

On the Move: 2007-2035 Transportation Plan
Preservation Goal Group Project Evaluation Matrix
Goal: Protect the region's investment by maintaining and preserving the existing system

Project #	SP - 1		SP - 2		SP - 3		SP - 4		SP - 5	
Project	11th Street from Washington to Jackson Pavement Reconstruction		Airport Hwy & Western Byrne to Anthony Wayne Trail Pavement Reconstruction		Alexis from Talmadge to Jackman Pavement Reconstruction		Angola Holland-Sylvania to Reynolds Pavement Reconstruction		Bancroft Reynolds to Ottawa Hills C.L. Pavement Reconstruction	
Cost	\$2,194,000		\$8,943,000		\$14,697,000		\$2,381,000		\$5,300,000	
(Goal Group Rank)										
Objectives & Measures	Information	Scores:	Information	Scores:	Information	Scores:	Information	Scores:	Information	Scores:
1. Optimize use of existing built infrastructure		Sub-items 5 points each		Sub-items 5 points each		Sub-items 5 points each		Sub-items 5 points each		Sub-items 5 points each
a. Number of lane miles reconstructed, maintained, or upgraded for more effective use on existing alignment	2.12		8.64		14.20		2.30		5.12	
b. Current and projected traffic volume in project area (Most recent AADT/CY2000 Trucks)	5,500 15		15,500 1,400		28,300 2,500		11,600 1,000		16,500 2,100	
c. Pavement Condition Rating (PCR/Structural Deduct from 2005)	57 28.0		50 24.6		57 10.8		46 32.3		54 29.2	
d. Extent to which upgrades existing rather than building new: -Maintains/ reconstructs -Upgrades on existing alignment -Upgrades existing facility-adds new capacity										
3. Coordinate Transportation & Land use planning		5 Points Max.		5 Points Max.		5 Points Max.		5 Points Max.		5 Points Max.
a. Development density of area served										
2. System preservation		10 Points Max.		10 Points Max.		10 Points Max.		10 Points Max.		10 Points Max.
a. Expected effectiveness for maintaining/preserving existing infrastructure: -Highly effective (large impact in region) through low level of effectiveness (localized or slight impact in region)										
Grand Total		0		0		0		0		0

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Project #	SP - 6		SP - 7		SP - 8		SP - 9		SP - 10	
Project	Benore from Detroit to Alexis Pavement Reconstruction		Broadway & Summit from Glendale to Erie Pavement Reconstruction		US-24, I-75(Exit203b) to S. L. & Detroit, Telegraph to Alexis Pavement Reconstruction		US-24 (Detroit) Anthony Wayne Tr. to Arlington Pavement Reconstruction		Dorr from Fernwood to 17th Pavement Reconstruction	
Cost	\$1,822,000		\$32,458,000		\$23,205,000		\$5,175,000		\$6,831,000	
(Goal Group Rank)										
Objectives & Measures	Information	Scores:	Information	Scores:	Information	Scores:	Information	Scores:	Information	Scores:
1. Optimize use of existing built infrastructure		Sub-items 5 points each		Sub-items 5 points each		Sub-items 5 points each		Sub-items 5 points each		Sub-items 5 points each
a. Number of lane miles reconstructed, maintained, or upgraded for more effective use on existing alignment	1.76		31.36		22.42		5.00		6.60	
b. Current and projected traffic volume in project area (Most recent AADT/CY2000 Trucks)	5,700 850		19,800 2,390		11,200 2,500		10,900 650		12,500 500	
c. Pavement Condition Rating (PCR/Structural Deduct from 2005)	58 25.6		48 25.4		43 35.5		49 21.0		48 28.0	
d. Extent to which upgrades existing rather than building new: -Maintains/ reconstructs -Upgrades on existing alignment -Upgrades existing facility-adds new capacity										
3. Coordinate Transportation & Land use planning		5 Points Max.		5 Points Max.		5 Points Max.		5 Points Max.		5 Points Max.
a. Development density of area served										
2. System preservation		10 Points Max.		10 Points Max.		10 Points Max.		10 Points Max.		10 Points Max.
a. Expected effectiveness for maintaining/preserving existing infrastructure: -Highly effective (large impact in region) through low level of effectiveness (localized or slight impact in region)										
Grand Total		0		0		0		0		0

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Project #	SP - 11		SP - 12		SP - 13		SP - 14		SP - 15	
Project	Douglas Sylvania to State Line Pavement Reconstruction		East Broadway from SR-795 to County Line Pavement Reconstruction		Expressway South from Lagrange to Manhattan Pavement Reconstruction		Five Point from SR-65 to SR-25 Pavement Reconstruction		Fort Meigs from Roachton to River Road Pavement Reconstruction	
Cost	\$9,605,000		\$6,400,000		\$1,863,000		\$5,370,000		\$3,064,000	
(Goal Group Rank)										
Objectives & Measures	Information	Scores:	Information	Scores:	Information	Scores:	Information	Scores:	Information	Scores:
1. Optimize use of existing built infrastructure		Sub-items 5 points each		Sub-items 5 points each		Sub-items 5 points each		Sub-items 5 points each		Sub-items 5 points each
a. Number of lane miles reconstructed, maintained, or upgraded for more effective use on existing alignment	9.28		8.00		1.80		7.02		2.96	
b. Current and projected traffic volume in project area (Most recent AADT/CY2000 Trucks)	21,800 1,850		4,200 1,100		650 75		1,200 500		5,500 100	
c. Pavement Condition Rating (PCR/Structural Deduct from 2005)	58 28.3		53 34.7		46 28.0		58 25.9		60 24.1	
d. Extent to which upgrades existing rather than building new: -Maintains/ reconstructs -Upgrades on existing alignment -Upgrades existing facility-adds new capacity										
3. Coordinate Transportation & Land use planning		5 Points Max.		5 Points Max.		5 Points Max.		5 Points Max.		5 Points Max.
a. Development density of area served										
2. System preservation		10 Points Max.		10 Points Max.		10 Points Max.		10 Points Max.		10 Points Max.
a. Expected effectiveness for maintaining/preserving existing infrastructure: -Highly effective (large impact in region) through low level of effectiveness (localized or slight impact in region)										
Grand Total		0		0		0		0		0

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Project #	SP - 16		SP - 17		SP - 18		SP - 19		SP - 20	
Project	Franklin fro Adams to Bancroft Pavement Reconstruction		Hill from Reynolds to Detroit Pavement Reconstruction		Holland / Sylvania from Hill to Dorr Pavement Reconstruction		Kellog from SR-65 to SR-235 Pavement Reconstruction		Luckey from Moline-Martin to Ayers Pavement Reconstruction	
Cost	\$1,698,000		\$16,477,000		\$1,842,000		\$5,110,000		\$1,653,000	
(Goal Group Rank)										
Objectives & Measures	Information	Scores:	Information	Scores:	Information	Scores:	Information	Scores:	Information	Scores:
1. Optimize use of existing built infrastructure		Sub-items 5 points each		Sub-items 5 points each		Sub-items 5 points each		Sub-items 5 points each		Sub-items 5 points each
a. Number of lane miles reconstructed, maintained, or upgraded for more effective use on existing alignment	1.64		15.92		1.78		6.68		2.16	
b. Current and projected traffic volume in project area (Most recent AADT/CY2000 Trucks)	8,400 325		22,200 2,800		13,600 1,000		2,200 400		2,500 50	
c. Pavement Condition Rating (PCR/Structural Deduct from 2005)	59 23.8		57 24.4		64 24.1		57 25.9		61 23.5	
d. Extent to which upgrades existing rather than building new: -Maintains/ reconstructs -Upgrades on existing alignment -Upgrades existing facility-adds new capacity										
3. Coordinate Transportation & Land use planning		5 Points Max.		5 Points Max.		5 Points Max.		5 Points Max.		5 Points Max.
a. Development density of area served										
2. System preservation		10 Points Max.		10 Points Max.		10 Points Max.		10 Points Max.		10 Points Max.
a. Expected effectiveness for maintaining/preserving existing infrastructure: -Highly effective (large impact in region) through low level of effectiveness (localized or slight impact in region)										
Grand Total		0		0		0		0		0

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Project #	SP - 21		SP - 22		SP - 23		SP - 24		SP - 25	
Project	Matzinger from Lint to Ann Arbor RR Pavement Reconstruction		Monroe from Secor to Detroit Pavement Reconstruction		Navarre Woodville to Oregon City Limits Pavement Reconstruction		Nebraska from Westwood to Brown Pavement Reconstruction		Nebraska from Hawley to Collingwood Pavement Reconstruction	
Cost	\$2,991,000		\$11,137,000		\$2,401,000		\$3,975,000		\$2,691,000	
(Goal Group Rank)										
Objectives & Measures	Information	Scores:	Information	Scores:	Information	Scores:	Information	Scores:	Information	Scores:
1. Optimize use of existing built infrastructure		Sub-items 5 points each		Sub-items 5 points each		Sub-items 5 points each		Sub-items 5 points each		Sub-items 5 points each
a. Number of lane miles reconstructed, maintained, or upgraded for more effective use on existing alignment	2.89		10.76		2.32		3.84		2.60	
b. Current and projected traffic volume in project area (Most recent AADT/CY2000 Trucks)	6,400 1,400		28,100 1,700		31,200 3,300		16,300 1,250		10,900 1,100	
c. Pavement Condition Rating (PCR/Structural Deduct from 2005)	57 29.3		57 22.5		51 (2004) 30 (2004)		63 23.1		59 24.4	
d. Extent to which upgrades existing rather than building new: -Maintains/ reconstructs -Upgrades on existing alignment -Upgrades existing facility-adds new capacity										
3. Coordinate Transportation & Land use planning		5 Points Max.		5 Points Max.		5 Points Max.		5 Points Max.		5 Points Max.
a. Development density of area served										
2. System preservation		10 Points Max.		10 Points Max.		10 Points Max.		10 Points Max.		10 Points Max.
a. Expected effectiveness for maintaining/preserving existing infrastructure: -Highly effective (large impact in region) through low level of effectiveness (localized or slight impact in region)										
Grand Total		0		0		0		0		0

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Project #	SP - 26		SP - 27		SP - 28		SP - 29		SP - 30	
Project	Otter Creek from Consal to Bay Shore Pavement Reconstruction		Pemberville from Sugar Ridge to SR-582 Pavement Reconstruction		Starr from Wheeling to Belt Pavement Reconstruction		Stearns from SR-199 to US-23 Pavement Reconstruction		Suder from Manhattan to Benore Pavement Reconstruction	
Cost	\$3,902,000		\$2,372,000		\$4,637,000		\$1,015,000		\$7,452,000	
(Goal Group Rank)										
Objectives & Measures	Information	Scores:	Information	Scores:	Information	Scores:	Information	Scores:	Information	Scores:
1. Optimize use of existing built infrastructure		Sub-items 5 points each		Sub-items 5 points each		Sub-items 5 points each		Sub-items 5 points each		Sub-items 5 points each
a. Number of lane miles reconstructed, maintained, or upgraded for more effective use on existing alignment	5.10		3.10		4.48		0.98		7.20	
b. Current and projected traffic volume in project area (Most recent AADT/CY2000 Trucks)	5,000 300		2,500 450		16,500 250		2,400 850		8,500 1,650	
c. Pavement Condition Rating (PCR/Structural Deduct from 2005)	53 32.3		64 24.8		54 33.1		54 30.5		58 31.1	
d. Extent to which upgrades existing rather than building new: -Maintains/ reconstructs -Upgrades on existing alignment -Upgrades existing facility-adds new capacity										
3. Coordinate Transportation & Land use planning		5 Points Max.		5 Points Max.		5 Points Max.		5 Points Max.		5 Points Max.
a. Development density of area served										
2. System preservation		10 Points Max.		10 Points Max.		10 Points Max.		10 Points Max.		10 Points Max.
a. Expected effectiveness for maintaining/preserving existing infrastructure: -Highly effective (large impact in region) through low level of effectiveness (localized or slight impact in region)										
Grand Total		0		0		0		0		0

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Project #	SP - 31		SP - 32		SP - 33	
Project	Tracy SR-795 to Northwood C. Limits Pavement Reconstruction		Washington from Erie to Monroe Pavement Reconstruction		Anthony Wayne Trail Toledo C. Limits to Lafayette Pavement Reconstruction	
Cost	\$4,024,000		\$3,892,000		\$34,631,000	
(Goal Group Rank)						
Objectives & Measures	Information	Scores:	Information	Scores:	Information	Scores:
1. Optimize use of existing built infrastructure		Sub-items 5 points each		Sub-items 5 points each		Sub-items 5 points each
a. Number of lane miles reconstructed, maintained, or upgraded for more effective use on existing alignment	5.28		3.76		33.46	
b. Current and projected traffic volume in project area (Most recent AADT/CY2000 Trucks)	3,800 400		13,900 450		31,200 3,300	
c. Pavement Condition Rating (PCR/Structural Deduct from 2005)	58 24.9		45 23.6		55 (2001) 22 (2001)	
d. Extent to which upgrades existing rather than building new: -Maintains/ reconstructs -Upgrades on existing alignment -Upgrades existing facility-adds new capacity						
3. Coordinate Transportation & Land use planning		5 Points Max.		5 Points Max.		5 Points Max.
a. Development density of area served						
2. System preservation		10 Points Max.		10 Points Max.		10 Points Max.
a. Expected effectiveness for maintaining/preserving existing infrastructure: -Highly effective (large impact in region) through low level of effectiveness (localized or slight impact in region)						
Grand Total		0		0		0