
CITY OF BAY MINETTE
Citywide Traffic Analysis



Final Report
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Prepared by:



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Section 1 Introduction

This report summarizes the findings of a Citywide Traffic Study performed by Neel-Schaffer, Inc. as requested by the City of Bay Minette. The study focused on six major items. The major items included high crash intersections or roadway segments on non-state roadways, high traffic streets identified by the City on non-state roadways, four-way stop sign analysis at locations identified by the City, impacts of proposed sports complex and elementary school, developing a traffic calming policy, and provide a recommended functionally classified roadway network.

The purpose of this study is to examine the major items above and recommend improvements, if necessary, to mitigate traffic concerns as they relate to the locations.

Section 2 High Crash Locations

The City identified seven intersections/roadway segments that are not maintained by the State for crash analysis and road safety audits. The high crash locations include the intersection of Dobson Avenue and 7th Street, the intersection of South White Avenue and Brady Road, the intersection of Pine Street and 1st Street, the intersection of Pine Street and Railroad Street, the intersection of North White Avenue and 5th Street, a roadway segment of Williams Street near Taylor's Towing, and the roadway segment of Red Hill Road/Dobson Avenue through the curve.

A roadway safety audit was performed for each location. This process was started by requesting crash reports from ALDOT's CARE system. These reports were examined for type of crashes, severity, and contributing cause. Additional crash reports were provided by the City. Traffic Counts were also examined to determine the crash rate for each location. Finally, field visits were performed to determine if there were any physically barriers, roadway geometrics, or signage that might be contributing to the accidents.

The accident rate for each location that was identified was computed using information from the Institute of Transportation Engineers (ITE) Traffic Engineering Handbook, 5th Edition. The accident rate was calculated using the following equation:

$$\text{Accident rate} = \frac{(\# \text{ of accidents} \times 10^6)}{(\text{traffic entering intersection})}$$

Where rate = accidents per million vehicles entering the intersection annually (MEV)

Where traffic entering = AADT (average annual daily traffic) x 365 days/year x years

2.1 Dobson Avenue and 7th Street

The CARE System identified three crashes at this location between 2014 – 2016. The crashes are summarized in the table below.

Report #	Primary Contributing Circumstance	First Harmful Event	Crash Manner	Crash Severity	Lighting Conditions	Weather	Drugs or Alcohol Involved?	Maneuver
5714845	DUI	Crossed Centerline	Head-On (front to front only)	Unknown	Daylight	Clear	No	Turning Left
6633808	Made Improper Turn	Collision with Vehicle in Traffic	Angle Oncoming (frontal)	Property Damage Only	Daylight	Cloudy	No	Turning Left
6747307	Failed to Yield Right-of-Way from Stop Sign	Collision with Vehicle in Traffic	Side Impact (90 degrees)	Property Damage Only	Dark - Roadway Not Lighted	Rain	No	Movement Essentially Straight

Of the three crashes, one was a DUI and the other two were an improper turn and failure to yield. Additional information regarding the crashes can be found in the Appendix. The crash rate for this location is as follows:

Crash Rate			
# of Crashes	AADT	Years of Data	Crash Rate
3	2008	2	2.05

A crash rate of 2.05 is below the average crash rate that was calculated for the seven locations.

This intersection is a 4-way stop located near a Walmart Supercenter and Quincy Compressor. There are approximately 8-foot unpaved shoulders beyond the pavement. The intersection has large radii for turning vehicles, and crosswalk and stop signs are placed away from the intersection. Due to the placement of stop signs, cars are stopping past the stop signs before looking both ways. Also, a large portion of vehicles were observed coming to a slow roll instead of making a complete stop. There is limited visibility when looking towards North Dobson Avenue from eastbound West 7th Street while stopped at the intersection due to large trees and bushes. Also, the existing striping is faded.



The recommendations for this intersection are to replacement existing signage and striping. When the intersection is restriped, the crosswalk should be moved forward closer to the intersection and stop bars should be added. Also, the new stop signs should be placed adjacent to the new stop bars. Vegetation should also be removed or thinned to improve intersection sight distance.

2.2 South White Avenue and Brady Road

The CARE System identified five crashes at this location between 2012 – 2016. The crashes are summarized in the table below.

Report #	Primary Contributing Circumstance	First Harmful Event	Crash Manner	Crash Severity	Lighting Conditions	Weather	Drugs or Alcohol Involved?	Maneuver
5745543	DUI	Ran Off Road Straight	Single Vehicle Crash (all types)	Property Damage Only	Daylight	Rain	Yes - Alcohol	Movement Essentially Straight
2700132	Unseen Object/ Person/ Vehicle	Collision with Vehicle in (or from) Other Roadway	Angle (front to side) Same Direction	Property Damage Only	Daylight	Clear	No	Movement Essentially Straight
3652556	Ran Stop Sign	Evasive Action (Swerve/Brake)	Side Impact (angled)	Property Damage Only	Daylight	Clear	N/A	Unknown
5644661	Unseen Object/ Person/ Vehicle	Collision with Vehicle in Traffic	Side Impact (angled)	Property Damage Only	Dark - Roadway Not Lighted	Clear	No	Movement Essentially Straight
6630555	Failed to Yield Right-of-Way from Stop Sign	Collision with Vehicle in Traffic	Side Impact (90 degrees)	Property Damage Only	Dusk	Rain	No	Entering Main Road

Of the five crashes, one was a DUI, two were unseen vehicles, one ran the stop sign, and one was failure to yield. Additional information regarding the crashes can be found in the Appendix. The crash rate for this location is as follows:

Crash Rate			
# of Crashes	AADT	Years of Data	Crash Rate
5	2738	5	1.81

A crash rate of 1.81 is below the average crash rate that was calculated for the seven locations.

The intersection at Brady Road and S White Avenue is a two-way stop-controlled intersection with Brady Road being free-flow. The roadways are an open ditch roadway with utilities and concrete pipe located within the clear zone of the roadway. There is a small vertical curve (hill) north of the intersection that can cause limited sight distance.



The recommendations for this location include updating the stop signs and replacing the street name signs with ones that are MUTCD (Manual on Uniform Traffic Control Devices) compliant. Also, the intersection needs to be restriped to help delineate the intersection.

2.3 Pine Street and 1st Street

The CARE System identified four crashes at this location between 2014 – 2016. The crashes are summarized in the table below.

Report #	Primary Contributing Circumstance	First Harmful Event	Crash Manner	Crash Severity	Lighting Conditions	Weather	Drugs or Alcohol Involved?	Maneuver
6703598	Failed to Yield Right-of-Way from Stop Sign	Collision with Vehicle in (or from) Other Roadway	Side Impact (90 degrees)	Property Damage Only	Daylight	Clear	No	Movement Essentially Straight
5711681	Over Correcting/ Over Steering	Collision with Utility Pole	Single Vehicle Crash (all types)	Property Damage Only	Daylight	Clear	No	Movement Essentially Straight
4658857	Unknown	Collision with Vehicle in Traffic	Side Impact (angled)	Property Damage Only	Daylight	Clear	No	Movement Essentially Straight
6601338	Failed to Yield Right-of-Way from Stop Sign	Collision with Vehicle in Traffic	Side Impact (angled)	Property Damage Only	Dark - Spot Illumination One Side of Roadway	Cloudy	No	Turning Right

Of the four crashes, two were failure to yield the right-of-way, one was oversteering, and one was unknown. Additional information regarding the crashes can be found in the Appendix. The crash rate for this location is as follows:

Crash Rate			
# of Crashes	AADT	Years of Data	Crash Rate
4	1640	3	2.23

A crash rate of 2.23 is below the average crash rate that was calculated for the seven locations.

The intersection at Pine Street and First Street is a two-way stop-controlled intersection with Pine Street being free-flow. There are vast amounts of on-street parking and appears to have remnants of on-street parking on the west side of Pine Street. The parking could severely limit the driver's ability to see on-coming traffic if the spaces nearest the intersection were utilized. The stop signs are mounted low and the striping is faded. Also, the sidewalks that approach the intersection are not ADA compliant due to missing handicap ramps and/or no truncated domes.



The recommendations for this location include installing new signs mounted at the proper height, restriping the roadways, add edge stripe at a minimum along the west side of Pine Street, and stripe out the first parking spots near the intersection to prevent parking adjacent to the intersection to help with intersection sight distance. Also, it is recommended that the intersection be brought up to ADA Standards by constructing ADA compliant handicap ramps.

2.4 Pine Street and Railroad Street

The CARE System identified two crashes at this location in 2013. The crashes are summarized in the table below.

Report #	Primary Contributing Circumstance	First Harmful Event	Crash Manner	Crash Severity	Lighting Conditions	Weather	Drugs or Alcohol Involved?	Maneuver
3648848	Followed too Close	Collision with Vehicle in Traffic	Rear End (front to rear)	Property Damage Only	Daylight	Clear	No	Movement Essentially Straight
3677736	Misjudge Stopping Distance	Collision with Vehicle in Traffic	Rear End (front to rear)	Property Damage Only	Daylight	Clear	No	Movement Essentially Straight

Both of the crashes were rear end crashes and were caused by following too closely and misjudging stopping distance. Additional information regarding the crashes can be found in the Appendix. The crash rate for this location is as follows:

Crash Rate			
# of Crashes	AADT	Years of Data	Crash Rate
2	368	1	14.89

A crash rate of 14.89 is well above the average crash rate that was calculated for the seven locations. This is primarily a function of the low traffic numbers and not an indication that this intersection is less safe than the others.

The intersection at W Railroad Street and S Pine Street is a two-way stop-controlled intersection with Pine Street being free-flow. There are no shoulders and utility poles are located in the clear zone. The existing striping is faded. The intersection is located directly next to a railroad crossing which may cause congestion when a train has the crossing blocked. In the northwest corner of the intersection, there is an open parking lot with no clearly defined driveways. The open parking lot may also be treated as a cut through when traffic is stopped for the passing train.



The recommendations for this location include replacing the signage and restriping the intersection. Also, if the property in the northwest corner is redeveloped, its driveways should be clearly defined and reduce the amount of open asphalt to the roadway.

2.5 North White Avenue and 5th Street

The CARE System identified one crash at this location in 2016. The crash are summarized in the table below.

Report #	Primary Contributing Circumstance	First Harmful Event	Crash Manner	Crash Severity	Lighting Conditions	Weather	Drugs or Alcohol Involved?	Maneuver
6603955	Unseen Object/ Person/ Vehicle	Collision with Vehicle in Traffic	Side Impact (90 degrees)	Possible Injury	Daylight	Clear	No	Movement Essentially Straight

This single crash was caused by a vehicle pulling out in front on another vehicle. The crash did include a possible injury and the driver was a teenager. Additional information regarding the crash can be count in the Appendix. The crash rate for this location is as follows:

Crash Rate			
# of Crashes	AADT	Years of Data	Crash Rate
1	1016	1	2.69

A crash rate of 2.69 is below the average crash rate that was calculated for the seven locations.

The intersection of 5th Street and North White Avenue is a two-way stop-controlled intersection with the minor road being 5th Street. The intersection is located in a school zone having a speed limit of 15 miles per hour. With the location of the school, congestion may occur at this intersection during school hours. The shoulders have a width of approximately 8 inches. The stop signs tend to be not visible at a distance due to the shade that the trees are casting at the intersection. The stop sign located westbound on 5th street was covered by a low hanging limb during the field visit. There is also parking on 5th street in close proximity to the intersection heading westbound.



The recommendations for this location including cutting the low hanging tree limb that is obstructing the view of the stop sign, upgrade the existing stop signs and street name signs, and restripe the intersection. The new school could also affect this intersection by lessening the traffic.

2.6 Williams Street

The CARE System did not identify any crashes for the segment of Williams Street between the railroad tracks to the south and Hoyle Avenue to the north. However, the Fire and Police Department reported one crash with injuries. Crash reports were not readily available to provide details of the crash. The crash rate for this location is as follows:

Crash Rate			
# of Crashes	AADT	Years of Data	Crash Rate
1	960	1	2.85

A crash rate of 2.85 is below the average crash rate that was calculated for the seven locations.

The curve by Taylor's Towing does not have paved shoulders or striping. The curve provides for a sight distance issue in both directions due to bushes growing over a fence on the inside of the curve.



The recommendations for this location are to remove the overgrown vegetation from the inside of the curve, install advanced curve warning signs, and add striping to the segment of roadway.

2.7 Red Hill Road/Dobson Avenue

The CARE System did not identify any crashes for the segment of Red Hill Road/Dobson Avenue between Walmart to the south and the Middle School to the west. However, the Fire and Police Department reported one crash with no injuries. Crash reports were not readily available to provide details of the crash. The crash rate for this location is as follows:

Crash Rate			
# of Crashes	AADT	Years of Data	Crash Rate
1	4350	1	0.63

A crash rate of 0.63 is below the average crash rate that was calculated for the seven locations.

The curve located on N Dobson Avenue has a speed limit of 20 miles per hour and limited unpaved shoulders. The chevrons located along the curve are not up to current standards. There are also tire tracks in the grass on the inside of the curve indicating the need for additional pavement. The slopes on the inside and outside of the curve are beyond the 4:1 slopes required for clear zone.



The recommendation for this location include installing new chevron signs mounted on adjustable brackets in accordance with the MUTCD. Also, striping should be refreshed, and additional asphalt installed on the inside of the curve. The City has a plan to extend Red Hill Road to Alabama Highway 59. Once the roadway is extended, the curve would be removed with Dobson Avenue intersecting Red Hill Road at a 90-degree intersection.

Section 3 High Traffic Streets

The City identified eleven (11) non-state roadways that they deemed to have the high traffic volumes in the City. These locations included West 7th Street, West 9th Street, West 4th Street, Daphne Road, Moran Street, East 5th Street, East 9th Street, East 12th Street, McMillian Avenue, Dobson Road, and West Banyan Street.

3.1 Existing Traffic Volumes

Turning movement counts and 24-hour tube counts were conducted throughout the identified streets. ALDOT traffic counts were also utilized to supplement those counts that were collected. The traffic counts are provided in the Appendix.

3.2 Basis of Analysis

From a performance perspective, the effective operation of a roadway is evaluated based on the delay, volumes, traffic composition and roadway geometrics. Typically, the methodology established by the Highway Capacity Manual, 2010 is utilized for this analysis. However, these locations are non-highway streets and void mostly of traffic signals. Therefore, the Florida Department of Transportation (FDOT) Quality/Level of Service Handbook Tables were utilized for this analysis. Levels-of-service is based on peak hour directional volume. The level-of-service, as outlined in the tables, is reported as a letter designation of LOS C, D, and E (C is the least amount of traffic and E is the capacity of the roadway). The volume range is as follows:

City Roadways					
Lanes	Median	Levels of Service**			
		B	C	D	E
1	Undivided	*	259	525	560
2	Divided	*	511	1,141	1,190
3	Divided	*	819	1,764	1,792
4	Divided	*	1,127	2,373	2,394
* Cannot be achieved using table input value defaults					
** Volumes shown are directional peak hour volumes					

3.3 West 7th Street

West 7th Street is an east/west corridor that crosses several residential streets in the area and runs between Alabama State Highway 59 (McMeans Avenue) and Alabama State Highway 287 (Hand Avenue). There are no shoulders along West 7th Avenue and multiple stop signs located at the crossing of the residential streets. West 7th Street is a two-lane road with faded striping along the entire segment. There are concrete drainage pipes along the segment to convey stormwater, as well as, shallow swales. West 7th Street is functionally classified as a collector.

The results of the traffic counts are shown in the table below:

Traffic Counts			
Roadway	Peak Hour	Volume	Level-of-Service
West 7 th Street	PM	134	C

The Traffic Counts indicate that West 7th Street is operating at acceptable level-of-service during the peak hours.

3.4 West 9th Street

West 9th Street is an east/west corridor that crosses several residential streets and runs between Alabama State Highway 59 (McMeans Avenue) and Alabama State Highway 287 (Hand Avenue). West 9th Street is a two-lane roadway with no shoulders and multiple stop signs located at the crossing of the residential streets. The speed limit is 35 miles per hour and present striping is faded. Drainage pipes exist along this segment to convey stormwater run-off.

The results of the traffic counts are shown in the table below:

Traffic Counts			
Roadway	Peak Hour	Volume	Level-of-Service
West 9 th Street	PM	150	C

The Traffic Counts indicate that West 9th Street is operating at acceptable level-of-service during the peak hours.

3.5 West 4th Street

West 4th Street begins at George B. Halliday Park and continues east to Alabama State Highway 287 (Hand Avenue) as a two-way roadway. Once across Hand Avenue, West 4th Street becomes a one-way street westbound for one blocks before terminating at Blackburn Street. The roadway consists of two eleven-foot lanes with no shoulders. An open drainage system exists with pipe crossing under driveways and side streets. A sidewalk exists on the south side of the roadway between George B Halliday Park and the Bay Minette Kids Park. Multiple four-way stops exist along this corridor. The posted speed limit is 25 miles per hour and the existing striping is faded.

The results of the traffic counts are shown in the table below:

Traffic Counts			
Roadway	Peak Hour	Volume	Level-of-Service
West 4 th Street	PM	32	C

The Traffic Counts indicate that West 4th Street is operating at acceptable level-of-service during the peak hours.

3.6 Daphne Road

Daphne Road runs north and south from U.S. Highway 31 to Clay Street and is functionally classified as a collector. This segment consists of little to no striping and has a speed limit of 25 miles per hour. There are many homes and businesses located on this two-lane road. There are grass ditches located alongside the road to convey stormwater drainage and there are no shoulders along the segment. Daphne Road has one stop-controlled intersection in this segment and it is located at the intersection with Dr. Martin Luther King Jr. Boulevard.

The results of the traffic counts are shown in the table below:

Traffic Counts			
Roadway	Peak Hour	Volume	Level-of-Service
Daphne Road	PM	229	C

The Traffic Counts indicate that Daphne Road is operating at acceptable level-of-service during the peak hours.

3.7 Moran Street

Moran Street is two lanes and runs north and south between Dickman Road and Brady Road North. Moran Street has no paved shoulders and the striping is faded. The speed limit is 25 miles per hour and contains many residential houses. There are concrete pipes and shallow grass ditches to convey stormwater water run-off. Moran Street is a no passing zone containing double yellow lines throughout the entire segment and is functionally classified as a collector.

The results of the traffic counts are shown in the table below:

Traffic Counts			
Roadway	Peak Hour	Volume	Level-of-Service
Moran Street	PM	171	C

The Traffic Counts indicate that Moran Street is operating at acceptable level-of-service during the peak hours.

3.8 East 5th Street

East 5th Street begins at McMillian Avenue to the west and continues east to the Cemetery. This roadway segment consists of two eleven-foot lanes, half-foot paved shoulders, and a sidewalk that runs on one side of the street between State Highway 287 (Hand Avenue) and North Hoyle Avenue. There are small swale ditches to convey stormwater. The posted speed limit is 25 miles per hour. East 5th Street is functionally classified as a collector. East 5th Street is also one of the primary routes for vehicles traveling to/from the Elementary School. It is anticipated that some traffic will move away from the roadway once the new Elementary School is built and open.

The results of the traffic counts are shown in the table below:

Traffic Counts			
Roadway	Peak Hour	Volume	Level-of-Service
East 5 th Street	AM	201	C

The Traffic Counts indicate that East 5th Street is operating at acceptable level-of-service during the peak hours.

3.9 East 9th Street

East 9th Street is a two-lane road and runs from North Hoyle Avenue to Marks Avenue. Bay Minette Elementary School is located on East 9th Street and in front of the school there is a posted speed limit of 15 miles per hour. There are both concrete drainage pipes and PVC drainage pipes along the road segment with shallow grass ditches. The shoulder width varies from approximately 6-inch shoulders along the road segment to 1-foot shoulders in front of the Elementary School. There are pedestrian crosswalks at East 9th Street and North White Avenue, as well as, East 9th Street and Blackburn Avenue. The posted speed limit is 25 miles per hour. It is anticipated that traffic will increase on East 9th Street once the new Elementary School is built and open.

The results of the traffic counts are shown in the table below:

Traffic Counts			
Roadway	Peak Hour	Volume	Level-of-Service
East 9 th Street	AM	170	C

The Traffic Counts indicate that East 9th Street is operating at acceptable level-of-service during the peak hours.

3.10 East 12th Street

East 12th Street is a two-lane road and runs from North Hoyle Avenue to Marks Avenue. The Bay Minette Pool Complex is located on East 12th Street and Bradley Avenue. The remainder of the road segment contains residential housing. The speed limit is 20 miles per hour. This road segment is stop controlled at various intersections. There is drainage along the side of the street where some areas contain drainage pipes and shallow grass ditches and some areas contain shallow swales. East 12th Street is functionally classified as a collector.

The results of the traffic counts are shown in the table below:

Traffic Counts			
Roadway	Peak Hour	Volume	Level-of-Service
East 12 th Street	PM	70	C

The Traffic Counts indicate that East 12th Street is operating at acceptable level-of-service during the peak hours.

3.11 McMillian Avenue

McMillian Avenue runs from 1st Street to Hampton Road and is functionally classified as a collector. There is a small segment that goes past Hampton Road and turns into a dead end. McMillian Avenue is a two-lane street and has a speed limit of 15 miles per hour. There is designated parking on the side of the street from 1st Street to West 4th Street. The road contains some shallow swale ditches with drainage pipes to convey stormwater run-off. The shoulders vary from 0 - 1 foot along the road segment. North Baldwin Infirmary is located on McMillian Avenue near Hospital Street.

The results of the traffic counts are shown in the table below:

Traffic Counts			
Roadway	Peak Hour	Volume	Level-of-Service
McMillian Avenue	PM	96	C

The Traffic Counts indicate that McMillian Avenue is operating at acceptable level-of-service during the peak hours.

3.12 Dobson Avenue

Dobson Avenue consist of the two named roadways, North Dobson Avenue and South Dobson Avenue.

South Dobson Avenue runs from D'Olive Street to Bibb Street. There is little to no striping along the road segment. There are also no shoulders. Ditches are present for the conveyance of drainage and stormwater run-off. The land use consists of mostly residential properties.

North Dobson Avenue is a two-lane road that crosses over many residential roads and runs from D'Olive Street to Red Hill Road. North Dobson Avenue becomes Red Hill Road east of Bay Minette Middle School. The shoulders along this road segment vary from 0 - 8 inches. North Dobson Avenue passes between Walmart Supercenter and Quincy Compressor. There are some grass ditches with concrete pipe located along the segment to convey drainage. The speed limit on North Dobson Avenue is 35 miles per hour. There is a curve between Walmart Supercenter and Bay Minette Middle school where the speed limit slows to 20 miles per hour.

The results of the traffic counts are shown in the table below:

Traffic Counts			
Roadway	Peak Hour	Volume	Level-of-Service
Dobson Avenue	AM	435	D

The Traffic Counts indicate that Dobson Avenue is operating at acceptable level-of-service during the peak hours. Dobson Avenue is carrying a higher volume of traffic than the other roadways that were identified and is within 125 vehicles in an hour to reaching capacity. Capacity could be increased with the addition of turn lanes at key intersections such as with West 7th Street. In addition, traffic volumes are anticipated to decrease on North Dobson Avenue once Red Hill Road is extended to Alabama Highway 59.

3.13 West Banyan Street

West Banyan Street is a two-lane street that travels from Alabama Highway 59 to Daphne Road. West Banyan serves as a back entrance to Street's Seafood Restaurant. The prevailing adjacent land use is residential. The roadway consists of two-way traffic, no shoulders, no striping, and relatively deep ditches next to the paved lanes to convey stormwater. There is not a posted speed limit.

The results of the traffic counts are shown in the table below:

Traffic Counts			
Roadway	Peak Hour	Volume	Level-of-Service
West Banyan Street	AM	57	C

The Traffic Counts indicate that West Banyan Street is operating at acceptable level-of-service during the peak hours.

3.14 Conclusions

The traffic counts and analysis indicated that the eleven chosen non-state roadways are operating at acceptable levels-of-service. Please note that traffic counts were taken during the week and while school is in session. Some roadway such as East 12th Street could have more traffic on it during the summer and West Banyan Street during the weekends. It was also noted that many of the intersections contain four-way stops that limit the progression of traffic.

Section 4 Multi-Way Stop Sign Analysis

The City identified 16 intersections that were either four-way stops or three-way stops to be evaluated for their appropriateness. These intersection included Almyra Street and Collier Avenue, Carroll Street and Bibb Street, West 3rd Street and Day Avenue, West 3rd Street and Hall Avenue, West 4th Street and Day Avenue, West 5th Street and Hall Avenue, West 6th Street and Armstrong Avenue, West 6th Street and Moog Avenue, West 6th Street and McMillian Avenue, West 7th Street and Hall Avenue, West 7th Street and Moog Avenue, West 9th Street and McMillian Avenue, East 5th Street and Bradley Avenue, East 9th Street and Thomley Avenue, East 9th Street and Mixon Avenue, and East 12th Street and Thomley Avenue.

4.1 Multi-Way Stop Control Criteria

Multi-way stop control should be used at intersections where sight distance or crash history cannot be improved through other means. Multi-way stop control can also be used where intersecting roads have approximately equal traffic volumes. Multi-way stop control should not be used as a means of traffic calming. Figure 4.1 illustrates different criteria for installing multi-way stop control as identified by the MUTCD.

Figure 4.1
Criteria for Installing Multi-Way Stop Control

TEMPORARY MEASURE	✓ Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
CRASHES	✓ If a crash problem is present, as indicated by five or more reported crashes in a 12-month period, and susceptible to correction by a multi-way stop installation.
MINIMUM TRAFFIC VOLUMES	<ul style="list-style-type: none"> ✓ The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and; ✓ The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour.
HIGH SPEED CONSIDERATIONS	✓ If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrant is 70 percent of the values shown for the "minimum traffic volume" warrant.
COMBINATION WARRANT	✓ If there are four or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation, and the minimum vehicular volume warrant is 80 percent of the values shown for the "minimum traffic volume" warrant.
<i>Note: For a Two-Way stop controlled intersection, no All-Way plaque is used. Because of this, four leg intersections which have three approaches stopping and one approach free violate the MUTCD.</i>	

Source: FHWA, MUTCD

With the absence of crash data, low speeds, and low traffic volumes, the sixteen intersections were evaluated on volume balance.

4.2 Multi-Way Stop Analysis

The high crash locations that were identified by the City did not exceed two crashes in any one year, therefore it is anticipated that the sixteen identified locations do not exceed four in one year. Also, with low speeds and relatively low volumes, the sixteen intersections were evaluated on volume balance. For purposes of this analysis, any ratio greater than 60:40 was considered to be imbalanced. The following table summarizes the results of the analysis.

Table 4. 1 – Multi-Way Stop Analysis

Intersection	Time Period	Travel Direction		Ratio	Balanced ?
		NB/SB	EB/WB		
Almyra St / Collier Ave	AM Peak	5	32	86:14	No
	PM Peak	7	22	76:23	No
Carroll St / Bibb St	AM Peak	48	59	55:45	Yes
	PM Peak	94	79	54:46	Yes
W 3 rd St / Day Ave	AM Peak	28	65	70:30	No
	PM Peak	32	110	77:23	No
W 3 rd St / Hall Ave	AM Peak	92	65	59:41	Yes
	PM Peak	124	110	53:47	Yes
W 4 th St / Day Ave	AM Peak	14	23	62:38	No
	PM Peak	15	30	67:33	No
W 5 th St / Hall Ave	AM Peak	59	122	67:33	No
	PM Peak	85	134	61:39	No
W 6 th St / Armstrong	AM Peak	5	10	67:33	No
	PM Peak	5	37	88:12	No
W 6 th St / Moog Ave	AM Peak	12	20	63:37	No
	PM Peak	20	35	64:36	No
W 6 th St / McMillian	AM Peak	74	20	79:21	No
	PM Peak	96	35	73:27	No
W 7 th St / Hall Ave	AM Peak	76	122	62:38	No
	PM Peak	92	134	59:41	Yes
W 7 th St / Moog Ave	AM Peak	12	115	90:10	No
	PM Peak	21	135	86:14	No
W 9 th St / McMillian	AM Peak	74	127	63:37	No
	PM Peak	96	150	60:40	No
E 5 th St / Bradley Ave	AM Peak	12	201	94:6	No
	PM Peak	16	104	86:14	No
E 9 th St / Thomley St	AM Peak	7	16	69:31	No
	PM Peak	12	16	57:43	Yes
E 9 th St / Mixon Ave	AM Peak	49	16	75:25	No
	PM Peak	52	16	76:24	No
E 12 th St / Thomley Ave	AM Peak	5	70	93:7	No
	PM Peak	9	70	88:12	No

The results of the analysis indicate that there are several intersections that the multi-way stops should be removed. The roadways where stop signs should be removed include Almyra Street at Collier Avenue, West 3rd Street at Day Avenue, West 4th Street at Day Avenue, Hall Avenue at West 5th Street, West 6th Street at Armstrong Avenue, West 6th Street at Moog Avenue, McMillian Avenue at West 6th Street, West 7th Street at Moog Avenue, McMillian Avenue at West 9th Street, East 5th Street at Bradley Avenue, Mixon Avenue at East 9th Street, and East 12th Street at Thomley Avenue.

Before the removal of any stop signs, the City should advertise in the paper, on its website, or local news that stops will be removed to warn the public. It is also recommended that the City take this removal in segments and remove the ones that have the greatest imbalance first.

Section 5 Proposed Development

5.1 Proposed Sports Complex

The City has plans to build a sports complex south of Baldwin County High School. The proposed complex will include four (4) softball fields and four (4) soccer fields. The City provided Figure 5.1 to illustrate the proposed site plan for this development.

Figure 5.1 – Sports Complex



The Sports Complex will have access to Red Hill Road just east of the Middle School.

The trip generation of the proposed Sports Complex was developed using the trip rates contained in the Institute of Transportation Engineers [Trip Generation Manual](#), 10th Edition. There is not trip rates for a sports complex, however, a Soccer Complex does exist. The Soccer Complex would generate similar trips as a sports complex with softball and soccer fields. The trip generation calculations for the project site traffic are shown in Table 5.1

Table 5.1 – Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Soccer Complex	8 Fields	571	8	5	3	146	96	50
Daily Traffic Generation Soccer Complex [ITE 488] = Average $T = 71.33 * X$								
AM Peak Hour Traffic Generation Soccer Complex [ITE 488] = Average $T = 0.99 * X$; (61%in/39%out)								
PM Peak Hour Traffic Generation Soccer Complex [ITE 488] = $T = 13.92 (X) + 35.13$; (66%in/34%out)								

T – Trips, X – Fields

Source: ITE Trip Generation, 10th Edition.

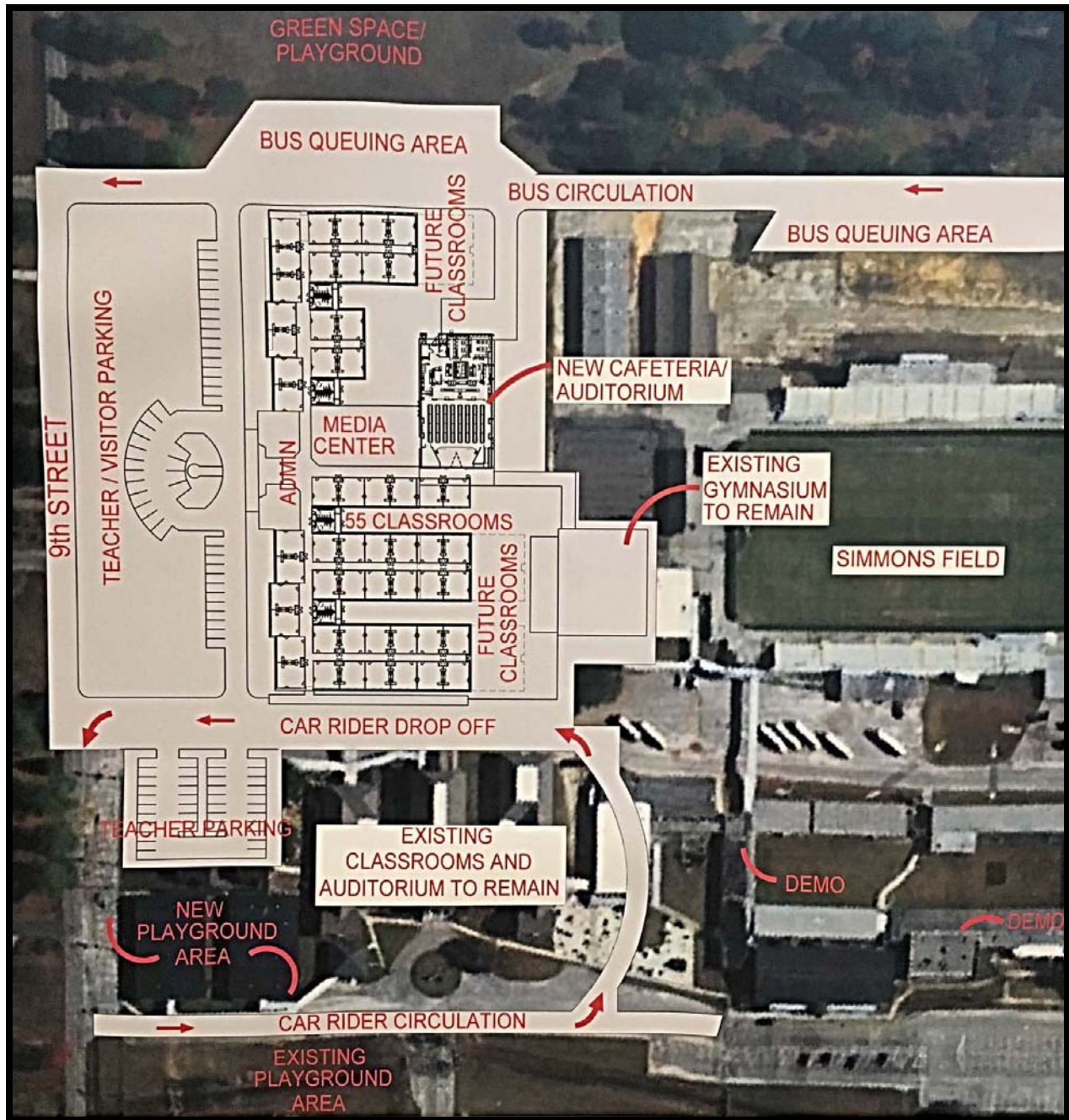
The Trip Generation Manual estimates that the new Sports Complex will generate approximately 571 trips a day and 146 trips during the PM Peak Hour on Red Hill Road. With the current configuration of Red Hill Road curving south and changing names to Dobson Avenue, the new traffic would utilize Dobson Avenue and West 7th Street. Dobson Avenue would be anticipated to operate during the PM Peak hour similarly to the existing AM Peak hour with the additional traffic of the new Sports Complex.

The City would also like to extend Red Hill Road to Alabama Highway 59. This extension would provide relief to Dobson Avenue especially if the roadway is extended further to the east to tie to West 11th Street or West 12th Street. It would be anticipated that vehicles traveling from the east to the Middle School or the new Sports Complex would travel this new roadway. It is likely that traffic signal warrants would be met at this new intersection with Alabama Highway 59. In addition, the intersection would be approximately 1,600 feet north of the existing signalized intersection with West 7th Street and 2,700 feet south of the existing signalized intersection with Jaycee Road. These distances meet the requirements of 1,320 feet established in ALDOT's Access Management Guide.

5.2 New Elementary School

Baldwin County Schools has plans to build a new Elementary School in Bay Minette on the same property as the existing school. The City provided Figure 5.2 to illustrate the proposed site plan for this development.

Figure 5.2 – Elementary School

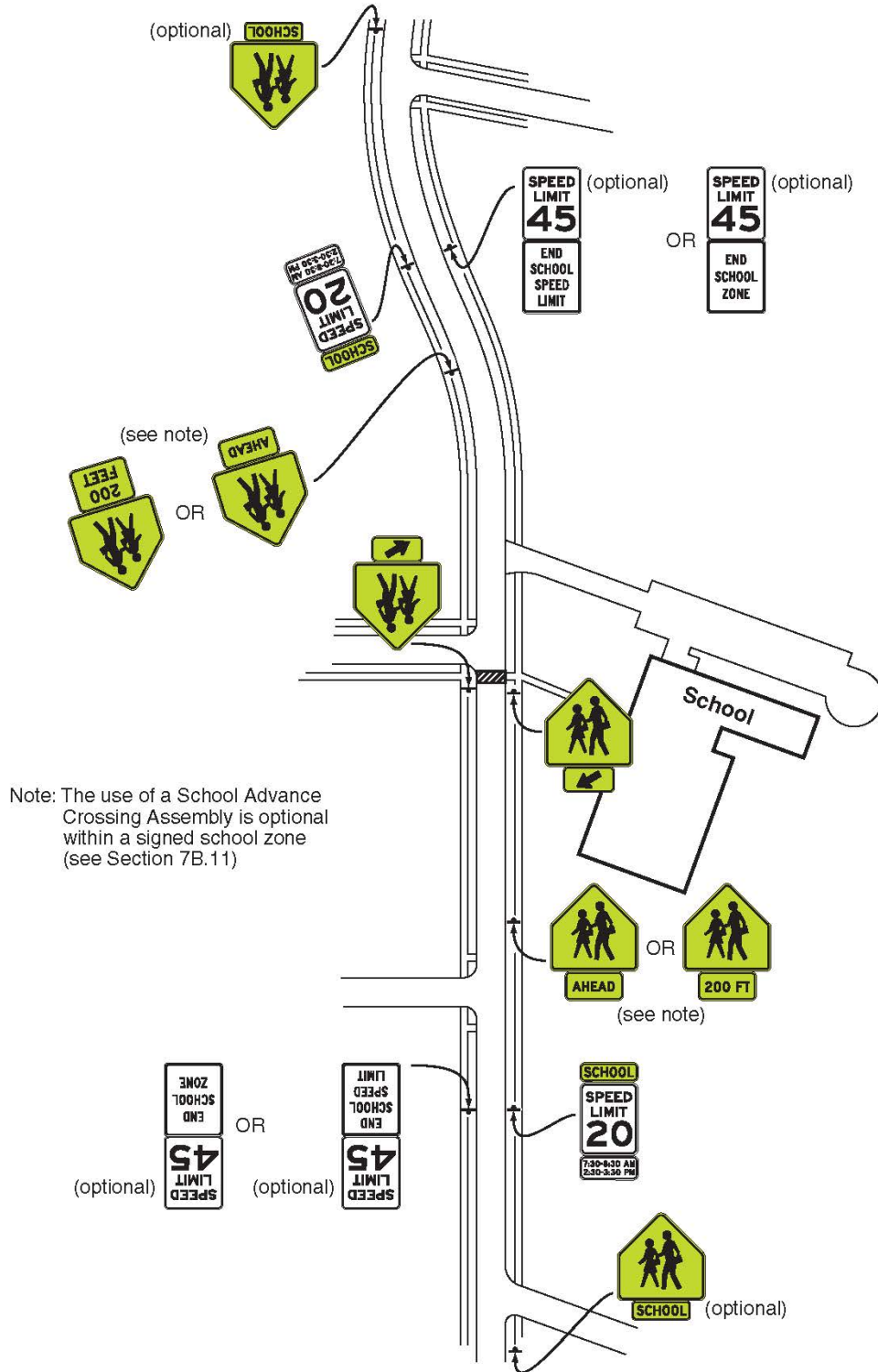


The new schools access will be moved to East 9th Street. A trip generation was not completed for this site as the school enrollment should stay the same with only the access moving once the school is opened.

East 9th Street currently has the capacity to convey the expected traffic from the school being relocated. However, striping and signage upgrades are recommended for East 9th Street. There are currently two crosswalks in the vicinity of the school that need to be refreshed. The

existing school zone signage also needs to be replaced with new signs. A generic scheme is shown below in Figure 5.3 from the MUTCD.

Figure 5.3 – Example of Signing for a School Zone with a School Speed Limit and a School Crossing



For the City of Bay Minette with speed limit would be reduced from 25 miles per hour to 10 – 15 miles per hour. There are also flashing beacons that could be added and programed with the school calendar so that they are only flashing when school is in session.

Another option for the crosswalks is call in-street signage. These signs can be mounted on a plastic stand and be placed in the roadway while school is in session. These signs are illustrated below:

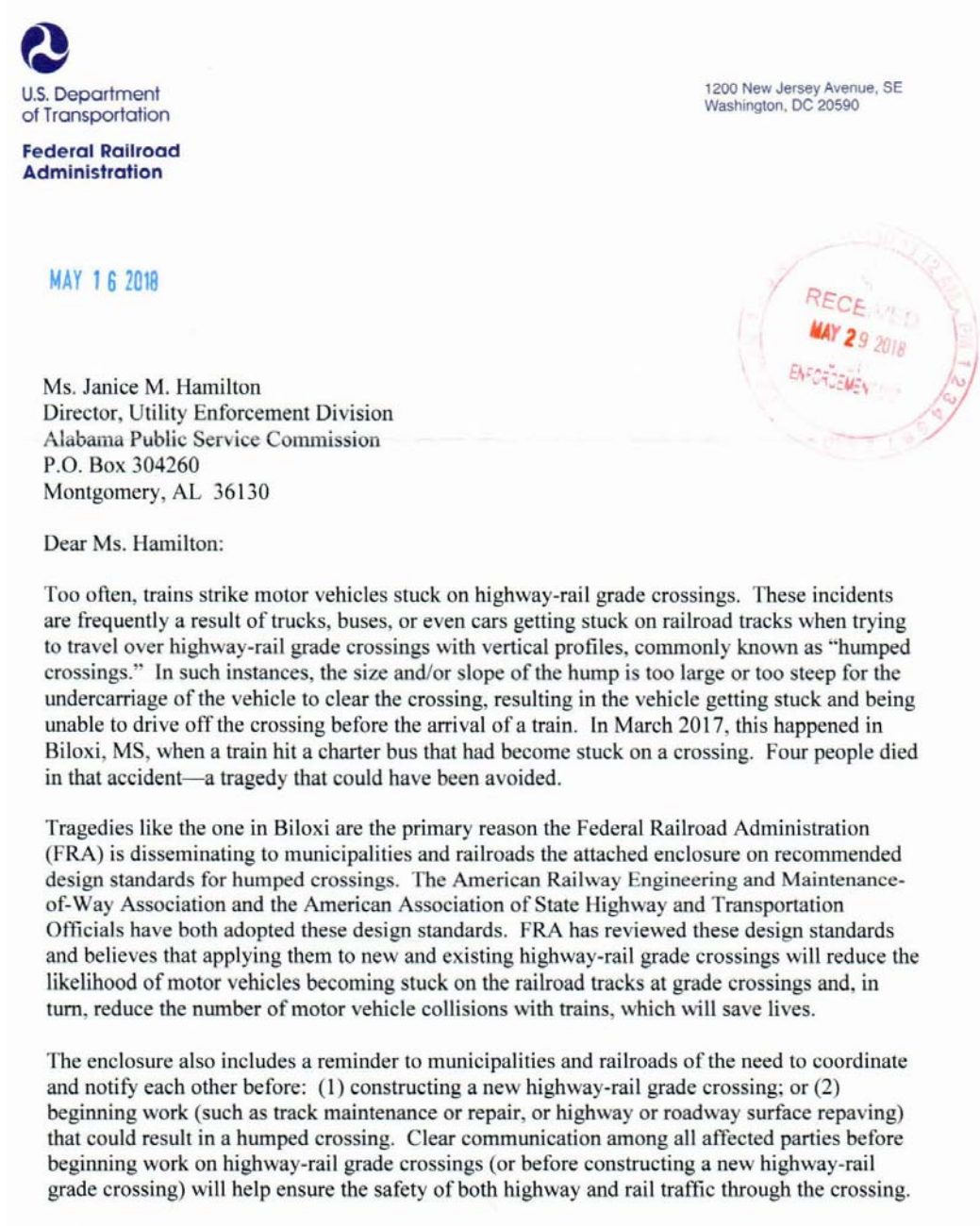


A question has been raised about the relocating the four-way stop from East 9th Street and Thomley Avenue to East 9th Street and McConnell Avenue. The multi-way stop at East 9th Street and Thomley Avenue is recommended for removal since traffic volumes show an imbalance with the volumes. There were no traffic counts taken on McConnell Avenue, however, it is believed that volumes would be higher due to McConnell Avenue being a longer roadway and serving a larger population. A multi-way stop sign should not be installed if the intent is for traffic calming only. It should only be installed if McConnell Avenue is suffering an undo traffic delay that installing a multi-way stop sign could resolve. The installation of new school zone signs and refreshing the crosswalk striping should mitigate some of the concern of the traffic speeds during school hours.

Section 6 Railroad Crossings

6.1 Humped Railroad Crossings

With the tragedy of the train and charter bus accident that happened in Biloxi, MS in 2017, the U.S. Department of Transportation has recently sent out a letter informing Cities about humped railroad crossings. Also, the National Transportation Safety Board recently released their findings of the accident in Biloxi that laid blame on the City of Biloxi and CSX Railroad. With these two items, the City of Bay Minette should review the letter from USDOT and plan accordingly. The USDOT letter is provided below.



By applying the design standards referenced in the enclosure and ensuring communication among all affected parties, we can help increase safety and save lives—the primary mission of FRA. If you have questions or concerns regarding the new standards, please contact Mr. Ron Ries, Staff Director of the Highway-Rail Crossing and Trespasser Programs Division, at (202) 493-6285 or Ronald.Ries@dot.gov.

Thank you for your attention and for helping FRA make our highway-rail grade crossings safer.

Sincerely,



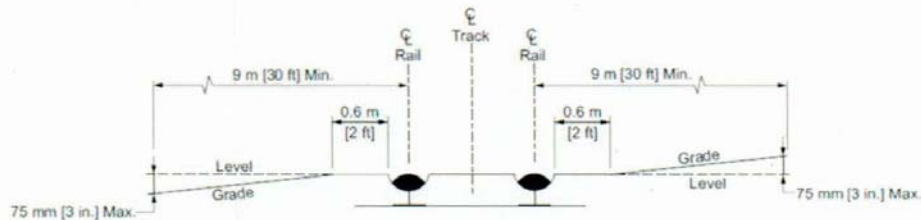
Karl Alexy
Deputy Associate Administrator for Railroad Safety

Enclosure

Minimizing "Humped Crossings"

Whenever your organization is constructing new highway-rail at-grade crossings, or enhancing existing locations, take care to minimize the effects of horizontal and vertical curves at a crossing. These occurrences are commonly referred to as "humped crossings," and they can be extraordinarily dangerous. On March 7, 2017, a charter bus carrying senior citizens became stuck on a humped crossing in Biloxi, MS; minutes later, a CSX freight train hit the bus, killing 4 and wounding 40 more. Residents reported that other vehicles had also become stuck at the location while trying to go over the tracks.

We urge you to follow the design standard for humped crossings given in the American Railway Engineering and Maintenance-of-Way Association (AREMA) Manual for Railway Engineering. The Manual recommends that the crossing surface be in the same plane as the top of rails for a distance of 2 feet (0.6 meters) outside of the rails, and that the surface of the highway be not more than 3 inches (75 millimeters) higher or lower than the top of the nearest rail at a point 30 feet (7.5 meters) from the rail (see figure, below). The American Association of State Highway and Transportation Officials (AASHTO) has also adopted this standard.



The vehicles most at risk of getting stuck on humped crossings are buses, trucks, and trailers-- but even certain models of cars that are low to the ground relative to the distance between their axles are at risk. Similarly, a low vehicle's front or rear bumper overhang may strike or drag along the pavement surface in a sag vertical curve. Regardless of whether a crossing is lightly traveled by trains, and/or motor vehicles, please review all humped crossings your organization is responsible for. If a crossing does not meet the AREMA standard, we urge you to reconfigure it, either during routine maintenance or by reconstructing the highway/roadway approaches, so that it does.

If the crossing profile cannot be reconfigured or built to comply with the design standards described above, we suggest that you install a Low Ground Clearance Grade Crossing (W10-5) warning sign and a LOW GROUND CLEARANCE (W10-5P) supplemental plaque (see below for each) in each direction of travel, to warn drivers of long wheelbase vehicles or of vehicles that have a low ground clearance that they might get hung up if they use the crossing.

Maintaining humped crossings to these standards will significantly reduce the occurrences of low-clearance vehicles from getting stuck on the tracks, endangering occupants if a train comes when they are stuck.



FRA/FHWA Rev. June 2017

It is recommended that the City of Bay Minette review each of their railroad crossings to determine if "Low Ground Clearance" signs should be added to the crossings until a time that the approaches to the crossings can be repaired.

Section 7 Traffic Calming Policy

7.1 Introduction

The City of Bay Minette recognizes that the conditions of residential streets can greatly affect neighborhood livability and that properly placed and designed traffic calming measures are an effective tool for reducing vehicular speeds and discouraging cut-through traffic on residential streets. This policy will establish procedures for determining where traffic calming devices can be installed to help mitigate the negative impact of speeding and cut-through traffic on residential streets.

7.2 Purpose

To establish a traffic calming policy that outlines the necessary procedure for determining where traffic calming measures can be installed within the City of Bay Minette.

7.3 Definitions

- Arterials – A major highway primarily for through traffic
- Collectors – Routes which collect and distribute traffic between local roads or arterial roads and serve as a linkage between land access and mobility needs.
- Cut-Through Traffic – Vehicles which neither has their origin or destination in the area.
- Enforcement – Intensified enforcement of traffic regulations can calm traffic, generally, by reminding drivers of posted speed limits and by enforcing the observance of STOP signs and other traffic regulations.
- Traffic Calming Measures – Traffic engineering measures that are intended to reduce vehicle speed and/or reduce cut-through traffic.
- Traffic Control Devices – Traffic control devices, where warranted, can be used to regulate traffic patterns. Traffic control devices such as traffic signals and multi-way stop signs cannot be used strictly for traffic calming purposes.
- Speeding – For purposes of this policy, speeding is defined as the condition that exists when the 85th percentile speed of traffic on a street exceeds the posted speed limit.

7.4 Policy

- 1) The installation of traffic calming measures shall be viewed as a last step in a comprehensive plan for reducing vehicle speed and for discouraging cut-through traffic movements in a residential area. Prior to the installation of traffic calming measures, the City shall review the feasibility of using less intrusive measures, such as installation of additional signs, traditional pavement striping and marking, intensified enforcement of traffic regulations, etc. If implemented, the City, in conjunction with residents, shall reevaluate the effectiveness of those measures six months after implementation. Based on this evaluation, a final decision will be made on the installation of traffic calming measures.
- 2) Traffic calming measures shall be installed or removed according to this policy and the specific design criteria outlined below. Requests for traffic calming measures shall be directed in writing to the Public Work Director for approval

subject to the provision included herein. Private streets will not be considered for control under the guidelines of this policy.

- 3) Traffic calming measures may be installed in residential areas (local roads or streets) provided all of the following conditions are met. Roads and/or streets, which are classified or could be classified as COLLECOTR or ARTERIAL roads will not be considered for traffic calming under the guidelines of this policy.
- 4) Streets with a posted speed limit greater than 30 mph are not eligible for traffic calming measures under this program.
- 5) Emergency vehicle access must be preserved. Police, fire, and emergency service officials may disqualify a street from consideration based on emergency access concerns.
- 6) The CUT-THROUGH TRAFFIC or SPEEDING problem can be identified by the City through traffic counts, speed surveys, and projections of future traffic impact in accordance with long-range development plans for the area.
- 7) Traffic calming measures shall not be installed on any street with a current count of less than 500 vehicles per day. The City may remove traffic calming measures at any time in the future if the traffic count for the street exceeds 5,000 vehicles per day.
- 8) The City shall be responsible for engineering review and cost of installing approved, budgeted traffic calming measures. The City may establish an annual budget for the purpose of installing traffic calming measures. Once the annual budget has been fully encumbered for a given budget year, the following alternatives are left as options to the affected area residents who desire traffic calming measures.
 - a) Waiting list (first come, first serve) for the next budget year
 - b) Neighborhood Association/Private funding

7.5 Traffic Calming Request and Processing Procedure

The standard procedure for implementation of traffic calming measures consists of the following:

A. Step 1: Initiation

The traffic calming request and processing procedure outlined in this policy will begin with a neighborhood request. A minimum of five signatures from the owners of five separate properties in the neighborhood will be required to initiate a study.

B. Step 2: Petition

A petition form for obtaining neighborhood consensus will be issued by the City to the person initiating the request (contact person). The contact person will receive a map highlighting the area subject to petitioning as determined by the City.

The contact person is required to obtain signatures of at least 60 percent of all property owners in the affected area indicating favorable consideration of a traffic calming project before traffic calming measures can be considered for approval (the 60 percent affirmative vote applies to the total number of affected properties, not the number of votes returned). Each affected property owner shall be counted as one vote, regardless of the number of separate properties owned. In the case of multiple owners, only one

vote shall be counted for that property. The contact person should list all vacant property within the affected area on the petition as vacant.

The contact person will have 90 days from the date of receipt to return completed petition forms. Petitions not received within the 90-day period will be deemed null and void, and no further action will be taken. Positive identification may be requested by the City to confirm signature and address of the petitioner. Signatures are final and may not be added or removed from a petition once the petition has been received by City Staff.

If a location fails to achieve the necessary petition majority within the signature period, the location shall not be reconsidered for a period of two years from the date the signature period expires.

Where applicable, the petition may be endorsed by an officially incorporated homeowners association for the subdivision or development.

C. Step 3: Traffic Engineering Study

The City may request assistance from a private consultant to conduct a traffic study of the area in question. The traffic study will usually include a 24-hour volume count and a 24-hour speed study. Other tasks may be included in the study as directed by the City.

D. Step 4: Engineering Analysis/Classification

The City will analyze traffic data, field information, and other available information pertaining to a particular area of concern in determining appropriate traffic calming measures for recommendation. When it is determined that there are other potentially impacted local roads or streets in the area, additional traffic studies on those other roads or streets may be conducted.

As a result of the traffic studies, road or street Class I or Class II criteria (and applicable measures) are determined as follows:

a) Class I: Non-qualifying Roadway

Volume – A weekday daily volume of less than 500 vehicles.

Remedial Action: None.

Speed – Measured 85th percentile speed less than 6 miles per hour above the posted speed.

Remedial Action: The City may request the Police Department increase enforcement on a random basis during the hours when the majority of the speeding violations seem to occur.

b) Class II: Qualifying Roadway

Volume – A weekday daily volume greater than 500 vehicles; and

Speed – Measured 85th percentile speed of 6 miles per hour or greater in excess of the posted speed.

Remedial Action: The City may request the Police Department increase enforcement on a random basis during the hours when the majority of the speeding violations seem to occur. Petition for traffic calming will be considered.

c) Other

The City may use other site-specific factors to determine whether a roadway should be considered for traffic calming. Volume requirement shall be reduced to 400 vehicles per day for neighborhoods with no sidewalks or within two miles of schools and or city parks.

If a road or street fails to meet the criteria of a Class II, Qualifying Roadway, said road or street shall not be reconsidered for traffic calming for a period of two years from the date of the traffic study conducted for the area of concern.

E. Step 5: Neighborhood Workshop

If the area of concern meets the minimum criteria outlined in this document, City staff will schedule a neighborhood “workshop” meeting with the affected residents to review the results of the preliminary studies and to receive comments on the preliminary/conceptual design of the proposed traffic calming plan.

F. Step 6: Recommendation to City Council

Upon receipt of a petition with the required minimum percentage of affirmative signatures together with supporting data from traffic analysis/study and neighborhood “workshop” meeting, the staff’s recommendation will be presented to the City Council for consideration

G. Step 7: Project Design

Following approval, City staff will initiate the design and implementation process for the proposed traffic calming measures. The City staff may request assistance from a private engineering consultant firm in developing a design for the proposed traffic calming measures. Design will be based on best engineering practices, consistent with proven local and national standards.

H. Step 8: Installation of Traffic Calming Measures

Upon approval by the City Council and the confirmation of availability of funds, the installation of traffic calming measures will be scheduled. The contact person (as defined in step 2) will be notified with the proposed construction schedule.

7.6 Removal of Traffic Calming Measures

A petition for removal of traffic calming measures may be accepted provided that all of the following conditions are met:

- Traffic calming measures must be in place for a minimum of two years.
- The owners of five separate properties in the neighborhood must sign a request for a removal petition.
- City staff recommendations must support the removal of traffic calming measures.
- The new petition must include the same affected area as the original, including any new development constructed within the affected area since the original petition was filed.
- Approval of 60 percent of the property owners in the original affected area is required for consideration by the City for removal of traffic calming measures.

If a location fails to achieve the necessary petition majority within the signature period, removal shall not be reconsidered for a period of two years from the date the signature period expires.

7.7 Application Forms

Traffic calming measures can be requested by individual citizens or by neighborhood associations. The person(s) making the request are responsible for circulating the petition form, obtaining signatures of the property owners within the petition area, and completing the application form.

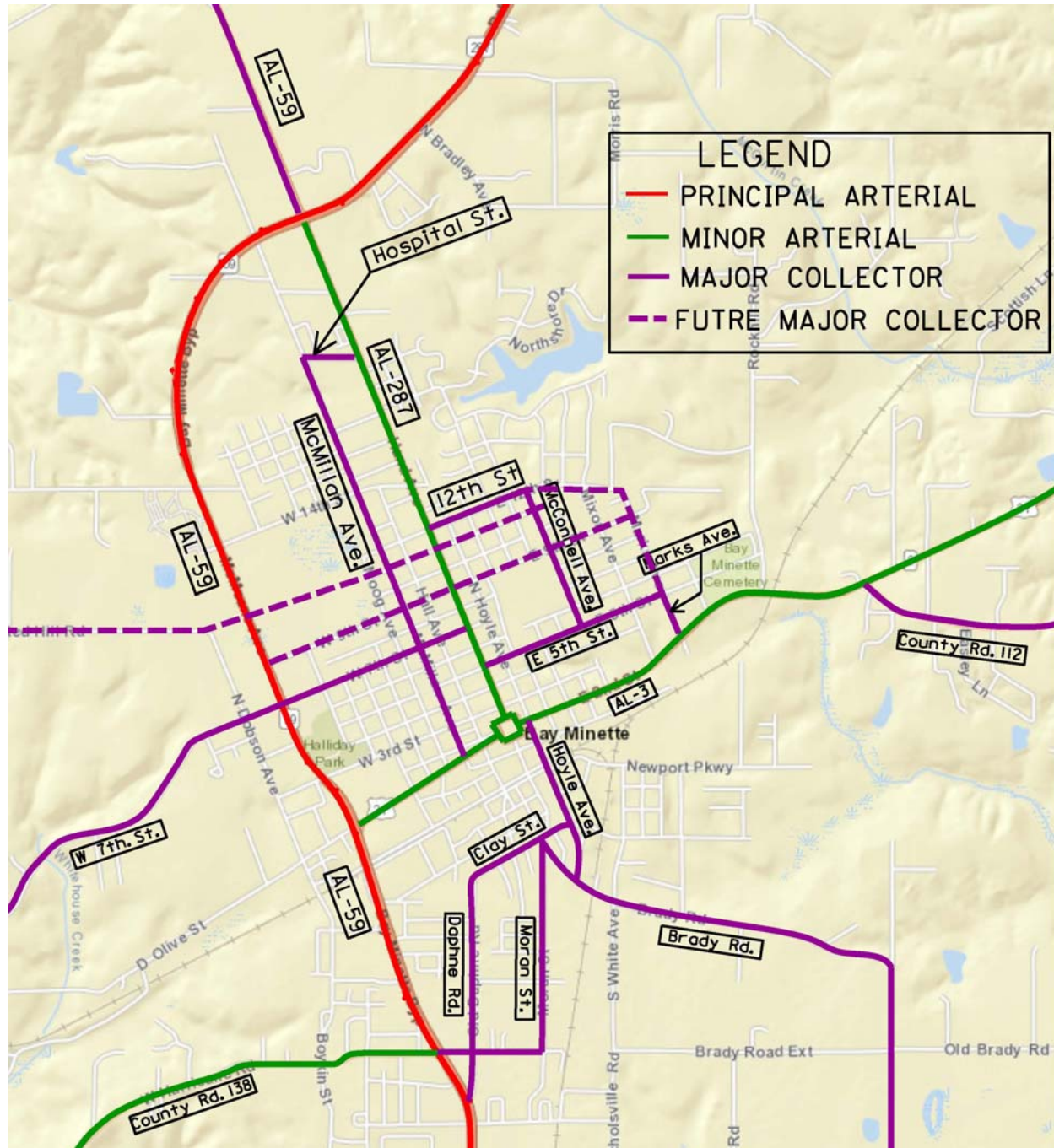
Section 8 Functional Classification Map

8.1 Functional Classification of Streets

Mobility and access are the main differences between the classification of streets. Arterials provide the highest mobility with the least amount of access to the adjacent land. Local roads provide the highest access to the adjacent land and the least mobility due to the slower speeds. Collectors are intended to provide a balance between mobility and access. The American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets, 6th Edition, states that 5% - 10% of the roadway network should be arterials, while 20% - 25% should be collectors and 65% - 75% should be local roads.

Alabama Department of Transportation's Planning Division has a functional classification map for the City of Bay Minette. One of the main importance of the functional classification map is that federal money can be utilized on functional classified roadway that are collectors or above. Figure 8.1 shows the current Functional Classification Map for the City of Bay Minette and recommended additions.

Figure 8.1 – Functional Classification Map for the City of Bay Minette



Three additions were made to the map and that was the inclusion of Future Major Collectors. The extension of Marks Avenue to East 12th Street would create a loop with ties to Arterials. The inclusion of West and East 9th Street could benefit the new Elementary School. Also, the inclusion of the Red Hill Road Extension to 11th Street would provide a collector road with a possible traffic signal at Alabama Highway 59 and access to the Middle School.

Section 9 Conclusions

9.1 High Crash Locations

The City identified seven (7) intersections/roadway segments that are not maintained by the State for crash analysis and road safety audits. The calculated crash rates are shown in the table below.

Crash Rate				
Location	# of Crashes	AADT	Years of Data	Crash Rate
Dobson/7 th	3	2,008	2	2.05
White/Brady	5	2,738	5	1.81
Pine/1 st	4	1,640	3	2.23
Pine/Railroad	2	368	1	14.89
White/5 th	1	1,016	1	2.69
Williams	1	960	1	2.85
Red Hill-Dobson	1	4,350	1	0.63

Pine Street and Railroad Street has the highest crash rate but that is mainly due to the low amount of traffic utilizing that intersection. During the road safety audits, mitigations included removing vegetation, improving sight distance, install additional signage, restripe the roadway, and update current signs. The main reason for replacing existing signs is the retroreflectiveness of the signs. An example is illustrated below.



Day



Night - Non-retroreflective



Night - Retroreflective

Sign retroreflectiveness is important because during daylight periods, the driver has many cues such as signs, pavement markings, guardrails, and objects along the road. At night, signs may be one of the few cues visible to drivers.

9.2 High Traffic Streets

The City identified eleven (11) non-state roadways that they deemed to have the highest traffic volumes in the City. Turning movement counts, 24-hour tube counts and ALDOT traffic counts were utilized to analyze the roadway segments. Each segment was examined using the FDOT Quality/Level of Service Handbook. The results are shown in the table below.

Traffic Counts			
Roadway	Peak Hour	Volume	Level-of-Service
West 7 th Street	PM	134	C
West 9 th Street	PM	150	C
West 4 th Street	PM	32	C
Daphne Road	PM	229	C
Moran Street	PM	171	C
East 5 th Street	AM	201	C
East 9 th Street	AM	170	C
East 12 th Street	PM	70	C
McMillian Avenue	PM	96	C
Dobson Avenue	AM	435	D
West Banyan Street	AM	57	C

Each roadway is operating at acceptable levels-of-service. Dobson Avenue is approaching capacity. However, the addition of turn lanes at intersections could increase the capacity of the roadway by approximately 20%.

9.3 Multi-Way Stop Sign Analysis

The City Identified sixteen (16) intersection that were multi-way stops to be evaluated for their appropriateness. The results of the analysis can be found below in the table.

Intersection	Time Period	Travel Direction		Ratio	Balanced ?
		NB/SB	EB/WB		
Almyra St / Collier Ave	AM Peak	5	32	86:14	No
	PM Peak	7	22	76:23	No
Carroll St / Bibb St	AM Peak	48	59	55:45	Yes
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	PM Peak	124	110	53:47	Yes
W 4 th St / Day Ave	AM Peak	14	23	62:38	No
	PM Peak	15	30	67:33	No
W 5 th St / Hall Ave	AM Peak	59	122	67:33	No
	PM Peak	85	134	61:39	No
W 6 th St / Armstrong	AM Peak	5	10	67:33	No
	PM Peak	5	37	88:12	No
W 6 th St / Moog Ave	AM Peak	12	20	63:37	No
	PM Peak	20	35	64:36	No

W 6 th St / McMillian	AM Peak	74	20	79:21	No
	PM Peak	96	35	73:27	No
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	PM Peak	92	134	59:41	Yes
W 7 th St / Moog Ave	AM Peak	12	115	90:10	No
	PM Peak	21	135	86:14	No
W 9 th St / McMillian	AM Peak	74	127	63:37	No
	PM Peak	96	150	60:40	No
E 5 th St / Bradley Ave	AM Peak	12	201	94:6	No
	PM Peak	16	104	86:14	No
E 9 th St / Thomley St	AM Peak	7	16	69:31	No
	PM Peak	12	16	57:43	Yes
E 9 th St / Mixon Ave	AM Peak	49	16	75:25	No
	PM Peak	52	16	76:24	No
E 12 th St / Thomley Ave	AM Peak	5	70	93:7	No
	PM Peak	9	70	88:12	No

The results of the analysis indicate that there are several intersections that the multi-way stops should be removed. The roadways where stop signs should be removed include Almyra Street at Collier Avenue, West 3rd Street at Day Avenue, West 4th Street at Day Avenue, Hall Avenue at West 5th Street, West 6th Street at Armstrong Avenue, West 6th Street at Moog Avenue, McMillian Avenue at West 6th Street, West 7th Street at Moog Avenue, McMillian Avenue at West 9th Street, East 5th Street at Bradley Avenue, Mixon Avenue at East 9th Street, and East 12th Street at Thomley Avenue.

9.4 Proposed Developments

The City identified two major developments that will change traffic patterns in the City. The developments included the new Sports Complex and the new Elementary School. The new Sports Complex is anticipated to add approximately 570 daily trips to the roadway. The plan to extend Red Hill Road to Alabama Highway 59 would provide relief to Dobson Avenue. Also, a possible future traffic signal would be appropriately spaced between existing traffic signals along Alabama Highway 59. This extension would benefit even more by extending it further to the east and tie to West 11th or West 12th Street. The new Elementary School is expected to shift traffic to East 9th Street. East 9th Street is recommended to be restriped and new school zone signs to be installed.

9.5 Railroad Crossings

A section was added to the report regarding railroad crossings and the guidance that USDOT recently sent out. The recommendation was that the City review each of their railroad crossings and install "Low Ground Clearance" Signs if warranted.

9.6 Traffic Calming Policy

A traffic calming policy was included in Section 7 of the report. The policy outlined the process that could be followed if the City wanted to implement an official Traffic Calming Policy. Also included in the Appendix, are Standard Drawings of different types of traffic calming devices/measure that were produced by ALDOT.

9.7 Functional Classification Map

The existing ALDOT Functional Classification Map was reviewed and additions were proposed to the map. These additions include extending Mark Avenue to 12th Street, adding East and West 9th Street to the functional classification map, and adding the extension of Red Hill Road and West 11th Street.

Appendix

Existing Traffic Volumes

Crash Analysis Spreadsheets

FDOT's Quality/Level of Service Handbook Tables

Traffic Calming Devices/Measures Standard Drawings

Existing Traffic Volumes

Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563

Traffic is our only business!!!

AL59 @ 14th St
Bay Minette, Alabama

File Name : 18045-1 AL59 @ 14th ST
Site Code : 18045-1
Start Date : 4/11/2018
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

Start Time	AL59 Southbound				14th St Westbound				AL59 Northbound				Tiger Dr Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00	0	78	0	0	5	1	2	0	1	47	2	0	0	0	0	0	136
06:15	1	75	0	0	12	1	0	0	1	50	4	0	0	0	0	0	144
06:30	2	118	0	0	8	1	2	0	0	63	2	0	0	0	2	0	198
06:45	1	112	0	0	12	0	2	0	4	87	4	0	0	0	2	0	224
Total	4	383	0	0	37	3	6	0	6	247	12	0	0	0	4	0	702
07:00	5	83	0	0	7	1	4	0	6	106	9	0	0	0	2	0	223
07:15	9	124	2	0	7	2	12	0	23	168	7	0	0	0	18	0	372
07:30	18	184	4	0	5	2	15	0	16	227	10	0	3	1	31	0	516
07:45	9	135	2	0	9	1	8	0	0	123	18	0	1	1	21	0	328
Total	41	526	8	0	28	6	39	0	45	624	44	0	4	2	72	0	1439
08:00	7	83	0	0	5	0	4	0	1	77	8	0	0	1	3	0	189
08:15	1	76	0	0	5	0	2	0	1	114	8	0	0	0	1	0	208
08:30	2	85	1	0	5	0	2	0	0	87	8	0	0	0	6	0	196
08:45	3	108	0	0	4	0	2	0	3	97	7	0	0	0	3	0	227
Total	13	352	1	0	19	0	10	0	5	375	31	0	0	1	13	0	820
09:00	3	85	0	0	6	0	4	0	0	93	6	0	0	0	0	0	197
09:15	1	81	0	0	9	0	2	0	0	93	11	0	0	1	3	0	201
09:30	3	88	0	0	6	0	2	0	1	84	8	0	0	0	3	0	195
09:45	1	68	0	0	9	0	1	0	0	104	6	0	0	0	1	0	190
Total	8	322	0	0	30	0	9	0	1	374	31	0	0	1	7	0	783
BREAK																	
14:00	4	104	0	0	5	0	1	0	0	121	14	0	0	1	2	0	252
14:15	0	93	1	0	9	0	2	0	2	103	6	0	1	1	1	0	219
14:30	3	118	1	0	10	0	1	0	2	96	10	0	0	1	4	0	246
14:45	3	119	3	0	5	1	2	0	8	92	13	0	0	0	2	0	248
Total	10	434	5	0	29	1	6	0	12	412	43	0	1	3	9	0	965
15:00	8	146	4	0	8	2	7	0	11	123	9	0	0	1	16	0	335
15:15	13	227	3	0	5	0	4	0	5	126	11	0	2	2	43	0	441
15:30	2	127	2	0	9	0	7	0	3	144	24	0	1	0	15	0	334
15:45	6	134	0	0	13	1	4	0	2	133	14	0	0	2	4	0	313
Total	29	634	9	0	35	3	22	0	21	526	58	0	3	5	78	0	1423
16:00	2	130	0	0	7	0	3	0	3	116	11	0	0	0	5	0	277
16:15	3	117	0	0	6	0	3	0	4	132	22	0	0	0	0	0	287
16:30	4	159	0	0	8	0	9	0	2	144	16	0	0	0	4	0	346
16:45	3	130	1	0	13	0	5	0	2	147	14	0	0	0	3	1	319
Total	12	536	1	0	34	0	20	0	11	539	63	0	0	0	12	1	1229
17:00	2	134	0	0	14	0	4	0	4	173	15	0	0	1	7	0	354
17:15	1	121	0	0	9	0	3	0	2	128	15	0	0	0	1	0	280
17:30	3	121	0	0	15	0	2	0	1	123	18	0	2	1	4	0	290
17:45	3	115	0	0	9	1	5	0	0	124	8	0	0	1	8	0	274
Total	9	491	0	0	47	1	14	0	7	548	56	0	2	3	20	0	1198
Grand Total	126	3678	24	0	259	14	126	0	108	3645	338	0	10	15	215	1	8559
Apprch %	3.3	96.1	0.6	0	64.9	3.5	31.6	0	2.6	89.1	8.3	0	4.1	6.2	89.2	0.4	
Total %	1.5	43	0.3	0	3	0.2	1.5	0	1.3	42.6	3.9	0	0.1	0.2	2.5	0	
Automobiles	120	3415	21	0	256	12	121	0	103	3339	334	0	10	15	211	1	7958
% Automobiles	95.2	92.8	87.5	0	98.8	85.7	96	0	95.4	91.6	98.8	0	100	100	98.1	100	93
Trucks	1	230	0	0	1	0	1	0	0	260	1	0	0	0	0	0	494
% Trucks	0.8	6.3	0	0	0.4	0	0.8	0	0	7.1	0.3	0	0	0	0	0	5.8

Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563

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File Name : 18045-1 AL59 @ 14th ST

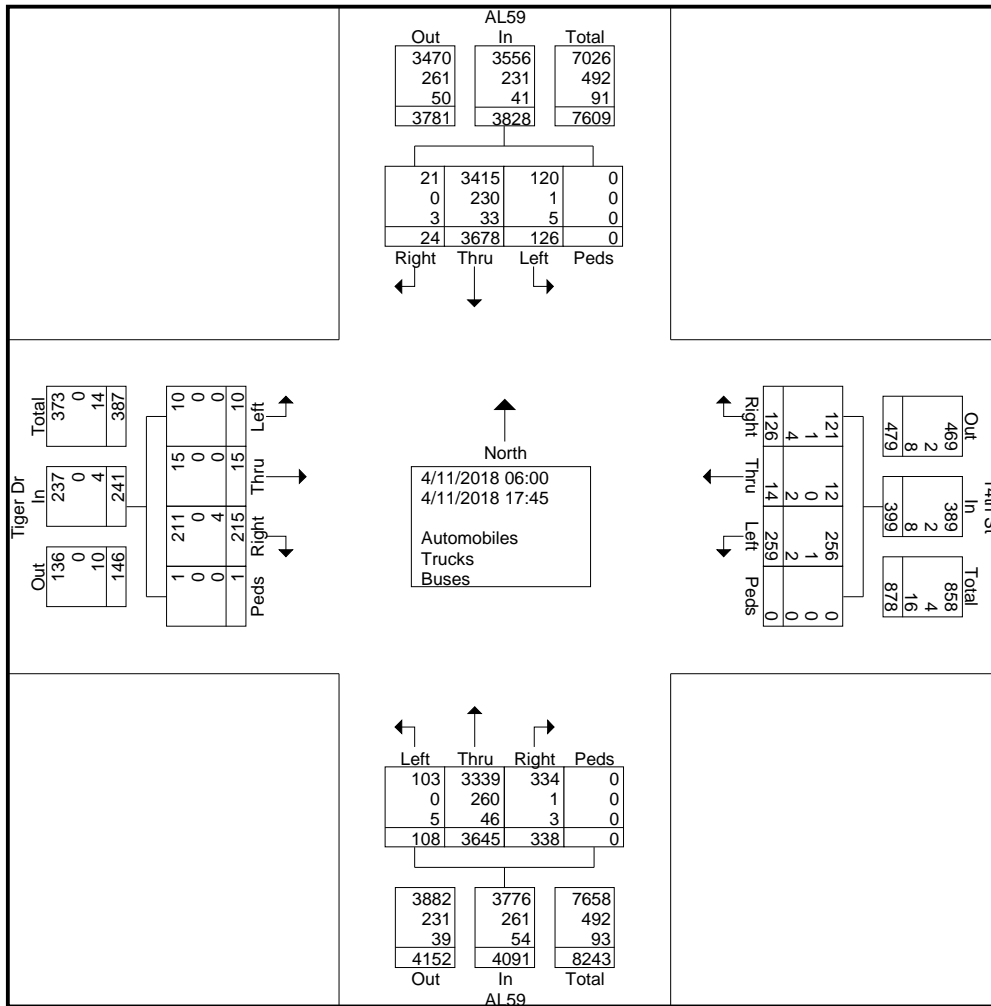
Site Code : 18045-1

Start Date : 4/11/2018

Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	AL59 Southbound				14th St Westbound				AL59 Northbound				Tiger Dr Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Buses	5	33	3	0	2	2	4	0	5	46	3	0	0	0	4	0	107
% Buses	4	0.9	12.5	0	0.8	14.3	3.2	0	4.6	1.3	0.9	0	0	0	1.9	0	1.3



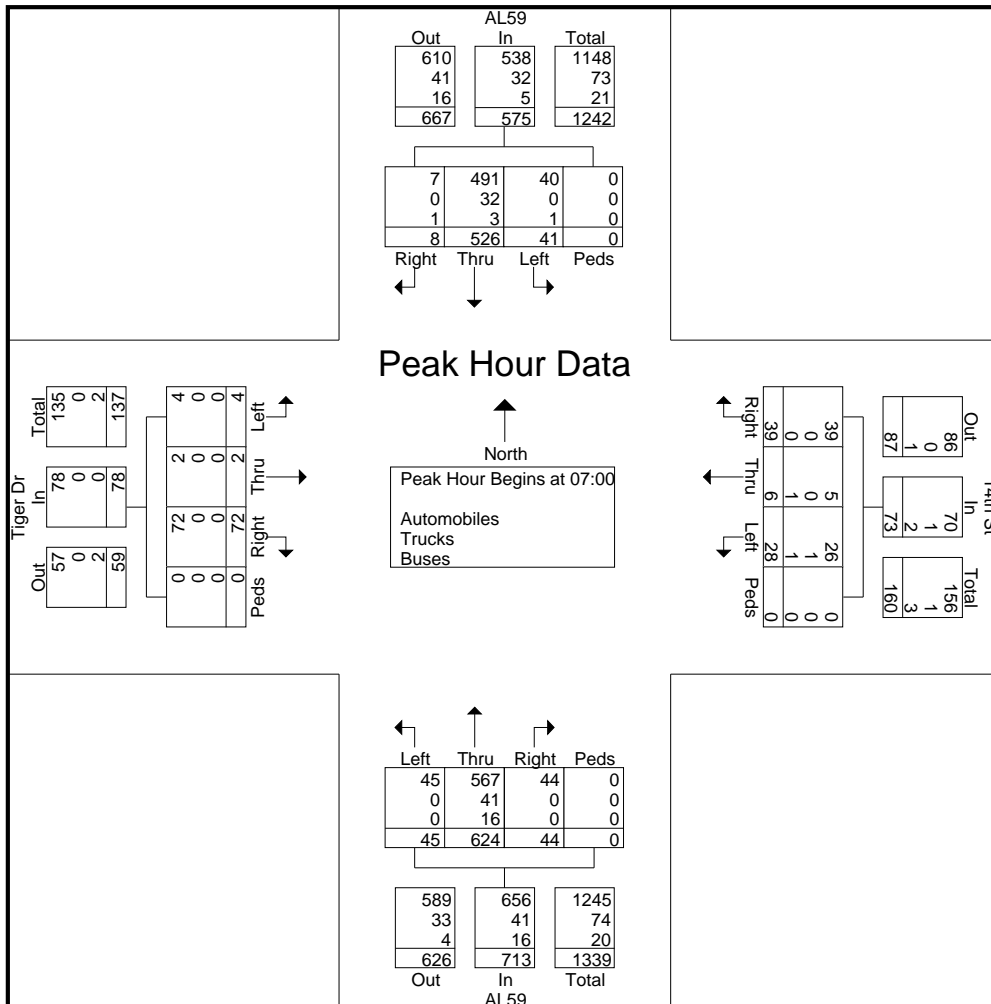
Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563

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File Name : 18045-1 AL59 @ 14th ST
Site Code : 18045-1
Start Date : 4/11/2018
Page No : 3

Start Time	AL59 Southbound					14th St Westbound					AL59 Northbound					Tiger Dr Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:00 to 11:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	5	83	0	0	88	7	1	4	0	12	6	106	9	0	121	0	0	2	0	2	223
07:15	9	124	2	0	135	7	2	12	0	21	23	168	7	0	198	0	0	18	0	18	372
07:30	18	184	4	0	206	5	2	15	0	22	16	227	10	0	253	3	1	31	0	35	516
07:45	9	135	2	0	146	9	1	8	0	18	0	123	18	0	141	1	1	21	0	23	328
Total Volume	41	526	8	0	575	28	6	39	0	73	45	624	44	0	713	4	2	72	0	78	1439
% App. Total	7.1	91.5	1.4	0		38.4	8.2	53.4	0		6.3	87.5	6.2	0		5.1	2.6	92.3	0		
PHF	.569	.715	.500	.000	.698	.778	.750	.650	.000	.830	.489	.687	.611	.000	.705	.333	.500	.581	.000	.557	.697
Automobiles	40	491	7	0	538	26	5	39	0	70	45	567	44	0	656	4	2	72	0	78	1342
% Automobiles	97.6	93.3	87.5	0	93.6	92.9	83.3	100	0	95.9	100	90.9	100	0	92.0	100	100	100	0	100	93.3
Trucks	0	32	0	0	32	1	0	0	0	1	0	41	0	0	41	0	0	0	0	0	74
% Trucks	0	6.1	0	0	5.6	3.6	0	0	0	1.4	0	6.6	0	0	5.8	0	0	0	0	0	5.1
Buses	1	3	1	0	5	1	1	0	0	2	0	16	0	0	16	0	0	0	0	0	23
% Buses	2.4	0.6	12.5	0	0.9	3.6	16.7	0	0	2.7	0	2.6	0	0	2.2	0	0	0	0	0	1.6



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2911 Westfield Rd
Gulf Breeze, FL 32563

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File Name : 18045-1 AL59 @ 14th ST

Site Code : 18045-1

Start Date : 4/11/2018

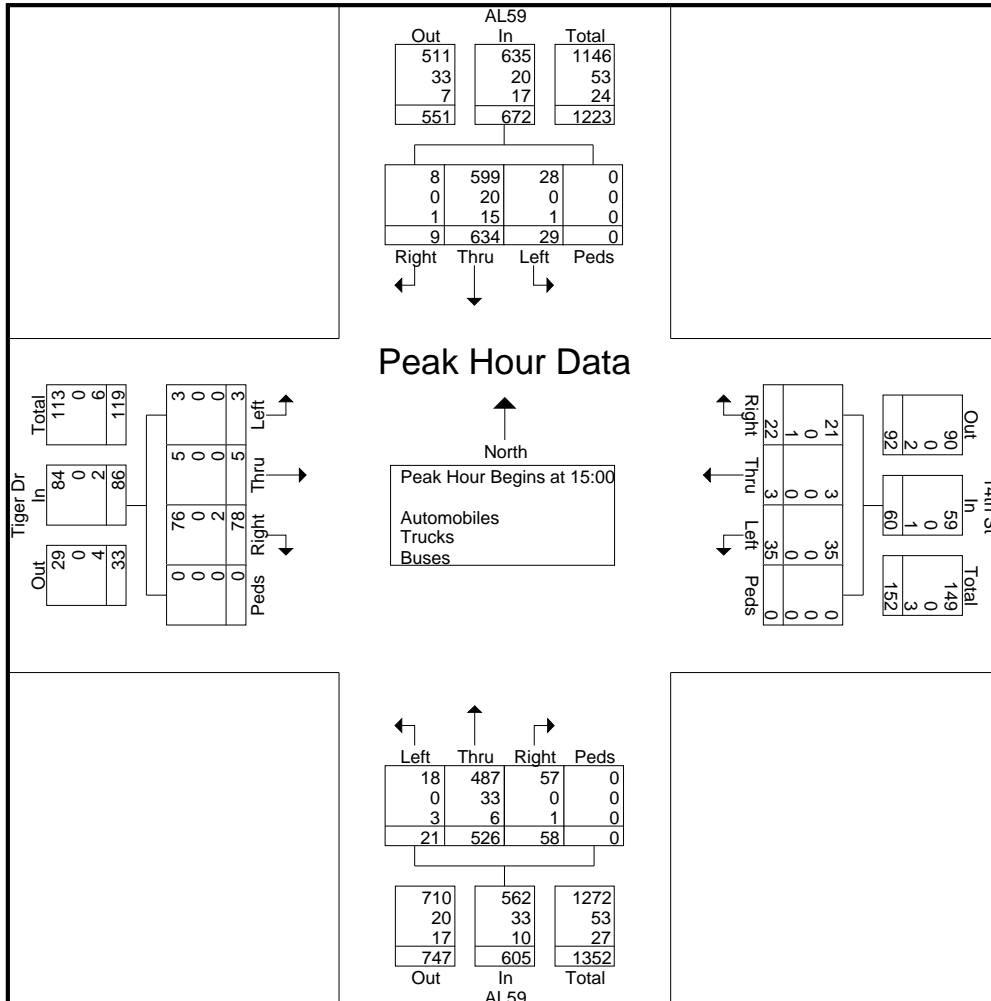
Page No : 4

Start Time	AL59 Southbound					14th St Westbound					AL59 Northbound					Tiger Dr Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 11:45 to 16:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 15:00

15:00	8	146	4	0	158	8	2	7	0	17	11	123	9	0	143	0	1	16	0	17	335
15:15	13	227	3	0	243	5	0	4	0	9	5	126	11	0	142	2	2	43	0	47	441
15:30	2	127	2	0	131	9	0	7	0	16	3	144	24	0	171	1	0	15	0	16	334
15:45	6	134	0	0	140	13	1	4	0	18	2	133	14	0	149	0	2	4	0	6	313
Total Volume	29	634	9	0	672	35	3	22	0	60	21	526	58	0	605	3	5	78	0	86	1423
% App. Total	4.3	94.3	1.3	0		58.3	5	36.7	0		3.5	86.9	9.6	0		3.5	5.8	90.7	0		
PHF	.558	.698	.563	.000	.691	.673	.375	.786	.000	.833	.477	.913	.604	.000	.885	.375	.625	.453	.000	.457	.807
Automobiles	28	599	8	0	635	35	3	21	0	59	18	487	57	0	562	3	5	76	0	84	1340
% Automobiles	96.6	94.5	88.9	0	94.5	100	100	95.5	0	98.3	85.7	92.6	98.3	0	92.9	100	100	97.4	0	97.7	94.2
Trucks	0	20	0	0	20	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	53
% Trucks	0	3.2	0	0	3.0	0	0	0	0	0	0	6.3	0	0	5.5	0	0	0	0	0	3.7
Buses	1	15	1	0	17	0	0	1	0	1	3	6	1	0	10	0	0	2	0	2	30
% Buses	3.4	2.4	11.1	0	2.5	0	0	4.5	0	1.7	14.3	1.1	1.7	0	1.7	0	0	2.6	0	2.3	2.1



Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563

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Pine St @ 1st St
Bay Minette, Alabama

File Name : 18046-2 Pine St @ 1st ST
Site Code : 18046-2
Start Date : 4/11/2018
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

Start Time	Pine St Southbound				1st St Westbound				Pine St Northbound				1st St Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00	2	5	0	0	1	1	1	0	2	12	0	0	0	0	1	0	25
06:15	0	3	1	0	0	0	0	0	0	4	1	0	0	0	1	0	10
06:30	3	6	0	0	0	0	0	0	0	11	0	0	0	2	1	0	23
06:45	5	20	0	0	0	1	3	0	0	14	0	0	0	2	0	0	45
Total	10	34	1	0	1	2	4	0	2	41	1	0	0	4	3	0	103
07:00	2	10	0	0	2	2	5	0	1	29	3	0	0	1	2	0	57
07:15	2	11	0	0	2	2	8	0	2	22	0	0	0	1	1	0	51
07:30	7	12	0	0	0	0	7	0	1	29	0	0	0	0	1	0	57
07:45	8	20	1	0	0	2	8	0	0	30	3	0	2	3	2	0	79
Total	19	53	1	0	4	6	28	0	4	110	6	0	2	5	6	0	244
08:00	8	10	0	0	0	1	5	0	0	18	1	0	0	6	0	0	49
08:15	4	14	0	0	4	0	2	0	1	21	1	0	0	5	2	0	54
08:30	8	12	0	0	2	1	5	0	0	19	2	0	0	0	3	0	52
08:45	4	10	0	0	0	2	11	0	1	18	0	0	0	1	3	0	50
Total	24	46	0	0	6	4	23	0	2	76	4	0	0	12	8	0	205
09:00	5	11	2	0	3	5	10	0	1	25	3	0	0	3	4	0	72
09:15	6	14	1	0	3	1	16	0	1	15	5	0	0	3	2	0	67
09:30	2	11	0	0	0	2	11	0	1	17	1	0	0	1	6	0	52
09:45	8	13	0	0	2	3	19	0	2	14	3	1	1	2	2	0	70
Total	21	49	3	0	8	11	56	0	5	71	12	1	1	9	14	0	261
BREAK																	
14:00	3	11	0	0	0	2	11	0	0	18	4	0	0	2	2	0	53
14:15	7	12	1	0	4	1	7	0	1	24	1	0	0	2	4	0	64
14:30	3	20	0	0	1	1	8	2	1	23	3	0	0	7	5	1	75
14:45	7	22	1	2	2	0	15	0	2	30	3	0	1	3	3	2	93
Total	20	65	2	2	7	4	41	2	4	95	11	0	1	14	14	3	285
15:00	8	20	1	0	0	2	14	0	2	32	1	0	1	2	7	0	90
15:15	4	19	0	0	3	3	10	0	1	27	2	0	0	1	9	0	79
15:30	4	21	0	0	1	1	28	0	1	18	4	0	0	5	6	0	89
15:45	6	25	0	0	8	0	23	0	0	32	2	0	3	3	1	0	103
Total	22	85	1	0	12	6	75	0	4	109	9	0	4	11	23	0	361
16:00	3	24	0	0	5	3	12	0	2	20	1	0	1	3	4	0	78
16:15	10	21	0	0	0	1	20	0	1	16	2	0	1	2	3	0	77
16:30	4	16	0	0	2	2	18	0	2	30	0	0	0	2	4	0	80
16:45	3	22	1	0	1	3	18	0	0	24	1	0	2	3	4	0	82
Total	20	83	1	0	8	9	68	0	5	90	4	0	4	10	15	0	317
17:00	5	19	3	0	2	1	18	0	1	30	0	0	0	3	7	0	89
17:15	3	24	0	0	1	2	12	0	3	14	1	0	0	1	2	0	63
17:30	1	18	0	0	1	0	6	0	3	22	0	0	0	0	2	0	53
17:45	4	20	0	0	0	0	12	0	2	24	1	0	0	0	3	0	66
Total	13	81	3	0	4	3	48	0	9	90	2	0	0	4	14	0	271
Grand Total	149	496	12	2	50	45	343	2	35	682	49	1	12	69	97	3	2047
Apprch %	22.6	75.3	1.8	0.3	11.4	10.2	78	0.5	4.6	88.9	6.4	0.1	6.6	38.1	53.6	1.7	
Total %	7.3	24.2	0.6	0.1	2.4	2.2	16.8	0.1	1.7	33.3	2.4	0	0.6	3.4	4.7	0.1	
Automobiles	148	484	12	2	49	43	333	2	35	668	47	1	12	67	95	3	2001
% Automobiles	99.3	97.6	100	100	98	95.6	97.1	100	100	97.9	95.9	100	100	97.1	97.9	100	97.8
Trucks	1	8	0	0	1	2	10	0	0	10	1	0	0	2	2	0	37
% Trucks	0.7	1.6	0	0	2	4.4	2.9	0	0	1.5	2	0	0	2.9	2.1	0	1.8

Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563

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File Name : 18046-2 Pine St @ 1st ST

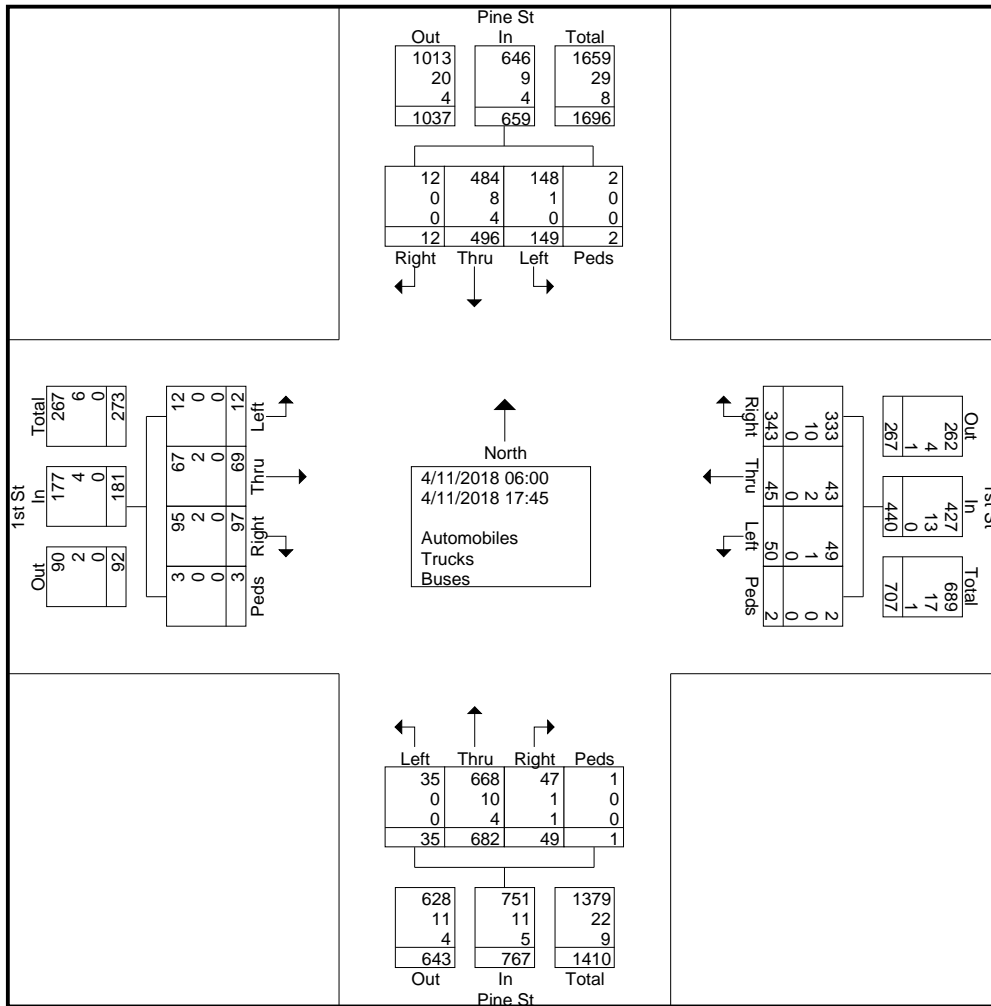
Site Code : 18046-2

Start Date : 4/11/2018

Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	Pine St Southbound				1st St Westbound				Pine St Northbound				1st St Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Buses	0	4	0	0	0	0	0	0	0	4	1	0	0	0	0	0	9
% Buses	0	0.8	0	0	0	0	0	0	0	0.6	2	0	0	0	0	0	0.4



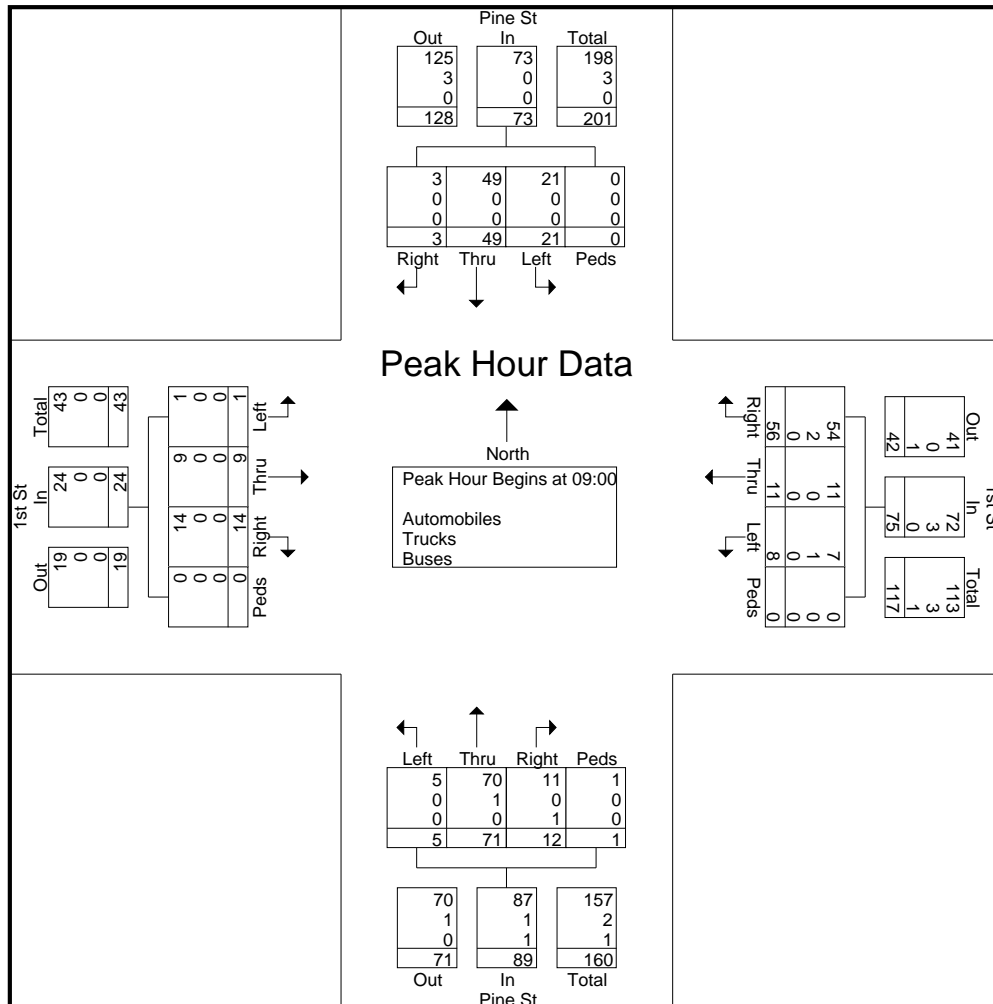
Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563

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File Name : 18046-2 Pine St @ 1st ST
Site Code : 18046-2
Start Date : 4/11/2018
Page No : 3

Start Time	Pine St Southbound					1st St Westbound					Pine St Northbound					1st St Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:00 to 11:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00																					
09:00	5	11	2	0	18	3	5	10	0	18	1	25	3	0	29	0	3	4	0	7	72
09:15	6	14	1	0	21	3	1	16	0	20	1	15	5	0	21	0	3	2	0	5	67
09:30	2	11	0	0	13	0	2	11	0	13	1	17	1	0	19	0	1	6	0	7	52
09:45	8	13	0	0	21	2	3	19	0	24	2	14	3	1	20	1	2	2	0	5	70
Total Volume	21	49	3	0	73	8	11	56	0	75	5	71	12	1	89	1	9	14	0	24	261
% App. Total	28.8	67.1	4.1	0		10.7	14.7	74.7	0		5.6	79.8	13.5	1.1		4.2	37.5	58.3	0		
PHF	.656	.875	.375	.000	.869	.667	.550	.737	.000	.781	.625	.710	.600	.250	.767	.250	.750	.583	.000	.857	.906
Automobiles	21	49	3	0	73	7	11	54	0	72	5	70	11	1	87	1	9	14	0	24	256
% Automobiles	100	100	100	0	100	87.5	100	96.4	0	96.0	100	98.6	91.7	100	97.8	100	100	100	0	100	98.1
Trucks	0	0	0	0	0	1	0	2	0	3	0	1	0	0	1	0	0	0	0	0	4
% Trucks	0	0	0	0	0	12.5	0	3.6	0	4.0	0	1.4	0	0	1.1	0	0	0	0	0	1.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	8.3	0	1.1	0	0	0	0	0	0.4



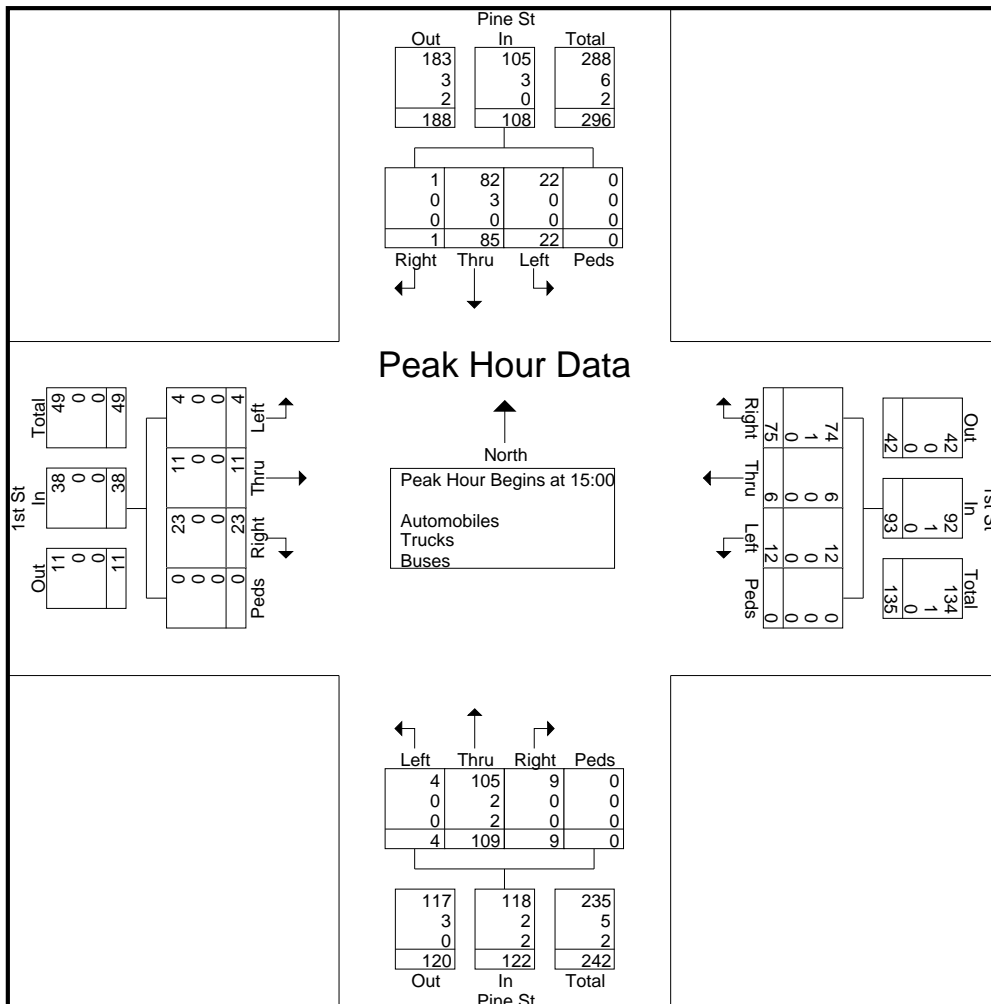
Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563

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File Name : 18046-2 Pine St @ 1st ST
Site Code : 18046-2
Start Date : 4/11/2018
Page No : 4

Start Time	Pine St Southbound					1st St Westbound					Pine St Northbound					1st St Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 11:45 to 16:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	8	20	1	0	29	0	2	14	0	16	2	32	1	0	35	1	2	7	0	10	90
15:15	4	19	0	0	23	3	3	10	0	16	1	27	2	0	30	0	1	9	0	10	79
15:30	4	21	0	0	25	1	1	28	0	30	1	18	4	0	23	0	5	6	0	11	89
15:45	6	25	0	0	31	8	0	23	0	31	0	32	2	0	34	3	3	1	0	7	103
Total Volume	22	85	1	0	108	12	6	75	0	93	4	109	9	0	122	4	11	23	0	38	361
% App. Total	20.4	78.7	0.9	0		12.9	6.5	80.6	0		3.3	89.3	7.4	0		10.5	28.9	60.5	0		
PHF	.688	.850	.250	.000	.871	.375	.500	.670	.000	.750	.500	.852	.563	.000	.871	.333	.550	.639	.000	.864	.876
Automobiles	22	82	1	0	105	12	6	74	0	92	4	105	9	0	118	4	11	23	0	38	353
% Automobiles	100	96.5	100	0	97.2	100	100	98.7	0	98.9	100	96.3	100	0	96.7	100	100	100	0	100	97.8
Trucks	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	6
% Trucks	0	3.5	0	0	2.8	0	0	1.3	0	1.1	0	1.8	0	0	1.6	0	0	0	0	0	1.7
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	1.8	0	0	1.6	0	0	0	0	0	0.6



Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563

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Old Daphne Rd @ Banyan St
Bay Minette, Alabama

File Name : 18046-3 Old Daphne Rd @ Banyan St
Site Code : 18046-3
Start Date : 4/11/2018
Page No : 1

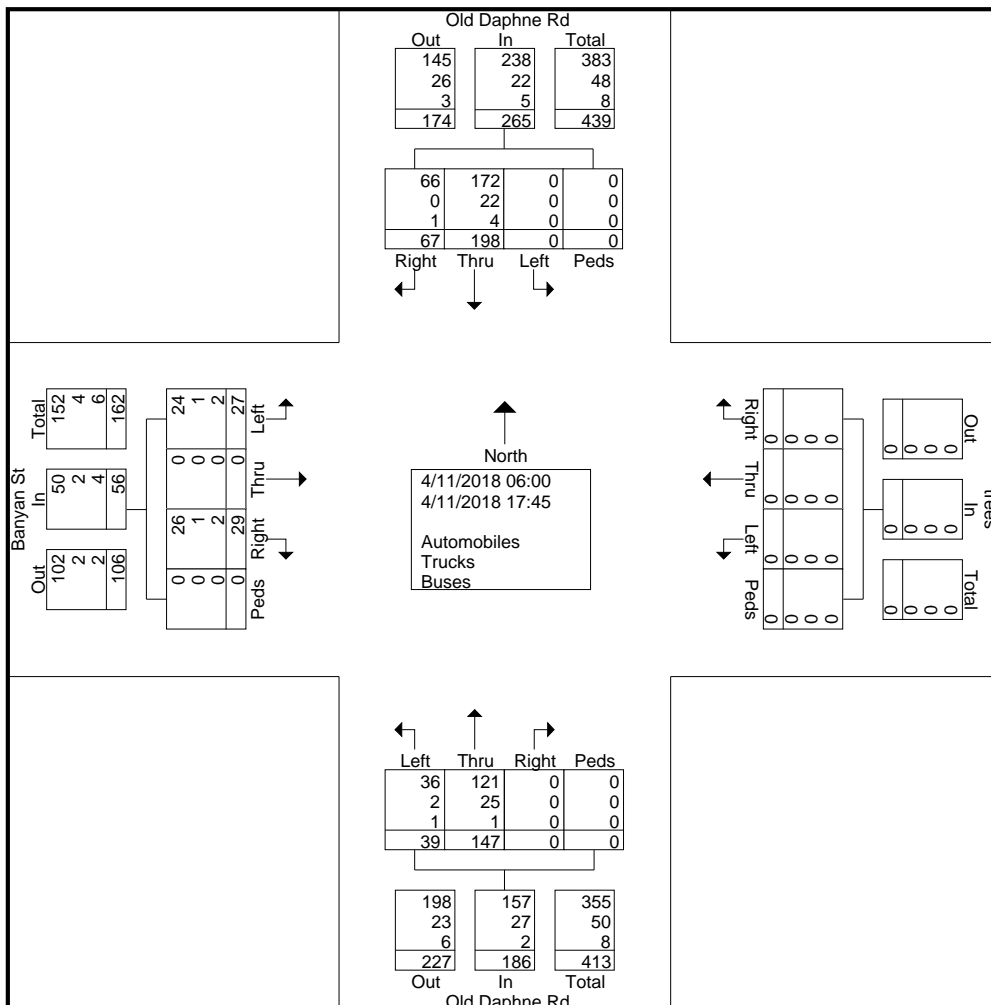
Groups Printed- Automobiles - Trucks - Buses

Start Time	Old Daphne Rd Southbound				trees Westbound				Old Daphne Rd Northbound				Banyan St Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00	0	12	2	0	0	0	0	0	2	0	0	0	1	0	0	0	17
06:15	0	7	2	0	0	0	0	0	0	2	0	0	0	0	3	0	14
06:30	0	11	3	0	0	0	0	0	2	6	0	0	3	0	1	0	26
06:45	0	20	14	0	0	0	0	0	3	12	0	0	5	0	2	0	56
Total	0	50	21	0	0	0	0	0	7	20	0	0	9	0	6	0	113
07:00	0	12	3	0	0	0	0	0	2	7	0	0	3	0	2	0	29
07:15	0	16	4	0	0	0	0	0	2	13	0	0	3	0	0	0	38
07:30	0	18	8	0	0	0	0	0	4	12	0	0	2	0	0	0	44
07:45	0	16	7	0	0	0	0	0	2	7	0	0	2	0	1	0	35
Total	0	62	22	0	0	0	0	0	10	39	0	0	10	0	3	0	146
08:00	0	15	9	0	0	0	0	0	1	8	0	0	2	0	1	0	36
08:15	0	8	2	0	0	0	0	0	5	12	0	0	0	0	1	0	28
08:30	0	8	2	0	0	0	0	0	3	6	0	0	0	0	6	0	25
08:45	0	11	2	0	0	0	0	0	5	4	0	0	0	0	3	0	25
Total	0	42	15	0	0	0	0	0	14	30	0	0	2	0	11	0	114
09:00	0	4	3	0	0	0	0	0	1	9	0	0	2	0	2	0	21
09:15	0	7	4	0	0	0	0	0	2	7	0	0	1	0	2	0	23
09:30	0	4	0	0	0	0	0	0	3	10	0	0	1	0	1	0	19
09:45	0	13	2	0	0	0	0	0	1	16	0	0	0	0	2	0	34
Total	0	28	9	0	0	0	0	0	7	42	0	0	4	0	7	0	97
BREAK																	
14:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
14:15	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4
14:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	3	0	0	0	0	0	0	1	3	0	0	0	0	0	0	7
15:00	0	2	0	0	0	0	0	0	0	3	0	0	0	0	2	0	7
15:15	0	2	0	0	0	0	0	0	0	4	0	0	2	0	0	0	8
15:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
15:45	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4
Total	0	10	0	0	0	0	0	0	0	8	0	0	2	0	2	0	22
16:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Total	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0	0	6
17:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
BREAK																	
Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	198	67	0	0	0	0	0	39	147	0	0	27	0	29	0	507
Apprch %	0	74.7	25.3	0	0	0	0	0	21	79	0	0	48.2	0	51.8	0	
Total %	0	39.1	13.2	0	0	0	0	0	7.7	29	0	0	5.3	0	5.7	0	
Automobiles	0	172	66	0	0	0	0	0	36	121	0	0	24	0	26	0	445
% Automobiles	0	86.9	98.5	0	0	0	0	0	92.3	82.3	0	0	88.9	0	89.7	0	87.8
Trucks	0	22	0	0	0	0	0	0	2	25	0	0	1	0	1	0	51
% Trucks	0	11.1	0	0	0	0	0	0	5.1	17	0	0	3.7	0	3.4	0	10.1
Buses	0	4	1	0	0	0	0	0	1	1	0	0	2	0	2	0	11
% Buses	0	2	1.5	0	0	0	0	0	2.6	0.7	0	0	7.4	0	6.9	0	2.2

Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563

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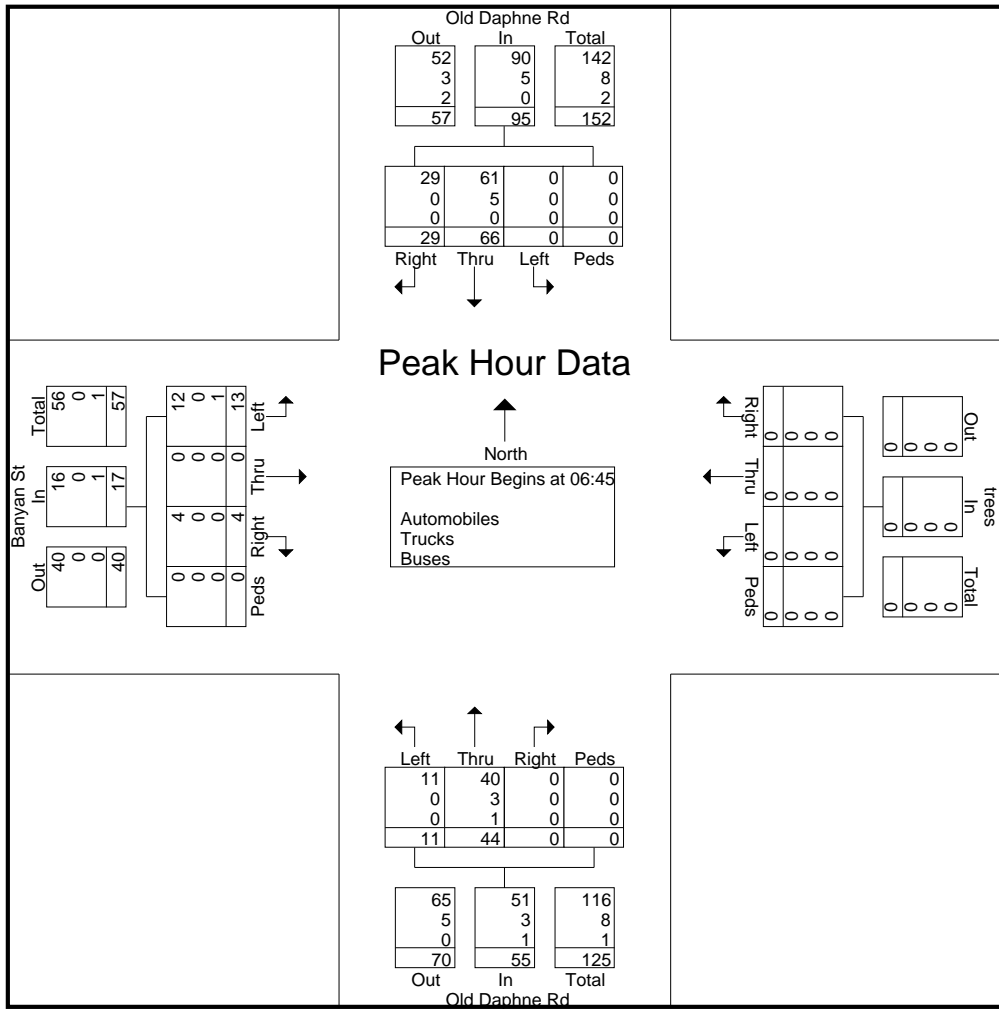
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2911 Westfield Rd
Gulf Breeze, FL 32563

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File Name : 18046-3 Old Daphne Rd @ Banyan St
Site Code : 18046-3
Start Date : 4/11/2018
Page No : 3

Start Time	Old Daphne Rd Southbound					trees Westbound					Old Daphne Rd Northbound					Banyan St Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:00 to 11:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45																					
06:45	0	20	14	0	34	0	0	0	0	0	3	12	0	0	15	5	0	2	0	7	56
07:00	0	12	3	0	15	0	0	0	0	0	2	7	0	0	9	3	0	2	0	5	29
07:15	0	16	4	0	20	0	0	0	0	0	2	13	0	0	15	3	0	0	0	3	38
07:30	0	18	8	0	26	0	0	0	0	0	4	12	0	0	16	2	0	0	0	2	44
Total Volume	0	66	29	0	95	0	0	0	0	0	11	44	0	0	55	13	0	4	0	17	167
% App. Total	0	69.5	30.5	0		0	0	0	0		20	80	0	0		76.5	0	23.5	0		
PHF	.000	.825	.518	.000	.699	.000	.000	.000	.000	.000	.688	.846	.000	.000	.859	.650	.000	.500	.000	.607	.746
Automobiles	0	61	29	0	90	0	0	0	0	0	11	40	0	0	51	12	0	4	0	16	157
% Automobiles	0	92.4	100	0	94.7	0	0	0	0	0	100	90.9	0	0	92.7	92.3	0	100	0	94.1	94.0
Trucks	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
% Trucks	0	7.6	0	0	5.3	0	0	0	0	0	0	6.8	0	0	5.5	0	0	0	0	0	4.8
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	2.3	0	0	1.8	7.7	0	0	0	5.9	1.2



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Gulf Breeze, FL 32563

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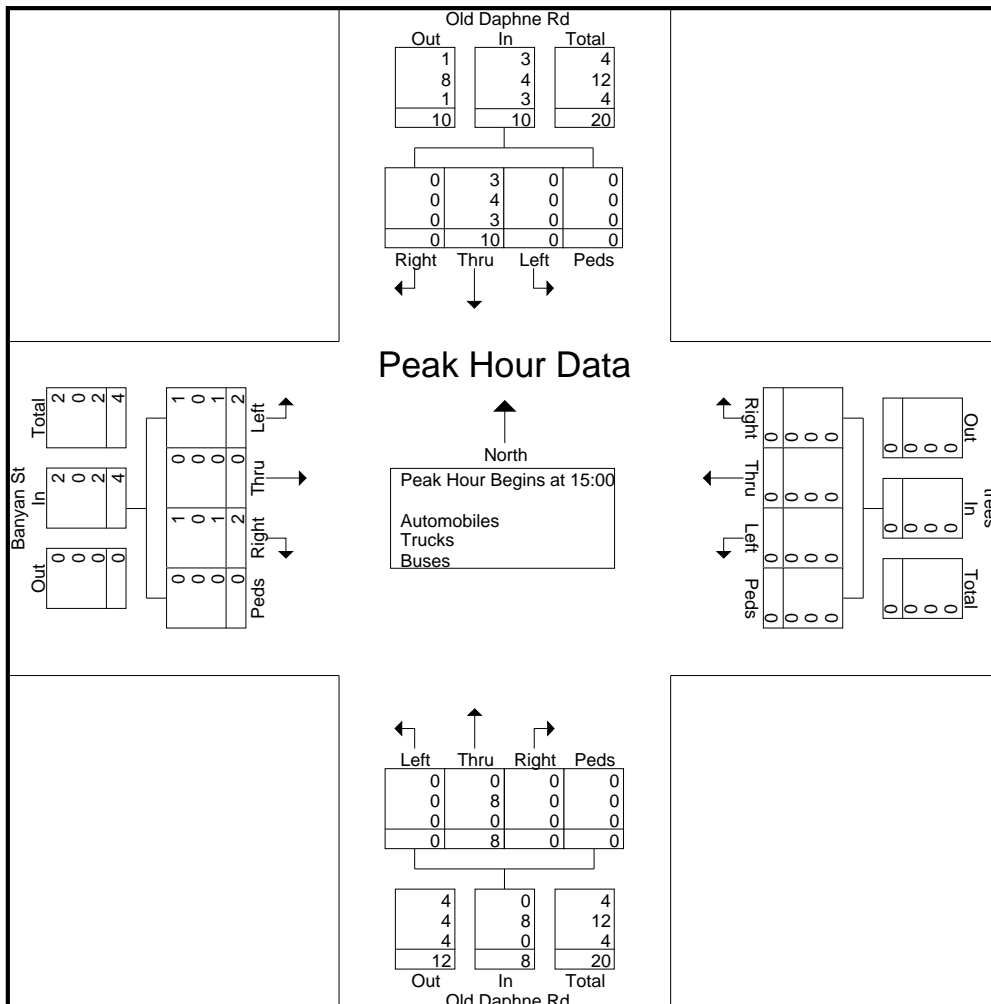
File Name : 18046-3 Old Daphne Rd @ Banyan St

Site Code : 18046-3

Start Date : 4/11/2018

Page No : 4

Start Time	Old Daphne Rd Southbound					trees Westbound					Old Daphne Rd Northbound					Banyan St Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 11:45 to 16:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 15:00																					
15:00	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	7
15:15	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	8
15:30	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
15:45	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total Volume	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	2	0	2	0	4	22
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		50	0	50	0		
PHF	.000	.833	.000	.000	.833	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.250	.000	.250	.000	.500	.688
Automobiles	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	5
% Automobiles	0	30.0	0	0	30.0	0	0	0	0	0	0	0	0	0	0	50.0	0	50.0	0	50.0	22.7
Trucks	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12
% Trucks	0	40.0	0	0	40.0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	54.5
Buses	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	5
% Buses	0	30.0	0	0	30.0	0	0	0	0	0	0	0	0	0	0	50.0	0	50.0	0	50.0	22.7



Crash Analysis Spreadsheets

Brady St./White Ave.

Report #	Year	Month	Day of Month	Day of the Week	Time of Day	Highway Classifications	Highway Side	Primary Contributing Circumstance	Primary Contributing Unit	First Harmful Event	Location	Type of Roadway Junction/ Feature	Crash Manner	Crash Severity	MP Route	Lighting Conditions	Weather	# Injured	Driver Age	Drugs or Alcohol Involved?	Maneuver
5745543	2015	December	23	Wednesday	8:00 AM to 8:59 AM	Municipal	Eastbound	DUI	Unit 1	Ran Off Road Straight	On Roadway	T-Intersection	Single Vehicle Crash (all types)	Property Damage Only	N/A	Daylight	Rain	No Injuries	50	Yes - Alcohol	Movement Essentially Straight
2700132	2012	November	10	Saturday	2:00 PM to 2:59 PM	Municipal	Westbound	Unseen Object/ Person/ Vehicle	Unit 1	Collision with Vehicle in (or from) Other Roadway	At Intersection no Crosswalk	Four-Way Intersection	Angle (front to side) Same Direction	Property Damage Only	N/A	Daylight	Clear	No Injuries	62	No	Movement Essentially Straight
3652556	2013	June	16	Sunday	9:00 AM to 9:59 AM	County	Westbound	Ran Stop Sign	Unit 1	Evasive Action (Swerve/Brake)	On Roadway	At Intersection, Intersection Related	Side Impact (angled)	Property Damage Only	N/A	Daylight	Clear	No Injuries	Unknown	N/A	Unknown
5644661	2015	April	26	Sunday	2:00 AM to 2:59 AM	Municipal	Westbound	Unseen Object/ Person/ Vehicle	Unit 1	Collision with Vehicle in Traffic	On Roadway	Four-Way Intersection	Side Impact (angled)	Property Damage Only	N/A	Dark - Roadway Not Lighted	Clear	No Injuries	16	No	Movement Essentially Straight
6630555	2016	March	11	Friday	6:00 PM to 6:59 PM	County	Eastbound	Failed to Yield Right-of-Way from Stop Sign	Unit 1	Collision with Vehicle in Traffic	On Roadway	Other Intersection	Side Impact (90 degrees)	Property Damage Only	N/A	Dusk	Rain	No Injuries	25	No	Entering Main Road

Dobson Ave./7th St.

Report #	Year	Month	Day of Month	Day of the Week	Time of Day	Highway Classifications	Highway Side	Primary Contributing Circumstance	Primary Contributing Unit	First Harmful Event	Location	Type of Roadway Junction/ Feature	Crash Manner	Crash Severity	MP Route	Lighting Conditions	Weather	# Injured	Driver Age	Drugs or Alcohol Involved?	Maneuver
5714845	2015	October	15	Thursday	5:00 PM to 5:59 PM	County	Eastbound	DUI	Unit 1	Crossed Centerline	On Roadway	No Special Feature	Head-On (front to front only)	Unknown	N/A	Daylight	Clear	No Injuries	67	No	Turning Left
6633808	2016	March	23	Wednesday	11:00 AM to 11:59 AM	Municipal	Not Applicable	Made Improper Turn	Unit 1	Collision with Vehicle in Traffic	On Roadway	No Special Feature	Angle Oncoming (frontal)	Property Damage Only	N/A	Daylight	Cloudy	No Injuries	76	No	Turning Left
6747307	2016	December	13	Tuesday	5:00 PM to 5:59 PM	Municipal	Southbound	Failed to Yield Right-of-Way from Stop Sign	Unit 1	Collision with Vehicle in Traffic	On Roadway	On Segment but Intersection Related	Side Impact (90 degrees)	Property Damage Only	N/A	Dark - Roadway Not Lighted	Rain	No Injuries	42	No	Movement Essentially Straight

Pine St./1st Sreet

Report #	Year	Month	Day of Month	Day of the Week	Time of Day	Highway Classifications	Highway Side	Primary Contributing Circumstance	Primary Contributing Unit	First Harmful Event	Location	Type of Roadway Junction/ Feature	Crash Manner	Crash Severity	MP Route	Lighting Conditions	Weather	# Injured	Driver Age	Drugs or Alcohol Involved?	Maneuver
6703598	2016	August	31	Wednesday	6:00 PM to 6:59 PM	Municipal	Northbound	Failed to Yield Right-of-Way from Stop Sign	Unit 1	Collision with Vehicle in (or from) Other Roadway	On Roadway	No Special Feature	Side Impact (90 degrees)	Property Damage Only	N/A	Daylight	Clear	No Injuries	20	No	Movement Essentially Straight
5711681	2015	October	13	Tuesday	3:00 PM to 3:59 PM	Municipal	Northbound	Over Correcting/ Over Steering	Unit 1	Collision with Utility Pole	Roadside	No Special Feature	Single Vehicle Crash (all types)	Property Damage Only	N/A	Daylight	Clear	No Injuries	67	No	Movement Essentially Straight
4658857	2014	June	18	Wednesday	11:00 AM to 11:59 AM	Municipal	Northbound	Unknown	Unit 1	Collision with Vehicle in Traffic	On Roadway	Four-Way Intersection	Side Impact (angled)	Property Damage Only	N/A	Daylight	Clear	No Injuries	22	No	Movement Essentially Straight
6601338	2016	January	5	Tuesday	6:00 PM to 6:59 PM	Municipal	Southbound	Failed to Yield Right-of-Way from Stop Sign	Unit 1	Collision with Vehicle in Traffic	On Roadway	No Special Feature	Side Impact (angled)	Property Damage Only	N/A	Dark - Spot Illumination One Side of Roadway	Cloudy	No Injuries	16	No	Turning Right

Pine St./Railroad St.

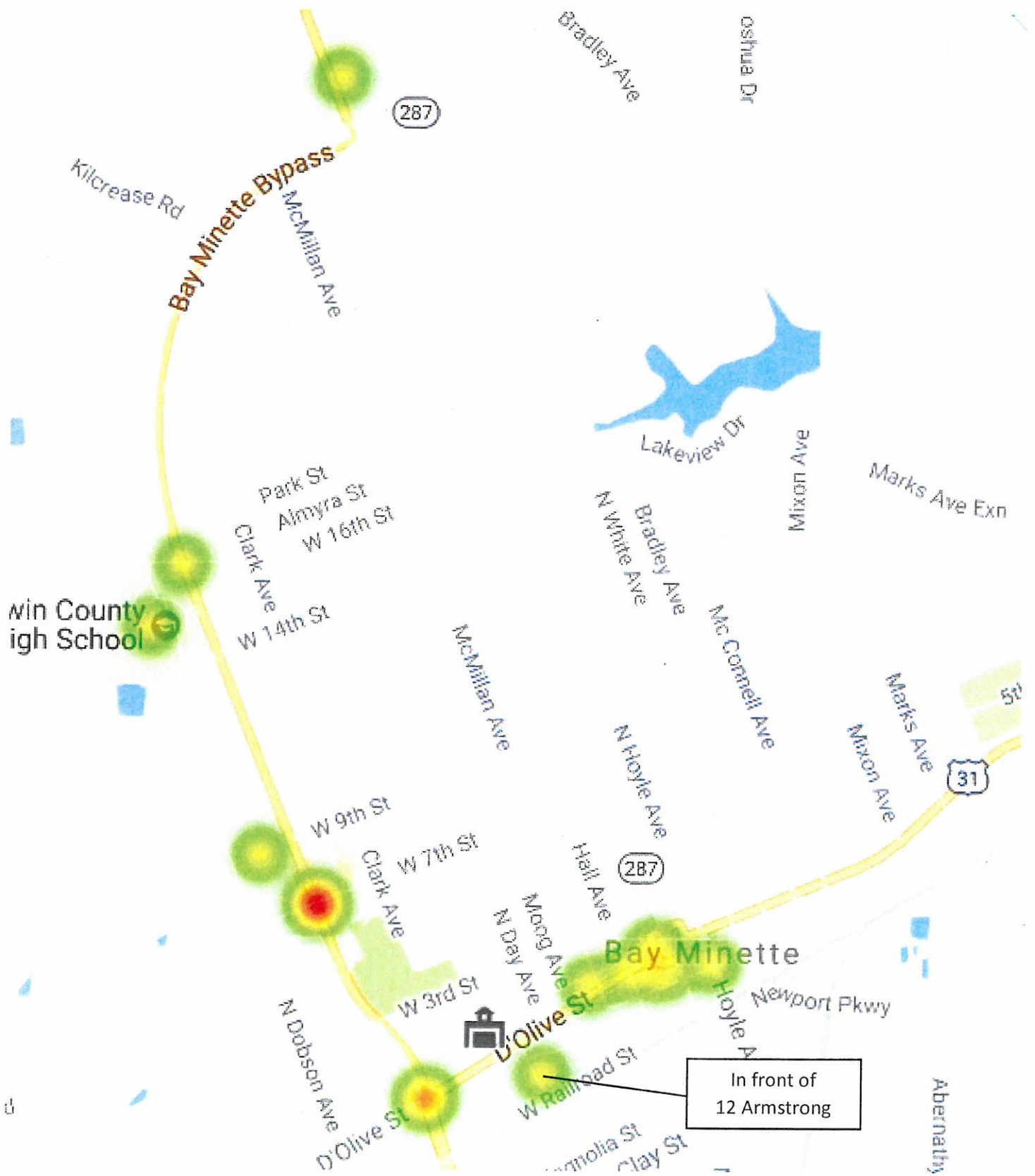
Report #	Year	Month	Day of Month	Day of the Week	Time of Day	Highway Classifications	Highway Side	Primary Contributing Circumstance	Primary Contributing Unit	First Harmful Event	Location	Type of Roadway Junction/ Feature	Crash Manner	Crash Severity	MP Route	Lighting Conditions	Weather	# Injured	Driver Age	Drugs or Alcohol Involved?	Maneuver
3648848	2013	June	4	Tuesday	6:00 PM to 6:59 PM	Municipal	Northbound	Followed too Close	Unit 1	Collision with Vehicle in Traffic	On Roadway	Four-Way Intersection	Rear End (front to rear)	Property Damage Only	N/A	Daylight	Clear	No Injuries	29	No	Movement Essentially Straight
3677736	2013	August	15	Thursday	3:00 PM to 3:59 PM	State	Southbound	Misjudge Stopping Distance	Unit 1	Collision with Vehicle in Traffic	On Roadway	No Special Feature	Rear End (front to rear)	Property Damage Only	AL0003	Daylight	Clear	No Injuries	49	No	Movement Essentially Straight

White Ave./5th St.

Report #	Year	Month	Day of Month	Day of the Week	Time of Day	Highway Classifications	Highway Side	Primary Contributing Circumstance	Primary Contributing Unit	First Harmful Event	Location	Type of Roadway Junction/ Feature	Crash Manner	Crash Severity	MP Route	Lighting Conditions	Weather	# Injured	Driver Age	Drugs or Alcohol Involved?	Maneuver
6603955	2016	January	12	Tuesday	7:00 AM to 7:59 AM	Municipal	Northbound	Unseen Object/ Person/ Vehicle	Unit 1	Collision with Vehicle in Traffic	On Roadway	On Segment but Intersection Related	Side Impact (90 degrees)	Possible Injury	N/A	Daylight	Clear	1 Injury	17	No	Movement Essentially Straight

BAY MINETTE FIRE DEPARTMENT

MVA's with No Injuries
North of Railroad Tracks
01/01/2016-12/13/2016


























MVA with no injuries North of Railroad tracks

Incident Report 17 results found — Download CSV — Export to Google Earth

Grid View

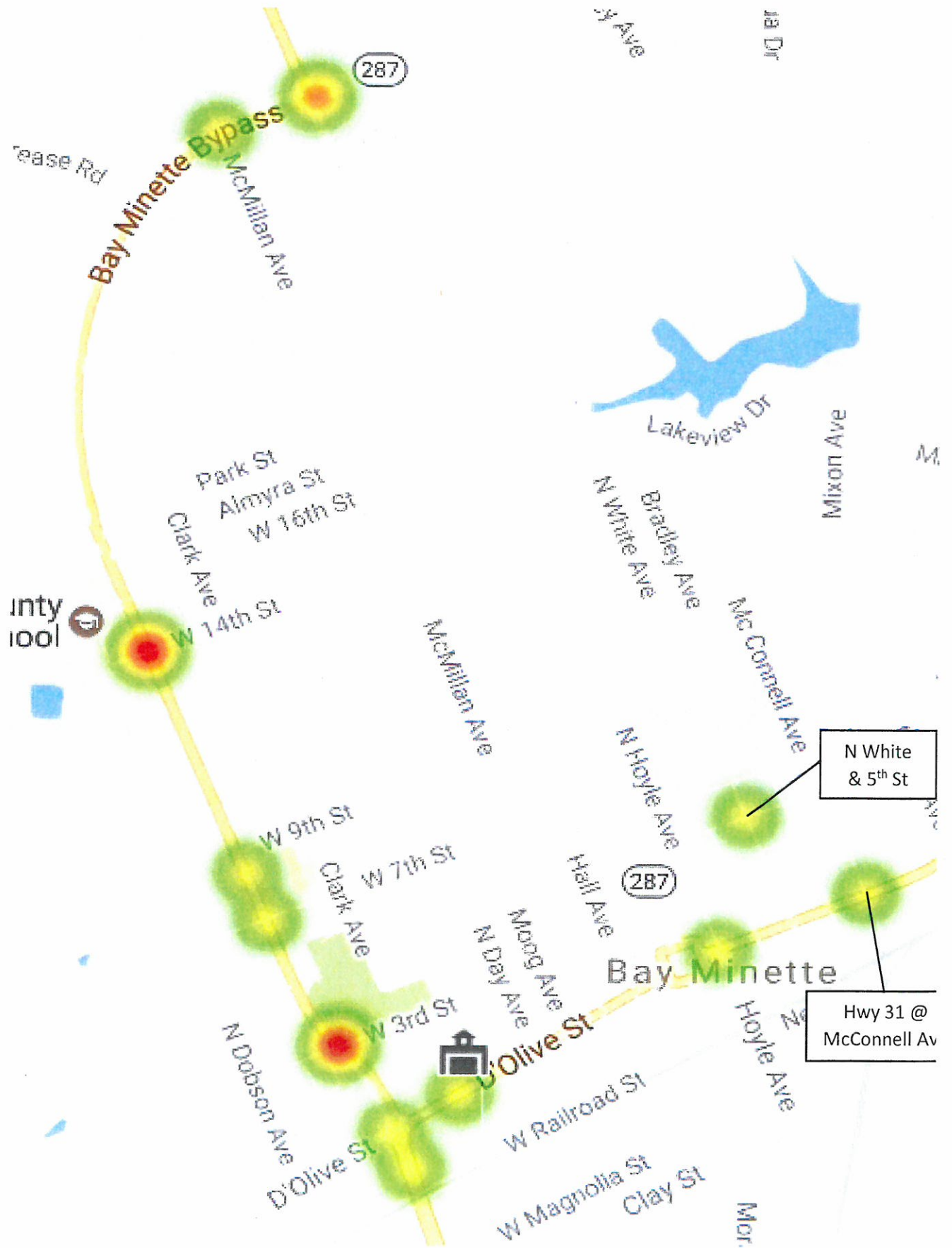
Map View

< Back		1		Next >	
<u>2016-1826</u>	12/14/2016 12:48:45 Station: 1 Disp. #: 929171	324 - Motor vehicle accident with no injuries. D'Olive ST Bay Minette AL 36507 MCMEANS AVE	 Reviewed	 Delete [Unlock]	
<u>2016-1574</u>	10/25/2016 10:30:42 Station: 70 Disp. #: 913459	324 - Motor vehicle accident with no injuries. @W PINE ST Bay Minette AL 36507 DOLIVE ST	 Reviewed	 Delete [Unlock]	
<u>2016-1450</u>	10/06/2016 04:31:52 Station: 70 Disp. #: 906662	324 - Motor vehicle accident with no injuries. 2508 HAND AVE BAY MINETTE AL 36507	 Reviewed	 Delete [Unlock]	
<u>2016-1190</u>	08/24/2016 06:51:03 Station: 70 Disp. #: 890534	324 - Motor vehicle accident with no injuries. @N HOYLE AVE BAY MINETTE AL 36507 E 1ST ST	 Reviewed	 Delete [Unlock]	
<u>2016-1023</u>	07/25/2016 15:24:00 Station: 70 Disp. #: 878197	324 - Motor vehicle accident with no injuries. 701 MCMEANS AVE Bay Minette AL 36507	 Reviewed	 Delete [Unlock]	
<u>2016-1007</u>	07/22/2016 11:44:21 Station: 70 Disp. #: 876792	324 - Motor vehicle accident with no injuries. Highway 31 North HWY Bay Minette AL 36507 Front of Norris Funeral Home	 Reviewed	 Delete [Unlock]	
<u>2016-1000</u>	07/20/2016 16:44:22 Station: 70 Disp. #: 876064	324 - Motor vehicle accident with no injuries. @HOYLE AVE Bay Minette AL 36507 U S HWY 31	 Reviewed	 Delete [Unlock]	
<u>2016-845</u>	06/21/2016 14:31:30 Station: 1 Disp. #: 862090	324 - Motor vehicle accident with no injuries. 412 S COURTHOUSE SQ Bay Minette AL 36507	 Reviewed	 Delete [Unlock]	
<u>2016-609</u>	05/04/2016 17:41:52 Station: 1 Disp. #: 841736	324 - Motor vehicle accident with no injuries. MCMEANS AVE Bay Minette AL 36507 W 7TH ST	 Reviewed	 Delete [Unlock]	
<u>2016-601</u>	05/03/2016 13:32:25 Station: 1 Disp. #: 841312	324 - Motor vehicle accident with no injuries. 12 ARMSTRONG AVE BAY MINETTE AL 36507	 Reviewed	 Delete [Unlock]	
<u>2016-495</u>	04/10/2016 10:27:20 Station: 1 Disp. #: 833033	324 - Motor vehicle accident with no injuries. 59 Bay Minette AL 36507 MCMILLAN	 Reviewed	 Delete [Unlock]	
<u>2016-388</u>	03/18/2016 14:17:03 Station: 70 Disp. #: 824066	324 - Motor vehicle accident with no injuries. 1 TIGER DR Bay Minette AL 36507	 Reviewed	 Delete [Unlock]	
<u>2016-367</u>	03/15/2016 08:38:31 Station: 70 Disp. #: 822711	324 - Motor vehicle accident with no injuries. COURTHOUSE SQ Bay Minette AL 36507 31 N	 Reviewed	 Delete [Unlock]	
<u>2016-335</u>	03/08/2016 14:56:02 Station: 70 Disp. #: 820012	324 - Motor vehicle accident with no injuries. 300 D'OLIVE ST Bay Minette AL 36507	 Reviewed	 Delete [Unlock]	
<u>2016-331</u>	03/07/2016 15:09:43	324 - Motor vehicle accident with no injuries. 31 HWY S	 Reviewed		

	Station: 70 Disp. #: 819660	BAY MINETTE AL 36507 northbound side of overpass		 Delete [Unlock]
2016-135	01/27/2016 15:15:31 Station: 70 Disp. #: 806002	324 - Motor vehicle accident with no injuries. @JAYCEE RD Bay Minette AL 36507 MCMEANS AV	 Reviewed	 Delete [Unlock]
2016-106	01/22/2016 13:28:53 Station: 1 Disp. #: 804428	324 - Motor vehicle accident with no injuries. 701 MCMEANS AVE Bay Minette AL 36507	 Reviewed	 Delete [Unlock]
< Back		1	Next >	

BAY MINETTE FIRE DEPARTMENT

MVA's with Injuries
North of Railroad Tracks
01/01/2016-12/13/2016









































MVA with injuries North of Railroad tracks

Incident Report 20 results found — Download CSV — Export to Google Earth

Grid View

Map View

< Back		1		Next >	
<u>2016-1829</u>	12/14/2016 17:00:29 Station: 1 Disp. #: 929245	322 - Motor vehicle accident with injuries 806 Mc Means AVE Bay Minette AL 36507	 Reviewed	 Delete [Unlock]	
<u>2016-1814</u>	12/12/2016 11:29:06 Station: 70 Disp. #: 928464	322 - Motor vehicle accident with injuries 804 S 31 Bay Minette AL 36507 ABC STORE	 Reviewed	 Delete [Unlock]	
<u>2016-1550</u>	10/20/2016 17:10:49 Station: 70 Disp. #: 911903	322 - Motor vehicle accident with injuries @MCMEANS AVE Bay Minette AL 36507 O'Rilleys Auto Parts	 Reviewed	 Delete [Unlock]	
<u>2016-1521</u>	10/17/2016 09:43:18 Station: 70 Disp. #: 910736	322 - Motor vehicle accident with injuries 47980 State Hwy 59 BAY MINETTE AL 36507	 Reviewed	 Delete [Unlock]	
<u>2016-1420</u>	10/01/2016 11:55:40 Station: 70 Disp. #: 905048	322 - Motor vehicle accident with injuries MCMEANS AVE BAY MINETTE AL 36507 W 3RD ST	 Reviewed	 Delete [Unlock]	
<u>2016-1365</u>	09/24/2016 06:27:36 Station: 70 Disp. #: 902455	322 - Motor vehicle accident with injuries @MCMILLAN AVE Bay Minette AL 36507 STATE HWY 59	 Reviewed	 Delete [Unlock]	
<u>2016-1194</u>	08/25/2016 11:32:04 Station: 1 Disp. #: 890931	322 - Motor vehicle accident with injuries 608 D'Olive ST Bay Minette AL 36507	 Reviewed	 Delete [Unlock]	
<u>2016-995</u>	07/20/2016 07:43:27 Station: 1 Disp. #: 875855	322 - Motor vehicle accident with injuries McMeans AVE Bay Minette AL 36507 at Hand Ave	 Reviewed	 Delete [Unlock]	
<u>2016-885</u>	06/28/2016 09:28:21 Station: 70 Disp. #: 865161	322 - Motor vehicle accident with injuries 47525 State Hwy 59 Bay Minette AL 36507	 Reviewed	 Delete [Unlock]	
<u>2016-682</u>	05/19/2016 20:19:56 Station: 70 Disp. #: 847695	322 - Motor vehicle accident with injuries @MCMEANS AVE Bay Minette AL 36507 W 3RD ST	 Reviewed	 Delete [Unlock]	
<u>2016-663</u>	05/16/2016 12:04:27 Station: 1 Disp. #: 846244	322 - Motor vehicle accident with injuries 31 on the Over Pass HWY S Bay Minette AL 36507 North Bound Side	 Reviewed	 Delete [Unlock]	
<u>2016-638</u>	05/10/2016 17:49:21 Station: 70 Disp. #: 843752	322 - Motor vehicle accident with injuries @MCMEANS AVE Bay Minette AL 36507 W 3RD ST	 Reviewed	 Delete [Unlock]	
<u>2016-568</u>	04/26/2016 17:07:09 Station: 70 Disp. #: 838711	322 - Motor vehicle accident with injuries McMeans AVE Bay Minette AL 36507 in front of BCHS	 Reviewed	 Delete [Unlock]	
<u>2016-465</u>	04/02/2016 14:38:54 Station: 70 Disp. #: 829914	322 - Motor vehicle accident with injuries @MCMEANS AVE Bay Minette AL 36507 W 7TH ST	 Reviewed	 Delete [Unlock]	
<u>2016-432</u>	03/25/2016 13:18:34	322 - Motor vehicle accident with injuries 201 E 2ND ST	 Reviewed		

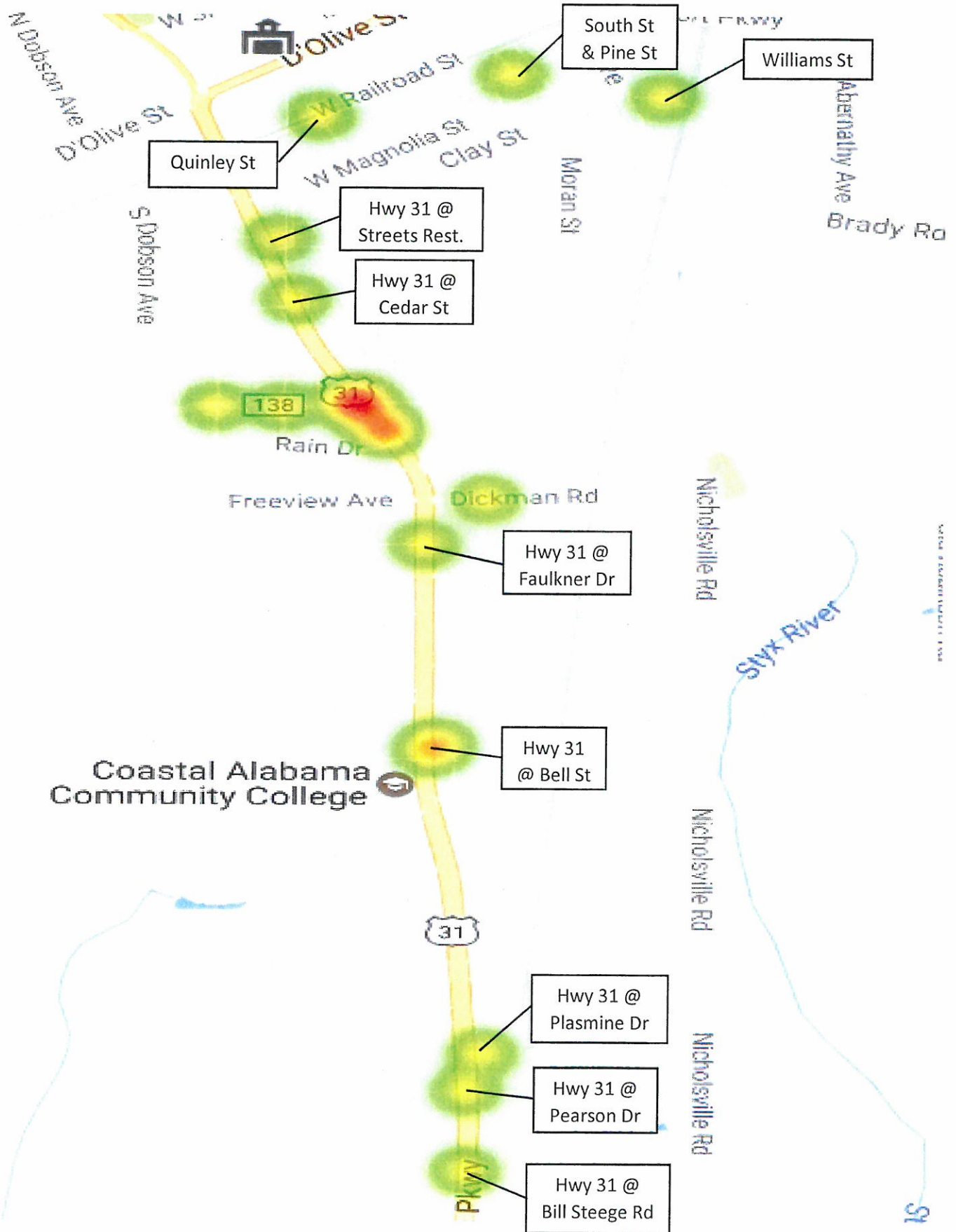
	Station: 1 Disp. #: 826727	Bay Minette AL 36507		 Delete [Unlock]
2016-336	03/08/2016 16:23:52 Station: 1 Disp. #: 820064	322 - Motor vehicle accident with injuries 2nd ST Bay Minette AL 36507 MCCONNELL AV	 Reviewed	 Delete [Unlock]
2016-256	02/23/2016 12:45:15 Station: 70 Disp. #: 814810	322 - Motor vehicle accident with injuries @MCMEANS AVE Bay Minette AL 36507 S U S HWY 31	 Reviewed	 Delete [Unlock]
2016-249	02/22/2016 08:57:25 Station: 1 Disp. #: 814407	322 - Motor vehicle accident with injuries 287 HWY Bay Minette AL 36507 Hwy 59	 Reviewed	 Delete [Unlock]
2016-153	01/31/2016 15:54:42 Station: 70 Disp. #: 807221	322 - Motor vehicle accident with injuries MCMEANS AVE Bay Minette AL 36507 D'Olive Street	 Reviewed	 Delete [Unlock]
2016-44	01/12/2016 07:08:53 Station: 70 Disp. #: 801247	322 - Motor vehicle accident with injuries @N WHITE AVE Bay Minette AL 36507 E 5TH ST	 Reviewed	 Delete [Unlock]
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BAY MINETTE FIRE DEPARTMENT

MVA's with Injuries

South of Railroad Tracks

01/01/2016-12/13/2016













































MVA with injuries South of Railroad tracks

Incident Report 21 results found — Download CSV — Export to Google Earth

Grid View

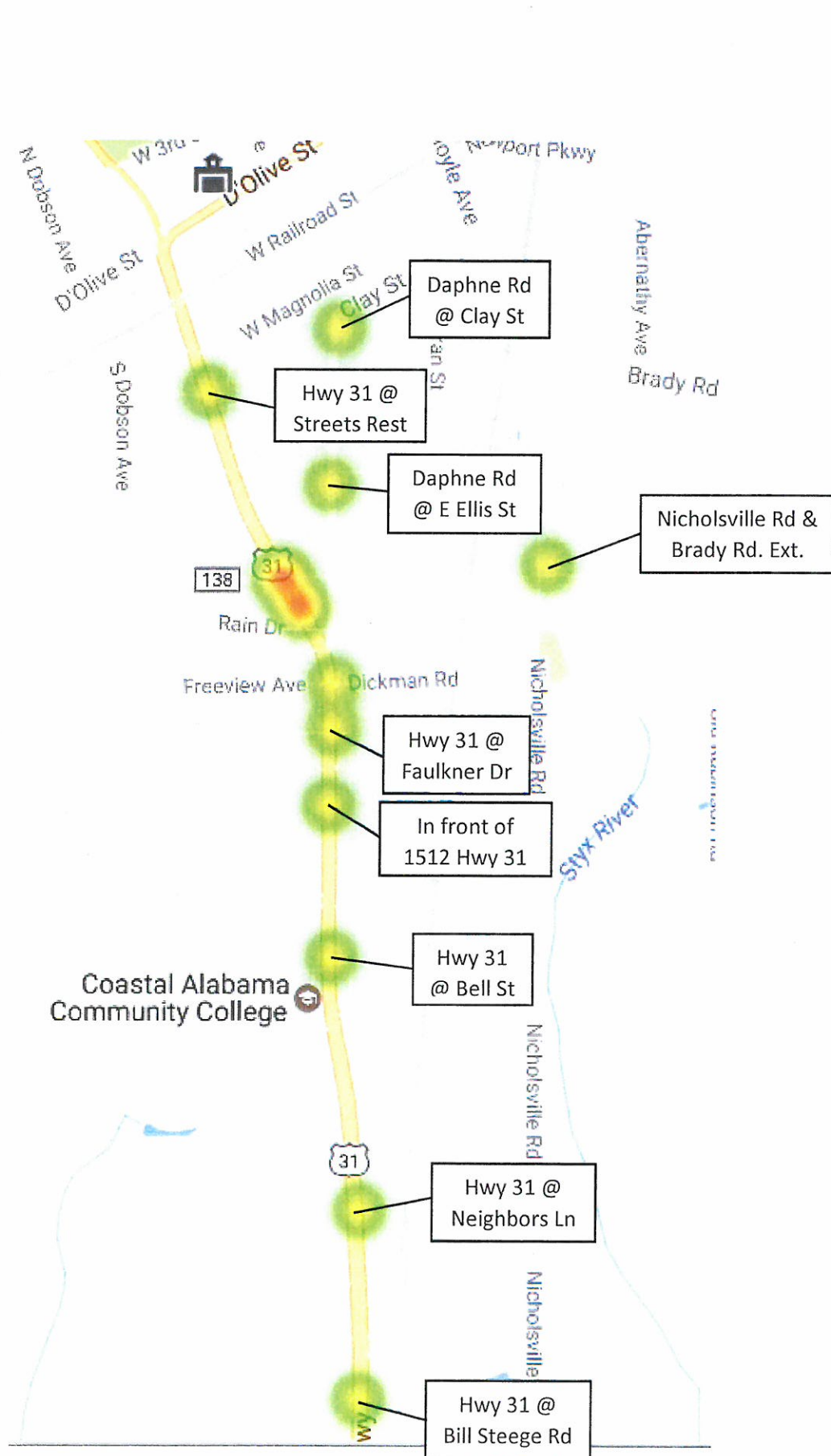
Map View

< Back		1		Next >	
<u>2016-1888</u>	12/28/2016 18:56:52 Station: 70 Disp. #: 933939	322 - Motor vehicle accident with injuries 305 WILLIAMS ST Bay Minette AL 36507	 Reviewed	 Delete [Unlock]	
<u>2016-1784</u>	12/05/2016 17:26:43 Station: 1 Disp. #: 926509	322 - Motor vehicle accident with injuries 31 HWY Bay Minette AL 36507 @ BILL STEEGE RD	 Reviewed	 Delete [Unlock]	
<u>2016-1670</u>	11/11/2016 19:00:08 Station: 1 Disp. #: 918979	322 - Motor vehicle accident with injuries 2427 31 HWY S Bay Minette AL 36507	 Reviewed	 Delete [Unlock]	
<u>2016-1640</u>	11/05/2016 21:11:23 Station: 1 Disp. #: 917252	322 - Motor vehicle accident with injuries Dr Martin Luther King Jr BLVD BAY MINETTE AL 36507 Hwy 31 S	 Reviewed	 Delete [Unlock]	
<u>2016-1621</u>	11/02/2016 09:35:48 Station: 1 Disp. #: 916041	322 - Motor vehicle accident with injuries 712 S U S HWY # 31 BAY MINETTE AL 36507	 Reviewed	 Delete [Unlock]	
<u>2016-1562</u>	10/23/2016 08:37:14 Station: 70 Disp. #: 912787	322 - Motor vehicle accident with injuries 304 SOUTH ST Bay Minette AL 36507	 Reviewed	 Delete [Unlock]	
<u>2016-1348</u>	09/20/2016 19:09:29 Station: 70 Disp. #: 901161	322 - Motor vehicle accident with injuries US HYW 31 HWY Bay Minette AL 36507 SWEAT TIRES	 Reviewed	 Delete [Unlock]	
<u>2016-1266</u>	09/07/2016 07:08:30 Station: 1 Disp. #: 895935	322 - Motor vehicle accident with injuries 100 DICKMAN RD Bay Minette AL 36507 GRACELAND TRAILER PARK	 Reviewed	 Delete [Unlock]	
<u>2016-1097</u>	08/07/2016 15:40:41 Station: 1 Disp. #: 884010	322 - Motor vehicle accident with injuries 1903 31 HWY S Bay Minette AL 36507 Bell St	 Reviewed	 Delete [Unlock]	
<u>2016-893</u>	06/29/2016 05:24:32 Station: 70 Disp. #: 865557	322 - Motor vehicle accident with injuries US Hwy 31 Bay Minette AL 36507 DR MARTIN LUTHER KING JR BLVD	 Reviewed	 Delete [Unlock]	
<u>2016-854</u>	06/23/2016 02:19:41 Station: 70 Disp. #: 862699	322 - Motor vehicle accident with injuries 31 HWY BAY MINETTE AL 36507 BABCOCK FURNITURE	 Reviewed	 Delete [Unlock]	
<u>2016-755</u>	06/03/2016 21:44:32 Station: 1 Disp. #: 854690	322 - Motor vehicle accident with injuries 251 S U S HWY # 31 Bay Minette AL 36507	 Reviewed	 Delete [Unlock]	
<u>2016-670</u>	05/17/2016 11:46:57 Station: 70 Disp. #: 846658	322 - Motor vehicle accident with injuries 31 HWY S BAY MINETTE AL 36507	 Reviewed	 Delete [Unlock]	
<u>2016-662</u>	05/16/2016 11:14:56 Station: 1 Disp. #: 846225	322 - Motor vehicle accident with injuries Faulkner DR Bay Minette AL 36507 S US 31 Hwy	 Reviewed	 Delete [Unlock]	
<u>2016-639</u>	05/10/2016 19:07:54	322 - Motor vehicle accident with injuries Dr Martin Luther King Jr BLVD	 Reviewed		

	Station: 1 Disp. #: 843789	Bay Minette AL 36507 Carroll St		 Delete [Unlock]
<u>2016-604</u>	05/04/2016 01:55:55 Station: 1 Disp. #: 841533	322 - Motor vehicle accident with injuries 31 HWY Bay Minette AL 36507 OLD DAPHNE RD	 Reviewed	 Delete [Unlock]
<u>2016-481</u>	04/06/2016 15:56:22 Station: 1 Disp. #: 831547	322 - Motor vehicle accident with injuries Bell ST Bay Minette AL 36507 Highway 31 South	 Reviewed	 Delete [Unlock]
<u>2016-437</u>	03/26/2016 11:15:56 Station: 1 Disp. #: 827078	322 - Motor vehicle accident with injuries 709 W RAILROAD ST Bay Minette AL 36507	 Reviewed	 Delete [Unlock]
<u>2016-98</u>	01/21/2016 14:22:43 Station: 70 Disp. #: 804111	322 - Motor vehicle accident with injuries 31 HWY S Bay Minette AL 36507 KAISER DR.	 Reviewed	 Delete [Unlock]
<u>2016-73</u>	01/16/2016 14:49:04 Station: 1 Disp. #: 802642	322 - Motor vehicle accident with injuries Martin Luther King Jr BLVD Bay Minette AL 36507 Grove St	 Reviewed	 Delete [Unlock]
<u>2016-59</u>	01/14/2016 18:26:07 Station: 1 Disp. #: 802067	322 - Motor vehicle accident with injuries 31 HWY Bay Minette AL 36507 MLK BLVD	 Reviewed	 Delete [Unlock]
<div style="display: flex; justify-content: space-between; align-items: center;"> < Back 1 Next > </div>				

BAY MINETTE FIRE DEPARTMENT

MVA's with No Injuries
South of Railroad Tracks
01/01/2016-12/13/2016





































MOA with no injuries South of Railroad tracks

Incident Report 17 results found — Download CSV — Export to Google Earth

Grid View

Map View

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<u>2016-1851</u>	12/19/2016 19:11:13 Station: 70 Disp. #: 930887	324 - Motor vehicle accident with no injuries. DAPHNE RD Bay Minette AL 36507 ELLIS ST	 Reviewed	 Delete [Unlock]	
<u>2016-1833</u>	12/16/2016 13:02:29 Station: 70 Disp. #: 929712	324 - Motor vehicle accident with no injuries. South US Highway 31 Bay Minette AL 36507 In Front of the Jep Pep	 Reviewed	 Delete [Unlock]	
<u>2016-1803</u>	12/10/2016 07:42:10 Station: 70 Disp. #: 927723	324 - Motor vehicle accident with no injuries. US highway 31 south Bay Minette AL 36507	 Reviewed	 Delete [Unlock]	
<u>2016-1761</u>	12/01/2016 06:18:01 Station: 70 Disp. #: 925075	324 - Motor vehicle accident with no injuries. S Hoyle AVE Bay Minette AL 36507 And Williams St	 Reviewed	 Delete [Unlock]	
<u>2016-1539</u>	10/19/2016 17:44:18 Station: 1 Disp. #: 911570	324 - Motor vehicle accident with no injuries. 1903 HWY 31 S HWY S BAY MINETTE AL 36507	 Reviewed	 Delete [Unlock]	
<u>2016-1499</u>	10/12/2016 16:08:36 Station: 1 Disp. #: 909054	324 - Motor vehicle accident with no injuries. HWY 31 HWY S BAY MINETTE AL 36507 @ SOUTH ENTRANCE TO IP	 Reviewed	 Delete [Unlock]	
<u>2016-1294</u>	09/11/2016 14:30:29 Station: 70 Disp. #: 897653	324 - Motor vehicle accident with no injuries. RAILROAD TRACKS Bay Minette AL 36507 N DOBSON AVE	 Reviewed	 Delete [Unlock]	
<u>2016-1212</u>	08/28/2016 04:39:12 Station: 70 Disp. #: 892064	324 - Motor vehicle accident with no injuries. 2650 S U S HWY # 31 Bay Minette AL 36507	 Reviewed	 Delete [Unlock]	
<u>2016-1189</u>	08/23/2016 23:29:09 Station: 1 Disp. #: 890498	324 - Motor vehicle accident with no injuries. US Hwy. 31 South HWY Bay Minette AL 36507 Chuck Stevens Parkway	 Reviewed	 Delete [Unlock]	
<u>2016-1170</u>	08/19/2016 14:27:29 Station: 1 Disp. #: 888701	324 - Motor vehicle accident with no injuries. 251 31 HWY S Bay Minette AL 36507	 Reviewed	 Delete [Unlock]	
<u>2016-805</u>	06/13/2016 11:11:06 Station: 70 Disp. #: 858589	324 - Motor vehicle accident with no injuries. Hwy 31 South Bay Minette AL 36507 Martin Luther King BLVD	 Reviewed	 Delete [Unlock]	
<u>2016-760</u>	06/04/2016 15:57:43 Station: 70 Disp. #: 854983	324 - Motor vehicle accident with no injuries. 31 HWY S BAY MINETTE AL 36507	 Reviewed	 Delete [Unlock]	
<u>2016-644</u>	05/11/2016 23:21:16 Station: 70 Disp. #: 844339	324 - Motor vehicle accident with no injuries. 813 S WHITE AVE BAY MINETTE AL 36507	 Reviewed	 Delete [Unlock]	
<u>2016-538</u>	04/20/2016 19:58:46 Station: 70 Disp. #: 836545	324 - Motor vehicle accident with no injuries. Hwy 31 South HWY Bay Minette AL 36507 In front of standare furniture	 Reviewed	 Delete [Unlock]	
<u>2016-518</u>	04/14/2016 20:13:58	324 - Motor vehicle accident with no injuries. @DICKMAN RD	 Reviewed		

	Station: 70 Disp. #: 834475	Bay Minette AL 36507 S U S HWY 31		 Delete [Unlock]
2016-270	02/25/2016 15:40:53 Station: 70 Disp. #: 815525	324 - Motor vehicle accident with no injuries. 507 DAPHNE RD Bay Minette AL 36507	 Reviewed	 Delete [Unlock]
2016-100	01/21/2016 17:58:15 Station: 70 Disp. #: 804208	324 - Motor vehicle accident with no injuries. HWY 31 south LN Bay Minette AL 36507 Just south of bay fire	 Reviewed	 Delete [Unlock]
< Back		1	Next >	

Accident Locations
December 1, 2016-May 31, 2017

LOCATION	CROSS STREET/STREET	TOTAL ACCIDENTS
D'Olive Street	Highway 31/McMeans Avenue	17
Highway 31S	Dr. MLK (Hurricane Rd)	10
McMeans Ave	7th Street	8
Hand Avenue	Hwy 59/McMeans/287 (Rabun Road)	4
McMeans Ave	3rd Street	6
Highway 31S	Magnolia Street	2
Highway 31S	Dickman Road	3
Highway 31S	Daphne Road	3
Highway 31S	Rain Drive	2
McMeans Ave	McMillan Avenue	2
Highway 31S	E Banyan Street	2
Highway 31S	College Drive/Faulkner Dr/Bouler	4
Highway 31S	Ellis Avenue	1
Highway 31S	Old Daphne Road	1
Highway 31S	Bill Steege Road	1
McMeans Ave	9th Street & McMeans & Jaycee Rd	3
Dobson Avenue	D'Olive Street	1
Dobson Avenue	7th Street	3
Dobson Avenue	13th Street (curve by Walmart)	1
D'Olive Street	Pine Street/Hall Avenue	2
D'Olive Street	McMillan Avenue	1
Courthouse Square	(Hoyle Ave & Second Street)	5
Hand Avenue	East 12th Street	2
Hand Avenue	Petty Lane	1
Hand Avenue	14th Street	1
Hand Avenue	5th Street	1
Highway 31N	Blackburn Avenue	1
Highway 31N	Mixon Avenue	1
Hoyle Ave	Brady Road	1
Hoyle Ave	Williams Street	1
Dobson Avenue	Hardy Circle	1
Dickman Road	Railroad Tracks/Turner Street	1
McMillan Avenue	Almyra Street	1
Hall Avenue	6th Street	1
McMeans Ave	5th Street	1
D'Olive Street	West 1st Street	1
N. White Avenue	3rd Street	1
Dr. MLK Blvd	Boykin Street	1
13th Street	Private Drive	1
3rd Street	Chamber Drive	1
	TOTAL ACCIDENTS	101

Accident Search Results

Bay Minette Police Department

Search Criteria:

- Date Of Accident (General) Between '12/01/2016' And '05/31/2017'

Accident Number:	Acc. Date:	On Street, Road, Or Highway:	Intersecting/Reference Street:	Units:	Investigating Officer:
16-12-02	12/04/2016	Highway 31 North	Blackburn Avenue	2	5259 - Officer Troy J. Kelly
16-12-03	12/05/2016	BRADY RD	BRADY RD	2	8709 - Officer Marcus D. Sledge
16-12-04	12/05/2016	Us Highway 31 South	D'Olive Street	2	7770 - Sgt. Renee Peebles
16-12-05	12/05/2016	US Hwy 31 South	Old Daphne Rd	3	7902 - Officer Jason Price
16-12-06	12/06/2016	McMeans Avenue	7th Street	2	6055 - Cpl. Jamie O. McClung
16-12-07	12/09/2016	US Highway 31 South	Dr.MLK Jr BLVD	2	695 - Officer Jesse B. Baggett
16-12-08	12/12/2016	Highway 31 South	Ellis Street	2	5720 - Officer Andrew C. Lyle
16-12-09	12/13/2016	North Dobson	West 7th Street	2	8301 - Officer Rodrick I. Robinson
16-12-10	12/14/2016	U.S. Highway 31 South	D'Olive Street	2	8709 - Officer Marcus D. Sledge
16-12-11	12/14/2016	McMeans Ave	W. 7th Street	2	7902 - Officer Jason Price
16-12-12	12/14/2016	US Highway 31 South	D'Olive Street	2	1553 - Sgt. Richard W. Davis, Jr
16-12-13	12/16/2016	Highway 31 South	North College Drive	2	5720 - Officer Andrew C. Lyle
16-12-14	12/22/2016	McMeans Avenue	3rd Street	2	5720 - Officer Andrew C. Lyle
16-12-15	12/25/2016	McMeans Ave	West 7th Street	2	9170 - Sgt. Rufus Thompson
16-12-16	12/28/2016	Williams Street	Hoyle Avenue	2	3694 - Cpl. Richard B. Herring
16-12-17	12/31/2016	Highway 31 South	Dickman Road	2	3645 - Sgt. Jonathan Hall
17-01-01	01/03/2017	McMeans Avenue	D'Olive Street	2	3694 - Cpl. Richard B. Herring
17-01-02	01/05/2017	West 7th Street	North Dobson	2	8834 - Cpl. Jimmy D. Stracener
17-01-03	01/12/2017	3rd Street	McMeans Avenue	2	3694 - Cpl. Richard B. Herring
17-01-04	01/13/2017	Highway 31 South	Dr. Martin Luther King Jr Blvd.	3	5720 - Officer Andrew C. Lyle
17-01-05	01/14/2017	Hardy Circle	Hardy Circle	2	2158 - Officer Ethan Elmore

Accident Number:	Acc. Date:	On Street, Road, Or Highway:	Intersecting/Reference Street:	Units:	Investigating Officer:
17-01-06	01/17/2017	US Highway 31 South	US Hwy 31 South/DR MLK BLVD	2	1553 - Sgt. Richard W. Davis, Jr
17-01-07	01/17/2017	State Hwy 59	Banyan Street	2	1553 - Sgt. Richard W. Davis, Jr
17-01-08	01/17/2017	D'Olive Street	Pine Street	2	8709 - Officer Marcus D. Sledge
17-01-09	01/17/2017	Hwy 31	Bouler St	2	7770 - Sgt. Renee Peebles
17-01-10	01/18/2017	7th Street	North Dobson Avenue	2	5720 - Officer Andrew C. Lyle
17-01-11	01/19/2017	D'Olive Street	D'Olive Street	2	2158 - Officer Ethan Elmore
17-01-12	01/19/2017	McMeans Avenue	Highway 287	2	5720 - Officer Andrew C. Lyle
17-01-13	01/19/2017	D'Olive Street	Highway 31 South	2	5720 - Officer Andrew C. Lyle
17-01-14	01/20/2017	Dobson Ave	W. Thirteenth St	2	7902 - Officer Jason Price
17-01-15	01/23/2017	North Dobson Avenue	D'Olive Street	2	5720 - Officer Andrew C. Lyle
17-01-16	01/24/2017	D'Olive Street	McMeans Avenue	2	8301 - Officer Rodrick I. Robinson
17-01-17	01/27/2017	Highway 31 South	Martin Luther King Jr. Blvd.	2	8834 - Cpl. Jimmy D. Stracener
17-01-18	01/30/2017	US Highway 31 South	West Hurricane Road	2	3694 - Cpl. Richard B. Herring
17-01-19	01/31/2017	D'Olive Street	McMeans Avenue	2	7902 - Officer Jason Price
17-02-02	02/01/2017	Old Daphne Road	Old Daphne Road	2	390 - Officer Andrew Augustine
17-02-03	02/02/2017	US Highway 31 South	Martin Luther King Boulevard	2	8301 - Officer Rodrick I. Robinson
17-02-04	02/06/2017	Highway 31 South	Dickman Road	2	5720 - Officer Andrew C. Lyle
17-02-05	02/07/2017	D'Olive Street	McMeans Avenue	2	5259 - Officer Troy J. Kelly
17-02-06	02/10/2017	West 3rd Street	McMeans Avenue	2	5720 - Officer Andrew C. Lyle
17-02-07	02/17/2017	D'Olive Street	McMeans Ave	2	8709 - Officer Marcus D. Sledge
17-02-08	02/18/2017	D'Olive Street	McMeans Avenue	2	1553 - Sgt. Richard W. Davis, Jr
17-02-09	02/21/2017	Highway 31 South	Daphne Road	2	5259 - Officer Troy J. Kelly
17-02-10	02/22/2017	Hand Ave	E 12 th Street	2	7770 - Sgt. Renee Peebles
17-02-11	02/23/2017	Dickman Road	Railroad Track	2	8709 - Officer Marcus D. Sledge
17-02-12	02/23/2017	McMeans Ave	W 9th Street	2	7770 - Sgt. Renee Peebles
17-02-13	02/24/2017	US Highway 31 South	Old Daphne Road	2	8301 - Officer Rodrick I. Robinson
17-03-02	03/01/2017	Highway 31 South	Banyan Street	2	5720 - Officer Andrew C. Lyle

Accident Number:	Acc. Date:	On Street, Road, Or Highway:	Intersecting/Reference Street:	Units:	Investigating Officer:
17-03-03	03/06/2017	West Almyra	West Almyra	2	390 - Officer Andrew Augustine
17-03-04	03/06/2017	Hand Avenue	Hand Avenue	2	2158 - Officer Ethan Elmore
17-03-05	03/07/2017	Highway 31 North	Mixon Avenue	1	5259 - Officer Troy J. Kelly
17-03-06	03/08/2017	D'Olive Street	Hall Avenue	2	1553 - Sgt. Richard W. Davis, Jr
17-03-07	03/08/2017	Hwy 31 South	Dickman Road	2	8709 - Officer Marcus D. Sledge
17-03-08	03/10/2017	McMeans Ave	McMillian Ave	2	3645 - Sgt. Jonathan Hall
17-03-09	03/15/2017	Highway 31 South	D'Olive Street	2	390 - Officer Andrew Augustine
17-03-10	03/17/2017	US Highway 31 South	D'Olive Street	2	3694 - Cpl. Richard B. Herring
17-03-11	03/18/2017	Hwy 31 South	Faulkner Drive	2	9170 - Sgt. Rufus Thompson
17-03-12	03/19/2017	McMeans Avenue	7th Street	2	8709 - Officer Marcus D. Sledge
17-03-13	03/21/2017	Hand Avenue	West 14th Street	2	8301 - Officer Rodrick I. Robinson
17-03-14	03/23/2017	Highway 31 South	Dr. Martin Luther King Jr. Dvd.	2	8834 - Cpl. Jimmy D. Stracener
17-03-15	03/23/2017	Court House Square	East 2nd Street	2	1553 - Sgt. Richard W. Davis, Jr
17-03-16	03/24/2017	McMeans Avenue	West 3rd Street	2	8301 - Officer Rodrick I. Robinson
17-03-17	03/27/2017	State Highway 59	7th Street	2	1553 - Sgt. Richard W. Davis, Jr
17-03-18	03/31/2017	Highway 59	D'Olive Street	2	1553 - Sgt. Richard W. Davis, Jr
17-04-02	04/04/2017	McMeans Avenue	D'Olive Street	2	2158 - Officer Ethan Elmore
17-04-03	04/06/2017	Highway 31 North	North Hoyle Avenue	2	6055 - Cpl. Jamie O. McClung
17-04-04	04/07/2017	Magnolia Street	Highway 31 South	2	5720 - Officer Andrew C. Lyle
17-04-05	04/11/2017	McMeans Ave	Jaycee Rd	2	7902 - Officer Jason Price
17-04-06	04/17/2017	McMeans Avenue	West 7th Street	2	8301 - Officer Rodrick I. Robinson
17-04-07	04/18/2017	Courthouse Square	Hand Avenue	2	5720 - Officer Andrew C. Lyle
17-04-08	04/18/2017	Jaycee Road	McMeans Avenue	2	5259 - Officer Troy J. Kelly
17-04-09	04/19/2017	Hall Avenue	6th Street	2	8709 - Officer Marcus D. Sledge
17-04-10	04/20/2017	Hand Avenue	5th Street	1	1553 - Sgt. Richard W. Davis, Jr
17-04-11	04/20/2017	HWY 31 SOUTH	D'OLIVE ST	2	8709 - Officer Marcus D. Sledge
17-04-12	04/20/2017	Hwy 59	w 5th Street	2	7770 - Sgt. Renee Peebles

Accident Number:	Acc. Date:	On Street, Road, Or Highway:	Intersecting/Reference Street:	Units:	Investigating Officer:
17-04-13	04/21/2017	McMeans Avenue	West 7th Street	2	5259 - Officer Troy J. Kelly
17-04-14	04/25/2017	Highway 31 South	Rain Drive	2	8709 - Officer Marcus D. Sledge
17-04-15	04/25/2017	7th Street	McMeans Avenue	2	6055 - Cpl. Jamie O. McClung
17-05-01	05/02/2017	West 1st Street	West 1st Street	2	390 - Officer Andrew Augustine
17-05-02	05/02/2017	Hand Avenue	Hand Avenue	2	2158 - Officer Ethan Elmore
17-05-03	05/04/2017	Hwy 59 South	Hwy 287	3	9170 - Sgt. Rufus Thompson
17-05-04	05/05/2017	Hand Ave	Petty Lane	2	390 - Officer Andrew Augustine
17-05-05	05/08/2017	D'Olive Street	McMillan Avenue	1	3694 - Cpl. Richard B. Herring
17-05-06	05/10/2017	State Hwy 59	3th Street	2	7770 - Sgt. Renee Peebles
17-05-07	05/10/2017	State Hwy 31	MLK Jr Blvd	2	7770 - Sgt. Renee Peebles
17-05-08	05/12/2017	US Highway 31 South	D'Olive Street	3	3694 - Cpl. Richard B. Herring
17-05-09	05/15/2017	West Magnolia St	Hwy 31 South	2	7770 - Sgt. Renee Peebles
17-05-10	05/16/2017	North White Avenue	3rd Street	2	7770 - Sgt. Renee Peebles
17-05-11	05/16/2017	Hwy 31	Bill Steege RD	1	7770 - Sgt. Renee Peebles
17-05-12	05/19/2017	Highway 287	Highway 59	2	8708 - Officer Ronald W. Saladin, Jr
17-05-13	05/19/2017	Hwy 31	MLK Jr. Blvd	2	7770 - Sgt. Renee Peebles
17-05-14	05/20/2017	Hwy 31	MLK Jr Blvd	3	7770 - Sgt. Renee Peebles
17-05-15	05/20/2017	US Highway 31 South	Rain Drive	2	1553 - Sgt. Richard W. Davis, Jr
17-05-16	05/21/2017	Chamber Drive	Chambers Drive	2	2158 - Officer Ethan Elmore
17-05-17	05/22/2017	McMeans Ave	D'Olive St	3	7902 - Officer Jason Price
17-05-18	05/23/2017	McMillian Ave	McMeans Ave	2	7902 - Officer Jason Price
17-05-19	05/23/2017	Dr Martin Luther King Jr Blvd	Boykin Street	3	8709 - Officer Marcus D. Sledge
17-05-20	05/25/2017	Highway 31 North	N Hoyle Avenue	2	8708 - Officer Ronald W. Saladin, Jr
17-05-21	05/25/2017	Highway 31 South	Faulkner Drive	2	390 - Officer Andrew Augustine
17-05-22	05/25/2017	West 13th Street	Private Drive	1	5720 - Officer Andrew C. Lyle
17-05-23	05/27/2017	McMeans Ave	W. 3rd Street	2	7902 - Officer Jason Price

Accident Number: _____ Acc. Date: _____ On Street, Road, Or Highway: _____ Intersecting/Reference Street: _____ Units: Investigating Officer: _____

Total Matches Found: 101

FDOT's Quality/Level of Service Handbook Tables

Generalized **Annual Average Daily** Volumes for Florida's
Urbanized Areas

TABLE 1

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	16,800	17,700	**	4	47,400	64,000	77,900	84,600	
4	Divided	*	37,900	39,800	**	6	69,900	95,200	116,600	130,600	
6	Divided	*	58,400	59,900	**	8	92,500	126,400	154,300	176,600	
8	Divided	*	78,800	80,100	**	10	115,100	159,700	194,500	222,700	
						12	162,400	216,700	256,600	268,900	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	7,300	14,800	15,600	4	45,800	61,500	74,400	79,900	
4	Divided	*	14,500	32,400	33,800	6	68,100	93,000	111,800	123,300	
6	Divided	*	23,300	50,000	50,900	8	91,500	123,500	148,700	166,800	
8	Divided	*	32,000	67,300	68,100	10	114,800	156,000	187,100	210,300	
Non-State Signalized Roadway Adjustments						Freeway Adjustments					
(Alter corresponding state volumes by the indicated percent.)						Auxiliary Lanes					
Non-State Signalized Roadways - 10%						Present in Both Directions + 20,000					
						Ramp Metering + 5%					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
2	Divided	Yes	No	+5%		2	Undivided	8,600	17,000	24,200	33,300
2	Undivided	No	No	-20%		4	Divided	36,700	51,800	65,600	72,600
Multi	Undivided	Yes	No	-5%		6	Divided	55,000	77,700	98,300	108,800
Multi	Undivided	No	No	-25%							
-	-	-	Yes	+ 5%		Uninterrupted Flow Highway Adjustments					
One-Way Facility Adjustment						Lanes	Median	Exclusive left lanes	Adjustment factors		
Multiply the corresponding two-directional volumes in this table by 0.6						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE²						¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
Paved Shoulder/Bicycle Lane Coverage						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
	B	C	D	E		* Cannot be achieved using table input value defaults.					
0-49%	*	2,900	7,600	19,700		** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
50-84%	2,100	6,700	19,700	>19,700		Source:					
85-100%	9,300	19,700	>19,700	**		Florida Department of Transportation					
PEDESTRIAN MODE²						Systems Planning Office					
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						www.dot.state.fl.us/planning/systems/sm/los/default.shtm					
Sidewalk Coverage	B	C	D	E							
0-49%	*	*	2,800	9,500							
50-84%	*	1,600	8,700	15,800							
85-100%	3,800	10,700	17,400	>19,700							
BUS MODE (Scheduled Fixed Route)³											
(Buses in peak hour in peak direction)											
Sidewalk Coverage	B	C	D	E							
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							

TABLE 1
(continued)

Generalized **Annual Average Daily** Volumes for Florida's
Urbanized Areas

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
	Freeways	Core Freeways	Highways		State Arterials				Class I	
					Class I	Class II		Bicycle	Pedestrian	
ROADWAY CHARACTERISTICS										
Area type (u,lu)	lu	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (n, nr, r)			n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	4	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4	4								
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)			1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.91	0.97	0.98						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n
LEVEL OF SERVICE THRESHOLDS										
Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus		
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.		
		%ffs	Density						ats	ats
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6		
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4		
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3		
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2		

% ffs = Percent free flow speed ats = Average travel speed

Generalized **Annual Average Daily** Volumes for Florida's
Transitioning Areas and
Areas Over 5,000 Not In Urbanized Areas¹

TABLE 2

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
STATE SIGNALIZED ARTERIALS						FREEWAYS						
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	4	44,100	57,600	68,900	71,700		
2	Undivided	*	14,400	16,200	**	6	65,100	85,600	102,200	111,000		
4	Divided	*	34,000	35,500	**	8	85,100	113,700	135,200	150,000		
6	Divided	*	52,100	53,500	**	10	106,200	141,700	168,800	189,000		
Class II (35 mph or slower posted speed limit)						Freeway Adjustments						
Lanes	Median	B	C	D	E	Auxiliary Lanes Present in Both Directions + 20,000			Ramp Metering + 5%			
2	Undivided	*	6,500	13,300	14,200							
4	Divided	*	9,900	28,800	31,600							
6	Divided	*	16,000	44,900	47,600							
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%						UNINTERRUPTED FLOW HIGHWAYS						
Median & Turn Lane Adjustments						Lanes	Median	B	C	D	E	
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		2	Undivided	9,200	17,300	24,400	33,300	
2	Divided	Yes	No	+5%		4	Divided	35,300	49,600	62,900	69,600	
2	Undivided	No	No	-20%		6	Divided	52,800	74,500	94,300	104,500	
Multi	Undivided	Yes	No	-5%		Uninterrupted Flow Highway Adjustments						
Multi	Undivided	No	No	-25%		Lanes	Median	Exclusive left lanes	Adjustment factors			
-	-	-	Yes	+ 5%		2	Divided	Yes	+5%			
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						Multi	Undivided	Yes	-5%			
						Multi	Undivided	No	-25%			
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.						
Paved Shoulder/Bicycle Lane Coverage						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.						
		B	C	D	E	³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.						
0-49%		*	2,600	6,100	19,500	* Cannot be achieved using table input value defaults.						
50-84%		1,900	5,500	18,400	>19,500	** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.						
85-100%		7,500	19,500	>19,500	**							
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Sidewalk Coverage												
		B	C	D	E							
0-49%		*	*	2,800	9,400							
50-84%		*	1,600	8,600	15,600							
85-100%		3,800	10,500	17,100	>19,500							
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)												
Sidewalk Coverage												
		B	C	D	E							
0-84%		> 5	≥ 4	≥ 3	≥ 2							
85-100%		> 4	≥ 3	≥ 2	≥ 1							
						Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm						

TABLE 2
(continued)

Generalized **Annual Average Daily** Volumes for Florida's
Transitioning and
Areas Over 5,000 Not In Urbanized Areas

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
	Freeways	Highways		State Arterials				Class I	
				Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (t,uo)	t	t	t	t	t	t	t	t	t
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n	n	n						
Median (n, nr, r)		n	r	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	8	5	5	1.8	2	2	2	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Local adjustment factor	0.85	0.97	0.95						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n
LEVEL OF SERVICE THRESHOLDS									
Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus	
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.	
		%ffs	Density	ats	ats				
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6	
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4	
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3	
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2	

% ffs = Percent free flow speed ats = Average travel speed

**Generalized Annual Average Daily Volumes for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population¹**

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	12,900	14,200	**	4	28,800	43,000	52,300	60,000	
4	Divided	*	29,300	30,400	**	6	43,000	64,000	78,300	92,500	
6	Divided	*	45,200	45,800	**	8	57,500	85,400	104,400	123,500	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%						Freeway Adjustments Auxiliary Lanes Present in Both Directions + 20,000					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Rural Undeveloped					
2	Divided	Yes	No	+5%		Lanes	Median	B	C	D	E
2	Undivided	No	No	-20%		2	Undivided	4,700	8,400	14,300	28,600
Multi	Undivided	Yes	No	-5%		4	Divided	25,700	40,300	51,000	57,900
Multi	Undivided	No	No	-25%		6	Divided	38,800	60,400	76,700	86,800
-	-	-	Yes	+ 5%		Developed Areas					
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						Lanes	Median	B	C	D	E
						2	Undivided	8,700	16,400	23,100	31,500
						4	Divided	25,900	40,700	52,400	59,600
						6	Divided	38,800	61,000	78,400	89,500
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Passing Lane Adjustments Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length					
Rural Undeveloped						Uninterrupted Flow Highway Adjustments					
Paved Shoulder/Bicycle Lane Coverage						Lanes	Median	Exclusive left lanes	Adjustment factors		
0-49%						2	Divided	Yes	+5%		
50-84%						Multi	Undivided	Yes	-5%		
85-100%						Multi	Undivided	No	-25%		
2,600 3,900 18,500 >18,500											
Developed Areas											
Paved Shoulder/Bicycle Lane Coverage											
0-49%											
50-84%											
85-100%											
5,900 18,500 >18,500 **											
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage											
0-49%											
50-84%											
85-100%											
3,600 10,200 16,700 >19,200											
						¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
						* Cannot be achieved using table input value defaults.					
						** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
						Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm					

TABLE 3
(continued)

Generalized Annual Average Daily Volumes for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials	Bicycle	Pedestrian		
ROADWAY CHARACTERISTICS										
Area type (ru, rd)	rural	ru	ru	rd	rd	rd	rd	ru	rd	rd
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	65	50	55	45	45	55	45	45
Free flow speed (mph)	75	60	70	55	60	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (n, nr, r)		n	r	n	r	n	r	r	r	n
Terrain (l,r)	1	1	1	1	1	1	1	1	1	1
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	14	10	10	5	5	1.9	2.2	4	2	2
Number of basic segments	4									
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.550	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,300	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	4.0	4.0	3.0	3.0	6.0	3.5	3.0
Local adjustment factor	0.84	0.88	0.73	0.97	0.82					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n
LEVEL OF SERVICE THRESHOLDS										
Level of Service	Freeways	Highways								
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd				
	Density	%tsf	ats	%ffs	Density	Density				
B	≤ 14	≤ 50	≤ 55	> 83.3	≤ 14	≤ 14				
C	≤ 22	≤ 65	≤ 50	> 75.0	≤ 22	≤ 22				
D	≤ 29	≤ 80	≤ 45	> 66.7	≤ 29	≤ 29				
E	≤ 36	> 80	≤ 40	> 58.3	≤ 34	≤ 34				
Level of Service	Arterials		Bicycle		Pedestrian					
	Major City/Co.(ats)		Score		Score					
B	> 31 mph		≤ 2.75		≤ 2.75					
C	> 23 mph		≤ 3.50		≤ 3.50					
D	> 18 mph		≤ 4.25		≤ 4.25					
E	> 15 mph		≤ 5.00		≤ 5.00					

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

Generalized **Peak Hour Two-Way** Volumes for Florida's
Urbanized Areas¹

TABLE 4

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
STATE SIGNALIZED ARTERIALS						FREEWAYS						
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	4	4,120	5,540	6,700	7,190		
2	Undivided	*	1,510	1,600	**	6	6,130	8,370	10,060	11,100		
4	Divided	*	3,420	3,580	**	8	8,230	11,100	13,390	15,010		
6	Divided	*	5,250	5,390	**	10	10,330	14,040	16,840	18,930		
8	Divided	*	7,090	7,210	**	12	14,450	18,880	22,030	22,860		
Class II (35 mph or slower posted speed limit)						Freeway Adjustments						
Lanes	Median	B	C	D	E	Auxiliary Lanes			Ramp			
2	Undivided	*	660	1,330	1,410	Present in Both Directions			Metering			
4	Divided	*	1,310	2,920	3,040	+ 1,800			+ 5%			
6	Divided	*	2,090	4,500	4,590							
8	Divided	*	2,880	6,060	6,130							
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)												
Non-State Signalized Roadways - 10%												
Median & Turn Lane Adjustments												
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors								
2	Divided	Yes	No	+5%								
2	Undivided	No	No	-20%								
Multi	Undivided	Yes	No	-5%								
Multi	Undivided	No	No	-25%								
-	-	-	Yes	+ 5%								
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6												
BICYCLE MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Paved Shoulder/Bicycle Lane Coverage						B	C	D	E			
0-49%						*	260	680	1,770			
50-84%						190	600	1,770	>1,770			
85-100%						830	1,770	>1,770	**			
PEDESTRIAN MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Sidewalk Coverage						B	C	D	E			
0-49%						*	*	250	850			
50-84%						*	150	780	1,420			
85-100%						340	960	1,560	>1,770			
BUS MODE (Scheduled Fixed Route) ³ (Buses in peak hour in peak direction)												
Sidewalk Coverage						B	C	D	E			
0-84%						> 5	≥ 4	≥ 3	≥ 2			
85-100%						> 4	≥ 3	≥ 2	≥ 1			
						UNINTERRUPTED FLOW HIGHWAYS						
Lanes	Median	B	C	D	E							
2	Undivided	770	1,530	2,170	2,990							
4	Divided	3,300	4,660	5,900	6,530							
6	Divided	4,950	6,990	8,840	9,790							
Uninterrupted Flow Highway Adjustments												
Lanes	Median	Exclusive left lanes		Adjustment factors								
2	Divided	Yes		+5%								
Multi	Undivided	Yes		-5%								
Multi	Undivided	No		-25%								
						¹ Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.						
						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.						
						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.						
						* Cannot be achieved using table input value defaults.						
						** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.						
						Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm						

TABLE 4
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's
Urbanized Areas

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
	Freeways	Highways		State Arterials				Class I	
				Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (lu, u)	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (n, nr, r)		n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.97	0.98						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				4	4	10	10	4	6
Arrival type (1-6)				3	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n
LEVEL OF SERVICE THRESHOLDS									
Level of Service	Freeways		Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.	
		%ffs	Density						ats
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6	
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4	
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3	
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2	

% ffs = Percent free flow speed ats = Average travel speed

Generalized **Peak Hour Two-Way** Volumes for Florida's
Transitioning and
Areas Over 5,000 Not In Urbanized Areas¹

TABLE 5

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
STATE SIGNALIZED ARTERIALS						FREEWAYS						
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	4	3,970	5,190	6,200	6,460		
2	Undivided	*	1,300	1,460	**	6	5,860	7,710	9,190	9,990		
4	Divided	*	3,060	3,200	**	8	7,660	10,230	12,170	13,500		
6	Divided	*	4,690	4,820	**	10	9,550	12,750	15,190	17,010		
Class II (35 mph or slower posted speed limit)						Freeway Adjustments						
Lanes	Median	B	C	D	E	Auxiliary Lanes Present in Both Directions + 1,800			Ramp Metering + 5%			
2	Undivided	*	580	1,200	1,280							
4	Divided	*	890	2,590	2,850							
6	Divided	*	1,440	4,040	4,280							
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%						UNINTERRUPTED FLOW HIGHWAYS						
Median & Turn Lane Adjustments						Lanes	Median	B	C	D	E	
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		2	Undivided	820	1,550	2,190	2,990	
2	Divided	Yes	No	+5%		4	Divided	3,170	4,460	5,660	6,260	
2	Undivided	No	No	-20%		6	Divided	4,750	6,700	8,480	9,400	
Multi	Undivided	Yes	No	-5%		Uninterrupted Flow Highway Adjustments						
Multi	Undivided	No	No	-25%		Lanes	Median	Exclusive left lanes	Adjustment factors			
-	-	-	Yes	+ 5%		2	Divided	Yes	+5%			
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						Multi	Undivided	Yes	-5%			
						Multi	Undivided	No	-25%			
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						¹ Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.						
Paved Shoulder/Bicycle						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.						
Lane Coverage	B	C	D	E	³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.							
0-49%	*	140	550	1,760	* Cannot be achieved using table input value defaults.							
50-84%	170	500	1,650	>1,760	** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.							
85-100%	670	1,760	>1,760	**								
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Sidewalk Coverage	B	C	D	E								
0-49%	*	*	250	850								
50-84%	*	150	780	1,410								
85-100%	340	950	1,540	>1,760								
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)												
Sidewalk Coverage	B	C	D	E								
0-84%	> 5	≥ 4	≥ 3	≥ 2								
85-100%	> 4	≥ 3	≥ 2	≥ 1								
<i>Source:</i> Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm												

TABLE 5
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's
Transitioning Areas and
Areas Over 5,000 Not In Urbanized Areas

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
	Freeways	Highways		State Arterials				Class I	
		Class I	Class II		Bicycle	Pedestrian			
ROADWAY CHARACTERISTICS									
Area type (t,uo)	t	t	t	t	t	t	t	t	t
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n	n	n						
Median (n, nr, r)		n	r	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	8	5	5	1.8	2	2	2	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Local adjustment factor	0.85	0.97	0.95						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n
LEVEL OF SERVICE THRESHOLDS									
Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus	
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.	
		%ffs	Density	ats	ats				
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6	
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4	
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3	
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2	

% ffs = Percent free flow speed ats = Average travel speed

Generalized **Peak Hour Two-Way** Volumes for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population¹

TABLE 6

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	1,220	1,350	**	4	3,020	4,510	5,490	6,300	
4	Divided	*	2,790	2,890	**	6	4,510	6,720	8,220	9,720	
6	Divided	*	4,300	4,350	**	8	6,040	8,970	10,960	12,970	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%						Freeway Adjustments Auxiliary Lanes Present in Both Directions + 1,800					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Rural Undeveloped					
2	Divided	Yes	No	+5%		Lanes	Median	B	C	D	E
2	Undivided	No	No	-20%		2	Undivided	440	790	1,350	2,710
Multi	Undivided	Yes	No	-5%		4	Divided	2,440	3,820	4,840	5,500
Multi	Undivided	No	No	-25%		6	Divided	3,680	5,730	7,280	8,240
-	-	-	Yes	+ 5%		Developed Areas					
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						Lanes	Median	B	C	D	E
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						2	Undivided	820	1,550	2,190	2,990
Rural Undeveloped						4	Divided	2,460	3,860	4,970	5,660
Paved Shoulder/Bicycle	Lane Coverage	B	C	D	E	6	Divided	3,680	5,790	7,440	8,500
	0-49%	*	120	190	300	Passing Lane Adjustments Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length					
	50-84%	100	200	310	>1,010	Uninterrupted Flow Highway Adjustments					
	85-100%	250	370	1,760	>1,760	Lanes	Median	Exclusive left lanes	Adjustment factors		
Developed Areas						2	Divided	Yes	+5%		
Paved Shoulder/Bicycle	Lane Coverage	B	C	D	E	Multi	Undivided	Yes	-5%		
	0-49%	*	220	460	1,480	Multi	Undivided	No	-25%		
	50-84%	170	430	1,270	>1,760	¹ Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
	85-100%	560	1,760	>1,760	**	² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						* Cannot be achieved using table input value defaults.					
Sidewalk Coverage	Lane Coverage	B	C	D	E	** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
	0-49%	*	*	220	840	<i>Source:</i> Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm					
	50-84%	*	120	780	1,390						
	85-100%	320	940	1,560	>1,820						

TABLE 6
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials	Bicycle	Pedestrian		
ROADWAY CHARACTERISTICS										
Area type (ru, rd)	rural	ru	ru	rd	rd	rd	rd	ru	rd	rd
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	65	50	55	45	45	55	45	45
Free flow speed (mph)	75	60	70	55	60	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (n, nr, r)		n	r	n	r	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	14	10	10	5	5	1.9	2.2	4	2	2
Number of basic segments	4									
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.550	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,300	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	4.0	4.0	3.0	3.0	6.0	3.5	3.0
Local adjustment factor	0.84	0.88	0.73	0.97	0.82					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, w)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n
LEVEL OF SERVICE THRESHOLDS										
Level of Service	Freeways		Highways							
	Density	Two-Lane ru		Two-Lane rd		Multilane ru		Multilane rd		
		%tsf	ats	%ffs		Density	Density			
B	≤ 14	≤ 50	≤ 55	> 83.3		≤ 14	≤ 14			
C	≤ 22	≤ 65	≤ 50	> 75.0		≤ 22	≤ 22			
D	≤ 29	≤ 80	≤ 45	> 66.7		≤ 29	≤ 29			
E	≤ 36	> 80	≤ 40	> 58.3		≤ 34	≤ 34			
Level of Service	Arterials		Bicycle		Pedestrian					
	Major City/Co.(ats)		Score		Score					
B	> 31 mph		≤ 2.75		≤ 2.75					
C	> 23 mph		≤ 3.50		≤ 3.50					
D	> 18 mph		≤ 4.25		≤ 4.25					
E	> 15 mph		≤ 5.00		≤ 5.00					

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

Generalized **Peak Hour Directional** Volumes for Florida's
Urbanized Areas¹

TABLE 7

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E	
Lanes	Median	B	C	D	E	2	2,260	3,020	3,660	3,940	
1	Undivided	*	830	880	**	3	3,360	4,580	5,500	6,080	
2	Divided	*	1,910	2,000	**	4	4,500	6,080	7,320	8,220	
3	Divided	*	2,940	3,020	**	5	5,660	7,680	9,220	10,360	
4	Divided	*	3,970	4,040	**	6	7,900	10,320	12,060	12,500	
Class II (35 mph or slower posted speed limit)						Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lane	Ramp Metering				
1	Undivided	*	370	750	800	+ 1,000	+ 5%				
2	Divided	*	730	1,630	1,700						
3	Divided	*	1,170	2,520	2,560						
4	Divided	*	1,610	3,390	3,420						
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)											
Non-State Signalized Roadways - 10%											
Median & Turn Lane Adjustments											
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors							
1	Divided	Yes	No	+5%							
1	Undivided	No	No	-20%							
Multi	Undivided	Yes	No	-5%							
Multi	Undivided	No	No	-25%							
-	-	-	Yes	+ 5%							
One-Way Facility Adjustment Multiply the corresponding directional volumes in this table by 1.2											
BICYCLE MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Paved Shoulder/Bicycle Lane Coverage						B	C	D	E		
0-49%						*	150	390	1,000		
50-84%						110	340	1,000	>1,000		
85-100%						470	1,000	>1,000	**		
PEDESTRIAN MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						B	C	D	E		
Sidewalk Coverage											
0-49%						*	*	140	480		
50-84%						*	80	440	800		
85-100%						200	540	880	>1,000		
BUS MODE (Scheduled Fixed Route) ³ (Buses in peak hour in peak direction)						B	C	D	E		
Sidewalk Coverage											
0-84%						> 5	≥ 4	≥ 3	≥ 2		
85-100%						> 4	≥ 3	≥ 2	≥ 1		
						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	B	C	D	E						
1	Undivided	420	840	1,190	1,640						
2	Divided	1,810	2,560	3,240	3,590						
3	Divided	2,720	3,840	4,860	5,380						
Uninterrupted Flow Highway Adjustments						Lanes	Median	Exclusive left lanes	Adjustment factors		
						1	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
						* Cannot be achieved using table input value defaults.					
						** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
						Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm					

TABLE 7
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's
Urbanized Areas

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials			Class I		
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (lu, u)	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (n, nr, r)		n	r	n	r	n	r	r	r
Terrain (l,r)	1	1	1	1	1	1	1	1	1
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.97	0.98						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				4	4	10	10	4	6
Arrival type (1-6)				3	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, w)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n
LEVEL OF SERVICE THRESHOLDS									
Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus	
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.	
		%ffs	Density						ats
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6	
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4	
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3	
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2	

% ffs = Percent free flow speed ats = Average travel speed

Generalized **Peak Hour Directional** Volumes for Florida's
Transitioning and
Areas Over 5,000 Not In Urbanized Areas¹

TABLE 8

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E	
Lanes	Median	B	C	D	E	2	2,200	2,880	3,440	3,580	
1	Undivided	*	710	800	**	3	3,260	4,280	5,100	5,540	
2	Divided	*	1,740	1,820	**	4	4,260	5,680	6,760	7,500	
3	Divided	*	2,670	2,740	**	5	5,300	7,080	8,440	9,440	
Class II (35 mph or slower posted speed limit)						Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lane	Ramp Metering				
1	Undivided	*	330	680	720	+ 1,000	+ 5%				
2	Divided	*	500	1,460	1,600						
3	Divided	*	810	2,280	2,420						
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%											
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
1	Divided	Yes	No	+5%		1	Undivided	450	850	1,200	1,640
2	Undivided	No	No	-20%		2	Divided	1,740	2,450	3,110	3,440
Multi	Undivided	Yes	No	-5%		3	Divided	2,610	3,680	4,660	5,170
Multi	Undivided	No	No	-25%		Uninterrupted Flow Highway Adjustments					
-	-	-	Yes	+ 5%		Lanes	Median	Exclusive left lanes		Adjustment factors	
One-Way Facility Adjustment Multiply the corresponding directional volumes in this table by 1.2						1	Divided	Yes		+5%	
						Multi	Undivided	Yes		-5%	
						Multi	Undivided	No		-25%	
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
Paved Shoulder/Bicycle Lane Coverage						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
		B	C	D	E	³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
0-49%		*	140	320	1,000	* Cannot be achieved using table input value defaults.					
50-84%		100	280	940	>1,000	** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
85-100%		380	1,000	>1,000	**						
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage											
		B	C	D	E						
0-49%		*	*	140	480						
50-84%		*	80	440	800						
85-100%		200	540	880	>1,000						
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)											
Sidewalk Coverage											
		B	C	D	E						
0-84%		> 5	≥ 4	≥ 3	≥ 2						
85-100%		> 4	≥ 3	≥ 2	≥ 1						
						<i>Source:</i> Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm					

TABLE 8
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's
Transitioning and
Areas Over 5,000 Not In Urbanized Areas

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
	Freeways	Highways		State Arterials				Class I	
				Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (t,uo)	t	t	t	t	t	t	t	t	t
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n	n	n						
Median (n, nr, r)		n	r	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	8	5	5	1.8	2	2	2	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Local adjustment factor	0.85	0.97	0.95						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
CONTROL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n
LEVEL OF SERVICE THRESHOLDS									
Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus	
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.	
		%ffs	Density						ats
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6	
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4	
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3	
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2	

% ffs = Percent free flow speed ats = Average travel speed

Generalized **Peak Hour Directional** Volumes for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population¹

TABLE 9

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	670	740	**	2	1,680	2,500	3,040	3,500	
2	Divided	*	1,530	1,580	**	3	2,500	3,720	4,560	5,400	
3	Divided	*	2,360	2,400	**	4	3,360	4,980	6,080	7,200	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%						Freeway Adjustments Auxiliary Lanes Present in Both Directions + 1,000					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Rural Undeveloped					
1	Divided	Yes	No	+5%		Lanes	Median	B	C	D	E
1	Undivided	No	No	-20%		1	Undivided	240	430	740	1,490
Multi	Undivided	Yes	No	-5%		2	Divided	1,340	2,100	2,660	3,020
Multi	Undivided	No	No	-25%		3	Divided	2,020	3,150	4,000	4,530
-	-	-	Yes	+ 5%		Developed Areas					
One-Way Facility Adjustment Multiply the corresponding directional volumes in this table by 1.2						Lanes	Median	B	C	D	E
						1	Undivided	450	850	1,200	1,640
						2	Divided	1,350	2,120	2,730	3,110
						3	Divided	2,020	3,180	4,090	4,670
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Passing Lane Adjustments Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length					
Rural Undeveloped						Uninterrupted Flow Highway Adjustments					
Paved Shoulder/Bicycle	Lane Coverage	B	C	D	E	Lanes	Median	Exclusive left lanes	Adjustment factors		
	0-49%	*	70	110	170	1	Divided	Yes	+5%		
	50-84%	60	120	180	580	Multi	Undivided	Yes	-5%		
	85-100%	140	210	1,000	>1,000	Multi	Undivided	No	-25%		
Developed Areas						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
Paved Shoulder/Bicycle	Lane Coverage	B	C	D	E	² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
	0-49%	*	120	260	840	* Cannot be achieved using table input value defaults.					
	50-84%	100	240	720	1,000	** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
	85-100%	320	1,000	>1,000	**	Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm					
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage	Lane Coverage	B	C	D	E						
	0-49%	*	*	120	460						
	50-84%	*	80	430	770						
	85-100%	180	520	860	>1,000						

TABLE 9
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population

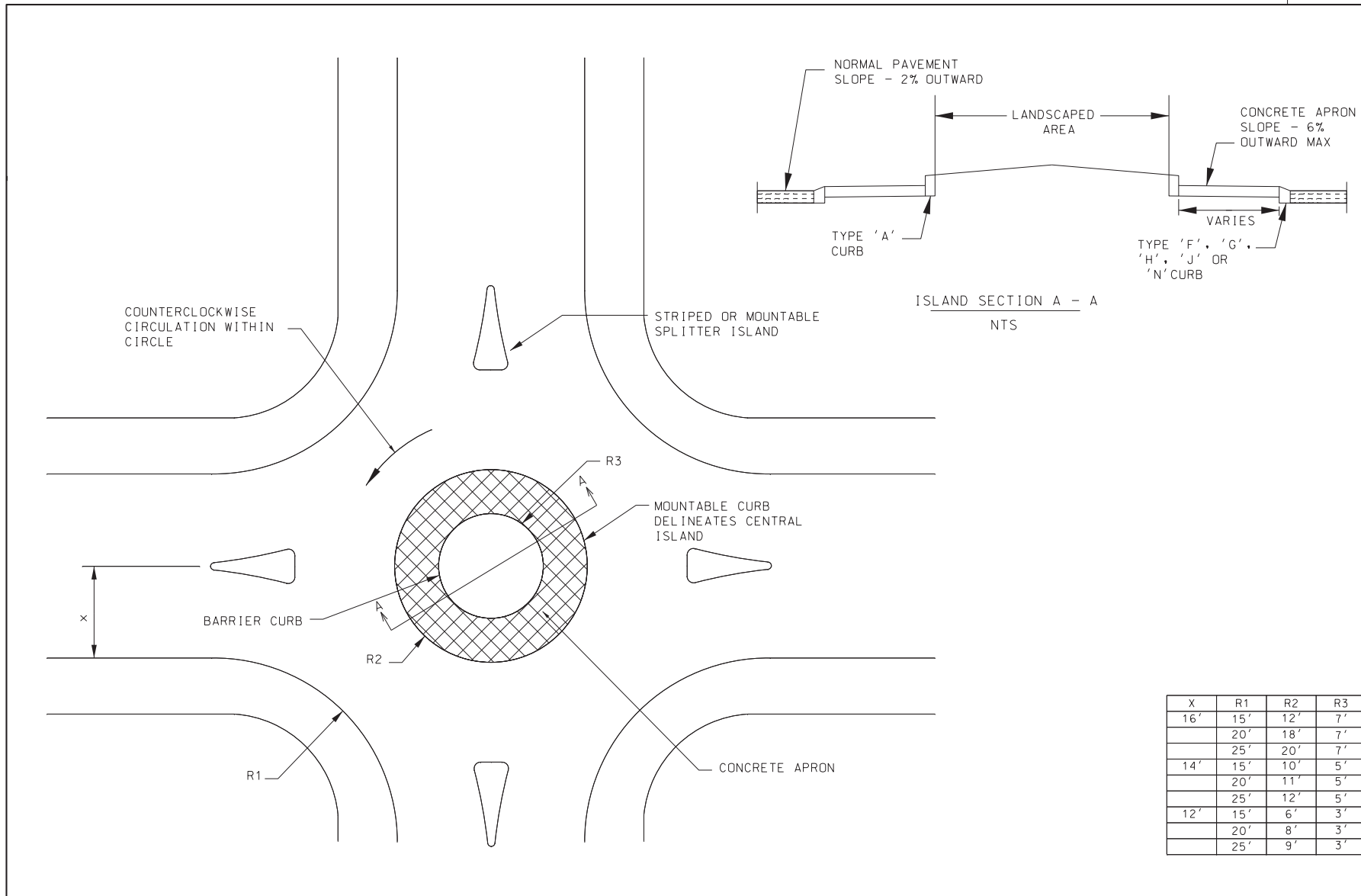
12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials	Bicycle	Pedestrian		
ROADWAY CHARACTERISTICS										
Area type (ru, rd)	rural	ru	ru	rd	rd	rd	rd	ru	rd	rd
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	65	50	55	45	45	55	45	45
Free flow speed (mph)	75	60	70	55	60	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (n, nr, r)		n	r	n	r	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	14	10	10	5	5	1.9	2.2	4	2	2
Number of basic segments	4									
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.550	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,300	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	4.0	4.0	3.0	3.0	6.0	3.5	3.0
Local adjustment factor	0.84	0.88	0.73	0.97	0.82					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n
LEVEL OF SERVICE THRESHOLDS										
Level of Service	Freeways	Highways								
		Two-Lane ru			Two-Lane rd		Multilane ru		Multilane rd	
	Density	%tsf	ats	%ffs		Density	Density			
B	≤ 14	≤ 50	≤ 55	> 83.3		≤ 14	≤ 14			
C	≤ 22	≤ 65	≤ 50	> 75.0		≤ 22	≤ 22			
D	≤ 29	≤ 80	≤ 45	> 66.7		≤ 29	≤ 29			
E	≤ 36	> 80	≤ 40	> 58.3		≤ 34	≤ 34			
Level of Service	Arterials			Bicycle		Pedestrian				
	Major City/Co.(ats)			Score		Score				
B	> 31 mph			≤ 2.75		≤ 2.75				
C	> 23 mph			≤ 3.50		≤ 3.50				
D	> 18 mph			≤ 4.25		≤ 4.25				
E	> 15 mph			≤ 5.00		≤ 5.00				

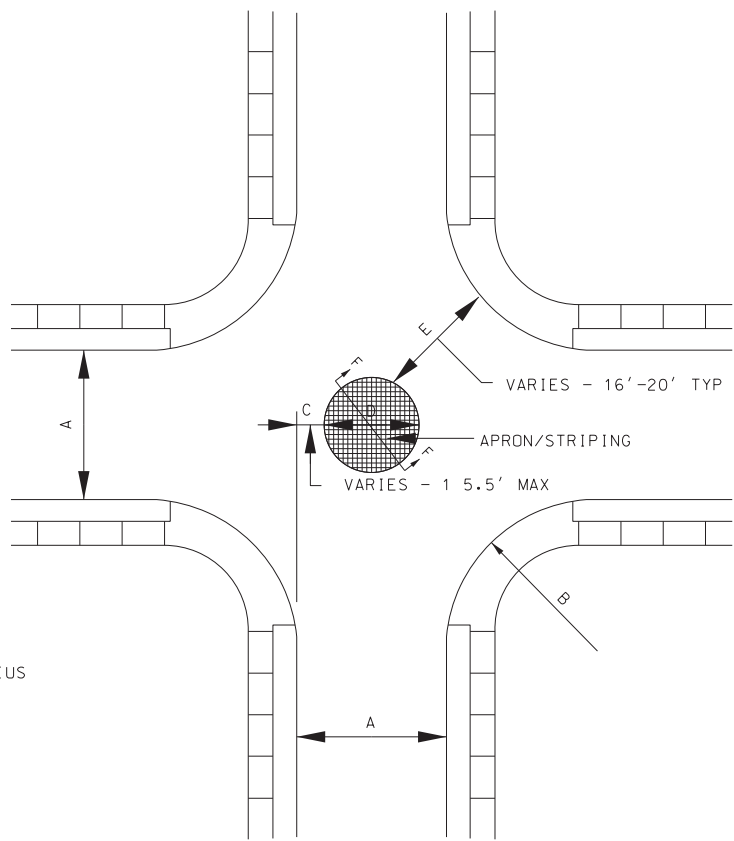
%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

Traffic Calming Devices/Measures Standard Drawings

REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.

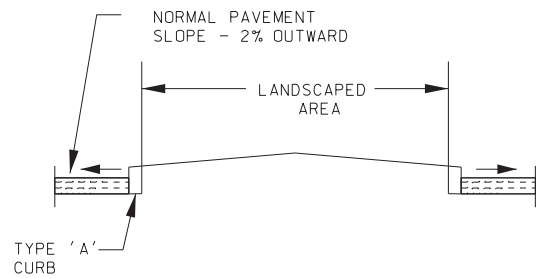


X	R1	R2	R3
16'	15'	12'	7'
	20'	18'	7'
	25'	20'	7'
14'	15'	10'	5'
	20'	11'	5'
	25'	12'	5'
12'	15'	6'	3'
	20'	8'	3'
	25'	9'	3'



PLAN VIEW
NTS

LEGEND
A STREET WIDTH
B CURB RETURN RADIUS
C OFF-SET
D CIRCLE DIAMETER
E OPENING WIDTH



ISLAND SECTION F - F
NTS

"A" STREET WIDTH (FEET)	"B" CURB RADIUS (FEET)	"C" OFFSET DISTANCE (FEET)	"D" CIRCLE DIAMETER (FEET)	"E" OPENING WIDTH (FEET)
22	<14		RECONSTRUCT CURBS	
	15	5.5	11	16
	20	4.5	13	18
	25	4.0	15	19
24	<12		RECONSTRUCT CURBS	
	15	5.0	14	17
	20	4.5	15	18
	25	3.5	17	20
30	10	5.5	19	16
	15	5.0	20	17
	20	4.0	22	19
	25	3.0	24	20
32	10	5.5	21	16
	15	4.5	23	18
	20	4.0	24	19
	25	2.5	27	20

THE OPTIMAL RELATIONSHIP BETWEEN OFFSET DISTANCE AND OPENING WIDTH IS:

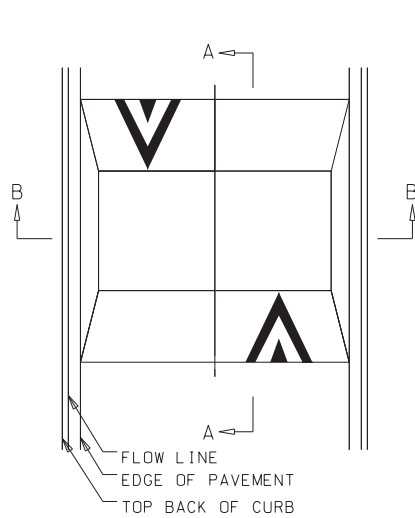
5.5 FEET MAX	16 FEET MIN
5	17
4.5	18
4	19
3.5 OR LESS	20

"A" STREET WIDTH (FEET)	"B" CURB RADIUS (FEET)	"C" OFFSET DISTANCE (FEET)	"D" CIRCLE DIAMETER (FEET)	"E" OPENING WIDTH (FEET)
22	R14	RECONSTRUCT CURBS		
	15	5.5	11	16
	20	4.5	13	18
	25	4.0	15	19
24	R12	RECONSTRUCT CURBS		
	15	5.0	14	17
	20	4.5	15	18
	25	3.5	17	20
30	10	5.5	19	16
	15	5.0	20	17
	20	4.0	22	19
	25	3.0	24	20
32	10	5.5	21	16
	15	4.5	23	18
	20	4.0	24	19
	25	2.5	27	20

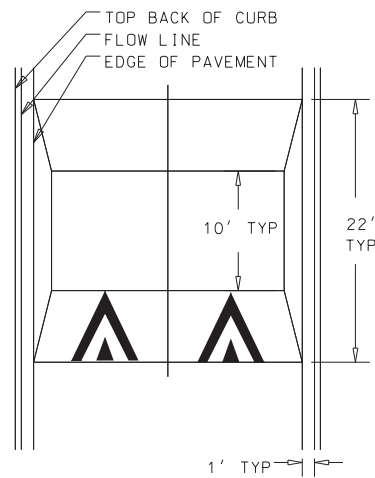
THE OPTIMAL RELATIONSHIP BETWEEN OFFSET DISTANCE AND OPENING WIDTH IS:

5.5 FEET MAX	16 FEET MIN.
5	17
4.5	18
4	19
3.5 OR LESS	20

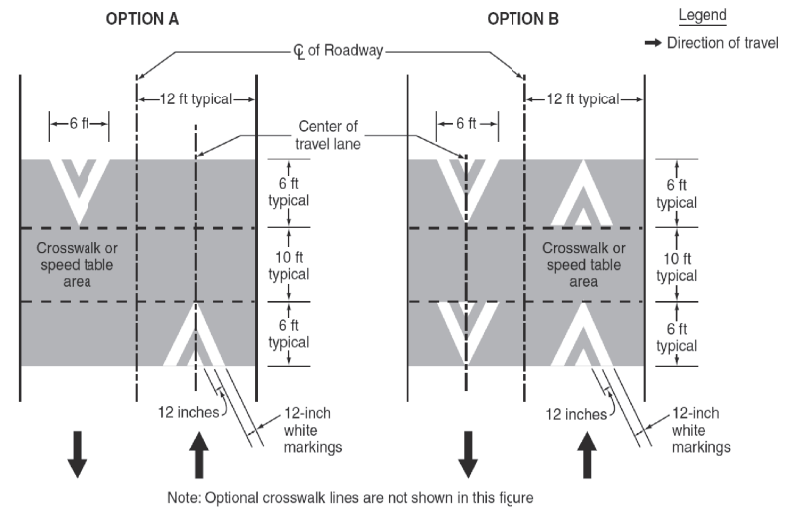
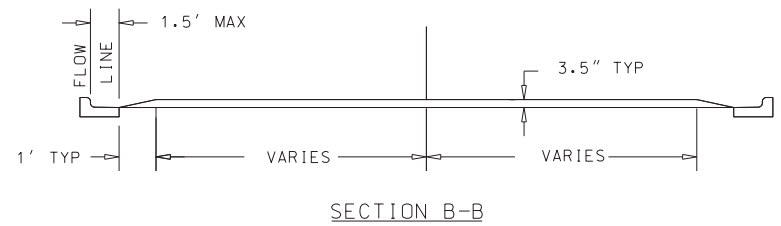
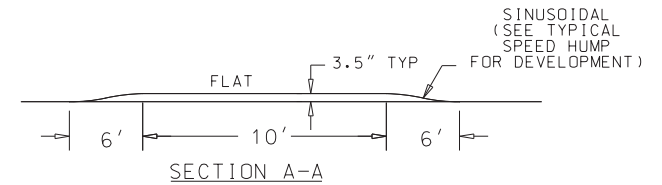
REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO



TWO-WAY STREET



ONE-WAY STREET



RESPONSIBLE PE: T.E. BARNETT

SUPERVISOR:

DESIGNER: C.A. FRANKLIN

PLAN SUBMITTAL



ALABAMA DEPARTMENT OF TRANSPORTATION

N. T. S.

SHEET TITLE

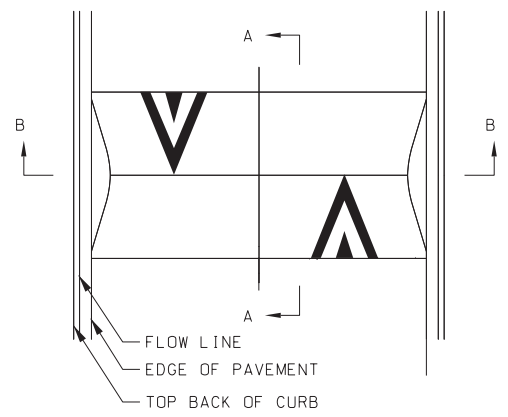
ROUTE

DATE: 7/20/10

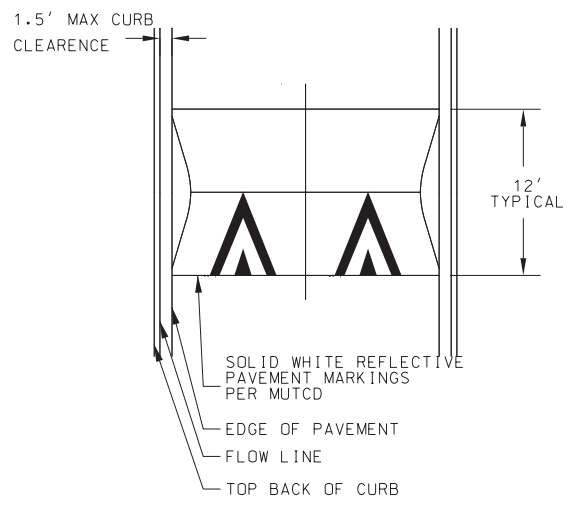
DATE:

DATE: 7/20/10

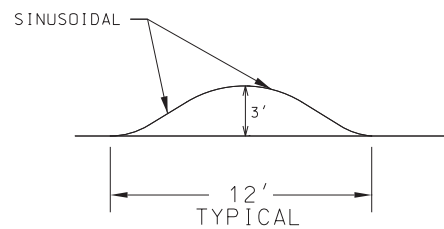
SPEED TABLE



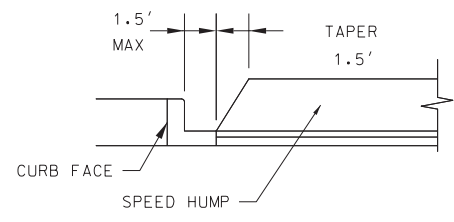
TWO-WAY STREET



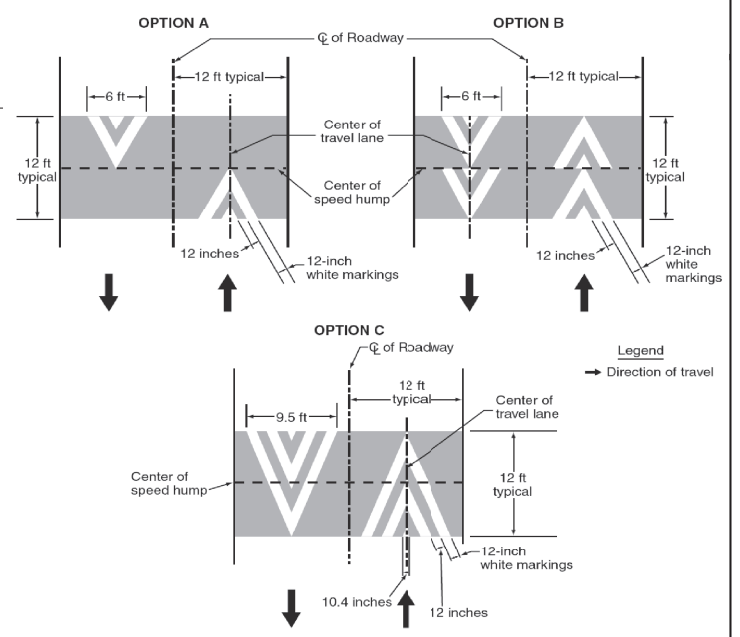
ONE-WAY STREET



SECTION A-A



SECTION B-B

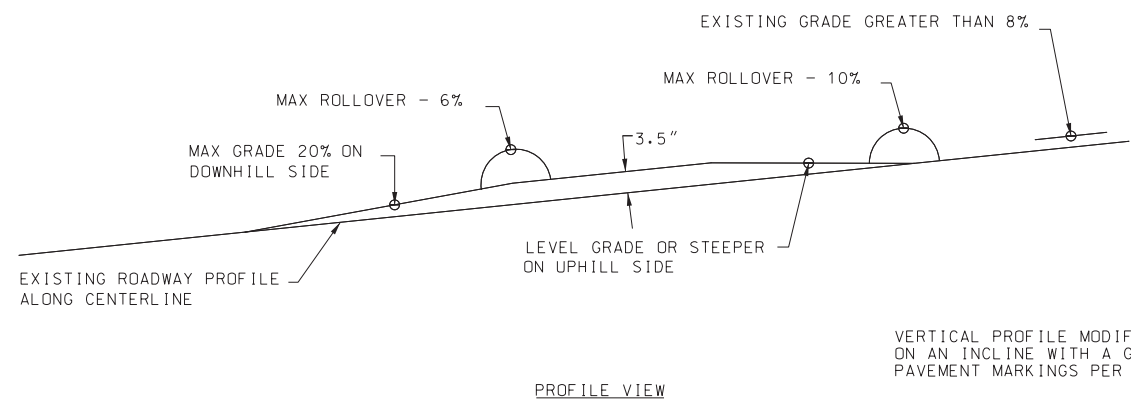
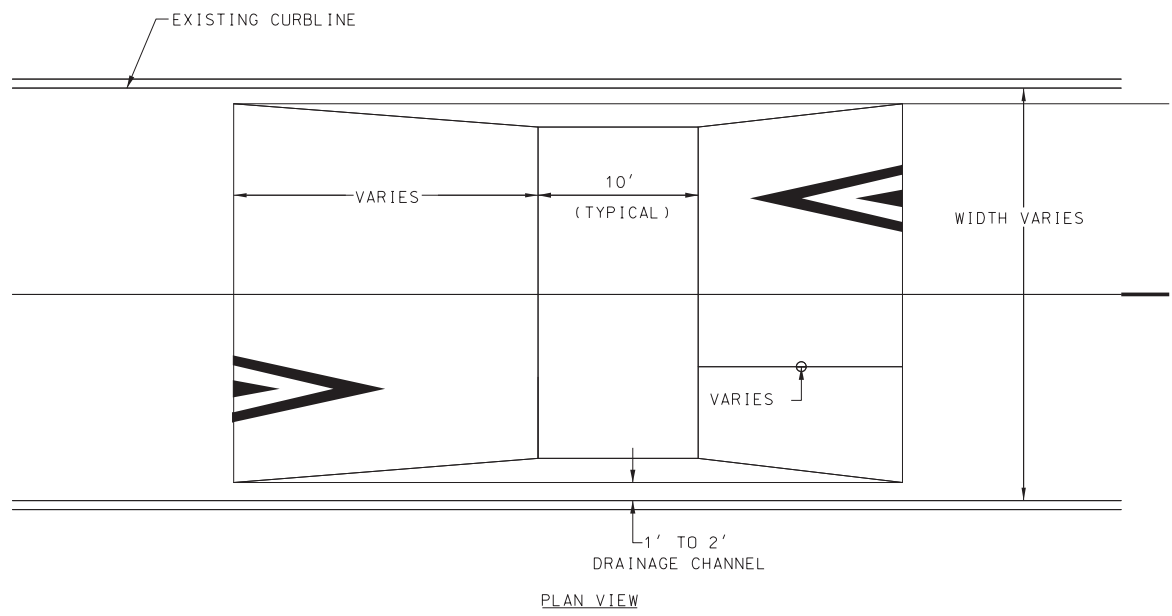


Legend
→ Direction of travel

SINUSOIDAL SPEED HUMP DEVELOPMENT

DISTANCE (FT)(L)	0.00	0.50	1.00	1.50	2.00	2.50	3.00	3.50	4.00	4.50	5.00	5.50	6.00
FINISHED HEIGHT (IN)(H)	0.00	0.48	0.92	1.31	1.67	1.98	2.25	2.48	2.67	2.81	2.92	2.98	3.00

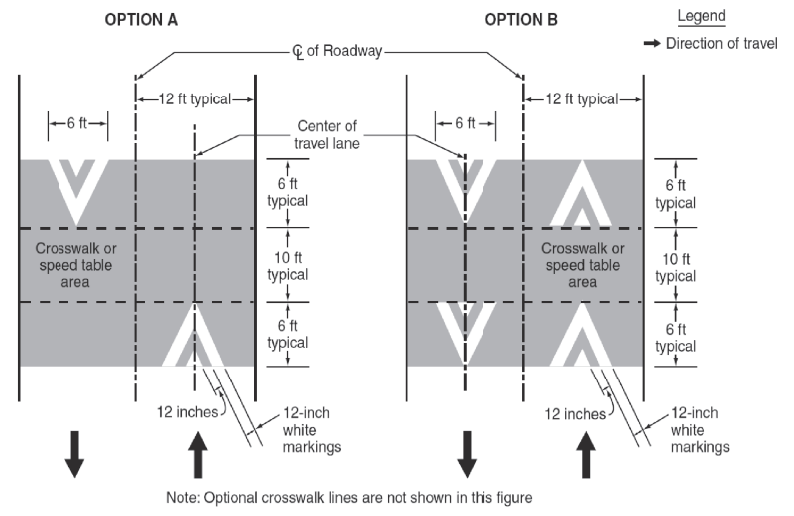
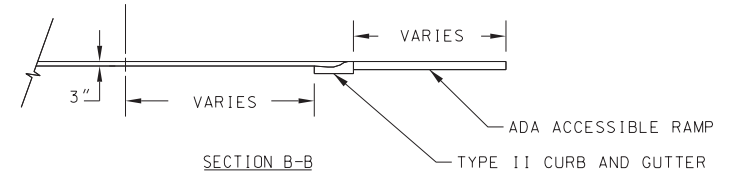
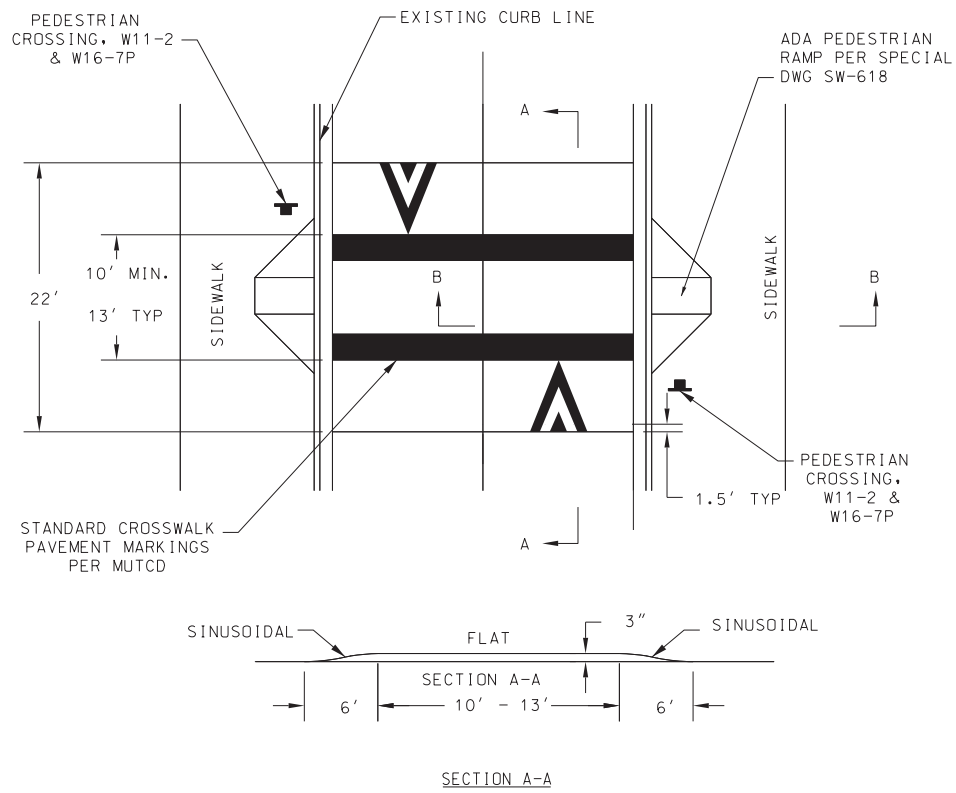
REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.



VERTICAL PROFILE MODIFIED TO BE EFFECTIVE ON AN INCLINE WITH A GRADIENT EXCEEDING 8% PAVEMENT MARKINGS PER MUTCD

PROFILE VIEW

RESPONSIBLE PE: T.E. BARNETT	SUPERVISOR:	DESIGNER: C.A. FRANKLIN	PLAN SUBMITTAL	 ALABAMA DEPARTMENT OF TRANSPORTATION	N. T. S.	SHEET TITLE	ROUTE
DATE: 7/20/10	DATE:	DATE: 7/20/10				SPEED HUMP ON GRADE	

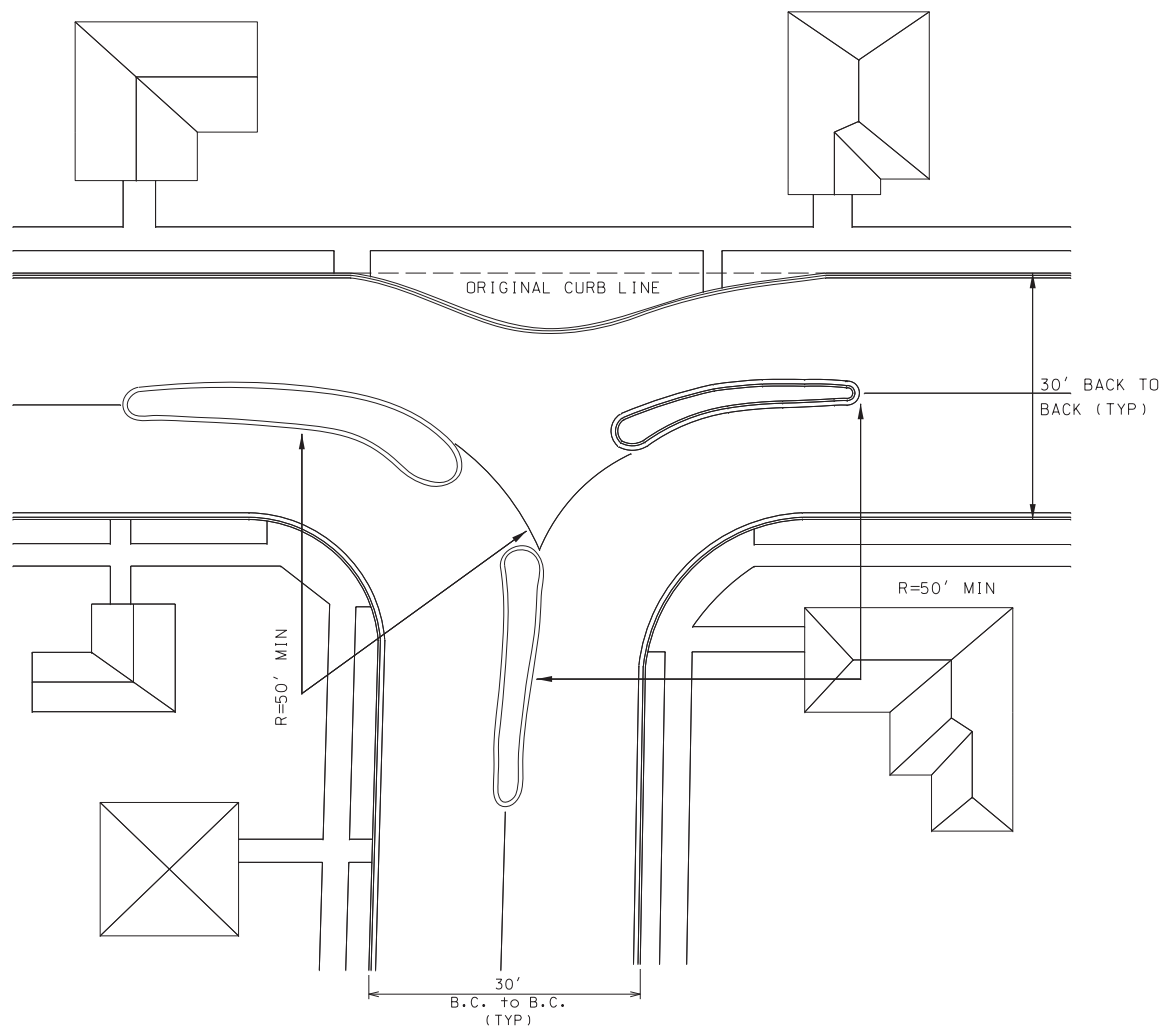


SINUSOIDAL SPEED HUMP DEVELOPMENT

STORM DRAIN INLETS ARE REQUIRED ON THE UP HILL SIDE OF A RAISED CROSSWALK.

DISTANCE (FT)	0.00	0.41	0.82	1.23	1.64	2.05	2.46	2.87	3.28	3.69	4.10	4.51	4.92	5.33	5.74	6.15	6.55
FINISHED HEIGHT (IN)	0.00	0.04	0.12	0.26	0.47	0.71	0.98	1.26	1.57	1.89	2.17	2.44	2.68	2.87	3.03	3.11	3.15

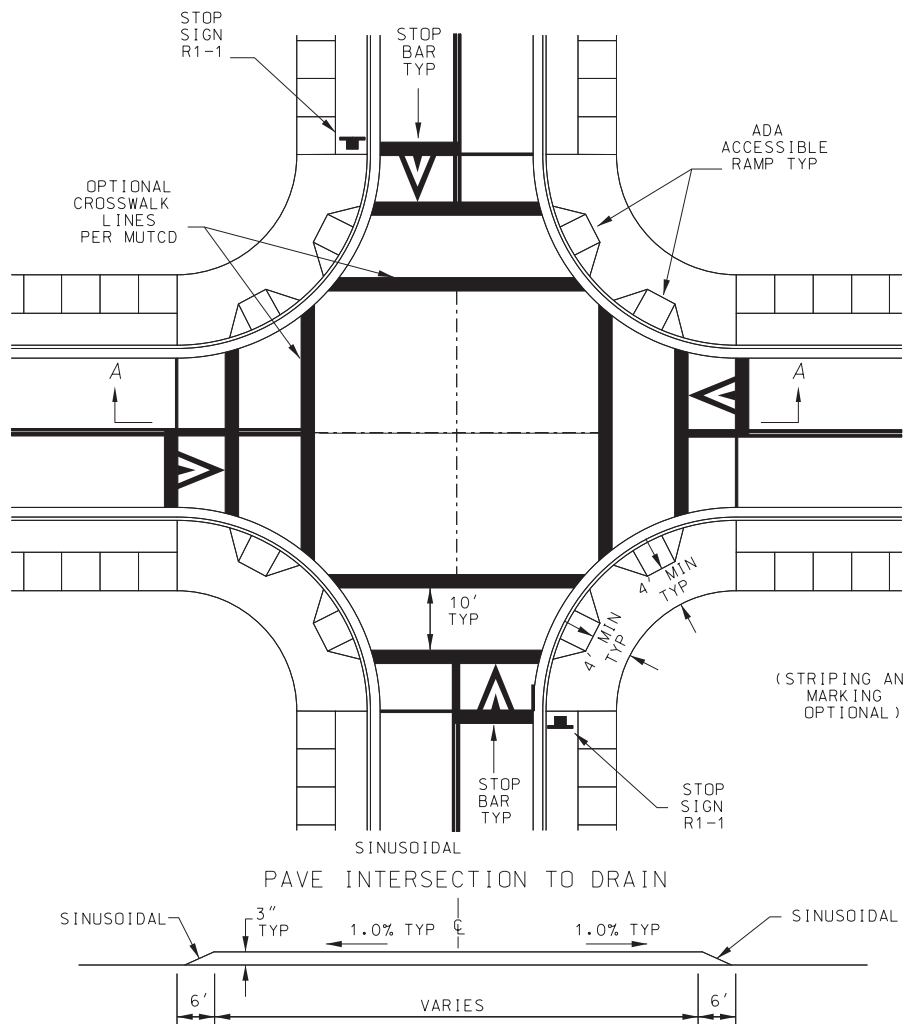
REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO



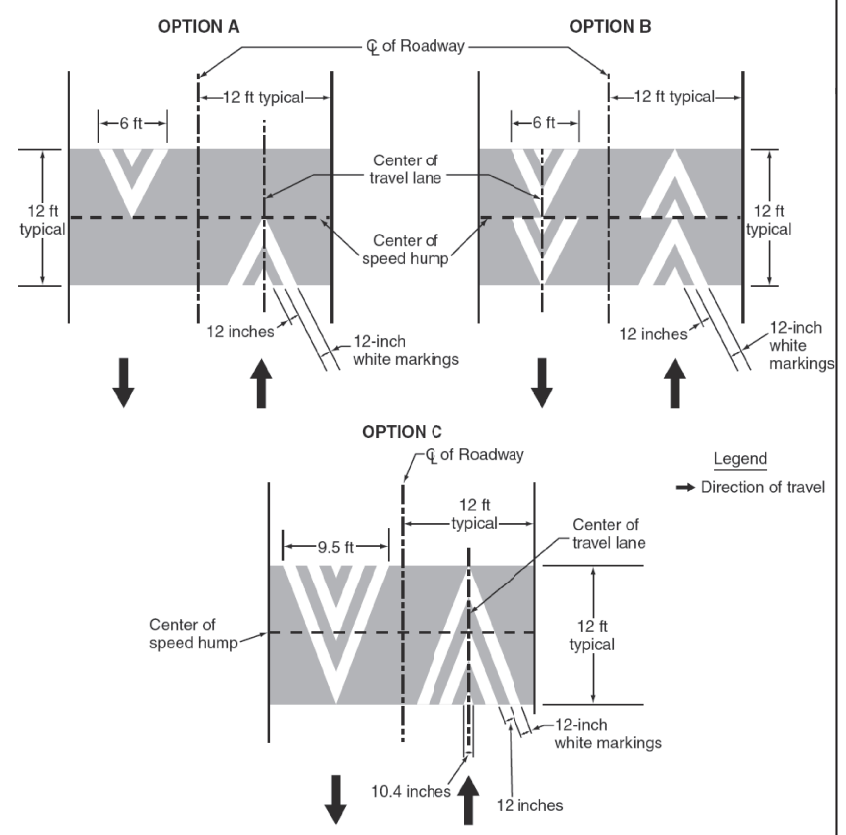
NOTE: STOP OR YIELD SIGNS TO BE USED AS APPROPRIATE

RESPONSIBLE PE: T.E. BARNETT	SUPERVISOR:	DESIGNER: C.A. FRANKLIN	PLAN SUBMITTAL	 ALABAMA DEPARTMENT OF TRANSPORTATION	N. T. S.	SHEET TITLE	ROUTE
DATE: 7/20/10	DATE:	DATE: 7/20/10				MODIFIED INTERSECTION	

REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.

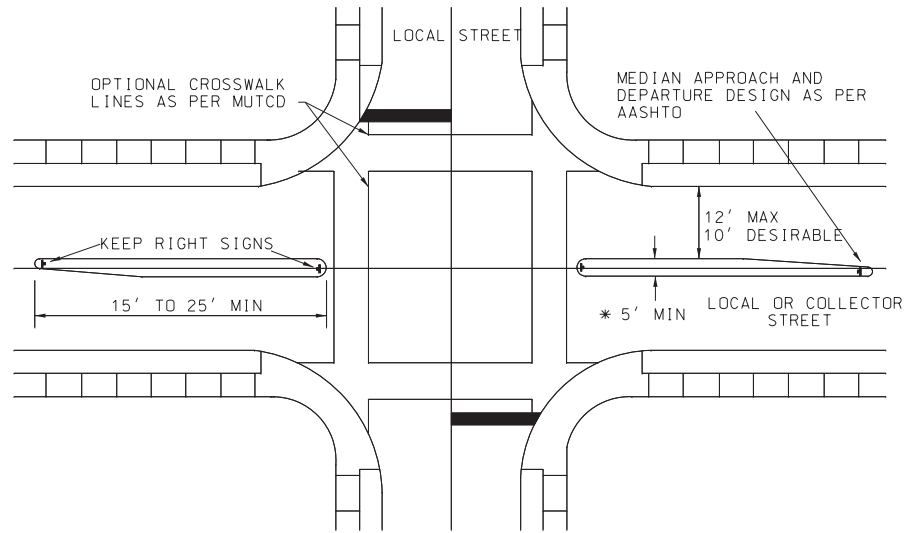


SECTION A-A



RESPONSIBLE PE: T.E. BARNETT	SUPERVISOR:	DESIGNER: C.A. FRANKLIN	PLAN SUBMITTAL	ALABAMA DEPARTMENT OF TRANSPORTATION	N. T. S.	SHEET TITLE	ROUTE
DATE: 7/20/10	DATE:	DATE: 7/20/10				RAISED INTERSECTION	

REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.

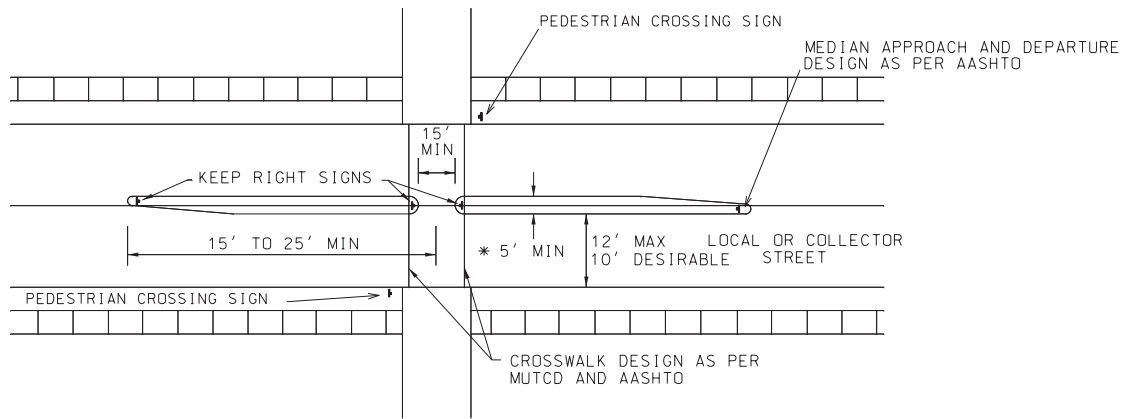


LOCAL STREET INTERSECTION

* TRAFFIC CHANNELIZATION DEVICES OR MOUNTABLE RAISED CURB MAY BE ALTERNATELY USED.

THE MAXIMUM LENGTH OF THE MEDIAN ISLAND IS AFFECTED BY ADJACENT DRIVEWAY AND INTERSECTION LOCATIONS.

ADDITIONAL PARKING PROHIBITED SIGNS MAY BE REQUIRED.

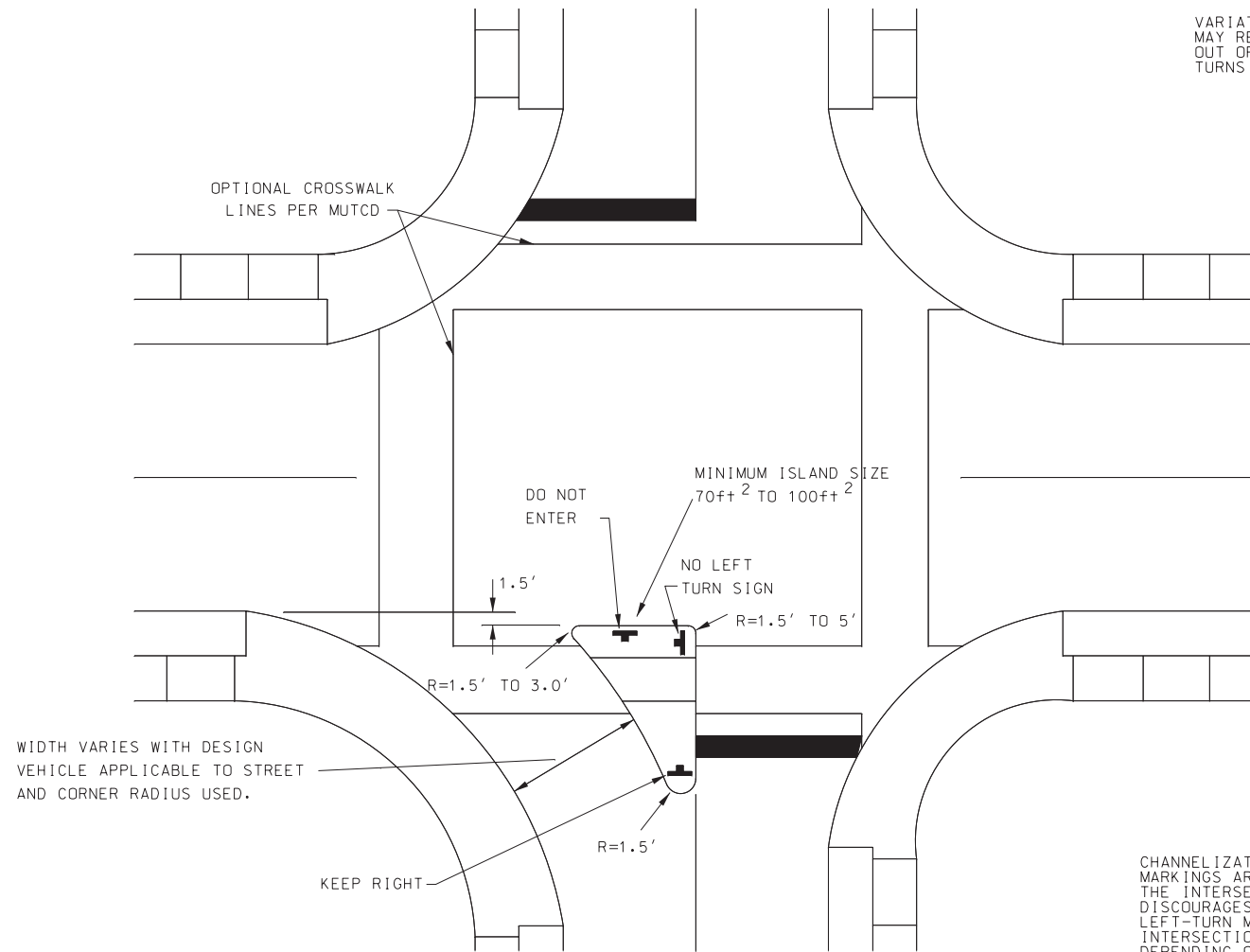


MID-BLOCK CROSSWALK

RESPONSIBLE PE: T.E. BARNETT	SUPERVISOR:	DESIGNER: C.A. FRANKLIN	PLAN SUBMITTAL	 ALABAMA DEPARTMENT OF TRANSPORTATION	N. T. S.	SHEET TITLE	ROUTE
DATE: 7/20/10	DATE:	DATE: 7/20/10				RAISED MEDIAN ISLAND	

REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.

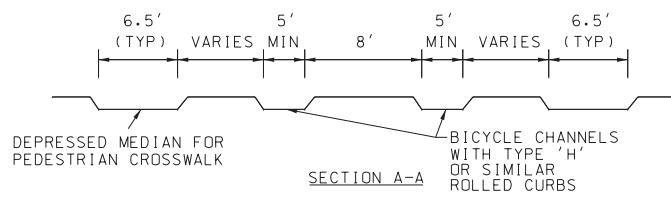
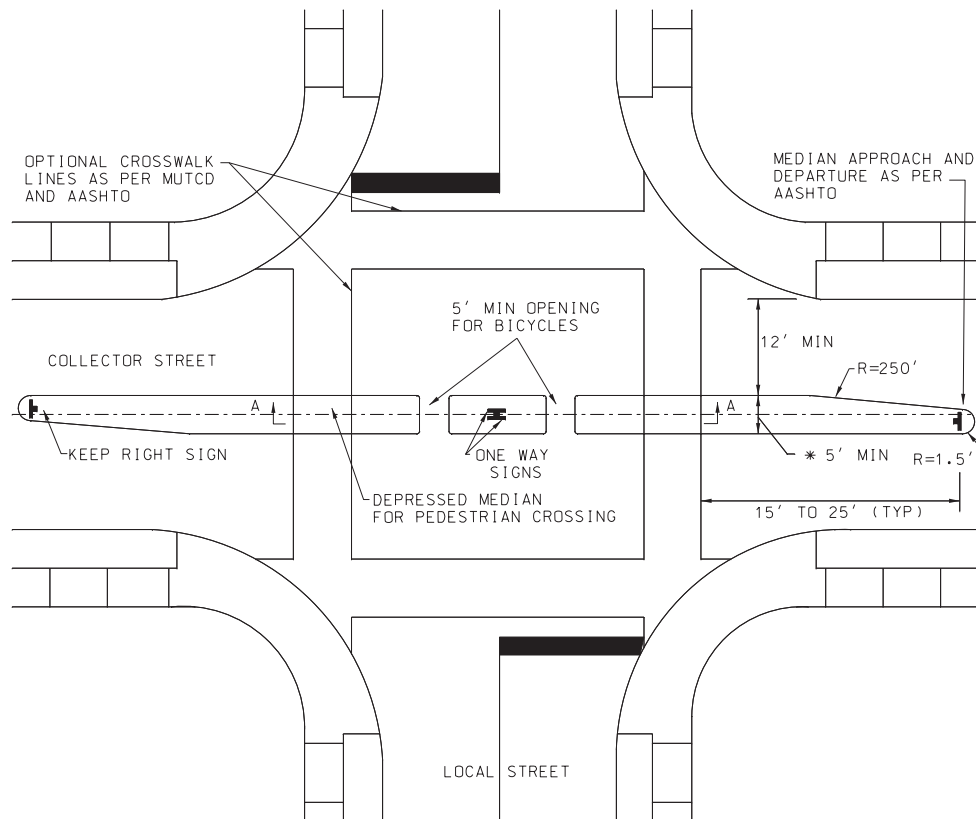
VARIATIONS OF THIS CONCEPT MAY RESTRICT LEFT/RIGHT TURNS OUT OF SIDE ROAD, OR LEFT/RIGHT TURNS INTO SIDE ROAD.



CHANNELIZATION AS PER MUTCD MARKINGS ARE OPTIONAL THE INTERSECTION CHANNELIZATION ILLUSTRATED DISCOURAGES THROUGH MOVEMENT AND LEFT-TURN MOVEMENTS ONTO ONE LEG OF THE INTERSECTION. A RANGE OF ALTERNATIVES EXIST DEPENDING ON THE CURB RADIUS USED AND WHETHER LARGE VEHICLES NEED TO BE ACCOMMODATED THROUGH THE CHANNELIZED AREA.

RESPONSIBLE PE: T.E. BARNETT	SUPERVISOR:	DESIGNER: C.A. FRANKLIN	PLAN SUBMITTAL	 ALABAMA DEPARTMENT OF TRANSPORTATION	N. T. S.	SHEET TITLE	ROUTE
DATE: 7/20/10	DATE:	DATE: 7/20/10				INTERSECTION CHANNELIZATION	

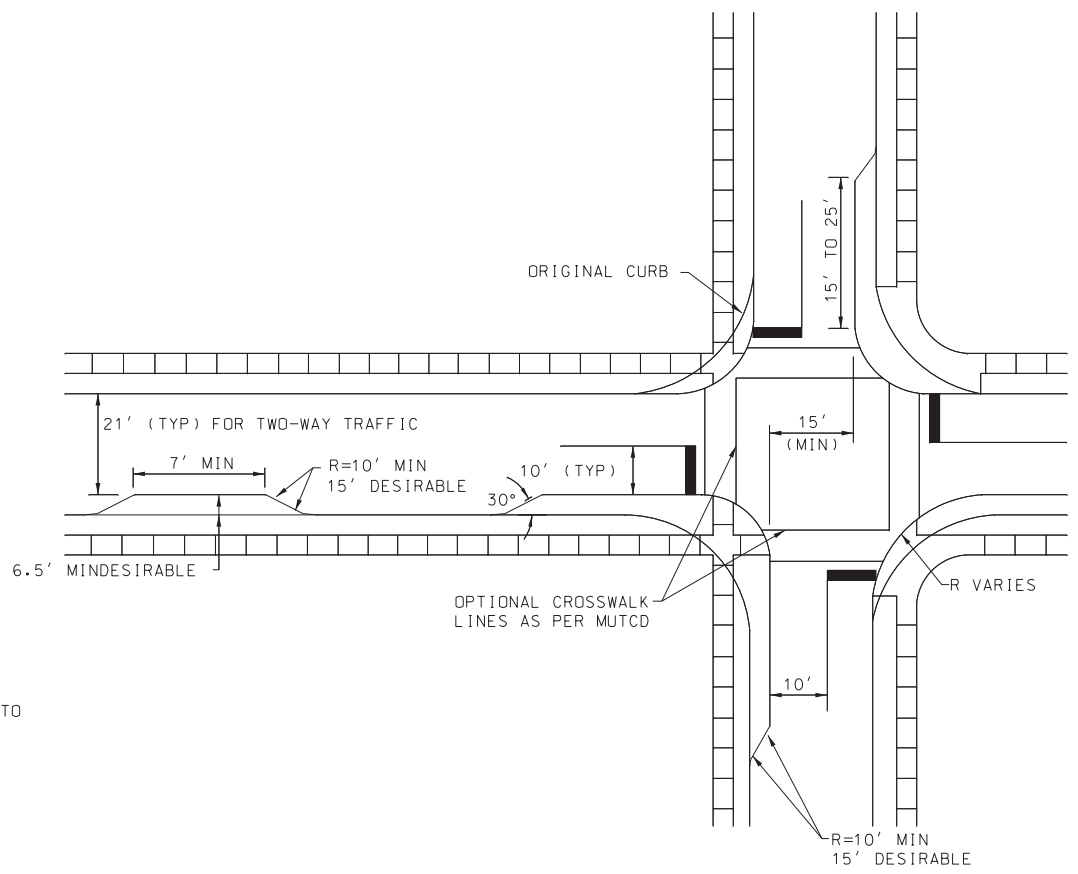
REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.



* TRAFFIC CHANNELIZATION DEVICES OR MOUNTABLE RAISED CURB MAY BE ALTERNATELY USED.
 BICYCLE OPENINGS ARE OPTIONAL.
 MARKINGS ARE OPTIONAL.

RESPONSIBLE PE: T.E. BARNETT	SUPERVISOR:	DESIGNER: C.A. FRANKLIN	PLAN SUBMITTAL	ALABAMA DEPARTMENT OF TRANSPORTATION	N. T. S.	SHEET TITLE	ROUTE
DATE: 7/20/10	DATE:	DATE: 7/20/10				RAISED MEDIAN THROUGH INTER.	

REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.



INTERSECTION RADII SHOULD ACCOMMODATE DESIGN VEHICLES APPLICABLE TO STREET.

MID-BLOCK CURB EXTENSIONS SHOULD BE COMBINED WITH CROSSWALKS WHERE POSSIBLE.

LENGTH OF CURB EXTENSIONS MUST RECOGNIZE SITE CONDITIONS, E.G., DRIVEWAY LOCATIONS.

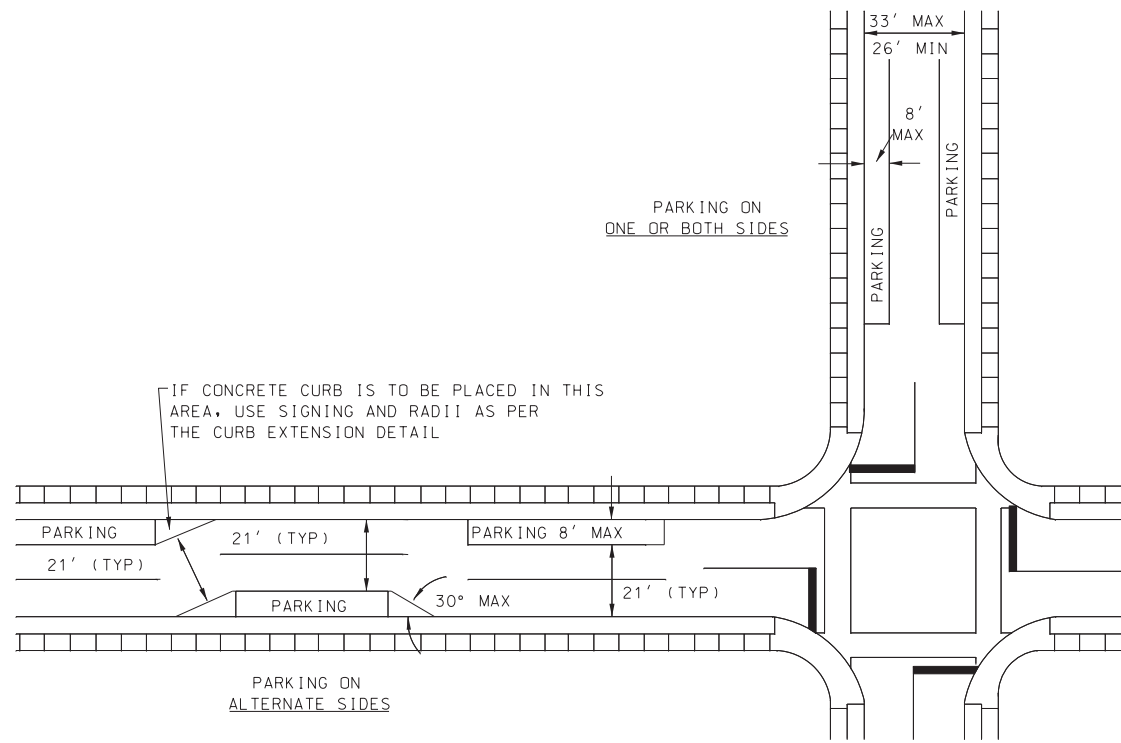
DEPENDING ON LOCAL CLIMATE AND PREFERENCE, VERTICAL DELINEATION OTHER THEN OBJECT MARKERS MAY BE MORE APPROPRIATE. POSSIBLE LANDSCAPING AND CURB PAINTING.

IF LOCAL CONDITIONS PERMIT, THE LANE WIDTHS AT MID-BLOCK CURB EXTENSIONS CAN BE REDUCED TO A 9' MINIMUM AND THE APPROACH LANE AT AN INTERSECTION CURB EXTENSION CAN BE 8' MINIMUM. IN ANY CASE, THE OVERALL ROADWAY WIDTH SHOULD BE 18' MINIMUM.

IF CURB EXTENSIONS ARE PLACED ON DIAGONALLY OPPOSITE CORNERS OF AN INTERSECTION, A MINIMUM CLEAR OFFSET BETWEEN EXTENSIONS OF 15' SHOULD BE PROVIDED TO MINIMIZE VEHICULAR CONFLICTS WITHIN THE INTERSECTION.

RESPONSIBLE PE: T.E. BARNETT	SUPERVISOR:	DESIGNER: C.A. FRANKLIN	PLAN SUBMITTAL	 ALABAMA DEPARTMENT OF TRANSPORTATION	N. T. S.	SHEET TITLE	ROUTE
DATE: 7/20/10	DATE:	DATE: 7/20/10				CURB EXTENSIONS	

REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.



WHERE PARKING ALTERNATES FROM ONE SIDE OF THE ROADWAY TO THE OTHER, A 21 FOOT TYPICAL TWO-LANE WIDTH IS BASED ON TANGENT ALIGNMENT AS OPPOSED TO A CURVILINEAR ALIGNMENT OF THE CHICANE. FOR SINGLE LANE TRAFFIC THE LANE WIDTH CAN BE REDUCED TO 12 FEET MINIMUM.

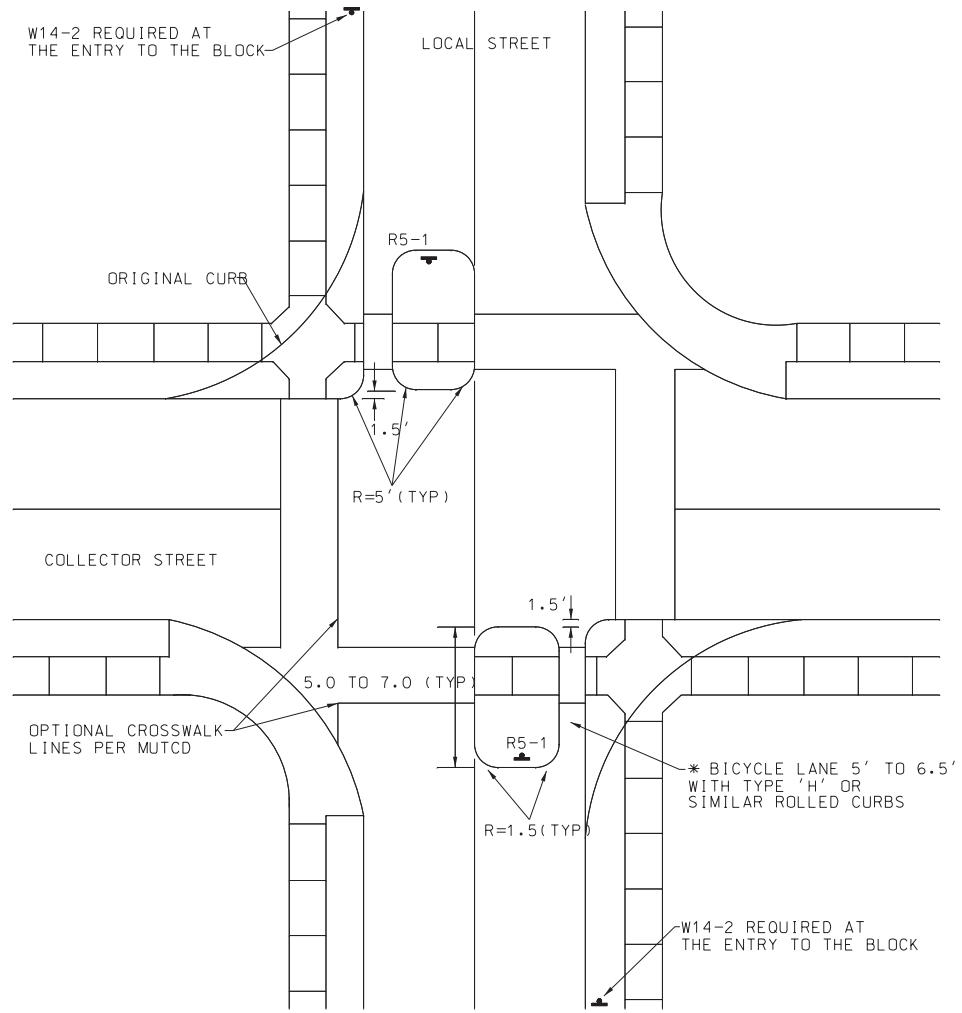
WHERE PARKING ON BOTH SIDES OF THE ROADWAY IS ACCOMODATED, THE 33 FEET MAXIMUM ROADWAY WIDTH APPLIES. FOR ACCOMODATING PARKING ON ONE SIDE OF THE ROADWAY, THE 26 FEET ROADWAY WIDTH APPLIES.

THE DIMENSIONS SHOWN ARE PROPOSED FOR COLLECTOR STREET REQUIREMENTS, FOR LOW VOLUME LOCAL RESIDENTIAL STREETS, MINIMUM WIDTHS OF 14 FEET FOR TWO-WAY TRAFFIC AND 7 FEET FOR PARKING MAY APPLY. THESE WIDTHS, HOWEVER, MAY NOT ALLOW TWO DIRECTIONAL TRAFFIC TO PASS AT THE SAME TIME, IF VEHICLES ARE PARKED ON STREET.

LOCATION OF PARKING BLOCKS MUST RECOGNIZE LOCAL RESTRICTIONS, CODES, INTERSECTIONS, AND SITE CONDITION, E.G., DRIVEWAY LOCATIONS.

RESPONSIBLE PE: T.E. BARNETT	SUPERVISOR:	DESIGNER: C.A. FRANKLIN	PLAN SUBMITTAL	 ALABAMA DEPARTMENT OF TRANSPORTATION	N. T. S.	SHEET TITLE	ROUTE
DATE: 7/20/10	DATE:	DATE: 7/20/10				ON-STREET PARKING	

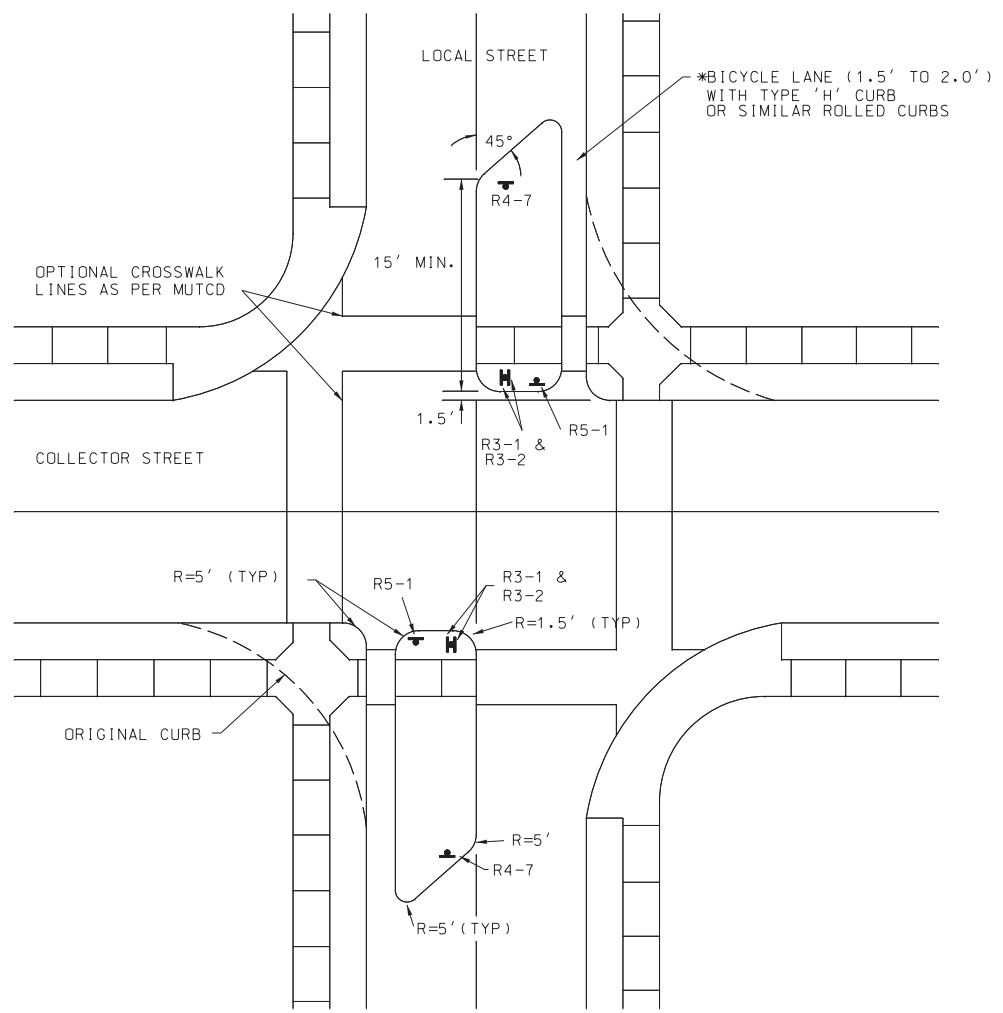
REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.



CLOSURE MAY BE LIMITED TO ONE APPROACH
 *BICYCLE LANE OPTIONAL

RESPONSIBLE PE: T.E. BARNETT	SUPERVISOR:	DESIGNER: C.A. FRANKLIN	PLAN SUBMITTAL	 ALABAMA DEPARTMENT OF TRANSPORTATION	N. T. S.	SHEET TITLE	ROUTE
DATE: 7/20/10	DATE:	DATE: 7/20/10				DIRECTIONAL CLOSURE (ENTRANCE ONLY)	

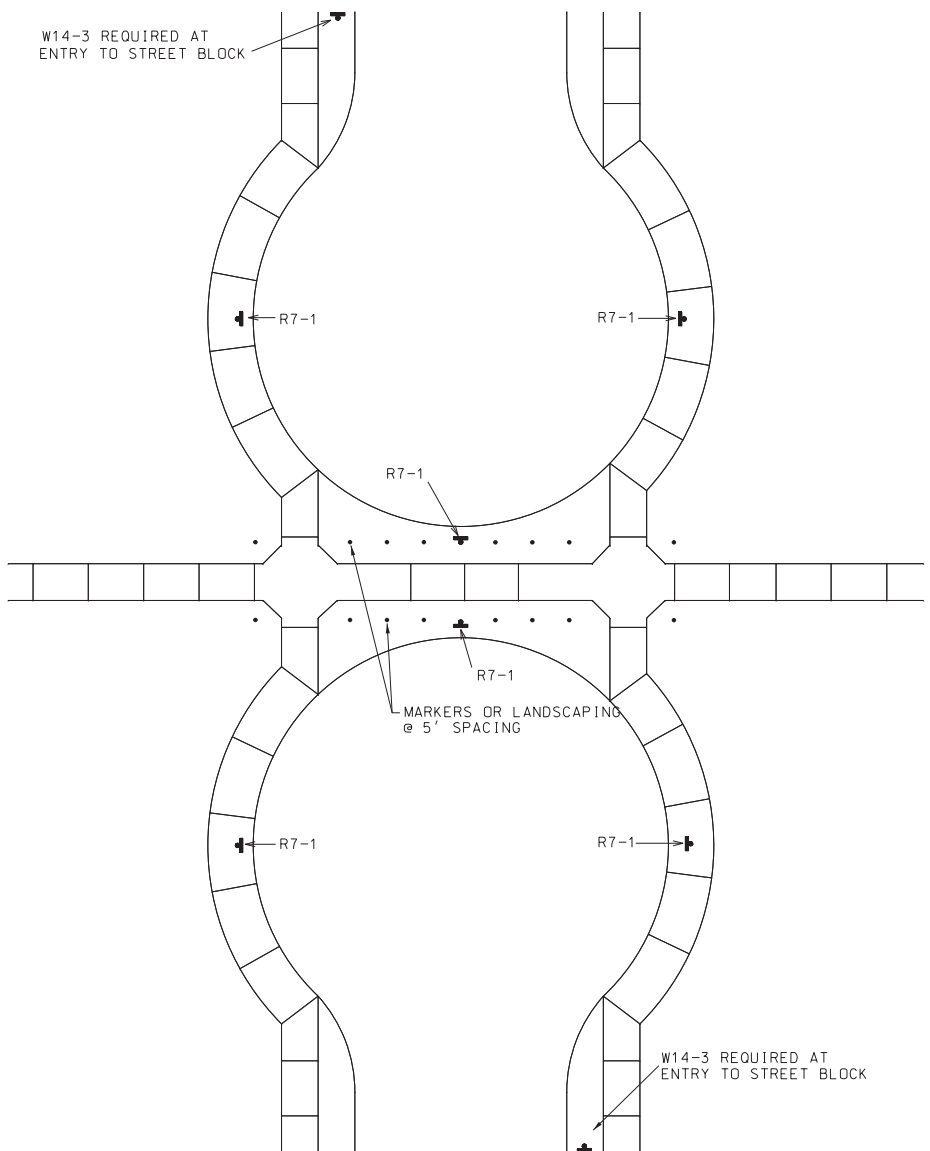
REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.



MARKINGS OPTIONAL
 CLOSURE MAY BE LIMITED TO ONE APPROACH
 * BICYCLE LANE OPTIONAL

RESPONSIBLE PE: T.E. BARNETT	SUPERVISOR:	DESIGNER: C.A. FRANKLIN	PLAN SUBMITTAL	 ALABAMA DEPARTMENT OF TRANSPORTATION	N. T. S.	SHEET TITLE	ROUTE
DATE: 7/20/10	DATE:	DATE: 7/20/10				DIRECTIONAL CLOSURE (EXIT ONLY)	

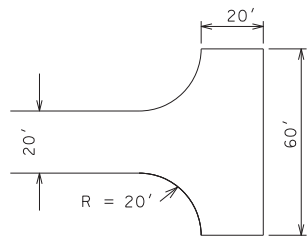
REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.



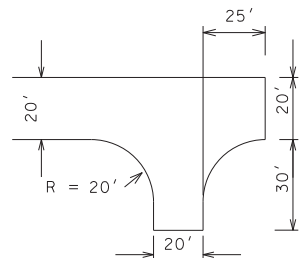
CUL-DE-SAC DESIGN AS PER AASHTO IS DESIRABLE. AVAILABLE RIGHT OF WAY MAY DICTATE A SMALLER OR ALTERNATIVE DESIGN.

ADDITIONAL PARKING PROHIBITED SIGNS MAY BE REQUIRED.

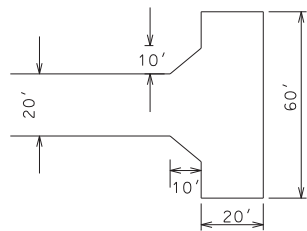
RESPONSIBLE PE: T.E. BARNETT	SUPERVISOR:	DESIGNER: C.A. FRANKLIN	PLAN SUBMITTAL	 ALABAMA DEPARTMENT OF TRANSPORTATION	N. T. S.	SHEET TITLE	ROUTE
DATE: 7/20/10	DATE:	DATE: 7/20/10				MIDBLOCK FULL CLOSURE	



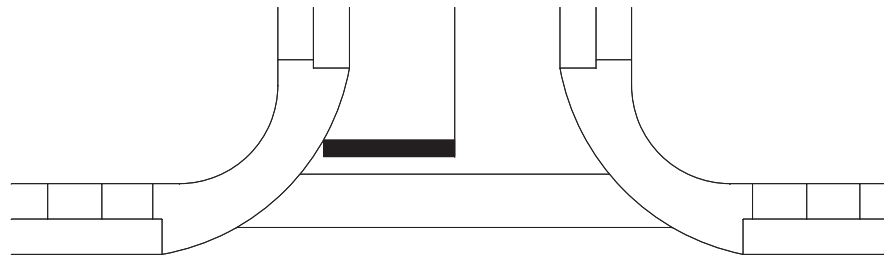
STANDARD TURNING AREA



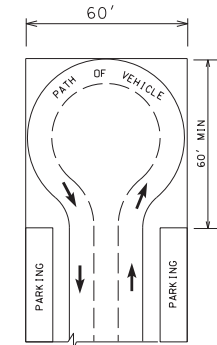
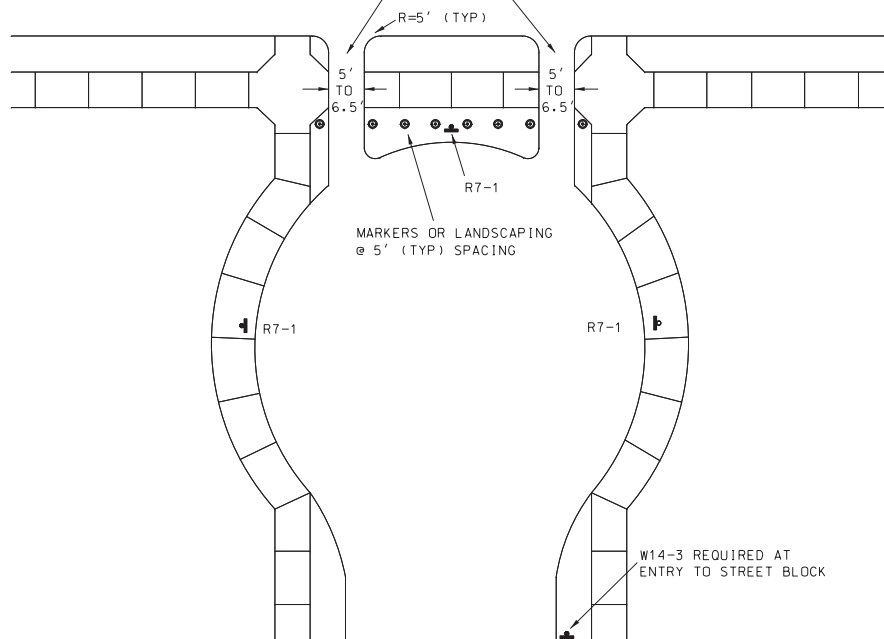
TURNING AREA



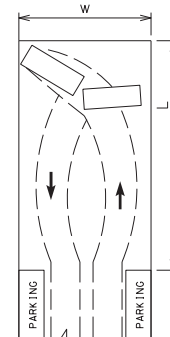
STANDARD CUT CORNERS



* BICYCLE CHANNEL WITH TYPE 'H' OR SIMILAR ROLLED CURBS



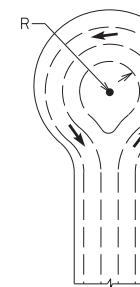
-A-



-B-

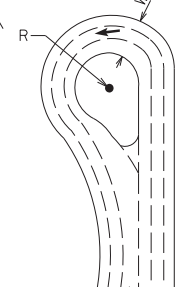
SQUARED END

DESIGN VEHICLE	DIMENSIONS (FT)	
	W	L
P	30	60
SU	50	100



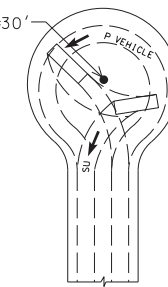
CIRCULAR

-C-



CIRCULAR-OFFSET

-D-



CIRCULAR-ALL PAVED

-E-

DESIGN VEHICLE	DIMENSIONS (FT)	
	R	W ₁
P	30	18
WB-40	42	25
SU & WB-50	47	30

CUL-DE-SAC DESIGN AS PER AASHTO IS DESIRABLE. AVAILABLE RIGHT OF WAY MAY DICTATE A SMALLER OR ALTERNATIVE DESIGN.

ADDITIONAL PARKING PROHIBITED SIGNS MAY BE REQUIRED.

(MARKINGS OPTIONAL)

* BICYCLE LANE OPTIONAL

RESPONSIBLE PE: T.E. BARNETT

SUPERVISOR:

DESIGNER: C.A. FRANKLIN

PLAN SUBMITTAL



ALABAMA DEPARTMENT OF TRANSPORTATION

N. T. S.

SHEET TITLE

ROUTE

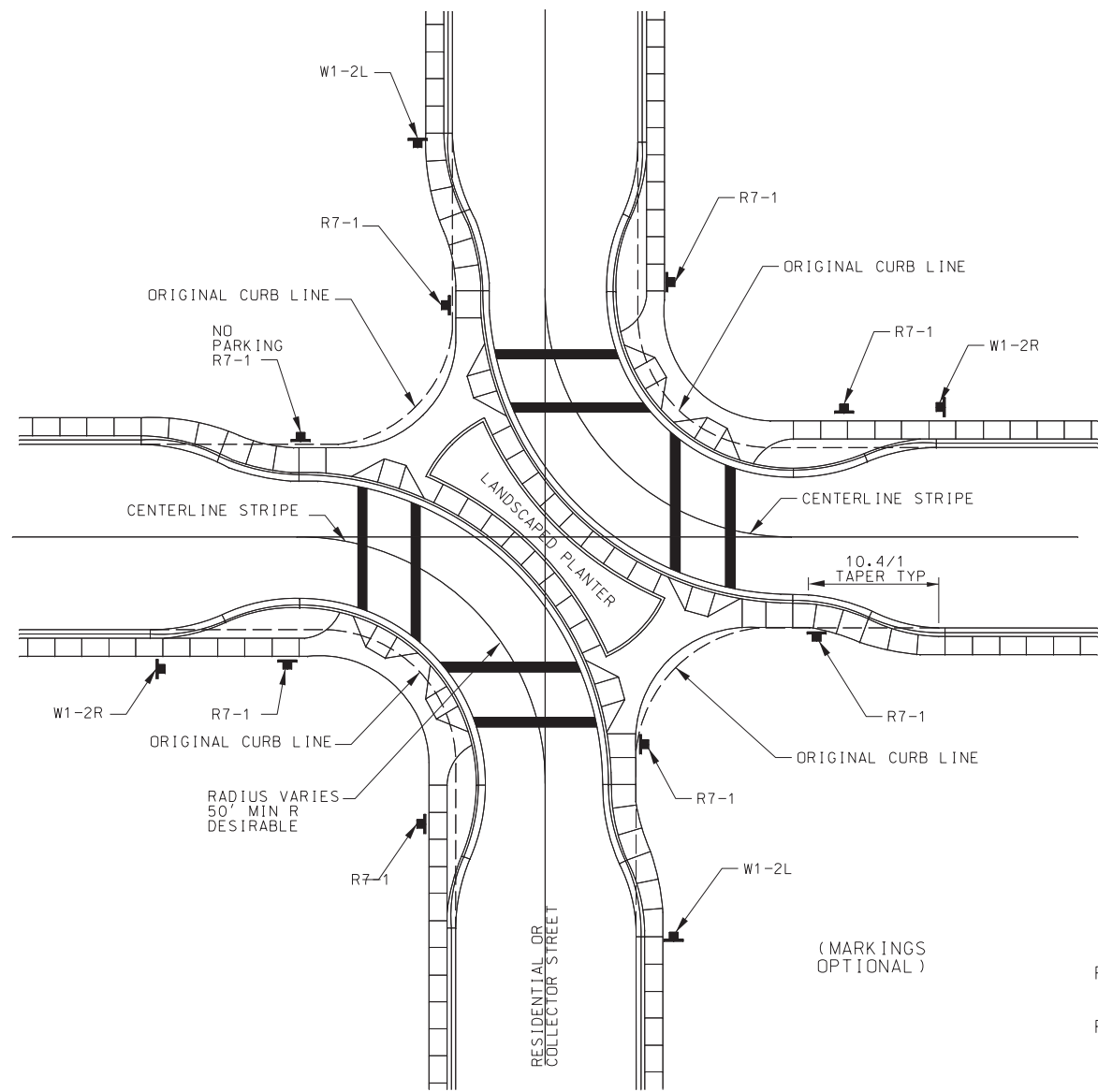
DATE: 7/20/10

DATE:

DATE: 7/20/10

FULL CLOSURE

REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.

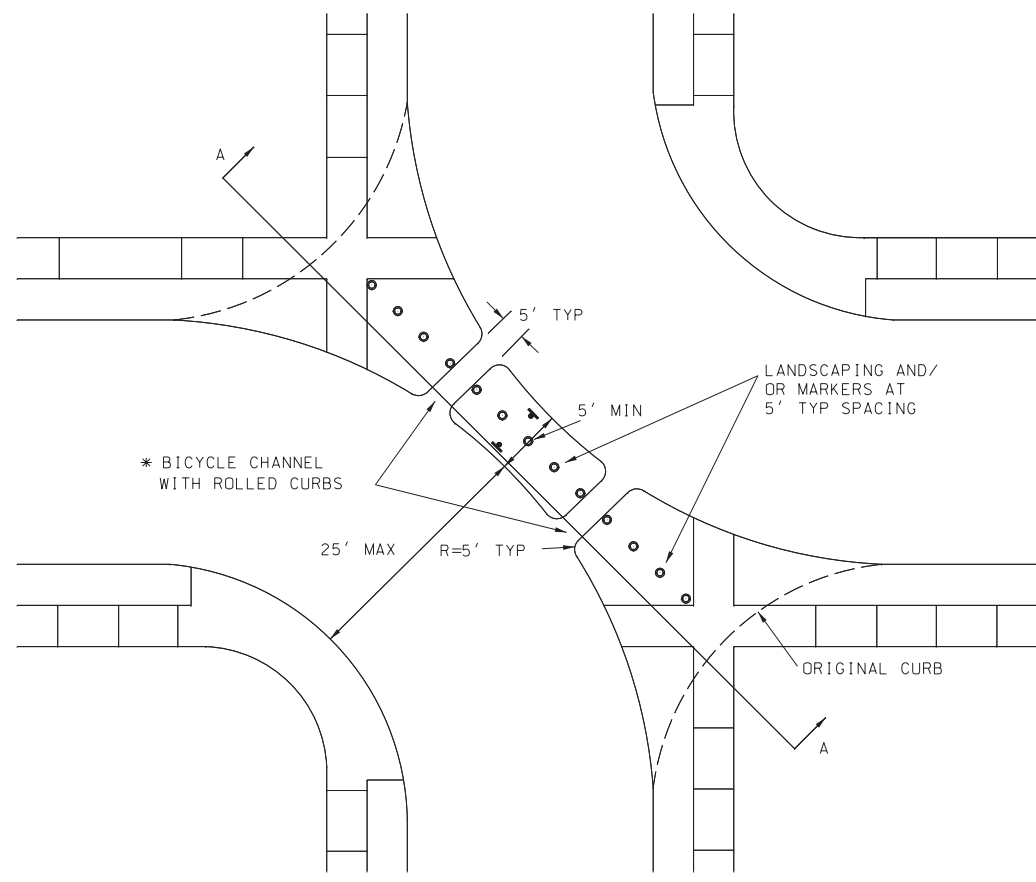


(MARKINGS OPTIONAL)

IF NECESSARY LANDSCAPED PLANTER MAY BE REDUCED IN SIZE AND MOUNTABLE CURB INSTALLED TO PROVIDE ACCESS FOR EMERGENCY VEHICLES.

RESPONSIBLE PE: T.E. BARNETT	SUPERVISOR:	DESIGNER: C.A. FRANKLIN	PLAN SUBMITTAL	 ALABAMA DEPARTMENT OF TRANSPORTATION	N. T. S.	SHEET TITLE	ROUTE
DATE: 7/20/10	DATE:	DATE: 7/20/10				DIAGONAL DIVERTER	

REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.



* BICYCLE CHANNEL WITH ROLLED CURBS

LANDSCAPING AND/OR MARKERS AT 5' TYP SPACING

25' MAX

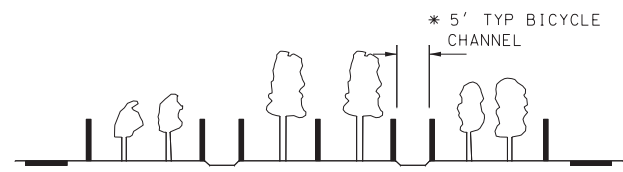
R=5' TYP

ORIGINAL CURB


* BICYCLE CHANNEL OPTIONAL

DEPENDING ON PEDESTRIAN DEMAND AND OTHER LOCAL CONDITIONS, THE DIVERTER DESIGN CAN BE MODIFIED TO ACCOMMODATE A SIDEWALK ALONG ITS LENGTH. LANDSCAPING AND/OR BOLLARDS TO BE RETAINED

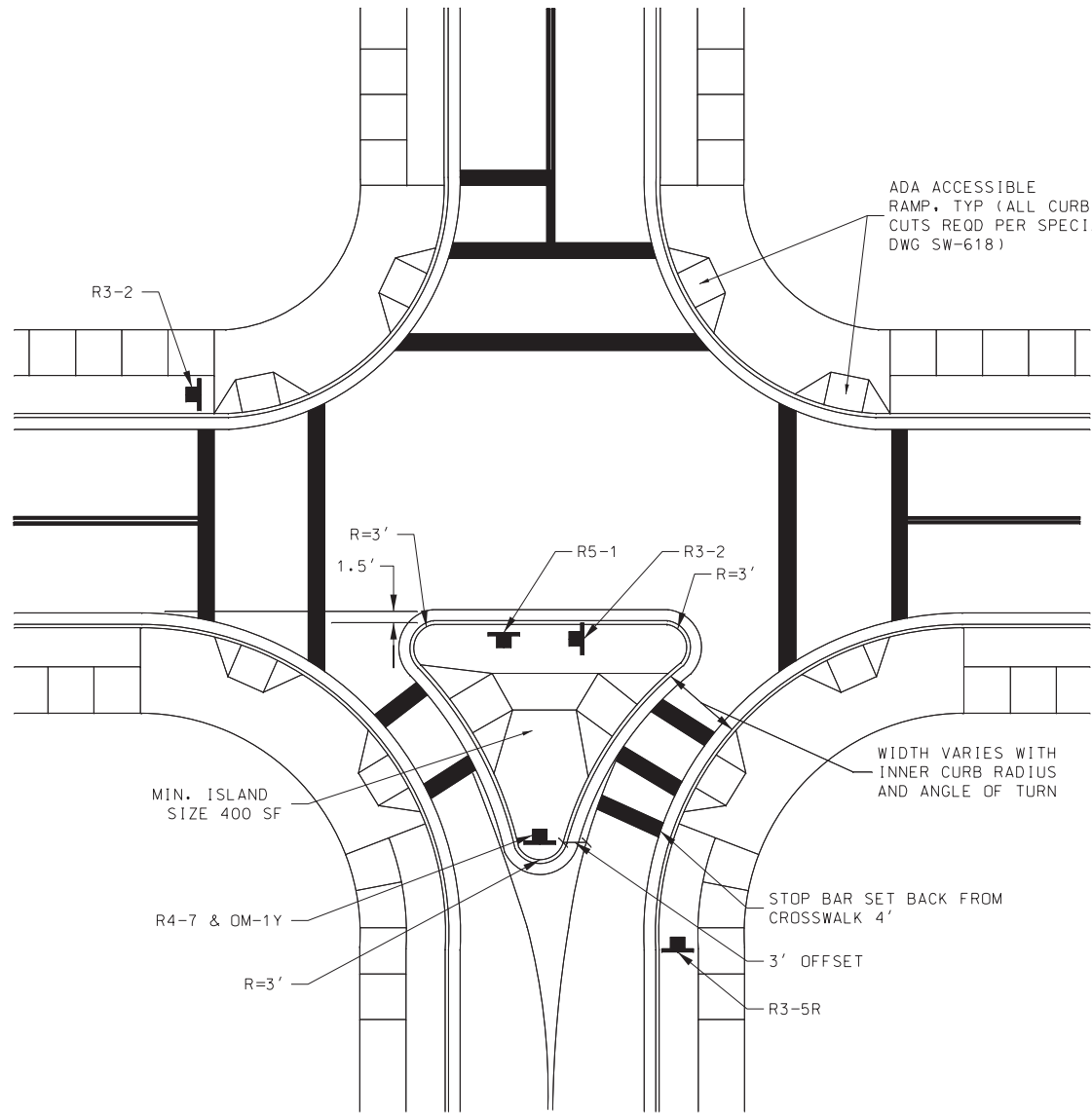
EMERGENCY VEHICLES CAN BE ACCOMMODATED BY USE OF BREAK-AWAY OR LOCKED BOLLARDS, OR LOCKED GATES.



SECTION A-A

RESPONSIBLE PE: T.E. BARNETT	SUPERVISOR:	DESIGNER: C.A. FRANKLIN	PLAN SUBMITTAL	 ALABAMA DEPARTMENT OF TRANSPORTATION	N. T. S.	SHEET TITLE	ROUTE
DATE: 7/20/10	DATE:	DATE: 7/20/10				DIVERTER (ALTERNATE DESIGN)	

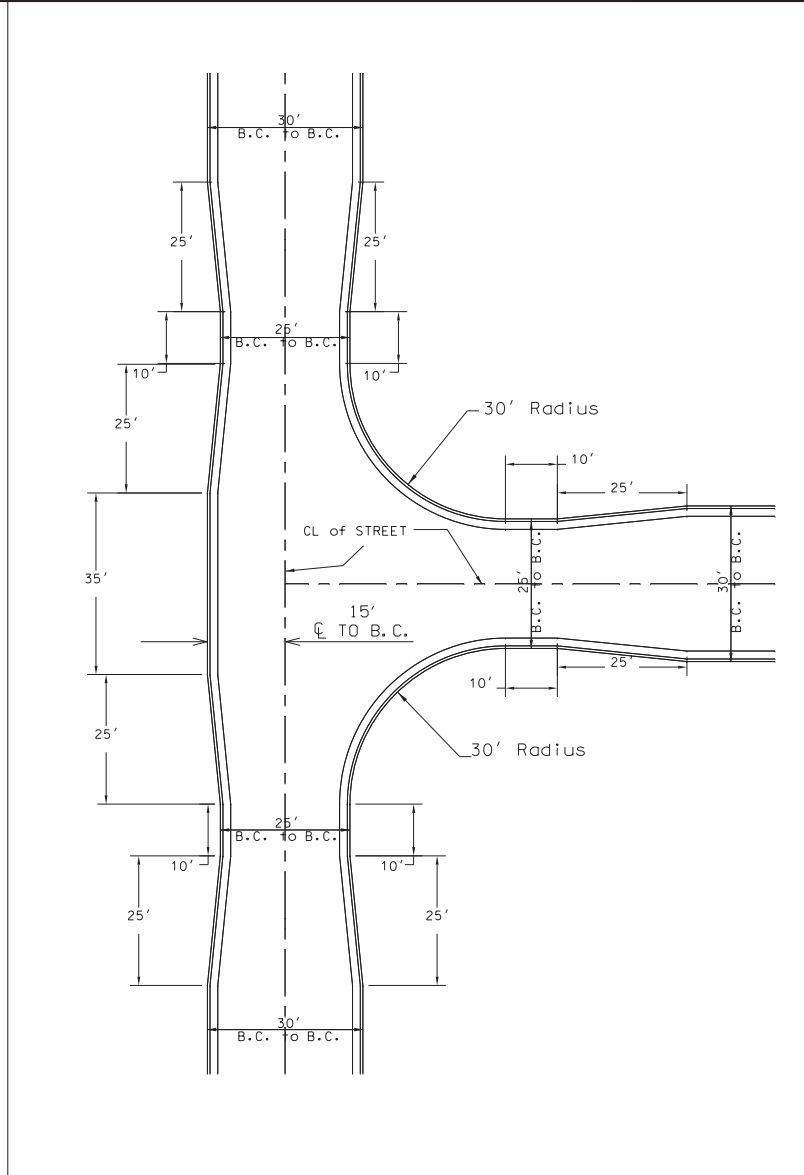
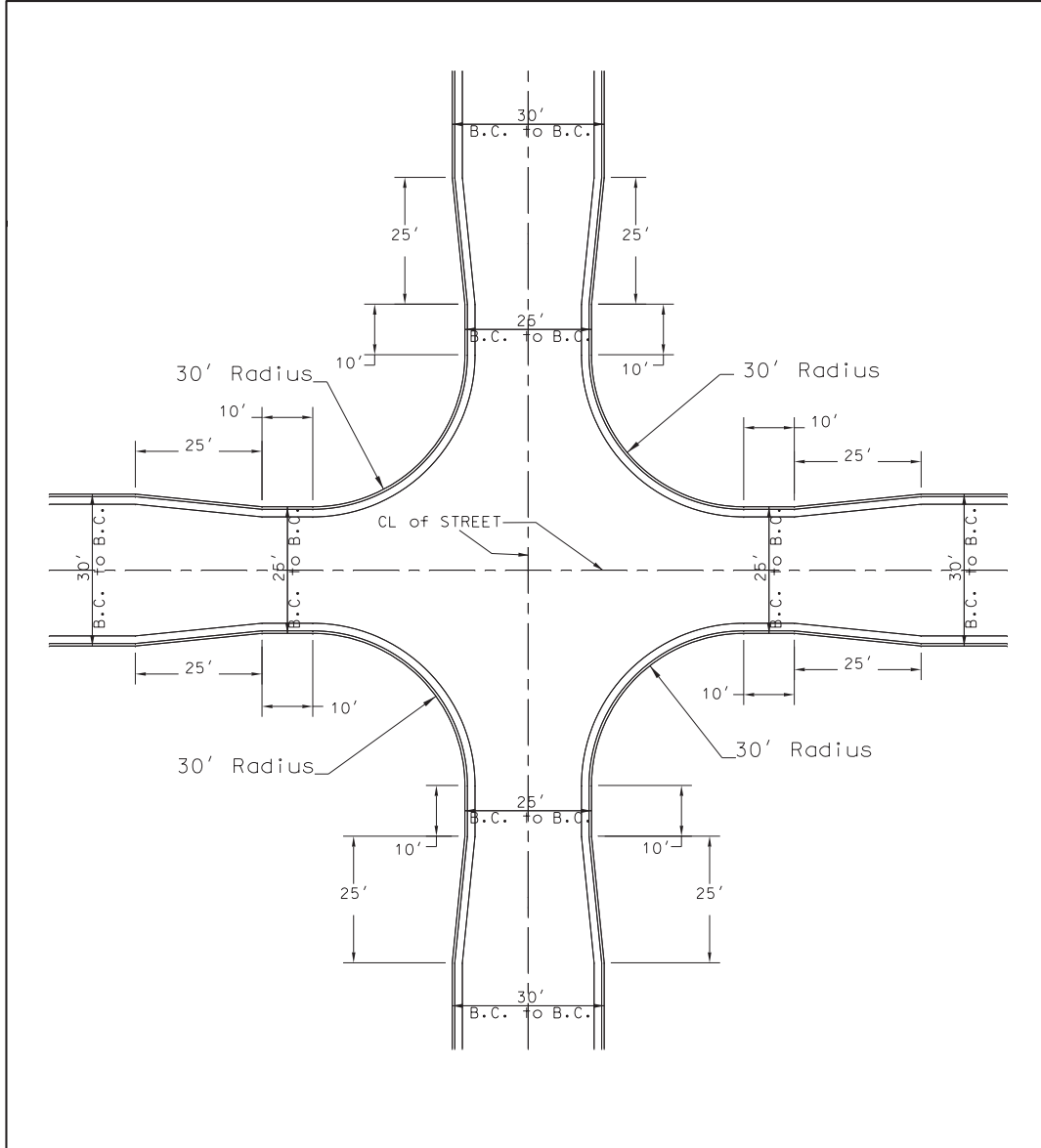
REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.



MARKINGS OPTIONAL

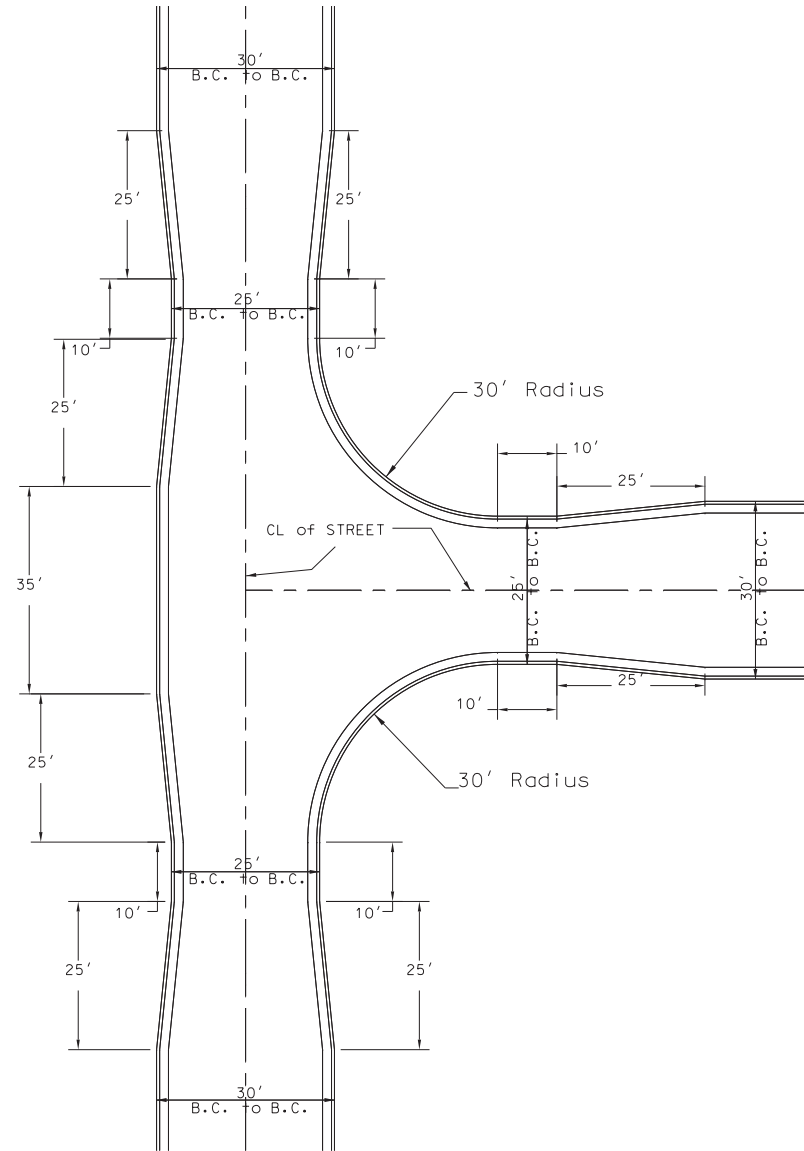
RESPONSIBLE PE: T.E. BARNETT	SUPERVISOR:	DESIGNER: C.A. FRANKLIN	PLAN SUBMITTAL	 ALABAMA DEPARTMENT OF TRANSPORTATION	N. T. S.	SHEET TITLE	ROUTE
DATE: 7/20/10	DATE:	DATE: 7/20/10				FORCED TURN ISLAND	

REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.



RESPONSIBLE PE: T.E. BARNETT	SUPERVISOR:	DESIGNER: C.A. FRANKLIN	PLAN SUBMITTAL	 ALABAMA DEPARTMENT OF TRANSPORTATION	N. T. S.	SHEET TITLE	ROUTE
DATE: 7/20/10	DATE:	DATE: 7/20/10				NECKDOWN	

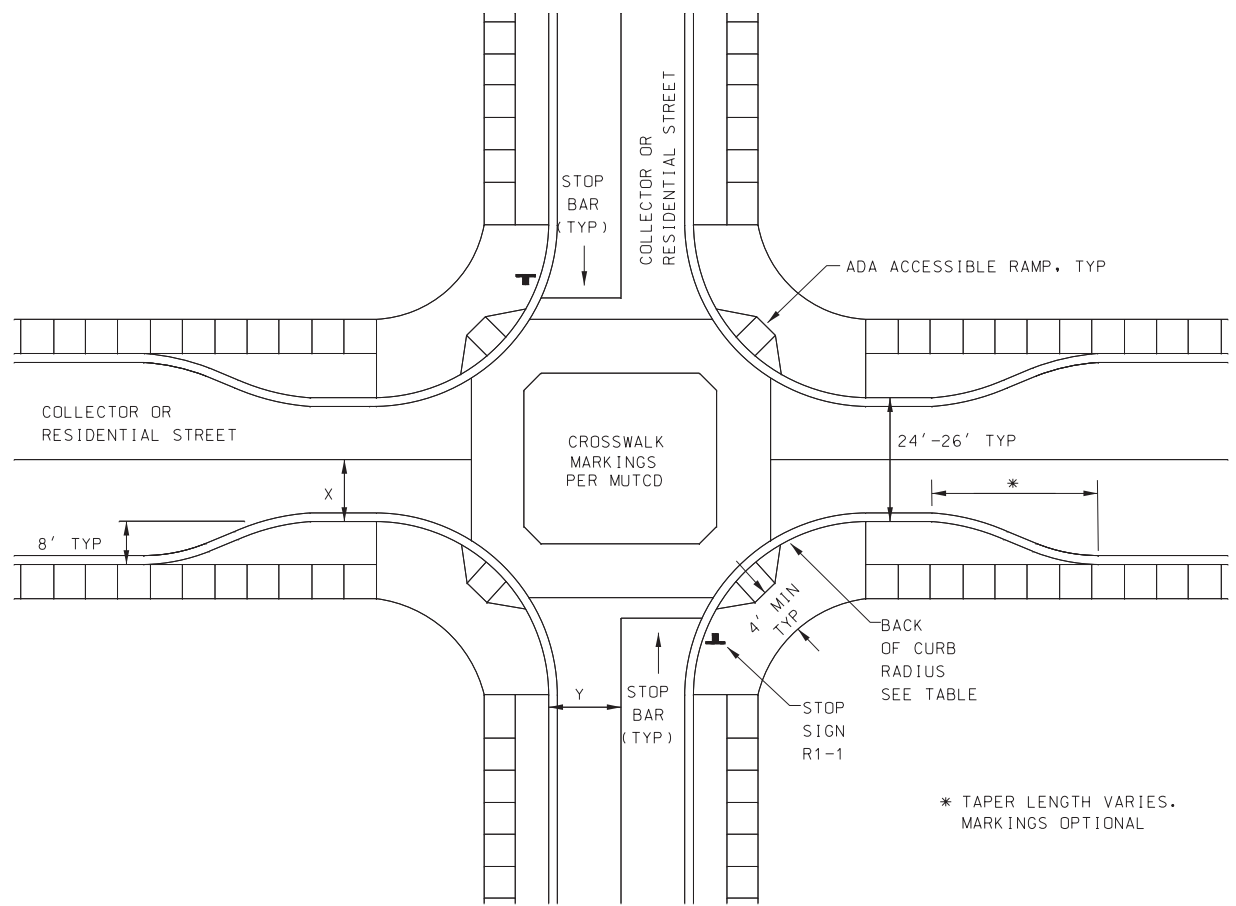
REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.



NEW DEVELOPMENT	EXISTING DEVELOPMENT
X	X

RESPONSIBLE PE: T.E. BARNETT	SUPERVISOR:	DESIGNER: C.A. FRANKLIN	PLAN SUBMITTAL	 ALABAMA DEPARTMENT OF TRANSPORTATION	N. T. S.	SHEET TITLE	ROUTE
DATE: 7/20/10	DATE:	DATE: 7/20/10				NECKDOWN	

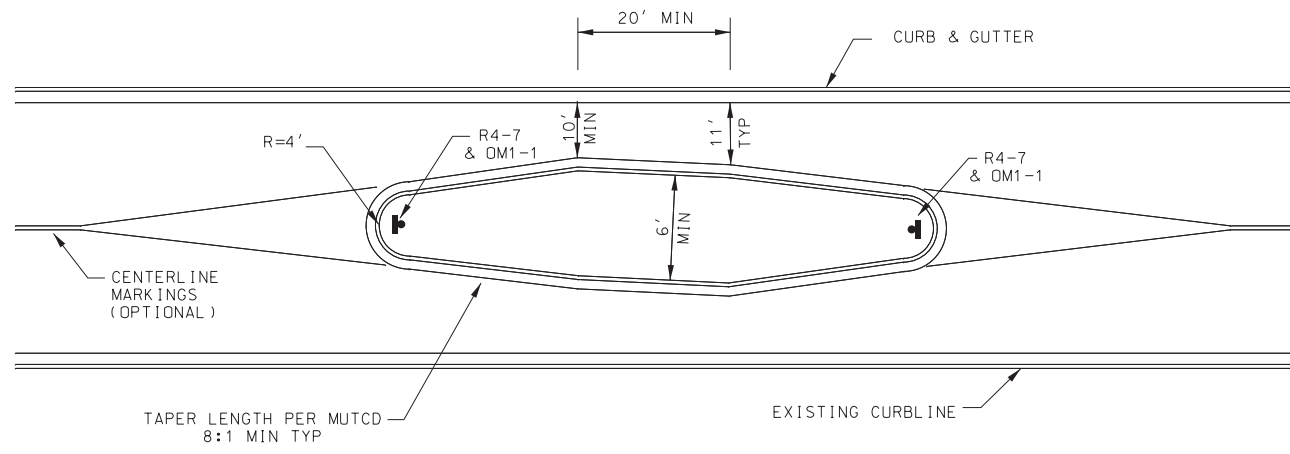
REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.



* TAPER LENGTH VARIES.
MARKINGS OPTIONAL

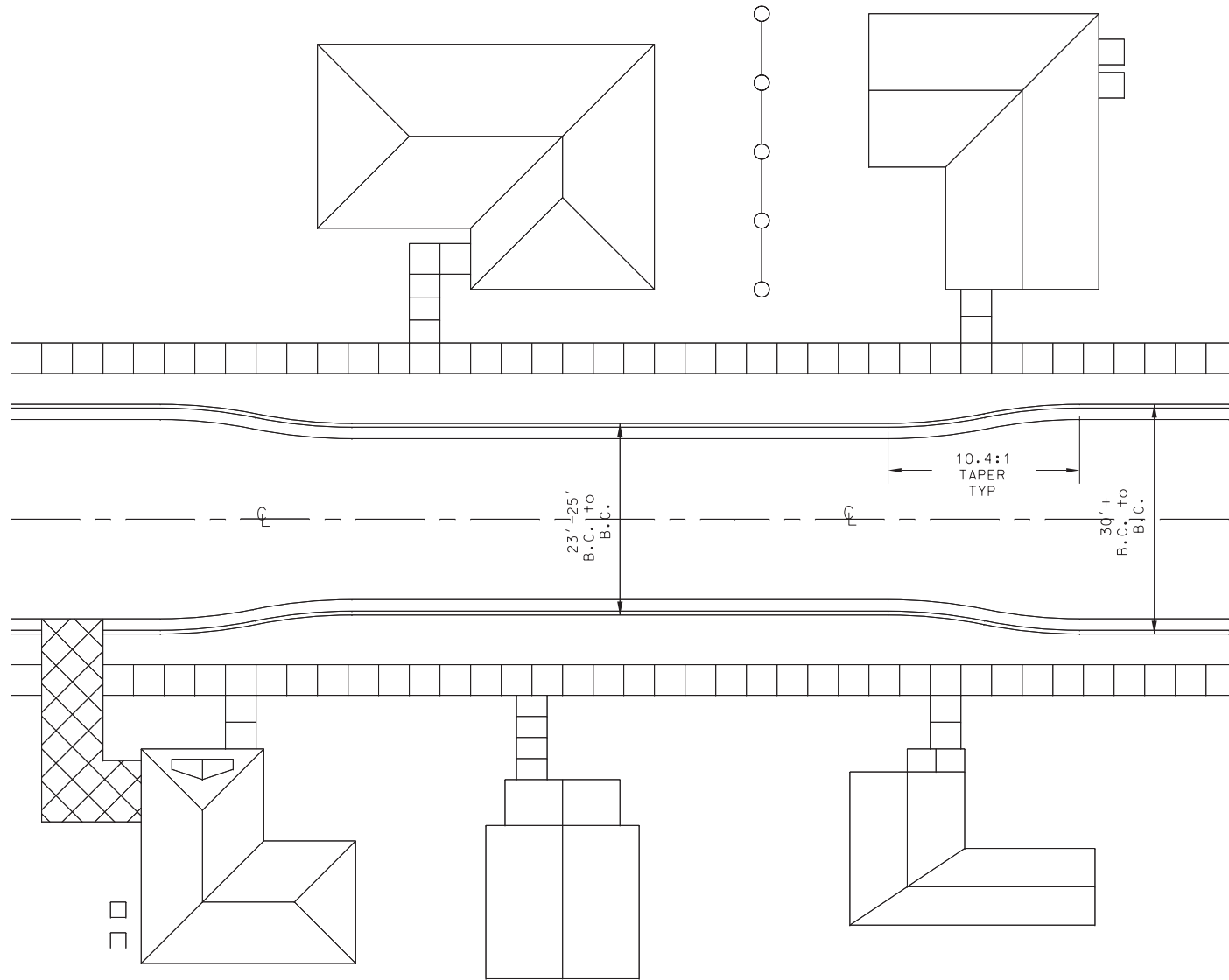
B.C. TO CENTERLINE		B.C. RADIUS
X	Y	
12'	12'	40'
12'	14'	32'
12'	16'	26'
14'	12'	37'
14'	14'	35'
14'	16'	24'

REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.



RESPONSIBLE PE: T.E. BARNETT	SUPERVISOR:	DESIGNER: C.A. FRANKLIN	PLAN SUBMITTAL	 ALABAMA DEPARTMENT OF TRANSPORTATION	N. T. S.	SHEET TITLE	ROUTE
DATE: 7/20/10	DATE:	DATE: 7/20/10				SLOW POINT MEDIAN ISLAND	

REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.



RESPONSIBLE PE: T.E. BARNETT

SUPERVISOR:

DESIGNER: C.A. FRANKLIN

PLAN SUBMITTAL



ALABAMA DEPARTMENT OF TRANSPORTATION

N. T. S.

SHEET TITLE

ROUTE

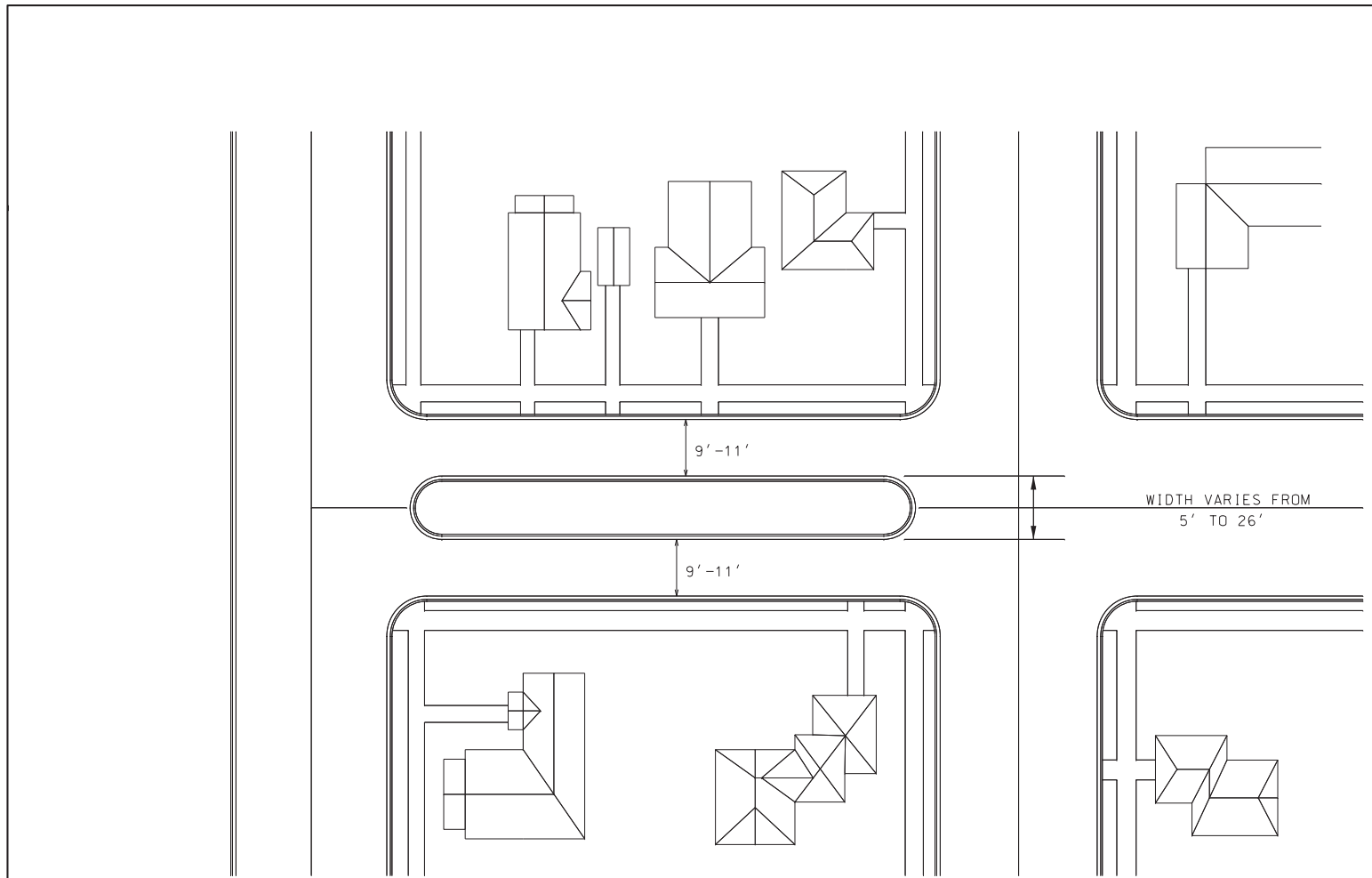
DATE: 7/20/10

DATE:

DATE: 7/20/10

LANE NARROWING

REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.



RESPONSIBLE PE: T.E. BARNETT
DATE: 7/20/10

SUPERVISOR:
DATE:

DESIGNER: C.A. FRANKLIN
DATE: 7/20/10

PLAN SUBMITTAL

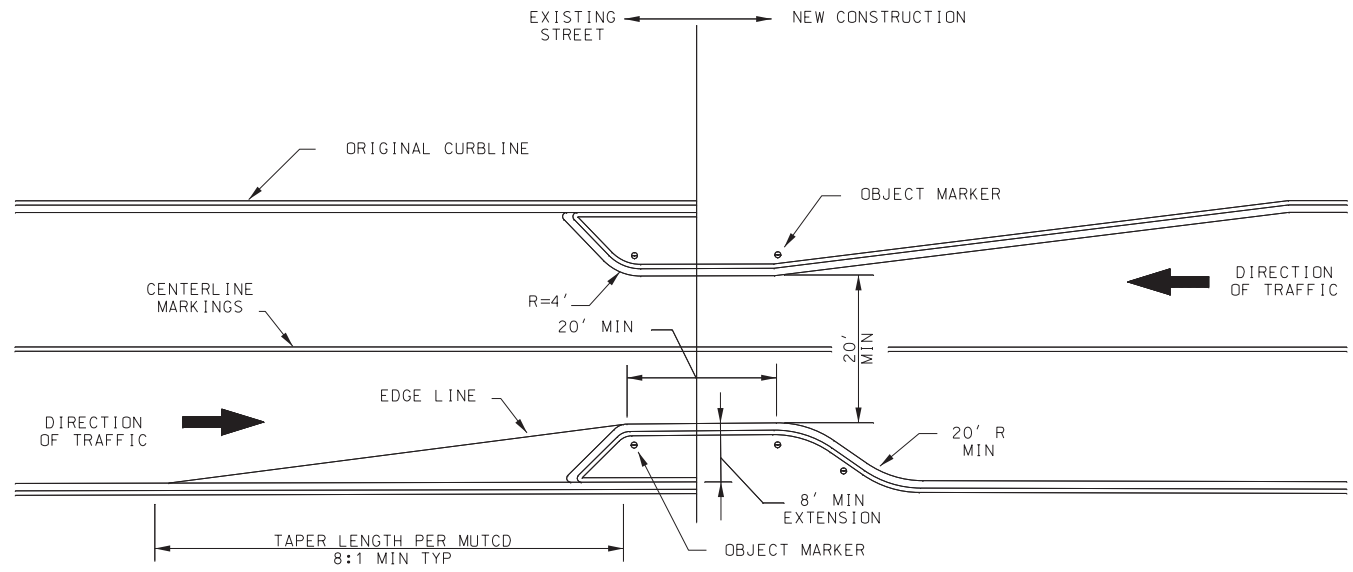


ALABAMA DEPARTMENT OF TRANSPORTATION

N. T. S.

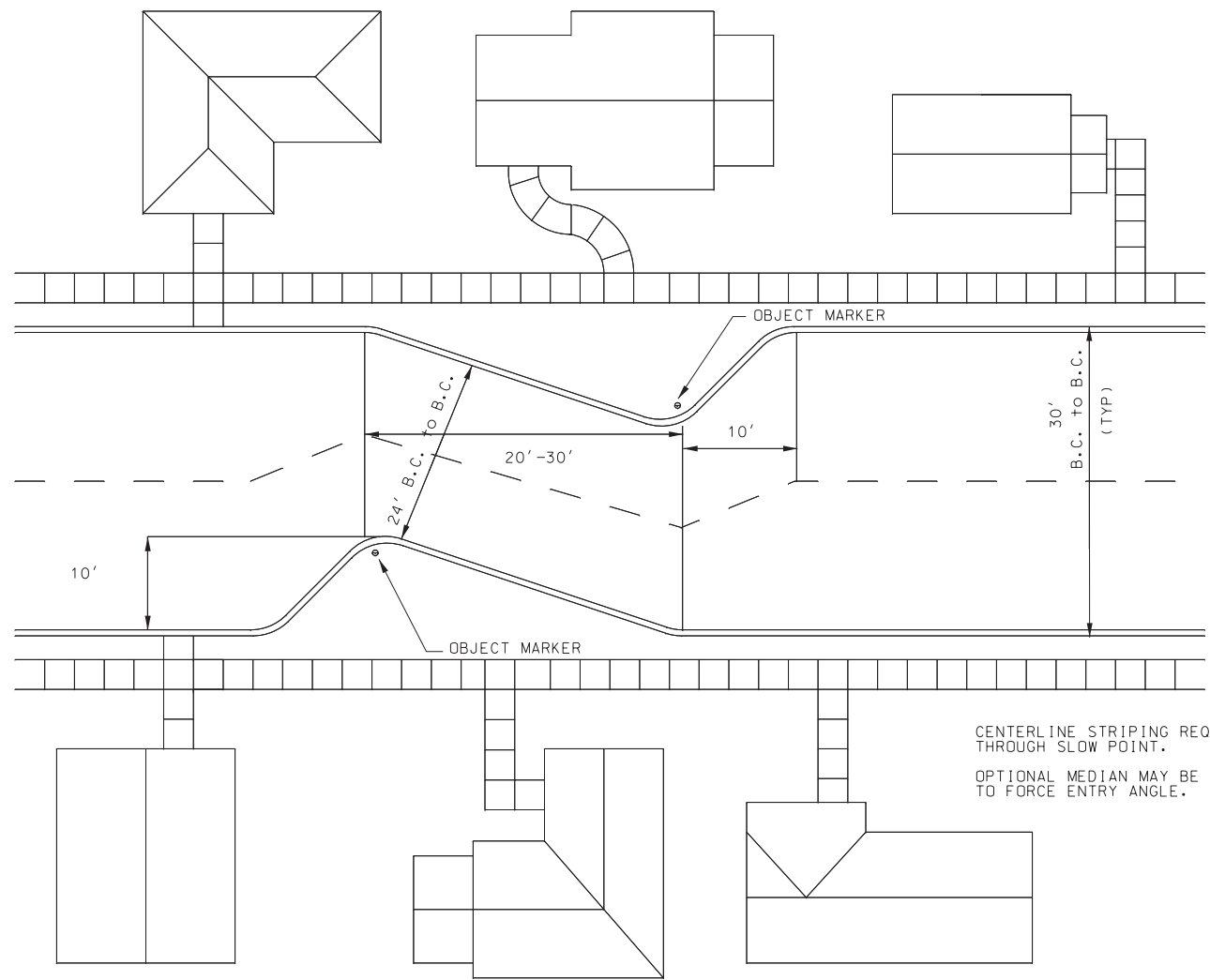
SHEET TITLE	ROUTE
MIDBLOCK MEDIAN	

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO



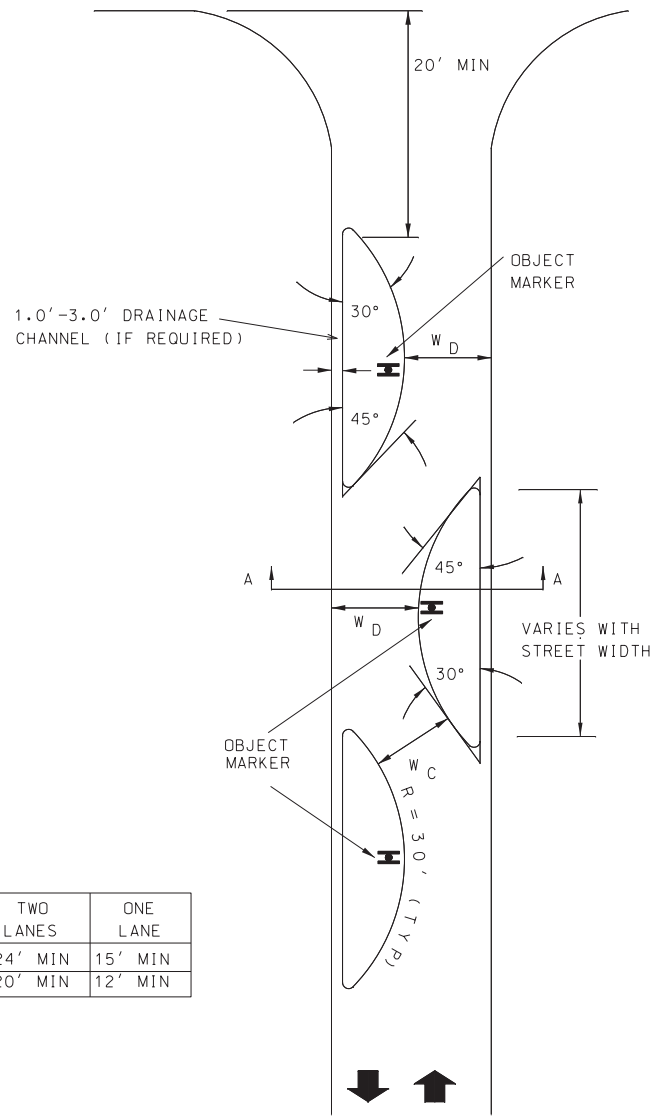
RESPONSIBLE PE: T.E. BARNETT	SUPERVISOR:	DESIGNER: C.A. FRANKLIN	PLAN SUBMITTAL	 ALABAMA DEPARTMENT OF TRANSPORTATION	N. T. S.	SHEET TITLE	ROUTE
DATE: 7/20/10	DATE:	DATE: 7/20/10				CHOKER	

REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.

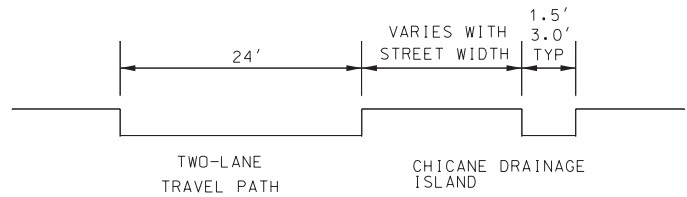


CENTERLINE STRIPING REQUIRED THROUGH SLOW POINT.
 OPTIONAL MEDIAN MAY BE USED TO FORCE ENTRY ANGLE.

RESPONSIBLE PE: T.E. BARNETT	SUPERVISOR:	DESIGNER: C.A. FRANKLIN	PLAN SUBMITTAL	ALABAMA DEPARTMENT OF TRANSPORTATION	N. T. S.	SHEET TITLE	ROUTE
DATE: 7/20/10	DATE:	DATE: 7/20/10				ANGLED SLOW POINT	



	TWO LANES	ONE LANE
W_D	24' MIN	15' MIN
W_C	20' MIN	12' MIN



SECTION A-A

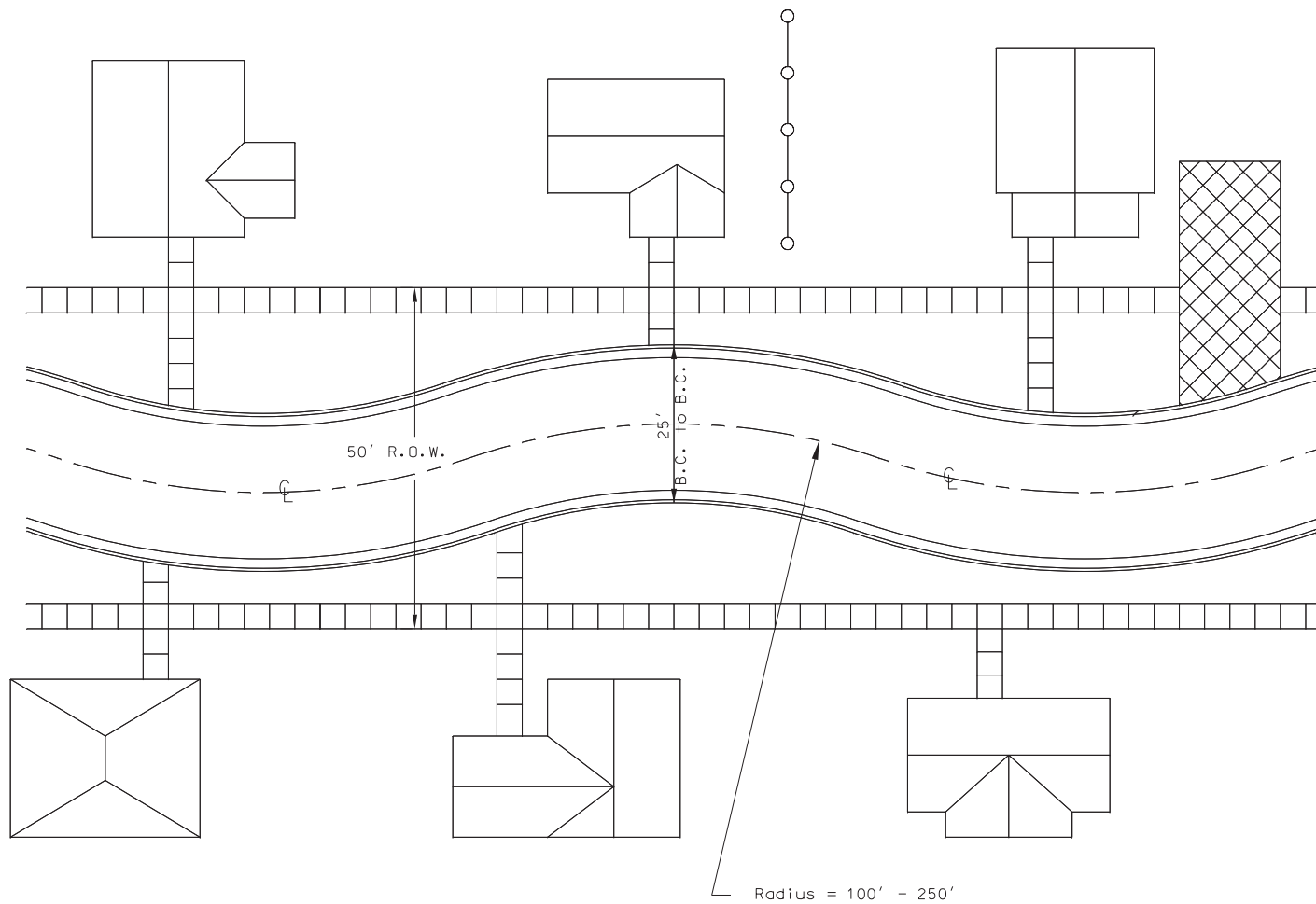
THE TRAVEL PATH THROUGH THE CHICANE CAN BE ONE LANE OR TWO LANES AS NOTED.

SPACING OF CHICANE SEGMENTS DEPENDENT ON SITE CONSIDERATIONS, E.G. DRIVEWAY LOCATIONS.

ISLAND PLANTING SHOULD NOT OBSCURE DRIVER'S VIEW OF CHICANE TRAFFIC, MAXIMUM OF 30" IN HEIGHT.

BICYCLES ARE TO USE THE SAME PATH AS MOTOR VEHICLES, NOT THE DRAINAGE CHANNEL.

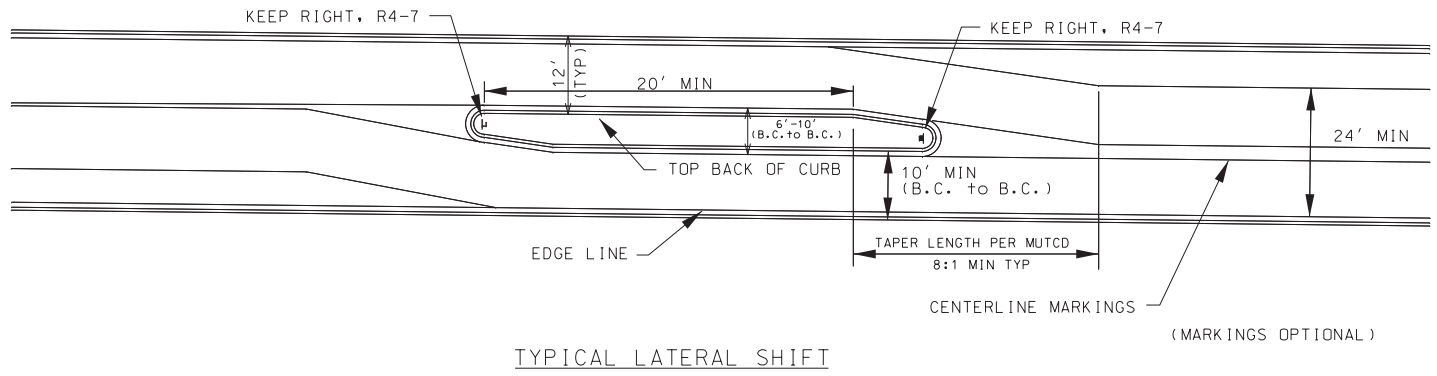
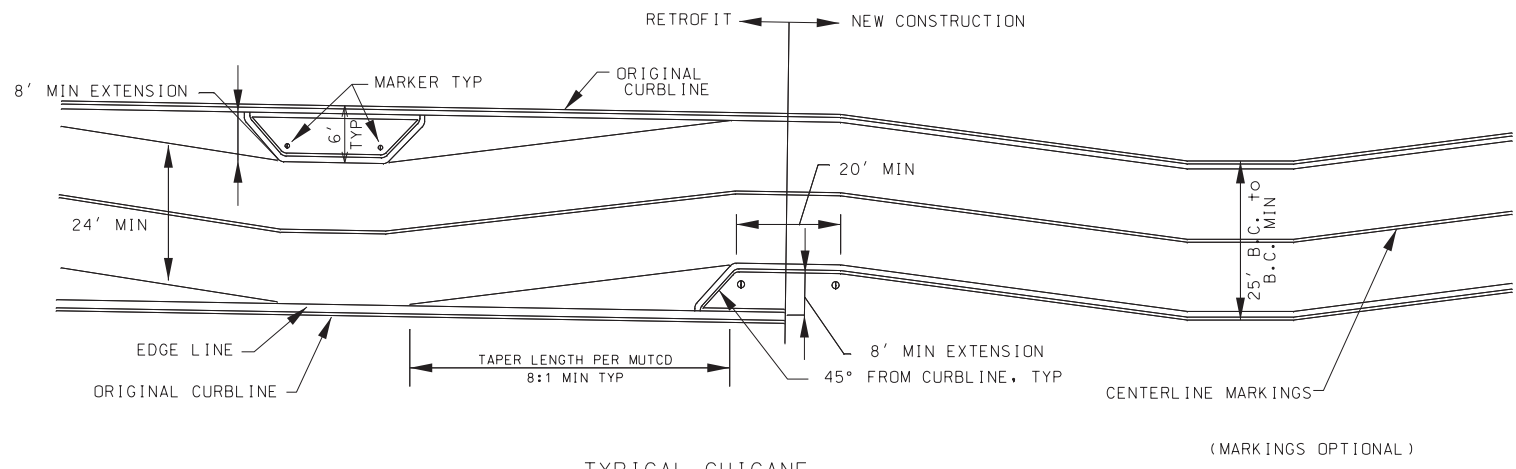
REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.



* SHOULD BE LIMITED TO LOW-VOLUME, LOW-SPEED ROADWAYS.

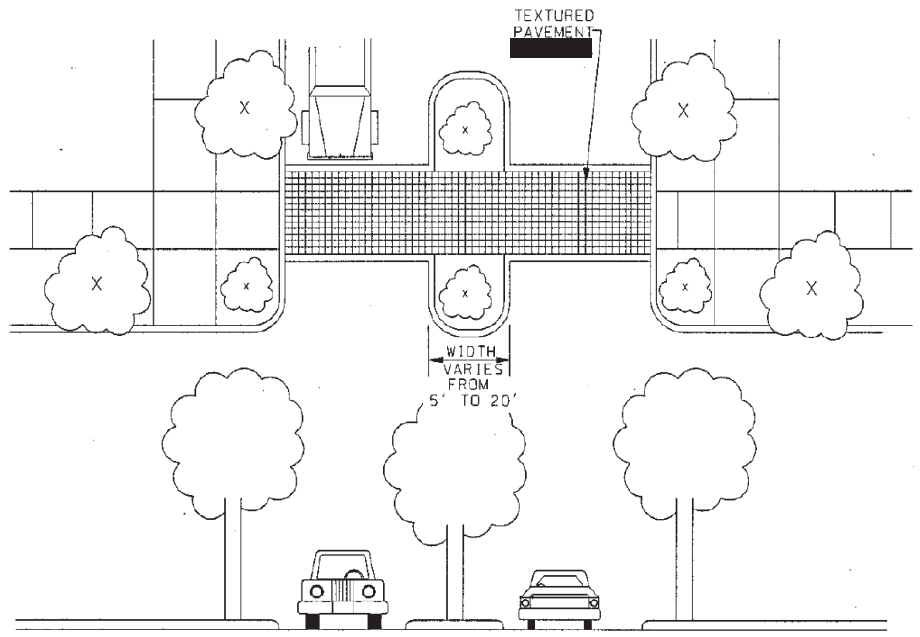
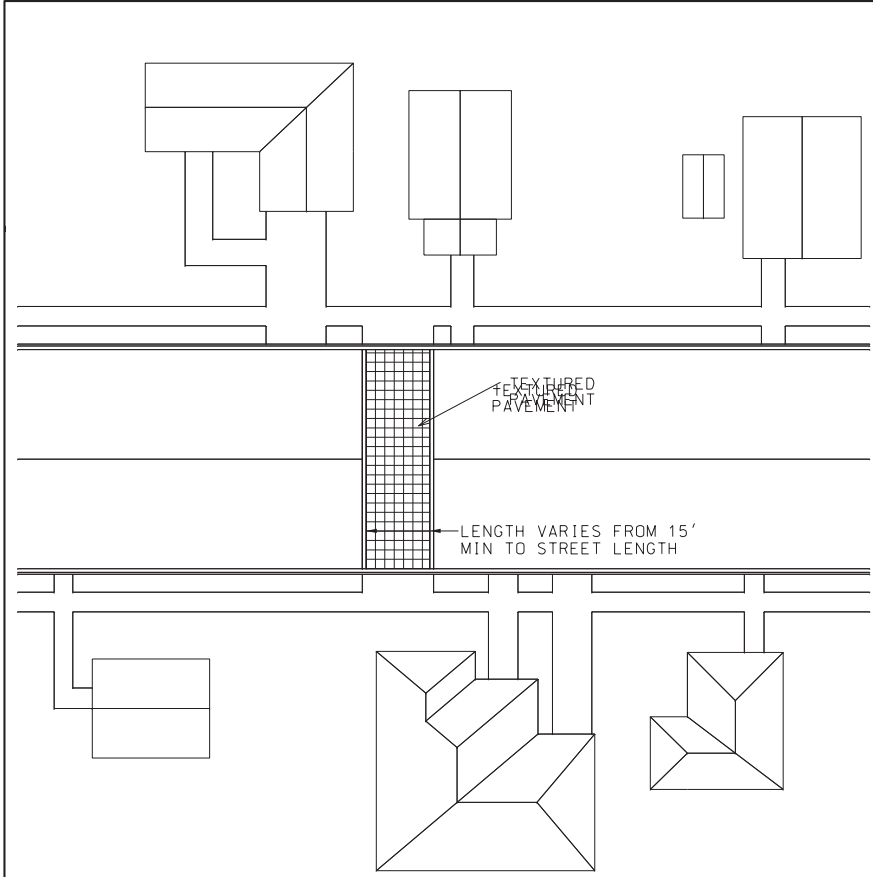
RESPONSIBLE PE: T.E. BARNETT	SUPERVISOR:	DESIGNER: C.A. FRANKLIN	PLAN SUBMITTAL	 ALABAMA DEPARTMENT OF TRANSPORTATION	N. T. S.	SHEET TITLE	ROUTE
DATE: 7/20/10	DATE:	DATE: 7/20/10				DEVIATION/CHICANE	

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO



RESPONSIBLE PE: T.E. BARNETT	SUPERVISOR:	DESIGNER: C.A. FRANKLIN	PLAN SUBMITTAL	 ALABAMA DEPARTMENT OF TRANSPORTATION	N. T. S.	SHEET TITLE	ROUTE
DATE: 7/20/10	DATE:	DATE: 7/20/10				CHICANE & LATERAL SHIFT	

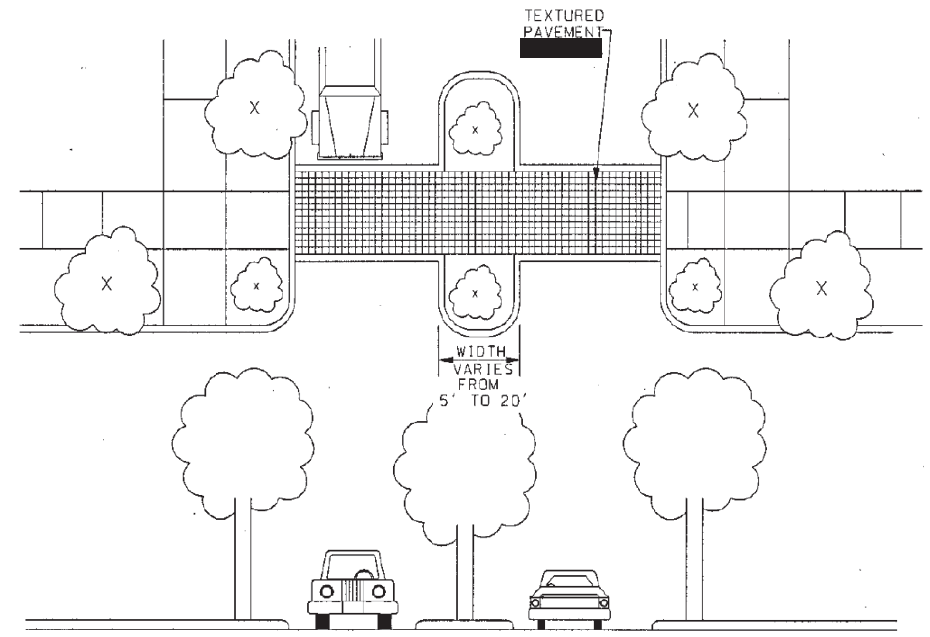
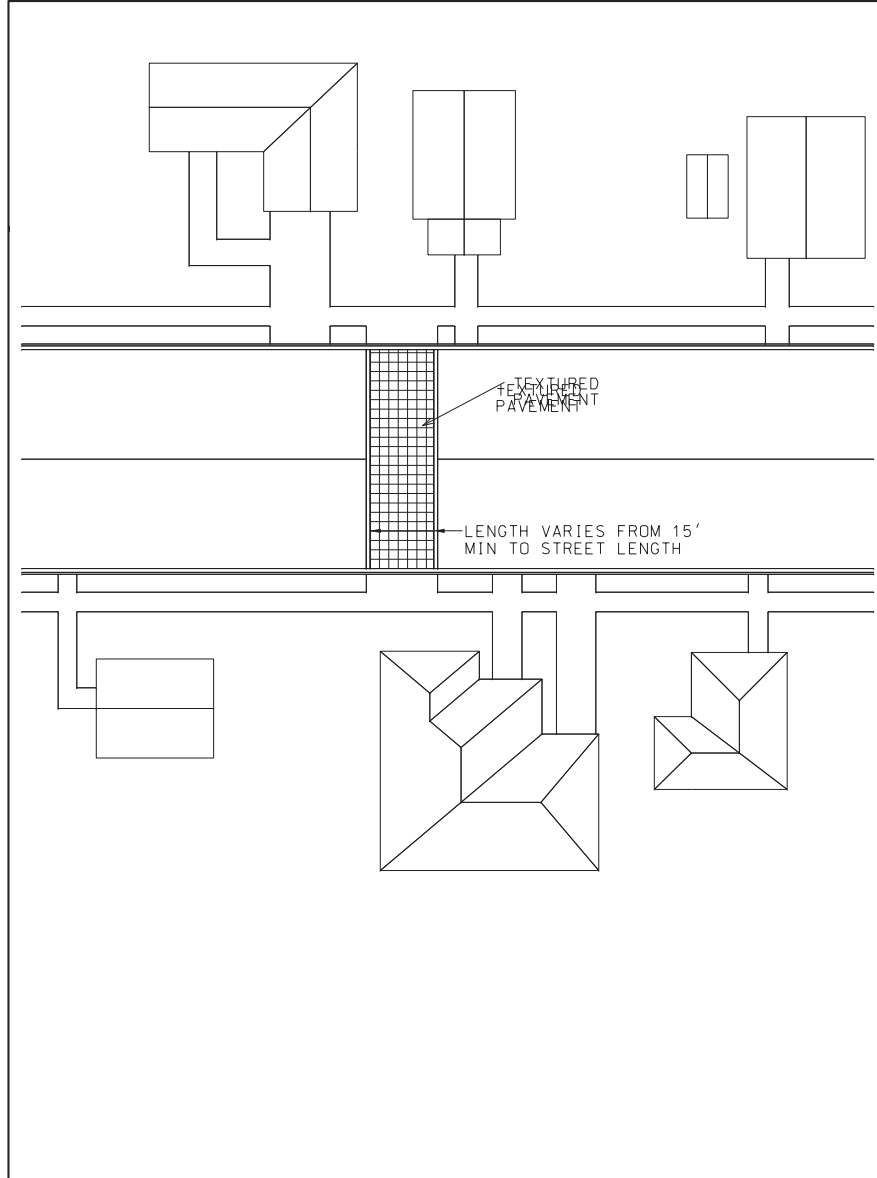
REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.



*TREE SIZE/PLANTINGS SHOULD BE LIMITED FOR ROADSIDE SAFETY, INTERSECTION SIGHT DISTANCE, AND TRAFFIC SIGN VISIBILITY.
 TEXTURE MAY BE STAMPED BRICK, SCORED, COBBLESTONE, OR OTHER APPROVED METHOD.

RESPONSIBLE PE: T.E. BARNETT	SUPERVISOR:	DESIGNER: C.A. FRANKLIN	PLAN SUBMITTAL	 ALABAMA DEPARTMENT OF TRANSPORTATION	N. T. S.	SHEET TITLE	ROUTE
DATE: 7/20/10	DATE:	DATE: 7/20/10					

REFERENCE PROJECT NO.	FISCAL YEAR	SHEET NO.



*TREE SIZE/PLANTINGS SHOULD BE LIMITED FOR ROADSIDE SAFETY, INTERSECTION SIGHT DISTANCE, AND TRAFFIC SIGN VISIBILITY.
 TEXTURE MAY BE STAMPED BRICK, SCORED, COBBLESTONE, OR OTHER APPROVED METHOD.

RESPONSIBLE PE: T.E. BARNETT	SUPERVISOR:	DESIGNER: C.A. FRANKLIN	PLAN SUBMITTAL	 ALABAMA DEPARTMENT OF TRANSPORTATION	N. T. S.	SHEET TITLE	ROUTE
DATE: 7/20/10	DATE:	DATE: 7/20/10				TEXTURED PAVEMENT & GATEWAY TRMNT	