Upper Front Range 2040 RTP: Project Scoring Guidelines

Evaluation Criteria	Weighting Score
Economic vitality – The project supports economic development in regional industries including agriculture, energy, and tourism.	**20**
Safety – the project reduces a hazardous condition (Range of hazardous conditions from crash rate performance – public perception)	**25**
Mobility – the project creates new travel options and increases connectivity; system continuity	**20**
Transportation system integrity - the project improves a condition related to pavement drivability life and level of service; asset management program.	**20**
Land use – The project is integrated with existing and planned land uses	**5**
Cost effectiveness –the projects that meets the most goals for the lowest cost are the most cost effective	**10**
Alternate fuels – the project supports the development of natural gas infrastructure and the use of compressed and liquefied natural gas fuels.	**Bonus - 15**
Disaster mitigation – the project addresses potential natural disaster events.	**Bonus - 15**

Criterion	Assessment	Example	Score
Economic vitality - the project supports economic development in regional industries including agriculture, energy, and tourism. **Weight = 20**	The project facilitates significant economic development to a large area or entire region.	*New and/or improved access for commercial vehicles to regional corridor*	3
	The project enhances economic development to spot location or existing economic area.	*New and/or improved access for commercial retail center*	2
	The project provides some benefit to economic activity to a location or area.	*Addition of auxiliary lanes*	1
	The project has no discernable benefit to economic activity.	*Improvements for residential access*	0

Criterion	Assessment	Example	Score
Safety – the project reduces a hazardous condition (Range of hazardous conditions from crash rate performance – public perception) **Weight = 25**	The project will substantially reduce the crash rate at a documented high crash segment or location.	*The addition of passing lanes where there is a high frequency of head-on or side swipe crashes*	3
	The project reduces the crash rate at a high crash segment or location.	*Development of an access management plan*	2
	The project provides some safety improvement along a segment or at a spot location.	*Surface treatment project*	1
	The project does not have a direct affect to safety improvements.	*A landscaping or beautification project*	0

Criterion	Assessment	Example	Score
Mobility – the project creates new travel options and increases connectivity; system continuity **Weight = 20**	The project provides a significant increase in capacity of person trips or freight movement along a congested highway	*Widening of a segment of highway from 2 to 4 lanes*	3
	The project provides some improvement in capacity of person trips or freight movement.	*Addition of auxiliary lanes*	2
	The project has little benefit to capacity.	*Bridge deck improvements*	1
	The project has no benefit to capacity or has negative impact to capacity.	*A landscaping or beautification project*	0

Criterion	Assessment	Example	Score
Transportation system integrity - the project improves a condition related to pavement drivability life and level of service; asset management program. **Weight = 20**	The project will provide substantial improvement to a key highway asset.	*Reconstruction of a segment of highway or a bridge*	3
	The project will provide some improvement to a key highway asset.	*Resurfacing project*	2
	The project provides little improvement to a highway asset.	*Drivability study*	1
	The project has a no or a negative impact to a highway asset.	*Addition of an irrigated landscaped median*	0

Criterion	Assessment	Example	Score
Land use – the project is integrated with existing and planned land uses. **Weight = 5**	The project provides a substantial benefit to the existing land uses and is sensitive to the existing context.	*Expansion of capacity to accommodate existing needs of adjacent land uses.*	3
	The project provides a benefit for future and planned land uses and is integrated with those plans.	*Expansion of capacity to anticipate planned changes in land use.*	2
	The project would not improve, but would have no adverse impacts on existing or planned land uses.	*Addition of auxiliary lanes within right-of-way*	1
	The project has no relationship to the existing or planned land uses in the area; the project could adversely impact existing land uses.	*Projects that would require land acquisitions and the displacement of commercial, industrial, or residential activities*	0

Criterion	Assessment	Example	Score
Cost effectiveness – the projects that meets the most goals for the lowest cost are the most cost effective* *Costs are capital, operational, and maintenance cost relative to other projects **Weight = 10**	The project provides a substantial cost-benefit to many users of the system.	*Signal timing along a congested highway*	3
	The project provides some cost-benefit to many users of the system.	*Intersection improvements at a congested location*	2
	The project provides little benefit to few users of the system.	*Reconstruction of a low volume highway*	1
	The project has no benefit to users of the system.	*Reconstruction of a low volume highway where improvements have recently been made*	0

Bonus Evaluation Criteria:

Criterion Assessment	Example
Alternate fuels – the project supports the development of natural gas infrastructure and the use of compressed and liquefied natural gas fuels **Bonus score + 15**	*Project that includes installation of alternate fuels infrastructure*

Criterion Assessment	Example
Hazard Mitigation - the project addresses potential natural disaster events **Bonus score + 15**	*Drainage improvements*