



# Oakland County PROJECT PRIORITY RATING PACKET FOR RRR PROJECTS

Federal Aid Committee

<b>Project:</b>	<b>Submitting Agency:</b>
<b>Limits:</b>	<b>Date:</b> <b>Fiscal Year:</b>

## I. PLANNING CONSIDERATIONS

### A. IMPORTANCE OF PROJECT IN SYSTEM **10 Points** **Points**

	1. National Functional Classification	(8)	
	2. Urban Boundary	(1)	
	3. National Highway System	(1)	

## II. ENGINEERING CONSIDERATIONS

### A. Traffic Operations **25 Points** **Points**

	1. Turning Movements and Capacity	(3)	
	2. Driveway Operation	(3)	
	3. Percent Heavy Trucks and Buses	(7)	
	4. Traffic Volume	(12)	

### B. Improved Physical Road Conditions **32 Points** **Points**

	1. Base Repair	(4)	
	2. Edge Drain/Ditch	(4)	
	3. Curb or Shoulder	(4)	
	4. Expected Service Life	(15)	
	5. Roadside Obstacle Clearance	(2)	
	6. Corner Sight Distance	(3)	

## III. FUNDING CONSIDERATIONS

### A. Project Life Cycle Cost **27 Points** **Points**

	A. Project Life Cycle Cost	(24)	
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### B. Local Contribution **3 Points** **Points**

	B. Local Contribution	(3)	
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<b>Total Possible Points:</b>	<b>Points Taken:</b>
<b>94</b>	

<i>Technical Committee Use Only</i>	
<b>Reviewed By:</b>	
<b>Final Total Points:</b>	

**I. PLANNING CONSIDERATIONS (10 Possible Points)**

**A. Importance of Project in the System (10 Possible Points)**

**1. National Functional Classification (8)**

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

<b>Classification</b>	<b>Points</b>
- Principal Arterial	8
- Minor Arterial	6
- Collector	4
- Local <i>(Not Eligible for this Program)</i>	0

**2. Urban Boundary (1)**

Will the project be located within the census defined urban boundary?

Yes	1
No	0

**3. National Highway System (1)**

Will the project be on a National Highway System designated roadway?

Yes	1
No	0

**II. ENGINEERING CONSIDERATIONS (57 Possible Points)**

**A. Traffic Operations (25 Possible Points)**

**1. Turning Movements and Capacity Improvements (3)**

Check all that apply.

Construct Right Turn Lane(s)/Deceleration Taper(s)	1
Construct Left Turn Lane(s)	1
Construct Passing Lane(s)	1
<b>Total</b>	

**Justification:** \_\_\_\_\_

**2. Driveway Operations and Access Management (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
- No driveway alterations. Driveway repaving and/or reconstruction without geometric improvement do not qualify for points.	0

**Justification:** \_\_\_\_\_

**3. Percent Heavy Trucks and Buses (7)**

Determine points based on the percent of existing heavy truck and bus traffic the route carries. Provide a copy of a count that is a minimum of two consecutive hours; counts must be no more than 3 years old. A truck is defined by FHWA as a passenger-carrying bus, or any other 6 tire vehicle, at a minimum. FHWA vehicle classifications 4 through 13 qualify. See <http://www.oaklandfac.org/trucks.pdf> for graphic examples of vehicle classifications.

Percent Trucks and Buses	Actual Percent	Points
≥7 %		7
6 – 6.99%		6
5 – 5.99%		5
4 – 4.99%		4
3 – 3.99%		3
2 - 2.99%		2
1 < 1.99%		1
≤ .99%		0

<b>Date of Classification Study</b>	
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**4. Traffic Volume (12)**

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	Actual 24 Hour Count	Points
≥ 30,000		12
27,500-29,999		11
25,000-27,499		10
22,500-24,999		9
20,000-22,499		8
17,500-19,999		7
15,000-17,499		6
12,500-14,999		5
10,000-12,499		4
7,500-9,999		3
5,000-7,499		2
2,500-4,999		1
≤ 2,500		0

<b>Date of Traffic Count Study</b>	
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**B. Improved Physical Road Conditions (32 Possible Points)**

**1. Base Repair (4)**

Calculate the total pavement area (not including curb and shoulder) within the project limits. Then calculate the total base area to be repaired/replaced and then what percent of the total base area to be repaired/replaced.

Total Project Area	Syd
Total Area of Base to be Repaired/Replaced	Syd
<b>Percent of Total Project Area to be Repaired/Replaced</b>	<b>%</b>

Points added below based on percentage calculated above.

<b>Percent of Total Project Area to be Repaired/Replaced</b>	<b>Points</b>
>50%	4
25% - 50%	3
5% - 25%	2
< 5%	1
>0%	0

**2. Edge Drain/Ditch (4)**

Calculate the total length of edge drains or ditches within the project limits on both sides. Then calculate the total length of edge drains or ditches to be installed on both sides and then calculate what percent of the total length to be installed.

Total Project Length	Ft
Total Length of Drainage to be Installed	Ft
<b>Percent of Total Project Length to be Installed</b>	<b>%</b>

Points added below based on percentage calculated above.

<b>Percent of Total Project Length to be Installed</b>	<b>Points</b>
>50%	4
25% - 50%	3
5% - 25%	2
< 5%	1
>0%	0

3. **Curb & Shoulder (3 feet paved minimum) (4)**  
 Calculate the total length of curb and shoulder within project limits. Then calculate the total length to be paved/repaired/replaced and what percent of the total length needs to be repaired/replaced.

Total Length of Curb and/or Shoulder	Ft
Total Length of Curb and/or Shoulder to be paved/repaired/replaced	Ft
<b>Percent Of Curb And/Or Shoulder To Be Paved/Repaired/Replaced</b>	<b>%</b>

Points added below based on percentage calculated above.

<b>Percent Of Curb/Shoulder To Be Paved/Repaired/Replaced</b>	<b>Points</b>
>50%	4
26% - 50%	3
6% - 25%	2
< 5%	1
0%	0

**4. Expected Service Life (15)**

Refer to the Expected Surface Life and Pavement Remedy Table below. Determine the expected service life for treatment and annotate below. Service life in years is equivalent to points taken. If the proposed project has segments with different repair strategies, rate on the segment comprising the majority of the treatment type.

Note: 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.

$$\underline{\hspace{10em}} = \underline{\hspace{10em}} \text{ Points}$$

**Expected Service Life (Yrs) (See Table Below)**

***Pavement Surface Remedy And Expected Service Life Table (RRR)***

<u>Pavement Surface Remedy</u>	<u>Expected Service Life</u>		
<b>Existing PCC Pavement</b>	<b>HMA Paving</b>	<b>PCC Paving</b>	
<b>Proposed or Existing Pavement Pre-Treatment</b>	<b>3"Min</b>	<b>PCC Repairs</b>	<b>White Topping (4"Min)</b>
Distressed PCC slab replacement	N/A	12	N/A
Distressed PCC slab replacement with diamond grinding (profiling)	N/A	15	N/A
PCC patches, slab & joint repairs, as needed	15	N/A	15
Crack and seat existing PCC.	10	N/A	15
<b>Existing HMA Pavement</b>	<b>HMA Paving</b>	<b>PCC Paving</b>	
<b>Proposed or Existing Pavement Pre-Treatment</b>	<b>3" Min</b>	<b>White Topping (4" Min)</b>	
Full-depth in-place recycling of existing HMA pavement, or pulverize (rubilize)	15	15	
Mill off deteriorated pavement surface	12	15	
Isolated pavement patching (saw cut existing, remove and replace full-depth).	10	15	
No or minor pretreatment (skin patching, joint repair, etc.)	8	15	
<b>Existing Composite Pavement</b>	<b>HMA Paving</b>	<b>PCC</b>	
<b>Proposed or Existing Pavement Pre-Treatment</b>	<b>3" Min</b>	<b>White Topping (4" Min)</b>	
Mill off the deteriorated pavement surface of the HMA portion of composite pavement. Significant repair of PCC substrate as required.	15	15	
No or minor pretreatment (skin patching, joint repair, etc.)	9	15	

- 5. Roadside Obstacle Clearance (2)**  
 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	2
Fixed objects shielded as recommended.	1
No Improvement	0

**Justification:** \_\_\_\_\_

- 6. Improvement in Corner Sight Distance (3)**  
 Determine points for corner sight distance improvements based on the level of improvements to be made.

Corner Sight Distance Improvements	Points
Both Major and Minor Improvements	3
Major Improvements (Include hill cut, structure)	2
Minor Improvements (Include tree removal, brush)	1
No Corner Sight Distance Improvements	0

**Justification:** \_\_\_\_\_



**III. FUNDING CONSIDERATIONS (27 POSSIBLE POINTS)**

**A. Projected Unit Life Cycle Cost (24 Possible Points)**

For all projects involving a complete resurfacing of either existing asphalt, concrete or composite pavements, determine points as shown below:

**Cost of Construction:** Calculate the construction cost per RRR-PACE form, include both the federal and local share. Construction cost **does not** include inflation and construction engineering. Note the cost below.

**Cost of Construction (Sub-total Construction from PACE Form) = \$\_\_\_\_\_**

**Treatment Area:** Determine pavement area to be treated. Include all existing pavement to be treated and proposed widening from POB to POE and from edge to edge of pavement or back to back of curbs if curb work is proposed. For Concrete Repair or Replacement Projects not involving a complete resurfacing, the Treatment Area shall be determined by your choice of one of the two following methods:

- **Method A:**  
3R Treatment Area equals area of roadway segment to receive repairs. POB is first joint of first repair area and POE is last joint of last repair. If an untreated roadway segment of more than 250 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.

**Total Pavement Area = \_\_\_\_\_ Syd**

**OR**

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

\_\_\_\_\_ (Width in Ft.) x \_\_\_\_\_ (Length in Ft.) / Divide by 9

**Total Pavement Area = \_\_\_\_\_ Syd**

**Justification:** \_\_\_\_\_

**Projected Unit Life Cycle Cost (continued)**

Use the Pavement Surface Remedy And Expected Service Life Table on page 7 and determine expected service life for the appropriate combination of pre-treatment and treatment. If the proposed project has segments with different repair strategies, rate on the segment comprising the majority of the treatment type.

- 1. Annual unit-area life cycle cost is the cost of construction, per square yard treated, per year of expected life. Determine as follows:**

Cost of Construction <i>(Not including inflation or CE)</i>	Treatment Area	Expected Service Life <i>(Per Table on Page 7)</i>	<b>Annual Unit Area Cost</b> Formula= Cost of Construction/ Treatment Area/ Expected Service Life
\$	Syd	Yrs	\$

**Annual Unit-Area Cost**

Cost Per Syd Per Year			POINTS
		≤ 2.00	24
> 2.00	&	≤ 2.10	23
> 2.10	&	≤ 2.20	22
> 2.20	&	≤ 2.30	21
> 2.30	&	≤ 2.40	20
> 2.40	&	≤ 2.50	19
> 2.50	&	≤ 2.60	18
> 2.60	&	≤ 2.70	17
> 2.70	&	≤ 2.80	16
> 2.80	&	≤ 2.90	15
> 2.90	&	≤ 3.00	14
> 3.00	&	≤ 3.10	13
> 3.10	&	≤ 3.20	12
> 3.20	&	≤ 3.30	11
> 3.30	&	≤ 3.40	10
> 3.40	&	≤ 3.50	9
> 3.50	&	≤ 3.60	8
> 3.60	&	≤ 3.70	7
> 3.70	&	≤ 3.80	6
> 3.80	&	≤ 3.90	5
> 3.90	&	≤ 4.00	4
> 4.00	&	≤ 4.10	3
> 4.10	&	≤ 4.20	2
> 4.20	&	≤ 4.30	1

**B. Local Contribution**

**(3)**

Determine the points for the local funding contribution according to the table below.

<b>Local Contribution</b>	<b>Points</b>
- 50% Local Share	3
- 40% Local Share	2
- 30% Local Share	1
- 20% Local Share	0

**\*When points are awarded for a Local Contribution higher than 20%, the project federal share will be capped at the amount on the Funds Requested line on page 2 of the PACE form.**