

# COMPLETE FOR ALL PROJECTS

## SURFACE TRANSPORTATION PROGRAM PROJECTS PRIORITY ASSESSMENT FORM HIGHWAY PROJECTS

**I. DESCRIPTION OF PROPOSED PROJECT**

Applicant Agency: Clinton County Road Commission

Project Location: Townsend BR 127 to Williams  
(If project terminates at mid-block, provide distance and direction)

Inside/Outside Urban Area: outside

Functional Classification: Rural Major Collector

Federal Funding System (NHS, STP): F funds or Small urban or Stimulus

Work Type Code (from list on page 106. Resurface

Estimated Project Cost (Use 2008 Dollars)

Item	Total Cost (2008 Dollars)	Federal Share	Local Match	Federal Fiscal Year Requested for Funding (Oct 1 – Sept 30)
Design	3000	XXXXXXXXXXXXXXXX	3000	
R.O.W.	0	XXXXXXXXXXXXXXXX	0	
Construction	270000	80%	20%	Any Year Available
Construction Engineering	<b>2000</b>	XXXXXXXXXXXXXXXX		
<b>TOTAL</b>				

Items	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept
1. Availability of Local Match	x											
2. R.O.W. Acquisition	x											
3. Design	x											
4. EIS/EA	x											
5. Bid Letting		x										
6. Contract			x									

**II. PROJECT DESCRIPTION** (Attach a written description of the project and a map showing project location. Provide an additional page if necessary.):

Mill and Fill Existing HMA surface

**III. NON-MOTORIZED BENEFITS**

Does this project include elements designed to benefit non-motorized traffic (page 22)

Yes       No

**IV. CONSISTENCY WITH REGIONAL VISION POLICY MAP** (Appendix E)

Is this project consistent with the Regional Growth Plan Policy Map?  Yes       No

Please provide support for project's consistency. Attach separate page if necessary.

A stitch in time saves nine

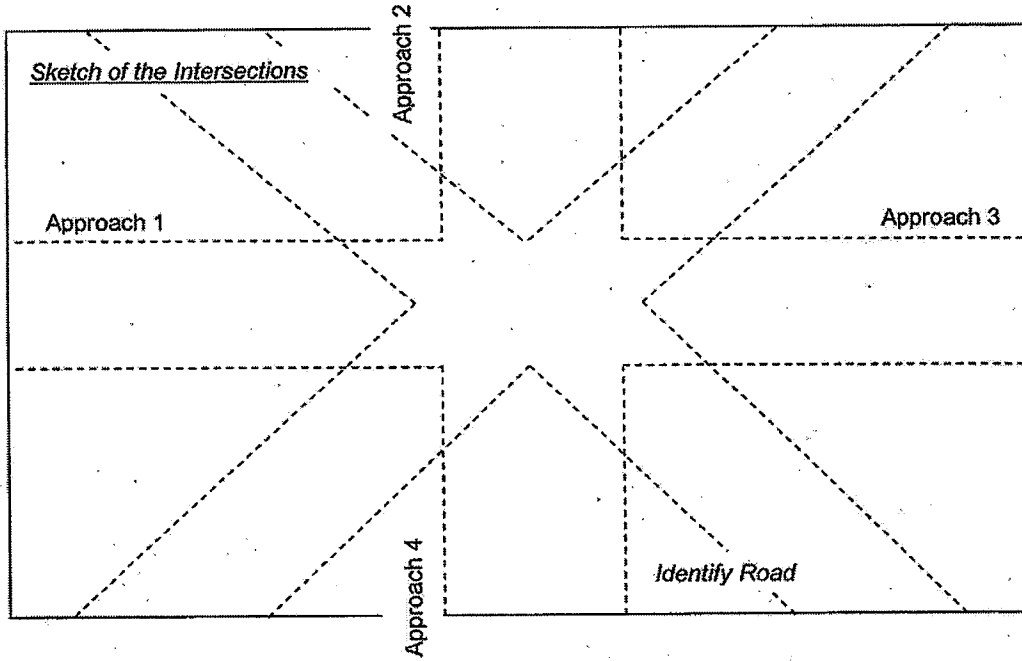
V. DESCRIPTION OF EXISTING FACILITY  
COMPLETE FOR PROJECTS INSIDE THE LANSING URBANIZED AREA

A) Intersection Projects

Table 1

Item/Approach	Existing					Proposed				
	1	2	3	4	5	1	2	3	4	5
Surface										
No. of Lanes										
Signalization			<input type="checkbox"/> yes or no <input type="checkbox"/>					<input type="checkbox"/> yes or no <input type="checkbox"/>		
Turn Prohib.			<input type="checkbox"/> yes or no <input type="checkbox"/>					<input type="checkbox"/> yes or no <input type="checkbox"/>		
Curb & Gutter			<input type="checkbox"/> yes or no <input type="checkbox"/>					<input type="checkbox"/> yes or no <input type="checkbox"/>		
Parking Restrict.			<input type="checkbox"/> yes or no <input type="checkbox"/>					<input type="checkbox"/> yes or no <input type="checkbox"/>		
Sidewalks			<input type="checkbox"/> yes or no <input type="checkbox"/>					<input type="checkbox"/> yes or no <input type="checkbox"/>		
Ped. Crossing			<input type="checkbox"/> yes or no <input type="checkbox"/>					<input type="checkbox"/> yes or no <input type="checkbox"/>		
Drainage Prob.			<input type="checkbox"/> yes or no <input type="checkbox"/>			XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
Drainage Improv.	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
Proj. Length	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX			<input type="checkbox"/> yes or no <input type="checkbox"/>		

COMPLETE FOR INTERSECTION PROJECTS WITHIN THE URBANIZED AREA



COMPLETE FOR PROJECTS INSIDE THE LANSING URBANIZED AREA

B) Highway Projects, Table 1 (cont.)

Item	Existing	Proposed
Surface	<input checked="" type="checkbox"/> Bitum - Concrete <input type="checkbox"/>	<input checked="" type="checkbox"/> Bitum - Concrete <input type="checkbox"/>
Functional Classification	Minor Arterial	Minor Arterial
Pavement Width*	Varies	same
Total No. of Lanes	Varies	same
Total Thru-Lanes	varies	same
Median Width		
Pavement Thickness	Unknown	same
Parking Restrictions	None <input type="checkbox"/> One <input type="checkbox"/> both sides <input type="checkbox"/>	None <input type="checkbox"/> One <input type="checkbox"/> both sides <input type="checkbox"/>
Curb & Gutter	<input type="checkbox"/> yes - no <input type="checkbox"/>	<input type="checkbox"/> yes - no <input type="checkbox"/>
Sidewalks	<input type="checkbox"/> yes - no <input type="checkbox"/>	<input type="checkbox"/> yes - no <input type="checkbox"/>
Drainage Problem		XXXXXXXXXXXXXXXXXXXXXXXXXXXX
Drainage Improvement	XXXXXXXXXXXXXXXXXXXXXXXXXXXX	
Gravel Depth		
Shoulder Width		
Traffic Volumes		20 year forecast: Source:
Length of project	XXXXXXXXXXXXXXXXXXXXXXXXXXXX	
Percent Commercial Vehicles (circle one)	0-5	0-5
One Way/Two Way		
Density	Intermediate	Intermediate
Left Turns (two way facility)	<input type="checkbox"/> Permitted <input type="checkbox"/> Prohibited	<input type="checkbox"/> Permitted <input type="checkbox"/> Prohibited
Green Time		
Cycle Length		

\* Excluding curb and gutter.

**STP PROJECT RANKING CRITERIA**  
**PRIORITY ASSESSMENT FORM FOR HIGHWAY PROJECTS**

**Project Location:** Townsend - BR 127 to Williams  
 (If project terminates at mid-block, provide distance and direction from nearest intersection)

Projects located within the Lansing Urbanized Area should use the urban ranking criteria. Projects located within the urban boundary of Charlotte, Grand Ledge, Mason, or St. Johns should use the small urban ranking criteria. All others should use the rural criteria. Applicants should be careful to complete the section appropriate to their jurisdiction and project type. Directions are provided within shaded boxes to clarify which jurisdictions must complete a particular section.

**I.A Capacity (0-30 Pts. Urban)**

Note: For intersection projects, follow the procedure under I.-A-1 or I.-A-2, or submit a generally accepted intersection capacity analysis using the Highway Capacity Software, Greenshields, HCM Cinema, TEAPAC, etc. Then calculate points based on the tables under I.-A-1 or I.-A-2.

Complete for  
Urban intersection  
projects  
(option one)

**1 - A-1 Intersection Signal Cycle Failures**

Table 1

(1) L.O.S.	(2) Existing*	(3) Points	(4) Design	(5) Points
E	0.7	1.0	0.7	0.32
D	0.5	0.8	0.5	0.74
C	0.3	0.6	0.3	1.0
B	0.1	0.4	0.1	1.0
A	0.0	0.2	0.0	1.0

\* Ratio of existing signal cycle failures to total cycles counted during the peak period.

Table 2 CALCULATION OF POINTS

	Values Obtained from Table 1				Product of Points Col. 3 x Col.5
	(2)	(3)	(4)	(5)	
Road 1 (Project) Approach 1					
Approach 2					
Road 2 Approach 1					
Approach 2					

Raw Score  
(divide by number of approaches) =

**1 - A-2 Intersection Critical Lane Volume**

Table 3

Complete for Urban  
Intersection Projects  
(option two)

(1)* Existing Critical Lane Volume	(2) Points	(3) Design Critical Lane Volume	(4) Points
> 1500	1.0	> 1500	0.0
1350-1500	0.8	1350-1500	0.3
1200-1349	0.6	1200-1349	0.7
1050-1199	0.4	1050-1199	1.0
900-1049	0.2	900-1049	1.0
< 900	0.0	< 900	1.0

\* Use Transportation Research Circular 212, January, 1980.

Table 4 CALCULATION OF POINTS

Project	Values Obtained from Table 3				PRODUCT OF POINTS Col. 2 x col. 4
	(2)	(3)	(4)	(5)	
Road					

Raw Score

**1-A-3 - Simplified Highway Working Capacity**

Table 5 SIMPLIFIED HIGHWAY WORKING CAPACITY

	a. Daily Design Capacity (derived from Table 8)	b. Adjustment Factor to "C"	c. Adjusted "C" Capacity (a. x b.)
Existing facility	A	x .85	
Proposed facility	A	x .85	

Complete for All  
Urban Highway  
Projects

Table 6 VOLUME/CAPACITY RATIO, LEVEL OF SERVICE, CALCULATION OF POINTS

	A. Current Daily Volume	B. Capacity (Table 5, Column c.)	C. Volume/ Capacity Ratio	D. Level of Service (A-E) (Table 7)	E. Points (Table 7)
Existing facility				a	.2
Proposed facility	(same as existing)			a	1

Existing facility points <sup>.2</sup>\_\_\_\_\_ x proposed facility points <sup>1</sup>\_\_\_\_\_ = Raw Score

Calculate for I-A-1, I-A-2, or I-A-3: Weight (30) x raw score = point allocation

30 x <sup>.2</sup>\_\_\_\_\_ =  (Points Earned)

Table 7

## LEVEL OF SERVICE/POINTS

Volume/Capacity Ratio	Level of Service	Existing Points	Proposed Design Points
0.00 - 0.50	A	.2	1.0
0.51 - 0.75	B	.4	1.0
0.76 - 1.00	C	.6	1.0
1.01 - 1.25	D	.8	.74
>1.26	E-F	1.0	.32

Table 8

SIMPLIFIED HIGHWAY WORKING CAPACITY  
FOR URBAN CORRIDORS\*

Use this table to derive a simplified corridor capacity for use in Factor I.-A.-3. If preferred, applicants may provide capacities generated from HCS or some other recognized capacity software. In such cases, documentation must be provided.

National Functional Classification	Number of Lanes (includes center turn lane)	Non-Signalized Corridor	Signalized Corridor
Principle Arterial	2	15000	11444
	3	17300	13111
	4	42400	24222
	5	48800	27889
	6	63600	37222
	7	73100	42778
Minor Arterial	2	13500	9222
	3	15500	10667
	4	34500	18444
	5	39600	21222
	6	53200	27556
	Collector	2	8900
3		10200	4778
4		18600	8333
5		-----	9556
* This simplified capacity lookup table was adapted by MDOT and TCRPC staff from research conducted in Florida by consultants for the Florida Department of Transportation.			

**I.-B Volume Factor (0-30 Pts. Small Urban; 0-23 Pts. Rural).** A volume factor is calculated for each roadway project based on the latest 24-hour count.

Complete For Small Urban and Rural Projects

Daily Traffic/ Small Urban	Awarded Points (Circle appropriate value)	Daily Traffic/ Rural	Awarded Points
Over 6000	30 <input type="radio"/>	Over 4000	23 <input type="radio"/>
5251 - 6000	27 <input type="radio"/>	3501 - 4000	20 <input type="radio"/>
4501 - 5250	24 <input type="radio"/>	3001 - 3500	17 <input type="radio"/>
3751 - 4500	21 <input type="radio"/>	2501 - 3000	14 <input type="radio"/>
3001 - 3750	18 <input type="radio"/>	2001 - 2500	11 <input type="radio"/>
2251 - 3000	15 <input type="radio"/>	1501 - 2000	8 <input type="radio"/>
1501 - 2250	12 <input type="radio"/>	1001 - 1500	5 <input type="radio"/>
751 - 1500	9 <input type="radio"/>	501 - 1000	2 <input type="radio"/>
0 - 750	6 <input type="radio"/>	0 - 500	0 <input type="radio"/>

II. **Accident Rate (0-10 Pts.).** A greater number of points are awarded for locations with higher accident rates. Accident data for the most recent three year period should be used to calculate the average accident rate. Separate methods of calculating these rates are used for roadway segments and intersections as shown below. Multiple year accident and traffic volume data for three years, if available, should be averaged. These accident figures are then used to calculate an accident rate per million vehicle miles of travel for highway projects in "A" below. Intersection projects should use the procedure in "B" below to calculate a rate per million entering vehicles. The products are then used to determine a point score in item "C".

Complete for all Highway Projects

<u># Accidents</u>	<u>Traffic Volumes</u>	<u>Year</u>
1. _____	_____	_____
2. _____	_____	_____
3. _____	_____	_____
4. _____ (Total)	_____ (Total)	
5. _____ (Average)	_____ (Average)	

ROADWAYS

A) 
$$\frac{\text{\# Accidents}}{\text{Traffic volume} \times .000365 \times \text{length in miles}} = \text{Annual accidents per million VMT}$$

$$\frac{(\text{\# Accidents})}{(\text{Volume}) \times .000365 \times (\text{length in miles})} = \text{_____ (Accident Rate)}$$

INTERSECTIONS

B) 
$$\frac{\text{Total 2-way Volumes for each leg of intersection}}{2} \times .000365 = \text{million entering vehicles (MEV)}$$

1.) 
$$\frac{(\text{Volume})}{(\text{MEV})} \times .000365 = \text{_____}$$

2

2.) 
$$\frac{\text{\# Accidents}}{\text{MEV}} = \text{Accident Rate}$$

$$\frac{(\text{Accidents})}{(\text{MEV})} = \text{_____ (Accident Rate)}$$

C) The rate obtained from A or B above will represent the points awarded, up to the maximum of 10 points. Round to the nearest whole number.  
 \_\_\_\_\_ points

If there are specific measures proposed to alleviate existing accident problems at this location, please describe (Attach additional pages if necessary for this or subsequent narrative descriptions):

III. **Activity Center (Information Only).** This factor emphasizes the importance of transportation in economic development. No points are awarded, but consideration should be given on the basis of providing access to major traffic generators or centers of economic activity, facilitating orderly development, and enhancing bus routing. Identify whether the following circumstances apply:

Complete for all Highway Projects

1. Project provides increased access to a major traffic generator or center of regional significance (e.g., shopping centers, educational facilities, recreational facilities, industrial and other employment centers). If yes, provide a map showing the proposed improvement in relation to the generator and describe what activity centers are served by this improvement.

Yes

No

**Describe:** It provides a smoother ride to Downtown Bath where there is a shopping center, restaurant, post office, car wash, and gas station. A map is provided free by the state of Michigan from many sources. Many of us have one in our desk. I'm sure you have a map of Michigan which shows where Bath is.

2. Does the project address needs in a high growth area of the region. (e.g., population growth)?

Yes  No

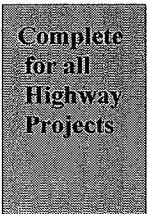
If yes, describe:

Well, I'm pretty sure the population in the entire region is declining, but if it were to start growing again, Bath would be a good place for it.

3. Is the project currently on a fixed public transit route?

Yes  No

- IV. **Physical Condition (0-45 Pts. Urban/Small Urban; 0-55 Pts. Rural).** This category rates the structural ability of a roadway to sustain current traffic. Considerable engineering judgement is required to rate projects according to the criteria listed below. Any project listing the maximum number of points awarded under any of these three categories should be supported with an explanation or justification for the points claimed.



- A. **Surface Deterioration (0-18 Pts. Urban/Small Urban; 0-23 Pts. Rural).**

	<u>Urban/Small Urban</u>	<u>Rural</u>
	(Circle as appropriate)	
None requiring maintenance, though some indication of initial deterioration may be evident.	0 pts. <input type="radio"/>	0 <input type="radio"/>
Scattered deterioration requiring occasional maintenance.	9 pts. <input type="radio"/>	11.5 <input type="radio"/>
Intolerable deterioration requiring frequent or continuous maintenance.	18 pts. <input checked="" type="radio"/>	23 <input type="radio"/>

Comment:

- B. **Integration of Asset Management (5 pts.)** Michigan's asset management program is an ongoing process of maintaining, upgrading, and operating physical assets (the transportation system) cost effectively, based on a continuous physical inventory and condition assessment.

**Provide the latest PASER ratings (provide all ratings along proposed corridor because rating may vary) along this corridor. Provide year.**

parts are 4 some parts are 5

1 Add 1 point for response

*Is this project's development consistent with the asset management approach to maintaining road systems (e.g. crack seal, seal coat, thin overlay or similar treatments)?*

yes

1 Add 1 point if consistent

*Is your agency in compliance with Act 499 of the Public Acts of 2002 by submitting information on total miles and condition of roads and bridges?*

2 Add 2 points if applicable

*Is your agency in compliance with the requirement to electronically report a three year list of planned projects?*

1 Add 1 point if applicable

5 Total points from B: Integration of Asset Management

**C. Base Conditions (0-13 Pts. Urban/Small Urban; 0-16 Pts. Rural).**

Excellent, well-drained support soil base with adequate sub-base.	<u>Urban/Small Urban</u>	<u>Rural</u>
	0 pts. <input type="radio"/>	0 <input type="radio"/>
	<u>Urban/Small Urban</u>	<u>Rural</u>
Fairly well drained base materials with little or no sub-base, yielding some rough spots, frost heave, and pavement deterioration.	6.5 pts. <input checked="" type="radio"/>	8 <input type="radio"/>
	<u>Urban/Small Urban</u>	<u>Rural</u>
Predominantly poor drainage material and base or lack of sub-base, resulting in excessive frost heave, cracking, and displacement, or having Spring Load Restrictions, or extremely expensive to maintain.	13 pts <input type="radio"/>	16 <input type="radio"/>

Comment:

D. **Drainage Conditions (0-9 Pts. Urban/Small Urban; 0-11 Pts. Rural).**

	<u>Urban/Small Urban</u>	<u>Rural</u>
Adequate drainage.	0 pts. <input type="radio"/>	0 <input type="radio"/>
Tolerable drainage.	4.5 pts. <input checked="" type="radio"/>	5.5 <input type="radio"/>
Inadequate drainage producing frequent flooding, requiring excessive maintenance.	9 pts. <input type="radio"/>	11 <input type="radio"/>

Comment:

E. **Sum of**

A	18	
B	5	
C	6.5	
D	4.5	

Total:            34

V. **Cost Per Vehicle Mile (Information Only).** A cost per vehicle mile is calculated for each roadway project based on the most recent 24-hour traffic counts. Recent counts may be averaged, but must be documented. Also, please document length of the project and total federal share of project cost. No points are allocated for this item, but relative costs are considered during the project selection process.

Complete for all Highway Projects

1. Traffic Count(s)
2. Total Federal Share of Construction Cost  
24 hour traffic count x length = Cost Factor

$$\frac{\$ 200000 \text{ (cost)}}{3400 \text{ (count)} \times 1 \text{ (length)}} = \$59 \text{ (cost per vehicle mile)}$$

Complete for all Highway Projects

**VI. Environmental Impacts (Information Only)**

Will the project have a discernible impact on any of the following environmental concerns? Check as appropriate.	Negative Impact	No Impact	Positive Impact
1. Impact on air quality improvement.		X	
2. Impact on energy conservation.		X	
3. Impact on noise reduction.			X
4. Impact on habitat preservation.		X	
5. Impact on wetlands preservation.		X	
6. Impact on endangered species.		X	

Explain or describe any anticipated impacts in the space below.

Smoother Roads reduce road noise.

**VII. Freight Impacts (Information Only)**

Complete for all Freight Projects

Does this project improve access for freight? Yes  No

Does this project reduce travel times for freight? Yes  No

Does this project enhance connectivity for freight transportation?

Yes  No

Does this project allow for improved delivery of service? Yes  No

**Describe any additional positive impacts on freight transportation.**

Out with the old, in with the new

**Will this project improve travel times to an intermodal transit facility? Describe.**

n

VIII. Intelligent Transportation System (ITS) Architecture Consistency  
(Information Only)

Complete  
for all  
Highway  
Projects

Does your project include ITS components?

Describe your project's ITS elements, and the benefits this will bring:

Is this project compatible with the regional ITS architecture?

Yes  No  Don't know

Complete  
for all  
Highway  
Projects

IX. Non-Motorized Projects (5 pts.) If proposed project will include elements specifically benefitting non-motorized traffic (e.g. bicycle lanes), add 5 points. Non-motorized components must be included in an adopted bicycle or pedestrian plan to receive points in this category. Submit documentation showing this project is in an adopted bicycle or pedestrian plan.

\_\_\_\_\_ Add 5 points if applicable.

Section 10K of Act No. 82 of the State Legislature (2006) calls for not less than 1% of Michigan Transportation Funds (MTF) to be expended for construction or improvement of non-motorized transportation services and facilities. This may include paving of unpaved shoulders, the addition or improvement of a sidewalk in a city or village, or any other appropriate measure which facilitates non-motorized transportation. If you are seeking funding for such a non-motorized component of a highway project, provide a brief description of the non-motorized improvements, and the rationale for the number of points claimed.

How will this project improve safety for *bicycles and pedestrians in the project area*?

Does this project enhance safety in a Safe Routes to School context? Yes  No

*How; Please describe:*

Is the proposed project within two miles of a school? Yes  No

**X. Consistency with “Regional Growth: Choices for Our Future”**



**A. Is this project consistent with the Regional Growth Plan Policy Map?**

Yes  No

**Provide support for project’s consistency. Attach separate page if necessary.**

A stitch in time saves nine

**B. Has your local government *or independent transportation agency* adopted or endorsed a resolution supporting policies contained in “Regional Growth: Choices for Our Future”?**

Yes  No

**C. If applicable, has your *local government or independent transportation agency* adopted or endorsed a resolution supporting policies contained in “Regional Growth: Choices for Our Future”?**

Yes  No  Not applicable

**D. Is this project consistent with adopted regional growth principle #14: “The regional transportation priority will be to enhance and preserve the existing road network, public transit and non-motorized transportation modes rather than further expansion of the road network in rural areas.”**

Yes  No

4 Add 4 points if applicable

**Provide support for this consistency. Attach separate page if necessary.**

preserves existing road system - like I said before - A stitch in time saves nine

- E. Is this project consistent with adopted regional growth principle #19: "Pathways, sidewalks, trails and on-street bike facilities should be developed and enhanced to provide alternatives to motorized transportation, improve linkages to recreational opportunities for regional residents and provide public health benefits by offering opportunities for physical activity."

Yes  No

<sup>3</sup>  
\_\_\_ Add 3 points if applicable

Provide support for this consistency. Attach separate page if necessary.

Part of the roadway has wide paved shoulders, When we are done, they will still be there

- F. Does the project support increase in housing or population density consistent with the Regional Growth Project principles (improve-expand; management/operations; and land use, community development and other community impacts, projects only)?

Yes  No

<sup>3</sup>  
\_\_\_ Add 3 points if applicable (This does not apply to rural projects; Urban and Small Urban projects are eligible)

Provide support for this consistency. Attach separate page if necessary.

It does not conflict so it must be consistent.

*Sum of points under X, Consistency with "Regional Growth: Choices for Our Future"  
(0-10 pts. Urban/Small Urban: 0-7 pts. Rural)*

XI. Historic Preservation Considerations (Information Only)

Is the proposed project in or adjacent to a historic district site? Yes  No

If so, describe the nature and proximity of this connection.

*Is the site or structure identified on an eligible lot of qualified historic places?*

Yes  No

Will there be any adverse impacts on the historic district or structure?

Yes  No  Not applicable

If yes, explain:

**XII. Land Use, Community Development and Other Community Impacts**

*(Projects applying under this program category will be considered for a set aside priority. Given the qualitative nature of this set aside category, points will not be assigned for this section; however, projects applying under this section will be considered for set aside funding first).*

Will the proposed project support coordinated and comprehensive development planning? Yes  No

**Explain:**

It doesn't conflict with any known development planning. Why would we do a project that would conflict?

Will the proposed project facilitate the use of previously used industrial sites for base industry jobs? Yes  No

**Explain:**

Will the proposed project support the creation or retention of quality jobs?

Yes  No

**Explain:**

What project does not create jobs, this is a dumb question.

Will the proposed project promote safe and efficient transportation of goods and services to and from regional firms? Yes  No

**Explain:**

Why would I propose to build a project that didn't promote safe and efficient transportation. Once again, dumb question.

Will the proposed project help to overcome barriers to locating or expanding businesses and employers in the region? Yes  No

**Explain:**

It eliminates pot hole barriers.

Will the proposed project assist in retaining and expanding quality jobs in base industries? Yes  No

**Explain:**

One local industries is an asphalt plant

Is the proposed project consistent with the character of the area, and will it include context sensitive solution principles? Yes  No

**Explain:**

It is not inconsistent with the character of the area. We will be keeping it the same. We are sensitive about our choice of solutions.

Will the proposed project support principles of strengthening city or town centers, focused growth areas, clustered development or protection of environmentally sensitive or agricultural lands? Yes  No

**Explain:**

It doesn't discourage those principles.

Will the proposed project support and encourage use of alternative modes?

Yes  No

**Explain:**

It will not discourage the use of alternative modes.

Will the proposed project support or encourage higher population or housing densities consistent with the Preferred Alternative land use pattern, the so called "Wise Growth" scenario? Yes  No

**Explain:**

**Which goals/objectives from the Long Range Plan and regional vision land use principles does the project support?**

We continue to support all the long range plan and regional vision land use principles. This project does not provide any lack of support for any of these issues.

**Will the project be eligible under other program categories?** Yes  No

**Explain:**

**XIII. Management and Operations Projects** *(Projects applying under the program category will be considered for a set aside priority. Given the qualitative nature of this set aside category, points will not be assigned for this section; however, projects applying under this section will be considered for set aside funding first).*

**Is the program or project consistent with the land use and community character within the project area or the corridor, which is defined to include the area between building facade to building facade, and does it consider all users of the area, regardless of mode?**

Yes  No

**Explain:**

**Does the program or project improve operations for all users and modes?**

The project area? Yes  No

In the project corridor? Yes  No

Over the total transportation system? Yes  No

**Explain:**

**Does the project reduce delay and improve safety in:**

The project area? Yes  No

In the project corridor? Yes  No

Over the total transportation system? Yes  No

**Explain:**

**Does the program or project improve operating conditions for more than one group of modal users? Yes  No**

**Explain:**

**Does the program or project improve operations or resolve a specific safety problem at a specific location? Yes  No**

**Explain:**

**Which goals/objectives from the Regional 2030 Transportation Plan and regional vision land use principles does the project support?**

**Explain:**

## Computation of Final Score

Criteria	Urban STP		Small Urban STP		Rural STP	
	Maximum	Score	Maximum	Score	Maximum	Score
I.-A Capacity (Urban)	<b>30</b>		XXXX	XXXX	XXXX	XXXX
I.-B Volume Factor (Small Urban/Rural)	XXXX	XXXX	<b>30</b>		<b>23</b>	
II. Accident Rate	10		10		10	
III. Activity Center (see narrative)	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX
IV. Physical Condition/Integration of Asset Mangement	45		45		55	
V. Cost Per Vehicle Mile: \$ ____	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX
VI. Environmental Impacts (see narrative)	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX
VII. Freight Impacts (see narrative)	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX
VIII. Intelligent Transportation System (ITS) Architecture Consistency (see narrative)	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX
IX. Non-Motorized Projects	5		5		5	
X. Regional Growth Project Consistency	10		10		7	
XI. Historic Preservation Consideration (see narrative)	XXXX		XXXX		XXXX	
XII. A. Land Use, Community... <sup>#</sup>	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX
XIII. B. Management and Operations Project <sup>#</sup>	XXXX	XXXX	XXXX	XXXX	XXXX	XXXX
		XXXX		XXXX		XXXX
<b>TOTAL</b>	<b>100</b>		<b>100</b>		<b>100</b>	

<sup>#</sup> "Land Use, Community Development and Other Community Impacts" projects and "Management and Operations" projects are not assigned points but are given initial consideration for program set asides in the first stage of the project selection process.