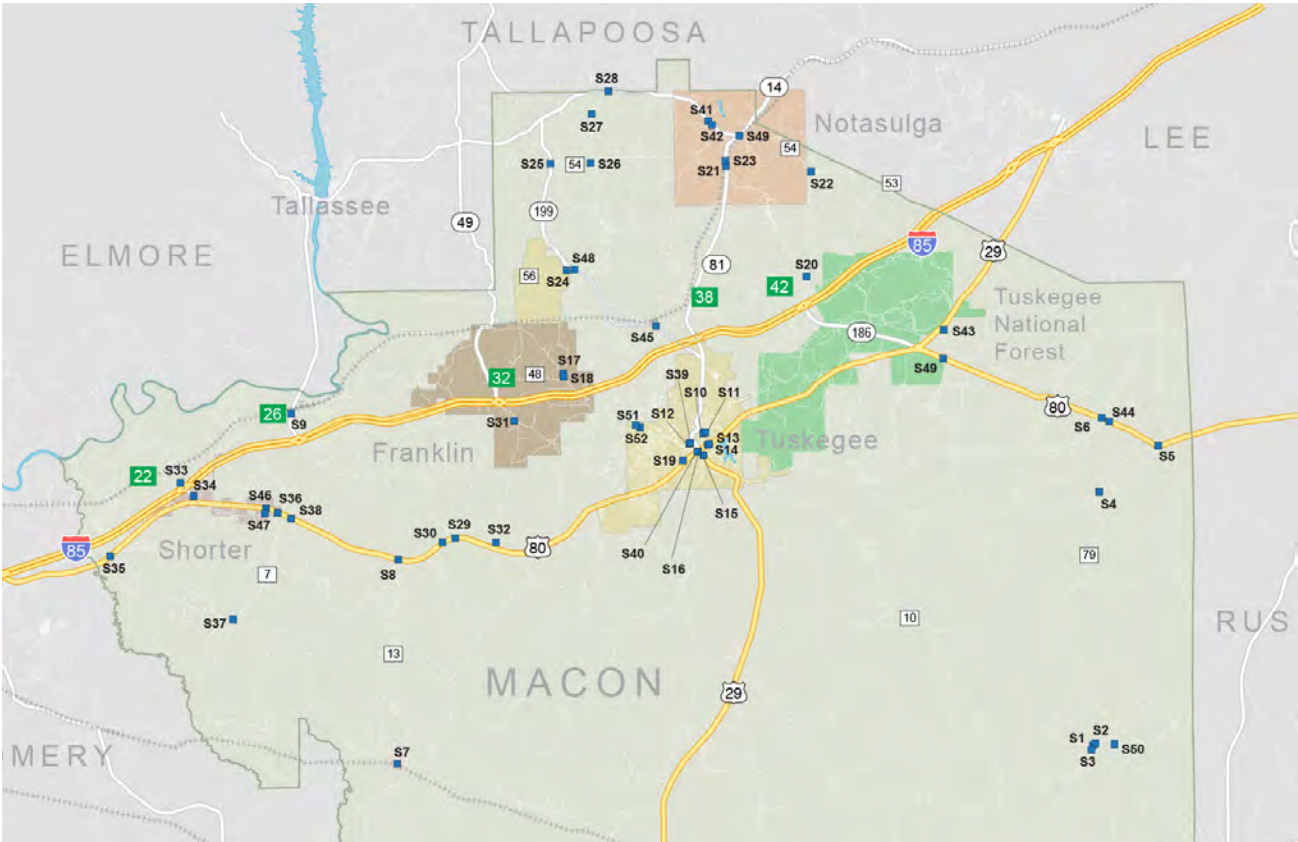
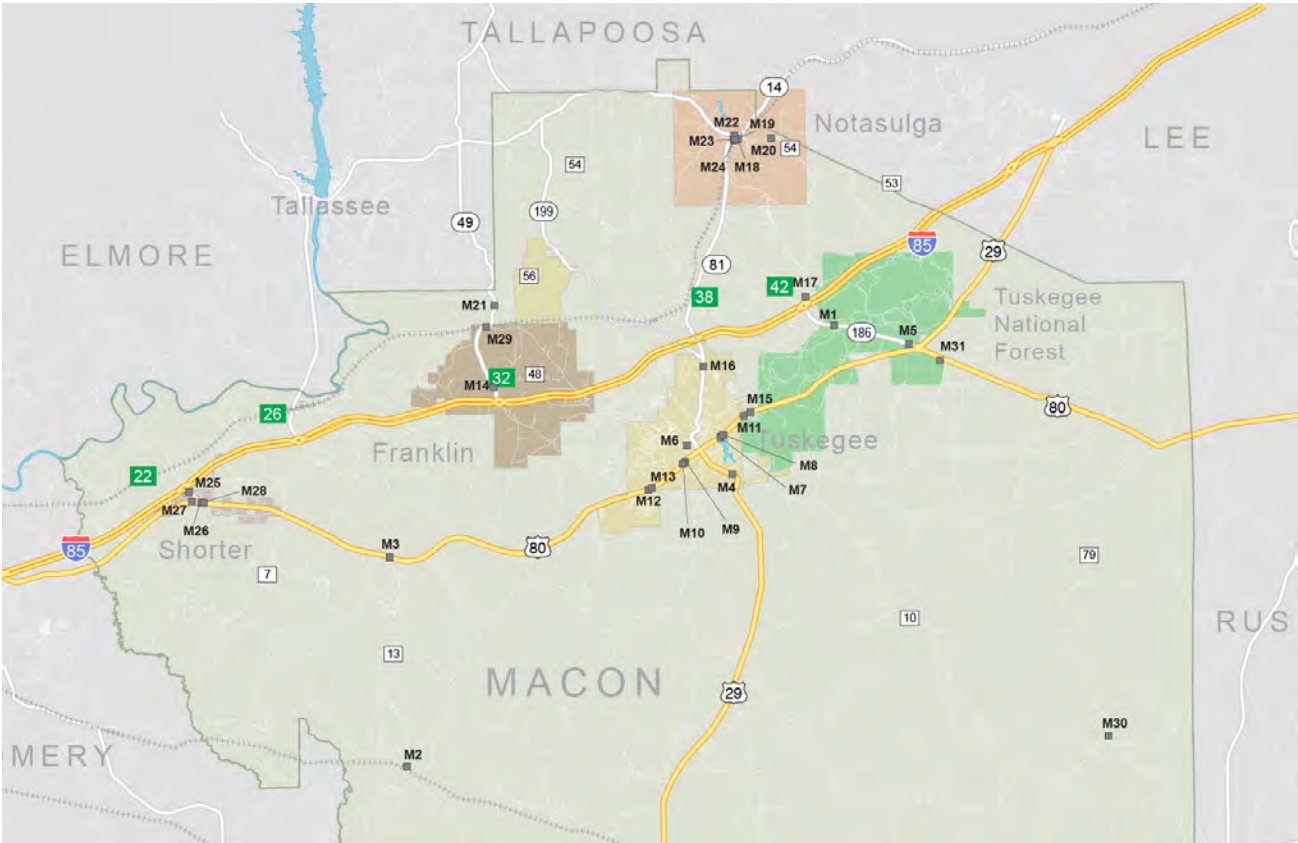


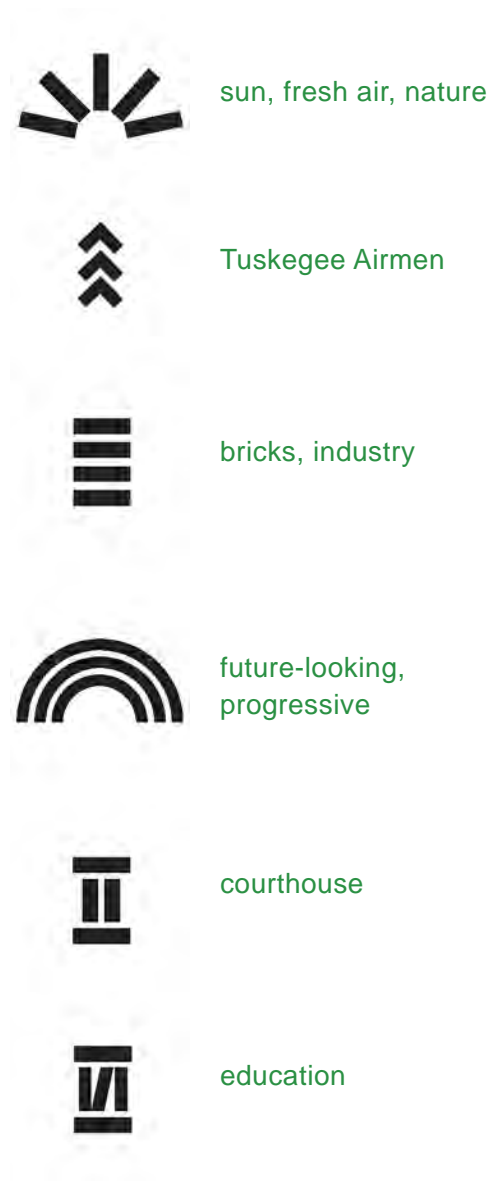
Figure 7 Small Vehicular Directional Signs

Sign Family Design

Design concepts for the vehicular wayfinding signs were prepared based on input gathered during a design session with community representatives. The concepts that were created reflect the physical, historic and cultural diversity of the county.

The design includes a multi-colored mosaic or quilt element at the top of the sign symbolic of this. In addition, the colors used in the mosaic may alternate from community to community. The color patterns would be selected from a complementary color palette to maintain consistency with the sign panel color, which would be maintained throughout the system.

A symbol was designed from iconography representing important facets of the county and its history emphasized in the design session. The symbol is intended as a unifying element and could be used as a “brand” for the county. The symbol and sign design are not intended as a final design but a basis upon which stakeholders may work with a sign design and sign manufacturing team to finalize designs. This should include production of a mock-up to evaluate the design’s actual appearance, rigidity and legibility prior to fabrication.



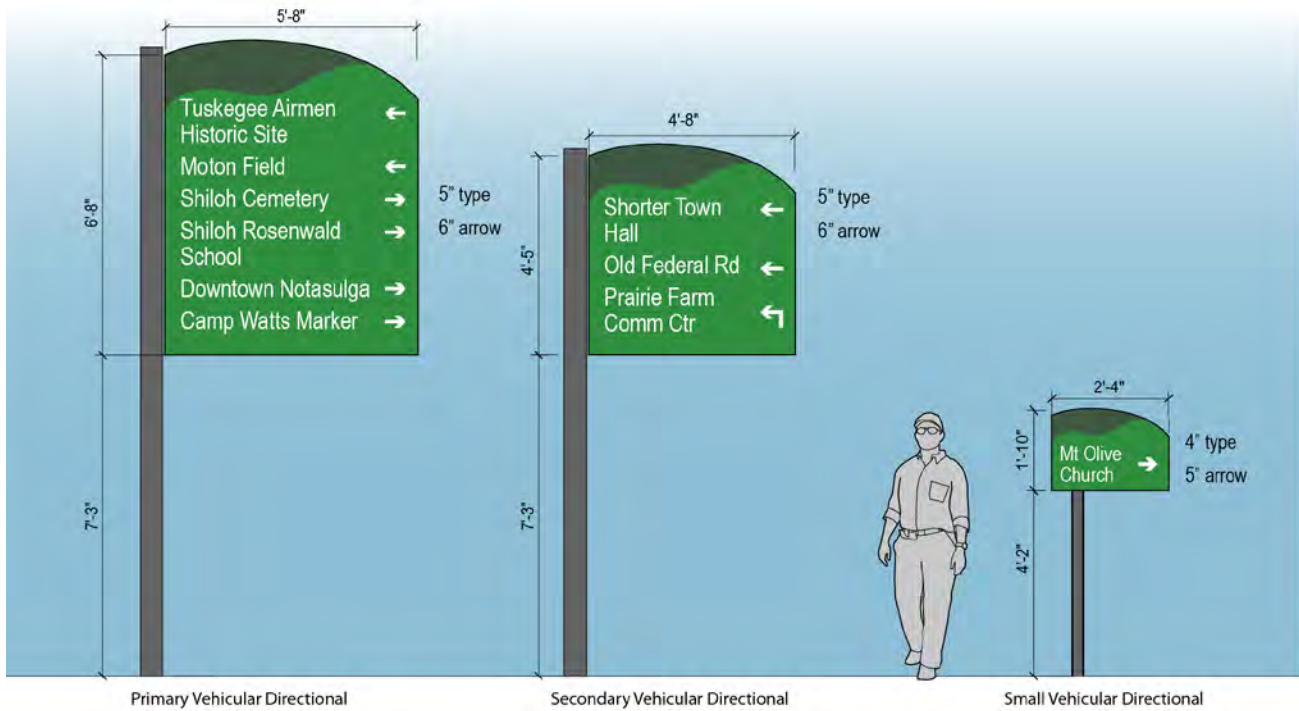


Figure 8 Sign Family Concept

Directional side

Image side



Figure 9 Primary Vehicular Directional. Includes 4-6 directional messages. The color palette of the mosaic at the top of the sign is proposed to vary in each community. Each community can further customize signs by select a photo or artwork to be digitally printed on the "image" side of the sign panel.

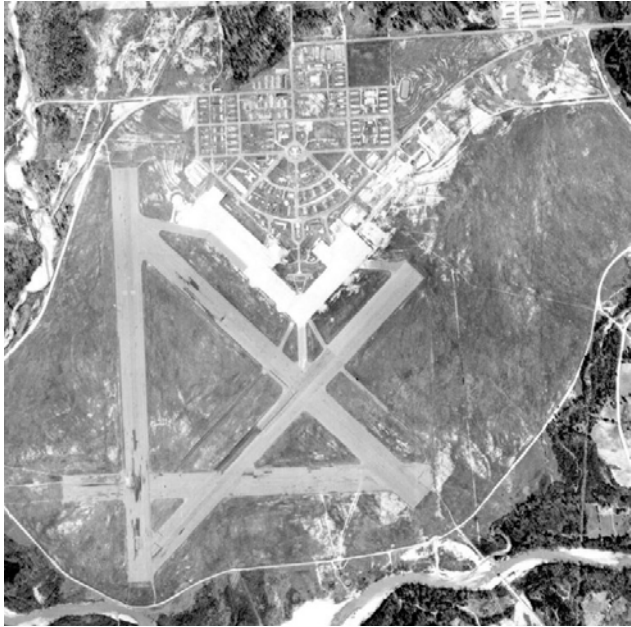


Figure 10 Secondary Vehicular Directional. Includes 2-3 directional messages. The color palette of the mosaic at the top of the sign is proposed to vary in each community. Each community can further customize signs by select a photo or artwork to be digitally printed on the “image” side of the sign panel.



Figure 11 Single Vehicular Directional. Includes 1 directional message. The color palette of the mosaic at the top of the sign is proposed to vary in each community.

Additional Recommendations



Interpretive Signage

There are several historic sites listed in the inventory for which there are no markers, extant features or that are inaccessible to the public. Nonetheless, these sites have considerable historic significance and would contribute much more to Macon tourism if interpretive signs were installed to convey their narratives to visitors. These include: Sharpe Field, Chehaw Station, Camp Atkins, Old Federal Road, Macon County High School, Boromville, Fort Decatur and Hardaway Baptist Church.



Existing Signs

Existing directional signage located adjacent to planned wayfinding signs should be removed once new signs are installed.

Signage at Interchanges

Four wayfinding signs are proposed at two interstate interchanges. ALDOT will need to be consulted to determine where these may be located relative to the off-ramps and rights-of-way. If it is not feasible to install these in a location near enough to be effective, new or additional trailblazer signs should be requested from ALDOT so that directions can be provided for destinations not included in existing signage. These would be ALDOT standard trailblazers which are of a “breakaway” design to reduce hazards to motorists in the event of a collision.

Wire Road interchange (Exit 42) westbound ramp

Tuskegee National Forest is included on an existing trailblazer. Other destinations that need directions at the ramp: national historic site Armstrong United Methodist Church and event venues Auburn Oaks Farm and Crooked Oaks.

Wire Road interchange (Exit 42) eastbound ramp

Tuskegee National Forest is included on an existing trailblazer. Other destinations that need directions at the ramp: national historic site Armstrong United Methodist Church, attraction Boggin’ on the Plains and event venues Cypress Hill, Hunters Ridge Farm, Auburn Oaks Farm and Crooked Oaks.

Notasulga Road interchange (Exit 38) westbound ramp

Tuskegee Institute and the Tuskegee Airmen historic site are included on an existing trailblazer. Other destinations that need directions at the ramp: Shiloh Cemetery, Shiloh Rosenwald School, Camp Watts (marker) and Downtown Notasulga.

Notasulga Road interchange (Exit 38) eastbound ramp

Tuskegee Institute and the Tuskegee Airmen historic site are included on an existing trailblazer. Other destinations that need directions at the ramp: Shiloh Cemetery, Shiloh Rosenwald School, Camp Watts (marker) and Downtown Notasulga.

Sign Schedule



Following is a tentative schedule of the proposed vehicular directional wayfinding signs. Inclusion of certain sites may be contingent on the installation of historical markers or interpretive signs at those sites, as specified in the sign schedule. In the event that markers or interpretive signs have not been installed by the time the signs are ready for fabrication and installation, the message should be omitted, but may be added to the sign at a later date. Two single-message signs are tentatively proposed, which provide directions to such sites. It is recommended that these signs not be installed until such time as a historical marker or interpretive sign has been established at the concerned site.

Primary Signs

#	Location	Message 1	Message 2	Message 3	Message 4	Message 5	Message 6
P1	AL 81	Tuskegee Airmen	Moton Field	Chehaw Station*	Sharpe Field*		
P2	Chappie James Ave	Tuskegee Natl Forest	Taska Recreation Ctr	Pleasant Hill Mtn Bike Trail	Bartram Trail		
P3	US 80-29	Tuskegee Natl Forest	Chisholm Comm Ctr	Creek Stand Cemetery	Okalee Hunting Club	Sistrunk Farms	
P4	Crawford St	Downtown Tuskegee	Tuskegee University	County Courthouse	Veterans Admin	Historic Sites	Museums
P5	E Water St	Downtown Tuskegee	Tuskegee University	County Courthouse	Veterans Admin	Historic Sites	Museums
P6	N Main St	Tuskegee University	Grey Columns	Abbott Stadium	Macon County EDA	Hotel and Conf Ctr	The Oaks
P7	Montgomery Rd	Tuskegee University	Hotel and Conf Ctr	Carver Museum	Legacy Museum	Chapel and Cemetery	
P8	Montgomery Rd	Tuskegee University	Hotel and Conf Ctr	Carver Museum	Legacy Museum	Chapel and Cemetery	
P9	Franklin Rd	Tuskegee University	Hotel and Conf Ctr	County Courthouse	Historic Sites	Museums	
P10	Montgomery Rd	County Health Dept	No Main St Hist Dist	County Courthouse	Downtown Tuskegee	Historic Sites	Dept Human Resources
P11	Westside St	Municipal Complex	Butler Chapel Church	Tuskegee History Ctr	Municipal Court	Lake Tuskegee	Rosa Parks Marker
P12	US 80	Municipal Court	Tuskegee High School	Henderson Park	White Oak Plantation		
P13	US 80	Municipal Court	Tuskegee High School	Henderson Park	White Oak Plantation		
P14	US 80	County Courthouse	Veterans Admin	No Main Hist Dist	Tuskegee Univ	County Health Dept	Dept Human Resources
P15	Eastside St	Veterans Admin	Tuskegee Univ	County Health Dept	No Main St Hist Dist	Macon County EDA	Dept Human Resources
P16	E Rosa Parks Ave	Veterans Admin	Tuskegee Univ	County Health Dept	No Main St Hist Dist	Macon County EDA	Dept Human Resources
P17	N Main St	Tuskegee Univ	Macon County EDA	Grey Columns	Abbott Stadium	Hotel and Conf Ctr	The Oaks
P18	CR 51	Downtown Tuskegee	County Courthouse	Historic sites	Lake Tuskegee	Tuskegee History Ctr	Municipal Complex

* Destination should not be included unless historical marker or interpretive sign is installed.

Primary Signs (continued)

#	Location	Message 1	Message 2	Message 3	Message 4	Message 5	Message 6
P19	CR 51	Tuskegee University	USDA NRCS	Downtown Tuskegee	Veterans Admin		
P20	Hospital Rd	Tuskegee University	Legacy Museum	Carver Museum	Hotel and Conf Ctr	Chapel and Cemetery	
P21	CR 10	Ridge Interpretive Ctr	Warriorstand Park	Creek Stand Cemetery	Pecan Point Farms	White Oak Plantation	
P22 **	Exit 42	Armstrong UMC	Tuskegee Natl Forest	Auburn Oaks Farm	Crooked Oaks		
P23 **	Exit 38	Tuskegee Airmen	Moton Field	Shiloh Cemetery	Shiloh Rosenwald School	Camp Watts	Downtown Notasulga
P24	US 80-29	Chisholm Comm Ctr	Creek Stand Cemetery	Sistrunk Farms	Okalee Hunting Club		
P25	US 80	Tuskegee Natl Forest	Chisholm Comm Ctr	Bartram Trail	Little Texas Tabernacle	Union Christian Church	Boggin on the Plains
P26 **	Exit 38	Tuskegee Airmen	Moton Field	Shiloh Cemetery	Shiloh Rosenwald School	Downtown Notasulga	Camp Watts
P27 **	Exit 42	Tuskegee Natl Forest	Armstrong UMC	Boggin on the Plains	Crooked Oaks	Auburn Oaks Farm	Hunters Ridge Farm
P28	US 29	Tuskegee Natl Forest	Butler Chapel Church	Mt Olive Church	Municipal Complex	Rosa Parks Marker	

** If not able to get signage approved in effective location at interchange, omit or relocate.

Secondary Signs

#	Location	Message 1	Message 2	Message 3
M1	AL 186	Tuskegee Natl Forest	Bold Destiny Horse Trail	Uchee Shooting Range
M2	CR 13	Hardaway Church*	Fort Davis Depot	Elizabeth Miss Bapt Church
M3	US 80	Hardaway Church*	Fort Davis Depot	Elizabeth Miss Bapt Church
M4	US 80	Fort Davis Depot	Cotton Valley Comm Ctr	Elizabeth Miss Bapt Church
M5	AL 186	Taska Recreation Area	Boggin on the Plains	
M6	Montgomery Rd	Municipal Complex	Butler Chapel Church	Abbott Park
M7	US 80	Mt Olive Church	Lake Tuskegee	
M8	US 80	Mt Olive Church	Lake Tuskegee	
M9	US 80	Butler Chapel Church	Abbott Park	
M10	US 80	Butler Chapel Church	Abbott Park	
M11	US 80	Tuskegee Airmen	Moton Field	
M12	US 80	Green Fork Park	Tuskegee University	
M13	US 80	Green Fork Park	Tuskegee University	
M14	CR 49	Harris Barrett School	Franklin Town Hall	
M15	US 80	Tuskegee Airmen	Moton Field	
M16	AL 81	Tuskegee Airmen	Moton Field	Chehaw Station**
M17	Wire Rd	Crooked Oaks	Auburn Oaks Farm	
M18	AL 81	Macon Co High School*	Armstrong UMC	Auburn Oaks Farm
M19	AL 81	Macon Co High School*	Armstrong UMC	Auburn Oaks Farm
M20	CR 54	Armstrong UMC	Auburn Oaks Farm	

* Historical marker or interpretive sign recommended.

** Destination should not be included unless historical marker or interpretive sign is installed.

Secondary Signs (continued)

#	Location	Message 1	Message 2	Message 3
M21	AL 49	Whippoorwill Vineyards	Sharpe Field**	
M22	Lyon St	Notasulga City lake	Whippoorwill Vineyards	Zora Neale Hurston Birthplace
M23	AL 81	Notasulga City lake	Whippoorwill Vineyards	
M24	AL 81	Notasulga City lake	Whippoorwill Vineyards	
M25	US 80	Victoryland	Shorter Town Hall	Old Federal Road**
M26	US 80	Shorter Town Hall	Old Federal Road**	Cubahatchie Church
M27	US 80	Prairie Farm Community	Central AL Gun Club	
M28	US 80	Shorter Town Hall	Prairie Farm Community	Old Federal Road**
M29	AL 49	Whippoorwill Vineyards	Sharpe Field**	
M30	CR 79	Creek Stand Cemetery	Pecan Point Farm	Boromville**
M31	US 80	Little Texas Tabernacle	Union Christian Church	

* Historical marker or interpretive sign recommended.

** Destination should not be included unless historical marker or interpretive sign is installed.

Single Message Signs

#	Location	Message	#	Location	Message
S1	CR 10	Creek Stand Cemetery	S28	CR 14	Whippoorwill Vineyards
S2	CR 10	Creek Stand Cemetery	S29	US 80	SuCaro Ridge
S3	Cutoff Rd	Creek Stand Cemetery	S30	US 80	SuCaro Ridge
S4	Red Rd	Creek Stand Cemetery	S31	CR 51	SuCaro Ridge
S5	US 80	Creek Stand Cemetery	S32	CR 49	SuCaro Ridge
S6	US 80	Okalee Hunt Club	S33	Main St	Shorter Industrial Park
S7	CR 2	Hardaway Baptist Church*	S34	1st St	Prairie Farm Community
S8	US 80	Hardaway Baptist Church*	S35	US 80	Central AL Gun Club
S9	AL 229	EV Smith Research Ctr	S36	US 80	Central AL Gun Club
S10	Crawford St	Mt Olive Church	S37	Crosskeys Rd	Central AL Gun Club
S11	Railroad Ave	Mt Olive Church	S38	US 80	Central AL Gun Club
S12	Montgomery Rd	Macon County EDA	S39	Montgomery Rd	Macon County EDA
S13	US 80	Henderson Park	S40	US 80	Tuskegee History Ctr
S14	US 80	Henderson Park	S41	CR 14	Notasulga City lake
S15	S Main St	Henderson Park	S42	CR 14	Notasulga City lake
S16	US 80	Tuskegee History Ctr	S43	CR 69	Boggin on the Plains
S17	CR 36	Harris Barrett School	S44	US 80	Okalee Hunt Club
S18	CR 48	Harris Barrett School	S45	AL 199	Chehaw Station**
S19	N Church St	Abbott Park	S46	US 80	Cubahatchie Church
S20	CR 57	Crooked Oaks	S47	4th St	Cubahatchie Church
S21	AL 81	Camp Watts Marker	S48	AL 199	Sharpe Field**
S22	CR 54	Auburn Oaks Farm	S49	US 80	Little Texas Tabernacle
S23	AL 81	Camp Watts Marker	S50	AL 14	Zora Neale Hurston Birthplace
S24	CR 56	Whippoorwill Vineyards	S51	CR 10	Boromville**
S25	AL 199	Whippoorwill Vineyards	S52	Franklin Rd	Camp Atkins Marker
S26	CR 54	Whippoorwill Vineyards	S53	Franklin Rd	Camp Atkins Marker
S27	CR 31	Whippoorwill Vineyards			

* Historical marker or interpretive sign recommended.

** Destination should not be included unless historical marker or interpretive sign is installed.

Standards

The following standards are intended to assure the effectiveness of the wayfinding system, including legibility, safety and other issues.

Sign Placement

Mounting location must be carefully considered so that viewing is not obstructed by other signs, trees or structures.

Posting or combining other signs on the wayfinding assemblies is prohibited.

Signs placed within city or state right-of-way may be required to include breakaway posts. If located in city or county right-of-way, the sign post design and mounting must be approved by the city or county engineer, as applicable.

Signs should be placed within the driver's immediate cone-of-vision.

The sign face should be perpendicular to the approaching driver.

Wall-mounted signs must be placed high enough so as not to be blocked by cars and plants or other obstructions. In no case shall they be less than 7 feet above the ground, measured from the ground level to the bottom of the sign panel.

Signs may not overhang into the street and should be placed a minimum of two feet from the edge of the sign to face of curb.

Signs should be placed on the right side of the street whenever possible. The exception is for one-way streets, when the sign designates a left turn.

Signs that direct drivers to turn must be placed well enough in advance of the intersection to allow for reaction time to slow down and turn.

Messages

The text of all messages must be uniform in height, spacing, color and typeface.

Messages must be in title case. Messages in all upper case letters are less legible to motorists.

For primary and secondary vehicular signs, text height should be five inches and directional arrows six inches. However, in urban locations, text height may be reduced to four inches and arrow height to five inches. This includes:

- in downtown Tuskegee around the courthouse square and along North Main Street and Water Street
- in downtown Notasulga around the intersection of AL 14 and AL 81

For single message signs, text height should be four inches and directional arrows five inches.

Vertical spacing between messages should be 3/4 the text height. Vertical spacing between two lines of the same message should be 1/2 the text height.

Sign Nomenclature

Vehicular directional signage may not always be able to accommodate complete names of destinations due to space restrictions on sign panels or the inability of drivers to decipher lengthy messages while maintaining adequate visual contact with the roadway and pedestrian traffic.

For these reasons, destination listings used in this system should only include the most crucial information needed for recognition. Truncation of the full names of destinations may be required and should remain consistent throughout the vehicular directional signage system. Messages should be no longer than 24 characters per line, including spaces.

Appendix Destinations Inventory



Unincorporated Areas Destinations

Name	Type
Creekwood (Creek Stand)	National Register Historic Site
Creek Stand AME Zion Church Cemetery (Creek Stand)	National Register Historic Site
Hardaway Baptist Church (Hardaway)	Alabama Register Historic Site
Fort Davis Railroad Depot (For Davis)	Alabama Register Historic Site
Elizabeth Missionary Baptist Church	other historic site
Union Christian Church	other historic site
Boromville/Fort Bainbridge (Creek Stand)	other historic site
Fort Decatur (Milstead)	other historic site
Chehaw Station	other historic site
EV Smith Research Center (Milstead)	government, major institution
Irish & Bertha Chisholm Community Center (Little Texas)	government, major institution
Cotton Valley Community Center (Fort Davis)	government, major institution
Tuskegee National Forest	park, outdoor recreation
Taska Recreation Center (Tuskegee National Forest)	park, outdoor recreation
Tsinia Wildlife Viewing Area (Tuskegee National Forest)	park, outdoor recreation
Warriorstand Park (Warriorstand)	park, outdoor recreation
Pecan Point Farms (Hurtsboro)	attraction
Whippoorwill Vineyards	attraction
Shady Grove Road Blueberry Patch	attraction
White Oak Plantation	attraction
Okalee Hunt Club (Little Texas)	attraction
Central Alabama Gun Club	attraction
SuCaro Ridge horse-boarding farm (Milstead)	attraction
Boggin' on the Plain (Little Texas)	attraction
Sistrunk Farm (Society Hill)	attraction
The Ridge Interpretive Center (Warriorstand)	museum, interpretive center, cultural facility
Black Belt Nature and Heritage Trail (countywide)	heritage trail
Bartram Trail	recreational trail
Pleasant Hill Trail	recreational trail
Bold Destiny/Bedford Cash Memorial Trail	recreational trail
Cubahatchee Creek (western Macon Co)	blueway trail (potential)
Line Creek (western Macon Co)	blueway trail (potential)
Calebee Creek (western Macon Co)	blueway trail (potential)

Tuskegee Area Destinations

Name	Type
Macon County Courthouse	National Register Historic Site
Grey Columns	National Register Historic Site
Main Street Historic District	National Register Historic Site
North Main Street Historic District	National Register Historic Site
Tuskegee Airmen National Historic Site	National Register Historic Site
Tuskegee Institute National Historic Site	National Register Historic Site
Tuskegee Veterans Administration Hospital	National Register Historic Site
Butler Chapel AME Zion Church	National Register Historic Site
Tuskegee Public School Gymnasium	Alabama Register Historic Site
Woodward-Bledsoe House	Alabama Register Historic Site
Mt. Olive Baptist Church	other historic site
Tuskegee University Campus Cemetery	other historic site
Rose Parks birthplace	other historic site
Camp Atkins	other historic site
Sharpe Field	other historic site
The Oaks	other historic site
Tuskegee City Lake	park, outdoor recreation
Abbott Park	park, outdoor recreation
Henderson Park	park, outdoor recreation
Green Fork Park	park, outdoor recreation
Abbott Memorial Stadium (Tuskegee University)	park, outdoor recreation
Macon County Health Dept	government, major institution
Tuskegee Municipal Complex	government, major institution
Macon County EDA	government, major institution
Central Alabama Veterans Health Care System	government, major institution
Moton Field	government, major institution
USDA NRCS Service Center	government, major institution
Tuskegee Municipal Court	government, major institution
Macon County Department of Human Resources	government, major institution
Tuskegee Repertory Theatre, Inc.	attraction
George Washington Carver Museum	museum, interpretive center, cultural facility
Tuskegee History Center	museum, interpretive center, cultural facility
The Legacy Museum	museum, interpretive center, cultural facility
Tuskegee Civil Rights and Historical Trail	heritage trail
Uphapee Creek	blueway trail (potential)
Downtown Tuskegee	shopping, business/industrial park
Kellogg Hotel and Conference Center	lodging

Shorter Area Destinations

Name	Type
Old Federal Road	other historic site
Cubahatchie Church	other historic site
Pioneer Trail of Methodism	other historic site
Shorter Town Hall	government, major institution
Prairie Farm Community Center	government, major institution
Victoryland Casino	attraction
Faith Lake (private ski lake)	attraction
Days Inn	lodging
Shorter Tech Park	shopping, business/industrial park

Notasulga Area Destinations

Name	Type
Shiloh Missionary Baptist Church and Rosenwald School	National Register Historic Site
Shiloh Missionary Baptist Church Cemetery	National Register Historic Site
Macon County High School	National Register Historic Site
Armstrong United Methodist Church	Alabama Register Historic Site
Camp Watts	Alabama Register Historic Site
Notasulga Town Hall	government, major institution
Crooked Oaks	attraction
Auburn Oaks Farm	attraction
Hunters Ridge Farm	attraction
Cypress Hill (event venue)	attraction
Elmer's restaurant	dining

Franklin Area Destinations

Name	Type
Franklin Town Hall	government
Harris Barrett School	Alabama Register Historic Site





Development Strategy

TOWN OF FRANKLIN
COMPREHENSIVE PLAN

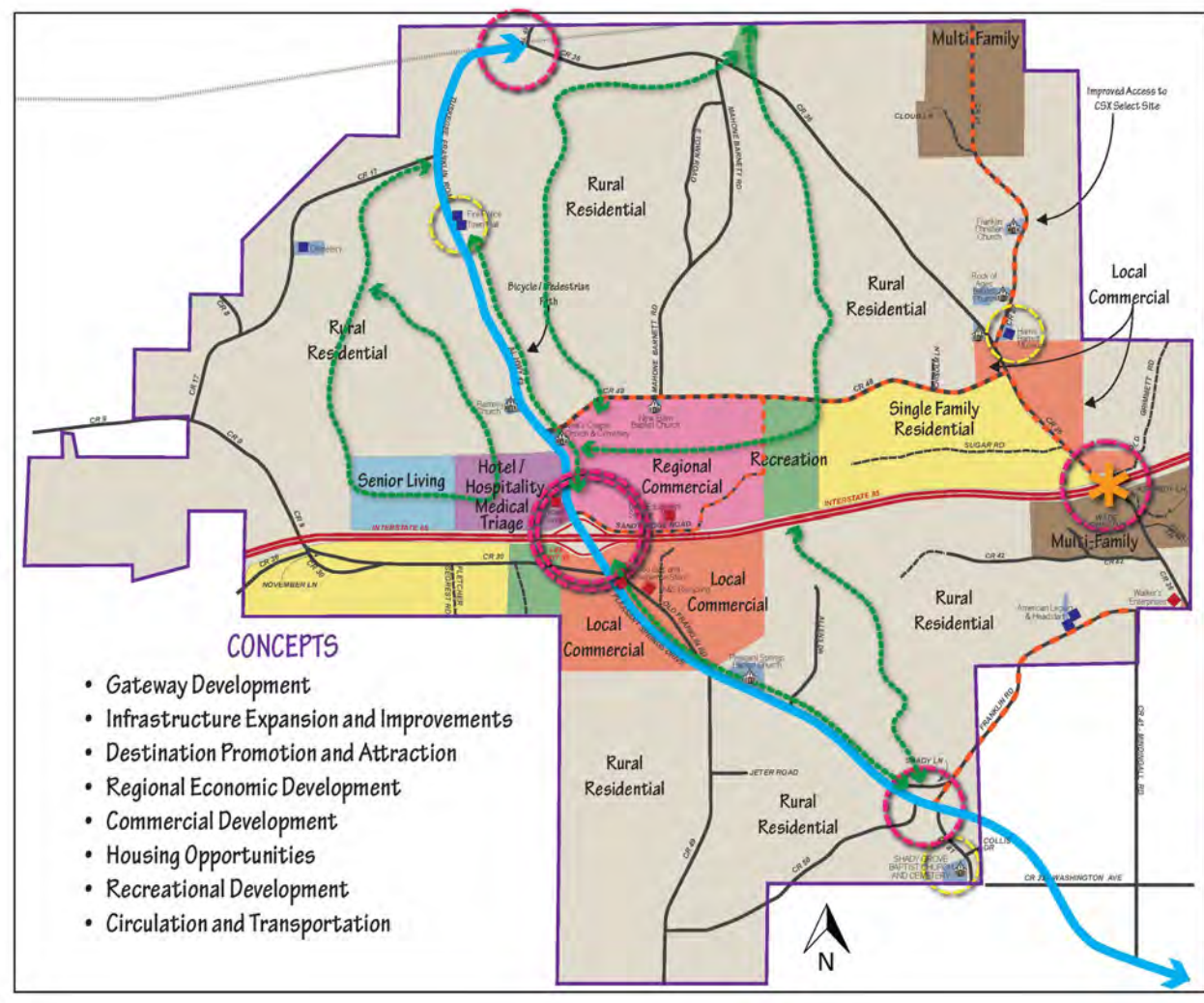
KPS
GROUP



SCOPE

- Illustrate overall development concept from SCADC
 - Evaluate road network
 - Identify transportation improvements to support development
- Recommend context-sensitive/placemaking strategies

DEVELOPMENT CONCEPT



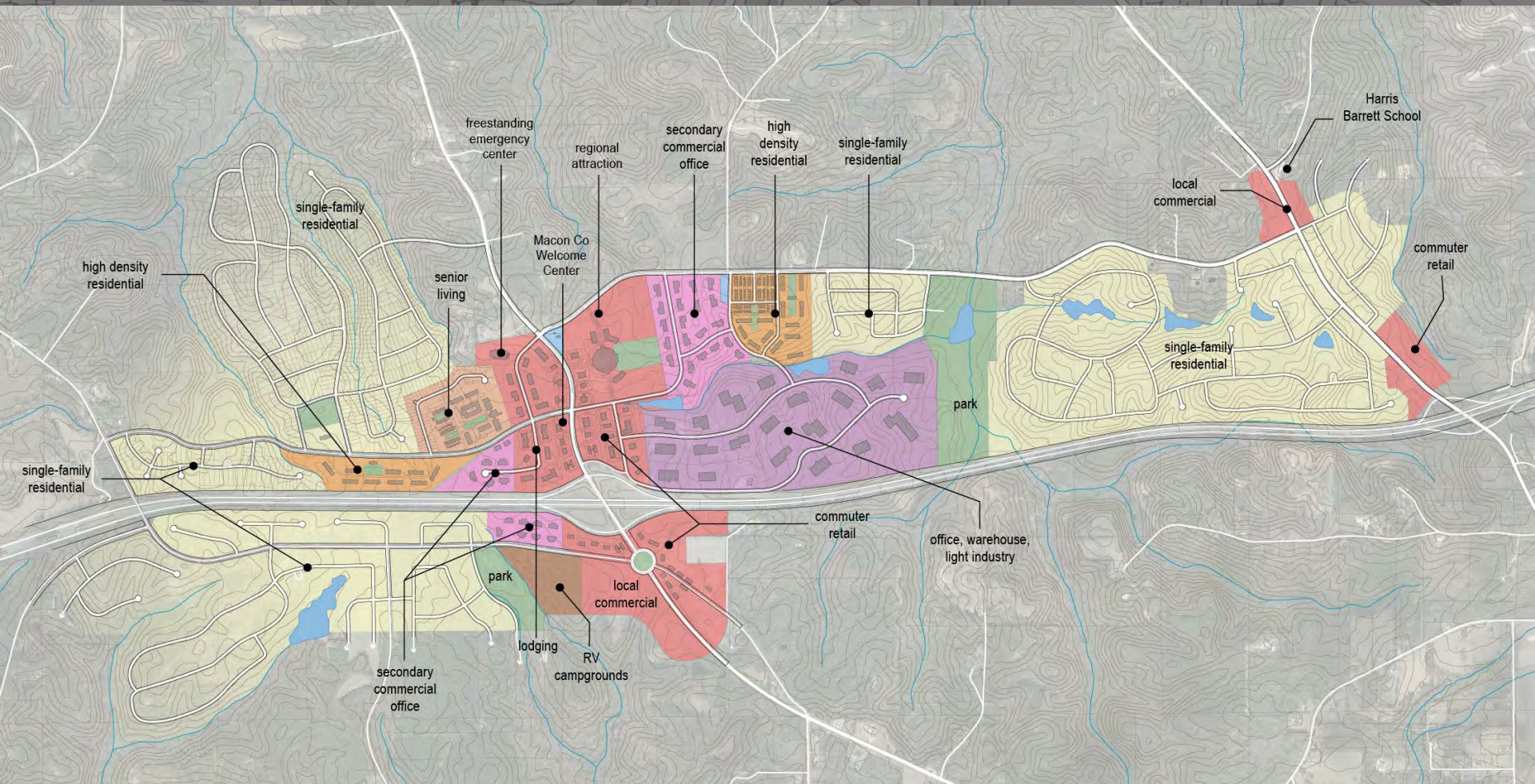
TOWN OF FRANKLIN
COMPREHENSIVE PLAN



COMPONENTS

- Local & travel/commuter retail
 - Urgent care/medical care
 - Regional attraction
 - Welcome center
 - Mixed housing
 - Senior living
 - Lodging

DEVELOPMENT CONCEPT



TOWN OF FRANKLIN
COMPREHENSIVE PLAN

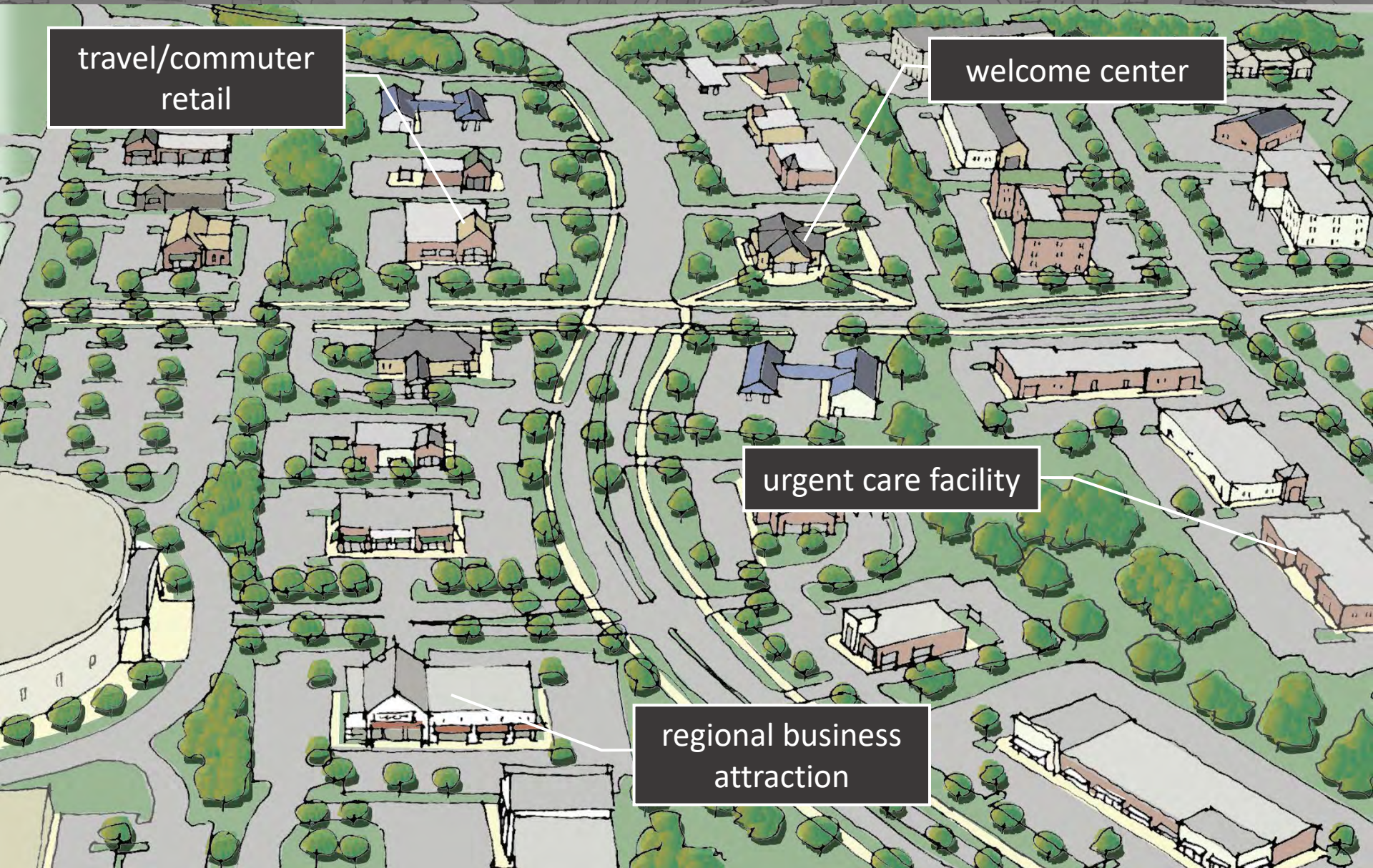
DEVELOPMENT CONCEPT

travel/commuter
retail

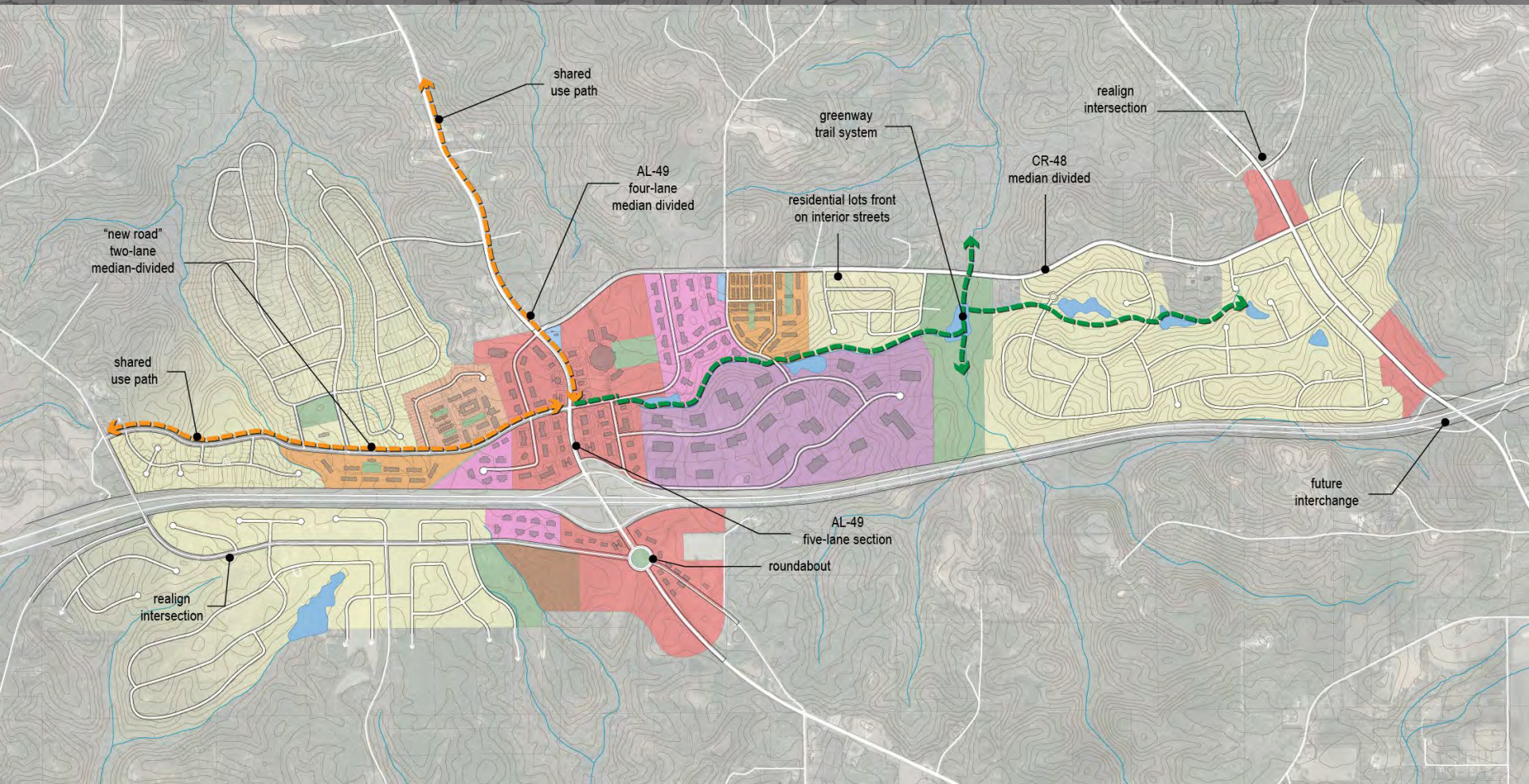
welcome center

urgent care facility

regional business
attraction



TRANSPORTATION CONCEPT



TOWN OF FRANKLIN
COMPREHENSIVE PLAN

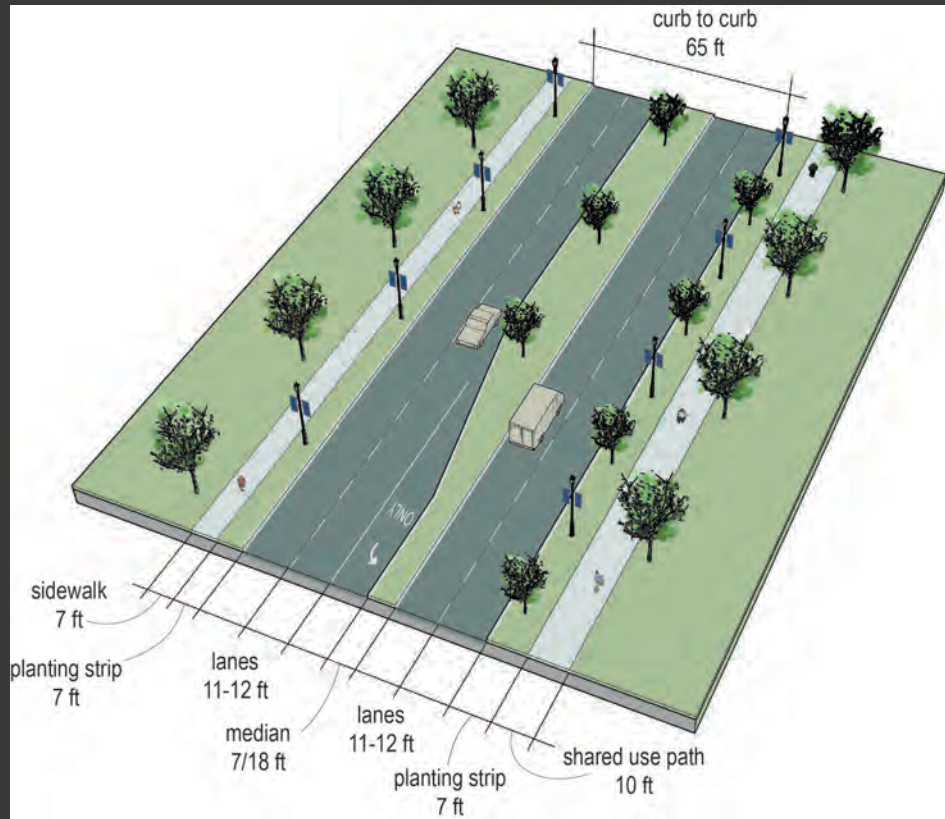


OVERALL STRATEGIES

- Plan now for widening of AL49 and CR48
- Manage access on major roads
 - Improve problematic intersections
 - Build in on- and off-street bike/ped facilities
- Plan for future collector road between AL49 and CR9

IMPROVEMENTS

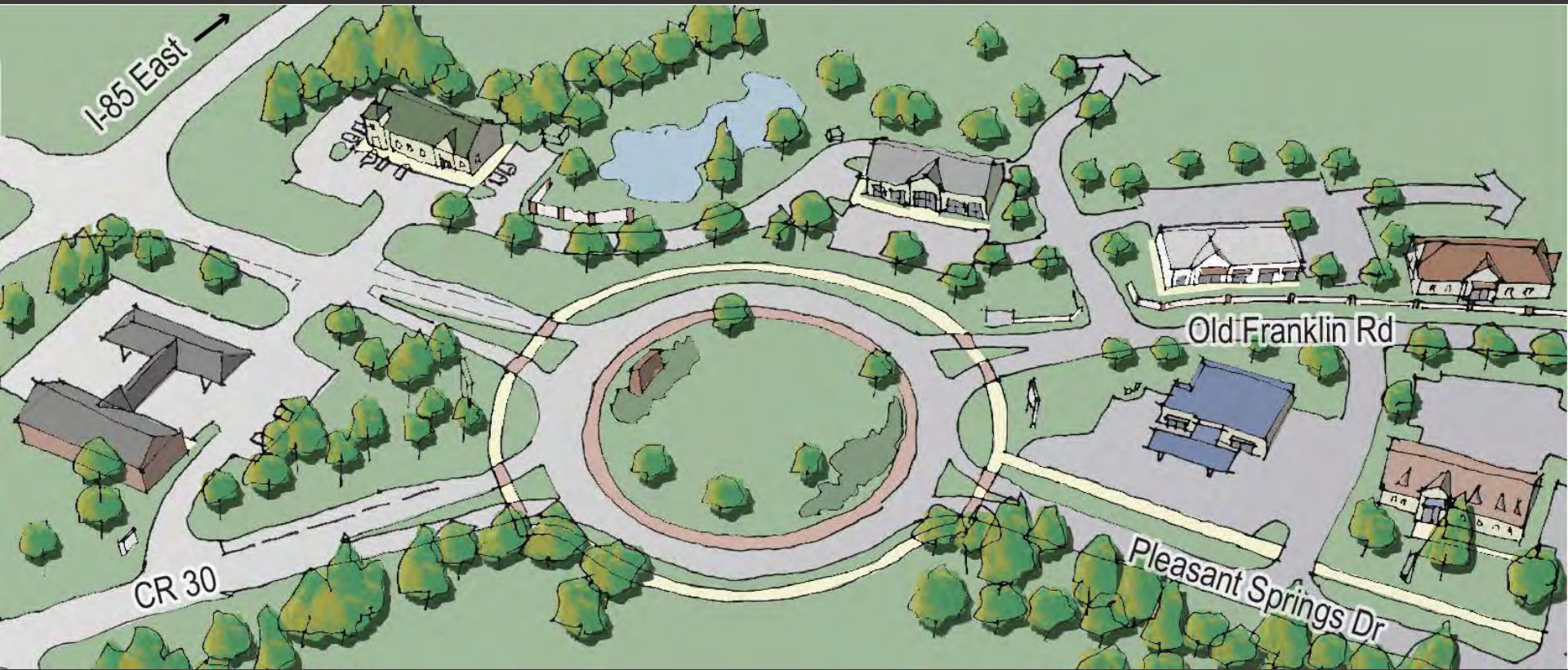
Widen AL49 to 4-lane divided
from I-85 to CR48



TOWN OF FRANKLIN
COMPREHENSIVE PLAN

IMPROVEMENTS

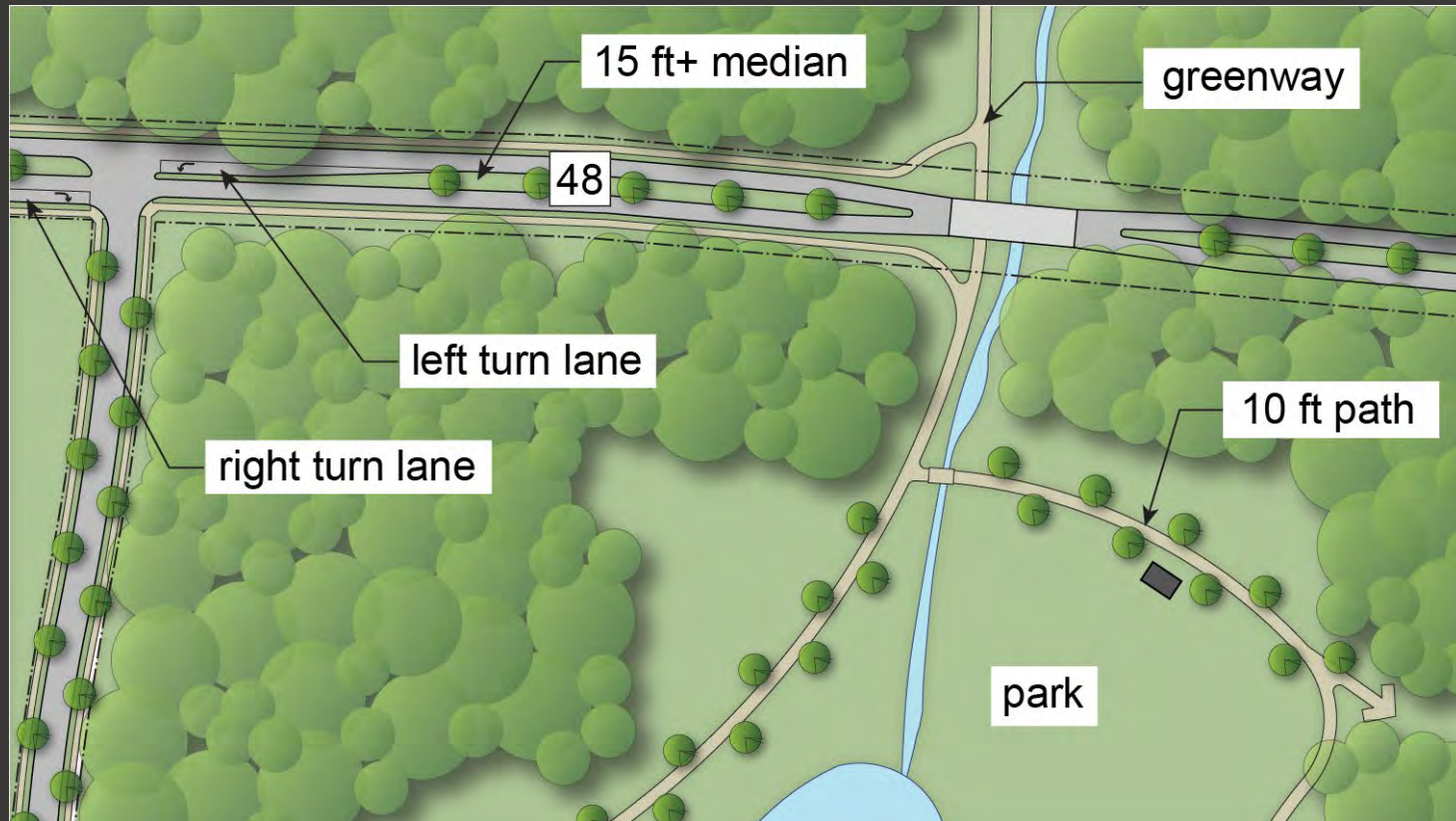
Roundabout and gateway development at CR30 and AL49



TOWN OF FRANKLIN
COMPREHENSIVE PLAN

IMPROVEMENTS

Two-lane divided concept for CR48 with greenway crossing



TOWN OF FRANKLIN
COMPREHENSIVE PLAN

IMPROVEMENTS

Realignment and development concept
at intersection of CR36 and CR27



TOWN OF FRANKLIN
COMPREHENSIVE PLAN

IMPROVEMENTS

Gateway roundabout at Franklin Rd and Pleasant Springs Dr intersection



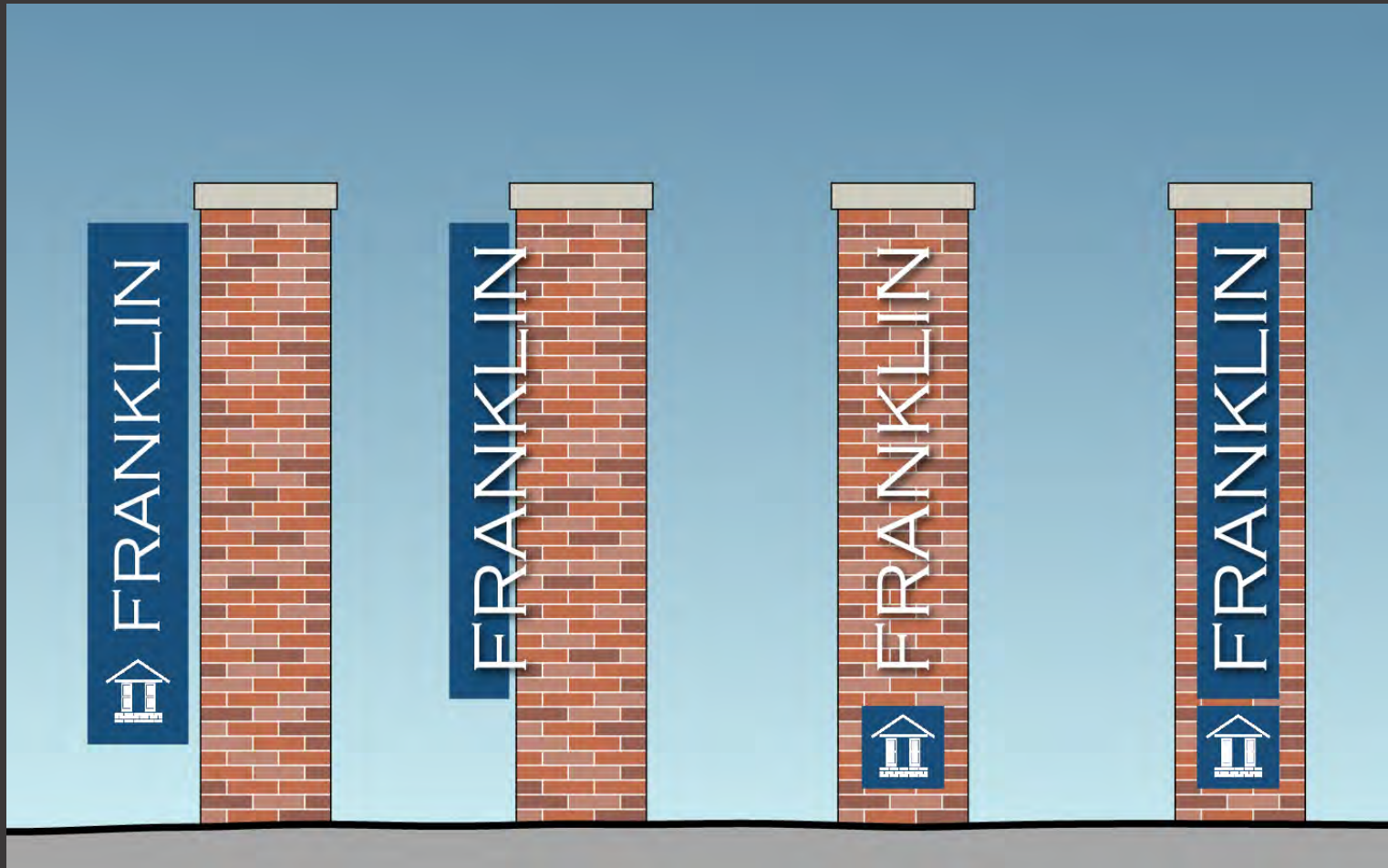
TOWN OF FRANKLIN
COMPREHENSIVE PLAN

COMMUNITY IMAGE



TOWN OF FRANKLIN
COMPREHENSIVE PLAN

GATEWAY CONCEPTS



TOWN OF FRANKLIN
COMPREHENSIVE PLAN

GATEWAY CONCEPTS



TOWN OF FRANKLIN
COMPREHENSIVE PLAN

GATEWAY CONCEPTS



TOWN OF FRANKLIN
COMPREHENSIVE PLAN



Development Strategy

TOWN OF FRANKLIN
COMPREHENSIVE PLAN

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