Transportation Master Plan
Bay Minette, Alabama

Adopted by City Council October 20, 2025
Project No. 1197500

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VOLKERT

RESOLUTION NUMBER 1025-25

CITY OF BAY MINETTE, ALABAMA
A RESOLUTION FOR ADOPTION OF THE CITY OF BAY MINETTE TRANSPORTATION MASTER PLAN

WHEREAS, adoption of a Transportation Master Plan is compatible with the goals and objectives of the City of Bay Minette Comprehensive Plan, which the City of Bay Minette Planning Commission adopted October 9, 2025 after careful and comprehensive surveys and studies of present conditions and future growth of the City of Bay Minette and its environs, with due regard to their relation to neighboring territory, as required by *Section 11-52-9* of the *Code of Alabama (1975)*, as amended; and

WHEREAS, the City of Bay Minette City Council commissioned the preparation of the City of Bay Minette Transportation Master Plan by Volkert, Inc., to provide a vision for the future transportation needs of the City of Bay Minette, addressing concerns that include, congestion, safety, access and mobility for users of the transportation network within the limits of Bay Minette; and

WHEREAS, the Transportation Master Plan was made with the general purpose to evaluate the future needs of the City of Bay Minette's transportation network and provide a clear vision to address those needs; and

WHEREAS, the Transportation Master Plan has been developed with extensive data collection and evaluation and analysis of the City's transportation network. It includes descriptive and explanatory matter concerning existing conditions, transportation network, multi-modal facilities, safety, technical analysis, identified improvement projects, and future roadway design considerations and recommendations; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BAY MINETTE, ALABAMA, WHILE IN REGULAR SESSION ON OCTOBER 20TH, 2025, that the City Council of the City of Bay Minette deems it in the best interest of the public that the plan prepared by Volkert, Inc., titled "Connected Place, Greater Future: Transportation Master Plan of the City of Bay Minette," be adopted as the official transportation master plan of the City.

DONE, this the 20th day of October, 2025.

Robert A. "Bob" Wills, Mayor
City of Bay Minette, Alabama

ATTEST:

Rita Diedtrich, City Clerk

I, the undersigned qualified and acting Clerk of the City of Bay Minette, Alabama, do hereby certify that the above and foregoing is a true copy of a resolution lawfully passed and adopted by the City of Bay Minette at a regular meeting of such council, held on the 20th day of October, 2025, and that said Resolution is on file in the office of the Bay Minette City Clerk.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Bay Minette, on this the 20th day of October, 2025.

Rita Diedtrich
City Clerk

CITY OF BAY MINETTE, AL
CITY SEAL
BALDWIN COUNTY

Connected Place, GREATER FUTURE

Bay Minette ALABAMA

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1 INTRODUCTION

This section presents the objective of the study and a summary of the purpose and need.

1.1 OBJECTIVE

Volkert, Inc. was retained by the City of Bay Minette to complete a Transportation Master Plan (TMP) study to serve as a blueprint for the City of Bay Minette to create simple and smart highway and traffic engineering solutions based on industry standards, operational insights, and data collection. The TMP will provide planning for future development of the City's transportation network. It builds upon an assessment of existing conditions and transportation needs, analyzing how roadway functional classifications relate to current and desired system characteristics. The plan establishes clear performance measures and decision matrices to guide future network improvements. Serving as the implementation arm of the Great Place, Greater Future Comprehensive Plan adopted October 9, 2025, the TMP translates the Plan's Transportation and Infrastructure objectives into actionable strategies. All recommendations should be evaluated in coordination with the Comprehensive Plan's Preferred Land Use Map and Implementation Matrix to ensure consistency and long-term efficiency across City planning efforts.

1.2 PURPOSE AND NEED

Communities are constantly changing, inheriting both the desirable and unwanted characteristics of the past. And many communities are facing changing land use and developments that are incompatible with surrounding land use relationships, and traffic congestion on roadways insufficiently designed for current demands and intended use.

The purpose of this TMP is to establish a consistent and coordinated framework linking local policies, best practices, and physical improvements to promote a safe, efficient, and well-connected transportation system. It provides the foundation for the development of a sustainable active transportation network. As a planning and decision-making tool, the TMP equips City leaders with the information and strategies needed to make proactive, informed choices regarding both new development and redevelopment.

Source: Volkert, Inc.

The TMP was developed in response to Bay Minette's continued growth and the resulting demand for a coordinated, long-term strategy for its transportation network. The Plan establishes best practices and a clear vision to guide current and future investments, ensuring that City resources are used efficiently to enhance quality of life, support economic growth, improve multimodal safety, and protect the environment.

This Transportation Master Plan will help Bay Minette to:

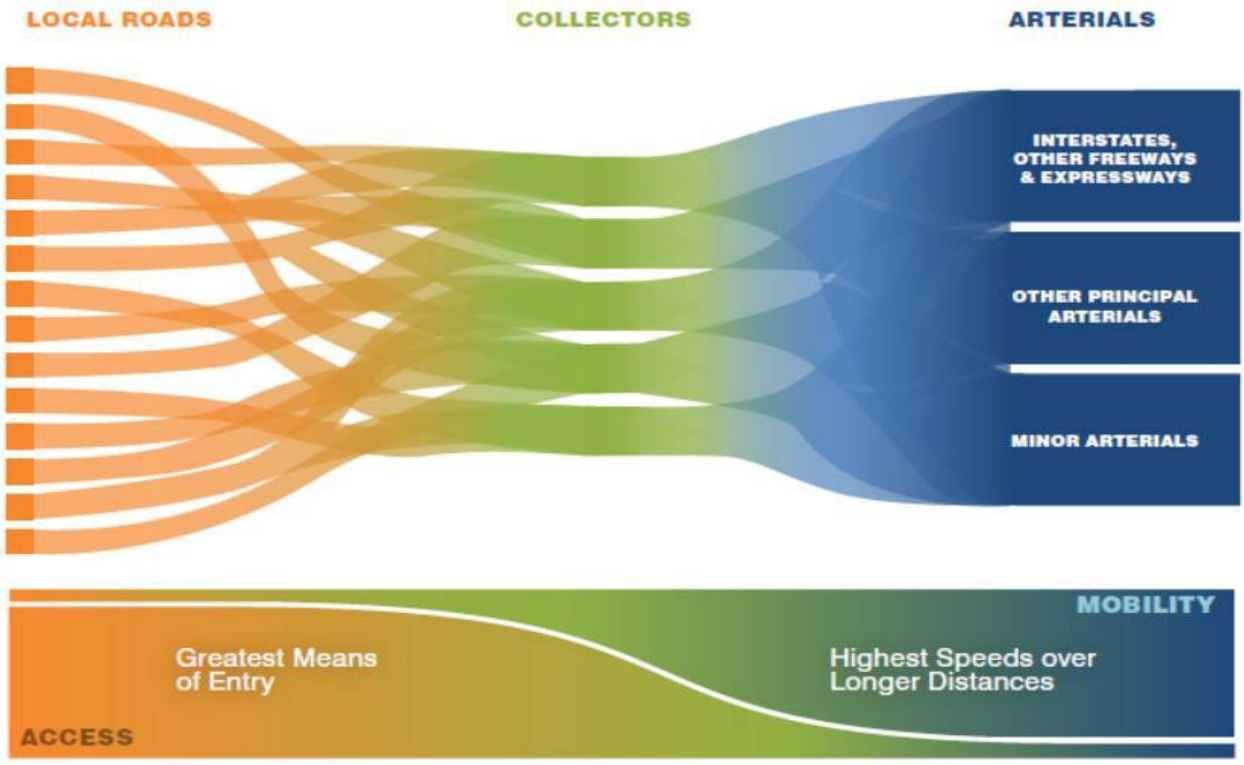
- Protect neighborhoods
- Preserve and enhance City historic resources
- Protect and expand City natural resources and open spaces
- Explore connectivity options
- Explore innovative and context-sensitive system impacts
- Expand multi-modal opportunities throughout the City including pedestrian and bicycle facilities
- Balance the needs and operations of transportation facilities, land uses, and City's character

This section outlines the fundamental concepts and characteristics of a transportation network and explains how each component functions as part of an integrated system.

2.1 FUNCTIONAL CLASSIFICATION

The concept of functional classification defines the role that a particular roadway segment plays in serving traffic flow through the network. The classification hierarchy of road classes is helpful for communication between engineers, administrators, and the public. This classification system can also serve as a vital planning tool. The different base classifications, published by FHWA are Interstate, Freeway, Principal Arterial, Minor Arterial, Major Collector, Minor Collector, and Local. There are two subcategories for the arterial and collector classifications, rural and urban. These subcategories are based on the land use and development density surrounding the roadway.

All roadways serve at least one function and, in some cases, both functions of mobility and/or access. Mobility provides few opportunities for entry and exit (low friction), and access provides many opportunities for entry and exit (high friction). Below is a graphic depicting the relationship between functional classification and access versus mobility.



Source: FHWA

2.1.1 Key Factors Supporting Functional Classification

Balancing access to property and travel mobility is the goal of establishing a functional classification of streets. The following are key factors supporting functional classification:

Efficiency of Travel

Travelers seek out roadways with the shortest delay and travel time from start to finish, the "path of least resistance."

Access Points

Roadways designed for long distance travel typically have more access control, while roadways designed for local trips typically have significantly less controlled access.

Speed Limit

There is a general correlation between speed limits and mobility. As the speed limit goes up, so does mobility.

Route Spacing

Regular and logical spacing between routes of different classifications should exist. Spacing will vary for different areas, i.e. dense urban area spacing of routes is smaller, typically higher volumes and more consistent than undeveloped rural areas. Geographic barriers can greatly influence the spacing of routes.

Land Use Characteristics	Principal Arterials	Minor Arterials	Collectors	Local Streets
Developed Areas	2 to 3 Miles	1/4 to 1/2 Mile	1/8 to 1/2 Mile	As Needed to Access Land Uses
Developing Areas	3 to 6 Miles	1 to 2 Miles	1/2 to 1 Mile	As Needed to Access Land Uses
Rural Areas	6 to 12 Miles	4+ Miles	As Needed to Access Land Uses	As Needed to Access Land Uses

Source: Metropolitan Council, Metropolitan Development Guide, Appendix F and Federal Highway Administration, Highway Functional Classification

Number of Travel Lanes

Roadways are designed according to their function and in general the higher classifications have more travel lanes.

Regional Significance

Significant roadways connect activity centers and facilitate long-distance trips through regions and States.

Relationship Between Functional Classification and Travel Characteristics

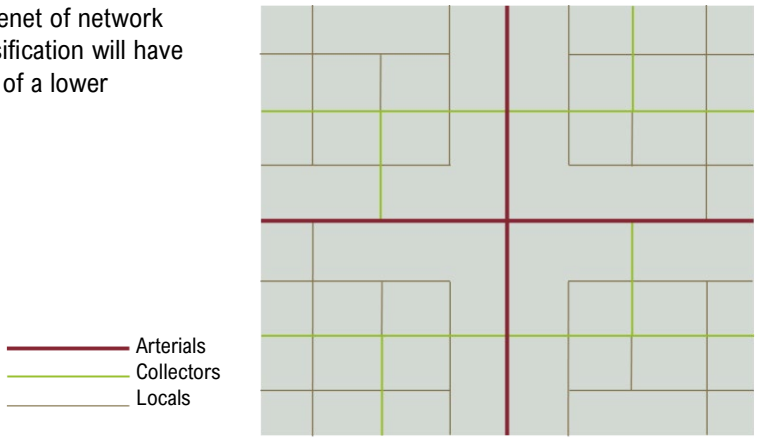
Functional Classification	Distance Served (Length of Route)	Access Points	Speed Limit	Distance Between Routes	AADT and DVMT	Significance	Number of Travel Lanes
Arterial	Longest	Few	Highest	Longest	Highest	Statewide	More
Collector	Medium	Medium	Medium	Medium	Medium	Medium	Medium
Local	Shortest	Many	Lowest	Shortest	Lowest	Local	Fewer

Source: FHWA Functional Classification Guidelines

System Continuity

Effort should be made to abide by the basic tenet of network continuity. Ideally a roadway of a higher classification will have more than one connection point to roadways of a lower classification within a region.

Source: Volkert, Inc.



Concept of Continuity

Annual Average Daily Traffic (AADT)

Functional Classification has a loose association with AADT. Two roadways with the same AADT may serve different purposes resulting in different classifications, and inversely, two roadways with different AADT may serve a similar purpose resulting in the same classification (typically urban areas). AADT can often serve as a tie breaker, if needed.

2.1.2 Functional Classification Definitions & Characteristics

Interstates

The highest classification and designed with the highest mobility and long-distance as the focus. Interstates have the most limited access (on/off ramps). There is no uncertainty with interstates as their classification is officially designated by the Secretary of Transportation.

Freeways and Expressways

Multi-lane controlled access roadways with directional travel lanes and are typically separated by a physical barrier. Access points are, like interstates, limited to on/off ramp locations, although limited access via at-grade intersections is allowed. These roadways, similar to interstates, focus on mobility versus access.

Principal Arterials

Provide major vehicle mobility to major centers of a region. Typically access includes at-grade intersections and limited direct access to property to improve through movement traffic flows. Provide mobility between important centers of activity, along interzonal trips (entering and then leaving an area), and through the area. Principal Arterials have a subcategory of urban and rural.

Urban

- Serve major activity centers, highest traffic volume corridors and longer trip demands.
- Carry high proportion of total urban travel on minimum of mileage.
- Interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban area.
- Serve demand for interzonal travel between the central business district and outlying residential areas.

Rural

- Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel.
- Connect all or nearly all Urbanized Areas and a large majority of Urban Clusters
- Provide an integrated network of continuous routes without stub connections (dead ends).

Minor Arterials

Provide interconnection with and supplementation for principal arterials. Includes at-grade intersections and direct access to property. Provide mobility between important centers of activity, along interzonal trips (entering and then leaving an area), and through the area. Minor Arterials have a subcategory of urban and rural.

Urban

- Interconnect and augment the higher-level Arterials
- Serve trips of moderate length at a somewhat lower level of travel mobility than Principal Arterials
- Distribute traffic to smaller geographic areas than those served by higher-level Arterials.
- Provide more land access than Principal Arterials without entering identifiable neighborhoods.
- Provide urban connections for Rural Collectors.

Rural

- Link cities and larger towns (and other major destinations such as resorts capable of attracting travel over long distances) and form an integrated network providing interstate and intercounty service.
- Be spaced at intervals, consistent with population density, so that all developed areas within the State are within a reasonable distance of an Arterial roadway.
- Provide service to corridors with trip lengths and travel density greater than those served by Rural Collectors and Local Roads and with relatively high travel speeds and minimum interference to through movement.

Major and Minor Collectors

Provide balance between land access and traffic flows within residential neighborhoods and commercial and industrial areas. Collect traffic from local roadways and funnel to the arterial streets. Includes at-grade intersections and direct access to property. Distinctions between Major and Minor Collectors are often subtle, making these roadways typically the most challenging to classify.

Major - Urban

- Serve both land access and traffic circulation in higher density residential, and commercial/industrial areas.
- Entrances to residential neighborhoods, often for significant distances.
- Distribute and channel trips between Local Roads and Arterials.
- Operating characteristics include higher speeds and more signalized intersections.

Major - Rural

- Provide service to any county seat not on an Arterial route, to the larger towns not directly served by the higher systems and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks, and important mining and agricultural areas.
- Link these places with nearby larger towns and cities or with Arterial routes.
- Serve the most important intra-county travel corridors.

Minor - Urban

- Serve both land access and traffic circulation in higher density residential, and commercial/industrial areas.
- Entrances to residential neighborhoods, often for significant distances.
- Distribute and channel trips between Local Roads and Arterials.
- Operating characteristics include higher speeds and more signalized intersections.

Minor - Rural

- Be spaced at intervals, consistent with population density, to collect traffic from Local Roads and bring all developed areas within reasonable distance of a Collector.
- Provide service to smaller communities not served by a higher-class facility.
- Link locally important traffic generated with their rural surroundings.

Local

Account for the largest percentage of all roadways in terms of mileage. Typically provides connectivity at the end of the origin or destination end of the trip. Typically classified by default, once all arterials and collectors have been identified, all remaining roadways are classified as Local.

Urban

- Provide direct access to adjacent land.
- Provide access to higher systems.
- Carry no through traffic movement.
- Operating characteristics include higher speeds and more signalized intersections.

Rural

- Serve primarily to provide access to adjacent land.
- Provide service to travel over short distances as compared to higher classification categories.
- Serve the most important intra-county travel corridors.

2.2 Roadway Characteristics

2.2.1 Laneage

Determining the number of lanes that a roadway will require is a function of the anticipated demand and the necessary capacity to satisfy that demand. The *Highway Capacity Manual (HCM)* provides procedures, formulas, graphics, and tables in assessing roadway capacity and the HCM should be utilized accordingly to determine laneage requirements.

Distinctions between free flow roadway segments, uncontrolled intersections, and controlled intersections should be made in the decision process of the number and type of roadway lane needed. These should be designated and designed according to the intended service function, such as through movements or turning movements (controlled or uncontrolled). There is typically a positive correlation between the number of lanes and the higher functional classification.

2.2.2 Speed Limits

Speed limits frame expectations for drivers and other roadway users and there are three main types of speed limits: statutory speed limits, posted speed limits, and special condition speed limits.

Statutory Speed Limit

Statutory speed limits are established by State legislatures for specific road types and can vary State to State. These speed limits are enforceable by law and are applicable even if the speed limit is not posted. Examples of statutory speed limits are school zones and interstates.

Source: Volkert, Inc.

Posted Speed Limit

Posted speed limits (sometimes known as regulatory speed limits) are those that are sign-posted along the road and are enforceable by law. A posted speed limit could be the same as the statutory speed set by the State legislature, or it could be established by a city, county, or State transportation agency as an adjustment to the statutory speed limit. It is not uncommon for cities and counties to establish a blanket speed limit for roads in their jurisdictions. In the case when a posted speed limit differs from the statutory speed limit the posted speed limit will be determined utilizing an engineering speed study and will have priority over the statutory speed limit.

Special Conditions Speed Limit

The subcategories of this type of speed limit are school zone, work zone, variable, and advisory.

▼ **School Zone -** School zone speed limits are used in specific locations during the hours when children are going to and from school. Most States use a school zone speed limit of 15 to 25 miles per hour in urban and suburban areas.

▼ **Work Zone -** Work zone speed limits are set as a part of a work zone traffic control plan, which is used to help facilitate safe and efficient movement of traffic through a work zone. Factors that influence work zone speed limits include, posted speed limit when the work zone is not present, the location of the work zone and works in relation to traffic, the type of traffic control (cones, drums, concrete, etc.), and the complexity of the work zone (lane shifts, narrowed lanes, shoulder closures, etc.).

- **Variable -** Variable speed limits are displayed on changeable message signs (CMS) at locations where roadway conditions regularly require speeds to reduce more than 10 miles per hour below the posted speed limit. These instances are typically due to adverse weather conditions, significant traffic congestion, traffic incidents, and/or long-term work zones.

- **Advisory -** Advisory speed limits are a non-regulatory speed posted for an isolated section of a roadway (sharp curve, exit ramp, etc.) to inform a driver of a safe driving speed. They are typically set using an engineering speed study and in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).

- **Misconceptions -** The Federal Government does not set or enforce speed limits, this authority belongs to the State and local agencies that have jurisdiction. While the 85th percentile speed can be used to determine the speed limit, it is not the only factor experts evaluate when determining an appropriate speed limit. An engineering speed study can also be completed. Lowering the speed limit does not guarantee vehicles will slow down; speed management countermeasures should be evaluated and may have to be implemented alongside increased enforcement measures.

2.2.3 Pedestrian Facilities

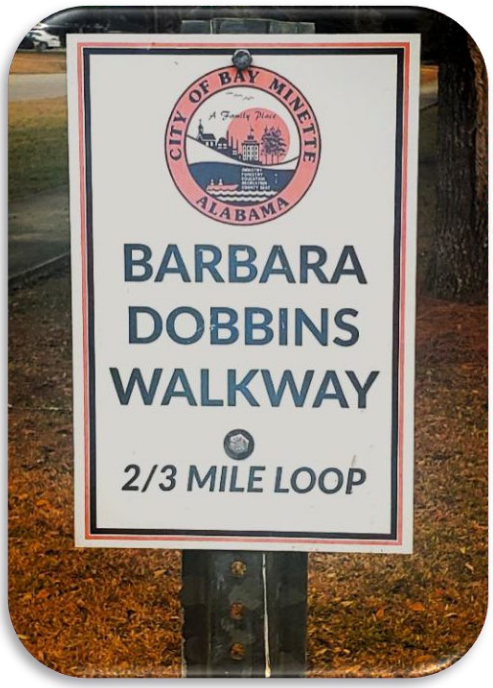
Pedestrian facilities can be grouped into three main types, sidewalks, shared use paths, and trails. The design and implementation of pedestrian facilities should follow applicable federal, state, and local regulations. Standards from guidance documents such as the MUTCD, AASHTO Green Book, PROWAG, and ADA requirements shall be followed.

- **Sidewalk -** The portion of a roadway right-of-way designed for preferential or exclusive use by pedestrians. Sidewalks have a minimum width requirement of five (5) feet and are usually constructed from concrete. Sidewalks can be either directly behind the curb or can be offset two (2) feet or more depending on roadway characteristics (ADT, speed limit, etc.) and other surrounding characteristics such as land use. Borders and buffers can be grass or other materials.

- **Shared Use Path -** Shared use paths are paved off-street travel ways designed to serve non-motorized users. Shared use paths are allowed for users such as bicyclists, pedestrians, skaters (roller, skateboards, etc.), wheelchair users, and other users. Most shared use paths are constructed to provide recreational opportunities but in rare instances are allowed for commuters. Surface materials can be concrete, asphalt, or fine gravel.

- **Trail -** A facility for pedestrians and joggers located outside of the roadway right-of-way. The surface can be fine gravel or earth. As a general rule a cross-slope of two (2) percent or less, a grade of five (5) percent or less, and a buffer of two (2) feet or more should be followed when implementing pedestrian facilities.

Source: Volkert, Inc.



2.2.4 Bicycle Facilities

Bicycle facilities can be grouped into two main types, bicycle lane and bikeway. The design and implementation of bicycle facilities should follow applicable federal, state, and local regulations. Standards from guidance documents such as the MUTCD, AASHTO Green Book, and ADA requirements shall be followed.

Source: Volkert, Inc.

Bicycle Lane

The portion of a roadway that has been designated for preferential or exclusive use by bicyclists by striping, signage, and pavement markings. A typical bicycle lane is delineated from the adjacent general-purpose lane by longitudinal pavement markings and bicycle lane symbol or word markings and, if used, signs. Other types of bicycle lanes include:

- **Buffer-Separated –** a bicycle lane that is separated from the adjacent general-purpose lane by a pattern of standard longitudinal pavement markings that is wider than a normal or wide lane marking.
- **Counter-Flow –** a one directional bicycle lane that provides a lawful path of travel for bicycles in the opposite direction from general traffic on a roadway that allows general traffic to travel in only one direction. Counter-flow bicycle lanes are designated by the traffic control devices used for other bicycle lanes.
- **Separated Lane –** an exclusive facility for bicyclists that is located within or directly adjacent to the roadway and that is physically separated from vehicle traffic with a vertical element. Separated bicycle lanes are differentiated from other bicycle lanes by a vertical element.

Bikeway

A generic term for any road, street, path, or way that in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. This includes paved shoulders of sufficient width.

2.2.5 Curbside Space

Curbside is the space adjacent to the roadway travel lanes providing a transition zone between different functions and modes. It includes parking lanes and space on either side of the physical curb, and many include travel lanes temporarily used for curbside functions when the lane is fully occupied. Historically, curbside space has typically focused solely on parking for private vehicles and bicycles, travel, and freight access. However, the development of new modes such as fleet-owned car sharing, and ride hailing began to transform how experts analyzed and allocated curb space. This transformation has continued with the recent growth in popularity of low speed vehicles (LSV) and dockless micromobility devices such as scooters and bicycles.

Source: Volkert, Inc.

Parking

On-street motor vehicle parking serves residents, visitors, and businesses in a wide variety of urban, suburban, and rural town settings. It can provide access for people with disabilities, via accessible parking spaces that are connected to sidewalks and accessible drop-off and pick-up areas. In denser communities, and communities built before the 1950's, homes and businesses often do not include

private off-street parking and sometimes rely on public on-street parking options. For retail corridors in these communities, customers often wish to park as close to their destination as possible. Businesses often rely on curbside deliveries and sometimes require dedicated commercial loading/unloading zones to support their day-to-day operations. Different types of on-street parking are reverse angle parking, head-in angle parking, and parallel parking.

Alternative Mobility

Historically, curbside space has typically focused solely on travel, freight access, and parking for private vehicles and bicycles. However, the development of new modes such as fleet-owned car sharing, and ride hailing began to transform how experts analyzed and allocated curb space. This transformation has continued with the recent growth in popularity of low speed vehicles (LSV) and dockless micromobility devices such as scooters and bicycles.

2.2.6 Medians

Medians are the area between opposing lanes of traffic, excluding turn lanes. Medians in urban and suburban areas can be defined by pavement markings, raised medians, or islands to separate motorized and non-motorized road users.

2.2.7 School Zones

Source: Volkert, Inc.

School zones are designated by either State or local statute and are delineated at the beginning and end points by designated signage. Jurisdictions often designate that school zones have a unique legal standing in that fines for speeding or other traffic violations within the designated school zones are increased or special enforcement techniques such as photo or radar systems are used. The MUTCD provides guidance on how these signs are to be installed and should be referenced by all experts.

2.2.8 Daily Traffic Volumes

Daily traffic volumes are typically reported as Annual Average Daily Traffic (AADT). AADT is identified as the average volume of traffic for one day (24-hour period) during a data reporting year.

2.2.9 Roadway Level of Service

A component of the traffic operations analysis utilizes Level of Service (LOS) as a measure of effectiveness. LOS is a qualitative measurement relating traffic flow quantitative measurements to an assessment of traffic flow. LOS uses letters A through F to classify traffic flows from free flow (A) to breakdown flow (F), respectively. The tables below provide a summary of the LOS definitions for roadway segments by daily traffic volume and a general summary of LOS definitions for at-grade intersections. HCM delay thresholds were used to score delay.

FHWA recognizes that half of congestion experienced by motorists happens as recurring congestion. This type of congestion occurs when the number of vehicles exceeds the roadway capacity. The other half of congestion is caused by temporary disruptions that take away part of a roadway capacity from use and is referenced as nonrecurring congestion.

LOS values of A through C are considered desirable for most roadway functions, although as population density across the United States has increased, LOS D has become acceptable in most urban areas. Beyond LOS D, LOS E and F are considered undesirable and failing, respectively, as most drivers become frustrated by the amount of roadway delay.

Roadway Segment Level of Service Definition & Criteria

ALDOT Segment Level of Service Table							
Functional Classification	Lanes	Level of Service					
		A	B	C	D	E	F
Freeway	2	23,800	34,000	42,160	51,000	68,000	>68,000
	6	35,700	51,000	63,240	76,500	102,000	>102,000
	8	47,600	68,000	84,320	102,000	136,000	>136,000
	10	59,500	85,000	105,400	127,500	170,000	>170,000
Expressway	4	17,500	25,000	31,000	37,500	50,000	>50,000
	6	26,250	37,500	46,500	56,250	75,000	>75,000
	8	35,000	50,000	62,000	75,000	100,000	>100,000
Arterial (Divided)	2	7,700	11,000	13,640	16,500	22,000	>22,000
	4	11,865	16,950	21,018	25,425	33,900	>33,900
	6	17,500	25,000	31,000	37,500	50,000	>50,000
	8	25,760	36,800	45,632	55,200	73,600	>73,600
Arterial (Undivided)	2	6,230	8,900	11,036	13,350	17,800	>17,800
	4	10,850	15,500	19,220	23,250	31,000	>31,000
	6	16,030	22,900	28,396	34,350	45,800	>45,800
	8	22,085	31,550	39,122	47,325	63,100	>63,100
Collector (Divided)	2	7,280	10,400	12,896	15,600	20,800	>20,800
	4	9,975	14,250	17,670	21,375	28,500	>28,500
	6	14,700	21,000	26,040	31,500	42,000	>42,000
Collector (Undivided)	2	5,810	8,300	10,292	12,450	16,600	>16,600
	4	9,170	13,100	16,244	19,650	26,200	>26,200
	6	13,545	19,350	23,994	29,025	38,700	>38,700

Source: Highway Capacity Manual

Intersection Level of Service Definition & Criteria

Level of Service	Description	Average Control Delay (seconds per vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	*Free flow*	≤ 10	≤ 10
B	*Stable flow, slight delay*	> 10 - 20	> 10 - 15
C	*Stable flow, acceptable delay*	> 20 - 35	> 15 - 25
D	*Near-unstable flow, tolerable delay*	> 35 - 55	> 25 - 35
E	*Unstable flow, intolerable delay*	> 55 - 80	> 35 - 50
F	*Forced flow, failure*	> 80	> 50

Source: Highway Capacity Manual

This section presents the existing conditions of the transportation system and summarizes the existing conditions inventory.

3.1 EXISTING TRANSPORTATION NETWORK

The intent of the existing transportation system inventory was to establish a baseline understanding of the existing roadway network, bicycle and pedestrian connectivity, and other safety, capacity, and connectivity needs. From the inventory, determinations of future needs can be made based on the projected growth of the City. Existing conditions are a snapshot of the transportation system as it exists right now (2025).

The existing roadway network within the City of Bay Minette city limits consists of roadways on the state roadway system, county roadway system, and city roadway system. The roadway network has a total of 106.53 centerline miles.

The data collection for the inventory came from a variety of sources, including a detailed field review. All data items of which were either researched externally or created in-house.

3.1.1 Population

Evaluation of the existing population of the City of Bay Minette provides information about the demand for transportation throughout the study area. The City of Bay Minette has shown a steady growth in population over the past two Census collection years, 2010 and 2020. The table below shows an approximately 0.78 percent increase in population from 2010 to 2020. Growth is a positive metric for a city but also presents challenges for competing land uses and roadways. This leads to the need to properly manage the growth and the transportation system.

CITY OF BAY MINETTE POPULATION GROWTH COMPARISON (2010 TO 2020)

Year	Population	Percentage Change
2010	8,044	-
2020	8,107	+ 0.78 %

**SOURCE: US CENSUS*

3.1.2 Function Classification

Currently the City of Bay Minette roadway network has roadways classified under five (5) of the seven (7) classification types. There are interstate, principal arterials, minor arterials, major collectors, and local roads. The current roadway network does not have roadways classified as freeway, or minor collector. The table below provides a summary of the centerline miles by each functional classification. Figure 3.1 showcases the existing functional classification network.

ROADWAY CENTERLINE MILES BY FUNCTIONAL CLASSIFICATION

Functional Classification	Centerline Miles	Percentage
Interstate	0.02	0.02 %
Freeway	0.00	0.00 %
Principal Arterial	5.78	5.43 %
Minor Arterial	7.60	7.13%
Major Collector	11.04	10.36 %
Minor Collector	0.00	0.00 %
Local	82.10	77.06 %
Total	*106.53*	*100.00 %*

3.1.3 Posted Speed Limits

Currently the City of Bay Minette has posted speed limits ranging from 15 miles per hour up to 70 miles per hour. The existing posted speed limits correlate to land use (residential, commercial, etc.), development density (rural and urban), and the functional classification hierarchy. Figure 3.2 shows the City of Bay Minette's existing posted speed limits.

3.1.4 Roadway Traffic Volumes

The daily (AADT) volumes obtained from ALDOT counts stations within the City of Bay Minette provided the basis for the existing conditions evaluation for all the functionally classified roadways within the City. The most recent year 2023 data from ALDOT's online web portal of count stations is what was referenced for the roadway volumes. As expected, I-65 had the highest AADT volumes on the map, but that is just north of the city limits. The north-south arterial, SR 59, and the east-west arterial, D'Olive Street, have the highest AADT volumes within the City. Traffic volumes have been steadily increasing in recent years as Bay Minette's population has grown and the tourism at Alabama's beaches has continued to increase. Figure 3.3 provides a summary of the AADT roadway volumes for the functionally classified roadway network within the City of Bay Minette.

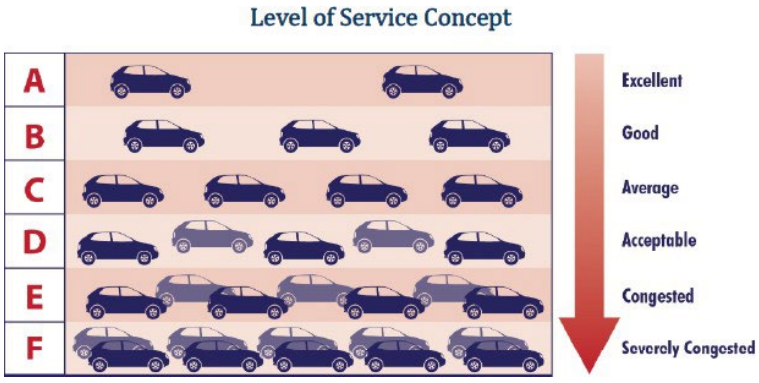
3.1.5 Roadway Number of Lanes

Source: Volkert, Inc.

The north-south arterial, SR 59, and the east-west arterial, D'Olive Street, have the highest AADT volumes within the City and therefore also have the largest roadway number of lanes with each alternating between four-lane and five-lanes cross sections. US 31 and SR 287 each have three (3) lanes. The remainder of the City's collector system are two-lane roadways. Figure 3.4 shows the number of lanes recorded for each roadway segment within the City.

3.1.6 Roadway Level of Service

Source: Volkert, Inc.



Level of Service assessments consider traffic volumes during a given period of time (daily or peak hour), mix of vehicle types including trucks, vehicle speed, number of stops, total amount of delay, and impediments caused by other vehicles and/or pedestrians. Currently, all of the roadways in Bay Minette operate at a LOS D or better. Most of the roadways operate at LOS B or better except for SR 59. It operates at LOS C besides one section that is LOS D. ALDOT has implemented programs to improve traffic signal timings such as the Regional Traffic Operations Program (RTOP) on SR 59. This program is not a total solution to the operational delays leading to deficient LOS values, but it has aided in providing measurable decreased levels of delay. Figure 3.5 displays the LOS values for each functionally classification roadway based of daily volumes compared to daily capacity of the roadway segment.

3.1.7 Bicycle Facilities

The City of Bay Minette has a network of bicycle facilities with varying levels of connectivity within the city limits. As complete streets policies are implemented, bicycle facilities will be incorporated to add connectivity to this network. The inventory conducted in this study did not include identifying which type of bicycle facility is presently implemented but simply confirmed whether a bicycle facility was in place.

3.1.8 Pedestrian Facilities

The City of Bay Minette has a network of pedestrian facilities throughout the developed areas with varying levels of connectivity within the city limits. This includes connection to points of interest in the City. Bay Minette is looking at updating roadways to complete streets to incorporate pedestrian facilities that would enhance the existing network. The field inventory conducted in this study did not include identifying which type of pedestrian facility is presently implemented, but simply confirmed a pedestrian facility was in place.

3.1.9 Land Use

The City of Bay Minette features a diverse mix of land uses, including a range of residential, commercial, and industrial areas. The City's current land use pattern reflects thoughtful planning, with compatible uses grouped appropriately and transitions carefully managed to reduce potential conflicts. The existing layout also takes advantage of the arterial roadway network to direct higher volumes of traffic while maintaining local connectivity through collector and neighborhood streets. Continued coordination between land use decisions and transportation planning is essential to maintain this balance and support orderly growth.

Traffic generators and attractors play a significant role in shaping travel demand. Generators, such as residential neighborhoods, schools, and business parks, produce trips as people leave these areas for work, shopping, or recreation. Attractors, including commercial centers, employment hubs, and entertainment venues, draw traffic toward them. The relationship between these uses influences travel patterns, peak-hour volumes, and overall roadway performance. Understanding the scale, location, and function of these land uses is critical to designing an efficient transportation network that can accommodate both current and future demand.

A Tax Increment Financing (TIF) District is a tool used by local governments to fund infrastructure and public improvements within designated redevelopment areas using tax revenues on future gains in property values. The City of Bay Minette established a TIF district through Resolution 0424-06, encompassing a commercial corridor near the intersection of I-65 and SR 287. The district was created to finance infrastructure and public safety improvements to promote economic development. Revitalization in the targeted area can lead to growth and redevelopment in adjacent areas, requiring effective land use and transportation planning within and around the TIF district to ensure compatible development patterns and support long-term connectivity with the rest of the City. This is consistent with the goals and objectives of the adopted Comprehensive Plan to establish Commercial Corridor Overlay Districts and Transportation Corridor Master Plans for key gateway and arterial corridors to ensure high-quality development; coordinated land use, access management and infrastructure investment; encourage reinvestment; and protect the visual and economic character of the community.

Figure 3.6 illustrates the City's existing land use patterns, and Figure 3.7 identifies major traffic generators and attractors within the community.

FIGURE 3.1 – EXISTING ROADWAY NETWORK FUNCTIONAL CLASSIFICATION

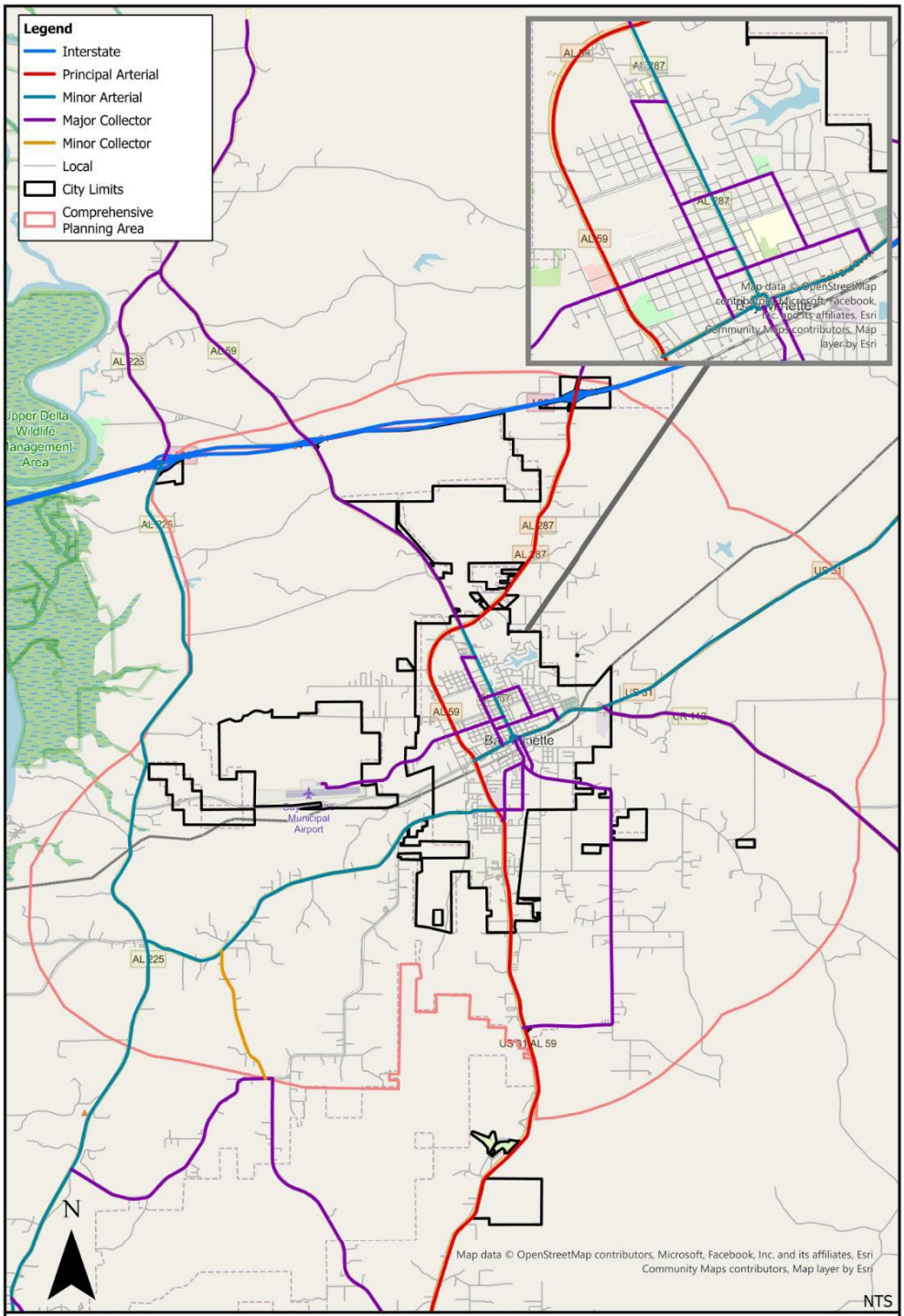


FIGURE 3.2 – EXISTING ROADWAY POSTED SPEED LIMIT

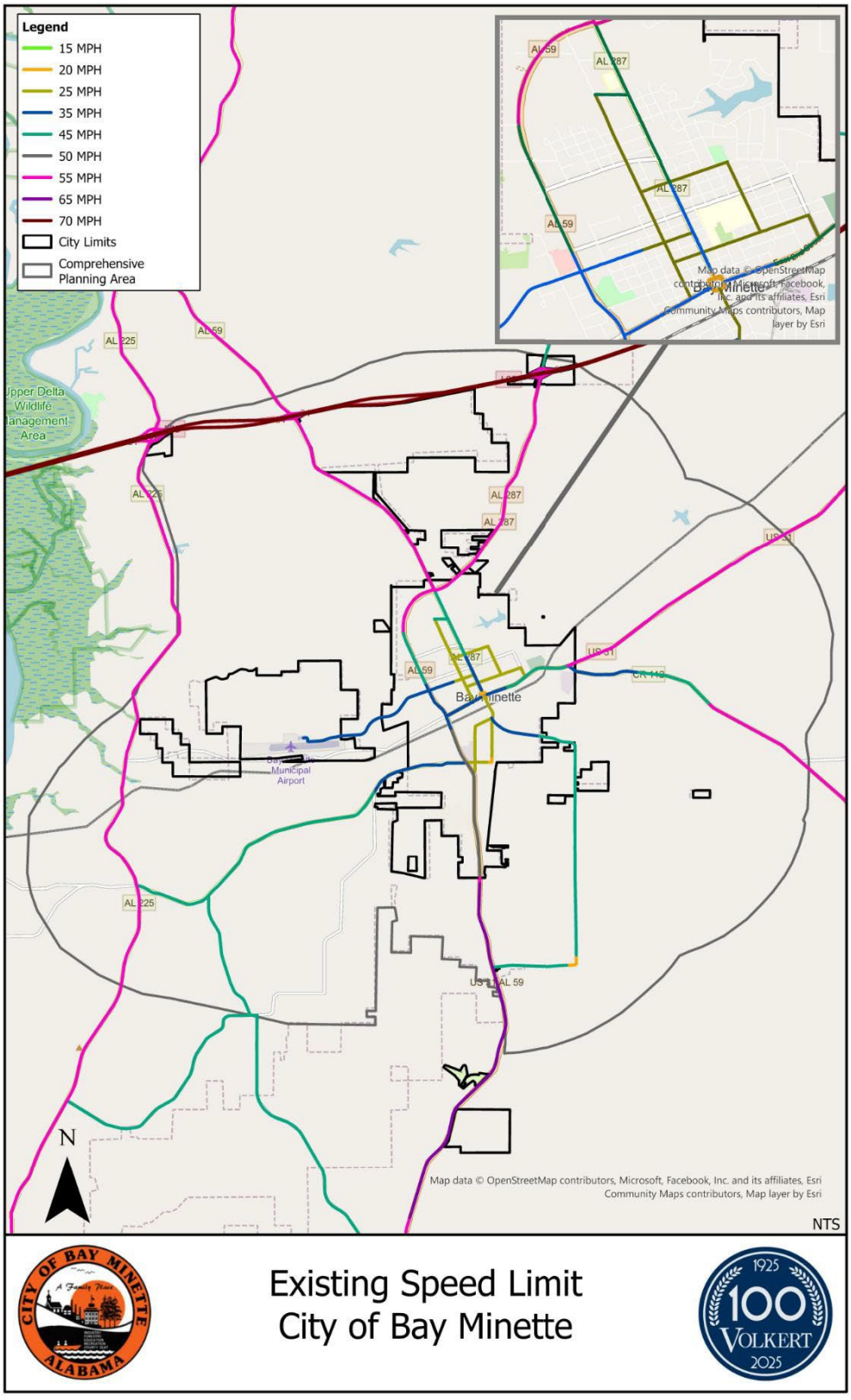


FIGURE 3.3 – EXISTING ROADWAY DAILY TRAFFIC VOLUMES

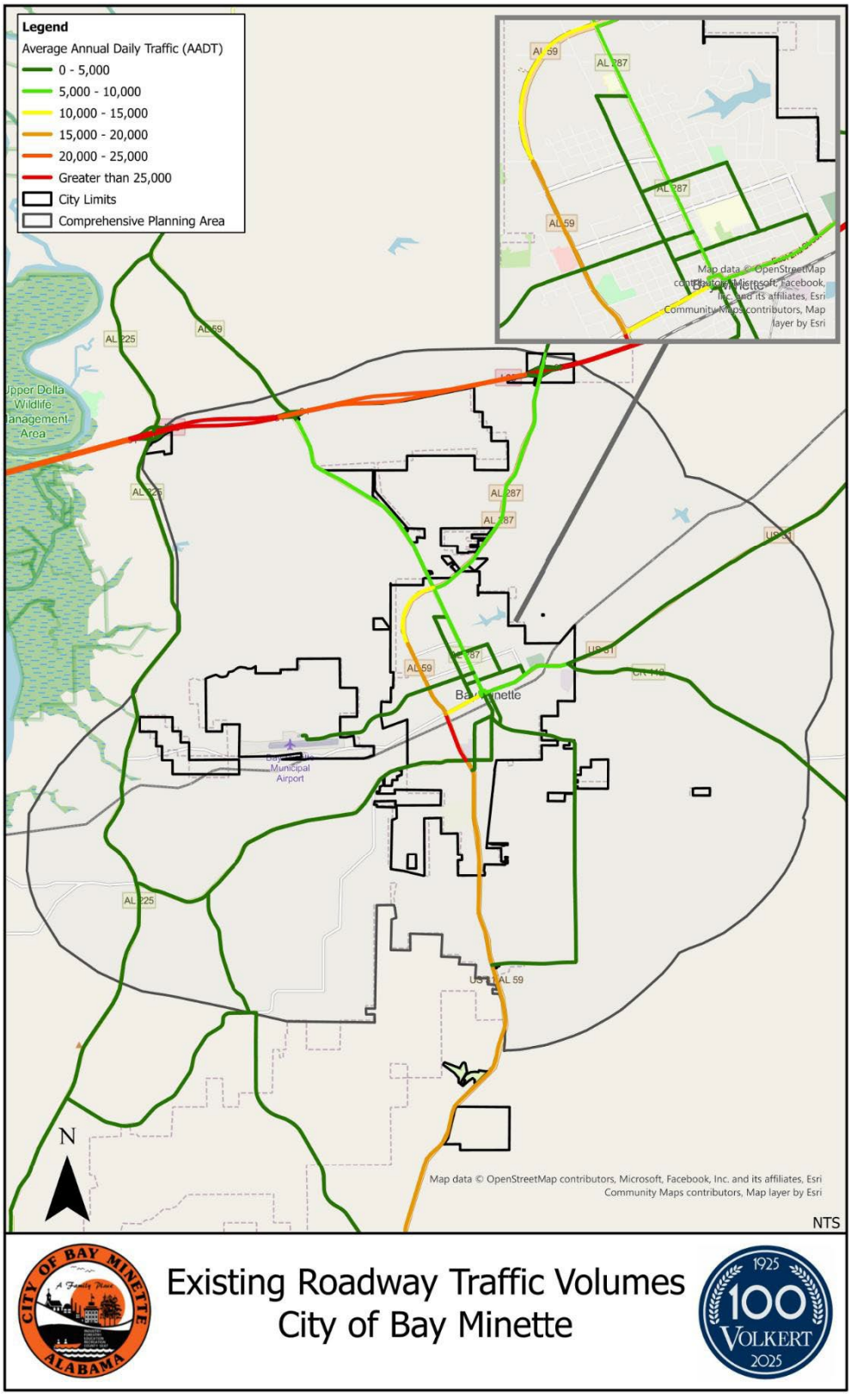


FIGURE 3.4 – EXISTING ROADWAY NUMBER OF LANES

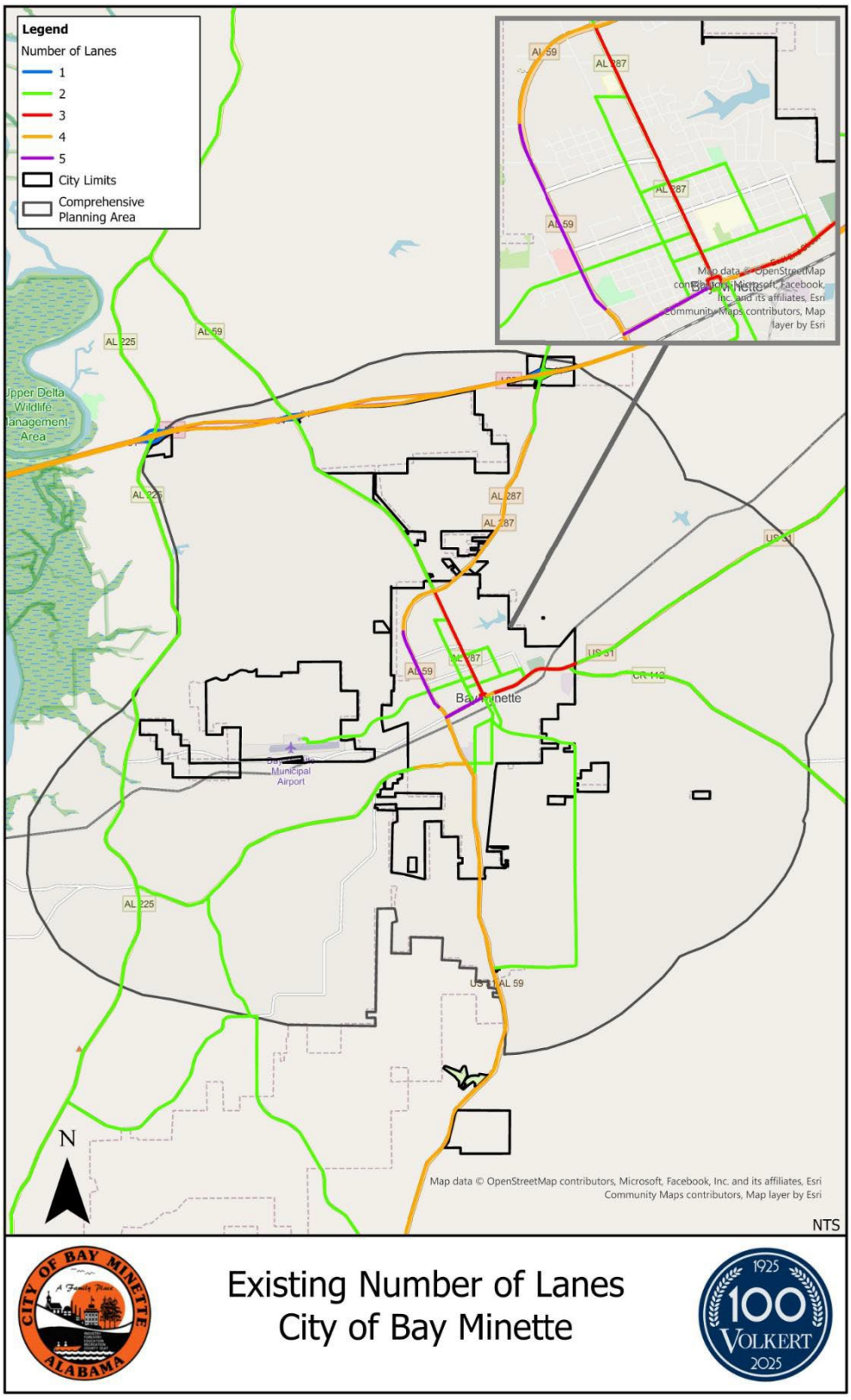


FIGURE 3.5 – EXISTING ROADWAY LEVEL OF SERVICE

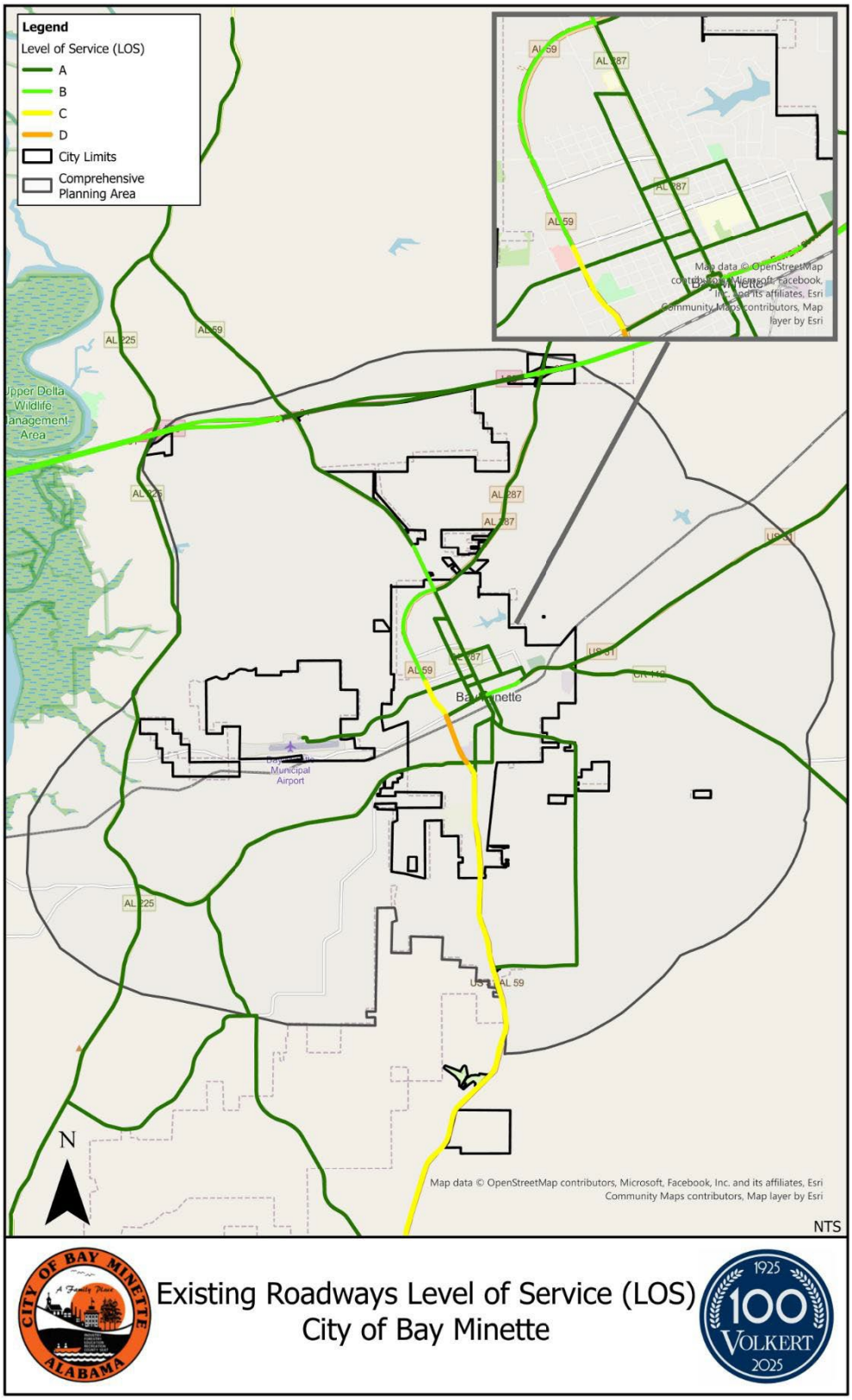


FIGURE 3.6 – EXISTING LAND USE

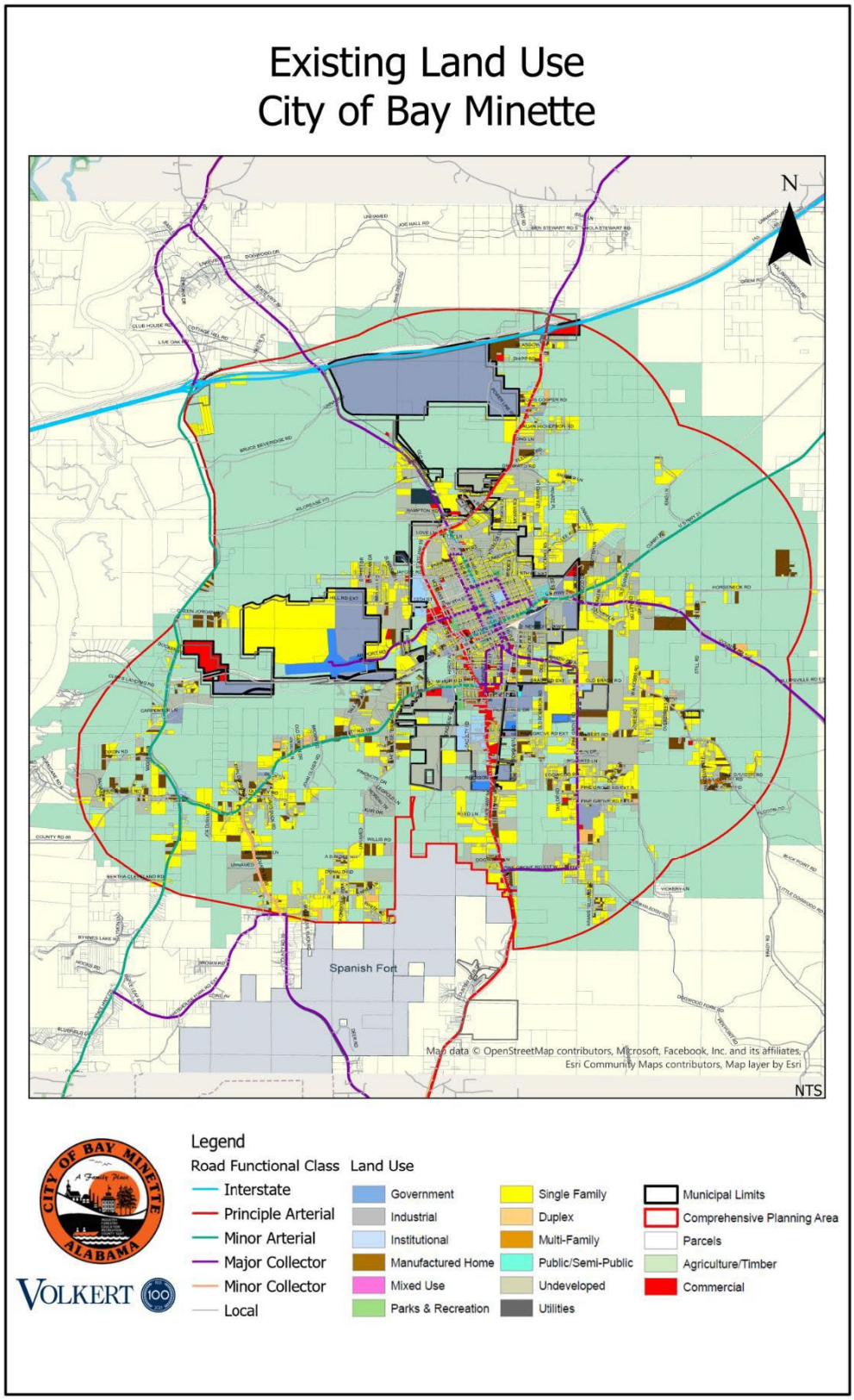
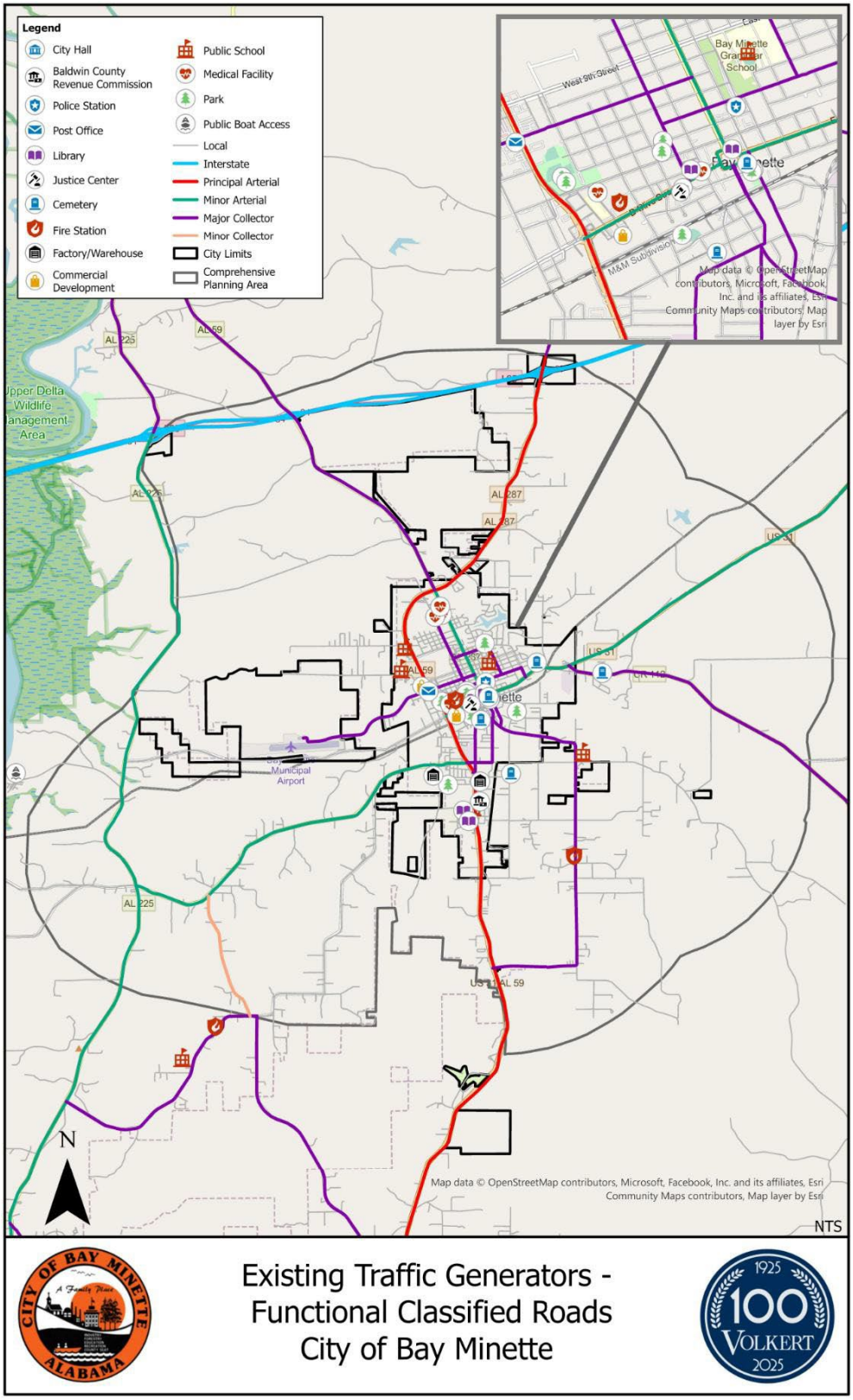


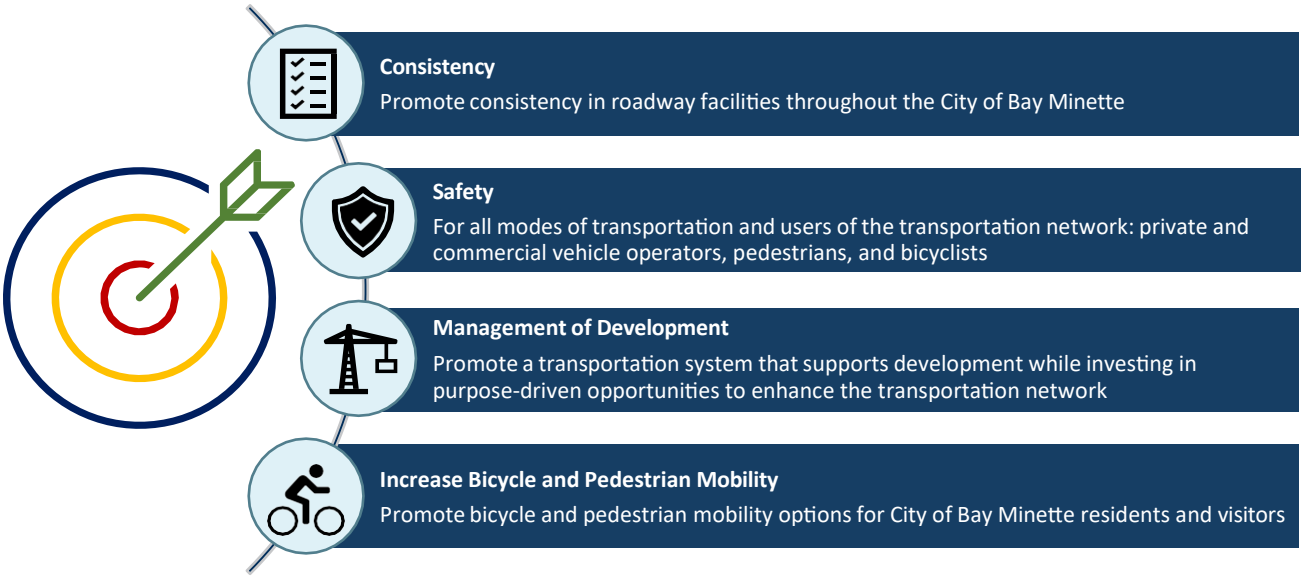
FIGURE 3.7 – EXISTING TRAFFIC GENERATORS AND ATTRACTORS



3.2 Future Goals and Strategies

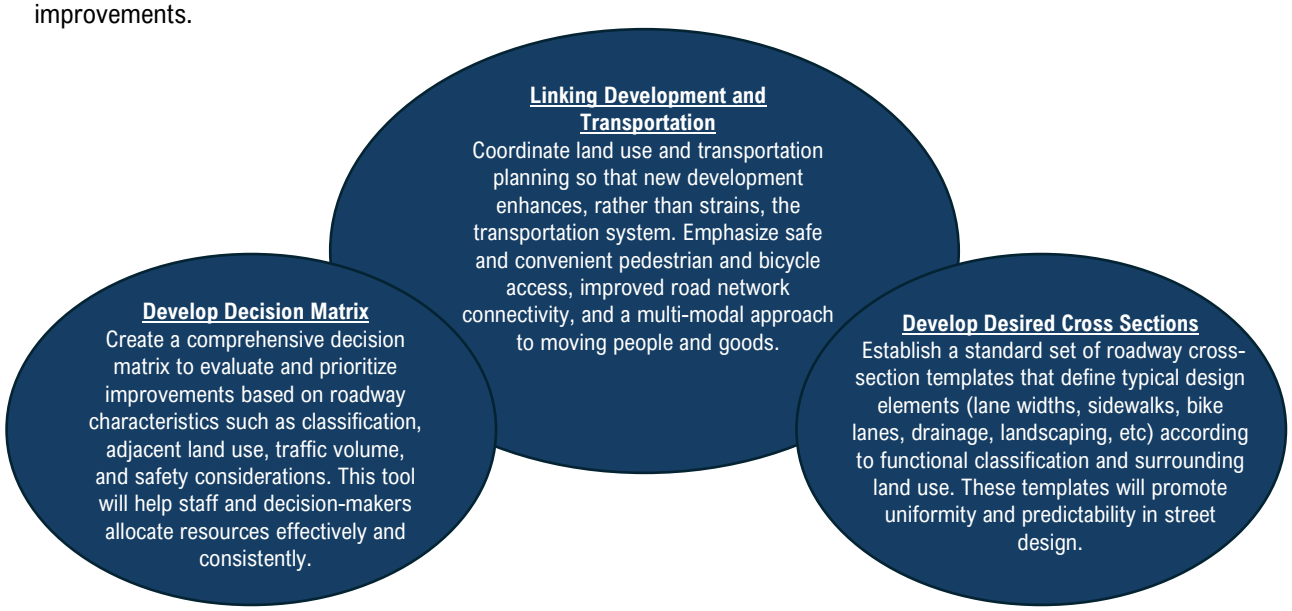
The City of Bay Minette is a community that shares a strong vision for the future and the following represent key priorities for the transportation system. These priorities will help the City move towards making transportation safer, more reliable, more sustainable, and adaptable.

3.2.1 Goals



3.2.2 Strategies

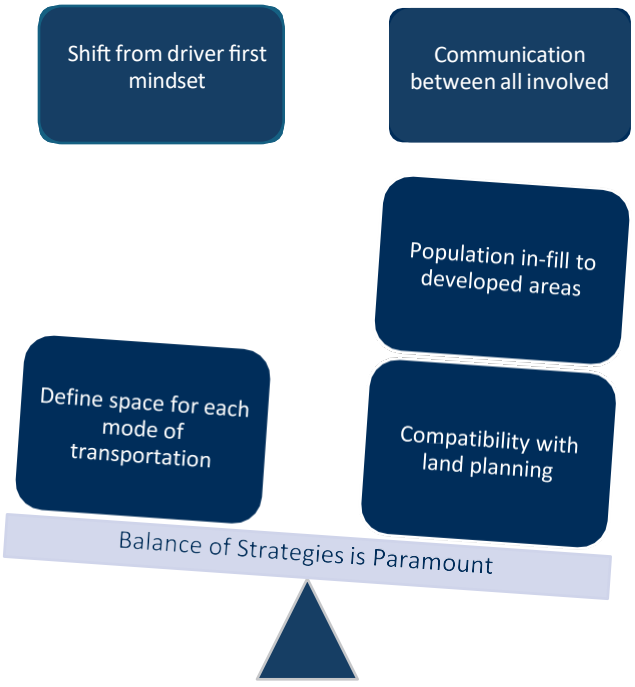
The City's transportation strategy is to create a connected, efficient system that links major traffic generators such as schools, commercial centers, and neighborhoods, through a logical network of streets designed to improve safety, mobility, and access for all users. This approach will guide how improvements are prioritized, ensuring investments support growth while maintaining consistency and function across the roadway system. Implementation will involve evaluating each corridor's functional classification, identifying and ranking traffic generators, and using standardized tools such as a decision matrix and cross-section templates to direct future improvements.



This section outlines the factors to be evaluated before the implementation of new improvements or modification of existing facilities.

4.1 CONTEXTUAL EVALUATION & PLANNING

Roadways make up roughly eighty percent of a city's public space, and how that space is designed and used directly influences community mobility, safety, economic vitality, and overall quality of life. Thoughtful planning and evaluation must occur before implementing transportation improvements to ensure they align with the community's broader goals and needs. Safety remains the highest priority in all public infrastructure decisions. The following factors help establish priorities and maintain continuity in achieving these goals.



4.1.1 Future Growth

Future planning is a critical component of the City's overall planning process. It provides a long-range vision and serves as a guide for directing growth and development in a coordinated, sustainable manner.

As Bay Minette continues to experience steady population and economic growth, the community is evolving while having to manage both the benefits and challenges of past development patterns. With the projected growth associated with Novelis and the Mega-Site, the City is entering a period of rapid land use change and new construction activity. To manage this growth effectively, future development must be compatible with surrounding land uses, supported by adequate infrastructure, and designed to accommodate expected traffic volumes safely and efficiently. Many of the challenges communities face stem from insufficient or poorly coordinated planning; proactive, comprehensive planning helps prevent these issues before they occur.

Background growth is the general increase in traffic passing through the area due to regional development and general population growth. It is generally calculated based on observed growth rates at nearby historic traffic count stations. Background volume growth from historical traffic volume information (2017-2023) was obtained from ALDOT count stations.

Using this data, an annual linear growth rate was calculated for each roadway functional classification. The table below showcases those growth rates by each classification.

Annual Linear Growth Rate

Functional Classification	Calculated Growth Rate	Growth Rate Utilized
Interstate	1.60%	1.60%
Freeway	-	-
Principal Arterial	-0.07%	1.00%
Minor Arterial	0.12%	1.00%
Major Collector	-0.50%	1.00%
Minor Collector	1.87%	1.00%
Overall	0.44%	-

The annual linear growth rate for I-65 was calculated at +1.60 percent. The growth rate for each of the other functional classes was increased to +1.00 percent. The 2023 ADTs for the functionally classified roads were grown to 2030, 2035, and 2045 volumes. The maps depicting these ADTs can be seen in Figure 4.1, Figure 4.2, and Figure 4.3 respectively. The volumes on I-65, SR 59, and D'Olive Street continue to be significantly higher than the other roadways as they are growing for each future year.

These traffic volumes were subsequently utilized to calculate future LOS, applying the same methodology used for the existing LOS analysis. The projected LOS values for these roadways serve as an important reference for informed planning efforts aimed at mitigating future congestion and managing traffic flow effectively. The LOS for the years 2030, 2035, and 2045 can be seen in Figure 4.4, Figure 4.5, and Figure 4.6 respectively. The majority of roadways currently operate within an acceptable LOS, ranging from LOS A to C. However, as traffic volumes increase, the LOS along SR 59 continues to deteriorate. While only one segment of SR 59 has reached LOS E, other segments are projected to decline progressively from LOS C to D and E between 2030 and 2045, indicating growing congestion and reduced operational efficiency over time.

FIGURE 4.1 – FUTURE 2030 ROADWAY TRAFFIC VOLUMES

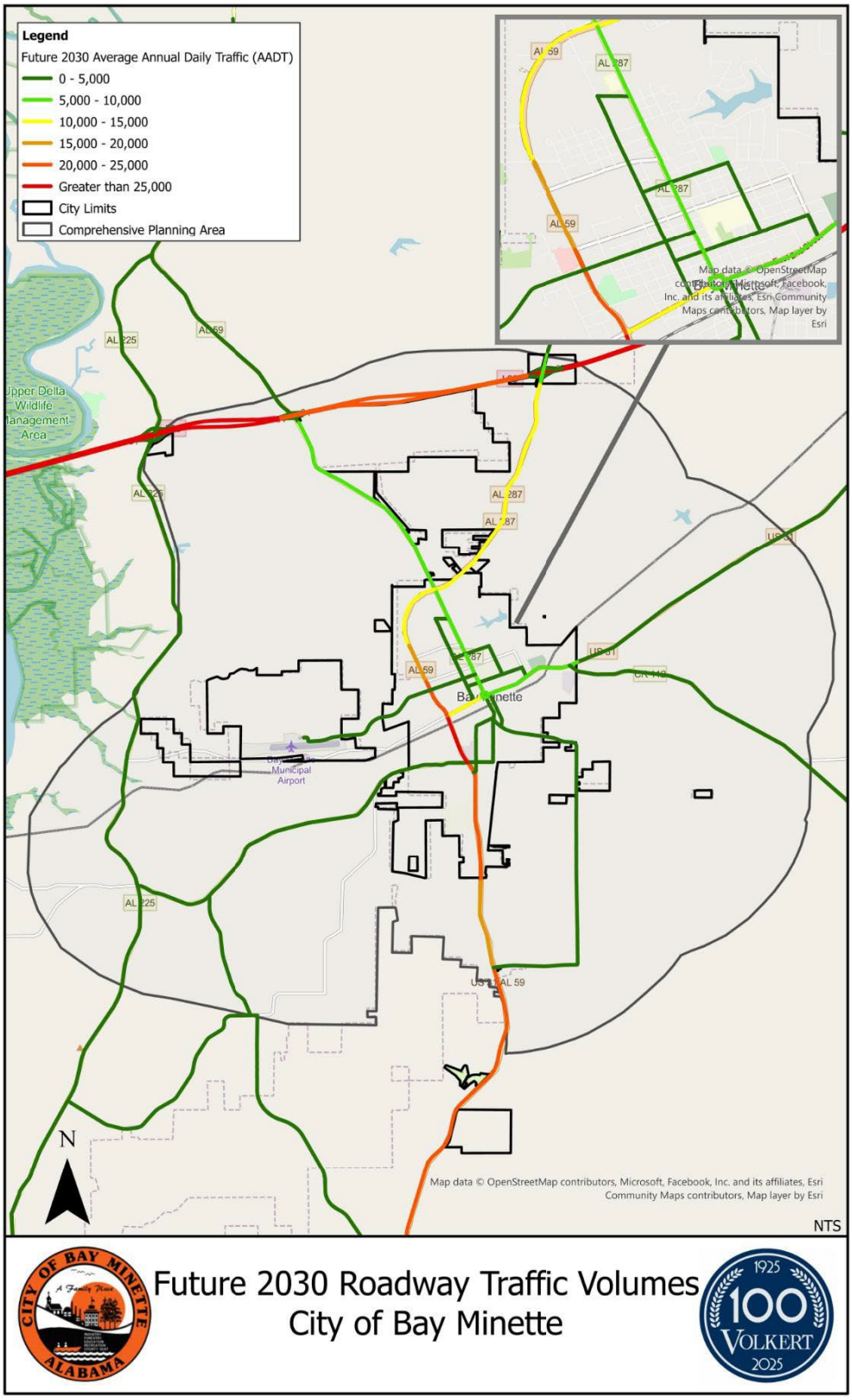


FIGURE 4.2 – FUTURE 2035 ROADWAY TRAFFIC VOLUMES

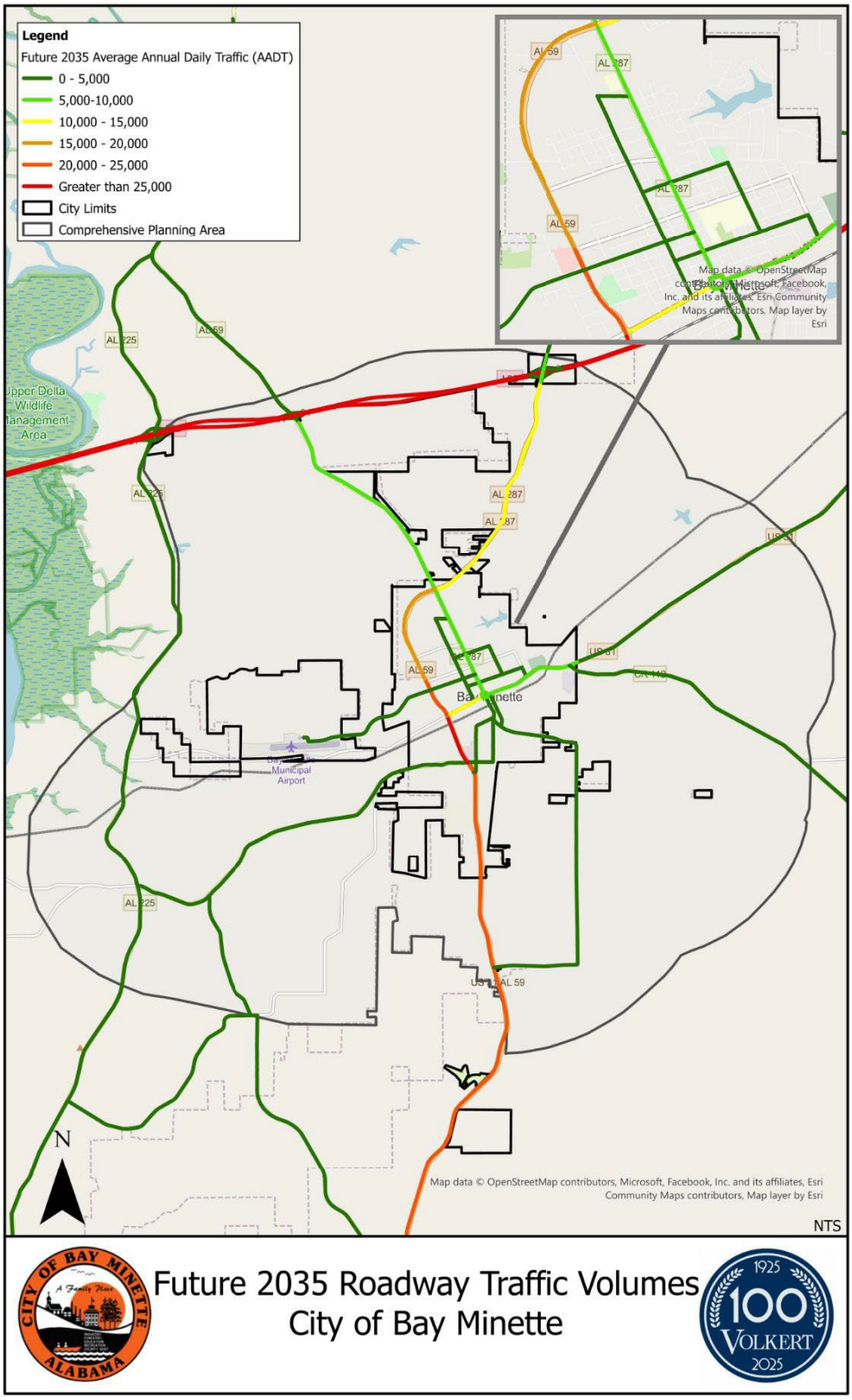


FIGURE 4.3 – FUTURE 2045 ROADWAY TRAFFIC VOLUMES

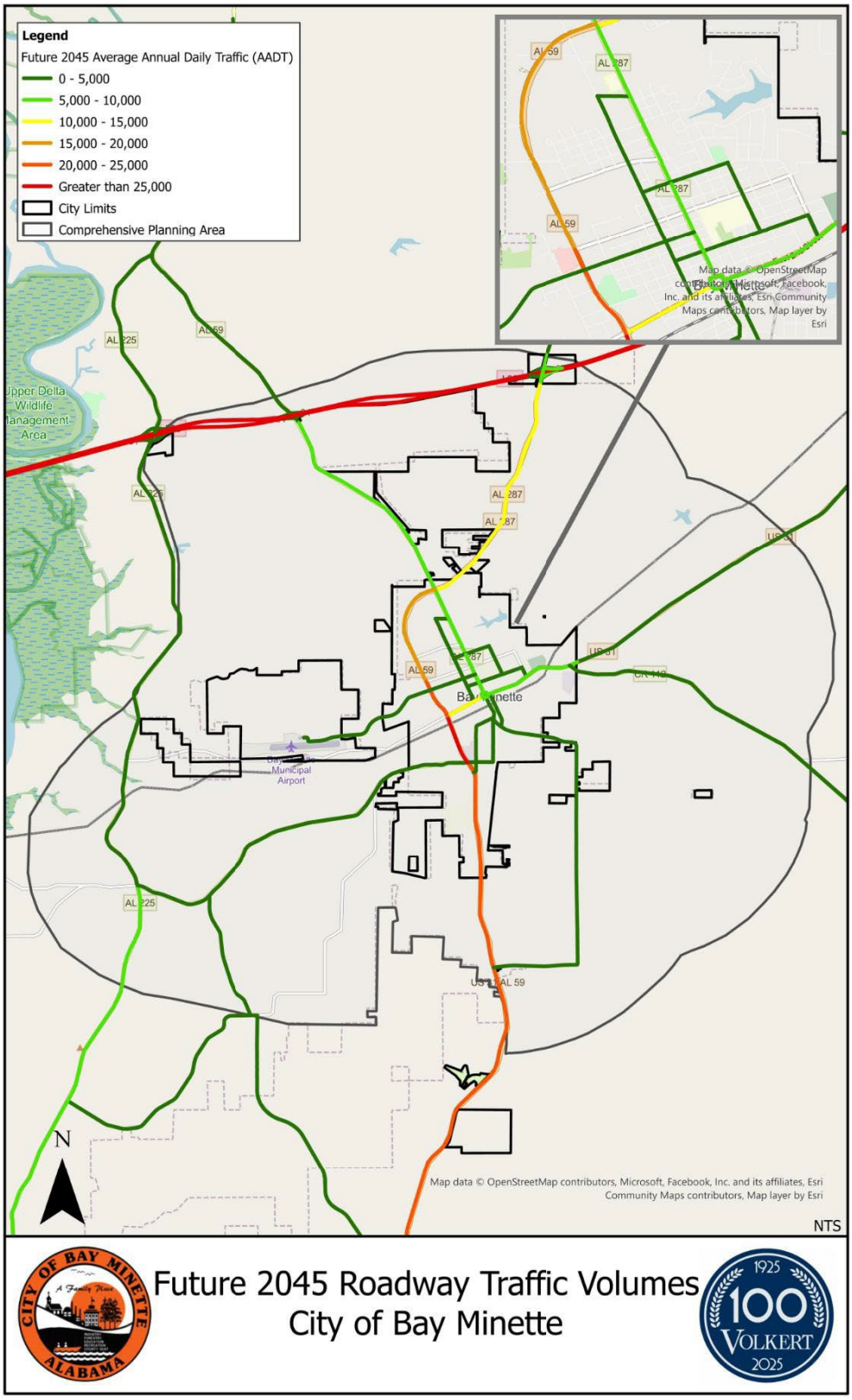


FIGURE 4.4 – FUTURE 2030 ROADWAYS LOS

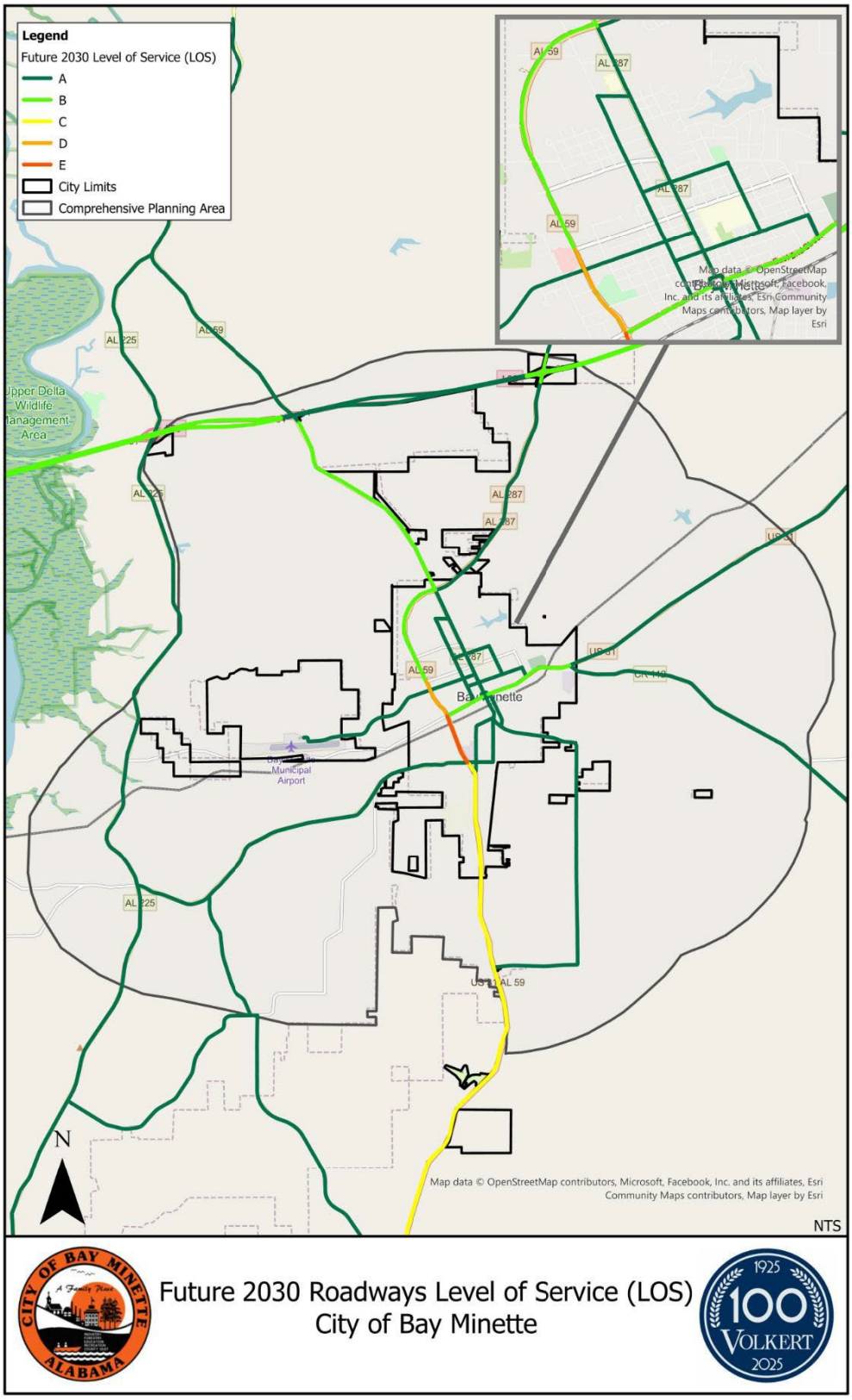


FIGURE 4.5 – FUTURE 2035 ROADWAYS LOS

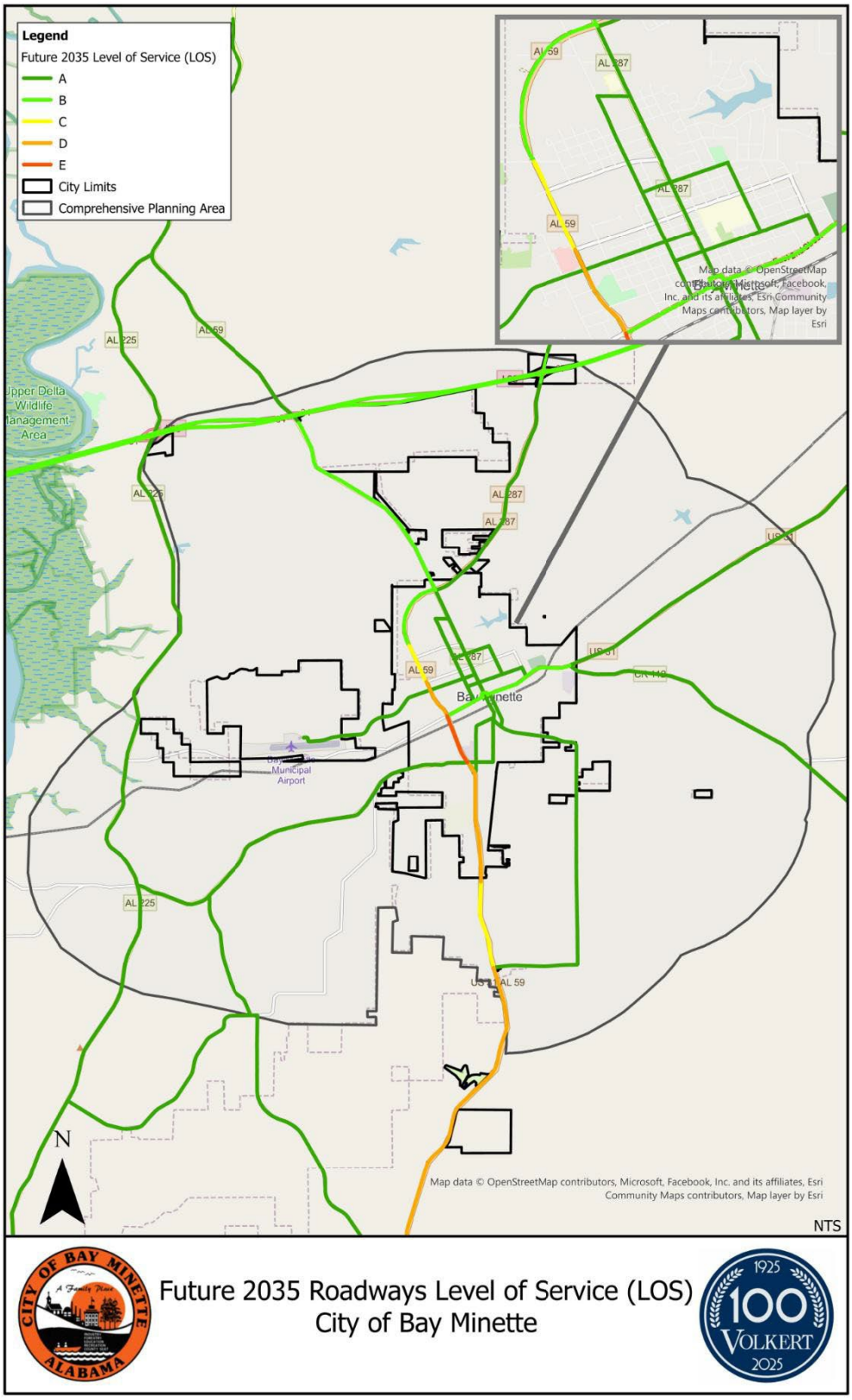
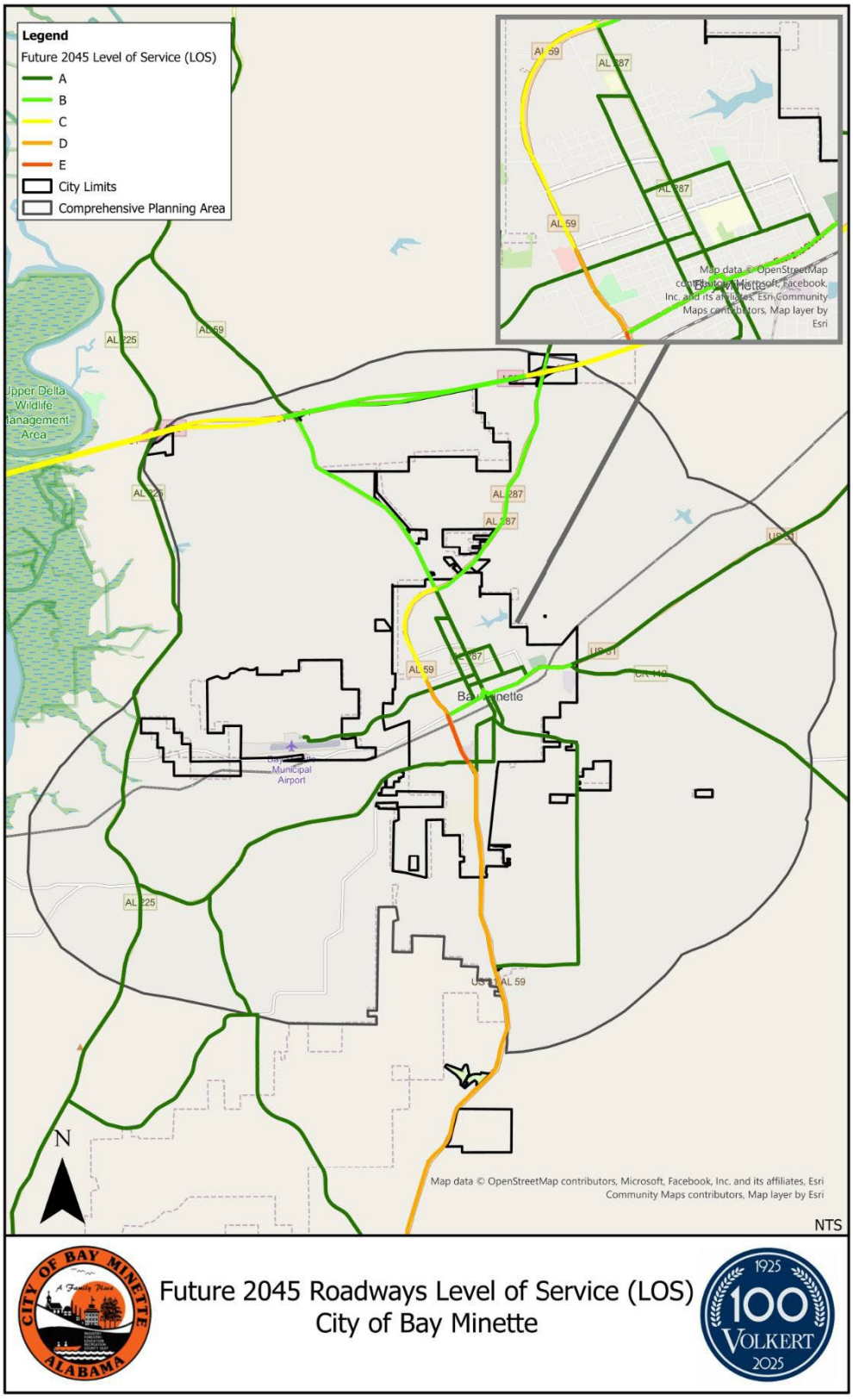


FIGURE 4.6 – FUTURE 2045 ROADWAYS LOS



4.1.2 Land Use

Effective planning integrates land use and transportation so that growth patterns support safe, efficient, and connected travel. Compatibility between land uses does not imply uniformity but rather thoughtful transitions and design that respect adjacent development while maintaining continuity of the transportation network.

This Transportation Master Plan builds on the Comprehensive Plan's vision of a safe, connected, and economically resilient community. Coordinating land use decisions with roadway design ensures that new development complements the capacity and function of the transportation system, while preserving the character of existing neighborhoods.

Roadway layout should reflect surrounding land use context: urban, suburban, or rural, and provide logical connections that promote mobility without creating conflict or overextension of infrastructure. Flexible design standards allow roadway forms to evolve as land uses change, avoiding mismatches between transportation facilities and development intensity.

By aligning land use policy with transportation investment, Bay Minette can direct growth where infrastructure exists or can be efficiently extended, enhance quality of life through improved access and safety, and sustain economic growth consistent with the Comprehensive Plan's long-term goals.

4.1.3 Traffic Impact from Development

The quickest way land uses are changed or impacted is from new developments. These new developments are a large part of Bay Minette's growth spatially, economically, and in population. With this growth comes additional traffic and congestion. The upside of development needs to be balanced with the added traffic that is either generated by or attracted to the new development. Consideration needs to be made to development access points, multimodal facilities, and additional upgrades that may be needed to accommodate the added traffic. If there are existing multimodal facilities (sidewalk, multiuse paths, bike lanes, etc.) on properties adjacent to new developments, the new developments must connect to those multimodal facilities and continue expanding the network. The City can be proactive in how it plans for these new developments so that it reaps the benefits and does not drastically increase the traffic.

Traffic Impact Studies

A Traffic Impact Study (TIS) is a critical component of the land development and transportation planning process. Its primary purpose is to evaluate the potential effects of a proposed development on the surrounding transportation network. By analyzing projected traffic volumes, roadway capacity, and Level of Service (LOS), the study identifies whether existing infrastructure can accommodate anticipated growth or if improvements are necessary.

The TIS provides data-driven insights to guide decision-making, ensuring that development is compatible with transportation objectives, minimizes congestion, and maintains safe and efficient traffic operations. It also supports strategic planning by recommending mitigation measures, such as roadway enhancements, signal modifications, or access management strategies, to address identified impacts.

Ultimately, the TIS helps stakeholders, including planners, engineers, and public officials—make informed choices that balance development goals with transportation system performance and community well-being.

At a minimum the requirements and guidelines outlined in Alabama Department of Transportation's Access Management Manual, Chapter 3 regarding traffic impact studies should be followed for any new development or redevelopment located in Bay Minette city limits. It is not uncommon for municipalities to enact ordinances regarding traffic control and access management design standards that either meet or exceed those requirements enacted at the state level.

Ordinances typically cover items such as:

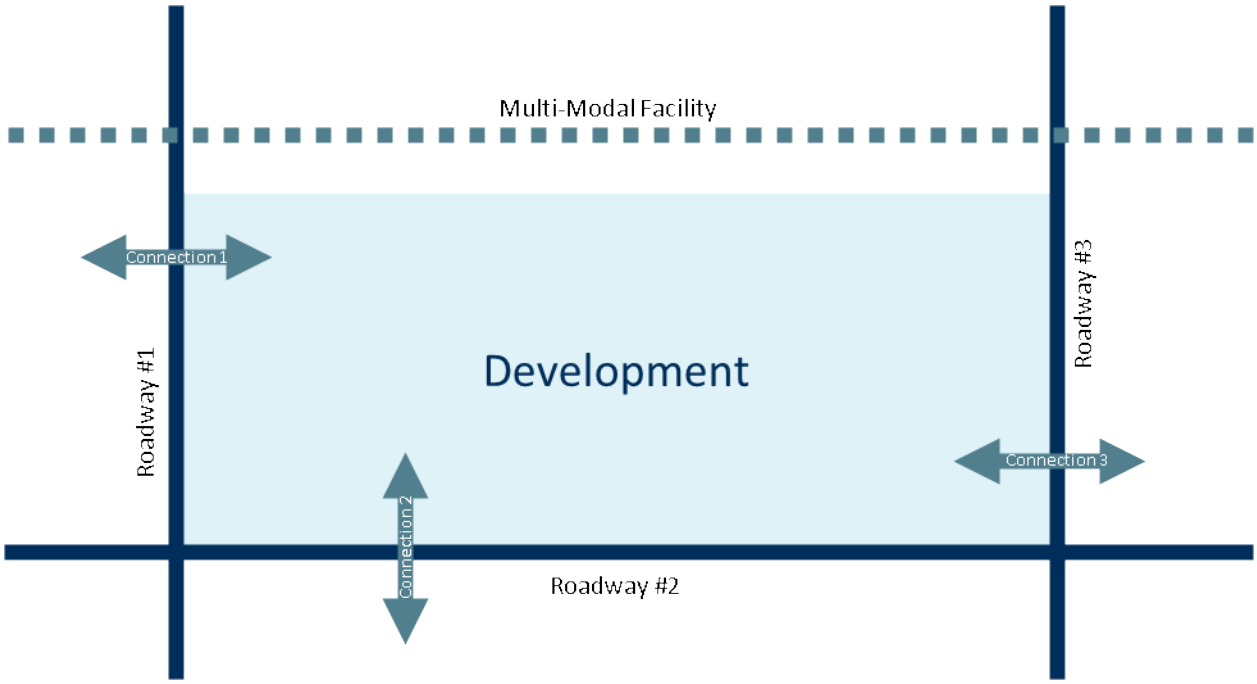
- TIS requirements and waivers

- Traffic control and access management by land use and roadway functional classification
- Provisions for alternative access
- Approval and implementation of a TIS
- Driveway location, spacing, geometrics, quantity, and permitting

4.1.4 Connectivity

The intent of connectivity is to provide alternate routes to connect residents to desired services safely. Alternate routes increase safety by reducing trips on more congested roadways. Alternate routes also benefit business, residents, and visitors by reducing trip time and cost.

Desired service areas include work, shopping centers, grocery stores, restaurants, offices, government offices, schools, as well as social and recreational facilities including parks, libraries, open spaces, gyms, and recreational centers.



Providing connections to secondary roadways significantly improves public mobility and safety, especially during times of heavy congested traffic, emergencies, or incidents. Lacking secondary connections also concentrates strain on pavement, resulting in more frequent repairs. In instances when a second road connection is not ideal or feasible, a second connection for bicycles, and/or pedestrians should be considered. The graphic below showcases the hierarchy of connections to and from a traffic generator.

4.1.5 Barriers

There are two types of barriers, physical and non-physical barriers. Examples of each type are provided below:

PHYSICAL

- Right-of-Way
- Buildings
- Utilities
- Curb and Gutter

NON-PHYSICAL

- Opposing political views
- Mismatched land use
- Demographic Metrics

4.2 DECISION SUPPORT MATRIX

A decision matrix was developed to allow evaluation of roadway characteristics choices and their relationship to a roadway cross section. The Decision Support Matrices take into consideration land use (rural, suburban, and urban), functional classification, number of roadway lanes, level of service, and posted speed limit and the appropriate layout, supported by the City of Bay Minette. The following subsections contain each set of decision support matrix.

ARTERIAL RURAL

Arterial Rural						
Lanes	LOS A-D			LOS E-F		
	≤40 MPH	45 MPH	>45 MPH	≤40 MPH	45 MPH	>45 MPH
2 Lanes Undivided	A1 B1 C1 D1 E1 F1 G1 A2 B2 C2 E2B F2 G2 E3A C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 C2 E2B F2 G2 E3A C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 G2 E3A C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 C2 E2B F2 G2 E3A C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 C2 E2B F2 G2 E3A C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 G2 E3A C3 D3 E3B F3 G3 H3
2 Lanes Divided	A1 B1 C1 D1 E1 F1 G1 A2 C2 E2B F2 G2 E3A B3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 C2 E2B F2 G2 E3A B3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 G2 E3A B3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 C2 E2B F2 G2 E3A B3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 C2 E2B F2 G2 E3A B3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 G2 E3A B3 C3 D3 E3B F3 G3 H3
3 Lanes Undivided	A1 B1 C1 D1 E1 F1 G1 A2 B2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 G2 E3A A3 C3 D3 E3B F3 G3 H3
4 Lanes Undivided	A1 B1 C1 D1 E1 F1 G1 A2 B2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 G2 E3A A3 C3 D3 E3B F3 G3 H3
4 Lanes Divided	A1 B1 C1 D1 E1 F1 G1 A2 C2 E2B F2 G2 E3A A3 B3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 C2 E2B F2 G2 E3A A3 B3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 G2 E3A A3 B3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 C2 E2B F2 G2 E3A A3 B3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 C2 E2B F2 G2 E3A A3 B3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 G2 E3A A3 B3 C3 D3 E3B F3 G3 H3
5 Lanes Undivided	A1 B1 C1 D1 E1 F1 G1 A2 B2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 G2 E3A A3 C3 D3 E3B F3 G3 H3
6 Lanes Undivided	A1 B1 C1 D1 E1 F1 G1 A2 B2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 G2 E3A A3 C3 D3 E3B F3 G3 H3
6 Lanes Divided	A1 B1 C1 D1 E1 F1 G1 A2 C2 E2B F2 G2 E3A A3 B3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 C2 E2B F2 G2 E3A A3 B3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 G2 E3A A3 B3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 C2 E2B F2 G2 E3A A3 B3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 C2 E2B F2 G2 E3A A3 B3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 G2 E3A A3 B3 C3 D3 E3B F3 G3 H3
7 Lanes Undivided	A1 B1 C1 D1 E1 F1 G1 A2 B2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 A2 B2 G2 E3A A3 C3 D3 E3B F3 G3 H3

A - Lanes
A1 - Lanes can be retained/striping adjusted.
A2 - Lanes can be added.
A3 - Lanes can be subtracted.

B - Median
B1 - Median can be retained.
B2 - Median can be added.
B3 - Median can be removed.

C - Curb
C1 - Curb can be retained.
C2 - Curb can be added.
C3 - Curb can be removed.

D - Parking
D1 - Parking can be retained.
D2 - Parking can be added.
D3 - Parking can be subtracted.

E - Bicycles
E1 - Bicycle lanes can be retained.
E2A - Bicycle lanes can be added on network.
E2B - Bicycle lanes can be added off network.
E3A - Bicycle lanes can be subtracted from on network.
E3B - Bicycle lanes can be subtracted from off network.

F - Pedestrians
F1 - Pedestrian facilities can be retained.
F2 - Pedestrian facilities can be added.
F3 - Pedestrian facilities can be subtracted.

G - Speed
G1 - Speed limit can be maintained.
G2 - Speed limit can be increased.
G3 - Speed limit can be decreased.

H - Golf Cart
H1 - Golf cart access can be retained.
H2 - Golf cart access can added.
H3 - Golf cart access can be subtracted.

ARTERIAL SUBURBAN

Arterial Suburban

Lanes	LOS A-D																		LOS E-F																	
	≤40 MPH							45 MPH							>45 MPH							≤40 MPH							45 MPH							>45 MPH						
2 Lanes Undivided	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1							
	A2	B2	C2		E2B	F2	G2	A2	B2	C2		E2B	F2	G2	A2	B2					G2	A2	B2	C2		E2B	F2	G2	A2	B2	C2		E2B	F2	G2	A2	B2					G2
					E3A							E3A							E3A							E3A							E3A						
				D3	E3B	F3	G3	H3			D3	E3B	F3	G3	H3		C3	D3	E3B	F3	G3	H3			D3	E3B	F3	G3	H3			D3	E3B	F3	G3	H3		C3	D3	E3B	F3	G3	H3
2 Lanes Divided	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1							
	A2		C2		E2B	F2	G2	A2		C2		E2B	F2	G2	A2						G2	A2		C2		E2B	F2	G2	A2		C2		E2B	F2	G2	A2						G2
					E3A							E3A							E3A							E3A							E3A						
		B3		D3	E3B	F3	G3	H3		B3		D3	E3B	F3	G3	H3		B3	C3	D3	E3B	F3	G3	H3		B3		D3	E3B	F3	G3	H3		B3		D3	E3B	F3	G3	H3		B3	C3	D3	E3B	F3	G3	H3
3 Lanes Undivided	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1							
	A2	B2	C2		E2B	F2	G2	A2	B2	C2		E2B	F2	G2	A2	B2					G2	A2	B2	C2		E2B	F2	G2	A2	B2	C2		E2B	F2	G2	A2	B2					G2
					E3A							E3A							E3A							E3A							E3A						
	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3		C3	D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3		C3	D3	E3B	F3	G3	H3
4 Lanes Undivided	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1							
	A2	B2	C2		E2B	F2	G2	A2	B2	C2		E2B	F2	G2	A2	B2					G2	A2	B2	C2		E2B	F2	G2	A2	B2	C2		E2B	F2	G2	A2	B2					G2
					E3A							E3A							E3A							E3A							E3A						
	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3		C3	D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3		C3	D3	E3B	F3	G3	H3
4 Lanes Divided	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1							
	A2		C2		E2B	F2	G2	A2		C2		E2B	F2	G2	A2						G2	A2		C2		E2B	F2	G2	A2		C2		E2B	F2	G2	A2						G2
					E3A							E3A							E3A							E3A							E3A						
	A3	B3		D3	E3B	F3	G3	H3	A3	B3		D3	E3B	F3	G3	H3	A3	B3	C3	D3	E3B	F3	G3	H3	A3	B3		D3	E3B	F3	G3	H3	A3	B3		D3	E3B	F3	G3	H3	A3	B3	C3	D3	E3B	F3	G3	H3
5 Lanes Undivided	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1							
	A2	B2	C2		E2B	F2	G2	A2	B2	C2		E2B	F2	G2	A2	B2					G2	A2	B2	C2		E2B	F2	G2	A2	B2	C2		E2B	F2	G2	A2	B2					G2
					E3A							E3A							E3A							E3A							E3A						
	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3		C3	D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3		C3	D3	E3B	F3	G3	H3
6 Lanes Undivided	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1							
	A2	B2	C2		E2B	F2	G2	A2	B2	C2		E2B	F2	G2	A2	B2					G2	A2	B2	C2		E2B	F2	G2	A2	B2	C2		E2B	F2	G2	A2	B2					G2
					E3A							E3A							E3A							E3A							E3A						
	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3		C3	D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3		C3	D3	E3B	F3	G3	H3
6 Lanes Divided	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1							
	A2		C2		E2B	F2	G2	A2		C2		E2B	F2	G2	A2						G2	A2		C2		E2B	F2	G2	A2		C2		E2B	F2	G2	A2						G2
					E3A							E3A							E3A							E3A							E3A						
	A3	B3		D3	E3B	F3	G3	H3	A3	B3		D3	E3B	F3	G3	H3	A3	B3	C3	D3	E3B	F3	G3	H3	A3	B3		D3	E3B	F3	G3	H3	A3	B3		D3	E3B	F3	G3	H3	A3	B3	C3	D3	E3B	F3	G3	H3
7 Lanes Undivided	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1	A1	B1	C1	D1	E1	F1	G1							
	A2	B2	C2		E2B	F2	G2	A2	B2	C2		E2B	F2	G2	A2	B2					G2	A2	B2	C2		E2B	F2	G2	A2	B2	C2		E2B	F2	G2	A2	B2					G2
					E3A							E3A							E3A							E3A							E3A						
	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3		C3	D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3		C3	D3	E3B	F3	G3	H3

A - Lanes
A1 - Lanes can be retained/striping adjusted.
A2 - Lanes can be added.
A3 - Lanes can be subtracted.

B - Median
B1 - Median can be retained.
B2 - Median can be added.
B3 - Median can be removed.

C - Curb
C1 - Curb can be retained.
C2 - Curb can be added.
C3 - Curb can be removed.

D - Parking
D1 - Parking can be retained.
D2 - Parking can be added.
D3 - Parking can be subtracted.

E - Bicycles
E1 - Bicycle lanes can be retained.
E2A - Bicycle lanes can be added on network.
E2B - Bicycle lanes can be added off network.
E3A - Bicycle lanes can be subtracted from on network.
E3B - Bicycle lanes can be subtracted from off network.

F - Pedestrians
F1 - Pedestrian facilities can be retained.
F2 - Pedestrian facilities can be added.
F3 - Pedestrian facilities can be subtracted.

G - Speed
G1 - Speed limit can be maintained.
G2 - Speed limit can be increased.
G3 - Speed limit can be decreased.

H - Golf Cart
H1 - Golf cart access can be retained.
H2 - Golf cart access can added.
H3 - Golf cart access can be subtracted.

ARTERIAL URBAN

Arterial Urban						
Lanes	LOS A-D			LOS E-F		
	≤40 MPH	45 MPH	>45 MPH	≤40 MPH	45 MPH	>45 MPH
2 Lanes Undivided	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1
	A2 B2 C2 E2B E3A F2 G2	A2 B2 C2 E2B E3A F2 G2	A2 B2 E3A G2	A2 B2 C2 E2B E3A F2 G2	A2 B2 C2 E2B E3A F2 G2	A2 B2 E3A G2
	D3 E3B F3 G3 H3	D3 E3B F3 G3 H3	C3 D3 E3B F3 G3 H3	D3 E3B F3 G3 H3	D3 E3B F3 G3 H3	C3 D3 E3B F3 G3 H3
2 Lanes Divided	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1
	A2 C2 E2B E3A F2 G2	A2 C2 E2B E3A F2 G2	A2 E3A G2	A2 C2 E2B E3A F2 G2	A2 C2 E2B E3A F2 G2	A2 E3A G2
	B3 D3 E3B F3 G3 H3	B3 D3 E3B F3 G3 H3	B3 C3 D3 E3B F3 G3 H3	B3 D3 E3B F3 G3 H3	B3 D3 E3B F3 G3 H3	B3 C3 D3 E3B F3 G3 H3
3 Lanes Undivided	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1
	A2 B2 C2 E2B E3A F2 G2	A2 B2 C2 E2B E3A F2 G2	A2 B2 E3A G2	A2 B2 C2 E2B E3A F2 G2	A2 B2 C2 E2B E3A F2 G2	A2 B2 E3A G2
	A3 D3 E3B F3 G3 H3	A3 D3 E3B F3 G3 H3	A3 C3 D3 E3B F3 G3 H3	A3 D3 E3B F3 G3 H3	A3 D3 E3B F3 G3 H3	A3 C3 D3 E3B F3 G3 H3
4 Lanes Undivided	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1
	A2 B2 C2 E2B E3A F2 G2	A2 B2 C2 E2B E3A F2 G2	A2 B2 E3A G2	A2 B2 C2 E2B E3A F2 G2	A2 B2 C2 E2B E3A F2 G2	A2 B2 E3A G2
	A3 D3 E3B F3 G3 H3	A3 D3 E3B F3 G3 H3	A3 C3 D3 E3B F3 G3 H3	A3 D3 E3B F3 G3 H3	A3 D3 E3B F3 G3 H3	A3 C3 D3 E3B F3 G3 H3
4 Lanes Divided	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1
	A2 C2 E2B E3A F2 G2	A2 C2 E2B E3A F2 G2	A2 E3A G2	A2 C2 E2B E3A F2 G2	A2 C2 E2B E3A F2 G2	A2 E3A G2
	A3 B3 D3 E3B F3 G3 H3	A3 B3 D3 E3B F3 G3 H3	A3 B3 C3 D3 E3B F3 G3 H3	A3 B3 D3 E3B F3 G3 H3	A3 B3 D3 E3B F3 G3 H3	A3 B3 C3 D3 E3B F3 G3 H3
5 Lanes Undivided	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1
	A2 B2 C2 E2B E3A F2 G2	A2 B2 C2 E2B E3A F2 G2	A2 B2 E3A G2	A2 B2 C2 E2B E3A F2 G2	A2 B2 C2 E2B E3A F2 G2	A2 B2 E3A G2
	A3 D3 E3B F3 G3 H3	A3 D3 E3B F3 G3 H3	A3 C3 D3 E3B F3 G3 H3	A3 D3 E3B F3 G3 H3	A3 D3 E3B F3 G3 H3	A3 C3 D3 E3B F3 G3 H3
6 Lanes Undivided	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1
	A2 B2 C2 E2B E3A F2 G2	A2 B2 C2 E2B E3A F2 G2	A2 B2 E3A G2	A2 B2 C2 E2B E3A F2 G2	A2 B2 C2 E2B E3A F2 G2	A2 B2 E3A G2
	A3 D3 E3B F3 G3 H3	A3 D3 E3B F3 G3 H3	A3 C3 D3 E3B F3 G3 H3	A3 D3 E3B F3 G3 H3	A3 D3 E3B F3 G3 H3	A3 C3 D3 E3B F3 G3 H3
6 Lanes Divided	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1
	A2 C2 E2B E3A F2 G2	A2 C2 E2B E3A F2 G2	A2 E3A G2	A2 C2 E2B E3A F2 G2	A2 C2 E2B E3A F2 G2	A2 E3A G2
	A3 B3 D3 E3B F3 G3 H3	A3 B3 D3 E3B F3 G3 H3	A3 B3 C3 D3 E3B F3 G3 H3	A3 B3 D3 E3B F3 G3 H3	A3 B3 D3 E3B F3 G3 H3	A3 B3 C3 D3 E3B F3 G3 H3
7 Lanes Undivided	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1	A1 B1 C1 D1 E1 F1 G1
	A2 B2 C2 E2B E3A F2 G2	A2 B2 C2 E2B E3A F2 G2	A2 B2 E3A G2	A2 B2 C2 E2B E3A F2 G2	A2 B2 C2 E2B E3A F2 G2	A2 B2 E3A G2
	A3 D3 E3B F3 G3 H3	A3 D3 E3B F3 G3 H3	A3 C3 D3 E3B F3 G3 H3	A3 D3 E3B F3 G3 H3	A3 D3 E3B F3 G3 H3	A3 C3 D3 E3B F3 G3 H3

A - Lanes
A1 - Lanes can be retained/striping adjusted.
A2 - Lanes can be added.
A3 - Lanes can be subtracted.

B - Median
B1 - Median can be retained.
B2 - Median can be added.
B3 - Median can be removed.

C - Curb
C1 - Curb can be retained.
C2 - Curb can be added.
C3 - Curb can be removed.

D - Parking
D1 - Parking can be retained.
D2 - Parking can be added.
D3 - Parking can be subtracted.

E - Bicycles
E1 - Bicycle lanes can be retained.
E2A - Bicycle lanes can be added on network.
E2B - Bicycle lanes can be added off network.
E3A - Bicycle lanes can be subtracted from on network.
E3B - Bicycle lanes can be subtracted from off network.

F - Pedestrians
F1 - Pedestrian facilities can be retained.
F2 - Pedestrian facilities can be added.
F3 - Pedestrian facilities can be subtracted.

G - Speed
G1 - Speed limit can be maintained.
G2 - Speed limit can be increased.
G3 - Speed limit can be decreased.

H - Golf Cart
H1 - Golf cart access can be retained.
H2 - Golf cart access can added.
H3 - Golf cart access can be subtracted.

COLLECTOR RURAL

Collector Rural						
Lanes	LOS A-D			LOS E-F		
	≤30 MPH	35 MPH	>35 MPH	≤30 MPH	35 MPH	>35 MPH
2 Lanes Undivided	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A C3 D3 E3B F3 G3 H3
2 Lanes Divided	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A B3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A B3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A B3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A B3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A B3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A B3 C3 D3 E3B F3 G3 H3
3 Lanes Undivided	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A A3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A A3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A A3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A A3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3
4 Lanes Undivided	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A A3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A A3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A A3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A A3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3
4 Lanes Divided	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A A3 B3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A A3 B3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A A3 B3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A A3 B3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A A3 B3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A A3 B3 C3 D3 E3B F3 G3 H3
5 Lanes Undivided	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A A3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A A3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A A3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A A3 D3 E3B F3 G3 H3	A1 B1 C1 D1 E1 F1 G1 E2A A2 C2 E2B F2 G2 E3A A3 C3 D3 E3B F3 G3 H3

A - Lanes
A1 - Lanes can be retained/striping adjusted.
A2 - Lanes can be added.
A3 - Lanes can be subtracted.

B - Median
B1 - Median can be retained.
B2 - Median can be added.
B3 - Median can be removed.

C - Curb
C1 - Curb can be retained.
C2 - Curb can be added.
C3 - Curb can be removed.

D - Parking
D1 - Parking can be retained.
D2 - Parking can be added.
D3 - Parking can be subtracted.

E - Bicycles
E1 - Bicycle lanes can be retained.
E2A - Bicycle lanes can be added on network.
E2B - Bicycle lanes can be added off network.
E3A - Bicycle lanes can be subtracted from on network.
E3B - Bicycle lanes can be subtracted from off network.

F - Pedestrians
F1 - Pedestrian facilities can be retained.
F2 - Pedestrian facilities can be added.
F3 - Pedestrian facilities can be subtracted.

G - Speed
G1 - Speed limit can be maintained.
G2 - Speed limit can be increased.
G3 - Speed limit can be decreased.

H - Golf Cart
H1 - Golf cart access can be retained.
H2 - Golf cart access can added.
H3 - Golf cart access can be subtracted.

COLLECTOR SUBURBAN

Collector Suburban

Lanes	LOS A-D																		LOS E-F																	
	≤30 MPH								35 MPH								>35 MPH								≤30 MPH								35 MPH								>35 MPH							
2 Lanes Undivided	A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1	
					E2A								E2A								E2A								E2A								E2A			
	A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2		E2B	F2	G2		A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2		E2B	F2	G2	
					E3A								E3A								E3A								E3A								E3A			
				D3	E3B	F3	G3	H3				D3	E3B	F3	G3	H3			C3	D3	E3B	F3	G3	H3				D3	E3B	F3	G3	H3				D3	E3B	F3	G3	H3			C3	D3	E3B	F3	G3	H3
2 Lanes Divided	A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1	
					E2A								E2A								E2A								E2A								E2A			
	A2		C2	D2	E2B	F2	G2		A2		C2	D2	E2B	F2	G2		A2		C2		E2B	F2	G2		A2		C2	D2	E2B	F2	G2		A2		C2	D2	E2B	F2	G2		A2		C2		E2B	F2	G2	
					E3A								E3A								E3A								E3A								E3A			
		B3		D3	E3B	F3	G3	H3		B3		D3	E3B	F3	G3	H3		B3	C3	D3	E3B	F3	G3	H3		B3		D3	E3B	F3	G3	H3		B3		D3	E3B	F3	G3	H3		B3	C3	D3	E3B	F3	G3	H3
3 Lanes Undivided	A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1	
					E2A								E2A								E2A								E2A								E2A			
	A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2		E2B	F2	G2		A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2		E2B	F2	G2	
					E3A								E3A								E3A								E3A								E3A			
	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3		C3	D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3		C3	D3	E3B	F3	G3	H3
4 Lanes Undivided	A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1	
					E2A								E2A								E2A								E2A								E2A			
	A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2		E2B	F2	G2		A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2		E2B	F2	G2	
					E3A								E3A								E3A								E3A								E3A			
	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3		C3	D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3		C3	D3	E3B	F3	G3	H3
4 Lanes Divided	A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1	
					E2A								E2A								E2A								E2A								E2A			
	A2		C2	D2	E2B	F2	G2		A2		C2	D2	E2B	F2	G2		A2		C2		E2B	F2	G2		A2		C2	D2	E2B	F2	G2		A2		C2	D2	E2B	F2	G2		A2		C2		E2B	F2	G2	
					E3A								E3A								E3A								E3A								E3A			
	A3	B3		D3	E3B	F3	G3	H3	A3	B3		D3	E3B	F3	G3	H3	A3	B3	C3	D3	E3B	F3	G3	H3	A3	B3		D3	E3B	F3	G3	H3	A3	B3		D3	E3B	F3	G3	H3	A3	B3	C3	D3	E3B	F3	G3	H3
5 Lanes Undivided	A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1	
					E2A								E2A								E2A								E2A								E2A			
	A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2		E2B	F2	G2		A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2		E2B	F2	G2	
					E3A								E3A								E3A								E3A								E3A			
	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3		C3	D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3		C3	D3	E3B	F3	G3	H3

A - Lanes
A1 - Lanes can be retained/striping adjusted.
A2 - Lanes can be added.
A3 - Lanes can be subtracted.

B - Median
B1 - Median can be retained.
B2 - Median can be added.
B3 - Median can be removed.

C - Curb
C1 - Curb can be retained.
C2 - Curb can be added.
C3 - Curb can be removed.

D - Parking
D1 - Parking can be retained.
D2 - Parking can be added.
D3 - Parking can be subtracted.

E - Bicycles
E1 - Bicycle lanes can be retained.
E2A - Bicycle lanes can be added on network.
E2B - Bicycle lanes can be added off network.
E3A - Bicycle lanes can be subtracted from on network.
E3B - Bicycle lanes can be subtracted from off network.

F - Pedestrians
F1 - Pedestrian facilities can be retained.
F2 - Pedestrian facilities can be added.
F3 - Pedestrian facilities can be subtracted.

G - Speed
G1 - Speed limit can be maintained.
G2 - Speed limit can be increased.
G3 - Speed limit can be decreased.

H - Golf Cart
H1 - Golf cart access can be retained.
H2 - Golf cart access can added.
H3 - Golf cart access can be subtracted.

COLLECTOR URBAN

Collector Urban

Lanes	LOS A-D																		LOS E-F																	
	≤30 MPH								35 MPH								>35 MPH								≤30 MPH								35 MPH								>35 MPH							
2 Lanes Undivided	A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1	
					E2A								E2A								E2A								E2A								E2A			
	A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2		E2B	F2	G2		A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2		E2B	F2	G2	
					E3A								E3A								E3A								E3A								E3A			
				D3	E3B	F3	G3	H3				D3	E3B	F3	G3	H3			C3	D3	E3B	F3	G3	H3				D3	E3B	F3	G3	H3				D3	E3B	F3	G3	H3			C3	D3	E3B	F3	G3	H3
2 Lanes Divided	A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1	
					E2A								E2A								E2A								E2A								E2A			
	A2		C2	D2	E2B	F2	G2		A2		C2	D2	E2B	F2	G2		A2		C2		E2B	F2	G2		A2		C2	D2	E2B	F2	G2		A2		C2	D2	E2B	F2	G2		A2		C2		E2B	F2	G2	
					E3A								E3A								E3A								E3A								E3A			
		B3		D3	E3B	F3	G3	H3		B3		D3	E3B	F3	G3	H3		B3	C3	D3	E3B	F3	G3	H3		B3		D3	E3B	F3	G3	H3		B3		D3	E3B	F3	G3	H3		B3	C3	D3	E3B	F3	G3	H3
3 Lanes Undivided	A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1	
					E2A								E2A								E2A								E2A								E2A			
	A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2		E2B	F2	G2		A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2		E2B	F2	G2	
					E3A								E3A								E3A								E3A								E3A			
	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3		C3	D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3		C3	D3	E3B	F3	G3	H3
4 Lanes Undivided	A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1	
					E2A								E2A								E2A								E2A								E2A			
	A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2		E2B	F2	G2		A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2		E2B	F2	G2	
					E3A								E3A								E3A								E3A								E3A			
	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3		C3	D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3		C3	D3	E3B	F3	G3	H3
4 Lanes Divided	A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1	
					E2A								E2A								E2A								E2A								E2A			
	A2		C2	D2	E2B	F2	G2		A2		C2	D2	E2B	F2	G2		A2		C2		E2B	F2	G2		A2		C2	D2	E2B	F2	G2		A2		C2	D2	E2B	F2	G2		A2		C2		E2B	F2	G2	
					E3A								E3A								E3A								E3A								E3A			
	A3	B3		D3	E3B	F3	G3	H3	A3	B3		D3	E3B	F3	G3	H3	A3	B3	C3	D3	E3B	F3	G3	H3	A3	B3		D3	E3B	F3	G3	H3	A3	B3		D3	E3B	F3	G3	H3	A3	B3	C3	D3	E3B	F3	G3	H3
5 Lanes Undivided	A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1		A1	B1	C1	D1	E1	F1	G1	
					E2A								E2A								E2A								E2A								E2A			
	A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2		E2B	F2	G2		A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2	D2	E2B	F2	G2		A2	B2	C2		E2B	F2	G2	
					E3A								E3A								E3A								E3A								E3A			
	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3		C3	D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3	A3		C3	D3	E3B	F3	G3	H3

A - Lanes
A1 - Lanes can be retained/striping adjusted.
A2 - Lanes can be added.
A3 - Lanes can be subtracted.

B - Median
B1 - Median can be retained.
B2 - Median can be added.
B3 - Median can be removed.

C - Curb
C1 - Curb can be retained.
C2 - Curb can be added.
C3 - Curb can be removed.

D - Parking
D1 - Parking can be retained.
D2 - Parking can be added.
D3 - Parking can be subtracted.

E - Bicycles
E1 - Bicycle lanes can be retained.
E2A - Bicycle lanes can be added on network.
E2B - Bicycle lanes can be added off network.
E3A - Bicycle lanes can be subtracted from on network.
E3B - Bicycle lanes can be subtracted from off network.

F - Pedestrians
F1 - Pedestrian facilities can be retained.
F2 - Pedestrian facilities can be added.
F3 - Pedestrian facilities can be subtracted.

G - Speed
G1 - Speed limit can be maintained.
G2 - Speed limit can be increased.
G3 - Speed limit can be decreased.

H - Golf Cart
H1 - Golf cart access can be retained.
H2 - Golf cart access can added.
H3 - Golf cart access can be subtracted.

LOCAL RURAL

Local Rural

Lanes	LOS A-D																				LOS E-F																			
	≤25 MPH								30 MPH								>30 MPH								≤25 MPH								30 MPH								>30 MPH							
2 Lanes Undivided	A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	
	A2		C2		E2B E3A	F2	G2	H2	A2		C2		E2B E3A	F2	G2		A2		C2		E2B E3A	F2	G2		A2		C2		E2B E3A	F2	G2	H2	A2		C2		E2B E3A	F2	G2		A2		C2		E2B E3A	F2	G2	
				D3	E3B	F3		H3				D3	E3B	F3	G3	H3				D3	E3B	F3		H3				D3	E3B	F3		H3				D3	E3B	F3	G3	H3				D3	E3B	F3	G3	H3
2 Lanes Divided	A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	
	A2		C2		E2B E3A	F2	G2	H2	A2		C2		E2B E3A	F2	G2		A2		C2		E2B E3A	F2	G2		A2		C2		E2B E3A	F2	G2	H2	A2		C2		E2B E3A	F2	G2		A2		C2		E2B E3A	F2	G2	
		B3		D3	E3B	F3		H3		B3		D3	E3B	F3	G3	H3		B3		D3	E3B	F3		H3		B3		D3	E3B	F3		H3		B3		D3	E3B	F3	G3	H3		B3		D3	E3B	F3	G3	H3
3 Lanes Undivided	A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	
	A2		C2		E2B E3A	F2	G2	H2	A2		C2		E2B E3A	F2	G2		A2		C2		E2B E3A	F2	G2		A2		C2		E2B E3A	F2	G2	H2	A2		C2		E2B E3A	F2	G2		A2		C2		E2B E3A	F2	G2	
	A3			D3	E3B	F3		H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3		H3	A3			D3	E3B	F3		H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3
4 Lanes Undivided	A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	
	A2		C2		E2B E3A	F2	G2	H2	A2		C2		E2B E3A	F2	G2		A2		C2		E2B E3A	F2	G2		A2		C2		E2B E3A	F2	G2	H2	A2		C2		E2B E3A	F2	G2		A2		C2		E2B E3A	F2	G2	
	A3			D3	E3B	F3		H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3		H3	A3			D3	E3B	F3		H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3
4 Lanes Divided	A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	
	A2		C2		E2B E3A	F2	G2	H2	A2		C2		E2B E3A	F2	G2		A2		C2		E2B E3A	F2	G2		A2		C2		E2B E3A	F2	G2	H2	A2		C2		E2B E3A	F2	G2		A2		C2		E2B E3A	F2	G2	
	A3	B3		D3	E3B	F3		H3	A3	B3		D3	E3B	F3	G3	H3	A3	B3		D3	E3B	F3		H3	A3	B3		D3	E3B	F3		H3	A3	B3		D3	E3B	F3	G3	H3	A3	B3		D3	E3B	F3	G3	H3
5 Lanes Undivided	A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	
			C2		E2B E3A	F2	G2	H2			C2		E2B E3A	F2	G2				C2		E2B E3A	F2	G2				C2		E2B E3A	F2	G2	H2			C2		E2B E3A	F2	G2				C2		E2B E3A	F2	G2	
	A3			D3	E3B	F3		H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3		H3	A3			D3	E3B	F3		H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3

A - Lanes
A1 - Lanes can be retained/striping adjusted.
A2 - Lanes can be added.
A3 - Lanes can be subtracted.

B - Median
B1 - Median can be retained.
B2 - Median can be added.
B3 - Median can be removed.

C - Curb
C1 - Curb can be retained.
C2 - Curb can be added.
C3 - Curb can be removed.

D - Parking
D1 - Parking can be retained.
D2 - Parking can be added.
D3 - Parking can be subtracted.

E - Bicycles
E1 - Bicycle lanes can be retained.
E2A - Bicycle lanes can be added on network.
E2B - Bicycle lanes can be added off network.
E3A - Bicycle lanes can be subtracted from on network.
E3B - Bicycle lanes can be subtracted from off network.

F - Pedestrians
F1 - Pedestrian facilities can be retained.
F2 - Pedestrian facilities can be added.
F3 - Pedestrian facilities can be subtracted.

G - Speed
G1 - Speed limit can be maintained.
G2 - Speed limit can be increased.
G3 - Speed limit can be decreased.

H - Golf Cart
H1 - Golf cart access can be retained.
H2 - Golf cart access can added.
H3 - Golf cart access can be subtracted.

LOCAL SUBURBAN

Local Suburban

Lanes	LOS A-D																				LOS E-F																			
	≤25 MPH								30 MPH								>30 MPH								≤25 MPH								30 MPH								>30 MPH							
2 Lanes Undivided	A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	
	A2	B2	C2	D2	E2B E3A	F2	G2	H2	A2	B2	C2	D2	E2B E3A	F2	G2		A2	B2	C2	D2	E2B E3A	F2	G2		A2	B2	C2	D2	E2B E3A	F2	G2	H2	A2	B2	C2	D2	E2B E3A	F2	G2		A2	B2	C2	D2	E2B E3A	F2	G2	
				D3	E3B	F3		H3				D3	E3B	F3	G3	H3				D3	E3B	F3		H3				D3	E3B	F3		H3				D3	E3B	F3	G3	H3				D3	E3B	F3	G3	H3
2 Lanes Divided	A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	
	A2		C2	D2	E2B E3A	F2	G2	H2	A2		C2	D2	E2B E3A	F2	G2		A2		C2	D2	E2B E3A	F2	G2		A2		C2	D2	E2B E3A	F2	G2	H2	A2		C2	D2	E2B E3A	F2	G2		A2		C2	D2	E2B E3A	F2	G2	
		B3		D3	E3B	F3		H3		B3		D3	E3B	F3	G3	H3		B3		D3	E3B	F3		H3		B3		D3	E3B	F3		H3		B3		D3	E3B	F3	G3	H3		B3		D3	E3B	F3	G3	H3
3 Lanes Undivided	A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	
	A2	B2	C2	D2	E2B E3A	F2	G2	H2	A2	B2	C2	D2	E2B E3A	F2	G2		A2	B2	C2	D2	E2B E3A	F2	G2		A2	B2	C2	D2	E2B E3A	F2	G2	H2	A2	B2	C2	D2	E2B E3A	F2	G2		A2	B2	C2	D2	E2B E3A	F2	G2	
	A3			D3	E3B	F3		H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3		H3	A3			D3	E3B	F3		H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3
4 Lanes Undivided	A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	
	A2	B2	C2	D2	E2B E3A	F2	G2	H2	A2	B2	C2	D2	E2B E3A	F2	G2		A2	B2	C2	D2	E2B E3A	F2	G2		A2	B2	C2	D2	E2B E3A	F2	G2	H2	A2	B2	C2	D2	E2B E3A	F2	G2		A2	B2	C2	D2	E2B E3A	F2	G2	
	A3			D3	E3B	F3		H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3		H3	A3			D3	E3B	F3		H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3
4 Lanes Divided	A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	
	A2		C2	D2	E2B E3A	F2	G2	H2	A2		C2	D2	E2B E3A	F2	G2		A2		C2	D2	E2B E3A	F2	G2		A2		C2	D2	E2B E3A	F2	G2	H2	A2		C2	D2	E2B E3A	F2	G2		A2		C2	D2	E2B E3A	F2	G2	
	A3	B3		D3	E3B	F3		H3	A3	B3		D3	E3B	F3	G3	H3	A3	B3		D3	E3B	F3		H3	A3	B3		D3	E3B	F3		H3	A3	B3		D3	E3B	F3	G3	H3	A3	B3		D3	E3B	F3	G3	H3
5 Lanes Undivided	A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	
		B2	C2	D2	E2B E3A	F2	G2	H2		B2	C2	D2	E2B E3A	F2	G2			B2	C2	D2	E2B E3A	F2	G2			B2	C2	D2	E2B E3A	F2	G2	H2		B2	C2	D2	E2B E3A	F2	G2			B2	C2	D2	E2B E3A	F2	G2	
	A3			D3	E3B	F3		H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3		H3	A3			D3	E3B	F3		H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3

A - Lanes
A1 - Lanes can be retained/striping adjusted.
A2 - Lanes can be added.
A3 - Lanes can be subtracted.

B - Median
B1 - Median can be retained.
B2 - Median can be added.
B3 - Median can be removed.

C - Curb
C1 - Curb can be retained.
C2 - Curb can be added.
C3 - Curb can be removed.

D - Parking
D1 - Parking can be retained.
D2 - Parking can be added.
D3 - Parking can be subtracted.

E - Bicycles
E1 - Bicycle lanes can be retained.
E2A - Bicycle lanes can be added on network.
E2B - Bicycle lanes can be added off network.
E3A - Bicycle lanes can be subtracted from on network.
E3B - Bicycle lanes can be subtracted from off network.

F - Pedestrians
F1 - Pedestrian facilities can be retained.
F2 - Pedestrian facilities can be added.
F3 - Pedestrian facilities can be subtracted.

G - Speed
G1 - Speed limit can be maintained.
G2 - Speed limit can be increased.
G3 - Speed limit can be decreased.

H - Golf Cart
H1 - Golf cart access can be retained.
H2 - Golf cart access can added.
H3 - Golf cart access can be subtracted.

LOCAL URBAN

Local Urban

Lanes	LOS A-D																				LOS E-F																			
	≤25 MPH								30 MPH								>30 MPH								≤25 MPH								30 MPH								>30 MPH							
2 Lanes Undivided	A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	
	A2	B2	C2	D2	E2B E3A	F2	G2	H2	A2	B2	C2	D2	E2B E3A	F2	G2		A2	B2	C2	D2	E2B E3A	F2	G2		A2	B2	C2	D2	E2B E3A	F2	G2	H2	A2	B2	C2	D2	E2B E3A	F2	G2		A2	B2	C2	D2	E2B E3A	F2	G2	
				D3	E3B	F3		H3				D3	E3B	F3	G3	H3				D3	E3B	F3		H3				D3	E3B	F3		H3				D3	E3B	F3	G3	H3				D3	E3B	F3	G3	H3
2 Lanes Divided	A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	
	A2		C2	D2	E2B E3A	F2	G2	H2	A2		C2	D2	E2B E3A	F2	G2		A2		C2	D2	E2B E3A	F2	G2		A2		C2	D2	E2B E3A	F2	G2	H2	A2		C2	D2	E2B E3A	F2	G2		A2		C2	D2	E2B E3A	F2	G2	
		B3		D3	E3B	F3		H3		B3		D3	E3B	F3	G3	H3		B3		D3	E3B	F3		H3		B3		D3	E3B	F3		H3		B3		D3	E3B	F3	G3	H3		B3		D3	E3B	F3	G3	H3
3 Lanes Undivided	A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	
	A2	B2	C2	D2	E2B E3A	F2	G2	H2	A2	B2	C2	D2	E2B E3A	F2	G2		A2	B2	C2	D2	E2B E3A	F2	G2		A2	B2	C2	D2	E2B E3A	F2	G2	H2	A2	B2	C2	D2	E2B E3A	F2	G2		A2	B2	C2	D2	E2B E3A	F2	G2	
	A3			D3	E3B	F3		H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3		H3	A3			D3	E3B	F3		H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3
4 Lanes Undivided	A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	
	A2	B2	C2	D2	E2B E3A	F2	G2	H2	A2	B2	C2	D2	E2B E3A	F2	G2		A2	B2	C2	D2	E2B E3A	F2	G2		A2	B2	C2	D2	E2B E3A	F2	G2	H2	A2	B2	C2	D2	E2B E3A	F2	G2		A2	B2	C2	D2	E2B E3A	F2	G2	
	A3			D3	E3B	F3		H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3		H3	A3			D3	E3B	F3		H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3
4 Lanes Divided	A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	
	A2		C2	D2	E2B E3A	F2	G2	H2	A2		C2	D2	E2B E3A	F2	G2		A2		C2	D2	E2B E3A	F2	G2		A2		C2	D2	E2B E3A	F2	G2	H2	A2		C2	D2	E2B E3A	F2	G2		A2		C2	D2	E2B E3A	F2	G2	
	A3	B3		D3	E3B	F3		H3	A3	B3		D3	E3B	F3	G3	H3	A3	B3		D3	E3B	F3		H3	A3	B3		D3	E3B	F3		H3	A3	B3		D3	E3B	F3	G3	H3	A3	B3		D3	E3B	F3	G3	H3
5 Lanes Undivided	A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	H1	A1	B1	C1	D1		F1	G1		A1	B1	C1	D1		F1	G1	
		B2	C2	D2	E2B E3A	F2	G2	H2		B2	C2	D2	E2B E3A	F2	G2			B2	C2	D2	E2B E3A	F2	G2			B2	C2	D2	E2B E3A	F2	G2	H2		B2	C2	D2	E2B E3A	F2	G2			B2	C2	D2	E2B E3A	F2	G2	
	A3			D3	E3B	F3		H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3		H3	A3			D3	E3B	F3		H3	A3			D3	E3B	F3	G3	H3	A3			D3	E3B	F3	G3	H3

A - Lanes
A1 - Lanes can be retained/striping adjusted.
A2 - Lanes can be added.
A3 - Lanes can be subtracted.

B - Median
B1 - Median can be retained.
B2 - Median can be added.
B3 - Median can be removed.

C - Curb
C1 - Curb can be retained.
C2 - Curb can be added.
C3 - Curb can be removed.

D - Parking
D1 - Parking can be retained.
D2 - Parking can be added.
D3 - Parking can be subtracted.

E - Bicycles
E1 - Bicycle lanes can be retained.
E2A - Bicycle lanes can be added on network.
E2B - Bicycle lanes can be added off network.
E3A - Bicycle lanes can be subtracted from on network.
E3B - Bicycle lanes can be subtracted from off network.

F - Pedestrians
F1 - Pedestrian facilities can be retained.
F2 - Pedestrian facilities can be added.
F3 - Pedestrian facilities can be subtracted.

G - Speed
G1 - Speed limit can be maintained.
G2 - Speed limit can be increased.
G3 - Speed limit can be decreased.

H - Golf Cart
H1 - Golf cart access can be retained.
H2 - Golf cart access can added.
H3 - Golf cart access can be subtracted.

4.3 Assessment Tools

In order to accurately understand the existing conditions of the city's roadway network, it is necessary to regularly inspect and evaluate the conditions of the pavement and striping. Assessment tools were created to standardize the evaluation of the pavement and striping as well create a scale to compare each roadway segment.

4.3.1 Pavement Assessment

The pavement assessment tool includes two (2) parts: roadway pavement distress examples and the pavement assessment sheet. There are seven (7) types of distress used in evaluating the pavement including alligator cracking, block cracking, distortions, longitudinal and transverse cracking, patches and utility cuts, rutting and depressions, and weathering and raveling. The pavement distress examples give pictures for the evaluator to compare to distresses in the field. Each is then rated according to the rubric and used to calculate the overall segment pavement rating. The pavement assessment tool can be seen in the next subsection.

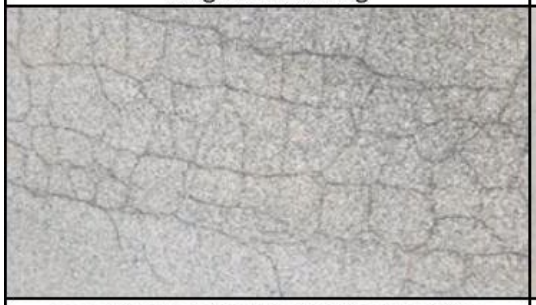
4.3.2 Striping Assessment

The striping assessment tool only includes a striping assessment sheet and is used to evaluate the need for restriping on a roadway segment. This rubric evaluates three (3) qualities of the striping and markings including visibility, reflectivity, and durability. The need for restriping is also heavily influenced by the accuracy and completeness of the existing striping and markings. These individual categories are rated according to the rubric and used to calculate the overall segment striping rating. The striping assessment tool can be seen in the following subsection.

4.3.3 Sign Assessment

The assessment of roadway signage is governed by the standards outlined in Chapter 2 of the Manual on Uniform Traffic Control Devices (MUTCD). This chapter provides comprehensive guidance on the design, retroreflectivity, illumination, maintenance, dimensions, layout, and installation of all sign types, including regulatory, warning, and specialty signs. All existing and newly installed roadway signs must be designed, assessed, maintained, and replaced in strict accordance with applicable federal, state, and local regulations. Adherence to these standards ensures consistency, visibility, and safety across the transportation network.

ROADWAY PAVEMENT DISTRESSES

Alligator Cracking	Block Cracking	Distortions
		
Longitudinal and Transverse Cracking	**Patches and Utility Cuts**	**Rutting and Depressions**
		
Weathering and Raveling	See the Roadway Segment Pavement Assessment sheet to compare these distresses and rate the pavement of roadway segments.	
		

ROADWAY PAVEMENT ASSESSMENT 2 OF 2

ROADWAY SEGMENT PAVEMENT ASSESSMENT

Roadway Segment _____ From _____ To _____

Pavement Assessment Table

Distress Categories	Alligator Cracking		Block Cracking		Distortions		Longitudinal and Transverse Cracking		Patches and Utility Cuts		Rutting and Depressions		Weathering and Raveling	
Letter	A		B		C		D		E		F		G	
Descriptions	Series of cracks that looks like chicken wire or back of an alligator. Caused by repeated loading. Potholes are severe alligator cracking.		Interconnected cracking that divides pavement into rectangles. Caused by pavement that is unable to expand and contract with daily temperature cycles.		Localized, abrupt upward or downward displacements in the pavement surface. Caused by corrugation, bumps, sags, and shoving in the pavement.		Longitudinal cracks parallel to roadway centerline, while transverse cracks run perpendicular to the centerline.		Any area of pavement that has been replaced with new material. Patches do not perform as well original pavement.		Depressions are areas where pavement is lower than surrounding area but transition is less abrupt than distortions. Ruts are surface deppressions in wheel paths.		The wearing of pavement due to loss of asphalt or tar binder and dislodged aggregate particles.	
Rating	4	Little to no alligator cracking.	4	Little to no block cracking.	4	Little to no distortions.	4	Little to no longitudinal or transverse cracking.	4	Little to no patches and utlity cuts.	4	Little to no rutting or depressions.	4	Little to no weathering or raveling.
	3	10%-25% of segment covered in alligator cracking. No potholes.	3	Small block cracking across a portion of the segment.	3	Less than 5 small to medium distortions.	3	Short longitudinal or transverse cracks along a portion of the segment.	3	Less than 5 small to medium patches and/or utility cuts.	3	Shallow rutting or depressions along a portion of the segment.	3	10%-25% of segment weathering and raveling
	2	25%-50% of segment covered in alligator cracking with some small potholes.	2	Large block cracking across a portion of the segment.	2	Less than 5 large distortions.	2	Short longitudinal or transverse cracks along the entire segment.	2	Less than 5 large patches and/or utility cuts.	2	Shallow rutting or depressions along the entire segment.	2	25%-50% of segment weathering and raveling
	1	50%-75% of segment covered in alligator cracking with multiple potholes.	1	Small block cracking across the entire segment.	1	Many small distortions across the entire segment.	1	Long longitudinal or transverse cracks along a portion of the segment.	1	Many small to medium patches and/or utility cuts.	1	Severe rutting or depressions along a portion of the segment.	1	50%-75 of segment weathering and raveling
	0	75%-100% of segment covered in alligator cracking with mulitple large potholes.	0	Large block cracking across the entire segment.	0	Many large distortions across the entire segment.	0	Long longitudinal or transverse cracks along entire segment.	0	Many large patches and/or utility cuts throughout the entire segment.	0	Severe rutting or depressions along the entire segment.	0	75%-100% of segment weathering and raveling. Fully exposed aggregate and breaking off.

Give every roadway segment a rating of 0-4 for each category to calculate the overall roadway segment pavement rating.

A rating of 0 is the worst, and a rating of 4 is the best.

The overall segment pavement rating will range from 0 to 100.

(A X 5.0) + (B X 2.5) + (C X 5.0) + (D X 2.5) + (E X 2.5) + (F X 5.0) + (G X 2.5) = Overall Segment Pavement Rating

RATING = (_____ X 5.0) + (_____ X 2.5) + (_____ X 5.0) + (_____ X 2.5) + (_____ X 2.5) + (_____ X 5.0) + (_____ X 2.5) = _____

ROADWAY STRIPING ASSESSMENT

ROADWAY SEGMENT STRIPING ASSESSMENT

Roadway Segment _____ From _____ To _____

Striping Assessment Table

Distress Categories	Required Striping/Markings		Striping/Markings Accuracy		Striping/Markings Visibility/Fading		Striping/Markings Reflectivity		Striping/Markings Durability	
Letter	A		B		C		D		E	
Descriptions	All existing striping and markings along the segment need to be in place to meet all MUTCD and local requirements for this situtation.		All existing striping and markings along the segment need to be correctly located and colored to meet all MUTCD and local requirements for this situtation.		Visibility of striping and markings during normal daylight conditions.		Visibility of striping and markings during low light situations.		The ability for the mateerial of the striping and markings to stay in place and not peel, fleck, or break away.	
Rating	4	All striping (center lines, edge lanes, lanes lines, etc.) and markings (arrows, chevrons, legends, etc.) that are required for this situation are existing on the segment.	4	All striping (center lines, edge lanes, lanes lines, etc.) and markings (arrows, chevrons, legends, etc.) existing on the segment are located in the correct position and correctly colored based on MUTCD and local requirements for this situation.	4	100% Visibility	4	100% Reflectivity	4	100% Durable
					3	75%-99% Visibility	3	75%-99% Reflectivity	3	75%-99% Durable
					2	50%-74% Visibility	2	50%-74% Reflectivity	2	50%-74% Durable
	0	All striping (center lines, edge lanes, lanes lines, etc.) and markings (arrows, chevrons, legends, etc.) that are required for this situation are NOT on the segment.	0	All striping (center lines, edge lanes, lanes lines, etc.) and markings (arrows, chevrons, legends, etc.) existing on the segment are NOT located in the correct location or NOT correctly colored based on MUTCD and local requirements for this situation.	1	25%-49% Visibility	1	25%-49% Reflectivity	1	25%-49% Durable
					0	0%-24% Visibility	0	0%-24% Reflectivity	0	0%-24% Durable

Give every roadway segment a rating of 0-4 for each category to calculate the overall roadway segment pavement rating.

A rating of 0 is the worst, and a rating of 4 is the best.

The overall segment pavement rating will range from 0 to 100.

(A X 5.0) + (B X 5.0) + (C X 5.0) + (D X 5.0) + (E X 5.0) = Overall Segment Striping Rating

RATING = (_____ X 5.0) + (_____ X 5.0) + (_____ X 5.0) + (_____ X 5.0) + (_____ X 5.0) = _____

This section outlines the proposed solutions from the transportation network evaluation.

5.1 FUNCTIONAL CLASSIFICATION

Each State maintains a categorized roadway network consistent with the Federal functional classification system. While functional classifications of some roadways can and do change over time, the functional classification of most roadways remains stable. Consequently, the focus should be to identify roadways where the functionality needs to be updated. These updates include newly constructed, re-aligned, extended, widened, or otherwise reconfigured roadways. Equally important are changing land use and development patterns, growing residential areas, newly developed commercial or industrial centers and construction of isolated traffic generators can all impact the roadway network leading to the need for a classification update.

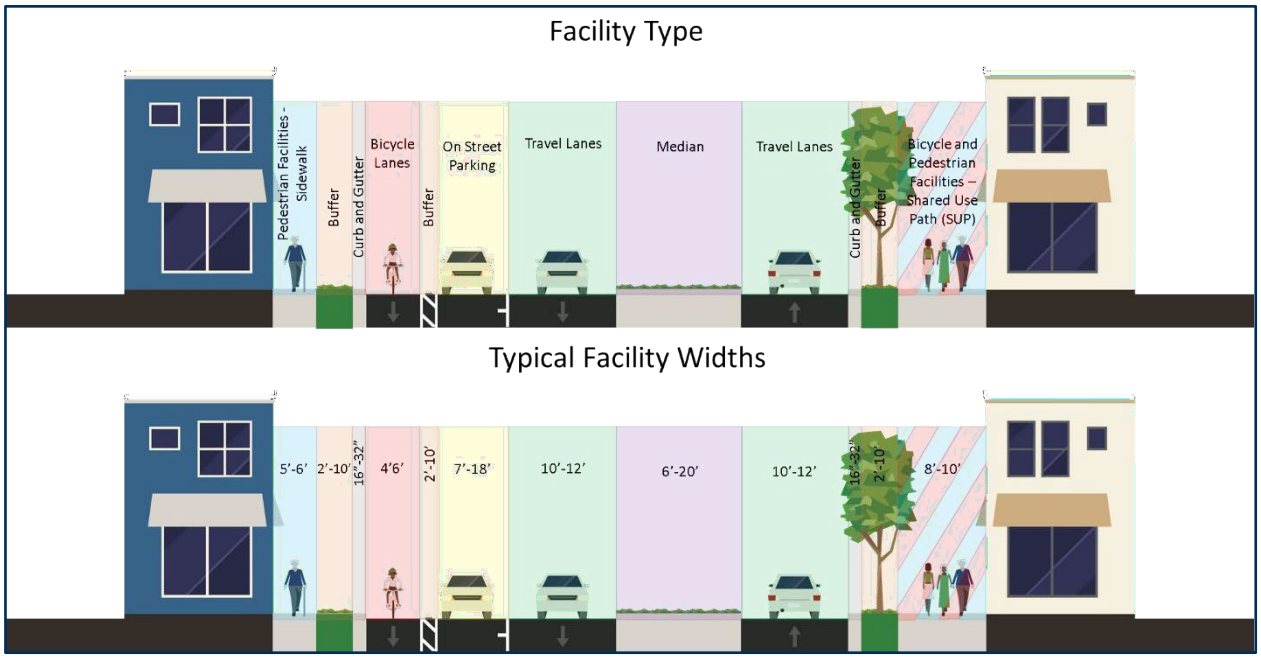
5.1.1 Future Proposed Functional Classification

As a part of this Transportation Master Plan, proposed recommendations for the current functional classification were made. The existing functional classification network does not include the classifications of expressway and minor collector. No expressways were added to the proposed recommendations, but minor collectors were incorporated into the proposed map. These recommendations are intended to better serve the overall network and promote the goals and strategies of this Transportation Master Plan. Figure 5.1 provides representation of the proposed functional classification system.

5.2 ROADWAY CROSS-SECTIONS

The centerpiece of this Transportation Master Plan is the development of a set of potential roadway cross sections based on adhering to the goals and strategies of this Plan and the data from the Decision Support Matrices presented in Section 4. These templates will serve as a tool set for the City to evaluate and choose cross section characteristics that serve the community and promote continuity in the transportation network. The graphics and table below outline the roadway characteristics criteria and potential template layouts for each functional classification and land use (rural, suburban, and urban). Larger full-page versions of the cross-sections are found in Appendix A.

DEFINITIONS AND CRITERIA

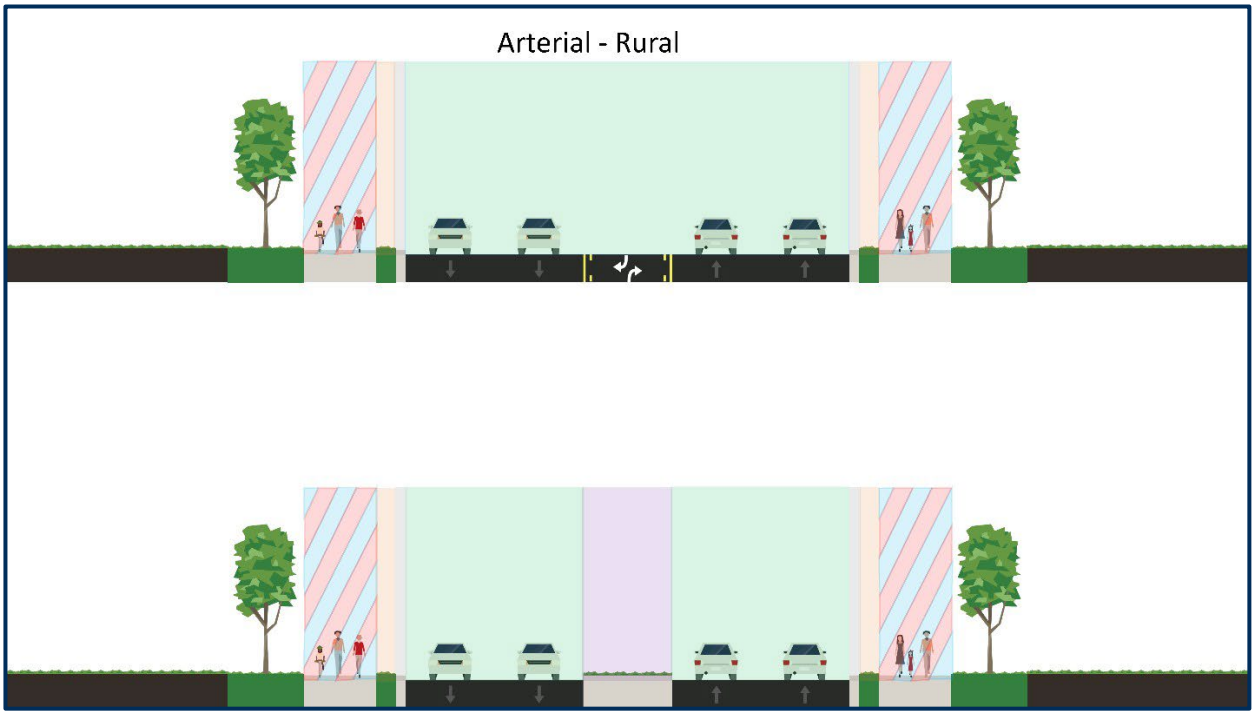


TYPICAL FACILITY GEOMETRICS

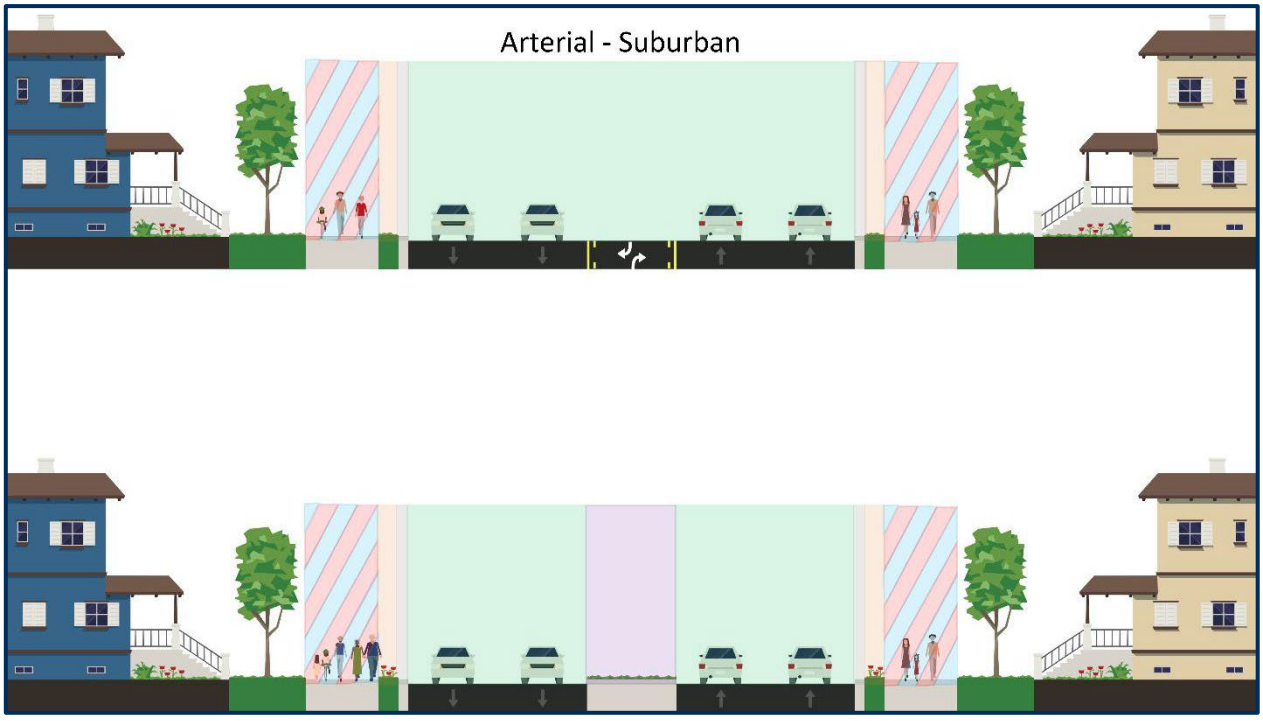
TYPICAL GEOMETRICS

		Expressway			Arterial			Collector			Local		
	Lane Type	Rural	Suburban	Urban	Rural	Suburban	Urban	Rural	Suburban	Urban	Rural	Suburban	Urban
LANE WIDTH	Travel	10'-12'	10'-12'	10'-12'	10'-12'	10'-12'	10'-12'	10'-12'	10'-12'	10'-12'	10'-12'	10'-12'	10'-12'
	Turning	10'-12'	10'-12'	10'-12'	10'-12'	10'-12'	10'-12'	10'-12'	10'-12'	10'-12'	10'-12'	10'-12'	10'-12'
	Bike	N/A	N/A	N/A	N/A	N/A	N/A	4'-6'	4'-6'	4'-6'	N/A	N/A	N/A
	Parking	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Parallel 0' Angled 15'-18' Perpendicular 18'	Parallel 0' Angled 15'-18' Perpendicular 18'	N/A	Parallel 0' Angled 15'-18' Perpendicular 18'	Parallel 0' Angled 15'-18' Perpendicular 18'
		Expressway			**Arterial**			**Collector**			**Local**		
	Edge Type	**Rural**	**Suburban**	**Urban**	**Rural**	**Suburban**	**Urban**	**Rural**	**Suburban**	**Urban**	**Rural**	**Suburban**	**Urban**
STREET EDGE	Edge	N/A	A M-11 M-14 N	N/A	A M-11 M-14 N	A M-11 M-14 N	A M-11 M-14 N	A M-11 M-14 N	A M-11 M-14 N	A M-11 M-14 N	A M-11 M-14 N	A M-11 M-14 N	A M-11 M-14 N
	Width	N/A	16"-32"	N/A	16"-32"	16"-32"	16"-32"	16"-32"	16"-32"	16"-32"	16"-32"	16"-32"	16"-32"
		Expressway			**Arterial**			**Collector**			**Local**		
	Median Type	**Rural**	**Suburban**	**Urban**	**Rural**	**Suburban**	**Urban**	**Rural**	**Suburban**	**Urban**	**Rural**	**Suburban**	**Urban**
MEDIAN	Median	Concrete Grass	Concrete Grass	Concrete Grass	Concrete Grass	Concrete Grass	Concrete Grass	Concrete Grass Low Vegetation	Concrete Grass Low Vegetation	Concrete Grass Low Vegetation	Concrete Grass Low Vegetation	Concrete Grass Low Vegetation	Concrete Grass Low Vegetation
	Width	6'-20'	6'-20'	6'-20'	6'-20'	6'-20'	6'-20'	6'-20'	6'-20'	6'-20'	6'-20'	6'-20'	6'-20'
		Expressway			**Arterial**			**Collector**			**Local**		
	Buffer Type	**Rural**	**Suburban**	**Urban**	**Rural**	**Suburban**	**Urban**	**Rural**	**Suburban**	**Urban**	**Rural**	**Suburban**	**Urban**
ON-STREET BUFFER	Buffer	N/A	N/A	N/A	N/A	N/A	N/A	Striped Raised Curb Physical Barrier	Striped Raised Curb Physical Barrier	Striped Raised Curb Physical Barrier	Striped Raised Curb Physical Barrier	Striped Raised Curb Physical Barrier	Striped Raised Curb Physical Barrier
	Width	N/A	N/A	N/A	N/A	N/A	N/A	2'-10'	2'-10'	2'-10'	2'-10'	2'-10'	2'-10'
		Expressway			**Arterial**			**Collector**			**Local**		
	Buffer Type	**Rural**	**Suburban**	**Urban**	**Rural**	**Suburban**	**Urban**	**Rural**	**Suburban**	**Urban**	**Rural**	**Suburban**	**Urban**
OFF-STREET BUFFER	Buffer Type	N/A	N/A	N/A	Concrete Grass Vegetation	Concrete Grass Vegetation	Concrete Grass Vegetation	Concrete Grass Vegetation	Concrete Grass Vegetation	Concrete Grass Vegetation	Concrete Grass Vegetation	Concrete Grass Vegetation	Concrete Grass Vegetation
	Width	N/A	N/A	N/A	2'-10'	2'-10'	2'-10'	2'-10'	2'-10'	2'-10'	2'-10'	2'-10'	2'-10'
		Expressway			**Arterial**			**Collector**			**Local**		
	Pathway Type	**Rural**	**Suburban**	**Urban**	**Rural**	**Suburban**	**Urban**	**Rural**	**Suburban**	**Urban**	**Rural**	**Suburban**	**Urban**
PAVED PATHWAYS	Sidewalk	N/A	N/A	N/A	N/A	N/A	N/A	5'-6'	5'-6'	5'-6'	5'-6'	5'-6'	5'-6'
	Shared Use Path	N/A	N/A	N/A	8'-10'	8'-10'	8'-10'	8'-10'	8'-10'	8'-10'	8'-10'	8'-10'	8'-10'

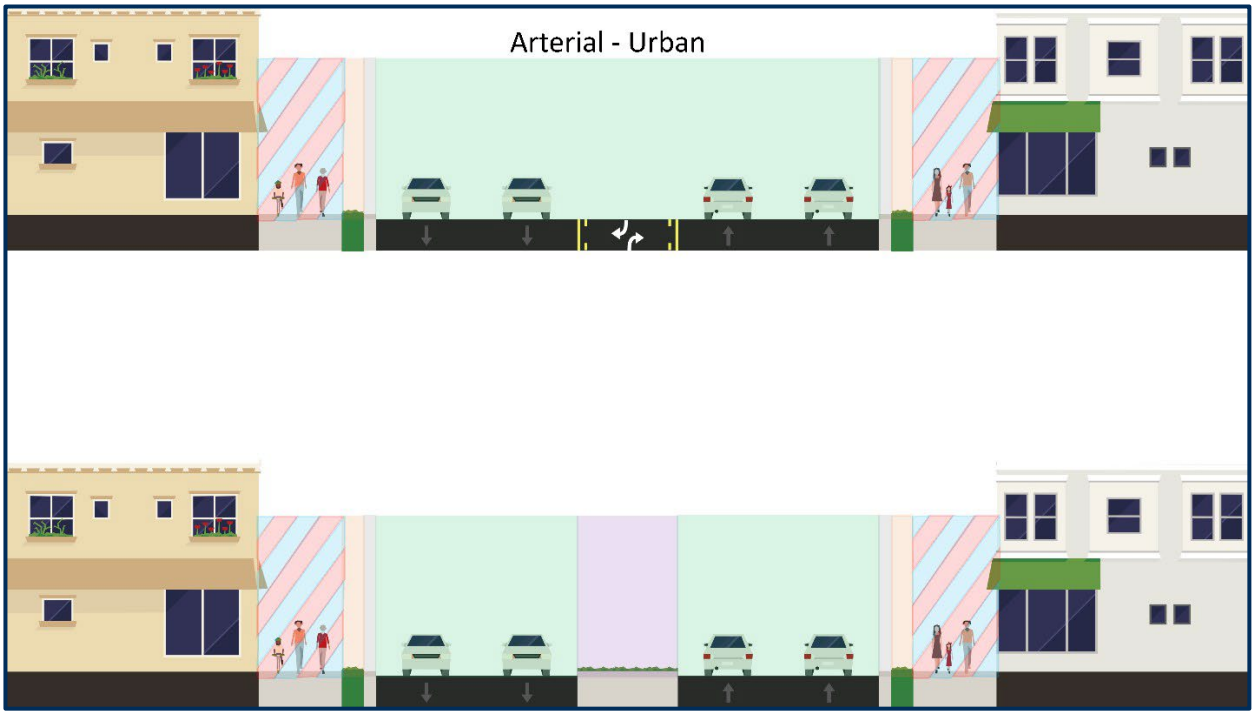
ARTERIAL RURAL



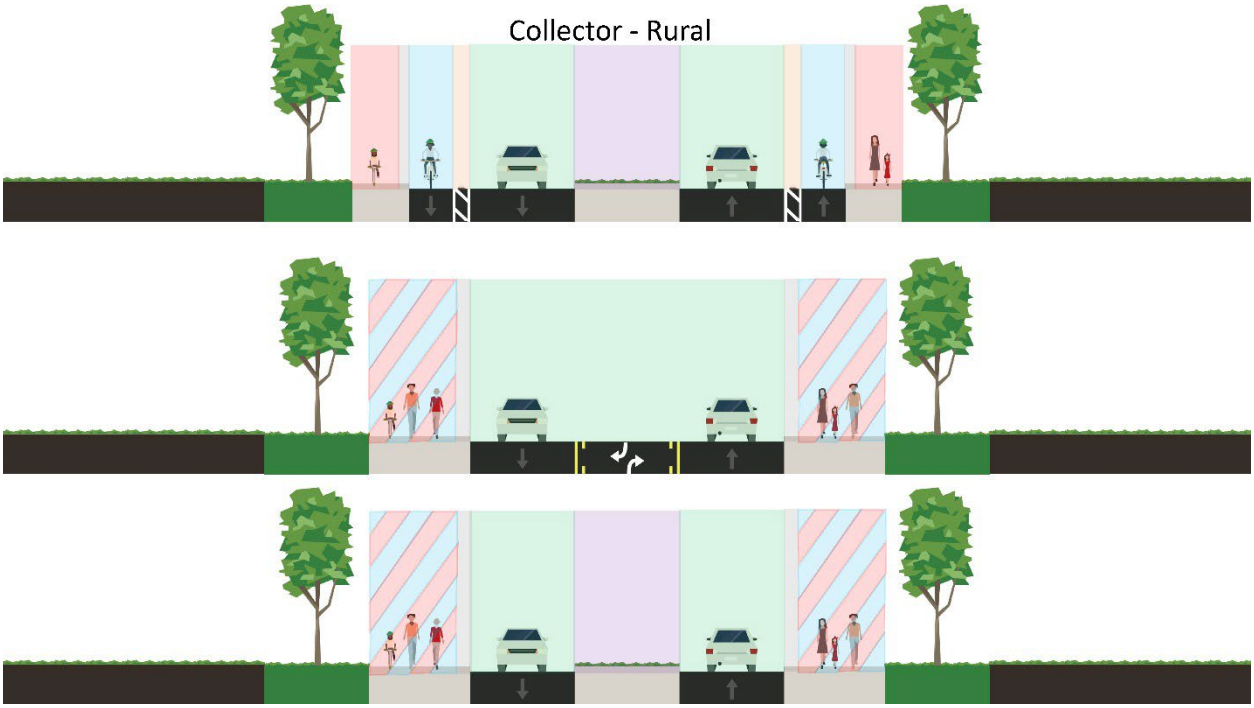
ARTERIAL SUBURBAN



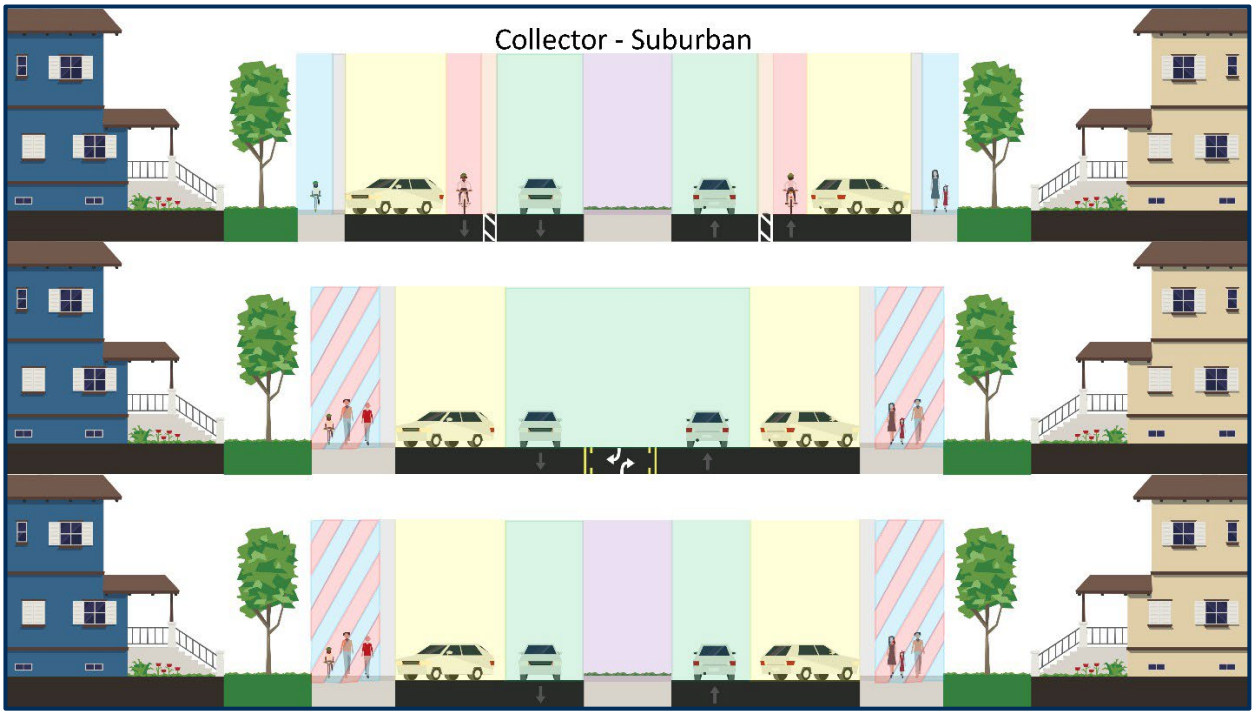
ARTERIAL URBAN



COLLECTOR RURAL

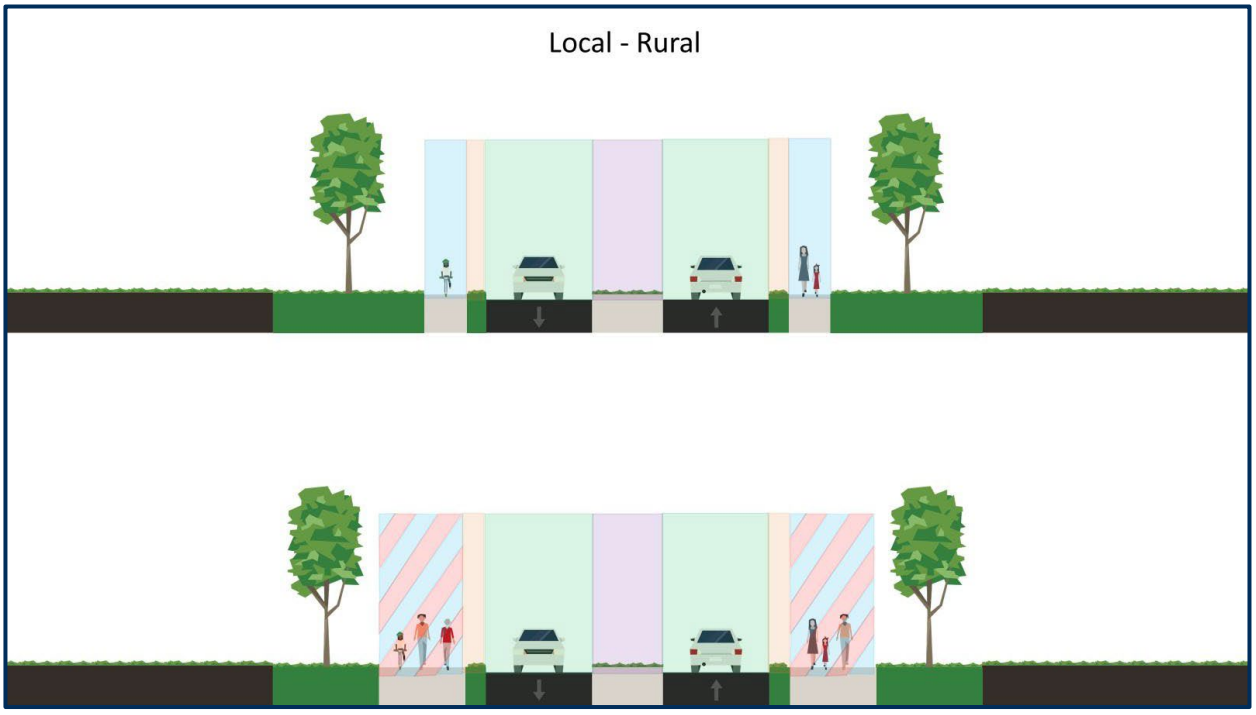


COLLECTOR SUBURBAN

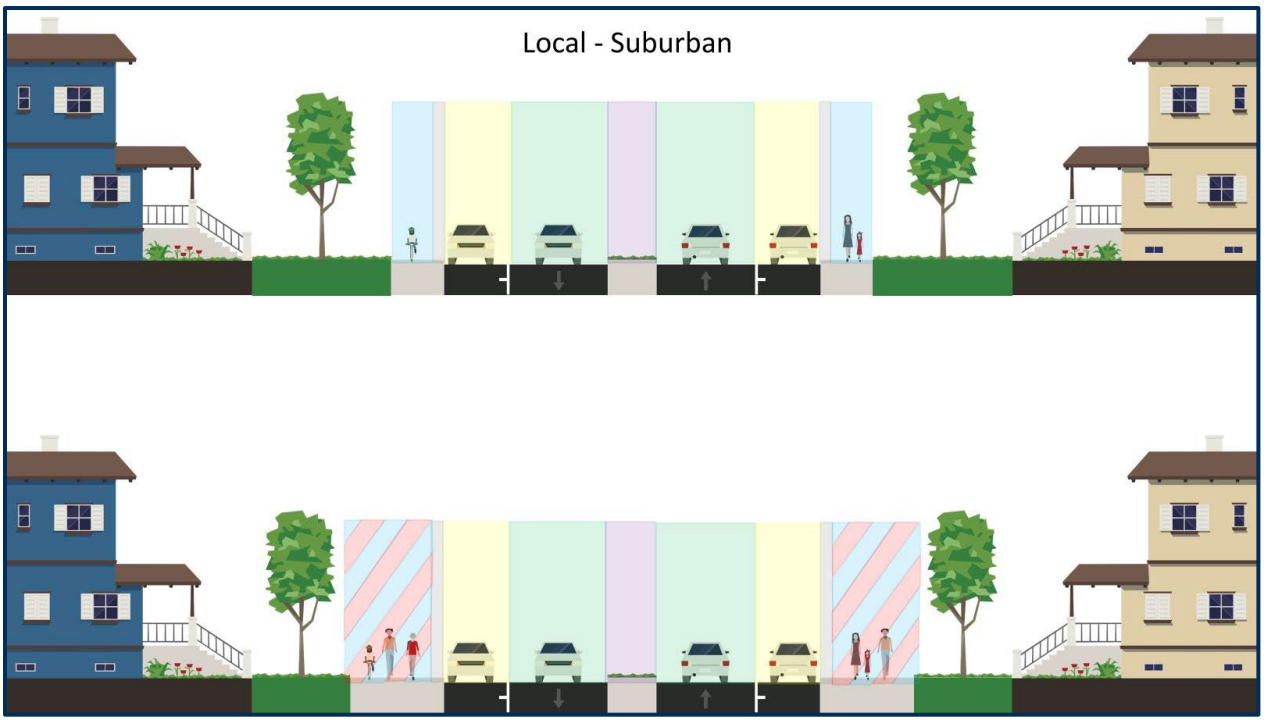


COLLECTOR URBAN

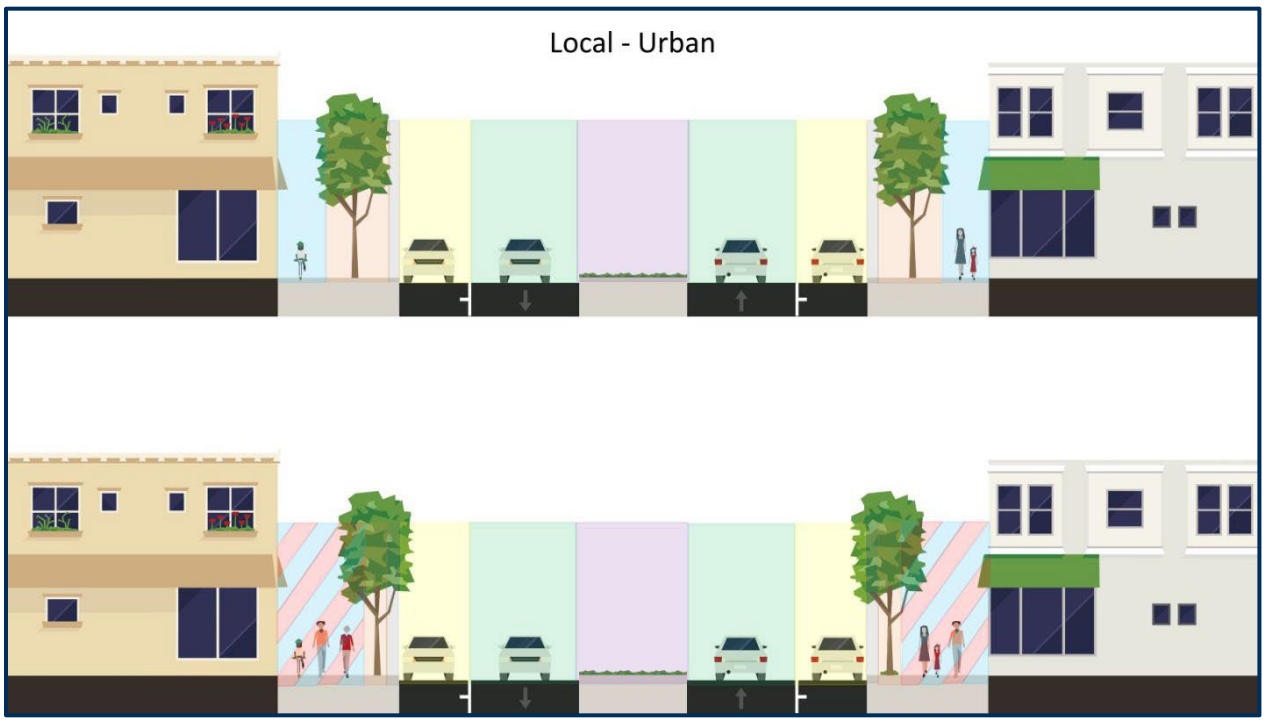
LOCAL RURAL



LOCAL SUBURBAN



LOCAL URBAN



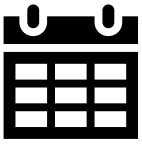
5.3 Roadway Projects

Proposed roadway projects translate the recommendations of this Transportation Master Plan into actionable improvements. These projects address identified deficiencies and provide targeted solutions to enhance safety, connectivity, and overall system performance. Roadway improvement projects are divided into three (3) categories: short-term, mid-term, and long-term. The planning, investment, and benefits involved varies depending on the term of the project. The proposed roadway projects broken down by term can be seen in Figure 5.2.

5.3.1 Ranking Roadway Projects

Short-Term Projects

Short-term projects are those that can be implemented in the near future. These projects are generally smaller in scale and cost. They can be accomplished by existing maintenance staff or under smaller contracts. These projects can provide immediate solutions to existing issues, and the benefits of these projects can be realized by the community while more planning is needed for mid-term and long-term projects. The short-term projects can be seen in Figure 5.3.



Mid-Term Projects

Mid-term projects are those that need more time and investment to be implemented. These projects tend to have scale and cost that do not allow them to be implemented immediately. These projects can be completed by existing maintenance staff or under mid-sized construction contracts. These projects need the planning and investment of multiple years before they can come to fruition. The mid-term projects can be seen in Figure 5.4.

Long-Term Projects

Long-term projects are those that need significant time, planning, and investment to be implemented. These are large-scale projects that require large financial commitments. They are implemented after years of planning and preparation, and they require large amounts of outside help to complete. When implemented, long-term projects tend to have large-scale effects and benefits to the surrounding community. These projects have benefits that can be seen regionally instead of the more localized short-term and mid-term projects. The long-term projects can be seen in Figure 5.5.

The plan map depicting all the proposed projects can be seen in Figure 5.6.

5.4 Pavement and Striping Projects

5.4.1 Ranking Pavement and Striping Projects

The City of Bay Minette can also revaluate and rank the projects moving forward. The striping and pavement assessment tools can be used to score each roadway segment. A ranking tool has also been provided with this report. The segment scores along with other information can be inputted to help develop a prioritization for paving and restriping projects. The parameters can also be adjusted to suit the City's needs at that time.

5.5 Project Maintenance

As new roadways and multimodal facilities are added or existing roadways are repaved and restriped, a regular maintenance schedule for all transportation facilities can help to keep compliance and get longer use out of existing resources. An evaluation of all existing striping and signage throughout Bay Minette should be completed to ensure it is all compliant with federal, state, and local regulations (MUTCD, AASHTO Green Book, PROWAG, ADA requirements, etc.). Creating a schedule of regular maintenance for all aspects of the transportation network (signage, striping, pavement, accessibility, etc.) will ensure updates are made to remain in compliance and that repairs are made before replacement is necessary.

5.6 Actionable Plan

The adoption of this Transportation Master Plan will be the first step in the implementation process. It is the product of considerable efforts on the part of the City of Bay Minette. The City of Bay Minette should utilize this Transportation Master Plan as a resource when considering new policies, planning, and programming new infrastructure, evaluating new development applications, and coordinating with outside agencies. This document's recommendations provide guidelines, targets, and priorities for shaping future growth and development in the community balanced with the needs and functionality of a sustainable transportation network. Some are easily accomplished in the near-term while others will likely be more feasible later.

Source: Volkert, Inc.

5.6.1 Transportation Master Plan Amendments

The City of Bay Minette City Council, Planning Commission, or the Planning and Development Services Department may initiate either major or administrative amendments to the Plan, respectively. Major amendments are heard and acted upon by the Planning Commission. Administrative amendments are processed by staff with no formal action by the Planning Commission and City Council.

Major Amendments

These amendments have a substantive effect on the goal, policies, and land uses of the Plan, and warrant more involvement as part of the amendment process. Examples of major amendments are:

- A comprehensive update of the Plan as conducted every five or more years.
- The preparation of additional or more specific elements of the Plan.
- Map updates to show changes to the planning boundary.

Administrative Amendments

These amendments include changes that do not affect the goals, policies, or land uses in any substantive way. Examples of administrative amendments are:

- Map updates to show newly annexed areas.
- Map updates to show updated information, e.g., roads, hydrology, hazard, wildlife, and other similar data. Future land use designations cannot be changed by these updates.
- Minor clarifying changes to future proposed projects.
- Graphic updates.
- Typographical errors and omissions.

FIGURE 5.1 – PROPOSED FUNCTIONAL CLASSIFICATION NETWORK

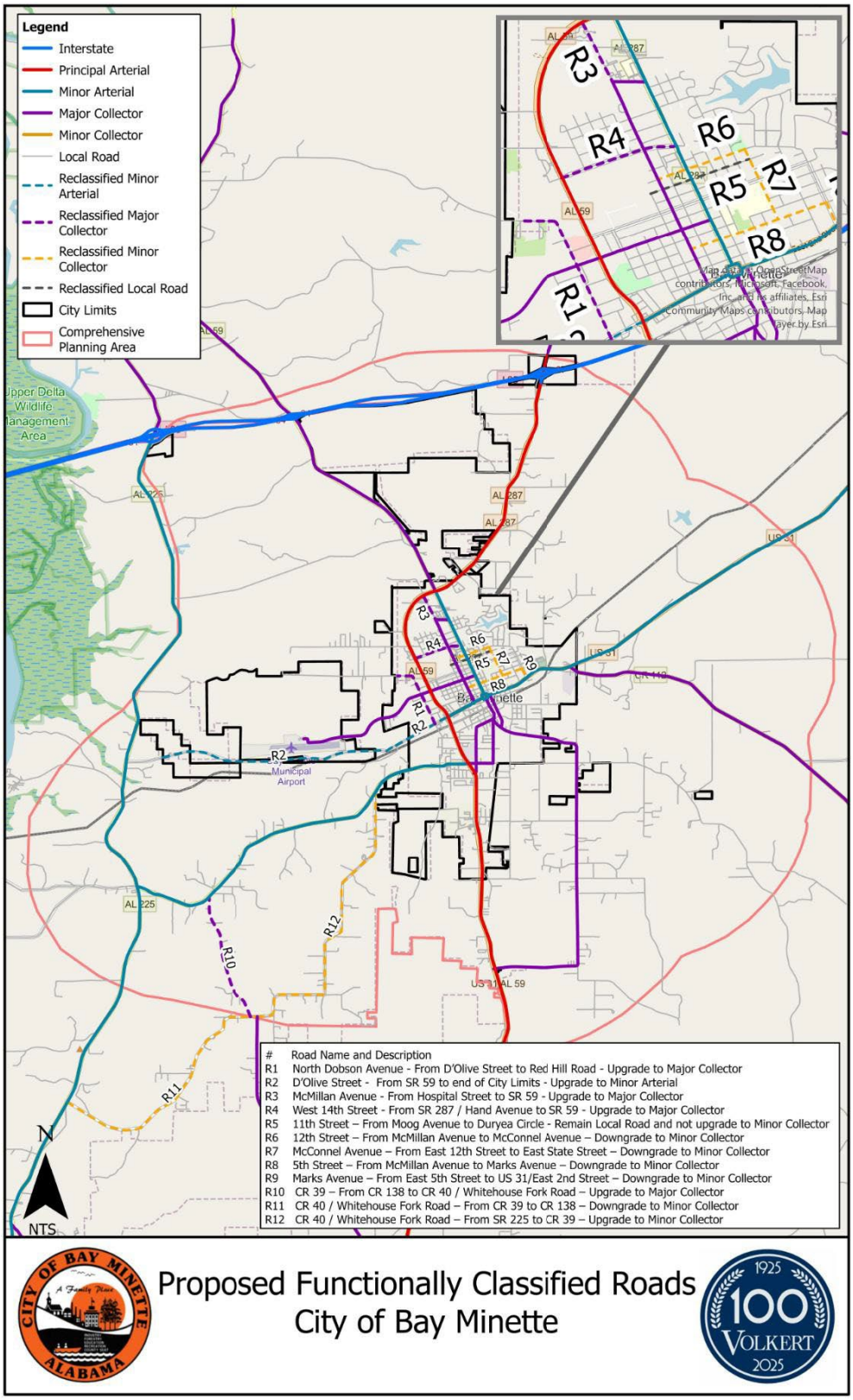


FIGURE 5.2 – PROPOSED PROJECTS PHASING

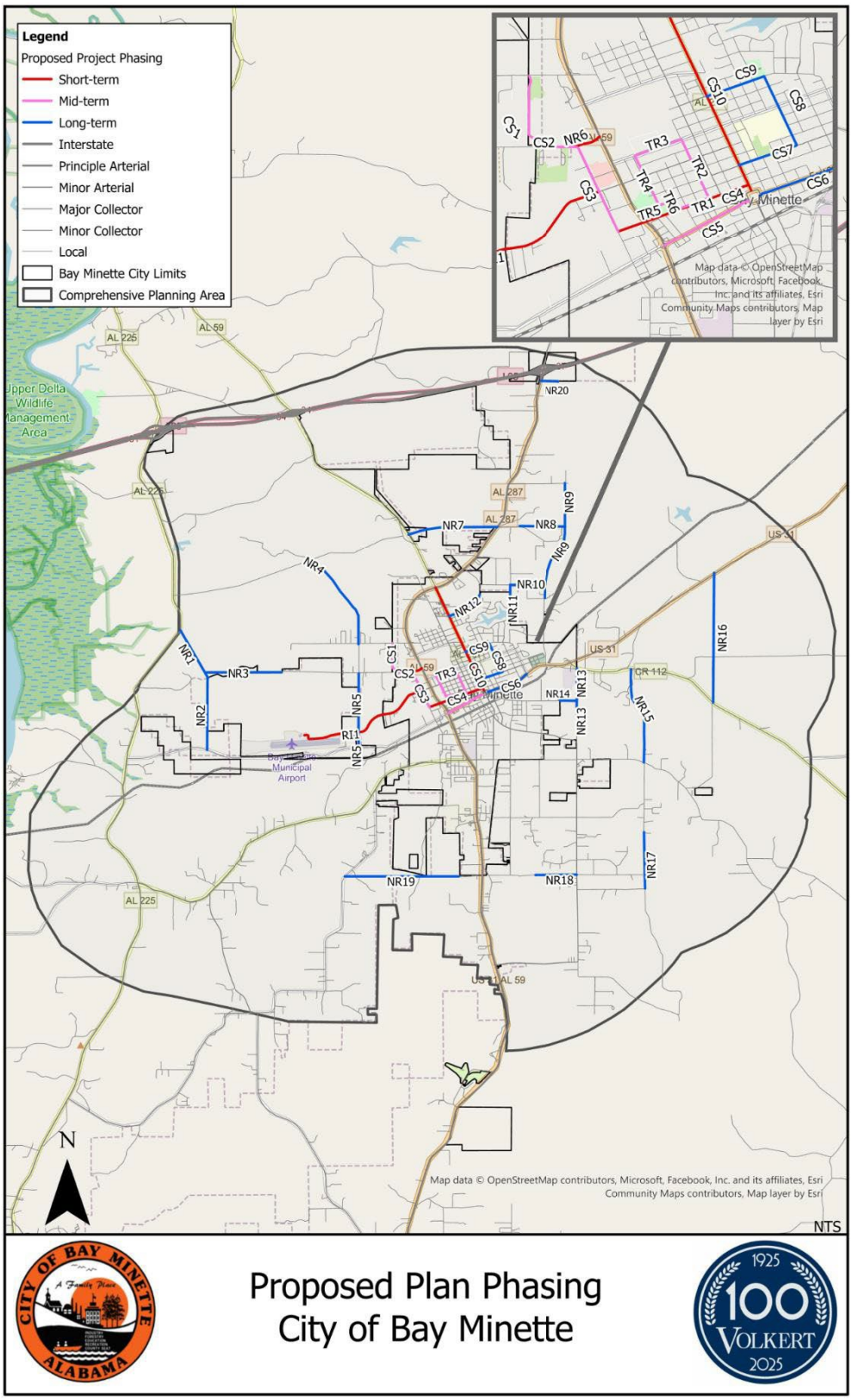


FIGURE 5.3 – PROPOSED PROJECTS SHORT-TERM

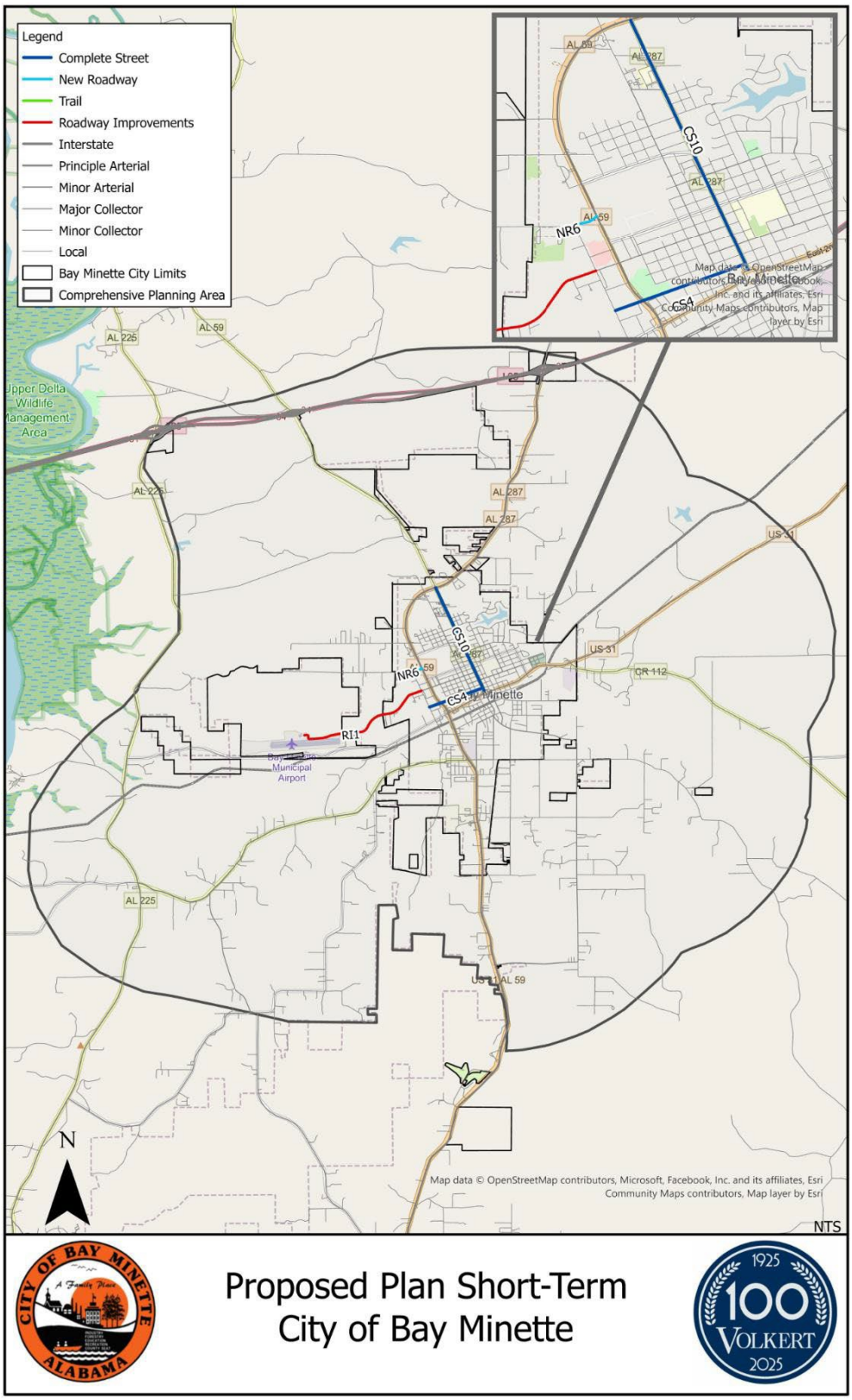


FIGURE 5.4 – PROPOSED PROJECTS MID-TERM

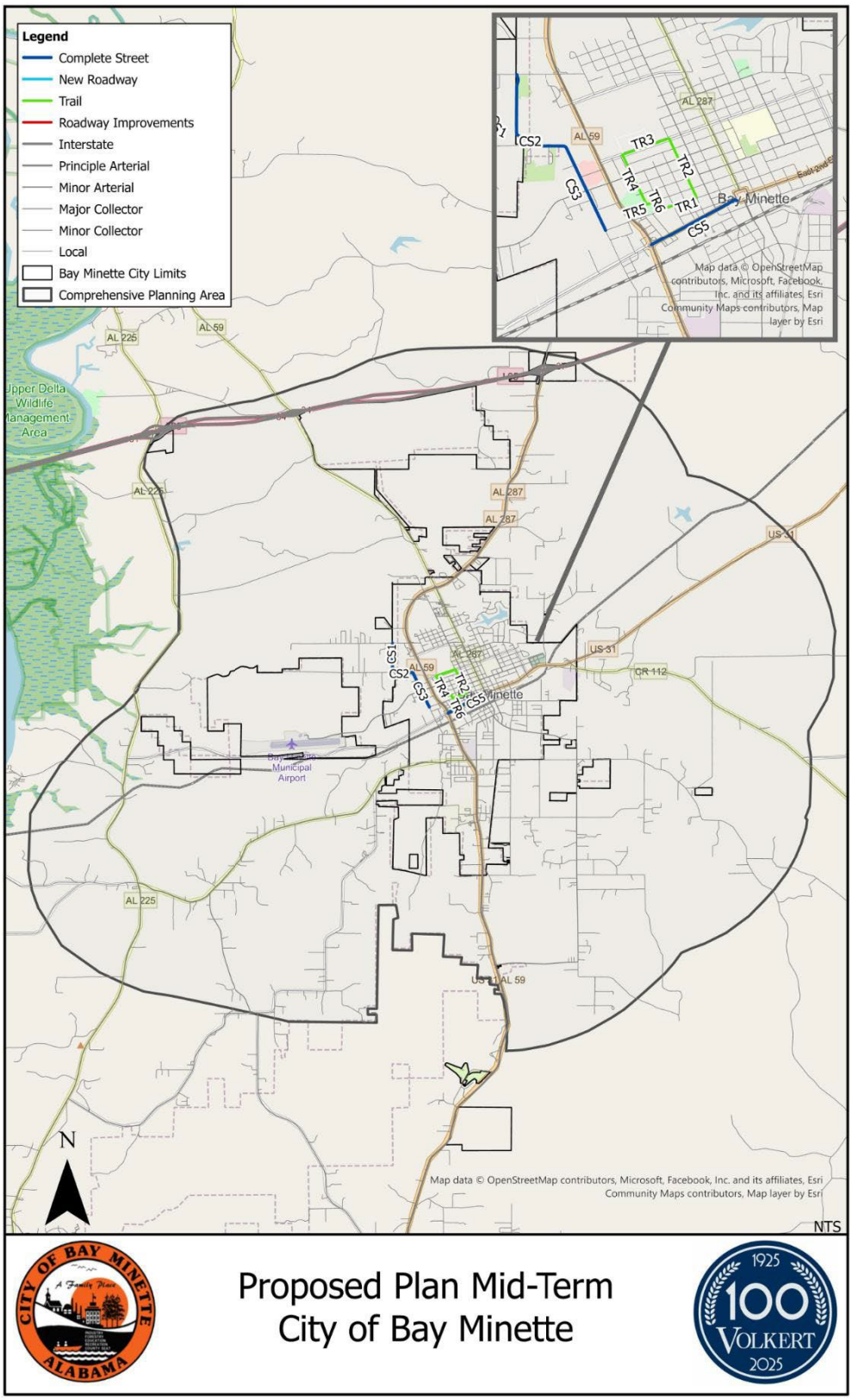


FIGURE 5.5 – PROPOSED PROJECTS LONG-TERM

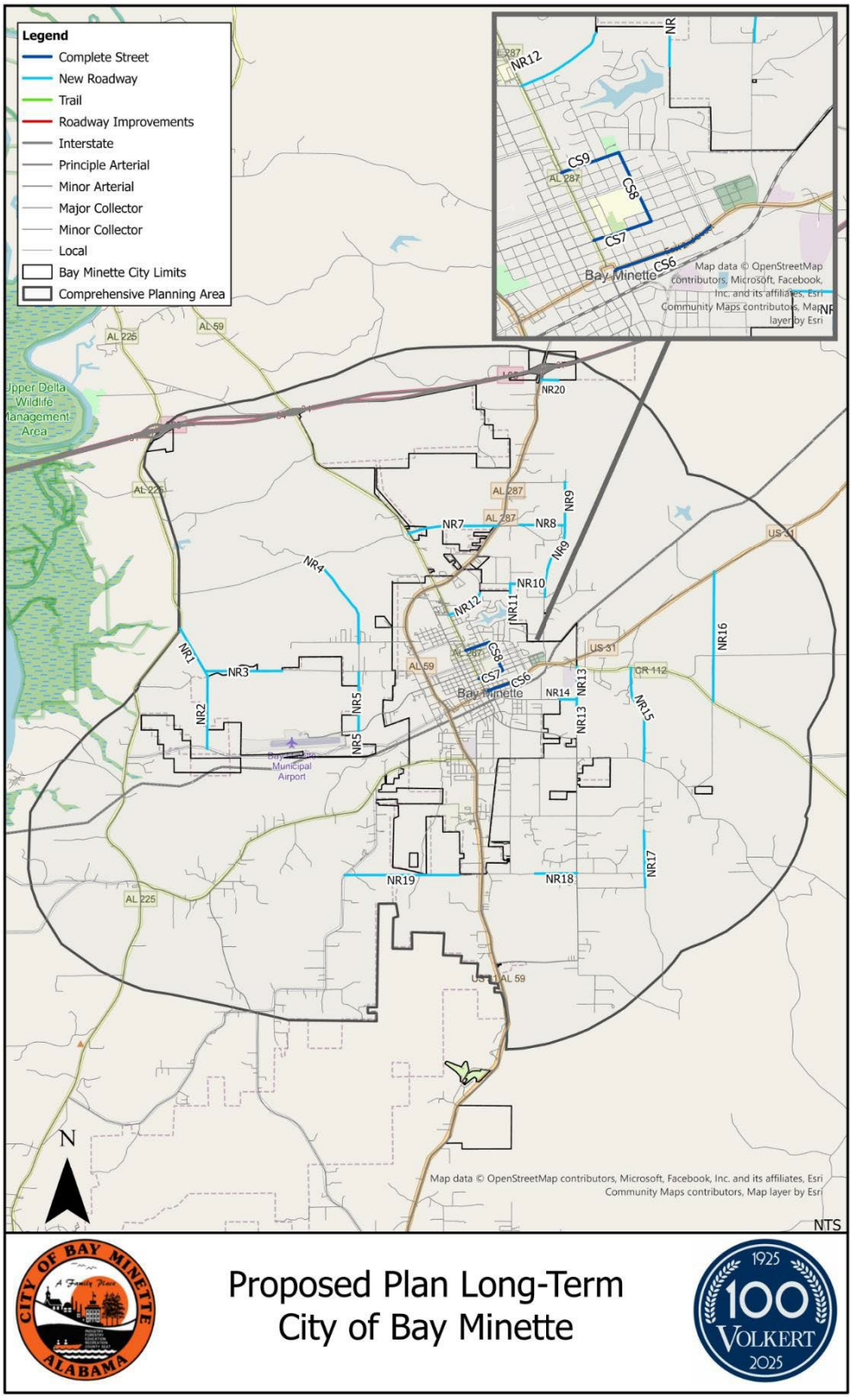


FIGURE 5.6 – PROPOSED PLAN

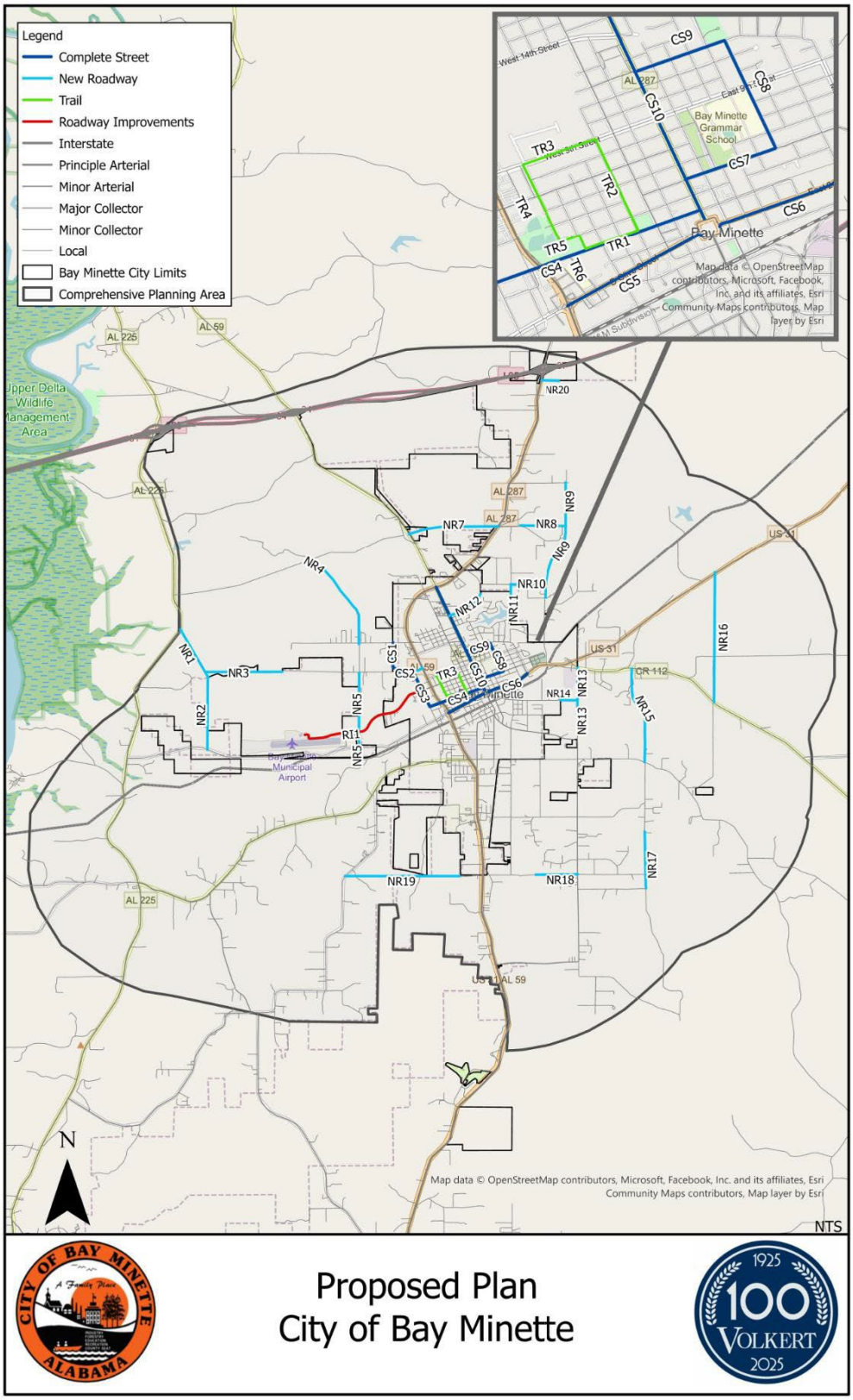
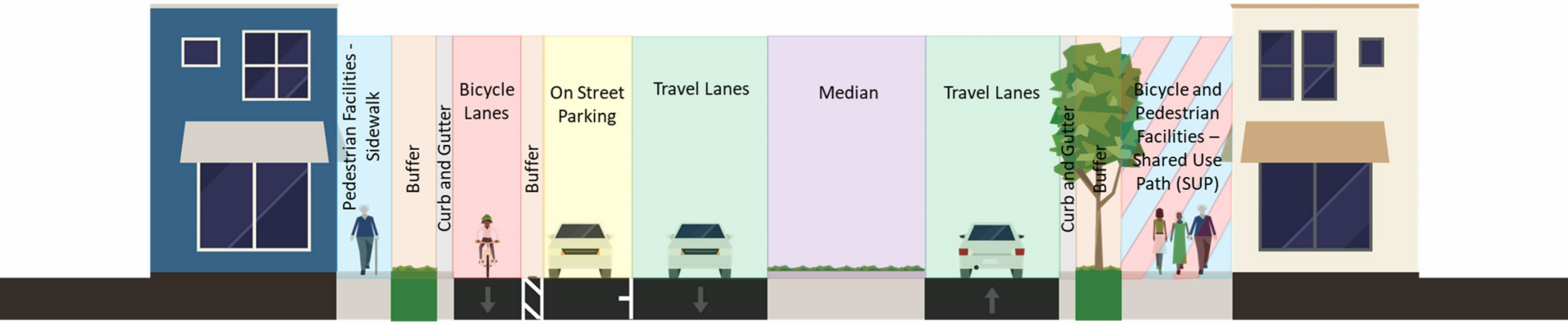


FIGURE 5.7 – PROPOSED PROJECTS

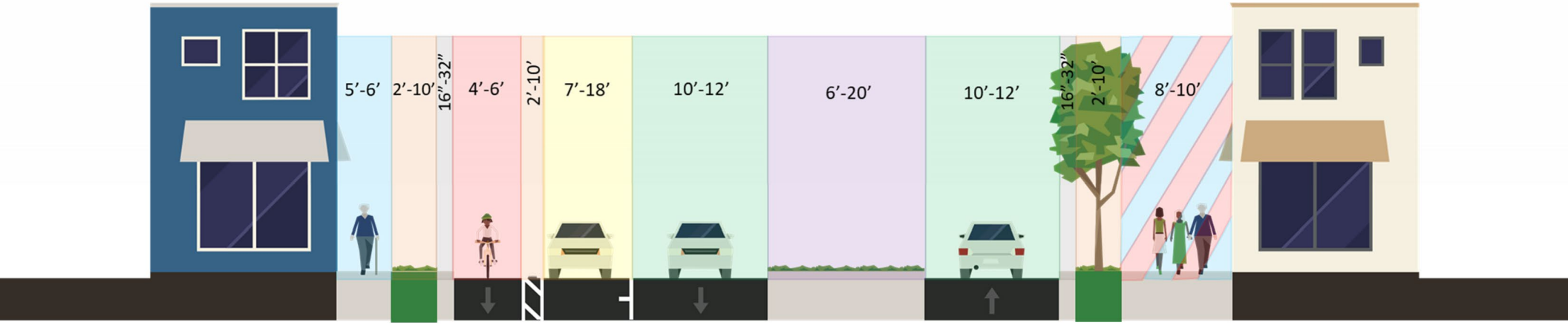
Project Category	Category Number	Roadway	From	To	Term
Roadway Improvement	RI1	Airport Road	Bay Minette Muni Airport-1R8	North Dobson Avenue	Short
Complete Street	CS1	Baldwin High County School Road	Jaycee Road	West 13th Street	Mid
Complete Street	CS2	West 13th Street	Baldwin High County School Road	North Dobson Avenue	Mid
Complete Street	CS3	North Dobson Avenue	West 13th Street	West 3rd Street	Mid
Complete Street	CS4	West 3rd Street	North Dobson Avenue	SR 287/Hand Avenue	Short
Complete Street	CS5	D'Olive Street	SR 59/McMeans Avenue	US 31	Mid
Complete Street	CS6	US 31	US 31	Marks Avenue	Long
Complete Street	CS7	East 5th Street	SR 287/Hand Avenue	McConnell Avenue	Long
Complete Street	CS8	McConnell Avenue	East 5th Street	East 12th Street	Long
Complete Street	CS9	East 12th Street	SR 287/Hand Avenue	McConnell Avenue	Long
Complete Street	CS10	SR 287/Hand Avenue	SR 59/McMeans Avenue	US 31	Short
New Roadway	NR1	New Road 1	SR 225	New Road 3	Long
New Roadway	NR2	New Road 2	D'Olive Street	New Road 3	Long
New Roadway	NR3	New Road 3	New Road 1	Red Hill Road Extension	Long
New Roadway	NR4	New Road 4	Kilcrease Road	Jaycee Road	Long
New Roadway	NR5	New Road 5	Red Hill Road Extension	D'Olive Street	Long
New Roadway	NR6	New Road 6	North Dobson Avenue	SR 59/McMeans Avenue	Short
New Roadway	NR7	New Road 7	SR 59	SR 287/Rabun Road	Long
New Roadway	NR8	New Road 8	Drinkard Road	New Road 9	Long
New Roadway	NR9	New Road 9	Calvin Richerson Road	Rockhill Road	Long
New Roadway	NR10	New Road 10	Morris Road	New Road 9	Long
New Roadway	NR11	New Road 11	Joshua Drive Extension	North Shore Drive	Long
New Roadway	NR12	New Road 12	Ann Street	North Bradley Avenue	Long
New Roadway	NR13	New Road 13	CR 112/Old Pensacola Road	CR 57	Long
New Roadway	NR14	New Road 14	Newport Parkway	New Road 13	Long
New Roadway	NR15	New Road 15	CR 112/Old Pensacola Road	Brady Road	Long
New Roadway	NR16	New Road 16	US 31	CR 112/Old Pensacola Road	Long
New Roadway	NR17	New Road 17	Jones Road	Pine Grove Road Extension South	Long
New Roadway	NR18	New Road 18	Nicholsville Road	Pine Grove Road Extension South	Long
New Roadway	NR19	New Road 19	CR 40/Whitehouse Fork Road	Bill Steege Road	Long
Trail	TR1	West 3rd Street	Armstrong Avenue	Moog Avenue	Mid
Trail	TR2	Moog Avenue	West 3rd Street	West 9th Street	Mid
Trail	TR3	West 9th Street	Moog Avenue	West Clark Street	Mid
Trail	TR4	West Clark Avenue	West 9th Street	West 4th Street	Mid
Trail	TR5	West 4th Street	West Clark Avenue	Armstrong Avenue	Mid
Trail	TR6	Armstrong Avenue	West 4th Street	West 3rd Street	Mid

FULL PAGE CROSS-SECTIONS

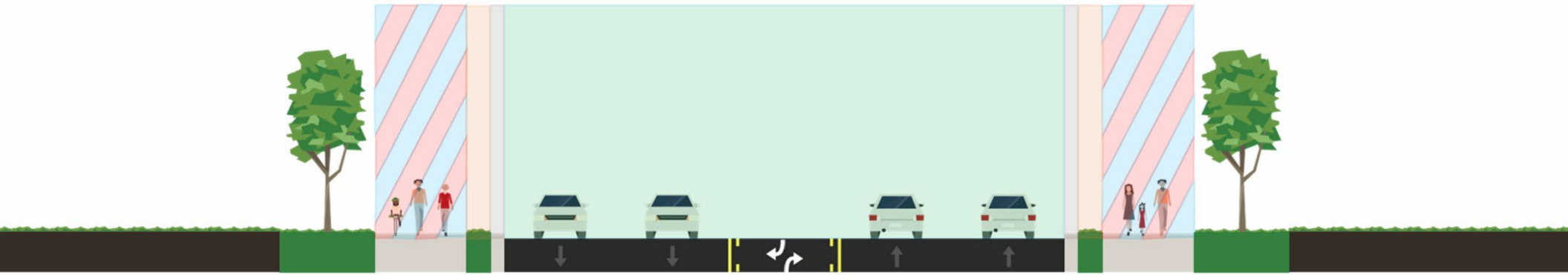
Facility Type

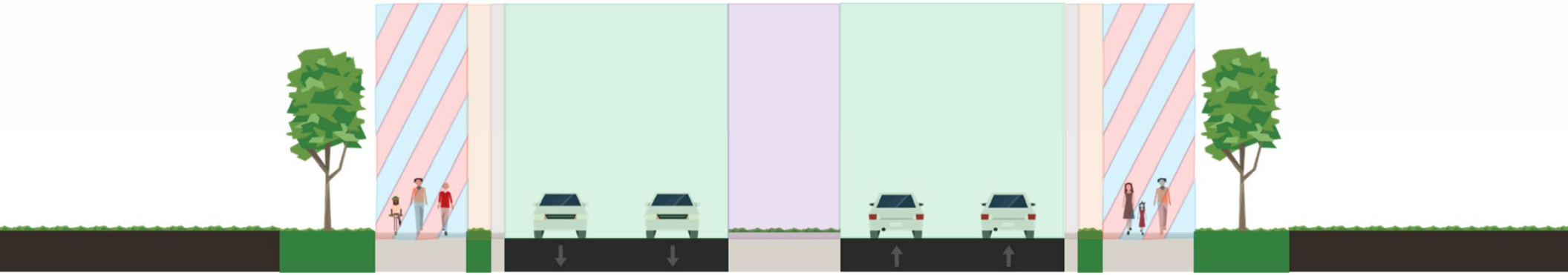


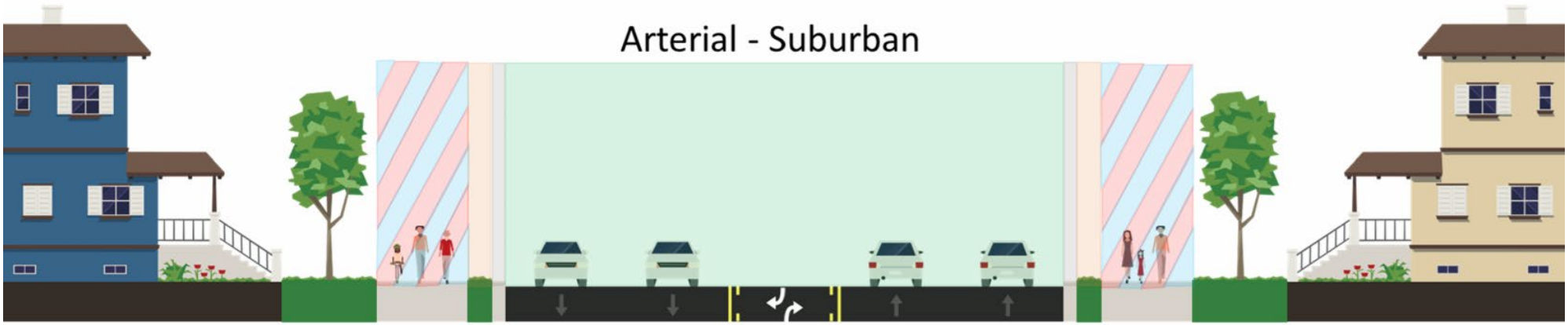
Typical Facility Widths

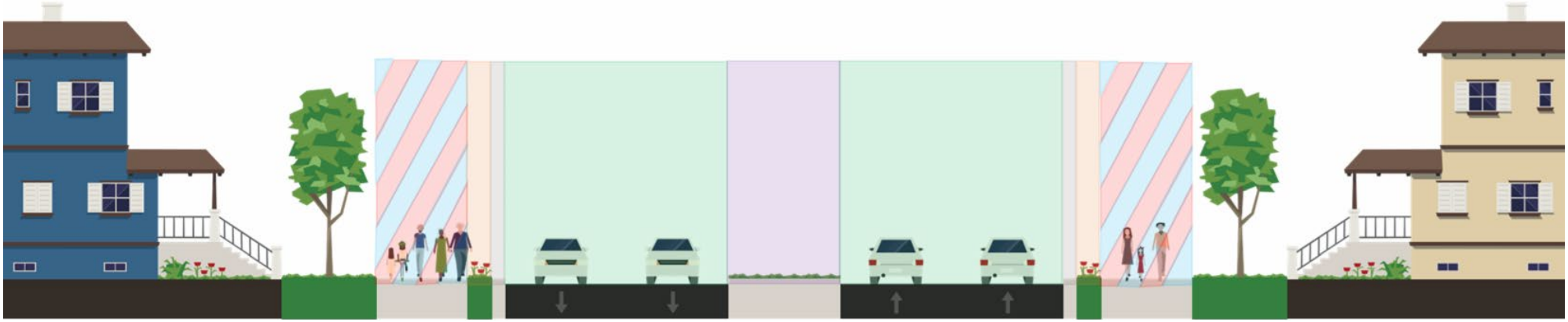


Arterial - Rural

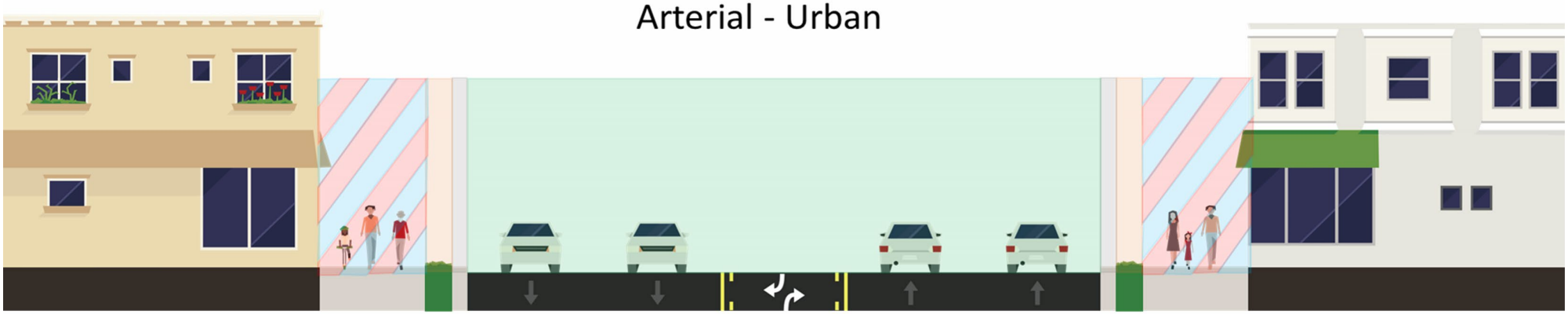


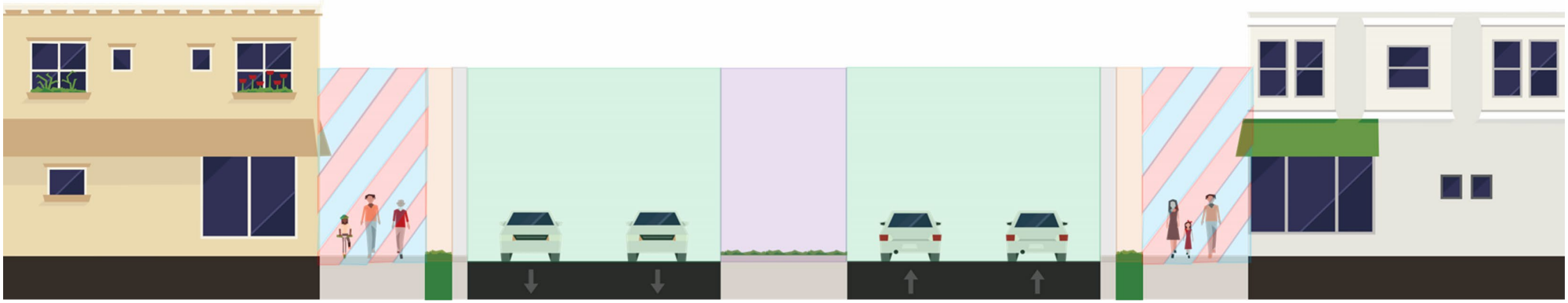


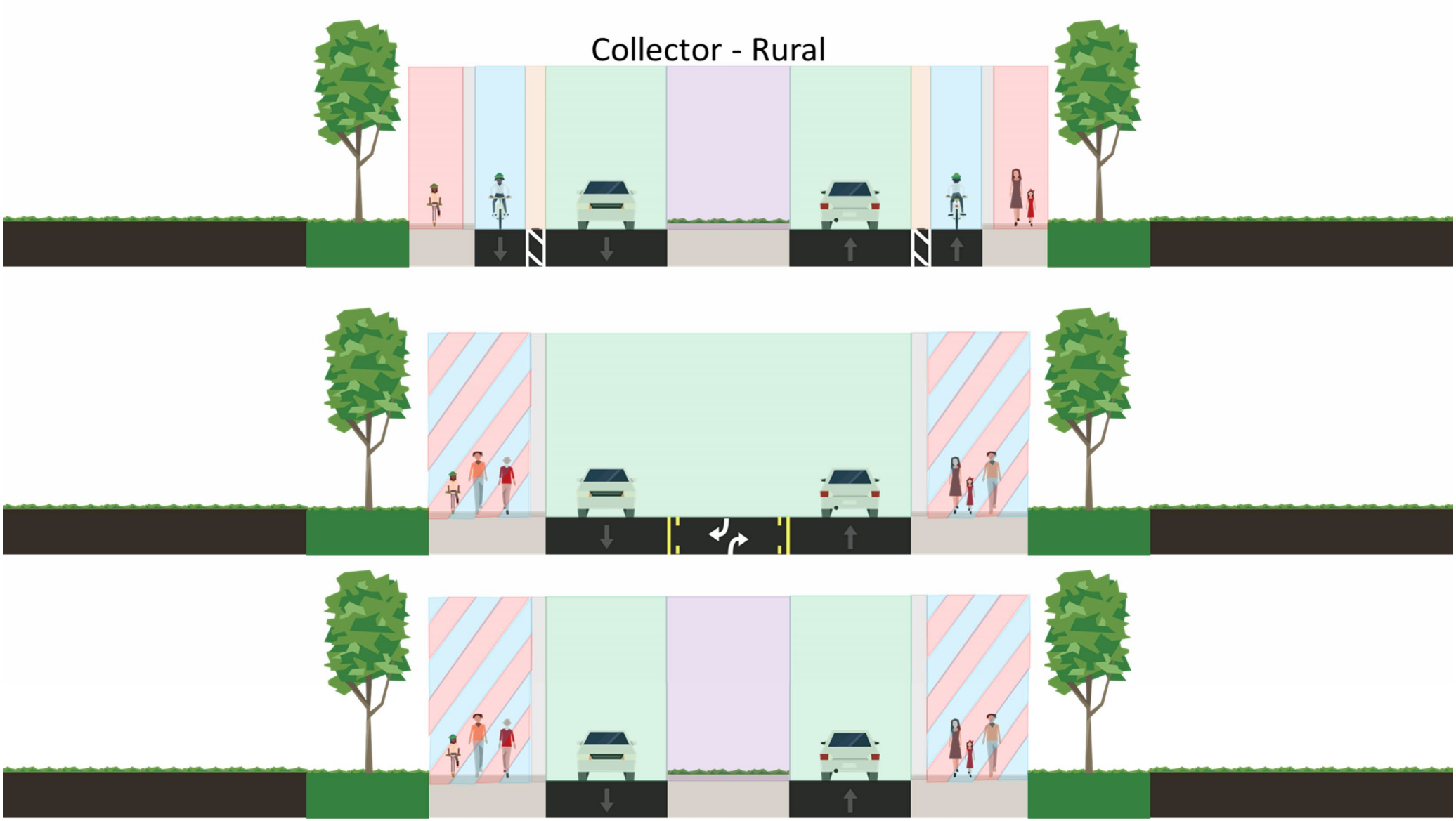

Arterial - Suburban

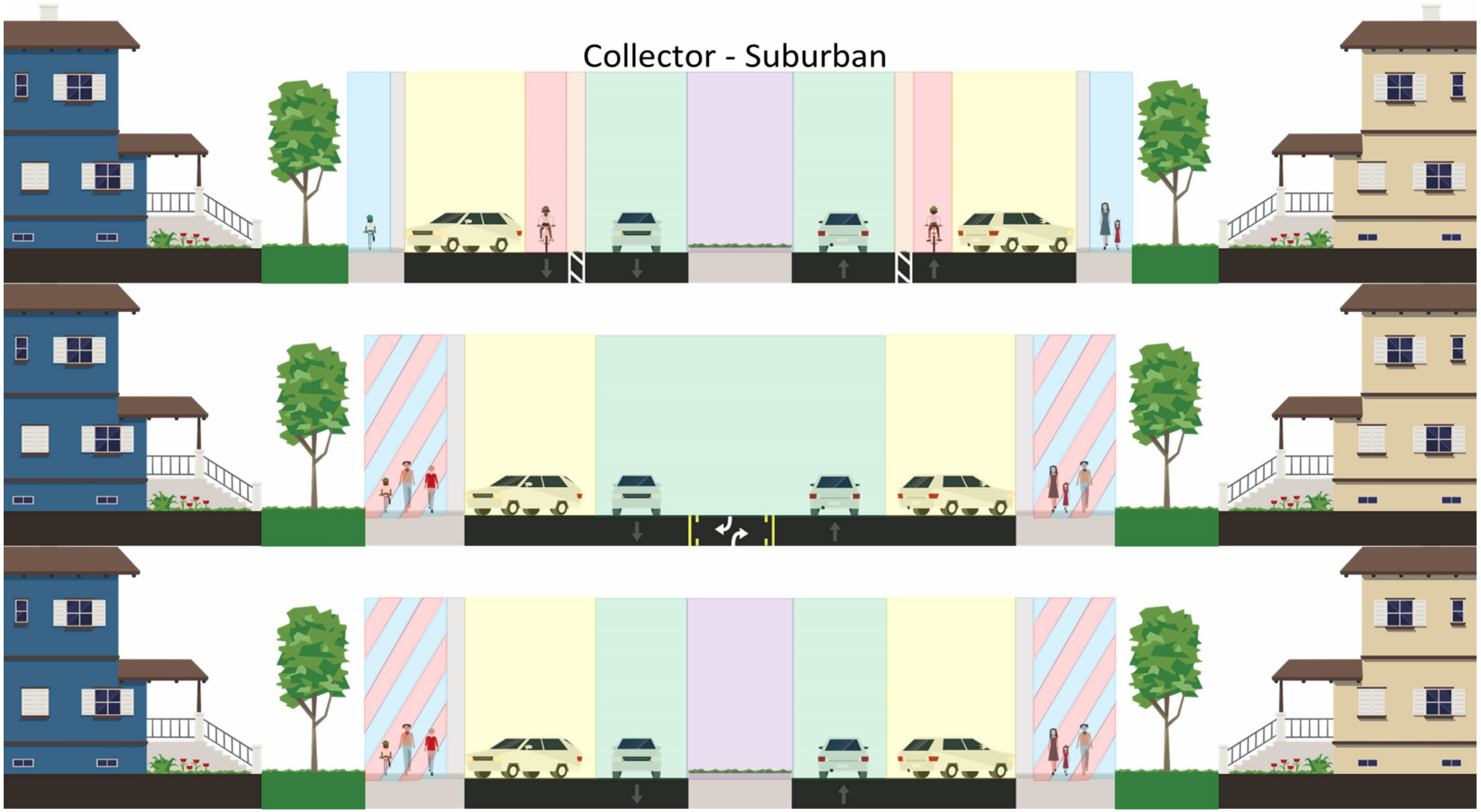


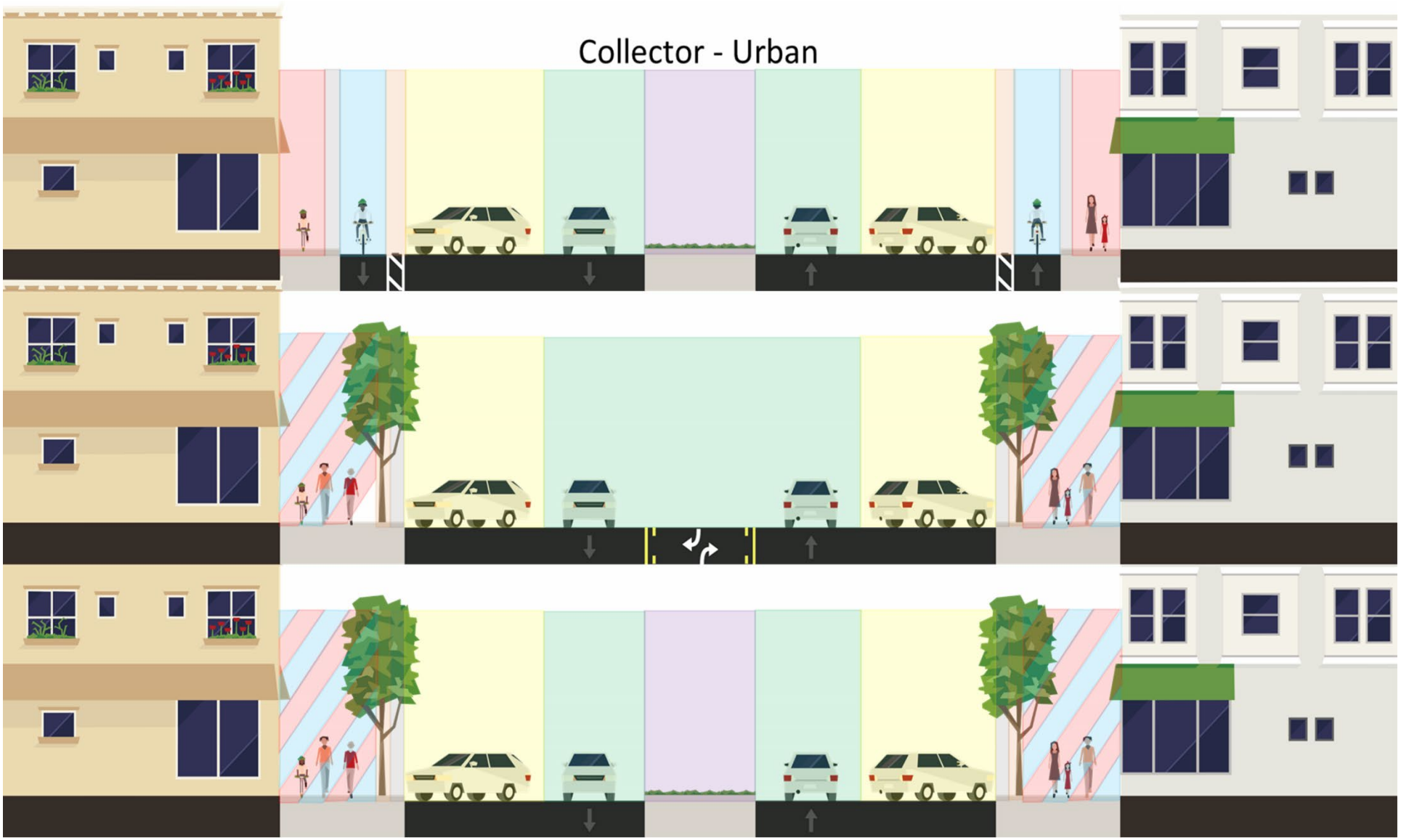
Arterial - Urban



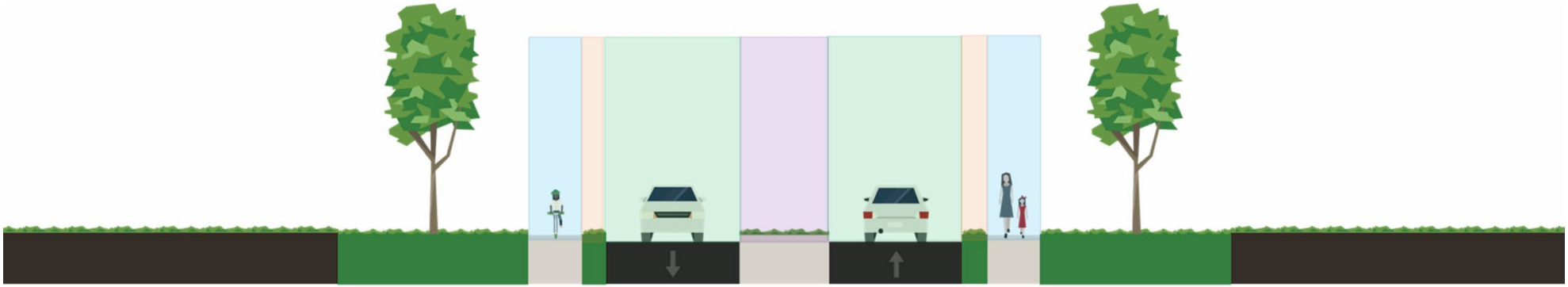


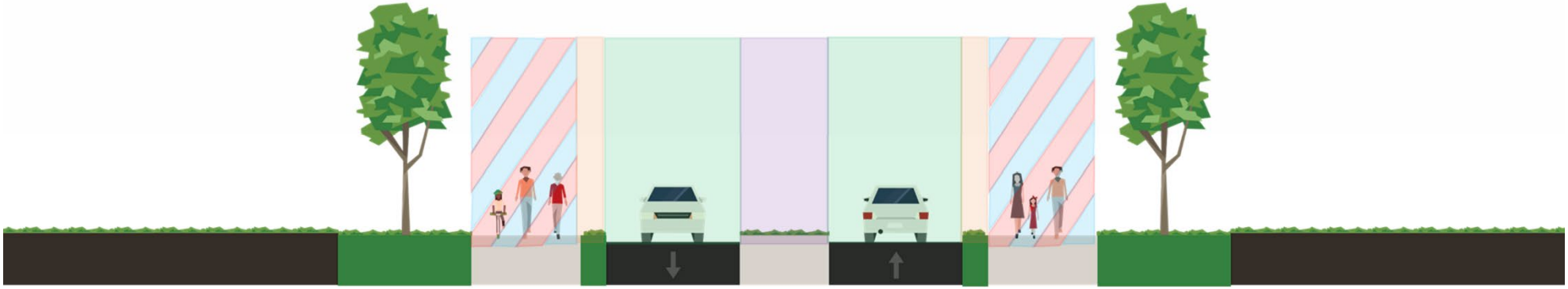

Collector - Rural


Collector - Suburban

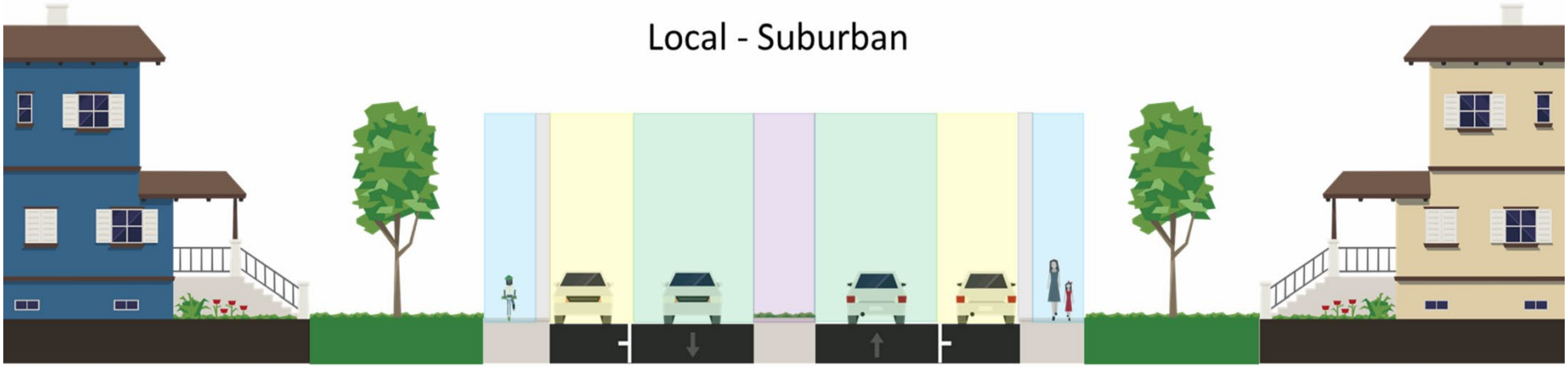

Collector - Urban

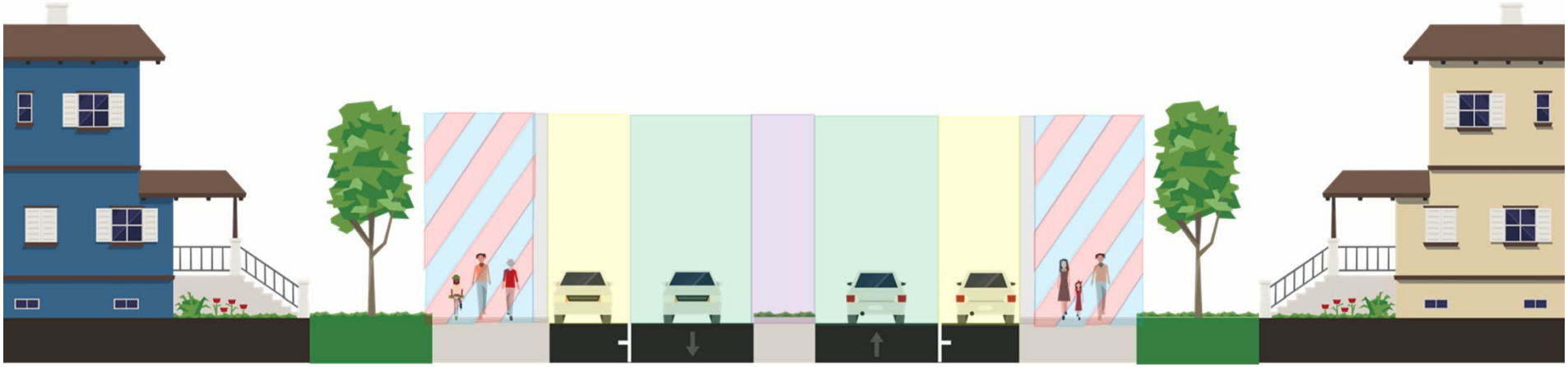
Local - Rural



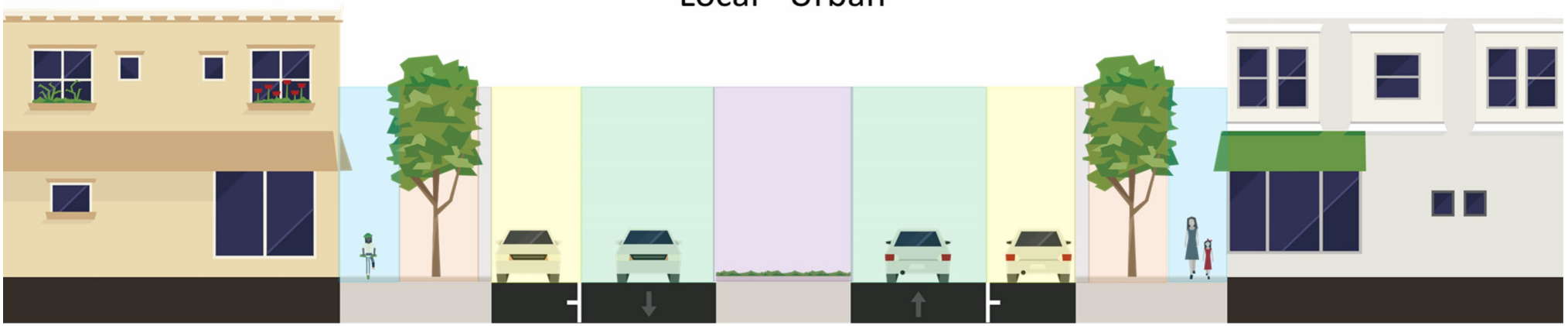


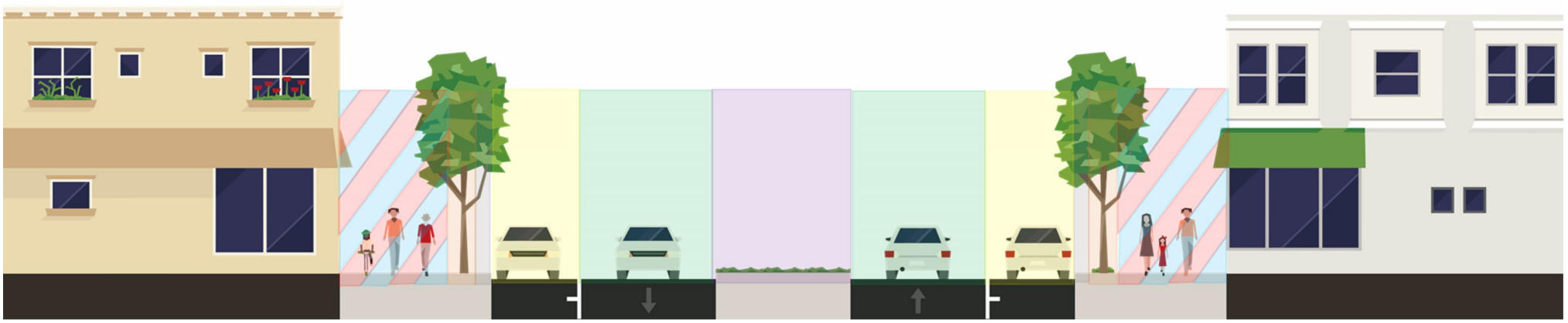
Local - Suburban





Local - Urban





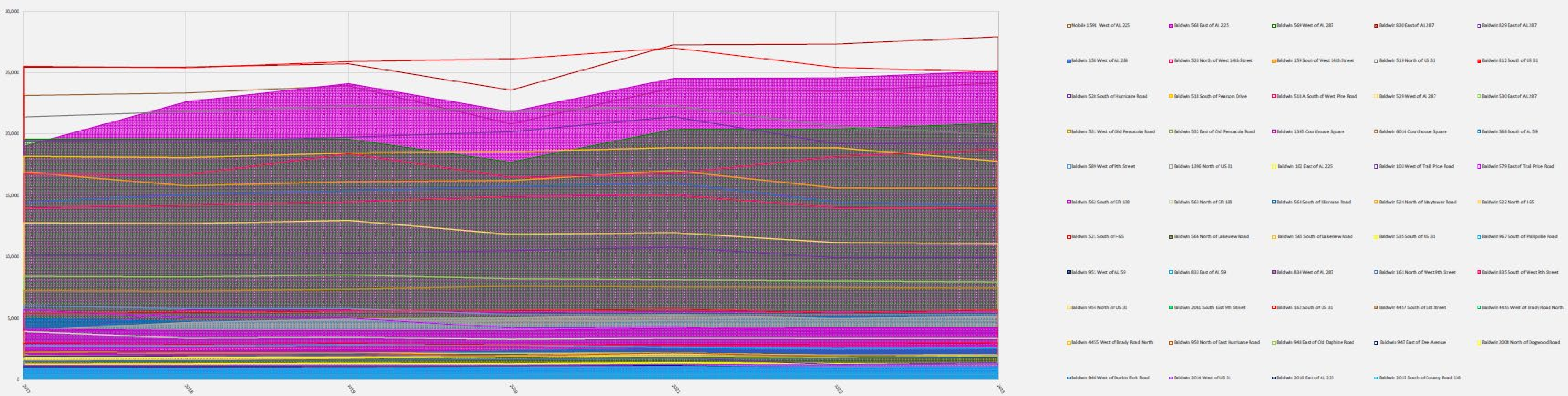
HISTORICAL GROWTH RATE CALCULATIONS

Historic Traffic Bay Minette Transportation Plan

VOLKERT

Year	I-65	I-65	I-65	I-65	AL 59	AL 59	AL 59	AL 59	AL 59	AL 59	AL 59	AL 59	AL 59	US 31	US 31	US 31	US 31	US 31	US 31	AL 287	AL 287	AL 287	CR 138	CR 138	CR 138	AL 225	AL 225	AL 225	AL 59	AL 59	AL 59	AL 225	AL 225	CR 112	CR 112	Airport Road	West 7th Street	West 7th Street	Mc Millan Avenue	Mc Millan Avenue	Marks Avenue	East 5th Street	McConnell Avenue	Hoyle Avenue	Hand Street	Moran Street	Clay Street	Old Daphine Road	Hurricane Road	Brady Road North	Pine Grove Road	West Pine Grove Road	County Road 10	White House Fork Road	County Road 39	Total
	Mobile 1591	Baldwin 568	Baldwin 569	Baldwin 830	Baldwin 829	Baldwin 158	Baldwin 520	Baldwin 159	Baldwin 519	Baldwin 812	Baldwin 528	Baldwin 518	Baldwin 518 A	Baldwin 529	Baldwin 530	Baldwin 531	Baldwin 532	Baldwin 1395	Baldwin 6014	Baldwin 588	Baldwin 589	Baldwin 1396	Baldwin 102	Baldwin 103	Baldwin 579	Baldwin 562	Baldwin 563	Baldwin 564	Baldwin 524	Baldwin 522	Baldwin 521	Baldwin 566	Baldwin 565	Baldwin 535	Baldwin 967	Baldwin 951	Baldwin 833	Baldwin 834	Baldwin 161	Baldwin 835	Baldwin 954	Baldwin 836	Baldwin 2061	Baldwin 162	Baldwin 4457	Baldwin 949	Baldwin 4455	Baldwin 950	Baldwin 948	Baldwin 947	Baldwin 2008	Baldwin 946	Baldwin 2014	Baldwin 2016	Baldwin 2015	
	West of AL 225	East of AL 225	West of AL 287	East of AL 287	East of AL 287	West of AL 288	North of West 14th Street	South of West 14th Street	North of US 31	South of US 31	South of Hurricane Road	South of Pearson Drive	South of West Pine Road	West of AL 287	East of AL 287	West of Old Pensacola Road	East of Old Pensacola Road	Courthouse Square	Courthouse Square	South of AL 59	West of 9th Street	North of US 31	East of AL 225	West of Trail Price Road	East of Trail Price Road	South of CR 138	North of CR 138	South of Kilcrease Road	North of Maytower Road	North of I-65	South of I-65	North of Lakeview Road	South of Lakeview Road	South of US 31	South of Phillipville Road	West of AL 59	East of AL 59	West of AL 287	North of West 9th Street	South of West 9th Street	North of US 31	West of Marks Avenue	South East 9th Street	South of US 31	South of 1st Street	South of Clay Street	West of Brady Road North	North of East Hurricane Road	East of Old Daphine Road	East of Dee Avenue	North of Dogwood Road	West of Durbin Fork Road	West of US 31	East of AL 225	South of County Road 138	
2023	26,166	25,141	20,882	27,930	9,960	14,158	13,923	15,520	19,951	25,083	19,262	17,796	18,740	13,083	7,976	7,489	4,564	5,507	4,816	5,173	5,153	5,149	2,495	2,442	3,849	4,227	3,382	2,546	1,488	2,050	5,096	1,801	1,905	1,325	942	288	2,572	1,399	660	750	225	219	267	2,998	1,014	781	1,974	1,964	415	1,932	1,950	1,893	1,321	974	1,025	368,771
2022	25,405	24,576	20,414	27,309	9,942	14,134	14,031	15,626	20,619	25,432	19,231	18,891	18,175	13,322	7,940	7,492	4,590	5,506	4,807	5,163	5,143	4,987	2,515	2,336	3,860	4,227	3,375	2,546	1,312	2,017	5,055	1,773	1,894	1,333	933	307	2,525	1,272	684	771	217	231	277	2,931	958	836	1,984	1,875	431	1,896	1,813	1,748	1,220	945	1,001	366,987
2021	23,768	24,541	20,315	27,267	10,791	16,018	15,052	17,033	22,326	27,007	21,425	18,891	16,787	13,953	8,152	7,545	4,764	5,578	5,084	4,794	5,139	5,060	2,681	2,448	4,095	4,181	3,396	2,559	1,501	2,113	5,051	1,802	1,919	1,400	918	597	2,642	1,791	689	801	231	250	217	2,902	907	836	2,203	2,221	509	1,896	1,904	1,748	1,284	1,193	1,052	380,610
2020	20,060	21,823	17,722	23,589	10,315	15,746	14,526	16,228	21,860	26,104	20,196	18,565	16,467	11,831	6,220	7,319	4,658	5,402	4,596	4,436	5,035	5,044	2,558	2,400	4,211	4,029	3,213	2,373	1,491	2,001	5,024	1,659	1,947	1,324	864	597	2,849	1,952	678	749	224	219	199	2,863	532	782	2,161	1,930	495	1,803	1,872	1,661	1,203	1,141	986	351,147
2019	23,934	24,114	19,556	25,726	10,308	15,119	14,416	16,330	22,275	25,901	19,741	18,400	18,409	12,965	6,554	7,938	4,142	5,522	5,072	4,966	5,208	4,952	2,592	2,439	5,844	4,024	3,456	2,139	1,496	1,919	5,012	1,700	1,749	1,350	894	534	2,849	1,991	705	781	225	219	199	2,974	502	766	2,194	2,191	441	1,893	1,827	1,611	1,213	1,068	937	373,645
2018	23,349	22,634	19,506	25,470	10,106	15,037	14,202	15,927	21,831	25,400	19,361	18,058	16,665	12,725	6,697	7,813	4,159	5,608	4,973	4,771	5,108	4,874	2,487	2,400	5,844	4,024	3,388	1,917	1,395	1,919	5,002	1,566	1,617	1,324	876	622	2,784	1,952	698	773	225	219	195	2,916	502	766	2,194	2,191	432	1,856	1,791	1,579	1,189	1,047	919	364,315
2017	23,160	20,010	19,586	25,460	10,190	14,450	13,990	16,920	21,400	25,530	19,460	18,230	16,750	12,780	6,410	7,370	4,180	5,100	2,500	5,800	5,050	4,000	2,400	2,420	3,700	4,150	3,040	1,700	1,470	2,010	5,050	1,530	1,580	1,290	840	640	2,800	1,950	710	790	220	220	190	2,990	500	790	2,280	2,290	410	1,870	1,740	1,530	1,190	1,050	930	357,366

Current Year	2025
Horizon Year	2030
Linear Growth Per Year	0.44%
Since	2017

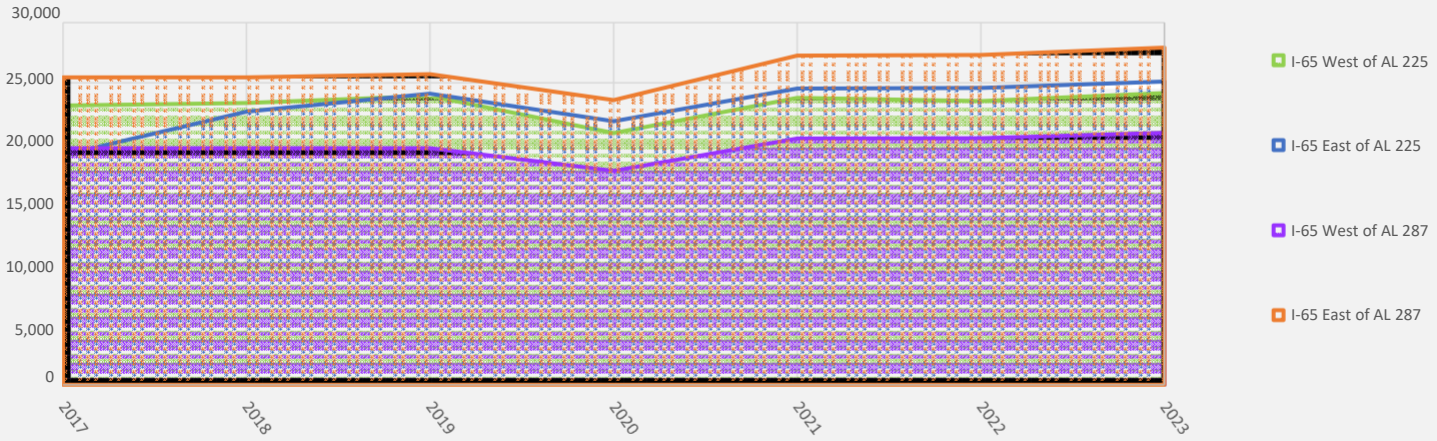


Historic Traffic Bay Minette Transportation Plan - Interstates

VOLKERT

Year	Mobile 1591 I-65 West of AL 225	Baldwin 568 I-65 East of AL 225	Baldwin 569 I-65 West of AL 287	Baldwin 830 I-65 East of AL 287	Total
2023	24,166	25,141	20,883	27,930	98,120
2022	23,486	24,576	20,414	27,309	95,785
2021	23,768	24,541	20,385	27,267	95,961
2020	20,840	21,819	17,722	23,589	83,970
2019	23,934	24,114	19,586	25,728	93,362
2018	23,344	22,634	19,586	25,470	91,034
2017	23,140	19,010	19,586	25,460	87,196

Current Year	2025
Horizon Year	2030
Linear Growth Per Year	1.60%
Since	2017

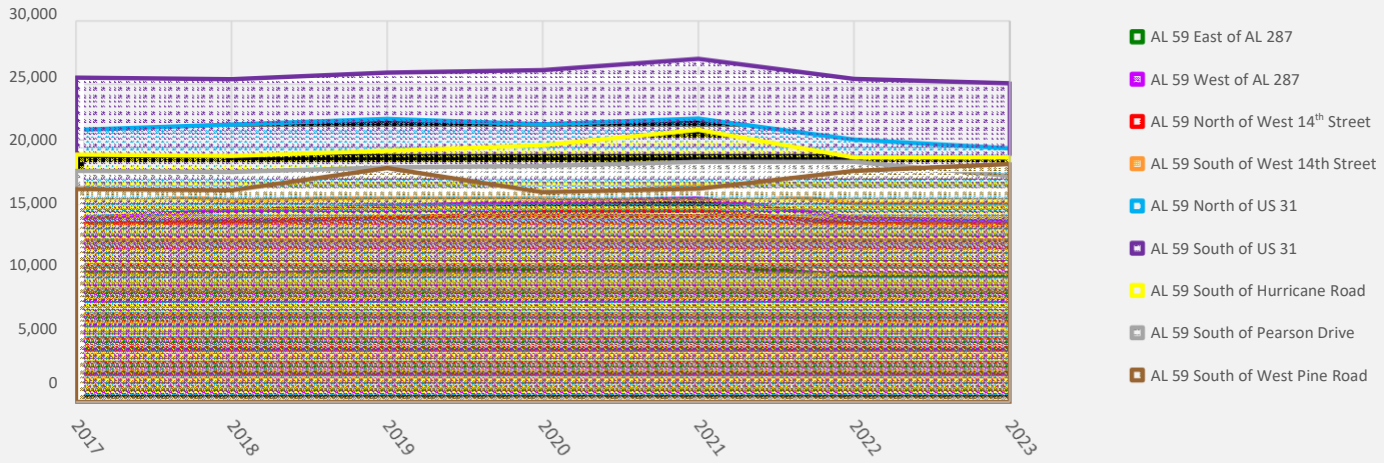


Historic Traffic Bay Minette Transportation Plan – Principal Arterials

VOLKERT

Year	Baldwin 829 AL 59 East of AL 287	Baldwin 158 AL 59 West of AL 287	Baldwin 520 AL 59 North of West 14th Street	Baldwin 159 AL 59 South of West 14th Street	Baldwin 519 AL 59 North of US 31	Baldwin 812 AL 59 South of US 31	Baldwin 528 AL 59 South of Hurricane Road	Baldwin 518 AL 59 South of Pearson Drive	Baldwin 518 A AL 59 South of West Pine Road	Total
2023	9,960	14,158	13,933	15,593	19,951	25,083	19,249	17,796	18,740	173,203
2022	9,942	14,484	14,031	15,626	20,639	25,432	19,231	18,891	18,175	174,626
2021	10,791	16,012	15,052	17,031	22,306	27,007	21,425	18,891	16,787	182,089
2020	10,515	15,744	14,924	16,228	21,860	26,104	20,196	18,585	16,497	177,150
2019	10,308	15,389	14,486	16,123	22,275	25,908	19,748	18,460	18,409	179,515
2018	10,106	15,087	14,202	15,807	21,838	25,400	19,361	18,098	16,665	173,229
2017	10,190	14,450	13,990	16,920	21,400	25,530	19,460	18,190	16,750	173,630

Current Year	2025
Horizon Year	2030
Linear Growth Per Year	0.08%
Since	2017

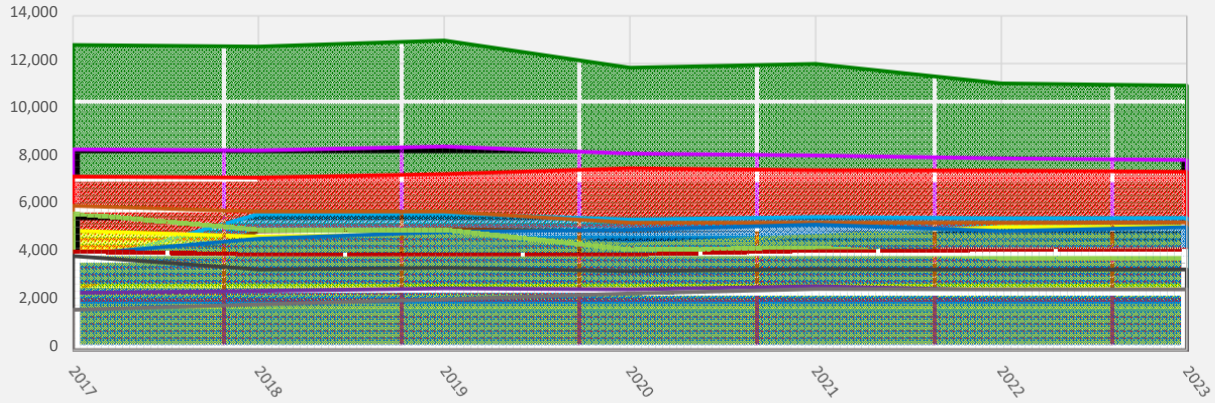


Historic Traffic Bay Minette Transportation Plan – Minor Arterials

VOLKERT

Year	Baldwin 529 US 31 West of AL 287	Baldwin 530 US 31 East of AL 287	Baldwin 531 US 31 West of Old Pensacola Road	Baldwin 532 US 31 East of Old Pensacola Road	Baldwin 1395 US 31 Courthouse Square	Baldwin 6014 US 31 Courthouse Square	Baldwin 588 AL 287 South of AL 59	Baldwin 589 AL 287 West of 9th Street	Baldwin 1396 AL 287 North of US 31	Baldwin 102 CR 138 East of AL 225	Baldwin 103 CR 138 West of Trail Price Road	Baldwin 579 CR 138 East of Trail Price Road	Baldwin 562 AL 225 South of CR 138	Baldwin 563 AL 225 North of CR 138	Baldwin 564 AL 225 South of Kilcrease Road	Total
2023	11,082	7,976	7,469	4,764	5,537	4,916	5,173	5,353	5,149	2,495	2,442	3,849	4,227	3,382	2,546	76,360
2022	11,172	8,043	7,522	4,690	5,526	4,807	5,163	5,343	4,987	2,515	2,336	3,860	4,227	3,375	2,546	76,112
2021	11,990	8,152	7,545	4,764	5,578	5,084	4,794	5,339	5,260	2,681	2,448	4,295	4,181	3,396	2,559	78,066
2020	11,831	8,233	7,619	4,858	5,482	4,996	4,436	5,335	5,044	2,558	2,400	4,211	4,029	3,313	2,373	76,718
2019	12,969	8,534	7,378	4,242	5,722	5,072	4,866	5,808	4,952	2,592	2,439	5,044	4,024	3,456	2,139	79,237
2018	12,715	8,367	7,233	4,159	5,708	4,973	4,771	5,808	4,674	2,487	2,400	5,044	4,024	3,388	1,917	77,668
2017	12,780	8,410	7,270	4,180	3,500	2,500	5,000	6,050	4,000	2,400	2,420	5,730	4,150	3,940	1,700	74,030

Current Year	2025
Horizon Year	2030
Linear Growth Per Year	0.12%
Since	2017

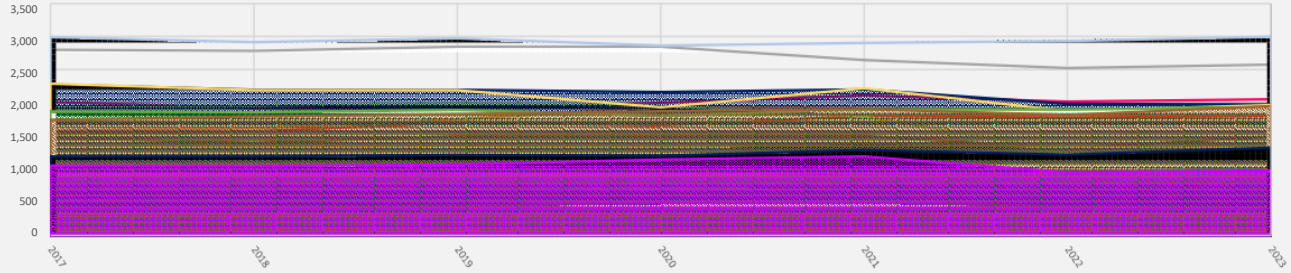


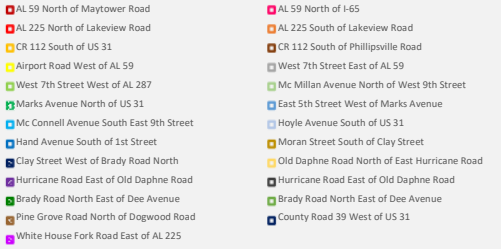
Historic Traffic Bay Minette Transportation Plan – Major Collectors

VOLKERT

Year	Baldwin 524 AL 59 North of Maytower Road	Baldwin 522 AL 59 North of I-65	Baldwin 521 AL 59 South of I-65	Baldwin 566 AL 225 North of Lakeview Road	Baldwin 565 AL 225 South of Lakeview Road	Baldwin 535 CR 112 South of US 31	Baldwin 967 CR 112 South of Phillipsville Road	Baldwin 951 Airport Road West of AL 59	Baldwin 833 West 7th Street East of AL 59	Baldwin 834 West 7th Street West of AL 287	Baldwin 161 Mc Millan Avenue North of West 9th Street	Baldwin 83 Mc Millan Avenue South of West 9th Street	Baldwin 954 Marks Avenue North of US 31	Baldwin 836 East 5th Street West of Marks Avenue	Baldwin 2061 Mc Connell Avenue South East 9th Street	Baldwin 162 Hoyle Avenue South of US 31	Baldwin 4457 Hand Avenue South of 1st Street	Baldwin 949 Moran Street South of Clay Street	Baldwin 4455 Clay Street West of Brady Road North	Baldwin 950 Old Daphne Road North of East Hurricane Road	Baldwin 948 Hurricane Road East of Old Daphne Road	Baldwin 947 Brady Road North East of Dee Avenue	Baldwin 2008 Pine Grove Road North of Dogwood Road	Baldwin 946 West Pine Grove Road West of Durbin Fork Road	Baldwin 2014 County Road 39 West of US31	Baldwin 2016 White House Fork Road East of AL 225	Total
2023	1,488	2,050	5,696	1,801	1,905	1,325	942	288	2,572	1,399	660	750	225	219	267	2,998	1,014	781	1,974	1,964	415	1,932	1,950	1,893	1,321	974	36,508
2022	1,312	2,017	5,455	1,773	1,894	1,333	933	307	2,525	1,272	684	771	217	231	277	2,931	958	836	1,984	1,875	431	1,896	1,813	1,748	1,220	945	37,638
2021	1,501	2,113	5,761	1,802	1,919	1,400	918	597	2,642	1,791	689	801	231	250	217	2,902	907	836	2,203	2,221	509	1,896	1,904	1,748	1,284	1,193	40,235
2020	1,491	2,001	5,624	1,659	1,947	1,324	864	597	2,849	1,952	678	749	224	219	199	2,863	532	782	2,161	1,930	495	1,803	1,872	1,661	1,203	1,141	38,820
2019	1,496	1,919	5,612	1,700	1,749	1,350	894	634	2,849	1,991	705	781	225	219	199	2,974	502	766	2,194	2,191	441	1,893	1,827	1,611	1,213	1,068	39,003
2018	1,395	1,919	5,502	1,566	1,617	1,324	876	622	2,784	1,952	698	773	225	219	195	2,916	502	766	2,194	2,191	432	1,856	1,791	1,579	1,189	1,047	38,130
2017	1,470	2,010	5,450	1,530	1,580	1,290	840	640	2,800	1,950	710	790	220	220	190	2,990	500	790	2,280	2,290	410	1,870	1,740	1,530	1,190	1,050	38,330

Current Year	2025
Horizon Year	2030
Linear Growth Per Year	-0.50%
Since	2017





Historic Traffic Bay Minette Transportation Plan – Minor Collectors

VOLKERT

Year	Baldwin 2015 County Road 39 South of County Road 138	Total
2023	1,025	1,025
2022	1,001	1,001
2021	1,052	1,052
2020	986	986
2019	937	937
2018	919	919
2017	930	930

Current Year	2025
Horizon Year	2030
Linear Growth Per Year	**1.87%**
Since	2017