

TRANSPORTATION FACILITIES INFORMATION

FUNCTIONAL CLASSIFICATION OF ROADS

Roads making up the Forest Development Road System are functionally classified into three categories. These three classifications are defined as follows:

Forest Arterial Road - These provide service to large land areas and usually connect with public highways or other Forest arterial roads to form an integrated network of primary travel routes. The location and standard are often determined by a demand for maximum mobility and travel efficiency rather than specific resource-management service. They are usually developed and operated for long-term land and resource management purposes and constant service.

Forest Collector Roads - These serve smaller land areas and are usually connected to a Forest arterial or public highway. They collect traffic from Forest local roads or terminal facilities. The location and standard are influenced by both long-term multi-resource service needs, as well as travel efficiency. Forest collector roads may be operated for either constant or intermittent service, depending on land use and resource management objectives for the area served by the facility.

Forest Local Roads - These roads connect terminal facilities (FSM 7705.24) with Forest collector or Forest arterial roads, or public highways. The location and standard are usually determined by that required to serve a specific resource activity, rather than travel efficiency. Forest local roads may be developed and operated for either long- or short-term service.

MAINTENANCE LEVEL

Each road or road segment shall be assigned a specific maintenance level based on land management objectives and resource program needs.

Maintenance Levels are defined as follows:

Level 1 - This level is assigned to intermittent service roads during the time management direction requires that the road be closed or otherwise blocked to traffic. Basic custodial maintenance is performed to protect the road investment and to keep damage to adjacent resources to an acceptable level. Drainage facilities and runoff patterns are maintained.

Roads receiving Level 1 maintenance may be of any type, class, or construction standard and may be managed at any other maintenance level during the time management direction requires that they be open for traffic. However, while being maintained at Level 1, they are closed or blocked to traffic.

Roads assigned maintenance Levels 2-5 may be either:

Constant service roads, or

Intermittent service roads during the time they are open to traffic.

Level 2 - This level is assigned where management direction requires that the road be open for limited passage of traffic. Traffic is normally minor, usually consisting of one or a combination of administrative, permitted, dispersed recreation, or other specialized uses. Minor amount of log haul may occur at this time.

Roads in this maintenance level are normally characterized as single lane, primitive type facilities intended for use by high clearance vehicles. Passenger car traffic is not a consideration.

Level 3 - This level is assigned where management direction requires the road to be open and maintained for safe travel by a prudent driver in a passenger car. Traffic volumes are minor to moderate; however, user comfort and convenience is not a priority consideration.

Roads at this maintenance level are normally characterized as low speed single lane with turnouts and spot surfacing. Some roads may be fully surfaced with either native or processed material. The functional classification of these roads is normally local or minor collector.

Level 4 - This level is assigned where management direction requires the road to provide a moderate degree of user comfort and convenience at moderate travel speeds. Traffic volumes are normally sufficient to require a double lane aggregate surfaced road. Some roads may be single lane and some may be paved and/or dust abated. The functional classification of these roads is normally collector or minor arterial.

Level 5 - This level is assigned where management direction requires the road to provide a high degree of user comfort and convenience. These roads are normally double lane, paved facilities. Some may be aggregate surfaced and dust abated. Functional classification of these roads is normally arterial.

Table A-1
Traffic Service Levels

	A	B	C	D
FLOW	Free flowing with adequate passing facilities	Congested during heavy traffic such as during peak logging or recreation activities	Interrupted by limited passing facilities or slowed by the road condition	Flow is slow or may be blocked by an activity Two way traffic is difficult and may require backing to pass
VOLUMES	Uncontrolled will accommodate the expected traffic volumes	Occasionally controlled during heavy use periods	Erratic, frequently controlled as the capacity is reached	Intermittent and usually controlled Volume is limited to that associated with the single purpose
VEHICLE TYPES	Mixed includes the critical vehicle and all vehicles normally found on public roads	Mixed includes the critical vehicle and all vehicles normally found on public roads	Controlled mix accommodates all vehicle types including the critical vehicle Some use may be controlled to minimize conflicts between vehicle types	Single Use Not designed for mixed traffic Some vehicles may not be able to negotiate Concurrent use between commercial and other traffic is restricted
CRITICAL VEHICLE	Clearances are adequate to allow free travel Overload permits are required	Traffic controls needed where clearances are marginal Overload permits are required	Special provisions may be needed Some vehicles will have difficulty negotiating some segments	Some vehicles may not be able to negotiate Loads may have to be off loaded and walked in
SAFETY	Safety features are a part of the design	High priority in design Some protection is accomplished by traffic management	Most protection is provided by traffic management	The need for protection is minimized by low speeds and strict traffic controls
TRAFFIC MANAGEMENT	Normally limited to regulatory warning, and guide signs and permits	Employed to reduce traffic volume and conflicts	Traffic controls are frequently needed during periods of high use by the dominant resource activity	Used to discourage or prohibit traffic other than that associated with the single purpose
USER COSTS	Minimize transportation efficiency is important	Generally higher than "A" because of slower speeds and increased delays	Not important, efficiency of travel may be traded for lower construction costs	Not considered
ALIGNMENT	Design speed is the predominant factor within feasible topographic limitations	Influenced more strongly by topography than by speed and efficiency	Generally dictated by topographic features and environmental factors Design speeds are generally low	Dictated by topography environmental factors and the design and critical vehicle limitations Speed is not important
ROAD SURFACE	Stable and smooth with little or no dust considering the normal season of use	Stable for the predominant traffic for the normal use season Periodic dust control for heavy use or environmental reasons Smoothness is commensurate with the design speed	May not be stable under all traffic or weather conditions during the normal use season Surface rutting roughness and dust may be present, but controlled for environmental or investment protection	Rough and irregular Travel with low clearance vehicles is difficult Stable during dry conditions Rutting and dusting controlled only for soil and water protection

**TABLE A-2
TEN-YEAR ARTERIAL-COLLECTOR ROAD PROGRAM**

YEAR	ROAD NO.	LENGTH	DESCRIPTION	MGMT. AREA*
1986	120	1.0	Reconstruction	8
	186-B	1.6	"	4
	201	4.3	"	5
	202	2.4	"	5
	205	1.5	"	5
	206	2.8	"	5
	207	5.6	"	5
	242	1.2	"	5
	305	3.0	"	3
	315	3.2	"	3
	319	6.0	"	3
	353	1.4	"	3
	506	1.5	"	10
	508	2.8	"	1
	609	1.5	"	7
	618	4.3	"	7
	707	2.7	"	6
	804	2.0	"	11
	827	11.0	"	7
	837	1.8	"	7
849	<u>1.2</u>	"	7	
	66.9			
1987	102	1.6	"	8
	153	1.0	"	4
	170	1.0	"	8
	193	3.0	"	8
	201	0.5	"	5
	202	1.7	"	5
	207	2.6	"	5
	305	2.8	"	3
	307	1.0	"	3
	321	6.0	"	3
	363	1.3	"	3
	H-1	0.5	"	2
	420	4.3	"	2
	506	1.5	"	10
	508	3.3	"	1
	530	0.6	"	1
	703	1.5	"	6
	715	4.7	"	6
	841	0.8	"	7
913	1.6	"	9	
956	<u>2.7</u>	"	17	
	43.6			
1988	120	4.3	"	8
	125	3.3	"	8
	153	4.0	"	4
	165	1.5	"	8

TABLE A-2 (continued)
TEN-YEAR ARTERIAL-COLLECTOR ROAD PROGRAM

YEAR	ROAD NO.	LENGTH	DESCRIPTION	MGMT. AREA*
1988	167	2.0	"	8
(cont.)	201	4.6	"	5
	202	3.6	"	5
	205	2.0	"	5
	206	2.9	"	5
	207	3.0	"	5
	213	0.4	"	5
	218	1.0"	"	5
	270	1.6	"	5
	317	2.3	"	3
	319	1.0	"	3
	H-6	0.5	"	2
	417	3.7	"	2
	508	0.2	"	1
	543	4.4	"	1
	802	2.5	"	11
	803	1.4	"	11
	837	<u>1.0</u>	"	7
		51.2		
1989	201	3.8	"	5
	202	3.4	"	5
	206	2.8	"	5
	207	4.6	"	5
	305	3.3	"	3
	309	3.0	"	3
	312	2.2	"	3
	H-1	3.3	"	2
	H-6	1.1	"	2
	405	2.0	"	3
	417	1.0	"	2
	508	3.7	"	1
	521	4.9	"	10
	609	5.5	"	7
	802	1.0	"	11
	971	<u>2.0</u>	"	17
		47.6		
1990	102	2.5	"	8
	124	1.5	"	8
	125	0.6	"	8
	202	6.5	"	5
	205	4.1	"	5
	206	1.6	"	5
	207	3.1	"	5
	242	2.2	"	3
	307	2.0	"	3
	309	2.7	"	3
	327	1.4	"	3

TABLE A-2 (continued)
TEN-YEAR ARTERIAL-COLLECTOR ROAD PROGRAM

YEAR	ROAD NO.	LENGTH	DESCRIPTION	MGMT. AREA*
1990	401	1.8	"	2
(cont.)	403	1.0	"	2
	405	2.2	"	3
	508	1.6	"	1
	513	1.5	"	1
	518	0.9	"	1
	530	1.3	"	1
	707	2.5	"	6
	806	1.0	"	11
	956	3.2	"	17
	965	47.0	"	17
1991	102	1.3	"	8
	186-B	1.6	"	4
	188	3.5	"	8
	201	5.0	"	5
	202	1.0	"	5
	206	2.6	"	5
	242	1.6	"	5
	305	3.0	"	3
	309	3.5	"	3
	315	2.0	"	3
	417	1.8	"	2
	507-A	4.4	"	10
	508	2.7	"	1
	513	1.2	"	1
	520	1.2	"	10
	530	1.5	"	1
	536	2.8	"	1
	717	4.5	"	6
	827	1.5	"	7
	960	3.7	"	17
	961	2.6	"	17
	971	<u>1.2</u>	"	17
		54.2		
1992	124	2.0	"	8
	165	1.5	"	8
	170	2.1	"	8
	201	1.7	"	5
	202	6.0	"	5
	205	1.8	"	5
	207	2.7	"	5
	213	2.2	"	5
	242	1.5	"	5
	270	0.5	"	5
	305	4.3	"	3
	315	4.4	"	3
	353	1.0	"	3

TABLE A-2 (continued)
TEN-YEAR ARTERIAL-COLLECTOR ROAD PROGRAM

YEAR	ROAD NO.	LENGTH	DESCRIPTION	MGMT. AREA*
1992 (cont.)	404	3.4	"	2
	508	4.1	"	1
	518	2.5	"	1
	715	3.8	"	6
	720	3.0	"	6
	823	2.3	"	11
	827	5.0	"	7
	849	<u>1.0</u>	"	7
		57.8		
1993	102	0.8	"	8
	124	1.0	"	8
	167	1.0	"	8
	201	2.8	"	5
	202	3.1	"	5
	206	3.0	"	5
	207	1.0	"	5
	213	2.3	"	5
	218	1.3	"	5
	242	2.0	"	5
	305	3.8	"	3
	319	3.9	"	3
	353	0.5	"	3
	404	2.5	"	2
	417	2.7	"	2
	508	3.6	"	1
	562	4.5	"	1
	703	2.7	"	6
	720	2.5	"	6
	804	1.5	"	11
	827	2.0	"	7
837	<u>1.7</u>	"	7	
	50.3			
1994	120	2.2	"	8
	153	3.0	"	4
	201	3.9	"	5
	202	3.8	"	5
	206	7.0	"	5
	207	4.2	"	5
	218	3.0	"	5
	305	3.2	"	3
	307	4.0	"	3
	309	5.0	"	3
	327	5.0	"	3
	353	3.1	"	3
	404	2.4	"	2
	508	4.1	"	1

TABLE A-2 (continued)
TEN-YEAR ARTERIAL-COLLECTOR ROAD PROGRAM

YEAR	ROAD NO.	LENGTH	DESCRIPTION	MGMT. AREA*
1994	707	2.6	"	6
(cont.)	802	2.8	"	11
	804	<u>2.0</u>	"	11
		60.3		
1995	123	1.0	"	4
	125	5.0	"	8
	153	5.0	"	4
	193	1.2	"	8
	201	4.5	"	5
	205	4.1	"	5
	207	8.8	"	5
	213	2.2	"	5
	270	0.3	"	5
	307	4.0	"	3
	309	14.5	"	3
	319	2.0	"	3
	507A	4.4	"	10
	508	3.5	"	1
	518	5.9	"	1
	530	2.5	"	1
	536	1.2	"	1
	561	2.3	"	1
	562	4.5	"	1
	720	6.0	"	6
	802	2.0"	"	11
	827	3.0	"	7
	831	1.0	"	7
	841	2.5	"	7
	913	<u>1.8</u>	"	9
		89.7		

* Management Area

- 1 - Bienville
- 2 - Biloxi
- 3 - Black Creek
- 4 - Bude
- 5 - Chickasawhay
- 6 - Delta
- 7 - Holly Springs
- 8 - Homochitto
- 9 - Trace
- 10 - Strong River
- 11 - Yalobusha
- 17 - Ackerman

**TOTAL FOR THE TEN-YEAR PERIOD 1986-1995:
568.8 Miles or 57 Mi./Yr.**

FORPLAN generated a mid-period average of 57 miles per year for Arterial and Collector road construction/reconstruction. As the National Forests in Mississippi's Arterial and Collector System is in place all the work will be reconstruction: primarily drainage, surfacing and erosion control.

The fluctuation in miles per year in the Ten-Year Program is due to the compartment order of entry. For instance, most of the compartments being entered in 1986 abut Forest Service Arterial and Collectors, whereas in later years such as 1987, the compartments will be serviced by Locals and State and County roads.

**TABLE A-3
TEN-YEAR LOCAL ROAD PROGRAM
(All Mgmt. Areas)**

FORPLAN generated a local road construction/reconstruction program at mid-period one of 94 miles per year. Based on the volumes of timber offered in the ten-year period 1986-1995 the yearly mileage is as follows:

1986	92.1
1987	115.4
1988	107.8
1989	111.4
1990	120.0
1991	104.8
1992	101.2
1993	108.7
1994	98.7
1995	50.0

TABLE A-4
TEN-YEAR LOCAL ROAD CAPITOL INVESTMENT PROGRAM

<u>Year</u> <u>Value</u>	<u>Road</u> <u>Number</u>	<u>Length</u>	<u>Description</u>	<u>Primary</u> <u>Forest Value</u>
1986				
1987	967 & 967-B	3.2 mi.	Overlay	Recreation
1988	903A	1.0 mi.	Overlay	Recreation
1989	611C	1.6 mi.	Overlay	Recreation
1990	512	0.6 mi.	Overlay	Recreation
1991	232-A1,A2,A3	3.0 mi.	Overlay	Recreation
1992	511	0.4 mi.	Overlay	Admin.
1993	217	0.5 mi.	Overlay	Admin.
1994	500	0.1 mi.	Overlay	Admin.
1995	--	--	--	--
