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*The mission of the Traverse Transportation Coordinating Initiative (TTCI) is to provide coordinated leadership and direction for the development and conduct of the continuing, cooperative & comprehensive transportation planning process for the Traverse City urban area.*

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## **TTCI Policy Board Agenda**

### **SPECIAL MEETING**

**Monday, April 1<sup>st</sup>, 2024 3:00 PM**

In-Person at the MI Works! Conference Room  
1209 S Garfield Ave # C, Traverse City, MI 49686

Or via zoom at:

**Join Zoom Meeting**

<https://us02web.zoom.us/j/87094766409>

**Meeting ID: 870 9476 6409**

- 1) Introductions and Roll Call of Voting Members (See **attached, Page 2**)
- 2) January 9<sup>th</sup>, 2024 Policy Board Meeting Minutes (See **attached, Page 3**)
- 3) New Business
  - a) Call for Project and TIP process (See **attached, Page 6 onwards**)
- 4) Roundtable Updates
- 5) Member Comments/Discussion of future agenda items
- 6) Next Meeting
- 7) Adjourn

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**TTCI POLICY BOARD MEMBER LIST**

<b>Name</b>	<b>Title</b>	<b>Organization</b>	<b>Email</b>	<b>Phone</b>	<b>Officers</b>	<b>Voting Member</b>
Don Mayle	MDOT SPS Supervisor	MDOT	<a href="mailto:MayleD@michigan.gov">MayleD@michigan.gov</a>	517-243-8589		Yes
Haider Kazim	Road Commissioner	GTCRC	<a href="mailto:hkazim@gtrc.org">hkazim@gtrc.org</a>	231-922-1888		Yes
Brendan Mullane	Manager	LCRC	<a href="mailto:bmullane@leelanauroads.org">bmullane@leelanauroads.org</a>	231-271-3993	<b>Secretary</b>	Yes
Brad Jewett	Commissioner	Grand Traverse County	<a href="mailto:bjewett@gtcountymi.gov">bjewett@gtcountymi.gov</a>	231-633-9421		Yes
Deborah Allen	Leelanau County Administrator	Leelanau County	<a href="mailto:dallen@leelanau.gov">dallen@leelanau.gov</a>	12312568100		Yes
Doug White	Supervisor	Acme Township	<a href="mailto:dwhite@acmetownship.org">dwhite@acmetownship.org</a>	231-938-1350		Yes
Midge Werner	Supervisor	Bingham Township	<a href="mailto:jmw202@gmail.com">jmw202@gmail.com</a>			Yes
Nicole Blonshine	Supervisor	Blair Township	<a href="mailto:supervisor@blairtownshipmi.gov">supervisor@blairtownshipmi.gov</a>			Yes
Beth Friend	Supervisor	East Bay Township	<a href="mailto:bfriend@eastbaytwp.org">bfriend@eastbaytwp.org</a>	231-947-8719	<b>Chair</b>	Yes
Jeff Shaw	Supervisor	Elmwood Township	<a href="mailto:supervisor@elmwoodmi.gov">supervisor@elmwoodmi.gov</a>	231-946-0921		Yes
Chuck Korn	Supervisor	Garfield Township	<a href="mailto:ckorn@garfield-twp.com">ckorn@garfield-twp.com</a>		<b>Vice Chair</b>	Yes
Andy Marek	Treasurer	Green Lake Township	<a href="mailto:treasurer@greenlaketownship.org">treasurer@greenlaketownship.org</a>			Yes
Ron Lemcool	Supervisor	Long Lake Township	<a href="mailto:Supervisor@LongLakeTownship.com">Supervisor@LongLakeTownship.com</a>	231-946-2249		Yes
Isaiah Wunsch	Supervisor	Peninsula Township	<a href="mailto:supervisor@peninsulatownship.com">supervisor@peninsulatownship.com</a>	231-223-7323		Yes
Elizabeth Vogel	City Manager	Traverse City	<a href="mailto:evogel@traversecitymi.gov">evogel@traversecitymi.gov</a>			Yes
Kelly Dunham	Executive Director	BATA	<a href="mailto:dunhamk@bata.net">dunhamk@bata.net</a>	231-933-5544	<b>Treasurer</b>	Yes
<b>Alternatives</b>						
<b>Alternatives</b>	<b>Title</b>	<b>Organization</b>	<b>Email</b>	<b>Phone</b>	<b>Officers</b>	<b>Alternate Voting Member</b>
Dan Wagner	MDOT TC TSC Manager	MDOT	<a href="mailto:wagnerD2@michigan.gov">wagnerD2@michigan.gov</a>	231-340-9295		Yes #1
Krista Phillips	MDOT TC TSC Operations Engineer	MDOT	<a href="mailto:phillipsK7@michigan.gov">phillipsK7@michigan.gov</a>	989-245-2173		Yes #2
Dan Watkins	Road Commission Manager	GTCRC	<a href="mailto:dwatkins@gtrc.org">dwatkins@gtrc.org</a>	231-922-4849 x 229		
Craig Brown	Engineer	LCRC	<a href="mailto:cbrown@leelanauroads.org">cbrown@leelanauroads.org</a>	231-271-3993		Yes
Nate Alger	County Administrator	Grand Traverse County	<a href="mailto:nalger@gtcountymi.gov">nalger@gtcountymi.gov</a>			Yes
Chet Janik	Assistant City Manager	Traverse City	<a href="mailto:cjanik@traversecitymi.gov">cjanik@traversecitymi.gov</a>	231-922 4444		Yes #1
Mitchel Treadwell	City Commissioner	Traverse City	<a href="mailto:mtreadwell@traversecitymi.gov">mtreadwell@traversecitymi.gov</a>	231-492 6943		Yes #2
Steve Patmore	Zoning Administrator	Bingham Township	<a href="mailto:zoningadmin@suttonsbaytwp.com">zoningadmin@suttonsbaytwp.com</a>			Yes
Lynette Wolfgang	Clerk	Blair Township	<a href="mailto:clerk@blairtownship.org">clerk@blairtownship.org</a>	(231) 276-9263		Yes
Claire Karner	Director of Planning & Zoning	East Bay Township	<a href="mailto:ckarner@eastbaytwp.org">ckarner@eastbaytwp.org</a>	231-947-8681 x2		Yes
John Sych	Planning Director	Garfield Township	<a href="mailto:jsych@garfield-twp.com">jsych@garfield-twp.com</a>	231-225-3155		Yes
Jenn Cram	Director of Planning & Zoning	Peninsula Township	<a href="mailto:planner@peninsulatownship.com">planner@peninsulatownship.com</a>	231-223-7314		Yes
Phil Masserant	Communications and Development Director	BATA	<a href="mailto:lingaure@bata.net">lingaure@bata.net</a>	231-933-5534		Yes
Bob Neleson	Airport Engineer	Cherry Capital Airport	<a href="mailto:bob.nelesen@tvairport.com">bob.nelesen@tvairport.com</a>			
Mark Bishop	Chief Financial Officer	Cherry Capital Airport	<a href="mailto:mark.bishop@tvairport.com">mark.bishop@tvairport.com</a>			

# Traverse Transportation Coordinating Initiative (TTCI)

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*The mission of the Traverse Transportation Coordinating Initiative (TTCI) is to provide coordinated leadership and direction for the development and conduct of the continuing, cooperative & comprehensive transportation planning process for the Traverse City urban area.*

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**Monday, January 9th, 2023 at 3:00 pm**

**1209 S Garfield Avenue Suite C, Traverse City, MI or Via Zoom**

**Draft - MEETING MINUTES - Draft**

## **Call to Order**

Chair Kelly Dunham called the meeting to order at 3:01 pm on Monday, January 9<sup>th</sup>, 2024. A quorum was present through the 3/5 Transportation Agency and 2 Local Unit Representatives rule contained within the TTCI Policy Board Bylaws.

## **Roll Call of Voting Members**

**Roll Call:** Voice introduction of membership was accepted as roll call.

**Present:**

Mitchel Treadwell (Traverse City)  
Kelly Dunham (BATA)  
John Sych (Garfield Charter Twp).  
Brad Jewett (Grand Traverse County).  
Beth Friend (East Bay Twp)  
Jeff Shaw (Elmwood Twp.)  
Brendan Mullane (Leelanau County Road Commission)  
Don Mayle (MDOT)  
Ron Lemcool (Long Lake Twp.)  
Andy Marek (Green Lake Twp.)  
Isaiah Wunsch (Peninsula Twp.)  
Midge Warner (Bingham Twp.)  
Deborah Allen (Leelanau County)  
Nicole Blonshine (Blair Twp.)  
Dan Watkins (Grand Traverse County Road Commission)  
Jenn Cram (Peninsula Twp.)  
Dan Wagner (MDOT)

**Others present:**

Wayne Schoonover (Grand Traverse County Road Commission)  
Rob Carson (NN),  
Isha Pithwa (NN),  
Dana O'Del (NN)

## **Introduction and Approval of Agenda and Meeting Minutes from 12/11/2023 (action requested)**

Chair Kelly Dunham asked if there needed to be any changes to the agenda. . No changes were stated.

*Motion by Brad Jewett supported by Jeff Shaw to approve the agenda as presented. Motion carried unanimously*

Chair Kelly Dunham asked if there needed to be any changes to the meeting minutes. No changes were stated.

*Motion by Ron Lemcool supported by Brad Jewett to approve the meeting minutes as presented. Motion carried unanimously*

## **Conflict of Interest**

No conflicts stated.

## **Public Comment**

None.

## **New Business**

### **1. Update on TTCI Technical Committee and Actions**

TTCI Technical Committee met in December which was their first formal meeting. The committee reviewed and adopted the bylaws. Election of officers took place: Chair – John Sych, V-Chair – Derek Weichlein, Secretary – Shawn Winter and Treasurer – Lindsey Wolf. Upcoming items for review including call for projects and updating the UWP.

### **2. TTCI By-Law Update and Approval (action requested)**

The bylaws are attached to the agenda with changes highlighted. These bylaws are in alliance with the FY calendar as it was structured previously.

*Motion made to approve the bylaws Brad Jewett supported by Beth*

### **3. Election of Officers (action requested)**

Kelly Dunham nominated Beth Friend for the Chair position. There were no other nominations. *Motion to close nominations made by Isaiah Wunsch and supported by Jeff Shaw. Motion carried unanimously*

Beth Friend nominated Kelly Dunham for the Secretary position. There were no other nominations.

*Motion to close nominations made by Jeff Shaw and supported by Isaiah Wunsch. Motion carried unanimously*

Kelly Dunham nominated Chuck Korn for the Vice-Chair position. There were no other nominations.

*Motion to close nominations made by Isaiah Wunsch and supported by Jeff Shaw. Motion carried unanimously*

Kelly Dunham nominated Brendon Mullane for the Secretary position. There were no other nominations.

*Motion to close nominations made by Isaiah Wunsch and supported by Jeff Shaw. Motion carried unanimously*

## **Old Business**

### **1. Review of proposed digitized ACUB Boundary for TTCI MPO provided by MDOT (action requested)**

Reviewed the proposed ACUB boundary which was discussed and submitted for digitizing. There were no questions and comments on the map. There was no motion needed and the committee approved the map. NN will email the digital copy to the committee.

### **2. TTCI Staff Updates and TTCI Processes**

Reviewed the proposed ACUB boundary which was discussed and submitted for digitizing. There were no questions and comments on the map. There was no motion needed and the committee approved the map. NN will email the digital copy to the committee. The policy board took actions on sending an offer letter to Barry Hicks (starting with the organization on January 16<sup>th</sup>). Networks Northwest will be having a Pre - Unified work program meeting with MDOT in early February. One of the first processes would be structuring the policy for Call for projects along with the UWP. Other policies also will be drafted along with coordination and data collection that will need to occur through the MPO. There will also be coordination with public safety for traffic crash counts etc.

## **Board Members Comments**

Request to NN staff for sending the meeting schedules via email as well as print them.

## **Transportation Agency Updates**

TC – Hammond Hartman bridge update meeting next Thursday at road commissions office and they are looking for more location options but currently it is not viable.

## **Public Comments**

None Stated

## **Adjourn**

Meeting Adjourned at 3:28 pm

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# Application & Instructions for Transportation Improvement Program Projects

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**Draft 4/01/2024**



**Traverse Transportation Coordinating Initiative**

PO Box 506

Traverse City, MI 49685-0506

(231) 929-5000

# Application & Instructions for Transportation Improvement Program Projects

## Introduction

The purpose of this document is to provide a guide concerning the Traverse Transportation Coordinating Initiative's (TTCI) Prioritization Process. This process is used to prioritize and award Federal Surface Transportation funding for projects that further the established goals of the TTCI.

## Goals and Objectives

Since the Transportation Improvement Program (TIP) is the short-range planning element of the Metropolitan Transportation Plan, each TIP project must comply with the goals and objectives listed in the Metropolitan Transportation Plan (MTP). In addition to the goals and objectives in the MTP, the TTCI has adopted goals to help facilitate the prioritization of funds in the TIP and guide the process. These goals include:

1. Foster coordination and participation within the region, the TTCI will attempt to fund at least one project per Act51 Agency every two TIP cycles.
2. Develop every project in coordination with adopted Transportation Performance Measures.
3. Affirm adopted projects reflect the goals of the MTP.
4. Encourage local agencies to coordinate with each other in preventative maintenance projects for funding.
5. Coordinate various funding sources for projects.
6. Projects with local significance.
7. Include an out year call for projects during each TIP development for a two year overlap of projects.
8. Promote cost effectiveness of project and Transportation Asset Management Council (TAMC) goal of applying the right fix at the right time.

## Eligible Projects

To be eligible to apply for and receive Surface Transportation Program (STP) funding, or to receive any additional funding received through inclusion in the Traverse Transportation Coordinating Initiative's Transportation Improvement Program (TIP), a project must be:

1. Proposed by an agency eligible to receive transportation funding through the State of Michigan.
2. Within the Metropolitan Planning Area Boundary.
3. Proposed by an active and eligible member of the Technical Committees.

## Guidance for Applicants

### *Review and Prioritization of Concept Statements*

This Prioritization Process is the adopted procedure to be followed in prioritizing and selecting projects. All Project Concept Statements submitted to the TTCI for funding will be reviewed using the following procedures:

1. Local agencies submit projects from their Capital Improvement Program (CIP) using the TTCI TIP Application along with supporting documentation.
2. TTCI staff will review project submissions using the identified Prioritization Process. Each project will receive a score.
3. TTCI staff will develop a preliminary list of all projects based on the score of the Prioritization Process Factors. Projects will be competing against one another based on the funds available.
4. The prioritized list will be adjusted to remain fiscally constrained and to meet the goals set forth in the Prioritization Process.
5. The recommended project list will be reviewed at the Technical Committee level. Technical Committee will then make a recommendation to the Policy Committee for approval.

### *Timeline*

Projects to be considered for FY 2026-2029 funding need to be received by the TTCI no later than **May 31, 2024, at 5:00 pm.**

Transportation Improvement Program – 9 Month Process					
TIP Development Starts	Call for Projects	Project Prioritization	TTCI Technical Committee Review	TTCI Policy Committee Review	Funded Proposed List goes to Adoption
May 2024	May 2024	July 2024	September 2024	September 2024	November to December 2024
Public Involvement Period					

### *Application Instructions*

The Project Concept Statement is to be filled out by the local agency for each project per fiscal year. Applications should be filled out thoroughly and include any supplemental information required. It is recommended that agencies submit enough projects so that a comprehensive recommended project list may be developed.

**NOTE:** If there is more than one phase for the project (Preliminary Planning, Construction), a separate sheet will need to be filled out with cost for each phase shown under Project Cost Estimate. If more than one Federal, State, or Local Cost are used during that phase, provide the breakdown in the Other Project Information section of the application.



## Definitions

### *Prioritization Process*

#### AADT (Annual Average Daily Traffic):

- Annual Average Daily Traffic (AADT) is an estimated mean daily traffic volume on a roadway. It is a useful and simple measurement of how busy a road is. The higher the AADT, the more traveled the route is, which will have a higher impact per vehicle traveled.
- Count must be within 3 years of project.

#### Asset Management:

- According to Public Act (PA) 325 of 2018, Asset Management is “an ongoing process of maintaining, preserving, upgrading, and operating physical assets cost effectively, based on a continuous physical inventory and condition assessment and investment to achieve established performance goals.” To care for Michigan’s road, bridge, culvert, and traffic signal assets in the most effective and efficient manner.

#### CAADT (Commercial Average Daily Traffic)

- Commercial Annual Average Daily Traffic (CAADT) is an estimated mean daily commercial traffic volume on a roadway. It is a useful and simple measurement of how busy a road is. The higher the CAADT, the more traveled the route is, which will have a higher impact per vehicle traveled.
- Count must be within 3 years of project.

#### Environmental Justice:

- Project is located within, or directly adjacent to, an Environmental Justice area defined in the TTCI Metropolitan Transportation Plan.
- An environmental justice area refers to a specific geographical area, community, or region where there are disproportionate levels of environmental burdens, risks, or hazards, often borne by marginalized or vulnerable populations.

#### Existing Condition:

- PASER for Roads, data is already collected and maintained by TTCI staff.
- If a roadway has more than one rating for the length of the project, the worst condition will be used.
- Preventive maintenance (PM) addresses pavement problems of roads before the structural integrity of the pavement has been severely impacted. PM is a planned set of cost-effective treatments applied to an existing roadway that slows further deterioration and that maintains or improves the functional condition of the system without significantly increasing the structural capacity. The purpose of PM fixes is to protect the pavement structure, slow the rate of deterioration, and/or correct pavement surface deficiencies. To promote proper asset management principles, points are given based on the number of PM fixes over the lifetime of the roadway.

#### Infrastructure Coordination:

- Organizing and managing various aspects of infrastructure development within a specific geographic area, typically at the municipal or regional level. This coordination involves bringing together stakeholders from different sectors such as government agencies, utilities, businesses, and community organizations to plan, implement, and maintain infrastructure projects effectively.

Local Planning and Economic Development:

- Project conforms with either local land use plan, corridor plan, Complete Streets plan, water and sewer master plan, or other locally supported planning document.

National Functional Classification:

- The most recently adopted and approved National Functional Classification (NFC) for the roadway.

Operational Improvements:

- Measures taken to enhance the efficiency of traffic flow and ensure the safety of road users. These improvements can include various strategies and interventions aimed at managing traffic congestion, reducing accidents, and improving overall transportation systems.
- A capital improvement for installation of traffic surveillance and control equipment; computerized signal systems; motorist information systems; integrated traffic control systems; incident management programs; transportation demand management facilities; strategies, and programs; and such other capital improvements to public roads as the Secretary may designate, by regulation. By definition, an operational improvement still does not include restoration or rehabilitating improvements; construction of additional lanes, interchanges, and grade separations; or construction of a new facility on a new location.

Safety:

- Projects will be measured as a rate per Million Vehicle Miles Traveled (MVMT) for road segments and Million Entering Vehicles (MEV) for intersection projects.
- Projects will utilize techniques and technologies that reduce risk, danger, or injury.

# Prioritization Process Factors

## Local Municipality Infrastructure Coordination (Max of 10 points)

The TTCI Technical Committee will review all projects and may prioritize based on other local or region-wide projects that present opportunities to coordinate efforts and reduce costs. Infrastructure Coordination shows the local agencies will be minimizing the disruption on the community and using wise investment strategies.

May include projects that cross jurisdictional boundaries, utilize grant funding that must be expended within a limited time-frame, bridge construction or culvert maintenance or replacement, projects being undertaken by public transit agencies or port authorities, rail or freight authorities, non-motorized projects, or projects that may be built concurrently with public utility projects.	Up to 10 points as determined by the TTCI Technical Committee
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## Local Planning and Economic Development (Max of 5 points)

Includes projects that are in local or regional plans (such as a Master Plan or other community development related plan) and has a significant impact on the local or regional economy. This may include areas with planned future land uses such that would increase density and traffic volume (high-density commercial, residential, or mixed-use developments).	Up to 5 points as determined by the TTCI Technical Committee
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## Pavement Condition (Max of 10 points)

The Existing Pavement Conditions will award up to 10 points based on the roadway pavement condition or bridge condition. Pavement Surface Evaluation and Rating (PASER) scale, which uses a 1-10 rating system, will be used to score projects based on road pavement condition. PASER uses visual inspection to evaluate pavement surface conditions. When assessed correctly, PASER ratings provide a basis for comparing the quality of roadway segments. If a road has more than one rating for the length of the project, the worst condition will be used.

PASER rating of 1-2	5
PASER rating of 3-4	8
PASER rating of 5-6	10
PASER rating of 7 and higher	0

## Annual Average Daily Traffic (Max of 5 points)

Annual Average Daily Traffic (AADT) is an estimated mean daily traffic volume on a roadway. It is a useful and simple measurement of how busy a road is. The higher the AADT, the more traveled the route is, which will have a higher impact per vehicle traveled.

If the applicant has more current data, it may be provided.

AADT is 20,000 or more	5
AADT is 15,000-19,999	4
AADT is 10,000-14,999	3
AADT is 5,000-9,999	2
AADT is below 4,999	1

## Commercial Annual Average Daily Traffic (Max of 5 points)

Similar to AADT, the Commercial Annual Average Daily Traffic (CAADT) is the estimated mean daily traffic volume of commercial vehicles.

CAADT is 600 or more	5
CAADT is 400-599	3
CAADT is below 399	1

**Remaining Service Life (Max of 10 points)**

The Expected Increase in Remaining Service Life (RSL) is defined as the estimated number of years until it is no longer cost effective to perform preventive maintenance on a pavement section.

Extended RSL by 15 years or more	10
Extended RSL by 10-14 years	7
Extended RSL by 5-9 years	4
Extended RSL by 2-4 years	1
Extended RSL by 0-1 years	0

**Environmental Justice (Max of 10 points)**

Project is located within, or directly adjacent to, an Environmental Justice area defined in the TTCI Metropolitan Transportation Plan.

Project located in an identified Environmental Justice area	Up to 10 points as determined by the TTCI Technical Committee
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**Safety (max of 15 points)**

Impact on Safety assesses the impact the proposed project will have on the existing road segment, providing a maximum of 15 points depending on the number of crash reduction factors associated with the completed road project.

3 or more crashes per MVMT	10
Less than 3 crashes per MVMT	5
Projects identified as an area of safety concern in local or regional planning documents	5

**Road Type – National Functional Classification (Max of 10 points)**

The National Functional Classification (NFC) is the process by which roads, streets, and highways are grouped into classes according to the character of service they provide. Individual roads and streets do not serve travel independently, but as part of a network of roads through which the traffic moves. Functional classification defines the nature of this movement by defining the part that any particular road or street should play in serving the flow of trips through a highway network and the type of access it provides to adjacent properties. Functional classification describes the importance of a particular road or network of roads to the overall system and, therefore, is critical in assigning priorities to projects and establishing the appropriate highway design standards to meet the needs of the traffic served. Functional classification is also used to determine which roads are eligible for project funding under the STBG administered by the FHWA.

Minor Arterial	10
Major Collector	7
Minor Collector	4
Local	0 (not eligible)

**Operational Improvements (Max of 5 points)**

A capital improvement for installation of traffic surveillance and control equipment; computerized signal systems; motorist information systems; integrated traffic control systems; incident management programs; transportation demand management facilities; strategies, and programs; and such other capital improvements to public roads as the Secretary may designate, by regulation. By definition, an operational improvement still does not include restoration or rehabilitating improvements; construction of additional lanes, interchanges, and grade separations; or construction of a new facility on a new location.

Traffic control measures – may include traffic signal optimization, installing roundabouts, narrowing roads or other measures to reduce speed and improve safety for pedestrians and non-motorized transportation users	2
Increases police presence or surveillance to deter speeding, reckless driving, or other dangerous behavior	2
Includes public transportation enhancements	1

**Total Possible Points:                      85**

# Transportation Improvement Program Project Application

Project Location

Total Project Length

Limits

Major Route (road name)

Beginning Mile Point

Ending Mile Point

Project Phase

Primary Work Type

Federal non-participating work?

Yes  No

Advance Construct Funding?

Yes  No

Agency

Agency Contact Person

Year:

Proposed Let Date:

Project Description

Proposed Federal Cost:

Proposed Total  
Project Cost:

Proposed State Cost:

Proposed Local Cost:

Proposed Total Phase Cost:

Project listed in the TTCI Metropolitan Transportation Plan?

Yes  No

Identified in Local plan?

Yes  No

Project conforms with Complete Streets Policy?

Yes  No  N/A

Exception being requested?

Yes  No

Describe existing and future non-motorized facilities within the project limits/additional comments/exception rational:

Number of crashes per MVMT/MEV:

Current PASER Rating (circle one)

1 2 3 4 5 6 7 8 9 10

Current Traffic Volume

Is the project 100% preserve?

Yes  No

Does the project fix the identified correctable safety issues?

Yes  No

Describe how the project fixes identified correctable safety issues:

Project located in an identified Environmental Justice area?

Yes  No

Is this a preventative maintenance project?

Yes  No

National Functional Classification

Does this project include operational improvements?

Yes  No

Does this project have a capacity change?

Yes  No

If this project includes a capacity change, please attach travel analysis in pdf format.

Preventative Maintenance fixes since last reconstruction:

Describe fix(es) with year fix was completed.

Please attach a map image of the project location with project limits in jpeg format.