

DIVISION 7

Attachment D

CRITERIA

High Impact/Low Cost Project Selection Criteria					
	% Weight	0 points	1 point	2 points	
Traffic Volume					
Current Volume/AADT	30	750 or less	751 to 1499	1500 or more	Use most recent AADT Map volume or other available traffic volume count
Safety					
Accident rate (Combined Safety Score)	15	Combined safety score of 0 to 33	Combined safety score of 33 to 66	Combined safety score of 66 to 100	provided by mobility and safety
Roadway Characteristics					
existing lane width	15	standard width or above		below standard	NCDOT/AASHTO Design Guidelines
existing shoulder width	10	standard width or above		below standard	NCDOT/AASHTO Design Guidelines
pavement condition score	5	80>100	70>=80	>=70	use most recent pavement condition survey score
Multimodal Benefits					
Non-Highway modal components included in project	5	no non-highway benefits		includes benefits to at least one non-highway mode	Determined by Divisions
Other Funding Availability					
Other Funding Availability	10	no other funding	1% to 19.99%	20% or above	Other funding sources are available to offset project costs. Other sources can include other highway funded program dollars (contingency, economic development, small construction, etc.) or local funding participation. With the exception of trust fund economic development projects, STI funds should not be considered.
County Economic Well Being (NC Dept of Commerce County Tier Designation)					
County Tier Designation	10	Tier 3	Tier 2	Tier 1	Based on current county tier designation as identified by the North Carolina Department of Commerce: Tier 1: 40 most distressed counties Tier 2: Next 40 distressed counties Tier 3: 20 least distressed counties
Total:	100	% weights for the scoring criteria selected must total to 100%			

* Division Engineers, in conjunction with their partnering MPOs and RPOs, shall select a minimum of 7 criteria to be used in evaluating projects within their Division based on regional/local needs and priorities.

* If desired, Division Engineers, with concurrence from each of their partnering MPOs and RPOs, may develop additional scoring criteria beyond those provided in the above list. Any new criteria shall include metrics for scoring on the established 0 to 2 point scale.

* Division Engineers shall determine the appropriate scoring weights for each of the criteria selected based on regional/local needs. Scoring weights must add up to 100%.

* Projects must receive at least half of the total possible scoring points to be considered for funding.

* For those projects meeting the minimum threshold for funding consideration, Division Engineers, in conjunction with their partnering MPOs and RPOs, shall determine which projects are funded based on local priorities and budgetary constraints with priority consideration given to projects that promote job creation and economic growth.

* Projects funded through this program, unless otherwise approved by the Secretary of Transportation, are expected to be under construction (contracts awarded) within 12 months of funding approval by the Board of Transportation (Board Agenda Item H).

* High Impact/Low Cost project funding share shall not exceed \$1.5M on any single project unless otherwise approved by the Secretary of Transportation.

* Any project exceeding \$250k total project cost (all funding sources) will require resolution of support from the appropriate local government agency prior to authorization of funding.