Subdivision Street Pavement Management Fund
Priority Based Scoring

PRIORITY-BASED FORMULA

A ranked list of roads is developed utilizing a priority-based formula.

The criteria used to develop the prioritized ranking of candidate projects are:

1. Pavement Condition (Average OPC scale of 0-100 for the full length of the subdivision cul-de-sacs and local roads. For subdivision collector roads, we use the average OPC for segments 0.3 miles or longer.)
2. Functional Classification (i.e. cul-de-sac, subdivision local, subdivision collector)
3. Special Conditions/Transportation Needs
4. Community Transportation Team Modifier

The Priority Score is determined using a two step process. First, an initial score is calculated using a priority formula. After the initial score is calculated, the final priority score is determined by adjusting the initial score so that it is based on a 0 to 100 scale.

Step 1 – Initial Score

Initial Score = $(OPC*WF_1)+(FUNC*WF_2)+(SPC*WF_3)+(CTT*WF_4)$

Where:

OPC =	OPC Point Value	WF_1 =	OPC Weighting Factor
FUNC =	Functional Class Point Value	WF_2 =	FUNC Weighting Factor
SPC =	Special Condition Point Value	WF_3 =	SPC Weighting Factor
CTT =	CTT Point Value	WF_4 =	CTT Weighting Factor

Step 2 – Final Priority Score

Final Priority Score = [Initial Score/3.0] x 100

The follow is a summary of the above-mentioned criteria used in the ranking process.

I. Pavement Condition - OPC scale of 0 - 100

Weighting Factor - **40%**

Point Value	Description
1	Extensive alligator cracking Environmental block cracking Extensive joint reflective cracking (composite) Ride quality not significantly impacted
2	Moderate raveling at reflective cracks Extensive alligator cracking with areas of wheel path deformation Extensive joint reflective cracking with blow ups Ride quality beginning to be affected
3	**OPC less than 50 (Very Poor and Poor Categories)** Extensive and continuous wheel path fatigue Deep rutting of wheel path causing safety problems and shoving Severe raveling at reflective cracks Pot holes developing Continuous alligator cracking showing wheel path deformation Extensive blow up of reflective cracks Inferior ride (rough)

II. Functional Class

Weighting Factor - 30**%**

Point Value	Description
1	This value is not currently being utilized
2	Subdivision local roads (typically less than 28') and cul-de-sacs
3	Subdivision collector roads (typically 28' or greater)

III. Special Conditions/Transportation Needs

Weighting Factor - **20%**

Point Value	Description
1	Limited or no facilities other than occasional residents or farms

2	Recreation Centers (Parks) Strip developments Small employment centers Small businesses
3	Educational facilities (schools, colleges, day care centers) Transit centers/Transit routes (Park and Ride, bus routes) Community Centers (churches, hospitals, senior centers) Industrial Parks Major Government Facility Commercial Center/Corporate (shopping, employment)

IV. CTT Modifier

Weighting Factor - **10%**

Point Value	Description
1	Projects that should be weighed only by the three factors above
2	Overall route continuity Project linkage (link with other road/bridge project)
3	Location on a detour route Safety concerns