

PROJECT PRIORITY RATING FOR RRR PROJECTS

Project:	Task Force Status:
Limits:	Date:

I. PLANNING CONSIDERATIONS	16 Possible Points
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A. Importance of Project in the System	13 Points	POINTS
1. National Functional Classification	(6)	
2. Pavement Classification	(3)	
3. Present Land Use Density	(4)	
B. Coordination with Other Modes		
3 Points		
1. Coordination with Transit	(2)	
2. Coordination with Non-Motorized	(1)	

II. ENGINEERING CONSIDERATIONS	84 Possible Points
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A. Traffic Operations	20 Points	POINTS
1. Turning Movements / Capacity	(2)	
2. Driveway Operation	(3)	
3. Lane Offsets at Major Intersections	(3)	
4. Percent Heavy Trucks and Buses	(6)	
5. Traffic Volume	(6)	
B. Improved Physical Road Conditions		
41 Points		
1. Grade / Base	(4)	
2. Drainage	(4)	
3. Pavement Surface	(14)	
4. Curb or Shoulder	(4)	
5. Lane Width	(3)	
6. Clearance	(4)	
7. Stopping Sight Distance	(4)	
8. Corner Sight Distance	(4)	
C. Projected Life Cycle Cost		
23 Points		

TOTAL POINTS:	
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I. PLANNING CONSIDERATIONS (16 Possible Points)

A. Importance of Project in the System (13 Possible Points)

1. National Functional Classification (3)

Rate the project according to the functional Classification of the roadway. The three categories and their point totals are as follows:

Classification	Points
- Principal Arterial	6
- Minor Arterial	4
- Collector	2
- Local <i>(Not Eligible for this Program)</i>	0

2. Pavement Classifications (2)

Rate the project according to its existing pavement classification for truck traffic. Please submit a copy of your Community's official truck operator's map if points are taken.

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Category	Points
- All Weather	2
- Class A	1
- Class B	0

3. Present Land Use Density (4)

Rate the existing land use density according to the following table:

Density	Points
- 80 - 100% Developed	4
- 60 - 79% Developed	3
- 40 - 59% Developed	2
- 20 - 39% Developed	1
- < 20% Developed	0

B. Coordination with Other Modes (3 Possible Points)**1. Coordination with Public Transit (2 Points)**

This involves road segments utilized by line haul buses operating on fixed routes. Provide a copy of SMART transit map to document this issue. Please note that while improvements for public transit are considered for purposes of awarding a RRR project, public transit improvements, whether new, relocated or reconstructed, are not eligible for funding under this program and are the responsibility of the community.

Category	Points
- New Improvements for Public Transit	2
- Line Haul Bus Route	1
- No Public Transportation	0

2. Improved Coordination with Non-Motorized Modes (1 Point)

This involves the construction of NEW non-motorized facilities with the roadwork. Please note that while the construction of sidewalks and pathways are considered for purposes of awarding a RRR project, the walkway improvements, whether new, relocated or reconstructed, are not eligible for funding under this program and are the responsibility of the community.

Category	Points
- Improves Non-Motorized Modes	1
- Does Not	0

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II. ENGINEERING CONSIDERATIONS (84 Possible Points)

A. Traffic Operations (20 Possible Points)

- 1. Turning Movements and/or Capacity (2)**
 Rate the project on the improvement proposed for the turning movements or capacity within the project being rated.

Category	Points
- Construct both right and left turn lanes or short lane gap fill-ins.	2
- Construct either right turn, left turn, passing lane, or add storage to an existing turn lane.	1
- Deceleration taper.	0.5
- No turning improvements.	0

- 2. Driveway Operations (3)**
 Rate the project on proposed driveway improvement as follows:

Category	Points
- Elimination of large graded or paved areas adjacent to road which allow drivers to enter or exit the road randomly.	3
- Closure or consolidation of driveways.	2
- Channelization resulting in restriction of undesirable turning movements and/or realignment of opposing driveways to reduce conflicts.	1
- Widening and/or addition of decel tapers.	0.5
- No driveway alterations. Driveway repaving and/or reconstruction without geometric improvement do not qualify for points.	0

- 3. Lane Offsets at Major Intersections (1)**
 Determine points based on reducing centerline offsets at signalized intersections. Offsets may occur on either the major roadway or sidestreet. Existing offset must be at least 6 feet to take points.

Corrective Action	Points
- Eliminate offset.	3
- Improve to <2 feet offset.	1
- No significant improvement.	0

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4. Percent Heavy Trucks and Buses (6)

Determine points based on the percent of existing heavy vehicle traffic the route carries. Submit traffic classification study for claiming 2 points or above.

Percent Commercial	Points	Date of Study
≥ 8%	6	
7 – 7.99%	5	
6 – 6.99%	4	
5 – 5.99%	3	
4 – 4.99%	2	
3 – 3.99%	1	
< 3%	0	

Actual Percent Heavy Truck and Buses:	
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5. Traffic Volume (6)

Determine points based on the total two-way traffic carried by the roadway in a 24 hour period. Provide a copy of a traffic count; counts must be no more than 3 years old.

Volume	Points	Date of Study
≥ 30,000	6	
25,000 – 29,999	5	
20,000 – 24,999	4	
15,000 – 19,999	3	
10,000 – 14,999	2	
5,000 – 9,999	1	
< 5,000	0	

Actual 24 Hour 2-Way Traffic Volume:	
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B. Improved Physical Road Conditions (41 Possible Points)

1. Base Repair (4)

Determine points for expected repair to soil, base and sub-base according to the table below. It is assumed that base repairs will be done in isolated areas.

Corrective Action	Points
- Base repair and subgrade undercutting with edge drain installation.	4
- Base repair and subgrade undercutting.	3
- Base repair only.	2
- No base work.	0

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2. Drainage (4)

Determine points for expected drainage improvement according to the table below. Lid adjustment for overlay thickness does not qualify as drainage improvement.

Corrective Action	Points
- Rebuild and/or complete replacement of existing drainage structures	4
- Improve system outlet and/or repair of damaged structures	3
- No Drainage work.	0

3. Pavement Surface (14)

Rate the existing physical condition of the pavement surface according to the following criteria.

Existing Deterioration as a Percent of Pavement Being Rated	Existing Condition	Existing Condition Factors
< 5%	Good	0.25
5% to 25%	Fair	0.50
26% to 50%	Poor	0.75
> 50%	Very Poor	1.00

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Refer to Pavement Surface Remedy Table on next page. If existing concrete has been previously cracked/sealed or rubbilized, points may be taken for a currently proposed treatment reflecting inclusion of crack/sealing or rubbilization without cost for these showing on PACE form. Please note on PACE form if this is the case.

Multiply the points taken for appropriate pavement remedy by the existing condition factor to determine total points for pavement surface:

$$\frac{\text{Remedy (See next page)}}{\text{Remedy (See next page)}} \times \frac{\text{Condition Factor (See Above)}}{\text{Condition Factor (See Above)}} = \text{Points}$$

INSERT TABLE HERE

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4. Curb & Shoulder (4)

Rate the existing physical condition of the curbs and/or shoulders according to the following criteria.

Existing Distress as a Percent of Curb or Shoulder Being Rated	Condition
< 5%	Good
5% to 25%	Fair
26% to 50%	Poor
> 50%	Very Poor

Determine the points for curb or shoulder-edge improvement according to the table below. Multiply the appropriate points to determine the rating points.

Corrective Action	Points	Existing Condition Factors			
		Very Poor	Poor	Fair	Good
Construct or replace all curb or pave a minimum 3' of a minimum 6' shoulder.	4	1.0	.75	.50	.25
Widen shoulder (8 ft. min.) or replace settled and/or distressed curb segments.	3				
Widen shoulder (6 ft. min.)	1				
No curb or shoulder work.	0				
$\frac{\text{Corrective Action}}{\text{Corrective Action}} \times \frac{\text{Existing Condition Factor}}{\text{Existing Condition Factor}} = \text{Points}$					

5. Improvement in Lane Width (3)

Determine the points for lane width improvement according to the table below.

Corrective Action	Points
Improve Lane Width to:	
> 12 Feet	3
> 11 Feet	2
No Improvement	0

6. Improvement in Roadside Obstacle Clearance (4)

Refer to the AASHTO Roadside Design Guide for definitions of clear zone and crashworthiness. Determine the points for roadside obstacle clearance improvement based on corrective actions noted below.

Corrective Action	Points
Remove all existing non-crashworthy fixed objects from clearzone	4
Non-crashworthy fixed objects relocated and those still in clearzone shielded as recommended.	3
Fixed objects shielded as recommended.	1
No Improvement	0

7. Improvement in Stopping Sight Distance (4)

Determine existing stopping sight distances using the AASHTO Policy on Geometric Design of Highways (Latest Edition).

Determine the points for stopping sight distance improvement according to the table below. The improvement must include all locations falling below recommended stopping sight distance.

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Multiply the appropriate factor by the appropriate points to determine the rating points.

		Existing Condition Factors			
		Existing Average Stopping Sight Distance as % of that recommended by current AASHTO Policy for Posted Speed Limit.			
Corrective Action	Points	< 75%	75 – 85%	85 – 95%	95 – 100%
Improve to \geq 100% of recommended distance.	4	1.0	0.75	0.50	0.25
Improve to 90–100% of recommended distance.	2				
Improve to 75-90% of recommended distance.	1				
No Improvement.	0				

8. Improvement in Corner Sight Distance (4)

Determine existing corner sight distances using the AASHTO Policy on Geometric Design of Highways (Latest Edition).

Determine the points for corner sight distance improvement according to the table below. The improvement must include all locations falling below recommended corner sight distance.

Multiply the appropriate factor by the appropriate points to determine the rating points.

		Existing Condition Factors			
		Existing Average Corner Sight Distance as % of that recommended by current AASHTO Policy for Posted Speed Limit.			
Corrective Action	Points	< 75%	75 – 85%	85 – 95%	95 – 100%
Improve to \geq 100% of recommended distance.	4	1.0	0.75	0.50	0.25
Improve to 90-100% of recommended distance.	2				
Improve to 75-90% of recommended distance.	1				
No Improvement.	0				

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C. Projected Unit Life Cycle Cost (23 Possible Points)

For all projects involving a complete resurfacing of either existing asphalt, concrete or composite pavements, determine points as shown below. For concrete repair or replacement projects not involving a complete overlay, determine points per Step 6 on the next page.

- Calculate total project participatory cost per RRR-PACE form. Include all participating construction, engineering and overhead/contingency items. For this rating item, do not include the construction cost of any state or federal required safety improvement such as any required sight distance improvement, fixed object removal/relocation, turn lane addition, etc. Note the cost below.

Total Project Participatory Cost = \$_____

- Determine pavement area to be treated. Include all existing pavement to be treated and proposed widening not required for safety improvement from POB to POE and from edge to edge of pavement or back to back of curbs if curb work is proposed. For this rating item, do not include area of required safety widenings.

Total Pavement Area = _____ (Width in Ft.) x _____ (Length in Ft.)

Divide by 9 = _____ Square Yards

- Determine expected service life of the proposed 3R treatment which is defined for this rating as the time in years from year of project construction to next anticipated 3R need year (not reconstruction need year). Use the table on the following page, and note the result below.

Expected Service Life = _____ Years

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EXPECTED SERVICE LIFE CORRECTION FACTORS

Existing Pavement Condition (Per Item I.B.3)	< 1000	1000 - 2999	3000 - 5999	6000 - 8999	> 9000
Good	1.50	1.25	1.15	1.00	0.85
Fair	1.25	1.15	1.00	0.85	0.75
Poor	1.15	1.00	0.85	0.75	0.60
Very Poor	1.00	0.85	0.75	0.60	0.50

Annual unit-area life cycle cost is considered the cost to perform the RRR work per square yard treated per year of expected life (\$ / Sq. Yd. / Yr). Determine as follows:

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$$\frac{\$ \text{ Total Participatory Cost (Per Item 1 above)}}{\text{Sq. Yd. / Treatment Area (Per Item 2)}} \div \frac{\text{Expected Service Life (Per Item 3)}}{\text{Years}} =$$

Annual Unit-Area Cost: \$ _____

INSTRUCTIONS: Take Points from the Table below

ANNUAL UNIT-AREA COST				ANNUAL UNIT-AREA COST			
\$	SYD	YEAR	PRICE	\$	SYD	YEAR	PRICE
		≤ 0.40	22	> 1.50	&	≤ 1.60	10
> 0.40	&	≤ 0.50	21	> 1.60	&	≤ 1.70	9
> 0.50	&	≤ 0.60	20	> 1.70	&	≤ 1.80	8
> 0.60	&	≤ 0.70	19	> 1.80	&	≤ 1.90	7
> 0.70	&	≤ 0.80	18	> 1.90	&	≤ 2.00	6
> 0.80	&	≤ 0.90	17	> 2.00	&	≤ 2.10	5
> 0.90	&	≤ 1.00	16	> 2.10	&	≤ 2.20	4
> 1.00	&	≤ 1.10	15	> 2.20	&	≤ 2.30	3
> 1.10	&	≤ 1.20	14	> 2.30	&	≤ 2.40	2
> 1.20	&	≤ 1.30	13	> 2.40	&	≤ 2.50	1
> 1.30	&	≤ 1.40	12	> 2.50			0
> 1.40	&	≤ 1.50	11				

For Concrete Repair or Replacement Projects not involving a complete resurfacing. Points for unit life-cycle cost shall be determined per Steps 1 through 5 above but with your choice of one of the following two methods for determining 3R Treatment Area and Expected 3R Service Life instead of Steps 2 and 3 above.

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Method A:

3R Treatment Area equals area of roadway segment to receive repairs. POB is fir joint of fire repair and POE is last joint of last repair. If an untreated roadway segment of more than 1,000 feet falls between treatment areas, the separate treatment areas shall be measured separately and totaled without including the untreated area. If all of the repairs are to be on one side of the road or boulevard centerline, the width of the 3R Treatment Area shall be only the repaired half of the roadway.

AND

Expected 3R Service Life shall be that remaining in the existing unrepaired pavement and shall be calculated as 30 years minus existing pavement age with a minimum of 5 years for existing pavements older than 25 years.

Method B:

3R Treatment Area equals are of slab replacement only (note – joint repair and profiling treatments must use Method A, above).

AND

Expected 3R Service Life shall be that of the new slabs - - usually 20 years for concrete slabs and 15 years for full depth asphalt replacement of slabs.

Traffic Volume Per Lane (4)

To determine points, divide the 2-way, 24 hour volume counts by the number of through lanes. Counts must be no more than 3 years old.

$$\frac{\text{(24 Hr. Count)}}{\text{(# of thru lanes)}} = \text{(Vol. Per lane)}$$

Volume Per Lane	Points
≥ 9,000	4
6,000 – 8,999	3
3,000 – 5,999	2
1,000 – 2,999	1
< 1,000	0

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