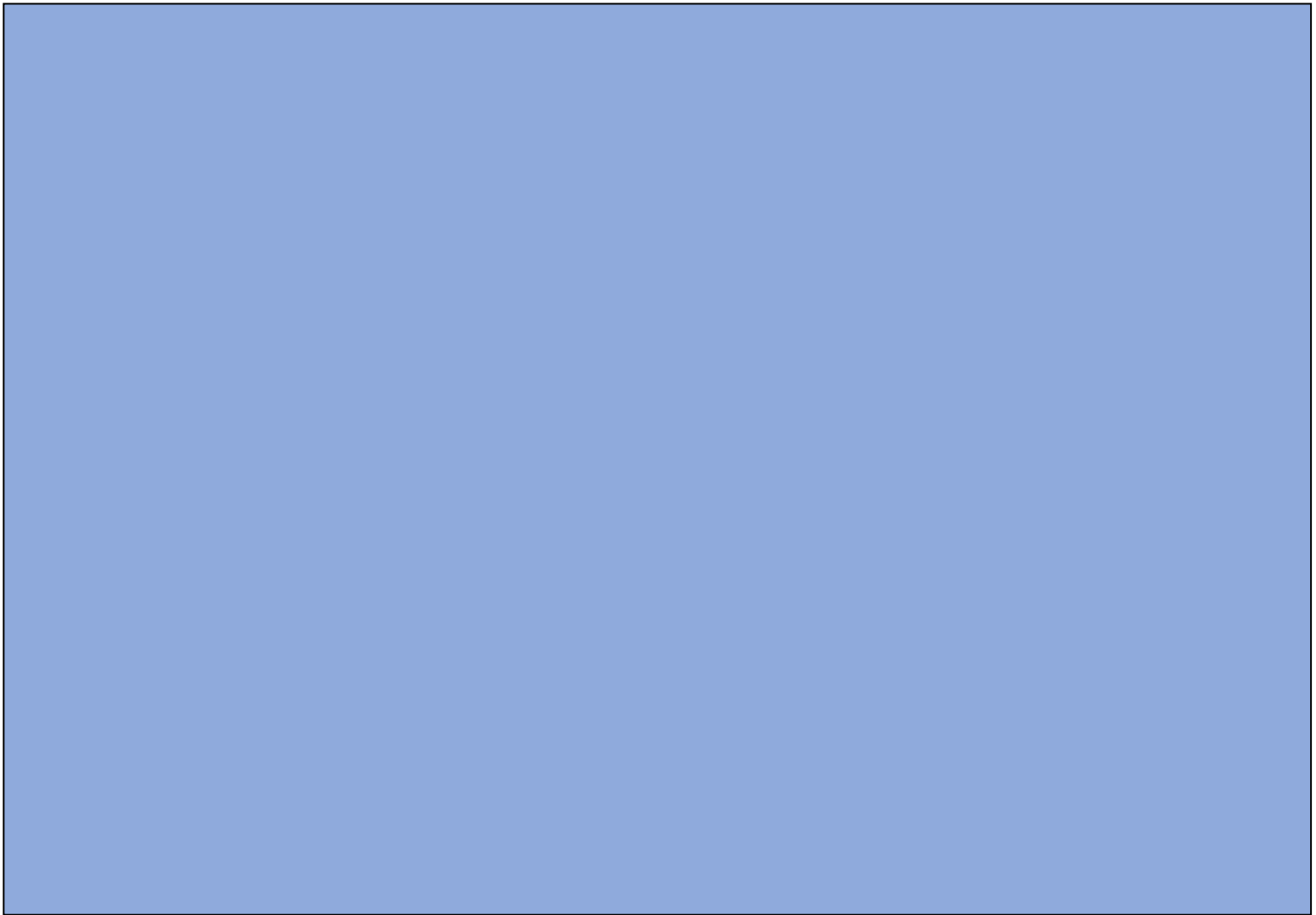


# *Roadway Expand Project Application*



FY 2023-2026 Transportation Improvement Program



GENESEE COUNTY  
METROPOLITAN PLANNING  
COMMISSION



## Roadway Expand Application

**Note: Roadway Expand projects must be identified in the LRTP as having CMP deficiencies in the year the project is proposed and must have a current or 1993 daily traffic count greater than 10,000 for a road with 2 through lanes or 25,000 for roads with more than 2 through lanes.**

TO: Alicia Williams, Planner  
Genesee County Metropolitan Planning Commission

Road Agency:

Contact Person:

Phone/E-mail: Ext: /

### Proposed Project Information

(Please submit the local funding commitment in the form of a Resolution of Support with the application. This is required for eligibility)

If in a Township, which one?

Road Name:

Point of Beginning:

Point of End:

Project Length in Feet:

Project Description:  
(Please refer to list provided)

Description Note:

**NOTE: Please provide a narrative describing the details of the project on the following page.**

Existing Number of Lanes:

Existing Pavement Width in Feet:

Proposed Number of Lanes:

Proposed Pavement Width in Feet:

Proposed Length of Right Turn Bay in Feet:

Proposed Length of Left Turn Bay in Feet:

### Detailed Project Description

If the geometrics of the intersection are being reconfigured this needs to be indicated in the narrative and on the project diagram submitted with the application.

Please provide a list of any alternatives to the proposed improvement and a brief explanation as to their shortcomings. The Congestion Management Checklist at the end of this application must be completed as part of this application. Indicate which strategies from the toolbox have been tried in the answers below.)

Alt #1

Alt #2



Performance Measures and TIP Projects

A key feature of the Fixing America’s Surface Transportation (FAST) Act is the establishment of a performance and outcome-based program, originally introduced through the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act. The objective of a performance-based program is for states and MPOs to invest resources in projects that collectively will make progress toward the achievement of national goals. 23 CFR 490 outlines the seven areas in which performance goals are required. These seven areas include: Safety; Infrastructure Condition; Congestion Reduction; System Reliability; Freight Movement; Environmental Sustainability, and Reduced Project Delivery Delay. Keep in mind that projects should be able to address performance measures which will help Genesee County meet its targets. A list of performance measures and targets is included on the call website.

**IDENTIFIED CONGESTION MANAGEMENT PROCESS DEFICIENCY (CMP)**

Projects can receive up to **65 points** for an identified Level of Service (LOS) deficiency for a Segment **or** Intersection, **or** can receive points for an identified Safety and Reliability Deficiency. Please use the listing of CMP Deficiencies from the call website to fill in the information below.

**Current traffic count (Last 5 years)**

**1993 count if needed**

**Project Year:**

<b>Select the most applicable CMP scoring criteria for your project from one of the three choices below:</b>	
<p><b>Segment Capacity Information:</b></p> <p>LOS            Points</p>	<p><b><u>Segment Points</u></b></p> <p>Level of Service “D” = 40 points  Level of Service “E” = 50 points  Level of Service “F” = 65 points</p>
<b>or</b>	
<p><b>Intersection Capacity Information:</b></p> <p><b>North and South Legs:</b></p> <p>LOS            Points</p> <p><b>East and West Legs:</b></p> <p>LOS            Points</p>	<p><b><u>Intersection Points Per Leg</u></b></p> <p>Level of Service “B” = 4 points  Level of Service “C” = 10 points  Level of Service “D” = 20 points  Level of Service “E” = 25 points  Level of Service “F” = 32.5 points</p>
<b>or</b>	
<p><b>Safety and Reliability Information:</b></p> <p>Qualification:</p> <p style="padding-left: 40px;"><i>Ex: Top 25 Crash Location</i></p> <p>Points</p>	<p><b><u>Safety and Reliability Points</u></b></p> <p>Top 25 Crash Location = 50 points  Top 25 Bottlenecks = 50 points  High Crash Location = 40 points  10 or more Incidents = 40 points</p>

**PAVEMENT CONDITION** (15 Points Available)

**2021 PASER Rating:**

<b>PASER Rating</b>	<b>Points</b>
1-4	15
5-6	8
7-10	0

**PERFORMANCE PRINCIPLES** (20 Points Available)

**1. SAFETY** - (4 Points Available)

Points will be given to projects that implement safety improvements in conjunction with normal roadway improvements. Safety improvements such as signage and/or signal upgrades, lane re-striping, turn lane additions, roundabouts, etc. all qualify. Please describe below the safety improvements proposed for this project.

**2. ACCESS MANAGEMENT** – (2 Points Available)

Points will be given to projects that employ access management techniques as the use of these techniques can help reduce traffic congestion, preserve the flow of traffic, improve traffic and non-motorized safety, prevent crashes and preserve existing road capacity.

Does this project address access management? If yes how? If not, why not?

Please be specific in identifying access management strategies used, such as describing the proposed number and location of driveway closures and the average driveway spacing.





- d. Regarding system reliability and congestion mitigation, points are available for projects that improve transit and freight movement and traffic flow in general. Write a narrative that describes how your project can improve: travel time; congestion; transit; freight movement; traffic signals; intersection accidents; and corridor timing.

4. **COMPLETE STREETS** (4 Points)

Which of the complete streets design elements are planned as part of this project? (ie: bike lanes, sidewalks, ADA accessible crosswalks, transit-related improvements, pedestrian crossings, etc.) If none, please explain.

5. **Implementation of Roundabout Study Top Tier Intersection** (5 Points)

Is this project proposing to convert one of the 14 identified top tier intersection from the Roundabout Implementation Study to a Roundabout?

Yes

No

# Congestion Management Process (CMP) Checklist and Toolbox

**Applicant Agency:**

**Project:**

**From:**

**To:**

[Large blue rectangular area for input]

FY 2023-2026 Transportation Improvement Program



**GENESEE COUNTY**  
METROPOLITAN PLANNING  
COMMISSION



**GENESEE COUNTY**  
METROPOLITAN ALLIANCE

**The CMP Checklist** is a self-assessment of the current condition of the proposed corridor as it relates to congestion management and should be completed prior to filling out the project application. The checklist walks the applicant through the CMP toolbox to help determine the best option for improving the operation of the corridor.

## **Congestion Management Checklist** 2023-2026 Transportation Improvement Program (TIP)

**Is the corridor identified as a deficiency on the 2014 or 2045 CMP Deficiencies Map?**

Yes                      No

**What do you feel is the primary cause of congestion along this corridor?**

### **CMP TOOLBOX STRATEGIES**

To begin the strategy evaluation, a “toolbox” of congestion mitigation measures was assembled that includes a variety of strategies that could be used. The strategy “toolbox” is arranged so that the measures on top take precedence over those on the bottom. The general categories for the “toolbox” are as follows:

**GENESEE COUNTY CMP “TOOLBOX” STRATEGIES:**

**Strategy #1:** Reduce Person Trips or Vehicle Miles Traveled (VMT)  
**Strategy #2:** Shift Automobile Trips to Other Modes  
**Strategy #3:** Shift Trips from SOV to HOV Auto/Van  
**Strategy #4:** Improve Roadway Operations (signal timing, turning lanes, etc.)  
**Strategy #5:** Adding Thru-Lane Capacity

#### **1) Reduce Person Trips or Vehicle Miles Traveled**

- Are land use policies in place to encourage the creation of sidewalks, bike paths, and/or transit facilities along the proposed corridor? Check all that apply.

Sidewalks

Bike Paths

Transit

None

- Have major businesses along the corridor been informed about strategies to reduce traffic such as telecommuting, flextime scheduling, or a compressed work week?

Yes                      No

**If “No” was checked for any of the #1 CMP Toolbox Strategies, please explain below why the particular option has not been used to decrease congestion and improve traffic flow along the corridor.**

**Comments:**

**2) Shift Automobile Trips to Other Modes**

- Are there available transit options along the proposed project corridor?

Yes                      No

- Are there sidewalks, bicycle lanes, or other non-motorized facilities currently in place along the proposed corridor? Check all that apply

Sidewalks              Bike Paths              Other Non-Motorized              None

**If “No” was checked for any of the #2 CMP Toolbox Strategies, please explain below why the particular option has not been used to decrease congestion and improve traffic flow along the corridor.**

**Comments:**

**3) Shift Trips from Single Occupancy Vehicles to High Occupancy Vehicles**

- Are there programs and facilities in place to encourage the use of High Occupancy Vehicles?

Yes                      No

- Is there the potential to offer transportation demand management solutions such as ridesharing, preferential parking, employer-provided shuttles, or additional car pool lots along the corridor?

Yes                      No

**If “No” was checked for any of the #3 CMP Toolbox Strategies, please explain below why the particular option has not been used to decrease congestion and improve traffic flow along the corridor.**

**Comments:**

#### 4) Improve Roadway Operations

- Have the traffic signals along the corridor been timed for optimal traffic flow?

Yes                      No

If yes, when?

- Is there the potential to improve traffic flow at intersections along the corridor through dedicated turn lanes and/or turning restrictions?

Yes                      No

- If so, which intersections?

- Have Intelligent Transportation Systems been implemented along the corridor to help address accidents and other non-recurring congestion?

Yes                      No

- Has access management been implemented along the corridor to help reduce conflict points and improve traffic flow?

Yes                      No

**If “No” was checked for any of the #4 CMP Toolbox Strategies, please explain below why the particular option has not been used to decrease congestion and improve traffic flow along the corridor.**

**Comments:**

#### 5) Adding Thru-Lane Capacity

**This is considered a “last resort” after all the other strategies have been considered.**

**Comments:**