

Kitsap County Public Works Transportation Project Evaluation System

2011



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INTRODUCTION

This document is a guide for the selection of transportation projects for funding in the Kitsap County Transportation Improvement Program (TIP). The TIP by reference updates the Kitsap County Capital Facilities Plan (CFP).

The following are a list of objectives for prioritizing capital improvements:

- To avoid overlooking large, critically needed projects;
- To improve the chances for implementation of the County's comprehensive plan;
- To balance the needs of different sectors of the community with those of the County as a whole;
- To take the County's long-range needs into account each year when considering the annual capital budget;
- To allow ample time to examine alternative funding sources;
- To help make the development of major facilities consistent with the County's goals and objectives, anticipated growth, and financial capabilities;
- To ensure that highest priority projects are constructed first;
- To adopt a more business-like and responsible approach to solving County problems and to discourage piecemeal, uncoordinated, "brush fire" approaches;
- To encourage citizen interest and constructive participation in County affairs;
- To facilitate intergovernmental cooperation by keeping other governments informed about the county's construction intentions;
- To help reduce some of the risk in private development by adhering carefully to a well-publicized public facility development schedule;
- To improve the development and maintenance of public facilities by requiring local officials to analyze and forecast their future needs; and,
- To improve debt administration, financial management and utilization of financial resources as a result of the discipline required by capital improvement programming.

The State's "Standards of Good Practice" – Priority Programming Procedures (WAC 136-14-030) states that for the development of these plans:

Each county engineer will be required to develop a priority programming process tailored to meet the overall roadway system development policy determined by his or her county legislative authority. Items to be included and considered in the technique for roads shall include, but need not be limited to the following:

- (1) Traffic volumes;
- (2) Roadway condition;
- (3) Geometrics;
- (4) Safety and accident history; and
- (5) Matters of significant local importance.

The County updated its Comprehensive Plan and developed a Capital Facilities Plan in 2006. The goals and policies section of that plan (Policy CF-5) delineates the following program areas that should receive priority.

- Preservation – The goal of the preservation program is to preserve the bridge and roadway infrastructure cost effectively to protect the public investment. Preservation activities are those that serve to extend the useful life of each type of roadway, roadway structure and facility but do not increase its capacity or efficiency.
- Capacity – New or expanded facilities that reduce or eliminate deficiencies in levels of service for existing or future demand.
- Safety – The roadway safety program specifically targets intersections, spot locations and corridors experiencing problems. The program is aimed at accident reduction, accident prevention improvements and safe neighborhoods.
- Environmental Retrofit – The environmental retrofit program is in response to currently unmitigated environmental impacts caused by the existing roadway system. The program specifically targets the correction of fish barriers identified by the Washington Department of Fish and Wildlife.
- Non-motorized – Maximizing the opportunity for non-motorized travel and encouraging development of roads to safely accommodate motorized and non-motorized travel. Note: The adoption of the *Kitsap County Bicycle Facilities Plan (2001)* established that nonmotorized projects be given priority as a project group and be incorporated as a part of the *Kitsap County Comprehensive Plan*.

This document describes the process that Public Works uses to determine which projects will be included in the 6-year TIP.

FOUR-TIER SYSTEM

Tier 1 - Transportation Improvement Program (TIP)

This is a short range 'implementation plan' for the County. The six-year TIP lists those transportation projects and programs that are projected to be constructed during the coming six-year period. The program is financially constrained and includes a road fund revenue and expenditure analysis for the time period, and a program listing of specific projects (WAC 136-15-030). For this document the projects included in the TIP are also referred to as Tier 1 projects.

Revenue and Expenditure Analysis

This includes a best estimate of future road fund revenue and expenditure over each year of the six-year program. Line items for motor vehicle fuel tax, road levy (after diversion), federal transportation fund grants (by program), and other known revenues are included in the analysis (WAC 136-15-030). The Comprehensive Plan and integrated Environmental Impact Statement detail the estimated revenue for the remaining 20-year planning cycle, however, each year (TIP cycle) a revenue forecast is made to indicate the best forecast of revenue within the six-year period based on current economic conditions and make adjustments to the TIP appropriately.

Program Listings of Specific Projects

The six-year TIP is a financially constrained document. This means that the cost of projects included in the listing should be approximately equal to the anticipated revenue. The projects can have funds included with them that are not certain, however the level of certainty should be indicated for the various projects. It is possible to have generic projects each year for improvements such as miscellaneous safety, culvert, and small bridge construction as well as other minor improvements (WAC 136-15-040).

Tier 2 – Project Scoring Phase

Tier 2, - consists of projects that are of the highest priority, typically the top 3 projects from each of the above listed program areas, which will be scored and further prioritized for possible advancement into the following year's TIP (Tier 1). Projects deemed of high priority by the public may also be placed in Tier 2, scored, and if ranked high enough, advanced to the TIP.

Tier 3 – Priority Capacity Needs List

Tier 3 - consists of the remaining financially constrained capacity projects from the Comprehensive Plan. Tier 3 projects are not scored until they are deemed of highest priority and advanced to Tier 2.

This portion of the financially constrained component consists of those projects that are shown to be needed but are not foreseen to be implemented during the first six years of the plan (the TIP), but could be implemented during the remaining 20-year planning horizon if priorities, needs and funding expectations remain as projected in the Comprehensive Plan.

Tier 4 - Unconstrained Needs List

Tier 4 - The unconstrained needs list, consists of those projects that have no identified funding priority in the Comprehensive Plan or in any other sub-area plan during the twenty-year planning horizon. It serves as a placeholder for projects submitted either by staff or by the public, and to recognize that a need exists. Once each year, at the beginning of the scoring phase, projects in Tier 4 are reviewed by committee for potential advancement to Tier 2.

		Financially Constrained					Unconstrained
		TIP		Scoring Phase	Unscored Comprehensive Plan Projects		Recognized Needs List
Year	1	2	3	4	5	6	20
Tier	1		2	3		4	

PROJECT SELECTION PROCESS

The Project Selection Process consists of four steps:

1. Project Identification and Review
2. Project Scoring
3. Technical Committee Recommendation
4. County Commissioners' Review and Approval

The following outlines a detailed discussion of the four steps and how they are carried out.

Step 1. Project Identification and Review

As determined by the Public Works Director, in conjunction with the Transportation Planning and Engineering Services managers, a review of existing projects and identification of new projects will occur once each year, typically between April and June.

Lists have been developed within public works that establish need on various road segments throughout the County's jurisdiction. These lists are developed for different program areas related to the scoring. They will continue to be developed within Public Works, and will be updated on a timeline that will assure the latest information is used for project scoring.

In addition to those projects identified by county staff on the lists, the public may submit projects that they feel are important to the transportation network and these will be considered in the scoring process.

The six primary programs, or categories, for which lists are maintained are (1) Preservation – Road; (2) Preservation – Bridge; (3) Capacity; (4) Safety; (5) Environmental Retrofit; and (6) Non-motorized. Each of these lists are prioritized to show highest need projects.

The top three projects from each list will be included in Tier 2 for scoring. Select additional projects, based on other emergent needs or public input, may also be included in Tier 2 for scoring. Those wishing to submit projects not already in Tier 2 will present a completed Candidate Roadway Project Evaluation Form to the Transportation Planning Manager for each candidate project. Projects will be evaluated to determine if they are eligible for scoring.

Projects in the current TIP (Tier 1) are not evaluated because they are grandfathered and exempt from the project evaluation process, however their funding must be considered first to make up for any shortfalls in construction dollars, or for design projects on the TIP, right-of-way and construction dollars must be implemented before any new projects are added.

Projects submitted by the public via the internet or email must include:

1. A project title and description of the problem
2. A proposed solution to the problem
3. An explanation of why this project should be considered

Staff will complete the submittal with a standardized cost estimate with appropriate construction and PE, contingencies, project readiness information and a description of how the project is consistent with the County's long-range planning goals.

Projects submitted from the lists must meet the following minimum eligibility criteria to be scored in Tier 2 for possible inclusion in the TIP (Tier 1).

Considered project submittals will include:

1. A project title and description of the problem and its basis.
2. A statement of work describing a solution to the problem.
3. A standardized cost estimate, with appropriate construction and P.E. contingencies. (To be completed by staff)
4. Project readiness information and other details necessary to complete this Project Selection Process.
5. A description of how the project is consistent with Kitsap County's long-range planning goals.

Projects not meeting the minimum eligibility criteria will not be scored, but will be considered for placement in the Tier 4 list.

Step 2. Project Scoring

Staff will score those projects complying with the previous minimum eligibility criteria based upon the following process.

Primary Scoring Categories – using the most current list for each category

After the call for projects, Public Works will evaluate the projects that have been submitted based on its ranking of need among each of the programs/categories.

The prioritized lists are assigned the following values based upon the relative priorities established in the Comprehensive Plan.

	<u>Points</u>
Preservation – Road	25
Preservation – Bridge	25
Capacity	18
Safety *	18
Environmental Retrofit	8
Non-motorized	6
	<hr style="width: 100%; border: 0.5px solid black;"/> 100

* All projects that make the safety list will be given a minimum of 10 points.

Those projects that are at the top of their respective list will receive a percentage of points available in that project type according to the following scale (with the exception of the non-motorized list which will be discussed below):

<u>Rank by Project Type</u>	<u>Percentage of points</u>
Top 10 Percent	100%
70-89 Percent	70%
50-69 Percent	50%
30-49 Percent	30%
Bottom 29 Percent	10%

It is possible for a project to overlap different programs and could therefore receive points from multiple categories. In other words, a project ranking in the highest 10% of Road Preservation would receive 25 points (25 x 1.0) for that category; if that same project had a ranking of the 44th percentile in capacity it would also receive 5.4 points (18 x .3) in that category. If the project is not included in the latest ranking of that project type or does not address needs of that project type in its description it would not receive primary points.

The non-motorized projects have not been ranked on a list; rather they have been identified as high, medium or low priorities in the Kitsap County Bicycle Facilities Plan (2001). Those projects that contain bicycle amenities, and are on the prioritized listing, receive points based on their priority in that listing. Sections of road that are high priority will garner 6 points, medium 4 points, low 2 points and Opportunity projects 1 point.

In addition to primary scoring categories, all projects are eligible to receive points in secondary categories.

Secondary Scoring Categories

Geometric Conditions (points only available when road standard is being corrected by the project)

Vertical Standard (3 Points Possible)

- 3** Vertical Standard – More than 5% of the existing alignment deviates from the current or adopted design standard.
- 2** Vertical Standard – 2 to 5% of the existing alignment deviates from the current or adopted design standard.
- 1** Vertical Standard – Less than 2% of the existing alignment deviates from the current or adopted design standard.

Horizontal Standard (3 Points Possible)

- 3** Horizontal Standard – Existing alignment of one or more substandard curves 15 MPH below current or adopted design speed standards.
- 2** Horizontal Standard – Existing alignment of one or more substandard curves 10 MPH below current or adopted design speed standards.
- 1** Horizontal Standard – Existing alignment of one or more substandard curves 5 MPH below current or adopted design speed standards.

Traveled Way Width Standard (6 Points Possible) Non-motorized widths excluded.

- 6** Roadway width Standard – Existing roadway width is more than 4 feet under current or adopted design standards.
- 4** Roadway width Standard – Existing roadway width is between 2 and 4 feet under current or adopted design standards.
- 2** Roadway width Standard – Existing roadway width is between 0 and 2 feet under current or adopted design standards.

Non-Motorized (5 Points Possible)

- 5** Project provides dedicated non-motorized facilities within an urban area (UGA, LAMIRD...), or is within a 1-mile radius of a school
- 3** Project includes dedicated non-motorized facilities (sidewalk, bike-lane, separated path...)
- 1** Project includes wide shoulders to accommodate non-motorized users

System Connectivity (5 Points Possible)

- 5** Completed project adds needed link within the countywide transportation network
- 3** Project improves an existing connection of the countywide transportation network, such as an intersection improvement

Transit (4 Points Possible)

- 4** Project includes or improves transit amenities along an existing transit route, such as bus pull-outs, shelters...
- 2** Project is located along an existing transit route and enhances the transit experience

Consistency with Comprehensive Plans/Sub areas/Corridor Study (5 Points Possible)

- 5** Project is specifically identified in County Comp Plan, adopted sub area plan, or a completed corridor study by a public entity.

- 3** Project identified in character only (not named specifically) in County Comp Plan, adopted sub area plan, or a completed corridor study

Environmental/Sensitive Area Impact (3 Points Possible)

- 3** Project improves sensitive or critical areas

Inter-jurisdictional (3 Points Possible)

- 3** There is multi-jurisdictional participation in planning, funding or implementing this project

Significance (5 Points Possible)

- 5** Regional significance - Principal Arterial or Stream type **S**
- 3** Significant at sub-area only - Minor Arterial or Stream type **F**
- 1** Only serves local and/or abutting properties - Collector or Stream type **N**

Secured Funding from grants, programs or State Environmental Protection Act (SEPA) Participation. (20 Points Possible)

Up to 20 points based on the percentage of project funded with secured funds (ie. a project that is funded 87% would receive 17.4 points)

Potential Safety Issue (10 Points Possible)

Projects receiving primary safety points are not eligible for additional points in this category.

- 10** Project addresses a documented* safety issue
- 5** Project addresses an inherently hazardous condition**

*Documented via studies or public input, not necessarily an officially recorded accident history.

**For example, adds width to shoulder, not just paving an existing gravel shoulder.

Maintenance Reduction (5 Points Possible)

- 5** Project eliminates existing, and significantly reduces future maintenance costs
- 2** Project reduces existing and future maintenance costs

Economic Development (5 Points Possible)

- 5** Project is an investment of road funds which support construction or rehabilitation of transportation infrastructure, in an area designated in the Comprehensive Plan, generating sustainable higher-skill, higher-wage jobs.
- 2** Project improves access to existing commercial, industrial or manufacturing land uses.

Freight Mobility (5 Points Possible)

- 5 Project is on a designated freight route, and enhances freight mobility through improved roadway design; such as increased turning radii or addition of truck climbing lanes.

Tabulation of Points

Primary and secondary points are totaled to give projects a raw score. Projects are ranked according to the total score awarded and are also ranked by their cost per point. To calculate the cost per point, the total project cost is divided by the total points of the project.

The final ranking will be the average of the project's point ranking and the project's cost per point ranking. Below is a sample of projects ranked by the average of the total cost per point and the point ranking:

TIP Number	Average of Total Cost Per Point and Point Ranking	Total Cost Per Point Rank	Point Rank	Title	Total Points	Total Cost Per Point
40	8.5	9	8	Stavs Bay Road Bridge, At Stavs Creek	34	\$23,235
4	8.5	1	16	Anderson Hill Road, Bridge at Little Anderson Creek	27	\$926
3	11	17	5	Newberry Hill Road Phase II, Dickey Rd to Provost Rd.	41.2	\$36,650
30	11	11	11	Carney Lake Road, Alla Vista Dr to JM Dickenson Rd	30.6	\$24,837
34	11.5	10	13	Seabeck-Holly Road Bridge, Anderson Creek	28.3	\$24,028
36	13	18	8	SW Old Clifton Road, Anderson and Berry Lake	34	\$39,647
42	13.5	14	13	Miami Beach Bridge, At Seabeck Creek	28.3	\$30,459
29	15	15	15	Tracyton Blvd, Allens Comer to Holland	28	\$33,750
43	16.5	5	28	Miami Beach Culvert Replacement	17.8	\$11,236
31	17	12	22	Southworth Drive, Olympiad Dr to Harper Dock	20.2	\$25,248
17	17.5	6	29	Otalla Valley Road Culvert Replacement	17.6	\$20,455
5	18.5	36	1	Bethel Road Widening Phase I, Lund to Salmonberry	65	\$128,154

Step 3. Technical Committee Recommendation

Scoring of the projects will be reviewed and approved by a technical committee.

The Technical Committee will consist of:

- Staff assigned to complete the initial review and scoring
- Public Works Program Managers and Directors
- Representatives from the Department of Community Development Long Range Planning Section

- Representatives from the Board of County Commissioners Office

The Technical Committee will be responsible for reviewing the scoring of the projects and coming to agreement that the projects were scored appropriately.

Prioritized projects will be placed in the financially constrained components of the system based on projected funding levels for six- and twenty-year planning horizons.

Those projects not obligated by the comprehensive plan to be funded within the 20-year planning horizon will be placed in the 'unconstrained needs list' (Tier 4).

The Director of Public Works reviews the Technical Committee recommendations and determines the implementation or construction year for the scored projects.

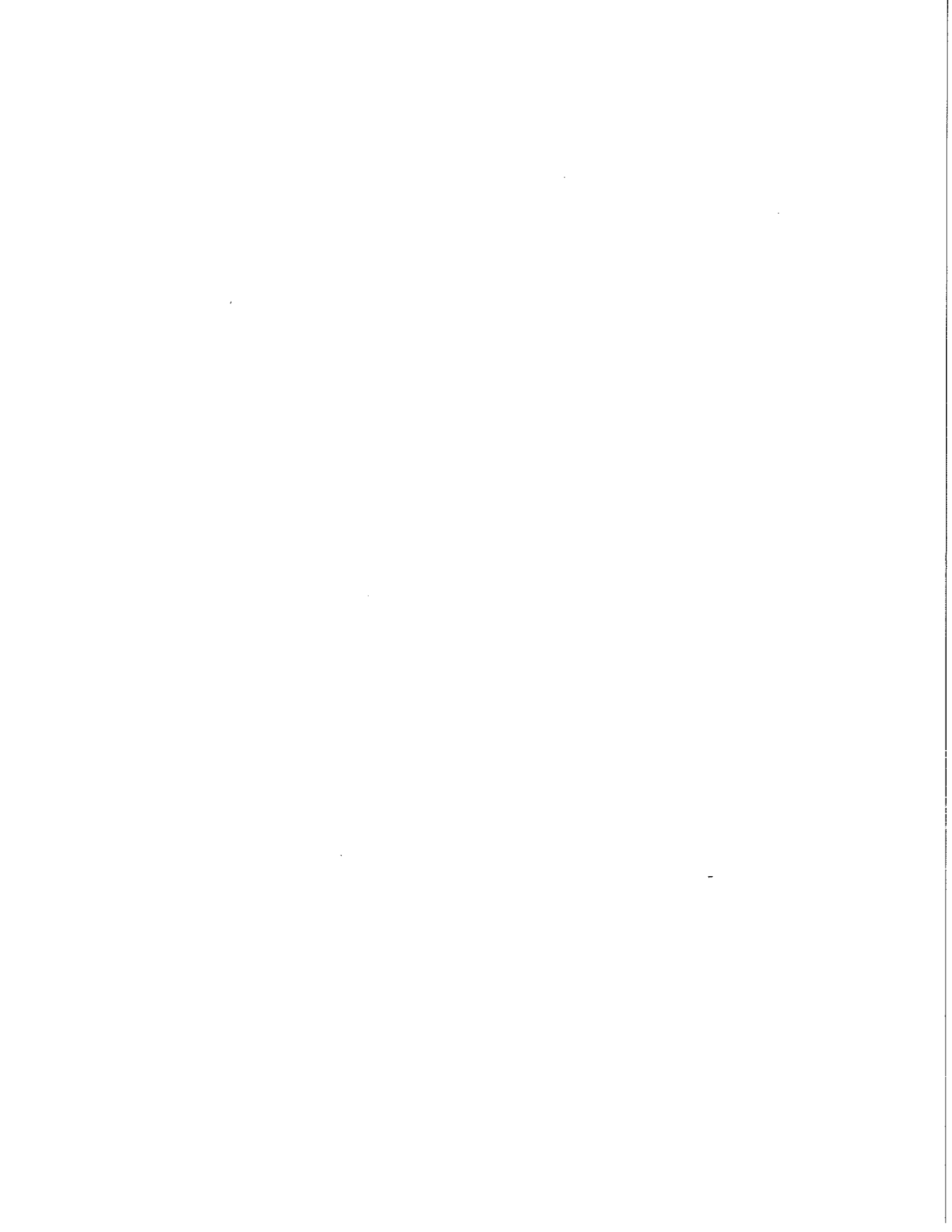
The TIP and updated Tier 2, 3 & 4 lists will be forwarded to the Board of County Commissioners' for review and approval.

Step 4. County Commissioners' Review and Approval

The Board of County Commissioners review and adopt the six-year TIP, and by doing so also update the Capital Facilities Plan.

PROJECT SELECTION PROCESS TIMELINE

Task	Description	Feb	Mar	Apr	May	June	July	Aug	Sept
1	Review Process and make necessary changes	■	■						
2	Select carryover projects from previous year		■						
3	Call for projects			■	■				
4	Update of all prioritized lists			■	■	■			
5	Selection of projects for scoring on Tier 2				■	■			
6	Project scopes, cost estimates and reviews				■	■	■		
7	Staff scoring of projects						■		
8	Committee approval of scoring						■		
9	Ranking of new Tier 2 projects							■	
10	Selection of projects for Tier TIP, budget cutoff							■	■
11	Adoption of TIP by BOCC								■



APPENDIX A
GLOSSARY

Bicycle Facility – Projects that facilitate the use or safety of bicycle transportation users within the right-of-way or on a separate right-of-way or easement. Examples include wide shoulders, bicycle lanes and hard surfaced bicycle paths, trails, etc.

Capacity – Projects designed to increase the automobile throughput of the roadway. May include additional lanes, widened shoulders or access control that effectively increases the ability of the roadway to accommodate more vehicles on existing or future travel lanes.

Capital Facilities Plan (CFP) – One of the elements of Kitsap County's comprehensive plan that is required by Washington's Growth Management Act (GMA). The Capital Facilities Plan for transportation facilities outlines existing deficiencies and financing for projects in the Transportation Improvement Program (TIP).

Environmental Retrofit – Corrections to fix unmitigated environmental impacts caused by the construction of the roadway system. The programs typically target the correction of fish barriers on the current database of County owned fish passage barriers.

Environmental/Sensitive Area Impact – Project scoring category that awards points to projects that go above the "no impact" criteria, and actually improve environmentally sensitive areas.

Financially Constrained – Projects that are financially constrained are fully funded with local, grant, SEPA mitigation funds, impact fees or have a planned and reasonable expectation to find funding from these sources.

Geometric Conditions – Project scoring category that awards points to projects that correct design deficiencies in three areas as defined in the Kitsap County Road Standards. The three areas targeted in the project selection process include the:

- Horizontal Standard – Horizontal curve alignment standards allow vehicles to maintain desired speeds while overcoming forces acting on a vehicle traversing a curve.
- Roadway Width Standard – Width standards that ensure safe travel of vehicles along the roadway.
- Vertical Standard – Minimum lengths for vertical curve alignment required to provide stopping sight distance.

Grandfathered Projects – Projects that have advanced to the TIP, and will no longer be reviewed by the project selection process to determine their priority. Projects that have advanced to the construction phase will be grandfathered and exempt from the project selection process. In addition, these projects cannot be removed from the TIP without permission of the Board of County Commissioners.

Inter-jurisdictional Coordination – the project has been planned, funded or implemented through multiple governmental organizations.

Non-motorized – A facility designed primarily for the use of pedestrians, bicyclists, or equestrians. It may be designed primarily for one of these uses or it may be designed as a joint-use facility. A non-motorized facility may be part of a roadway (such as a shoulder) or it may be separated from roadway traffic for dedicated non-motorized use (such as a hard surfaced bike lane or sidewalk).

Potential Safety Issue – An issue that has high potential to become a safety problem, even though no official accident history exists. An inherently hazardous condition.

Preservation-Bridge – Program that identifies bridge deficiencies and capital projects to correct those deficiencies. Program also identifies maintenance needs not included in the capital facilities plan.

Preservation-Road – Program that identifies road deficiencies and capital projects to correct those deficiencies. Program also identifies maintenance needs not included in the capital facilities plan.

Project Readiness – The relative readiness of a project can be determined by its ability to go to construction. Major categories of tasks to be completed prior to construction include environmental documentation, engineering and right-of-way acquisition.

Revenue and Expenditure Analysis – Best estimate of future road fund revenue and expenditure over the planning horizon of the plan or program.

Safety – Program that identifies roadway safety areas of concern by intersection, segment and spot locations. Capital projects that occur along these locations will normally address safety issues by correcting underlying causes of the safety issue.

Secured Funds – Secured funds are funds specifically assigned to a project that come from grants, impact fess or SEPA mitigation. Local road funds which are allocated to specific projects on the adopted TIP are considered secured. Funds from other county departments are not considered secured.

Significance – The relative significance of the project to the county's citizens and facility users.

- Regional Significance – Project is likely to be used by citizens from throughout the county and beyond. Typically the roadway is functionally classified as a principal arterial roadway. For projects effecting waterways, stream type is "S".
- Significant at sub-area only – Project is likely to be used by citizens of a sub-area of the county, but not the entire county. Typically the roadway is classified as a minor arterial roadway. For projects effecting waterways, stream type is "F".
- Only serves local and/or abutting properties – Project is likely to only affect local or adjacent properties. Typically the roadway is classified as a collector roadway. For projects effecting waterways, stream type is "N".

Standardized Cost Estimate – Cost estimate that has been reviewed and approved by public works as being consistent with other Kitsap County Public Works' cost estimates in the plans and programs.

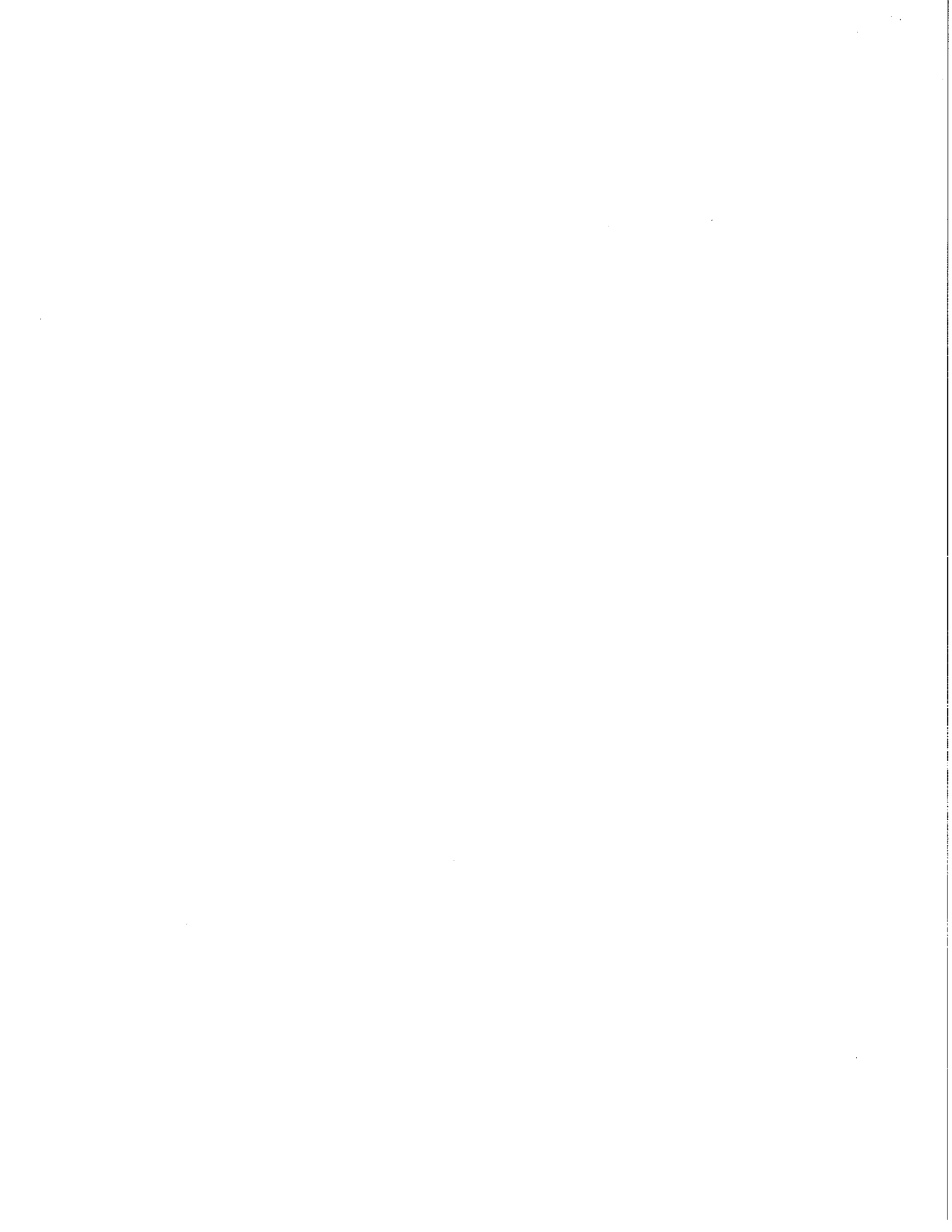
State Environmental Protection Act (SEPA) Participation – Mitigation funds or work that comes from a proponent to mitigate the effects of development.

System Connectivity – Functional design of the transportation system recognizes and provides for a series of distinct stages that are involved in making a trip. These stages are: Primary movement, collection/distribution, access, and termination. Failure to accommodate each trip stage, by suitable design, is a cause of street and highway obsolescence. Conflicts and congestion occur at interfaces between public streets and site circulation of development projects.

Transit Amenities – Bus stops, pullouts, or other capital improvements that would encourage travel timesavings or ridership increases for transit. Applies to transit amenities located on an established transit route.

Transportation Improvement Program (TIP) – A six year program of capital improvements to be completed by the Public Works Department required to be included within the Capitol Facilities Plan. Tier 1 projects.

Unconstrained Capital Facilities Plan – Projects that are identified as needs, but do not have identified funding during the CFP planning horizon. Tier 4 projects.



APPENDIX B
KITSAP COUNTY PUBLIC WORKS
CANDIDATE ROADWAY PROJECT EVALUATION FORM

Project Title:

Project Description:

Estimated Project Cost

P.E	ROW	Construction	Total

Project Location

From:

To:

Project Length (miles):

Number of Lanes

Existing:

Proposed:

Traffic Volume (AADT)

Current:

Projected:

Does the project have a dedicated funding source?

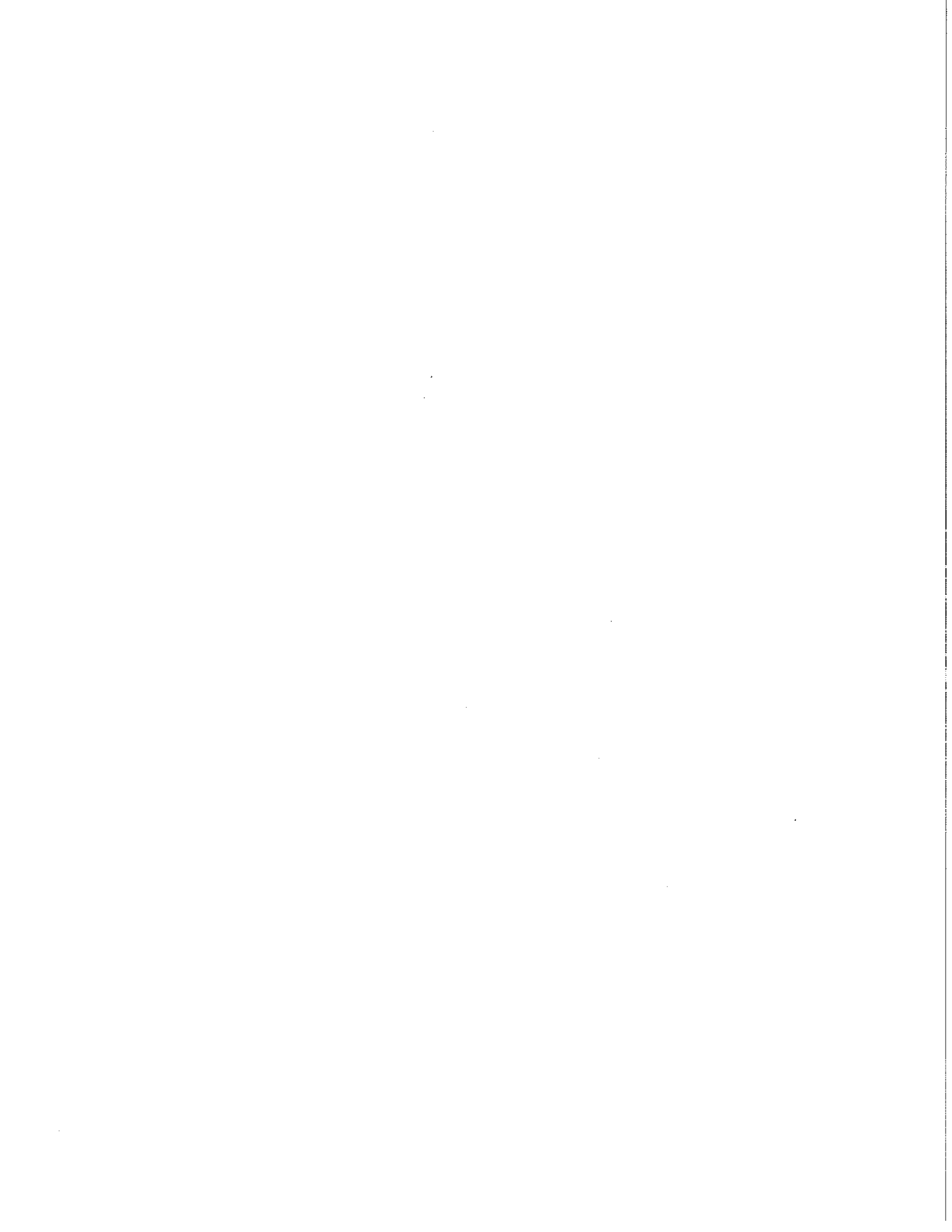
Contact Person for Project

Name:

Phone:

Please also submit any supporting documentation, which may assist us in scoring your project, such as:

- Project Contribution to CFP Goals and Objectives
- Project Specific Studies or Reports
- Project Specific Typical Subsection
- Project Location Map
- Geometric Deficiencies that would be used for scoring
- Accident History
- Matters of Significant Local Importance



APPENDIX C

Project:

Date:

Primary Scoring Categories	
Preservation Road Rank (X of X) Max. 25 Points	
Preservation Bridge Rank (X of X) Max. 25 Points	
Safety Rank (X of X) Max. 18 Points	
Capacity Rank (X of X) Max. 18 Points	
Environmental Retrofit Rank (X of X) Max. 8 Points	
Non-motorized Rank (H = 6, M = 4, L = 2, Opp = 1) Points	
Secondary Scoring Categories	
Geometric Conditions	
<p><u>Vertical Standard</u></p> <ul style="list-style-type: none"> 3 Vertical Standard – 10% of the existing alignment deviates from the design standard. 2 Vertical Standard – 5% of the existing alignment deviates from the design standard. 1 Vertical Standard – Short sections of the existing alignment deviate from the design standard. 	
<p><u>Horizontal Standard</u></p> <ul style="list-style-type: none"> 3 Horizontal Standard – Existing alignment of one or more substandard curves 15 MPH below design standards. 2 Horizontal Standard – Existing alignment of one or more substandard curves 10 MPH below design standards. 1 Horizontal Standard – Existing alignment of one or more substandard curves 5 MPH below design standards. 	
<p><u>Traveled-way Width Standard</u></p> <ul style="list-style-type: none"> 6 Roadway width Standard – Existing roadway width is more than 4 feet under design standards. 4 Roadway width Standard – Existing roadway width is between 2 and 4 feet under design standards. 2 Roadway width Standard – Existing roadway width is between 0 and 2 feet under design standards. 	
<p>Non-Motorized</p> <ul style="list-style-type: none"> 5 Project provides dedicated non-motorized facilities within an urban area, or within a 1 mile radius of a school 3 Project includes dedicated non-motorized components (sidewalk, bike-lane, separated bike path) 1 Project includes wide shoulders to accommodate non-motorized users 	

System Connectivity 5 Project adds new needed link to the countywide transportation network. 3 Project Improves existing connection of the countywide transportation network	
Transit 4 Project includes or Improves transit amenities along an existing transit route 2 Project is located along an existing transit route	
Consistency with Plans/Design Guidelines 5 Project is specifically identified in County Comp Plan, TIP, adopted sub area plan, or a completed corridor study 3 Project identified in character only (not named specifically) in County Comp Plan, TIP, adopted sub area plan, or a completed corridor study	
Environmental/Sensitive Area Impact 3 Project improves sensitive or critical areas	
Inter-jurisdictional 3 There is multi-jurisdictional participation in planning, funding or implementing this project	
Significance 5 Principal Arterial or Stream Type S 3 Minor Arterial or Stream Type F 1 Collector or Stream Type N	
Secured Funding (up to 20 points)	
Potential Safety Issue 10 Project addresses a documented safety issue 5 Project addresses an inherently hazardous condition	
Maintenance Reduction 5 Project eliminates existing, and significantly reduces future, maintenance costs 2 Project reduces existing and future maintenance costs	
Economic Development 5 Project is an investment of road funds which support construction or rehabilitation of transportation infrastructure, in an area designated in the Comp Plan, generating sustainable higher-skill, higher-wage jobs. 2 Project improves access to existing commercial, industrial or manufacturing land uses.	
Freight Mobility 5 Project is on a designated freight route, and enhances freight mobility through improved roadway design; Such as increased turning radii, or addition of truck climbing lanes.	
Primary Scoring Points: _____ Secondary Scoring Points: _____ Total Points: _____	
Total Project Cost	