

I. Planning Considerations

A. Importance of Project in System

1. National Functional Classification
Each application is to include a copy of the NFC map, with the project location highlighted. Current NFC information is available at: <http://www.mcgi.state.mi.us/nfc/>. Select LAYERS and check 'FHWA Approved NFC'.
2. Urban Boundary
Current Urban Boundaries are available at: <http://www.mcgi.state.mi.us/nfc/>. Select LAYERS and check 'Adjusted Census Urban Boundary'.
3. National Highway System
Current Urban Boundaries are available at: <http://www.mcgi.state.mi.us/nfc/>. Select LAYERS and check 'FHWA Approved NHS'.

II. Engineering Considerations

A. Traffic Operations

1. Turning Movements and Capacity
Check all the apply; provide justification. Reviewer will confirm that appropriate pay items and sufficient quantities are provided to support claim.
2. Driveway Operation and Access Management
Check the one selection that applies; provide justification. Note if driveway is currently active, whether its removal is already agreed upon or aspirational. Reviewer will confirm that appropriate pay items and sufficient quantities are provided to support claim. Please include driveway photos in the application.
3. Percent Heavy Trucks and Buses
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 <https://www.rcocweb.org/DocumentCenter/View/9515/Vehicle-Classifications> for graphic examples of vehicle classifications. ***Due to the COVID-19 pandemic, applications for funding in FY-2025 must have counts dated in 2020 or newer.***
4. Traffic Volume
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 encompassing at least 24 consecutive hours. Generally, counts must be no more than 3 years old. ***Due to the COVID-19 pandemic, applications for funding in FY-2025 must have counts dated in 2020 or newer.***

B. Improved Physical Road Conditions

1. Base Repair

If a project requires more than 50% of the base to be repaired, it is considered 4R project and does not qualify for this program. For the purposes of this funding application, base repairs are considered undercutting repairs to the sub-grade of rigid or flexible pavements. Pulverizing pavements for use as a stone platform for paving (i.e. crush and shape operations) does not qualify. Nor does crack and seat existing PCC pavement or PCC patching count as base repair. Reviewer will confirm that appropriate pay items and sufficient quantities are provided to support claim.

2. Subsurface Pavement Repair

For the purposes of this funding application, pavement repairs are considered HMA or PCC full depth patches, joint repairs, or slab replacements, said repaired pavement to be overlaid. Crack and seating pavements or pulverizing pavements for use as a stone platform for paving (i.e. crush and shape operations) does not qualify. Nor does crack and seat existing PCC pavement. Reviewer will confirm that appropriate pay items and sufficient quantities are provided to support claim.

3. Edge Drain / Ditch

Percent of project length is calculated as the ratio of edge drains installation and/or ditch establishment to twice the centerline length of the project. Reviewer will confirm that appropriate pay items and sufficient quantities are provided to support claim.

4. Curb / Shoulder

Percent of pavement edge treatment is calculated as the ratio of linear footage of curb and/or shoulder to be paved/ repaired/ replaced to the total cumulative length of the pavement edge. Reviewer will confirm that appropriate pay items and sufficient quantities are provided to support claim.

5. Expected Service Life

If the proposed project has segments with different repair strategies, rate on the segment comprising the majority (>50%) of the treatment type, as measured by pavement area. Provide detailed information to support this decision.

If the pavement repair strategy involves pulverizing or crack and seat pavement, reviewer is to confirm that appropriate pay items (replacement of curbs/shoulders and adjusting driveways) and sufficient quantities are provided to support claim.

If the pavement repair strategy selected is for in-place recycling of HMA pavement, the project must utilize this method for the majority of the project. Reviewer will not award full points unless PACE form indicates appropriate quantities for curb and driveway replacement. Any reduction to existing base to incorporate crushed HMA is not allowed.

6. Roadside Obstacle Clearance

AASHTO Roadside Design Guide is basis for definitions of crashworthiness and clear zone. For the purposes of this funding application, existing non-crashworthy fixed objects do not include roadside barrier used for access control or channelizing traffic movements. Check the one selection that applies; provide justification. Reviewer will confirm that appropriate pay items and sufficient quantities are provided to support claim.

7. Corner Sight Distance

Check the one selection that applies; provide justification. Improvements claimed for tree and/or brush work is expected to be total removals, not just trimming or pruning. Reviewer will confirm that appropriate pay items and sufficient quantities are provided to support claim.

III. Funding Considerations

A. Project Life Cycle Cost

B. Local Contribution

IV. PACE Form

- All project considerations which claim points on the 3R application must be correlated with pay items, quantities, and appropriate unit costs on the PACE Form. Any consideration that does not have a specifically attributable PACE cost will result in points being deducted from the application for that consideration.
- The Activity Details on the PACE are intended to be an aide to the preparer, so common project items are not overlooked. The preparer is free to add rows within any Project Activities to better reflect the specific characteristics of the project being proposed. Conversely, the preparer is allowed to condense the Activity Details into a Lump Sum, so long as the detail is not required to support the points claimed on the 3R application. In that case, the appropriate Activity Details, quantities, and unit costs must be provided, or the points will be deducted.
- Upgrading pedestrian sidewalk ramps to be ADA compliant are considered routine and required expenses. Such work will not be the basis for additional points but must be accounted for in the PACE. Reviewers are to check aerial images (Google Earth, Bing Maps, etc.) and /or Street View to see if there may be ramps needed to be corrected. If the PACE has overlooked this item, then the FAC reserves the right to estimate the number ramps and a typical unit cost and use the resultant project cost in calculating the Project Life Cycle Cost, adjusting the points awarded as appropriate. However, the original PACE Funds Requested will **not** be adjusted for the project application.
- Work Zone Traffic Control typically comprises from 6 to 10 percent of the total construction costs. The low end of the range would be expected for simple jobs where the road segment can be closed and traffic detoured, with the percent share increasing with more complex staging of traffic. It is expected that at least 6 percent is shown in the PACE, either as a series of specific Activity Details or as a Lump Sum.