

## OBJECTIVE PRIORITIZATION SYSTEM

Approved as an Evaluation Tool by the CARS Technical Review Committee on November 19, 1998.

1. Cost Benefit Rating , "C/B" (weight = 29%)  
(Proposed CARS Program funding / Current ADT of facility )

	C/B	≤	20	=	5 points
20 <	C/B	≤	50	=	3 points
50 <	C/B			=	0 points
  
2. Pavement Condition using a "Good-Fair-Poor" system (weight = 24%)

Good	=	Ride is comfortable; few distortions and no large swags; little, if any patching required; any required patching is for surface defects only. Minimal or no maintenance required.	=	0 points
Fair	=	Ride uncomfortable at speed limit in some areas within the proposed project limits; some areas of base failure evident; patching or areas requiring patching evident. Resurfacing with minimal base repair required.	=	3 points
Poor	=	Uncomfortable to drive at speed limit; numerous distortions due to base failures; extensive patching. Resurfacing with extensive base repair or reconstruction required.	=	5 points
  
3. Level of Service (weight = 19%)

Level A or B	=	1 point
Level C	=	3 points
Level D or below	=	5 points
  
4. Accident history (weight = 14%)

28 or more accidents in 3 years	5 points
16 to 27 accidents in 3 years	4 points
7 to 15 accidents in 3 years	3 points
6 or fewer accidents in 3 years	0 points
  
5. System continuity - constructing missing links (weight = 9%)

Missing link = 5 points – A new roadway section connecting two or more existing routes or an improvement project which widens a roadway segment to be consistent with the width of adjoining roadway segments.
  
6. Average Daily Traffic ( weight = 5%)

Urban	3,500 - 4,999	=	1 point
Urban	5,000 - 14,999	=	3 points
Urban	15,000 +	=	5 points
Rural	1,500 - 2,000	=	1 point
Rural	2,001 - 3,000	=	3 points
Rural	3,001 +	=	5 points